

Kansas City Metro Area

Conceptual strategy for development of the Santa Fe, Oregon, and California national historic trails



July 6, 2018





Kansas City Metro Area

Conceptual strategy for development of the Santa Fe, Oregon, and California national historic trails

Produced by:

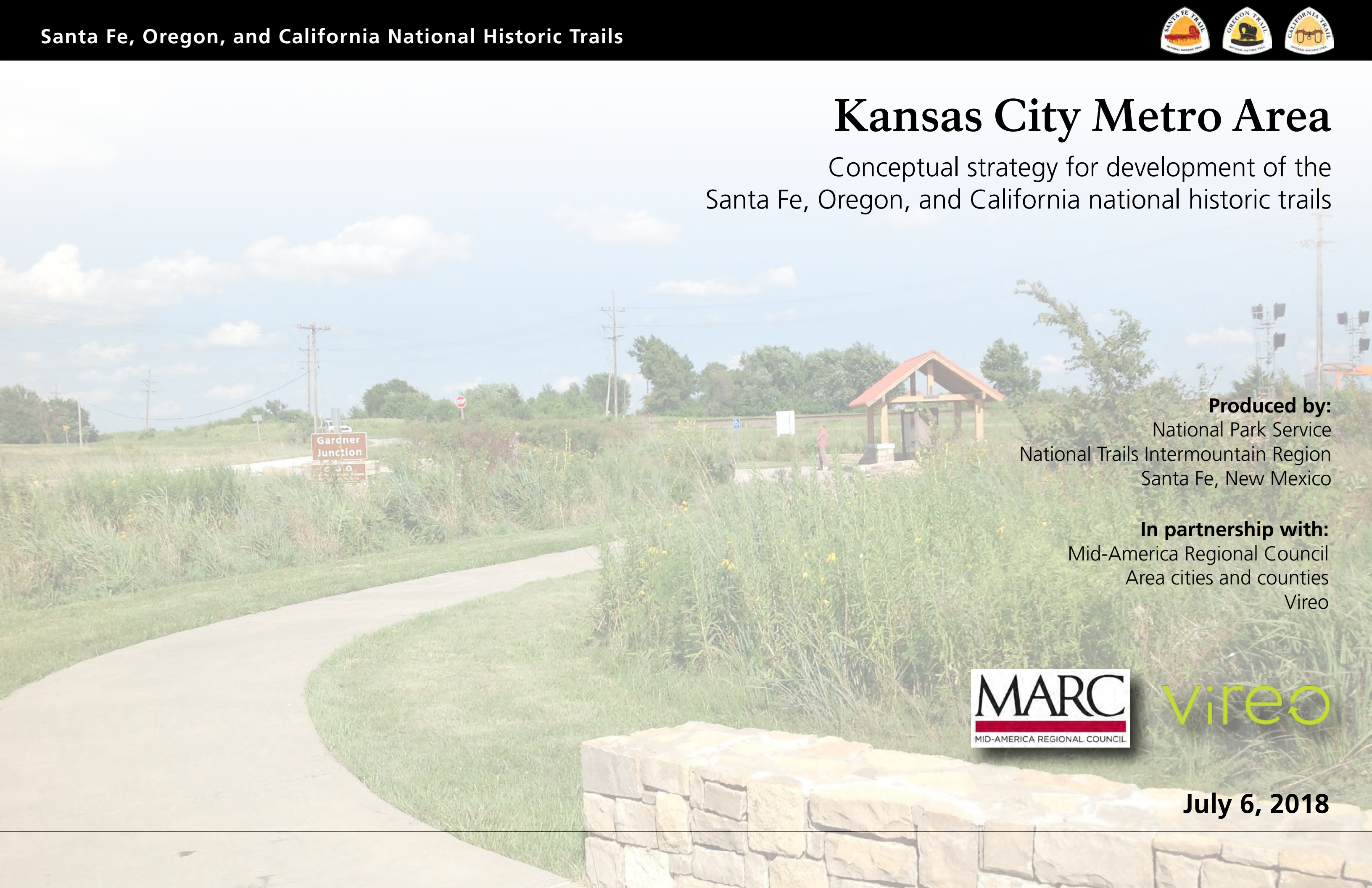
National Park Service
National Trails Intermountain Region
Santa Fe, New Mexico

In partnership with:

Mid-America Regional Council
Area cities and counties
Vireo



July 6, 2018





5–7

Introduction

- 5 *Project description*
- 5 *What is a national historic trail?*
- 6 *Project area*
- 6 *Historic trails in the Kansas City area*

9–12

Project background and process

- 10 *History of historic trail development in the Kansas City Metro area*
- 10 *History of trail planning in the Kansas City Metro area*
- 11 *Origins and organization of this project*
- 12 *Meetings and stakeholder engagement*

13–16

Trail alignments

- 14 *Considerations and selection of preferred trail alignments*
- 15 *City alignments sections map*

17–64

Trail alignments: Missouri

- 18 *Sugar Creek*
- 26 *Independence*
- 38 *Raytown*
- 44 *Kansas City: Independence Route*
- 57 *Kansas City: Westport Routes (preliminary)*

65–153

Trail alignments: Kansas

- 66 *Leawood*
- 74 *Overland Park*
- 96 *Olathe*
- 118 *Gardner*
- 138 *Lenexa*
- 144 *Prairie Village*
- 153 *Upper Westport Route: Other Kansas cities*

154–165

Trail design: Cross sections and trailheads

- 156 *Landscape guidelines along national historic trails in the KC Metro area*
- 157 *Sample national historic trail cross sections*
- 162 *Example national historic trail trailheads*

166–199

National historic trail awareness & experience

- 168 *Marking*
- 177 *Materials*
- 182 *Bridging awareness and experience: historic trail encounters*
- 189 *Interpretation: connecting people to places*

200–203

Implementation and next steps

204–212

Appendices

- 205 *A: Existing historic trail sites in the Kansas City Metro area*
- 208 *B: Elements of the national historic trail diagram*
- 210 *C: Planting general guidance and plant list*
- 211 *D: Scale and national historic trail congressionally designated routes*
- 212 *E: Photo credits and general resources*

Hyperlinks and navigating this document

In the digital version of this document, red frames (as shown below, and on the section headings in this Table of Contents) indicate an opportunity to link to a related section of the document. Click anywhere on the frame to jump to the relevant page.

Introduction



Introduction

Project description

This document outlines plans for the development of retracement trails approximating three national historic trails (NHTs) across the Kansas City Metro area. For the purposes of this project, a “retracement trail” is a modern non-motorized route that follows a historic route as closely as is practicable under modern conditions. When possible, a retracement trail will follow a historic route exactly, but in some locations it may diverge from the historic route to avoid private properties or modern development incompatible with trails, or to make use of nearby existing recreational trails. The purpose of a retracement trail is to provide opportunities for the public to experience these historic routes of travel, through visiting historic

trail sites, traversing trail landscapes, and following in the footsteps of historic trail travelers. The inclusion of signing, features, and interpretive elements also serves to expand the public’s opportunities to connect not only with the historic routes, but also with the nationally significant stories that accompany them.

What is a national historic trail?

(See also diagram, Appendix B, page 208)

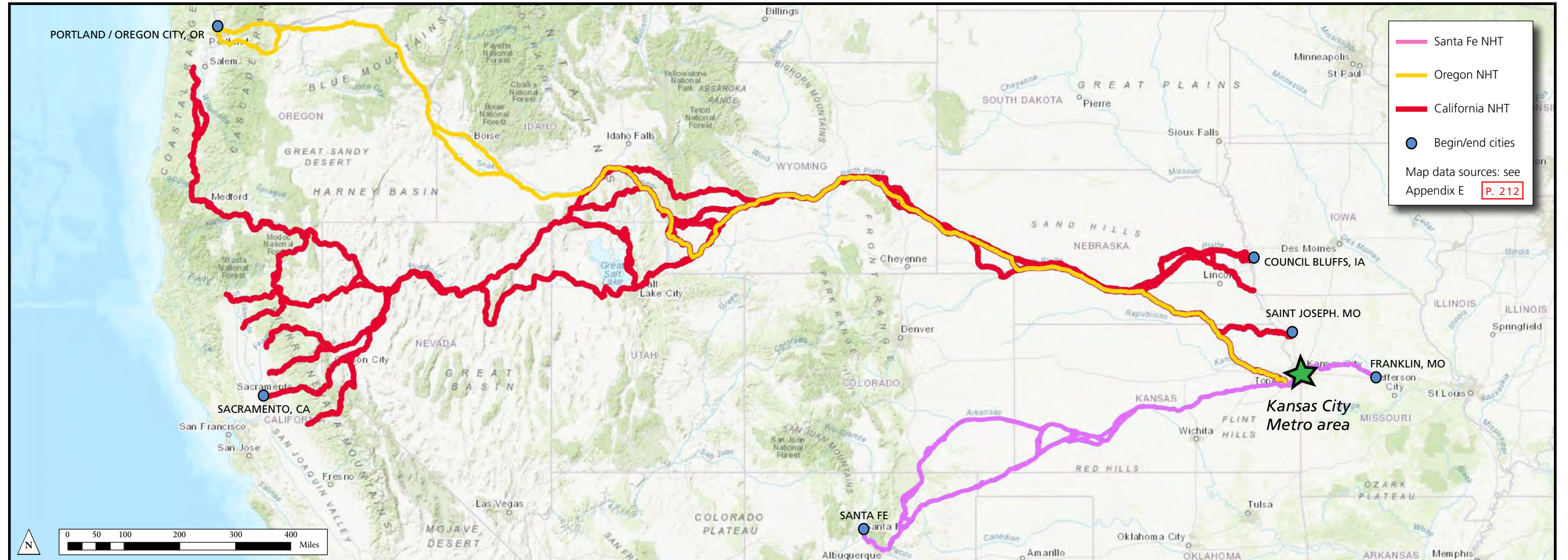
P. 208

As the Santa Fe National Historic Trail website notes: “Much like a national park, a national historic trail is created by an act of Congress. National historic trails are congressionally designated official routes that reflect the research, review, and recommendation of many trail experts. National historic trails commemorate historic trade, migration, and other routes

important to American culture.” Currently, there are only 19 national historic trails in the United States.

National historic trails are part of the National Trails System, designated by the United States Congress by amendments to the National Trails System Act (NTSA, 16 USC § 1241, 1968.) The NTSA’s stated purpose is: “. . .to provide for the ever-increasing outdoor recreation needs of an expanding population and in order to promote the preservation of, public access to, travel within, and enjoyment and appreciation of the open-air, outdoor areas and historic resources of the Nation, trails should be established (i) primarily, near the urban areas of the Nation, and (ii) secondarily, within scenic areas and along historic travel routes of the Nation which are often more remotely located.” 16 USC § 1241 Sec2(a)

According to the act: “National historic trails. . .will be extended trails





Introduction, continued

which follow as closely as possible and practicable the original trails or routes of travel of national historic significance. . . . National historic trails shall have as their purpose the identification and protection of the historic route and its historic remnants and artifacts for public use and enjoyment.” 16 USC § 1241 Sec3(a)(3)

In addition, the act recognizes the key role volunteers and non-federal partners play in trail work, and identifies as an additional purpose of the act to “assist volunteer citizen involvement in the planning, development, maintenance, and management, where appropriate, of trails.” 16 USC § 1241 Sec2(c)

The NTSA also outlines the criteria which a route must meet for eligibility as a national historic trail. As broadly defined:

- “It must be a trail or route established by historic use and must be historically significant as a result of that use.”
- “It must be of national significance with respect to any of several broad facets of American history, such as trade and commerce, exploration, migration and settlement, or military campaigns. To qualify as nationally significant, historic use of the trail must have had a far reaching effect on broad patterns of American culture.”
- “It must have significant potential for public recreational use or historical interest based on historic interpretation and appreciation.”

Please see 16 USC § 1241 Sec5(b)11a–c for the full descriptions of these criteria.

Nine of the nineteen NHTs that are currently part of the National Trails System are administered by National Trails Intermountain Region, National Park Service (NTIR-NPS), in partnership with many federal, state, local, and non-governmental entities. Among these are the three trails being considered in this project, the Santa Fe, Oregon, and California NHTs.

SANTA FE NATIONAL HISTORIC TRAIL: The historic trail was in use from 1821–1880, between Franklin, Missouri and Santa Fe, New Mexico; designated an NHT in May 1987. The trail’s Comprehensive Management Plan (1990) states: “The Santa Fe Trail was the first of America’s great trans–Mississippi routes. The trail, including the Mountain and Cimarron routes, crossed over 1,200 miles of the central and southwestern United States. . . . The trail played a critical role in the westward expansion of the United States, and for more than half a century (1821–1880) it was an important two-way avenue for commerce and cultural exchanges.”



President Lyndon B Johnson at the signing of the National Trails System Act, Oct. 2, 1968.

OREGON NATIONAL HISTORIC TRAIL: The historic trail was in use from 1841–1848, between Independence, Missouri and the Willamette Valley, Oregon; designated an NHT in 1978. The trail’s Comprehensive Management Plan (revised 1999) states: “The trail is significant because:

- it was the first trail that demonstrated the feasibility of moving families, possessions, and cultures by wheeled vehicles across an area previously perceived as impassable
- it was the corridor for one of the largest and longest emigrations of families in the history of the United States
- it is a symbol of American westward traditional migration embodied in traditional concepts of pioneer spirit, patriotism, and rugged individualism
- it strengthened the United States’ claim to the Pacific Northwest.”

CALIFORNIA NATIONAL HISTORIC TRAIL: The historic trail was in use from 1841–1869, between Independence, Missouri and Sacramento, California, as well as various other destination points in California and Oregon; designated an NHT in 1992. The trail’s Comprehensive Management Plan (1999) states: “The trail is significant because:

- it is one of the major highways of the 19th century, which provided a 2,400-mile path for emigrants to the West. Their resulting settlement significantly contributed to change in peoples, cultures, and landscapes
- one of the largest overland migrations in American westward

expansion used the trail as a result of the California gold rush

- the route, followed earlier by American Indians and western explorers and travelers, provided a foundation for American transportation and communication systems west of the Mississippi River.”

Project area (see map opposite page)

The project area includes all congressionally designated routes of the three NHTs between the Missouri River at Sugar Creek, Missouri (Independence Landing) and Kansas City, Missouri (Westport Landing), and the point where the Santa Fe NHT diverges from the Oregon and California NHTs near Gardner, Kansas. This includes the Independence route (designated part of all three NHTs) and the Westport Routes (currently designated as part of the Santa Fe NHT, but under consideration for addition to Oregon and California NHTs.)¹ It also includes an extension of the upper Westport Route as currently being considered for inclusion in the Oregon and California NHTs, from Shawnee Mission State Historic Site (Fairway, Kansas) to the vicinity of Strang Park (Overland Park, Kansas).²

Historic trails in the Kansas City Metro area

In addition to being nationally significant in connection to broad aspects of American history, these emigrant and trade routes were integral to the establishment of the Kansas City Metro area and development of the region’s economic base and culture. Transportation of people and goods on the Missouri River, overland trail use, and western migration were key in the location and founding of Independence, Westport, and many other communities in the area.

Marc Simmons and Hal Jackson, in their guidebook to the Santa Fe Trail, *Following the Santa Fe Trail: A Guide for Modern Travelers*³, provide a concise overview of the evolution of the Santa Fe Trail routes in the area over the period of their use. As these routes began to be used for Oregon and California trail travel in the early 1840’s, the “Later Period (After 1840)” description is also an approximation of the routes of the trails

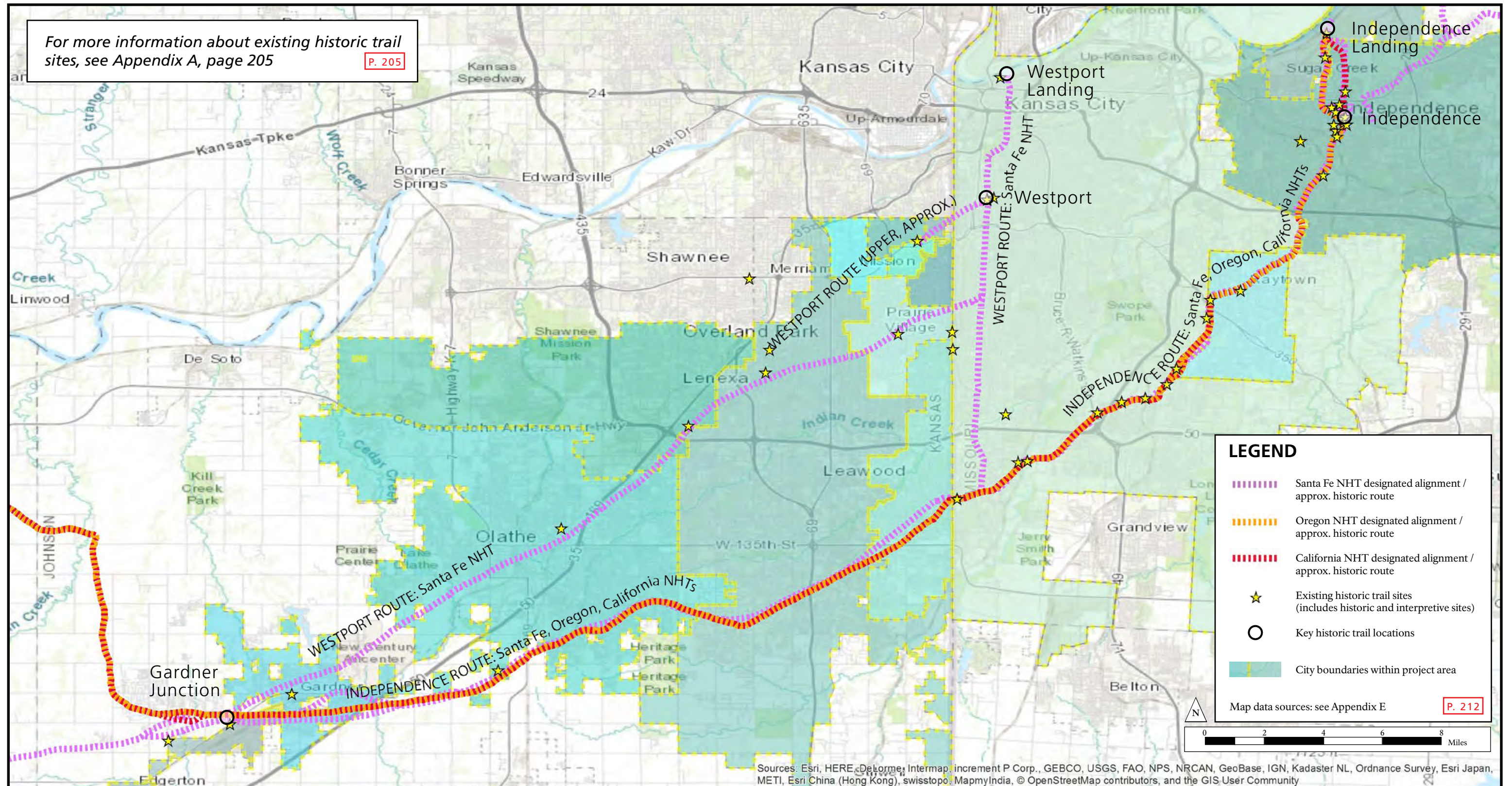
1. More information about this feasibility study can be found at <https://parkplanning.nps.gov/projectHome.cfm?parkID=456&projectID=31277>

2. The route of Lewis and Clark National Historic Trail (NHT) through the Kansas City area is on the Missouri River and is outside the scope of this project. Both Independence Landing in Sugar Creek, MO, and Westport Landing at the Town of Kansas Bridge in Kansas City, MO, are sites shared between Lewis and Clark NHT and one or more of the 3 NHTs considered in this project.

3. Simmons, Marc, and Hal Jackson. *Following the Santa Fe Trail: A Guide for Modern Travelers*. Santa Fe, New Mexico: Ancient City Press, 1984, 2001.



Introduction: project area map





Introduction, continued

during Oregon and California NHT use. The congressionally designated routes of the trails are based on the scholarship available at the time of designation of each trail, expanded through a separate comprehensive management planning process for each NHT, and may not match these conceptual period maps, or each other, precisely. See Appendix D, page 211, for more information on these alignments. Conceptual maps on page 8 are also based closely on maps in Simmons and Jackson, pages 45–47.

P. 211

EARLIEST PERIOD (1821–1827)

In the earliest period, 1821–1827... there were two routes used. At this time Independence did not exist, and the last settlement was at Fort Osage. The first route left Fort Osage and forded the Little Blue River 6 miles west. After crossing the Little Blue, travelers headed southwest, following the prairie on the high ground between the Big and Little Blue Rivers. The crossing of the Big Blue was finally made in present-day Swope Park about where 73rd Street would bisect the river. From there the route continued southwest, crossing the present state line 9 miles south of the confluence of the Missouri and Kansas Rivers. The trail then continued into Kansas, and passed Round Grove (later known as Lone Elm Campground), located a few miles south of today's Olathe.

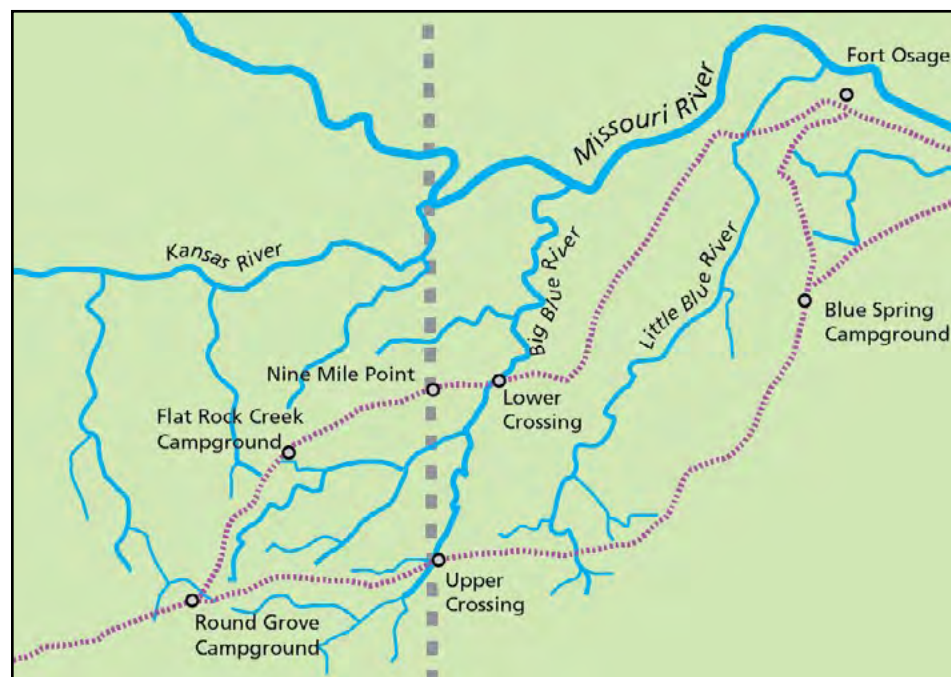
The second early route left the Fort Osage area and went south, following the road that connected Fort Osage and Harmony Mission farther south. On this route the Blue Spring Campground was an important rendezvous point. Other traders came to the Blue Spring Campground directly from Lexington, and from Cooper, Saline, and Howard Counties. From the campground, the traders continued south and then west, crossing the Little Blue River near its head and the Big Blue River about at 151st Street and State Line Road. From there, the route continued west to Round Grove Campground near where it met the other trail.

MIDDLE PERIOD (1828–1839)

After Independence was founded in 1827, it quickly became the starting point for traders. Transport by water, even on the notorious Missouri River, was easier and cheaper than by land. Consequently, landings were added up the river, and jumping-off points for Santa Fe moved accordingly. As a map of this area shows, the Missouri River, which has been heading west to Independence and upstream, here begins to swing north. However, for travelers going to Santa Fe, the usefulness of the Missouri River ended here. This is the closest they would get to Santa Fe on the Missouri River.

There were two landings for Independence. Blue Mills Landing was first but was quickly superseded by Independence Landing, which is almost due

Earliest period (1821–1828, Santa Fe Trail only)



These period maps are based closely on maps in Simmons and Jackson, pages 45–47

Middle period (1828–1839, Santa Fe Trail only)



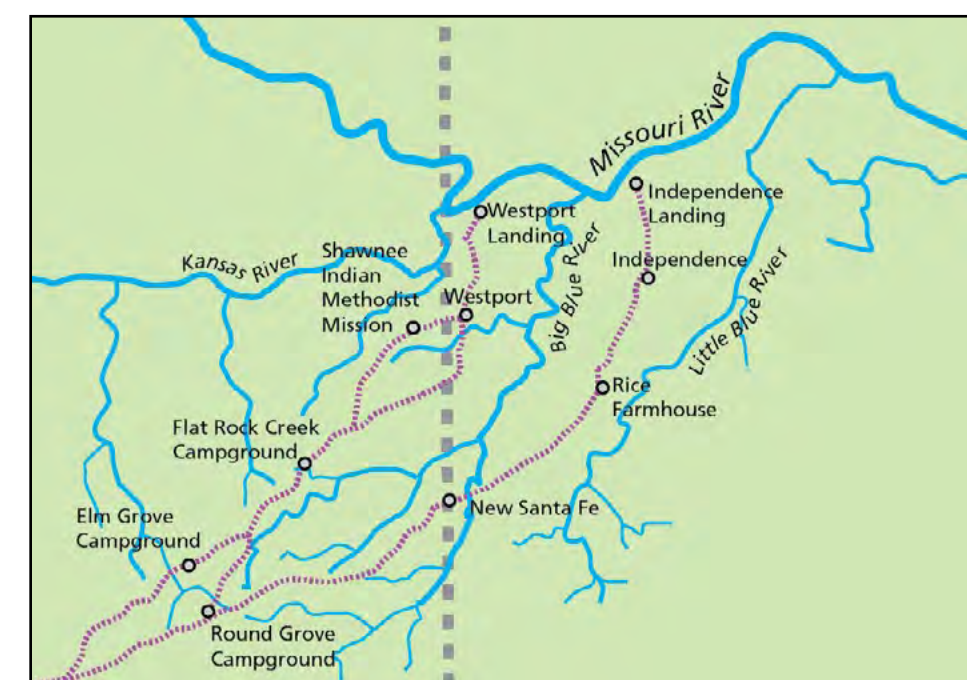
north of Independence Square in Independence and only 3 miles away. From Independence, the trails headed south to connect with the earlier two routes described above... Thus, the principal entries into Kansas were at the Upper Crossing (near 151st Street and State Line Road) and Nine Mile Point (near 79th and State Line Road). These basic routes were used until about 1839.

LATER PERIOD (AFTER 1840)

During the later period (after 1840), a new trailhead was established at Westport, west of Independence. Consequently, from a very modest beginning in the mid-1830s, Westport, 4 miles due south of the Missouri River, became the principal starting point of the trail by the late 1840s. Riverboats used the Westport Landing (also called Kansas Landing) to drop their cargoes bound for Santa Fe. From Westport the trail turned west into Kansas, then angled southwest to join the earlier trails. These routes emerged as the SFT traffic increased because of emigrants bound for Oregon and California using the SFT as far as Gardner, Kansas. At Gardner, the Oregon and California Trails separated from the SFT and headed northwest.

From Simmons and Jackson 2001, pages 45–47

Later period (After 1840, all three trails)





Project background and process

Low level aerial view of Wayne City Landing interpretive site, and approximate historic location of Independence Landing

Project background and process

History of historic trail development in the Kansas City Metro area

Historical interest and volunteer activity in developing and promoting the historic trails in the Kansas City area predates the designation of the three NHTs, and on a national level played a significant role in encouraging the United States Congress to designate these trails as NHTs. Local organizations including the Oregon-California Trails Association, Santa Fe Trail Association, Kansas City Area Historic Trails Association, and Three Trails West, Inc. have devoted significant resources over the past 30 years to development of historic sites and trail segments; interpreting trail stories through on-site wayside exhibits, brochures or other media, and leading in-person tours; and in continuing to develop understanding of trail history and trail places through ongoing research. Thanks to these efforts and work by local governments, the Kansas City area has a density of already existing opportunities to experience the national historic trails which is unusual if not unique in the National Trails System.

History of trail planning in the Kansas City Metro area

From the Mid-America Regional Council “MetroGreen History” web page:

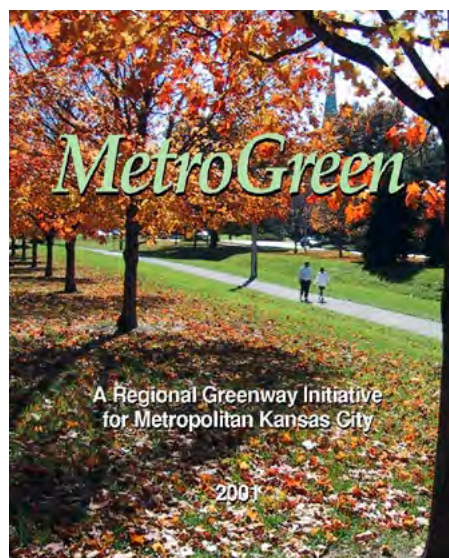
The Kansas City region has always been trail-wise. From the early 1800s when a restless population of immigrants migrated west across the American frontier, all trails led to Kansas City.

Near the end of the 19th century, George Kessler, a talented landscape designer and engineer, turned the area’s trails vision inward. He worked to create a network of corridors that defined the Kansas City landscape and guided its urban destiny. Kessler’s hundred-year plan provided the city with a unique identity that linked function with beauty.

Throughout the 1900s, farsighted city leaders fine-tuned the Kessler open-space plan. In 1991, the local chapter of the American Society of Landscape Architects (ASLA) created a new vision that built upon the concepts Kessler introduced — a vision that would connect communities in the greater Kansas City region by a system of trails, open space and parklands. That vision became a core concept in the creation of a broader and more ambitious greenprint for the Kansas City region, MetroGreen.

It continues, in reference to the 1991 vision of MetroGreen:

The Mid-America Regional Council (MARC) has served as steward and supporter of the MetroGreen vision since its inception and local



MetroGreen 2002 update cover



A constructed segment of the PITC plan. Photo: A. Allen for NPS.

communities began to implement elements of the plan. With growing community interest in trails and increased concerns about regional stormwater and water quality, MARC launched an effort in 2001 to expand the initial 1991 plan.

MetroGreen 2002 defines the critical relationship between environmental stewardship and urban growth management. The plan also articulates a future development strategy based on the cooperative efforts of the seven counties and the municipal governments included within the plan.

MetroGreen builds upon Kessler’s greenprint and the 1991 ASLA vision, adding connections leading from existing city boulevards, trails and greenways to parks and historic, cultural and recreational centers.

Among goals the plan outlines, MetroGreen:

- *proposes alternative travel options for area residents commuting from home to work or school*
- *heightens awareness of recreational facilities throughout the region and improves access to them*
- *unifies the seven counties in the metro*
- *connects economic, cultural and historic destinations throughout the region¹*

MetroGreen continues to be a framework for development of trails and

1. <http://www.marc.org/Environment/MetroGreen-Parks/About/History> Accessed May 4 2017, 12:45 pm CST

open space throughout the metro area today, and subsequent planning initiatives are built on this foundation, including many city and county plans. The 2002 update of the plan included the national historic trails on the Missouri side of the Metro area. This plan also draws on MetroGreen and other planning already completed by cities and counties to inform both route selection and standard design guidelines for national historic trail facilities throughout the Kansas City Metro area.

Another key planning document which informed this process is the Kansas City Missouri 6th District Pedestrian Intermodal Transportation Connector plan (PITC), adopted as City Ordinance No. 100747 in 2010. This plan identified a multi-use trail route to be constructed approximating the historic route of the three national historic trails across the former 6th District of Kansas City, a distance of approximately 11 miles.² Since adoption, the PITC plan has been instrumental in leveraging construction funding for many national historic trail projects, and has resulted in approximately 5 miles of completed trail to date. The current metro-wide planning project seeks to extend this level of conceptual planning to the rest of the local governments along the Independence Route (Santa Fe, Oregon, and California NHTs) as well as the Westport Route (currently Santa Fe NHT) in the interest of further leveraging trail construction funding and other resources needed to make the national historic trails a reality in the region. This concept plan is the first of its kind and is expected, if fully adopted, to be a catalyst for development of national historic trails, particularly in urban areas, nationwide.

2. Due to redistricting, today this plan spans parts of both the 5th and 6th districts.



March 2014 meeting, National Frontier Trails Museum, Independence, Missouri. Photo: NPS



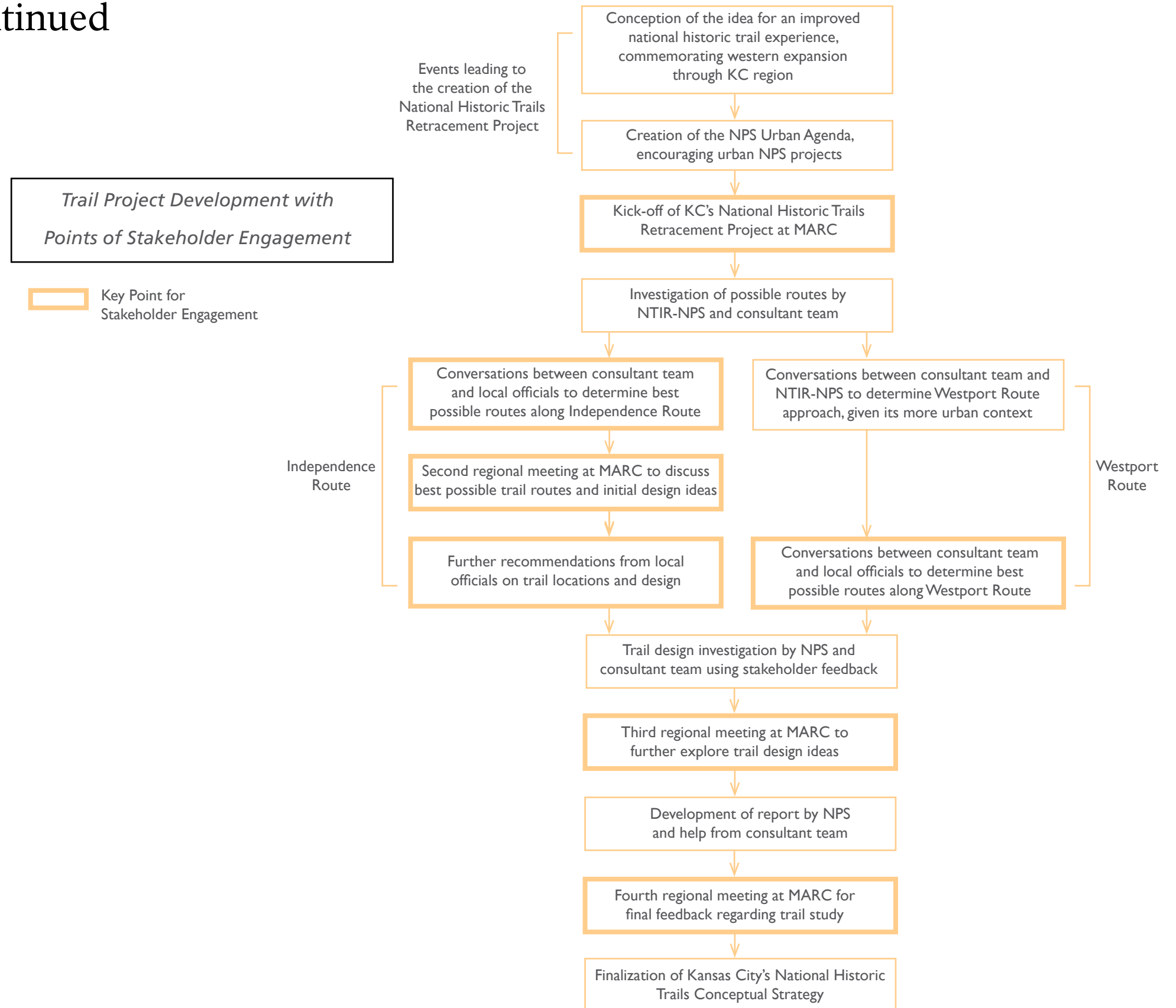
Project background and process, continued

Origins and organization of this project

In March of 2014, the Oregon-California Trails Association, Santa Fe Trail Association, and Kansas City Historic Trails Association jointly hosted a meeting focusing on development of the three NHTs in the Kansas City Metro area. In addition to trail association leadership and members, attendees included staff from (NTIR-NPS), Mid-America Regional Council (MARC), several local governments, and Three Trails West, Inc. Input from participants at this meeting indicated broad interest in pursuing a plan for NHT development that would extend the work of the PITC plan across the entire Metro area.

In March of 2016, MARC and NTIR-NPS entered into a cooperative agreement to complete a planning project with the affected cities and counties to define a route for developed and retraceable NHTs across the Metro area. This agreement outlined the following project phases (see below). These phases have since been followed with some minor schedule adjustments. Phases 2–5 also followed a more iterative process than originally expected, with overlapping start and end dates. The meeting initially planned for Phase 6 was postponed in the interest of spending more time gathering feedback on a draft document directly from the local governments.

- PHASE 1: Start-up meeting and initial site visit: May–June 2016
- PHASE 2: Research and data gathering (including base mapping, one regional meeting, gap analysis, and mapping of initial alternatives based on this phase): June–October 2016
- PHASE 3: Analysis of alignment gaps and evaluation of alternatives (including an in-person meeting with NTIR-NPS staff to evaluate initial alternatives relative to NHT goals, a second regional meeting, and documentation and mapping of revisions to alternatives based on these meetings): October 2016–February 2017
- PHASE 4: Trail design guidance (development of conceptual trail cross sections for various conditions, locations and concept designs of trailheads, signage and branding recommendations, and order of magnitude implementation cost estimates): March–April 2017
- PHASE 5: Transfer of project information to NTIR-NPS (assembly of materials and maps, photography, preliminary report, and further collaboration during NPS review as needed): April–May 2017
- PHASE 6: Final meeting (preparation and facilitation of final stakeholder meeting, and documentation of feedback and implementation strategy): October 2017 (later revised to March 2018)



Project background and process, continued



Second regional meeting, November 30, 2016. Photo: Vireo



Second regional meeting, November 30, 2016. Photo: Vireo

Meetings and stakeholder engagement

To serve as coordinator and design consultant on this project, MARC engaged Vireo, a landscape architecture firm with extensive background in NHT work in the area (including development of the PITC plan) as well as many regional planning initiatives for MARC and area local governments. In addition to the kickoff meeting and other regional group meetings, as part of Phase 2 and 3 Vireo held many one on one meetings with cities and counties to elicit their input and develop draft trail alignments.

Regional meetings served as opportunities for local officials to gather and discuss project progress, proposed alignments, or design concepts with MARC, NTIR-NPS, and other stakeholders, and to express concerns or ask questions.

First regional meeting at MARC 7/19/2016

Project introduction and kick-off

Individual city/county meetings

Olathe 8/26/2016

Independence 9/29/2016

Raytown 10/10/2016

Gardner 10/11/2016

Leawood 10/12/2016

Lenexa 10/13/2016

Johnson County 10/14/2016

Jackson County 10/17/2016

MARC 10/17/2016

Oregon-California Trails Association, Santa Fe Trail Association,

Freedom's Frontier National Heritage Area 10/18/2016

3-Trails West, Inc. 10/26/2016

Prairie Village 10/21/2016

Olathe (and Indigo Design) 10/26/2016

Sugar Creek 11/1/2016

Overland Park 11/2/2016

Kansas City 11/3/2016

Independence 11/16/2016

Second regional meeting at MARC 11/30/2016

Review and discussion of alignments proposed in individual meetings



Third regional meeting, June 12, 2017. Photo: NPS

Individual city/county meetings

Fairway 1/10/2017

Westwood, Westwood Hills, Mission Woods, Mission Hills 5/16/2017

Roeland Park, Mission 5/18/2017

Third regional meeting at MARC 6/12/2017

Discussion of proposed branding and interpretive elements to be included in final document for the use of cities/counties and implementers

Fourth and final regional meeting at MARC 3/7/2018

Discussion of draft document, and city/county feedback on the draft



Trail alignments



Low level aerial view of trail swales and Daughters of the American Revolution granite trail marker at Minor Park, Kansas City, Missouri



Considerations and selection of preferred trail alignments

Alignment selection considerations

These alignments were identified as part of a collaborative process facilitated by Vireo and MARC including cities and counties along the route, historic trail associations, other area organizations, and NTIR-NPS. According to the National Trails System Act (NTSA), the planned route of an NHT will “follow as closely as possible and practicable the original trails or routes of travel of national historic significance.” This phrasing recognizes contemporary challenges of land use and development which may prevent the trail from following the historic route precisely, but it does not provide specific guidance or definitions as to what qualifies as “as closely as possible or practicable.” With this in mind, NTIR-NPS developed the following preliminary list of factors to be considered in identifying proposed alignments.

- Proximity to historic route
- Connection to historic trail sites
- Convenience of public right-of-way
- Convenience of existing proximate trail
- Quality of scenic experience
- Quality of historic experience
- Active transportation value - transit
- Active transportation value - commercial
- Active transportation value - business
- Recreation value - parks
- Recreation value - trail connections
- Education value - schools

The first two considerations derive from the National Trails System Act, the first from the “as closely as possible and practicable” clause, and the second indirectly from the clause stating: “National historic trails shall have as their purpose the identification and protection of the historic route and its historic remnants and artifacts for public use and enjoyment.”¹ Trail access to authentic historic trail places is considered a priority in terms of enabling public use and enjoyment of those places and trail history.

The remainder of the list of considerations is not in a set order of priority, but identifies qualities of a trail route which are likely to make it either more effective as a place to vicariously experience trail travel, or more valuable to the adjacent communities for outdoor recreation and non-motorized transportation.

Alignments were selected not by a systematic consideration of these

1. 16USC1241 Sec3(a)(3)

considerations, but through facilitated conversations with local government staff about these factors, and the overlap between the historic route/historic sites, local needs, and existing trails or trail plans.

A note about the "approximate historic route"

The congressionally designated alignments of each of the three trails are used in all maps in this document to represent the “approximate historic route” of each national historic trail. These alignments, while based on the best knowledge available at the time of designation of each NHT, present some challenges in terms of scale and accuracy, and should be used with caution and the understanding that they are very approximate when used on detailed maps, including the individual alignment pages in this document. See Appendix D, page 211, for more information about the use and limitations of these alignments.

P. 211

Organization of this section

This section of the document outlines the preferred alignments identified by the project team and the communities along the route. Most of the route is documented in segments of approximately 0.75–2 miles in length, and is shown on maps at 1:10,000 scale, which also illustrate:

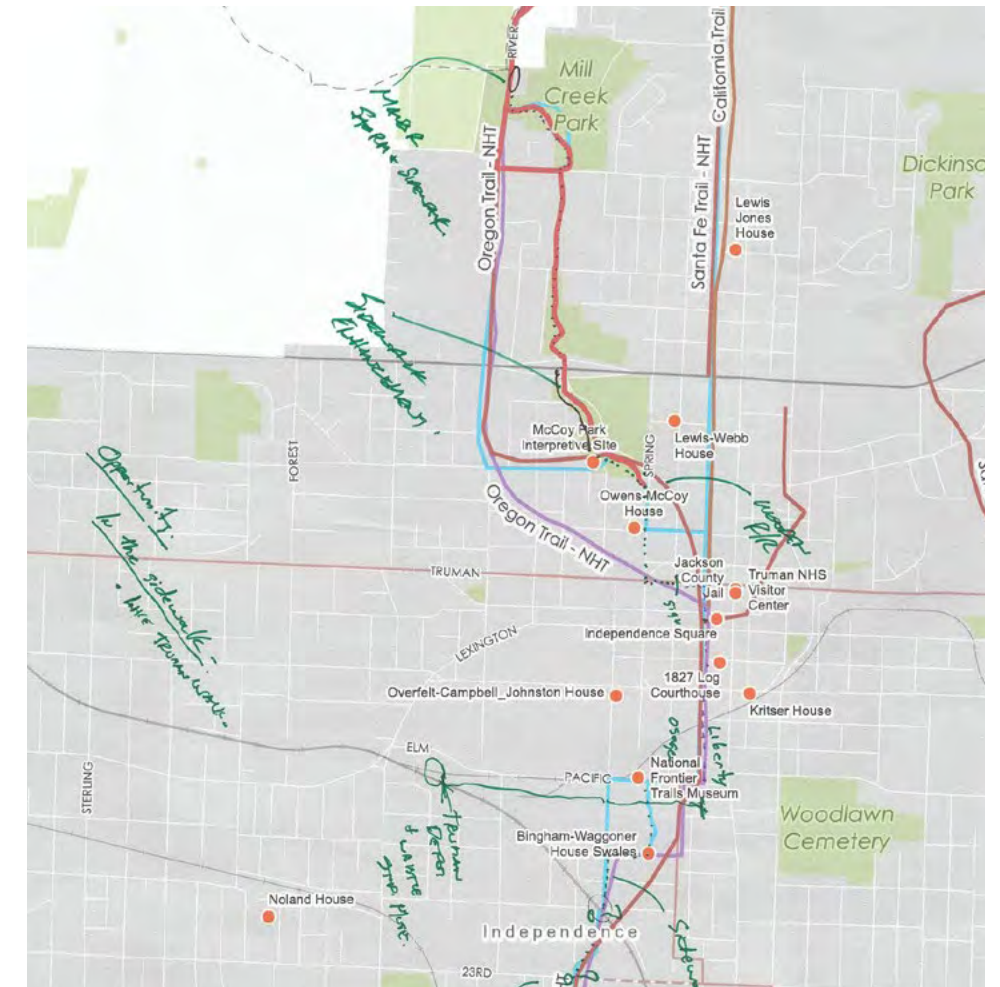
- the approximate historic route(s) of the NHTs in the area, as applicable
- existing NHT-affiliated sites, including both historic and non-historic interpretive sites or trailheads
- existing nearby parks, schools, trails or other pedestrian and bike infrastructure, and public transit routes and stops
- potential trailhead locations.

These segment pages also include a brief text outline of potential issues, corridor connections, opportunities, and the spatial/geographic relationship between the proposed alignment and the historic route of the NHTs, as well as images of existing conditions along the segment.

The section is organized by state, then by city, extending roughly from east to west along the Independence Route, then returning west to east along the Westport Route. As segments are overall grouped by city, they are not always in consecutive order from east to west or west to east.

Hyperlinks and navigating this document

In the digital version of this document, red frames on a page or segment number (see right) indicate an opportunity to link to related section of the document. Click anywhere on the frame to jump to the relevant page.



Example discussion map from individual city meeting, Independence, November 16, 2016

Trail alignments: Missouri

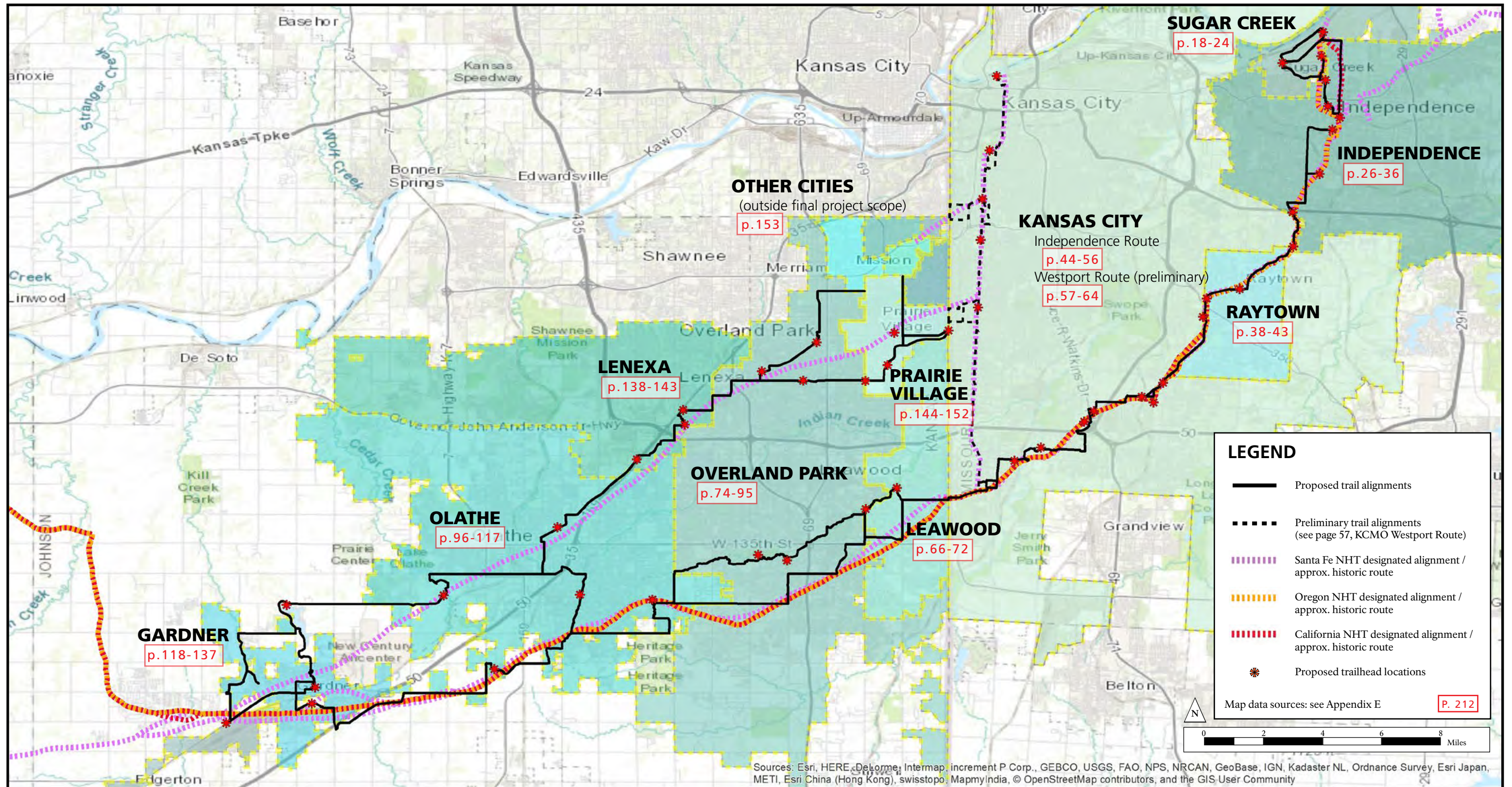
Sugar Creek	17–64
Independence	18–24
Raytown	26–36
Kansas City: Independence Route	38–43
Kansas City: Westport Routes (preliminary)	44–56
	57–64

Trail alignments: Kansas

Leawood	65–153
Overland Park	66–72
Olathe	74–94
Gardner	96–117
Lenexa	118–137
Prairie Village	138–143
Upper Westport Route: other Kansas cities	144–152
	153



City alignment sections





This page intentionally left blank



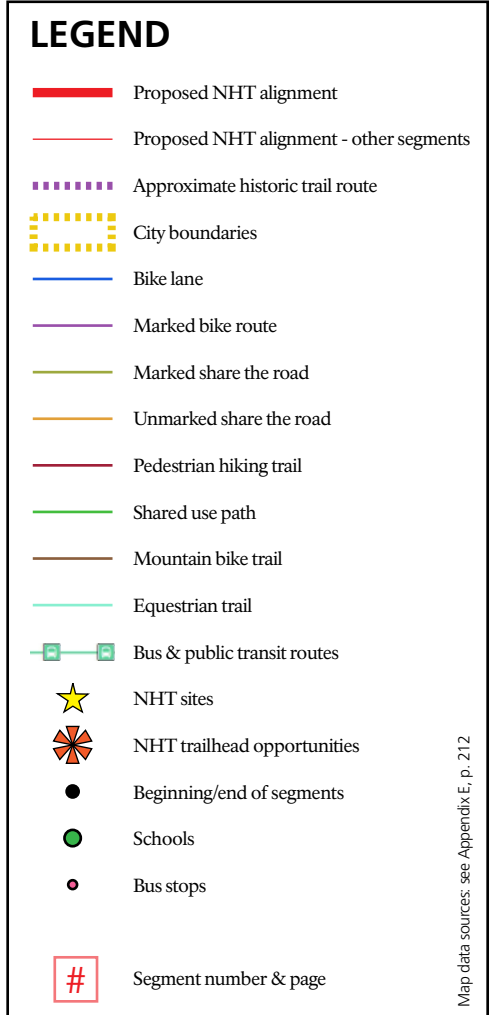
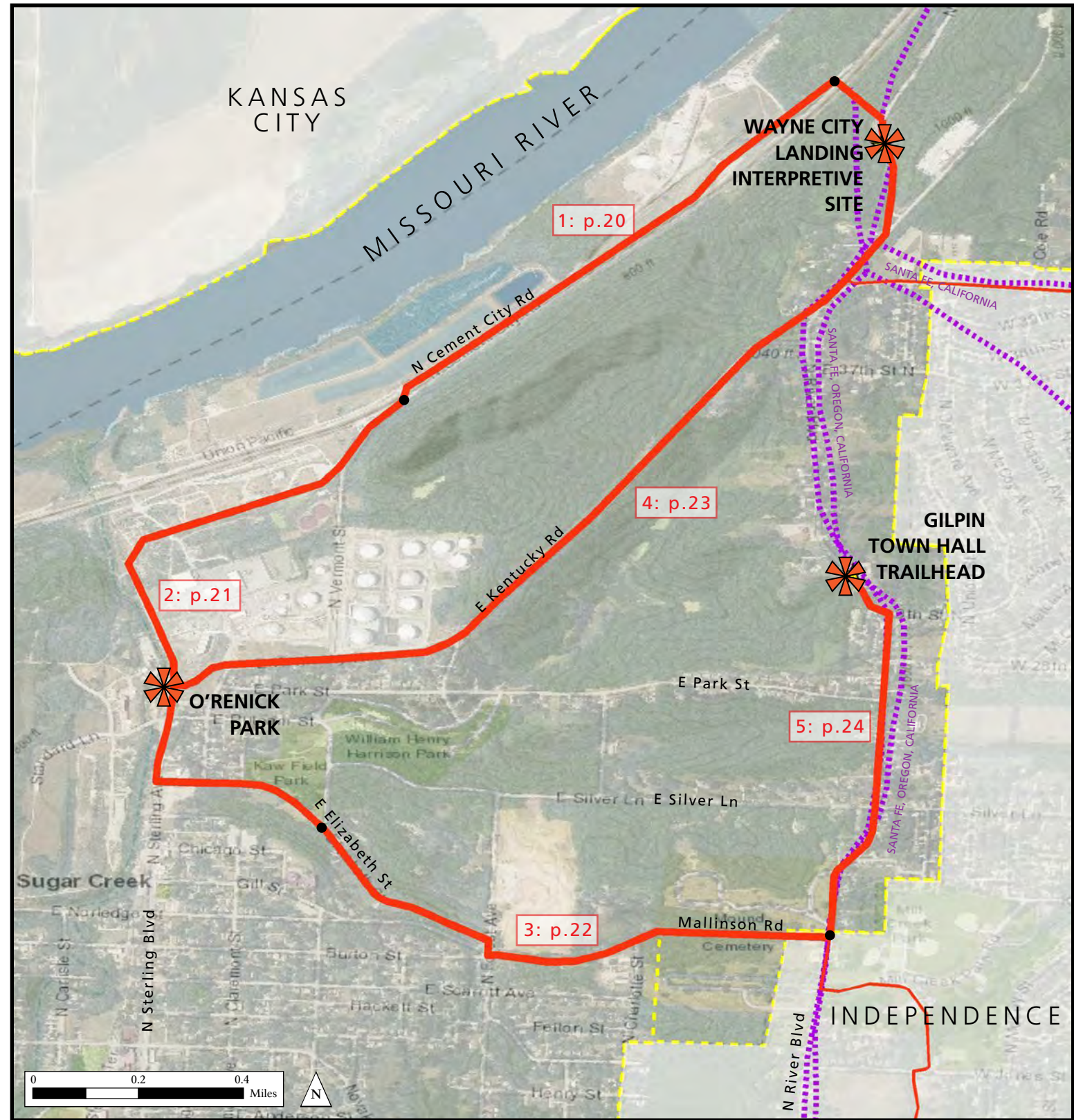
Trail alignments: Missouri



Low level aerial view of Independence Square and Truman Courthouse, Independence, Missouri

Sugar Creek: overview

[Project area map](#)

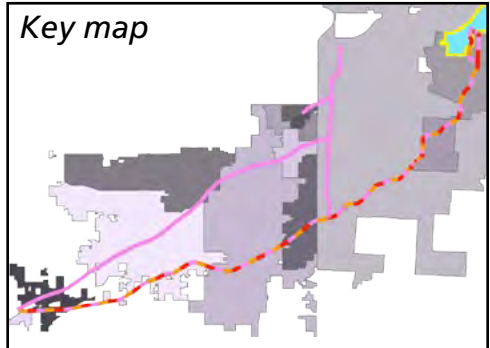


The City of Sugar Creek includes approximately 1.75–2 miles of the historic route, along North River Boulevard from the general location of Independence Landing (later called Wayne City Landing) south to the boundary with the City of Independence at Mallinson Road. It includes one previously developed interpretive site—the Wayne City Landing interpretive site, which overlooks the approximate landing site from a few hundred feet above—and a planned trailhead at “Gilpin Town Hall” on the Mallinson property, which currently offers a parking area and trailhead sign but does not yet access or connect to any developed trail. Both sites are privately owned and made accessible to the public at the convenience of the landowners.

The Wayne City Landing interpretive site is not connected to the flood plain—due to steep forested slopes, private ownership, and an active rail line (see diagram, opposite page)—so the City of Sugar Creek has proposed an alternate route linking the river front to the historic route (segments 1–3). This route is distant from the historic route, but would allow users to connect the approximate riverfront location of the historic trail landing back to the historic route using currently existing public right-of-ways. The option to connect the interpretive site directly to the riverfront via a bridge or other connector over or under the railroad was explored as part of this project, and is considered a long term goal for the city, but presents significant technical and cost challenges.

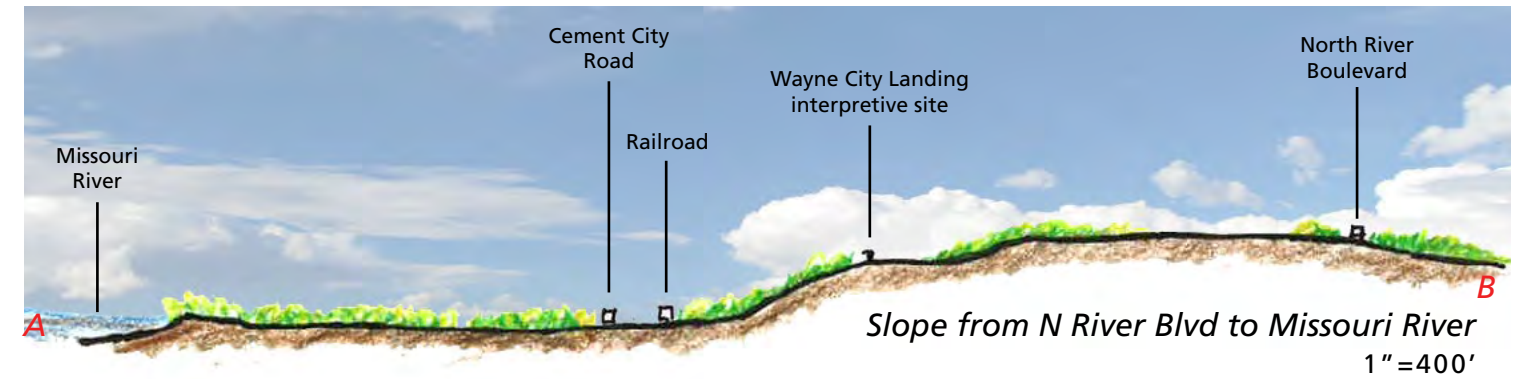
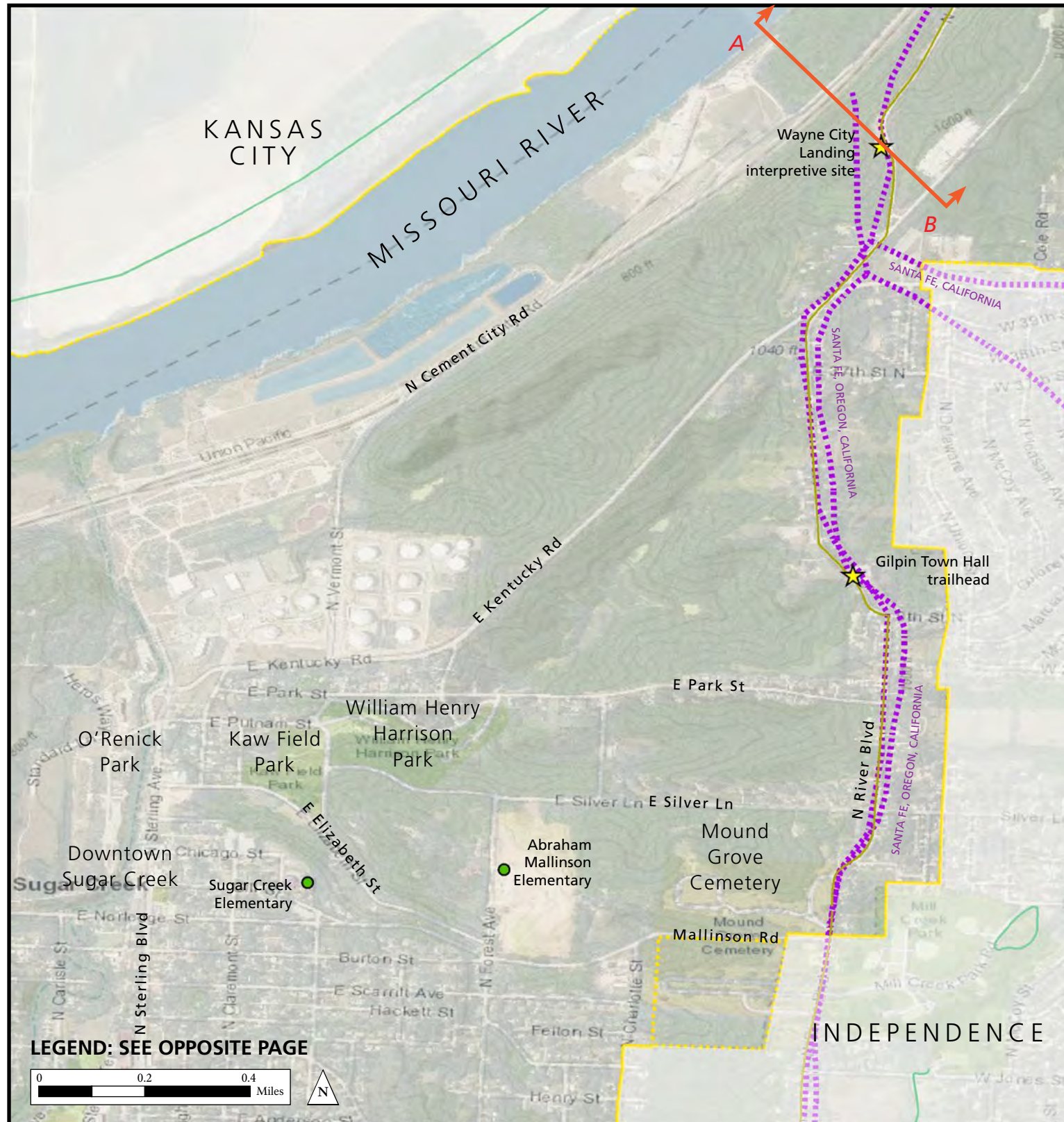
The City of Sugar Creek is still considering options for connecting the Wayne City Landing interpretive site and the route through the city in close proximity to the actual historic trail alignments while ensuring user safety and selecting routes that are feasible for implementation. Proposed trail segments in Sugar Creek do not intersect any current public transportation routes, although transit can be accessed within a mile to the south in the City of Independence.

Potential trailhead locations include Wayne City Landing interpretive site, Gilpin Town Hall at Mallinson Vineyard, and O’Renck Park at Sterling Avenue and Kentucky Road.



The length of the proposed retracement route within Sugar Creek is between 3.72 and 3.83 miles, depending on which of two options is ultimately selected. Both include the 0.72 mile route approximating the historic route along North River Boulevard from the proposed Gilpin Town Hall Trailhead south (segment 5). Option A consists of a 3 mile route along Cement City Road, Sterling Avenue, Elizabeth Street, and Mallinson Road. Option B, along Kentucky Road rather than Cement City Road, is 3.11 miles.

Sugar Creek: overview



1. North River Boulevard right-of-way issues

North River Boulevard, like the historic trails before it, follows the ridge top connecting the bluffs above Independence Landing to downtown Independence. Although this is an indicator that it is an authentic historic route of the trails, it also presents significant right-of-way challenges when trying to add a safe pedestrian and bicycle route to the existing local residential road. For this reason, the City of Sugar Creek is exploring options for routing the constructed trail off of North River Boulevard, roughly between Kentucky Avenue and the Gilpin Town Hall trailhead, to ensure user safety. This requires diverging from the historic route significantly in this area, but is preferred by the city at this time.



Sample right-of-way along N. River Blvd. Both photos: NPS

2. Wayne City Landing interpretive site to river

The Wayne City Landing interpretive site has always suffered from a lack of connection to the river. Although the precise site of the original landing is unknown, a clear and consistent visual connection to the river—often obstructed by vegetation—would be invaluable for interpretive purposes, and a physical connection would allow visitors and residents access to the true starting point of the trails, the Missouri River waterfront. However, the drop from North River Boulevard to the river flood plain is nearly 300' of elevation, and at its steepest points exceeds a 10% slope. In addition, the railroad line paralleling Cement City Road cuts through this proposed alignment. For this reason, while this connection is considered a future project of interest for the city, it represents significant cost and technical challenges.



View from Wayne City Landing interpretive site toward river.

Sugar Creek: Segment 1



0.89 Miles. Cement City Road from just downhill of Wayne City Landing interpretive site to at-grade crossing of railroad line (This is part of one of two options under review (A), see page 21).

ISSUES:

- Narrow right-of-way space along Cement City Road
- Implementation of this segment implies a trailhead, interpretive site, or other beginning at the northeast end of the segment
- Challenge to connect to Wayne City Landing

CORRIDOR CONNECTIONS:

- Connects to the proposed Lewis and Clark Marina
- Follows proposed linear riverfront trail, as indicated in Sugar Creek’s Conceptual River Trail Master Plan
- Links to a trail/on-street connector headed east, which could provide regional trail connections, as noted in the Trails KC Plan (see note 1, page 21)

OPPORTUNITIES:

- Provides potential views and access to the Missouri River
- Future development of the riverfront in this area could provide opportunities to create a trailhead and/or interpretive site at the approximate historic location of Independence Landing

RELATIONSHIP TO HISTORIC ROUTE:

This segment is northwest of the historic route, passing along the edge of the floodplain of the Missouri River, where the historic route climbed the bluffs directly toward Independence (see segment 4). This route (segments 1–3) was considered by the City of Sugar Creek and could provide an alternate connection to the riverfront, and follow an old non-NHT wagon road route from the floodplain to the bluffs.

Sugar Creek map

Project area map



Looking southwest. All photos: Vireo



Cement City Rd and railroad tracks looking northeast.



Cement City Rd and bluff to segment 4, looking southwest.

Sugar Creek: Segment 2



Two options are under review.

- **A:** 1.24 Miles. Sterling Avenue from Cement City Road to Elizabeth Street, then Elizabeth to Vermont Street (this segment, in combination with Segment 1).
- **B:** 2.97 Miles. Kentucky Road from North River Road to Sterling Avenue, then Sterling Avenue to Elizabeth Street, then Elizabeth to Vermont Street (part of this segment, with Segment 4, page 23)

ISSUES:

- Option A will need to safely cross railroad, current road crossing is at-grade

CORRIDOR CONNECTIONS:

- Leads people through downtown Sugar Creek
- Connects to John C. O'Renick Park, Kaw Field Park, and William Henry Harrison Park
- By connecting Cement City Road to Sterling Avenue, the Sugar Creek Bicycle Circuit Race (an annual road bicycling race held on Sugar Creek streets) could be extended to travel along the riverside
- Links to a trail/on-street connector headed west, which could provide regional trail connections, as noted in the Trails KC Plan¹

OPPORTUNITIES:

- Opportunity to interpret how mules/oxen pulling wagons were led along this alternative path because it was less steep than traveling up the bluff along the river
- Celebrates history of former "Wayne City Road," which was later renamed Elizabeth Street

RELATIONSHIP TO HISTORIC ROUTE:

This segment is west of the historic route, climbing from the Missouri River floodplain to the bluffs by way of Sterling Avenue and Elizabeth Street, and downtown Sugar Creek. This route (segments 1-3) was considered by the City of Sugar Creek to provide an alternate connection to the riverfront, and follow an old non-NHT wagon road route from the floodplain to the bluffs. Kentucky Road (segment 4) is another option to provide a connection from the Wayne City Landing interpretive site to O'Renick Park and downtown Sugar Creek.

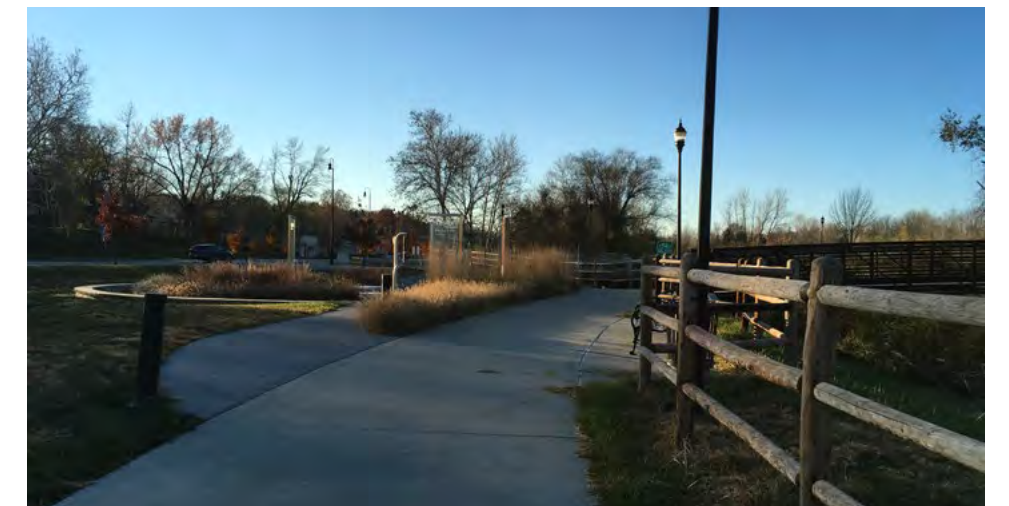
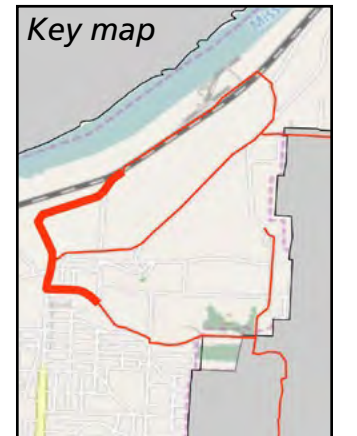
¹ Found online at <http://kcmo.gov/wp-content/uploads/2013/07/022111.pdf>

[Sugar Creek map](#)

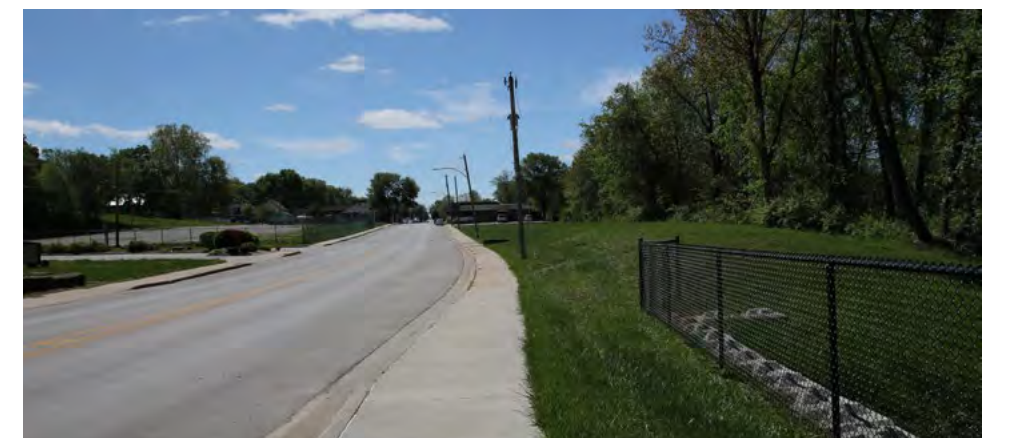
[Project area map](#)



Railroad crossing and depot building. Photo: Vireo

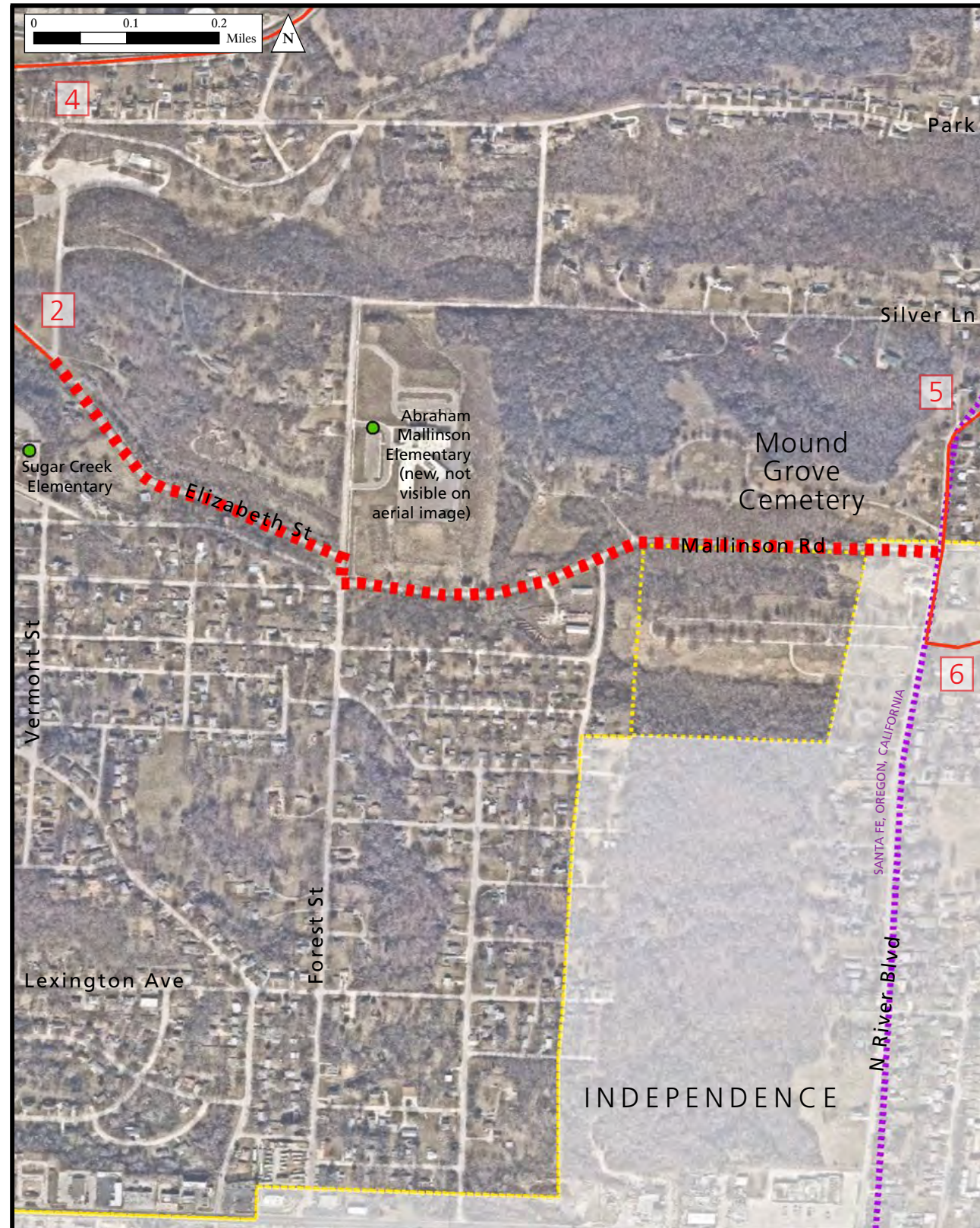


Walkway in O'Renick Park at Sterling Ave and Kentucky Rd. Photo: NPS



Sterling Ave just south of O'Renick Park, looking south toward downtown Sugar Creek. Photo: Vireo

Sugar Creek: Segment 3



0.88 Miles. Mallinson Road from Vermont Avenue to North River Boulevard.

ISSUES:

- There are no existing sidewalks in most areas here
- Retaining walls and drainage channels will need consideration alongside roadway

CORRIDOR CONNECTIONS:

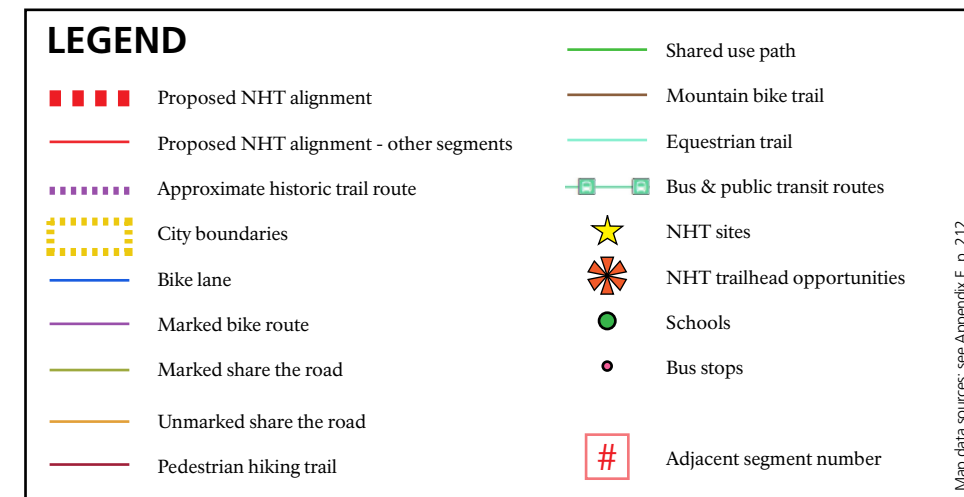
- Connects to Mound Grove Cemetery
- Could provide safe connection to nearby Abraham Mallinson Elementary

OPPORTUNITIES:

- Opportunity to interpret how mules/oxen pulling wagons were led along this alternative path because it was less steep than traveling up the bluff along the river

RELATIONSHIP TO HISTORIC ROUTE:

This segment is west of the historic route, climbing from the Missouri River floodplain to the bluffs by way of Sterling and Elizabeth Streets, and downtown Sugar Creek. This route (segments 1–3) was proposed by the City of Sugar Creek to provide an alternate connection to the riverfront, and follow an old non-NHT wagon road route from the floodplain to the bluffs.



Sugar Creek map

Project area map



Connecting trail to Mallinson Elementary.



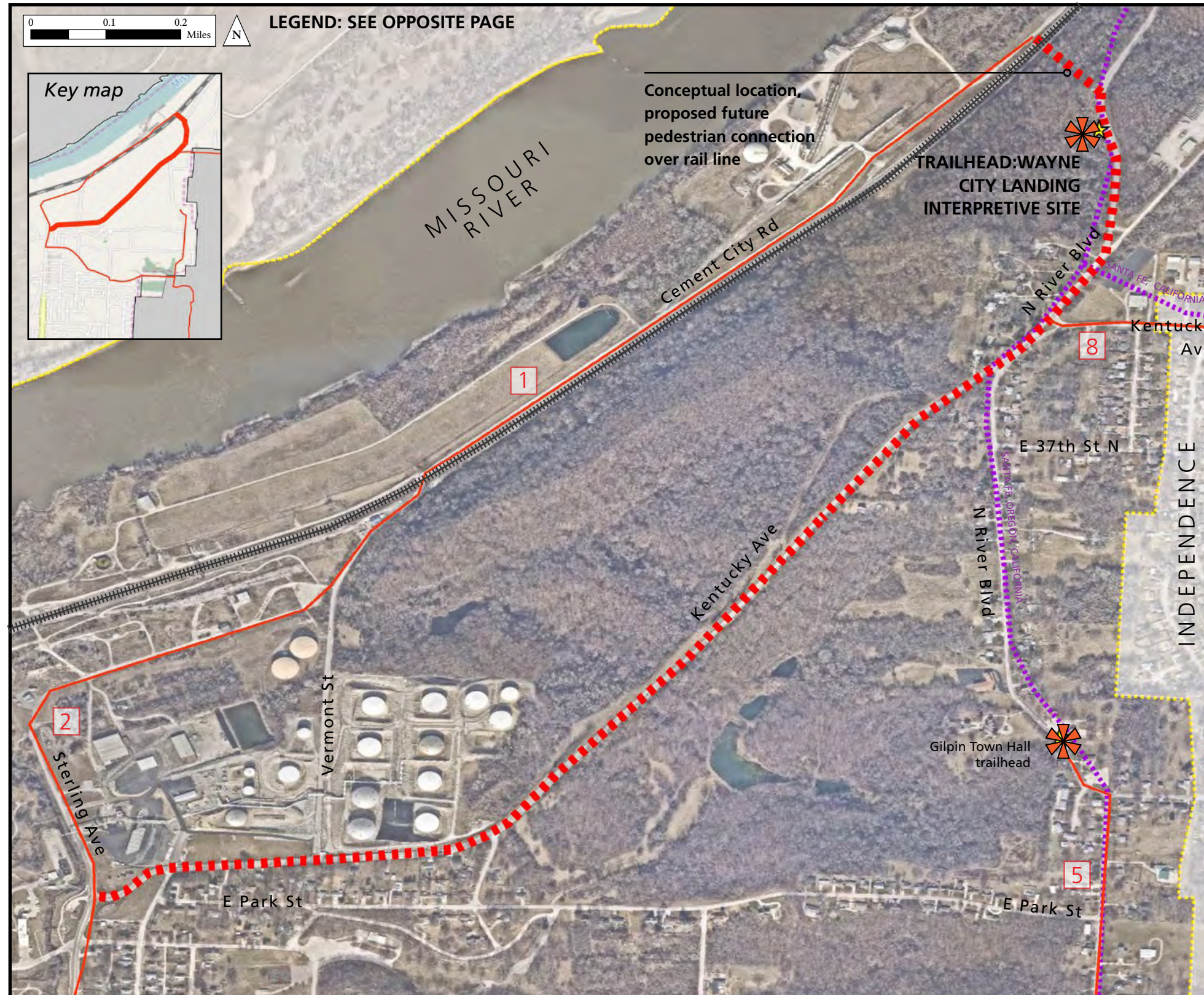
Mallinson Rd near Mallinson Elementary, looking east.



Mallinson Rd near N River Blvd, looking west. All photos: Vireo

Sugar Creek: Segment 4

[Sugar Creek map](#) [Project area map](#)



1.76 Miles. North River Boulevard from Wayne City Landing interpretive site to Kentucky Road, Kentucky southwest to North Sterling Avenue. (This is part of one of two options under review (B), see page 21).

ISSUES:

- North River Boulevard does not yet have sewer system for development on the north end, and a trail could be demolished if sewer system is later constructed
- Narrow right-of-way space along North River Boulevard
- Connection to river from Wayne City Landing interpretive site extremely challenging due to steep slopes and active rail line

CORRIDOR CONNECTIONS:

- Connects to Wayne City Landing interpretive site

OPPORTUNITIES:

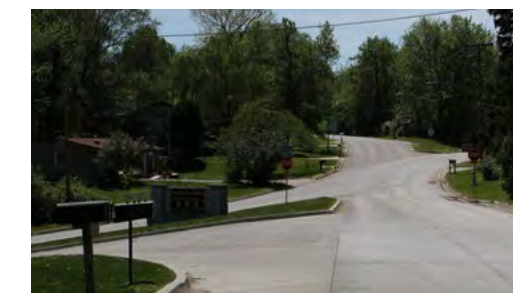
- Wayne City Landing offers limited parking, trail interpretation, and some view to the Missouri River (could be improved by more regular clearing of vegetation), and is an opportunity for an NHT trailhead
- The City of Sugar Creek is interested in, at some point in the future, pursuing a bridge or other safe pedestrian crossing from the Wayne City Landing interpretive site to Cement City Road, segment 1, and the riverfront
- Either segment 4 or 5 would be an appropriate location to interpret the Independence & Missouri River Railroad, an 1850s freight and passenger rail line that ascended the bluffs and connected Independence Landing to Independence Square

RELATIONSHIP TO HISTORIC ROUTE:

This segment follows the historic route from the approximate location of Independence Landing to the top of the bluffs and as far south as the junction of Kentucky Avenue and North River Boulevard. South of that point, North River Boulevard is the historic route of the trail. The City of Sugar Creek is considering alternate route options for a constructed trail to avoid issues with limited right-of-way on this segment of road.



Wayne City Landing interpretive site. Photo: Vireo



Intersection of River Rd & Kentucky Rd

Sugar Creek: Segment 5

[Sugar Creek map](#) [Project area map](#)



0.72 Miles. North River Boulevard from River Boulevard Baptist Church property to Mallinson Road.

ISSUES:

- North River Boulevard does not yet have sewer system for development on the north end, and a trail could be demolished if sewer system is later constructed
- Narrow right-of-way space along North River Boulevard

CORRIDOR CONNECTIONS:

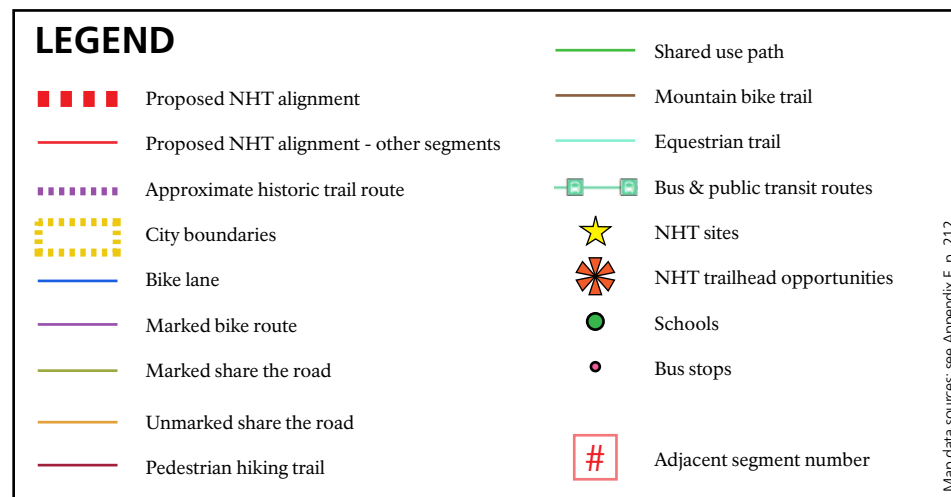
- Connects to Gilpin Town Hall trailhead
- Additional connection to northern side of Mound Grove Cemetery and to northwest entrance of Mill Creek Park

OPPORTUNITIES:

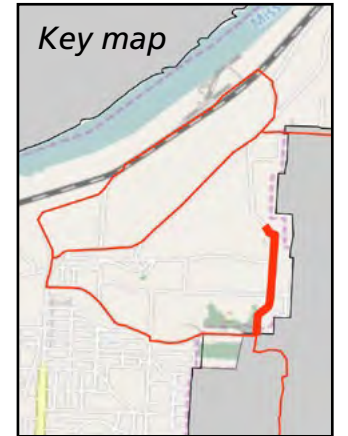
- Opportunity to interpret the story of how settlers would travel along the ridgeline trail into Independence
- Either segment 4 or 5 would be an appropriate location to interpret the Independence & Missouri River Railroad, an 1850s freight and passenger rail line that ascended the bluffs and connected Independence Landing to Independence Square

RELATIONSHIP TO HISTORIC ROUTE:

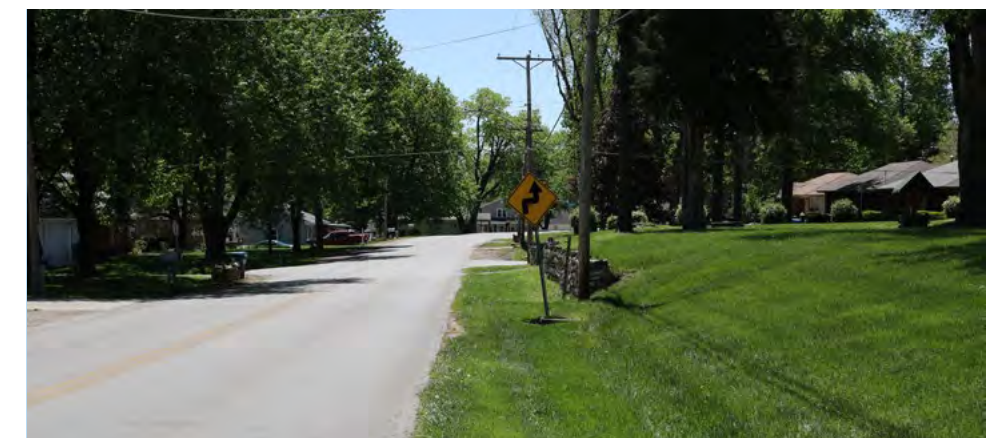
This segment is directly on the historic route throughout its length.



Entrance to Gilpin Town Hall trailhead. Photo: Vireo



N River Blvd looking north near Gilpin Town Hall trailhead. Photo: Vireo



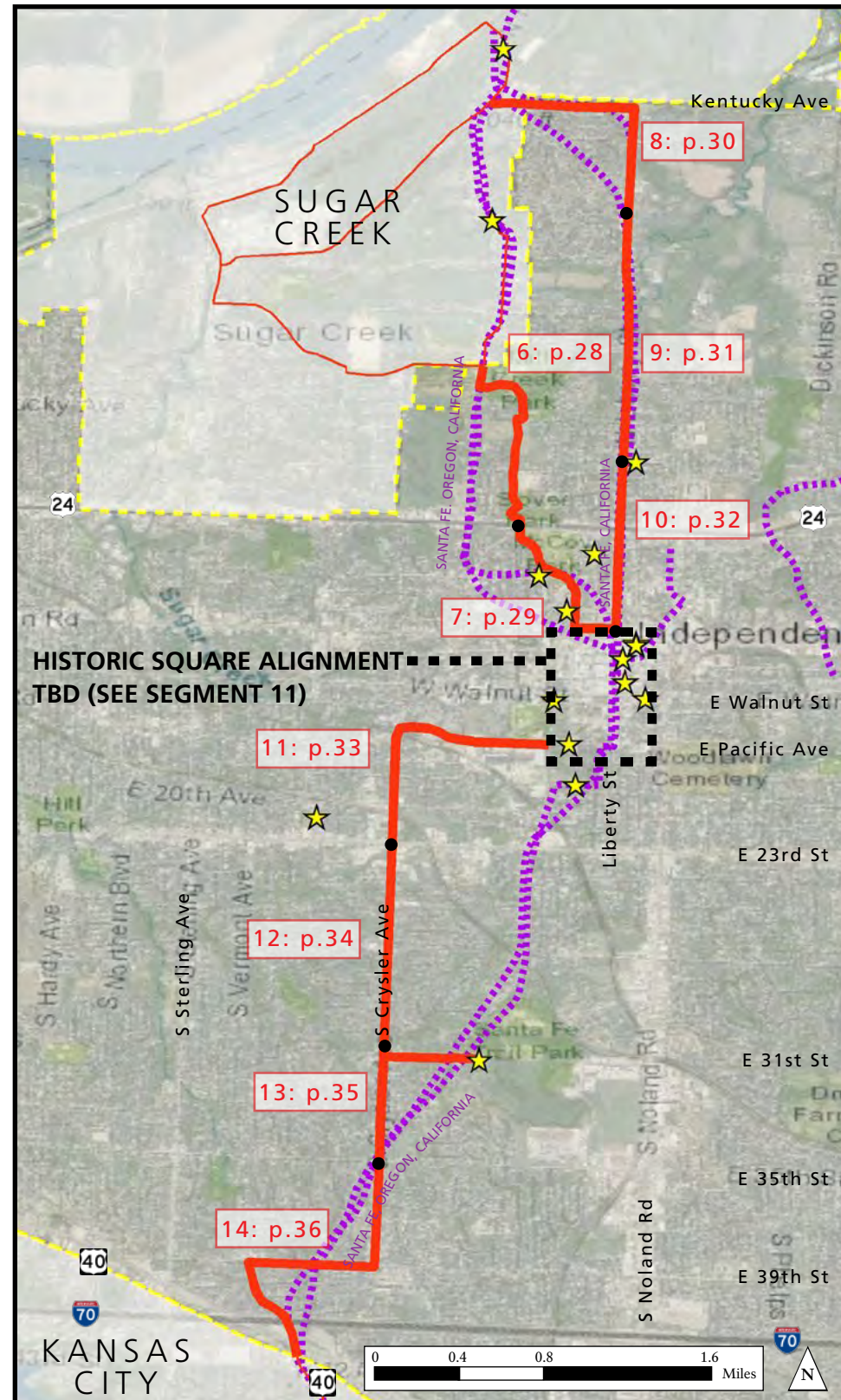
N River Blvd looking south. Photo: Vireo



This page intentionally left blank

Independence: overview

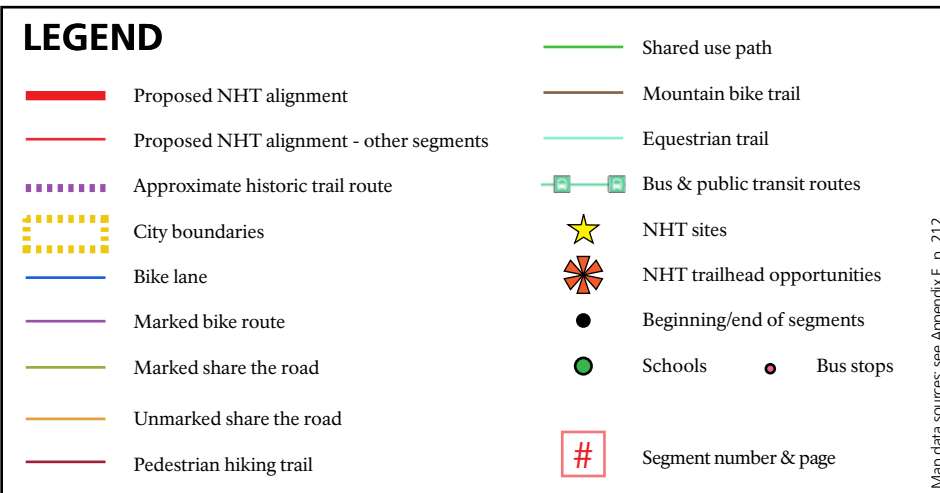
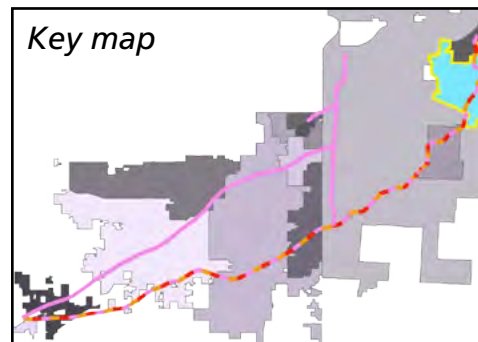
[Project area map](#)



Independence Square, Jackson County Courthouse. Photo: Vireo



Trail swale area, Santa Fe Trail Park. Photo: Vireo



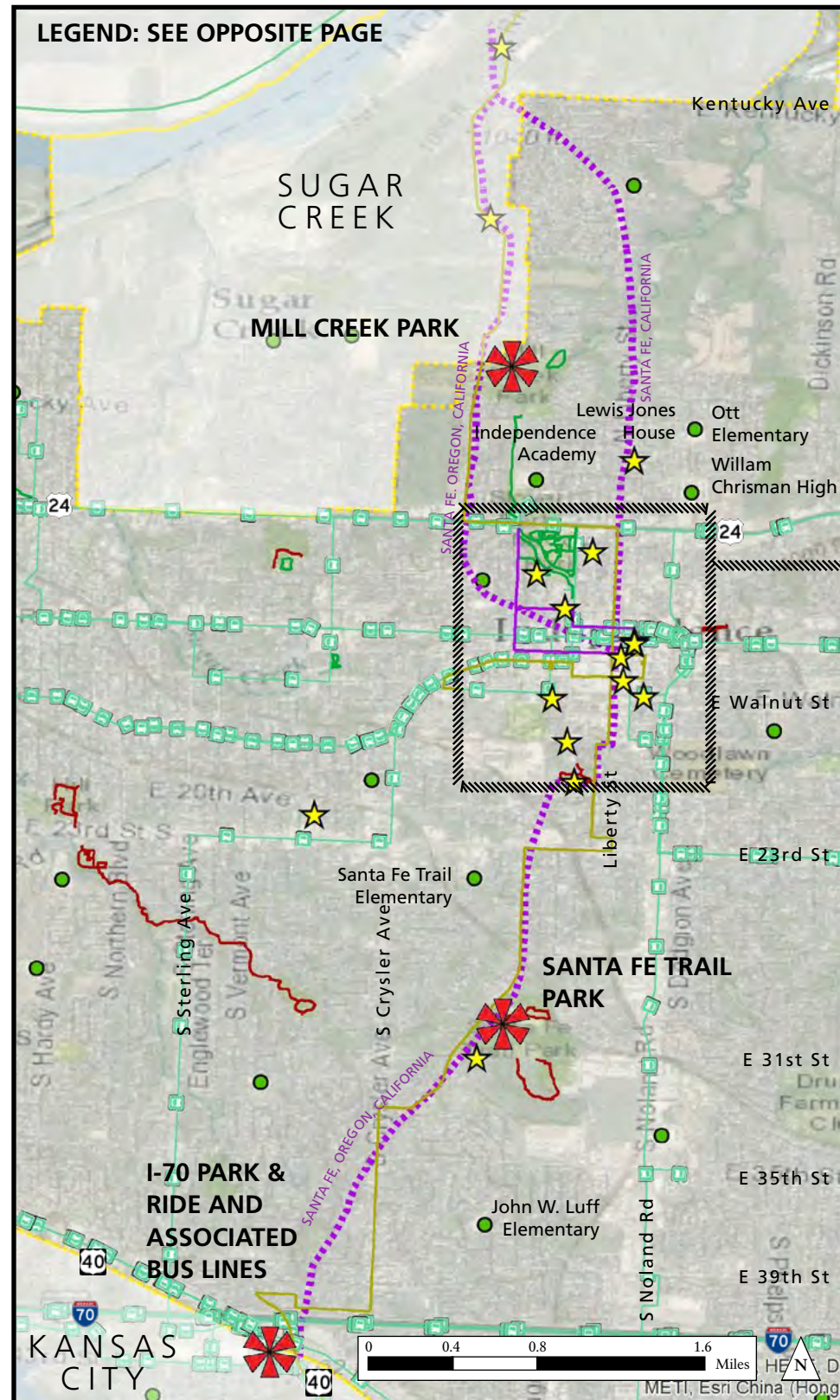
The City of Independence includes approximately 8–8.5 miles of the historic route, and a large number of trail related historic sites, mainly located near the historic square and town center. For the most part, the historic route coincides with modern roads, and the proposed trail alignment follows those roads. There are, however, some deviations proposed from the historic route (up to 0.75 miles) either to capitalize on existing adjacent trail or park lands (segments 6 & 13), avoid technically challenging road segments (segments 11, 12, and 13), or to maintain a through route where the trail cuts across neighborhoods and private parcels, away from public road right-of-ways (segment 14). These conditions and proposals are noted on the individual segment pages.

The trail is distant from public transit for much of its length (north of McCoy Park, and south of the downtown Independence area), but has significant overlap with multiple bus lines in downtown Independence and near the I-70 corridor, on the border with the City of Kansas City.

See notes about potential locations for trailheads, opposite page.

The length of the proposed retracement routes within Independence is approximately 10 miles, including both routes north of downtown (segments 6 and 7 on all three NHTs, 1.68 miles, and segments 8–10 only on the Santa Fe and California NHTs, 3.02 miles). The final length depends on the route chosen in the vicinity of the historic square, see segment 11.

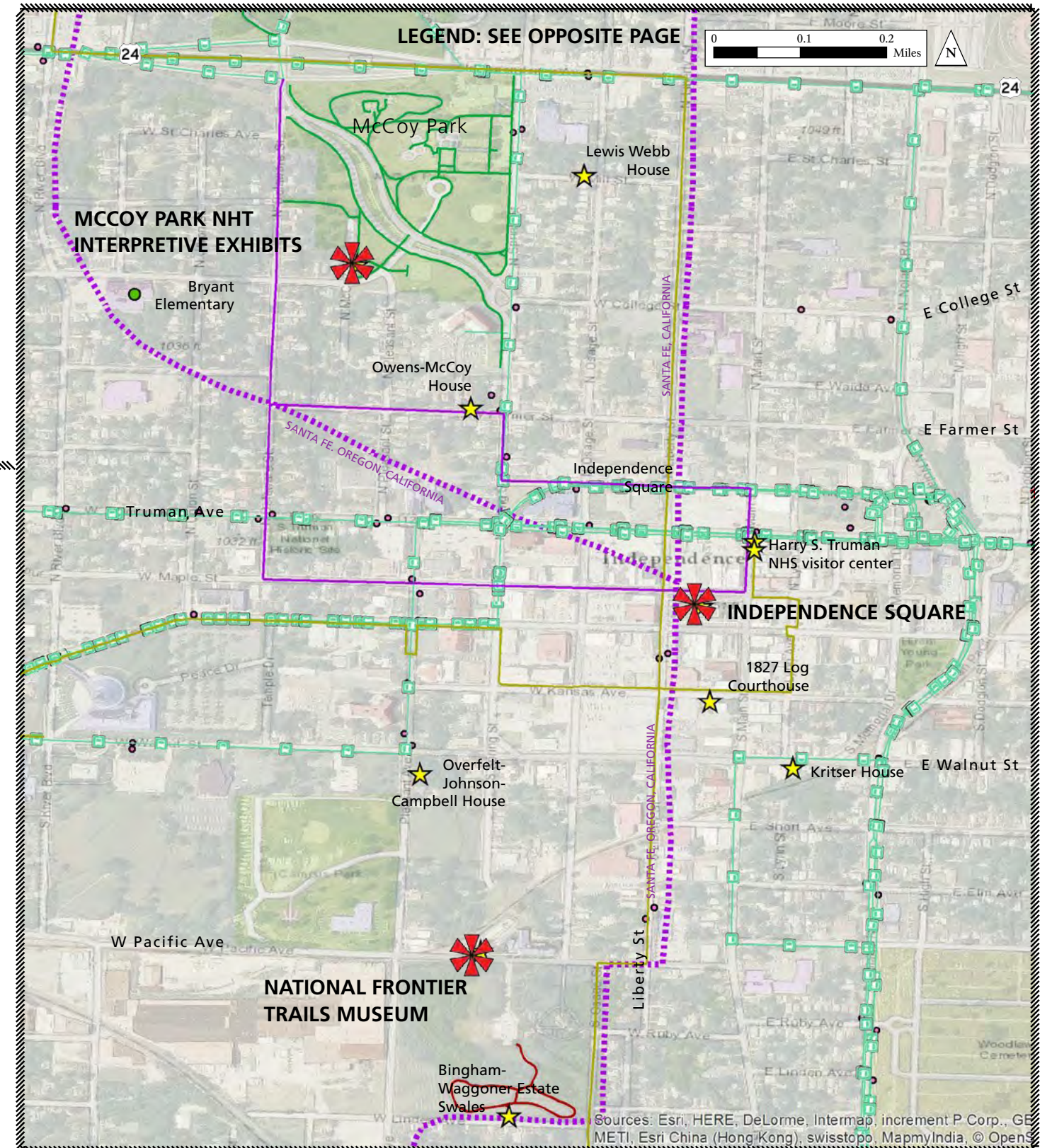
Independence: overview



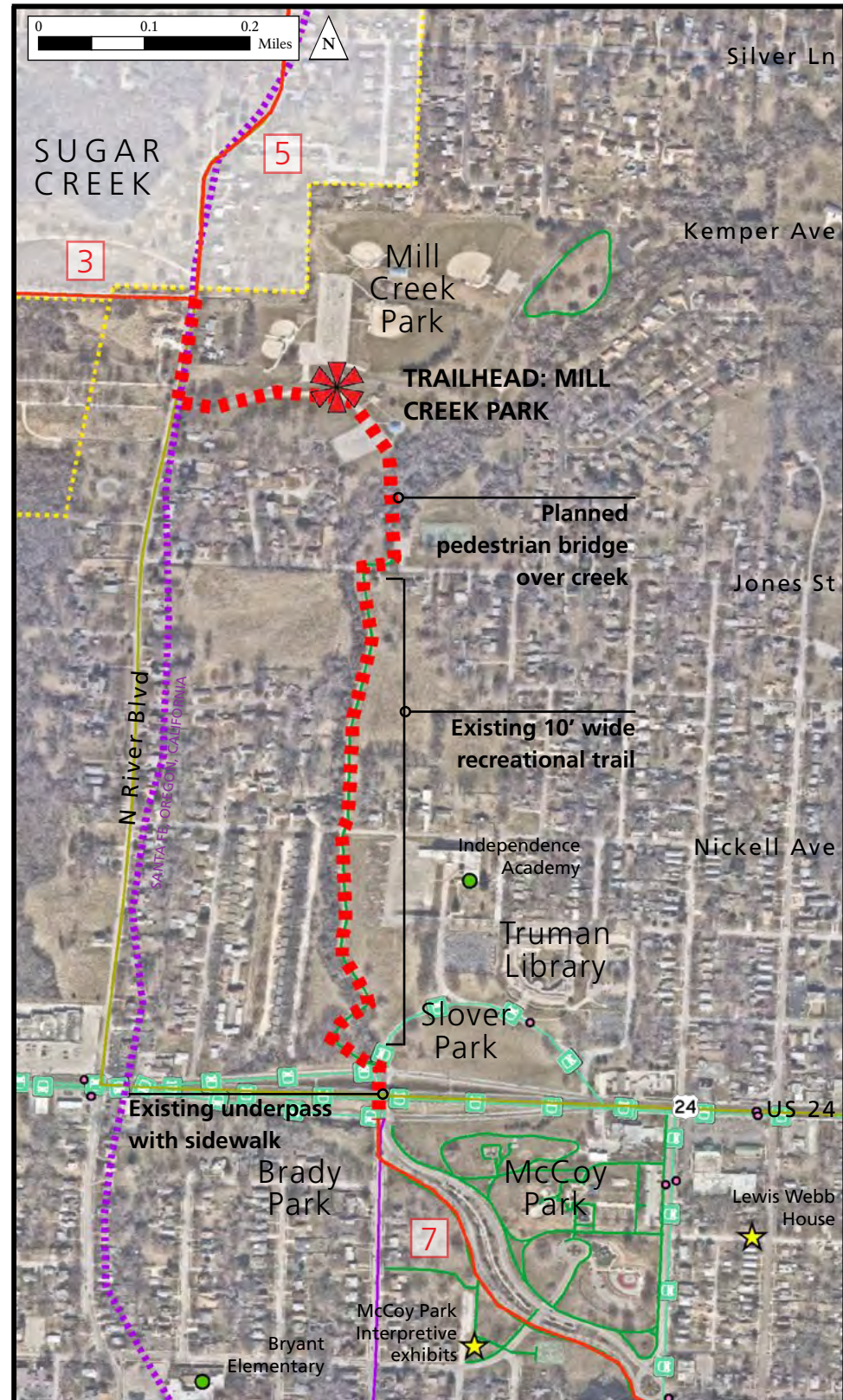
Most of the historic trail related places in Independence are concentrated around the downtown area, roughly between McCoy Park and the Bingham-Waggoner Estate. The overall trail segment in Independence, however, can be anchored by Mill Creek Park, on the boundary with Sugar Creek, and a major public transportation node at I-70 and Blue Ridge, on the boundary with Kansas City. Santa Fe Trail Park provides public facilities (e.g. parking, restrooms), access to the trail, and visible trail swales.

In the downtown area, the trail will mainly follow existing sidewalks. Major access points could be provided at:

- McCoy Park, which has existing NHT interpretive exhibits, as well as a new trail-themed playground, parking, and other public facilities
- Independence Square, which dates from the period of trail significance, is close to various buildings from trail times, and offers the NPS visitor center for Harry S Truman National Historic Site as a primary point of contact
- National Frontier Trails Museum, which is staffed in regular hours and offers interpretive exhibits and access to an extensive historical library on trail topics; it is also located across Pacific Avenue from the Bingham-Waggoner Estate, which provides public access to a set of interpreted visible trail swales on the south side of the property



Independence: Segment 6



0.97 Miles. North River Boulevard from Mallinson Road to Mill Creek Drive, then off-road trail following Mill Creek south to US Highway 24 exit ramps.

ISSUES:

- North River Boulevard does not yet have sewer system for development on the north end and a trail could be demolished if sewer system is later constructed
- Narrow right-of-way space along North River Boulevard

CORRIDOR CONNECTIONS:

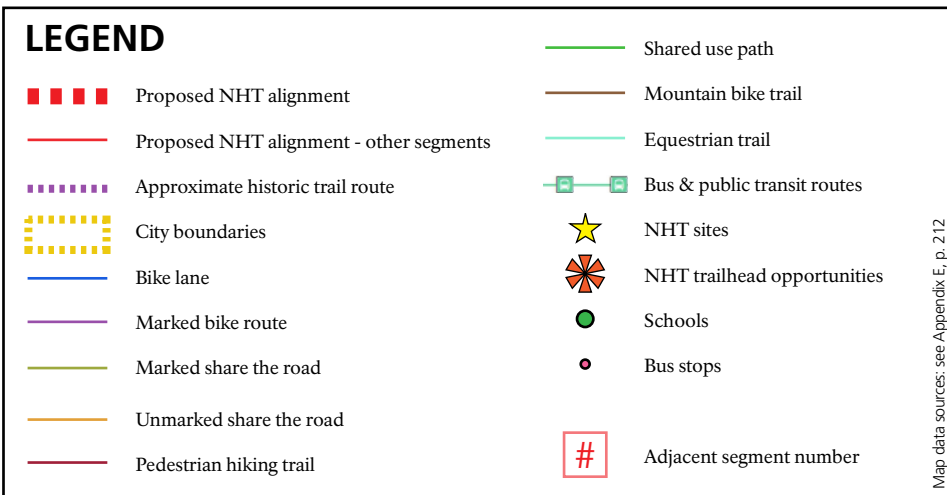
- Connects to Harry S Truman Walking Trail
- Connects to Mill Creek Park, Slover Memorial Park, and McCoy Park

OPPORTUNITIES:

- Existing 10 foot wide recreational trail connects Jones Street on the south edge of Mill Creek Park to the US Highway 24 underpass (north side of McCoy Park)
- The City of Independence plans to build a pedestrian bridge over Mill Creek to connect the two halves of Mill Creek Park, which could also be used by the trail
- Existing underpass at US Highway 24 has a sidewalk, although no bike infrastructure

RELATIONSHIP TO HISTORIC ROUTE:

The planned trail deviates from the historic route at Mill Creek Park to: a) take advantage of the existing shared use path between Mill Creek Park and McCoy Park, and b) avoid limited right-of-way along River Boulevard. It is 0.15–0.2 miles away from the historic route in this section.



[Independence map](#)

[Project area map](#)



Trail in Slover Park near Truman Library. Photo: Vireo

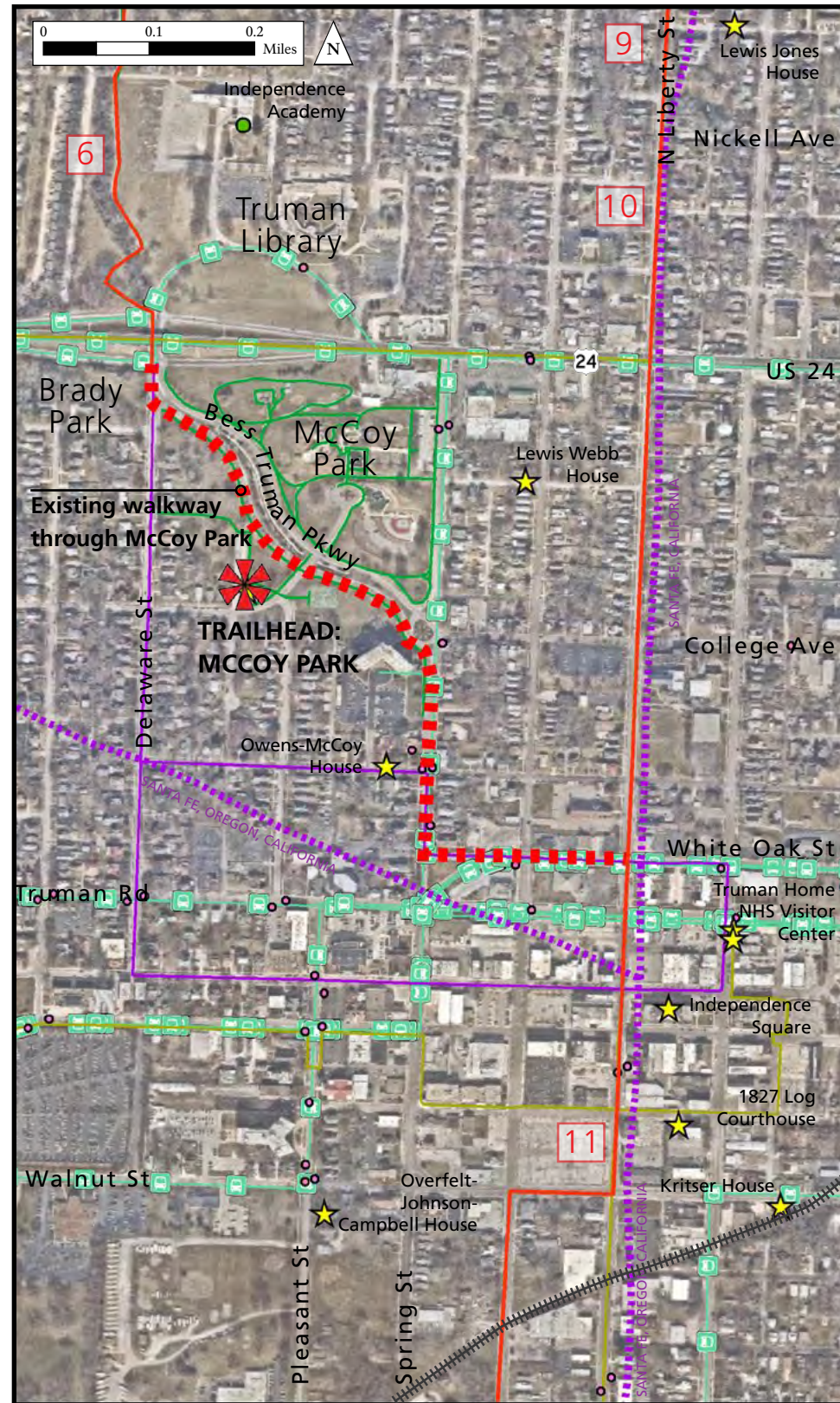


Existing trail, parking, and facilities on the south side of Mill Creek Park near Jones St, looking south. Photo: NPS



Existing recreational trail south of Nickell Ave. Photo: NPS

Independence: Segment 7



0.71 Miles. Bess Truman Parkway from US Highway 24 exit ramps to Spring Street, then south on Spring to White Oak Street, then east on White Oak to Liberty Street.

ISSUES:

- Many sidewalks may need improvement

CORRIDOR CONNECTIONS:

- Leads people into downtown Independence
- Connects to Truman Historic Walking Trail
- Connects to McCoy Park interpretive site
- Travels within one block of historic site, Owens-McCoy House
- Connects to Brady Park
- Connects to public transit at Truman Library/US Highway 24 and on Truman Road

OPPORTUNITIES:

- Existing pathways in McCoy Park allow for off-road pedestrian travel
- The City of Independence plans to build a connector trail within McCoy Park to the McCoy Park interpretive exhibits
- Additional opportunity to celebrate the trail during local Santa Cali Gon Festival downtown each year

RELATIONSHIP TO HISTORIC ROUTE:

Connecting to the existing trail at the US Highway 24 underpass, the route through McCoy Park remains up to 0.2 miles away from the historic route, but passes near an existing interpretive site and historic house, and rejoins the historic route just northwest of Independence Square.

LEGEND

- | | | | |
|--|-----------------------------------------|--|-----------------------------|
| | Proposed NHT alignment | | Shared use path |
| | Proposed NHT alignment - other segments | | Mountain bike trail |
| | Approximate historic trail route | | Equestrian trail |
| | City boundaries | | Bus & public transit routes |
| | Bike lane | | NHT sites |
| | Marked bike route | | NHT trailhead opportunities |
| | Marked share the road | | Schools |
| | Unmarked share the road | | Bus stops |
| | Pedestrian hiking trail | | Adjacent segment number |

Map data sources: see Appendix E, p. 212

[Independence map](#)

[Project area map](#)



Existing sidewalk in McCoy Park, looking north. Photo: NPS

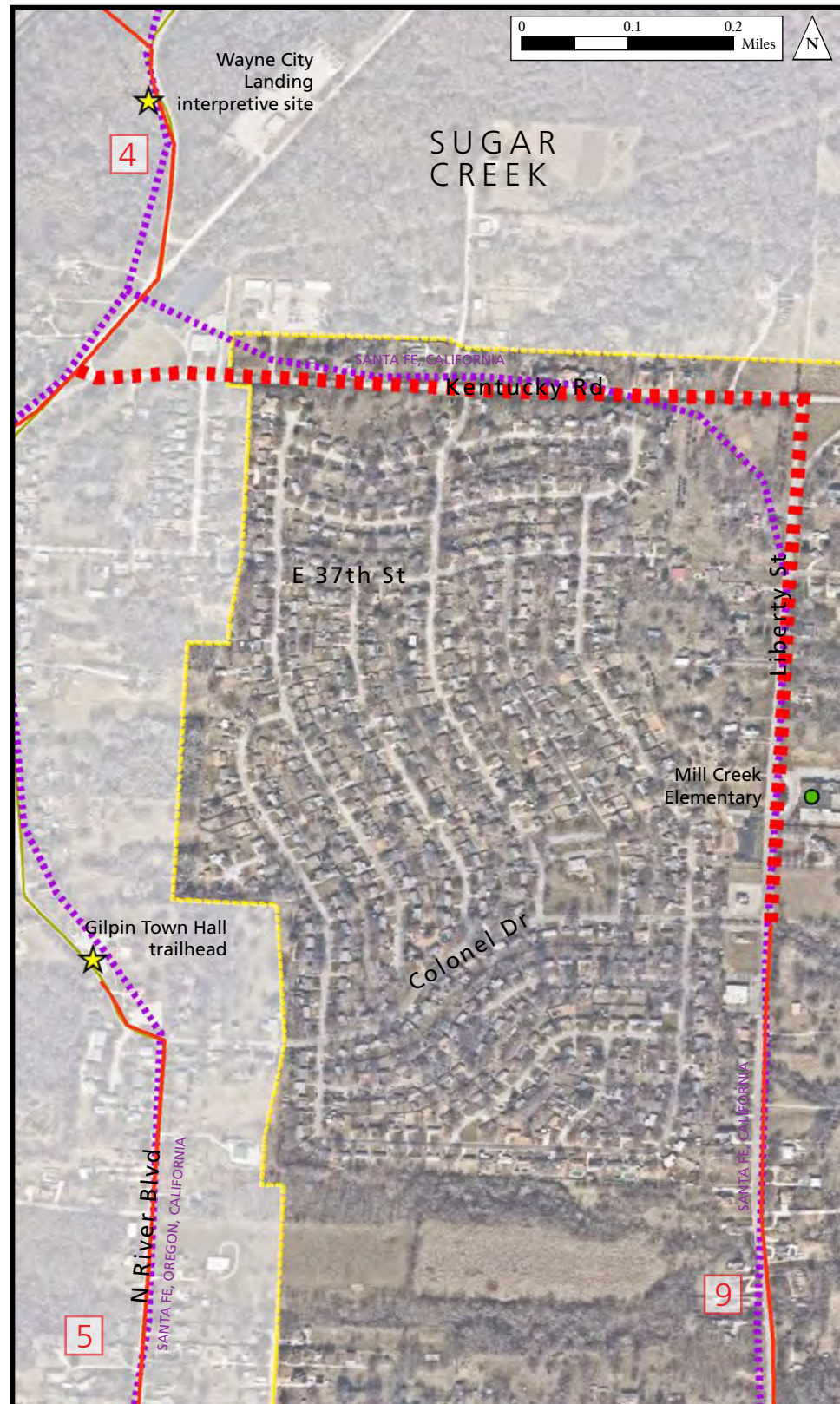


Existing sidewalk in McCoy Park, looking southeast. Photo: Vireo



Spring St looking north. Photo: Vireo

Independence: Segment 8



1.03 Miles. Kentucky Road from North River Boulevard to Liberty Street, then south to Colonel Drive.

ISSUES:

- No bicycle or pedestrian infrastructure along either Kentucky Road or Liberty Street

CORRIDOR CONNECTIONS:

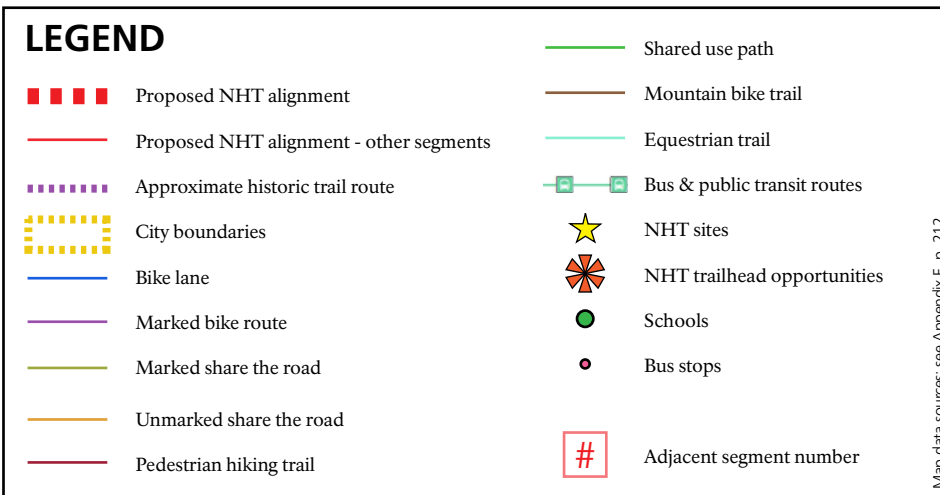
- Connects to segment 4 just south of Wayne City Landing interpretive site
- Passes in front of, and could provide safe pedestrian connection to, Mill Creek Elementary School

OPPORTUNITIES:

- Kentucky Road has a broad right-of-way and undeveloped shoulders

RELATIONSHIP TO THE HISTORIC ROUTE:

This segment is approximately on a historic route of the trail, although this route is only a designated part of the Santa Fe and California NHTs, not the Oregon NHT.



