

**STANFORD UNIVERSITY  
TRAFFIC AND PARKING CODE**

**REVISED AUGUST 2023**



# Table of Contents

<b>INTRODUCTION</b>	3
<b>Chapter 1: GENERAL PROVISIONS</b>	5
Section 1.1 Definitions	5
Section 1.2 Authorities for Conditions and Regulations	5
Section 1.3 Applicability of California Vehicle Code (CVC)	5
Section 1.4 Saving Clause	5
Section 1.5 Authorities of Deputy Sheriff	5
Section 1.6 Authority of All Department of Public Safety Non-Sworn Field Personnel	5
Section 1.7 Enforcement of Vehicle Reistration Citations	6
Section 1.8 Exemptions of Certain Vehicles from Regulations	6
<b>Chapter 2: VEHICLE OPERATION</b>	7
Section 2.1 Violations of California Vehicle Code	7
Section 2.2 Speed Limits	7
Section 2.3 Pedestrian and Restricted Access Zones	7
Section 2.4 Reporting of Collisions	8
<b>Chapter 3: VEHICLE PARKING</b>	9
Section 3.1 Parking Prohibited Exception Conformance with this Code	9
Section 3.2 Parking Areas - Designation	9
Section 3.3 Parking within Marked Space	9
Section 3.4 Alleys, Fire Lanes and Landscaped Areas	9
Section 3.5 Parking Areas – Use Thereof	9
Section 3.6 Parking Areas - Pedestrian Zone (PZ)	10
Section 3.7 Parking Areas - Hours of Enforcement	11
Section 3.8 Storage of Vehicles	11
Section 3.9 Abandoned Vehicles	12
Section 3.10 Impounding of Vehicles	12
Section 3.11 Temporary "No Parking" Signs (for Vehicles)	12
Section 3.12 Vehicle Impound or Administrative Fee	12
Section 3.13 Use and Enforcement of Construction Project / Staging Areas	13
Section 3.14 Electric Vehicle Charging and Parking	13
<b>Chapter 4: PARKING PERMITS</b>	14
Section 4.1 Registration and University Permit Required	14
Section 4.2 University Parking Permits - Ownership and Use	14
Section 4.3 Carpool Permits	15
Section 4.4 Disabled Persons Parking Permits	15
Section 4.5 Notification of Change of License Plates or Vehicle	15

# Table of Contents *(continued)*

<b>Chapter 5: BICYCLE EQUIPMENT AND OPERATION</b> .....	16
Section 5.1 Laws Applicable to Bicycle Use.....	16
Section 5.2 Bicycle Equipment.....	16
Section 5.3 Bicycle Operation.....	16
Section 5.4 Excessive Speed.....	16
Section 5.5 Riding Bicycles.....	16
Section 5.6 Traffic Circles.....	17
<b>Chapter 6: BICYCLE PARKING</b> .....	18
Section 6.1 Bicycle Parking – Only Permitted in Designated Bicycle Parking Areas.....	18
Section 6.2 Blocking Entrances.....	18
Section 6.3 Blocking Traffic.....	18
Section 6.4 Blocking Ramps, Stairways, Railings, and Curb Cuts Prohibited.....	18
Section 6.5 Red Zones and Fire Lanes.....	18
Section 6.6 Parking Prohibited on Lawns or other Landscaped Areas.....	18
Section 6.7 Locking to Unauthorized Objects.....	19
Section 6.8 Storing and Parking of Bicycles Inside Buildings (Limitations).....	19
Section 6.9 Unauthorized Bike Storage Prohibited.....	19
Section 6.10 Resident Hall Bike Parking during Summer Quarter.....	19
Section 6.11 Removal or Impounding of Bicycles.....	19
Section 6.12 Bicycle Impound Administrative Fee.....	20
Section 6.13 Temporary ”No Parking” Signs (for Bicycles).....	20
Section 6.14 Reserved Bicycle Parking Facilities.....	20
Section 6.15 Non- Reserved Bicycle Parking Cages.....	20
Section 6.16 Securing Unoccupied Non-reserved Bicycle Parking Lockers.....	20
Section 6.17 Appropriate Use of Non-Reserved Bicycle Parking Cages.....	21
<b>Chapter 7: ROLLERSKATES, SKATEBOARDS, &amp; WHEELED DEVICES</b> .....	22
Section 7.1 Prohibited Areas.....	22
Section 7.2 Acrobatic Skating/Skateboarding.....	22
Section 7.3 Reckless Skating/Skateboarding.....	22
Section 7.4 Motorized Skateboard and Electrically Motorized Boards.....	22
<b>Appendix “A”</b> .....	23
<b>Appendix “B”</b> .....	28

# INTRODUCTION

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## Purpose

The provisions of this Stanford University Traffic and Parking Code, hereinafter, Code, are adopted to promote the safe and orderly movement of traffic and the safe and orderly parking of vehicles, bicycles, and other wheeled devices within Stanford property.

## Application

The California Vehicle Code applies to all California-based private properties owned by Stanford University or Stanford Hospitals and Clinics, hereinafter Stanford University property. The main university is in unincorporated Santa Clara County; the university operates an administrative campus in Redwood City; SLAC is located in Menlo Park; and other university facilities are in other governmental jurisdictions throughout California. Stanford University and the Stanford University Hospitals and Clinics are private property and, therefore, are authorized by the State of California and County of Santa Clara to set forth policies relating to traffic and parking for any property currently owned and/or operated by the University and Stanford Health Care, and any future acquisition of property to be owned by Stanford University or Stanford Health Care.

## Restrictions, Fines and Fees

Parking of motor vehicles and bicycles on university property is limited to designated areas as set forth in this Code. Fee permits are required as adopted and posted. Use of vehicles, bicycles, and other wheeled devices around the pathways of Stanford University is subject to the university's permission in accordance with this Code. Faculty, staff, students, and visitors to the university agree to be bound to this Code in exchange for permission to park on campus and use wheeled devices around the pathways, driveways, parking facilities, grounds, etc., of Stanford University property. Vehicles, bicycles, or other wheeled devices operated or parked in violation of this Code are subject to fines, immobilization, towing and/or impounding.

## Knowledge of Requirements and Restrictions

All persons who enter Stanford University property are expected to have knowledge of the provisions of this Code and are subject to penalties for its violations, including suspension of parking privileges as appropriate. Participation in the university's parking program is at the discretion of Stanford Transportation.

## Authority of Director of Public Safety

The Director of Public Safety and/or their designee shall have the authority, in accordance with this Code and the CVC, to place and maintain or cause to be placed and maintained such traffic control devices as they deem necessary or appropriate to regulate traffic and driving, operating, stopping, standing, and parking

# INTRODUCTION *(continued)*

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of vehicles, bicycles and other wheeled devices on Stanford University property located in unincorporated Santa Clara County. The Director of Public Safety, may, on occasion and when deemed necessary, adjust speed limits different from those set forth herein for any area of the Stanford University property in unincorporated Santa Clara County, provided that such speed limits shall be effective only when the posting of an appropriate traffic control device gives notice thereof. LBRE Civil Engineering and/or traffic consultants may be consulted for advice.

## Records and Public Inspection

All current provisions of this Code shall be maintained for public inspection at Stanford Transportation. (<http://transportation.stanford.edu>) and the Department of Public Safety (<http://police.stanford.edu>).

Questions regarding provisions of this Code can be directed to:

- » Stanford Transportation: 650.723.9362
- » Department of Public Safety: 650.723.9633

# Chapter 1: General Provisions

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## ***Section 1.1 Definitions.***

Please See Appendix “A.”

