Gardner: overview

The City of Gardner contains approximately 7–7.5 miles of the historic route, split roughly evenly between the Westport and Independence routes. As Gardner is a rapidly developing city, several alternatives are proposed to accommodate future development, particularly along the Westport Route. Significant barriers such as the Interstate 35 corridor, the New Century AirCenter, and the new Burlington Northern Intermodal and Logistics Park in Edgerton required deviations from the historic route; in the case of the Westport Route, avoiding the AirCenter required routing the trail several miles to the northwest, with additional diversion in that direction to capitalize on Gardner’s existing greenway trail, running along the west side of Gardner Lake. Routing the trail south of the AirCenter along Old US Highway 56 was also considered, but the northwestern route was preferred by both Olathe and Gardner.

On the edge of the Metro area, Gardner has limited access to public transit, although this is likely to change as the city continues to grow. The planned trail route does connect to an existing express bus line to downtown Kansas City Missouri along US Highway 56 in downtown Gardner.

Trailhead opportunities include the Gardner Junction site (as developed, or with expansion or modification based on possible future acquisition of a parcel of land closer to the historic junction site) and a park in the center of Gardner, possibly Brookside or Winwood Parks along the south end of Gardner Greenway. The Gardner...
Gardner: overview

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

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

LEGEND

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

**NHT sites**

- NHT trailhead opportunities
- Beginning/end of segments
- Schools
- Bus stops

Segment number & page

Map data sources: see Appendix E, p. 212

Trail alignments: Gardner  119
Gardner: Segment 50

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

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

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

RELATIONSHIP TO THE HISTORIC ROUTE:
This segment closely approximates the historic route. It is at most 0.25 miles away from the historic route.
Gardner: Segment 51

1.90 miles. Proposed future Interstate 35 frontage road between West 175th and 183rd Streets, pending annexation of this area into Gardner city limits (currently unincorporated Johnson County).

ISSUES:
• No public right-of-way currently exists for this segment, although the city has plans to develop a frontage road here

OPPORTUNITIES:
• Future annexation and development of this area allows for purpose-built national historic trail to closely follow the historic route
• 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 closely approximates the historic route throughout its length.
Gardner: Segment 52

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

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

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

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

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

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
Gardner: Segment 53

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

ISSUES:
- No sidewalks or shoulders on most of Moonlight Road

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

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

RELATIONSHIP TO THE HISTORIC ROUTE:
This route closely parallels the historic route at a distance of 0.3 miles or less.
Gardner: Segment 54

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

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

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

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

RELATIONSHIP TO THE HISTORIC ROUTE:
This segment diverges from the historic route to avoid multiple at-grade railroad crossings and the new Burlington Northern Intermodal and Logistics Park in Edgerton, all of which fall along the historic route (Independence Route). It is at most 0.6 miles north of the historic route.
Gardner: Segment 55

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

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

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

RELATIONSHIP TO THE HISTORIC ROUTE:
This segment is approximating both the Westport and Independence Routes, and falls between the two. It more closely follows the Westport Route in order to avoid multiple at-grade railroad crossings and the new Burlington Northern Intermodal and Logistics Park, all of which are along the Independence Route.
Gardner: Segment 56

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

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

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

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

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

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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
Gardner: Segment 92

1.41 miles. Along West 151st Street from New Century Parkway at boundary with Olathe to Canton Road.

ISSUES:
- This segment is a high-speed two lane road with limited paved shoulders or gravel shoulders and no sidewalks, although bike lanes are proposed

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 segment is significantly north of the historic route (maximum 2.3 miles) for its entire length, as the historic route passes directly through the New Century AirCenter to the south of this segment. This is one of two possible routes considered as options to detour around the airport, and the preferred option of both Olathe and Gardner.
Gardner: Segment 93

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

ISSUES:

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

CORRIDOR CONNECTIONS:

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

RELATIONSHIP TO THE HISTORIC ROUTE:

This segment is significantly north of the historic route for its entire length (maximum 2.6 miles), as the historic route passes directly through the New Century AirCenter to the southeast of this segment. This is one of two possible routes considered as options to detour around the airport, and the preferred option of both Olathe and Gardner.
Gardner: Segment 94

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

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

CORRIDOR CONNECTIONS:
• Connects to Gardner Lake Park and Gardner Golf Course
• Provides improved pedestrian access to Gardner Lake Park for neighborhoods to the south

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

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

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

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

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

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

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

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

Project area map

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

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

Gardner: Segment 95

94
98
96
W 167th St
W 162nd Terr
W 159th St
Gardner Rd
Gardner Pl
Gardner Lake
Gardner: Segment 96

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

ISSUES:
• Pedestrian crosswalk will be needed at West 167th Street

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

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

RELATIONSHIP TO THE HISTORIC ROUTE:
This segment rejoins the historic Westport Route, although it runs primarily north-south and east-west to make use of an existing greenway and public street right-of-ways.
Gardner: Segment 97

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

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

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

RELATIONSHIP TO THE HISTORIC ROUTE:
This segment is slightly closer to the historic Santa Fe NHT Westport Route than the southern half of segment 96, and may be considered as an alternative.
Gardner: Segment 98

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

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

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

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

RELATIONSHIP TO THE HISTORIC ROUTE:
This segment is significantly north of the historic route (maximum 2 miles), but provides an alternative option for reaching Gardner Junction that avoids US Highway 56 and makes use of Gardner’s planned greenway network. When complete, it will also provide a loop option connected to the national historic trails.
Gardner: Segment 99

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

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

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

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

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

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

Looking north from W 167th St toward route of proposed trail. Photo: Vireo
Looking south from W 159th St toward route of proposed trail. Photo: Vireo
Gardner: Segment 100

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

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

CORRIDOR CONNECTIONS:
• Will connect to extended Streamway Trail north and south of this segment

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

RELATIONSHIP TO THE HISTORIC ROUTE:
This segment is significantly north of the historic route (maximum 1.2 miles), but provides an alternative option for reaching Gardner Junction that avoids US Highway 56 and makes use of Gardner’s planned greenway network. When complete, it will also provide a loop option connected to the national historic trails.
Gardner: Segment 101

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

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

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

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

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

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

Project area map
Gardner map
Looking north from Madison St toward route of proposed trail. Photo: Vireo
Looking south from Madison St toward route of proposed trail. Photo: Vireo
Santa Fe, Oregon, and California National Historic Trails

Gardner: Segment 102

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

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

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

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

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