

SPECIAL
EDITION

FermiNews

The Newsletter of the Fermi National Accelerator Laboratory

LAB CHANGES VEHICLE ACCESS TO SITE

Citing the problems caused by an increasing volume of traffic through the Laboratory, Fermilab Director JOHN PEOPLES yesterday announced a change in the pattern of visitor access to the Laboratory site. Fermilab will remain open to visitors every day from 6 a.m. to

8 p.m. However, beginning on Saturday, July 22, visitors will enter and leave the site only by the Pine Street gate from Kirk Road, on the west side of the Laboratory.

Use of the Batavia Road and Wilson Street gates will be restricted to those authorized by the Laboratory, including Fermilab and Department of Energy employees and Fermilab experimenters. Delivery trucks will continue to use the Wilson Street gate. "Cut-through" commuter traffic will no longer be able to pass through the Fermilab site.

The director described the problems of rising traffic volume through the Fermilab site. "In recent years, the cornfields that once surrounded our Laboratory

Fermilab will remain open to visitors every day from 6 a.m. to 8 p.m. Visitors will enter and leave by the Pine Street gate.

have given way to suburban neighborhoods, and the cars passing through our Laboratory have increased to a point where our site cannot handle them," he said. "Some 3,700 commuters each day use Fermilab as a shortcut, causing traffic accidents and road damage. Of vehicle-related accidents in the past five years, 76 percent have involved non-Laboratory employees." Of all Department of Energy national laboratories, Fermilab has the highest motor vehicle accident rate, and the highest accident cost per mile.

Shortly after the (then) Atomic Energy Commission acquired the land for the Fermilab site, Kane and Dupage Counties formally "vacated" their rights of way for existing roads through the site. The roads ceased to be state or county highways and became federal site roads, the property of the federal government, under the management and control of Fermilab.

Department of Transportation regulations also played a part in the decision to change traffic patterns. Associate Director BRUCE CHRISMAN explained that DOT requirements

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Visitors to Fermilab will enter and leave the site by the Pine Street gate from Kirk Road.

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SCIENCE AND SUBURBIA

AN INTERVIEW WITH DIRECTOR JOHN PEOPLES BY JUDY JACKSON
FOR *FERMINews*

JUDY JACKSON: John, what led to Fermilab's decision to change motor vehicle access to the site at this time?

JOHN PEOPLES: When Fermilab moved onto the site in 1969, this was a rural community. Very few people lived nearby. There were farms to the east, to the west and to the south. Activities of people in the neighboring communities rarely touched our site. In the intervening 26 years, the area surrounding Fermilab has become a well-populated suburban landscape. Many people live in the area immediately adjacent to the Laboratory, and we're pleased that we can let them take advantage of the pastoral bliss of our site.

Our decision to change access to the site is the most recent step we've taken to keep the presence of people from the neighborhood on our site compatible with our mission. A few years ago, when we realized that there were many more people visiting our site than there

had been in the past, we began to regulate their activities. We adopted a set of rules similar to the rules of the parks along the Fox River: One cannot run one's dog on the site except in designated areas. One cannot ride a horse just anywhere. It might be thrilling to gallop over the top of the neutrino berm, but we don't allow that any more. In 1969, these rules weren't necessary, because such activities were so rare that it didn't matter.

We're very pleased that people come to Wilson Hall to take the self-guided tour, where they learn about Fermilab. Many people in the surrounding communities also visit our buffalo; seeing the animals helps provide reassurance that our scientific research is safe.

The greatest hazard to our activities is motor vehicle traffic. The volume of traffic has come into conflict with our ability to carry out our mission, to provide a safe place for users and their

"The main reason we're taking this step is that the traffic that cuts through Fermilab—now approaching 4,000 vehicles a day—is in conflict with our mission."—John Peoples

families, and to allow the people from our neighborhood to enjoy our paths and fields. Fermilab has the sole responsibility for traffic regulation on our site, and the volume of traffic has outstripped our ability to regulate it. Heavy traffic presents hazards to the people who live and work on the site. When we created the Village, we did not expect that there would be thousands of cars a day driving along Batavia Road, where we have children crossing back and forth.

I want to stress that the main reason we're taking this step is that the traffic that cuts through Fermilab—now approaching 4,000 vehicles a day—is in conflict with our mission. Somewhat more than half of onsite traffic consists of vehicles that simply drive through Fermilab to save time.

