



Tangent Transportation System Plan

AUGUST 2025

Memorandum

Title: Phase 1 Public Involvement Summary

Date: August 18th, 2025

To: Joe Samaniego; City of Tangent
David Helton; ODOT

From: Summer Cook and Tom Holmes; Zan Associates

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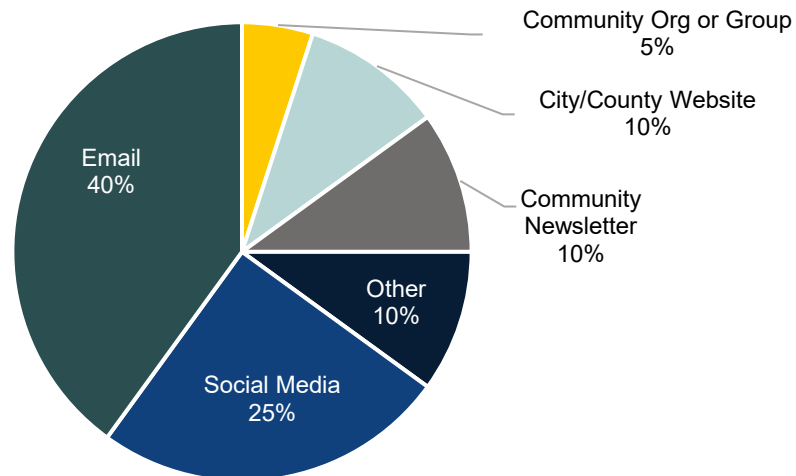
Introduction

The City of Tangent is committed to understanding the transportation challenges and potential improvements that matter most to those who live and work in the city. Tangent is a relatively small community, so the team emphasized gathering quality feedback from as many people as possible using simple and effective strategies (Table 1). The most effective strategies thus far in reaching people have been emails and social media posts (Figure 1).

Table 1. Engagement Strategies

Strategy	Description	Timing (2025)
Online Engagement Site	Website to gather community input on the TSP through interactive activities—a survey and comment map—that received participation from 22 unique contributors	March – July
Stakeholder Meetings	Two small group discussions with Tangent Homeowners Association presidents and freight businesses.	March – April
Open House #1	Public event held at the Tangent Firehouse in which project goals and findings were presented; gathered input through hands-on voting and commenting activities	June
Social Media	Facebook posts targeting people in the Tangent area.	June – July
Emails	Emails to six separate City-maintained lists, requesting participation in the open house and online survey.	June – July
Utility Bill Blurb	Blurb in the City of Tangent utility bill inviting people to participate in the open house.	June
Press Release	Blurb submitted to the Democrat Herald.	June
Flyers	Project handouts printed and posted at City Hall.	June

Figure 1. How Participants Heard About the Project



Engagement Key Findings

Participants shared their transportation experiences and needs through the project website, stakeholder meetings, and conversations with project staff at one public event. A few important locations and takeaways, which should guide the TSP plan, came up in many of these interactions. The main findings are:

- **Car speeds are too high** through Tangent on both the city streets and major throughways (Figure 2 & Figure 9)
- **Highway 99E is a central point of safety concern in the community**, pointing to a need for traffic treatments that create a safer experience for all modes of transportation
- **Safe and comfortable pedestrian travel measures, like sidewalks and street crossings, are lacking** throughout the city but especially around gathering places like Tangent Elementary School and the Dixie Creek Saloon (Figure 10)
- Though Tangent is a small community, there is **strong resident support for better bike lanes and paths** (Figure 2)
- In addition to walking and biking, **Tangent travelers are interested in bus service and better bus infrastructure** as an alternative mode of transportation (Figure 11)
- **Regular freight and farm traffic through Tangent city streets poses concerns** around safety and speed for residents and truck drivers alike

