2.1 PROJECT BACKGROUND

Project Basics

The Green Connections project team conducted a two-year planning process from Winter 2011 to Winter 2013 to develop a citywide network linking people to parks, open spaces, and the waterfront. The main work products developed during this period include:

- **Green Connections Draft Network**: a map of 24 routes (totaling over 115 miles) that span the entire footprint of the City.

- **Design Toolkit**: a set of 16 design elements for blocks and intersections that could be applied to meet local needs and goals.

- **Focus Neighborhood Concept Designs**: The Green Connections team developed preliminary designs for routes in six Focus Neighborhoods: Bayview-Hunters Point, Chinatown, Potrero Hill, Tenderloin, Visitacion Valley, and Western Addition.

- **Ecology Guide**: which provides a narrative for each route and recommendations for plants that promote target species.

- **Implementation Guide**: a description of resources, programs, and processes that could help the City, private sector and community members to implement the network.

Green Connections routes will be planned and implemented gradually over the next twenty years to build a cohesive network. Some components could potentially be completed as a citywide project, such as directional signs and other wayfinding strategies. Other, more neighborhood-specific streetscape or traffic calming elements will be phased depending on funding availability, project need, geographic equity, coordination opportunities (such as a scheduled street repaving or other capital projects), and other factors. Green Connections does not create a new City program; rather, routes will be implemented through a variety of existing City programs and agencies.

Green Connections is also meant to be implemented through community-based planning processes, understanding that stakeholders bring creative ideas and knowledge about local needs and priorities. Green Connections does not offer prescribed, one-size-fits all designs for the routes; rather, the design toolkit is meant to provide a menu of options that will be adapted to fit the local context. The planning process in the six Focus Neighborhoods was meant to provide a model for future planning efforts across the city, whether led by the City or initiated by neighborhood groups.
2.2 RELATED POLICIES

Green Connections builds on several City efforts related to street design, open space and sustainability. Collectively, these plans describe a set of strategies for how to improve our streets for walking and bicycling, increase access to parks and open spaces, and enhance the ecological functioning of our streets.

Recreation and Open Space Element: An Element of the General Plan of the City and County of San Francisco – Revised Draft. The Recreation and Open Space Element provides a 20-year vision for a comprehensive open space network. A draft was released in December 2013.

Better Streets Plan. A set of standards, guidelines, and implementation strategies to govern how the city designs, builds, and maintains its pedestrian environment. The plan outlines specific design guidelines for a variety of street types. Adopted in 2010.

Walk First: Improving Safety & Walking Conditions in San Francisco. WalkFirst identified a network of Streetscape Streets, these are streets where people are walking or would likely walk if the conditions were better. These streets are in close proximity to pedestrian generators (schools, parks, tourists activities and shopping districts), and are also located in areas where there might be more dependence on walking as a means of transportation, due to demographics, street slope and/or limited access to transit or private automobiles.

San Francisco Bicycle Plan. The bicycle plan establishes a citywide network of bicycle infrastructure, including a number of near-term improvements to specific routes. Adopted in 2009.

SFMTA 2013-2018 Bicycle Strategy. The SFMTA 2013-2018 Bicycle Strategy sets new directions and policy targets to make bicycling a part of everyday life in San Francisco. The key actions identified are designed to meet the mode share goal of 50 percent of all trips made using sustainable modes (walking, bicycle, public transit, and vehicle sharing). Draft adopted in 2013.

San Francisco Pedestrian Strategy. Released by the Mayor’s Pedestrian Safety Task Force in 2013, the San Francisco Pedestrian Strategy provides a path towards making San Francisco the most walkable city in North America.

San Francisco Stormwater Design Guidelines. San Francisco’s stormwater ordinance requires new development disturbing 5,000 square feet or more of the ground surface to manage stormwater on-site. The Stormwater Design Guidelines outline ways to incorporate on-site stormwater management using low impact design (LID) strategies, also known as green infrastructure. Adopted in 2010.

Blue Greenway Vision and Roadmap to Implementation. The Blue Greenway plans to create a 13-mile greenway network along the City’s Southeastern Waterfront.

