

CHAPTER 6: FUTURE TRAFFIC VOLUME PROJECTIONS

When planning ahead to address the needs of the transportation network, it is important to project the level of traffic that can be anticipated during the planning period and beyond. Population growth plays a key role in determining the needs of a transportation system. Generally, an increase in population results in an increase in the use of transportation facilities; which, in most cases, means more vehicles on the roadways. For this reason, future population growth is often a good indicator of future increases in traffic volumes. To help paint this ‘picture’, population figures compiled by the U.S. Census Bureau, Portland State University Population Research Center, and projections developed by Marion County in coordination with the individual cities in Marion County were used.

Based on this information, County staff has developed projections of what the future traffic volume will be for the major roadways within the urbanized areas of Marion County in the year 2032. These volumes project the anticipated demand for travel on each road assuming the roadway will have adequate capacity to handle this demand. We then identify locations where capacity problems are anticipated to develop during the 20-year timeframe of this plan, and these locations are described in Chapter 8.

6.1 POPULATION FORECAST

Marion County is required by Oregon Revised Statute (ORS 195.036) to establish and maintain a population forecast for the urban areas and the unincorporated area of the county in coordination with the local cities. This forecast is used in maintaining and updating comprehensive plans. Marion County most recently adopted a population forecast for the year 2030 in October 2009. Previously, 2020 population projections were developed in cooperation with local governments and adopted by the County in October 1998. The adopted 2030 projections utilized population estimates for cities and counties provided by the Portland State University Population Research Center and the respective plans and studies of each of the cities. For the larger cities of Salem, Keizer, Woodburn, Silverton and Stayton, PSU generated population estimates based on low, medium, and high growth scenarios that the cities may use in their planning efforts, for instance to consider the impact of different levels of potential future growth on the city’s provision of services.

Amendments to the adopted population projections are reviewed and adopted on a periodic basis as new population data is made available and as cities require a 20-year forecast for use in their local planning efforts. Marion County may be addressing the population projections for all the cities and the unincorporated area of the county through a coordinated process to develop and adopt new 2035 or 2040 population projections for use in updating comprehensive plans.

In 1998, Marion County initiated a countywide Growth Management Project that resulted in the 2002 adoption of an Urban Growth Management Framework that is part of the Urbanization Element of the Marion County Comprehensive Plan. The Framework is a coordinated planning strategy that provides the county and cities with a guide when considering urban expansion needs and decisions in response to growth issues. It also contains long-range 2050 population forecasts that may be used to consider planning issues beyond the standard 20-year horizons of local plans.

Table 6-1 shows the population figures counted in the 1990, 2000 and 2010 census and 2007 and 2010 estimates from Portland State University for each city in Marion County, the unincorporated areas of the County, and the County as a whole. Also shown are the County’s adopted 2030 projections and average annual growth rate for the urban areas of the county, and the unincorporated area of the county, from 2010 to 2030.

**Table 6-1
Population Projections for Marion County**

Jurisdiction	1990	2000	2007	2010 Census ^{3,4}	2030 ¹	2010-2030 Av Annual Growth Rate
Marion County	228,516	284,834	311,070	315,335	410,245	1.20%
Aumsville	1,660	2,989	3,300	3,584	5,706	2.20%
Aurora	597	664	955	918	1,825	2.54%
Detroit	331	262	265	202	371	1.70%
Donald	314	607	995	979	2,034	3.20%
Gates ²	466	437	460	455	487	0.23%
Gervais	999	1,923	2,250	2,464	4,597	2.80%
Hubbard	1,901	2,458	3,095	3,173	4,718	1.85%
Idanha ²	160	131	145	145	170	0.63%
Jefferson	1,810	2,488	2,590	3,098	5,121	2.44%
Mill City ²	309	316	328	330	367	0.53%
Mt Angel	2,794	3,128	3,755	3,286	4,977	1.08%
Salem/Keizer UGB ²	146,560	185,796	201,391	206,444	261,484	1.12%
St Paul	322	352	410	421	556	1.34%
Scotts Mills	286	316	300	357	581	2.04%
Silverton	5,932	7,610	9,205	9,222	14,418	1.92%
Stayton	5,029	6,829	7,765	7,644	11,359	1.66%
Sublimity	1,487	2,139	2,255	2,681	3,200	1.53%
Turner	1,266	1,175	1,690	1,854	3,664	3.15%
Woodburn	13,535	20,191	22,875	24,080	37,216	2.04%
Unincorporated	42,758	45,023	47,041	43,998	47,394	0.19%