Participants

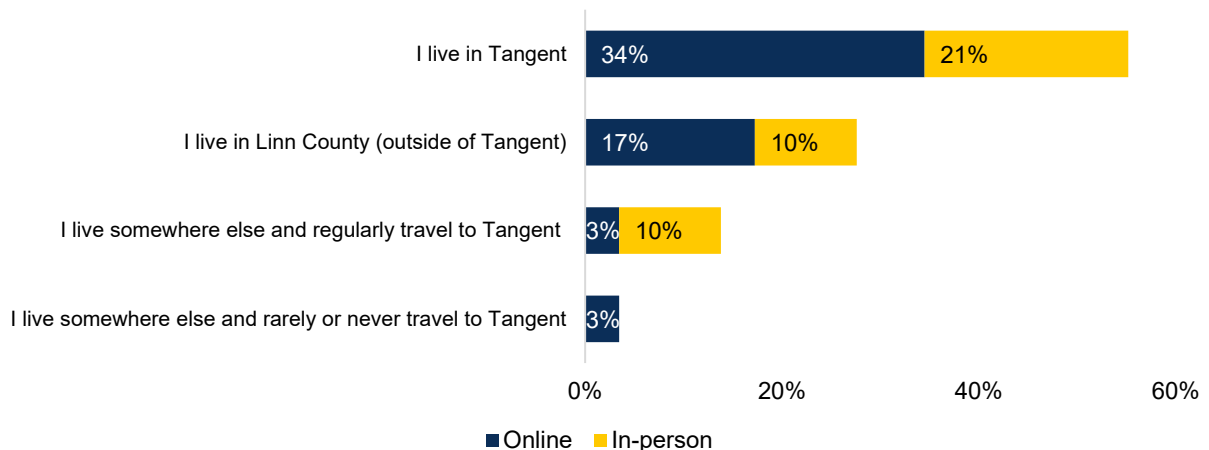
Seventeen people participated in the online survey, 12 attended the in-person open house, and five participated in the online comment map. Below is a summary of the identities of participating community members.

Figure 2. Open House at the Tangent Fire Station



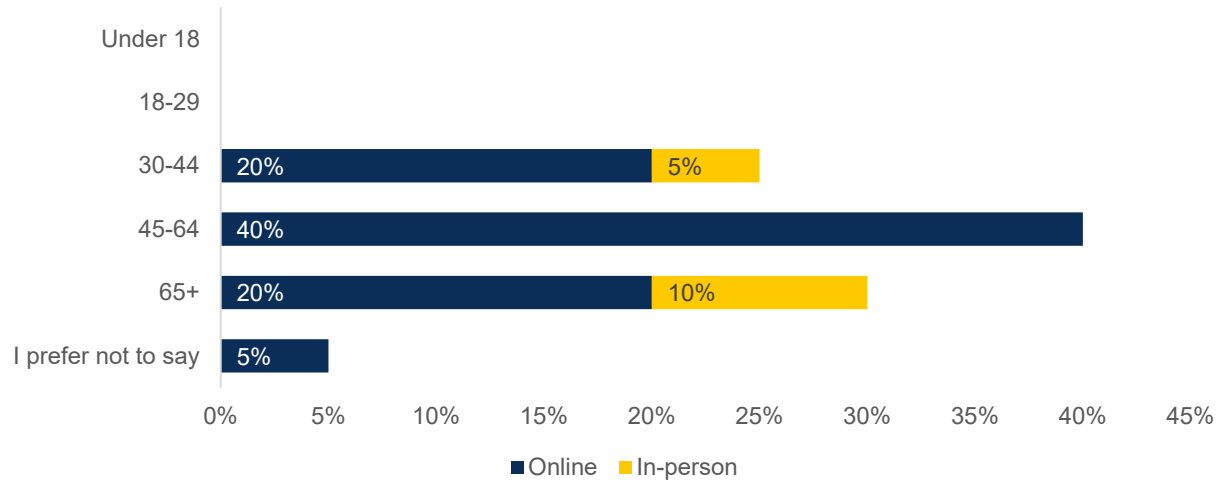
While those who participated in the online survey mostly live in Tangent, nearly a third (29%) live elsewhere in Linn County, and 12% live outside of Linn County and either regularly, rarely, or never travel to Tangent (Figure 4).

Figure 3. Participant Primary Location of Residence



Age is strongly skewed towards people in the later half of life: 71% of respondents are age 45 and older, with the most frequently selected age range being 45-64. No one under the age of 30 indicated responding to the survey (Figure 5).

Figure 4. Age of Participants



Race and ethnic identity were even less widely spread: 76% of respondents identified as White and 6% as Hispanic or Latino. 12% preferred not to disclose their race/ethnicity and 6% noted identifying with another race not listed (European/Scandinavian) (Figure 6). Most respondents (75%) identified as not having a disability, while 19% (3 people) do have a disability and one person preferred not to say (Figure 7).

