



TRANSPORTATION STUDY

DATE: March 5, 2026

TO: Leilani Carr | Portland Public Schools

FROM: Reah Flisakowski, P.E. | DKS Associates
Jenna Bogert, P.E. | DKS Associates
Emily D'Antonio | DKS Associates

SUBJECT: Ida B. Wells High School Modernization Project – Transportation
Study

P#22286-002

INTRODUCTION

This study documents the transportation impacts for the proposed modernization of Ida B. Wells High School, located in southwest Portland, Oregon (Figure 1). The project site is generally bound by these streets: SW Capitol Highway, S Bertha Court, SW Bertha Boulevard, SW Vermont Street, and SW Burlingame Avenue, as shown in Figure 2.



FIGURE 1. STUDENTS ENTERING IDA B WELLS HIGH SCHOOL

The school is located in the Hillsdale neighborhood, which is a mix of dense residential and commercial land uses and is home to three schools in the Portland Public Schools system. The enrollment of Ida B. Wells was around 1,690 students during the 2024-2025 school year. After the modernization project, the school site will maintain its student capacity of 1,700 students. As confirmed with Portland Bureau of Transportation (PBOT) staff, this report is not required to include an analysis of any off-site intersections because the building's student capacity is not increasing with the modernization.

The purpose of this report is to evaluate the multimodal connectivity and parking needs for the campus and surrounding area to inform the project design, to determine potential impacts on the surrounding transportation system, and to identify potential mitigation measures that would be needed to offset these impacts.

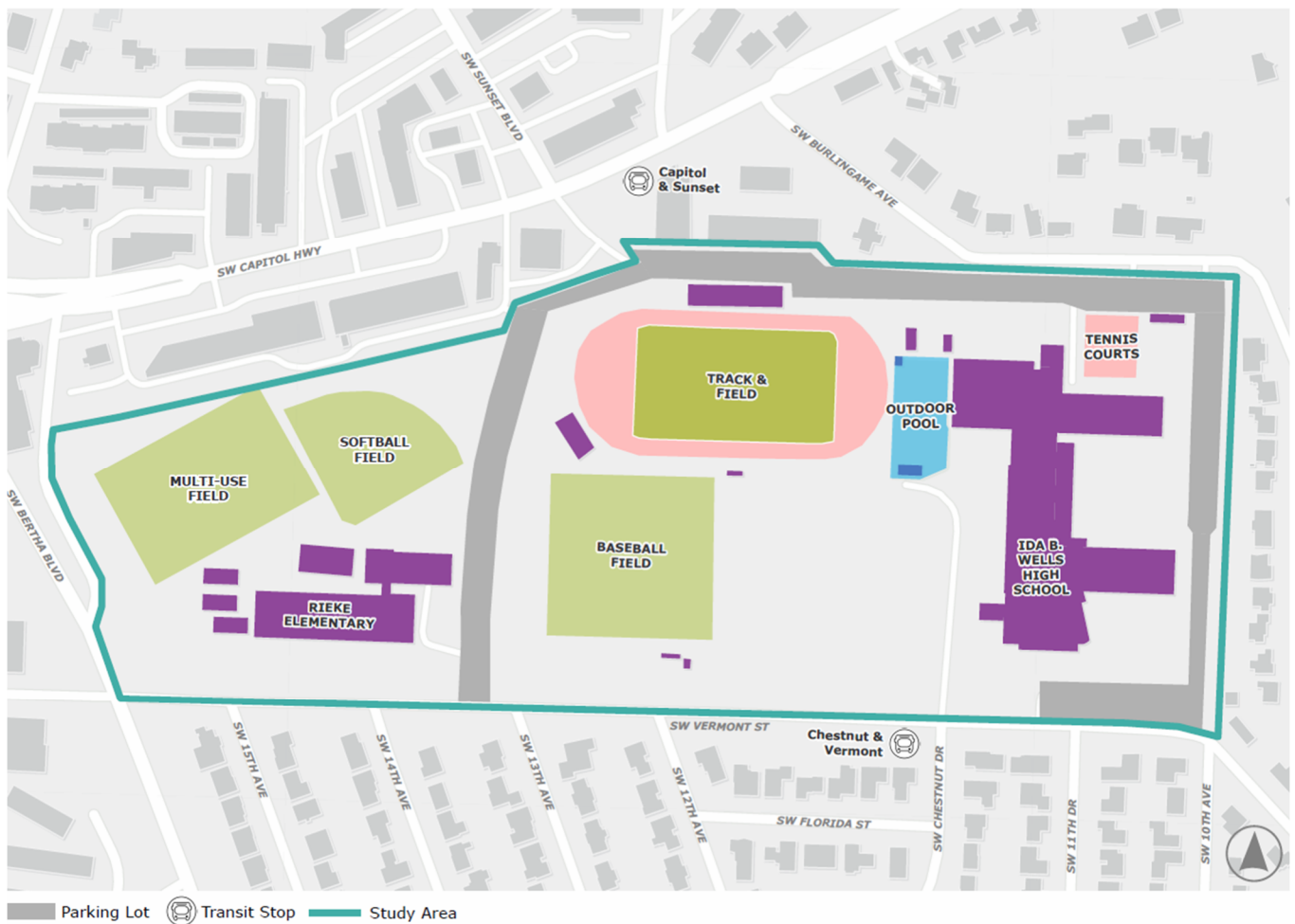


FIGURE 2. STUDY AREA

EXISTING CONDITIONS

The existing conditions section contains transportation modal survey results, an inventory of the walking, biking, driving, and transit network surrounding the school, as well as a safety analysis and vehicle parking utilization study.

TRANSPORTATION MODAL SURVEY

Students and staff at Ida B. Wells High School completed a seven-question transportation commuting survey to estimate the mode split of trips to and from the school. The survey was completed by 232 individuals, 149 of whom were students¹. Respondents were able to pick multiple modes of transport for how they got to school from a set list. Of the options provided, 55 percent of students selected TriMet, 51 percent of students selected Parent or Guardian Drop-Off, and 25 percent chose to drive alone. 14 student respondents chose driving alone as their only mode of transport to school. Most staff members drive alone to Ida B. Wells (87 percent). Out of all survey respondents, 5 students (~3 percent) and 7 staff (~9 percent) mentioned biking as an option for their school commute.

The survey found that the transportation mode a student chooses to take to school can vary daily. The majority of those who cited using TriMet to get to school listed the Capitol and Sunset bus stop as their primary stop. Figure 3 shows students walking to the Capitol and Sunset Bus Stop after school let out. Portland Public Schools does not provide daily, regular school bus service to students at Ida B. Wells High School². However, many students ride TriMet buses using student TriMet passes through the Student Pass program, a partnership between TriMet, the school district, and the City of Portland. The high transit ridership for students likely reflects this partnership.

Because of the low response rate (9 percent of students) on the survey, none of the above data should be used to make any strong findings on the modal split for the students or staff at the high school.

¹ Approximately 9 percent of the student body participated in the transportation survey.

² Ida B. Wells only offers after-school program transport, SPED, and charter bus service.



FIGURE 3. STUDENTS WALKING TOWARDS SW CAPITOL HIGHWAY

TRANSPORTATION NETWORK

The following sections contain an evaluation of the walking, biking, transit, and motor vehicle facilities.

WALKING AND BIKING NETWORK

There are sidewalks currently around the perimeter of the school. The sidewalk network continues to the south of the school, but there is a limited sidewalk network in the north as shown in Figure 7. There are two key crossings for students walking. The first key crossing is near the bleachers for the current track. This allows students coming from the bus stop on SW Capitol Hwy to cross the parking lot. The other key crossing is on SW Vermont St near Chestnut Dr which is depicted in Figure 5.

As shown in Figure 6, there are marked bike lanes east-west on SW Vermont St and north-south on SW Sunset Blvd and SW Bertha Blvd.

The campus offers eight blue “staple” bike racks for securing bicycles against theft (Figure 4). These are located on the northern portion of the campus close to the Wells Track and Field near the Rieke driveway.



