



THE DRAFT NETWORK OCTOBER 2012

Green Connections are 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. The name for 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 build on ideas generated through the community planning process as well 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

Streets along the network will incorporate these elements into the design:

Encourage and support Active Transportation including running, walking, skateboarding, bicycling, and roller-blading, especially for children and seniors. Traffic calming, pedestrian amenities and bicycle 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 ecosystem.

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.

DISCUSSION

Would you prefer to see a network with fewer routes and more elements or more routes with fewer elements?

How should the City prioritize the network for implementation?

Which route would you like to see implemented first?

Do the routes in this network connect you to the parks you like to visit?

How should the routes be named?





DEVELOPING THE DRAFT NETWORK

How was the Green Connections network selected?

In selecting streets to be Green Connections, streets were generally selected where there were opportunities for traffic calming, greening or stewardship. As these streets are predominately residential in nature, they will have a minimal impact on existing transit service and automobile circulation. Streets on the network will be designed to a Green Connections standard. Streets not identified as part of the Green Connections network will continue to receive traffic calming, pedestrian and bicycle amenities as part of existing city programs.

- 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 informed the network, such as street characteristics, land use, and environmental features. These factors often support one or more of the elements.

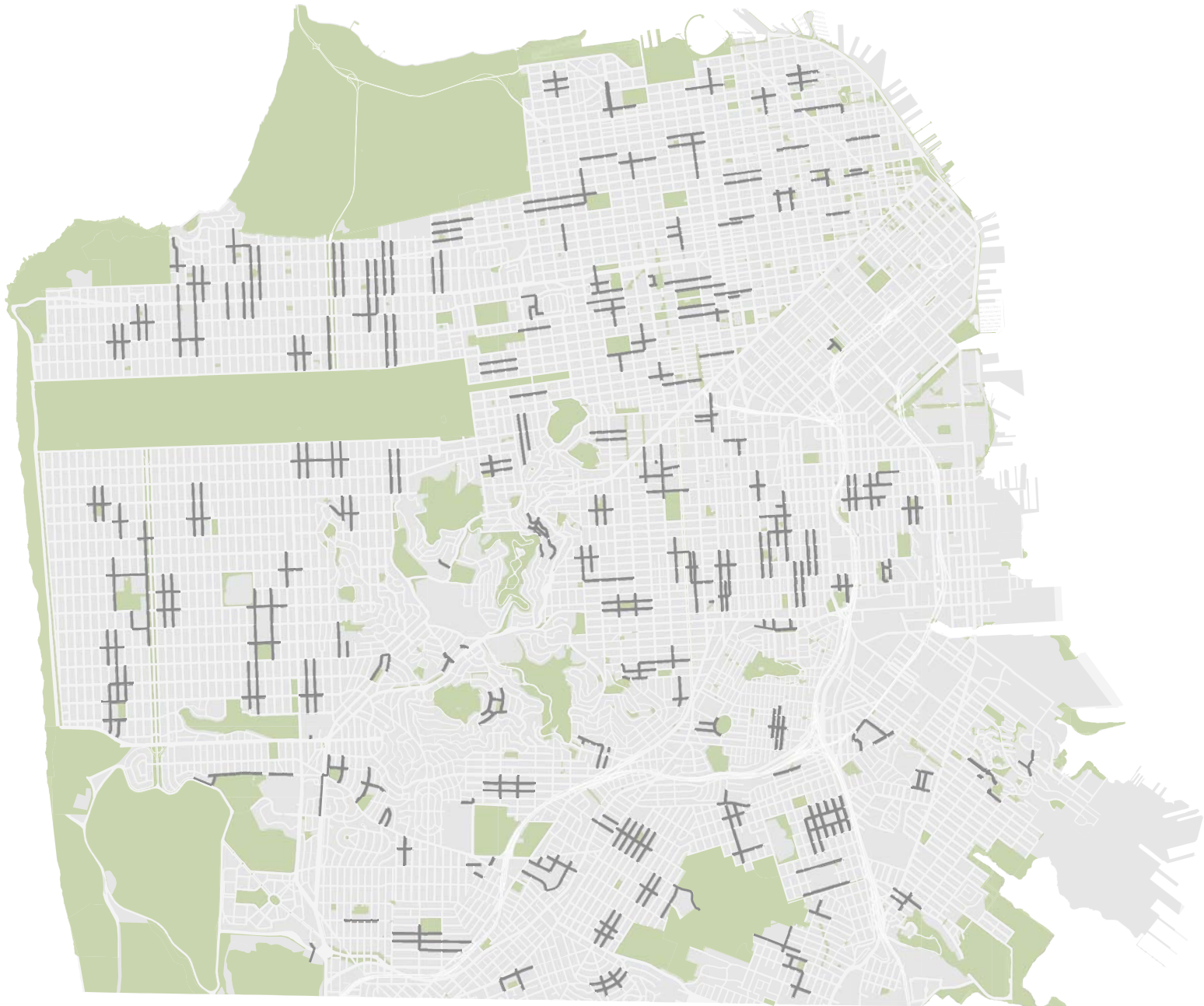
DISCUSSION

Do these elements align with your vision for a Green Connection?

