

April 16, 2026

Tanya Paglia
PP&D Land Use Services
1900 SW Fourth Avenue
Portland, Oregon 97201
Tanya.Pagila@portlandoregon.gov

Re: Ida B. Wells Access Plan EA 25-092982

Dear Tanya,

This letter provides further refinements to the Ida B. Wells access plan based on both city and neighborhood comments discussed in the design advice reviews, and subsequent city completeness responses. The refinements maintain public access while also improving student, pedestrian and bicycle safety.

Connectivity across the Ida B Wells and Rieke school campuses are addressed in both the design review hearing and the related, but separate, conditional use review. The design review will focus on how the pedestrian, bicycle and vehicle routes crossing the site will meet the applicable design guidelines. The conditional use will focus on the specific connectivity requirements of the Transportation Element of the Comprehensive Plan to ensure that the sidewalks, bike lanes and driveways are adequately sized and located to handle the amounts of traffic generated by the site. PP&D Transportation will comment on both reviews under the applicable approval criteria for that review.

Topics for Design Review

The proposed circulation system within the school campus must first safely serve the school's use and its student population. The revised design meets this objective while also preserving and enhancing public access.

Pedestrian Connections

The proposed design includes three north/south through connections and one east/west through connection.

- The first north/south connection lies in the mapped major trail alignment on the site, located along the east side of the parking area, separating Rieke from Ida B. Wells. This is "Easement 1 – Rieke Connector" shown with a bold green line on the Public Access Easement Diagram, attached as Exhibit A. This is an existing pedestrian route connecting SW Capitol Highway to SW Vermont Street. This connection will

not be gated or fenced. PPS will grant a public easement allowing this continuous public access, excepting only if a safety or other emergency arises. In that case, PPS will maintain the authority to restrict the access to protect the students, staff and the community during the emergency.

- The second north/south connection is located mid-campus between the football and pool facility and the baseball field and tennis courts also connecting SW Capitol Highway to SW Vermont. This is “Easement 2 – Mid Campus Connector” shown with bold red solid and dashed lines on the Public Access Easement Diagram, on the attached Exhibit A. The second north/south connection will be open to the public with some scheduled restrictions for identified segments of the connection. The bold red line in the Diagram indicates the portion of the connection that will remain open at all hours on all days through a public easement. The dotted red portion of the line in the diagram will be scheduled public access after school hours, on the weekends and in the summer for access to the pool when it is open. Pool access is managed under a separate agreement. The unrestricted access segment will not be gated or fenced.
- The third north/south connection is at the far eastern side of the campus, following the route of the parking driveway. This is “Easement 3 – East Driveway” shown with a bold blue line on the Public Access Easement Diagram, attached as Exhibit A. PPS will grant a public easement allowing this continuous public access from the entry from Capitol Highway to SW Vermont Street, excepting only if a safety or other emergency arises. In that case, PPS will maintain the authority to restrict the access to protect the students, staff and the community during the emergency.
- The existing east/west connection running along the north edge of the site will continue to be open to the public on all days at all hours through a public easement. This is “Easement 4 – Burlingame Connector” shown with a bold orange line on the Public Access Easement Diagram, attached as Exhibit A. This connection will not be gated or fenced. The former vehicular access point on SW Burlingame will be limited to pedestrians and cyclists only. PPS will grant a public easement allowing continuous public access, excepting only in a safety or other emergency, in which case PPS will maintain the authority to restrict the access to protect the students, staff and the community during the emergency.

Vehicular Connections

There will be one vehicular route through the campus.

- The western Rieke driveway will provide vehicular access into the southern section of the existing parking lot from SW Vermont Street. The northern Rieke driveway will

provide access to the northern section of the parking lot. Bollards located at the approximate mid-point of the driveway, on either side of a crosswalk, will prohibit vehicle through traffic. Vehicular access to both the northern and southern sections of the Rieke driveway will be open to the public. The solid blue lines, shown on the Bike and Vehicle Diagram, attached as Exhibit B, illustrate the segments of vehicle access that will remain open to vehicles at all hours on all days under a public access easement. These unrestricted access segments will not be gated or fenced.

- The eastern vehicular route will be open to the public under a public access easement without scheduled restrictions and will provide the vehicular connection between SW Vermont and SW Capitol Highway. This is shown with a grey line, entitled “Vehicular Circulation” on the Bike and Vehicle Diagram, attached as Exhibit B.

Public Bicycle Connections

- Public bike access will be provided within the eastern vehicular route, shown as the “High School and Public Bike Route” in the dashed green line on the Bike and Vehicle Diagram, attached as Exhibit B. This route will be open to the public under a public easement without scheduled restrictions and will provide bike access between SW Vermont and SW Capitol Highway.
- Public bike access will also be provided along the mapped major trail alignment along the east edge of the Rieke driveway and parking lot. This bike route is also shown as the “High School and Public Bike Route” in the dashed green line on the Bike and Vehicle Diagram, attached as Exhibit B. This route will be open to the public, under a public easement, with no scheduled restrictions. This unrestricted bike access will not be gated or fenced.

