



pleasure point commercial corridor



PORTOLA DRIVE STREETScape CONCEPTS

Public Draft | November 26, 2018

Existing Portola Drive Streetscape

Portola Drive is currently a **four lane street** with continuous bicycle lanes and limited on-street parking on both sides. There are a series of **intermittent landscaping islands** and bulbouts integrated into the streetscape. The street does not currently have dedicated left turn lanes in the project area, except where the commercial area ends at 26th Avenue.



Proposed Portola Drive Streetscape Improvements

The proposed concept includes repurposing Portola Drive to have **one driving lane in each direction with a center turn lane**. This allows for additional on-street parking, safer bicycle facilities, safer pedestrian crosswalks and improved landscaping. Proposed new/improved crosswalks, bus stops, stop signs and other improvements are shown on the diagram to the right.



Note: All proposed crosswalks, stop signs, bicycle improvements and intersection improvements will be further evaluated in a traffic study to identify the best configuration, traffic flow and bicycle/pedestrian safety improvements. Options include roundabouts, traffic signals, and/or flashing lights at crosswalks.

Western Portion Improvements

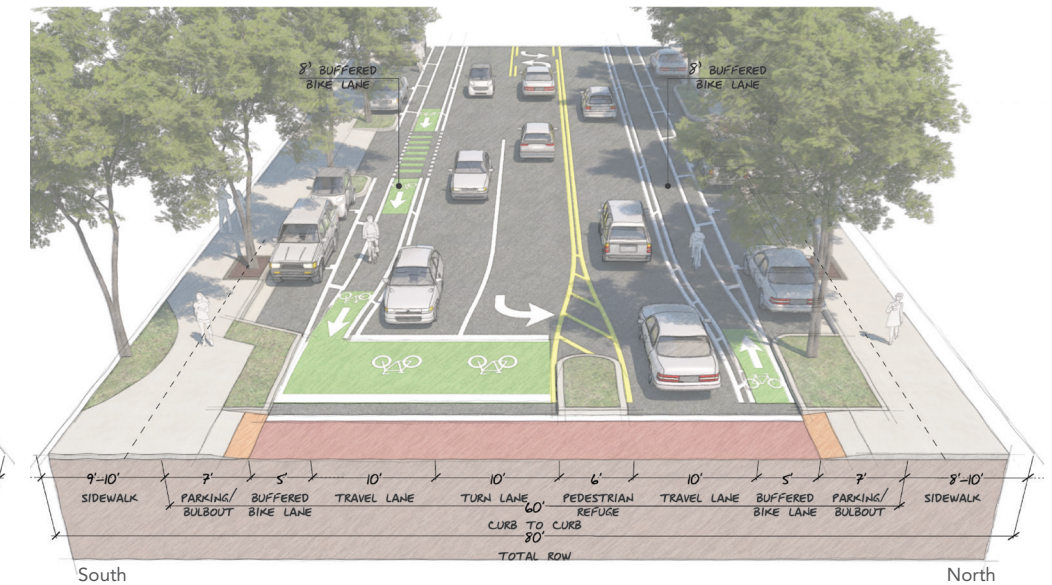
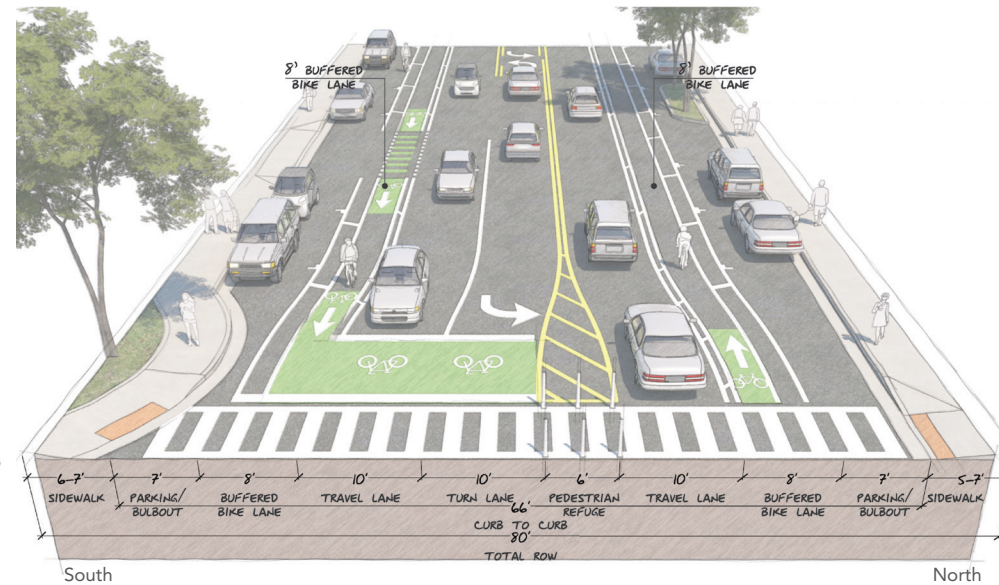
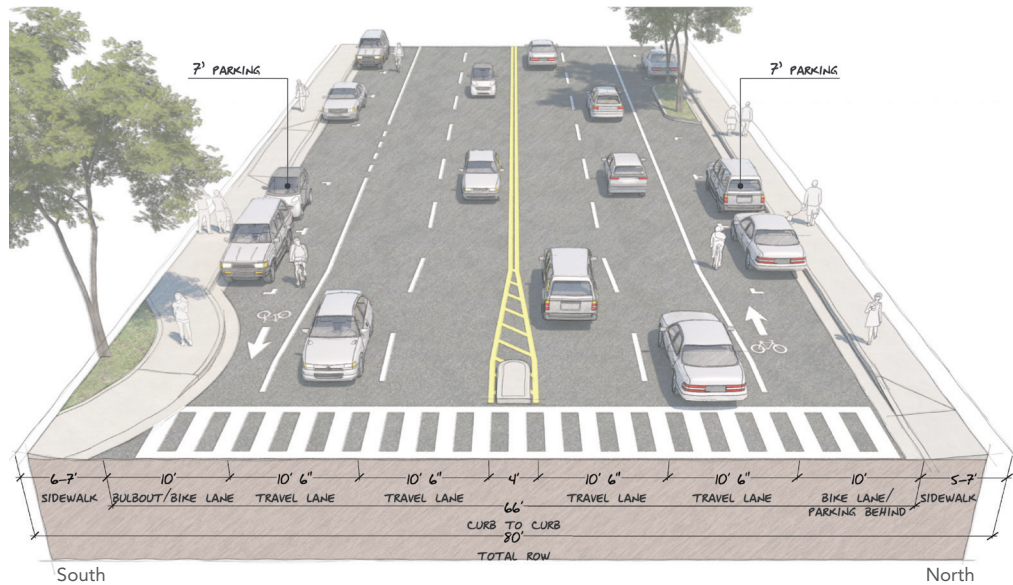
The Western Portion of the corridor is envisioned to be a residential mixed-use area with some smaller-scale commercial uses. Ground floor residential is encouraged to eventually replace existing auto-oriented uses to strengthen the residential character of the area. Existing retail at intermittent corners can continue to provide convenient amenities to residents.

