UMATILLA COUNTY
SAFE STREETS FOR ALL ACTION PLAN

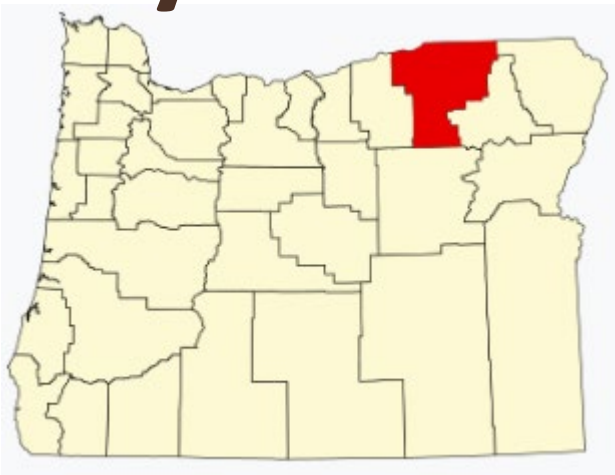
NCTCOG RSAC Presentation

January 23, 2026

UMATILLA COUNTY
est. 1862

stv | ZAN ASSOCIATES | DKS | KITTELSON & ASSOCIATES

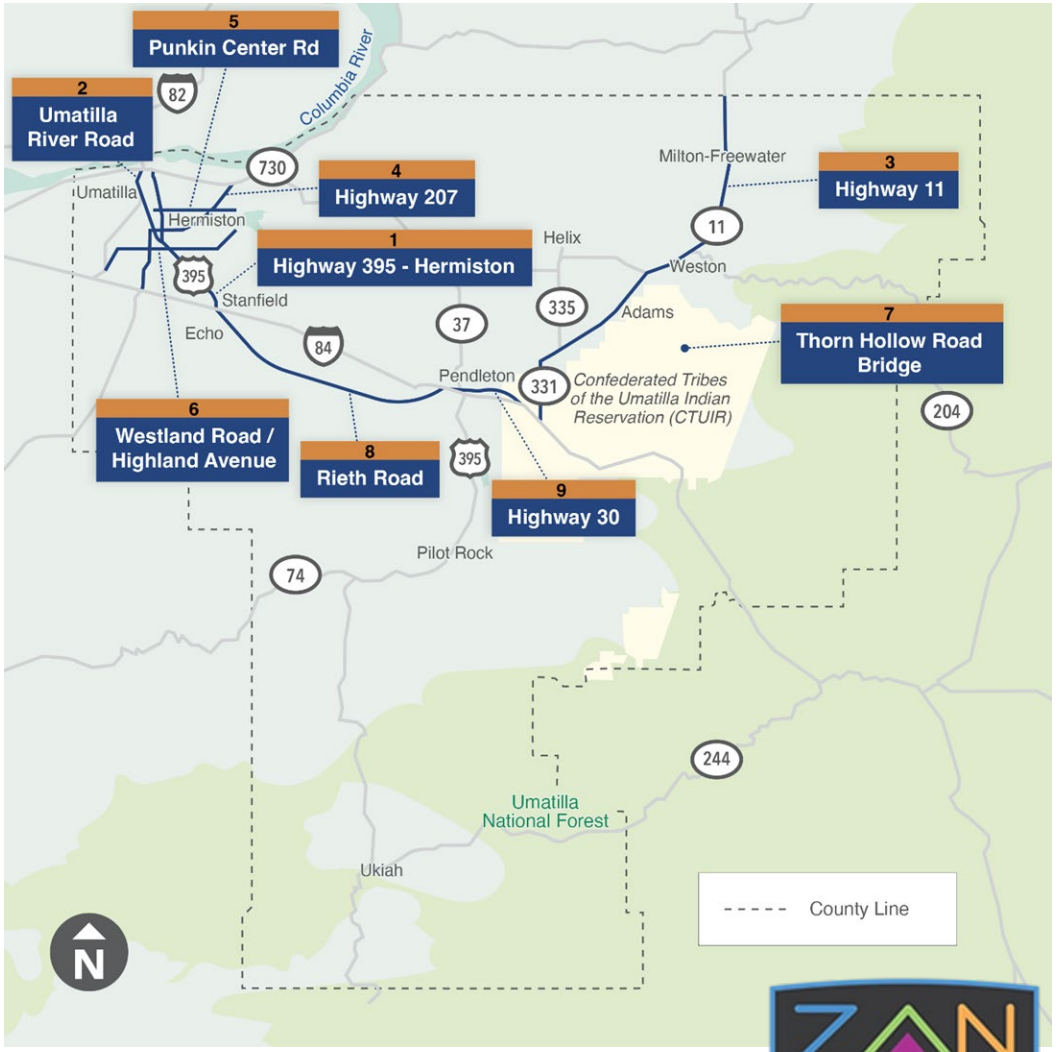
Umatilla County



Seat	Pendleton
Largest city	Hermiston
Area	
• **Total**	3,231 sq mi (8,370 km^2)
• **Land**	3,216 sq mi (8,330 km^2)
• **Water**	16 sq mi (40 km^2) 0.5%
Population (2020)	
• **Total**	80,075
• **Estimate** (2024)	80,491 ▲
• **Density**	20/sq mi (9/km^2)

Assets	
Total Roads	~1700 mi
Paved Roads	~500 mi
Bridges	344

Pronounced:
"You-mah-till-ah"



UMATILLA COUNTY
est. 1862

ZAN ASSOCIATES

stv

Safe Streets For All

- USDOT Safe Streets For All Grant
- Utilization of the Safe System Approach
- Active Rural Transportation Information System (ARTIS)
- The foundation of many Vision Zero plans focus on the five E's: engineering, education, encouragement, evaluation, and enforcement

Perform a "traditional" Safety Action Plan, but deliver it as a dynamic, interactive, digital set of deliverables.

UMATILLA COUNTY
est. 1862

stv

KITTELSON & ASSOCIATES

SS4A Project Schedule

UMATILLA COUNTY
est. 1862

stv

KITTELSON & ASSOCIATES

Project Schedule

DEC 2024

JAN 2025

Board of Commissioners Meeting #1

FEB 2025

Safety Data Collection and Analysis

MAR 2025

PAC Meeting #2

APR 2025

PAC Meeting 2
Tech Memo #3:
Existing and Future Conditions Inventory and Analysis

MAY 2025

JUN 2025

PAC Meeting 3

JUL 2025

Tech Memo #4:
Solutions Analysis

UMATILLA COUNTY
est. 1862

stv

KITTELSON & ASSOCIATES

Project Schedule

JUL 2025

PAC Meeting 3

Countermeasures and Prioritization

Policy Recommendations Performance Metrics

AUG 2025

PAC Meeting 4

Board of Commissioners Meeting 3

FINAL REPORT

Q4 2025

Formal SS4A Action Plan Adoption

SS4A Grant Updates

Community Engagement

UMATILLA COUNTY
est. 1862

ZAN ASSOCIATES

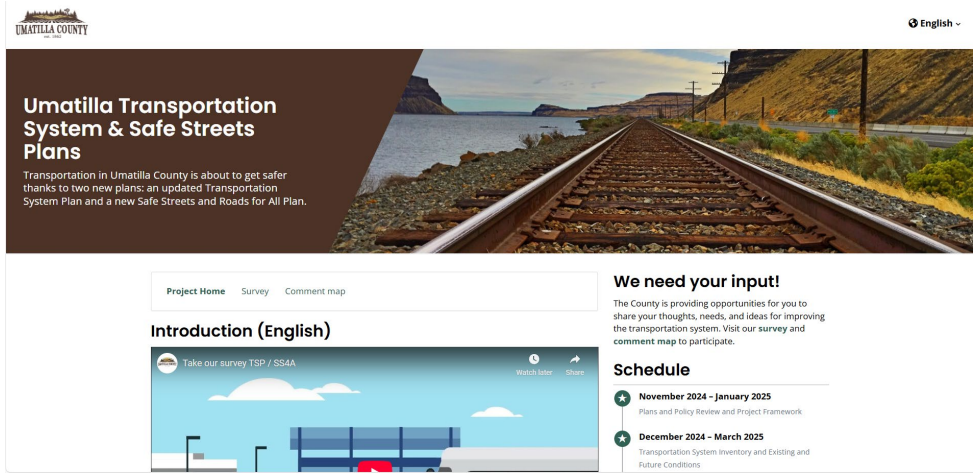
stv

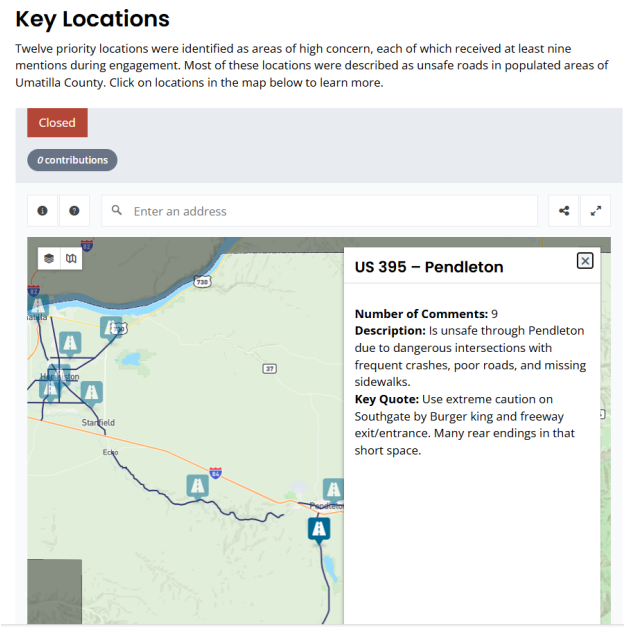
KITTELSON & ASSOCIATES

Engagement Resources

- Website will continue to be updated
- Includes survey and comment map
- Upcoming events
  - Music in the park
  - Movies in the park
  - Umatilla County Fair
  - Pop-up at local grocery store

Engagement website





UMATILLA COUNTY est. 1862

ZAN ASSOCIATES

stv

KITTELSON & ASSOCIATES

Key Locations

Location	# of Mentions
US 395 - Hermiston	35
Umatilla River Road	31
OR 11	26
OR 207	24
Punkin Center Road	16
Westland Road / Highland Avenue	12
Thorn Hollow Road Bridge	11
Rieth Road	10
US 30	10
US 395 - Pendleton	9
S 1st Street	9
Feedville Road	9

UMATILLA COUNTY
est. 1862

Poor road conditions are a primary transportation concern in Umatilla County.

Respondents want **more bus routes and better schedules** on the Kayak system, especially to reach rural areas and match traveler work hours.

Speeding and aggressive driving are major safety concerns throughout the County, especially near important destinations like schools.

Respondents want **more sidewalks, bike lanes/ trails, and walking paths** to make it safer to get around without driving.

Heavy truck traffic is habitually moving through neighborhoods with "No Thru Trucks" signs, creating safety concerns on residential streets.

Respondents want **intersections with better safety features** like traffic signals, flashing crosswalk signals, or roundabouts to prevent crashes.

Weather hazards like black ice, flooding, and rockfall create safety concerns that are perceived to be inadequately addressed on county roads.