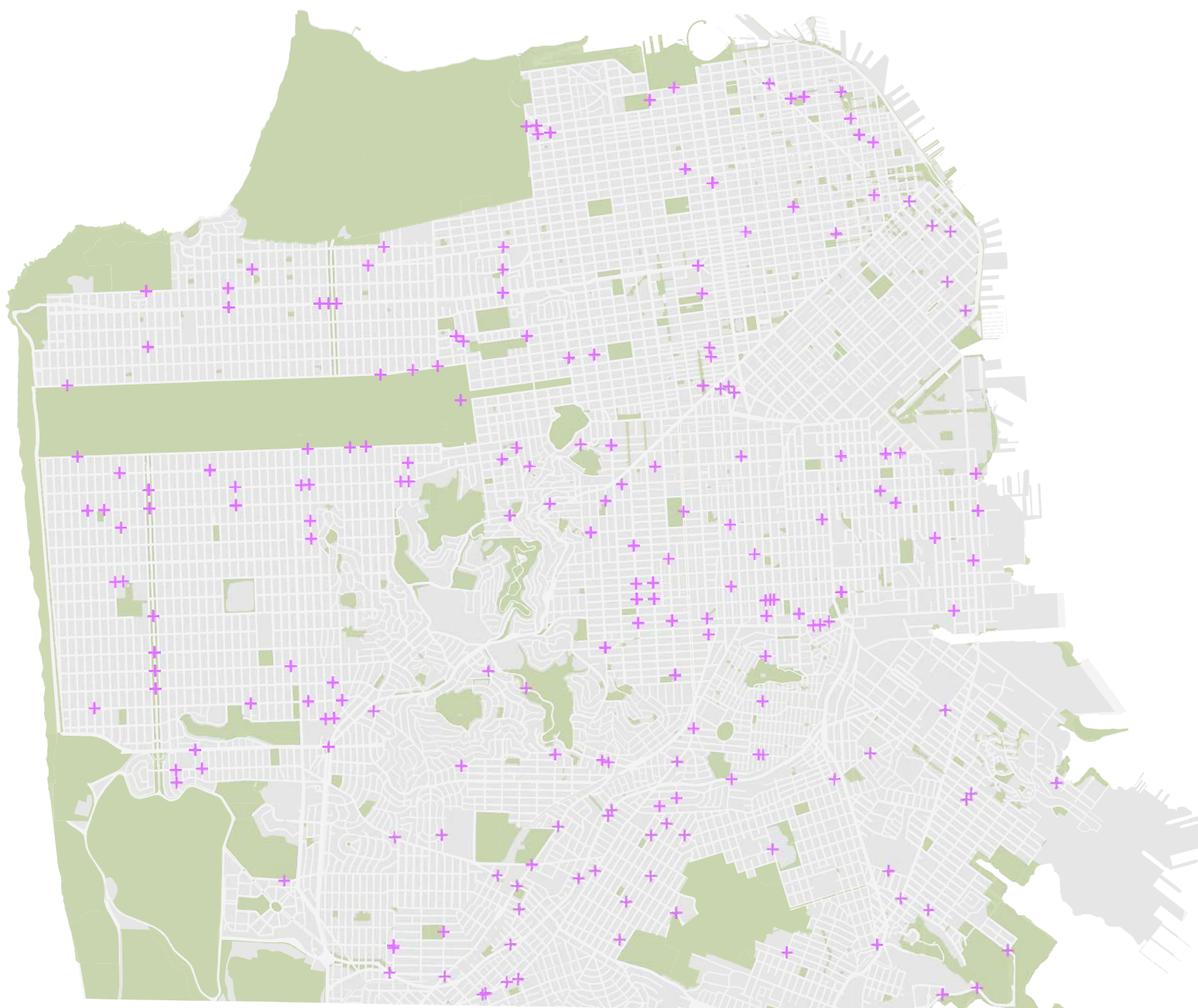
Are there other qualities to consider?

Do you have ideas of how Green Connections could be designed to support Active Transportation, Urban Ecology and Stewardship & Placemaking?

