

Final

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LAND CONSERVATION  
AND DEVELOPMENT

# City Of Tangent Transportation System Plan

Adopted and Approved by the Voters 2002

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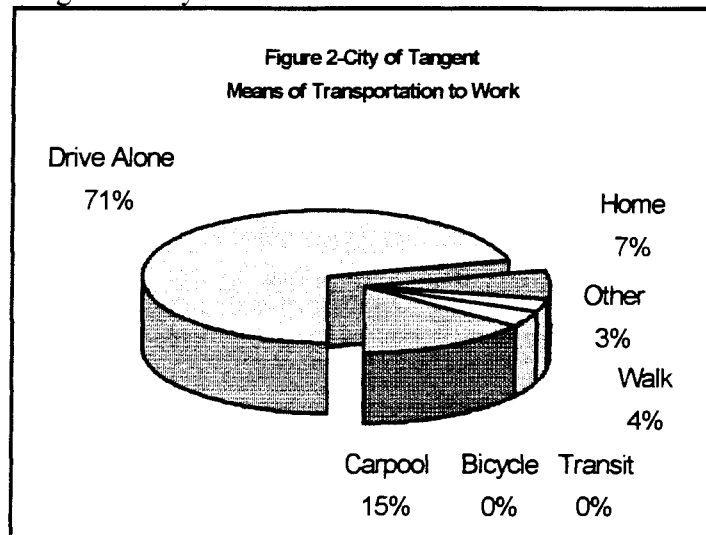
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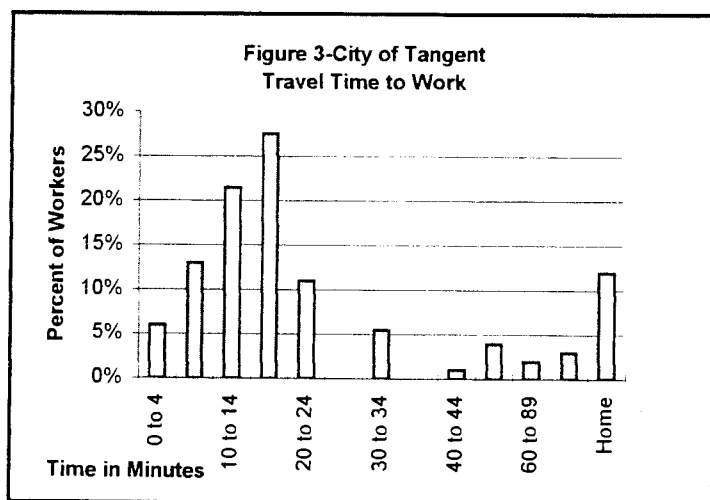
# 1.0 Introduction

The City of Tangent is located at the junction of Highway 34 and Highway 99E in Linn County. **Figure 1** shows the location of Tangent, which is roughly half way between Salem and Eugene. Because of its location, and proximity to Interstate-5, Corvallis, and Albany, Tangent is experiencing rapid increases in industrial development. Much of the existing development is agriculturally or construction related. Housing has also grown in response to job growth in Tangent and nearby communities. As a result, roughly 12,000 vehicles travel Highway 34 per day. At the same time, nearly 7,000 vehicles use Highway 99E as it passes through town. With the growth in traffic, truck activity has also significantly increased.

Like most people in the U.S., residents of Tangent generally choose to drive alone rather than car pool, use public transportation, bicycle, or walk. The 1990 census results indicate that 71% drive alone to work as shown in **Figure 2**. Tangent's drive-alone rate is slightly lower than the national average of 73% for work trips. The lower rate may be a result of a relatively high number of residents who reported working at home.



Travel time to work was also evaluated from the census. Because of the small geographic size residents take longer to reach their place of employment which, suggests that they work in other nearby cities such as Corvallis and Albany.

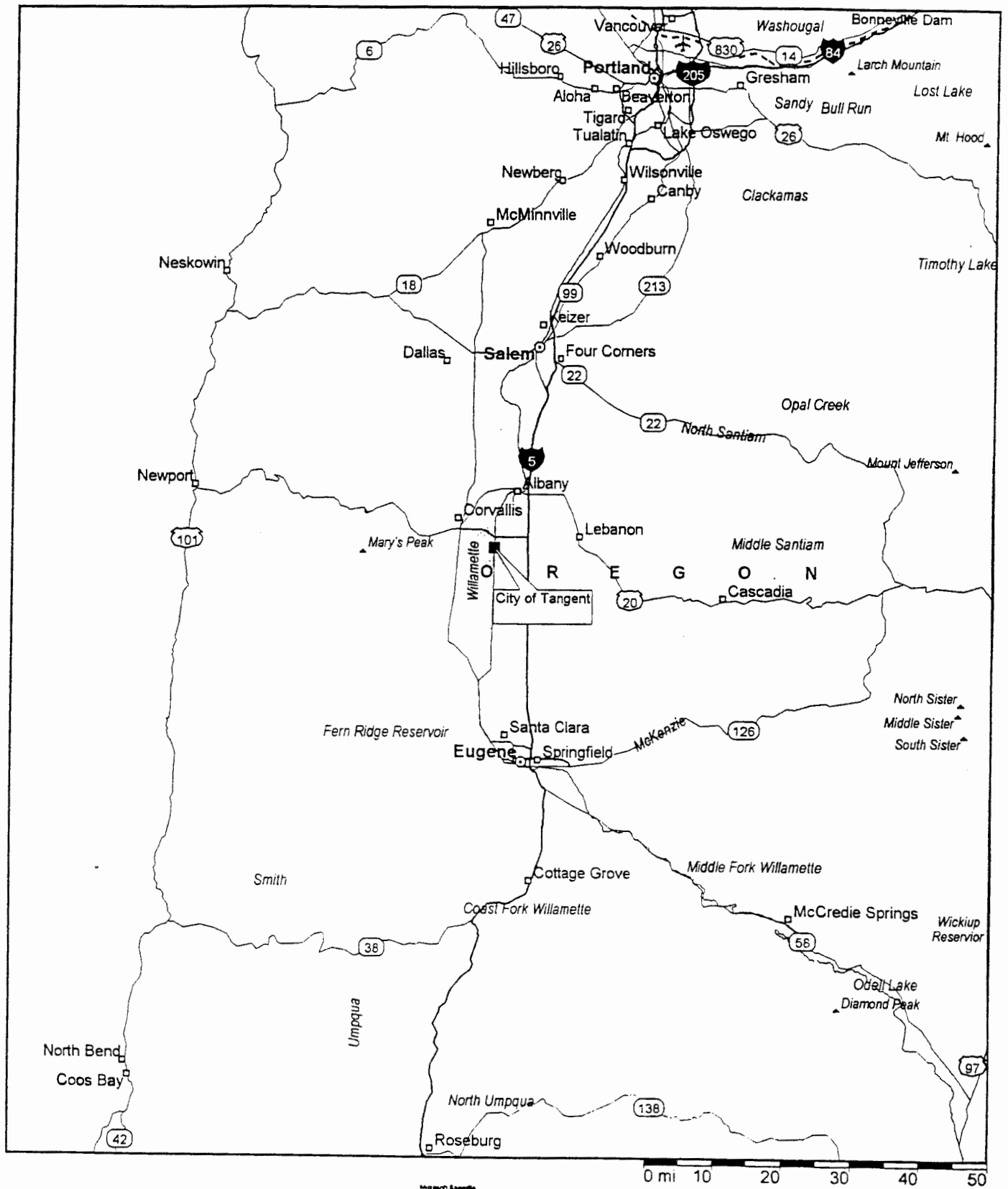


Until now, the City has relied on the Transportation Element of the Comprehensive Plan for its transportation plan; however, the Comprehensive Plan is no longer able to address the long term transportation needs of the City.

of the City, all destinations are accessible within ten minutes. **Figure 3** shows that 74% of Tangent



**Figure 1 - City of Tangent**  
Vicinity Map



Streets98

This Transportation System Plan (TSP) is intended to meet the need for long range planning and replace the transportation element of the Comprehensive Plan. Other factors have also influenced the need for a TSP.

In 1991, the Oregon Land Conservation and Development Commission (LCDC) adopted the Transportation Planning Rule (TPR). The rule is intended to implement statewide Planning Goal 12 to provide for a carefully planned transportation system designed to reduce reliance on the automobile and increase walking, bicycling, and the use of transit. Recommendations contained in this TSP are in harmony with the applicable requirements of the TPR.

Also in 1991 and again in 1998, Congress passed transportation legislation which made transportation funding to cities more flexible, but reaffirmed that jurisdictions need to prepare transportation plans. These state and federal requirements and the general need by the City for a comprehensive transportation plan have prompted the City to prepare a TSP. The purpose of this TSP is to address existing and twenty year transportation needs within the City of Tangent. The TSP addresses the needs of transportation in Tangent, which include roadway, bicycle, pedestrian, transit, rail, water, air, and pipeline facilities.

## 2.0 Review of Existing Plans and Policies

As an initial step in preparing the TSP, existing plans and policies were reviewed to establish the history of planning in Tangent, planned street system improvements, and other county and state planned transportation improvements. The review also served to evaluate consistency between local plans/policies and other county, state, and federal plan provisions affecting transportation.

The review included the following documents:

- City of Tangent Comprehensive Plan
- City of Tangent Planning and Zoning Ordinance
- City of Tangent Public Works Design Standards
- City of Tangent Capital Improvement Program
- City of Tangent Master Storm Water Drainage Plan
- Linn County Transportation Plan
- Oregon Transportation Plan
- Oregon Highway Plan
- Oregon Transportation Planning Rule
- ODOT Economic Development Analysis of Highway Corridors
- ODOT Overview of Statewide Corridors
- Oregon Highway 34 Transportation Corridor Plan
- ODOT Accident Rate Tables
- ODOT Traffic Volume Tables
- Oregon Rail Freight Plan
- Oregon High Speed Rail Capacity Analysis
- Governor's Transportation Initiative

The **Appendix** contains a summary of specific issues or concerns identified during the review.

## 3.0 TSP Goals and Policies

As part of the TSP, community goals and policies were prepared to guide the development and implementation of the plan. Goals and policies were based on input obtained during public meetings and citizen advisory committee meetings held throughout the project.

### 3.1 State Goal 12 - Transportation

City Goal #1: To provide and encourage a safe, convenient, and economical transportation system within the City.

City Goal #2: To protect the ability of Highway 34 and 99E to move regional traffic through Tangent in a safe manner.

City Goal #3: To lessen the adverse effects of the rapid and frequent movement of trains through the City.

City Goal #4: To encourage the use of alternatives to the private automobile.

#### Policy 1:

The City will establish street and sidewalk standards with respect to:

1. Right-of-way.
2. Paved width.
3. Surface cover and composition.
4. Base composition and compaction.
5. Curbs and gutters.
6. Street function.
7. Cul-de-sac length and radius.
8. Curb cuts for driveways.
9. Sidewalks and bikeway standards.
10. Wheelchair ramps.
11. Maximum curve.
12. Speed limits.

#### Policy 2:

The City will participate in any decision to locate or modify transportation facilities within the City limits and the Urban Growth Boundary.

#### Policy 3:

The City will participate in all decisions involving transportation facilities which affect the City. To this end, and in order to enhance safety and a sense of community in the Highway 99E corridor, the City shall investigate the potential for a "Special Transportation Area (STA)" designation for Tangent's Highway 99E corridor.

#### Policy 4:

A workable drainage plan, discussing drainage through the roadbed, how ponding will be prevented, and the effects of flooding upon streets, parking areas, and hard-surfaced pedestrian ways shall be approved by the City prior to any street, parking lot or pedestrian/bikeway

construction.

Policy 5:

New and resurfaced roadways and parking areas will not cause or augment ponding or increase damage due to flooding.

Policy 6:

The City of Tangent shall require all streets and pedestrian ways in new subdivisions, major partitions, mobile home parks, mobile home subdivisions, industrial parks and commercial centers to be the financial responsibility of principals behind the proposed use and designed to City standards. All street development shall be completed or bonded for completion prior to construction of the first structure of the proposed development.

Policy 7:

The Planning Commission shall review development proposals for proper street lighting and shall explore methods of lighting existing areas of Tangent, with lights that use low energy, provide proper lighting levels, and are not a nuisance to surrounding neighbors.

Policy 8:

The City of Tangent shall cooperate with the State Department of Transportation and the Linn County Road Department in the identification and removal of hazards, and to regulate traffic at intersections, with special regard to the intersection of Highway 34 and 99E. The City shall cooperate with appropriate agencies to limit access points to Highways 34 and 99E.

Policy 9:

The City shall set standards by which it will accept responsibility for streets and roads, and will encourage the County to meet those standards on existing County roads within the City and Urban Growth Boundary.

Policy 10:

A street plan for the entire City, which shows the conceptual location of collector roads, bike routes, pedestrian walkways, railroad-crossing safeguards, overpasses and all public transportation facilities shall be developed. Developers will be required to generally conform to the plan when building in the City, except that these conceptual locations may be subject to adjustment in conjunction with specific development proposals, subject to approval by the City of Tangent. No adjustment shall result in a future right-of-way indicated on the Future Streets Plan being relocated off-site from the tract indicated on Figure 29.

Policy 11:

The City shall establish setback requirements from the right-of-way line of Highway 34 and 99E to reduce the effects of noise, pollution, vibration and accidents to properties adjacent to these arterials and to reduce the negative effects of access from the property onto the arterials.

**Policy 12:**

1. Prior to each review of the Comprehensive Plan, the Planning Commission will identify traffic problem areas, review and suggest strategies for their solution, and recommend these strategies be included in the Comprehensive Plan.
2. The City has determined that the intersection of Highways 34 and 99E is a traffic problem area, and will pursue remedies of these problems with Linn County and Oregon Department of Transportation officials.

**Policy 13:**

Roadways, pedestrian and bicycle ways will be designated at all times to maximize safety and to provide a linkage between systems (i.e., schools, parks, neighborhoods, commercial and industrial areas).

**Policy 14:**

The City of Tangent shall consider a flexible interpretation or enforcement of adopted street standards when a strict interpretation or enforcement of street standards would jeopardize or remove an existing structure, a historic structure, site or object, a community landmark, or when the unique physical characteristics of the land will not permit a strict interpretation or enforcement of street standards without greatly increasing the cost of the project. A flexible interpretation or enforcement of street standards shall not reduce the function of a street. If, through a flexible interpretation or enforcement of standards, a street function would be reduced, then the City shall:

1. Consider the cost of moving the structure, site, object or landmark at the road builders' expense.
2. Reconsider the function of the street and if possible, reestablish the street function, but only if the street function can be re-established without transferring the problem to another part of the City.
3. Apply flexibility to a specific street through modification of on-street parking areas.

## **3.2 Access Management**

**Policy 15:**

Unless specifically waived by both the City of Tangent and the State Highway Division of ODOT, all new commercial or industrial uses, multi-family residential uses, subdivisions, and manufactured home parks, including expansion of existing uses, which will utilize Highway 34 or 99E as access shall submit to the City a transportation plan which shows:

1. Location of access points.
2. Estimates of the amount of traffic which will utilize the above access points.
3. Effect on traffic movement of both vehicles and pedestrians that the proposed development will have on Highway 34 and 99E.
4. The identification of all improvements that will be required to maintain adequate traffic flow.
5. Permit approval by the Oregon State Highway Division.

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Access proposals will be evaluated by the State Highway Division, and must be consistent with the 1999 Oregon Highway Plan and OAR Chapter 734-051.

**Policy 16:**

Land uses adjacent to Highway 34 and 99E shall not reduce the ability of Highway 34 or 99E to carry through traffic.

**Policy 17:**

The negative impact of strip development paralleling Highway 34 and 99E will be minimized through access controls, land use review procedures, and zoning.

**Policy 18:**

Subdivisions will provide roadways according to the City street plan.

**Policy 19:**

The City supports efforts to provide direct access to Highways 34 and 99E only where adequate access to another street or driveway is not feasible. Frontage roads and access collection points shall be implemented wherever feasible. Access management strategies, consistent with the Oregon Highway Plan, shall be incorporated into the design of new or expanded development. During the development review, the City will recommend locating curb cuts on side property lines (at highway right-of-way) to allow for shared access between businesses. Access easements between adjacent property owners for access to the highway shall be encouraged.

**Policy 20:**

Subdivision and partitioning of land abutting Highways 34 and 99E will be reviewed, conditioned and designed, to assure access control and to identify and coordinate access points.

**Policy 21:**

Consistent with the Oregon Highway Plan and Oregon Administrative Rules Chapter 734, Division 51, access control techniques will be used to coordinate traffic and land use patterns, and to help minimize the negative impacts of growth. Citywide and Statewide needs will supersede site-specific needs.

**Policy 22:**

Industrial and commercial access to Highways 34 and 99E will be minimized. Development shall be encouraged to utilize common access points.

**Policy 23:**

The City of Tangent and the Southern Pacific Transportation Company shall cooperate in the siting and issuing of railroad siding permits.

**Policy 24:**

The City of Tangent shall coordinate with the State Public Utility Commission in all City street improvements, extensions and closures involving or abutting the Southern Pacific Railroad.

**Policy 25:**

The City shall cooperate with the Southern Pacific Transportation Company to minimize safety hazards at railroad crossings.

**Policy 26:**

Industrially zoned land will have railroad access, wherever possible.

### **3.3 Public Transportation**

**Policy 27:**

The City of Tangent shall support the Linn County Senior Bus Service, the Linn-Benton Loop, and any other public or private bus system as both a form of public transportation and an alternative mode of transportation.

**Policy 28:**

The bus systems shall be encouraged to stop at the Tangent post office and Community Center and, north of Highway 34 at or near the existing Lumberman's store. Bus stops should be convenient to citizens of Tangent and the bus systems.

**Policy 29:**

The City of Tangent shall explore methods of supporting the public bus services as public transportation alternatives.

**Policy 30:**

The City shall encourage greater use of the public transportation systems, and shall work with regional transportation officials in the siting of bus stops in Tangent.

**Policy 31:**

The City shall identify areas within Tangent that can be used as commuter transfer points and public transportation stops.

**Policy 32:**

The City of Tangent shall identify a commuter transfer point that is:

1. Usable as an off street parking lot.
2. Convenient to the citizens of Tangent.
3. Useable as bus stops by all transit systems.
4. Useable as collecting points for car and van pools.

**Policy 33:**

The City of Tangent shall participate on any committee established to review and develop a regional transportation system.

**Policy 34:**

The City of Tangent shall actively pursue improved alternative transportation systems to surrounding cities where major educational, employment, commercial and residential centers are located.

### **3.4 Pedestrian and Bikeways**

**Policy 35:**

The Planning Commission of the City of Tangent shall consider pedestrian and bikeways when reviewing all development proposals and street improvements.

**Policy 36:**

The City of Tangent shall combine efforts with local citizens, Greater Albany Public Schools (GAPS), the Linn County Road Department, and the State of Oregon Department of Transportation to identify and eliminate hazards and barriers to pedestrians and non-motorized traffic.

**Policy 37:**

The City of Tangent shall encourage greater use of bicycles by developing, designating and posting bikeways throughout the City and coordinating with local business establishments to provide bicycle parking.

**Policy 38:**

The City shall formulate a bicycle and pedestrian way plan, and incorporate its recommendations into the City Ordinances and Resolutions. The plan shall cover the City and Urban Growth Boundary.

**Policy 39:**

Bike and pedestrian ways shall be developed to both Tangent Elementary and McFarland School, and tied into the existing bikeway along Looney Lane to Linn-Benton Community College.

**Policy 40:**

Safe bike and pedestrian ways, which are separated from the roadway, shall be encouraged along Highways 34 and 99E.

**Policy 41:**

All new development located in areas with proposed bike/pedestrian ways as identified on the official bike/pedestrian plan map to be developed under Policy 43, shall be responsible for the development of the bike/pedestrian way through their property.

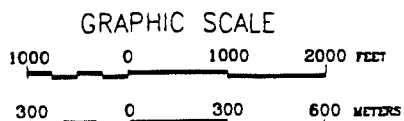
## **4.0 Existing Land Use**

At the time the City of Tangent was incorporated in 1973, city limits were established. Later, when the Urban Growth Boundary (UGB) was being located, the state determined that the UGB should be considerably smaller than the original city limits, concluding that the City could not



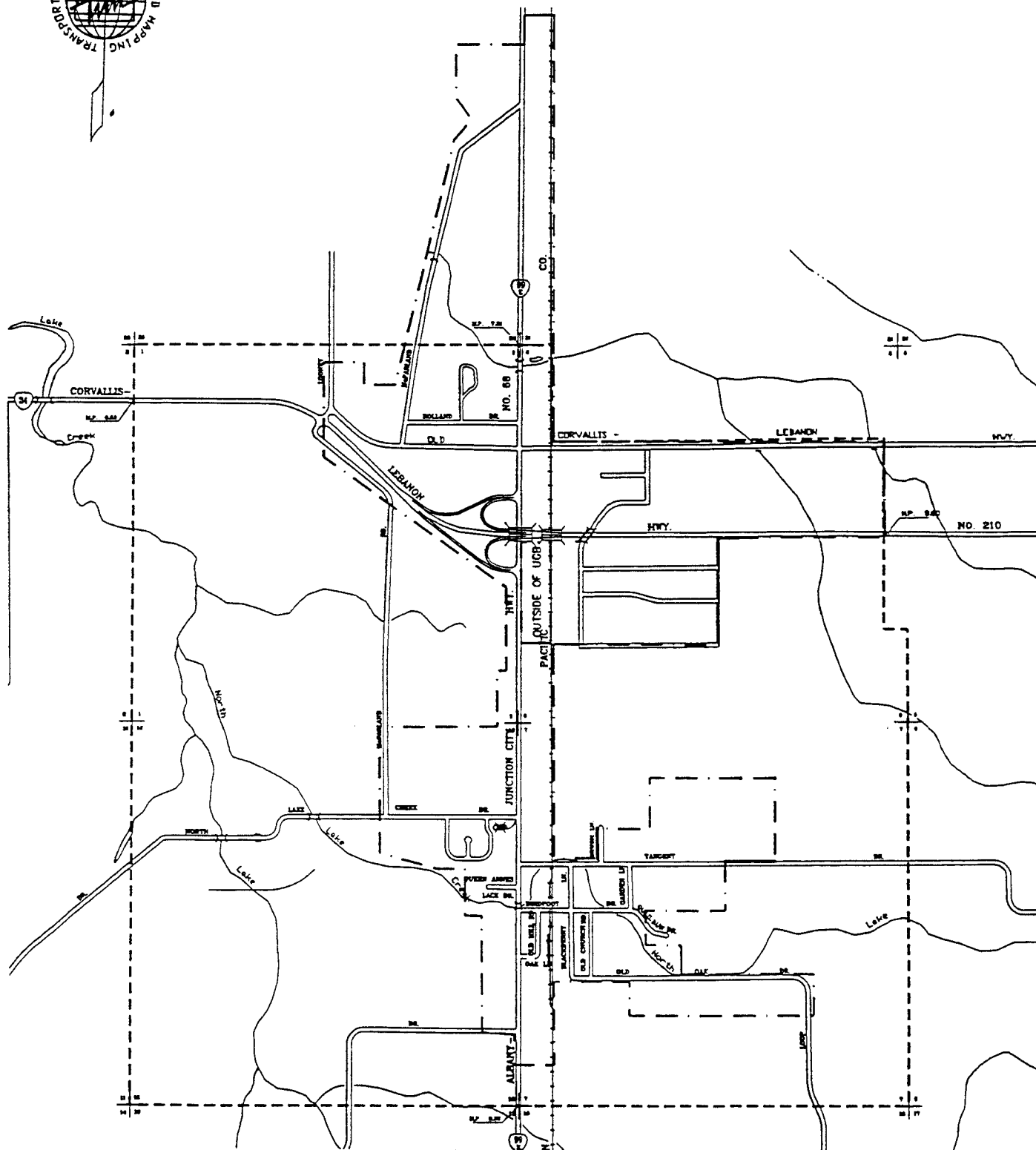
justify the need for such a large land area. **Figure 4** shows the city limits and the UGB. In harmony with the requirements of the TPR, the Tangent TSP addresses the transportation needs within the UGB and not the greater city limits. The TSP, however, includes two urban reserve areas expected to be included in the UGB during the 20 year planning horizon. The two urban reserve areas are located immediately south of Highway 34 and are designated for future commercial and industrial purposes

The City of Tangent has a population of approximately 1,049 residents. Tangent is split by the east-west Corvallis-Lebanon Highway (Highway 34). The City of Tangent is further divided by the Albany-Junction City Highway (Highway 99E), which runs north and south. As shown in **Figure 5**, Southern Tangent consists of a mix of residential and commercial uses. The commercial uses are located adjacent to Highway 99E while the residential lands are predominately further from the highway.



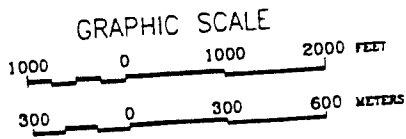
LEGEND:

- URBAN GROWTH BOUNDARY
- CITY LIMITS



TANGENT, LINN COUNTY, OREGON  
CITY LIMITS AND UGB

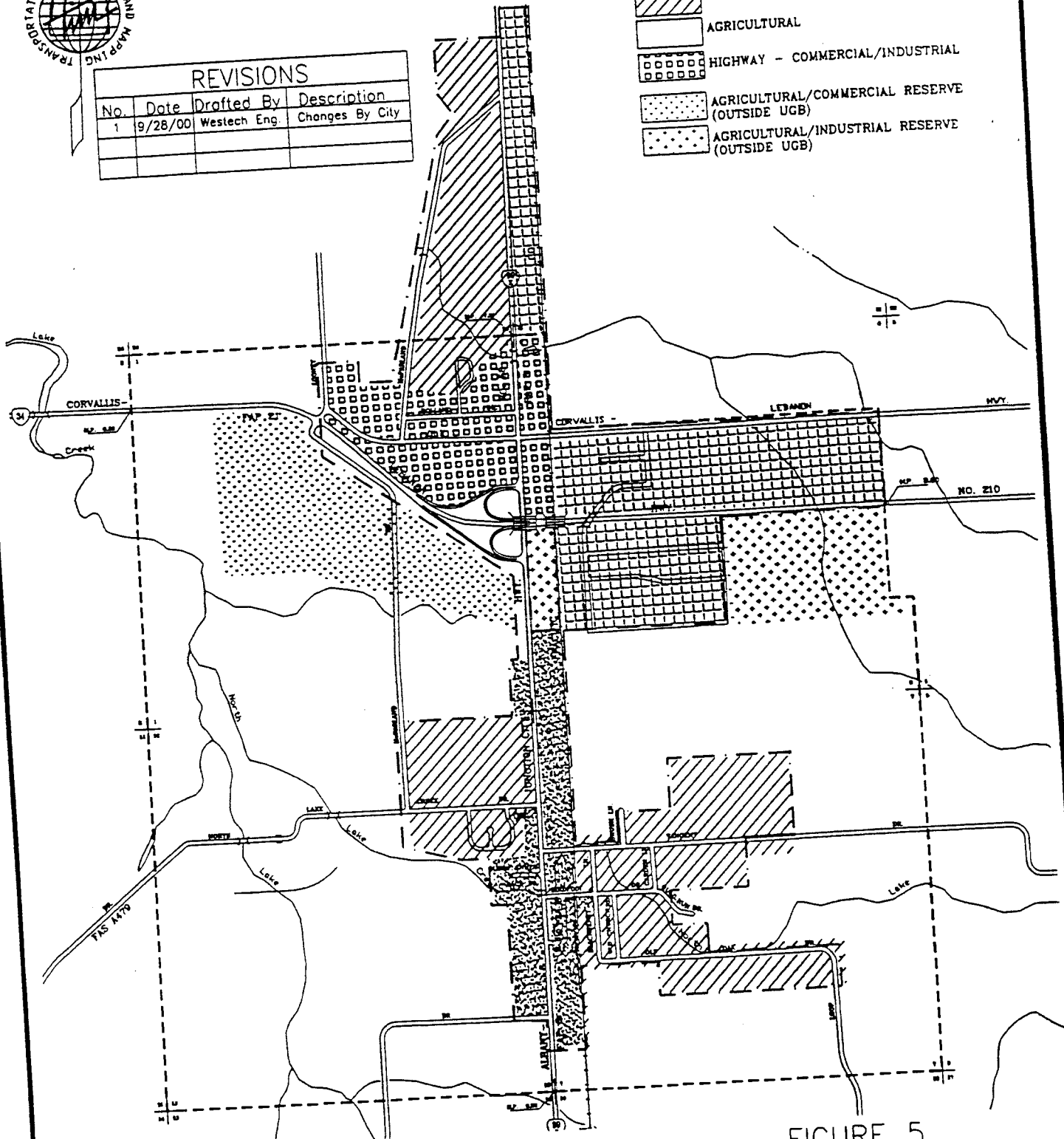
FIGURE 4



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LEGEND:

- URBAN GROWTH BOUNDARY
- CITY LIMITS
- [Stippled Box] COMMERCIAL
- [Grid Box] INDUSTRIAL
- [Diagonal Lines Box] RESIDENTIAL
- [White Box] AGRICULTURAL
- [Grid with Dots Box] HIGHWAY - COMMERCIAL/INDUSTRIAL
- [Dotted Box] AGRICULTURAL/COMMERCIAL RESERVE (OUTSIDE UGB)
- [Dotted Box] AGRICULTURAL/INDUSTRIAL RESERVE (OUTSIDE UGB)



TANGENT, LINN COUNTY, OREGON  
COMPREHENSIVE PLAN DESIGNATIONS

FIGURE 5



Commercial, residential and industrial land uses are also located north of Highway 34. The commercial and industrial properties are within easy access of the junction of the two state highways.

Most of the community destinations such as the Post Office, City Hall, parks, schools, and some shopping are easily accessible by walking or biking in the southern parts of Tangent. Land uses in the northern part of Tangent are more auto-oriented and are not as readily accessible by walking or cycling. **Figure 6** shows the locations of major community destinations including civic uses, schools, shopping, and park lands. Shopping designations represent general locations and not specific businesses.

## 5.0 The Existing Roadway System

### 5.1 Functional Classification

Functional classification is intended to group streets and highways according to the function they are intended to provide, whether it is cross-town travel or access to a business or residence.

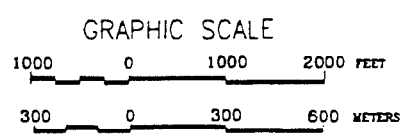
#### 5.1.1 Tangent Classifications

The City of Tangent Comprehensive Plan classifies streets as either arterial, collector, or local streets. Because of the location of Tangent with respect to Highway 99E and Highway 34, much of the street system is made up of arterial streets. Few collector and local streets exist. A review of the existing functional classification was made to determine deficiencies in the street functional classification. These classifications are shown on **Figure 7** and are described as follows:

**Arterial Streets:** The City of Tangent has two arterial street designations: major and minor arterial. Major arterial streets, such as highways and freeways, generally bring traffic to and from other cities and geographic areas. Minor arterials provide a similar function but typically serve vehicle trips across town, rather than between cities. They may also provide connections between major traffic generators as well as important rural routes. The length of the typical trip on the arterial system normally exceeds one mile. Arterial streets often have a considerable amount of commercial and industrial development facing them. Access controls are often necessary to protect carrying capacity and safe access and egress. Generally, residential development is discouraged from having direct access and is served by side streets.

**Collector Streets:** Collector streets accommodate internal traffic movements between different areas such as residential neighborhoods, shopping centers, and employment centers. Collectors do not handle long through-trips and are not necessarily continuous for long lengths. Collectors provide connections between the arterial street system and the local street system.

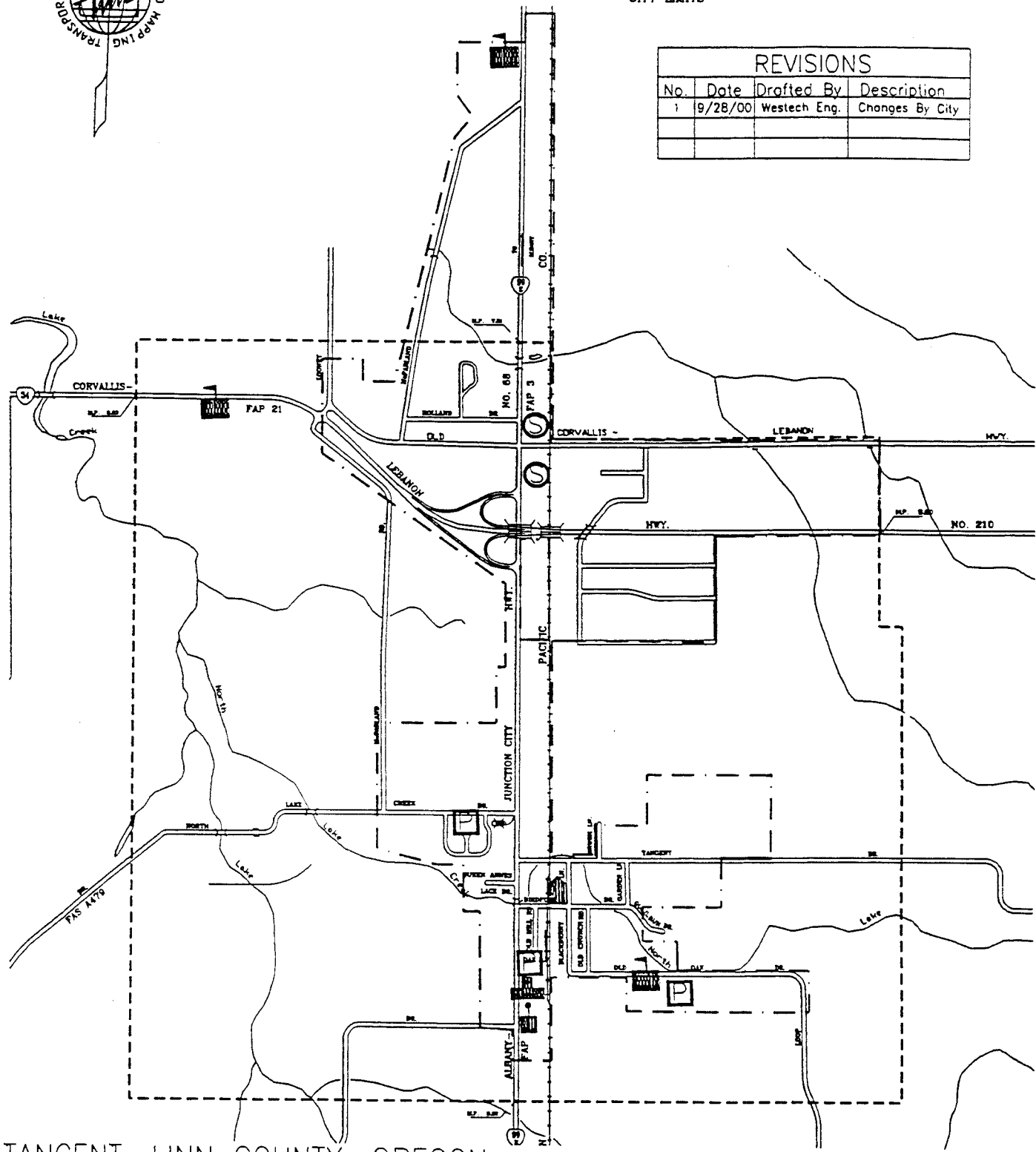
**Local Street:** Local streets primarily serve traffic to and from residential neighborhoods and provide direct access to abutting land uses. These streets directly serve residential neighborhoods and have low traffic volumes. Those streets not designated as either arterials or collectors are considered local streets.



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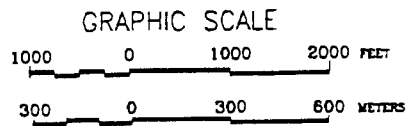
- FIRE DEPARTMENT
- CITY HALL
- POST OFFICE
- SCHOOL
- URBAN GROWTH BOUNDARY
- CITY LIMITS
- SHOPPING
- PARK

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TANGENT, LINN COUNTY, OREGON  
MAJOR DESTINATIONS

FIGURE 6

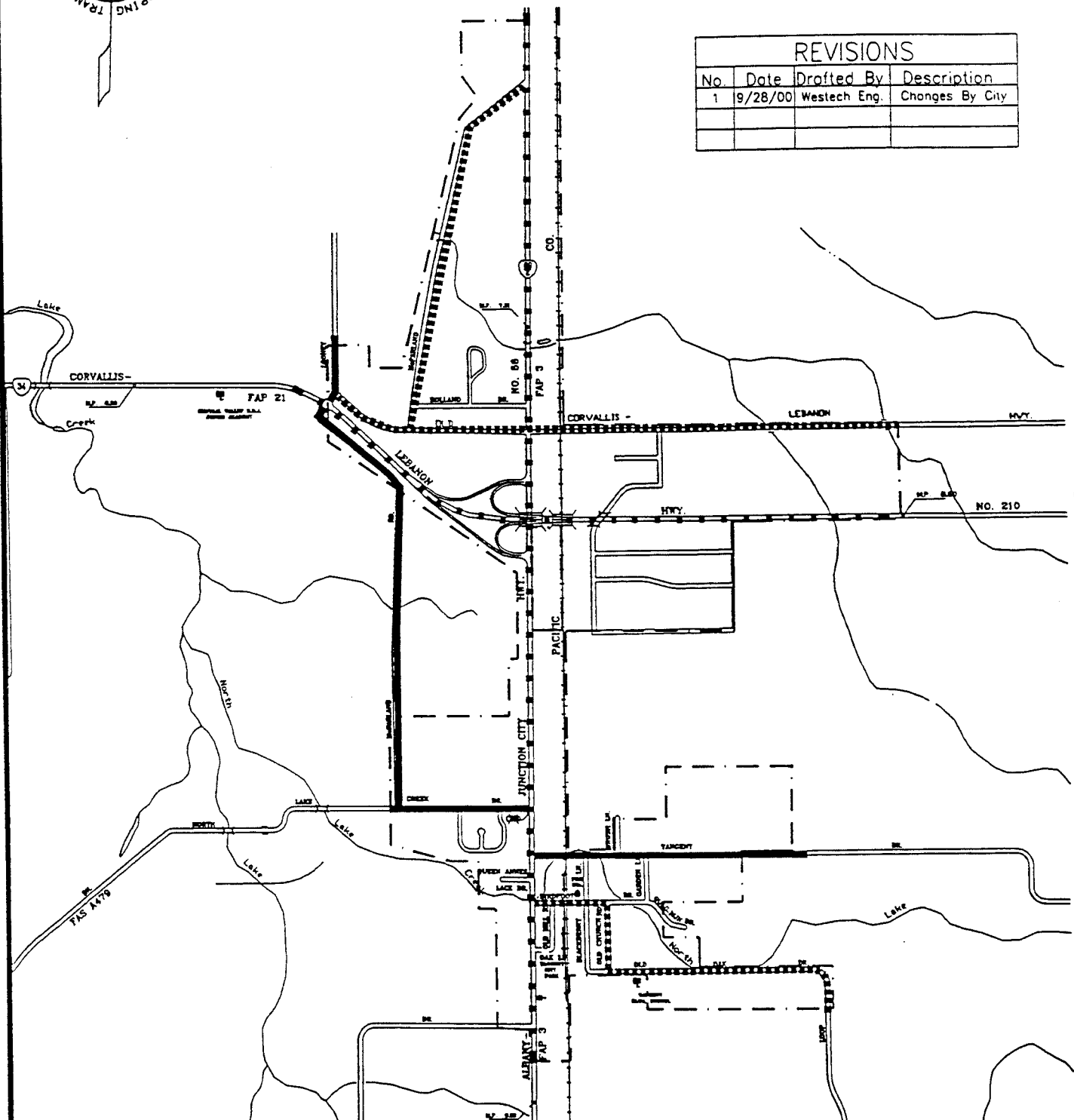


# LEGEND:

- URBAN GROWTH BOUNDARY
- ■ ■ PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- COLLECTOR
- LOCAL

NOTE: ALL INTERSECTIONS STOP CONTROLLED UNLESS OTHERWISE ANNOTATED.

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TANGENT, LINN COUNTY, OREGON  
EXISTING FUNCTIONAL CLASSIFICATION

FIGURE 7



### 5.1.2 Inconsistent Tangent Classifications

**Old Highway 34:** This roadway is currently classified as a local street but operates more like a collector street. The land use surrounding this road will likely continue to contain additional industrial and commercial development. Old Highway 34 joins Highway 99E to other parts of the City. Future traffic will use this road to travel from residential areas to employment centers, which will require classifying this street to a collector street. The City opts to change the designation of this street at this time, from a local street to a collector street.

**Old Oak Drive:** The Tangent Comprehensive Plan classifies Old Oak Drive, east of Old Church Road as a minor arterial street. Although Old Oak Drive does carry some through trips, it functions more as a collector street and also connects to Old Church Road and Birdfoot Drive, which are classified as collector streets. Old Oak Drive is hereby re-classified as a collector street.

### 5.1.3 ODOT Classifications

The state highway classification system divides state highways into five categories based on function:

1. Interstate
2. Statewide
3. Regional
4. District
5. Local Interest Roads

Supplementing the five classifications are four special purpose classifications:

1. Land Use
2. Statewide Freight Routes
3. Scenic Byways
4. Lifeline Routes

These four special purpose classifications address the expectations and demands placed on portions of the highway system by land uses, the movement of trucks, the Scenic Byway designation, and significance as a lifeline or emergency response route.

According to the 1999 Oregon Highway Plan, Highway 34 is classified as a Statewide Highway and as a designated state freight route. In the year 2000 Highway 34 was designated by the Oregon Highway Division as an "Expressway". Highway 34 is also listed as part of the National Highway system. Highway 99E is classified as a Regional Highway.

#### **Statewide Highways:**

Statewide Highways, like Highway 34, typically provide inter-urban and inter-regional mobility and provide connections to larger urban areas, ports, and recreational areas not served by the Interstate Highway system. ODOT's management objective for this type of roadway is to provide safe and efficient, high-speed, continuous-flow operation. In constrained and urban areas, interruptions to traffic flow are intended to be minimal.

**Regional Highways:**

Regional Highways, like Highway 99E, typically provide connections and links to regional centers, Statewide and Interstate Highways, or economic or activity centers of regional significance. ODOT's management objective for Regional Highways is to provide safe and efficient, high-speed, continuous-flow operation in rural areas and moderate to high-speed operation in urban and urbanizing areas. A secondary function is to serve land uses in the vicinity of these highways.

**5.2 Lane Widths**

Roads within the City of Tangent Urban Growth Boundary vary from two to five lanes in width. Highway 34 and Highway 99E are the only roadways with five-lane sections in Tangent. Highway 99E narrows to two lanes as the highway enters the southern portion of the City of Tangent. The remaining road sections within Tangent are two-lane sections. **Figure 8** illustrates the existing lane widths within the City of Tangent.

**5.3 Pavement Condition**

Pavement conditions in the City of Tangent were reviewed and mapped as shown in **Figure 9**. The pavement conditions were rated according to such characteristics as age, deterioration, side spalling, cracking, and appearance. Nearly all of the pavement is in fair condition or better. The recently constructed "Meadow Lark Loop" and housing subdivision and part of Lake Creek Drive have pavement in excellent condition. Rolland Drive and Garden Lane are rated excellent, as they were both given a new surface in 1999. Queen Annes Lace Drive has poor pavement conditions.

**5.4 Jurisdictional Responsibility**

All of the public streets within the City are owned by the City of Tangent, ODOT, or Linn County. Below is a jurisdictional responsibility for the streets. Streets not listed below are private streets.

**City of Tangent**

- Old Church Road
- Blackberry Lane
- Birdfoot Drive
- Old Mill Road
- Rolland Drive
- Queens Ann Lace Drive
- Garden Lane
- Old Oak Drive (small section)

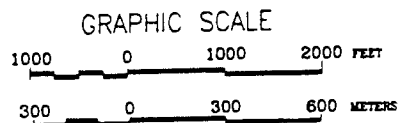
**Linn County**

- Looney Lane
- McFarland Road
- North Lake Creek Drive
- Tangent Drive
- Old Oak Drive

**ODOT**

- Highway 34
- Highway 99E
- Old Highway 34





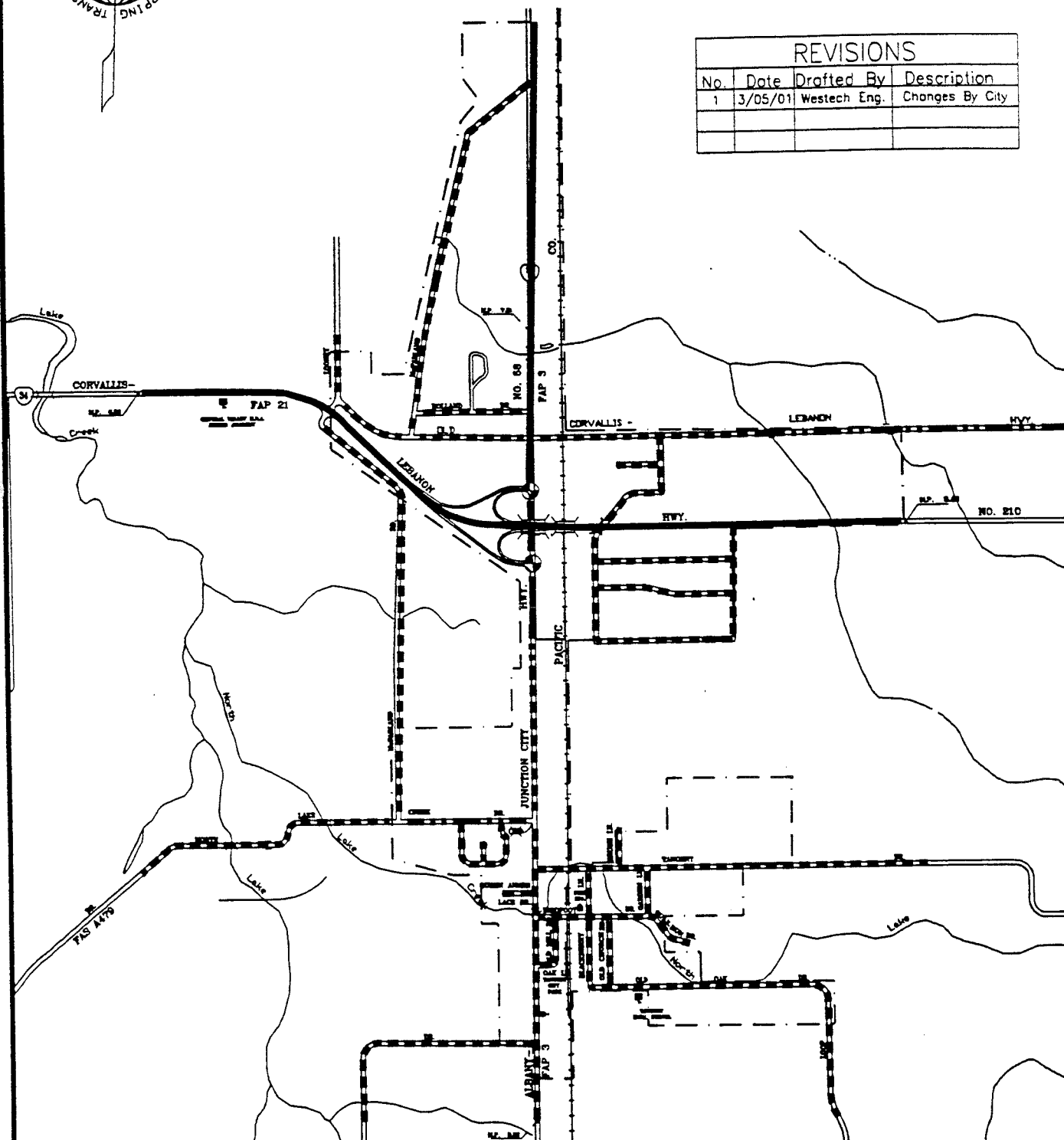
# LEGEND:

- - - - - URBAN GROWTH BOUNDARY
- SIGNALIZED INTERSECTION
- ===== 2 LANES
- ===== 3 LANES
- ===== 5 LANES

NOTE: ALL INTERSECTIONS STOP CONTROLLED UNLESS OTHERWISE ANNOTATED.

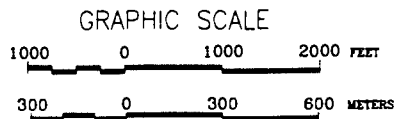
## REVISIONS

No.	Date	Drafted By	Description
1	3/05/01	Westech Eng.	Changes By City



TANGENT, LINN COUNTY, OREGON  
EXISTING LANE WIDTHS

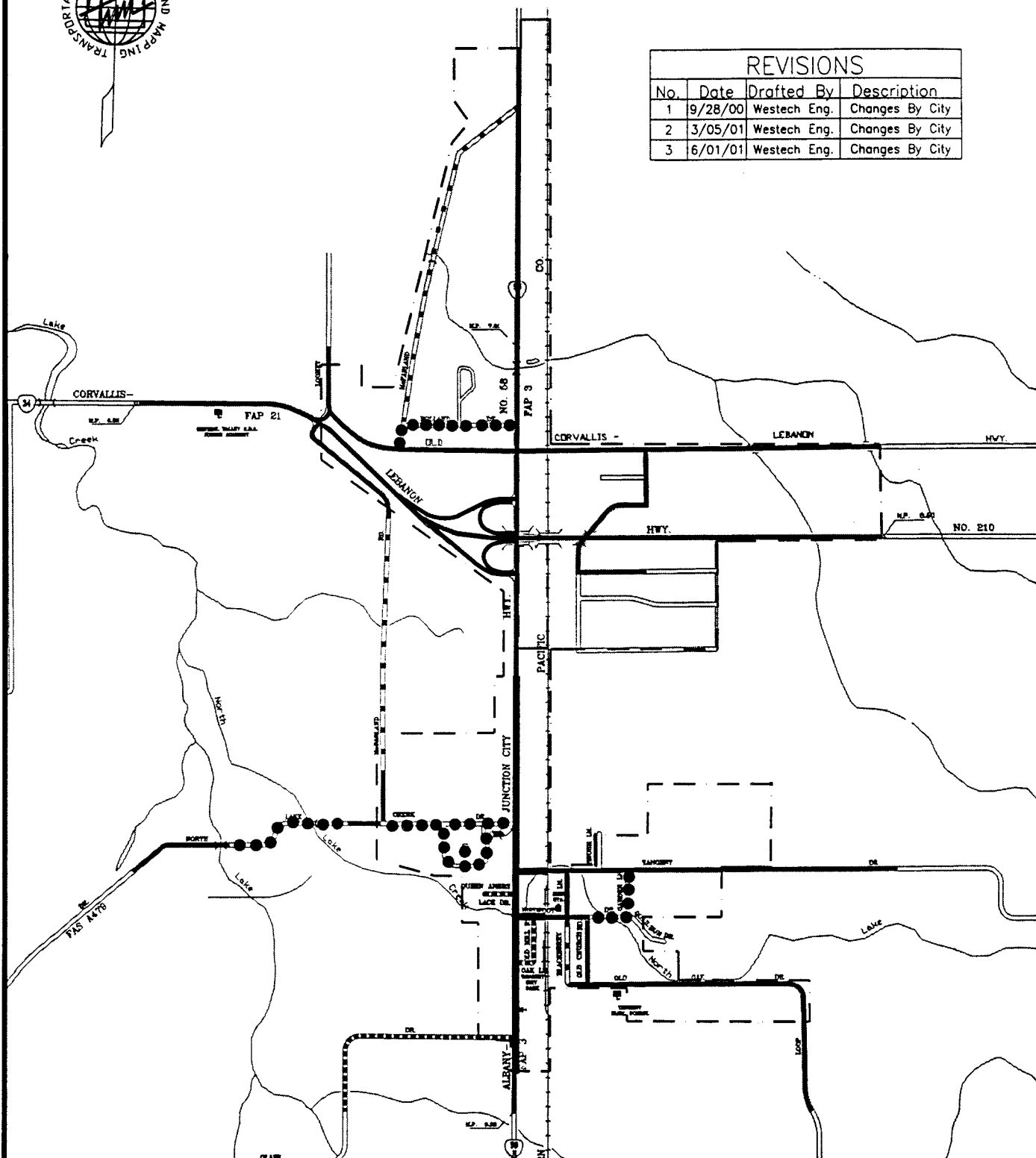
FIGURE 8



# LEGEND:

- URBAN GROWTH BOUNDARY
- ..... POOR
- . - . FAIR
- GOOD
- EXCELLENT

REVISIONS			
No.	Date	Drafted By	Description
1	9/28/00	Westech Eng.	Changes By City
2	3/05/01	Westech Eng.	Changes By City
3	6/01/01	Westech Eng.	Changes By City



TANGENT, LINN COUNTY, OREGON  
EXISTING PAVEMENT CONDITIONS

FIGURE 9

## 5.5 Traffic Signals

There are currently two traffic signals located within the UGB as shown in **Figure 8**. The signals are at the intersection of the Highway 34 ramps and Highway 99E. The signals provide protected left turns to the highway ramps as well as turns into the businesses with driveways opposite the ramps. The signals are traffic actuated.