## ***Section 1.2 Authorities for Conditions and Regulations.***

The Stanford University Traffic and Parking Code is promulgated by the President of the University and in accordance with authorization by the Board of Trustees of the Leland Stanford Junior University. The President of the University or their designee) may change this Code or adopt such additional conditions and regulations as they may deem necessary or appropriate, pursuant to CVC Section 21113. Furthermore, the university is private property, and university authorities may cause or permit the removal of vehicles, bicycles, or other wheeled devices within the requirements set forth by appropriate laws and codes.

## ***Section 1.3 Applicability of Vehicle Code.***

Provisions of the CVC are applicable on Stanford University property pursuant to Section 21113 of the CVC.

## ***Section 1.4 Saving Clause.***

Should any of these Conditions and Regulations be for any reason held invalid, the invalidity thereof shall in no way affect any other Conditions and Regulations contained within this Code. Any such invalid conditions and regulations shall be wholly disregarded.

## ***Section 1.5 Authorities of Deputy Sheriff.***

Stanford Deputy Sheriffs are authorized to enforce any applicable provisions within this Code and the CVC.

## ***Section 1.6 Authority of Non-Sworn Field Personnel.***

**(1.6.1)** All non-sworn field personnel employed by the Department of Public Safety shall have the authority to enforce on Stanford University property within unincorporated Santa Clara County the provisions relating to stopping, standing, and parking of vehicles, bicycles, and wheeled devices contained in this Code and in the CVC.

**(1.6.2)** As per the City of Palo Alto Resolution No. 9738 passed in March 2018, the out-sourced parking enforcement personnel contracted by Stanford Transportation shall have the authority to enforce on Stanford University property within the territorial limits of the City of Palo Alto the provisions relating to stopping, standing, and parking of vehicles contained in this Code and in the CVC.

**(1.6.3)** As per the City of Redwood City Resolution No. 15750 passed in April 2019, the out-sourced parking enforcement personnel contracted by Stanford Transportation shall have the authority to enforce on Stanford University property within the territorial limits of the City of Redwood City the provisions relating to stopping, standing, and parking of vehicles contained in this Code and in the CVC.

# Chapter 1: General Provisions *(continued)*

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## ***Section 1.7 Enforcement of Vehicle Regulation***

### ***Citations.***

**(1.7.1)** The violation of any provision within this private Code or of the CVC shall be cited under the appropriate CVC Section on a Santa Clara County, Stanford Transportation, or other lawful and appropriate citation form.

**(1.7.2)** Violators shall be cited to the authority with jurisdiction over the offense charged.

## ***Section 1.8 Exemptions of Certain Vehicles from Regulations.***

**(1.8.1)** The conditions and regulations regarding driving, operating, stopping, standing, and parking shall not apply to any authorized emergency vehicle when such vehicle is operated in response to an emergency.

**(1.8.2)** The Director of Public Safety and the Executive Director of Stanford Transportation or their designee may adopt regulations temporarily exempting vehicles bearing special permits from certain conditions and restrictions regarding driving, operating, stopping, standing, and parking on Stanford University property.

# Chapter 2: Vehicle Operation

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## **Section 2.1 Violations of CVC.**

**(2.1.1)** Any violation in Chapter 2 may be cited pursuant to the appropriate CVC section and, if cited, shall be subject to all applicable penalties.

**(2.1.2)** Violations involving University vehicles, including when a citation has been issued, is required to be reported by the employee to the respective department supervisor responsible for use of the vehicle.

## **Section 2.2 Speed Limits.**

**(2.2.1)** Unless otherwise provided in this Chapter, the speed limit on any roadway within Stanford University property is twenty-five (25) miles per hour with the following exceptions:

**(2.2.2)** Escondido Village: The speed limit is twenty (20) miles per hour.

**(2.2.3)** Parking Lot or Parking Structure: The speed limit is ten (10) miles per hour.

**(2.2.4)** Pedestrian Zone: The speed limit is ten (10) miles per hour.

**(2.2.5)** Jane Stanford Way and The Palm Oval: The speed limit is fifteen (15) miles per hour.

## **Section 2.3 Pedestrian and Restricted Access Zones.**

**(2.3.1)** No Motor Vehicle, motorcycle, motor-driven cycle (scooter), moped, or other electric or gasoline-powered cycle shall be operated, stopped,

left standing, or parked within a Pedestrian Zone or any other area not designated for the operation or parking of motor vehicles, with the following exceptions:

- a. Vehicles displaying or registered with a virtual Pedestrian Zone Permits, Pedestrian Zone Access Stickers, or Cart Permits.
- b. Emergency response vehicles.
- c. Postal vehicles.
- d. Vehicles associated with special events within the Zone, whose access is approved in advance by the Executive Director of Stanford Transportation, the Director of Public Safety, or their designee.
- e. Access restrictions and permit requirements contained in Subsection (a) shall always be in effect.

**(2.3.2)** Motor vehicle access to Pedestrian Zones (PZ) shall be gained only through designated entry points which are controlled by bollards or gates. No motor vehicle shall enter a PZ without an access card, device, or code, and a proper permit. Only one (1) vehicle shall enter or exit any Pedestrian Zone at a time when driving through raised gate arms or gate arms in the “up” position, lowered bollards, or other traffic control devices.

**(2.3.3)** Access through control gates and/or pneumatic bollards shall be gained by use of keys, gate cards, or bollard control devices and codes issued by Stanford Transportation or its designees, and with the approval of Stanford Transportation and/or the Department of Public Safety only.

**(2.3.4)** Motor vehicles traveling through any Pedestrian Zone shall follow designated motor



## Chapter 2: Vehicle Operation *(continued)*

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vehicle/cart routes and shall be operated in such a way as to not cause a hazard to or impede the movement of motor vehicles, pedestrians, or bicycles.

**(2.3.5)** Motor vehicles shall park only in designated service areas as applicable and shall park in such a way as not to cause a hazard to or impede pedestrians or bicycles. Motorized vehicles cannot park in landscaped areas, the inner courtyard of the Main Quad, covered arcades, sidewalks (or pathways parallel to a roadway), or block building entrances, stairways, disabled ramps, thoroughfares, dumpsters, fire hydrants, and water flow equipment.

**(2.3.6)** Motor vehicles should yield to bicycles and pedestrians when traveling through any Pedestrian Zone.

**(2.3.7)** Motor vehicles operating within any Pedestrian Zone shall exercise particular care for the safety of pedestrians and bicyclists and shall come to a halt during periods of peak bicycle and pedestrian traffic. Such peak traffic periods include, but are not limited to, the following times on weekdays when class breaks occur in between sessions:

8:50-9:00 AM

9:50-10:00 AM

10:50-11:00 AM

11:50-12:00 PM

1:05-1:15 PM

2:05-2:15 PM

3:05-3:15 PM

**(2.3.8)** Emergency vehicles are exempt from the halt requirement during peak periods when

responding to emergency calls for service in or through the Pedestrian Zone.

### ***Section 2.4 Reporting of Collisions.***

**(2.4.1)** The driver of any vehicle involved in a collision on Stanford University property resulting in death or injury to any person, damage to the property of any person, or any damage to university-owned property shall, in addition to making any other reports required by the CVC, within twenty-four (24) hours, report such collisions to the Department of Public Safety or the City of Palo Alto Police Department, as applicable.

# Chapter 3: Vehicle Parking

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## ***Section 3.1 Parking Prohibited Except in Conformance with this Code.***

**(3.1.1)** No vehicle shall be stopped, left standing, or parked on Stanford University property except in conformance with the CVC and with this Code.