Urban Forest Plan. The Urban Forest Plan identifies strategies to proactively manage and grow the City’s urban tree population with a primary focus on street trees. The ultimate goal is to create an expanded, healthy and thriving urban forest now and for the future. Draft released in 2013.
2.3 PUBLIC PARTICIPATION AND ENGAGEMENT

The Green Connections planning process included a number of opportunities for community input, including more than twenty outreach events across the city. This effort helped the team understand stakeholders’ vision for Green Connections and solicited feedback on the draft network, needs and opportunities in different neighborhoods, and potential design options for the routes. Example outreach events include:

Kick-off event for the Green Connections project held at the LGBT Center. Members of the public were invited to stop by and provide feedback on their route to the park and their vision for a Green Connection.

The second open house for the Green Connections project held at the LGBT Center. Members of the public were invited to stop by and provide feedback on a draft network map and design toolkit.

A neighborhood walk to explore Civic Center, the Tenderloin, and the habitat these neighborhoods provide for butterflies and people alike. Highlights of the walk include learning about local swallowtails, visiting the Tenderloin National Forest and discussing opportunities for improving walking conditions and greening local streets.

This neighborhood walk explored walking connections from Potrero Hill to parks and the Blue Greenway, a 13-mile walkway along San Francisco’s southern waterfront. Highlights of the walk include the Potrero Hill Recreation Center, Esprit Park, Warm Water Cove, the new Pennsylvania Community Gardens.

Green Connections attended six Sunday Streets events in 2012, where community members were invited to draw their route to the park and describe what they want to see in a Green Connection.
Year 1 (Winter 2011 – Fall 2012)

The main goal during the first year of the project was to develop the Draft Network and Design Toolkit. The project team launched Green Connections with a Kick-off Meeting on February 15th, 2012, attended by 150 members of the public. Stakeholders were asked to identify their favorite parks to visit, what streets they use to get to parks, existing barriers to walking and biking, and what other destinations they would like to reach using the routes.

Following the project kick-off, the team participated in a number of events to publicize the project and solicit additional feedback. From March to September 2012, the project team conducted outreach at Sunday Streets events in six neighborhoods (Embarcadero, Great Highway, Mission, Bayview/Dogpatch, Chinatown, and the Western Addition), Bike to School events, and Neighborhood Office Hours in the six Focus Neighborhoods.

In collaboration with Nature in the City, San Francisco Parks Alliance, and Walk San Francisco, the team also led seven walking tours to highlight local ecology and innovative street design strategies already being implemented in the city. Key stakeholders and subject experts were invited to participate in subject-specific charrettes: Walk San Francisco hosted a pedestrian charrette in July 2012 focused on strategies to improve walking conditions, and Nature in the City hosted a series of Ecology Think Tanks in April 2012 to invite experts to deliberate on opportunities for enhancing wildlife habitat corridors in San Francisco.

Throughout these events, community members were asked to provide specific ideas about which parks to prioritize for improved access, the characteristics of streets that influence which routes people take to the park, and what elements people would like to see in a Green Connection.

At these events, the public was asked a series of questions:

» What is your favorite park to walk to? What do you like about this route?

» What is your least favorite park to walk to? How can your route could be improved?

» How do you envision a Green Connection?

To supplement the outreach events, the Green Connections project team also developed an online survey. The survey asked participants to identify barriers to accessing parks and open spaces and what features they would like to see in a Green Connection. It was available from February to June 2012, and over 450 responses were received.
**Green Connections: What is your favorite park to walk or bike to?**

Place a red dot next to a park you would like to visit more and draw your route.

**Green Connections: What park would you like to walk or bike to more?**

Place a green dot next to a park you like to visit and draw your route.

**Online Survey.**

**Green Connections: What attributes would you like to see in a green connection?**

What attributes would you like to see in a green connection?