- (1) Forecast Population
- (2) Marion County portion only (Salem and Keizer forecasts coordinated with SKATS and are portion of entire Salem/Keizer area forecast total)
- (3) 2010 Census number is PSU 2010 annual estimate.
- (4) The 2010 Census estimate for Salem/Keizer was made by first deriving an AAGR based on growth in the cities during the time between the PSU 2007 annual estimate and the 2010 census number. Then, the derived AAGR was applied to the 2007 PSU annual estimate for the entire Salem/Keizer UGB to generate an estimated 2010 census number for the Marion County portion of the Salem/Keizer UGB.

6.2 FUTURE TRAFFIC PROJECTIONS

Future traffic volumes have been projected by County Staff for the year 2032. These projections are based on many factors, including:

- Population projections for the areas served by the road
- Anticipated growth of cities
- Anticipated growth of business traffic on the road
- Connections to recreation or tourist activities
- Directness of the route
- Character of the roadway
- Anticipated transportation trends
- Land development patterns

As a reference, [Figure 5-5](#) shows the existing traffic volumes on roadways in rural Marion County. This gives us a picture of the traffic volumes currently on the County road system today.

[Figure 6-1](#) shows projected future traffic volume demand on selected major rural roadways. The projected future traffic volumes have been used to identify roadway segments that could experience heavy traffic and unacceptable levels-of-service within the next 20 years if no improvements are made, such as transit improvements, Transportation System Management (TSM) and Transportation Demand Management (TDM) strategies, or roadway improvements. As it is not possible to predict the growth of a region with complete accuracy, future traffic projections will need to be updated regularly as more accurate and updated information becomes available.

The use of computer modeling was used in addition to historic growth rates collected by the County. Use of computer modeling provides a more sophisticated approach to predict future traffic demand, in part, by taking into account future land use development that simple historic growth rates do not account for.

It is important to note that these projections are for future traffic volume demand. This is our estimate of the number of drivers who would want to use that roadway in the year 2032. This would be equivalent to the projected traffic volume on that road if an adequate supply of roadway capacity is available. In some cases, roadway expansion would have to occur before these volumes of traffic could actually travel on that road. If sufficient capacity is not available, drivers would likely divert to other routes. If these other routes are not available, or if they also lack available capacity, some drivers may choose to make the trip to a different location, not make the trip, or reduce their visits to or business in the region.

[Figure 6-2](#) shows the anticipated growth in traffic volume demand on key roadways in Marion County as a percentage of the current traffic volume on the road.

[Table 6-2](#) shows the projected future traffic volume demand for Arterials, Major Collectors, and Strategic Corridors in the urbanized areas in Marion County.

Twenty year traffic volumes are anticipated to increase on virtually all roadways in Marion County, and some key corridors are expected to see large increases in traffic volume. In some cases, key roadways and intersections currently do not have enough capacity to handle the amount of traffic that will want to use that road.

**Table 6-2
Projected Future Daily Traffic Volume Demand**

Corridor	From	To	2011 Daily Volume	2032 Daily Projection
<u>Aumsville</u>				
Main St	Aumsville UGB (west)	RR Crossing	4700	9500
Mill Creek Rd SE	RR Crossing	East UGB	3800	7300
West Stayton Rd SE	Aumsville C/L	Main St	2100	4000
N 1st St	Mill Creek Rd	Hwy 22 Eastbound onramp C/L	3800	6100
N 11th St	Aumsville C/L (west)	Main St	3200	5100
Olney St SE	Aumsville C/L (west)	Aumsville Hwy	700	1100
<u>Aurora</u>				
Airport Rd NE	Ehlen Rd NE	Aurora C/L (north)	2800	4400
Ehlen Rd NE	Aurora UGB (west)	Main St	9000	14000
<u>Donald</u>				
Main St	Matthieu St	Donald C/L (east)	1100	2100
Main St	Donald C/L (west)	Butteville Rd	700	1400
Main St	Butteville Rd	Matthieu St	1900	4000
Butteville Rd NE	Donald C/L (south)	Main St	2700	5300
Butteville Rd NE	Main St	Donald C/L (north)	3100	6100
<u>Gates</u>				
Horeb St SE	Hwy 22	Sorbin Ave	1000	1600
<u>Gervais</u>				
3rd St	Gervais C/L (south)	Ivy Ave	1900	4300
Ivy Ave	3rd St	Gervais C/L (west)	2700	6100
Douglas Ave	SPRR Xing	Hwy 99E	2800	6500
Douglas Ave	Gervais C/L (west)	SPRR Xing	355	800
<u>Hubbard</u>				
J St NE	3rd St	Hubbard UGB (west)	1500	2300
Whiskey Hill Rd NE	Dunne Road	Hubbard C/L (east)	2400	3500
Mineral Springs Rd	Hubbard UGB (west)	Hubbard C/L (west)	1300	2100

