



**✕ OLATHE 2040**  
**TRAILS**



**TRAILS AND GREENWAYS GUIDING PLAN**  
**JANUARY 2023**

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## PURPOSE

Olathe continues to grow because of attractive community amenities and quality of life. With growth comes the need to plan and prepare for future expansion and preservation of natural and human-made resources to maintain quality of life and seek ways for enhancement.

People desire trails and greenways as a vital quality of life feature for a city. They provide places for active transportation, increase access to education and services, offer recreational opportunities, connect people to natural settings, and help reduce greenhouse gas emissions by providing low to no carbon emission transportation options.

The 2040 Trails and Greenway Guiding Plan:

- Identifies the future trails network to connect neighborhoods, schools, parks, and other significant destinations that:
  - › Are feasible for trail development.
  - › Offer comfort for users.
  - › Place priority on sites that provide greenway access.
  - › Continue the practice of installing trails along major streets.
  - › Create various different positive natural and social experiences.
  - › Have the potential to be regionally significant and connect to other trail systems.
- Recommends trailheads, access points, and wayfinding throughout the trail network.
- Preserves greenways and provide guidance to allow trail access, maintain habitats, and mitigate environmental impacts.
- Guides implementation of trails with policy recommendations, maintenance standards, and possible cost.

## Common Terminology

- **Active Transportation:** Any form of transportation powered by humans. This is normally thought of as walking and bicycling but also includes skateboarding, roller skating, and scootering, amongst others.
- **Greenways:** Areas mainly centered around streams and drainage ways. Greenways have guidelines that help ensure that biodiversity and ecosystems are kept intact to the greatest extent possible. Greenways can range from more passive uses to more traditional trail development.
- **Trails:** These are wide paths dedicated to active transportation outside the roadway except for occasional street crossings.
- **On-Street Bicycle Facilities:** These bicycle facilities lie within the curbs of a roadway and can vary in the amount of separation bicyclists have between them and moving vehicular traffic. In general, on-street facilities are placed on lower traffic volume roads to help increase the comfort of riders.



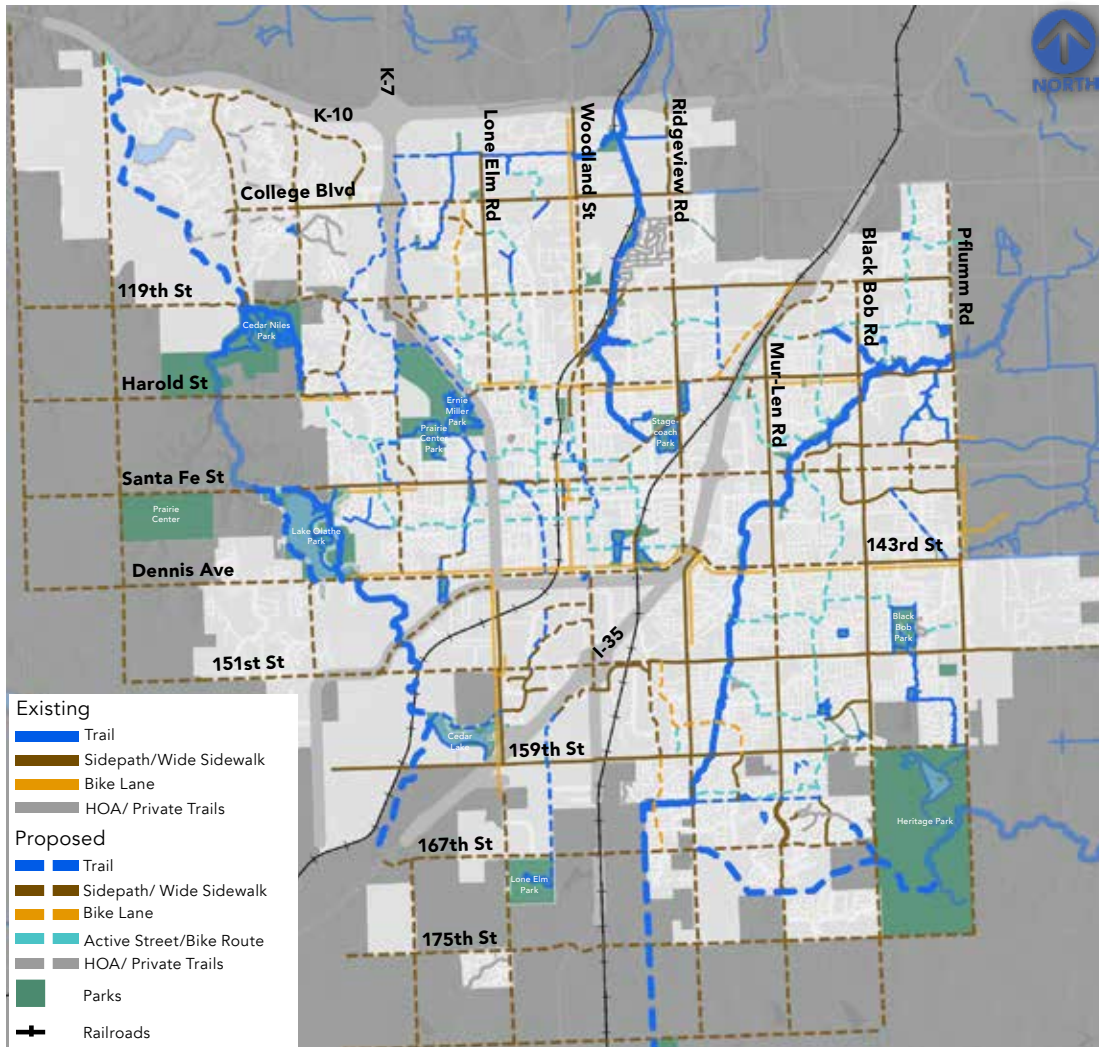


## BENEFITS OF TRAILS & GREENWAYS PLANNING

The City of Olathe and many residents understand the importance of the trails and greenways. Potential benefits are physical, economic, social, and psychological. Trails and greenways create positive experiences from the neighborhood to region wide. Below are some of the benefits emphasized by planning and implementing trails and greenways.

- Improves bicycle and pedestrian connections between existing trails.
- Creates connections to key existing and future community destinations.
- Increases community health by enhancing quality of life and options for healthy activities.
- Provides spaces that foster social connections through activities, trail interactions, and gathering places along the trails.
- Protects and preserves natural amenities for their ecosystem connectivity, biodiversity, and beauty.
- Reduces greenhouse gas emissions by allocating high quality spaces for transportation options that produce no to low greenhouse emissions.
- Promotes economic development by creating neighborhoods and commercial areas centered around the trails network.

# OLATHE TRAILS & GREENWAYS 2040



In Olathe, trails are any route that separates pedestrians and bicyclists from vehicle traffic. Some trails are wide enough for both pedestrians and bicyclists to use at the same time.

**Regional Trails.** Paths through large portions of Olathe and the Kansas City metro area, such as the Indian Creek Trail.

**Neighborhood Trails.** Focus on increased connectivity within Olathe neighborhoods, such as the Meadow Lane Trail.

**Sidepaths and Wide Sidewalks.** Wide paths that are separated from the road for pedestrians and bicyclists to comfortably travel parallel to busier streets. Sidepaths navigate intersections and driveways to ensure the fewest and most comfortable interactions between users and motorists.

## Support Facilities

Trails are the primary spine routes of active transportation in Olathe. Some critical connectors between trails include sidewalks and on-street bicycle facilities. These facilities help users reach their final destinations, access neighborhoods, and fill gaps between trail access points. In this plan, on-street bicycle routes are shown as connecting routes. Minimum implementation treatments include:

**Standard Bike Lanes.** These facilities are the easiest to implement if there is adequate street width.

**Active Streets/Bike Routes.** Active streets use low speed and low traffic volume roads to provide more comfortable and easy passage through neighborhoods with directional signage and possible on-street markings to designate the bicycle route.

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## GOALS

The Olathe 2040 Trails and Greenways plan follows five primary goals and recommendations that the City seeks to achieve.

- Develop an overall active transportation network for Olathe, incorporating regional and local greenway corridors, other pathway corridors, and on-street facilities to better connect the city's park system, fill gaps, serve key destinations. This includes regional trails and provides equitable levels of service to all parts of the city.
- Establish a network of greenways that incorporate public and privately owned corridors that serve a variety of purposes in addition to active transportation.
- Create a framework to unify and guide trail development in growth areas, using greenways and trails as major elements of community structure.
- Develop a strategic capital implementation program that incorporates funding, land acquisition, design standards, and sequencing to guide the evolution of the network through 2040 and beyond.
- Involve all parts of the city in a granular and collaborative process designed to capitalize on the knowledge and insight of Olatheans and build a base of support for the trails and greenways concepts.

## PLAN ORGANIZATION

The Olathe 2040 Trails and Greenways Plan presents analysis and recommendations in the following sequence:

### Chapter 1: Olathe Trails Today

Examines the existing conditions in Olathe that are pertinent to active transportation. These conditions include key destinations, existing facilities, and possible opportunities. It also summarizes public engagement about new routes and enhancements.

### Chapter 2: Future Network

Uses the analysis from Chapter 1 to establish a plan for future trails and on-street facilities network for Olathe. Descriptions show facility types and in which situations they function best.

### Chapter 3: Network Design Guides

Outlines design guidance for trail facilities and policies for how development could occur in areas designated as greenways in a manner least intrusive to the greenway.

### Chapter 4: Implementing the Network

Includes implementation priorities and possible costs for the various types of facilities proposed in the plan. Maintenance protocols and policies ensure the system continues to serve the community long-term.

### Appendix:

The appendix contains full response data from an online community survey and mapping exercise, policy case studies, and a trail surface material evaluation.







# CHAPTER

# 1

## OLATHE TRAILS TODAY

Olathe's strong history of planning has led to its current network that tends to follow local streamways. Residents are supportive of trail improvements and provided input about where they would like to see trails in the future.

- Past Planning Success
- 2022 Context
- Quality of Trails
- Community Desires
- Opportunity Framework

## PAST PLANNING SUCCESS

Olathe and Johnson County have a history of planning that has helped shape the trails and greenways residents know and love. Eight recent plans highlight active transportation and trails planning that inform the basis for 2040 planning.

### 1993 Olathe Trails and Greenways Plan

Envisioned many of today's successful trails like Mill Creek, Cedar Creek, and Indian Creek. The plan also references the MetroGreen movement, seeking to integrate Olathe's trails with the wider Kansas City metro area trails, creating a network that is cohesive internally and externally.

### 2001 MetroGreen Plan

Formalized as MetroGreen, highlighting the protection of stream corridors in the Kansas City metro area. The plan lays out how the seven metro counties can have an interconnected and active transportation network.

### 2010 Plan Olathe Comprehensive Plan

To create a multi-modal Olathe, the 2010 comprehensive plan calls for constructing trail and on-street bicycle facilities. The plan also identifies greenways for conservation efforts.

### 2012 Cedar Creek Area Plan

One of the many creek area plans, this area plan focuses on the unique development pattern occurring along Cedar Creek. The design of recreation trails, both private and public, should minimize the physical and visual impact on the surrounding area. Focus on keeping a natural setting is important to the Cedar Creek area.



## 2015 Johnson County Park and Recreation District Legacy Plan

A wide ranging plan, containing a section on trails and connectivity. This section consists of goals that focus on streamway corridors to preserve ecosystems, continue trail development, connect regional parks and communities, and further prioritize where land needs to be purchased in streamways to extend trails.

## 2017 Transportation Master Plan

Devotes a chapter to active transportation with a vision of expanding trails, creating complete streets, and monitoring active transportation usage.

## 2019 Olathe 2040 Strategic Plan

Contains goals and measurements Olathe will use to increase transportation choices and equity. Active transportation plays an important part in reaching Olathe's 2040 goals.

## 2020 The Downtown Olathe Active Transportation Plan

Focuses on promoting active transportation within Olathe's central district. The main goal is connecting the existing network to downtown via on-street bicycle and creative pedestrian facilities. The recommendations from the Downtown Active Transportation Plan are fully incorporated into this Guiding Plan.

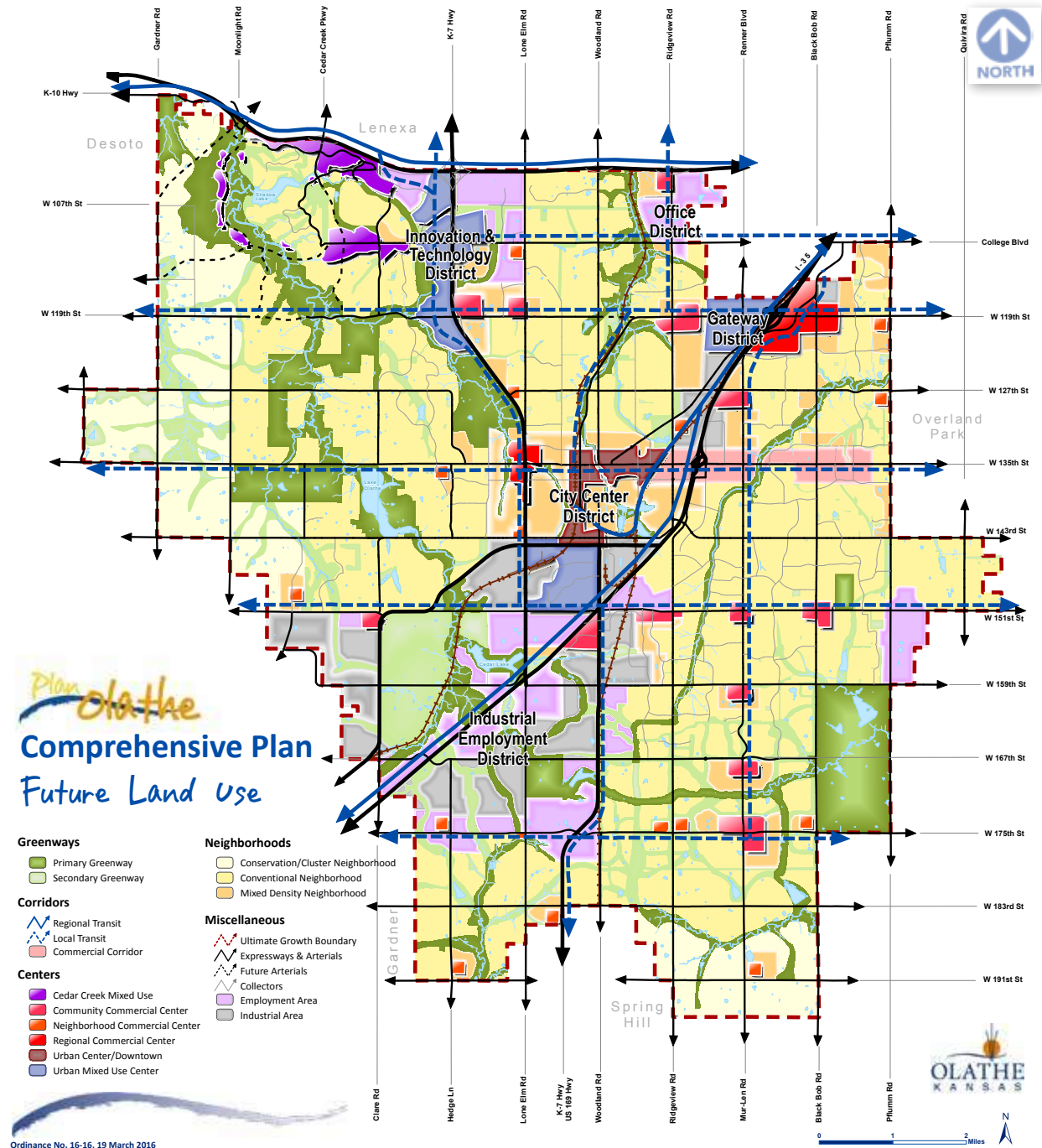
Note, the 2022 Parks & Recreation Master Plan was being updated during the trails planning process.



# LAND PLANNING PRINCIPLES

Land use and transportation are interconnected. Therefore, the City of Olathe Comprehensive Plan: Plan Olathe 2040, provides an initial trail planning framework. Guiding principles from the Comprehensive Plan which the Trails and Greenways Guiding Plan seeks to implement:

- **Collaborate with other jurisdictions to provide coordinated and sustainable development of the community and to resolve land use issues of mutual concern.**
  - › Connecting Olathe’s trails network to the regional trail network improves all city trails.
- **Encourage mixed-use development, especially in the downtown area, to support commercial uses, promote walkability, and provide a variety of housing options.**
  - › Higher population and employment density correlates with higher demand for bicycling.
  - › Active transportation networks improve neighborhood and retail/service area connections.
- **Discourage “leap-frog” or sprawling land use patterns by encouraging growth in serviceable areas, promote the infill of vacant parcels, and reinvestment in buildable areas.**
  - › Minimizing sprawl and promoting infill development helps increase the viability of walking and biking for commuting purposes.
  - › Compact development helps preserve intact greenspaces.



## OUR TRAILS TODAY

Olathe's current trail network contains over 70 miles of trails and 18 miles of on-street bicycle facilities for residents and visitors to enjoy.

Olathe has strong active transportation spine routes and finding ways to expand the branches of the trail network into more neighborhoods and destination centers will contribute to a stronger and more functional network. Several highlights of the trails network currently includes both neighborhood and regional trails.

### Regional Trails.

- Indian Creek Trail 14 Miles
- Gary L. Haller/ Mill Creek Trail 2 Miles
- Mahaffie Creek 2.3 Miles
- Cedar Creek Trail Phase 1 1.8 Miles

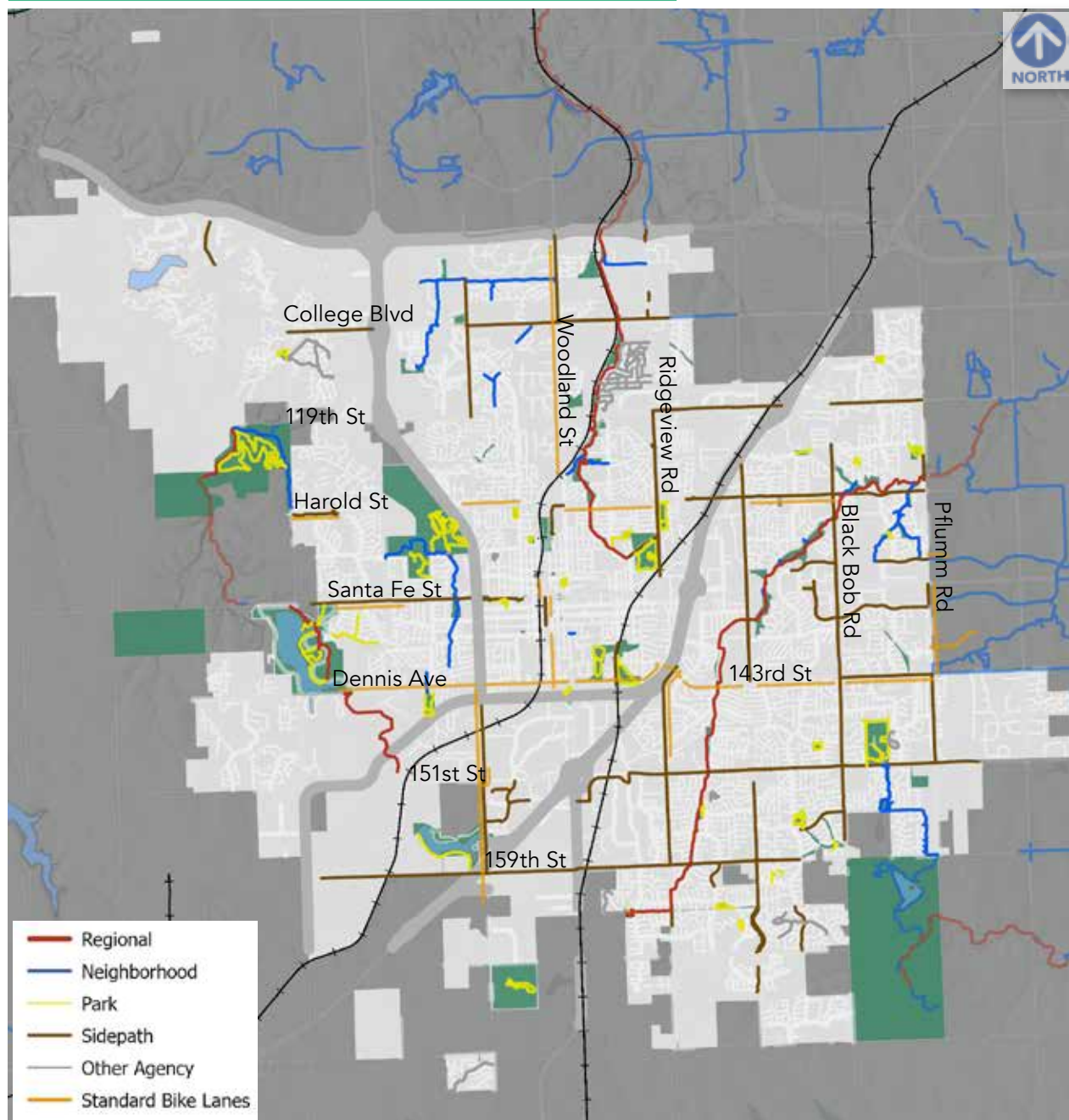
### Neighborhood Trails.

- Meadow Lane 3 Miles
- Rolling Ridge 2.7 Miles
- Heritage 2.3 Miles

### Sidepaths.

- 40+ Miles between 8'-10' wide

Map 1.1: Existing Trail Network

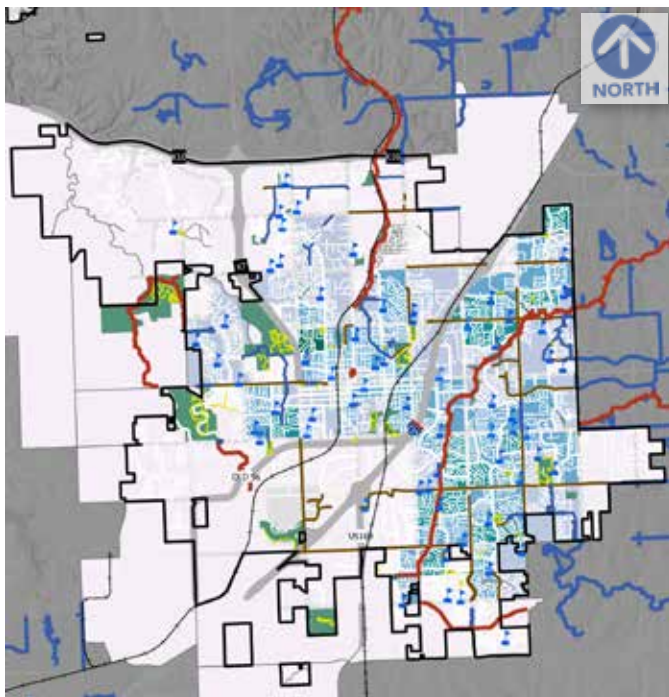


## 2022 CONTEXT

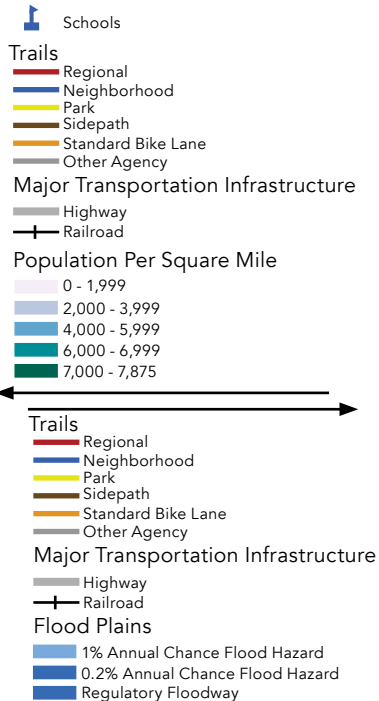
Understanding the current environmental and social conditions of Olathe helps provide a framework for understanding future trail possibilities.

- **Population Density.** Population density correlates with higher demand for bicycling. A higher population density makes bicycling, walking, and using transit easier to support as more destinations are in proximity. The central and eastern sides of Olathe has the highest population density and offers a high quality trail system.
- **Schools.** Schools are important places for bicycle access and can serve as centers for neighborhoods. Higher concentrations of schools are found where more people live, on the eastern side, and finding ways to ensure passage to schools is important.
- **Park.** Parks often have active transportation routes within them and are popular destinations for active transportation users.
- **Floodplains & Greenways.** Olathe has many stream ways and floodplains. These areas provide biodiversity and ecosystem services to the community. Greenways can be protected from development or to preserve and enhance the natural ecosystem. The floodplains should especially be preserved from development and any trails or infrastructure must be specifically designed to handle flooding events.
- **Highways & Railroads.** These high intensity transportation corridors are often barriers to active transportation. I-35, K7, and the railroads are examples.

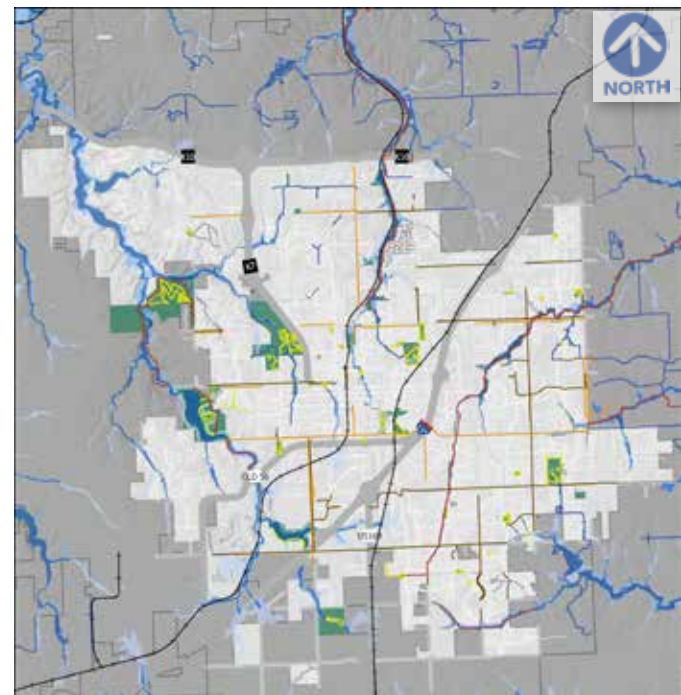
Map 1.2: Cultural Context



### LEGENDS



Map 1.3: Environmental Factors



## CURRENT TRAIL FACILITY TYPES



**Regional Trail.** This trail type moves throughout Johnson County and the Kansas City Metro area. Regional Trails have a high influence on usage but also a high cost as they are normally the widest and longest trail type.



**Park.** This trail type allows internal movement within parks and park like settings. These trails are often designed for lower speeds so bicycle and pedestrians can use the trails together.



**Standard Bike Lane.** These bicycle lanes are easier to implement and cost less than trails or sidepaths. Standard bike lanes are best suited for lower intensity roads than protected bike lanes.



**Neighborhood Trail.** These trails focus on connectivity within Olathe neighborhoods. Although shorter than regional trails, neighborhood trails can help people move across and between neighborhoods.



**Sidepath.** This facility type allows for movement along Olathe's major roads. Sidepaths need to consider intersections and driveways to ensure the fewest interactions between cyclists, pedestrians, and vehicles.



**Other Agency.** Several subdivisions in Olathe have built their own internal trail network. The external connections, public access, width of trails, and overall design of other agency trails varies widely and not all are for use by the public.

**Active Street/Bike Route.** Active streets use low speed and low traffic volume roads to provide passage through neighborhoods.



## Benchmarking

Evaluating trail provisions in other cities helps understand whether Olathe is overall comparable. However, the adequate number of trails depends significantly on their location relative to population centers, accessibility, and quality. Compared to several cities in the Kansas City metro and other areas identified by the project team, Olathe:

- Has a comparable mileage of trails per land area relative to metro cities, but lower than non-metro peers.
- Is in the middle for trail miles per 100 people compared to peer cities.

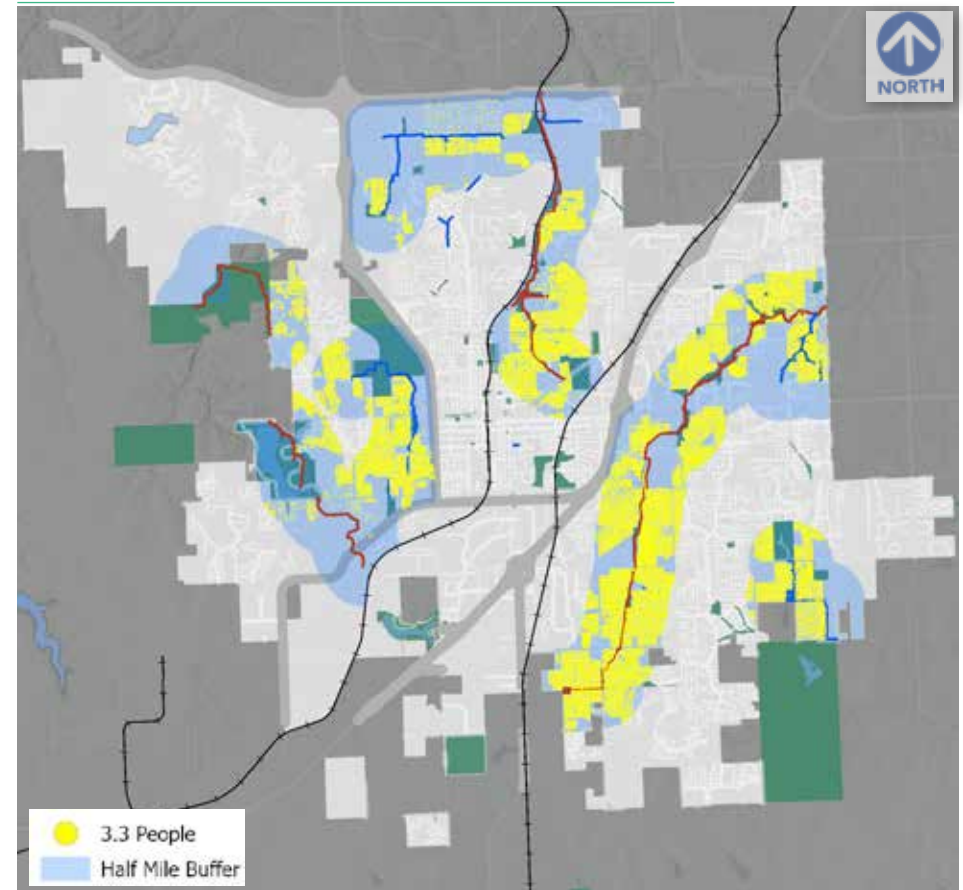
This plan seeks not just to increase the miles of active transportation facilities in Olathe but more importantly ensure a strong spatial distribution that allows access from multiple neighborhoods to many destinations. Creating a network that is intuitive to use, functional, and beautiful takes dedication, time, and

**Table 1.1: Trails Benchmarking**

CITY	MILES OF SHARED USE PATHS	POPULATION (CENSUS)	SQUARE MILES (CENSUS)	MILES PER SQUARE MILE OF CITY	MILES PER 100 PEOPLE
<b>Olathe</b>	70.0	141,290	61.6	1.14	.050
<b>Overland Park</b>	104.5	197,238	75.2	1.39	.053
<b>Lenexa</b>	40.2	57,434	34.1	1.18	.070
<b>Shawnee</b>	24.3	67,311	42.0	.58	.036
<b>Lawrence</b>	160.0	94,934	34.1	4.69	.169
<b>Naperville, IL</b>	54.1	149,540	38.8	1.39	.036
<b>Thornton, CO</b>	124.0	141,867	35.9	3.45	.087

Source: MARC, City of Lawrence, City of Naperville, City of Thornton; For consistency, only “shared-use path” classifications are compared. There may be other trail classifications like park trails that are not included.

planning.  
Map 1.4: Population Within Half Mile of Regional or Neighborhood Trails



*Olathe has roughly 61,456 people who live within a half mile of a regional or neighborhood trail.*



## QUALITY OF OUR TRAILS

Benchmarking the total miles of facilities provides only an aggregate understanding of Olathe’s network status. Maintenance is a critical component to ensure the longevity of trails and the quality of life aspect they provide. The project team walked or rode every mile of trail and on-street bicycle facility in Olathe to understand current conditions and future needs.

### Evaluation Criteria:

- **Accessibility.** Walkability, signage/wayfinding, accessibility, safety, crossings.
- **Trail Conditions.** Overall maintenance, trail hazards, pavement conditions, visibility/sightlines, clearance/approach.
- **Programming.** Trailheads, access routes, activities, multi-modal capacity, busyness, areas to rest.
- **Environment and Connectivity.** Overall environment, relation to adjacent land uses, natural features, pavement suitability, scale/context.
- **Sustainability.** Erosion, trail impact on surroundings, lighting, noise, tree canopy.
- **Trail Components Along a Segment.** Additions to trails such as public art.

### Highest Scoring Trail:

Stagecoach Park and Mahaffie Creek

### Lowest Scoring Trail:

151st Street Sidepath

*The comprehensive inventory results are available with the City of Olathe*

Trail ID: \_\_\_\_\_ 20 \_\_\_\_\_ TRI Score: \_\_\_\_\_

#### I. Trail Accessibility

Walkability	
Signage and Wayfinding	
ADA Compliance	
Trail Safety	
Crossings	
Accessibility Score	

#### II. Trail Conditions

Overall Maintenance	
Trail Hazards	
Pavement Conditions	
Visibility and Sightlines	
Clearance on Approach	
Conditions Score	

#### III. Trail Programming

Trail Head and Access Routes	
Mix of Activities	
Multi-Modal Capacity	
Level of Service (LOS)	
Areas of Rest	
Programming Score	

#### VII. Trail Components (check off that apply):

<input type="checkbox"/> Trail Head Parking	<input type="checkbox"/> Shelter
<input type="checkbox"/> Gateway Signage	<input type="checkbox"/> Interpretive Signage
<input type="checkbox"/> Trail Map	<input type="checkbox"/> Stream / Creek
<input type="checkbox"/> Regulatory Signage	<input type="checkbox"/> Stream / Creek
<input type="checkbox"/> Able Markers	<input type="checkbox"/> Bridge
<input type="checkbox"/> Restroom	<input type="checkbox"/> Exercise Equipment
<input type="checkbox"/> Lighting	<input type="checkbox"/> Playground
<input type="checkbox"/> Benches	<input type="checkbox"/> Tunnel
<input type="checkbox"/> Drinking Fountain	<input type="checkbox"/> Dog Waste Bags y/n
<input type="checkbox"/> Bicycle Repair Station	<input type="checkbox"/> Trash Cans Full/empty

#### IV. Trail Corridor Envrins and Connectivity

Overall Environment	
Adjacent Land Use	
Natural Features	
Suitability	
Scale and Context	
Connectivity Score	

#### V. Sustainability

Erosion and Sedimentation	
Trail Impacts	
Ambient Lighting	
Ambient Noise	
Tree Canopy	
Sustainability Score	

#### VI. Add-Ons

Wildlife Observed (+1-4 pts)	
Habitat Mgmt (+1-4 pts)	
Native Vegetation (+2-8 pts)	
Legacy Trees (+1 point each)	
Historical Property (+8 pts)	
Add-Ons Score	

Assessed by: \_\_\_\_\_ Date/Time: \_\_\_\_\_ @ \_\_\_\_\_ hrs  
 Weather: \_\_\_\_\_ Temp: \_\_\_\_\_ deg F



## TRAIL RATINGS

The comprehensive inventory results are available with the City. However, this section highlights inventory and quality evaluation results of seven main trails in Olathe. Each description includes the overall conditions of the trail segment.

### Regional Trails

**Strongest.** Segment of the Mill Creek Trail from Northgate to 119th Street

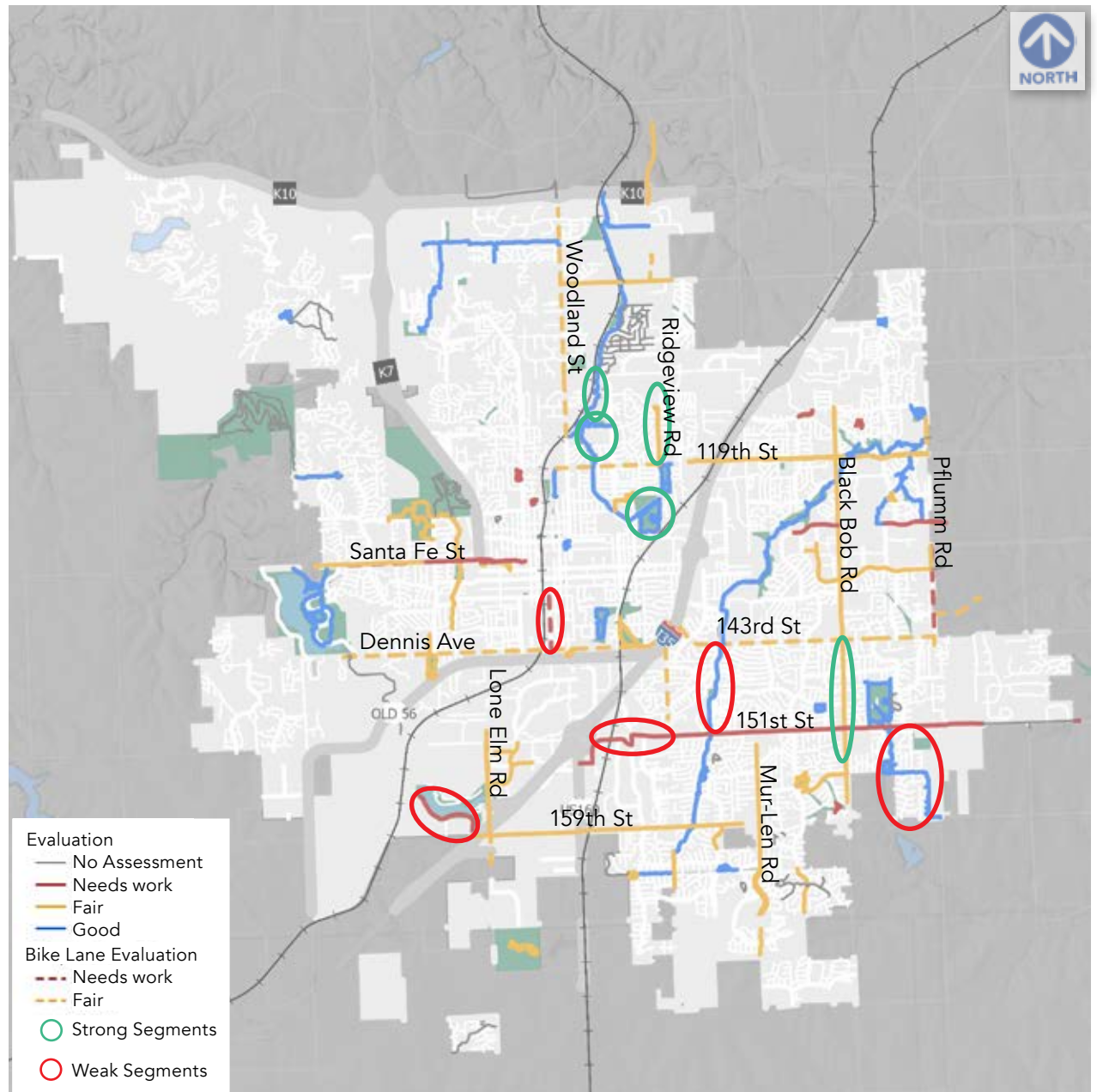
- Well developed trailhead
- Ample signage
- Numerous mature trees and wildlife

**Weakest.** Segment of the Indian Creek Trail from 151st to 143rd Street

- No trailhead
- Limited directional and informational signage
- Accessibility



Map 1.5: Trail Assessment



## Neighborhood Trails

**Strongest.** Segment of the Mahaffie Creek Trail from Harold Street to Nelson Road

- Opportunities for respite
- Well maintained pavement
- Numerous mature trees and wildlife

**Weakest.** Heritage Trail

- No trailhead
- Few areas for respite
- Aging pavement and boardwalks

## Sidepaths

**Strongest.** Segment of Black Bob Road from 157th Street to 143rd Street

- Connectivity
- Well maintained
- Tree-lined and pleasant

**Weakest.** Segment of 151st Street from Harrison Street to Mahaffie Street

- Pavement conditions
- Low comfort environment
- No signage

### Mahaffie Creek



### Heritage Trail



### Black Bob Rd



### 151st St



## Park Trails

**Strongest.** Stagecoach Park

- Walkability and comfort
- Trail conditions
- Natural features

**Weakest.** Cedar Lake

- Accessibility
- No signage
- Pavement conditions

### Stagecoach Park



### Cedar Lake



### Ridgeview Rd



## Bike Lanes

**Strongest.** Ridgeview Road

- No hazards
- Clear lines of sight
- Well maintained

**Weakest.** Pflumm Road

- Unprotected bike lane
- Poor clearance on approach
- No crossings

### Pflumm Rd



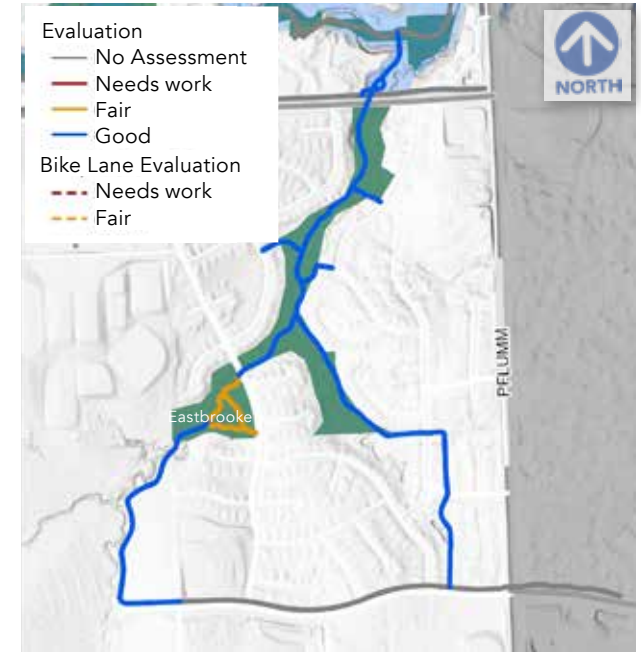
### Mahaffie Creek Trail

Mahaffie Creek Trail runs through northeast Olathe. The 2.3 mile trail connects to Mill Creek Regional Trail on its north side. Endpoints include E Kansas City Road and N Nelson Road. The trail's appeal comes in part to its well-maintained pavement and opportunities to rest.