- Trees
- Sidewalk garden & landscaping
- Clean streets & sidewalk
- Slow car traffic
- Facilities for biking
- Places to sit
- Smooth or even sidewalk
- Sidewalk lighting
- Special paving

**Park visited most frequently:**

PARK MOST VISITED (TOP 10)

<table>
<thead>
<tr>
<th>Park</th>
<th>% chosen</th>
</tr>
</thead>
<tbody>
<tr>
<td>Golden Gate Park</td>
<td>28%</td>
</tr>
<tr>
<td>Dolores Park</td>
<td>11%</td>
</tr>
<tr>
<td>Other</td>
<td>9%</td>
</tr>
<tr>
<td>Crissy Field</td>
<td>4%</td>
</tr>
<tr>
<td>Bernal Heights Park</td>
<td>4%</td>
</tr>
<tr>
<td>Glen Canyon Park</td>
<td>3%</td>
</tr>
<tr>
<td>Yerba Buena Gardens</td>
<td>3%</td>
</tr>
<tr>
<td>Alamo Square</td>
<td>2%</td>
</tr>
<tr>
<td>Patricia's Green</td>
<td>2%</td>
</tr>
<tr>
<td>Duboce Park</td>
<td>2%</td>
</tr>
</tbody>
</table>

**Park would like to visit more:**

PARK LIKE TO VISIT MORE (TOP 44)

<table>
<thead>
<tr>
<th>Park</th>
<th>% chosen</th>
</tr>
</thead>
<tbody>
<tr>
<td>Golden Gate Park</td>
<td>22%</td>
</tr>
<tr>
<td>Crissy Field</td>
<td>8%</td>
</tr>
<tr>
<td>Other</td>
<td>7%</td>
</tr>
<tr>
<td>John McLaren Park</td>
<td>6%</td>
</tr>
<tr>
<td>Dolores Park</td>
<td>6%</td>
</tr>
<tr>
<td>Presidio</td>
<td>6%</td>
</tr>
<tr>
<td>Glen Canyon Park</td>
<td>4%</td>
</tr>
<tr>
<td>Heron's Head Park</td>
<td>3%</td>
</tr>
<tr>
<td>Alamo Square</td>
<td>2%</td>
</tr>
<tr>
<td>Buena Vista Park</td>
<td>2%</td>
</tr>
</tbody>
</table>

**How do you get there?**

<table>
<thead>
<tr>
<th>Mode</th>
<th>% chosen</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk</td>
<td>34%</td>
</tr>
<tr>
<td>Bike</td>
<td>21%</td>
</tr>
<tr>
<td>Transit</td>
<td>20%</td>
</tr>
<tr>
<td>Drive</td>
<td>19%</td>
</tr>
</tbody>
</table>

**How often do you visit?**

<table>
<thead>
<tr>
<th>Frequency</th>
<th>% chosen</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-5 times per month</td>
<td>55%</td>
</tr>
<tr>
<td>1-3 times per week</td>
<td>52%</td>
</tr>
<tr>
<td>3+ times per week</td>
<td>22%</td>
</tr>
</tbody>
</table>

**What are the reasons you do not go more frequently?**

<table>
<thead>
<tr>
<th>Reason</th>
<th>% chosen</th>
</tr>
</thead>
<tbody>
<tr>
<td>Distance from home</td>
<td>52%</td>
</tr>
<tr>
<td>Fast moving cars</td>
<td>31%</td>
</tr>
<tr>
<td>Lack of bicycle facilities</td>
<td>22%</td>
</tr>
<tr>
<td>Steep route</td>
<td>17%</td>
</tr>
<tr>
<td>Poor street conditions</td>
<td>12%</td>
</tr>
<tr>
<td>Feels unsafe (criminal activity)</td>
<td>11%</td>
</tr>
<tr>
<td>Dirty</td>
<td>9%</td>
</tr>
<tr>
<td>Physical barriers</td>
<td>9%</td>
</tr>
<tr>
<td>Lack of trees</td>
<td>6%</td>
</tr>
<tr>
<td>Nowhere to sit</td>
<td>6%</td>
</tr>
<tr>
<td>Narrow sidewalk</td>
<td>5%</td>
</tr>
</tbody>
</table>

**For those that walk:**

<table>
<thead>
<tr>
<th>Attribute</th>
<th>% chosen</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shortest route</td>
<td>60%</td>
</tr>
<tr>
<td>Feels safe</td>
<td>33%</td>
</tr>
<tr>
<td>From criminal activity</td>
<td>31%</td>
</tr>
<tr>
<td>Trees</td>
<td>28%</td>
</tr>
<tr>
<td>Landscaping &amp; gardens</td>
<td>25%</td>
</tr>
<tr>
<td>Views</td>
<td>23%</td>
</tr>
<tr>
<td>Flattest route</td>
<td>21%</td>
</tr>
<tr>
<td>Clean sidewalk</td>
<td>21%</td>
</tr>
<tr>
<td>Interesting shops</td>
<td>18%</td>
</tr>
<tr>
<td>Wide sidewalk</td>
<td>15%</td>
</tr>
<tr>
<td>Smooth/even sidewalk</td>
<td>12%</td>
</tr>
<tr>
<td>Sidewalk lighting</td>
<td>7%</td>
</tr>
<tr>
<td>Places to sit</td>
<td>3%</td>
</tr>
</tbody>
</table>