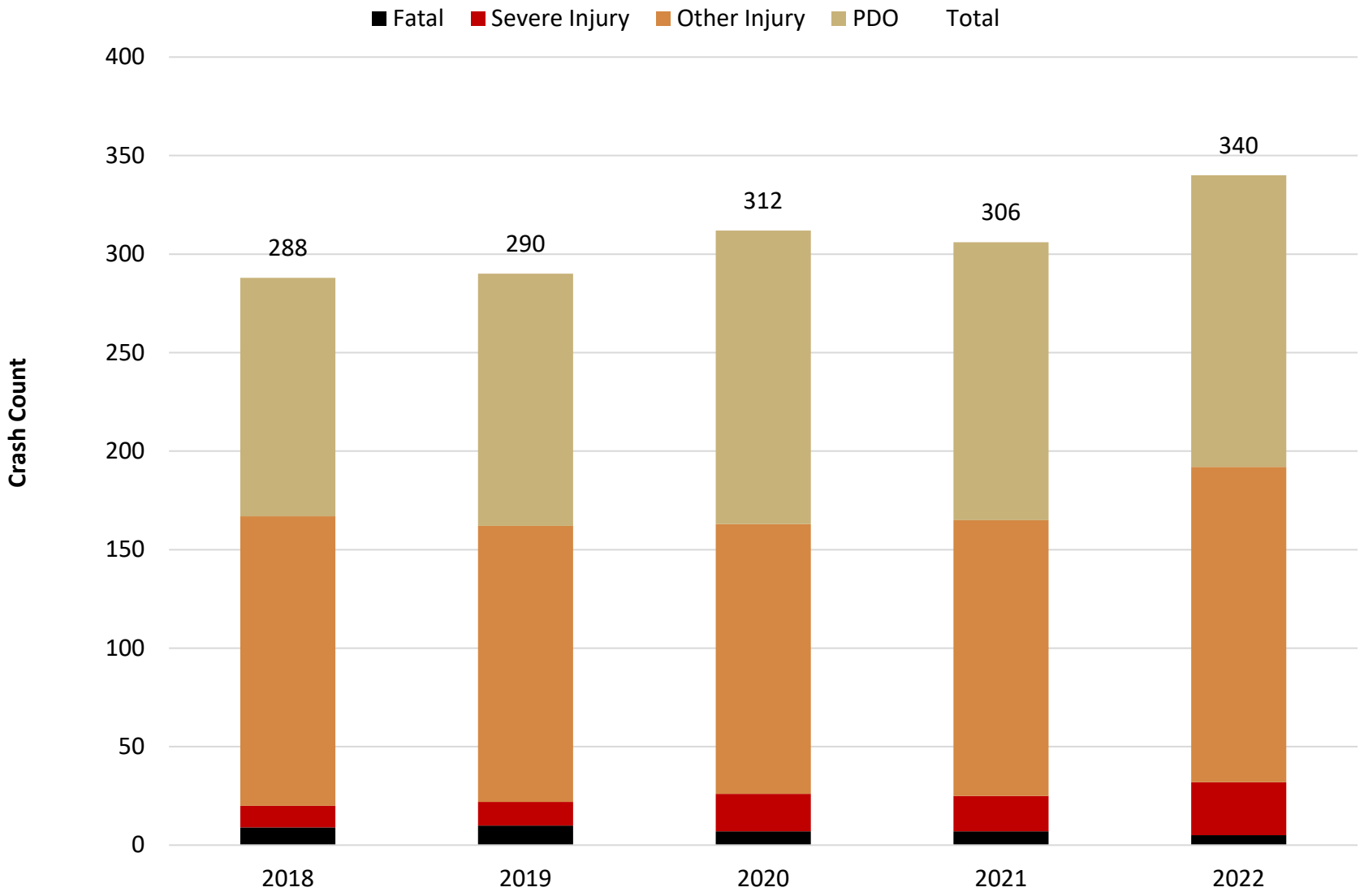
In-person events reached more people with transportation barriers than online engagement.

