Kansas City: overview

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)—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.3trailscid.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.
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

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.
Kansas City: Segment 20

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 Adapted as city ordinance number 100747 October 2010. Plan document can be found online at http://www.3trailscid.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.
Kansas City: Segment 21a

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.
Kansas City: Segment 21b

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 other 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

RELATIONSHIP TO HISTORIC ROUTE:
This segment deviates slightly from the historic route to follow existing road rights of way.

LEGEND
- Proposed NHT alignment
- Proposed NHT alignment - other segments
- Approximate historic trail route
- City boundaries
- Bike lane
- Marked bike route
- Unmarked 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
Kansas City: Segment 21c

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.
Kansas City: Segment 21d

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.
Santa Fe, Oregon, and California National Historic Trails

Kansas City: Segment 21e

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 Plan
- 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
Kansas City: Segment 21f

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.
Kansas City: Segment 21g

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.
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.

LEGEND
- Proposed NHT alignment
- Proposed NHT alignment - other segments
- Approximate historic trail route
- City boundaries
- Bike lane
- Marked bike route
- Unmarked 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

Trail alignments: Kansas City
Kansas City: Segment 21i

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.

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
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.
Santa Fe, Oregon, and California National Historic Trails

Kansas City: Segment 57

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.
Santa Fe, Oregon, and California National Historic Trails

Kansas City: Segments 58

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).
Kansas City: Segment 59

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.
Kansas City: Segment 60

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.
Kansas City: Segment 61

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.
Kansas City: Segment 62

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.
Kansas City: Segment 63

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)

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.