MetroGreen System Recommendations

The development of a greenway system on the scale of the MetroGreen system is a sizable task. Connecting seven diverse, metropolitan counties and producing an implementation plan for a unified structure was, without a doubt, challenging. It was a given that the process would have to be participatory and inclusive. The MetroGreen Regional Greenway Initiative has been developed from four primary sources of information: the MetroGreen Vision of 1991, the Geographic Information System (or GIS) resources of area municipalities and planning bodies, direct public involvement, and input from municipal staff and officials.

The MetroGreen Vision of 1991
The impetus of the MetroGreen Regional Greenway Initiative was the MetroGreen Vision produced by the Prairie Gateway chapter of the American Society of Landscape Architects (ASLA). Not only did the 1991 Vision serve as a guide for regional trail development over the past ten years, but it identified key principles for developing a greenway system in the region. The MetroGreen Vision articulated the historical basis for a greenway plan, listed important cultural resources and broadly identified corridors for greenways.

Geographic Information System Resources
The maps presented in this document have been produced through the use of GIS. GIS applications are tools used to analyze spatial data and allow detailed geographic analysis. The strength of GIS applications is their ability to overlay separate layers of data and reveal patterns of interrelated landscape components. Once spatial relationships are determined and patterns are revealed, plans can be formed and implemented to preserve, create, correct or reverse the processes responsible for a given situation. For MetroGreen, GIS has been used to document existing greenway facilities, parks, municipal boundaries, roads and streams. By layering these features on top of one another and assembling the seven counties together, potential greenway corridors began to emerge and critical connection points could be identified.
The ability to share information is a strength of using GIS for the layout of the MetroGreen system. A number of local governments in the study area have GIS capabilities, however, the level of usage varies. The benefit of producing the MetroGreen map in GIS is that the information can easily be reproduced, shared, incorporated immediately, or held until GIS usage is more prominent in local planning strategies. The result will be a coordinated effort among communities, because with a MetroGreen GIS file greenway planners and designers will be able to plan and connect future greenway facilities.

Public Involvement
The effort to produce a MetroGreen Regional Greenway Initiative included meetings with local officials, a charrette with the Prairie Gateway Chapter of ASLA, and three series of public workshops. The public workshops were held in various parts of the metropolitan area. In April, the meetings were held in Lee’s Summit, Missouri; Kansas City, Missouri (north of the river); and Mission, Kansas. In June, the meetings were held in Gladstone, Missouri; Kansas City, Missouri; and Merriam, Kansas. The final public workshop was held in October at the MARC office building in downtown Kansas City, Missouri. These meetings were conducted to receive public input for the development of the MetroGreen system and to build public enthusiasm for its construction. For a summary of the public workshops, please see Appendix A. All of the input received at the workshops was used to produce a MetroGreen plan that guides local governments in the development of a connected greenway system.

Additional public participation was solicited from area civic leaders. Their guidance and input in the construction of this plan was valuable. While the public workshops allowed participants to focus on routing decisions and the corridors of MetroGreen development, the Civic Alliance worked on the strategies to implement the MetroGreen system. Particular issues that they focused on included financing, the need for continued public involvement, media exposure and public relations.

Local Official Involvement
Many public officials were engaged in this planning process. Discussions were held with representatives from each participating county. Meeting attendees included park and recreation officials, planners, landscape architects and elected officials. Insight was gained on existing local system plans and facilities. Local officials were also on-hand to answer questions (specific to their local plans) at the public workshops.

Additional local official involvement was received through an Advisory Technical Committee. This group represented counties, municipalities, land trusts and other governmental agencies throughout the metropolitan area. Bi-monthly meetings were held to review planning progress and make system suggestions.
Corridors and Facilities
MetroGreen will be physically comprised of three types of corridors throughout its 1144 mile length: a) stream and river corridors, b) roadway corridors and c) abandoned rail corridors (a map of the MetroGreen system is shown on the following page). Within these corridors, a variety of facilities can and should be constructed, including trails, signage systems, and places where people can gather, sit and relax. The design of these facilities is further articulated by a detailed set of MetroGreen Design Guidelines featured in Appendix D.

Stream and River Corridors
The dominant corridor type found within the MetroGreen system is located adjacent to streams and rivers throughout the region. Stream and river corridors will comprise 57 percent (648 miles) of the entire MetroGreen system. These corridors will serve multiple functions, including the conservation of riparian (stream-related) habitat, stabilization of streambanks, preservation of historic landscapes, protection of water quality, and the provision of suitable land for trail development.