FIGURE 4. BLUE STAPLE BIKE RACK IN USE



FIGURE 5. MARKED CROSSWALK ON SW VERMONT ST

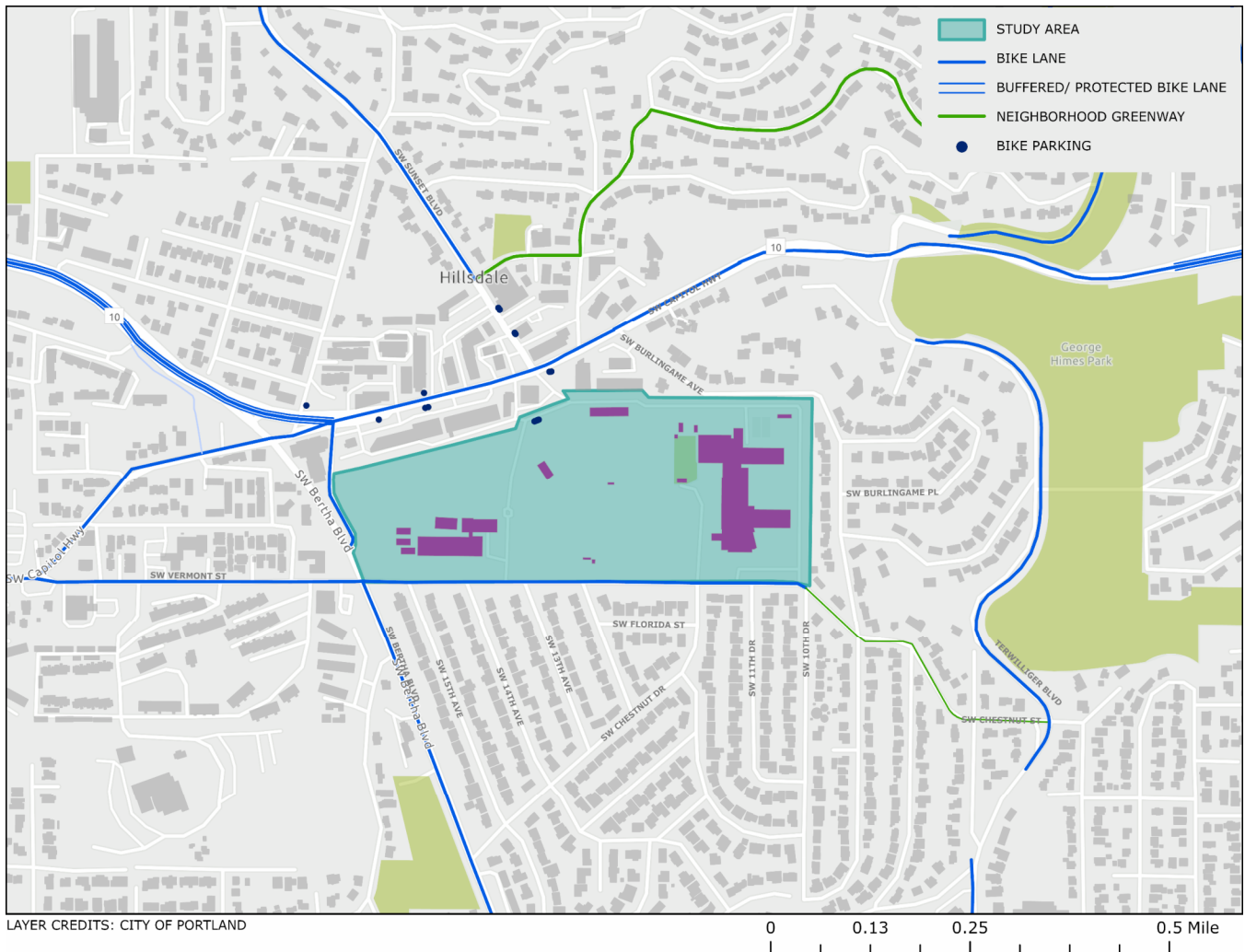


FIGURE 6. EXISTING BICYCLE NETWORK

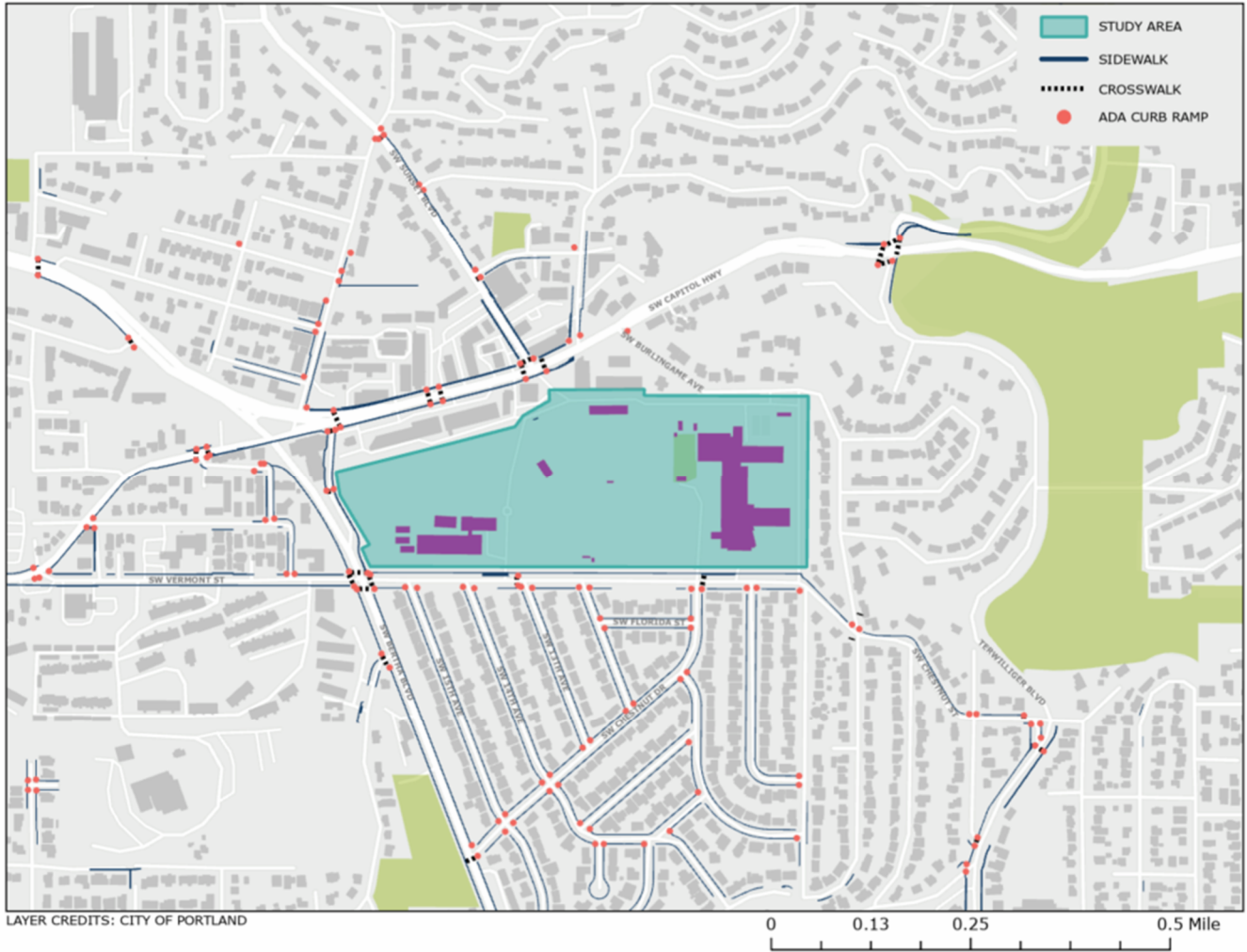


FIGURE 7. EXISTING PEDESTRIAN FACILITIES

TRANSIT SERVICE

The study area is serviced by eight bus lines: 1-SW Vermont, 43-Taylor's Ferry/Marquam Hill, 44-Capitol Hwy/Mocks Crest, 45-Garden Home, 51-Vista/Sunset Blvd, 54-Beaverton-Hillsdale Hwy, 55-Hamilton, and 56-Scholls Ferry/Marquam Hill. The various bus routes are shown in Figure 9.

Route 1 Vermont provides weekday rush-hour service between Portland City Center and Southwest Portland along SW Barbur Blvd, SW Vermont St, and 5th/6th Ave. In the morning, a bus arrives at the bus stop at SW Vermont St and SW Chestnut Dr at 8:03 a.m. and 8:13 a.m. In the afternoon, a bus arrives at 3:38 p.m. and 3:43 p.m.

Route 54 is the only frequent transit route that serves the school. It connects Beaverton Transit Center, Raleigh Hills, Hillsdale, and Portland City Center.

There are two bus stop locations near the school, one at SW Capitol Hwy and SW Sunset Boulevard and one at SW Vermont St and SW 13th Ave. The SW Capitol Hwy stop is serviced by all the previously mentioned routes except for Route 1 which services the SW Vermont St stops. The bus stop on SW Capitol Hwy is shown in Figure 8.