Below are specific concepts to improve the streetscape of Portola Drive in this area to maintain traffic flow, improve bicycle and pedestrian safety, and improve landscaping. The concepts are organized by **Near Term** (less costly and easier to implement since they do not require changes to the curbs or existing landscaped areas) and **Long Term** (requires changes to the curbs).

Western Portion 26th Ave to 35th Ave

Middle Portion 35th Ave to 38th Ave

Eastern Portion 38th Ave to 41st Ave



Existing Conditions

The existing street section along this portion of Portola Drive includes tree bulbouts, parallel parking, painted bicycle lanes, and two driving lanes in either direction.

Near Term Concept

This concept requires simple paint, striping and signage changes to meet the vision for the corridor. It would not require changes to the existing curbs or tree bulbouts (and is the least expensive to implement). Key improvements include:

- **Repurpose the roadway** from four travel lanes to two travel lanes with a center turn lane and dedicated left turn pockets at intersections
- **Create wider and safer bicycle lanes** that are buffered from vehicle traffic, and potential left turn "bike boxes" at key intersections (to be further analyzed in a traffic study)
- **Ensure ADA accessible pedestrian crosswalks** at intersections

Long Term Concept

Builds out the Near Term Concept with new curbs and pavement changes. This would result in additional costs to implement. Key improvements include:

- **Add more street trees** to provide shade and support a residential mixed-use corridor
- **Create wider sidewalks** and **shorter pedestrian crossings** with pedestrian refuges and bulbouts at intersections.