Corridor	From	To	2011 Daily Volume	2032 Daily Projection
Front St NE	Hubbard UGB (south)	Hubbard C/L (south)	2300	3700
Jefferson				
S Main St	Jefferson Hwy	Jefferson-Scio Dr	3800	6000
Jefferson-Scio Dr SE	S Main St	Jefferson UGB (east)	3400	5300
North Ave	Jefferson Hwy	Jefferson-Marion Rd	2900	4100
Jefferson-Marion Rd	North Ave	Jefferson C/L (north)	2800	4000
Talbot Rd	Jefferson UGB (west)	Jefferson Hwy	2400	4200
Mill City				
NW Alder St	NW River Rd	Mill City C/L (east)	400	600
NW River Rd	Mill City C/L (west)	NW Alder St	200	300
Mt. Angel				
E. College Rd NE	Humpert Ln NE	Mt. Angel C/L (east)	900	1600
West Church Rd NE	Mt. Angel UGB (west)	Mt. Angel C/L (west)	900	1600
Mt. Angel-Gervais Rd	Mt. Angel UGB (north)	Mt. Angel C/L (west)	1100	2400
W Marquam St	Mt. Angel C/L (west)	Railroad Av	2200	3100
E Marquam St	Hwy 214	Mt. Angel C/L (east)	1100	1600
Scotts Mills				
Mt. Angel-Scotts Mills Rd	Scotts Mills UGB (west)	Scotts Mills C/L (west)	2000	4000
3rd St NE	Scotts Mills C/L (west)	Clackamas Co. Line	2000	4000
Crooked Finger Rd NE	3rd St	Scotts Mills C/L (south)	900	1000
Grandview Ave NE	7th St	1st St	500	500
Silverton				
C St	McClaine St	N Water St	2800	4600
Eureka Ave NE	Edison Rd NE	Main St	1700	1800
Evans Valley Rd NE	Steel Hammer Rd NE	Silverton UGB	1500	2800
Hobart Rd NE	Hwy 214	Meridian Rd NE	3200	4600
Hobart Rd NE	James St NE (UGB)	Hwy 214	1300	2100
James St NE	Florida Dr	Hobart Rd NE	1700	1800
Jefferson St NE	James St NE	Hwy 214	900	1000

Corridor	From	To	2011 Daily Volume	2032 Daily Projection
McClaine St	Silverton C/L (west)	Fossholm St	9300	15800
Monitor Rd NE	Hwy 213	Silverton UGB (north)	1600	3000
N Westfield St	W Main St	McClaine St	2800	6700
Pine St NE	Silverton UGB (west)	End County Rd	3200	6900
Silverton Rd NE	Silverton UGB (west)	Silverton C/L (west)	9800	15400
Steel Hammer Rd NE	Hwy 213	Evans Valley Rd NE	1200	1600
Victor Point Rd	Silverton C/L (south)	Edison Rd NE	1000	1000
W Main St	Silverton C/L (south)	Westfield St	4900	9000
<u>St. Paul</u>				
Blanchet Ave	Main St	St. Paul C/L	1100	1800
Main St	St. Paul C/L (south)	Hwy 219	3300	5600
Mission Rd NE	Hwy 219	St. Paul C/L (west)	400	700
<u>Stayton</u>				
1st Ave N	Regis St	Shaff Rd SE	12100	18700
1st Ave	Santiam Bridge	Washington St	7800	12500
Cascade Hwy SE	Shaff Rd SE	Hwy 22 UnderXing (UGB)	11200	16900
E Washington St	1st St	N 3rd Ave	4900	8000
E Washington St	N 3rd Ave	N 6th Ave	4000	6500
N 6th Ave	E Washington St	Jefferson St	3900	5800
Jefferson St	N 6th Ave	N 10th Ave	3800	5600
N 10th Ave	Jefferson St	E Santiam St	3800	5600
E Santiam St	N 10th Ave	Stayton C/L (east)	3200	4300
Old Mehama Rd SE	Stayton C/L (east)	Stayton UGB	1700	2600
Stayton Rd SE	Stayton C/L (west)	Wilco Rd SE	3400	6000
Fern Ridge Rd	Begin Co Jurisdiction	Stayton UGB (east)	3500	5500
Golf Club Rd SE	Stayton UGB (OR 22)	Shaff Rd SE	10500	16100
Shaff Rd SE	Golf Club Rd SE	Cascade Hwy SE	6500	10800
Shaff Rd SE	Stayton UGB (west)	Golf Club Rd	1600	2600
Wilco Rd (Stayton)	W Washington St	Shaff Rd SE	7500	13200