[Independence map](#)

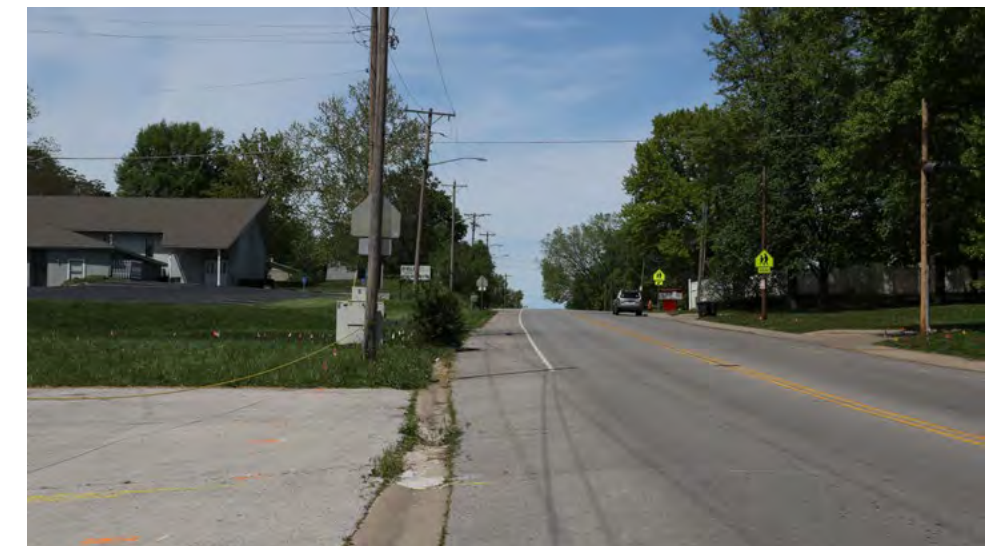
[Project area map](#)



Kentucky Rd looking east. Photo: Vireo

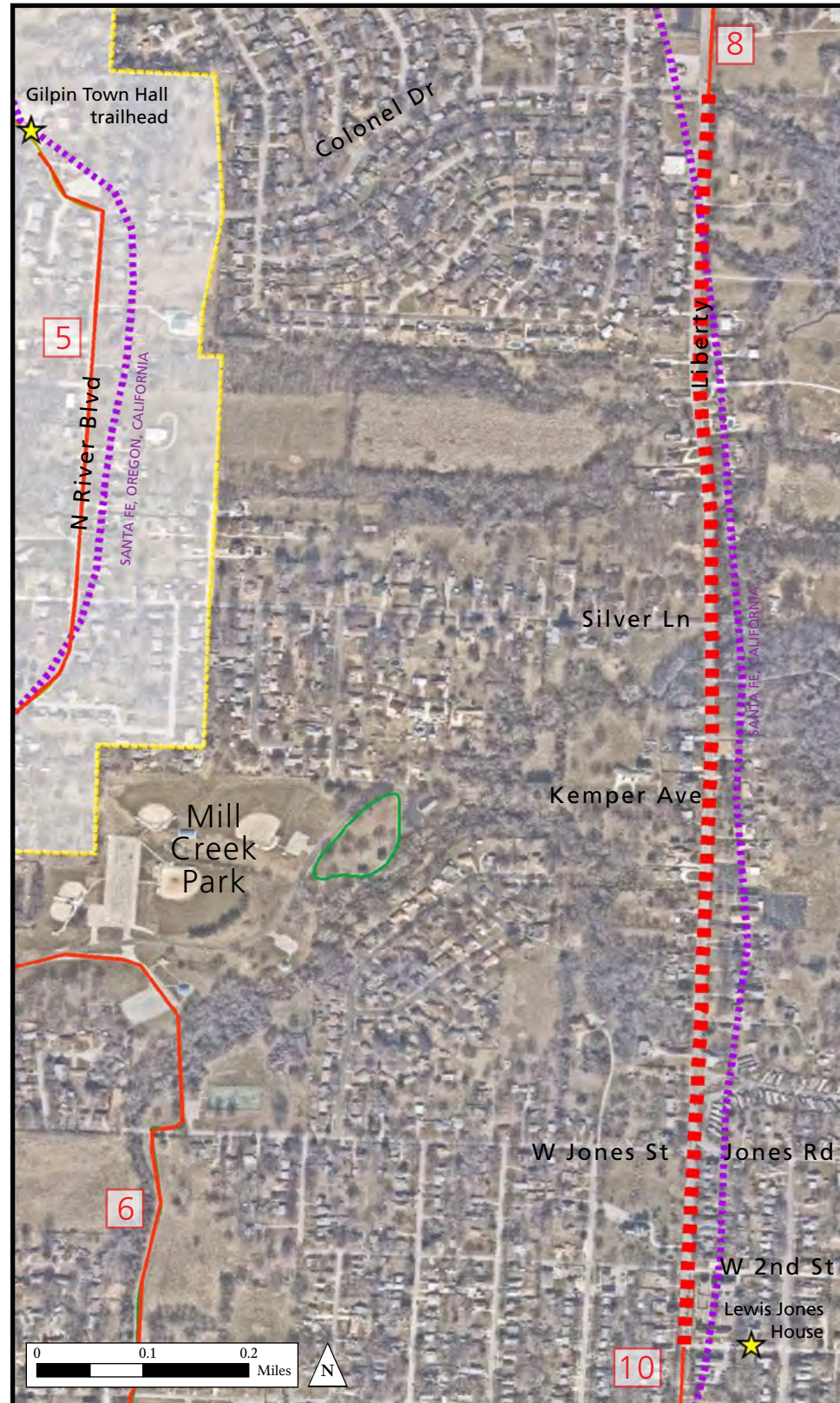


Liberty St near Kentucky Rd, looking south. Photo: Vireo



Liberty St looking north. Photo: Vireo

Independence: Segment 9



1.19 Miles. Liberty Street from Colonel Drive to Elizabeth Street.

ISSUES:

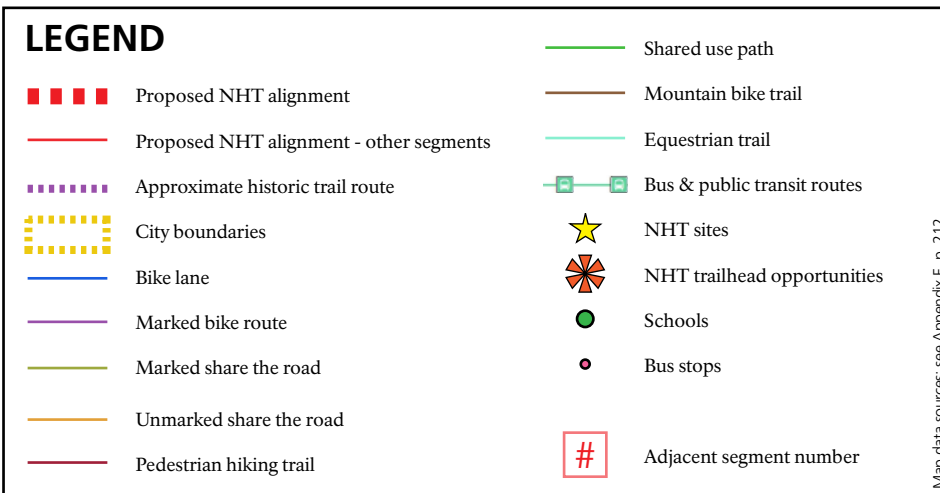
- No bike or pedestrian infrastructure currently exists along Liberty Street north of Jones Street; from Jones south, sidewalks are present on one or both sides of the street

CORRIDOR CONNECTIONS:

- Travels within one block of historic trail site, Lewis Jones House
- Can connect with Mill Creek Park and segment 6 via Kemper Avenue
- Could provide safe pedestrian connection to nearby Christian Ott Elementary School
- Passes near the Vaile Mansion, a museum and Victorian home, and non-NHT historic site

RELATIONSHIP TO THE HISTORIC ROUTE:

This segment is on a historic route of the trail, although this route is only a designated part of the Santa Fe and California NHTs, not the Oregon NHT.



Independence map

Project area map



Vaile Mansion along the west side of Liberty St. Photos: Vireo



Liberty St looking north. Photo: Vireo

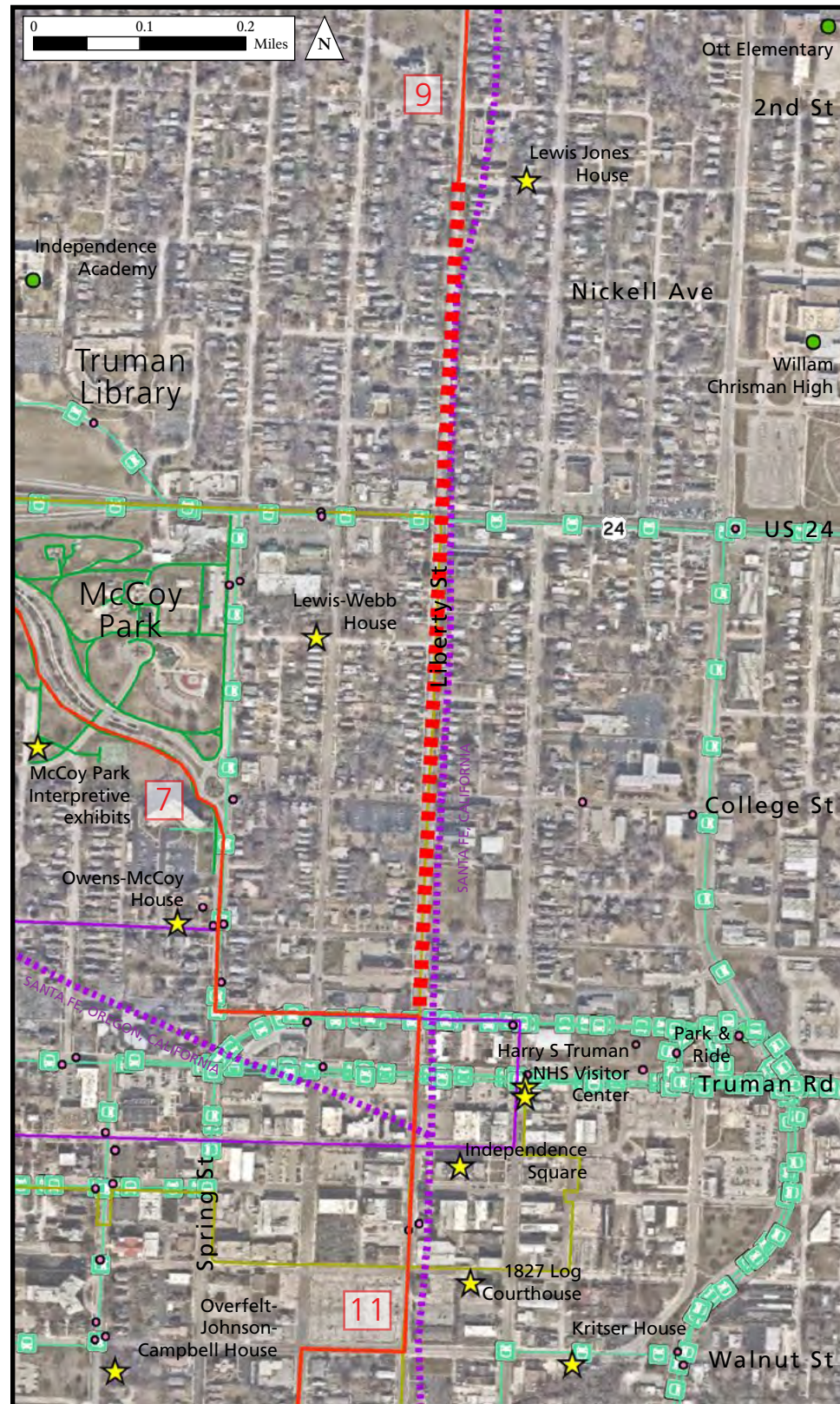


Lewis Jones House. Photo: Vireo

Independence: Segment 10

[Independence map](#)

[Project area map](#)



0.80 Miles. Liberty Street south from Elizabeth Street to White Oak Street.

ISSUES:

- Many sidewalks may need improvement here
- US Highway 24 is a major trafficway and may present crossing challenges

CORRIDOR CONNECTIONS:

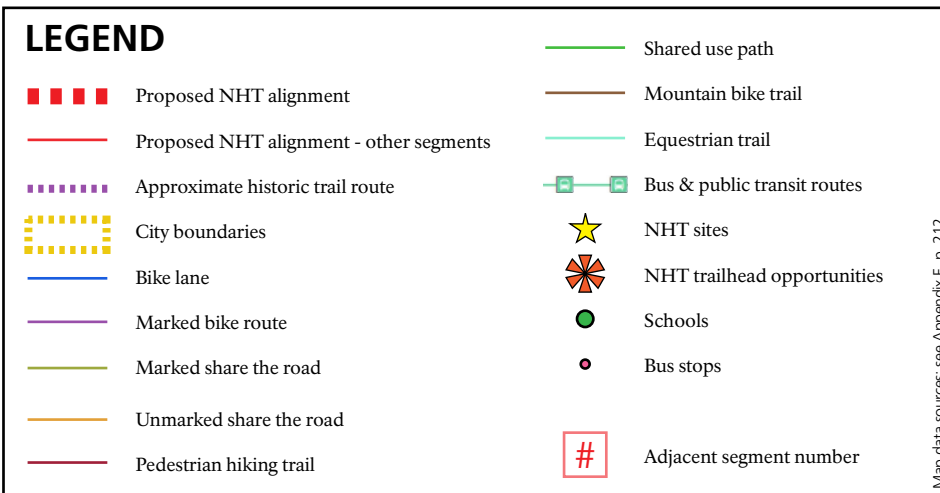
- Leads people into downtown Independence
- Connects to Harry S Truman Walking Trail
- Travels within one block of historic trail site, Lewis Jones House
- Travels within two blocks of historic trail site, Lewis-Webb House
- Could provide safe pedestrian connections to nearby William Chrisman High School
- Connects to transit along US Highway 24 and Truman Road; a bus station and Park & Ride commuter lot are located within 3 blocks to the east

OPPORTUNITIES:

- Signalized pedestrian crossing at Liberty Street and US Highway 24
- Passes within 2 blocks of Harry S Truman National Historic Site visitor center, where trail users can learn about trail history and other historic sites to visit in the area

RELATIONSHIP TO THE HISTORIC ROUTE:

This segment is on a historic route of the trail, although this route is only a designated part of the Santa Fe and California NHTs, not the Oregon NHT.



Liberty St looking north. Photo: Vireo



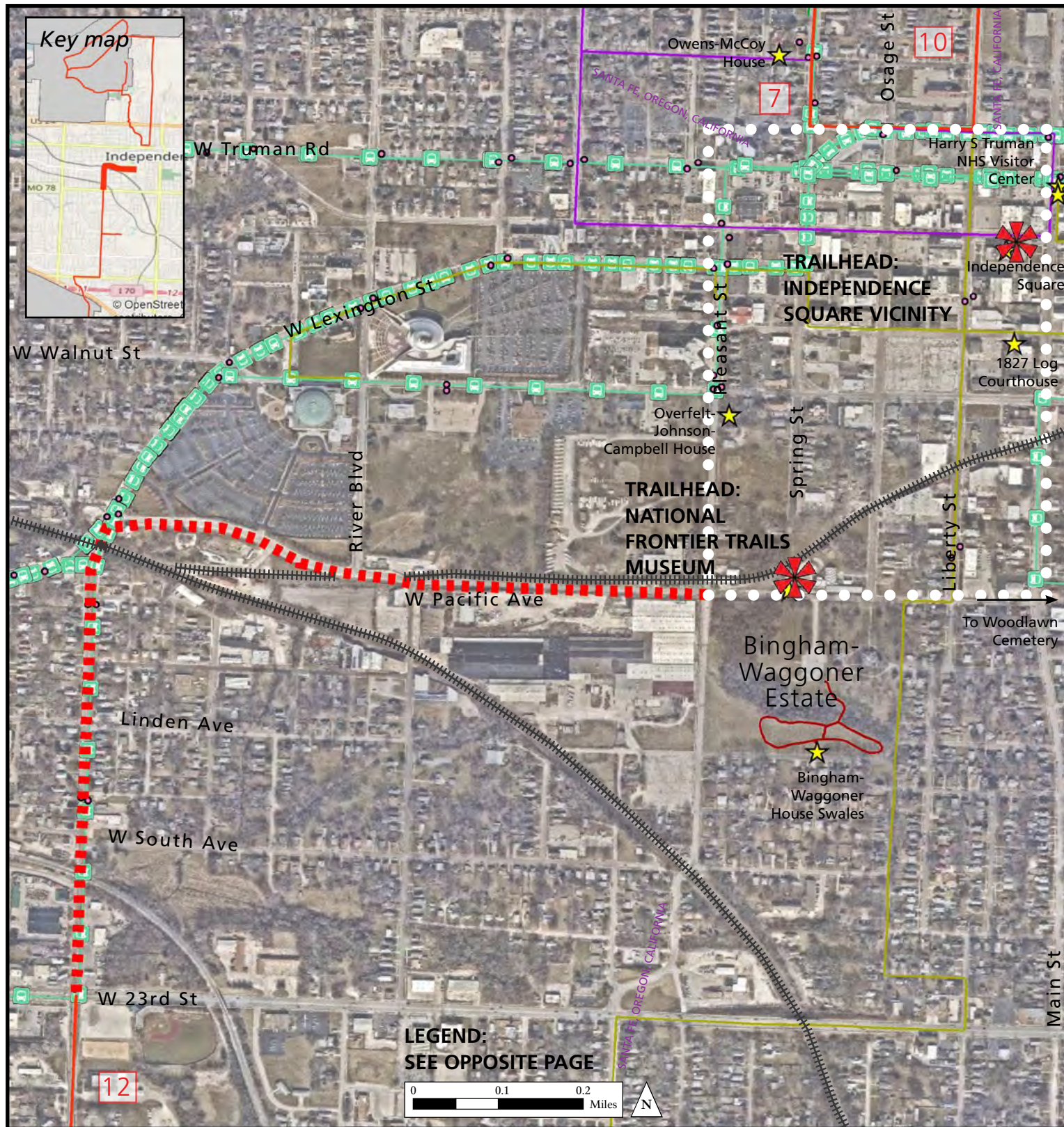
Liberty St looking south. Photo: Vireo



Lewis-Webb House. Photo: Vireo

Independence: Segment 11

[Independence map](#) [Project area map](#)



Approx. 1.90 Miles. As of plan publication, the City of Independence is working to determine the preferred route in the vicinity of the historic square [white dotted box on map]. From Pleasant and West Pacific Streets, west on Pacific to Chrysler Avenue, and south on Chrysler to West 23rd Street.

ISSUES:

- Many sidewalks are in need of repair
- Route bypasses Bingham-Waggoner House Swales, signage or other guidance may be necessary to encourage trail users to find the site

CORRIDOR CONNECTIONS:

- Passes through downtown Independence
- Passes near Truman Courthouse, which has several trail related historical markers on the grounds and houses the Jackson County Historical Society
- Connects to Harry S Truman Walking Trail
- Travels within a few blocks of Independence Square, the 1827 Log Courthouse, Bingham-Waggoner House Swales, Harry S Truman National Historic Site visitor center, Jackson County Jail, Kritser House, Overfelt-Campbell-Johnston House, and Woodlawn Cemetery (off map to east)
- Connects to National Frontier Trails Museum and Bingham-Waggoner Estate
- Connects to transit at Truman Road and West Lexington Street
- A bus station and Park & Ride commuter lot are located within three blocks to the east

OPPORTUNITIES

- The general National Frontier Trails Museum/Bingham Waggoner Estate area could be a good opportunity for trailhead and/or NHT experience interpretive development

RELATIONSHIP TO THE HISTORIC ROUTE:

Any route chosen in the vicinity of Independence Square will be within a few blocks of a historic route. From the National Frontier Trails Museum, it diverges to the west (maximum approximately 0.75 miles) to make use of existing or planned pedestrian improvements on Pacific and Chrysler, and avoid a dangerous crossing of West 23rd Street.

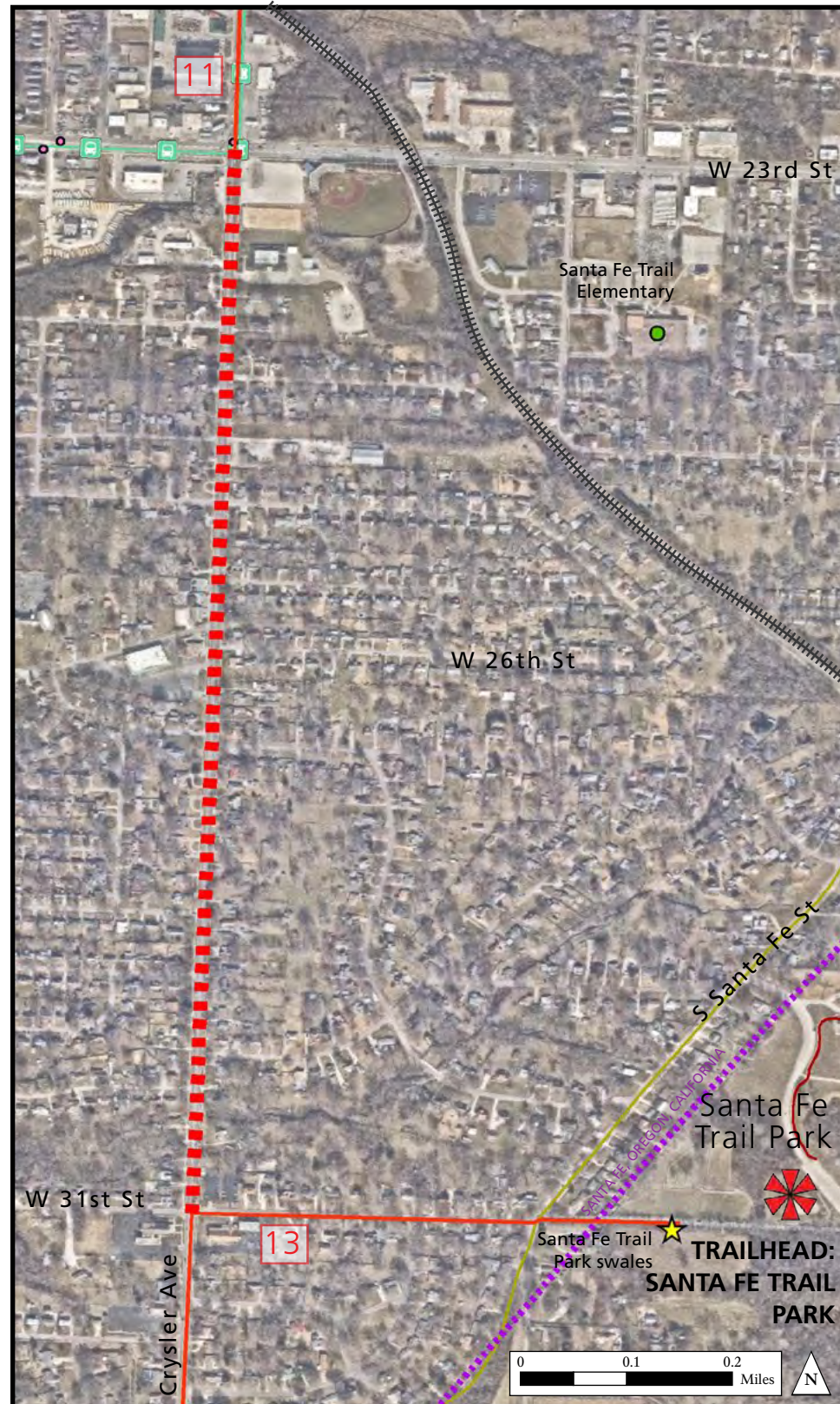


National Frontier Trails Museum and Pacific St looking east. Photo: Vireo



Truman Courthouse at Independence Square. Photo: Vireo

Independence: Segment 12



1.02 Miles. Chrysler Avenue south from West 23rd Street to West 31st Street.

ISSUES:

- Route is significantly west of historic trail route, although historic trail corresponds to existing streets in this area.
- Requires a spur connection to trail swales and proposed trailhead at Santa Fe Trail Park

CORRIDOR CONNECTIONS:

- Connects to transit at West 23rd Street

OPPORTUNITIES:

- Pedestrian improvements to Chrysler Avenue are already underway
- Crosses West 23rd Street at a signalized crossing for safety

RELATIONSHIP TO THE HISTORIC ROUTE:

Most of this segment is approximately 0.5 miles west of the historic route, to capitalize on existing safe crossings of railroad tracks and major streets, and planned or ongoing pedestrian and bicycle improvements along Chrysler Avenue.

LEGEND	
	Proposed NHT alignment
	Proposed NHT alignment - other segments
	Approximate historic trail route
	City boundaries
	Bike lane
	Marked bike route
	Marked share the road
	Unmarked share the road
	Pedestrian hiking trail
	Shared use path
	Mountain bike trail
	Equestrian trail
	Bus & public transit routes
	NHT sites
	NHT trailhead opportunities
	Schools
	Bus stops
	Adjacent segment number

Map data sources: see Appendix E, p. 212

[Independence map](#)

[Project area map](#)



McCoy St looking south. Photo: Vireo

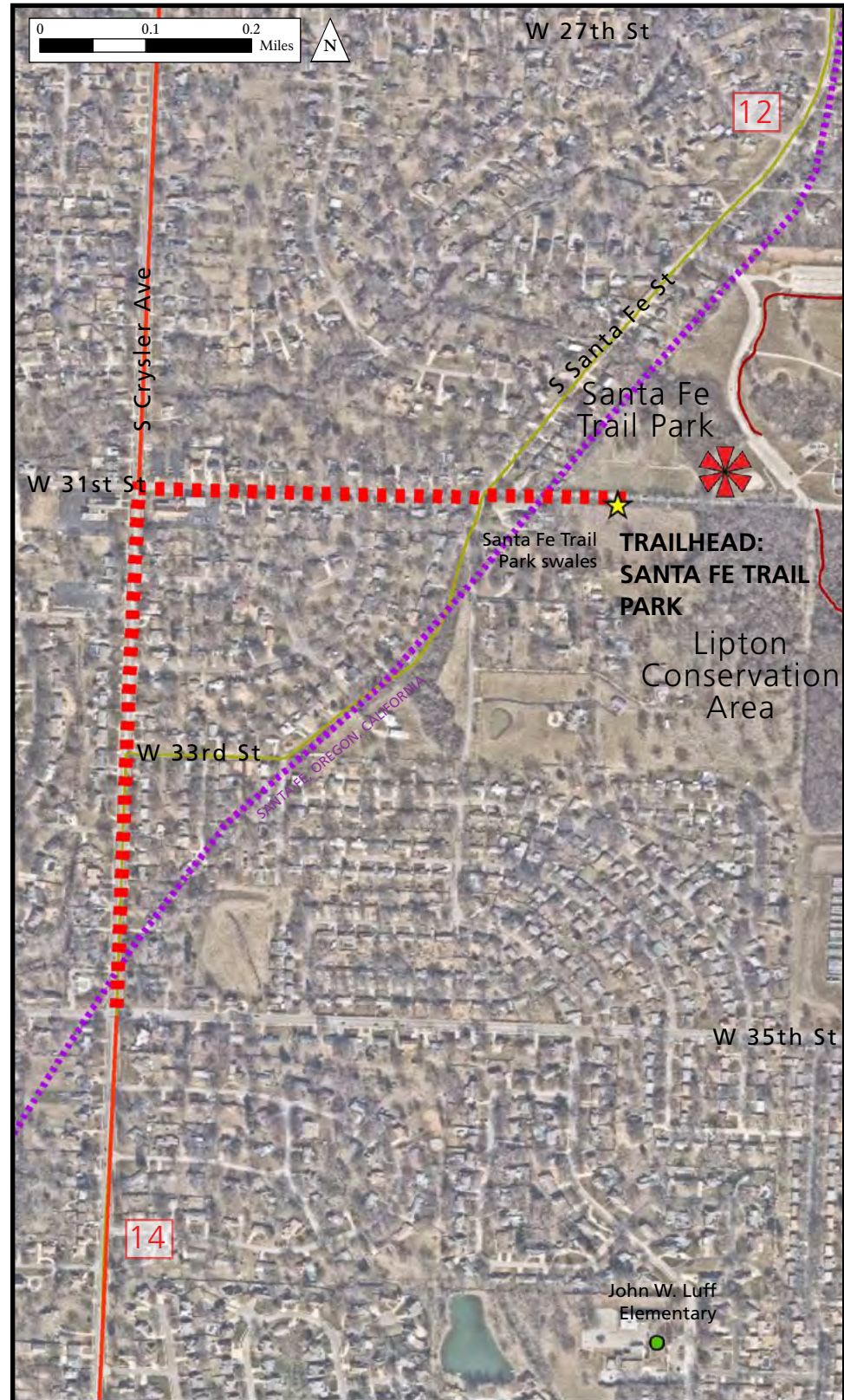


Signalized pedestrian crossing of railroad tracks on McCoy St looking north. Photo: NPS



Santa Fe Street looking north near Santa Fe Trail Park. Photo: Vireo

Independence: Segment 13



0.86 Miles. Spur east along West 31st Street to Santa Fe Trail Park. Main route continues south on Cryster Avenue to West 35th Street.

ISSUES:

- Requires a spur connection east from main proposed route to trail swales and proposed trailhead at Santa Fe Trail Park

CORRIDOR CONNECTIONS:

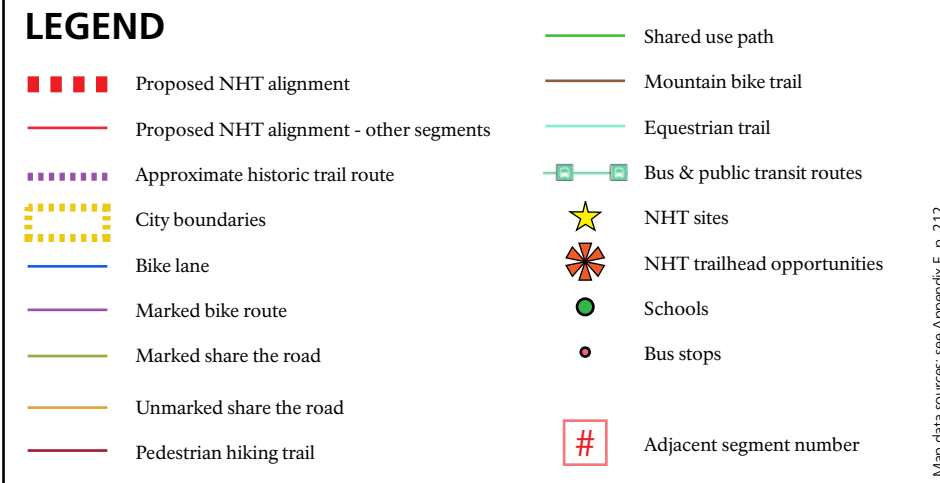
- Connects to historic trail site, Santa Fe Trail Park swales
- Connects to Lipton Conservation Area, potentially offering an additional nature trail connection

OPPORTUNITIES:

- Parts of this segment are within the city's master plan for sidewalk improvements, and several areas already have sidewalks
- The swales in Santa Fe Trail Park make it a good candidate both for trailhead and NHT experience/interpretive development

RELATIONSHIP TO THE HISTORIC ROUTE:

Although South Santa Fe Street follows the historic route closely though this area, this segment deviates from the historic route to the west (0.25 miles or less) to avoid very limited right-of-way on South Santa Fe Street, particularly south of West 31st Street.



[Independence map](#)

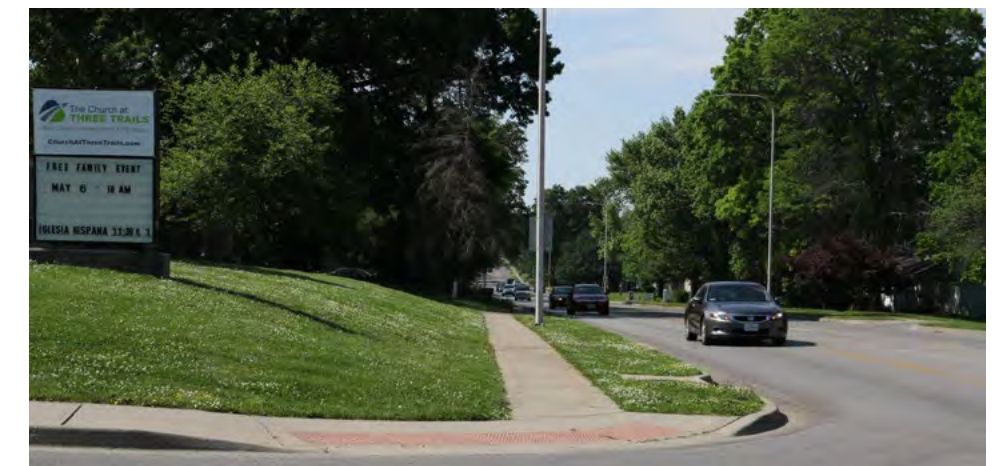
[Project area map](#)



Santa Fe Trail Park road looking south. Photo: Vireo



Future interpretive area at field with trail swales, Santa Fe Trail Park. Photo: Vireo

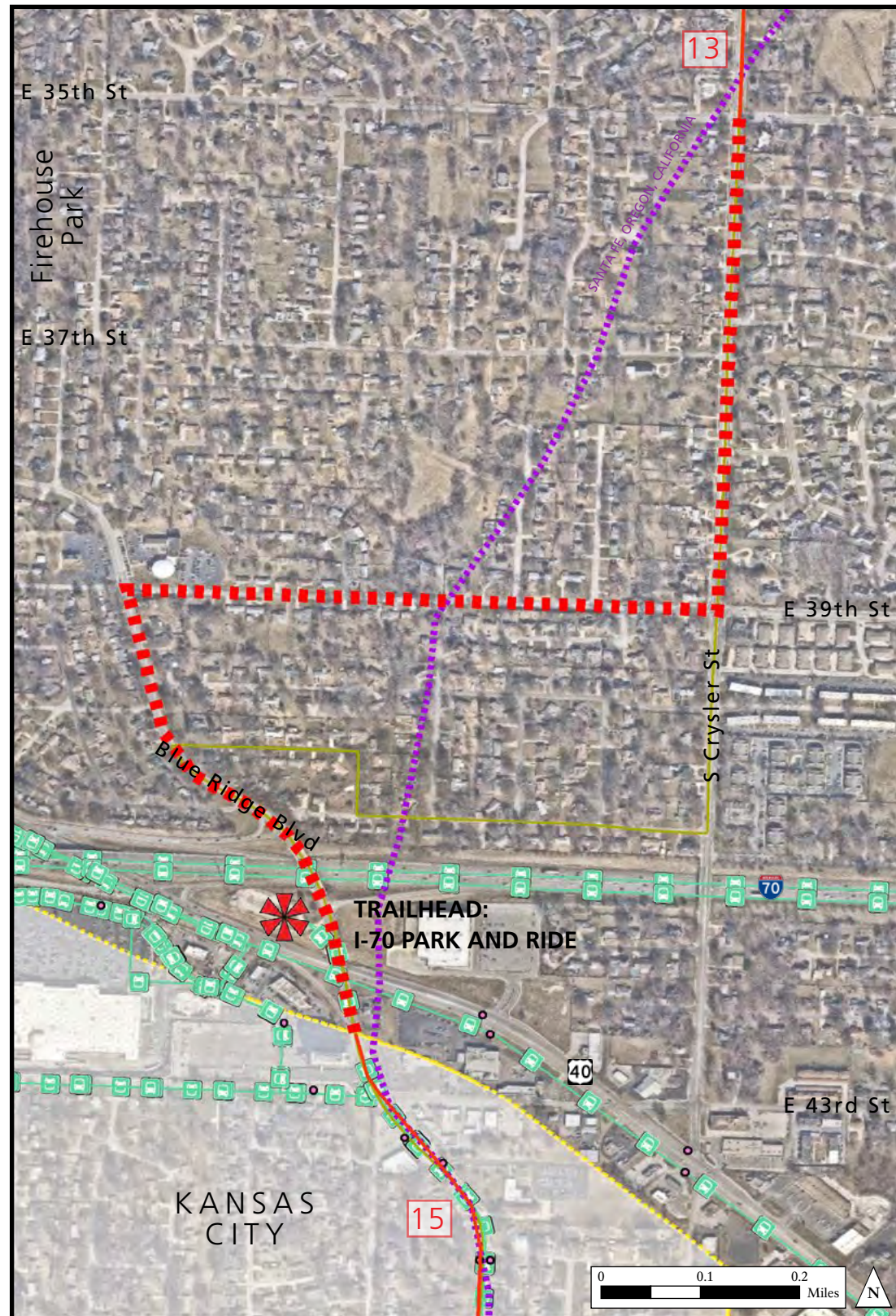


S Cryster Ave looking south from W 33rd St. Photo: Vireo

Independence: Segment 14

[Independence map](#)

[Project area map](#)



1.47 Miles. Cryster Avenue from East 35th Street to East 39th Street, then west on East 39th to Blue Ridge Boulevard, then south on Blue Ridge to boundary with Kansas City.

ISSUES:

- Pedestrian access improvements are needed across the Blue Ridge Boulevard bridge over Interstate 70 and US Highway 40

CORRIDOR CONNECTIONS:

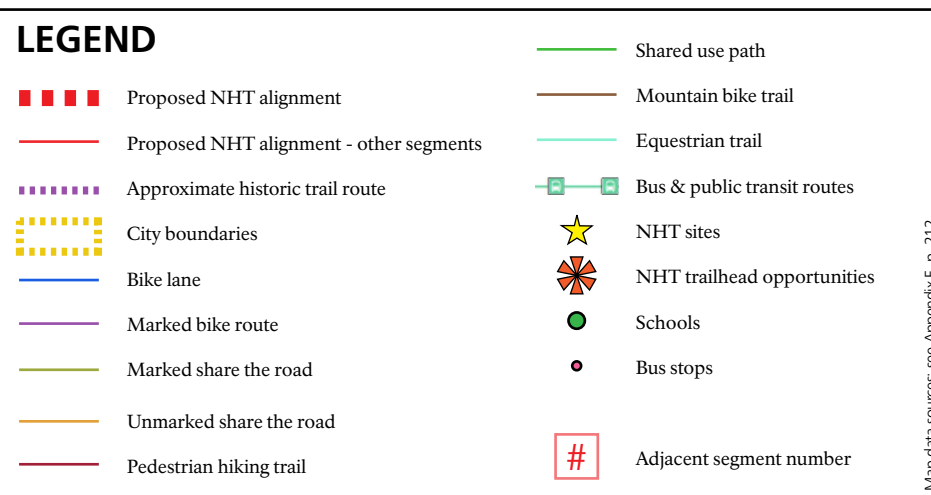
- Travels within a half mile of Firehouse Park, where wagon ruts are said to remain
- Leads to commercial area, and major bus stop and Park and Ride
- Could provide safe pedestrian connection to nearby John W. Luff Elementary School (off map to east)

OPPORTUNITIES:

- Segment along East 39th Street is a future planned improvement project which could be integrated with implementation of the national historic trails
- This segment attempts to reconnect neighborhoods which are currently separated by interstate highways by providing pedestrian access between them

RELATIONSHIP TO THE HISTORIC ROUTE:

The historic route cuts across neighborhoods and away from public right-of-way in this section. The segment route was chosen to approximate the historic route as closely as possible under current conditions (within 0.25 miles) and access the existing road bridge on Blue Ridge Boulevard to cross Interstate 70 and US Highway 40.



S Cryster Ave looking south. Photo: Vireo



E 39th St looking east. Photo: Vireo



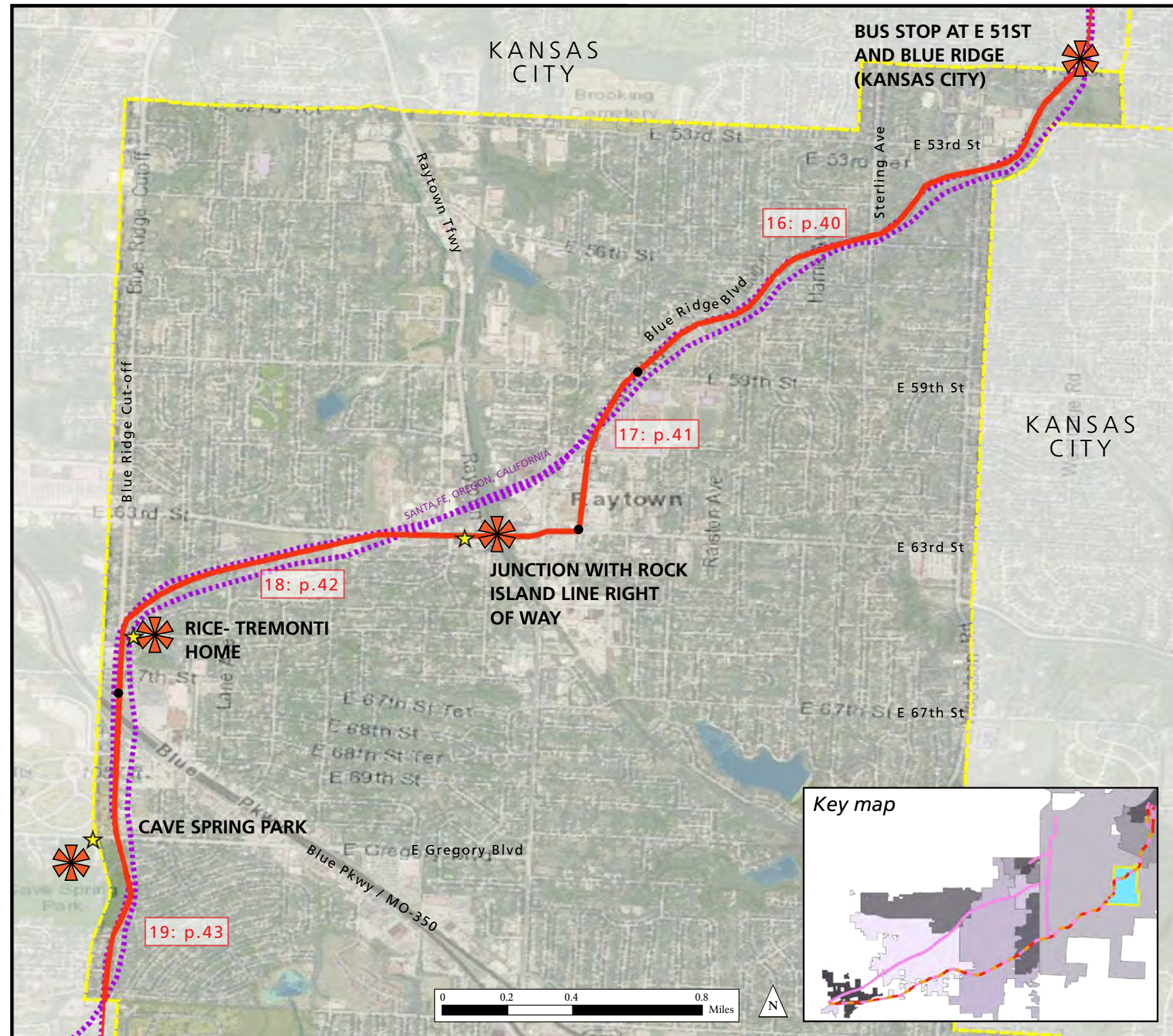
Blue Ridge Blvd at bridge over I-70 and US 40, looking north. Photo: Vireo



This page intentionally left blank

Raytown: overview

[Project area map](#)



The City of Raytown includes approximately 4–4.25 miles of the historic route, almost entirely along Blue Ridge Boulevard. It also includes one public historic trail site—the Rice-Tremonti Home—a public park affiliated with the trail—Cave Spring Park—and a local historical society museum providing interpretive materials on the trails. Only one very minor deviation from the historic route is required through the center of downtown Raytown.

A major opportunity for trail connections is coming to Raytown in the near future: the trail to be constructed along the former Chicago, Rock Island and Pacific railroad (commonly known as the Rock Island Line) intersects the historic trail alignment in the center of Raytown, and will ultimately connect the Kansas City Metro area to Katy Trail State Park, a rail trail that spans the entire state of Missouri.

Connections to public transit are currently available at the northeast corner of Raytown, at East 51st St and Blue Ridge Boulevard, and along the west edge of the city, on Blue Ridge Boulevard/Blue Ridge Cutoff.

To capitalize on historic trail and recreational connection opportunities, trailheads could potentially be located at Cave Spring Park, the intersection with the Rock Island Line right of way in downtown Raytown, and the Rice-Tremonti Home. Identification of an appropriate location for a minor trailhead (Level I, page 162) in the northeast corner of the Raytown would be desirable; one possibility might be in connection with a bus stop along Blue Ridge Boulevard near East 51st Street, although this would be in Kansas City rather than Raytown.

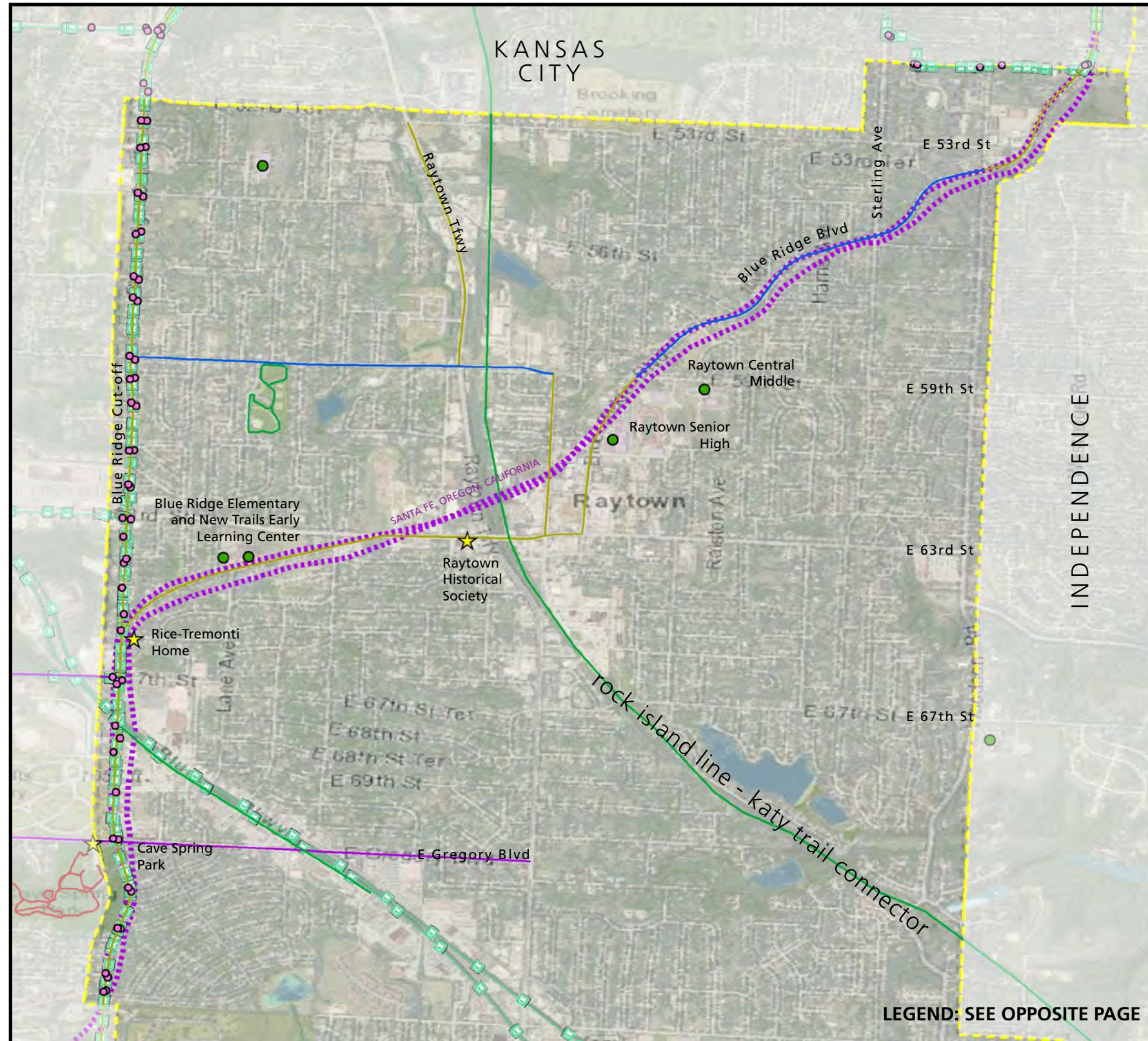
The final length of the proposed retracement route within Raytown is 4.33 miles.

LEGEND

	Proposed NHT alignment		Shared use path
	Proposed NHT alignment - other segments		Mountain bike trail
	Approximate historic trail route		Equestrian trail
	City boundaries		Bus & public transit routes
	Bike lane		NHT sites
	Marked bike route		NHT trailhead opportunities
	Marked share the road		Beginning/end of segments
	Unmarked share the road		Schools
	Pedestrian hiking trail		Bus stops
			Segment number & page

Map data sources: see Appendix E, p. 212

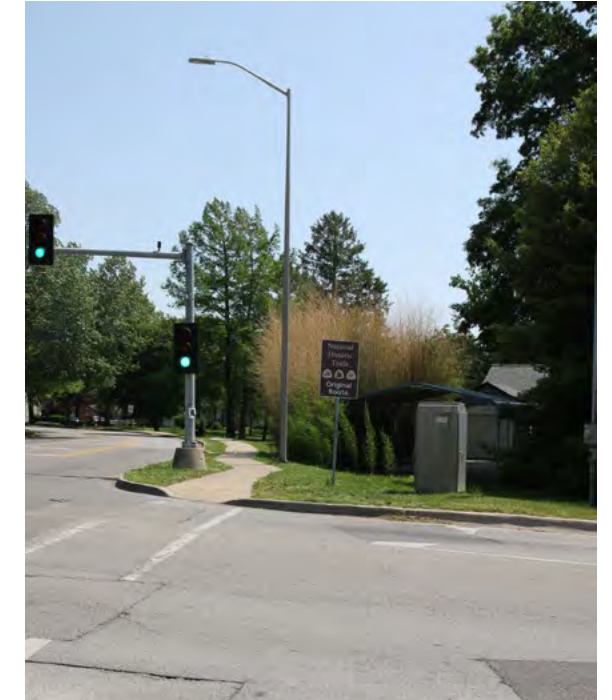
Raytown: overview



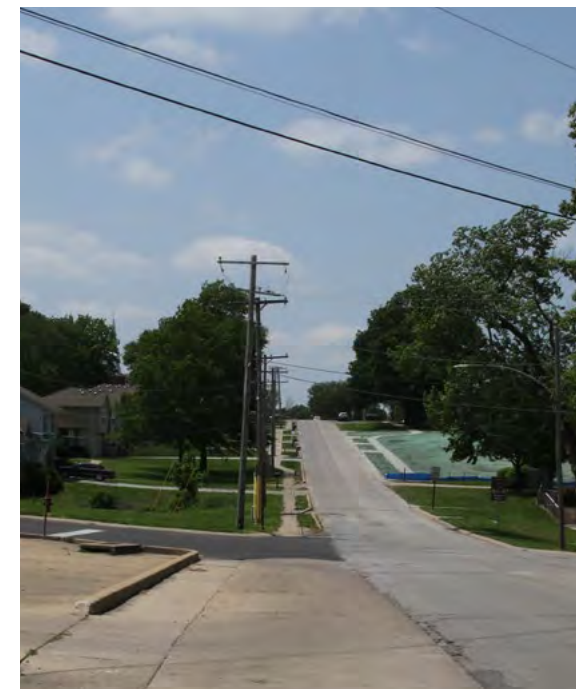
As the historic route follows Blue Ridge Boulevard across Raytown, and that road also connects historic trail sites, schools, the proposed Rock Island Line - Katy Trail Connector and Raytown's downtown commercial district, very few decisions in terms of the preferred routing of the constructed NHT needed to be made within the scope of this project.



Streetscape improvements on E 63rd St, looking west.



Blue Ridge Blvd at Sterling, looking north. Photos: Vireo



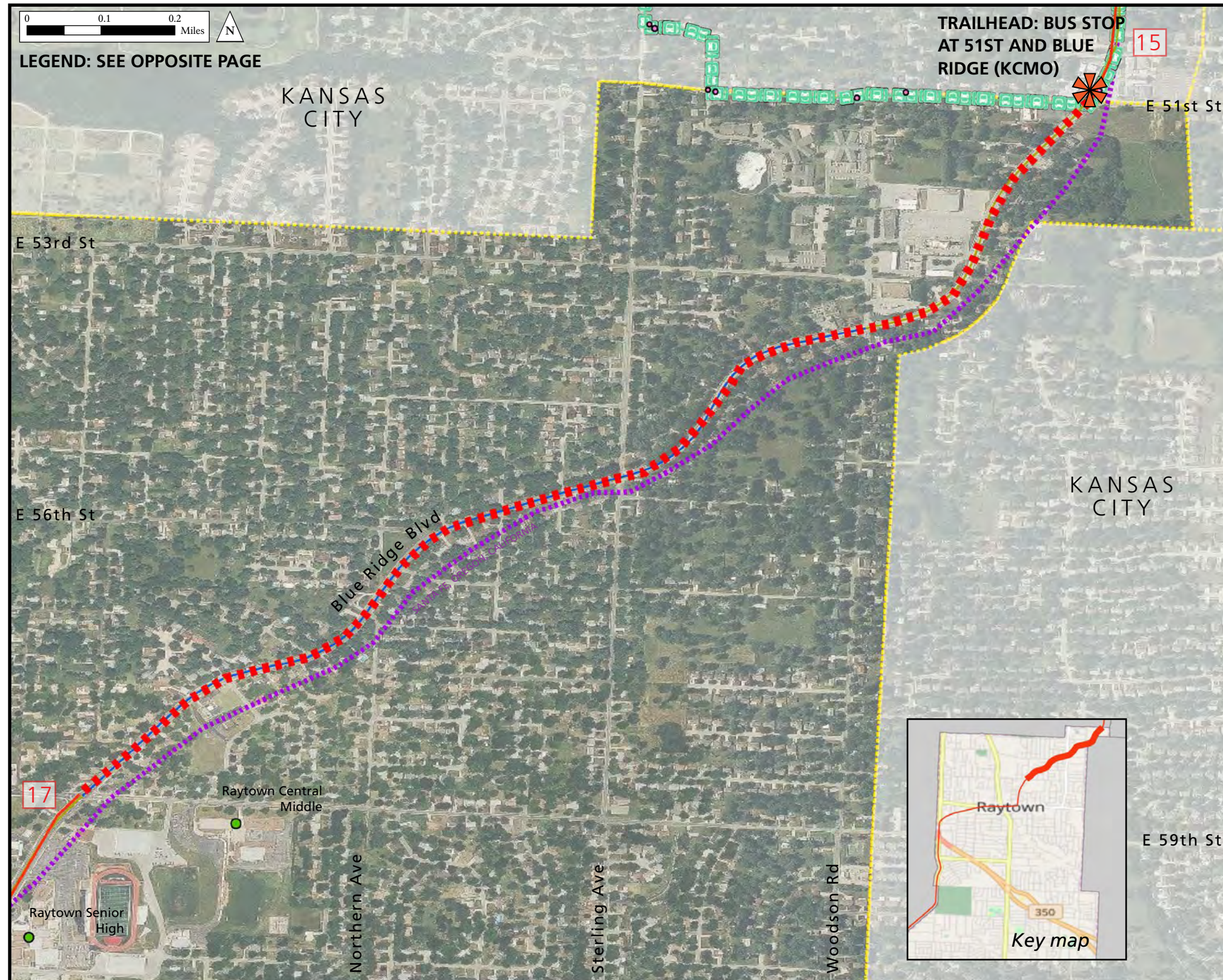
Blue Ridge Blvd west of downtown, looking west.



Raytown Historical Society Museum, on E 63rd St.

Raytown: Segment 16

[Raytown map](#) [Project area map](#)



1.49 Miles. Blue Ridge Boulevard from East 51st Street at boundary with City of Kansas City to East 59th Street.

CORRIDOR CONNECTIONS:

- Connects to transit at East 51st Street
- Connects to Raytown Middle and High Schools

OPPORTUNITIES:

- The City of Raytown is considering a reduction of the road by a lane to allow room for improved sidewalks along this stretch of Blue Ridge Boulevard

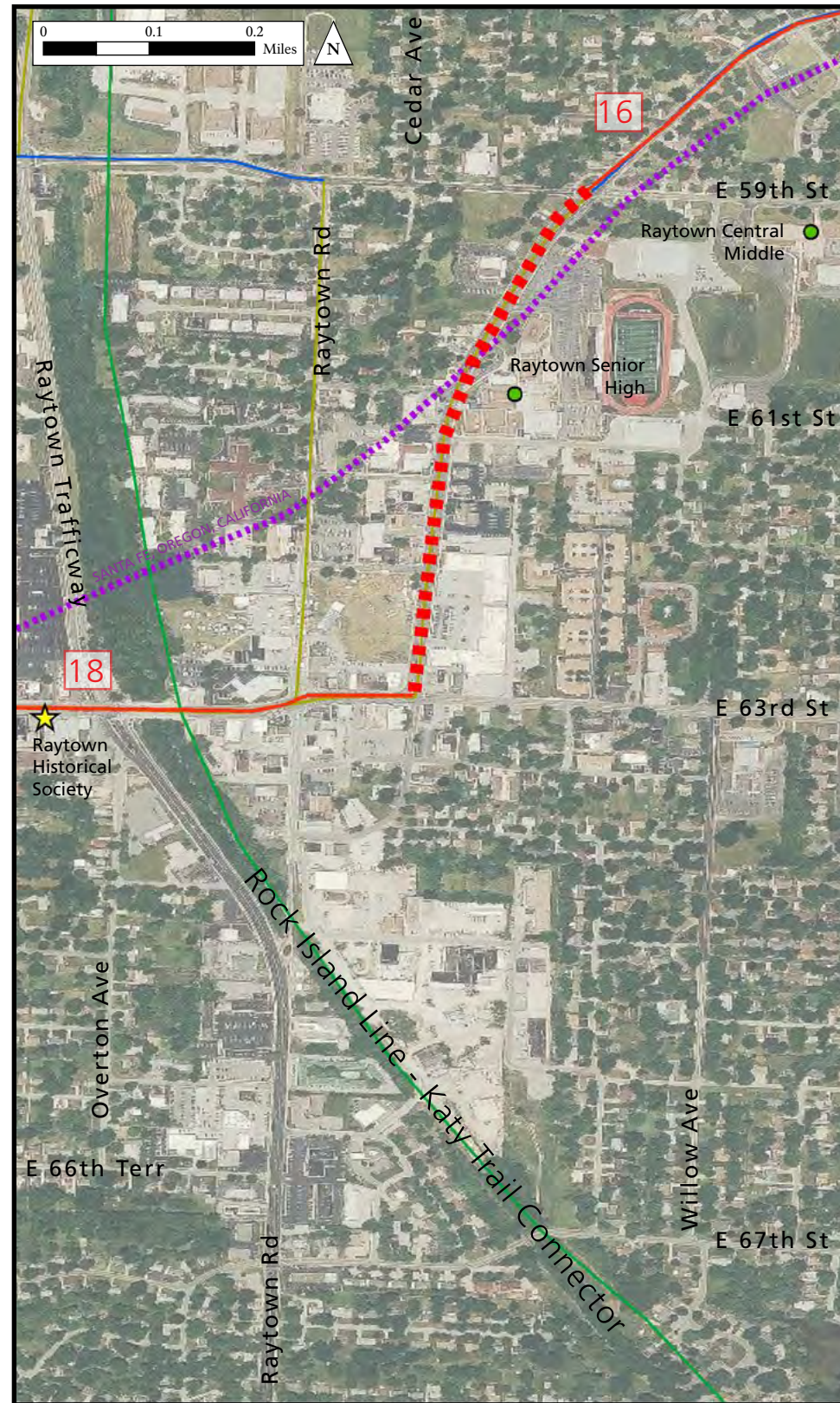
RELATIONSHIP TO HISTORIC ROUTE:

This segment is directly on the historic route of all three trails throughout its length.



Blue Ridge Blvd at Sterling Ave looking southwest. Photo: Vireo

Raytown: Segment 17



0.51 Miles. Blue Ridge Boulevard from East 59th Street to East 63rd Street in downtown Raytown.

ISSUES:

- Many sidewalks may need improvement here

CORRIDOR CONNECTIONS:

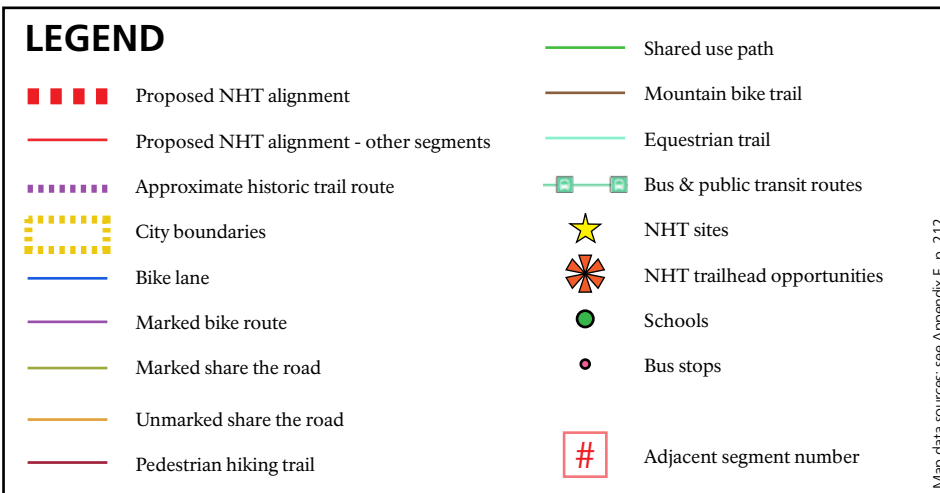
- Connects to Raytown Middle and High Schools
- Passes through Raytown's downtown commercial area and recent streetscape improvements on East 63rd Street

OPPORTUNITIES:

- Future streetscape improvements may extend recent work on East 63rd Street northwest along Blue Ridge Boulevard

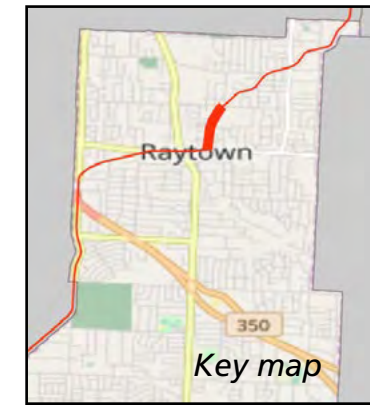
RELATIONSHIP TO HISTORIC ROUTE:

The historic route of the trail cuts just to the north of the Blue Ridge Boulevard/East 63rd Street intersection. The southern half of this segment diverges from the historic route slightly to follow existing road right-of-ways.



Raytown map

Project area map



On Blue Ridge Blvd looking north near Raytown High School. Photo: Vireo



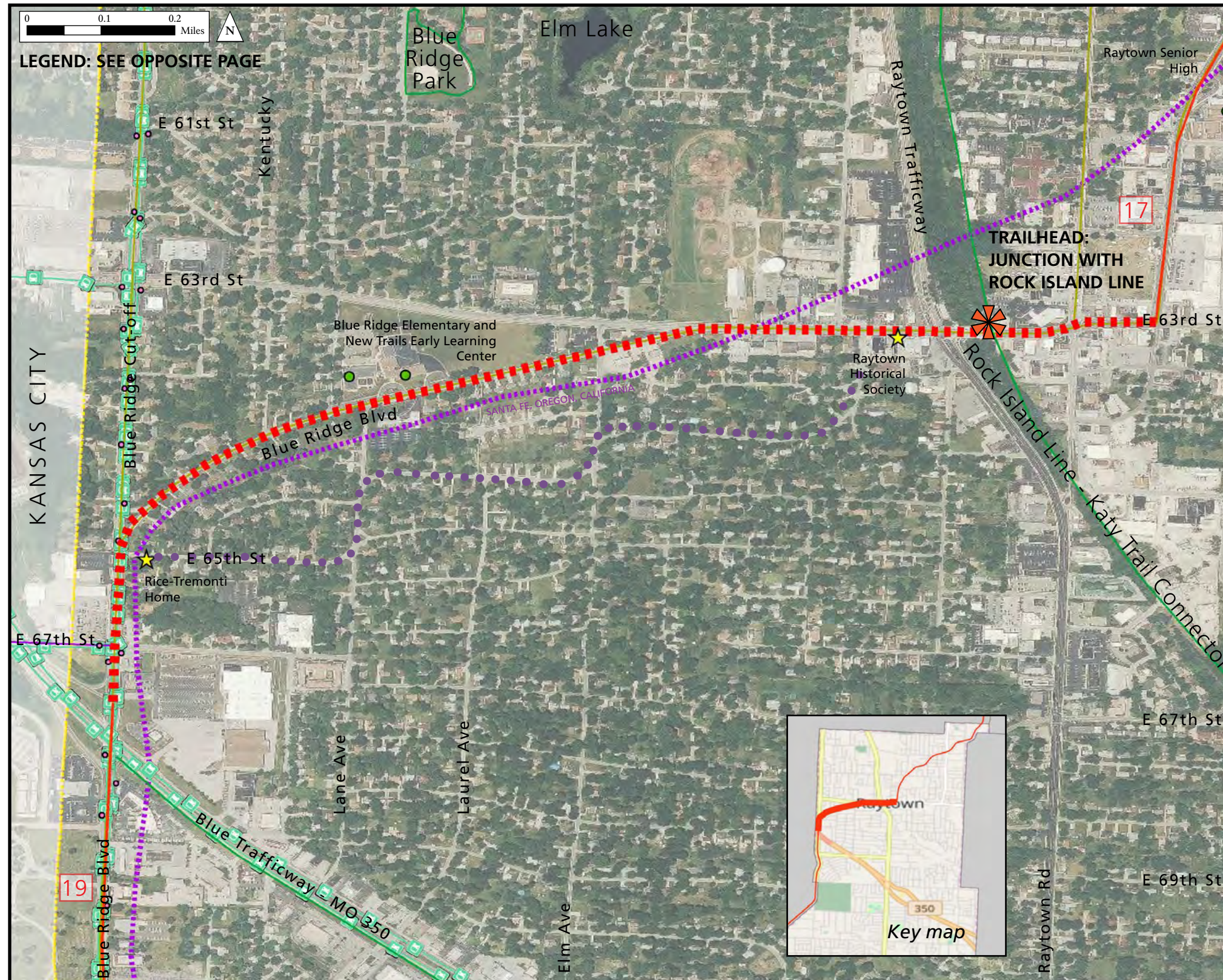
On Blue Ridge Blvd at E 62nd St looking north. Photo: Vireo



Recent streetscape redevelopment at Blue Ridge and E 63rd St, looking south. Photo: NPS

Raytown: Segment 18

[Raytown map](#) [Project area map](#)



1.40 Miles. East 63rd Street west to Blue Ridge Boulevard, Blue Ridge southwest to Blue Ridge Boulevard/Cut-off, then south to intersection with Missouri Highway 350.

ISSUES:

- Challenging intersection crossings for pedestrians on major streets (East 63rd Street and Blue Ridge Cut-off/Blue Ridge Boulevard)

CORRIDOR CONNECTIONS:

- Connects to future Rock Island Line - Katy Trail Connector
- Directly passes Raytown Historical Society and Rice-Tremonti Home
- Connects to Blue Ridge Elementary School
- Connects to transit at Blue Ridge Boulevard and Missouri Highway 350

OPPORTUNITIES:

- The upcoming construction of a hiking-biking trail along the former Rock Island Line, to connect to Katy Trail State Park, is an opportunity for a major trailhead (Level I or II, page 162) and junction in the heart of Raytown

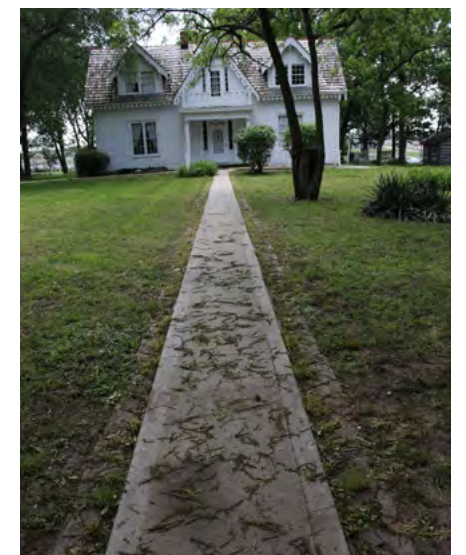
[P. 162](#)

RELATIONSHIP TO HISTORIC ROUTE:

This segment is directly on the historic route of all three trails throughout its length. Local knowledge suggests that for some part its period of use the historic trail followed a route from Raytown Center to the Rice-Tremonti Home as shown by the dotted purple line on this map, (●●●●●●●●●●) which may be interpreted in the area.

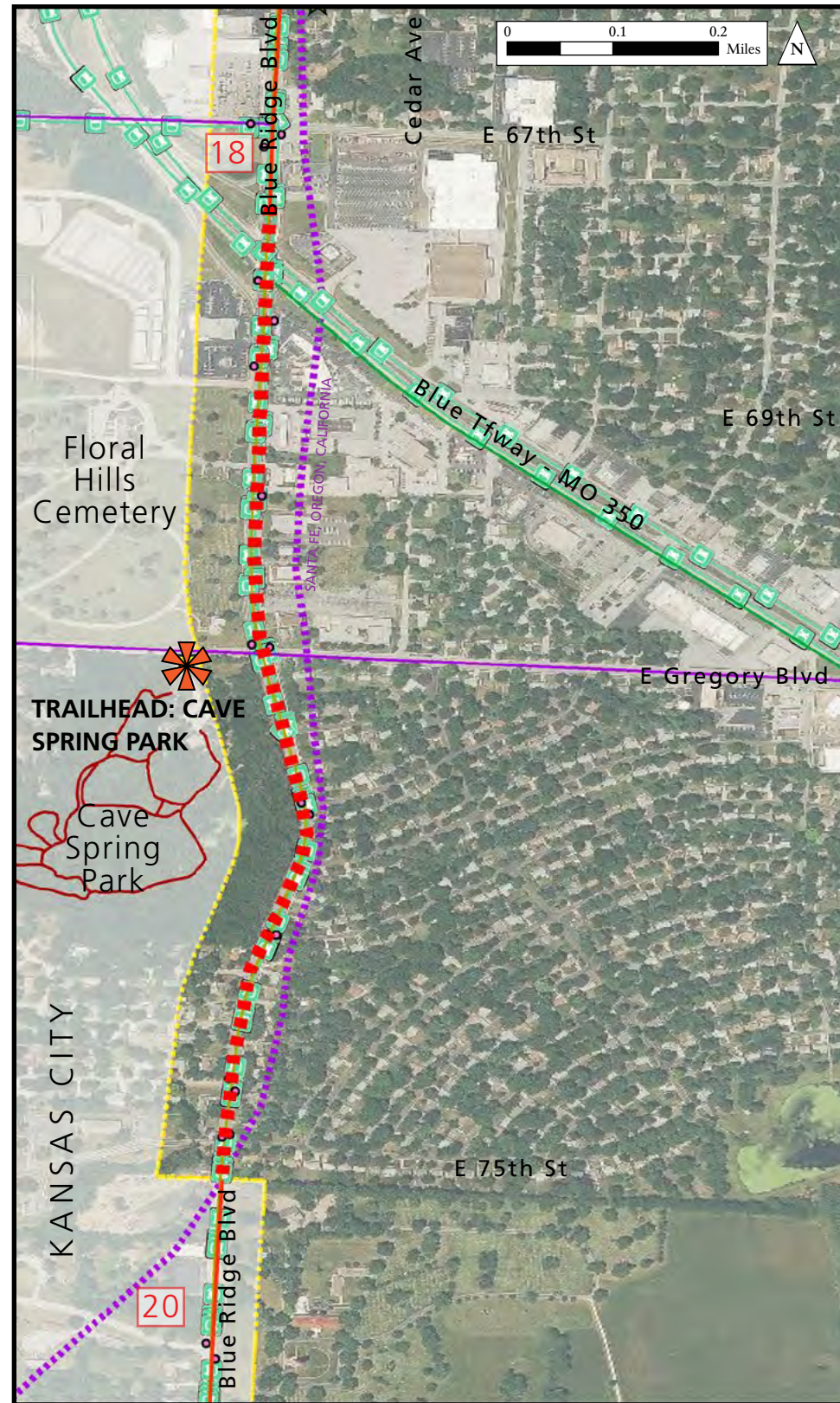


New streetscape on E 63rd St looking east. Photo NPS



Rice-Tremonti Home entrance off of E 65th St. Photo: Vireo

Raytown: Segment 19



0.93 Miles. Blue Ridge Boulevard from just north of Blue Trafficway/Missouri Highway 350 to boundary with City of Kansas City near East 75th Street.

ISSUES:

- Busy multi-lane road with sidewalk only on one side of the road for most of this segment

CORRIDOR CONNECTIONS:

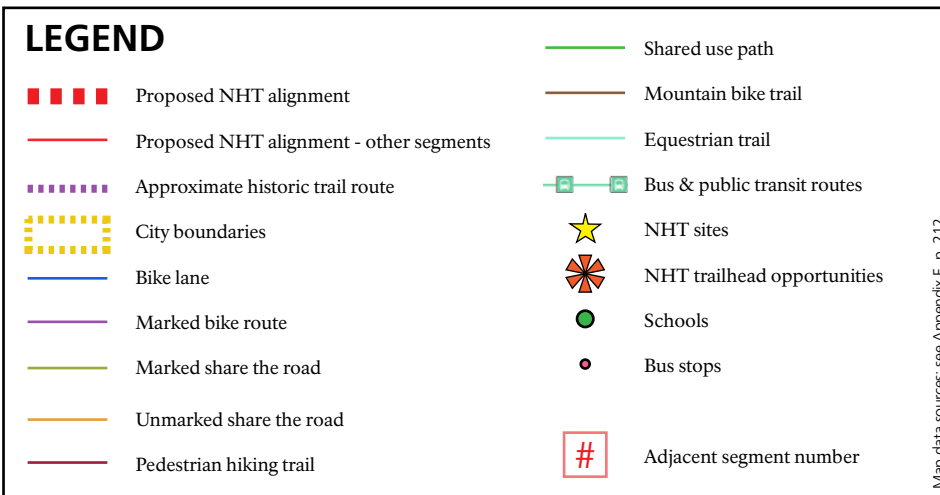
- Connects to Cave Spring Park
- Could provide safe pedestrian connection to nearby Westridge Elementary School (off map to southwest)
- Parallels transit route throughout its length

OPPORTUNITIES:

- Cave Spring Park is in the vicinity of the Barnes Farm, a campground used by historic trail travelers; it offers an opportunity for an NHT trailhead and/or enhanced NHT experience and interpretive development

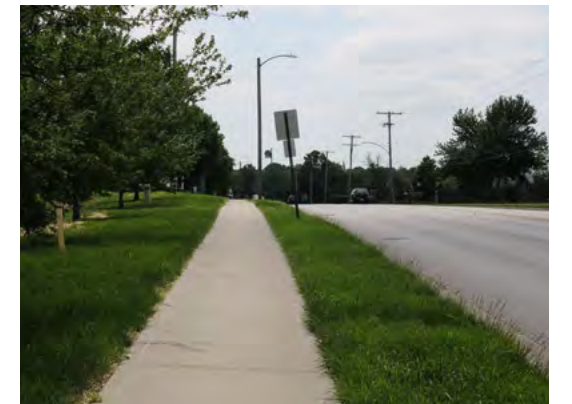
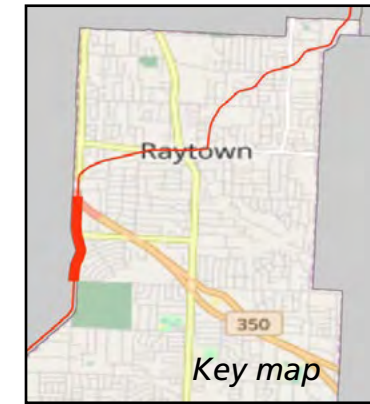
RELATIONSHIP TO HISTORIC ROUTE:

This segment is directly on the historic route of all three trails throughout its length.



Raytown map

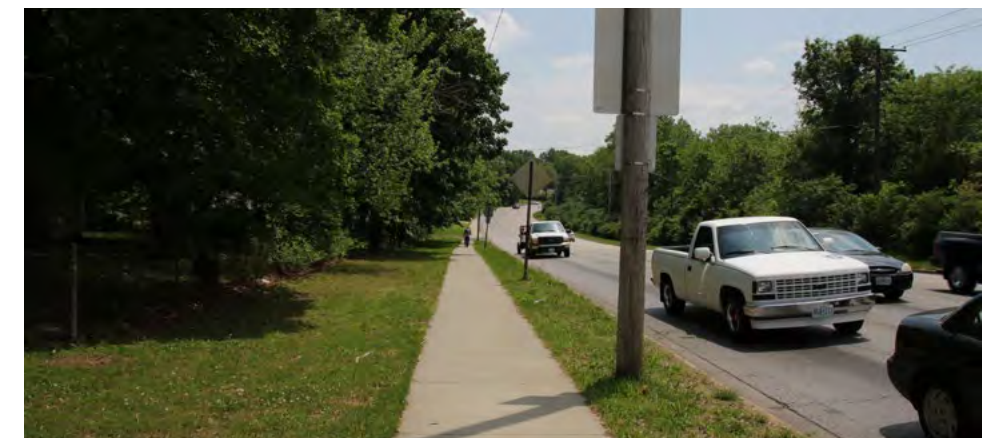
Project area map



Blue Ridge Blvd south of MO 350, looking south. Photo: Vireo



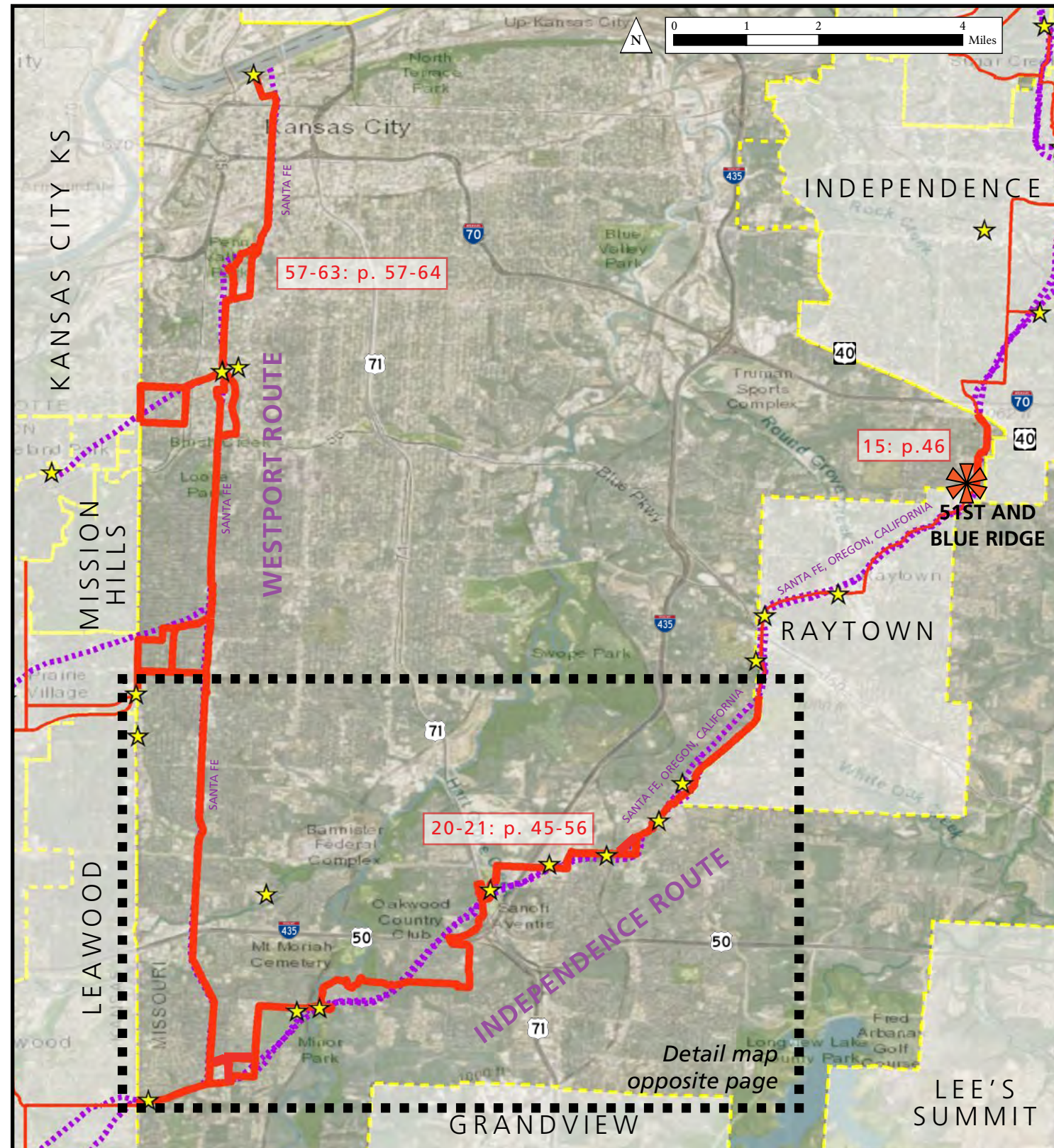
Existing parking and visitor center at Cave Spring Park. Photo: Vireo



Blue Ridge Blvd across from Cave Spring Park, looking south. Photo: Vireo

Kansas City: overview

Project area map

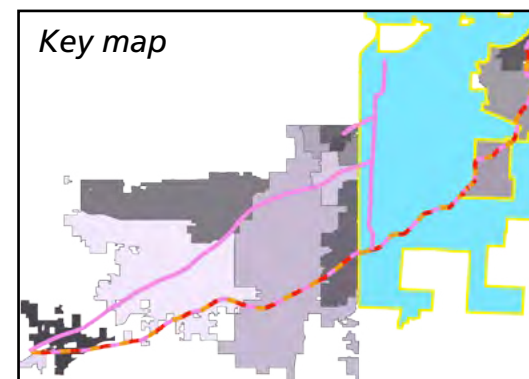


Minor Park Swales, top; Hickman Mills School, above; Powder Mill pedestrian bridge, right.

The City of Kansas City, Missouri, includes approximately 27–28 miles of the historic route, both along the Independence Route (around 10.5–11 miles, designated as all three NHTs) and the Westport Routes (16.5–17 miles, currently only part of the Santa Fe NHT). The two routes are treated somewhat differently in this document, because the Independence Route segment has a pre-existing plan governing most of its route and outlining its physical characteristics—the *6th District 2010 Pedestrian Intermodal Transportation Connector Plan (PITC)*¹—whereas the Westport Route was not comprehensively planned for prior to this project.

Independence Route documentation immediately follows this overview map spread, at the same scale and level of details as most other segments included in this document. The Westport Route alignment, following the Independence Route documentation, is shown in less detail, and may need additional refinement and planning before implementation begins.

1. Adopted as city ordinance number 100747 October 2010. Plan document can be found online at <http://www.3trailsid.org/projects/pedestrian-intermodal-transportation-connector-plan-pitc/>. Note: due to redistricting, the plan, which formerly covered trails only within the 6th District, now covers parts of both the 5th and 6th Districts.

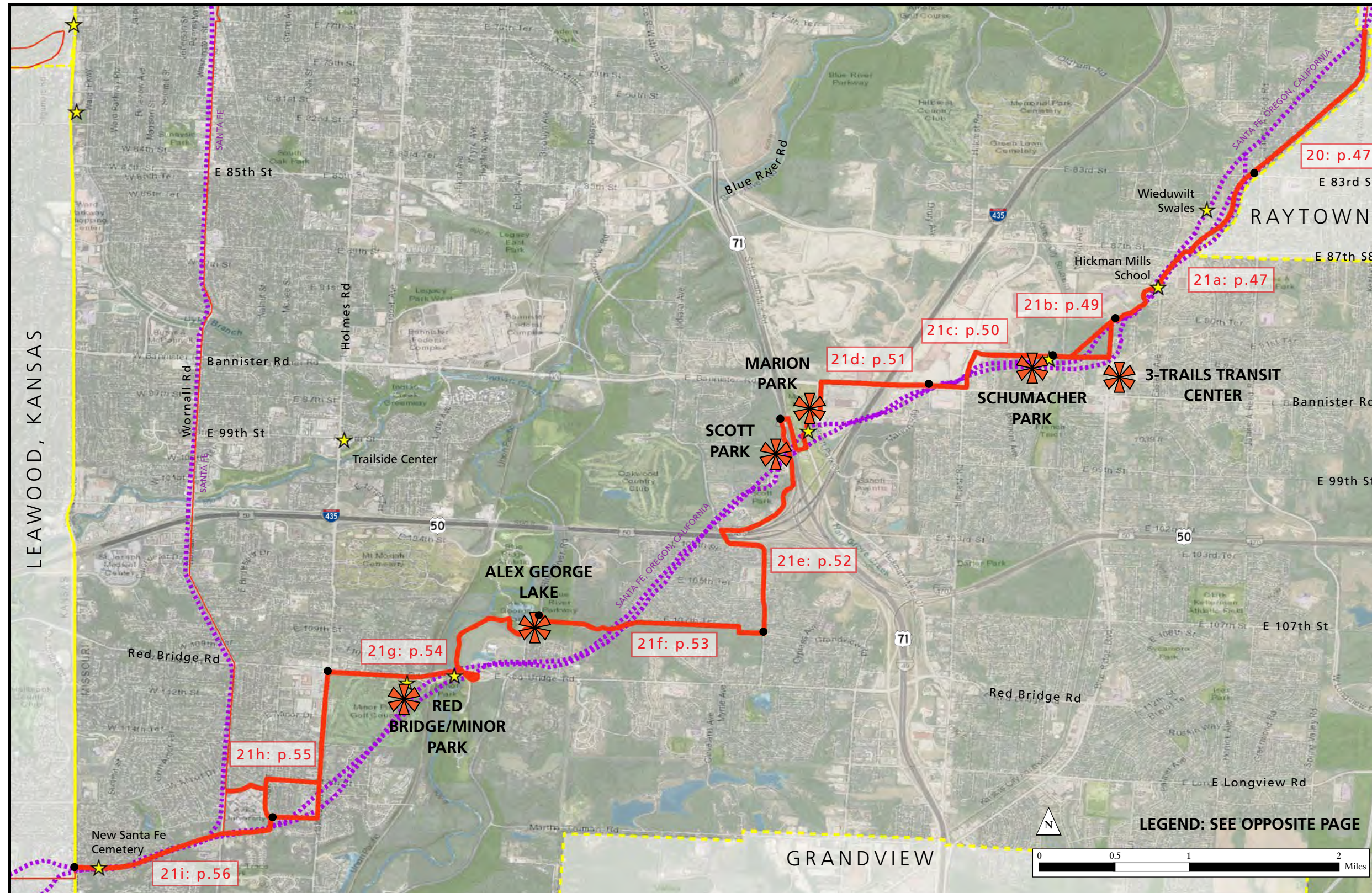


LEGEND

	Proposed NHT alignment		Shared use path
	Proposed NHT alignment - other segments		Mountain bike trail
	Approximate historic trail route		Equestrian trail
	City boundaries		Bus & public transit routes
	Bike lane		NHT sites
	Marked bike route		NHT trailhead opportunities
	Marked share the road		Beginning/end of segments
	Unmarked share the road		Schools
	Pedestrian hiking trail		Bus stops
			Segment number & page



Kansas City: Independence Route overview



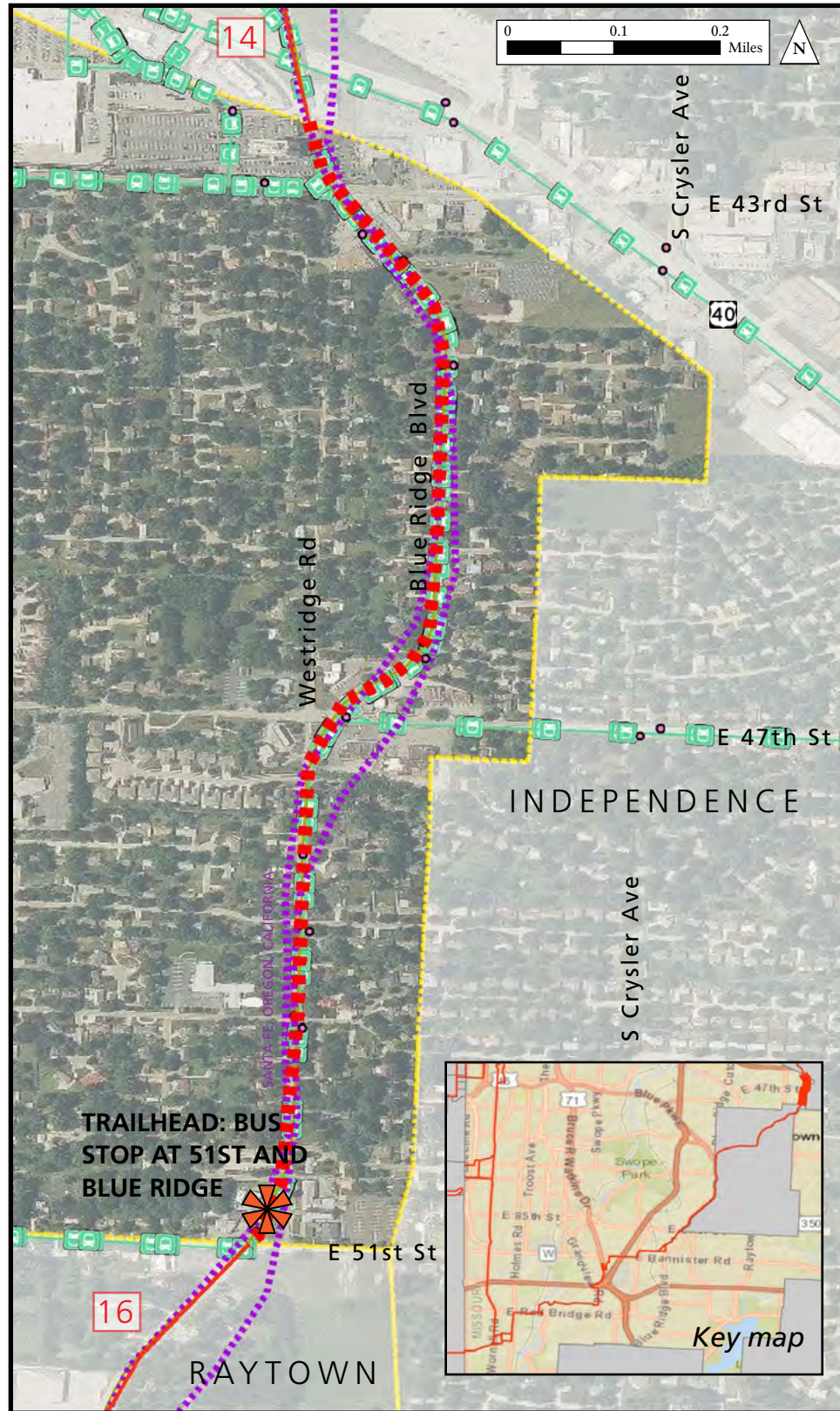
The Independence Route through South Kansas City is already planned in detail and was 40% complete as of fall of 2017. Some changes were made to the planned route since the initial adoption of the PITC plan in 2010—those changes are captured here. Although route selection in reference to the national historic trails was articulated somewhat differently in development of the PITC plan, it still adheres to the ideal of following the historic route to the greatest extent practicable under current conditions. Also, through a combination of route selection and subsequent development building around and with the trail, it now links many key locations in the area, including schools, public parks, historic sites, and new or existing economic drivers such as the Cerner Innovations Campus.

The final length of the proposed retracement route in south Kansas City along the Independence Route—including segment 15 but not proposed alternate routes for individual segments—is 13 miles.

Kansas City: Segment 15

[Kansas City map](#)

[Project area map](#)



1.20 Miles. Blue Ridge Boulevard at boundary with Independence just south of US Highway 40, to boundary with Raytown at East 51st Street.

ISSUES:

- North end congested area has limited right-of-way and complex vehicular traffic

CORRIDOR CONNECTIONS:

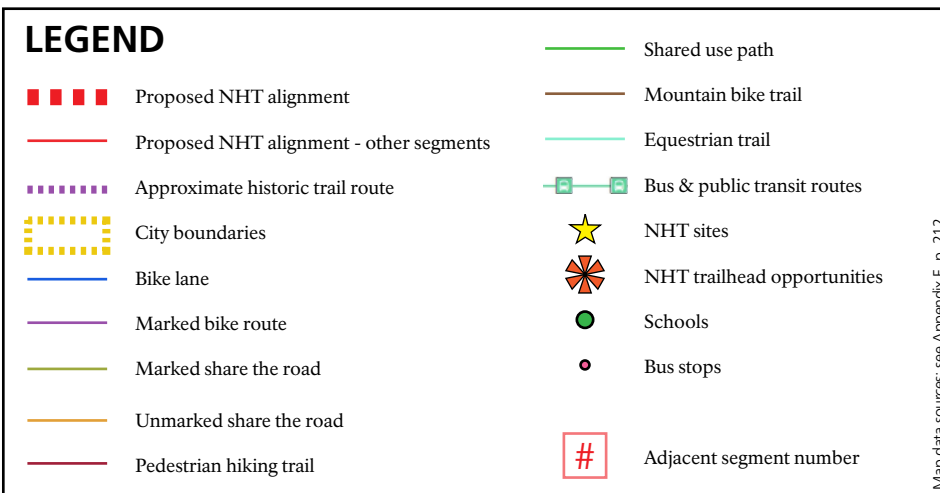
- Parallels transit throughout its length, and connects to east-west transit routes at East 43rd, 47th, and 51st Streets

OPPORTUNITIES:

- A major transit hub in the vicinity of US Highway 40 and Interstate 70 at the north end of the segment may be an opportunity to connect various transit modes to the trail via a trailhead; this is off this map just to the north, along segment 14 in Independence
- Raytown offers several potential trailhead locations in the central or south parts of the city, but a minor trail access point would be beneficial near the north edge of the city and the boundary with Kansas City; this could potentially be in conjunction with transit access in the general area of East 51st Street and Blue Ridge Boulevard

RELATIONSHIP TO HISTORIC ROUTE:

This segment is directly on the historic route of all three trails throughout its length.



Blue Ridge Blvd just south of US 40, looking south. Photo: Vireo



Blue Ridge Blvd at E 49th St, looking north. Photo: Vireo

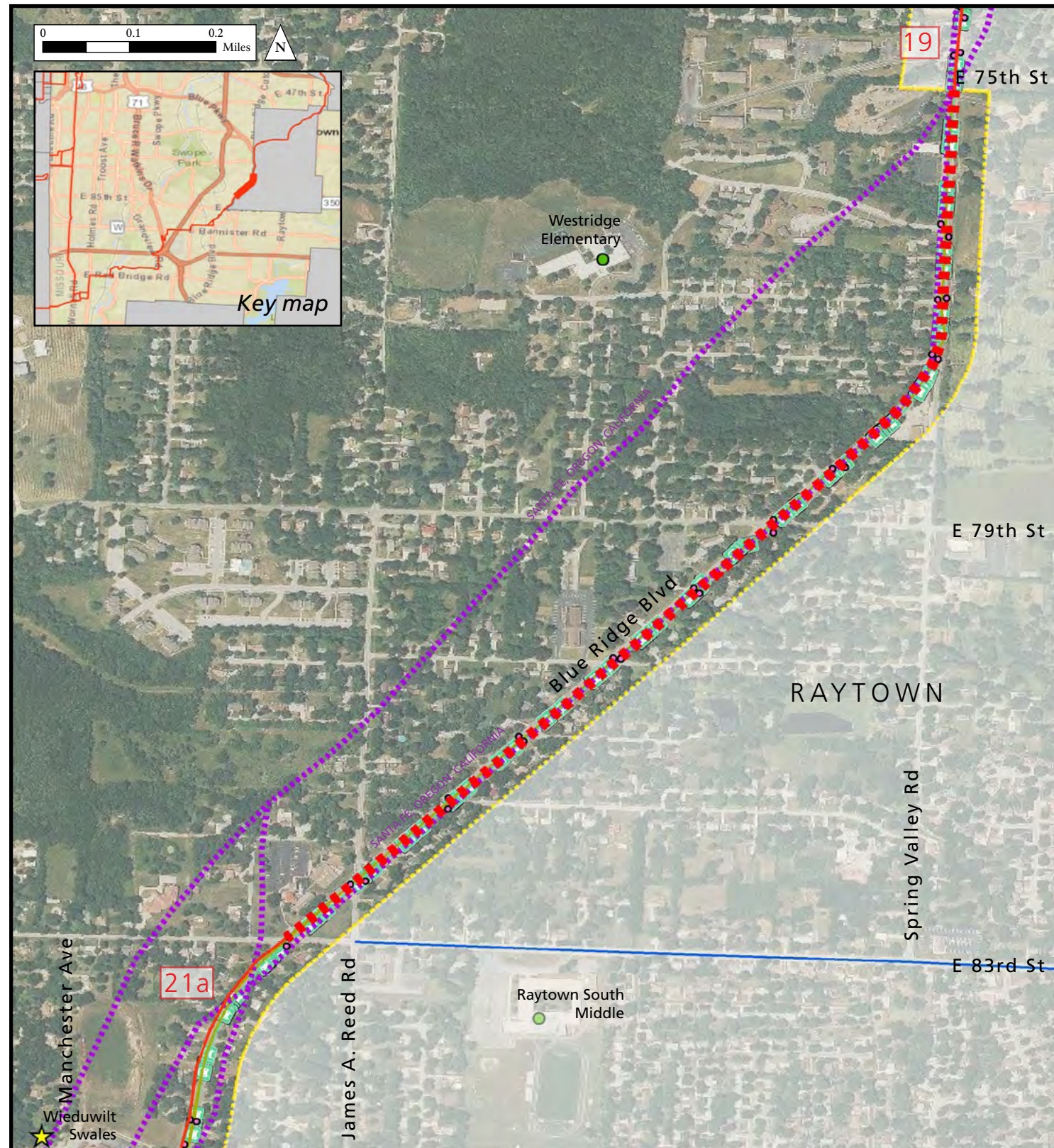


Blue Ridge Blvd at E 51st St, looking north. Photo: Vireo

Kansas City: Segment 20

[Kansas City map](#)

[Project area map](#)



1.20 Miles. Blue Ridge Boulevard from the boundary with Raytown at East 75th Street to East 83rd Street at the beginning of the 6th District PITC plan.¹

ISSUES:

- No sidewalks currently exist along this segment

CORRIDOR CONNECTIONS:

- Parallels transit throughout its length
- Could provide safe pedestrian connections to nearby Westridge Elementary School and Raytown South Middle School

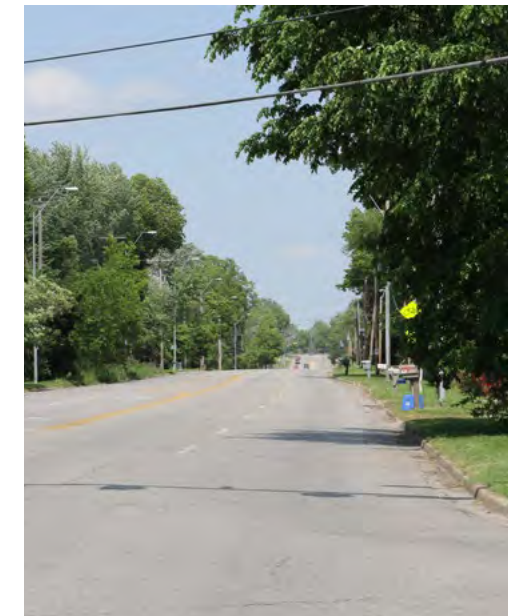
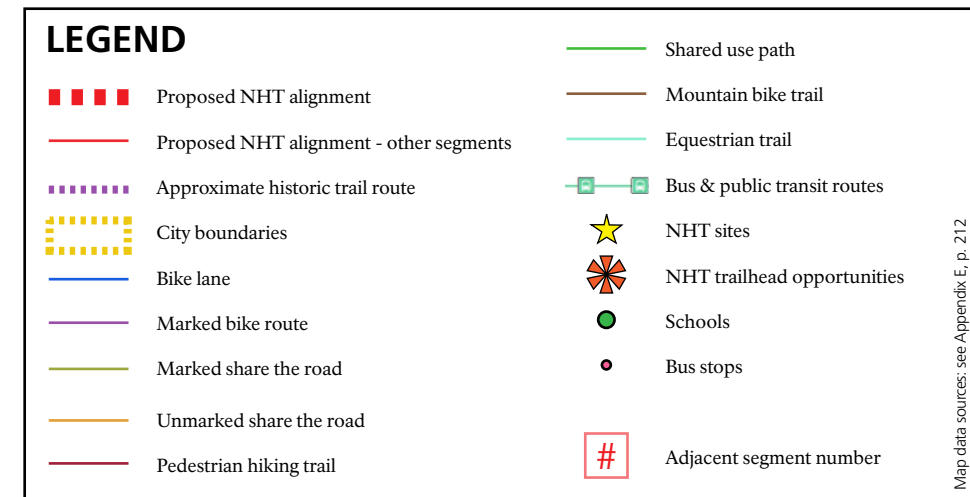
OPPORTUNITIES:

- Connects existing, adopted PITC plan for the three national historic trails in parts of the 5th and 6th districts of Kansas City to the planned route in Raytown
- Links to 87th Street Trail via 83rd Street on-street connector headed west, which could provide regional trail connections, such as to the Little Blue Trace Trail, as noted in the Trails KC Plan (see reference 1, page 21)

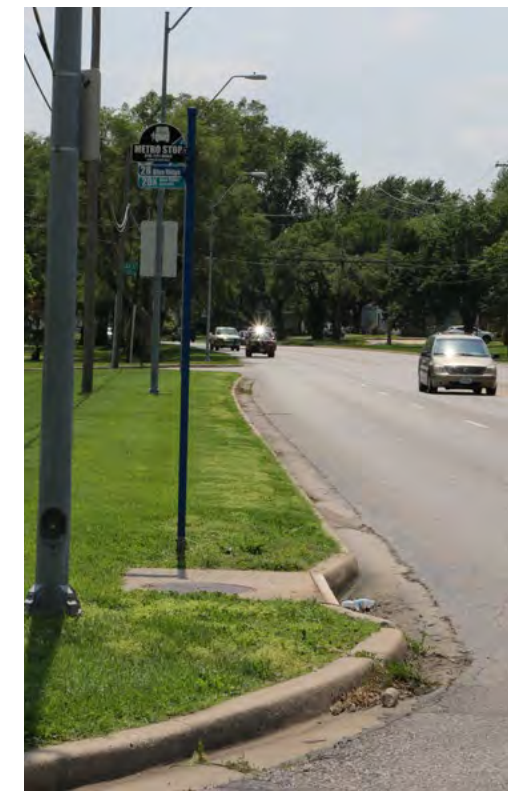
RELATIONSHIP TO HISTORIC ROUTE:

This segment is directly on the historic route of all three trails throughout its length.

1. Adopted as city ordinance number 100747 October 2010. Plan document can be found online at <http://www.3trailsid.org/projects/pedestrian-intermodal-transportation-connector-plan-pitc/>. Note: due to redistricting, the plan, which formerly covered trails only within the 6th District, now covers parts of both the 5th and 6th districts.



Blue Ridge Blvd at James A. Reed Rd, looking north. Photo: Vireo

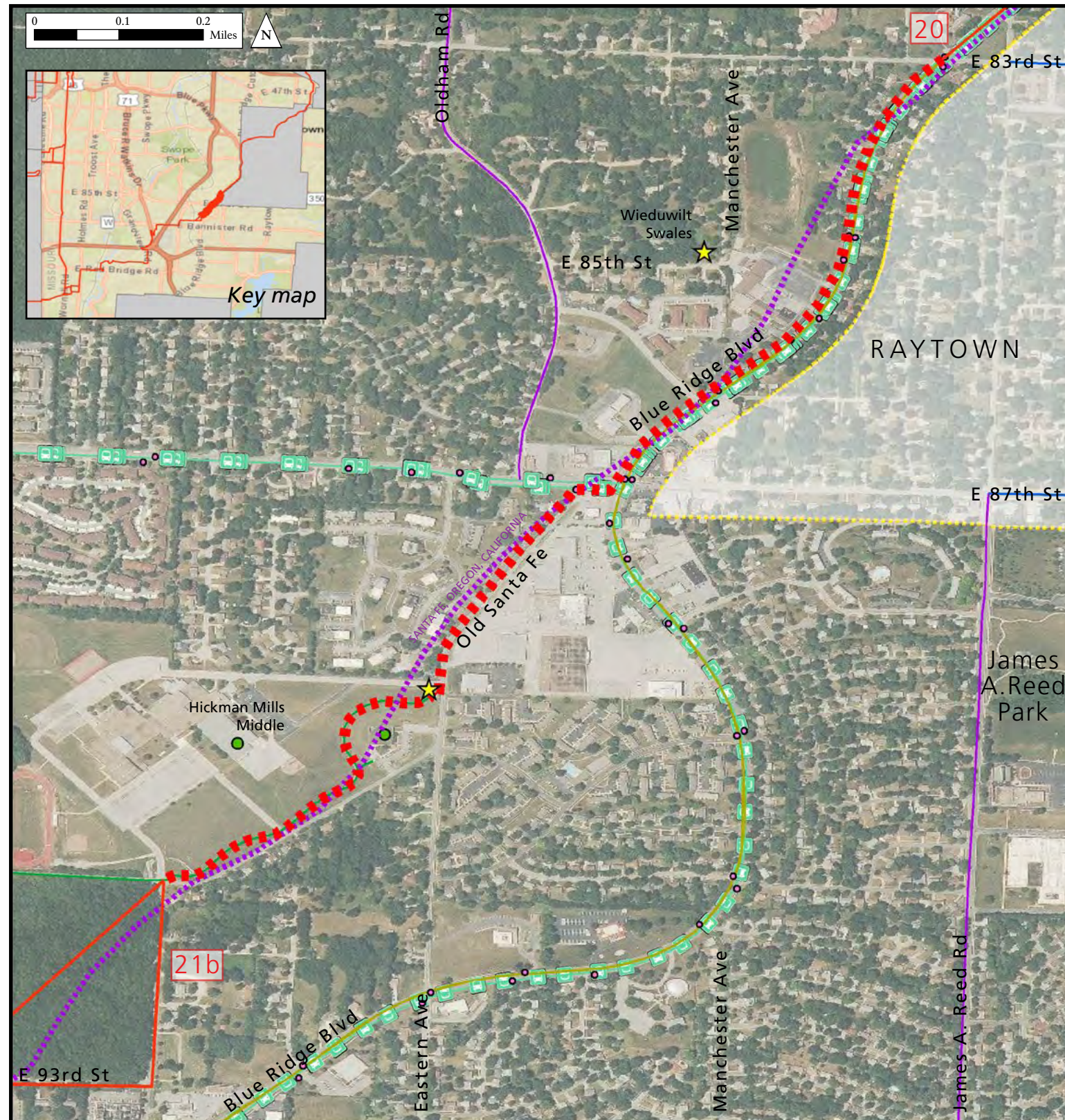


Bus stop on Blue Ridge Blvd at James A. Reed Rd, looking south. Photo: Vireo

Kansas City: Segment 21a

[Kansas City map](#)

[Project area map](#)



1.32 Miles. Blue Ridge Boulevard from East 83rd Street to East 87th Street. Southwest on Old Santa Fe Trail to the Hickman Mills School District property. Along multi-use trail across Hickman Mills property to the corner of Old Santa Fe Trail and the former East 91st Street (now closed to vehicular traffic).

ISSUES:

- Complex intersection at Blue Ridge Boulevard and East 87th Street will require careful attention to pedestrian and bicyclist safety

CORRIDOR CONNECTIONS:

- Parallels transit along Blue Ridge Boulevard from East 83rd to 87th Streets, connects to east-west transit line on East 87th Street
- Connects to existing trail development, interpretive exhibits, and wagon silhouettes on Hickman Mills School District property
- Local advocates are pursuing a trail link to the Wieduwilt Swales site
- Travels within three blocks of James A. Reed Park’s additional walking paths and recreational areas

OPPORTUNITIES:

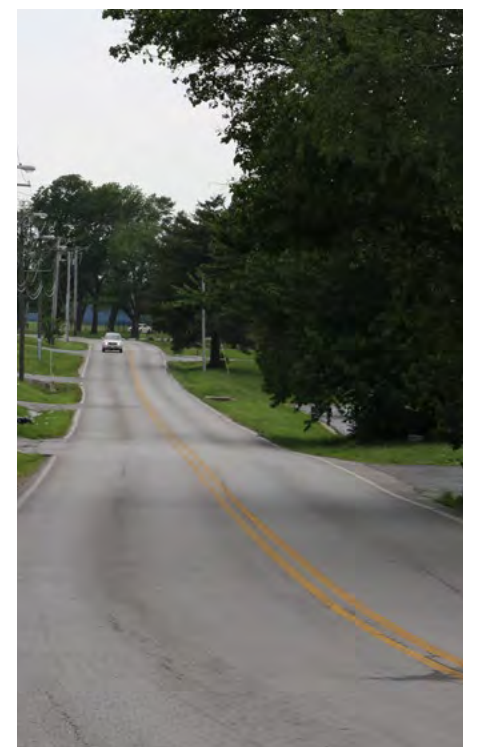
- Wieduwilt Swales is an existing, city-owned trail swales site with an interpretive exhibit, national historic trail entrance sign, and limestone marker; parking is very limited but it can currently be visited by vehicle and may in the future be accessed from the main trail

RELATIONSHIP TO HISTORIC ROUTE:

This segment is directly on the historic route of all three trails throughout its length.



Trail segment at Hickman Mills Middle School. Photo: A. Allen for NPS



Old Santa Fe Trail south of E 87th St, looking south. Photo: Vireo

LEGEND

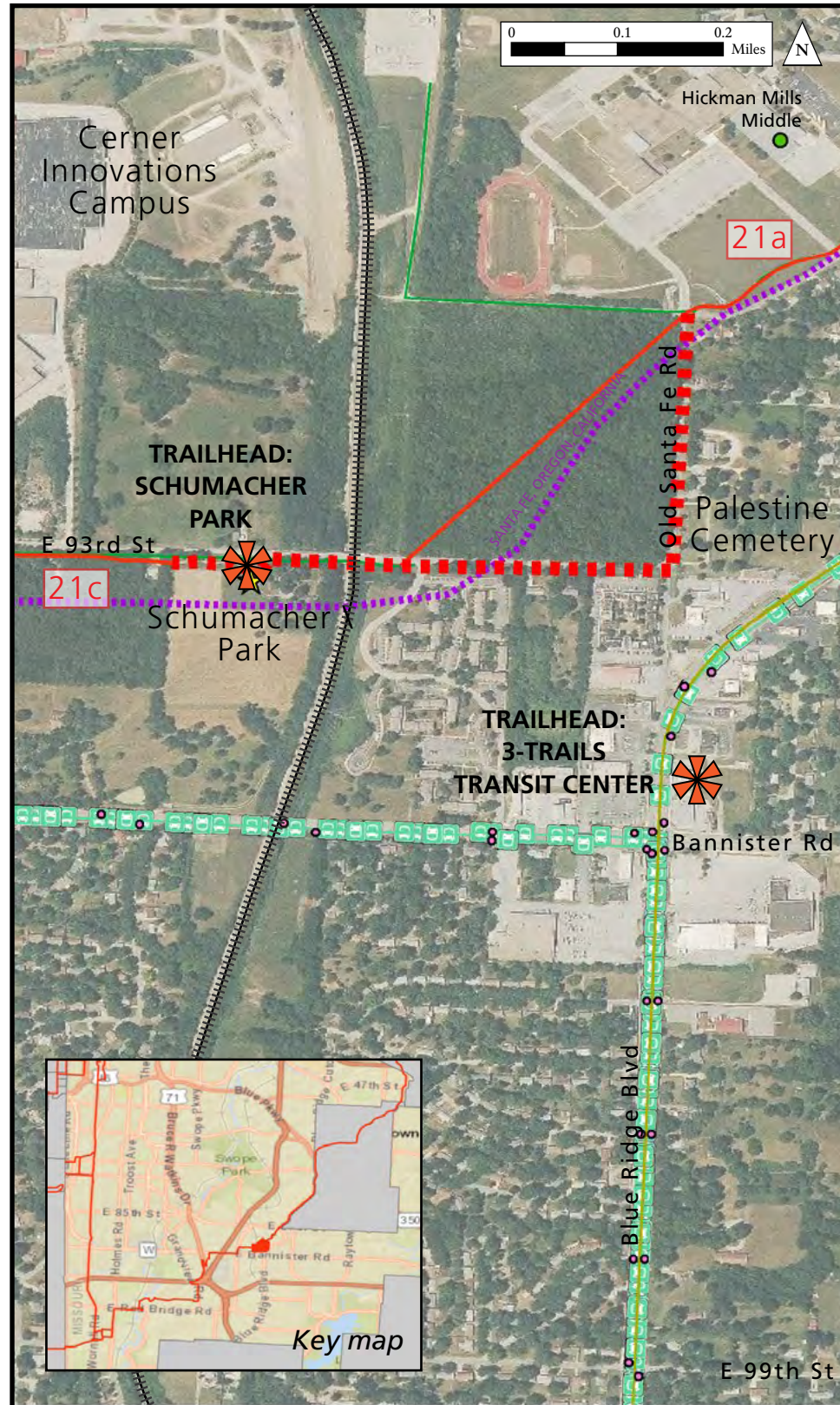
	Proposed NHT alignment		Shared use path
	Proposed NHT alignment - other segments		Mountain bike trail
	Approximate historic trail route		Equestrian trail
	City boundaries		Bus & public transit routes
	Bike lane		NHT sites
	Marked bike route		NHT trailhead opportunities
	Marked share the road		Schools
	Unmarked share the road		Bus stops
	Pedestrian hiking trail		Adjacent segment number

Map data sources: see Appendix E, p. 212

Kansas City: Segment 21b

[Kansas City map](#)

[Project area map](#)



0.62 Miles. South on Old Santa Fe Road to East 93rd Street, west on East 93rd Street to Schumacher Park, then through Schumacher Park on existing multi-use trail.

ISSUES:

- Limited sidewalk on Old Santa Fe Road

CORRIDOR CONNECTIONS:

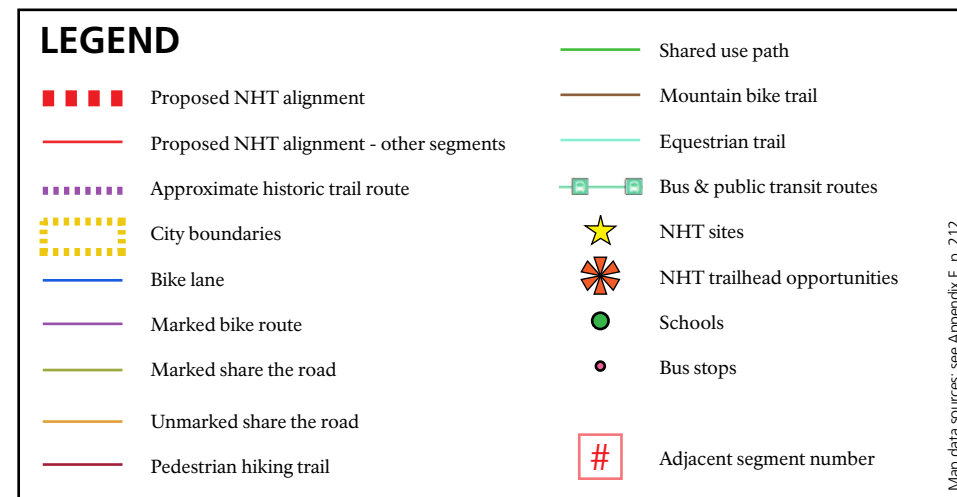
- Connects to existing interpretation and trail development in Schumacher Park
- Connects to transit at Blue Ridge Boulevard and Bannister Road via Old Santa Fe Road
- Connects to Palestine Cemetery, where there may be historic trail-period burials

OPPORTUNITIES:

- Local trail advocates are pursuing opportunities to route the trail through a vacant parcel of land to more closely approximate the historic route of the trails
- Development of a new Kansas City Area Transit Authority transit center on the east side of Blue Ridge north of Bannister—branded as the 3-Trails Transit Center at the request of the local community—has been identified as a trailhead for the national historic trails, and a plan is underway to connect it to the main trail with improved sidewalks and signage; see sample transit station trailhead, page 165 P. 165

RELATIONSHIP TO HISTORIC ROUTE:

This segment deviates slightly from the historic route to follow existing road rights of way.



Old Santa Fe Rd just south of Hickman Mills Middle School, looking south. Photo: Vireo



Trail along E 93rd St east of Schumacher Park, looking east. Photo: NPS

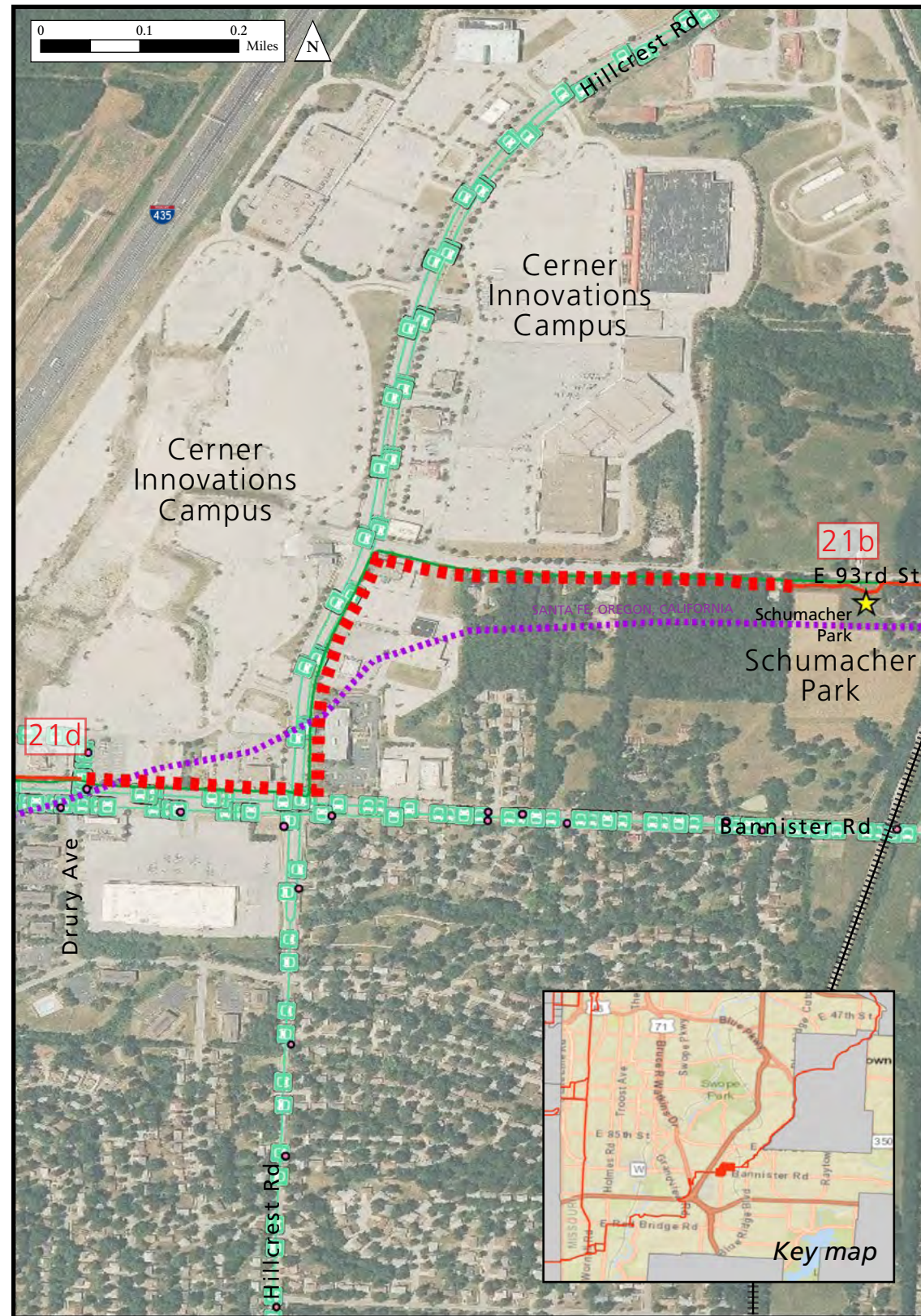


Trail in Schumacher Park looking east. Photo: Vireo

Kansas City: Segment 21c

[Kansas City map](#)

[Project area map](#)



0.76 Miles. East 93rd Street to Hillcrest Road, south on Hillcrest to Bannister Road, west on Bannister to Drury Avenue.

CORRIDOR CONNECTIONS:

- Connects to existing trail in Schumacher Park
- Connects to new main entrance of Cerner Innovations Campus, a major Kansas City employment center, to which thousands of people commute daily and where additional alternative transit options could be beneficial
- Connects to transit running both north-south and east-west on Hillcrest Avenue and Bannister Road, and a Park and Ride commuter lot at Drury Avenue and Bannister Road

OPPORTUNITIES:

- This segment of trail to be constructed by Cerner Corporation as part of their redevelopment of the former Bannister Mall site into the Cerner Innovations Campus

RELATIONSHIP TO HISTORIC ROUTE:

This segment is within a few hundred feet of the historic route of all three trails throughout its length.



E 93rd St looking east. Photo: Vireo



View of the first Cerner building from E 93rd St (left), and the new Cerner campus entrance at Hillcrest Rd and E 93rd St (right). Photos: Vireo



Bannister Rd at Hillcrest Rd, looking west. Photo: Vireo

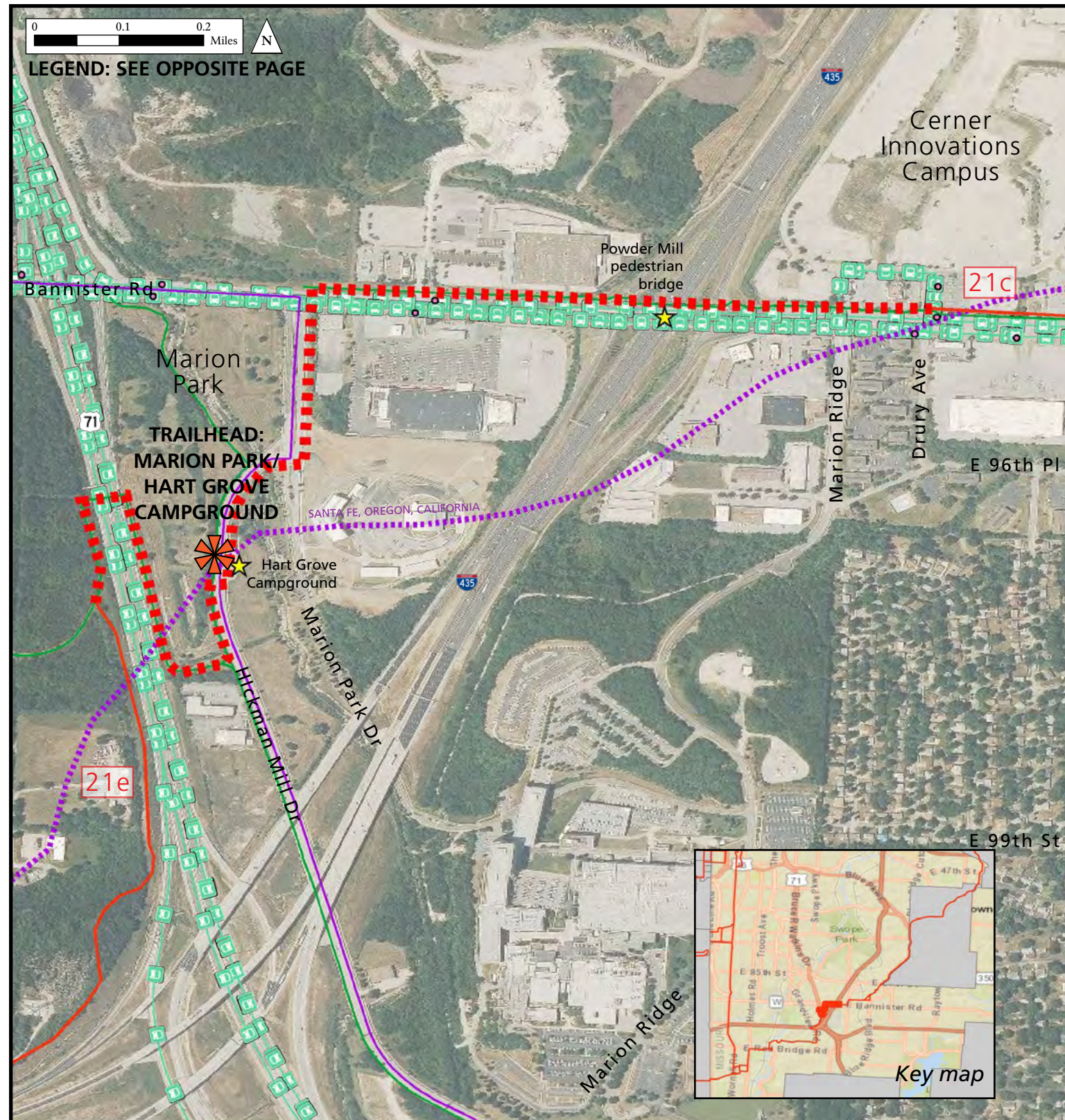
LEGEND			
	Proposed NHT alignment		Shared use path
	Proposed NHT alignment - other segments		Mountain bike trail
	Approximate historic trail route		Equestrian trail
	City boundaries		Bus & public transit routes
	Bike lane		NHT sites
	Marked bike route		NHT trailhead opportunities
	Marked share the road		Schools
	Unmarked share the road		Bus stops
	Pedestrian hiking trail		Adjacent segment number

Map data sources: see Appendix E, p. 212

Kansas City: Segment 21d

[Kansas City map](#)

[Project area map](#)



1.50 Miles. North side of Bannister Road across the Powder Mill pedestrian bridge over Interstate 435, south along Marion Park Drive to Hickman Mills Drive, south on Hickman Mills to access trail to pedestrian bridge over US Highway 71, then south on existing neighborhood trail.

ISSUES:

- High traffic volumes along Bannister Road
- NHT signage and exhibits in Marion Park need rehabilitation

CORRIDOR CONNECTIONS:

- Connects to transit on Bannister Road
- Creates a safe non-motorized route across both Interstate 435 and US Highway 71
- Connects to the Hart Grove Campground historic trail site in Marion Park, where there are existing exhibits interpreting the historic trails
- Links to Katy Connector Trail at Hickman Mills Drive, as noted in the Trails KC Plan (see reference 1, page 21)

OPPORTUNITIES:

- Nearly all of this segment exists as 10 foot wide trail as of early 2017, and the remainder is funded for construction
- Powder Mill Bridge is the first pedestrian bridge over an interstate to be constructed specifically to be part of a national historic trail
- Hart Grove Campground is an interpreted historic site and may be an opportunity for a national historic trail trailhead and/or new NHT experience or interpretive development

RELATIONSHIP TO HISTORIC ROUTE:

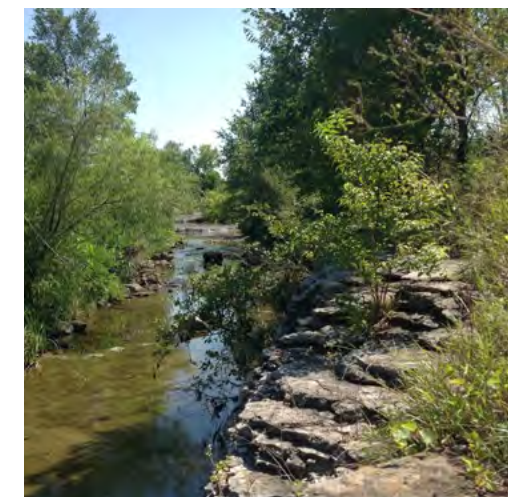
While the historic route cut more or less directly across this valley to cross the creek at Hart Grove, current conditions and modern freeways require the constructed trail to take a more convoluted route. The constructed trail is no more than 0.25 miles from the historic route at any point along this segment.



