



<p>SUBJECT Reviewing SPIS Rating for Approach Permitting</p>	<p>FINAL NUMBER AM 13-03(B)</p>	<p>EFFECTIVE DATE 04/08/2013</p>	<p>VALIDATION DATE 09/29/2014</p>	<p>SUPERSEDES or RESCINDS</p>
<p>WEB LINK(S) http://www.oregon.gov/ODOT/HWY/TECHSERV/Pages/technicalguidance.aspx</p>				
<p>TOPIC/PROGRAM Safety Priority Index System/Access Management</p>	<p>APPROVED SIGNATURE Original signed by: Larry McKinley, Access Management Program Manager</p>			

PURPOSE

The purpose of this Technical Services Bulletin is to provide direction on how to determine whether a specific location has a top 5 percent SPIS (Safety Priority Index System) value and whether the SPIS value is a safety or traffic operations concern when applying OAR 734-051-4020(3)(d) in the evaluation of an approach. The SPIS rating is reviewed for indication of potential safety issues related to a connection or proposed approach.

GUIDANCE

This bulletin is for use by the department’s Access Management staff and may be shared with members of the general public. However, the SPIS data are from secured data sets available only on the department’s internal website. Members of the general public should contact the appropriate ODOT Region Traffic Office to obtain copies of the current reports.

DEFINITIONS

“Connection” means an existing approach as defined in OAR 734-051-1070 (9) or an unpermitted means of vehicular access to or from a state highway and an abutting private property, city street or county road. OAR 734-051-1070(14)

“Safety Priority Index System (SPIS)” is a network screening tool to identify potential safety problems on state highways.

BACKGROUND/REFERENCE

In earlier versions of OAR 734-051, safety factors for highway approaches were generally described as:

- Roadway character
- Traffic character
- Geometric character

- Environmental character
- Operational character

These earlier rules did not quantify or set standards for determining when these factors become a safety concern. This was problematic for members of the general public who had no way of knowing how ODOT would make its determination. Senate Bill (SB) 264, which became law in January 2012, amended ORS 374 and established six explicit safety and operations criteria that ODOT can consider in its permitting decisions. This bulletin addresses Safety Priority Index System locations set forth in OAR 734-051-4020(3)(d) of the rule:

“(3) Safety and Operations Concerns. *The department has the burden of proving safety and highway operations concerns that it relies upon in requiring mitigation or in denying an application based on those concerns. The department may deny an application where the applicant is unable to provide adequate improvements to mitigate documented safety or highway operations concerns; safety and highway operations concerns that the department may consider are limited to (a) through (f), below:*

(d) Location of the proposed approach within a highway segment listed in the top five percent of locations identified by the Safety Priority Index System developed by the department.”

EXPLANATION

The SPIS evaluates 0.10 mile sections of highway. The SPIS score is based on three years of crash data and considers crash frequency, crash rate and crash severity. A highway segment becomes a SPIS site if a location has three or more crashes or one or more fatal crashes over the three-year period.

The department generates reports on the top 10 percent and investigates the top 5 percent SPIS sites each year. This information is available to ODOT employees from the Traffic-Roadway Website at:

http://transnet.odot.state.or.us/hwy/trs/Shared%20Documents/Highway%20Safety%20Engineering/Access_to_SPIS_Reports.pdf

Additional information regarding SPIS is available at the following website:

http://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/docs/word/SPIS_Brochure.doc

To evaluate a connection or proposed approach as a potential safety concern under OAR 734-051-4020(3)(d), the reviewer needs to determine whether the approach location is on a highway segment listed as one of the top 5 percent of SPIS locations. The detailed SPIS listing is in the SPIS Reports section available to ODOT staff at the following link:

<http://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/spis.shtml>

Using the specific highway number and location, the reviewer can check the latest annual SPIS report to determine if the proposed location is identified. On the latest report website, select the report type labeled “Top 10% Sites Grouped, sorted by HWY and MP.” Find the highway segment that includes the subject connection or proposed approach.

Record the segment length and the percentile group. In the table, the 95th percentile equates to a top 5 percent SPIS site.

For example, for a proposed approach at mile point 7.50 on OR Rte. 22 (Salem Highway No. 072), the 2011 SPIS reports show the following data (see Attachment A):

2011 Report – MP segment 7.42-7.61 – 95 percentile

This shows that the proposed approach is within an area with a SPIS rating in the top 5 percent and may have potential safety concerns that need to be evaluated further.

A connection or proposed approach within a top 5 percent SPIS segment triggers a secondary review by the Region Access Management Engineer or other qualified staff to determine if safety is a concern at the approach location and what action (if any) is appropriate. This secondary review would include reviewing suggestions from the appropriate SPIS investigation done annually by region staff and considering information about the use of the connection or proposed approach.

RESPONSIBILITIES

Department staff members in the following positions are responsible for carrying out the guidance in this bulletin as it relates to their assigned duties and authority:

- Region Managers
- District Managers
- Region Access Management Engineers
- Development Review Coordinators
- Access Management Coordinators
- Permit Specialists
- Other staff as assigned by management authority

ACTION REQUIRED

Implement this bulletin upon the effective date.

SPECIAL INSTRUCTIONS

If problems or concerns develop in implementing this bulletin, or if further clarification is needed, contact the Access Management Program Manager.

CONTACT INFORMATION

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ATTACHMENT A - Technical Bulletin AM 13-03(B)

For this example, assume that an approach application is being evaluated on OR 22 (Salem Highway No. 72) at mile point 7.50 in Salem. The SPIS Percentile for 2011 is determined from the table shown below.



Oregon Department of Transportation
2011 - Top 10% SPIS Groups - By Hwy, MP

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Rte.	Rdwy	BMP	EMP	Lgth	ADT	Crsh	Fatal	A	B	C	PDO City	County	Connection in Group	Percentile	SPIS
062 FLORENCE-EUGENE															
OR-126	1	35.91	36.09	0.18	4,300	14		1	3	4	6	LANE		95	59.41
OR-126	1	41.91	47.01	5.10	6,000	10		1	3	4	2	LANE		90	51.74
OR-126	1	48.91	49.09	0.18	13,600	4		2	2			LANE		90	47.55
069 BELTLINE															
OR-569	1	12.91	13.00	0.09	23,500	20		1	2	5	12	LANE		90	52.41
072 SALEM															
OR-99EB	1	1.46	1.63	0.17	19,000	17		1	1	5	10	MARION	LEG. TO VERDA LN. NE	90	49.91
OR-99EB	1	3.07	3.25	0.18	23,600	30			8	10	12	MARION		95	58.37
OR-99EB	1	3.07	3.25	0.18	23,600	29			8	10	11	MARION		95	57.83
OR-22	2	5.35	5.48	0.13	15,900	35			4	13	18	MARION	COMMERCIAL ST.	95	62.44
OR-22	1	5.43	5.52	0.09	19,200	31			2	7	22	MARION	COMMERCIAL ST.	90	46.83
OR-22	1	6.11	6.26	0.15	21,500	24				11	13	MARION		90	44.99
OR-22	1	6.68	6.86	0.18	36,500	30		1	2	9	18	MARION		95	61.84
OR-22	1	7.42	7.61	0.19	34,000	63			4	23	36	MARION		95	82.63
OR-22	1	7.83	8.02	0.19	48,700	36	1		5	14	16	MARION		95	74.19
OR-22	1	8.17	8.35	0.18	48,800	51			4	16	31	MARION		95	66.25