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. 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-guidelines/
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

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

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.
Overland Park: Segment 25

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.
Overland Park: Segment 26

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

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
Santa Fe, Oregon, and California National Historic Trails

Overland Park: Segment 28

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.
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.
Overland Park: Segment 33

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).
Overland Park: Segment 34

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

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.
Overland Park: Segment 36

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 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.
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.
Overland Park: Segment 74

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.
Overland Park: Segment 75

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.
Overland Park: Segment 76

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.
Overland Park: Segment 77

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.
Overland Park: Segment 109

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.
Overland Park: Segment 110

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 County 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.
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: Segment 112

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.