## 5.6 Speed Limits

Speed limits within the Urban Growth Boundary are illustrated in **Figure 10**. Highway 34 is posted at 55 miles per hour. Highway 99E is also 55 mile per hour north, except between North Lake Creek Drive and south of Glass Drive where it is posted at 45 miles per hour within the City of Tangent.

Speeding has been a problem along Highway 34 and as a result the highway is a designated safety corridor. Special signing and enforcement are present to increase safety and maintain speeds at or below the posted levels. Speeding is also an issue along Highway 99E. The speed limit drops from 55 mph to 45 mph near City Hall; however, many drivers fail to slow to the lower speed. Other drivers slow down but begin speeding up as soon as they can see the sign near North Lake Creek Drive for the higher speed limit.

## 5.7 Traffic Volumes

Peak hour turning movements counts were conducted at six intersections within Tangent's UGB.

All counts were taken at intersections along the Highway 99E which is classified as a principal (major) arterial. These counts were done during the PM peak hour which traditionally is the time of day when traffic volumes are the greatest. **Figure 11** shows the traffic volumes at the six intersections. Because traffic counts were not all collected on the same day, some variations in traffic levels occurred between the counts. As a result, the traffic counts were manually adjusted to balance traffic between intersections, based upon the intersection with the highest volumes. As shown in the figure, traffic volumes are the highest near the Highway 34 interchange and at the intersection of Highway 99E and Old Highway 34.

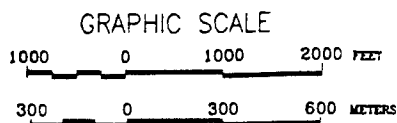
## 5.8 Level of Service

Traffic operation levels on Highway 99E and Highway 34 are governed by ODOT's 1999 Highway Plan. In the 1991 Highway Plan, levels of service were defined by a letter grade from A-F, with each grade representing a range of volume to capacity ratios. Level of service of A represents virtually free-flow traffic with few or no interruptions while level of service F indicates bumper-to-bumper, stop-and-go traffic.

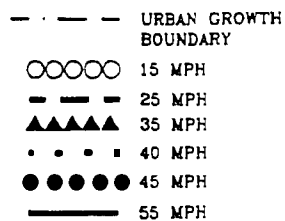
The 1999 Highway Plan maintains a similar concept for measuring highway performance, but represents levels of service by specific volume to capacity ratios. A volume to capacity ratio ( $v/c$ ) is the peak hour traffic volume (vehicles/hour) on a highway section divided by the maximum volume that the highway section can handle. For example, when  $v/c$  equals 0.85, peak hour traffic uses 85 percent of a highway's capacity; 15 percent of the capacity is not used. If the traffic volume entering a highway section exceeds the section's capacity, traffic queues will form and lengthen for as long as there is excessive demand. When  $v/c$  is less than but close to 1.0

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(e.g., 0.95), traffic flow becomes very unstable. Small disruptions can cause traffic flow to break down and long traffic queues to form.

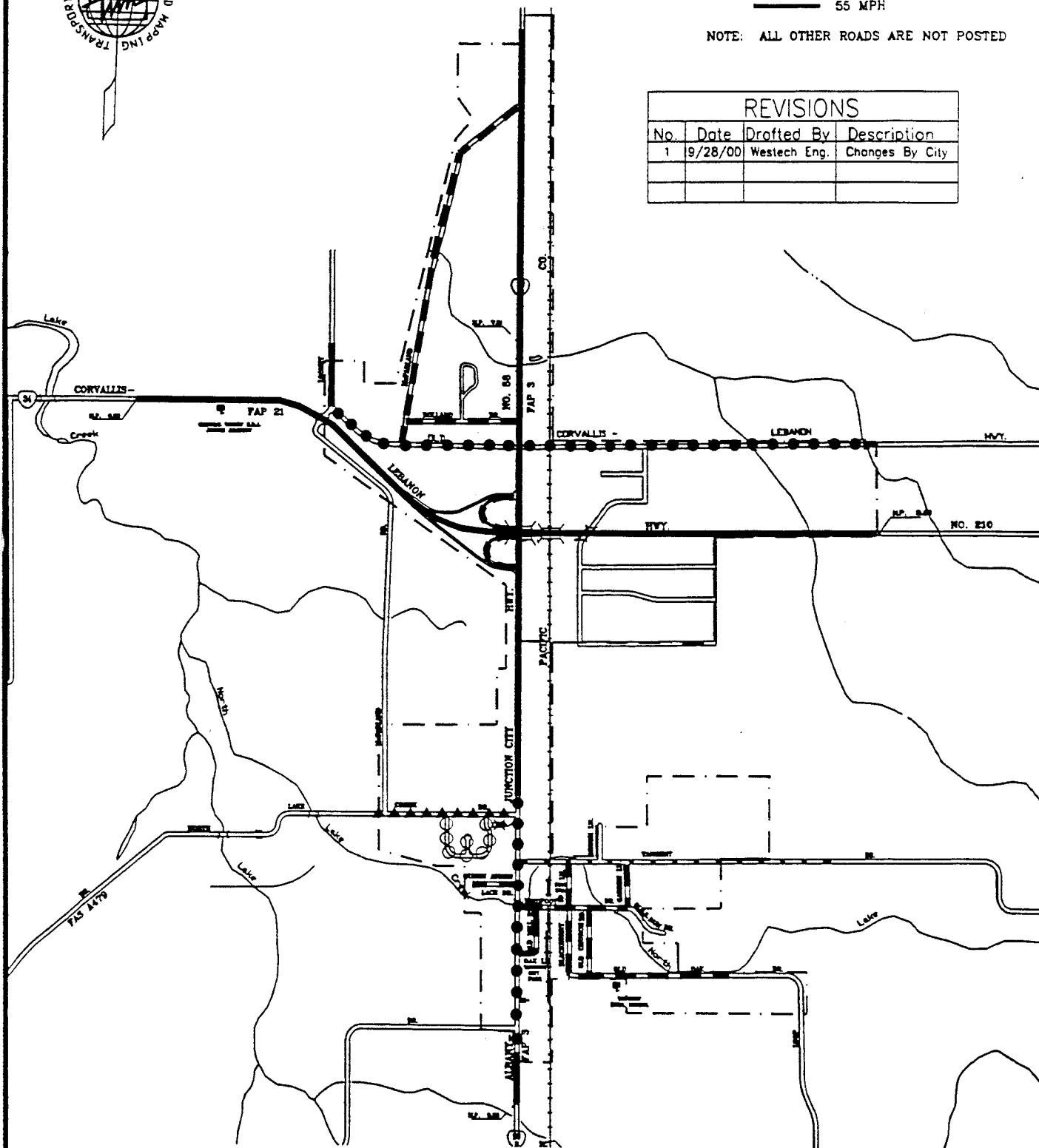


# LEGEND:



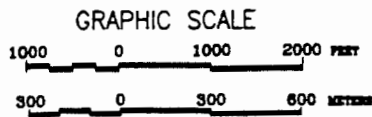
NOTE: ALL OTHER ROADS ARE NOT POSTED

REVISIONS			
No.	Date	Drafted By	Description
1	9/28/00	Westech Eng.	Changes By City



TANGENT, LINN COUNTY, OREGON  
EXISTING SPEED LIMITS

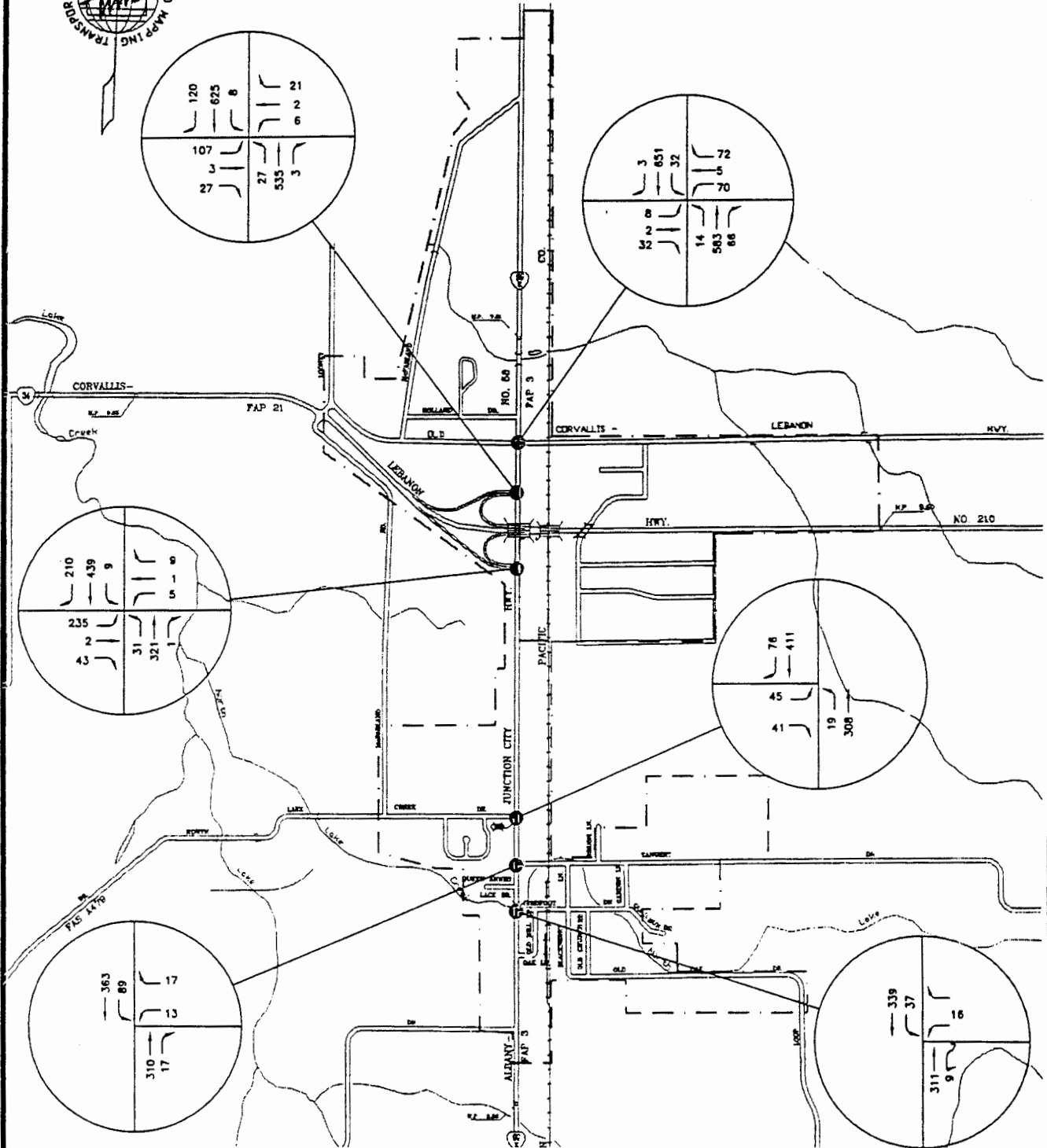
FIGURE 10



LEGEND:

--- URBAN GROWTH  
BOUNDARY

TRAFFIC COUNTS HAVE BEEN ADJUSTED BASED UPON INTERSECTION WITH HIGHEST VOLUMES.



TANGENT, LINN COUNTY, OREGON  
1998 PM PEAK TURNING MOVEMENT COUNTS

FIGURE 11



Based on the classification for Highway 99E, as well as the location and posted speed, the operational volume to capacity ratio is 0.75. At unsignalized locations, the v/c ratio threshold is 0.75 for the major street (e.g. Highway 99E) but can be up to 0.95 for the minor street (e.g. Tangent Drive).

Based on the classification for Highway 34, as well as the location and posted speed, the operational volume to capacity ratio is also 0.75.

The Oregon Department of Transportation's (ODOT) capacity analysis software, SIGCAP and UNSIG, were used to analyze the existing levels of service at the six intersections. This software bases the level of service upon the level of saturation at the intersection. **Table 1** below shows the results of this analysis.

**Table 1 - PM Levels of Service - Existing Conditions (1998)**

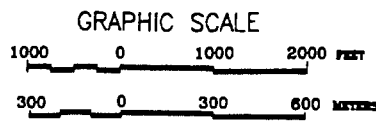
Control	Location	Overall V/C	Overall LOS	Major St. V/C	Minor St. V/C
Stop	Hwy 99E & Old Hwy 34	N/A	N/A	< 0.75	> 0.95
Signal	Hwy 99E & WB Hwy 34	0.57	B	N/A	N/A
Signal	Hwy 99E & EB Hwy 34	0.58	B	N/A	N/A
Stop	Hwy 99E & North Lake Dr.	N/A	N/A	< 0.75	< 0.95
Stop	Hwy 99E & Tangent Dr.	N/A	N/A	< 0.75	< 0.95
Stop	Hwy 99E & Birdfoot Dr.	N/A	N/A	< 0.75	< 0.95

The results indicate that all but the Highway 99E and Old Highway 34 intersection operate at acceptable volume/capacity thresholds. Unacceptable traffic operations at Highway 99E and Old Highway 34 are related to left turn movements from the minor street being unable to turn when traffic volumes are heavy.

Traffic signals can be installed when specific thresholds or "warrants" are satisfied and the installation of the signal will improve the overall safety or operation of the intersection. Because of the poor operation of the Old Highway 34 intersection an analysis was conducted to determine if a signal is currently warranted. Results of the analysis indicate that Peak Hour Warrant #11 is currently satisfied. It is possible that other warrants are also met; however, data was not available to confirm the assumption. A description and thresholds for traffic signal warrants, as defined in the Manual on Uniform Traffic Control Devices, are contained in the **Appendix**.

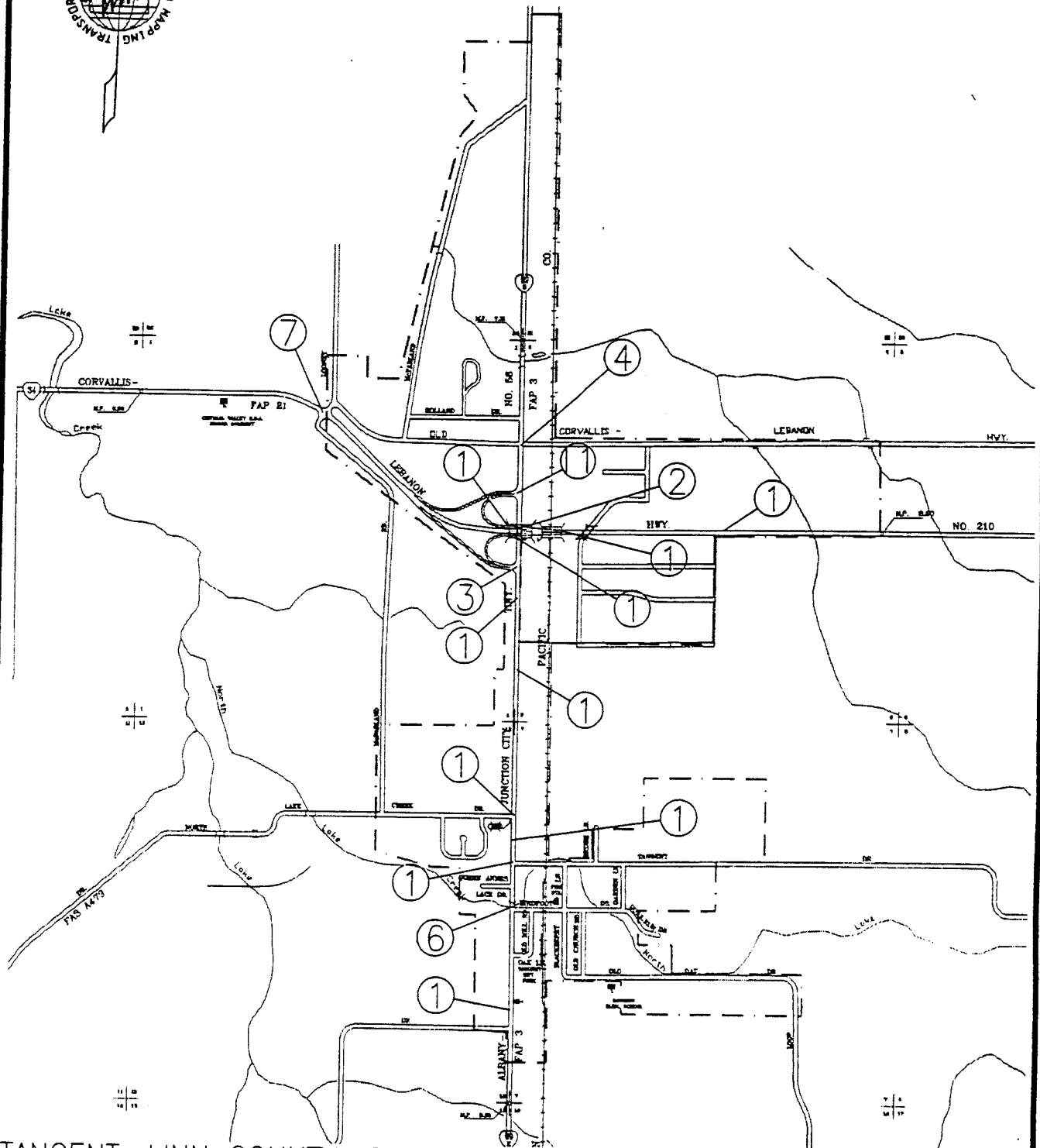
## 5.9 Accidents

Accident history was reviewed for a five year period from January 1993 to December 1997. The number of accidents occurring within the City of Tangent's Urban Growth Boundary are illustrated in **Figure 12**. Each circled number on this figure represents the total number of accidents that have been reported within the past five years at that location.



LEGEND:

- URBAN GROWTH BOUNDARY
- (X) - X NUMBER OF ACCIDENTS



TANGENT, LINN COUNTY, OREGON

TRAFFIC ACCIDENT DATA 1/01/93 - 12/31/97

FIGURE 12



The location with the most traffic accidents is at the intersection of the Highway 99E and the westbound ramps of the Highway 34. Of the eleven accidents, eight of the accidents resulted from vehicles making turns into oncoming traffic, with the remainder of the accidents being classified as rear-end collisions. A review of the accident dates revealed that nearly all of the accidents near the interchange occurred prior to installation of the traffic signals.

The intersection with the second highest number of accidents is located at the westbound exit from Highway 34 onto Old Highway 34 and Looney Lane. Almost all of these accidents were rear-end collisions resulting from traffic traveling too fast or following too closely and hitting vehicles exiting Highway 34.

Three accidents occurred at the junction of Highway 99E and the Highway 34 eastbound ramps. These occurred when vehicles attempting turns were hit by vehicles traveling straight from the opposite direction. The intersection of the Old Highway 34 and Highway 99E had four accidents. These also were related to conflicts in turning vehicles, with one accident resulting from a driver failing to stop at a stop sign.

The intersection of Birdfoot Drive and Highway 99E had six accidents during the five year period. Two of these were rear-end collisions which resulted from a vehicle hitting a vehicle that was waiting to make a left turn onto Birdfoot Drive. Three collisions occurred when traffic from Highway 99E collided with traffic turning from Birdfoot Drive to the highway.

The previous data pertained only to roadways under the jurisdiction of the Oregon Department of Transportation and is based upon data obtained from ODOT's Accident Data Unit.

Accident rates were also reviewed for Highway 99E and Highway 34. **Table 2** shows the 1997 rates for the City of Tangent in comparison with statewide accident rates for similar roadways.

**Table 2 - 1997 Accident Rates Per Million Vehicle Miles**

Description	From	To	Accident Rate
Highway 99E	South City Limits	Highway 34	2.88
Highway 99E	Highway 34	North City Limits	1.14
Statewide Average for Suburban Areas* (Primary Hwys)			1.90
Statewide Average for Rural Areas** (Primary Hwys)			0.72
Highway 34	East City Limits	Highway 99E	0.60
Highway 34	Highway 99E	West City Limits	0.47*
Statewide Average for Suburban Areas* (Secondary Hwys)			1.98
Statewide Average for Rural Areas*** (Secondary Hwys)			1.02

\*Geographic area inside city or urban area boundaries with a population of less than 5,000.

\*\*Geographic area outside of all city and urban area boundaries.

\*\*\*Based on 1995 data. Recent data not available.

As seen from the table, the accident rate for Highway 99E is far above the statewide average in the southern part of Tangent. Based on available accident data, some of the accidents are resulting from drivers failing to yield to traffic while some are a result of rear-end accidents. Many accidents are associated with the fact that Highway 99E does not have a center turn lane in this area. As Tangent grows and traffic volumes increase from side streets to the state highway, traffic accidents are expected to also increase.

In the early 1990s, the accident rate on Highway 34 was more than double the state average for similar facilities. Since its realignment and reconstruction, the highway has had an accident rate well below the statewide average.

## 6.0 The Existing Bicycle System

A bikeway is a facility designed to accommodate bicyclists and can exist as a shared roadway, shoulder bikeway, bike lane, or off-street path. The majority of the bikeways in the City are shared roadways, where motorists and cyclists share the same travel lanes. Most of the other bicycle facilities are shoulder bikeways where the paved shoulder of the roadway is at least six feet wide. Some bike lanes are present where the street has curb and gutter.

**Figure 13** illustrates the location of shoulder bikeways and bike lanes in the City. There are shoulder bikeways along both sides of the Highway 34 within the Urban Growth Boundary. Shoulder bikeways are also located on Highway 99E, starting from about the Post Office near mile post 9.0, and extending to the north through the remainder of the City. Near the northern part of the City, the shoulder bikeway transitions to a bike lane. Looney Lane also has a shoulder bikeway while part of North Lake Creek Drive has a bike lane. There are no off-street paths in the City of Tangent.

The current design of drainage catch basins has the street grate in the pavement, which can pose a hazard to cyclists. Some cities use a different design that has the drainage inlet in the curb face. This design completely eliminates the drainage grate in the pavement and is safer for bicyclists.

Overall, the City of Tangent lacks a complete pedestrian and bicycle transportation system. While the Oregon Bicycle and Pedestrian Plan supports bike lanes on collector and arterial streets, the plan does not recommend exclusive bike lanes for local streets. On local streets, the appropriate facilities for bicycles are shared roadways because of the lower traffic speeds and traffic volumes.

## 7.0 The Existing Pedestrian System

Sidewalks serve as an integral part of a larger transportation system designed to safely move people, goods, and services. To encourage walking as an alternative mode of transportation,

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sidewalks should not only functionally serve as a pedestrian corridor but should also be regarded by the pedestrian as a safe haven from vehicular traffic.



In general, few streets in the City have curbs and gutters, and fewer have sidewalks. The lack of sidewalks forces pedestrians to walk in the street or use some other mode of transportation to reach their destination. It may not be possible or desirable to construct sidewalks on all streets; however, sidewalks are needed on corridors that lead to major activity centers in the City, such as:

- Schools
- Post Office
- City Hall
- Commercial Businesses

Areas which have sidewalks, and curbs and gutters within the City of Tangent are shown in **Figure 14**. Most sidewalks appear to have been constructed concurrent with new developments or due to roadway improvements. There is a continuous sidewalk along both sides of Highway 99E starting from the intersection of Highway 34 and continuing to the north to the City of Albany.

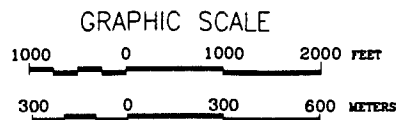
According to the TPR, sidewalks are required along arterials, collectors and most local streets in urban areas, except that sidewalks are not required along controlled access roadways. In some instances, the UGB is adjacent to one side of the roadway such as along McFarland Road. In these situations, sidewalks may not be needed if development or other walking destinations are not expected on either side of the street.

The City has modified its development standards to require property line sidewalks for all street standards. This is based in part upon input from the consultant and ODOT that pedestrians typically feel safer when using property line sidewalks because they are farther from street traffic. At the same time, property line sidewalks allow street trees to be placed closer to the street, thus encouraging drivers to drive slower.

The minimum setback for a property line sidewalk is 4 feet, which is too narrow to support street trees. Four feet is adequate for juvenile trees but will not sustain full grown street trees without damaging the tree and/or the sidewalk. At least five feet is needed for small street tree varieties, while at least eight feet is needed for large street trees.

## 8.0 The Existing Public Transportation System

The Albany Transit Service (ATS) provides bus service to the greater Albany area, which includes McFarland School in the Tangent UGB. ATS Route #1 provides hourly morning service and Route #3 provides hourly mid-day service between the school and Albany. From the ATS, connections can be made to most areas of Albany, as well as the Linn-Benton Loop and the Linn County Shuttle. Most ATS buses seat 24 passengers and are wheelchair equipped. One-way fare on the ATS is 50¢. **Figure 15** shows existing transit service in the Tangent area.

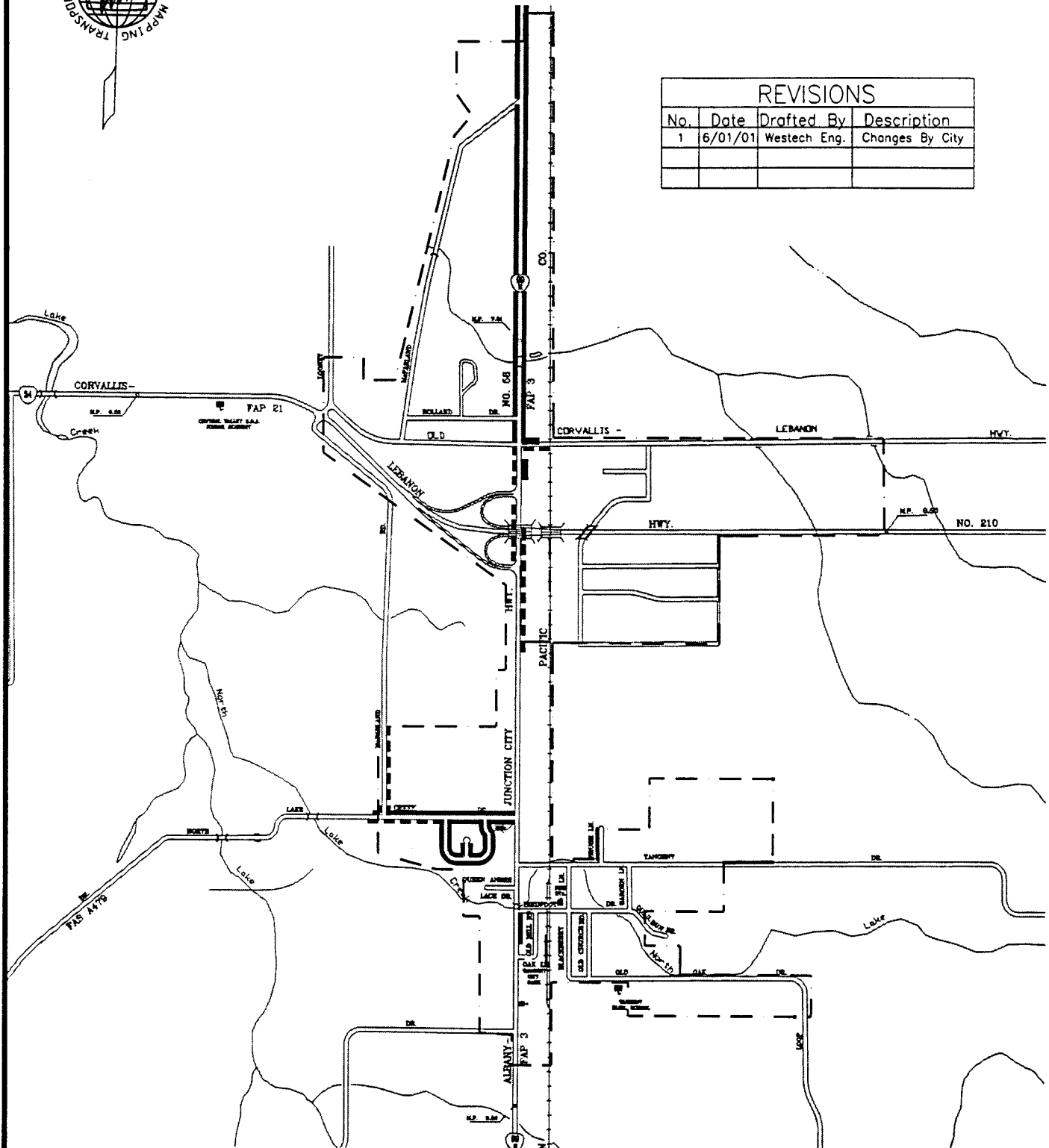


LEGEND:

- URBAN GROWTH BOUNDARY
- CURB AND GUTTER ONLY
- SIDEWALK WITH CURB AND GUTTER

REVISIONS

No.	Date	Drafted By	Description
1	6/01/01	Westech Eng.	Changes By City

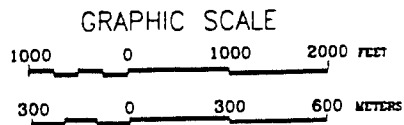


TANGENT, LINN COUNTY, OREGON  
EXISTING SIDEWALKS

FIGURE 14



Kimley-Horn and Associates, Inc.

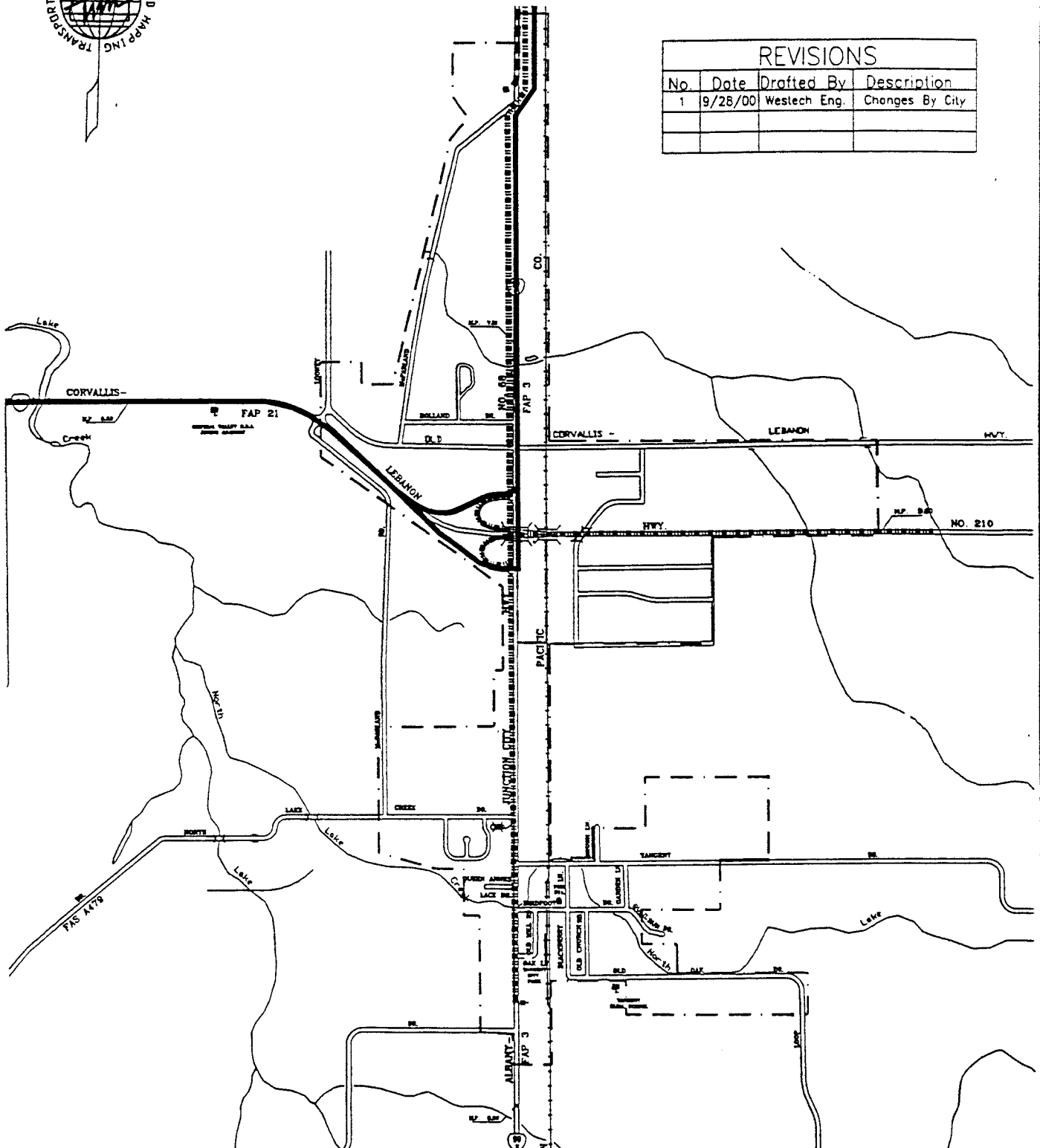


# LEGEND:

- URBAN GROWTH BOUNDARY
- ALBANY TRANSIT SERVICE
- LINN COUNTY SHUTTLE
- LINN-BENTON LOOP

## REVISIONS

No.	Date	Drafted By	Description
1	9/26/00	Westech Eng.	Changes By City



TANGENT, LINN COUNTY, OREGON  
EXISTING TRANSIT ROUTES

FIGURE 15

The Linn-Benton Loop passes through the northern part of Tangent but does not stop. The Loop operates transit service between Albany and Corvallis with a frequency of roughly every hour. The bus travels along Highway 34 and Highway 99E, and provides service to stops including Oregon State University and Hewlett Packard in Corvallis, and Linn-Benton Community College and the AMTRAK rail station in Albany. Loop buses seat 40 passengers and are wheelchair equipped. Buses also have bike racks. One-way fare is 85¢.

The Linn County Shuttle (which primarily serves elderly and disabled persons) also passes through the northern part of Tangent five times per day, and provides connections to Sweet Home, Lebanon, Albany, and Millersburg. It does not stop in northern Tangent, but does make daily stops at Tangent City Hall. Aside from the shuttle's service to City Hall, all the remaining bus services completely miss the center of Tangent, thus making it difficult for residents to use the systems. Shuttle buses are wheelchair equipped. One-way fare was \$1.50 for elderly and disabled persons, and \$2.50 for others, at the time of this writing.

None of the above systems provide Saturday service.

Although outside of the immediate TSP study area, there is a park-and-ride located at the I-5 and Highway 34 interchange. Drivers can park their vehicles and access carpools traveling to other destinations in the Willamette Valley.

During public meetings, several residents expressed a desire to have improved transit service. Density has a strong influence on the use of transit. Transit requires a relatively high land use density at one or both ends of the trip, or along the travel corridor. Cities generally need a population density of at least three to four person per acre to support bus service. Tangent currently has a population density less than one person per acre within the UGB.

Other factors, including population and proximity to a larger city, affect whether bus service can be supported. Most cities in Oregon do not have fixed-route local bus service because their relatively small size does not generate enough tax base to support the service. In order to provide efficient transit service, Tangent's land use density, population, or tax base would need to increase.

## 9.0 The Existing Rail System

Roughly 20 trains pass through Tangent daily. Sixteen are freight trains and four are passenger trains.

Union Pacific owns the rail line through the City and operates freight rail service on the tracks. AMTRAK operates its passenger trains on the Union Pacific tracks.

Tangent has at-grade rail crossings at Old Highway 34, Tangent Drive, and Birdfoot Drive. Based on recent accident data, conversations with ODOT, and field observations, all crossings are functioning well and are safe; however, ODOT would like to close some of the rail crossings and replace them with a grade separated facility. ODOT's desire to remove crossings is intended to eliminate the "potential" for conflicts between trains and vehicles. The location of the new



crossing or the locations of the crossings to be closed have not been evaluated or identified. This is currently a low priority for ODOT but would become a greater priority if high speed passenger rail activity increases. Until then, no other improvements are planned for the existing rail crossings in Tangent.

Residents wanting to use the passenger rail system typically use the station in Albany. The Linn-Benton Loop currently provides transit service to the rail station but does not have a schedule that coincides with existing train schedules.

## **10.0 The Existing Water, Air, and Pipeline Systems**

There are no airport facilities located within the City of Tangent; however, there are general aviation and commercial airports nearby. Albany has a general aviation airport within 10 miles of Tangent and Corvallis has a general aviation airport within 15 miles. The nearest commercial airport is located in Eugene which is approximately 35 miles away. Portland International Airport is the largest commercial airport in Oregon and is located roughly 90 miles from Tangent.

There are no water routes which could be used for transportation within the City of Tangent nor are there pipeline facilities within the City of Tangent.

# **FUTURE CONDITIONS AND DEFICIENCIES**

## 11.0 Future Land Use and Traffic Growth Assumptions

### 11.1 Land Use Growth

Future land use growth information was provided by the City of Tangent and Linn County, as part of Tangent's Periodic Review Analysis. The associated Buildable Lands Inventory identified the location of land parcels that are currently vacant, partially vacant, or redevelopable in the future. Database information also indicated how much of each land use type (i.e. industrial, commercial, residential, etc.) is available to be developed within the City's Urban Growth Boundary (UGB).

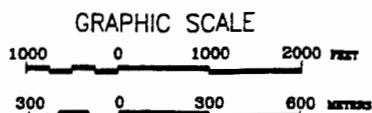
Based on data provided by the City, the population of Tangent is expected to grow to between 1684 and 2010 residents within the next 20 years. Per the City's direction, future needs and deficiencies were based on the higher population estimate to represent a worst case scenario.

**Figure 16** illustrates the general location of future land use growth within the City of Tangent. As seen in **Figure 16**, industrial development is expected in the northeast parts of Tangent. Highway Commercial/Industrial growth is expected along Old Highway 34 between Looney Lane and Highway 99E. Central Commercial land use growth is expected south of Highway 34, along Highway 99E. Residential growth will predominantly occur in northwest and southeast Tangent. It should be noted that although **Figure 16** indicates general development areas, actual trip generation was based only on vacant or partially vacant parcels within the shaded areas identified in **Figure 16**. Parcels that are fully developed within the shaded areas in the figure were not assumed to be available for future growth.

### 11.2 Land Use Densities

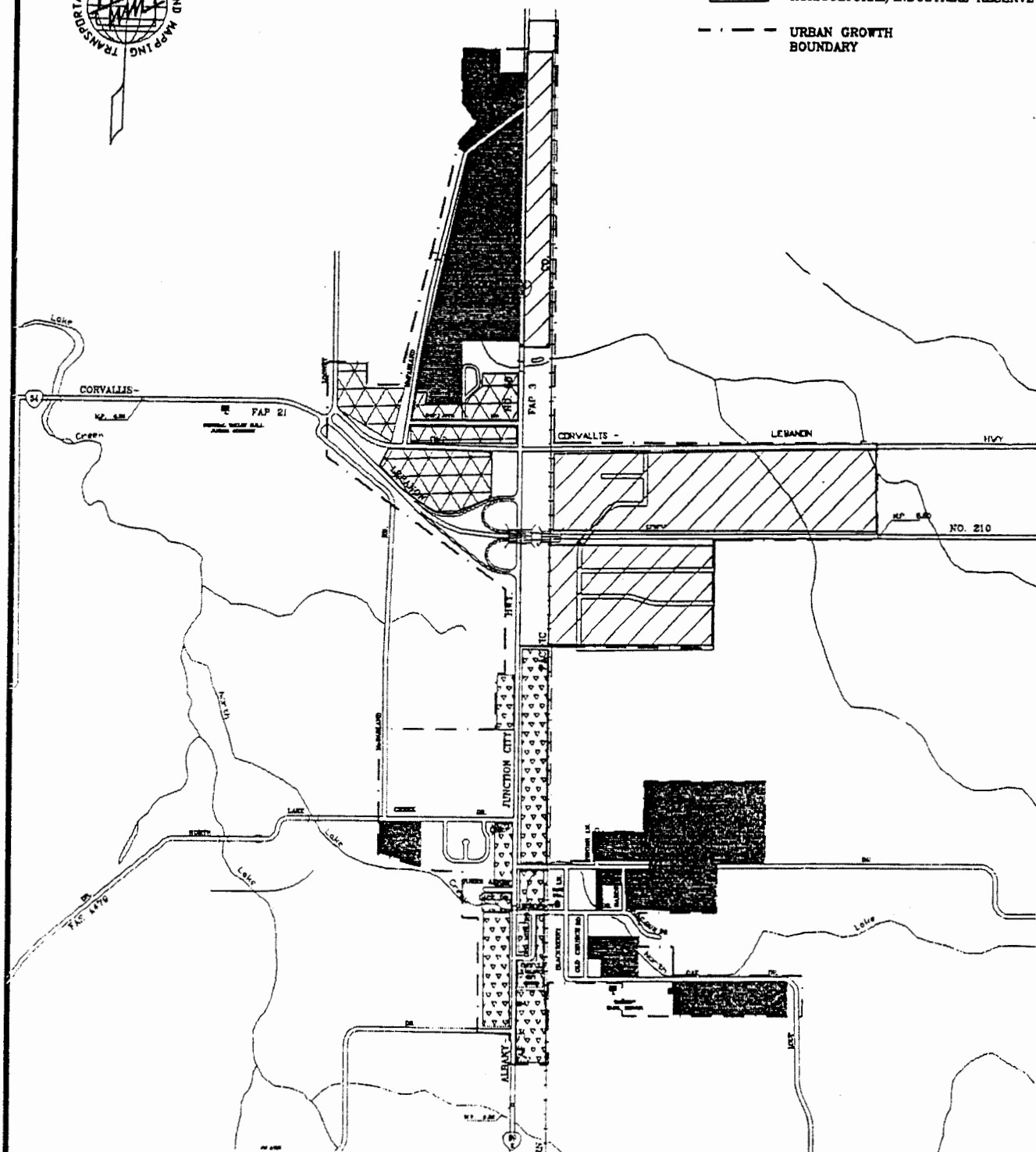
Densities of development were calculated based on information provided by the City's land use planner. Below are the assumptions used to estimate the density of future development:

<u>Land Use Type</u>	<u>Density Assumption</u>
Industrial -	Approximately 7 employees per acre (100% general light industrial)
Highway Commercial/Industrial -	Approximately 10 employees per acre (25% commercial, 25% general light industrial, 50% truck terminal)
Central Commercial -	Approximately 7 employees per acre (50% retail @ 10 employees per acre and 50% service @ 4 employees per acre).
Residential -	Approximately 4 units per acre.



LEGEND:

- INDUSTRIAL
- HIGHWAY-COMMERCIAL/INDUSTRIAL
- CENTRAL COMMERCIAL
- RESIDENTIAL
- AGRICULTURAL/COMMERCIAL RESERVE
- AGRICULTURAL/INDUSTRIAL RESERVE
- URBAN GROWTH BOUNDARY



TANGENT, LINN COUNTY, OREGON  
FUTURE LAND USE GROWTH AREAS

FIGURE 16

## 11.3 Vehicular Trip Generation

Over the next 20 years, vehicular trips will be generated by land use growth inside the City of Tangent. The number of trips created by anticipated land use growth inside the City were estimated using Trip Generation, 6th Edition, published by the Institute of Transportation Engineers (ITE) (see also **Section 11.2** and **Figure 16**). This manual is a standard reference used by jurisdictions throughout the country and is based upon actual trip generation studies. **Table 3** lists the trips generated by future City growth.

**Table 3 - City of Tangent Trip Generation - 1998 through 2018**

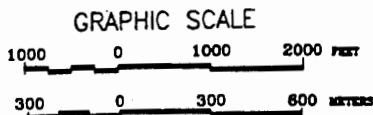
Development Use	Land Use	Avg. Daily Trips	Peak Hour Trips					
			AM Peak Hour			PM Peak Hour		
			Entering	Exiting	Total	Entering	Exiting	Total
Industrial		3,158	409	83	492	99	372	471
Highway Commercial/Industrial		5,756	156	84	240	240	301	541
Central Commercial		9,316	125	80	205	447	484	931
Residential		4,088	83	253	336	270	155	425
Total		22,318	773	500	1,273	1,056	1,312	2,368

As seen in the table, PM peak hour trips are considerably greater than AM peak hour trips. Calculations in this report for traffic levels of service, used the PM peak hour as the basis of analysis.

## 11.4 Background Traffic Growth

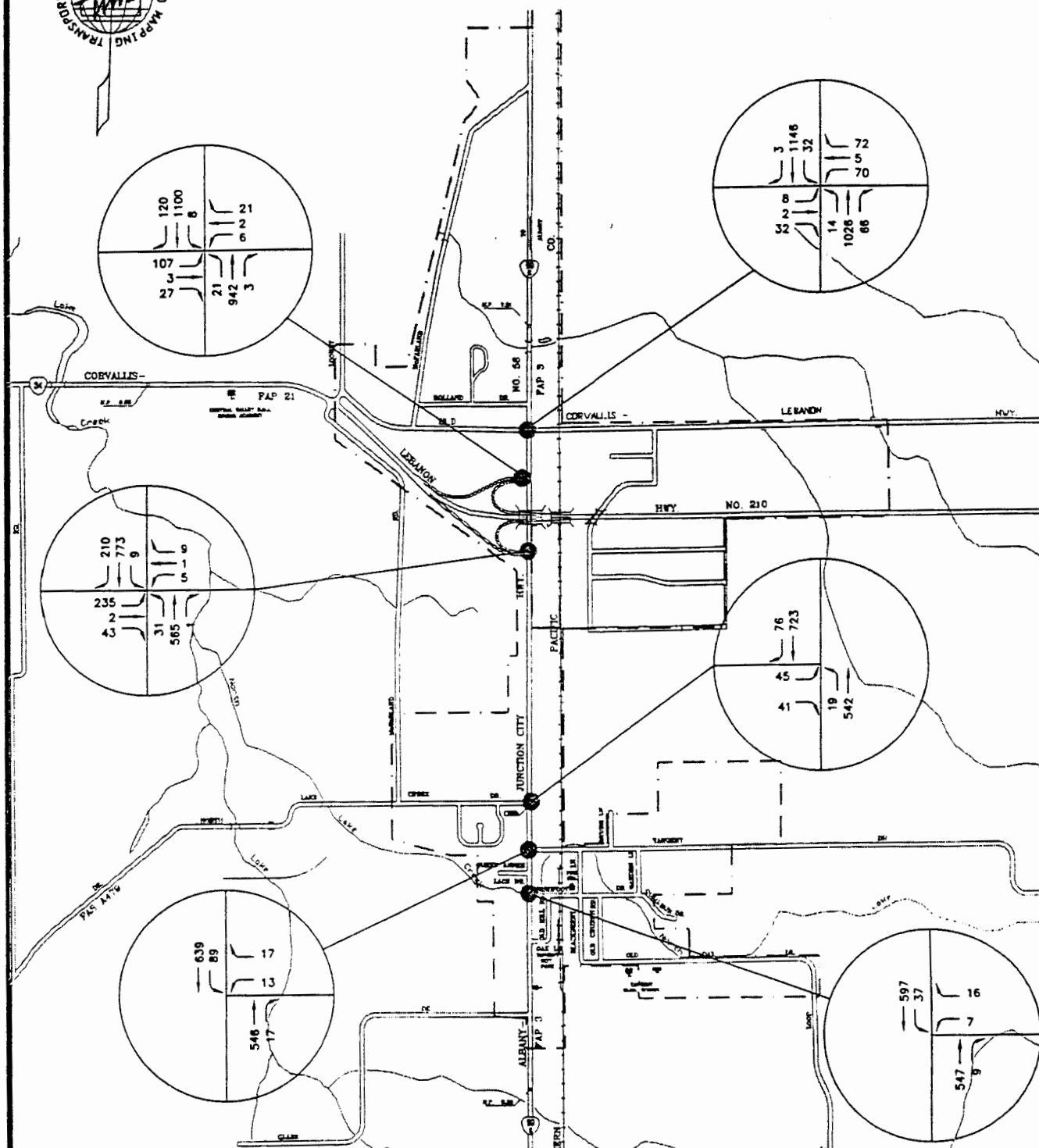
Traffic passing through the Tangent area will also continue to increase due to growth in other cities and regions such as Corvallis, Albany, and the greater Willamette Valley. Historical traffic data was used to estimate the amount of background traffic that is likely to be generated due to non-Tangent sources.

Traffic Volume Tables published by the Oregon Department of Transportation (ODOT) were reviewed to determine an appropriate growth rate for background traffic. The greatest amount of historical data was obtained from traffic count station 22-012 located south of Tangent on Highway 99E. Other historical count data was reviewed within the City. Based on the historical information, it was estimated that background traffic growth would increase between 57% and 76% over the next 20 years. **Figure 17** shows the amount of background traffic expected in the Tangent area by the year 2018, based on the higher rate of 76%. Again, the higher rate was used to represent a worst case scenario.



# LEGEND:

- STUDY AREA KEY INTERSECTION
- XX PM PEAK HOUR TRAFFIC VOLUMES
- URBAN GROWTH BOUNDARY



TANGENT, LINN COUNTY, OREGON  
YEAR 2018 BACKGROUND TRAFFIC VOLUMES

FIGURE 17

## 11.5 Trip Distribution and Assignment

Traffic generated by City growth was distributed based on existing traffic patterns. **Figure 18** shows the amount of PM trips that will be generated by City growth. Tangent related trips were then combined with background trips to determine total vehicular trips for the year 2018. **Figure 19** illustrates the PM peak hour trips generated by background plus City-generated trips.

## 12.0 The Future Roadway System

### 12.1 Functional Classification

New land uses proposed within the UGB will require new streets to allow connectivity within each development. Future residential and industrial land development will likely require new local streets; however, additional collector and arterial streets are not expected to be needed during the 20-year planning horizon. The areas that will contain the majority of new residential development will be located in the north UGB area of Tangent. Another area that will experience residential growth will be located north of Tangent Drive in the eastern pocket of Tangent's UGB.

### 12.2 Level of Service

The 2018 background plus City-generated vehicle trips, as shown in **Figure 19**, were analyzed to determine future impacts to the existing transportation system. Results of the analysis are shown below in **Table 4**.

