

CORRIDOR INFORMATION



2 fatal crashes
7 serious injury crashes
57 other injury crashes (2018-2022)



Disadvantaged
communities with
high disparity



JURISDICTION

— Umatilla County
— Milton-Freewater
— ODOT

CRASH HISTORY (2018-2022)

Turning Movement

Of the nine fatal and serious injury crashes, Four were turning movement crashes. Thirty-five of the crashes were related to turning movements or angle crash types.

OR 11 & Crockett Road

Ten injury crashes, including three FSI crashes occurred at this intersection. Three of the crashes at this intersection, including both serious injury crashes, involved a westbound left turning vehicle.

Head-on Crashes

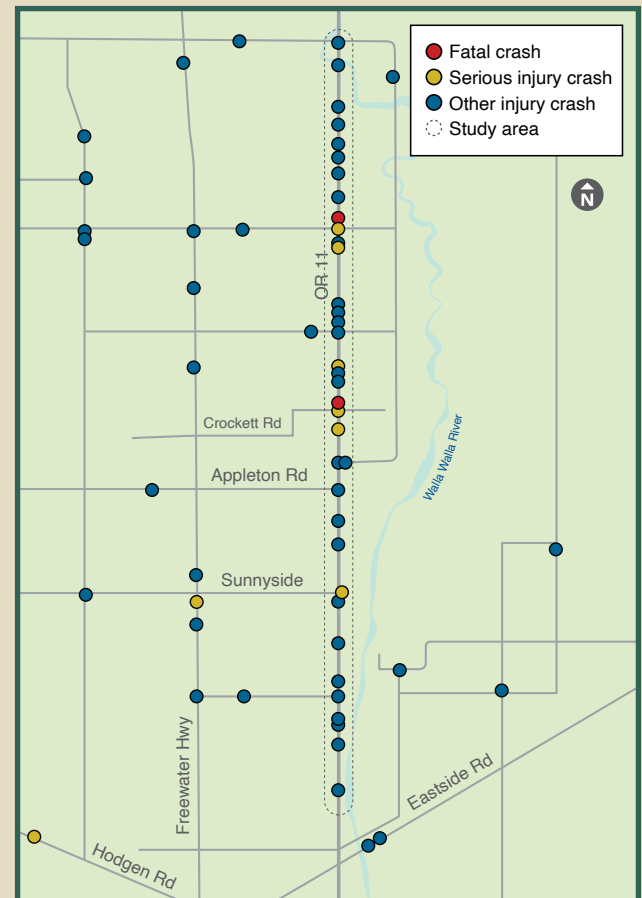
Of the nine fatal and serious injury crashes, three were head-on crashes. There was one additional head-on crash that resulted in injury.

Driver Behavior

Fifteen crashes included a driver marked as making an improper turn as the primary or secondary cause of the crash. Eleven crashes were caused by inattention and thirteen involved a driver not yielding to right of way.

Darkness

Fourteen crashes occurred during dark conditions, without streetlights. Six of these crashes occurred between Ballou Rd and Stateline Rd.



COMMUNITY OUTREACH

Concerns from the public along this corridor include...

1. Avoiding the corridor due to lack of comfort
2. High operating speeds
3. Road surface conditions
4. Lack of bicycling infrastructure

COST ESTIMATE

PROPOSED COUNTERMEASURE + COST

Rumble strips	\$3k/linear mile
Speed limit radar	\$5-10k + \$5k labor/location
Enhanced stop control	\$300 + \$200 labor/intersection
Raised medians	\$125k + \$25k design+labor

See full countermeasure details on next page

PROPOSED COUNTERMEASURES

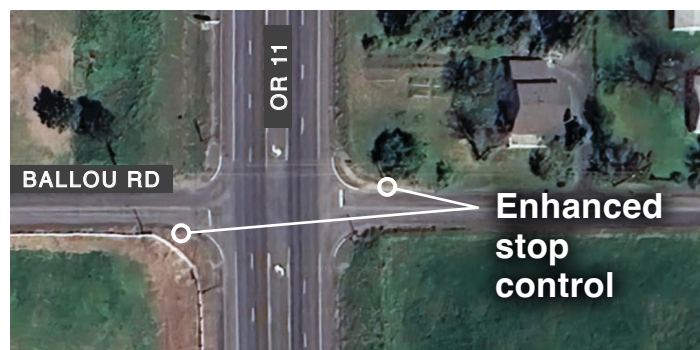
Corridor-wide:

- Replace the two-way left-turn lane with a **raised median** with openings to manage left- and U-turn movements. This will address turning movement and head-on crashes.
- Add **roadside rumble strips** to alert drivers when they are encroaching the lane boundary.
- Install **street lighting**, especially focused on the OR 11 between Ballou Road and Stateline Road.

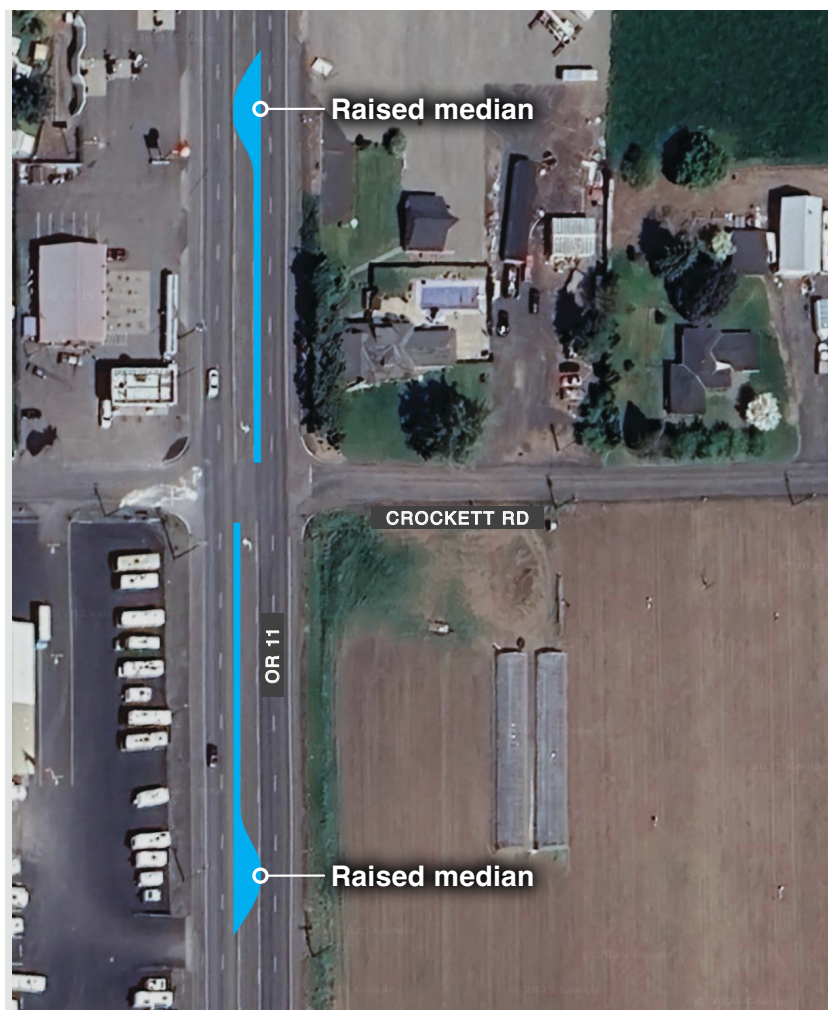
Location-specific:



- Add **speed limit radar sign** to alert drivers of their speed relative to the posted speed.



- **Relocate and enhance stop control** on minor approaches to draw driver attention to traffic control devices.



Manage turning movement conflicts with a combination of the following considerations:

- Consolidate or close driveways to minimize conflict points.
- Install raised medians to manage turning movements and reduce the opportunity for head on crashes.
- Install roundabouts along the corridor to manage speed and facilitate turning movements. Ensure that roundabouts can accommodate freight movements.