Safe Streets For All Action Plan Update

UMATILLA COUNTY
est. 1862

stv

KITTELSON & ASSOCIATES



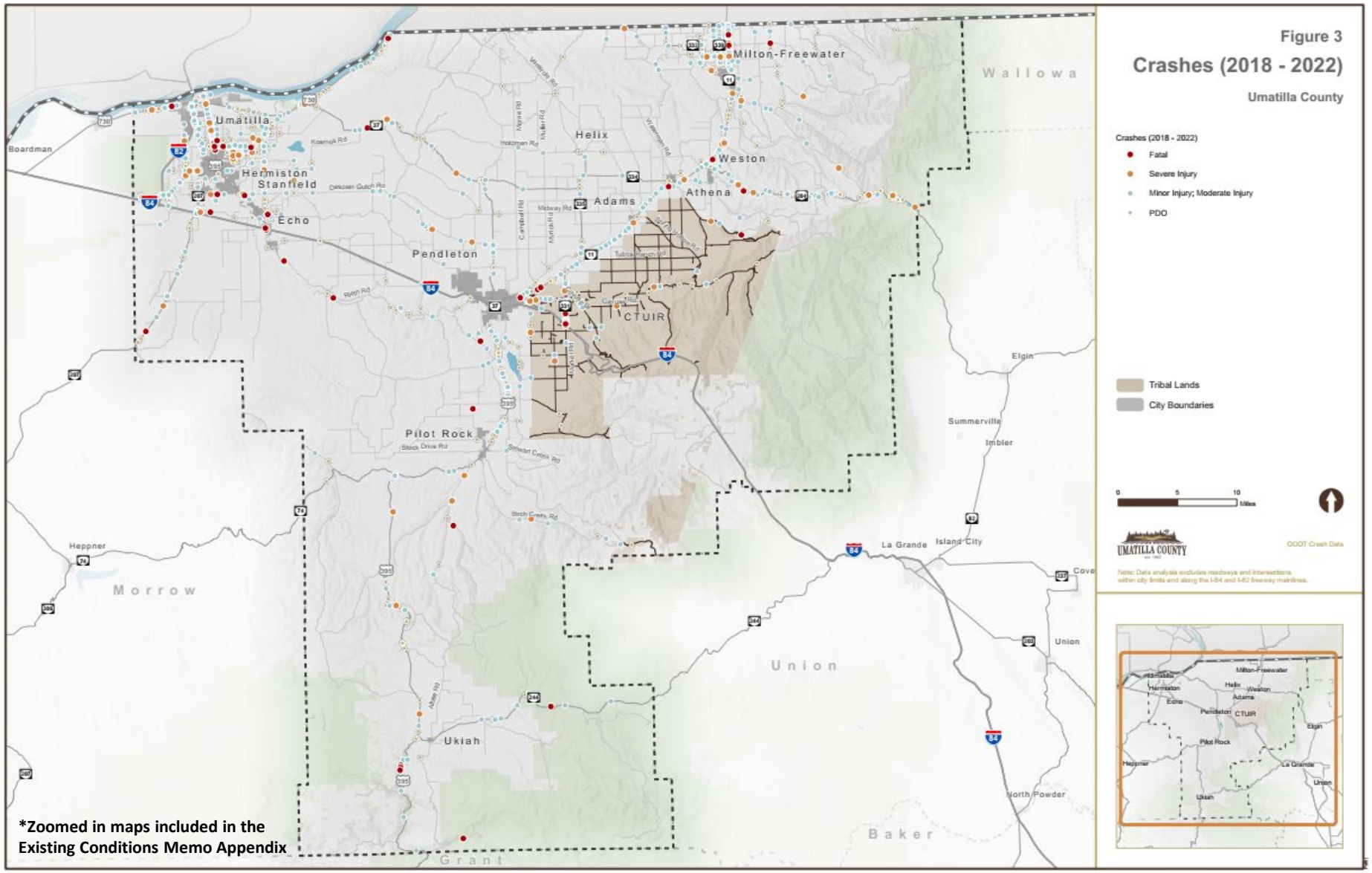
Total Crashes

- 1,536 crashes included in the analysis

UMATILLA COUNTY
est. 1862

stv

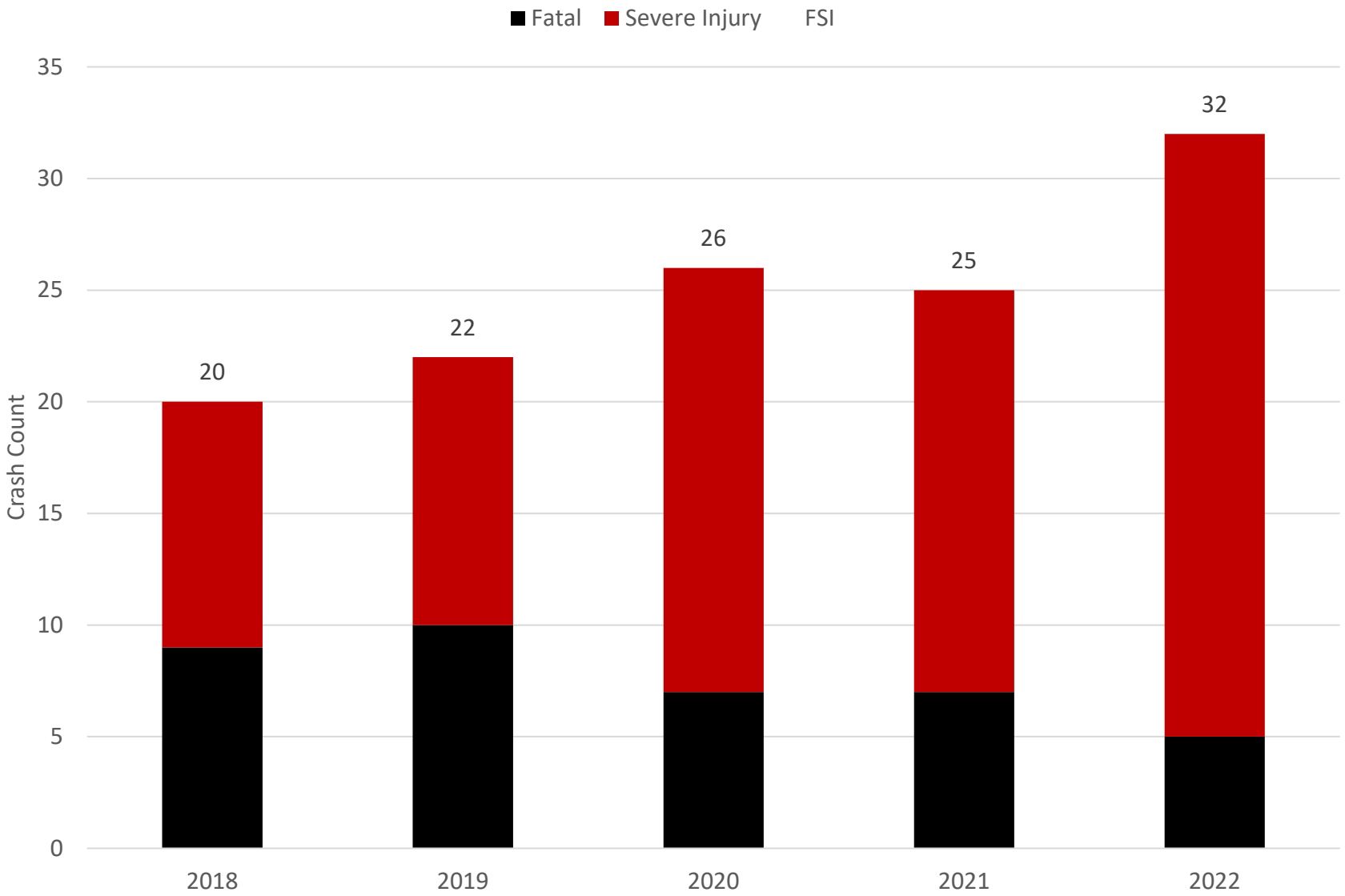
KITTELSON & ASSOCIATES



*Zoomed in maps included in the Existing Conditions Memo Appendix

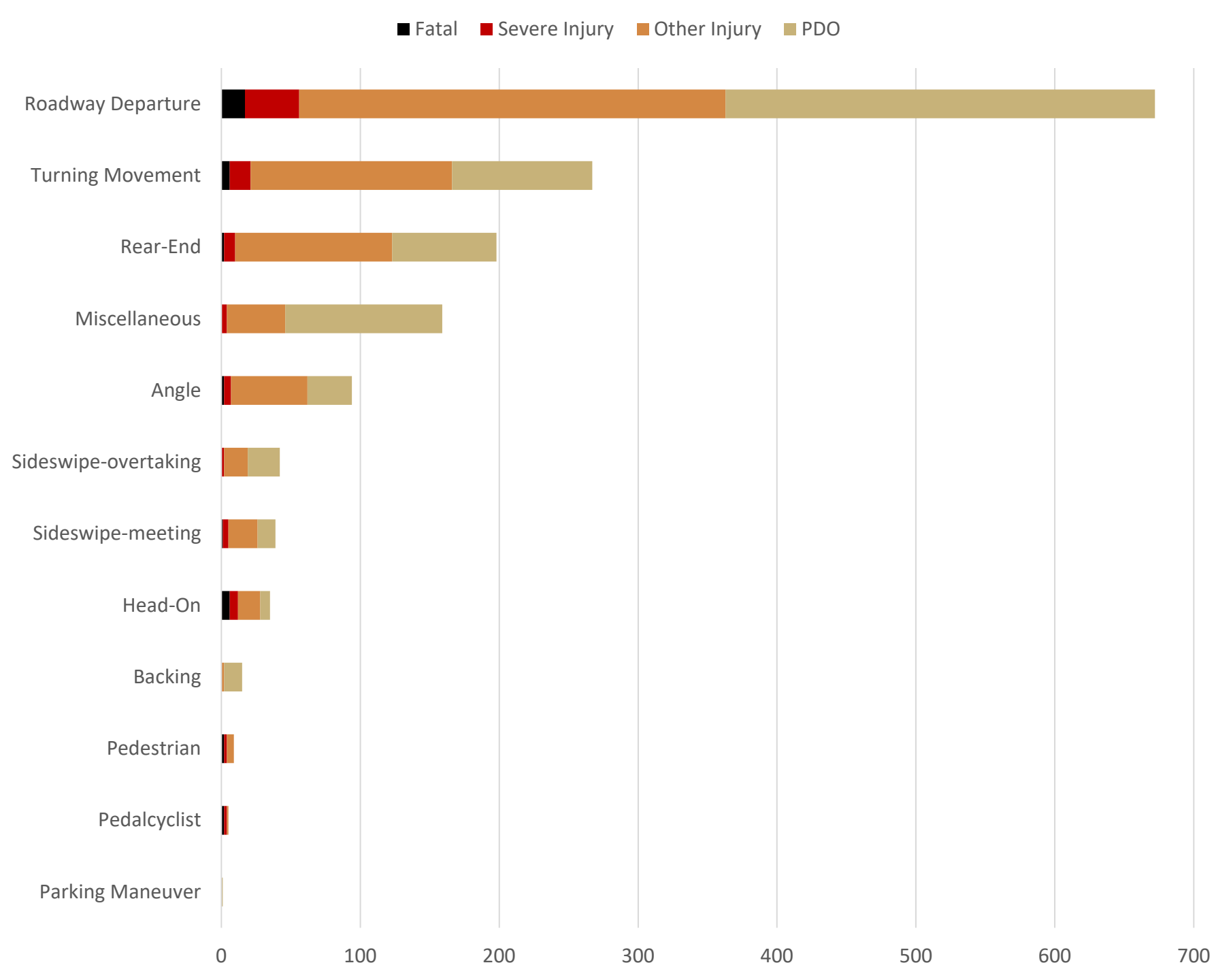
Crashes

- 1,536 crashes included in the analysis
- 125 crashes resulting in a death or serious injury



Fatal or Serious Injury Crashes

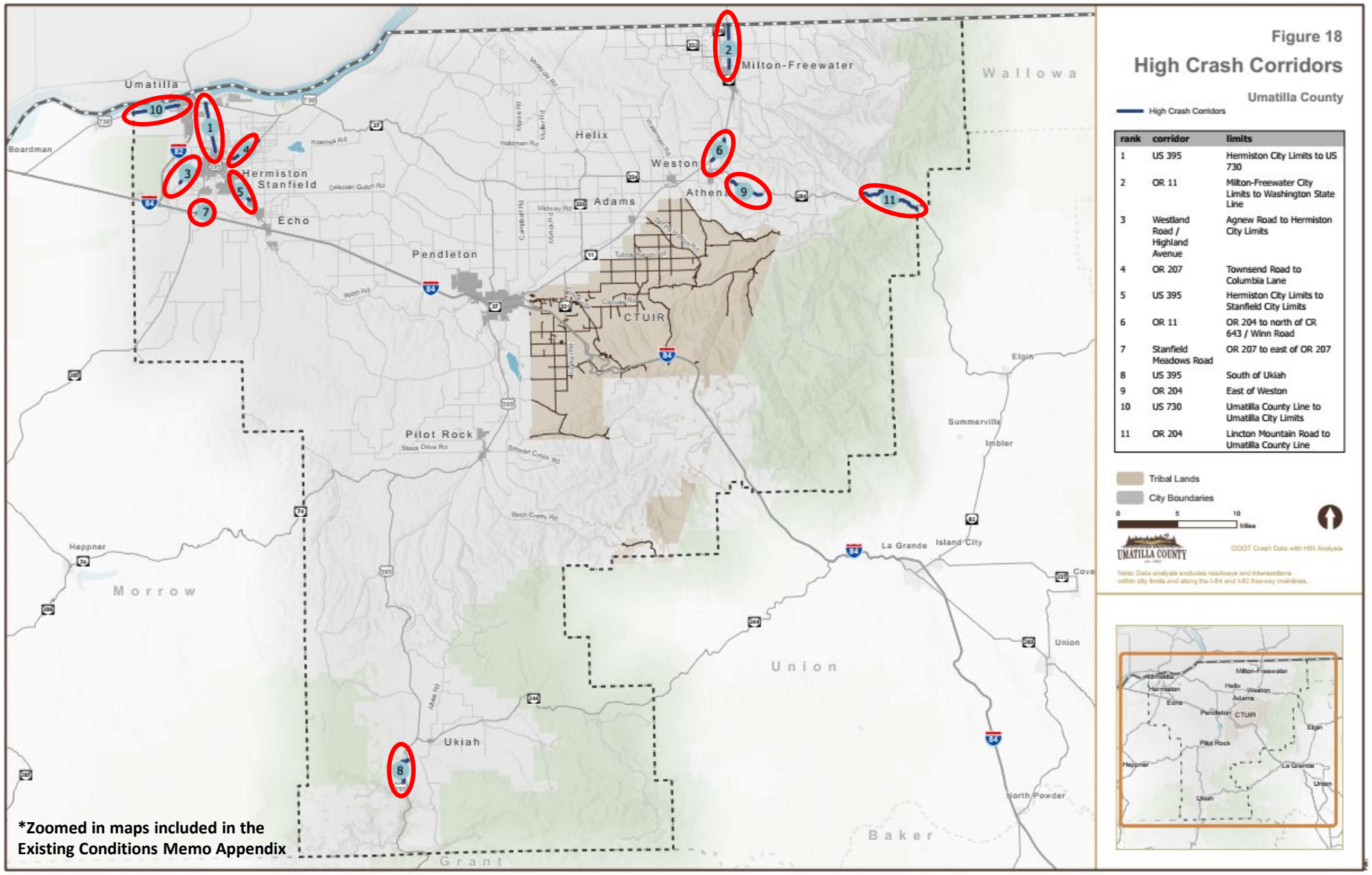
- 125 crashes resulting in a death or serious injury



Crash Patterns

Common Crash Types

- Roadway departure



*Zoomed in maps included in the Existing Conditions Memo Appendix

Figure 18

High Crash Corridors

Umatilla County

High Crash Corridors

rank	corridor	limits
1	US 395	Hermiston City Limits to US 730
2	OR 11	Milton-Freewater City Limits to Washington State Line
3	Westland Road / Highland Avenue	Agnew Road to Hermiston City Limits
4	OR 207	Townsend Road to Columbia Lane
5	US 395	Hermiston City Limits to Stanfield City Limits
6	OR 11	OR 204 to north of CR 643 / Winn Road
7	Stanfield Meadows Road	OR 207 to east of OR 207
8	US 395	South of Ukiah
9	OR 204	East of Weston
10	US 730	Umatilla County Line to Umatilla City Limits
11	OR 204	Lincton Mountain Road to Umatilla County Line

Tribal Lands

City Boundaries

0 5 10 Miles

UMATILLA COUNTY

ODOT Crash Data with HIN Analysis

Note: Data analysis excludes roadways and intersections within city limits and along the I-84 and I-82 freeway mainlines.

High Injury Network

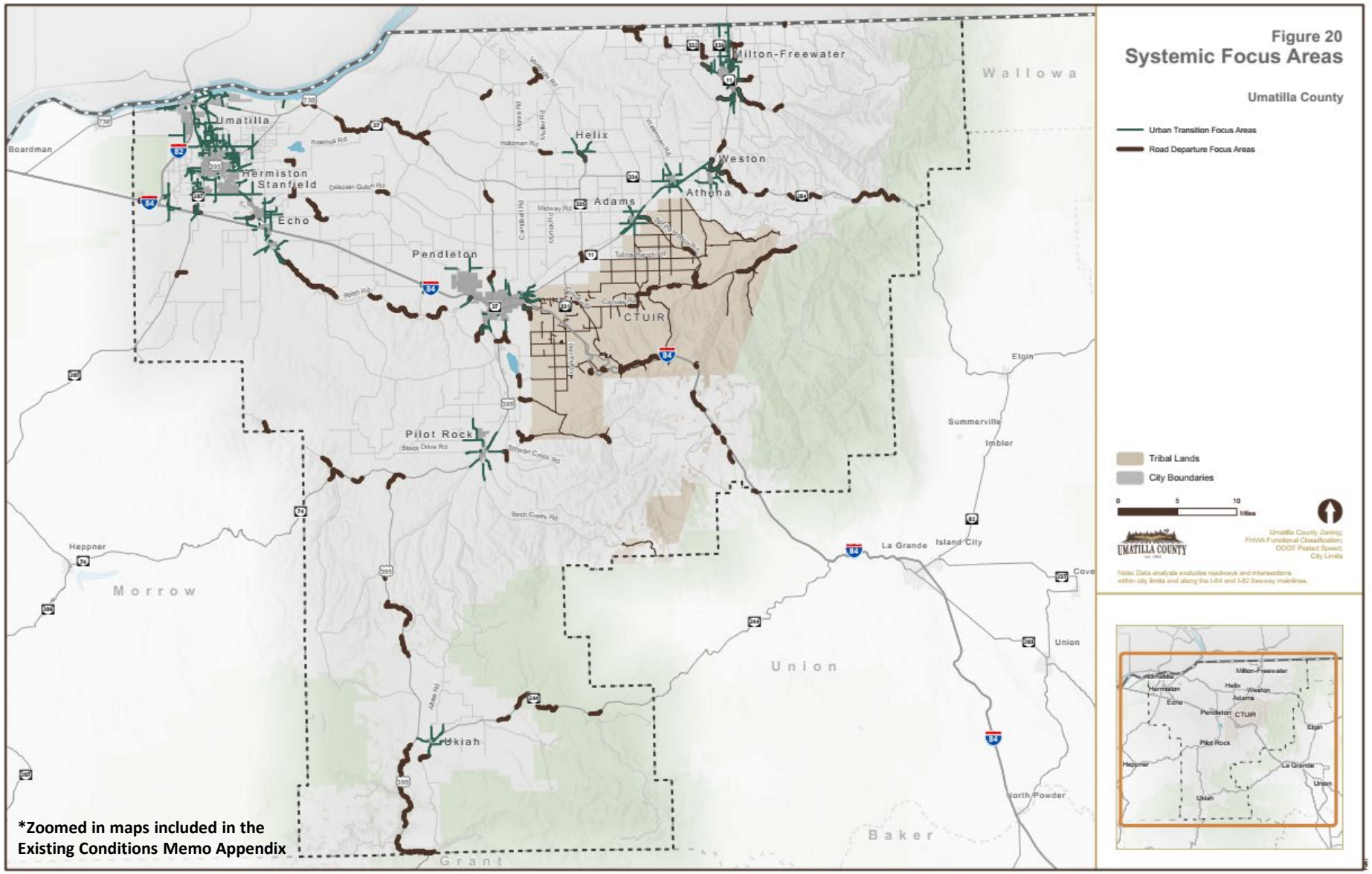
- High crash corridors ranked in order
- Combines intersection and segment crashes
- ODOT SPIS[1] aligns well with the high crash corridors and intersections

1 Safety Priority Index System

UMATILLA COUNTY est. 1862

stv

KITTELSON & ASSOCIATES



*Zoomed in maps included in the Existing Conditions Memo Appendix

Systemic Analysis

- Urban Transition Areas
- Road Departure Focus Areas

UMATILLA COUNTY
est. 1862

stv

KITTELSON & ASSOCIATES

Countermeasure and Prioritization Memos

UMATILLA COUNTY
est. 1862

stv

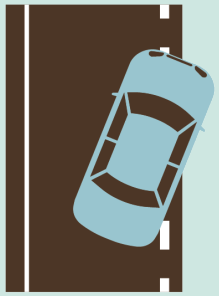
KITTELSON & ASSOCIATES

Countermeasure Framework

- Categorization of safety projects based on purpose of implementing
- Type of intervention: engineering, education, or enforcement
- Focus area from Umatilla County crash analysis
- Safe System Approach objectives and design hierarchy