**Table 4 - PM Levels of Service (Signalized Intersections)**

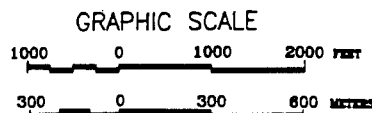
Year 1998 Existing Traffic		
Location	Overall V/C	Overall LOS
Hwy 99E & WB Hwy 34	0.57	B
Hwy 99E & EB Hwy 34	0.58	B
Year 2018 Total Traffic		
Location	Overall V/C	Overall LOS
Hwy 99E & WB Hwy 34	0.77	D
Hwy 99E & EB Hwy 34	0.78	D

As noted previously, the V/C threshold for Highway 99E is 0.75, thus the results shown in the table indicate that these two intersections will not operate at acceptable levels of service through the year 2018. Given the traffic growth assumptions, the intersections will exceed the ODOT standard in the year 2016; however, as traffic volumes increase it may be possible to reduce

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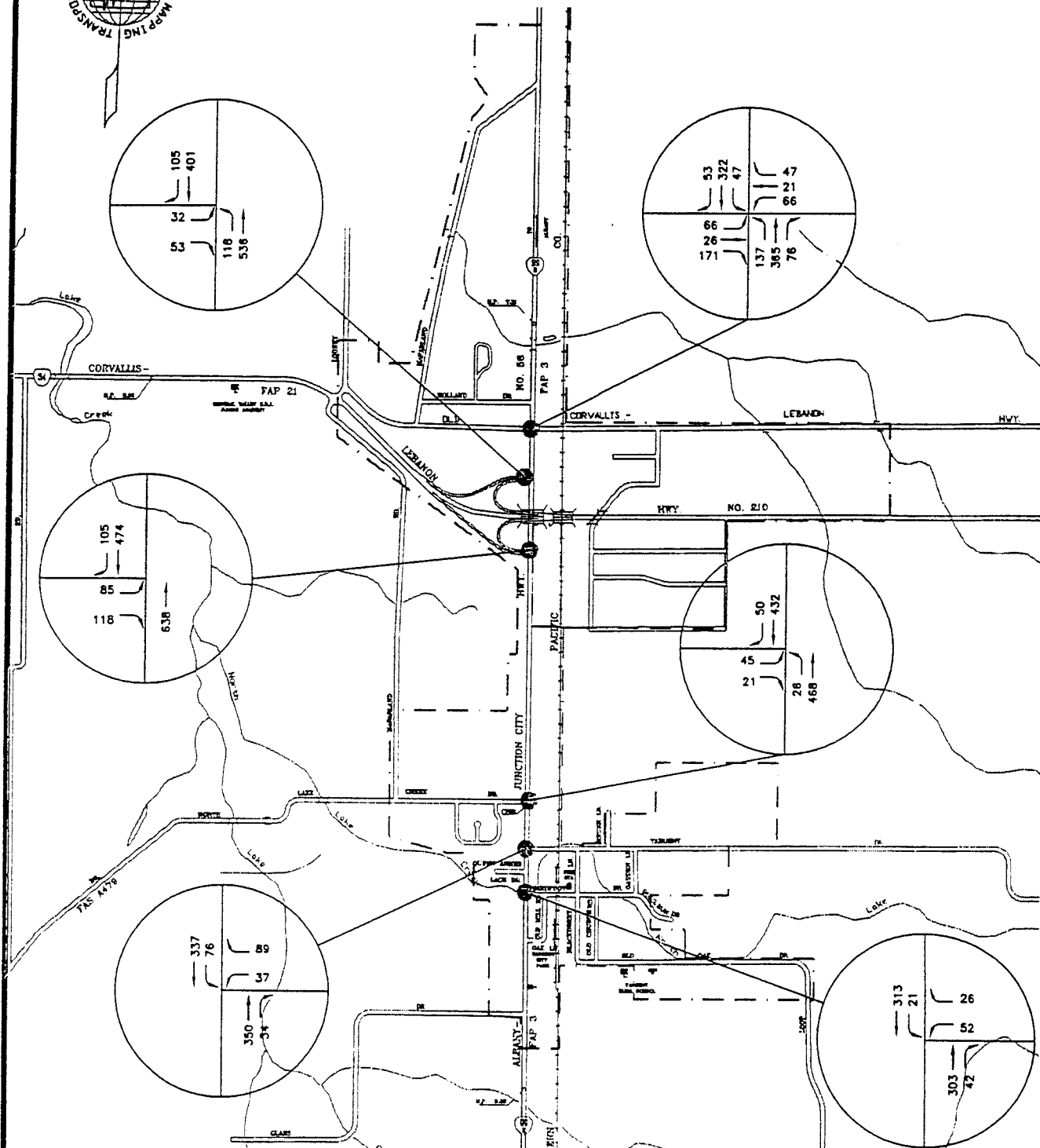
intersection delay by timing adjustments to the traffic signal.





LEGEND:

- STUDY AREA KEY INTERSECTION
- XX PM PEAK HOUR TRAFFIC VOLUMES
- URBAN GROWTH BOUNDARY



TANGENT, LINN COUNTY, OREGON  
2018 CITY-GENERATED TRAFFIC

FIGURE 18



The critical movement at two-way stop controlled, and one-way stop controlled T-intersections are typically the left turns from the minor street. As traffic volumes grow on the major street, it becomes increasingly difficult to find an acceptable gap in the major street traffic to allow minor street vehicles to cross or turn onto the major street. Significant vehicular delays occur on the minor street. **Table 5** shows existing and future LOS conditions at unsignalized intersections in the City.

**Table 5 - PM Levels of Service (Unsignalized Intersections)**

Year 1998 Existing Traffic		
Location	Major Street V/C	Minor Street V/C
Hwy 99E & Old Hwy 34	< 0.75	> 0.95
Hwy 99E & North Lake Dr.	< 0.75	< 0.95
Hwy 99E & Tangent Dr.	< 0.75	< 0.95
Hwy 99E & Birdfoot Dr.	< 0.75	< 0.95
Year 2018 Total Traffic		
Location	Major Street V/C	Minor Street V/C
Hwy 99E & Old Hwy 34	> 0.75	> 0.95
Hwy 99E & North Lake Dr.	< 0.75	> 0.95
Hwy 99E & Tangent Dr.	< 0.75	> 0.95
Hwy 99E & Birdfoot Dr.	< 0.75	> 0.95

As shown in **Table 5**, operations on side streets at unsignalized locations will deteriorate to unacceptable levels of service. This poor level of service is primarily caused by vehicles that are unable to make left turns from the side street. Highway 99E operations will also continue to decline from current conditions with the greatest congestion at Old Highway 34.

**Highway 99E and Old Highway 34:** This intersection is a two-lane cross-section on the minor street approaches. Future development along Highway 34 will cause significant traffic growth on the side streets. Daily traffic volumes are estimated to be 5,400 vehicles in the year 2018. Left turning traffic on all approaches will find it difficult due to the heavy through traffic volumes on Highway 99E. The major and minor street approaches already have left turn lanes and further widening would not be expected to improve traffic operations.

**Highway 99E and North Lake Creek Drive:** North Lake Creek consists of a three-lane section on the minor street approach. Projected volumes for this minor arterial street are 2,400 vehicles daily. The minor street approach has a left turn lane and further widening would not be expected to improve traffic operations.

**Highway 99E and Tangent Drive:** Tangent Drive is a two-lane arterial roadway on the minor street approach. Future traffic volumes for this road show traffic volumes at 3,700 vehicles daily. A left turn lane on the minor street approach would be expected to improve the LOS but not sufficiently to meet ODOT standards.

**Highway 99E and Birdfoot Drive** The minor street approach, Birdfoot Drive, is currently a two-lane road section. Level of service results show that traffic on Birdfoot Drive will have difficulty entering Highway 99E. The addition of a left turn lane on Birdfoot Drive will increase the capacity of this roadway allowing the intersection to operate more efficiently; however, a left turn lane on the minor street approach would not improve the LOS sufficiently to meet ODOT standards. Traffic volumes for year 2018 are forecast to be at 2,100 vehicles per day.

Based on the results of the level of service analyses, adding left turn lanes to the major and minor street approaches will provide a benefit to traffic operations but will not be sufficient unless other measures are implemented such as traffic signals or widening of Highway 99E.

## 12.3 Lane Widths

Highway 99E is a two-lane roadway south of Highway 34. Projected 2018 peak hour volumes on this portion will be very heavy, thus making it difficult to turn on and off the highway. Based upon the results from the previous LOS section, widening Highway 99E to three lanes would help improve the level of service at the unsignalized intersections.

A left turn warrant analysis was conducted and found that a left turn lane on Highway 99E is currently warranted at the intersection of Tangent Drive. In less than five years, a left turn lane on Highway 99E will be warranted at the intersection of North Lake Creek Drive.

## 12.4 Pavement Conditions

The road network was evaluated for future pavement conditions based upon existing condition and anticipated traffic flow demands. If maintenance is continued as it has in the past, most roads will remain in fair or better condition. In order to keep streets in fair or better condition, chip seal, overlay, or reconstruction maintenance will be needed on the following streets:

- Birdfoot Road (east of Old Church Road)
- Blackberry Lane (south of Birdfoot Drive)
- Garden Lane
- McFarland Road
- Old Mill Road
- Old Oak Drive
- Queen Anne's Lace Drive
- Rolland Drive

## 12.5 Traffic Signals

Signal warrant analyses were conducted (using 2018 traffic) for the unsignalized intersections listed below.

- Highway 99E & Old Highway 34 (currently meets warrant #11)
- Highway 99E & North Lake Drive (meets warrant #11 in 2000)
- Highway 99E & Tangent Drive (meets warrant #11 in 2006)
- Highway 99E & Birdfoot Drive (meets warrant #11 in 2012)

Results of the analysis showed that the unsignalized intersections meet at least one signal warrant by the year 2018. The intersections met Peak Hour Volume Warrant - Warrant #11 based upon the PM traffic volumes. Presumably, other warrants, including #1 and #2 would also be met by the year 2018. Although the three intersections met a peak hour warrant, it is unlikely that more than one could be signalized due to inadequate spacing between intersections. The most likely locations for future traffic signals are at Highway 99E & Old Highway 34 and at Highway 99E & Tangent Drive. The Tangent Drive traffic signal provides pedestrian and vehicular crossing benefits at the intersection, and serves to interrupt traffic on Highway 99E, thus making it easier for traffic on North lake Creek Drive and Birdfoot Drive to enter and exit the highway. Traffic signals were evaluated at these locations with results as shown in **Table 6**.

**Table 6 - PM Levels of Service at Potential Signalized Intersections**

Year 2018 Total Traffic		
Location	Overall V/C	Overall LOS
Hwy 99E & Old Hwy 34	0.79	D
Hwy 99E & Tangent Dr.	0.75	D

As shown in the table, the intersection at Old Highway 34 will be slightly over ODOT's volume/capacity threshold by the year 2018. Based on expected traffic growth, the signal will exceed the threshold in the year 2016.

As an alternative, a traffic signal could be placed at the Highway 99E and North Lake Creek Drive in lieu of a traffic signal at Highway 99E and Tangent Drive, but it would not provide the same interruption of traffic for the Tangent Drive and Birdfoot Drive intersections. Pedestrians would find it more difficult to cross Highway 99E if the signal is located at North Lake Creek, instead of Tangent Drive.

## 12.6 Speed Limits

As noted previously, speeding has been a problem along Highway 34 and as a result the roadway is a designated safety corridor. As traffic volumes increase, speeding frequency may decrease due to congestion. Development along Highway 99E and roadway improvements will also provide visual queues to drivers that they need to slow down inside the City.

## 12.7 Accidents

As the City of Tangent develops, and traffic growth arises, intersections or areas with frequent accidents will likely experience increased accidents if mitigation is not implemented. Future accident potential at the five highest accident locations is discussed below:

**Highway 99E and Highway 34 WB Ramps:**

This intersection became signalized and had the traffic signal turned on September 11, 1997. Many of the accidents that have occurred here are a result of turning vehicles being hit by oncoming traffic prior to the signal being activated. Many of these accidents are now being prevented due to the traffic signal protecting vehicles that are making turns. Increased traffic levels at the intersection are not expected to cause the accident frequency to significantly increase.

**Highway 99E and Highway 34 EB Ramps:**

Many accidents taking place at this location have involved turning vehicles and oncoming traffic, prior to installation of the traffic signal. Many of these accidents are now being prevented due to a traffic signal protecting vehicles that are making turns. Increased traffic levels at the intersection are not expected to cause the accident frequency to significantly increase.

**Highway 34 and Looney Lane:**

Accidents occur at this location when westbound vehicles, traveling too close or driving too fast, rear-end vehicles slowing to exit Highway 34. As growth occurs more vehicles will exit here to access the adjacent commercial and industrial areas which may increase the number of accidents.

**Highway 99E and Birdfoot Drive:**

As growth occurs in Tangent, traffic volumes will increase. Without mitigation at this intersection, vehicle conflicts will continue to occur here. All recent accidents that have occurred here have been a result of vehicles turning onto or off of Birdfoot Drive and being hit by vehicles traveling through on Highway 99E. Widening Highway 99E to three lanes would provide a left turn lane refuge and will eliminate many of the conflicts.

**Highway 99E and Old Highway 34:**

This intersection is unsignalized and controlled by stop signs for traffic using Old Highway 34. Half of the accidents that have occurred here have been a result of drivers running stop signs. The remaining accidents were a result of conflicts with vehicles turning and vehicles traveling through on the major street. As discussed in the traffic signal section this intersection warrants a traffic signal. When this intersection becomes signalized vehicles accidents should decrease.

## **12.8 Committed Projects**

Two projects are being planned in the vicinity of Tangent:

ODOT and Linn County are working on a project to eliminate the existing at-grade intersection of Columbus Street and New Highway 34. The intersection is expected to be replaced by an overpass for Columbus traffic and provide right-in and right-out access to the highway. The improvements would also facilitate a potential roadway link to the Tangent Industrial Park and Linn County's EFU zoned lands east of the City. The City will continue to coordinate with the County and ODOT to provide this alternative connection into Tangent.

ODOT, the City of Tangent, and various interested property owners are also working toward the installation of a traffic light at the intersection of Old Highway 34 and Highway 99E. The City will

continue to cooperate with all parties toward this end.

## 13.0 The Future Bicycle System

As noted previously, not all collector and arterial streets in Tangent have bikeways. **Figure 20** shows the locations that currently need or will need bikeways in the future. **Table 7** lists the bikeway needs based on year 2018 traffic volumes. Bikeway needs are consistent with requirements of the Transportation Planning Rule (TPR) and the guidelines of the Oregon Bikeway and Pedestrian Plan which state that arterial and collector streets should have shoulder or on-street bike lanes. Shared lanes are permitted on collector streets if traffic volumes are less than 3000 vehicles per day and speeds are low. Bike lanes are generally not needed on local streets; however, a shared bikeway is recommended on Blackberry Drive to encourage north/south bicycle travel without having to use Highway 99E. **Figure 32** provides a graphic depiction of the various types of bikeways discussed herein.

**Table 7 - Bikeway Needs**

Street	From	To	Bikeway Type Needed
McFarland Rd.	Hwy. 99E	Old Hwy. 34	McFarland Road is classified as a collector street. The posted speed is 25 mph and future traffic volumes will be less than 3,000 vehicles per day. Given the classification, speed, and volume on the roadway, a shared bike lane is appropriate.
Blackberry Dr.	Birdfoot Dr.	Tangent Dr.	Blackberry Drive is classified as a local street. The posted speed is 25 mph and future traffic volumes will be less than 3,000 vehicles per day. Given the classification, speed, and volume on the roadway, a shared bike lane is appropriate.
McFarland Rd.	Hwy. 34	N. Lake Creek Dr.	McFarland Road is classified as a minor arterial street. The speed limit is unposted and drivers commonly drive in excess of 40 mph. Future traffic volumes will be less than 3,000 vehicles per day. Much of the roadway is outside of the UGB. Given the classification, speed, volume, and location of the roadway, a shared bike lane is appropriate.

Street	From	To	Bikeway Type Needed
Old Hwy. 34	Looney Ln.	Hwy. 99E	Old Highway 34 is classified as a local street but is being classified as a collector street (see Roadway Section). The posted speed is 45 mph and future traffic volumes will be greater than 3,000 vehicles per day. Given the classification, speed, and volume on the roadway, a shoulder or on-street bike lane is appropriate.
Tangent Dr.	Hwy. 99E	City Limits	Tangent Drive is classified as a minor arterial street. The posted speed is 40 mph. Future traffic volumes will be more than 3,000 vehicles per day. Some of the roadway is outside of the UGB. Given the classification, speed, volume, and location of the roadway, a shoulder or on-street bike lane is appropriate.
Birdfoot Dr.	Hwy. 99E	Old Church Rd.	Birdfoot Drive is classified as a collector. The posted speed is 25 mph and future traffic volumes will be less than 3,000 vehicles per day. Given the classification, speed, and volume of the roadway, a shared bikeway is permitted; however, an on-street bike lane may be more appropriate because the street is also a route to the local elementary school. An on-street bike lane would provide greater safety for young riders traveling to and from school.
Old Church Rd.	Birdfoot Dr.	Old Oak Dr.	Old Church Road is classified as a collector. The posted speed is 25 mph and future traffic volumes will be less than 3,000 vehicles per day. Given the classification, speed, and volume of the roadway, a shared bikeway is permitted; however, an on-street bike lane may be more appropriate because



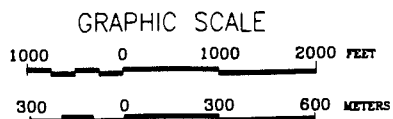
Street	From	To	Bikeway Type Needed
			the street is also a route to the local elementary school. An on-street bike lane would provide greater safety for young riders traveling to and from school.
Old Oak Dr.	Old Church Rd.	City Limits	Old Oak Drive is classified as a minor arterial street but is being re-classified as a collector. The posted speed is 25 mph and future traffic volumes will be less than 3,000 vehicles per day. Given the classification, speed, and volume of the roadway, a shared bikeway is permitted; however, an on-street bike lane may be more appropriate because the street is also a route to the elementary school. An on-street bike lane would provide greater safety for young riders traveling to school.
Hwy. 99E	S. of Hwy. 34	Post Office	Highway 99E is classified as a principal arterial street. The speed limit is 45 mph. Future traffic volumes are greater than 3,000 vehicles per day. Given the classification, speed, and volume of the roadway, an on-street bike lane is appropriate.
Hwy. 34	McFarland Rd	Central Valley Junior Academy	Highway 34 is identified by the Oregon Highway Division as an "Expressway". Because of the very high speeds of vehicles on this roadway, a completely separated bikeway is recommended to provide connection with this school.

## 14.0 The Future Pedestrian System

In addition to existing sidewalk needs, new sidewalks will be needed as new streets are constructed. Sidewalks will provide necessary connections between residential areas and major activity centers within the City. **Figure 21** shows locations that currently need or will need sidewalks in the future. Sidewalk locations are in harmony with requirements of the Transportation Planning Rule (TPR)

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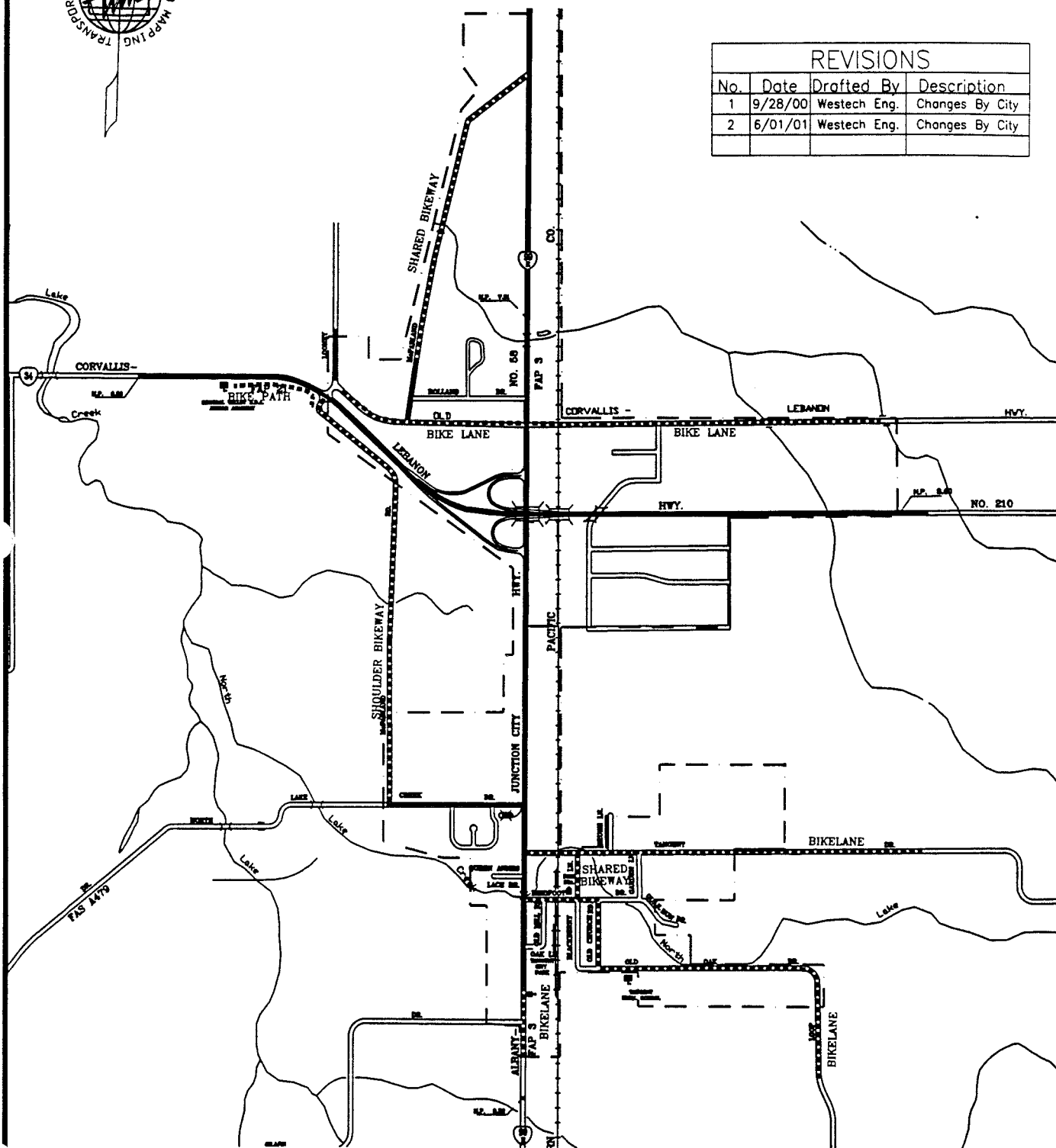
and the guidelines of the Oregon Bikeway and Pedestrian Plan.



LEGEND:

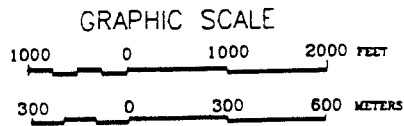
- EXISTING BIKEWAYS
- NEW BIKEWAYS
- - - URBAN GROWTH BOUNDARY

REVISIONS			
No.	Date	Drafted By	Description
1	9/28/00	Westech Eng.	Changes By City
2	6/01/01	Westech Eng.	Changes By City



TANGENT, LINN COUNTY, OREGON  
RECOMMENDED BIKEWAYS

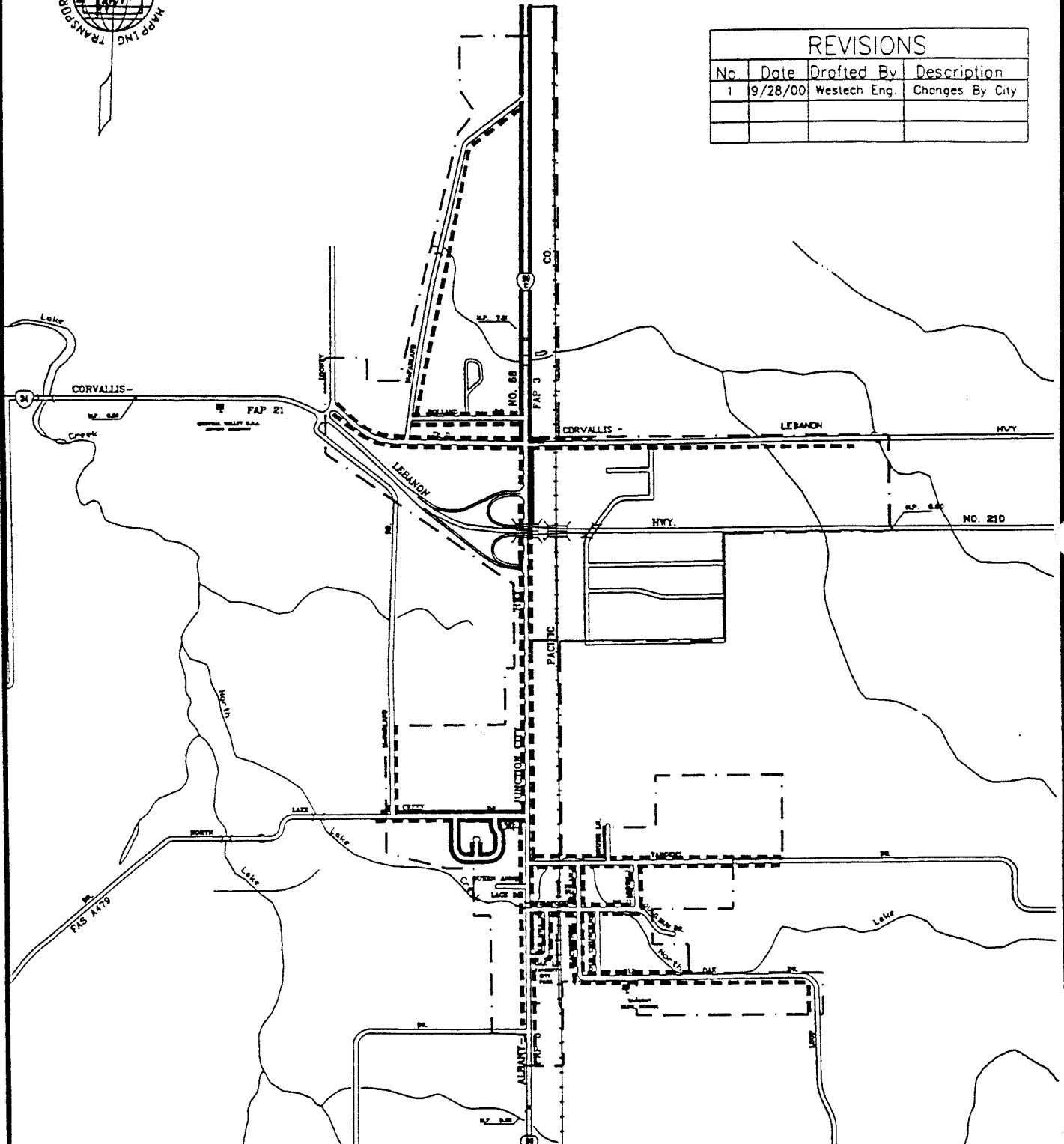
FIGURE 20



LEGEND:

- EXISTING SIDEWALK
- - - NEW SIDEWALK
- . - . URBAN GROWTH BOUNDARY

REVISIONS			
No	Date	Drafted By	Description
1	9/28/00	Westech Eng	Changes By City



TANGENT, LINN COUNTY, OREGON  
RECOMMENDED SIDEWALKS

FIGURE 21

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## **15.0 The Future Public Transportation System**

As discussed in **Section 6.0**, there is currently no transit service in Tangent. The Linn-Benton Loop and the Linn County Shuttle transit routes pass through northern Tangent along Highway 99E, but they do not stop within the city limits.

By the year 2018, Tangent's population may reach as high as 2010 persons; however, population density is not expected to exceed three or four persons per acre within the UGB by then, which is the threshold typically needed to support fixed-route bus service.

Although the future City population and density will not be sufficient for new bus service, modifications to existing service may be feasible. The Linn County Shuttle, which currently passes through Tangent, is evaluating the feasibility of bus service to Tangent. The Shuttle could provide connections to the City of Albany and other transit systems including Albany Transit Service and the Linn-Benton Loop. If service is provided, the Shuttle may need to purchase another bus and hire additional staff.

## **16.0 The Future Rail System**

As discussed previously, roughly 20 trains pass through Tangent daily. Sixteen are freight trains and 4 are passenger trains. ODOT expects that the number of freight trains will increase to as many as 20 trains per day during the TSP planning horizon. This is a market driven estimate and is also dependent on the merger between Union Pacific and Southern Pacific railroads. Passenger service is also expected to increase to as many as 10 trains per day.

No other future rail needs have been identified.

## **17.0 The Future Water, Air, and Pipeline Systems**

No future plans or needs are expected for air, water, or pipeline transportation systems within the City of Tangent.

# TRANSPORTATION SYSTEM PLAN

## 18.0 General

As a result of existing deficiencies and failure of the existing street network to accommodate future transportation demands, build alternatives were developed and evaluated. The alternatives were developed to mitigate the deficiencies while satisfying the goals and policies outlined in the TSP, as well as other statewide requirements, including the Transportation Planning Rule. The following are the recommended improvements necessary to satisfy the existing and future transportation needs of the City of Tangent. Future improvements are based on the assumed build out of parcels at densities and intensities discussed in **Section 11.2**. Projects regarding ODOT roadways are consistent with the 1999 Highway Plan and standards. ODOT planning staff were involved in the development of the alternatives and final recommendations.

Improvements identified in **Sections 19.0** through **Section 25.0** represent the recommended "build alternatives" evaluated as part of the TSP. The Implementation Plan in **Section 26** lists the probable costs associated with each recommended build alternative. No-build alternatives are not included in the section since their implementation costs are considered to be zero.

## 19.0 Land Use Recommendations

Based on the analyses conducted for the TSP, Industrial, Highway Commercial/Industrial, Central Commercial, and Residential growth should be implemented as shown in **Figure 16**.

It should be noted that the traffic analyses indicated growth in the City will cause some streets and intersections to operate below acceptable standards. Without transportation improvements, the areas of greatest congestion will be centered around the intersection of Highway 99E and Old Highway 34, as well as between Lake Creek Drive and Birdfoot Drive on Highway 99E. With improvements, most streets and intersections will operate within acceptable standards, except for the intersections of Highway 99E and Old Highway 34, and the intersection of Highway 99E and Tangent Drive. These locations will fall below acceptable operating standards in roughly the year 2016 if development occurs as assumed in the TSP.

Although not recommended for implementation as part of the TSP, some land use alternatives should be "red flagged" as possible future options to reduce traffic impacts on the street system. These include:

- Adjust Highway Commercial Growth
- Adjust Central Commercial Growth

### **Adjust Highway Commercial Growth**

Commercial uses typically generate the highest trip rates of all land uses. As a result, the Highway Commercial uses north of Old Highway 34 will generate approximately 23% of all new vehicular trips expected in the City. Trips from this area have the greatest impact on the Old Highway 34 and Highway 99E intersection, which already has poor traffic operations for the Old Highway 34 approaches. A traffic signal is currently warranted at the intersection which will accommodate nearly all of the future traffic; however, trip generation could be reduced by developing less of the land as highway commercial and shifting more of the development to

Highway Industrial, which has a lower trip rate.

#### **Adjust Central Commercial Growth**

Planned Central Commercial uses along Highway 99E are expected to generate roughly 42% of all new vehicular trips in the City. This substantial trip generation impacts all intersections along Highway 99E. It should be noted that land use growth assumptions were prepared to model a worst case scenario, thus trip generation may occur at intensities less than previously assumed or may be reduced by developing less of the land during the next 20 years. It is possible that market economics will not support the assumed development levels of the Central Commercial properties in Tangent, which in turn will automatically reduce many of the forecast traffic impacts.

## **20.0 The Proposed Roadway System**

Based on the land use assumptions of the TSP, several roadway system improvements will be needed to support existing and future growth. They include the following:

- Street Functional Classification Modifications
- Transportation System Management
- Pavement Preservation and Maintenance
- Transportation Demand Management
- Capacity Expansion

### **20.1 Street Functional Classification Modifications**

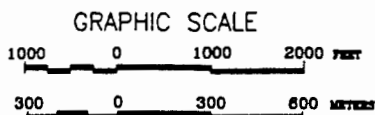
**Figure 22** illustrates the recommended street functional classification system for Tangent.

The following streets are reclassified by this Transportation System Plan, to be consistent with the recommended classification map:

- Old Highway 34
- Old Oak Drive

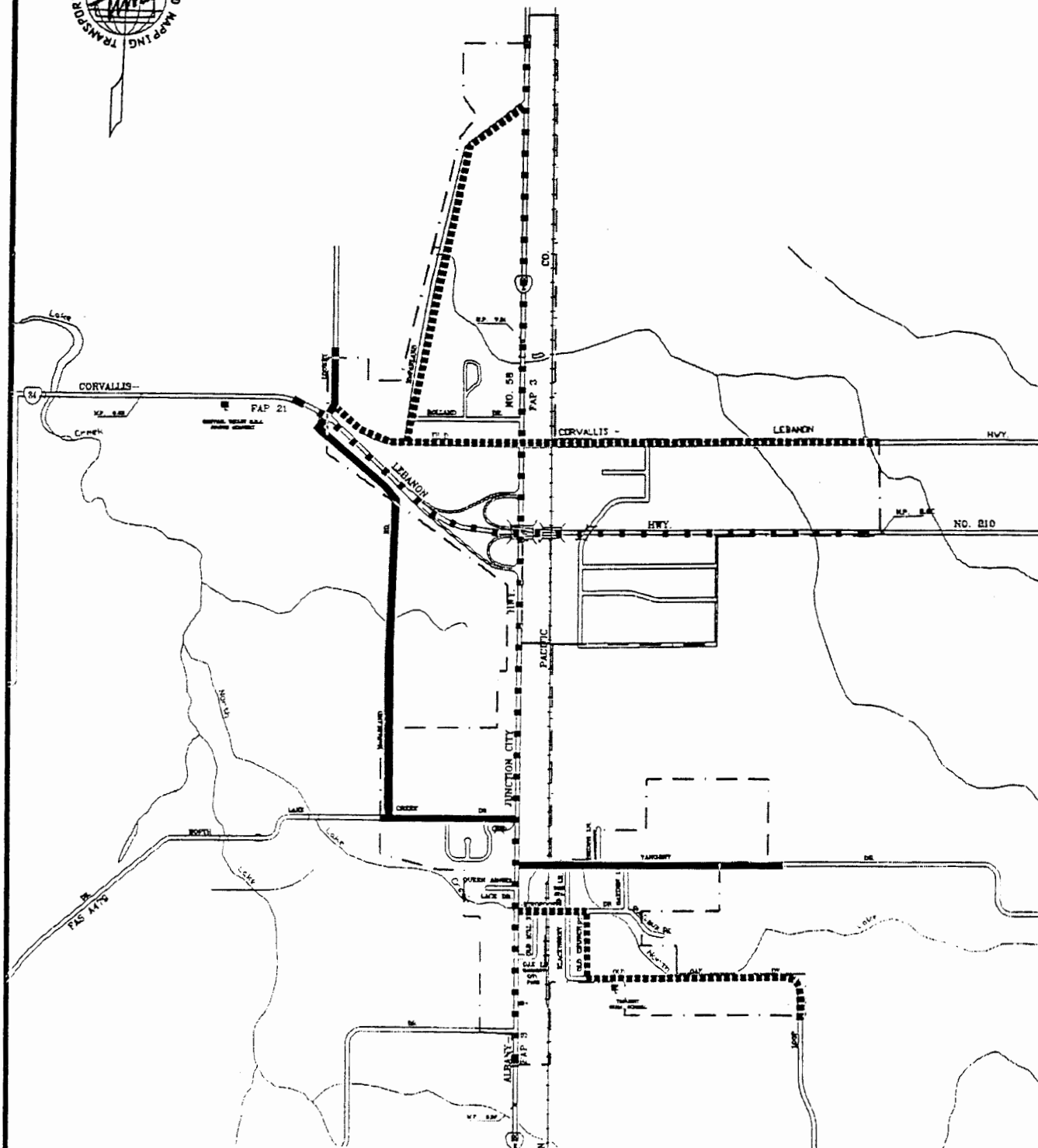
**Old Highway 34:** This roadway is currently classified as a local street but operates like a collector street. The land use surrounding this road will contain additional industrial and commercial development and joins Highway 99E to other parts of the City. Future traffic will use this road to travel from residential areas to employment centers, which indicates that the street should be reclassified as a collector.





LEGEND:

- - - - - URBAN GROWTH BOUNDARY
- ■ ■ ■ ■ PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- COLLECTOR



TANGENT, LINN COUNTY, OREGON  
RECOMMENDED FUNCTIONAL CLASSIFICATION

FIGURE 22

**Old Oak Road:** Old Church Road is classified in the Tangent Comprehensive Plan as a minor arterial street. This street connects to Old Church Drive and to Birdfoot Drive, and functions more as a collector street. Reclassifying Old Oak would make the street in harmony with the Birdfoot Drive and Old Church Road classifications.

Reclassifying the street can affect the ultimate design of the streets. **Table 8** shows Tangent's current street design standards for arterial and collector streets. Additional pavement and right-of-way may be needed to accommodate turning lanes, parking, and bike lanes.

**Table 8 - Street Design Standards for Arterial and Collector Streets**

Classification	Minimum Right-of-Way	Minimum Curb-to-Curb Width
Arterial	66 Feet	44 Feet
Collector	60 Feet	36 Feet
Local	60 Feet*	36 Feet*

\* Discontinuous local streets can be as narrow as 28 feet in 50 foot rights-of-way.

The City's current right-of-way requirements permit a 28 foot wide street on a 50 foot ROW; however, the City is considering the use of rights-of-way below 50 feet for local streets. The City should use caution when considering narrower street designs. The City has a large City Limit that will someday be filled, beyond the year 2018. When this happens, traffic levels will be significantly greater than they are today. Streets narrower than 28 feet can develop operational and access problems unless on-street parking (and related demand) is eliminated on one or both sides of the street. Narrower streets can be used if sufficient off-street parking is provided.

## 20.2 Transportation System Management

Transportation System Management (TSM) is part of the planning process aimed at improving the efficiency of the existing transportation system. Alternatives discussed below are developed to maximize the operation of existing facilities. TSM type projects include:

- Traffic Signal Adjustment or Installation
- Traffic Lane Modifications
- Truck Route Delineation
- Access Management

The TSM projects are generally low-cost, capital improvements that can be implemented more quickly than larger projects that expand system capacity.

### 20.2.1 Traffic Signal Adjustment or Installation

The consultant identified two locations where traffic signals should be installed to address existing and future level of service (LOS) deficiencies in Tangent. The intersections include:

- Old Highway 34 and Highway 99E
  - Tangent Drive and Highway 99E
- Figure 23** shows the locations of the proposed traffic signals.

### **Old Highway 34 and Highway 99E**

A traffic signal is currently needed at the intersection due to poor level of service conditions for the Old Highway 34 approaches. Eventually traffic on all approaches will operate at a volume/capacity ratio over 100% if it remains unsignalized. Based on the traffic projections, the intersection will be operating at a volume/capacity of 79% at the end of the 20 year planning horizon if a signal is installed. Signal timing should be coordinated with the existing traffic signals at the Highway 34 ramps.

### **Tangent Drive and Highway 99E**

Future traffic volumes on Highway 99E and on Tangent Drive will likely warrant the installation of a traffic signal at this intersection by the year 2006. Traffic on the Tangent Drive approach will be operating at a volume/capacity ratio over 100% if it remains unsignalized. With a signal installed, level of service would be improved to a volume/capacity condition of 75% at the end of the planning horizon. Installation of a traffic signal would also improve the operations at nearby intersections by interrupting Highway 99E traffic and creating gaps in the traffic stream. Because the traffic signal is not currently needed, traffic volumes and level of service should be checked annually at the intersection to determine exactly when the signal should be installed.

### **Highway 34 Ramps and Highway 99E**

As traffic volumes increase over time at the interchange ramps, the current traffic signal settings should be updated. Updating the settings allows the traffic signals to operate at peak efficiency and in a manner that best matches the new traffic volumes and distributions. Ideally, the traffic signal settings should be reviewed every 2-3 years and revised as needed. The ramp signal timings should be coordinated with the proposed signal at Highway 99E and Old Highway 34.

In addition to the above, public participation in the transportation system planning process raised the question of whether the following additional signals may also become warranted in the planning period:

- A new signal installation at the intersection of McFarland and Highway 99E
- A flashing yellow light at the intersection of North Lake Creek Drive and 99E

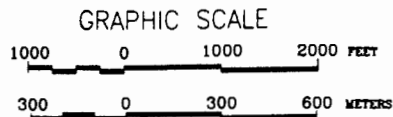
Any future signal installations or modifications affecting a state highway must meet warrants for the installation or modification and are subject to approval or denial by the Highway Division of the Oregon Department of Transportation (ODOT). A description of thresholds for traffic signal warrants, as defined in the Manual on Uniform Traffic Control Devices, is contained in the **Appendix**.

## **20.2.2 Traffic Lane Modifications**

Traffic growth on Highway 99E will make it difficult for minor street traffic to enter and exit the highway. A traffic signal at Tangent Drive and Highway 99E will improve the LOS at the intersection; however, because of the close intersection spacing, it is not possible to install traffic

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signals at the nearby intersections at North Lake Creek Drive and Birdfoot Drive. Instead, operations should be improved by widening Highway 99E to add a center turn lane on Highway 99E between Highway 34 and the South City Limits, as well as provide left turn lanes at the intersections. Widening the highway provides several operational and safety benefits, including:



# LEGEND:



EXISTING TRAFFIC SIGNAL



NEW TRAFFIC SIGNAL



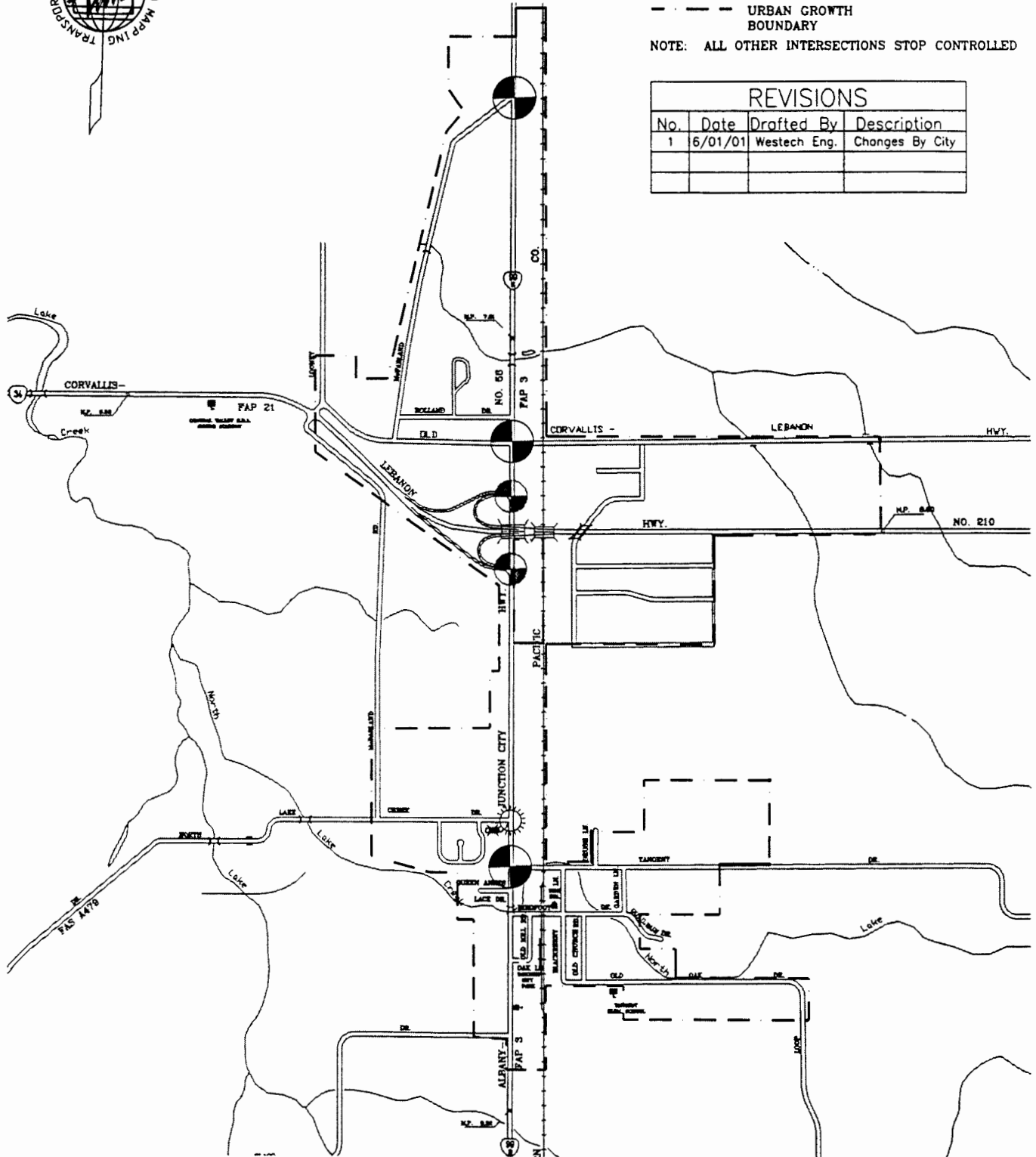
NEW FLASHING YELLOW LIGHT

--- URBAN GROWTH  
BOUNDARY

NOTE: ALL OTHER INTERSECTIONS STOP CONTROLLED

## REVISIONS

No.	Date	Drafted By	Description
1	6/01/01	Westech Eng.	Changes By City



TANGENT, LINN COUNTY, OREGON  
RECOMMENDED TRAFFIC SIGNALS

FIGURE 23



- Provides a left turn storage for vehicle turning off of Highway 99E.
- Creates a refuge area for left turns from the side streets.
- Reduces the number of rear-end and turning accidents.
- Reduces congestion at the intersections.
- Helps maintain traffic speeds at acceptable levels.

The westbound approaches on Tangent Drive and on Birdfoot Drive should also be widened to add left turn lanes at Highway 99E. Adding left turn lanes will reduce intersection delay by allowing right turn traffic to more easily access the Highway without being impeded by left turn traffic.

According to current tax assessor's maps, there is at least 80 feet of available right-of-way along Highway 99E through Tangent. This is sufficient to accommodate future widening of the roadway. There is also 60 feet of right-of-way available on Tangent Drive and Birdfoot Drive which is sufficient for inclusion of left turn lanes.

It should be noted that the investment policies in the 1999 Oregon Highway Plan recognize that there are limited resources to expand the highway infrastructure. Before considering the construction of a center turn lane on Highway 99E, ODOT and the City will need to evaluate whether other capacity-adding programs can be implemented that are not as costly as traditional modernization projects. These could include employing additional access management treatments, interconnected traffic signals, off-system improvements, and other transportation system management strategies.

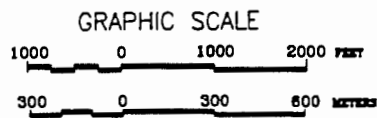
**Figure 24** shows the location of the recommended limits of a center turn lane on Highway 99E and other intersection left turn lanes. **Figure 25** shows the proposed number of traffic lanes to accommodate future growth. A turn lane is recommended, when warranted, on McFarland Road at its intersection with Highway 99E.

### 20.2.3 Truck Routes

A review of the Comprehensive Plan Designations for commercial and industrial areas and review of the levels of commercial truck activity between geographical areas indicates where truck routes are appropriate and where they are limited. **Figure 26** illustrates the truck routes within the City. Streets not identified as truck routes will restrict through truck travel.

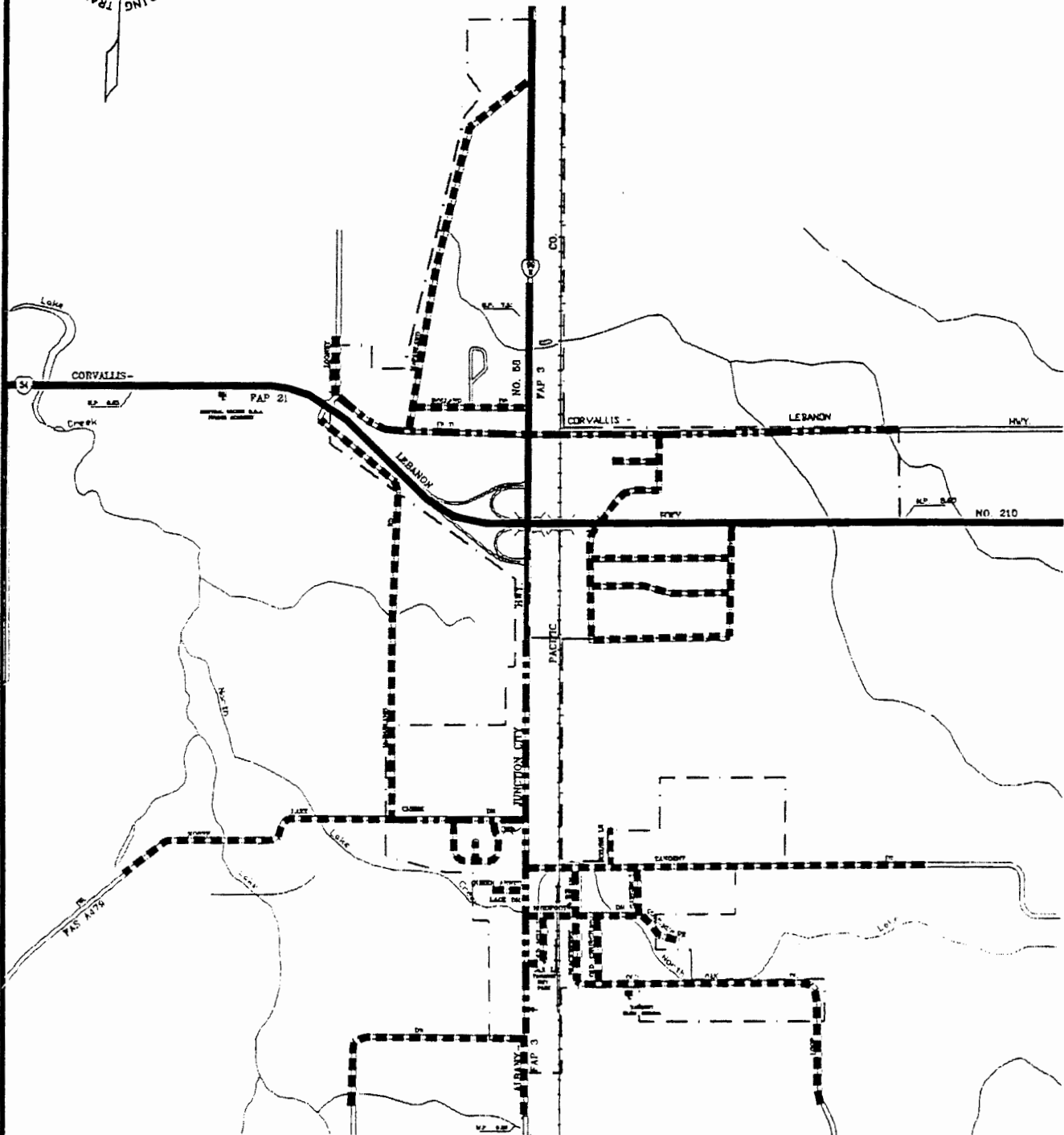
Restricting truck traffic to designated facilities helps eliminate the problem of heavy trucks disrupting residential areas and damaging street pavements not designed for heavy loads. Although through trucks will be prohibited on some streets, local truck traffic, such as farm equipment, trash pick-up and local deliveries, will be permitted. As shown in the figure, trucks will not be permitted on North Lake Creek Drive and Tangent Drive, nor on local streets. The City will work with the Linn County Roads Department to implement the prohibition.