**(3.1.2)** This Chapter shall not apply to lands within residential leaseholds overseen by the Stanford Campus Residential Leaseholders (SCRL) Board and/or Executive Committee and within those parcels of land leased to other businesses or institutions unless specified. This Chapter otherwise applies to Stanford University property.

## ***Section 3.2 Parking Areas - Designation.***

**(3.2.1)** The Director of Public Safety or the Executive Director of Stanford Transportation, or their designee, shall designate from time to time the various kinds of parking areas and shall place and maintain or cause to be placed and maintained such traffic control devices as they may deem necessary or appropriate to give notice of such parking areas. Such designations are subject to change.

**(3.2.2)** No other person or entity may designate or restrict parking areas without the express consent of the Director of Public Safety, the Executive Director of Stanford Transportation, or their designee.

**(3.2.3)** Any person driving, operating, stopping, standing, or parking any vehicle shall obey the instructions of any traffic control device applicable thereto, unless otherwise directed by an autho-

rized Officer, subject to the exceptions granted to an authorized emergency vehicle and those granted to vehicles bearing a special permit.

## ***Section 3.3 Parking within Marked Space.***

**(3.3.1)** In parking areas where individual parking spaces are designated, every vehicle must be stopped, left standing, or parked entirely within the traffic control devices marking a single parking space.

**(3.3.2)** Oversized vehicles (vehicles that cannot fit within a single parking space) may not park on the campus without permission from the Executive Director of Stanford Transportation, the Director of Public Safety, or their designee.

## ***Section 3.4 Alleys, Fire Lanes and Landscaped Areas.***

**(3.4.1)** No vehicle shall be stopped, left standing, or parked in alleys, adjacent to or blocking jump posts or bollards, or in marked fire control lanes. Emergency vehicles are exempt from this provision when performing first responder duties.

**(3.4.2)** No vehicle shall be operated or parked in any median strip, landscaped area, unpaved area, or other area not specifically designated for parking. Emergency vehicles are exempt from this provision when performing first responder duties.

## ***Section 3.5 Parking Areas – Use Thereof.***

**(3.5.1)** Parking areas designated for permit parking shall be used only by vehicles registered for a

# Chapter 3: Vehicle Parking *(continued)*

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virtual permit or displaying a physical permit issued by Stanford Transportation's parking management system.

**(3.5.2)** Parking areas designated with a time limit may be used by any vehicle not to exceed the period of time marked on the traffic control device giving notice of such parking area.

**(3.5.3)** Motorcycles may park in designated Motorcycle Parking Areas if they are registered for a virtual Motorcycle permit in Stanford Transportation's parking management system, or in an "A" or "C" or Residence space if they are registered for the appropriate "A", "C" or Residence virtual permit.

**(3.5.4)** Disabled Persons parking placards or license plates issued by any state are honored in legal parking spaces on campus outside of Pedestrian Zones, to include marked disabled parking spaces, permit spaces (A, C, and Residential permit spaces), Service Vehicle and visitor spaces. However, vehicles parking with a disabled placard or license plate must comply with the posted time limitations where parked. Disabled Person placard or license plates may be honored in legal parking spaces inside Pedestrian Zones with prior authorization from the Executive Director of Stanford Transportation, the Director of Public Safety, or their designee.

### **(3.5.5) Lodging in Vehicles**

1. Dwelling or lodging on campus in any motor vehicle, motor home, trailer, boat, or house car on the property and roadways of the university without written authorization or special permit

from the Director of Public Safety, the Executive Director of Stanford Transportation, or their designee, is prohibited.

2. Overnight parking (midnight to 6:00 a.m.) of vehicles, motor homes, trailers, boats, or house cars is prohibited on grounds and roadways of the university except in designated lots and with the corresponding virtual parking permit registered in Stanford Transportation's parking management system, or the corresponding special permit appropriately displayed.

### ***Section 3.6 Parking Areas- Pedestrian Zone (PZ).***

Stanford University's central Pedestrian Zone (PZ) has been established to create a safer central campus for pedestrians and cyclists, preserve facilities and minimize the disruption of university activities through the elimination of unnecessary vehicular traffic. All vehicles (including motorized carts) require authorization prior to accessing the PZ and must display or have a virtual permit for the appropriate PZ permit or access sticker, Cart permit, or state-issued disabled person parking placard or license plates while driving in or through or parking in the PZ. Emergency vehicles are exempt from these provisions when performing first responder duties.

**(3.6.1)** No vehicle shall park on unpaved surfaces, such as landscaping or bark-covered areas.

**(3.6.2)** No vehicle shall block building entrances, stairways, disabled ramps, bike lanes, bus stops, or thoroughfares.

# Chapter 3: Vehicle Parking *(continued)*

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**(3.6.3)** No vehicle, including electric vehicles, shall park in a cart charging station assigned to another department.

## ***Section 3.7 Parking Areas - Hours of Enforcement.***

**(3.7.1)** The regulations governing Red, Yellow, White, Green, and Blue Zones shall always be in effect unless otherwise posted or specified in this document.

**(3.7.2)** Unless otherwise provided on the applicable traffic control device and/or posted signage, virtual permit or physical permit requirements for the following areas shall be always in effect:

1. Areas designated solely for Resident Permits.
2. Areas designated solely for “Special Permit Only” Permits.
3. Spaces designated for use by Resident Fellows.
4. Spaces designated for cart parking only.

**(3.7.3)** Unless otherwise provided on the applicable traffic control device and/or posted signage, time limit requirements and/or virtual/physical permit requirements for the following areas shall be in effect Monday through Friday from 6:00 AM to 4:00 PM, excluding holidays observed by Stanford University:

1. Green Zones and Time-limit Zones.
2. Areas designated for Commuter Permits.
3. Areas designated for shared use by Commuter and Resident Permits.

**(3.7.4)** Unless otherwise provided on the applicable traffic control device and/or posted signage, Visitor Pay Parking requirements shall be in effect

Monday through Friday from 8:00 AM to 4:00 PM, excluding holidays observed by Stanford University.

**(3.7.5)** Unless otherwise provided on the applicable traffic control device and/or posted signage, virtual/physical permit requirements for The Oval parking area shall be in effect Monday through Friday from 6:00 AM to 6:00 PM, excluding holidays observed by Stanford University.

## ***Section 3.8 Storage of Vehicles.***

**(3.8.1)** No vehicle shall be stored on campus property, including roadways, without the express permission of the Executive Director of Stanford Transportation, the Director of Public Safety, or their designee.

**(3.8.2)** A vehicle will be considered stored under any of the following circumstances:

1. The vehicle is parked in any off-street Visitor Pay Parking or Commuter Permit area for more than 24 hours.
2. The vehicle is parked in any Resident Student area while the Registered Permit Holder is not residing in an on-campus residence.
3. The vehicle is parked in the SH zone within the Faculty/Staff residential subdivision without a valid SH permit.
4. The vehicle is parked for more than 72 hours on a roadway or other non-designated parking area on Stanford University property. residence.

**(3.8.3)** Issuance of a Stanford University virtual parking permit or special permit for a vehicle shall

# Chapter 3: Vehicle Parking *(continued)*

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in no way be considered as express or implied consent of Stanford University to any storage of the vehicle on Stanford University property.