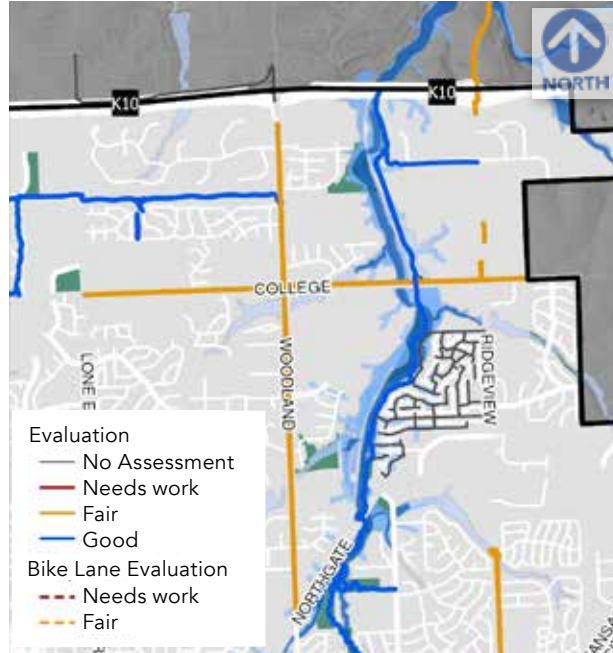
### Eastbrooke Trail

Eastbrooke Trail is a 2-mile asphalt trail through a wooded area. Eastbrooke Trail has end points at the Indian Creek Trail north of 127th Street and two end points on W 133rd Street. The trail connects the neighborhoods to Regency Place Elementary School.



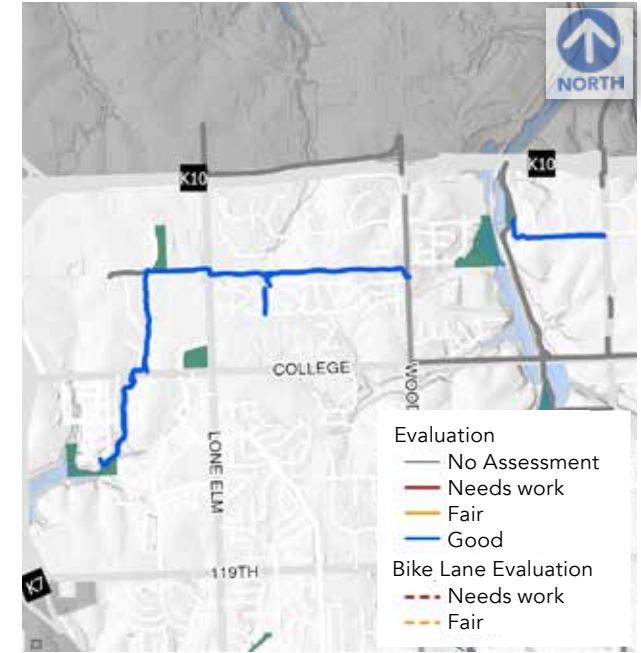
### Gary L. Haller Trail

Gary L. Haller Trail, commonly referred to as Mill Creek Trail, runs to two miles through Olathe. The trail extends northward another 15 miles through the KC Metro to the Kansas River. The trail is operated by Johnson County Parks and Recreation, and therefore, has amenities not seen on the other trails.



### Meadow Lane Trail

Meadow Lane Trail runs 2.3 miles with endpoints at S Chouteau Street and S Woodland Street. The trail is asphalt and passes by Prairie Trail Middle School, Meadow Lane Elementary School, and College Boulevard Activity Center.



### Heritage Trail

Heritage Trail runs 2.3 miles with endpoints at Black Bob Park and the corner of 159th Street and Pflumm Road. The trail is asphalt and major destinations include Heritage Park, Black Bob Park, and Parkhill Manor Park.



### Indian Creek Trail

Indian Creek Trail runs 8 miles through Olathe. One of the trail's strengths comes from its long length, making it easy to travel across eastern Olathe and the Kansas City Metro Area. The trail starts at Hampton Park in Olathe and connects into the Kansas City metro area ending at East Bannister Road in Kansas City, MO.



### Rolling Ridge Trail

Rolling Ridge Trail winds for 2.7 miles in western Olathe. The trail has end points at 131st Street and Hedge Lane and Oregon Trail Park. Major destinations include Ernie Miller Park and Nature Center, Prairie Center Park, Rolling Ridge Elementary School, Heartland Early Childhood Center, and Oregon Trail Park.



## COMMUNITY DESIRES

Olathe’s residents use the trails and prefer the greenways the most. Therefore, their ideas were vital to create a guiding plan for the future. Several outreach opportunities allowed people to provide insight for the trail network.

- 8 Design Workshops
- 6 Task Force Meetings
- 3 Community Open Houses
- 2 Interactive Web Comment Maps
- 1 Online Survey
- 1 Virtual Trail Tour

**Plan Task Force.** A Task Force of local stakeholders guided the planning process. Task Force members helped review documents as they were produced and promoted the plan through engagement opportunities for the community.

**Technical Committee.** The technical committee was a small group of city staff and planners who focused on the day to day tasks for the plan to be completed. The technical committee met bi-monthly to share updates, exchange needed data, and keep the planning process on schedule.

## Planning Schedule



## MAJOR ENGAGEMENT THEMES

Emerging from the engagement process were several key themes.

**Small trails that do not connect to the larger system.** A comment echoed at all events and online was the need for greater connectivity between the existing trail network.

**Hard to find access points and confusion on what is a spur versus a main trail.** These comments indicate a need for more intuitive wayfinding throughout the trails and on-street network.

**Desire for trails in new development.** An emphasis was placed on ensuring the quality of the trails being built and in feasible locations.

**Recognition of Olathe’s progress.** Most people are appreciative of the current trail system and understand the benefit it brings. It was acknowledged that other cities in the metro may not have as strong of a trail system.

**People want protection from vehicles.** Survey respondents shared which facilities they would be most comfortable using (closer to 1 is most comfortable). Full results are in the Appendix.

- › Shared Use Path (1.57)
- › Cycle Tracks (1.73)
- › Protected Bike Lane (1.96)
- › Bike Lane with Green Paint (2.82)
- › Bike Boulevards (3.02)
- › Bike Lane (3.08)

## Online Survey

An online survey asked respondents about active transportation infrastructure and destinations they would most like to reach by walking or bicycling. Anyone could take the survey. The full results are in the Appendix.

- 303 total responses.
- Most respondents cycle for recreation.
- 81% are very interested in seeing more walking and biking trails in Olathe.
- Respondents prefer facilities separated from vehicle traffic when possible.

*"I like having these bike fix-it stands (particularly the air pump), wish they were more common in case you need to fix a flat" - Survey Respondent*

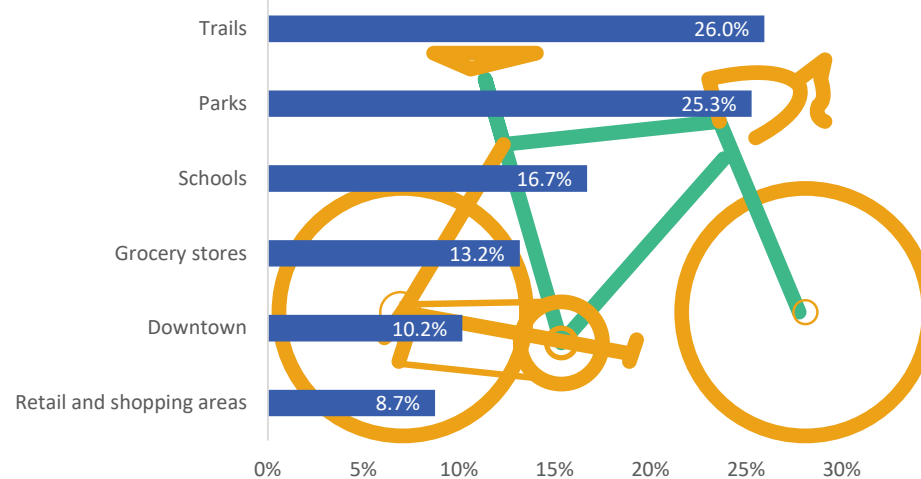
## Interactive Mapping Exercises

Over 200 people responded to interactive mapping exercises. Participants were able to highlight destinations they want to access via active transportation, intersections they felt unsafe crossing, areas where wayfinding is needed, and proposed connections to investigate. All comments are in the Appendix. Popular comments and themes included:

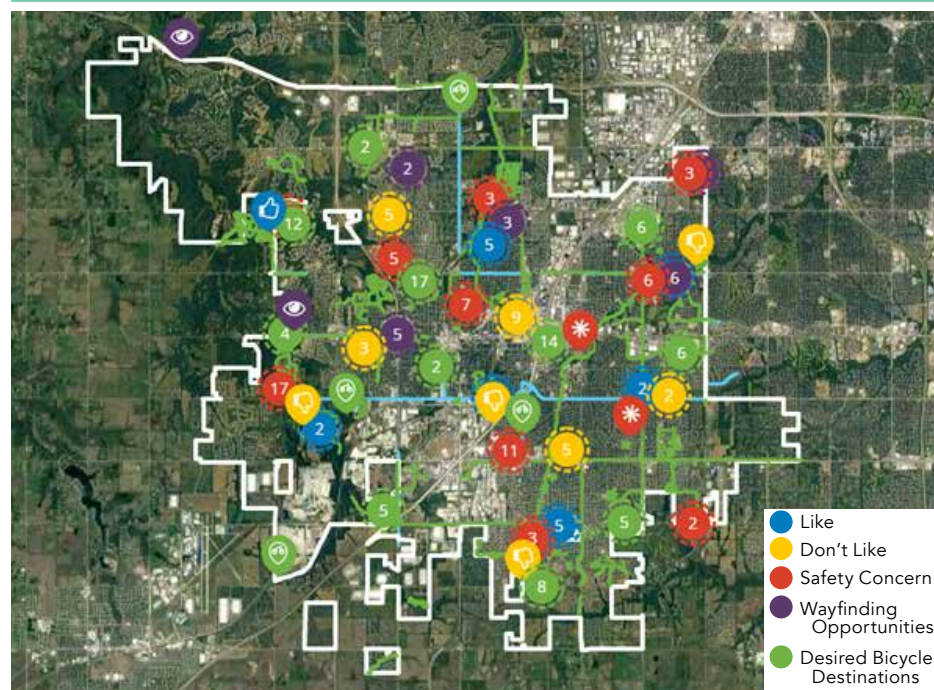
- Connecting Coffee Creek to the Indian Creek Trail.
- Develop standards and guidance near greenways.
- Connecting Mill Creek Trail to the west.
- Desire for trails in new development.

*"Extended trails or designated protected bike lanes to access grocery store." - Survey Respondent*

Please rate how important you think good bicycle access is to each of the following destinations or groups of destinations.



Map 1.6: Interactive Mapping Exercise



## Design Workshops

Four design workshops allowed community members to work interactively with the design team to develop the future trails network. Each workshop was held for a different sector of the city to allow more detailed neighborhood level design.



## Community Open Houses

Three community open houses provided an opportunity for the public to view concepts and plan updates.

**Kick-off.** December 1, 2021 - Initial input on preferred trail infrastructure.

**Network Concept.** April 26, 2022 - Proposed trail network for public reaction and comments.

**Draft Plan.** August-October, 2022 - Draft plan for feedback.





## THEMES BY SECTOR

Common comments from four different sectors in Olathe inform specific recommendations.

### Sector 1 Common Comments

1. More ways to safely cross K-7.
2. Connection between Rolling Ridge and Cedar Niles trails.

### Sector 2 Common Comments

3. Connection from Meadow Lane Trail to Cedar Niles across K-7 could combine all systems to the Gary Hailer; extension of Meadow Lane Trail.
4. Add trails to utility right-of-ways.

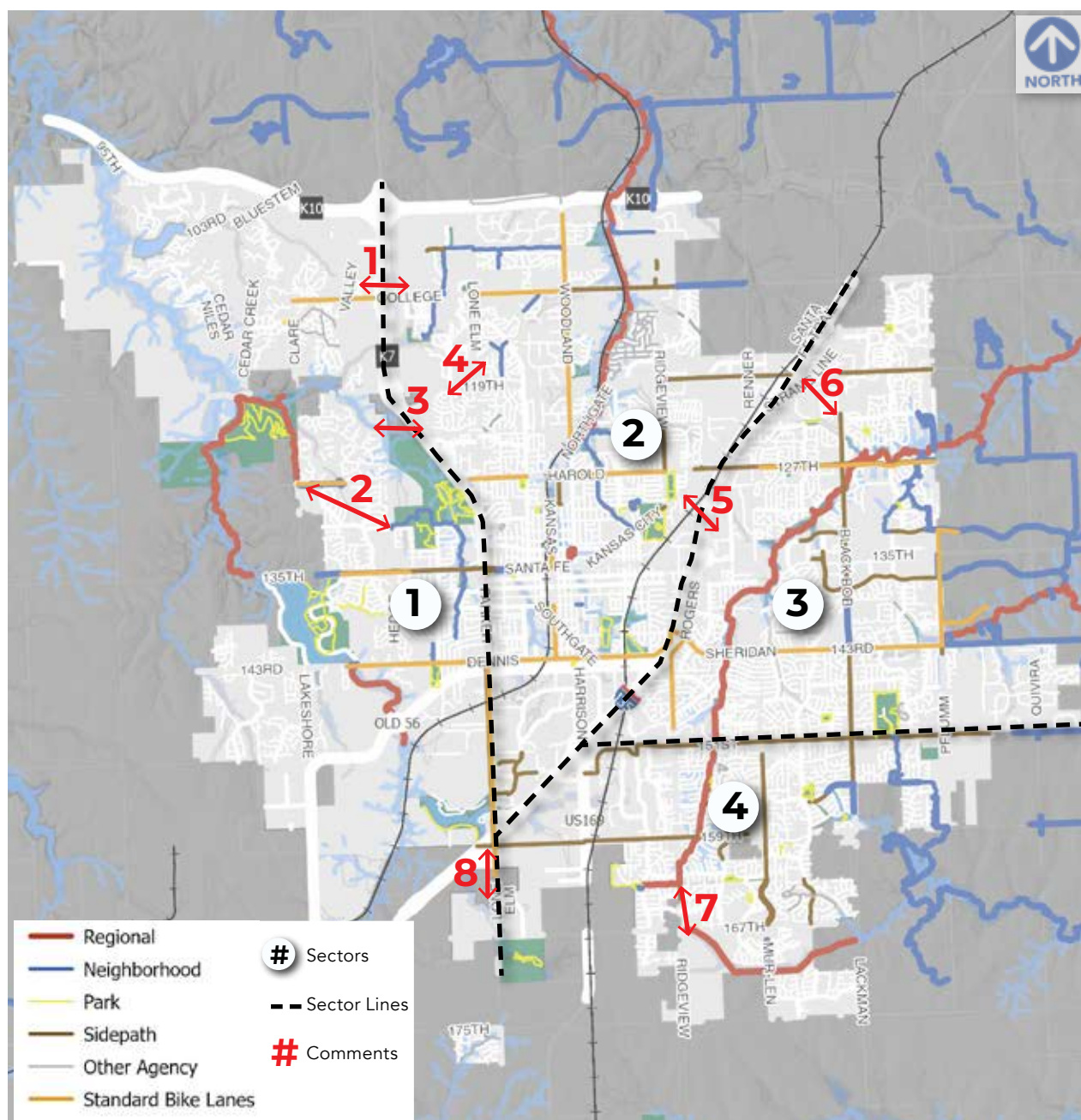
### Sector 3 Common Comments

5. Link the Indian Creek Trail and the Mill Creek/ Gary L. Haller Trail to connect through Olathe.
6. Trail or bicycle facility needed for bike/ pedestrian access to AMC, Target, and other shops in the area.

### Sector 4 Common Comments

7. Connect Coffee Creek to the Indian Creek Trail.
8. Connect Cedar Lake and Lone Elm Park with a path running adjacent to the Olathe District Activity Center.

Map 1.7: Public Comment Summary



## OPPORTUNITY FRAMEWORK

Based on the existing trail inventory, public input, easements, and greenways, many opportunities and priorities exist for the future network.



**Connections Across BNSF Railway, K7, and I-35.** This major transportation infrastructure creates barriers to east west active transportation.



**Wayfinding.** Wayfinding helps trail users understand where they are and where they can go. Having well designed wayfinding throughout the trail system and within the on-street network is needed.



**North South Connections.** The western portion of Olathe lacks a strong north south connection. This means the current trails are isolated from each other and cannot be easily linked up while riding.



**External Connections.** Ensuring future trails are integrated into the larger trails and greenways network laid out by such plans as MetroGreen, 2015 Johnson County Park and Recreation District, Legacy Plan, and the 1993 Olathe Trails and Greenways Plan creates a stronger active transportation and greenways network for all.



**Existing Areas for Improvement.** Olathe has several existing trails and on-street infrastructure that are in need of improvement. Accessibility on the Cedar Lake park trail, no trailhead along Heritage Trail, and lack of signage along Indian Creek are several examples of needed repairs to existing areas. (For full list of existing conditions check Appendix)



**Bicycle Amenities.** Ensuring bicycle amenities such as trailheads, bicycle parking, bicycle fix-it stations, and water bottle filling stations help promote a welcoming environment for cyclists. These should be distributed throughout the network. (Prioritizing regional trails is shown on the map).

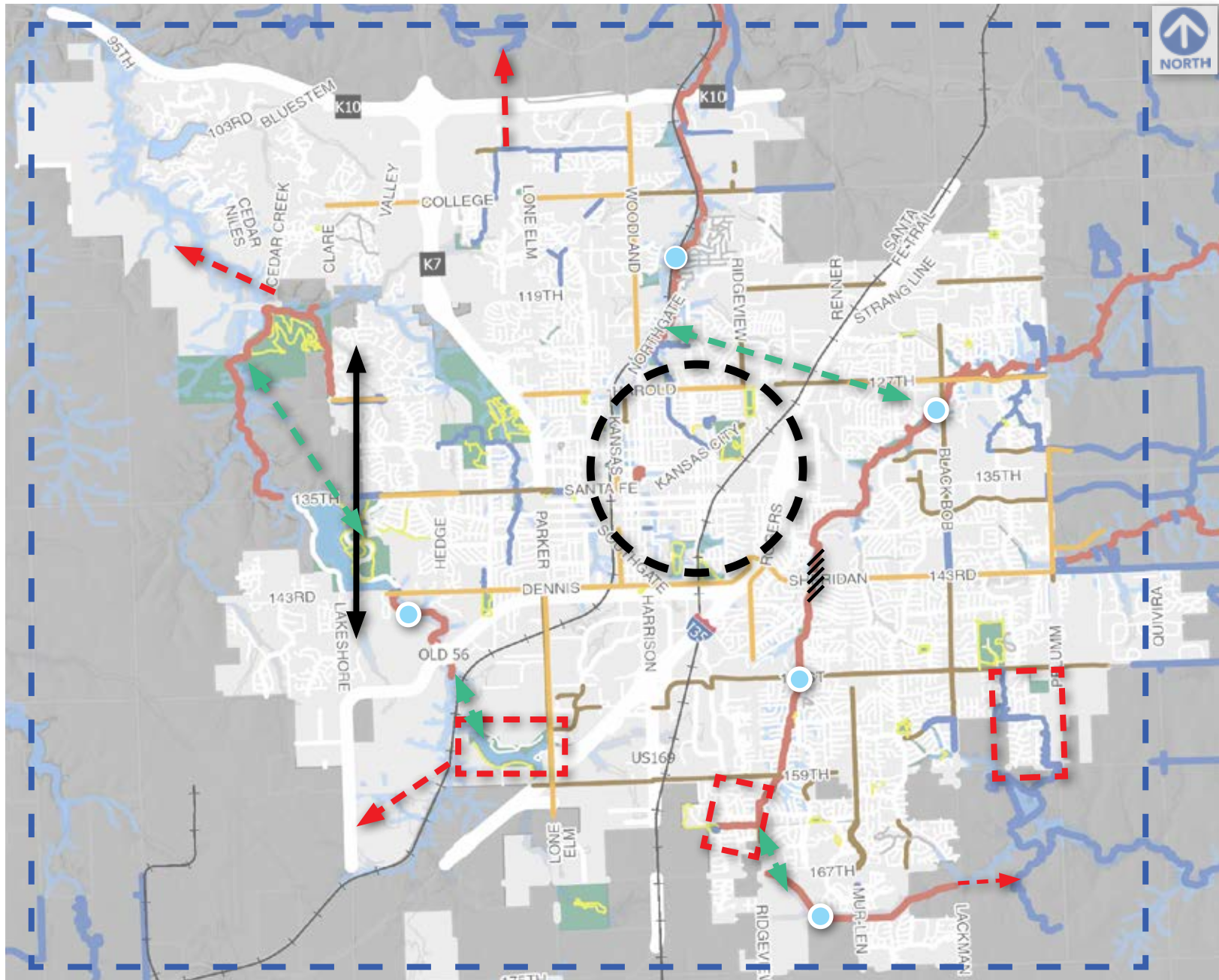


**Continuity.** Olathe has many existing trails that do not interconnect. Finding ways to connect existing trails together strengthens a singular trail's usefulness and creates a true a network throughout Olathe and the KC metro area.



**Intersection Crossings.** Throughout the current network are street crossings to consider for improvements. The Indian Creek Trail crossing of Sheridan Street is one such example.

Map 1.8: Opportunity Framework







CHAPTER

2

FUTURE  
NETWORK

## FUTURE READY TRAILS AND GREENWAYS

Thinking about how Olathe can grow is an exciting process. With each new development comes further opportunities to expand community amenities and quality of life. Future trails and greenways must be planned in the context of other efforts, projects, and initiatives. Therefore, the Olathe 2040: Future Ready Strategic Plan provides the framework for the future trails and greenways network in this plan.

**The future network falls within the lens of the Olathe 2040 Strategic Plan Guiding Principles, which should be the criteria when making updates to the plan or decisions for new trail routes.**

### COMPREHENSIVE

**Considers connections in all parts of the community.**

### BOLD

**Presents an expanded expectation of trail implementation beyond previous plans.**

### INNOVATIVE

**Offers ideas for new trails routes.**

### INCLUSIVE

**Services all types of users and locations.**

### ENDURING

**Sets the stage for quality design.**

### FLEXIBLE

**Meant to adapt over time as opportunities arise.**

### REALISTIC

**Based on past experience and highest priority routes.**

### MEASURABLE

**More trail miles equals success.**

**The Olathe 2040: Future Ready Strategic Plan is the framework for the future trails and greenways network in this plan.**

### Future Ready In 2040:

- Residents and businesses are thriving, engaged in the community, and continuing to adapt and plan into the future.
- Regionalism has made our metropolitan area a model for the nation.

### Vision Statement

Olathe takes a future ready approach. We are resilient, innovative, nimble, and collaborative in how we address tomorrow's challenges today.

# FUTURE TRAIL NETWORK

The future trail network builds on the existing trails to focus on connecting trails to each other and important destinations. Other proposed active transportation routes extend the reach of trails by allowing on-street access to trails, destinations, and neighborhoods. Therefore, the future trail network in Map 2.1 shows off- and on-street facilities.

Map 2.1 displays the final future trails network created by an iterative research and input process. The design team rode and walked the trail network after an initial inventory to understand critical gaps in the network. The design team presented an initial network to the public and stakeholders for comment. After comments were received, there was more refinement for further comment from the public. The map also shows the most critical connections and opportunities for a complete future trail network as Olathe grows. The map does not necessarily show every possible trail in the future, such as subdivision trails or new interior park trails. The map can also change over time as unforeseen opportunities arise.

Map 2.1: Future Trail Network

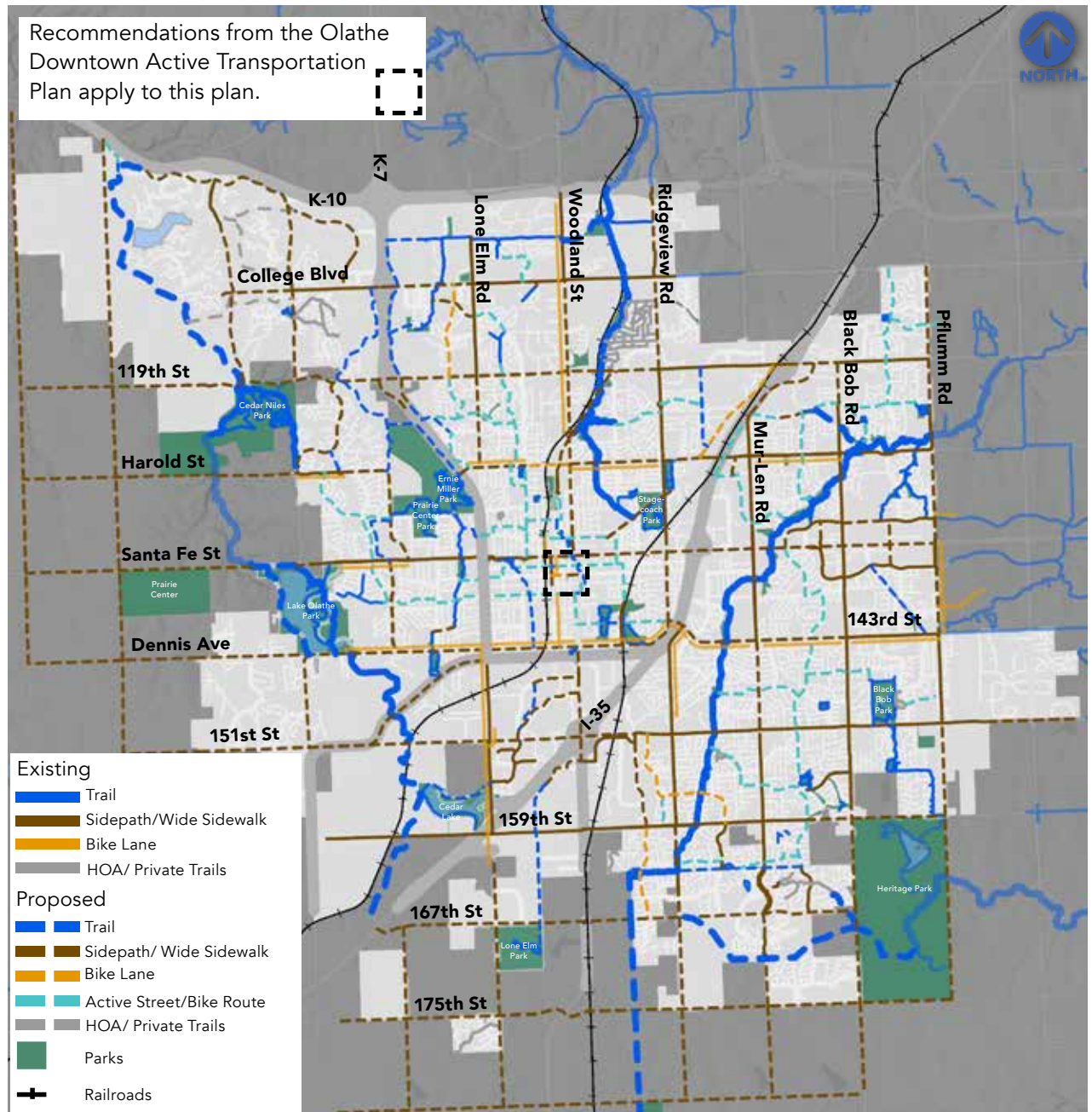


Table 2.1: Future Trail Types

TYPE	# OF TRAIL SEGMENTS	MILEAGE
Regional Trail	8	17
Neighborhood Trail	15	13
Park Trail	6	1
Sidepath*	47	122
Standard Bike Lane	6	7
Active Street/Bike Route	41	33

\*Sidepaths are shown in areas outside of 2022 Olathe city limits to reflect the future transportation plan for arterial and collector streets.

## FUTURE NETWORK

**Table 2.2: Future Trail Segments Key**

	ID	ROUTE	MILES	DESTINATIONS	BARRIERS
REGIONAL	1	Cedar Niles Park to 95th St	3.7	Cedar Niles Park / Cedar Creek Lake / Trail Access Northward	Floodplains throughout / Navigating Cedar Creek
	2	Lake Olathe Park Connection	1.9	Lake Olathe Park / Continuation of Cedar Creek Trail	Floodplains on the NW and SE / Acquisition of parcels / ROW width
	3	Mill Creek greenway to Woodland St	0.6	Mill Creek greenway	Easement formation / Acquisition of parcels
	4	Indian Creek to Arapaho Park	0.6	Arapaho Park / Indian Creek Trail	Floodplains through most of the trail
	5	Cedar Creek Trail Extension	3.7	Cedar Lake Park / Future sidepath system	Floodplains through N section / Crossing I-35 at 167th St / railroad crossings
	6	Indian Creek Extension	2.8+	Indian Creek Trail / Hampton Park	Plan with development
	7	Coffee Creek Extension	1.4	Heritage Park / Coffee Creek Trail	Floodplains Throughout
NEIGHBORHOOD	1	Clare Rd to 127th St	.2	127th St sidepath / 127th St pedestrian underpass	Floodplains
	2	College Blvd to 119th St	1.3	Cedar Niles Park / 119th St sidepath	Floodplain southern 2/3rd / Slope at north end
	3	119th St to 107th St	2.5	Meadow Lane Trail / Prairie Trail Middle School	Crossing College Blvd / Topography / Floodplains along eastern spur
	4	Monticello Ter to Aurora St	1.4	119th St sidepath	Property easement
	5	Prairie Center Park to Lake Olathe Park	0.6	Prairie Center Park / Olathe West High School	Crossing Santa Fe St, Hedge Ln
	6	Calamity Line Park to Dennis Ave	1.0	Pellett Park / Calamity Line Park	Floodplains along most of the trail
	7	Mulberry St to Cedar St	0.8	Mill Creek Park / Chestnut Street Park / Downtown	Floodplain throughout / Land easements/ Acquisition
	8	Water Works Park to Frisco Lake	0.2	Water Works Park / Frisco Lake	Potential floodplains on westernside / Land easement
	9	138th St to 143rd St	1.0	Quailwood Park / Retail center	Floodplain southern end / Land easements/ Acquisition
	10	Frontier Ln to OMC Pkwy	0.7	Johnson County Community College & Extension / Commercial	Floodplain on northside / Crossing 159th St
	11	Rogers Rd to Lone Elm Park	1.9	Lone Elm Park / Olathe District Activity Center / Retail shops	Floodplain northern section/Stream crossing/Crossing 159th St
	12	Indian Creek Trail to Arbor Landing Park	0.5	Indian Creek Trail / Arbor Landing Park	Residential street crossings
	13	Heritage Park to Arbor Landing Park	0.7	Heritage Park/ Arbor Landing Park / Arbor Creek School	Crossing Lackman Rd on proposed sidepath to Heritage Park
	14	119th St to Kansas City Rd	0.9	Residential areas / Commercial areas	Floodplan o eastern portion
PARK	1	Ernie Miller Park South Extension	0.2	Ernie Miller Park / Rolling Ridge Trail	Floodplain west end
	2	Indian Creek Trail Spur	0.1	Residential area / Commercial area	Floodplain north end / Creek crossing
	3	North Shore Cedar Lake Park	1.0	Cedar Lake / Cedar Creek Trail	Floodplain



Map 2.2: Future Trail Segments Key

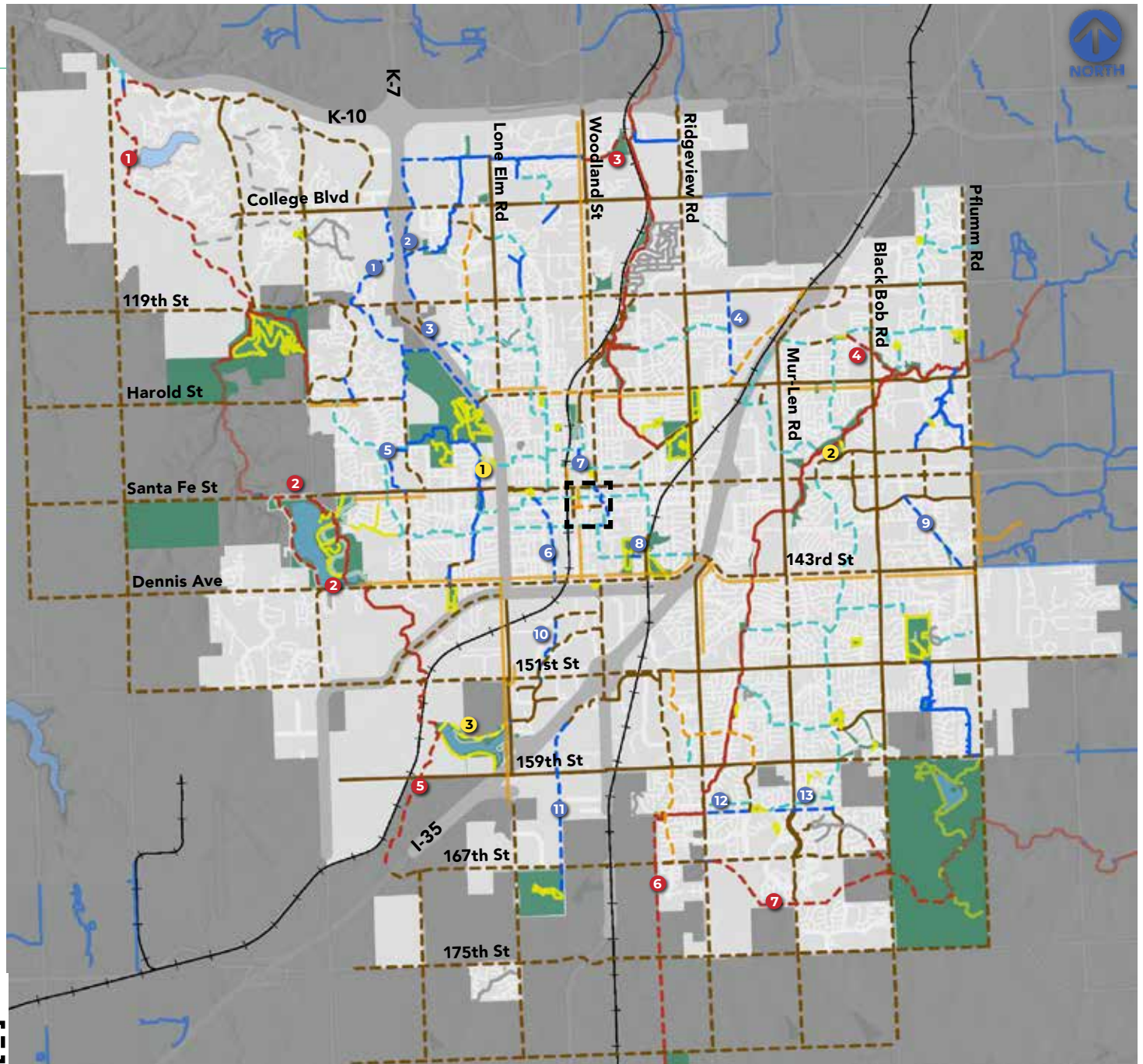
**EXISTING**

- REGIONAL TRAIL
- NEIGHBORHOOD TRAIL
- PARK TRAIL
- SIDEPATH / WIDE SIDEWALK
- BIKE LANE
- HOA / PRIVATE TRAILS

**PROPOSED**

- REGIONAL TRAIL
- NEIGHBORHOOD TRAIL
- PARK TRAIL
- SIDEPATH / WIDE SIDEWALK
- BIKE LANE
- ACTIVE STREET / BIKE ROUTE
- HOA / PRIVATE TRAILS
- PARKS
- RAILROADS

Recommendations from the Olathe Downtown Active Transportation Plan apply to this plan.



## Regional Trails

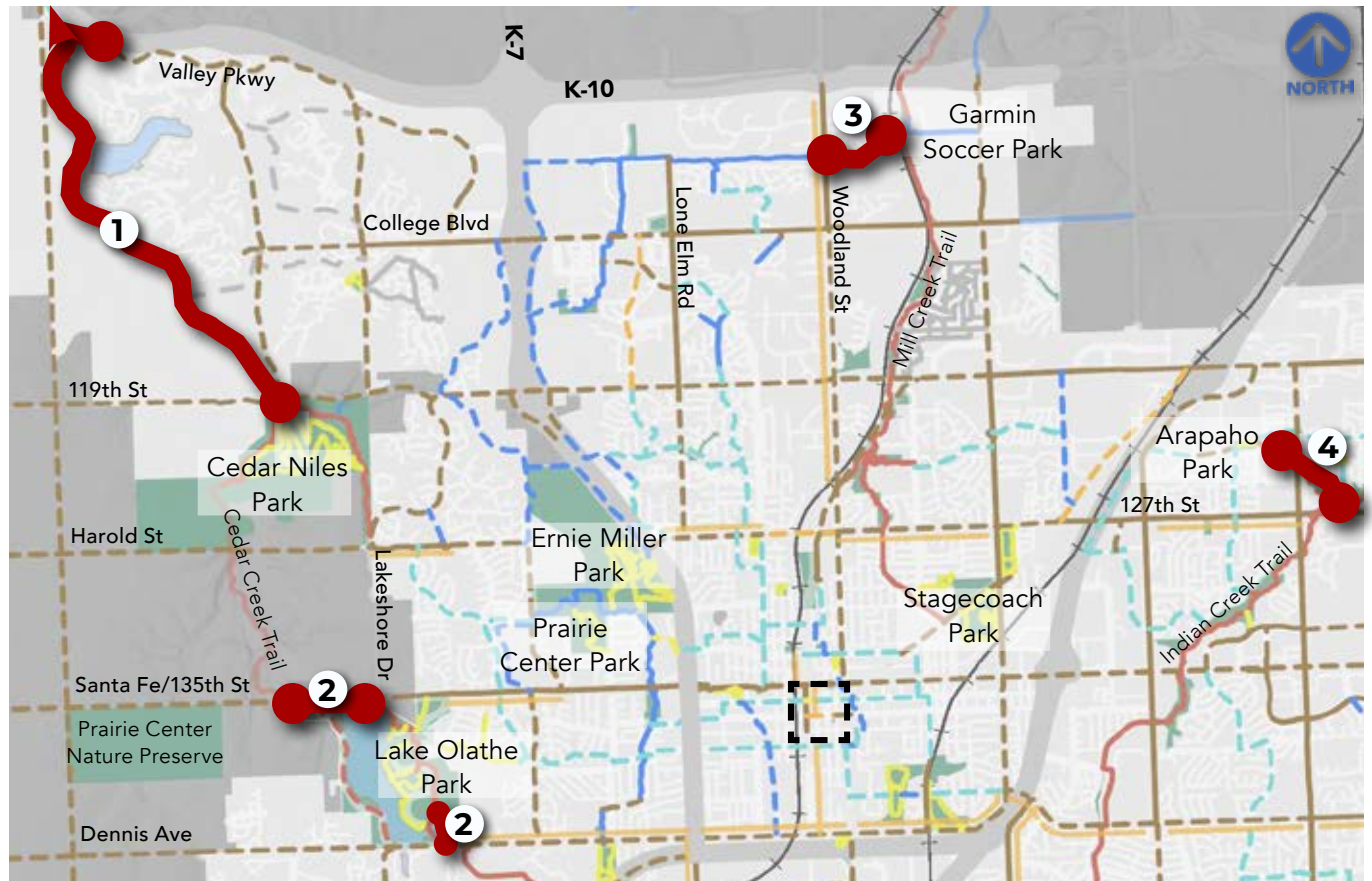
Regional trails connect large portions of Johnson County and the Kansas City Metro. The future regional trails connect two of the most popular regional trails (Indian Creek and Cedar Niles Trails) via trail extensions.

### Segment Descriptions

1. Follows Cedar Creek and extends the Cedar Niles Trail northward through the Cedar Creek Neighborhood. Offers a future connection across K-10 along Cedar Creek Road.
2. Connects the Cedar Niles and Cedar Creek Trails to each other via connections using the Lake Olathe trails.
  - › The northern connection follows 135th Street from the Cedar Niles Park trailhead to Lake Olathe Park at Beaver Shelter. A sidepath is the preferred facility with a pedestrian protected crossing across 135th Street.
  - › The connection on the south side of Lake Olathe can utilize a connection to a future pedestrian bridge that would traverse the lake from Wardcliff Drive near the disc golf course to Dennis Avenue.
  - › A longer-term alternative on the west side of Lake Olathe would allow connections to the Cedar Creek Trail if studied to provide an unpaved trail.
3. Extends the Meadow Lane neighborhood trail through an utility easement to the Mill Creek greenway. Ideally future planning works out a way to cross the railroad (not shown in this plan) to connect to the Garmin Soccer Complex and Mill Creek/Gary L. Haller Trail.
4. Connects Arapaho Park to the Indian Creek Trail via a drainageway/neighborhood greenway.

Map 2.3: Proposed Regional Trails - North

Recommendations from the Olathe Downtown Active Transportation Plan apply to this plan.



ID	ROUTE	MILES	ENDPOINTS	DESTINATIONS	BARRIERS
1	Cedar Niles Park to 95th	3.7	<b>N:</b> Terminus of Valley Pkwy <b>S:</b> Cedar Niles Park	Cedar Niles Park / Cedar Creek Lake / Trail access north	Floodplains throughout / Navigating Cedar Creek
2	Lake Olathe Park near-term Connection	0.7	<b>N:</b> Cedar Niles Park Trailhead & NE Lake Olathe Park <b>S:</b> SE Lake Olathe & Dennis	Lake Olathe Park / Continuation of Cedar Creek Trail	Floodplains on the NW and SE / Acquisition of parcels / Right-of-way
3	Mill Creek greenway to Woodland St	0.5	<b>E:</b> Mill Creek Greenway <b>W:</b> Woodland St between 107th Ter & 107th St	Mill Creek greenway	Easement formation / Acquisition of parcels
4	Indian Creek to Arapaho Park	0.6	<b>E:</b> Indian Creek Trail north of W 127th St <b>W:</b> Arapaho Park	Arapaho Park / Indian Creek Trail	Floodplains through most of the trail

Segment Descriptions (cont'd)

- 5. Extends the Cedar Creek Trail to connect the north leg with Cedar Lake Park and beyond.
- 6. Extends Indian Creek Trail from Hampton Park to planned sidepaths on 175th Street and further south. Exact location of the trail will vary but Olathe should look to extend trail and work with developers to ensure the Indian Creek Trail can continue south.
- 7. Extends south off proposed 167th Street sidepaths at Ridgeview Road through the Coffee Creek greenway to the Stonebridge Neighborhood, Heritage Park, and future Lackman Road (Black Bob Road) sidepath.

