

TO: Traffic and Transportation Advisory Commission

FROM: Jim Mashiko, Senior Engineer

DATE: May 28, 2025

**SUBJECT: 2026 Pavement Program (CI 5735) – Pavement Restriping
Modifications on Five Road Segments (INFORMATION ITEM)**

RECOMMENDATION:

Review engineering report, receive public input, and provide feedback on potential modification of striping or pavement markings to five streets in conjunction with the upcoming 2026 Pavement Program (CI 5735).

BACKGROUND:

The City is responsible for maintaining over 380 miles of roadways. For over two decades, Public Works has made it a practice to consider new traffic striping as part of the City's biennial pavement resurfacing projects (Paving Program), when there is an opportunity to optimize roadway striping from its previous condition to meet current standards, help promote non-vehicular modes of travel, and/or enhance safety for all road users (vehicles, bicycles, and pedestrians). Most roads receive resurfacing treatment every 10 to 15 years. Implementing striping modifications during road resurfacing projects allows the City to avoid additional costs to remove striping and mobilize field crews that would normally be required when implementing new striping configurations as standalone projects.

Traffic calming striping measures implemented during previous pavement projects have included lane reductions (four lanes to two lanes), adding center turn lanes to reduce rear-end conflicts, striping to define parking zones to reduce potential sideswipes with parked vehicles, and striping adjustments to increase the line of sight or provide enhanced bike lanes.

For example, during the 2022 Paving Program, the City implemented traffic striping modifications on segments of key arterials such as Lynn Road, Reino Road, Via Las Brisas, Conejo Boulevard, and Avenida de los Arboles to meet current standards and help promote non-vehicular modes of travel. These changes are generally characterized as "traffic calming" measures where travel lane widths are

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narrowed, bike lane widths are widened up to eight (8) feet width where possible, buffered bike lane introduced, green bike lane striping added, and existing marked pedestrian crosswalks enhanced as appropriate.

In the 2024 Paving Program, the City implemented similar traffic striping modifications on segments of Los Padres Drive, Pederson Road, Rolling Oaks Drive, Reino Road, Sunset Hills Boulevard, Via Merida, and Westlake Boulevard to meet current standards and help promote non-vehicular modes of travel.

For the 2026 Paving Program, the City has budgeted nearly \$20 million to resurface approximately 50 miles of streets (Attachment #1). Five different roadway segments have been identified for potential minor restriping modifications which would provide “traffic calming” benefits primarily to bicyclists and pedestrians. The five road segments include:

1. Erbes Road (Avenida de los Arboles to Pederson Road)
2. Janss Road (Norwich Avenue to Kirk Avenue)
3. Kanan Road (Westlake Boulevard to Pathfinder Avenue)
4. Michael Drive (Borchard Road to 600 feet west of Borchard Road)
5. Parkview Drive (Avenida de los Arboles to 150 feet north of Knightsbridge Ave.)

DISCUSSION:

The following summarizes and describes the proposed “traffic calming” modifications to the five different street segments in the 2026 Pavement Program:

1. Erbes Road (Avenida de los Arboles to Pederson Road), Attachment #2:
2000-foot segment proposes standard bike lanes to be converted to buffered bike lanes in each direction. Each roadway barrel is 32 feet wide and will have two 11-foot-wide travel lanes, 4-foot buffer, and a 6-foot-wide bike lane. 35 mph speed limit.

2. Janss Road (Norwich Avenue to Kirk Avenue), Attachment #3:
Extend the eastbound class II bike lane by approximately 500 feet. Class II bike lane currently ends at Norwich Avenue but with extended length, would end at Kirk Avenue. 35 mph speed limit.

3. Kanan Road (Westlake Boulevard to Pathfinder Avenue), Attachment #4:
2.5-mile segment proposes standard bike lanes to be converted to buffered bike lanes in each direction. Each roadway barrel is 32 feet wide and will have two 11-foot-wide travel lanes, a 4-foot buffer, and a 6-foot-wide bike lane. 50 mph speed limit.

4. Michael Drive (Borchard Rd to 600 feet west of Borchard Rd), Attachment #5:

Add a new bike lane to the westbound direction (currently a 22-foot-wide travel lane). Travel lane narrows to 11 feet width to allow for new 7-foot-wide bike lane and a 4-foot-wide buffer. All street parking facing westbound will be eliminated with signs. Approximately half the segment currently has street parking restricted. 30 mph speed limit.

5. Parkview Dr. (Avenida de los Arboles to 150 feet north of Knightsbridge Ave.), Attachment #6:

Quarter mile segment proposes to restripe the current configuration within 64-foot wide cross section to add a new 6-foot-wide buffer to the bike lane by narrowing travel lanes to 11-foot width. Existing 7-foot-wide bike lanes and 16-foot-wide striped center median to remain. The segment north of Knightsbridge Avenue will be striped to transition/taper down to a 40-foot road width. 25 mph speed limit.

Most of the road segments in the 2026 Pavement Program consist of residential or local streets, thus, the number of streets identified for restriping adjustments is generally less than in past years, as residential and local streets typically don't have the width to offer bike lanes.

Changing road striping during the City's annual resurfacing project has been a practice for over 20 years and a cost-effective and efficient way to implement bicycle lanes, lane narrowing, buffered bike lanes, sharrow pavement markings, etc., to incorporate the City's Active Transportation Plan's recommendations. Updating road striping also demonstrates the City's commitment to providing for a "complete streets" network of roads that balances the needs of all road users (bicyclists, pedestrians, and vehicles), promotes the use of all forms of transportation, and improves air quality.

