

This map shows the broadband landscape of Minnesota. Connect Minnesota, a subsidiary of Connected Nation, works with all broadband providers in the state to create detailed maps of broadband coverage that accurately pinpoints broadband availability. The American Recovery and Reinvestment Act, passed in February 2009, provides \$7.2 billion to fund broadband expansion.

Connected Nation's comprehensive approach to broadband expansion begins with an inventory of existing broadband service to get a detailed picture of where broadband is and what gaps need to be addressed. Connected Nation's mapping department works closely with broadband providers to identify broadband availability and develop trustworthy relationships. Connected Nation's mapping initiatives are designed to inform and advance the understanding and utilization of broadband services in the nation. The maps and analysis that Connected Nation produces for any given state or region are products that are imperative to good policy and informed business planning. These tools advance the understanding of the nation's broadband landscape and address the needs of those without available broadband service.

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Connect Minnesota (Connected Nation)

St. Paul, Minnesota, USA

By Wes Kerr

Software

ArcGIS Server 9.2



	Environmental Protection Area 1 "Tree Island" Area 1001 & 1002		Wetland
	Environmental Protection Area 2 "Green Island" Local Natural Features (including 1001 & 1002)		Conservation Easement
	Environmental Protection Area 3 "Crescent Lake" Natural Area (including 1001 & 1002)		Important Natural Features

This map is part of a series of community maps of the town of Georgina produced by residents. Its purpose is to showcase what residents think is important about their neighborhoods and to help protect and enhance what is special. The map points out a nature reserve and a local stream, both important habitats for conservation.

The Deer Park Road area is an important mature mixed forest providing habitat for a wide range of animals, birds, and amphibians. Private landowners in the area worked together with the Lake Simcoe Region Conservation Authority to create the Arnold C. Matthews Nature Reserve in order to preserve and steward the land in perpetuity.

Boyer's Stream connects protected core lands and Lake Simcoe, providing habitat for waterfowl, amphibians, and marsh birds, and a potential upstream fish spawning route.

Courtesy of the Alliance for a Better Georgina.