Map 2.4: Proposed Regional Trails - South



ID	ROUTE	MILES	ENDPOINTS	DESTINATIONS	BARRIERS
5	Cedar Creek Trail Extension	2.7	<b>N:</b> Cedar Creek Trail terminus <b>S:</b> 167th St, east of railroad	Cedar Lake Park / Future sidepath system	Floodplains through N section / Crossing I-35 at 167th St / Railroad crossings
6	Indian Creek Extension	2.8+	<b>N:</b> Hampton Park <b>S:</b> Should continue past 167th St, as needed	Indian Creek Trail / Hampton Park	Plan with development
7	Coffee Creek Extension	3.5+	<b>NE:</b> Stonebridge Subdivision trail <b>SE:</b> Access Rd at Heritage Park Shelter 8 <b>W:</b> 167th St & Ridgeview Rd	Heritage Park / Coffee Creek Trail	Floodplains throughout

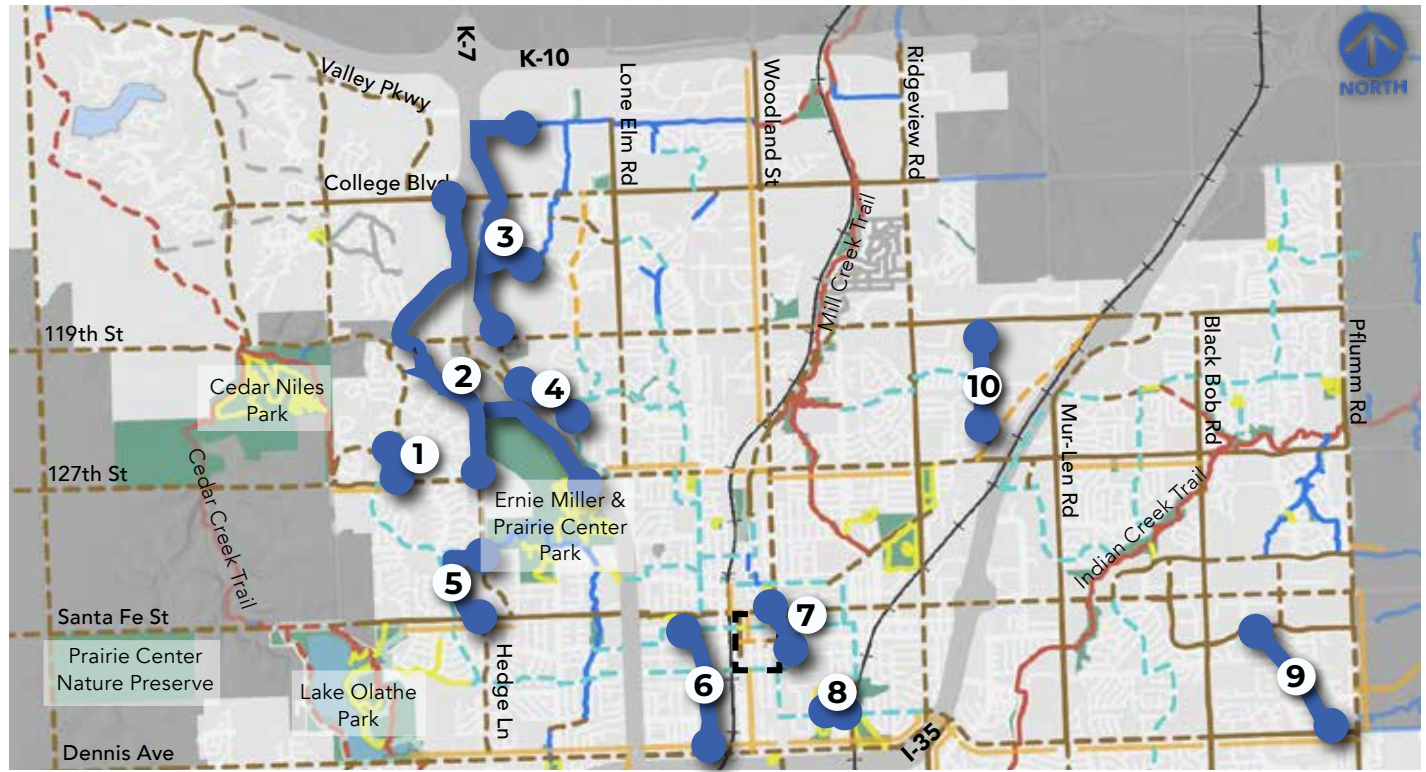
## Neighborhood Trails

Neighborhood trails provide access through neighborhoods within Olathe. Proposed neighborhood trails are more prevalent in Olathe than regional trails and make use of easements, undeveloped areas, and drainage ways to bring trail access close to residential areas and make connections to other network components.


### Segment Descriptions

1. Uses City owned property to connect Clare Rd to 127th St.
2. Moves from the west and east side of Ernie Miller Park to College Boulevard through utility line and drainage/greenways easements.
3. Parallels east side of the K-7 right-of-way from 119th Street past College Boulevard and connects to the Meadow Lane Trail. A spur link occurs to connect the trail to the south end of the Meadow Lane Trail.
4. A small trail from a proposed Monticello Terrace sidepath to 122nd Street and to 124th/Aurora Street.

Map 2.5: Proposed Neighborhood Trails - North



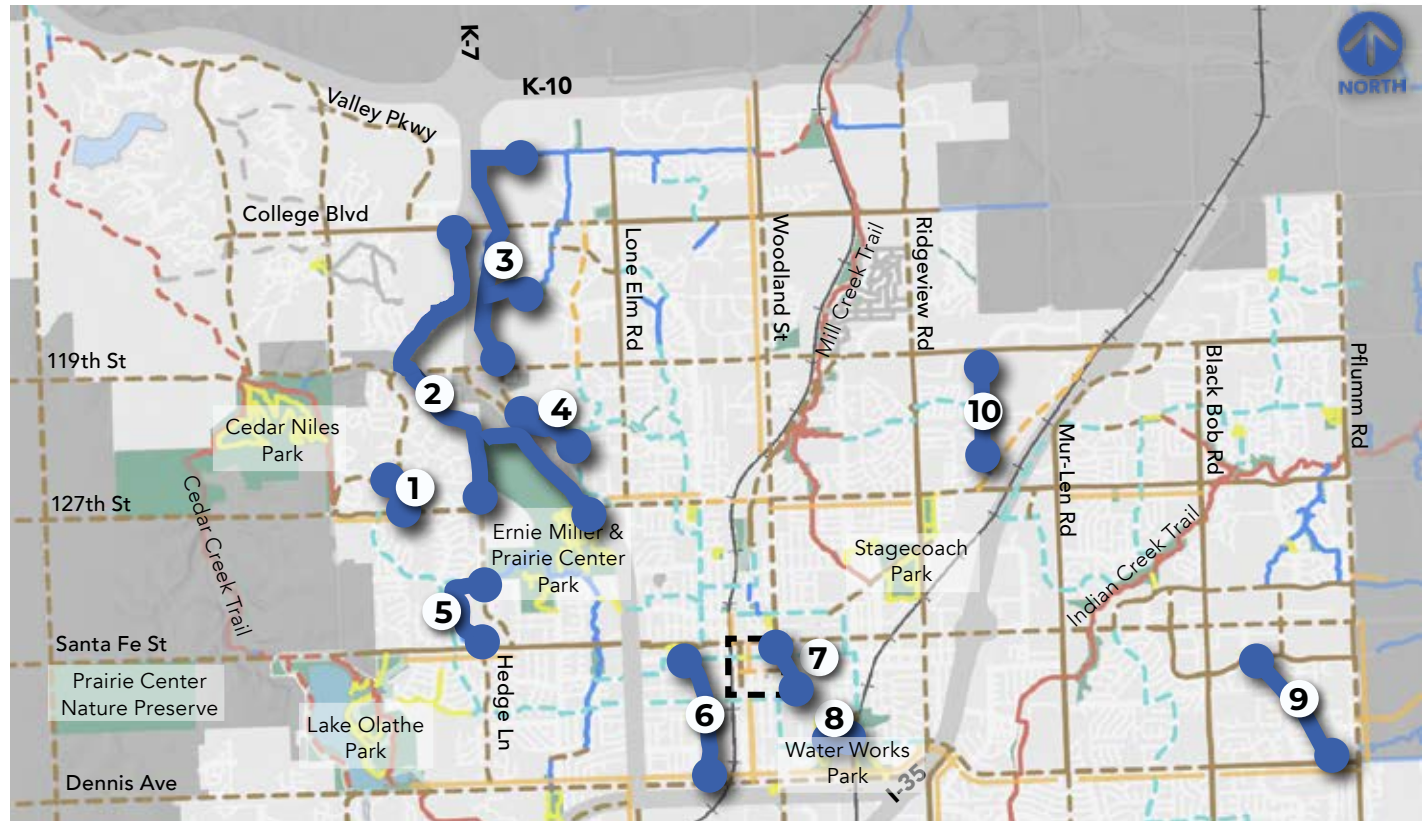
ID	ROUTE	MILES	ENDPOINTS	DESTINATIONS	BARRIERS
1	Clare Rd to 127th St	.2	<b>N:</b> Clare Rd & Barth Rd <b>S:</b> 127th St west of Persimmon Dr	127th St sidepath / 127th St pedestrian underpass	Floodplains
2	College Blvd to Ernie Miller Park	3.7	<b>N:</b> College Blvd east of Dunraven St <b>SE:</b> Ernie Miller Park & Harold St <b>SW:</b> 127th St & Hedge Ln	Cedar Niles Park / 119th St sidepath / Ernie Miller & Prairie Center Parks	Slope at north end / Crossing 119th St / Floodplain along central section
3	119th St to 107th St	2.5	<b>N:</b> West 107th St <b>S:</b> 119th St & Monticello Ter <b>E:</b> South end of Meadow Lane Trail	Meadow Lane Trail / Prairie Trail Middle School	Crossing College Blvd / Topography / Floodplains along eastern spur
4	Monticello Ter to Aurora St	0.5	<b>N:</b> South end of Monticello Ter <b>S:</b> 122nd St and 124th/Aurora St	119th St sidepath	Property easement
5	Prairie Center Park to Lake Olathe Park	0.6	<b>N:</b> Northeast end of Olathe West High School at 131st St & Hedge Ln <b>S:</b> Santa Fe St & Hedge Ln	Prairie Center Park / Olathe West High School	Crossing Santa Fe St, Hedge Ln

Recommendations from the Olathe Downtown Active Transportation Plan apply to this plan. 


Segment Descriptions (cont'd)

- 5. From Rolling Ridge Trail at 131st Street, a path follows the north and west side of Olathe West High School property to the 135th Street sidepath crossing to join the Hedge Lane sidepath at the crosswalk.
- 6. Uses greenway to connect Calamity Line Park to Dennis Avenue.
- 7. Follows greenway from Cedar Street to Santa Fe Street. Portions north of Santa Fe Street are being completed with the Mill Creek project.
- 8. A short but important connection between Water Works Park and Frisco Lake Park.
- 9. Uses power line corridor to connect the 138th Street and Dennis Avenue/143rd Street sidepaths.
- 10. Uses neighborhood greenways between residential and industrial developments to create connections at Kansas City Road/127th Street and 119th Street.

Map 2.6: Proposed Neighborhood Trails - North



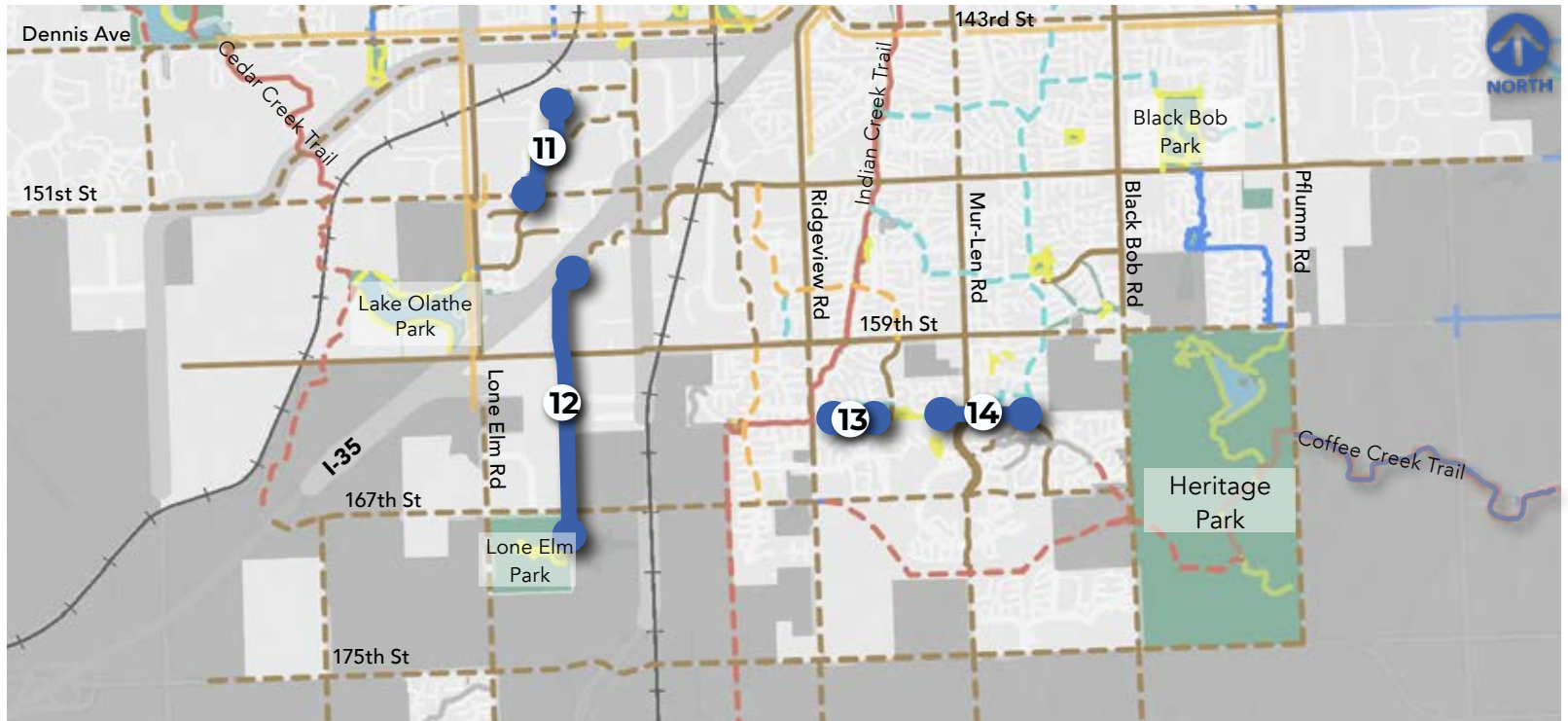
ID	ROUTE	MILES	ENDPOINTS	DESTINATIONS	BARRIERS
6	Calamity Line Park to Dennis Ave	1.0	<b>N:</b> Calamity Line Park <b>S:</b> Dennis Ave west of Pine St	Pellett Park / Calamity Line Park	Floodplains along most of the trail
7	Mulberry St to Cedar St	0.8	<b>N:</b> Santa Fe St <b>S:</b> Cedar St, west of Walker St	Mill Creek Park / Chestnut Street Park / Downtown	Floodplain throughout / Land easements/Acquisition
8	Water Works Park to Frisco Lake	0.2	<b>E:</b> Keeler St sidepath north of Bristol Ln <b>W:</b> Waterworks Lake South trail	Water Works Park / Frisco Lake	Potential floodplains on western side / Land easement
9	138th St to Dennis Ave/143rd St	1.0	<b>N:</b> 138th St & Alden St <b>S:</b> 143rd St & Gallery St	Quailwood Park / Retail center	Floodplain southern end / Land easements/Acquisition
10	119th St to Kansas City Rd	0.9	<b>N:</b> 119th St, east of Lennox St <b>S:</b> Kansas City Rd, access between property south of Winchester St	Residential areas / Commercial areas	Floodplain

Recommendations from the Olathe Downtown Active Transportation Plan apply to this plan. 

Segment Descriptions (cont'd)

- 11. Trail through the "Great Mall" property from a proposed sidepath on Frontier Lane to the OMC Parkway sidepath via a drainage ways. Use the South Cedar Creek Connectivity Plan as a guide.
- 12. Connection from Rogers Road through a greenway that parallels the east side of the Olathe District Activity Center to Lone Elm Park.
- 13. Connection from the Indian Creek Trail at Ridgeview Road to Arbor Landing Park using power line corridor.
- 14. Connects Arbor Landing Park to Heritage Park through a power line corridor and sidepath system.

Map 2.7: Proposed Neighborhood Trails - South



ID	ROUTE	MILES	ENDPOINTS	DESTINATIONS	BARRIERS
11	Frontier Ln to OMC Pkwy	0.7	<b>N:</b> Frontier Ln, east of Fountain Dr <b>S:</b> OMC Pkwy and 151st St	Johnson County Community College & Extension / Hotels / Healthcare	Floodplain on north side / Crossing 159th St
12	Rogers Rd to Lone Elm Park	1.9	<b>N:</b> Current end of Rogers Rd <b>S:</b> Northwest Lone Elm Park	Lone Elm Park / Olathe District Activity Center / Retail shops	Floodplain northern section / Stream crossing / Crossing 159th St
13	Indian Creek Trail to Arbor Landing Park	0.5	<b>E:</b> Arbor Landing Park <b>W:</b> Indian Creek Trail at Ridgeview Rd, south of 163rd St	Indian Creek Trail / Arbor Landing Park	Residential street crossings
14	Arbor Landing Park to Heritage Park	0.7	<b>E:</b> Sidepath at Brougham Dr <b>W:</b> Arbor Landing Park at 162nd St	Heritage Park/ Arbor Landing Park / Arbor Creek Elementary School	Crossing Lackman Rd with proposed sidepath to reach Heritage Park

## Park Trails



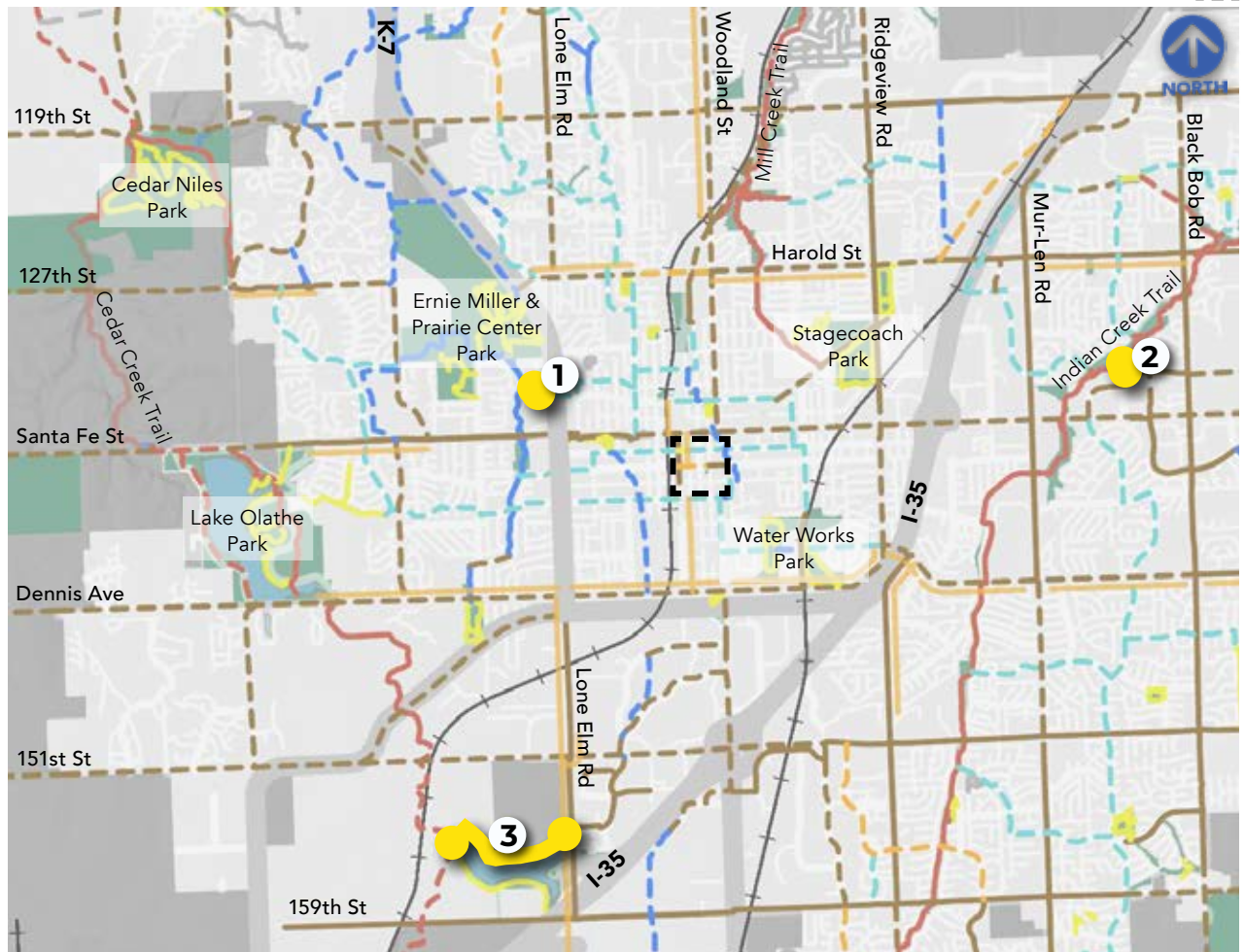
Park trails allow internal movement within parks and park like settings. These trails are often designed for lower speeds because there is more frequent activity.

### Segment Descriptions

1. A trail connection north of Walmart from the Rolling Ridge Trail to Millridge Road, to reach a controlled crossing of K-7 at Spruce Street.
2. Moves along City owned property from Indian Creek Trail to 133rd Street, northeast of Fieldstone Apartments. Allows better access to Indian Creek Library. A alternative or secondary access from the Library to the Indian Creek Trail is a sliver of vacant land north of Kohl's.
3. Follows the north and eastern shore of Cedar Lake from Lone Elm Road to a proposed Cedar Creek Trail extension.

Map 2.8: Proposed Park Trails

Recommendations from the Olathe Downtown Active Transportation Plan apply to this plan.



ID	ROUTE	MILES	ENDPOINTS	DESTINATIONS	BARRIERS
1	Ernie Miller Park South Extension	0.2	<b>E:</b> Spruce St & Millridge Rd <b>W:</b> Rolling Ridge Trail	Ernie Miller Park / Rolling Ridge Trail	Floodplain west end
2	Indian Creek Trail Spur	0.1	<b>N:</b> Indian Creek Trail, north of Fieldstone Apartments <b>S:</b> 133rd St, west of Blackfoot Dr	Residential area / Commercial area	Floodplain north end / Creek crossing
3	North Shore Cedar Lake Park	1.0	<b>E:</b> Northeast Cedar Lake Park & Lone Elm Rd <b>W:</b> Proposed Cedar Creek Trail extension	Cedar Lake / Cedar Creek Trail	Floodplain

## Sidepath




Sidepaths offer movement along Olathe’s major roads. Sidepaths need to consider intersections and driveways to ensure fewer interactions between cyclists, pedestrians, and vehicles.

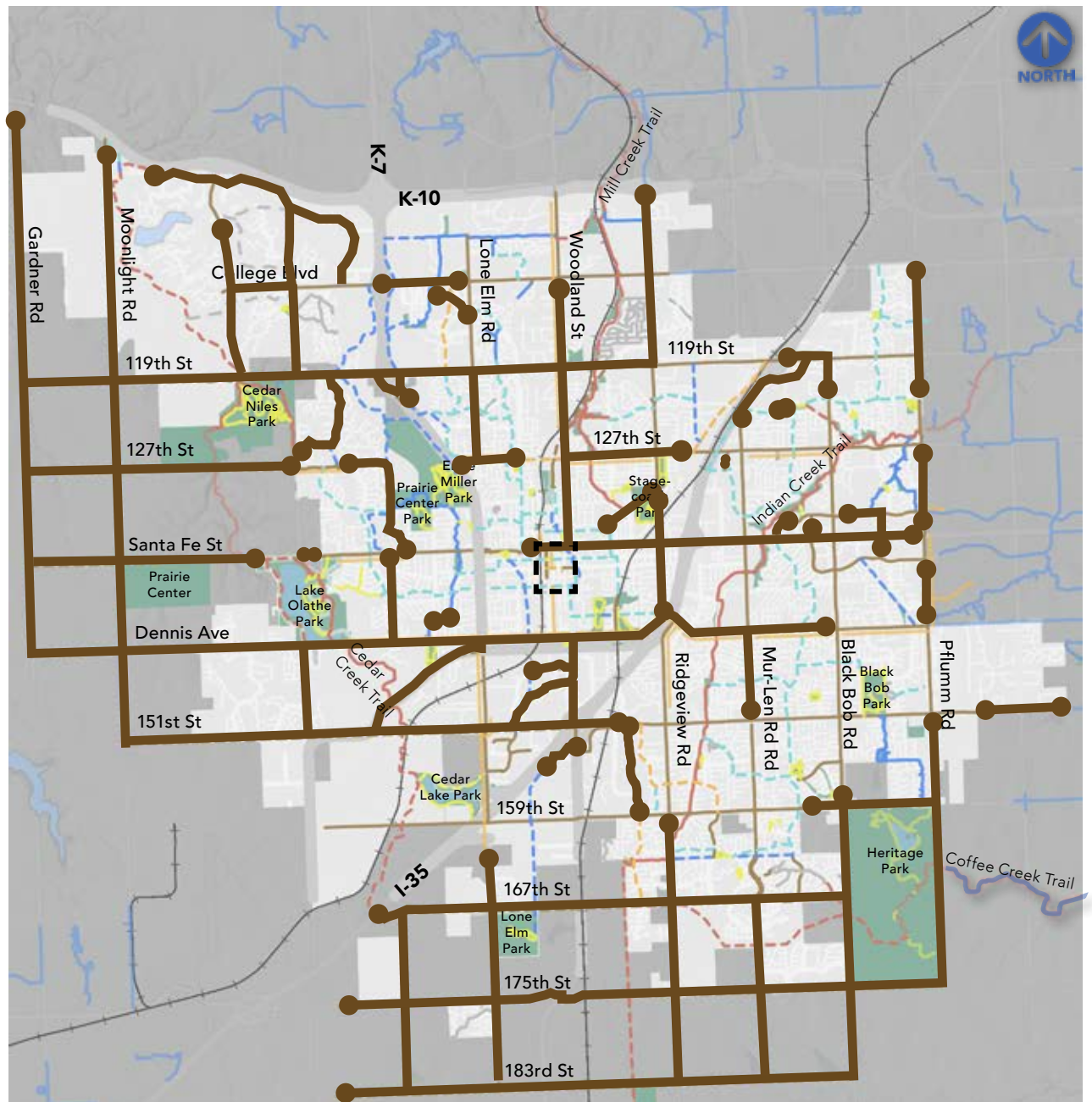
In the Olathe Transportation Master Plan, Olathe proposes that every major arterial road has a sidepath. This will help create strong connectivity throughout the city by ensuring that most neighborhoods are bordered by at least one active transportation facility.

On the western side of Map 2.9, there are proposed sidepaths shown in the transportation master plan that fall outside of the current city boundaries. These proposed sidepaths are showing the importance of creating connections as Olathe expands. The exact routes of this sidepath “grid” may deviate as development occurs.

- Miles: 122
- Destinations: Common destinations for sidepaths along arterial roads include:
  - › Shopping and employment areas
  - › Restaurants
  - › Major parks
  - › Schools
- Barriers: Common barriers for sidepaths include:
  - › Navigating driveway crossings or designing driveways in a way to minimize active transportation and car interactions.
  - › Street intersections
  - › Narrow bridges

Map 2.9: Proposed Sidepaths

Recommendations from the Olathe Downtown Active Transportation Plan apply to this plan. 





## Standard Bike Lanes



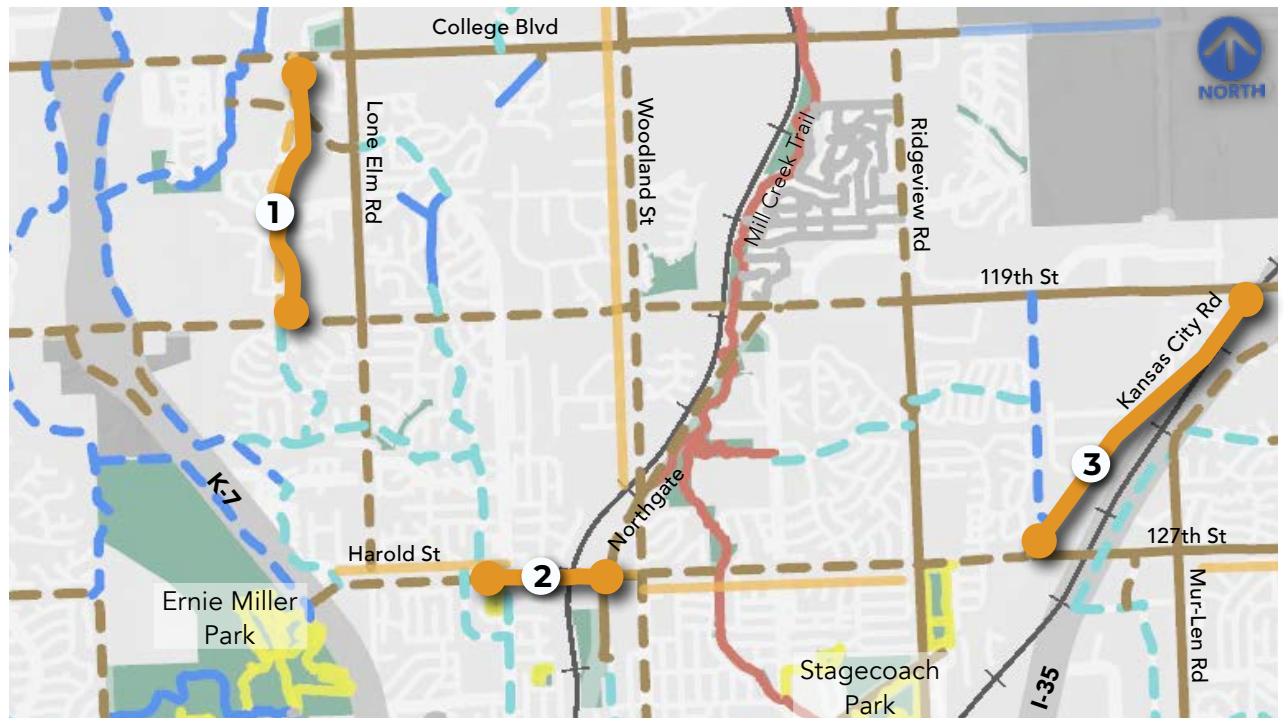
On-street bike facilities connect off-street trails and provide routes for dedicated bike commuters. The City of Olathe Transportation Master Plan details the extent of future on-street bike lanes in Olathe. Most of these future routes parallel future sidepaths.

Standard bike lanes in this Trails and Greenways Plan focus on critical shorter-term connections that follow roads which connect gaps between trails, most times where sidepaths are not feasible. At times, bike lanes are shown along with sidepaths to separate cyclists who travel at faster speeds from pedestrians on the sidepaths. The striping used for a standard bike lane separates the bicycle travel lane from vehicles.

### Segment Descriptions

1. On Sunnybrook Boulevard from College Boulevard to 119th Street to connect proposed sidepaths.
2. On Harold Street from Woodland Street to Raven Ridge Park at Iowa Street. This routes connects existing bike lanes east and west of the proposed segment on Harold Street. There is an at-grade railroad crossing that would need enhancement.
3. On Kansas City Road from Harold St/127th Street to 119th Street to connect with planned complete street routes in Lenexa.

Map 2.10: Bike Lanes - North




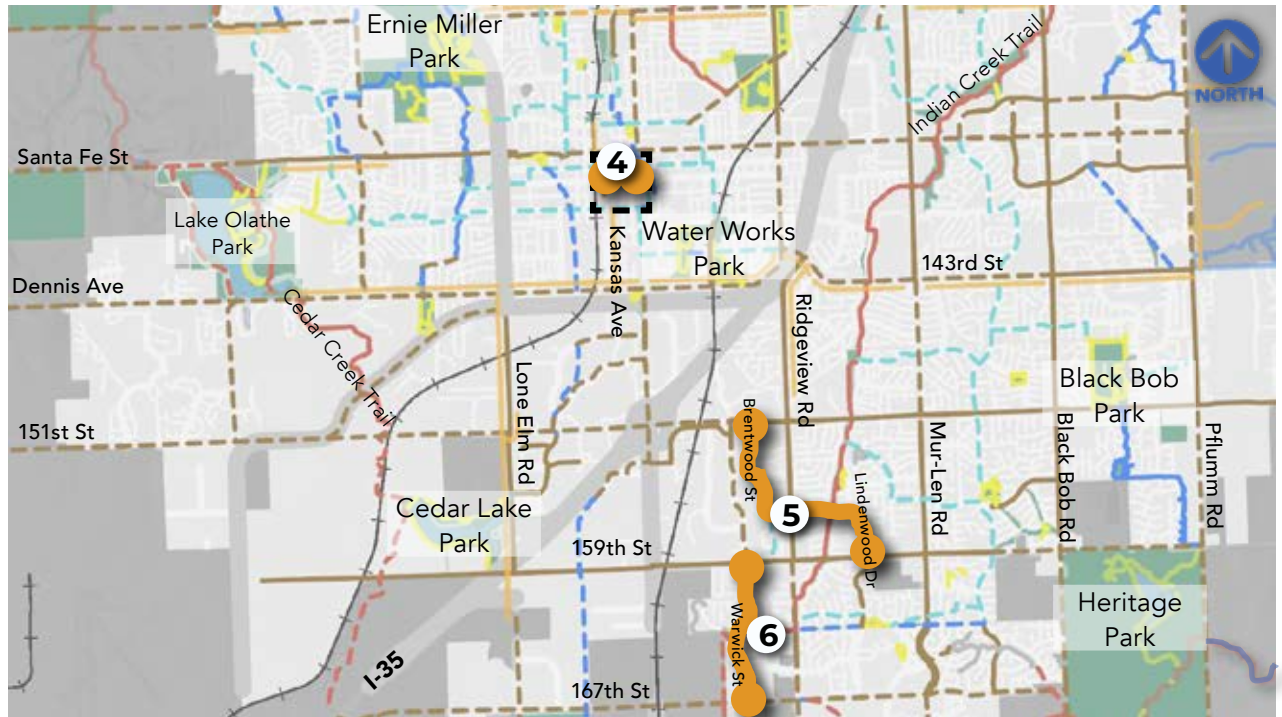
ID	ROUTE	MILES	ENDPOINTS	DESTINATIONS	BARRIERS
1	College Blvd to 119th St	1.0	<b>N:</b> College Blvd <b>S:</b> 119th St	Summit Trail Middle School / Millbrooke Elementary School / Meadowlane Elementary School	Lane width
2	Harold St from Iowa St to Woodland St	0.5	<b>E:</b> Woodland St <b>W:</b> Iowa St	Raven Ridge Park / Olathe Cemetery	Railroad crossing with restricted width / Intersection redesign needed for better safety at Northgate
3	Kansas City Rd	1.3	<b>N:</b> 119th St <b>S:</b> Harold St/127th St	Commercial Areas	Road width

Segment Descriptions (cont'd)

- 4. On Loula Street from Kansas Avenue to Water Street in downtown Olathe.
- 5. On Brentwood Street from 151st Street to Ridgeview Road, then turns into 157th Street and Lindenwood Drive before reaching its endpoint at 159th Street. Provides on-street neighborhood connections to sidepaths and the Indian Creek Trail.
- 6. On Warwick Street from 159th Street to 167th Street.

Map 2.11: Bike Lanes - South

Recommendations from the Olathe Downtown Active Transportation Plan apply to this plan. 



ID	ROUTE	MILES	ENDPOINTS	DESTINATIONS	BARRIERS
4	Loula St Downtown	0.6	<b>E:</b> Loula St and Water St	Downtown / Mill Creek Learning Center	See Downtown Active Transportation Plan
5	151st St to 159th St	2.0	<b>N:</b> 151st St & Brentwood St <b>S:</b> 159th St and Lindenwood Dr	Retail / Indian Creek Trail	Driveways
6	159th St to 167th St	1.0	<b>N:</b> 159th St & Warwick St <b>S:</b> 167th St and Warwick St	Hampton Park / Indian Creek Trail / Madison Place Elementary School	Limited


## Active Street/Bike Route

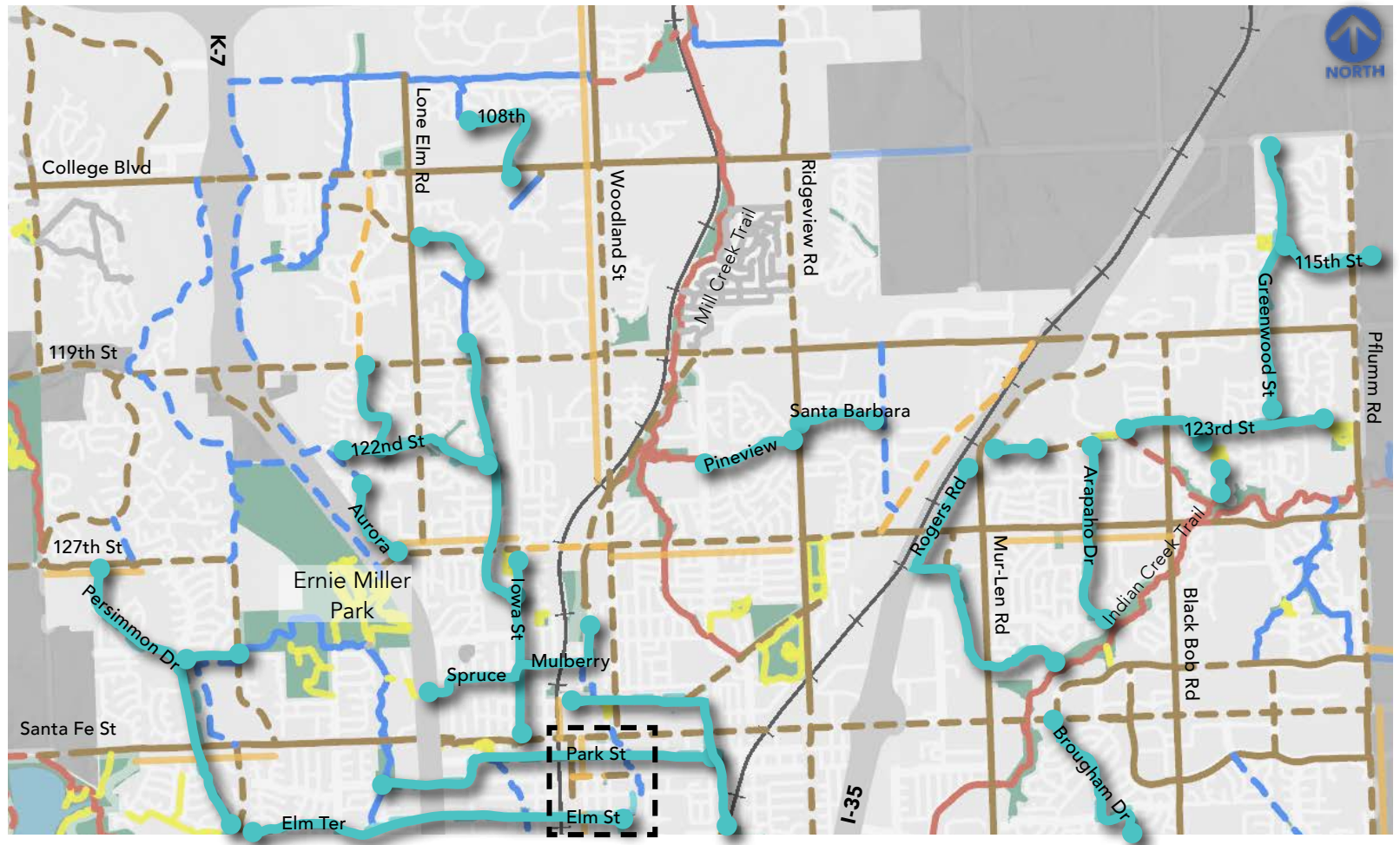
Active streets/bike routes work best on low volume residential roads to add awareness of shared use streets through wayfinding opportunities that signal to motorists of heavier bicycle traffic.

The proposed active streets/bike routes make connections on quieter, lower traffic volume roads. Active street/bike routes need fewer infrastructure interventions than other on-street bike infrastructure proposed. The use of wayfinding signs and pavement markings help turn a standard local residential road into a strong bike route. See the next chapter for design guidance.

- Mileage: 33
- Destinations: Common destinations for active streets/bike routes:
  - › Connecting other bicycle and trail infrastructure
  - › Parks
  - › Internal neighborhood trips
- Barriers: Common barriers for active street/bike routes:
  - › Driver education and awareness
  - › Potential segments with higher traffic volume
  - › Potentially some high volume intersections

Map 2.12: Proposed Active Street/Bike Route - North


Recommendations from the Olathe Downtown Active Transportation Plan apply to this plan. 

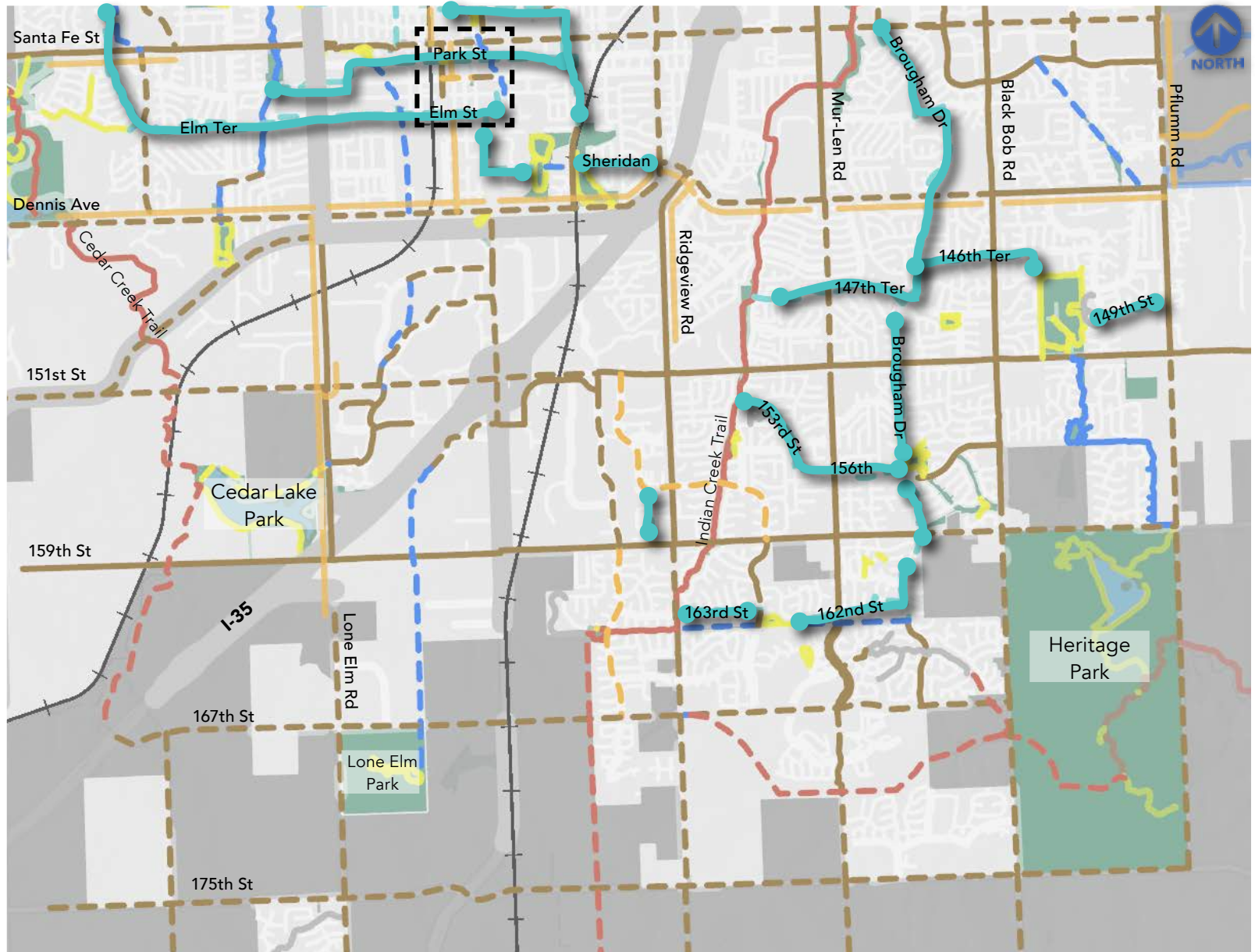


Active Street/Bike Route (cont'd)

- Mileage: 33
- Destinations: Common destinations for active streets/bike routes:
  - › Connecting other bicycle and trail infrastructure
  - › Parks
  - › Internal neighborhood trips
- Barriers: Common barriers for active street/bike routes:
  - › Driver education and awareness
  - › Potential segments with higher traffic volume
  - › Potentially some high volume intersections

Map 2.13: Proposed Active Street/Bike Route - South

Recommendations from the Olathe Downtown Active Transportation Plan apply to this plan. 