If we permit traffic to pass through our site, we believe that the Department of Transportation will rule that our roads are "in commerce." Once our roads are in commerce, we will be required to follow much more formality in how we move materials on site. For example, our ability to move a magnet from the main accelerator enclosure to the Magnet Factory would be severely compromised. Our users' ability to move a can of solvent from the warehouse to an experimental enclosure would be compromised. Our staff and our users would be required to receive many hours more training than they do today. It would require far more paperwork and far more cost to the Laboratory.

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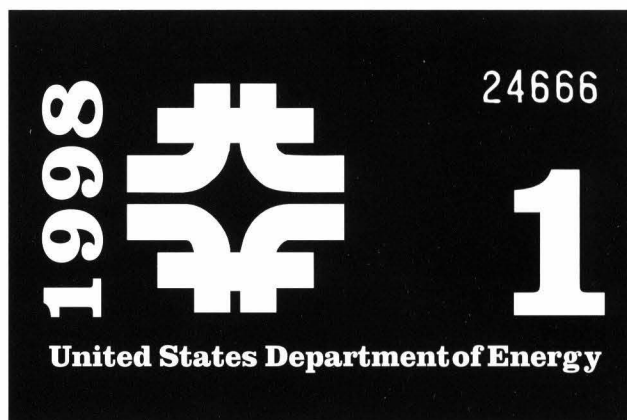


Fermilab continues to welcome visitors to watch the buffalo and the birds, attend lectures and concerts and learn about high-energy physics.

THURSDAY, JUNE 29, 1995 THURSDAY IS STICKER DAY

YOU NEED A STICKER

When changes in motor vehicle access to the Fermilab site take effect on July 22, Fermilab and DOE employees, users and contractors will still be able to enter and leave the site by all three gates. The easiest way to identify yourself as an employee, user or contractor to staff at the gates is by a valid Fermilab sticker on your vehicle. If you already have a vehicle sticker, you don't need a new one. If you do need a vehicle sticker, you can



get one (or as many as you need) by registering at the Key and ID Office on the first floor of Wilson Hall, any weekday between 8 a.m. and 4:30 p.m.

SO FOR YOUR CONVENIENCE

To make it even easier to get your sticker, on Thursday, June 29, Fermilab staff will bring the stickers to the people. Between 10 a.m. and 2 p.m. you'll be able to register your vehicles and get your stickers at any of these convenient locations:

- CDF (Big Red Square in the Assembly Building near elevators)
- Cross Gallery (The Huddle)
- DZero (high bay area)
- Feynman (main lobby)
- Site 38 (conference room)
- Tech Support (east entrance lobby of IB Center)
- Village (Aspen East)

WE'VE MADE IT EASY

On the other side of this page, you'll find a Fermilab vehicle sticker application. To save time, fill it out and bring it with you on Sticker Day.

"To get in and out of Fermilab quicker, get your car a vehicle sticker!"



Vehicle Sticker Application

Key & ID Office
(Wilson Hall 1NE-x4506)

(Please Print)

(Office Use Only)

<input type="checkbox"/> FT	<input type="checkbox"/> C	<input type="checkbox"/> SU	<input type="checkbox"/> TP	<input type="checkbox"/> UE
<input type="checkbox"/> VS	<input type="checkbox"/> PT	<input type="checkbox"/> RT	<input type="checkbox"/> GS	<input type="checkbox"/> OC

FNAL ID# _____ (NAME) LAST _____ FIRST _____ MI _____

DESCRIPTION: YEAR _____ MAKE _____

MODEL _____

- ☐ 2 DR SEDAN
☐ 4 DR SEDAN
☐ STA. WGN.
☐ VAN
☐ TRUCK
☐ UTILITY
☐ Motorcycle

CHOOSE 1 BASIC COLOR

- ☐ BLACK ☐ GRAY ☐ SILVER
☐ BLUE ☐ GREEN ☐ TAN
☐ BROWN ☐ MAROON ☐ WHITE
☐ GOLD ☐ RED ☐ YELLOW

LICENSE Plate NO. _____ STATE _____

(Office Use Only)

Type = First, Renewal, Additional, Replacement

STICKER#	Expires:	Type:	Issued:	Initial

DESCRIPTION: YEAR _____ MAKE _____

MODEL _____

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STICKER#	Expires:	Type:	Issued:	Initial

Vehicle Stickers are the **property of the D.O.E.** and are for use on the vehicle to which they are registered.