## ***Section 3.9 Abandoned Vehicles.***

**(3.9.1)** Any vehicle that is not in operable condition or that is stored without the express permission of the Executive Director of Stanford Transportation, the Director of Public Safety, or their designee, shall be considered abandoned under the applicable sections of the CVC (CVC 22523, CVC 22524, CVC 22669, CVC 22850, CVC 22850.3, CVC 22851, CVC 22851.8).

SUDPS, or the agency with jurisdiction where the vehicle has been abandoned, will provide an abandoned vehicle owner, as described in CVC 22669(d), a certified letter advising them that they have 10 days to remove the said vehicle before it is towed under CVC 22669.

## ***Section 3.10 Impounding of Vehicles.***

**(3.10.1)** Any motor vehicle which does not maintain current vehicle registration or has five (5) outstanding parking citations may be impounded or booted at the owner's expense until such obligations are satisfied in accordance with the provisions of the CVC (22651(i) (1)), (22651.3(a)), (22651.7(a)), (22651 (o) (1)).

**(3.10.2)** Any motor vehicle parked within designated Tow-Away zones or Disabled Persons Parking Placard zones may be impounded or booted at the owner's expense (except emergency vehicles) (CVC 22651(n)).

**(3.10.3)** Any vehicle abandoned anywhere on Stanford University property may be booted or removed and impounded at the owner's expense. Stanford Transportation and the Department of Public Safety are not responsible for any damage associated with the attachment of a boot or other immobilizing device. Vehicles that are parked on the street, or public right-of-way, which do not meet the definition of CVC 22669(d) fall under CVC 22651(k), which requires SUDPS to process the vehicle under the 72-hour rule and the County Ordinance that authorizes this process.

## ***Section 3.11 Temporary "No Parking" Signs (for Vehicles).***

**(3.11.1)** The Executive Director of Stanford Transportation, the Director of Public Safety, or their designee is authorized to erect or place temporary "No Parking" signs when necessary. No vehicle shall be parked or remain in violation of such temporary restrictions.

## ***Section 3.12 Vehicle Impound or Administrative Fee.***

**(3.12.1)** A fee, in addition to unpaid parking fines, may be charged to the vehicle owner prior to the removal of a boot or other immobilizing device by Stanford Transportation or the Department of Public Safety. Stanford Transportation and the Department of Public Safety are not responsible for any damage associated with the removal of a boot or other immobilizing device.

# Chapter 3: Vehicle Parking *(continued)*

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## **Section 3.13 Use and Enforcement of Construction Project/Staging Areas.**

**(3.13.1)** The university provides areas for staging of equipment and parking for contractors who are working on authorized construction projects on Stanford University property. For a nominal fee, Stanford Transportation provides authorized contractors with a temporary parking permit (identifier) specific to the designated construction project. The contractor is responsible for issuing the identifiers to authorized vehicles.

In the event an unauthorized vehicle(s) is parked in a designated equipment staging or parking area, the contractor shall contact Stanford Transportation and attempt to identify and contact the owner so that the vehicle can be relocated from the area by the owner or their representative.

If the owner cannot be identified or is unable to relocate the vehicle in a timely manner, as defined by the contractor, the contractor may arrange for the vehicle to be towed by a licensed tow company if signs have been clearly posted in accordance with CVC section 22658. Requirements include, at a minimum, signs posted at the entrance(s) to the staging or parking area, and the signs indicate the name, address, and phone number of the tow company.

In addition to or in lieu of towing, a citation may be issued to the illegally parked vehicle by the Department of Public Safety, or another agency contracted by Stanford Transportation (CVC 21113).

## **Section 3.14 Electric Vehicle Charging and Parking.**

(3.14.1) Stanford University provides the public with the opportunity to charge their electric vehicle (EV) in campus parking facilities. ChargePoint, a national provider of EV charging, administers the EV chargers. EV Charging sessions are charged hourly and include parking fees. Current EV charging rates are available at <https://transportation.stanford.edu/parking/about-parking-permits/find-an-electric-charging-station Rates>.

Requirements to use an EV charging space:

1. A vehicle parked in an EV charging space must be plugged into the ChargePoint charger with an active charging session. Vehicles parked in an EV charging space without an active charging session are subject to citation.
2. If an EV charger is not operating, the space should not be occupied. Please move to another EV charger space or to a commuter (A/C), residential or hourly parking space.
3. Vehicles are subject to hourly charges for the duration of the charging session while plugged into the EV charger.\*

\* It is recommended that users move their EV to a non-EV charging space once the needed state of charge is reached. Please note you must have a valid permit for the new space.

**(3.14.2)** Use of 110V outlets in all parking facilities is prohibited. Tampering with 110V outlet covers is considered vandalism and subject to criminal charges. Public EV charging is only allowed at the ChargePoint EV chargers.

More information about EV charging at Stanford can be found at <https://transportation.stanford.edu/faq-about-electric-vehicle-charging-stanford>.

# Chapter 4: Parking Permits

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## **Chapter 4: Parking Permits**

A Stanford University virtual or physical parking permit entitles the registered permit holder(s) to park in any legal space designated for that permit type if a space is available and the vehicle is parked in accordance with this Code. The permit is not a guarantee that a space will be available. Stanford Transportation determines categories of university parking permits and eligibility.

A Stanford University virtual or physical parking permit may be revoked at any time by the Executive Director of Stanford Transportation or their designee, at their discretion, provided that upon any such revocation, if applicable a refund of the current value of the permit shall be paid to the registered permit holder(s).

### **Section 4.1 Registration and University Permit Required.**

**(4.1.1)** Every vehicle parked in a Permit Zone shall be registered with Stanford Transportation and shall be assigned to a valid Stanford University virtual permit, with the following exceptions:

1. Vehicles parked at visitor parking, electric vehicle charging spaces, Green Zones or Loading Zones.
2. Vehicles displaying valid Disabled Person placard or license plates issued by any State.
3. Vehicles displaying government seals or license plates.
4. Vehicles displaying the seal or logo of a department of Stanford University, Stanford University Hospital, or Lucile Packard Children's Hospital.
5. Vehicles displaying temporary or special per-

mits issued by Stanford Transportation or its designee.

**(4.1.2)** For most users, university parking permits will be validated by using a vehicle's license plate in lieu of a physical credential displayed in the vehicle. However, for the limited set of physical permits issued, unless otherwise noted on the permit itself or in the instructions issued with the permit, physical sticker permits must be affixed to the lower corner of the windshield on the driver's side, to be clearly visible from the front of the vehicle. Hangtag physical permits are to be hung from the vehicle's rearview mirror with the permit number facing outward. Careful attention should be given to the area around the permit to avoid placing something partially or fully blocking it from view. For carts without windshields, the permit should be placed on the driver's side body of the cart, as close as possible to the approved windshield location.

### **Section 4.2 University Parking Permits - Ownership and Use.**

**(4.2.1)** Physical university parking permits are the sole property of Stanford University. They may be used only by the registered permit holder(s) and may not be sold or transferred.

**(4.2.2)** Use by anyone other than the registered permit holder(s) may be considered fraud or theft of services (excludes one-day permits).

**(4.2.3)** Anyone who intentionally gives false information to receive a parking permit or transportation benefit, or uses a lost, stolen, forged, altered,

## Chapter 4: Parking Permits *(continued)*

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hold a parking permit or receive any other transportation benefit for a period to be determined by Stanford Transportation. Such a person may receive disciplinary action up to and including termination of employment or expulsion and/or criminal prosecution.

### ***Section 4.3 Carpool Permits.***

**(4.3.1)** Stanford may offer carpool programs where two or more employees or students who live outside the Permit Zone may qualify for a Carpool Permit that allows up to one of their vehicles to be parked in specially designated carpool spaces.