LEGEND:

- 2 LINES
- 3 LINES
- 5 LINES
- URBAN GROWTH  
BOUNDARY



TANGENT, LINN COUNTY, OREGON  
RECOMMENDED LANE WIDTHS

FIGURE 25

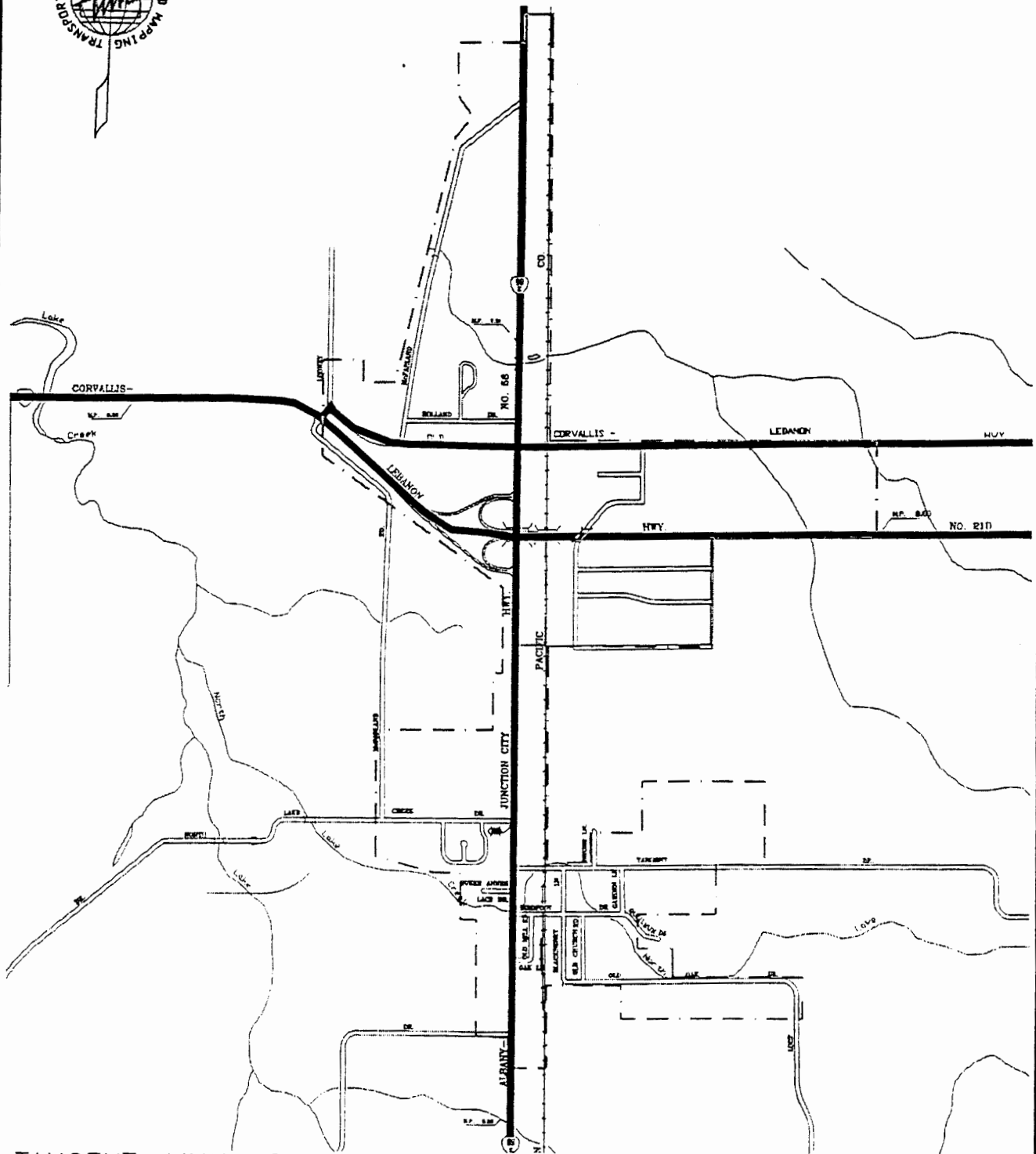




GRAPHIC SCALE  
1000 0 1000 2000 FEET  
300 0 300 600 METERS

LEGEND:

- TRUCK ROUTES
- - - URBAN GROWTH BOUNDARY



TANGENT, LINN COUNTY, OREGON  
RECOMMENDED TRUCK ROUTES

FIGURE 26



## 20.2.4 Access Management

In order to maintain acceptable operational conditions and help extend the functional life span of major streets, it is proposed that Tangent adopt and enforce access management standards. The standards would apply to all new development and redevelopment of land adjacent to collectors and arterial streets. State standards would apply to Highway 99E and Highway 34 under the jurisdiction of ODOT. Some access management standards contained in the 1999 Highway Plan are listed in **Table 9**. Minor deviations from these standards may be permitted in some cases, but in all cases access must be consistent with the provisions of Oregon Administrative Rule (OAR) 734-051.

**Table 9 - Access Management Standards**

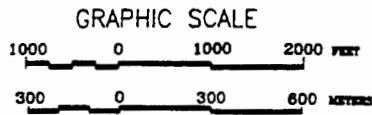
Location	Posted Speed	Intersection Spacing
Highway 99E North City Limits to North Lake Creek Drive	55 mph	990 feet
Highway 99E North Lake Creek Drive to South City Limits	45 mph	750 feet
Highway 34 East City Limits to West City Limits	55 MPH	1,320 feet

According to the Highway Plan, "...where a right of access exists, access will be allowed to a property at less than the designated spacing standard only if that property does not have reasonable access and the designated spacing cannot be accomplished. If possible, other options should be considered such as joint access."



The Highway Plan further notes that, "...approach roads shall be located where they do not create undue interference or hazard to the free movement of normal highway or pedestrian traffic. Locations on sharp curves, steep grades, areas of restricted sight distance or at points which interfere with the placement and proper functioning of traffic control signs, signals, lighting or other devices that affect traffic operation will not be permitted."

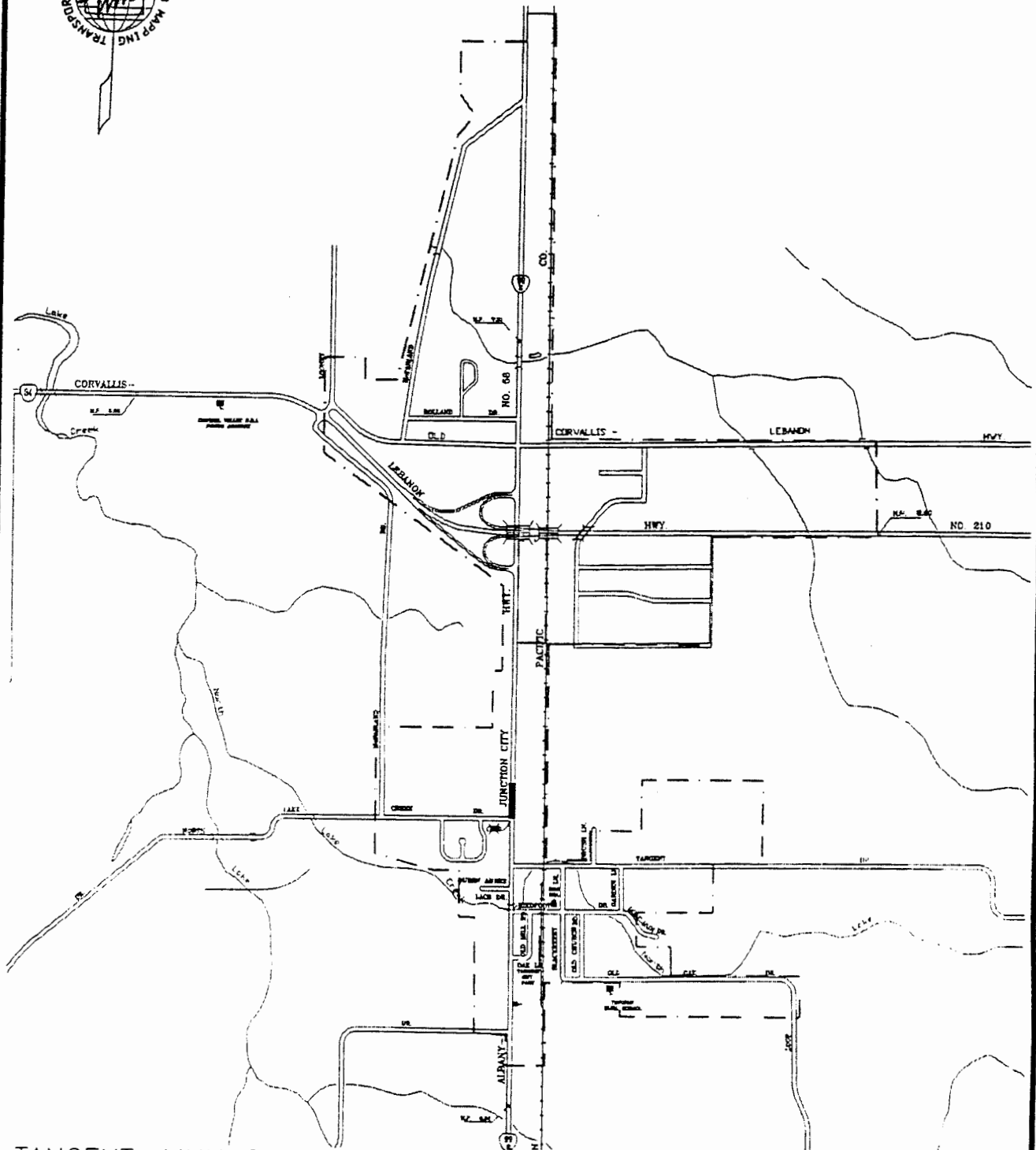
The number of approaches per properties along City and Linn County roads shall be limited to one. More than one access can be considered if the City determines that additional access is necessary to accommodate and service traffic to the property.

When Highway 99E is widened to provide a center turn lane, a raised median should be selectively used to limit access. A raised median can also serve a secondary benefit by providing a refuge area for pedestrians crossing the busy highway. **Figure 27** shows the recommended location for a raised median.



LEGEND:

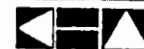
-  RAISED MEDIAN LOCATIONS
-  URBAN GROWTH BOUNDARY



TANGENT, LINN COUNTY, OREGON  
RECOMMENDED RAISED MEDIAN LOCATION

FIGURE 27

File: 09305900/TANSP02B



Kimley-Horn and Associates, Inc.

### 20.2.5 Speed Reduction

As discussed previously, speeding on Highway 99E is a concern of residents in Tangent. In this case, speeding is primarily a result of a street design that inadequately conveys to the driver the appropriate velocity. Drivers generally travel at a speed which they believe to be safe, based on visual information such as traffic volumes, street width, alignment, grades, and roadside obstacles. Thus, because Highway 99E has a rural appearance and is relatively uncongested, it is often driven at a greater speed than if it were an urban type street. Increased police enforcement is an option; however, it would be difficult to manage the problem for a sustained period of time given existing and future police staffing levels. The better solution is to alter the geometric design of the street, so as to self-enforce the desired level of speed.

The TSP has several projects that are expected to provide the desired speed reduction when implemented. They include:

- Upgrading Highway 99E to urban standards with sidewalks, curbs, gutters, and street trees.
- Installation of a traffic signal at the intersection of Tangent Drive and Highway 99E.
- Installation of a raised median north of the intersection of North Lake Creek and Highway 99E.

Each of these projects will significantly alter the design appearance of the highway through Tangent and would be expected to reduce traffic speeds to 45 mph or below. Each of these projects are consistent with the policies and goals of ODOT.

## 20.3 Pavement Preservation and Maintenance

Most streets in the City are currently maintained at a level of fair or better condition. Keeping pavement surfaces in this condition is the most economical method of maintenance. If street conditions are permitted to deteriorate to a poor status, the costs for maintenance increase dramatically. Over the next 20 years, continued maintenance should occur to preserve or improve the condition of Tangent streets as shown in **Figure 28**.

The following streets should be reconstructed and/or paved to provide an all-weather surface:

- McFarland Road (Rolland Drive to Highway 99E)
- McFarland Road (North of North Lake Creek Drive)

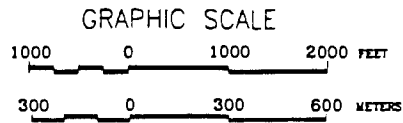
In addition, the following streets should be resurfaced with an overlay or chip seal during the next 20 years.

- Blackberry Lane (south of Birdfoot Drive)
- Old Mill Road

Depending on traffic levels and weather conditions, other street sections may need to be overlaid or chip sealed. In addition, it is possible that other public streets in the City will need to be slurry sealed sometime during the 20 year planning period. Periodic inspections of the pavement

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condition will be necessary to determine if and when other streets need maintenance.

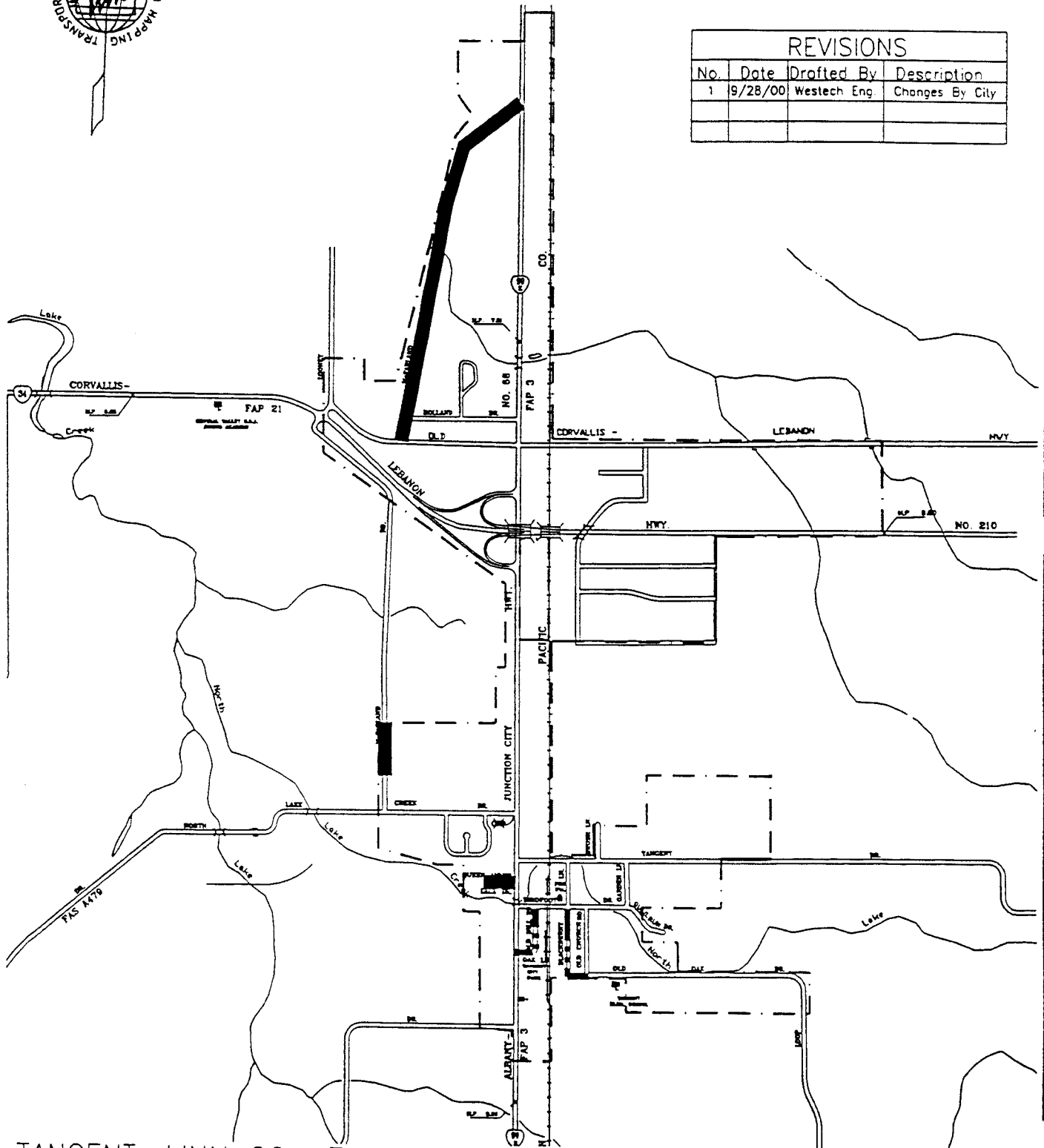


# LEGEND:

- OVERLAY/CHIP SEAL
- RECONSTRUCTION
- URBAN GROWTH BOUNDARY

## REVISIONS

No.	Date	Drafted By	Description
1	9/28/00	Westech Eng	Changes By City



TANGENT, LINN COUNTY, OREGON  
RECOMMENDED PAVEMENT MAINTENANCE

FIGURE 28

## 20.4 Transportation Demand Management

Travel Demand Management (TDM) is one alternative in reducing traffic and thus improving the operation of both intersections and roadway links. Travel Demand Management programs are designed to maximize the people-moving capability of the transportation system by increasing the number of persons in a vehicle or by influencing the time of, or need to, travel. Successful TDM strategies help offset some of the negative impacts of future growth on the roadway system or delay the impacts for several years.

TDM strategies include encouraging the use of alternatives to single occupant vehicles (such as car pooling, van pooling, public and private transit, bicycling and walking), and influencing when travel occurs during the day, and how often travel occurs during the week (through compressed work weeks, flexible work schedules, and telecommuting).

Tangent shall pursue the following TDM strategies:

- Improved bicycle and pedestrian facilities (see **Section 21.0** and **Section 22.0**).
- Increased transit service (see **Section 23.0**).
- Coordination with major employers to promote transit use, car pools, van pools, and alternative modes of transportation.

Major employers should be encouraged to reduce the number of vehicles at the workplace by implementing one or more of the following:

- Welcome letter for new employees that include information about commute options.
- Provide information about bus schedules, bicycle routes, carpools and vanpools.
- Publish information about alternative modes of transportation in the company newsletter.
- Provide a guaranteed ride home for employees who use alternatives to driving alone.
- Allow employees to dress casually on days they use alternative transportation.
- Provide free or discounted transit passes.
- Permit employees to telecommute when appropriate.

The city should also dedicate staff to work with employers in setting up programs and in explaining tax incentives for encouraging alternatives to drive-alone commuting. Businesses need to be aware that employers that purchase transit passes for employees or purchase vehicles for vanpool or carpool programs are eligible for state Business Energy Tax Credit.

The nature of TDM programs are such that the positive impacts on the operation of specific intersections and links are difficult to quantify. TDM programs, however, can be effective and should be implemented as a method to reduce traffic demand in Tangent.

## 20.5 Capacity Expansion

Results of the traffic study indicate that no significant expansion in capacities of existing streets is needed to support future growth in Tangent. Essentially all of the operational needs can be addressed through other measures such as signalization and minor intersection improvements. As discussed previously, widening Highway 99E to add a center turn lane is recommended, although the purpose of the turn lane is primarily to improve traffic safety and turn movements at the intersection.

## 20.6 New Streets

Some local streets are expected to be constructed as part of future development and infrastructure improvements in Tangent. In June and August, 2000, the Tangent City Council conducted public worksessions, inviting all the citizens of Tangent, representatives of ODOT, and other interested parties to discuss future street planning in the Tangent city limits. **Figures 29 A-C, Recommended Street Connections**, is a result of significant participation and input on the parts of citizens and development interests in Tangent; City officials and their staff; and ODOT representatives. Additionally, three public hearings were conducted, and prior notice mailed to all property owners in town, prior to the City adopting this transportation planning document.

**Figures 29 A-C**, shows the approximate locations for future street connections in the Tangent city limits, as identified by the Tangent City Council, participating citizens and the Transportation Subcommittee. The connections will provide increased mobility between existing and future development and land uses in the City's residential, commercial, industrial, and agricultural sectors. *Note that all future street locations as depicted on this figure are conceptual in nature, and may be subject to adjustment in conjunction with specific development proposals, subject to approval by the City of Tangent.* The City further notes that the conceptual locations of some streets indicated on these figures may present conflicts with regulated wetlands, and that the final construction plans will seek to avoid or mitigate adverse and unnecessary impacts to wetlands through the final placement, configuration and design of the streets. This may be of particular concern for the future streets which will be needed in the City's Urban Growth Boundary north of the current City limits, in the area between McFarland Road and Highway 99E.

The areas in the commercial and industrial reserve areas of Tangent are currently outside of the UGB, but may be included sometime within the next 20 years. When developed, the "Agriculture/Regional Commercial Reserve" area shall have limited access to McFarland Road and provide an internal circulation system, rather than provide multiple driveway accesses directly to McFarland. This internal street system should also provide for future extension of the streets to the south as the City develops, and should have one connection to Highway 99E, approximately as shown on **Figure 29 A**.

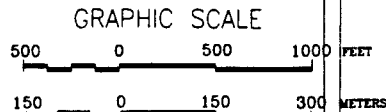
Access to the land currently designated as Agricultural/Commercial Reserve cannot occur via Highway 34. Instead, development of the land is predicated on connections to McFarland Road and Highway 99E, as discussed above. Any access to Highway 99E must be located a minimum of 1/4 mile south of the interchange for Highways 99E and 34. This minimum distance is






necessary to ensure that the new intersection, which may become signalized in the future, will continue to provide adequate traffic flow on Highway 99E.

In addition to the new streets which are indicated on **Figures 29 A-C** within the Tangent city limits, ODOT is hoping to develop an improved street connection at Highway 34 and Columbus Drive. Currently, the connection is an at-grade intersection; however, during peak hours it is difficult to enter the highway from Columbus Drive. ODOT hopes to develop and evaluate alternatives to improve the operation and safety of the intersection.

Conceptual alternatives currently under consideration would create an overpass for Columbus Drive traffic across Highway 34, with provisions for right-in/right-out access to the highway. The City of Tangent will continue to cooperate with ODOT in order to advocate for an east / west arterial on the south side of New Highway 34, to eventually connect the extended Columbus Street with the Agriculture/Industrial Reserve lands in Tangent's northeasterly city limits. A similar connection may also be desirable north of New Highway 34, as depicted on the previous Transportation Plan (page 119 of the 1996 Tangent Comprehensive Plan).



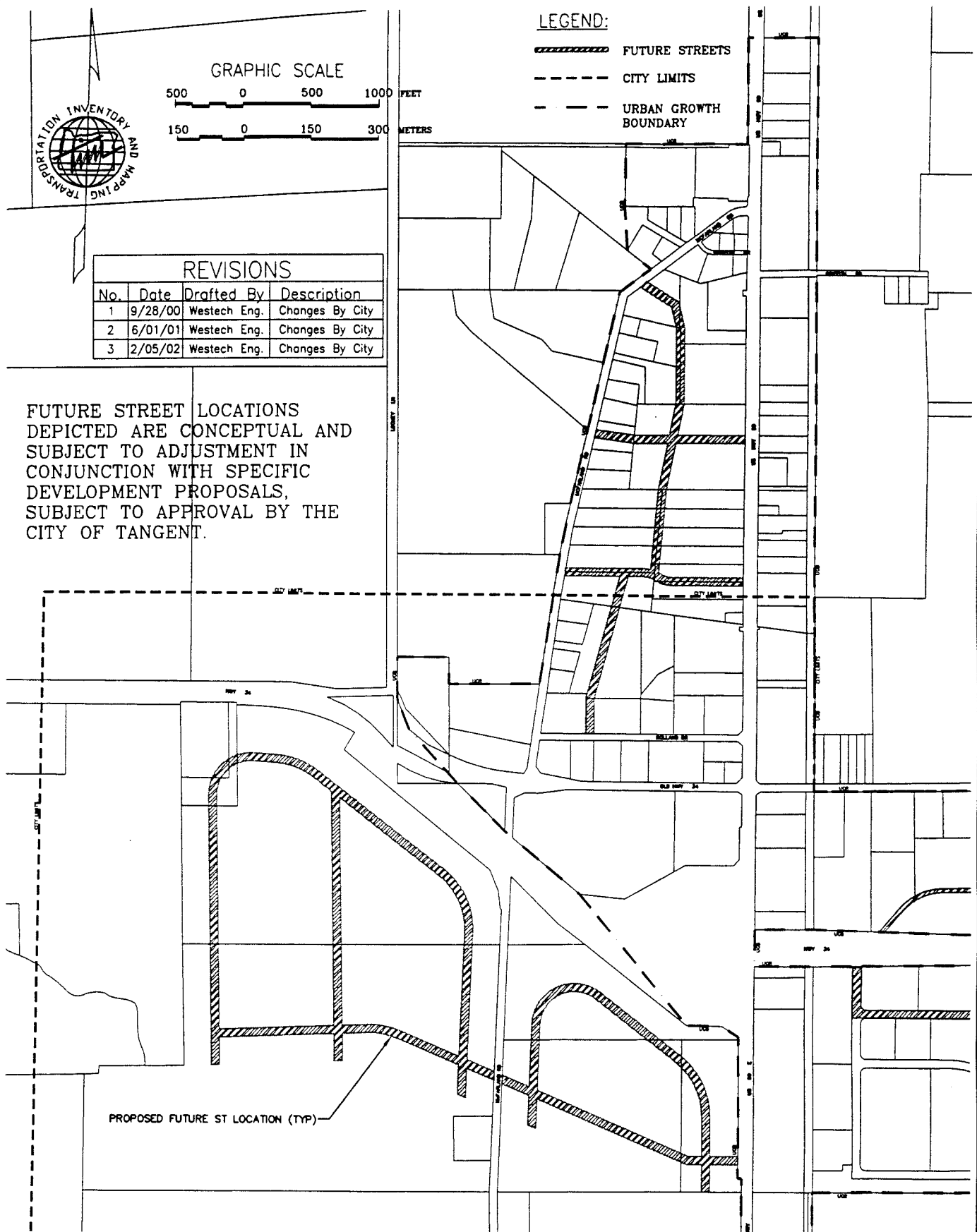
LEGEND:

-  FUTURE STREETS
-  CITY LIMITS
-  URBAN GROWTH BOUNDARY

REVISIONS

No.	Date	Drafted By	Description
1	9/28/00	Westech Eng.	Changes By City
2	6/01/01	Westech Eng.	Changes By City
3	2/05/02	Westech Eng.	Changes By City

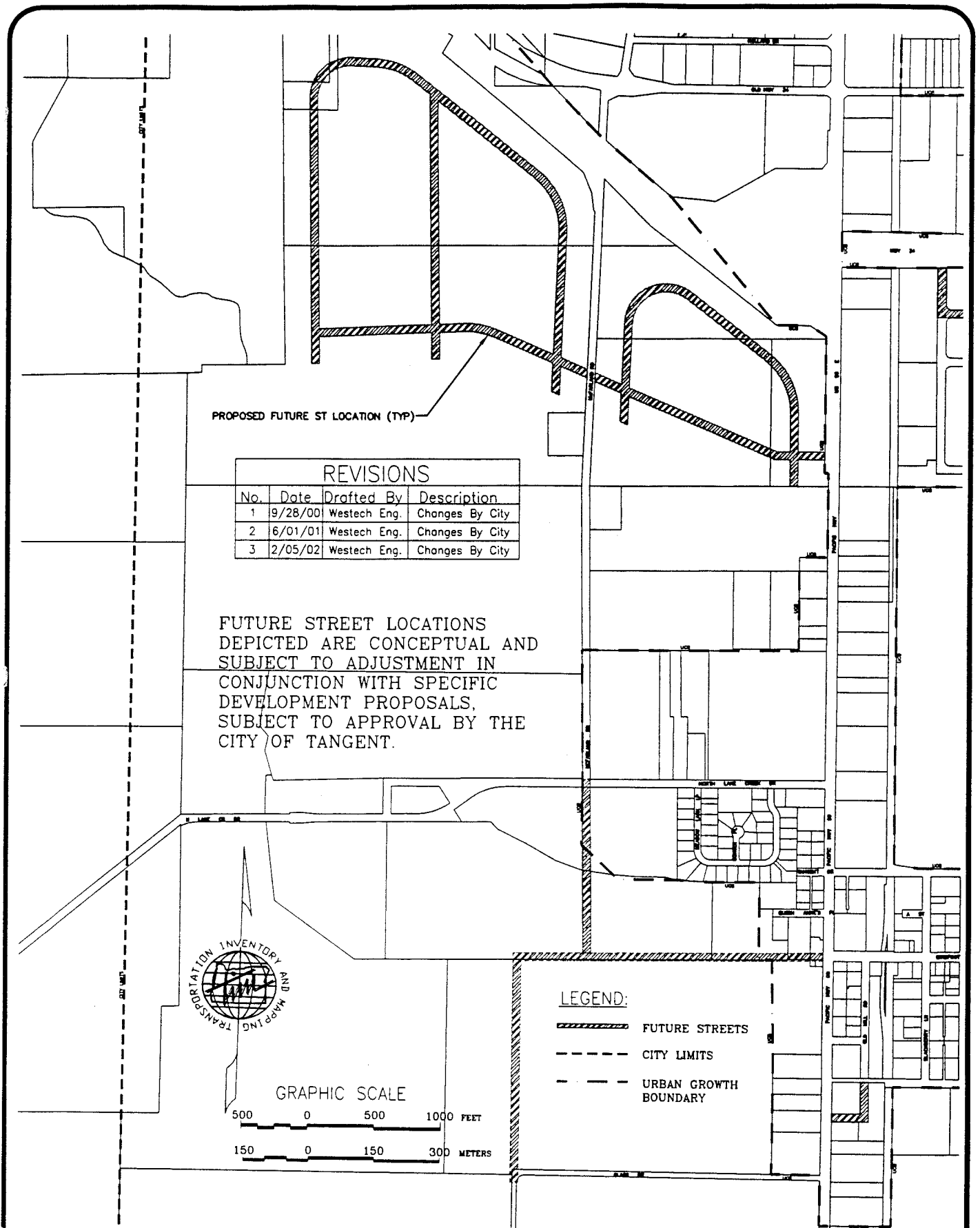
FUTURE STREET LOCATIONS  
DEPICTED ARE CONCEPTUAL AND  
SUBJECT TO ADJUSTMENT IN  
CONJUNCTION WITH SPECIFIC  
DEVELOPMENT PROPOSALS,  
SUBJECT TO APPROVAL BY THE  
CITY OF TANGENT.



TANGENT, LINN COUNTY, OREGON  
RECOMMENDED STREET CONNECTIONS

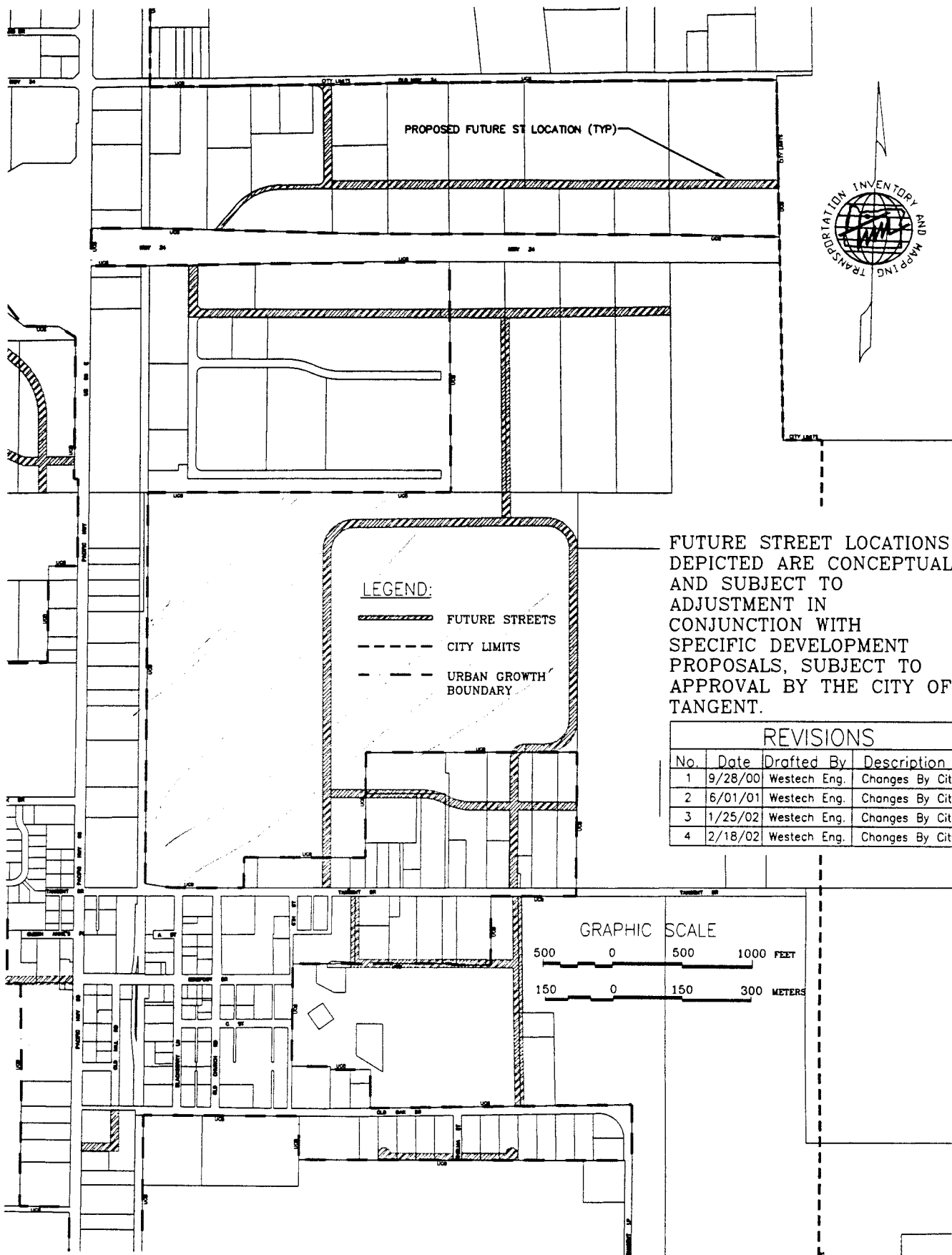
FIGURE 29A





TANGENT, LINN COUNTY, OREGON  
RECOMMENDED STREET CONNECTIONS

FIGURE 29B



TANGENT, LINN COUNTY, OREGON  
RECOMMENDED STREET CONNECTIONS

File: 09305900/TANSP02B

FIGURE 29C



Kimley-Horn and Associates, Inc.

## 20.7 Street Design Standards

Roadway design standards are based on the functional classification and operational characteristics of the street. The intent is to provide a street design that can safely and efficiently accommodate traffic demand by autos, buses, bicycles, and pedestrians. Street design also influences the development of adjacent land parcels.

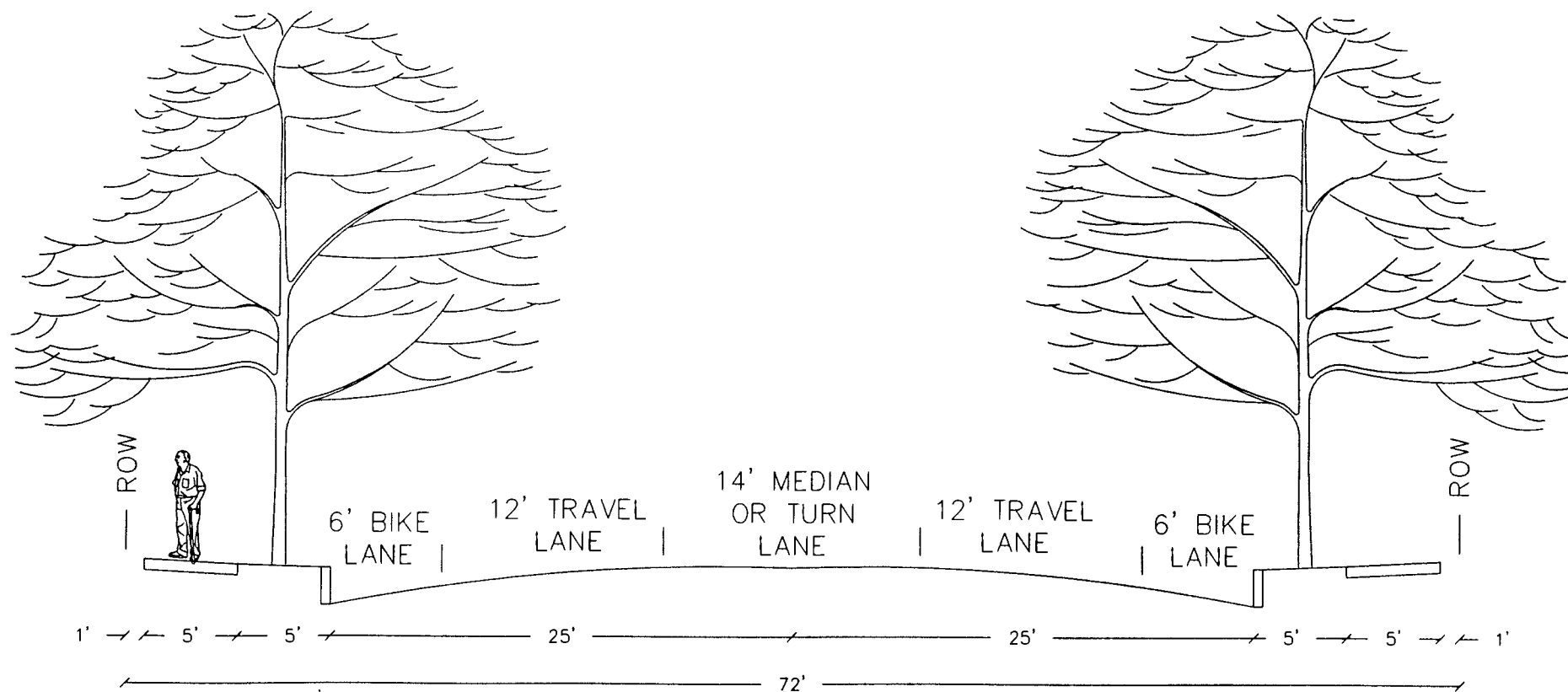
In Tangent, the existing street network predominantly consists of collector and arterial streets. As the City develops, new collector and arterial street construction is not expected. Although not a new street, Highway 99E is recommended to be widened to three lanes to improve traffic operations and reduce accidents. **Figures 30A-B** illustrates the recommended street design standard. The standard includes bike lanes and sidewalks. If sufficient right-of-way is available, a 7 foot wide planting strip should be provided to separate the sidewalk from the traffic lanes. **Figures 30 A-B** also shows the recommended design standard for Old Highway 34; however, a center turn lane is recommended rather than a raised median. Most, if not all, new roadways will be classified as local streets. The Transportation Planning Rule requires cities to review their roadway standards and reduce excessively wide pavements. As a result, street design standards for local streets were evaluated and found to be overly wide. Highway 99E, north of Highway 34 is developed to a 5 lane standard with bikelanes, curbs and sidewalks. No city standards appear appropriate in this location.

Typical pavement widths of residential streets in Tangent are 36 feet, unless the street is not continuous. Generally, local streets have traffic volumes with less than 1,000 vehicles per day, whereas a 36 foot wide street can easily handle 10,000 vehicles per day. Given the current design, a slightly narrower width is considered to be appropriate, thus reducing construction costs, stormwater runoff, and resulting in greater harmony with the Transportation Planning Rule.

**Figures 31 A-D** illustrates recommended street design standards for Tangent's local streets.

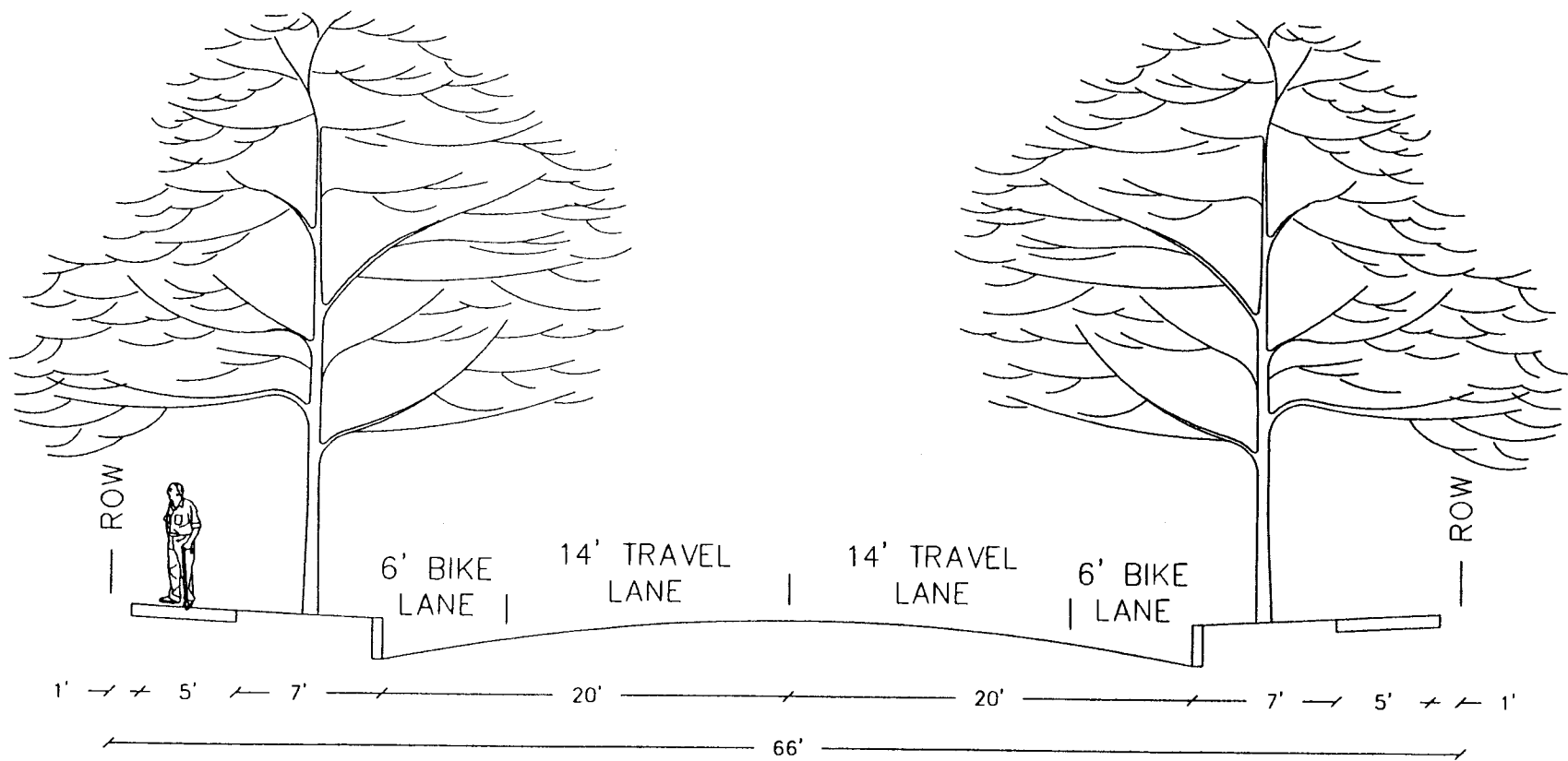


FIGURE 30A



CITY OF TANGENT  
RECOMMENDED  
OLD HW 34 STREET  
STANDARD

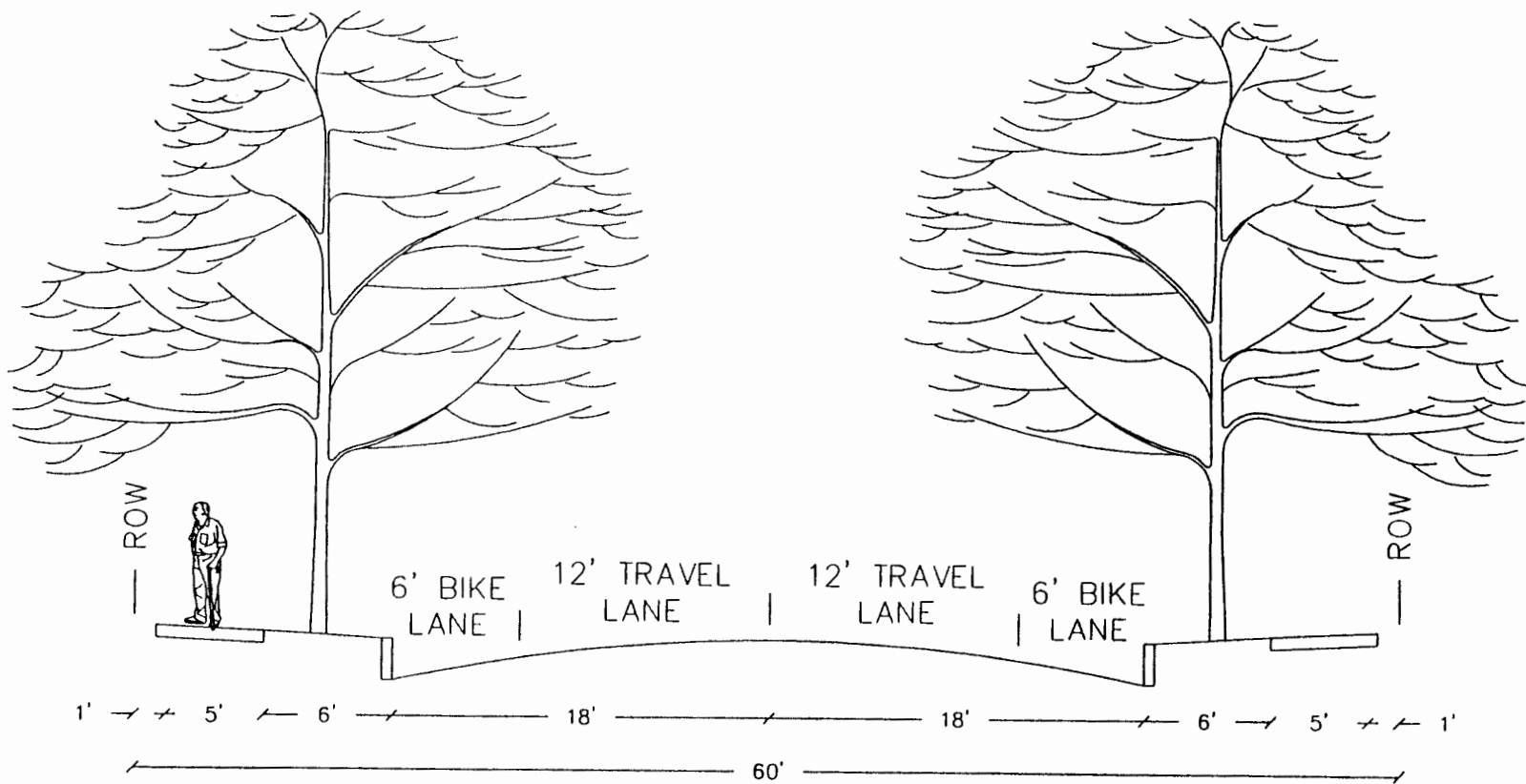
FIGURE 30B



CITY OF TANGENT  
RECOMMENDED  
ARTERIAL STREET  
STANDARD

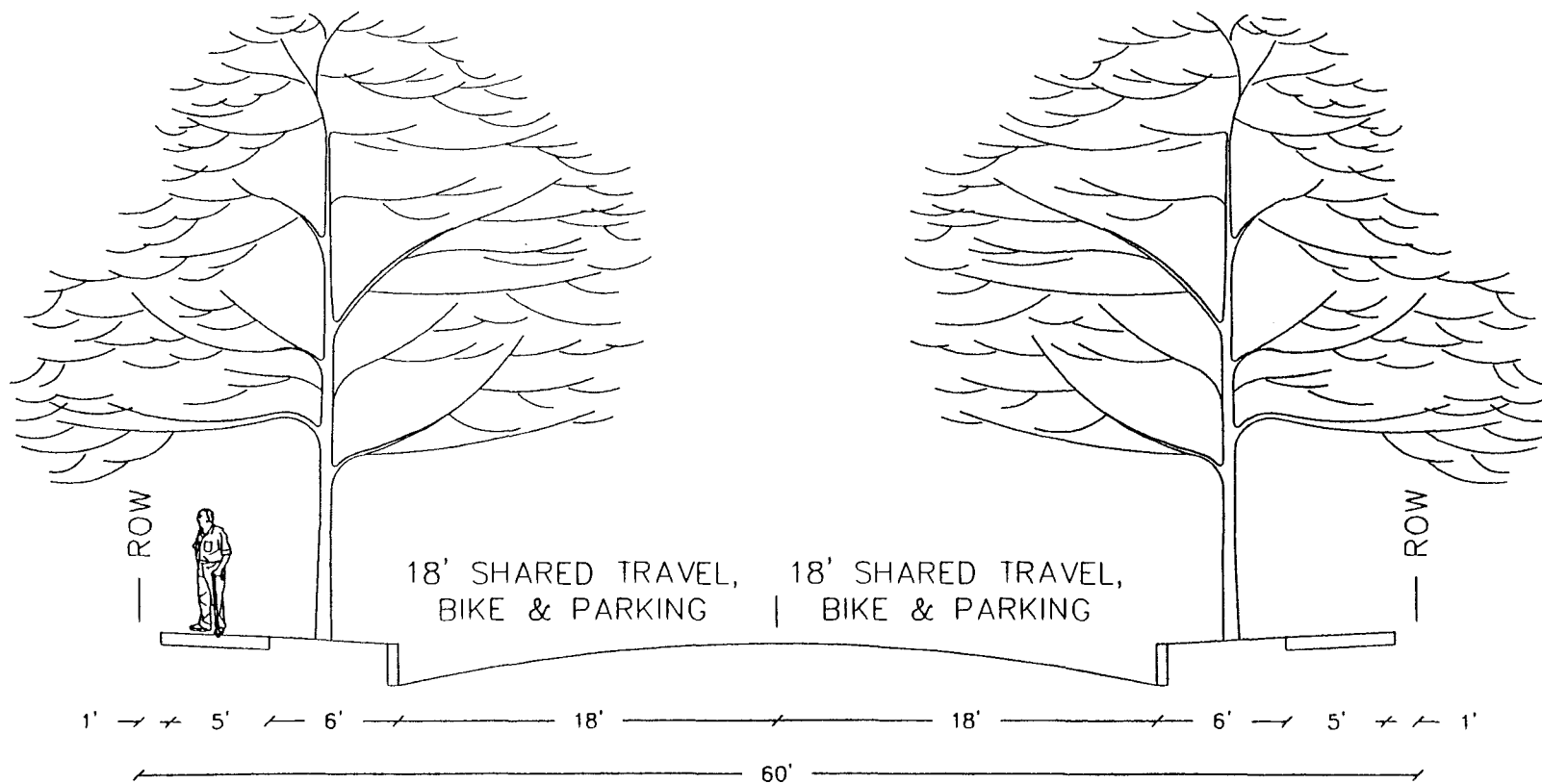
FIGURE 31A





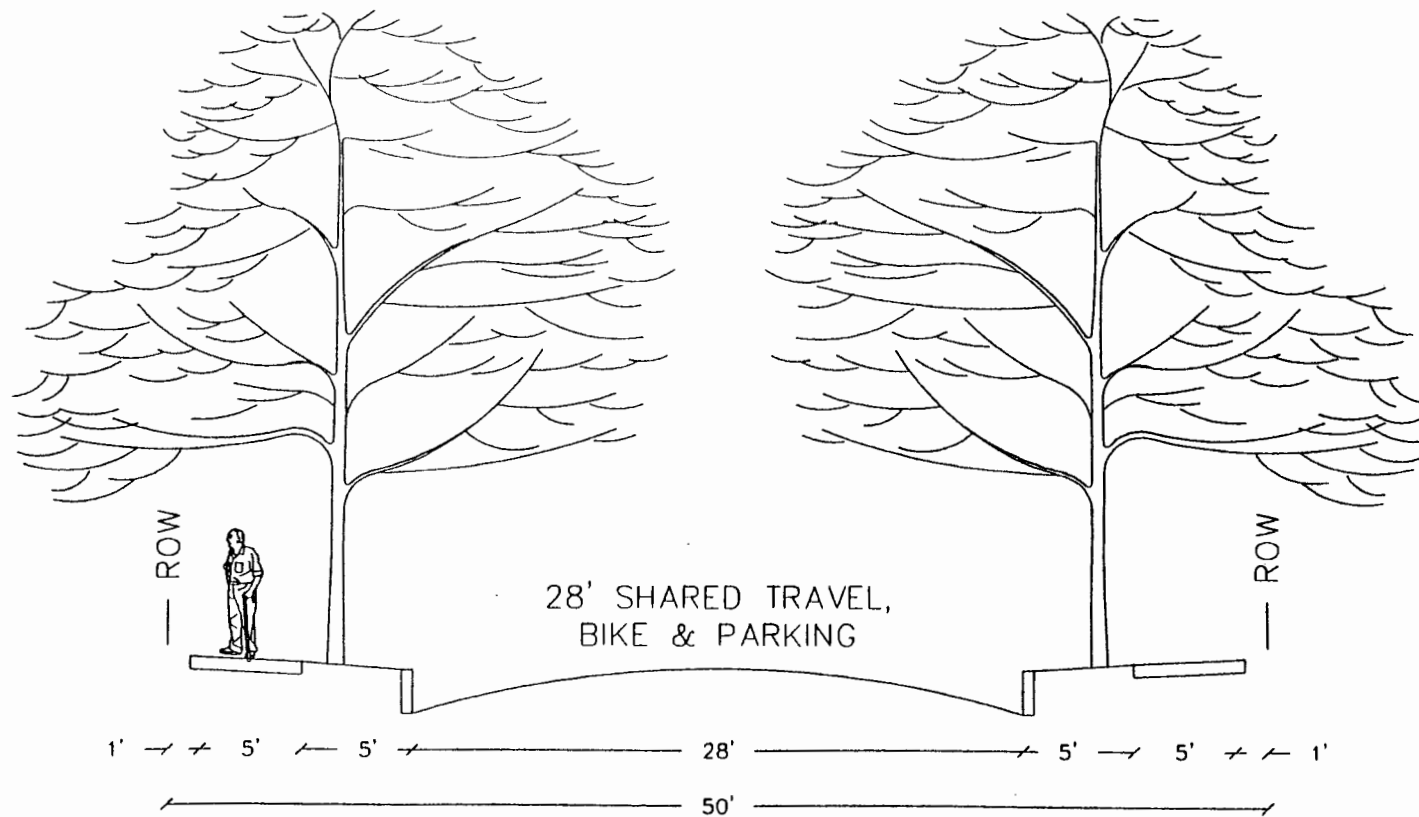
CITY OF TANGENT  
RECOMMENDED  
COLLECTOR STREET  
STANDARD

FIGURE 31B



CITY OF TANGENT  
RECOMMENDED  
LOCAL STREET  
STANDARD

FIGURE 31C



CITY OF TANGENT  
RECOMMENDED  
RESIDENTIAL CUL DE SAC  
STANDARD

FIGURE 31D

## 21.0 The Proposed Bicycle System

**Table 10** lists proposed bikeway improvements. **Figure 32** depicts the three type of bikeways recommended for use in the City. **Figure 33** illustrates the proposed bicycle system. Bikeway installations are consistent with requirements of the Transportation Planning Rule (TPR) and the guidelines of the **Oregon Bikeway and Pedestrian Plan**.