Student Bicycle Circulation

- The Bike and Vehicle Diagram, attached as Exhibit B, shows the bicycle access routes for high school and elementary students. The elementary school route is shown as a dashed orange line and titled “Elementary School Bike Route.” The route has been located outside of the drive aisles and provides the most direct route from the north, along the northern edge of the campus, turning south along the Rieke driveway to the elementary school. Because through vehicle traffic has been eliminated in the mid-section of the Rieke driveway, elementary student bicycle safety will be improved. In addition, both driveway crossings have been improved with safety measures to protect elementary bicyclists, and other users.

Conditional Use Review

As part of the conditional use review, PP&D development and transportation staff will review and determine if the connections are adequately sized and located to handle the amounts of traffic generated by the school itself. There is no change in capacity and therefore no new trips associated with this use. Thus, the major public trail requirements are not triggered on this site. However, the proposal nevertheless provides pedestrian, vehicular and bicycle access to the public through the school site.

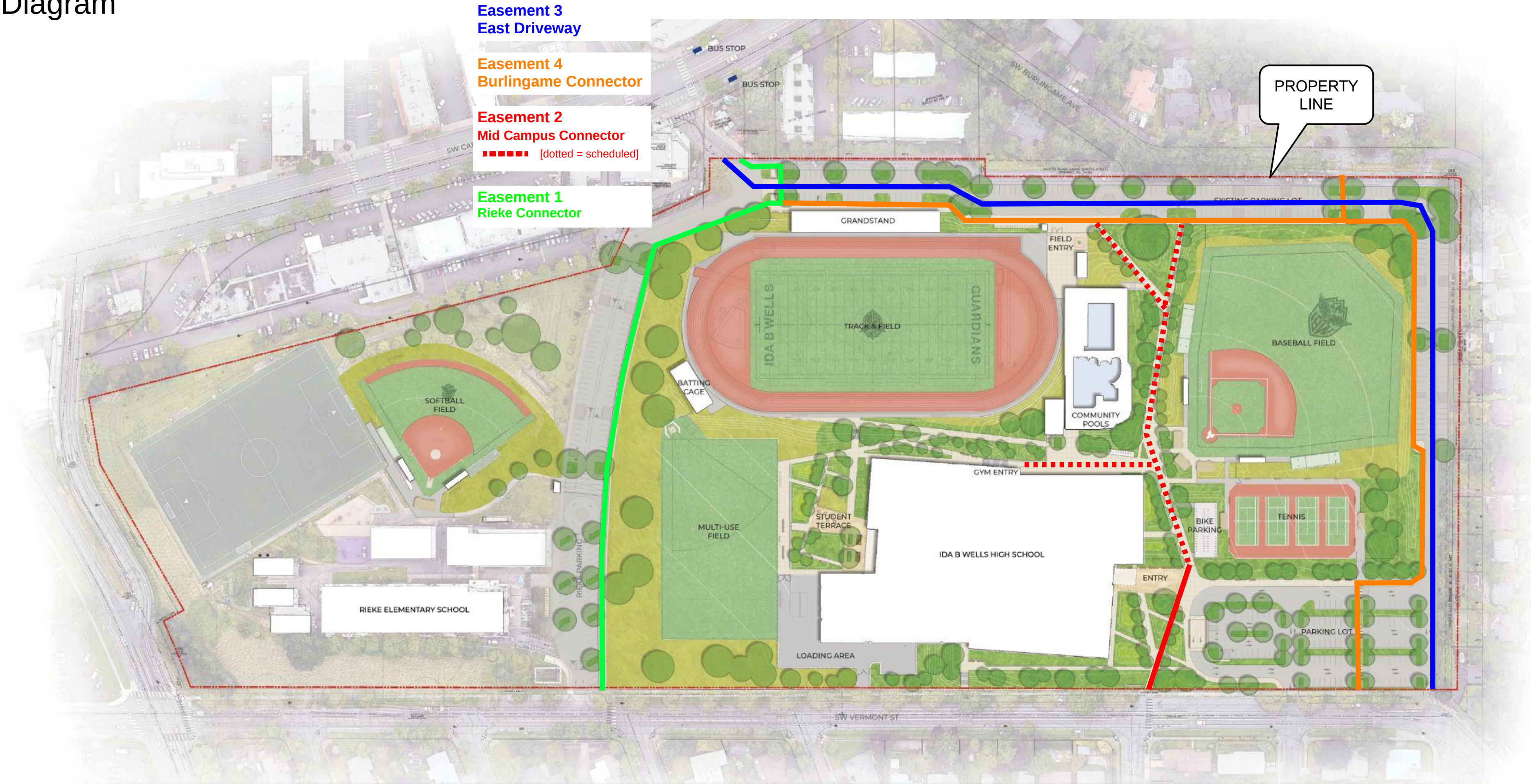
Best regards,

A handwritten signature in black ink, appearing to read 'HB', followed by a long horizontal line.

