

# POTENTIAL BIKE IMPROVEMENTS

## STONEHILL DRIVE - NIGUEL ROAD TO STREET OF THE BLUE LANTERN

### Existing Conditions

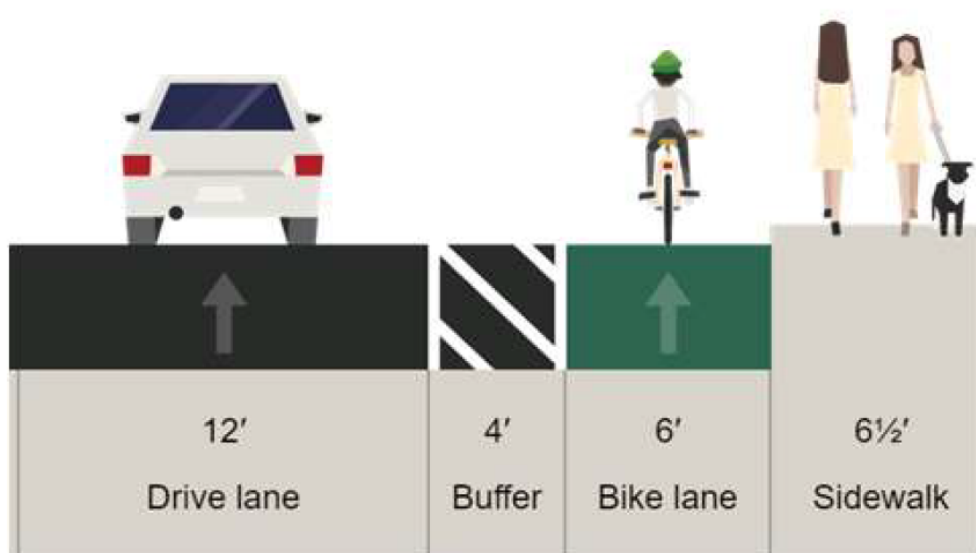


- 82 to 100-foot right-of-way
- 64 to 82 feet curb-to-curb
- Two travel lanes in each direction
- Parking lane on south side of road
  - Landscaped median
- Sidewalks on both sides of road

### Potential Concepts

These concepts are initial ideas for improving bike/pedestrian facilities on Stonehill Drive. Additional design and engineering would evaluate the feasibility of these concepts.

A



#### Enhanced Bike Lanes

- Add buffered bike lanes in both directions
- Requires removal of on-street parking

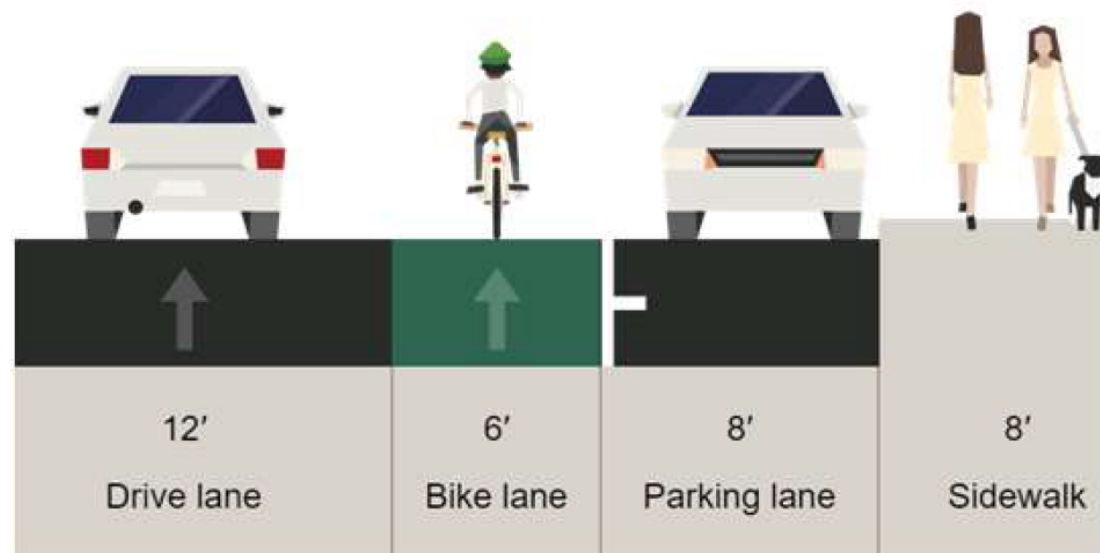
B



#### Multi-Use Path

- Replace existing north-side sidewalk with multi-use path
- Requires removal of parking on north side of street