**(4.3.2)** A holder of a Carpool permit may not simultaneously hold any other parking permit, except for daily passes, and other exceptions per Stanford Transportation policy.

### ***Section 4.4 Disabled Persons Parking Permits.***

**(4.4.1)** Disabled Person parking permits, placards, or license plates issued by any state are honored in designated parking spaces on campus outside of the Pedestrian Zone, including marked accessible parking spaces, permit spaces (A, C, and Residential permit spaces), Service Vehicle, and visitor spaces. However, vehicles parked with a disabled placard or license plate must comply with the posted time limitations where parked. Disabled Person placards or license plates may be honored in legal parking spaces inside Pedestrian Zones with prior authorization from the Executive Director of Stanford Transportation, the Director of Public Safety, or their designee. The University re-

serves the right to charge for parking in off-street, accessible parking spaces.

**(4.4.2)** Use by anyone other than the registered placard holder or vehicle owner will constitute a violation of the CVC Sections (22507.8 - Unauthorized parking in an accessible parking space and 22511.56 - Misuse of Placard or Plate.)

**(4.4.3)** Use by anyone other than the registered placard holder or vehicle owner, or use of a counterfeit placard, may disqualify the user from holding a parking permit or receiving any other transportation benefit for a period to be determined by Stanford Transportation. Such a person may receive disciplinary action up to and including termination of employment or expulsion and may be cited for violating of CVC (Sections 22507.8 - Unauthorized parking in an accessible parking space and 22511.56 - Misuse of Placard or Plate.)

### ***Section 4.5 Notification of Change of License Plates or Vehicle.***

The holder of any Stanford University parking permit shall update their online parking permit account upon the issuance of new license plates for any vehicle on which the permit may be used.

### ***Section 4.6 Disposition of Registered Vehicle.***

If a vehicle assigned to a Stanford University parking permit is sold, traded, rented or otherwise disposed of or replaced in use, the Registered Permit Holder shall delete the vehicle from their online permit account.



# Chapter 5: Bicycle Equipment & Operation

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## **Section 5.1 Laws Applicable to Bicycle Use.**

**(5.1.1)** Every person operating a bicycle on Stanford property has all the responsibilities applicable to the operator of a vehicle and is subject to all sections applicable under Section 21200 of the CVC. For the purposes of this chapter, “bicycle” also refers to motorized electric bicycles and motorized scooters.

**(5.1.2)** In consideration of being permitted to ride a bicycle on the Stanford campus, every person operating a bicycle on Stanford property agrees to be bound by the provisions in this Code, including the provisions relating to the cutting of bicycle locks and impounding of bicycles stored in violation of the provisions in Chapter 6.

**(5.1.3)** Persons issued a traffic citation by Department of Public Safety personnel for a bicycle violation, the owner or rider may qualify to participate in the [University’s Bicycle Diversion Program](#).

## **Section 5.2 Bicycle Equipment.**

**(5.2.1)** All bicycles operated on Stanford University property shall be equipped in accordance with the CVC Section 21201, including but not limited to reflectors (front, rear and side), and a white light visible from the front during hours of darkness.

**(5.2.2)** The bicycle owner, in violation of CVC Section 21201, may be issued a traffic citation to appear in the court having jurisdiction over the area where the offense was committed.

## **Section 5.3 Bicycle Operation.**

**(5.3.1)** All bicycles operated on Stanford property are subject to the provisions of the CVC, Santa Clara County Ordinances, or any other city or county Ordinances applicable to the location where the property is located. The operator of any bicycle may be issued a traffic citation to appear in the Court of jurisdiction in accordance with the applicable CVC, Santa Clara County Ordinance, or other city or county ordinances for violation of any such sections or provisions.

**(5.3.2)** Vehicle Code, City and County Ordinance sections applicable to the operation of bicycles also include but are not limited to those which pertain to safe speed, yielding, right-of-way, equipment, stop signs, and traffic signals and markings.

## **Section 5.4 Excessive Speed.**

**(5.4.1)** No person shall operate a bicycle at a speed greater than is safe under existing conditions. The maximum speed limit in a Pedestrian Zone is ten (10) miles per hour. The maximum speed limit in any parking lot, parking structure, or other parking areas is ten (10) miles per hour. The maximum speed limit in The Oval parking area is fifteen (15) miles per hour (CVC 22350 discusses safe bicycling speed).

## **Section 5.5 Riding Bicycles.**

**(5.5.1)** No person shall operate a bicycle:

- In violation of the CVC, City or County ordinance applicable to the location where the bicycle is being operated.
- On any pedestrian/sidewalk path, ramp, or location, such as a mall or patio, where signs

## Chapter 5: Bicycle Equipment & Operation *(continued)*

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are posted indicating that bicycle riding is prohibited.

- c. On any sidewalk or path where there is an adjacent, parallel roadway or bicycle path; such sidewalk or path need not be posted.
- d. On any ramp established or designed for the use of persons with disabilities.
- e. On any landscaped area. For this Section, a landscaped area shall be defined as any unpaved area that has been planted with grass, trees, or shrubbery or which has been graded or improved for purposes other than use by vehicular traffic, including undeveloped fields and agricultural areas.
- f. On any pedestrian corridor or in an arcade.
- g. Inside any campus, hospital building, and/or parking garage.
- h. Along the paths in the “Dish” area.

### ***Section 5.6 Bicycle Circles/Roundabouts.***

**(5.6.1)** No person operating a bicycle shall enter the center of a traffic circle as defined by the inner circle diameter. All traffic must follow the marked directional route displayed by either signs and/or markings on the asphalt (CVC Section 21461(a)).

# Chapter 6: Bicycle Parking

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## ***Section 6.1 Bicycle Parking – Only Permitted in Designated Bicycle Parking Areas.***

**(6.1.1)** Bicycles shall be parked, stored, or left on Stanford University property only in areas specifically designated by the presence of racks or other devices designed for bicycle parking or when designated by the posting of signs indicating the space as a bicycle parking area. For this chapter “bicycle” also refers to motorized electric bicycles and motorized scooters.

**(6.1.2)** Bicycle Parking Prohibited. No bicycle shall be parked, stored, or remain in any public area of the campus, except for designated parking areas. Bicycles stored in violation of Section 6 may result in multiple violations of this code under Section 6.1 and the following section.

**(6.1.3)** All bicycles that are parked, stored, or remain in violation of this Section 6.1, are subject to impound and removal according to the provisions in Section 6.10.

## ***Section 6.2 Blocking Entrances.***

**(6.2.1)** Blocking Building Entrances or Exits Prohibited. No person shall park, store, or leave a bicycle to block or impede normal entrance to or exit from any building on Stanford University property, including railings, ramps, stairs, curb cuts or entranceways.

**(6.2.2)** No bicycle shall be parked, stored, or remain in any arcade or within six feet of an entrance or exit (unless in a bicycle rack, parking device, or marked bicycle space provided within that dis-

tance).

## ***Section 6.3 Blocking Traffic.***

**(6.3.1)** No bicycle shall be parked, stored, or remain to block or impede the normal flow of pedestrian, bike, or vehicular traffic on any highway, roadway, street, alley, sidewalk, mall, arcade, patio, parking area or bicycle path on the Stanford University property.

## ***Section 6.4 Blocking Ramps, Stairways, Railings, and Curb Cuts Prohibited.***

**(6.4.1)** No bicycle shall be parked, stored, or remain to interfere with or impede the normal movement of disabled persons, pedestrians or bicyclists upon ramps, stairways, railings, entrance ways or curb cuts.

