

Tangent Transportation System Plan

PHASE 2 PUBLIC INVOLVEMENT SUMMARY | JANUARY 2026

Introduction

The City of Tangent is updating its Transportation System Plan (TSP) to address transportation challenges and identify potential improvements. The City completed two rounds of public engagement to collect feedback that will inform the final TSP.



Photo: City of Tangent advertisement displayed during TSP engagement at LBCC volleyball game.

In the first phase of TSP engagement, the project team hosted a website, stakeholder meetings, and an in-person open house to collect feedback about transportation experiences, preferences, and desires. The team spread the word about these opportunities through emails, social media, flyers, a press release, and the City's utility bill.

During the second phase of engagement, the project team focused on collecting feedback on specific locations and on transportation improvement preferences using maps and a visual preference survey. Participants shared their experiences and needs through conversations with project staff at two public events (Table 1).

Table 1. Engagement strategies

Strategy	Description	Timing (2025)
Pop-up at LBCC Volleyball Game	Pop-up table at Linn-Benton Community College Activity Center for a women's volleyball game.	October
Pop-up at PAC meeting	Pop-up table to gather input from PAC members after the November meeting.	November

Engagement Key Findings

Participants shared their location concerns and transportation improvement preferences during phase two engagement for the Tangent TSP. Table 2 shows the counts of reactions to each of the different types of transportation facilities at both phase two events.

Locations

- On Highway 99E, people want to see **crosswalks located closer to road intersections and key destinations**, such as the Dixie Creek Saloon, for safer crossing.
- Several people pointed out that **proposed road connections between Tangent Drive, Highway 99E, and the Tangent Business Park would overlap with a hazelnut farm**, which could deem these improvements unfeasible. The Project Advisory Committee advised updating these improvement recommendations.
- On Highway 99E, people said the **intersections at Rolland Drive and Birdfoot Drive have had several near-misses** (including ones involving pedestrians) and should be a focus for future safety improvements.
- Participants expressed **distrust of using the wide shoulders on Highway 99E as bike lanes** because they frequently have debris in them, which feels dangerous and could damage a bike tire. A Project Advisory Committee member confirmed that ODOT does not maintain the shoulders, further confirming bike improvements are needed.

Transportation Improvements

- **Sidewalks, crosswalks, and shared-use paths/separated walkways are favored** methods of improving walking conditions in the community.
- **Bike lanes and shared-used paths/separated walkways and trails are favored** methods of improving biking conditions in the community. The Project Advisory Committee came to a consensus that shared-use paths or separated walkways are preferred when there is sufficient right-of-way or new development. Where right-of-way is limited or sidewalks already exist, those facilities will remain.
- **Transit users would like to see existing and future bus stops in Tangent enhanced** with benches, signage, and reliable walking and biking connections.

Table 2. Biking & walking preferences: Positive and negative reaction counts

	Walking & biking preferences	Positive emoji	Negative emoji
Use for walking	Sidewalks	5	-
	Crosswalks	5	-
	Shared-use paths	4	1
	Yield roadway	2	-
Use for biking	Bike lanes	5	-
	Shared-use paths and trails	4	-
	Shared streets (bike sharrows)	2	-
	Yield roadway	2	-
	Wide shoulders	1	3