**Table 10 - Recommended Bikeways**

Street	From	To	Recommended Bikeway Type
McFarland Rd.	Hwy. 99E	Old Hwy. 34	Shoulder Bikeway
Blackberry Ln.	Birdfoot Dr.	Tangent Dr.	Shared Bikeway
McFarland Rd.	Hwy. 34	N. Lake Creek Dr.	Shoulder Bike Lane
Old Hwy. 34	Looney Ln.	Hwy. 99E	On-Street Bike Lane
Tangent Dr.	Hwy. 99E	City Limits	On-Street Bike Lane
Birdfoot Dr.	Hwy. 99E	Old Church Rd.	On-Street Bike Lane
Old Church Rd.	Birdfoot Dr.	Old Oak Dr.	On-Street Bike Lane
Old Oak Dr.	Old Church Rd.	City Limits	On-Street Bike Lane
Hwy. 99E	S. of Hwy. 34	Post Office	On-Street Bike Lane

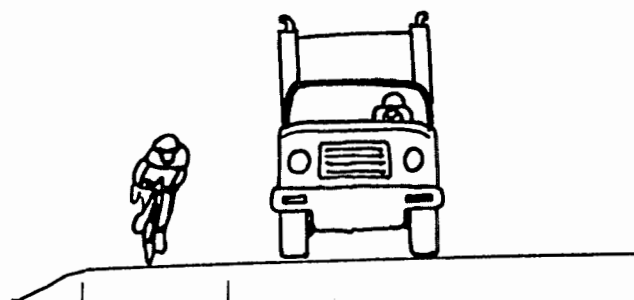
## 22.0 The Proposed Pedestrian System

**Figure 34** shows locations where sidewalks shall be completed in the City. In some instances, the UGB is adjacent to one side of the roadway such as along McFarland Road. In these situations, sidewalks are not recommended if development or other walking destinations are not expected on that side of the street. The most important locations for sidewalks are along streets that lead to major activity centers such as the elementary school, post office, City Hall, park, and commercial businesses. Sidewalk priorities are based on areas of greatest pedestrian demand and priority areas identified during public meetings on the TSP.

Sidewalks shall be at least 5 feet wide and have ramps at the intersections that meet current requirements of the Americans with Disabilities Act.



SHARED BIKEWAY



SHOULDER  
BIKEWAY

TRAVEL LANE

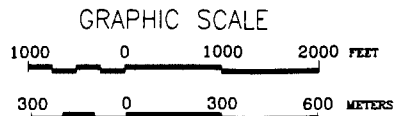


BIKE  
LANE

TRAVEL LANE

CITY OF TANGENT  
COMMON TYPES OF BIKEWAYS

FIGURE 32

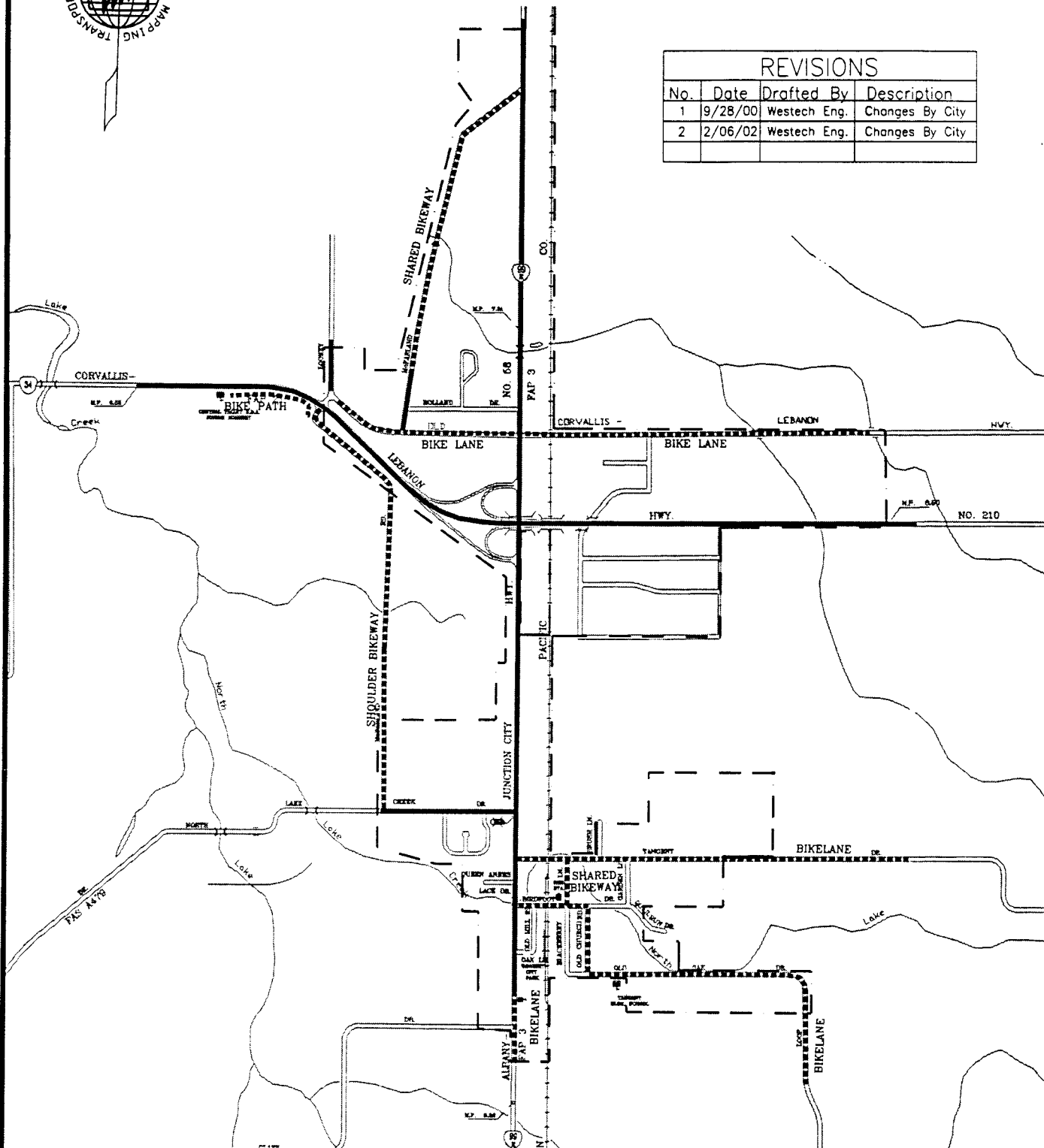


# LEGEND:

- EXISTING BIKEWAYS
- - - NEW BIKEWAYS
- - - URBAN GROWTH BOUNDARY

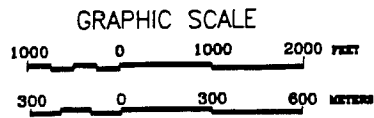
## REVISIONS

No.	Date	Drafted By	Description
1	9/28/00	Westech Eng.	Changes By City
2	2/06/02	Westech Eng.	Changes By City



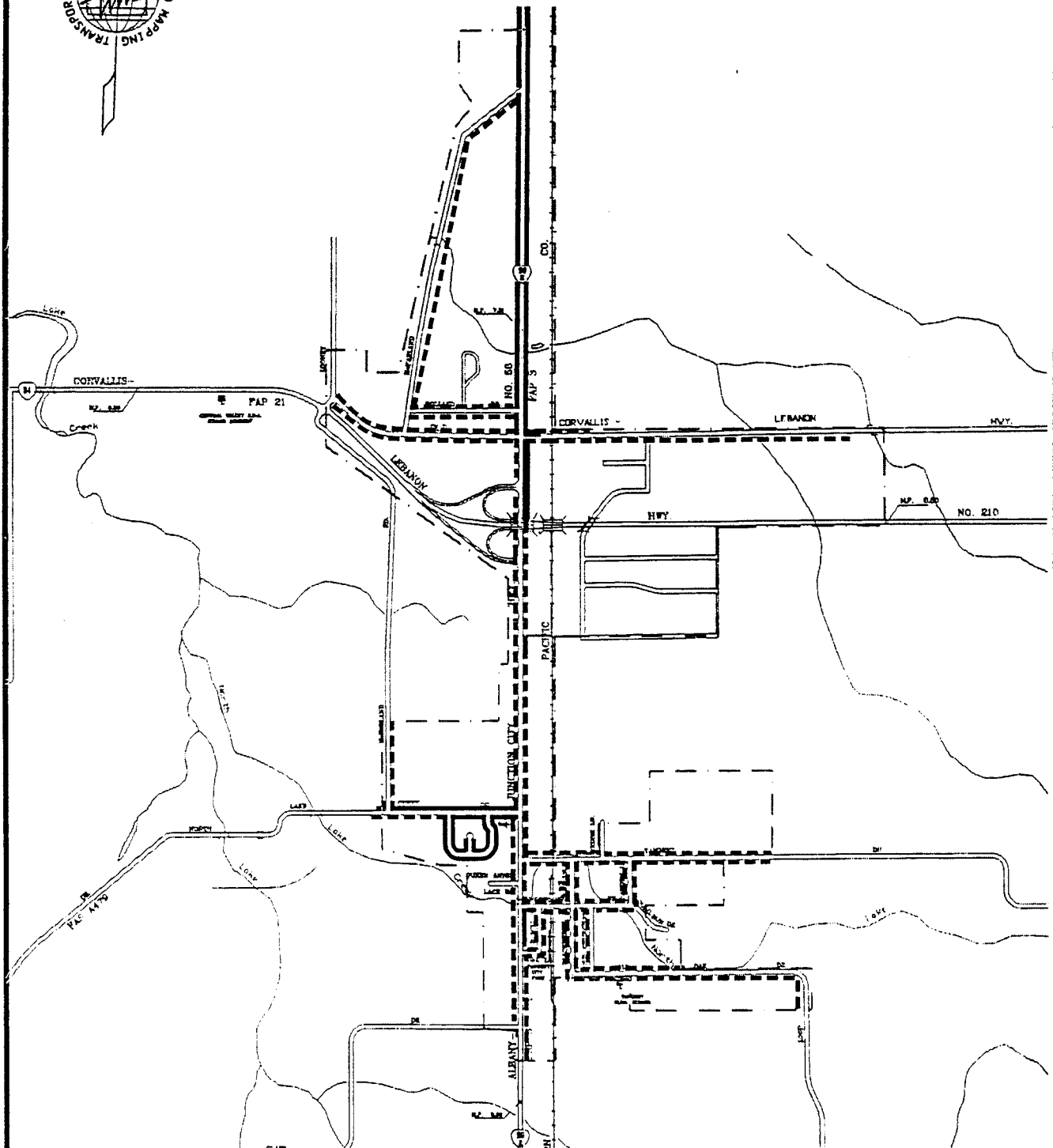
TANGENT, LINN COUNTY, OREGON  
RECOMMENDED BIKEWAYS

FIGURE 33



LEGEND:

- EXISTING SIDEWALK
- - - NEW SIDEWALK
- . - URBAN GROWTH BOUNDARY



TANGENT, LINN COUNTY, OREGON  
RECOMMENDED SIDEWALKS

FIGURE 34



## **23.0 The Proposed Public Transportation System**

Although the future City population and density will not be sufficient to support new bus service, the City may need to coordinate with the Linn County Shuttle to modify their existing service to create additional stops in Tangent. The Shuttle could provide connections to the City of Albany and other systems including Albany Transit Service and the Linn-Benton Loop. If the Shuttle service is modified, the bus should come into the northern and southern parts of Tangent via Highway 99E to allow the greatest number of residents access to the system.

Persons that do not have access to a car or are unable to drive would be those who would benefit the greatest by the proposed service.

## **24.0 The Proposed Rail System**

As discussed previously, ODOT has identified a desire to close some of the existing at-grade rail crossings in Tangent. This need is a low priority issue for ODOT until high speed passenger rail activity increases. If one or more crossings are closed, they would be replaced with a grade separated facility. The location of a new crossing and the actual crossings to be closed have not been identified or evaluated by ODOT.

Although the state would like to remove crossings, the City should retain the crossing if possible. Having multiple crossings helps provide secondary routes for emergency vehicles serving the area and creates more opportunities for street connectivity, especially benefiting bicyclists and pedestrians.

As an alternative, the City should work with the state to install more advanced rail crossing systems if needed to further reduce the potential for crossing conflicts and accidents.

## **25.0 The Proposed Water, Air, and Pipeline Systems**

There are no airport facilities, no navigable water routes, nor pipelines within the City of Tangent, thus no improvements are needed or recommended.



# IMPLEMENTATION PLAN

## 26.0 Implementation Plan

Previous sections of this report have identified the 20 year transportation needs within the City of Tangent. The City faces a major challenge to obtain adequate funding to complete the proposed improvement projects. This section presents the recommended implementation plan for these improvements. Projects identified for implementation within zero to five years shall receive a priority status to solve more immediate transportation issues.

### 26.1 Project Cost Estimates

Estimates of probable cost were calculated for each improvement project recommended in the TSP. Estimates included design and construction costs. The estimated costs are in 1998 dollars and were determined by examining costs for recent improvement projects in the City of Tangent and other Oregon localities. Table 11 lists recommended improvement projects, probable costs, and implementation schedule. It should be noted that some project implementation may occur sooner than identified in Table 11, depending on when nearby properties develop.

**Table 11 - Estimate of Probable Costs and Recommended Implementation Schedule**

Improvement Type	Location	Description	Estimated Cost	Timing
Traffic Signals	Highway 99E and Old Highway 34.	Install traffic signal.	\$180,000	0 to 5 years
	Highway 99E and Tangent Drive	Install traffic signal.	\$180,000	5 to 10 years
Subtotal			\$360,000	
Raised Median	Highway 99E and North Lake Creek Drive	Install raised median on Hwy 99E north of North Lake Creek Drive.	\$87,000	0 to 5 years
Subtotal			\$87,000	
Bike Lanes	Highway 99E	Install bike lane between existing bike lane near City Hall and south city limits.	\$26,000	0 to 5 years
	Old Oak Drive	Install bike lane between Old Church Road and south city limits	\$128,000	0 to 5 years
	Birdfoot Drive	Install bike lane between Highway 99E and Old Church Road.	\$27,000	0 to 5 years

<b>Improvement Type</b>	<b>Location</b>	<b>Description</b>	<b>Estimated Cost</b>	<b>Timing</b>
	Old Church Road	Install bike lane between Birdfoot Drive and Old Oak Drive.	\$27,000	0 to 5 years
	Old Hwy 34	Install bike lane between Looney Lane and east city limits	\$214,000	5 to 10 years
	Tangent Drive	Install bike lane between Highway 99E and east city limits.	\$149,000	10 to 15 years
	McFarland Drive	Install bike lane between Highway 34 and North Lake Creek Drive	\$174,000	15 to 20 years
<b>Subtotal</b>			<b>\$745,000</b>	
Curb, Gutter, Sidewalk	Highway 99E	Install sidewalk on both sides between existing sidewalks near Old Highway 34 to south city limits	\$1,088,000	0 to 5 years
	Old Oak Drive	Install curb, gutter, and sidewalk on south side between Old Church Road and south UGB. Also install on North side approx. 1500' near Old Church Road.	\$431,000	0 to 5 years
	Birdfoot Drive	Install curb, gutter, and sidewalk on both sides between Highway 99E and Old Church Road.	\$140,000	0 to 5 years
	Old Church Road	Install curb, gutter, and sidewalk on both sides between Birdfoot Drive and Old Oak Drive.	\$84,000	0 to 5 years
	McFarland Drive	Install curb, gutter, and sidewalk on east side between UGB and	\$112,000	5 to 10 years

<b>Improvement Type</b>	<b>Location</b>	<b>Description</b>	<b>Estimated Cost</b>	<b>Timing</b>
		North Lake Creek Drive.		
	North Lake Creek Drive	Install curb, gutter, and sidewalk on south side between Meadow Lark Loop and west UGB.	\$79,000	5 to 10 years
	Rolland Drive	Install curb, gutter, and sidewalk on both sides between McFarland Road and Highway 99E.	\$221,000	5 to 10 years
	Old Hwy 34	Install curb, gutter, and sidewalk on south side between Looney Lane and east UGB. Also install on north side between Looney Lane and approximately 500' east of railroad tracks.	\$881,000	5 to 10 years
	McFarland Drive	Install curb, gutter, and sidewalk on east side between Highway 99E and Old Highway 34. Also install on west side for approximately 1000' near Highway 99E.	\$528,000	10 to 15 years
	Tangent Drive	Install curb, gutter, and sidewalk on both sides between Highway 99E and east UGB.	\$515,000	10 to 15 years
	Birdfoot Drive	Install curb, gutter, and sidewalk on both sides between Old Church Road and Garden Lane.	\$88,000	15 to 20 years
	Old Mill Road	Install curb, gutter, and sidewalk on both sides between Birdfoot Drive and Highway 99E.	\$132,000	15 to 20 years
	Blackberry Lane	Install curb, gutter, and sidewalk on both sides between Birdfoot Drive	\$221,000	15 to 20 years

<b>Improvement Type</b>	<b>Location</b>	<b>Description</b>	<b>Estimated Cost</b>	<b>Timing</b>
		and Old Oak Drive.		
	Garden Lane	Install curb, gutter, and sidewalk on both sides between Tangent Drive and Birdfoot Drive	\$103,000	15 to 20 years
<b>Subtotal</b>			<b>\$4,623,000</b>	
Center Turn Lane	Highway 99E	Install center left turn lane between existing 5 lane section near Highway 34 and south UGB.	\$207,000	0 to 5 years
	Tangent Drive	Install center left turn lane between Highway 99E and railroad tracks.	\$13,000	0 to 5 years
	Birdfoot Drive	Install center left turn lane between Highway 99E and railroad tracks.	\$11,000	0 to 5 years
<b>Subtotal</b>			<b>\$231,000</b>	
Pavement Preservation	McFarland Drive	Reconstruct pavement between Highway 99E and Old Highway 34.	\$525,000	0 to 5 years
	McFarland Drive	Reconstruct pavement between north of North Lake Creek and UGB.	\$80,000	0 to 5 years
	Old Mill Road	Overlay or chip seal pavement between Birdfoot Drive and Highway 99E.	\$54,000	5 to 10 years
	Blackberry Lane	Overlay or chip seal pavement between Birdfoot Drive and Old Oak Drive.	\$78,000	5 to 10 years
<b>Subtotal</b>			<b>\$737,000</b>	

Total costs for TSP recommended projects are approximately \$7.0 million dollars. Funding for the projects is expected to come from public and private sources.

In addition to the costs noted in the table above, additional storm drainage costs may be applicable based on the actual location and nature of the proposed project. The Tangent Drainage and Stormwater Management Plan should be consulted, Table 6-1 in particular, to verify the scope and estimated costs of major drainage projects that may affect the proposed

construction.

## **26.2 Transportation Funding Sources**

The City of Tangent transportation receives funding from federal, state, and local sources.

### **26.2.1 Federal Funding Sources**

Federal transportation funding is obtained primarily from the federal fuel tax. On June 9, 1998 the President signed the Transportation Efficiency Act for the 21st Century, (TEA 21) which governs federal transportation funding. Funding categories created by TEA 21 are intended to provide discretion in allocating federal transportation funding to a variety of projects, including improvements to highway and street, transit, pedestrian, and bicycle systems.

### **26.2.2 State Funding Sources**

The State of Oregon obtains transportation funding from a variety of taxes and fees. These include the state fuel tax, weight-mile fees for heavy trucks, vehicle registration fees, state fines and assessments, and the state cigarette tax. State revenues are used to fund projects on state facilities and are distributed from the State Highway Trust Fund to cities based on population.

### **26.2.3 Local Funding Sources**

The local funding sources identified for transportation projects are described below.

#### **General Obligation (G.O.) Bonds**

The City of Tangent has the authority to sell bonds to pay for street projects that address a current deficiency and should be funded by the community. These bonds are backed by the general taxing authority of the bonds. General obligation bonds must be approved by voters.

#### **System Development Charges**

System Development Charges (SDCs) are fees paid by developers to help meet growth-driven needs. A transportation SDC can be used to fund projects that mitigate the impacts of additional traffic on the existing transportation system.

#### **Transportation System Utility Fees**

Properties can be charged monthly fees for use of the transportation system, similar to other utilities. A transportation system utility fee is an option for the City of Tangent to use for funding street maintenance improvements. The fees would be calculated based on the estimated number of vehicle trips generated by each land use. Cities such as Medford, Ashland, and La Grande currently have transportation system utility fees.

#### **Developer Agreements**

Significant development is expected to occur within the City of Tangent during the 20-year planning period. The costs of constructing new roadways to serve developing land are expected to be paid by developers. Developers would be required to invest in the transportation infrastructure as part of the permit process. There is some concern that transportation improvements associated with development may result in stretches of improved streets adjoining stretches of un-improved right-of-way in the same street, in the instance where neighboring properties have not developed and have not been subject to a requirement to improve their frontage. The City's Local Improvement District (LID) Ordinance, Ordinance No. 86-01,

provides that when two thirds of the property owners who would benefit from a proposed project sign Waivers of Remonstrance to the formation of the LID, the City may proceed with the formation of the district and assessment of the abutting properties for the public improvement. The City Council may also initiate public improvements when it finds a public need for the project.

In addition to the existing mechanisms in place in Tangent, the City may consider providing opportunity for reimbursement to developers for the costs of certain public improvements whose benefits extend beyond the site of the subject development. One such mechanism is an Advance Finance District, or AFD.

#### **Other Local Funding Sources**

Other possible local funding mechanisms may be available to help fund the TSP. These funding mechanisms include creating a local tax base, a gasoline tax, local weight-mile fees, local vehicle registration fees, special assessments, and payroll taxes. Additionally, the City will continue to utilize Waivers of Remonstrance to the formation of local improvement districts (LID's); will utilize systems development charges (SDC's) for improvements to collectors and arterials in the planning area; and will investigate whether there is local community interest in such other mechanisms as Advance Finance Districts, transportation impact fees, or other options which have been undertaken to successfully fund public transportation projects in other communities.

## **27.0 Public Involvement**

As part of the development of the TSP, a Technical Advisory Committee was formed consisting of community representatives, ODOT, and City Staff. The committee met several times to initiate the study, discuss alternatives, and make recommendations for inclusion in the TSP. Public meetings were also held to assess community support for the options and plan recommendations.

Minutes from each meeting were recorded by the City of Tangent and are included in the **Appendix**.

# **Appendix**

## **Plan and Policy Review**



## Plan and Policy Review

Existing plans and policies were reviewed to establish the history of planning in Tangent, planned street system improvements, and other county and state planned transportation improvements. The review also served to evaluate consistency between local plans/policies and other county, state, and federal plan provisions affecting transportation.

The review included the following documents:

- City of Tangent Comprehensive Plan
- City of Tangent Planning and Zoning Ordinance
- City of Tangent Public Works Design Standards
- City of Tangent Capital Improvement Program
- Linn County Transportation Plan
- Oregon Transportation Plan
- Oregon Highway Plan
- Oregon Transportation Planning Rule
- ODOT Economic Development Analysis of Highway Corridors
- ODOT Overview of Statewide Corridors
- Oregon Highway 34 Transportation Corridor Plan
- ODOT Accident Rate Tables
- ODOT Traffic Volume Tables
- Oregon Rail Freight Plan
- Oregon High Speed Rail Capacity Analysis

Below is a summary of specific issues or concerns identified during the review.

## Issues

1. The city limits are much larger than the Urban Growth Boundary (UGB). Typically city limits are within the UGB, with TSPs matching the boundaries of the UGB. Clarification is needed as to how the boundaries were established and how it may affect the development of the TSP.
2. The functional classification of streets defined in the Comprehensive Plan may not be consistent with travel patterns and use. Birdfoot Drive and Old Church Road may be inappropriately classified as collector streets.
3. Several streets, bikeways and pedestrian ways are planned outside of the UGB. Many of the facilities are located on lands designated for Exclusive Farm Use (EFU).
4. Some recommendations contained in the Comprehensive Plan are yet to be implemented, including a commuter transfer point in Tangent and routing bus service into the City.
5. Residential R-1 zones have minimum lot sizes of 10,000 feet, which may limit the City's ability to grow in a compact manner.
6. Regulations in the Planning and Zoning Ordinance prevent street trees from being planted closer than 5 feet from the curb. This regulation may prevent planting street trees in new neighborhoods unless the planting strip is over 10 feet wide.
7. Street light design standards require the use of cobra-head type lighting. While this type of lighting is effective for highway applications, other lighting types are often considered to be more appropriate in neighborhoods and on a scale with pedestrians and cyclists.
8. The typical pavement width of residential streets is 36 feet, unless the street is not continuous. Generally, local streets have traffic volumes with less than 1,000 vehicles per day. A 36 foot wide street would easily handle 10,000 vehicles per day and may be excessively wide. Slightly narrower widths may be more appropriate, thus reducing construction costs, stormwater runoff, and be in greater harmony with the Transportation Planning Rule.
9. The Public Works Design Standards state that bikeways shall meet the requirements of the American Association of State Highway and Transportation Officials publication, Guide for Development of New Bicycle Facilities. The Design Standards may also want to reference conformance with the Oregon Bicycle and Pedestrian Plan.
10. The minimum setback for a property line sidewalk is 4 feet, which is too narrow to support street trees.

Four feet is adequate for juvenile trees but will not sustain full grown street trees without damaging the tree and/or the sidewalk. At least five feet is needed for small street tree varieties, while at least eight feet is needed for large street trees.

11. The City allows the use of both property line sidewalks and curblane sidewalks. Pedestrians typically feel safer when using property line sidewalks because they are farther from street traffic. At the same time, property line sidewalks allow street trees to be placed closer to the street, thus encouraging drivers to drive slower. The City should consider requiring the use of property line sidewalks. {NOTE: As part of the TSP process, the City modified its development standards to require property line sidewalks in all cases.}
12. The current design of drainage catch basins has the street grate in the pavement, which can pose a hazard to cyclists. Some cities use a different design that has the drainage inlet in the curb face. This design completely eliminates the drainage grate in the pavement and is safer for bicycles.
13. The Capital Improvement Plan (CIP) is now out of date. It is assumed that upon the completion of the TSP, the CIP will be updated.
14. The CIP contains a project to close one end of Rolland Drive. It is unclear why the street needs to be closed and if this is still a desirable project.
15. The CIP discusses the installation of traffic signals on Highway 99E (when warranted) at N. Lake Creek Drive, Birdfoot Drive, Tangent Drive, and McFarland Drive. The Oregon Department of Transportation may be reluctant to allow new signals that would interrupt traffic flow on the state highway. If a signal is permitted, ODOT will likely require that it be spaced 1/2 mile from any other signals, thus eliminating the possibility of multiple signals at N. Lake Creek, Birdfoot, and Tangent, since they are too closely spaced.
16. Linn County has identified adequate funding for roughly 10 years but is less sure about whether it will have sufficient monies to meet transportation demands for 20 years. Since most of the streets in Tangent are under county jurisdiction, adequate funding of improvements may become an issue in the long term.
17. The only planned county transportation project within the City is for Tangent Drive/N. Lake Creek Drive where there is a pair of sharp curves in the road. The county would like to realign the curve and is currently discussing right-of-way needs with an adjacent property owner.
18. The county's construction standard permits 4 foot shoulder bikeways. However, the Oregon Bicycle and Pedestrian Plan recommends that shoulders be as wide as 6 feet depending on the expected traffic during the peak design hour. Eight foot shoulders are also recommended under high traffic conditions but it is unlikely that the traffic volumes in Tangent will reach these thresholds.
19. Access standards in the Linn County TSP are generally more restrictive than those currently contained in the Oregon Highway Plan. Highway 99E is classified as a Regional Highway by ODOT. This allows public roads to intersect every 1/4 mile and driveways every 300 feet. It should be noted that ODOT has been actively working to update their access standards which are likely to be different than those in the current Highway Plan.
20. The Economic Development Analysis of Highway Corridors identified Highway 34 as a corridor with high economic development potential. As such, the local economy in Tangent is expected to readily respond to decreases in the cost of transportation derived from transportation improvements. Highway 99E was not included in the study.
21. The ODOT Overview of Statewide Corridors indicates that Highway 34 through Tangent may reach high congestion levels by the year 2016.
22. In the early 1990s, the accident rate on Highway 34 was more than double the state average for similar facilities. Since its realignment and reconstruction, the highway has had an accident rate well below the statewide average. Highway 99E also has an accident rate below the statewide average when compared with similar facilities.

## Conclusions and Recommendations

Aside from the issues previously raised in this evaluation, the planning and policy documents reviewed were in general agreement with each other. It is recommended that the above issues be considered and resolved during the TSP process. Many of the issues can be resolved by the technical advisory committee while others may require discussion at public meetings.

# **Appendix**

## **Traffic Signal Warrants**

## C. WARRANTS

### 4C-1 Advance Engineering Data Required

A comprehensive investigation of traffic conditions and physical characteristics of the location is required to determine the necessity for a signal installation and to furnish necessary data for the proper design and operation of a signal that is found to be warranted. Such data desirably should include:

1. The number of vehicles entering the intersection in each hour from each approach during 16 consecutive hours of a representative day. The 16 hours selected should contain the greatest percentage of the 24-hour traffic.

2. Vehicular volumes for each traffic movement from each approach, classified by vehicle type (heavy trucks, passenger cars and light trucks, public-transit vehicles and, in some locations, bicycles), during each 15-minute period of the two hours in the morning and of the two hours in the afternoon during which total traffic entering the intersection is greatest.

3. Pedestrian volume counts on each crosswalk during the same periods as the vehicular counts in paragraph (2) above and also during hours of highest pedestrian volume. Where young or elderly persons need special consideration, the pedestrians may be classified by general observation and recorded by age groups as follows:

- (a) under 13 years
- (b) 13 to 60 years
- (c) over 60 years.

4. The 85-percentile speed of all vehicles on the uncontrolled approaches to the location.

5. A conditions diagram showing details of the physical layout, including such features as intersectional geometrics, channelization, grades, sight-distance restrictions, bus stops and routings, parking conditions, pavement markings, street lighting, driveways, location of nearby railroad crossings, distance to nearest signals, utility poles and fixtures, and adjacent land use.

6. A collision diagram showing accident experience by type, location, direction of movement, severity, time of day, date, and day of week for at least one year.

The following data are also desirable for a more precise understanding of the operation of the intersection and may be obtained during the periods specified in (2) above:

- 1. Vehicle-seconds delay determined separately for each approach.

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2. The number and distribution of gaps in vehicular traffic on the major street when minor-street traffic finds it possible to use the intersection safely.

3. The 85-percentile speed of vehicles on controlled approaches at a point near to the intersection but unaffected by the control.

4. Pedestrian delay time for at least two 30-minute peak pedestrian delay periods of an average weekday or like periods of a Saturday or a Sunday.

Adequate roadway capacity at a signalized intersection is desirable. Widening of both the major street and the minor street may be warranted to reduce the delays caused by assignment of right-of-way at intersections controlled by traffic signals. Widening of the minor street is often beneficial to operation on the major street because it reduces the green time that must be assigned to minor street traffic. In urban areas, the effect of widening can be achieved by elimination of parking at intersectional approaches. It is always desirable to have at least two lanes for moving traffic on each approach to a signalized intersection. Additional width may be necessary on the leaving side of the intersection, as well as the approach side, in order to clear traffic through the intersection effectively. Before an intersection is widened, the additional green time needed by pedestrians to cross the widened streets should be checked to ensure that it will not exceed the green time saved through improved vehicular flow.

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#### 4C-2 Warrants for Traffic Signal Installation

Traffic control signals should not be installed unless one or more of the signal warrants in this Manual are met. The satisfaction of a warrant or warrants is not in itself justification for a signal. Information should be obtained by means of engineering studies and compared with the requirements set forth in the warrants. The engineering study should indicate the installation of a traffic signal will improve the overall safety and/or operation of the intersection. If these requirements are not met, a traffic signal should neither be put into operation nor continued in operation (if already installed).

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For the purpose of warranting signalization, a wide-median intersection should be considered as one intersection.

When a traffic control signal is indicated as being warranted, it is presumed that the signal and all related traffic control devices and markings are installed according to the standards set forth in this Manual. It is further presumed that signal indications are properly phased, that roadways are properly designed, that adjacent traffic signals are properly coordinated, that there is adequate supervision of the operation and maintenance of the signal and all of its related devices, and that the traffic

signal controller will be selected on the basis of engineering study and judgment.

An investigation of the need for traffic signal control should include where applicable, at least an analysis of the factors contained in the following warrants:

- Warrant 1—Minimum vehicular volume.
- Warrant 2—Interruption of continuous traffic.
- Warrant 3—Minimum pedestrian volume.
- Warrant 4—School crossings.
- Warrant 5—Progressive movement.
- Warrant 6—Accident experience.
- Warrant 7—Systems.
- Warrant 8—Combination of warrants.
- Warrant 9—Four Hour Volumes.
- Warrant 10—Peak Hour Delay.
- Warrant 11—Peak Hour Volume.

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The analysis should consider the effects of the right turn vehicles from the minor street approaches. Engineering judgment should be used to determine what, if any, portion of the right turn traffic is subtracted from the minor street traffic count when evaluating the count against the above warrants.

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#### 4C-3 Warrant 1, Minimum Vehicular Volume

The Minimum Vehicular Volume warrant is intended for application where the volume of intersecting traffic is the principal reason for consideration of signal installation. The warrant is satisfied when, for each of any 8 hours of an average day, the traffic volumes given in the table below exist on the major street and on the higher-volume minor-street approach to the intersection. An "average" day is defined as weekday representing traffic volumes normally and repeatedly found at the location.

MINIMUM VEHICULAR VOLUMES FOR WARRANT 1

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)	Vehicles per hour on higher-volume mi- nor-street approach (one direction only)
Major Street	Minor Street		
1.....	1.....	500	150
2 or more.....	1.....	600	150
2 or more.....	2 or more.....	600	200
1.....	2 or more.....	500	200

These major-street and minor-street volumes are for the same 8 hours. During those 8 hours, the direction of higher volume on the minor street may be on one approach during some hours and on the opposite approach during other hours.

When the 85-percentile speed of major-street traffic exceeds 40 mph in either an urban or a rural area, or when the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the Minimum Vehicular Volume warrant is 70 percent of the requirements above.

#### 4C-4 Warrant 2, Interruption of Continuous Traffic

The Interruption of Continuous Traffic warrant applies to operating conditions where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or hazard in entering or crossing the major street. The warrant is satisfied when, for each of any 8 hours of an average day, the traffic volumes given in the table below exist on the major street and on the higher-volume minor-street approach to the intersection, and the signal installation will not seriously disrupt progressive traffic flow.

MINIMUM VEHICULAR VOLUMES FOR WARRANT 2

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)	Vehicles per hour on higher-volume mi- nor-street approach (one direction only)
Major Street	Minor Street		
1.....	1.....	750	75
2 or more.....	1.....	900	75
2 or more.....	2 or more.....	900	100
1.....	2 or more.....	750	100

These major-street and minor-street volumes are for the same 8 hours. During those 8 hours, the direction of higher volume on the minor street may be on one approach during some hours and on the opposite approach during other hours.

When the 85-percentile speed of major-street traffic exceeds 40 mph in either an urban or a rural area, or when the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the Interruption of Continuous Traffic warrant is 70 percent of the requirements above.

#### 4C-5 Warrant 3, Minimum Pedestrian Volume

A traffic signal may be warranted where the pedestrian volume crossing the major street at an intersection or mid-block location during an average day is:

- 100 or more for each of any four hours; or
- 190 or more during any one hour

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The pedestrian volume crossing the major street may be reduced as much as 50 percent of the values given above when the predominant pedestrian crossing speed is below 3.5 feet per second.

In addition to a minimum pedestrian volume of that stated above, there shall be less than 60 gaps per hour in the traffic stream of adequate length for pedestrians to cross during the same period when the pedestrian volume criterion is satisfied. Where there is a divided street having a median of sufficient width for the pedestrian(s) to wait, the requirement applies separately to each direction of vehicular traffic.

Where coordinated traffic signals on each side of the study location provide for platooned traffic which result in fewer than 60 gaps per hour of adequate length for the pedestrians to cross the street, a traffic signal may not be warranted.

This warrant applies only to those locations where the nearest traffic signal along the major street is greater than 300 feet and where a new traffic signal at the study location would not unduly restrict platooned flow of traffic. Curbside parking at non-intersection locations should be prohibited for 100 feet in advance of and 20 feet beyond the crosswalk.

A signal installed under this warrant should be of the traffic-actuated type with push buttons for pedestrians crossing the main street. If such a signal is installed within a signal system, it should be coordinated if the signal system is coordinated.

Signals installed according to this warrant shall be equipped with pedestrian indications conforming to requirements set forth in other sections of this Manual.

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#### **4C-6 Warrant 4, School Crossing**

A traffic control signal may be warranted at an established school crossing when a traffic engineering study of the frequency and adequacy of gaps in the vehicular traffic stream as related to the number and size of groups of school children at the school crossing shows that the number of adequate gaps in the traffic stream during the period when the children are using the crossing is less than the number of minutes in the same period (sec. 7A-3).

When traffic control signals are installed entirely under this warrant:

1. Pedestrian indications shall be provided at least for each crosswalk established as a school crossing.
2. At an intersection, the signal normally should be traffic-actuated. As a minimum, it should be semi-traffic-actuated, but full actuation with detectors on all approaches may be desirable. Intersection installations that can be fitted into progressive signal systems may have pretimed control.
3. At non-intersection crossings, the signal should be pedestrian-actuated, parking and other obstructions to view should be prohibited for



at least 100 feet in advance of and 20 feet beyond the crosswalk, and the installation should include suitable standard signs and pavement markings. Special police supervision and/or enforcement should be provided for a new non-intersection installation.

#### **4C-7 Warrant 5, Progressive Movement**

Progressive movement control sometimes necessitates traffic signal installations at intersections where they would not otherwise be warranted, in order to maintain proper grouping of vehicles and effectively regulate group speed. The Progressive Movement warrant is satisfied when:

1. On a one-way street or a street which has predominantly unidirectional traffic, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning and speed control, or
2. On a two-way street, adjacent signals do not provide the necessary degree of platooning and speed control and the proposed and adjacent signals could constitute a progressive signal system.

The installation of a signal according to this warrant should be based on the 85-percentile speed unless an engineering study indicates that another speed is more desirable.

The installation of a signal according to this warrant should not be considered where the resultant signal spacing would be less than 1000 feet.

#### **4C-8 Warrant 6, Accident Experience**

The Accident Experience warrant is satisfied when:

1. Adequate trial of less restrictive remedies with satisfactory observance and enforcement has failed to reduce the accident frequency; and
2. Five or more reported accidents, of types susceptible to correction by traffic signal control, have occurred within a 12-month period, each accident involving personal injury or property damage apparently exceeding the applicable requirements for a reportable accident; and
3. There exists a volume of vehicular and pedestrian traffic not less than 80 percent of the requirements specified either in the Minimum Vehicular Volume warrant, the Interruption of Continuous Traffic warrant, or the Minimum Pedestrian Volume warrant; and
4. The signal installation will not seriously disrupt progressive traffic flow.

Any traffic signal installed solely on the Accident Experience warrant should be semi-traffic-actuated (with control devices which provide proper coordination if installed at an intersection within a coordinated system) and normally should be fully traffic-actuated if installed at an isolated intersection.

#### **4C-9 Warrant 7, Systems Warrant**

A traffic signal installation at some intersections may be warranted to encourage concentration and organization of traffic flow networks. The Systems Warrant is applicable when the common intersection of two or more major routes: (1) has a total existing, or immediately projected, entering volume of at least 1000 vehicles during the peak hour of a typical weekday and has five year projected traffic volumes, based on an engineering study, which meet one or more of Warrants 1, 2, 8, 9, and 11 during an average weekday; or (2) has a total existing or immediately projected entering volume of at least 1000 vehicles for each of any five hours of a Saturday and/or Sunday.

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A major route as used in the above warrant has one or more of the following characteristics:

1. It is part of the street or highway system that serves as the principal network for through traffic flow;
2. It includes rural or suburban highways outside, entering or traversing a city;
3. It appears as a major route on an official plan such as a major street plan in an urban area traffic and transportation study.

#### **4C-10 Warrant 8, Combination of Warrants**

In exceptional cases, signals occasionally may be justified where no single warrant is satisfied but where Warrants 1 and 2 are satisfied to the extent of 80 percent or more of the stated values.

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Adequate trial of other remedial measures which cause less delay and inconvenience to traffic should precede installation of signals under this warrant.

#### **4C-10.1 Warrant 9—Four Hour Volumes**

The Four Hour Volume Warrant is satisfied when each of any four hours of an average day the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher volume minor street approach (one direction only) all fall above the curve in Figure 4-7 for the existing combination of approach lanes.

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When the 85th percentile speed of the major street traffic exceeds 40 miles per hour or when the intersection lies within a built-up area of an isolated community having a population less than 10,000, the four hour volume requirement is satisfied when the plotted points referred to fall above the curve in Figure 4-8 for the existing combination of approach lanes.

#### **4C-10.2 Warrant 10, Peak Hour Delay**

The peak hour delay warrant is intended for application where traffic conditions are such that for one hour of the day minor street traffic suffers undue delay in entering or crossing the major street. The peak hour delay warrant is satisfied when the conditions given below exist for one hour (any four consecutive 15-minute periods) of an average weekday.

The peak hour delay warrant is met when:

1. The total delay experienced by the traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach, and
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes, and
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four (or more) approaches or 650 vph for intersections with three approaches.

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#### **4C-10.3 Warrant 11, Peak Hour Volume**

The peak hour volume warrant is also intended for application when traffic conditions are such that for one hour of the day minor street traffic suffers undue traffic delay in entering or crossing the major street.

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicle per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

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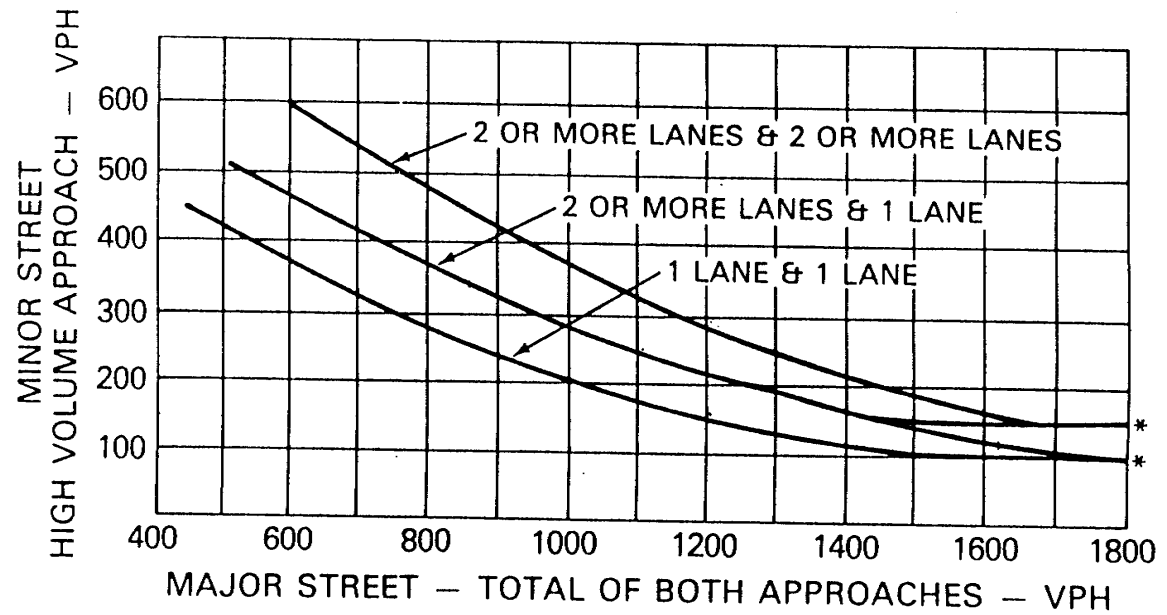
When the 85th percentile speed of major street traffic exceeds 40 mph or when the intersection lies within a built-up area of an isolated community having a population less than 10,000, the peak hour volume requirements is satisfied when the plotted point referred to above falls above the curve in Figure 4-6 for the existing combination of approach lanes.

#### **4C-11 Factors Governing Selection of Type of Control**

The principal factors that may lead to the favorable consideration of traffic-actuated control in the selection of the type of signal control include:

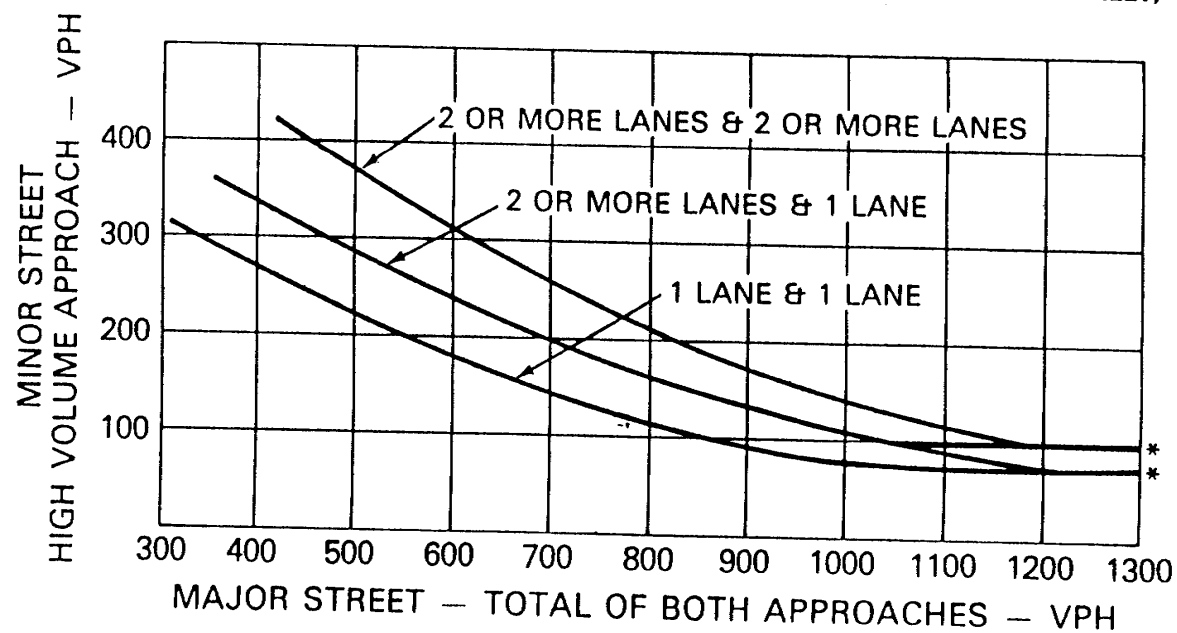
1. Low, fluctuating or unbalanced traffic volumes.
2. High side street traffic volumes and delays only during the peak hours.
3. The pedestrian or accident warrant is the only warrant which is met.
4. The installation is to provide for one-way movement of two-way traffic.
5. The installation is at a non-intersection location.