FIGURE 8. SW CAPITOL HWY & SW SUNSET BLVD TRANSIT STOP

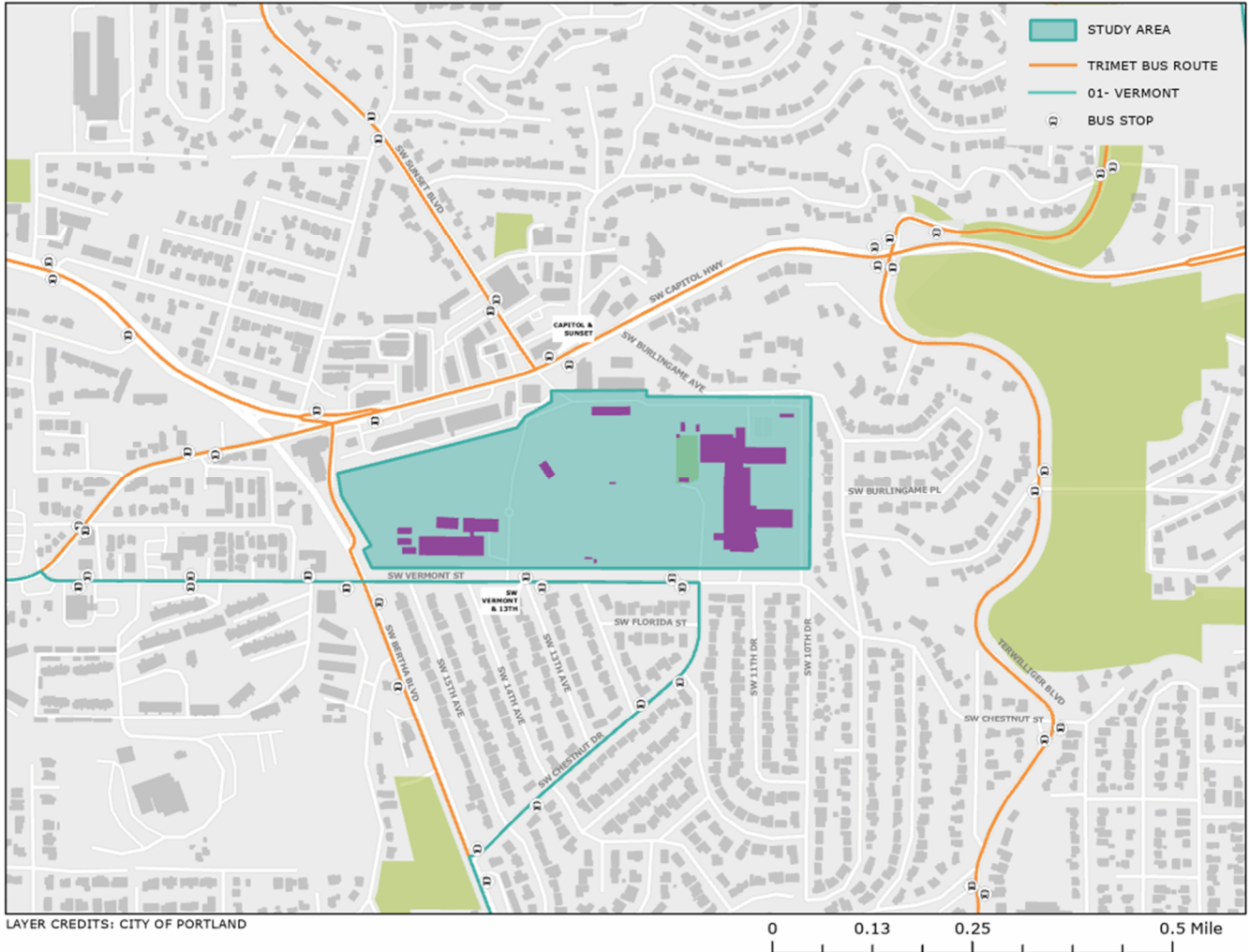


FIGURE 9. TRANSIT NETWORK

MOTOR VEHICLE FACILITIES

Table 1 contains the neighboring roadways to the school property and provides general characteristics for them.

TABLE 1: STUDY AREA ROADWAY CHARACTERISTICS

ROADWAY	ROADWAY JURISDICTION	FUNCTIONAL CLASS ¹	CROSS-SECTION	POSTED SPEED	PEDESTRIAN FACILITIES	BICYCLE FACILITIES
SW VERMONT ST	City of Portland	Local Service Traffic Street	2 Lane	20 MPH	North Side	Bike Lane
SW BERTHA COURT	City of Portland	District Collector Street	2 Lane	35 MPH	Both Sides	Bike Lane
SW BURLINGAME AVE	City of Portland	Local Service Traffic Street	2 Lane	20 MPH	None	Shared Roadway
SW CAPITOL HWY	City of Portland	Major City Traffic Street	5 Lane	30/20 MPH	Both Sides	Bike Lane
SW CHESTNUT DR	City of Portland	Local Service Traffic Street	2 Lane	20 MPH	Both Sides	None
11TH DR	City of Portland	Local Service Traffic Street	2 Lane	20 MPH	Both Sides	None
12TH AVE	City of Portland	Local Service Traffic Street	2 Lane	20 MPH	Both Sides	None

¹: Functional Classification is in line with the City of Portland

TRAFFIC COUNTS

Vehicle volume, speed, and classification were obtained from PBOT for four intersections per the previously established study parameters. The four intersections are as follows:

- SW Capitol Hwy and SW Sunset Blvd
- SW Vermont St and SW Chestnut Dr
- SW Chestnut Dr and SW 13th Ave
- SW Chestnut St and SW 6th Ave

VEHICLE VOLUMES

SW Capitol Hwy has the highest vehicle volumes of the four locations, with SW Vermont St having the second highest volumes. Vehicle volumes were similar for the eastbound and the westbound directions for all locations. The a.m. peak hour volume was greater than the p.m. peak hour volume for all locations as well. Vehicle volumes are shown in Table 2 below.

TABLE 2: VEHICLE VOLUME SUMMARY (MAY 2023^A)

INTERSECTION	EASTBOUND DAILY	WESTBOUND DAILY	TOTAL DAILY	AM PEAK HOUR	PM PEAK HOUR
SW CAPITOL HWY AND SW SUNSET BLVD	9,825	9,225	19,050	1,525	1,850
SW VERMONT ST AND SW CHESTNUT DR	1,175	1,475	2,650	400	375
SW CHESTNUT DR AND SW 13 TH AVE	425	325	750	200	125
SW CHESTNUT ST AND SW 6 TH AVE	450	350	800	125	100

A. All volumes were obtained from the City of Portland

VEHICLE SPEEDS

The posted speed at all count locations is 20 mph. Of the four locations, SW Capitol Hwy has the highest average speed and the highest likelihood of vehicles driving at least 10 miles over the speed limit. The speed limit on SW Capitol Hwy drops to 20 mph from 30 mph due to the proximity to the school in that location. Though the posted speed limit drops, this does not mean that cars drive slower on average. Below, Table 3 shows 85th percentile speeds. The 85th percentile speed is the speed at or below which 85 percent of drivers travel on a road segment.

TABLE 3. VEHICLE SPEED SUMMARY (MAY 2023^B)

MAIN STREET	CLOSEST CROSS STREET	POSTED SPEED	85 TH PERCENTILE EASTBOUND	85 TH PERCENTILE WESTBOUND	AVERAGE SPEED	PERCENT OVER POSTED SPEED	PERCENT 10 MPH OVER POSTED SPEED
SW CAPITOL HWY	SW Sunset Blvd	20	30	32	31.0	79%	22%
SW VERMONT ST	SW Chestnut Dr	20	25	26	25.5	63%	2%
SW CHESTNUT DR	SW 13 th Ave	20	28	25	26.5	63%	5%
SW CHESTNUT ST	SW 6 th Ave	20	23	23	23.0	46%	1%

B. All vehicle speeds were obtained from the City of Portland

VEHICLE CLASS

Most vehicles that passed through the travel count locations were classified as cars. The truck percentage was around 5 percent for the separate locations. SW Capitol Hwy saw the highest percentage of trucks (5 percent) while SW Vermont St saw the lowest percentage (3 percent).

SAFETY EVALUATION

The most recent five years of crash records (2020-2024) for the study area intersections were obtained from the Oregon Department of Transportation (ODOT) crash database and are attached. During these five years, there was a total of one reported crash in the study area. The study intersections were selected in coordination with Portland Bureau of Transportation staff during the scoping process. There were no fatal or serious injury crashes.

The one crash occurred closest to the intersection of 11th Dr and Vermont St in February 2023, around 11 a.m. The crash involved an eastbound vehicle and a 16 year old pedestrian and resulted in minor injuries to one party.

Observed crash rates at the study intersections are calculated to identify potential problem areas in need of safety mitigation. The total number of crashes experienced at an intersection is typically proportional to the number of vehicles entering it. Therefore, a crash rate describing the frequency of crashes per million entering vehicles (MEV) is used to evaluate the intersection. Vehicle counts for this calculation are based on previous traffic counts taken by PBOT, see attachments.

The observed crash rate at each intersection is compared to the published statewide 90th-percentile intersection crash rates. Table 4 shows the total reported collisions at each study intersection as well as the calculated observed and critical crash rates.

TABLE 4: INTERSECTION COLLISION HISTORY (2020-2024)

INTERSECTION	REPORTED CRASHES				OBSERVED CRASH RATE	CRITICAL CRASH RATE
	Fatal	Injury	PDO	Total		
SW VERMONT ST & SW 12 TH AVE	0	0	0	0	0	0.293
SW VERMONT ST & SW CHESTNUT DR	0	0	0	0	0	0.293
SW VERMONT ST & SW 11 TH DR	0	1	0	1	0.203	0.293
SW VERMONT ST & SW CHESTNUT ST/ SW 10 TH AVE	0	0	0	0	0	0.408

Though not a part of a study intersection, SW Capitol Hwy, adjacent to the study area, is located on the City’s High Crash Network³, which is the top 30 streets and intersections with the most serious crashes in Portland. However, none of the intersections near the school along SW Capitol Hwy are on the list of top 30 high crash intersections.

No safety mitigations related to the project are recommended at any of the locations. The proposed changes in vehicle traffic due to the project are not expected to significantly increase the expected crash frequency based on the crash trends at these intersections.

SIGHT DISTANCE

There will be two access points along the southern edge of the property in addition to the existing Rieke Elementary School entrance. The furthest east access point to Ida B. Wells parking lot will remain as it is today, generally aligned with SW 10th Ave at the eastern edge of the property. The other driveway will be aligned with SW 11th Drive.