One of City Council's priorities is to improve infrastructure that promotes increased recreational walking and bicycling activity as part of residents' lifestyle routines. With the 2026 Pavement Program scheduled to begin construction in Spring 2026, the traffic calming strategies identified in this report are consistent with this City Council's priority to enhance bicycle and pedestrian safety and also address citywide vehicle speeding concerns.

Radar speed measurements along the roadways described in this report will be measured approximately three months after the implementation of the new striping to determine if adjustments to the posted speed limits are warranted.

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Attachments:

Attachment #1 – Location Map

Attachment #2 – Erbes Road (Avenida de los Arboles to Pederson Road)

Attachment #3 – Janss Road (Norwich Avenue to Kirk Avenue)

Attachment #4 – Kanan Road (Westlake Boulevard to Pathfinder Avenue)

Attachment #5 – Michael Drive (Borchard Road to 600 feet west of Borchard Road)

Attachment #6 – Parkview Drive (Avenida de los Arboles to 150 feet north of Knightsbridge Avenue)

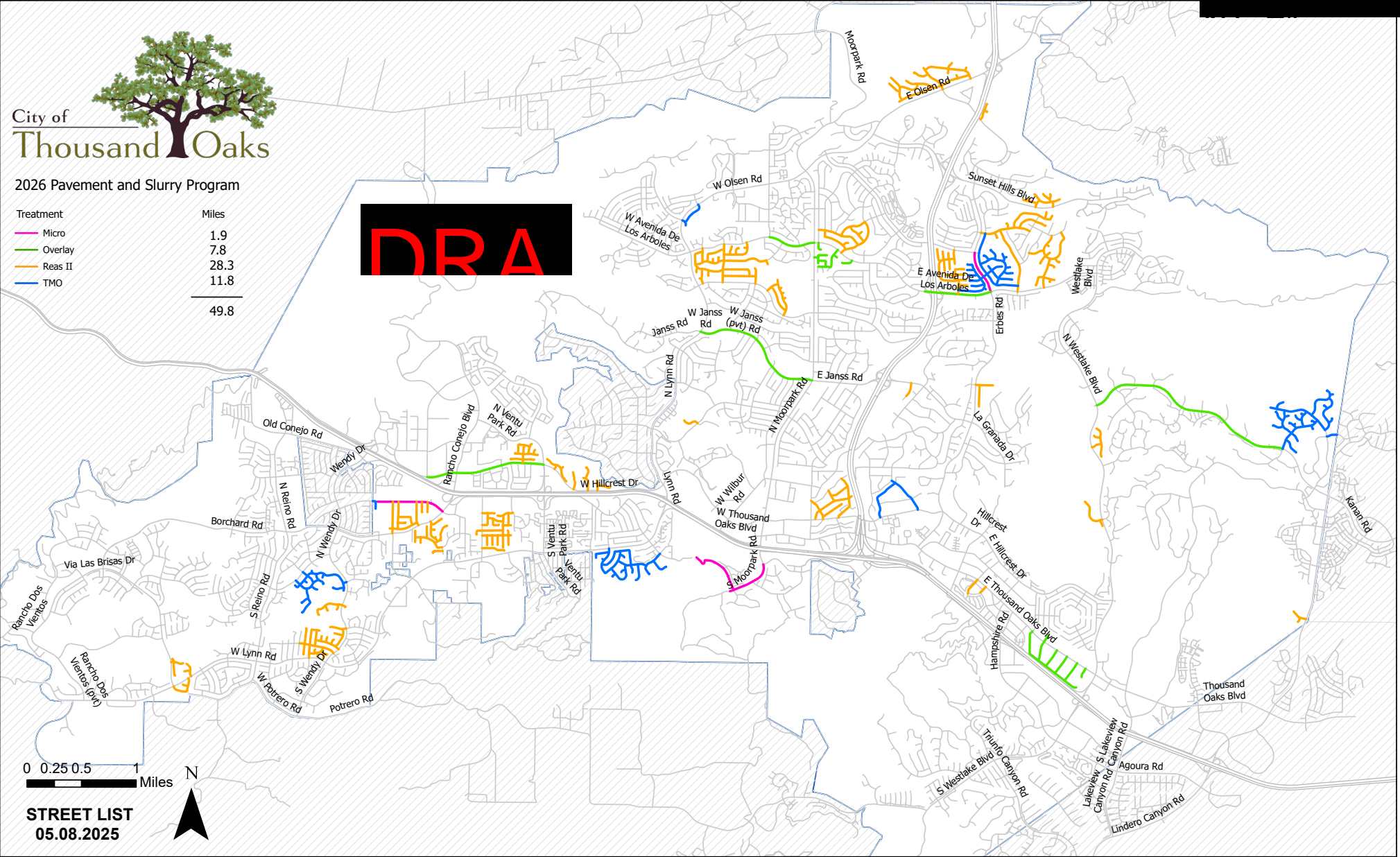
2026 PAVEMENT OVERLAY AND RESURFACING PROGRAM (CI 5735, MI 2661)



2026 Pavement and Slurry Program

Treatment	Miles
Micro	1.9
Overlay	7.8
Reas II	28.3
TMO	11.8
	49.8

DRAFT



0 0.25 0.5 1 Miles

STREET LIST
05.08.2025

2026 Pavement Project

Erbes Road: Avenida de los Arboles to Pederson Road



2026 Pavement Project

Janss Road: Norwich Avenue to Kirk Avenue



2026 Pavement Project

Kanan Road: Westlake Boulevard to Pathfinder Avenue



2026 Pavement Project
Michael Drive: Borchard Road to 600' west of Borchard Road



2026 Pavement Project

Parkview Drive: Avenida de los Arboles to 150' north of Knightsbridge Avenue