Roadway Corridors
Another dominant corridor type will be designated roadways throughout the region. These corridors will comprise 30 percent (344 miles) of MetroGreen. The principal function of these corridors will be related to transportation and recreation. However, other attributes are possible including scenic and historic preservation and water quality protection. Many of these corridors have the potential to be enhanced through landscape plantings to become aesthetic assets for the region.

Abandoned Rail Corridors
The final corridor type is abandoned railroad corridors. These comprise 13 percent (152 miles) of the MetroGreen system. These are very important corridors for the future of the region. With the existing right-of-ways intact, they are valued linear corridors that provide continuous access across parts of the region that lack other corridor types. Their flat to gentle grades make them ideal for future trails. Historically and economically, rails-to-trails are a proven success throughout Missouri and Kansas. One of the most promising future projects is the extension of the KATY Trail into the heart of Kansas City. This would complete a cross-state trail through Missouri and link the Kansas City region to St. Louis.

Five Types of Trails
The MetroGreen will provide a full range of trail types to meet the needs of users. There are five different types of trails that will be found within the system. MetroGreen corridors may contain more than one type of trail. The selection of a trail type is not currently defined for MetroGreen corridors and will normally be determined after further evaluation of the physical and future use characteristics for each corridor. The five trail types are defined and described below. More information on MetroGreen Design Guidelines can be found in Appendix D.
Type 1: No Facility Development
For corridors that are environmentally sensitive and contain steep slopes, wetlands, or rare habitat, a no-facility development type is recommended under MetroGreen. It is anticipated that many corridors defined for water quality, habitat protection, and floodplain management purposes would also fit under this category. Typically, these corridors would remain in a natural undeveloped condition.

Type 2: Limited Development, Low-Impact Uses
The second type of trail would be found within corridors that are environmentally sensitive but can also support limited trail development. These corridors would support bare earth, wood chip, or boardwalk trails. Typically, uses would be limited to pedestrian only.

Type 3: Multi-Use Unpaved Trail Development
This designation would apply to corridors that are capable of supporting a broader range of uses. Trail development, if it occurs along a stream, would be located outside of the floodway. A variety of surface materials could be used, but crushed gravel is viewed as the most likely. These trails can be used by pedestrians, cyclists, equestrians and persons with disabilities.

Type 4: Multi-Use Paved Trail Development
Multi-use paved trails may become one of the most common types of off-road trails in the entire MetroGreen system. These trails will support the greatest diversity of users, and can be used year round. They will be more expensive than other types to construct, but their benefit will serve the needs of most users. These trails can be constructed within flood prone landscapes as well as upland corridors.

Type 5: Bike & Pedestrian Facilities in Rights-of-Way
Type 5 trails are generally located within the rights-of-way of roadways throughout the metropolitan area. One of the primary purposes for this trail type is to serve as a connector to the off-road network of MetroGreen. Sidewalks, bike routes, bike lanes and wide multi-purpose side paths are envisioned as the constructed facilities.

The following pages highlight each of the participating seven counties. A brief description is given of the MetroGreen system within each county and a corresponding map is displayed. The trails and linkages shown were selected based on their potential to accommodate bicycle and pedestrian facilities, as well as their location as part of the overall trail system. The proposed system, of 1144 miles, provides access to many of the metro area’s schools, parks, neighborhoods, retail and employment areas, as well as accomplishing the overall goal of linking metropolitan communities together.

It is the goal of this plan to provide a trail within two-miles of 90 percent of the area’s residential population. A distance of two-miles was chosen because it is the limit to which most people are willing to bicycle to a
destination. Comparatively, one half-mile is the limit to which most people are willing to walk to a destination. The MetroGreen System, as described in this document, serves over 95 percent of the population within two-miles of their home and 53 percent within a half-mile of their residence.

Proposed Trails
MetroGreen trails will be aligned along roadways with ample rights-of-way that can accommodate a bicycle/pedestrian trail, along the edges of streams, or within existing utility or railroad rights-of-way. The trail corridors identified in this plan comprise a regional trail system and should accommodate bicycles, in-line skaters, joggers and pedestrians. Additional trails such as nature trails or trails with alternative surfaces for horseback riding, jogging, or mountain biking, are considered secondary to the overall trail plans. In addition, local trails providing connections to the regional system or serving a particular destination or population will also be identified within individual community trail plans. Priority references are tied to the definitions of MetroGreen Segment Priority classifications as described in Chapter Four: Implementation Program. All mileage figures are approximate.