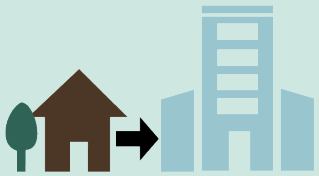
Focus Areas

Roadway Departure



Impairment

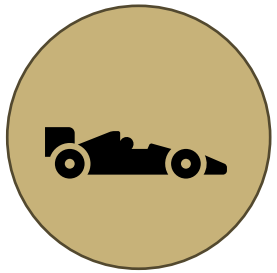
Urban Transition Area



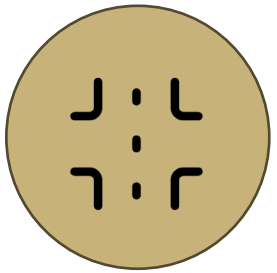
Seatbelt Usage

Countermeasure Categories

Roadway Departure

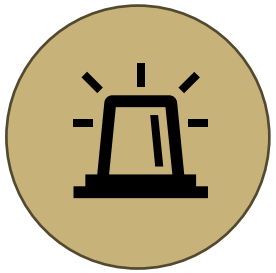


Speed Management



Intersection Crashes

Educate in Safe Behavior



Enforcement and Response

Facilities for All Users

Safe Crossings

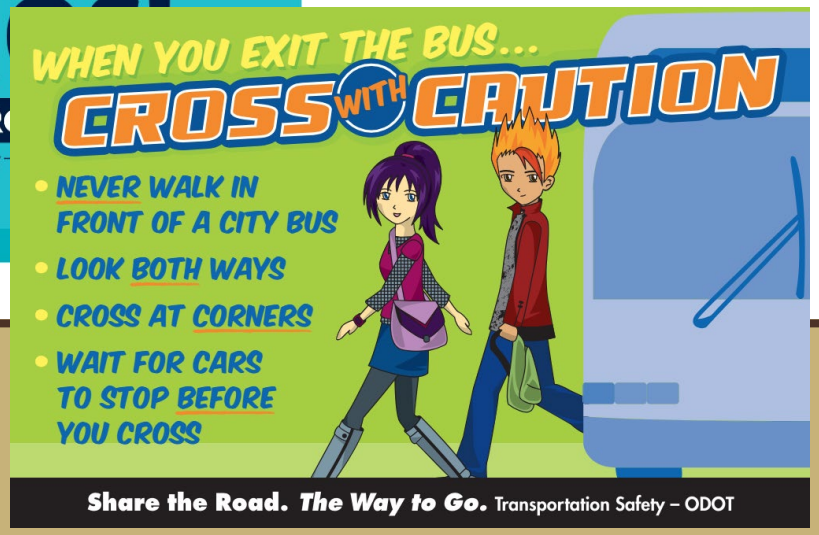
Countermeasure Toolkit

			Type			Focus Area(s)								SSA Element(s)					Design Hierarchy			
Category	Countermeasure	Goal / Narrative / Effectiveness	Engineering/Infrastructure	Education	Policy	Lane & Road Departure Crashes	Speed	Intersection Crashes	Urban Transition Areas Crashes	Unbelted Occupants	Impaired Driving	Pedestrian	Bicyclist	ITS	Safe Speeds	Safe Roads	Safe People	Safe Vehicles	Post Crash Care	Tier 1: Remove Severe Conflicts	Tier 2: Reduce Vehicle Speeds	Tier 3: Manage Conflicts in Time	Tier 4: Increase Attentiveness and Awareness
Address Roadway Departure	Lighting	Increase road user visiblity and reaction time	✓									✓	✓			✓	✓						✓
	Clear zone and lateral offset	Provides for a safe recovery / reduces severity	✓			✓										✓				✓			
	Roadside barrier (add, upgrade, maintain)	Prevent or reduce severity of road departures	✓			✓										✓				✓			
	Median barrier	Prevent cross-centerline crashes	✓			✓										✓				✓			
	Enhanced curve delineation + warning	Increases awareness and visibility of lane bounds	✓			✓										✓				✓			✓
	Longitudinal rumble stripes	Prevent or reduce severity of road departures	✓			✓										✓							✓
	Centerline rumble strips	Prevent or reduce severity of lane departures	✓			✓										✓							✓
	Centerline striping	Can be paired with centerline rumble strips	✓			✓	✓								✓	✓							✓
Aid in Speed Management	Transverse rumble strips	Increase driver attention and reduce speeds	✓				✓								✓	✓					✓		✓
	Dynamic speed display/feedback sign	Communicates gap between operating and posted speed	✓				✓							✓	✓		✓				✓		✓
	(Wide) edge line striping to narrow lanes	Can manage vehicle speeds and locations	✓				✓								✓	✓					✓		✓
	Speed zone setting	Selecting an appropriate posted speed based on context, factors, etc.			✓		✓								✓						✓		
	Gateway features (for entering urban context, including curb extensions and raised medians)	Provide infrastructural cues that an urban area has been entered	✓				✓		✓						✓	✓					✓		✓
	Speed safety cameras	Automated enforcement methods to address behavioral factors	✓				✓	✓						✓	✓	✓					✓		
Address Intersection Crashes	Roundabout/traffic circle	Reduce turning conflicts	✓				✓	✓							✓	✓				✓	✓		
	Dedicated left- and/or right-turn lanes at intersections	Reduce turning conflicts (CRF between 4-19% according to ODOT ARTs)																					
	Provide adequate sight distance	Remove vegetation and infrastructure obstructions	✓					✓								✓							✓
	Advance warning markings and signs	Warn drivers of upcoming traffic control or geometry changes	✓					✓								✓							✓
	Enlarged or doubled stop signs	Increase visibility of stop-controlled intersection legs	✓					✓								✓							✓
	Stop bar	Place appropriately to indicate where vehicles should stop	✓					✓								✓							✓
	Sign and post reflectivity - **systemic**	Draw attention to signage	✓					✓								✓							✓
	Restrict movements (signage or raised median)	Eliminate turning movement conflicts	✓					✓								✓				✓			
	Convert TWSC to AWSC	Reduces speeds near/in intersection	✓					✓								✓				✓			
	Convert stop control to signal	Dictates maneuvers through phasing	✓					✓								✓						✓	
	Signal head visibility - **systemic**	Backplates, enlarged signal balls, and signal heads on posts	✓					✓								✓							✓
	Protected-only left-turn phasing	Eliminate need for drivers to find a gap in oncoming vehicles	✓					✓								✓						✓	
	No right turn on red	Avoid conflicts between right turning vehicles and 1) opposing vehicles and 2) pedestrians and bicyclists	✓					✓								✓						✓	
	Rest in red timing	Manage speeds near/in intersections	✓					✓								✓				✓			
	Adjust signal timing (yellow change intervals)	Change length of YCI to reduce RLR, rear-end crashes, etc.	✓					✓								✓						✓	
	Red light running safety cameras	Automated enforcement methods to address behavioral factors	✓					✓						✓	✓	✓					✓		
Educate in Safe Beahviors	Safety belt usage	Campaign to highlight relationship b/w belt usage and injury risk		✓						✓							✓			-	-	-	-
	Impaired driving	Campaign to highlight risks of driving under the influence		✓							✓						✓			-	-	-	-
	Distracted driving	Campaign to highlight risks of engaging in secondary tasks		✓													✓			-	-	-	-

Safety Campaign

Source: National Sheriffs' Association

Source: ODOT



Halloween | Buzzed Driving Is Drunk Driving
Drunk Driving

Thanksgiving Eve | Buzzed Driving Is Drunk Driving
Drunk Driving

Nov 23, 2024 - Nov 27, 2024

Source: NHTSA

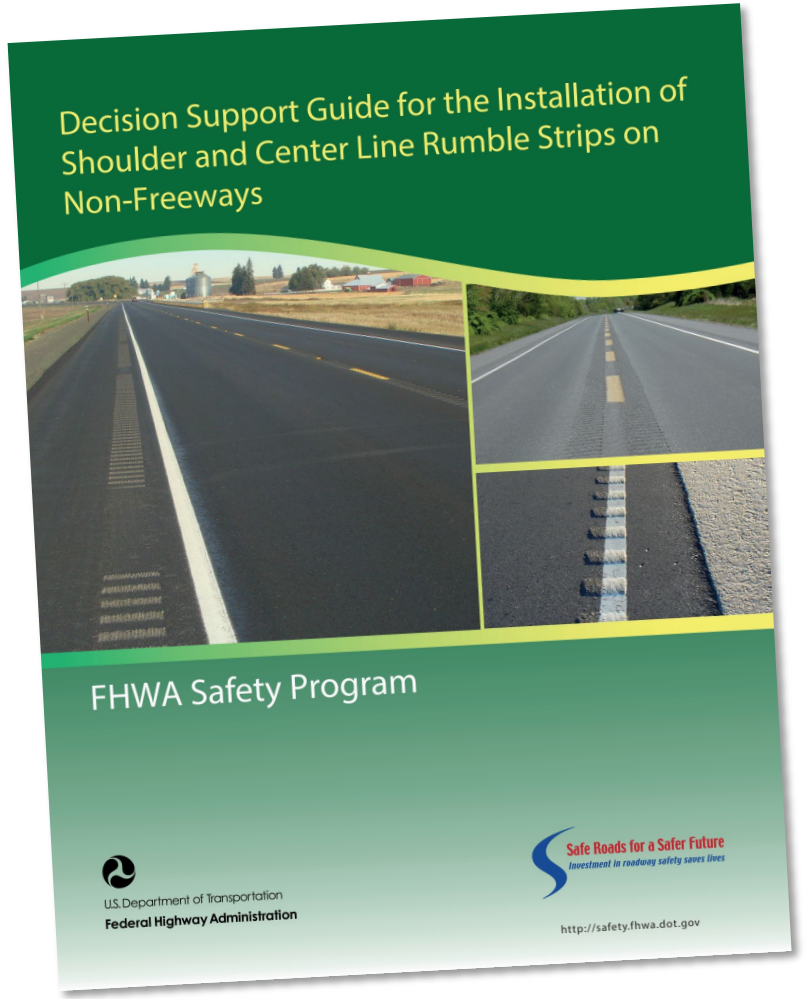
UMATILLA COUNTY
est. 1862

stv

KITTELSON & ASSOCIATES

Longitudinal Rumble Strip

- Address lane departure crashes
- Shoulder or centerline
- Design hierarchy Tier 4 (Increase awareness)
- FHWA Proven Safety Countermeasure



Warning Signage

- Curve warning and delineation
- Enhanced intersection warning
  - Enlarged signs
  - Reflective posts and signs
- Design hierarchy Tier 4 (Increase awareness)
- FHWA Proven Safety Countermeasure