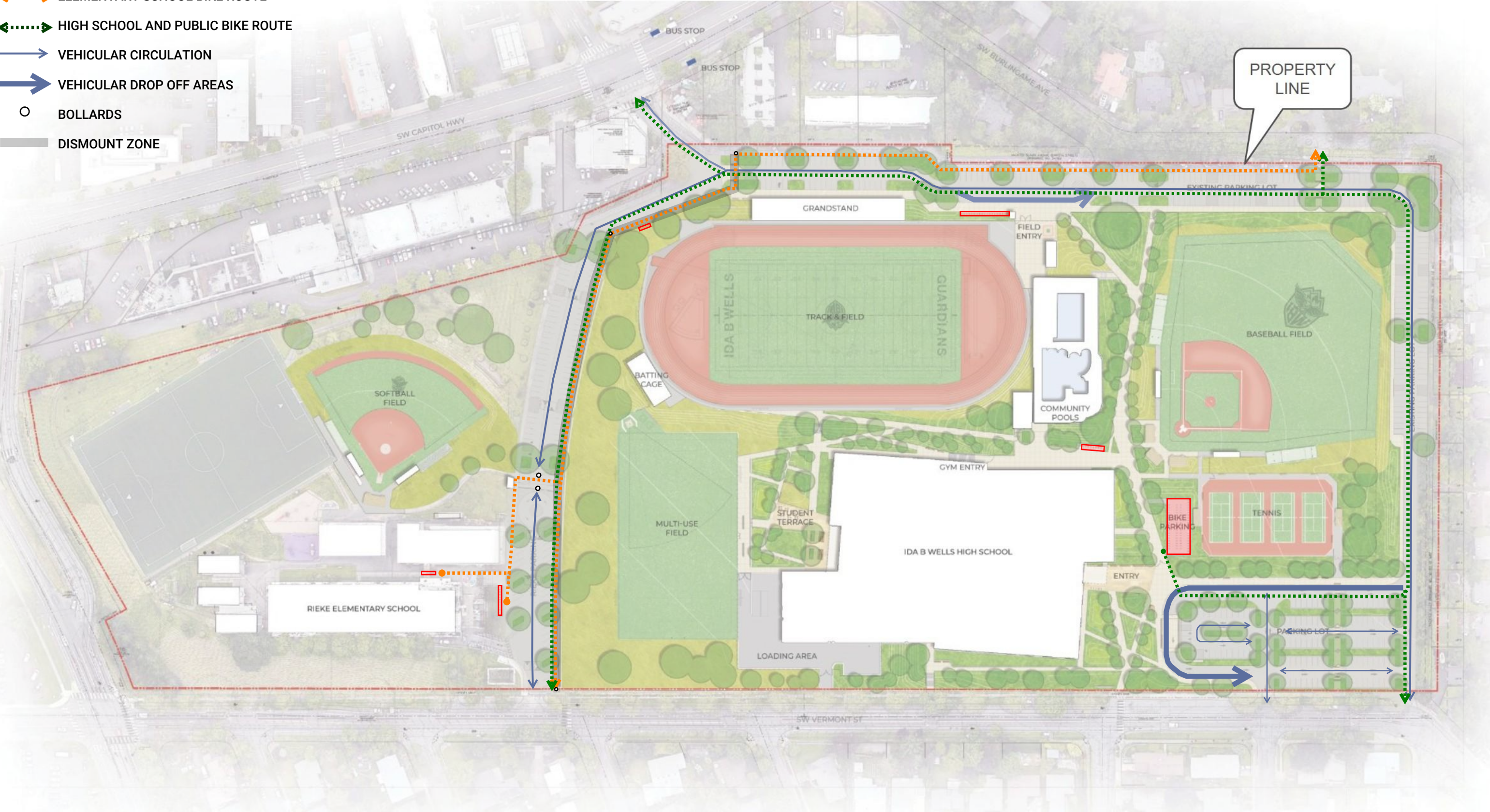
Heidi Bertman *NCARB, AIA, LEED AP, CSI (she/her)*
Sr. Program Manager – Design & Planning
Portland Public Schools

cc: Tammy Boren-King, PP&D Transportation
Andy Gulizia, PP&D Development

Public Access Easement Diagram



- LEGEND:
- NEW AND EXISTING BIKE PARKING
 - ELEMENTARY SCHOOL BIKE ROUTE
 - HIGH SCHOOL AND PUBLIC BIKE ROUTE
 - VEHICULAR CIRCULATION
 - VEHICULAR DROP OFF AREAS
 - BOLLARDS
 - DISMOUNT ZONE



BIKE AND VEHICLE DIAGRAM