C



#### Enhanced Sidewalks

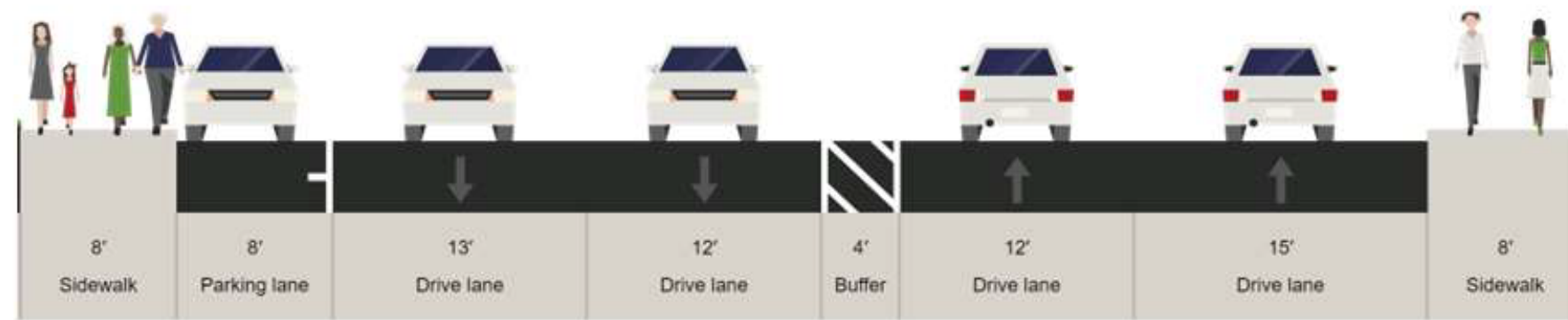
- Widen existing sidewalks
- Add traditional bike lanes in both directions
- Remove parking on north side
- Requires reconstruction of median