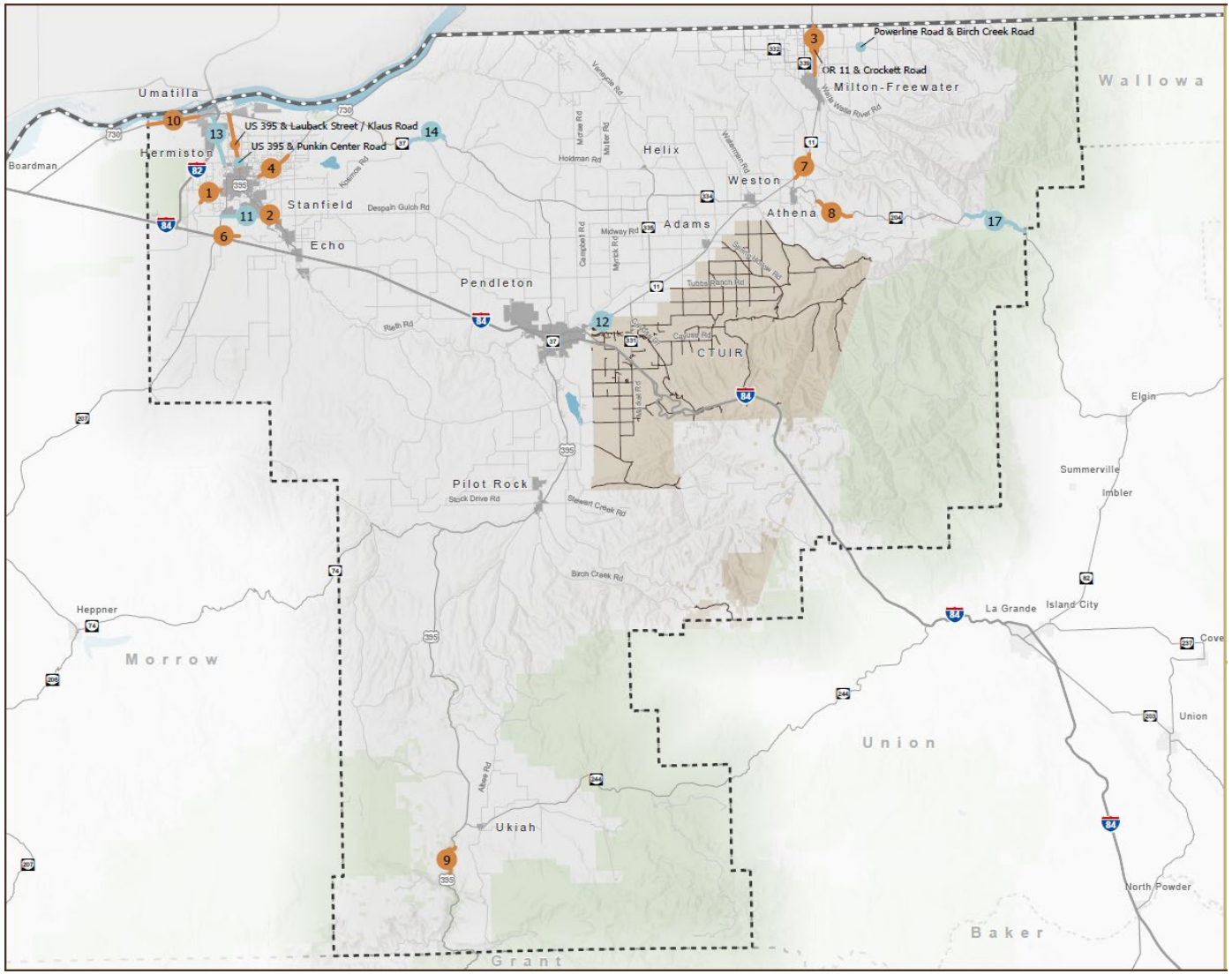
Chevron signs with retroreflective strips on sign posts installed along a curve. Source: FHWA

Example of countermeasures on the stop approach. Source: South Carolina DOT

UMATILLA COUNTY
est. 1862

Table 1: Evaluation of Priority Locations in Umatilla County

Rank	Location	Length (mi) or Traffic Control	Crash Score	Injury Crashes	FSI Crashes	Crash Pattern Notes	Planned Projects	Jurisdiction	Disadvantaged Communities	Total Score	Crash	DAC	Juris.	Project	Public Input
1	Westland Road / Highland Ave corridor from Agnew Rd to west Hermiston City Limits	2.1	69	29	4	Compromised lighting	None	None	High	8	2	3	1	1	1
2	US 395 from Hermiston City Limits to Stanfield City Limits	1.2	58	4	3	Compromised lighting	Intersection safety improvements between Feedville Rd and Airport Wy	ODOT	High	7	2	3	0	1	1
3	OR 11 from Milton-Freewater City Limits to WA State Line	3.7	82	57	9	Turning movement crashes Head-on crashes	OR11: Milton-Freewater Safety and Sidewalk Improvements	ODOT	High	7	3	3	0	0	1
	OR 11 & Crockett Road	TWSC	46	5	2	Turning movement crashes	OR11: Milton-Freewater Safety and Sidewalk Improvements	ODOT	High	6	2	3	0	0	1
4	OR 207 from Townsend Rd to Columbia Ln	2.7	63	23	6	Inattention/careless, failure to yield, road departure crashes	None	ODOT	Med-High	6.5	2	2.5	0	1	1
5	US 395 from north Hermiston City Limits to US 730	4.2	92	97	9	Turning movement crashes; reckless/careless/speeding	US395: Punkin Center Safety Improvements	ODOT	Med-High	6.5	3	2.5	0	0	1
	US 395 & Lauback St / Klaus Rd	TWSC	40	2	2	Turning movement crashes	Umatilla/Morrow County curb ramps phase 2 and phase 2A	ODOT	Med-High	6.5	2	2.5	0	1	1
6	Stanfield Meadows Road from OR 207 to east of OR 207	1.5	33	3	2	Compromised lighting	None	None	Med-High	5.5	1	2.5	1	1	0
7	OR 11 from OR 204 to north of CR 643	2.2	37	10	3	Road departure crashes; speeding	Material source development (21682 & 23041)	ODOT	Med-High	5.5	1	2.5	0	1	1
8	US 730 from Western Umatilla County Line to Western Umatilla City Limits	3.9	23	14	3	-	None	ODOT	High	5	1	3	0	1	0
9	OR 204 East of Weston (MP 2.2 to 5.4)	3.1	25	9	3	Road departure crashes	Maintenance signing project at MP 3.7 and avalanche awareness and education	ODOT	Med-High	4.5	1	2.5	0	1	0
10	US 395 South of Ukiah (MP 51.8 to 54.7)	2.9	33	6	4	Road departure crashes; speeding	None	ODOT	Low-Med	3.5	1	1.5	0	1	0



Scoring Map

- Top 10 locations or corridors by score

- Reflects systemic collision report
  - Concentration at urban/rural boundaries
  - Emphasis on road departures, high speeds, turning movements
  - Most locations also reflected in continuous outreach efforts and PAC/BOC feedback.

UMATILLA COUNTY
est. 1862

Westland Road / Highland Avenue
from Agnew Rd to Hermiston City Limits

CORRIDOR INFORMATION

4 serious injury crashes and 29 other injury crashes from 2018 – 2022

High population of disadvantaged communities

JURISDICTION: Umatilla County

CRASH HISTORY
(2018 – 2022)

Westland Rd & Bridge Rd: 6 injury crashes around the intersection. 4 of the crashes in dark lighting. 3 crashes occurred with vehicles turning left from Bridge Rd.

Lane Departure: 5 injury crashes were fixed-object and 6 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

Comments 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

See full countermeasure details on next page

Proposed Countermeasure	Cost
1	
2	
3	
4	
5	
6	
7	

UMATILLA COUNTY
est. 1862

Westland Road / Highland Avenue
from Agnew Rd to Hermiston City Limits

PROPOSED COUNTERMEASURES
CORRIDOR WIDE

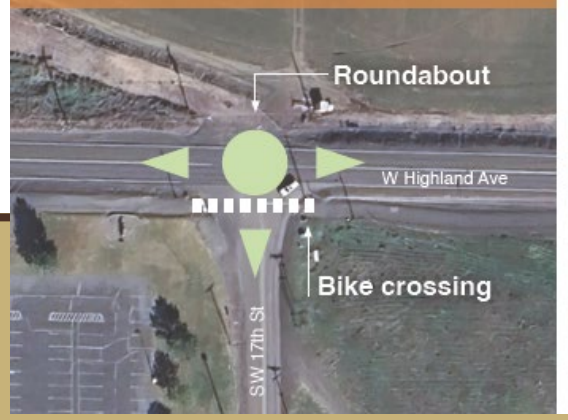
1. Add **centerline rumble strip** to alert drivers who cross the centerline.
2. Maintain **fog lines** to draw attention to the roadway edge and reduce road departure crashes.
3. **Restripe** to 11' travel lanes and 1' paved shoulder to reduce run off the road crashes.

LOCATION-SPECIFIC

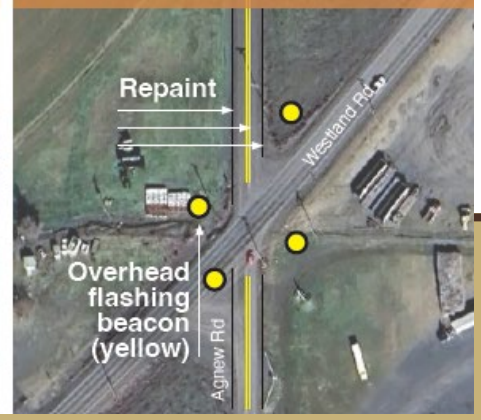
1. Make it easier to see oncoming vehicles by adjusting intersection skew to be more perpendicular and clearing vegetation making it easier to see oncoming vehicles.

5. Add intersection lighting to address nighttime visibility at the intersection.

6. A roundabout can serve as a gateway feature and help reinforce the reduced posted speed. Additionally, it can reduce the severity of intersection crashes.