Figure 5. How Participants Describe their Race/Ethnicity

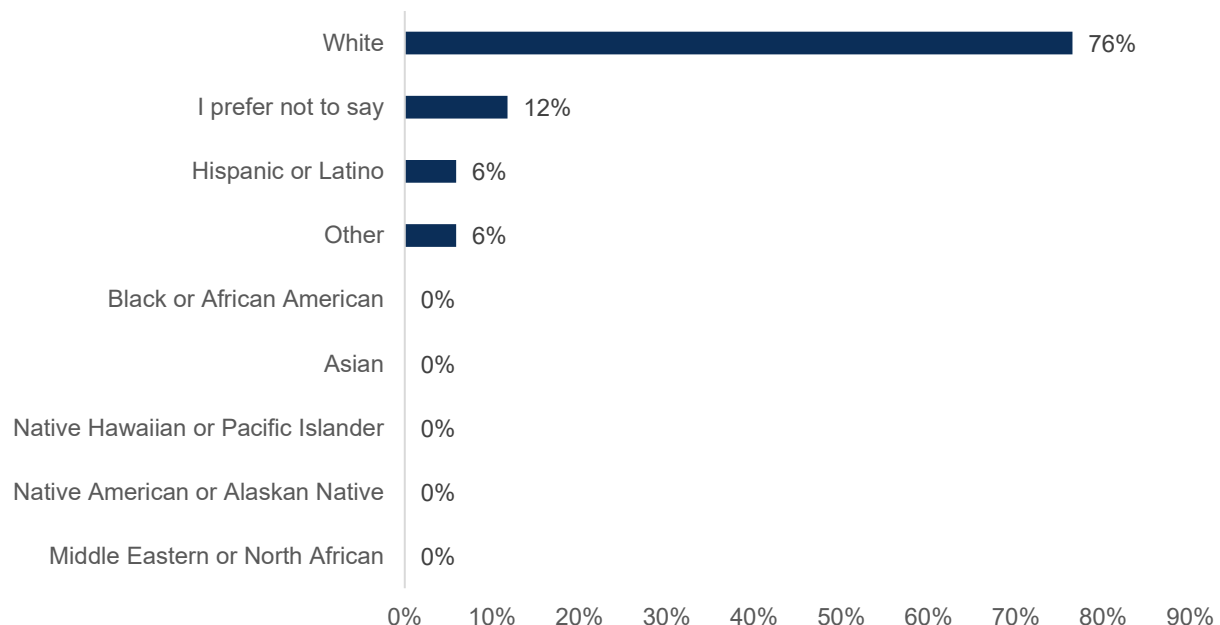
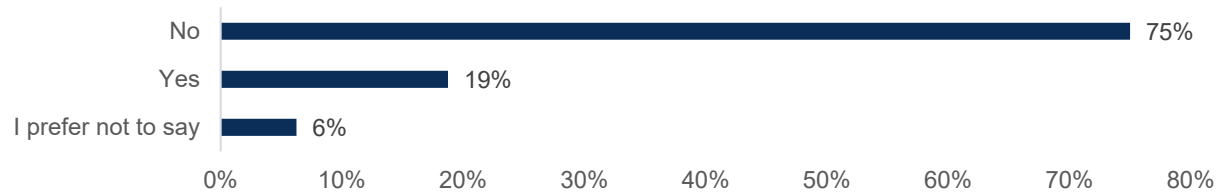


Figure 6. Disability Status of Participants



Engagement Results

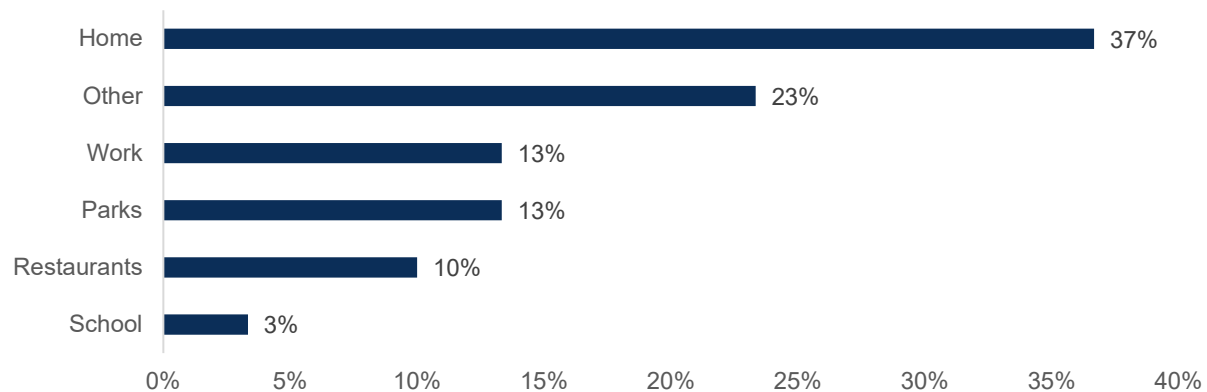
Figure 7. Comment Map Discussion at June Open House