CHAPTER

3

NETWORK  
DESIGN  
GUIDES



## TRAIL NETWORK DESIGN COMPONENTS

The future trail network in the previous chapter shows the primary routes and connections to create a complete active transportation system in Olathe. While significant research and on-the-ground investigation went into identifying these routes, there still needs to be detailed design to implement each new segment.

The following pages detail recommendations and best practices in design for:

1. Application of different types of trail facilities.
2. Greenway preservation and trail design.
3. Application of on-street network routes.
4. Intersection design and example solutions for particularly troublesome barriers in the network.

Applying these design guides must consider different contexts for the specific design solution. There may be instances that require fluctuations in design, such as right-of-way conflicts or short changes in pavement width. The guidelines are not a substitute for a more thorough evaluation by a landscape architect or engineer upon implementing facility improvements.

In all contexts, trail and bike facilities are applied based on national standards using resources such as:

- The Federal Highway Administration’s (FHWA) Manual on Uniform Traffic Control Devices (MUTCD).
- American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities (the current standard for on-street facilities in Olathe UDO 18.30.180).
- The National Association of City Transportation Officials’ (NACTO) Urban Bikeway Design Guide.

### Trail Amenities and Usage

A good trail network also includes amenities and directions for its users. The City and its partners should plan to continue implementing these amenities. This chapter provides amenity design and locational guides for:

- Trailheads
  - › Major Trailheads
  - › Minor Trailheads
- Wayfinding
  - › Principles for Application
  - › Locational Guidelines
  - › Family of Signs
- Educational Guides for Users
  - › Trail Etiquette
  - › Non-Traditional Modes (scooters, e-bikes, etc.)

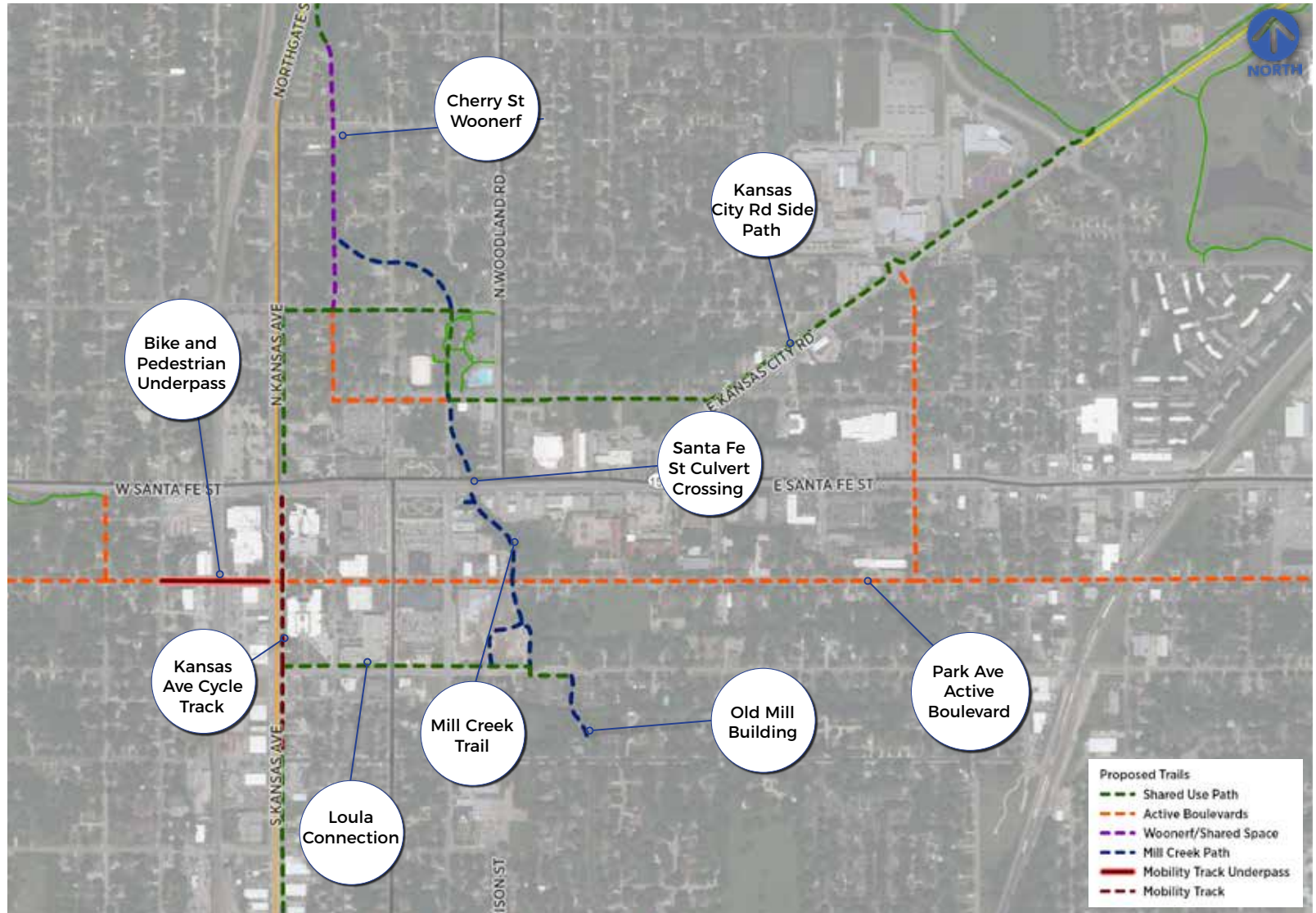




## Downtown Active Transportation Plan

As shown in the previous chapter, the future network fully incorporates the design recommendations from the Downtown Active Transportation Plan. Relevant design recommendations are reiterated in this chapter that can apply to the citywide active transportation network.

Map 3.1: Proposed Downtown Network Map (2020)



Source: 2020 Downtown Olathe Active Transportation Plan

## OFF-STREET DESIGN GUIDES

### Trail and Sidepath Guide

Off-street trails are the preferred facility for both commuting and recreational users. The Trails and Greenways Guiding Plan focuses primarily on trails, with recommendations for critical on-street connections.

#### Off-Street Trails

For a typical trail that is not a sidepath, the following best practices should apply in implementation where there are not significant topographic or environmental barriers.

#### EXISTING DESIGN STANDARDS

- Publicly dedicated trails must be 8-10 feet wide of asphalt or concrete. If private, the trail must be a minimum of five feet wide and with an asphalt or concrete surface.
- The City generally mows and clears shrubs within a ten foot strip on each side of a public trail.

#### DESIGN CLARIFICATIONS, ADDITIONS, & AMENDMENTS

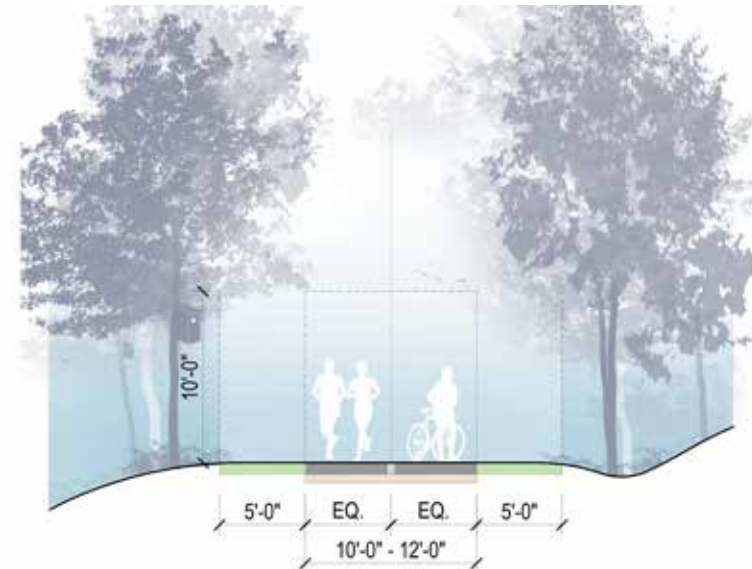
- The minimum width for designated trails should be ten feet. Twelve foot widths are preferred in heavier trafficked areas.
  - An eight foot width is acceptable for short distances to navigate trees, utilities, or right-of-way/easement restrictions.
  - For heavy use areas, paint a center stripe to separate two-way traffic.
- Maintain at least a five-foot clear zone on each side of the trail, meaning an area ten feet high that is free from branches and other obstructions.
- Major road crossings may have signals, crossing beacons, refuge islands, bridges, or underpasses where needed. Design should follow the Federal Highway Administration's (FHWA) Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations.
- Non-roadway trail connections (e.g. crossing rivers) are preferred over roadway crossings when both options are nearby.
- Require a fenced separation if off-street trails are developed along active railroads.

SIDEPATH



VS.

TRAIL



Preferred Standard Off-Street Trail Cross-section

## Sidepaths

Like trails, sidepaths provide a shared space for bicycling, walking, and other non-motorized uses. They offer a high-quality active transportation environment that:

- Can be more direct than off-street trails.
- Creates more opportunities to connect destinations.
- Has more access points and are adjacent to more properties than trails.

### EXISTING DESIGN STANDARDS

- Typically, a ten foot wide sidepath is required on expressways and one side of arterial streets and must be:
  - › Within the street right-of-way.
  - › Constructed of concrete (subject to other City specifications).
  - › Be a minimum of four inches thick.

### DESIGN CLARIFICATIONS, ADDITIONS, & AMENDMENTS

- A minimum ten foot width like the City requires today, but for heavy use areas, paint a center stripe to separate two-way traffic.
- Major road crossings may have signals, crossing beacons, refuge islands, bridges, or underpasses where needed. Design should follow the Federal Highway Administration’s (FHWA) Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations.
- For streets other than expressways and arterials, sidepaths should be considered where the average daily traffic count is above 6,000 vehicles.
- Consider sidepaths for streets near K-12 schools and locations with average operating speeds exceeding 30 mph.
- Unlike exclusive bicycle facilities like bike lanes and cycle tracks, sidepaths should be designed to follow applicable Americans with Disabilities Act requirements (typically the Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way).
- Sidepaths can work well with bike lanes to provide alternatives for bicyclists of different capabilities (like several places in Olathe today).



Two-Way Lane Application



Sidepath and Bike Lane Combination



A minimum sidepath cross-section on an arterial street with turn lanes

## GREENWAY TRAIL DESIGN GUIDES

Greenways in Olathe are linear greenspaces set aside to achieve infrastructure and sustainability goals such as stormwater management, flood resiliency, and habitat preservation. A secondary goal of greenways is to provide recreation opportunities, often in the form of trail development. A priority is to provide a trail through greenways when possible.

Trails through established greenways require special design considerations to maintain a healthy greenway system. Generally, the context of each greenway will determine the appropriate trail application, which may change along the trail route.

### Examples in Olathe Today

#### NARROW AND CONFINED

These greenways are little more than stormwater channels. They are typically hard-armored with concrete or rock gabions and only 60 to 80 feet wide. Examples include:

- The Indian Creek Tributary running south to north between 147th and 139th Streets just east of Mur-Len Road.
- The upper end of Mill Creek between Water Works Park and Park Street. The City does not own this corridor and maintains it through drainage easements.



#### SPACIOUS AND UNDEVELOPED

These spaces provide better flood protection and offer opportunities for future trail development. They employ green infrastructure or natural streamways and range between 100 and 200 feet wide. Examples include:

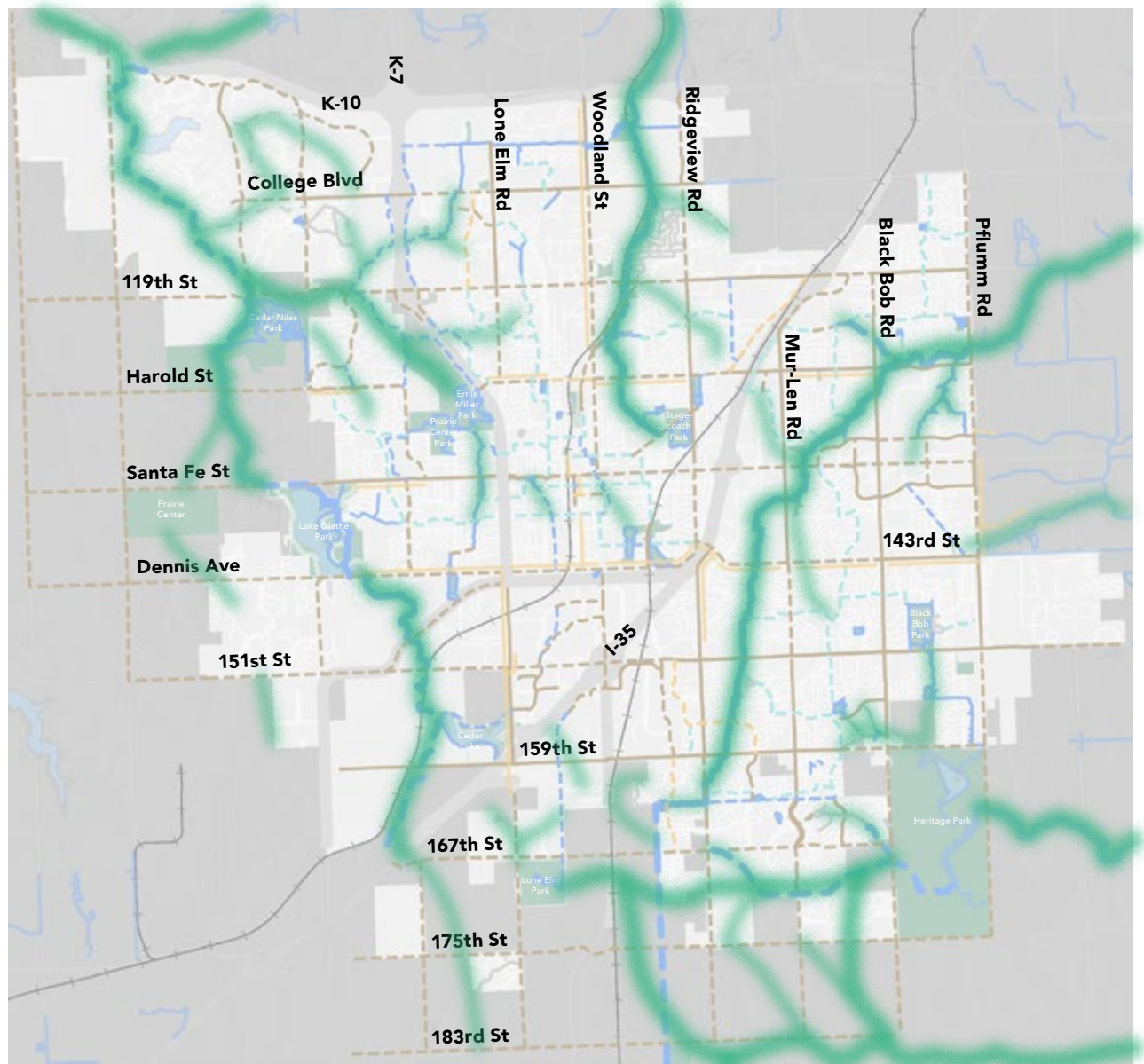
- The Brittany Hills Greenway north of 119th Street and east of Ridgeview Road - platted in 1989.
- The Little Cedar Creek Greenway south of 119th Street and east of Lone Elm Road - platted in 1999.
- The Hills of Forest View north of 127th Street and immediately east of Cedar Niles Park - platted in 2015.
- The Cedar Creek tributary south of Calamity Line Park between Park and Elm - stormwater improvements constructed in 2019.



Map 3.2: Existing and Opportunity Greenways

*“The use of Olathe’s natural drainage network can result in a greenway system which would be equitably distributed throughout the community.”*  
 - 1993 Olathe Trails and Greenways Plan

- |   |                          |
|---|--------------------------|
| Existing  |                          |
|   | Trail                    |
|  | Sidepath/Wide Sidewalk   |
|  | Bike Lane                |
|  | HOA/ Private Trails      |
| Proposed  |                          |
|  | Trail                    |
|  | Sidepath/ Wide Sidewalk  |
|  | Bike Lane                |
|  | Active Street/Bike Route |
|  | HOA/ Private Trails      |
|  | Parks                    |
|  | Railroads                |



The Comprehensive Plan identifies the primary greenway system as Cedar Creek, Mill Creek, Indian Creek, and Coffee Creek. Unidentified secondary greenways will link neighborhood and commercial centers to the primary greenway system.

## Standards for Future Greenway Development

As Olathe expands, there are limited but significant opportunities to maintain additional true greenways and restore stream corridors that are ecologically degraded. The following protections are necessary where natural greenways are present:

- The width of greenway corridors will be primarily dependent upon hydrology and hydraulics. Ideally, a watershed assessment is completed for greenways in emerging growth areas before development. Greenway corridors must be at least large enough to effectively convey 100-year storm events.
- Green infrastructure for water management should be used as frequently as possible. It is less costly upfront and less costly to maintain in the long term.
- Until greenways are developed for recreation needs, they should be maintained only as necessary for stormwater conveyance.
- Allow enough space at the time of acquisitions or easement formations for future trail development if appropriate.
- Where necessary, complete active riparian restoration in partnership with the City or County stormwater program.
- Trail design standards in greenways should be consistent with those employed through the rest of the off-street trail network.



## GREENWAY PROTECTIONS IN THE REGION TODAY

Greenways across Olathe are influenced by factors that occur in other communities and vice versa. Therefore, a regional approach to greenway management is most beneficial. The following ordinances and policies are currently in place in surrounding jurisdictions.

- Olathe
  - › Stormwater easement required where development is traversed by a watercourse, drainage way, channel, stormwater infrastructure, stream or the regulatory floodplain.
- Johnson County
  - › Has a stormwater management program to fund public improvement projects that address flooding issues and improve water quality for the county, on behalf of the cities in Johnson County.
- Mid-America Regional Council (MARC)
  - › The MetroGreen Action Plan lists actions to conserve natural elements and improve water quality in the Kansas City region, and provides a framework for smaller communities to connect their greenways to a larger regional network.
- City of Overland Park
  - › Adopted a Greenway Linkages Plan and Guidelines to guide development of open space, and to link parks to schools and residences via bike/pedestrian trails within greenways.
- City of Lenexa
  - › Adopted Stream Setback Ordinance to include a stream corridor zoning overlay with regulated development to improve water quality and preserve the natural stream corridors.

## Standards for Trails in Greenways

For greenway trail planning, several components of existing greenways are essential to understand. Ultimately, these criteria determine where trails can occur in greenways.

- Areas that experience flooding should be protected.
- Limit impact in areas that include sensitive habitats.
- Buffer from areas with unstable stream banks that experience erosion, or actively restore riparian buffers.

### EXISTING DESIGN STANDARDS

- For greenway trails identified in this Trails & Greenways Plan, a recreational easement is required and trails have to be dedicated to the City.
- Recreational easements are also required where parks or open space areas on plats are public, part of a public park or open space, or provide a connecting link to public use areas such as lakes, parks and trails.

### PROTOTYPICAL GREENWAY TRAIL CROSS SECTION

For proper greenway and stream protection (when present), trail specific easements or dedicated rights-of-way in greenways should be:

- Trail easements through streamway greenways should be a minimum of 25 feet wide. This helps accommodate the trail and shoulder width, space for buffering from structures, natural plantings, and trail features like lighting, benches, and trash receptacles.
- In areas with an existing stream profile and adjacent trail system, the trail should be located at a distance equal to a 1:6 slope ratio from the top of the slope toward the trail. These areas also require an additional 15'-0" buffer zone before any hard-trail alignments. This will provide adequate distance to reduce erosion concerns and allow natural stream movements to occur over time.
- In areas with a restored stream profile and adjacent trail system, the trail should be located at a distance equal to a 1:4 slope ratio from the edge of the restoration zone to the trail. Before any hard-trail alignment, these areas must also add a 15'-0" buffer zone. This profile will provide adequate distance to reduce erosion concerns and allow natural stream movements

to occur over time. Each restoration zone will be distinct and dependent on several factors. Thus, this scenario does not need to measure from the stream edge.

- Areas next to several stream corridors in Olathe fall within floodplains or are prone to flood at different frequencies. It is possible these flood areas will also expand in the future. The City needs to evaluate it's tolerance for placing trails along or close to routes that flood more often than others and the added maintenance costs. For example, policies on placing trails in 5-year versus 10-year flood event areas. Added maintenance after a flood event includes debris clean-up, sweeping, and checking for pavement cracks or heaving.
  - › For smaller watersheds, the flood frequency may only render a trail underwater for a few hours versus days. The shorter duration of flooding in these areas creates more maintenance needs over long-term closure concerns.
  - › Prepping trails for known flood events may include removing trash receptacles and clearing debris that would wash and gather at low spots of the trail corridor.



## NETWORK DESIGN

### OPTIONS FOR FUTURE ACQUISITION

Olathe has several options to ensure high quality greenways in future developments. Public jurisdictions should acquire open spaces along streams and drainageways when possible.

#### **A Stream Buffer Ordinance**

Beneficial when the plan does not show a trail that would require a recreational easement or other preservation easements are not possible.

- Ideal for undeveloped properties.
- Allows the City to acquire sensitive land at the time of development at no cost.
- A stream buffer ordinance would match the floodplain management and tree preservation codes Olathe already has in place.
- There are precedents for stream buffer ordinances within Kansas such as the cities of Lenexa and Lawrence.

#### **Floodplain Buyout**

- A much more costly option for developed properties which are repeatedly flood-prone.
- Can be funded by FEMA mitigation grants.

### NEAR-TERM AREAS FOR GREENWAY ACQUISITION

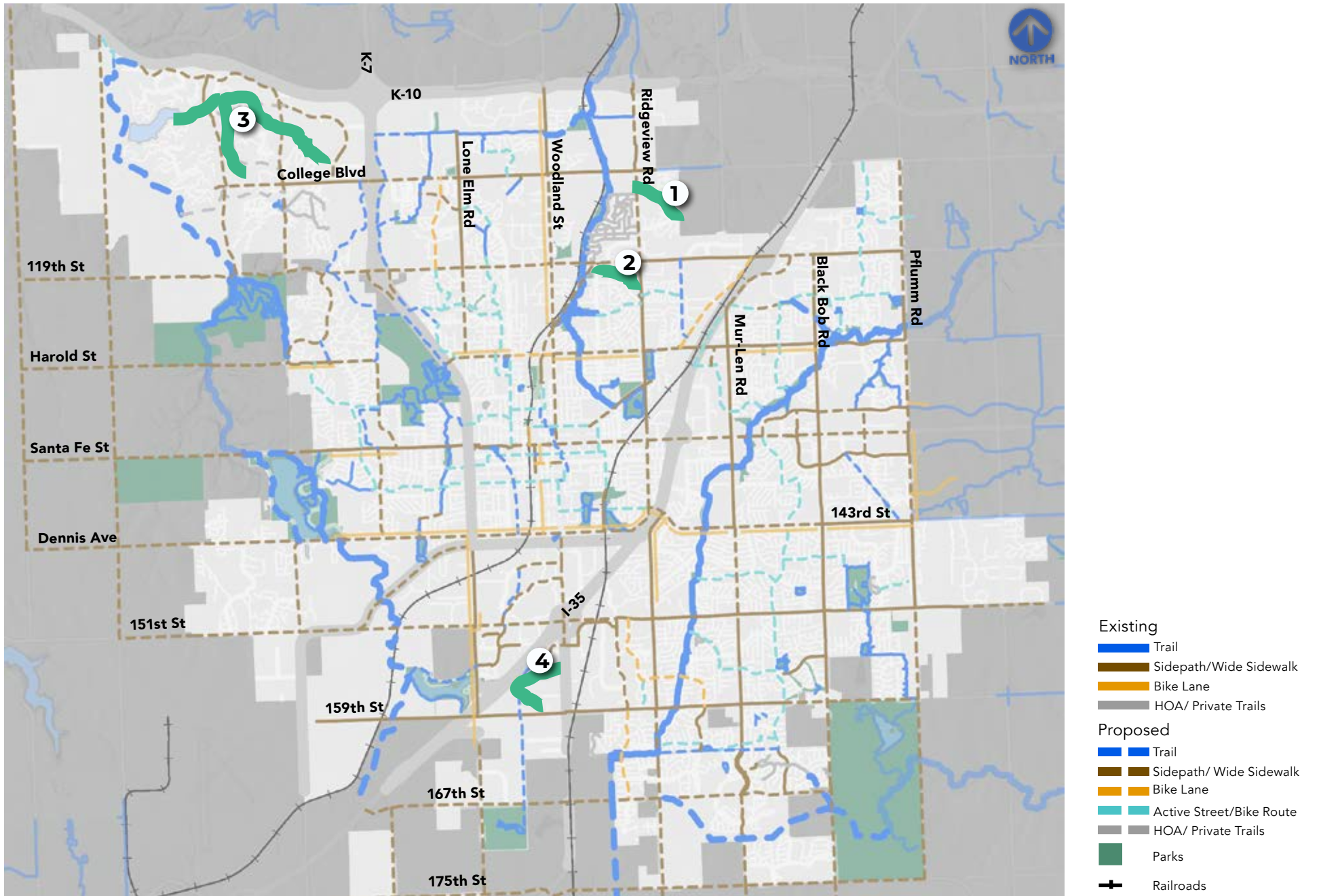
Several streamway corridors are prime opportunities for near-term greenway designation near developed areas, shown on Map 3.3.

1. Extend the Brittany Hills Greenway westward to meet Ridgeview Road and the Mill Creek Streamway (a.k.a. the Gary Haller Trail).
2. Mill Creek tributary just southeast of the 119th Street curve between the Mill Creek Woods apartments and the Gary Haller Trail.
3. The Cedar Creek neighborhood in northwest Olathe has two tributaries that pass through unplatted properties (owned by HOAs).
  - › The City should ensure these are set aside, constructed, and maintained by the HOA. These greenways could provide future neighborhood connections and as well as access to a future Olathe Medical Center clinic.
4. Floodplain upstream of Cedar Lake between Woodland and I-35.
  - › This corridor could manage stormwater quality upstream of Cedar Lake and potentially provide pedestrian access from east of I-35.





Map 3.3: Near-Term Areas for Greenway Acquisition



## COMPLETE STREETS: ON-STREET ROUTES

A strong trail network is a great asset for Olathe. Complementing the trails network with an on-street street network for bicyclists and various micro-mobility options increases the overall functionality of the trails network.

As introduced in the 2020 Downtown Active Transportation Plan, this section guides implementing the identified on-street routes (bike lanes and active streets) from Chapter 2 that deliver additional connections to the trail network. Examples show applications on various street types and how to pull greenway features into route design that manages stormwater and creates a comfortable transportation experience.

Complete street design and green stormwater management practices should be actively included in Olathe's regular road construction and reconstruction program. Understanding the uniqueness of each road segment is important to design a complete street that fits its context.

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*Although this section shows several examples of complete streets, the National Association of City Transportation Officials' (NACTO) design guides should be consulted for more in depth design and context advice.*

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### Kansas Avenue Complete Street Example



Source: 2020 Downtown Active Transportation Plan

## High Traffic Volume Street

Street widths will dictate the possible facility treatment and level of protection for users.

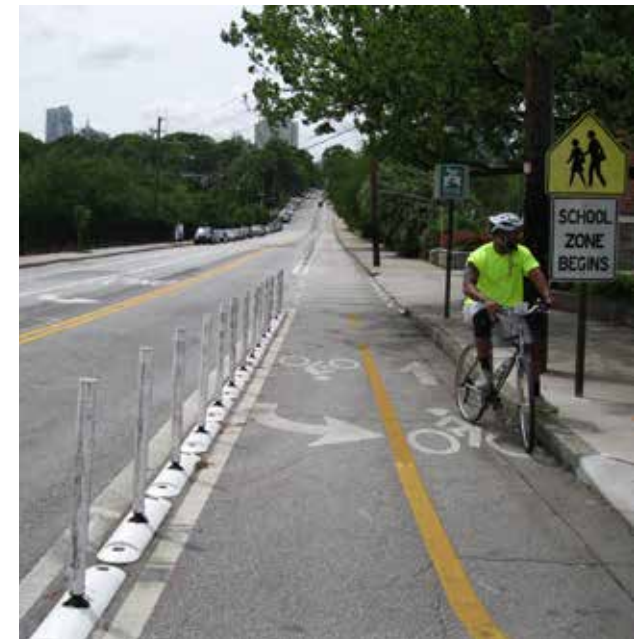
### Protected Bicycles Lanes

Protected bike lanes are great cycling infrastructure for higher volume streets. The bicyclist or micro-mobility user is protected from moving traffic via a variety of barriers from bollards, parking lanes, raised islands, planters, and other structural techniques. The popularity of protected bike lanes has grown as they can be relatively easily installed and provide bicyclists the separation from traffic they want.

- Minimum three foot buffer between cyclists and moving vehicular traffic.
- Painted markings at conflict zones like driveways and intersections.
- Buffers between cyclists and pedestrians should be provided.



*This protected bike lane uses a combination of brickwork, bollards, trees, and planters to protect cyclists.*



## Medium Volume Street

Street widths will dictate the possible facility treatment and level of protection for users.

### Standard Bike Lanes

Standard bike lanes are one of the most flexible and economical ways to help create a more complete street. Standard bike lanes can also help calm street traffic by narrowing vehicle travel lanes.

- Minimum width of 5 feet required for a standard bike lane.
- Design to ensure cyclists can avoid stormwater drains and other inroad infrastructure.
- Maintenance of lane to ensure it is clean of debris.

### Enhanced Bike Lanes

Enhanced bike lanes use bright paint, striping, and painted buffers to increase the visibility of the lane.

- Use bright paint (often green) to increase visibility.
- Painted buffers between bike lanes and moving vehicle traffic.



*This standard bike lane can be done inexpensively and helps narrow the driving lane which is known to slow traffic speeds*



*This enhanced bike lane uses a vibrant green paint accentuate the bicycle lane*

Source: NACTO

## Low Volume Street Design

Active streets are shown for many on-street connection routes in Chapter 2. Many of these routes are residential streets with low vehicle traffic. But there are still ways to enhance the overall street design to direct non-vehicle users between off-street trail segments and increase comfort.

### Active Street Bike Routes

These techniques work well in residential neighborhoods to help slow cars and signify that the street has more cyclist and pedestrian use. Enhancements can include:

- Large sharrows painted on the street.
- Signage indicating that the road is a bicycle priority route and wayfinding to the next trails access point.
- Traffic circles and speed humps to slow vehicle traffic.
- Bump outs and crosswalks to increase pedestrian safety at intersections.
- Landscaping and street trees to create a park-like atmosphere along the street.



*Large bike sharrows can be used to show the roads is a priority path for cyclists.*



*Crosswalks and a traffic circle are used in this example to slow car traffic down and create a more pleasant cycling and pedestrian environment.*

## Intersection Design

Intersection design is important to creating complete streets because intersections have the most conflict points between vehicles, bicyclists, and pedestrians. Good intersection design can help reduce conflicts for all modes of transportation. Several intersection treatments are shown below ranging from minimal changes to complete reconstruction.



Enhancements to standard bike lanes with green markings at key street entrances, adequate width for waiting at traffic lights.



High visibility crosswalks at busier street crossings. Bump outs can be more temporary, like plastic bollards and red paint or permanent with raised curbs. Well-marked crossings are also important to improve sidepath driveway crossings. They alert motorists and tend to prevent them from blocking the path by stopping on the crossing.



For multi-lane street crossings, center refuge medians are effective to reduce crossing distances and improve visibility of people and bike to motorists.



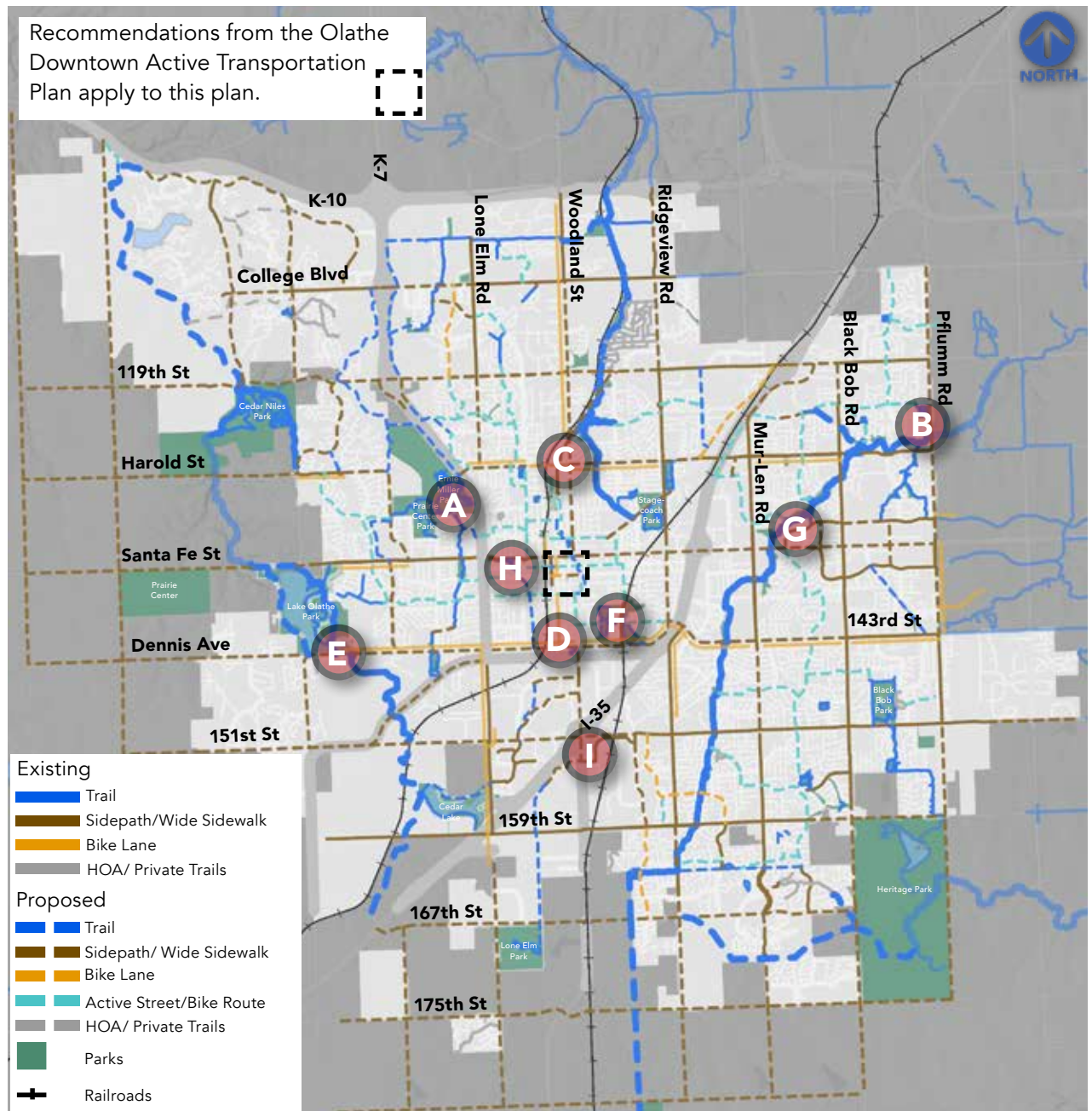
Colored markings, whether through pavement material or paint, call attention to motorists.

## Design Solutions in the Network

There are situations in every proposed network segment that will require flexible design solutions. The largest barriers, such as high-volume intersections, rail crossings, and private property, requires design that works within the context of each situation to connect network links. Map 3.4 identifies the most significant “trouble spots” to overcome. The next pages provide possible design solutions for the items below.

- A. Harold St bike lanes/sidepath to Ernie Miller Park (W. Harold and K-7), connection through or around Ernie Miller to Rolling Ridge Trail.
- B. Heatherstone Park/School to Pflumm Rd and Indian Creek Trail.
- C. Terminus of Gary Haller/Mill Creek Trail at Woodland St & Northgate to Cemetery sidepath at Harold St & Northgate.
- D. Bike lanes - Kansas Ave terminus to Dennis Ave.
- E. Dennis Ave access to Lake Olathe.
- F. Water Works Park to Frisco Lake connection.
- G. Library and neighborhood connections to Indian Creek Trail, 135th and Brougham region.
- H. Santa Fe St crossing to Santa Fe St sidepath/ Calamity Line Park at Iowa or Lincoln St.
- I. Southgate St retail area to Olathe Activity Center and future Cedar Lake Trail/Woodland St pedestrian crossing.