Sight distance was evaluated at both of the proposed driveway locations during a visit to the site. Sight distance requirements are based on measurements provided in “A Policy on Geometric Design of Highways and Streets” (The Green Book) by the American Association of State Highway and Transportation Officials (AASHTO). The required sight distance is based on the speed that vehicles are traveling. Based on a posted speed of 20mph, a minimum of 115 feet of sight distance looking in both directions is required for vehicles to safely turn out of the driveways.

Both driveway locations provide adequate sight distance to meet the sight distance requirements. See Table 5. There are no sight distance concerns with the proposed locations of the driveways on SW Vermont St.

TABLE 5. SIGHT DISTANCE OBSERVED ON SW VERMONT ST

LOCATION	POSTED SPEED	SIGHT DISTANCE REQUIREMENT (FT)	SIGHT DISTANCE MEASUREMENT LOOKING TO THE EAST (FT)	SIGHT DISTANCE MEASUREMENT LOOKING TO THE WEST (FT)
VERMONT DRIVEWAY (EAST)	20 mph	115	300	200
VERMONT DRIVEWAY (WEST)	20 mph	115	375	450

It was noted during the field visit that SW Vermont St begins sloping downhill east of the intersection with 10th Ave. The road also curves to the south at this point. Despite the vertical and horizontal curves in the road at this location, adequate sight distance was still available from both driveways.

³ <https://www.portland.gov/transportation/vision-zero/high-crash-network-streets-and-intersections>

Cars parked along the street were also noted to affect sight distance for drivers exiting the parking lot. However, during periods of pick-up and drop-off when the cars are parked along the street, vehicles were observed to move cautiously in the area due to congestion and the presence of school students. No safety issues or near-miss crashes were noted during the site visit.

FIELD OBSERVATIONS

Field observations were conducted on site in March 2024 during typical school start and release periods. The purpose of the field visit was to observe pedestrian, bicyclist, and vehicle drop-off and pick-up activity at the high school. There are two locations where vehicles can enter or exit the school site to drop-off or pick up students. One parking lot on the south side of the property along SW Vermont St and one parking lot on the north side of the property. The entrances to these areas are located at the intersection of SW Capitol Hwy and SW Sunset Blvd and near SW Vermont St and SW 10th Ave.

The weather on the day of field observations was sunny and a high of 64 degrees Fahrenheit. In response to the good weather, high levels of walking to and from school were noted in the observations. Little-to-no bicycle activity in the study area was observed during the site visits. One student was observed riding an electric scooter which can be seen in Figure 4.

STUDENT DROP-OFF AM OBSERVATIONS

During the peak morning period (8:15 am - 8:30 am), students are dropped off by vehicles in two main locations, the north parking lot (Figure 10), and SW Vermont St parking lot (Figure 11).



FIGURE 10. NORTH PARKING LOT

In the north parking lot, vehicles enter from SW Capitol Hwy and travel east through the parking lot to drop off students near the building main entrance. There is a marked turnaround space for vehicles once they have dropped off students to turn around and travel west back towards the traffic signal at SW Capitol Hwy. Students with their own vehicles park in this lot, which was full by

the time school began at 8:30 am. Students arriving by public transit exit the bus on SW Capitol Hwy just east of the traffic signal. As the public transit buses arrive throughout the morning, waves of students walk from the bus stop, cross the parking lot drive aisle at the marked crosswalk, and walk along the sidewalk adjacent to the track. The marked crosswalk is located approximately 225 feet from the traffic signal on SW Capitol Hwy and about 100 feet from an internal on-site intersection. Because of the slight curve in the drive aisle, presence of parked vehicles, and queueing vehicles, eastbound traffic does not have adequate time to see and respond to pedestrians or bicyclists in the marked crosswalk. Additionally, in-bound vehicles that were stopped for pedestrians in the crosswalk quickly caused vehicle queues to back into the SW Capitol Hwy intersection. This was observed to occur multiple times throughout the morning peak period.

The south side of the school along SW Vermont St had two main areas to drop students off, within the South Lot and along SW Vermont St. Vehicle drop-offs were also seen along side streets like SW Chestnut Dr and SW 11th Dr, but most drop-offs occurred along SW Vermont St or within the South Lot. Cars were observed entering the east side of the parking lot and exited at the west side of the parking lot with little delay.

There was queueing of eastbound vehicles wanting to turn left into the south parking lot. One vehicle was observed passing another vehicle waiting to turn left by using the right side of the roadway near the east entrance to the lot. Additionally, there was a steady flow of students crossing at the crosswalk near SW Chestnut Dr. Constant crossing delayed vehicles from exiting the South Lot which then in turn further backed up the eastbound queue. In addition to students coming from the south or west and using the SW Chestnut Drive crosswalk, students were also seen walking on SW Vermont St/Chestnut St from the east.

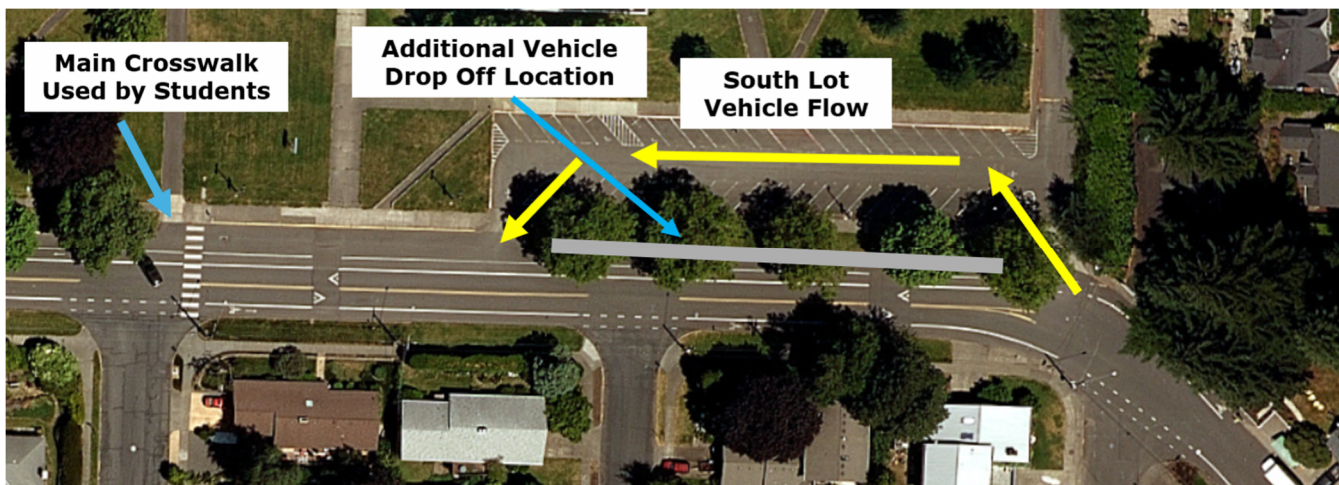


FIGURE 11. SW VERMONT ST DROP-OFF OBSERVATIONS

STUDENT PICK-UP PM OBSERVATIONS

The afternoon peak period (3:15 p.m. – 3:45 p.m.) was observed during the site visit as well. Like the morning period, students exited from either the north or south location, and vehicle pick-ups occurred in similar locations. Around 3:10 p.m., vehicles waiting to pick up students were already

seen waiting along SW Vermont St with one vehicle waiting in the South Lot.

In the North Lot, most students exiting at dismissal appeared to be walking toward either the SW Capitol Hwy bus stops or the Hillsdale Food Cart Park. Few vehicles were waiting for pick-up in the area before dismissal. Most of the vehicle traffic at this time was student drivers exiting the lot at the SW Capitol Hwy signal. Vehicle queues waiting to exit the site at SW Capitol Hwy extended well into the parking lot, as left turns onto SW Capitol Hwy are permissive only (must yield to oncoming traffic). Vehicles not wanting to wait in the queue for the SW Capitol Hwy traffic signal were also seen passing on the left and likely exiting the lot onto SW Vermont St near the Rieke Elementary School entrance. There was traffic congestion and undefined turn priority at the internal intersection just south of SW Capitol Hwy where the north parking lot intersects with the Rieke driveway. This intersection is currently uncontrolled. By 3:45 p.m. vehicle traffic was completely cleared from the north parking lot.

At the south end of the school, five minutes prior to the end of school, vehicles idled on the north curb of SW Vermont St adjacent to the south parking lot. A maximum of 11 vehicles can be accommodated at this location. Other vehicles picking up students waited inside the parking lot drive aisles and open parking stalls. No cars were queued on SW Vermont St. A large number of students (over 50 people presumably) waited for the public transit bus on SW Vermont St. Many more students were seen crossing SW Vermont St at the marked crosswalk at SW Chestnut Street to the south, presumably to personal vehicles parked in the neighborhood. There was a high level of pedestrian and vehicle activity near the exit-only driveway. However, travel speeds were observed to be low in this area during this time with high compliance by drivers to yield to pedestrians.

FALL PARKING OBSERVATIONS

An additional day of field observations occurred to understand parking behaviors within Fall weather. The second day of observations was conducted on site in November of 2024. The weather that day was a high of 54, and there was light rain at varying points in the day. The specific day was an early dismissal for Rieke Elementary School. This was determined to have minimal impact on parking observations due to staff still being required to remain at the school for the normal duration.