7. Enhanced intersection warning to alert drivers.



Digitizing the Deliverables

UMATILLA COUNTY
est. 1862

stv

KITTELSON & ASSOCIATES

Safe Streets for All

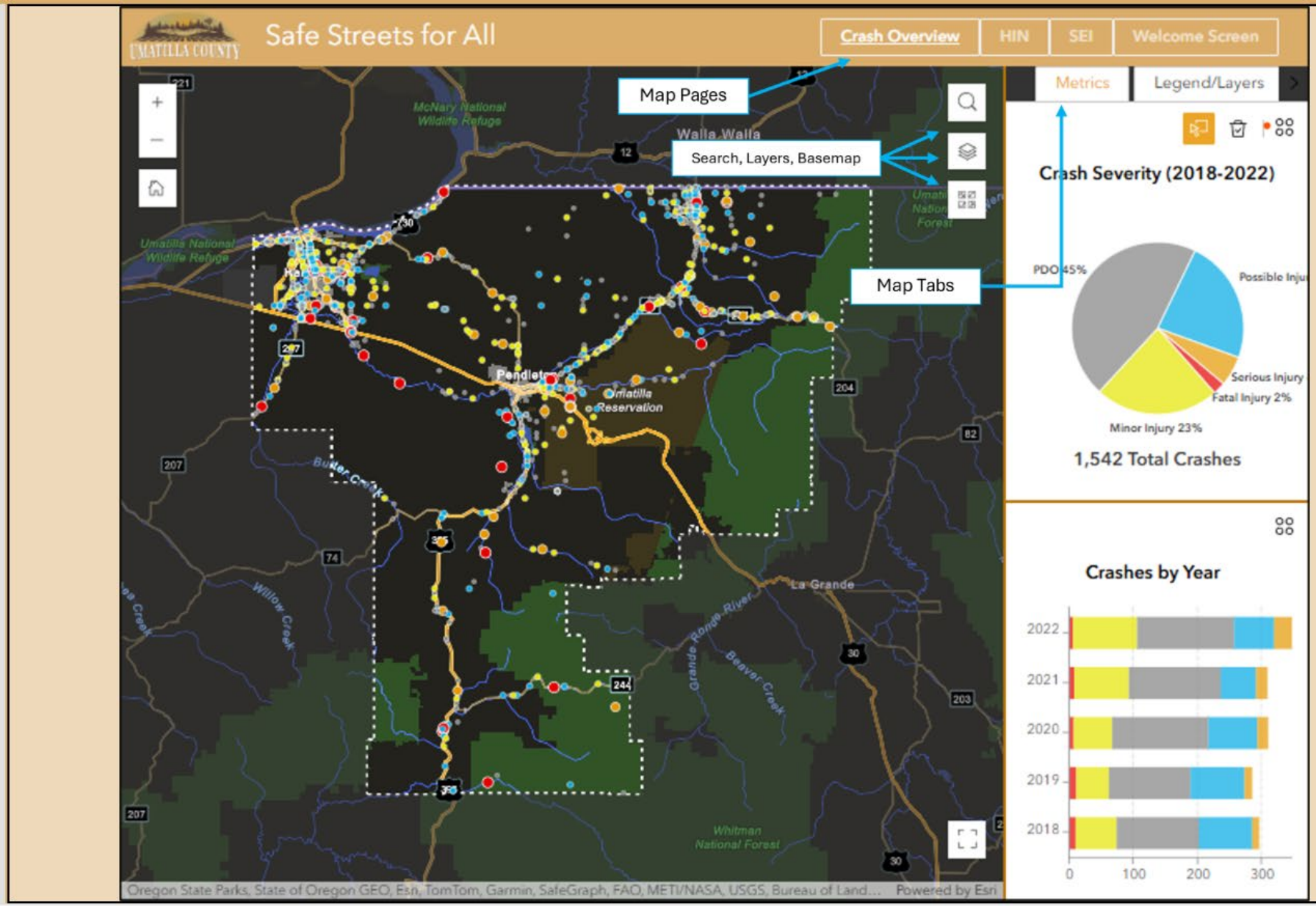
Crash Overview | HIN | SEI | Welcome

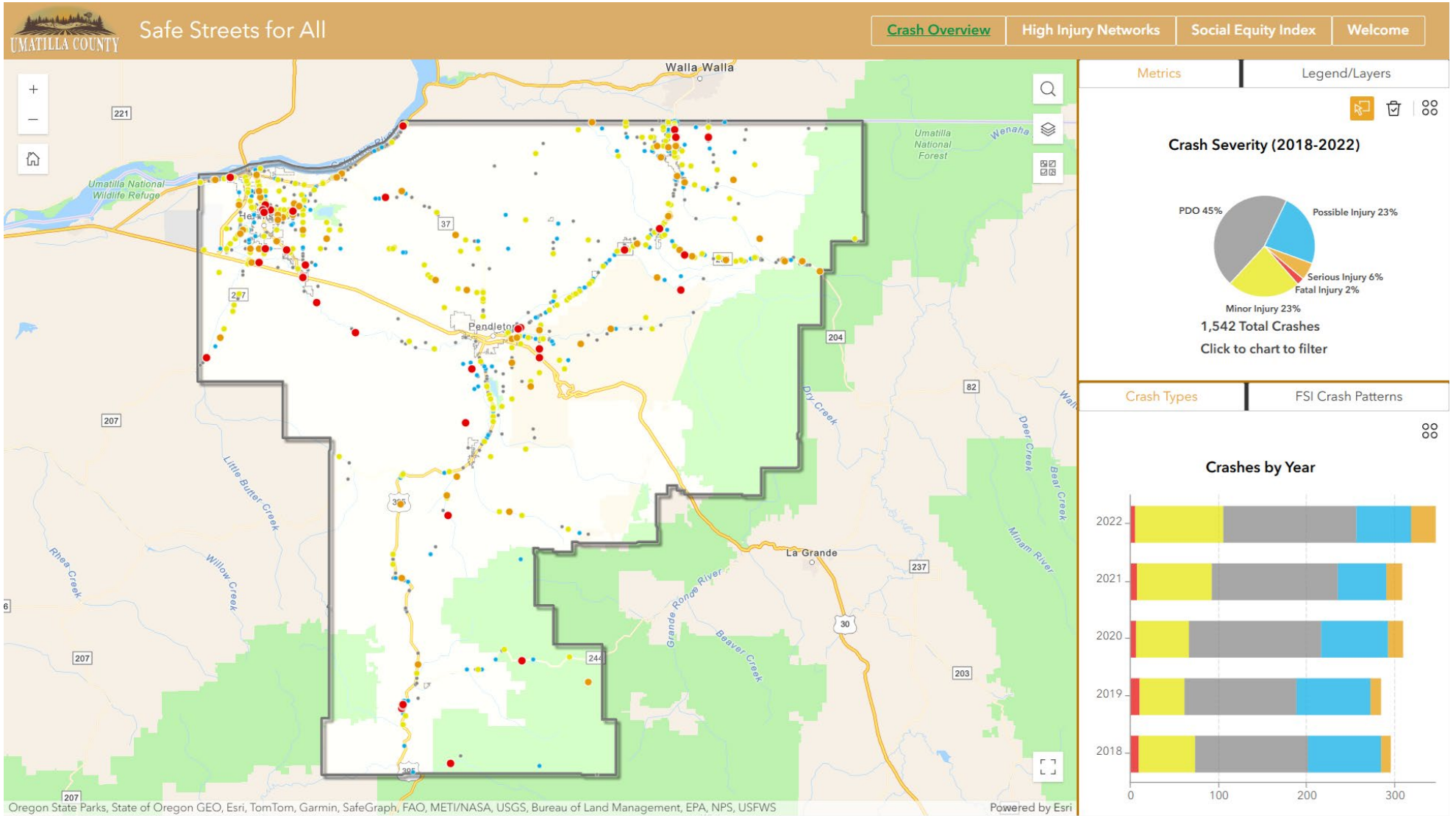
Welcome to Umatilla County's
Safe Streets for All

This interactive tool helps you explore traffic crash data across Umatilla County to support safer transportation planning.

How to Use:

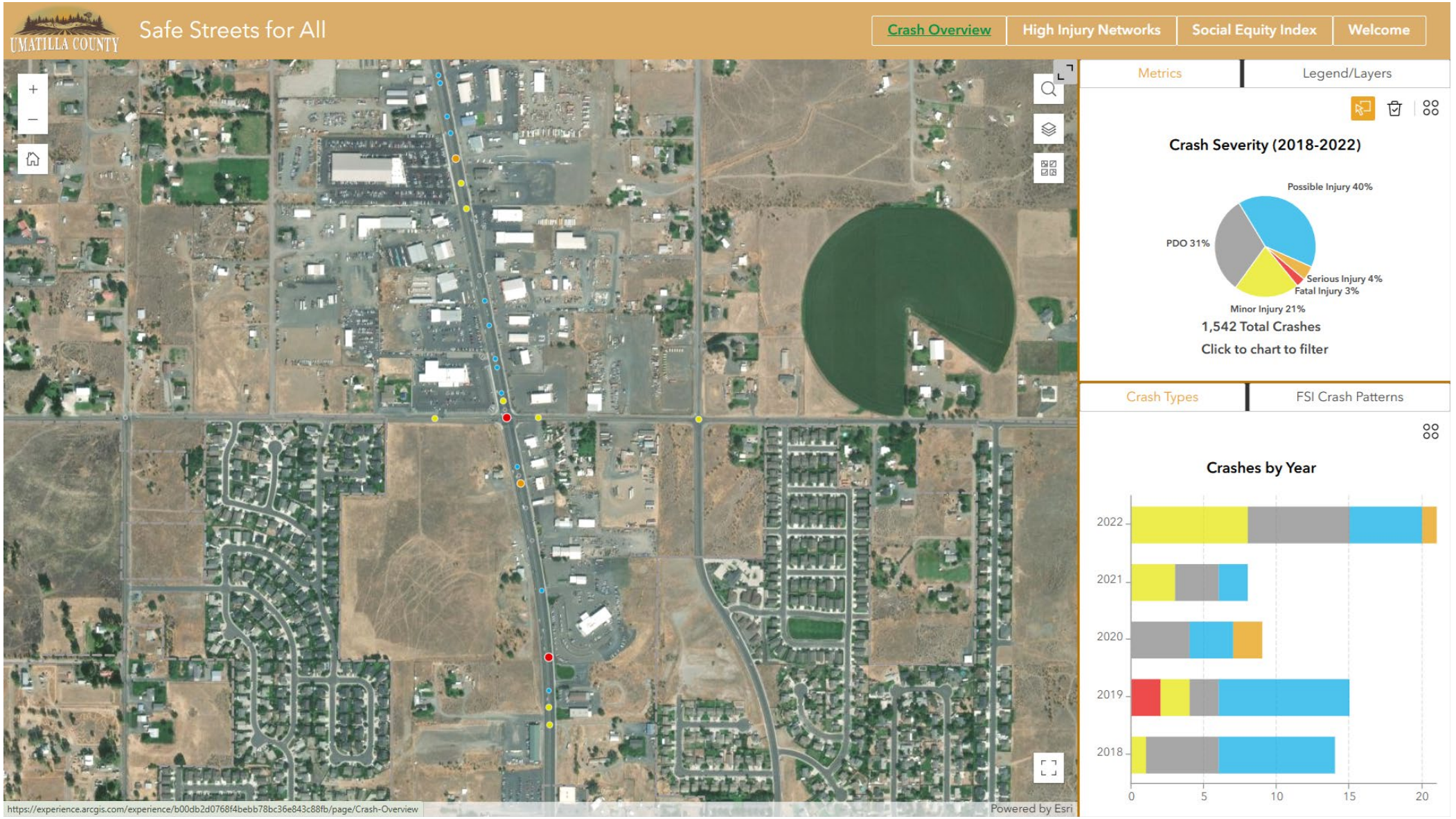
1. **Start with a Map Page**
   a. Use the **top navigation bar** to view different sections like Crash Overview, HIN, and SEI.
2. **Navigate the Map**
   a. **Pan and zoom** with your mouse or the +/− buttons.
   b. Click the **Home icon** to reset the view.
   c. Use the 🔍 **search bar** to zoom to a specific location.
3. **Explore Crash Data**
   a. Use the **right panel tabs** to switch between:
      i. 📊 **Metrics** – View crash charts and statistics
      ii. **Legend/Layers** – Understand map symbology and toggle the visibility and supplemental layers
4. **Interpret the Charts**
   a. Graphs, charts, and lists that support crash insights