CORRIDOR INFORMATION



1 fatal crash
2 serious injury crashes
9 other injury crashes (2018-2022)



Disadvantaged communities with **moderate** disparity



JURISDICTION

— Umatilla County
— ODOT

CRASH HISTORY (2018-2022)

Curves

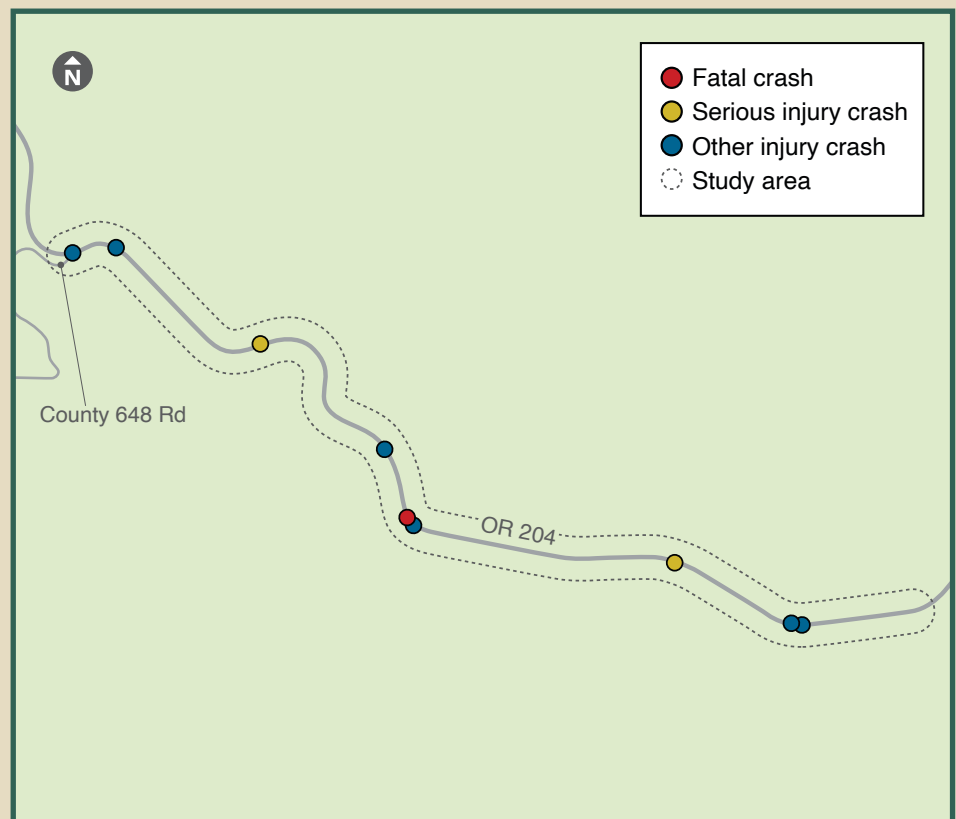
All 12 crashes occurred at a location with a horizontal and/or vertical curve.

Lane Departure

10 of the 12 crashes, including all three fatal and serious injury crashes, were fixed-object crashes. One crash was a head-on crash and one crash was a rollover crash. Eight of twelve crashes occurred in dark lighting.

Lane Departure

Four crashes, including the fatal crash, involved speeding. Both serious injury crashes involved a drowsy driver. Two crashes involved inattention.



COMMUNITY OUTREACH

During community outreach, this corridor was not specifically mentioned.

COST ESTIMATE

PROPOSED COUNTERMEASURE + COST

Rumble strips..... \$500/set + \$250 labor

Guardrail..... \$100/ft. + \$25k labor/curve

See full countermeasure details on next page

PROPOSED COUNTERMEASURES

Corridor-wide:

- Add **centerline and edge line rumble strip** to alert drivers they are encroaching on the lane boundary.
- **Maintain signage**, like ODOT's upcoming sign maintenance project at MP 3.7.
- Add **chevrons** approaching all horizontal curves from both directions.
- Install **lighting** to improve visibility, especially along curves.

Location-specific:

- Add **metal guardrail** on the roadside to shield hazards and mitigate crash severity when drivers leave the roadway.
- Review the existing roadside barrier infrastructure along the corridor and refer to AASHTO RDG and ODOT guidance to provide **roadside barriers at cut slopes and foreslope** in the clear zone when appropriate.

Between 2018 and 2023, five crashes occurred on this curve, including one fatal crash. Four of the five crashes involved a vehicle going westbound. Between July 2023 and August 2025, horizontal curve warning signs, a speed feedback sign, and chevrons were installed along the curve for westbound traffic.



CORRIDOR INFORMATION



4 serious injury crashes
29 other injury crashes (2018-2022)



Disadvantaged
communities with
high disparity



JURISDICTION

— Umatilla County

CRASH HISTORY (2018-2022)

Westland Rd & Bridge Rd

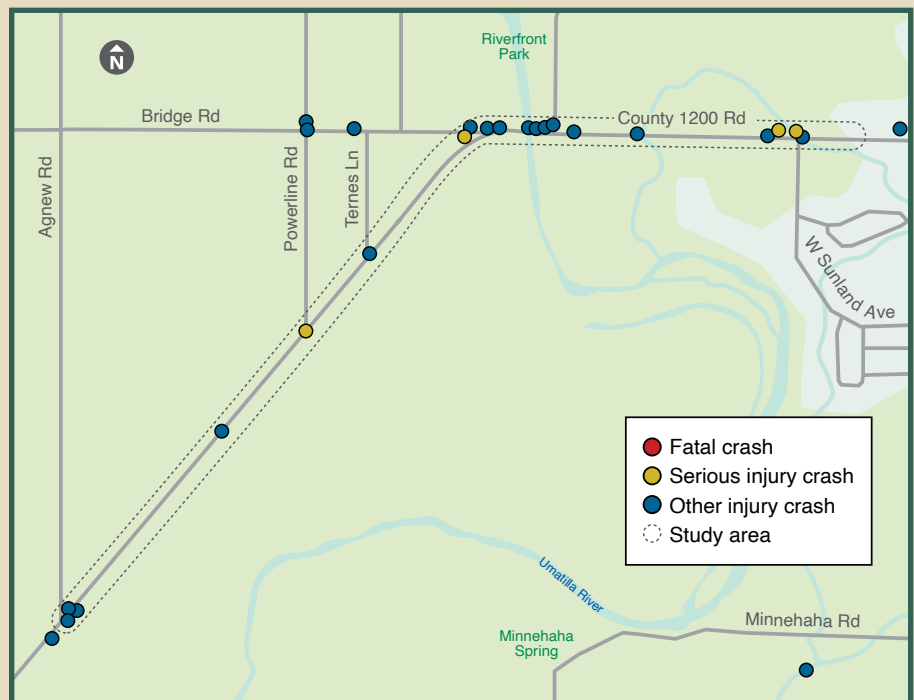
Six injury crashes around the intersection. Four of the crashes in dark lighting. Three crashes occurred with vehicles turning left from Bridge Rd.

Lane Departure

Five injury crashes were fixed-object and six injury crashes were head-on. Crashes were commonly in times of dark lighting, ice, or fog.

Driver Behavior

14 injury crashes were related to reckless/careless driving. Crash types include head-on, fixed object, and rear-end.



COMMUNITY OUTREACH

Concerns from the public along this corridor include...