Map 3.4 Priority Trail Links in the Proposed Network



**A** HAROLD STREET THROUGH ERNIE MILLER CONNECTION

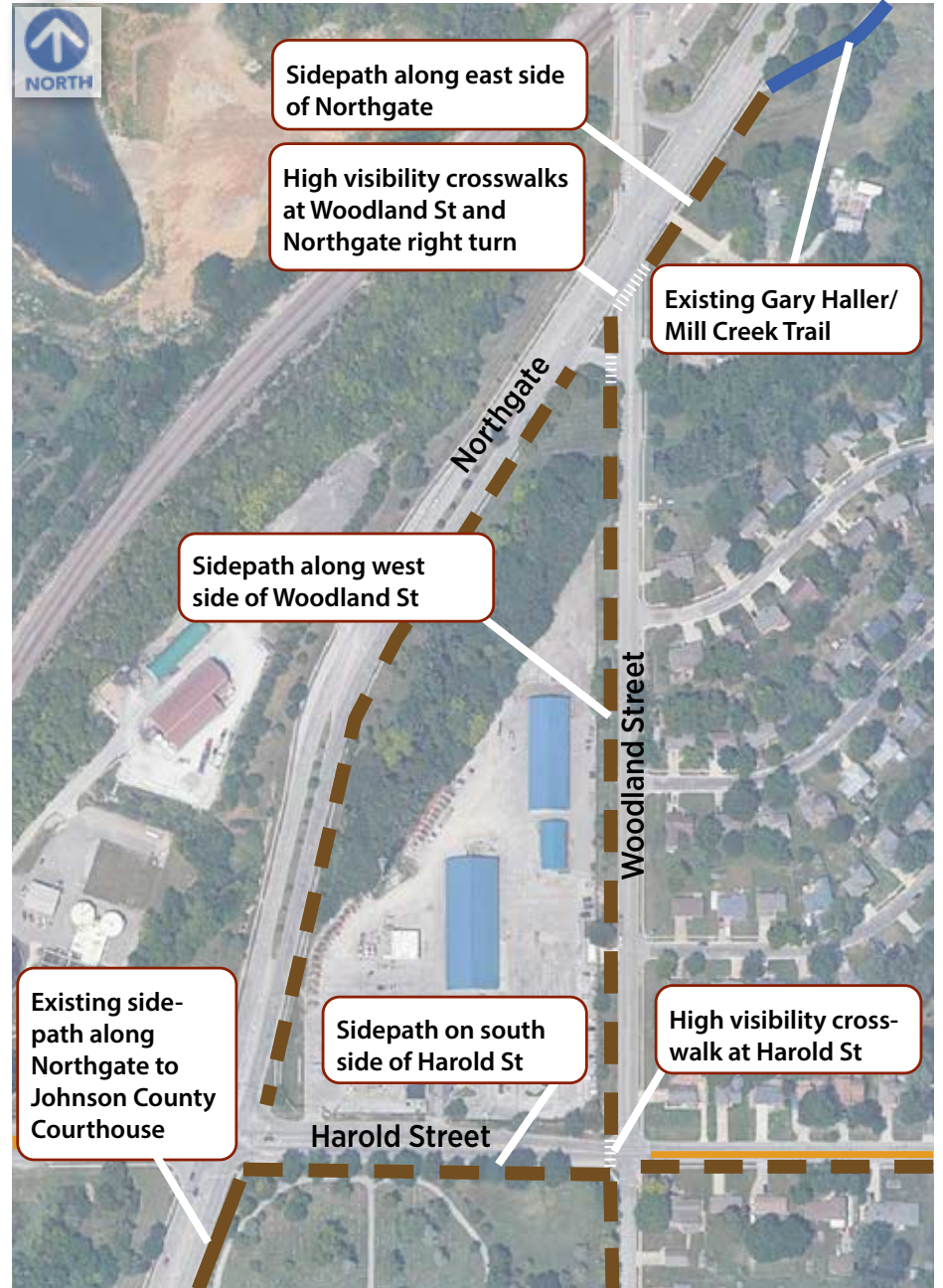




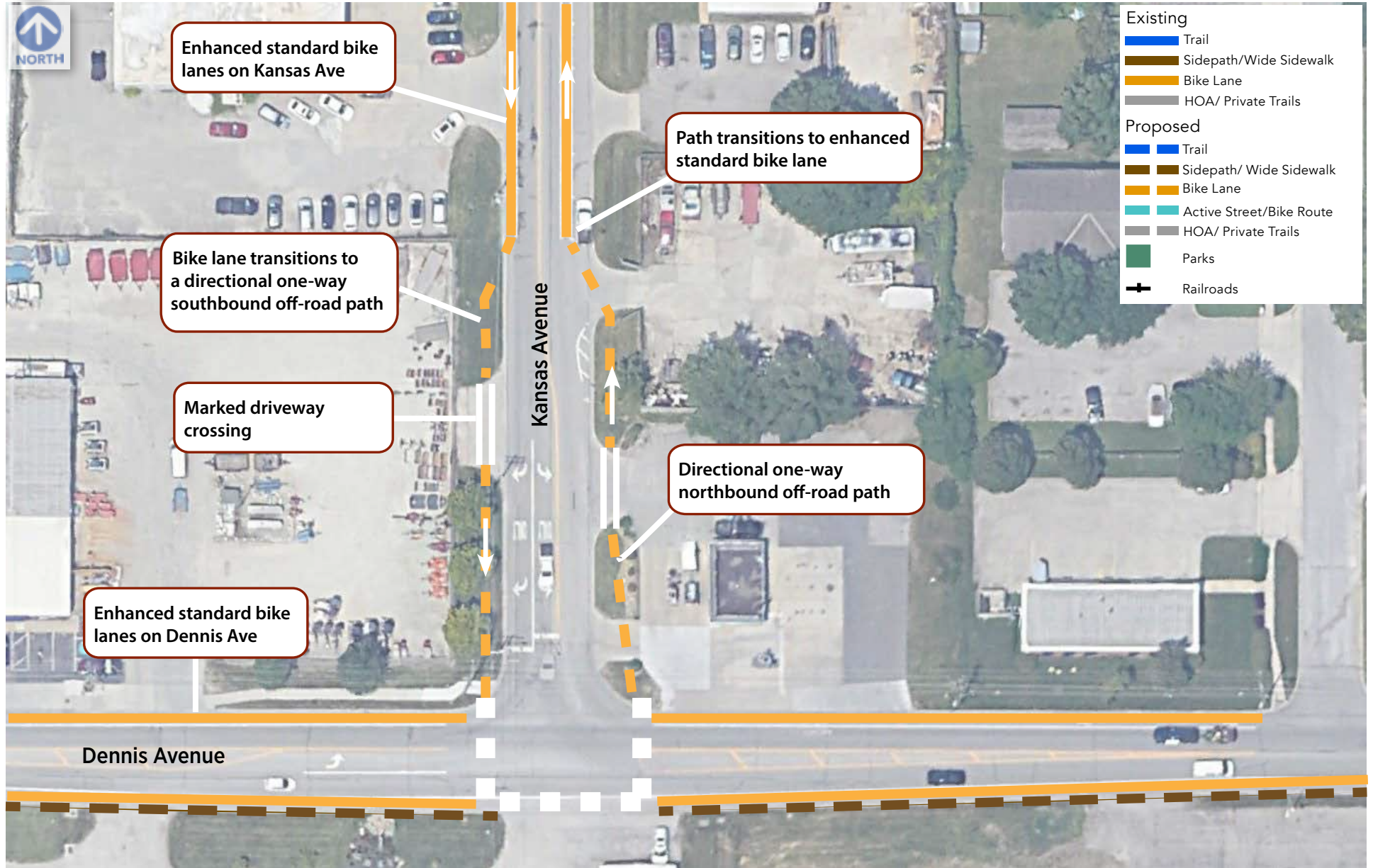
**B** HEATHERSTONE PARK TO INDIAN CREEK TRAIL



**C** MILL CREEK TRAIL TO CEMETERY



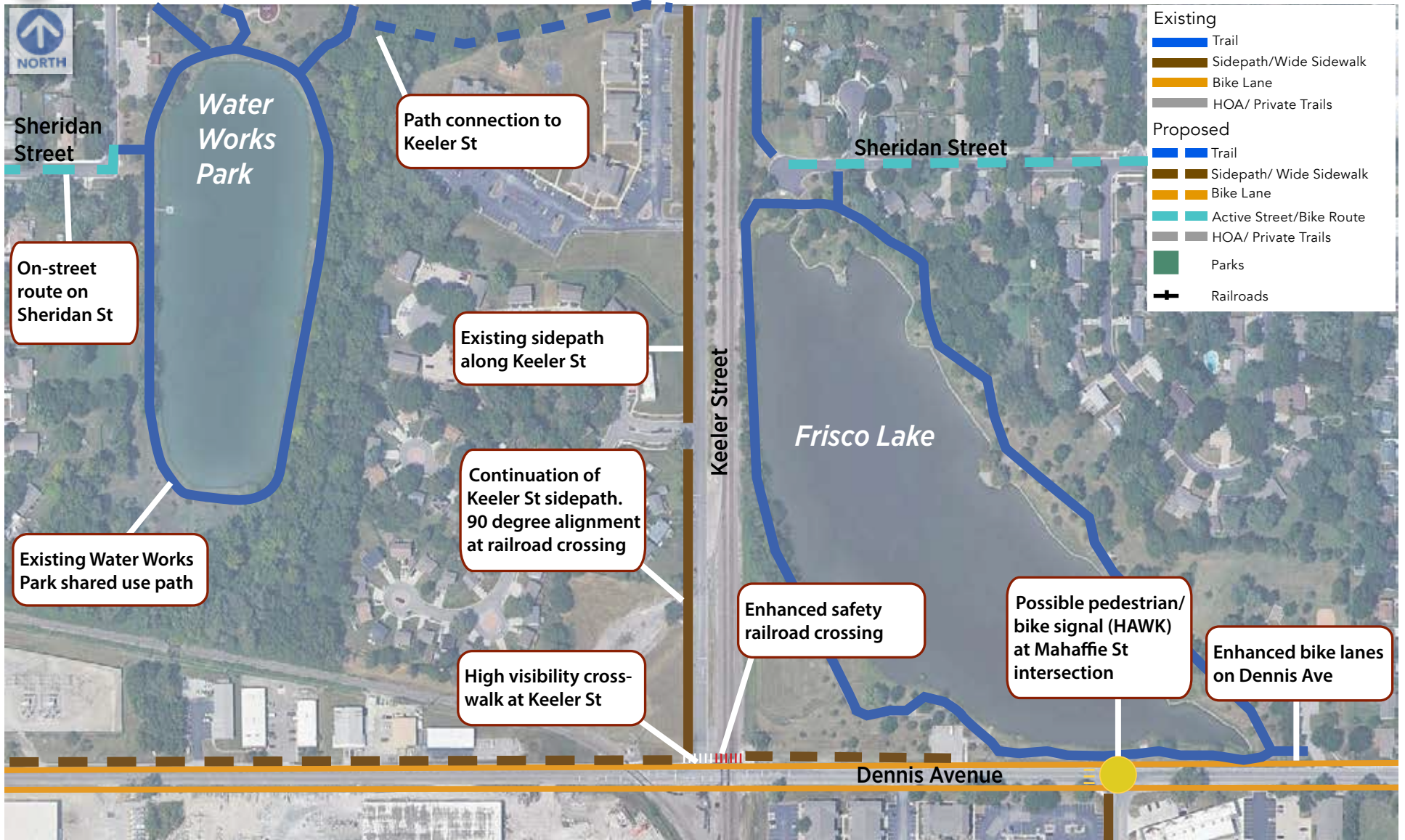
**D** KANSAS AVENUE AND DENNIS AVENUE



**E** LAKE OLATHE PARK TO DENNIS AVENUE



**F** WATER WORKS PARK TO FRISCO LAKE

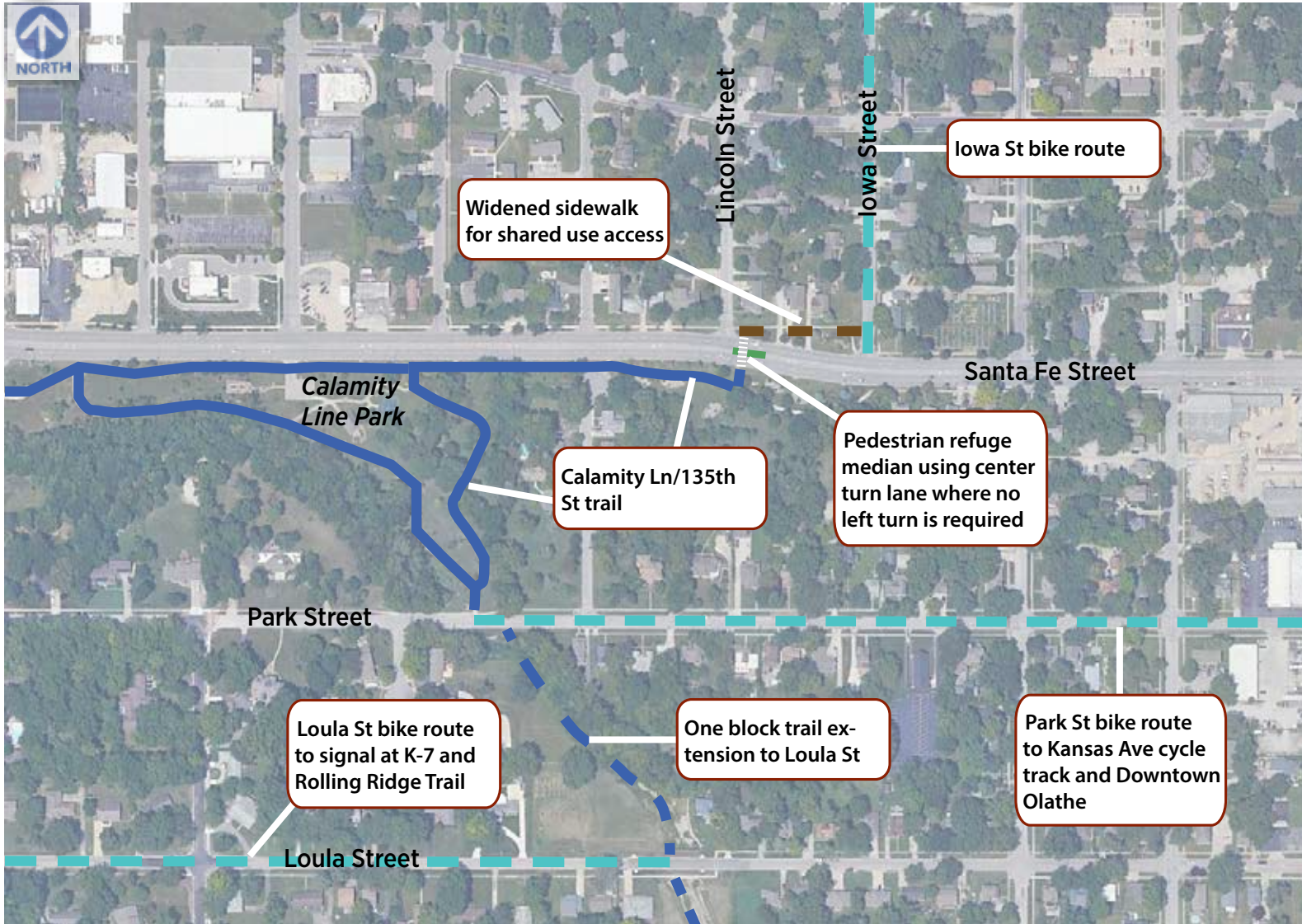


**G** INDIAN CREEK TRAIL TO INDIAN CREEK LIBRARY CONNECTION



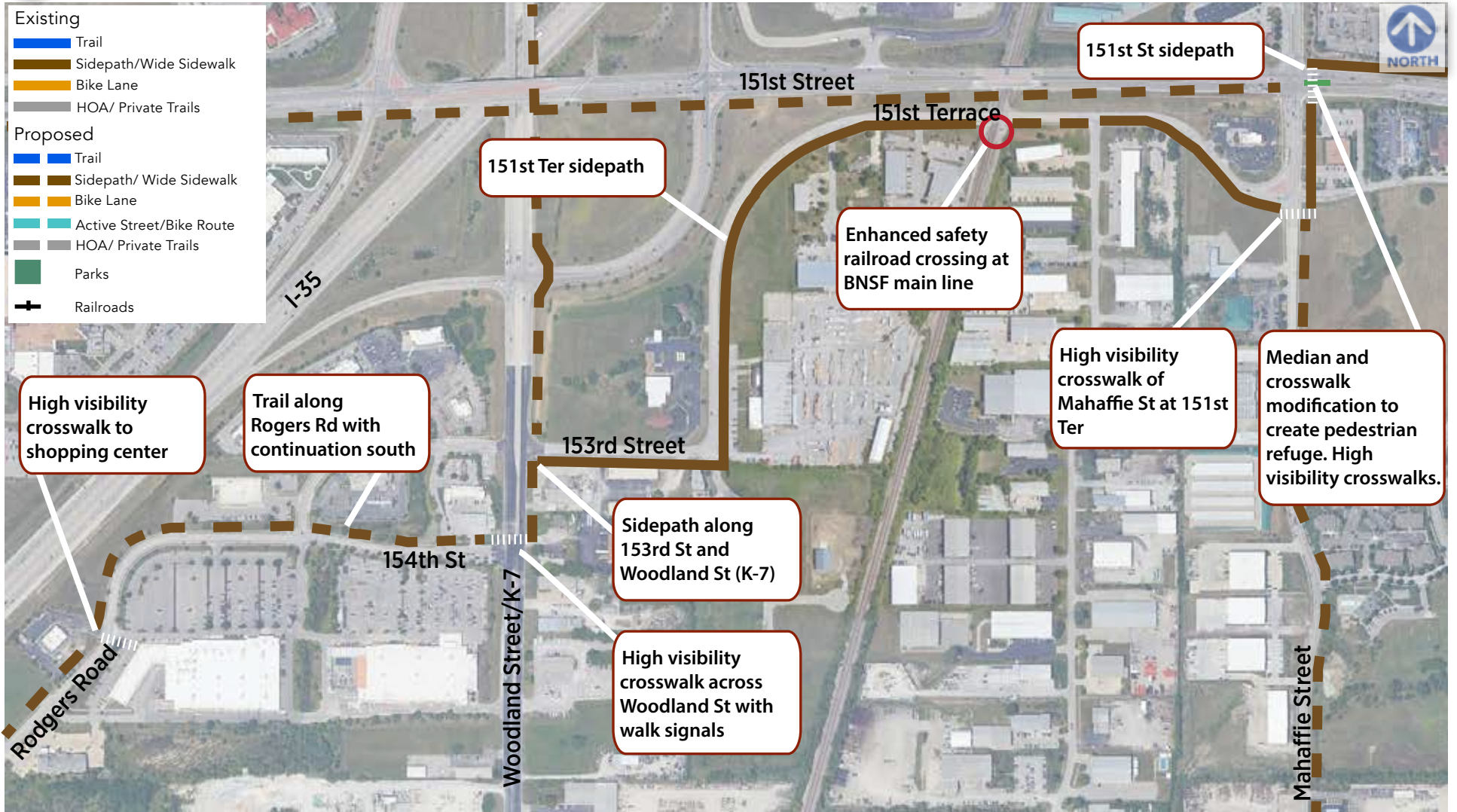
- Existing**
- Trail
  - Sidepath/Wide Sidewalk
  - Bike Lane
  - HOA/ Private Trails
- Proposed**
- Trail
  - Sidepath/ Wide Sidewalk
  - Bike Lane
  - Active Street/Bike Route
  - HOA/ Private Trails
  - Parks
  - + Railroads

**H** SANTA FE STREET AND CALAMITY LINE PARK CROSSING



- Existing**
- Trail
  - Sidepath/Wide Sidewalk
  - Bike Lane
  - HOA/ Private Trails
- Proposed**
- Trail
  - Sidepath/ Wide Sidewalk
  - Bike Lane
  - Active Street/Bike Route
  - HOA/ Private Trails
  - Parks
  - + Railroads

**I 151ST STREET AND WOODLAND STREET COMMERCIAL**



## TRAIL AMENITIES AND USAGE

### Trailheads

If good access points are unavailable, residents will be deterred from using the trail system because of the distance to get on the trail. Olathe's zoning and subdivision codes already provide good standards to create access points to trails through cul-de-sacs, parks, and the sidepath/sidewalk system.

Trailheads enhance the trail network by emphasizing higher trafficked access points that might reach multiple trail segments. Trailheads grant wayfinding opportunities and provide amenities that make using the trail network more comfortable for users. For Olathe, two types of trailheads are illustrated on Map 3.5 for the future trail network.

### Major Trailheads

Should be established near commercial developments and transportation nodes that connect to the trail network. Major trailheads serve local and regional populations that arrive by car, bike, or transit. Minimum features include:

- Off-Street Parking
- Trash Receptacles
- Benches
- Drinking Fountains
- Bicycle Racks
- Bike Repair Station
- Restrooms - Structure or Porta-a-potty
- Shelter
- Information Kiosk and/or Wayfinding Signage

### Existing Examples in Olathe

- Frontier Park on the Indian Creek Trail.
- Garmin Olathe Soccer Complex on the Mill Creek Trail.
- Stagecoach Park as a hub for several trail access points.
- Black Bob Park with access to the Heritage Trail.
- East side of Ernie Miller Park with access to the Rolling Ridge Trail.
- Prairie Center Park with access to the Rolling Ridge Trail.



Bike racks on a hard surface with close placement of repair tools



Structured restrooms are preferred, but Porta-a-potty restrooms can also fill a need at a trailhead.

- Cedar Niles Park 135th Street Trailhead with access to Cedar Niles Park and the Cedar Creek Trail.
- Lake Olathe Park with access to the Cedar Creek Trail.



### Minor Trailheads

Should be simple pedestrian and bicycle entrances at locally known spots such as parks and residential development. Minor trailheads typically serve local uses that are more likely to walk or bike to the trailhead. Minimum features include:

- On-Street Parking
- Trash Receptacles
- Benches
- Drinking Fountains
- Bicycle Racks
- Information Kiosk and/or Wayfinding Signage

### Existing Examples in Olathe

- Indian Creek trailhead on Black Bob Road near 127th Street.
- Northwood Trails Access Park on the Mill Creek Trail.
- Mill Creek Steamway Park on the Mill Creek Trail.
- Mahaffie Pond Park on a park trail leading to the Mill Creek Trail.
- Cedar Niles Park Clare Road Trailhead with access to Cedar Niles Park and the Cedar Creek Trail.
- Cedar Niles Park 119th Street Trailhead with access to Cedar Niles Park and the Cedar Creek Trail.

### Other Access Nodes

Less distinctive access nodes may appear in many locations along the network and include different amenities. Good locations for access nodes include:

- Sites of special interest include historic sites, locally important destinations, or scenic or environmentally important features.
- Changes in trail direction or places where special guidance to the user is required.
- Junctions between trails or between trails and a major on-street route.
- Shade trees, green spaces, or other locations that can add quality to the trail experience.
- Placed to ensure a typical distance of one mile between support services or guidance.

Typically, access nodes would at least have wayfinding signage to inform users. Benches, trash receptacles, and bike parking are other possible amenities. These nodes are not specifically identified in Map 3.5.

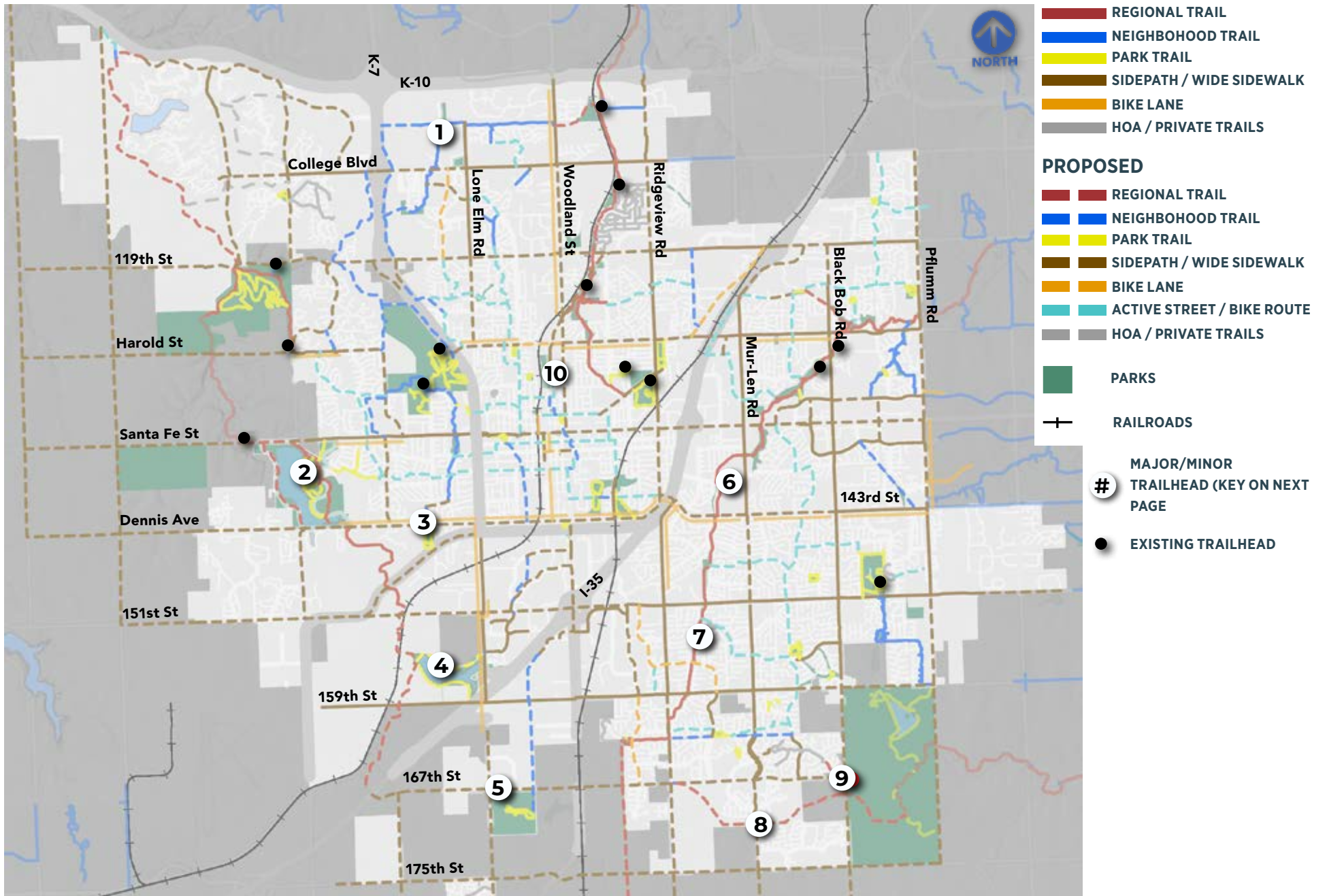


Trash receptacles are important at many locations to keep trails clean



Trailheads are also opportunities to incorporate landscaping, art exhibits, or significant gateway features

Map 3.5: Recommended Trailhead Locations



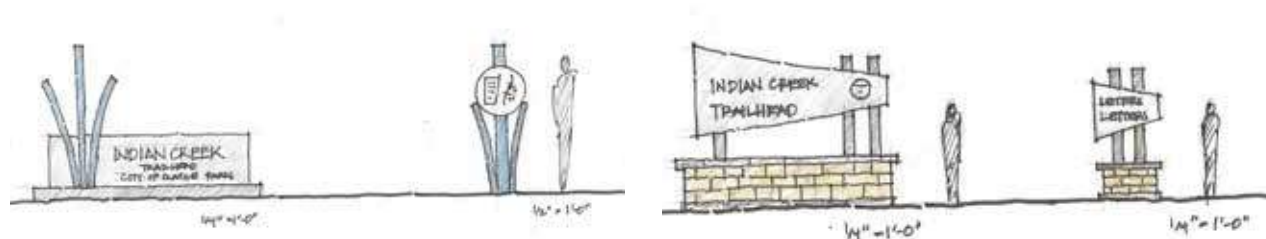
**Recommended Trailhead Location Descriptions**

KEY	TYPE	LOCATION	TRAILS ACCESSIBLE
1	Minor	S Valley Rd and 107th St. – SE corner	Neighborhood trails
2	Major	East side of Lake Olathe - after the trail bridge on the south side	Cedar Creek Trail; 135th St sidepath
3	Minor	Oregon Trail Park - incorporated with existing facilities	Future Cedar Creek Trail; Dennis Ave sidepath
4	Major	Cedar Lake Park - incorporated with existing facilities	Future Cedar Creek Trail; Lone Elm Rd sidepath
5	Major	Lone Elm Park - incorporated with existing facilities, near parking	167th St sidepath/Indian Creek Trail connection; Lone Elm Rd sidepath
6	Minor	MidAmerica Nazarene University - where the Indian Creek Trail crosses E College Way.	Indian Creek Trail; 143rd St sidepath
7	Minor	Southdowns Park - near north intersection where the Indian Creek Trail spurs into the park.	Indian Creek Trail
8	Major	Near 172nd Ter and Mur-Len Rd - east side north of 172nd Ter	Future Coffee Creek Trail; Mur-Len Rd sidepath
9	Major	167th St and Black Bob/Lackman Rd - SW part of the intersection	Future Coffee Creek Trail; Heritage Park; arterial sidepaths
10	Minor	Near entrance to Memorial Cemetery where the Northgate sidepath begins	Arterial sidepath system

Major Regional Trail Gateway Examples and Possibilities



**Examples of a unique identifiers and trailhead signage for a regional trail in Olathe that builds on themes from regional wayfinding efforts (see next pages)**



## Wayfinding

A critical component of a sound trail system is telling users where they are within the system. People will quickly become discouraged from walking or riding their bikes to destinations if they get lost or the trip takes longer than expected. Thus, Olathe’s existing trail wayfinding system needs to get built out on new trails and within gaps on existing trails. Wayfinding should answer:

- **Where am I and where am I going?**
- **How do I get there from here?**

### EXISTING WAYFINDING IN OLATHE

Today, wayfinding markers vary by the number of trails that have them and their frequency when present along trails. The existing trails inventory included with this Plan provides more detail on current signage locations. Trails in Olathe today feature many styles and types of signage. Most common are post markers that identify a trail’s name at certain locations. Wayfinding on Johnson County trail segments and parks is controlled and funded separately from the City of Olathe.

### Principles for Application

A key component of a good wayfinding system is consistency. Consistency in signage style and predicted locations give the trail user reassurance they are still on their desired route. Because Olathe is already part of a larger regional trail network, consistency with other jurisdictions is critical. Fortunately, the Kansas City Area Transportation Authority (KCATA) and the Mid-American Regional Council (MARC) developed a Regional Wayfinding Guidebook in 2020. The guidebook focuses on several principles for application:



Example sign type and brand from the Regional Wayfinding Guidebook

- › Make Connections
- › Make Information Simple and Predictable
- › Promote Active Travel and Regional Exploration
- › Maintain Motion
- › Provide a Flexible and Manageable System

The Regional Wayfinding Guidebook should be used as the primary document to implement the future wayfinding system in Olathe. Parts of the Guidebook are included in this Plan for reference.

## Locational Guidelines

### DESTINATIONS

The Guidebook charges local jurisdictions to determine the destinations to include in the wayfinding system. A wayfinding system cannot, and should not, try to identify every possible destination. Instead, the system should identify a limited number of key destinations that residents and visitors frequent most. For Olathe, the following destinations have local and regional importance:

#### Local Destinations in Olathe

- Indian Creek Library
- Ernie Miller Park, Cedar Lake Park, Lone Elm Park, Stagecoach Park/Community Center
- Schools

#### Regional Destinations in Olathe

- Cedar Niles Park, Lake Olathe Park, Heritage Park
- Downtown and the Olathe Downtown Library
- Regional trails - Indian Creek, Cedar Creek, Mill Creek, Coffee Creek Trails

The second step is to determine which destinations receive higher priority for being on a sign (high priority means the location shows up further out or at more intervals).

## NODES

The City will also need to identify key nodes for implementation. Many of these are where existing trail markers or kiosks exist today. Others will be at the proposed trailhead locations. A starting point for critical sign locations based on public comments and the trail inventory is below. As the Guidebook indicates, many decision, confirmation, and turning signs will make a complete system.

- New major and minor trailheads.
- Where a regional trail crosses a street or sidepath with more than one route alternative.
- Situations where an off-street trail transitions to an active street or sidepath that might confuse the user on which way to go. A small sign is all that is necessary.
- At entry points into Olathe city limits.
- Where trails go for long stretches without reaching a destination or crossing. Users need to be assured they are still on the right route.



An example of a small guiding sign if a trail does not end or pass adjacent to the destination



An example identification sign at a mid-block street crossing





CHAPTER

4

IMPLEMENTING  
THE NETWORK

### OVERVIEW

The guides in the last chapter intend to offer a degree of common expectations throughout the trail network. The proposed network and design applications do not anticipate every situation that may arise during the detailed development process and should not prevent other effective solutions. Implementation of the future trails network and facilities focuses on five primary components:

1. Priority Phasing.
2. Funding and Capital Investments.
3. Materials and Maintenance.
4. Trails for All Users.
5. Implementation Policies and Techniques.

### Implementation Approach

The implementation approach in this chapter represents the priorities identified by the Task Force and City Staff, alignment with future projects, and reasonable funding allocations per year. In summary, implementation focuses on the following:

- Creating a network in the near term that serves high utility parts of the city with strategic routes and path segments.
- Phases that may be developed as resources are available over a longer period.
- Phases which may be realized as Olathe expands and grows.
- Wayfinding and signage included in each phase of implementation.

When decisions on funding one segment over another in any given year, leaders should consider the following criteria:

**Implementation without change.** Segments that can be put in place with minimum change. They involve the lowest cost and least impact. Typical examples are active street improvements and wayfinding to direct users to network links.

**Implementation with minor installation.** Segments that typically involve lane reconfigurations (for bike lanes) or wayfinding enhancements.

**Minor sidewalk widening.** Segments that widen existing sidewalks to provide trail width sidepath routes.

**Major construction.** Segments that require full design and construction of trail routes, which may include grading work, tree clearing, and navigating built features.

**Connecting links.** Segments that connect major routes in the system. Typically, they fall within the “implementation without change” category.

**Projects under development.** Segments that are opportunities that take advantage of projects either under construction or in the short-term.

**Minor path development and gap filling.** Separated segments include short pathways that fill gaps in the system or relatively short stretches of new trails.

**Intersection projects.** Involve intersections of a trail with a major street or railroad.

**Responds to demand.** Changes in user demand that warrants implementation sooner than expected to serve destinations that are valuable to users and appropriate endpoints for active transportation.

**Demographic equity.** Implementation of the segment provides bicycle and pedestrian access to under served populations and connects people without access to a motor vehicle to destinations important to their lives and livelihood.



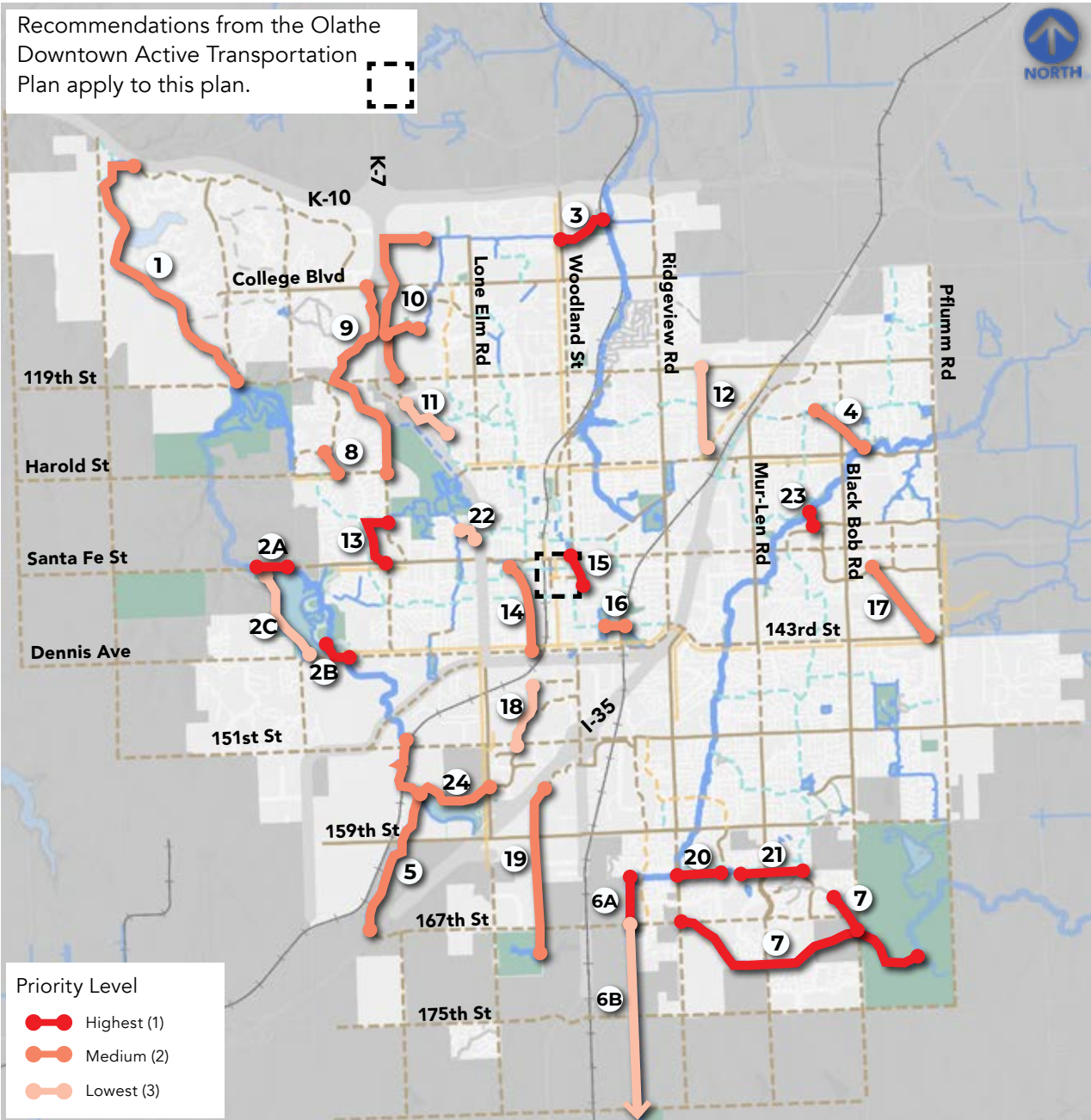
# PRIORITY PHASING

The trail network will not happen at once. The following diagrams identify the most critical gaps. The sidepath system is not included because city policy already requires installation on expressways and arterial streets with development.

Table 4.1: Priority Segments Key

	ID	ROUTE	PRIORITY
REGIONAL	1	Cedar Niles Park to 95th St	2
	2A	Lake Olathe Park Connection	1
	2B	Lake Olathe Bridge to Dennis Ave	1
	2C	West Lake Olathe Alternative Trail	3
	3	Mill Creek greenway to Woodland St	1
	4	Indian Creek to Arapaho Park	2
	5	Cedar Creek Trail Extension	2
	6A	Indian Creek Extension to 167th St	1
	6B	Indian Creek Extension from 167th St	3
	7	Coffee Creek Extension	1
NEIGHBORHOOD	8	Clare Rd to 127th St	2
	9	College Blvd to Ernie Miller Park	2
	10	119th St to 107th St	2
	11	Monticello Ter to Aurora St	3
	12	119th Street to Kansas City Rd	3
	13	Prairie Center Park to Lake Olathe Park	1
	14	Calamity Line Park to Dennis Ave	2
	15	Santa Fe St to Cedar St	1
	16	Water Works Park to Frisco Lake	2
	17	138th St to 143rd St	2
PARK	18	Frontier Ln to OMC Pkwy	3
	19	Rogers Rd to Lone Elm Park	2
	20	ICT to Arbor Landing Park	1
	21	Heritage Park to Arbor Landing Park	1
	22	Ernie Miller Park South Extension	3
	23	Indian Creek Trail Spur	1
	24	North Shore Cedar Lake Park	2

Map 4.1: Priority Phasing Segments



## Highest Priority Segments

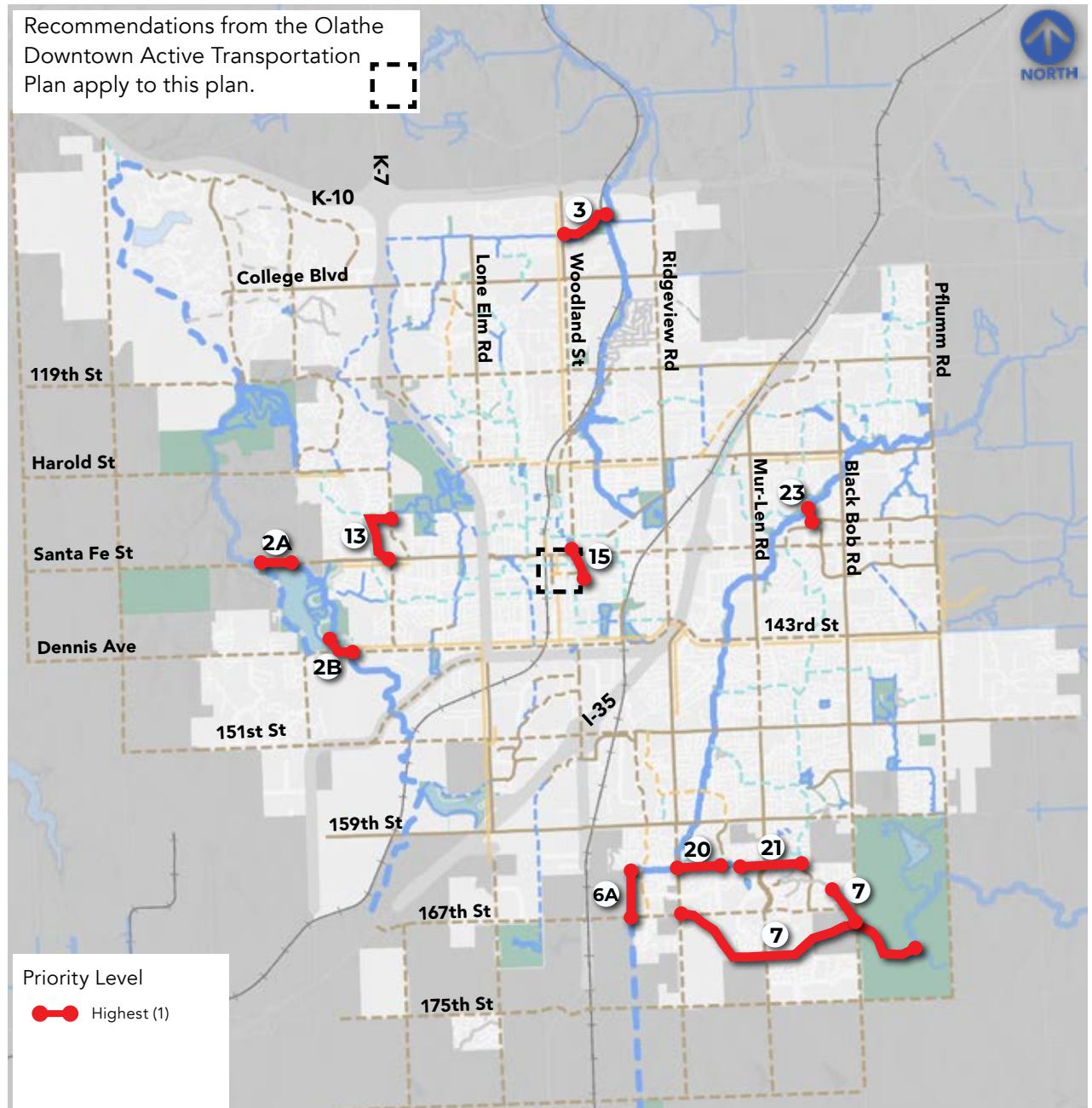
The highest priority segments are those already budgeted and those that fill critical gaps or linkages. These segments create longer uninterrupted trail routes. Several of the highest priority routes:

- Provide maximum impact for a limited initial investment.
- Link parts of the city and, in one way or another, serves most of its key destinations.
- Work toward the routes of the highest priority by citizens and stakeholders.

## FEATURES

- Critical connections around Lake Olathe Park to provide continuous trail links on the Cedar Creek Regional Trail.
- Continuation of downtown active transportation investments.
- Filling in the trail network in the growing southeast part of Olathe, especially to improve access to Heritage Park.

Map 4.2: Highest Priority Segments



**Table 4.2: Highest Priority Segments Implementation Table**

ID	ROUTE	MILES	ENDPOINTS	OPINION OF COSTS (2022 DOLLARS)	OTHER AREA CONNECTION IMPROVEMENTS
2	Lake Olathe Park Connections	2.6	<b>N:</b> Cedar Niles Park Trailhead & NE Lake Olathe Park <b>S:</b> SE Lake Olathe Park & Dennis Ave	\$3.5 - \$4.0 million	Dennis Ave access to Lake Olathe Park via new bridge (p. 67)
3	Mill Creek greenway to Woodland St	0.6	<b>E:</b> Mill Creek Greenway <b>W:</b> Woodland St between 107th Ter & 107th St	\$1.0 - \$1.1 million	
6A	Indian Creek Extension to 167th St	0.5	<b>N:</b> Hampton Park <b>S:</b> 167th St	\$375,000 - \$460,000	On-street bike facilities on Warwick St are a higher priority for access to the ICT from the 159th St sidepath (p. 42)
7	Coffee Creek Extension	1.4	<b>NE:</b> Stonebridge Subdivision trail <b>SE:</b> Access Rd at Heritage Park Shelter 8 <b>W:</b> 167th St & Ridgeview Rd	\$4.0 - \$4.4 million	
13	Prairie Center Park to Lake Olathe Park	0.6	<b>N:</b> Northeast end of Olathe West High School at 131st St & Hedge Ln <b>S:</b> Santa Fe St & Hedge Ln	\$810,000 - \$900,000	
15	Mulberry St to Cedar St	0.8	<b>N:</b> Mulberry St, east of Chestnut St <b>S:</b> Cedar St, west of Walker St	\$500,000 - \$550,000	A high priority bike lane gap on Harold St north of downtown would provide an improved route for bicyclists to downtown from destinations like Ernie Miller Park (p. 41)
20	ICT to Arbor Landing Park	0.5	<b>E:</b> Arbor Landing Park <b>W:</b> Indian Creek Trail at Ridgeview Rd, south of 163rd St	\$660,000 - \$740,000	An on-street bike route on Brentwood St and 157th St is a secondary alternative north/south segment for bicyclist access between the ICT and sidepaths on 151st and 159th St (p. 42)
21	Heritage Park to Arbor Landing Park	0.7	<b>E:</b> Sidepath at Brougham Dr <b>W:</b> Arbor Landing Park at 162nd St	\$620,000 - \$690,000	
23	Indian Creek Trail Spur	0.1	<b>N:</b> Indian Creek Trail, north of Fieldstone Apartments <b>S:</b> 133rd St, west of Blackfoot Dr	\$1.5 - \$2.0 million (including bridge)	Library and neighborhood connections to Indian Creek Trail, 135th and Brougham region (p. 69)

## IMPLEMENTING THE NETWORK

### Medium & Lower Priority Segments

The medium and lower priority segments still create critical connections but compared to the highest priority segments, these routes typically:

- Connect lesser populated neighborhoods or less common destinations.
- Offer an alternative route, but not the only route to reach a destination or trail link.
- May be less traveled potential routes.
- Take more infrastructure investment and planning to achieve.
- Continue into areas that are yet to be fully developed.

### FEATURES

- Larger investments to extend the regional trail system along Cedar Creek.
- Neighborhood park connections from the sidepath system.
- Alternatives to the sidepath system to reach downtown and neighborhoods.