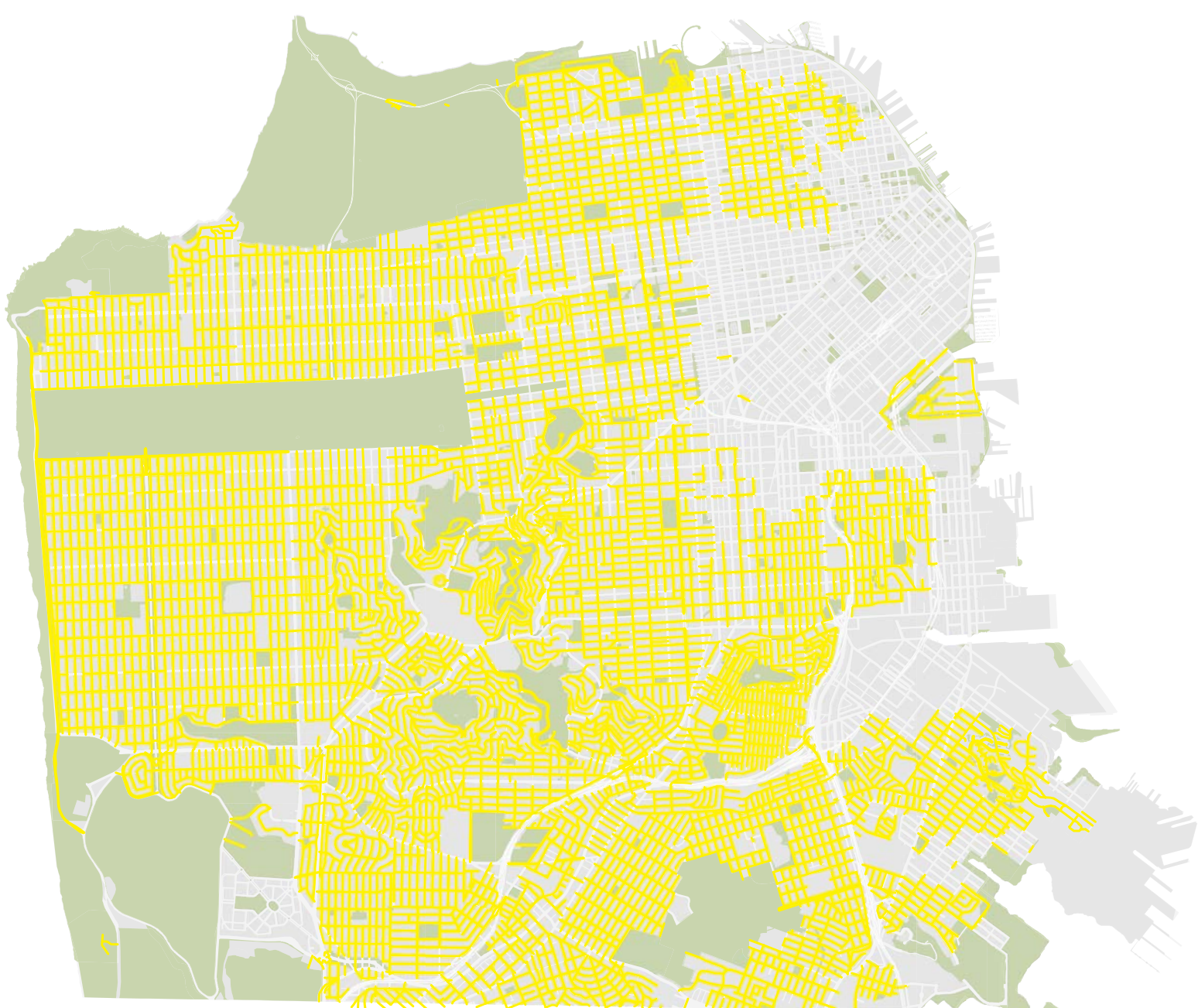
ELEMENT 1: ACTIVE TRANSPORTATION



CONSIDER STREETS WITH SLOW MOVING TRAFFIC
The map above shows streets within School Zones. These streets have a posted speed limit of 15mph, are generally two lane streets, and are located 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 on streets with calmed traffic.