Powder Mill pedestrian bridge over I-435.



Trail approaching pedestrian bridge over US 71.



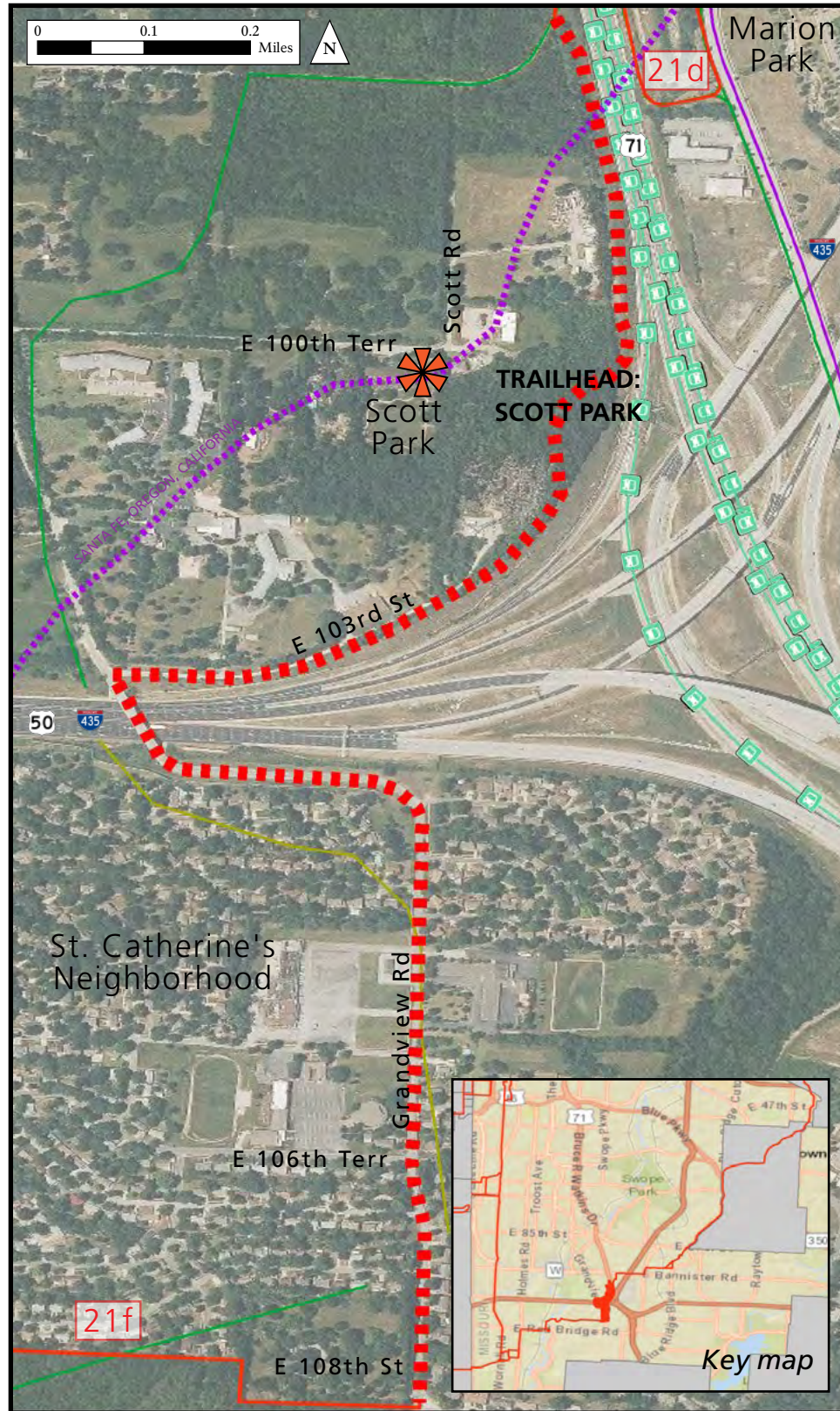
Hart Grove Creek at campground site.

All photos this page: NPS

Kansas City: Segment 21e

[Kansas City map](#)

[Project area map](#)



1.73 Miles. Along edge of US Highway 71 right-of-way to East 103rd Street, south across Interstate 435/US Highway 50 on Grandview Road bridge, south on Grandview to intersection of Grandview and Jackson Avenue (off map to south).

ISSUES:

- Grandview Road bridge over Interstate 435/US Highway 50 is not fully developed for pedestrians and bicyclists

CORRIDOR CONNECTIONS:

- Connects to neighborhoods to the northwest via existing multi-use trail

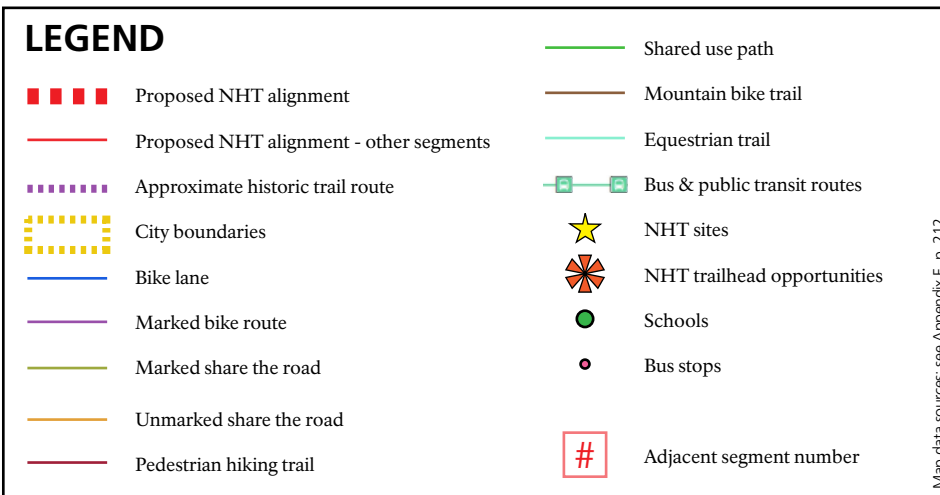
OPPORTUNITIES:

- Local advocates are pursuing a trail connection to Scott Park, which could then be developed as an NHT trailhead
- This entire segment was adopted as an “Addition to Trails KC” route, as noted within Kansas City’s Red Bridge Area Plan¹
- This segment attempts to reconnect neighborhoods which are currently separated by interstate highways by providing pedestrian access between them

RELATIONSHIP TO HISTORIC ROUTE:

This segment diverges from the historic route to use the Grandview Road bridge to cross Interstate 435/US Highway 50, and continues south to skirt the St Catherine’s residential neighborhood. At its farthest point, it is approximately 0.6 miles from the historic route.

1. <http://kcmo.gov/planning/redbridgeareaplan/> page 50



Scott Park looking south from E 100th Terrace. Photo: NPS



E 103rd St at Grandview Rd looking east. Photo: Vireo

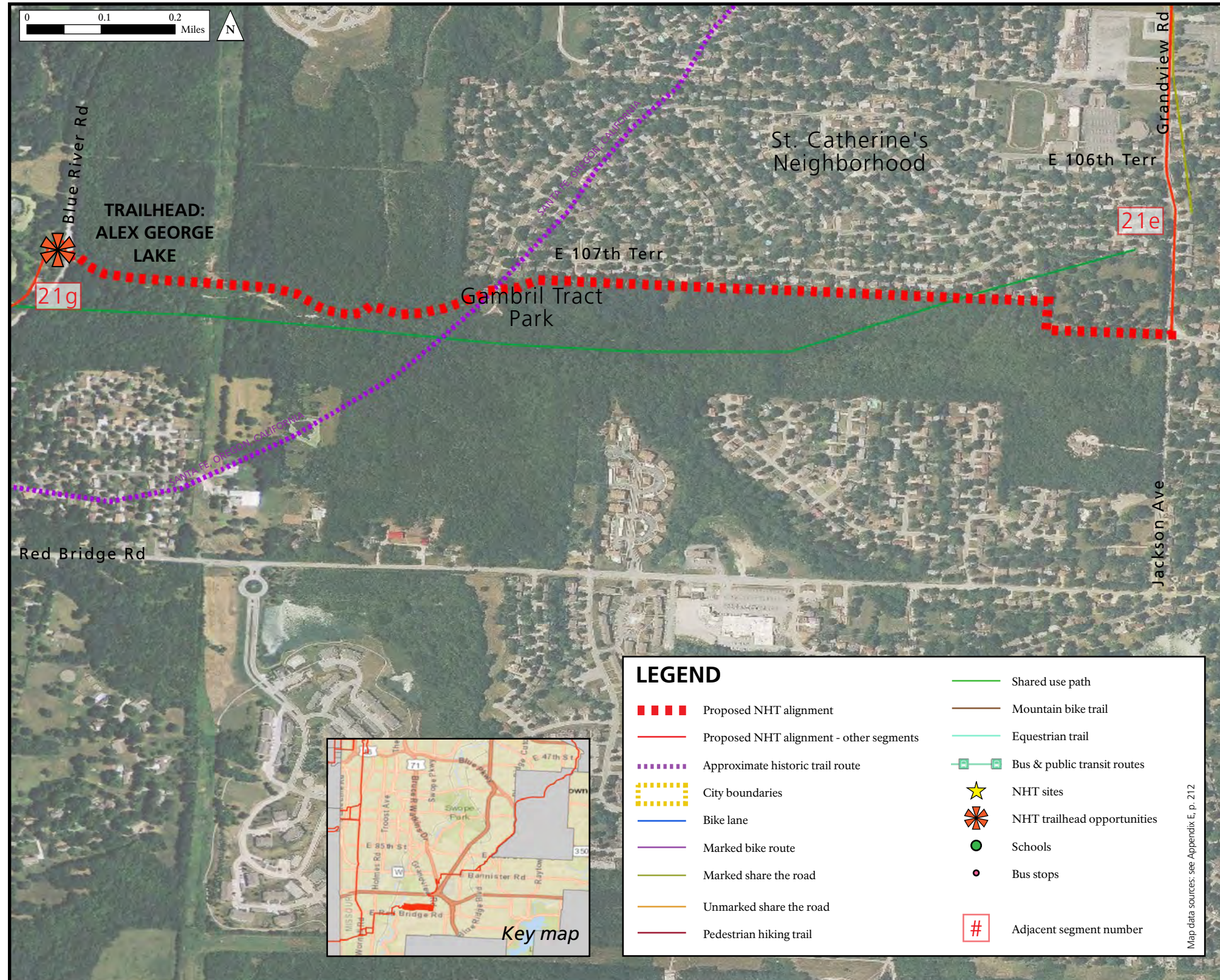


Bridge over I-435 on Grandview Rd, looking south. Photo: Vireo

Kansas City: Segment 21f

[Kansas City map](#)

[Project area map](#)



1.24 Miles. West through undeveloped parcel from Jackson Avenue to Gambril Tract Park, then through undeveloped Jackson County property to Blue River Road and Alex George Lake.

ISSUES:

- Limited existing right-of-way
- A safe crossing is needed at Blue River Road, which is a high speed corridor and currently has no crosswalk or traffic lights

CORRIDOR CONNECTIONS:

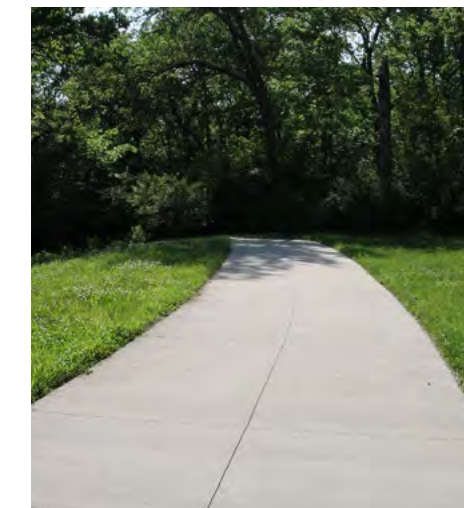
- Connects to the St. Catherine’s neighborhood at Gambril Tract Park
- Connects to existing trailhead at Alex George Lake
- Connects regionally to Blue River trail system at Alex George Lake; see next segment, 21g

OPPORTUNITIES:

- Trail already constructed through Gambril Tract Park (approx 0.1 mile)
- City approval of residential development for the undeveloped parcel at the east end of this segment may be contingent upon developer constructing the segment of trail that crosses this property

RELATIONSHIP TO HISTORIC ROUTE:

This segment runs directly east-west to link to an existing trailhead and trail segment at Alex George Lake, where the historic route runs from northeast to southwest across residential neighborhoods and undeveloped land. At its farthest point, the constructed trail will be approximately 0.6 miles from the historic route.

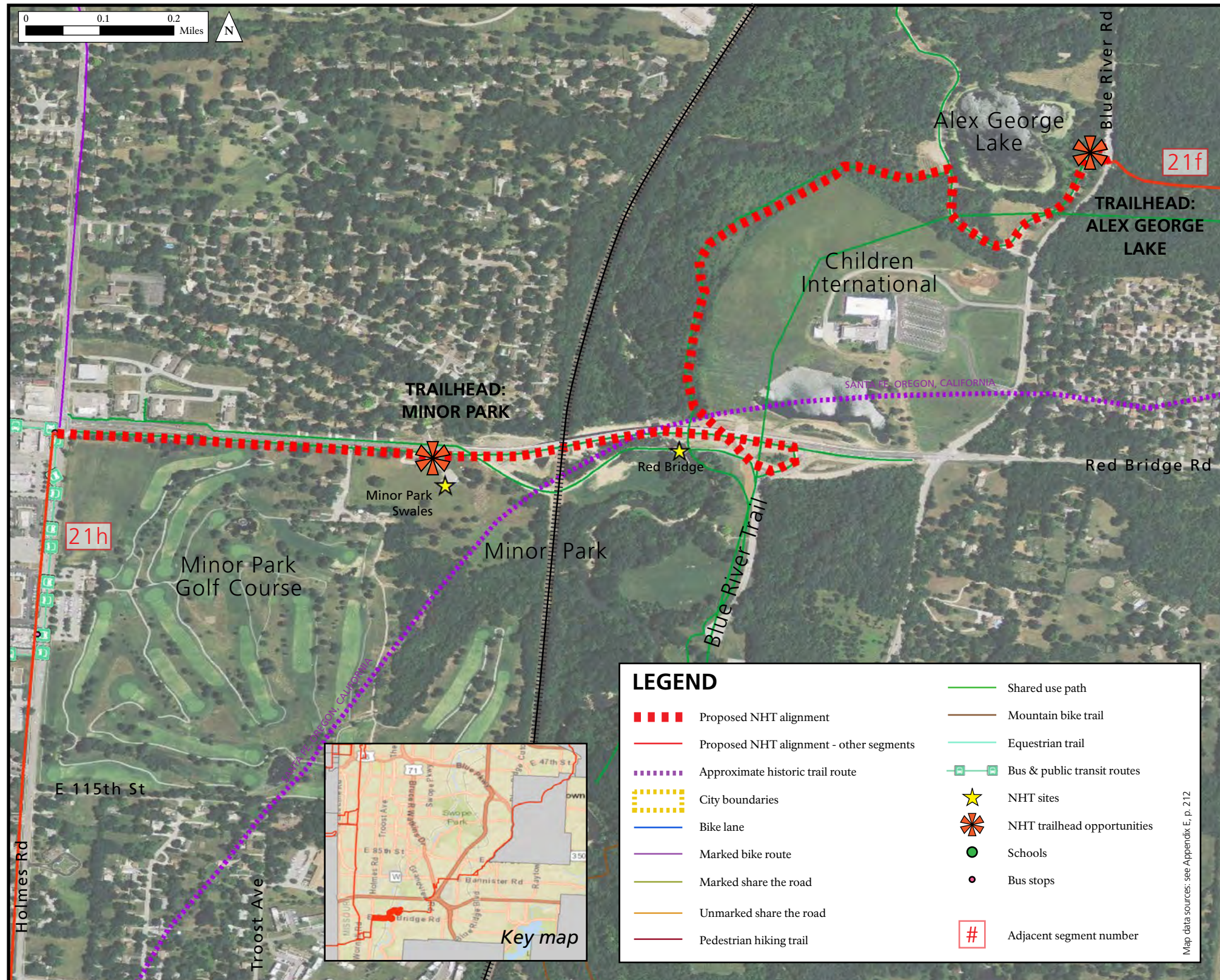


Paved trail in (left) and entrance to (right) Gambril Tract Park. Photos: Vireo

Kansas City: Segment 21g

[Kansas City map](#)

[Project area map](#)



1.80 Miles. West on trail around Alex George Lake to Blue River Trail, southwest on Blue River Trail to highway underpass at Red Bridge Road, then over the Blue River and railroad tracks on the new Red Bridge.

CORRIDOR CONNECTIONS:

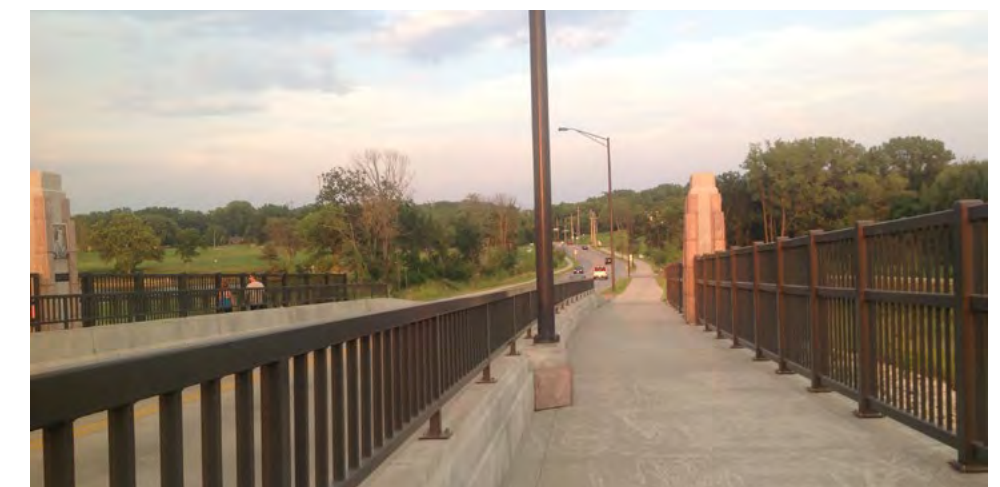
- Connects regionally to north and south along Blue River trail network
- Connects to Minor Park swales site
- Connects to historic Red Bridge (non-NHT)
- Connects to transit at Red Bridge Road and Holmes Road

OPPORTUNITIES:

- This segment of trail is already constructed
- The new Red Bridge over Blue River and the railroad tracks features 10 foot wide separated pedestrian and bike trail on both sides of the road, as well as images and text featuring trail era figures
- Three public access points with parking already exist along this segment, at Alex George Lake, Red Bridge (east of Blue River) and Minor Park (west of Blue River); all could be candidates for a national historic trail trailhead or development of an enhanced NHT experience and/or interpretation

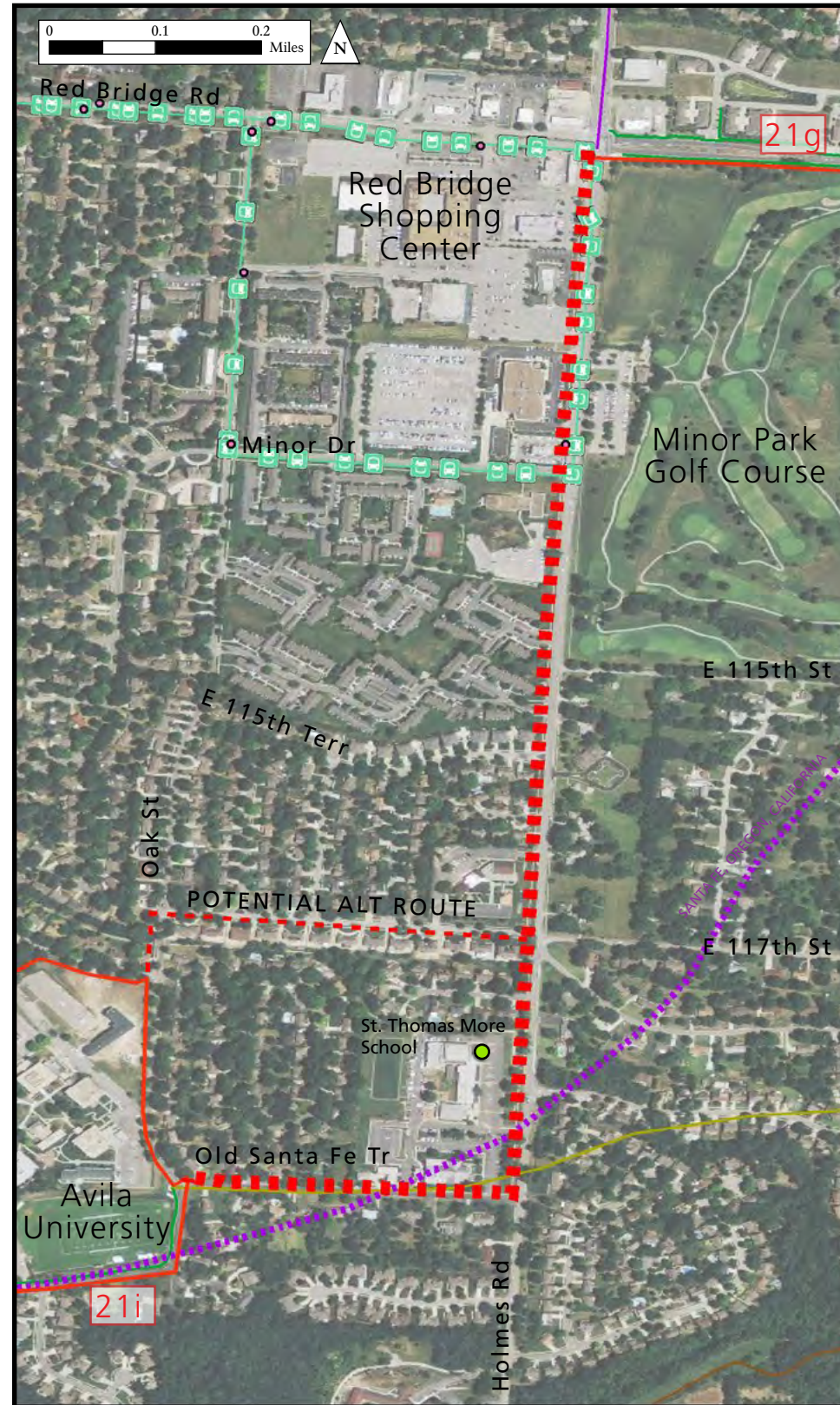
RELATIONSHIP TO HISTORIC ROUTE:

The constructed trail deviates from the historic route to follow the Blue River Trail and Red Bridge Road for safe crossings of major barriers (Red Bridge Road, Blue River, and railroad tracks) as well as avoid large private parcels of land (Minor Park Golf Course and Children International.) It is at most 0.5 miles from the historic route.



Pedestrian/bicycle route on new Red Bridge, with pillars highlighting trail figures. Photo: NPS

Kansas City: Segment 21h



1.20 Miles. South on Holmes Road to Old Santa Fe Trail, west on Old Santa Fe Trail to Avila University campus. Alternately, south on Holmes Road to East 117th Street, west on 117th, then south on Oak Street to existing Avila University loop trail.

ISSUES:

- Narrow right-of-way on this section of Old Santa Fe Trail presents technical challenges for trail construction

CORRIDOR CONNECTIONS:

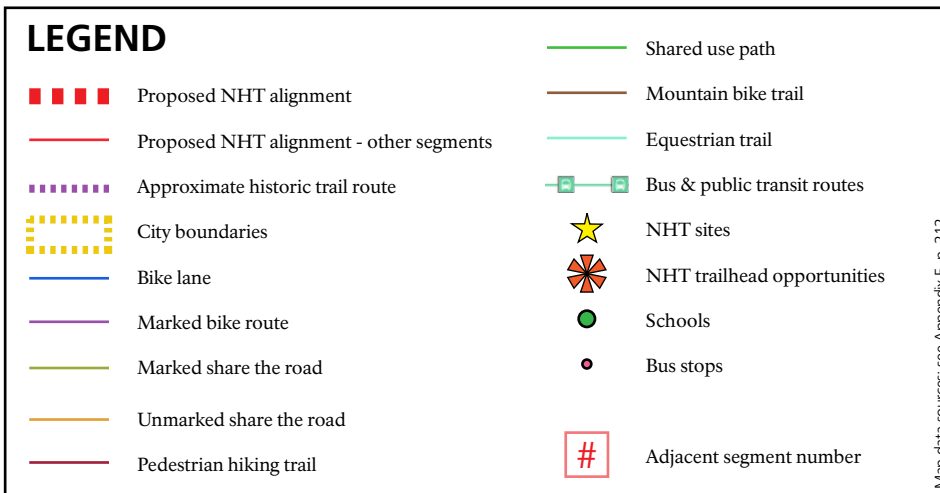
- Connects to transit on Holmes Road
- Connects to Avila University existing trails
- Could provide safe pedestrian connection to St. Thomas More School
- Passes one block north of Santa Fe Trace Park (just off map to south)

OPPORTUNITIES:

- Redevelopment of the Red Bridge Shopping Center at the southwest corner of Red Bridge and Holmes Roads may present an opportunity to incorporate trail into new construction
- Avila University's pursuit of a complete trail loop around its campus may provide an alternative option to route the trail along East 117th St rather than Old Santa Fe Trail to avoid issues with limited right-of-way

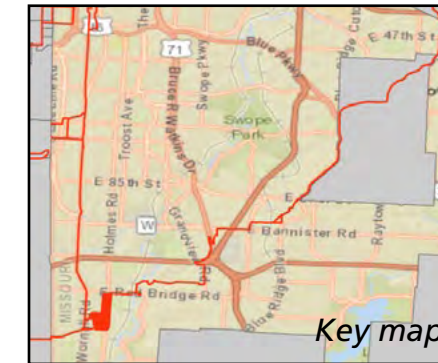
RELATIONSHIP TO HISTORIC ROUTE:

This trail segment rejoins the historic route in the vicinity of Holmes Road and Old Santa Fe Trail. It is at most 0.5 miles from the historic route.



[Kansas City map](#)

[Project area map](#)



Holmes Rd looking south at Red Bridge Shopping Center. Photo: Vireo



E 117th St at Holmes Rd, looking west. Photo: Vireo

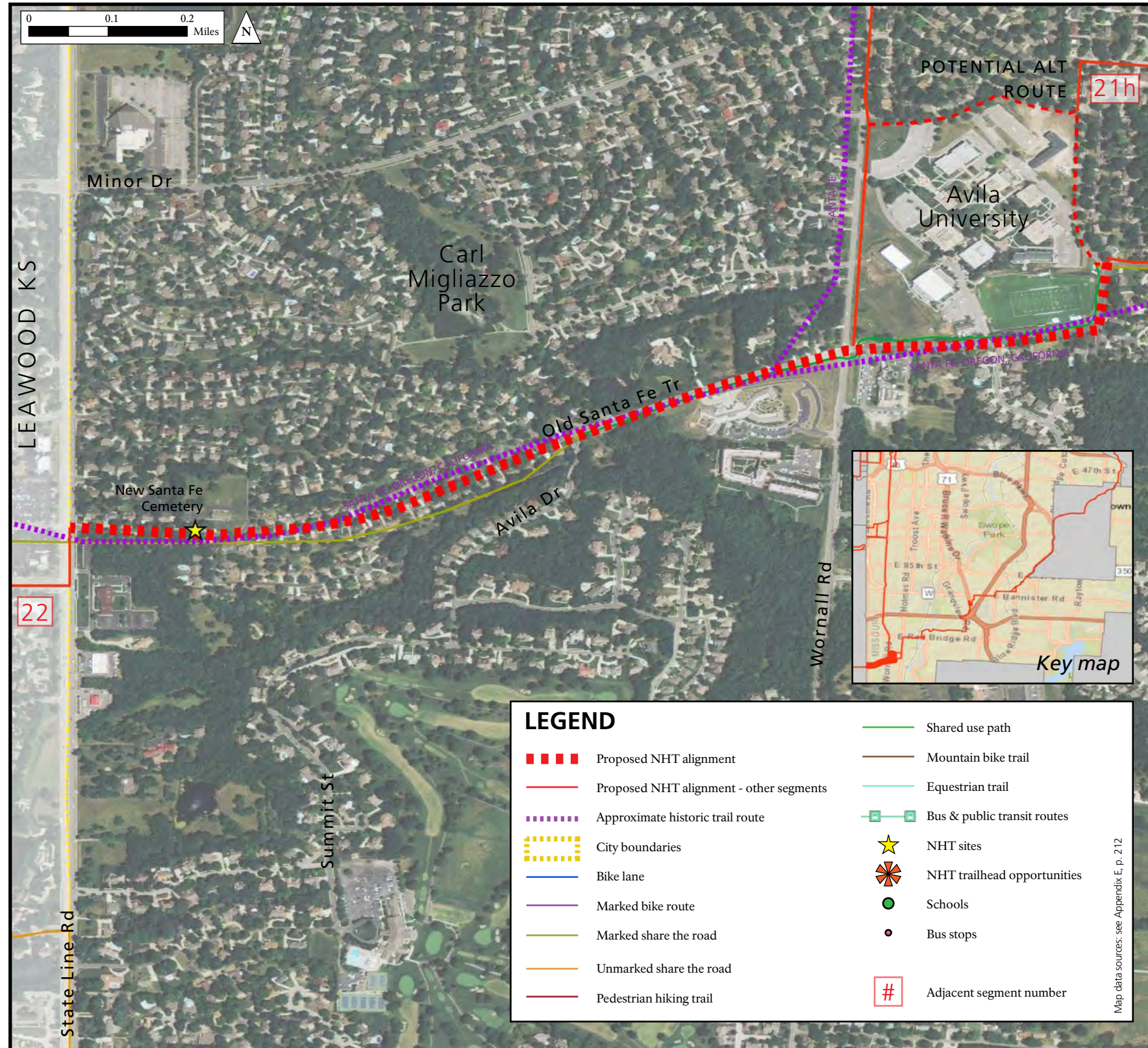


Old Santa Fe Trail at Oak St and edge of Avila University campus, looking east. Photo: Vireo

Kansas City: Segment 21i

[Kansas City map](#)

[Project area map](#)



1.14 Miles. Avila University trail along east and south sides of campus to Wornall Road, then west along Old Santa Fe Trail to State Line Road.

ISSUES:

- No crosswalk or other pedestrian infrastructure at Wornall Road
- Limited right-of-way on Old Santa Fe Trail from Avila Drive to State Line Road requires use of sidewalk and/or marked shared lanes for bicycles rather than 10 foot wide multi-use trail

CORRIDOR CONNECTIONS:

- Connects to New Santa Fe Cemetery trail swales site
- Connects to Avila University existing trails, including along Wornall Road
- Passes within 2 blocks of Carl Migliazzo Park

OPPORTUNITIES:

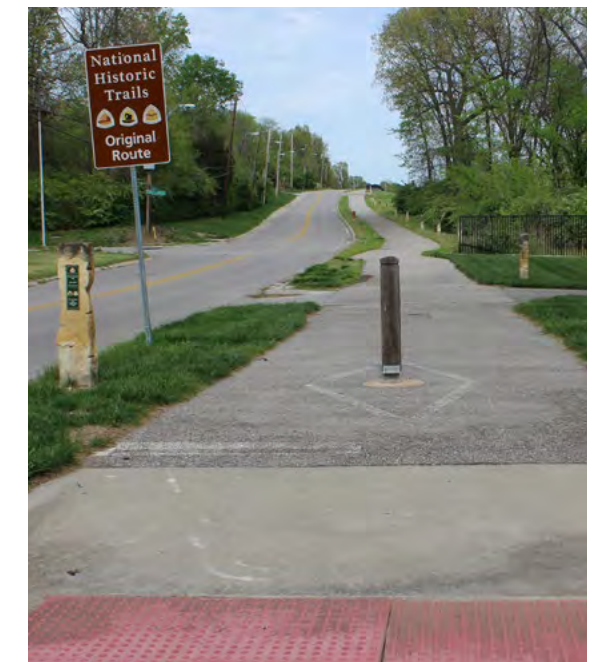
- All 10 foot wide trail planned for this section is already constructed
- Connects existing, adopted PITC plan for the three national historic trails in south Kansas City to Leawood and the Kansas side of the state line
- Existing Daughters of the American Revolution Santa Fe Trail marker is highly visible at the corner of Old Santa Fe Trail and State Line Road

RELATIONSHIP TO HISTORIC ROUTE:

This segment is directly on the historic route of all three trails throughout its length.



Trail on east side of Avila University campus, looking south. Photo: Vireo

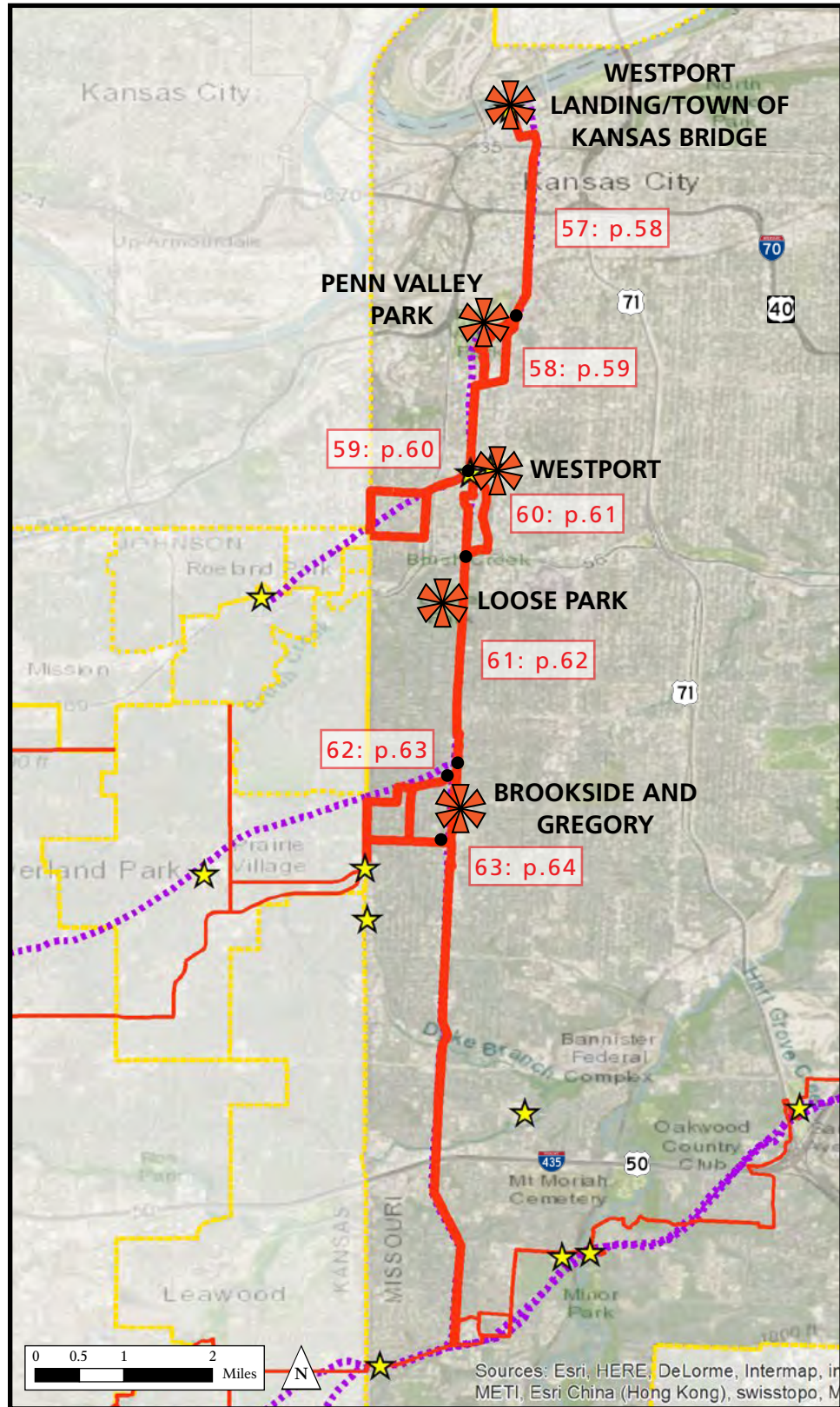


Old Santa Fe Tr at Avila Dr, looking east. Photo: Vireo

Kansas City: Santa Fe National Historic Trail Westport Routes

[Kansas City map](#)

[Project area map](#)



The City of Kansas City, Missouri has already invested heavily in the construction of the Santa Fe, Oregon, and California national historic trails in south Kansas City along the Independence Route, in accordance with the PITC plan. Although also part of the National Trails System, the Santa Fe National Historic Trail Westport Route through downtown and midtown Kansas City is less thoroughly planned to date. This section shows a preliminary potential alignment for future development of these routes, but will likely need additional detailed planning prior to implementation, particularly in areas of high congestion or where the routes connect across the state line into one or more cities in Kansas. Several segments include multiple potential alignments to be considered in future planning, depending on choices made in adjacent cities and other considerations at that time.

These alignments are presented on the following pages at a less detailed scale than most of the other routes included in this document, although with consideration of the same types of potential issues, opportunities, and connections.



Grand Ave in the Power and Light District, looking north. Photo: NPS

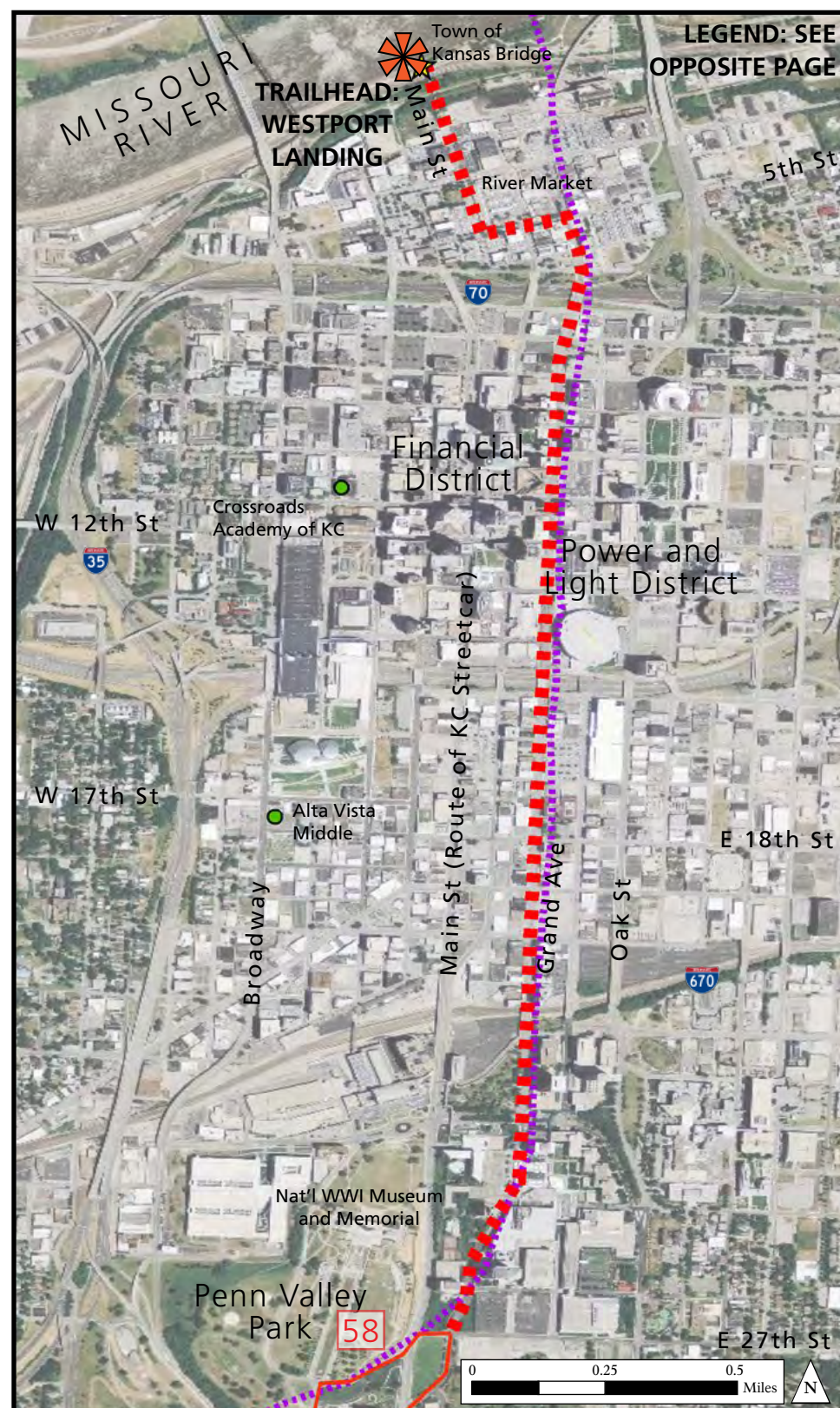


Trail along Wornall Rd on the Avila University campus, looking south. Photo: NPS

Kansas City: Segment 57

[Kansas City map](#)

[Project area map](#)



2.60 Miles. Main Street south from Town of Kansas Bridge to East 5th Street. East on 5th to Grand Avenue, then south on Grand, crossing Interstates 70 and 670 on existing road bridges, to East 27th Street.

ISSUES:

- Urban conditions throughout this segment may preclude construction of separated trail facilities, but wide sidewalks are present, and a separated bike route is planned for the future

CORRIDOR CONNECTIONS:

- Connects to Town of Kansas Bridge, where national historic trail interpretive exhibits are already in place
- Connects to the Kansas City Riverfront Heritage Trail at the Town of Kansas trailhead
- Connects to River Market, the Steamboat Arabia Museum, and numerous destinations in the Financial and Power and Light Districts
- Connects to Union Station, the Crown Center, Washington Square Park, the National World War I Museum and Memorial, and Penn Valley Park
- Connects to many transit routes, including the Kansas City Streetcar (routes are too complex to show on map at this scale)

OPPORTUNITIES:

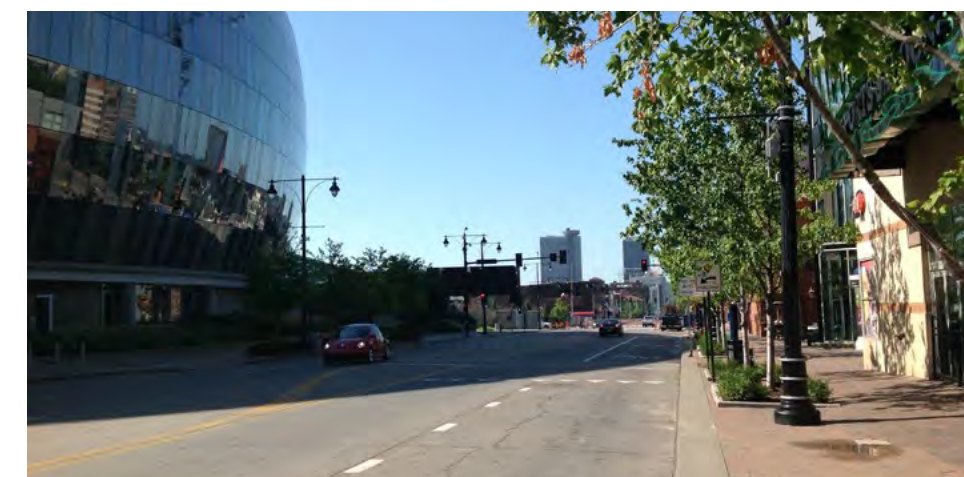
- Paralleling the Streetcar at a distance of two blocks throughout its length allows for national historic trail/streetcar multimodal loops
- Although parking is very limited, the Town of Kansas Bridge at the approximate historic site of Westport Landing is an opportunity for a minor NHT trailhead

RELATIONSHIP TO HISTORIC ROUTE:

Although this segment is not precisely on the designated route of the Santa Fe National Historic Trail in the River Market area, the Town of Kansas bridge is generally known to sit on the original location of a road cut into the bluffs connecting Westport Landing to Westport; aside from a sharp turn east to connect Main to Grand around the River Market, the planned trail route closely approximates the historic route of the trail throughout its length. The route is also known to have shifted slightly in this area several times over its period of use, due to flooding, landownership, and other issues.



On the Town of Kansas Bridge, looking south. Photo: NPS



Grand Ave at Sprint Center, looking south. Photo: NPS

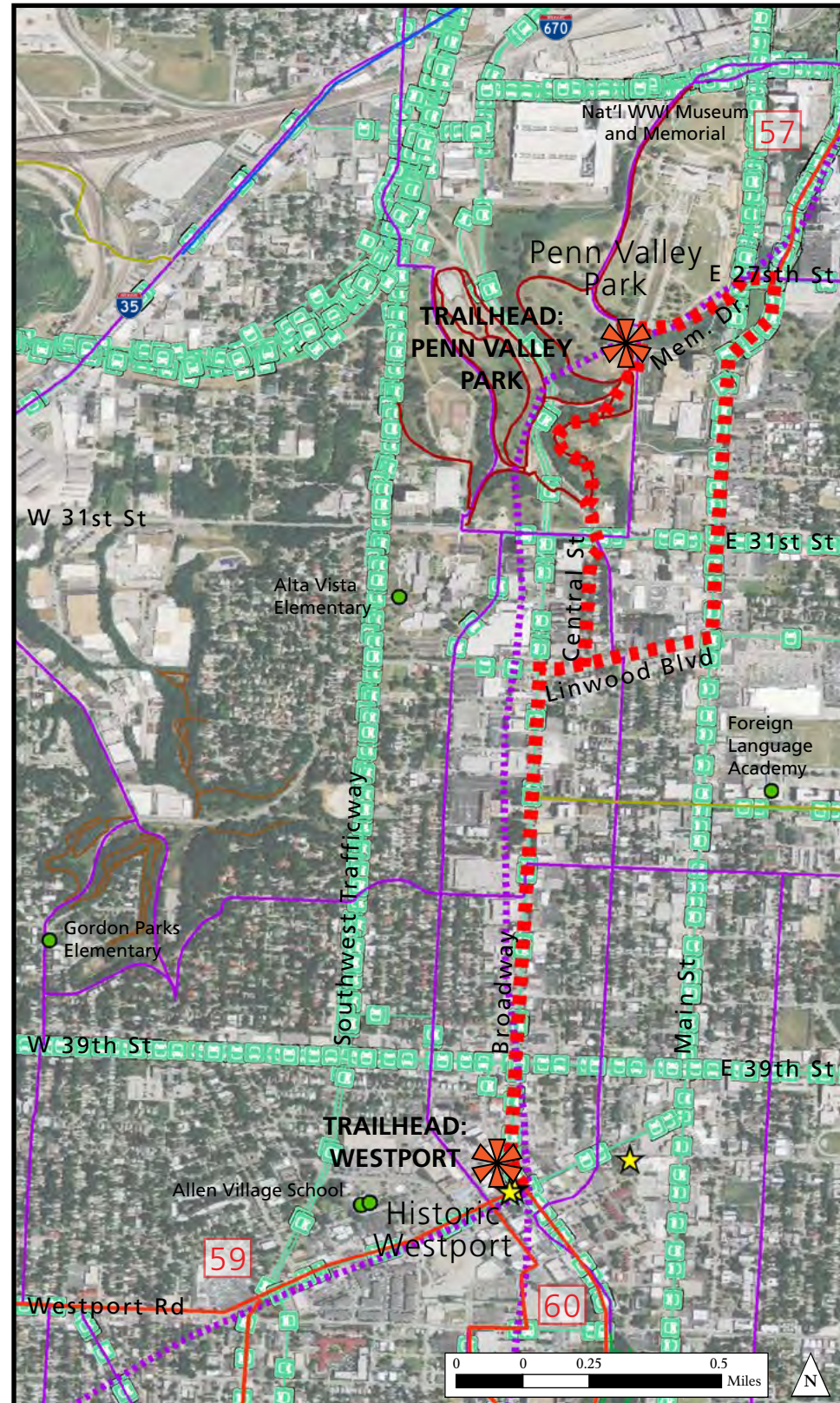


Grand Ave along east edge of Washington Square Park, looking north. Photo: NPS

Kansas City: Segments 58

[Kansas City map](#)

[Project area map](#)



2.92 Miles (including both variants). East 27th Street to Memorial Drive to Wyandotte Street onto Penn Valley Park trails. At south edge of Penn Valley Park, on Central Street south to Linwood Boulevard. Alternately, Grand Avenue south to Main Street, then Main south to Linwood Boulevard. From Linwood, south on Broadway into historic Westport.

ISSUES:

- Urban conditions across much of this segment may preclude construction of separated trail facilities, but wide sidewalks are present in many areas

CORRIDOR CONNECTIONS:

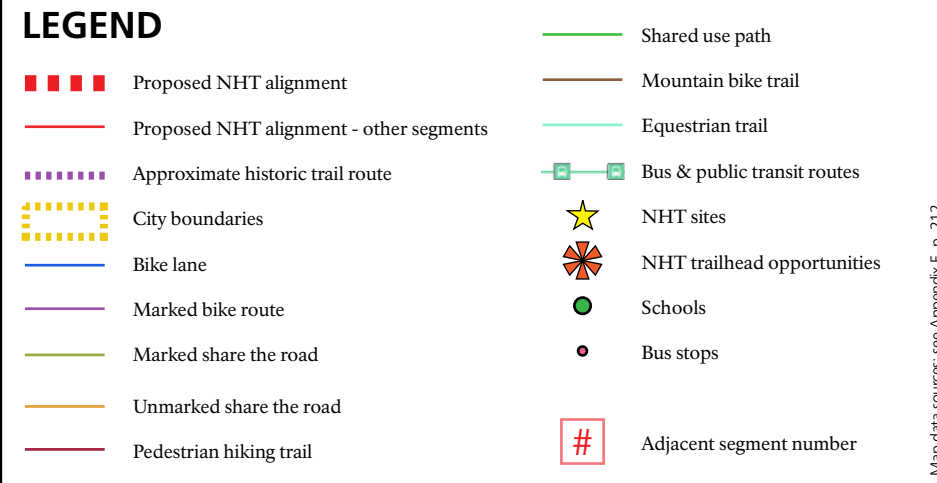
- Connects to the National World War I Museum and Memorial
- Connects to historic Westport, including several historic trail era buildings
- Connects to transit on Main Street, Broadway, East 31st and 39th Streets, and Westport Road

OPPORTUNITIES:

- Penn Valley Park, as a developed public park with views of the route both to the north and south, is an opportunity for an NHT trailhead
- Although the density of development within Westport likely would not allow for an extensive NHT trailhead, Westport is an ideal place to connect both to trail history and to opportunities to travel the trail

RELATIONSHIP TO HISTORIC ROUTE:

This segment closely approximates the designated route of the Santa Fe National Historic Trail throughout its length, although the east alternative (Main/Linwood) is somewhat farther away than the west alternative (Penn Valley Park trails).



Memorial Dr southwest of Main St, looking southwest. Photo: NPS

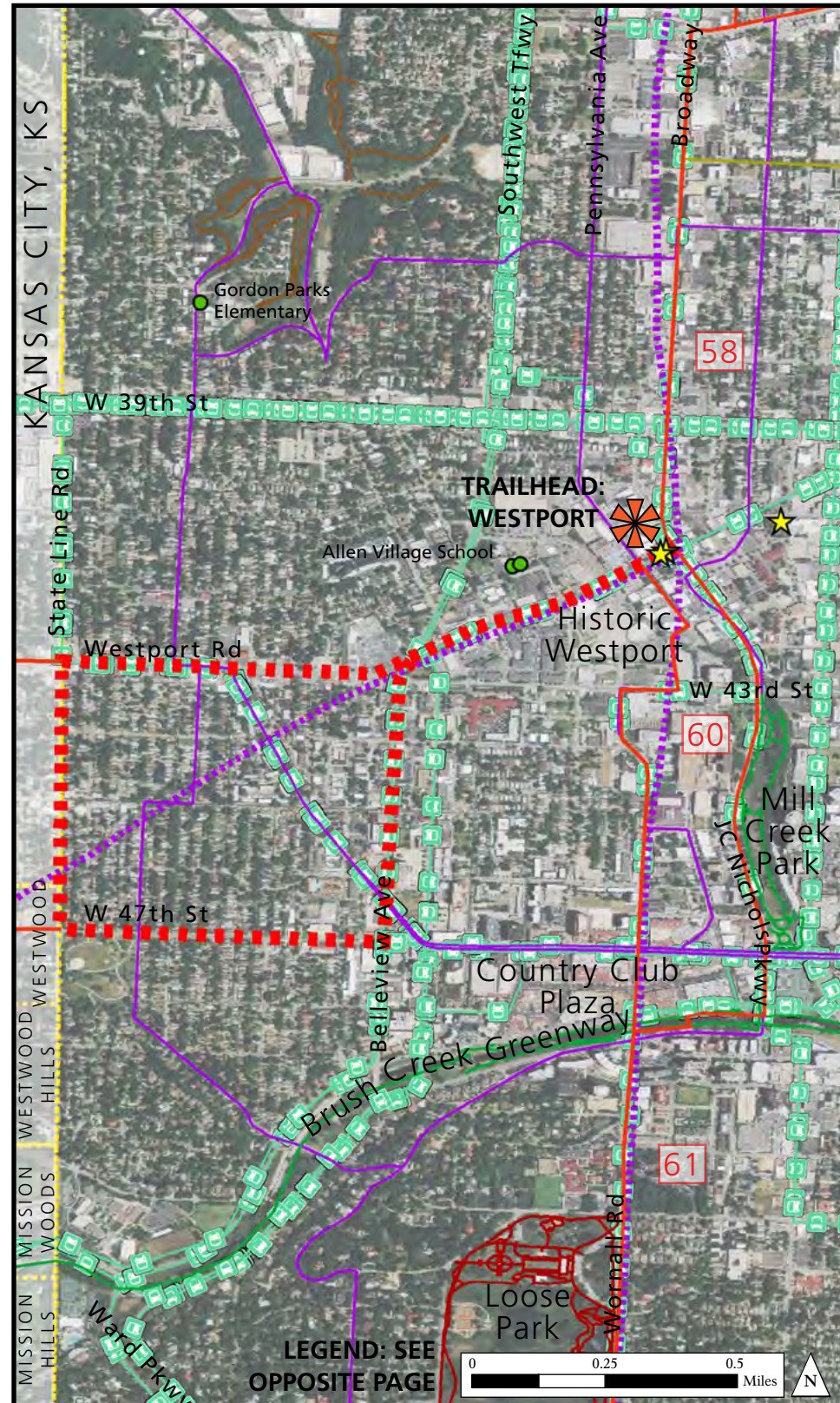


Broadway north of E 33rd St, looking south. Photo: NPS

Kansas City: Segment 59

[Kansas City map](#)

[Project area map](#)



2.69 Miles (including both variants). Southwest on Westport Road to Belleview Avenue. South on Belleview to West 47th Street, then west on West 47th to State Line Road. Alternately, west on Westport Road to State Line Road, and south on State Line to West 47th Street.

ISSUES:

- All roads in these segments are relatively heavily trafficked, with 2–5 lanes of traffic; they have sidewalks on both sides of each street, but no bicycle infrastructure
- Selection of a preferred route in this area is linked to selection of connecting route(s) in Kansas, which fell outside of the final scope of this project

CORRIDOR CONNECTIONS:

- Connects to historic Westport, including several historic trail era buildings
- Connects to transit on Belleview Avenue and parts of Westport Road

OPPORTUNITIES:

- Two potential routes are shown in this area to offer different options to connect to future routes on the Kansas side of state line.; further work with Westwood, Westwood Hills, Kansas City (Kansas), Kansas City (Missouri) and other area cities are needed to determine a final preferred route in this area

RELATIONSHIP TO HISTORIC ROUTE:

This segment follows the designated route of the Santa Fe National Historic Trail along Westport Road as far as Belleview Avenue. West of Belleview, the two alternatives are similar in distance from the historic route (between 0.3 and 0.4 miles at their most distant points), following the grid road network.



Westport Rd at Pennsylvania Ave, looking southwest. Photo: L. Short, SFTA



State Line Rd near Westport Rd, looking south. Photo: L. Short, SFTA

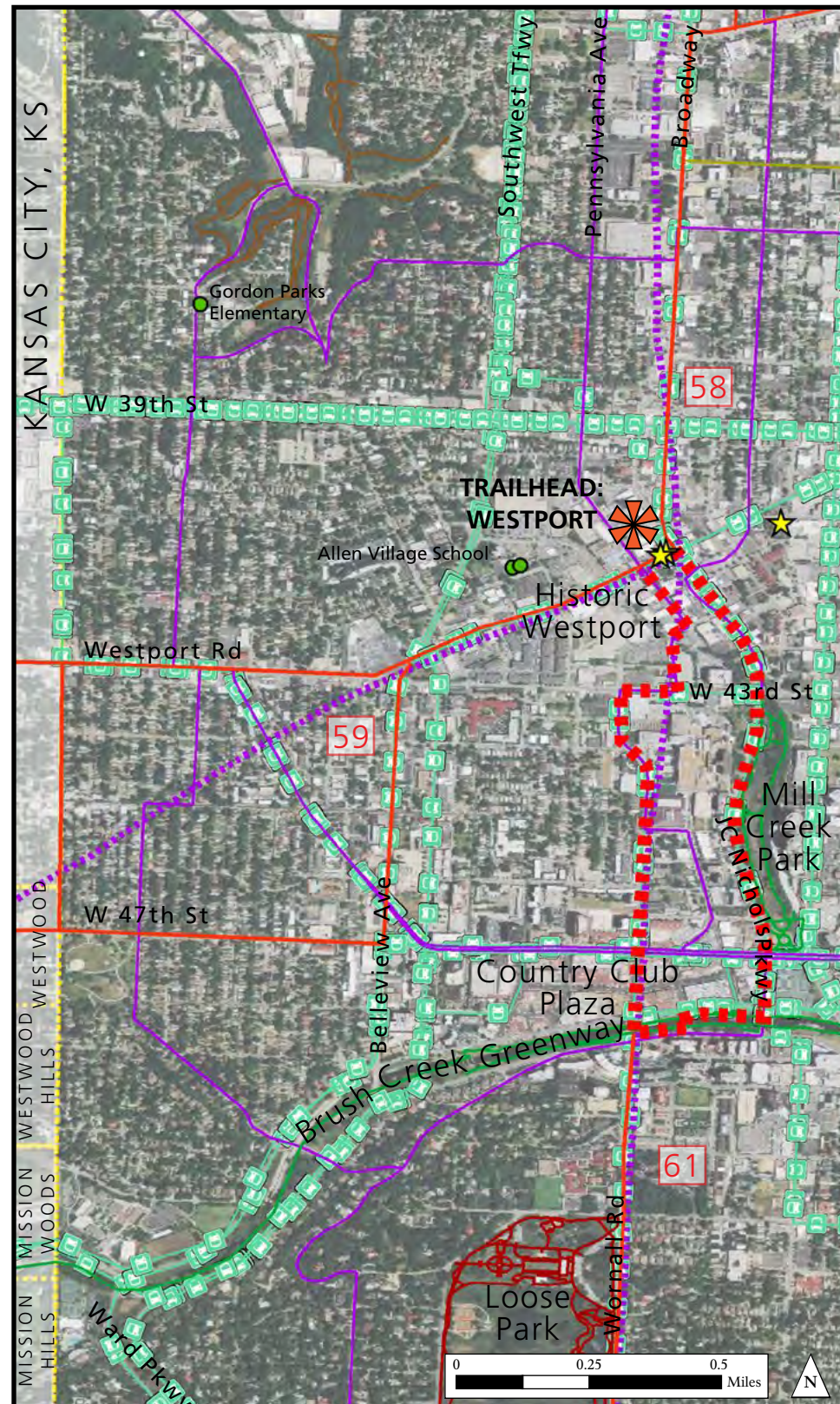


W 47 St between State Line Rd and Belleview Ave, looking east. Photo: L. Short, SFTA

Kansas City: Segment 60

[Kansas City map](#)

[Project area map](#)



2.15 Miles (including both variants). J.C. Nichols Parkway south from downtown Westport to Brush Creek Greenway, then west on the Greenway to Broadway/Wornall Road at Country Club Plaza. Alternately, south on Pennsylvania Avenue and Wornall Road to West 43rd Street. West on West 43rd one block to Broadway, then south on Broadway to Country Club Plaza.

ISSUES:

- With the exception of trails within Mill Creek Park and on the Brush Creek Greenway, trail route throughout this area would likely consist of sidewalks with bicycles limited to the roadway

CORRIDOR CONNECTIONS:

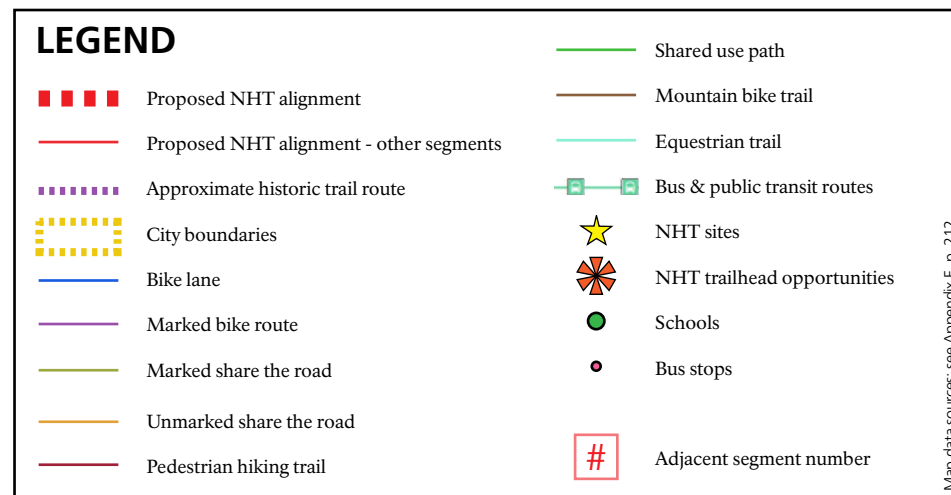
- Connects to historic Westport, including several historic trail era buildings
- With the exception of short segments in historic Westport, both route options parallel transit routes throughout their lengths

OPPORTUNITIES:

- Although somewhat farther from the historic route than the western alternative, the eastern route along JC Nichols Parkway can make use of the existing pathways in Mill Creek Park and along the Brush Creek Greenway

RELATIONSHIP TO HISTORIC ROUTE:

The western alternative in this area is as close as is practicable to the historic route of the Santa Fe National Historic Trail. The eastern alternative deviates from the historic route by less than 0.2 mile to make use of existing multiuse trails in Mill Creek Park.



Broadway at Brush Creek/Country Club Plaza, looking north. Photo: NPS

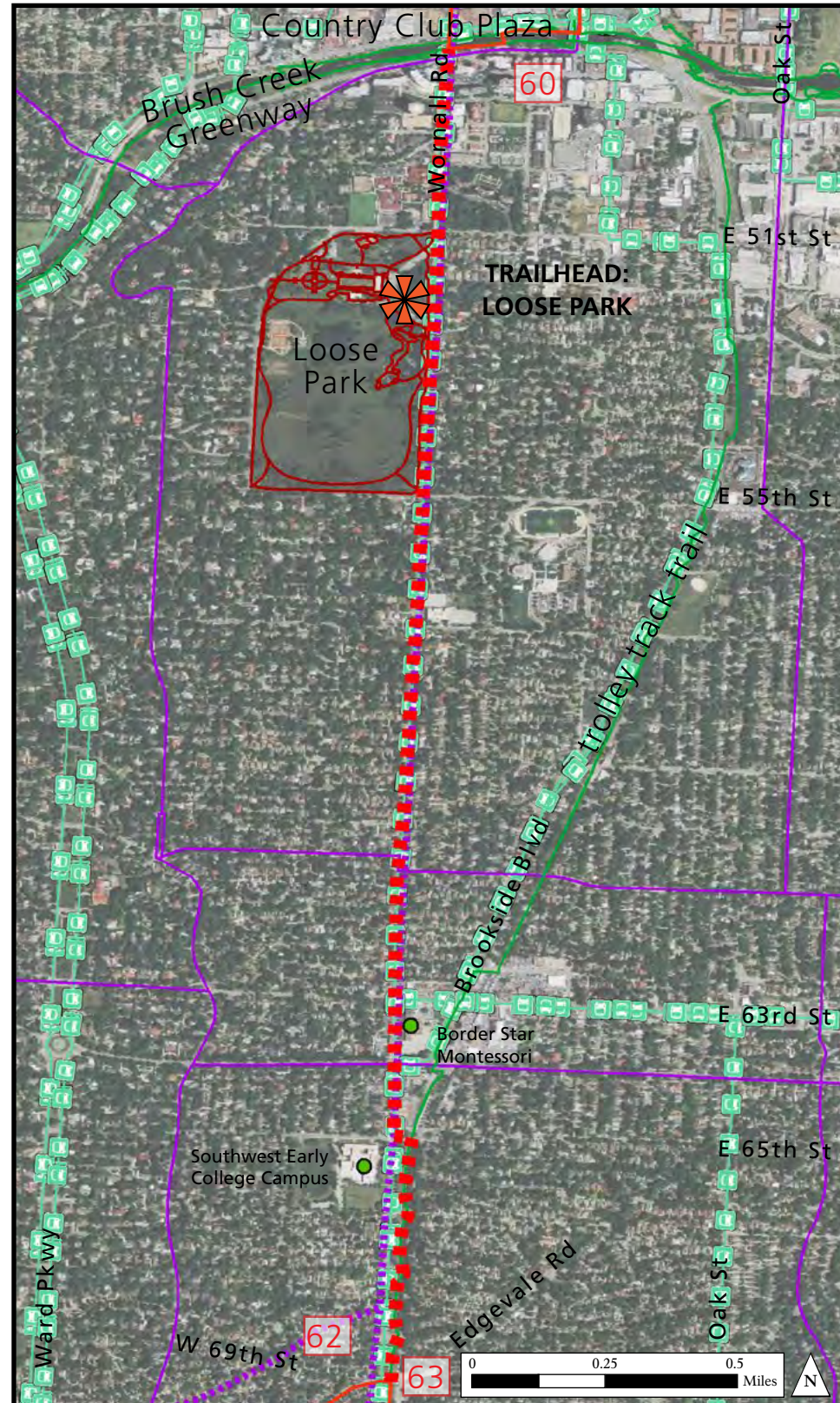


Brush Creek Greenway at Broadway/Wornall Rd, looking east. Photo: NPS

Kansas City: Segment 61

[Kansas City map](#)

[Project area map](#)



2.55 Miles. Wornall Road south from Brush Creek Greenway to East 63rd Street. From East 63rd, south on the existing Trolley Track Trail to East 69th Street/Edgevale Road.

ISSUES:

- North of East 65th Street, Wornall Road has sidewalks on both sides of the road, but no bicycle lanes or other facilities

CORRIDOR CONNECTIONS:

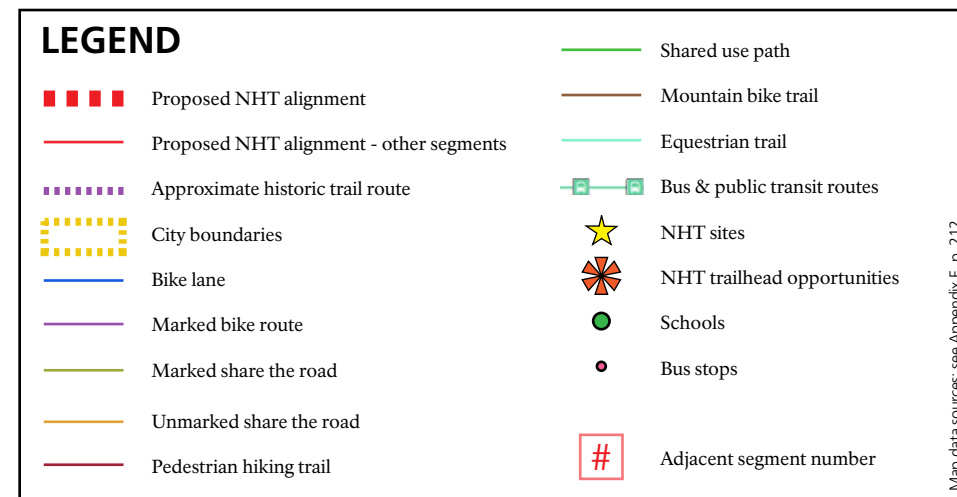
- Connects to Country Club Plaza, Loose Park, and the Brookside neighborhood and shopping district
- Connects to Brush Creek Greenway to the east and west, and Trolley Track Trail to the northeast and south (segment 64)
- Parallels transit throughout its length

OPPORTUNITIES:

- Makes use of existing Trolley Track Trail, which closely follows the historic route south of East 63rd Street
- Could make use of existing multi-use park trails in Loose Park between East 51st and 55th Streets
- Loose Park is directly on the trail and could be an opportunity for a minor NHT trailhead

RELATIONSHIP TO HISTORIC ROUTE:

This segment closely follows the historic route throughout its length.



Wornall Rd and trails in Loose Park, looking south. Photo: NPS

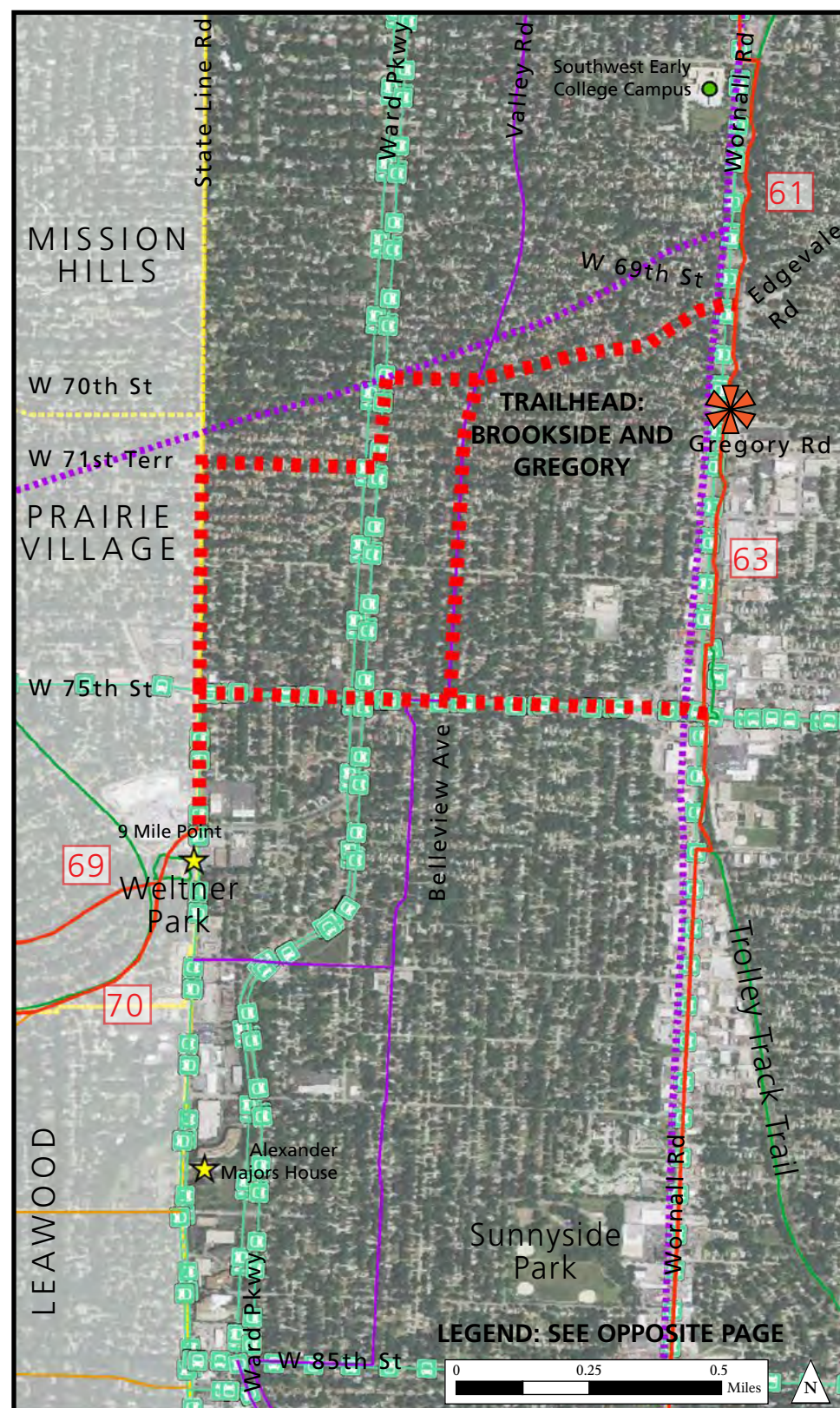


Wornall Rd near E 59th St, looking south. Photo: NPS

Kansas City: Segment 62

[Kansas City map](#)

[Project area map](#)



2.34 Miles (including all variants). Edgevale Road/West 70th Street southwest to Ward Parkway, south on Ward to West 71st Terrace, then west on West 71st to State Line Road. South on State Line Road to Weltner Park/9 Mile Point in Prairie Village. Alternately, from Trolley Track Trail south along segment 63, west on West 75th St to State Line Road, then south on State Line to Weltner Park. A third option connects the northern and southern alternatives via Belleview Avenue.

ISSUES:

- Most streets on the northern variant are small residential streets, with little traffic but also limited right-of-way
- West 75th Street and State Line Road are multi-lane roads with high traffic volumes, and sidewalks but no bicycle infrastructure

CORRIDOR CONNECTIONS:

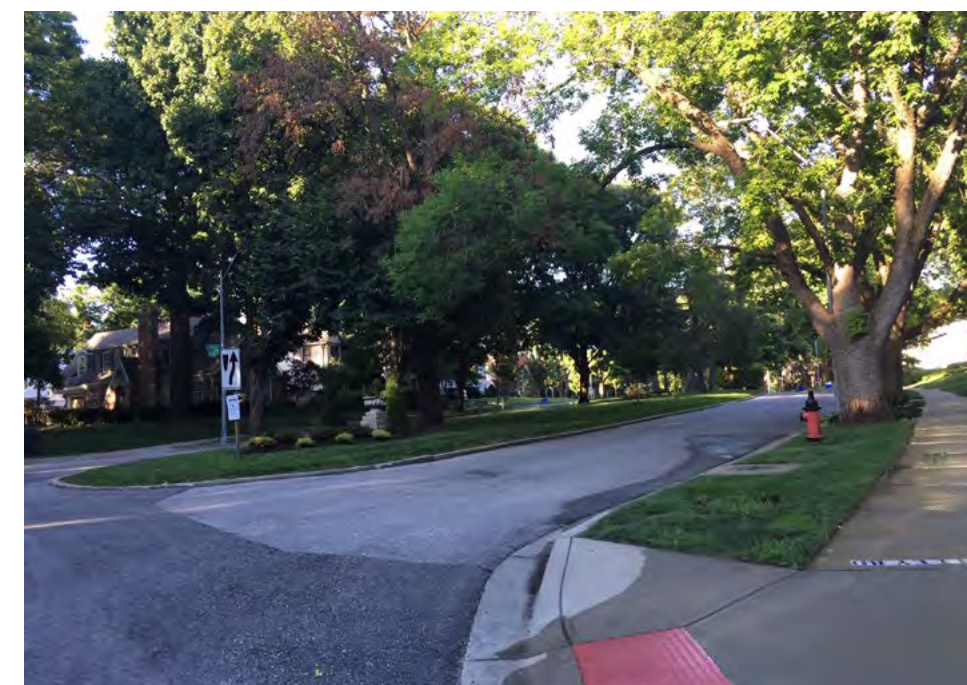
- Connects to commercial areas along Wornall Road
- Connects to 9 Mile Point/Weltner Park in Prairie Village
- Connects to Alexander Majors House via State Line Road sidewalks
- Connects to Trolley Track Trail to both north and south (segments 61 and 63)
- Connects to transit along West 75th Street, State Line Road, Ward Parkway, and Wornall Road

RELATIONSHIP TO HISTORIC ROUTE:

The northern alternative in this area closely approximates the historic route of the Santa Fe National Historic Trail. The southern alternative is as much as 0.5 miles away from the historic route, and is included as an option if there is a neighborhood preference for keeping the trail on main roads rather than residential streets.



Trolley Track Trail bridge at Edgevale and Wornall Rds, looking southwest. Photo: NPS

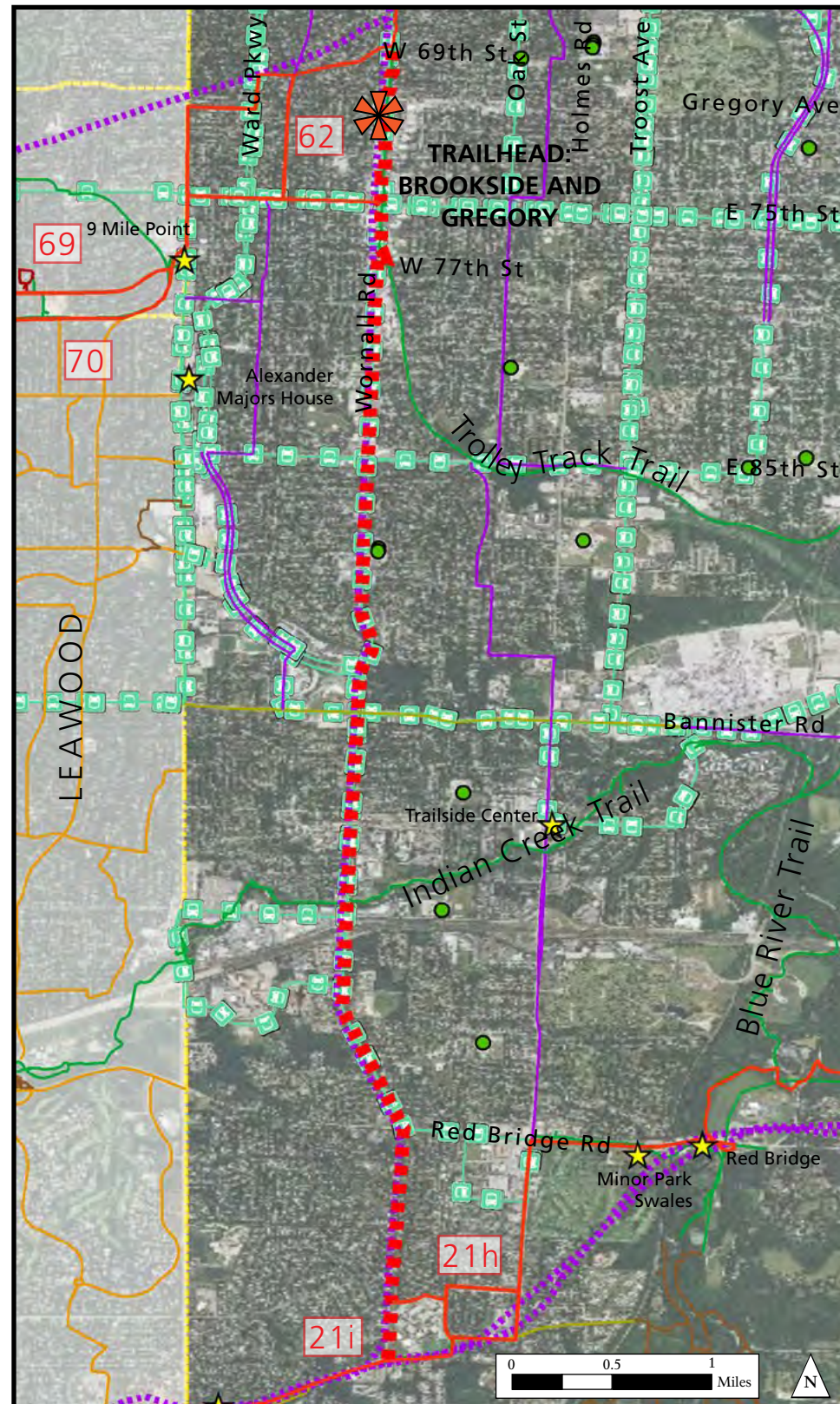


W 70th St at Valley Rd looking northeast. Photo: NPS

Kansas City: Segment 63

[Kansas City map](#)

[Project area map](#)



6.57 Miles. Trolley Track Trail from West 69th Street to West 77th Street. From West 77th, south on Wornall Road to Avila University at Old Santa Fe Trail.

ISSUES:

- South of West 77th Street, most of this route has four or more lanes of vehicular traffic, typically with sidewalks, but no bicycle infrastructure

CORRIDOR CONNECTIONS:

- Connects to various shopping districts, schools, parks, and other places of interest
- Connects to the Santa Fe, Oregon, and California NHTs Independence Route at Avila University
- Connects to Trolley Track Trail to north and southeast, and to Indian Creek Trail northeast and southwest
- Parallels transit from West 69th Street to Red Bridge Road
- Connects to the Trailside Center via Indian Creek Trail (1 mile)

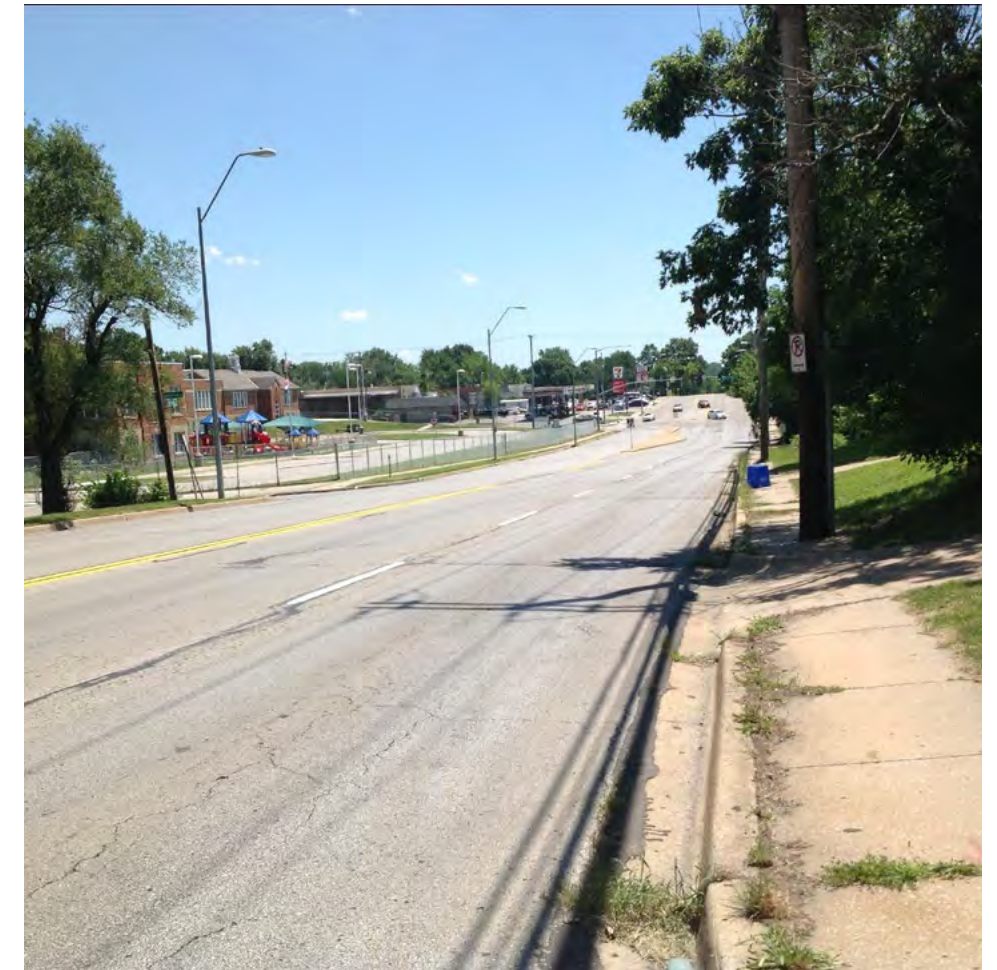
OPPORTUNITIES:

- Makes use of existing Trolley Track Trail, which closely follows the historic route north of West 77th Street
- Follows existing multi-use trail along west edge of Avila University campus
- Although space is limited, a transit-linked minor trailhead would be desirable in the general area of Brookside and Gregory, along the Trolley Track Trail (bus stop trailhead, page 164)

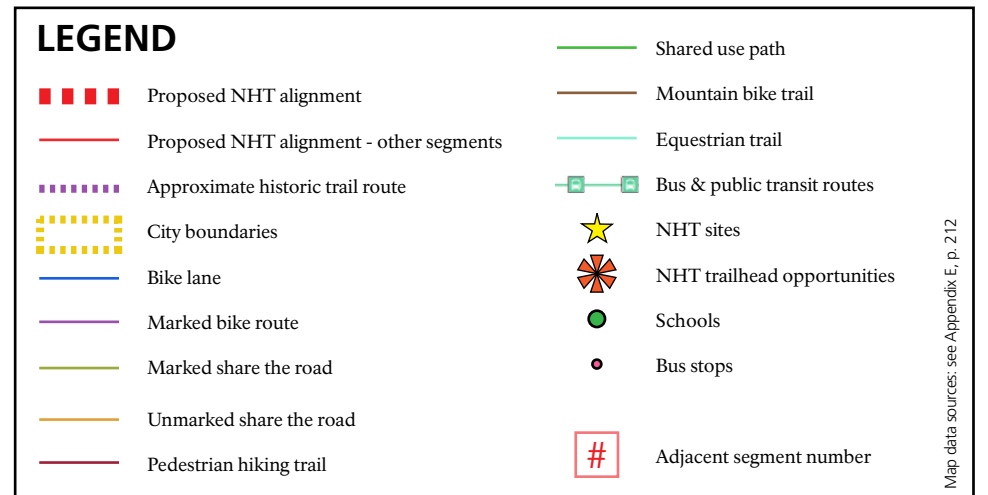
P. 164

RELATIONSHIP TO HISTORIC ROUTE:

This segment is directly on the designated route of the Santa Fe NHT throughout its length. However, since the national historic trail was designated in 1987, local historians have come to the view that this segment was rarely, if ever, used for travel between Westport and Santa Fe, and was much more likely a local road linking area farms to the trading center at Westport. For this reason, although this segment is part of the designated trail and is eligible to be included in NHT development, it is of lower priority than other routes with stronger historical foundations.



Wornall Rd at W 88th St looking south. Photo: NPS



Map data sources: see Appendix E, p. 212

Trail alignments: Kansas

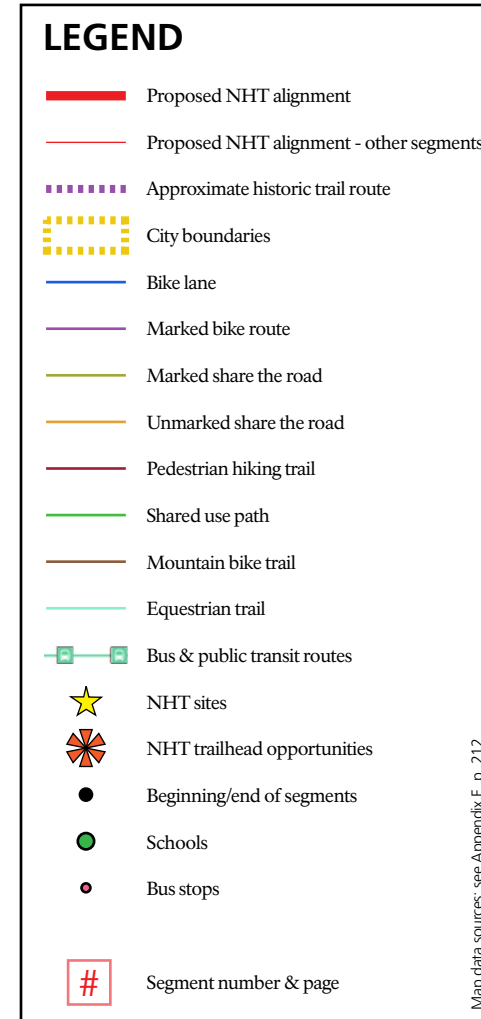
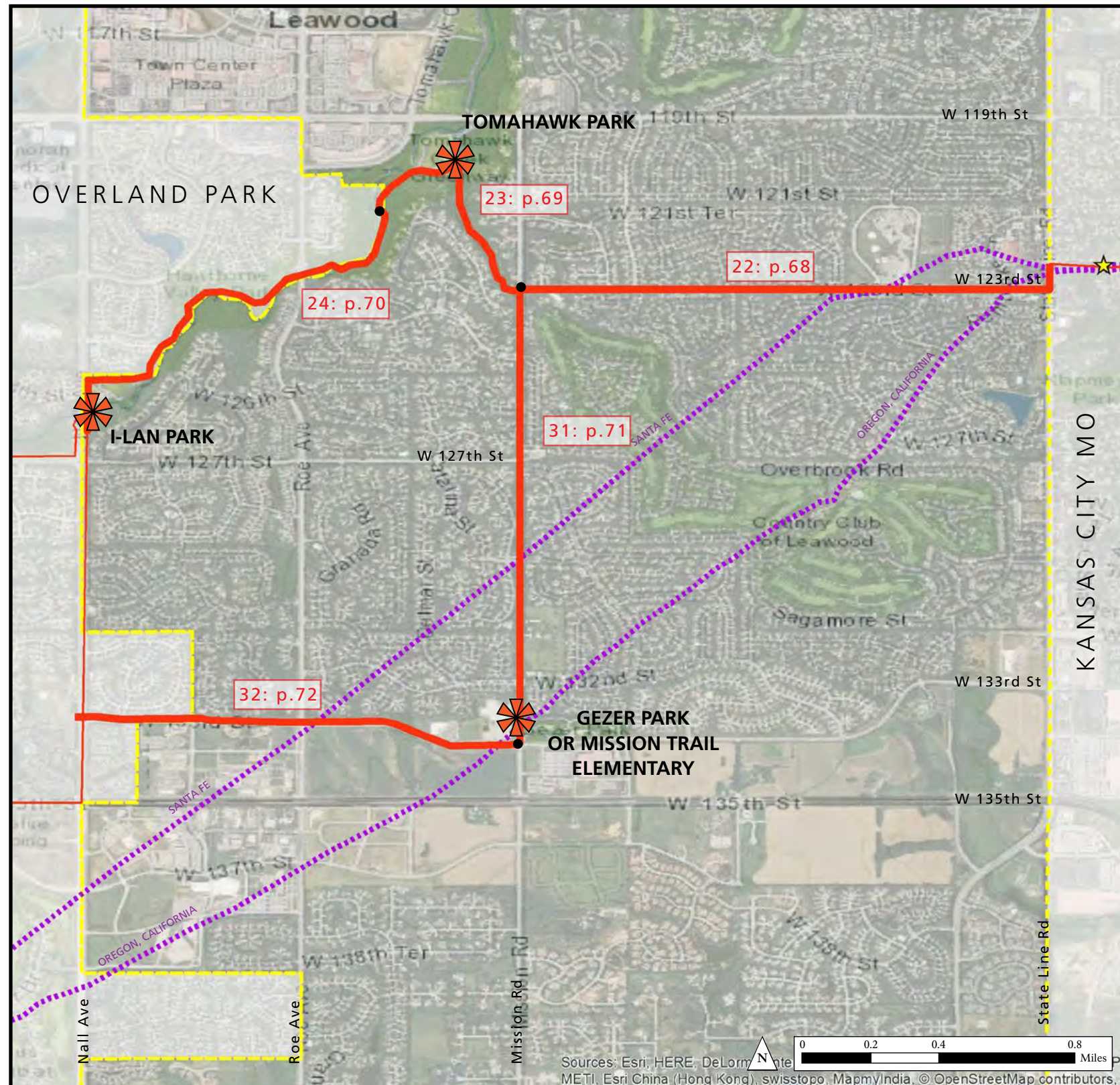


Low level aerial view of Lone Elm Park, the approximate location of Lone Elm Campground, Olathe, Kansas



Leawood: overview

[Project area map](#)



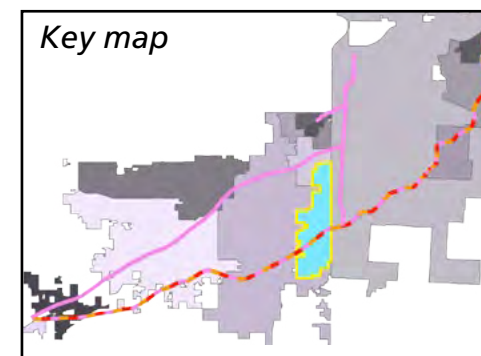
Map data sources: see Appendix E, p. 212

The City of Leawood includes approximately 3 miles of the historic routes of the trails, stretching diagonally northeast to southwest from the area of West 123rd Street and State Line Road to Nall Road south of West 135th Street. The form of post-historic trail development of this area makes it impossible to follow the historic route precisely across existing residential neighborhoods. As an alternative, Leawood proposed two routes: both following West 123rd Street west to Mission Road, then one joining the existing Tomahawk Greenway, which then parallels the historic route southwest at a distance of approximately one mile (segments 23–24), and the other turning south on Mission Road then west on 133rd Street (segments 31–32). The second alternative is as close as is possible to following the historic route and crosses the route twice, although it is still as much as 0.75–1 miles away from the historic route at its most distant point. These two alternatives correspond directly to the two alternatives included in Overland Park.

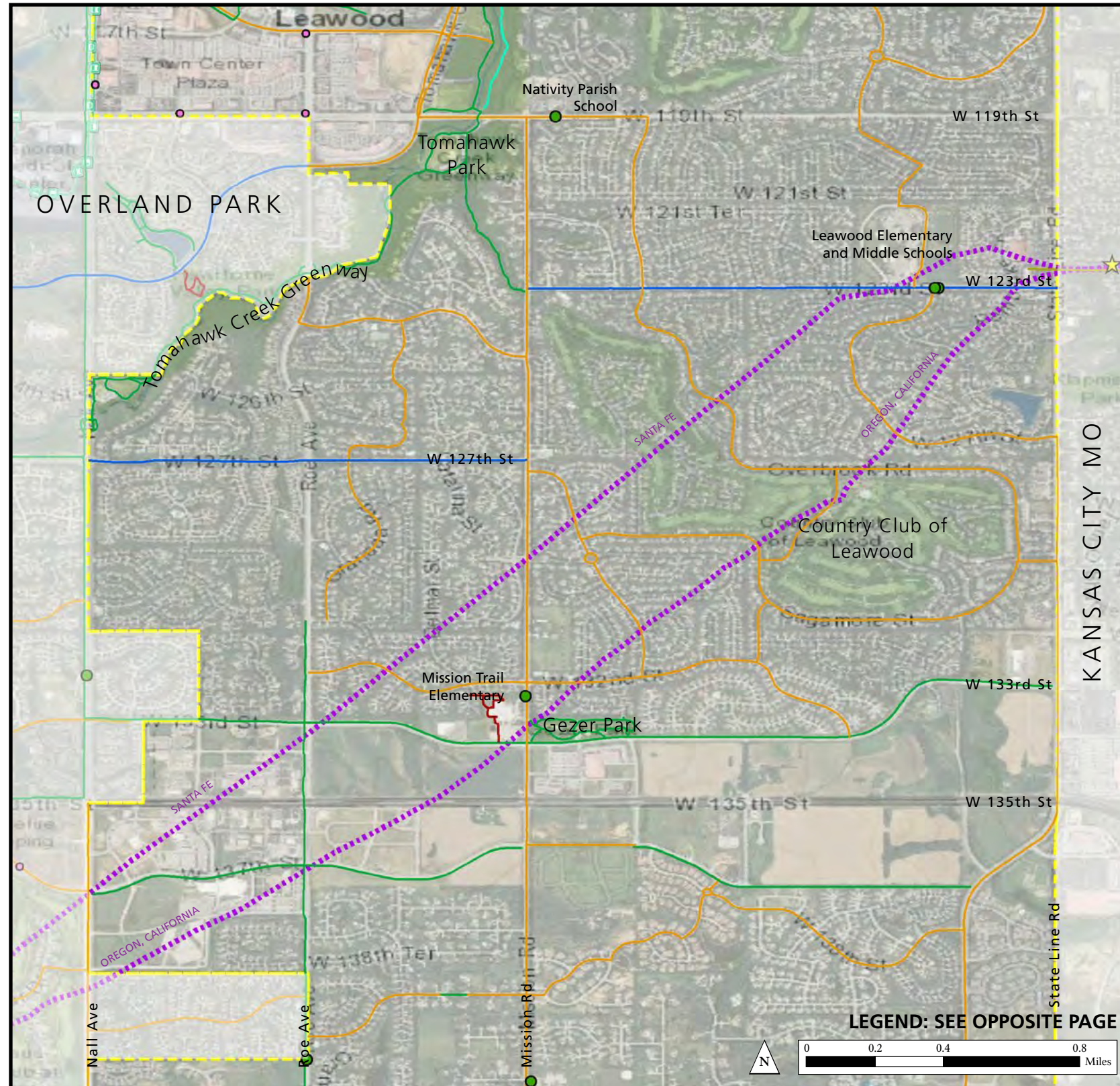
No extant historic trail sites are currently known in Leawood, and it does not yet have any developed national historic trail-related facilities. Three potential trailhead locations are proposed for Leawood, at existing parks along the route.

The proposed trail in Leawood is distant from public transit, although connections can be made at West 119th Street and Nall Road, or by continuing southwest on the Tomahawk Creek Greenway into Overland Park.

The final length of the proposed retracement routes within Leawood is 5.9 miles, including both route options.



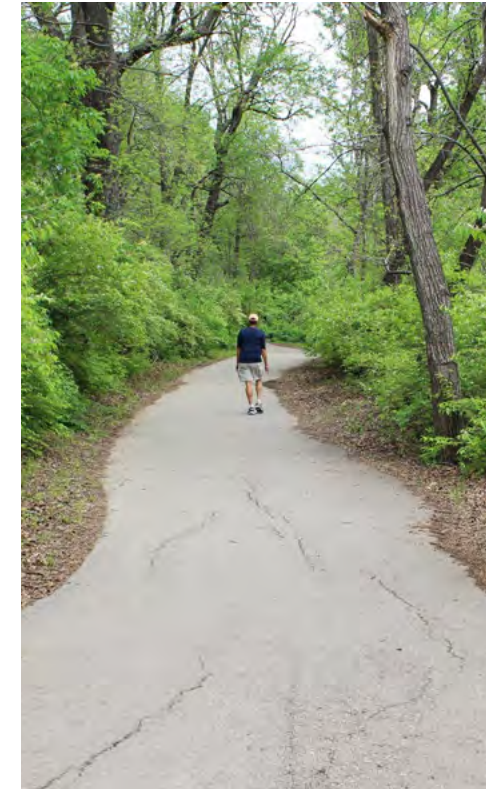
Leawood: selection considerations



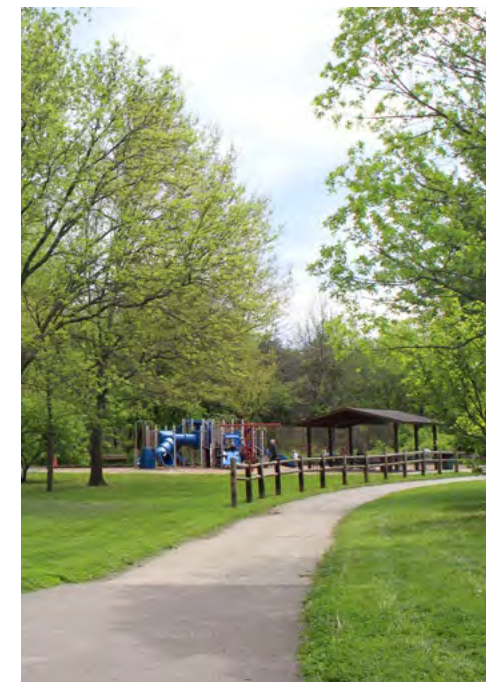
Other route options were considered using some combination of State Line Road, 133rd and 137th Streets to remain somewhat closer to the historic route through Leawood, but the challenges associated with creating a safe and attractive pedestrian and bicycle route along State Line Road and other factors made the chosen options more desirable routes for the city.



Tomahawk Creek Greenway near Roe Ave, looking east. Photo: Vireo



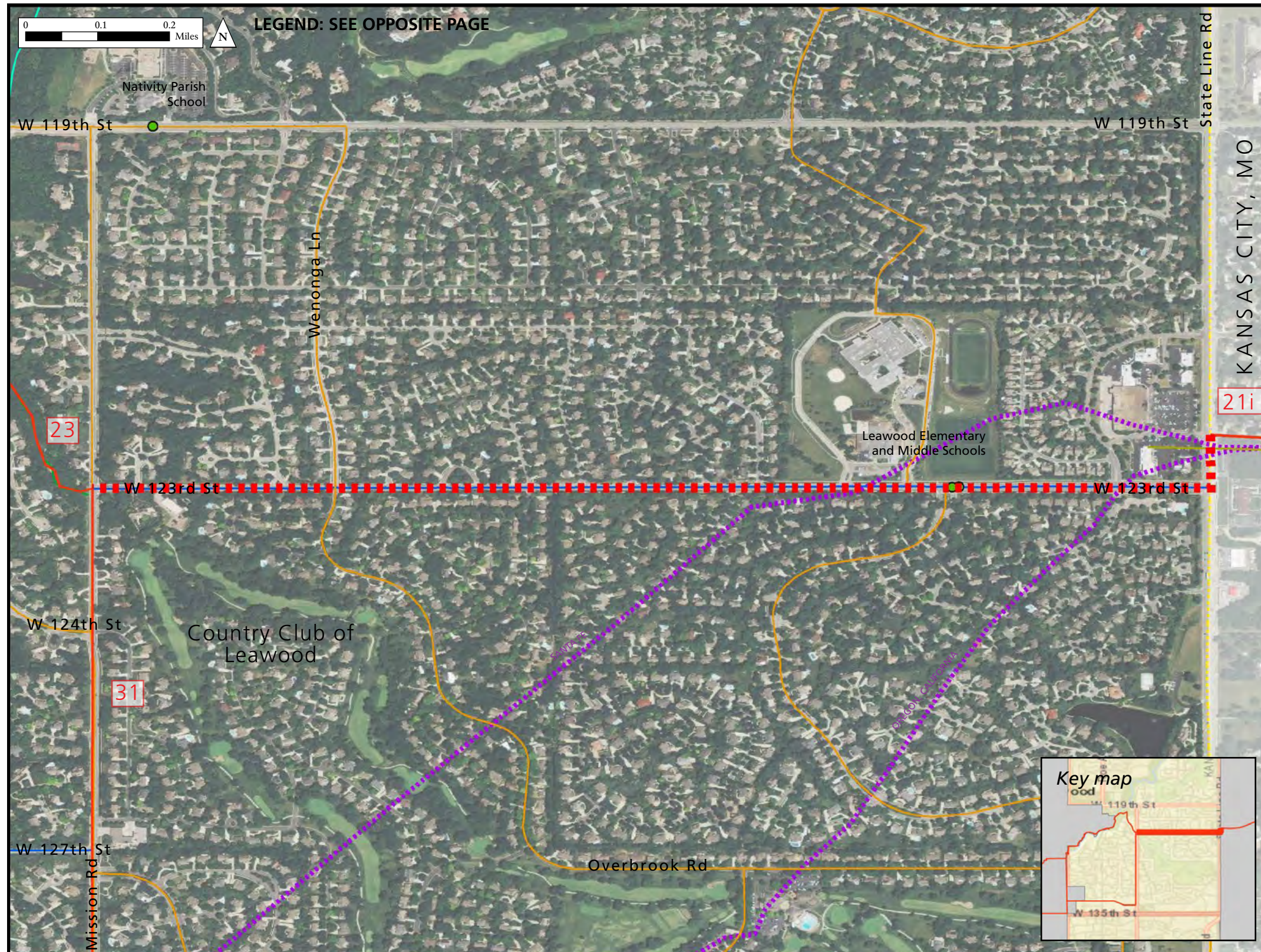
Entrance to I-Lan Park off of Nall Ave, looking north. Photo: Vireo



Tomahawk Creek Greenway just east of I-Lan Park (upper) and in Tomahawk Park (lower).

Leawood: Segment 22

[Leawood map](#) [Project area map](#)



1.21 miles. West on West 123rd Street from State Line Road to Mission Road.

ISSUES:

- Safe crossing of State Line Road must be a collaborative project between Leawood and Kansas City, Missouri

CORRIDOR CONNECTIONS:

- Connects to Leawood Elementary and Middle Schools
- Connects to existing access trail into Tomahawk Park at West 123rd Street and Mission Road

OPPORTUNITIES:

- Although bike lanes and sidewalks exist along this segment, a 10 foot wide trail would be optimum if right-of-way space allows

RELATIONSHIP TO THE HISTORIC ROUTE:

This segment intersects the historic route near Leawood Elementary and Middle Schools, but continues west where the historic route continues to the southwest. At its most distant point, it is approximately 0.5 miles from the historic route.

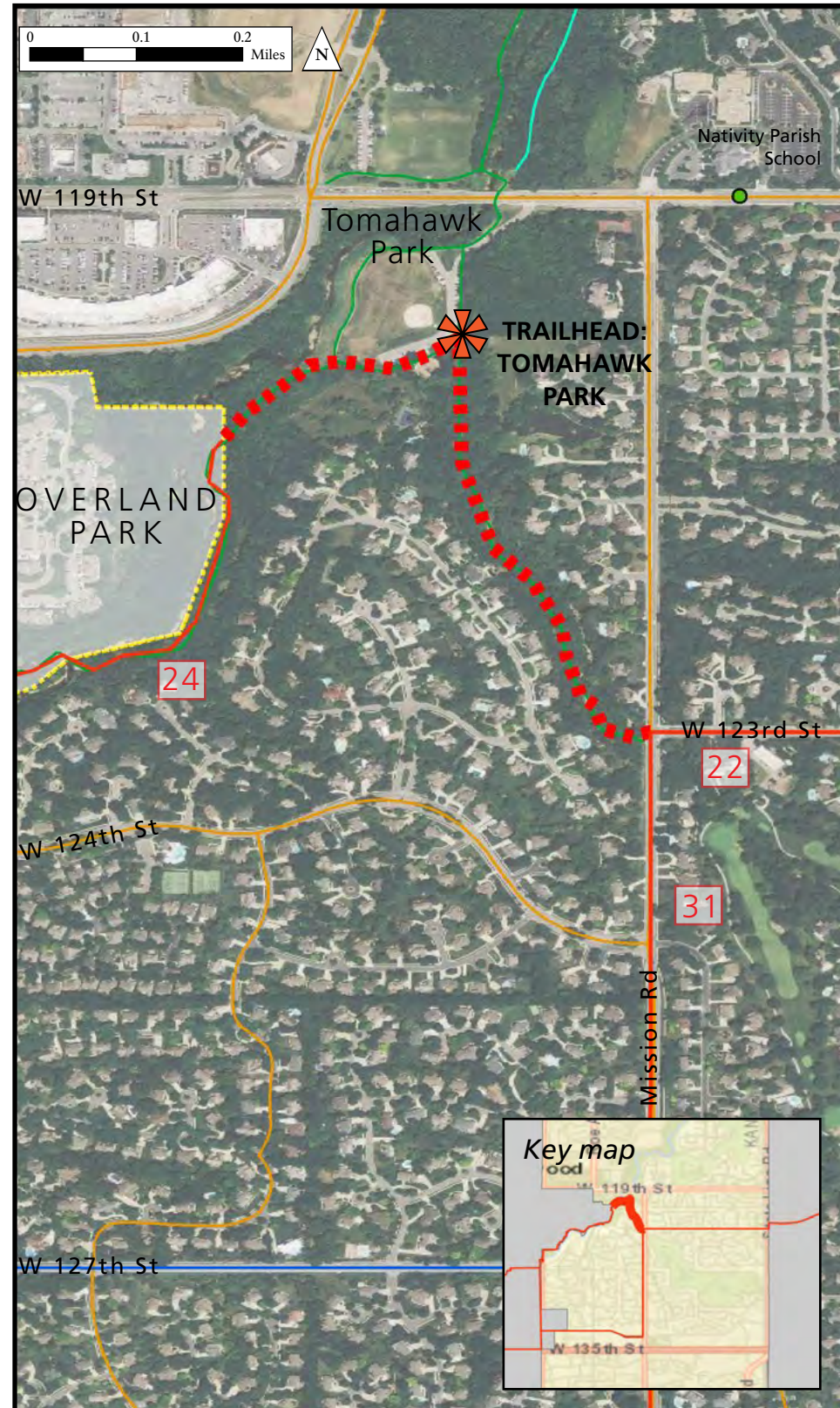


Sidewalk and bike lanes on W 123rd St, looking west. Photo: NPS

Leawood: Segment 23

[Leawood map](#)

[Project area map](#)



0.65 Miles. Existing multi-use connector trail from Mission Road and West 123rd Street to Tomahawk Park. Existing Tomahawk Creek Greenway trail through Tomahawk Park.

ISSUES:

- Distance from historic route (0.5–1 miles)
- Route currently crosses both West 123rd Street and Mission Road (3 lanes of traffic each) at that intersection, which could slow circulation considerably

CORRIDOR CONNECTIONS:

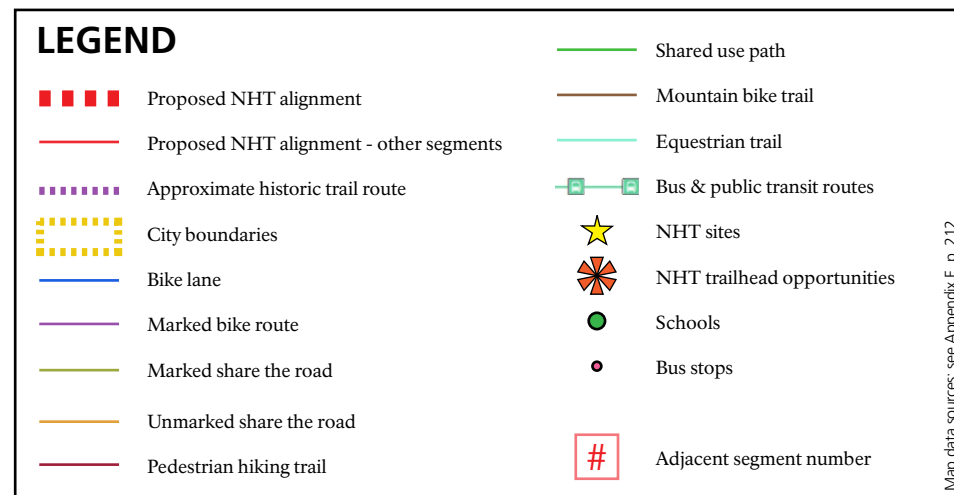
- Connects to Tomahawk Park and extended Tomahawk Creek Greenway to both north and south

OPPORTUNITIES:

- Existing 10 foot wide recreational trail throughout this segment as part of Tomahawk Creek Greenway connector trail and Tomahawk Park
- Existing park development and parking at Tomahawk Park could offer opportunity for a national historic trail trailhead, including a themed playground or other trail amenities

RELATIONSHIP TO THE HISTORIC ROUTE:

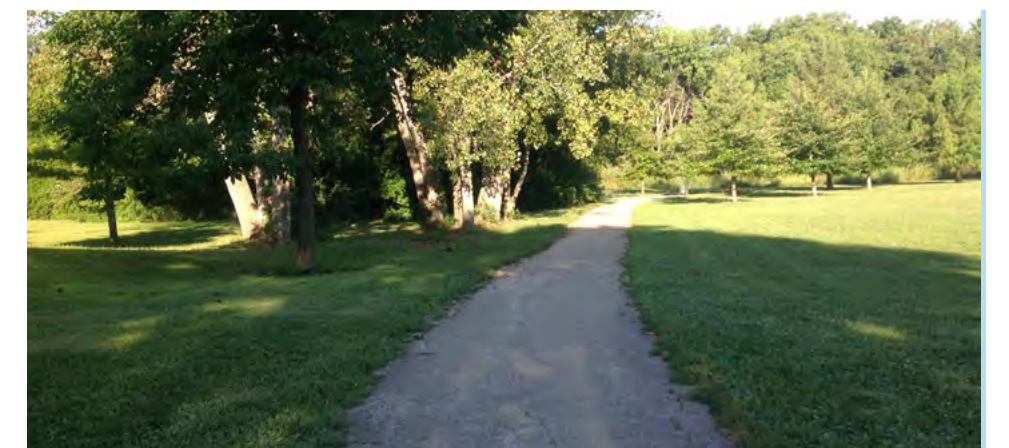
Segments 23–24 in Leawood and 24–29 through Overland Park are as much as 2 miles northwest of the historic route of the trails in this area. They have been included as an existing complete greenway network that parallels the historic route and provides opportunities for loops when connecting to segments 31–32 in Leawood, 34–37 in Overland Park, and associated segments in Olathe. This route was also included because it may offer an enjoyable park-like off-road experience for trail users.



Access trail from Mission Rd at W 123rd St into Tomahawk Park, looking west. Photo: Vireo



Tomahawk Creek Greenway in Tomahawk Park, looking southwest. Photo: Vireo

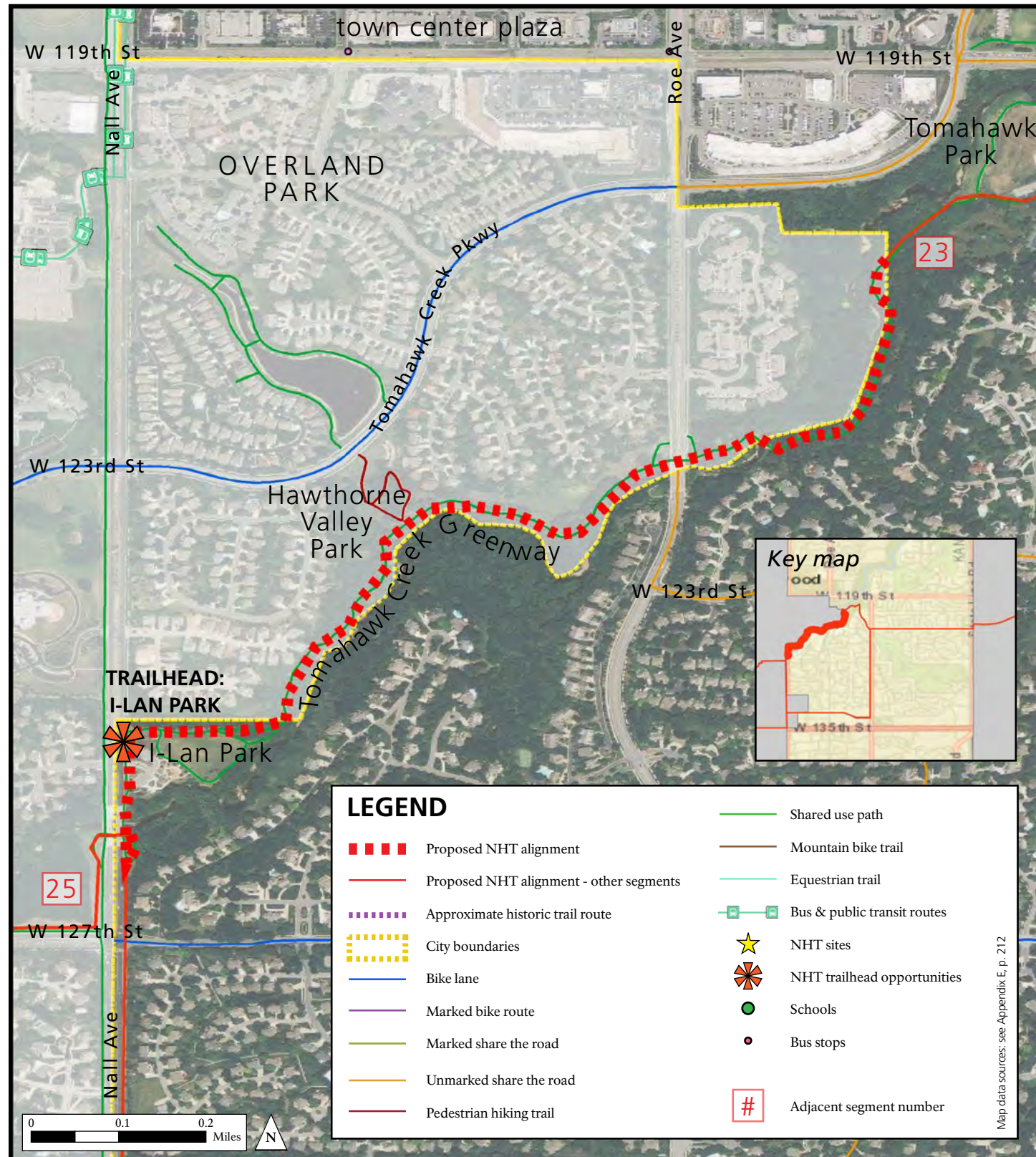


Tomahawk Creek Greenway in Tomahawk Park, looking southwest. Photo: NPS

Leawood: Segment 24

[Leawood map](#)

[Project area map](#)



1.68 miles. Tomahawk Creek Greenway from edge of Tomahawk Park through Hawthorne Valley Park to Nall Avenue at I-Lan Park, south along east side of Nall to existing pedestrian bridge and underpass.

ISSUES:

- Distance from historic route (approximately 1 mile)

CORRIDOR CONNECTIONS:

- Multi-use path on west side of Nall Avenue connects north to public transit at West 119th Street

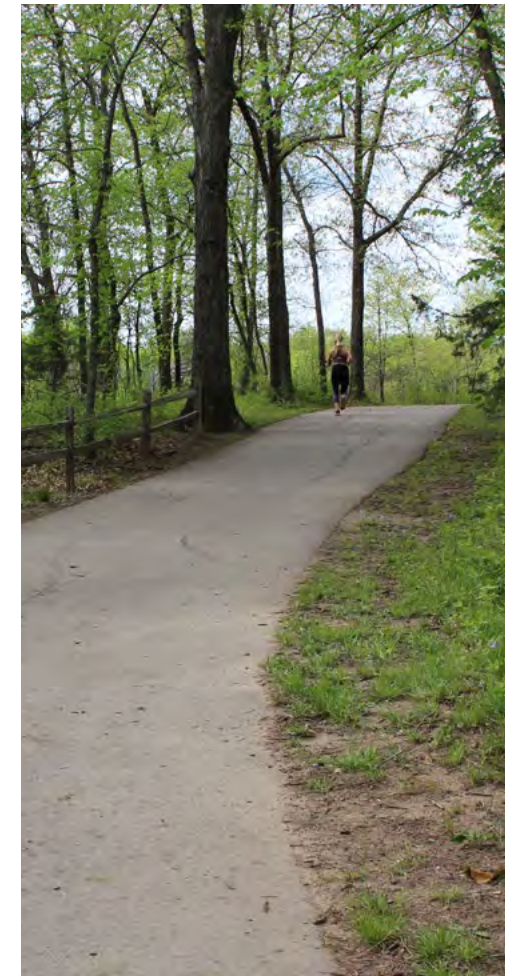
OPPORTUNITIES:

- Existing 10 foot wide recreational trail throughout this segment as part of Tomahawk Creek Greenway, including pedestrian underpasses on major roads (Roe and Nall Avenues, and West 127th Street)
- Multiple parks adjacent to corridor are opportunities for minor trailheads
- Opportunity at I-Lan Park for a small kiosk, interpretive signage or other NHT trailhead development (Level I, page 162)
- Trail maintenance is shared by Leawood and Overland Park in this segment (Leawood from Tomahawk Park to Roe Avenue, Overland Park from Roe to I-Lan Park, Leawood in I-Lan Park) and is listed in both cities' sections

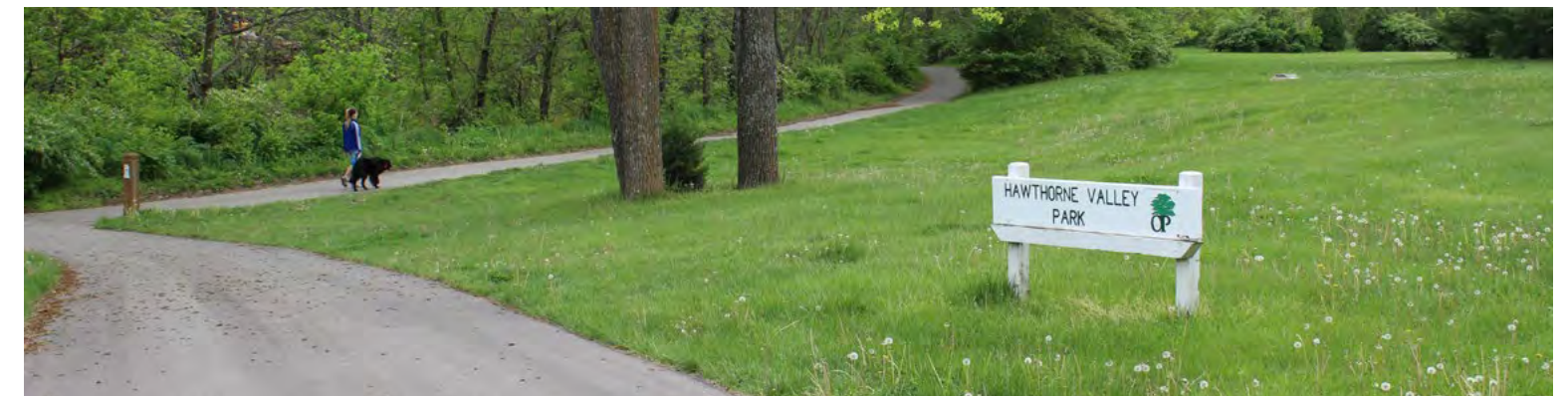
P. 162

RELATIONSHIP TO THE HISTORIC ROUTE:

Segments 23–24 in Leawood and 24–29 through Overland Park are as much as 2 miles northwest of the historic route of the trails in this area. They have been included as an existing complete greenway network that parallels the historic route and provides opportunities for loops when connecting to segments 31–32 in Leawood, 34–37 in Overland Park, and associated segments in Olathe. This route was also included because it may offer an enjoyable park-like off-road experience for trail users.