**FIGURE 4-5. PEAK HOUR VOLUME WARRANT**

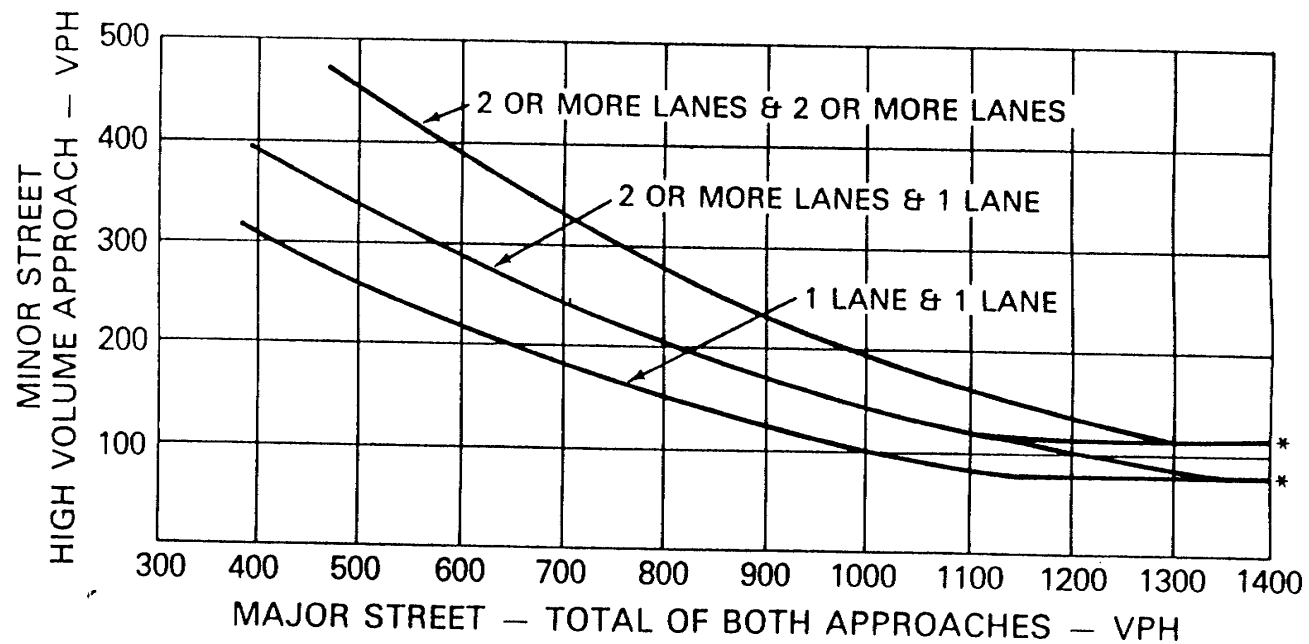


\*NOTE: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

**FIGURE 4-6. PEAK HOUR VOLUME WARRANT**  
 (COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)

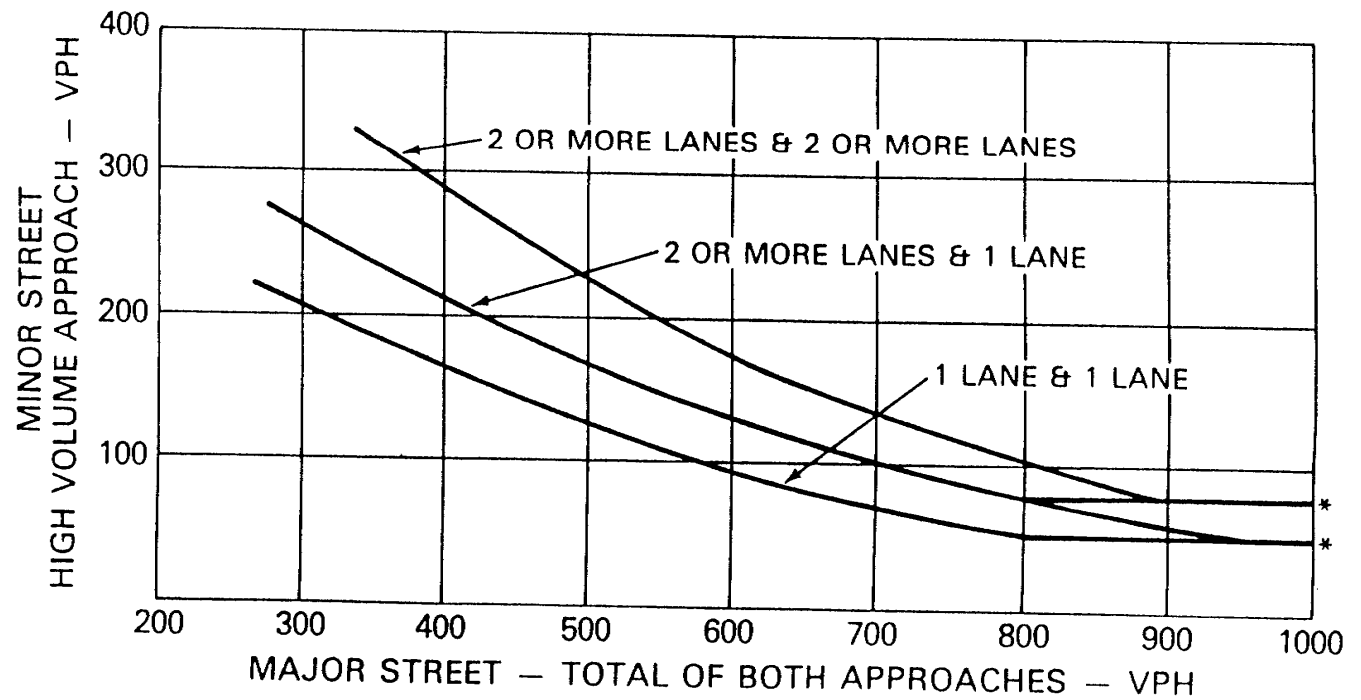


\*NOTE: 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

**FIGURE 4-7. FOUR HOUR VOLUME WARRANT**

\*NOTE: 115 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 80 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

**FIGURE 4-8. FOUR HOUR VOLUME WARRANT**  
 (COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



\*NOTE: 80 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 60 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

# **Appendix**

## **Public Involvement Meetings**



**TANGENT TRANSPORTATION TECHNICAL  
ADVISORY COMMITTEE  
MINUTES  
May 26, 1998**

Mayor Nofziger opened the public meeting at 7:15 p.m. with the following:

**PRESENT:**      **TAC MEMBERS:**      *Jim Dunning, Steve Nofziger and Georgia George*

**ABSENT:**      **TAC MEMBER:**      *Mondalee Lengkeek*

**ALSO PRESENT:**      **STAFF:**      *City Engineer Chris Budeski, City Planner Sandra Gazeley, Senior Planner Creed Eckert, Consultant Jim West - Kimley-Horn, Consultant Curt Wimer, Kimley-Horn, and ODOT Peter Idema and City Recorder Georgia Edwards*

**FLAG SALUTE:** Mayor Nofziger asked all to stand for the flag salute.

**WELCOME:** Mayor Nofziger welcomed all to the meeting.

**INTRODUCTIONS:** Mayor Nofziger asked all in attendance to state their name and who they represent for this meeting.

**SP PROCESS:** Peter Idema from ODOT explained that this is to fulfill the state wide planning goals # 12 and 13. He noted that this is a complex goal and in order to comply you have to develop a multi-modal plan, which would include systems for bicycles, pedestrians, transits, as well as airports and waterways etc. This is a 20 year plan. The issues are to decide where your problem areas are, what the capacity is for the highway and what other transportation facilities you have and will need in the future. ODOT feels this is a good program as it affects the highway system. He noted that the City Planner will be working on implementing the ordinances that will accompany this study.

City Planner Gazeley asked if this would involve changing the public works standards. Peter Idema stated it may include changing the streets and bicycle lane standards. The most common issue is dealing with road standards that meet the needs of the community, without requiring excessive requirements.

Jim Dunning asked how much of the plan is set by ODOT. Peter responded that the rules states that you have to have standards that aren't excessive. The word "excessive" is arguable. There is some flexibility in city's adopting standards, but the plan needs to address the criteria in the goal. Part of the idea is to try to reduce the relying on the automobile for all transportation ways. They will involve DLCD during this process, so hopefully everyone is coming together on the issue.

Jim West - Kimley Horn, stated that the size of the community dictates how much you have to comply with the rule. The city could be exempt since they have less than 2,100 in population, but the exempt

in this case really means postponed. Eventually all cities will have to comply.

City Planner Gazeley asked if they will have something to plug into the comprehensive plan to take care of the transportation element and whether they will have a good street map at the end of this study. Peter stated there would be, but the whole document will be a background document.

**4. TSP GOALS AND OBJECTIVES:** Jim West noted that the TSP becomes the transportation element of the comprehensive plan. He then passed out the Albany plan they developed and the map that was created. He noted they need to know what the objectives of the committee are and what they feel the most strongly about.

Discussion ensued. The following were identified as issues:

- Safety
- Preservation
- Upgrade to urban standards
- Capacity Expansion
- Bicycle Improvement
- Pedestrian Improvement
- Rail issues
- Transit service
- Intercity transit study

It was noted that this study may lead to grant opportunities for funding such things as sidewalks and bicycle ways. The TSP can influence the System Development amounts that should be collected. It was noted that this grant must be completed by June of 1999, though they might be able to get an extension if needed.

Senior Planner Eckert noted that there needs to be an analysis of the land needs in the city and that it might not be done by June of this year, which is needed to develop the future needs of the city. Idema noted that they have to work with what they have. While it would be great to have all this information, they may have to just make their best guess.

Curt Wert - Kimley Horn noted that the TSP won't be done for a year so changes can be made. He felt that with this small of a community the changes shouldn't be that drastic.

Peter Idema stated that you would be dealing with criteria as to whether to allow cul-de-sacs or not and to develop where those streets would be. Then when someone comes in with an actual subdivision request, you can have a plan to compare it to.

The next issue discussed was what the committee and citizens feel is the biggest issue. Chris

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Schaffner stated that he felt that the biggest issue is safety. He noted that the population doubled during the last 10 years, and they don't have places for people to walk. He would like to see speed limits discussed, as well as capacity and traffic flow. They need to determine how to get pedestrians and bicycles across the highway. He also is concerned about the possibility of a high speed train and possible closures of crossings, which could cause a great deal of problems to farmers as well as affect drainage.

Georgia Georg stated she felt that safety is an issue. She noted they have a lot of residential development which is funneled onto North Lake Creek Drive. They have problems with kids crossing the highway. She feels that the sidewalks should be built with new development. She felt that transit is a need for the community. They also need to look at speed limits and sidewalks. Wetlands are an issue especially in Lone Oak Estate. She did not feel the railroad was as high a priority.

City Engineer Budeski questioned improvement on private property and whether they should have standards for them. Wert stated that they usually require private street to be put in at city standards as city often are requested to maintain them later. Chris Budeski wondered if they put certain kinds of standards on Highway 99-E, would ODOT have to agree to that standard. Idema stated that ODOT would be signing this plan and they would have to buy off on the standards. They would need to decide whether the standard makes sense and is workable for ODOT. He noted that they have brought in an expert on walkable cities to explain that concept to ODOT.

Senior Planner Eckert questioned how they can control pedestrians safety crossing a street without traffic lights. Idema stated they can do that with mediums. He noted that ODOT can't just post a speed, but feels as the city grows the speed will slow down. He noted that people slow down when they have visual clues that this is a city versus a rural area. He noted that seeing street trees and parking along roadways has a calming affect.

Jim West stated that they can put in as part of the TSP such improvements as street trees and curb, so that people will see this as an urban area. He noted that ODOT usually will not lower a speed to less than 85% of what people are driving the road at. Communities request the speed to be lowered and when studies are done, they often find people are actually traveling at speeds higher than the speed that is posted. The visual clues are what will help slow that down.

Jim Dunning stated that he feels the rail issue is something that would need to be in a 20 year plan, but is not an immediate problem. He feels the immediate need is for crosswalks. They will eventually need to discuss capacity expansion and need for turn lanes.

It was noted that they will discuss in the rail section whether crossings can be closed and what affect that would have on the city. They will also discuss the proper places for pedestrian and bike ways. It was noted that the areas to be looked at for pedestrian ways, are North Lake Creek to Old Oak Drive. They also need to look at a traffic light at Old Highway 34 and the possible improvement of Rolland

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Drive.

It was felt that drainage is an issue in the city, which directly affects the conditions of the street.

Jim West noted that they will need to discuss the condition of Old Highway 34 and determine the traffic counts on this road. They also may be able to look at some of the drainage problems.

Jim West referred to a handout as to the next steps that will need to happen. He would like them to review the city map and indicate areas they feel they need to look at. The next public meeting will probably be in October.

There being no further business before the committee, the meeting was adjourned at 9:00 p.m.

Approved:

Attest:

Steve Nofziger  
Steve Nofziger, Mayor

Georgia Edwards  
Georgia Edwards, City Recorder

**TANGENT TRANSPORTATION TECHNICAL  
ADVISORY COMMITTEE  
MINUTES  
March 15, 1999**

**PRESENT:**      **TAC MEMBERS:**      Jim Dunning, Mondalee Lengkeek, and Georgia George

**ABSENT:**      **TAC MEMBERS:**      Mayor Steve Nofziger

**ALSO PRESENT:**      **STAFF:**      Consultant Jim West - Kimley-Horn, ODOT Peter Idema and  
City Recorder Georgia Edwards

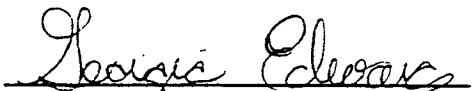
The committee went through the Transportation Needs and Deficiencies Report. City Recorder Edwards noted that they have the UGB misidentified, as it includes the area around the Tangent Industrial Park. Discussion ensued on the document. Peter Idema noted that TGM may be able to fund a grant for developing a downtown commercial area.

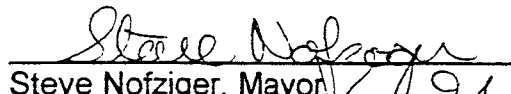
Jim West will take the comments received at this meeting and incorporate them into the report. The next step will be to put together the report and have a meeting in about a month.

There being no further business before the committee, the meeting was adjourned at 8:50 p.m.

Approved:

Attest:

  
Georgia Edwards, City Recorder

  
Steve Nofziger, Mayor

**TANGENT TRANSPORTATION TECHNICAL  
ADVISORY COMMITTEE  
MINUTES  
August 4, 1998**

**PRESENT:**      **TAC MEMBERS:**      Jim Dunning, Mondalee Lengkeek, Steve Nofziger and Georgia George

**ALSO PRESENT:**      **STAFF:**      City Engineer Chris Budeski, City Planner Sandra Gazeley, Senior Planner Creed Eckert, Consultant Jim West - Kimley-Horn, ODOT Peter Idema and City Recorder Georgia Edwards

**NEW BUSINESS:**

1. Plan and Policy Issues: The committee review the information supplied by Jim West and Plan and Policy Issues. The first issued discussed for whether to use the UGB or the city limits for the basis of the study. Peter Idema stated that Mark Rhodabaugh thought they should use the UGB. Peter stated that this is an item that would need to be solved once the land use issues are completed. He noted that in small cities it wouldn't change the TSP that much.

City Engineer Chris Budeski noted that McFarland is outside the UGB, but needs to be discussed as their has been some discussion of development on that road. After considerable discussion, it was agreed that Senior Planner Creed will talk to DLCD about making possible residential reserves.

Discussion ensued on the classification of streets. It was noted that Birdfoot and Old Church are considered collector street and should probably be classified as minor arterial. There was some discussion on what the classification should be on Old Oak Road.

There was some discussion on bus service. Ms. Lengkeek noted that she had talked to the transit committee who were not enthused about extending to Tangent due to money issues. Peter Idema noted that CWCOCG will be doing a study on connecting transit systems between towns and will look into whether Tangent will be included in this.

There was some discussion about the minimum lot sizes. It was noted that some citizens believe 10,000 square foot lot sizes are too small. Peter Idema noted that DLCD will be looking at the density issue. They are pushing for higher density lots. The city may need to look at zoning some areas at a higher density.

Discussion ensued on regulations preventing street trees from being planted closer than 5 feet from the curb. It was noted they may want to have planting strips. It was noted that trees give visual clues that their are pedestrians in the area.

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There was some discussion on street light standards and width of pavement in residential areas. It was noted that they could change the lighting standards and need to consider changing street widths.

There was some discussion concerning who will make the changes. It was noted that the planner would make the comp plan changes as approved by the Planning Commission and City Council.

Cul-de-sacs were discussed. It was felt that this would be met by a street network plan. Peter Idema felt that this is an issue that the planning Commission needs to decide.

Limited discussion ensued on issues 10-20.

It was noted that Highway 34 improvement will have a economic benefit to the property owners on this highway. There needs to be a recognition that Tangent is likely to reap economic benefits because of improvements to Highway 99-E also.

Discussion ensued on items 22-25. It was noted that there needs to be a protection of the railroad crossing Tangent currently has. It was noted that eliminating any crossing, will limit fire department protection due the location of the Fire Department on one side of the tracks.

The next issue discussion was an inventory of the facilities. Jim West passed out some maps that they have produced. It was noted that they still need additional data to make these maps complete.

Senior Planner Eckert was excused at 8:40 p.m.

It was felt that on-street parking is not an issue for Tangent. Jim West noted that they will be looking at accident rates and how these will factor into street improvements.

Discussion ensued on the transportation portion of the comp plan. Jim West questioned whether they need to do more to the plan than just tweak it. The committee noted they had not looked at the plan closely. City Recorder Edwards will send copies of the transportation portion of the comp plan to the committee members. (Steve Nofziger arrived during this discussion)


Jim West noted that the next meeting will be towards the end of October. They need population figures by the first part of September. Jim West will get a list of questions to the City Recorder for the committee members to review.

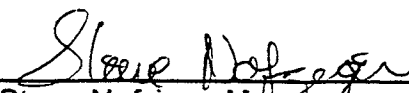
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There being no further business before the committee, the meeting was adjourned.

Approved:

Attest:

  
Georgia Edwards, City Recorder

  
Steve Nofziger, Mayor



**TANGENT TRANSPORTATION TECHNICAL  
ADVISORY COMMITTEE  
WORK SESSION  
MINUTES  
MAY 19, 1999**

**PRESENT:**      **TAC MEMBERS:**      Jim Dunning, and Mondalee Lengkeek

**ABSENT:**      **TAC MEMBERS:**      Mayor Steve Nofziger, and Georgia George

**ALSO PRESENT:**      **STAFF:**      Consultant Jim West - Kimley-Horn, ODOT Peter Idema,  
City Engineer Chris Budeski and Ray Engle, city Planner  
Creed Eckert and City Recorder Georgia Edwards

Their was not a quorum of TAC members, therefore the meeting was turned into a work session.

Creed Eckert refered those present to the memo from himself and the City Recorder. Discussion ensued on the alternatives report.

It was felt that figure 1 was not totally correct. It was noted that the polygng shape on the west die, between Hwy 34 and Old Hwy 34 is incorrect and needs to be changed. Committee Mem er Lengkeek noted that the report calls for keeping industrial development off of Highway 99-e and wondered what that menat. Discussion ensued on Highway Commnercial/Inudstrial growth and the nap. Jim West noted that they didn't produce the map on a parcel to parcel basis. City Engineer Ray Engle noted that it doesn't distinguish between completly open for development and partially developed. Eckert noted that it needs to show vacant parcels. He stated he would like to spend some time with Jim West on the figures to get them more accurate.

Peter Idema felt that cross sections for development on Old Hwy 34 should be done.

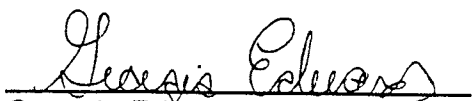
It was felt that they need to have alternatives on what to do if Old Hwy 34 gets to a D or E level.

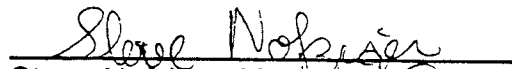
It was noted that they need something about why Tangent Drive would need to be signalized and have some kind of plan for it.

The work session was adjourned at 9:30 p.m.

Attest:

Approved:

  
Georgia Edwards, City Recorder

  
Steve Nofziger, Mayor

**TANGENT CITY COUNCIL  
TOWN HALL MEETING  
MINUTES  
August 21, 2000**

Mayor Nofziger opened the regular meeting at 7:00 p.m. with the following:

**PRESENT: COUNCILMEMBERS:** Mondalee Lengkeek, Eileen Samard, Don Stockton  
Brad Tedrow, and Mayor Steve Nofziger

**ALSO PRESENT: STAFF:** City Engineer Ray Engle, City Attorney Ed Sullivan,  
City Planner Creed Eckert, City Planner Sandra  
Gazeley and City Recorder Georgia Edwards

**ALSO PRESENT: ODOT STAFF:** Tom Boyatt and Nancy Reynolds

**FLAG SALUTE:** Mayor Nofziger asked all to stand for the flag salute.

**PUBLIC HEARING/TOWN HALL MEETING:** Discussion on the street system in Tangent. Includes connectivity, public/versus private ownership, and limited access issues among other items.

Attorney Ed Sullivan explained that the city is in the process of completing their Transportation System Plan. Staff suggested to the council that there be a public hearing, so that they can hear from their constituents as there are major issues that they need to give direction on in relation to policy. Those issues have been identified. There will not be any particular decision, this is just a public forum. He noted that one case is before the city. The record of these proceedings will be incorporated into the contested case for the Tangent Industrial Park.

City Planner Creed Eckert stated that, prior to the adoption of the Transportation Plan, there will be two public hearings, one before the Planning Commission and one before the City Council. He noted there are three main questions. One is which of the transportation plan subcommittee recommendations are desirable to be included in the TSP. In some cases, an Option B has been provided which is the result of some brain storming on behalf of the engineer and city planner, which shows a modified version on the Subcommittee's plan, based on engineering and planning experience. The transportation consultant didn't include the provisions of the current TSP of the Comprehensive Plan into their report and there are certain elements they may want to include in the new plan. The third issue is concerning a modification of a condition of approval for Tangent Industrial Park (TBP) which requires them to dedicate their streets to the city in the future.

Nancy Reynolds from ODOT highlighted the points that they submitted in written form. Their concern is with public/private ownership. They have had the expectation that the city would abide by the contract (No. 10123, between the City of Tangent and ODOT) and that the streets in TBP would be in public ownership to allow eventual connection to the Columbus Interchange in the future. In the event

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an action by the city council resulted in the TBP streets being designated as permanently private streets, ODOT would need to look at a breach of contract and discuss possible damages. They put this into the letter in order for the record to note that if a certain action is taken, what their reaction would be.

Mayor Nofziger opened it up for public testimony. He asked all to stand when speaking and give their name and address for the record.

Scott McCleery, 44 Club Rd. Suite 200, attorney for Jim Dunning questioned Ms. Reynolds roles in the contract. In their letter it states that certain streets identified in the contract would be public ownership. He wondered if ODOT thought the owners would be compensated. She stated that ODOT did not have a position on that issue.

Tom Boyatt stated that the agency expected the city to require dedication of the streets to the public and noted that the city had followed through with their conditions on the PUD.

Joanne McLennan, 32227 Tangent Drive, asked whether they could identify which roads they are talking about in relations to the public/private area.

Mayor Nofziger noted that these roads are in the Tangent Industrial Park. Creed Eckert noted they are talking about the existing streets in TBP.

Seaton McLennan, 32227 Tangent Drive, stated that for many of us, it was unknown that this meeting was happening tonight. Until he talked with Mondalee, he was unaware of the significance that this meeting would entail. He would be against a road that would cut through his property.

Mondalee Lengkeek noted that it might be more palatable if the road was behind, rather than in the middle of his property.

Tom Boyatt asked what the maps that are displayed represent. Eckert stated they are future roads, so that if land develops, they will know where roads should be.

Curt Smith, 31917 Meadow Lark Loop, asked if this was the correct time to comments on private roads versus public roads. He had a concern about maintenance of roads, particularly in Lone Oak Estates.

Mayor Nofziger noted they would not be talking about maintenance of roads. Ed Sullivan noted they would be talking about public versus private ownership of streets in some areas.

Bill Lengkeek, 32209 Tangent Drive stated his main concern is chopping and separating property. He

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noted that there are drainage issues where some of the roads are proposed. He has concerns about chopping up property. A lot of the property owners don't want to develop. He wondered whether they were going to develop farm land.

Joanne McLennan wondered if there was any particular reason for the road proposals and if they were trying to prevent sprawl versus concentrated growth.

Nancy Reynold stated they would comment on the east/west frontage road (at TBP). She stated it could be at any location as long as one is provided. The graveled access needs to be done to provide a good radius.

Eckert noted that all the roads are conceptual. They may be moved slightly, at the time of development.

Melvin Brush, 32109 Tangent Drive, wondered what the purpose of the street plan was and the criteria for where you come up with a need for a road.

reed Eckert stated that the proposed new streets are in areas where there is significant potential for development, but don't have public roads in them. When a developer comes in, they would have a standard for them to comply with. The city would have to either deviate from the standards, or deny the application. They are showing certain parts of town where development potentially can happen. The forecast is about 1,600 population in 20 years.

Eckert noted that the direction from the state and the citizens is to use what we have not expand into the EFU zone. That means that you take into consideration what is allowable, not what a particular property owner states what they intend to do with the property. The areas identified could develop. Another key objective in streets plans, is to relieve pressure on the major highways.

Councilmember Lengkeek explained that there has been a request for a subdivision. So if that is going to be developed, then if the rest develops, this would make sense for access.

Melvin Bush asked if the zoning on his property would be changed from EFU.

David Neal, 33011 Garden Lane wondered how set in stone this is and wondered if they are changing zoning. It was noted that they can have road through EFU and you don't have to change the zone, to put in a street.

Mayor Nofziger noted that there was concern with residential uses accessing into industrial areas and vice versa.

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Mike Obleski, 31905 Meadowlark Loop asked about widths of roads.

Ray Engle explained the difference in the maps. The width is not determined until they know what the demand on the road will be. They would need to provide a circulation standard. A typical right of way is 60 feet. Streets are usually 36' with curbs and sidewalks.

David Neal questioned if we should take on more streets before we can maintain what we have.

Bill Lengkeek noted that there was a proposal for development in land that is EFU.

City Planner Eckert noted that where the Future Streets Plan indicates a street in EFU, it is where you need a connection to get from here to there. Only in the industrial reserve and regional commercial reserve areas, are grids proposed.

Seaton McLennan stated he felt it was a redundancy to put in two roads just to get to a small new subdivision. A place that intersects a road would be a bad place for housing development, he stated.

John Neal, 33700 Blackberry Lane thought the city was allowing lots too small to be developed. He felt that you should put in frontage roads, but shouldn't break up land.

It was questioned why the road between the Industrial Area and Residential Area wasn't closer to the railroad. Councilor Samard noted that they didn't follow the railroad track as they thought the railroad wouldn't like it. Councilor Lengkeek noted that if the EFU designation was changed to industrial, they would like to have access to the rail line. Mayor Nofziger thought that it would be better to not separate property between the railroad and the road.

Councilmember Lengkeek stated that assuming a frontage road is put through, what kind of development would happen (along Hwy 34). She was concerned with the state making Highway 34 an expressway, and with the elimination of access points, there will have to be more frontage roads.

Martin Warren, 32240 Tangent Drive, noted that they are putting streets through his property where it would make the property worthless. He noted there is water behind it. He questioned how you subdivide land with water on it. He felt there would be a big problem with any development in that area.

Lengkeek noted that the subcommittee recommended, as a rule, placing future streets behind the existing development, while the staff stated it made more sense to cut it down the middle.

Warren noted that they have a problem with drainage. They would need to re-direct the drainage.

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Mayor Nofziger questioned the idea of a cull-de-sac on Rolland Drive. Councilor Samard noted it was talked about before. The reason is to cut off access onto Highway 99.

Mayor Nofziger thought it was the other end that they talked about closing before. He wouldn't like to see the street closed until they have a light on Old Highway 34 at the intersection with Highway 99E. Nofziger noted that even though Linn County was against it, Tangent was against it and the citizens were against it, the highway division made the determination that Highway 34 would be an expressway. Nancy Reynolds noted that it was the Transportation Commission that made that designation.

Councilmember Lengkeek asked where they thought roads ought to go.

Mayor Nofziger noted we have a terrible time taking care of the roads we have, and questioned the need for new roads.

John Neal felt that they are confusing property on Rolland Drive. Mr. Warren noted that closing off Rolland Drive at that end might be a problem for the fire department. David Neal wondered why they don't have a straight line coming through that area.

Councilmember Samard noted that Mike Purcell, the Fire Chief, was on the sub committee who came up with the closure of Rolland Drive and he didn't have a problem with it.

Seaton McLennan felt that David's suggestion (of a straight line) was good. Clear lines where property owners would have less of a problem. He questioned how many roads are needed for an additional 600 people. He thought that rather than lay out grids over land which may not develop, let's let development determine the best way to lay out future streets as they are needed.

David Neal noted that they want to get the roads developed for less <sup>COST</sup> to the city. What he'd like to see is if they know which areas are going to develop and look for growth to take care of itself on the property. He felt they need to rely on the developer to provide for the roads.

Mayor Nofziger noted that it is hard to say what will happen in the future. He noted that nobody could have predicted five or six years ago we'd have three implement companies in Tangent. He wondered if this was a waste of money to figure this out.

Nancy Reynolds noted that if you don't have something planned, then if someone come to develop, you don't have a way to tell the developer where roads should be. You want to have some idea of where you think it should be.

Tom Boyatt noted that the TSP is an opportunity to discuss width, etc. The transportation rule

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requires you to look at this. You adopt a local street plan, but it wouldn't be something the city would go out and build. The idea is to have pockets of development connect together eventually, so that the pieces fit together. You use ordinance language to plan for this.

Sandra Gazeley stated they would re-look at the EFU land when people have an interest in developing it. She noted the City of Tangent would have trouble justifying a proposal to DLCD to include anymore EFU land into their UGB. The City is required to plan for a certain population and has adopted a conservative estimate with approximately 1,600 population expected in the year 2020.

Patty Brush, 33113 Tangent Drive, noted they would like something to develop now. They've had so much change, but would like to know where it is heading, sooner than 10 years from now.

Melvin brush noted they have a beautiful farm, with 160 acres. It is not very viable for grass seed production so he must work another job to make ends meets. He noted his piece is right in the middle of Tangent. He questioned why they should consider developing fringe areas, when they could use the EFU in the middle of Tangent. He might benefit if they put in a road, and feels that they would need to connect the North and South areas.

Councilmember Lengkeek noted that there has been talk about moving the north south road which is proposed to connect the City's industrial land to Tangent Drive more to the east. She questioned whether Tangent Loop Road would be enough, or whether they need another road, and felt that they do need one. She noted that the Railroad people have stated the city will lose one rail road crossing (either Tangent Drive or Birdfoot). They thought it might be best to have this road, if the EFU land is zoned industrial. She felt they need to decide what kind of development would be best there.

Councilmember Samard noted that the property owners have control on <sup>when</sup> ~~where~~ the roads go. If they don't develop, then their won't be any roads.

Seaton McLennan stated that perhaps they can connect the road (from the old McDowell house) to the Industrial area.

Martin warren felt that it would be hard to change EFU to any other designation.

Attorney Sullivan stated that it is possible, but you have to go through a lengthy process. Martin warren thought they need to start with proceeding to change the EFU.

Planner Eckert noted that the main objective is not facilitate development, but to connect different parts of town. Drivers need to have alternative to the state highways for getting east/west and north/south traffic through the city. Martin Warren felt that if they are going to put through a road, they could do the zone change now.

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John Neal felt they should let development plan new streets like the new subdivision did. He feels the houses are dense enough already.

David Neal stated they are just laying out roads at this point.

Ed Sullivan noted that if you are going to take one of the properties and change them from EFU to residential, you have to develop the current property first, so they can strategically place the roads so that they are put in as development is done.

City Engineer Ray Engle noted that the scale on the maps may be deceiving. He noted you have a lot of parcels that are narrow and deep. The zoning allows 10,000 square foot properties. A street abutting EFU is not effective. Where the streets are long and deep. Somebody needs to want to develop before any of these streets are put in.

Frank Rosen, 33033 Old Oak Drive noted that he has water in his front property. If you lengthen the road, it would take 1/2 of his property with the proposal of two streets.

John Neal stated he felt that making people who develop pay for the streets is a good idea.

Bill Lengkeek noted that cross sections are already approved.

Tom Boyatt noted this whole process is to preserve a way for cross streets. Ray Engle noted that the area on Tangent Drive is too long not to have a street through it. They need to provide for something so when an area is to develop, they have an idea where future streets should be.

Scot McCleery, noted that in his experience with a subdivision, the city looks at what the developer needs will be, what the future needs will be and what the city needs to determine what the city will pay for.

Ed Sullivan noted that what they have now is development driven stuff, rather than city driven stuff. Until the city has a tax base, they won't be able to change the mix where the city pays for some development.

McCleery stated that the city will continue to struggle with this issue.

Mayor Nofziger asked some questions about the zoning map for clarification and where access onto Highway 99-E would be. It was noted that the state requires certain spacing between accesses. A public street is preferable to a driveway.

David Neal stated he would like to see a straight line, rather than intersections that don't line up. It



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was noted that not having the straight lines, encourages lower speeds.

Ray Engle noted that the north/south street proposed to connect Old Highway 34 to Rolland Drive may be too close to the intersection with Highway 99E, if the light comes in at Old Highway 34 and 99E. David Neal thought the street to connect Rolland and old Hwy 34 should be moved to the west.

Nancy Reynolds, noted that if the subcommittee was meeting again, she could give the information on access distances to them. She noted that with the stipulation on the Expressway, they would have a management plan required right away. They will look at public input and city concerns.

A brief recess was taken.

Mayor Nofziger closed the public portion of the hearing.

Discussion ensued on the subcommittee recommendations and how to proceed.

The first issued discussed, was #1 A. After some discussion, it was agreed to go with Option B. (See staff report dated August 17, 2000).

#1 B. It was agreed to go with Option B. It was noted that Rolland Drive would not be closed until after the light is installed. It was also agreed to set the north/south road between Rolland Drive and Old Highway 34, further to the west, whatever appears to be a logical place.

The next issued discussed was #1 H concerning a public street. It was questioned whether the city was obligated by the state to take over ownership of all the roads. Nancy Reynolds noted that certain streets need to be public. Reynolds stated they would only require the east/west road, and do not have a preference as to where that road is located. Ray Engle felt that having the northerly one, <sup>make</sup> make sense for the city. It was decided that Industrial Way, from Old Highway 34 to the underpass and then connecting to an east west connector street, would be a public street in the future. It was further decided that, among the TBP Streets, an east/west connector would also become a public street in the future. No further public streets were deemed necessary in TBP.

Item 1 C was next. It was felt that they need a north/south road to connect the City's industrial reserve area to Tangent Drive, and that one east/west road should be public, limited to the existing UGB boundaries. It was felt that the north/south road should be moved to the east to line up with the Jackson/McDowell's existing reservation of a north/south future street right of way.

The next issue discussed was the road on Old Oak Drive, #1, F. It was agreed to go with Option B.

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Item #1 D was discussed. Councilmember Lengkeek noted that she has a conflict of interest on this issue as she lives in this area. She would not like to see any road developed, but would not vote on the issue. It was agreed to go with option B on this issue.


The next issued discussed was Item 1 G. It was agreed to include the Old Mill Road extension to the post office into the TSP.

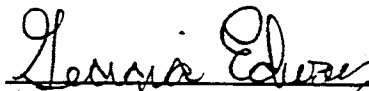
Under Item 1.E., it was discussed that they should leave in the grid area and add the connection out to Highway 99-E in the regional commercial reserve area.

There being no further business before the council, the meeting was adjourned at 10:05 p.m.

Approved:

test:

  
\_\_\_\_\_  
Steve Nofziger, Mayor

  
\_\_\_\_\_  
Georgia Edwards, City Recorder

**TANGENT PLANNING COMMISSION MEETING  
MINUTES  
March 29, 2008**

Vice Chairman, Seaton McLennan called the meeting to order at 7:03.

**PRESENT: PLANNING COMMISSIONERS:** Del Shirley, Seaton McLennan, Stan Lathrom, and William Hawes.

**ABSENT: PLANNING COMMISSIONERS:** Chairman Jim Dunning

**ALSO PRESENT: STAFF:** City Planner, Creed Eckert; City Recorder, Georgia Edwards; and Assistant City Recorder, Kimberly Moore.

**ALSO PRESENT: ODOT STAFF:** Nancy Reynolds

**FLAG SALUTE:** Vice-Chairman Seaton McLennan asked for the flag salute at 7:03 p.m.

**MISCELLANEOUS CORRESPONDENCE:** None.

**CITIZENS COMMENTS:** None.

**CONSENT CALENDAR:** None.

**UNFINISHED BUSINESS:** None.

**NEW BUSINESS:** None.

**PUBLIC HEARING:** IN THE MATTE OF RECOMMENDING ADOPTION OF ORDINANCE 2001-03 - IN THE MATTER OF ADOPTING THE TANGENT TRANSPORTATION SYSTEM PLAN, REVISING THE TANGENT ZONING ORDINANCE AND COMPREHENSIVE PLAN WITH THE DIRECTIVE OF THE VOTERS PARTICIPATING IN AN ELECTION. DISCUSSED CHANGES WILL INCLUDE CHANGES TO THE LAND DIVISION ORDINANCE AND PUBLIC WORKS STANDARDS.

Vice Chairman McLennan opened the meeting at 7:15 with reading a prepared statement which is attached as part of the record.

City Planner Eckert explained that in 1988, the City of Tangent began the Transportation System planning process in response to a requirement of Periodic Review which was passed on to the city by the Department of Land Conservation and Development. Oregon Administrative Rules require cities to plan for meeting the current needs of transportation as well as foreseeable needs of a 20 year planning period. We are obligated by state law to plan for and accommodate the traffic we can

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anticipate here in Tangent in the next 20 years. The way we do that is adopting a laid out plan as to how transportation will be provided and addressed, concur with development and over the passage of time. That is the Transportation System Plan. When the document was originated, it was reviewed and redrafted 3 times before the city thought that it was in good enough shape to be presented to the public. After that point, there were 2 public meetings in June and August of 2000 when citizens were invited to attend and there was participation at those two meetings. One was to discuss the layout of future streets in town, and the other was a more general discussion of the TSP documents. As a result of those meetings, the input from the public, ODOT, City Council, and the Planning Commission, the staff were instructed to make a number of changes to the document. That document is the green document in the packet that you have been given to review. It is not a final draft and will not be until after this meeting and another public meeting scheduled for April 9, 2001 depending on if we get to a decision for recommendation this evening.

We believe that we have whipped the TSP into good shape in regards to the changes the public wanted and what we were requested to do by the City Council, Planning Commission, and ODOT. We moved then to make the changes to our Land Use Regulations to implement the TSP. It calls for some specific changes to what is allowable in certain zones and to street standards. It required that we implement some of those changes in the Zoning Ordinance, the city's Comprehensive Plan, the Land Division Ordinance, and the Public Works Standards. Changes to some of those documents e required by a vote of the people before it is amended. The other two documents won't be amended if the vote doesn't pass.

The adoption of the TSP is considered an amendment to the Comprehensive Plan, because we once had a section that was titled transportation and a lengthy discussion of transportation in the plan. Now we will simply have a reference to our TSP, in that section. In amending our Comprehensive Plan or our Zoning Ordinance we have considered four tests, which we need to meet in order to justify making the change. Those tests are: Is it consistent with statewide planning goals? Is it consistent with the Comprehensive Plan? Is it in the public's best interest? Will it carry into effect the purposes of the Zoning Ordinance? With the information that has been provided and is available to date it appears to the city that the proposal will meet those criteria.

City Planner Eckert then explained the packet containing the information in regards to the changes and what each section of the packet contains. The first section contains the Proposed changes to the Public Works Design Standards. Those changes are largely a reiteration of the changes you will find in the Zoning Ordinance, which is the Blue copy. Some of the changes that were made to the Zoning Ordinance pertain to our standards that relate to drainage, for sewer, for access, and those are public works design standards. Some of the changes had to have changes reflected in the Public Works and those are summarized. In the front of the packet are pink pages that are amendments to the Comprehensive Plan. Next are the Blue Pages which is the Zoning Ordinance. The changes are indicated with the old language in brackets and with strike through, and the new language is in bold with italics. We did not do a list of the page numbers of the document that has changes. The stand

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alone manilla folder has the original existing Land Division Ordinance and on the left side is the changes. In the back of the packet is the TSP itself. There is also a letter on the table from ODOT requesting amendments and changes to the Zoning Ordinance and the Comprehensive Plan. All but one of the changes have been implemented. It is planned to make the changes to the TSP as requested. He had nothing further that is warranted to bring before the Planning Commission, unless there is questions.

City Planner Eckert asked for questions from the Planning Commission. There being no questions from the Commission at this time, City Planner Eckert recommended that the discussion be opened to the public.

Steve Nofziger of 31935 Rolland Dr. was upset with the commission because he was not aware of all the document changes sooner and thought that things could be handled a little differently. He thought the packets were put together in a confusing manner. The letter was vague and did not convey the intended message. He recommends that the vote be postponed until a later date.

William Summit of 33784 Hwy 99E agrees with Steve Nofziger. He thinks that everyone should have a chance to go through the materials and postpone the vote until a later date.

Chris Schaffner of 31953 Queen Anne's Lace came to listen to what was to be presented. He was a little upset because he was charged for the document and said that he was not informed that the document was being made available at the meeting. He was also upset that the document had been revised and that he did not have the revisions.

William Summit adds that there are more areas that we could utilize our time on. One is the water estuary at the north end of town that he thinks is being destroyed with oil and other toxic chemicals from the businesses in the area dumping waste into it.

Jim Wagner of 31677 N. Lake Creek Drive would like a summary of the subsequent changes. City Planner Eckert said he would go over the changes with Mr. Wagner after the testimony is received.

Nancy Reynolds with ODOT states that she is the one who wrote the letter. She has made a change to the letter by deleting a paragraph.

Del Shirley asked Nancy about figure 29C and the street connections such as Hwy 34 and where there is an existing access to Hwy 34, would that be abandoned, because it is not shown on that map. Currently it shows access to partials owned by Shirley's and Minor. There is really no access to these partials except through one of the mentioned property. Would that access be abandoned? ODOT representative Nancy Reynolds notes that it would be more of a legal issue in terms of those accesses.

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City Planner Eckert moves that if there is no further testimony, he recommends that the commission determine whether you want to proceed, close the public portion of the hearing and deliberate, or continue with public hearing to a date certain in response to the input received. Once all the testimony is received, City Planner Eckert notes that he would like to address some of the concerns raised with respect to the timing of the notice. Then it was asked for any further testimony.

Steve Nofziger asked how the commission could close the public meeting when the public does not know what is being discussed and you have not received legitimate testimony. City Planner Eckert explains that the commission can do this, because the public was invited to participate in this process and held two public meeting, one in June and one in August. Very similar drafts were available on the table at that time. The changes that have taken place are relatively minor. We have had public participation. Perhaps maybe there was not enough, but that is up to the community to decide. The question about receiving the notice before the packets were available, is because of a state law that requires very detailed notice like what you got. The wording was also dictated by state law as well. The thing about protecting your property, any time you make any change, we are required to send that notice out twenty days in advance, but the materials aren't necessary to be ready more than seven days in advance and that was feasible in this case because there were lots of materials. So a week prior to the meeting we did have the materials available, and if the commission feels that the community needs more time, then maybe they won't make the decision now but at a later time.

Vice Chairman McLennan directs the meeting to the changes and asked the City Planner to elaborate on them briefly. City Planner Eckert begins with the changes to the Zoning Ordinance because of the volume of the changes made to that document. In the Comprehensive Plan all that was done is changing a bunch of language and referring people to the new Transportation System Plan. The Zoning Ordinance is the Blue document in the packet.

City Planner Eckert addressed the commission recommending that they close the meeting for the evening but the Vice Chairman asked that he not make his recommendation until he finished with his information.

Steve Wilt 33693 McFarland Rd. questioned if the plan is adopted and we are looking at a 20 year plan, how can you change this in 10 years if someone develops a property and it is different.

Vice Chairman McLennan clarified for Mr. Wilt that the commission would not be adopting anything. The only thing the commission would do is to make a recommendation to the council in regards to adopting and then there would be another public meeting and more testimony at that time before they vote to adopt it. In regards to the question Mr. Wilt had, the Vice Chairman referred the question to the City Planner.

At any point down the road with the TSP it requires a process just like this. It is a legislative amendment to the Comprehensive Plan and we have the same criteria and the same procedure. A

A commendation from the Planning Commission goes to the City Council for a final decision and there are two public hearings, which may require prior approval by the voters, as will this. It can be changed and it is changed in the same procedure that was just outlined.

The City Planner Eckert read through the Zoning Ordinance changes which are stated in the packet and are part of the record.

The changes proposed to the Land Division Ordinance are contained in the packet. The comprehensive plan changes make reference to the TSP. The biggest remaining piece of the puzzle is, is there a future street planned to go through your property and if so do you have concerns about that.

Don Kropf 33599 Hwy 99E, stated that it appears that you are making it much harder for people to come to town and that you don't want anyone to come to town. He states that he does not like the changes that he sees. He feels that the changes will increase costs for the people and would be harder to meet them. City Planner Eckert asked which of the changes were a hardship and Mr. Kropf replied that he needed a week to go through the information because there is a lot to go over and it would take him some time. He also states that he thinks the city has not been easy to deal with. Vice Chairman McLennan asked if he could be more specific, but he stated he needed more time.

Frank Rosin 32300 Old Oak Dr. stated that the proposal to put a street next to his property, questioned how the cost is shared by the property owner on the other side of the street? City Planner Eckert responds with the fact that most of the new future streets are generally put on the property line so that the burden could be shared by all parties. Mr. Rosin questioned who asked for the streets and that no one who lives out there asked for those streets. It was explained that a subcommittee formed by the city council, recommended an E/W street south of Old Oak Drive right on the Southerly UGB line with cul de sac bulbs at each end. The City Planning Eckert stated that nothing is etched in stone yet so it can be reconsidered, and Mr. Rosin said that he would like the commission to reconsider.

City Planner Eckert addresses the issue to the commission and stated that maybe the commission should rethink it to see if city streets are really necessary in that part of town.

Jim Wagner was curious as to whether those lots are of such a size that they can be subdivided and those street would be needed for access to what is currently the back half of the lot. If the lots are not big enough to be subdivided then the street would not make much sense. City Planner notes that they are all around an acre apiece and that they can all be subdivided.

William Summit asked what is the motivation behind this project? City Planner Eckert responded that he didn't know the motivation. Those properties were just deep enough that future streets must be needed. There are standards that say that if you create a new partial or property that you have to front it on a public street and if you don't you would need to apply for a variance. It would be impossible for people to buy properties and meet that standard unless there is a public street provided somewhere back there. The committee was concerned that a whole bunch of flag lots were going to be created and that is not in the public interest.

A concerned citizen asked that if this is the case, how come it doesn't cover all of the lots? It extends all the way to the west to serve the westerly most property. But there are 4 or 5 on the east end. (They pause to put up the map.) The discussion continued about the properties that show new road development through them. The citizen asked about farmland, and, how many years before it is developed? City Planner Eckert refers to the map in regards to the UGB, and the development of the farm land. He points out that it would take a lot of time and money to extend it out. Development of farmland is not projected in the near future.

Mel Brush 32109 Tangent Dr. asked about the traffic signals at N. Lake Creek Dr. and Tangent Dr. Is it the plan to have signals at these two intersections as offsetting lights? City Planner Eckert does not see in the plans that there is a signal planned at the intersection at this time. Mr. Brush asked that before you could put it in the plan, to consider making the road offset, and run it along the property line so you do not render the farmland useless.

Commissioner Hawes questioned his concerns about the road that would be running through his property. He stated that the property below the proposed street would be useless and staff calculated that he would actually have two buildable lots. He then asked what happened to the acre lots? We are not going to put the street on the property line because we don't need streets to serve EFU zoned property, but we do need streets to serve property that has development potential. Commissioner Hawes says he will fight it.

Steve Nofziger stated, in regards to the trees, he does not like the acceptable trees species list. He wants sidewalks against the curbs and let property owners plant trees if they want to. Vice Chairman McLennan suggested that maybe it needs to be widened to more than 5' for the planting. Mr. Nofziger agreed with that suggestion. Mr. McLennan asked what he would like to see, and he answered that he would like to see the property owner able to plant what he liked. In addition, Mr. Nofziger asked who was on the transportation committee?

City Recorder Edwards noted along with the City Planner Eckert that the committee members were Steve Nofziger, Georgia George, Jim Dunning, Eileen Samard, Stephanie Hagerty, Mondalee Lengkeek, Debra Brush. Mr. Nofziger stated that he was not on the committee. It was noted that the minutes noted his membership. Nofziger stated he was at the meeting but not an active participant. Nofziger asked where on the map was his property. He stated ODOT is hard to deal with and noted some negative dealing he had with ODOT, and explained he felt the map was poorly designed also. He complained about the road that is put in the middle of a lot that is not even developed. Vice Chairman McLennan pointed it out that it was done that way because if all the lots were developed they would be coming out on to Hwy 99E from individual driveways instead of one individual accessway.

William Summit voiced some concerns about his property and his feelings that some "big money" is motivating this study for their betterment. Vice Chairman McLennan stated that the city was unaware of any "big money" motivation.

Attorney Scott McCleary spoke on behalf of Jim Dunning. He asked about Hwy 34 on page 104. Is it old Hwy 34 or New Hwy 34? City Planner Eckert thinks that it is regarding New Hwy 34. ODOT



representative Nancy Reynolds was looking through her notes and only had a general statement in regards to the change. She was not completely sure how this was going to be put together. City Planner Eckert stated his guess would be that it would be under both until the city was to take over the old and then it would no longer apply to it. Attorney McCleary said that he would object to the Old Hwy 34 being included. Nancy Reynolds referred the attorney to Tony Martin from ODOT because he would have more information and would be able to answer his question.

David Neal, 33011 Garden Lane, stated he felt there is a need to have a light at Old Hwy 34 and possibly one installed at McFarland. He wondered if the placements of new streets are set in stone. If it showed a square street, and he wanted a round street, is there a problem with that? City Planner Eckert stated there would be no problem with a reasonable proposal to deviate from the plan. Future streets locations are conceptual and subject to adjustment in conjunction with specific adjustment proposals, subject to approval by the city. Mr. Neal questioned if he sells any site for a house on just bare land, other than leaving the setbacks, do we have to address new streets at that time if we build one house. City Planner stated that the city cannot make you put a street in unless it is warranted by the proposal.

ODOT representative Nancy Reynolds commented on the roads that will have access to Hwy 99-E and that ODOT may not approve those. The fact is that if there is a junction, and it is removed and putting it in the back of the property, it depends on how it all develops at some point if it does develop. If it does develop, we would definitely be more interested in focusing that development to come out at one or two spots instead of ten.

Mr. Neal perceives that it is commercial along the highway in that area. Commercial property is going to want access on and off and will be satisfied. As long as they have a good way to access to get their big trucks and stuff in. The people on the other side next to the railroad are locked in and already have access. He wondered if we want to dump any more extra roads out there. If we get to that point, we are going to have to lower the speed limit through there.

Steve Wilt 33693 McFarland Rd, on Hwy 34, stated the biggest issue they needed to pursue is the traffic light at Old Hwy 34 and Hwy 99. Councilmember Samard notes that it is on the agenda and that she has spoke with ODOT and she keeps pushing for it. It is believed to be scheduled for 2003.

William Summit asks why we are spending money and time on property outside of the Tangent borderlines. City Planner Eckert explains to him about the UGB and that in the future when the needs shows, it will come into the city limits. Mr. Summit asks if we will have trouble changing the zoning at that time. City Planner Eckert explains that his zoning will not change because he is in the city limits already, but his neighbors will change to residential zones of some sort, possible 6000 sq ft lots.

Commissioner Shirley asked Mr. Nofziger if Rolland Dr. were to be closed off, how would he access going north or south to 99E? Mr. Nofziger states that he would go to McFarland or Old Hwy 34. To clarify that proposal, City Planner Eckert notes that the committee intended that connection to be closed when the north/south connections are provided and not before.

Commissioner Shirley moves to leave the record open, left open for 7 days and continue the public


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Meeting on April 19 at 7:00 p.m. Commissioner Lathrom seconded the motion. Passed unanimously.

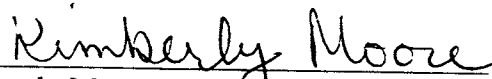
The next meeting was set for April 19, 2001, 7:00 p.m.

There being not further business the meeting adjourned at 9:00 p.m.

Approved:

  
~~Jim Dunning, Planning Commission Chairman~~  
Seaton McLennen, Vice

Attested:

  
Kimberly Moore, Assistant City Recorder

4/12/01 TSP PUBLIC HEARING / PLANNING COMMISSION  
CHAIRPERSON'S OPENING STATEMENT:

On tonight's meeting agenda is a public hearing for a Legislative Land Use Action, to Adopt a Transportation System Plan, or TSP, for the City of Tangent, and to amend the Comprehensive Plan and Zoning Ordinance to implement the TSP. Copies of the draft TSP and associated amendments to the City's land use regulations were made available seven days prior to tonight's hearing. Some extra copies are also available on the table in the back of the room. Our Planning Staff will discuss the fact that transportation system planning is a requirement of state law and specifically helps the City to comply with Statewide Planning Goal 12, Transportation. For this reason, the adoption of the TSP and the necessary land use regulation amendments automatically conforms with the decision criteria for Amendments to the Comprehensive Plan and Zoning Ordinance, which the Planner will iterate in his presentation.