Middle Portion Improvements

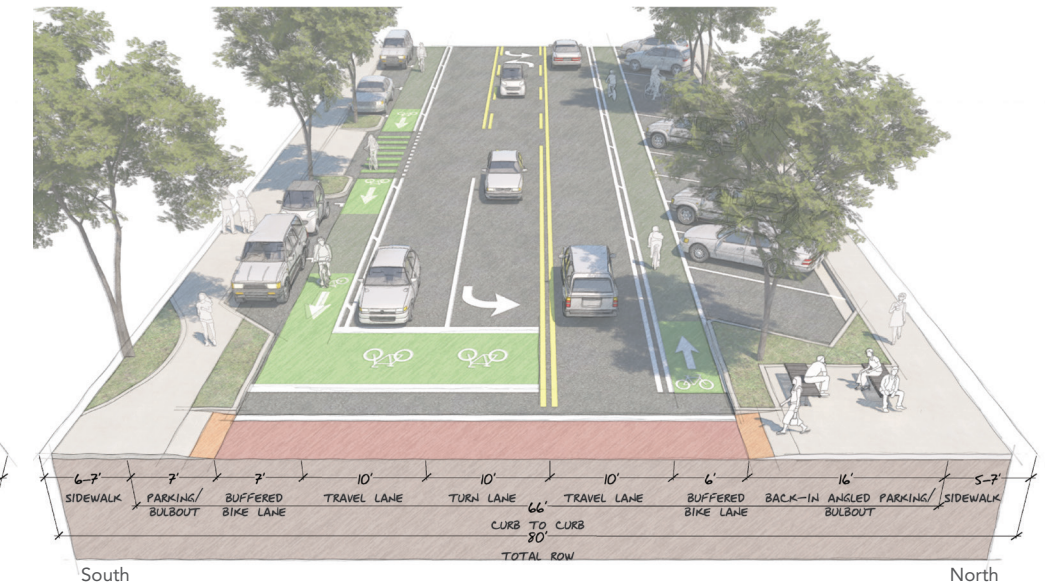
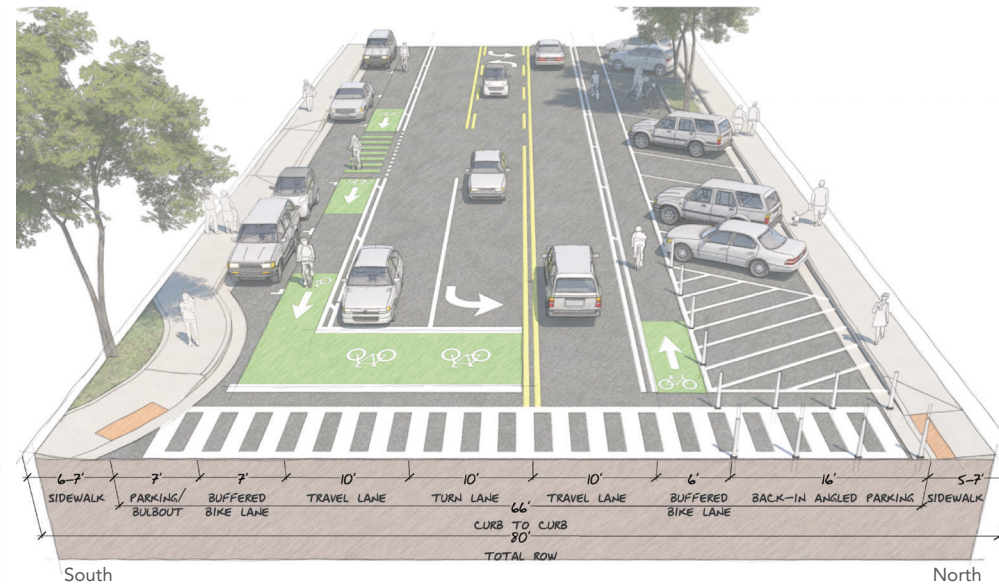
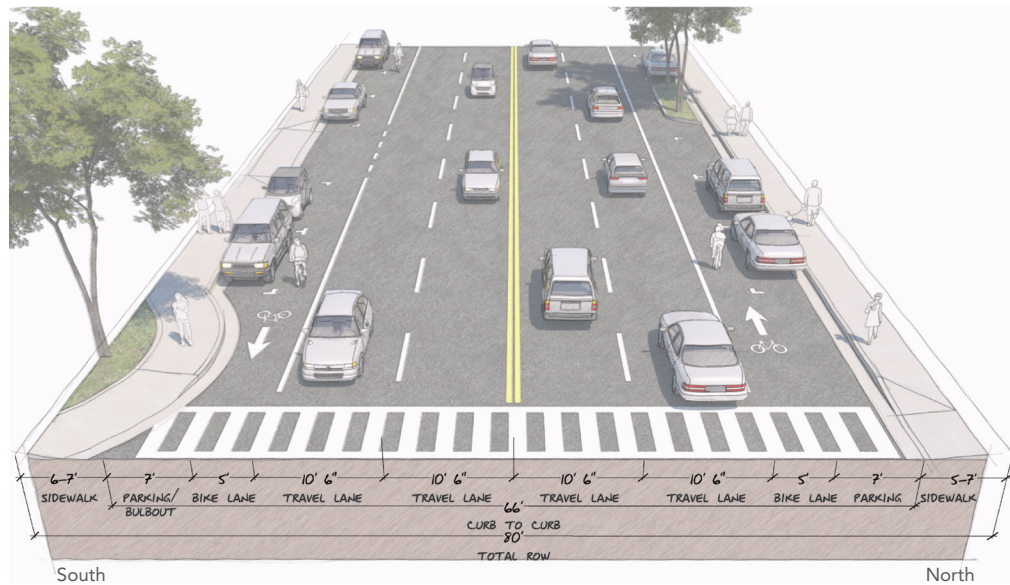
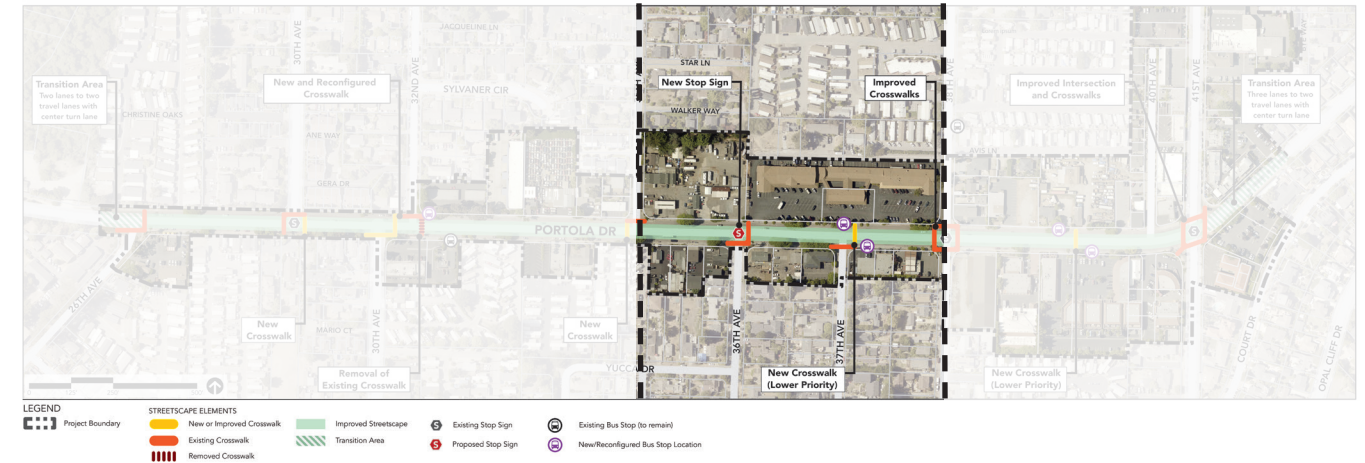
The Middle Portion of the corridor is envisioned to be a commercial mixed-use area that builds on existing local and regional stores, shops, restaurants and other destinations. New mixed-use projects are possible that can have residential uses with ground floor retail. There is also a potential for additional micro-retail and small-scale dining within existing parking lots. West of 36th Avenue, the north side of Portola Drive transitions to a residential mixed-use area, with uses as described for the Western Portion (see Vision and Guiding Design Principles document).