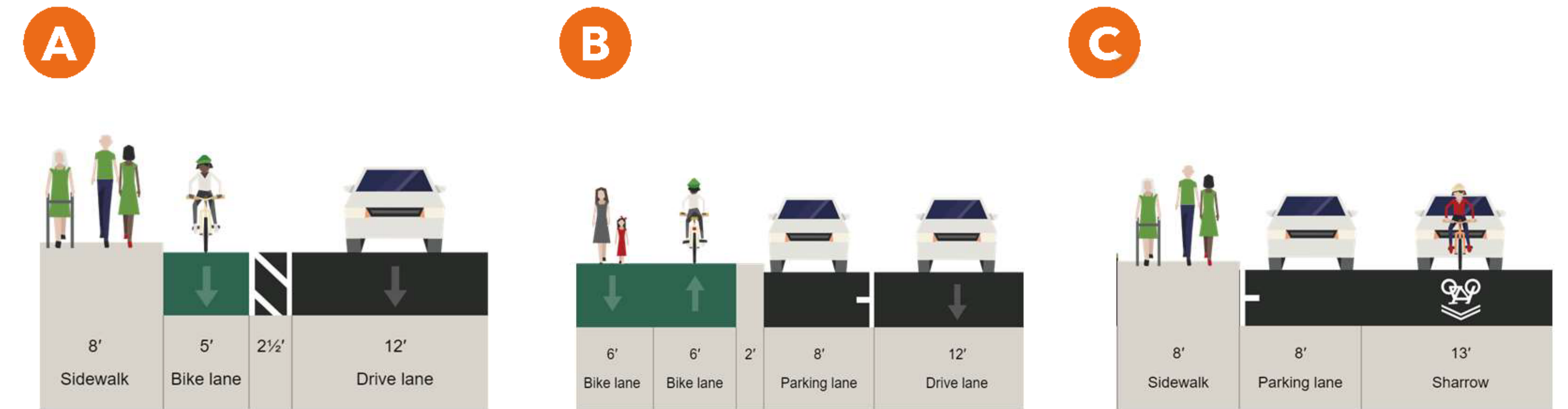


## STONEHILL DRIVE - STREET OF THE BLUE LANTERN TO DEL OBISPO

- 82 to 107-foot right-of-way
- 65 to 85 feet curb-to-curb
- Two travel lanes in each direction
- Parking lane near high school and between Golden Lantern and Selva
  - Striped median
- Sidewalks on both sides of road



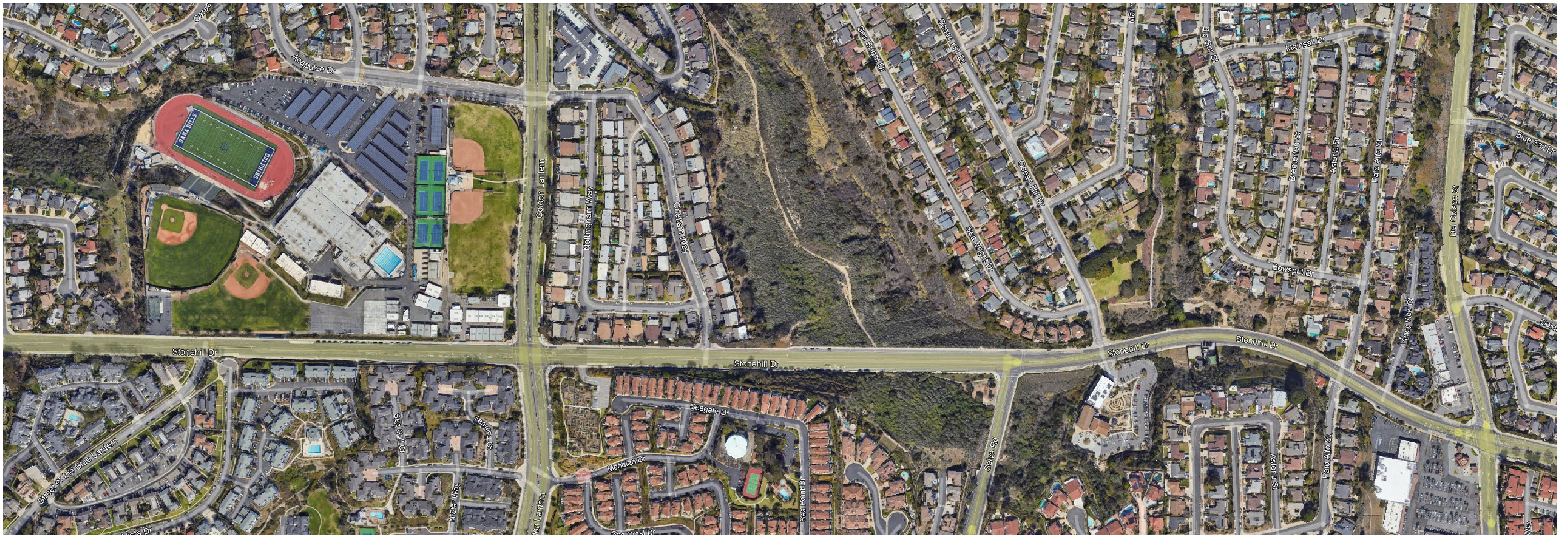
These concepts are initial ideas for improving bike/pedestrian facilities on Stonehill Drive. Additional design and engineering would evaluate the feasibility of these concepts.



