

9th St. Re-striping for Protected Bicycle Lanes, from Vermont St. to Illinois St.
2024 CIP budget – MSO Street Maintenance Program

Sustainability Action Network proposes the restriping of protected bicycle lanes on both sides of 9th St., from Vermont St. to Illinois St., during mill and overlay in 2026. All pavement markings shall be Methyl methacrylate (MMA) based material.

Context:

This section of 9th St. is due for mill and overlay. The pavement condition index (PCI) for one block of 9th St. is “poor” at 50.8. A second block is “satisfactory” at 82.6. However, the PCI for 5 of the 7 blocks is rated “fair” at 63.7. It will be coordinated with the 2025 completion of the Jayhawk Watershed Stormwater Upgrade, as well as the K.U. hope for a corridor connecting to downtown along Mississippi St. and 9th St.

This section of 9th St. has the statistically greatest number of bicycle-motor vehicle collisions, with at least one death, and is a popular connector for bicyclists between K.U. and downtown. The 2009, unprotected, 5 foot bicycle lanes were considered adequate at the time. However, all but the most intrepid bicyclists shun white-stripe bicycle lanes, and more ride on the sidewalk than in the current 9th St. bicycle lanes.

By “right-sizing” this section of 9th St. with two travel lanes plus a center turn lane, the motor vehicle lanes will conform with those west of Illinois. This will adequately handle the motor vehicle volume, calm the traffic, and gain consistent alignment of the bicycle lanes and center turn lane through the entire section. This anticipates the adoption of the recently proposed “no right turn on red” ordinance. Image attached.

The project will be within the MSO Street Maintenance Program, with pavement costs handled as normally. This specific project is to cover only the pavement marking component of the larger project.

Specifications:

To adapt the 9th St. cross section, the existing motor vehicle lanes and white-stripe bicycle lanes will be reconfigured to become one westbound and one eastbound motor vehicle lane each at 11 feet wide, a 12 foot wide center turn lane. The south side will have a 5 foot wide bicycle lane plus 3 foot wide crosshatched buffer with bollards. The north side will have a 5 foot wide bicycle lane plus a 3 foot wide crosshatched buffer “door zone” (no bollards), and an 8 foot wide parking lane to the left. Green pavement markings will highlight the bicycle lanes through intersections.

The 9th St. motor vehicle parking between Kentucky St. and Vermont St. on the south side will be eliminated, a total of 8 spaces. However, there will be 12 added parking spaces between Indiana St. and Illinois St. on the north side of 9th St. The bulb-out on the south side of 9th St. at Kentucky St. will be removed for the bicycle lane, but not the bulb-out at Vermont St. Bicycle lanes shall be marked with chevrons.

Funding:

Mill and overlay projects include striping and other pavement markings as standard practice. This project is for a different striping configuration within the larger pavement project. The restriping project is estimated to cost \$399,220. Design in 2025 is estimated at \$11,000, pavement striping and green pavement markings and bollards are estimated at \$369,720, and contingencies estimated at \$18,500.

9th Street Right-sized With Protected Bicycle Lanes (North is to the bottom)