Johnson County

Johnson County has been aggressive in its trail building efforts and has nearly 50 miles of trails already in use. The Mill Creek greenway is considered a great success not only as an impressive recreation amenity but also for its ability to hold stormwaters and reduce flooding. As a part of the MetroGreen plan, the Mill Creek Trail will be connected to the Indian Creek Trail, thus creating over 30 miles of continuous trail facilities that connect the Kansas River to the state line via the middle of Johnson County.

Jo01 – This 3.09-mile segment runs from Turkey Creek at the Wyandotte County line south and west to Johnson Drive. It parallels I-35 and provides an inter-county connection to Wy05. When complete this section will serve as an extension north to the already existing segment Jo03. It is a Priority 2 trail.

Jo02 – This trail runs from the Wyandotte County line to I-35 south and east on Switzer Road. It measures 1.21 miles and is Priority 3. It will provide an inter-county connection to Wy09.

Jo03 – This is an existing 2.39-mile trail that parallels I-35 along Turkey Creek, from Johnson Drive south to 75th Street.

Jo04 – This Priority 2 trail runs along Turkey Creek, from 75th Street south to 87th Street, parallel to I-35. It is 2.02 miles in length. When complete this section will serve as a southward extension of the existing trail segment Jo03.

Jo05 – This segment begins at Anderson Park and parallels Shawnee Mission Parkway east to the Missouri State Line. Here it will connect to Jackson County’s Ja02, the Brush Creek Corridor. It is a Priority 3 segment of 4.93 miles.
Johnson County
MetroGreen Corridors

Legend
- Break Points
- Roads
- Rails
- Streams
- Existing Greenways
- Priority 1
- Priority 2
- Priority 3
- Parks

1 0 1 2 Miles

MetroGreen System Recommendations
Jo06 – This segment travels along Tomahawk Road from Somerset north and east to Shawnee Mission Parkway where it connects to Jo05. A small on-road segment of this trail (1.65 miles) already exists, and the remaining 4.4 miles are Priority 3.

Jo07 – This is the Indian Creek Trail, one of the premier trails in the metropolitan area. It is 25.2 miles long travelling along Indian Creek west and south from the State Line to Olathe. This segment is substantially complete; however, two Priority 1 extensions (2.75 miles) go to Jo12 and to the existing Tomahawk Creek Trail, Jo14.

Jo08 – This is the Tomahawk Creek Trail. It runs south and west from the Indian Creek Trail (Jo07). This trail will be extended further along Tomahawk Creek, past St. Andrews Gof Course, and on to Heritage Park. The extensions are Priority 1 and 2, respectively, and total 16.66 miles.

Jo09 – This trail will serve as another interstate connection at Ja06. Jo09 follows the Blue River south and west from the State Line to the Overland Park Arboretum. It is a Priority 1 and 2 trail extending 5.94 miles.

Jo10 – This Priority 3 trail will be a 5.51 mile westward extension of Jo09 along Coffee Creek from Blue River to Heritage Park.

Jo11 - This segment will be a 5.6 mile southward extension of Jo09 along Camp Branch Creek. It is a Priority 3.

Jo12 – This trail is a further extension (6.35 miles) of Jo10 westward along Coffee Creek from Heritage Park to and along 175th Street. It is a Priority 3 trail.

Jo13 – This Priority 3 trail will begin at the Overland Park Arboretum and extends Jo09 7.27 miles westward, briefly along the Blue River but primarily follows Wolf Creek. The trail will turn slightly northward before it intersects with Jo18 at 175th Street.

Jo14 – Mill Creek Trail. Another premier trail in the metropolitan area. This 15.8-mile trail is one of the longest existing segments of MetroGreen. It begins at Nelson Island on the south bank of the Kaw River and travels south along Mill Creek to Mill Creek Park. A two-mile addition to this trail is Priority 1.

Jo15 – This trail extends west from I-35 (Jo03) to the Mill Creek Trail (Jo14). A portion of this 6.21 mile trail already exists along Midland Drive. Remaining portions are Priority 2 and 3.

Jo16 – The Prairie Star Trail will serve as a 7.55 mile east-west connector between Mill Creek Trail (Jo14) and Cedar Creek (Jo23). The first portion of this trail (Priority 1) to be constructed will be west from I-35 to Kansas 7 Highway. The remaining portion is Priority 3.

