

# Granger Multi-use Trail

German T. Cruz

Leslee Chapman

Lou C. Conklin

Cory J. Daly

Justin M. Dirig

Joe Eberts

Rose Fraley

Jackie A. Luzar

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# TABLE OF CONTENTS

Introduction

Proposed Trail System

Phase One - The Core

Phase Two - Ash Road Loop

Phase Three - Country Club Connection

Phase Four - LaSalle Trail Connection



Road to Trail Alignment

Trail Connections

Case Studies

Regional Trail Information



Glossary



Near the Michigan border in northwestern Indiana, the residential community of Granger is settled among quiet neighborhoods and open spaces. The Granger Citizens Community Organization has proposed a multiuse trail within its twenty-six square mile area to create a more livable community by connecting neighborhoods with schools, churches, recreational areas, and other local points of interest.

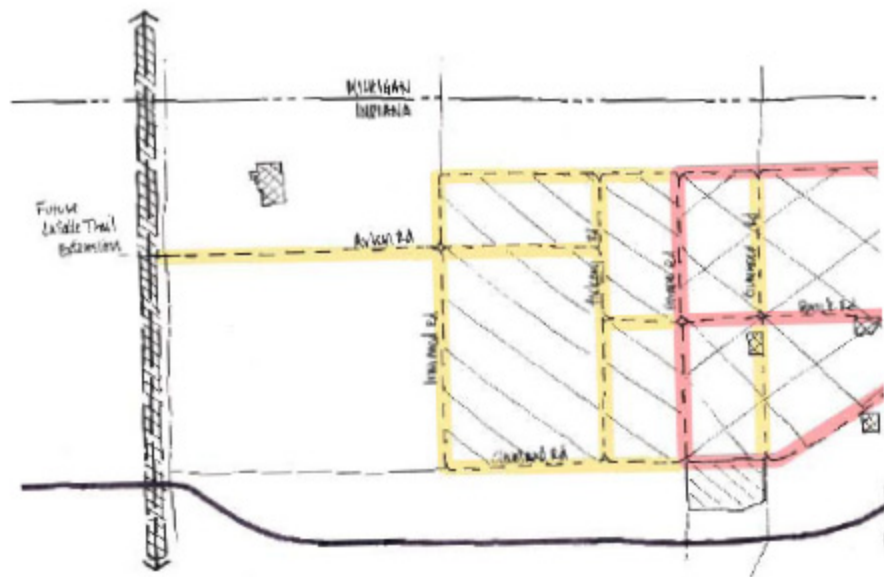
This document presents suggestions and concepts for the community to use in implementing this vision of community connection.

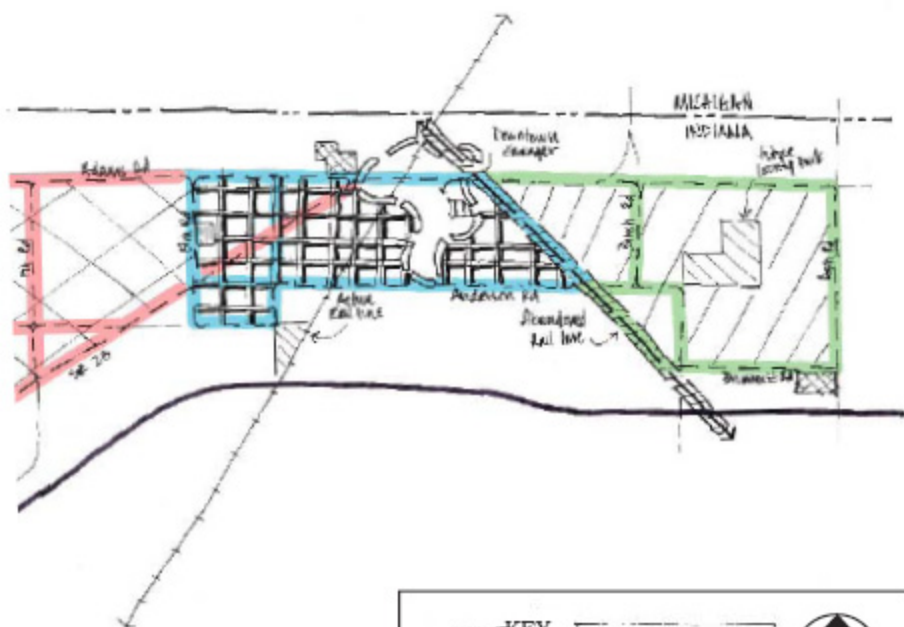
***“I thought of that  
while riding on my  
bike.”***

--Albert Einstein on his  
Theory of Relativity








# Proposed Trail System



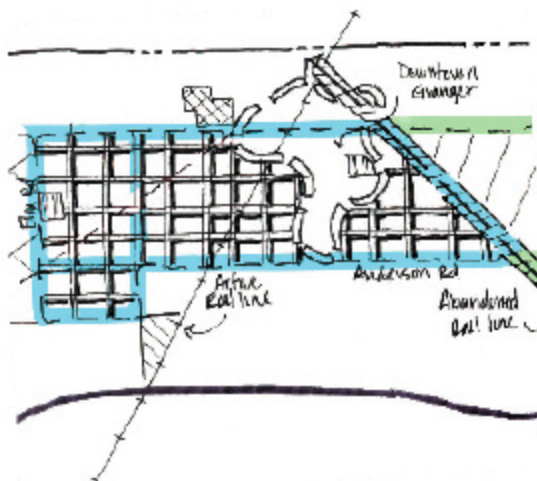


KEY

-  Phase One- "The Core"
-  Phase Two- "Ash Road Loop"
-  Phase Three- "Country Club Connection"
-  Phase Four- "LaSalle Trail Connection"



# The Core



## Phase One: "The Core"

This section of trail will run along Adams Road from Elm Road to the abandoned railroad tracks, just past Bittersweet Road. Cutting across the countryside on this natural corridor, the path will take users on a scenic trail southeast connecting to Anderson Road. The trail will then turn westward towards the baseball diamonds on Brick Road. Here the trail will reconnect with the Elm Road section making a six mile loop connecting subdivisions to many of the areas attractions including shopping, recreational areas, schools, the library, and historic sites.



The use of an underpass is a possible solution for separating railroad traffic from vehicular and pedestrian traffic, increasing safe and efficient travel.



Above: A slight widening of the road at rail-road crossings allow cyclists to cross tracks perpendicularly which is much safer for a bicycle's narrow tires. The same applies for a multi-use trail, where a slight curve in the trail is also recommended.



Above: This exemplary site, completed in 2004, shows where traffic once halted for train traffic. The area was flat, but has now been changed so vehicular and pedestrian traffic is not influenced by the railroad. These changes have created a site that is more functional and aesthetic.