The student pick up and drop off operated in a similar manner as was previously observed in the spring. There was high transit bus usage observed. In the morning, around 50 students were seen getting off the bus; in the afternoon, many were seen walking to the bus stop. One difference that was noticed was that the colder weather likely resulted in higher p.m. transit bus usage, as there is lower after-school sport participation in the fall, and students were likely less inclined to walk.

VEHICLE PARKING UTILIZATION

Parking occupancy was observed around the project site to determine the existing parking demand and usage by Ida B. Wells and Rieke Elementary students and staff. The observation data is attached to the memo. Figure 12 shows a map of the parking areas that were analyzed in the parking study and the available number of parking stalls.

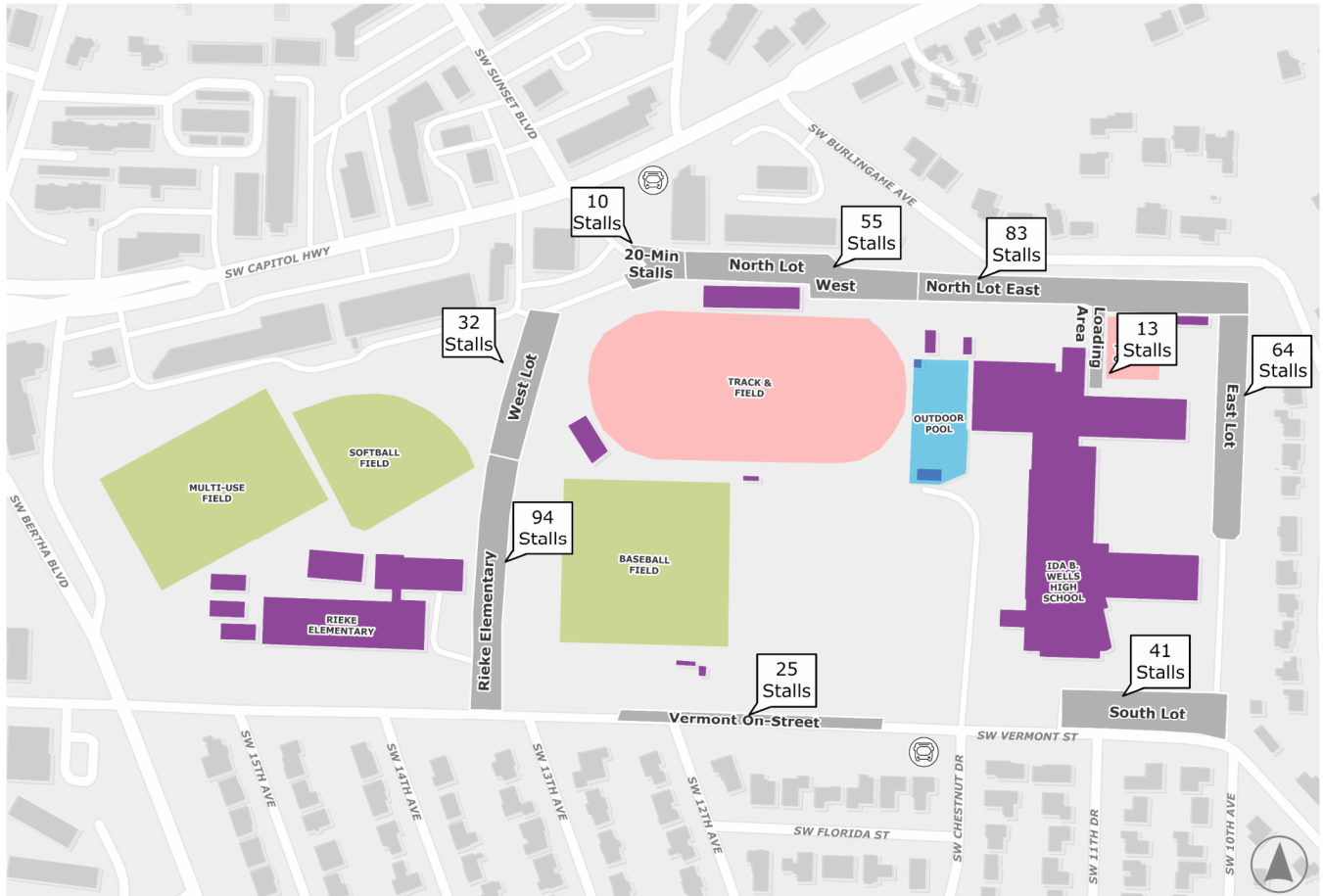


FIGURE 12. ON-SITE PARKING AND THE NUMBER OF AVAILABLE PARKING STALLS

Parking occupancy data was collected in the morning between 8:00 a.m. and 9:00 a.m. and the afternoon from 3:00 p.m. to 4:00 p.m. The morning period captured parking occupancy one hour before the start of school to establish a parking baseline. Parking occupancy was again captured 30 minutes after the start of school to determine the impact that Ida B. Wells HS and Rieke Elementary school students and staff have on parking in the study area. The same process was conducted for the afternoon period before and after school ended for the day. Figure 13 and Figure 14 show the “before | after” occupancy percentages on each block face in the morning and afternoon, respectively.

The West Lot and the North Lot West are used primarily by Ida B. Wells students. All other lots are for Ida B. Wells faculty and staff. The Rieke Elementary Lot and the 20-Minute stalls for the Food Cart Pod and other businesses are located on the school property but are not for high school use.

In the a.m., the utilization of parking spots designated for Ida B. Wells went from 23 percent to 76 percent. In the p.m., utilization went from 72 percent to 41 percent. The West Lot and North Lot West saw the highest utilization, reaching 90 percent capacity during the school day. The North Lot East, East Lot, and South Lot maintained availability (80 percent occupancy or less) throughout the school day. A summary of parking lot utilization is shown in Table 6.

TABLE 6. PARKING LOT UTILIZATION RATES

PARKING AREAS	TOTAL SPOTS	8:00 AM^A	9:00 AM	3:00 PM	4:00 PM
<i>ON-STREET PARKING</i>					
VERMONT ON-STREET	25	40%	88%	100%	20%
20-MINUTE (FOR FOOD TRUCKS)^B	11	9%	9%	45%	36%
<i>ON-SITE PARKING</i>					
WEST LOT	32	6%	84%	100%	28%
RIEKE ELEMENTARY	94	52%	57%	69%	40%
NORTH LOT WEST	55	22%	92%	60%	46%
NORTH LOT EAST	83	33%	64%	67%	47%
LOADING AREA	13	38%	62%	46%	38%
EAST LOT	64	36%	73%	88%	56%
SOUTH LOT	41	29%	73%	80%	41%
<i>TOTAL PARKING ON-SITE</i>	387	26%	74%	72%	41%

Notes:

A. *Ida B. Wells High School starts at 8:30 a.m. and ends at 3:30 p.m. on typical school days. For the 2024-2025 School Year the start time was changed to 8:26 a.m.*