Corridor	From	To	2011 Daily Volume	2032 Daily Projection
<u>Sublimity</u>				
Berry St SE	Starr St	135th Ave SE	900	1200
Cascade Hwy SE/Center St	Hwy 22 UnderXing (C/L)	Division St	8500	12800
Church St	Center St	Pine St	1700	2100
Church St	Pine St	Sublimity C/L (east)	800	1000
N Center St	Division St	Starr St	6400	9600
N Center St	Starr St NW	Sublimity C/L (north)	4100	6700
Starr St	Sublimity C/L (west)	N Center St	3900	5800
Starr St	Cascade Hwy	Berry St SE	1600	2200
<u>Turner</u>				
Delaney Rd SE	Turner C/L (west)	N 3rd St	3100	7400
Marion Rd SE	Denver St	Turner C/L (east)	3500	5300
N Third St	Mill Creek Bridge	Delaney Rd	5300	9700
N Third St	Delaney Rd	Turner C/L (north)	3300	6000
Wipper Rd SE	Turner C/L (south)	5th St SE	800	1200
Witzel Rd SE	Mill Creek Rd	Turner C/L	1800	1800
<u>Woodburn</u>				
Boones Ferry Rd NE	Woodburn UGB (south)	Woodburn C/L (south)	3300	6000
Boones Ferry Rd NE	Vanderbeck Ln	Woodburn UGB (north)	4700	8700
Butteville Rd NE	Hwy 214	Woodburn UGB north	2200	5000
Butteville Rd NE	Woodburn UGB	Hwy 214	2600	5900
Cooley Rd NE	E Hardcastle Rd NE	Hwy 211	1200	1200
Parr Rd NE	Butteville Rd	Woodburn C/L (west)	1400	1400
<u>Salem</u>				
45th Av NE	Silverton Rd	Ward Dr	5600	7000
Auburn Rd NE	Lancaster Rd	Baldwin Av	3600	3900
Auburn Rd NE	Baldwin Av	C/L 16Ft W. Of Serge Ln	2300	2500
Battle Creek Rd SE	Wiltsey St SE	Salem C/L (370 ft S. of Landau)	1700	1900
Brown Rd NE	Silverton Rd	Wyoming St	6800	9900