Tomahawk Creek Greenway looking southwest near I-Lan Park. Photo: Vireo

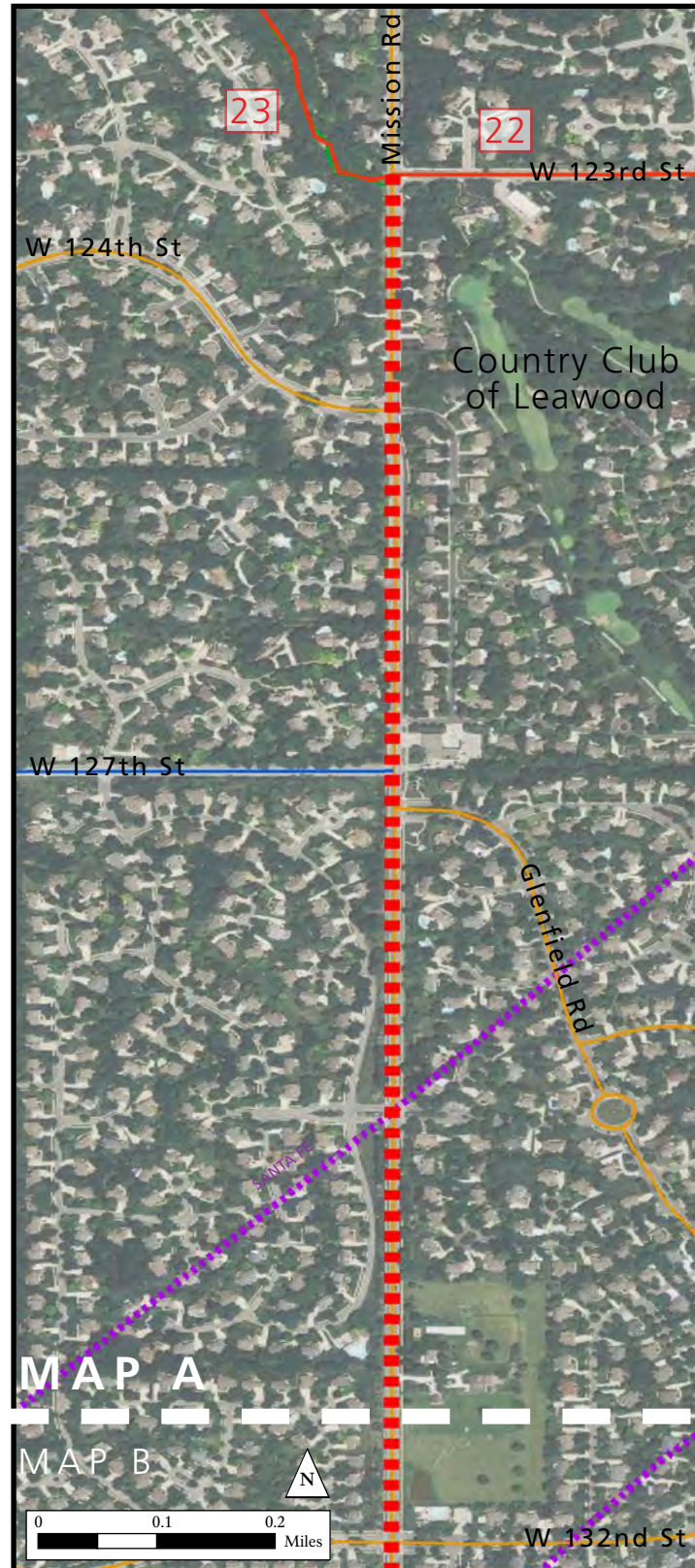


Tomahawk Creek Greenway at Hawthorne Valley Park, looking southwest. Photo: Vireo

Leawood: Segment 31

[Leawood map](#)

[Project area map](#)



1.33 Miles. Along Mission Road from West 123rd Street to West 133rd Street.

ISSUES:

- This segment currently has sidewalks, and bike lanes are planned, but there are no plans for development of a multi-use side path

CORRIDOR CONNECTIONS:

- Connects to Tomahawk Creek Greenway via connector trail (segment 23)
- Connects to Mission Trail Elementary
- Connects to Gezer Park

OPPORTUNITIES:

- Mission Trail Elementary or Gezer Park have been identified as potential locations for interpretive development and/or trailhead access

RELATIONSHIP TO THE HISTORIC ROUTE:

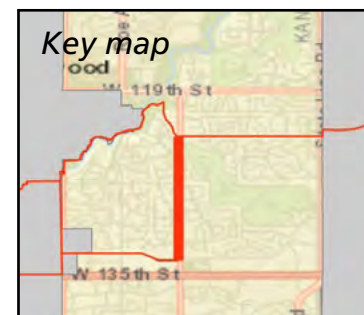
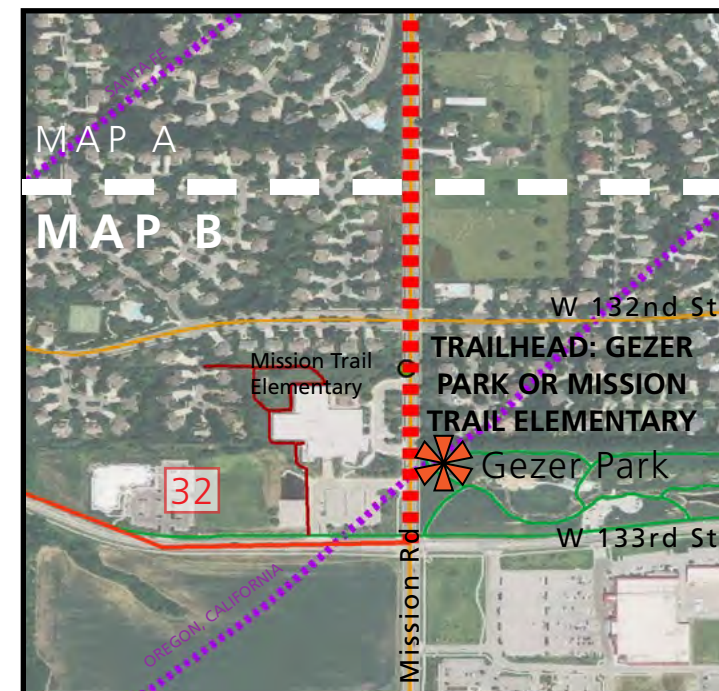
This segment crosses the historic route. Due to the nature of residential development in the area, is the closest available route to the historic route in this area.



Mission Rd at W 132nd St, looking north. Photo: NPS



Mission Rd south of W 123rd St, looking south. Photo: NPS



LEGEND

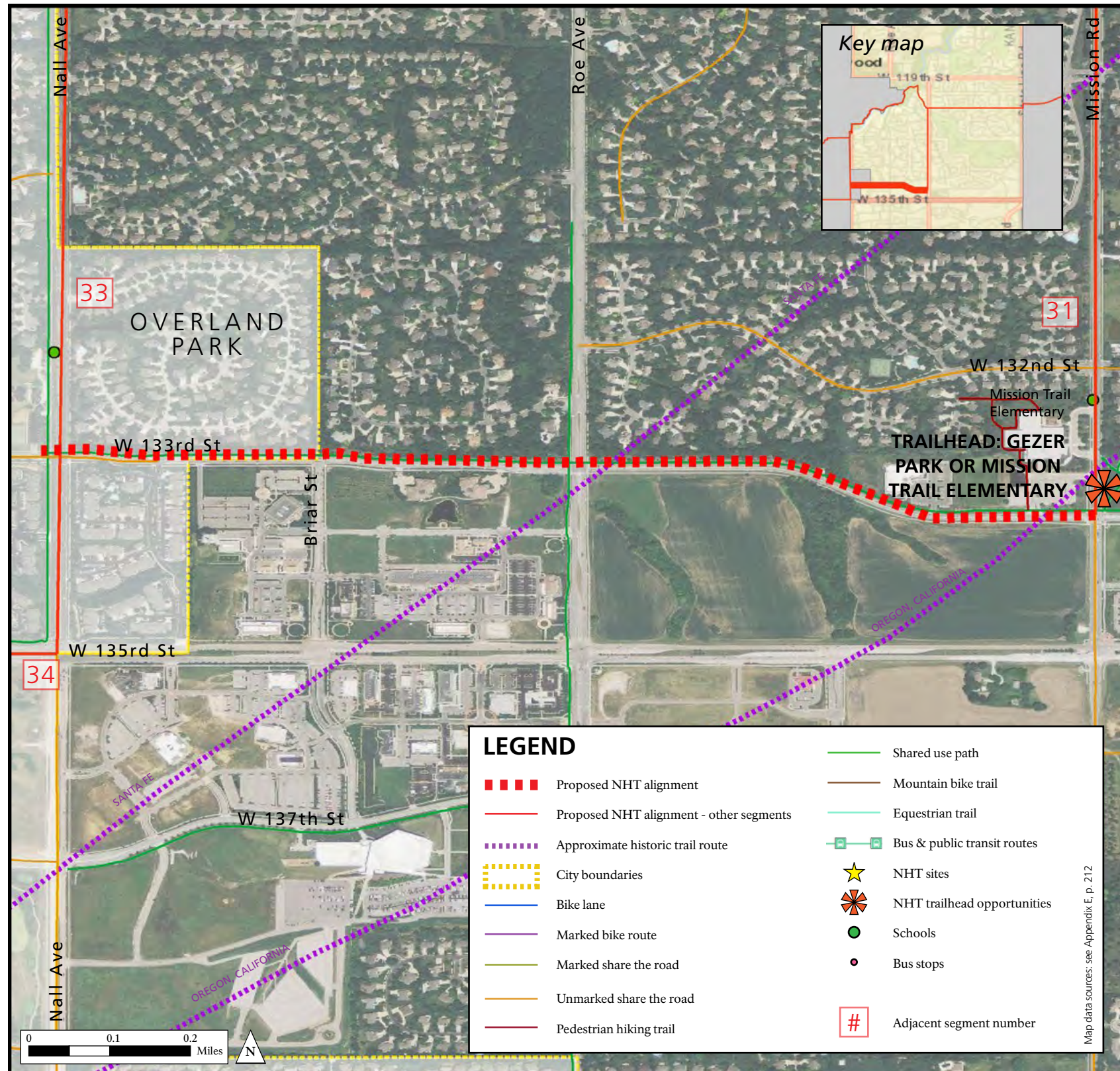
	Proposed NHT alignment		Shared use path
	Proposed NHT alignment - other segments		Mountain bike trail
	Approximate historic trail route		Equestrian trail
	City boundaries		Bus & public transit routes
	Bike lane		NHT sites
	Marked bike route		NHT trailhead opportunities
	Marked share the road		Schools
	Unmarked share the road		Bus stops
	Pedestrian hiking trail		Adjacent segment number

Map data sources: see Appendix E, p. 212

Leawood: Segment 32

[Leawood map](#)

[Project area map](#)



1.03 miles. West 133rd Street from Mission Road to Nall Avenue.

ISSUES:

- No transit access in area

CORRIDOR CONNECTIONS:

- Multi-use path on west side of Nall Avenue connects north to public transit at West 119th Street
- Connects to side path on Roe Avenue, and via Roe to extended side path along West 137th Street
- Connects to Mission Trail Elementary
- Connects to Gezer Park

OPPORTUNITIES:

- Existing 10 foot wide side path on north side of West 133rd Street throughout this segment
- Shared responsibility with Overland Park west of Briar Street

RELATIONSHIP TO THE HISTORIC ROUTE:

This segment crosses the historic route. Due to the nature of residential development in the area, is the closest available route to the historic route in this area.



Side path on W 133rd St in front of Gezer Park, looking west toward Mission Rd. Photo: NPS

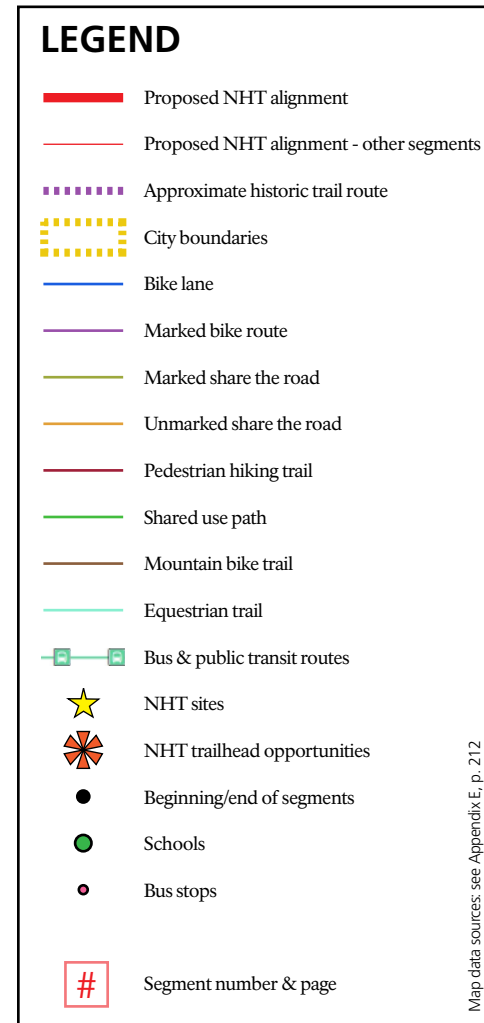
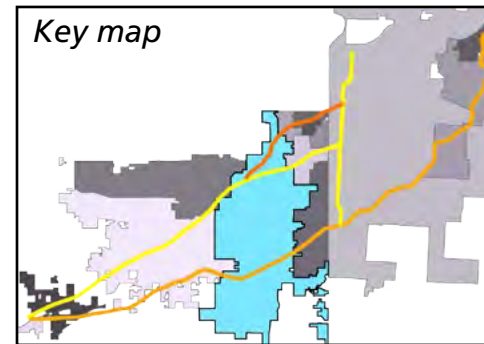
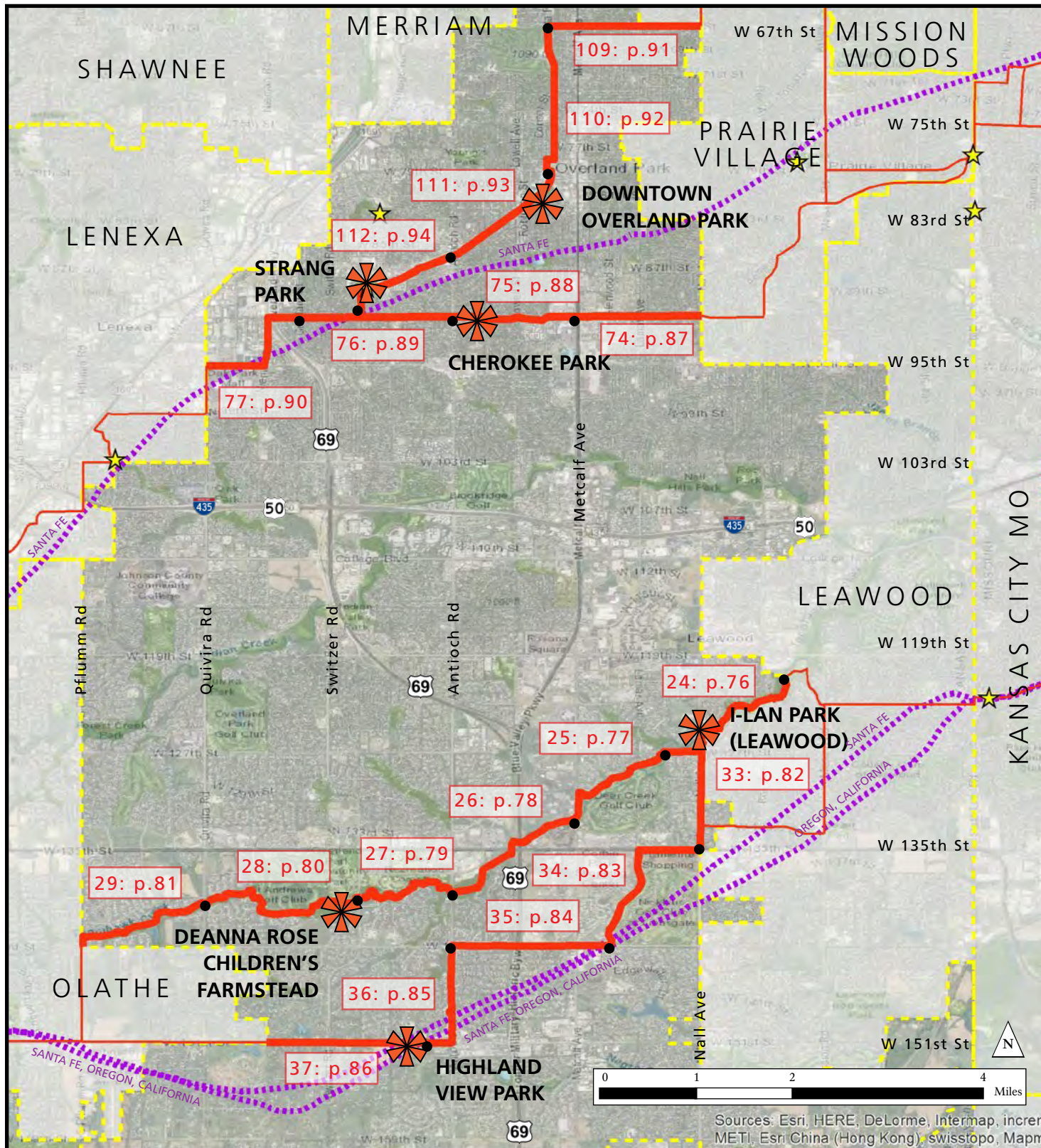


This page intentionally left blank



Overland Park: overview

Project area map



The City of Overland Park includes approximately 9.5–9.75 miles of the historic route, around 4.25 on the Westport Route and 5.25–5.5 on the Independence Route. It has two remaining public trail historic sites, both near the junction of the two branches of the Westport Route. The historic route does not directly correspond to modern roads, so routes have been chosen based on general proximity to the historic route and/or existing trail and park facilities. One loop segment is identified, approximating the historic route in two separate forms, one continuous but distant from the historic route, and the other much closer to the historic alignment, but following a network of side paths along modern grid roads (see opposite page.)

The Westport Route segments intersect several public transit lines in and near downtown Overland Park. The Independence Route segments are more distant from the public transit network and at this time would be accessed primarily by vehicle, or by connecting from other recreational trails in the area.

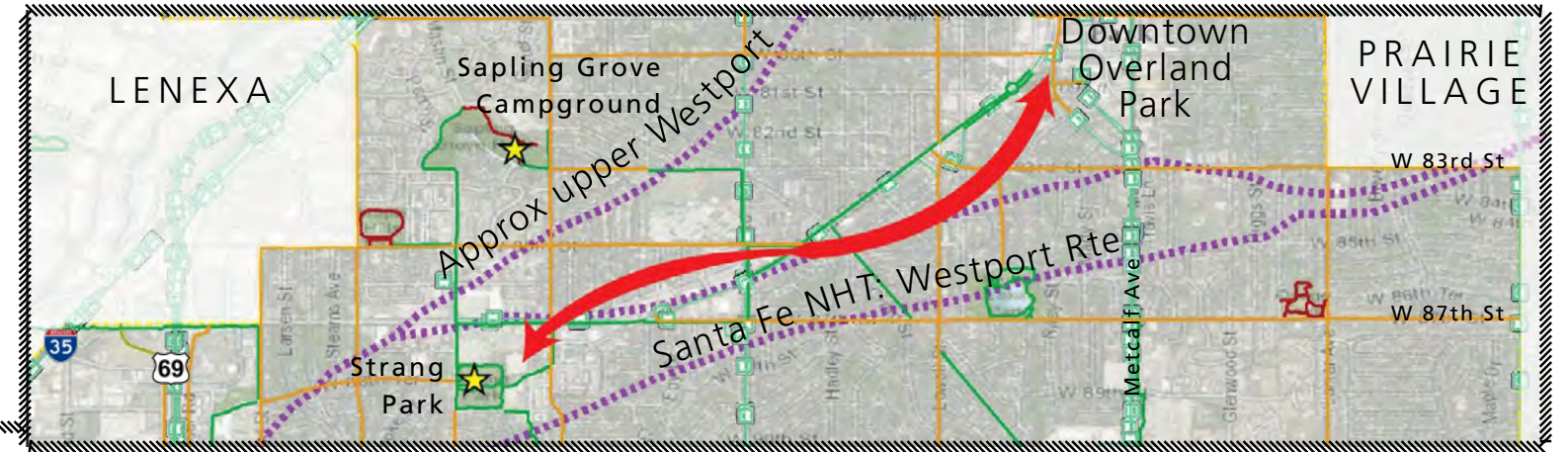
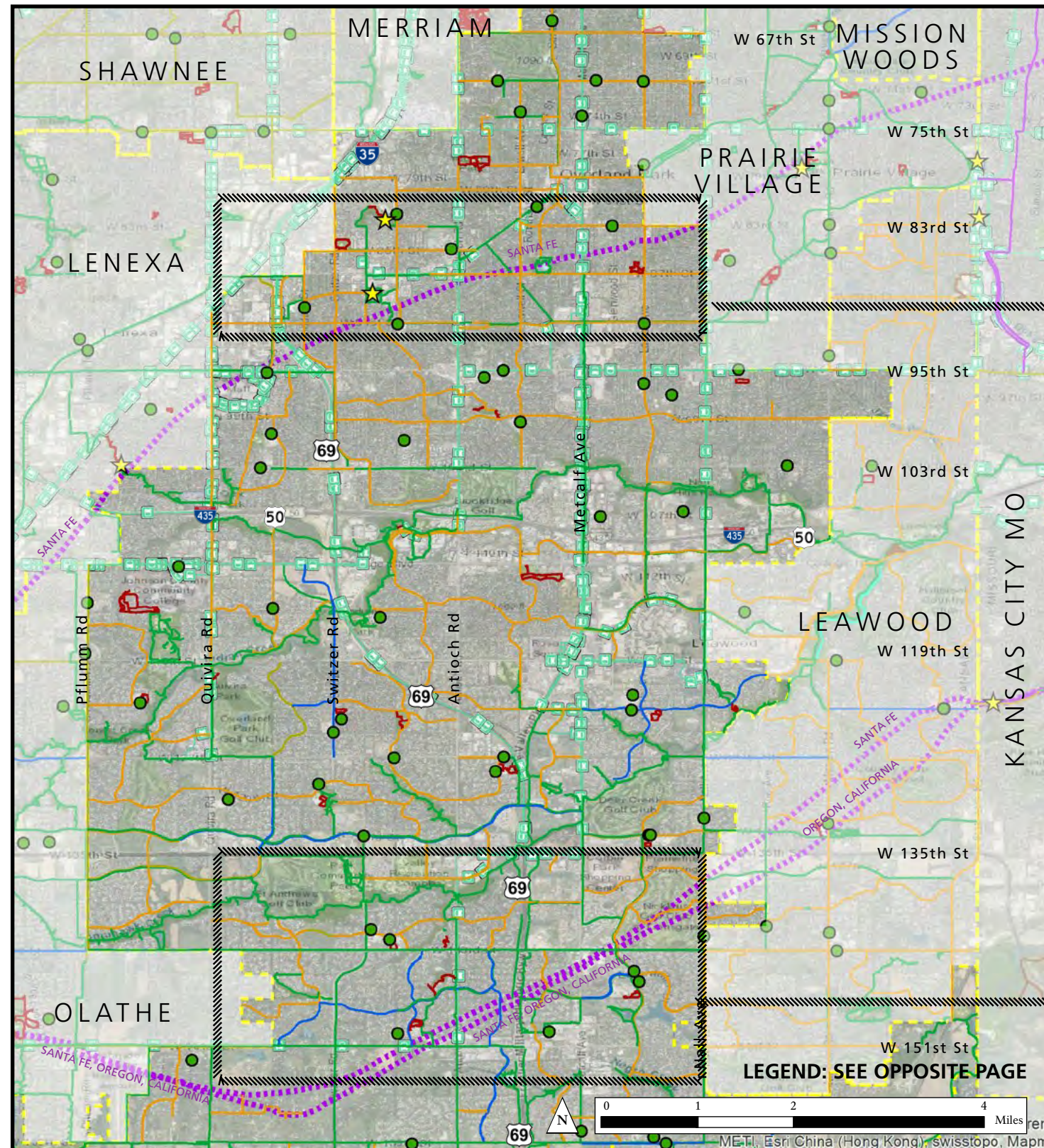
All proposed national historic trail routes in Overland Park follow a proposed or existing linkage route on the city's Greenway Linkages Plan.¹

Trailhead opportunities are found on all branches, primarily oriented around existing park or other public facilities along the route, including Highland View park on the side-path approximation of the Independence Route; various public parks and existing trailheads associated with the Tomahawk Creek Greenway; Cherokee Park on the Lower Westport Route; Santa Fe Commons Park in downtown Overland Park on the Upper Westport Route, and Strang Park near where the two Westport Route branches meet.

The final length of the proposed retracement routes within Overland Park total approximately 25.5 miles: 6.7 miles on the Independence Route series of side paths variant (segments 33–37), just under 9 miles on the Independence Route Tomahawk Greenway parallel trail (24–29), 4.6 miles on the lower Westport Route trail (74–77), and 5.2 miles on the upper Westport Route trail (109–112).

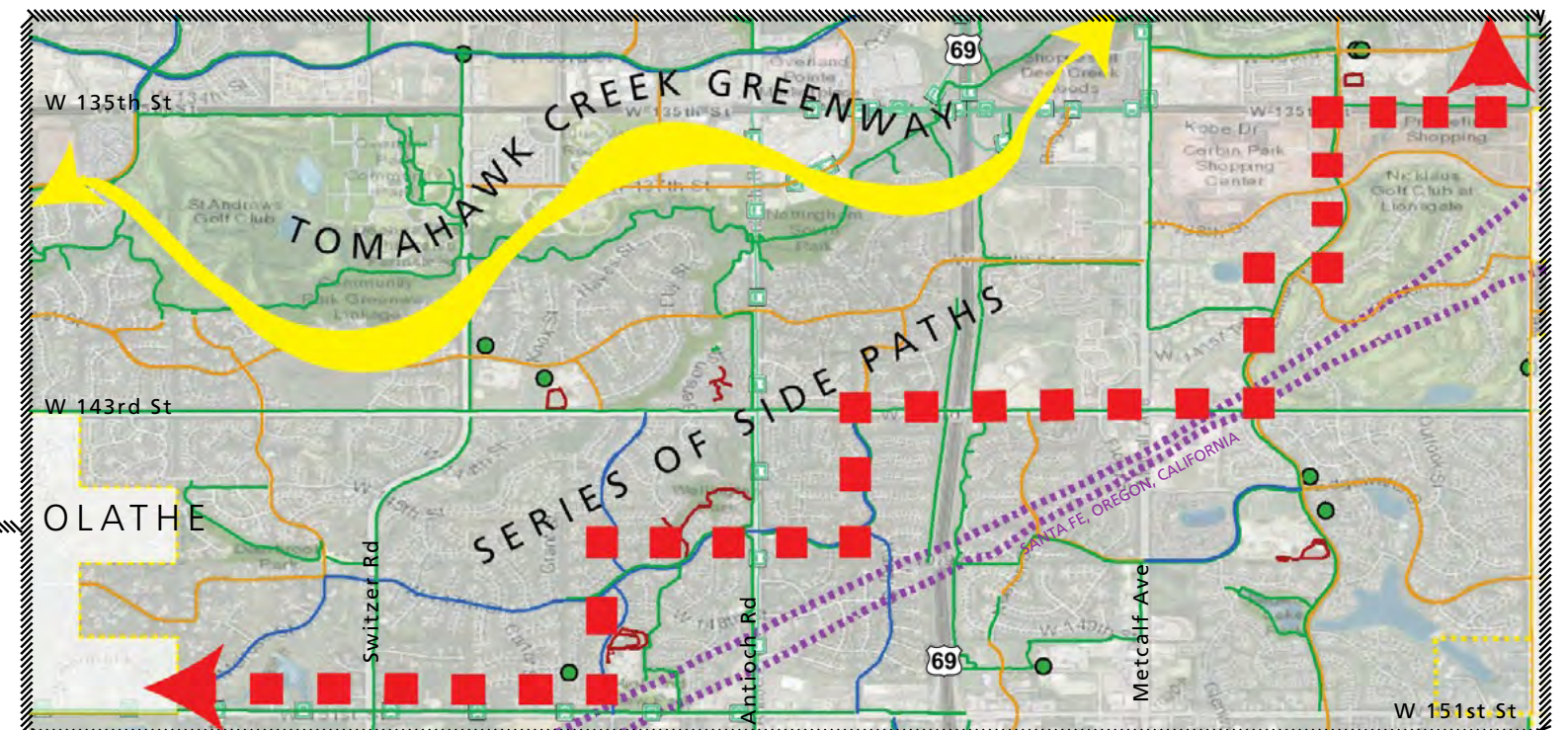
¹ Comprehensive planning for Overland Park was established in the 1970's, and the plan is updated annually. Information about the Greenway Linkages Plan can be found at <https://www.opkansas.org/doing-business/long-range-planning/greenway-linkages-plans-and-guide-lines/>

Overland Park: selection considerations



The two Westport routes converge near Strang Park in Overland Park. A bus route and existing side path trail follow Santa Fe Street, along the former route of the Strang Line railroad, from downtown Overland Park to the Strang Park area, intersected by several additional north-south public transit lines.

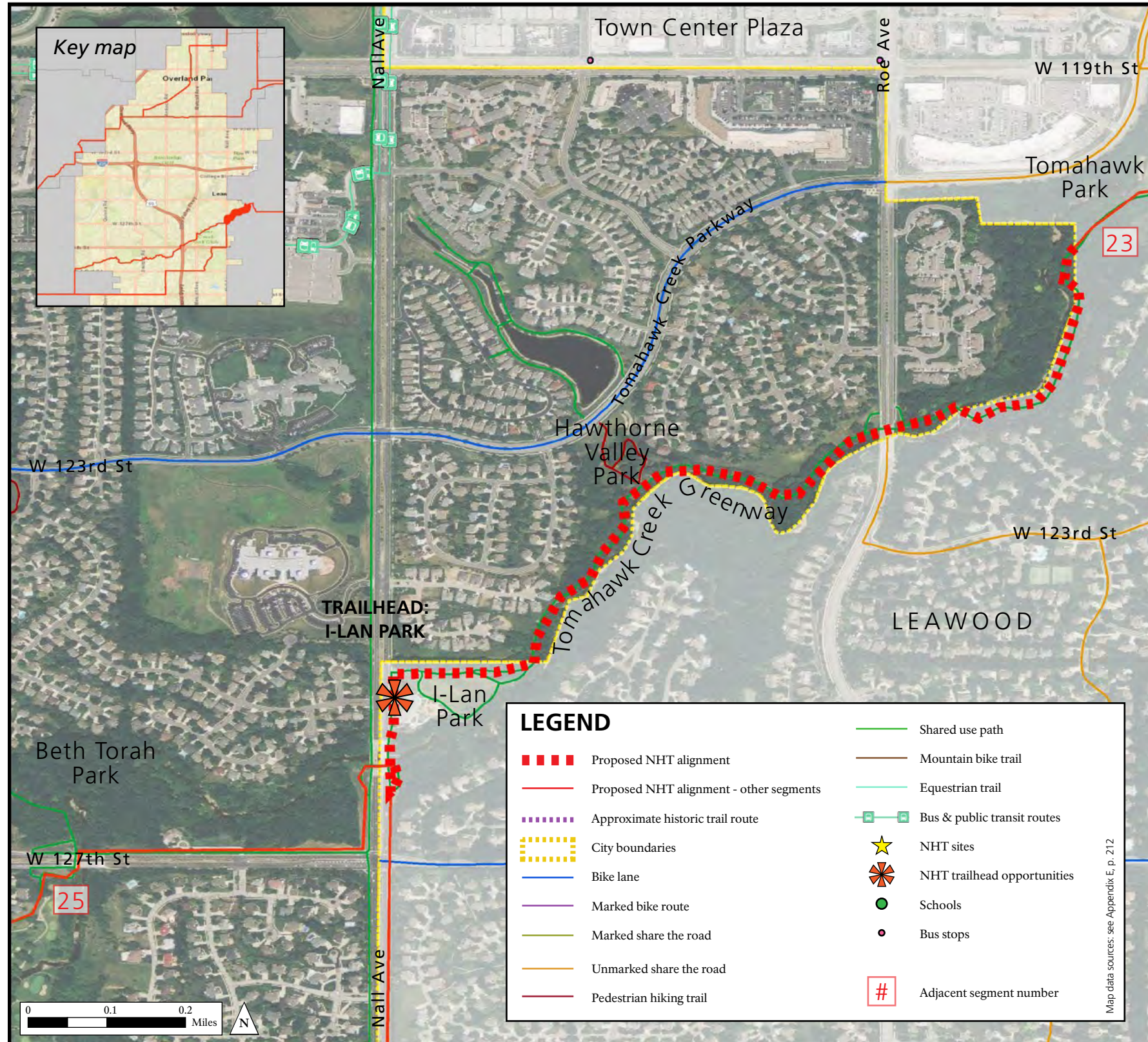
Overland Park has an off-road bike trail, the Tomahawk Creek Greenway, paralleling the historic trail route for the entire width of the city. However, that trail follows a creek corridor where the historic trails kept to the uplands, and is in some places as much as two miles away from the historic route of the NHTs. Presence of many on-road side paths throughout the city, however, make it possible to approximate the historic route more closely through linking a series of these side paths. Both options are covered in this document, as together they provide a varied loop route and distinct opportunities to experience the historic trails.



Overland Park: Segment 24

[Overland Park map](#)

[Project area map](#)



1.68 miles. Tomahawk Creek Greenway from the edge of Tomahawk Park through Hawthorne Valley Park to Nall Avenue at I-Lan Park, south along east side of Nall to existing pedestrian bridge and underpass.

ISSUES:

- Distance from historic route (approximately 1 mile)

CORRIDOR CONNECTIONS:

- Multi-use path on west side of Nall Avenue connects north to public transit at West 119th Street

OPPORTUNITIES:

- Existing 10 foot wide recreational trail throughout this segment as part of Tomahawk Creek Greenway, including pedestrian underpasses on major roads (Roe and Nall Avenues, and West 127th Street)
- Multiple parks adjacent to corridor are opportunities for minor trailheads (Level I, page 162)
- Opportunity at I-Lan Park for minor trailhead development (Leawood)
- Trail maintenance is shared by Leawood and Overland Park in this segment (Leawood from Tomahawk Park to Roe Avenue, Overland Park from Roe to I-Lan Park, Leawood in I-Lan Park) and is listed in both cities' sections P. 162

RELATIONSHIP TO THE HISTORIC ROUTE:

Segments 23–24 in Leawood and 24–29 through Overland Park are as much as 2 miles northwest of the historic route of the trails in this area. They have been included as an existing complete greenway network that parallels the historic route and provides opportunities for loops when connecting to segments 31–32 in Leawood, 34–37 in Overland Park, and associated segments in Olathe. This route was also included because it may offer an enjoyable park-like off-road experience for trail users.

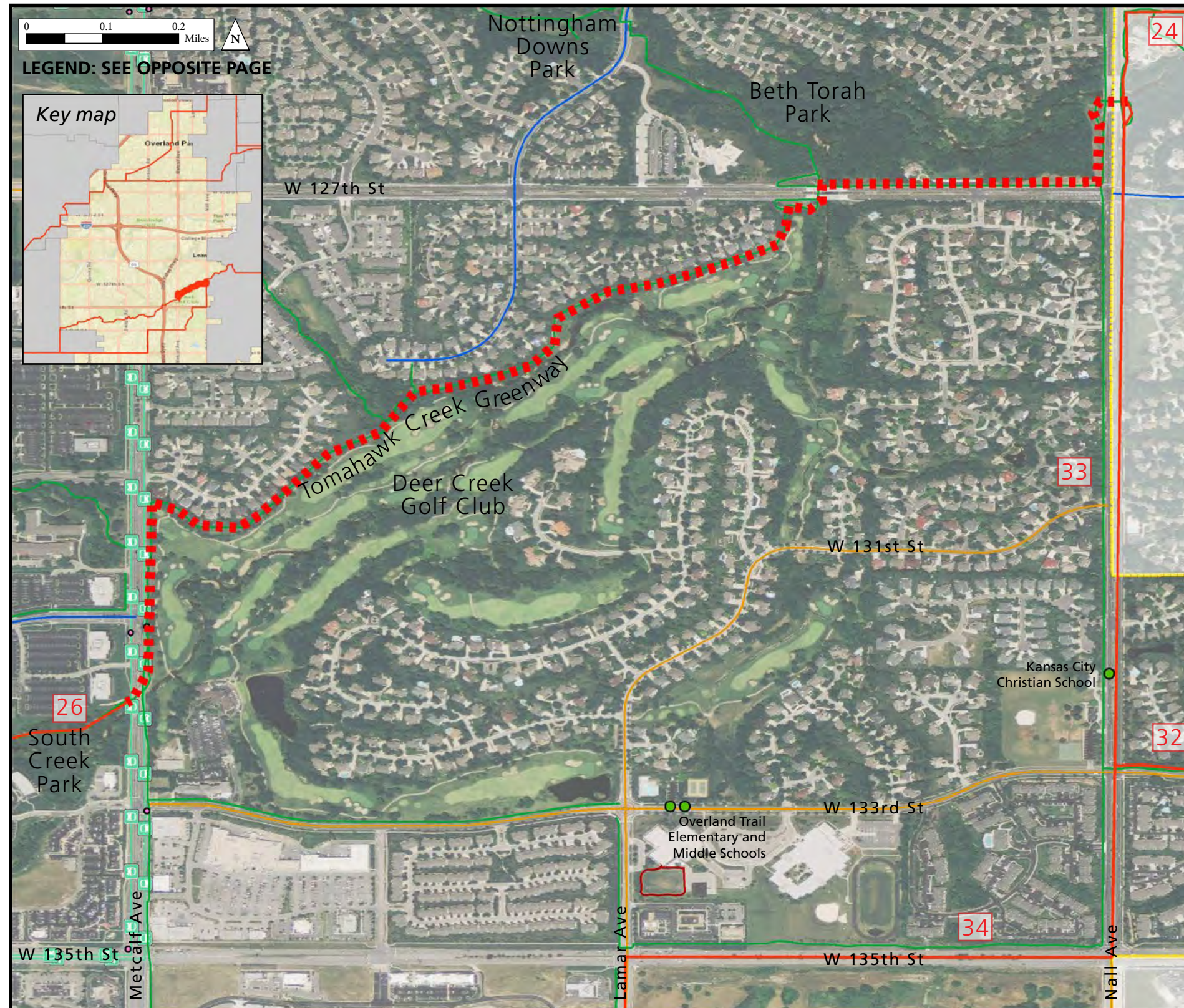


Tomahawk Creek Greenway at Hawthorne Valley Park, looking southwest. Photo: Vireo

Overland Park: Segment 25

[Overland Park map](#)

[Project area map](#)



1.89 Miles. Tomahawk Creek Greenway from West 127th Street at Beth Torah Park to Metcalf Avenue at South Creek Park.

ISSUES:

- Distance from historic route (approximately 1 mile)
- Few access points currently exist for those arriving in the area in a vehicle

CORRIDOR CONNECTIONS:

- Connects to trail to northwest in Beth Torah Park and to Nottingham Downs Park
- Shared use paths on Metcalf Avenue and 133rd Street connect to Overland Trail Elementary and Middle Schools
- Multi-use side paths on West 133rd Street and Lamar Avenue connect to segment 34 at West 135th Street
- Connects to transit at Metcalf Avenue

OPPORTUNITIES:

- Existing 10 foot wide recreational trail throughout this segment as part of Tomahawk Creek Greenway, including pedestrian underpasses on major roads (Metcalf Ave)
- Multiple opportunities to connect to lower route segments via shared-use side paths allow for creation of loops

RELATIONSHIP TO THE HISTORIC ROUTE:

Segments 23–24 in Leawood and 24–29 through Overland Park are as much as 2 miles northwest of the historic route of the trails in this area. They have been included as an existing complete greenway network that parallels the historic route and provides opportunities for loops when connecting to segments 31–32 in Leawood, 34–37 in Overland Park, and associated segments in Olathe. This route was also included because it may offer an enjoyable park-like off-road experience for trail users.

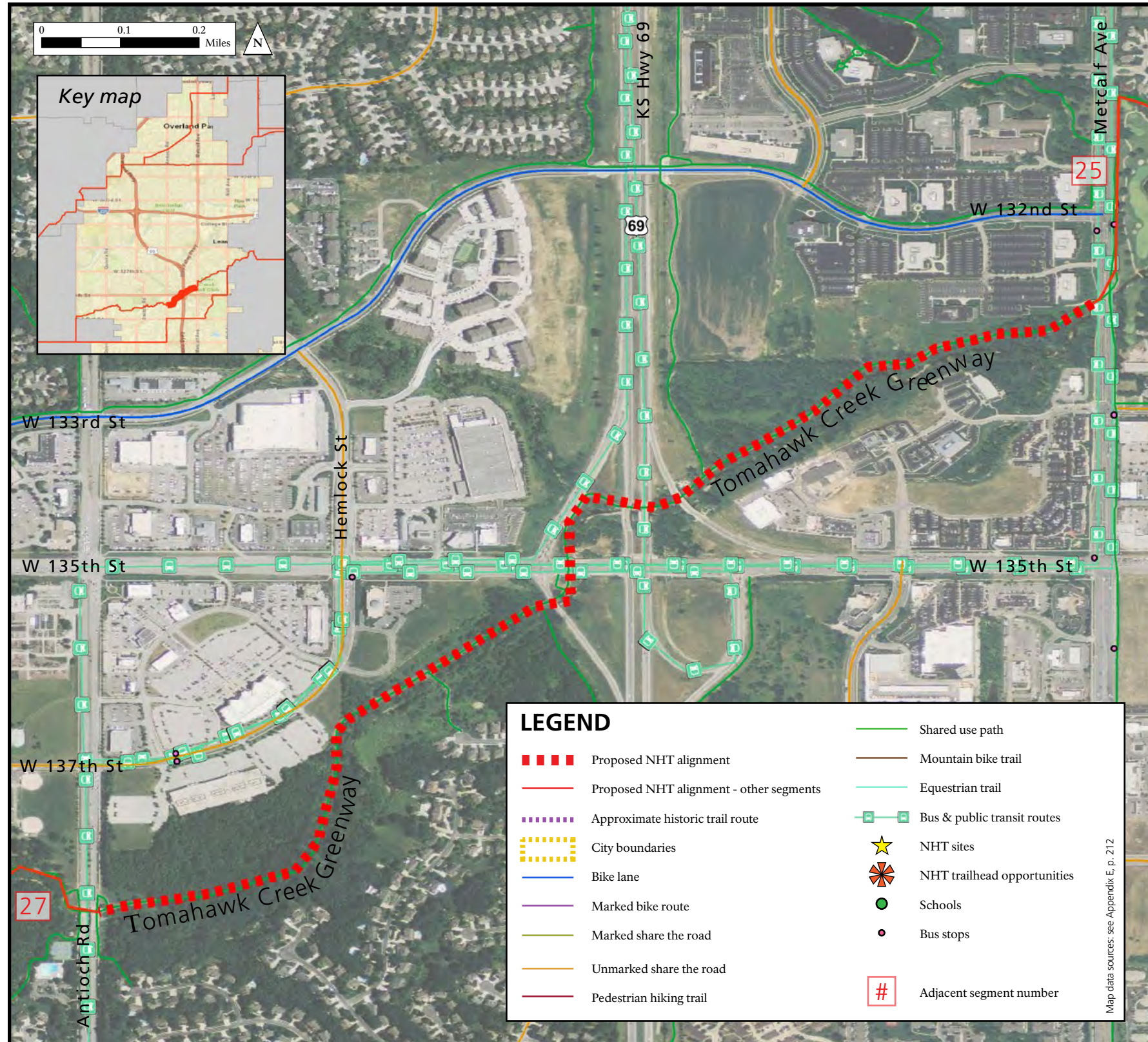


Tomahawk Creek Greenway near Metcalf Ave and W 130th St, looking northeast (left) and side path on W 127th St at Overlook Dr, looking west (right). Photos: Vireo

Overland Park: Segment 26

[Overland Park map](#)

[Project area map](#)



1.41 Miles. Tomahawk Creek Greenway from Metcalf Avenue, under US Highway 69 and West 135th Street to Antioch Road.

ISSUES:

- Distance from historic route (approximately 1–1.25 miles)
- Few access points currently exist for those arriving in the area in a vehicle

CORRIDOR CONNECTIONS:

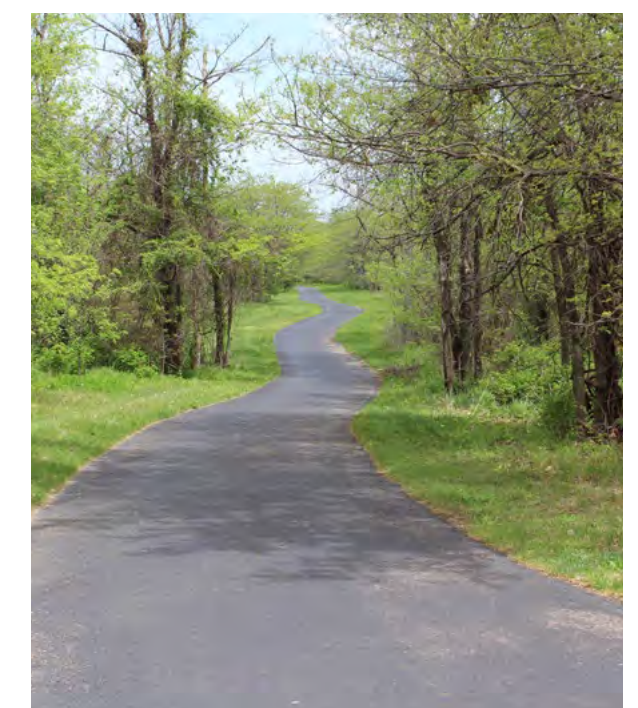
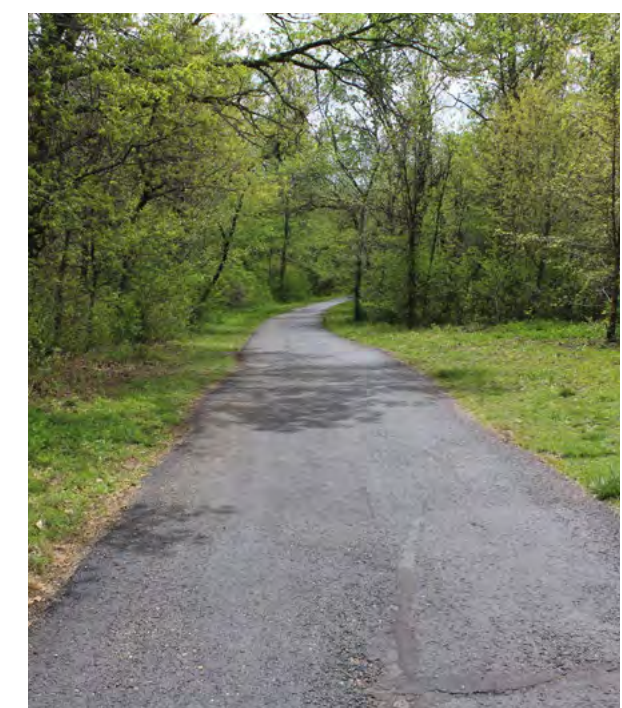
- Shared use path along east side of US Highway 69 connects to larger side path network
- Connects to public transit at Metcalf Avenue, 135th Street, and Antioch Road

OPPORTUNITIES:

- Existing 10 foot wide recreational trail throughout this segment as part of Tomahawk Creek Greenway, including pedestrian underpasses on major roads (US Highway 69 including on/off ramps, West 135th Street, and Antioch Road)

RELATIONSHIP TO THE HISTORIC ROUTE:

Segments 23–24 in Leawood and 24–29 through Overland Park are as much as 2 miles northwest of the historic route of the trails in this area. They have been included as an existing complete greenway network that parallels the historic route and provides opportunities for loops when connecting to segments 31–32 in Leawood, 34–37 in Overland Park, and associated segments in Olathe. This route was also included because it may offer an enjoyable park-like off-road experience for trail users.



Tomahawk Creek Greenway near W 135th St and Hemlock St, looking northeast (left) and southwest (right). Photos: Vireo

Overland Park: Segment 27

[Overland Park map](#)

[Project area map](#)



1.08 Miles. Tomahawk Creek Greenway from Antioch Road, south of Blue Valley Recreation Sports Complex, to Switzer Road.

ISSUES:

- Distance from historic route (approximately 1–1.25 miles)

CORRIDOR CONNECTIONS:

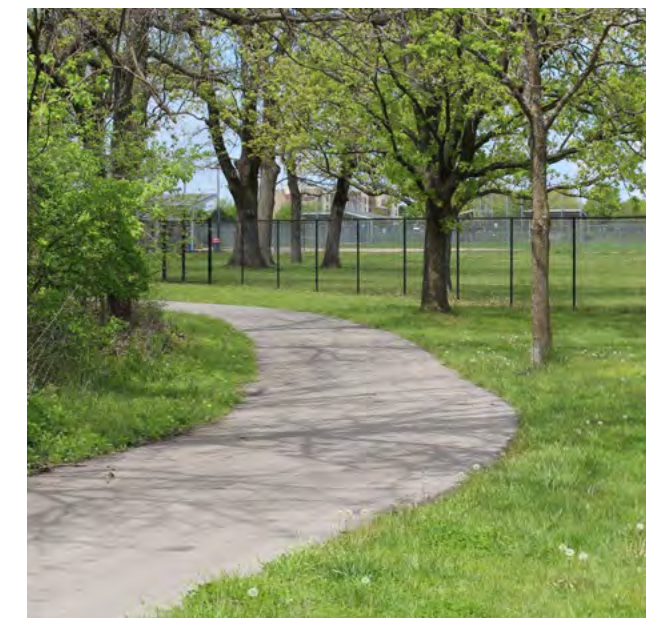
- Multi-use path on Switzer Road connects to Harmony Elementary and Middle Schools, and Blue Valley Northwest High School; path also provides access to Community Park and Deanna Rose Children’s Farmstead
- Connects to lower route segments 35 and 36 via multi-use side path along west side of Antioch Road
- Connects to public transit at Antioch Road

OPPORTUNITIES:

- Existing 10 foot wide recreational trail throughout this segment as part of Tomahawk Creek Greenway, including pedestrian underpasses on major roads (Antioch and Switzer)
- Proximity to lower route segments via side path along Antioch Road allows for creation of trail loops
- Deanna Rose Children’s Farmstead is an opportunity to tie NHT trailhead elements into an existing greenway trailhead

RELATIONSHIP TO THE HISTORIC ROUTE:

Segments 23–24 in Leawood and 24–29 through Overland Park are as much as 2 miles northwest of the historic route of the trails in this area. They have been included as an existing complete greenway network that parallels the historic route and provides opportunities for loops when connecting to segments 31–32 in Leawood, 34–37 in Overland Park, and associated segments in Olathe. This route was also included because it may offer an enjoyable park-like off-road experience for trail users.

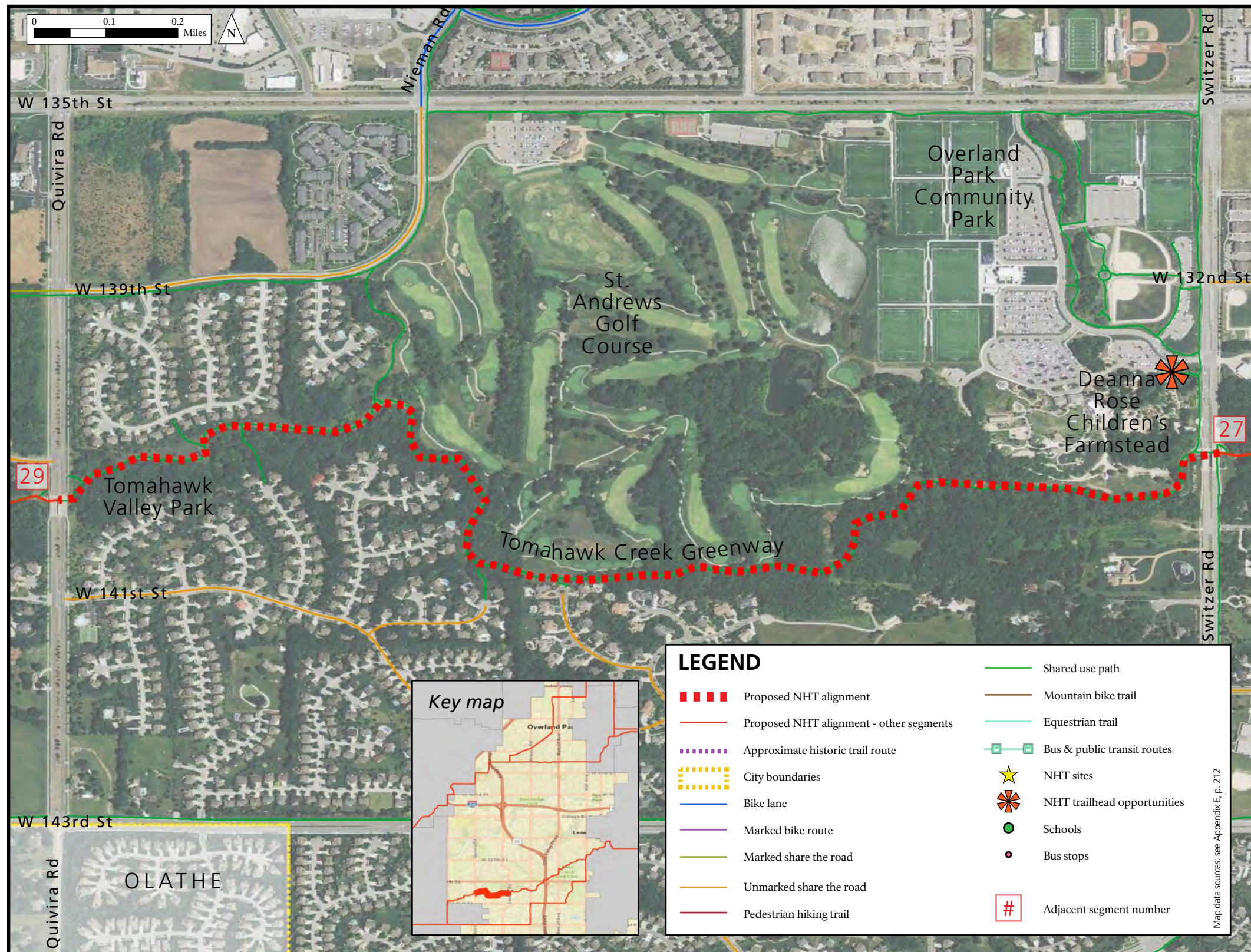


Tomahawk Creek Greenway at Antioch Rd underpass, looking east (left) and northeast at Blue Valley Recreation Complex (right). Photos: Vireo

Overland Park: Segment 28

[Overland Park map](#)

[Project area map](#)



1.66 Miles. Tomahawk Creek Greenway from Switzer Road south of St. Andrews Golf Course to Tomahawk Valley Park at Quivira Road.

ISSUES:

- Distance from historic route (1.5–2 miles)
- Few access points currently exist for those arriving in the area in a vehicle

CORRIDOR CONNECTIONS:

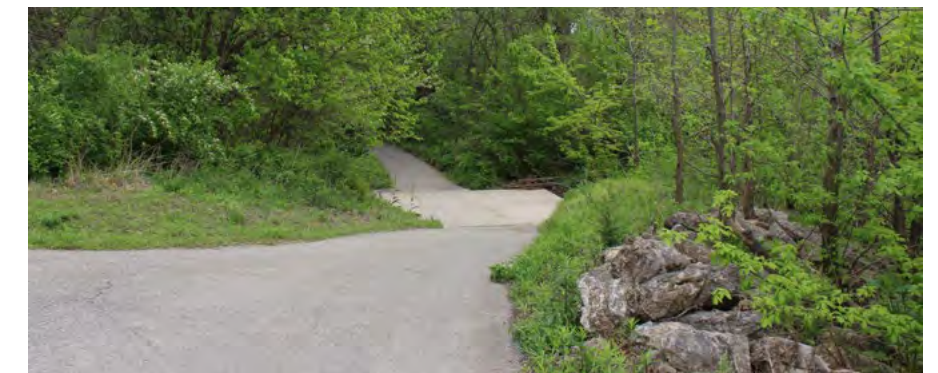
- Connects to shared use side paths along Switzer Road
- Several short connecting paths provide local pedestrian access to/ from adjoining neighborhoods

OPPORTUNITIES:

- Existing 10 foot wide recreational trail throughout this segment as part of Tomahawk Creek Greenway, including pedestrian underpasses on major roads (Switzer and Quivira Roads)
- Deanna Rose Children's Farmstead is an opportunity to tie NHT trailhead elements into an existing greenway trailhead
- Adjacent to several public recreational facilities

RELATIONSHIP TO THE HISTORIC ROUTE:

Segments 23–24 in Leawood and 24–29 through Overland Park are as much as 2 miles northwest of the historic route of the trails in this area. They have been included as an existing complete greenway network that parallels the historic route and provides opportunities for loops when connecting to segments 31–32 in Leawood, 34–37 in Overland Park, and associated segments in Olathe. This route was also included because it may offer an enjoyable park-like off-road experience for trail users.

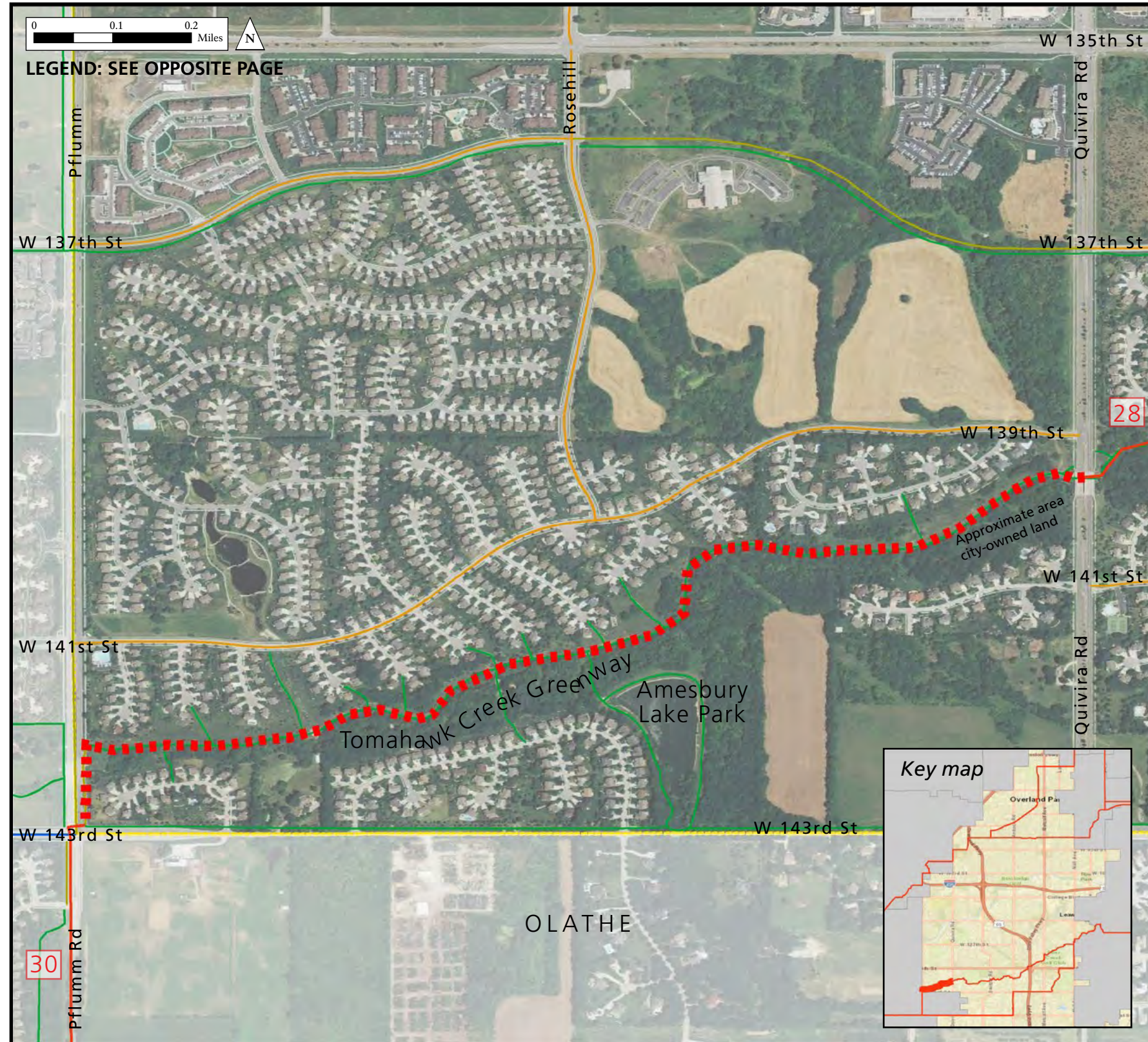


Tomahawk Creek Greenway near Switzer Rd and Deanna Rose Children's Farmstead, looking southwest. Photo: Vireo

Overland Park: Segment 29

[Overland Park map](#)

[Project area map](#)



1.25 Miles. Tomahawk Creek Greenway from Quivira Road along north side of Amesbury Lake Park to Pflumm Road, then south along east side of Pflumm to West 143rd Street.

ISSUES:

- Distance from historic route (1–2 miles)
- Few access points currently exist for those arriving in the area in a vehicle

CORRIDOR CONNECTIONS:

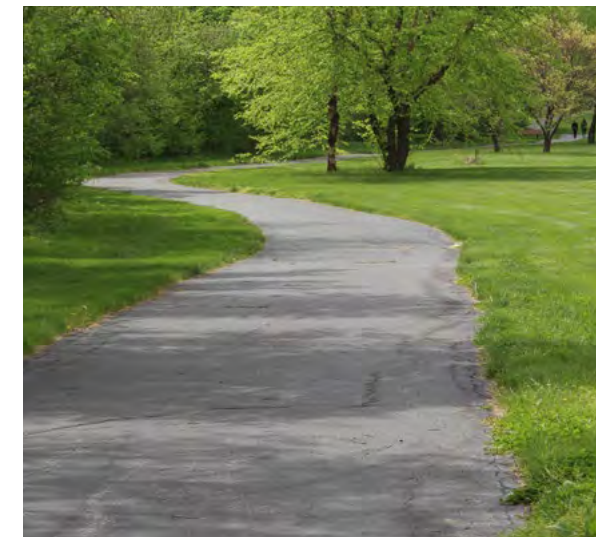
- Several short connecting paths provide local pedestrian access to/from adjoining neighborhoods
- Connects to shared use side path on West 143rd Street
- Connects to Amesbury Lake Park, which offers a loop walking trail

OPPORTUNITIES:

- Existing 10 foot wide recreational trail throughout this segment as part of Tomahawk Creek Greenway, including pedestrian underpasses on major roads (Quivira Road)
- Possible trailhead opportunity south of West 139th Street along Quivira Road where there is city-owned land

RELATIONSHIP TO THE HISTORIC ROUTE:

Segments 23–24 in Leawood and 24–29 through Overland Park are as much as 2 miles northwest of the historic route of the trails in this area. They have been included as an existing complete greenway network that parallels the historic route and provides opportunities for loops when connecting to segments 31–32 in Leawood, 34–37 in Overland Park, and associated segments in Olathe. This route was also included because it may offer an enjoyable park-like off-road experience for trail users.



Tomahawk Creek Greenway near Pflumm Rd, looking west. Photo: Vireo



Side path on Pflumm Rd looking south toward W 143rd St. Photo: NPS

Overland Park: Segment 33

[Overland Park map](#)

[Project area map](#)



1.45 Miles. Existing side path along west side of Nall Avenue from West 127th Street to West 135th Street.

ISSUES:

- Distance from historic route (0.5–1.25 miles)

CORRIDOR CONNECTIONS:

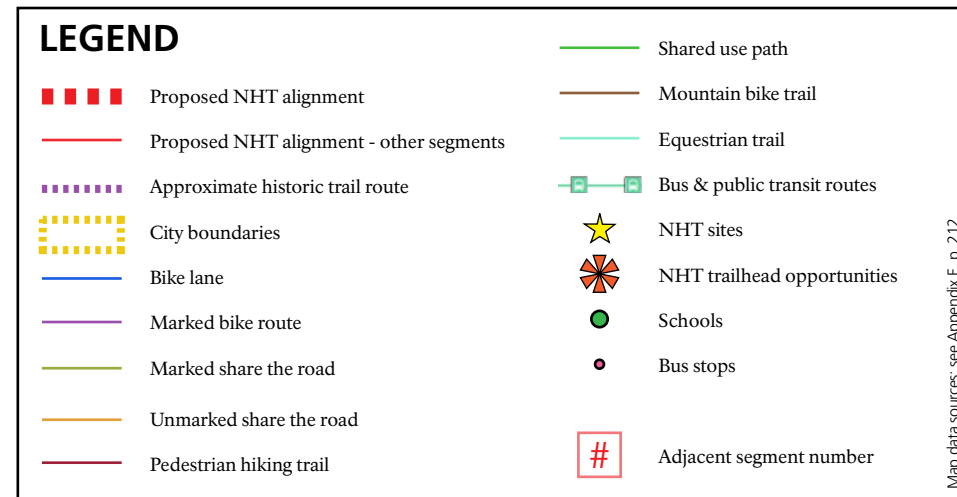
- Connects to Kansas City Christian School
- Connects to existing side paths on West 133rd and 135th Streets (segments 32 and 34)
- Connects to Prairiefire commercial area to the south

OPPORTUNITIES:

- 10 foot wide multi-use side path already exists throughout this segment

RELATIONSHIP TO THE HISTORIC ROUTE:

Segments 33 serves as a connector between the Tomahawk Creek Greenway route (segments 23–29 in Leawood and Overland Park) and the closest approximation of the historic route under modern, grid-road and residential neighborhood conditions (Segments 31–37).



Side path on Nall Ave at W 129th St looking north. Photo: Vireo

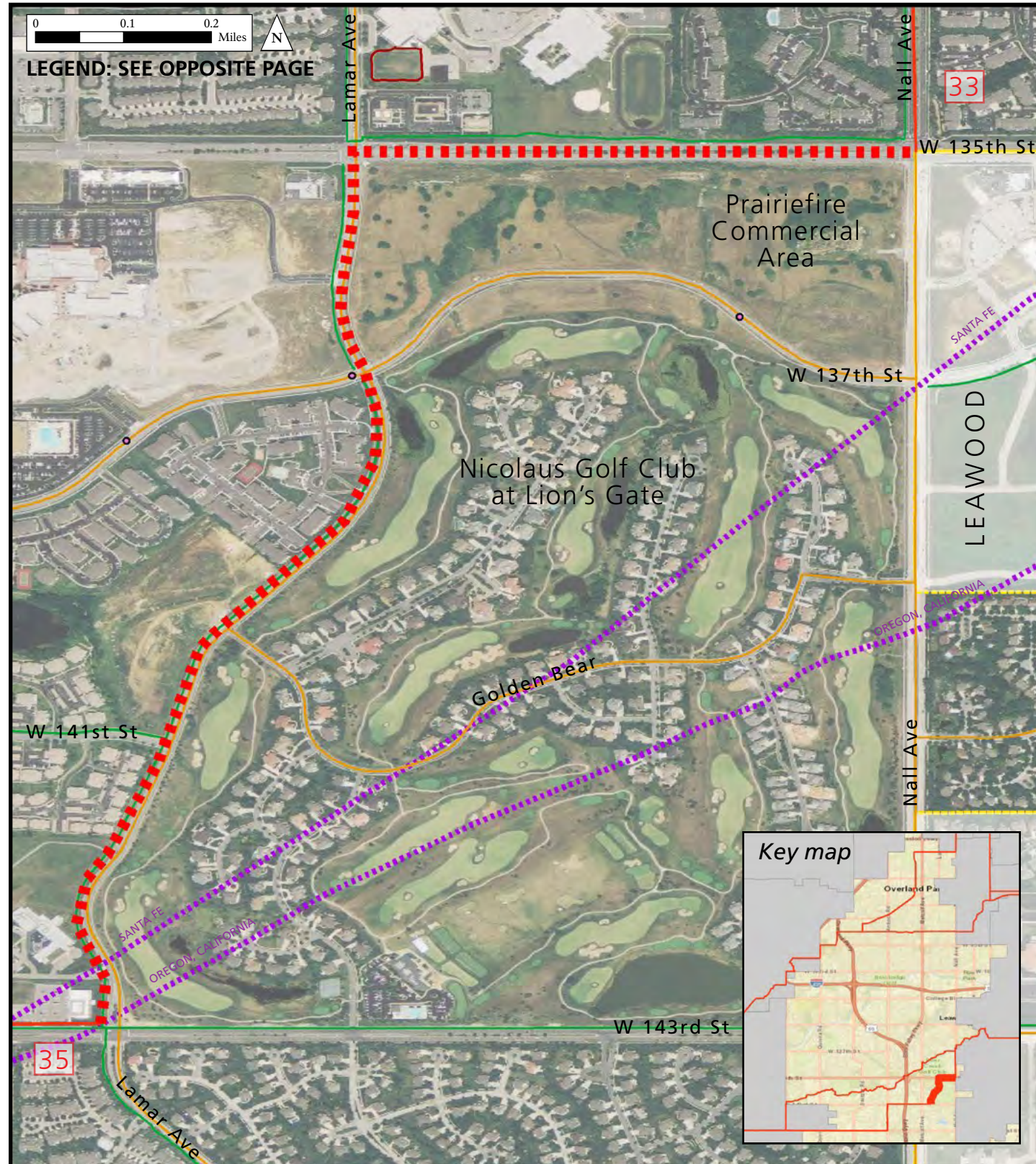


Side path on west side of Nall Ave, looking south. Photo: NPS

Overland Park: Segment 34

[Overland Park map](#)

[Project area map](#)



1.39 Miles. From Nall Avenue, along existing side path on West 135th Street to side path on Lamar Avenue, then south to West 143rd Street.

ISSUES:

- Heavy vehicular traffic on West 135th Street

CORRIDOR CONNECTIONS:

- Connects to Prairiefire commercial area along West 135th Street
- Connects to transit at West 137th Street

OPPORTUNITIES:

- Existing 10 foot wide side paths already exist throughout this segment
- The Museum at Prairiefire showcases native plantings, bringing to life the original landscapes experienced by historic trail users

RELATIONSHIP TO THE HISTORIC ROUTE:

Segments 31–32 in Leawood, 33–37 in Overland Park and 38–49 in Olathe approximate the historic trail route as closely as possible under current conditions when following public right-of-ways and existing paths. Due to the grid structure of main roads contrasting with the northeast-southwest tendency of the historic route, in some locations this is still some distance (as much as 1 mile) from the historic route.



Side path on Lamar Ave near W 135th St looking north. Photo: Vireo

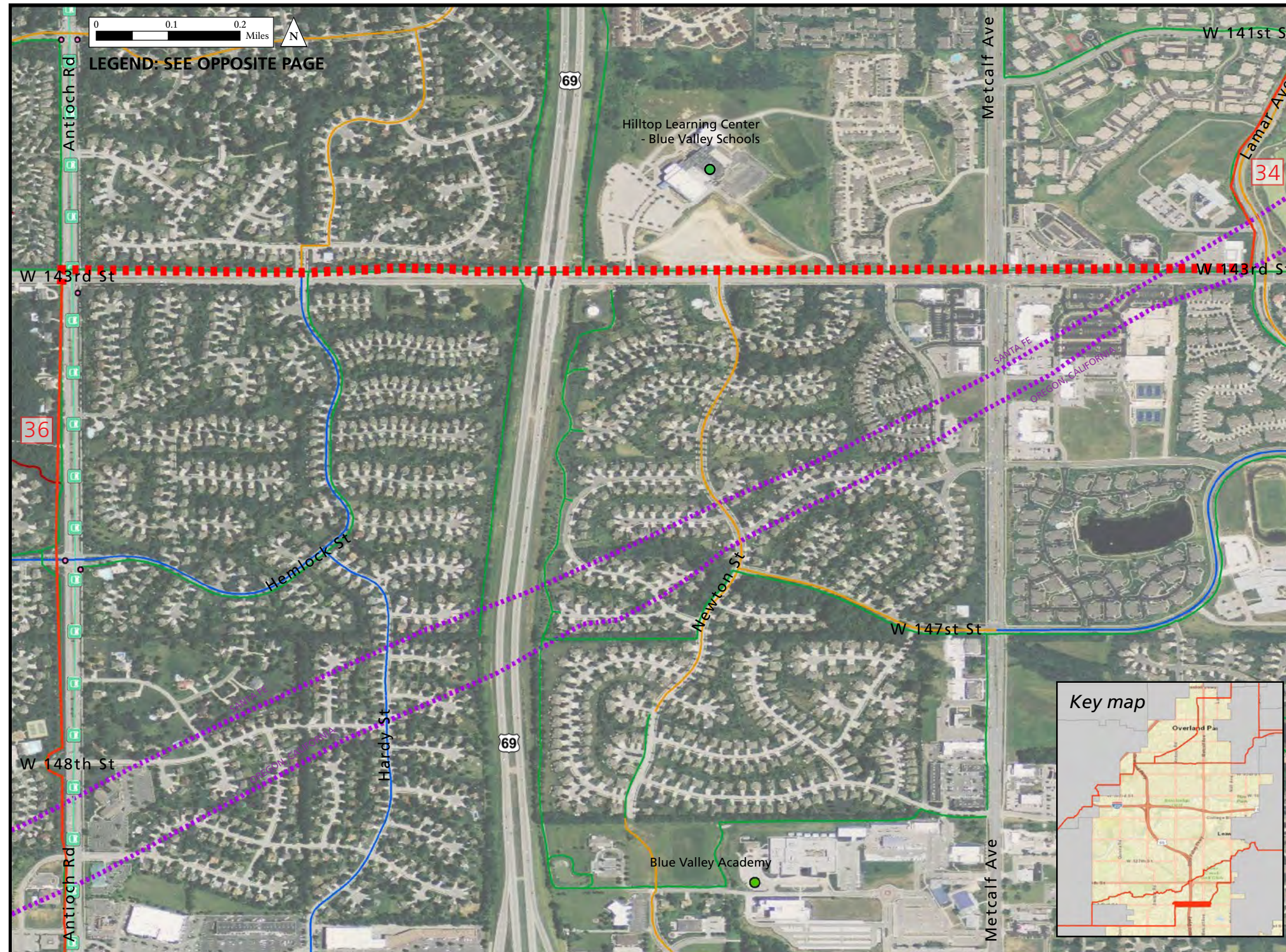


Side path on west side of Lamar Ave near W 141st St, looking south (left) and north (right). Photos: NPS.

Overland Park: Segment 35

[Overland Park map](#)

[Project area map](#)



1.32 Miles. From Lamar Avenue, side path on north side of West 143rd Street through underpass under US Highway 69 to Antioch Road.

CORRIDOR CONNECTIONS:

- Connects to neighborhoods north and south of segment via neighborhood trails on both sides of US Highway 69, and dedicated paths and bike routes along Hemlock and Newton Streets
- Connects west to Nottingham Forest Park via continued multi-use trail on West 143rd Street (off map to west)
- Connects to Blue Valley Academy via neighborhood paths
- Connects to Hilltop Learning Center - Blue Valley Schools
- Connects to transit at Antioch Road

OPPORTUNITIES:

- 10 foot wide side path already exists throughout this segment

RELATIONSHIP TO THE HISTORIC ROUTE:

Segments 31–32 in Leawood, 33–37 in Overland Park and 38–49 in Olathe approximate the historic trail route as closely as possible under current conditions when following public right-of-ways and existing paths. Due to the grid structure of main roads contrasting with the northeast-southwest tendency of the historic route, in some locations this is still some distance (as much as 1 mile) from the historic route.

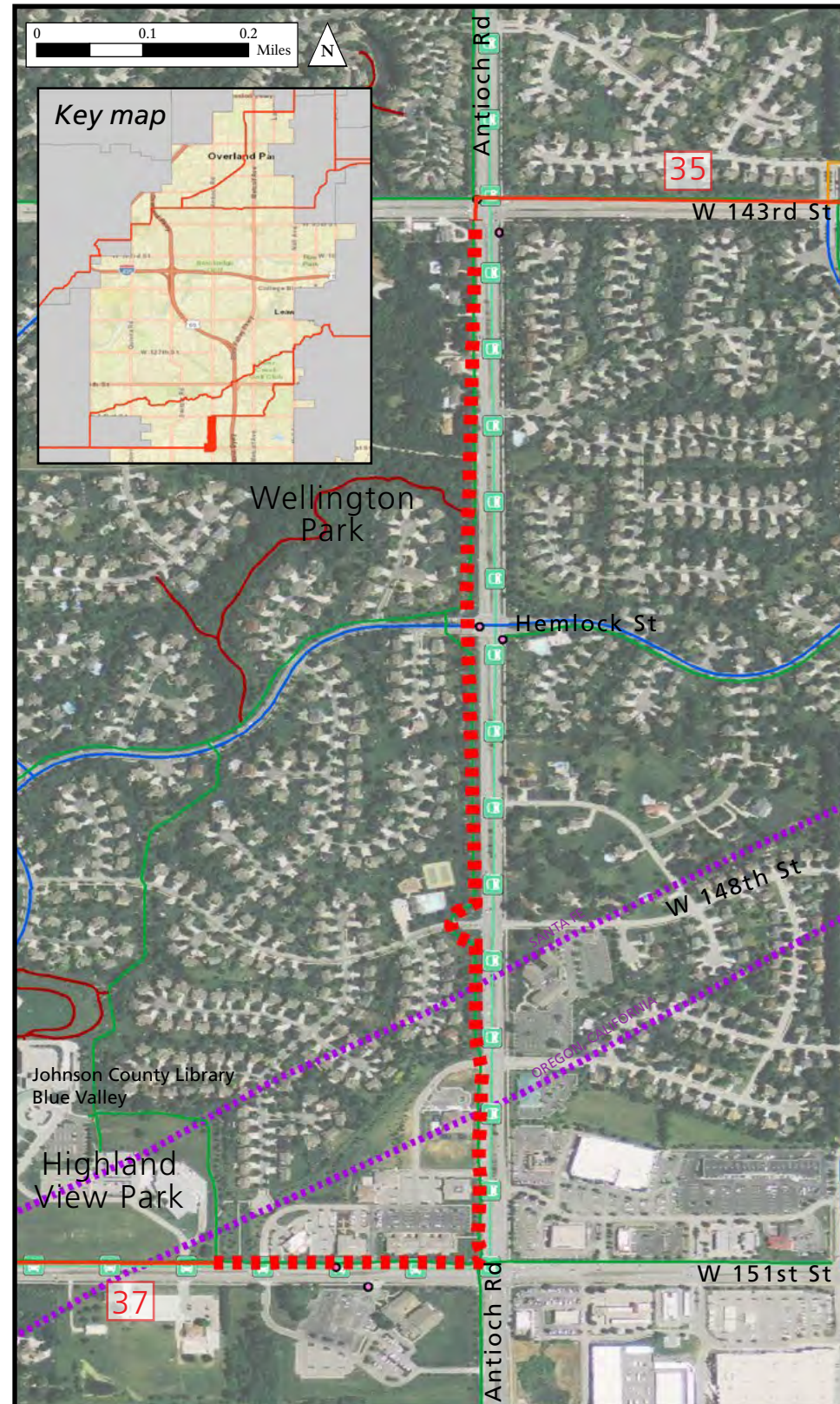


Side path on north side of W 143rd St at Hemlock St, looking west. Photo: Vireo

Overland Park: Segment 36

[Overland Park map](#)

[Project area map](#)



1.21 Miles. Side path on west side of Antioch Road from West 143rd to West 151st Streets, side path on north side of West 151st Street to intersection with neighborhood trail at Highland View Park.

CORRIDOR CONNECTIONS:

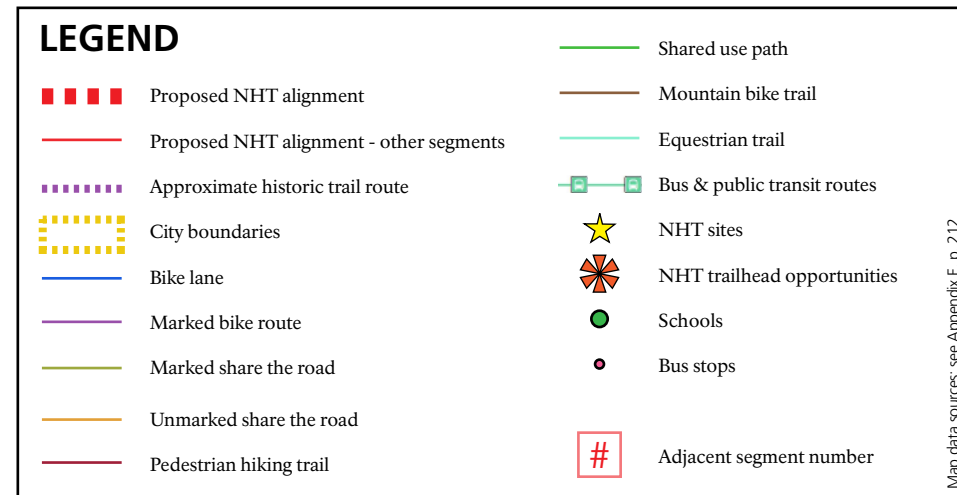
- Connects to additional side paths along Antioch Road and West 143rd, Hemlock, and West 151st Streets
- Connects to neighborhoods via side paths and neighborhood trails in Highland View and Wellington Parks
- Highland View Park connects the trail to the Johnson County Public Library (Blue Valley Branch) and Sunset Ridge Elementary School
- Connects west to Nottingham Forest Park via multi-use trail on West 143rd Street (off map to northwest)
- Connects to transit along Antioch Road and West 151st Street

OPPORTUNITIES:

- Existing 10 foot wide side paths already exist throughout this segment
- Highland View Park may be a good opportunity for a national historic trail trailhead and/or NHT experience and interpretive development

RELATIONSHIP TO THE HISTORIC ROUTE:

Segments 31–32 in Leawood, 33–37 in Overland Park and 38–49 in Olathe approximate the historic trail route as closely as possible under current conditions when following public right-of-ways and existing paths. Due to the grid structure of main roads contrasting with the northeast-southwest tendency of the historic route, in some locations this is still some distance (as much as 1 mile) from the historic route.



Side path on Antioch Rd near W 147th St, looking north. Photo: Vireo

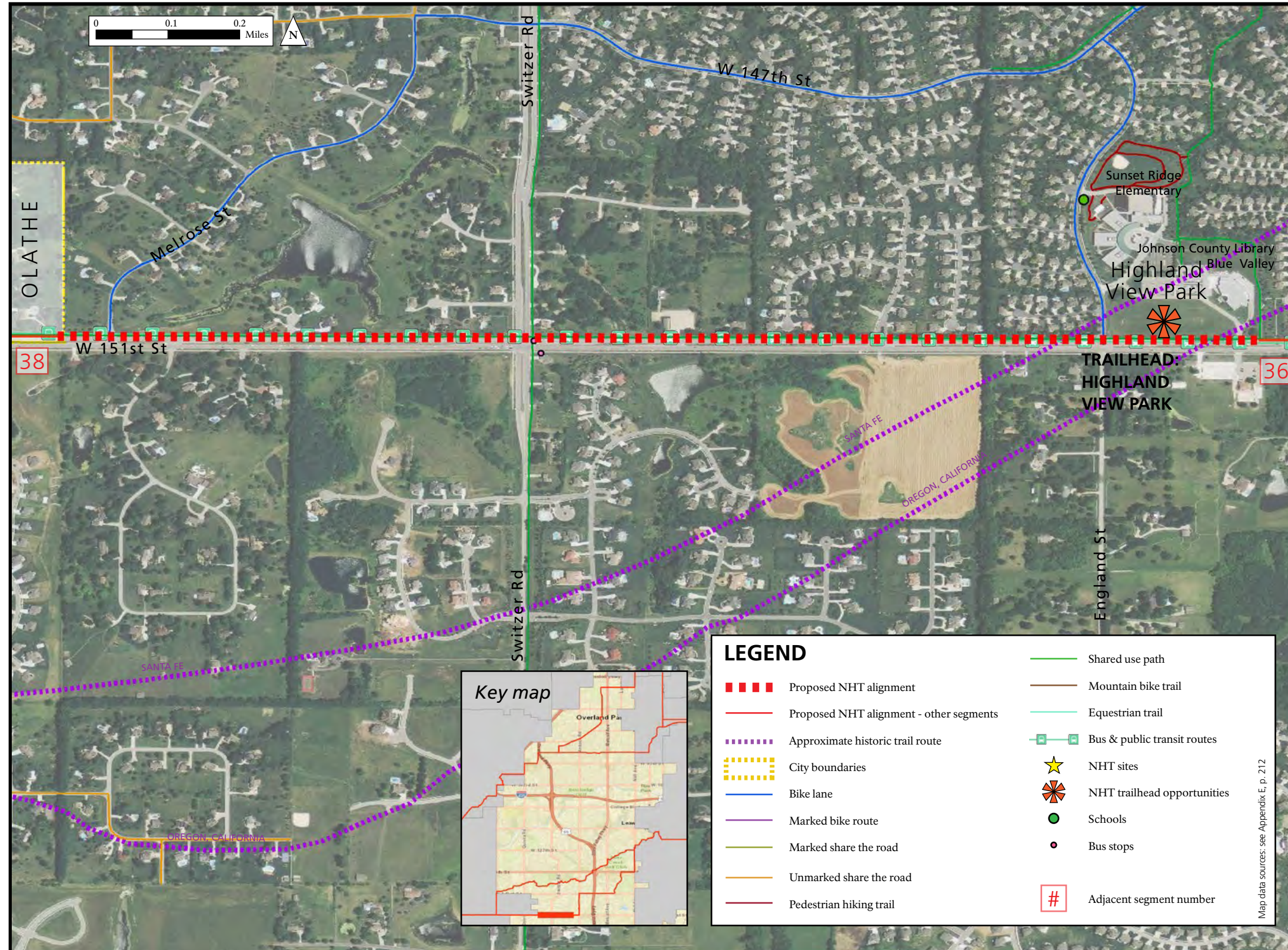


Bus stop on W 151st St near Highland View Park, looking east. Photo: Vireo

Overland Park: Segment 37

[Overland Park map](#)

[Project area map](#)



1.31 Miles. Along existing side path on north side of West 151st Street from Highland View Park to boundary with Olathe, near Melrose Street.

CORRIDOR CONNECTIONS:

- Connects to neighborhoods north and south of segment via side paths on Switzer Road, neighborhood path in Highland View Park, and bike lane on Melrose Street
- Connects to Sunset Ridge Elementary and the Johnson County Library (Blue Valley Branch) at Highland View Park
- Parallels transit along West 151st Street

OPPORTUNITIES:

- 10 foot wide side path already exists throughout this segment
- Highland View Park may be a good opportunity for a national historic trail trailhead and/or NHT experience and interpretive development

RELATIONSHIP TO THE HISTORIC ROUTE:

Segments 31–32 in Leawood, 33–37 in Overland Park and 38–49 in Olathe approximate the historic trail route as closely as possible under current conditions when following public right-of-ways and existing paths. Due to the grid structure of main roads contrasting with the northeast-southwest tendency of the historic route, in some locations this is still some distance (as much as 1 mile) from the historic route.

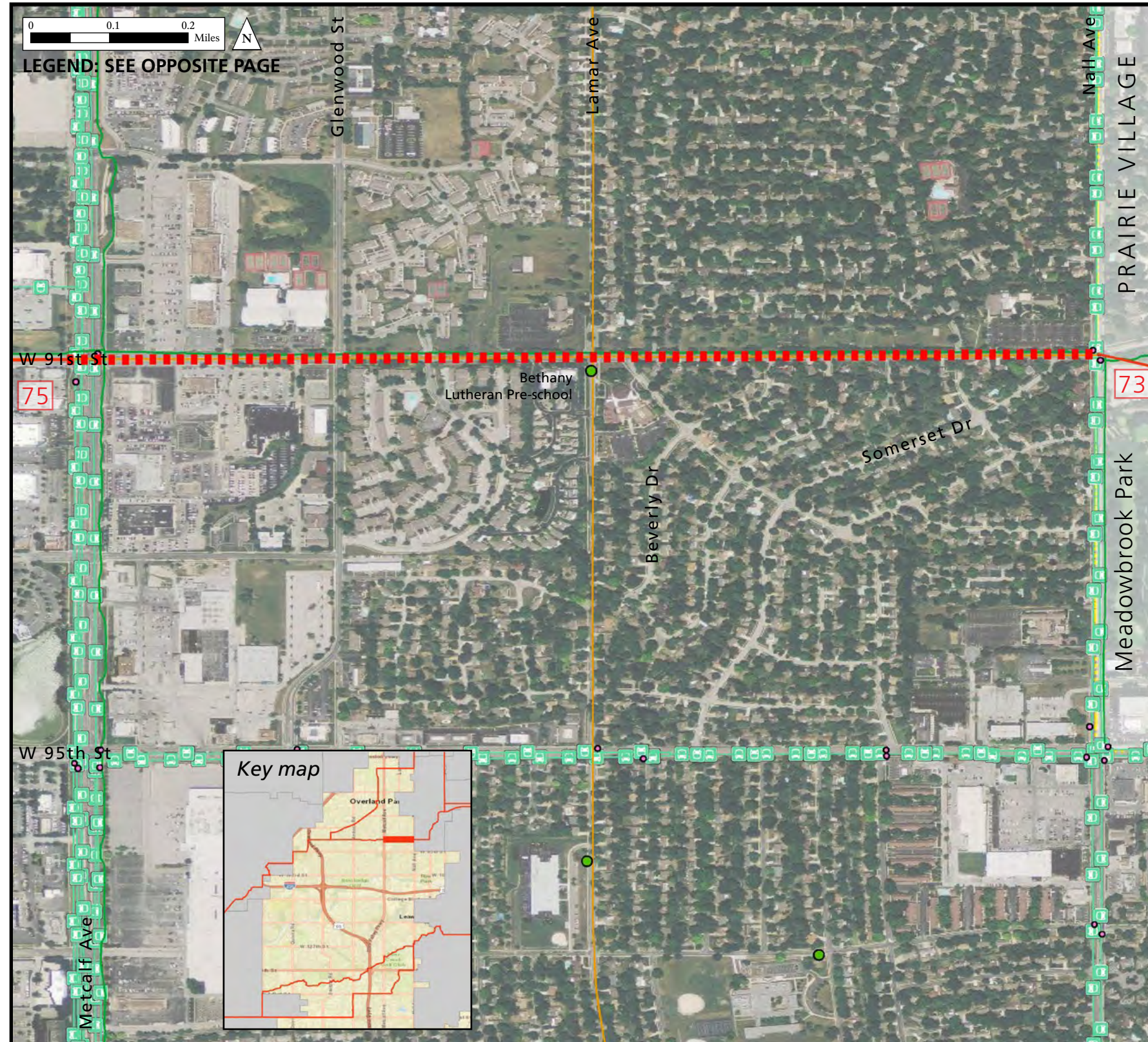


Side path on north side of W 151st St near Switzer Rd, looking west. Photo: NPS

Overland Park: Segment 74

[Overland Park map](#)

[Project area map](#)



1.02 Miles. Along West 91st Street from Nall Avenue to Metcalf Avenue.

ISSUES:

- Side path indicated in metro-wide trails data is not yet built

CORRIDOR CONNECTIONS:

- Connects to transit at Nall Avenue and Metcalf Avenue
- Connects to newly redeveloped Meadowbrook Park in Prairie Village (segment 73)
- Connects to Bethany Lutheran Pre-school
- Connects neighborhoods to commercial and business district to the west

OPPORTUNITIES:

- 10 foot wide side path is proposed for this segment

RELATIONSHIP TO THE HISTORIC ROUTE:

This segment is significantly south of the historic route of the Santa Fe NHT Westport Route, in order to connect to the preferred route in Prairie Village to the east. It is on average between 0.7 and 1 mile from the historic route.

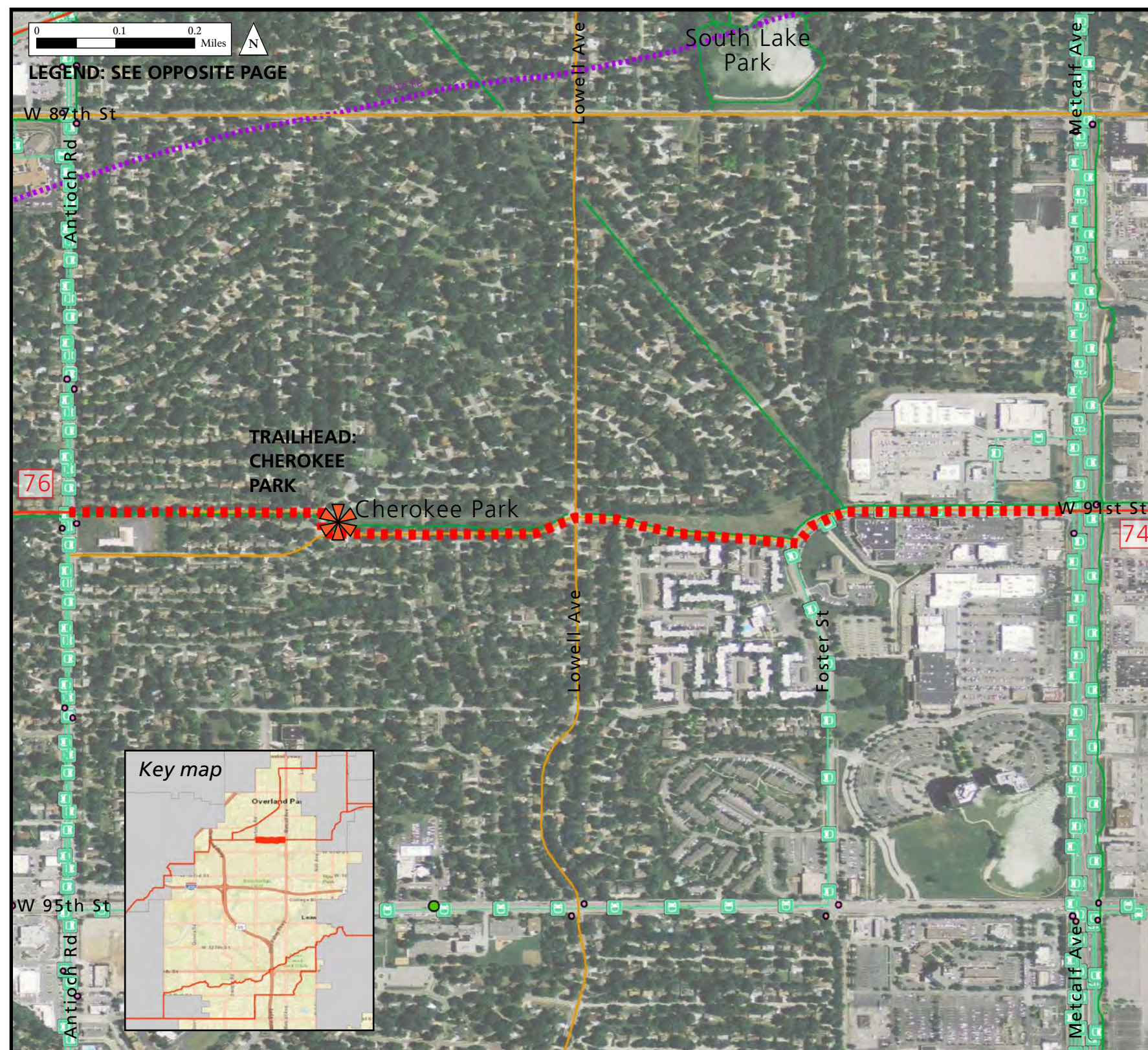


W 91st St just west of Nall Ave (left) and Beverly Dr (right), both looking west. Photos: NPS

Overland Park: Segment 75

[Overland Park map](#)

[Project area map](#)



1.04 Miles. Along West 91st Street to Cherokee Park, then through Cherokee Park along a utility easement and West 91st Street to Antioch Road.

ISSUES:

- With the exception of a 10 foot wide path in Cherokee Park, this route has sidewalks but no multi-use paths or bike lanes
- A safe pedestrian and bicycle crossing at Metcalf Avenue is needed

CORRIDOR CONNECTIONS:

- Connects to neighborhoods to north of route via planned northwest-southeast trail along utility easement
- Connects to Cherokee Park
- Connects to transit at Metcalf Avenue, Foster/West 91st Street, and Antioch Road
- Connects neighborhoods to commercial and business district to the east

OPPORTUNITIES:

- In Cherokee Park, a 10 foot wide side path already exists
- Cherokee Park has only on-street parking, but its location along the route makes it an opportunity for a minor NHT trailhead; another access option for the area could be a bus stop trailhead development on Metcalf Avenue or Antioch Road

RELATIONSHIP TO THE HISTORIC ROUTE:

This segment is significantly south of the historic route of the Santa Fe National Historic Trail Westport Route, but approaching the historic route as it moves west. It is on average between 0.4 and 0.7 miles from the historic route.



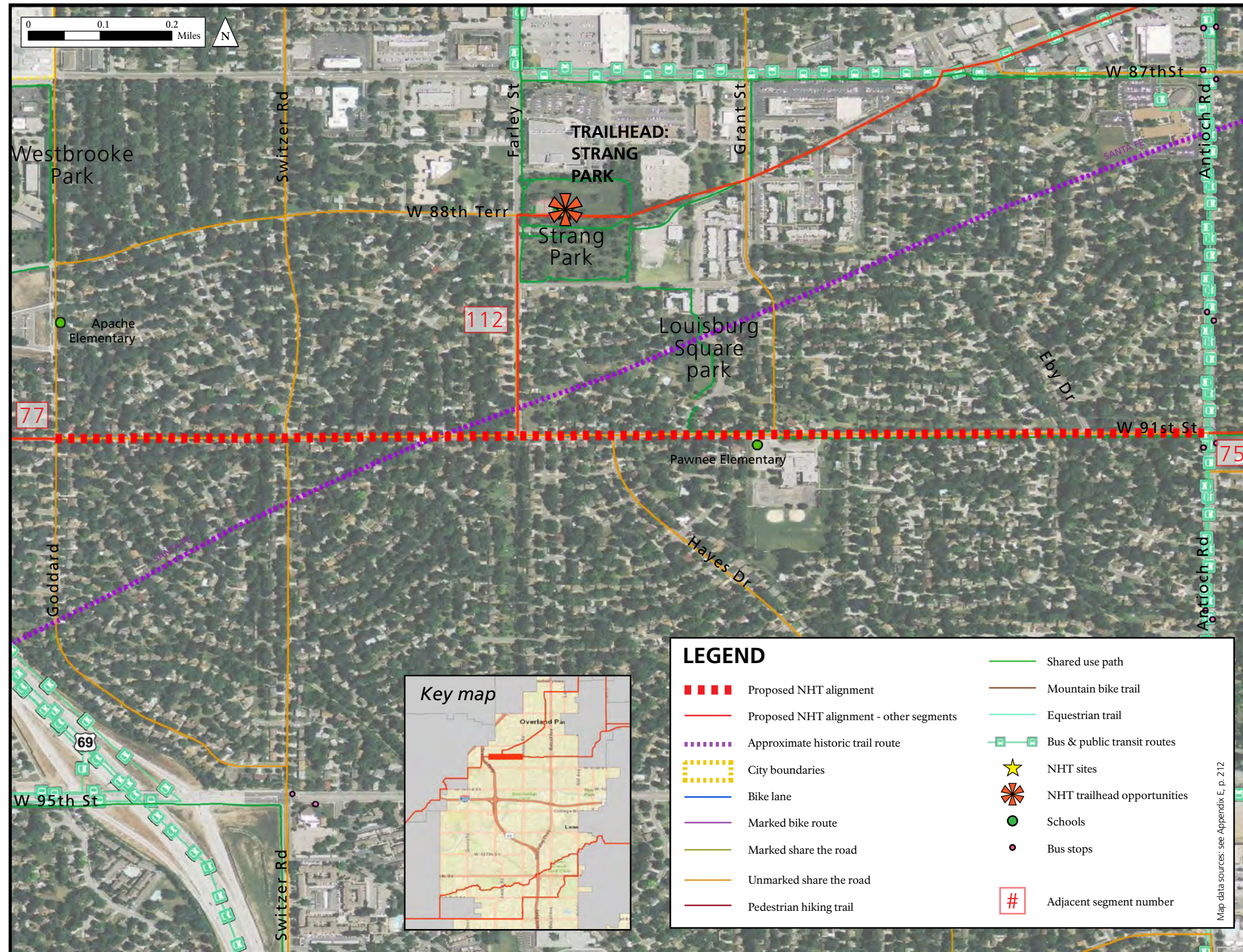
Trail in Cherokee Park, looking west. Photo: NPS



W 91st St west of Cherokee Park, looking east. Photo: NPS

Overland Park: Segment 76

[Overland Park map](#) [Project area map](#)



1.26 Miles. Along existing side path on north side of West 91st Street from Antioch Road to Goddard Road.

ISSUES:

- West of Pawnee Elementary, there are only sidewalks available

CORRIDOR CONNECTIONS:

- Connects to Pawnee Elementary School
- Connects to Strang Park, an interpreted national historic trail site, via segment 112 on Farley Street, or planned neighborhood path near Grant Street and Louisburg Square Park
- Connects to Westbrooke Park and Apache Elementary School via Goddard Road sidewalks north of West 91st Street
- Connects to transit at Antioch Road

OPPORTUNITIES:

- 10 foot wide side path already exists between Antioch Road and Pawnee Elementary School

RELATIONSHIP TO THE HISTORIC ROUTE:

This segment intersects the Santa Fe National Historic Trail Westport Route near Farley Street. Strang Park, just to the north of this segment, is generally accepted as the approximate area where the upper and lower Westport Routes rejoined. This segment is at most 0.4 miles away from the historic route.

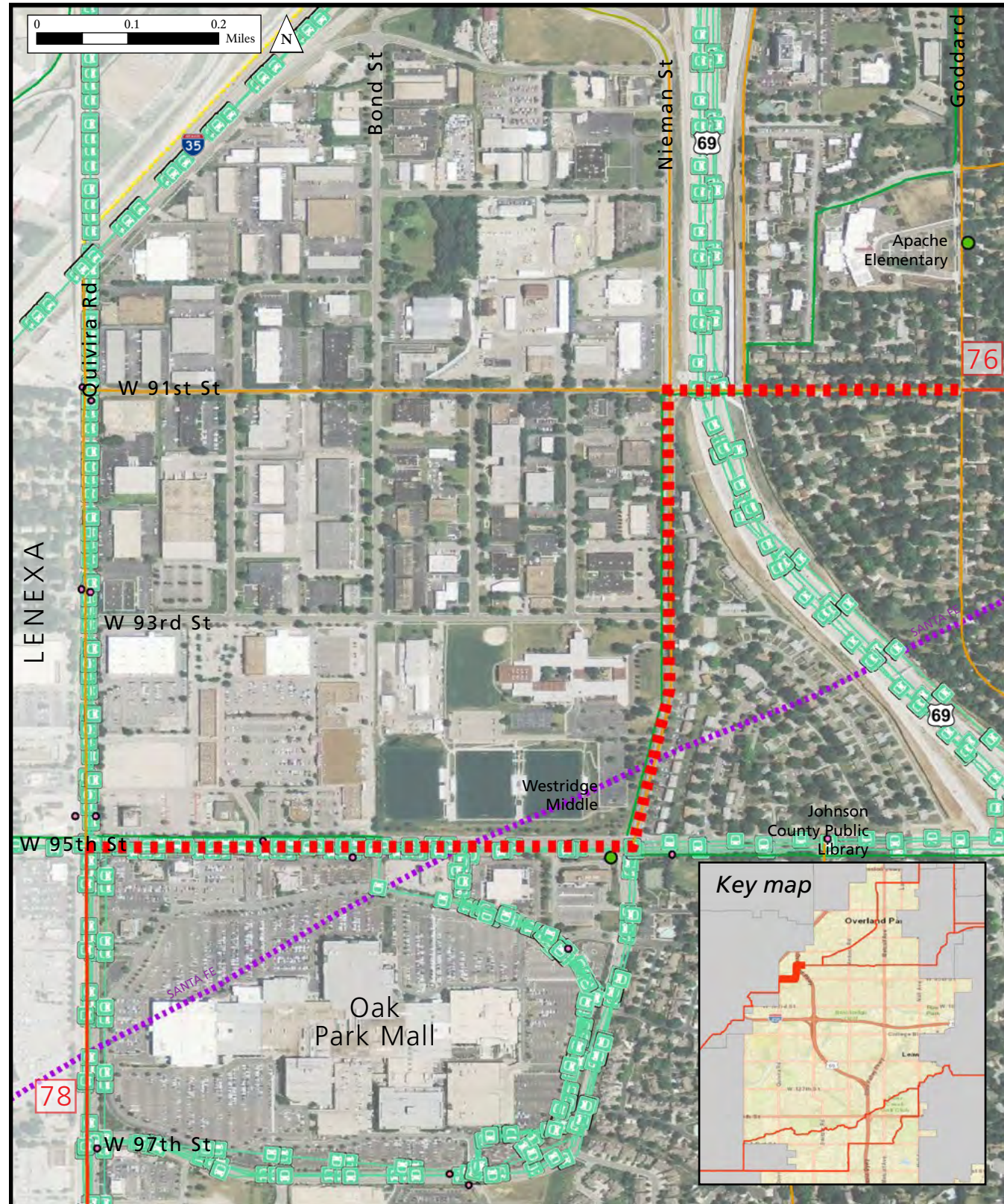


W 91st St at Eby Dr, looking west. Photo: NPS

Overland Park: Segment 77

[Overland Park map](#)

[Project area map](#)



1.23 Miles. Along West 91st Street from Goddard Road to Nieman Street, using an existing separated bike-pedestrian lane on the south side of the road bridge over US Highway 69, then south on Neiman to West 95th Street and west on 95th to Quivira Road at boundary with Lenexa.

ISSUES:

- None of these roads currently have side paths, only sidewalks on one or both sides of the road

CORRIDOR CONNECTIONS:

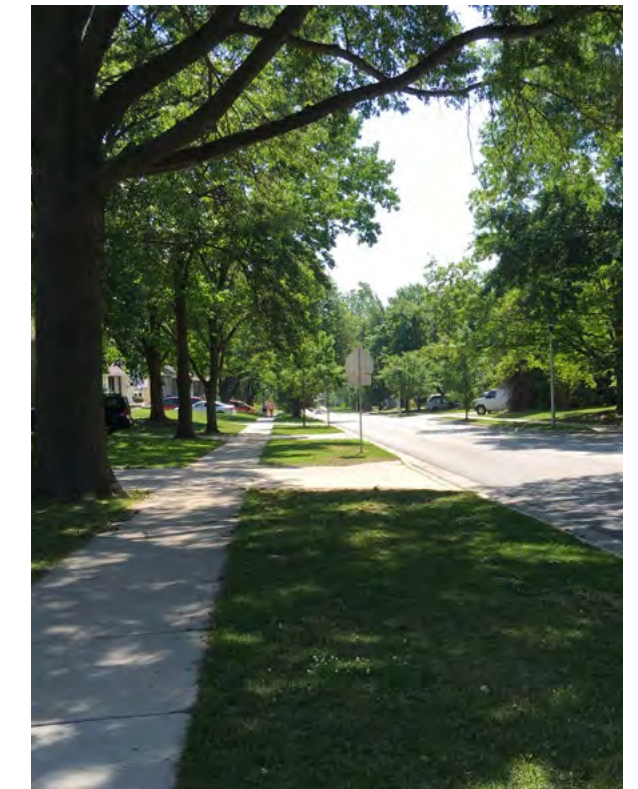
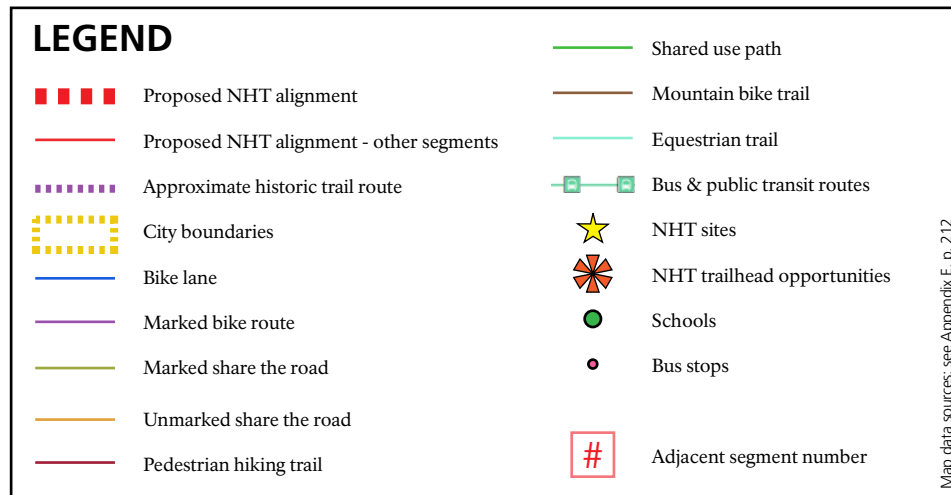
- Connects to Apache Elementary via Goddard Road sidewalks
- Connects to Westridge Middle School, which could benefit from safe pedestrian connections
- Connects to Oak Park Mall and surrounding commercial areas
- Connects to nearby Johnson County Library via sidewalks eastward on West 95th Street
- Connects to transit at West 95th Street and at Oak Park Mall

OPPORTUNITIES:

- Protected sidewalk exists along south side of West 91st Street overpass of US Highway 69

RELATIONSHIP TO THE HISTORIC ROUTE:

This segment roughly approximates the historic route of the lower Westport Route (Santa Fe National Historic Trail), within modern constraints. It is within 0.25 miles of the historic route throughout its length.



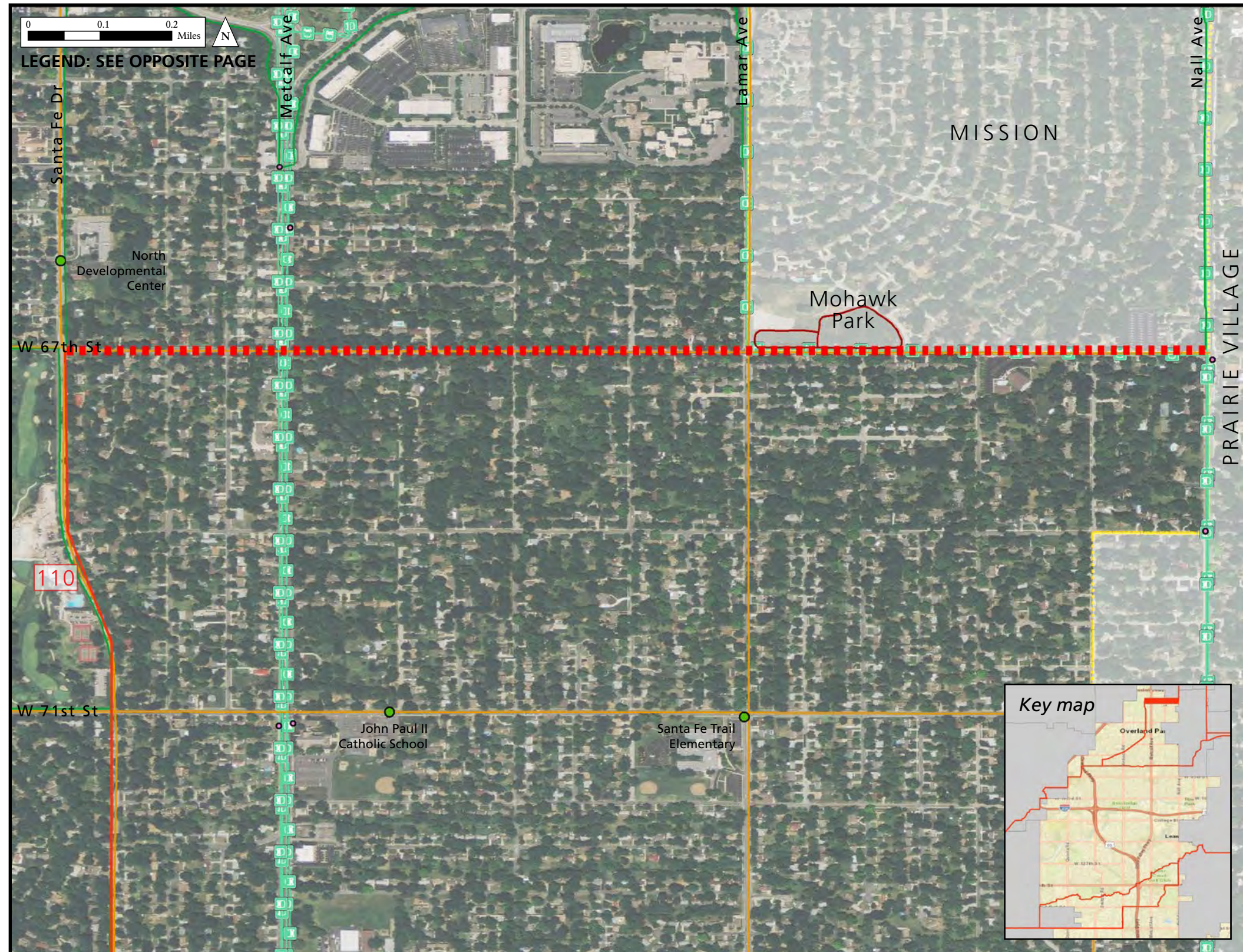
Sidewalk on W 91st St west of US Hwy 69. Photo: NPS



Protected sidewalk on W 91st St overpass of US Hwy 69. Photo: NPS

Overland Park: Segment 109

[Overland Park map](#) [Project area map](#)



1.24 Miles. Along West 67th Street from Nall Avenue to Santa Fe Drive.

ISSUES:

- Sidewalks exist along one side of this segment only
- Metcalf Avenue is high speed and will require a safe pedestrian/ bicycle crossing

CORRIDOR CONNECTIONS:

- Connects to Mohawk Park in Mission
- Connects to transit at Nall and Metcalf Avenues, and along West 67th Street between Nall and Lamar Avenues

RELATIONSHIP TO THE HISTORIC ROUTE:

This segment is south of the approximate historic route of the Santa Fe National Historic Trail (upper Westport Route), although it comes close to it at the west end of the segment. At most, it is approximately 1.2 miles from the historic route.



W 67th St south of Mohawk Park, looking east. Photo: NPS

Overland Park: Segment 110

[Overland Park map](#)

[Project area map](#)



1.59 Miles. Along Santa Fe Drive from West 67th Street to West 78th Street. West on 78th one block to Foster Street, then south on Foster to West 79th Street.

ISSUES:

- West 75th Street is high-speed and has 4 lanes of traffic, and will need pedestrian/bicycle improvements to safely cross

CORRIDOR CONNECTIONS:

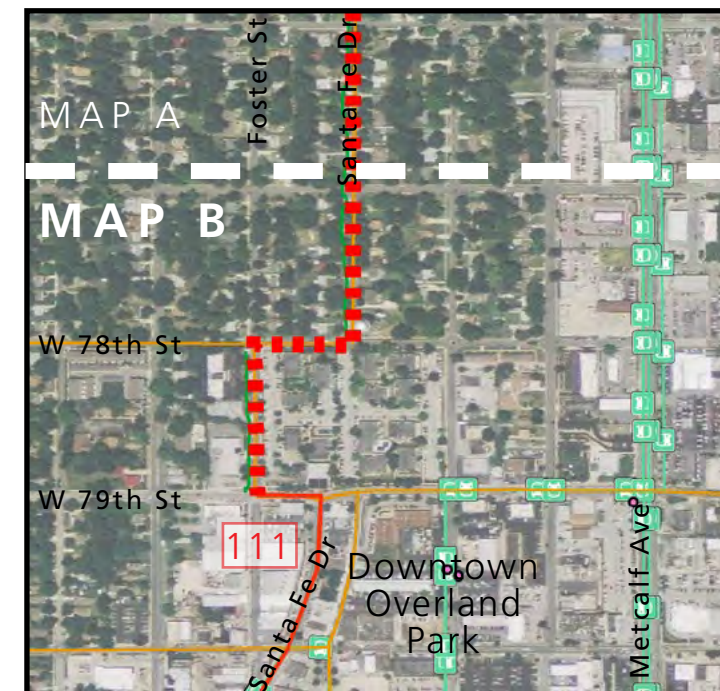
- Connects to Milburn Golf and Country Club
- Connects to downtown Overland Park
- Connects to transit at West 75th Street

OPPORTUNITIES:

- This entire segment has expanded sidewalks/side paths either already existing or planned

RELATIONSHIP TO THE HISTORIC ROUTE:

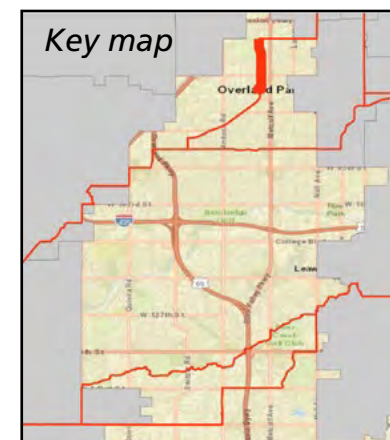
This segment is west of the historic route of the Santa Fe National Historic Trail upper Westport Route. It is on average around 0.25 miles from the historic route.



Sidewalk on Santa Fe Dr at W 76th St, looking north. Photo: NPS



Trail on Santa Fe Dr at W 75th St, looking south. Photo: NPS

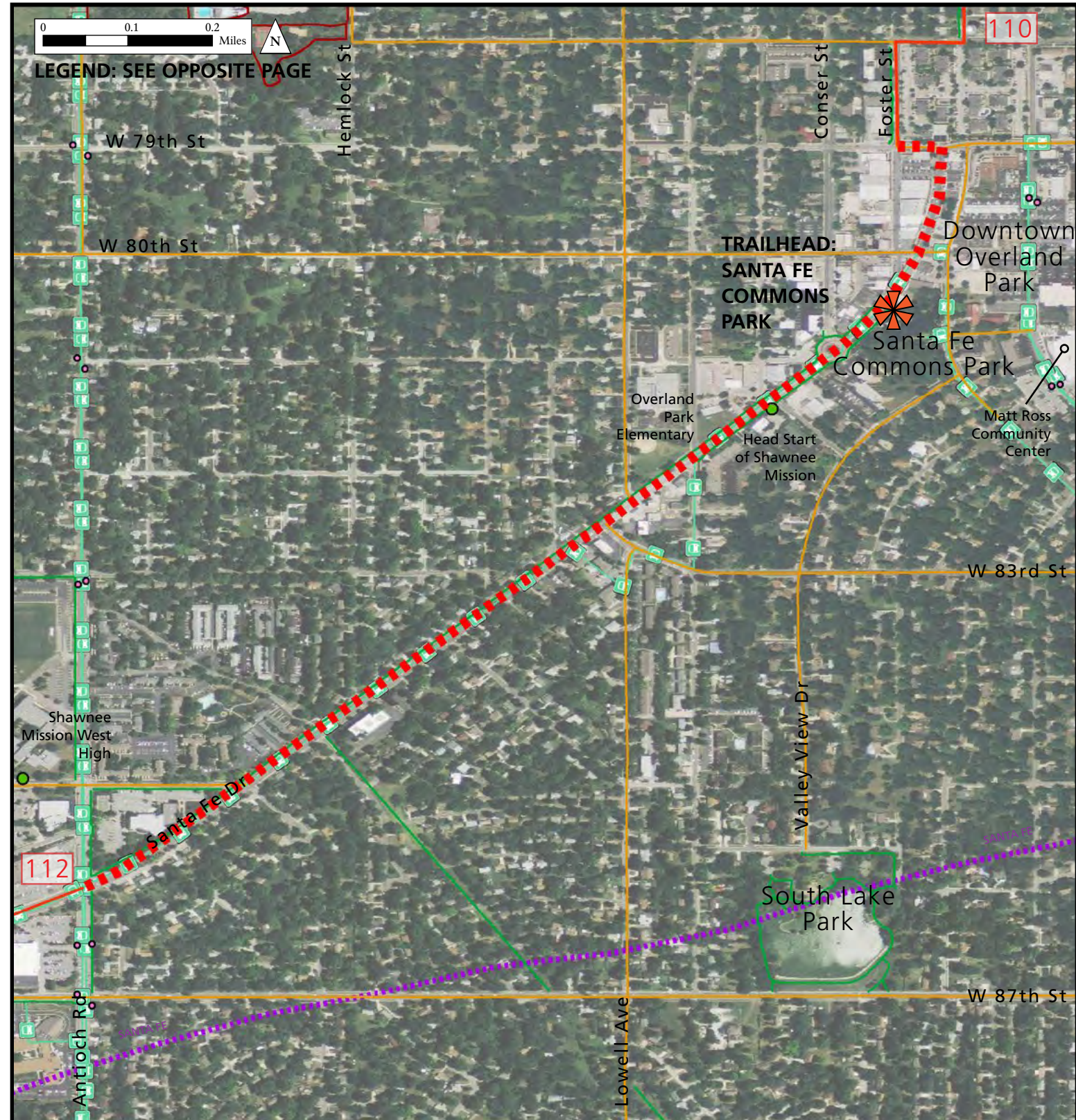


LEGEND

	Proposed NHT alignment		Shared use path
	Proposed NHT alignment - other segments		Mountain bike trail
	Approximate historic trail route		Equestrian trail
	City boundaries		Bus & public transit routes
	Bike lane		NHT sites
	Marked bike route		NHT trailhead opportunities
	Marked share the road		Schools
	Unmarked share the road		Bus stops
	Pedestrian hiking trail		Adjacent segment number

Map data sources: see Appendix E, p. 212

Overland Park: Segment 111



1.25 Miles. Along West 79th Street for half a block from Foster Street to Santa Fe Drive, then southwest on Santa Fe to Antioch Road.

ISSUES:

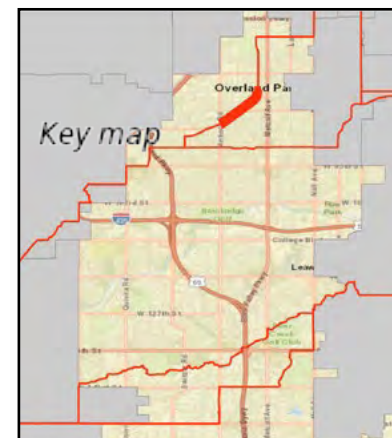
- Sidewalks only throughout this section
- Multi-lane road southwest of roundabout at Conser Street and Santa Fe Drive

CORRIDOR CONNECTIONS:

- Connects surrounding neighborhoods to downtown Overland Park, including farmer’s market facility
- Connects to Overland Park City Hall and City Hall Park
- Connects to Santa Fe Commons Park and visitor center
- Connects to Overland Park Elementary School and Head Start of Shawnee Mission
- Travels within two blocks of Matt Ross Community Center
- Connects to transit in downtown Overland Park and at Antioch Road

OPPORTUNITIES:

- Making downtown connections in Overland Park provides access to local shops and restaurants, and historical and tourist information
- A small NHT trailhead development may be beneficial here, possibly in Santa Fe Commons Park



RELATIONSHIP TO THE HISTORIC ROUTE:
This segment falls between the historic routes of the upper and lower Westport Routes as they come together along segment 112 to the southwest.

Overland Park map

Project area map



Visitor center in Santa Fe Commons Park.



Seating area near farmers market.

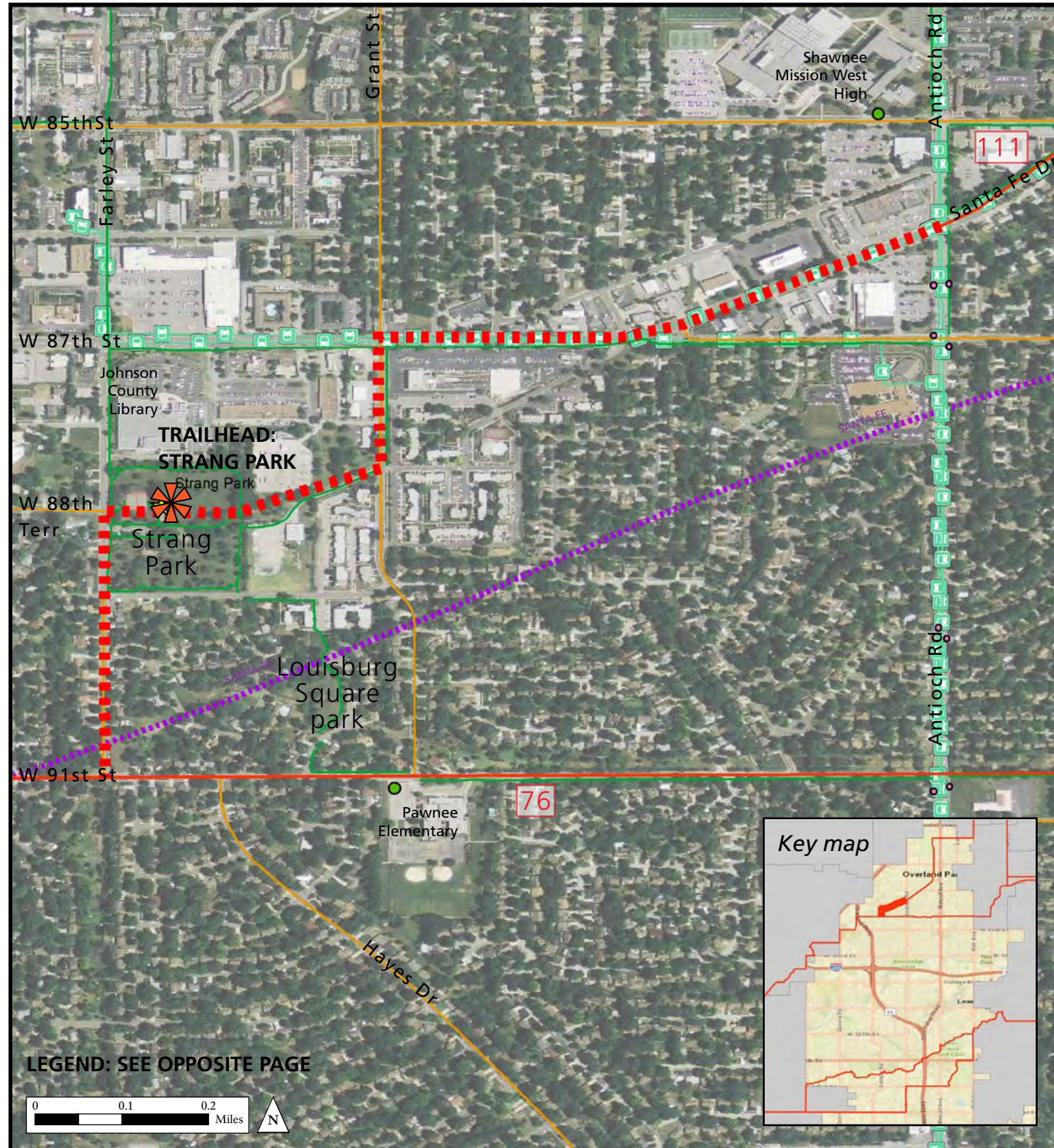


Santa Fe Dr looking northeast. All photos: NPS

Overland Park: Segment 112

[Overland Park map](#)

[Project area map](#)



1.15 Miles. Along Santa Fe Trail Drive through merge with West 87th Street, then south on Grant Avenue, west into Strang Park on an off-street multi-use trail, then south on Farley Street to join segment 76 at West 91st Street.

ISSUES:

- None of the roads in this segment currently have side paths, only sidewalks on one or both sides of the road

CORRIDOR CONNECTIONS:

- Connects to Strang Park, an interpreted historic trail site
- Connects to Shawnee Mission West High School via Antioch Road
- Connects to Pawnee Elementary School via off-street path from Strang Park
- Connects to Johnson County Library, Central Resource Library
- Connects to transit at Antioch Road, Santa Fe Drive, and West 87th Street

OPPORTUNITIES:

- Existing interpretive exhibits and park facilities (water, restrooms, parking) at Strang Park, which is a known historic location on the trails, make this an opportunity for a national historic trail trailhead and/or enhanced NHT experience and interpretive development

RELATIONSHIP TO THE HISTORIC ROUTE:

This segment approximates the historic route of the upper Westport Route as it approaches the lower Westport Route. Strang Park is known as the approximate location of the joining of those two trail branches.