1. Lack of sidewalks and other pedestrian facilities
2. Poor surface conditions
3. Improvements desired at Westland Road and Bridge Road

COST ESTIMATE

PROPOSED COUNTERMEASURE + COST

SW 17th paved median	\$55k
SW 17th crosswalk	\$12k
Bridge Rd t-up paving	\$60k
Bridge Rd t-up paving + hardscape	\$125k
Bridge Rd restriping	\$12k
Bridge Rd street lights (2)	\$40k

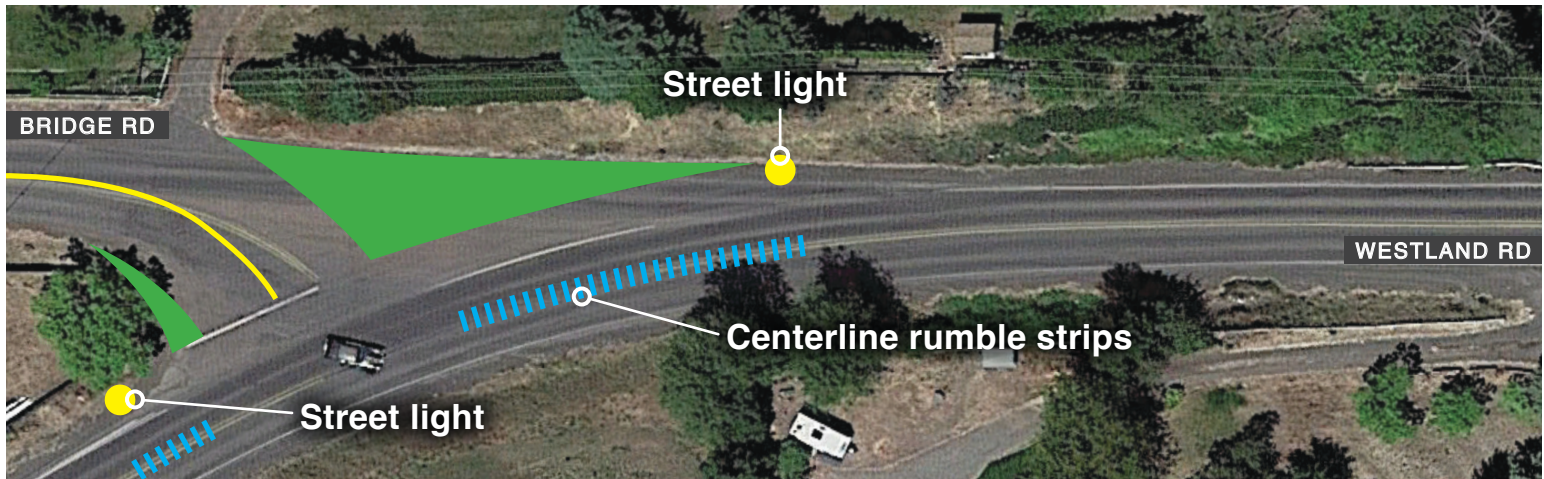
See full countermeasure details on next page

PROPOSED COUNTERMEASURES

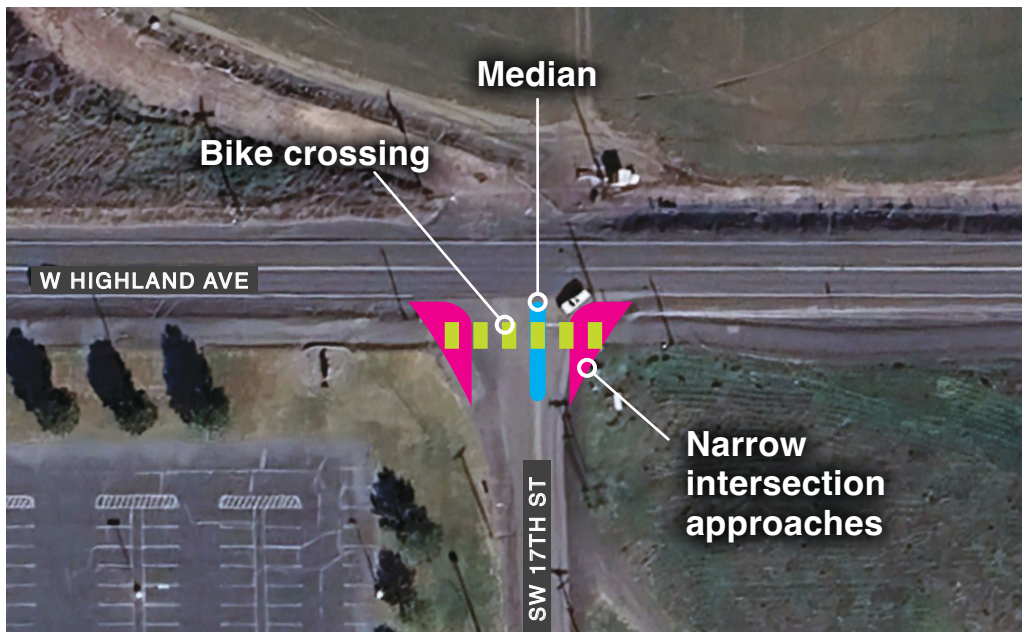
Corridor-wide:

- Add centerline rumble strip to alert drivers who cross the centerline.
- Maintain fog lines to draw attention to the roadway edge and reduce road departure crashes.
- Stripe the travel lane and shoulder width in alignment with the TSP guidance, to reduce run off the road crashes.

Location-specific:



- Make it easier to see oncoming vehicles by adjusting intersection skew to be more perpendicular and clearing vegetation, making it easier to see oncoming vehicles.
- Add intersection lighting to address nighttime visibility at the intersection.
- Remove pavement and landscape the green hatch area to narrow the roadway and address intersection skew. Alternatively, consider installing delineators or other vertical elements in the short term in addition to signing and striping.



- Narrowing the intersection approach width on SW 17th Street, and reducing the curb radii, can reduce turning speeds across the path crossing.
- Including a median nose on SW 17th Street can emphasize the path crossing and reduce turning speeds.

CORRIDOR INFORMATION



32 injury crashes (2018-2022)



Disadvantaged communities with **low** disparity



JURISDICTION

— Umatilla County

CRASH HISTORY (2018-2022)

Rear-End Crashes

There were 10 rear-end crashes on the corridor. These crashes occurred due to excessive speeding, following too closely, and driver inattention.

Crashes in Snow and Ice

Nine crashes occurred in snow or ice. Seven of these crashes occurred north of Bensel Road.

North of Bensel Road

Twenty-one of 32 crashes occurred north of Bensel Road, including eight crashes around Bonney Lane.

Lane Departure

Seventeen crashes involved lane departure, including 11 crashes that occurred north of Bensel Road.

COMMUNITY OUTREACH

Concerns from the public along this corridor include...

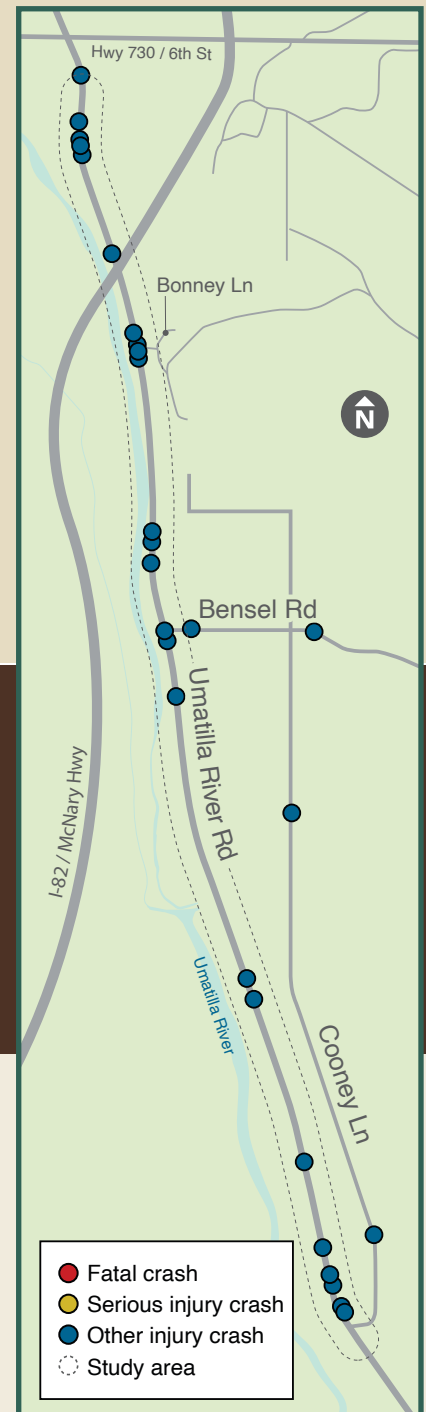
1. Narrow roadway limits driver visibility of vehicles and people
2. Lack of lighting makes it difficult to see (driving) in adverse weather
3. Limited places to pull over or to pass other road users

COST ESTIMATE

PROPOSED COUNTERMEASURE + COST

Radar speed limit sign	\$10-15k
Restripe cross section	\$10k/mile + \$2k mobilization + \$10k labor
Street light	\$15k/light + \$10k design+labor

See full countermeasure details on next page



PROPOSED COUNTERMEASURES

Corridor-wide:

- **Widen clear width** along the corridor to improve sightlines of oncoming roadway conditions and increase space for drivers to correct off-road lane departures.
- Install **center line rumble strips** to reduce cross centerline crashes. Note, ODOT typically does not install rumble strips near residences. FHWA cites a commonly used minimum distance of 650 feet from residences. Umatilla River Road south of Bensel Road commonly has residences within 650 feet of the road. Active engagement of residents is needed to mitigate potential noise complaints from residents.