**For those that bike:**

<table>
<thead>
<tr>
<th>Attribute</th>
<th>% chosen</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike facilities</td>
<td>72%</td>
</tr>
<tr>
<td>Flattest route</td>
<td>62%</td>
</tr>
<tr>
<td>Shortest route</td>
<td>38%</td>
</tr>
<tr>
<td>Slow moving traffic</td>
<td>31%</td>
</tr>
<tr>
<td>Other people biking</td>
<td>30%</td>
</tr>
<tr>
<td>Nice views</td>
<td>24%</td>
</tr>
<tr>
<td>Good street conditions</td>
<td>23%</td>
</tr>
<tr>
<td>Trees</td>
<td>8%</td>
</tr>
<tr>
<td>Lighting</td>
<td>3%</td>
</tr>
</tbody>
</table>

**Who took the survey?**

- Live in San Francisco: 92% yes, 7% no
- Work in San Francisco: 75% yes, 25% no
- Gender: 56% female, 44% male
- Children in household: 21% yes, 79% no
- Dogs in household: 23% yes, 77% no

**Online Survey #1**

Online Survey, 450 Participants. February to June 2012.
The project team hosted an Open House on October 3, 2012 to share and gain feedback on the Draft Green Connections Network and Design Toolkit, which was attended by over 100 community members. Materials included a summary of community feedback during the first year of the project, a draft Green Connections network and design toolkit, and a test of the draft network based on project goals.

Following the open house, a second online survey was available for six months to provide an additional opportunity for the public to provide specific feedback on the network. Over a six-month period, 400 people responded, providing input on changes to the proposed routes as well, as ideas for ways to name the routes and improve them over time.

The summary on the following page highlights the outreach events that took place over the first year of the project and some of the community generated ideas about what a green connection might look like and the qualities of green connections they would like to see.
Chapter 2: Project Summary

SUMMARY OF YEAR 1 OUTREACH

SUNDAY STREETS
Sunday Streets in neighborhoods across the City. We asked for your feedback on how your route to the park could be improved

- EMBARCADERO: MAR 11, 2012
- GREAT HIGHWAY: APR 15, 2012
- MISSION: JUN 03, 2012
- BAYVIEW / DOGPATCH: JUL 22, 2012
- CHINATOWN: AUG 26, 2012
- WESTERN ADDITION: SEP 09, 2012

NEIGHBORHOOD OFFICE HOURS
Informal meetings in the neighborhood to learn more about the project, share ideas and provide input.

- WESTERN ADDITION: MAR 14, 2012
- TENDERLOIN: MAR 21, 2012
- POTRERO HILL: MAR 28, 2012
- VISITACION VALLEY: APR 04, 2012
- CHINATOWN: APR 11, 2012
- BAYVIEW: APR 25, 2012

WALKS
A series of walks to envision what a Green Connection could look like. Walks took place throughout San Francisco, looking at completed projects and exploring opportunities to incorporate greening and landscaping, traffic calming features, and promote habitat. Participants were invited to complete a short questionnaire summarizing observations and ideas for a green connection.

- BIRDING AT HERON’S HEAD PARK: MAR 10, 2012
- VISITACION VALLEY GREENWAY WALK: APR 21, 2012
- GREEN HAIRSTREAK BUTTERFLY: A WALK THROUGH AN ECOSYSTEM CORRIDOR: MAY 20, 2012
- HOLLY PARK TO ALEMANY FARM BUTTERFLY WALK: MAY 26, 2012
- GREEN STREETS, MEAN STREETS: JUN 16, 2012
- SOMA ALLEYS AND GARDENS: JUL 01, 2012
- POTRERO HILL TO THE BLUE GREENWAY, GREY TO BLUE --WITH CHOCOLATE SPRINKLES: AUG 19, 2012

BIKE TO SCHOOL DAY
Bike to School Day was held on April 12, 2012. Postcards were distributed to over 3000 students with information about the project and ways to participate in outreach events.

