High Trestle Trail Madrid Planned High Trestle Trail Extension 20 MILES 15 MILES 10 MILES Granger 5 MILES LEGEND **Exisiting Regional Bike Trails Existing Metropolitan Proposed Granger** Community Trail Systems **Proposed North Regional Trail** Proposed East Regional Trail Proposed Southeast Regional Trail Raccon River Valley Trail **Proposed South Regional Trail** Connection Regional Trail Connection Plan

Paved Shoulder Bikeway

In response to the high costs and legal difficulties of developing new multipurpose trail corridors to connect Granger to surrounding regional trails systems, Community Visioning recommends the creation of dedicated bikeways along the shoulders of existing rural highways where possible. The lowa Statewide Urban Design and Specifications manual describes Paved Shoulders a best practice for implementing on-street bicycle facilities into higher-speed rural road sections. This is a relatively inexpensive method of retrofitting existing road sections by paving 4' minimum gravel shoulders and adding pavement markings and rumble strips to separate and define the bikeways from drive lanes. This has been done successfully around the state, including recently along Highway 169 outside of Slater. Near Granger, these would be most effective along or Highway 17 or NW 110th and NW 121st to Jester Park, as shown below.



Existing Roadway Section



Proposed Roadway Section

Spokes on the Hub

To strengthen Granger's standing as a regional recreation hub and gateway to Jester Park, four primary cycling routes have been identified to better connect Granger to Saylorville Lake, the High Trestle Trail, Raccoon River Valley Trail, and municipal trail systems throughout the greater Des Moines metropolitan area. Emanating from the proposed community trail system in town, these regional routes would be comprised of a network of both new, paved multipurpose trail corridors, and improved bike facilities on existing

roads designated by signage and pavement markings such as paved shoulder bikeways. Some of these follow the preferred routes of cyclists today, such as Highway 17, State Street/NW 110th/NW 121st to Jester Park, Sycamore Street/Xavier Ave north and south for gravel riders. Others forge new connections along old unused railroad rights-of-way at the edges of town: south towards the wastewater treatment plant and through the Beaver Creek floodplain to Grimes, and east along Highway 141 and Highway 415 to the new Beaver Avenue trail, which terminates near Camp Dodge in Johnston.

Granger Regional Connectivity Plan

Genus Landscape Architects

LA's: Eric Holt, ASLA, PLA | Jordan Garvey, Associate ASLA Intern: Fan-Kai Lin

Iowa State University | Trees Forever | Iowa Department of Transportation

