**Green Connections**

Special streets and paths that connect people and wildlife to parks and open spaces. These streets provide opportunities for greening and landscaping; enhancing wildlife habitat; managing stormwater; and calming traffic. They will be designed to encourage and support active transportation, to enhance urban ecology and promote stewardship and placemaking, making it easier and safer to connect to parks.

The DRAFT map includes a network of 25 unique routes that would be improved over time. Each route includes a geographic start and end point and a target species that could be associated with the route.

The streets identified as part of the DRAFT network are ideas generated through the community-planning process and as existing city plans related to street typologies, open space and sustainability.

**Goals of the Network**

- Promote public health through active transportation and improved access to parks
- Increase non-motorized trips to parks
- Enhance habitat for wildlife, including birds and butterflies
- Increase permeability of the ground surface to reduce storm water runoff
- Create space to facilitate social interaction and community stewardship
- Implement the network within a twenty-year period

**Elements**

- Encourage and support active transportation: including running, walking, skateboarding, bicycling, and roller-blading, especially for children and seniors. Safe, calming, pedestrian-oriented and bike-friendly facilities can encourage and support an individual’s choice to walk, jog, or bicycle.
- Enhance urban ecology: through tree planting, greening, and innovative on-site stormwater management. Sustainable corridors can support habitat and enhance the city’s ecosystems.
- Promote stewardship and placemaking: by creating a unique and distinct network. Incorporate wayfinding, special signage, art and public education, to provide opportunities to gather, play and build community.

**Legend**

- **Routes**
  - Presidio to Bay: Monarch
  - China Beach to Bay: Pygmy Nuthatch
  - Market to Beach: Anna’s Hummingbird
  - Bay to Beach: Cedar Waxwing
  - Sunset to Hills: Green Hairstreak
  - Mission to Peaks: Amur Snakeweed
  - Presidio Creek to Beach: California Buckeye
  - Islais Creek: Holly-leaved Cherry
  - Yosemite Creek: Red-winged Blackbird
  - Ingleside Coast Live Oak
  - Lake Merced to Candlesticks: Cliff Swallow
  - Lincoln Park to Zoo: Pacific Damselfly
  - Presidio to Park Merced: Coast Buckeye
  - West of Twin Peaks: White-crowned Sparrow
  - Manresa Green to Dolores Park: West Coast Painted Lady
  - Excelsior Western Meadow Lady
  - Tenderloin to Potrero: Western Tiger Swallowtail
  - Wharf to Yerba Buena: Wild Dene
  - Downtown to Mission Bay: Western Gull
  - Folker Street: Red Admiral
  - Mission Creek to McLaren: Blue Elderberry
  - Ramron to Bay Trail: Black-tailed Jackrabbit
  - Ridge Trail: California Quail
  - Crooked Trail: Coyote
  - Shoreline Western Snowy Plover and Salt Marsh Harvest Mouse

- **Land Uses**
  - Parks & Open Space
  - Schools (Public & Private)
  - Neighborhood Commercial Districts

**DISCLAIMER**

- This Map is for Conceptual Planning Purposes Only and Marches in Green Connections’ Commitment to Diverse, Accessible, Integrated, and Vibrant Places.
- It is not a final design and does not reflect federal, state, or local requirements for land use or transportation planning.
- The map is intended to provide visual guidance for the overall planning process and will be refined.
**DEVELOPING THE DRAFT NETWORK**

**ELEMENT 1: ACTIVE TRANSPORTATION**

**Consider streets with slow moving traffic**
The map above shows streets with slow moving traffic. These streets have a posted speed limit of 15mph, are generally two lane streets, and are located within school zones, low traffic areas, or neighborhood residential streets. These streets are generally low and have existing bike amenities.

**Avoid streets that overlap with the MUNI rapid network**
The map above highlights streets within 500’ of schools. Streets with slow moving traffic are good candidates for Green Connections, as pedestrians and bicyclists often feel safer and more comfortable in slow moving traffic.

**Consider residential streets**
The map above highlights neighborhood and residential streets from the Better Streets Plan. Residential streets often have lower traffic volume, fewer conflicts, and have existing bike amenities. These streets would be good candidates for Green Connections.

**Avoid arterials**
The map above highlights higher speed streets and freeways. These streets are generally not identified as part of the Green Connections network. They often have higher speeds and are not designed to accommodate pedestrians and bicyclists.

**Avoid streets that overlap with the Feinstein network**
The map above highlights streets that overlap with the Feinstein network. These streets may offer opportunities to daylight historic creeks and support habitat.

**Consider streets and paths that connect to natural areas**
The map above highlights streets and paths that connect to natural areas. This network is envisioned to be unique and easily identifiable. To encourage more walking and biking to parks and encourage user safety, it is essential that the streets along the network are easy to navigate, and provide space to walk, ride, rest, relax, and play.

**Consider streets that contribute to parks and open space**
The map above highlights streets and open space that contribute to parks and open space. Creating a network of streets that act as buffers to open space, play and then support a distinct network of streets.

**ELEMENT 2: URBAN ECOTOLOGY**

**Consider streets along the existing bike network**
These streets are generally low and have existing bike amenities.

**Avoid streets that overlap with the Feinstein network**
The map above highlights streets that overlap with the Feinstein network. These streets may offer opportunities to daylight historic creeks and support habitat.

**Consider streets that contribute to parks and open space**
The map above highlights streets and open space that contribute to parks and open space.

**ELEMENT 3: STEWARDSHIP & PLACEMAKING**

This network is envisioned to be unique and easily identifiable. To encourage more walking and biking to parks and encourage user safety, it is essential that the streets along the network are easy to navigate, and provide space to walk, ride, rest, relax, and play.

**Consider streets that contribute to parks and open space**
The map above highlights streets and open space that contribute to parks and open space. Creating a network of streets that act as buffers to open space, play and then support a distinct network of streets.

**Consider streets that can contribute to educa missions.**
These factors often support one or more network, such as street characteristics, land use, and environmental features. These factors often support one or more of the elements.

Green Connections are characterized by three elements:

- **Encourage and Support Active Transportation**
- **Enhance Urban Ecology**
- **Promote Stewardship and Placemaking**

The maps to the right illustrate some of the different factors that inform the network, such as street characteristics, land use, and environmental features. These factors often support one or more of the elements.
Green Connections will increase access to parks, open space and the waterfront. It will do so through a network of green streets that will help remove existing barriers and support active transportation in neighborhoods along the routes.

The project aims to improve access to parks and open spaces, particularly in areas with high concentrations of youth and seniors, lower household income and limited access to private vehicles.

The draft network identifies a system of 25 unique routes. Every San Francisco household is within a 1/2 mile of a Green Connection. Most households are within a 1/4 mile.

The project’s long-term objective is to implement the network over a twenty-year time period. Coordinating with city projects and building on community-generated ideas is critical to the successful implementation of the network.

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