Location-specific:

- Restripe roadway cross section north of Bensel Road to match the cross section south of Bensel Road, including fog lines and a narrow shoulder.



- **Ice detection sensors** paired with dynamic warning signs may be an effective application of ITS on segments with historic patterns of crashes during snowy or icy conditions, including Umatilla River Road, north of Bensel Road.

- Add speed feedback signage with the posted speed sign north of Cooney Lane where the posted speed reduces from 50 to 45 mph for southbound vehicles.



CORRIDOR INFORMATION



2 fatal crashes
3 serious injury crashes
23 other injury crashes (2018-2022)



Disadvantaged communities with **moderate** disparity



JURISDICTION

— ODOT
— Umatilla County
— Hermiston

CRASH HISTORY (2018-2022)

Road Departure Crashes

Eight crashes, including four FSI crashes, involved a collision with a fixed object and/or a rollover.

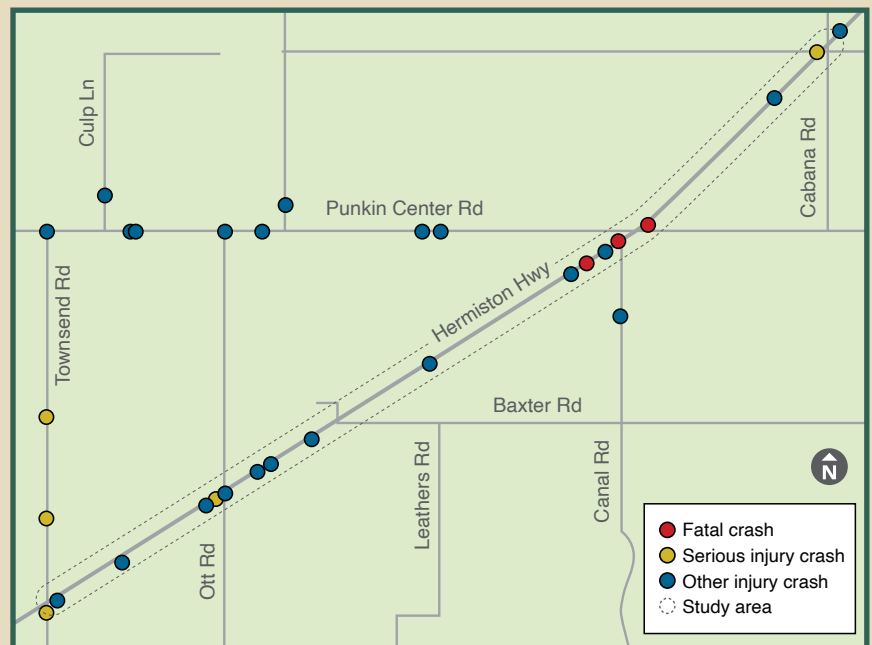
Intersection Crashes

Fourteen crashes, including two FSI crashes were either angle or turning. These locations have the highest concentration of crashes. These trends are confirmed in the 2023 and 2024 data.

- OR207 & Punkin Center Rd: 6 crashes
- OR207 & Canal Rd: 4 crashes
- OR207 & Ott Rd: 3 crashes

Dark Conditions

Three of the five FSI crashes occurred in dark lighting conditions. Three crashes involved lane departure. Three crashes occurred at OR207 & Punkin Center Rd.



COMMUNITY OUTREACH

Concerns from the public along this corridor include...

1. The five-way intersection at Punkin Center Road feels unsafe

COST ESTIMATE

PROPOSED COUNTERMEASURE + COST

Punkin Center Rd traffic signal.....	\$550k-\$800k
Route and turn restrict. signage.....	\$800/sign
Townsend Rd roundabout (small)	\$200k
Townsend Rd roundabout (large)	\$2,100,000
Street light	\$15k/light +\$10k design+labor

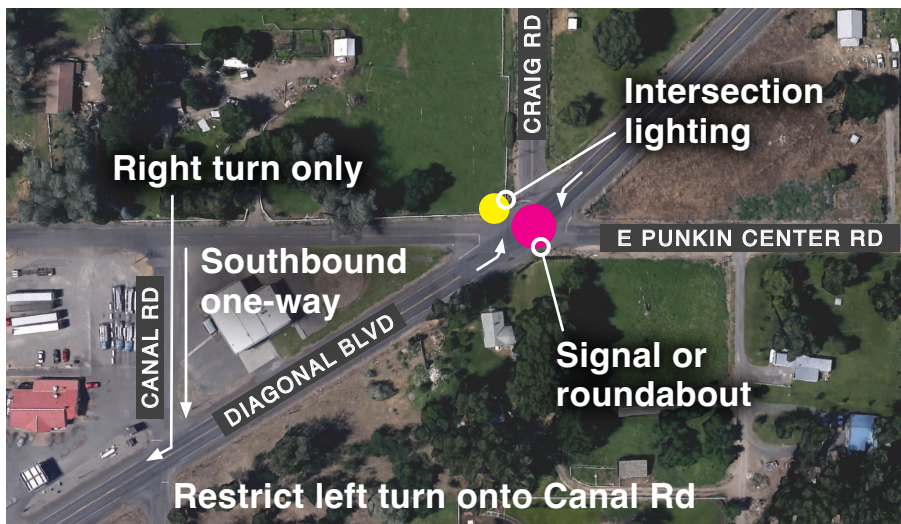
See full countermeasure details on next page

PROPOSED COUNTERMEASURES

Corridor-wide:

- Install **lighting**, especially at intersections with historic crashes and geometric challenges, notably Punkin Center Road.
- Add **edge line rumble strips** to supplement existing centerline rumble strips and address road departure crashes along the corridor. Note residences are along the roadway, which may preclude the installation of additional rumble strips or restrict them fewer locations to avoid noise complaints.

Location-specific:



- Install a roundabout at OR 207 (Diagonal Blvd) & Punkin Center Rd. Ensure that the installed roundabout can accommodate freight movements.
- A **traffic signal** could also be explored.
- Add **signage** to restrict drivers from turning left from Canal Rd. This will prevent drivers trying to skip the light and will remove a hard left turn movement.



- A **roundabout** could serve as a City gateway design. Adding an additional "Welcome to Hermiston" sign helps differentiate the city limits.



- Add **wayfinding signage** to get vehicles to turn earlier rather than crowding the busier turning locations.

CORRIDOR INFORMATION



2 fatal crashes
8 serious injury crashes
98 other injury crashes (2018-2022)



Disadvantaged communities with **moderate** disparity



JURISDICTION

— ODOT

CRASH HISTORY (2018-2022)

Punkin Center Rd to Joy Ln

Thirty-one injury crashes. Thirteen of the crashes occurred due to turning movements, including one fatal and two serious injury crashes.

US395 & US730

Fourteen injury crashes at intersection, including two serious injury crashes. Nine of the crashes were rear end involving northbound vehicles.

Turning Movement

65% of all injury crashes on the corridor were the result of turning movements, including 70% of fatalities and serious injury crashes.

