The Transvalley Corridor is an opportunity to link the City east of I-15 to the City west of I-15 and provide a pedestrian and bicycle route from the foothills, through the urban area, into the wetlands. The map shows a western terminus based on the City's 1992 Open Space Plan. Due to changes in this area of the city, a different western connection may now be appropriate, possibly extending to the Salt Lake Marina or Antelope Island.
## CHICAGO, IL

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>YEAR</th>
<th>PUBLICATION</th>
<th>RESPONSIBLE AGENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHICAGO, IL</td>
<td>2012</td>
<td>CHICAGO STREETS FOR CYCLING 2020</td>
<td>CITY OF CHICAGO</td>
</tr>
</tbody>
</table>

### KEY MAP FEATURES

- **Inset map provides additional information about important area**
- **Route hierarchy shown using line thickness and color saturation**
- **Shows connections to network of off-street trails**
**KEY MAP FEATURES**

- **Shows ‘restricted lanes,’ a unique facility where bicyclists share a lane with parking and right-turning vehicles.**
- **Highlights future and existing paved shoulders, an important bike facility in more rural communities.**
- **Highlights streets keyed for future traffic calming.**
## Key Map Features

- Highlights nearby jurisdictions
- Includes flexible facility typologies

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### Table: Bike Network Mapping Idea Book

<table>
<thead>
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<tbody>
<tr>
<td>CEDAR RAPIDS, IA</td>
<td>2015</td>
<td>CEDAR RAPIDS COMPREHENSIVE TRAILS PLAN</td>
<td>CORRIDOR METROPOLITAN PLANNING ORGANIZATION</td>
</tr>
</tbody>
</table>

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Full Map (Click to view full size)
SEATTLE, WA

LOCATION YEAR PUBLICATION RESPONSIBLE AGENCY
SEATTLE, WA 2015 SEATTLE BICYCLE MASTER PLAN UPDATE SEATTLE DEPARTMENT OF TRANSPORTATION

KEY MAP FEATURES

- Unique symbology for proposed facilities
- Recommendation hierarchy delineated by line weight
- Neighborhood names highlighted to orient users

Full Map (Click to view full size)
### NORTH SANTA CLARA COUNTY, CA

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>YEAR</th>
<th>PUBLICATION</th>
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</tr>
</thead>
<tbody>
<tr>
<td>NORTH SANTA CLARA COUNTY, CA</td>
<td>2015</td>
<td>GOOGLE BIKE VISION PLAN</td>
<td>GOOGLE</td>
</tr>
</tbody>
</table>

#### KEY MAP FEATURES

- **Identifies bike access points to Google's North Bayshore campus**
- **Different line weights allow for layered information**
- **Clear color scheme and organization**

[Full Map (Click to view full size)]
### PORT OF PORTLAND, OR

<table>
<thead>
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<th>RESPONSIBLE AGENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>PORTLAND, OR</td>
<td>2014</td>
<td>PORTLAND INTERNATIONAL AIRPORT BICYCLE AND PEDESTRIAN MASTER PLAN</td>
<td>PORT OF PORTLAND</td>
</tr>
</tbody>
</table>

#### Full Map (Click to view full size)

#### KEY MAP FEATURES

- Legend integrates facility types with user types
- Simple color palette and contextual background layers including buildings and waterways
- Highlights connections to citywide bike network and other multimodal options
Oregon State University

**Location**
CORVALLIS, OR

**Year**
2015

**Publication**
OREGON STATE UNIVERSITY TRANSPORTATION PLAN

**Responsible Agency**
OREGON STATE UNIVERSITY

---

### Key Map Features

- **Highlights Dismount Zones**
- **Identifies Areas for Further Refinement**
- **Highlights Bicycle Parking Access Routes**

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**Full Map (Click to view full size)**

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 conscientious effort.

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Oregon State University Transportation Plan | March 2015 - Draft for Discussion

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Bicycle Network
Long Term

- Existing alignments of travel routes
- The design of facilities on these routes may not yet be designed to serve the future function of the alignment.
- Potential future bicycle routes to connect existing or future destinations.
- Refinement areas are locations to be further refined as other campus planning and transportation analysis efforts progress.
Note: Solid lines indicate existing alignments of travel routes; however, the design of facilities on these routes may not yet be designed to serve the future function of the alignment. Dashed lines indicate potential future bicycle routes to connect existing or future destinations. The preferred alignment of these future routes is to be determined - the dashed lines only indicate the general location. Refinement areas are locations to be further refined as other campus planning and transportation analysis efforts progress.
**UNIVERSITY OF NORTH CAROLINA**

<table>
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<tbody>
<tr>
<td>CHAPEL HILL, NC</td>
<td>2014</td>
<td>UNC CHAPEL HILL BIKE MASTER PLAN</td>
<td>UNIVERSITY OF NORTH CAROLINA</td>
</tr>
</tbody>
</table>

**KEY MAP FEATURES**

- Shows recommended bridges with clean icons
- Clever symbology for climbing lanes
- Shows greenways

Full Map (Click to view full size)
NEXT STEPS

This resource highlights different approaches and techniques for mapping existing and proposed bicycle networks.

As demonstrated by the best practices highlighted here, there have been significant positive advances in this area in recent years.

To build on this progress, it will be important to institutionalize these techniques so that they become standard practice across jurisdictions and at all scales.

The following next steps are offered to inform the continued development of this national capacity and they will involve partners and stakeholders at all levels.

1. Identify a consistent set of bicycle facility types and community destinations that can serve as a baseline for bicycle network planning efforts across jurisdictions and geographic locations. The tables below are intended to inform this conversation.

2. Undertake a significant national push to research, apply, and document methodologies for measuring bicycle network connectivity and tracking change in connectivity over time.

3. Examine ways to integrate bicycle network infrastructure data into national infrastructure databases and data management systems.

4. Continue to identify and promote strategies for integrating bicycle network planning into ongoing planning processes at the local, MPO, and State level (e.g. resurfacing, TIP and STIP, Highway Safety Improvement Program, project design and development, MPO certification review).

BICYCLE FACILITY TYPES

- Bike Lane
- Buffered Bike Lane
- Climbing Lane (i.e., bike lane on uphill side only)
- Separated Bike Lane or Protected Bike Lane or Cycle Track
- Bike Boulevard
- Shared Use Path
- Other (such as shared lane marking and paved shoulder)

COMMUNITY DESTINATIONS

- Bike share stations
- Bus stops
- Community centers
- Community colleges
- Community service center
- High density residential
- Major retail and entertainment
- Parks
- Places of worship
- Public libraries
- Retirement homes
- Schools
- Government offices
- Universities or colleges
- Major tourist destinations
- Hospitals and other health care facilities
- Transit centers