Historic trail exhibits at Strang Park. Photo: NPS





















Existing pathway in Strang Park, looking east. Photo: NPS



Cut through from east side of Strang Park to Grant St, looking west. Photo: NPS



LEGEND

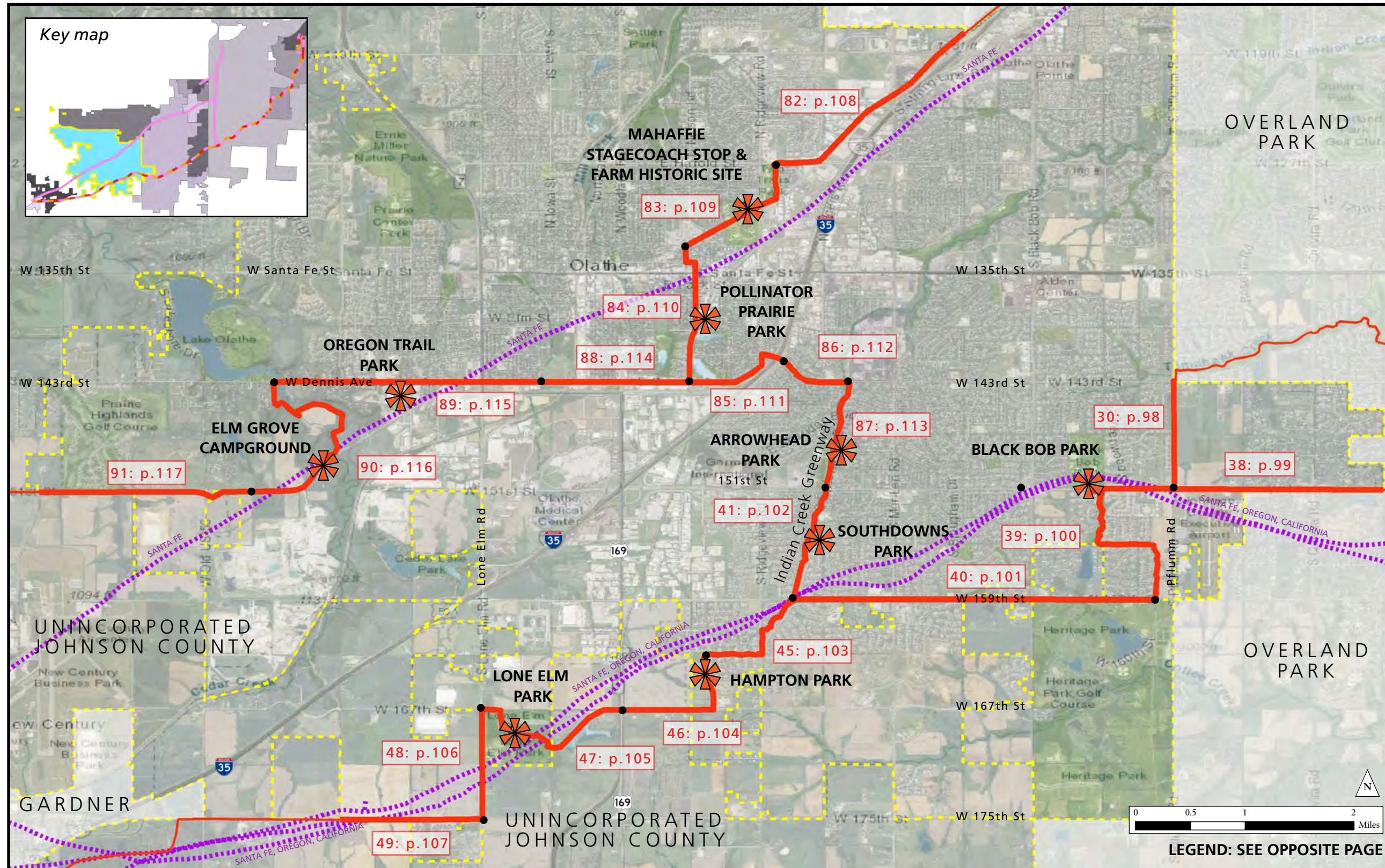
- | | | | |
|-------------------------------------------------------------------------------------|-----------------------------------------|-------------------------------------------------------------------------------------|-----------------------------|
|  | Proposed NHT alignment |  | Shared use path |
|  | Proposed NHT alignment - other segments |  | Mountain bike trail |
|  | Approximate historic trail route |  | Equestrian trail |
|  | City boundaries |  | Bus & public transit routes |
|  | Bike lane |  | NHT sites |
|  | Marked bike route |  | NHT trailhead opportunities |
|  | Marked share the road |  | Schools |
|  | Unmarked share the road |  | Bus stops |
|  | Pedestrian hiking trail |  | Adjacent segment number |

Map data sources: see Appendix E, p. 212



Olathe: overview

Project area map



The City of Olathe includes 14.5–15 miles of the historic route, both on the Independence (around 6.25 miles) and Westport (8.5–8.75 miles) Routes, as well as three known historic sites, two currently open to and interpreted for the public. The historic route has limited overlap with modern roads, so a route has been determined based on linking the historic route segments available via the most feasible existing trails or public right-of-ways.

Early drafts of the Olathe proposed trail routes included two variants between Indian Creek Greenway at 159th Street and Lone Elm Park, but the option that more closely approximates the historic route was chosen (segment 45-47), leading to former segments 42-44 being dropped from this strategy document.

While the Westport and Independence Routes did not historically join until reaching Gardner Junction, this document also includes a proposed connector between the two as a means to create loops and diverse ways of experiencing the trail (segments 85-87 and 41).

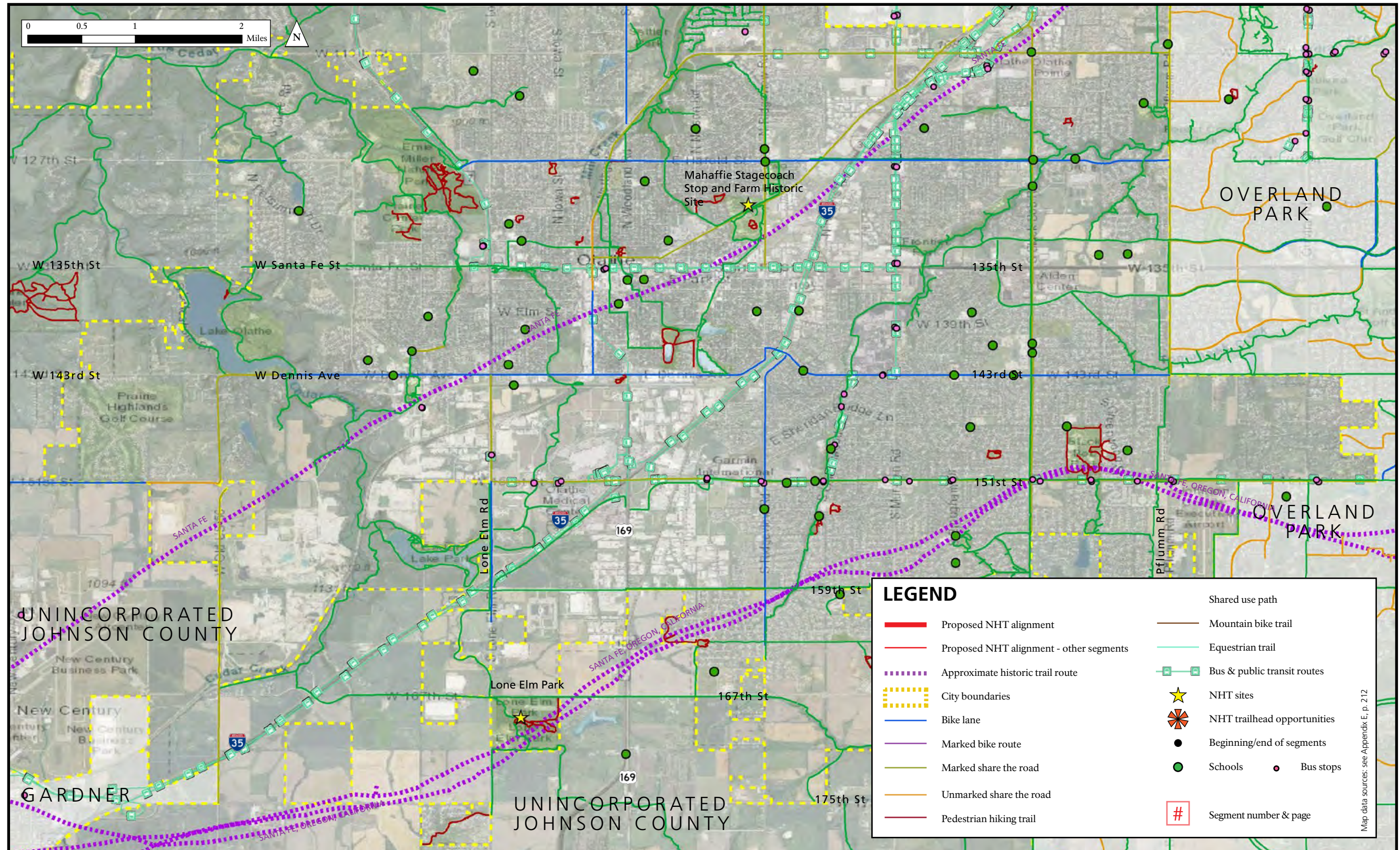
The routes are well connected to public transit in the vicinity of Mahaffie Stagecoach Stop and Farm and downtown Olathe, and along West 159th Street, but

Olathe: overview

have limited connection to transit in the southwest part of the city, which is less developed at this time.

Major trailheads (Level II or III, page 162) are proposed at the two existing public historic trail sites in Olathe, Mahaffie Stagecoach Stop and Farm, and Lone Elm Park. Elm Grove Campground—a historic trail site owned by the City of Olathe, although not yet developed or open to the public—and Black Bob Park are additional opportunities for future national historic trail access. Minor trailheads (Level I, page 162) could be provided at smaller park facilities such as Pollinator Prairie (privately owned/not a City of Olathe Park), Arrowhead, Southdowns, and Hampton Parks. P. 162

The final length of the proposed retracement routes within Olathe, including all alternatives and the connector trail, is 27 miles.



Olathe: Segment 30

[Olathe map](#)

[Project area map](#)



1.01 Miles. Along Pflumm Road from West 143rd Street at the end of the Tomahawk Creek Greenway to West 151st Street.

ISSUES:

- This segment currently has no bike lanes, sidewalks, or shoulders on a two lane road

CORRIDOR CONNECTIONS:

- Connects to Tomahawk Creek Greenway (segment 29)
- Connects to additional trails and side paths at West 143rd and 151st Streets, and various points on the west side of Pflumm Road
- Connects to transit at West 151st Street

OPPORTUNITIES:

- Proposed off-street multi-use trail just west of Pflumm Road is an opportunity to re-route the national historic trail in the future
- Expansive right-of-way for trail is available along parts of Pflumm Road

RELATIONSHIP TO THE HISTORIC ROUTE:

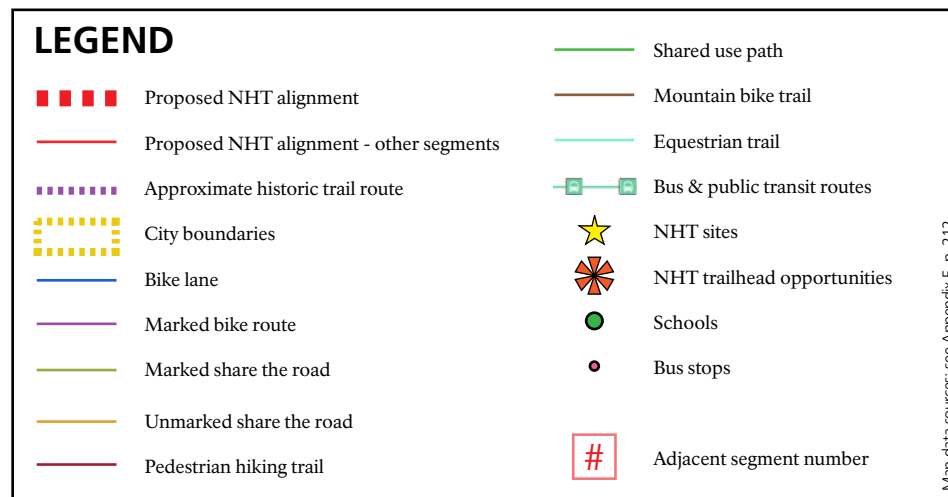
This segment is north of the historic route of the three trails, although it closely approaches the route at the south end. It is included in this plan to connect the Tomahawk Creek Greenway route in Overland Park (segments 23–29) to the on-street route that more closely approximates the route of the historic trails (segments 31–38).



Pflumm Rd at W 147th St looking north. Photo: Vireo



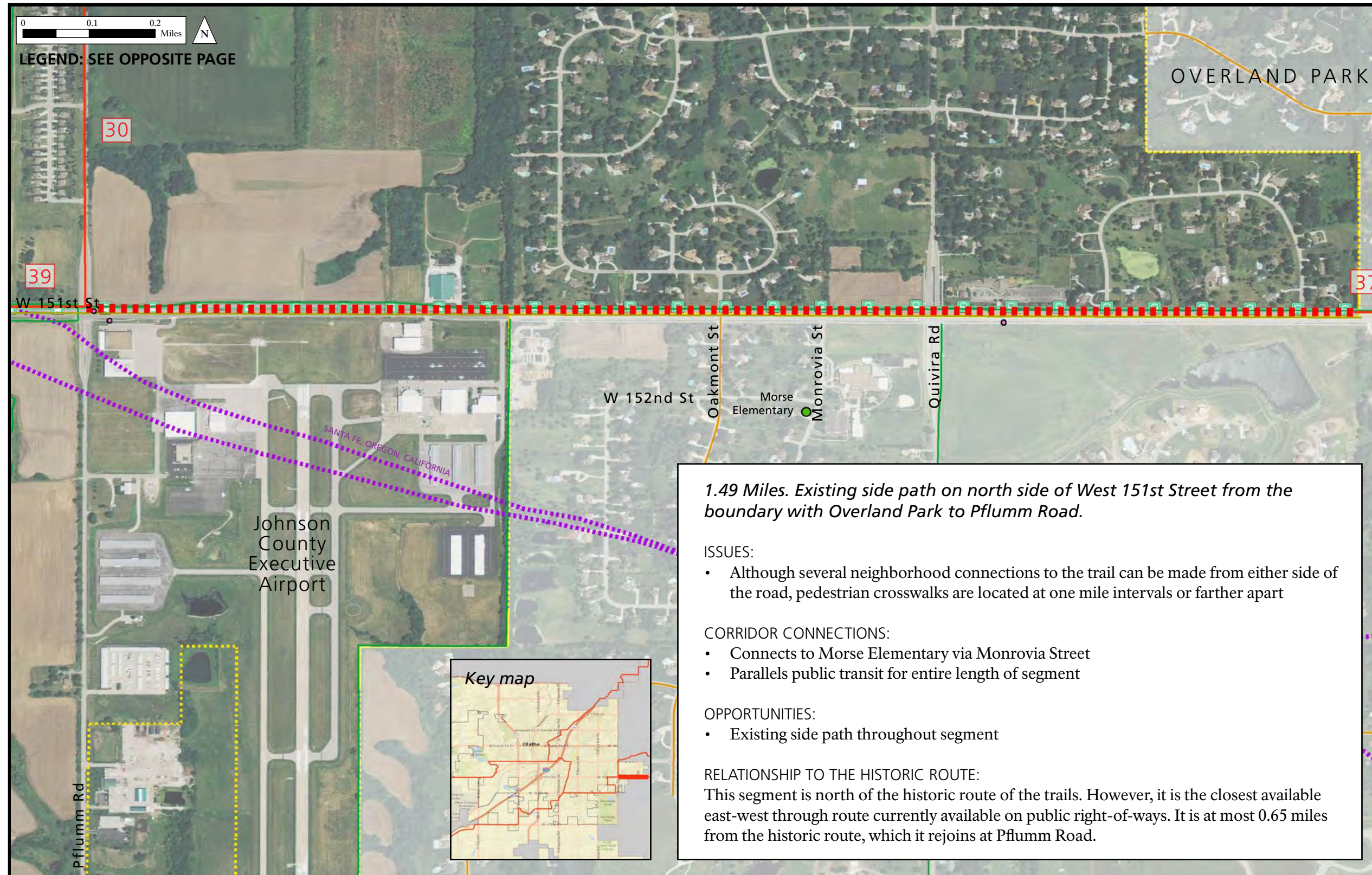
Pflumm Rd at Summit St, looking south. Photo: Vireo



Olathe: Segment 38

[Olathe map](#)

[Project area map](#)

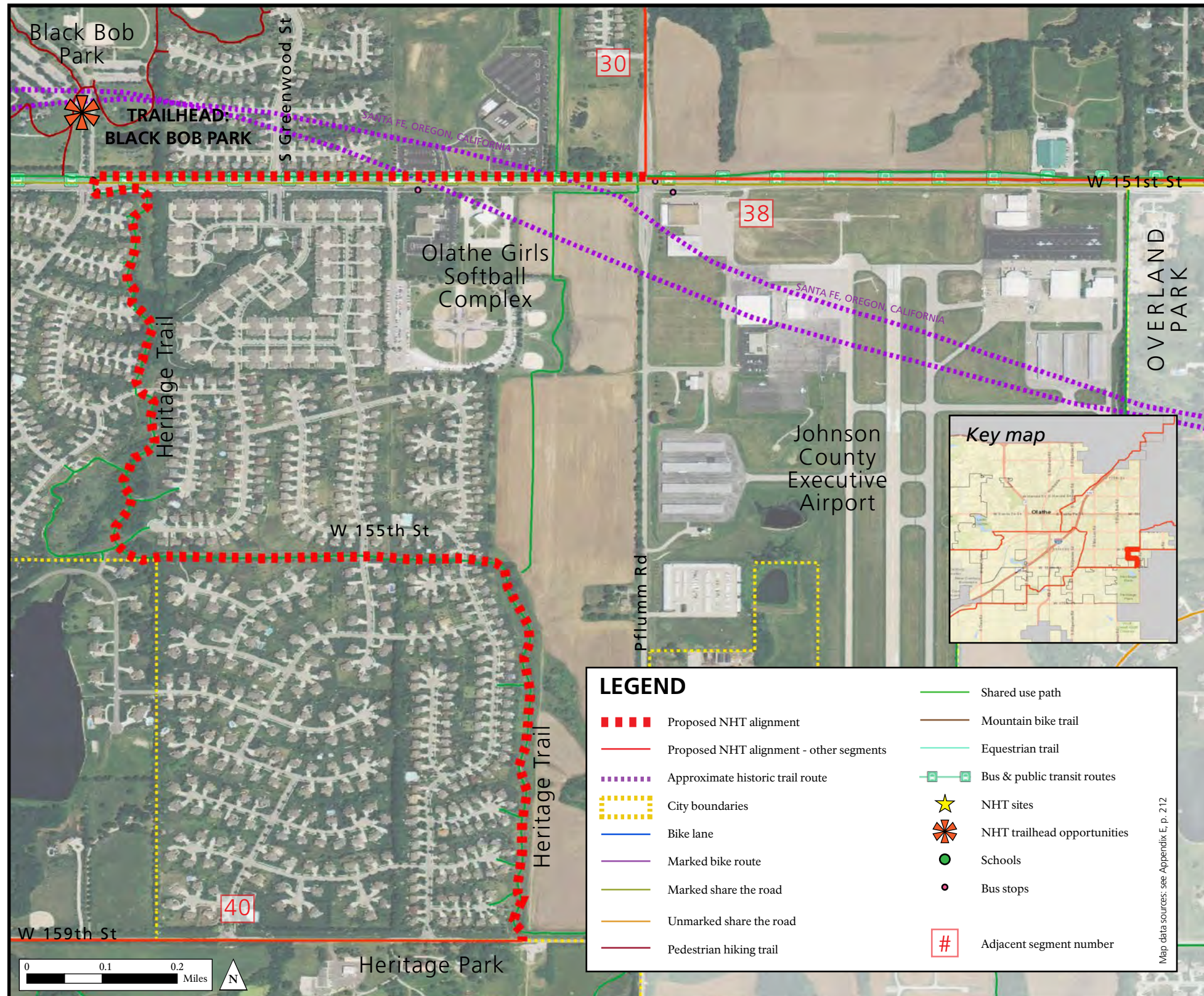


W 151st St near Quivira Rd looking east (upper) and west (lower). Photos: Vireo

Olathe: Segment 39

[Olathe map](#)

[Project area map](#)



2.09 Miles. Along existing side path on West 151st Street from Pflumm Road to Black Bob Park, then south on Heritage Trail to West 159th Street.

ISSUES:

- Multi-lane traffic on West 151st Street
- Although several neighborhood connections to the trail can be made from either side of West 151st Street, pedestrian crosswalks are located at one mile intervals or farther apart

CORRIDOR CONNECTIONS:

- Connects to Black Bob Park
- Connects to Liberty View Elementary and Green Springs Elementary (off map to north) via Greenwood Street or park pathways in Black Bob Park
- Connects to Girls Softball Complex via proposed path west of Pflumm Road
- Connects to Heritage Park
- Connects to additional recreational paths off of Heritage Trail
- Parallels transit along West 151st Street

OPPORTUNITIES:

- Existing side path or off street trail throughout this segment
- Black Bob Park has no historic remnants or trail interpretation, but is a good opportunity for a national historic trail trailhead and NHT experience/interpretive development

RELATIONSHIP TO THE HISTORIC ROUTE:

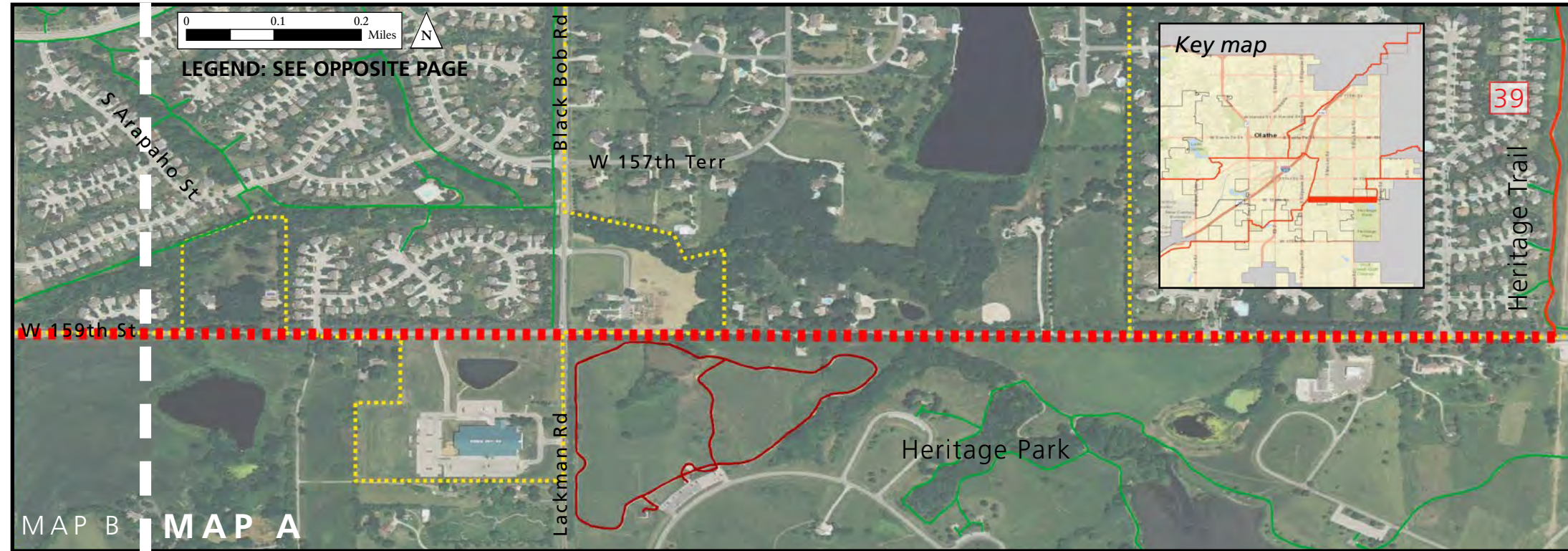
The historic route crosses this segment along West 151st Street, but Heritage Trail diverges south away from the historic route. It is at most 1 mile away from the historic route.



W 151st St near Black Bob Park, looking east. Photo: Vireo

Olathe: Segment 40

[Olathe map](#) [Project area map](#)



2.58 Miles. Along existing and/or planned side path on north side of West 159th Street from Heritage Trail to Indian Creek Trail.

ISSUES:

- Multi-lane traffic on West 159th Street
- Parts of segment currently have no pedestrian infrastructure
- East end is approximately one mile from historic route
- Currently no access to transit

CORRIDOR CONNECTIONS:

- Connects to Sunnyside Elementary and Chisholm Trail Junior High School
- Connects to Scarborough Elementary School via Indian Creek Trail (segment 41) and Brougham Elementary via neighborhood paths (just off map to north)
- Connects surrounding neighborhoods to commercial areas

OPPORTUNITIES:

- Existing side path along West 159th Street from Chisholm Trail Junior High to Indian Creek Trail

RELATIONSHIP TO THE HISTORIC ROUTE:

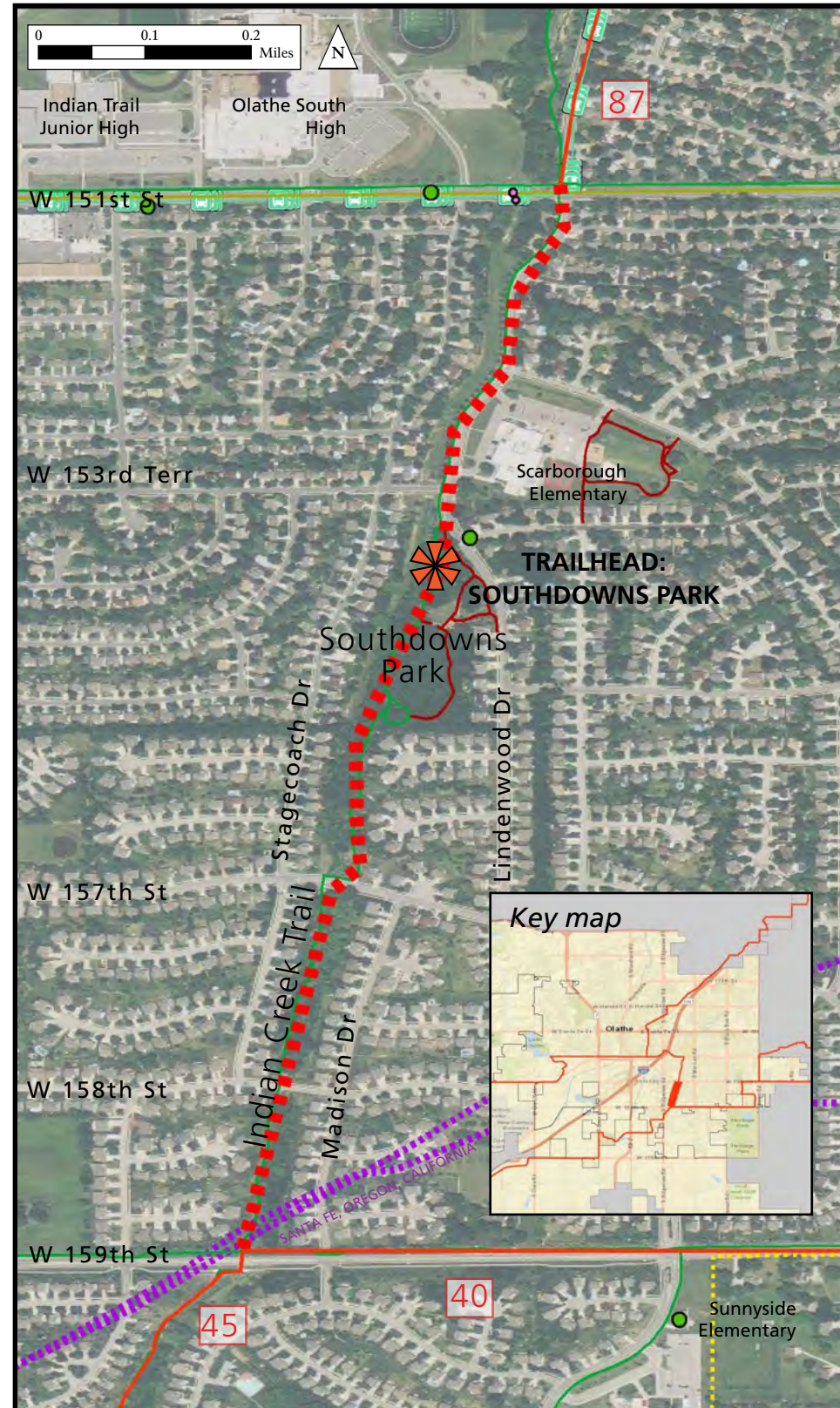
This segment is significantly south of the historic route for most of its length, but is the closest through route available on public right-of-ways. At its east end, it is approximately 1 mile from the historic route.



Olathe: Segment 41

[Olathe map](#)

[Project area map](#)



1.06 Miles. Along Indian Creek Trail from West 151st to 159th Streets, through Southdowns Park.

ISSUES:

- North end is approximately one mile from historic route

CORRIDOR CONNECTIONS:

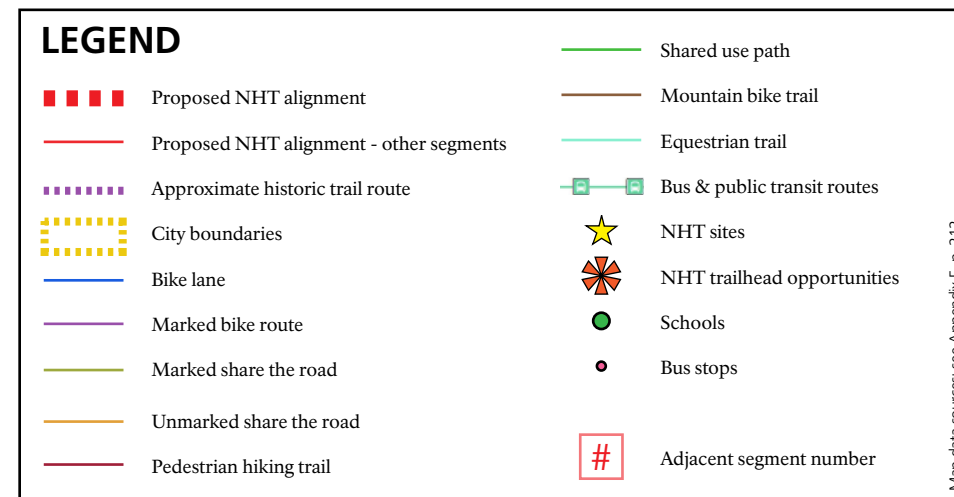
- Connects to Southdowns Park
- Connects to Scarborough Elementary
- Connects to Olathe South High School and Indian Trail Junior High School via side path on West 151st Street, and Sunnyside Elementary via side path on West 159th Street (segment 40)

OPPORTUNITIES:

- Existing 10 foot wide off-street multi-use trail throughout this segment
- Southdowns Park is limited to on-street parking, but its location and amenities make it a good opportunity for a neighborhood access point or minor national historic trail trailhead P. 162
- Existing playground and other neighborhood park amenities in Southdowns Park are available for trail users

RELATIONSHIP TO THE HISTORIC ROUTE:

This segment is north of the historic route of the three trails, although it closely approaches the route at the south end. It is part of a proposed connector (segments 85-87 and 41) between the proposed routes following the Westport and Independence routes of the trails. At its north end, it is approximately one mile from the historic route.



Indian Creek Trail in Southdowns Park. Photo: Vireo

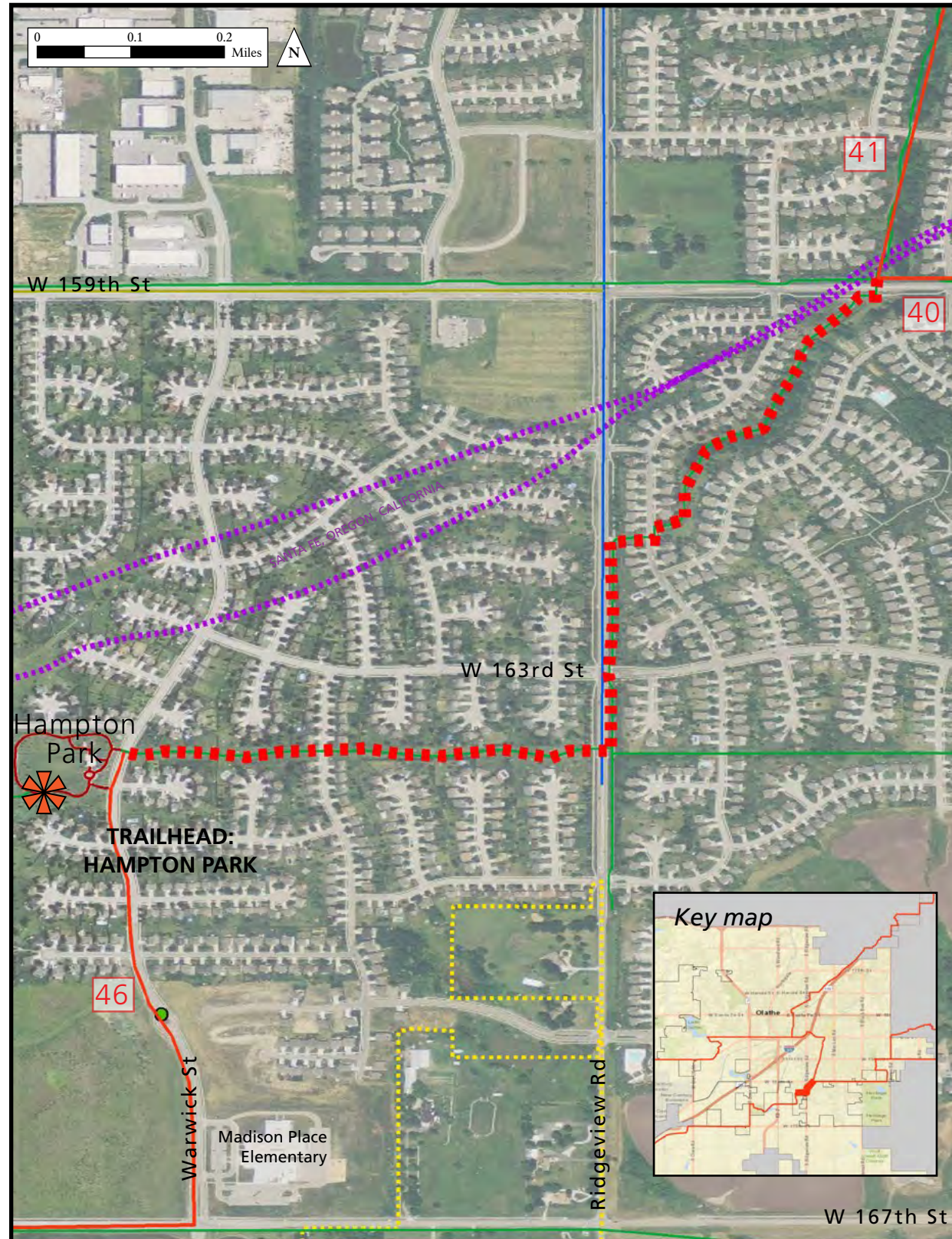


Indian Creek Trail at W 158th St looking south. Photo: Vireo

Olathe: Segment 45

[Olathe map](#)

[Project area map](#)



1.04 miles. Along Indian Creek Trail from West 159th Street to Ridgeview Road, south on existing side path on east side of Ridgeview, then west on Indian Creek Trail extension through utility corridor to Hampton Park.

CORRIDOR CONNECTIONS:

- Connects to Hampton Park
- Connects to extended side paths and/or bike lanes on Ridgeview Road
- Connects surrounding neighborhoods to one another across major roadways

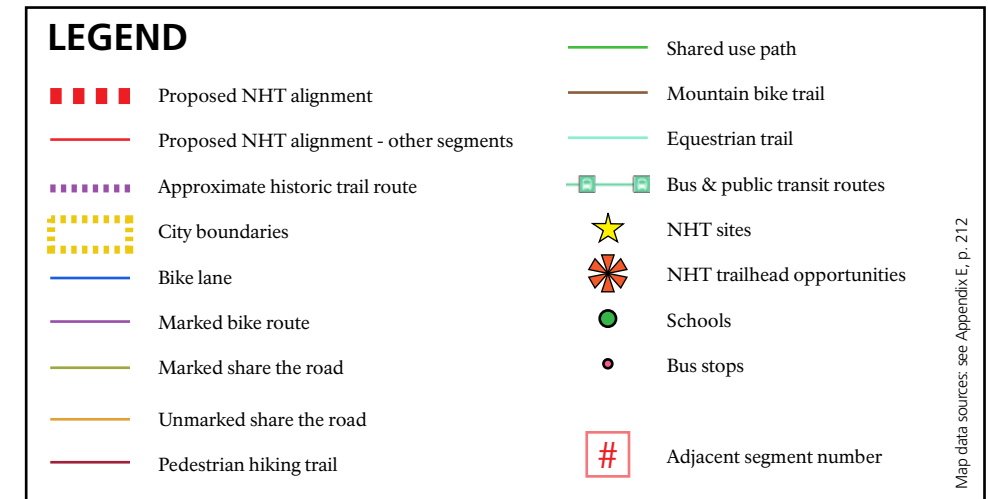
OPPORTUNITIES:

- Existing 10 foot wide recreational trail throughout this segment
- Hampton Park may be a good opportunity for a minor national historic trail trailhead or access point

P. 162

RELATIONSHIP TO THE HISTORIC ROUTE:

This route closely approximates the historic route except in the need for 90 degree turns to capitalize on existing side paths and off-street multi-use trails.



Indian Creek Greenway south of W 159th St, looking south. Photo: NPS



Side path on Ridgeview Rd looking north. Photo: Vireo

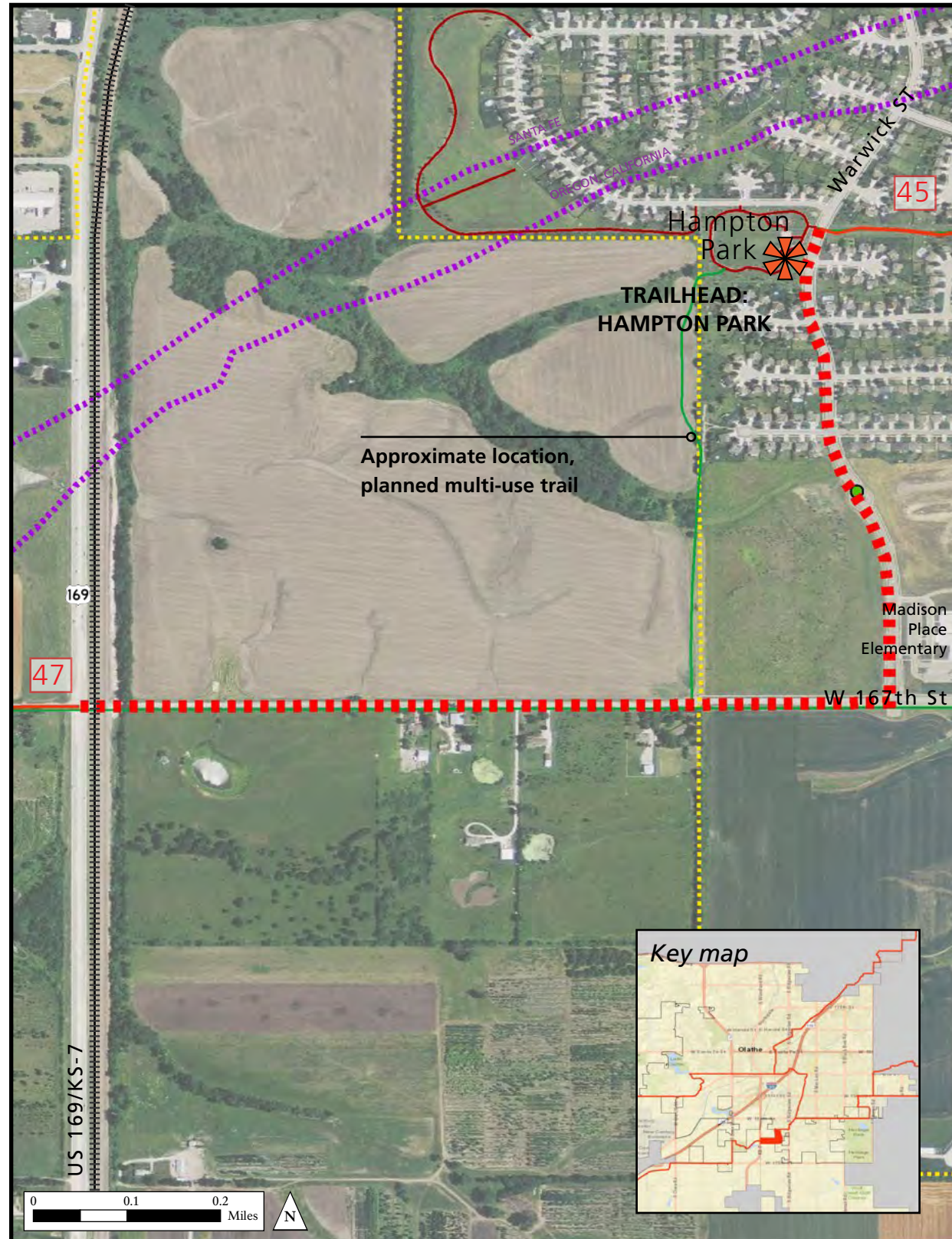


Indian Creek Greenway in utility easement at Sunset St, looking west. Photo: NPS

Olathe: Segment 46

[Olathe map](#)

[Project area map](#)



1.19 miles. South on Warwick Street from Hampton Park, then west on West 167th Street on a planned multi-use trail.

ISSUES:

- West 167th Street is currently closed at the railroad and US Highway 169/Kansas Highway 7, but plans are underway for future construction of a bridge for pedestrians and bicyclists across those barriers

CORRIDOR CONNECTIONS:

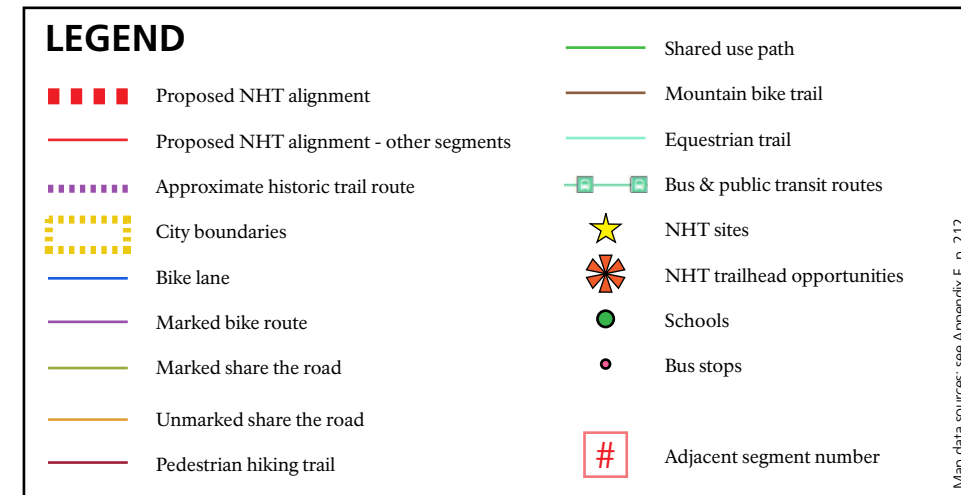
- Connects to Hampton Park
- Connects Madison Place Elementary to surrounding neighborhoods, creating more walkable access to school

OPPORTUNITIES:

- A planned multi-use trail from Hampton Park to West 167th Street may provide an off road alternative for part of this segment.

RELATIONSHIP TO THE HISTORIC ROUTE:

This route approximates the historic route as closely as is possible on public right-of-ways. At most, it is approximately 0.5 miles from the historic route.



Warwick St looking south at Madison Place Elementary. Photo: Vireo



W 167th St west of road closure at US 169/KS-7, looking east. Photo: NPS

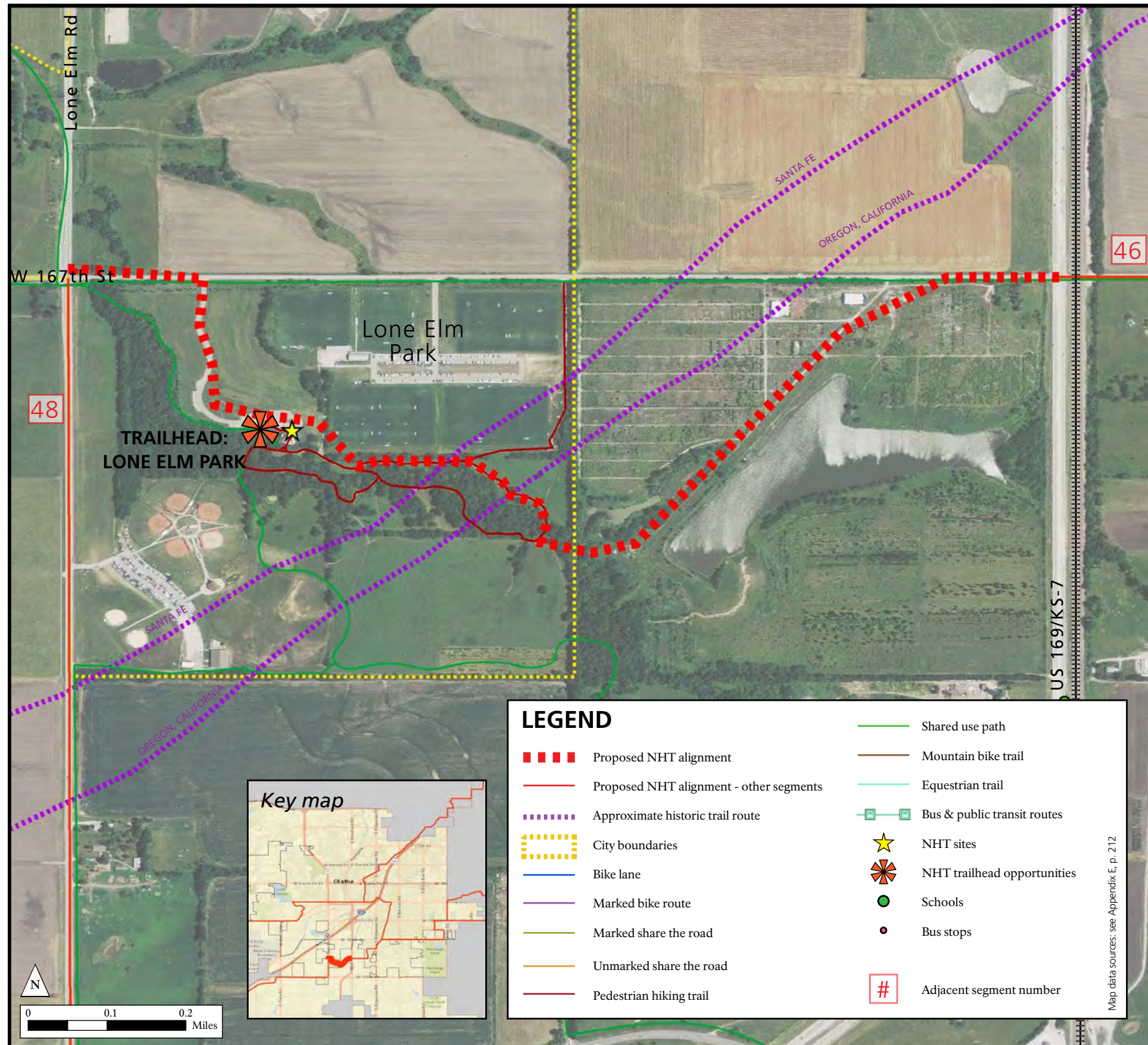


W 167th St, road closure at US 169/KS-7, looking west. Photo: NPS

Olathe: Segment 47

[Olathe map](#)

[Project area map](#)



1.40 miles. West along West 167th Street from proposed future safe crossing of railroad and US Highway 169/Kansas Highway 7, southwest to creek on east edge of Lone Elm Park, along existing pathway in Lone Elm Park to parking area, along Lone Elm entrance road to West 167th Street, then 167th to Lone Elm Road.

ISSUES:

- Would need to work with property owner(s) of land east of Lone Elm Park to develop trail access
- No bike lanes or sidewalks currently exist on West 167th Street
- West 167th Street is currently closed at the railroad and US Highway 169/Kansas Highway 7, but plans are underway for future construction of a bridge for pedestrians and bicyclists across those barriers

CORRIDOR CONNECTIONS:

- Connects to Lone Elm Park and makes use of its existing park trails
- Connects to proposed side path on West 167th Street

OPPORTUNITIES:

- Existing recreational trail already exists through Lone Elm Park
- Lone Elm Park is a known historic site, with swales remaining in the landscape, and already includes historical interpretation on-site; it is a good candidate for a major national historic trail trailhead. There may also be additional opportunity to develop an interpretive trail and/or enhanced national historic trail experience at the historic trail campsite within the park.

RELATIONSHIP TO THE HISTORIC ROUTE:

This route closely approximates the historic route up to the creek crossing at Lone Elm Park. From that point it diverges from the historic route to avoid existing baseball fields and facilities, and make use of existing road right-of-way on West 167th Street.



W 167th St near Lone Elm Park, looking west. Photo: Vireo

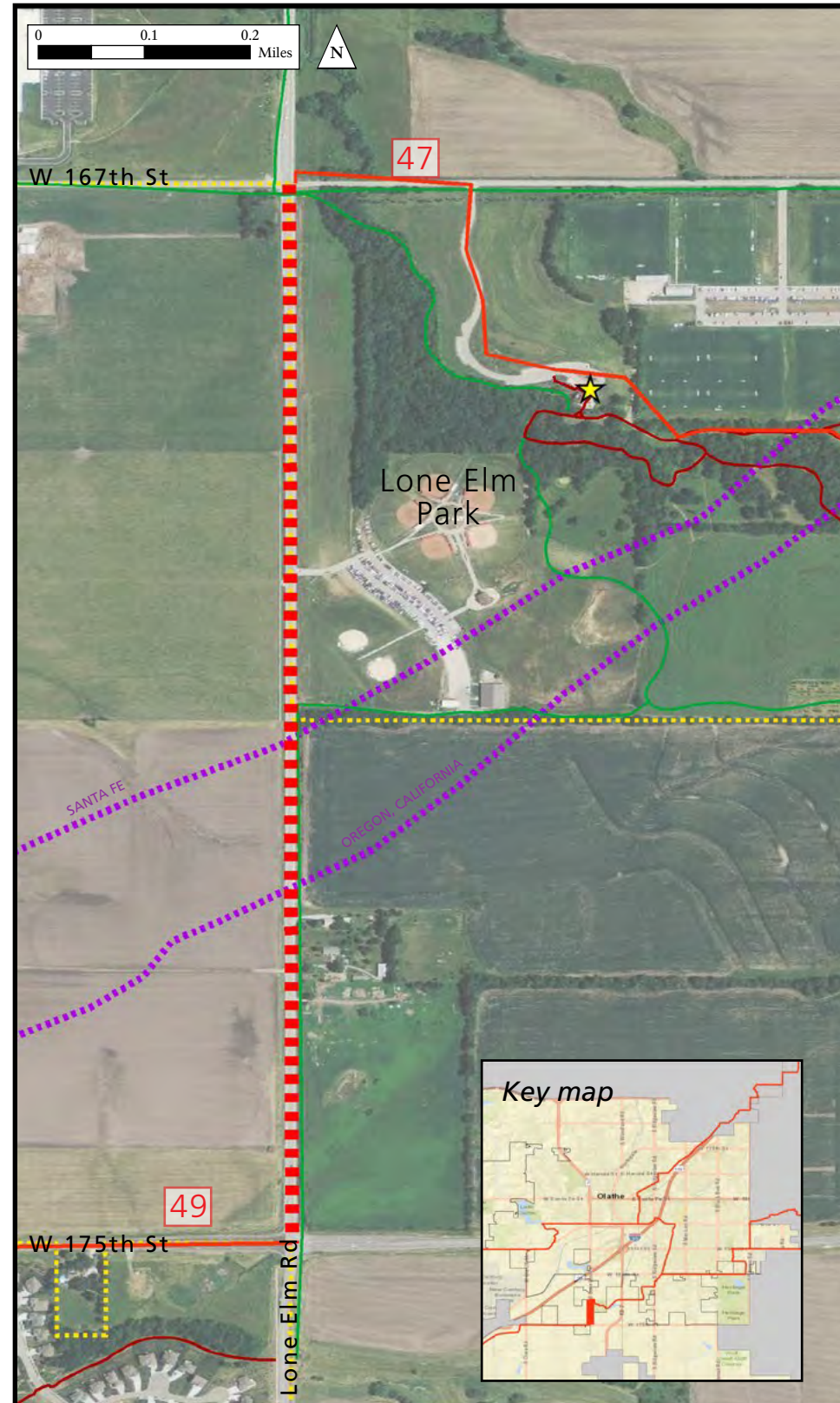


Trail in Lone Elm Park, looking west. Photo: NPS

Olathe: Segment 48

[Olathe map](#)

[Project area map](#)



1.01 Miles. Along Lone Elm Road from West 167th Street to 175th Street.

ISSUES:

- Currently there are no bike lanes or sidewalks on this segment of Lone Elm Road, only gravel shoulders; crosswalks may be needed at intersections

CORRIDOR CONNECTIONS:

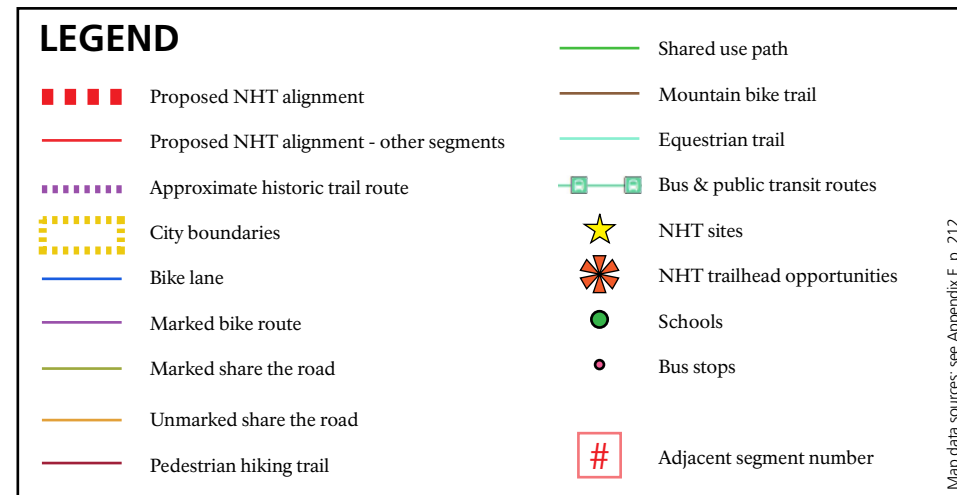
- Connects Lone Elm Park recreational facilities to residential developments to the south
- Connects to proposed side path on West 167th Street

OPPORTUNITIES:

- Lone Elm Park is a known historic site, and already includes historical interpretation on-site; it is a good candidate for a major national historic trail trailhead (see segment 47)
- Expansive room for the trail is available within right-of-way and along the west side of Lone Elm Park

RELATIONSHIP TO THE HISTORIC ROUTE:

This segment runs north-south to use existing road right-of-ways. The historic route intersects this segment near its middle. At its north and south ends, this segment is 0.5 miles or less from the historic route.



Lone Elm Rd looking north. Photo: Vireo

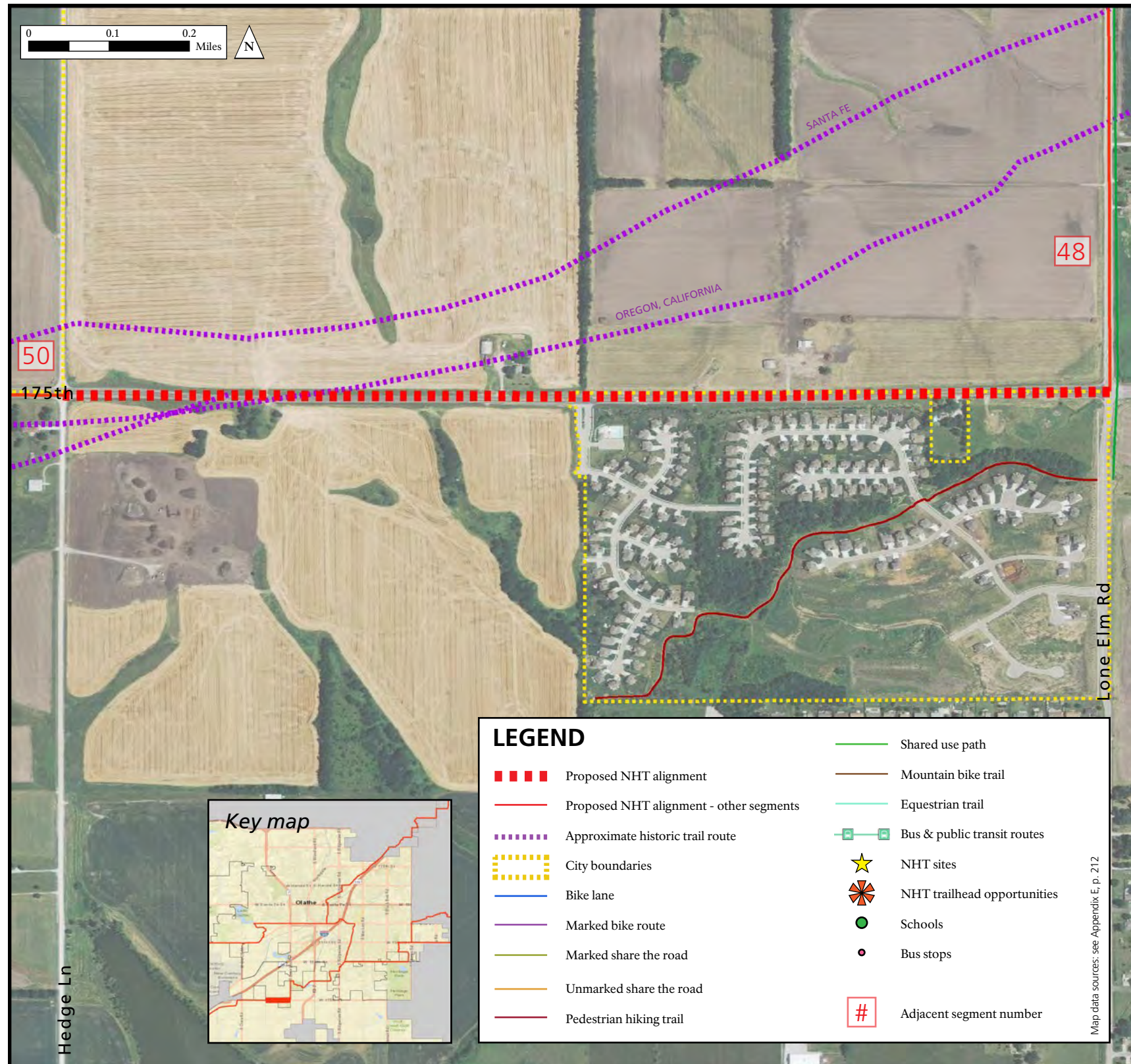


Lone Elm Rd looking south. Photo: Vireo

Olathe: Segment 49

[Olathe map](#)

[Project area map](#)



1.01 miles. West on West 175th Street from Lone Elm Road to Hedge Lane.

ISSUES:

- No bike lanes or sidewalks currently exist on West 175th Street, only gravel shoulders; crosswalks may be needed at intersections

CORRIDOR CONNECTIONS:

- Connects to neighborhood trail via Lone Elm Road

OPPORTUNITIES:

- The undeveloped landscape in this area facilitates historical interpretation or vicarious experience of trail travel and westward emigration

RELATIONSHIP TO THE HISTORIC ROUTE:

This route approximates the historic route as closely as is possible on public right-of-ways. At most, it is approximately 0.3 miles from the historic route.



W 175th St just west of Hedge Ln, looking west. Photo: NPS

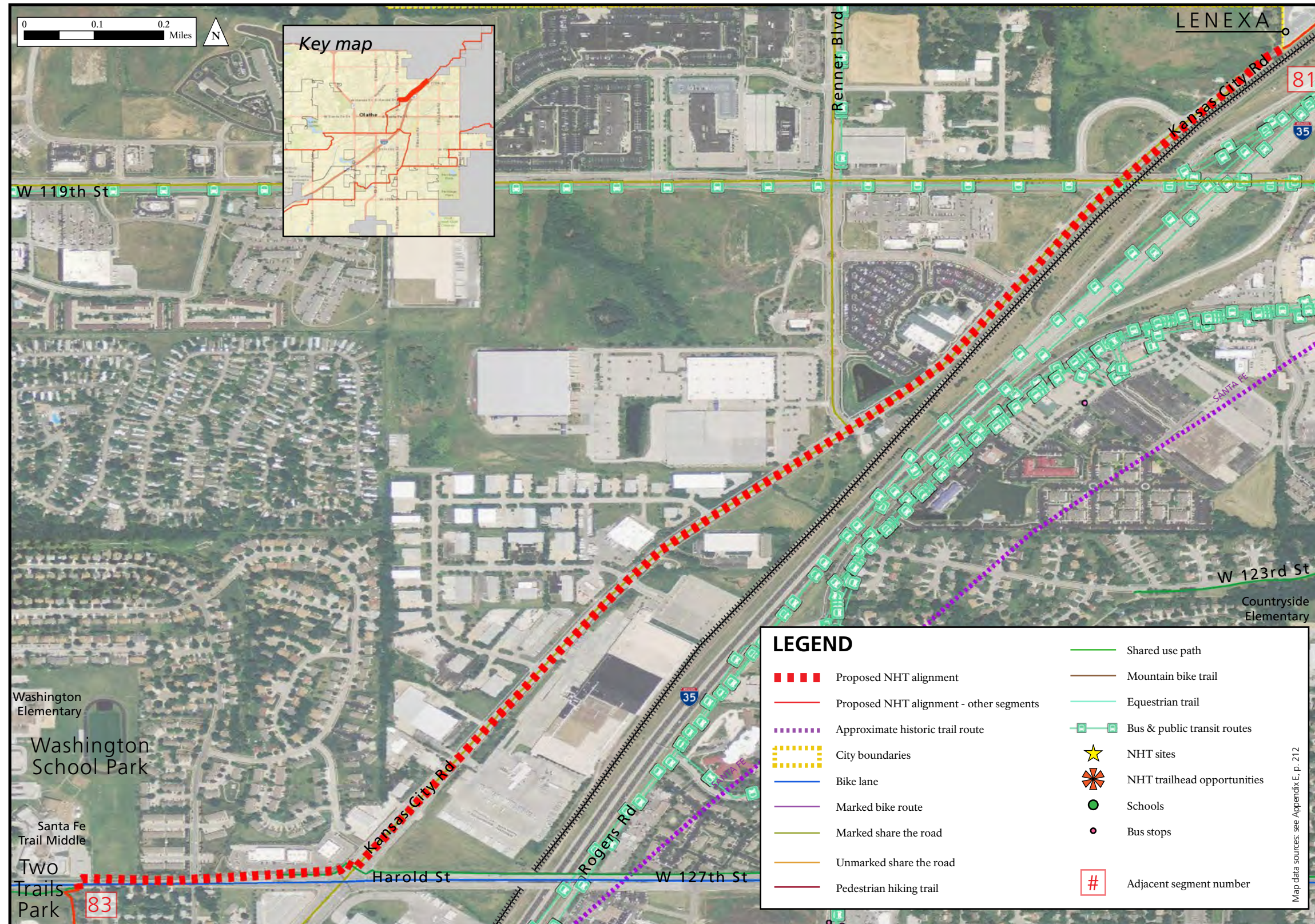


W 175th St looking east. Photo: Vireo

Olathe: Segment 82

[Olathe map](#)

[Project area map](#)



1.90 Miles. Kansas City Road southwest from boundary with Lenexa to Harold Street, then west on Harold to Two Trails Park.

ISSUES:

- 5 foot wide sidewalks exist on Kansas City Road (west side only between West 119th Street and Renner Boulevard, both sides southwest of Renner) but there is currently no bicycle infrastructure
- Safe crossing of Harold Street needed at Santa Fe Trail Middle School and Two Trails Park

CORRIDOR CONNECTIONS:

- Connects to Two Trails Park
- Connects to Santa Fe Trail Middle School and Washington Elementary School
- Connects to existing side path to east on Harold Street and West 127th Street
- Connects to transit at West 119th Street
- Connects commercial area to the north with residential areas to the south of this segment

RELATIONSHIP TO THE HISTORIC ROUTE:

This segment parallels the historic route on the opposite side of Interstate 35, approximately 0.25 miles away. This alignment (segments 80–82) was chosen by Lenexa and Olathe to capitalize on an existing safe crossing at College Boulevard in Lenexa, and use a relatively undeveloped road right-of-way along Kansas City Road (which offers opportunities for trail specific improvement in the long term).



Kansas City Rd northeast of W 119th St. Photo: NPS

Olathe: Segment 83

[Olathe map](#)

[Project area map](#)



1.14 miles. South along existing trail in Two Trails Park, then southwest along Kansas City Road on existing side path to North Buchanan Street.

ISSUES:

- A small sidewalk is currently all that links the multi-use trail in Two Trails Park and the multi-use trail alongside the Mahaffie property

CORRIDOR CONNECTIONS:

- Connects to Mahaffie Stagecoach Stop and Farm Historic Site
- Connects to Stagecoach Park, including the Olathe Community Center and Farmer’s Market
- Connects to Two Trails Park and Washington School Park, which include walking trails and several recreational facilities
- Connects to Santa Fe Trail Middle School , Washington Elementary School, and Olathe North Senior High School
- Connects to additional park and neighborhood trail networks via Stagecoach Park and the Mahaffie Creek Trail

OPPORTUNITIES:

- This area includes a major trail-related historic site with a staffed visitor center, living history programs, and other visitor resources; it is a strong opportunity for a major trailhead (Level II or III, page 162) and access point
- There is a Bike Fix Station in Stagecoach Park on the south side of Kansas City Road, just west of Ridgeview, which may be a good location for trail interpretation or orientation as one enters the park.

P. 162

RELATIONSHIP TO THE HISTORIC ROUTE:

Although the historic trail route is shown approximately 0.25 miles to the southeast of the constructed trail alignment, the trail is known to have passed in front of the Mahaffie Farm for at least part of its history. This alignment is as close to the historic route as is possible under current conditions.



Side path along Kansas City Road southwest of Mahaffie Stagecoach Stop and Farm



Mahaffie Stagecoach Stop and Farm Historic Site. Both photos: NPS

Olathe: Segment 84

[Olathe map](#)

[Project area map](#)



1.32 Miles. South on Buchanan Street from Kansas City Road to Poplar Street, east on Poplar to Keeler Street, and south on Keeler to Dennis Avenue.

ISSUES:

- There are sidewalks on one or both sides of the streets throughout this segment, except for the southernmost 0.1 mile on Keeler Street, but there are no side paths or bike lanes

CORRIDOR CONNECTIONS:

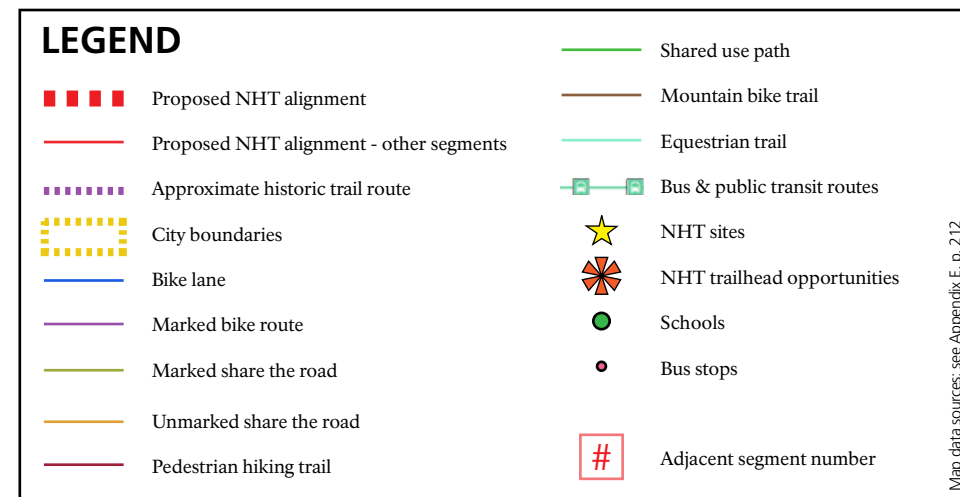
- Connects to Water Works Park and associated recreational paths
- Connects to the Pollinator Prairie Park
- Connects to lake paths on east side railroad via Dennis Avenue
- Connects to Olathe North Senior High School
- Connects to historical neighborhoods, marked with “Original Town” street signs
- Connects to transit at Santa Fe Street

OPPORTUNITIES:

- Pollinator Prairie Park highlights native plants of the area, an important aspect of the landscape in the historic trail era, and is an opportunity for a minor trailhead with the interest of the Pollinator Partnership, the nonprofit organization which manages the park (Level I, page 162)
- 8’ wide sidewalks are currently in design for the west side of Keeler Street as part of the South Cedar Creek Connectivity Plan, a Sustainable Places project P. 162

RELATIONSHIP TO THE HISTORIC ROUTE:

This segment is primarily south of the historic route, to route around challenging street sections in the center of Olathe and link to a proposed trail connection between the Westport and Independence routes (segments 85–87). It is at most approximately 0.75 miles away from the historic route.



Keeler St south of Louisa St, looking south. Photo: NPS



Native plantings in Pollinator Prairie Park, looking northeast toward railroad. Photo: NPS

Olathe: Segment 85

[Olathe map](#)

[Project area map](#)



0.87 miles. From Keeler Street and Dennis Avenue intersection, east on Dennis to where it bends north and becomes Ridgeview Road, then east on Sheridan Street under Interstate 35 to roundabout with Ridgeview and Rogers Roads.

ISSUES:

- Expanded sidewalks exist at both Sheridan Street-Ridgeview Road roundabouts (on either side of Interstate 35) but otherwise this section currently consists of sidewalks and bike lanes
- Crossings of railroad lines at Keeler Street and Dennis Avenue present some safety issues

CORRIDOR CONNECTIONS:

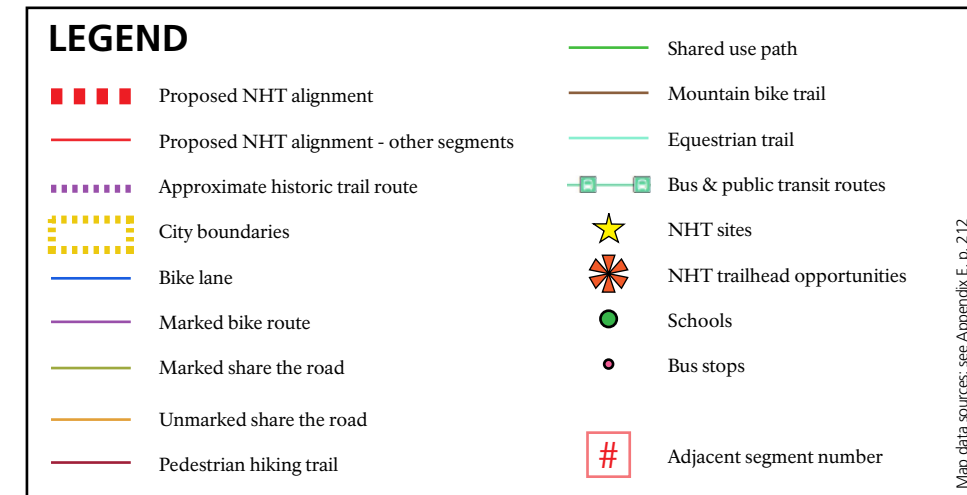
- Connects to Frisco Lake Park and its walking trails, playground, shelter and other park amenities

OPPORTUNITIES:

- Expanded sidewalks have been built at both Sheridan Street-Ridgeview Road roundabouts (on either side of Interstate 35) section, and bike lanes exist throughout this segment

RELATIONSHIP TO THE HISTORIC ROUTE:

This route does not follow a historic route. Instead, segments 41 and 85-87 are an opportunity to create a loop by linking from the Westport Route alignment at Keeler Street and Dennis Avenue (segments 84 and 88) south to the Independence Route alignment at Indian Creek Trail and West 159th Street (segments 40 and 45).



Sidewalk on Dennis Ave southwest of Ridgeview Rd looking southwest. Photo: NPS

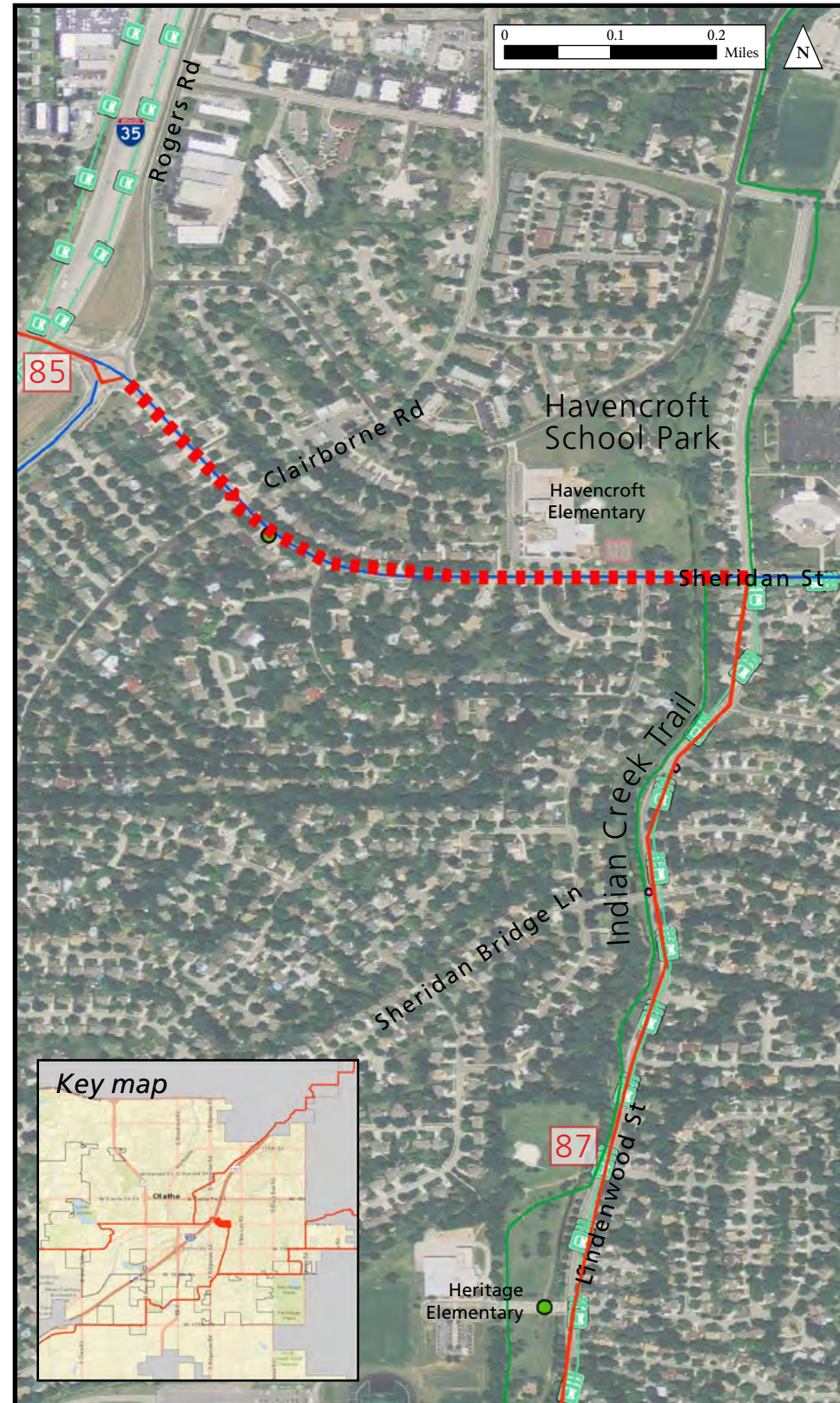


Path along Frisco Lake and Dennis Ave, looking west. Photo: Vireo

Olathe: Segment 86

[Olathe map](#)

[Project area map](#)



0.54 Miles. Along Sheridan Street from Sheridan Street-Ridgeview Road roundabout to Indian Creek Trail at Lindenwood Street.

ISSUES:

- There are short sections of side path on the north side of Sheridan Street through this segment, but it is not currently complete

CORRIDOR CONNECTIONS:

- Connects to Havencroft Elementary and Havencroft School Park
- Connects to Indian Creek Trail to north and south (segment 87)
- Connects to transit at Sheridan and Lindenwood Streets

RELATIONSHIP TO THE HISTORIC ROUTE:

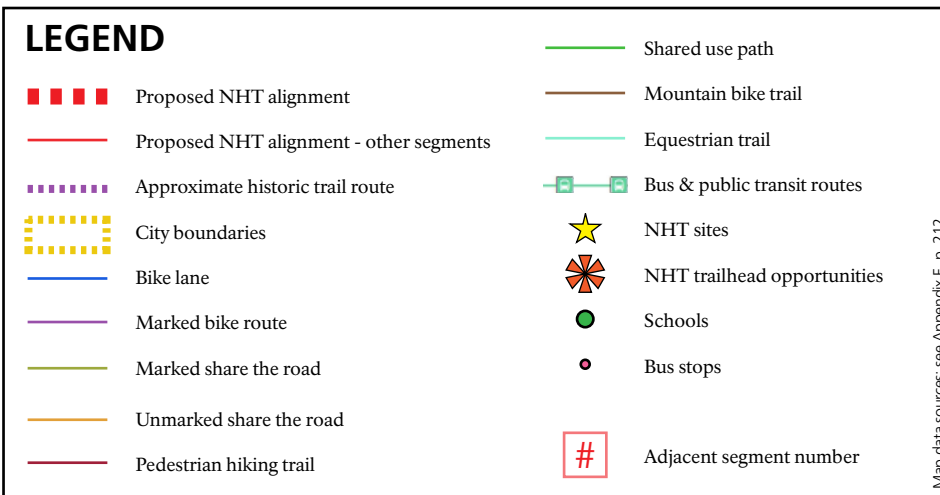
This route does not follow a historic route. Instead, segments 41 and 85–87 are an opportunity to create a loop by linking from the Westport Route alignment at Keeler Street and Dennis Avenue (segments 84 and 88) south to the Independence Route alignment at Indian Creek Trail and West 159th Street (segments 40 and 45).



Sheridan St near Havencroft Elementary, looking east. Photo: Vireo



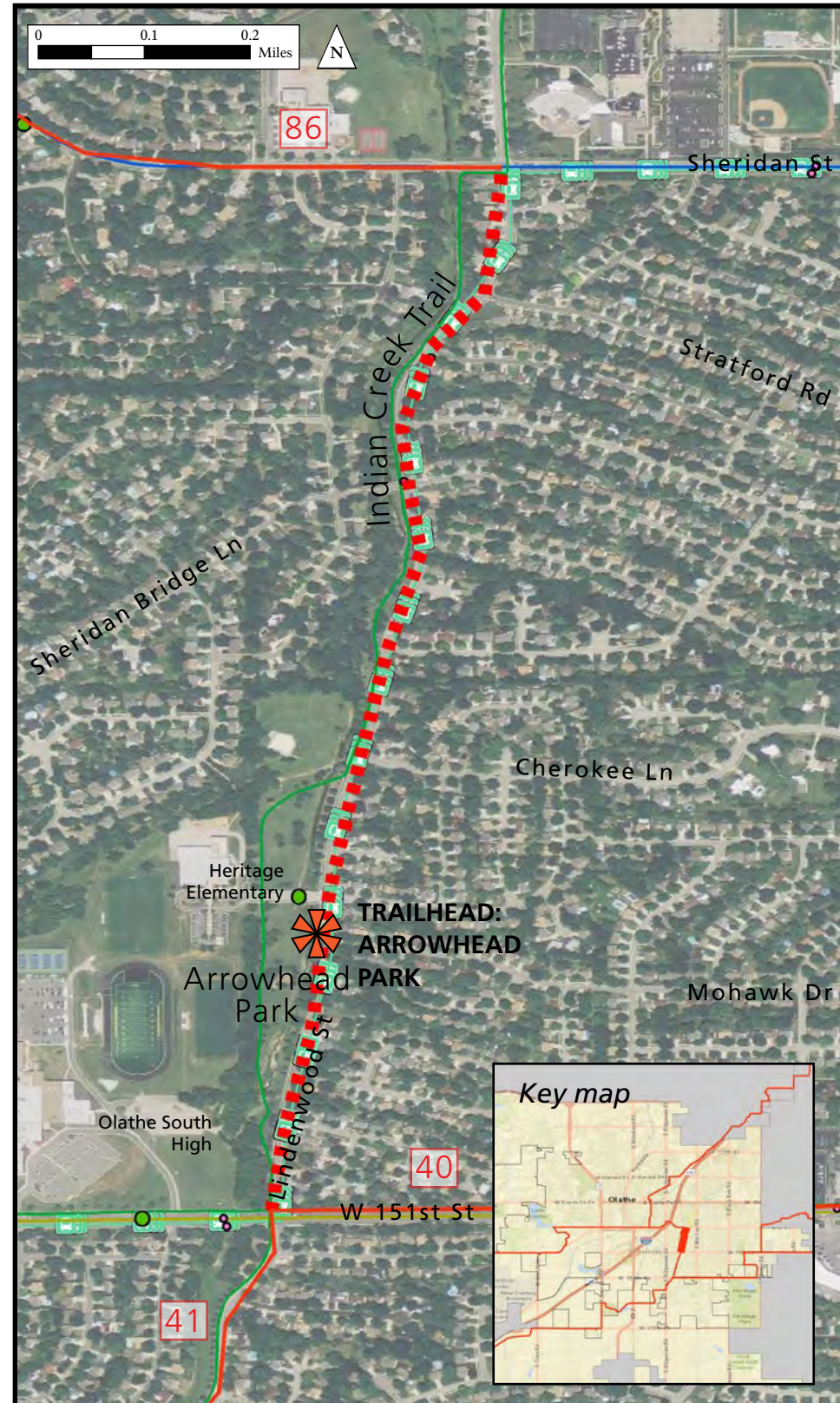
Sheridan St southeast of roundabout at Ridgeview and Rogers Rds, looking southeast. Photo: NPS



Olathe: Segment 87

[Olathe map](#)

[Project area map](#)



1.02 Miles. Along Indian Creek Trail between Sheridan and West 151st Streets.

CORRIDOR CONNECTIONS:

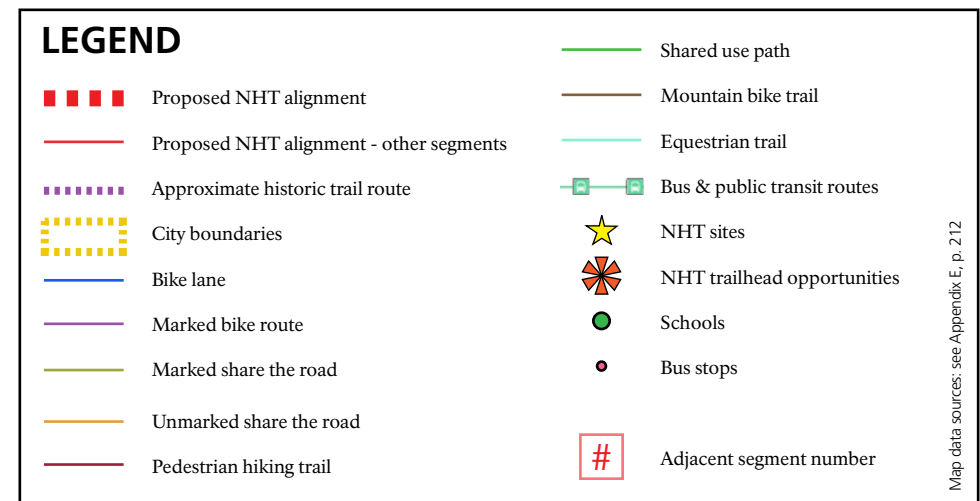
- Connects to Arrowhead Park, including its playground and other park amenities
- Connects to Heritage Elementary School and Olathe South High School
- Connects to Indian Creek Trail north and south (segment 41), and side path on West 151st Street
- Parallels transit throughout its length

OPPORTUNITIES:

- Although it has very limited parking, being located close to two schools and along an established recreational trail makes Arrowhead Park a candidate for a minor national historic trail trailhead

RELATIONSHIP TO THE HISTORIC ROUTE:

This route does not follow a historic route. Instead, segments 41 and 85–87 are an opportunity to create a loop by linking from the Westport Route alignment at Keeler Street and Dennis Avenue (segments 84 and 88) south to the Independence Route alignment at Indian Creek Trail and West 159th Street (segments 40 and 45).



Indian Creek Trail in Arrowhead Park, looking north. Photo: Vireo

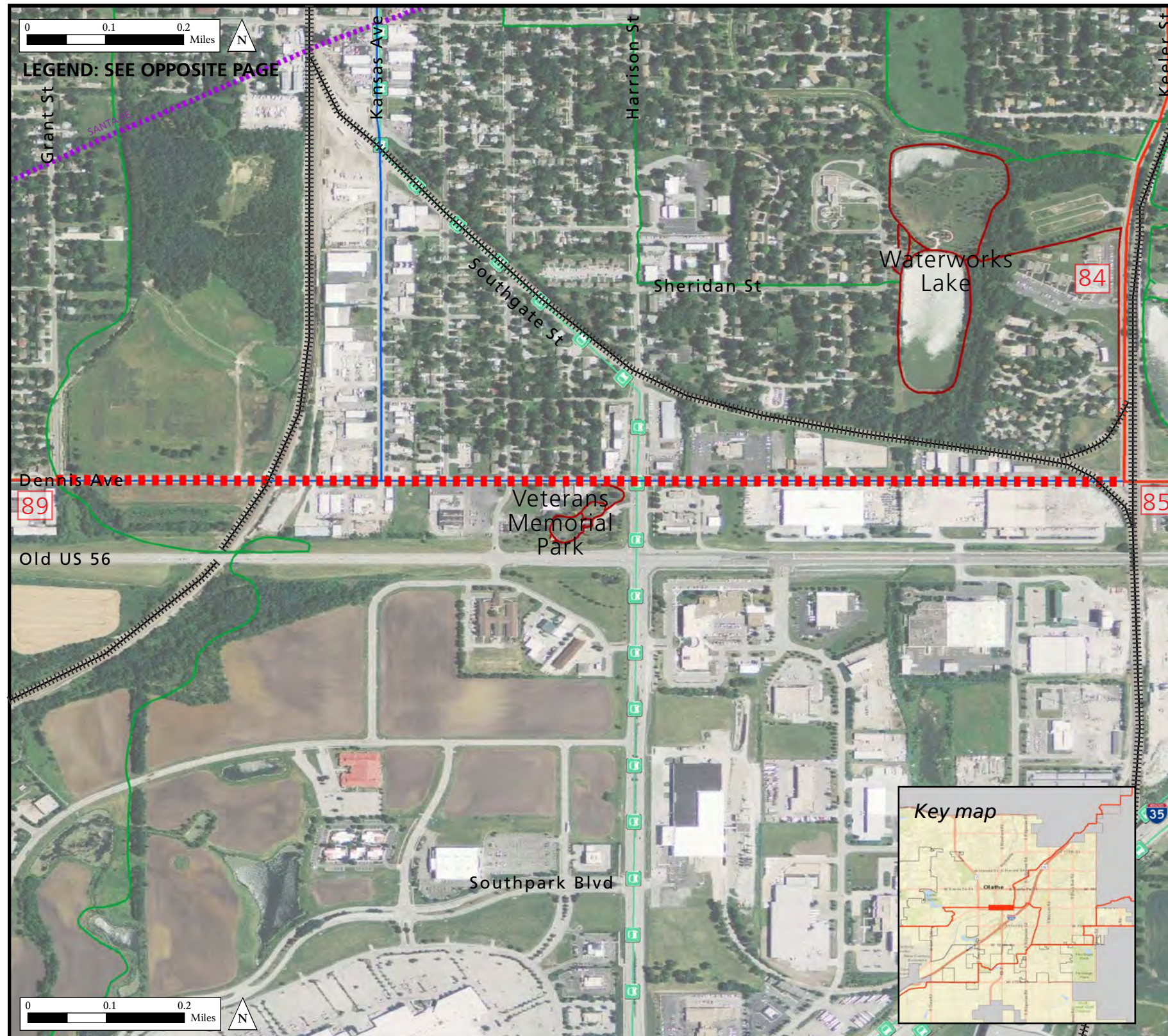


Bridge on Indian Creek Trail near Lindenwood St, looking south. Photo: Vireo

Olathe: Segment 88

[Olathe map](#)

[Project area map](#)



1.06 miles. West on Dennis Avenue between Keeler and Grant Streets.

ISSUES:

- Multiple at-grade railroad crossings
- Dennis Avenue currently has bike lanes, but no sidewalk or side path

CORRIDOR CONNECTIONS:

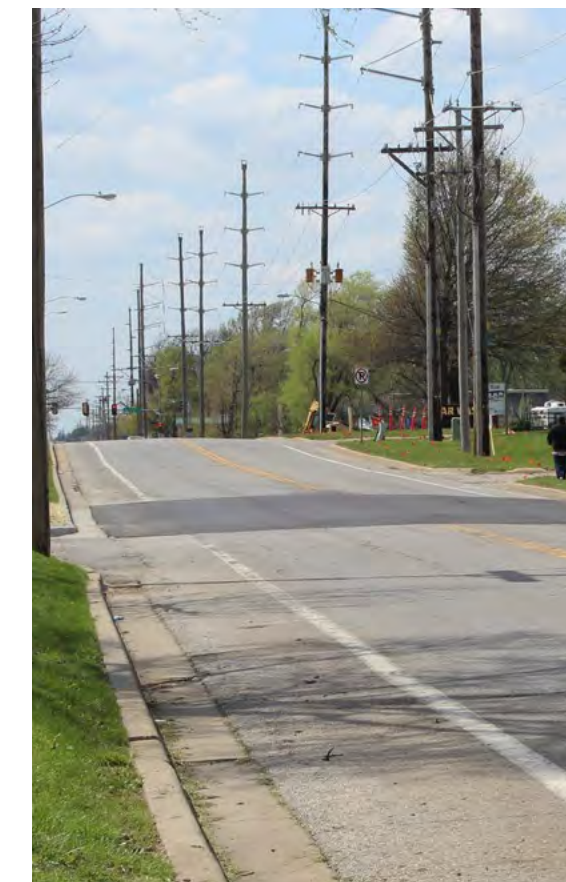
- Connects to proposed north-south recreational trail near Grant Street
- Connects to Veterans Memorial Park
- Connects to transit at Harrison Street

OPPORTUNITIES:

- Sidewalks or a trail along this segment would connect businesses to the east with neighborhoods and transit stops to the west

RELATIONSHIP TO THE HISTORIC ROUTE:

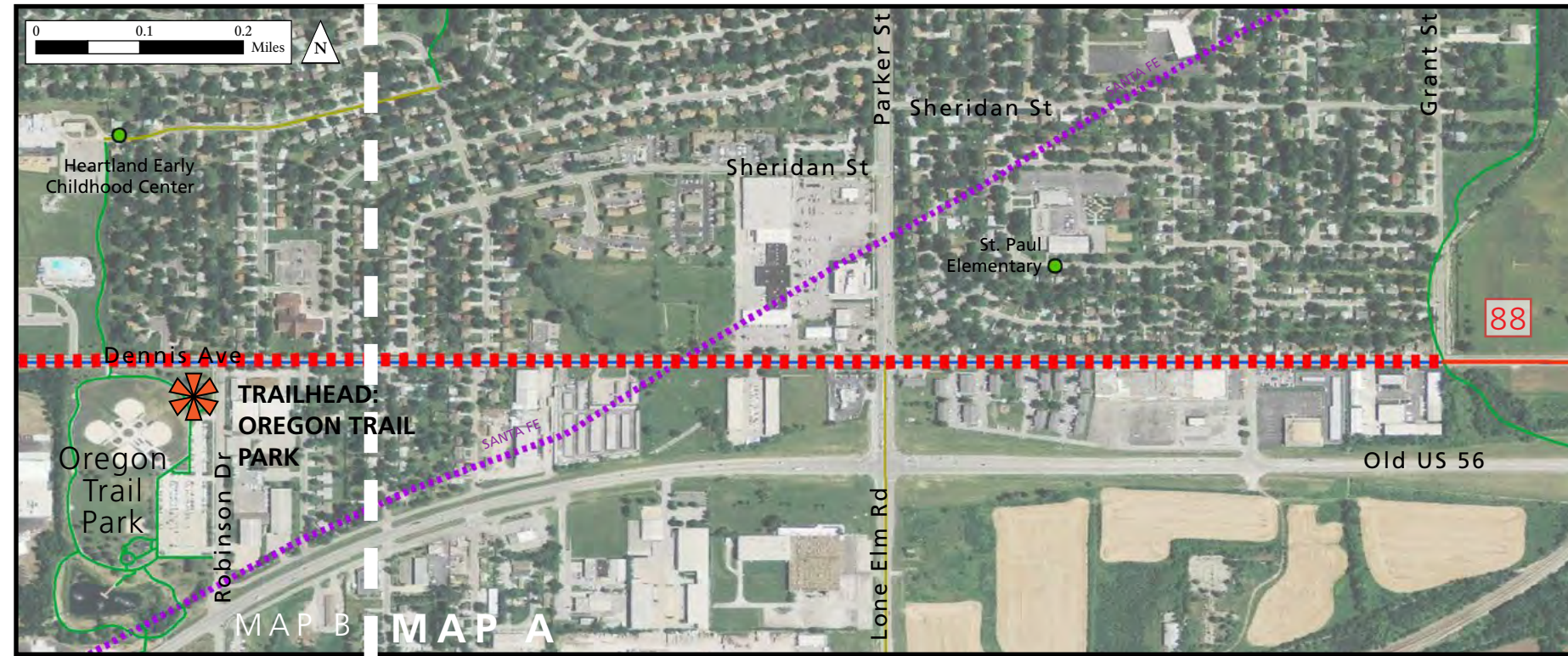
This route is south of the historic Westport Route, to avoid congested street sections in downtown Olathe. It is at most approximately 0.75 miles away from the historic route.



Dennis Ave west of Keeler St, looking west (left) and east (right). Photos: Vireo

Olathe: Segment 89

[Olathe map](#) [Project area map](#)



1.90 Miles. West on Dennis Avenue from Grant Street to proposed new trail along Cedar Creek.

ISSUES:

- Dennis Avenue currently has bike lanes, but no sidewalk or side path

CORRIDOR CONNECTIONS:

- Connects to proposed north-south recreational trail near Grant Street
- Connects to Oregon Trail Park, Oregon Trail Middle School, Clearwater Creek Elementary, and Heartland Early Childhood Center

OPPORTUNITIES:

- Oregon Trail Park has extensive park amenities and could provide an opportunity for an NHT trailhead and/or experience/interpretive development

RELATIONSHIP TO THE HISTORIC ROUTE:

The historic route crosses this segment between Lone Elm Road and Oregon Trail Park, then continues southwest, while the proposed trail alignment continues directly west. The alignment is at most 0.75 miles from the historic route.



LEGEND

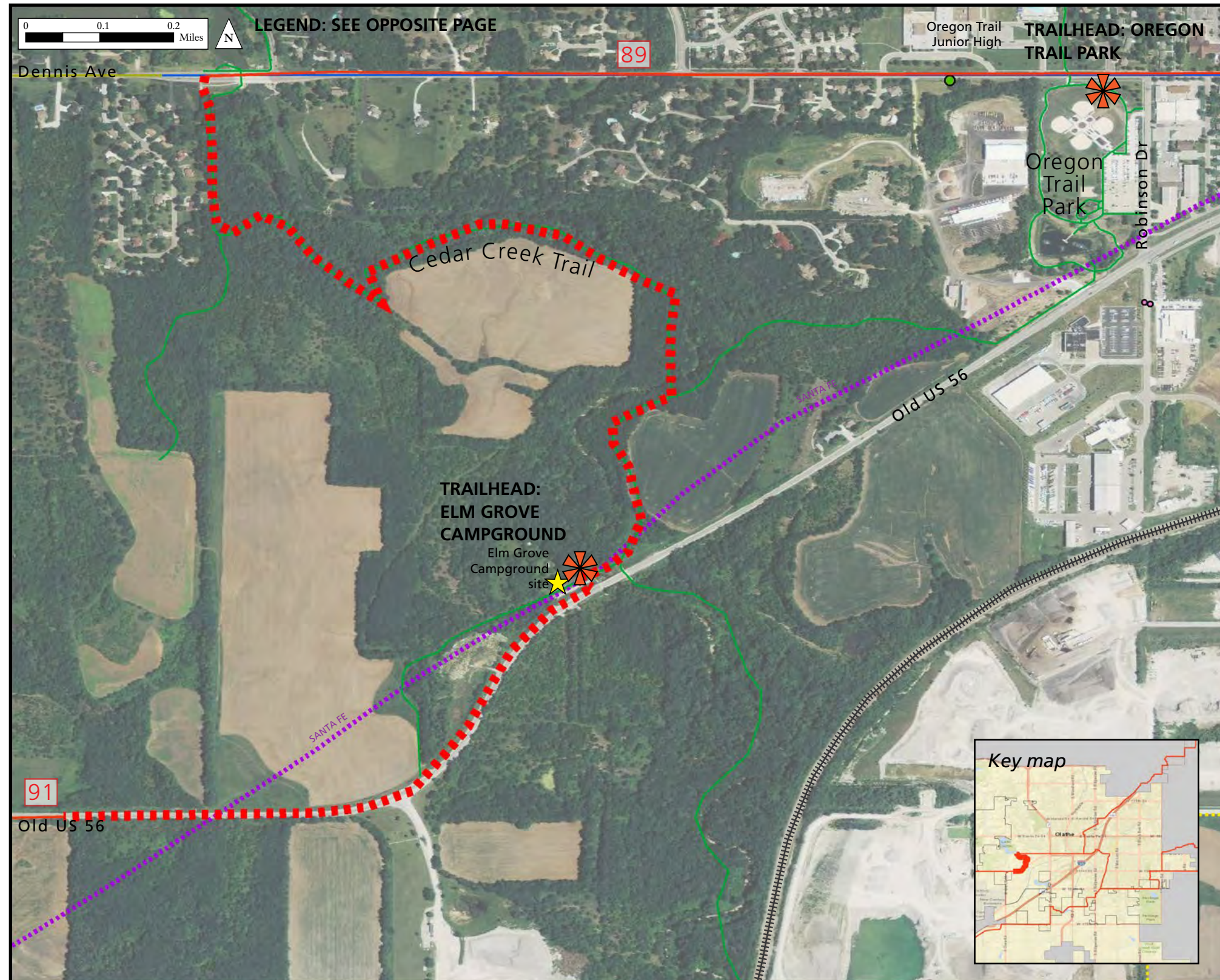
	Proposed NHT alignment		Shared use path
	Proposed NHT alignment - other segments		Mountain bike trail
	Approximate historic trail route		Equestrian trail
	City boundaries		Bus & public transit routes
	Bike lane		NHT sites
	Marked bike route		NHT trailhead opportunities
	Marked share the road		Schools
	Unmarked share the road		Bus stops
	Pedestrian hiking trail		Adjacent segment number

Map data sources: see Appendix E, p. 212

Olathe: Segment 90

[Olathe map](#)

[Project area map](#)



2.04 Miles. Proposed Cedar Creek Trail south and southeast to Elm Grove Campground site, then southwest on Old US 56 to section line just east of intersection with West 151st Street.

ISSUES:

- The southern half of this segment is a two lane highway with gravel shoulders; it will require improvements to be safe for pedestrians and most bicyclists
- There is not currently a safe place along this segment of fast-moving highway to pull off the road

CORRIDOR CONNECTIONS:

- Connects to Elm Grove Campground site
- Connects to extended planned trail network along Cedar Creek

OPPORTUNITIES:

- Elm Grove is a historic campground area on the Westport Route, recently acquired by the City of Olathe. It is a strong opportunity for development of a trailhead and NHT experience/historical interpretation, as well as a potential site for archaeological investigation

RELATIONSHIP TO THE HISTORIC ROUTE:

This segment diverges from the historic route by as much as 0.75 miles to capitalize on existing bike lanes and low traffic on Dennis Ave (segment 89) and a proposed trail along Cedar Creek. It rejoins the historic route at Elm Grove Campground.



Old US 56 looking west. Photo: Vireo

Olathe: Segment 91

[Olathe map](#)

[Project area map](#)



W 151st St looking east. Photo: Vireo

1.54 miles. Old US Highway 56 west to West 151st Street, then 151st west to boundary with unincorporated Johnson County.

ISSUES:

- This is a two lane road with gravel shoulders for most of its length; it will require some improvements to be safe for pedestrians and most bicyclists

CORRIDOR CONNECTIONS:

- Connects to neighborhoods to the north of West 151st Street

OPPORTUNITIES:

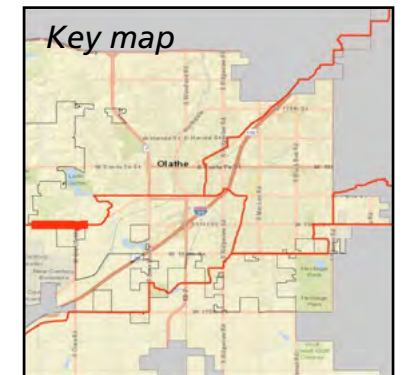
- A Daughters of the American Revolution (DAR) trail marker is located north of the bend in Old US Highway 56 at the intersection with W 151st Street; historical stone architecture still remains on property near the DAR marker
- The undeveloped landscape in this area facilitates historical interpretation or vicarious experience of trail travel and westward emigration

RELATIONSHIP TO THE HISTORIC ROUTE:

This segment is significantly north of the historic route for most of its length (approximately 1.2 miles at most), as the historic route passes directly through the New Century AirCenter to the southwest. This is one of two possible routes considered as options to detour around the airport, and the preferred option of both Olathe and Gardner.



Left: DAR marker and Elm Grove exhibit at W 151st St and Old US 56. Lower left: W 151st St looking west. Photos: Vireo



LEGEND

	Proposed NHT alignment		Shared use path
	Proposed NHT alignment - other segments		Mountain bike trail
	Approximate historic trail route		Equestrian trail
	City boundaries		Bus & public transit routes
	Bike lane		NHT sites
	Marked bike route		NHT trailhead opportunities
	Marked share the road		Schools
	Unmarked share the road		Bus stops
	Pedestrian hiking trail		Adjacent segment number

Map data sources: see Appendix E, p. 212



Gardner: overview

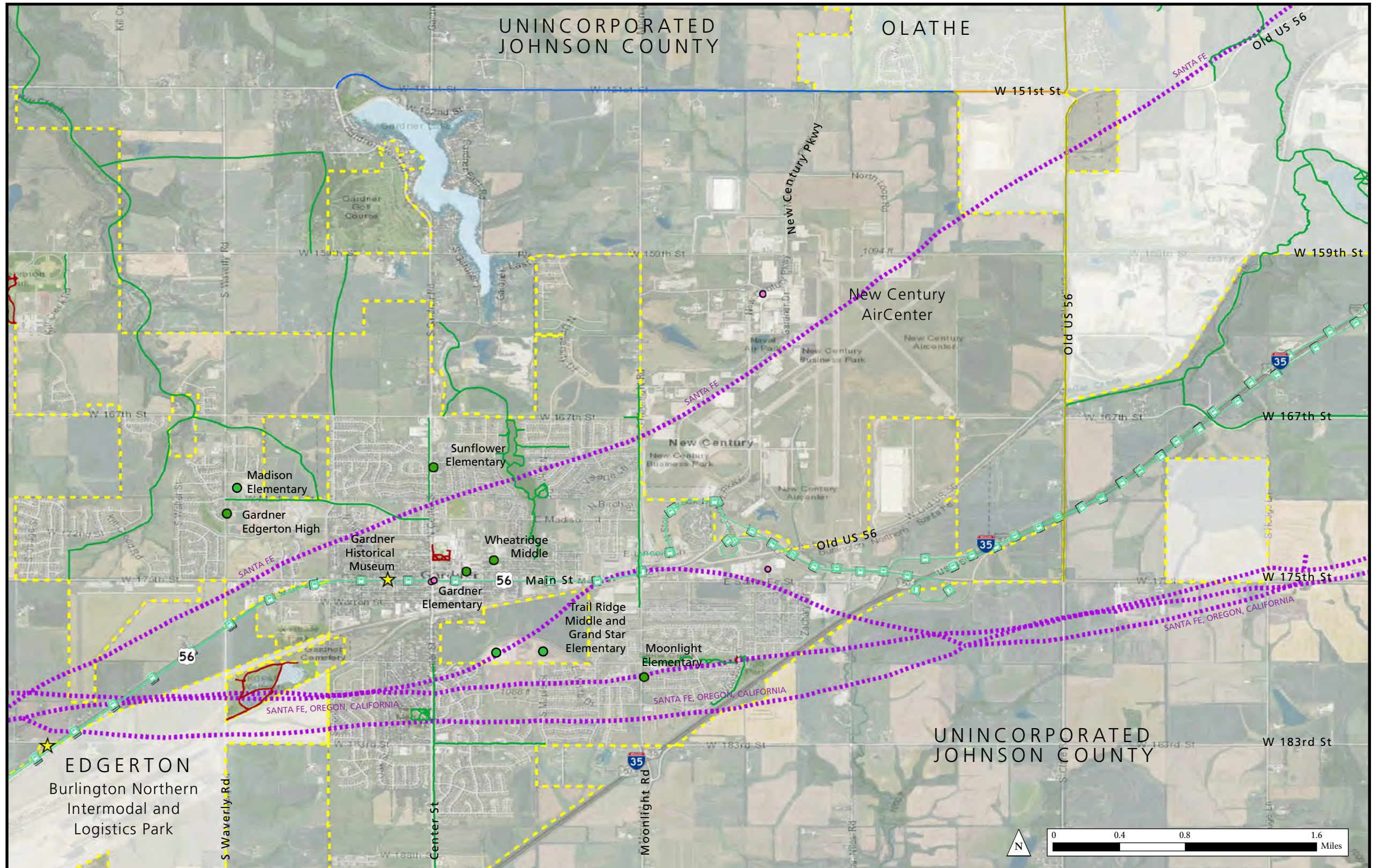
Historical Museum on Main Street/ US Highway 56 is an opportunity for trail users to learn about trail history and how to navigate the modern NHT and associated trails.

The final length of the proposed retracement routes in Gardner, including all of the proposed alternatives, is 21.3 miles. The main Independence Route trail (segments 50–56) is approximately 8.2 miles; the main Westport Route trail (segments 92–96) 6.4 miles; and the western Westport alternate (98-100, 102) 5.28 miles.

LEGEND

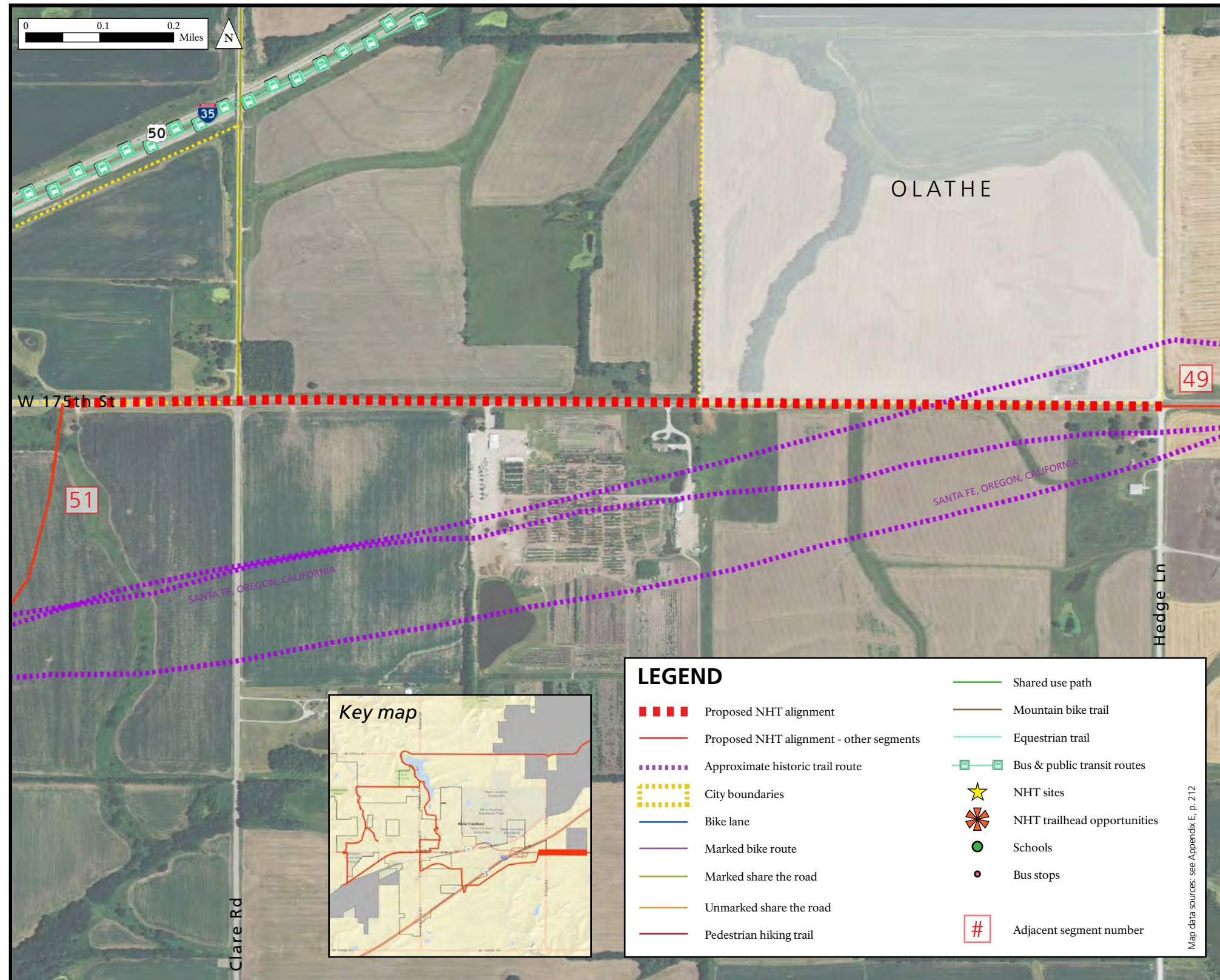
- Proposed NHT alignment
- Proposed NHT alignment - other segments
- Approximate historic trail route
- City boundaries
- Bike lane
- Marked bike route
- Marked share the road
- Unmarked share the road
- Pedestrian hiking trail
- Shared use path
- Mountain bike trail
- Equestrian trail
- Bus & public transit routes
- ★ NHT sites
- ✦ NHT trailhead opportunities
- Beginning/end of segments
- Schools
- Bus stops
- # Segment number & page

Map data sources: see Appendix E, p. 212



Gardner: Segment 50

[Gardner map](#) [Project area map](#)



1.16 Miles. West 175th Street from Hedge Lane to proposed new Interstate 35 frontage road.

ISSUES:

- West 175th Street is a two lane road with wide paved shoulders, but no specific pedestrian or bicycle infrastructure

OPPORTUNITIES:

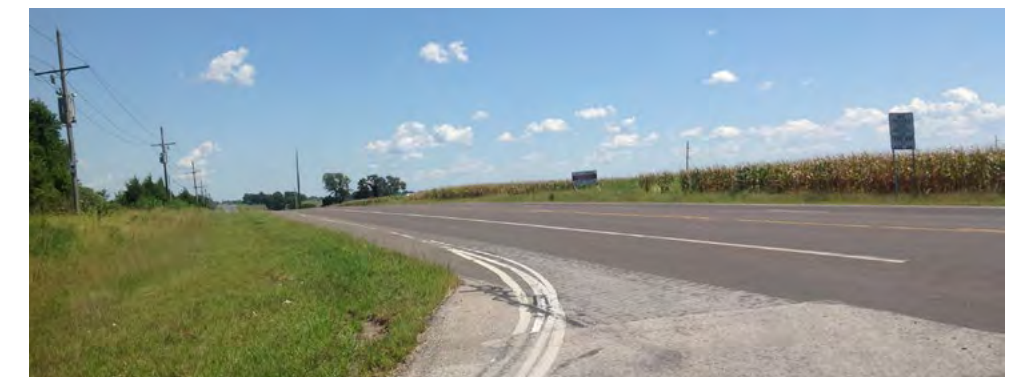
- The undeveloped landscape in this area facilitates historical interpretation or vicarious experience of trail travel and westward emigration; any effort to preserve agricultural land use in this area would benefit the evocative character of the NHT

RELATIONSHIP TO THE HISTORIC ROUTE:

This segment closely approximates the historic route. It is at most 0.25 miles away from the historic route.



W 175th St near Hedge Ln, looking east. Photo: Vireo

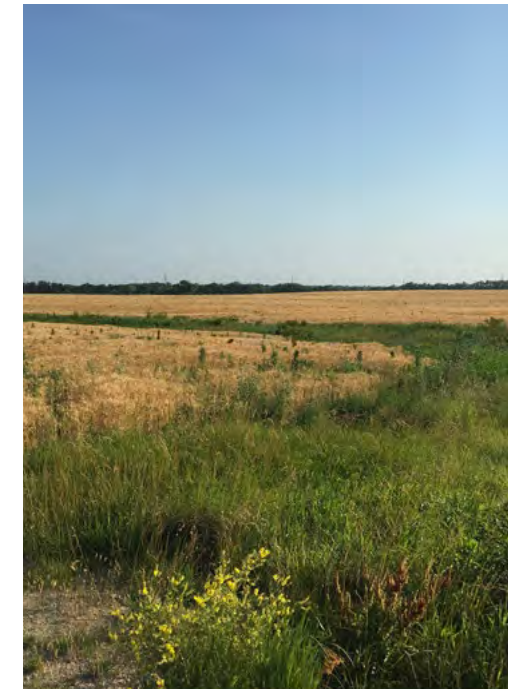
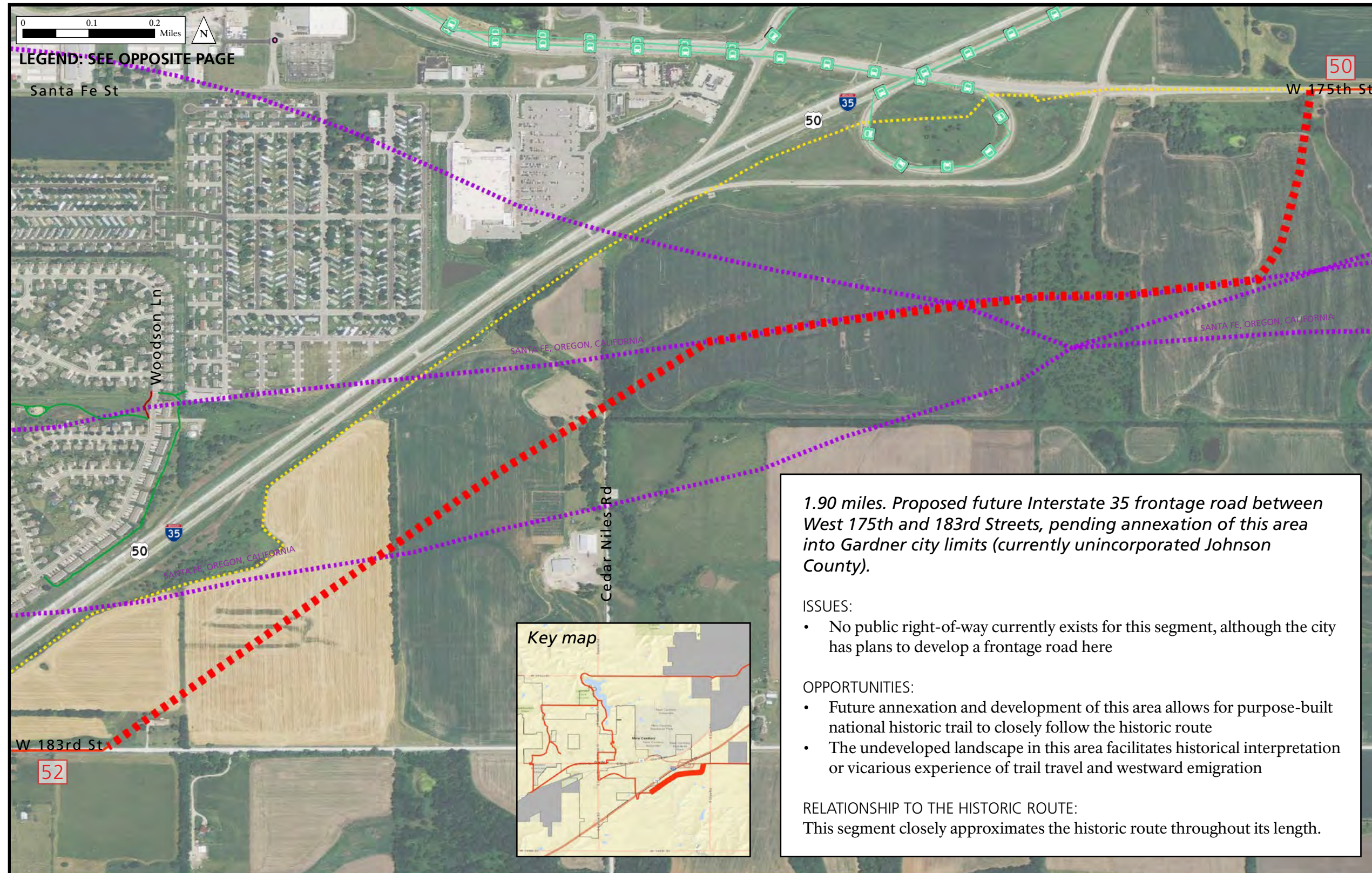


W 175th St west of Clare Rd, looking west. Photo: NPS

Gardner: Segment 51

[Gardner map](#)

[Project area map](#)



Looking southwest from W 175th St toward proposed frontage road route. Photo: NPS

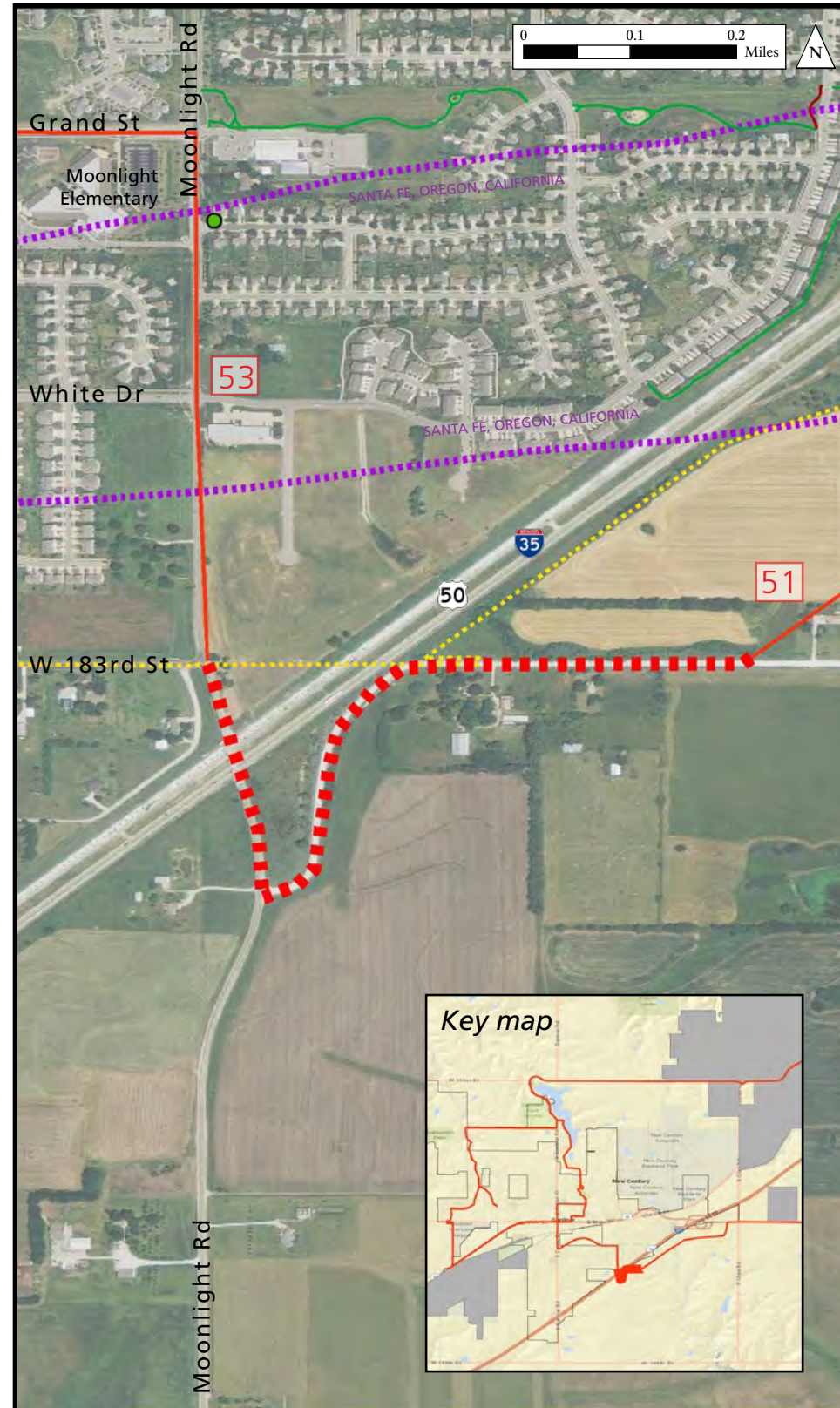


Looking northeast from W 183rd St toward proposed frontage road route. Photo: NPS

Gardner: Segment 52

[Gardner map](#)

[Project area map](#)



0.74 miles. West 183rd Street west from end of proposed frontage road (segment 51) to Moonlight Road, then Moonlight north over Interstate 35/US Highway 50 on existing road bridge to West 183rd Street.

ISSUES:

- West 183rd Street east of Interstate 35 is an unstriped rural gravel road with no shoulders, but low traffic
- Moonlight Road has very limited shoulder, including on the freeway overpass; modifications to this bridge would be required to make it routinely safe for pedestrians and bicyclists

CORRIDOR CONNECTIONS:

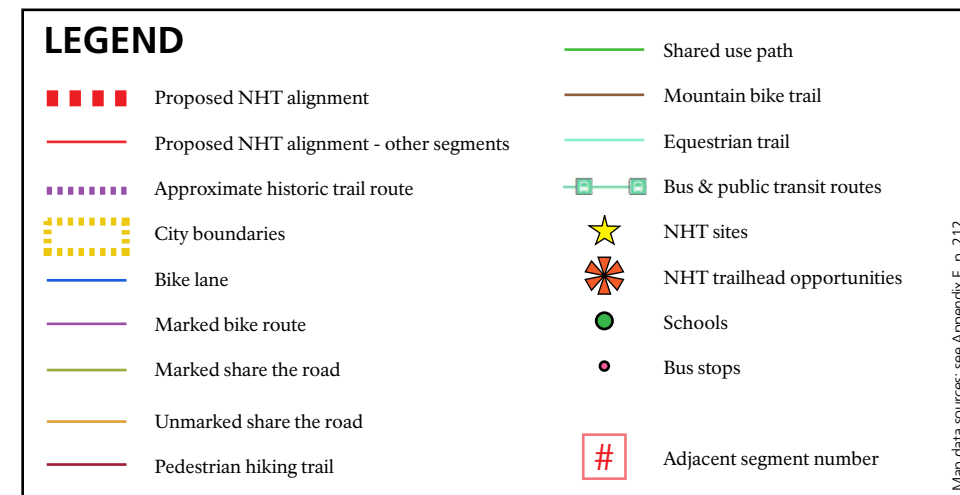
- Connects neighborhoods to the north to rural trails and landscape via bridge connection across highway

OPPORTUNITIES:

- Moonlight Road is one of only two existing crossings of Interstate 35 near the historic route of the trails, and has much less vehicular traffic than the crossing at West 175th Street
- The undeveloped landscape in this area facilitates historical interpretation or vicarious experience of trail travel and westward emigration

RELATIONSHIP TO THE HISTORIC ROUTE:

This segment is 0.25–0.40 miles south of the historic route, in order to make use of the existing Moonlight Road bridge over Interstate 35.



Moonlight Rd south of bridge over I-35, looking south. Photo: NPS



Moonlight Rd bridge over I-35. Photo: NPS

Gardner: Segment 53

[Gardner map](#)

[Project area map](#)



1.63 miles. North on Moonlight Road between West 183rd and Grand Streets, then west on Grand to Center Street.