- EMBARCADERO: MAR 11, 2012
- GREAT HIGHWAY: APR 15, 2012
- MISSION: JUN 03, 2012
- BAYVIEW / DOGPATCH: JUL 22, 2012
- CHINATOWN: AUG 26, 2012
- WESTERN ADDITION: SEP 09, 2012

ENVISIONING A GREEN CONNECTION

EXAMPLES OF STREETS THAT ARE LIKE GREEN CONNECTIONS NOW
- Visitacion Valley Greenway
- Paths at the top of San Jose Avenue
- The Wiggle
- Stairways
- Poppyland and Penny Lane, Glen Park
- Presidio
- Alleys in Sunnyside
- Market Street (separated bike lanes)
- Mid-block open paths in Balboa Terrace
- Valencia Street

SUGGESTED COMPONENTS OF A GREEN CONNECTION
- Daylighted creeks (Mission, Islais)
- Good paths for jogging
- Urban agriculture, farmer’s markets, community gardens, permaculture
- Connections to transit
- Separated bike lanes
- Mosaics, public art, murals
- Alleys, if sunny and clean
- Connections to footbridges, walking bridges
- Plazas
- Pocket parks
- Chicanes, bulb-outs
- Par course exercises
- Benches
- Shade
- Storm/rainwater gardens
- Interesting architecture
- Native plants
- Trellises on (retaining) walls w/native plants, green roofs
- Seasonal plantings
Year 2 (Winter 2012 – Fall 2013)

The focus of the second year of the project was to refine the Green Connections network and the design toolkit based on feedback from community members and City agencies, and to develop a concept design for a Green Connection in six focus neighborhoods: Bayview-Hunters Point, Chinatown, Potrero Hill, Tenderloin, Visitacion Valley, and the Western Addition. This was an opportunity to apply the design toolkit and test the idea of a green connection at a specific location. These neighborhoods were selected for a number of reasons. All of them demonstrate a great need for pedestrian and bicycle improvements – they have high population densities, large populations of children and seniors, and limited open green spaces within their bounds and little access to parks and open spaces elsewhere in the city. They also have large proportions of minority and low-income households, and in some cases residents are less likely to own cars and more likely to walk, bike, and use transit.

Some of these neighborhoods are also home to other planning projects that have the potential to introduce significant new investment and growth, and thus present opportunities to coordinate with and build-off of other development projects. For instance, three of the neighborhoods (Bayview, Potrero Hill and Visitacion Valley), contain sites that are part of HOPE SF (http://hope-sf.org), an initiative led by the Mayor’s Office of Housing to transform San Francisco’s most distressed public housing sites into thriving communities with mixed-income housing, community facilities, and new and upgraded infrastructure, including streets.

Events in the focus neighborhoods included workshops and meetings to define project goals and develop initial design concepts. The outreach approach for each focus neighborhood varied, in response to local needs and opportunities. A summary of community engagement and conceptual designs developed in each Focus Neighborhood is described in chapter 6.
2.4 BEST PRACTICES FROM SELECTED CITIES

San Francisco’s Green Connections program is an effort to connect people to open spaces via a new kind of street that is itself green and sustainable. In this effort, the project drew inspiration and expertise from established and successful neighborhood greenway and green streets programs around North America and the world. The descriptions and photos here present just a few of the notable examples that the Green Connections team looked to for inspiration. It is worth noting that many cities aiming to respond to a renewed swell of residents and various sustainability and transportation goals have programs similar to Green Connections.

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Map of Riverdale-Maple Glendale Greenway

Bike Boulevard Signage, Berkeley California

Crown Street, Vancouver
Of all the cities the project team studied, Vancouver with its mix of programs aimed at improving active transportation, accessibility, and sustainability along city streets bears the most resemblance to Green Connections. The Vancouver Greenways Plan, adopted in 1995, has helped the city build what is perhaps the most developed greenway network in North America. It envisioned two types of Greenways, which it defined as “linear public corridors for pedestrians and bicyclists that connect parks, nature reserves, cultural features, historic sites, neighborhoods and retail areas”: city greenways, a network of 16 waterfront promenades, urban walking and biking paths, and environmental and historical education trails that connect people to cross-town destinations, totaling almost 140 km (similar in scale to Green Connections); and neighborhood greenways, which are smaller-scale, neighborhood connectors that are often initiated as public-private partnerships with local residents, and may include elements such as public art and landscaping. A newer Green Streets program complements the greenways, supporting community members seeking to add greening, beautification projects, and stormwater management elements in their neighborhoods.