Street Lighting

Two fatal crashes, including one pedestrian, and 11 injury crashes occurred in darkness in areas with no streetlights.

COMMUNITY OUTREACH

Concerns from the public along this corridor include...

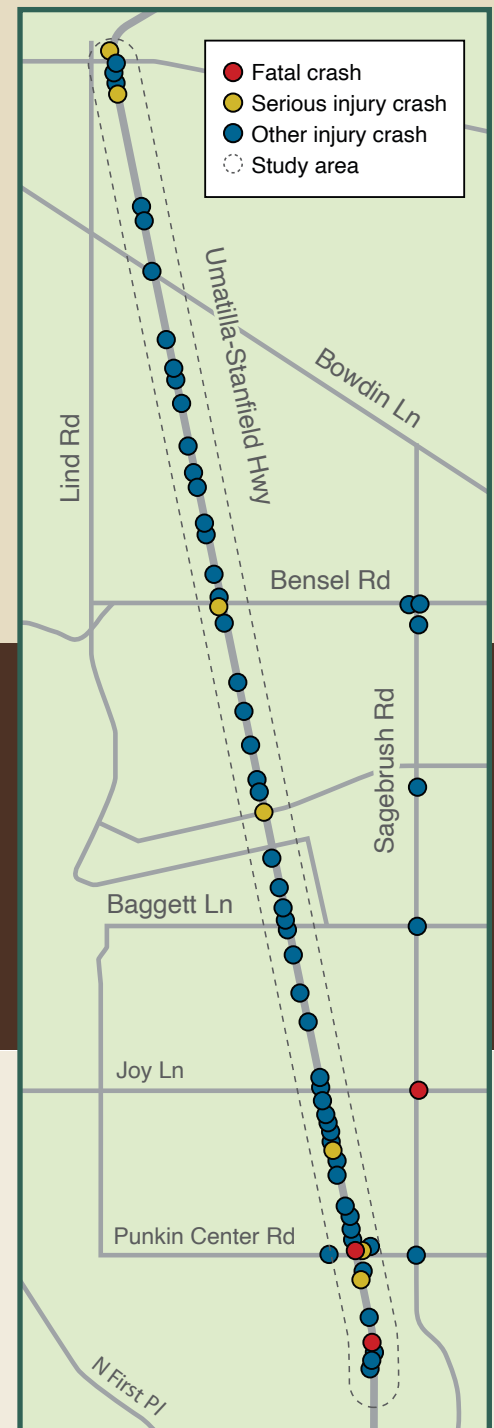
1. Traffic volumes and signal timing lead to congestion
2. Prevalence of aggressive driving
3. Poor lighting conditions and minimal pedestrian facilities

COST ESTIMATE

PROPOSED COUNTERMEASURE + COST PER APPROACH

Raised median.....	\$300k
Pedestrian crossing beacon	\$45k
Pedestrian crosswalk markings + tactile pads	\$15k

See full countermeasure details on next page

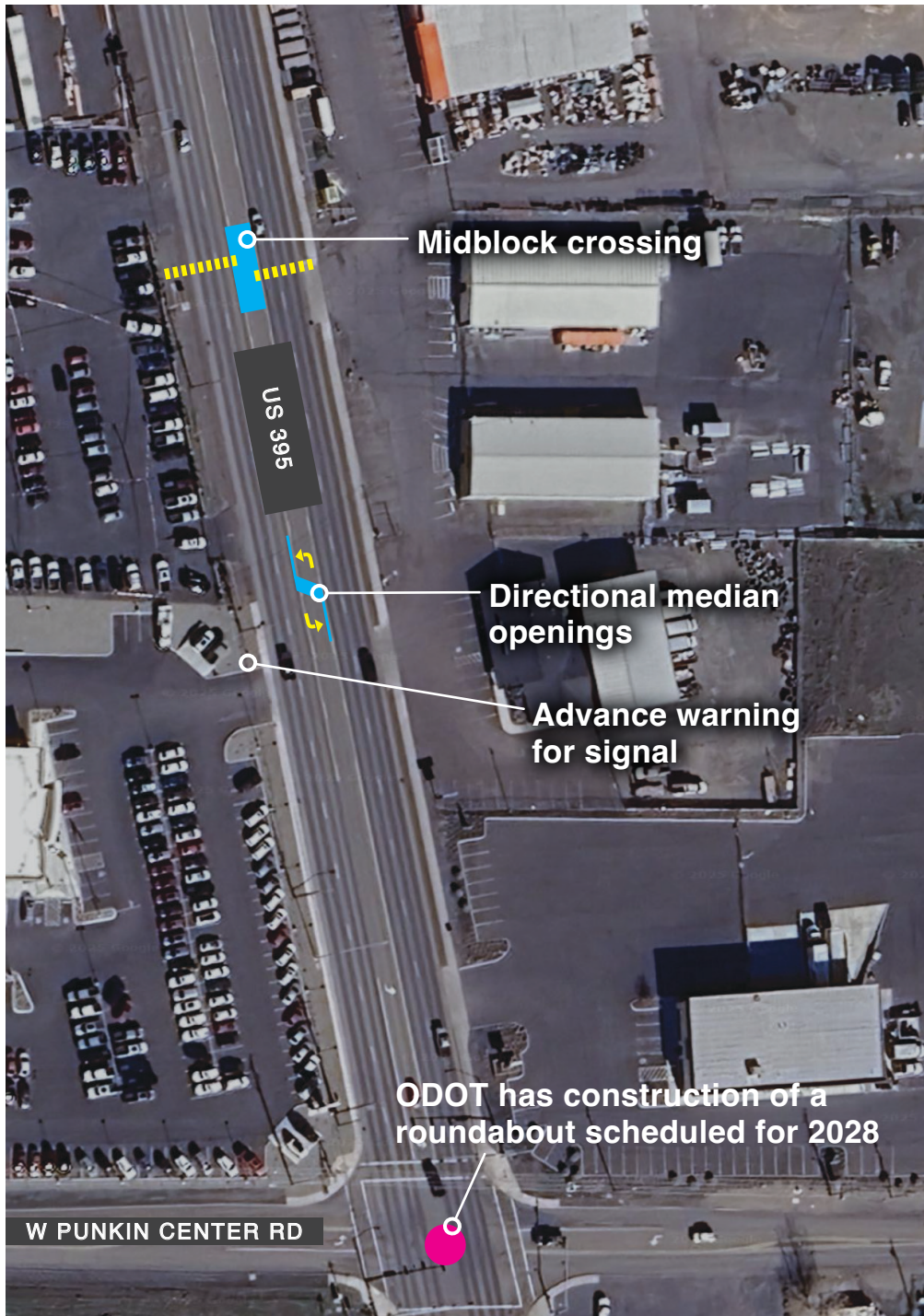


PROPOSED COUNTERMEASURES

Corridor-wide:

- Replace the two-way left-turn lane with a **raised median** with openings to manage left-turn movements.
- **Install enhanced midblock crossings** to improve pedestrian mobility along the corridor. Include Rectangular Rapid Flashing Beacons (RRFBs) or Pedestrian Hybrid Beacons (PHBs) as appropriate.

Location-specific:



- Add **midblock crossing** with pedestrian refuge island to increase crossing opportunities on commercial corridor.
- Address turning movement crashes by **constructing median and channelizing left turns**.
- **Install advance warning** for southbound approach to US395 & Punkin Center Rd and the northbound approach to US395 & US730 to mitigate rear end crashes. Options include installing actuated flashing beacons or signage.

CORRIDOR INFORMATION



1 fatality
1 serious injury
1 minor crash (2018-2022)



Disadvantaged communities with **moderate** disparity



JURISDICTION

— Umatilla County

CRASH HISTORY (2018-2022)

Single Vehicle Nighttime Crashes

All three crashes on the corridor were the result of single vehicles crashing at night, in areas without lighting. Crashes were spread across the corridor.

Struck Animal

The serious injury crash was the result of a vehicle striking a wild animal.