- Add buffered bike lanes in both directions
- Requires **removal** of on-street parking

- Replace existing north-side sidewalk with multi-use path
- Requires narrowing of each travel lane by 1 foot

- Add bike sharrows to existing lane



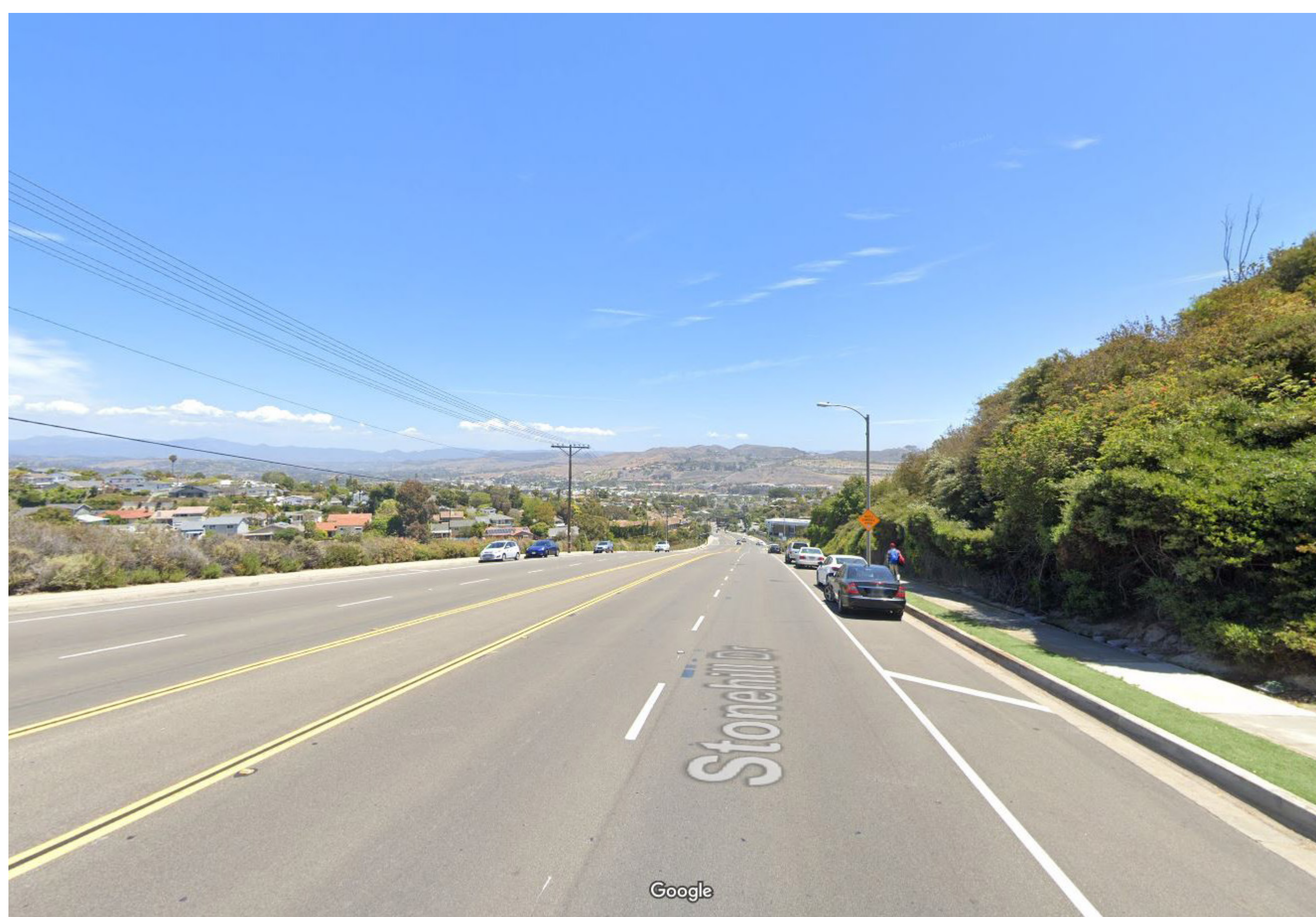
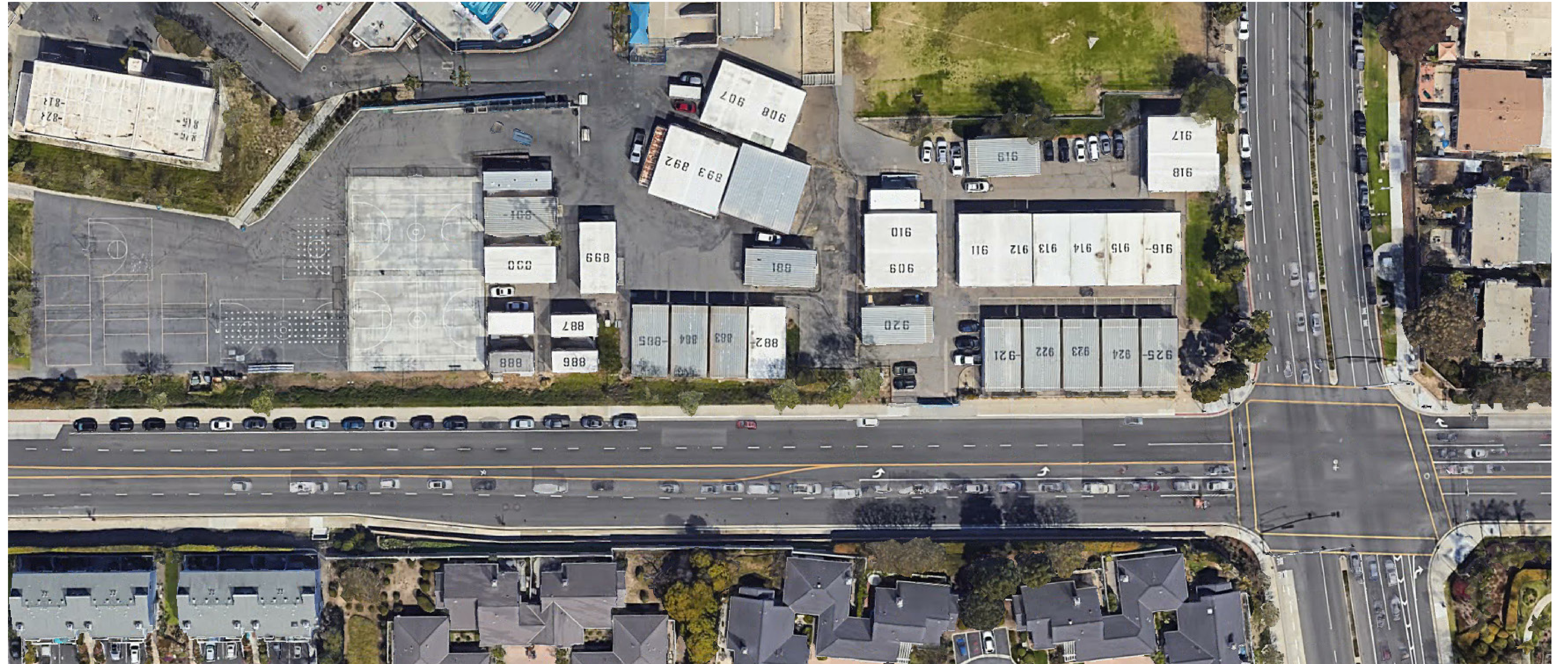