I AGREE TO REMOVE OR DESTROY THE REQUESTED STICKER UPON MY TERMINATION OR UPON DISPOSAL OF THE VEHICLE.

INTERVIEW

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We all must keep in mind that the federal government provides funds for the Laboratory's scientific mission. Our responsibility is to carry out our mission as it has been developed by the Department of Energy, the Administration and Congress.

Although we are going to change the access to the site, our goal is to make those changes so that our employees and users are minimally affected, so that they can come to work and leave with only a little inconvenience. We want the people in the surrounding communities who wish to come to Fermilab to ride a horse, to ride a bicycle or to look at an exhibit to be able to do so. We truly welcome the public to Fermilab to take advantage of our resources.

JJ: What do you see as the benefits of the change?

JP: To me, the major benefit of the change is to bring our practices into harmony with the fact that we are embedded in a dynamic, heavily populated, suburban community. It will allow us to

continue our scientific mission safely and without an intolerable overlay of bureaucracy. At the same time it will allow the public to take advantage of our site. If we did not adopt the change in access, I believe that we might have to adopt very onerous rules for transporting materials that would affect our employees and our users in ways that they would be likely to find unacceptable.

JJ: What is your view of the appropriate use of the Fermilab site by our neighbors in surrounding communities?

JP: Let me begin with the appropriate use of our site, not just for our neighbors, but for our scientific mission. That is the first use of our site. When the state of Illinois gave to the federal government the 6,800 acres for Fermilab, they gave it to be used for scientific purposes. We have to assure the Department of Energy and the scientific community that the site will be used to carry out high-energy physics. When an activity takes place on the site, it may not interfere with high-energy physics. We have to look at the appropriate use of the site by our neighbors in that light.

I certainly think that riding a bicycle in the unrestricted areas on the site is appropriate. I think it is appropriate for Fermilab to support the arts in the area by arranging performances in the Auditorium and art exhibits in Wilson Hall. I think it is appropriate for Fermilab to provide added value to the educational opportunities in our area through our Education Center. I think it is of great benefit to give people who are interested in prairie restoration and ecology the opportunity to participate in projects that we have on site.

I do not think it is appropriate for us to act as a high-impedance feeder of automobile traffic through the site, exposing the people who are on the site to added risk. The traffic from employees, users and visitors already taxes our roads. The addition of 4,000 commuter vehicles driving through daily overtakes our roads and creates a risk to the people on site.

I believe that excluding through traffic will make Fermilab a safer place for employees, users and visitors who come to take advantage of our resources. ■

ACCESS CHANGE

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regulate the transport of materials along routes that are "in commerce," a concept that includes roads that can be traversed by the general public without their having to gain access through a controlled access point. "Enforcement of the DOT regulations would severely hamper the day-to-day Laboratory operations that support our physics research mission," Bruce said. "Transporting the materials in common use at Fermilab over roads in commerce would require large expenditures for equipment, training, documentation and record-keeping, as well as for increased personnel. These costs would come at the expense of our research mission."

Eliminating cut-through commuter traffic will effectively take the roads out of commerce.

**All Fermilab entrances
will remain open to
bicyclists and pedestrians.**

All three Fermilab entrances will remain open to bicyclists and pedestrians from 6 a.m. to 8 p.m., as they are now. The director emphasized that Fermilab continues to welcome visitors who currently use the Laboratory for a wide

range of recreational, cultural and educational activities. "If your neighbors want to bring their families for a tour of Fermilab—and I hope they will—they can still do that," he said. "If they want to come to Fermilab and go fishing, they should bring their poles. In fact, Fermilab will be a more pleasant place to visit after these changes take effect."

Staff at the gates will control access to the site. They will admit authorized drivers with appropriate identification at all gates. However, the staff at the Batavia Road and Wilson gates will direct other drivers to the Pine Street gate for entry to or exit from the Laboratory.

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SITE ACCESS CHANGE QUESTIONS & ANSWERS

Q. WILL EMPLOYEES BE ABLE TO USE THE SAME GATES AS BEFORE?

A. Yes, guards at the Batavia and Wilson gates will admit Fermilab and DOE employees, contractors, Fermilab users and summer students, as well as some other groups—concert-goers and families who live on site, for example.