## ***Section 6.5 Red Zones and Fire Lanes.***

**(6.5.1)** No bicycle shall be parked, stored, or remain on any street, highway, roadway, mall, alley, bicycle path or parking area in an area adjacent to a curb or cement device that is painted red, or any posted fire lane.

## ***Section 6.6 Parking Prohibited on Lawns or other Landscaped Areas.***

**(6.6.1)** No bicycle shall be parked, stored, or remain on any lawn, landscaped, or bark-covered area (except in those areas designated as bicycle parking areas by the presence of racks or other parking devices or signs indicating the areas as bicycle parking areas). Bicycles parked in designated

# Chapter 6: Bicycle Parking *(continued)*

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parking zones may not extend into landscaped areas.

## ***Section 6.7 Locking Unauthorized Objects or Fixtures.***

**(6.7.1)** No bicycle shall be chained or otherwise locked, or attached to any handrail, tree, shrubbery, door, signpost, lamp, telephone pole, lamp-post, fence, or other object or fixture not designed, maintained, or designated for the purpose of securing bicycles.

## ***Section 6.8 Storing and Parking of Bicycles Inside Buildings (Limitations).***

**(6.8.1)** No bicycle shall be parked, stored, or remain in any lobby, hallway, or room of any building unless said area is specifically designated for bicycle parking. This section is not intended to prohibit the storing or parking of a bicycle in an office or room by any person to which the area or room has been assigned to that person (e.g., a residence hall room or apartment). Use of any assigned area for bicycle parking or storage may be restricted for the safety of those who frequent the building or area.

## ***Section 6.9 Abatement of Abandoned Bicycles.***

**(6.9.1)** Bicycles shall be parked only in designated areas located on campus. Bicycles shall not obstruct pathways/walkways, railings, doorways, or ramps intended for use by pedestrians or people with disabilities. Improperly parked bikes may be removed, impounded, and stored by the Department of Public Safety. If a bicycle remains

unattended, it may be tagged as abandoned with a warning notice by the Department of Public Safety. If the bicycle is not removed within fourteen days from the time the notice was attached, the Department of Public Safety will impound and store the bicycle for 90 days. Once impounded, DPS will attempt to contact the registered owner. This abatement process is performed in all areas of campus on an ongoing basis.

## ***Section 6.10 Resident Hall Bike Parking during Summer Quarter.***

**(6.10.1)** No bicycle shall be parked, stored, or remain at any residence hall bicycle parking area between the end of the spring quarter and the beginning of the fall quarter unless its owner is a current resident or employee at the residence hall where the bicycle is located.

## ***Section 6.11 Removal or Impounding of Bicycles.***

**(6.11.1)** The Department of Public Safety is authorized to move, relocate, immobilize, or impound any bicycle whenever a bicycle is:

- a. found in violation of a section of this Code.
- b. appears to be abandoned as evidenced by signs of disuse or neglect, as determined by Public Safety.
- c. has been reported as lost or stolen to any law enforcement agency.

**(6.11.2)** Any Public Safety personnel authorized to impound bicycles may remove the securing mechanism using whatever reasonable means are necessary to impound the bicycle. Public Safety personnel are authorized to remove and impound

# Chapter 6: Bicycle Parking *(continued)*

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a bicycle in this manner. Public Safety and the university shall not be liable to the owner of the securing device or the owner of the bicycle for the cost of repair or replacement of such securing device or for any damage to the bicycle at the time the device is removed.

**(6.11.3) Removal, Separation, or Alteration of an Obstructing Bike Part.** Whenever any bicycle is found in violation of a section in this Code, any Public Safety personnel authorized to enforce bicycle parking may use whatever reasonable means necessary to move, alter or remove any part or component of the bicycle when it interferes or impedes the normal movement of bicycles, or persons with disabilities or other pedestrians. Public Safety personnel authorized to perform such action shall not be liable to the owner for the cost of repair or replacement of such parts or components or for any damage to the bicycle.

**(6.11.4) Removal of Locks and Locking Devices.** Locks or locking devices that remain on parking racks, bicycle lockers, or parking devices not securing a bicycle, or remain attached to any handrail, tree, shrubbery, door, signpost, lamp or lamppost, telephone pole, fence, or other object not maintained or designated for the purpose of securing bicycles may be removed by authorized Public Safety personnel. Public Safety personnel so authorized and the university shall not be liable to the owner of the securing device for the cost of repair or replacement of such securing device or any damage to the bicycle.

## ***Section 6.12 Bicycle Impound Administrative Fee.***

**(6.12.1)** Any bicycle impounded pursuant to any section of this Chapter shall temporarily be stored in a secure facility designated for such purpose. An administrative fee may be charged by the Department of Public Safety to the owner prior to any impounded bicycle's release.

## ***Section 6.13 Temporary "No Parking" Signs (for Bicycles).***

**(6.13.1)** The Executive Director of Stanford Transportation, the Director of Public Safety or their designee is authorized to erect or post temporary "No Parking" signs when necessary. No bicycle shall be parked or remain in violation of such temporary restrictions.

## ***Section 6.14 Reserved Bicycle Parking Facilities.***

**(6.14.1)** Bicycle parking in any reserved bicycle parking device, bicycle cage or other reserved facility is limited to bicycles owned by the person to whom the space is assigned.

## ***Section 6.15 Non-reserved Bicycle Parking Cages.***

**(6.15.1)** No bicycle shall be parked in any non-reserved bicycle cage for any period of time in excess of the posted time limit.

## ***Section 6.16 Securing Unoccupied Non-Reserved Bicycle Parking Lockers.***

**(6.16.1)** No unoccupied non-reserved bicycle parking locker may be secured with a lock.

# Chapter 6: Bicycle Parking *(continued)*

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## *Section 6.17 Appropriate Use of Non-Reserved Bicycle Parking Cages*

**(6.17.1)** Non-reserved bicycle parking cages shall be used for the short-term parking of bicycles only. Overnight parking is prohibited.

# Chapter 7: Roller Skates, Skateboards, & Wheeled Devices

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## **Section 7.1 Prohibited Areas.**

**(7.1.1)** On Stanford property in unincorporated Santa Clara County, it shall be unlawful for any person to skate, ride or propel roller skates, in-line skates, or similar devices (SCC Ord. No. NS-1004.131, § 2, 4-7-92; SCC Ord. No. NS-1004.134, § 1, 4-28-98) on or within any:

- a. Building.
- b. Courtyard.
- c. Parking garage (structure) or lot.
- d. Entryway.
- e. Tennis court.
- f. Construction site.
- g. Stairway, railing, wall, fountain, bench, or any other outdoor structure or furnishing not intended for travel.
- h. Arcade.
- i. or any other areas signed as prohibited.

## **Section 7.2 Acrobatic Skating/Skateboarding.**

**(7.2.1)** Acrobatic or stunt skating and skateboarding is prohibited on Stanford property in unincorporated Santa Clara County (SCC Ord. No. NS-1004.131, § 2, 4-7-92; SCC Ord. No. NS-1004.134, § 1, 4-28-98).