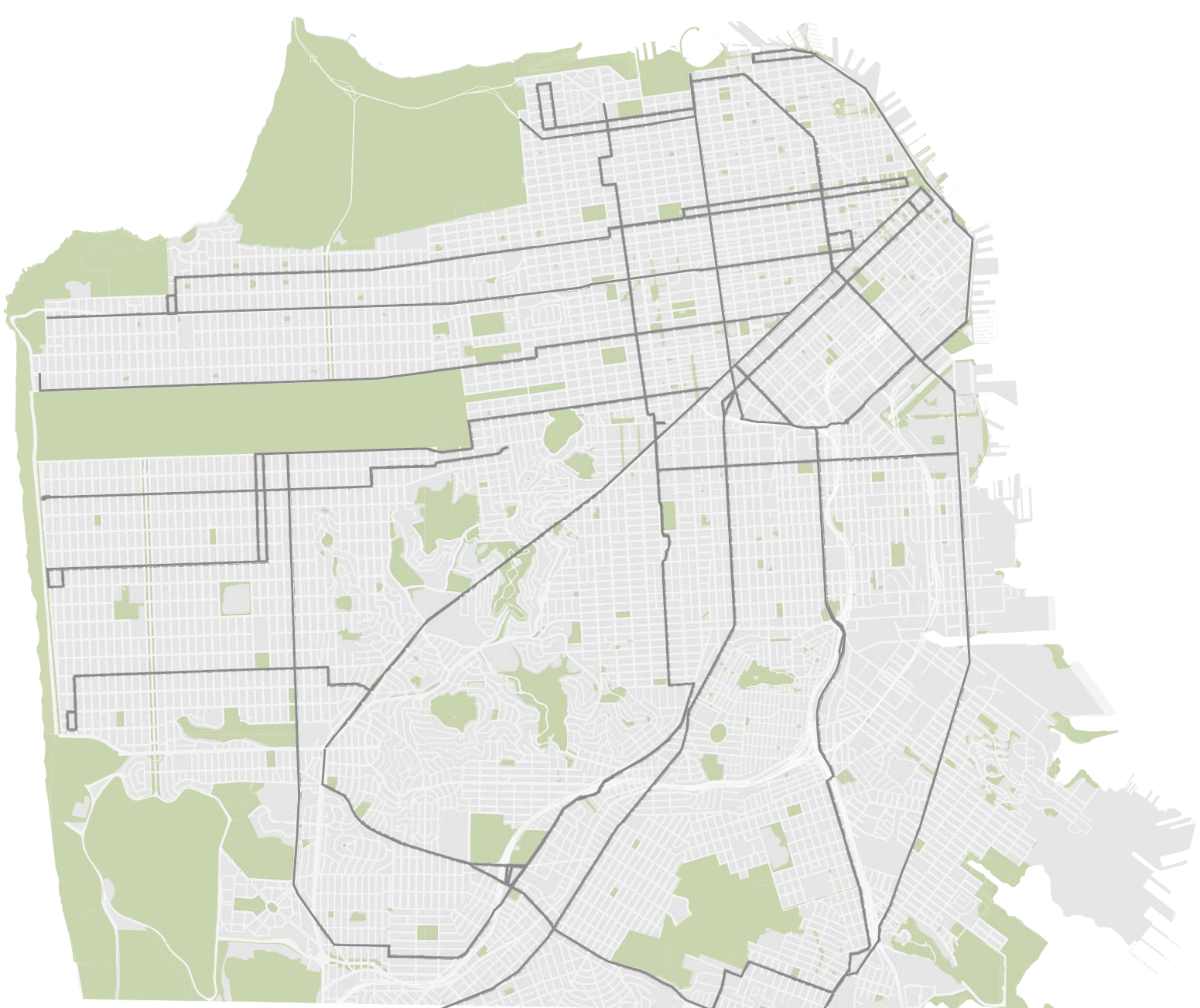
CONSIDER STREETS WITH LOW TRAFFIC VOLUMES
The map above shows streets with average daily traffic volumes of 3,000 vehicles or less per day (where data was available). Data was gathered at the intersection. Streets with low traffic volumes are good candidates for Green Connections, as there is a greater opportunity to provide additional space for pedestrians and bicyclists while having minimal impacts on traffic and flow.



CONSIDER RESIDENTIAL STREETS
The map above highlights Neighborhood Residential Streets from the Better Streets Plan. Residential streets often have fewer traffic lanes and slower moving vehicles. These streets would be good candidates for Green Connections.



CONSIDER STREETS ALONG THE EXISTING BIKE NETWORK.
These streets are generally flat and have existing bike amenities.