Travel Experiences

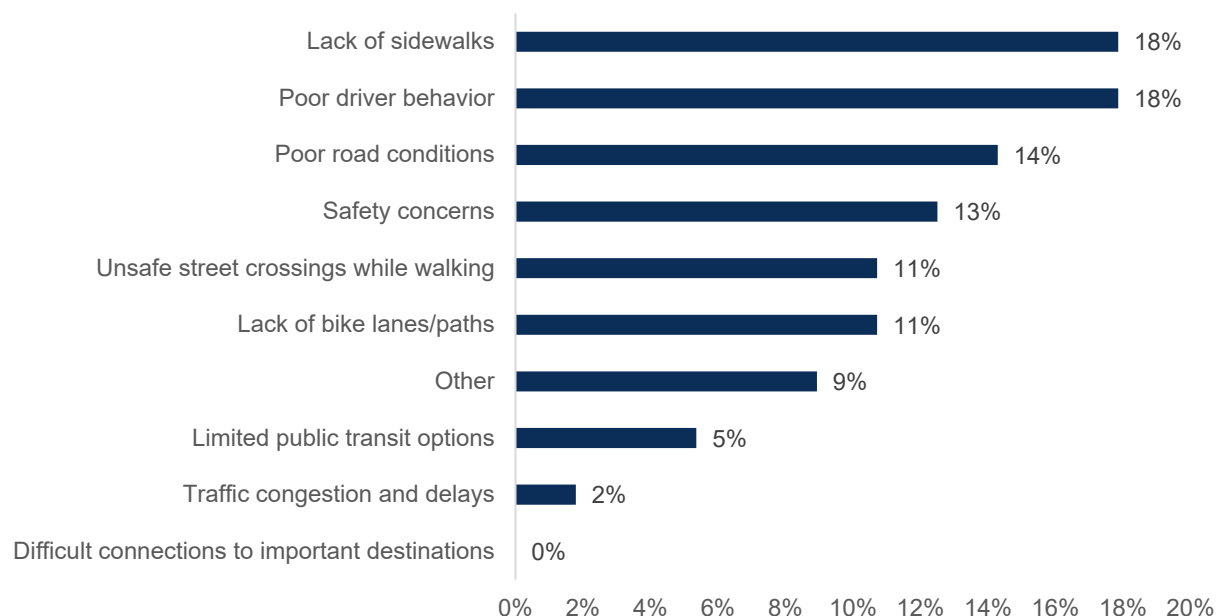
The most popular travel destinations for respondents were home (37%) and “other” (23%), with “other” destinations described as the post office, SafeHaven, church, City Hall, and work or social meetings. School was the least traveled-to destination and work, parks, and restaurants were each selected for 10-13% of respondents (Figure 8).

Figure 8. Regular Travel Destinations in Tangent



When traveling within Tangent, participants described their most significant challenges as being lack of sidewalks and poor driver behavior, with poor road conditions, safety concerns, unsafe street crossings, lack of bike lanes, limited public transit, and traffic congestion posing lesser but still present barriers (Figure 9). Among “other” challenges noted were: lack of left turn lanes, lack of signalized intersections, high vehicle speeds (a challenge for their effect on both safety and noise), and travelling a long distance from home to work in Tangent.