Jo17 – This 16.7-mile trail will serve as an east-west connector and as a loop trail. The trail departs from Cedar Creek heading east along Little Cedar Creek. It then forks and follows both the north and south forks of Little Cedar Creek. The north fork will connect to Mill Creek Trail (Jo14) south of 95th Street, and the south fork will pass through Ernie Miller Park before connecting to the southern terminus of Mill Creek Trail. Currently 1.6 miles exist.
Jo18 – This is a 6.12 mile linkage trail. The routing connects Coffee Creek (Jo12) southwest to Wolf Creek (Jo13) and northwest to Cedar Creek (Jo24). The trail will utilize the streambanks of the upper stretch of Cedar Creek and much of 175th Street. This trail is a Priority 3.

Jo19 – A 4.2 mile, Priority 3 trail segment that will connect Jo18 to Little Bull Creek (Jo20) via the Bain Creek corridor.

Jo20 – This is a Priority 3 trail that will connect Gardner to the Miami County line. It follows Little Bull Creek and runs 6.56 miles.

Jo21 – This trail follows the Kaw River for 7.26 miles from the Mill Creek Trail (Jo14) northern terminus to the Shawnee Riverfront. It is a Priority 2 trail.

Jo22 – This segment extends Jo21 westward along the Kaw River for 3.92 miles to the Cedar Creek northern terminus (Jo23). It is a Priority 2 trail.

Jo23 – A Priority 2 trail that follows the Cedar Creek corridor from the Kaw River (Jo22) south 15.36 miles to Olathe Lake where it meets Jo24. The trail includes a west fork that connects to the Prairie Center.

Jo24 – This 5.73 mile Priority 1 and Priority 2 trail continues south along Cedar Creek (Jo23) before paralleling a rail line to Gardner. Here the trail intersects with Jo20 and Jo27.

Jo25 – A Priority 2 trail that provides an east-west connection between Cedar Creek (Jo23) and Kill Creek (Jo26). The trail follows the Kaw River and extends Jo22 westward linking it to the eastern terminus of Jo28. It is 4.08 miles long.

Jo26 – This trail extends from the Jo25 and Jo28 trails in DeSoto southward along the Kill Creek corridor to Kill Creek Park. It is 7.9 miles long. The trail is Priority 1 and Priority 2.

Jo27 – This trail connects the Town of Gardner with Kill Creek Park via the Kill Creek corridor. It is a 10.97 mile, Priority 2 trail that links Jo26 with Jo24 and Jo20.

Jo28 – Priority 3, 11.54 mile trail that runs along the Kaw River west from Kill Creek (Jo26) to the Douglas County line.

Jo29 – This segment is a Priority 3 trail that runs north-south along Spoon Creek, from Kill Creek Park (Jo26) to 135th Street. It is 4.61 miles long.

Jo30 – This on-road trail runs west from Olathe Lake (Jo23) to the Douglas County line as it crosses Jo27 and Jo32. It is a 14.13 mile Priority 3 trail.

Jo31 – This trail continues up Spoon Creek (Jo29), south from 135th Street and crosses overland before running the length of Big Bull Creek. It terminates at the Miami County line. The trail is 12.33 miles long and is a Priority 3.

Jo32 – This Priority 3 trail runs north-south parallel to the County’s western boundary along Captain Creek. It terminates at both ends where it crosses into Douglas County. It is 8.2 miles long.
Leavenworth County

The city of Leavenworth has already begun developing plans to extend the Leavenworth Landing Park Trail along Three Mile Creek in the City of Leavenworth. MetroGreen goals for Leavenworth County include adapting out-of-use rail lines to serve as bike and pedestrian trails, on-road bike facilities, and streamside greenways to preserve wildlife habitat, manage stormwater and protect water quality.

Two highways offer opportunities as scenic byways - U.S. 73 to Atchison and K-5, allowing the preservation of picturesque landscapes in the region.

Lv01 – This trail follows U.S. Highway 73 north and west from the Missouri River, out of the City of Leavenworth, to the headwaters of Stranger Creek (Lv06). The trail is 10.94 miles long and is a Priority 2.

Lv02 – This trail runs south (mostly along Highway 5) from U.S. Highway 73 (Lv01), through Leavenworth and Lansing and down to the Wyandotte County line where it connects with Wy10. The trail is 7.27 miles long and is a Priority 3.

Lv03 – A Priority 3 trail that follows the railroad corridor from Lansing (Lv02) south to the Wyandotte County line where it connects with Wy15. The trail is 24.16 miles long.

Lv04 – This segment follows the State Street corridor east from Lv03 to Tonganoxie. It is 8.92 miles long and a Priority 3.