ISSUES:

- No sidewalks or shoulders on most of Moonlight Road

CORRIDOR CONNECTIONS:

- Connects to Moonlight Elementary School, Grand Star Elementary School, and Trail Ridge Middle School
- Connects to side path to the south on Center Street

OPPORTUNITIES:

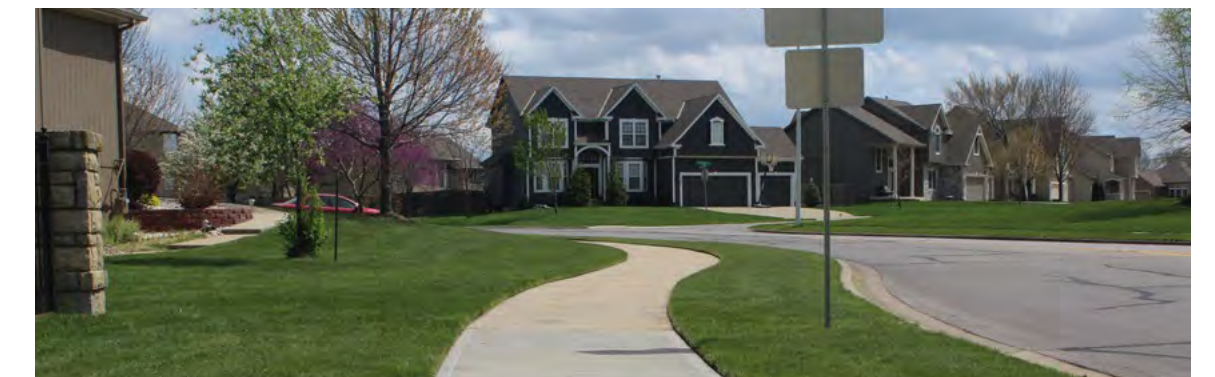
- Existing side path on Grand Street, and one block of Moonlight Road south of Grand
- If land north of the trail route is developed, developer could be required by the city to assist in the implementation of trail elements
- If there is interest with the schools/school district, one of the school properties could be the location of a minor trailhead

RELATIONSHIP TO THE HISTORIC ROUTE:

This route closely parallels the historic route at a distance of 0.3 miles or less.



Side path in front of Trail Ridge Middle School on Grand St, looking west. Photo: NPS



Side path on Grand St near Center St, looking east. Photo: Vireo

Gardner: Segment 54

[Gardner map](#) [Project area map](#)



0.57 Miles. North on Center Street from Grand Street to US Highway 56/Main Street.

ISSUES:

- This segment currently has sidewalk on one side of the road, but no shoulders or bike lanes

CORRIDOR CONNECTIONS:

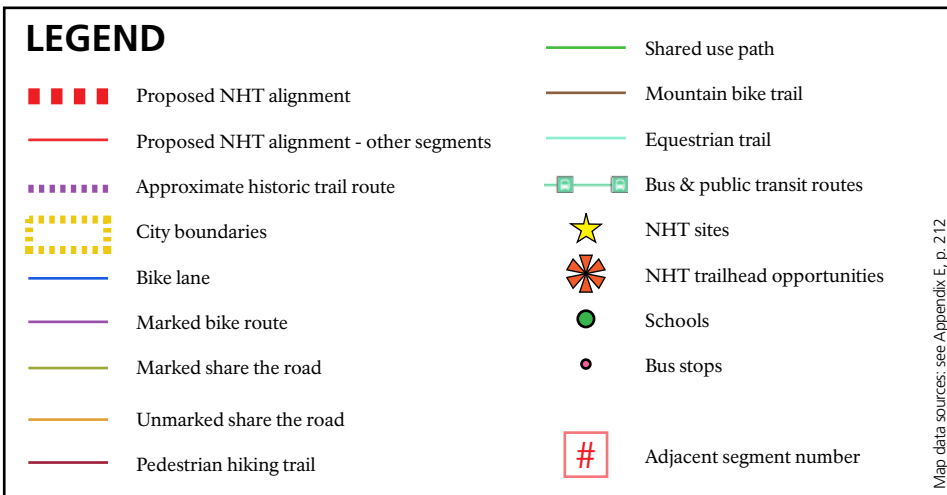
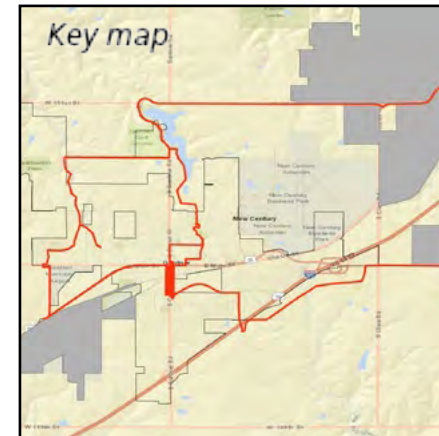
- Connects to side path to the south on Center Street
- Connects to Gardner Elementary and Wheatridge Middle Schools via segment 96
- Connects neighborhoods to the south to the downtown commercial area
- Connects to transit at US Highway 56/Main Street

OPPORTUNITIES:

- Multi-use trail is already installed on Center Street between eastbound and westbound Grand Street

RELATIONSHIP TO THE HISTORIC ROUTE:

This segment diverges from the historic route to avoid multiple at-grade railroad crossings and the new Burlington Northern Intermodal and Logistics Park in Edgerton, all of which fall along the historic route (Independence Route). It is at most 0.6 miles north of the historic route.

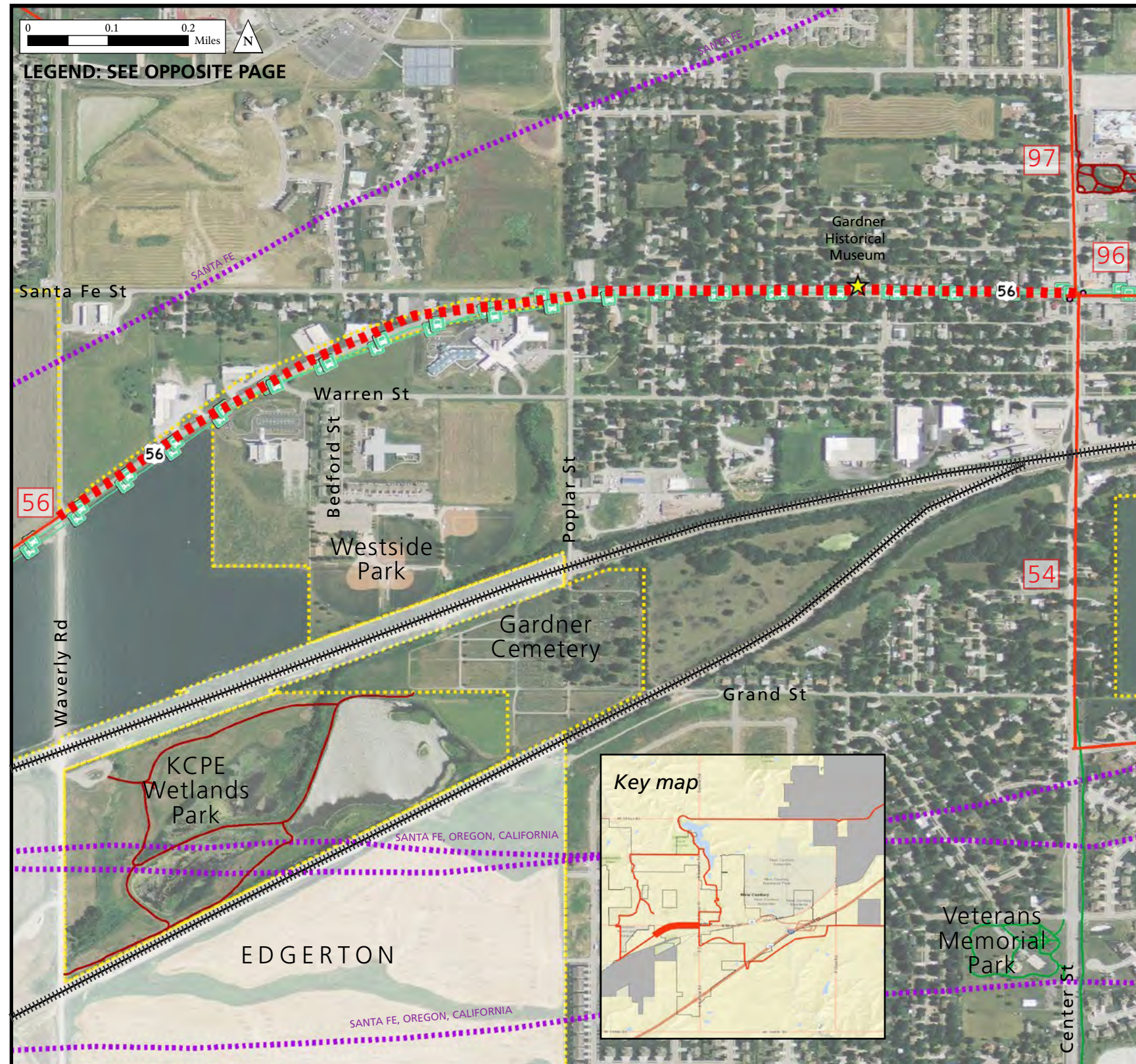


Side path on Center St near Grand St, looking north. Photo: Vireo

Gardner: Segment 55

[Gardner map](#)

[Project area map](#)



1.08 miles. Along US Highway 56 from Center Street to Waverly Road.

ISSUES:

- Segment is a multi-lane road and includes sidewalks between Center and Poplar Streets; from Poplar to Waverly Road it is a high-speed two lane highway with limited shoulder and no sidewalks

CORRIDOR CONNECTIONS:

- Connects to Gardner Historical Museum
- Leads trail users through downtown Gardner, and connects it to surrounding neighborhoods
- Travels within a short distance of Westside Park to the south on Bedford Street
- Connects to public transit in downtown Gardner

RELATIONSHIP TO THE HISTORIC ROUTE:

This segment is approximating both the Westport and Independence Routes, and falls between the two. It more closely follows the Westport Route in order to avoid multiple at-grade railroad crossings and the new Burlington Northern Intermodal and Logistics Park, all of which are along the Independence Route.

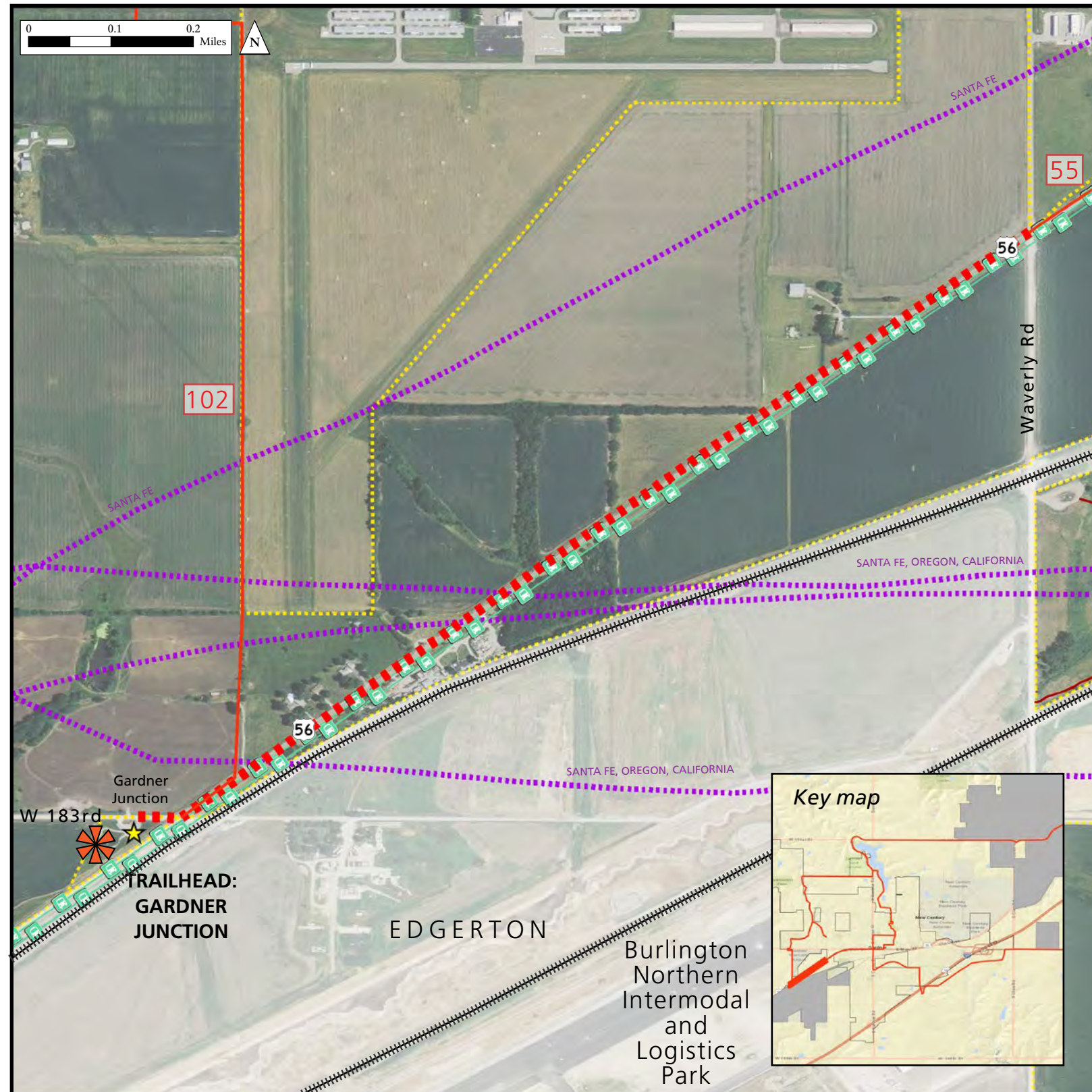


US-56/Main St near Poplar St looking west (left) and near Center St looking west toward the Gardner Historical Museum (right). Photos: Vireo

Gardner: Segment 56

[Gardner map](#)

[Project area map](#)



1.12 miles. Along US Highway 56 from Waverly Road to West 183rd Street and Gardner Junction.

ISSUES:

- This segment is a high-speed two lane highway with limited shoulder and no sidewalks

CORRIDOR CONNECTIONS:

- Connects to Gardner Junction
- Parallels transit throughout its length, but new stops may need to be added for this bus route to serve trail users in this segment

OPPORTUNITIES:

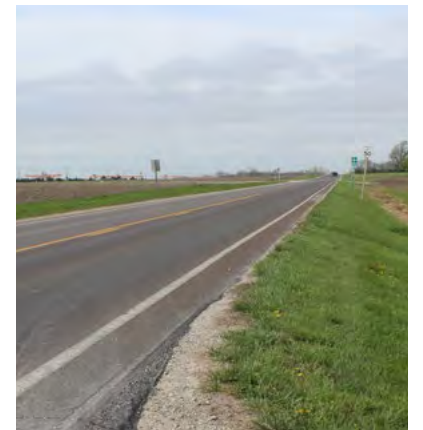
- Gardner Junction is the end point of this planning project, and the place where the Oregon and California NHTs diverge from the Santa Fe National Historic Trail as the trails continue west. It is a developed interpretive site in the general area of this historic trail junction with limited parking, a small kiosk with information/orientation panels, native plantings, and some trail-related interpretive exhibits; it is a candidate for a major NHT trailhead
- Expansion of Gardner Junction trailhead onto other surrounding available land closer to the historic junction point may be a possibility

RELATIONSHIP TO THE HISTORIC ROUTE:

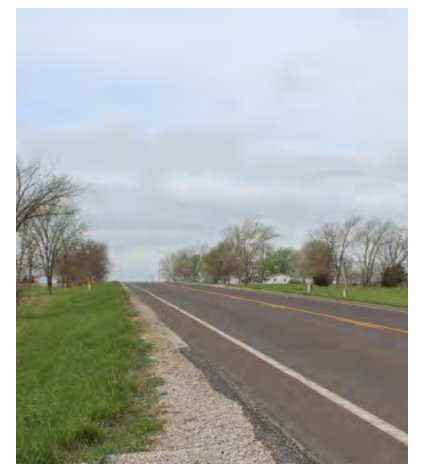
This segment is approximating both the Westport and Independence Routes, and falls between the two. It more closely follows the Westport Route in order to avoid multiple at-grade railroad crossings and the new Burlington Northern Intermodal and Logistics Park, all of which are along the Independence Route.



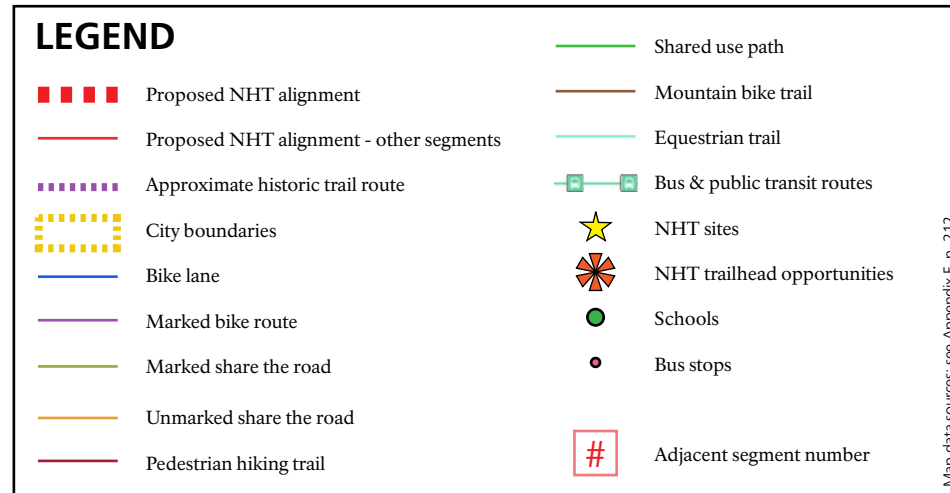
US 56 near Waverly Rd looking northeast. All photos: Vireo



US 56 near Waverly Rd looking southwest.



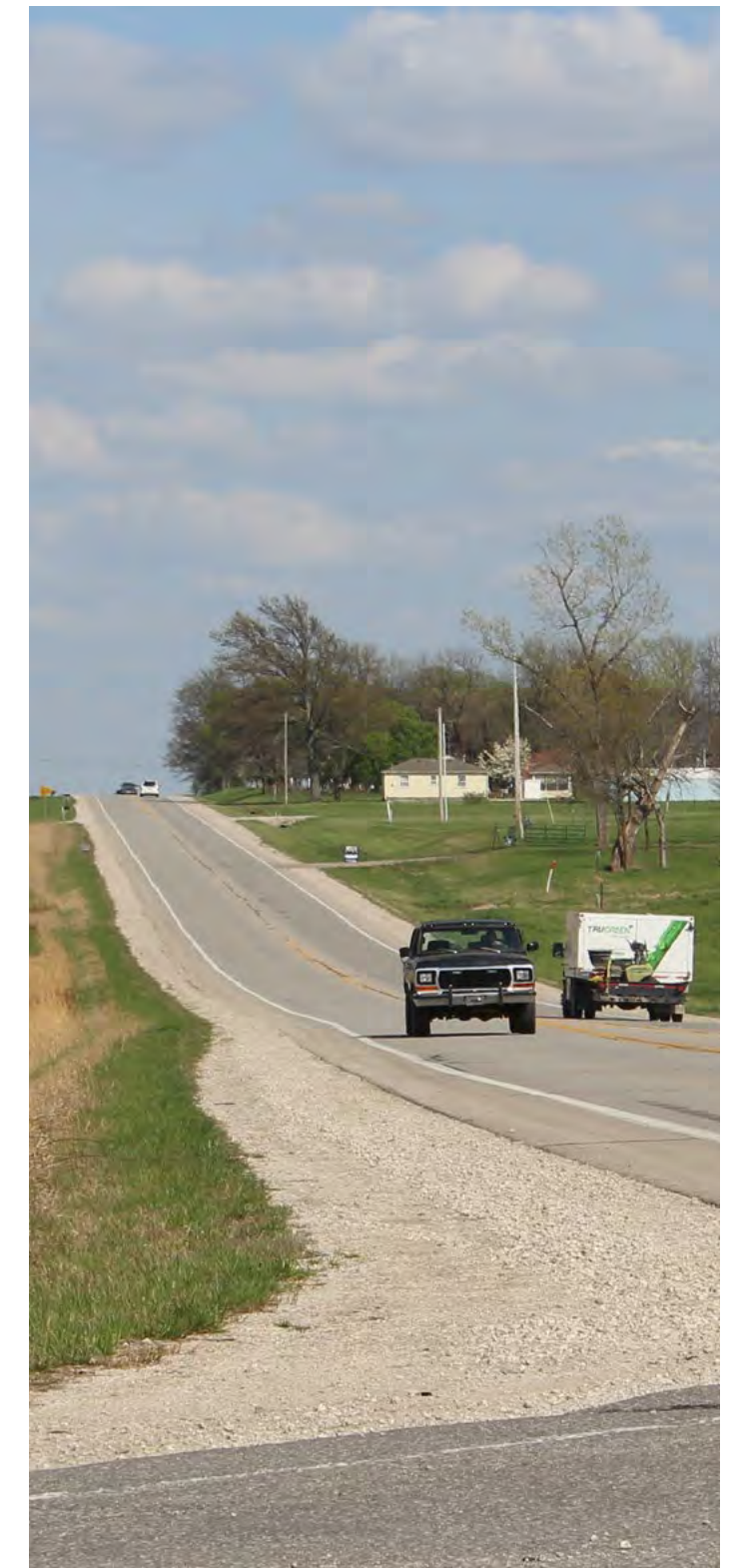
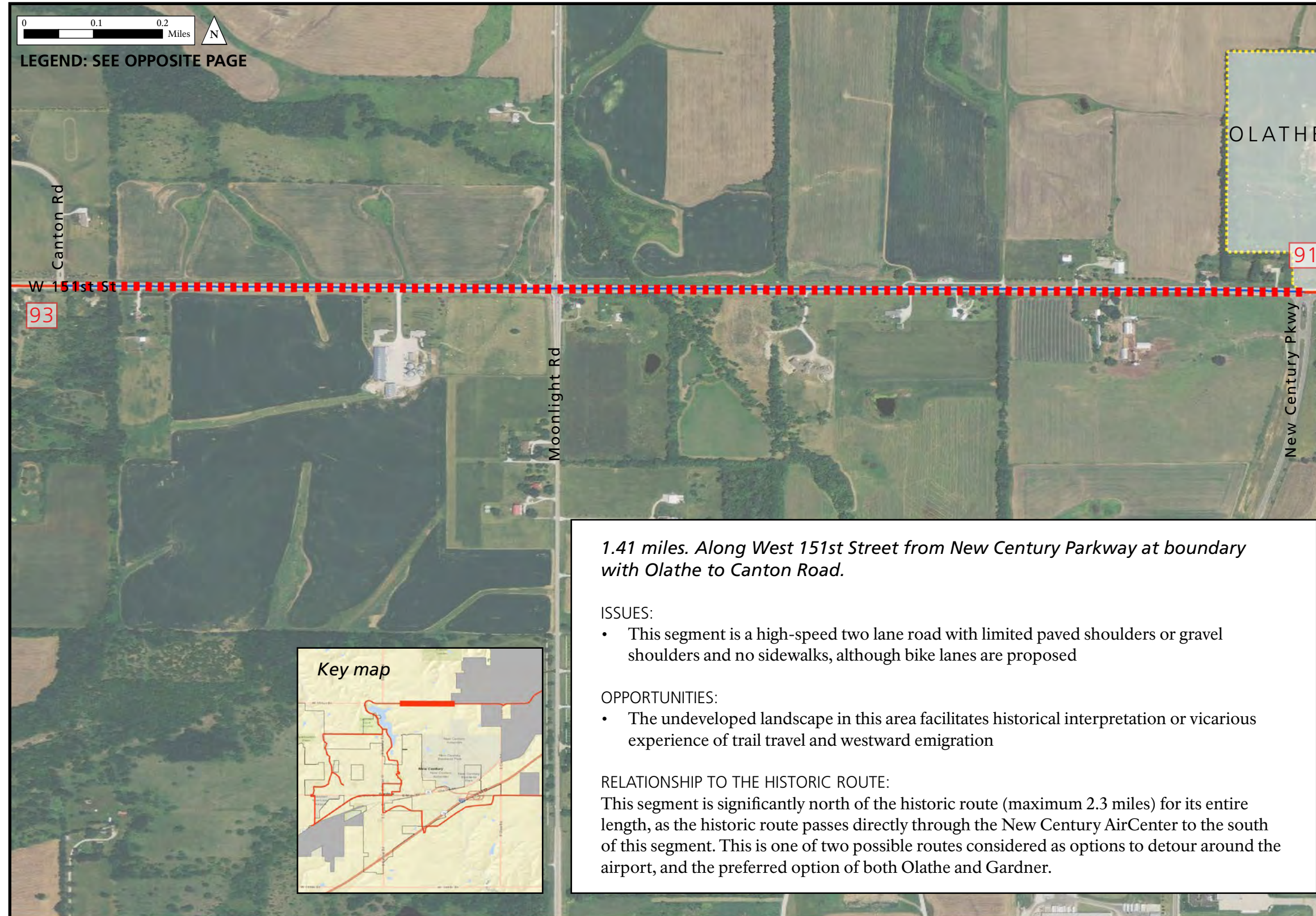
US 56 near 183rd looking northeast.



Gardner: Segment 92

[Gardner map](#)

[Project area map](#)

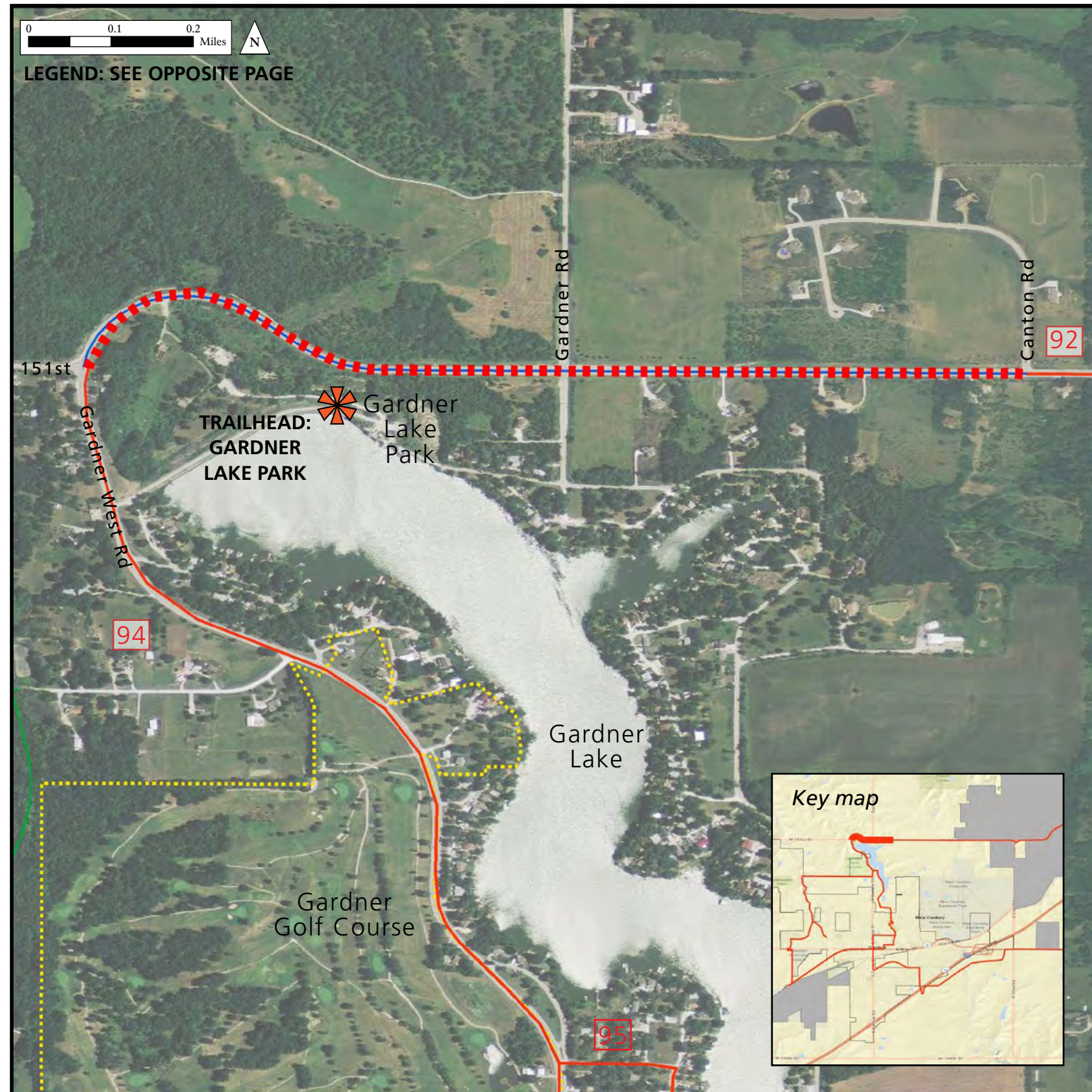


W 151st St looking west. Photo: Vireo

Gardner: Segment 93

[Gardner map](#)

[Project area map](#)



0.97 miles. West 151st Street from Canton Road to Gardner West Road.

ISSUES:

- This segment is a high-speed two lane road with limited shoulder and no sidewalks, although bike lanes are planned

CORRIDOR CONNECTIONS:

- Provides a pedestrian or bicycle connection to the neighborhood roads on north side of Gardner Lake, where 152nd Street is currently not connected; this would provide a non-motorized recreational loop around the lake

RELATIONSHIP TO THE HISTORIC ROUTE:

This segment is significantly north of the historic route for its entire length (maximum 2.6 miles), as the historic route passes directly through the New Century AirCenter to the southeast of this segment. This is one of two possible routes considered as options to detour around the airport, and the preferred option of both Olathe and Gardner.



W 151st St west of Gardner Rd, looking southeast. Photo: Vireo



W 151st St west of Gardner Rd, looking northwest. Photo: NPS

Gardner: Segment 94

[Gardner map](#)

[Project area map](#)



1.02 miles. Gardner West Road from West 151st Street to Lake Road 5.

ISSUES:

- Gardner West Road is a 4 lane road with a paved shoulder on the east side of the road only

CORRIDOR CONNECTIONS:

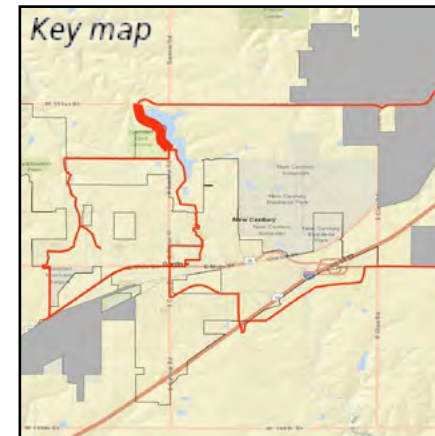
- Connects to Gardner Lake Park and Gardner Golf Course
- Provides improved pedestrian access to Gardner Lake Park for neighborhoods to the south

OPPORTUNITIES:

- The park cabin and grounds within Gardner Lake Park could provide an opportunity for historical interpretation and/or a minor national historic trail trailhead

RELATIONSHIP TO THE HISTORIC ROUTE:

This segment is significantly north of the historic route for its entire length (maximum 2.5 miles), as the historic route passes directly through the New Century AirCenter to the southeast of this segment. This is one of two possible routes considered as options to detour around the airport, and the preferred option of both Olathe and Gardner.



LEGEND

- | | | | |
|--|-----------------------------------------|--|-----------------------------|
| | Proposed NHT alignment | | Shared use path |
| | Proposed NHT alignment - other segments | | Mountain bike trail |
| | Approximate historic trail route | | Equestrian trail |
| | City boundaries | | Bus & public transit routes |
| | Bike lane | | NHT sites |
| | Marked bike route | | NHT trailhead opportunities |
| | Marked share the road | | Schools |
| | Unmarked share the road | | Bus stops |
| | Pedestrian hiking trail | | Adjacent segment number |

Map data sources: see Appendix E, p. 212



Gardner West Rd looking south. Photo: Vireo



Gardner West Rd looking north. Photo: Vireo



Gardner West Rd looking north. Photo: Vireo

Gardner: Segment 95

[Gardner map](#) [Project area map](#)



1.35 miles. West on Lake Road 5 to Gardner Place, southeast along shore of Gardner Lake to West 162nd Terrace, then south on a proposed multi-use trail alignment to West 167th Street.

ISSUES:

- Lake Road 5 and Gardner Place are two lane roads with no shoulder, but low traffic volume
- The section south of West 162nd Terrace runs through undeveloped land but is a future proposed access route

CORRIDOR CONNECTIONS:

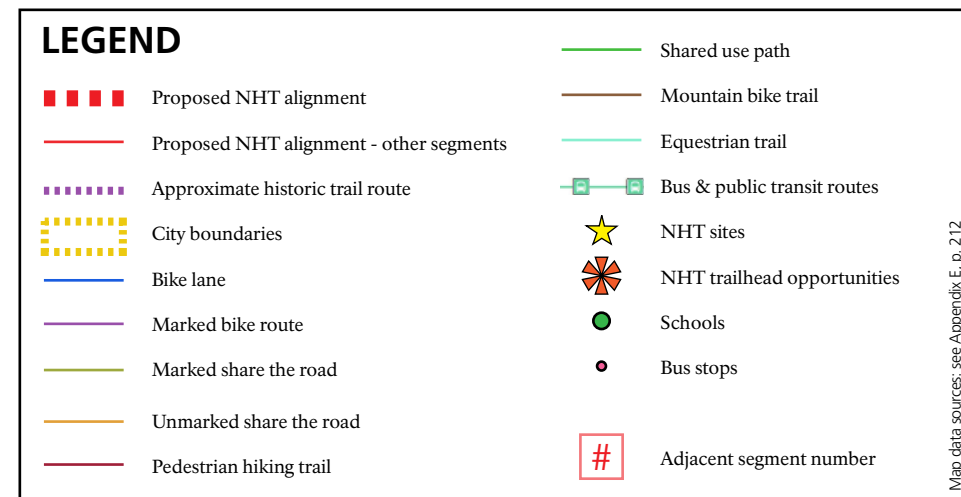
- Connects to Gardner Lake, including parking along Gardner Place
- Connects to extended existing or planned greenway trail network on the north side of Gardner

OPPORTUNITIES:

- The trail alignment from West 162nd Terrace to West 167th Street has not yet been built, but when constructed will be part of a longer off-street multi-use trail corridor

RELATIONSHIP TO THE HISTORIC ROUTE:

This segment is significantly north of the historic route for its entire length (maximum 2 miles), as the historic route passes directly through the New Century AirCenter to the southeast of this segment. This is one of two possible routes considered as options to detour around the airport, and the preferred option of both Olathe and Gardner.



Gardner Pl near Gardner Lake, looking south. Photo: Vireo

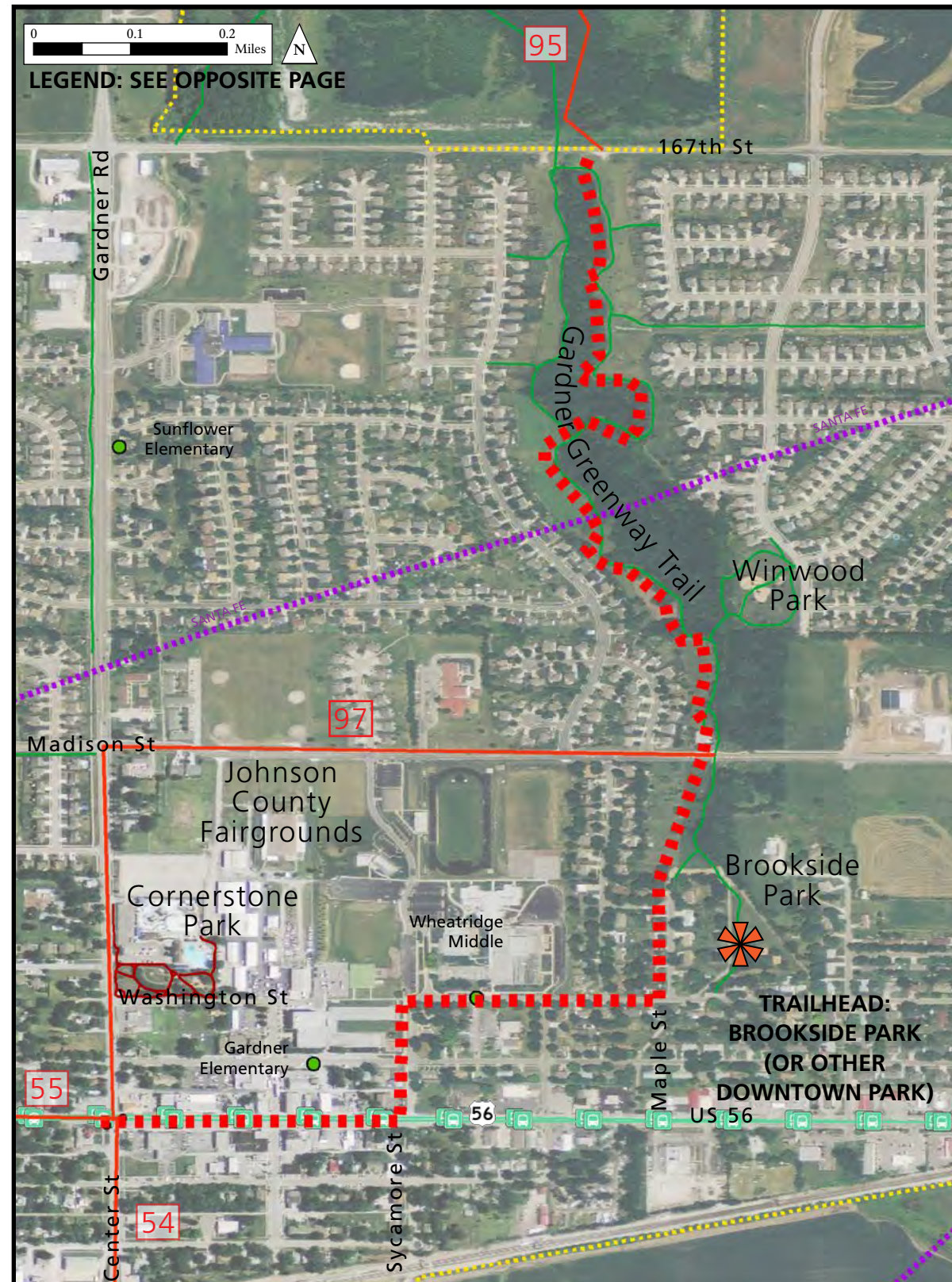


Gardner Pl near Gardner Lake, looking north. Photo: Vireo

Gardner: Segment 96

[Gardner map](#)

[Project area map](#)



1.66 miles. Gardner Greenway Trail south between West 167th and Maple Streets, Maple south one block to Washington Street, Washington west to Sycamore Street, south one block on Sycamore to US Highway 56/Main Street, then US 56/Main west to Center Street.

ISSUES:

- Pedestrian crosswalk will be needed at West 167th Street

CORRIDOR CONNECTIONS:

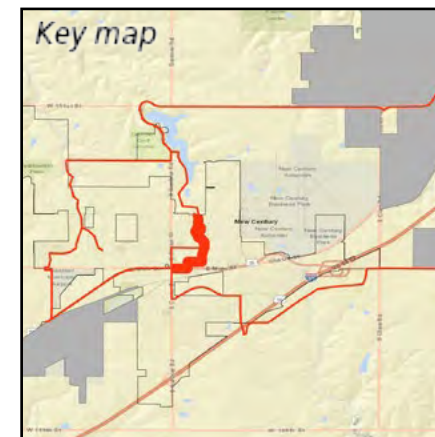
- Connects to extended trail network off of the Gardner Greenway Trail, Winwood Park, and Brookside Park
- Connects to Wheatridge Middle School and Gardner Elementary, and travels within blocks of Sunflower Elementary
- Connects to multiple civic destinations within a block of Center Street and Main Street/US 56, including Gardner Area Chamber of Commerce, Gardner City Hall, Johnson County Library, and Gardner Senior Citizen Community Center
- Leads people through downtown Gardner and its commercial area
- Connects to transit at US Highway 56

OPPORTUNITIES:

- Gardner Greenway Trail is an existing off-street multi-use trail
- Small city parks along the greenway may make good opportunities for minor trailheads in central Gardner (Level I, page 162)

P. 162

RELATIONSHIP TO THE HISTORIC ROUTE:
This segment rejoins the historic Westport Route, although it runs primarily north-south and east-west to make use of an existing green way and public street right-of-ways.



Gardner Greenway just south of W 167th St. Photo: NPS

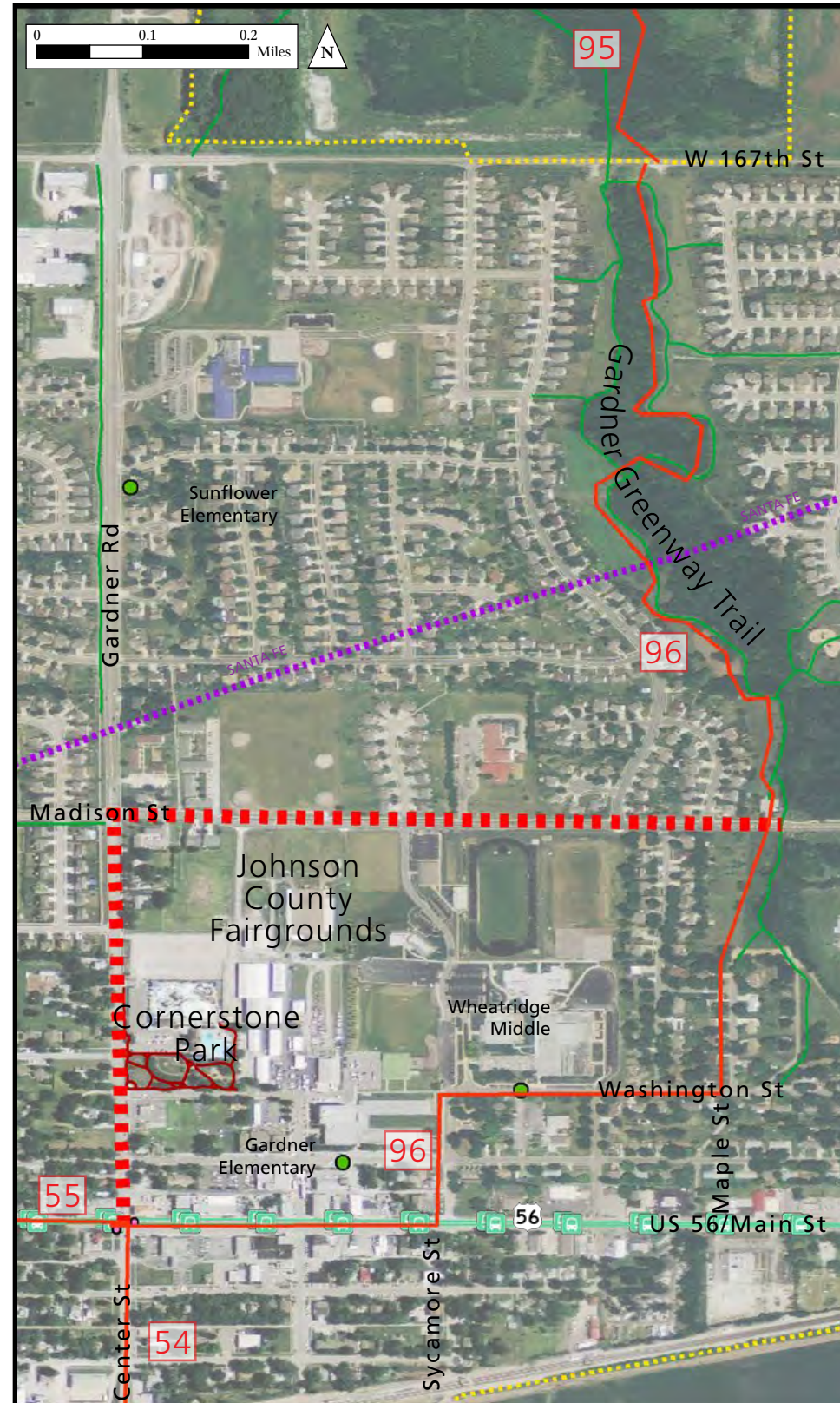


Gardner Greenway near Brookside Park, looking north. Photo: Vireo

Gardner: Segment 97

[Gardner map](#)

[Project area map](#)



0.88 miles. Madison Street west from Gardner Greenway Trail (middle of segment 96) to Center Street, then Center south to US Highway 56/Main Street.

ISSUES:

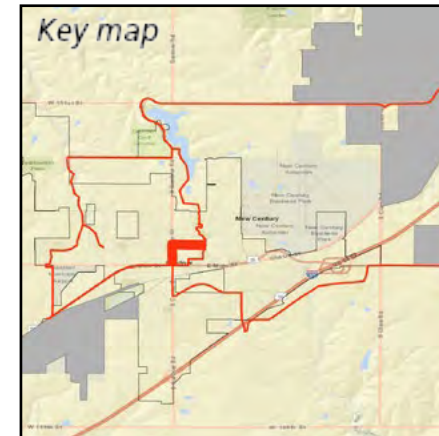
- There are sidewalks on one side of the road throughout this segment, but no side paths or bike lanes

CORRIDOR CONNECTIONS:

- Connects to extended trail network off of the Gardner Greenway Trail
- Connects to Cornerstone Park and Gardner Aquatic Center
- Connects surrounding neighborhoods to downtown attractions and businesses
- Passes alongside the Johnson County Fairgrounds
- Connects to transit at US Highway 56

RELATIONSHIP TO THE HISTORIC ROUTE:

This segment is slightly closer to the historic Santa Fe NHT Westport Route than the southern half of segment 96, and may be considered as an alternative.



LEGEND

- | | | | |
|--|-----------------------------------------|--|-----------------------------|
| | Proposed NHT alignment | | Shared use path |
| | Proposed NHT alignment - other segments | | Mountain bike trail |
| | Approximate historic trail route | | Equestrian trail |
| | City boundaries | | Bus & public transit routes |
| | Bike lane | | NHT sites |
| | Marked bike route | | NHT trailhead opportunities |
| | Marked share the road | | Schools |
| | Unmarked share the road | | Bus stops |
| | Pedestrian hiking trail | | Adjacent segment number |

Map data sources: see Appendix E, p. 212



Center St at Madison St, looking north, with sign erected by the Kansas City Area Historic Trails Association. Photo: Vireo

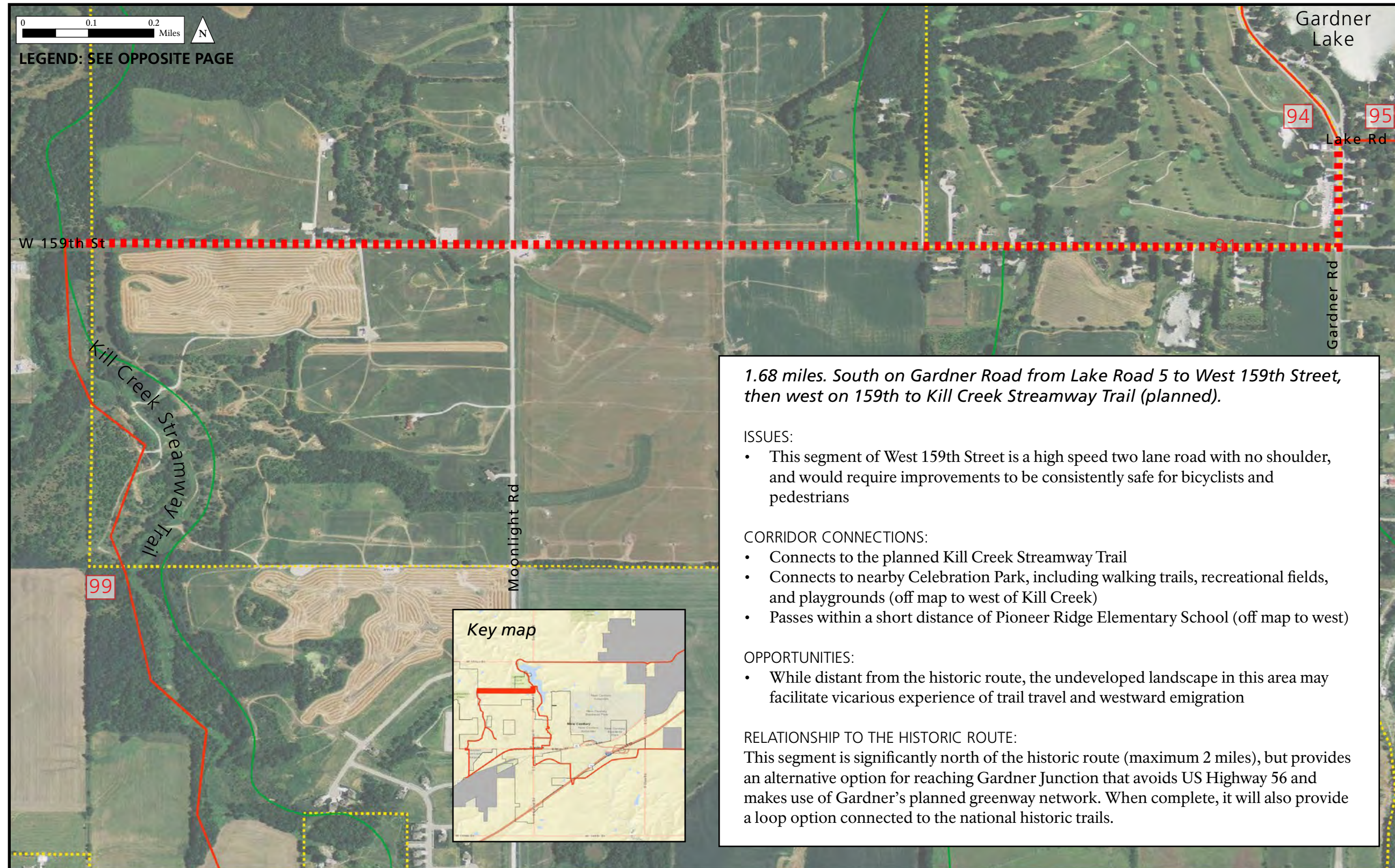


Center St at Washington St and Cornerstone Park, looking north. Photo: Vireo

Gardner: Segment 98

[Gardner map](#)

[Project area map](#)



1.68 miles. South on Gardner Road from Lake Road 5 to West 159th Street, then west on 159th to Kill Creek Streamway Trail (planned).

ISSUES:

- This segment of West 159th Street is a high speed two lane road with no shoulder, and would require improvements to be consistently safe for bicyclists and pedestrians

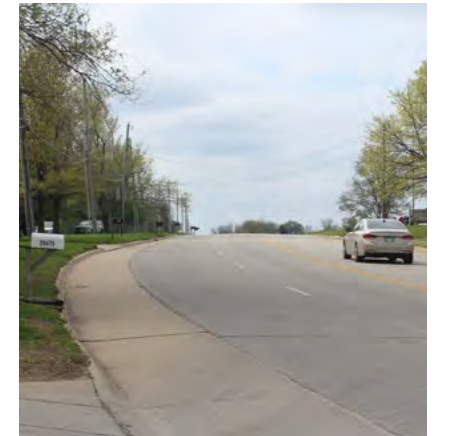
CORRIDOR CONNECTIONS:

- Connects to the planned Kill Creek Streamway Trail
- Connects to nearby Celebration Park, including walking trails, recreational fields, and playgrounds (off map to west of Kill Creek)
- Passes within a short distance of Pioneer Ridge Elementary School (off map to west)

OPPORTUNITIES:

- While distant from the historic route, the undeveloped landscape in this area may facilitate vicarious experience of trail travel and westward emigration

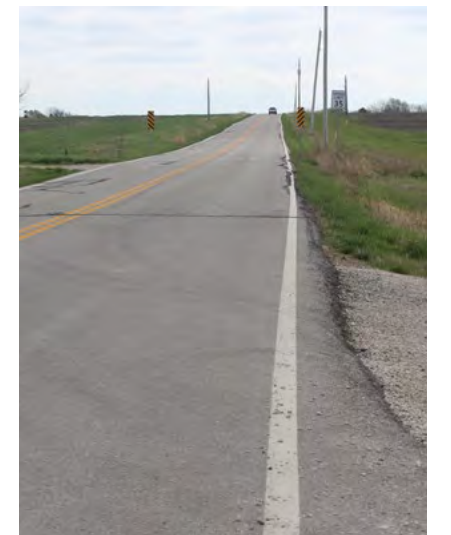
RELATIONSHIP TO THE HISTORIC ROUTE:
 This segment is significantly north of the historic route (maximum 2 miles), but provides an alternative option for reaching Gardner Junction that avoids US Highway 56 and makes use of Gardner's planned greenway network. When complete, it will also provide a loop option connected to the national historic trails.



Gardner Rd looking south.



159th St.



159th St. All photos: Vireo

Gardner: Segment 99

[Gardner map](#)

[Project area map](#)



1.07 miles. Kill Creek Streamway Trail (planned) southeast between West 159th and 167th Streets.

ISSUES:

- Kill Creek Streamway Trail is not yet constructed, but is a future proposed access route
- Pedestrian crosswalks may be needed at West 159th and 167th Streets

CORRIDOR CONNECTIONS:

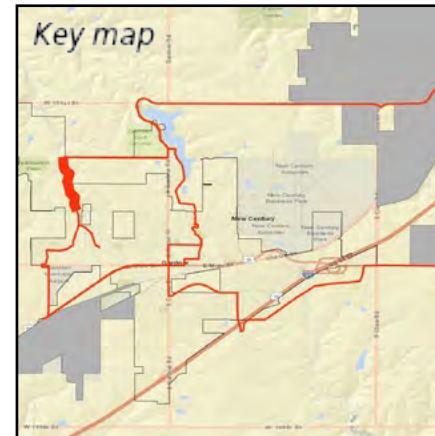
- Will connect to extended Streamway Trail north and south of this segment

OPPORTUNITIES:

- While distant from the historic route, the undeveloped landscape in this area may facilitate vicarious experience of trail travel and westward emigration
- If nearby land is developed, developer could be required by the city to assist in the implementation of trail elements

RELATIONSHIP TO THE HISTORIC ROUTE:

This segment is significantly north of the historic route (maximum 2 miles), but provides an alternative option for reaching Gardner Junction that avoids US Highway 56 and makes use of Gardner’s greenway network. When complete, it will also provide a loop option connected to the NHTs.



LEGEND

- | | | | |
|--|-----------------------------------------|--|-----------------------------|
| | Proposed NHT alignment | | Shared use path |
| | Proposed NHT alignment - other segments | | Mountain bike trail |
| | Approximate historic trail route | | Equestrian trail |
| | City boundaries | | Bus & public transit routes |
| | Bike lane | | NHT sites |
| | Marked bike route | | NHT trailhead opportunities |
| | Marked share the road | | Schools |
| | Unmarked share the road | | Bus stops |
| | Pedestrian hiking trail | | Adjacent segment number |

Map data sources: see Appendix E, p. 212



Looking north from W 167th St toward route of proposed trail. Photo: Vireo



Looking south from W 159th St toward route of proposed trail. Photo: Vireo

Gardner: Segment 100

[Gardner map](#)

[Project area map](#)



1.41 miles. Kill Creek Streamway Trail (planned) from West 167th Street to West 172nd Street; south on Jennifer Street to West 175th Street.

ISSUES:

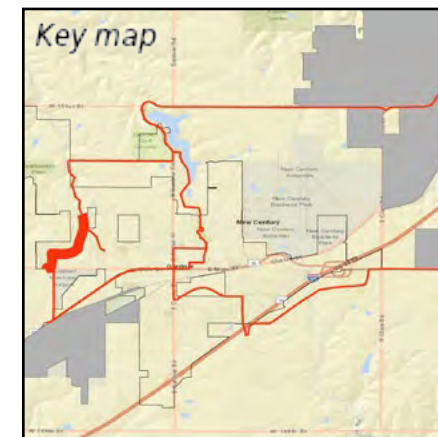
- Kill Creek Streamway Trail is not yet constructed but is a future proposed access route
- Pedestrian crosswalks may be needed at West 167th and 175th Streets

CORRIDOR CONNECTIONS:

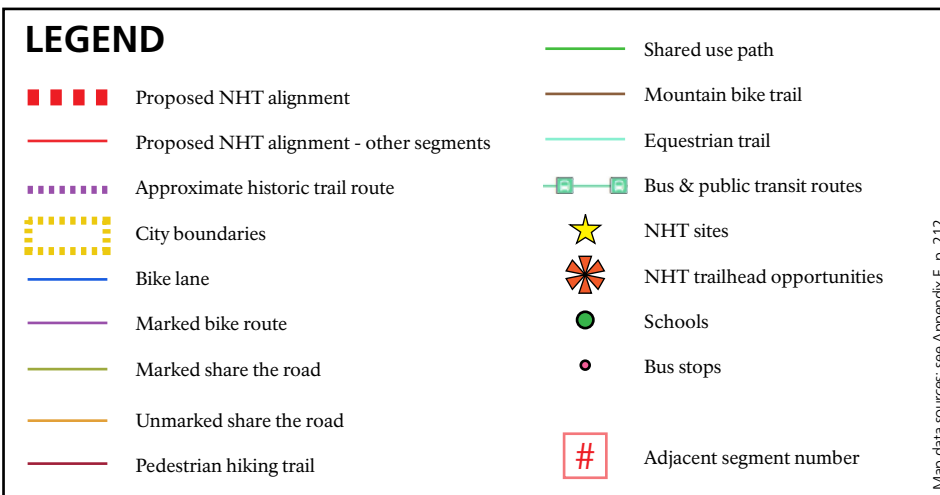
- Will connect to extended Streamway Trail north and south of this segment

OPPORTUNITIES:

- While distant from the historic route, the undeveloped landscape in this area may facilitate vicarious experience of trail travel and westward emigration
- If land is developed, developer could be required to assist in the implementation of trail elements



RELATIONSHIP TO THE HISTORIC ROUTE:
This segment is significantly north of the historic route (maximum 1.2 miles), but provides an alternative option for reaching Gardner Junction that avoids US Highway 56 and makes use of Gardner’s planned greenway network. When complete, it will also provide a loop option connected to the national historic trails.



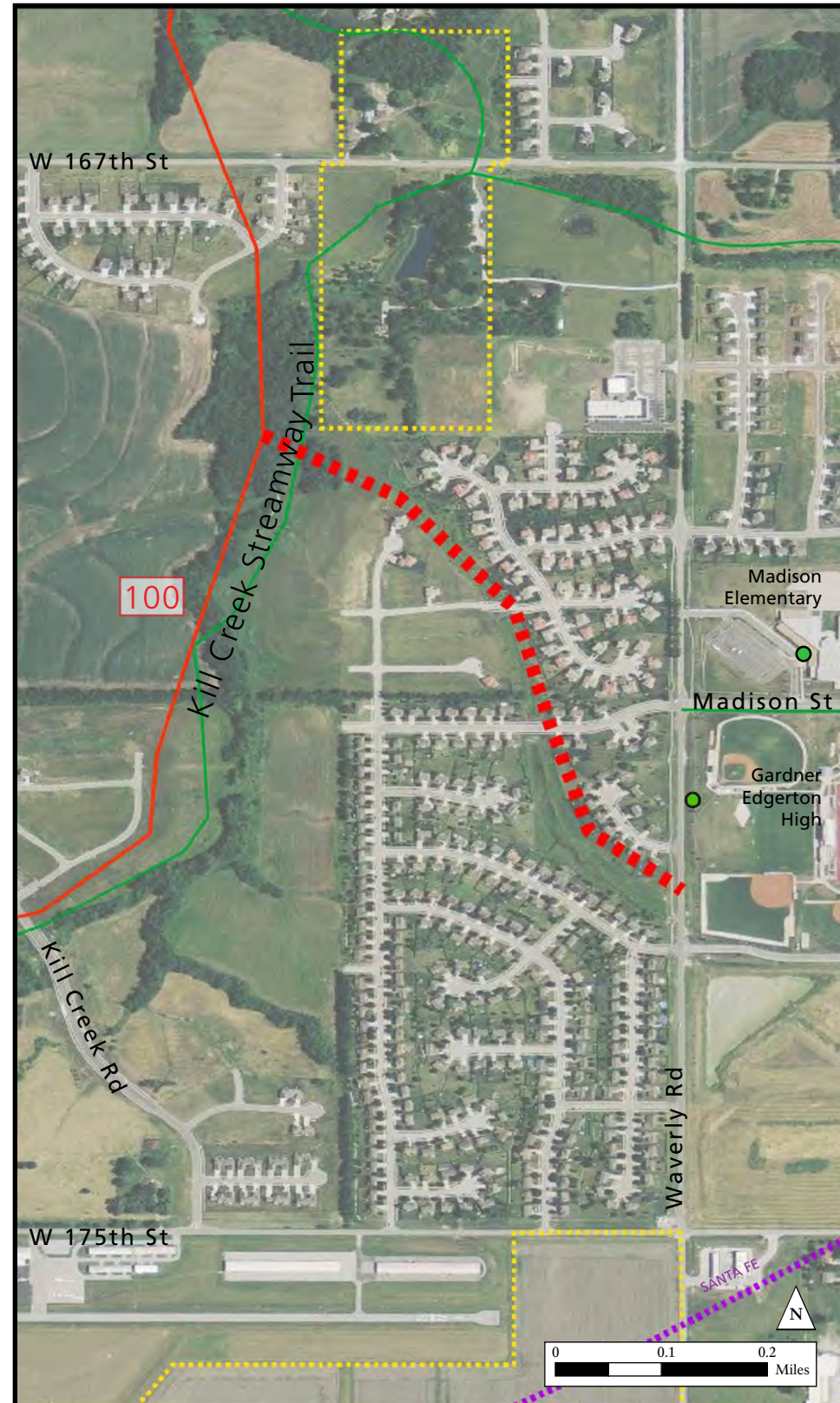
Looking south from West 167th St toward route of proposed trail. Photo: Vireo



Looking south from south end of Jennifer St toward route of proposed trail. Photo: Vireo

Gardner: Segment 101

[Gardner map](#) [Project area map](#)



0.55 miles. Off-street connector trail southeast from Kill Creek Streamway Trail to Waverly Road.

ISSUES:

- This trail does not yet exist but is a future proposed access route

CORRIDOR CONNECTIONS:

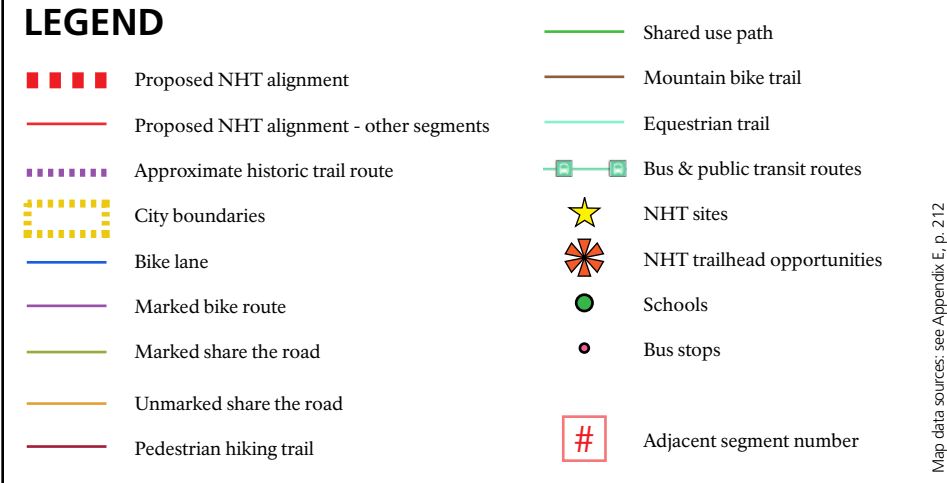
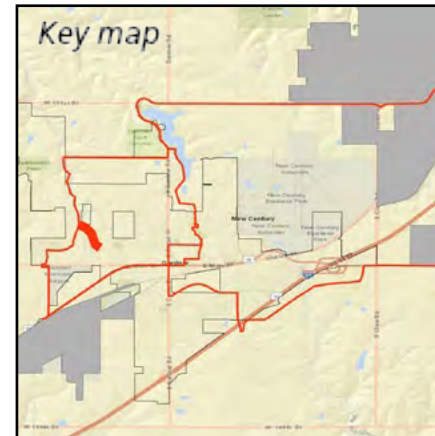
- Connects to greater Kill Creek Streamway Trail to north and south
- Connects to Gardner Edgerton High School and Madison Elementary
- Links trail access to surrounding neighborhoods to the east

OPPORTUNITIES:

- This segment is an existing drainage channel and a trail could provide a buffered streamway edge for native habitats

RELATIONSHIP TO THE HISTORIC ROUTE:

This segment does not approximate a historic route, but provides a connector from neighborhoods and Gardner-Edgerton High School to the proposed trail route.



Looking north from Madison St toward route of proposed trail. Photo: Vireo

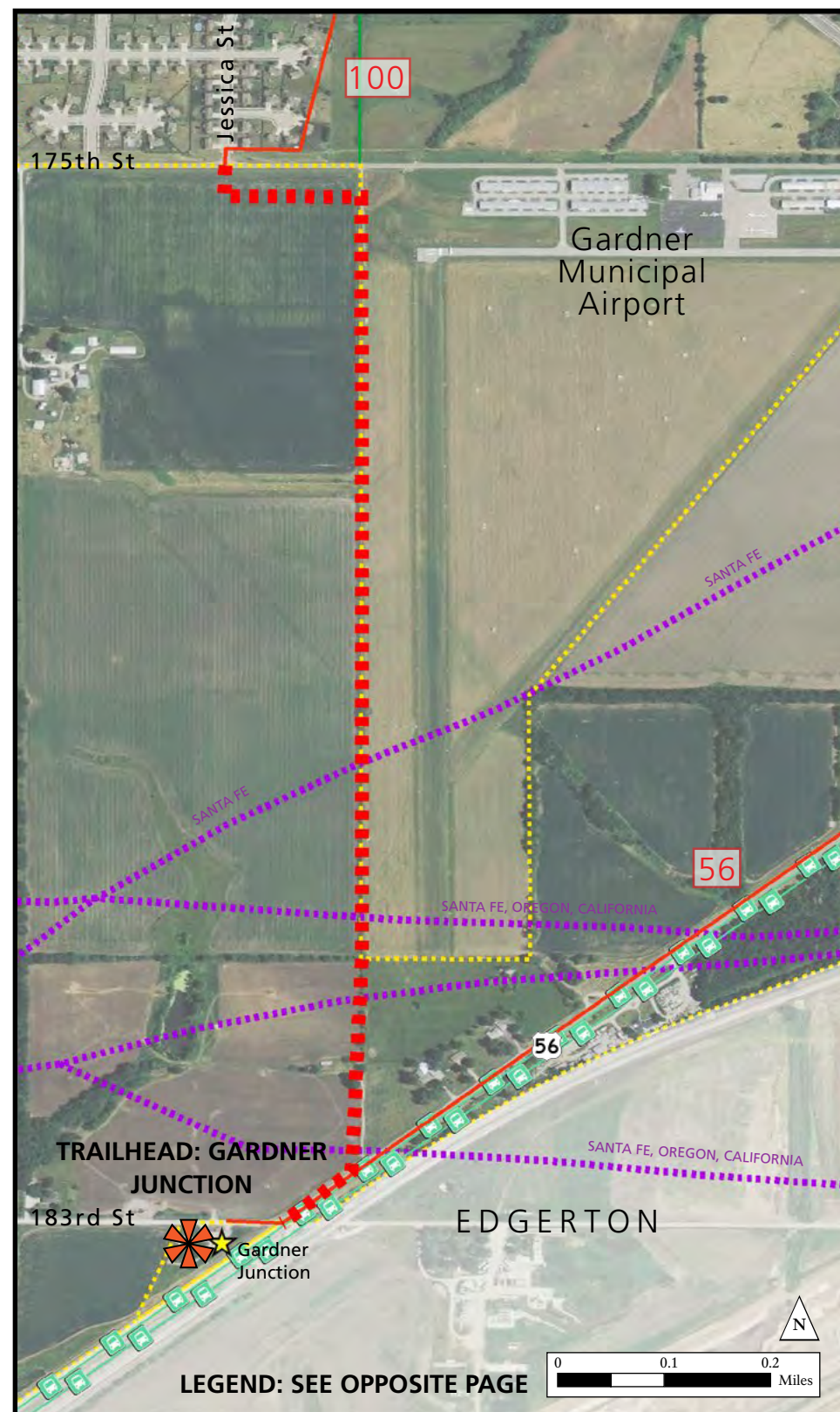


Looking south from Madison St toward route of proposed trail. Photo: Vireo

Gardner: Segment 102

[Gardner map](#)

[Project area map](#)



1.12 miles. East on West 175th Street to section line and current Gardner city boundary with unincorporated Johnson County, south along section line to US Highway 56, then southwest on US 56 to West 183rd Street and Gardner Junction.

ISSUES:

- Most of this segment is not currently on a public right-of-way but is a future proposed access route
- Future design on this segment will need to account for and mitigate any issues associated with the trail’s proximity to the airport

CORRIDOR CONNECTIONS:

- Connects to Gardner Junction
- May connect to transit at US Highway 56 and Gardner Junction if future stops are added on this transit route

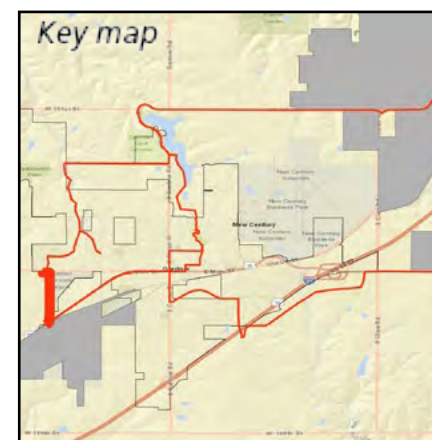
OPPORTUNITIES:

- Gardner Junction is the end point of this planning project, and the point where the Oregon and California NHT diverge from the Santa Fe NHT. It is an already developed interpretive park in the general area of this historic trail junction with limited parking, a small kiosk with information/orientation panels, native plantings, and some trail-related interpretive exhibits; it is a candidate for a major trailhead (Level II or III, page 162)
- Expansion of Gardner Junction trailhead site onto other surrounding available land closer to the historic junction point may be a possibility
- The undeveloped landscape in this area facilitates historical interpretation or vicarious experience of trail travel and westward emigration

P. 162

RELATIONSHIP TO THE HISTORIC ROUTE:

This segment is north of the historic route (maximum 0.5 miles), but provides an alternative option for reaching Gardner Junction that avoids US Highway 56 and makes use of Gardner’s greenway network. When complete, it will also provide a loop option connected to the national historic trails.



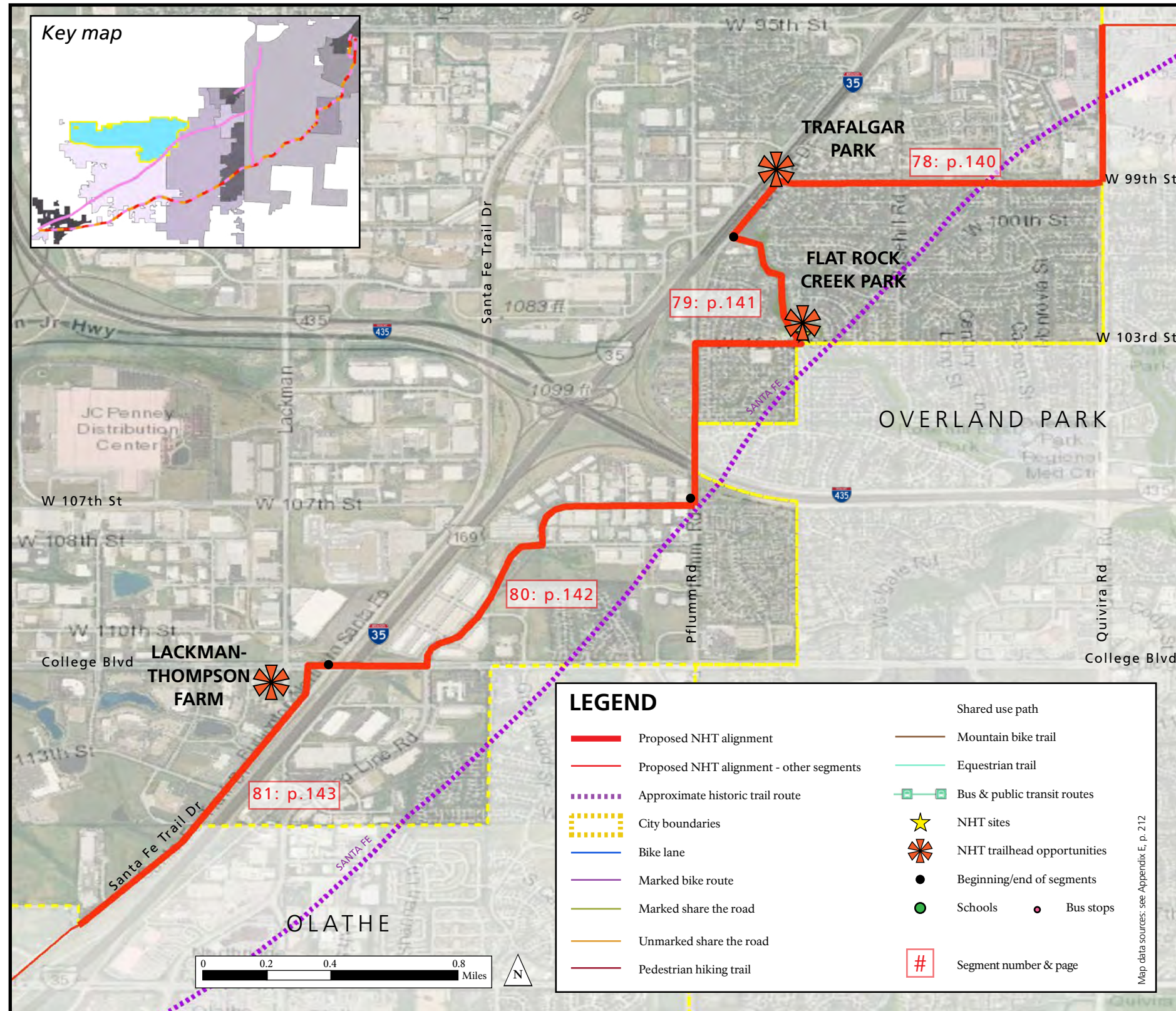
Looking south from W 175th St toward proposed new road and trail route. Photo: Vireo



Looking south from Jessica St toward proposed new trail crossing. Photo: Vireo

Lenexa: overview

[Project area map](#)



As the Westport Route crosses over Lenexa's boundaries with Olathe and Overland Park several times, approximately 2.75 or 3 miles of the historic route of the Santa Fe National Historic Trail is within or just adjacent to Lenexa. The planned route approximates the historic route within a half a mile or less, and navigates two major freeway crossings via existing road overpasses or underpasses.

The trail primarily overlaps public transit along College Avenue, with access to multiple bus lines available there.

Trail access may be provided at Trafalgar Park, Flat Rock Creek Park (also a known campsite and creek crossing on the Santa Fe Trail), and the Lackman-Thompson Farm. All of these sites, however, either have limited parking, limited hours, or both, so without major changes of purpose all three would likely be minor trailheads rather than primary points of access (Level I, page 162).

[P. 162](#)

The final length of the proposed retracement routes within Lenexa is 4.93 miles.

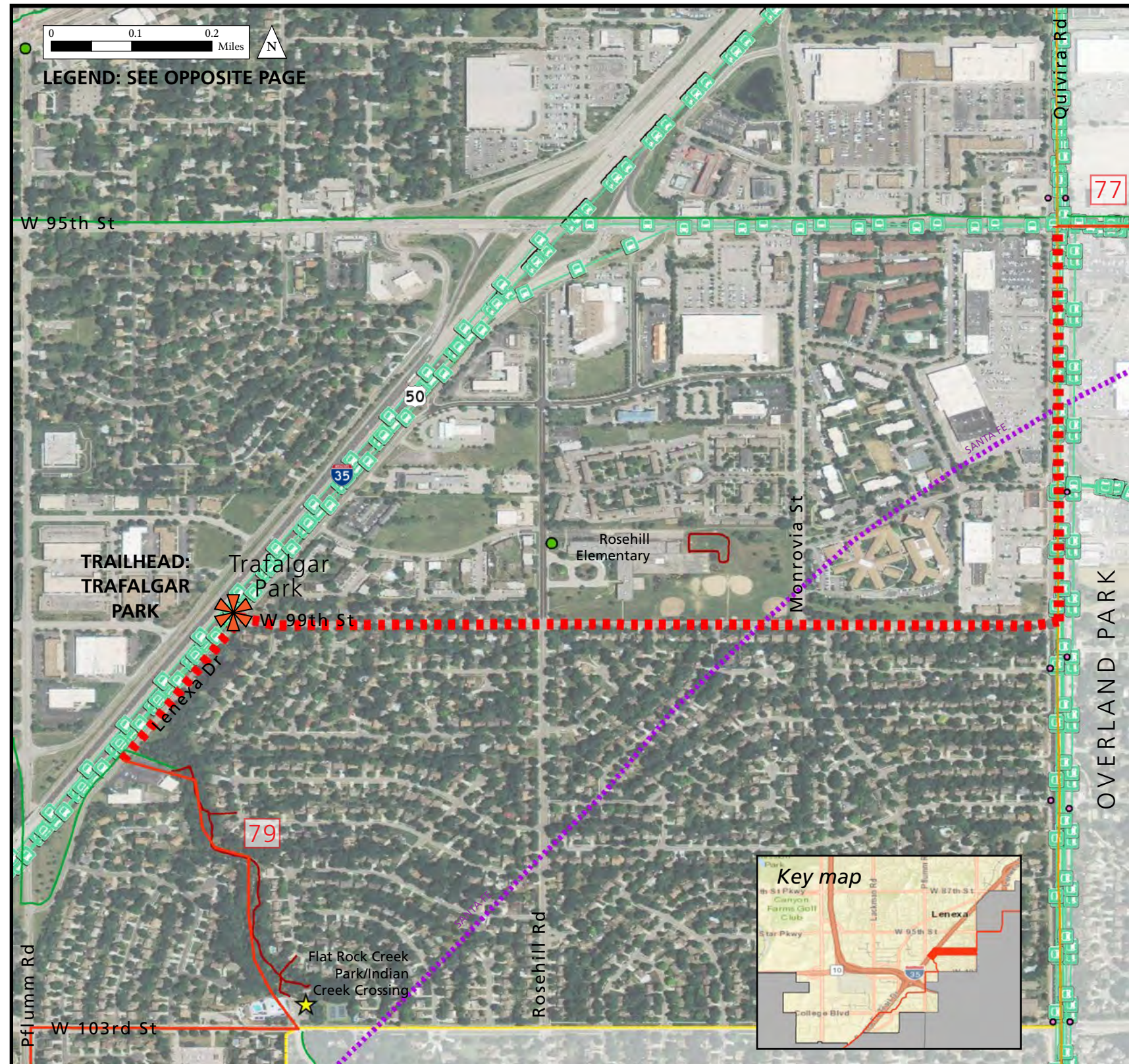


Lackman house at Lackman Thompson Farm (1885). Photo: NPS

Lenexa: Segment 78

[Lenexa map](#)

[Project area map](#)



1.50 miles. South on Quivira Road between West 95th and 99th Streets. West on 99th to Lenexa Drive, then southwest on Lenexa Drive to beginning of neighborhood trail next to Providence Community Church parking lot.

ISSUES:

- Multi-lane traffic on Quivira Road, and only sidewalks available, no bike lanes
- Sidewalks only on West 99th Street, although there is a wide road right-of-way
- Currently there are no shoulders or sidewalks on Lenexa Drive

CORRIDOR CONNECTIONS:

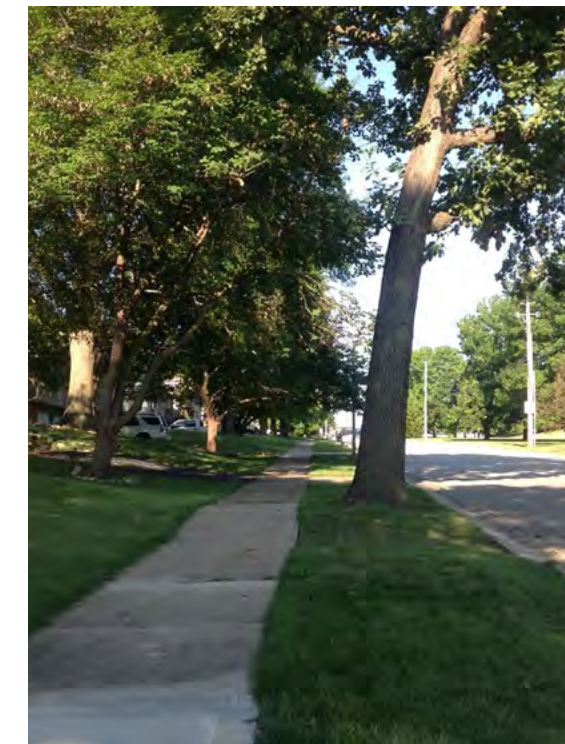
- Connects to Rosehill Elementary School
- Connects to Trafalgar Park
- Connects to existing neighborhood multi-use path (segment 79)
- Connects to transit along Quivira Road and at West 95th Street

OPPORTUNITIES:

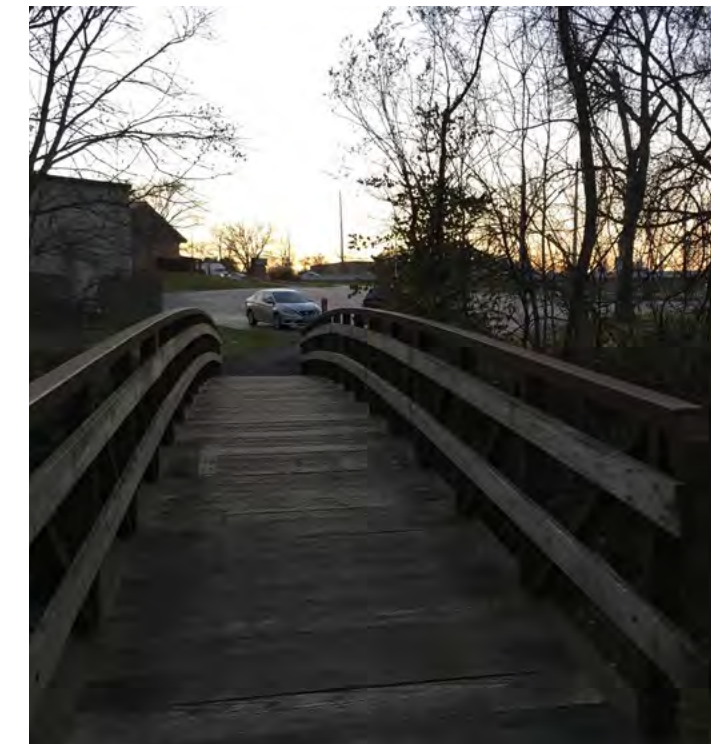
- Existing off-road neighborhood path between Lenexa Drive and Flat Rock Creek Park

RELATIONSHIP TO THE HISTORIC ROUTE:

This route approximates the historic route at a distance of 0.40 miles or less. It primarily deviates from the historic route to use existing road right-of-ways or connect to existing multi-use trail.



Sidewalk on W 99th St looking east.

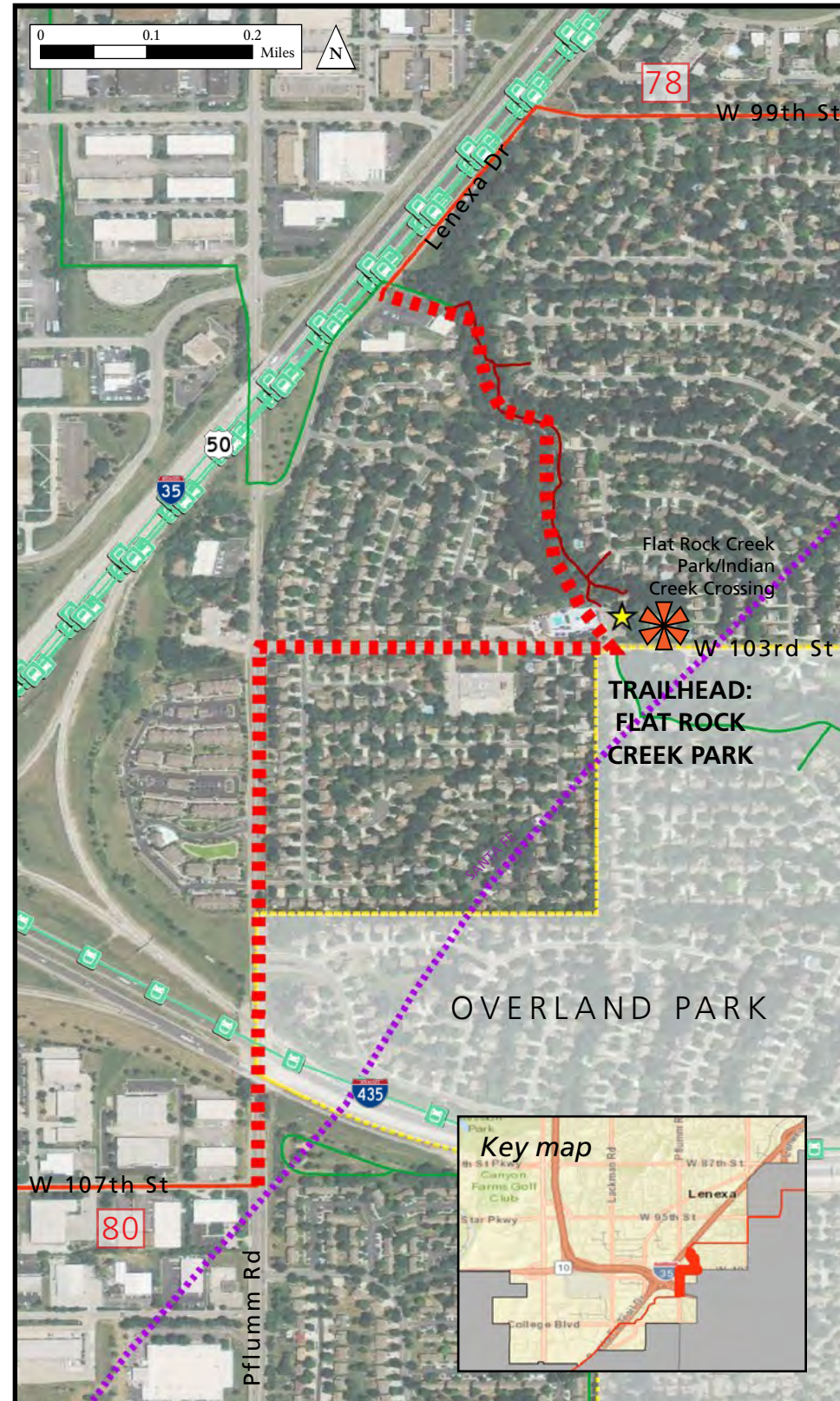


Pedestrian bridge at southwest end of this segment. Photos: NPS

Lenexa: Segment 79

[Lenexa map](#)

[Project area map](#)



1.19 miles. Neighborhood trail from Lenexa Drive to Flat Rock Creek Park, West 103rd Street from Flat Rock Creek Park to Pflumm Road, then south on Pflumm under Interstate 435 to West 107th Street.

ISSUES:

- Sidewalks only on West 103rd Street and Pflumm Road

CORRIDOR CONNECTIONS:

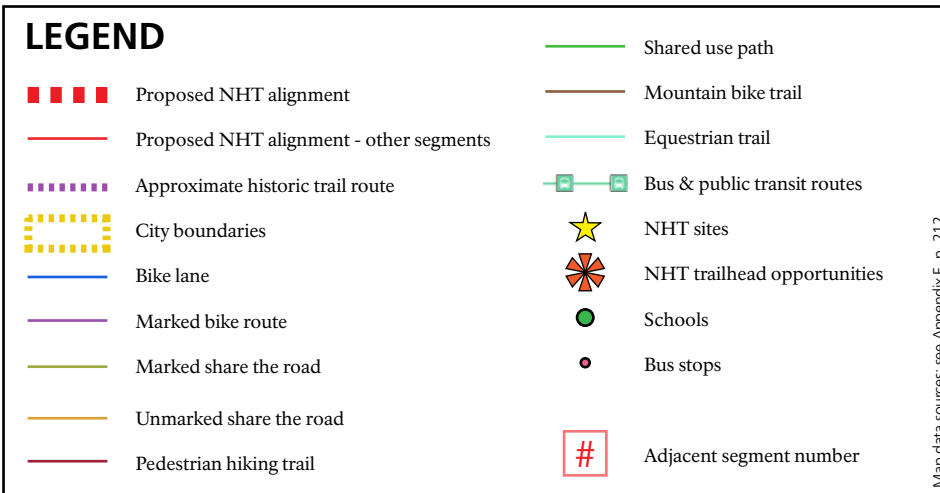
- Connects to Flat Rock Creek Park/Indian Creek Crossing, including the aquatic center and an exhibit interpreting the trail history of this site
- Connects to multi-use trails to the southeast into Overland Park and along Flat Rock Creek

OPPORTUNITIES:

- Existing neighborhood path between Lenexa Drive and Flat Rock Creek Park
- Flat Rock Creek Park has very limited parking, but its inclusion of a historic trail creek crossing with interpretation and access to the neighborhood trail makes it a good candidate for a minor national historic trail trailhead; there may also be an opportunity to develop an enhanced national historic trail experience at this location

RELATIONSHIP TO THE HISTORIC ROUTE:

This segment is to the northwest of the historic route, but no more than 0.25 miles away at any point. It follows this route to make use of existing neighborhood multi-use trail and the Pflumm Road underpass of Interstate 435.



Neighborhood multi-use trail near Lenexa Dr, looking southeast. Photo: NPS



W 103rd St at Flat Rock Park looking east. Photo: NPS

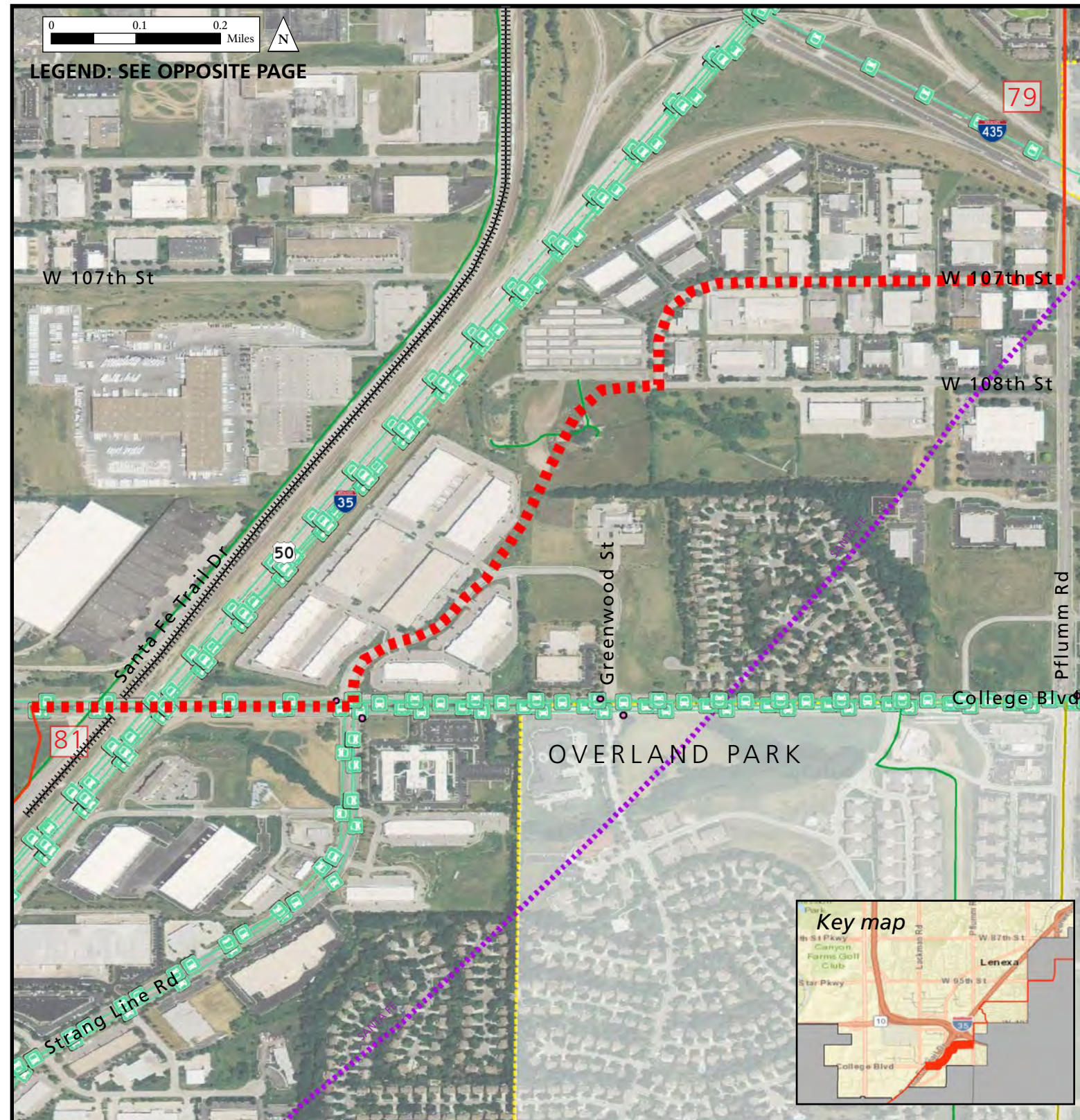


Pflumm Rd near W 105th St looking south, with Kansas City Area Historic Trails Association sign. Photo: Vireo

Lenexa: Segment 80

[Lenexa map](#)

[Project area map](#)



1.21 miles. West on West 107th Street to West 108th Street, southwest along future proposed connection to Strang Line Road, Strang Line southwest to College Boulevard, then College west over Interstate 35/US Highway 50 to Santa Fe Trail Drive.

ISSUES:

- No sidewalks or shoulders on West 107th Street
- Sidewalks only on Strang Line Road
- Multi-lane traffic on College Boulevard, sidewalks only
- Conceptual alignment crosses private property between West 108th Street and Strang Line Road, and may need to be adjusted based on future area development

CORRIDOR CONNECTIONS:

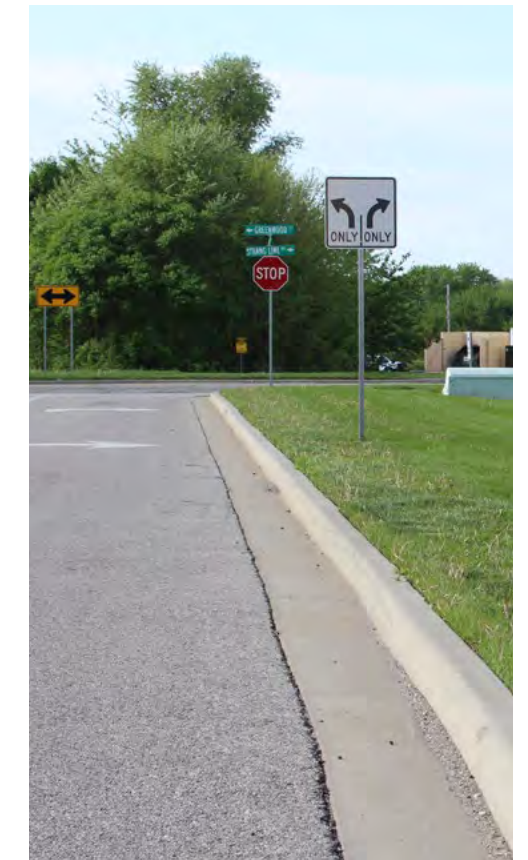
- Connects to planned multi-use trail to northeast on Santa Fe Trail Drive
- Connects to transit along College Boulevard

OPPORTUNITIES:

- The College Boulevard bridge over Interstate 435 and railroad tracks already has protected walkways along both directions of traffic
- If further development occurs along Strang Line Road, developer could be required to assist in the implementation of trail elements

RELATIONSHIP TO THE HISTORIC ROUTE:

This route closely parallels the historic route at an average distance of around 0.25 miles.



Strang Line Rd near Greenwood looking southwest. All photos: Vireo

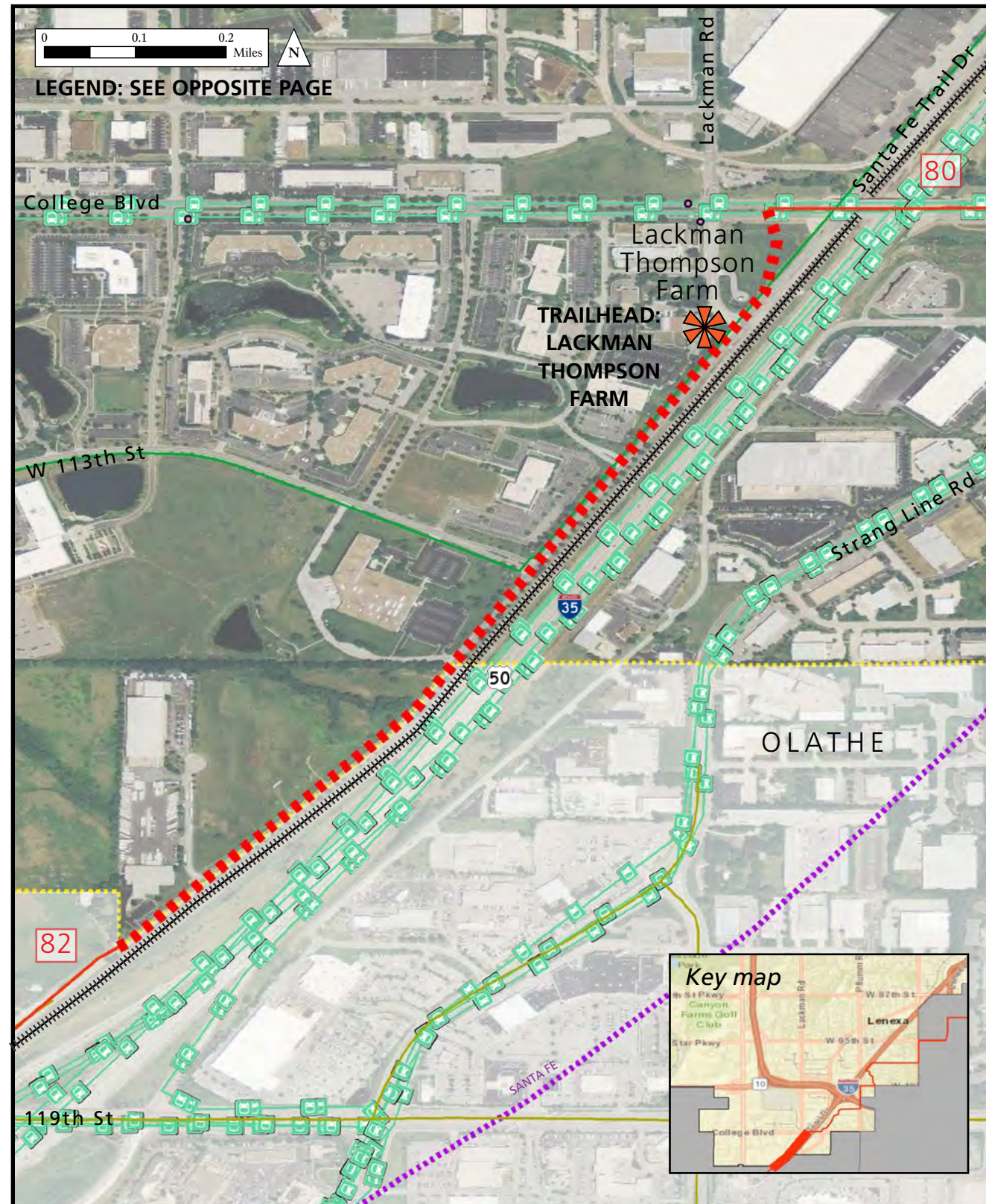


Intersection of W 107th and 108th Sts looking south toward proposed road (left) and W 107th St near Pflumm Rd looking west (right).

Lenexa: Segment 81

[Lenexa map](#)

[Project area map](#)



1.03 miles. Down slope from College Boulevard to Santa Fe Trail Drive; southwest on Santa Fe Trail Drive to boundary with Olathe.

ISSUES:

- No sidewalks or shoulders on most of this segment

CORRIDOR CONNECTIONS:

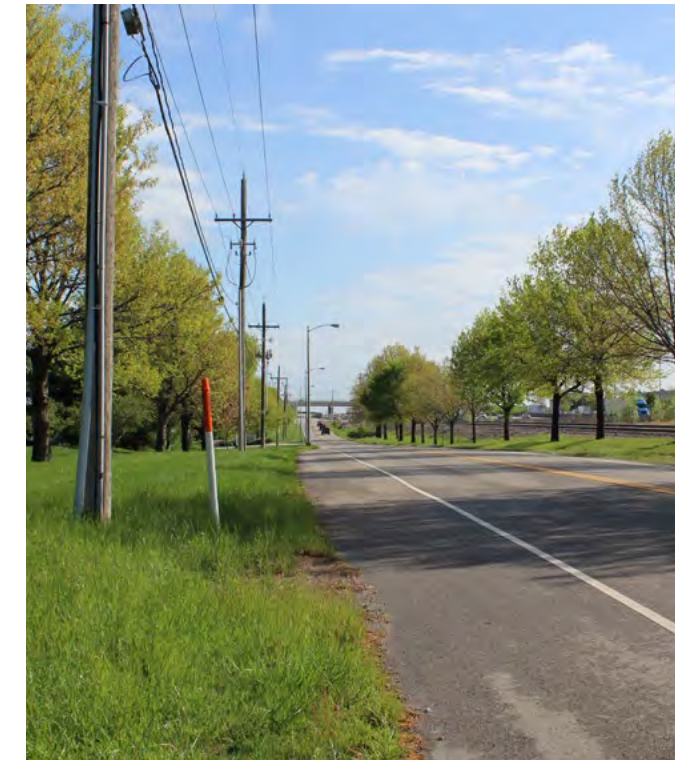
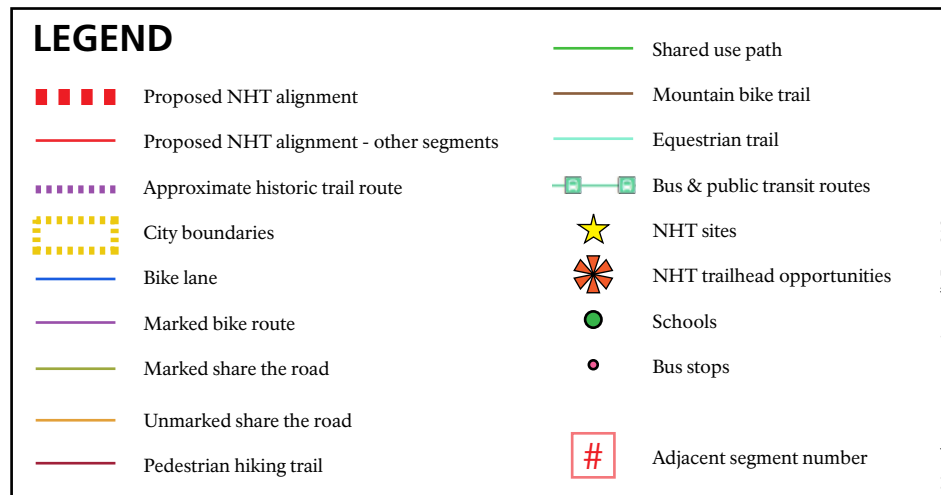
- Connects to proposed side paths on Santa Fe Trail Drive to the northeast, and West 113th Street to the west
- Travels alongside the Lenexa Chamber of Commerce and Lenexa Conference Center at the Lackman Thompson Farm
- Connects to transit at College Boulevard

OPPORTUNITIES:

- The Lackman Thompson Farm is a public facility owned by the City of Lenexa; although it is only open certain hours and has limited parking, it could be a good opportunity for a minor NHT trailhead
- The hillside southwest of College Boulevard overpass is largely undevelopable yet is currently covered with prairie vegetation; this area could help connect trail users to the historic landscape

RELATIONSHIP TO THE HISTORIC ROUTE:

This segment parallels the historic route on the opposite side of Interstate 35, approximately 0.25 miles away. This alignment (segments 80–82) was chosen by Lenexa and Olathe to capitalize on an existing safe crossing at College Boulevard in Lenexa, and utilize a relatively undeveloped road right-of-way along Kansas City Road (which offers opportunities for trail specific improvement in the long term).



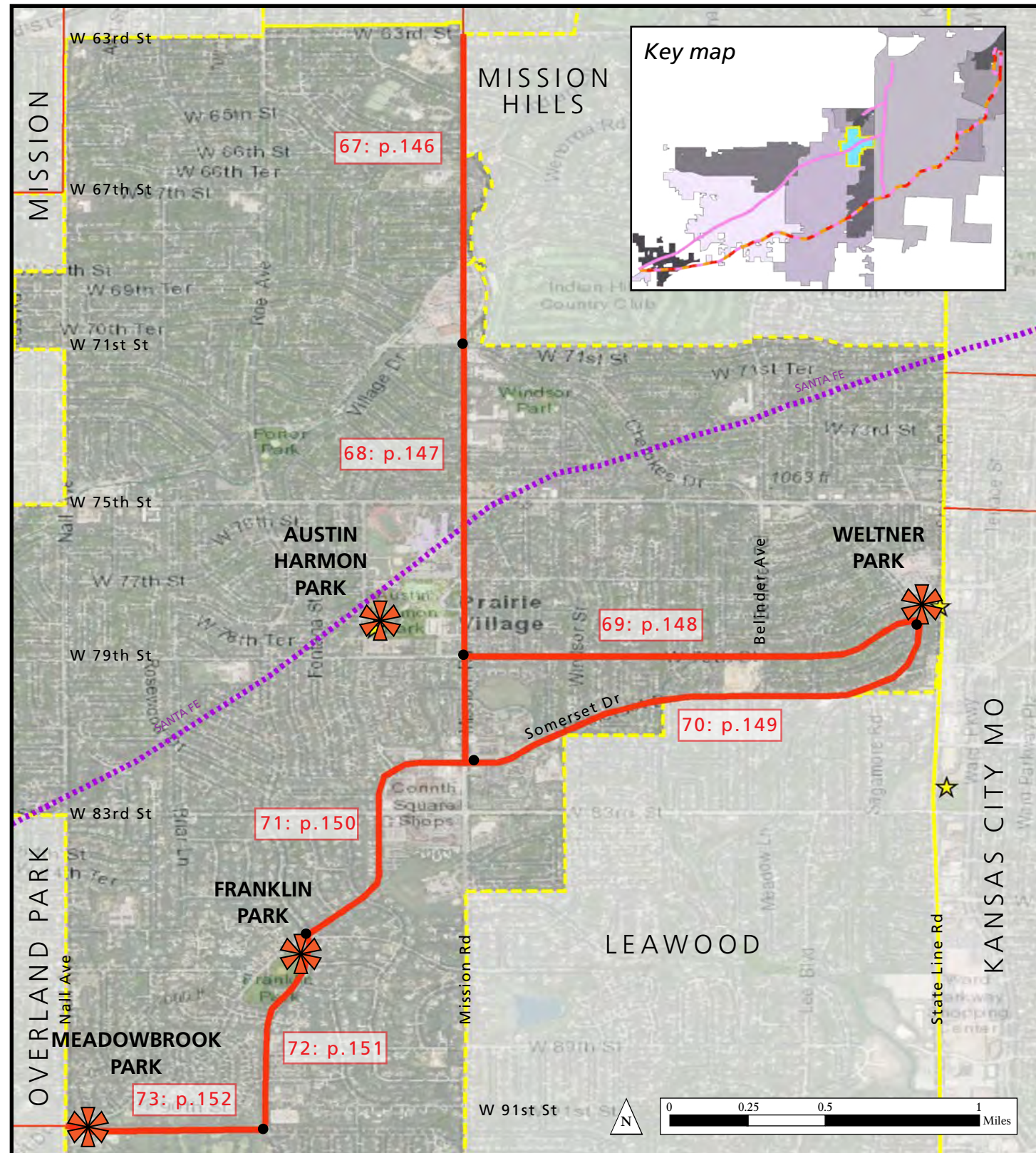
Santa Fe Trail Dr near W 113th St looking northeast. Photo: Vireo



Looking north at proposed trail route from College Blvd bridge over I-35 to Santa Fe Trail Dr. Photo: Vireo

Prairie Village: overview

Project area map



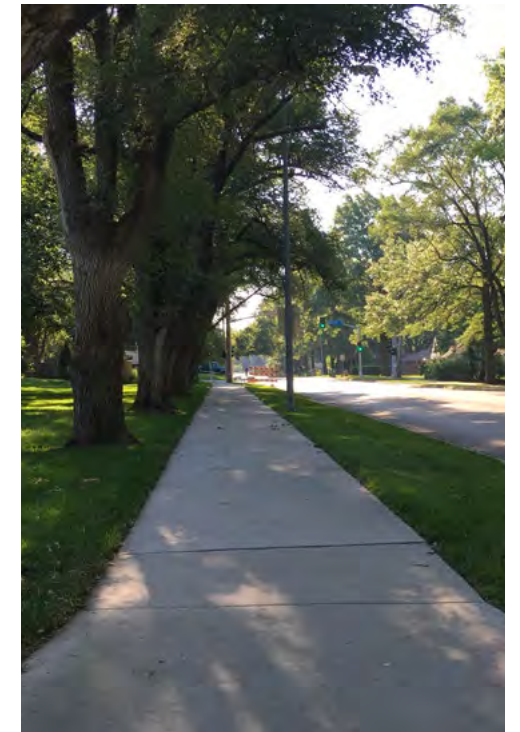
The City of Prairie Village includes approximately 2.75 miles of the historic Westport Route (Santa Fe National Historic Trail). The planned route is organized primarily around the two known historic trail sites in Prairie Village (9 Mile Point at Weltner Park and the trail swales at Santa Fe Trail Park/Austin Harmon Park) and capitalizing on existing trail and other recreation infrastructure that already exists within the city.

Aside from the north-south segment along Mission Road to make the connection with a potential future extension of the upper Westport Route, the proposed trail route parallels the historic route at an average distance of around 0.75 miles. However, 9 Mile Point was identified as a historic site through study of the 1823 Joseph Brown survey of the Kansas-Missouri line. At 9 Mile Point, that survey found signs of the passage of the wagons in the first train to Santa Fe in 1822. Although the route followed by the planned trail is somewhat distant from the congressionally designated historic route of the Santa Fe NHT, east of Mission Road it is still approximating one of the earliest routes used in trading between Missouri and Santa Fe.

The trail connects to public transit at State Line Road near Weltner Park and at Nall Avenue and West 91st Street on the boundary with Overland Park.

Trail access may be provided at Weltner Park, Austin Harmon Park, Franklin Park, and/or Meadowbrook Park. Weltner Park in particular has limited parking available so would be a minor trailhead (Level I, page 162), but offers NHT interpretive exhibits and could be a good opportunity to access the trail via public transit along State Line Road. P. 162

The final length of the proposed retracement routes within Prairie Village, including both alternatives on West 79th Street and Somerset Drive, is 6.86 miles.

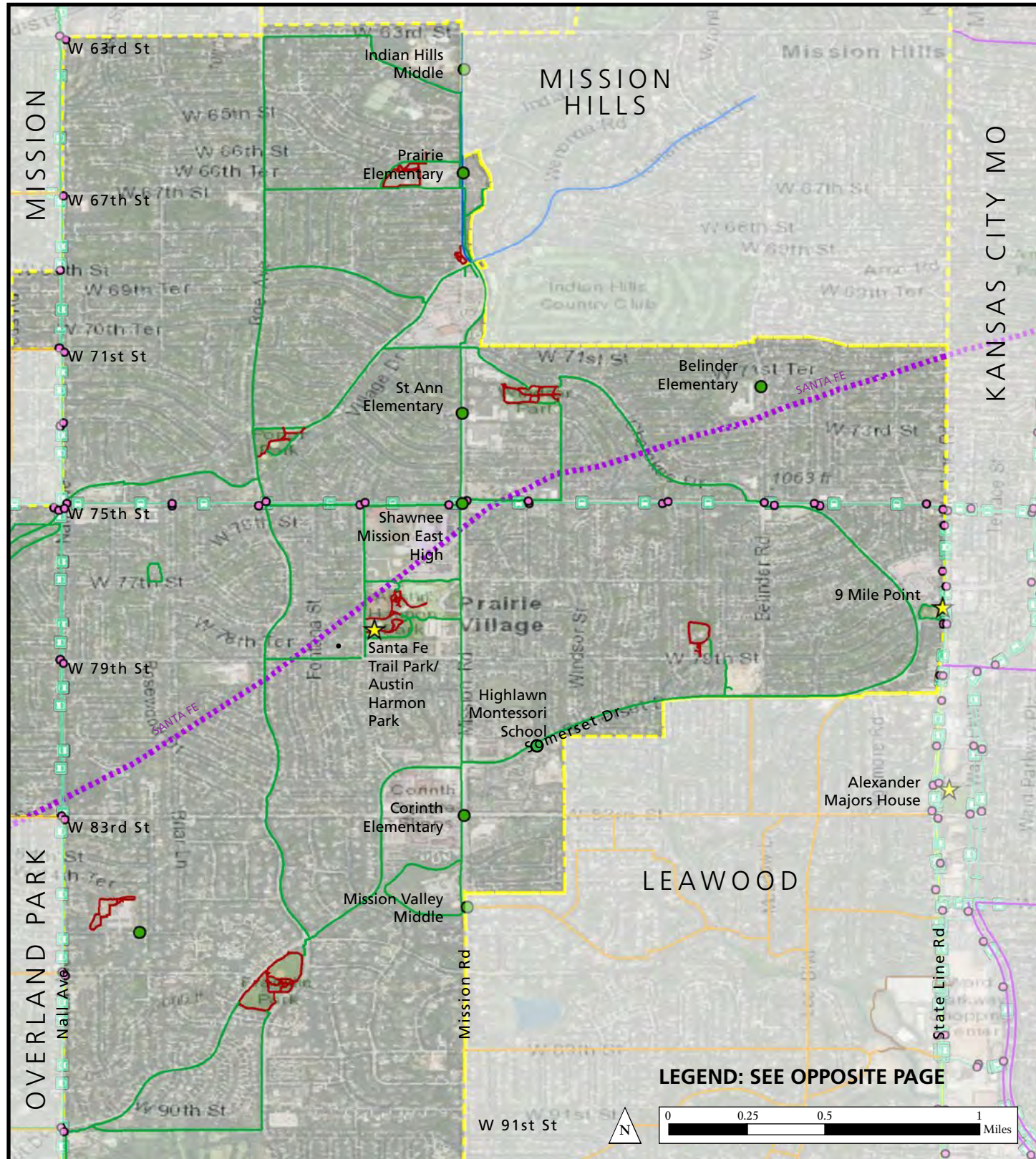


Somerset Dr near Belinder Ave looking west



Trail in Franklin Park, looking southwest.
Photos: NPS

Prairie Village: overview

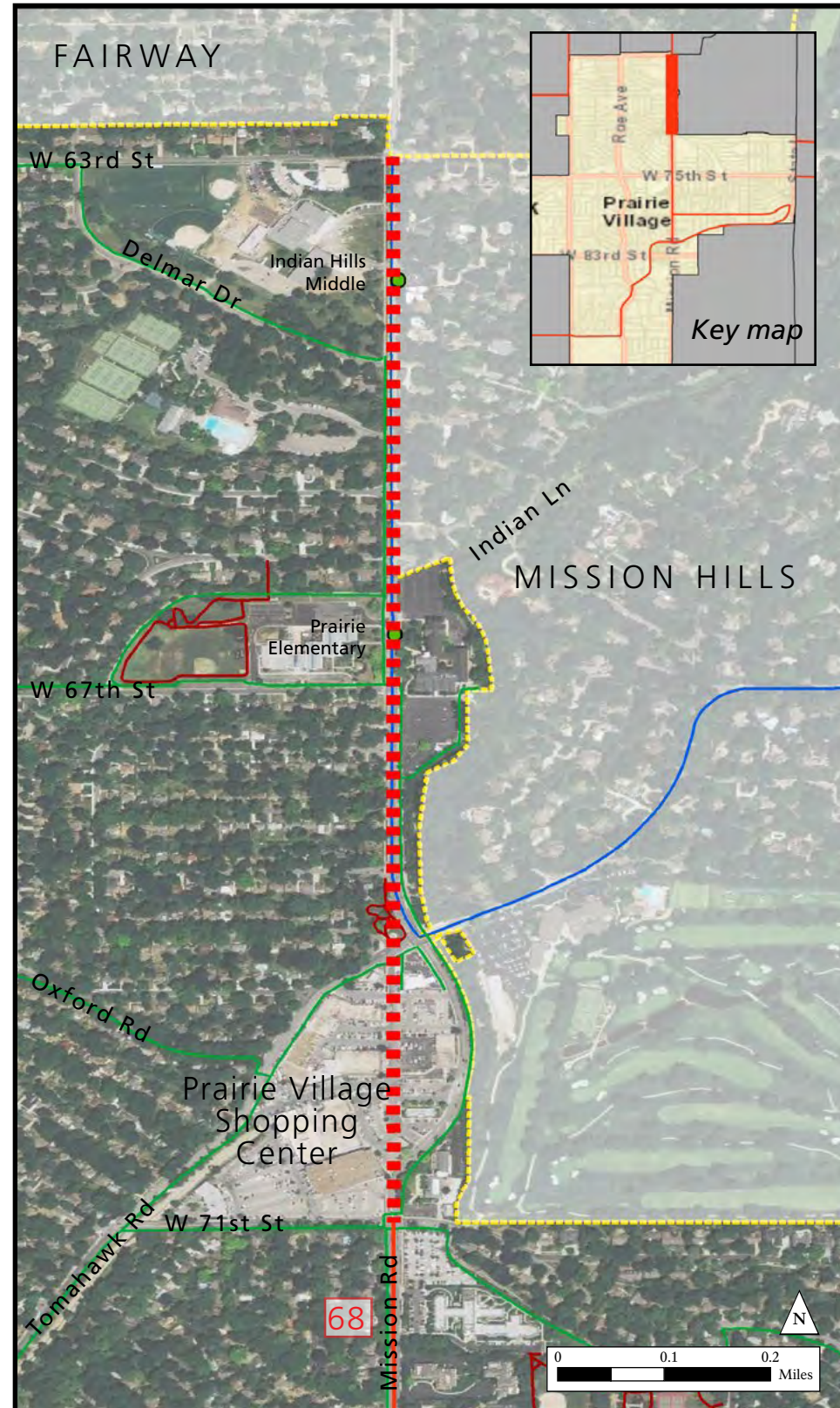


Somerset Dr at Ensley Ln looking west (top); W 79th St just west of Weltner Park, looking west (center); swales in Harmon Park (bottom). Photos: NPS

Prairie Village: Segment 67

[Prairie Village map](#)

[Project area map](#)



1.00 miles. Mission Road from West 63rd Street to Tomahawk Road, then Mission Lane through Prairie Village shopping center to West 71st Street.

ISSUES:

- A sidewalk exists along the west side of Mission Road throughout this segment, but no side paths or bicycle infrastructure

CORRIDOR CONNECTIONS:

- Connects to various existing or planned multi-use trails to the west into Prairie Village, along Delmar Drive, West 67th Street, Oxford Road, West 71st Street, and the Brush Creek Trail/Tomahawk Road
- Connects to Indian Hills Middle School and Prairie Elementary School, which could benefit from additional pedestrian connections to surrounding neighborhoods
- Provides pedestrian/bicycle access to the businesses at Prairie Village shopping center

RELATIONSHIP TO THE HISTORIC ROUTE:

This segment is between the upper and lower Westport Routes and over 0.5 miles away from either at its closest point. However, it is included in the plan as a proposed connector between the two routes.



Mission Rd south of W 63rd St, looking north. Photo: NPS



Mission Rd near W 68th St, looking south. Photo: NPS



Route through Prairie Village shopping center, looking north. Photo: NPS

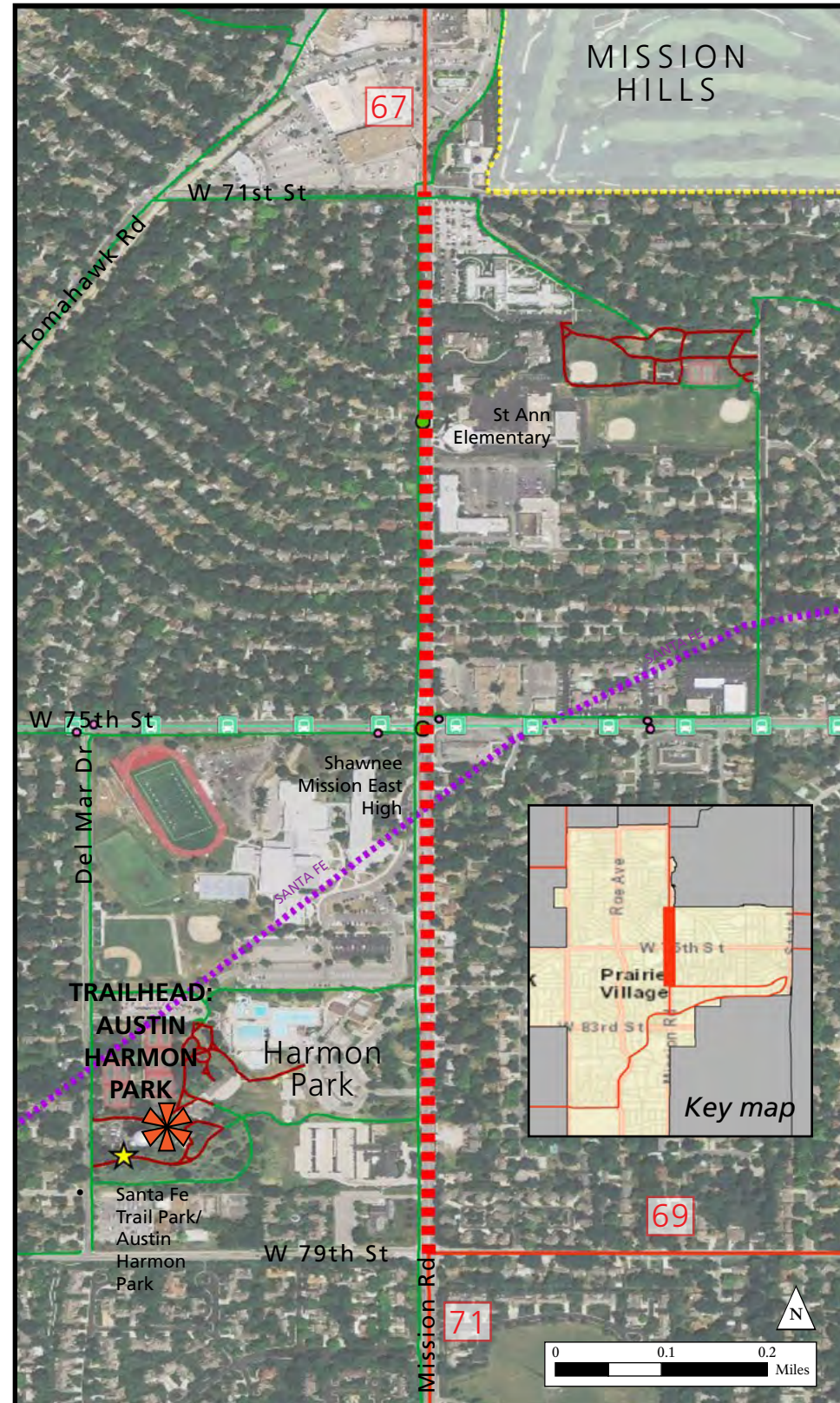
LEGEND	
	Proposed NHT alignment
	Proposed NHT alignment - other segments
	Approximate historic trail route
	City boundaries
	Bike lane
	Marked bike route
	Marked share the road
	Unmarked share the road
	Pedestrian hiking trail
	Shared use path
	Mountain bike trail
	Equestrian trail
	Bus & public transit routes
	NHT sites
	NHT trailhead opportunities
	Schools
	Bus stops
	Adjacent segment number

Map data sources: see Appendix E, p. 212

Prairie Village: Segment 68

[Prairie Village map](#)

[Project area map](#)



1.00 miles. South on Mission Road proposed side path between West 71st and 79th Streets.