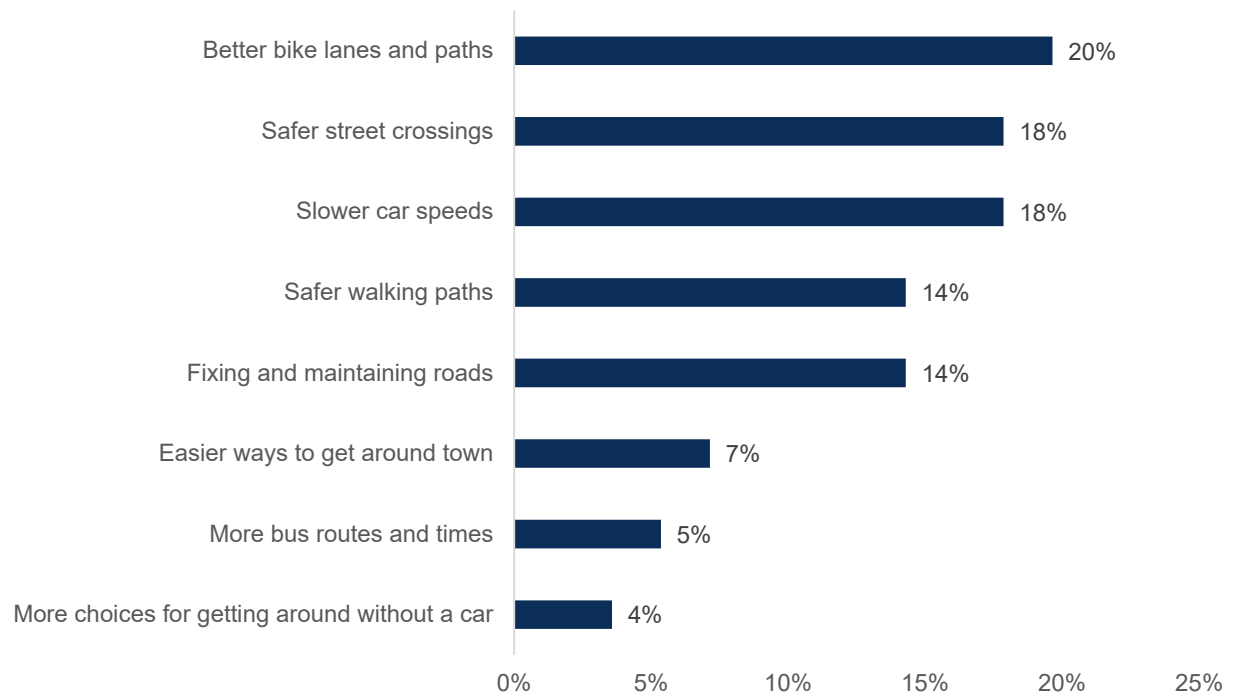
Figure 9. Most Significant Challenges Faced when Traveling in Tangent



Survey and open house participants were strongly in favor of measures that would improve the experience of non-motorized travelers: 56% of respondents selected better bike lanes and paths, safer street crossings or walking paths, or more choices for getting around without a car. Better bike lanes and paths was the single most-selected improvement (20% of respondents).

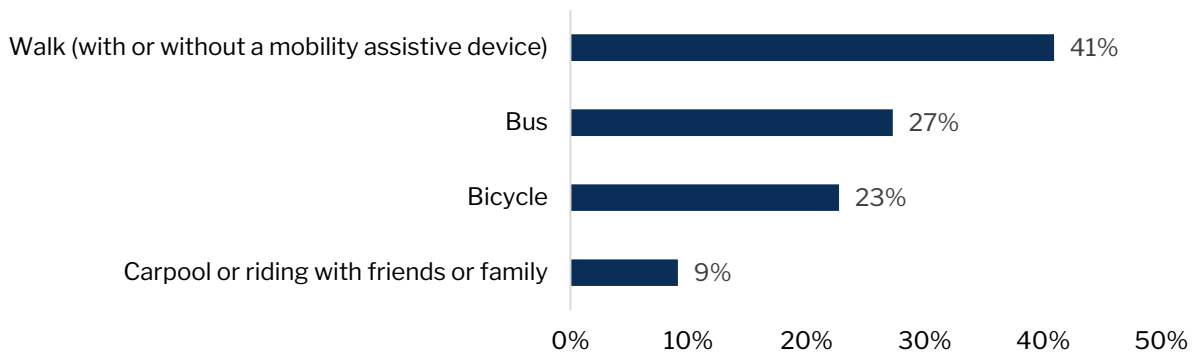
Slower car speeds (18%), fixing and maintaining roads (14%), easier ways to get around town (7%), and more bus routes and times (5%) were also desirable improvements (Figure 10).

Figure 10. Transportation Improvements that would Most Benefit Tangent Residents



Level of interest in alternative modes of transportation further supports respondents' desire for better walking, biking, and bussing options, with walking being the most selected mode (41%). There is a smaller amount of interest (9%) in carpooling as well (Figure 11).