Corridor	From	To	2011 Daily Volume	2032 Daily Projection
Brown Rd NE	Wyoming St	Surfwood Dr	5900	8500
Brown Rd NE	Surfwood Dr	Carolina Ave	4900	7100
Center St NE	Lancaster Dr	Brenner St	11400	12800
Center St NE	Brenner St	Salem C/L (75Ft W.Of Citation)	10500	11700
Center St NE	100 Ft W. Of Shores St (C/L)	(C/L) 122Ft E. Of Mitchell St	10100	11300
Center St NE	#4883 (100 Ft W Of Horseback)	C/L 100Ft W Of Hoffman	8000	9000
Connecticut Av SE	Pennsylvania Ave	Macleay Rd	2700	5900
Connecticut Av SE	Pennsylvania Ave	#532 Connecticut Ave	1300	2800
Connecticut Av SE	#532 Connecticut Ave	46th Ave SE	700	1500
Cordon Rd	Caplinger Rd (Salem UGB)	State St	12700	17800
Cordon Rd	State St	Center St	16400	22300
Cordon Rd	Center St	Sunnyview Rd	14900	20500
Cordon Rd	Sunnyview Rd	Silverton Rd	13900	20600
Cordon Rd	Silverton Rd	Hayesville Dr	7600	12300
Cordon Rd	Hayesville Dr	Kale St	6200	10200
Cordon Rd	Kale St	Hazelgreen Rd	5600	9700
Croisan Creek Rd S	Quarry (Lot 4857)	Salem C/L (Lot 4121)	2200	2200
Croisan Creek Rd S	Salem C/L (Lot 4111)	Salem C/L (Lot 3880)	2000	2000
Culver Dr SE	Enter Salem Urban Area	Leave Salem Urban Area	1400	1400
Davis Rd S	Skyline Rd S	Salem C/L (Ahd)	1000	2200
Fisher Rd NE	35th Pl	S. Cascade View Apt.(C/L)	4100	4500
Fisher Rd NE	C/L 301Ft S Of Ward	Ward Dr	4600	6100
Fisher Rd NE	Salem Cl 40Ft S Of White Oak Ct	35thPl	5400	6100
Gaffin Rd SE	Salem C/L	Lot #5355	4100	5000
Hayesville Dr NE	St Hwy 99E	Lancaster Dr	6700	7000
Hayesville Dr NE	Lancaster Dr	Salem C/L 303FtW.Happy Dr	8200	8500
Hayesville Dr NE	Salem CL 165Ft E.Happy Dr	Salem C/L 150 Ft E Of Fuhrer St	4900	6200
Hazelgreen Rd	Salem C/L	Salem C/L (W of Lake Labish)	8300	10500
Hazelgreen Rd	Salem C/L (East)	Salem UGB	8300	10500

Corridor	From	To	2011 Daily Volume	2032 Daily Projection
Herrin Rd NE	45th Ave	Middle Grove Dr NE	1700	2100
Herrin Rd NE	Middle Grove Dr NE	Cordon Rd	1400	1700
Hollywood Dr NE	20 Ft S. Of Greenfield Ln	Silverton Rd	3700	4500
Janice Av NE	Ward Dr	Hayesville Dr NE	800	800
Kale St NE	Salem C/L	Salem UGB	1500	1600
Lancaster Dr NE	State St	Center St	30500	33000
Lancaster Dr NE	200 Ft N Of Devonshire Ct.	Silverton Rd	22900	23800
Lancaster Dr NE	Silverton Rd	Ward Dr	19600	21500
Lancaster Dr NE	Ward Dr	St Hwy 99E (Portland Rd.)	12100	13300
Lancaster Dr SE	Rickey St	State St	24600	27000
Macley Rd SE	Lancaster Dr	Pennsylvania Ave	3500	3500
Macley Rd SE	Rickey St/ Connecticut Av	49th Ave	7700	7700
Pennsylvania Av SE	Connecticut Ave (Rd#23)	46th Pl	2700	3300
Pennsylvania Av SE	46th Pl	Cordon Rd	1700	2000
River Rd S	River Rd/Riverdale Rd	Viewcrest Dr (Salem C/L)	6600	11500
River Rd S	600Ft S Of Homestead Rd	Homestead Rd	6160	10600
River Rd S	Salem UGB	Salem C/L (Ahd)	3200	5500
River Rd S	Salem C/L (Bk)	Riverdale Rd	5400	9300
Silverton Rd NE	Salem C/L	Lancaster Dr	21300	24000
Silverton Rd NE	Lancaster Dr	48th Ave	18500	22500
Silverton Rd NE	48th Ave	Cordon Rd	12200	15500
Skyline Rd S	Salem UGB	Salem C/L	3500	5200
State St SE	Lancaster Dr	Elma Ave	12600	18500
State St SE	Elma Ave	C/L 121Ft W Of Cougar Ct	12300	18000
State St SE	Lancaster Dr	C/L 32 ft E Of 37th Ave	17700	19400
Sunnyview Rd NE	Walker Rd	Cordon Rd	5800	6800
Swegle Rd NE	Gabriela St	Hoffman Rd	2900	3200
Swegle Rd NE	Hoffman Rd	Cordon Rd	3000	3300
Viewcrest Rd S	River Rd S	Salem UGB	1400	2100