Lv05 – This is a proposed riverfront trail along the Kaw River. It runs east from Linwood to DeSoto. It is 4.20 miles long and is a Priority 3.

Lv06 – This is the longest proposed segment in the MetroGreen Master Plan. It is 47.86 miles long as it winds its way north-to-south down Stranger Creek for the entire length of Leavenworth County until it terminates at the Linwood Wetlands. It is a Priority 3 trail.

Lv07 - This includes the existing 0.51-mile Leavenworth Landing Park trail and the Priority 1, 0.80-mile extension of the trail along Three Mile Creek.
Leavenworth County
MetroGreen Corridors

Legend
- Break Points
- Roads
- Rails
- Streams
- Existing Greenways
- Priority 1
- Priority 2
- Priority 3
- Parks

1 0 1 2 Miles

MetroGreen System Recommendations
Plans are already underway for the construction of the Kansas City Riverfront Heritage Trail that will connect Kansas City, Kansas, to Kansas City, Missouri. Eventually, MetroGreen facilities will extend west from the confluence of the Kansas and Missouri rivers to popular facilities such as Wyandotte County Lake, the new Kansas Speedway, and Sandstone Amphitheater. Opportunities to build trails along the Kansas and Missouri rivers will allow the enjoyment of these natural resources and improved levee maintenance operations.

MetroGreen corridors planned for Wyandotte County include stream preservation and restoration efforts along Turkey Creek, Little Turkey Creek and Marshall Creek. These segments will allow for stormwater management, and habitat and riparian area protection.

**Wy01** – The trail departs from the Riverfront Heritage Trail and follows the Missouri River levee along the south bank where it connects with Wy06 at I-635. This is a Priority 3, 6.7 mile trail.

**Wy02** – This segment includes the existing Jersey Creek trail and extends east to the Riverfront Heritage Trail and west to Klamm Park. The existing portion and the Priority 3 extensions total 2.61 miles.

**Wy03** – A Priority 2, 2.31 mile trail that begins at the Lewis and Clark Bridge and follows the west bank of the Kansas River south. The trail parallels the east bank Riverfront Heritage Trail.

**Wy04** – This trail will begin at the end of the Riverfront Heritage Trail and continue along the south bank of the Kansas River for 8.89 miles. It is a Priority 3.

**Wy05** – This 3.55 mile trail has Priority 1, 2 and 3 segments throughout its length. The greenway will follow Turkey Creek from the Johnson County Line to the Kansas River.

**Wy06** – Another levee trail, this segment connects to Wy01 at I-635 and continues 8.66 miles along the south bank of the Missouri River. It is a Priority 3 trail.

**Wy07** – This segment is a primary east/west connector for Wyandotte County. The trail will parallel Georgia Street from Klamm Park to Wyandotte Creek. A Priority 3 trail, it is approximately 9.16 miles long.

**Wy08** – This trail travels 6.2 miles from Jersey Creek Park to the Kansas River. It follows Parallel Parkway for much of its length. It is a Priority 3.

**Wy09** – A Priority 3, 3.47 mile connection from the Johnson County Line, north along the 55th Street corridor, to the Kansas River.

**Wy10** – This trail has an existing segment as a part of Wyandotte Lake that will be extended to the Leavenworth County Line. The extension is Priority 2 and the overall length is 3.49 miles.

**Wy11** – This greenway will provide significant benefits for wildlife along Marshall Creek. The corridor connects Wyandotte Lake and Wyandotte County Park. It is a Priority 2, 9.49 miles long.
Wyandotte County
MetroGreen Corridors

Legend
- Break Points
- Roads
- Rails
- Streams
- Existing Greenways
  - Priority 1
  - Priority 2
  - Priority 3
- Parks

MetroGreen System Recommendations
**Wy12** – A significant north/south connector that will travel south from the Kansas Speedway to Kansas Avenue. It is a 3.55 mile, Priority 2 trail.

**Wy13** – A Priority 3, 8.13 mile levee trail that follows the north bank of the Kansas River from 55th Street to Edwardsville.

**Wy14** – A relatively short trail at 2.67 miles, it travels north from the intersection of I-435 and the Kansas River to Kansas Avenue. It is a Priority 3.

**Wy15** – This segment is the westward continuation of Wy13 from Edwardsville to the Leavenworth County Line. It is a Priority 3 and 4.98 miles long.