Below are specific concepts to improve the streetscape of Portola Drive in this area to maintain traffic flow, improve bicycle and pedestrian safety, and improve landscaping. The concepts are organized by **Near Term** (less costly and easier to implement since they do not require changes to the curbs or existing landscaped areas) and **Long Term** (requires changes to the curbs).

Western Portion 26th Ave to 35th Ave

Middle Portion 35th Ave to 38th Ave

Eastern Portion 38th Ave to 41st Ave



Existing Conditions

The existing street section along this portion of Portola Drive includes tree bulbouts, parallel parking, painted bicycle lanes, and two driving lanes in either direction.

Near Term Concept

Requires simple paint, striping and signage changes to meet the vision for the corridor. It would not require changes to the existing curbs or tree bulbouts and the least expensive to implement. Key improvements include:

- **Add more on-street parking** on the north side of Portola Drive to support local businesses
- **Create wider and safer bicycle lanes** that are buffered from vehicle traffic, and potential left turn **"bike boxes"** at key intersections (to be further analyzed in a traffic study)
- **Ensure ADA accessible pedestrian crosswalks** at intersections
- **Provide a new center turn lane** and dedicated left turn lanes at intersections

Long Term Concept

Builds out the Near Term Concept with new curbs and pavement changes. This would result in additional costs to implement. Key improvements include:

- **Create permanent on-street parking** on the north side of Portola Drive to support local businesses
- **Add more street trees** to provide shade and support a residential mixed-use corridor
- **Shorten pedestrian crossings** and install bulbouts at key intersections with special paving
- **Encourage Pocket Plazas** that provide gathering spaces and opportunities to tell the story of Pleasure Point
- Encourage developments to **extend sidewalks** onto their properties as needed for provide 10-foot wide sidewalks

Eastern Portion Improvements

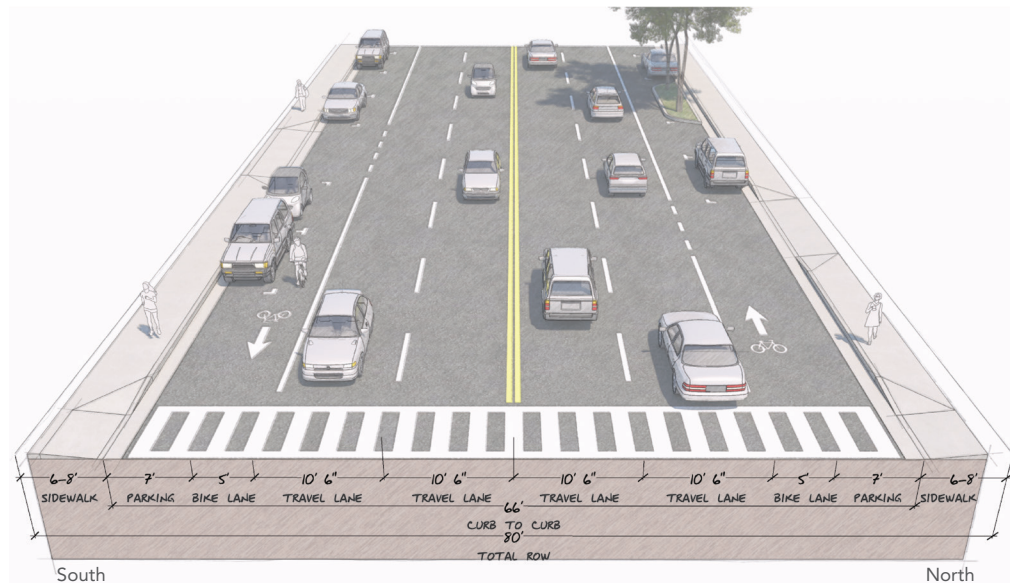
The Eastern Portion of the corridor is envisioned to be commercial mixed-use area that builds on the existing mix of retail, restaurant and other commercial uses. New mixed-use projects are possible that can have residential uses on their upper floors.

Below are specific concepts to improve the streetscape of Portola Drive in this area to maintain traffic flow, improve bicycle and pedestrian safety, and improve landscaping. The concepts are organized by **Near Term** (less costly and easier to implement since they do not require changes to the curbs or existing landscaped areas) and **Long Term** (requires changes to the curbs).