B. *Five of the eleven 20-Minute stalls are included in the On-Site Parking total*

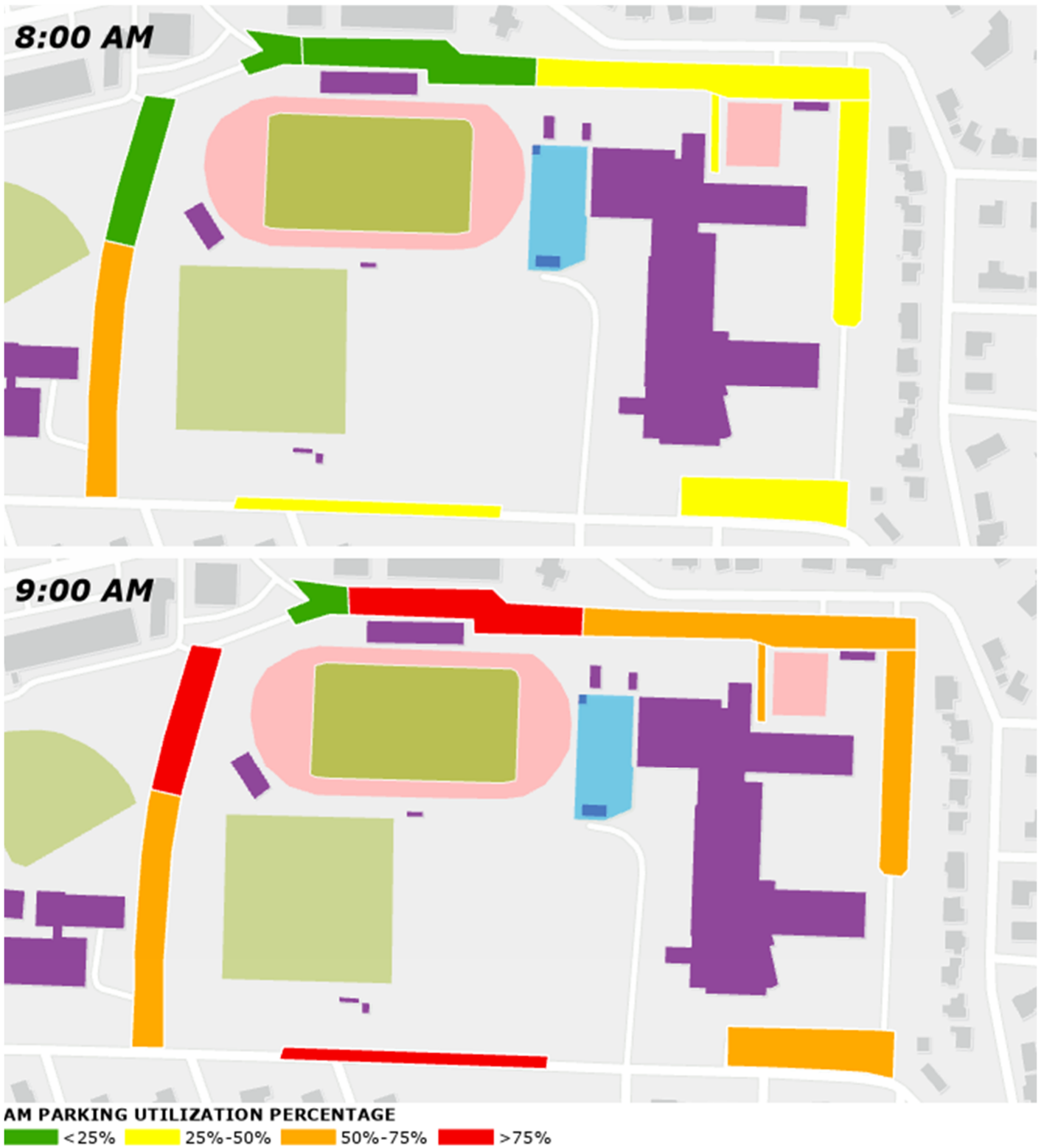


FIGURE 13. MORNING PARKING LOT UTILIZATION

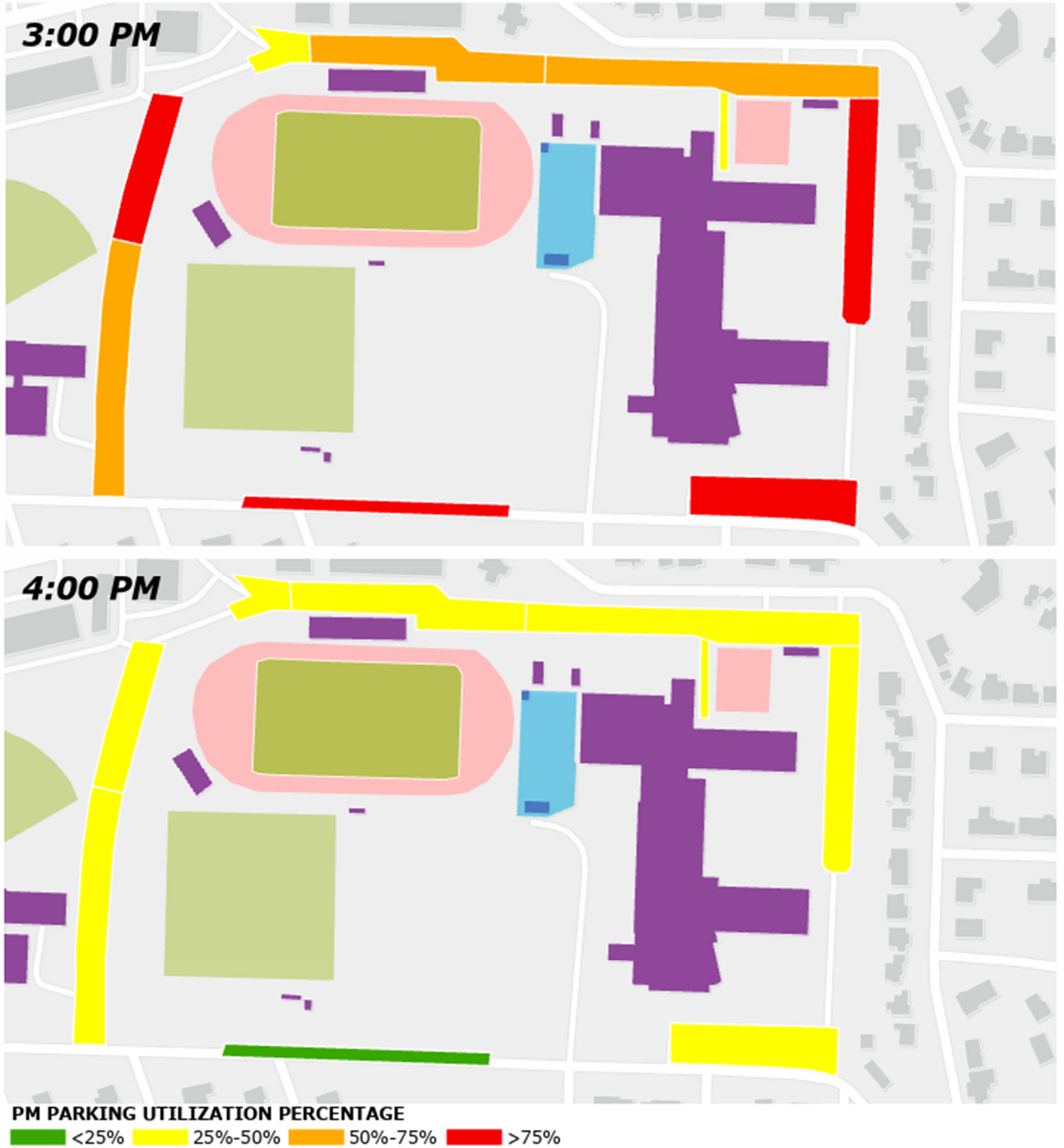


FIGURE 14. AFTERNOON PARKING LOT UTILIZATION

PARKING UTILIZATION DURING THE SUMMER

During the summer months when school is not in session, the site hosts the Hillsdale Farmer’s Market on Sundays from 9 a.m. to 1 p.m. The Farmer’s Market is currently set up within the West Lot when in operation. Additionally, the Ida B. Wells-Barnett Outdoor Pool is open during the summer months every day starting in the afternoon (approximately 12 p.m.) and open throughout the evening (approximately 8 p.m.).

DKS staff made a field visit on a Sunday morning to observe traffic flow and note the level of parking demand for both the farmers’ market and the outdoor pool. During the field visit, it was noted that the baseball field and pickleball courts were being used by the public as well. Although the site was busy with multiple activities, there appeared to be an excess of parking supply available on-site.

FUTURE TRANSPORTATION CONDITIONS

This section of the report provides a description of the school operations and enrollment after the modernization project.

FUTURE SCHOOL ENROLLMENT

The project will be designed for a student enrollment of approximately 1,700. This is the same enrollment as the existing campus. The existing high school area is around 306,000 GSF and will drop to around 290,000 GSF in the redesign. The site’s overall maximum student enrollment will not increase from the current capacity. No traffic analysis of off-site intersections was deemed necessary since there is no proposed increase in student enrollment.

EXISTING AND FUTURE SCHOOL OPERATIONS

The frequency and capacity of on-site events (sports, performances, clubs, etc.) are not expected to significantly change with the school’s modernization and therefore there will not be a notable increase in site-generated traffic. Listed below are the major programs and sports at Ida B. Wells High School and a description of how they operate today and how they will operate after the modernization project.⁴

- The school currently hosts a major event at least once per week during the evening (outside school hours) for the majority of the school year. These events include sporting events, theater performances, Back to School Night and other programmed events by the school. There is no expected increase in demand for these events after the modernization project since the enrollment of the school is not expected to increase.

⁴ Please note that the project is still in the schematic design stage and site plan details, such as specific on-site locations, are still in flux as community input is still being gathered.

- The main gym currently provides seats for 1,972 people. After the modernization, the main gym will provide 1,700 seats and a new auxiliary gym will provide 235 seats. In total, the number of seats within gymnasiums on-site will slightly decrease.
- The football grandstand seating capacity will decrease from 2,196 seats to 1,700 seats.
- The school theater seating capacity will decrease from 1,372 seats to 500 seats.
- During the summer when school is not in session, the site hosts the Hillsdale Farmer’s Market on Sundays. The Farmer’s Market is currently set up within the West Lot when in operation. There is no projected change to the market operations because of the modernization project.
- The Ida B. Wells-Barnett Outdoor Pool is also popular in the summer. The pool is not open while school is in session. There is no expected change to the schedule for pool operations as a result of the modernization project.

SITE PLAN REVIEW

The preliminary site plan is shown in Figure 15. The current front door and proposed front door positions are located toward SW Vermont Street. While the current school has a secondary entrance on its north side (toward Capitol Highway), the new school will direct all arrivals to its front door at SW Vermont Street. A designated drop-off/pick-up curb will be located on the west side of the South Lot, which will be larger than the current parking lot. A length of designated curb space will be provided for parent to drop off and pick up on the north side of the campus. Students arriving on the north side of the property will walk through the campus to access the building’s main entrance. Due to the distance of this path, it is likely there will be a significant shift of traffic from the SW Capitol Hwy entrance to SW Vermont St compared to today. A continuously open vehicle circulation loop will remain around the east edge of the site. Key pedestrian and bicycle access points from transit stops and the adjacent neighborhoods will remain unchanged after completion of the modernization project.