**Wy16** – This greenway along Little Turkey Creek is 3.07 miles and is intended to have an impact on water quality and floodwater storage. It is a Priority 2.
Clay County will soon host one of the area’s newest public equestrian trail facilities near Smithville Lake. The MetroGreen system in Clay County will connect recreation amenities such as Smithville Lake to historic Excelsior Springs and the Missouri River. Existing local facilities, such as those in Liberty, will be able to connect with trails around Clay County and throughout the Kansas City region.

**Cl01** – This Priority 2 trail is 17.33 miles that features Smithville Lake. The trail encompasses the lake and will offer many scenic views.

**Cl02** – The trail will extend eastward from the Platte County Line to Watkins Mill State Park. The trail passes near the Jesse James Farm and the Claybrook House off of Highway 164. It consists of two segments: 7.43 miles are Priority 2, and 12.21 miles are Priority 3.

**Cl03** – A Priority 3, 16.76 mile long trail that traverses south from Watkins Mill State Park to H Highway via Old Quarry Road. This segment connects Cl02 and Cl04.

**Cl04** – Another Priority 3 trail. This segment is 5.92 miles and terminates at its northeastern end in Excelsior Springs. The southern end of the trail connects to Cl12.

**Cl05** – A Priority 3, 9.72 mile trail that travels along Shoal Creek from Hodge Park to Kearney.

**Cl06** – This trail connects to the Smithville Lake Equestrian Trail and ends at Camp Branch Bridge. The trail passes along the south shore of Smithville Lake. The trail is 3.54 miles and a Priority 3.

**Cl07** – This trail will be an alternative to Cl02. The trail extends from the west end of Smithville Lake to Kearney via Clear Creek. It is a Priority 3 and is 5.88 miles.

**Cl08** – This Priority 3 trail passes through the middle of Clay County from north-to-south along an old railroad corridor. The trail will be 10.11 miles and connect the towns of Liberty and Kearney.

**Cl09** – Another Priority 3 trail. It is 6.63 miles long travelling south from Hodge Park, past Cl11, and turns north to Brooklyn Avenue.

**Cl10** – This segment is a southward extension from Cl08 to the Missouri River. This Priority 3 trail is 9.6 miles long.

**Cl11** – A Priority 3 trail of 4.41 miles. This segment travels along the Searcy Creek Parkway from Maplewoods Parkway to Highway 210. Trails beside the Parkway features woodlands and the Searcy Creek corridor.

**Cl12** – A part of the Centennial Parkway. This 7-mile segment is a Priority 2 and connects Platte County to Jackson County.

**Cl13** – The westernmost segment of Clay County’s Missouri River levee trail. It is a Priority 3. The segment is 10.66 miles between North Kansas City and I-435.

**Cl14** – This segment connects Cl13 to Cl17, along the Missouri River. It is a Priority 3 trail and runs 13.11 miles between I-435 and Missouri City.

**Cl15** – A 6.87 mile, Priority 3 trail, Cl15 connects the Jerry L. Litton Visitors Center at Smithville Lake to the Shoal Creek Parkway (Cl09).
Cl16 – This Priority 3 trail passes through Clay County agricultural lands. It is 5.83 miles long stretching along Mt. Olivet Road between Smithville Lake and Highway 291.

Cl17 – This is the easternmost segment along the Missouri River in Clay County. It connects to Cl14 at Missouri City and extends eastward to the Ray County Line. It is a Priority 3 trail, 7.34 miles in length.

Cl18 – This segment extends Cl16 southward from Highway 291 to Hodge Park along Reinking Road. It is 2.74 miles long and a Priority 3.

Cl22 – This Priority 3 trail passes the Cooley Lake Wildlife Management Area before reaching the Ray County Line. The total length is 4.24 miles with .64 miles being off-road and 3.6 on-road.

Cl23 – A Priority 3, 2.68 mile trail that connects Cl22 to the Missouri River (Cl17). It passes through the Cooley Lake Wildlife Management Area.

Cl24 - A Priority 1, this 14.07-mile segment follows Vivion Road from Riverside to Liberty.

* Cl19, Cl20 and Cl21 were skipped in order to correspond to the Northland Trail Plan segment numbering.
MetroGreen will make use of abandoned rail lines by creating trails that connect the towns of Belton, Peculiar, Harrisonville, and Pleasant Hill. Perhaps, the greatest benefit to developing greenways in Cass County will be connecting to the nationally recognized KATY Trail. Someday Kansas Citians will have a continuous trail across Missouri that connects them to St. Louis and many towns along the way.

**Ca01** – This Priority 2 trail of 10.1 miles will be an extension of the popular KATY Trail that stretches across the State of Missouri. This segment will follow the Rock-Island railroad corridor northwest from the county line to Pleasant Hill.

