Santa Fe, Oregon, and California National Historic Trails

Olathe: overview

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

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

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

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

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

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

The final length of the proposed retracement routes within Olathe, including all alternatives and the connector trail, is 27 miles.
Santa Fe, Oregon, and California National Historic Trails

Olathe: Segment 30

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

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

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

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

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

1.49 Miles. Existing side path on north side of West 151st Street from the boundary with Overland Park to Pflumm Road.

ISSUES:
- Although several neighborhood connections to the trail can be made from either side of the road, pedestrian crosswalks are located at one mile intervals or farther apart.

CORRIDOR CONNECTIONS:
- Connects to Morse Elementary via Monrovia Street
- Parallels public transit for entire length of segment

OPPORTUNITIES:
- Existing side path throughout segment

RELATIONSHIP TO THE HISTORIC ROUTE:
This segment is north of the historic route of the trails. However, it is the closest available east-west through route currently available on public right-of-ways. It is at most 0.65 miles from the historic route, which it rejoins at Pflumm Road.
Olathe: Segment 39

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

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

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

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

RELATIONSHIP TO THE HISTORIC ROUTE:
The historic route crosses this segment along West 151st Street, but Heritage Trail diverges south away from the historic route. It is at most 1 mile away from the historic route.
Olathe: Segment 40

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

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

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

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

RELATIONSHIP TO THE HISTORIC ROUTE:
This segment is significantly south of the historic route for most of its length, but is the closest through route available on public right-of-ways. At its east end, it is approximately 1 mile from the historic route.
Santa Fe, Oregon, and California National Historic Trails

Olathe: Segment 41

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

ISSUES:
- North end is approximately one mile from historic route

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

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

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

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
Olathe: Segment 45

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

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

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

RELATIONSHIP TO THE HISTORIC ROUTE:
This route closely approximates the historic route except in the need for 90 degree turns to capitalize on existing side paths and off-street multi-use trails.
Olathe: Segment 46

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

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

CORRIDOR CONNECTIONS:
• Connects to Hampton Park
• Connects Madison Place Elementary to surrounding neighborhoods, creating more walkable access to school

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

RELATIONSHIP TO THE HISTORIC ROUTE:
This route approximates the historic route as closely as is possible on public right-of-ways. At most, it is approximately 0.5 miles from the historic route.
Olathe: Segment 47

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

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

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

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

RELATIONSHIP TO THE HISTORIC ROUTE:
This route closely approximates the historic route up to the creek crossing at Lone Elm Park. From that point it diverges from the historic route to avoid existing baseball fields and facilities, and make use of existing road right-of-way on West 167th Street.
Olathe: Segment 48

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

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

CORRIDOR CONNECTIONS:
• Connects Lone Elm Park recreational facilities to residential developments to the south
• Connects to proposed side path on West 167th Street

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

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

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
Olathe: Segment 49

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

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

CORRIDOR CONNECTIONS:
• Connects to neighborhood trail via Lone Elm Road

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

RELATIONSHIP TO THE HISTORIC ROUTE:
This route approximates the historic route as closely as is possible on public right-of-ways. At most, it is approximately 0.3 miles from the historic route.
Olathe: Segment 82

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

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

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

RELATIONSHIP TO THE HISTORIC ROUTE:
This segment parallels the historic route on the opposite side of Interstate 35, approximately 0.25 miles away. This alignment (segments 80–82) was chosen by Lenexa and Olathe to capitalize on an existing safe crossing at College Boulevard in Lenexa, and use a relatively undeveloped road right-of-way along Kansas City Road (which offers opportunities for trail specific improvement in the long term).
Olathe: Segment 83

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

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

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

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

RELATIONSHIP TO THE HISTORIC ROUTE:
Although the historic trail route is shown approximately 0.25 miles to the southeast of the constructed trail alignment, the trail is known to have passed in front of the Mahaffie Farm for at least part of its history. This alignment is as close to the historic route as is possible under current conditions.
Olathe: Segment 84

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

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

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

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

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

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

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

CORRIDOR CONNECTIONS:
• Connects to Frisco Lake Park and its walking trails, playground, shelter and other park amenities

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

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

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

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

Sidewalk on Dennis Ave southwest of Ridgeview Rd looking southwest. Photo: NPS
Olathe: Segment 86

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

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

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

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

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

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

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

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

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

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

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

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

RELATIONSHIP TO THE HISTORIC ROUTE:
This route is south of the historic Westport Route, to avoid congested street sections in downtown Olathe. It is at most approximately 0.75 miles away from the historic route.
Olathe: Segment 89

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

ISSUES:
• Dennis Avenue currently has bike lanes, but no sidewalk or side path

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

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

RELATIONSHIP TO THE HISTORIC ROUTE:
The historic route crosses this segment between Lone Elm Road and Oregon Trail Park, then continues southweswt, while the proposed trail alignment continues directly west. The alignment is at most 0.75 miles from the historic route.
Olathe: Segment 90

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

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

CORRIDOR CONNECTIONS:
• Connects to Elm Grove Campground site
• Connects to extended planned trail network along Cedar Creek

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

RELATIONSHIP TO THE HISTORIC ROUTE:
This segment diverges from the historic route by as much as 0.75 miles to capitalize on existing bike lanes and low traffic on Dennis Ave (segment 89) and a proposed trail along Cedar Creek. It rejoins the historic route at Elm Grove Campground.
Olathe: Segment 91

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

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

CORRIDOR CONNECTIONS:
- Connects to neighborhoods to the north of West 151st Street

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

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