Speeding and Reckless Driving

The fatal and minor injury crashes both involved reckless driving and speeding. These resulted in an overturned vehicle and ejected driver in the case of the fatal crash and in a struck fence in the minor injury crash.



COMMUNITY OUTREACH

During community outreach, this corridor was not specifically mentioned.

COST ESTIMATE

PROPOSED COUNTERMEASURE + COST

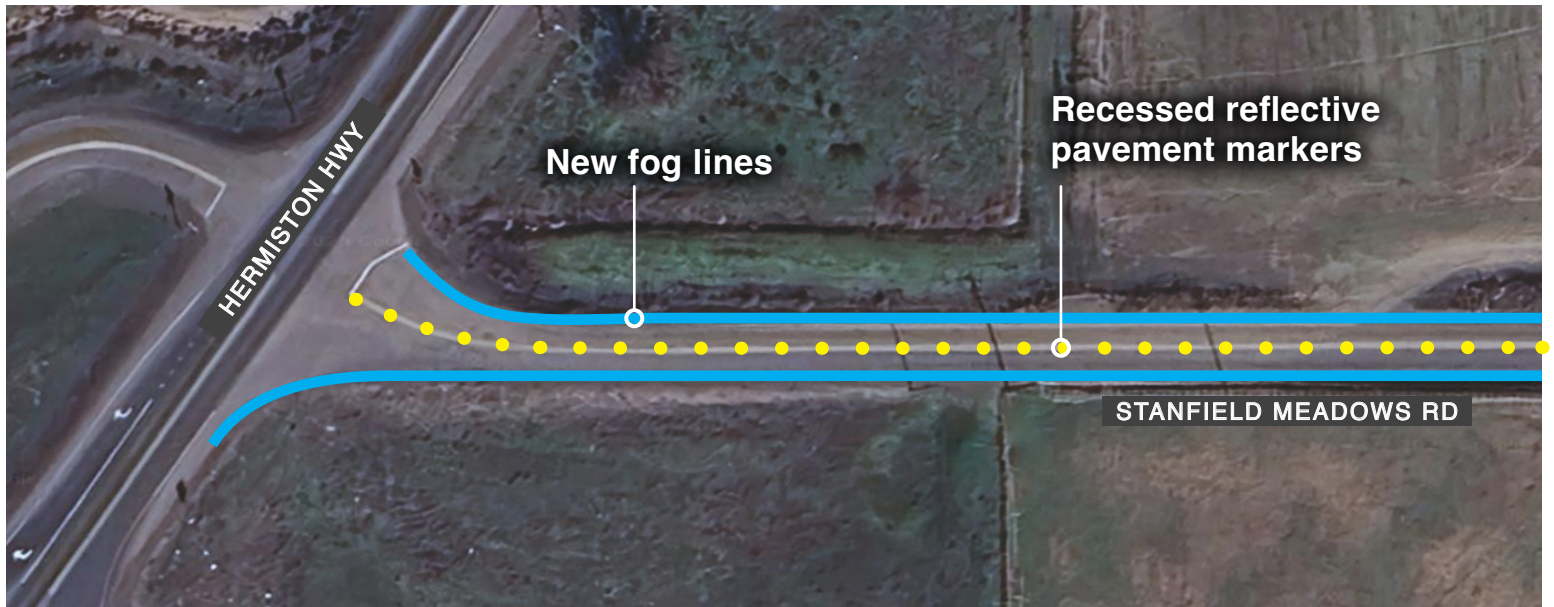
Recessed reflective pavement markers \$2,000-\$2,500/lane mile

See full countermeasure details on next page

PROPOSED COUNTERMEASURES

Corridor-wide:

- Install **centerline pavement markers** that are snowplowable
- Paint **fog lines** along the corridor to improve visibility of lane width.
- Install **speed feedback signs** and **lighting** in locations with speeding related crash history.



CORRIDOR INFORMATION



3 fatal crashes
1 serious injury crash
6 other injury crashes (2018-2022)



Disadvantaged
communities with
low disparity



JURISDICTION

— ODOT

CRASH HISTORY (2018-2022)

Road Departure Crashes

All 10 crashes were road departure crashes. Six involved a collision with a roadside hazard, two involved vehicle rollover, and two involved both.

Curves

Eight of the 10 crashes occurred on horizontal curves. The remaining two crashes occurred on vertical curves.

Speeding

Three of the 4 FSI crashes involved speeding. A fourth speed-related crash resulted in a non-FSI injury.

Dark Lighting

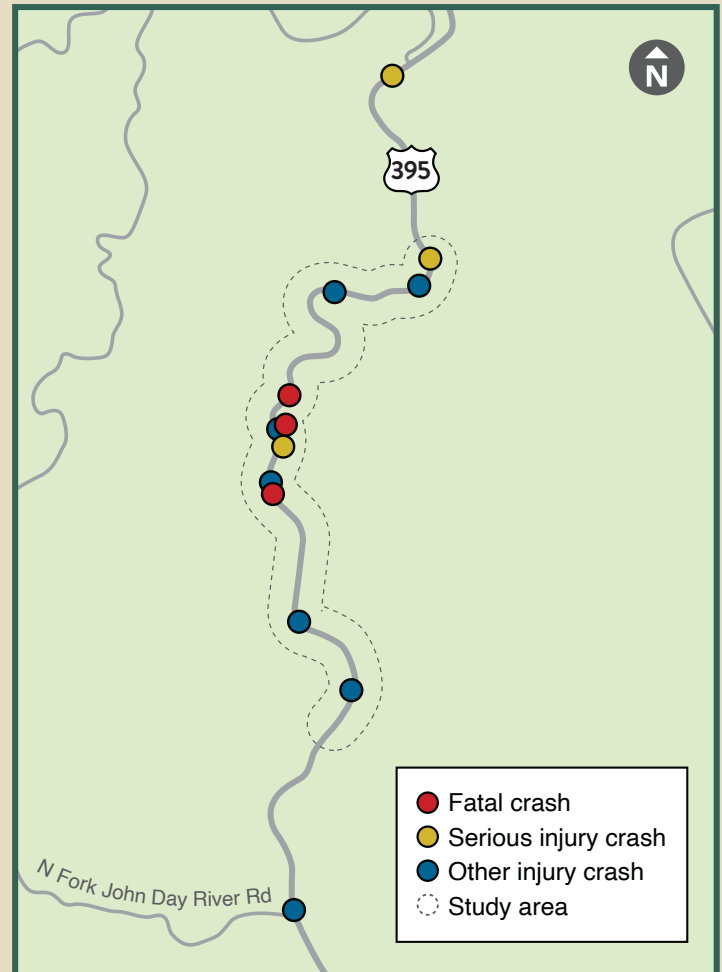
There were two crashes that occurred in darkness. Due to the lack of lighting infrastructure, no street lighting was present at the crash locations.

Motorcycle Crashes

Three of the crashes involved motorcyclists, who are more vulnerable than vehicle occupants.

Direction of Travel

Eight of the 10 crashes involved southbound vehicles.



COMMUNITY OUTREACH

During community outreach, this corridor was not specifically mentioned.