**Ca02** – Is an extension of Ca01. The trail is Priority 2 and continues the KATY Trail 5.58 miles to Pleasant Hill.

**Ca03** – This Priority 2 rail-trail of 10.42 miles will serve as a pedestrian and bicycle connection for Cass County between Harrisonville and Peculiar (Ca05).

**Ca04** – This Priority 3 segment will stretch 11.16 miles between Harrisonville and Pleasant Hill.

**Ca05** – This Priority 1 rail-trail spans 8.29 miles and connects Peculiar (Ca03) to Belton.

**Ca06** – A Priority 2, this 15-mile rail-trail will proceed eastward from Harrisonville to the Johnson County (MO) Line where it will connect with Ca01.
Jackson County

Among top priorities in Jackson County is the Riverfront Heritage Trail, an 11-mile MetroGreen segment connecting the Berkley Esplanade to Kansas City, Kansas. The Brush Creek greenway through the Country Club Plaza will be expanded west to the state line and east to the Blue River. The Trolley Track Trail along Brookside Boulevard is one of the most heavily used trails in the Kansas City area. Trails along the Blue River and the Little Blue River are already in use and will be extended. Citizen groups are doing exciting work to see that a trail is built to preserve the historic alignment of the Santa Fe Trail in south Kansas City.

Ja01 – This segment represents the Riverfront Heritage Trail project. It is a Priority 1, 9.8-mile trail that extends westward from R. L. Berkley Park to Kemper Arena.

Ja02 – The Brush Creek corridor already has an extensive portion in existence. It will be extended west 0.76 miles to the Johnson County line and east to the Blue River. The extensions are a Priority 1 and the overall length is 3.82 miles.

Ja03 – The Trolley Track Trail is one of Kansas City’s most popular greenways. It connects to Ja02 and progresses southward along Brookside Boulevard. Extending this trail to the Blue River trail is a Priority 3. The total length is 7.28 miles.

Ja04 – The Blue River trail is an extensive segment of MetroGreen (14.29 miles). Portions of this trail already exist while other parts are Priority 1 and Priority 2. The trail is envisioned as connecting Swope Park to the Missouri River.

Ja05 – This 6.35-mile trail extends the Indian Creek Trail from the Kansas state line to Swope Park where it will intersect Ja04. The western portion of this trail already exists. The eastern portion is a Priority 1.

Ja06 – This southern portion of the 4.7-mile Blue River greenway is a Priority 2. The corridor is in public ownership from the Kansas state line to the northeast. A new 2.4-mile segment will connect to the existing 2.28-mile segment that runs to the state line.

Ja07 – This Priority 3 levee trail, this segment stretches along the south bank of the Missouri River from R. L. Berkley Park to Sugar Creek. It is 6.98 miles long.

Ja08 – This segment is a connecting piece that runs 7.22 miles from the I-435 bridge to the Blue River (Ja04). It is a Priority 2 and 3.

Ja09 – This greenway is planned as part of the Centennial Parkway. It will proceed 26 miles southward along Paseo Boulevard from the Missouri River to Blue River Road. It is a Priority 1 and 2.

Ja10 – This segment is a Priority 3 trail that connects downtown Kansas City, Missouri, to the Little Blue River 21.87 miles to the east. It will travel along 12th Street and Truman Road.

Ja11 – This greenway will follow along the 40 Highway corridor from the Blue River to the Little Blue River. It is a Priority 1 and 8.89 miles long.

Ja12 – This trail will potentially use the Rock Island railroad corridor as a link between Ja04 and Ja17. It is an 11.75 mile, Priority 3 project.
Jackson County
MetroGreen Corridors

Legend
- Break Points
- Roads
- Rails
- Streams
- Existing Greenways
- Priority 1
- Priority 2
- Priority 3
- Parks

1 0 1 2 Miles
Ja13 – A Priority 2, this 7.22-mile facility is envisioned as connecting the Rock Island railroad corridor (Ja18) to the Blue River (Ja04). It follows the 87th Street corridor.

Ja14 – This trail is part of the Longview Lake recreational area. It starts at the Longview Lake Dam and proceeds southward along the western shore of the lake. It will eventually extend to the Cass County Line for a total length of 10.36 miles. Most of this trail already exists, however a small portion at the southern end is a Priority 3.

Ja15 – A Priority 3 levee trail, this facility will eventually extend along the south bank of the Missouri River from Sugar Creek (Ja07) to the Lafayette County Line. The distance is approximately 26.15 miles.