Alliance for a Better Georgina

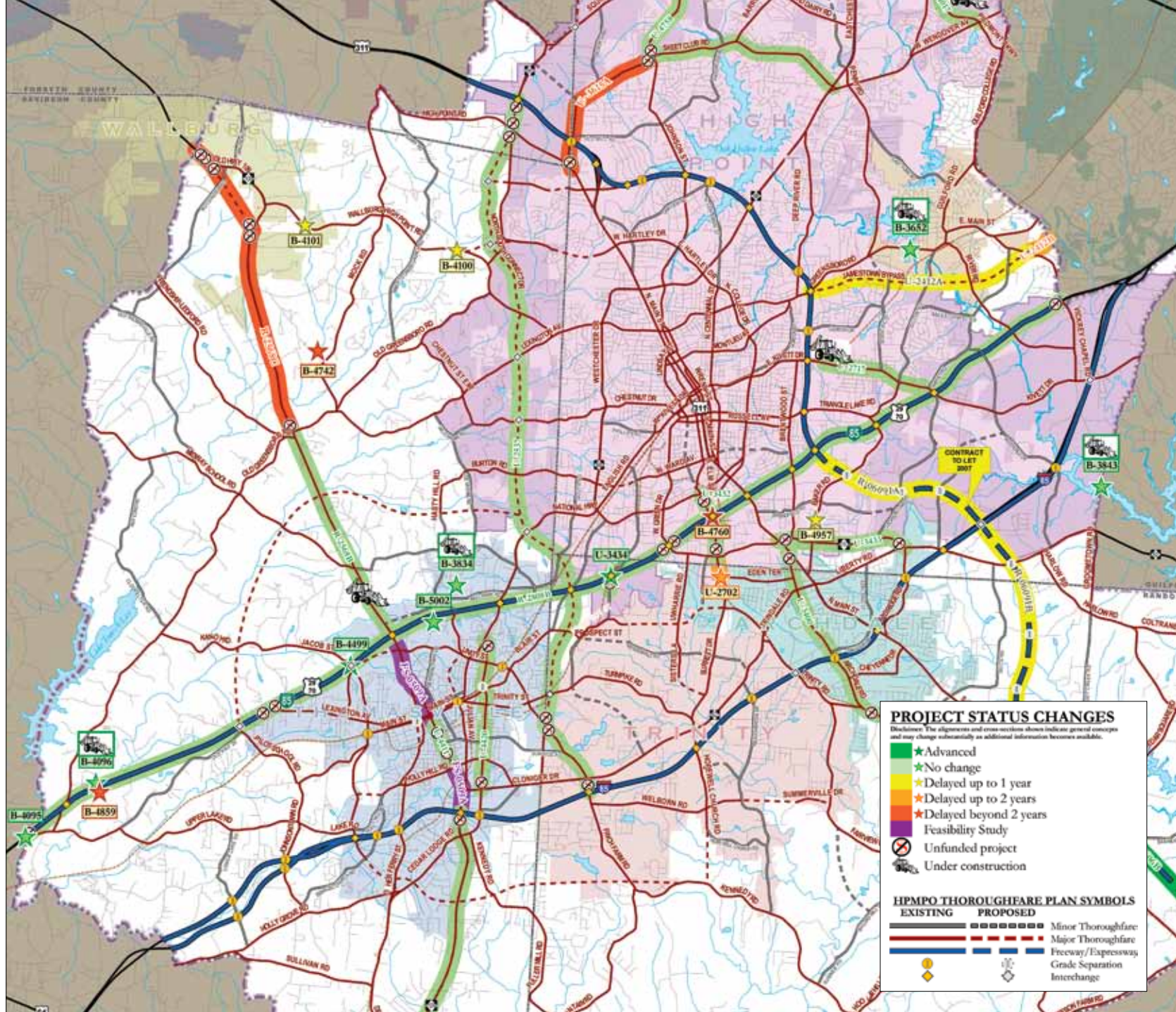
Keswick, Ontario, Canada
By Jason Anderson, Mark Setter,
and Daniel Faucher

Software

ArcGIS Desktop 9.1, Adobe Illustrator, MAPublisher,
Adobe Photoshop, Geographic Imager

Data Sources

Geobase, Alliance For a Better Georgina, York Region,
Lake Simcoe Region Conservation Authority



PROJECT STATUS CHANGES
Disclaimer: The alignment and cross-sections shown indicate general concepts and may change substantially as additional information becomes available.

- ★ Advanced
- ★ No change
- ★ Delayed up to 1 year
- ★ Delayed up to 2 years
- ★ Delayed beyond 2 years
- Feasibility Study
- Unfunded project
- Under construction

HPMPO THOROUGHFARE PLAN SYMBOLS

EXISTING	PROPOSED	
—	- - - - -	Minor Thoroughfare
—	- - - - -	Major Thoroughfare
—	—	Freeway/Expressway
—	—	Grade Separation
◆	◆	Interchange

**City of High Point
 Department of Transportation**
 High Point, North Carolina, USA
 By City of High Point Department of Transportation