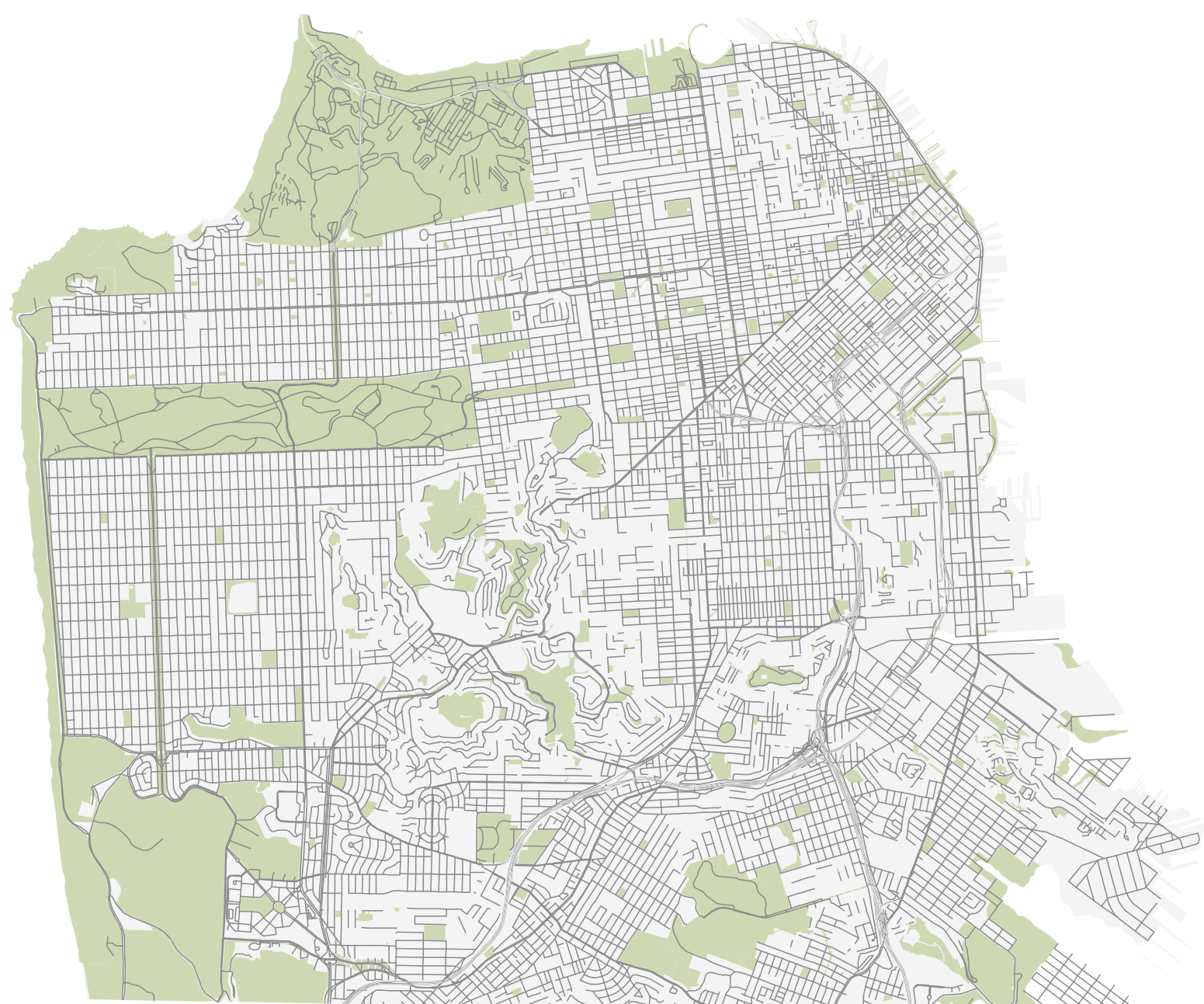


AVOID STREETS THAT OVERLAP WITH THE MUNI RAPID NETWORK
These streets are prioritized for frequent transit service. Therefore, Green Connections enhancements would be limited on these streets.