Ja16 – This is an ambitious, community led endeavor to preserve the historic origins of the Oregon Trail, California Trail and Sante Fe Trail. The greenway is a Priority 1 and Priority 2. It stretches 23.72 miles from Sugar Creek to the Kansas State Line.

Ja17 – This 26-mile long corridor is a Priority 1 and Priority 2. Portions of the Little Blue Trace already exist along the corridor. Eventually, this greenway will connect the Missouri River (Ja15) to the Rock Island railroad corridor (Ja18).

Ja18 – This is a 9.16 mile, Priority 3 segment of the Rock Island railroad corridor. It connects the James A. Reed Wildlife Area to the Little Blue River.

Ja19 – A Priority 2 segment, this corridor will span 19.72 miles as it meets the KATY Trail (Ca02) at the Cass County Line and passes Lake Jacomo as it connects to Ja17 along the Little Blue River.

Ja20 – This Priority 3 trail travels 11.29 miles southeast from the Little Blue River to Sni-A-Bar.

Ja21 – This 11.18-mile segment, is a Priority 3 that begins at Blue Branch and terminates at the Johnson County (MO) Line.

Ja22 – The trail along the Frisco Corridor is a northward extension of Ca03. This Priority 3 segment is 8.21 miles long.

Ja23 – The Rock Creek corridor is a Priority 1 and 3. It begins at Truman Road (Ja10) and proceeds eastward along Rock Creek to the Little Blue Trace (Ja17). The segment is 20.54 miles long.
Platte County will build upon the success of Parkville’s English Landing Park trail. First steps include extending this trail northwest and southeast along the banks of the Missouri River, turning north along Brush Creek (to the west) and Line Creek (to the east) before completing an approximately 25-mile loop (along Highway 45). The completion of the Bluff Road trail near Weston will offer scenic hiking and biking opportunities for residents and visitors.

**Pl01** – This is a Priority 3 trail that travels 14.90 miles along the Platte River from the Buchanan County Line to the Little Platte River.

**Pl02** – An east / west connector, this Priority 2 segment follows the Little Platte River for 10.81 miles between the Clay County Line and the Platte River (Pl01 / Pl09).

**Pl03** – A Priority 3 trail, this segment is 10.07 miles in length as it borders Second Creek between Tiffany Springs Parkway and the Clay County Line.

**Pl04** – This segment connects Tiffany Springs Park and the Line Creek Parkway. It stretches 6.63 miles and is a Priority 1.

**Pl05** – From Pl04, this Priority 1 segment turns south for 5.77 miles along the Line Creek Parkway before connecting to Cl12 at the Clay County Line.

**Pl06** – This segment continues south from the Line Creek Parkway (Pl05) along Line Creek to the Missouri River (Pl07). It is a Priority 1 and 3.8 miles long.

**Pl07** – Another Priority 1 trail, this segment follows the north bank of the Missouri River for 5.58 miles from the Clay County Line to Parkville.

**Pl08** – This Priority 1 trail is a 5.62 mile extension of Pl07 from Parkville to Parma Park where it meets Pl13.

**Pl09** – This Priority 2 segment along the Platte River, connects Platte City to the Little Platte River over a distance of 6.61 miles.

**Pl10** – This is a major east / west corridor. It is a Priority 1 and Priority 2 facility that stretches 8.23 miles along 45 Highway.

**Pl11** – This Priority 3 segment follows the final 14 miles of the Platte River from Platte City to the Missouri River.

**Pl12** – This segment parallels I-435 for much of its 6.54 mile length along Brush Creek. It is a Priority 1 and Priority 2 trail that connects Tiffany Springs Park to the Missouri River.

**Pl13** – This segment travels along the east bank of the Missouri River from Parma Park (Pl08) to the Platte River (Pl11). It is 7.9 miles in length and a Priority 3.

**Pl14** – Another Priority 3, this segment extends Pl13, 6.22 miles from the Platte River to M92 / U.S. 73, just across the Missouri River from Leavenworth, Kansas.

**Pl15** – This Priority 2 segment continues Pl14 from M92 / U.S. 73 for 3.95 miles along the Missouri River to Beverly.

**Pl16** – This is a Priority 1, 5.96-mile segment. It travels along Bluff Road from Beverly through Weston and ends at M45 (Pl17).

**Pl17** – This Priority 3 segment is 12.18 miles long from the north end of Pl16 to Lewis and Clark Park.
Platte County
MetroGreen Corridors