Q. DO I HAVE TO HAVE A FERMILAB STICKER ON MY CAR TO USE THE GATES?

A. No, a valid Fermilab ID will also get you in and out. However, a vehicle sticker is the fastest and most convenient form of identification.

Q. WILL EMERGENCY VEHICLES BE ABLE TO USE ALL ENTRANCES?

A. Yes, guards will admit emergency vehicles that need to pass through the Fermilab site.

Q. WILL THERE BE TRAFFIC JAMS AT THE GATES?

A. The first few days may see some delays as staff at the gates learn how to work with the new system, and former drive-through traffic adjusts to the new

pattern. These first days may call for some extra patience and a few extra minutes for the trip to work in the morning.

Q. HOW WILL THE LAB COMMUNICATE THE CHANGES TO SURROUNDING COMMUNITIES?

A. Yesterday, Fermilab staff met with the mayors of nearby towns and members of the local press to describe the access changes. Today, informational signs will go up at all entrances, and the Laboratory will begin distributing materials explaining the change. In early July, Fermilab will mail to local households a flyer with the message that visitors continue to be welcome at Fermilab every day. On Sunday, July 16, at 2 p.m. in Ramsey Auditorium, Fermilab staff will

hold an informational meeting, open to all, on the coming changes in access to the site. Staff at the gates will continue to distribute informational material to visitors. ■

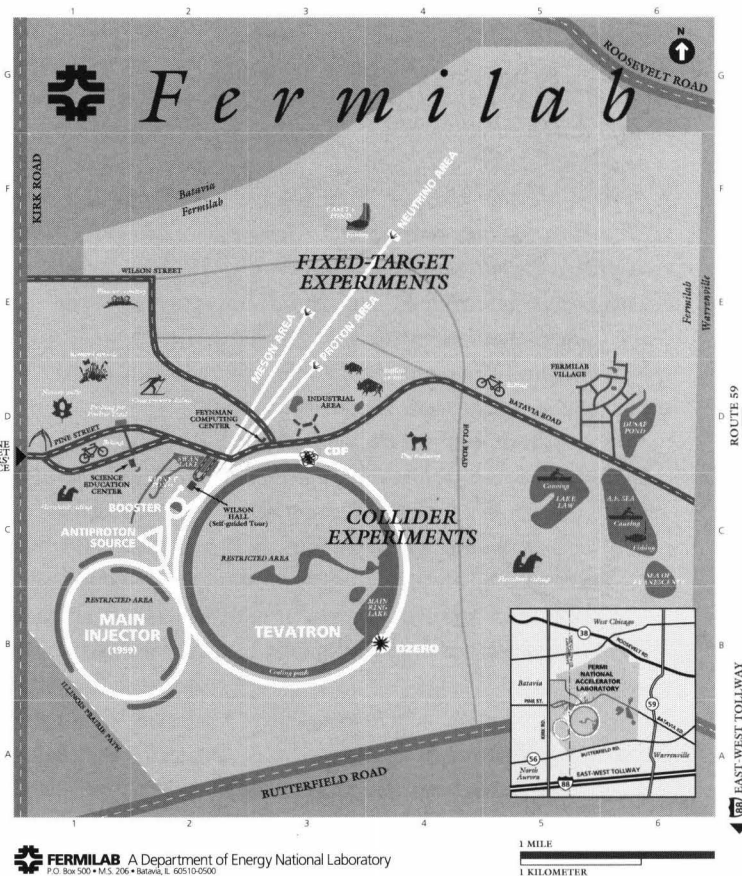
ACCESS CHANGE

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Guards will admit vehicles bearing valid Fermilab vehicle stickers at all gates.

Fermilab will begin posting staff at the gates on July 15, to distribute informa-

tional materials and remind drivers of the coming change. On Saturday, July 22, Fermilab will begin requiring visitors' vehicles to enter and leave the Laboratory by the Pine Street Gate only. ■



Need More Info?

Fermilab employees and users, as well as members of the community, are welcome to attend an informational meeting at 2 p.m. on Sunday, July 16 in Ramsey Auditorium to learn more about the access change.

If you need more information on the access changes to the Laboratory, please call the Site Access Information Line at x2477.