Map 4.3: Medium and Lower Priority Segments

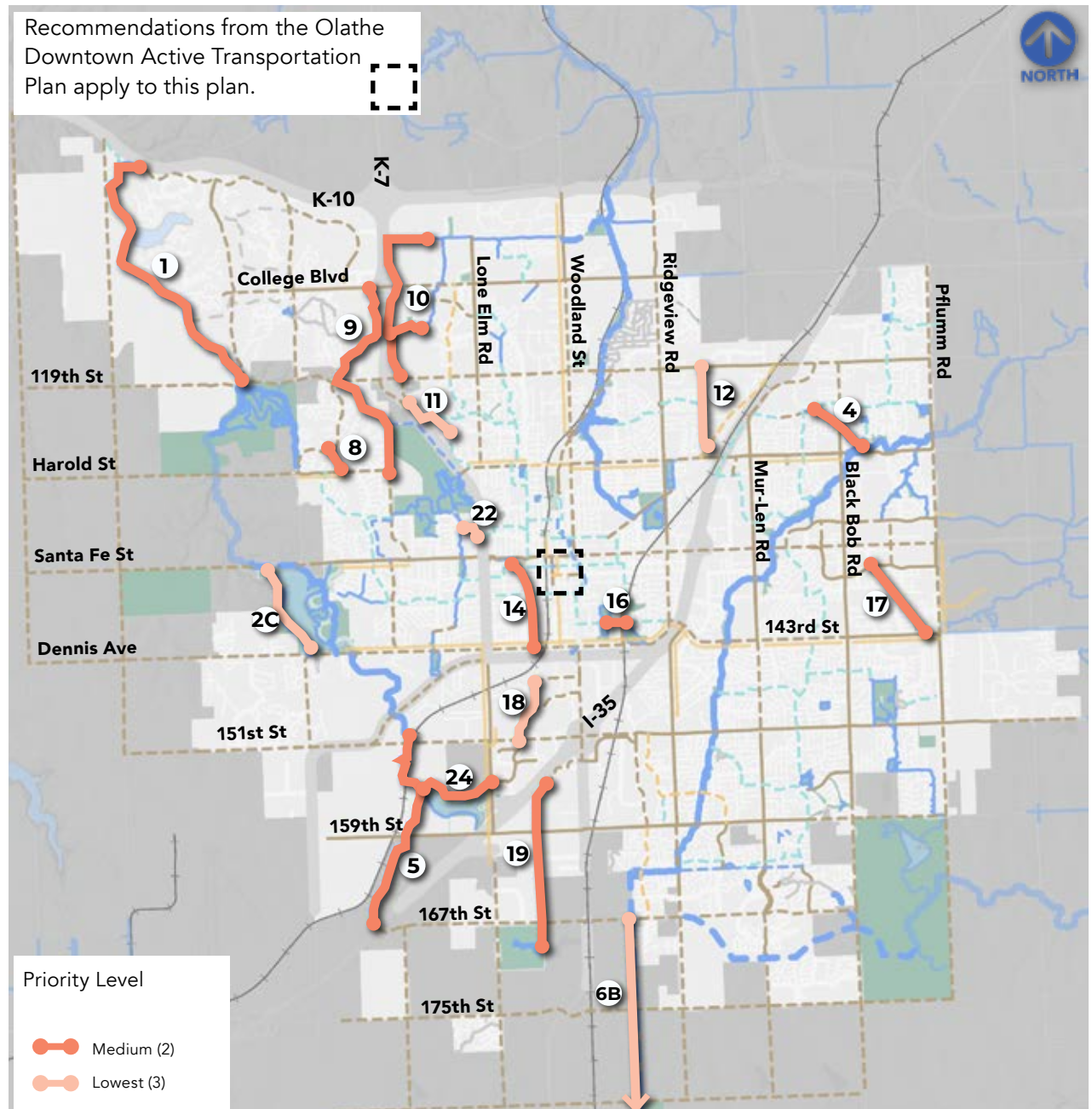


Table 4.3: Phase 2 and 3 Implementation Table

ID	ROUTE	MILES	ENDPOINTS	OPINION OF COSTS (2022 DOLLARS)	OTHER AREA CONNECTION IMPROVEMENTS
1	Cedar Niles Park to 95th St	3.7	<b>N:</b> Terminus of Valley Pkwy <b>S:</b> Cedar Niles Park	\$3.4 - \$3.9 million	Along this segment, there is a great opportunity to add recreational mountain bike trails off the primary trail
4	Indian Creek to Arapaho Park	0.6	<b>E:</b> Indian Creek Trail north of W 127th St <b>W:</b> Arapaho Park	\$1.0 - \$1.2 million	Heatherstone Park/School to Pflumm Rd and Indian Creek Trail (p. 65)
5	Cedar Creek Trail Extension	3.7	<b>N:</b> Cedar Creek Trail terminus <b>S:</b> 167th St, east of railroad	\$2.0 - \$2.2 million	Along this segment, there is a great opportunity to add recreational mountain bike trails off the primary trail
6B	Indian Creek Extension from 167th St	2.0+	<b>N:</b> 167th St <b>S:</b> Continue south with growth past 175th St	\$2.2 - \$2.4 million	
8	Clare Rd to 127th St	.2	<b>N:</b> Clare Rd & Barth Rd <b>S:</b> 127th St west of Persimmon Dr	\$240,000 - \$260,000	
9	College Blvd to Ernie Miller Park	3.7	<b>N:</b> College Blvd east of Dunraven St <b>SE:</b> Ernie Miller Park & Harold St <b>SW:</b> 127th St & Hedge Ln	\$4.4 - \$5.0 million	
10	119th St to 107th St	2.5	<b>N:</b> West 107th St <b>S:</b> 119th St & Monticello Ter <b>E:</b> South end of Meadow Lane Trail	\$2.75 - \$3.0 million	Installing bike lanes on Sunnybrook Blvd from College Blvd to 119th St is an intermediate alternative to provide an alternative north/south route until implementation of this segment (p. 41)
11	Monticello Ter to Aurora St	1.4	<b>N:</b> South end of Monticello Ter <b>S:</b> 122nd St and 124th/Aurora St	\$850,000 - \$940,000	
12	119th Street to Kansas City Rd	0.9	<b>N:</b> 119th St, east of Lennox St <b>S:</b> Kansas City Rd, access between property south of Winchester St	\$1.0 - \$1.2 million	On-street bike facilities on Kansas City Rd is a higher priority segment to connect to Lenexa and between the 119th St and Harold St sidepaths (p. 41)
14	Calamity Line Park to Dennis Ave	1.0	<b>N:</b> Calamity Line Park <b>S:</b> Dennis Ave west of Pine St	\$1.4 - \$1.5 million	Santa Fe St crossing to Santa Fe St sidepath/Calamity Line Park at Iowa or Lincoln St (p. 70) Bike lanes - Kansas Ave terminus to Dennis Ave (p. 66)
16	Water Works Park to Frisco Lake	0.2	<b>E:</b> Keeler St sidepath north of Bristol Ln <b>W:</b> Waterworks Lake South trail	\$210,000 - \$230,000	Water Works Park to Frisco Lake connection routes (p. 68) Bike lanes - Kansas Ave terminus to Dennis Ave (p. 66)
17	138th St to 143rd St	1.0	<b>N:</b> 138th St & Alden St <b>S:</b> 143rd St & Gallery St	\$840,000 - \$925,000	
18	Frontier Ln to OMC Pkwy	0.7	<b>N:</b> Frontier Ln, east of Fountain Dr <b>S:</b> OMC Pkwy and 151st St	\$830,000 - \$910,000	
19	Rogers Rd to Lone Elm Park	1.9	<b>N:</b> Current end of Rogers Rd <b>S:</b> Northwest Lone Elm Park	\$2.1 - \$2.3 million	Southgate St retail area to Olathe Activity Center and future Cedar Lake Trail/Woodland St pedestrian crossing (p.71)
22	Ernie Miller Park South Extension	0.2	<b>E:</b> Spruce St & Millridge Rd <b>W:</b> Rolling Ridge Trail	\$225,000 - \$250,000	Harold St bike lanes/sidepath to Ernie Miller Park (W. Harold and K-7), connection through or around Ernie Miller to Rolling Ridge Trail (p. 64)
24	North Shore Cedar Lake Park	1.0	<b>E:</b> Northeast Cedar Lake Park & Lone Elm Rd <b>W:</b> Proposed Cedar Creek Trail extension	\$850,000 - \$940,000	

\*Route 2C is not included in the opinion of costs because of many unknowns related to engineering and property ownership

## FUNDING AND CAPITAL INVESTMENTS

Implementation most critically depends on available funding. Some large projects or overall efforts could receive federal and state funds that advance their priority level. As stated in the 2019 Downtown Active Transportation Plan, critical components for funding can also apply to the citywide active transportation network:

**Think ahead for long-term projects.** Some projects will not occur for many years. However, advance planning starts the process by building partnerships, initiating conversations with adjacent property owners, and conducting initial studies to determine project feasibility.

**Focus efforts wisely.** The City should concentrate on activity and benefits to create the greatest returns. By pairing upgrades with already planned projects such as subdivision development, utility upgrades, or street reconstructions, the City can complete portions of the network in shorter time frames and at more efficient costs.

**Be open to opportunity.** New opportunities may arise as the community continues to grow. Awareness of and openness to opportunities that meet the priority criteria can help implement the plan just as well.

## Cost Estimates

Table 4.4 displays an opinion of costs for implementation by priority segments in 2022 dollars, with the suggested time for completion. Some segments in future development areas will not fit into the listed time frame for completion because their implementation depends on the rate of Olathe’s future growth.

**Table 4.4: Opinion of Probable Costs**

TRAIL PRIORITY	TIME FRAME	COST OPINION*
Highest	Year 1-4	\$13.0 - \$14.8 million
Medium	Year 5-8	\$19.1 - \$21.5 million
Lowest	Year 9-10+	\$5.1 - \$5.7 million
<b>Sidepaths</b>		**
<b>Bike Lanes</b>	Noted in the implementation tables	\$385,000-\$550,000
<b>Active Streets</b>	Spread over time with broader wayfinding implementation	
<b>Minor Trailhead</b>	Implement alongside trail improvements	\$100,000 - \$150,000
<b>Major Trailhead</b>	Implement alongside trail improvements	\$650,000 - \$750,000

\*Estimates were calculated in September of 2022, when the cost of materials were historically high. At the time of this report, it was uncertain whether costs would remain at their 2022 levels over time or stabilize to historically “normal” ranges.

\*\*New future streets that will have sidepaths are not included in the cost opinion. Sidepaths along these segments should be budgeted into future street construction costs. Additionally, existing sidepath gaps not included in the trail priorities fall under the City’s existing costs for sidewalk widening reconstruction.



## Funding Sources

The City and its partners have used many different sources to fund trails in the past. Additionally, the sources listed in the 2019 Downtown Active Transportation Plan bear listing again here, along with additional sources.

### CITY

- Street Preservation and Reconstruction Program
- Capital Improvement Program
- City Operating Budget

### PRIVATE

- American Trails Trail Fund
- PeopleForBikes Community Grant Program

### REGIONALLY MANAGED SOURCES

- MARC Surface Transportation Program (STP)
- MARC Congestion Mitigation Air Quality (CMAQ) Improvement Program

### STATE MANAGED SOURCES

- KDOT Transportation Alternatives (TA) Program
- KDOT Cost Share Program
- Recreational Trails Program (RTP)
- Chronic Disease Risk Reduction (Kansas Department of Health and Environment)

### FEDERAL SOURCES

Funding for active transportation projects can come from many places. New bills and programs being passed in 2021 and 2022 might open up more opportunities at the Federal level in the future.

- Land and Water Conservation Fund (LWCF)
- Highway Safety Improvement Program



## MATERIALS AND MAINTENANCE

Trails need to be maintained throughout their life cycle. The costs illustrate the importance of planning for high-quality construction and maintenance. Pavements must be repaired and paint must remain visible to continue to function as designed. Maintenance costs may also vary from year to year, depending on factors such as weather and level of use. Table 4.6 indicates the minimum required maintenance for the trail network in Olathe.

### EXISTING STANDARDS

- Approved trail materials include asphaltic concrete pavement. The City is on a 5-year cycle of sealing asphalt trails and about 25% of trails need immediate surfacing or repair.
- Trails are swept, removed of snow (some), and mowed with a two-foot strip on each side. Trails are pruned for landscaping overhang four times a year.

### FUTURE MATERIAL CONSIDERATIONS

#### Concrete

- Positives
  - › Well-maintained concrete can last approximately 25 or more years.
  - › Surface characteristics are appropriate for drastic weather changes and flooding.
  - › Standard detail for concrete side path already included on City of Olathe’s website.
- Drawbacks
  - › Harder surface is unpopular with runners. Increased stress on runner’s legs.

#### Asphalt

- Positives
  - › Works well for bicyclists and skaters.
- Drawbacks
  - › Easy to contaminate the environment during installation/construction.
  - › Requires use to remain flexible and resist cracking.

## Trail Material Considerations

Both asphalt and concrete trails are popular in Olathe for different reasons. The Trails and Greenways planning process unveiled the desire to retain both materials as options for new trail construction. Table 4.5 summarizes possible trail surface materials and their implications on cost, maintenance, and durability. The City will determine the appropriate material for each new trail segment.

**Table 4.5: Trail Surface Material Comparison**

	CONCRETE	ASPHALT	PERVIOUS ASPHALT*	AGGREGATE
Lifespan	25 years when well maintained	7 - 15 years	20+ years when well maintained	4 - 12 years depending on maintenance
Pricing	Approximately \$4.75 - \$5.50 per SF	Approximately \$3- \$4 per SF	Approximately \$4.80 - \$6 per SF (20-50% higher than normal asphalt)	Approximately \$1.15 per SF
Repair	Able to spot repair, with minimal crew and equipment	Can reseal cracks but requires equipment, potholes can be spot filled	Continuous maintenance is required to keep voids open	Additional gravel added every 2-3 years, resmoothed with tractor once/twice a year
Other Considerations	Good for drastic weather changes and flooding, standard detail already on Olathe’s website for 10’ side path	Good for bicyclists, skaters, and runners due to softer exposed surface	Eliminates stormwater impact fees, reduces pollutants	Tolerates vehicular/pedestrian traffic, less impact on joints/knees

\* Pervious asphalt refers to a pavement material made of coarse stone aggregate combined with an asphalt binder. The binder consists of tiny, fine aggregate. Water seeps into the tiny air pockets present in the finished asphalt surface. Pervious asphalt has a similar appearance to traditional asphalt but has rougher features.

A full summary of material evaluations is in the Appendix.



# Maintenance Program

## Sweeping - Schedule: As needed, plan for more in summer/fall

- Use a seasonal sweeping schedule that prioritizes major bicycle routes and regional trails.
- Sweep paths whenever there is an accumulation of debris on the facility.

## Landscaping - Schedule: Twice a year; middle of growing season and early Fall

- Ensure that shoulder height plants do not hang into or impede trails.
- After major damage incidents, remove fallen trees or other debris from trails as quickly as possible.
- Replace/repaint on-street bike lanes/signage promptly as needed.

## Signage - Schedule: As needed

- Check regulatory and wayfinding signage along trails and bike routes for signs of vandalism, graffiti, or normal wear.
- Replace signage along the network as needed.
- Perform a regularly-scheduled check on the status of signage with follow-up as necessary.



## Roadway/Trail Surface - Schedule: Seasonal inspection

- Maintain a smooth pothole-free surface.
- Ensure that the finished surface on bike routes does not vary more than 1/4" on new street construction.
- Maintain pavement so ridge buildup does not occur at the gutter-to-pavement transition or adjacent to railway crossings.

## Drainage Grates - Schedule: Inspect before winter and after major storms

- Require all new drainage grates to be bicycle-friendly, including grates with horizontal slats so that bicycle tires and assistive devices do not fall through the vertical slats.
- Create a program to inventory all existing drainage grates and replace hazardous grates as necessary.

Table 4.6: Probable Maintenance Costs

FACILITY TYPE*	MINIMUM MAINTENANCE	ANNUAL PLANNING LEVEL COST (2022 DOLLARS)**
Shared Use Paths	Sweeping, trash removal, mowing, weed abatement, snow	A good metric is 1% of the cost to construct the trail per mile, annually. The first couple of years, the dollars that are not shared should be banked for deferred maintenance.
Bicycle Boulevards	Sign and shared lane marking stencil replacement	\$1,500
Shared Lane Signage or Markings/Sharrows	Sign and shared lane marking stencil replacement	\$1,500
Standard Bike Lanes	Repainting, debris removal/sweeping, snow removal, signage replacement	\$3,000-\$5,000

In 2022, the City budgeted \$250,000 of CIP funds for existing trail maintenance.  
 \*Updating pavement marking specifications for longer-lasting materials, such as switching from latex paint to thermoplastic, or by specifying recessed pavement markings to minimize wear degradation caused by snow plows can help to extend the life of a pavement marking and also help maintain its visibility.  
 \*\*For paint maintenance, this does not mean repainting every year, but an annualized budget for staggered repainting approximately every 3-5 years. Additionally, some costs could be included with normal street maintenance, such as snow removal, which is happening anyway.

## TRAILS FOR ALL USERS

A common comment during the Olathe Trails and Greenways Guiding Plan process related to conflicts between walkers, runners, and cyclists on the trail. Comments like those below were common:

*"...When riding on a trail, I am always afraid of dog walkers who have dogs off-leash or on LONG extendable leashes and out-of-control children. When walking on a trail, I am constantly having to remind my family to shorten the dog's leash and watch out for bikers. Stay to the right! Bikers want to go fast when they can, then suddenly a family with a dog and a child [appear on the trail]! It is the biker's responsibility to not injure anyone. Bikers need their own lanes on trails..."*

*"I so appreciate Olathe's commitment to our green spaces and the trails to connect them. I am concerned about all the bikes, scooters, and other "vehicles" that share the paths with walkers & runners, as people often do not alert people when passing, or are going pretty fast..."*

*"I'd like to see more signage to help both runners/walkers and bicyclists understand the "rules" of the shared use path. As someone on both sides of this equation, I understand the frustration on both sides - bikes riding too fast or passing too close, walkers taking up the whole path, dogs off leash or way out on an extended leash, bicyclists not announcing themselves or doing so just feet before passing, the list goes on. I think most is just ignorance of not understanding how our actions affect others."*

Signage along the trail, painting applications, and regular public educational seminars, events, and advertisements are all possible ways to increase awareness of proper trail etiquette.

### LOCAL RESOURCES:

- Mid-America Regional Council (MARC): <https://www.marc.org>
- BikeWalkKC: <https://bikewalkkc.org>

## Emerging Personal Transportation Modes

Electric bicycles, scooters, hoverboards, and other new technologies yet to be known are more and more common. Users of these technologies still use sidepaths and trails as their travel routes. However, speeds are often higher than a traditional bicycle or scooter. Planning for increased use of these "micro-mobility" transportation modes should consider:

- Update standards for street design that comfortably caters to more micromobility options and diverts these higher speed modes off of trails and sidepaths. Standards could include signage diverting high speed uses to the street and the right to use bike lanes.
- Which speeds dictate prohibiting use on off-street trails and sidepaths.
- Specifying which portions of trails should only allow non-electric transportation or be "slow zones."

2020. Managing Shared-Use Micromobility: PAS QuickNotes 86. American Planning Association. 2019. Guidelines for Regulating Shared Micromobility, Version 2. National Association of City Transportation Officials (NACTO).

## Designing for Accessibility

People of all ages and abilities should feel comfortable using the great off-street trails in Olathe. Examples of design elements to consider include:

- Benches more frequently placed along the first mile or two stemming from a trailhead. Older people and those with limited mobility may not walk as far but benefit from more opportunities to stop and rest.
  - › Facilities can include covered benches or spaces for those in wheelchairs to rest from weather elements.
- Consider which trailheads might require more parking for buses that might bring users from assisted living facilities or schools.
- Signs telling users whether the trails remain paved ahead or transition to an aggregate surface material at some point.
- Signs or other educational material to educate users on how to alert deaf individuals when passing on a bike or micro-mobility device.

# A Starting Guide: Trail Courtesy

## Be Prudent, Alert, Careful, and Courteous

Trails in Olathe, especially regional trails, are very popular and shared by many types of users who move at different speeds. Courtesy and consideration can make everyone’s trail experience safer and more pleasant.

**BE COURTEOUS**

**KNOW THE RULES**

**SIGNAL WITH BELL AND/OR VOICE WHEN YOU’RE PASSING**

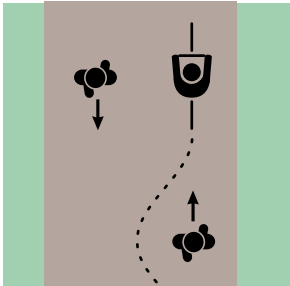
**BE CAREFUL OF TRAFFIC CROSSINGS**

**BE PREDICTABLE**

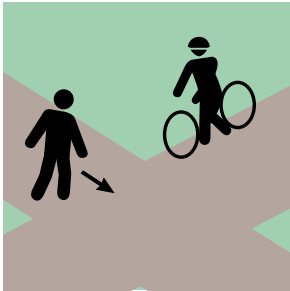
**USE LIGHTS AFTER DARK**

**STAY ON YOUR SIDE OF THE TRAIL**

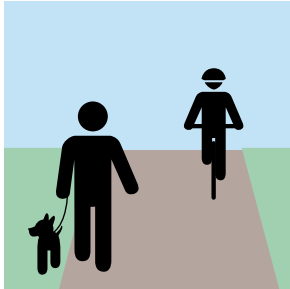
**Cyclists should signal with a bell or a voice signal, “passing on your left,” in time to avoid startling the person being passed.** Pedestrians should acknowledge with a wave and step to the right to help the cyclist pass.



**Pedestrians have the right of way.** Cyclists must yield to pedestrians. However, pedestrians should also be courteous and cooperative with cyclists.



**Control your pets.** If you are a pedestrian walking a pet, keep them leashed. Use short leashes and walk pets on the outside of the trail. Remember that improper walking of a pet can cause crashes and serious injury.



**Look where you ride.** Cyclists tend to steer in the direction that they’re looking. Look straight ahead to avoid veering into oncoming trail users or going off the trail.



**Parents: To keep track of young riders, position them in front of you.**

**Keep right.** All trail users must stay right except when passing. If you stop, move off the trail to the right.



**Ride at appropriate speeds and obey warning signs.** Use good judgment and ride at speeds appropriate to trail conditions such as traffic, weather, or curves. Obey signs and ride single-file at underpasses.



## IMPLEMENTATION POLICIES AND TECHNIQUES

The City of Olathe already has a history of successfully reserving or acquiring land for trail development. Many strategies and policy recommendations are reiterated throughout this plan. In summary, critical investment or policy decisions on implementing the Trails and Greenways Guiding Plan should always follow the overarching principles and goals of the Olathe Comprehensive Plan and the decision making criteria in this document.

There may be times when the Guiding Plan does not provide an exact recommendation for a segment, location, design element, or opportunity unknown at the time of writing. The following basic questions should be answered to guide the future trail network:

- Will the route satisfy the recreation and transportation needs of various user groups?
- Does the trail segment accommodate different levels of user abilities with appropriate features and facilities?
- Does the trail segment have the ability to provide continuity currently or in the future through incremental development?
- Will the route create a trail network rather than a single point-to-point route?
- Does the trail respond to demand by users?
- Can the trail be constructed without influencing floodplains or negatively affecting greenways?
- Where can we create and maintain relationships with property owners next to trails or areas of desired trails?



### Trail Reservation with Development

The City has zoning and subdivision standards to reserve trail easements or dedication within new development proposals. The City should consider acquiring and maintaining greenways as development reaches them. Recreational easements can be more appropriate if these areas are kept in private ownership.

Where larger investments are not ready, but demand is rising, intermediate low-maintenance solutions can include mowed grass or single-track paths with stakes to define public use. This is not ideal for sidepaths along arterial and collector streets but can be used on neighborhood or greenway trails. These low-cost surfaces define the trail and establish a pattern of use. The appropriate interim surface selection depends on such factors as time of service until ultimate completion, slopes, drainage characteristics, soil conditions, and development design.

### Trails Through Existing Private Development

The goal of the Trails and Greenways Guiding Plan is not to acquire mass amounts of private land for trails. However, there are critical connections in the network concept that could efficiently be met by crossing existing privately owned property. Regular communication with property owners and maintaining a positive relationship is critical for future trail opportunities, and general public service. The outcomes of past communications and sentiments of trail routes change over time. Broader acceptance of trails typically evolves as people increasingly view the trail as a natural and beneficial part of the landscape and see the benefits to them with minimal effects.

Aside from each party agreeing to accept market price for the City to acquire trail routes, ways to encourage property owners to allow public trail access include:

- Tax benefits such as a tax deduction for a charitable donation, under certain conditions, or a federal estate tax exemption.
- Expressing the likely improved land value with access to a trail.
- Showing overall community and neighborhood buy-in to a trail, and how the City will ensure privacy for the adjacent owners.

### Notable Ordinance Regulations Affecting Trails and Users

The City of Olathe zoning and subdivision ordinances do a good job of enhancing active transportation opportunities and protecting greenways. A few minor amendments might include:

- Bicycle Use
  - › 10.01.131(D) - Standard requires bicyclists to use sidepaths instead of the road when present. **Language could be amended to be clear that riding on the road is allowed if bike lanes or other on-street bicycle facilities are present.**
  - › 18.30.180(D) - States that on-street bicycle facilities must be provided when identified on the Major Street Map, Transportation Master Plan, Parks and Recreation Strategic Plan, and/or other applicable plans. **The Trails and Greenways Plan could be added to the list to be more explicit.**
- Sidewalks
  - › 12.12.080(C) - Sidewalks are only required to be on one side of local residential streets. **Requiring sidewalks on both sides of the street in residential areas are preferred, unless there are significant environmental barriers.**
- Trail System
  - › 18.30.180(C)(1) - Standards describe that streets on the trail system in the Trails and Greenways Plan must have widened sidewalks. However, the width of "widened sidewalk" is not defined. **Recommend specifying the width of a widened sidewalk as eight feet or more.**
  - › 18.30.180(C)(4) - Standards state that trails not designated in the Trails and Greenway Plan must be placed within private homeowner associations. **This standard might be restrictive because not all future trails opportunities were known in the Trails and Greenways Plan.**

[Reserved]

[Reserved]







A

APPENDIX

# DETAILED MATERIALS AND MAINTENANCE REVIEW

## FUTURE MATERIAL CONSIDERATIONS

### Concrete

- Positives
  - › Well-maintained concrete can last approximately 25 or more years.
  - › Surface characteristics are appropriate for drastic weather changes and flooding.
  - › Standard detail for concrete side path already included on City of Olathe's website.
- Drawbacks
  - › Harder surface is unpopular with runners. Increased stress on runner's legs.
- Pricing
  - › Approximately \$4.75 - \$5.50 per square foot.
- Repair/Maintenance
  - › Cracking: Pressure wash surface, seal cracks with caulking to reduce water penetration.
  - › Leveling Issues: Insert leveling material underneath sidewalk to eliminate tripping hazard.

### Asphalt

- Positives
  - › Works well for bicyclists and skaters.
- Drawbacks
  - › Easy to contaminate the environment during installation/construction.
  - › Requires use to remain flexible and resist cracking.
- Pricing
  - › Approximately \$3 - \$4 per square foot.
- Repair/Maintenance
  - › Life expectancy of 7 - 15 years.
  - › Cracking: Crack sealing
    - » Cold applied uses modified asphalt emulsion liquid that liquefies at ambient temperatures, less equipment required.
    - » Hot applied heats up blocks of rubberized asphalt using specialized oil-jacketed melter. Requires a truck-pulled tool on a trailer and offers a quicker set time when compared to cold applied (10 minutes).
  - › Slurry sealing: Also known as chip seal, micro-topping, etc. Uses small #8 aggregate, mixed with the binder, or applied after binder and rolled in.
  - › Potholes: Pothole is cleaned out and filled with the material to get grade re-leveled.

**Pervious Asphalt.** Pervious asphalt refers to a pavement material made of coarse stone aggregate combined with an asphalt binder. The binder consists of tiny, fine aggregate. Water seeps into the tiny air pockets present in the finished asphalt surface. Pervious asphalt has a similar appearance to traditional asphalt but has rougher features.

- Positives
  - › Reduces runoff by trapping and slowly releasing it into the ground. Also recharges groundwater levels and can eliminate the need for a retention basins. Allows for infiltration up to 80% of annual runoff value.
  - › Eliminate stormwater impact fees but only applicable if the local government charges developers stormwater impact fees when the water run-off from parking lots overflows the storm sewer system.
  - › Reduces pollutants.
  - › Less irrigation needed to maintain surrounding landscape.
  - › With proper installation and maintenance, pervious asphalts can last for 20+ years.
  - › High air-void structure aids in ice melt in winter months.
  - › Traps less heat and rapid cooling due to the high air-void structure- helps mitigate the urban heat island effect.
- Drawbacks
  - › Thicker than traditional asphalt, so cost is higher.
  - › Proper cleaning to prevent clogging.
  - › Tires can cause raveling.
- Pricing
  - › 20-50% higher in unit material costs (compared to regular asphalt).
- Repair/Maintenance
  - › Continuous maintenance to ensure spaces between the materials do not become clogged.
  - › Seal Coat: Not needed. This will clog up the open structure of the pervious asphalt and will attract dirt and debris.

### Aggregate (AB-3)

- Positives
  - › Tolerate vehicular and pedestrian traffic - Used for driveway, patio, retaining wall bases, etc.
  - › Pedestrian users (walkers, joggers, hikers, etc.) prefer the softer material, lessens the impact on joints/knees.
  - › Compactable into a harder surface over time.
- Drawbacks
  - › Aggregate pieces range in size, not consistent sizing (possible positive).
  - › Erosion possible from elements, seasonal plowing, cyclists, and machinery.
  - › Weeds can potentially root and grow, but can easily be controlled with salt or chemical application.
  - › Dusty after initial install.
  - › Will not be compatible with skates, skateboards, etc.
- Pricing
  - › Typically cheaper than concrete or asphalt.
- Repair/Maintenance
  - › Additional gravel may be required to be installed every 2-3 years.
  - › Regrading with a tractor/equipment may be needed 1-2 times a year to smooth gravel and recreate crown, but regular maintenance may decrease need to add gravel.
  - › Overall life expectancy ranging from 4-12 years depending on maintenance and upkeep.
  - › Potholes possible.
  - › Water may start pooling as aggregate settles.
- Other options
  - › Crushed aggregate/chat or compacted soil with top dressing.

## TRAILS AND GREENWAY POLICY CASE STUDY EXAMPLES

### GREENWAY COUNCILS

A council in place to advise state, planning councils, private citizens to implement greenways.

#### Positives

- Land is more well-managed with multiple partners involved.

#### Drawbacks

- Cities could lack the funding to create these councils, or local expertise may not be available.

### CITY CODES

Standards and policy built into regulatory processes in a city.

#### Positives

- The land is automatically publicly-owned if designated as a greenway, allowing for maintenance.

#### Drawbacks

- Many similar towns to Olathe lack city codes pertaining to greenways, but rather abide to state laws.

### MASTER PLANS

A separate document to provide guidance and direction to decision makers that may also include site specific design recommendations.

#### Positives

- The city has more guidance as to where greenways can occur and how they are managed.

#### Drawbacks

- Can lack implementation strategies.

### CONSERVATION EASEMENTS

A tool that maintains private ownership but restricts development and can allow public access for maintenance or recreation.

#### Positives

- Could create more land to be conserved while reducing costs to the city if land is donated.

#### Drawbacks

- May lack funds to obtain land, and areas with pressure to develop could face challenges.

### STREAM PROTECTION GUIDELINES

Creates guides for developers and the city in areas around waterways to mitigate erosion and habitats along waterways.

#### Positives

- Includes the use of riparian buffers which would be a faster route for local governments to create greenways, and criteria for greenways can be more defined.

#### Drawbacks

- Criteria must be adjusted based on the site, to account for erosion, slope, and the stream temperature.

### RIPARIAN BUFFER ORDINANCE

More formalized regulations than stream protection guidelines that protect an area around streams from development, and can require restoration with adjacent development.

#### Positives

- A more local and targeted approach to implementing greenways along waterways and develop best management practices.

#### Drawbacks

- Does not include greenways that are not along a water body.

## OPEN ENDED COMMENTS

(unedited from online map comments: <https://rdgusa.mysocialpinpoint.com/olathe-2040-trails-greenways-guiding-plan#/>)

### Like

- › This trail is a lot of fun!
- › Would like extension here to downtown Olathe. Would enjoy trails that are flat or not so hilly. Any trails one park to another would be good.
- › Good signage and lane stripes.
- › The city wants to put a road through here, but that would destroy much of this wooded area. Please keep it as-is.
- › What the huh???!!! This fancy little crossing loop under Ridgeview is super cool and I'm glad for it I guess? It doesn't seem to connect point a to point b, as the wide sidewalk on the east side of Ridgeview ends about here. I can see how to get from Mahaffie Trail via Pineview for a safe crossing of Ridgeview here. Wayfinding could sure help in cases like this, where safe crossings of arterials are rare.
- › Excellent shortcut between neighborhoods!
- › Thanks for the work on this area! The slope of the hill is still challenging but more manageable and the trail is far less muddy after it rains.
- › Use this trail almost daily!
- › I like having these bike fix-it stands (particularly the air pump), wish they were more common in case you need to fix a flat.
- › This path connection is great! Very thoughtful spur to a little gem of a park.
- › Absolutely love this trail which provides either a loop or a path between the Indian Creek Trail and the Tomahawk Creek Trail. It would be a dream world if the Indian Creek Trail hooked up to all major Olathe trails somehow.
- › I love this part of the trail and I hope it stays intact as development inevitably occurs around it.
- › A safe path like this going around the back of a shopping area and providing access is great! Would like to see this concept implemented at other large shopping destinations/parking lot deserts.
- › This little segment of connection has great potential to transform this area for biking/hiking/walking!
- › I run the trails at WaterWorks Park and Frisco Lake all the time. I would love to see these two lakes connected! I encounter other walkers/runners on these trails all the time as well, and I'm sure a way to easily get between the two walking trails would be appreciated by many.
- › Note - older map imagery does not show Mahaffie Road, which has excellent sidepath crossings to go across Old 56 and under I-35 to connect to Garmin. The sidepath itself has one safety issue and one nice to have that are noted in another comment.
- › I like this park entrance. I wish that all of the collector roads could have bike lanes (at least on the scale of what Overland Park has been adding) to safely be able to ride to here.
- › Really going to enjoy this trail when it is completed.
- › Appreciate repaving on Indian Creek Trail during the pandemic. I use the trails 5-6 times/month all year for 25 mile rides. Please work on mud/water puddles on East end of bridge just west of Phlumm, on Eastbrook Trail just south of Indian Creek Trail (North of 127th Street tunnel) and West of new bridge South of Lutheran Church/School. Unsafe in cold weather. Please put restrooms with running water (handwash!) for 12 month/year use at Frontier Park (centrally located, busy).
- › Sidepath is wide, in great condition, and provides good car/bike separation.
- › Great section of the trail!
- › I love this section of the trail.
- › I like this trail section, very smooth and clean.
- › Absolutely love this trail which provides either a loop or a path between the Indian Creek Trail and the Tomahawk Creek Trail. It would be a dream world if the Indian Creek Trail hooked up to all major Olathe trails somehow.
- › Really going to enjoy this trail when it is completed.
- › Note - older map imagery does not show Mahaffie Road, which has excellent sidepath crossings to go across Old 56 and under I-35 to connect to Garmin. The sidepath itself has one safety issue and one nice to have that are noted in another comment.
- › This path connection is great! Very thoughtful spur to a little gem of a park.
- › Standing water after heavy rains, from the tunnel provide a sloped drainage to the catch basin in this area.

## Don't Like

- › It's not easy to get onto the trail when riding southbound, you either have to hop a curb or do a U-turn onto the sidewalk at the next intersection.
- › Entrance to trail off of extremely busy street. Would love it if the trail had a leg that followed creek to new bridge off of 139th. Don't take kids on trail because I don't want them riding bikes along Mur-len.
- › Add a curb cut here to make it easier to go between the trail and the bike lanes.
- › This bike lane is receding faster than my hair line, both here and on the hill leading up to Mur-Len. Soon it will be as sparse as the one on Lone Elm between 119th and College.
- › This area always becomes a muddy swamp with a thunderstorm and can stay like that for days or sometimes weeks.
- › I wish there was a way to connect the Rolling Ridge trail area westward towards the new developments at Lake Olathe. It feels like there is no access to make your way westward down Dennis.
- › No sidewalks at this intersection to connect to trail/sidewalks to the north/east/west. I believe this intersection is programmed to be improved eventually and those improvements would happen at that time.
- › Too much road noise to enjoy nature. Add noise barriers along K-7.
- › Right turn lane is extra wide and oddly angled with respect to the curb. Narrow it and add a bike lane to its left.
- › There is a curb cut here to bail from the bike lane to the sidewalk, but no matching curb cut southbound to get back onto the bike lane.
- › There used to be a crosswalk here. I would like it to return.
- › Mahaffie is wide enough for a bike lane, especially here at the underpass and to the north.
- › Northgate is a terrifying road to cycle on, unless you're on the sidewalk. High speeds, insistent drivers, and few bail-outs for cyclists who get buzzed. Would prefer a side path here.
- › Bike path makes an awkward jog that is not signed from either direction. It's especially confusing when traveling south along Lindenwood Drive to the intersection at 143rd, as the continued path farther west is not easily visible through traffic. Northbound cyclists can exit the path near Stratford Road and ride through the neighborhood to avoid multiple start-and-stops at the Lindenwood/143rd Street intersection.
- › Lack of bike rack to allow for locked bikes is common across major retail and grocery. Would like to see bike rack infrastructure requirements for new development and incentives if possible for installation at existing developments.
- › Northbound bike lane ends abruptly with no clear cycling connection to nearby Stagecoach Park. Sidepath preferred for Ridgeview from 135th to College Blvd.
- › Can we connect the circle path and the outer ring? We love walking down to the water, past the big trees, then we have to slog across the snow/mud/grass to get to the longer trail.
- › I enjoy walking this trail around the Olathe Community Center. However, I wish there were several more trees along the western portion. That long open stretch is very hot during the summer and would be much more pleasant with shade. Thank you!
- › I use this sidewalk to connect from lake olathe to Gary Haller. This part of the trail needs to connect and this sidewalk maintained here. The bridge has bushes that over grow around it during the summer and impedes using this sidewalk.
- › No sidewalks along a narrow road with hills and poor visibility.
- › This part of the trail is creepy - better lighting even during daylight hours would be beneficial.
- › Many Millbrooke Elementary and Summit Trail students who live to the south have no safe route to walk or ride their bike to school. And this same group of houses has no path to the library downtown unless they ride or walk on busy two lane roads without sidewalks.

- › Crossing improvement needed between the multi-use path on the north side of Kansas City Road and the spur to the Stagecoach Park trail. The current spur to the sidewalk indicated on the map leads to a highly informal curb cut covered in large gravel between the sidewalk and Kansas City Road. It's pretty easily navigable by bike for all but the most skittish. However, it's not exactly inviting and feels weirdly like trespassing.
- › Sidepath appears to end abruptly in the grass.
- › Same curb cut comment as above, for 155th Street. I'm guessing the issue is that cyclists, particularly kids on bikes, might shoot out into traffic at places where drivers aren't already looking for cars. But cyclists and kids on bikes have the same opportunity at street crossings on this side path already. Navigating these turns is safe for drivers and doable for walkers who can easily cross the grass and curb; less so for cyclists.
- › No curb cut to the sidepath means that NB cyclists must double back in the road or must know to exit the sidepath early and travel in the road to turn W onto 155th. A curb cut here would allow cyclists to assess traffic and negotiate a safe crossing without resorting to the car lanes.
- › This trail needs to be expanded to the south.
- › It's frustrating to have trails just "end". Can this be looped into the new trail to the south?

## Wayfinding Opportunities

- › This spot would make a nice trailhead. No place for folks who might need to drive to access the trail.
- › It is not obvious that you can continue west on 123rd by going south and cutting through Heatherstone Park.
- › There is an opportunity to add a trail in this utility right-of-way.
- › It is not obvious that the trail continues onward once you emerge from the woods to this parking lot. That feels like the end of the trail - a sign could be useful to indicate that the trail continues.
- › It is very unclear how to get from Heatherstone park down to the main trail system. A sign at the park/sidewalk crossing on Pflumm telling bikers/walkers to head south on sidewalk to pick up the Indian Creek trailheads would be helpful.
- › Add signage here indicating entrance to Lake Olathe Park.
- › Lots of teenager foot traffic in this area and no safe crosswalk where motorists are not turning into their path(s). A pedestrian island with a crossing beacon that forces cars to stop would go a long ways here. This would also help stitch together the dismal bike path that is Lone Elm.
- › Add a signed bike route east/west along Spruce, and north from here to Lone Elm. Add bike lanes to the north where the road is wide enough.

- › Add signage from here south to Oregon Trail Park.
- › Traveling westbound, the trail splits. Add signage or lane striping to indicate which is the main trail and which is the spur.
- › Connect the trail to this parking lot.
- › Potential location to connect Mill Creek Trail to the west.
- › Adding a short path from here west to 95th/ Cedar Creek would cut several miles off routes to DeSoto/Eudora/Lawrence.
- › From here: Trail north to 119th (to Hy Vee and other shops in the area), west to Ridgeview (along the creek to the underpass), east to KC Road, and several neighborhood connections. Offers several alternatives to walking along busy and noisy arterials.
- › Bike path, which is a very useful connector, is signed only for southbound traffic on Nelson. Green striped school crossings are great.
- › Need requirements for posted detours when regional trails are closed due to road construction. This is a policy request, and would have to be implemented with partners across the county to make a lot of sense. Impending closures of Indian Creek Trail for hwy 69 construction will greatly affect those using the path for active transportation; typically cyclists are left to find their own safe detours. Would be nice to get ahead of this for eventual major path closures within Olathe.

- › Potential extension along the creek.
- › There is a utility (pipeline) easement just west of Pflumm that runs north/south through the entire city, into Lenexa to the north and unincorporated areas to the south, that provide an excellent opportunity for a north/south trail through Olathe that would connect multiple existing trails and destinations. There is a precedent for it as there is already a trail aligned to the edge of the easement from 131st to 133rd, and from 155th to 159th. This proposed trail could run from 111th to 159th.
- › Parker divorces the great west side parks trails opportunities from downtown. This is the only mapped crossing, and the traffic volumes and parking lot entering/exit traffic make it anything but safe and desirable. However, much safer crossings of Parker can be navigated further south at Cedar or Elm (not so much Loula - those downhill sightlines & speeds are horrific W of Parker), connecting to Rolling Ridge.
- › I know there is a bike lane here on Pflumm, but so many people ride on the sidewalk that I wish there was a trail that would link to the Indian Creek Trail.

## Desired Bicycle Destinations?

- › Ridgeview is scheduled to be resurfaced this year. Be sure to extend the bike lanes to the north while you are at it, and fix the nearby safety concerns.
- › Extended trails or designated protected bike lanes to access grocery store.
- › 159th could use some bike lanes in addition to the sidepaths. Same for Mur-Len. I feel like the drivers in this area are too aggressive, and the sidepaths are mostly for pedestrians, leaving no good place to safely ride a bike.
- › If the sidewalk on the north side of 135th could be connected to Indian Creek Trail, then widened into some form of cycle path, and trees/plants added for protection and noise suppression from vehicles, it might be a passable way to reach the library and businesses to the east. Right now I question if anyone actually uses this sidewalk. But it is a good distance from the road, all the way to Black Bob and possibly further, so that is something in its favor.
- › This space on the north side of 119th is probably reserved for future widening, but until there is a need for that, it could be better used as cycle track. Preferably something better than the usual wide sidewalk right next to a busy road since there is plenty of space for separation. This would make a good connection between the Cedar Niles trailhead and Mill Creek Trail.
- › Ridgeview is one of the best ways to go north/south. It deserves some bike infrastructure or bike lanes from here all the way north.
- › This bike lane should continue east, especially up the hill. I'd like to see bike lanes all the way to the high school.
- › We need a safer way to get to the bike trail than crossing over entrance to Auto zone. The entrance is a merge from Santa Fe which makes it especially dangerous. Putting a trail head and a path behind auto zone would solve this problem.
- › Can this trail spur continue northwest to Arapaho Park?
- › In addition to the nearby comment, a trail could go NW from here to 138th/Alden along the utility right of way.
- › Everything in this area is inaccessible from the north and east, unless you are comfortable crossing busy highways and riding along busy 4-lane roads.
- › This is an underpass to nowhere. Connect it to the Rolling Ridge Trail.
- › Connect this trail southwest to Lake Olathe.
- › Make a safe path through the neighborhood so kids can walk or ride to school from more homes.
- › Add a bike lane so people from the bike trail can safely walk or ride over to the shopping and restaurants area on 135th street.