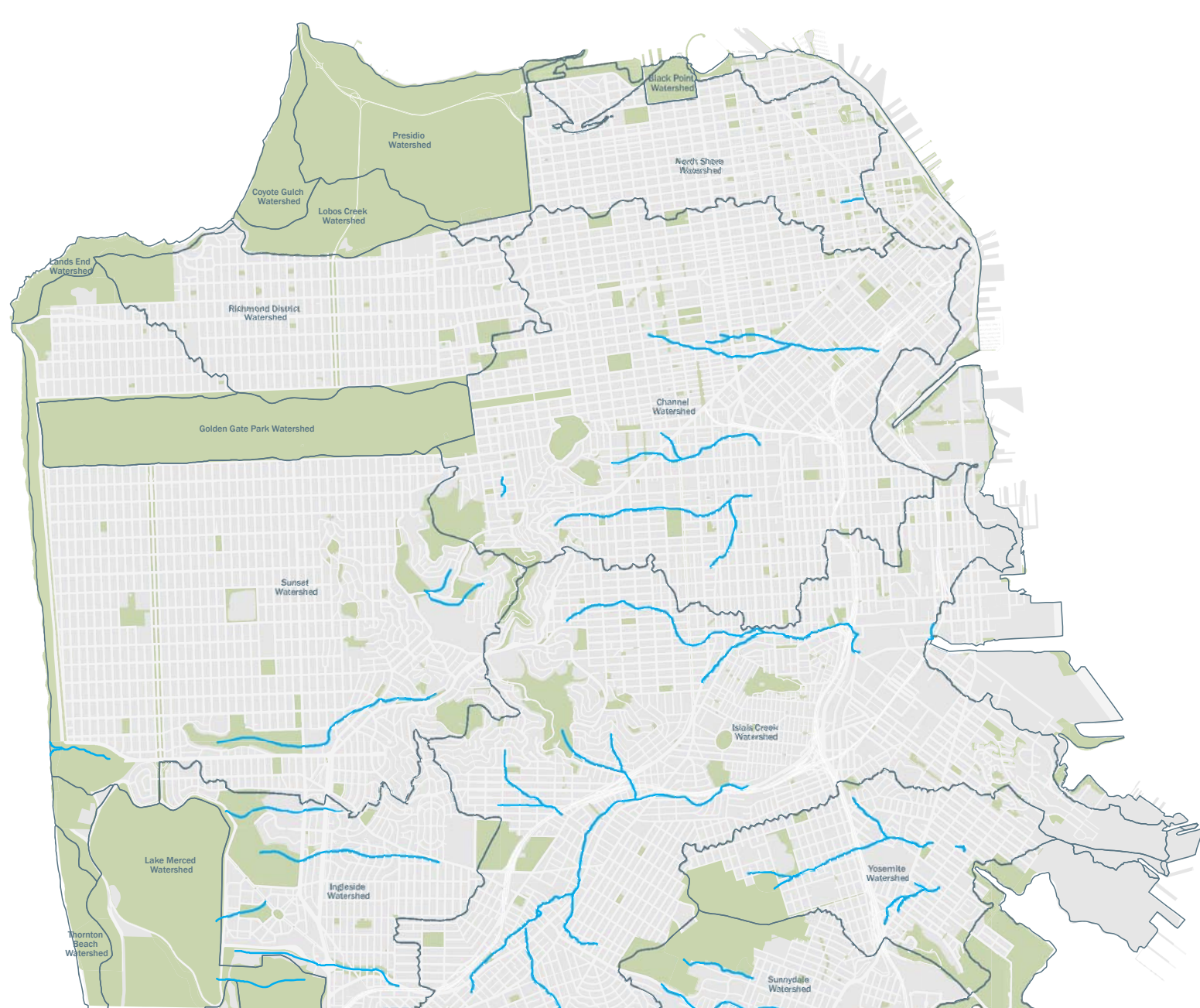


AVOID ARTERIALS
The map above highlights major arterials as defined in the Transportation Element of the General Plan. As these streets typically have higher traffic volumes the potential for Green Connections enhancements would be limited.