The procedure we will follow for tonight's hearing is set out in state law and the Tangent Zoning Ordinance, and is as follows:

1. Staff will present a brief report regarding the history and purpose of the proposed amendments and will answer any questions the Commissioners may have at that time.
2. The Chairperson will open the public hearing, allowing any public testimony which is pertinent to the decision criteria as stated by the Planner. The Commission may address questions to those who are testifying.
3. Anyone who wishes to testify may do so, though we ask that you limit your testimony to approximately four minutes or less, in order to allow everyone to be heard and the Commission an opportunity to deliberate tonight, if they so choose.
4. We have a representative from the Oregon Department of Transportation, or ODOT, with us tonight; her name is Nancy Reynolds, and she is the Area Planner for ODOT who has assisted us in this most recent phase of the project. If requested by a member of the Planning Commission, members of City and/or State Staff may assist in addressing questions or concerns raised during the public portion of tonight's meeting.
5. After all public testimony has been submitted, the Planning Commission will close the public hearing and may deliberate and make a recommendation to the City Council regarding adoption of the TSP and related amendments. Alternately, the Commission may continue the hearing until a date certain.

If you intend to testify, please mark an "X" by your name on the sign up list. Everyone is asked to please sign in, even if you do not intend to testify. If you are going to submit hard copies of evidence, such as letters, reports, or pictures, please have the evidence marked as an exhibit by the Planning Staff before it is submitted. Please begin your

testimony by clearly stating your name and address. All testimony should be directed toward the applicable approval criteria. If you believe other criteria apply in addition to those identified by Staff, you must identify and discuss those criteria and explain why you believe they apply to the application in consideration.

The Commission may reasonably limit oral presentations in length or content, depending upon time constraints and applicability of the testimony to the decision criteria. Any party may submit written materials while the public record is open, and any party may request that the Commission leave the record open for an additional seven (7) days to allow the submittal of additional information. The Commission is not obligated to do so; however, if the record does remain open, the result would be a thirty day continuance of the final decision, to allow all parties to review and respond to the new information.

## LEGISLATIVE ANNOUNCEMENTS

PC CHAIR

PAGE 2

The result of the Planning Commission's final vote will be a Recommendation to the City Council. Only a final decision may be appealed, and there is no appeal of a recommendation by the Commission. There will be another public hearing before the City Council before a final decision is reached in this matter. That is currently scheduled for April 9<sup>th</sup>, 2001.

To begin with, I will ask the Commission members to disclose any ex parte contacts, conflicts of interest or bias related to the application before us. Do any of the Commissioners have any ex parte contacts to report; any conflict of interest to disclose; or feel that their bias may hamper their ability to make a fair and reasonable judgment with respect to this application?

{If so, discuss and determine if anyone needs to excuse themselves from being a decision maker in the proceedings. If not, move on to... }

Will Planning Staff please provide your report or presentation?

{Following that and any questions of Staff from Commission, open public portion and remind people to begin w/their names and addresses}

{Close public portion, ask for motion, discuss}

{vote}

**TANGENT PLANNING COMMISSION MEETING**

**MINUTES**

**April 19, 2001**

Vice Chairman, Seaton McLennan called the meeting to order at 7:01.

**PRESENT: PLANNING COMMISSIONERS:** Del Shirley, Vice Chairman Seaton McLennan, Stan Lathrom, and William Hawes.

**ABSENT: PLANNING COMMISSIONERS:** Chairman Jim Dunning-Letter of Conflict of Interest was submitted by Chairman Dunning.

**ALSO PRESENT: STAFF:** City Planner, Creed Eckert; City Recorder, Georgia Edwards; and Assistant City Recorder, Kimberly Moore; Assistant City Attorney, Bill Kabeiseman; City Engineer, Ray Engel

**ALSO PRESENT: ODOT Representative:** Lisa Nell, Transportation Growth Management

**FLAG SALUTE:** Vice-Chairman Seaton McLennan asked for the flag salute at 7:02 p.m.

**MISCELLANEOUS CORRESPONDENCE:** City Recorder Edwards stated that she had a brochure for a land use seminar coming on May 4 for the commission and asked that they review the information and get back with her if they wish to attend or not. City Planner Eckert stated that the commission needs to attend one of the seminars if at all possible.

**CITIZENS COMMENTS:** None.

**CONSENT CALENDAR:** Commissioner Hawes moved to approve the minutes of March 15, 2001 and minutes for March 29, 2001. Commissioner Shirley seconded the motion. Passed unanimously. The minutes were approved and signed as presented.

**UNFINISHED BUSINESS:** None.

**PUBLIC HEARING: IN THE MATTER OF RECOMMENDING ADOPTION OF ORDINANCE 2001-03 -IN THE MATTER OF ADOPTING THE TANGENT TRANSPORTATION SYSTEM PLAN, REVISING THE TANGENT ZONING ORDINANCE AND COMPREHENSIVE PLAN WITH THE DIRECTIVE OF THE VOTERS PARTICIPATING IN AN ELECTION. DISCUSSION ITEMS WILL INCLUDE CHANGES TO THE LAND DIVISION ORDINANCE AND PUBLIC WORKS STANDARDS.**

Vice Chairman McLennan opened the meeting at 7:08 with rereading a prepared statement which is attached as part of the record. Also attached and part of the record is a letter stating Conflict of Interest and turning over the chairmanship to Vice Chairman McLennan.

Del Shirley claimed a conflict of interest in an area affecting his property and will not discuss amongst

the commission or vote on that particular issue.

William Hawes claimed a conflict of interest in an area affecting his property and will not discuss amongst the commission or vote on that particular issue.

At this point having a conflict of interest was explained by the Bill Kabeiseman, Assistant City Attorney, to the Planning Commission, so they understood what their role is.

City Planner Eckert explained that in 1998, the City of Tangent began the Transportation System planning process in response to a requirement of Periodic Review which was passed on to the city by the Department of Land Conservation and Development. Oregon Administrative Rules require cities to plan for meeting the current needs of transportation as well as foreseeable needs of a 20 year planning period. We are obligated by state law to plan for and accommodate the traffic we can anticipate here in Tangent in the next 20 years. The way we do that is by adopting a plan as to how transportation will be provided and addressed, how it will concur with development over the passage of time. This becomes the Transportation System Plan. When the document was originated, it was reviewed and redrafted 3 times before the city thought that it was in good enough shape to be presented to the public. After that point, there were 2 public meetings in June and August of 2000 where citizens were invited to attend with participation at those two meetings. One was to discuss the layout of future streets in town, and the other was a more general discussion of the TSP documents. As a result of those meetings, the input from the public, ODOT, City Council, and the Planning Commission, the staff were instructed to make a number of changes to the document. That document is the green document in the packet that you have been given to review. It is not a final draft and will not be until after the end of this meeting and another public meeting scheduled for May 7, 2001.

Eckert stated that we believe the TSP is in good shape in regards to the changes the public, the City Council, Planning Commission, and ODOT requested. The next steps were to make the changes to our Land Use Regulations to implement the TSP. It calls for some specific changes to what is allowable in certain zones and to street standards. It required that we implement some of those changes in the Zoning Ordinance, the city's Comprehensive Plan, the Land Division Ordinance, and the Public Works Standards. Changes to two of the documents require a vote of the people before it is amended. The other two documents won't be amended if the vote doesn't pass.

The City Planner referred to the packet and explained what it contained. He asked for any questions from the audience and the commission. He stated that there will be more public meetings in front of the City Council. He suggested that the public meeting be reopened and that he and the City Recorder record any requests that come from the audience for changes. At the end of the testimony, the Chair will close the public portion of the meeting. He and the City Recorder will recap the issues with the commission and they will vote to recommend or not to recommend the changes to the City Council. Issues raised from the last meeting will also be covered. If they arrive at a recommendation, it will be passed on to the City Council and will be a recommendation for adoption that would have to be ratified by the voters of Tangent.

Vice Chairman McLennan opened the public portion of the meeting at 7:30 and asked for testimony.

Martin Warren of 32244 Tangent Dr. commented on the property that he owned and stated that the new road proposed to run through that property could infringe on wetlands and create worthless property. They referred to map 29c in the TSP. New street inserted below Tangent Dr. He said that it has a natural drain and floods periodically. He was concerned that the city would have to create a bridge there, because it would be flooded and there would be no use of it during that time. He also stated that the property that would be located in the flood plain would be useless and he would not be able to make it a buildable lot unless he is allowed to put in a five foot fill, which would block the natural drain and then it would be everywhere.

Curt Smith 31917 Meadowlark Loop stated that he had read the document thoroughly and commented on changes that he thought should be addressed, and passed out an outline of those comments concerning recommendations, which is attached and part of the record. He commended the staff for all of the work that they put into this project.

City Planner Eckert recapped the suggestions of Curt Smith. 1) Delete the street below Tangent Dr and the street below Old Oak. 2) Bike paths and sidewalks should be considered on just one side of the street and then need to prioritize the locations. 3) Prioritize street service projects. 4) Install a flashing yellow light at N. Lake Creek Dr.

Vice Chairman McLennan asked whether it would be feasible to put in a light on Tangent Drive and to combine N. Lake Creek with it so there would be one light. It was noted by Eileen Samard that the concept was attempted when they put in Lone Oak Estates but they were unable to do that. Vice chairman McLennan stated that the city may lose one of the railroad crossings and it would more than likely be the one south of Tangent Dr. The chances of the state putting in two signals, one a flashing yellow light and the other a regular stop light, does not look good at this time.

ODOT Representative stated that it would have to be looked at to decide if it would be feasible to do so. It is not out of the picture. Curt Smith also stated that he would like to see the access at Rolland Drive reconsidered. He feels that it should not be closed because people have opened business there because that access is there. He also believes that the plan needs to address the drainage in the city.

Eileen Samard of 32935 Blackberry Lane stated the reasoning for the closure of Rolland Dr. There is only one business there and the citizens living there were okay with it. The detour to access would go in when needed. This will lesson the amount of traffic snarl. The other two roads in the north UGB were considered because it looked as though someone could subdivide the lots in the at area if they wished.

Commissioner Shirley asked whether the property owners would have to put in the roads below Old Oak if only one owner wanted it to be. He questioned that if the other owners decided against the roads, would they have to pay the expense anyway if the road was put in. Assistant City Attorney Kabeiseman stated that without going through a LID process, a developer of a cul-de-sac could not force his neighbor to contribute to the cost even if it is in the TSP.

Eileen Samard stated that the city should still continue to look at bike paths and sidewalks on both

sides of the streets because we don't know where the city will be in twenty years and we need to plan for it. The people who originally planned this town when it was first formed did not know what was going to happen with it in the future (now) and so they dedicated a lot of streets, a good share of which were closed. She said that she does not exactly want sidewalks on her street and does not care if it is turned into a gravel road, but her point is to plan ahead for the future.

Frank Rosin of 32300 Old Oak Dr stated that there is a drainage ditch through the property located south of Old Oak Drive where they plan to put in the proposed cul-de-sac road. This drains all of Glassers property, and goes along Old Oak Drive. He is afraid of it diverting to his property.

Commissioner Shirley, speaking as a citizen, referred to Figures 25 and 29C. He stated that he has a legal access to Hwy 34, which he shares with Mr. Dunning, which is a right entry and right exit, and wants to know if that legal access is going to be taken away. City Planner Eckert noted that it is a private access and that it would not be developed or removed because of the plan. It would not be made into a public access and if it is developed it would be considered a private road.

Being there no further public testimony, Vice Chairman McLennan closed the Public portion of the meeting. He asked City Planner Eckert to recap the items covered at this meeting and at the last meeting for review by the commission. City Planner Eckert asked for the assistance of the City Recorder.

City Planner Eckert summarized the testimony of the evening. City Recorder Edwards summarized the testimony of the previous meeting in regards to access points and lights.

The Vice Chairman McLennan reopened the public meeting for clarification on some of the issues. He thought that the issue of a linking connection between residential and industrial was brought up at the last meeting and was wondering if the already existing access road from 99E could be extended to Tangent Loop instead. It would be diverted and then there would not be extensive traffic through the residential area. ODOT representative Lisa Nell stated that the reason for the north south connection was to give another route to go north and south that runs parallel to Hwy 99. Since Tangent Loop is out of the city limits, it was not a factor. According to ODOT you don't necessarily have to have that street running north and south but you need to consider the local street network. ODOT does not want the city to limit their options.

Commissioner Shirley asked why the previous proposed road was removed. It was north and south nearer to Hwy 99. City Recorder stated that it was removed because it was too close to the Railroad and there was an issue of noise and that barriers would be needed to reflect the sound from affected areas nearby.

Eileen Samard stated that the road would not necessarily be put in unless the Brush family decided to develop the property. This would be quite an expense to the Brush family in order to change the zoning in order to develop. It may never be developed because of the expense.

A short recess was requested and granted at 8:37 and they reconvened at 8:50.



Tangent Planning Commission  
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Vice Chairman McLennan stated that the commission would motion that we vote on the items one by one and then motion that we recommend to the city council and vote on it.

Sidewalks were brought up and the figures 30 and 31. These were different guidelines for setting up sidewalks. 1) Road, curb, planting strip, then sidewalk. 2) Road, curb, sidewalk, property line. For safety according to ODOT, it would be better to choose selection #1.

Del Shirley made a motion to remove Figure 31 and that 31A-D replace it. Commissioner Hawes seconded the motion. Passed unanimously.

Commissioner Shirley moved that the street south of Tangent Dr. be down to edge of the south property line. Commissioner Lathrom seconded the motion. To fairly consider the motion the public portion was reopened to ask for clarification from Mr. Hawes as a citizen. Getting the clarification, the public portion was closed. Passed with 3 ayes, 1 Abstention.

Commissioner Shirley moved to keep the streets south of Old Oak Dr. as planned. Commissioner Hawes seconded the motion. Passed unanimously.

Curt Smith's suggestion to prioritize the streets, bike, and pedestrian plans was withdrawn because the issue is addressed within the document.

Vice Chairman McLennan moved that the north/south road be more of a conceptual idea and not so prominent on the map so that it could be located in a different place in that area. Commissioner Hawes seconded the motion. Passed unanimous.

Commissioner Lathrom moved to have a flashing yellow light at N. Lake Creek Dr. subject to ODOT approval. Commissioner Hawes seconded the motion. Passed 3 ayes, 1 opposed.  
Commissioner Shirley moved to keep the proposed closure of Rolland Dr. Commissioner Hawes seconded the motion. Passed 3 ayes, 1 opposed.

Vice Chairman McLennan moved that the TSP have reference addressing all the drainage. Commissioner Shirley seconded the motion. Passed unanimously.

Commissioner Lathrom moved to recommend to the council to investigate other sources of funding, or at least mention it within the document. (possible tax). Commissioner Hawes seconded the motion. Passed unanimously.

Commissioner Lathrom moved that they approve a future installation of a traffic light at McFarland and 99E upon ODOT approval when warranted. Commissioner Hawes seconded the motion. Passed unanimously.

Commissioner Shirley moved that the two east/west connections on 99E remain as shown. Commissioner Lathrom seconded the motion. Passed unanimously.

Commissioner Hawes moved that there be bike paths on both sides of the street. Commissioner

Tangent Planning Commission  
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Lathrom seconded the motion. Discussion was opened to clarify information about ODOT requirements of the bike paths. Passed unanimously.

Commissioner Lathrom moved that there be sidewalks on both sides of streets. Commissioner Shirley seconded the motion. Passed unanimously.

Commissioner Lathrom moved to have access to Hwy 34 remain as future connection. Commissioner Hawes seconded the motion. Passed 3 ayes, 1 abstention.

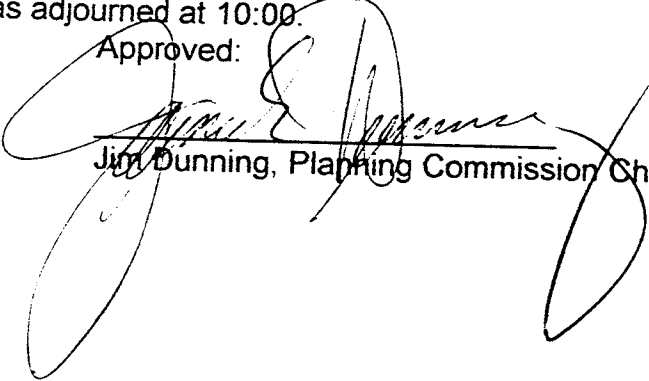
Vice Chairman McLennan moved to recommend approval to the council with the changes as modified at the meeting. Commissioner Shirley seconded the motion. Passed unanimously.

**NEW BUSINESS:**

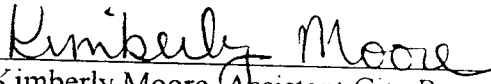
City Planner Eckert suggested a change in the meeting night from Thursday night to Monday night. All commissioners agreed that the changes were okay. Commissioner Shirley will be gone through the month of May. They decided to reschedule the May 3, Grill/Brubaker variance meeting to a later date and City Recorder Edwards will notify Mim of the change.

There being no further business the meeting was adjourned at 10:00.

Approved:

  
Jim Dunning, Planning Commission Chairman

Attested:

  
Kimberly Moore, Assistant City Recorder

**IN THE CITY COUNCIL OF  
THE CITY OF TANGENT, OREGON**

<b>IN THE MATTER OF ADOPTING THE</b>	)	
<b>TANGENT TRANSPORTATION SYSTEM PLAN,</b>	)	
<b>REVISING THE TANGENT ZONING ORDINANCE,</b>	)	<b>ORDINANCE NO 2001-03</b>
<b>AND COMPREHENSIVE PLAN WITH THE</b>	)	
<b>DIRECTIVE OF THE VOTERS PARTICIPATING</b>	)	
<b>IN AN ELECTION</b>	)	

The City Council for the City of Tangent finds as follows:

WHEREAS, the above-entitled matter came before the City Council at its meeting of May 7, 2001; and

WHEREAS, the proposed revisions were proposed as a means of addressing the City's obligations under the Oregon Transportation Planning Rule, Oregon Administrative Rule 660-12, and were the subject of a public hearing before the Planning Commission on March 29, 2001; and

WHEREAS; the public hearing was continued to April 19, 2001, and

WHEREAS, the proposed revisions were announced in advance and available for review by all interested parties; and

WHEREAS, at the conclusion of their April 19, 2001 meeting, the Planning Commission recommended approval of the adoption of the Tangent Transportation System Plan, Revising the Tangent Zoning Ordinance, Comprehensive Plan and that those revisions be presented to the voters; with some revisions and;

WHEREAS, the Council held a hearing on May 7, 2001, on the proposed revisions; and

WHEREAS, the Council considered all of the testimony and other evidence received by the Planning Commission and the City Council through the Public hearing process; and

WHEREAS, at the conclusion of its hearing, the City Council recommended approval of the adoption of the Tangent Transportation System Plan, Revising the Tangent Zoning Ordinance, Comprehensive Plan and that those revisions be presented to the voters,

**THE CITY OF TANGENT ORDAINS AS FOLLOWS:**

The adoption of the Tangent Transportation System Plan, and revisions to the Tangent Zoning Ordinance, Comprehensive Plan as set forth in Exhibit "A", are hereby adopted, subject to voter approval.

DATED this 7<sup>th</sup> day of May, 2001

CITY OF TANGENT, OREGON

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Recorder

4/12/01 TSP PUBLIC HEARING / PLANNING COMMISSION  
CHAIRPERSON'S OPENING STATEMENT:

On tonight's meeting agenda is a public hearing for a Legislative Land Use Action, to Adopt a Transportation System Plan, or TSP, for the City of Tangent, and to amend the Comprehensive Plan and Zoning Ordinance to implement the TSP. Copies of the draft TSP and associated amendments to the City's land use regulations were made available seven days prior to tonight's hearing. Some extra copies are also available on the table in the back of the room. Our Planning Staff will discuss the fact that transportation system planning is a requirement of state law and specifically helps the City to comply with Statewide Planning Goal 12, Transportation. For this reason, the adoption of the TSP and the necessary land use regulation amendments automatically conforms with the decision criteria for Amendments to the Comprehensive Plan and Zoning Ordinance, which the Planner will iterate in his presentation.

The procedure we will follow for tonight's hearing is set out in state law and the Tangent Zoning Ordinance, and is as follows:

1. Staff will present a brief report regarding the history and purpose of the proposed amendments and will answer any questions the Commissioners may have at that time.
2. The Chairperson will open the public hearing, allowing any public testimony which is pertinent to the decision criteria as stated by the Planner. The Commission may address questions to those who are testifying.
3. Anyone who wishes to testify may do so, though we ask that you limit your testimony to approximately four minutes or less, in order to allow everyone to be heard and the Commission an opportunity to deliberate tonight, if they so choose.
4. We have a representative from the Oregon Department of Transportation, or ODOT, with us tonight; her name is Nancy Reynolds, and she is the Area Planner for ODOT who has assisted us in this most recent phase of the project. If requested by a member of the Planning Commission, members of City and/or State Staff may assist in addressing questions or concerns raised during the public portion of tonight's meeting.
5. After all public testimony has been submitted, the Planning Commission will close the public hearing and may deliberate and make a recommendation to the City Council regarding adoption of the TSP and related amendments. Alternately, the Commission may continue the hearing until a date certain.

If you intend to testify, please mark an "X" by your name on the sign up list. Everyone is asked to please sign in, even if you do not intend to testify. If you are going to submit hard copies of evidence, such as letters, reports, or pictures, please have the evidence marked as an exhibit by the Planning Staff before it is submitted. Please begin your

testimony by clearly stating your name and address. All testimony should be directed toward the applicable approval criteria. If you believe other criteria apply in addition to those identified by Staff, you must identify and discuss those criteria and explain why you believe they apply to the application in consideration.

The Commission may reasonably limit oral presentations in length or content, depending upon time constraints and applicability of the testimony to the decision criteria. Any party may submit written materials while the public record is open, and any party may request that the Commission leave the record open for an additional seven (7) days to allow the submittal of additional information. The Commission is not obligated to do so; however, if the record does remain open, the result would be a thirty day continuance of the final decision, to allow all parties to review and respond to the new information.

#### LEGISLATIVE ANNOUNCEMENTS

PC CHAIR

PAGE 2

The result of the Planning Commission's final vote will be a Recommendation to the City Council. Only a final decision may be appealed, and there is no appeal of a recommendation by the Commission. There will be another public hearing before the City Council before a final decision is reached in this matter. That is currently scheduled for ~~April 9<sup>th</sup>~~ <sup>May 7</sup> 2001.

To begin with, I will ask the Commission members to disclose any ex parte contacts, conflicts of interest or bias related to the application before us. Do any of the Commissioners have any ex parte contacts to report; any conflict of interest to disclose; or feel that their bias may hamper their ability to make a fair and reasonable judgment with respect to this application?

{If so, discuss and determine if anyone needs to excuse themselves from being a decision maker in the proceedings. If not, move on to...}

Will Planning Staff please provide your report or presentation?

{Following that and any questions of Staff from Commission, open public portion and remind people to begin w/their names and addresses}

{Close public portion, ask for motion, discuss}

{vote}



# Oregon

John A. Kitzhaber, M.D., Governor

## Department of Transportation

Region 2  
455 Airport Rd. SE, Bldg. B  
Salem, Oregon 97301-5395  
Telephone (503) 986-2856  
FAX (503) 986-2840

March 19, 2001

File Code: PLA

City of Tangent  
32909 Highway 99E  
P.O. Box 251  
Tangent, OR 97389

SUBJECT: City of Tangent Proposed Ordinance Adoption  
Ordinance Number 2001-03

Thank you for notifying the Oregon Department of Transportation (ODOT) of the land use action identified above. The purpose of this letter is to clarify a few items regarding ODOT facilities that should be considered as adoption of this ordinance is pursued.

First, we would like to express our appreciation for the coordination and good working relationships we have found in working with the City of Tangent. The Tangent Transportation System Plan (TSP) reflects these work efforts. Basically, it is ODOT's perspective that most of our concerns and issues have been addressed or will be addressed as further planning occurs.

OR 34 in the City of Tangent is designated in the 1999 Oregon Highway Plan as a statewide highway and freight route, and is thus intended to provide inter-urban and inter-regional mobility, and to provide connections to larger urban areas, ports, and major recreational areas not directly served by Interstate Highways. The management objective is to provide safe and efficient, high-speed, continuous-flow operation. In constrained and urban areas, interruptions to flow should be minimal.

OR 99E in this area is designated as a regional highway, and is thus intended to provide connections and links to regional centers, Statewide or Interstate Highways, or economic or activity centers of regional significance. The management objective is to provide safe and efficient, high-speed, continuous-flow operation in rural areas and moderate to high-speed operations in urban and urbanizing areas. A secondary function is to serve land uses in the vicinity of these highways.

### Land Use Ordinances

The above ordinance appears to address most of the potential transportation needs. Potential future access control and associated local access roads on rural lands (for instance, adjacent to OR 34) would be more easily approved if the following is incorporated into your resource zones:

OAR 660-012-0065(3):

- (a) Accessory transportation improvements for a use that is allowed or conditionally allowed by ORS 215.213 or 215.283;
- (b) Transportation improvements that are allowed or conditionally allowed by ORS 215.213 or 215.283;
- (c) Channelization not otherwise allowed under subsections (a) or (b) of this section;

- (g) New access roads and collectors within a built or committed exception area, or in other areas where the function of the road is to reduce local access to or local traffic on a state highway. These roads shall be limited to two travel lanes. Private access and intersections shall be limited to rural needs or to provide adequate emergency access.
- (h) Bikeways, footpaths and recreation trails not otherwise allowed as a modification or part of an existing road.

Another addition which would be helpful for disclosure to developers, would be to add language to "H. Transportation Improvements, 2. Conformance with The Future Streets Plan," indicating that where development would impact state highway facilities, mitigation for those impacts would be developed in coordination with ODOT, and in compliance with OAR 660-012 and OAR 734-051. (Note: Mitigation for impacts to state facilities caused by a development are borne by the developer.)

(Note: Regarding "H. Transportation Improvements, 5. Access Management," coordination with the ODOT before undertaking traffic impact studies will ensure that the studies address the issues necessary to obtain a road approach permit from ODOT.)

Under "TPR Ordinance Recommendations," spacing standards connecting to existing or planned streets is identified at no greater than 400-foot intervals. It is important to note that on OR 34 within Tangent, the spacing standard in the Oregon Highway Plan is 1320 feet; for OR 99E, the spacing standard ranges from 750 feet where the speed limit is 45 mph to 990 feet where the speed limit is 55 mph.

Section 11.1F: The ordinance should list the permitted uses, including those in OAR 660-012-0045(1) as cited. Since the TPR could change over time, this will clarify the permitted buildings and uses.

H.2. Conformance with The Future Streets Plan: This section is very well written.

H.5(a): Access Management, change to: Change "...which will utilize" to "which propose to utilize..."

#### Transportation System Plan

ODOT strongly supports and appreciates Tangent's Transportation System Plan's emphasis on access management and on policy references to the Oregon Highway Plan, the Transportation Planning Rule, and the Access Management Rule.

The following suggestions to the TSP could be considered for future transportation linkages:

- Figure 20: Ensure bikeway access to Central Valley School.
- Figure 21: Ensure a sidewalk is provided to Central Valley School to provide safe pedestrian access.
- Figure 29A: The future street system appears to adequately address the properties along OR 34. However, it is our understanding that Tangent is under periodic review. Under periodic review Tasks 2 and 4, it will be necessary to address the lands outside the UGB which are designated for more intense uses. This work effort may result in the need for adjustments to the TSP.



City of Tangent, Proposed Ordinance Adoption  
 Ordinance 12001  
 March 19, 2001  
 Page 5

Section 3.2 Access Management: A general statement should be added at the beginning of this section stating that where state highway facilities are involved, access control will be evaluated and must be consistent with 1999 Oregon Highway Plan and the Oregon Administrative Rules Chapter 734 Division 51.

Section 7.0: Some street trees may work well in a 4-foot strip. Since street trees and narrower streets can add to a community's livability, investigation of appropriate species may be warranted. The Oregon Department of Forestry's Community Trees program would be a good resource. We recommend that the city consider having a certified arborist develop and that the city approve a street tree list for the urban environment.

Section 19.0: We have concerns regarding the Central Commercial growth area planned along OR 99E—and its potential for strip commercial development. However, we anticipate that these issues can be worked out through the downtown conceptual planning which your community intends to undertake.

Section 20.2.1 Traffic Signal Adjustment or Installation: Please include a statement that traffic signals located on state highways need meet warrants, and must be approved by the State Traffic Engineer.

Section 20.2.2 and 20.2.4: The TSP states that a center turn lane on Highway 99E between Highway 34 and the South City Limits should be added. Additional analysis will be required to ensure this is the appropriate solution. In addition, only a short section north of Lake Creek Drive (Figure 27) is identified for a median. There may be opportunities to provide pedestrian islands in certain locations to provide a more pedestrian-friendly environment where development has occurred on both sides of Highway 99E. Again, we anticipate that these issues can be worked out through the downtown conceptual planning which your community will soon undertake.

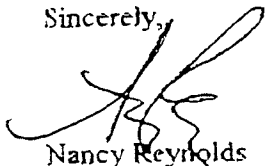
Section 20.7 Street Design Standards: We recommend that Tangent consider narrower street widths for its residential streets. These narrower widths are recommended for cul-de-sac streets, but not for other residential areas.

Please continue to keep us involved and informed in your planning efforts, and notify us of any land use actions affecting the state highway facilities.

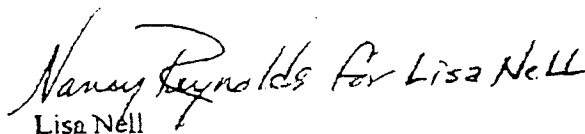
This letter should be included in the hearing record as ODOT testimony. ODOT should be considered a party to the hearing and be entitled to notices of future hearings, or hearing continuances or extensions. Please provide me with a copy of the City's decision, including findings and conclusions.

Please contact Nancy Reynolds at 503-986-2836 or Lisa Nell at 503-726-2527 if you have any questions regarding these comments.

Sincerely,



Nancy Reynolds  
 Area 4 Senior Transportation Planner



Lisa Nell  
 Senior Transportation Planner

## COMPHRENSIVE PLAN:

A quick read of the comprehensive plan reveals that there will be; upon acceptance of the new TSP and related zoning ordinances; significant differences between these plans. While Creed has done a good job with the TSP and zoning ordinances, the comprehensive plan needs serious attention.

Page 2: Since this review will be considered the four year review, (policy 11, page 7) we should update references to more recent plans like the Drainage & Stormwater Management Plan.

Page 17: City Goal 1: See comments, page 5 of zoning ordinances.

Page 22: State Goal 11, Goal 2: To consider the MOST COST EFFECTIVE and TIMELY PROVISION of public services and facilities.

It appears the TSP is conceptually trying to accomplish in the next 20 years what hasn't been accomplished in the last 125 years.

Please keep the above referenced goal in mind as I express my concerns with the TSP & zoning ordinances.

Page 25: Policy 21: It looks like we missed some street & alley vacation opportunities: i.e., the strip of Tangent Drive west of 99 and an alley behind the Tangent Garage?

Page 26: Funding sources should include assessment of existing property owners for facility improvements. This would improve TIMELINESS of accomplishing facility improvements.

Page 32: Policy 23: Hasn't this been accomplished?

Page 33: Policies 29 & 30: See TSP comments on this subject.

Note that a lot of Comp Plan policies are duplicated in the TSP.

Pages 64-66: On April 9<sup>th</sup> the City Council voted to sell the Bass Estate. I now ask that it be removed from the historic inventory. This will place the matter into the City review/public hearing process.

Page 105: This section should be updated to reflect the location of City Hall and the Post Office as well as the terms of the Planning Commissioners.

Page 123: Were these criteria used to recommend the bike/ped plan: i.e., cost per mile?

## TRANSPORTATION SYSTEM PLAN:

Page 4: No mention of the Drainage & Stormwater Management Plan. What weight did it receive? Are there any studies to be considered; i.e., street survey, wetlands and water feasibility study?

Page 5: City goal #1 discusses an economical transportation system. What is the most economical system?

Policy #1. Are street & sidewalk standards the most economical?

Policy #4: Are effects addressed in drainage plan?

Page 6: Policy #6: In order to complete areas to new standards, immediate and/or adjacent property owners shall be assessed or a lien entered against property to pay for work. An example could be when 51% of a street is elevated to the new standards.

Page 7: Policy 12 (2) Traffic lights have been installed. What more is there to do?

Policy # 14: A good policy for existing situations: what about new developments?

Page 8: Policy # 18: Do we have a street plan other than TSP?

Policy 20: Seems kind of redundant after reading #15.

Policy 22; Redundant to 15 & 19?

Page 9: Policy 27 & 28: These appear almost impossible. Who is being buffered, the railroad or property owner? Anyone buying property next to a railroad knows about noise & vibration. Why does the city care?

Page 10: Policy #39: Overdone. On a priority basis; depending on funding; to school, city hall, post office and downtown area. Set some priorities!

Policy # 41: Says about same thing as policy 39.

Policy 43: We have already said developers must pay.

Figure 14: The only sidewalk east of 99E between old & new HWY 34 is in front of Linn-Benton Tractor.

Page 35: The second paragraph implies that drivers will slow down for trees before peds?

The P/C should reconsider property line sidewalks versus line. Economy is a factor, plus city has already committed it's self at on 99E, N. Lake Creek Drive and Lone Oak Estates, the area property line would do the most good. If the city does adopt property line sidewalks, it should be responsible for the maintenance of that area. It also intrudes into the property owner's space even if the city does have an easement. The City of Albany adopted this approach on Waverly Drive.

Page 50: 12.4 Birdfoot Road, Garden Lane and Rolland Drive were recently done. Maybe these should be prioritized as to repair. The drainage problems were not addressed when the streets were resurfaced, in fact the slightly raised surface may actually cause more flooding south of this street (Birdfoot).

Figure 21: Recommended sidewalks appear to be excessive. In many instances, a sidewalk on one side of the street would be adequate. Sidewalk placement should be prioritized based on need and funding. For example, sidewalks are indicated on the east side of McFarland Rd. near Ashwood Manufactured Home Park, Garden Lane, East Birdfoot and Blackberry. Who is expected to pay for these improvements? SDC's won't be adequate.

Page 62: The City may want to seriously want to reconsider taking responsibility for old HWY 34 until a source of funding can be found. The ped/bike requirements just add to that cost.

Page 64: Table 8: It is to bad Garden Drive & Birdfoot didn't get resurfaced to these standards, a once in a 20-25 year opportunity.

Page 72: Is it possible a flashing light could be installed at the intersection of HWY 99E and North Lake Creek Drive?

Page 75: Are street trees appropriate with a curb line sidewalk as currently being installed? At the cost of the city or lot owner?

### TSP - Page 3

Figure 29C: The proposed street connections south of Old Oak Drive and behind existing property lots south of Tangent Drive should be deleted. These acre + lots are some of Tangent's priceless lots and any purchase is more likely to have the acreage rather than subdivide it.

The N-S connector street should be shown in a corridor area, indicating it's location is flexible. It should follow property lines to the extent possible.

Page 80: The closure of Rolland Drive should be reconsidered. I see no need to close it and existing business owners depend on it.

Figures 31, 31A, 31B, 31C, and 31D: Reconsider property line sidewalk concept. It's kind of like going from drinking Kool-Aide to Imported fine wine.

Page 81: Table 8: Reconsider On-street bike lanes or just have them with no sidewalks. Amount of bike traffic & peds doesn't rate both. Best alternative would be to have a combined bike/ped path on one side of street.

Figure 33: See comments for page 81.

Figure 34: Consider one side of street for other than 99E, Birdfoot to school. Too expensive.

Pages 90-93. Do these figures include the cost estimates (updated) from page 6-4, table 6-1, as appropriate from Drainage Plan?

Page 94: The City currently places too much emphasis on new development and SDC's to provide for infrastructure. We will end up with a checker board look. Some new development; some old. As land needs get tighter, the checkerboard will get smaller and make the city look worse. We need to require assessment of neighboring lots to pay for completion of areas. I recommend that when any area reaches 51% in compliance of new standards, assessments be made to reach 100%.

The other funding sources may be considered, but have little to NO chance of approval: as does a city tax base.

Page 96: Needs reference to Drainage Plan and any appropriate studies.

TSP - Page 4

Issue 10: Might be wise to recognize smaller lot sizes. Higher density is coming.

Issue 11: Keep or reject?

Issue 13: 36' wide street with on street parking end up as one way streets! Is this what we want?

Issue 21: If federal, state and county funds appear to be short for the future, what is Tangent going to do?

Issue 22: Already done!

## ZONING ORDINANCES

GENERAL: All zoning ordinances should be coded with a (F), (S), (C) or (T) to indicate the actual source or government entity that required the ordinance. We need to be able to direct any frustration to the right levels of government. Why "fight City Hall" when it was the State Government that caused the ordinance (although it might be the local application that is a problem)?

Please note one of the objectives of the zoning ordinance is to establish REASONABLE, RATIONAL & LEGAL decisions.

Page 5: I have asked the City Attorney for a LEGAL opinion on section O of the general provisions. I believe there is an opinion by the Oregon Supreme Court that ruled this was a taking and could not be required of a developer.

Page 11: The City should review it's fees for interpretations. The fee should be tailored to the impact of the problem. Overly steep fees tend to discourage REASONABLENESS.

Page 103 ( c ) The four spaces for covered bicycle parking should be based on the type of retail, office or institutional development. Why 4 spaces for a lumberyard, lawyers office or dentist? This ordinance is too vague and will be UNREASONABLE in some cases.

4 (a) At what point do current, adjacent property owners also pay for city improvements?

Page 112: (j) Can required buffering adjacent to a railroad be a MEASURE 7 consideration? It is an added expense to a purchaser/developer and could be used to negotiate a lower price (think devaluation of property).

Page 130: 29.11 Are signs required by federal & state governments exempt ( from permit fees as well as other costs)?

Page 131: Are there NO exceptions to the requirements for building permits?

Page 136: 33.3 Need to update reference to city ordinance 95-5, or even more recent?

## ZONING ORDINANCES - Page 2

I would urge the city of Tangent to review it's "hard-nosed" application of zoning ordinances approach and adopt a more "let us reason together" approach. Grant the city planner more flexibility in the application of these ordinances based on the spirit and intent of both the development and ordinance.

The appeal process needs to be reviewed also. A \$900 + fee tends to discourage smaller appeals that can be just as important to a small property owner as a large development.



**Tangent City Council Meeting  
Special Session  
Monday  
May 7, 2001**

Mayor Mondalee Lengkeek asked for all to stand for the flag salute at 7:00.

**PRESENT: COUNCILMEMBERS:** Curt Smith, Jeff Thompson, Mayor Mondalee Lengkeek, Eileen Samard

**ABSENT: COUNCILMEMBERS:** Don Stockton

**ALSO PRESENT: STAFF:** City Recorder Georgia Edwards, Assistant City Recorder Kimberly Moore, City Attorney Ed Sullivan, City Engineer Ray Engel, City Planner Creed Eckert

**ODOT: Representative:** Lisa Nell, Eric Holland

**MISCELLANEOUS CORRESPONDENCE:** None.

**CITIZENS COMMENTS:** Brian Becker of 32185 Old Oak Dr. stated that he had comments regarding the denial of the perspective petition to collect signatures to place a measure on the September ballot. It is not clear to him why the City Elections Official or the City Attorney can't clarify a process that will work in order to put the possibility of retaining the Bass Estate before the voters when the city council is working towards connecting with community.

In response to Mr. Becker, City Attorney Sullivan stated that his office had advised the City Recorder to reject the petition because under the Oregon Constitution that particular vote A) was not filed and B) was not a legislative act which is referable to the voters. If the council takes action in such a way as saying to remove the Bass Estate from the historic inventory list, or takes other action which is final and legislative, then that matter will be placed on the ballot. There are other ways of doing that as it is he is not paid by anyone else to tell them how to deal with it. What he has to do is advise the City Recorder when there is a specific petition presented to determine whether that is adequate and that is what he did in this case.

Mr. Becker stated that he was not clear on that and he has a letter denying it and he asked for clarification on it. If they are indeed withdrawing it from the register, then we can proceed? City Attorney Sullivan clarified the issue for Mr. Becker. He stated that it depended on how the council does it. If they amend the plan as part of this periodic review that we are now going through, then it will be put before the voters. If the council were to take it up as an individual action affecting only that particular property it will not have to be put before the voters. Mr. Becker stated that they were trying to move forward connecting with the city council and they will just have to work off line and do the best they can. Mayor Lengkeek stated that this City Council is here to serve the citizens of Tangent and if there is some way that the city can help you understand what the requirements might be, then the council will be happy to work with you. City Attorney Sullivan commented that if the council

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notifies him that they want this particular item voted on he would find a way to get it on the ballot, but other than that, he can only respond on the particular petition that was presented. Mr. Becker stated that he was satisfied with the explanation but had further comment. He questioned whether trying to retain a city park so that it would not be sold, would be a legislative and not administrative action. It was noted that Mr. Becker will be notified when the council has their next discussion on this subject.

Eric Judah of 32200 Old Oak Dr. commented that he would like to have notification of further discussion as well. He does not wish to see it sold and would like to see it remain as it is. He further stated that he has not heard one person state that they would like to see it sold. The majority have stated that they would like to see it remain as is, and no one has said that they don't care.

Bruce Glen of 33895 McFarland Rd stated that he did not think he had a vote but thought that he would like to see the Bass Estate kept.

**UNFINISHED BUSINESS:** None.

**NEW BUSINESS:** None.

Being there no further business Council Meeting was closed and the public hearing was opened at 7:16 p.m. by Mayor Lengkeek.

**PUBLIC HEARING:** IN THE MATTER OF ACCEPTING THE RECOMMENDATION OF THE PLANNING COMMISSION CONCERNING ADOPTION OR ORDINANCE 2001-03- IN THE MATTER OF ADOPTING THE TANGENT TRANSPORTATION SYSTEM PLAN, REVISING THE TANGENT ZONING ORDINANCE AND COMPREHENSIVE PLAN WITH THE DIRECTIVE OF THE VOTERS PARTICIPATING IN AN ELECTION. DISCUSSION ITEMS WILL INCLUDE CHANGES TO THE LAND DIVISION ORDINANCE, AND PUBLIC WORKS STANDARDS.

City Planner Eckert began with reading a prepared statement which is attached and is part of the record. He then discussed the changes to the documentation and then turned the floor back to the council.

Mayor Lengkeek asked if there were anyone on the council that has a conflict of interest. Mayor Lengkeek stated that she has a conflict of interest and that it had to do with a new proposed road that would be going through her property connecting the northern section to the southern section. She stated that during any discussion on this particular street, she will turn the chair over to Councilmember Samard.

City Planner Eckert instructed the council to call for the recommendations from the Planning Commission. Mayor Lengkeek stated that there is information provided on the back table that has some specific points listed that will be taken under consideration by the council. Though there will be other questions raised during the public hearing, those particular points will also be addressed. Following the public hearing during the council deliberations there will be no more public testimony taken. At that note, Mayor Lengkeek asked that City Planner make his presentation.

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City Planner Eckert began reviewing the history of the project noting that the city had received a grant in 1998 to pursue a Transportation System Plan. It is a requirement of Statewide Planning Goal 12, and is also part of Periodic Review. The process has been a lengthy one involving many rounds and editions of the original document based on local participation, a shoddy first draft by the consultant, and numerous requests by ODOT and other state agencies. Once we arrived at an acceptable Transportation System Plan document, which followed a couple of public hearings where public participation was solicited, staff moved to the task of drafting the changes to the various plans and zoning ordinance that would be necessary to implement the TSP. Once they were prepared we provided them to the Planning Commission and to interested citizens. There were two public meetings in front of the Planning Commission before arriving at a recommendation to the council that the TSP be adopted with a number of changes that the Planning Commission is recommending.

The City Planner's presentation was interrupted by the arrival of Lisa Nell ODOT Representative. She was introduced along with Eric Holland of Preliminary Designs for ODOT, and both can answer any questions.

The meeting returned to City Planner Eckert. Before he went further with the list of changes that are being recommended, he clarified what his duties were to be. During the meeting he and the City Recorder will be taking notes on the testimony from the audience, then after the public meeting closes he will recap what concerns the audience have plus the changes recommended by the Planning Commission. There will also be changes recommended by ODOT.

The Planning Commission has seven recommended changes: 1) Move proposed road south of Tangent Drive to south of the property line. 2) The fine print stating **Future street locations depicted are conceptual and subject to adjustment in conjunction with specific development proposals, subject to approval by the City of Tangent**, does not seem to be enough for the people of Tangent. The black heavy lines are so distinct that they do not think they are conceptual, they think that the lines are set in stone and will be implemented tomorrow. It is the recommendation that they be made dotted, or shaded, or something other than thick black lines. 3) A flashing yellow light at the intersection of N. Lake Creek Dr. and 99E is recommended. The reasoning is that the TSP already includes a traffic signal at the intersection of Tangent Dr. and 99E, so the thinking is to have a flashing yellow put in because the two intersections are so close together and a full signal was not necessary. 4) The TSP references other documents, but the city's Drainage Plan was left out and it should be included. 5) Among potential sources of moneys in the TSP, the Planning Commission recommends that a potential tax base be taken into consideration. 6) A traffic signal should be considered at Hwy 99E and McFarland Rd. 7) Future streets plan shows a north/south street and they want it to connect at Hwy 34 through a private access. This recommendation is opposed by ODOT.

Mayor Lengkeek asked that City Planner Eckert go over the proposed streets for the council so they understand where they are. City Planner summarized the streets and how they were arrived at. He explained that there were several parcels that are very large. Some are one acre lots, and they were looked at as they could divide the property in the future for development. The ability to create a new partial legally would depend on frontage to a public street. If you want to partition property it has to have access to public streets. If there is no frontage, then there has to be access provided and that would make the properties look like flag lots which are not in the interest of the city. So you can't divide your property unless you meet the criteria and it can be an expensive process. It is the

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community's responsibility to plan public streets in the areas of town that have the potential to grow.

The conversation turned to the section in the UGB of Tangent. The idea of the north/south connector was to be able to provide street access to the property owners if they want to divide their land. There are also two connections from McFarland to Hwy 99E that are proposed. This is another reason for the north/south connector. This will help keep the amount of access points to Hwy 99E down. ODOT does not want to have more driveways connecting to Hwy 99E. They would like to have as little access as possible to Hwy 99E. Since the size of the lots in that area are so large, they definitely have a potential to be developed.

The next item listed is the closure of Rolland Dr. in conjunction with this north/south access located in a regional commercial reserve area. There is an argument which justifies the public need to develop this area under. An extension of McFarland Rd. south to Glass Dr. along with an extension of Birdfoot west are shown on maps.

The discussion turned to the dedicated streets system in Tangent Industrial Park, noting the street access to Old Hwy 34 south through the tunnel under New Hwy 34 to the first intersection, then east to a future connection to Columbus. This will help solve one of the access problems that the city has been facing since the New Hwy 34 was designated an expressway, which is also called a limited controlled access according to ODOT. Then you see a potential north/south connector that will alleviate the traffic that would have had to use Hwy 34 or 99E as their main route. This could also promote economic activity to our downtown area.

City Planner Eckert referred to the maps that were hung and explained about the oversized lots in an area that has potential to be developed explains that is why the roads were suggested in that area. The extension of Old Mill Rd. to Hwy 99E will also enhance the traffic to City Hall from within town as they won't need to go down the Hwy 99E.

Additional changes that the council is being asked to consider: 1) ODOT is recommending a separate bike path and sidewalk south of New Hwy 34 to connect McFarland Rd with the Seventh Day Adventist School, separated from the Hwy. The bike path is also being recommended to correspond with a north/south roadway, which raises the question of do we want to take a look at our bike and sidewalk plans and make sure that they are consistent with these proposed roadways? The council indicated they do.

ODOT forwarded a comment that came from DLCD that encourages the city to adopt and utilize a street tree list for the urban environment. DLCD is recommending the city consider narrower street widths for residential streets. The only reduction that is proposed is for cul-de-sacs. Currently the trend is to narrow the streets.

There is an amendment to the zoning ordinance requiring traffic assessments for commercial and industrial developments which will access Hwy 34, and the question was asked if it was Old Hwy 34 or New Hwy 34. City Planner indicated that his answer he gave was that as long as it was in the state ownership, he would assume that it applies to both. Lisa Nell stated that she does not have clarification on the question.

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City Planner Eckert noted a citizen's suggestion that the city should adopt a policy requiring property owners who are not developing their property to improve the street frontage abutting their parcels at some identified threshold, such as when the 50 % of the remaining street is brought up to the city standards then the undeveloped part is required to be brought up as well. The problem that this was aimed at avoiding was a patchwork appearance where there is improved roadways where there has been development and substandard roadways adjacent or right down the street. There was another suggestion that the city delete the requirement for development adjacent to the railroad to be buffered from noise and vibrations. This was an ODOT recommendation but is not exactly a requirement. The Storm Water Drainage Master Plan includes some discussion of cost estimates for improvements and Councilmember Smith suggests that it should be included in the TSP because that work has been done.

City Planner Eckert asked for any questions from the council. There were none at this time. Mayor Lengkeek opened the public portion of the hearing.

Richard Rash of 33844 Hwy 99E was concerned about one of the proposed roads in the north section located in the UGB. He asked that if the city was going to put in that road, would the people in his area be able to vote on it? Would they have a say?

Councilmember Samard responded that the city has an obligation to plan for the property in the UGB. We will not put those planned streets in there unless you are in the city limits. If you are annexed into the city you would vote on it. Right now all your planning is through the county and they have the control on that at this time. She explained that he resides in the UGB (Urban Growth Boundary) and that when the city grows, there is a boundary around the city that the state says we can grow to. These streets are only going to be there if someone comes in and buys a big hunk of land and says that they want to subdivide the property. It would be brought up before the county unless you are in the city limits. City Planner Eckert explained that the burden of the street development would not fall on the property owners around the subdivision, it would be the responsibility of the developer. He also noted that this is a projection of what could happen and only if there was a need for it to happen. He did not see that it will happen in the next twenty years.

Mr. Rash was still concerned and stated that the community around him was content with what they have. He asked that if the developer who was right in the middle of their community came in and tried to develop, could he force the other property owners to split the cost of the development of the streets? City Attorney Sullivan answered no. If someone is in the middle, they don't have access to either end of it. They would have to negotiate with the property owners or they really can't develop. They have to have a street that makes connections, the city will require it. Before they are going to develop they have to get into the city, because if they are in the county they can't divide up the land in the way that it is listed up there. There are two things that have to be done before they can develop. 1) They have to become part of the city. 2) They have to show that they have street access. If the other property owners don't allow it to happen, his only recourse at that time would be to get the county to condemn the land and then pay you for it. Right now that prospect is zilch.

Mr. Rash stated that it was his understanding that if the developer in question sells any of the back acreage of his land, he could then be forced to contribute to the cost. City Attorney Sullivan stated no. City Attorney Sullivan stated that the developer would have to provide access to the property through an easement, and easement is connected with one type of development. If he wanted to develop more,

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he would have to develop a public street access or bargain with the owner of the property where that easement runs to increase its intensity.

Tom Matteson of 34015 McFarland Rd. He stated he lives in the UGB and owns 8 acres. He is not in favor of a road going through there. He asked what the proposed width including the sidewalks and bike trails of that road from Rolland up to McFarland? City Engineer Engel explained that it would be according to the city standards, 60' right-of-way and 36' curb to curb street, currently. The proposed development would potentially dictate that one way or the other. Probably not lower than that for that kind of street but may have some large development that could possibly be higher to accommodate the necessary traffic. Mr. Matteson stated that if that street were to go through it would take over 600' out of his property and it is 60' or 70' wide, which is close to an acre of land. He is not interested in dividing the property.