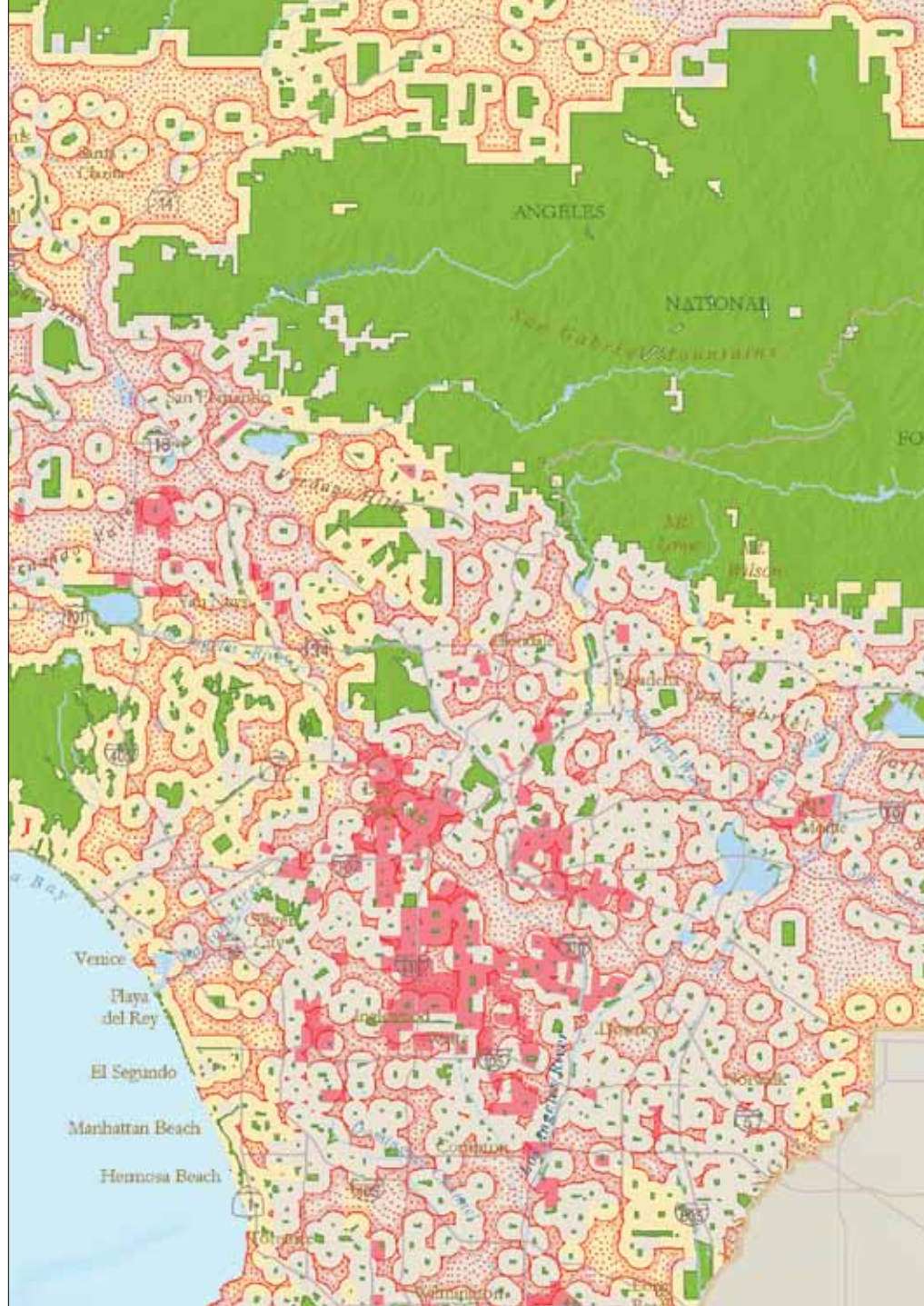
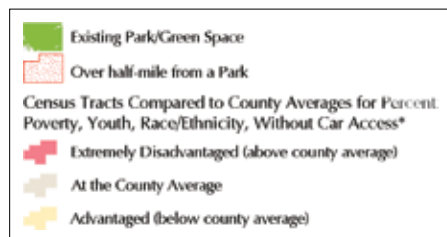
Software
 ArcGIS Desktop 9.1
Printer
 HP Designjet 5500 ps

Data Sources
 North Carolina Department of Transportation,
 City of High Point

From conception to completion, building a road should take between five and twenty-one years, depending on perceived need, technical issues, growth rate, and available funding. However, controversial projects and orphan projects can take much longer to deliver. The major phases in building a road include a feasibility study, obtaining initial funding, planning design, purchasing right-of-way, and construction.

All projects begin in the Long-Range Transportation Plan (LRTP), where the initial need, local consensus, and local support are developed. Obtaining initial funding is critical in moving a road project from the LRTP to the Transportation Improvement Plan (TIP), where the project can then proceed through a planning process that involves environmental mitigation, traffic forecast, permit application, and public involvement. This map of transportation projects within the High Point Metropolitan Planning Organization area illustrates the updates in project status for the 2007-2013 TIP. The symbology was designed to allow for the quick identification of project status changes and projects that were unfunded or under construction.