- › Cannot get here safely or easily by bike.
- › Extend this bike lane east over I-35 to Renner.
- › The bike lane just ends here. Add bike lanes to the south that meet up with the ones on the other side of 135th.
- › Is there any opportunity to make a connection here between Indian Creek Trail and surface sidewalks in such a way that you can reach the library? Currently the trail and sidewalk don't connect at all. I live to the south, and I know I could just use the crosswalk at Brougham and 135th, but I have learned in years of running that I don't trust drivers in Olathe to pay attention to pedestrians, I trust drivers on 135th even less than that, and I'm completely paranoid about my kids crossing there.
- › A bike path from Southglen Park to the Cedar Niles 119th St trailhead would allow access from the north without riding on Clare. Clare is dangerous for biking or walking in this area.
- › Extend this trail north along the valley to K-10.
- › I am eager to see a connection here to the Cedar Niles Trail!
- › Sidewalk connection to get to the park.
- › A resident wants to know if the City is interested in acquiring the HOA walking trail at Madison Place because the public uses it more than the residents.
- › Consider some type of trail/bicycle improvements along 167th from Heritage Park to Lone Elm Park.
- › Add a bike path south to Spruce.
- › Connect this trail to Spruce to the east for a K-7 crossing.
- › Add a trail north from here for bike/ped access to AMC, Target, and other shops in the area.
- › Why does the bike lane end here? It should continue south to 167th, most of the roads are wide enough to support it.
- › Continue this bike lane north to at least Spruce, preferably all the way to 119th and to the trailhead.
- › Extend the bike lanes west to Iowa.
- › Connect this trail east through the neighborhood to Hedge Lane.
- › Add a greenway trail southeast from here to Ernie Miller, then cross K-7 to Harold.
- › Connect this trail west to the 133rd/Black Bob intersection.
- › Extend the trail south along the stream, then possibly east to Black Bob Park.
- › Extend the trail northwest along the tree line toward the 127th street overpass.
- › I would really like to see some sort of off street trail available from here to the Indian Creek trail. This would be huge in connecting trails on both sides of Olathe as well as across Johnson County.
- › Working in partnership with the City of Lenexa and Shawnee build protected bike lane along Kansas City Road/Santa Fe Trail Drive with the goal of connecting to the south end of the Turkey Creek Trail at 75th Street and Switzer.
- › Missing path connection between Stagecoach and Two Trails Parks. Note that riding sidewalks southbound along Ridgeview feels/is dangerous due to lack of separation from roadway, fast traffic, and turning traffic.
- › Not sure of exact locations along Northgate, but there is some fantastic public art along both sides of the road. However, it's not easily accessed - would love to see pull outs/respice points that connect to path infrastructure. I've often wondered - is the art meant only for drivers to see from their cars?
- › Would like to see Cedar Lake connected to Lone Elm Park with a path running adjacent to the Olathe District Activity Center.
- › One cannot get to Walmart from Forestview.
- › 119th is raw and muddy to this destination.
- › Connect park via bike trail along tracks north to Streamway.
- › Extend this to a trail along the train tracks to connect to Calamity Line and west.
- › Extend the Meadow Lane trail to Streamway/soccer/restaurants.

- › Please add sidewalk/trail along Lone Elm. There's no good path to Ernie Miller/Prairie Center from the Meadow Lane trail for longer rides.
- › Extend this to the south for school access and north/south transit.
- › I understand Ernie Miller wants to limit bike traffic, but allowing the fire road to handle bikes would connect the trail from Cedar Niles & Prairie Center & Streamway.
- › Connect the trails from lake Olathe to Cedar Lake.
- › Either and sidewalk or bike lane added along Harold from Iowa St east to Northgate is essential. With the train crossing, narrow lanes, and hills this is a very dangerous stretch for pedestrians and bikes. There is also no street lights in this area. I have seen pedestrians walking and jogging along here at night and they are nearly invisible to driver.
- › Bike access thru or around Ernie Miller is a must to be able to access trails further to the south and west. I also agree crossing or riding along K-7 is very dangerous.
- › Need to complete trail connection from the west side of Black Bob Road to Heritage Park.
- › Would like to see trail here to connect Indian Creek Trail to the Olathe library.
- › Would like to see safe bike/ped paths or walks connecting to this shopping area and connecting the various points within the shopping area north and south of 119th Street.
- › Would like to see this trail better connected with the trail in the Regency Place/Stonebrook neighborhoods directly north.
- › Would like to see this trail extend eastward to Arbor Landing Park.
- › Can the north and south sides of Cedar Lake be connected by a path?
- › Would like to see this trail extended southward.
- › I would love a bike path we can access closer to home!
- › Connection between Rolling Ridge and Cedar Niles trails would be desired. That, along with the connection from Cedar Niles to Lake Olathe trails and Lake Olathe to Dennis would create an excellent biking loop for the west side of Olathe.
- › Would love some type of bicycle access to Heritage Park (and thus Coffee Creek Trail) Blackbob from 159th to 167th is very narrow and there are a lot of hills - making it a nervy stretch for cyclists.
- › Crossing K-7 on College is badly exposed. Is there a plan to improve pedestrian/bike safety here? I ride this route to access Mill Creek trail.
- › Any crossing across k7 would be desirable. It's is very difficult to connect to trails across this barrier. Seems like this would be the most feasible location or 119th.
- › A N/S trail in this greenway would connect Tomahawk Creek on the east to the trail spur at 139th, which connects via Hagan Street to the sidepath along 138th. This would provide a connection to Black Bob park through the adjacent neighborhood to the northeast, via sidewalks at Pflumm and 143rd. Could trail infrastructure run in the greenspace on the west side of Summit Street, connecting down to 147th?
- › Could this trail loop be connected to the Rolling Ridge trail via the greenway along Little Cedar Creek?
- › Please extend the sidepath along 119th Street to Cedar Niles Park.
- › Greenways potential to connect Rolling Ridge trail to the sidepath along Clare road.
- › A path connecting the Gary Haller Trail to the path circling the Millcreek Woods Apartments could help provide the elusive safe route to Hy Vee, via 120th Street.
- › Would like to see a trails connection between the new library and Mill Creek Park.
- › Is there potential to connect the Cedar Lake trail on the west to Oregon Trail Park?
- › Potential creek greenway development connecting Calamity Line Park to Dennis, or even through toward Cedar Lake?

- › Would like to see a trail connection between Waterworks and Frisco Lakes - two great city parks with lots of walkers and runners. This connection would also provide a faster, safer cycling and walking route between downtown Olathe and the neighborhoods that lie between the railroad and I-35.
- › Would love to see greenways access connect for a safe crossing of Lackman into Heritage Park. Understood that the park is county, and adding control points creates more work; however, this problem seems to have been addressed for the Coffee Creek trail approaching the park from the east.
- › Greenways opportunities here to connect Coffee Creek to the Indian Creek trail (via wayfinding - echo other comment here that we need developer standards and guidance near greenways so that trails development is baked into the process of housing development.
- › Is there any easement opportunity to connect Brougham Park on the east to the sidepath along Mur-Len Road? Looking for an improved connection from Indian Creek Trail to Heritage Trail that does not require cycling on or in bike lanes along an arterial. From this connection, a cyclist could take 155th Street E/W, connecting to the spur off Lindenwood.
- › Is there an easement opportunity here to connect the bicycle infrastructure shown along 155th Street to the Heritage Trail to the east? Looking for an improved connection from Indian Creek Trail to Heritage Trail that does not require cycling on or along an arterial.
- › Bicycle access to Ernie Miller Nature Center is currently limited by the approach infrastructure along Harold. Sidewalks end at a N/S crosswalk, with no marked crosswalk or crossing option for Parker. Cyclists must leave the sidewalk and negotiate to the middle lane to cross Parker at the light. Access via the Rolling Ridge multi-use path is for foot traffic only.
- › It would be great if the Indian Creek trail and the Mill Creek/Gary Heller Trail were connected through Olathe by bikeways or expanded sidewalks.
- › Would love the Coffee Creek Trail Extended to Mur-Len or Ridgeview.
- › Lots of new housing developments are already being finalized in this area. South of 167th between Mur-Len and Ridgeview. A few square miles of new developments are on board to be constructed. Developers are not interested in listening to city staff comments about trails/sidewalks, etc. We need this plan to call out opportunities for trails in this area so staff has something to hold developers accountable. Aerial shows potential greenways.
- › Bike/Ped sidepath connection from sidewalk ending along Harold west of Northgate over to Iowa St. 127th St is a corridor that could connect Indian Creek Trail to the west side of town. A crossing over the railroad similar to what is at 159th St east of 169 hwy would be very helpful for people living in this area. It would help make connection to Gary Haller Trail and in to Downtown Olathe as well. 127th St has sidepaths and/or bike lanes for most of its limits and then it dead ends at Northgate.
- › Desire a connection from the Cedar Lake trails to get to this 159th Street sidepath. If the crossing is moved farther away from the I-35 bridge it might be safer. If this connection is made then 159th Street corridor could be used to connect east Olathe to Cedar Lake and Lake Olathe Trails.
- › Would like a Bike/Ped facility to connect the Lake Olathe trail system west over to the new Johnson County Parks trail system. May require its own bridge over cedar creek separate from the vehicle bridge.
- › Grass velodrome or mountain bike skills park. There is a grass velodrome north of Lawrence that has gotten a lot of attention from the bicycle community.
- › A safe connector from Meadow Lane Trail to Cedar Niles under K7 could combine all systems to the Gary Haller.
- › This link to Gardner would be great!

## Safety Concern

- › A new asphalt topping over this section.
- › Need separated bike lanes.
- › Consider widening the sidewalk or creating a separated bike lane across the bridge. The sidewalk is too small for a walker and bikers to pass each other safely and it's too dangerous to bike on the road because drivers force bikers up against the concrete barrier.
- › This applies to all road based bike lanes - consider making bike lanes separated from the road (aka protected bike lanes). It's too dangerous to bike on the roads because drivers simply don't pay attention or look for bicyclists. Protected bike lanes would keep bicyclists safe and encourage more people to bike places because they won't have to compete with cars. And it would keep sidewalks clear for walkers/runners.
- › There needs to be a through sidewalk from College to Northgate on the east side of Woodland Rd. for students and pedestrians.
- › We need a sidewalk & lights along Lone Elm from 126th to 119th street. Very dangerous to walk, nothing but ditches & rocks on both sides. Lone Elm from 119th north to College has sidewalks on both sides, wide enough to park a small SUV on them. We just need one-  
-there's going to be a bad pedestrian/vehicle accident one of these days.
- › Motor vehicles disregard the crosswalk lights.
- › Has anybody tried to cross this intersection as a pedestrian or as a cyclist? In my experience it is a very unpleasant and extremely dangerous. It's too bad something better couldn't be done.
- › Signage here indicates that 119th is a share-the-road bike route, but 119th has way too much traffic moving way too fast to feel safe on a bike. If the city is serious about this being a good east/west route, they would put in a protected bike lane.
- › Add crosswalks and push buttons to all 4 corners so kids leaving California Trails can safely cross in any/all directions.
- › Trail Maintenance on this section of the Gary Haller is especially important. The combination of steep hills and uneven pavement has the potential to cause some serious crashes.
- › This road is seeing more traffic and the crosswalk warning lights are not well observed by drivers. Also, the warning lights do not work on cloudy days. Would like to see if a stop light crossing, like the one on 151st street by Walgreens and Indian Trail Middle School.
- › Lack of a sidewalk into the park is a safety concern. There is the trail path into the park just west of here, but there is no signage near the main park entrance that tells people that the path entrance exists, and there is no signage at the path to indicate that it leads to the park. Walking access into the park is very poor and very inefficient when coming from the adjacent neighborhoods.
- › I know this is outside of Olathe City Limits, but this 2 lane road is often used by bikes and pedestrians. With the hills and the narrowness of the roadway, I am concerned for those that use it. Would there be a way to work with the county to expand this road and make it safer? People use it to get to Olathe Lake, to travel to the middle school, and just for general recreation.
- › Add railing or some other preventative measure that keeps foot traffic or bikes from going into the road at the Spruce Railroad bridge. I used to run under the bridge here. However, I have chosen to avoid it all together as one trip or slip and you are in the street.
- › My family has been in our home for 20 years now and we still don't have sidewalks here! Add them ASAP - we pay taxes so this should have been done years ago! My kids had to walk to ONW every day.

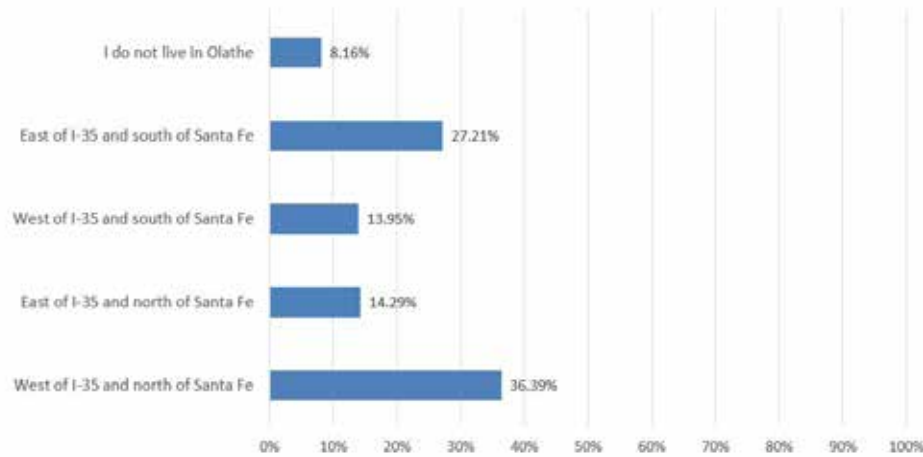
- › Southbound bike lane is very narrow. It gets better after the intersection.
- › Bike lanes across this bridge are narrow and I feel like I might hit my handlebars on the rails. I always take the lane.
- › This crossing is bad enough in a car - and positively unacceptable for walkers/runners and cyclists. Either raise the rails from Woodland to south of downtown, or - at minimum - widen the road and protect foot and bike traffic. Do better.
- › Build a pedestrian bridge over K7 at Harold. Crossing it is very dangerous, and it's a highly traveled thoroughfare.
- › Merging left at the end of the bike lane does not feel safe due to the road curving just before the intersection. Cars are curving to the right as bikes must merge left, and the abrupt end of the bike lane isn't easily visible to cyclists or drivers.
- › Bike lane ends on the right side of a right-turn lane, forcing you to merge left 2 lanes into traffic that is accelerating after going through the light. It would be better to put the bike lane between the two car lanes, and continue it south to the roundabout. But whoever designed this made the road too narrow to add any more bike lane to the south.
- › A crosswalk at this intersection is great for students and walkers. If you are doing anything else, you have to rush to get across. This is an intersection that needs to be looked at and studied for safety concerns due to the heavy traffic and the need to continue on the Indian creek trail safely.
- › Sidewalk ends at this location. Extend south to 159th.
- › Would like to see a stop light installed here. This intersection is usually good for a few accidents per year with all of the QT and commercial traffic.
- › Ridgeview is the only arterial street that adjoins a school that does not have a pedestrian signal to assist students in crossing a busy street at 8 am in the morning.
- › This narrow, barely two-lane bit of Clare is dangerous for bicycles, walkers and even cars meeting. It needs to be widened to improve safe access to the new Cedar Niles trailhead on 119th as well as for all the school traffic.
- › It would be great to have a crosswalk with a flashing light to connect paths from the north side of Dennis to the new extension on the south side.
- › Uncomfortable corner.
- › Need a shoulder for bikers. Fast traffic. No place to ride safely in traffic
- › Frequent overhanging branches into the bike lane from trees in the roadside ditch.
- › Confusing corner with traffic from 3 directions.
- › This entire West side of the Lake road is dangerous for bikers. Poor visibility with hills.
- › Long Steep hill. East bound cars coming over the crest of the hill cannot see west Bound traffic. West Bound traffic cannot see cars coming over crest. This is a terrible place to be on a bike. Steep and slow hill climb.
- › Long Steep hill. Cars cut thru Forestview to get to other places in Olathe and they speed.
- › Need sidewalk on Parker from 119th to 127.
- › Northbound traffic is not slowing and yielding appropriately at this traffic circle and jumps out in front of eastbound cars and bicycles.
- › This is a must-improve for both safety & amp; transit connectivity. This crossing should go under the track with a separate walk/bike track.
- › I don't know what the solution is, but I have had cars try to pass me in this traffic circle while I was cycling to work.
- › Having a pedestrian underpass would be safer, more convenient, and reduce vehicle traffic disruptions due to crosswalk activations, as many Garmin employees walk to the businesses across the street.

- › This is a path to nowhere. The path is needed, but there needs to be a way for pedestrians/cyclists to safely cross to access Target/Aldi/etc. on the other side.
- › This crosswalk can be dangerous for pedestrians since vehicles drive too fast on this street. It would be good to have a pedestrian activated blinking light to alert drivers to the crosswalk.
- › Low visibility due to trees overgrown across roadway and hills. I rode this way once on my bike and nearly got ran off the road by a delivery truck.
- › Would love to see a street light placed at this corner. It is very dark at night, and challenging for turning vehicles to see pedestrians crossing here.
- › This bridge is too thin and dangerous for bikers!... need a connection to west trail farther out on Dennis and loop around lake would be amazing!!!
- › Adding yellow bike lane lines along Indian Creek trail will make it safer for walkers and bikers to move past each other. I've seen a lot of near misses biking because people don't stick to the right when walking or don't pass politely when biking.
- › This street crossing can be dangerous for bikers, runners and walkers. The light there only works when the button is pressed. It would be better if the light blinked all the time and then when button is pressed, then the traffic light would be red for traffic. This crossing is especially dangerous during school days when motorists are not paying attention to walkers going across road.
- › This street crossing can be dangerous for bikers, runners and walkers. The light there only works when the button is pressed. It would be better if the light blinked all the time and then when button is pressed, then the traffic light would be red for traffic. This should be true also for trail crossing 159th street as well.
- › Bike lane or sidewalk needed.
- › This needs a dividing line painted well before and after each side of the underpass. It is a slick slimy mess after rains and a blind spot for safety.
- › The path regularly gets a slimy muck after heavy rains. This area then stays wet for weeks. It is a slick mud that does not get cleaned but maybe once a summer. It needs scraped every few weeks. I have seen children's bikes slip from underneath them resulting in injury.
- › The incline is sharp for inexperienced riders. This really can be frustrating for them.
- › We don't have a safe way to access the city/ county trail systems.
- › All this money being spent on biking trails is frustrating because we can't even walk or ride our bikes down our own Street! We want sidewalks on Parker between 119st and Harold. There are fancy ones going east and west on Harold and going north from 119th Street past college, but we can't get to them without walking or riding through somebody's yard or becoming a hazard by using Parker with NO bike lane. We would also like sidewalks curbs and sewers in Leeview Estates that we are paying for!
- › Create a path around the whole Lake Olathe. This would also give the opportunity to connect the path around the lake with the path from the new Cedar Niles park. Use Lake Shawnee in Topeka, KS as an example for a path around the lake and over a dam.
- › Marked Crosswalk but no beacon. Very, very difficult for anyone to cross, particularly students walking to and from school. Safe School crossings should be a priority.

- › A “nice to have” would increase route safety: curb cuts between road and side path, particularly at the approach to the highway underpass. This road is a high-speed, unbroken stretch. A few “bailout points” would allow cyclists on the road to exit and use the safer sidepath, particularly where sightlines are short near the underpass. There is one curb cut near Old 56, which I use to move between the east and west sidepaths (west has the crosswalk button; east doesn’t end in the grass).
- › Somewhere along in here, the side path on the west side of Mahaffie Circle/Mahaffie Road (not sure how it’s actually signed) abruptly ends in grass, without a curb cut. An intrepid cyclist can hop the curb into traffic and cross the road to the side path on the east side of the road. However, speeds on this road are high.
- › Would like to see a side path on the south side of Spruce, so that EB cyclists can safely exit the gauntlet from the disappearing sidewalk under the railroad bridge to the single traffic lane with no EB crossing signal at the Kansas Ave. crossing.
- › There needs to be a sidewalk added from Pflumm to Brougham. this would tie the homes to the west of Heritage Park to the trail system.
- › There needs to be a sidewalk down 159 from Pflumm to Park hill street. there is only about a 150y down 159th with no sidewalk.
- › Providing a safe way to connect S. Lakeshore Drive to S. Wardcliff Drive for pedestrians and bicyclists along Dennis Avenue, along with extending sidewalks along the south side of Santa Fe Street north of the lake, would create a great loop around the entire lake that could also be used for 5Ks and triathlons.
- › Riding a bike on multi-use paths is seriously hampered at times by stoplights that do not “default” the walk signal to “on” when the light is green. If a cyclist has to stop at every light to push the crosswalk button, even when the light is already green, it encourages them to just cross the street without activating the signal. This example is a signal that I would assume is green for 151st street the vast majority of the time; I think it is reasonable to also activate the crosswalk signal.

# ONLINE SURVEY RESPONSES

Q1 - Please indicate the area of Olathe where you live.



Q2 - Please refer to the map below and indicate the area of Olathe you most frequent.

#	Answer	%	Count
1	1. West of I-35 and north of Santa Fe	38.08%	107
2	2. East of I-35 and north of Santa Fe	16.01%	45
3	3. West of I-35 and south of Santa Fe	12.46%	35
4	4. East of I-35 and south of Santa Fe	29.18%	82
5	None of the above	1.78%	5
6	Other (please specify)	2.49%	7
Total		100%	281

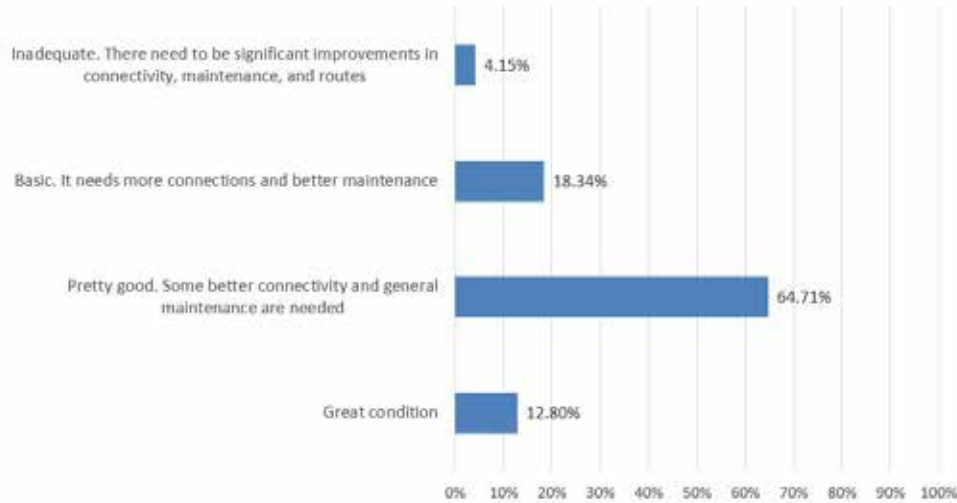
Q2 - Other (please specify)
All of Olathe
Overland Park
Overland Park
1, 2, 4
2 and 4
West of K7 and north of College
Frequent multiple areas. Mostly in 2 and 3 in addition to 1, where we live.

Q3 - How interested are you in seeing more walking and biking trails in Olathe?

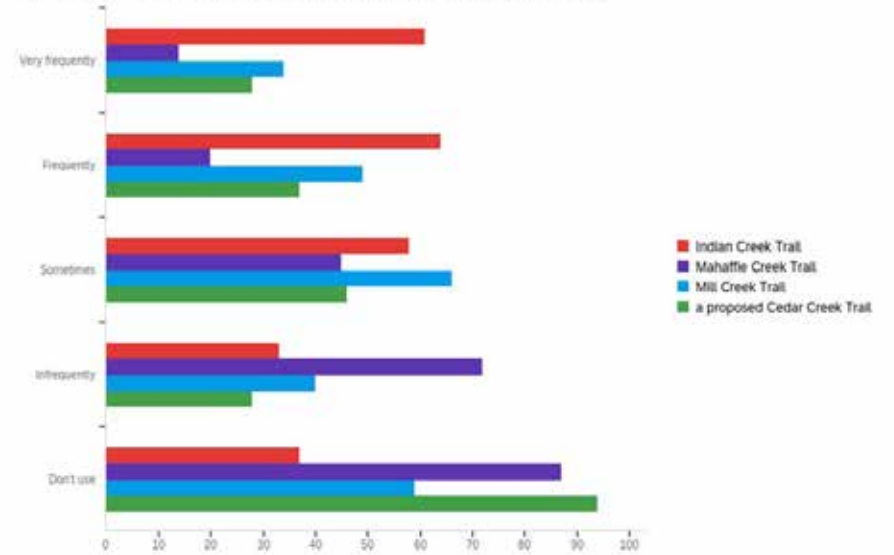
#	Answer	%	Count
1	Very interested	81.31%	235
2	Interested	14.88%	43
3	Neither interested or uninterested	2.08%	6
4	Uninterested	1.04%	3
5	Very uninterested	0.69%	2
Total		100%	289



**Q4 - How would you describe the current state of Olathe's trail system?**



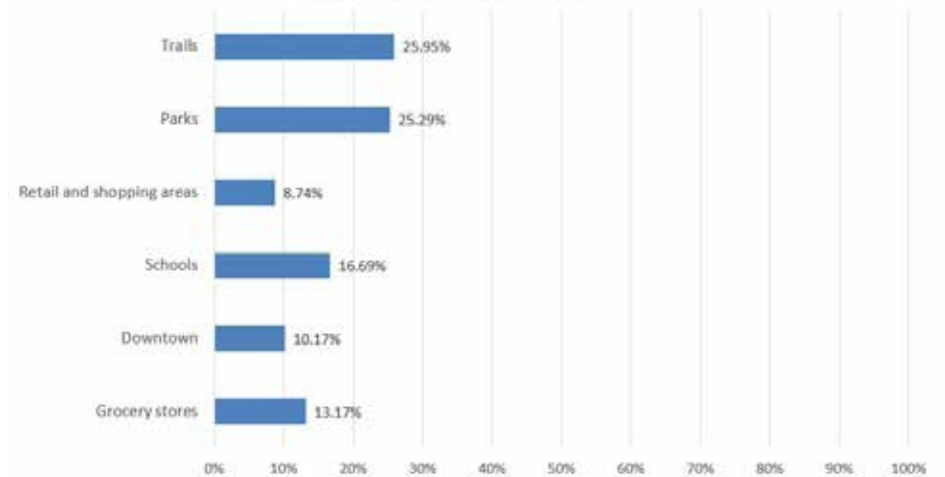
**Q5 - How often to you use the following trails in Olathe**



**Q6 - How easily do you find getting to and navigating the current trails:**

#	Answer	%	Count
1	There is the right amount of signage and directions	38.17%	100
2	There are some key locations missing signage and directions	36.26%	95
3	We need new signs and directions throughout the system	20.99%	55
4	I do not use the trails in Olathe	4.58%	12
	<b>Total</b>	<b>100%</b>	<b>262</b>

**Q7 - Please rate how important you think good bicycle access is to each of the following destinations or groups of destinations.**



Q7 - Tell us specifically!
I do not ride a bicycle; although, thinking about it. Would go rural though.
I ride frequently and have found no bike access to downtown or most of the schools. Having a bike lane that only goes 1/2 mile on a busy street is not helpful. I grew up in Madison Wi and the trail and bike system is fantastic. You can get anywhere on a bike or walking.
As bicycles are considered vehicles by the state of Kansas (and most other states) all the above need bike access.
Restaurants, Breweries
Definitely schools, parks, and trails. Downtown would be great and the others nice too.
I would love for kids to more safely and easily ride bikes to school. There is typically only one or two bikes on the rack at our elementary school, possibly because it is near 2 busy streets with relatively high speed limits.
I only bike the trails and there are good bike lanes to get there. Would like to see even more see more bike lanes around Olathe that are around trails.
I would like to see the paved trail systems connect to the parks and also the city and jcpr trails to connect to each other.

Q7 - Tell us specifically!
Olathe is <u>too</u> spread out to be a walking city but it could be a biking one
This section made no sense. I could not rate 1- 5.
Trails to school are critical if we want to encourage school age children to ride their bikes to school.
We like to bike or walk trails to restaurants.
safety healthy as long a lanes are wide enough well <u>marked</u> and signs posted for the many distracted drivers
I want our trail system to offer a complete alternative to riding a bike on our unsafe streets. Riding a bike on the street is dangerous.
Love to ride the trails on my bike! Would be nice if you expanded Indian Creek Trail further south at 163rd (?) and Ridgeview...or wherever it ends in that area.
Public transportation should be of higher importance. Especially for seniors and people with disabilities. Having lived in New York and Toronto Canada, the transportation system here is frustrating and disappointing

Q7 - Tell us specifically!
Good access is important even for infrequent use. The ability to move about without vehicle transportation benefits <u>all</u> and encourages future residents to consider relocating to Olathe!
more connection from one side of town to another.
All are important. Schools are very important! My son walks or rides his bike, via the trail and then sidewalks, to middle school every day. We like to ride to the <u>library</u> but access is a little difficult and I won't let the kids go by themselves because they <u>have</u> to cross some busy intersections. We also like to ride to lunches in the summer.
in olathe trails are the least of your worries. try enforcing a city code or better get introduce so new ones so that neighbors don't looking crap holes. your community enhance is a joke.
Connectivity to places people want to go would increase walkability and bike-ability throughout the city. Most people use the trails for recreation and not transportation. I'd love to see that change.
Good trail access will help promote a healthier city and provide commerce to downtown and newly constructed library. I do not work or live real close to the downtown <u>area</u> but I would like to see this area developed.

Q7 - Tell us specifically!
I would love to be able to easily connect to trails through town. Such as Indian Creek to Gary Hollar for example.
I can't rate any of these. No rating system appeared
especially to school and parks and then shopping/retail
Right <u>now</u> I ride bike north on Valley from College K10 then west to Cedar Creek.
Probably Lenexa but there is a sidewalk void north of College on Renner. There is also a void east of Renner on College.
Biking and walking should always be an alternative to cars
The more the better. Bike trails - not bike lanes on busy streets & intersections.
Bicycles should be for sidewalks only not work cars and vehicles are!!
Don't use bicycle
I think it is of the highest level of importance

**Q7 - Tell us specifically!**

I wish there were a safe way to ride and walk to Lake Olathe and the new trail from west of Lakeshore to allow access from Prairie Highlands and Huntford (specifically). As it is now we drive over and Park at the Lake and then ride and/or walk.

The off street trails are good

Not a fan of bike trails

Grocery stores - 1, Retail and shopping areas - 2, Schools - 3, Parks&Trails 4

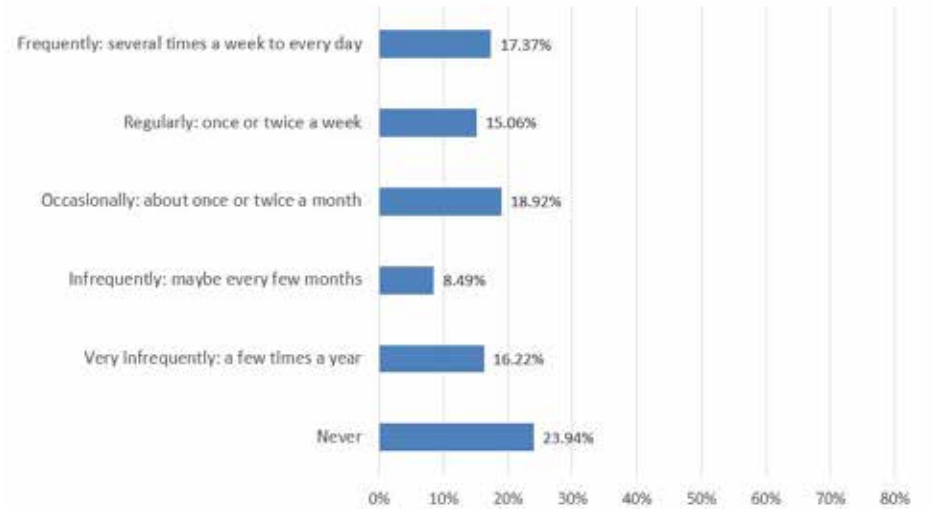
I know there is a bike lane south from College and Pflumm, but I wish there was a trail that would link to the Indian Creek Trail.

I don't see a way to rate each category... but I'd say all are important. Current system does not provide good connectivity to grocery stores at all. Two major parks, Ernie Miller in Olathe and Heritage Park abutting Olathe in the county have poor connectivity by bicycle.

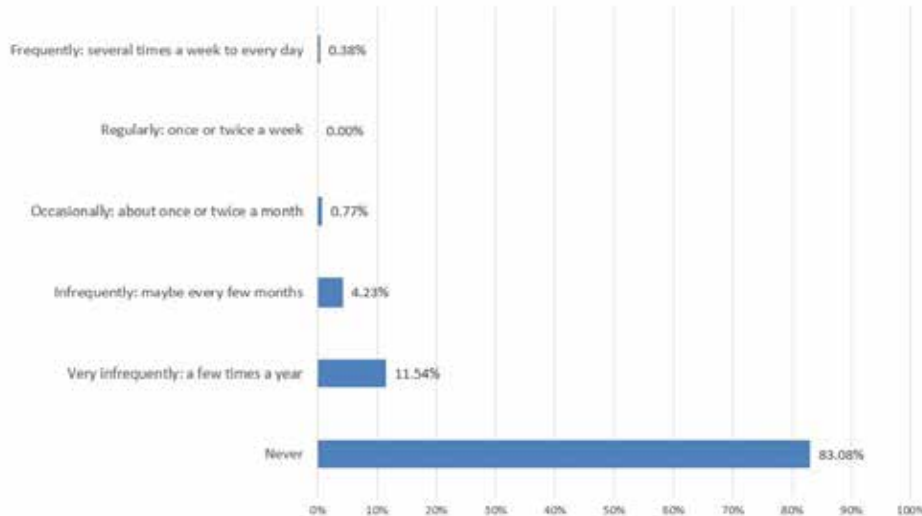
Libraries

I think having a large connected trail system is a large positive from a safety, recreational, tourism, and talent retention standpoint. When I travel I search out and use local trail systems. The length and quality of these trail systems makes a strong impact on my perception of the city. When the trails are connected to other parks and a nice downtown area it makes it easy to enjoy the local scenery and provides opportunities to enjoy some of the local restaurants.

**Q8 - How often do you ride a bicycle for enjoyment or travel to destinations?**



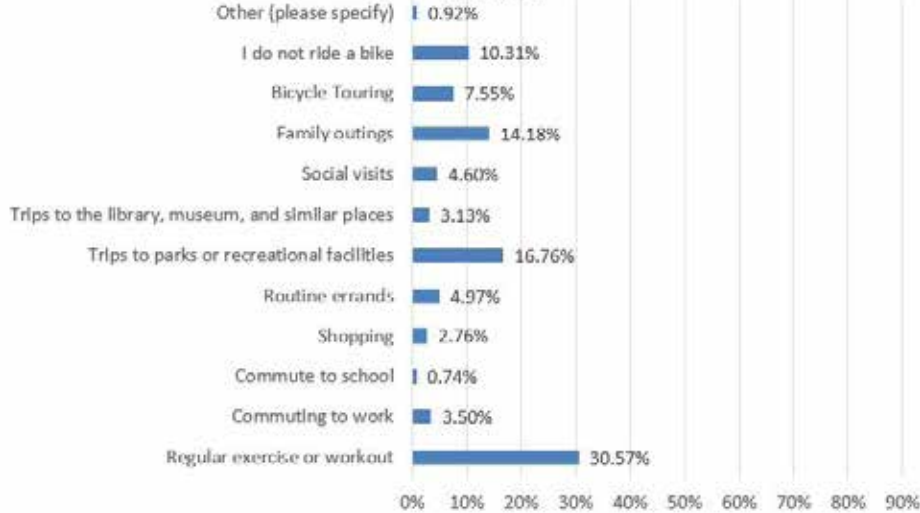
**Q9 - How often do you use public transit for travel to destinations?**



**Q10 - Do you make combined bike/bus trips?**

#	Answer	%	Count
1	No	97.69%	254
2	Yes	2.31%	6
	Total	100%	260

**Q11 - If you ride a bike, which of the following describes why you use it. Check all those that apply.**



**Q11 – Other (please specify)**

#	Answer	%	Count
10	Bicycle Touring	7.55%	41
11	I do not ride a bike	10.31%	56
12	Other (please specify)	0.92%	5
	<b>Total</b>	<b>100%</b>	<b>543</b>

**Q11- Other (please specify)**

Weekly group rides

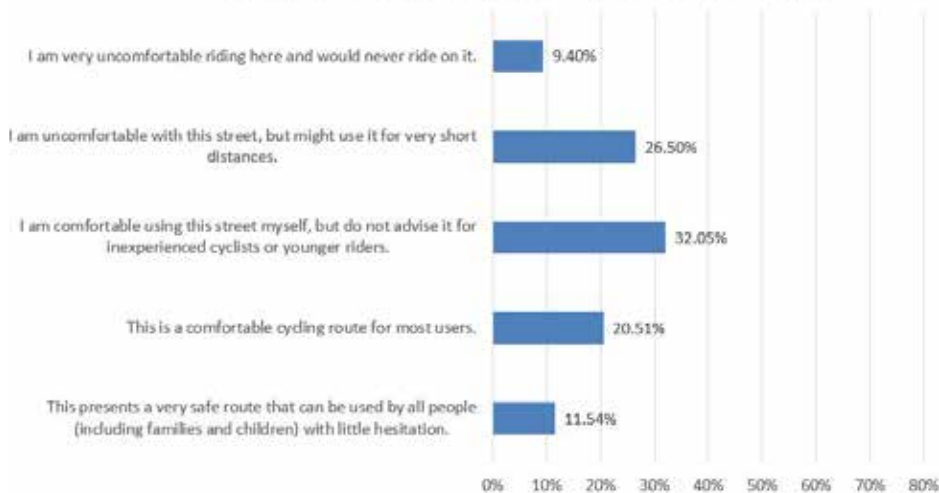
We use bike/bus/train in Europe. Sad that we are too spoiled to do it here.

Frequently ride streamway and Indian creek trail for exercise and fun.

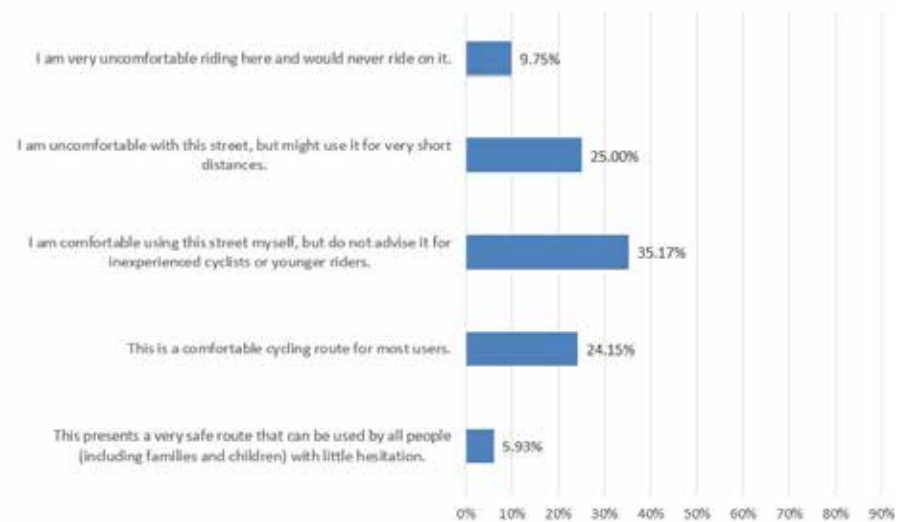
I would ride it to shop, run errands, get around - but we don't have safe access to the system from Prairie Highlands area.

To get to restaurants

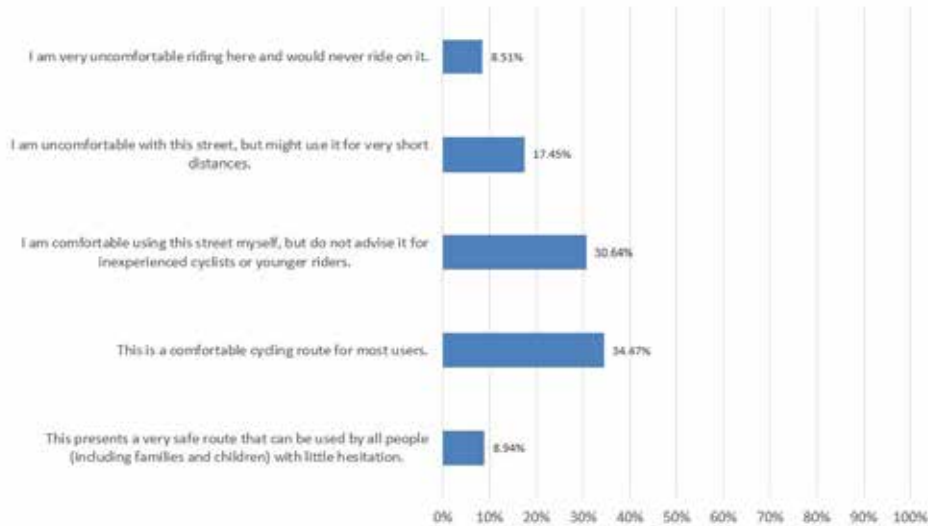
**Q12 - Bicycle Boulevards:**  
How comfortable would you be using these routes, or other similar streets or paths?



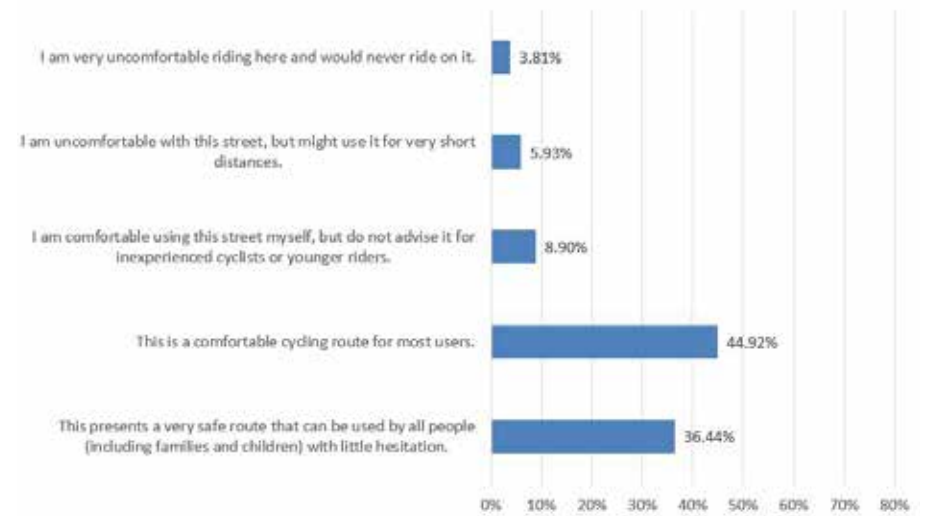
**Q13 - Bike Lane:**  
How comfortable would you be using these routes, or other similar streets or paths?



