CITY OF EASTVALE

AGENDA STAFF REPORT

City Council Meeting
CITY COUNCIL BUSINESS
Agenda Item No. 13.1
November 12, 2025

Protected Bike Lane Options along Citrus Street

Prepared By:
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Recommended Action(s)
Staff recommends the following for the City Council:

1. Provide comments and direction on whether to proceed with procurement and installation of protected bike lanes along Citrus Street; and
2. Provide comments and direction on whether to proceed with procurement of an electric sweeper.

Summary
City staff evaluated options for converting the existing buffered Class II bike lanes on Citrus Street into protected bike lanes. Three protection treatments were considered: white candlestick delineators, K71 posts/bollards, and zebra separators. While all three options provide additional separation between cyclists and vehicles, each presents aesthetic and maintenance challenges, particularly regarding street sweeping access. Zebra separators are the most visually unobtrusive and low-maintenance option. Staff is also exploring options for specialized sweeping equipment to maintain the protected lanes.

Background
Citrus Street currently includes buffered Class II bike lanes on both sides of the street. The City Council requested that staff investigate options for upgrading the existing bike lanes to protected Class IV facilities to enhance rider comfort and safety.

Three options were evaluated:

- Option 1 – White Candlestick Delineators: Provide a visual and physical separation but are visually intrusive, prone to being knocked down, creating a sense of neglect or poor maintenance along the street.
- Option 2 – K71 Posts/Bollards: Offer higher durability than candlesticks and provide continuous vertical separation; however, they are also visually intrusive and susceptible to impact damage.
- Option 3 – Zebra Separators: Low-profile devices installed along the buffer that create a physical barrier without significantly altering the streetscape. Zebras are the least visually intrusive, require minimal maintenance, and avoid the aesthetic concerns associated with upright delineators.

For all three options, protection elements would be spaced approximately 10–20 feet apart along the corridor, which spans roughly 5,000 feet from Scholar Way to Harrison Avenue. Buffered bike lanes currently exist on both sides of the street; therefore, if protected bike lanes are installed on both sides, the cost would approximately double. Estimated installation costs for any one option on both sides are roughly $25,000 - $50,000.

Furthermore, for all three options, standard street sweepers cannot operate within the protected bike lane area. Staff is coordinated with the City's sweeping vendor but they do not have a sweeper small enough to accommodate these bike lanes. The vendor proposed manual sweeping with a 2-person crew at a rate of $150/hour with a 4 hour minimum. Additionally, staff is evaluating the purchase of a compact electric mini sweeper (estimated at approximately $200,000 per unit). This equipment could be partially funded through AQMD grant programs. Once the new Civic Center opens, the electric sweeper could serve dual purposes—maintaining both the Civic Center plaza and protected bike lanes throughout the City.

This would be a new project that does not have a City Council approved budget. If Council provides direction to proceed, staff would bring back a budget amendment for Council approval, as well as any contracts to implement the direction as may be required by the City's purchasing ordinance or the Public Contracts Code.

Environmental

Not applicable.

Strategic Plan Action - Priority Level: N/A | Target #: N/A | Goal #: N/A

Not applicable.

Fiscal Impact

Currently, there is no AQMD fund available until next fiscal year. Since this is a new CIP project that does not have a City Council approved budget source, it will have to be funded by the General Fund unless another funding source can be identified.

Prior City Council/Commission Action

Not applicable.

Attachment(s)

Not Applicable.