## **Section 7.3 Reckless Skating/Skateboarding.**

**(7.3.1)** It shall be unlawful for any person to skate, ride or propel roller skates, in-line skates, skateboards, motorized skateboards, or similar devices on Stanford property within Santa Clara County (SCC Ord. No. NS-1004.131, § 2, 4-7-92; SCC Ord. No. NS-1004.134, § 1, 4-28-98), in the following manner:

- a. Perform any tricks, stunts, acrobatic actions or other actions that are likely to cause injury or damage property.
- b. Travel at speed greater than is reasonable and prudent, having due regard for the pedestrian or vehicle traffic, the width of the sidewalk or roadway, and in no event at a speed that endangers the safety of persons, animals, or property.
- c. Impede or interfere with the flow of vehicular traffic.
- d. Fail to yield to all pedestrians on sidewalks or roadways, including at or in marked or unmarked crosswalks, as defined in CVC section 275.
- e. Fail to obey all stop signs, traffic signals, yield signs, and other such traffic control devices.
- f. Suddenly leave a curb or other place of safety and travel into the path of a vehicle, bicycle, pedestrians, and other wheeled devices which is so close as to constitute an immediate hazard.
- g. Hitch rides by holding or attaching oneself to any vehicle or other motive/wheeled device or allow a person to hitch a ride on any vehicle or motive device.

## **Section 7.4 Motorized Skateboards and Electrically Motorized Boards.**

**(7.4.1)** Motorized skateboards are prohibited pursuant to CVC 21968.

**(7.4.2)** Electrically motorized boards must adhere to CVC 21296.

# Appendix “A”

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## **Definitions:**

Unless the provision or context otherwise requires, these definitions shall govern the construction and application of this code:

**CVC** = California Vehicle Code

**SHC** = Streets and Highways Code

**CFC** = California Fire Code

**Acrobatic/Stunt Skating.** Acrobatic/Stunt skating occurs when all wheels of a skateboard, or of both skates, are simultaneously out of contact with the ground during skating and skateboarding.

**Arcade.** A covered pathway/walkway that is used as a pedestrian corridor intended for pedestrians only as defined by posted signage.

**Bicycle.** A bicycle is a device upon which any person may ride, propelled exclusively by human power through a belt, chain, or gears, and having one or more wheels. For the purposes of this Code, a motorized electric bicycle is also a bicycle. (CVC 231)

**Bicycle Lane.** A portion of a roadway designated by striping, pavement markings, or signing, for the preferential or exclusive use of bicyclists. (CVC 890.4)

**Bicycle Parking Area.** Any area designed, designated, and maintained exclusively for the parking of bicycles which is readily identifiable by the presence of bicycle parking racks, slots, cages, or other convenience designed for that purpose and/or any other area distinctively posted for the express purpose of providing bicycle parking.

**Blue Zone.** A “Blue Zone” is a parking area restricted for use by vehicles displaying a valid Disabled Persons parking placard or license plate. (CVC 21458)

**Booting.** Application of a locking device intended to immobilize a vehicle, bicycle, or other wheeled device.

**Community Service Officer (CSO).** “Community Service Officers” are non-sworn personnel who perform security, parking enforcement and traffic control functions for the Department of Public Safety on the property of Stanford University.

**Commuter Permit.** A “Commuter Permit” is a parking permit intended for faculty, staff, and students other than Resident Students and others who commute to campus regularly.

**Compact or Restricted Space.** Space restricted for use by only those vehicles that can fit within the established space marking and is identified by the presence of a posted sign and/or “Compact” space marking.

**Crosswalk.** A crosswalk is either (a) that portion of a roadway included within the prolongation or connection of the boundary lines of sidewalks at intersections where the intersecting roadways meet at approximately right angles, except the prolongation of such lines from an alley across a street or (b) any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings on the surface. There shall not be a crosswalk where signs have been placed indicating no crossing. (CVC 275).



# Appendix “A” *(continued)*

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**Department of Public Safety.** The “Department of Public Safety” is the Stanford University Department of Public Safety (SUDPS). SUDPS is a multi-service agency providing law enforcement, security, safety, crime prevention, and emergency services on Stanford property 24 hours a day, 7 days a week.

**Deputy Sheriff.** A “Deputy Sheriff” is any person employed by the Stanford University Department of Public Safety who has full law enforcement powers to make arrests, enforce all applicable federal, state, and local laws and provide any other services pursuant to section 830.6 of the California Penal Code.

**Designated Parking Areas.** Areas which may be identified by the presence of signs, curb markings, parking space markings, or other similar devices commonly used to indicate motor vehicle parking spaces or bicycle parking areas.

**Director of Public Safety.** The “Director of Public Safety” is the Stanford University Department of Public Safety Director, or their designee.

**Electric Bicycle.** An “electric bicycle” is a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts. (CVC 312.5). Is incapable of propelling the device at a speed of more than 20 miles per hour on level ground. Is incapable of further increasing the speed of the device when human power is used to propel the motorized bicycle faster than 20 miles per hour.

**Electrically Motorized Board.** An “electrically motorized board” is any wheeled device that has a floorboard designed to be stood upon when riding that is not greater than 60 inches deep and 18 inches wide, is designed to transport only one person, and has an electric propulsion system averaging less than 1,000 watts, the maximum speed of which, when powered solely by a propulsion system on a paved level surface, is no more than 20 miles per hour. The device may be designed to also be powered by human propulsion. (CVC 313.5).

**Escondido Village.** Permit Zone bounded by Campus Drive, Serra Street, Olmsted Road, Escondido Road, Rosse Lane, Pine Hill Court and Bowdoin Street.

**Executive Director of Stanford Transportation.** The “Executive Director of Stanford Transportation” is the Executive Director of the Stanford University Department of Transportation, dba Stanford Transportation, or their designee.

**Fire Lane.** An access roadway for Fire Department vehicles, not less than 20 feet wide, marked with a red curb and/or bounded by an 8” wide red line, marked as “No Parking Any Time” or posted with “No Parking Fire Lane” signs.(CFC 503.2.1: Fire apparatus access roads shall have an unobstructed width of not less than 20 feet (6096 mm), except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of 13 feet 6 inches (4115 mm)).

**Green Zone.** Green curbing indicates time-limit parking. (CVC 21458)

**Impound.** The confiscation and storage of a motor vehicle or a bicycle in a location designated by the Director of Public Safety or the Executive Director of Stanford Transportation.

**Impounding/Booting Administrative Fee.** A charge for services rendered in towing and storing or booting a motor vehicle or bicycle pursuant to this Code, pending recovery by its owner.

## Appendix “A” *(continued)*

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**Landscaped Areas.** Any unpaved area that has been planted with grass, or ornamental trees or shrubbery or which has been graded or improved for purposes other than vehicle parking including undeveloped fields and agricultural areas, bark covered and decomposed granite areas, or any paved or brick patio area.

**Loading Zone.** A “Loading Zone” is an area designated by yellow curbing or signage, where stopping is allowed only to load or unload passengers or freight for the time specified. “Loading Zones” may be restricted to “Commercial Plates Only”. (CVC 21458)

**Motor-Driven Cycle.** A “motor-driven cycle” is any motorcycle with a motor that displaces less than 150 cubic centimeters. A motor-driven cycle does not include a motorized bicycle, as defined in the following definition. (CVC 405).

**Motor Vehicle.** A “Motor Vehicle” is a self-propelled vehicle, including a motorcycle, motor scooter, moped, low-speed vehicle (LSV), or golf cart. “Motor Vehicle” does not include a self-propelled wheelchair, motorized tricycle, or motorized quadricycle, if operated by a person who, by reason of physical disability, is otherwise unable to move about as a pedestrian. (CVC 415) (“Motor vehicle” includes a recreational vehicle as that term is defined in subdivision (a) of Section 18010 of the Health and Safety Code but does not include a truck camper.