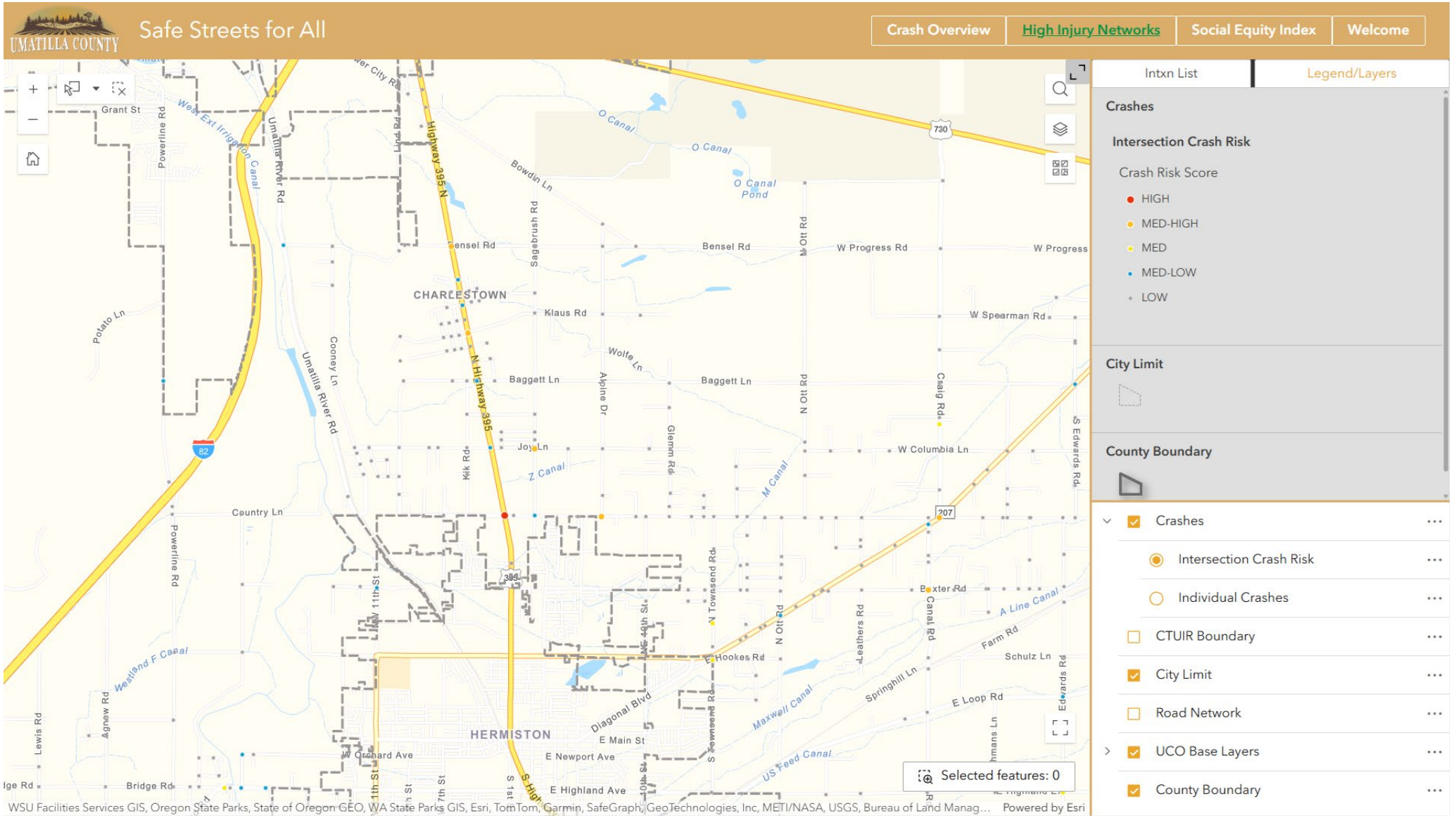
UMATILLA COUNTY
est. 1862

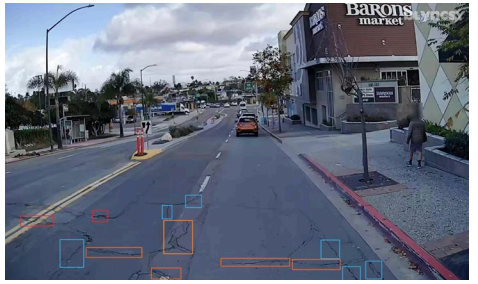
stv



UMATILLA COUNTY
est. 1862

stv


UMATILLA COUNTY
Safe Streets for All
Crash Overview
High Injury Networks
Social Equity Index
Welcome
Intxn List
Legend/Layers
Crashes
Intersection Crash Risk
Crash Risk Score
HIGH
MED-HIGH
MED
MED-LOW
LOW
City Limit
County Boundary
Crashes
Intersection Crash Risk
Individual Crashes
CTUIR Boundary
City Limit
Road Network
UCO Base Layers
County Boundary
Selected features: 0
CHARLESTOWN
HERMISTON
Highway 395 N
N Highway 395
Bensel Rd
W Progress Rd
Klaus Rd
Baggett Ln
W Spearman Rd
W Columbia Ln
Country Ln
Hookes Rd
E Loop Rd
Schulz Ln
Diagonal Blvd
E Main St
E Newport Ave
E Highland Ave
W Orchard Ave
Bridge Rd
Grant St
Powerline Rd
Umatilla River Rd
Cooney Ln
Potato Ln
Lind Rd
Sagebrush Rd
Alpine Dr
Wolfe Ln
Glenn Rd
Kirk Rd
N Ott Rd
Craig Rd
S Edwards Rd
Leathers Rd
Canal Rd
Farm Rd
A Line Canal
M Canal
Z Canal
O Canal
O Canal Pond
Maxwell Canal
US Feed Canal
Westland F Canal
Springhill Ln
Agnew Rd
Lewis Rd
N Townsend Rd
S Townsend Rd
730
82
395
207
WSU Facilities Services GIS, Oregon State Parks, State of Oregon GEO, WA State Parks GIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Manag…
Powered by Esri



1

Continue Expanding GIS and Digital Interface Functionality and Data Providers and expand KPI focus to ***Leading Indicators***

2

Bring in Third-party static roadway and probe vehicle data around signs, paint quality, speed limit zones, guardrail and actual traffic

3

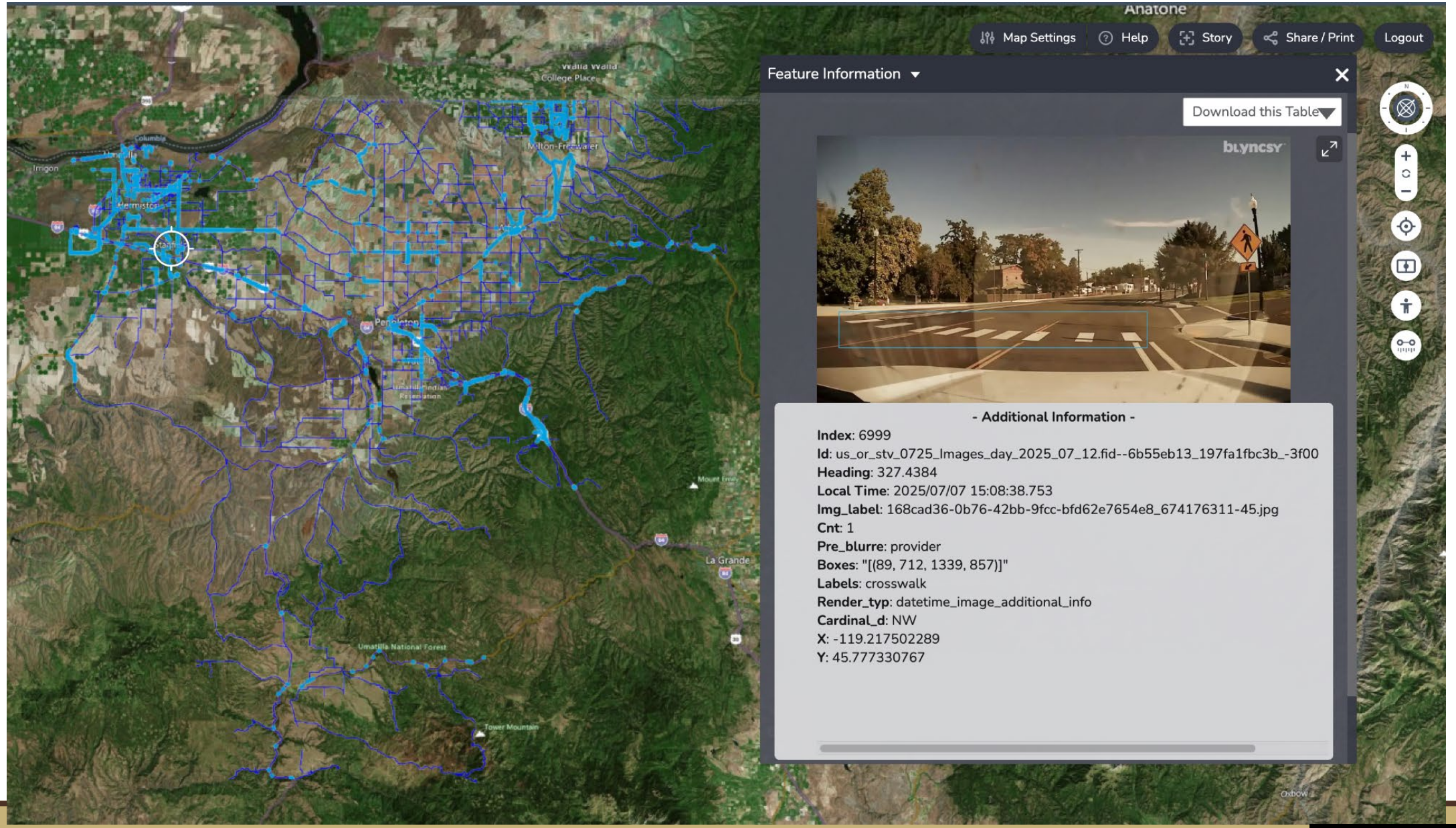
Finish and Adopt SS4A Action Plan and expand performance monitoring capabilities

