

Alternatives for Improving U.S. 69 Congestion

The U.S. 69 Modernization and Expansion Project (69Express) examined a range of strategies for reducing congestion between 103rd and 179th Streets, including potentially improving transit, expanding the use of technology and adding capacity to the highway and the surrounding road network.

As these strategies were investigated, each one was measured against how well it would reduce congestion and meet other elements of the Project's [Purpose and Need](#). The goal was to find an approach — or combination of approaches — that does a better job of improving safety, reducing congestion, promoting sustainability, providing flexible travel choices for users and supporting local and regional growth.

Alternatives Studied

No Build

All projects like 69Express first start by looking at what happens if nothing is done other than already-planned improvements. In the case of U.S. 69, this would have meant no capacity improvements; ongoing rehabilitation and maintenance only; building the U.S. 69 northbound bridge at 179th Street; and updating the U.S. 69 Guardrail End Terminal (improving the ends of guardrails throughout the corridor).



Improve Alternate Routes

This strategy would have involved making improvements to parallel and supporting arterial roadways: Metcalf Avenue; Antioch Road; Switzer Road; and Quivira Road. It also looked at improving traffic operations through signal coordination, arterial capacity improvements and transit Improvements. These actions would have required City, County and transit agency commitments and investments.

Manage Existing Capacity

Another approach considered was using a combination of technology and policy incentives to improve safety and reduce bottlenecks. This approach involved a combination of Transportation Systems Management Strategies (such as ramp metering and queue warning systems) with Traffic Demand Management Strategies (relying on policies to promote carpooling, staggered work shifts and telecommuting).



Improve Multimodal Options

This option would increase the effectiveness of transit and other multimodal and personal mobility choices by improving roadways or shoulders for better multimodal connections; increasing the number and frequency of transit routes; and providing better bike and pedestrian facilities along with park-and-ride lots. Other improvements could include bus-on-shoulder; bus rapid transit; and light, heavy or commuter rail. Many of these courses of action also would have required City, County and transit agency commitments and investments.

Add General-Purpose Lanes

Under this alternative, one new general-purpose lane would have been added in each direction for all motorists; collector/distributor roads and auxiliary lanes also would have been added; and the U.S. 69 interchanges at Blue Valley Parkway and at I-435 would have been reconfigured. This option also would have included improvements to local interchanges and supporting cross streets and reconstruction of existing pavement and bridges.



Add Express Toll Lanes

This strategy will add one new express toll lane in each direction with defined entrance and exit locations. Traffic volumes will be balanced across the express toll lanes and the general-purpose lanes through congestion management techniques such as lane pricing and access and vehicle eligibility strategies. The U.S. 69 interchanges at Blue Valley Parkway and at I-435 will be reconfigured. Improvements to local interchanges and supporting cross streets will be made and existing pavement and bridges will be reconstructed.

Learn more

To stay informed about the Project, please visit the [69Express Project website](#) often and [sign up for updates](#) about the Project as it progresses. You can post comments or pose questions about the Project at the [website feedback page](#) as well.