CORRIDOR CONNECTIONS:

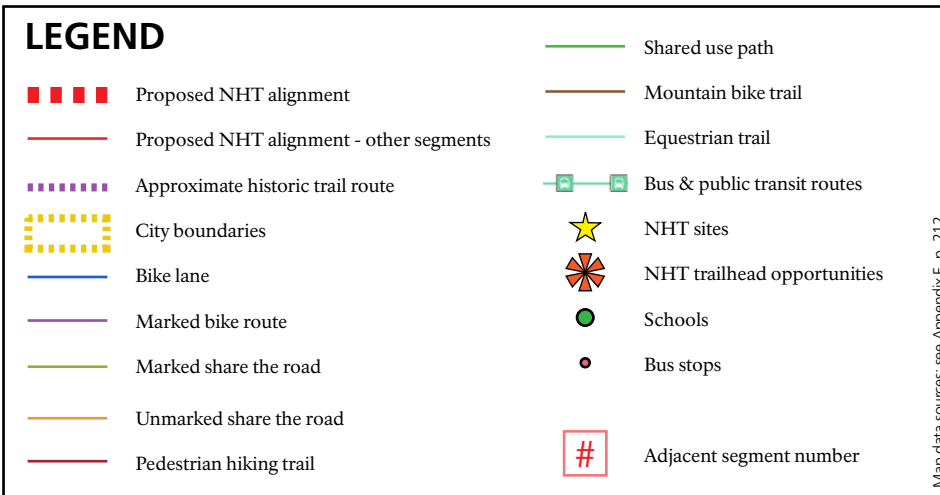
- Connects to Santa Fe Trail Park/Austin Harmon Park, where there are visible trail swales and some historic trail interpretation
- Connects to St Ann Elementary School and Shawnee Mission East High School
- Connects to additional existing or planned multi-use paths at West 71st and 75th Streets, and in Austin Harmon Park
- Connects to the nearby Prairie Village aquatic center and YMCA in Harmon Park
- Connects to transit at West 75th Street

OPPORTUNITIES:

- An 8 foot wide side path already exists on the west side of Mission Road throughout this segment
- Santa Fe Trail Park/Austin Harmon Park offers visible trail resources, interpretation, and park facilities such as parking and restrooms. It is an opportunity for a national historic trail trailhead and development of an enhanced NHT experience or additional interpretation

RELATIONSHIP TO THE HISTORIC ROUTE:

This segment intersects the lower Westport Route, although it runs directly north-south where the historic route runs northeast-southwest. Modern street and neighborhood development does not offer a route which continuously follows the historic route closely through this area.



Mission Rd at W 74th St looking south. Photo: NPS



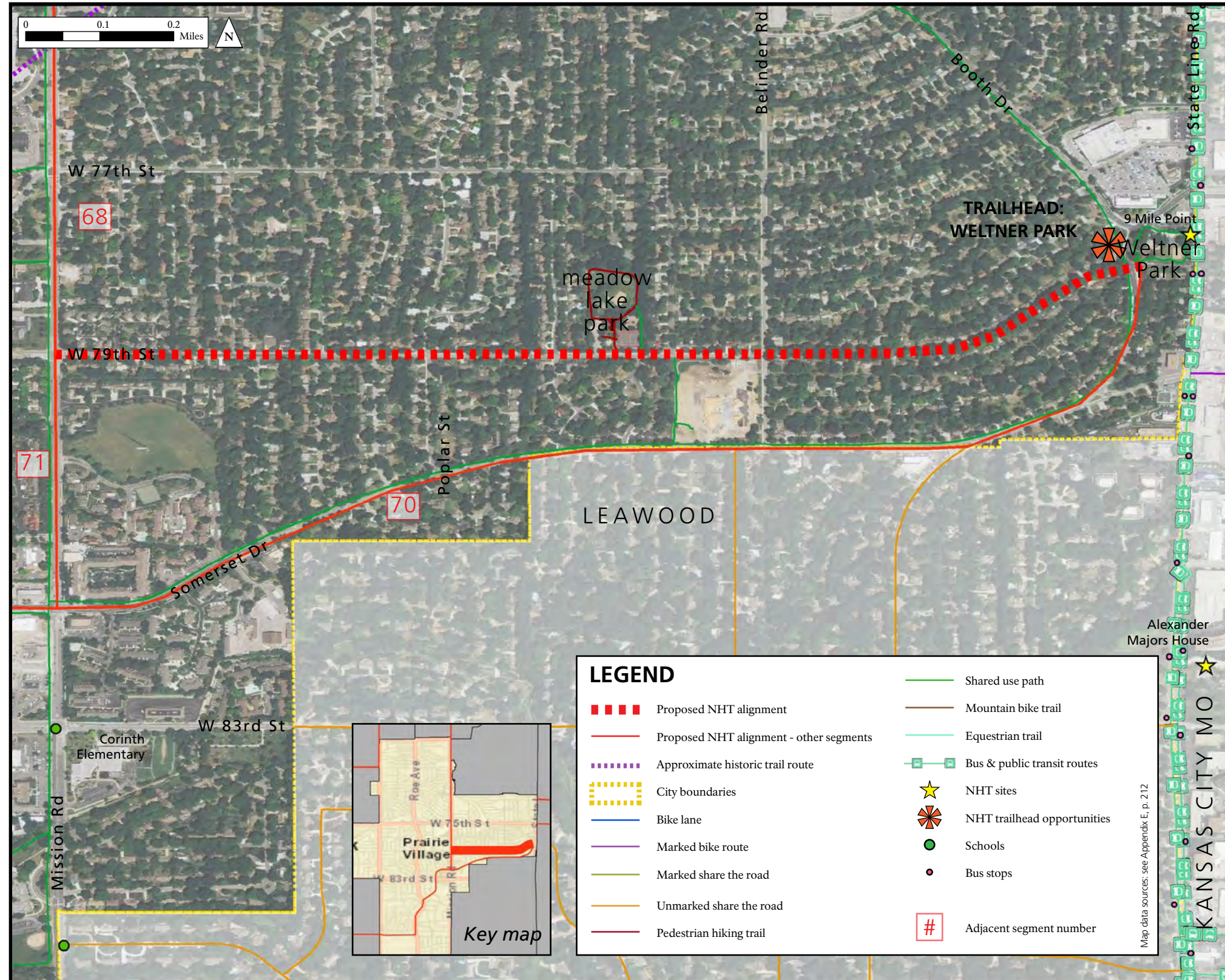
Mission Rd at W 73 Terr looking south. Photo: NPS



Trail swales in Austin Harmon Park/Santa Fe Trail Park. Photo: NPS

Prairie Village: Segment 69

[Prairie Village map](#) [Project area map](#)



1.18 miles. West 79th Street from Weltner Park at Booth Drive to Mission Road.

ISSUES:

- Segment is a two lane street with sidewalks on both sides, but no bike lanes or side paths; the city’s long-term goal is to build trails along this segment

CORRIDOR CONNECTIONS:

- Connects to Weltner Park and 9 Mile Point interpretive exhibits
- Connects to Meadow Lake Park
- Connects to proposed side paths on Booth Drive and Mission Road (segments 66 and 71)
- Connects to transit at State Line Road

OPPORTUNITIES:

- Weltner Park/9 Mile Point is a historically named place with existing trail interpretation; it is a small park with limited parking or other park facilities, but could be an opportunity for a minor trailhead (Level I, page 162)

[P. 162](#)

RELATIONSHIP TO THE HISTORIC ROUTE:

This segment is south of the designated alignment of the lower Westport Route, but was the preferred alignment for Prairie Village as it connects to a known and interpreted trail location within the city, 9 Mile Point.

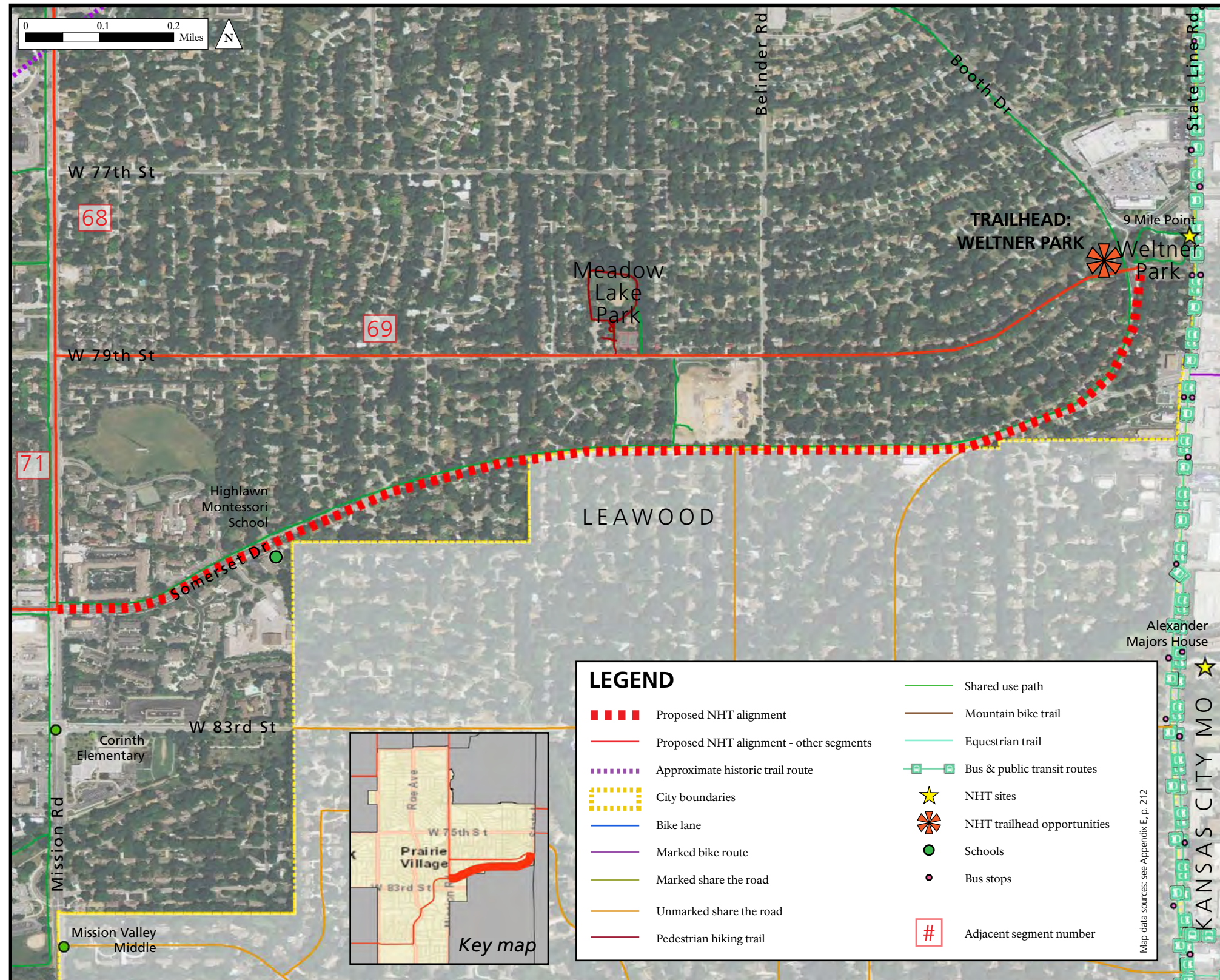


W 79th St near 9 Mile Point/Weltner Park, looking west. Photo: NPS

Prairie Village: Segment 70

[Prairie Village map](#)

[Project area map](#)



1.35 miles. Along planned multi-use path on Somerset Drive from Weltner Park at Booth Drive to Mission Road.

ISSUES:

- Segment is a two lane street with sidewalks on both sides, but planned side path is not yet constructed; the city’s long-term goal is to have trails along this segment

CORRIDOR CONNECTIONS:

- Connects to Weltner Park and 9 Mile Point interpretive exhibits
- Connects to Somerset Elementary School, and Corinth Elementary School via proposed side path on Mission Road, and passes alongside Highlawn Montessori School
- Connects to proposed side paths on Booth Drive and Mission Road (segments 68 and 71)
- Connects (via short detour on local streets and/or State Line Road) to the Alexander Majors House, a historic home affiliated with the Santa Fe NHT
- Connects to transit at State Line Road

OPPORTUNITIES:

- Weltner Park/9 Mile Point is a historically named trail place with existing trail interpretation; it is a small park with limited parking or other facilities, but could be a good opportunity for a minor trailhead (Level I, page 162)

[P. 162](#)

RELATIONSHIP TO THE HISTORIC ROUTE:

This segment is south of the designated alignment of the lower Westport Route, but was the preferred alignment for Prairie Village as it connects to a known and interpreted trail location within the city, 9 Mile Point.

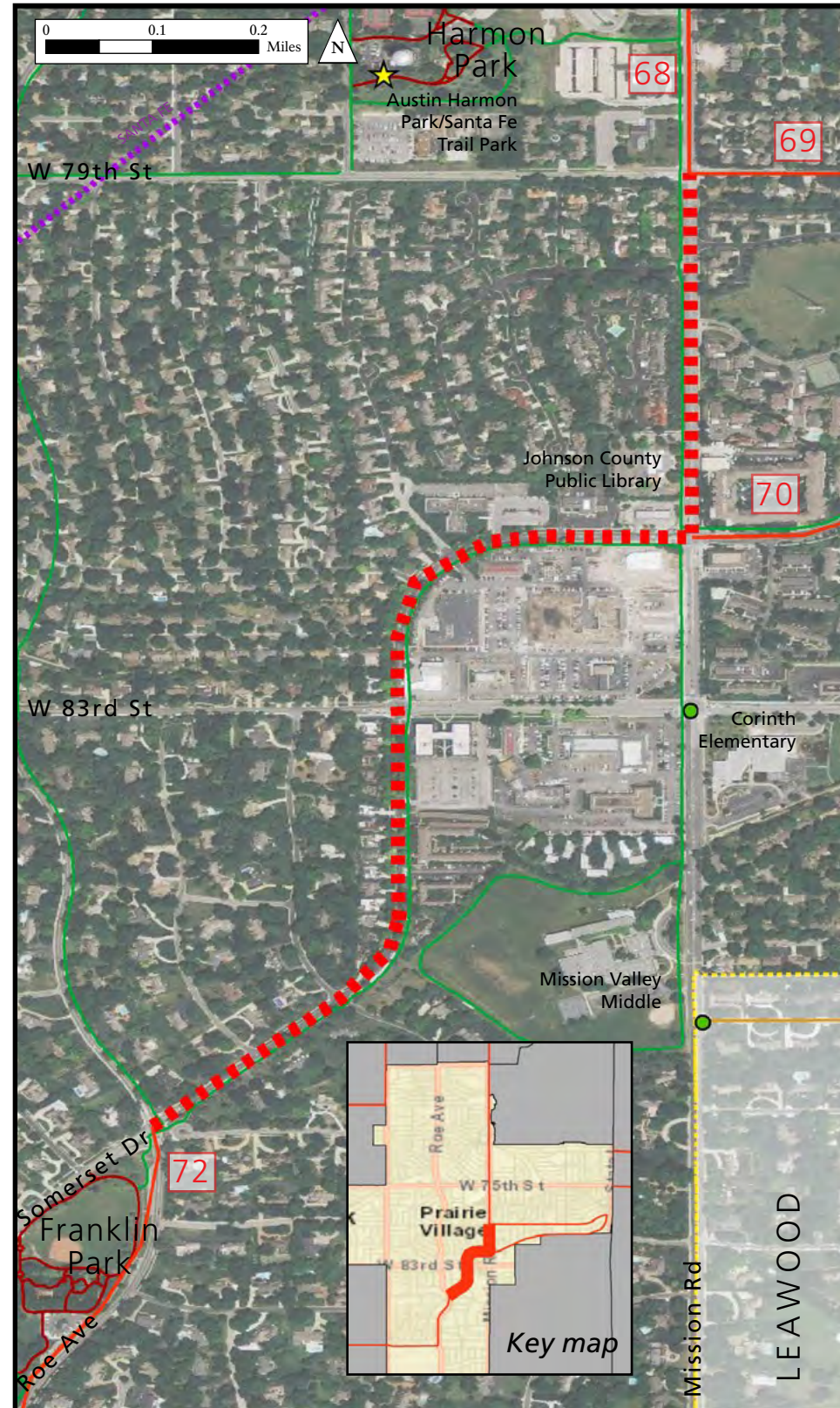


Somerset Dr west of Belinder Rd, looking west. Photo: NPS

Prairie Village: Segment 71

[Prairie Village map](#)

[Project area map](#)



1.17 miles. South on proposed side path on Mission Road from West 79th Street to Somerset Drive, then southwest on side path on Somerset Drive to Franklin Park at Roe Avenue.

CORRIDOR CONNECTIONS:

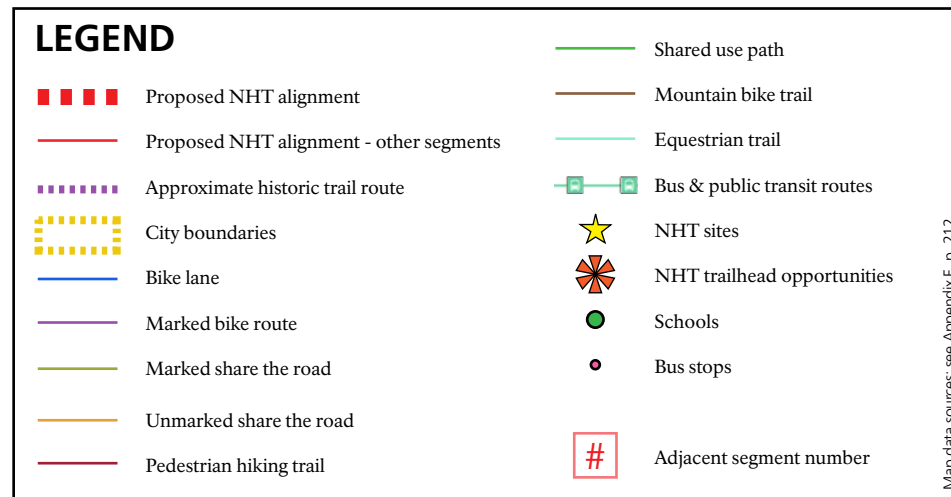
- Connects to Santa Fe Trail Park/Austin Harmon Park
- Connects to Franklin Park
- Connects to several additional existing or proposed multi-use paths, including on Mission Road to the south, along Roe Avenue to both the north and south, and the loop trail within Franklin Park
- Connects to Corinth Elementary and Mission Valley Middle Schools via proposed side path on Mission Road
- Passes near Johnson County Library
- Connects shopping and commercial area at Mission Road and West 83rd Street to surrounding neighborhoods

OPPORTUNITIES:

- An 8 foot wide side path exists along the west side of Mission Road
- Franklin Park offers parking and recreational facilities along the proposed trail; it is an opportunity for a minor trailhead (Level I, page 162) [P. 162](#)

RELATIONSHIP TO THE HISTORIC ROUTE:

This segment is south of the designated alignment of the lower Westport Route, but was the preferred alignment for Prairie Village as it links various existing or proposed recreational trails and/or park facilities, and roughly parallels the Westport Route at a distance of approximately 0.5–0.75 miles.



Somerset Dr west of Mission Rd, looking southwest. Photo: NPS

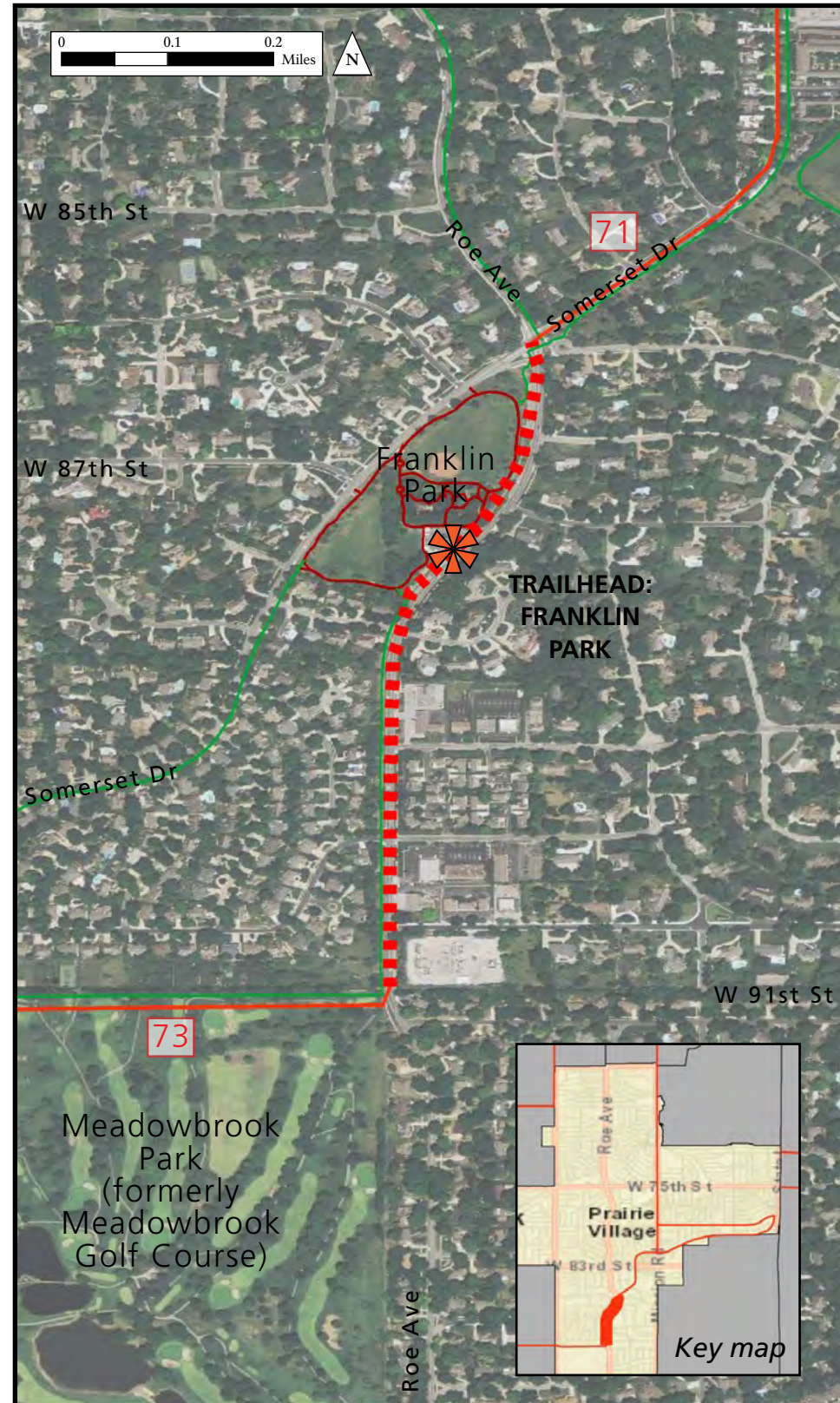


Somerset Dr south of W 83rd St, looking south. Photo: NPS

Prairie Village: Segment 72

[Prairie Village map](#)

[Project area map](#)



0.64 miles. South on planned side path on Roe Avenue from Somerset Drive to northeast corner of Meadowbrook Park (formerly Meadowbrook Golf Course), near West 91st Street.

CORRIDOR CONNECTIONS:

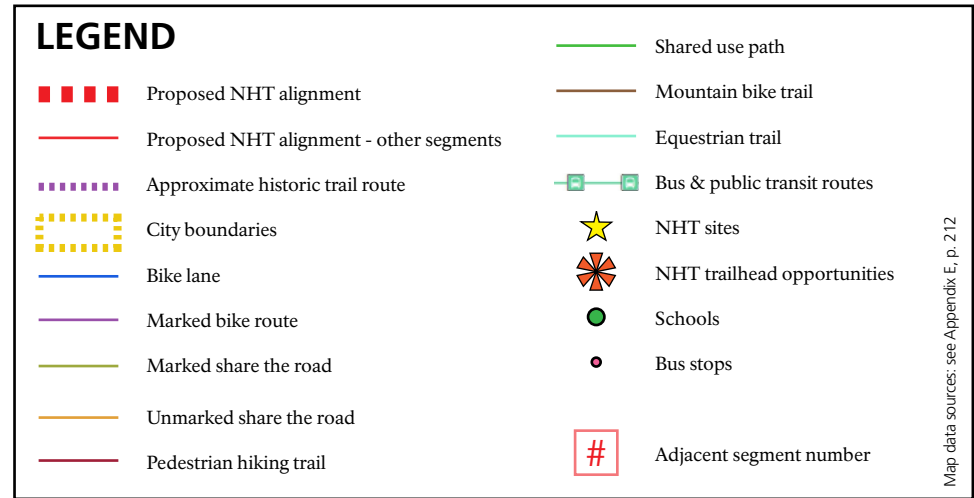
- Connects to Franklin Park
- Connects to Meadowbrook Park, currently in development
- Connects to several additional existing or proposed multi-use paths, including along Roe Avenue to the north, along Somerset Drive both to the northeast and southwest, and the loop trail within Franklin Park

OPPORTUNITIES:

- An 8 foot wide side path connects Franklin and Meadowbrook Parks directly along the proposed trail; it is a good opportunity for a minor trailhead (Level I, page 162) P. 162
- Meadowbrook Park is a project of Johnson County Parks and Recreation District and is planned as a major regional destination; it is an opportunity for an NHT trailhead (see segment 73)

RELATIONSHIP TO THE HISTORIC ROUTE:

This segment is south of the designated alignment of the lower Westport Route, but was the preferred alignment for Prairie Village as it links various existing or proposed recreational trails and/or park facilities, and roughly parallels the Westport Route at a distance of approximately 0.75–1 mile.



Trail in Franklin Park, south of Somerset Dr/Roe Ave intersection, looking southwest. Photo: NPS



Trail in Franklin Park paralleling Roe Ave, looking southwest. Photo: NPS



Roe Ave south of Franklin Park, looking south. Photo: NPS

Prairie Village: Segment 73

[Prairie Village map](#)

[Project area map](#)



0.52 miles. Future trail through Meadowbrook Park (formerly Meadowbrook Golf Course) from Roe Avenue to Nall Avenue. Route shown is not exact, final alignment is dependent on future park planning and development.

ISSUES:

- A signalized pedestrian crossing of Nall Avenue exists near the west end of Meadowbrook Parkway, but is approximately 0.2 miles south of the proposed trail connection with segment 74 at 91st Street

CORRIDOR CONNECTIONS:

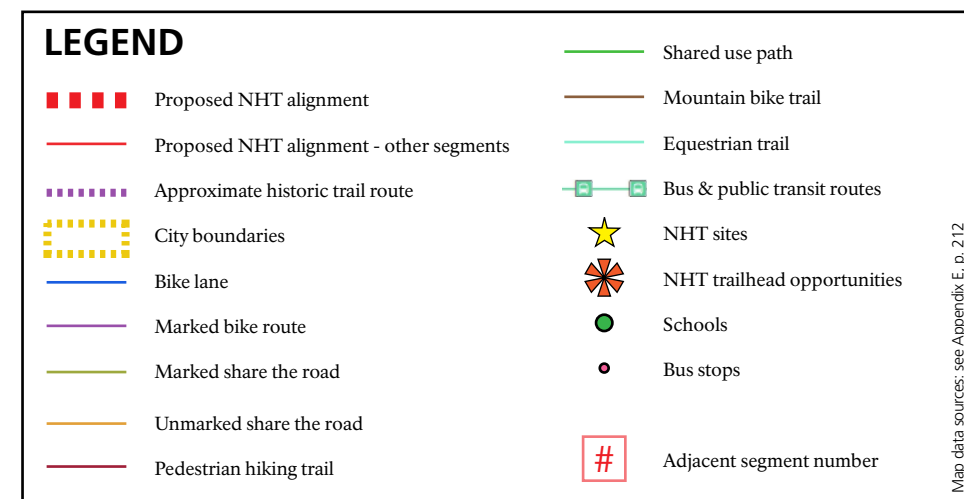
- Connects to Meadowbrook Park, currently in development, which may provide additional walking trails and park amenities when completed
- Connects to several additional existing or proposed multi-use paths, including along Roe Avenue to the north (segment 72), along Somerset Drive to the northeast, and Nall Avenue to the south
- Connects to transit at Nall Avenue

OPPORTUNITIES:

- Meadowbrook Park is a project of Johnson County Parks and Recreation District and is planned as a major regional destination; it is an opportunity for a national historic trail trailhead

RELATIONSHIP TO THE HISTORIC ROUTE:

This segment is south of the designated alignment of the lower Westport Route, but is the preferred alignment for Prairie Village as it links various existing or proposed recreational trails and/or park facilities, and roughly parallels the Westport Route at a distance of approximately 1–1.2 miles.



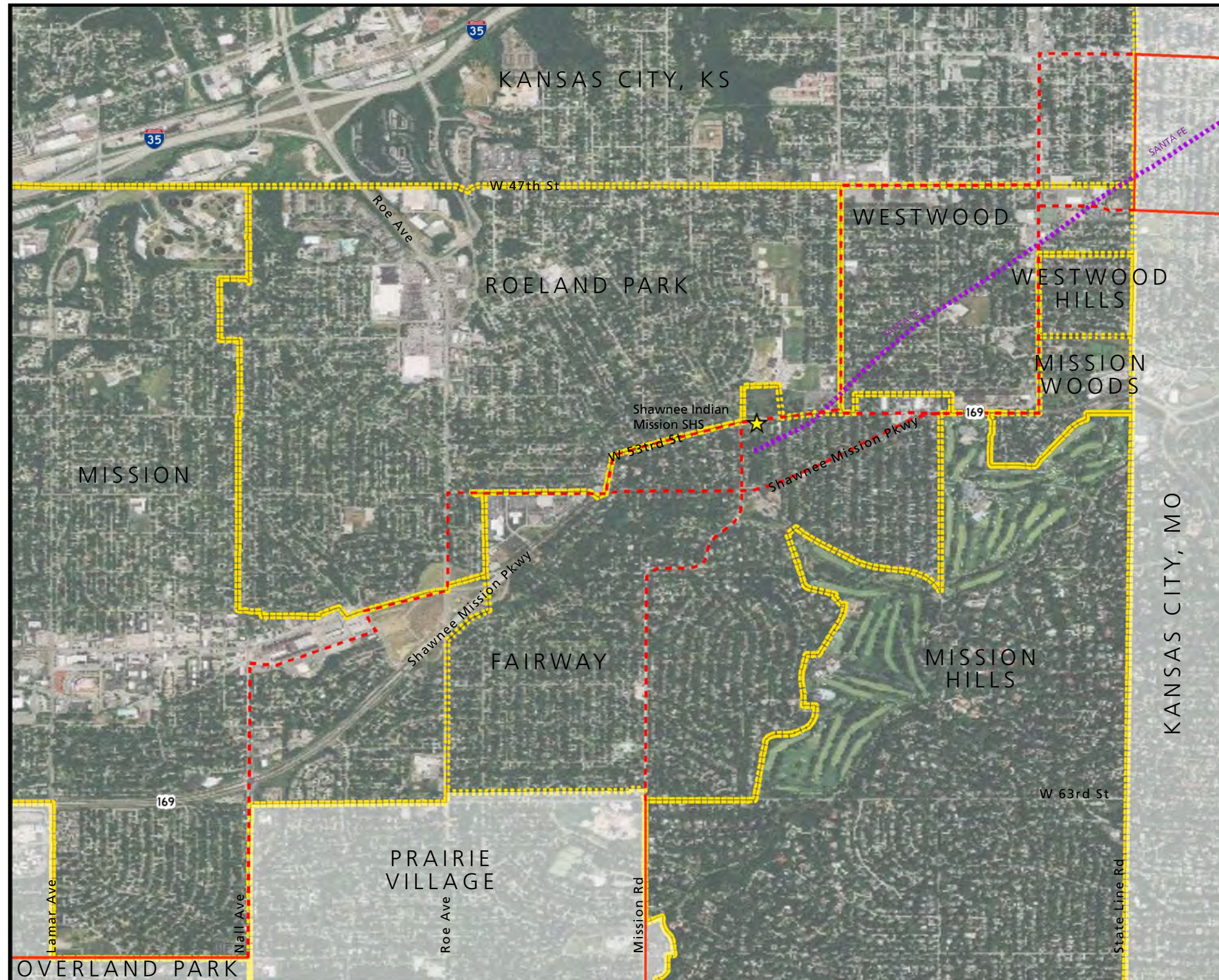
Northeast corner of future Meadowbrook Park, looking west.



Construction of new housing as part of Meadowbrook redevelopment. Photos: NPS



Santa Fe National Historic Trail Upper Westport Route: other Kansas cities



The process of attempting to select preferred routes along the upper Westport route in Kansas near the border with Missouri—roughly north of Prairie Village and northeast of Overland Park—presented unique challenges due to the number of separate city governments and other specific conditions related to existing development, neighborhoods, and community preferences. No selected route would run through all the potentially involved cities, and some cities expressed to the project team that determining a route for the NHT was not a priority for their communities at the time. Although various meetings and discussions were held with the participating communities, it was not possible to reach an agreed-on alignment within the scope of this effort and with current resources. If there is community interest in the future, as the other trail routes outlined in this document continue to develop, reaching a proposed alignment in this area could be undertaken as a separate planning effort with these communities. Shown here are some of the alignments considered in this process, which may be used as a starting point for future discussions.

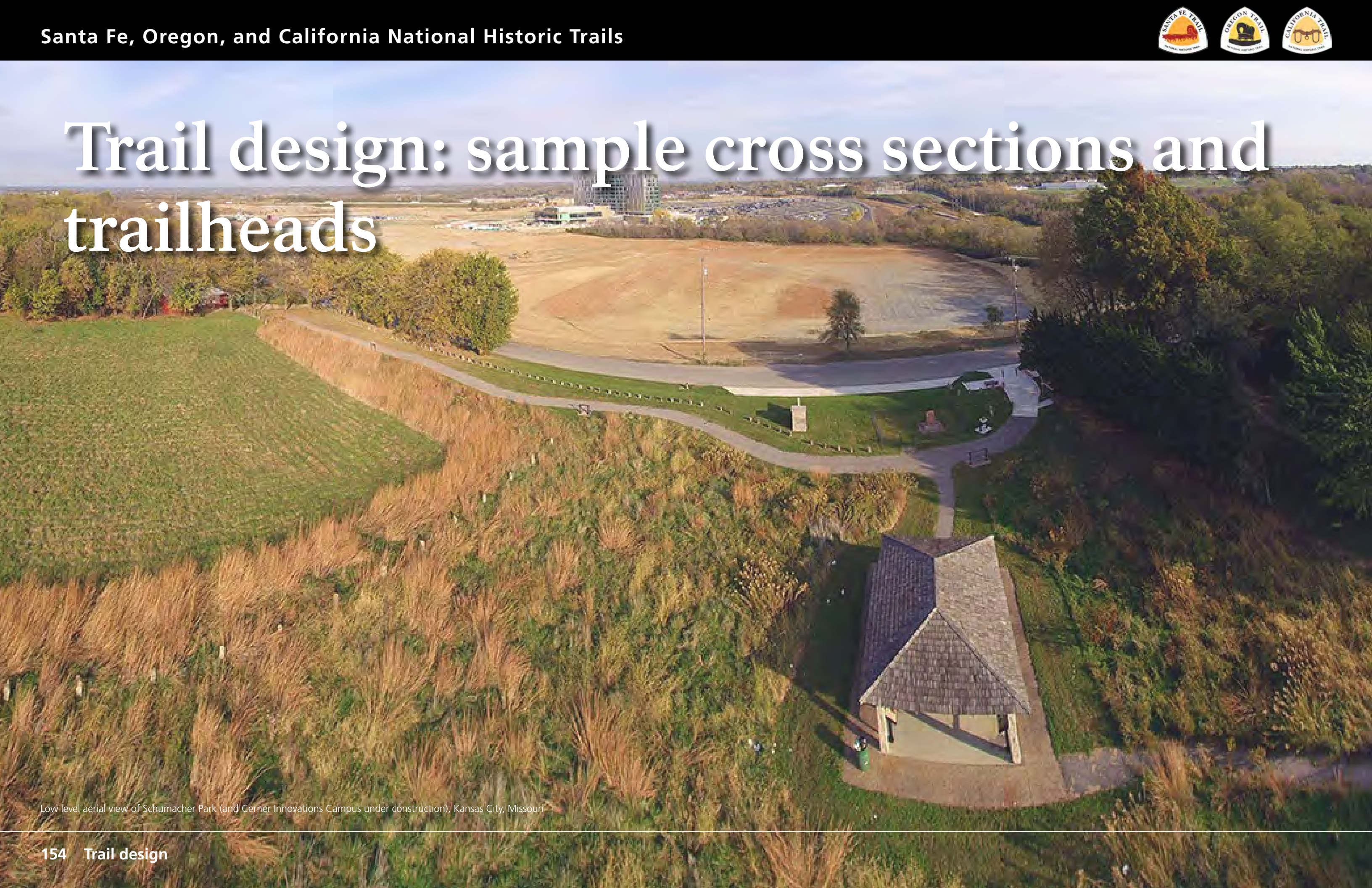
Shawnee Indian Mission State Historic Site, in the City of Fairway, is a historic site associated with the Santa Fe NHT. It is owned and managed by the Kansas Historical Society and is open to the public. With or without developed national historic trail accessing it, it is an important location and opportunity for NHT interpretation and visibility.

LEGEND

	Proposed NHT alignment		Shared use path
	Proposed NHT alignment - other segments		Mountain bike trail
	Approximate historic trail route		Equestrian trail
	City boundaries		Bus & public transit routes
	Bike lane		NHT sites
	Marked bike route		NHT trailhead opportunities
	Marked share the road		Schools
	Unmarked share the road		Bus stops
	Pedestrian hiking trail		Adjacent segment number

Map data sources: see Appendix E, p. 212

Trail design: sample cross sections and trailheads



Low level aerial view of Schumacher Park (and Cerner Innovations Campus under construction), Kansas City, Missouri

NHT design in the Kansas City Metro area: sample cross sections and trailheads

Landscape guidelines and cross sections

The national historic trails take many different forms across their lengths, based on the surrounding landscape type, land manager or road jurisdiction needs, local design standards, and many other considerations. Even within the Kansas City Metro area, different levels of urbanization, local conditions, and city or county governments create different requirements for trail width and user types. The cross sections included here show a variety of sample situations in which trail may exist in the Kansas City area, sometimes incorporating sidewalks and/or bike lanes instead of separated multi use trail. All of these conditions may be considered part of the national historic trail, although a complete segment of national historic trail must also include some type of identification using the trail logos, whether that is through ground plane applications, signage, or banners. See pages 168–176 for methods of marking a segment of trail as part of the national historic trail. P. 168

Cross sections shown are based on the 2002 MetroGreen plan update, Appendix D “Design Guidelines for MetroGreen.”¹ The corridor types included here are subsets of MetroGreen Type 4: Multi-Use Paved Trail Development, and Type 5: Bicycle and Pedestrian Facilities within the Right of Way, and are intended to capture a sample of existing or planned trail conditions in the Kansas City Metro area that are likely to become part of the national historic trails as a result of this project. The illustration style of the original MetroGreen cross sections has been modified to highlight the elements of a given trail setting or streetscape that relate to the national historic trails, and the sections have been reorganized and given titles specific to this NHT project, but they are intended to fit within the scope of acceptable cross sections for MetroGreen and other regional planning efforts.

While not shown as separate cross section graphics in this document, several of the updated bikeway corridor type options outlined in the Greater Kansas City Regional Bikeway Plan (“The New MetroGreen Type 5”)² would also be appropriate options along the national historic trails. Of particular note are the buffered bike lane and cycle track, which could be applicable in NHT settings where pedestrian and bicycle traffic are physically separated from one another.

1. Found online at <http://www.marc.org/Environment/MetroGreen-Parks/The-Plan/Action-Plan>

2. Found online at http://marc.org/Transportation/Plans-Studies/pdfs/KCRBP_Jan2015adopt-ed_web.aspx. Corridor types are described in the "Corridor Classification" section, page 38-39

Trailheads

Trailheads for the national historic trails in the Kansas City Metro serve the typical functions of trailheads everywhere: they are access points, places to park or get on or off public transit; find guidance about the trail ahead, including options, distances, and safety considerations; rest; use restrooms or get water. On the national historic trails, trailheads additionally serve as orientation points to both the trail as it can be accessed and used locally, and to the historic trail or trails as a whole. In addition to orientation, they may also provide an opportunity to convey, through their character and design, some aspects of the unique history and historic significance of the trail. Whether the orientation function is provided by a physical map, orientation exhibit, digital app, or tour guide, these are places that a visitor can learn at minimum the base facts about the trail, and begin their trip along the trail with confidence that they can find their way.

In development of the national historic trails in the context of pre-existing trails, trailheads, and parks across the Kansas City area, frequently a national historic trail trailhead will be located at an existing developed public place. This kind of development may only require the addition of a few NHT elements to create an NHT trailhead.

Landscape guidelines along national historic trails in the Kansas City Metro area

National historic trail design and identity must, by nature, be flexible to fit into the wide variety of climates, landscape characters, types of trail management, and local laws and regulations found across the lengths of the NHTs.

General guidelines to be considered for national historic trail development in the Kansas City Metro area:

USE THE NATIONAL HISTORIC TRAIL LOGOS TO IDENTIFY THE TRAIL

Various standard options for logo use, including logos on the ground plane, on signs or on banners, are included in this document, see marking section, pages 168–176. Ground plane logos (pages 168–171) are recommended as the base level of marking for the national historic trails in the Kansas City Metro area. P. 168

CONFORM TO LOCAL GUIDELINES AND STANDARDS AS APPLICABLE

Every community and jurisdiction along the trail has their own local standards and ordinances. NHT design elements do not override these factors, but should be considered for incorporation wherever consistent and compatible with local requirements. Where applicable, incorporation of aspects of NHT identity into local guidelines for NHT projects may assist with implementation.

TRAIL WIDTH AND MATERIAL VARY ACROSS THE LENGTH OF THE TRAIL

This is dictated by many local factors including available right-of-way, modes used along the trail, drainage or maintenance needs, and cost. See cross sections on the following pages for a selection of possible trail conditions. Some paving materials can be more evocative of trail history and historic setting than others and are therefore preferred, where feasible. See pages 178–179 for paving types and preferences. P. 178

USE NATIVE PLANTS ALONG TRAIL FOR THEIR EVOCATIVE QUALITIES

Use of native species in close proximity to the trail both provides a visual/sensory connection to the landscapes of the historic trail period, and ideally offers some visual continuity and serves as a distinctive marker of a trail that varies widely in other qualities across its length. See pages 180–181 and Appendix C, page 210, for more information about planting along NHTs. P. 180 P. 210

Landscape types defined by available right-of-way

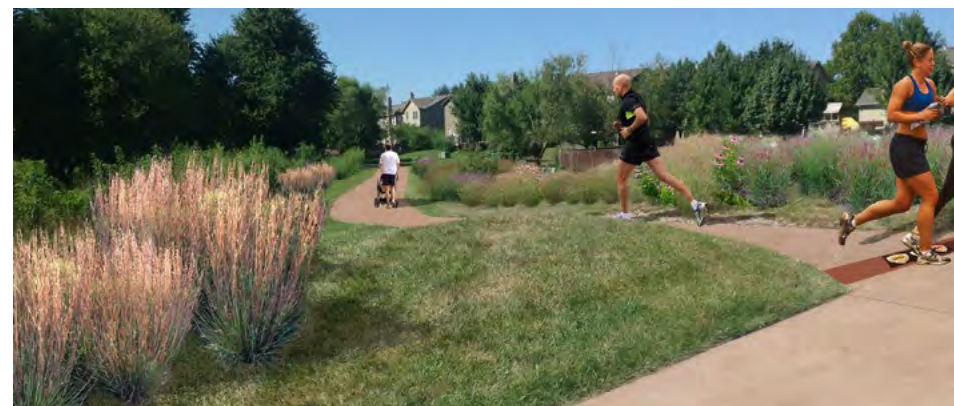
This section uses three landscape types—I, II, and III, ranging from least to most available right-of-way adjacent to the trail—to provide an overview of the kinds of landscape design applicable in given situations along the trail. These types are referenced again in the planting section, pages 180–181. P. 180

Type I



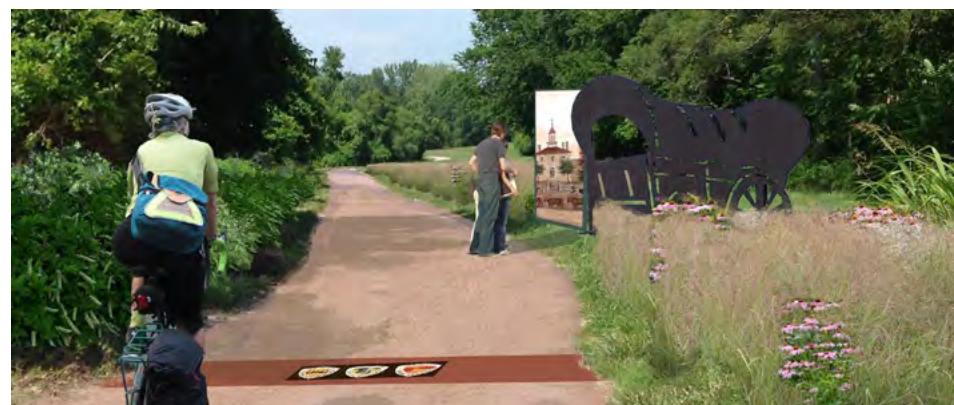
Type I conceptual landscape, based on existing trail in Overland Park, Kansas

Type II



Type II conceptual landscape, based on existing trail in Olathe, Kansas

Type III



Type III conceptual landscape, based on existing trail, Independence, MO

Type I NHT Landscape

- Constrained space with which to work
- May include urban streetscapes, or narrow right-of-ways along streets or on neighborhood trails
- Limited area for planting, may include only street trees or structural use of grasses and shrubs, or no planting at all
- Paving likely limited to concrete or asphalt applications, color or patterns a possibility under some circumstances
- Historic trail encounters or interpretive exhibits limited to trailheads and/or areas of wider right-of-way

Type II NHT Landscape

- Medium amount of space with which to work
- May include trails along streets with generous trail right-of-way (e.g. Trolley Track Trail) or many neighborhood trails
- Moderate space for planting, may include planting beds with native grasses, perennials and/or shrubs, as well as limited use of turf grass edges and trees
- Trail may be soft surface where maintenance practices allow, otherwise concrete or asphalt applications including colored or treated pavings for evocative qualities
- Historic trail encounters or interpretive exhibits possible, in certain widened areas

Type III NHT Landscape

- Large amount of space with which to work
- May include trails through parks, or along streams and greenways
- Wilder, massed plantings of prairie grasses and other native species possible
- Trail may be any surface depending on user types or maintenance, including mowed trails where applicable
- Historic trail encounters or interpretive exhibits encouraged, depending on local interest and relevant area trail stories or historic sites

Sample national historic trail cross sections



Streamside Trail: Type III

Landscape aesthetics for the streamside trail will be less manicured and more natural in appearance. Trail design should use local best practices regarding distance from stream top of bank, minimization of hardscape to limit runoff into stream and/or impacts from periodic flooding, views, and relationship to adjacent land uses.

NHT ELEMENTS APPROPRIATE TO A STREAMSIDE TRAIL:

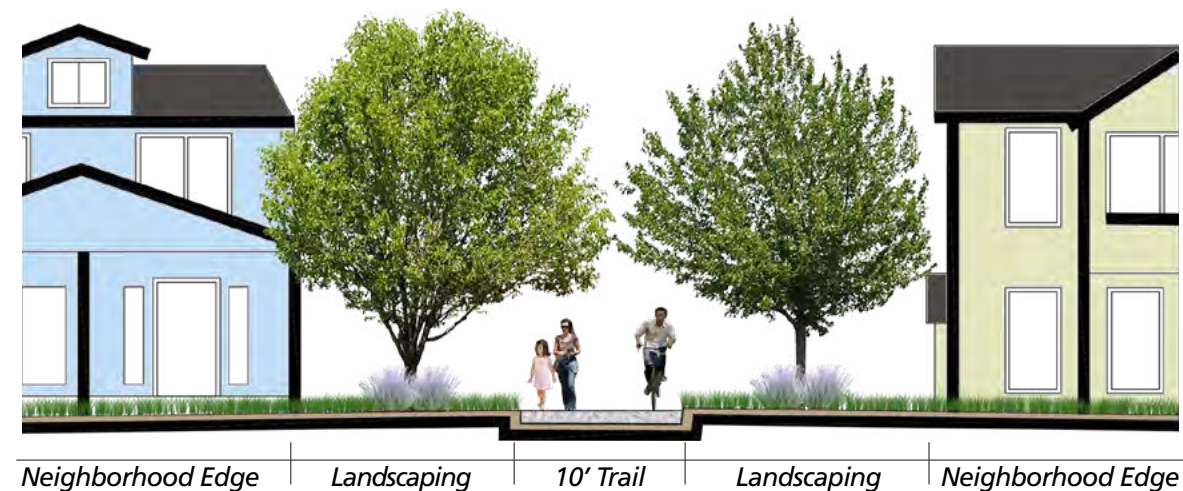
- Ground plane logos or, for soft surface trail or as desired, pedestrian signage (pages 168–172)
- Permeable or soil-like trail surface, where compatible (pages 178–181)
- Extensive use of native plants (see below)
- Historic trail encounter feature or wayside exhibit, as desired

P. 168 P. 178

VEGETATIVE COMPONENTS SHOULD:

- Focus on trees and shrubs; recommended tree species are listed in Appendix C, page 210
- Use surrounding riparian corridor vegetation as a guide for species selection and planting densities
- Avoid invasive exotic species (e.g., shrub honeysuckle) that are often present
- A mow strip of appropriate grass species may be used adjacent to the trail

P. 210



Neighborhood Trail: Type I or II

Vegetative plantings should be open and provide visibility onto and from the trail. Maintenance could be jointly facilitated by Homeowner Association members or neighborhood groups with guidance by the responsible city or county.

NHT ELEMENTS APPROPRIATE TO A NEIGHBORHOOD TRAIL:

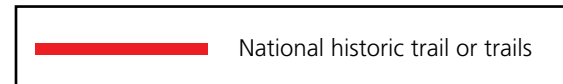
- Ground plane logos or, for soft surface trail or as desired, pedestrian signage (pages 168–172)
- Permeable or soil-like trail surface, where compatible (pages 178–179)
- Limited/structural use of native plants
- Historic trail encounter feature or wayside exhibit may be possible in Type II situations

P. 168 P. 178

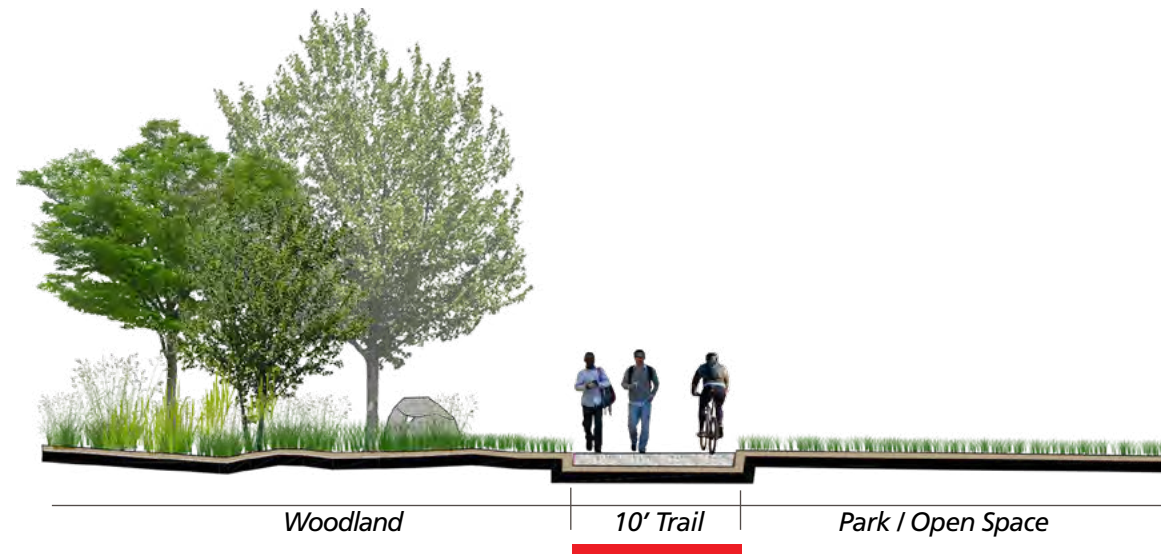
VEGETATIVE COMPONENTS SHOULD:

- Focus on a manicured, open appearance for safety
- Utilize trees to provide shade relief; recommended species are listed in Appendix C, page 210
- Use shrubs and semi-formal planting beds to provide additional aesthetics, native species preferred

P. 210



Sample NHT cross sections



Park or Open Space Trail: Type I, II, or III

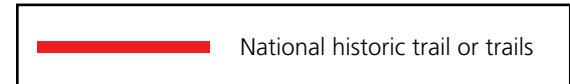
Landscape aesthetics should reflect the level of maintenance within the adjoining park/open space areas (trail type dictated by this factor), while visually distinguishing the NHT from other park trails. As with the neighborhood trail, visibility onto and from the trail is critical for the safety of trail users. Maintenance of the trail landscape should be coordinated with park maintenance.

NHT ELEMENTS APPROPRIATE TO A PARK OR OPEN SPACE TRAIL:

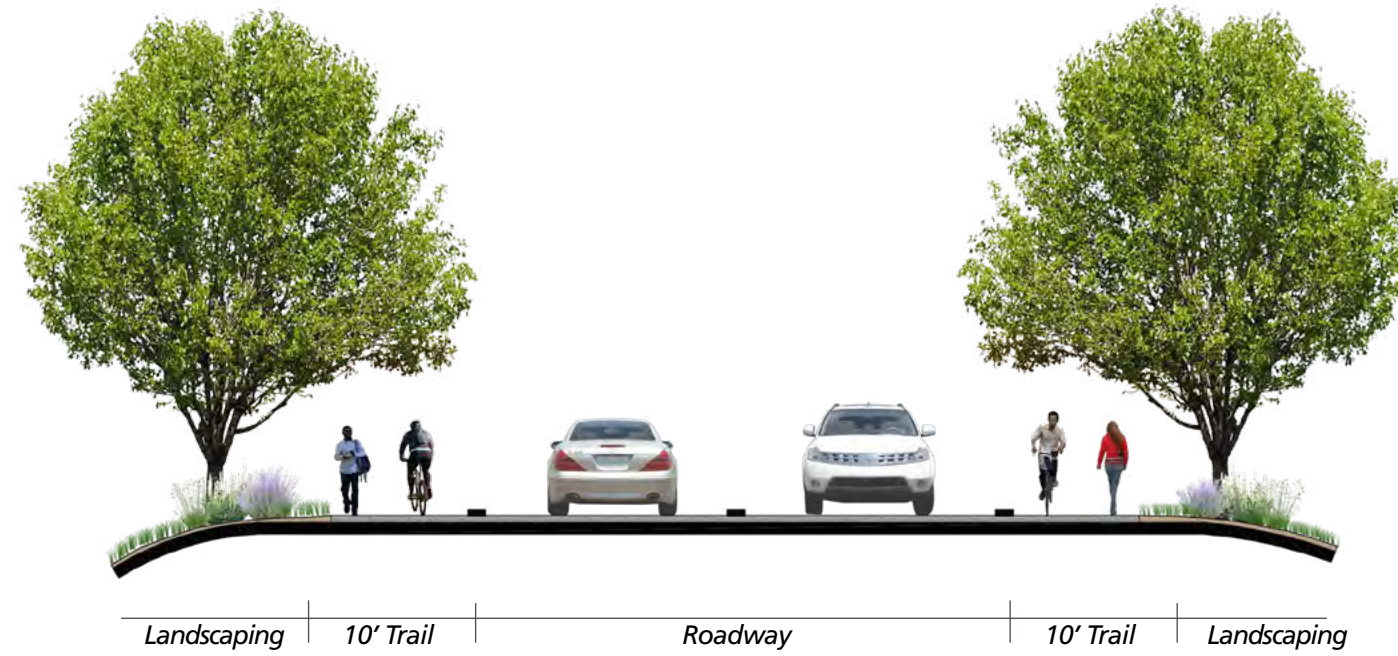
- Ground plane logos or pedestrian signage (pages 168–172)
- Mowed, permeable, or soil-like trail surface, if compatible with park maintenance (pages 178–179)
- Native plant use dictated by trail type P. 168 P. 178
- Historic trail encounter feature or wayside exhibit may be possible in Type II or III situations

VEGETATIVE COMPONENTS DEPENDENT ON TYPE AND LEVEL OF MAINTENANCE WITHIN THE PARK:

- In urban settings, the focus will generally be on grass and trees, use of native species preferred where applicable
- In suburban and rural settings, greater opportunity exists to integrate more native grassland and woodland species; recommended species of trees and native grassland plants are listed in Appendix C, page 210 P. 210



Sample national historic trail cross sections



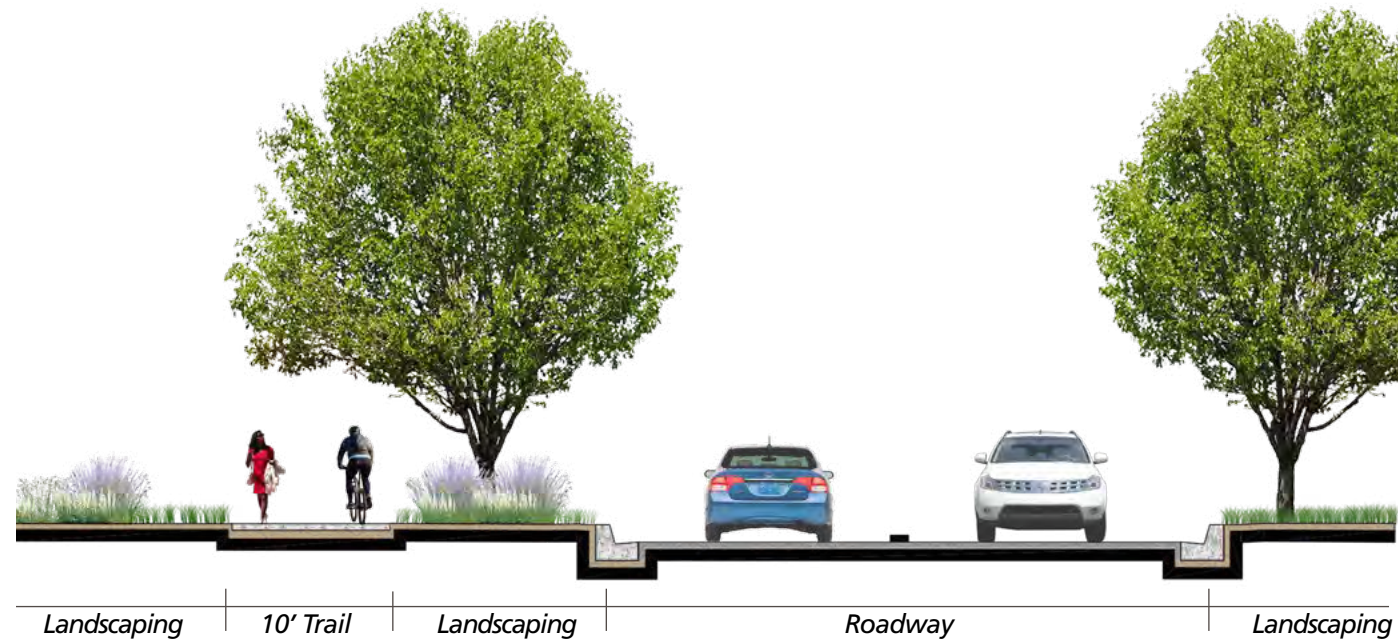
Widened Shoulders: Type I

Vegetation is confined to the outer edge of the road right-of-way. Winter road treatment may impact plant growth therefore, salt tolerant species may be more appropriate.

NHT ELEMENTS APPROPRIATE TO WIDENED SHOULDERS:

- Ground plane logos or banners, limited application of pedestrian signage if desired (pages 168–171, 175, 172)
- Colored concrete or asphalt may be a possibility (pages 178–179)
- Limited use of native plants in linear or structured arrangement
- Historic trail encounter feature or wayside exhibit only applicable in trailhead or other widened areas for safety

P. 168 P. 178



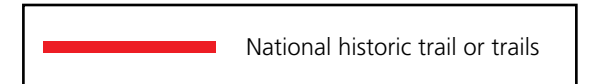
Trail with Vegetated Buffer: Type II

Vegetation between the road and trail can help buffer road noise. Plantings should include native grasses and vegetation where possible within maintenance requirements.

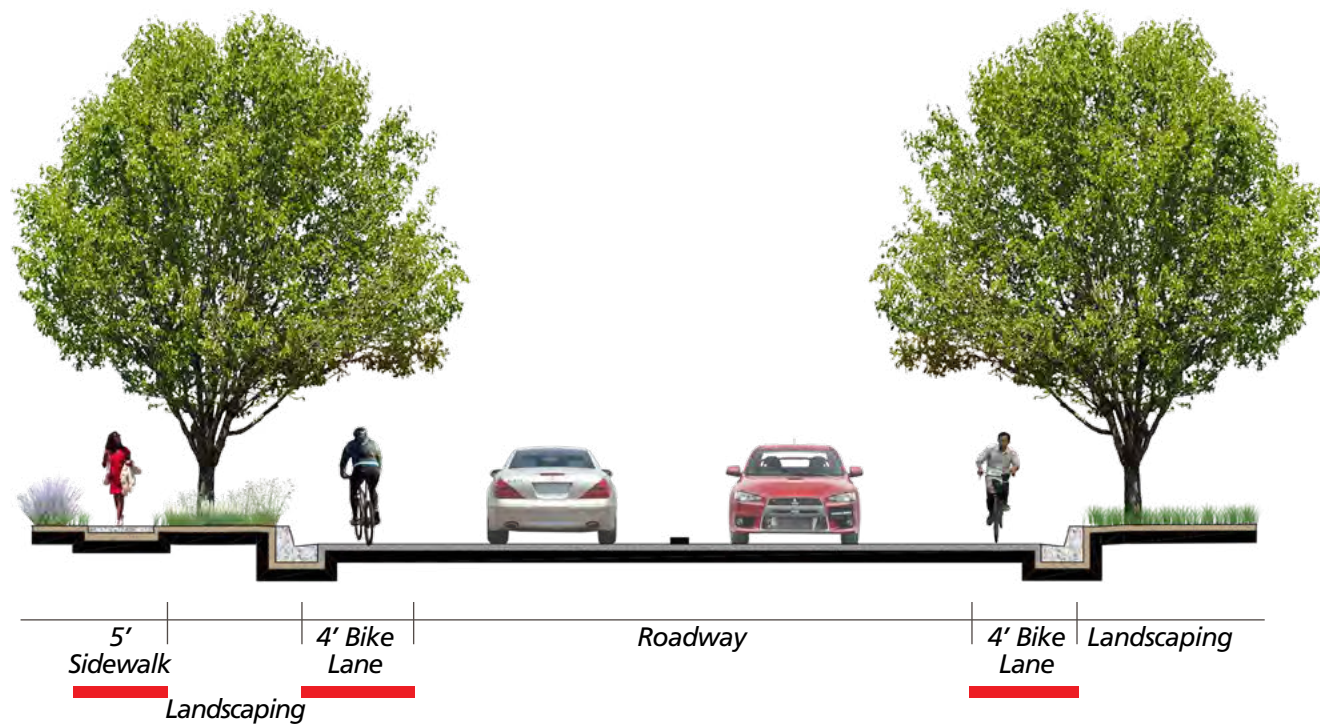
NHT ELEMENTS APPROPRIATE TO A TRAIL WITH VEGETATED BUFFER:

- Ground plane logos or banners, limited application of pedestrian signage if desired (pages 168–171, 175, 172)
- Colored concrete or asphalt may be a possibility (pages 178–179)
- Use of native plants in vegetative buffers
- Historic trail encounter feature or wayside exhibit are possible in some situations, but care must be taken in selecting a location for safety and visibility

P. 168 P. 178



Sample NHT cross sections



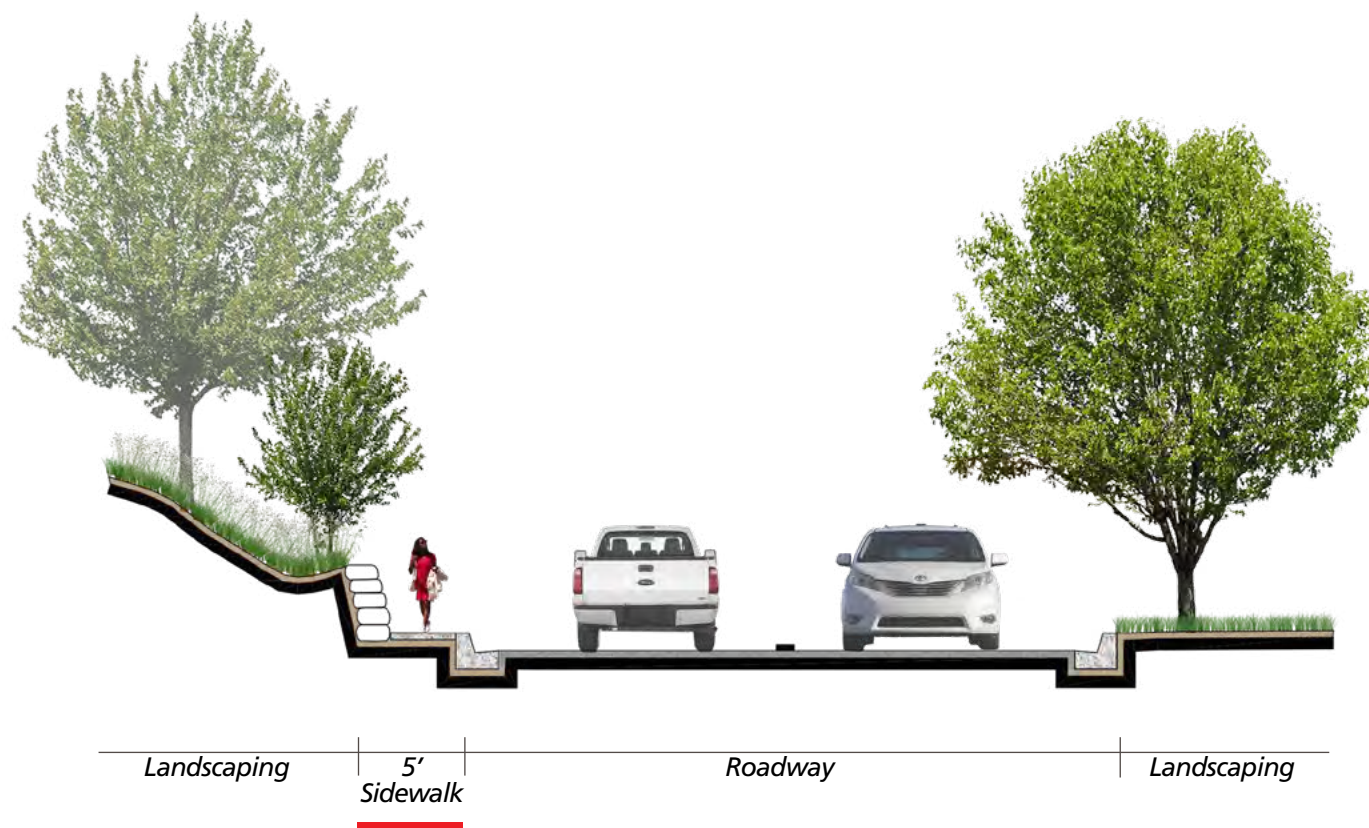
Sidewalk with Bike Lanes and Vegetated Buffer: Type I or II

In this condition, both the sidewalk and the bike lanes are considered part of the national historic trail. Vegetation between the road and trail can help buffer road noise and create a distinctive character for the NHT. Plantings should include native grasses and vegetation where possible within maintenance requirements.

NHT ELEMENTS APPROPRIATE TO A SIDEWALK WITH BIKE LANES AND VEGETATED BUFFER TRAIL:

- Ground plane logos or banners, limited application of pedestrian signage if desired (pages 168–171, 175, 172)
- Colored concrete or asphalt may be a possibility (pages 178–179)
- Limited use of native plants in linear or structured arrangement
- Historic trail encounter feature or wayside exhibit only applicable in trailhead or other widened areas for safety

P. 168 P. 178



Limited Right-of-way Sidewalk: Type I

In this condition, due to limited right-of-way, the sidewalk is effectively the national historic trail. Plantings and other landscape elements will likely be outside of the trail right-of-way and at the discretion of the adjoining property owner. Collaboration with property owners may assist with providing a consistent and user friendly trail corridor aesthetic.

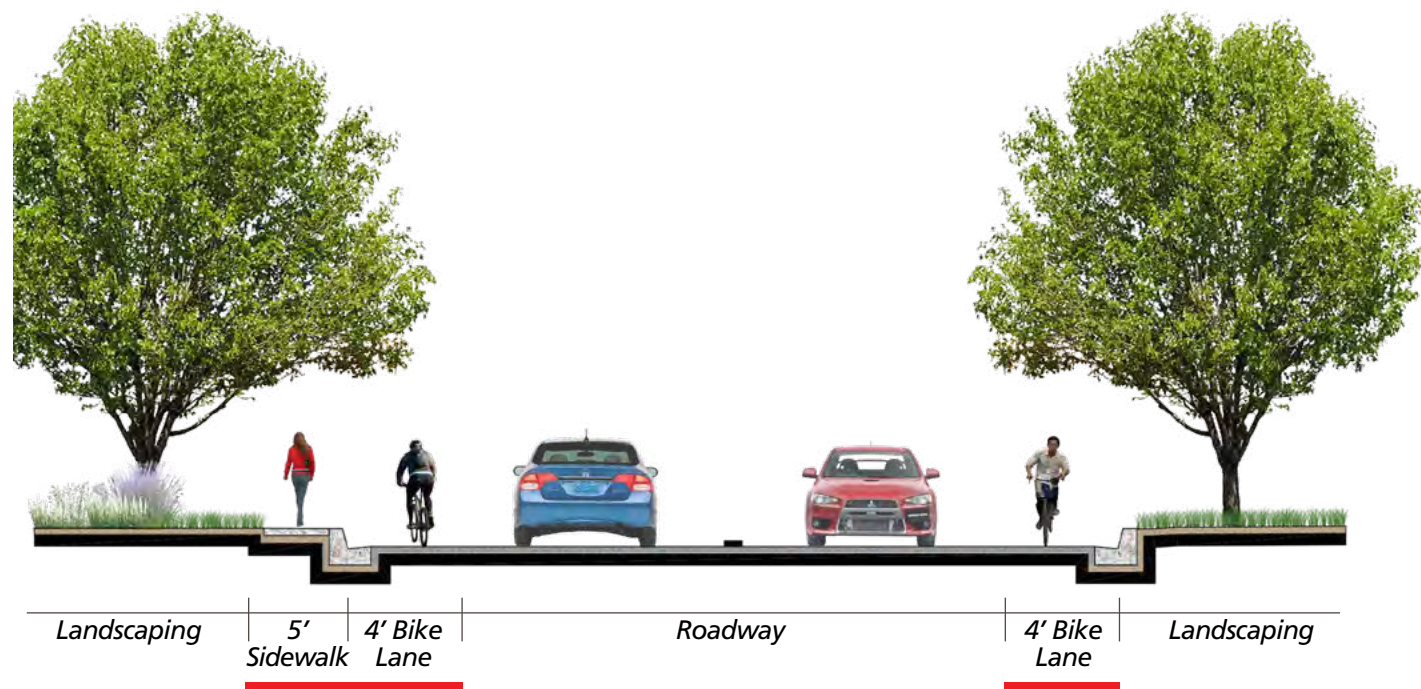
NHT ELEMENTS APPROPRIATE TO A LIMITED ROW SIDEWALK:

- Ground plane logos and/or banners (pages 168–171, 175)
- Colored concrete or asphalt may be a possibility (pages 178–179)
- Native plant use only applicable through collaboration with adjacent landowners
- Historic trail encounter feature or wayside exhibit only applicable on adjacent properties where there is landowner interest

P. 168 P. 178



Sample national historic trail cross sections

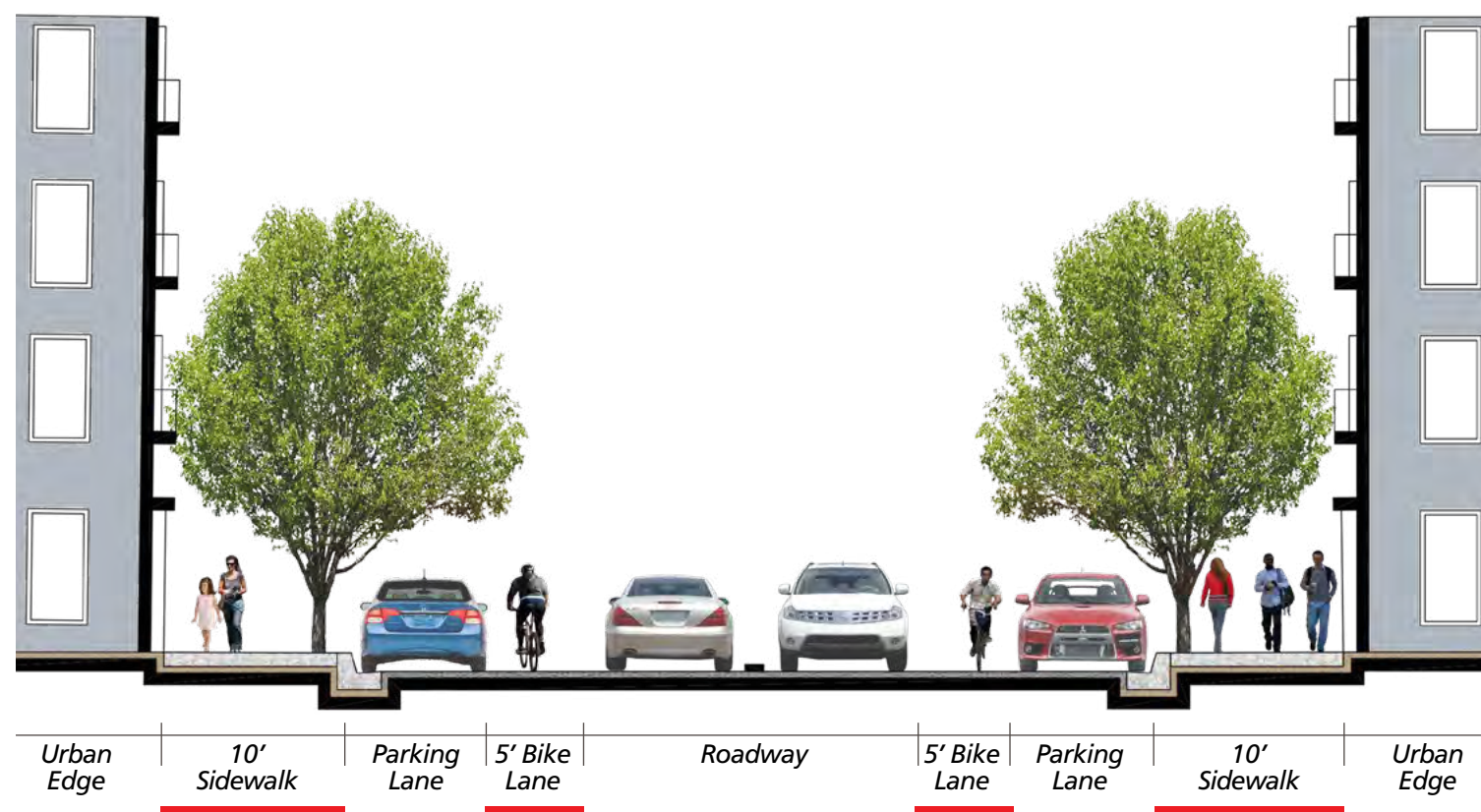


Sidewalk with Bike Lanes: Type I

In this condition, both the sidewalk and the bike lanes are considered part of the national historic trail. Plantings and other landscape elements will likely be outside of the trail right-of-way and at the discretion of the adjoining property owner. Collaboration with property owners may assist with providing a consistent and user friendly trail corridor aesthetic.

NHT ELEMENTS APPROPRIATE TO A LIMITED ROW SIDEWALK:

- Ground plane logos or banners, limited application of pedestrian signage if desired (pages 168–171, 175, 172)
- Colored concrete or asphalt may be a possibility (pages 168–179)
- Native plant use only applicable through collaboration with adjacent landowners
- Historic trail encounter feature or wayside exhibit only applicable on adjacent properties where there is landowner interest P. 168 P. 178



Sidewalk with Bike Lanes and Parking: Type I

In this condition, both the sidewalk and the bike lanes are considered part of the national historic trail. In urban situations, streetscape plantings will likely be limited to trees, so other other plantings will be outside of the trail right-of-way and at the discretion of the adjoining property owner. Collaboration with property owners may assist with providing a consistent and user friendly trail corridor aesthetic.

NHT ELEMENTS APPROPRIATE TO A LIMITED ROW SIDEWALK:

- Ground plane logos and/or banners (pages 168–171, 175)
- Colored concrete or asphalt may be a possibility (pages 178–179)
- Native plant use only applicable through collaboration with adjacent landowners
- Historic trail encounter feature or wayside exhibit only applicable at trailheads or other widened areas in the streetscape; collaboration with private landowners on these projects is possible at landowner discretion P. 168 P. 178



Sample national historic trail trailheads

Three levels of trailhead amenities

For the purposes of the national historic trail, trailheads may offer various levels of amenities depending on location, need, and expected user groups. Three levels of trailhead are shown here, ranging from the smallest and most limited in amenities, to the largest and most extensive.

A few basic elements must be available at a trailhead, park or other place for it to be considered a national historic trail trailhead. These are:

- 1 a direct and/or marked connection to the national historic trail route
- 2 a national historic trail entrance sign or other use of the NHT logo(s) indicating the place's connection to the NHTs
- 3 a wayfinding map or orientation exhibit indicating where and how to get on the national historic trail, and preferably providing some context on trail history and NHT sites and segments in the area

In the Kansas City Metro area, most NHT trailheads will be located at existing public parks or trailheads. An NHT trailhead may be created at these places by the addition of at least the above three elements.

To the extent practical, it is recommended that the design of new trailheads—or modification of existing facilities for NHT trailhead use—consider options to use elements from the NHT experience section of this document, such as material and/or plant use, to further evoke the historic trail setting (see pages 168–199). P. 168

The chart below and generic plan views on this page and the opposite page highlight the component parts of the three levels of trailhead.

Amenity	Trailhead		
	LEVEL I - SMALL	LEVEL II - MED.	LEVEL III - LARGE
Direct/marked connection to NHT	★	★	★
Entry signage	★	★	★
Wayfinding map/orientation exhibit	★	★	★
Historical or interpretive element	★	★	★
Banners or road signage	★	★	★
Vehicular parking	★	★	★
Planting	★	★	★
Plaza (and some related elements)	★	★	★
Picnic area		★	★
Restrooms/shelter			★

1 DIRECT AND/OR MARKED CONNECTION TO THE NATIONAL HISTORIC TRAIL ROUTE
A trailhead should be directly on the national historic trail route, or, if slightly off the route, include ground plane logos and/or pedestrian signage guiding the public to the route.

2 ENTRY SIGNAGE
A site identification/entrance sign signals that one has arrived at a place associated with the national historic trail. See page 173 for details. P. 173

3 WAYFINDING MAP OR ORIENTATION EXHIBIT
Orientation exhibits share some qualities with interpretive exhibits, but focus on guiding visitors to the NHT, helping them navigate the area, and providing basic background on trail history. Offering a map showing the parts of the national historic trail that can be accessed from a given trailhead is essential. This feature may be provided digitally once necessary web infrastructure is in place (pages 196–197). P. 196

4 BANNERS OR ROAD SIGNAGE
Banners are suitable for streets with limited right-of-way or space for new road sign installations; road signs should be used in all other cases. For trailheads, road signs may direct into parking (pages 174–175). P. 174

- ★ Amenities that must be present for a location to be an NHT trailhead
- ★ Amenities typically present at a trailhead of the level listed
- ★ Amenities that may be present at a trailhead of the level listed

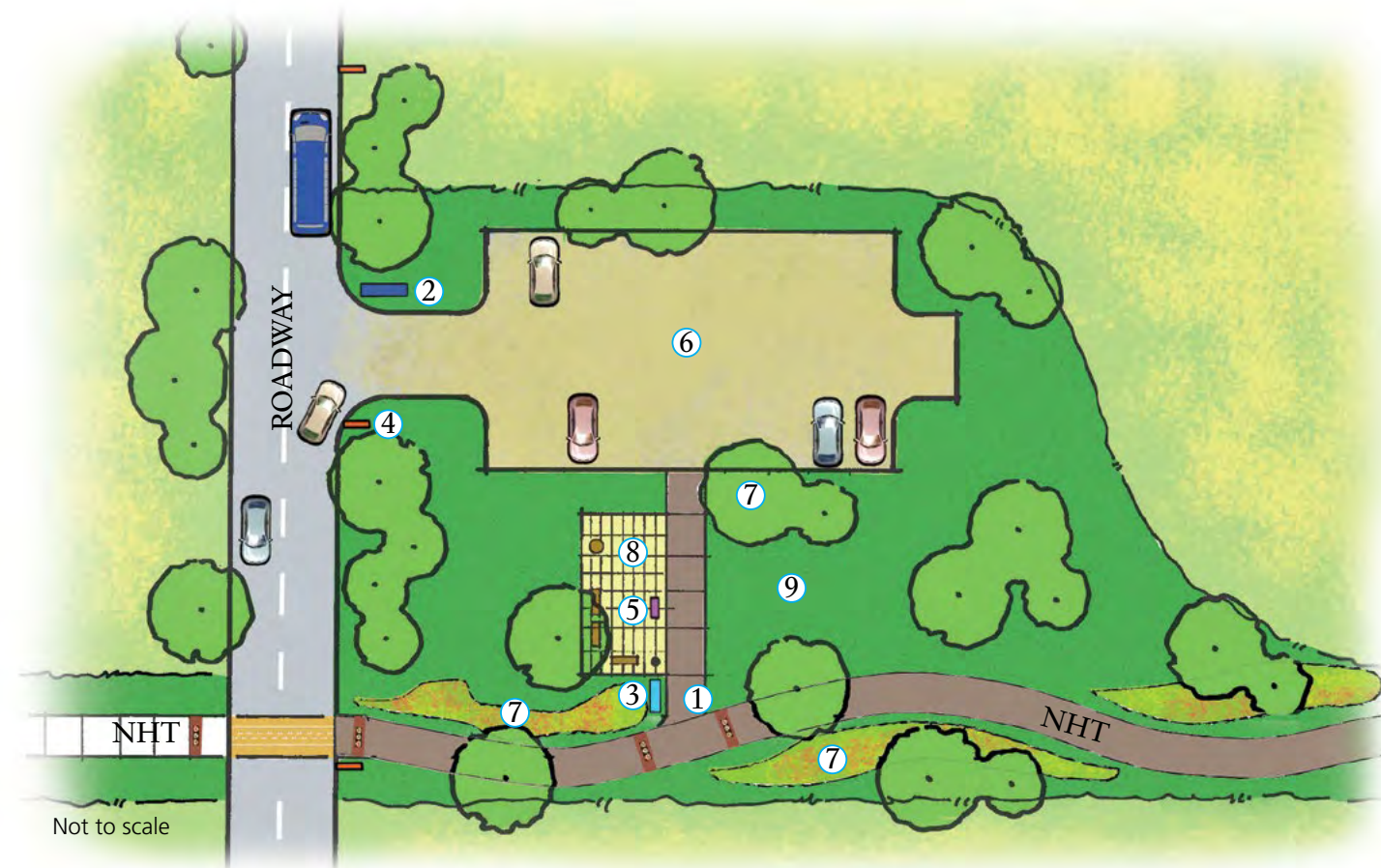
Sample trailhead: Level I - Small



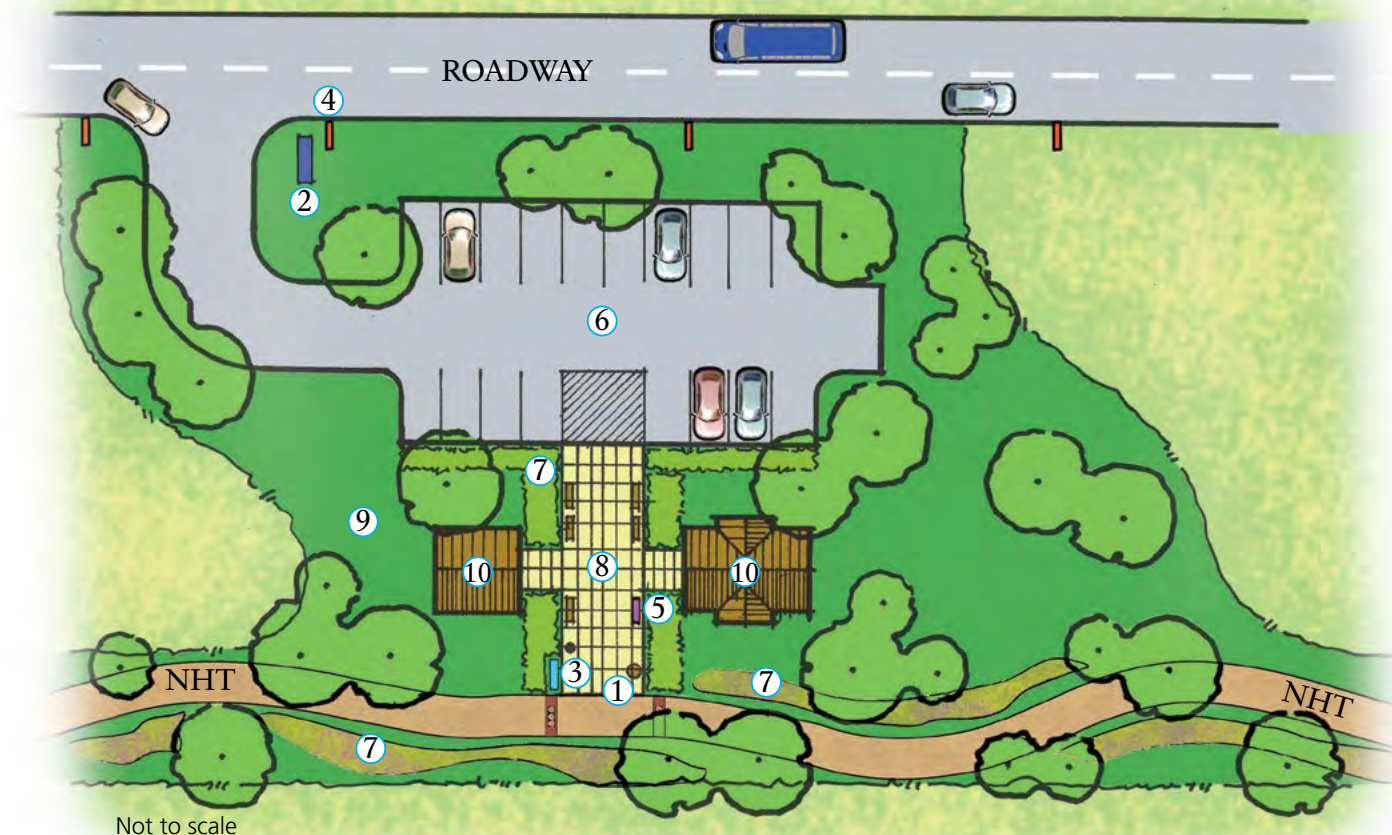
5 HISTORICAL OR INTERPRETIVE ELEMENT (HISTORIC TRAIL ENCOUNTERS)
Depending on the situation and local preferences, this may include interpretive wayside exhibits, silhouettes, historic imagery, or other features. See pages 182–187 for ideas about non-wayside options, and pages 189–197 for guidance on planning for and developing interpretation including wayside exhibits. P. 182 P. 189

6 VEHICULAR PARKING
A standard trailhead will usually include at least a small amount of vehicular parking. If co-located with an existing park or trailhead, this parking likely already exists. In some limited cases, neighborhood parks may have very little parking but still be considered a Level I -Small trailhead because they serve as access and orientation points for the trail. For new parking associated with an NHT trailhead, it is

Sample trailhead: Level II - Medium



Sample trailhead: Level III - Large



recommended to consult the paving guidance for trail alignments in selecting a paving type advantageous to the historic trail character.

7 PLANTING
To the extent possible in current conditions, planting at NHT trailheads should follow the same general guidance as outlined for planting along the national historic trail in use of native species and cultivating a prairie-like appearance. See landscape guidance page 156, and planting guidance pages 180–181. P. 156 P. 180

- Level I - Small: These are small areas with limited room for landscape. Typical landscape elements will include grass and trees or shrubs to buffer parking areas from the street, preferably native species.
- Level II - Medium: These are larger areas with more amenities present. Type I or II trail landscapes would be appropriate for this

level of trailhead, with trees providing shade relief while alerting trail users to the presence of a trailhead.

- Level III - Large: These areas are large enough to provide a variety of amenities, including a shelter. The size is such that they can potentially be used as neighborhood or community gathering spaces. Trees and planting beds could be used to provide shade relief and accentuate amenities within the trailhead location. There may also be opportunity to include native plantings that recall the historic trail landscape, as well as providing pollinator habitat and functioning as stormwater best management practices (BMPs).

8 PLAZA
Plaza spaces may include both NHT and basic amenities. In a Level II or III trailhead they may be the appropriate location for an orientation or interpretive exhibit and/or historic trail encounter feature. Other

amenities present may include the following:

- Benches
- Trash receptacle
- Drinking fountain
- Bike parking

9 PICNIC AREA
Picnic areas are likely to only be present in at a Level III trailhead, or a Level I or II trailhead if incorporated into a developed public park. These may include amenities such as tables, shade, and trash receptacles.

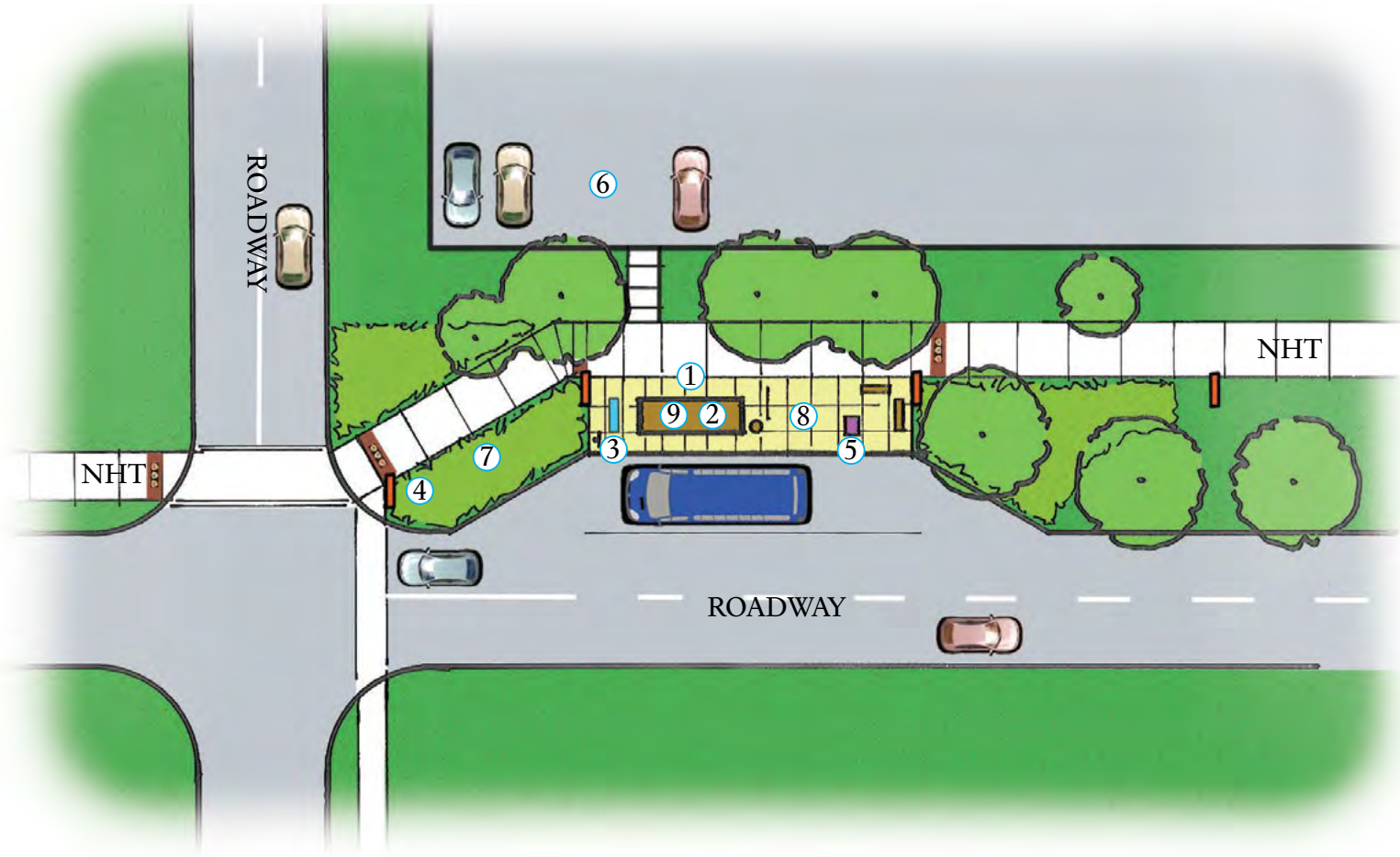
10 RESTROOMS/SHELTER
Restrooms are primarily available at large (Level III) trailheads, or adjacent to a Level I or II trailhead where incorporated into a developed public park.

Sample national historic trail transit trailheads

NHT trailheads may also be located in connection with transit systems, to encourage the use of transit to access the NHT, and the creation of loops using both trail and transit. The basic elements that must be present for a transit location to be considered an NHT trailhead are the same as for standard trailheads.

- ① a direct and/or marked connection to the national historic trail route
- ② a national historic trail entrance sign or other use of the NHT logo(s) indicating the place's connection to the NHTs
- ③ a wayfinding map or orientation exhibit indicating where and how to get on the national historic trail, and preferably providing some context on trail history and NHT sites and segments in the area

Sample bus stop trailhead



Amenity	Transit Trailhead	
	BUS STOP	TRANSIT CENTER
Direct/marked connection to NHT	★	★
Entry signage	★	★
Wayfinding map/orientation exhibit	★	★
Historical or interpretive element	☆	☆
Banners or road signage	☆	☆
Vehicular parking	☆	☆
Planting	☆	☆
Plaza (and some related elements)	☆	☆
Bus stop shelter	☆	☆
Restrooms/shelter		☆

- ★ Amenities that must be present for a location to be an NHT trailhead
- ☆ Amenities typically present at a trailhead of the level listed
- ☆ Amenities that may be present at a trailhead of the level listed

- ① **DIRECT AND/OR MARKED CONNECTION TO THE NATIONAL HISTORIC TRAIL ROUTE**
A trailhead should be directly on the national historic trail route, or, if slightly off the route, include ground plane logos and/or pedestrian signage indicating how to reach the route.
- ② **ENTRY SIGNAGE**
A site identification/entrance sign signals that one has arrived at a place associated with the national historic trail. See page 173 for details. At bus stop trailheads, an entry/site identification sign may need to be made in a smaller than standard size. P. 173
- ③ **WAYFINDING MAP OR ORIENTATION EXHIBIT**
Orientation exhibits share some qualities with interpretive exhibits, but focus on guiding visitors to the resource, helping them navigate the

area, and providing basic background on trail history. Offering a map showing the parts of the national historic trail that can be accessed from a given trailhead is essential. This feature may be provided digitally once necessary web infrastructure is in place (pages 196-197).

P. 196

- ④ **BANNERS OR ROAD SIGNAGE**
Banners are suitable for streets with limited right-of-way or space for new road sign installations; road signs should be used in all other cases. Where applicable, road signs direct into parking (pages 174-175). P. 174
- ⑤ **HISTORICAL OR INTERPRETIVE ELEMENT (HISTORIC TRAIL ENCOUNTERS)**
Depending on the situation and local preferences, this may include interpretive wayside exhibits, silhouettes, historic imagery, or other features. See pages 182-187 for ideas about non-wayside options, and pages 189-199 for guidance on developing interpretation including wayside exhibits. P. 182 P. 189



3-Trails Transit Center at Blue Ridge Blvd and Bannister Rd (connecting to segments 21c and 21d) under construction, Dec. 2017. Photo: M. Graf

6 VEHICULAR PARKING

A transit center trailhead will usually include some vehicular parking. Bus stop trailheads will rarely offer parking as part of the bus stop itself, but limited parking may be available on the street, or at another public facility nearby.

7 PLANTING

- **Bus Stop:** These are small areas with limited room for landscape. Typical landscape elements will include grass and trees or shrubs to buffer parking areas from the street, preferably native species.
- **Transit Center:** These areas are large enough to provide a variety of amenities including a shelter. The size is such that they can potentially be used as neighborhood or community gathering spaces. With this in mind, trees and planting beds could be used to

provide shade relief and accentuate amenities within the trailhead location. There may also be opportunity to include native plantings that recall the historic trail landscape, provide pollinator habitat, and/or function as stormwater best management practices (BMPs).

8 PLAZA

Plaza spaces may include both NHT and basic amenities. At a transit center trailhead they may be the appropriate location for an orientation or interpretive exhibit and/or historic trail encounter feature. Other amenities present may include the following:

- Benches
- Trash receptacle
- Drinking fountain
- Bike parking

9 BUS STOP SHELTER

Aside from providing transit users protection from the elements, bus stop shelters may be appropriate places to display NHT wayfinding maps or trail information.

10 RESTROOMS/SHELTER

Restrooms are sometimes, but not always, present at transit center trailheads. They are beyond the scope of most bus stop trailheads, although restrooms may be available at other public facilities nearby.



National historic trail awareness and experience



Low level aerial view of Gardner Junction with Burlington Northern Intermodal and Logistics Park, Gardner and Edgerton, Kansas

National historic trail awareness and experience

While many will use the national historic trails on a regular basis as they would any other trail—for recreation or transportation—the national historic trail should be recognizable as something distinct from purely recreational trails. This section of the document presents various NHT options, tools, and ideas available to cities, counties, and partner organizations for identifying and interpreting the NHTs through their communities.

NTIR-NPS can provide technical assistance with the use of the tools in individual development projects, or in interpretive planning. The options shown here are not exhaustive or exclusive, but represent a selection of possibilities; design of the NHTs is constantly evolving, and new ideas and proposals are welcome.

The NHT logos are federally protected marks, so any use of the logos requires the agreement of the administrating office, NTIR-NPS.

Marking

P. 168

The NHT logos, in a variety of forms, are used to identify a given trail or route as part of the national historic trail.

TOPICS INCLUDE:

- Ground surface logos (pages 168–171)
- Pedestrian signage (page 172)
- Site identification and entrance signage (page 173)
- Road signage (page 174)
- Banners (page 175)
- Limestone posts (page 176)

Materials

P. 177

Material choices in trail design can help visitors connect with the vanished landscapes of the historic trails.

TOPICS INCLUDE:

- Crosswalks (page 177)
- Paving (pages 178–179)
- Planting (pages 180–181)

Bridging awareness and experience: Historic trail encounters

P. 182

People, animals, vehicles, structures, and landscapes of the past can be partially recreated in a variety of mediums, providing a touchstone for the public hoping to rediscover history on the modern national historic trails.

TOPICS INCLUDE:

- Overview (pages 182–183)
- Silhouettes (page 184)
- Historic images (page 185)
- Landscape images (page 186)
- Viewports (page 187)

Interpretation: Connecting people with places and stories

P. 189

TOPICS INCLUDE:

- Trail-wide themes (page 190)
- Knowing your audience (page 192)
- Moving people through place and time (page 193)
- Interpretive media types (page 194)
- Choosing interpretive media (page 195)
- NHT marking and interpretation (page 196–197)
- Awareness tools for the Kansas City Metro area (page 198)
- Recommended interpretive media by audience (page 199)



A tour visiting the Town of Kansas Bridge (segment 57), March 2014. Photo: NPS

Marking: ground surface logos

Streets and trails are often marked directly on their surfaces to reduce confusion about directional indication sometimes caused by signs, and as an aesthetic choice. In the case of the national historic trails, placing logos directly on the ground surface of a trail also minimizes new signage in the trail setting, which can be beneficial in avoiding sign clutter and preserving existing historic character of a trail, road, or the surrounding area.

While signage standards for the nine national historic trails administered by National Trails Intermountain Region existed prior to the start of this project, feedback from cities and counties involved in the project indicated a need for a means of marking the trail route, using the national historic trail logos, that would not require signage. Concerns were expressed about sign pollution, specific limited right-of-way situations, and a desire to avoid using pedestrian signs on side paths closely following roads.

In response to this input, this project proposes that the base style of marking used throughout the Kansas City Metro area will be a ground surface application using the three national historic trail logos. A trial installation is being conducted in Kansas City, Missouri, at Schumacher Park. The following pages outline the preferred use of the logos for this purpose but modifications to the standard may be needed after further testing. Please contact NTIR-NPS before beginning a logo project, as funding may be available for logo purchase, and logo use requires review of the plan by NPS.

Multiple material options were explored, but the ceramic tiles shown in this section were determined to be the most practical and cost effective among the options considered. Additional options may be considered and tested if needed. Please contact NPS with any ideas about material options that should be considered for a benefit of lowering cost, increasing longevity, or reducing maintenance requirements.

Porcelain tile for trail and sidewalk use

The proposed application for these ceramic tiles is in four tiles in a 1' x 1' or 3' array, set within a 1.5' wide colored concrete band spanning the width of the trail or sidewalk. The logos and band can be installed by sawcut in existing paving, or as a part of a new pavement installation. See the following pages for more detail on installation.

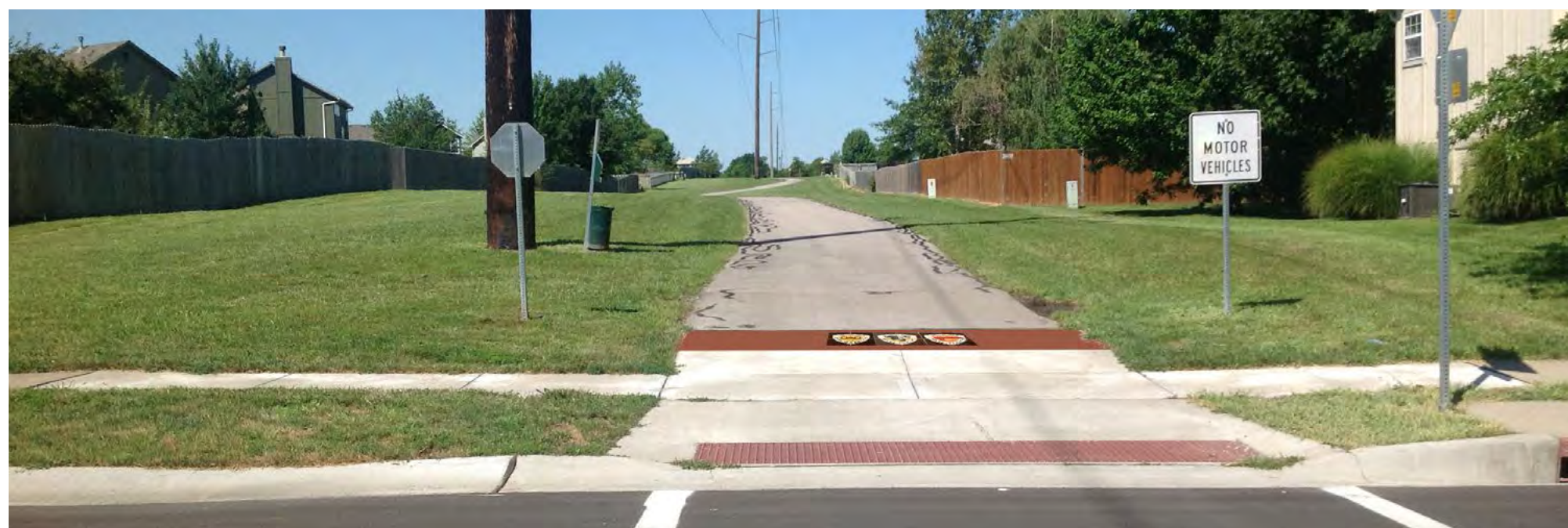
A local source for these logos has been identified; more information regarding sourcing and cost savings for volume purchasing of these logos will be available as use of this logo style becomes more widespread.



Four 6" x 6" ceramic tiles create a 12" square logo. Where applicable, the three NHT logos are installed together in a 1' x 3' horizontal array.



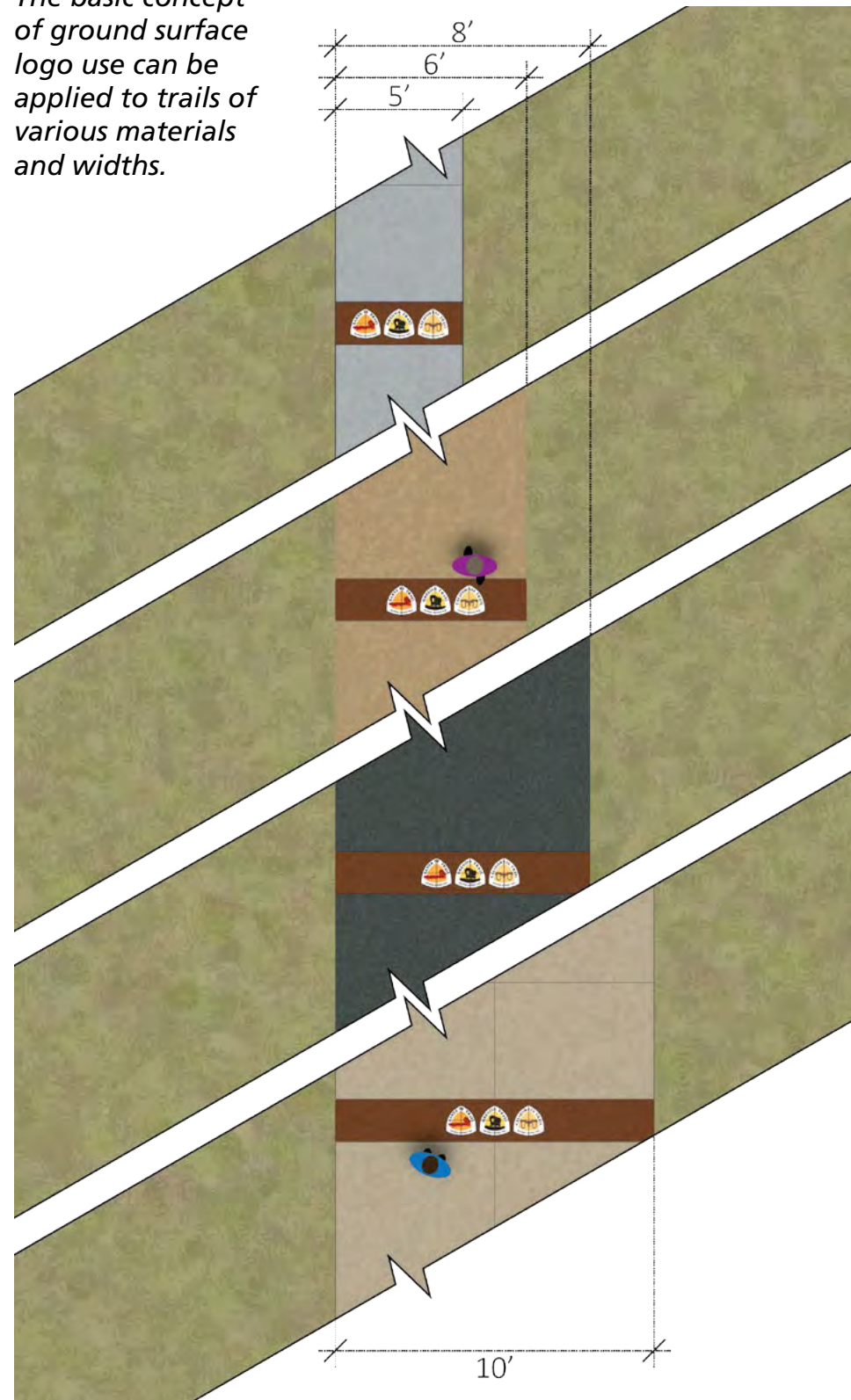
Ceramic tiles in use for a street name in Prairie Village, Kansas. Photo: NPS



Conceptual representation of tiles applied to an existing trail in Olathe, Kansas.

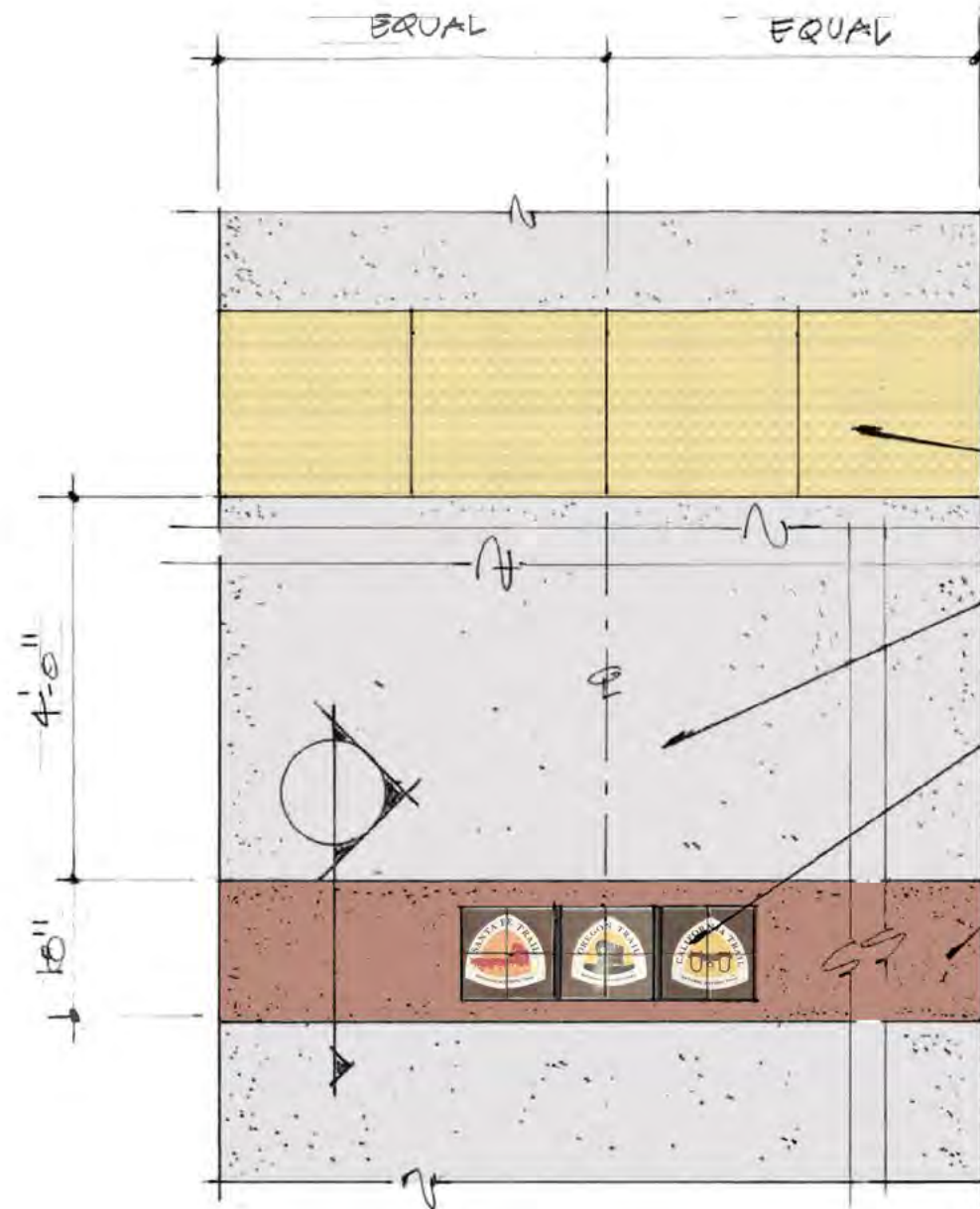
Marking: ground surface logos

The basic concept of ground surface logo use can be applied to trails of various materials and widths.



Basic installation concept. In the Kansas City Metro area, it is recommended that logos always face toward trail users as they enter a trail or road intersection (see diagrams page 171).

P. 171

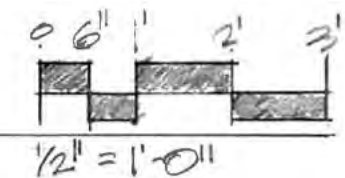


NOTES!

- CONCRETE FINISH SHALL BE LIGHT BROOM STEEL TROWELED EDGES
- CONCRETE COLOR TO BE APPROVED BY OWNER & THE NPS NATIONAL TRAILS INTERMOUNTAIN REGION
- NATIONAL HISTORIC TRAIL LOGOS TO BE PROVIDED BY OWNER
- PLACE NHT LOGO BAND 4' UP FROM INTERSECTION ACCESSIBLE RAMP BEGINNING OR DETECTIBLE WARNING STRIP OR AS INDICATED IN PLANS

- DETECTIBLE WARNING STRIP WHERE OCCURS
- NEW/EXIST. TRAIL WIDTH VARIES
- 1/2" NATIONAL HISTORIC TRAIL LOGOTILES SET IN NEW CONCRETE W/ WATERPROOF GROUT. GROUT COLOR BLACK
- NEW 18" COLORED CONCRETE BAND FULL WIDTH OF TRAIL. COLOR SHALL BE SCHOFIELD CHROMIX INTEGRAL COLOR SORENTO RED # 5059 OR APPROVED EQUAL

NATIONAL HISTORIC TRAIL PAVEMENT LOGO BAND



Marking: ground surface logos



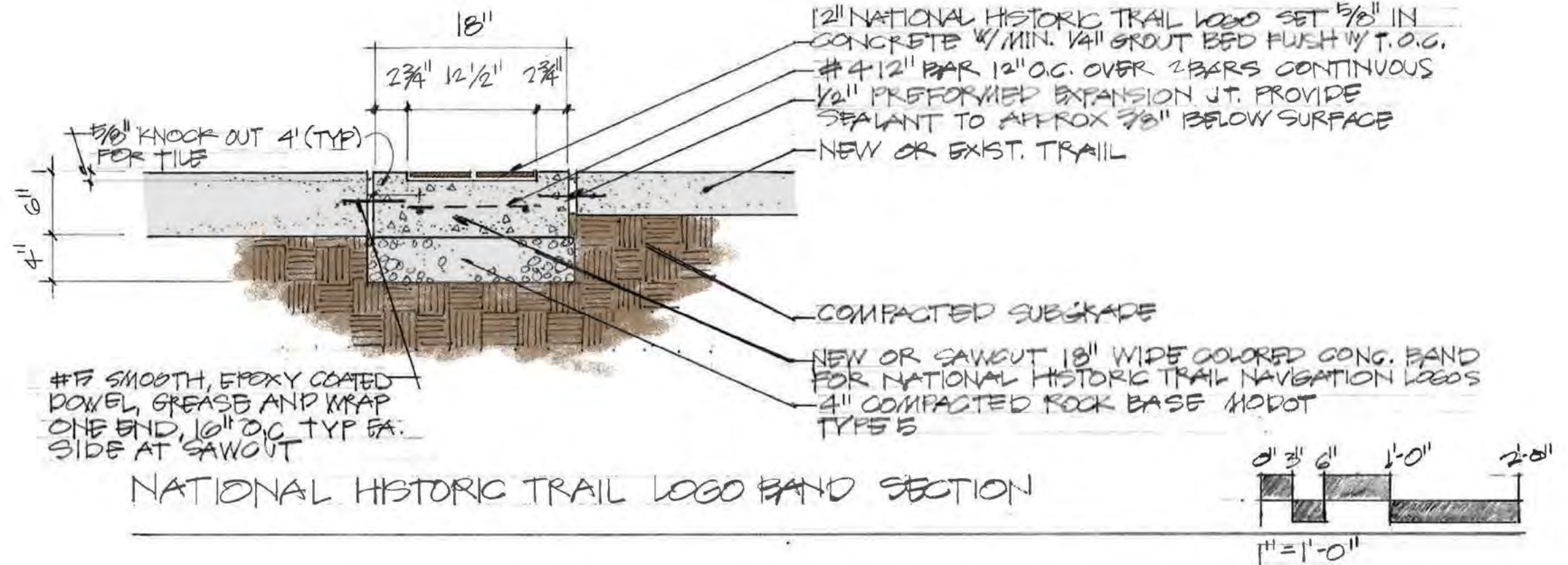
Conceptual representation of tiles and planting beds along an existing trail in Gardner, Kansas.



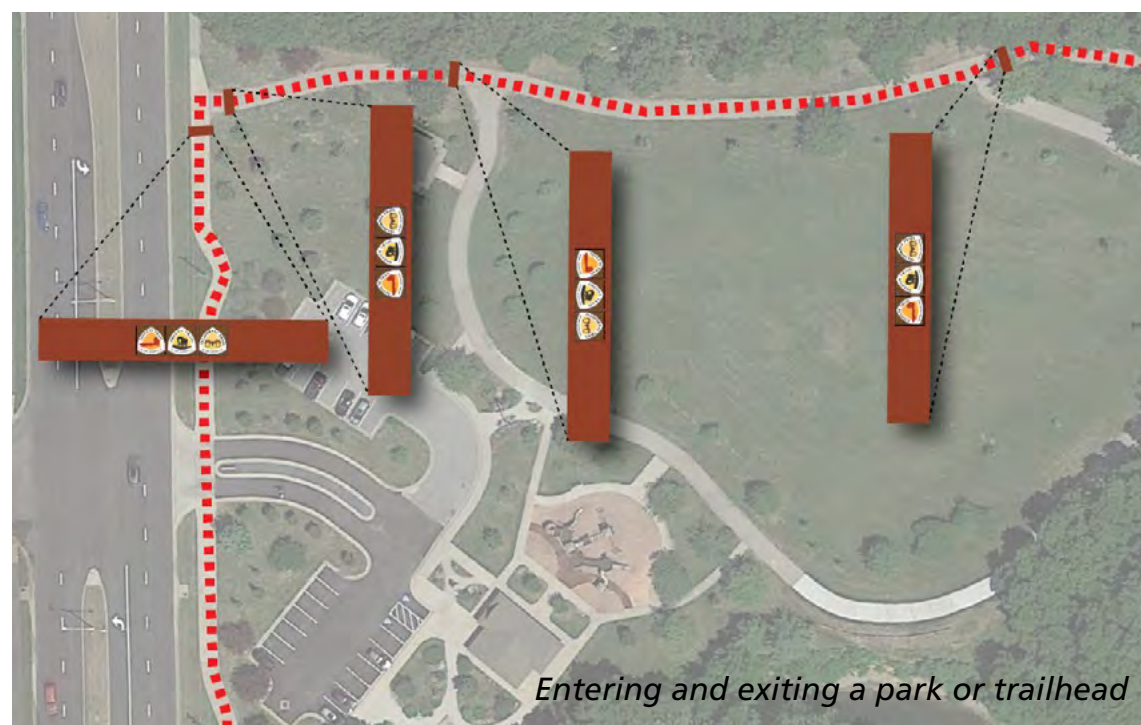
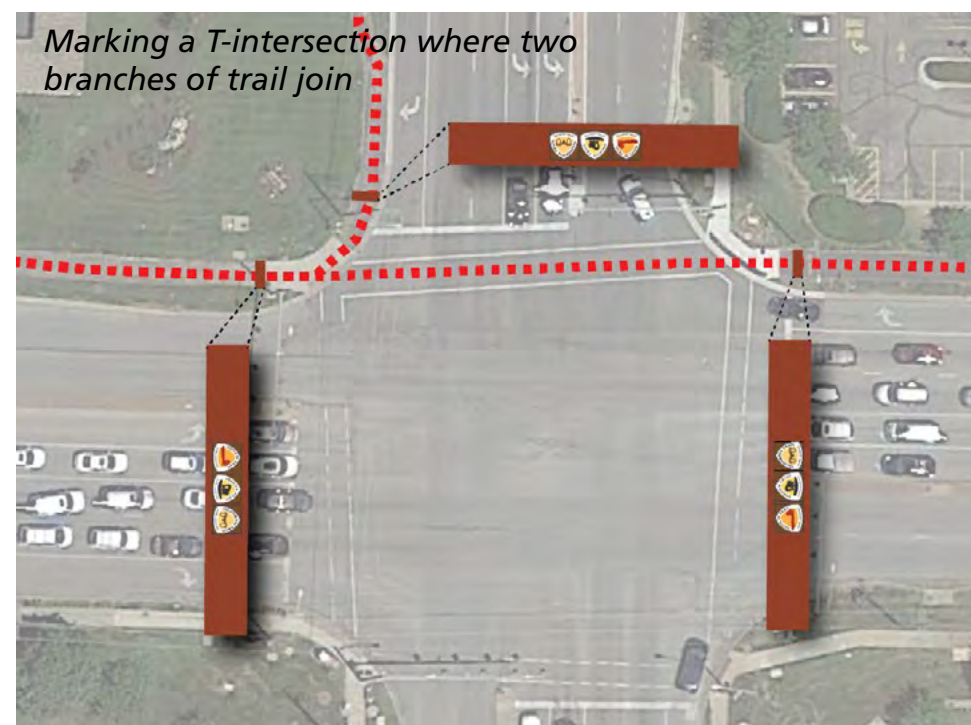
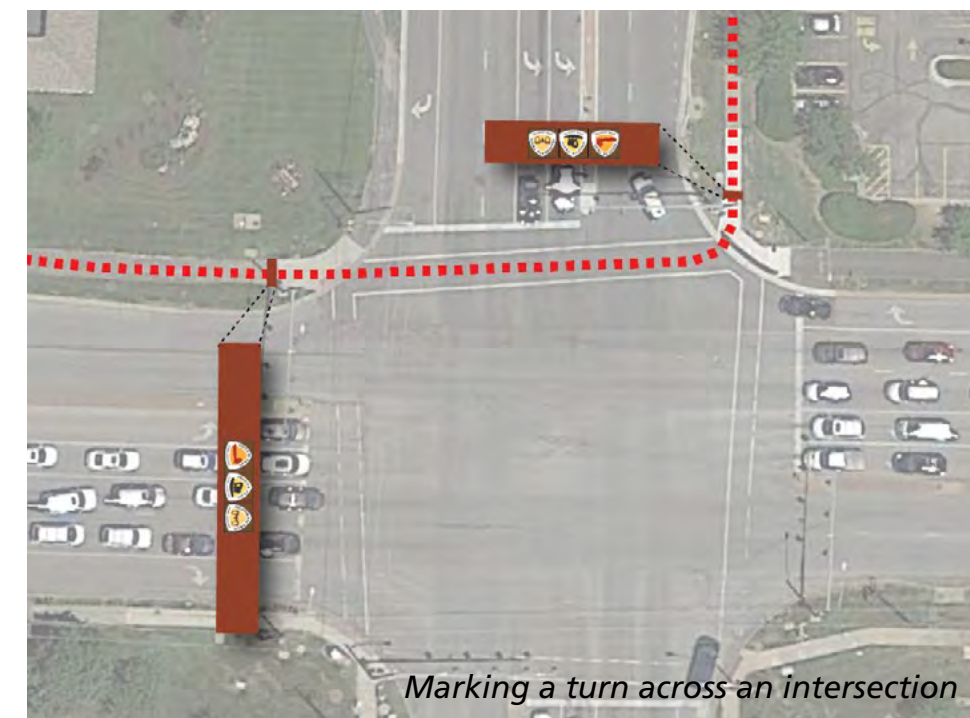
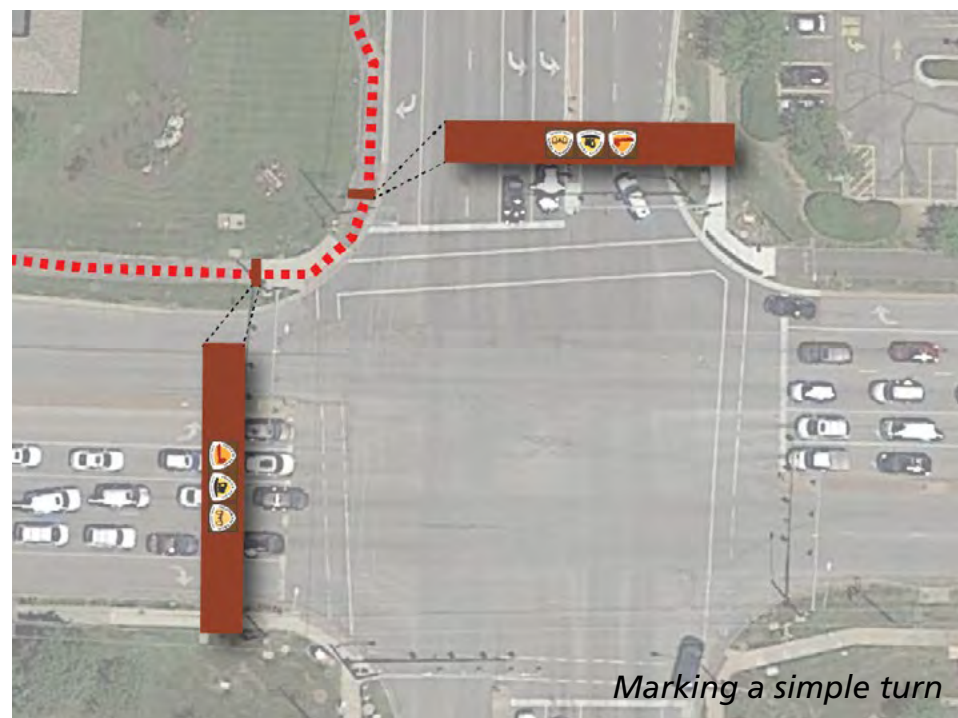
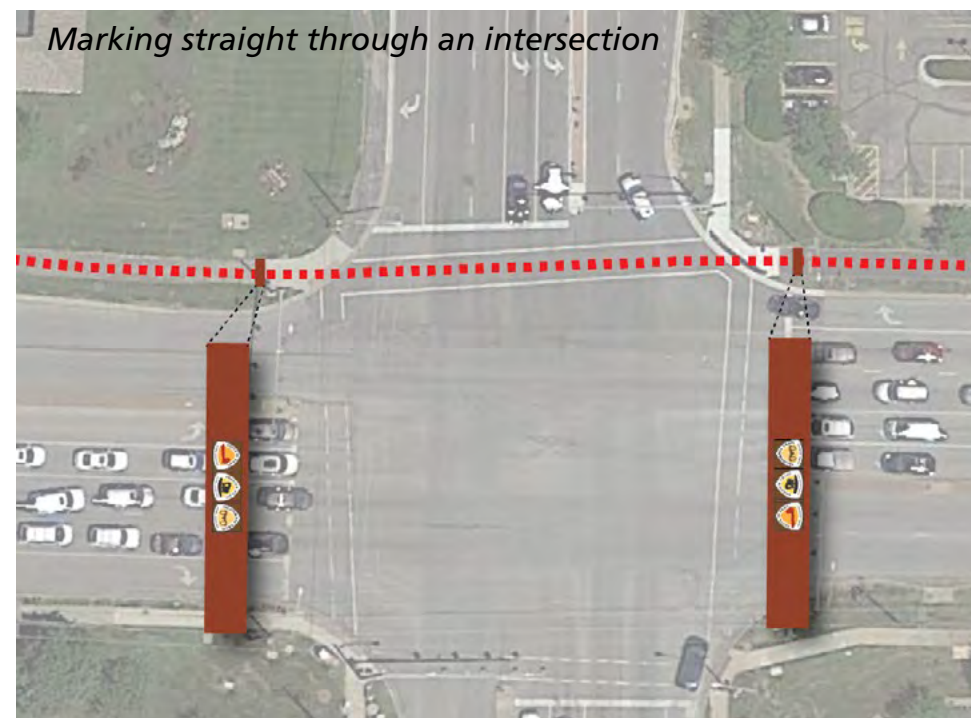
Conceptual representation of tiles and planting beds along an existing trail in Gardner, Kansas.