Western Portion 26th Ave to 35th Ave

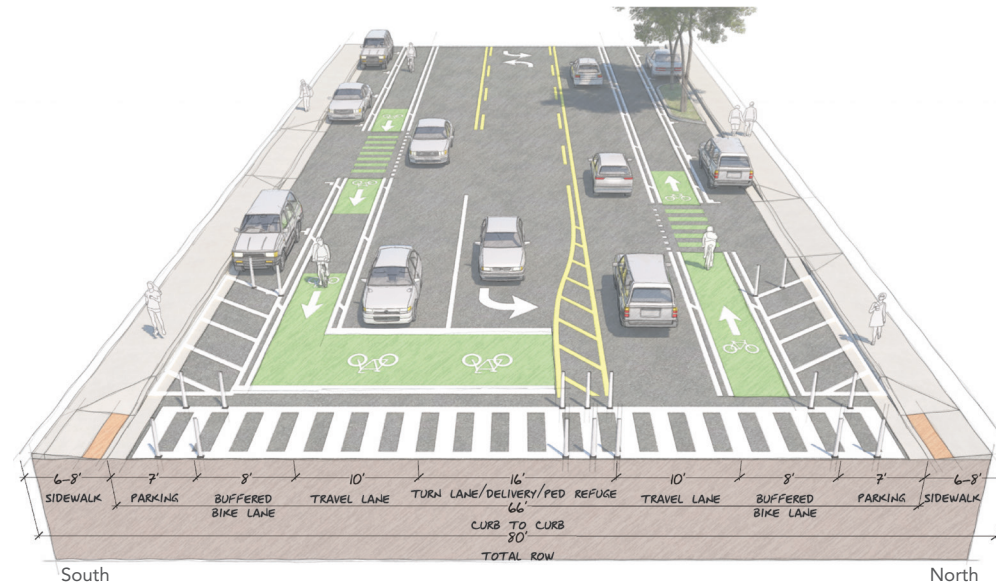
Middle Portion 35th Ave to 38th Ave

Eastern Portion 38th Ave to 41st Ave



Existing Conditions

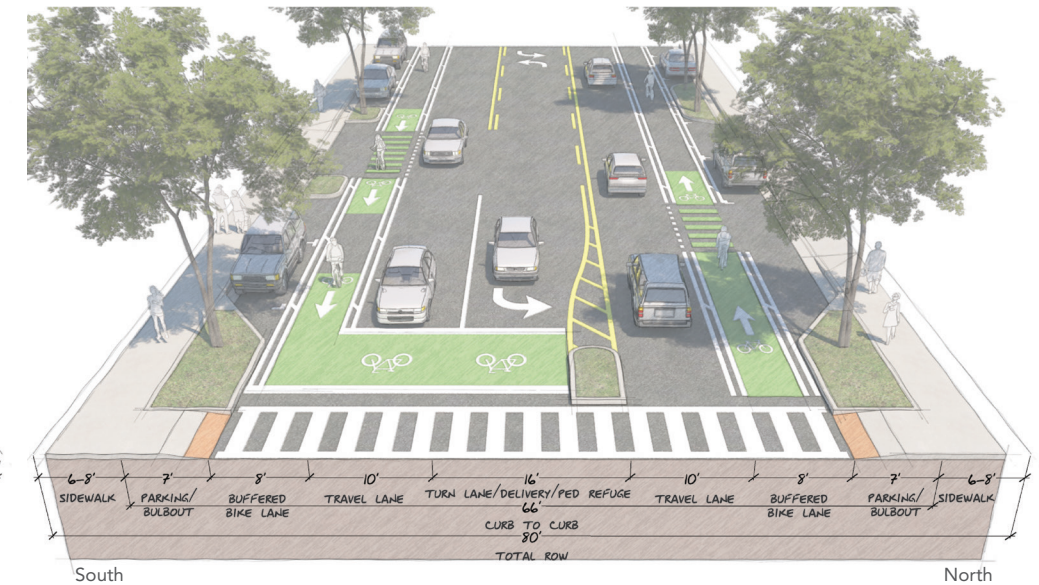
The existing street section along this portion of Portola Drive includes tree bulbouts, parallel parking, painted bicycle lanes, and two driving lanes in either direction.



Near Term Concept

Requires simple paint, striping and signage changes to meet the vision for the corridor. It would not require changes to the existing curbs or tree bulbouts and the least expensive to implement. Key improvements include:

- **Create wider and safer bicycle lanes** that are buffered from vehicle traffic, and potential left turn **"bike boxes"** at key intersections (to be further analyzed in a traffic study)
- **Ensure ADA accessible pedestrian crosswalks** at intersections
- **Provide a new center turn lane** and dedicated left turn lanes at intersections



Long Term Concept

Builds out the Near Term Concept with new curbs and pavement changes. This would result in additional costs to implement. Key improvements include:

- **Add more street trees** to provide shade and improve aesthetics
- **Shorten pedestrian crossings** at intersections and install mid-block crossings with pedestrian refuges with special paving
- Encourage developments to **extend sidewalks** onto their properties as needed for provide 10-foot wide sidewalks