COST ESTIMATE

PROPOSED COUNTERMEASURE + COST

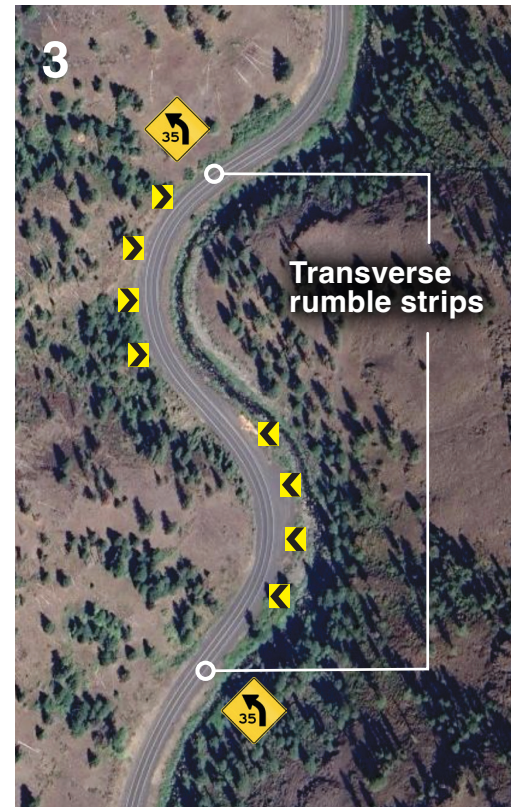
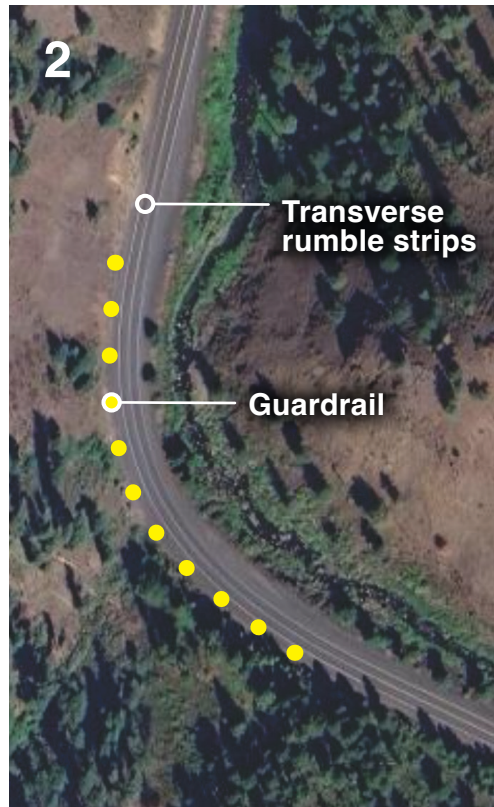
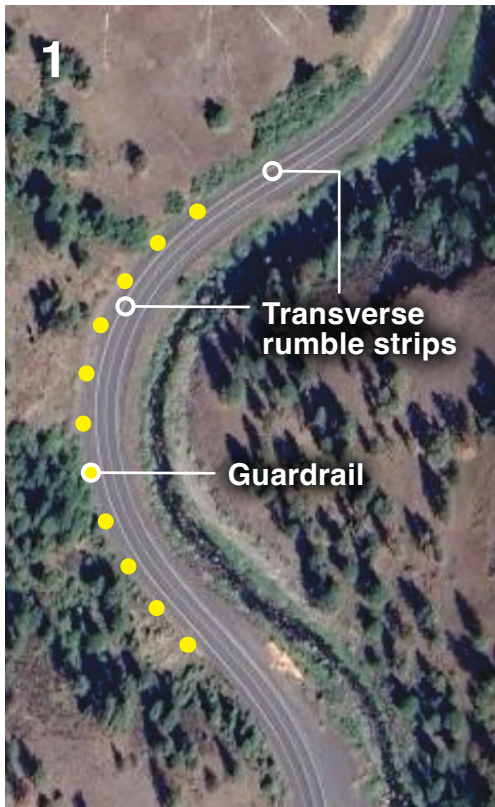
Rumble strips	\$3k/lane mile
Guardrail	\$100/ft. + \$25k labor/curve
Chevron signs	\$500/sign
Transverse rumble strips	\$1,500/set + \$500 labor

See full countermeasure details on next page

PROPOSED COUNTERMEASURES

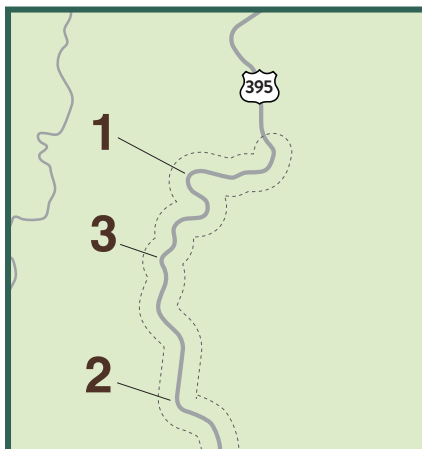
Corridor-wide:

- Add **roadside and centerline rumble strips** to alert drivers when they are encroaching the lane boundary to address road departure crashes along the corridor.
- Review clear zone criteria and **shield roadside hazards** (e.g., slopes and water bodies) when appropriate.
- Add guardrails and/or chevron signs to all major curves where they are not currently present, when applicable.



- **Extend metal guardrail** to reduce risk of rollover.
- **Retrofit rubrail and post caps** on existing guardrail and include on new guardrail installations to increase protection for motorcyclists.

- **Transverse rumble strips** (with warning signs and speed feedback signs) manage speeds and increase driver attentiveness by signifying an upcoming change in the roadway geometry. This application of transverse rumble strips requires approval from the ODOT State Traffic Engineer. Transverse rumble strips have been installed on eastbound Westland Road approaching the intersection with Bridge Road.



Example of traverse rumble strips



Source: mntransportationresearch.org

CORRIDOR INFORMATION



1 fatality
2 serious injury crashes
14 other injury crashes (2018-2022)



Disadvantaged communities with **high** disparity



JURISDICTION

— ODOT

CRASH HISTORY (2018-2022)

Turning Crashes

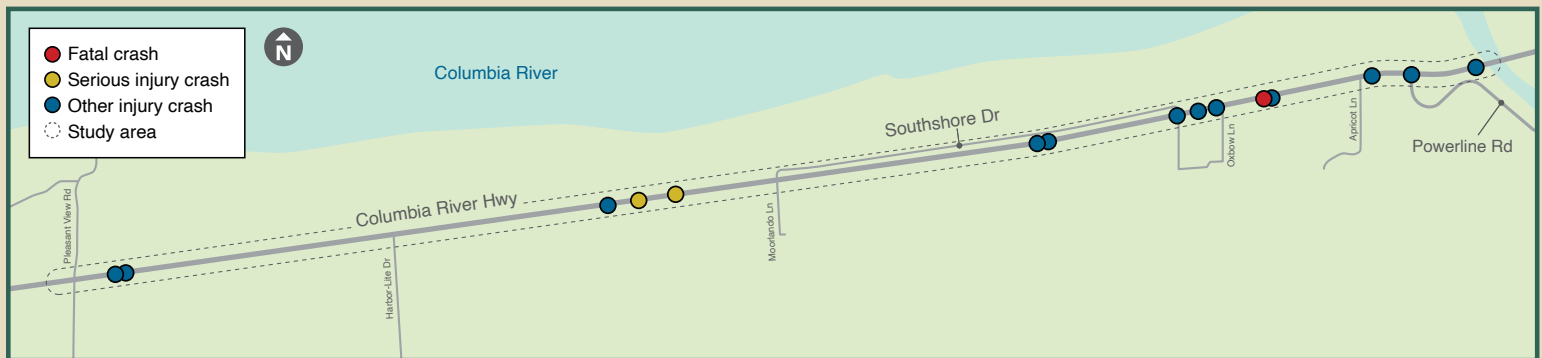
Seven crashes involving a turning movement, with four of these crashes occurring east of Apricot Ln. Three of the Four crashes involve a vehicle turning left onto US 730 conflicting with a vehicle traveling along US 730.

Animal Crashes

There were three crashes where drivers struck wild animals or livestock at night in areas with no lighting.

Road Departure

Two crashes involved fixed-objects when the road surface was icy.



COMMUNITY OUTREACH

Concerns from the public along this corridor include...