**Motorcycle Parking Area.** A “Motorcycle Parking Area” is an area for parking motorcycles, motor scooters, or mopeds designated by signage and/or markings.

**Motorized Bicycle or Moped.** A “motorized bicycle” or “moped” is a two-wheeled or three-wheeled device having fully operative pedals for propulsion by human power or having no pedals if powered solely by electrical energy, and an automatic transmission and a motor that produces less than 4 gross brake horsepower and can propel the device at a maximum speed of not more than 30 miles per hour on level ground. (CVC 406)

**Motorized Quadricycle and Motorized Tricycle.** A “motorized quadricycle” is a four-wheeled device, and a “motorized tricycle” is a three-wheeled device, designed to carry not more than two persons, including the driver, and having either an electric motor or a motor with an automatic transmission developing less than two gross brake horsepower and capable of propelling the device a maximum speed of not more than 30 miles per hour on level ground. (CVC 407) The device shall be utilized only by a person who by reason of physical disability is otherwise unable to move about as a pedestrian.

**Motorized Scooter.** A “motorized scooter” is any two-wheeled device that has handlebars, is designed to be stood or sat upon by the operator and is powered by an electric motor that can propel the device with or without human propulsion. For purposes of this section, a motor driven cycle, motorized bicycle, motorized electric bicycle, or a motorized wheeled device as defined in this section is not a motorized scooter. (CVC 407.5)

**Motorized Wheeled Device.** A “motorized wheeled device” is a device with two or more wheels designed to be ridden upon or attached to a person and may be propelled with a motor. This definition includes gasoline and electrically powered scooters, skateboards, inline skates, Segways, and similar devices. It does not include licensed motor vehicles, motorized bicycles, motor driven cycles, motorized electric bicycles, motorized scooters, and devices designed for use by persons with physical disabilities. (CVC 313.5)

**Multi-Use Path.** A pathway constructed for bicyclists and other mobility devices that is separated from motorized vehicular traffic by an open space or barrier. These pathways may also be shared by pedestrians. Currently, Golf Carts (not street legal) are permitted on asphalt paths (not sidewalks). Street legal carts with

# Appendix “A” *(continued)*

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**Oversized Vehicle.** An oversized vehicle is a vehicle that cannot fit within a single marked parking space.

**Park or Parking.** To stop or allow to stand, any vehicle including a bicycle, whether occupied or not. (CVC 463)

**Parking Enforcement Officer (PEO).** A “Parking Enforcement Officer” is a vendor employee contracted by Stanford Transportation to enforce parking regulations on the “property of Stanford University and the Stanford Health Care medical campus, within the territorial limits of the City of Palo Alto.

**Pathway/Walkway:** A path, trail, route, or way consisting of a paved or unpaved area intended for pedestrian use.

**Pedestrian.** A “pedestrian” is anyone on foot or using a means of conveyance propelled by human power other than a bicycle. “Pedestrian” includes anyone operating a self-propelled wheelchair, invalid tricycle, or motorized quadricycle and, due to physical disability, is otherwise unable to move about as a pedestrian. (CVC 467)

**Pedestrian Corridor.** A specially marked pathway/walkway intended for the sole use of persons traveling afoot or persons with physical disabilities operating self-propelled wheelchairs, tricycles, and/or motorized quadricycles. (CVC 555)

**Pedestrian Walk.** Any sidewalk, pathway/walkway, or arcade, not intended for use by vehicles, bicycles, inline skates, or skateboards. (CVC 555)

**Pedestrian Zone.** A “Pedestrian Zone” or “Vehicle Exclusion Area” is an area in which motor vehicle traffic is banned except for emergency vehicles and service and other vehicles specifically authorized by the Director of Public Safety or the Executive Director of Stanford Transportation and bearing the appropriate permit.

**Permit Zone** The “Permit Zone” comprises all areas on Stanford University property where University parking permits are required, outside of the Pedestrian Zone.

**Prohibited Parking.** Restriction which may be designated and identified by the presence of signs prohibiting any vehicle, including a bicycle, whether occupied or not, to stop or park.

**Public Safety Officer (PSO).** Are non-sworn members of the Stanford Department of Public Safety who perform security, parking enforcement, traffic control functions and functions as assigned for SUDPS on the property of Stanford University.

**Reckless Skateboarding/Skating.** Reckless skateboarding/skating occurs when such activity may pose any or reasonable risk of injury to another person, damage to university facilities, or damage to another person’s property. Reckless skateboarding/skating includes acrobatic or stunt skating.

**Red Zone.** Red curbing indicates that no stopping, standing, or parking is permitted. (CVC 21458)

**Registered Permit Holder(s).** A “Registered Permit Holder” is a person to whom a parking permit has been issued by Stanford Transportation.

**Resident Permit.** A “Resident Permit” is a permit intended for use by Resident Students or residential staff.

**Resident Student.** A “Resident Student” is a registered student or their spouse or domestic partner whose residence is in a Permit Zone.

# Appendix “A” *(continued)*

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**Restricted Space.** Spaces which may be designated and identified by the presence of posted signs, curb markings, parking space markings or other similar devices commonly used to indicate motor vehicle parking spaces.

**Roadway.** That portion of a highway improved, designed, or ordinarily used for vehicular travel. A highway is a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular or bicycle travel. Roadway includes streets and parking facilities. (CVC 530)

**Segway or other similar devices.** A two-wheeled, self-balancing electrical device used for personal transport. These devices may be used on campus by persons with mobility related disabilities after securing a permit from Stanford Transportation. (CVC 313)

**Service Vehicle.** A “Service Vehicle” is any Motor Vehicle owned and/or leased by the University or any other entity used for service, delivery, or other business on Stanford University property.

**Sidewalk.** Is that portion of a highway, other than the roadway, set apart by curbs, barriers, markings, or other delineation for pedestrian travel (CVC 555).

**Skating.** To propel oneself along on roller skates, inline skates, a skateboard, or any similar device.

**Space Markings.** Lines designating the boundaries of a parking stall or space within which vehicles must park.

**Stanford Transportation.** “Stanford Transportation” is the Stanford University Department of Transportation, dba Stanford Transportation.

**Stanford University Property.** For the purpose of this code, “Stanford University property” are all the properties owned by Leland Stanford Junior University in the Counties of Santa Clara and San Mateo, including such properties lying within incorporated cities.

**Traffic.** Pedestrians, ridden animals, vehicles, bicycles, and other conveyances either single or together, while using any highway or roadway for travel. (CVC 620)

**Traffic Control Device.** A “Traffic Control Device” is any sign, signal, marking, or device consistent with Section 21400 of the Vehicle Code, placed or erected to regulate, warning, or guide traffic.

**University Parking Permit.** A “University Parking Permit” is any parking permit issued by Stanford Transportation to faculty, staff, students, and others.

**Vehicle.** A device by which a person or property may be moved, propelled, or drawn upon a highway, except a device moved by human power (CVC 415)

**Vehicle Code.** “Vehicle Code” means the California Vehicle Code.

**Vehicle Exclusion Area.** See “Pedestrian Zone”.

**Violation.** The doing of any act forbidden or the failure to perform any act required by this Code or the CVC

**White Zone.** White curbing indicates a restricted parking area as specified by curb stenciling or signage (e.g., Service Vehicle Permit/University Vehicle parking or a passenger loading/unloading area only (no standing).

**Yellow Zone.** Yellow curbing indicates a Loading Zone.

# Appendix “B”

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Link to latest Stanford Parking & Transportation Campus Map:

<https://lbre.stanford.edu/maps/what-we-do/maps/available-maps-library>