CAMPUS SECURE PERIMETER

The campus will operate with a secure perimeter defined by fencing, buildings, and controlled gates during school hours. Multiple pedestrian paths will be provided at the north, south, and mid-site locations. During school hours, the campus will operate as a secure perimeter with limited controlled access points for approved students, staff, and visitors to the school. The main entrance to the school is located near the South Lot and outside of the fenced area. Students, staff, and visitors who arrive outside of school hours will still be able to access the school through the secure front entry.

The north end of the West Lot will be open to cars arriving from the SW Capitol Hwy entrance or from the east side of the parking lot. At approximately the midpoint of the driveway and parking area, the drive aisle will be closed, eliminating the ability for vehicles to cut through the site in this location. The North Lot East and the East Lot will be open to vehicles without restrictions throughout the school day.

This closure will have no impact on Rieke Elementary School operations, as there is no School Bus usage in this portion of the parking lot, and today, parent pick up and drop off activity for the elementary school predominantly occurs in the southern portion of the lot. The closure will have an impact on where vehicles that use the North End of the Lot enter and exit the parking lot. The midpoint closure will lead to most vehicles parked in this area of the lot to exit the school property via SW Capitol Hwy, which may increase vehicle traffic at this intersection. However, vehicles will still have the ability to exit onto SW Vermont St through the South Lot.

Site observations showed that during dismissal, vehicles did go around the SW Capitol Hwy queue and use the Rieke Driveway to cut through to SW Vermont St. As congestion at the intersection worsens, more vehicles may divert to South Lot exit. Though conditions may worsen within the parking lot, there is not expected to be any significant impact on the neighboring roadways as a result of the closure. This closure is not expected to cause any safety concern for the SW Vermont St Driveway and SW 10th Ave intersection. This intersection is expected to have less vehicle traffic due to pick up and drop off activity being moved to the west driveway of the South Lot. Due to this, any additional vehicle traffic at this intersection due to the closure should not exceed what traffic is seen there today.

PEDESTRIAN & BICYCLE NETWORK









The modernization project will improve pedestrian and bicycle connectivity in the area by making significant improvements to the pedestrian and bicycle network through the site. Pedestrian circulation on the site is shown in Figure 16.

The modernization project will remove the existing, gated vehicular access to SW Burlingame Ave at the NE corner of the site and upgrade the facility to a pedestrian-only connection to this street. This will be a zone of high priority pedestrian improvement as it is the primary access to the school for pedestrians from the east, as identified by PBOT's Safe Routes to Schools Study.

Students who use the SW Capitol Hwy entrance at the north end of the site will follow the sidewalk, cross the school driveway via a newly raised marked crosswalk to encourage students to cross in a single location. A north-south pedestrian walkway through the campus will connect the north end of the site to the school's main entrance near SW Vermont St. This walkway will be open during non-school hours and at lunch time but will be restricted with gates while school is in session to support student safety.



FIGURE 15. IDA B. WELLS SITE PLAN

- LEGEND
-  EXISTING BIKE PARKING
 -  NEW COVERED BIKE PARKING
 -  ELEMENTARY SCHOOL BIKE ROUTE
 -  HIGH SCHOOL BIKE ROUTE
 -  PEDESTRIAN MAIN CIRCULATION
 -  VEHICULAR CIRCULATION
 -  VEHICULAR DROP OFF AREAS
 -  BOLLARDS

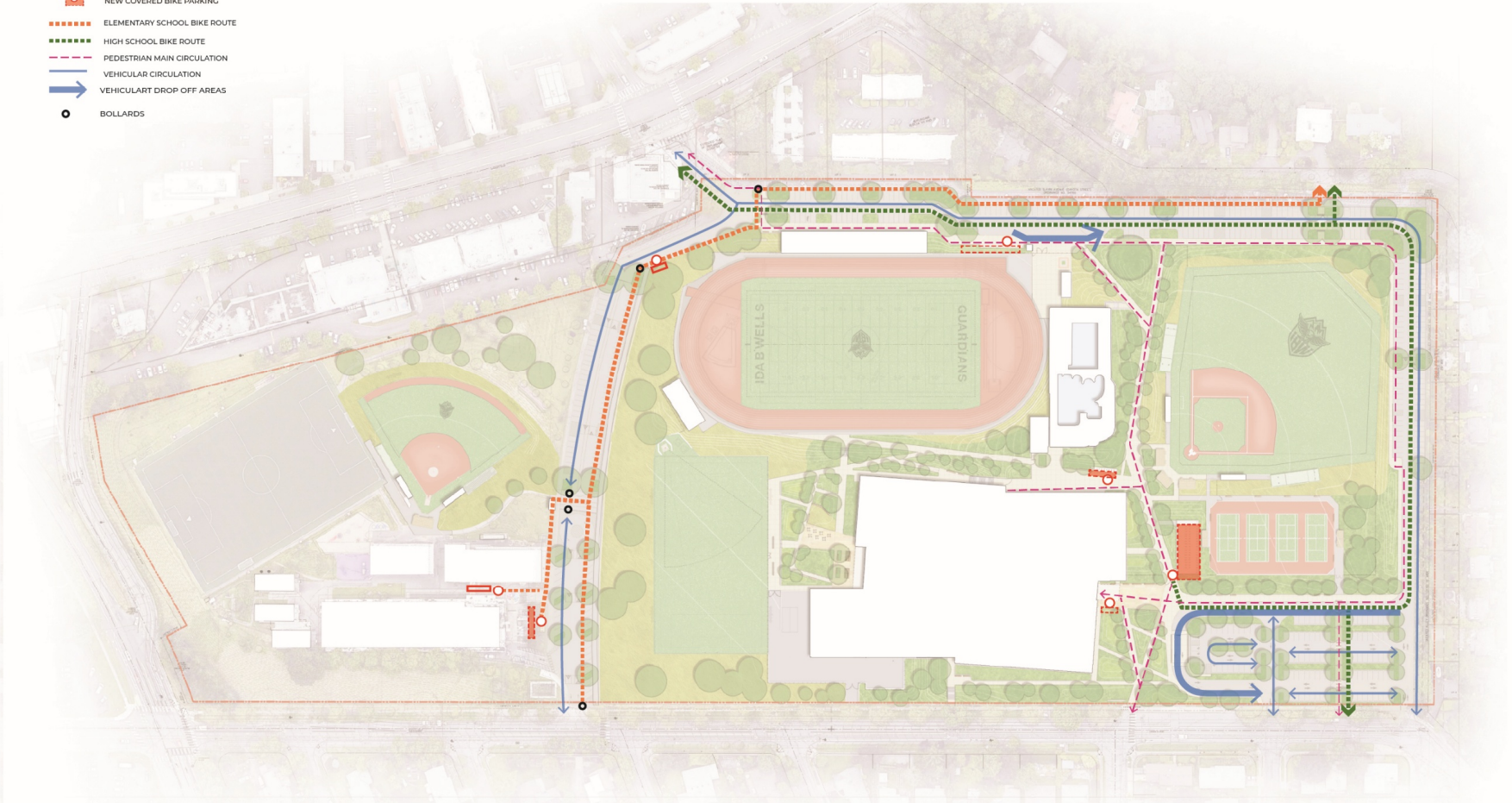


FIGURE 16. PEDESTRIAN CIRCULATION PLAN

The existing marked crosswalks on SW Vermont St at SW 13th Ave and SW Chestnut Dr will remain, new ADA compliant ramps will be constructed on the north side of the street. The existing unmarked crossing on SW Vermont St at SW 10th Ave will be closed due to limited sight distance and close spacing to the school's western driveway. An improved marked crosswalk will be provided on SW Vermont St at SW 11th Dr to accommodate pedestrians to and from the area east of the campus. The crosswalk will connect to a pedestrian walkway through the South Lot.

STUDENT DROP-OFF AND PICK-UP ACTIVITY

Student drop-off and pick-up activity is expected to be higher in the South Lot off SW Vermont St compared to today, as the main school building and entry will be rebuilt on SW Vermont St. Within the reconstructed South Lot, vehicles will enter either driveway, circulate through the parking lot, and load/unload students along the designated curb on the west and north side of the South Lot. The provided curb space will improve vehicle circulation in the lot and reduce conflict with vehicles and students. Students will continue to be dropped off on the north side of the property but will need to walk through campus to access the building's main entrance.

Maintaining full access movements at the existing east driveway on SW Vermont St near SW 10th Ave is vital to minimize the amount of vehicle conflicts in the parking lot and maximize campus vehicle flow and efficiency. If the east driveway is limited to right-in/right-out movements, all vehicles turning left-in or left-out of the parking lot will be forced to use the west driveway, which is located at the front of the student pick-up/drop-off curb. Restricting turn movements at the east driveway will bottleneck ingress and egress of the South Lot and result in more vehicles circulating the parking lot, longer student pick-up/drop-off queues, higher number of vehicle and pedestrian conflicts, and potential queues spilling out from the south parking lot onto SW Vermont St. Sight distance at the east driveway was measured and found to meet the minimum sight distance. See the [Sight Distance](#) discussion on page 13 of this study.

SCHOOL BUS LOADING

Portland Public Schools does not provide daily, regular school bus service to Ida B. Wells HS students. Depending on the after-school program, PPS does operate charter buses to ferry students to and from other PPS locations for athletics, school field trips, and other after-school programs. PPS does provide transportation for Special Education (SPED) students who are eligible. The loading and unloading of the SPED buses will continue to load and unload on SW Vermont St. This is where loading and unloading currently occur today. For sporting events, visitor school buses will be able to park to the east of the grandstands.