Figure 11. Alternative Modes of Transportation in which there is Interest



Stakeholder Meeting Findings

Meetings with two separate stakeholder groups—the Tangent Homeowners Association presidents and local truck freight businesses—largely emphasized the same takeaways collected from other outreach efforts. Overall, group members agreed that freight and farm travel is not safe or comfortable throughout Tangent since the streets are not set up for wide turn radii or proper separation of uses (i.e. the roads have narrow lanes fit for small automobile traffic and no or very minimal infrastructure to protect other uses). Tangent Drive is a particular concern among resident stakeholders due to it being used as an alternative east-west thoroughfare to Highway 34 while not designed to handle larger vehicles or higher speeds. For truck drivers, however, Tangent Drive is often a necessary travel route, especially for companies that could be making deliveries to customers across town. Frequent observations of speeding on Highway 99E and Old Highway 34 was expressed as a concern for truck and non-truck users alike.

Residents expressed that living in Tangent inherently means the main mode of travel is by car since the roads are designed for cars only. There was strong emphasis on adding infrastructure for walking and biking—though less as a way for travel and more to create opportunities for exercise and leisure. For truck drivers, having designated and protected paths for walkers and bikers to travel would help with visibility and putting them at ease while navigating high-pedestrian-traffic areas.

People would like to see trails and sidewalks connecting different parts of town, especially parks, the school, and residential areas so that kids can get to/from school safely. As other respondents said, crossing Old Oak Road (where Tangent Elementary School is located) does not currently feel safe.

Key Location Findings

Figure 12. Feedback on June Open House Comment Map



Highway 99 East

Most of the location-specific feedback received from both online and in-person participants was about Highway 99 East (99E). People described this road as congested, high speed, and dangerous. Various concerns were raised about the highway, with participants overall expressing a desire for there to be clearly marked and safe separation of travel uses on 99E, such as designated bike lanes and sidewalks. Many participants discussed their observations of high speeds and near misses on 99E—the presence of which points to more dangerous conditions than what is shown by existing crash data. One commentor even observed that drivers frequently run lights at the intersection of 99E and Old Highway 34. Adding to the feeling of danger, cars and freight trucks tend to park along 99E, making visibility poor for active drivers (especially those turning on to 99E from another street).

All in all, the feedback points to a need for signalization or traffic calming measures at intersections of 99E and city roads in Tangent—many respondents noted the act of turning on and off this major road as feeling particularly dangerous. A key reason is due to the presence of pedestrians travelling without sidewalks/crosswalks and cars travelling too fast without direction to slow down or stop at the intersection. This is especially prevalent at the intersection of Birdfoot Drive (the Dixie Creek Saloon, is directly across the street and creates foot traffic) and Tangent Drive (another main connector road in the city, where the church and many residences are located). Finally, though minimal, there were concerns over road surface condition on 99E:

one commenter noted the stretch between N Lake Creek Drive and Old Highway 34 is “poorly maintained” and has potholes.

Old Oak Road

There is no continuous sidewalk on Old Oak Road, and the lone crosswalk is at Old Church Road where no sidewalk exists for the north-south street. Adding both sidewalks and crosswalk(s) would make a safer north-south pedestrian connection between Tangent Elementary School and the residences on Wildrose Drive.

Residential Streets

Participants pointed out that not all residential streets in Tangent have sidewalks, which results in them walking in the same space as vehicle traffic. There is a strong case for more sidewalks to create a safe and complete walking network through the City.

Conclusion

The first phase of public engagement for the Tangent Transportation System Plan revealed strong community interest in improving pedestrian and bicycle infrastructure, addressing high vehicle speeds, and making Highway 99E safer for all users. Participants identified key issues such as lack of sidewalks, unsafe crossings, and poor road conditions, particularly around major connectors like Highway 99E, Tangent Drive, and Old Oak Drive. While this initial round of outreach successfully gathered valuable insights, participation demographics indicate that younger residents and communities of color (particularly Hispanic and Latino people, who represent 11% of Tangent’s population) were underrepresented. Additionally, there has been limited engagement from the City Council or the Planning Commission. As the planning process moves forward, the next open house should aim to broaden outreach and intentionally engage a more diverse cross-section of Tangent’s population to ensure an inclusive and representative transportation plan.