Bentley

Flow Labs

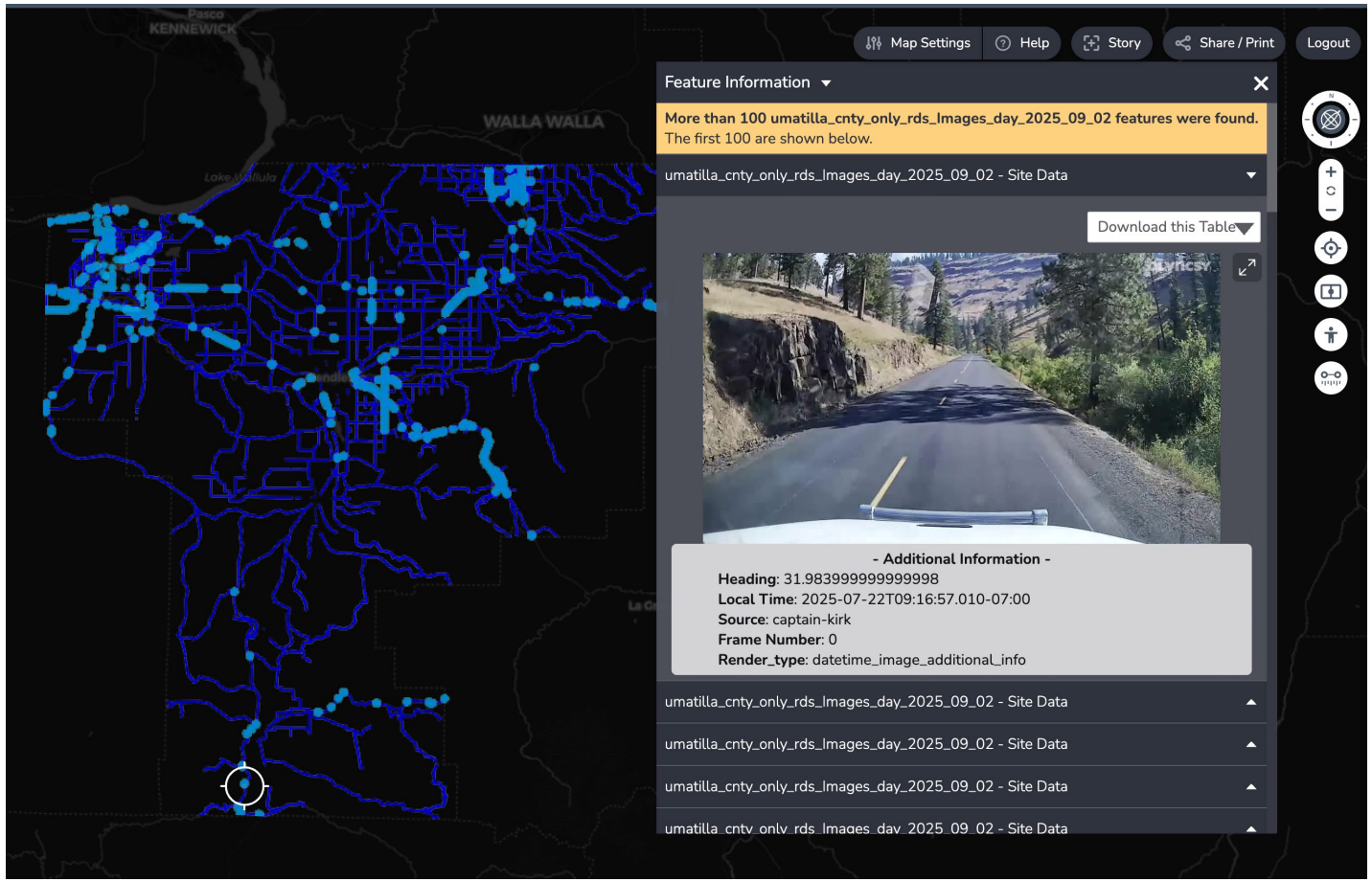
UMATILLA COUNTY
est. 1862

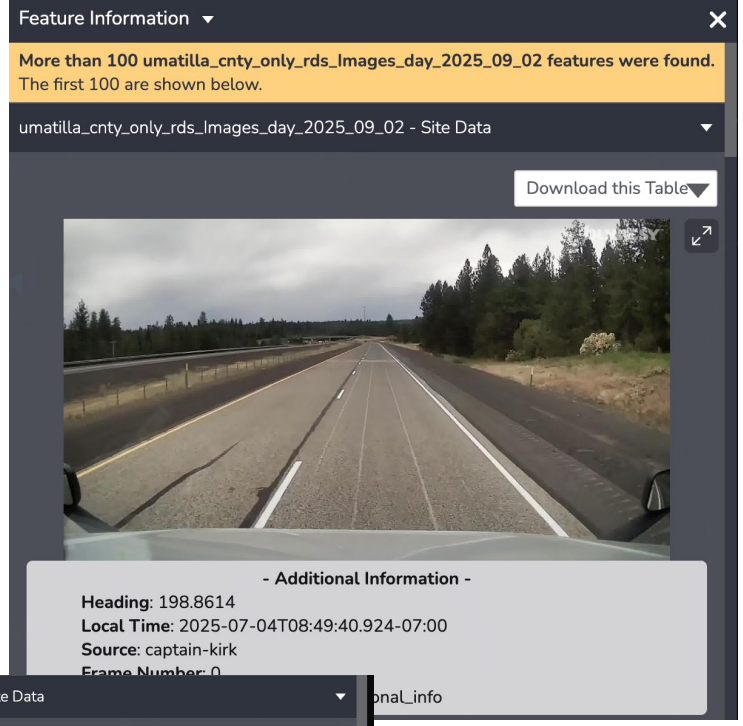
stv

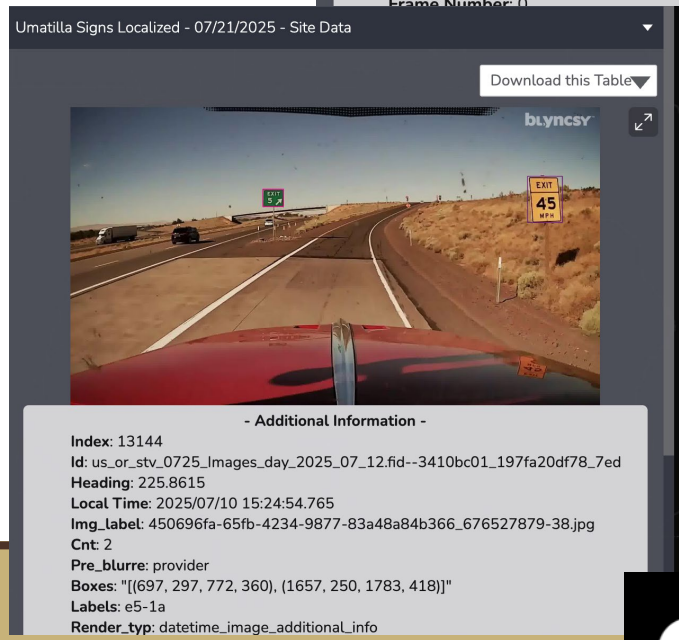


UMATILLA COUNTY
est. 1862

stv







UMATILLA COUNTY
est. 1862

stv

The Flow Platform offers multiple solutions targeting a range of mission critical engineering workflows

Every project is different and the Flow Platform is there to support any of your projects. Select a solution based on your project needs and objectives.

Traffic Signal Operations

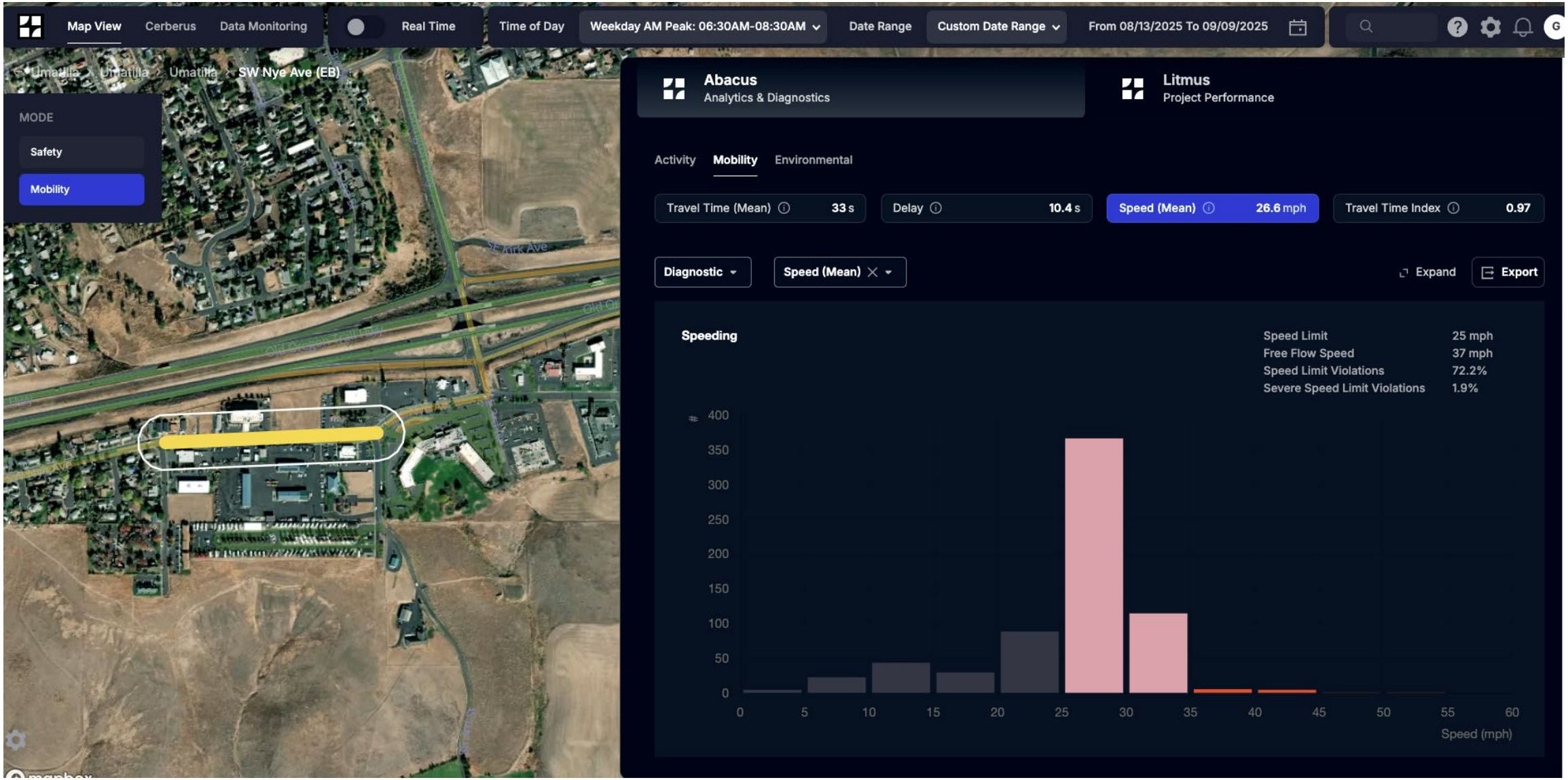
From monitoring to diagnostics to optimization, our Traffic Signal Operations solution provides a complete suite to manage signals end to end.

Mobility Management

Flow Labs delivers a complete suite of mobility tools powered by connected vehicle data. Understand how traffic moves, where trips begin and end, how freight flows, and what it all means for emissions—without relying on surveys, models, or hardware.

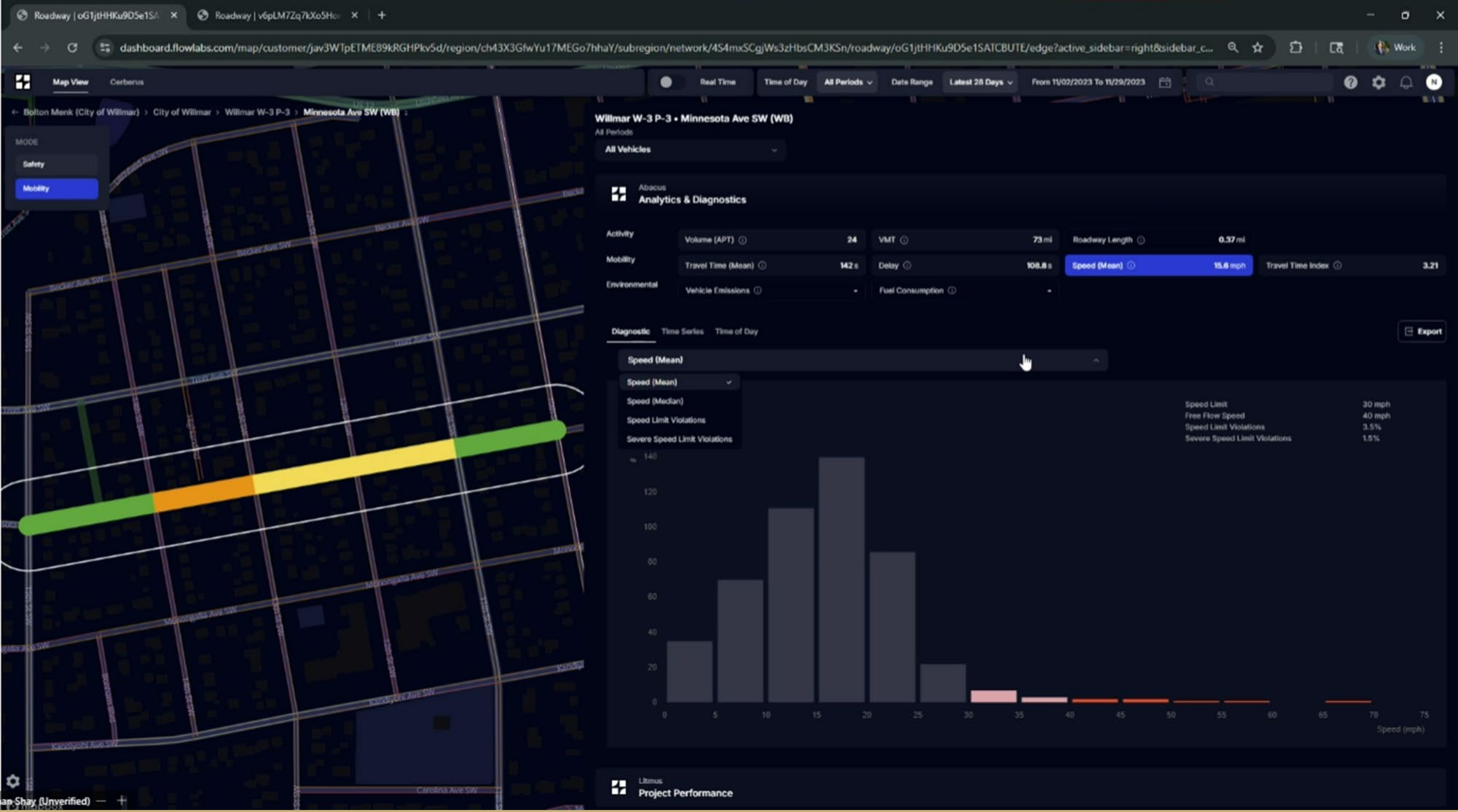
Roadway Safety

Flow Labs provides a full suite of safety tools to help agencies identify risk, diagnose root causes, and quantify the impact of every intervention.



UMATILLA COUNTY
est. 1862

stv


Roadway | oG1jtHHKu9D5e1SA
Roadway | v6pLM7Zq7kXo5Ho
dashboard.flowlabs.com/map/customer/jav3WTpETME89kRGHPkv5d/region/ch43X3GfwYu17MEGo7hhaY/subregion/network/4S4mxSCgjWs3zHbsCM3KSn/roadway/oG1jtHHKu9D5e1SATCBUTE/edge?active_sidebar=right&sidebar_c...
Work
Map View
Cerberus
Real Time
Time of Day
All Periods
Date Range
Latest 28 Days
From 11/02/2023 To 11/29/2023
Bolton Menk (City of Willmar) › City of Willmar › Willmar W-3 P-3 › Minnesota Ave SW (WB)
MODE
Safety
Mobility
Willmar W-3 P-3 • Minnesota Ave SW (WB)
All Periods
All Vehicles
Abacus
Analytics & Diagnostics
Activity
Volume (APT) 24
VMT 73 mi
Roadway Length 0.37 mi
Mobility
Travel Time (Mean) 142 s
Delay 108.8 s
Speed (Mean) 15.6 mph
Travel Time Index 3.21
Environmental
Vehicle Emissions -
Fuel Consumption -
Diagnostic
Time Series
Time of Day
Export
Speed (Mean)
Speed (Mean)
Speed (Median)
Speed Limit Violations
Severe Speed Limit Violations
Speed Limit 30 mph
Free Flow Speed 40 mph
Speed Limit Violations 3.5%
Severe Speed Limit Violations 1.5%
140
120
100
80
60
40
20
0
0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75
Speed (mph)
Litmus
Project Performance