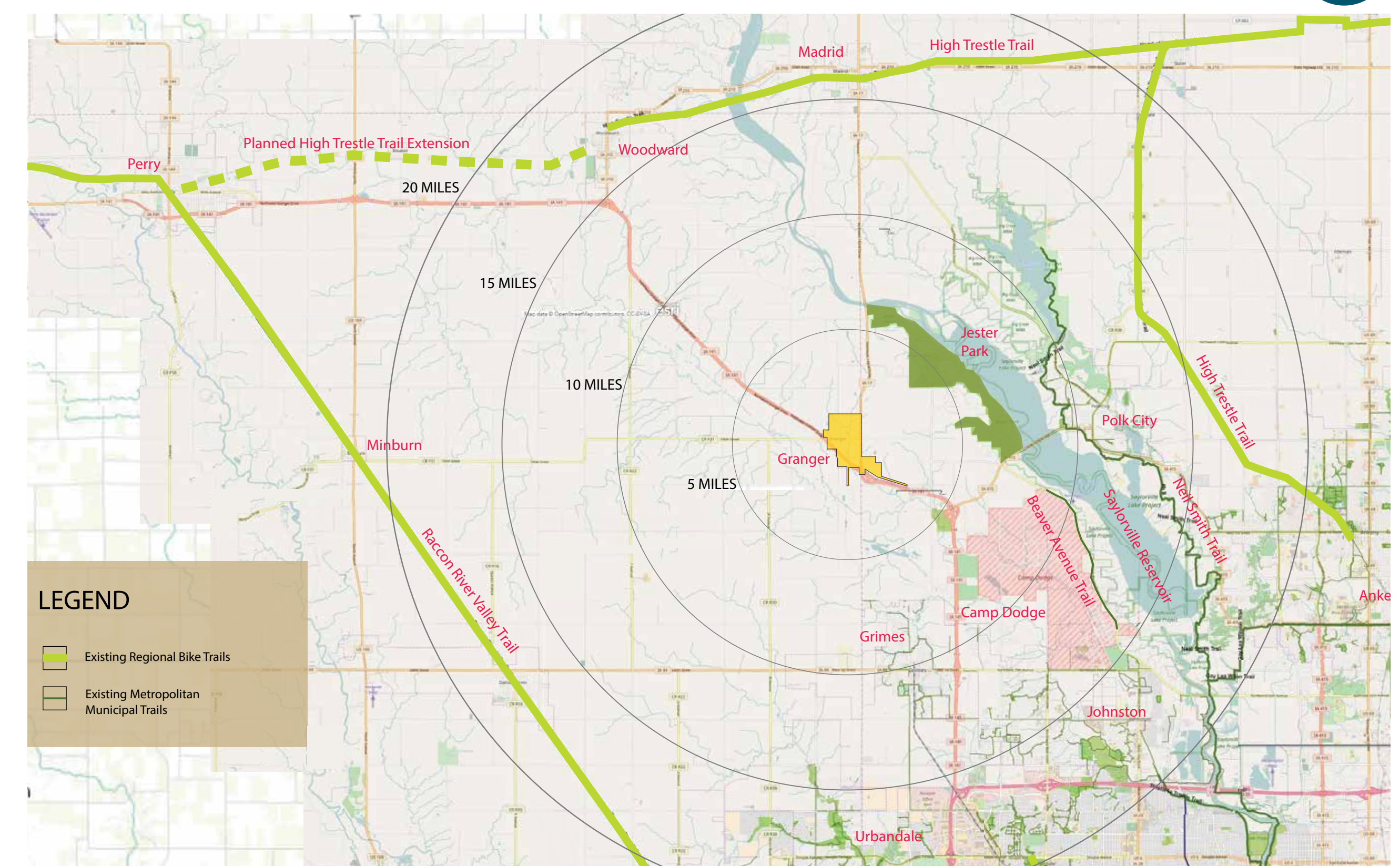
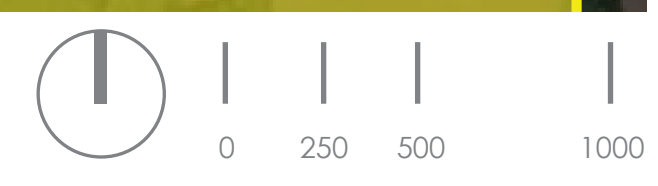
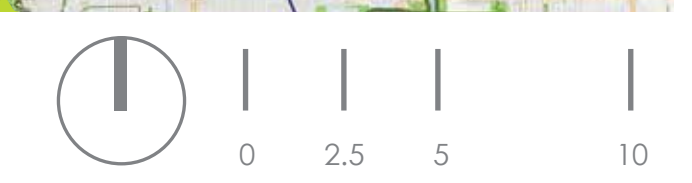


Community Transportation Inventory Diagram



Regional Transportation Inventory Diagram



Local Conditions

Through observation, anecdotal evidence, resident surveys, and discourse with City of Granger, Dallas and Polk Counties, and Iowa Department of Transportation officials, the Community Visioning team have inventoried existing transportation assets, needs and concerns throughout the community. Located within easy driving distance to Des Moines, Granger faces challenges common to exurban communities. A car-centric transportation system and cul-de-sac residential developments have resulted in poor sidewalk connectivity and a lack of pedestrian and bike corridors throughout the city. These transportation challenges are exasperated by rapid population growth and private residential development at the north and east edges of the city. Where Highway 17 and NW 110th Ave/State St pass through town, freight vehicles combine with commuter and local traffic, making it extremely difficult for pedestrians to cross the road safely. And while Highway 141 provides easy commuter access, at a local scale it acts as a dangerous barrier to pedestrian passage along the west edge of town, particularly for residents of the Homesteads development. The 141 corridor is also underdeveloped as a city gateway, with no Granger welcome signage visible from the highway. Regional travelers who may stop at the Casey's General store rarely venture further into town, and have trouble finding their way to downtown or other local destinations if they do. Granger has wisely located new schools and parks along the recently restored Oxley Creek corridor through the middle of town, but there are no direct walking or bike trails to connect these locations to the peripheral neighborhoods or Centennial Park. The projects proposed by Community Visioning seek to update and enhance safety, connectivity, aesthetic character, and community identity throughout the transportation fabric of Granger.



State Street Downtown



Uncontrolled Crossing at 141



Existing Welcome Sign

Regional Conditions

Situated on a major commuting corridor, Granger is poised to become a regional hub for outdoor recreation, and a jumping-off point to the Saylorville area and the North Metro. But while the community has long been associated with Jester Park due to its close proximity, easy passage to the park and other recreation destinations such as the High Trestle Trail, Raccoon River Valley Trail, and Saylorville Lake is limited to car travel. Cyclists must brave narrow highway shoulders or gravel roads to cover the short miles between Granger and these destinations. This limits access for both residents and visitors, who may otherwise be inclined to swing through town on a weekend bike ride or while camping at Jester Park. And as more residents relocate to Granger to raise families, there is a growing demand for safe, easy connections to these regional assets.

Barriers to the creation of new trails are many, including geography, busy highway crossings, and property access, among others. And there is no silver bullet, such as an old trail-ready railroad bed leading from Granger to the lake. Instead, the Community Visioning committee explored a strategy that knits together private and public properties, utilizing city land where possible, and coordinating with both Polk County, Dallas County, other municipalities to build new trail corridors and utilize best practices for integrating bike facilities into existing roadways.

Granger Transportation Inventory

Genus Landscape Architects

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