# POTENTIAL BIKE IMPROVEMENTS

## STONEHILL DRIVE - CONSIDERATIONS

### DESIGN CONSIDERATIONS

- Congestion during start / end of school
- Need for parking near school
- Narrow / no median on some stretches



Existing configuration going east towards Del Obispo  
(Street of the Golden Lantern behind)



Existing configuration going east towards Blue Lantern  
(Niguel Road behind)



Existing configuration going west towards Niguel Road  
(Street of the Blue Lantern behind)



# POTENTIAL BIKE IMPROVEMENTS

## DANA POINT HARBOR DRIVE

### Existing Conditions



- 88-foot right-of-way
- 80 feet curb-to-curb
- Two travel lanes in each direction
  - Landscaped median
- Bike lanes in both directions
- Sidewalk on water side of road

### DESIGN CONSIDERATIONS

- Hillside along northern side of road
- Preserve intersection turn lanes
- Harbor-beach pedestrian connectivity



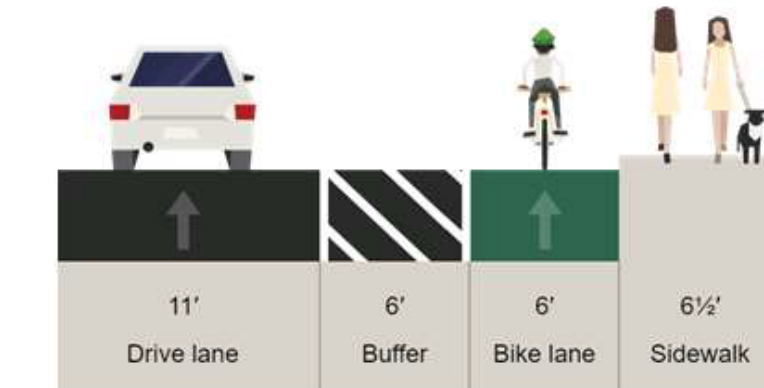
Cyclist using the harbor-side painted bike lane

### Potential Concepts

These concepts are initial ideas for improving bike/pedestrian facilities on Dana Point Harbor Drive. Additional design and engineering would evaluate the feasibility of these concepts.

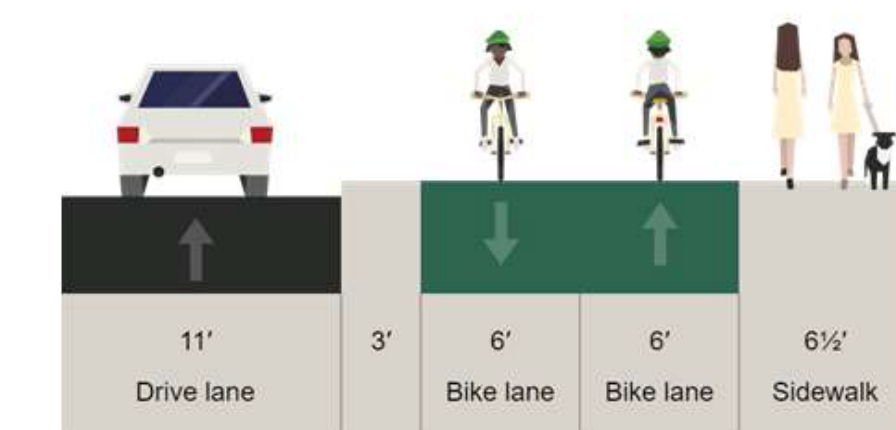
#### A Shift Eastbound Bike Lane Buffer

- Restripe bike lane buffer to be between travel lane and bike lane



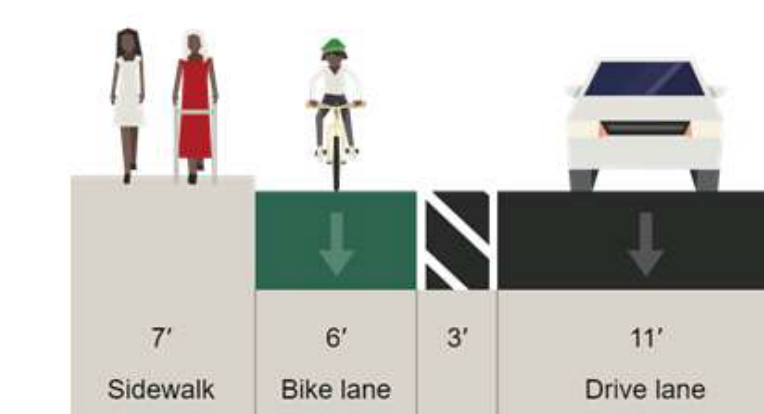
#### B Water-Side Multi-Use Sidepath

- Two-way raised cycle track on water side of road from Golden Lantern to Park Lantern
  - Narrowed center median
  - Maintain westbound bike lane



#### C Add Sidewalk on Opposite Side From Water

- Reduce width of median and bike lane buffers
  - Add seven-foot-wide sidewalk
  - Enhance pedestrian crossings
  - Shift eastbound bike lane buffer



Inland side of road facing west towards the Harbor