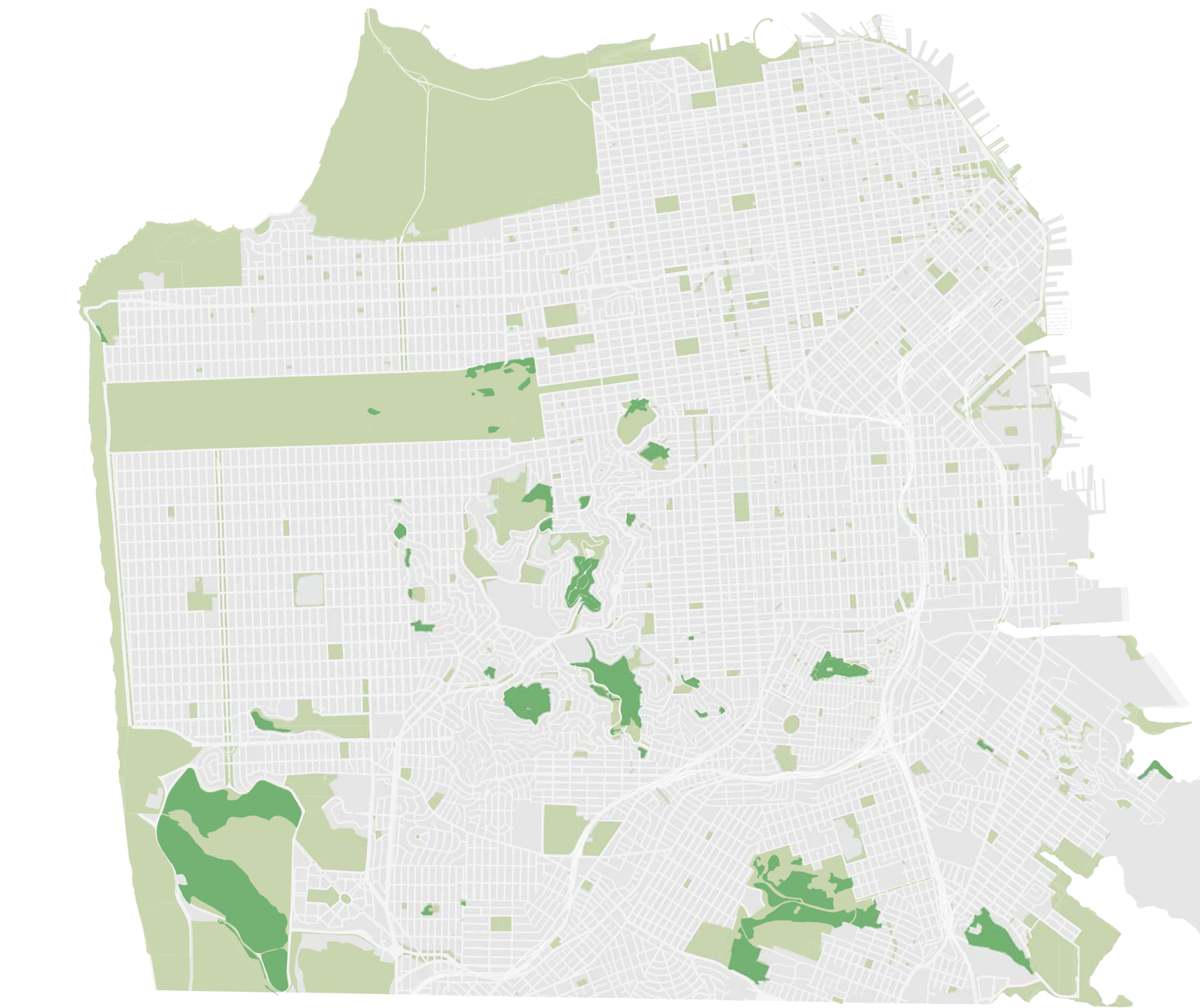
ELEMENT 2: URBAN ECOLOGY



CONSIDER STREETS THAT CREATE AN OPPORTUNITY FOR STORMWATER MANAGEMENT
The map above highlights streets with a slope of 10% or less. These streets are good candidates for low impact design treatments that reduce stormwater runoff. Additional coordination with the SFPUC will take place to ensure that the design of these streets maximizes opportunities for stormwater management.



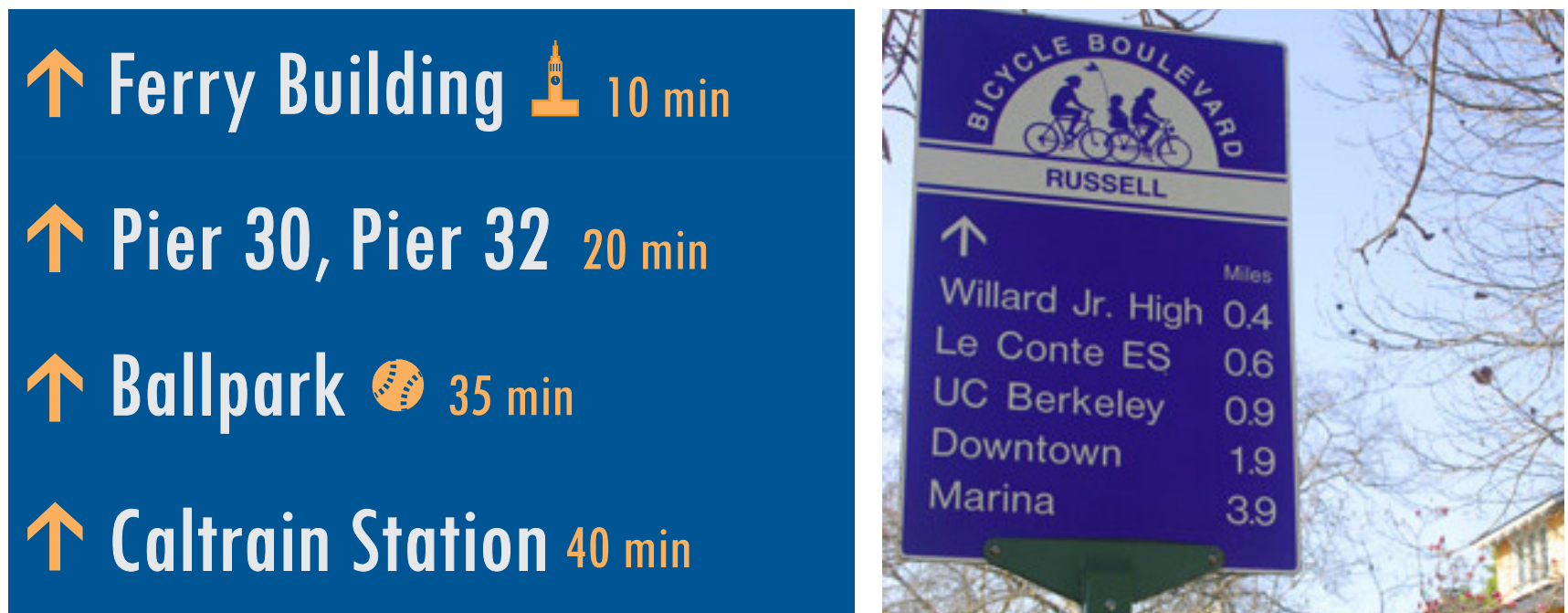
CONSIDER STREETS THAT OVERLAP WITH HISTORIC CREEKS
The map above highlights historic creeks and existing watersheds. These streets may offer opportunities to daylight historic creeks and support habitat.



CONSIDER STREETS AND PATHS THAT CONNECT TO NATURAL AREAS.
The map above highlights Natural Areas. The mission of the Natural Areas program of the Recreation and Parks Department is to restore and enhance these areas, and to develop and support community-based stewardship of the sites.