Courtesy of City of High Point Department of Transportation.



GreenInfo Network created a series of maps for The City Project to illustrate the location of parks and open space in relation to the neighborhood demographic attributes of poverty levels, percentage of youth, race/ethnicity, and access to a car. Each of these attributes was mapped individually to highlight any potential injustices based on a single factor. The 2000 Census tracts in the county were categorized to be above, at, or below the county average in each of the four variables. The tracts that were above the county average in all four categories were flagged as extremely disadvantaged (shown in red). Tracts with all four variables below the county average were marked as advantaged (shown in yellow). All remaining tracts were identified as being in range of the county average (shown in cream). The extremely disadvantaged and advantaged tracts were mapped alongside existing parks and open space.

In addition to the spatial analysis, park acres per thousand residents were calculated for cities and political districts. The acres-per-thousand-residents measure is a standard method of assessing a region's park infrastructure. Results revealed a wide range of park acreage per thousand residents with some of the healthiest cities having well over 400 acres per thousand residents, while some impoverished communities had less than one acre per thousand residents. As a whole, Los Angeles County is park-poor with 101 of the 131 analyzed communities falling below the national average of 6–10 acres of parks per thousand residents.

Courtesy of GreenInfo Network, copyright 2006.

GreenInfo Network

San Francisco, California, USA
By Amanda Recinos

Software

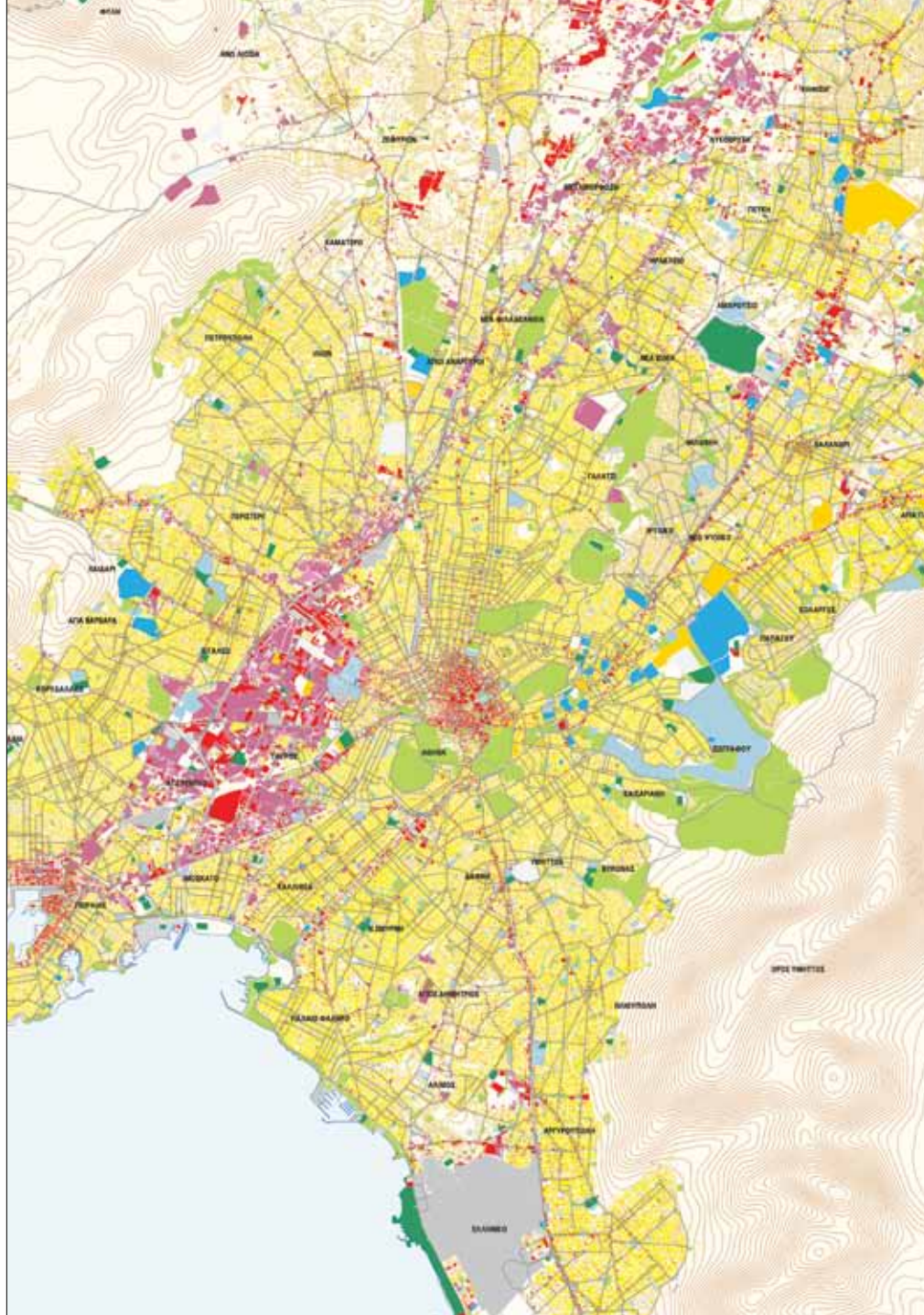
ArcGIS Desktop 8

Printer

HP Designjet 1055 cm

Data Sources

USGS, U.S. Census Bureau,
GreenInfo Network, Los Angeles County



ΥΠΟΜΗΜΑ - LEGEND	
	Αιγιής Κατοικία - Residential
	Γενική Κατοικία - Residential/Commercial
	Τοπικά Κέντρα - Local Centers
	Εκπαίδευση - Education
	Αναψυχή/Τουρισμός - Recreation/Tourism
	Εμπόριο/Υπηρεσίες - Commerce/Services
	Διοίκηση - Administration
	Περιθαλασσική Πρόνοια - Health/Social Services
	Αθλητισμός - Sports
	Αποθήκες/Χονδρικό Εμπόριο - Warehouse/Wholesale
	Βιοτεχνία/Βιομηχανία - Small Industry/Industry
	Στάθμευση - Parking
	Τερματικοί Σταθμοί - Terminals
	Ειδικές Περιοχές - Special Areas
	Μη Αστικές Χρήσεις - Non Urban Uses

The Metro Development Study is aimed at long-term planning of the Metro System for the Athens Metropolitan Area. The Metro System—seen within the framework of an integrated public transport system that incorporates all means of continuously interacting transport, including private means—plays a significant role in the strategic plan of the study area.

A suitable transportation model was developed for strategic planning purposes. It assists in developing and testing alternative scenarios for Metro System extensions that forecast future transport demand. These are defined by socioeconomic characteristics, land-use distribution, and supply needs according to the characteristics of the public transport system and private means.

Courtesy of Attiko Metro S.A.

Attiko Metro S.A

Athens, Greece
By Attiko Metro S.A.