For more information:
Vancouver Greenways: http://vancouver.ca/streets-transportation/greenways-for-walking-and-cycling.aspx
Minneapolis

Minneapolis’s remarkable trails, paths, and byways comprise what is arguably the best urban trail network in the US. From trails along both sides of the Mississippi River to the Minnehaha Parkway to the beloved trails around the Lakes, Minneapolis is a national leader in providing its citizens with a safe, beautiful, and accessible active transportation network, much of which is separated from car traffic. One of the keys to the city’s success is the integration of high-quality trails with the city’s extensive park network – in fact, the Minneapolis Parks & Recreation Board has primary responsibility over acquiring and maintaining trails. The city’s efforts to develop bike boulevards and greenways within city neighborhoods are newer, but it envisions this as a next step to increase the reach and accessibility of an already effective system.

For more information:
Grand Rounds National Scenic Byway: http://www.minneapolisparks.org/grandrounds/
Minneapolis Bicycle Master Plan: http://www.minneapolismn.gov/bicycles/projects/plan

Portland

Portland’s Neighborhood Greenways, formerly known as Bike Boulevards, are residential streets with low traffic volumes and speeds that prioritize bicycles and pedestrians. They are an integrated subset of the city’s ambitious bicycle network envisioned in its Portland Bike Plan 2030. While greenways currently represent only one percent of Portland’s roadway network, they have been extremely popular due to the high degree of safety, comfort, and connectivity they provide. They include features such as diverters, signage, and separated cycle tracks on higher traffic sections. A separate Green Streets Program aims to “convert stormwater from a waste directed into a pipe to a resource that replenishes groundwater supplies,” and has yielded some of the most beautiful and effective stormwater management designs in the nation.

For more information:
Portland Neighborhood Greenways: http://www.neighborhoodgreenways.org
Portland Green Streets Program: http://www.portlandoregon.gov/bes/44407
New York City holds claim to one of the nation’s first and most ambitious greenway master plans, a 350-mile planned network first published in the Greenway Plan for NYC in 1993. Greenways have been a celebrated component of the park system throughout the city’s history, and the plan builds on this legacy to develop paths and trails which link parks and neighborhoods around the city, providing public access to green spaces and the waterfront as well as recreational opportunities for walking, jogging, biking, and in-line skating. Stretching some 32 miles in length, the Hudson River Greenway (part of the larger Manhattan Waterfront Greenway) is the longest continuous greenway on Manhattan and the single most heavily-used bikeway in America.

For more information:
New York City Greenways: http://www.nycgovparks.org/facilities/bikeways

Seattle has achieved among the most significant stormwater management and street redesign projects to be found in North America. The Street Edge Alternatives (SEA) Streets pilot program completed in 2001, a subset of its larger Seattle Green Streets program, showcased a range of unique drainage and street design innovations aimed at mimicking the natural landscape drainage systems that existed prior to traditional piped systems. Monitoring data indicate that the pilot generated a 11% reduction in impervious street surfaces compared to traditional roads, resulting in a 99% reduction of total volume of stormwater runoff.

For more information:
Seattle Street Edge Alternatives (SEA) Streets: http://www.seattle.gov/util/environmentconservation/projects/drainagesystem/greenstormwaterinfrastructure/completedgsiprojects/streetedgealternatives/
No other US city has gone as far as Denver in integrating its off-street trail and on-street greenway networks. In 2011, the city adopted its ambitious Denver Moves plan, a collaborative effort of the Denver Parks & Recreation and Public Works departments to establish a single, unified plan for bicyclists, pedestrians, and other active transportation users across the city. The plan includes a number of innovative typologies for walking and biking paths, and focuses on creating safe, comfortable corridors that link neighborhoods, parks, employment centers, business districts, transit hubs, and other destinations in all parts of Denver.

For more information:
CHAPTER 3

The Green Connections Network