Corridor	From	To	2011 Daily Volume	2032 Daily Projection
Ward Dr NE	St Hwy 99E	200Ft W Of Meadow Park Lp.	10500	15300
Ward Dr NE	200Ft W Of Meadow Park Lp	Lancaster Dr	9600	13900
Ward Dr NE	Lancaster Dr	45th Ave	6000	8700
Ward Dr NE	45th Ave	Amherst Ct NE	3600	5200
Ward Dr NE	Amherst Ct NE	C/L (E Of Great Plns)	1700	2500

6.1.1 Intersection Level-of-Service (LOS) in 2032

Strategic intersections throughout Marion County were selected for a future level-of-service (LOS) analysis. The analysis was prepared by applying historic growth rates specific to the area near the intersection with the most recent traffic counts collected at that location. When appropriate, historic growth rates were blended with the regional and Marion County forecasting model for further refinement. Assumptions specific to each analysis may be obtained by contacting Marion County Public Works. **Table 6-3** lists those intersections that are anticipated to have a poor LOS (“E” or “F”) in the horizon year 2032. Those intersections that are listed as a LOS “E” or “F” under Chapter 5 Table 5-8 (existing conditions) are also included here. It is presumed that an intersection operating at these levels-of-service in 2012 will continue to degrade unless mitigation measures are taken at those locations. It is important to note that for two-way stop controlled intersections (and stop controlled tee-intersections) the LOS is defined by the movement that experiences the worst delay. If a movement, such as a left turn across heavy through traffic, experiences considerable delay during peak periods, it is likely motorists will find alternate routes. Therefore, in locations that experience significant delay on a particular movement, it is important to understand the underlying issue(s) prior to recommending mitigation. Signalized intersections that experience poor LOS in the future may require timing adjustments (which is done in partnership with neighboring agencies) or additional capacity, such as turn lanes or additional through lanes. Also, as part of an annual assessment, Marion County prepares a detailed Signal Warrant analysis for those unsignalized intersections that may warrant signalization in the future. Many of those locations are found in this list below. A detailed description of LOS and other capacity-related terms can be found in Chapter 5.

**Table 6-3
Intersections Projected to Operate at LOS E or Worse**

INTERSECTION	2032 LOS (2012 LOS)	EXISTING TRAFFIC CONTROL	City/UGB
N 1 st St at Main St	F (B)	One-way stop (tee-intersection w/private access)	Aumsville
Airport Rd at Ehlen Rd	F (D)	One-way stop (tee-intersection)	Aurora
Main St (SR 214) at Marquam St	F (D)	Two-way stop	Mt. Angel
Cordon Rd at Auburn Rd	F (F)	Two-way stop	Salem
Cordon Rd at Carolina Av	F (D)	One-way stop (tee-intersection)	Salem
Cordon Rd at Center St	E (C)	Signalized	Salem
Cordon Rd at Gaffin Rd	F (C)	One-way stop (tee-intersection)	Salem
Cordon Rd at Hazelgreen Rd	F (C)	All-way stop	Salem
Cordon Rd at Herrin Rd	F (C)	One-way stop (tee-intersection)	Salem
Cordon Rd at Pennsylvania Ave	F (D)	One-way stop (tee-intersection)	Salem
Cordon Rd at Silverton Rd	E (D)	Signalized	Salem
Cordon Rd at State St	F (D)	Signalized	Salem
Cordon Rd at Sunnyview Rd	F (D)	Signalized	Salem
Cordon Rd at Swegle Rd	F (F)	Two-way stop	Salem
*Fisher-Meadowpark Dr at Ward Dr	F (C)	*Two-way stop	Salem
Lancaster Dr at Monroe Ave	F (F)	Two-way stop (off-set intersection)	Salem
Lancaster Dr at State St	F (E)	Signalized	Salem
Lancaster Dr at Winema	F (F)	One-way stop (tee-intersection)	Salem
Silverton Rd at 48 th Ave	F (C)	Two-way stop	Salem
Silverton Rd at Hollywood Dr	F (D)	One-way stop (tee-intersection)	Salem
Wilco Hwy (SR 214) at Hobart Rd	F (D)	Two-way stop	Silverton
1 st Ave / Cascade Hwy at Shaff Rd / Fern Ridge Rd	F (E)	Signalized	Stayton
Pacific Hwy (99E) at Carl Rd	F (E)	Signalized	Woodburn

* Intersection scheduled to be signalized in 2013