1. Frequent speeding, especially through towns
2. Unsafe passing; cars often passing in center turn lanes

COST ESTIMATE

PROPOSED COUNTERMEASURE + COST

Animal crossing signs	\$500/sign
Paved median	\$125k + \$25k design and labor
Street lighting	\$25k per light

See full countermeasure details on next page

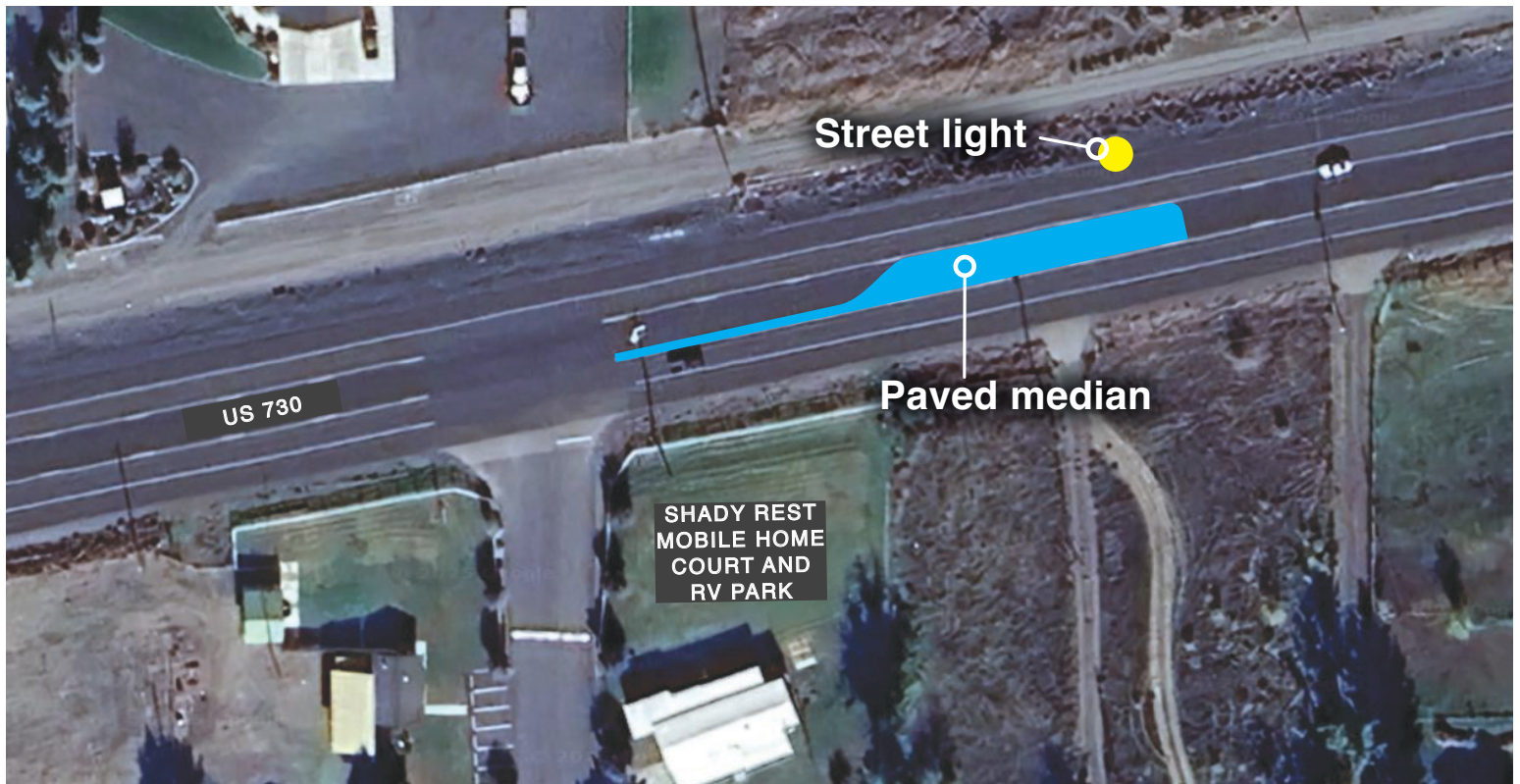
PROPOSED COUNTERMEASURES

Corridor-wide:

- Replace the two-way left-turn lane with a raised median with openings to manage left- and U-turn movements. This will mitigate turning movement and head-on crashes.
- **Add signage** to warn of animals along the length of the roadway.
- Add street lighting along the corridor.



Example of crossing animal sign



CORRIDOR INFORMATION



1 fatal crash
2 serious injury crash
10 other injury crashes (2018-2022)



Disadvantaged communities with **moderate** disparity



JURISDICTION

— ODOT

CRASH HISTORY (2018-2022)

Lane Departure

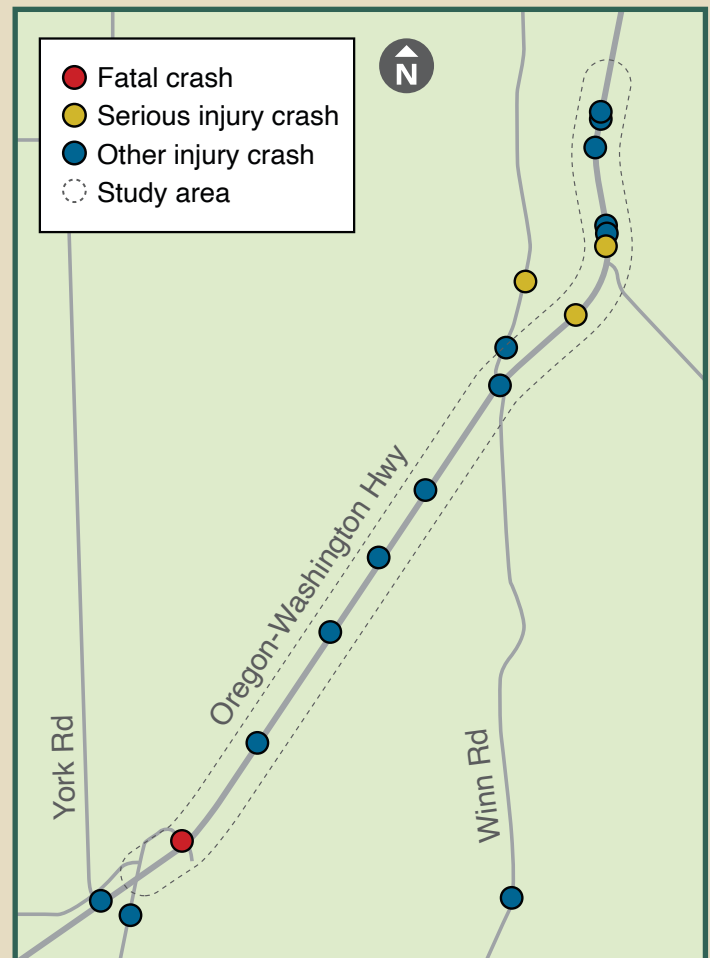
Eleven crashes involved lane departure, including eight crashes involving a fixed-object. These crashes are concentrated on the curve north of Winn Road.

Snow and Ice

Seven crashes occurred when ice or snow was on the road surface. These crashes were spread along the corridor.

Driver Behavior

Seven crashes were caused by speed too fast for conditions. An additional 4 crashes were caused by driver inattention or improper driving.



COMMUNITY OUTREACH

Concerns from the public along this corridor include...

1. Avoiding the corridor due to lack of comfort
2. High operating speeds
3. Road surface conditions
4. Lack of bicycling infrastructure

COST ESTIMATE

PROPOSED COUNTERMEASURE + COST

Rumble strips	\$3k/lane mile
Guardrail reflectors	\$250 each
Ice alert signs	\$1,150 each
Fog line	\$2k/mile + \$500 labor
Chevron signs	\$500-\$800/sign

See full countermeasure details on next page

PROPOSED COUNTERMEASURES

County-wide:

- Targeted de-icing operations can be implemented by the County along sections of road that historically have had higher numbers of crashes with icy road conditions
- Road weather information systems alert drivers in the county to inclement conditions

Corridor-wide:

- Add northbound edgeline rumble strips to alert drivers when they are encroaching the lane boundary. Centerline rumble strips and southbound edgeline rumble strips are already installed along the corridor.
- Install centerline snow-plowable reflectors or recessed pavement markers.



- **Chevrons and guardrail reflectors** also provide delineation and alert drivers of barrier location.
- **Ice detection sensors** paired with dynamic warning signs may be an effective application of ITS on segments with historic patterns of crashes during snowy or icy conditions.