VEHICLE PARKING REVIEW

Based on the City's code, minimum parking requirements are not applicable due to the site's proximity to transit. Today, there are a total of 387 parking stalls on-site for high school and elementary school use. After the project, there will be around 388 parking spots for high school and elementary school use. This would result in an increase of one parking stall. Currently, there is about a 76 percent utilization of parking on-site.

BICYCLE PARKING

The new High School will provide covered bike parking in multiple locations across the site. These spots will be located to support adjacent uses. The main bike shelter for student use will be covered, secured, and close to the main entry to the school on SW Vermont St. Outlets will also be provided for e-bike charging. A total of 236 bike parking locations are planned.

TRANSPORTATION DEMAND MANAGEMENT (TDM) STRATEGIES

PPS places a priority on student safety and is committed to providing safe, reliable, and efficient transportation options for students while minimizing the impact traffic can have on the surrounding community. The goals of the TDM strategies include:

- Providing safe pedestrian access to the school
- Providing convenient and efficient traffic circulation
- Providing adequate bicycle commuting amenities
- Promoting the use of non-single-vehicle trips
- Identifying good neighbor contacts and processes

To achieve these goals, the Ida B. Wells HS administration and Portland Public Schools will strive to reduce single occupancy vehicle use to/from the school by students and faculty by:

- Promoting alternative modes of travel (walking, bicycle riding, transit) and increasing the school's current mode split through promotional community events (e.g., Walk + Roll to School, bike rodeo, etc.);
- Encouraging parents that are driving their students to school to join an existing or develop a new carpool/rideshare route with other nearby parents;
- Participate in projects and initiatives which support Safe Routes to School.

Providing Safe Pedestrian Access to the School

There is a relatively complete street grid around the site, allowing nearby Ida B. Wells students to walk and bike to school. Sidewalks are present along most roadways in the study area. There are no sidewalks along SW Burlingame Ave, but traffic volumes on this street are low.

Additionally, the school administration and the City's Safe Routes to School Program (SRTS) program will identify possible pedestrian and biking route options. The SRTS program will promote these routes as options in the educational component of the program offered to Ida B. Wells High School.

The PPS Safe Routes program will work to promote safe pedestrian and bike routes in coordination with City requirements.

There will also be an improved crossing in the North Lot near the SW Capitol Hwy entrance that will allow students to use this entrance to get onto campus more seamlessly.

Providing Convenient and Efficient Traffic Circulation

Most of the student drop-off and pick-up is expected to occur on site at the SW Capitol Hwy or SW Vermont St access points. At both locations, vehicles will have space for circulation as well as curb space for drop-off.

While there are no full-sized school buses used to transport students to school during normal school hours, short buses do provide transportation to/from Ida B. Wells High School for special education (SPED) students. Currently SPED buses load and unload along SW Vermont St. Upon completion of the modernization project, SPED buses will continue to load and unload on SW Vermont St in the current location.

Providing Adequate Bicycle Commuting Amenities

The zoning code requires that high schools provide five bicycle parking spaces per classroom. The Conditional Use application includes an adjustment for required bike parking. The project plans to provide a total of 236 spaces, with the majority of spaces being covered and secured. These spaces will be primarily located close to the main building entrance. Charging outlets for e-bikes are included at this location.

Promoting the Use of Non-Single Vehicle Trips

Ida B. Wells will annually designate a Transportation Coordinator. The Transportation Coordinator will be the primary contact person for neighbors who have traffic or transportation concerns; will develop traffic management procedures for large events and coordinate staff and parent cooperation in these procedures; and will provide transit and rideshare information, including PPS transit incentives. The Transportation Coordinator will also communicate with parents and students about the effects excessive noise and littering have on the surrounding community and will be responsible for sending information regarding drop-off and pick-up procedures to parents and guardians as noted below

Identify Good Neighbor Contacts and Processes

Ida B. Wells High School is a valued asset in the neighborhood. The school has been used by numerous private organizations for meetings, recreational events, and other functions. The district and the school are committed to being good neighbors and promoting safe and appropriate transportation management. The Ida B. Wells Transportation Coordinator will provide educational information to staff, parents, and neighbors identifying appropriate circulation and parking practices, pick-up and drop-off procedures, transit schedules, and transit/pedestrian/bicycle route maps. These materials will identify a school contact name and number that neighbors may contact if any questions or concerns arise. These materials will be sent to parents and guardians at least two weeks prior to the beginning of classes in the fall of every year.

CONDITIONAL USE CRITERIA REVIEW

The transportation-related approval criteria applicable for institutional uses within residence districts are found in Portland Zoning Code section 33.815.105.D.2. Approval of the proposed use requires transportation findings showing that the transportation system is capable of supporting the proposed use in addition to the existing uses in the area. Evaluation factors include the following:

- Safety
- Street Capacity & Level of Service
- Connectivity
- Transit Availability & Impacts
- Pedestrian and Bicycle Network Availability and Impacts
- On-Street Parking Impacts
- Access Restrictions
- Neighborhood Impacts

Safety

- None of the study intersections are on the City’s high crash intersection list and all of the observed crash rates at the four study intersections are below the state’s average thresholds for 90th percentile crash rates.
- As such, the proposed project is supported by the City’s planned safety projects and this criterion is met.

Street Capacity and Level of Service

- As stated in this report, the school site’s student capacity is not increasing and therefore, no intersection operations analysis was deemed necessary by PBOT staff. Although the site building square footage may increase, the frequency and capacity of on-site events (sports, performances, clubs, etc.) are not expected to change and therefore, there will not be a notable increase in site-generated traffic. Therefore, no operational mitigations are necessary or recommended in conjunction with the proposed project.
- It is expected that the nearby transportation facilities will have sufficient capacity and level of service to continue to serve Ida B. Wells High School as well as nearby existing uses.

Connectivity

- The subject property has connections to the surrounding transportation network, with access to SW Vermont St (Local) and SW Capitol Hwy (Major City Traffic). SW Capitol Hwy provides connections to 99W and OR10. The adjacent street network provides multiple redundant routes to/from the site via motor vehicle and other modes of travel.
- The site also improves connectivity options for people walking, riding bikes, and taking public transit as well as good overall neighborhood circulation.
- Some existing path widths will be retained due to various constraints, but many paths throughout the site will be widened and all paths added to the site will be at a width that exceeds standards to enhance the pedestrian experience.
- The proposed development will improve internal pedestrian connectivity by converting the existing vehicle access on SW Burlingame Ave to a pedestrian-only connection and

constructing a new marked crosswalk and direct paths for pedestrians and bicyclists through the site. As such, this criterion is met.

Transit Availability and Impacts

- Based on the traffic study, adequate transit service is currently available for the school as well as the other uses in the project vicinity. Therefore, this criterion is met.

Pedestrian and Bicycle Network Availability and Impacts

- Based on the proposed improvements, adequate walking and biking facilities will be available for school users. Therefore, this criterion is met.
- No specific mitigations beyond those included in the site plans are recommended in conjunction with the proposed development.

Access Restrictions

- Vehicular access through the site at the Rieke Lot and West Lot will be permanently closed at approximately the midpoint of the driveway and parking area, as shown in Figure 16, to increase student safety. Bollards will be installed at the north and south sides of the crosswalk, which aligns with the pedestrian path entrance to Rieke Elementary School. This will eliminate the ability for vehicles to use the driveway to cut through the site in this location.
- Some pedestrian access through the site will be restricted by gates to enhance student safety as well. Pedestrian access at the north-south walkway to the immediate east of the school will be open at lunchtime and before and after school hours. It will be closed when school is in session to provide a safe perimeter for students and staff.
- Though there will be some temporal restrictions to certain portions of the campus, the overall site will maintain its current driveway configurations, so this criterion is met.

Neighborhood Impacts

- Today, the site provides approximately 387 parking stalls for high school and elementary school use. The average of two days of parking surveys showed that 76 percent of these parking stalls are occupied during a typical school day (290 parking stalls).
- After the modernization, the number of parking stalls on-site will change from 387 on-site stalls to around 388 on-site stalls. Therefore, the proposed modernization project is not anticipated to significantly increase traffic volumes on the nearby public streets, change travel patterns, or negatively impact safety in the project vicinity. The project will continue to be in conformance with the existing character of the neighborhood. Therefore, this criterion is met.

SUMMARY

The following list provides a summary of key findings from this memo for the Ida B. Wells modernization project:

- The high school currently has an enrollment of 1,690 students (2024 – 2025 school year) and will maintain a building student capacity of 1,700 students after the modernization project.
- The frequency and capacity of on-site events (sports, performances, clubs, etc.) are not expected to significantly change with the school’s modernization, and therefore, a notable increase in site-generated traffic is not anticipated.
- With the proposed improvements to on-site circulation and the relocation of the main school building to the south edge of the property, it is expected that drop-off/pick-up activity will increase along SW Vermont St compared to today’s operations. However, this is not expected to create any safety concerns.
- The transportation-related approval criteria listed in the Portland Development Code section 33.815.105.D.2 are met for the proposed project.

ATTACHMENTS:

- Transportation Modal Survey
- Traffic Count Data
- Crash Data
- Parking Utilization Table
- PPS Transportation Demand Management Plan for Ida B Wells