Conceptual representation of tiles and planting beds along an existing trail in Kansas City, Missouri.



Marking: ground surface logos, use and placement



Logos should face a trail user as they enter an intersection or park/trailhead space. Where intersections and park space exist in close proximity, the intersection takes precedence for the purposes of clear navigation.

Logos are suggested at the following locations:

- where the route makes a turn, on both branches of the trail
- on both sides of parks, trailheads, and major intersections with roads, even where the trail does not make a turn at that intersection or in that public space
- at intervals along extended straight segments of which are uninterrupted by intersections, as needed
- as the local jurisdiction considers necessary to ensure ease of navigation for the public

Logos alone are not sufficient to create a full trail experience; however, when used consistently and in combination with other elements can be an important tool for trail users navigating the NHTs across the Kansas City Metro area.



Marking: pedestrian signage

The standard national historic trail pedestrian signs shown below are used widely across the national historic trails. While not applicable in every circumstance along the NHTs in the Kansas City Metro area, they may be useful for specific conditions, including:

- Along soft surface trails like those in Lone Elm Park, where implementing the ground surface logos may be challenging
- At trailheads or other access points, to provide visibility for the trail route or indicate distances to both ends of the NHTs or to local destinations
- To mark places where the historic route of the trails crosses a modern segment of the NHTs

Signs can be produced in three sizes and material types as shown below, and serve a variety of functions.

As with the ground plane logos and road signs, along the Independence Route pedestrian signs will use all three NHT logos, and along the Westport Route will use only the Santa Fe NHT logo.

If interested in using pedestrian signs along a segment of trail, please contact NTIR-NPS for assistance. [NTIR-NPS CONTACT INFORMATION](#)

Historic Route Sign 16" x 24"

Marks the historic route of the national historic trail



Historic Route: lower panel options



National Historic Trail Sign 16" x 18" or 24"

Marks trail that approximates and/or connects to the national historic trail, but is not on the actual historic route



Site Name Sign 16" x 24"

Directs trail users to sites associated with the national historic trail (site name varies with destination)



The above signs can be paired with these arrows



Crossing Sign 16" x 24"

Marks places where the historic route of the national historic trail crosses a modern trail



Note: NTIR-NPS also has standards for the equivalent of most, but not all, of the sign types shown here in the 12"x 12" and Carsonite sticker versions.



16"W x 24"H
aluminum sign

For use at trailheads or areas where additional visibility is needed

12"W x 12"H
aluminum sign
Along stretches of trail in urban/suburban settings



3"W x variable H
Carsonite post/sticker
For use in rural areas or at large natural parks



Marking: site identification and entrance signs

National historic trail site identification and entrance signs are already in use across the Kansas City area and the length of the NHTs, and serve to alert the public to the fact that they have arrived at a trail related site. They can be stand alone signs, either standard or customized (as shown in most examples this page). Alternately, the standard trail name and logo panel can be added to an existing entrance sign to highlight the site's connection to the national historic trail or trails (see Philmont Scout Ranch example, below). Signs may be made in smaller dimensions where space is limited, such as in urban settings or at bus stop trailheads, see page 164. P. 164





Marking: road signs

The standard national historic trail road signs shown below are used widely across the national historic trails. They have already been installed along the entire length of the Independence Route through the Kansas City Metro area, but may still be useful in specific situations in the future, primarily in directing to new or newly developed trail sites and trailheads.

The standard size for these signs is 32 or 36 inches wide by 48 inches high to preserve a minimum 4 inch letter height for legibility and meet MUTCD minimums, but can be made in smaller sizes for specific situations at road jurisdiction request. Custom signs are used sparingly in the rare situation that cannot be addressed with a standard sign.

Like the pedestrian signs, road signs are often paired with lower panels or arrows to communicate direction or distances.

As with the ground plane logos and pedestrian signs, along the Independence Route pedestrian signs will use all three NHT logos, and along the Westport Route will use only the Santa Fe NHT logo.

If interested in using road signs, please contact NTIR-NPS for assistance.

[NTIR-NPS CONTACT INFORMATION](#)



*Historic Route Sign (lower panels available)
32" x 48"*



*Historic Site Name Sign
36" x 48"*



*Site Identification Sign 40–48" x 72" (see
previous page for customized examples)*



*Auto Tour Route Sign (only for
use on designated NHT auto
tour routes) 32" x 48"*



*Crossing Sign
32" x 48"*



Marking: banners

Banners are used for two purposes along the trail:

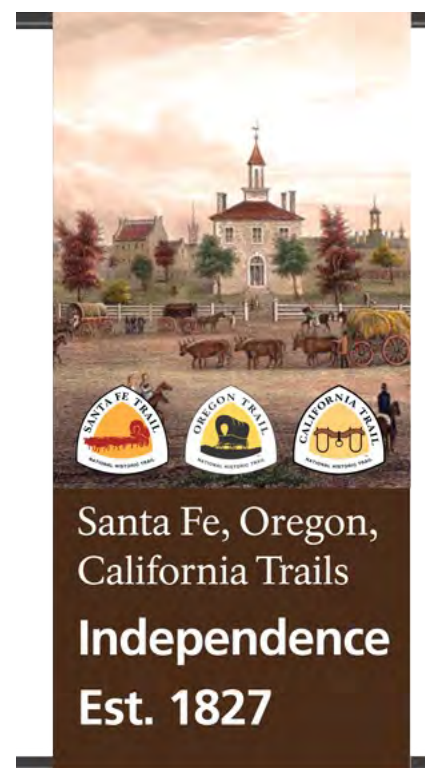
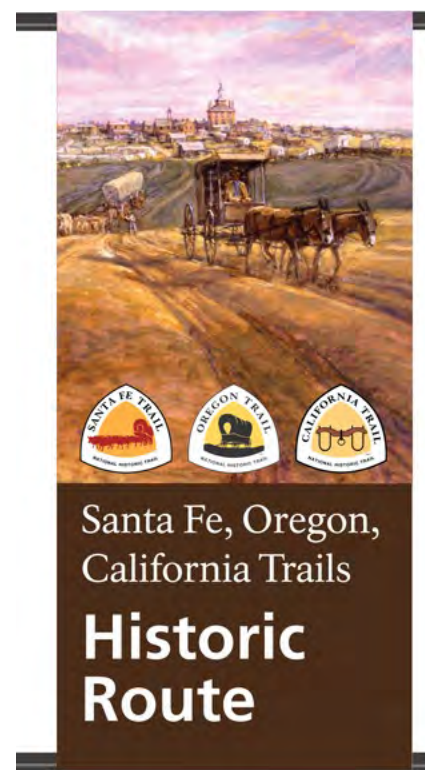
- to identify the historic route of the trail along roads that are too busy or congested for the addition of signs
- to highlight a main street of a town with strong historical connections to the national historic trail or trails

The banner style used to mark the historic route is intended to be consistent across the entire length of a trail except where, as in Kansas City, multiple trails overlap. In those cases a standard banner can be created for the shared route in that area. See example banners for the Santa Fe NHT and for the three trails, to right. *Note: the banner examples shown here are draft, and are subject to additional review before they are finalized.*

While the basic layout for the town-specific banner remains the same from place to place, the image used on the banner is selected by the local community and is specific to that community and its trail history. See example Santa Fe, Oregon, and California NHT banner for Independence, lower right. This banner is for example purposes only. If there is interest in using a banner of this kind in Independence, a design will be determined at a later date in collaboration with the community.

In Kansas City, an applicable use for historic route banners might be along the Westport Route on Grand Avenue in downtown Kansas City. For town/main street use of banners, a potential location may be along Main Street/US Highway 56 in downtown Gardner, to recognize Gardner's importance as the junction of the Santa Fe, Oregon, and California trails.

Many streets along the route may already have the necessary infrastructure in place to make use of these banners with little initial investment. They may be customized in size and material to fit existing banner mounting systems, if necessary. Banner examples shown here are 28 inches wide by 60 inches tall.



Conceptual appearance of a Santa Fe NHT banner on Grand Ave south of 22nd St, Kansas City, Missouri.

Marking: limestone posts

Limestone posts, with or without embedded trail logos, have been used frequently to mark the historic and/or developed route of the NHTs, primarily in Missouri and Kansas. They were incorporated into the design guidelines in the Kansas City Missouri 6th District Pedestrian Intermodal Transportation Connector plan (PITC) in 2010, and have been used consistently as trail segments have been constructed in that area. Although they are not part of the general branding for the entire lengths of the three national historic trails, there is significant local precedent for their use, and they remain part of the toolbox for identifying the route of the national historic trails across the metro area. See the PITC plan document¹, page 39, for more information about the recommended use of these posts.

1. Found online at <http://www.3trailsid.org/projects/pedestrian-intermodal-transportation-connector-plan-pitc/>

Clockwise from top left: Avila University, Hickman Mills School, edge of Verona Hills neighborhood, Wieduwilt Swales, all Kansas City, MO; post marking the trail swales in Austin Harmon Park, Prairie Village, Kansas.



Materials: crosswalks

As places where the national historic trail intersects roads, crosswalks may be an opportunity to make the trail more visible in the overall streetscape. Several material options were considered for this project, and those shown here were considered preliminarily viable depending on the specific situation or need. These crosswalks would generally be used in addition to a standard use of the NHT logos to mark the trail.

Some basic potential patterns that could be used are presented here, incorporating trail related symbols or imagery. Further design and planning will be necessary to select a preferred design or designs as part of individual implementation projects. Until this has been implemented in a few locations, it will remain a custom application. Please contact NTIR-NPS with questions about the approach or if there is interest in implementing a crosswalk project along the national historic trails.

The Federal Highways Administration has issued some guidance regarding colored paving in crosswalks and safety which may impact or limit the types of patterns used in NHT related crosswalks. This guidance may be taken into account on a project by project basis, please see *Interpretation Letter 3(09)-24(I) – Application of Colored Pavement*: https://mutcd.fhwa.dot.gov/resources/interpretations/3_09_24.htm

P. 212

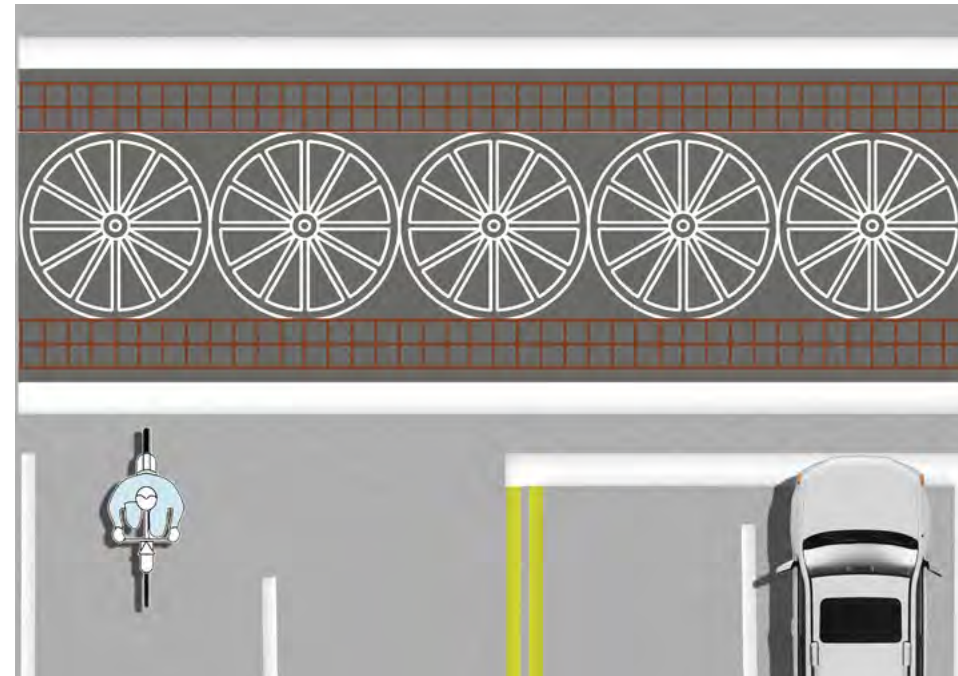
NTIR-NPS CONTACT INFORMATION

Photo sources, see Appendix E, page 212



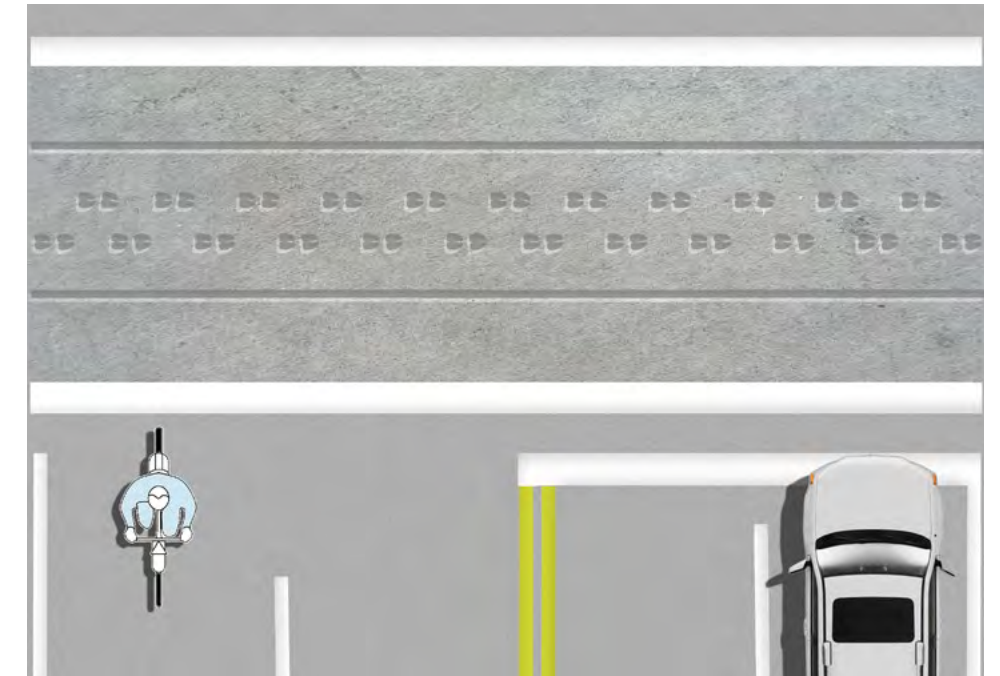
Sand-blasted concrete

Extremely durable, but more expensive to install. Only simple/black and white type designs can be achieved.



Thermoplastic

Less expensive to install, but shorter lifespan. Can incorporate limited color into design on a large scale.



Stamped concrete

Similar in cost and durability to sand-blasted concrete. Patterns are relatively subtle and are intended be noticeable only to pedestrians and bicyclists, not drivers or vehicular passengers.



Materials: paving recommendations

A change of paving type can be a simple way to highlight the national historic trail as it passes through high traffic areas, trailheads, or other important places. Depending on material choice, it can also help recall the unpaved trails followed by historic trail travelers and enhance the vicarious experience of trail travel for the public.

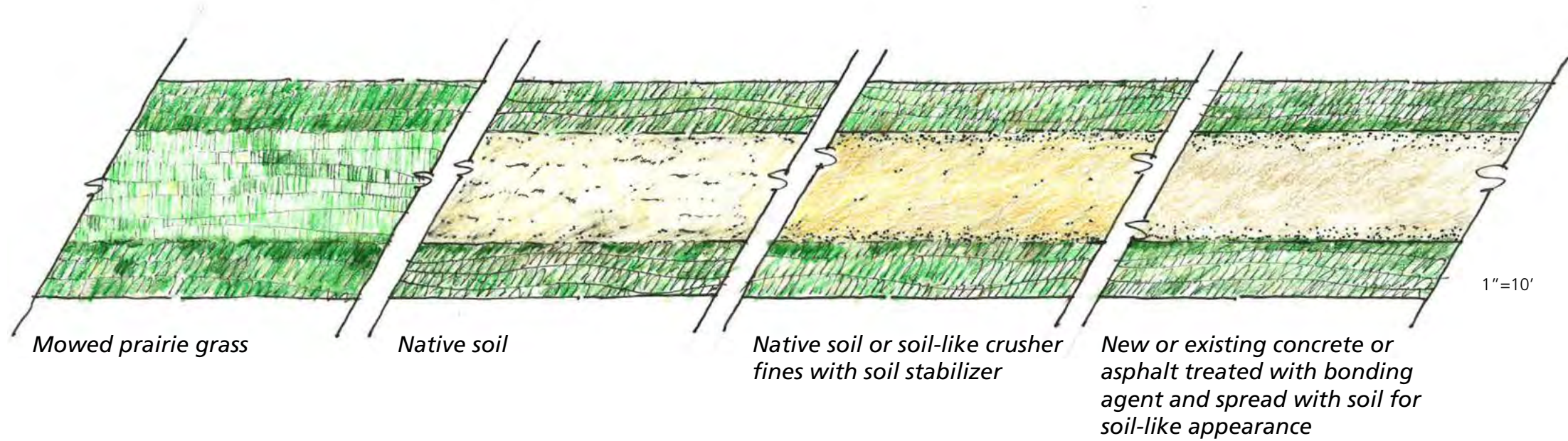
While paving materials must be selected to fit local needs including durability, maintenance requirements, and cost, opportunities to help distinguish the national historic trails from other trails by using a visually distinctive paving type may exist in many projects. Not all the material types shown in this section will work in every situation, but where feasible, material options should be selected in the following preference order:

- Group A: Natural surfaces (left to right)
- Group B: Concrete (left to right)
- Group C: Asphalt (left to right)

Where integral color for concrete or asphalt is referenced, it is intended to be in the range of reds to browns, to bring a more soil-like color to modern paving types.

Any safe and functional paving type is acceptable for the national historic trails, as long as it is paired with a use of the logos to clearly identify any given trail as part of the NHT or NHTs.

GROUP A: NATURAL SURFACES

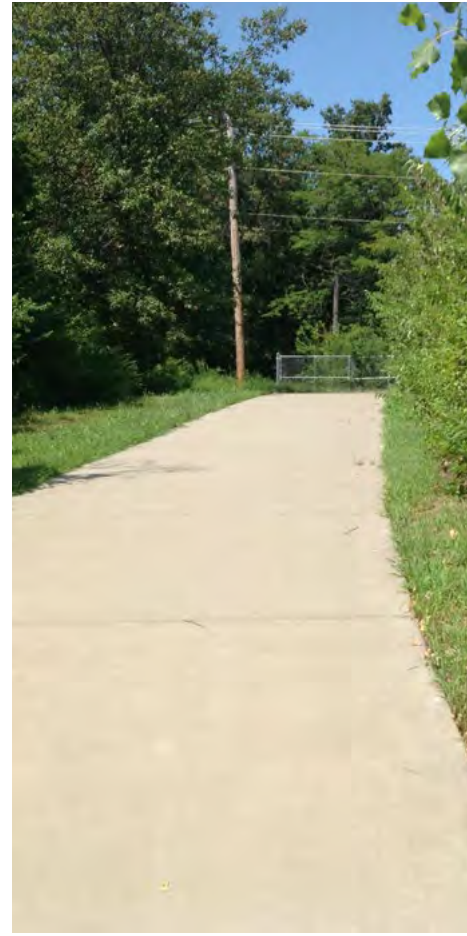
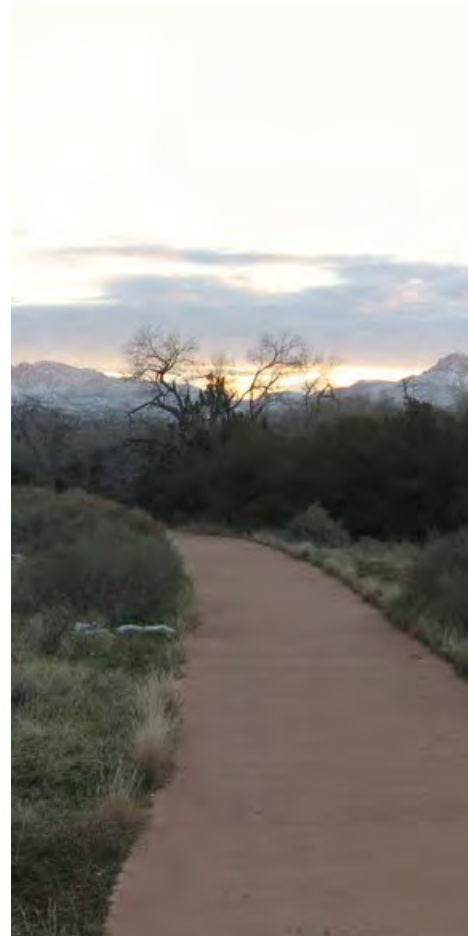
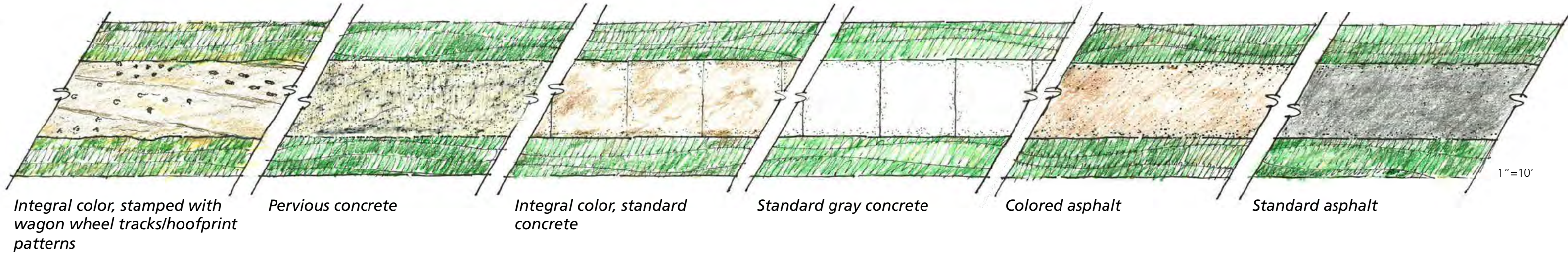


P. 212

Photo sources, see Appendix E, page 212

GROUP B: CONCRETE

GROUP C: ASPHALT



Materials: planting recommendations

P. 210

Photo sources, see Appendix E, page 210

Planting and plant choices along the national historic trail are an opportunity to create a visual connection to the historic landscape through use of native species and semi-natural planting styles. The native plants of the region would have been an important sensory part of historic trail travel, and selection of native plant materials can help in recreating a part of that experience for the modern trail user. Recommendations here are broad to be adaptable to each city's particular trail design guidelines and safety standards for trails.

The same Type I, II, and III categorization used in the landscape guidelines section is used here to capture the range of NHT-related planting options in areas of limited, moderate, or generous right-of-way (Types I, II, and III, respectively). See page 156 for general guidance on these three types of trail landscapes relating to other aspects of NHT design. P. 156

Trailheads also may incorporate NHT-related use of native plants, although in context of overall design and structure of the site, which will often be dictated by existing conditions and non-NHT uses of the parks or trailheads. See Sample NHT Trailheads section, pages 162–165. Basic plant lists are included in Appendix C, page 210. P. 162 P. 210

Type I NHT Landscape

- Constrained space with which to work
- Manicured lawn appearance and/or short grass (buffalo grass, for example) along trail edge as required for maintenance
- Limited, structural use of native grasses, perennials, or shrubs if space allows
- In some urban/downtown settings, planting may be limited to street trees or no planting at all
- Limited amount of trees, regularly occurring street trees, or existing trees

Type II NHT Landscape

- Medium amount of space with which to work
- Manicured lawn appearance and/or short grass (buffalo grass for example) along trail edge as required for maintenance
- Shrubs and selected grasses in planting beds, native species preferred
- Several trees in groupings or existing trees to remain

Type III NHT Landscape

- Large amount of space with which to work
- Tallgrass prairie effect
- Native shrubs and wildflowers
- A few trees in small groupings or existing trees to remain



TYPE I



TYPE I



TYPE II



TYPE II



TYPE III



TYPE III

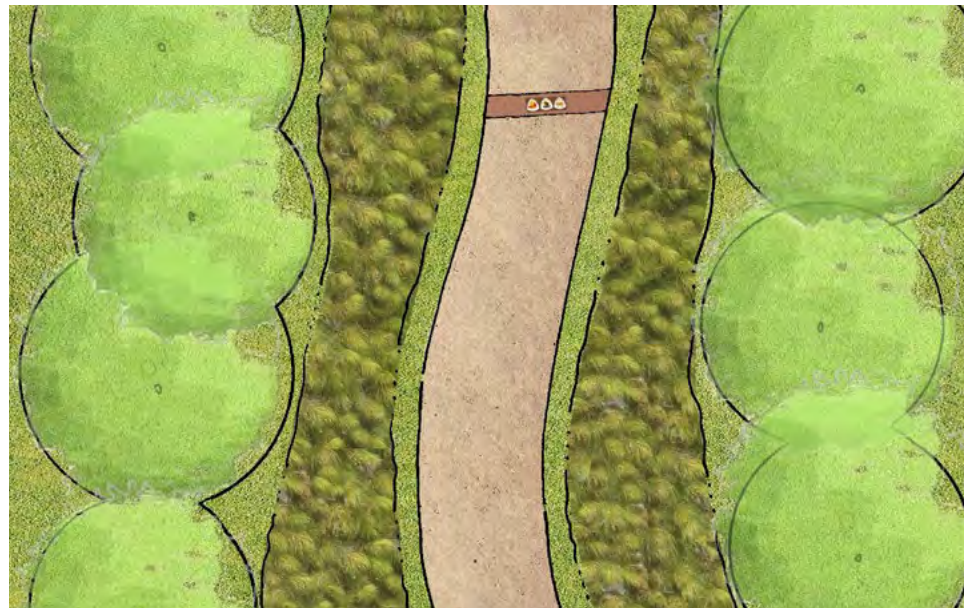
Neighborhood trail: Type I or II

Neighborhood trail settings can sometimes accommodate both shade trees and prairie grass or shrub plantings, depending on neighborhood interest. Available right-of-way varies from neighborhood to neighborhood.



Greenway park: Type III

Greenway parks may be an appropriate setting to mass grasses or native shrubs in a semi-natural style to evoke historic landscape conditions of the national historic trails



Ample right-of-way: Type II

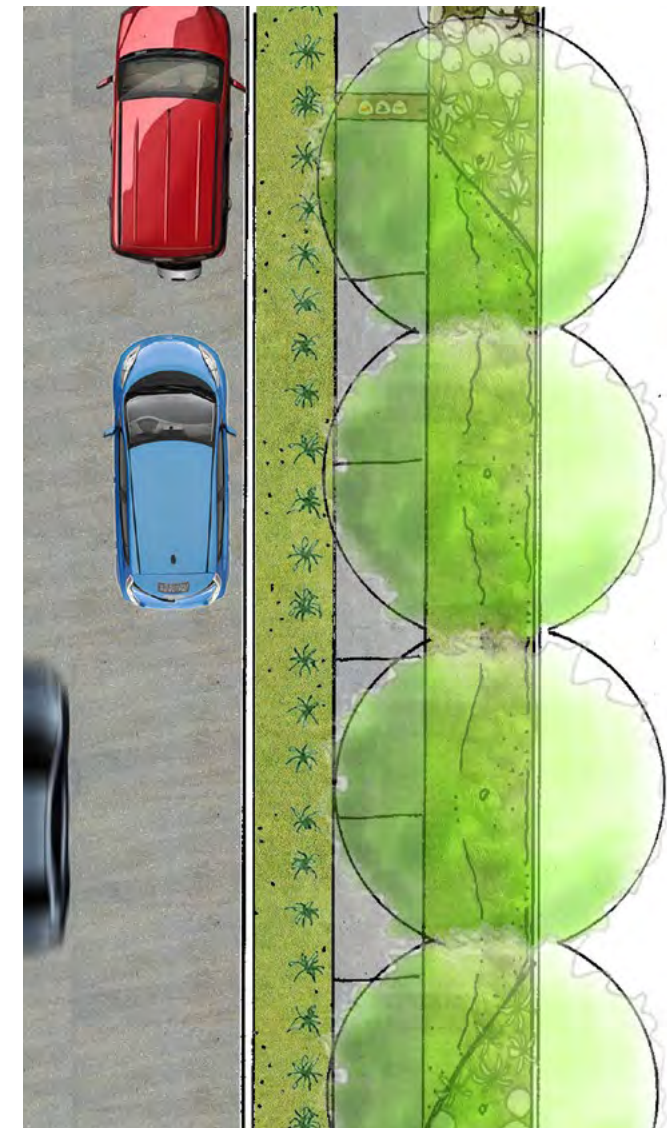
Plantings and meandering paths may be appropriate for street side trails where ample right-of-way is available.



PRIVATE PROPERTY / OUTSIDE ROW

Limited right-of-way: Type I

In limited right-of-way settings, plant choice is a viable option for the purposes of connecting to trail history, but plantings will likely be more structured and limited to fit into available space.



PRIVATE PROPERTY / OUTSIDE ROW

	Massed native grasses/prairie mix
	Mixed native shrubs, perennials, and grasses
	Structural native bunch grasses

Bridging awareness and experience: historic trail encounters

To complement the experience of the historic sites and segments that still remain along the trail, the concept of historic trail encounters is to create opportunities for the public to periodically “encounter” a visual reminder of now-vanished features, figures, and characters that would have been seen on the trail during its historic use. These encounters along the trail are intended to be visual reminders and provocations, points of interest to enrich the national historic trail experience.

This section outlines a few types of landscape features that can be implemented along the trail corridor to help put today’s trail travelers in touch with the trail travelers of the past. These elements may be used individually, or in groupings, depending on space available, local interests, and connections that can be made with place-specific stories through use of interpretive media, custom characters, or area specific historic images. They also may be paired, as appropriate, with use of prairie grasses and native vegetation, and trail surface materials evocative of the historic trail (pages 178–181). P. 178

With further development of digital media related to finding and experiencing the national historic trails in the Kansas City area, ideally these installations would also include a means to link to web pages or an app providing information about the National Trails System, and interpretive content about trail history. This may be affixed to the element itself, or displayed nearby.

The following six pages deal with these elements, and are accompanied a section providing guidance related to interpretation of trail history, including methods for choosing the kind of interpretation or media best suited to a place or story, and features and things to consider regarding various media types (pages 189–199). That section may be useful in determining interpretive themes, and how the elements outlined in this section, in combination with media, may be best utilized to create a vibrant national historic trail experience. P. 189

Efforts are being made to standardize the use, fabrication, and installation of these elements to reduce cost and workload associated with implementing one of these trail encounters at trailheads, in public parks, or along trail segments. Please contact NTIR-NPS for the most current information if you are interested in developing a historic trail encounter along a segment of trail. NTIR-NPS CONTACT INFORMATION



Historic trail encounters general concept. For number key, see opposite page.

Historic trail encounters elements may be used in a variety of settings, including curb extensions or expanded sidewalk pedestrian areas in a streetscape (Type I, lower far right) or along trails with wide right-of-ways, either on greenways or along streets (Type II, upper far right, or Type III, lower right).

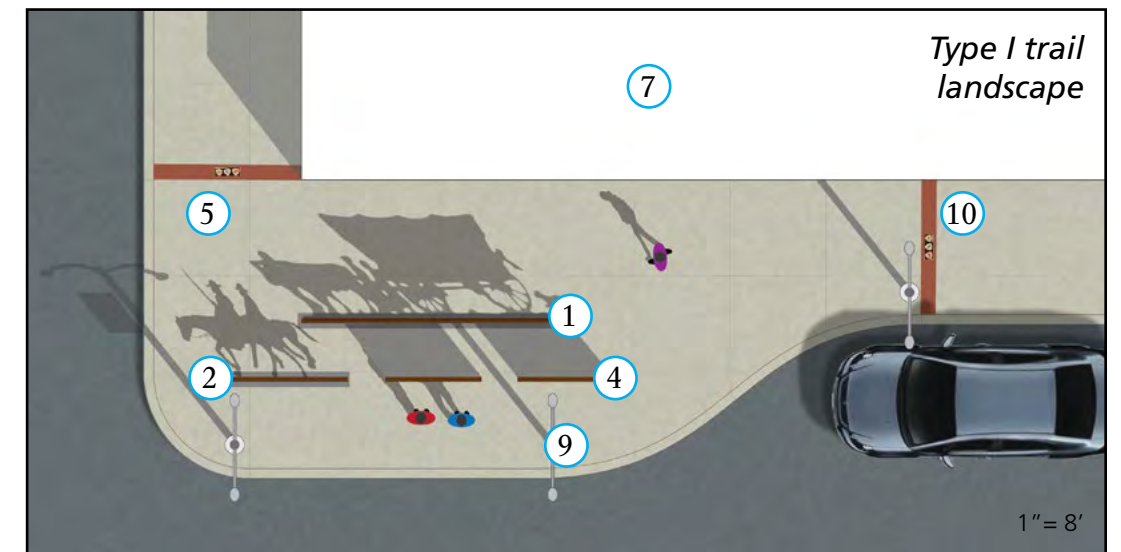
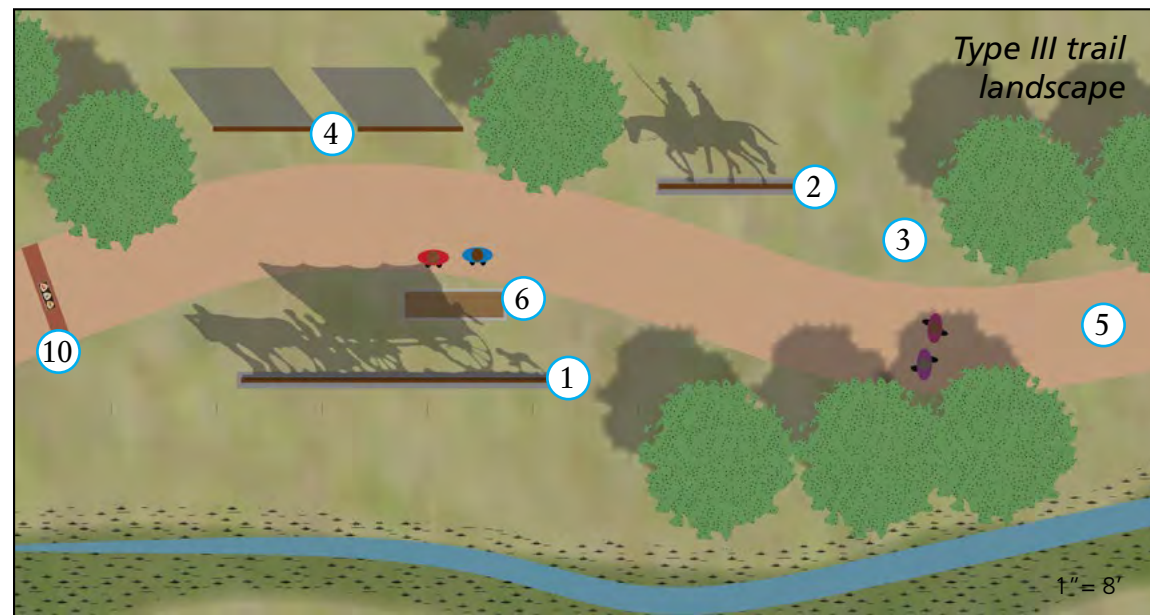
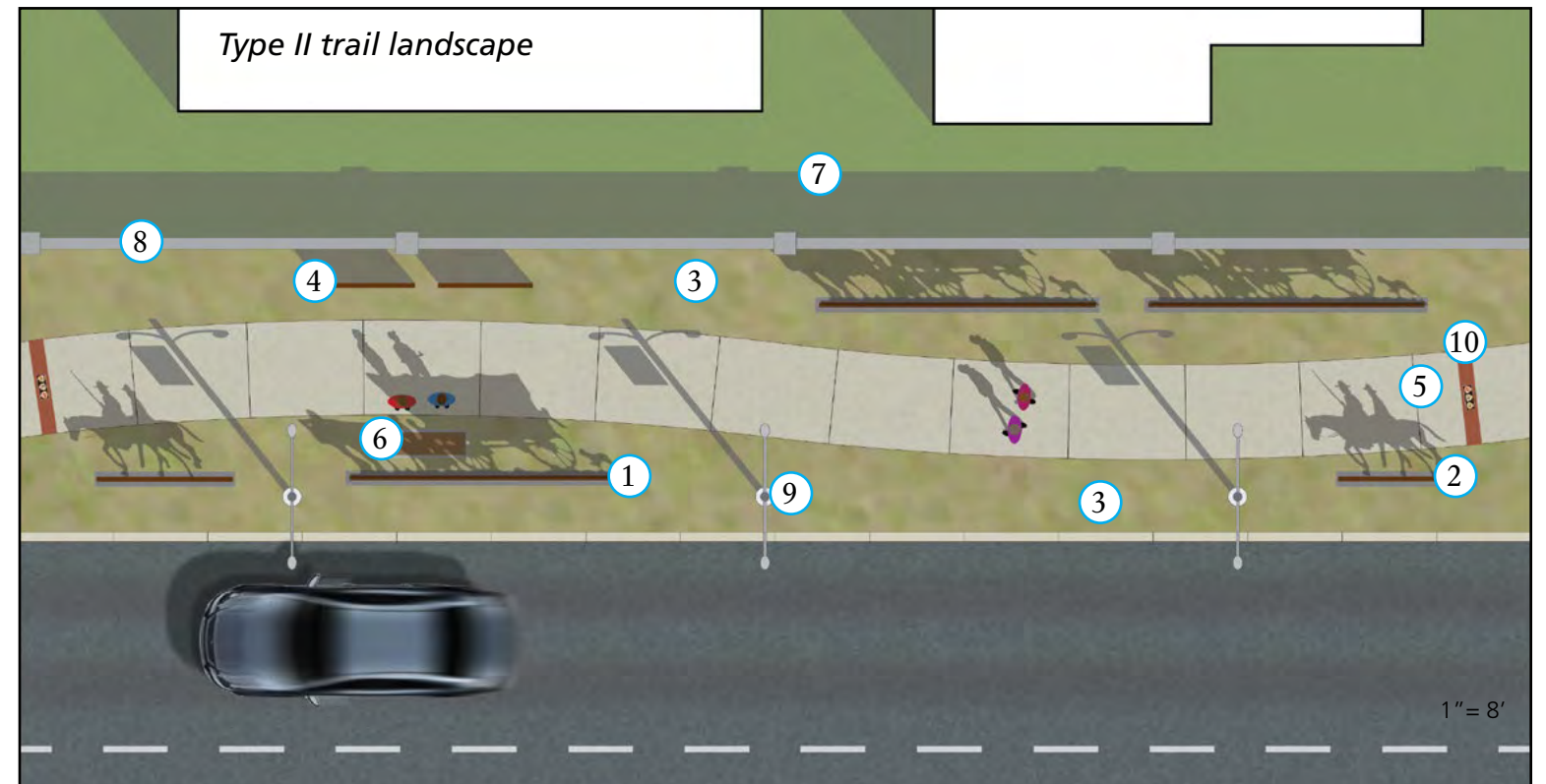
Locations for these encounters are at the discretion of communities and local partnering organizations or individuals, but may depend on factors such as:

- Availability of publicly owned space or right-of-way, or interest of a private landowner in offering space for an installation
- High pedestrian traffic or other high potential opportunity to make the historic trail visible to the public
- Unique interpretive opportunities around a theme or story, or a unique event that happened near the location

Planting areas and/or changes of pavement style may be associated with the historic trail encounters features. Prairie grasses and other appropriate native vegetation is preferred for this use, see pages 178–181. P. 178

Not all the features shown in these examples would necessarily be associated with every historic trail encounters installation. An encounter may be as simple as a single silhouette, historic image, or viewport, with or without special plantings or changes of paving style. It is always preferable to implement these encounters as part of a holistic planning process that considers all aspects of how and why an installation may be appropriate in a given place. For more information, see Interpretation: Connecting people to places and stories, pages 189–199. P. 189

- 1 STEEL WAGON SILHOUETTE (PAGE 184)
- 2 SANTA FE TRAIL TRAVELER SILHOUETTE (PAGE 184)
- 3 NATIVE PRAIRIE GRASS (PAGES 180–181, APPENDIX C, PAGE 210)
- 4 LARGE HISTORICAL PHOTO IN FRAME (PAGE 185)
- 5 CONCRETE, COLORED CONCRETE, OR STABILIZED NATURAL MATERIAL OVER CONCRETE (PAGES 178–179)
- 6 INTERPRETIVE EXHIBIT (PAGE 194)
- 7 PROPERTY OUTSIDE OF THE ROW AND INTERPRETIVE AREA
- 8 RIGHT-OF-WAY BOUNDARY (WALL, FENCE, OR OTHER DELINEATION)
- 9 LIGHT POLE WITH NATIONAL HISTORIC TRAIL BANNER (PAGE 175)
- 10 GROUND PLANE NHT LOGOS (PAGES 168–171)



Historic trail encounters: silhouettes

Silhouettes of trail figures and wagons have been used in many places across the national historic trails, including within the Kansas City Metro area, to help connect the public to the people who travelled this way in past centuries. They are most frequently used at ridge tops or in open space, to be viewed at a distance, but also can have appeal when approached closely. They are most commonly made of Corten or other weathering steel, designed to rust over its life span. While sometimes made oversize for viewing at a distance, the preferred application of silhouettes is at life-size, to maximize connection with vanished people and animals.

Silhouettes of this type have been fabricated locally and installed in the Kansas City Metro area in several locations including at the Hickman Mills School and along I-435 near Bannister Road and the new Powder Mill pedestrian bridge, both in Kansas City, Missouri. For more information about local use or production, please contact NTIR-NPS, Vireo, or 3 Trails West, Inc.

There is potential, in the long term, to create a full catalog of standard silhouettes of characters, vehicles, and animals from which cities, counties, or groups can select when beginning a silhouette project. Categories would include standard generic characters such as traders, horseback riders, and tribal figures as well as famous individuals from the trail period, such as Kit Carson, John C. Fremont, or Susan Shelby Magoffin. Vehicles would include a range of wagon types (both emigrant wagons and trade or military wagons), stage coaches, ferries, and steamships; animals would include both domesticated animals and appropriate wildlife. If there is sufficient interest in use of silhouettes across the Kansas City Metro area or the NHTs in general, additional work may be put into formalizing the catalog, finalizing the silhouette designs, and making the needed files available for the use of partner organizations and fabricators.

[NTIR-NPS CONTACT INFORMATION](#)



Conceptual representation of historic trail silhouettes along a greenway trail. Image shows silhouettes and a small plaque with QR code or other link to digital media.



Historic trail silhouettes in place at the Hickman Mills Middle School, Kansas City, MO. Photo: L. Short, SFTA..



Historic trail silhouettes in place at the Hickman Mills Middle School, Kansas City, MO. Photos: A. Allen for NPS.



Conceptual representation of historic trail silhouettes along an existing trail in front of a school in Gardner, Kansas. Image shows silhouettes with some prairie grass plantings.

Historic trail encounters: historic images

Panels displaying historical images at a large scale are also a potential component of historic trail encounters installations. These panels would feature paintings, photographs, or other imagery related to trail history in a given area. Images may feature trail scenes, buildings and places related to the trail, or people who travelled the trails.

Panels can be set in metal frames, and are proposed in two material types: an opaque high pressure laminate, such as is often used for interpretive exhibits, and a printed semi-translucent screen. One option may be preferred over the other in specific situations based on desired size of image, structural needs, safety, and environmental considerations.

Although the construction and sizing is intended to be consistent throughout these uses, the images used will be specific to a given place along the trail and locally sourced. Resolution needs for an image of this size will limit the available options; a custom artwork related to trail history may also be considered for this purpose.

Some standard historic images may, in the future, be available through NTIR-NPS for this purpose. However, where locally relevant images of sufficient resolution exist in a given area, these images will likely be preferred to create a stronger connection to a given place or region along the trail.

Proposed standard sizes



Conceptual representation of a large historic image along a greenway trail. Image shows a landscape format image panel, a small plaque w/ QR code or other link to digital media, and native plantings.



Conceptual representation of two historic images along a greenway trail. Image shows an 8' x 8' image panel, a 12' x 10' image panel, a small plaque with QR code or other link to digital media, a soil-like surface treatment on existing asphalt, and native plantings.

Historic trail encounters: landscape images and screens

Printed fabrics for outdoor screening are widely available, and are most commonly used for marketing or branding purposes, along construction sites, ball fields, and other outdoor places. In this proposed application, fences and under-utilized surfaces could become a means to help trail users recall the natural landscape of the Kansas City area prior to urban or suburban development, particularly the open prairies and wooded streams that historic trail travelers would have encountered on their way. While this is a new NHT element, if interest is strong a future project might involve acquisition of appropriate high resolution photos to be made available to partner organizations for this purpose.



Conceptual representation of a landscape image screen in front of a school in Overland Park, Kansas, along an existing chain link fence.



Large scale landscape imagery screens at the Prairie Fire Shopping and Entertainment Center, Overland Park, Kansas. These screens are translucent when viewed from inside the parking structure. Photo: NPS.



Conceptual representation of a landscape screen showing Harts Creek, installed along the trail approaching the US 71 pedestrian overpass, Kansas City, Missouri.



An example of the detail possible on printed shade screens. Photo: NPS, taken of outdoor exhibit *The Fence 2017* (Santa Fe). Claire Rosen, "Birds of Prey" <https://thefencenm.org/>

Historic trail encounters: viewports

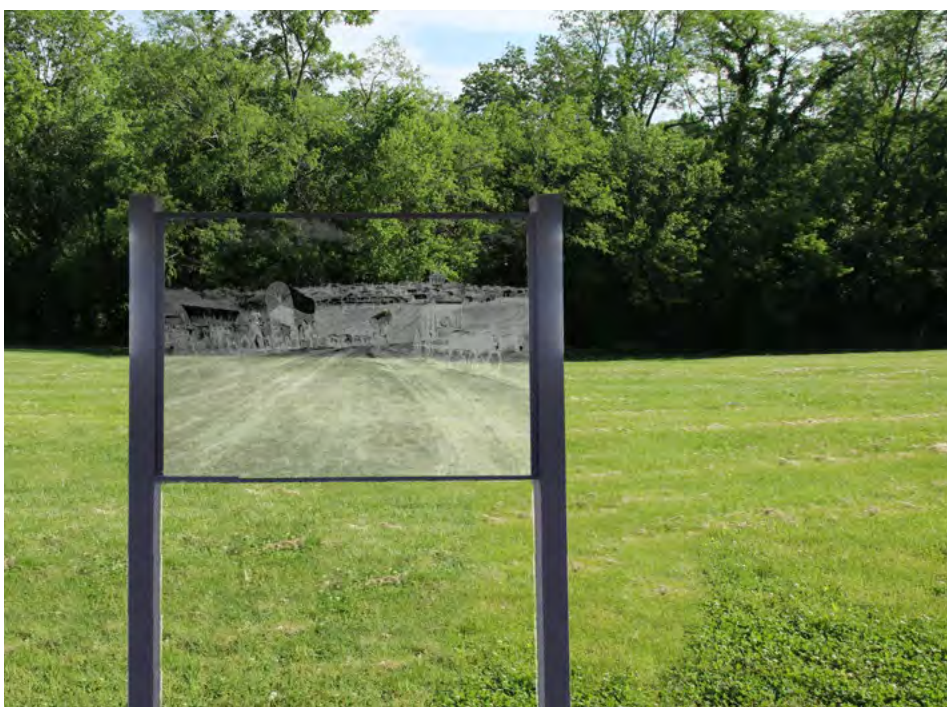
Viewports are transparent or semi-transparent windows placed in the landscape, through which one can see a representation of a past historic place or landscape superimposed on the existing landscape. They are a means to accomplish some of the purposes of a reconstruction without the costs or the challenges of attempting to accurately recreate historic conditions. They are often paired with a more extensive interpretive exhibit telling the story of the scene (see example image, far right) but can be used as a stand alone feature.

Viewports may feature images of an actual or site specific scene (for instance, an image of a trail era building that has since been destroyed) or a more general scene (such as a campground scene at a known trail campground site.)

At this time, viewports would be a custom application, likely contracted out to an exhibit design firm.



Conceptual design and placement of a viewport at Lone Elm Campground, showing the scene as it might have appeared during the trail period.



Conceptual design and placement of a viewport at Bingham Waggoner Estate swales, showing the view north toward the center of Independence during the trail period.



A viewport illustrating the former location of a building which has since been destroyed.



This page intentionally left blank



Interpretation: connecting people with places and stories

What is interpretation?

Interpretation is an activity that facilitates intellectual and emotional connections between the interests of the user and the meanings of the resource.

Interpretive planners and designers identify the tangible resources, intangible meanings in the resources, and universal concepts to create a meaningful, possibly life-changing, experience for users. When users find relevance they are open to stewardship values.

Interpretation's role in trail development

Interpretive media conveys stories and meanings to the public. These can be ideas, feelings, relationships, values, or beliefs. Relevance matters when planning for visitor use. After all, visitors are choosing how to spend their valuable leisure time.

When coupled with trail marking and site design, interpretation offers structured experiences ranging from orientation or information to in-depth awareness and complex stories told from a variety of perspectives. When offered meaningful experiences, a user may opt to explore more than one place or story.

In Kansas City, the public can choose recreational or traditional history experiences at a variety of access points. The goal is to craft an experience relevant to the user and connected to the power of place. The desired outcome is to engage communities who will enjoy and protect national historic trail resources.

Thematic interpretive planning

Media products including print, video, and interactive materials, connect the interests of the user with the importance of the site. Text, graphics, design, and other elements work together to create opportunities for the audience to make connections. Planners must consider many factors when planning interpretive media.

The process of interpretation helps users find relevance in the sites and stories they encounter along the national historic trail. Interpretive planners work with site designers to create strategic and experiential user experiences.

Themes drive powerful messages by connecting stories to human experience. Those who create compelling themes need knowledge of the place, story, and audience. Trail-wide themes provide continuity of story and experience along national historic trails.

Themes are also used to guide the planning process.

Interpretive themes:

- Are a specific, disciplined way to express a relevant idea.
- Are expressed in the form of a single sentence.
- Link trail resources to intangible or universal meanings.
- Reveal the topic's relevance to the audience, answering the question, "What does this have to do with me?"
- Are tools for organizing and focusing interpretive products.

Trail-wide interpretive plans

The NPS developed an interpretive prospectus for the Santa Fe NHT in 1991 to bring the Santa Fe Trail alive for the public. The plan guides the development of interpretive media across the length of the trail in cooperation with owners or management entities.

The NPS developed an interpretive plan for the Oregon, California, Mormon Pioneer, and Pony Express national historic trails in cooperation with the Oregon and California Trail Association and other trail partners during 2007–2008.

These documents provide guidance regarding trail-wide interpretive themes, goals and actions. These form the framework for interpretive planning.

Interpretive plans:

- Articulate a vision for the interpretive future of the trails.
- Make recommendations for ways to serve partners and audiences.
- Are successful in achieving management goals.
- Help people make meaningful connections with resources and stories.



Interpretation: Trail-wide themes

Santa Fe NHT trail-wide themes

Pre-1821 - Informal establishment of the trail

The Santa Fe Trail became a bridge for international trade and commerce between the United States and Spanish territory. Despite many earlier attempts to establish the bridge, the Spanish government effectively blocked trade.

Purpose of the trail and how it differs from other trails

The Santa Fe Trail was a significant link for trade and commerce in the trail network across the North American continent in the 1800s.

Effect of the trail

Opening the trail had far-reaching effects on the United States, the provinces of northern Mexico, and American Indians.

Natural elements

Survival depends on successful interaction with natural forces.

Military presence

Conflict occurs when different peoples do not understand each other or have different goals.

Relationship to today

Human needs and desires do not change, only the means by which they are achieved.

Additional topical subthemes include:

1. Old Franklin to Council Grove
2. Council Grove to Cimarron Route
3. The Cimarron Route
4. The Mountain Route
5. Fort Union/Watrous (La Junta) to Santa Fe

Oregon and California NHTs trail-wide themes

Impact on American Indians

The influx of close to 500,000 emigrants and communications corridors across and into the traditional homelands of the American Indians undermined the latter groups' political and economic independence in the trans-Mississippi West, resulting in resource losses, disease, violence, increased intertribal conflicts, and loss of lifestyle.

National heritage

All 19th century overland travelers shared similar experiences while traveling west: the drudgery of walking or riding hundreds of miles, suffocating dust, violent thunderstorms, mud, temperature extremes, bad weather, poor forage, fear of Indians, accidents, sickness, and death. These experiences — frequently recorded in journals, diaries, and letters — became a part of our national heritage and inspired a romantic movement in art, literature, and cinema that has had an enormous effect on American popular culture.

Past, present and future corridors

Though overland traffic declined dramatically after the completion of the transcontinental railroad in 1869, the trail corridors laid the basis for communication and transportation systems that are still in use today. Railroads, modern highways, pipelines, and powerlines still follow the general routes of the old emigrant trails.

Strength and survival

The impact to the indigenous tribes was devastating. After suffering through the introduction of alien diseases and loss of homeland, the tribes were placed on reservations. The story of survival of the American Indian is a story that covers all aspects of human strengths. The dreams of the emigrant may have been attained, but the dreams of American Indians were altered as well.

Oregon and California NHTs trail-wide themes (cont.)

Intercultural contact

There was a broad range of intercultural contact ranging from mutually beneficial to violent conflict that led to open warfare.

Nature's influence

Landforms, landmarks, forage, wood, and water dictated the paths of migration. Numerous factors, such as weather, flooding rivers, adequate pasture for draft animals, and water for animals and humans affected the organization and outfitting of wagon trains and the Pony Express.

Superhighways

These corridors were the "superhighways" of westward expansion during the mid-19th century, a period of "manifest destiny" when the nation realized its dream of stretching from ocean to ocean.

Suffering and hardship

After surviving the journey, and reaching their destinations, emigrants still faced hardship, hard work, and deprivation to realize their dreams.



Oregon and California NHTs trail-wide themes (cont.)

Natural roads

The geographically central corridor of these four historic trails (up the Platte, the North Platte, and the Sweetwater Rivers to South Pass) has been called “the best natural road in the world.” Segments of this corridor had been used for thousands of years by American Indians and in the mid-19th century became the transportation route for successive waves of European trappers, missionaries, soldiers, teamsters, stagecoach drivers, Pony Express riders, and overland emigrants bound for opportunity in the Oregon territory, the Great Basin, and the California goldfields.

Oregon National Historic Trail subthemes

Family	Better life	Mass migration	Transportation advancement	U.S. expansion
Farming families, with their oxen and wagons, traveled the Oregon Trail to reach the promise of rich, fertile land in the Oregon Territory.	Between 1841 and 1869, more than 250,000 Americans traversed the Oregon Trail to escape economic adversity, or to obtain better farmlands.	The Oregon Trail was the harbinger of America’s westward expansion and the core of one of the largest and longest mass migrations in U.S. history.	In 1836 when Presbyterian missionaries Marcus Whitman and Henry Spalding took their wives over the Oregon Trail to establish Indian missions in the Oregon country; they proved the feasibility of moving families and wheeled vehicles across an area previously perceived as impassable.	The waves of migration to Oregon strengthened U.S. claims to the Pacific Northwest. By 1846, when the treaty with Great Britain established the northern boundary of the United States at the 49th parallel, more than 5,000 emigrants had settled in the fertile Willamette Valley.

California National Historic Trail subthemes

Emigrant diversity	Economic hopes	National and international influence	Transient young men
The California Trail emigrants represented various cultures, ethnic groups, religious denominations, educational backgrounds, and economic interests.	Between 1841 and 1869, more than 200,000 Americans traversed the California Trail to escape economic adversity, obtain better farmlands, or get rich quick in the gold rush.	The rapid influx of Americans along the California Trail influenced national politics, international relations and boundaries, and U.S. policy toward American Indians. Settlement was so rapid that California became a state in 1850 without having been a territory.	Although most of the overland emigrants to Oregon and California through 1848 sought to establish farms and permanent homes, a majority of the forty-niners were single young men, hoping to make their fortunes in the goldfields of the Sierra Nevada and return home to the East.

Knowing Your Audience

Audiences and learning needs

There are preferences for how people best learn. Since users are choosing to spend their leisure time learning about or experiencing the NHT in Kansas City, planning should focus on making that experience the best it can be for as many users as possible.

One way to accomplish this is by comparing multiple factors to find which interpretive media types meet resource, audience, and learning needs.

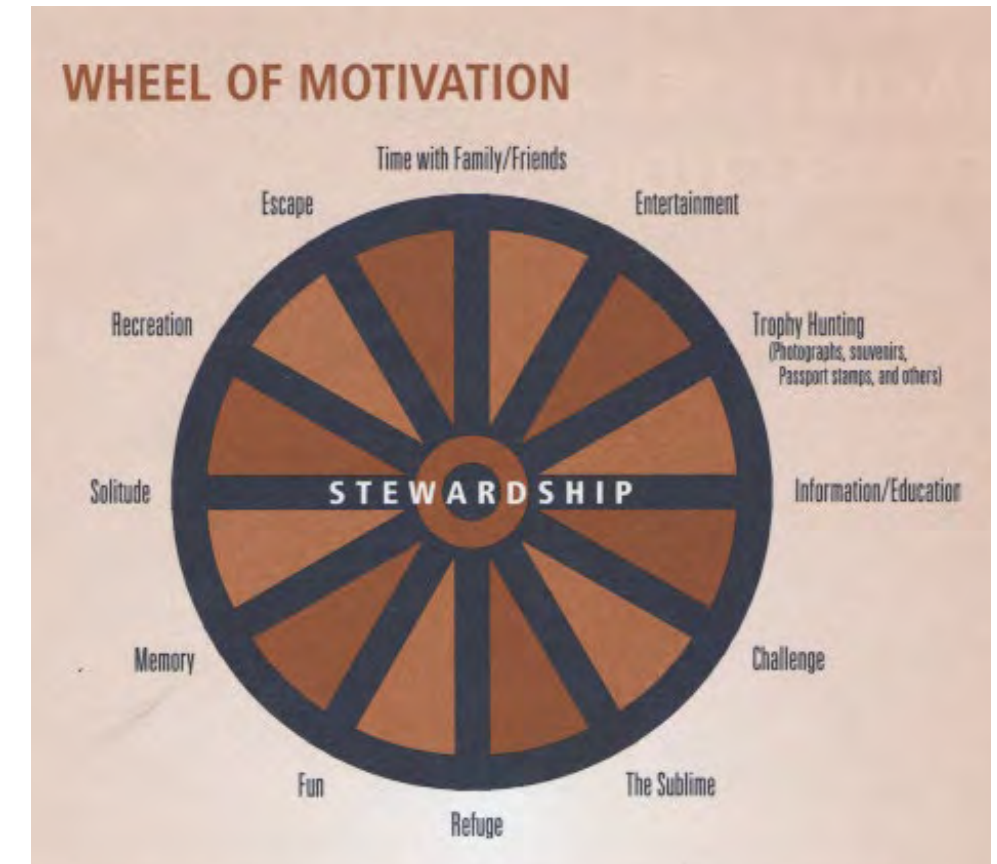
Learning type	Learning preferences	Media type
Visual-Spatial	Graphics, virtual reality, standing in the resource, features, landscape	Traditional or digital media
Bodily-Kinesthetic	Physically being at the resource, moving through the landscape	Traditional or digital media
Musical	Mobile tour audio, sensory immersion	Digital media
Interpersonal	Sharing through media that promotes conversation	Digital media
Intrapersonal	Relevance to self, immersion in place of reflection	Traditional or digital media
Linguistic	Audio or video, use of words, languages, and stories	Digital media
Logical-Mathematical	Features, places, movement, structure	Traditional or digital media
Naturalistic	At the place, environments, surroundings	Traditional or digital media

Traditional media meets the needs or expectations of users who prefer looking at exhibits or brochures to interact with the landscape. Digital media meets the needs of people who use a smartphone to access content or to share experiences.

Questions to ask about your audience

Audience knowledge can simplify interpretive media choice. In Kansas City, with its urban recreation trails that follow the historic routes, extra consideration may be needed to devise ways to meet the needs of recreational and traditional users as well as residents.

- Who are your user groups/audiences?
- What are visitor expectations upon arrival?
- How much time do users have?
- When do you provide interpretation – before, during, or after experiencing the site?
- What are the primary languages, literacy patterns, ages, and group types?
- What are the motivations for coming to the site?
- Are there cultural differences to take into account?
- What physical abilities are required to interact with site and media?



Individuals have a variety of reasons for spending time at trail sites. Understanding motivations helps plan for a variety of users and their interests.



Moving People Through Place and Time

Multiple stops and cohesive experience

In the Kansas City area, users will access trail opportunities from a variety of points and represent a variety of user groups. Moving people through place and time requires an additional planned component to trail retracement.

Benefits for trail users interested in multiple stop use of the retracement trail are many. Sequencing experiences offers multiple opportunities to connect to the trail and helps foster stewardship.

To plan for an interpretive experience:

- Know your current and potential audiences
- Identify relevance to users
- Present a cohesive story
- Create multiple connection opportunities

To get started, evaluate:

- Trail resources
- Group characteristics
- Interpretive opportunities
- User comfort

To offer essential, sequenced, planned components:

- Follow an interpretive process
- Sequence multiple stops
- Facilitate resource immersion
- Create intense, immediate activities
- Consider logistics

To encourage more visits:

- Be relevant
- Explain where to go next

Audiences and users

Consider the preferences of each user group. In the Kansas City Metro area, potential audiences and users include:

- Point in time (chance encounter)
- Recreation user (running, biking, walking)
- Multi-stop user (if interested will visit more)
- Resident community user
- Family or friend group
- Youth
- Long distance trail retracement visitor
- Digital preferences
- Traditional user
- Environmentally conscious
- Education
- General public (awareness)

Planning for audiences and experiences

- » Make it a journey
- » Know the resources
- » Identify sites and routes
- » Recognize and promote identity
- » Create potential intellectual connections
- » Create potential emotional connections
- » Provide immersion opportunities
- » Provide interactive encounters
- » Consider sequencing opportunities
- » Use transitions
- » Determine distance and pacing
- » Provide sequenced activities
- » Create awareness of the resource
- » Build for accessibility and universal design
- » Present multiple points of view
- » Choose stops with interpretive intent
- » Plan knowing logistics and safety
- » Promote resource protection

Interpretive media types

Know your interpretive media

Interpretive media selection is as much art as science. A goal is rarely met in only one way. An interpretive media specialist should be included in planning. Each situation has its own particular mix of factors to consider. Some of the most important elements in a media decision are: message, audience, and resources.

Digital media endures longer than other forms and can reach broad audiences by addressing diverse learning styles and engagement preferences.

Learn more about interpretive media at:
<https://www.nps.gov/hfc/products/>

Traditional media examples

Orientation exhibits

These exhibits help users know where to start and what to expect.

Wayside exhibits

This type of exhibit captions the landscape. It is used at the location of the resource to which it refers.

Publications

Examples included brochures, self-guiding walking/driving tours, rack cards, trail or partner newsletters, and more.

Audiovisual

Film, podcasts, audio driving tours, and pedestrian tours are illustrative.

Museum exhibits

Comfortable indoor exhibits use historical content, including in depth local stories and trail wide contextual information.

Digital media examples

Web media

The foundation for digital media is the web. It is the place to start the conversation with the public about planning a visit, exploring a topic, or learning about history. In-depth content not appropriate to other types of interpretive media may be offered on a website or mini website.

Mobile apps and mobile websites

Locating yourself on a map, making your own tour, finding ranger programs, or discovering what's around you by just looking through your smartphone is possible with this media. Apps for smartphones, tablets, and ereaders are an important part of the digital user experience. Apps can stand alone (native) or be web-based (mobile website or web app). Both offer expanded content and meet the needs of a variety of user preferences.

Virtual experiences

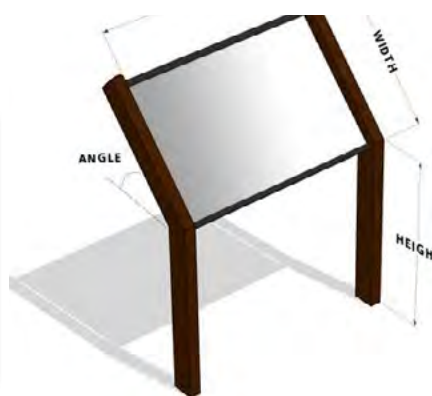
Use technology to your advantage by offering virtual or augmented experiences for private land or inaccessible sites. Visit with the landowners to find a way to enhance the user experience without intruding on private or sensitive property.

Social media

The public is discovering and connecting to parks through their friends and family on social media. Social media is a tool to encourage interpretive connections to a place or experience. It allows for immediate feedback and sharing of the experience, which is particularly important to younger audiences.

Education technology

Every new application of education technology is designed to intensify formal and informal educational experiences, and to expand the audience for park educational programs. Digital media resources can support and expand education programs both on site and through distance or virtual learning.





Choosing interpretive media

Ask the right questions

Choose the right place

Is the site...

- Welcoming?
- Safe?
- Accessible?
- Iconic?

Consider...

- Trailhead levels
- Materials
- Trail types

Preparations

- What concepts do you want to share?
- Are there multiple perspectives on the site's story?
- Do you have knowledge of the resource(s)?
- Do you have knowledge of the audience(s)?
- What are the meanings the site may hold?
- Have you written a theme?

Considerations

- What is the interpretive need?
- What are the desired outcomes?
- Does media creation support organizational goals?
- How and where will you share stories?
- Are there any expectations amongst partner or public groups?

Choose the right type

- What kind of media can best express your message?
More than one kind may work.
- Does a certain media type best engage current and/or future audiences?
- Do you have the resources you need to begin developing interpretive media?

Interpretive media types, impacts, and accessibility needs

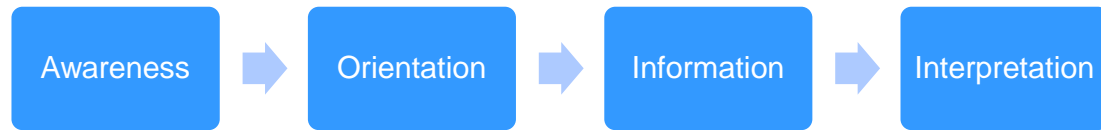
Consider this chart to choose appropriate interpretive media that effectively communicates the resource meaning or message for a site. The rating is for the resource or site's investment, not the cost to users. For the Kansas City area, continuity across sites is important.

• = low •• = medium ••• = high

Types	Outdoor signs	Outdoor signs	Audiovisual	Audiovisual	Audiovisual	Interactive	Interactive	Mobile	Mobile	Publications
	<i>Interpretive exhibits</i>	<i>Wayfinding signs</i>	<i>Personal device</i>	<i>Integrated at site</i>	<i>Video</i>	<i>Physical</i>	<i>Digital</i>	<i>Website</i>	<i>App</i>	<i>Paper</i>
Cost	••	•	••	•••	•••	••	•••	••	••	•
Staffing	•	•	•	••	•••	•	•	•	•	•
Design time	•••	••	•••	•••	•••	•••	•••	•••	•••	•••
Maintenance	•	•	•	••	••	••	••	••	••	•
Lifespan	••	••	•	•	••	••	••	••	••	•
Learning styles	•	•	••	••	•••	••	••	••	••	••
Landscape effect	•••	•••	•	•	•	•	•	•	•	•
Ease of group participation	••	••	•	•	••	•	••	•••	•••	•
Continuity	••	••	•••	••	•	••	•••	••	•••	••
Meets accessibility needs	••	•••	•••	•••	•••	••	•••	•••	•••	•

NHT marking and interpretive media

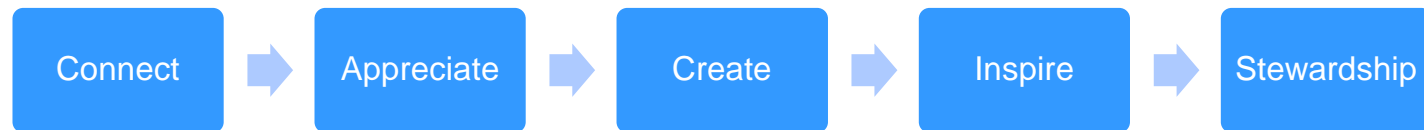
Continuum of connections to trail resources



Awareness and immersion
 Marking and media can be used to connect users with trail sites and stories.

Marking and interpretive media can be used to connect users with trail sites and stories. Through directed experiences that intentionally integrate interpretive media, physical movement, and resource immersion, the Kansas City Metro area has the potential to offer deeply engrossing and engaging experiences. Quality experiences utilize a combination of awareness and interpretive media tools.

Planned long distance retracement experiences provide flexibility for the audience to interact spontaneously with the resource, wherever they access the trail. Movement along the trail can take a variety of forms. Planning can facilitate an effective and safe immersion experience for the user in the particular resource and type of activity.



Once trail users *connect* and *appreciate* the resources in their community, they may be open to more experiences.

Immersion in a trail resource provides opportunities to understand the meanings of trail stories, *creating* lasting memories.

The goal is not only to educate but to *inspire*.

Structured planning can facilitate the meaning-making process. If users make personal connections to the trail, they will be more likely to return, tell others, and advocate for trail protection through *stewardship*.

Recommendations
 Recommendations for the Kansas City area focus on outdoor interpretive opportunities and experiences. Awareness tools work with informational and interpretive media to facilitate experiences.

Planned
 All marking and media products have a clearly identified, appropriate, and articulated:

- Purpose
- Message
- Audience
- Material

Awareness

Purpose: Raises awareness that the trail passed through their community.

Marker/Material/Media: Marking tools such as NHT signs and choice of appropriate materials

Audiences: All

Awareness tools could include:

- Logos
- Road signs
- Pedestrian signs
- Site identification signs
- Ground surface logos
- Limestone posts
- Banners

Placeholder images



Orientation

Purpose: Reaffirms that the user is in a place where they can learn about or experience the trail.

Marker/Material/Media: Range is available, including physical and digital tools

Audiences: All

Orientation materials could include:

- Awareness tools
- Exhibit
- Map
- Publication
- Mobile tour
- App
- Flyers
- QR codes
- Social media

Information

Purpose: Offers orientation and information, such as maps, where to go next, and information about the trails. Also provides historical context.

Marker/Material/Media: NHT signs, choice of materials

Audiences: All

Informational materials could include:

- Awareness tools
- Orientation or informational exhibit
- Publication
- Mobile tour
- App
- QR codes
- Teasers/hooks
- Social media

Interpretation

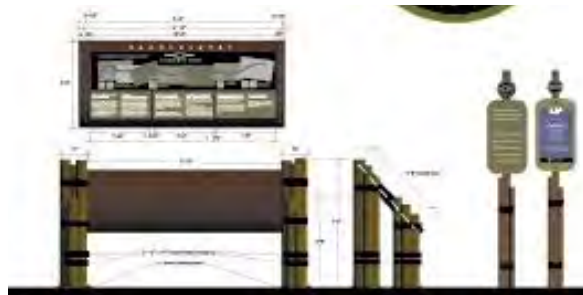
Purpose: Connects the user to a trail resource in a relevant and meaningful way. Goes beyond information to tell stories.

Marker/Material/Media: NHT signs, choice of materials

Audiences: All

Interpretative materials could include:

- Awareness tools
- Interpretive exhibits
- Publications
- Mobile tour
- App
- Websites
- QR codes
- Teasers/hooks
- Social media





Awareness tools for the Kansas City Metro area

Awareness tools for the NHT experience

Audiences need to be able to identify the trail to begin a trail experience. Using trail marking and orientation tools, the NHT can meet the needs or preferences of diverse users. With selective choice and planning, something for all users can be offered as part of the NHT experience.

Marking and orientation can also cause users to shift from one preference to another when experience options are offered. Fostering trail stewards may require multiple stops or experiences that resonate with the user.

By incorporating awareness tools and interpretive media into one plan, future trail users will be able to find and receive options to further their experience.

Goals for use

Trail users will:

- Recognize the trail
- Access the trail
- Experience the trail
- Visit more than one location
- Come back for more
- Tell others about the resource
- Advocate for trail protection

Awareness tools - summary

Marking:

- Site identification or entrance sign
- Direction signs
- Pedestrian signs
- Road signs

Materials:

- Plantings
- Crosswalks
- Paving
- Ground surface logos
- Banners
- Limestone posts

Historic Trail Encounters:

- Silhouettes
- Large historic images or art
- Viewports

Historic trail encounters

P. 186

Interpretive media supports historic trail encounters by meeting learning preferences and offering choice to users. They can choose a meaningful and comfortable way to connect.

	Historic trail encounters (supported by interpretive media)		
Media type	Silhouettes	Large historic images or art	Viewports
Exhibit - orientation/Information	*	*	
Exhibit - interpretation	*	*	*
QR code or short URL	*	*	*
Audiovisual - personal device	*	*	
Interactive - physical	*		
Interactive - digital	*	*	*
Mobile - web	*	*	*
Mobile - app	*	*	*



Recommended interpretive media by audience


Tools for the NHT experience by type and audience preferences

Once users know that they are at a trail location, they can comfortably explore what the NHT has to offer. They will be more open to learning or doing if presented with a variety of user activities or experiences. They may even shift audience categories and see the trail from different perspectives.

Information and interpretation can help them choose their next activity – hopefully one that takes them to another place or story on the trail. Note that these tools provide layers of experience. No one tool is effective alone if you want to reach diverse audiences.

Also consider that this is an outdoor, urban experience. Some users may not have planned a visit to any portion of the trail. They are accessing with what they have on hand. All users need awareness mechanisms such as trail marking.

Information & interpretation	Historic trail encounters (supported by interpretive media)			Exhibits		Audiovisual			Interactive		Mobile		Publications
	<i>Silhouettes</i>	<i>Large historic images or art</i>	<i>Viewports</i>	<i>Orientation/ information</i>	<i>Interpretive exhibits</i>	<i>Personal device</i>	<i>Integrated at site</i>	<i>Video</i>	<i>Physical or tactile</i>	<i>Digital/device</i>	<i>Website</i>	<i>App</i>	<i>Paper</i>
Point in time	*	*	*	*	*	*				*	*		
Recreation	*	*		*		*				*			
General public	*	*	*	*	*	*	*	*	*	*	*	*	*
Multi-stop user	*	*	*	*	*	*	*	*	*	*	*	*	*
Resident community user	*	*	*			*					*		
Family or friend groups				*	*	*			*	*	*	*	
Youth				*		*			*	*	*	*	
Long distance retracement	*	*	*	*	*	*	*	*	*	*	*	*	*
Digital or mobile users						*				*	*	*	
Educational groups	*	*	*		*	*	*	*	*	*			
Traditional users				*	*			*	*				*
Environment conscious						*				*	*	*	

Continuum Information  Interpretation

Implementation and next steps



Powder Mill Bridge (pedestrian bridge built for national historic trail use) under construction, September 2015, Kansas City, Missouri. Photo: L. Austin.



Implementation and next steps

Process to adoption into community and regional plans

This project has been drafted with the help of over two dozen local agencies throughout a multi-year process. The Mid-America Regional Council coordinated joint discussions among local groups and facilitated the regional distribution of this NPS report. Although the alignment and various trail elements within this document have been planned and agreed-upon by local communities, formal adoption of this NPS report by each city into their local comprehensive plans is strongly encouraged to ensure the long-term success of this effort.

Transportation funding programs

A number of regionally allocated funding sources are available to communities who wish to implement national historic trail, trailhead, or other trail elements related to this project. Priority for many of these funding sources, such as the Transportation Alternatives Program (TAP), Surface Transportation Program (STP), the Congestion Mitigation and Air Quality Improvement Program (CMAQ), and the Recreational Trails Program (RTP), is given to projects that align with existing regional plans or provide regional or national significance.

- **Regional Significance:** Future implementation of this project would link multiple places along a multi-jurisdictional trail, while crossing existing barriers for pedestrian and bicycle transportation. Improving regional transit options and encouraging alternative transportation corridors can increase the project's importance at a local scale.
- **National Significance:** As a congressionally-designated part of the National Trails System, the implementation of a national historic trail segment would offer recognition on a national level.

In addition, transit-related FHWA federal funding may be applicable to some implementation projects related to this document.

Partnerships

In addition to these transportation funding programs, partnerships with regional, state, or national organizations could allow for greater funding opportunities. Although the list below is not exhaustive, it can be used as a starting point to identify key project partners.

- **National Park Service:** The NPS has been integral to the design of all trail elements associated with this project and should be involved in the implementation of them. See "Partnering with NPS" section below.

- **Mid-America Regional Council:** MARC has been integral to the facilitation between communities and the NPS during this project and can have an added benefit in future related efforts.
- **Jackson County and Johnson County Parks and Recreation Departments:** Both counties have regional trail plans they are working to implement. Existing county parks and trails could serve as future national historic trail segments, trailheads, and special feature sites.
- **Kansas City Area Transit Authority/RideKC:** The regional bus transit authority has already begun to work with the NPS on transit station trailheads within the City of Kansas City, MO. Future bus stop trailheads could be coordinated with a similar partnership.
- **Missouri Department of Conservation, Missouri Department of Natural Resources, and Kansas Department of Wildlife, Parks, and Tourism:** These government agencies are committed to the conservation of wildlife and natural resources. If national historic trail segments adhere to proper landscape guidelines and offer conservation benefits, partnerships may be viable.
- **Santa Fe Trail Association, Oregon and California Trails Association, and Kansas City Area Historic Trails Association:** All are non-profit organizations with local chapters committed to the preservation and development of the national historic trails. Several local trail elements have already been brought about with the help of these organizations.
- **Partnership for the National Trails System:** This non-profit organization serves as an umbrella organization and coordinator of the activities of non-profit scenic and historic trails organizations across the National Trails System. They are a resource of information and assistance for national trail projects.
- **Freedom's Frontier National Heritage Area:** This non-profit organization partners with local historical sites to tell the stories and preserve the landmarks that run along the Missouri-Kansas border.
- **Private developers and development projects** could be required to assist in implementation of some trail segments or trail elements if a development plan falls along the corridor.
- **Public libraries and school districts:** As public, education-oriented places along the proposed trails, library grounds and school properties may in some cases be ideal locations for development of trails, trailheads, and interpretive sites related to the national historic trails. These entities could be ideal partners in the development of facilities on or near their properties.

Partnering with NPS on implementation and extension projects

National Trails Intermountain Region (NTIR-NPS), the office of the National Park Service which administers the Santa Fe, Oregon, and California national historic trails, intends to remain involved throughout implementation, and offer assistance to individual cities, counties, and partner groups with projects associated with the national historic trails, to the extent that funding and staff time allow.

In addition to assistance with trail and site design, NTIR-NPS is equipped to assist with:

- Interpretive products
- Resource protection
- Planning
- Research
- GIS and mapping

NTIR-NPS has limited opportunities to directly fund trail implementation, but can access a few NPS funding programs that may be applicable for components of this project. These include:

- **Challenge Cost Share:** requirements and guidance vary annually
- **Connect Trails to Parks:** projects that involve federal or state lands and one or more national trails
- **Leveraging**
- **Trail association partnership sign funds:** work with NTIR-NPS and primary trail association partners OCTA and/or SFTA for planning and purchase of road or pedestrian sign, or ground plane logo projects.

Where applicable, NTIR-NPS may also be able to offer letters of support or other expressions of support for applications for public or private grant funding for national historic trail development projects.

For more information, please see www.nps.gov/ntir or contact NTIR-NPS directly at: 505-988-6098 or ntir_information@nps.gov

Use of the national historic trail logos

The national historic trails logos are federally protected marks and as such require the review/approval of National Trails Intermountain Region before use. This includes uses for signage and other trail marking, as well as use in print and digital publications. Often this will take the form of NTIR-NPS review of a final plan for or draft of an NHT related project that uses the logo. Please contact NTIR-NPS with questions.



Implementation and next steps

Historic trail review

As described in the Trails KC Plan, within the city of Kansas City, Missouri, all new national historic trail construction projects require the review and approval of the National Park Service.

“Trail design/construction drawings for segments of the Trails KC system that are a part of a historic trail must be reviewed and certified by the National Park Service, as these trails may have more specific design standards.”¹

New trails constructed based on this document—or any trail renovation project which includes the addition of the NHT logos to identify a segment of trail as part of the Santa Fe, Oregon, and/or California national historic trails—should also follow this standard. See sample construction cover sheet from a project in Kansas City, Missouri, this page. For assistance with how this can be easily observed, contact NTIR-NPS.

Other applicable NPS resources (Rivers Trails and Conservation Assistance program)

The National Park Service Rivers, Trails, and Conservation Assistance program supports community-led natural resource conservation and outdoor recreation projects across the nation, including projects along national historic trails. Their national network of conservation and recreation planning professionals partners with community groups, nonprofits, tribes, and state and local governments to design trails and parks, conserve and improve access to rivers, protect special places, and create recreation opportunities.

Unlike National Trails Intermountain Region, RTCA assistance operates on a yearly schedule, with one application period each spring/summer for assistance in the following federal fiscal year. However, also unlike NTIR-NPS, their assistance is not limited to NHT-related projects, or may be a good fit for projects with both NHT and non-NHT components. NHT-related applications to RTCA for assistance should be coordinated both with RTCA and NTIR-NPS. Please see www.nps.gov/orgs/rtca/ for more information or to contact regional RTCA representatives to discuss a potential project.

3 TRAILS VILLAGE CID
5912 EAST BANNISTER ROAD
KANSAS CITY, MISSOURI 64134

MARION PARK TRAIL - SEGMENT C

3-TRAILS CORRIDOR
KANSAS CITY, MISSOURI

KCMO PUBLIC WORKS
PROJECT NO. 89020152

FINAL PLANS

June 08, 2017

INDEX OF SHEETS	
SHEET NUMBER	SHEET TITLE
1	COVER SHEET
2	BDI QUANTITIES & NOTES
3	LAYOUT PLAN
4	TRAIL SECTIONS
5	SITE DETAILS
6	SITE DETAILS
7	EROSION CONTROL DETAILS
C-C1	SIGNAL PLAN
C-C2	TRAFFIC CONTROL PLAN
C-C3	TRAFFIC CONTROL PLAN
C-C4	TRAFFIC CONTROL PLAN

EXISTING PEDESTRIAN BRIDGE OVER I-71 HIGHWAY

EXISTING TRAIL TYP

PROJECT AREA

LOCATION MAP
NOT TO SCALE

PROJECT TEAM:

vireo
909 WALNUT STREET, SUITE 700
KANSAS CITY, MO 64106
PHONE: (816) 756-9590
FAX: (816) 756-1606

TREKK
1411 EAST 104TH STREET
KANSAS CITY, MO 64131
PHONE: (816) 874-4855
FAX: 816-874-4675

IN COLLABORATION WITH:
3-TRAILS WEST, INC.
THE CITY OF KANSAS CITY, MISSOURI
THE NATIONAL PARK SERVICE - INTERMOUNTAIN REGION

UTILITY CONTACTS

NOTE: Call Missouri One Call, 1-888-344-7483 to verify utility information prior to construction activities.

Missouri One Call	1-800-344-7483
AT& T Distribution	314-275-0020
MoDOT Kansas City District	816-353-0801
MoDOT D4 KC Scout	816-809-8116
KCMO - Water Services Department	816-513-0345
Lightcore, A Centurylink Company	1-866-562-4349
Missouri Gas Energy	816-969-2298
Time Warner Cable	1-866-861-7678
KCPL	816-471-5275
MCI	972-289-3427

THE PROFESSIONAL WHOSE SIGNATURE AND PERSONAL SEAL APPEAR BELOW ASSUMES RESPONSIBILITY ONLY FOR WHAT APPEARS IN THESE DOCUMENTS AND DISCLAIMS (PURSUANT TO SECTION 327.411 RSMO) ANY RESPONSIBILITY FOR ALL OTHER PLANS, SPECIFICATIONS, ESTIMATES, REPORTS, OR OTHER DOCUMENTS OF INSTRUMENTS NOT SEALED BY THE UNDERSIGNED PROFESSIONAL RELATING TO OR INTENDED TO BE USED FOR ANY PART OR PARTS OF THE PROJECT TO WHICH THIS PAGE REFERS.

NAME: CHAD POTTER

DRAWINGS DATED: JUNE 08, 2017

THE FOLLOWING SHEETS ARE INTENDED TO BE AUTHENTICATED BY MY SEAL: SHEETS 1-8

NAME: JUSTIN LIXES

DRAWINGS DATED: JUNE 01, 2017

THE FOLLOWING SHEETS ARE INTENDED TO BE AUTHENTICATED BY MY SEAL: SHEETS C-C1-C4

APPROVED BY CITY OF KANSAS CITY:

Sherri McIntyre, Director
KCMO Public Works Department

DATE

Jeff Martin, City Engineer
KCMO Public Works Department

DATE

Lou Austin, President
3- Trails West, Inc.

DATE

Aaron Mahr, Superintendent
National Park Service National Trails - Intermountain Region

DATE

Sample cover sheet from a City of Kansas City trail construction project along the three national historic trails. Note signature line on final plans package for National Park Service- National Trails Intermountain Region. (Cover sheet shown smaller than original size.)

¹ <http://kcmo.gov/wp-content/uploads/2013/07/022111.pdf>, page 49

Implementation and next steps

Historic resource preservation and protection

While NTIR-NPS and project partners do not expect these alignment choices to adversely affect any historic properties or trail sites, the safety and preservation of these historic resources is a central concern for all involved with the NHTs. Under certain circumstances, development activities at a trails site may require environmental review under the National Environmental Policy Act (NEPA) and/or Section 106 of the National Historic Preservation Act. These reviews are triggered only if the project is federally funded, federally licensed or permitted, on federal land, or have some other significant federal involvement. The reviews can be a simple paperwork exercise, or they can require archeological survey and testing, survey for sensitive and endangered species and habitat, etc., depending on the nature of the proposed development. Typically NEPA and Section 106 review is handled by the federal agency that is involved. Non-federal partner agencies or organizations would not be expected to do that work themselves, but should be aware that review could potentially add to project costs and timelines.

For more information on the Section 106 process, see www.achp.gov/106summary.html. For more information on the NEPA process, see www.npi.org/NEPA/process.

Recommendations on preservation best practices

NTIR-NPS production of this conceptual strategy document alone does not trigger a legal requirement to comply with NEPA or Section 106 of the National Historic Preservation Act. However, the NPS encourages partners to learn about and follow the NEPA and Section 106 processes (in addition to any applicable state, and local historic preservation laws) before beginning any project groundwork. NTIR staff will, as time and resources allow, be available to provide technical assistance or consultation on resource protection to project partners should they choose to implement this plan.



Minor Park trail swales, Kansas City, Missouri. Photo: NPS



Appendices



Approximate location of historic Lone Elm Campground, Lone Elm Park, Olathe, Kansas. Photo: NPS



Appendix A: Existing historic trail sites in the Kansas City Metro area

SITE NAME	SITE TYPE	ADDRESS/LOCATION	OWNERSHIP/ MANAGEMENT	PUBLIC ACCESS	SITE NAME	SITE TYPE	ADDRESS/LOCATION	OWNERSHIP/ MANAGEMENT	PUBLIC ACCESS
SUGAR CREEK, MISSOURI					INDEPENDENCE, MISSOURI (CONTINUED)				
Gilpin Town Hall Trailhead	Trailhead	3029 N River Road	Private	All hours	Noland House	Historic structure	1024 S Forest	Private	None, historical marker and building can be viewed from street
Wayne City Landing	Interpretive site near historic landing	Wayne City Road S of River Road	Private	All hours, closed to vehicles outside regular hours	Overfelt-Campbell-Johnston House	Historic structure	305 S Pleasant Ave	Private	None, historical marker and building can be viewed from street
INDEPENDENCE, MISSOURI					RAYTOWN, MISSOURI				
1827 Log Courthouse	Historic building	107 W Kansas Ave	City of Independence	Set hours/appointment	Raytown Historical Society Museum	Museum	9705 E. 63rd Street	Raytown Historical Society	Set hours
Bingham-Waggoner Estate Swales	Historic swales	W Linden Ave between Osage & Pleasant	Bingham-Waggoner Historical Society	All hours	Rice -Tremonti Home	Historic property	8801 East 66th. St.	Rice-Tremonti Home Association	Set hours/appointment
Independence Square	Historic square	Between N Liberty & N Main - W Maple & W Lexington	City of Independence	All hours	Cave Spring Park	Historic spring (?)	8701 E. Gregory Blvd	Cave Spring Association	Set hours
Jackson County Jail	Historic structure	217 N Main St	Jackson County Historical Society	Set hours	KANSAS CITY, MISSOURI				
Kritser House	Historic structure	115 E Walnut St	Private	None, historical marker and building can be viewed from street	Alexander Majors House	Historic house	8201 State Line Rd	The Wornall/Majors House Museums	Set hours
Lewis Jones House	Historic structure	104 W Elizabeth St	Private	None, historical marker and building can be viewed from street	Ewing Boone Store/Kelly's Westport Inn	Historic structure	Westport & Pennsylvania	Private	Set hours (public bar)
Lewis-Webb House	Historic building	302 W Mill St	Private landowner	None, historical marker and building can be viewed from street					
McCoy Park Interpretive Site	Interpretive site	Near corner of McCoy & College	City of Independence	All hours					
National Frontier Trails Museum	Museum	318 W Pacific Ave	City of Independence/OCTA	Set hours					



Appendix A: Existing historic trail sites in the Kansas City Metro area

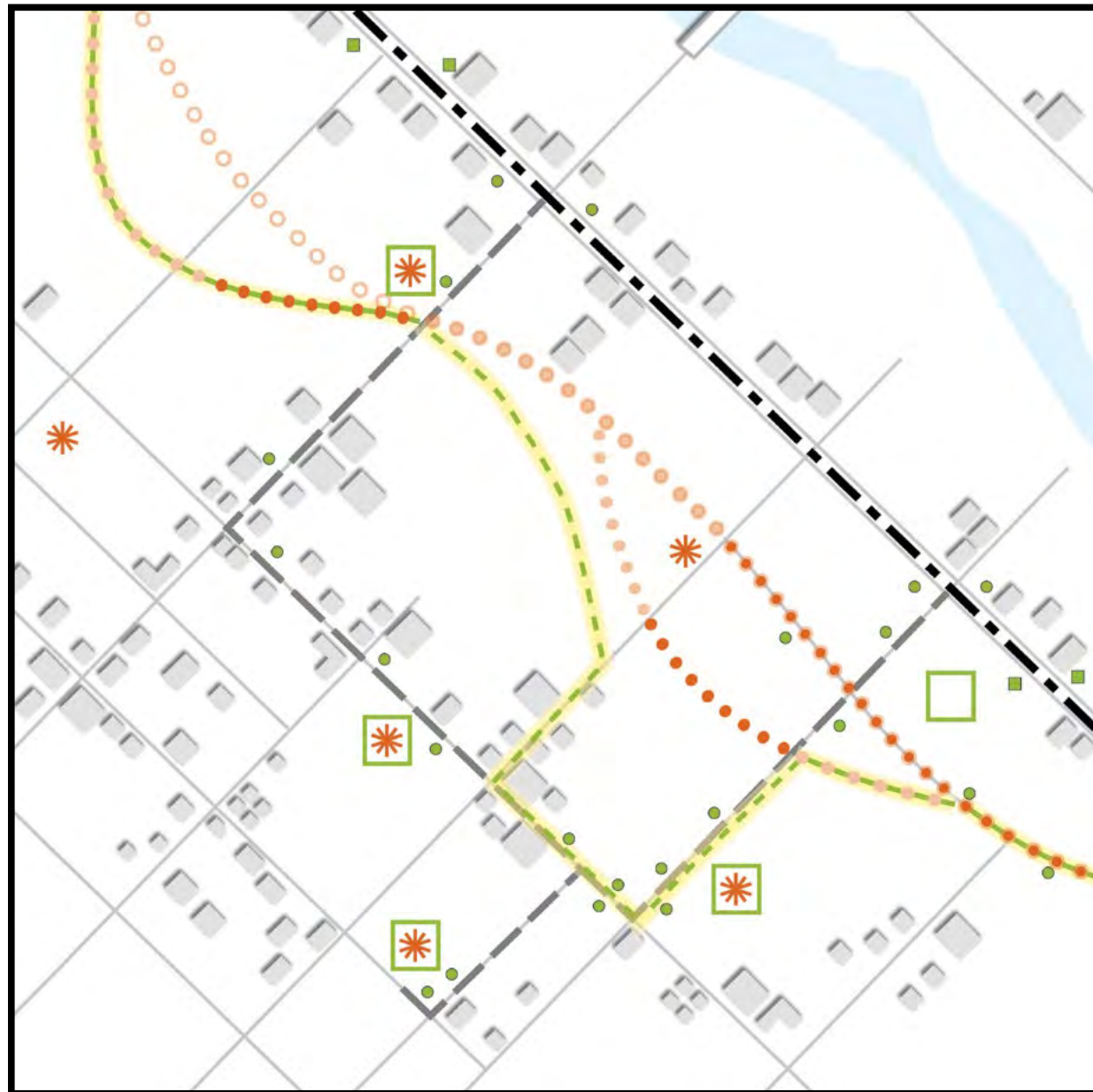
SITE NAME	SITE TYPE	ADDRESS/LOCATION	OWNERSHIP/ MANAGEMENT	PUBLIC ACCESS	SITE NAME	SITE TYPE	ADDRESS/LOCATION	OWNERSHIP/ MANAGEMENT	PUBLIC ACCESS
KANSAS CITY, MISSOURI (CONTINUED)					OVERLAND PARK, KANSAS				
Harris House	Historic house	4000 Baltimore Ave	Westport Historical Society	Set hours	Sapling Grove Campground	Historic campground	8210 Grant Ave	City of Overland Park	All hours
Hart Grove Campground at Marion Park	Historic campground	Hickman Mills Dr south of Marion Park Dr	Private	All hours	Strang Park	Interpretive site	9898 W. 89th St.	City of Overland Park	All hours
Hickman Mills School Exhibits	Interpretive site	Old Santa Fe Rd and Eastern Ave	Hickman-Mills School District	All hours	OLATHE, KANSAS				
Jim Bridger's Store	Historic structure	Westport & Pennsylvania	Private	Set hours (public)	Lone Elm Park	Historic campground	167th St east of Lone Elm Road	City of Olathe	All hours
Minor Park Swales	Historic swales	Red Bridge Rd just west of Red Bridge	City of Kansas City MO	All hours	Mahaffie Stagecoach Stop and Farm Historic Site	Historic home and trail stop	1200 E Kansas City Rd	City of Olathe	Set hours
New Santa Fe Cemetery Swales	Historic swales and townsite	Santa Fe Trail and Belleview Ave	Christ Presbetyrian Church/New Santa Fe Historical Society	All hours	GARDNER, KANSAS				
Red Bridge Crossing at Minor Park	Historic river crossing	Red Bridge Rd just east of Red Bridge	City of Kansas City MO	All hours	Gardner Historical Museum	Museum	204 W Main (US 56)	Gardner Historical Museum, Inc.	Set hours
Schumacher Park	Interpretive site	E 93rd St east of Newton Ave	City of Kansas City MO	All hours	Gardner Junction	Interpretive site near location of historic campground	183rd St, just west of US 56	City of Gardner	All hours
Trailside Center	Interpretive and community center	9901 Holmes Rd (at	City of Kansas City MO	Set hours	LENEXA, KANSAS				
Westport Landing at Town of Kansas Bridge	Interpretive site at historic landing	Town of Kansas observation deck, north end of Main St at Missouri River	City of Kansas City MO	All hours	Flat Rock Creek Park/Indian Creek Campground	Historic creek crossing and campground	103rd St. and Noland Rd	City of Lenexa	All hours
Wieduwilt (85th and Manchester) Swales	Historic swales	85th St and Manchester Ave	City of Kansas City MO	All hours					



Appendix A: Existing historic trail sites in the Kansas City Metro area

SITE NAME	SITE TYPE	ADDRESS/LOCATION	OWNERSHIP/ MANAGEMENT	PUBLIC ACCESS
PRAIRIE VILLAGE, KANSAS				
9 Mile Point	Historic trail location	W 79th St & State Line Rd	City of Prairie Village	All hours
Austin Harmon Park Swales	Historic swales	7727 Delmar St	City of Prairie Village	All hours
SHAWNEE, KANSAS				
Pioneer Crossing Park	Interpretive: outdoor	West 63rd St & Shawnee Mission Parkway	City of Shawnee	All hours
FAIRWAY, KANSAS				
Shawnee Indian Mission State Historic Site	Historic mission	3403 W 53rd Street	Kansas Historical Society	Set hours

Appendix B: Elements of a national historic trail



Congressionally designated route
 In most locations, this is the same as the historic route of the NHT. However, as research into the trail since the time of NHT designation has occasionally uncovered new information more accurately identifying the historic route, in some places the congressionally designated route currently differs somewhat from the known historic trail alignment.

Historic trail site
 These are sites that date from the period of significance of the trail, and which maintain some level of historic integrity to the present day. Although they may be well documented, some of these sites will remain undeveloped and inaccessible to the public indefinitely, due to private ownership, sensitivity or other considerations.

Historic route
 This represents the most current knowledge and documentation about the historic route of the NHT on the ground, varying from precise to uncertain over the length of the trail. Research on and documentation of the trail is ongoing, so knowledge of the historic route will likely continue to become more accurate over time.

Developed historic trail site
 These are historic trail sites which have been developed with visitor facilities such as parking, directional or site identification signing, interpretation including interpretive facilities, and/or opportunities to retrace the trail, and which allow the public to recognize them as part of the NHT. Historic preservation and/or documentation may have also occurred on site.

Surviving route segments
 These are locations where physical signs (ruts/swales, river crossings, or archeological remains) of the trail are present. It also includes segments of historic trail now developed into modern roads. These roads may vary in character from very similar to the historic condition to paved modern roads which have been significantly widened or altered.

Trail-related interpretive facility
 These are museums or visitor centers that provide significant interpretation and visitor information about the NHT, but which lack historic trail resources on site.

Constructed trail
 While constructed trail follows the original historic route as far as is feasible, in some locations deviations are required due to current conditions or landownership. Interpretive and trailhead facilities may be part of development of a constructed trail.

Auto tour route
 As identified in the Comprehensive Management Plan of some national historic trails, the auto tour route follows the approximate direction of the trail along all-weather roads, providing access to trail sites and segments which are open to the public. Not all national historic trails have a planned or marked auto tour route.

Signing
 The system of road and pedestrian signing which guides visitors to accessible trail sites, segments, and constructed trail. It includes auto tour route and local tour route signing as well as directional signing to sites, signing of the original historic route where it follows or crosses roads, signs for public identification of NHT sites, and pedestrian signing of constructed NHT trail.

Local tour route
 A signed route—often closer to the historic route and resources than the auto tour route—which guides visitors to a group of NHT sites and segments in a relatively small geographic area, in a situation where it would otherwise be too complex to provide directional signing to each of the sites individually. Interpretive and trailhead facilities may be part of development of a local tour route.

Appendix B: Developing a national historic trail

Historic condition



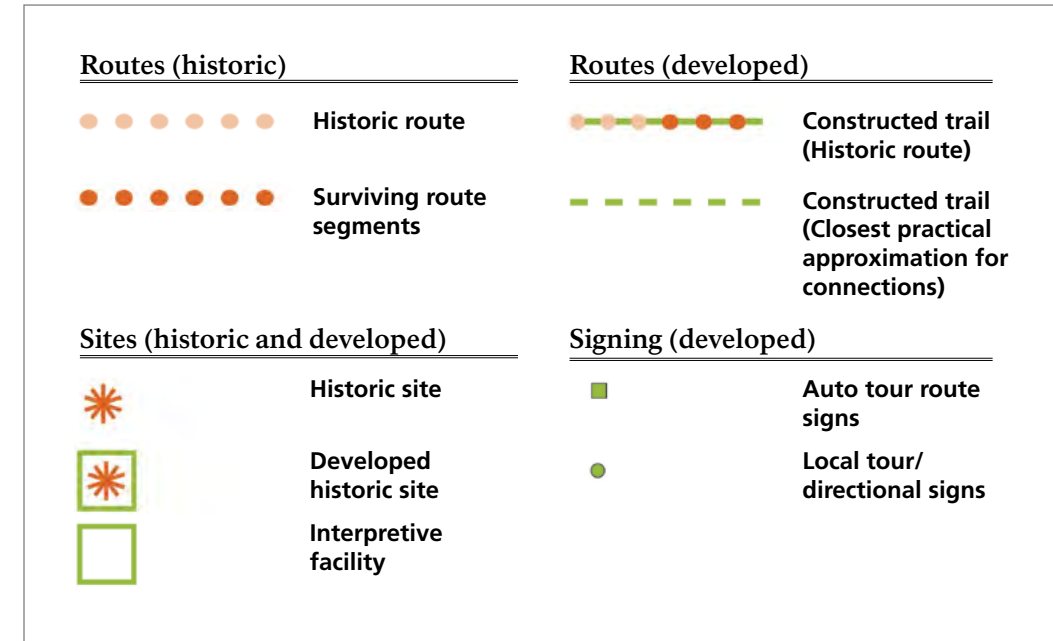
During the trail period, the entire historic route would have been visible or at least well known (by landmarks or other wayfinding methods), and sites would have been present and in operation. These two elements are the historic foundation of the NHT, though not all of these locations may be fully identified or understood at the present time. Trail sites of segments may not have been present or operational through the entire period of significance of the trail to be considered NHT-related historic resources.

Condition at national historic trail designation



At the time of NHT designation, the trail-related resources included:

- surviving historic sites (some accessible to the public, others not)
- remnant segments where the trail was still physically present as swales or road
- some small segments of constructed trail
- some signing or other markers placed by various groups and organizations
- no NHT visibility or trail-wide consistency of trail identification



Developing a national historic trail



Ongoing efforts to develop each NHT include:

- constructing modern trails approximating the historic route
- adding signing of all types to identify and locate NHT sites, segments and visitor recreational opportunities
- developing visitor facilities to encourage public access, use and interpretation
- conducting preservation work on historic sites and segments
- researching/documenting newly recognized sites and segments
- increasing consistency of NHT identification trail-wide



Appendix C: Plant materials, general guidance and species list

Use of native plant materials is beneficial not only for aesthetic and maintenance purposes, but also for recreating, in a limited way, aspects of the historic trail experience. The landscapes of the metro area have changed radically from the trail era, but use of prairie grasses and other native plants can recall the open landscapes and wooded riparian areas that existed prior to agricultural, suburban, or urban development.

The Kansas City metropolitan region is within an ecological transition zone between the woodlands of the east and the prairies of the west. This provides opportunities to integrate a variety of species into the landscape adjacent to the trail. Landscape aesthetics for the trail can include both hardscape (pavement) and softscape (vegetative) elements and should consider the following:

- Context: urban, suburban, or rural
- Adjacent land use: residential, commercial, institutional, open space
- Scale: trail corridor width, or trailhead
- Safety
- Maintenance

Trail corridor plantings should be reflective of immediate surroundings while at the same time providing continuity for trail users, so that they can easily follow the trail within and between communities. Landscaping should also be cognizant of safety and maintenance needs. Sight lines should be preserved into and out of the trail so that people on or close to the trail are readily visible. Landscapes can be classified as to one of three levels (see general trail guidance, page 156).

P. 156

Whenever native grass/wildflower plantings can be integrated into the landscape, species selection should include plants that benefit pollinator species (e.g., bees, butterflies, birds, bats, etc.). Pollinator-friendly habitat encourages more ecologically sustainable land management practices that often result in reduced operations and maintenance costs. At the same time, these habitat areas provide opportunity for public education about the vital role of pollinators in ecosystems. For more information, see the June 2014 Presidential Memorandum *Creating a Federal Strategy to Promote the Health of Honey Bees and Other Pollinators*.

Species lists provided in this document are merely a starting point when considering plant selection. Some communities, like Kansas City, Missouri, have their own landscape requirements for what and where vegetative species, especially trees, can be used. These recommendations may need to be adapted to also fit local landscape standards.

Landscape Plant List

The following is a list of recommended plants to consider for trail related landscapes. This list is not exclusive and is merely meant to provide a starting point for selection of species. Similar plant species or cultivars may also be selected to meet the objectives of the landscape.

NON-NATIVE TURF GRASS (LIMITED APPLICATION)

Festuca arundinacea – Turf-type Tall Fescue (90%, a minimum of three cultivars)

Poa pratensis – Kentucky Bluegrass (10%)

NATIVE TURF GRASSES

Buchloe dactyloides x “Cody” – Buffalograss; height -6-8”

Bouteloua gracilis – Blue Grama; height - 8-12”

Festuca ovina – Sheep Fescue; height - 12-24”

SHORT NATIVE PRAIRIE BORDER MIX

Bouteloua curtipendula – Sideoats Grama; height - <30”

Schizachyrium scoparium – Little Bluestem; height - 12-36”

Sporobolus heterolepis – Prairie Dropseed; height - 18-24”

*Asclepias tuberosa** – Butterfly Milkweed;

height - 24-30”, bloom time – Jun-Jul

Coreopsis lanceolata – Lanceleaf Coreopsis;

height - <24”, bloom time – May-Jun

*Dalea purpurea** – Purple Prairie Clover;

height - 18-24”, bloom time – Jun-Jul

Rudbeckia fulgida – Orange Coneflower;

height – 24-36”, bloom time – Jul-Sep

Symphyotrichum laeve (Aster laevis) – Smooth Aster;

height – 20-30”, bloom time – Sep-Oct

TALLGRASS NATIVE PRAIRIE MIX

Andropogon gerardii – Big Bluestem; height – 5-7’

Andropogon virginicus – Broomsedge Bluestem; height – 2-4’

Panicum virgatum – Switchgrass; height – 4-5’

Tripsacum dactyloides – Eastern Gamagrass; height – 4-6’

*Asclepias sullivantii** – Prairie Milkweed; height – 3-4’, bloom time – Jun-Jul

Echinacea purpurea – Purple Coneflower;

height – 3-4’, bloom time – Jun-Aug

Helianthus helianthoides – False Sunflower;

height – 3-4’, bloom time – Jul-Sep

*Penstemon digitalis** – Foxglove Beardtongue;

height – 3-4’, bloom time – May-Jun

Notes: * Recommended by the Kansas City Native Plant Initiative (KCNPI) as a preferred Pollinator Plant

LARGE SHRUBS FOR FULL SUN TO PART SHADE

Ilex decidua – Deciduous Holly; height/spread 7-15’x5-12’

Corylus americana – American Hazelnut; height/spread 10-16’x8-13’

*Viburnum dentatum*** – Southern Arrowwood; height/spread 6-10’x6-10’

MEDIUM TO SMALL SHRUBS FOR FULL SUN TO PART SHADE

*Physocarpus opulifolius*** – Ninebark; height/spread 5-8’x4-6’

Aronia melanocarpa – Black Chokeberry; height/spread 3-6’x3-6’

Rhus aromatica ‘Gro-Low’ – Gro-Low aromatic sumac;

height/spread 2’x6’

Itea virginica – Virginia Sweetspire; height/spread 3-4’x4-6’

Juniperus virginiana ‘Grey Owl’ – Grey Owl Red Cedar;

height/spread 2-3’x4-6’

Notes: ** Cultivars of these species vary in height and form providing greater flexibility in selection for particular site conditions.

TREES

See *Great Trees of Kansas City Short List*: <https://www.gouldevans.com/treelists/GreatTrees.pdf>

Appendix D: Scale and national historic trail congressionally designated routes

The congressionally designated trail alignments used in this project to represent the “approximate historic route(s)” of the Santa Fe, Oregon, and California national historic trails are artifacts of the process that brought them about, and for that reason there are limits to their expected accuracy for projects, like this one, that plan for retracement trails and trail sites.

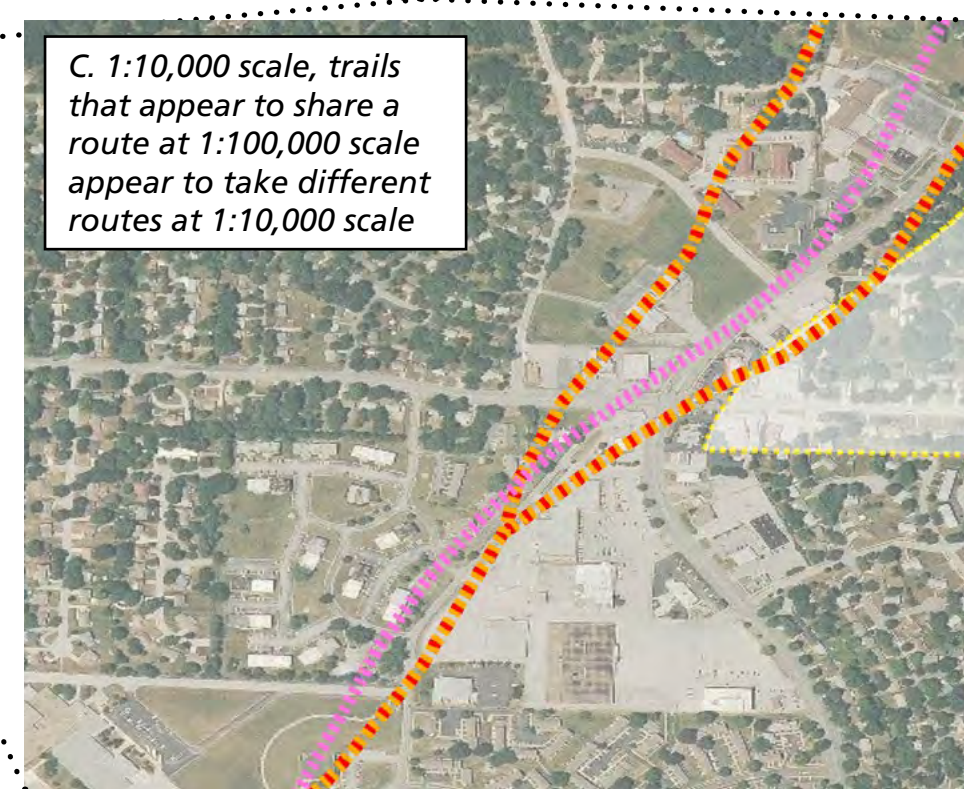
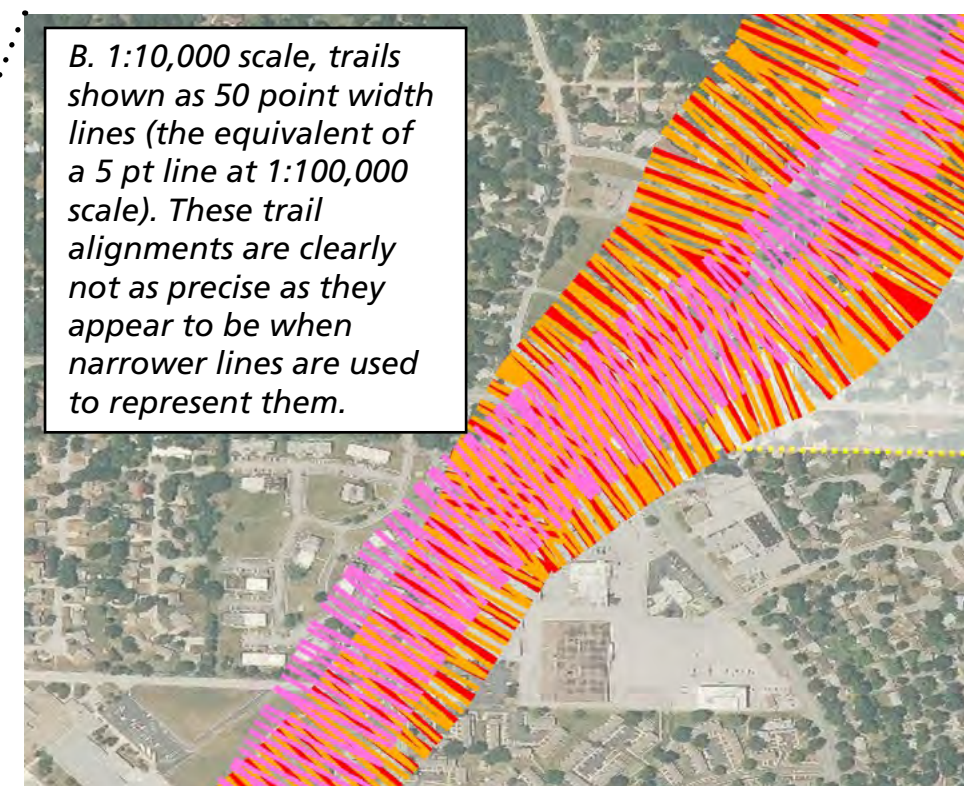
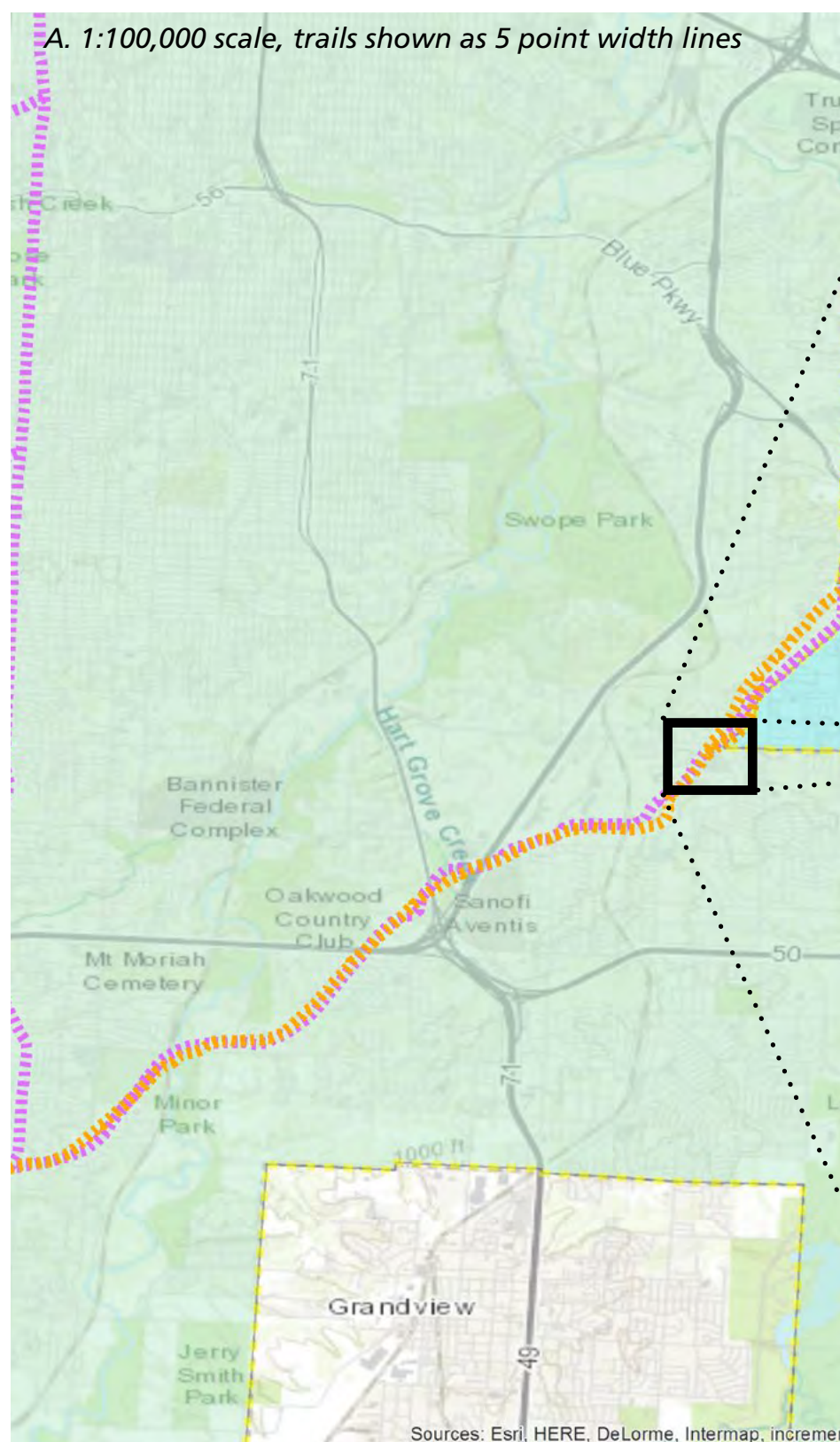
The congressionally designated routes of the NHTs were based on the best historical information available at the time of each NHT's designation by Congress, identified through each NHT's comprehensive management planning process. Some NHT alignments have been modified since designation to reflect evolving historical knowledge or new research, but even with these revisions there are limitations both on the accuracy and the useful scale of these alignments. Most alignments, even where very thoroughly understood and located on the ground by historians, were drawn at a scale of 1:100,000 (see example A, right.) This has implications for their use at larger, more detailed scales for several reasons.

First, one cannot always know with precision where the historic trail route passed based only on these congressionally designated routes, as maps at an appropriate scale to select an alignment (such as 1:10,000, used for individual alignment page maps, see examples B and C, far right) exceed the level of detail implied by lines originally drawn at 1:100,000 scale.

Second, alignments for trails that are known to have shared a route during their periods of historic use (such as the Santa Fe, Oregon, and California NHTs along the Independence Route in this project area) were drawn independently from each other during their separate study and planning periods, and often with the input of different experts. For this reason, at the level of detail necessary for trail planning these trails often appear to take different routes (example C). These distinctions cannot be assumed to be accurate or meaningful without additional supporting information.

Third, wagon trails—such as the historic trails considered in this project—often spread out over a wide area where possible to avoid following in the mud or dust of previous wagons, access natural resources, or respond to current conditions or threats. For this reason, a single narrow line at 1:10,000 scale will typically not represent the actual width of area covered by a historic trail when it was in use.

Overall, while the congressionally designated routes shown on maps in this document—particularly the maps on individual alignment pages at 1:10,000 scale—can be used as a general indicator of the route the historic trails took, they cannot be assumed to be accurate to the scale at which they are represented on many maps, and should be used with caution.



Sources: Esri, HERE, DeLorme, Intermap, increment



Appendix E: Photo credits and other sources

Most photos are credited to organizations or individuals in their captions, but where space did not allow sources to be listed, they have been captured here.

page 6 “President Lyndon B. Johnson at the signing of the National Trails System Act, Oct. 2, 1968.” “History.” Appalachian Trail Conservancy. Accessed December 13, 2017. <http://www.appalachiantrail.org/home/about-us/history>

page 10 “MetroGreen 2002 update cover” “Action Plan – MetroGreen Parks – Environment.” Mid-America Regional Council. Accessed December 13, 2017. <http://www.marc.org/Environment/MetroGreen-Parks/The-Plan/Action-Plan>

page 9, 13, 17, 65, 158, 170: Low level aerials for section covers are used courtesy of 3 Trails West, Inc. <http://www.3trails corridor.com/> and <http://www.3trails cid.org/>

page 177, bottom left: Vireo

page 177, bottom center: NPS

page 177, bottom right: NPS

page 178, bottom far left: NPS (Tall Grass Prairie Preserve, <https://www.nps.gov/common/uploads/photogallery/mwr/park/tapr/F12086B6-1DD8-B71B-0B2147B0BCFAB642/F12086B6-1DD8-B71B-0B2147B0BCFAB642.jpg>)

page 178, bottom second from left: B. Griffith for NPS

page 178, bottom second from right: NPS

page 178, bottom far right: NPS

page 179, bottom far left: NTIR-NPS digital files, original source unknown

page 179, bottom second from left: “Santa Cruz loves Pervious Concrete.” Bay Area Pervious Concrete. Accessed October 17, 2017. <http://www.bayareaperviousconcrete.com/blog/2015/4/14/santa-cruz-loves-pervious-concrete>

page 179, bottom third from left: “Pa’rus Trail at Sunset” By Fredlyfish4 (Own work <http://www.panoramio.com/photo/47429308>) [CC BY-SA 4.0 (<https://creativecommons.org/licenses/by-sa/4.0/>)], via Wikimedia Commons. Accessed Dec 13, 2017

page 179 bottom third from right: NPS

page 179 bottom second from right: “Colored Pavement Material Guidance.” National Association of City Transportation Officials. Accessed Dec 13 2017. <https://nacto.org/publication/urban-bikeway-design-guide/bikeway-signing-marking/colored-pavement-material-guidance/>
Image direct link: https://nacto.org/wp-content/uploads/gallery/coloredpavementmaterials_pavement/pavement-bend-or.jpg

page 179 bottom far right: NPS

page 180 Type 1 left: “First Street NE Cycle Track Washington DC” By Ted Eytan <https://www.flickr.com/photos/taedc/20362788051> [CC BY-SA 2.0 <https://creativecommons.org/licenses/by-sa/2.0/>], via Flickr. Accessed December 13, 2017

page 180 Type 1 right: NTIR-NPS digital files, original source unknown

page 180 Type 2 left: “Care, Don’t Care: Push Button to Change ” (Indianapolis Cultural Trail) By Eric Fischer, <https://www.flickr.com/photos/walkingsf/7157981415> [CC BY-SA 2.0 <https://creativecommons.org/licenses/by-sa/2.0/>], via Flickr. Accessed December 13, 2017

page 180 Type 2 right “Hunters Point South Park.” Official Website of the New York City Department of Parks & Recreation. Accessed December 13, 2017. <https://www.nycgovparks.org/parks/hunters-point-south-park/photos>
Image direct link: https://www.nycgovparks.org/photo_gallery/full_size/22526.jpg

page 180 Type 3 left: NPS

page 180 Type 3 left: Vireo

Map data sources

Data used in the maps in this document were provided by NTIR-NPS, MARC, Vireo, and Esri, Inc. Source organizations for the data accessed through Esri basemap services includes, but is not limited to: Esri, HERE, DeLorme, Intermap, increment P Corp, GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapMyIndia, © OpenStreetMap contributors, and the GIS User Community.

No warranty is made by the National Park Service as to the accuracy, reliability, or completeness of these data for individual use or aggregate use with other data.

General web resources

NHT COMPREHENSIVE MANAGEMENT PLANS (AT NPS NHT WEBSITES)

- Santa Fe NHT: <https://www.nps.gov/safe/getinvolved/planning.htm>
- Oregon and California NHTs: <https://www.nps.gov/cali/getinvolved/planning.htm> “Comprehensive Management and Use Plan” link to download

OREGON AND CALIFORNIA FEASIBILITY STUDY FOR ADDITIONAL ROUTES
<https://parkplanning.nps.gov/projectHome.cfm?projectID=31277>

TRAILS KC PLAN
kcmo.gov/wp-content/uploads/2013/07/022111.pdf

METROGREEN
<http://www.marc.org/Environment/MetroGreen-Parks>

6TH DISTRICT PEDESTRIAN INTERMODAL TRANSPORTATION CONNECTOR PLAN
<http://www.3trails cid.org/projects/pedestrian-intermodal-transportation-connector-plan-pitc/>

MID-AMERICA REGIONAL COUNCIL
<http://www.marc.org/>

NATIONAL TRAILS INTERMOUNTAIN REGION - NATIONAL PARK SERVICE
www.nps.gov/ntir

NATIONAL TRAILS SYSTEM (NPS MAIN PAGE)
<https://www.nps.gov/nts/>

NATIONAL TRAILS SYSTEM AND NHT NONPROFIT PARTNERS

- Oregon-California Trails Association: www.octa-trails.org/
- Santa Fe Trails Association: www.santafetrail.org/
- Kansas City Area Historic Trails Association: <https://www.kcahta.org/>
- Partnership for the National Trails System: pnts.org/

THREE TRAILS WEST, INC. - THREE TRAILS CORRIDOR
<http://www.3trails corridor.com/>