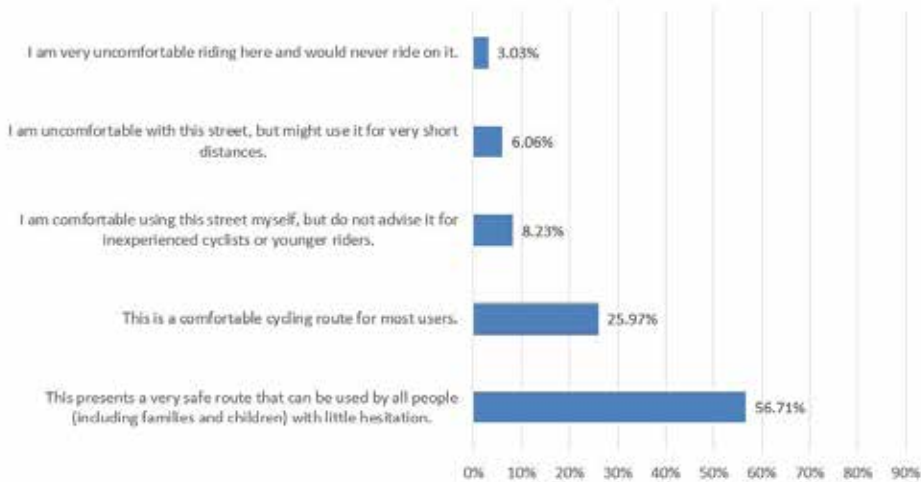
**Q14 - Bike Lane with Green Paint: How comfortable would you be using these routes, or other similar streets or paths?**



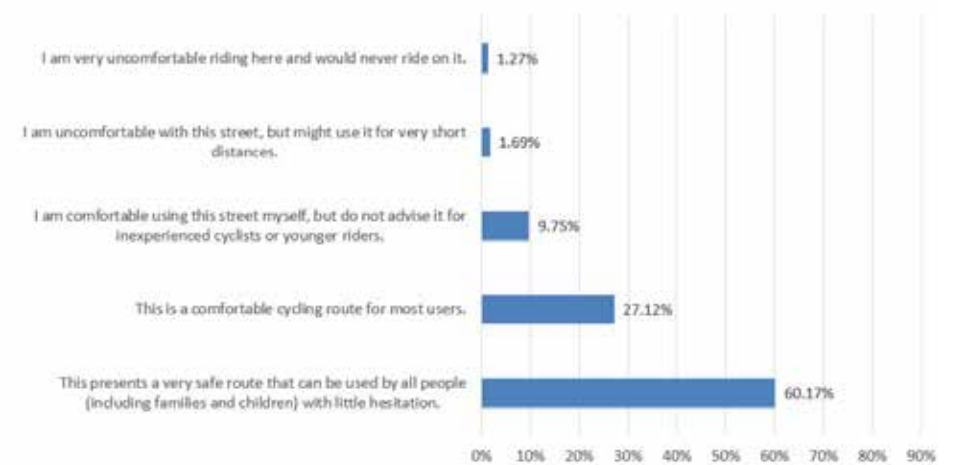
**Q15 - Protected Bike Lanes with Barriers: How comfortable would you be using these routes, or other similar streets or paths?**



**Q16 - Cycle Tracks: How comfortable would you be using these routes, or other similar streets or paths?**



**Q17 - Shared Use Path: How comfortable would you be using these routes, or other similar streets or paths?**



Q18 - How often do you walk for enjoyment or travel to destinations?

#	Answer	%	Count
1	Never	1.54%	4
2	Very infrequently: a few times a year	4.25%	11
3	Infrequently: maybe every few months	5.41%	14
4	Occasionally: about once or twice a month	18.92%	49
5	Regularly: once or twice a week	25.87%	67
6	Frequently: several times a week to every day	44.02%	114
	Total	100%	259

Q19 - Do you have any other thoughts on Trails & Greenways in Olathe? Please comment below.

- › I enjoy walking the trails/greenways in the city. Better than walking along the streets. Looking forward to warmer weather to get walking them again.
- › I am 65 and have run for the last 32 years on the streets of Olathe. But now I drive to Lawrence to run on the Levee as often as I can due to much less stress on joints. Please consider adding a 4-6 mile soft surface loop or stretch as part of your plan. Somewhere fairly well used and out in the open for us women who are hesitant to run on wooded trails.  
I have started grocery shopping, getting gas, and eating out in Lawrence regularly as I drive over there to run Saturdays and Sundays.  
I have run on asphalt trails in other cities that have built out the edges as soft surface so as to accommodate bikes, runners and walkers.  
Please consider the running community. Thank you
- › Could use more rest room facilities along Indian Creek trail. Would like to see better connection from Indian Creek to Tomahawk Creek Trails at Pflumm. Would like to see a connection into Heritage Park from 167th Street.

- › Integrated Biking/ Mountain biking trails throughout Olathe and Johnson County. I frequent Bentonville, Arkansas due to the City improvements.
- › I think there is a very high demand and interest in extending the Coffee Creek Trail westward from Heritage Park past Black Bob Rd, Mur-Len, and Ridgeview Rd. The Coffee Creek greenspace buffer area presents itself very well for the ideal candidate for adding a beautiful longer trail that would serve thousands of residents linking them up to Heritage Park and into the rest of Olathe and Overland Park. It's really a no brainer to put this project way up on the higher priority list. It will continue to add to the quality of life in Southeast Olathe and be relatively easy to design and create.
- › It would be great to see the various communities work together to join up all the different trails and routes. There are too many areas that are not connected making it unsafe in many areas to navigate. I also think there needs to be more public education done around sharing the road and safety. There really is an attitude that bikes don't belong on the roads.
- › I love Olathe's green spaces and am disappointed by the way they are being dismantled. Olathe should be safely bikeable for running errands and getting to work, but there is a long way to go and those in charge seem more interested in catering to large vehicles.
- › For pedestrians.... Suggest including a Center Lane stripe for safety/cyclist. Also on blind turns suggest signs for cyclists to slow down for pedestrian safety.
- › Imagine a trail head at the 135th/Brogham location. We need a new entrance to the trail that leads around back of the auto store instead of in front. The current location is quite dangerous with people riding through the Autozone parking lot and across the entrance. Olathe students often go to the creek for science classes and we could make this an environmental learning center in a collaboration with resources from the Indian Creek library across the street. Maybe Aldi would consider a partial donation on the land if we call it the Aldi Environmental Trail Head! Please consider this idea!
- › I'd love to see some pickleball or tennis courts on the south side

**Question 19 Continued:**

- › Stop lights in road crossings need to account for bikes! Some intersections do not switch if they do not detect a car!  
Need more bike lanes  
There should be an easy site for bikers to denounce improper / aggressive driving by motorists provide license plates, etc.
- › A bike lane on 159th st. between Brougham and Black Bob would be helpful in making a safe route on 159th to the Heritage Park bike path at Pflum. 159th between Black Bob and Pflum has a wide paved shoulder so no change is needed there. Also, 159th west of Brougham is wide enough for safe biking. However, the section on 159th between Brougham and Black Bob is too narrow, no shoulder, and is totally unsafe for bikes. Actually, that whole road should be widened. I was surprised that the work at Black Bob and 159th last summer did not include widening 159th throughout the section I just mentioned.
- › Great work so far on the trail system. Please continue to work on connections to other trails in the region that are so vital, including advocating for connections across jurisdictions to the Rock Island Trail in Missouri, and the Prairie Spirit and Flint Hills trails to/from Olathe.
- › Along with better signage the trails could use more dog waste stations & trashcans. It would also be very helpful if snow & ice removal was also included in trail maintenance.
- › Olathe set the “tempo” for city cycling planning and development in the KC area with your bike lanes. Thank you. You should be proud. We ride and drive to cycle in Olathe. Keep up the good work and let me know if I can assist the city in any manner. I’ve cycled worldwide for over 40 years.
- › I really appreciate the trail system we have and have enjoyed running on it with my dog and bicycling both myself to work as well as my children to school.
- › I really appreciate our snow removal on it as well, I’m close to the border with Overland Park and I pretty much avoid the Indian Creek trail after snow heading toward Overland Park, as they rarely plow it and if they do it’s many days after snowfall.
- › I look forward to more trails and opportunities to explore Olathe on foot and bicycle! Especially as our children get older.
- › Probably the biggest issue I have with our existing trails is standing water; even after light rain there will be puddles of water in certain spots that sits for days. Particularly bad is the Indian Creek trail as it runs under 127th street - there is ALWAYS water under there even if hasn’t rained in weeks. It was better before 127th street was redone.
- › Love our trails and would like to see them continue to be maintained well and expanded as much as possible. It would be great to have some designated ways safely bike to useful parts of the city as well!
- › The Indian Creek trail is wonderful. Thanks for the work you did recently near 127th street. The trail is far less muddy and flooded after heavy rains. It’s also really nice that you plow snow and even clear out leaves. I used to trip over acorns and hedge apples all the time but it seems like they have been cleared out pretty regularly from the main trail.
- › I would like to see a way to connect the trail paths in section 3 of Olathe (Rolling Ridge area) to the new developments at Lake Olathe and Cedar Creek. It is very difficult to travel by foot or bike West down Dennis because there aren’t sidewalks or paths. Even a nice large sidewalk would help.
- › I bike long distance every time out so I’m on the roads more than the trails but I love the trails to get away from traffic and to enjoy different scenery. I like the Mill Creek trail because it has distance so if Olathe would construct other trails with distance that would be great. I do try to connect as much as possible from trail to trail but don’t get as much distance as I would like at times. I tried Indian Creek once to bike but won’t go back, there is too much walking traffic for me to feel safe on my bike. Olathe does have many bike lanes, as a cyclist who lives in town I would like to see as many bike lanes as possible around town. I would love to see many more bike trails in Olathe, the more the better! Thank you!

**Question 19 Continued:**

- › This could really separate Olathe from the surrounding communities if we do this to the level that is done in other areas of the country (many communities in Colorado for example). A great example of how trails (both paved and dirt) have positively impacted the community of Bentonville Arkansas. Serious cyclist are making that a tourist destination because of their commitment to the trails and the money and resources they have put into it. It could also really draw younger families to the city as some of the neighborhoods on the East side of town start to turn over with younger families. The key is that they need to have purposeful planning and connect to each other. Bike lanes that only have one route through the city limit their usefulness dramatically. There needs to be multiple options going through the city both North and South and East and West. Right now it feels like many of the bike lanes were added with additions to roads, but they don't connect to each other.
- › More connections for the trails for long distance hikers. Thankful for good sidewalks but walking on trails is much quieter and enjoyable.
- › More dog bag areas/disposal spots would be very helpful along the trails!
- › I love the trails and green spaces, and they are a huge value to our community.
- › I'm specifically interested in the following bike path locations:
  - 1) More safe places to cross K-10 between the Mill Creek Trail and Cedar Creek Blvd
  - 2) Connections west from Mill Creek Trail to Kill Creek trail.
  - 3) Connection from 127th and K-7 to rolling Ridge Trail. Preferably a bike path along the edge of Ernie Miller Park. This would allow access to Cedar Niles Park from the East without the danger of the busy Santa Fe & K-7 intersection.
  - 4) Connection from Southglen Park / Cedar Creek neighborhood to Cedar Niles 119th trailhead. Riding on Clare is dangerous. This would allow access to the park from the North.
  - 5) Connection from Meadow Lane Trail at Woodland to Mill Creek Trail without riding to college and back.
  - 6) Bike lane or path west to connect Cedar Niles 135th Trailhead to Kill Creek 143rd trailhead.
- › I love the trails that exist in Olathe and Johnson County. They are a safe way to get some exercise outside and they provide a beautiful scenery. There are parts of the trails that make you feel like you have been transported to another part of the country.
- › My main motivation in completing this survey and participating in the upcoming workshops is create some better trail access for my neighborhood and other neighborhoods in the city. We are on the wrong side of the train tracks so accessing Mill Creek trail isn't really an option for a casual walk. We access the trail frequently by heading to a trail head. If we had trail access from our neighborhood, we would take a casual stroll almost daily when the weather allows.
- › Currently we live in a neighborhood in SW Olathe that is cut off from a truly exceptional trail system(s) in progress (Cedar Niles/Cedar Creek). I have no problem utilizing city/county roadways on my bicycle for recreation and travel, but those living in these neighborhoods with small children or the occasional distance runner is cut off from the greater trail system. There is adequate space along some of the outlying green space of our neighborhood to construct a connecting trail. I do understand the difficulty and expense in doing so, not to mention the logistics associated with constructing a pathway along the busy Old Hwy 56/151st to access the Cedar Creek Trail. What a shining example Olathe could be to say that every resident has access to a trail or path from their residence!



- › This is more for the olathe lake area First there isn't enough picnic tables by the sand pit area. There has been some problems with people wanting to have bday parties at the same time and there really is only one picnic area. second: I have a disabled daughter. And even though the trails are great and wide enough she really doesn't have any activities. She would really like to have a archery area. This sport is very popular for those in a wheelchair and we have to go to shawnee mission park for this sport. It doesn't have to be at the lake it could be at one of the parks that are being constructed at this time. Thank you for listening
- › I lived in Olathe for 10 years but now live farther west in Gardner. My husband and I enjoy walking at Lake Olathe and used to ride our bikes on the Mahaffie Trail. We are looking forward to the finished path from Lake Olathe to the south towards Cedar Lake so we can walk and/or ride bikes (preferable).
- › It's great having trails in Olathe, but the trash along the trails is embarrassing for the city. Homeless people are becoming a problem along the trail
- › The more the merrier! I know my elementary PE students and families really use the Meadow Lane trail behind the Prairie Point neighborhood. A trail that you can access from a neighborhood is great.
- › As a PE teacher at Meadow Lane, I would love for safer bike access for my students to ride to school. Crossing guards or more crossing lights would be helpful. BikeWalkKC is an organization who could help with these ideas! Thank you !
- › There are good number of recreational trails in the Olathe area. However, what is missing are connections to city destinations. This includes business parks for commuters, retail shopping areas, and downtown. The recreational trails need to be connected as well. It is too hard to safely bike as a transportation mode in Olathe. Painted bike lanes and sharrows are not adequate.
- › These questions are too general. I use the olathe trails for walking and running. I have an issue with bikers. Bikers scare me because most will not announce their coming. Some are cycling too fast to share the trail with foot traffic. And many will not slow or stop and wait for foot traffic. I've been close to being hit by a biker on several occasions and that scares me as a 69 year old! I would like a center line on the trail surfaces. And maybe signage to advise bikers to ride safe and more courteous. One more thing...the surfaces were recently redone. I appreciate the maintenance of the trails and the attention to keeping the trail above rain water run off. However.... the trails are now too high to be safe. I have fallen twice in the last few weeks stepping off the trail and back on. I can't imagine if a bike would veer off this now raised trail.
- › I use the walking paths daily and there is a lot of bike traffic. It would be nice if the walking paths were just for walking. I have been hit a few times by bikes going way too fast.
- › I believe that physical barriers between cyclists and cars are imperative for safety. In addition, if expanding pedestrian access disincentivizes car usage, then it is a win win for public health and safety!
- › Please connect Millcreek and Indian Trail. Please connect West Olathe with Millcreek.
- › On-road bike lanes are great where they exist. Connectivity can be an issue and options for easily crossing higher-traffic roads (like Mur-Len) can be pretty limited.
- › None at this time. Looking forward to better ways to commute around our town on bikes, roller skating, walking, etc...
- › We love our Olathe trails and use them very frequently. Thank you!
- › I love bicycling and walking, and Olathe can do so much more for non-car transit:
  - Mandate finished sidewalks in residential zoning. Do NOT leave it up to the builder for whenever they feel like building each house, sometimes years after the zoning is complete. Make sidewalks a non-negotiable aspect of approval and make it friendlier to everyone.
  - Build protected crosswalks on Harold across K-7 to Ernie Miller Park, and/or build a raised pedestrian bridge.
  - Work out something with BNSF to raise the tracks in west Olathe and build associated underpasses and bike/pedestrian lanes.
  - Make sure every light-controlled intersection has audible crosswalk assistance.
  - Mandate and enforce sidewalk maintenance in neighborhoods.
  - Painted, high visibility crosswalks
  - Mandate sidewalks on BOTH sides of residential streets, not just single walks. It's cheap and unfriendly.

**Question 19 Continued:**

- › It would be great to see more connectors between the trails. The trails are very high on the list of reasons I live here and love using them.
- › Connectedness is important. Safety/lighting is too.
- › Keep the trail's purpose in mind when designing it, whether it is for recreation, for local (neighborhood) travel, or a bike "highway" for long-distance travel to connect frequent destinations. All three will look different. As it stands right now, everything is wrong: Rec trails are considered highways, local travel routes cyclists and pedestrians to noisy/unsafe/out-of-the-way arterials, long-distance travel is too disconnected, most destinations are unreachable without sacrificing the feeling of safety.
- › Streamway trails are good for recreation and to get away from vehicle traffic, but they do not go to useful destinations (work, school, shopping, dining, errands) and are not really suitable for that purpose. They're basically linear parks for joggers, dog walkers, and recreational cyclists. I prefer to keep them that way and not try to utilize them as a bike highway.
- › Instead I want to see a bike lane/path network that rivals the road network, connecting neighborhoods to those destinations. It should be easier to bike/walk to your destination than to drive. What we currently have is very sparse. It will need to overcome these problems:

1. Suburban sprawl, neighborhoods built

far away from destinations, filled with roads that don't connect. Too many cul-de-sacs. Shopping centers surrounded by giant parking lots and busy roads that are difficult to get into by foot or by bike. Need to mandate better density and road/trail network design in all new development, ideally where it is shorter and more direct to walk a trail to a school or park or shopping center than to drive. Need more paths creating shortcuts through neighborhoods instead of just following the disjointed road network.

2. Finish the bike lane network, there are way too many gaps making long-distance travel difficult for the less-experienced. On too many occasions I see a road construction project finish and I think to myself, "Where's the bike lane?" Or when bike lanes are added, it's an afterthought and definitely wasn't designed by someone who would use it. For bad examples, look at all the bike lanes on Ridgeview (N/S of Santa Fe, also at roundabouts between Sheridan and 151st), the lanes suddenly end, and you either have to merge left into busy car traffic or run into a curb. Also look at the ones on Lone Elm south of College, they run for a few car lengths at a time, then disappear.

3. Need separation from cars, fewer cars, or dedicated car-free roads. Wide sidewalks next to arterials seem like a good idea on paper, but have you ever walked one? Cars driving 45mph just a few feet away is unpleasant and excessively noisy. They're not great for cycling either due to pedestrians and intersections at each cross

street, bike lanes are better. But for many walking trips this is my only option. On one trip I saw a mother and her ~4-year-old daughter walking in front of me. The daughter was traumatized by fast-moving traffic and vehicular noise and was trying to hold her ears, the mother was trying to grab her hand to keep her safe/comforted, neither were enjoying the situation. Where possible, it would be better to place these wide paths through or between neighborhoods to make them more pleasant and quiet. Or prioritize the trail; take lanes away from cars, move them further away and force them to slow down so pedestrians feel safer. Likewise, recreational cyclists will avoid bike lanes (and will usually resort to using the sidewalk) if they don't feel safe next to the lane of car traffic or if intersections are poorly designed, no matter if it is painted green or buffered. Invest in infrastructure that people want to use, instead of something unpleasant they're forced/persuaded to use when not in a car.

- › Write a code that prevents someone from displaying trash in their yard 365 day a year because the city allows year round yard displays that look like trash and devalues an entire neighborhood.
- › It's no secret that alternative transportation is difficult in Olathe - busses run infrequently, the street grid is large, and the streets can be dangerous for cyclists. Trails are perhaps one of the best ways we can create a bike-able city without completely disrupting the existing infrastructure.
- › I think generally that the city does a great job with parks and recreation activity. Thanks for all you do.

- › Thanks for investing in our trails and greenways.
- › The parks systems have done a great job of maintaining the trails.
- › I have bicycled on other trails in different parts of the country and the trails made of concrete were a great ride. I realize the cost is much greater than asphalt but maintenance/repair and possible washout is minimal for the concrete trails. In the long run .....the cost savings could help justify the larger initial cost. Also, the park systems may want to consider the possibility of a more permanent type of walking material used on the bridges. The wood currently used on these bridges tends to crack and wear out quickly creating a hazard for walkers/ bicyclists. This hazard doesn't presents good image to visitors from other areas.
- › Please give strong consideration to barrier protected bike lanes in heavy vehicular traffic areas. They are much safer and will be used more often by residents. Would be a definite plus for the downtown area.
- › Olathe has excellent trails but they need more connectivity both to one-another and to areas where people might need to go such as grocery stores and other destinations.
- › I just question how much investment is needed to improve bicycling routes on streets. Feel that a large majority of people do not ride bikes on busy streets that usually have these dedicated lanes. But the people that do ride bikes on these busy streets usually do so dangerously and cause delays for motorists. If investment is made for bikes, would like it to be on shared trails that are not a part of public roadways.
- › We moved from the east side of Olathe about a year ago. We used the Indian Creek trail all the time and rode all over the east side of town and through Overland Park. We were very disappointed in the availability of trails when we moved to the west side. There is a short trail close by and our neighborhood trail but the ability to access the Gary Haller trail is poor from our area and the new Cedar Creek park/trails is also not safely accessible from our area
- › In regard to bicycling on the street, I have several thoughts to share. As background, I bicycle 120 to 150 miles per week during the season, mostly for fun and fitness.
  - 1) Bicycle lanes such as on Dennis Avenue or Ridgeview disappear just when they are needed most. The intersection of Dennis and K-7, for example.
  - 2) There are no traffic signal sensors in the bicycle lanes. I have spent ten minutes at traffic signals waiting for a car to come along and trigger the light. It is either that, or violate traffic laws by running the red light.
  - 3) The street sweepers need to service the bicycle lanes every few weeks. Bicycle lanes accumulate all of the rocks, sticks, stones, glass, cans, trash and other debris. They are often so covered with stones that it is like riding on ball bearings. This goes for the entire year! I was out yesterday and noticed a lot of sand and gravel from snow treatments in the bicycle lanes.
  - 4) How do you make a left turn from a bicycle lane?
  - 5) Most traffic signals will not sense a bicyclist. That makes it impossible for a bicyclist to obey traffic laws. A) Please make the traffic signals able to sense bicyclists.
- B) Please mark on the pavement where the sensors are so I can ride over them. C) It would be handy to have a small transponder on the bicycle that can trigger a traffic signal.
- 6) Some motorists regard bicycle lanes as another place to drive. I have had more close brushes while riding in a bicycle lane than when riding on unmarked streets. My bicycle is a recumbent and is not very suitable for riding on trails. I almost never use any of the trails. If bicycling to destinations is a goal, then more destinations need bicycle parking areas and a way to lock the bicycle. Are there bicycle posts in the downtown parking structure? At the libraries?
- › Widen Clare so there is safe access by bike or car to the new trailhead to Cedar Niles park on 119th. And safe travels to cedar creek elementary or travel to forest view. It is dangerous for all to travel that narrow bit of two-lane.
- › Would love a sidewalk or bike lane to cross railroad tracks from Iowa to Northgate along Harold. The trains are no problem but cars get impatient with joggers and cyclists. Maybe just widen the street for cars to go around. I would think a culvert extension and asphalt bike path along the north side of Harold would be cheaper and solve the safety issue. Love Mill Creek trail but the sidewalk ends at railroad from both sides leaving several hundred feet of single lane road.

**Question 19 Continued:**

- › Until you provide highways that allow for free flow of traffic East-West in the 151st corridor and North-South on Pflumm from Shawnee Mission Pkwy to 187th, no dedicate space for bikes on roads. No one is riding bikes on those main roads except Sunday mornings. The utility of creating bike lanes is not warranted. Stick to making the trails great.
- › I do not feel safe when walking my dog alone.
- › Access to shopping/ community areas would be nice. Thanks for asking for input!
- › We need dog parks completed at Cedar Niles park.
- › I think it is important for bicyclists to understand the rules of shared paths. I'm a bicyclist and will shout "on your left" and ring my bell but when I'm out walking some cyclists go speeding past with no regard for walkers on shared paths. I scored that low for this reason.
- › I'd like to see more connectivity between subdivisions that already have some form of trail system. For example, Foxfield Court/ Village and College Meadows area.
- › I love using the new Cedar Niles trail and hope the city finishes the entire loop soon. It makes our quality of life better.
- › I am an experienced road bike rider. I avoid riding on shared-use trails. I am an experienced walker. I hate walking on shared trails. When riding on a trail, I am always afraid of dog walkers who have dogs off-leash or on LONG extendable leashes and out-of-control children. When walking on a trail, I am constantly having to remind my family to shorten the dog's leash and watch out for bikers. Stay to the right! Bikers want to go fast when they can, then suddenly a family with a dog and a child! It is the biker's responsibility to not injure anyone. Bikers need their own lanes on trails. In Long Beach CA, on the beach, there is a walking path and a skating/biking path. That is expensive, but nobody gets hurt this way. Trails with steep hills need lanes and signs. OLA does a good job of that on the trail that runs parallel to Northgate / 119th St.
- › I am not comfortable with on street bike lanes in the city - marked or not. Not safe for the bikers or vehicles.
- › I like the green painted bike lanes- good for bikers and cars to be aware of that lane plus when its darker in eve, cars can see the lanes. Need signage to make cars aware of shared lanes/ bike riders
- › More people use the paths for walking than for biking. I feel the city must keep that in mind when improving the bike/walk system. Paths that are created through beautiful areas that are close to large groups of homes are still a good investment by number of people who can use the paths, but not necessary to loop in with a long bike system.
- › Benches along the way on paths would be appreciated. Offers time for contemplation or great conversation.
- › I love riding my bike on the trails. I have a route that I love that connects the Indian Creek Trail to the Mill Creek Trail via 127th Street to OLD KC Road. I'd like to see a connector from the end of the Indian Creek Trail to the end of the Mill Creek Trail (by Olathe North High School.) The new intersection at Ridgeview and Sant Fe is so much safer, and I appreciate that. It would be great to get Bike lanes on Ridgeview going from Old KC Road all the way out to 159th.
- › Center lines on the shared use trails would be helpful (trails in Leawood have recently added these and they seem to help). Signage encouraging bikers passing others to signal their intent by voice, bell, etc. might help those not so inclined.
- › I am an advocate for bicycling in general and applaud the City of Olathe for undertaking this study. Bicycling is growing in popularity and those cities which have adopted a ""cycling friendly"" mindset will be those that continue to attract growth. I am also a fan of those cities which market their trails and greenspaces as they can be hidden gems but are an attraction for young families considering purchasing a home in these communities.

- › I think shared use “sidewalks” are OK to use in some cases as bicycle infrastructure, but if I am cycling on the path running parallel to a major road and I come up to a stoplight for a minor crossing street that is normally green for the major road, but the crosswalk is signalling do not cross, it is much more of an inconvenience for a cyclist to stop, trigger the signal, and wait for the cross signal. These types of crossings should normally show the crossing signal for the shared use sidewalk to allow cyclists to more quickly move through.
- › When we bike to the concerts in the park, or restaurants, it would be nice if there were enough places to lock up our bikes.
- › I live in the new Willows subdivision at 143rd and Plumm. It would be nice to have a paved trail behind the lots in Willow Grove and Willow Point that would reach from 151st to 143rd adjacent to the north approach to Executive Airport, with connections from Willows Preserve, Grove, and Point. There is a stand of woodland between the Preserve and Grove that would provide needed shade.
- › Please make sure to provide all neighborhoods with access to safe and pleasant trails. Low income neighborhoods especially need healthy trails.
- › The trail system “as is” for the most part is a blessing for the area residents. One exception being the trail connecting Brittney Ridge housing development to Heritage Elementary. I’d dig this up and remove it permanently for the sake of we residents that have to tolerate the disrespectful parents who litter and use E. Orleans Drive as a parking lot to drop off and pickup students at that location. Even with the crossing guard, very unsafe area given the traffic congestion.
- › Safety has been my biggest concern and experience riding bikes and running in Olathe as population and traffic increases so does distracted and careless drivers.
- › The map is unreadable. The term “Bicycle Boulevards” is inadequately explained in the questionnaire. Not quite sure what this is. Just looks like a regular street. Olathe is in the stone-age when it comes to parks and trails, and bicycle pathways. The county and city appear to be on separate sheets of music. I just don’t get the sense the two trail systems are adequately integrated. Am also not convinced Olathe is getting its fair share of County tax dollars earmarked for trails.
- › The lack of a rail system in NW Olathe (Mill Creek is too limited and lacks access) is disheartening. I live in the far NW part of Olathe. I don’t feel the Park Department has any real focus on this part of town. It is simply unsafe to ride bikes on city streets. Drivers are inconsiderate and unfocused. We need a better education program to help ensure motorists share the streets. And we need police enforcement to stop pick-up trucks deliberately harassing bicycle riders.
- › Expanding the Indian Creek Trail further south would be great! Connecting it with other Olathe trails...if geographically possible (without riding in the street)... would be nice. Some parts of the Indian Creek Trail are rough and need resurfacing. I have not ridden the trails much since June because of the COVID spike...maybe you resurfaced some over the summer???
- I think bike lanes are nice, but don’t feel comfortable riding in them because there are too many distracted drivers talking or texting on their cell phones. If there were barriers to prevent drivers from getting into the bike lanes, I would feel safer using them. One compliment...a couple of years ago... before COVID, there was a tree that had fallen and partially covered the trail. I called the Parks Department and they said they would look into it. I rode the trail about 2 hours later and they had already cut the branch down and removed it! Very impressive! Thanks for all you do! We are lucky to have good trail systems...adding to them and connecting them, if possible, would be great! I look forward to seeing your updated plans and the results of this survey!
- › “Hiking/walking paths NEED to be separated from bike paths. Cyclists come flying around bends and I’ve seen several cyclists fall due to almost running over pedestrians.
- › Families use these trails with young children. Seniors use these trails. People with disabilities.
- › These trails are no place for bikes, electric bikes etc.

**Question 19 Continued:**

- › I appreciate the maintenance given to our existing trails. This includes in the winter when snow is cleared off and the rehabilitation of Indian Creek Trail.
- › We own a home by the new Cedar Creek Trail. I'm somewhat concerned about people leaving the trail and coming into our backyard through the woods. Also concerned about violence to people using the trail as it will be very isolated, wooded and no other homes around
- › As I said earlier, get Garmin involved. I can't believe they put their name to a soccer field, but their fitness devices are used by cycling enthusiasts and they aren't involved in their in community trails.
- › Lets have Olathe be the premier Kansas cycling destination!
- › Definitely would like to see more bike Lanes/ green Lanes on roads to better commute throughout olathe
- › I so appreciate Olathe's commitment to our green spaces and the trails to connect them. I am concerned about all the bikes, scooters, and other "vehicles" that share the paths with walkers & runners, as people often do not alert people when passing, or are going pretty fast. Maybe more signs to encourage courtesy. Also have to consider safety on the trails and how to help people be safe - not sure what plans are to address those topics. Trails & parks attract people to Olathe and keep them here!
- › In general, I love the city's trails and greenways, and they're a large part of why we want to stay in Olathe. I like walking on the trails for exercise and simply to reduce how much I rely on gas for my car. One drawback of the trails I use is that lighting along them isn't very prevalent. I would probably use them more if lighting was more present, though I would also not want any lighting solutions to be too bright.
- › I am unable to play pickleball, so rely on walking and biking as my exercise. KillCreek is the closest park for greenscape and trails but requires loading my bike and traveling 8 miles.
- › While connectivity within Olathe is important, I would like to see connection between suburbs as well.
- › Love bike trails through green space, such as the OP section of Indian Creek and Mill Creek trail.
- › How can I be involved? Are there opportunities for community involvement beyond just filling out surveys?
- › I would like to see the city invest in dirt singletrack hiking and mountain bike trails. Lake Olathe would be a good location to connect to Cedar Niles Park.
- › 1) We have a nice trail system. It was a consideration for us to return to this area. When we moved away (for work) in 1994, the Streamway system was just getting started in the county and the city wasn't really engaged with the beauty of a trail system for quality of life. (We first moved to Flower Mound, TX which had a system we could ride to library, city hall, favorite restaurants, sports fields, schools, fishing ponds, or just recreationally. Our whole family really enjoyed it!
- › 2) I prefer dedicated bike/hike trails that minimize potential contact with automobiles rather than bike lanes. Something that is safe for the whole family.
- › 3) The trail system needs to get extended out to the southwest Olathe area. There are many homes paying high taxes southwest of Lake Olathe and we have no extension out this way to access the rest of the system. Cedar Niles trails get the trail system closer to us, but still don't have a good & safe way for families to get there without loading up on a vehicle.
- › 4) North-south system along creeks is common; east-west systems to link with the others seems lacking to me.
- › 5) I didn't even know about a Mahaffie creek trail - going to have to look into that. I try to ride Mill Creek, Tomahawk Creek, Indian Creek trails in their entirety at least once a year.
- › 5) Work with Urban Trail Company like the county does to get some single track trails built for recreational hiker/mountain bikers."
- › In my opinion, connectivity and access points should be the current focus.
- › With regards to sharing the road with motor vehicles - with or without bike lanes - education needs to extend to motorists as well as cyclists. Drivers often have no idea how to handle cyclists, and are oblivious to, or ignorant of, shared roadway etiquette.

- › Thanks for all the hard work you do to create and maintain trails in Olathe. It might be helpful to share ""rules of the road"" through Olathe's social media platforms or in partnership with BikeWalk KC, or to provide bike repair workshops etc.
- › Two observations as far as bicycle safety: Many bike lanes on the shoulders of Olathe streets seem to abruptly end -- before intersections and traffic circles, and sometimes just randomly mid-route.
- › My favorite trail is Indian Creek. Sometimes it feels too crowded for the amount of cyclists and pedestrians using it at the same time. Do we need dedicated bike lanes? (Looking forward to the Lake Olathe/Cedar Creek connection!) Thank you so much for all you do with improvements to our trails and greenways!!
- › I don't mean to sound rude but I don't understand why bikes are allowed in the roadway and on the trails. It should be one or the other not both. Bike riders on the roadway are unsafe. They don't follow the rules the vehicles have to and they're very selfish. If there's a sidewalk 3 ft away then use it instead of potentially getting hit by a car or causing a wreck. Do a survey on how many bicycle riders get hit in the street and how many accidents with bicycles happen on the sidewalk, thanks!
- › Please focus on creating new shared use trails. Residents use trails for recreation, not transportation. I would like to see more Streamway trails and connecting those trails. For example, extending Coffee Creek Trail into south Olathe and connecting it to Indian Creek Trail. Also, more large loop trails around lakes, for example a continuous loop trail around Cedar Lake. Also, every new residential and commercial development should be required to have walking trails. The area around K-7 from 159th to 143rd is incredibly dangerous for walking or biking.
- › We love that Olathe is trying to improve the trail system. We lived in Colorado before Olathe and loved the trail system there. We love spending time outside, exploring new trails, and having safe places to explore. Thank you for considering our opinions! We look forward to the progress.
- › Please put in more drinking fountains and restrooms. We walk a lot of long distances and a bathroom (or port a potty) is exceptionally rare. I hate to use businesses for bathroom breaks so it would be great if there were more options along trails.
- › Upkeep needs improved along with cleanliness. Especially behind k7 Walmart. Trash is all over and it flood all the time during rains. Debris is floating and no protection as far as rock is lined along creek area either as it is elsewhere further south. North side of Walmart seems to get more attention. West and southwest has been ignored and has extreme erosion.
- › I would love to see more rugged trails like the ones at Cedar Niles. I prefer not to walk/hike on concrete. We love Cedar Niles but often go to dirt trails in DeSoto for hiking.
- › They are very good. The best improvement would be wider/more connection in the system such as kill creek and cedar Niles to the the city trails and desoto and Lenexa trails
- › There needs to be a couple of park benches along the Mill Stream Parkway Trail coming from the Nelson Road entrance. Thank you! I love the trails but I have bad knees and have to sit down and rest sometimes.
- › Security measures. As a woman I dont feel safe going alone in the more lush isolated areas.
- › I would like to see additional improvements that compete with other areas in Johnson County- specifically to the areas South of 159th Street and West of Ridgeview and over to Warwick area. Including Hampton Park and the Indian Creek Trail
- › I like the trails that lead to parks. As a family we love that we have access to the trail right in our neighborhood, but when we are on the trail it feels like we are walking in the woods/nature. I think all tails should be surrounded by nature and green space. That's very desirable for us and feels safe.
- › Overall I think we have a fantastic trail system, but I would love to see them all interconnected safely and more trails to use!
- › In general, I am very please with what is already in place and being developed. Olathe is doing a very good job with making bicycling safe.

**Question 19 Continued:**

- › I appreciate having off street paved trails for biking. Thanks for having them.
- › I'd like to see more signage to help both runners/walkers and bicyclists understand the rules of the shared use path. As someone on both sides of this equation, I understand the frustration on both sides' bikes riding too fast or passing too close, walkers taking up the whole path, dogs off leash or way out on an extended leash, bicyclists not announcing themselves or doing so just feet before passing, the list goes on. I think most is just ignorance of not understanding how our actions affect others.
- › Please continue to expedite the development/progress on the the Cedar Niles park. Many of us avid cyclists are eager to utilize it.
- › Simply stated - the minimum is more painted bike lanes. If you want to be futuristic, develop a vision like Minneapolis, MN, which has BEAUTIFUL paved bike/walking trails - you might call them bike highways. Simply awesome."
- › Total waste of taxpayer money.
- › Parks along the path are great!
- › We enjoy walking and hiking in Olathe, and the parks, paths, and trails system is one reason we moved here from Lee's Summit.
- › It is stupid to put bikes on roads with vehicles. Most of the bikers I encounter ride 2 or 3 abreast, blow thru intersections and pay no attention. It's dangerous.
- › More benches, more signage / directions to see where you're headed. added security
- › Continuing "trail walk" or wide sidewalk all the way up Mur Len road north of 151st to connect with the dying retail at 135th & Mur Len and the BRAND NEW FANCY LIBRARY would really make some sense. Never can be sure, but maybe that would bring some retailer interest back to that area. There is a crossing with Indian Creek Trail right down by the Auto Zone too so traffic from there could take advantage as well.
- › I don't bike in Olathe because I don't think it is safe and the public is not well educated. I do walk in Olathe and would love places to walk where I felt safe in the dark in the winter. Possibly an officer available, well lit, high traffic.
- › think about sustainable trails / paths...the city just pays whatever cost to get a trail in, not thinking about upkeep / future costs.
- › We are grateful for the Trails and Greenways in Olathe!
- › "I am a strong advocate of physical bike/ car separation through sidewalks and shared use paths. Painted infrastructure in the downtown area would be appropriate. However, having had years of drivers yell at me to ""go find a path"" when I'm on streets that lead to my own home, I wonder whether painted bike lanes create a driver psychology that ""bikes belong only in the bike lanes,"" even when the cyclist's route or traffic conditions prompt the choice of a safer alternative. Next, I would beg the city to pay more attention to path and bike lane terminus standards. Shared use paths shouldn't end without safe navigation at intersections, or end abruptly with no curb cuts. I would also advocate for standards for curb cut/bailouts on roads where bike lanes co-exist with shared use paths/widewalks. For example: Mahaffie Road, which has high speeds, has both bike lanes and sidewalks. However, due to a lack of curb cuts, a cyclist in the bike lane is trapped in the bike lane and cannot bail to the wide walk in case of aggressive or increased traffic. And a cyclist in the southbound sidewalk must follow it to its end, or ride off the curb and into the bike lane to execute a left hand turn or to access the continuing southbound wide walk on the east side of the road. (See also Mahaffie Road: abruptly ending sidewalk.) Finally - although the paths may outlast store locations - please, improve connectivity to major grocery stores, dominant retail arterial intersections, and libraries.
- › Bonus wish list safe cycling item, not greenway... the eastbound intersection of 127th Street and Mur-len is a NIGHTMARE. Option 1: ride the eastbound sidewalk to the crosswalk. This crosses turning traffic at Moore Avenue right at the bottom of the overpass bridge, where drivers do not see ped/bike traffic, then puts the cyclist onto aging narrow sidewalk infrastructure, and finally puts the cyclist in a right-hook situation with drivers in the right-turn only lane. Option 2: ride the eastbound sidewalk to the crosswalk, and at Moore Street, jump into traffic when possible, crossing traffic as necessary to move into the second from the right lane to cross Mur-len at the light. Option 3: not really an option to ride directly on the road all the way, as traffic is thick and moving at high speeds and has limited visibility over the bridge. You know what I absolutely DON'T want as a cyclist? To cause



- stress to an already stressed out driver. Because I am scared they will take it out on me, or on the next cyclist. I really, really, really don't want that. This btw is also why I \*love\* sidewalks and shared paths on roads with long hilly grades - so I can get out of the driver's way when I'm going slowly up the hill."
- › "We have great trails. Am excited for the future Cedar creek trail. I ride the Indian Creek Trail for my daily commute for work. Better notification of construction/resurfacing would be appreciated.
  - › I would love to see the Coffee Creek trail further developed to The West to Mur-Len and beyond, and connected to on the East to the Future Blue River Trail.
  - › Since most of our trails are along creek systems, stronger east/west trails would be appreciated to connect these together. I ride the Tomahawk Creek trail to the Indian Creek trail and back, and can make that a 30-50 mile journey.
  - › I am looking forward to when the east end of the Indian creek trail will be connected to the Rock Island trail, and can bike tour all the way to St Louis and back.
  - › A connection to Lawrence would be appreciated, as would a connection to the Flint Hills trail in Osawatomie. "
  - › Need better connectivity and more information on trails so residents know where all the different trails are in Olathe available to them. Publish trail locations info in Olathe newsletter. .
  - › What is the Mill creek trail and the Cedar creek trail?
- › Bikes do not belong on streets, and the side bike lanes are a waste of space. Lanes feel too narrow to comfortably pass a cyclist who is in that lane, and you often have to slow down and force your way into the other lane to get around them. Cyclists are also a safety hazard as they force vehicles to share the road but often do not adhere to traffic laws themselves. They need to be disconnected from roads completely and forced to sidewalks or shared use paths separate from main roadways. As a pedestrian often on foot, I can say that bicycles do NOT have issues getting around people. There is no reason cyclists and pedestrians cannot share and leave roadways to the motorized vehicles.
  - › Trails need to be available for all ages and skill levels for bikers/hikers.
  - › Olathe has made some major efforts but needs to work on making the systems more comprehensive and interconnected, and safe.
  - › I love the city of Olathe and the trails. I would love safer access and more access for biking.
  - › "Overall maintenance is very good. I appreciate the trail is plowed after a snow and mud is cleared after flooding. But, the overall aesthetic would improve if the trash around the trail was dealt with, especially after a flood. Also, when trees are trimmed or cut down it would be nice if they were cleared away so, during a flood, they are not pushed downstream and clog underneath bridges.
  - › A center lane might help walkers and riders remember about right of way.
- › There are gaps. Not all trails have something connected to them.
  - › It would be nice to connect more neighborhoods to some of the main trail systems instead of having to use sidewalks along busy streets. It would also be nice to have more unpaved hiking trails.
  - › "I have really enjoyed the current trails and appreciate the focus on expanding these in the future. From a cost perspective, I think it may be worth considering extending some of the trails using gravel instead of asphalt if it would allow for longer trails to be added. I think this option may be a better option for extensions on less used parks (Ex: connecting Cedar Lake to Lone Elm Park)."
  - › "Extending Indian Creek trail further south and west toward Gardner would be exciting.
  - › Extending sidewalk on 159th to connect to Heritage Park and further east. "