Billie Giddens of 33835 McFarland Rd. stated that she is opposed to the road because it would go through the back part of her pasture that is not covered with water. This would leave her with only pasture that is covered with water.

Liz Blain of 33855 McFarland Rd addressed a number of issues. 1) The road that is proposed to go from Rolland Drive to McFarland is going in mainly on wetlands. Billie Giddens noted that all of the residents in that area have the problem of flooding in the back section of their property. They would be left with just wetlands. Liz Blain asked if there was a way to create an amendment. City Planner Eckert asked if they were referring to the right to appeal to LUBA. It was agreed. City Planner Eckert stated that he thought that they have expressed concern about having the roadway going through a wet area. Mrs. Blain explained that according to the drawing shown in the TSP it would go right through a slew. Property owners in the area have not been able to do anything with that land because of the status. There is a real drainage problem and if a road went in there, that would have to be addressed. When it rains for two or three days it will flood that area and with all the drainage ditches that are created it all goes into that slew and does not go down for a couple of days.

2) You want to take property from the east side of McFarland Rd. to put in sidewalks curbs and this is going to be on the east side of McFarland Rd. from Rolland Dr. to 99. Why take frontage from homes when you could take the property from the field on the west side of the street. This does not make sense that you would cut out of peoples yards in order to do this when there is property across the street.

3) She is in favor of the stop light at the intersection of Hwy 99E and McFarland Rd. She says that it is very difficult to get onto Hwy 99E from that intersection.

4) You have discussed public solicitation to these meetings. How do you do that? We were not invited to them. City Planner answered that all the citizens within the city limits were invited to the meetings through a mailing. Mrs. Blain asked, for clarification, so all of the input was from the people in the city but not in the UGB? And to her understanding this plan was not drawn up by the City of Tangent but by some hired firm? City Planner Eckert explained that there was an initial firm that produced a draft and gave it to the committee that was formed and then they formed the ideas into the document that you see here, after there was a public meeting. Mrs. Blain asked then if the plan was adopted and put into effect and then we were annexed into the city, would we have nothing to say

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about this? City Planner Eckert answered that they would be effected by it. Mrs. Blain then stated that the only thing that they could do is to state how they feel now because they don't have a say otherwise.

City Planner Eckert stated that the TSP would be considered for amending in the future when a need was apparent. You would only be able to make the changes with a vote when you became part of the city. The point is that the streets you see in this document are conceptual and subject to change. If and when it comes time for someone to develop and run a street through this property, they are going to have to take a serious look at the issues that you are raising, such as the wetlands. It is obvious that there is a future need to have a street there. Mrs. Blain asked why is it obvious to the city and not to the property owners to have a street there. City Planner Eckert explained that the reason is the parcels are very large, and the zoning that is anticipated there will allow very small parcels, but that can't be realized without public street frontage. So regardless of people's intentions to develop or not, our obligation is to plan for the worse case scenario, plan for if it is going to develop so at least we will have some foresight how it will happen in a reasonable manner.

Ms. Blain asked what the anticipated zoning is. City Planner Eckert explained that when we identified that area as UGB, when it comes into the city it will be zoned R-M, at 6000 sq. ft. minimum lot size and allows some multi-family development. It is the highest density residential zone in town. Mrs. Blain stated that worse case scenario is that the drive-in turns into apartments, is that what you mean? City Planner answered he did not know and that there are a lot of possibilities on that property. Right now it is zoned County Rural Commercial and could develop under those standards and you could consider that a worse case scenario.

Ms. Blain asked if this street goes in, do we as property owners have to split the bill for this, or is it all the responsibility of the developer? City Attorney Sullivan answered that the city could not completely state that. Assuming there is a development, and the developer is wanting someone to pay for the rest of the improvement, the city could deny the improvement. If the city had a tax base, they may be able to rustle up the money to help pay for the improvement but the city does not have that possibility right now. The city could also form a Local Improvement District, and that is where the people get together and say we want improvement, and they pool their resources. It is possible that there will be dissenters in that kind of situation. It is a public hearing item and the city can reject it if a certain percentage of people state that they do not want it. But until there is a guarantee for those improvements, then the development would not go ahead. If you are looking at something that is so intense as the city planner described, 6000 sq. ft. or multi-family, that is going to require a developer to come up with a lot of money to take care of improvements that are not there right now. There has to be some guarantee that there is going to be some access there and that it is adequate, but that is still in the development stage. The property has to be inside the city UGB and the city limits for it to even be considered. By his understanding of what the planner said, we are looking at a bunch of parcels that are already divided, and if these come inside the city, the minimum density we are looking at is some 6000 sq. ft. minimum lot size plus some multi-family and that requires us to do some advanced planning.

Ms. Blain asked if he was referring to all of the UGB as those private parcels and not just the Albany Drive-in. City Attorney Sullivan answered yes. Everybody pays their fair share. Ms. Blain stated that she was not comfortable with having to walk away with those as answers. City Attorney Sullivan

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stated that he had to give her those answers because he is a lawyer and he has to be careful about the language that he uses. Ms. Blain wishes to have more of a guarantee that this will not start to happen for the next 15 to twenty years. She thinks that it will be implemented today and then started tomorrow. City Planner Eckert stated that he could tell her what the most recent growth patterns have been, but he can not guarantee her request.

Ms. Blain stated that the majority of them are interested in the north area that deals with Rolland Dr. and McFarland. City Planner Eckert said that one of the biggest problems that the city has had out of their current efforts is to rewrite our planning and update our land use regulations has been project what our population will be in twenty years. We have done that and estimated that it will be around 1600 persons which is about 600 more than it is now. With that kind of growth, we know for sure that there is not going to be any need to add to our UGB, that is the first thing. This area can accommodate our growth and then some. But, they don't know how long it will take before annexing this property is justified based on our population.

Ms. Blain said there are a number of parcels within the city limits that are saying they want you to develop it. Why are you going outside the city limits into the UGB?

City Planner Eckert explained that the City of Tangent is in a strange location and that there are a number of Exclusive Farm Use (EFU) zoned property within the city limits. Our UGB, which is typically supposed to be outside your city limits, is very narrow and that is the only place we can put urban uses. If we have had property owners approach us and say some farm land is needed for residential development and they feel there is a demand, there are people on line right now ready to go. They want us to bring it into the UGB and develop it, but we don't have. What he is hearing Ms. Blain say is that there is a large number of property in our UGB ready to develop, and we are not soliciting property to develop either. All we are saying is long ago this area was identified for accommodating our needs for future growth. This is the only area that we have with a traditional UGB outside our city limits. Ms. Blain asked if this is the only UGB? The City Planner answered yes. She then asked when it comes time to vote the UGB into the city, will the other parts of the UGB be voted in as well, the south, west and east parts? City Planner Eckert explained that there is no south or west or east UGB to vote into the city limits. He also stated that it did not have to be the whole entire triangle voted in either, it could just be a part of it. She asked is there a chance of getting other UGBs for Tangent? City Planner Eckert rephrased the question to state, is there an opportunity to amend the UGB to bring in other areas, and the answer was that coincided with our adopting a population statement for twenty years. What you expect for the population growth is probably the largest determination whether you can justify bringing in more land into your urban growth boundary or not. Based on our population expectations, the answer is no, we would not be able to justify amending the UGB at this time.

Al Berdahl of 33865 McFarland Rd asked if there is anyway of preventing annexing into the city limits, from going into effect by submitting a petition or anything? City Attorney Sullivan answered that in order to get into the city limits, the city could initiate it and ask for a vote or potential vote. What the more likely scenario would be is that someone in an adjacent property will ask to be put into the city. And if there is a double majority, a majority of landowners holding a majority of the assessed valuation, then it will go to the council and they will vote whether you will be brought in or out. <sup>1</sup> The City of Tangent does not have a requirement to vote on annexation as some cities. It could



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happen. The city council could bring the property in if there is a petition and if the city council says we want it. Mr. Berdahl stated that he meant exclusion. City Attorney Sullivan stated that there is two things to exclusion, but since you are outside the city limits you wouldn't be excluded from the city limits. In looking at the UGB, the city would have to contract its UGB, and that may not make sense to the state folks, because we have adopted a population figure saying that we will have 600 more people. We could with a larger and more intense development inside the existing city limits, which we could reach a good deal of that 600 if not all of it, and we don't need to bring this other property in. Right now in order for the city council to contract the boundary, they will have to up the density of other property within the existing city. The council is the policy makers and they are the ones who make that choice.

Martin Warren of 32244 Tangent Dr. pointed to property on one of the maps in regards to the proposed road south of Tangent Dr. He asked if they were going to suggest moving that road down to the property line. City Planner Eckert said possibly. Mr. Warren then asked if it would be put on the property line or if it would be on just one side of it. City Planner Eckert stated that it would have to be put directly on the property line in order to show fairness. Mr. Warren stated that right on the property line is a natural drain and that it would not be a good idea. If they go on to put a street in there, they would be in trouble. City Planner Eckert commented that the party who puts in the road will not be in trouble because at the time of design you address the problem of the water. That is also why the statement that the roads are conceptual in nature is on the document. Mr. Warren stated that the city really should recognize the drainage problem before they continue with the plan. The drainage is a big problem and should have been addressed before the document was drawn up. City Planner Eckert stated that is the details that is dealt with later.

Brian Becker of 32195 Old Oak Dr. questioned Mayor Lengkeek on the conceptual streets. The process for the conceptual streets, was the way this plan was put together typical of any other proposed streets in the cities in Oregon? Mayor Lengkeek explained that the committee was asked to look at places where development could occur and not to consider drainage or other problems that could occur. They were asked if development happened, where could we put streets and that is why the streets seem to be put in places that are very unlikely to have a street. Mr. Becker asked if other cities that have gone through this same type of issue use the same type of approach. He continued stating that you have to start somewhere, but it seems that the cart is in front of the horse. Is this a planning approach that is normal? This is where his concern is. City Planner Eckert stated that this is the first community that he has planned future streets for, but the guidelines were provided by ODOT to some extent. They were logical and seemed logical at the local level. The idea was to try to get people to come in and take part in this. They held three of four meetings. There was no deviation from this type of logical process. Get people together, you look at a map and identify where the obvious constrained lands are relative to access, and then you try to brainstorm it.

ODOT representative Lisa Nell noted that the planner had mentioned ODOT and that she needed to clarify in the Transportation Planning Rule, which we were following while we were doing the Transportation System Plan, it states that local communities need to address local street connections and to start with so the city can plan for your future. This is a very conceptual futuristic type plan and ODOT did not require that you put these streets where they are located in this document. We are looking to the consultant who is going out and making the recommendations and helping to create a balance. If you intend on doing something that will affect the highway we will have a comment. When

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it is a local street, then it is a local decision unless it is going to affect us. If you look at it as a transportation growth management standpoint, then you look at things in a holistic approach you look at land use and transportation. When you look at local street connections, you are going to be effecting both transportation and land use elements. It is important to plan out. These streets are conceptual you build a requirement plan and amend this document down the road. This is a very futuristic look, and it is good that you are making comments now but just keep that in mind.

Mayor Lengkeek stated that it may look as if they are doing everything backwards, but we are required to do the Transportation System Plan. One of our high priorities is the Drainage Plan and hopefully we will be able to do something about it. Relating to another comment made about communication, I know that the City of Tangent has not done a good job with communicating with the citizens. We are working on it. In the Sunday paper there is a section where all the small towns post what is going on, and we are trying to put something in there to notify the citizens of what is going on.

City Engineer Ray Engel stated that when you step back and look at the community as a whole, there is not one section of Tangent that does not have a drainage problem or even a potential drainage problem. Just because there is a street projected in an area with a possibility of flood, doesn't mean that an engineering solution cannot be developed that can accommodate both issues. It is not the intent of this type of a plan to try to do that. The purpose of this type of plan is transportation. But if someone needs to make this work, there is going to be some dollars behind it and they are not going to be little dollars. The guy who has the dollars to put in the streets will also have to have the dollars to solve the drainage problems or the city will not let it happen. It is not necessarily a show stopper to say that you can't put a street there because of flooding.

Liz Blain asked what the solution of the drainage problem will be. City Engineer Engel explained that when it comes to wetlands, they can move them. There are provisions in the wetlands rules; it takes a lot of money, it takes a lot of time, takes a lot of work, but there are provisions in the law that state if you just have to develop there, and you have the funds to make it go away somewhere else, then it can happen. Ms. Blain said that she thinks that there are apparently people in Salem that our community deals with are different from the ones that you deal with. They tell us that we can't touch it.

Billie Giddens stated that she thought that individual property owners can fill in there property, but they cannot use federal money to do it. They can't get assistance to do it, it has to be out of their own pockets. She stated that she knows this to be true, because she has tried. City Planner Eckert noted that he thought that it was 50 cubic yards. Ms. Giddens stated that it was true but if you went beyond the 50 cubic yards you would need a permit.

Richard Rash stated that he did not know what they would do when the Calapooia River swells because when it rises it just does and that he did not feel that there was a way to contain it. He also stated that the existing roads Hwy 34 and Hwy 99, and others have made it very difficult for the home owners of that area because now the water goes in that direction.

A couple of other citizens stated that they have some really nice big homes and that if anything else were to be built in the area, the current property owners would be in a world of hurt. The water already comes up to the back of their homes and in their back yards. Their children have taken boats

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down through that section of the property. They would like to see the guy who is going to solve that problem.

City Planner Eckert stated that they are in a very remote area and he thought that there have been some Division of State Lands personnel out there on that property and identified it as a significant resource. It is a large portion of wetland and is serving a lot for water purification and flood control purposes. Mayor Lengkeek stated that she spoke with a congress woman about the problem and she was concerned. Mayor Lengkeek thought that if a group of the citizens got together and sent something in about it then it is noted and on the record. She noted that a large part of their problem is that they widened Hwy 99E and they shouldn't be allowed to dump on your property. She noted that Mae Yi might look into it if you went to her.

John McMullen of 33803 McFarland Rd. commented that the proposed road goes between his property and Mr. Sheraton. He wants to know what are the legal definitions of properties inside the UGB, and why is decisions and plans made by the City of Tangent effect those in the UGB and why are the property owners in the UGB not notified or allowed to participate in that decision making process? City Planner Eckert explained the second part of the question first, stating that it is was a personal oversight and he did not think that it was a requirement to notify people in the UGB, but apologized for the oversight and stated that he should have thought of it. The first part of the question regarding the legal definition of the properties in the UGB is not real clear. Our UGB is defined by the two roadways. Mr. McMullen stated that right now his property's land use requirements are handled by county. Planning decisions that are being made are more than what the county would allow by far. City Planner Eckert stated that when he is annexed into the city, the zoning will change to RM which is a 6000 sq. ft. standard and then the county regulations will go away. Mr. McMullen stated that the actual decisions made now could turn over and carry force at a time of annexation, then why can't we participate in those decisions? City Attorney Sullivan stated that they don't have legal swearing in terms of the charter prevision that the city has for its residents that they must vote upon all legislative changes, and this is a legislative change. The way that the plan of the state is written, is that for lands in the UGB but outside the city, the city and the county have to agree. What happens here is that it goes to the county and the board of commissioners as well as the state. You don't get to vote on it. The only vote that happens is with in the city as far as the plan goes. You do get to vote on whether you get annexed in.

Leon Walter of 33818 Hwy 99E stated that he is opposed to the road as well. The creek behind his home backs up on to his property. If the road goes in, it will make the back up worse.

Billie Giddens asked the city attorney about annexing. She wanted to know about voting on annexing into the city, and wanted to clarify that the city can annex them in if they wanted to without a vote? City Attorney Sullivan stated that it can be done if the city says yes. He also stated that it would be the folks who live in that area and not the land owners and the majority of the assessed valuation. If there is one more person that wants in than does not want in, the city can say yes and there does not have to be a vote. City Planner Eckert asked that when you are talking about a 2/3 majority, isn't it true that you are talking about all the property between the city limits and the UGB. Billie Giddens asked for clarification, one property owner gets one vote or is it based on property value? City Attorney Sullivan stated that it would be based on the electors not the value of the property.

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Richard Rash noted his concern about the development of his property under pressure due to annexing into the city. City Attorney Sullivan stated that the discussion was not about development conditions but annexing into the city and explained that the city could not have control over the development of property outside the limits, only that property that is in the limits. The county is the ones who control property development outside the limits.

Eric Judah 32200 Old Oak Dr. noted that he does not live on McFarland Rd but he was concerned about how he would be effected if he abutted one of the black spots on the map? Now that he has heard about McFarland Road, he would like to know about in the city limits. City Planner Eckert explained that the comments that the city attorney made regarding being made to participate in development would apply just like they would outside the limits in the UGB. He also noted that the streets are just as conceptual in the city limits as the streets are out in the UGB. It is not that the city is going to pursue construction any time foreseeable but if there is going to be development, they will be built. Mr. Judah then commented on being notified of meetings. He said that he was notified but it was to close to the meeting time and that he and his wife cannot make the meetings when they receive such short notice. He is a state policeman and his wife is busy as well.

A citizen asked if it were possible to make a decision to notify the people in the UGB of any new upcoming meeting that will affect their area? Other citizens agree. Mayor Lengkeek stated that there are not that many things going on that involve the UGB but that the city could try to inform them. City Recorder Edwards informed the citizens that if they would like to receive the agenda for the meetings they just need to leave their names and addresses with her and she would make sure that they would be mailed to them. She also noted that she does e-mail. A spokesman for Tri-west asked if there would be any restrictions identified in the plan? City Planner Eckert stated that they have identified truck routes in town and noted two roads that prohibit truck traffic.

Frank Rosin of 32300 Old Oak Dr. asked if the road south of Old Oak Dr. was going to be deleted. City Planner Eckert stated that it would be reconsidered but it would not be deleted.

Liz Blain asked when they thought that they would vote on the TSP. Mayor Lengkeek stated this meeting possibly, but City Attorney Sullivan stated that it still has to go to the voters for the final vote.

Dan Brown owner of 33840 Hwy 99E rental, asked if he did not have a vote in the double majority because he lives out of the area, then if a developer came in and bought property then he would not have a vote either. City Attorney Sullivan stated that he would only have a vote if he lived within the area. If a developer came in from out of the area and bought land that does not mean that he had a vote.

Councilmember Smith commented on the curb-line and property-line sidewalks. He asked the council to consider the sidewalks to be curb-line because they are more economical and not property-line because they are five feet more away from the curb, bigger chunk out of the city pocket, plant trees, and reduces the speed limit. When we asked ODOT to restrict the speed in our community we are told no. Why not reduce speed instead of planting trees and putting in sidewalks. The other item is a bicycle shelter. It is recommended that we put up shelters for bikes on private property and on public property. He handed out written information which is attached and part of the record.

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ODOT Representative Lisa Nell commented on traffic calming and that ODOT was referring to local public streets and not slowing traffic on a highway.

Mayor Lengkeek adjourned the public hearing at 9:00 and the council took a short break.

Mayor Lengkeek reconvened the council meeting for deliberation at 9:15. She asked City Planner Eckert and City Recorder Edwards to list the issues for the council to consider.

City Planner Eckert began stating the considerations from the audience of the evening. We heard a lot of testimony to reconsider the roads in the north UGB and their appropriateness. When we do have a need to have the streets there are some significant things to consider regarding wetlands etc. It was suggested that sidewalks, curbs, etc. should not be taken from the east side of McFarland. They want to have the extra land be taken from the west side of the road to put in the curb and sidewalk on the east side. So if they shift the road to the west they would have the ground to put in the sidewalk on the east side. Mayor Lengkeek noted that the public right-of-way on her property is half way up into her front yard and that is what they were concerned about on McFarland Dr.

It was suggested that a left turn lane be put in at McFarland in front of McFarland School. Anything having to do this would be subject to ODOT approval.

It was suggested that the council consider curb-line sidewalks as opposed to property-line sidewalks, and omit bicycle shelter requirements from private property but they could be installed on public lands. Lisa Nell stated that ODOT does not make it a requirement that you put these shelters anywhere, this is a suggestion in order to promote bicycle use within the community. DLCD is not requiring them either. Eric Holland stated that the property-line sidewalks would be more user friendly to pedestrians than the curb-line sidewalks, especially on Hwy 99E. It is not recommended that there be sidewalks on the Hwy, but if you do it would make the pedestrians feel safer to use the sidewalks. With the landscaping you may give it a narrowing appearance and then it might justify lowering the speed. There are big advantages to having the sidewalks set back along the property-line.

City Planner Eckert began with the sidewalks that are projected for McFarland Dr. He stated that the City Engineer said that there is plenty of room on the west side of the road to have an adequate amount of sidewalk put on the east side of it. This would make it easier and there would not be any taking of anyone's land. It was agreed that it should be taken into consideration.

City Attorney Sullivan suggested that the wetlands issue be noted in the document, it would be a signal victory and that way the people in that area will know that we heard them. City Planner Eckert asked if we are doing this there, why aren't we doing this elsewhere in town? It was agreed that it be noted in the document.

City Planner Eckert turned to the subject of the left turn lane on McFarland and Hwy 99E, that would be subject to ODOT approval. Mayor Lengkeek asked if you need to approve it before you would approve a light? Councilmember Smith wanted to have them both approved at the same time and felt that it would be better that way. Councilmember Thompson stated that it would make it look more like an intersection. It was agreed that the left turn lane needs to be addressed. Eric Holland stated that

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it would no problem for them to give assistance to create the wording in the document.

City Planner Eckert asked if the council wanted to direct staff to give notification to the people in the UGB when it is something that is directly affecting their property. City Recorder Edwards was directed by City Attorney Sullivan that she could send a measure 56 mailing to them as well. It was agreed.

Do you want to reconsider the street south of Old Oak Dr? The council pursued discussion and agreed that the street should remain. They felt that it could always be removed or changed at some other point.

Curb-line verses property-line sidewalks was discussed. The document currently recommends that we require property-line sidewalks. Mayor Lengkeek and Councilmember Samard are in favor of property-line sidewalks. Councilmember Smith is opposed. City Engineer Engel stated that the reason that the document is stating that we put in property-line sidewalks is because you cannot put in sidewalks along unimproved roads because there is no curb. Councilmember Thompson stated that he liked the idea of property-line sidewalks along Hwy 99E because of comfort levels. He does not like the property-line sidewalks in the residential areas because it cuts into peoples lawns. He feels the planter strip is useless to the property owner of the property. It was decided to discuss this at the end of the discussion.

It was questioned whether bicycle shelters should be required on private property? It was agreed they should not.

City Planner Eckert turned the attention to a memo he created to help the council with their decisions. There were a number of items to discuss that were recommended by ODOT, DLCD, and staff besides the Planning Commission which is attached and part of the record.

The first two items have to do with bicycle and sidewalks. Councilmember Smith asked about the bike lanes and stated that it was one thing to ride to the post office and the school but now the question is regarding several miles. When is the bike lane going to become not practical? It will go all the way into Albany given a chance and he didn't think that a lot of people will ride all the way into Albany. City Planner Eckert stated that if they provide the linkage for the city to other places, the idea is to get more employees to ride their bikes instead of drive to work. Mayor Lengkeek questioned whether we should wait until there is a place for them to work in Tangent before they decide on doing that? City Recorder asked if there was a requirement that we include the bike lane when we put in new streets? City Attorney Sullivan stated that it depended on the size of the street. City Recorder Edwards stated that she thought that in order to receive the gas tax that the city had to put a percentage into bike lanes. City Attorney Sullivan clarified that if it is going to be a collector, then they need a bike lane included in the plan, if it is not a collector then they do not need one. After some more discussion, the council decided that they would accept the bike lane.

The next four items were felt to be administrative actions and that staff felt they could take care of them. Discussion began with recommendations from DLCD to narrow street widths in residential areas. It was decided not to narrow the streets.

The next item was to clarify whether the proposed Tangent Zoning Ordinance Section 24.3.H.5.,

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Access Management, apply to both Old Hwy 34 and New Hwy 34. Staff will clarify this issue.

A requirement was suggested that when a street is improved to 51% or more, the property owners in that area must improve the street in front of their parcels to avoid a patchwork appearance which would result if only new developers were required to do the work. It was agreed this should be done.

The buffering of noise and vibrations for development near the railroad was suggested to be deleted. It was agreed.

There was further suggestion to include information regarding cost estimates from the City's Storm Water Drainage Master Plan into Table 10 of the TSP, Estimate of Probable Costs and Recommended Implementation Schedule. It was agreed.

Existing Table 8 will be retitled Table 9.

The remaining 7 items on page 4 are recommendations from the Planning Commission. As stated before, the document which encompassed these items is attached and part of the record.

Item 1 to move the future street located south of Tangent Dr. to the property line. It was approved with Councilmembers Thompson, Smith and Samard voting in favor, and Mayor Lengkeek abstained due to conflict of interest. Item 2 to make the lines in the plan more conceptual and not so definite. The vote was yes. Item 3 to install a flashing yellow light recommended to be installed on N. Lake Creek Dr. The vote was yes. Item 4 to amend the language to include the City's Drainage Master Plan. The vote was yes. Item 5 to include some sort of finding sources not limited to a tax base into the plan. The vote was yes. Item 6 to install a traffic light at McFarland and 99E in future. The vote was yes. Item 7 to connect the north/south proposed road to Hwy 34 at a private access point. The council was advised that this will be strongly opposed by ODOT. The vote was no.

The council returned their discussion to the curb-line verses property-line sidewalks. Mayor Lengkeek suggested that the busier streets should have the property-line sidewalks and the residential streets should have curb-line sidewalks. Councilmember Smith stated that he was now okay with the property-line sidewalks, and Councilmember Thompson agreed.

City Attorney Sullivan advised the council of two things: 1) you may want to incorporate these suggestions and direct staff to bring a revised document back with these findings. 2) Keep it in mind how the TSP relates to the Periodic Review and when are you going to send it to the voters and are you going to send it all in one package or in segments. He also stated that this did not have to be decided this meeting.

Councilmember Samard moved to direct staff to bring back the revisions to be approved at a later date. Councilmember Thompson seconded the motion. Passed unanimously.

The council decided to get together for the Architect Interviews an hour before the first meeting so they could get the questions in order for the interviews which take place May 15 and 16. The time was set for 2:00 May 15.

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There being no further business the meeting adjourned at 10:20 p.m.

Approved:

\_\_\_\_\_  
Mondalee Lengkeek, Mayor

Attested:

\_\_\_\_\_  
Kimberly Moore, Assistant City Recorder

1. The City Attorney was incorrect and that Section 58 of the Charter requires a vote on all annexations, except for land required to be annexed by state law.



**5/14/01 TSP PUBLIC HEARING / CITY COUNCIL  
CITY PLANNER'S OPENING STATEMENT:**

Tonight's public hearing is to consider a Legislative Land Use Action, to Adopt a Transportation System Plan, or TSP, for the City of Tangent, and to amend the Comprehensive Plan and Zoning Ordinance to implement the TSP. Copies of the draft TSP and associated amendments were made available seven days prior to tonight's hearing. Some extra copies are also available on the table in the back of the room. Transportation system planning is a requirement of state law and specifically helps the City to comply with Statewide Planning Goal 12, Transportation. For this reason, the Planning Commission determined that the adoption of the TSP and the necessary land use regulation amendments conforms with the decision criteria for Amendments to the Comprehensive Plan and Zoning Ordinance, which the I will iterate in my presentation shortly.

The procedure we will follow for tonight's hearing is set out in state law and the Tangent Zoning Ordinance, and is as follows:

1. Staff will present a brief report regarding the history and purpose of the proposed amendments and will answer any questions the Councilors may have regarding there matters at that time.  
  
\*Summarize the recommendations of the Planning Commission describing the procedures
2. The Chairperson will open the public hearing, allowing any public testimony which is pertinent to the decision criteria as stated by the Planner. The Council may address questions to those who are testifying.
3. Anyone who wishes to testify may do so, though we ask that you limit your testimony to approximately four minutes or less, in order to allow everyone to be heard and the Commission an opportunity to deliberate tonight, if they so choose.
4. We have a representative from the Oregon Department of Transportation, or ODOT, If requested by the City Council, members of City and/or State Staff may assist in addressing questions or concerns raised during the public portion of tonight's meeting.
5. After all public testimony has been submitted, the City Council will close the public hearing and may deliberate and make a recommendation to the City Council regarding adoption of the TSP and related amendments. Alternately, the Commission may continue the hearing until a date certain.

If you intend to testify, please mark an "X" by your name on the sign up list. Everyone is asked to please sign in, even if you do not intend to testify. If you are going to submit hard copies of evidence, such as letters, reports, or pictures, please hand it to me prior to your testimony. Please begin your testimony by clearly stating your name and address. All testimony should be directed toward the applicable approval criteria. If you believe other criteria apply in addition to those identified by Staff, you must identify and discuss those criteria and explain why you believe they apply to the application in consideration.

## LEGISLATIVE ANNOUNCEMENTS

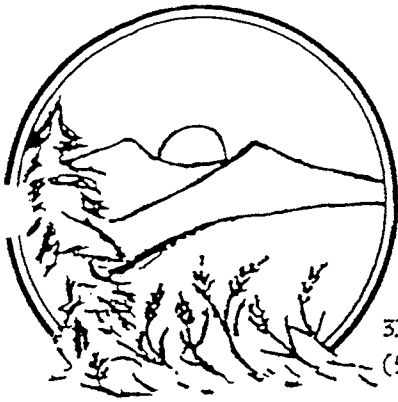
PC CHAIR

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The Commission may reasonably limit oral presentations in length or content, depending upon time constraints and applicability of the testimony to the decision criteria. Any party may submit written materials while the public record is open, and any party may request that the Commission leave the record open for an additional seven (7) days to allow the submittal of additional information. The Commission is not obligated to do so; however, if the record does remain open, the result would be a continuance of the final decision, to allow all parties to review and respond to the new information.

Anyone who feels they are aggrieved by issues which will form the Council's final decision may file an appeal to LUBA. The basis for an appeal to LUBA must be specifically described in this public hearing or that issue may not be used as a basis for an appeal to LUBA.


To begin with, the chair will ask the Councilors to disclose any ex parte contacts, conflicts of interest or bias related to the application before us.



# City of Tangent

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(541) 928-1020 • Fax (541) 928-4920

TO: Tangent City Council

FROM: Creed A. Eckert, AICP   
Senior Planner

DATE: April 30, 2001

RE: Planning Commission's Recommendation Pertaining to the Adoption of a  
Transportation System Plan (TSP) for the City of Tangent, Oregon

On April 19<sup>th</sup>, 2001, the Tangent Planning Commission convened and conducted a public hearing to consider a recommendation to the City Council regarding the potential adoption of the City's draft Transportation System Plan (TSP). The Plan was funded in part by a 1998 grant from the Oregon Department of Transportation (ODOT) and the Oregon Department of Land Conservation and Development (DLCD). A transportation consulting firm, Kimley-Horn and Associates, prepared the original drafts of the document, which have been amended a number of times to better reflect local conditions, desires, and sentiments. Changes have also been effected at the request of representatives from ODOT, and additional changes are being requested by DLCD and ODOT jointly in a letter from Nancy Reynolds and Lisa Nell of ODOT which is dated March 19<sup>th</sup>, 2001.

The process at this point involves a decision by the City Council regarding adoption of the TSP and implementing documents. In the event that the Council elects to adopt the TSP and changes to the Comprehensive Plan and Zoning Ordinance, these changes would be required to be ratified by the voters of Tangent before being officially adopted. If the vote were to fail to pass, the TSP would not be adopted.

The Planning Commission arrived at a recommendation that the Council adopt the TSP and implementing ordinances, recommending that the Council's action incorporate a number of proposed amendments which have resulted from the public participation and deliberations associated with two public hearings before the Commission, March 29<sup>th</sup> and April 19<sup>th</sup>, 2001. Staff has not made the changes recommended by the Planning Commission, but has summarized those in this memorandum, thereby providing the Council with an opportunity to assess and determine whether or not to make the changes which are being suggested by the Planning Commission.

Prior to discussing in this memo the amendments which come as a part of the recommendation from the Commission, Staff will mention the following, additional changes which have been recommended from various parties (e.g., ODOT, DLCD, City Staff, etc.) and which appear to warrant the attention of the Council:

- ODOT is recommending a separate bike path and sidewalk south of New Highway 34 to connect McFarland Road with the 7<sup>th</sup> Day Adventist's Central Valley Junior Academy. AMEND YES / NO ?
- A bike path is also being recommended to correspond to the north/south street indicated on the Future Streets Plan, Figure 29 of the TSP, as connecting Tangent Drive with future Industrial lands to the north which are currently outside of the City's Urban Growth Boundary (UGB). The Council may wish to consider requesting Staff to ensure that the Future Bike Path and Future Sidewalks Plans include those facilities for all future streets indicated on Figure 29. AMEND YES / NO ?
- ODOT further recommends: *"Since there are several policies that refer to access control and access management, you may want to make a general statement under this heading that when addressing access management strategies and access control on state highways, there needs to be compliance with the OHP and OAR Chapter 734, Division 51."* AMEND YES / NO ?
- A number of typographical and grammatical errors have also been identified by ODOT for correction. In the event of adoption, Staff would complete the necessary revisions to the documents.
- In their letter of March 19<sup>th</sup>, 2001, ODOT representatives forwarded a comment which reportedly came from DLCD, and which encourages the City to adopt and utilize a street tree list for the urban environment. The City does currently have such a list.  
AMEND YES / NO ?
- ODOT has suggested that pedestrian islands may be among the options for providing opportunities for foot and bicycle traffic to cross Highway 99E. This issue is anticipated to be primarily addressed in the Downtown Development Plan the City is seeking to complete, in conjunction with various state agencies and through funding, we hope, from the State's Transportation Growth Management (TGM) grant program.

- DLCD recommends that the City consider narrower street widths for residential streets. AMEND YES NO?
- The City has been requested to clarify whether the Traffic Assessment requirements of Proposed Tangent Zoning Ordinance Section 24.3.H.5., Access Management, apply to both Old and New Highways 34 or only to New Highway 34. ODOT personnel may be of some assistance in this regard. AMEND YES/NO?
- Mr. Curt Smith, a City Councilor, who participated as a citizen in the public hearings before the Planning Commission, suggested that the City adopt a policy requiring property owners to improve transportation facilities abutting their parcels at some identified temporal threshold, such as when 51% of the remaining street is brought to standard. In this Councilor's opinion, such a policy would help to avoid a patch-work appearance of improved and unimproved streets around town which would otherwise result from requiring new development to bring facilities to full standards while requiring nothing of other property owners who are not developing at that time. AMEND YES/NO?
- Councilor Smith further suggests that the City delete the requirement for development adjacent to the railroad right of way be buffered from noise and vibrations. This requirement comes as a recommendation from ODOT. *Please note:* Mr. Smith's additional comments are attached to this memorandum as Exhibit A. AMEND YES/NO?
- Councilor Smith further suggests including information regarding cost estimates from the City's Storm Water Drainage Master Plan into Table 10 of the TSP, "Estimate of Probable Costs and Recommended Implementation Schedule." yes
- Existing Table 8, "Recommended Bikeways", will be re-titled "Table 9".

FOLLOWING ARE THE CHANGES WHICH ARE RECOMMENDED BY THE TANGENT PLANNING COMMISSION: yes

The Planning Commission recommends that the City Council adopt the TSP and implementing documents with the following modifications:

1. Relocate the future street indicated on Figure 29 south of Tangent Drive to the southerly property lines of the affected properties.

yes 3 leave it.  
1 abstained

2. Make lines on Figure 29, Future Streets Plan, larger and less precise in location by using hatch marking, dotted lines, or other means of conveying graphically the *tentative* locations of those future streets. yes
3. Amend TSP to recommend a flashing yellow light at the intersection of North Lake Creek Drive and Highway 99E, subject to approval by ODOT. yes
4. Amend TSP to acknowledge the City's Drainage Master Plan and any other appropriate documentation, plans, or studies. yes
5. Amend TSP's discussion of potential sources of funding for the identified transportation improvements to include but not be limited to the adoption of a local tax base. yes
6. Recommend traffic signal at Highway 99E and McFarland Road if/when warranted by future traffic volumes. yes
7. Recommend amending Figure 29, Future Streets Plan, to include a public street connection to New Highway 34 at the location of the Shirley's and Minor's private access to that roadway, just east of the Tangent Urban Growth Boundary on the south side of New Hwy. 34. PLEASE NOTE: ODOT HAS INDICATED THAT THEY WILL OPPOSE THIS AMENDMENT. no

City Staff will be available to help answer any questions you may have on May 7<sup>th</sup>, 2001. Representatives from ODOT will also be on hand at that public hearing and meeting. If any Councilor has questions or comments which you would like to relay to Staff prior to the meeting time, please do not hesitate to call us. Thank you.



# Oregon

John A. Kitzhaber, M.D., Governor

## Department of Transportation

Region 2

455 Airport Rd. SE, Bldg. B

Salem, Oregon 97301-5395

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May 3, 2001

File Code: PLA

City of Tangent  
32909 Highway 99E  
P.O. Box 251  
Tangent, OR 97389

SUBJECT: City of Tangent Proposed Transportation System Plan Adoption

Thank you for notifying the Oregon Department of Transportation (ODOT) of the land use action identified above. As previously indicated to the City of Tangent Planning Commission, I would like to express my appreciation for the coordination and good working relationships I have found in working with the City of Tangent on this project. The Tangent Transportation System Plan (TSP) reflects these work efforts. Basically, it is ODOT's perspective that our primary concerns and issues, with one exception, have been addressed or will be addressed as further planning occurs.

The Tangent Planning Commission has recommended adoption of the TSP and implementing documents with seven modifications. While ODOT supports adoption of the City of Tangent's TSP, ODOT objects to the inclusion of one of these recommendations (#7). The Planning Commission recommends "amending Figure 29, Future Streets Plan, to include a public street connection to New Highway 34 at the location of the Shirley's and Minor's private access to that roadway, just east of the Tangent Urban Growth Boundary on the south side of New Hwy. 34." ODOT's opposition to a public street connection at this location is based on several facts:

- The private access identified in this recommendation is a temporary access point. This access is not public, is restricted to right turn in and right turn out only, and must be closed in the future when alternate access is provided by a public frontage road. A legal judgment (State of Oregon v. Shirley, Schrock, Miner--May 18, 1993) indicates that: "It is specifically understood that the right of access opposite Hwy. Engr's Sta. 441+40 south is to be restricted to right turn ingress and right turn egress only....In the event a public frontage road or other public road, which provides reasonable access to defendants' remaining property on the southerly side of the relocated Corvallis-Lebanon Highway, is constructed and opened to the public, the access rights herein reserved for said remaining property shall cease."
- A public road connection to OR 34 at this location would not be permitted. This private access is located too close to the existing OR 34/OR 99E interchange. A public street access at this location would violate the Oregon Highway Plan spacing standards and the Access Management Rule (OAR Chapter 734, Division 51). In addition, OR 34 in this area is designated as an expressway, and as such, public road connections are highly controlled and private accesses are discouraged.
- When road improvements were being planned for the Corvallis - Lebanon Highway (OR 34) in 1991, the City of Tangent and Oregon State Highway Division entered into a contract (#10123, approved March 19, 1991; see attached) which specified:

1. City and State agree that the Corvallis-Lebanon Highway (Route 34) in the area of the project is to be controlled access highway and that the primary purpose of project is to improve the flow of through traffic.
2. City and State agree that the primary access to Route 34 within City will be at the full interchange with the Albany-Junction City Highway (Route 99E) and that other accesses are secondary and will not be allowed to jeopardize highway safety or impede the movement of through traffic. As the industrial reserve property South of the realigned Route 34 develop, a city street right of way shall be dedicated between the new underpass (constructed in conjunction with the realignment project) and Columbus Street....The access to Route 34, located at Engineer's Station 441 plus 40 (Easterly access), shall remain open until a frontage road to Columbus Street, and an intersection of the newly aligned Route 34 and Columbus Street have been constructed. Right of way for the future frontage road shall be dedicated to City by affected property owners as the property develops. Said easterly access shall be limited to right turn in and right turn out traffic, and no truck traffic shall be allowed....
6. City and State agree the street that uses the underpass to access the industrial property shall be a City street. It shall run between the old Route 34 alignment, through the underpass, to the industrially zoned property South of the realigned Route 34.

These contract provisions are intended to benefit and protect both the local jurisdiction and the State's interests, and are very important to allow the City of Tangent and ODOT to maintain an efficient and effective transportation system. No public street access to OR 34 at the location identified by the Planning Commission has been anticipated or supported by ODOT. The contract provisions above support access through the existing underpass as the long-range solution. Recognition of the need for controlled access is explicitly included in this agreement. The provisions stated in the 1991 contract remain valid today.

In accordance with the Transportation Planning Rule (TPR), the City must comply with OAR 660-12-060. If the City includes the Planning Commission's recommendation for a public road at the given location, the City must include evidence in the record that indicates that the plan will not adversely affect the operation of the area transportation facilities.

The following general comments should be considered as the TSP is considered for adoption:

- Section 3.2 Access Management: A general statement should be added at the beginning of this section stating that where state highway facilities are involved, access control will be evaluated and must be consistent with the 1999 Oregon Highway Plan and the Oregon Administrative Rules Chapter 734 Division 51.
- Figure 29A: The future street system appears to adequately address the properties along OR 34. However, it is our understanding that Tangent is under periodic review. Under periodic review Tasks 2 and 4, it will be necessary to address the lands outside the UGB which are designated for more intense uses. This work effort may result in the need for adjustments to the TSP.



- Section 19.0: We have concerns regarding the Central Commercial growth area planned along OR 99E—and its potential for strip commercial development. However, we anticipate that these issues can be worked out through the downtown conceptual planning which your community intends to undertake.
- Section 20.2.1 Traffic Signal Adjustment or Installation: Please include a statement that traffic signals located on state highways need to meet warrants, and must be approved by the State Traffic Engineer. (Note that traffic signals must conform to OAR 734-020-0400 through 734-020-0500. It is desirable to have one-half mile spacing between signals; however, distance can be less subject to engineering investigation and analysis. Also, ideally, signals are located where there are through side streets. While these signals can be considered, they cannot be assumed until a full engineering analysis has been completed, and the State Traffic Engineer has approved the signals.)
- Section 20.2.2 and 20.2.4: The TSP states that a center turn lane on Highway 99E between Highway 34 and the South City Limits should be added. Additional analysis will be required to ensure this is the appropriate solution. In addition, only a short section north of Lake Creek Drive (Figure 27) is identified for a median. There may be opportunities to provide pedestrian islands in certain locations to provide a more pedestrian-friendly environment where development has occurred on both sides of Highway 99E. Again, we anticipate that these issues can be worked out through the downtown conceptual planning which your community plans to undertake.

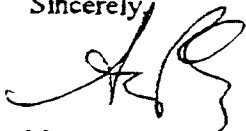
In summary, ODOT supports adoption of the City of Tangent TSP, assuming that recommendation #7 made by the Planning Commission is omitted from this adoption. ODOT cannot support adoption if recommendation #7 is included.

Please continue to keep us involved and informed in your planning efforts, and notify us of any land use actions affecting the state highway facilities.

This letter should be included in the hearing record as ODOT testimony. ODOT should be considered a party to the hearing and be entitled to notices of future hearings, or hearing continuances or extensions. Please provide me with a copy of the City's decision, including findings and conclusions.

Please contact me at 503-986-2836 if you have any questions regarding these comments.

Sincerely,



Nancy Reynolds  
Area 4 Senior Transportation Planner

Cc: Dale Hormann  
Dick Upton  
Bob Wood  
Jim Westbrook  
Lisa Nell  
Gene Walton  
Gerry Juster

## COMPHRENSIVE PLAN:

A quick read of the comprehensive plan reveals that there will be; upon acceptance of the new TSP and related zoning ordinances; significant differences between these plans. While Creed has done a good job with the TSP and zoning ordinances, the comprehensive plan needs serious attention.

Page 2: Since this review will be considered the four year review, (policy 11, page 7) we should update references to more recent plans like the Drainage & Stormwater Management Plan.

Page 17: City Goal 1: See comments, page 5 of zoning ordinances.

Page 22: State Goal 11, Goal 2: To consider the MOST COST EFFECTIVE and TIMELY PROVISION of public services and facilities.

It appears the TSP is conceptually trying to accomplish in the next 20 years what hasn't been accomplished in the last 125 years.

Please keep the above referenced goal in mind as I express my concerns with the TSP & zoning ordinances.

Page 25: Policy 21: It looks like we missed some street & alley vacation opportunities: i.e., the strip of Tangent Drive west of 99 and an alley behind the Tangent Garage?

Page 26: Funding sources should include assessment of existing property owners for facility improvements. This would improve TIMELINESS of accomplishing facility improvements.

Page 32: Policy 23: Hasn't this been accomplished?

Page 33: Policies 29 & 30: See TSP comments on this subject.

Note that a lot of Comp Plan policies are duplicated in the TSP.

Pages 64-66: On April 9<sup>th</sup> the City Council voted to sell the Bass Estate. I now ask that it be removed from the historic inventory. This will place the matter into the City review/public hearing process.

Page 105: This section should be updated to reflect the location of City Hall and the Post Office as well as the terms of the Planning Commissioners.

Page 123: Were these criteria used to recommend the bike/ped plan: i.e., cost per mile?

## TRANSPORTATION SYSTEM PLAN:

Page 4: No mention of the Drainage & Stormwater Management Plan. What weight did it receive? Are there any studies to be considered; i.e., street survey, wetlands and water feasibility study?

Page 5: City goal #1 discusses an economical transportation system. What is the most economical system?

Policy #1. Are street & sidewalk standards the most economical?

Policy #4: Are effects addressed in drainage plan?

Page 6: Policy #6: In order to complete areas to new standards, immediate and/or adjacent property owners shall be assessed or a lien entered against property to pay for work. An example could be when 51% of a street is elevated to the new standards.

Page 7: Policy 12 (2) Traffic lights have been installed. What more is there to do?

Policy # 14: A good policy for existing situations: what about new developments?

Page 8: Policy # 18: Do we have a street plan other than TSP?

Policy 20: Seems kind of redundant after reading #15.

Policy 22; Redundant to 15 & 19?

Page 9: Policy 27 & 28: These appear almost impossible. Who is being buffered, the railroad or property owner? Anyone buying property next to a railroad knows about noise & vibration. Why does the city care?

Page 10: Policy #39: Overdone. On a priority basis; depending on funding; to school, city hall, post office and downtown area. Set some priorities!

Policy # 41: Says about same thing as policy 39.

Policy 43: We have already said developers must pay.

Figure 14: The only sidewalk east of 99E between old & new HWY 34 is in front of Linn-Benton Tractor.

Page 35: The second paragraph implies that drivers will slow down for trees before peds?

The P/C should reconsider property line sidewalks versus line. Economy is a factor, plus city has already committed it's self at on 99E, N. Lake Creek Drive and Lone Oak Estates, the area property line would do the most good. If the city does adopt property line sidewalks, it should be responsible for the maintenance of that area. It also intrudes into the property owner's space even if the city does have an easement. The City of Albany adopted this approach on Waverly Drive.

Page 50: 12.4 Birdfoot Road, Garden Lane and Rolland Drive were recently done. Maybe these should be prioritized as to repair. The drainage problems were not addressed when the streets were resurfaced, in fact the slightly raised surface may actually cause more flooding south of this street (Birdfoot).

Figure 21: Recommended sidewalks appear to be excessive. In many instances, a sidewalk on one side of the street would be adequate. Sidewalk placement should be prioritized based on need and funding. For example, sidewalks are indicated on the east side of McFarland Rd. near Ashwood Manufactured Home Park, Garden Lane, East Birdfoot and Blackberry. Who is expected to pay for these improvements? SDC's won't be adequate.

Page 62: The City may want to seriously want to reconsider taking responsibility for old HWY 34 until a source of funding can be found. The ped/bike requirements just add to that cost.

Page 64: Table 8: It is to bad Garden Drive & Birdfoot didn't get resurfaced to these standards, a once in a 20-25 year opportunity.

Page 72: Is it possible a flashing light could be installed at the intersection of HWY 99E and North Lake Creek Drive?

Page 75: Are street trees appropriate with a curb line sidewalk as currently being installed? At the cost of the city or lot owner?

TSP - Page 3

Figure 29C: The proposed street connections south of Old Oak Drive and behind existing property lots south of Tangent Drive should be deleted. These acre + lots are some of Tangent's priceless lots and any purchase is more likely to have the acreage rather than subdivide it.

The N-S connector street should be shown in a corridor area, indicating it's location is flexible. It should follow property lines to the extent possible.

Page 80: The closure of Rolland Drive should be reconsidered. I see no need to close it and existing business owners depend on it.

Figures 31, 31A, 31B, 31C, and 31D: Reconsider property line sidewalk concept. It's kind of like going from drinking Kool-Aide to Imported fine wine.

Page 81: Table 8: Reconsider On-street bike lanes or just have them with no sidewalks. Amount of bike traffic & peds doesn't rate both. Best alternative would be to have a combined bike/ped path on one side of street.

Figure 33: See comments for page 81.

Figure 34: Consider one side of street for other than 99E, Birdfoot to school. Too expensive.

Pages 90-93. Do these figures include the cost estimates (updated) from page 6-4, table 6-1, as appropriate from Drainage Plan?

Page 94: The City currently places too much emphasis on new development and SDC's to provide for infrastructure. We will end up with a checker board look. Some new development; some old. As land needs get tighter, the checkerboard will get smaller and make the city look worse. We need to require assessment of neighboring lots to pay for completion of areas. I recommend that when any area reaches 51% in compliance of new standards, assessments be made to reach 100%.

The other funding sources may be considered, but have little to NO chance of approval: as does a city tax base.

Page 96: Needs reference to Drainage Plan and any appropriate studies.

TSP - Page 4

Issue 10: Might be wise to recognize smaller lot sizes. Higher density is coming.

Issue 11: Keep or reject?

Issue 13: 36' wide street with on street parking end up as one way streets! Is this what we want?

Issue 21: If federal, state and county funds appear to be short for the future, what is Tangent going to do?

Issue 22: Already done!

## ZONING ORDINANCES

GENERAL: All zoning ordinances should be coded with a (F), (S), (C) or (T) to indicate the actual source or government entity that required the ordinance. We need to be able to direct any frustration to the right levels of government. Why "fight City Hall" when it was the State Government that caused the ordinance (although it might be the local application that is a problem)?

Please note one of the objectives of the zoning ordinance is to establish REASONABLE, RATIONAL & LEGAL decisions.

Page 5: I have asked the City Attorney for a LEGAL opinion on section O of the general provisions. I believe there is an opinion by the Oregon Supreme Court that ruled this was a taking and could not be required of a developer.

Page 11: The City should review it's fees for interpretations. The fee should be tailored to the impact of the problem. Overly steep fees tend to discourage REASONABLENESS.

Page 103 ( c ) The four spaces for covered bicycle parking should be based on the type of retail, office or institutional development. Why 4 spaces for a lumberyard, lawyers office or dentist? This ordinance is too vague and will be UNREASONABLE in some cases.

4 (a) At what point do current, adjacent property owners also pay for city improvements?

Page 112: (j) Can required buffering adjacent to a railroad be a MEASURE 7 consideration? It is an added expense to a purchaser/developer and could be used to negotiate a lower price (think devaluation of property).

Page 130: 29.11 Are signs required by federal & state governments exempt ( from permit fees as well as other costs)?

Page 131: Are there NO exceptions to the requirements for building permits?

Page 136: 33.3 Need to update reference to city ordinance 95-5, or even more recent?

## ZONING ORDINANCES - Page 2

I would urge the city of Tangent to review it's "hard-nosed" application of zoning ordinances approach and adopt a more "let us reason together" approach. Grant the city planner more flexibility in the application of these ordinances based on the spirit and intent of both the development and ordinance.

The appeal process needs to be reviewed also. A \$900 + fee tends to discourage smaller appeals that can be just as important to a small property owner as a large development.