Software

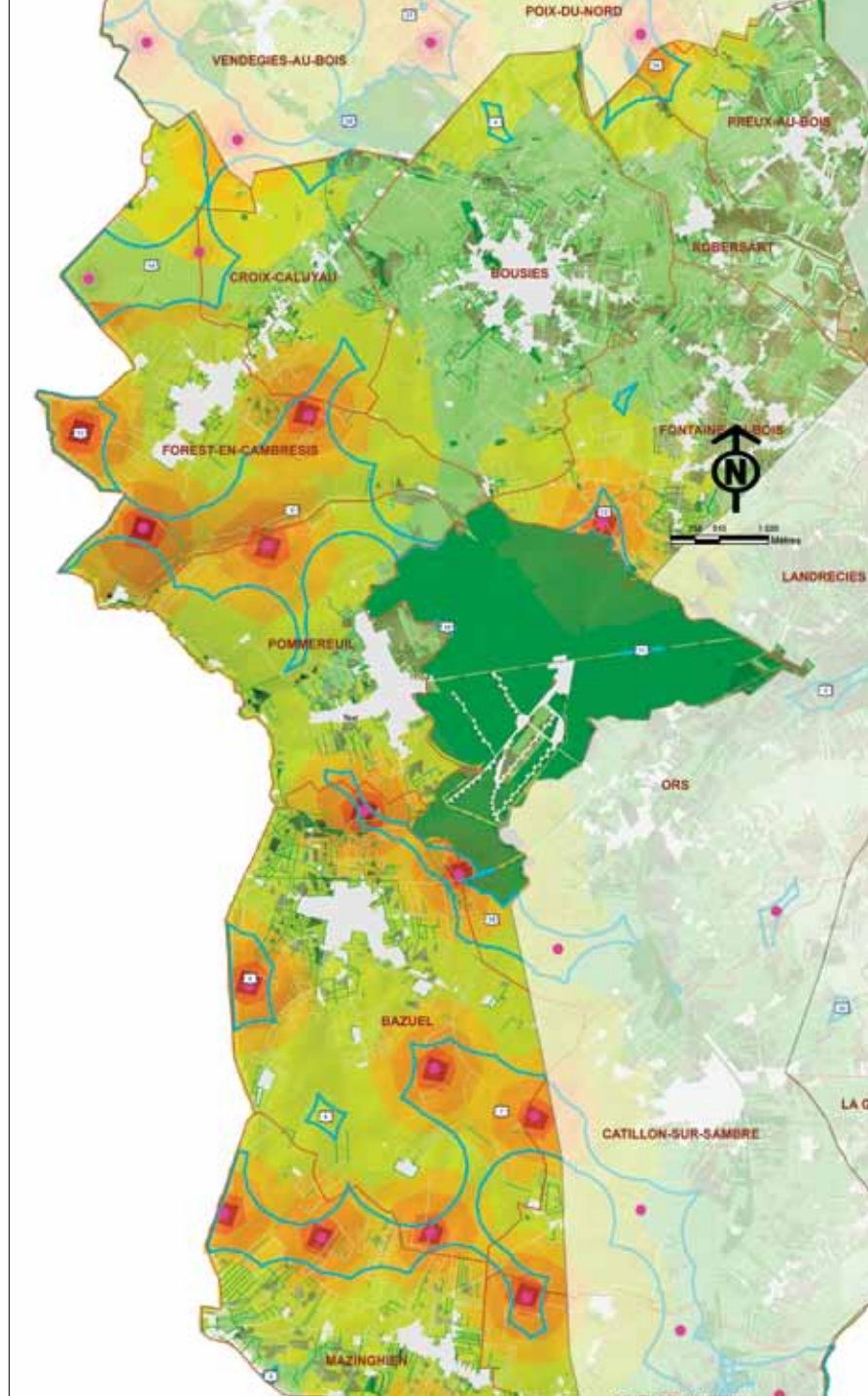
ArcGIS Desktop 9.2

Printer

HP DesignJet 4000

Data Source

Land Use Survey (1995–1996)



Alisé Géomatique

St-Jean-de-Vedas, France
By Hélène Durand

Software

ArcGIS Desktop 9.2, ArcPAD 7

Using GIS, the Avesnois National Park studied the impact of a wind farm development project on the park's landscape. The study identified and classified appropriate wind zones, helped the local government make informed decisions on future wind farm projects through supporting documents such as reports and maps, and created a coherent global vision for others to follow.

The installation of wind farms is a landscaping project, the aim of which is to conserve the park's diversity and unique features. Several methods were developed to analyze the park's landscape. These methods include georeferencing landscape photographs, analyzing the sensitivity of different species, studying inhabited areas, observing road and path traffic, and identifying constraints involved in the installation of wind farm equipment.

The work will contribute to the implementation of wind farm development zones and will help in the development of wind energy resources in France. The French project title is "Volet paysager du Schéma éolien de l'Avesnois."

Courtesy of Hélène Durand, Alisé Géomatique; copyright 2007 BD Alti IGN, BD Cartho IGN, PNR de l'Avesnois .