ELEMENT 3: STEWARDSHIP & PLACEMAKING

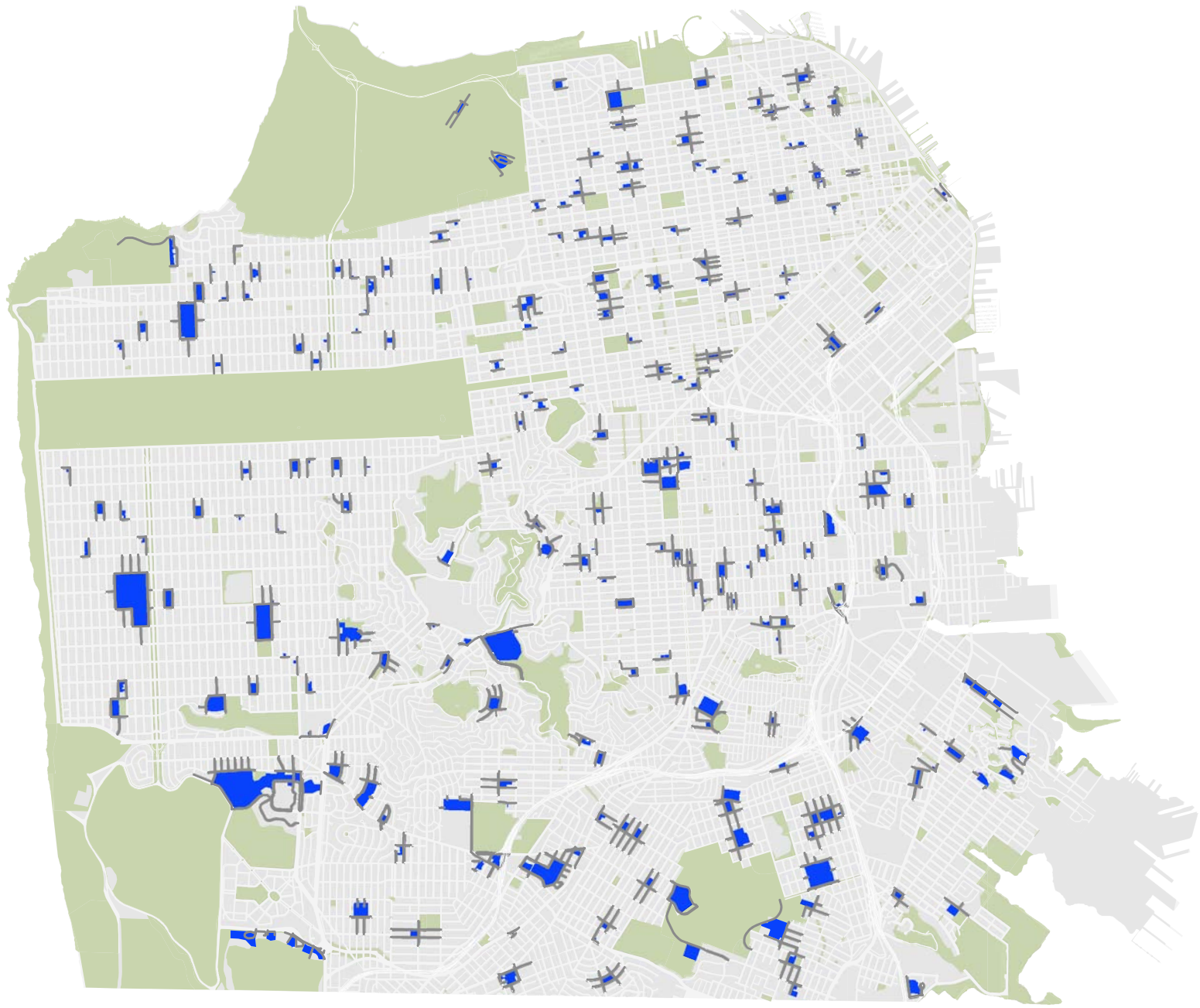
This network is envisioned to be unique and easily identifiable. To encourage more walking and biking to parks and ensure user safety, it is essential that the streets along the network are easy to navigate, and provide space to gather, rest, move, and play.



CONSIDER WAYFINDING AND SIGNAGE ALONG EACH ROUTE.
Clearly identifying the routes will increase access and usability, while raising awareness about the network.



CONSIDER STREETS THAT HAVE SPACE FOR PEOPLE TO GATHER, KIDS TO PLAY AND OPPORTUNITIES TO INCORPORATE PUBLIC ART.
Placemaking creates an opportunity to build community. Opportunities to gather, play and learn support a distinct network of streets.



CONSIDER STREETS THAT CONNECT SCHOOLS TO PARKS.
The map above highlights streets within 50' of a school. Connecting schools to parks provides an opportunity for education and stewardship.



TESTING THE DRAFT NETWORK

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.

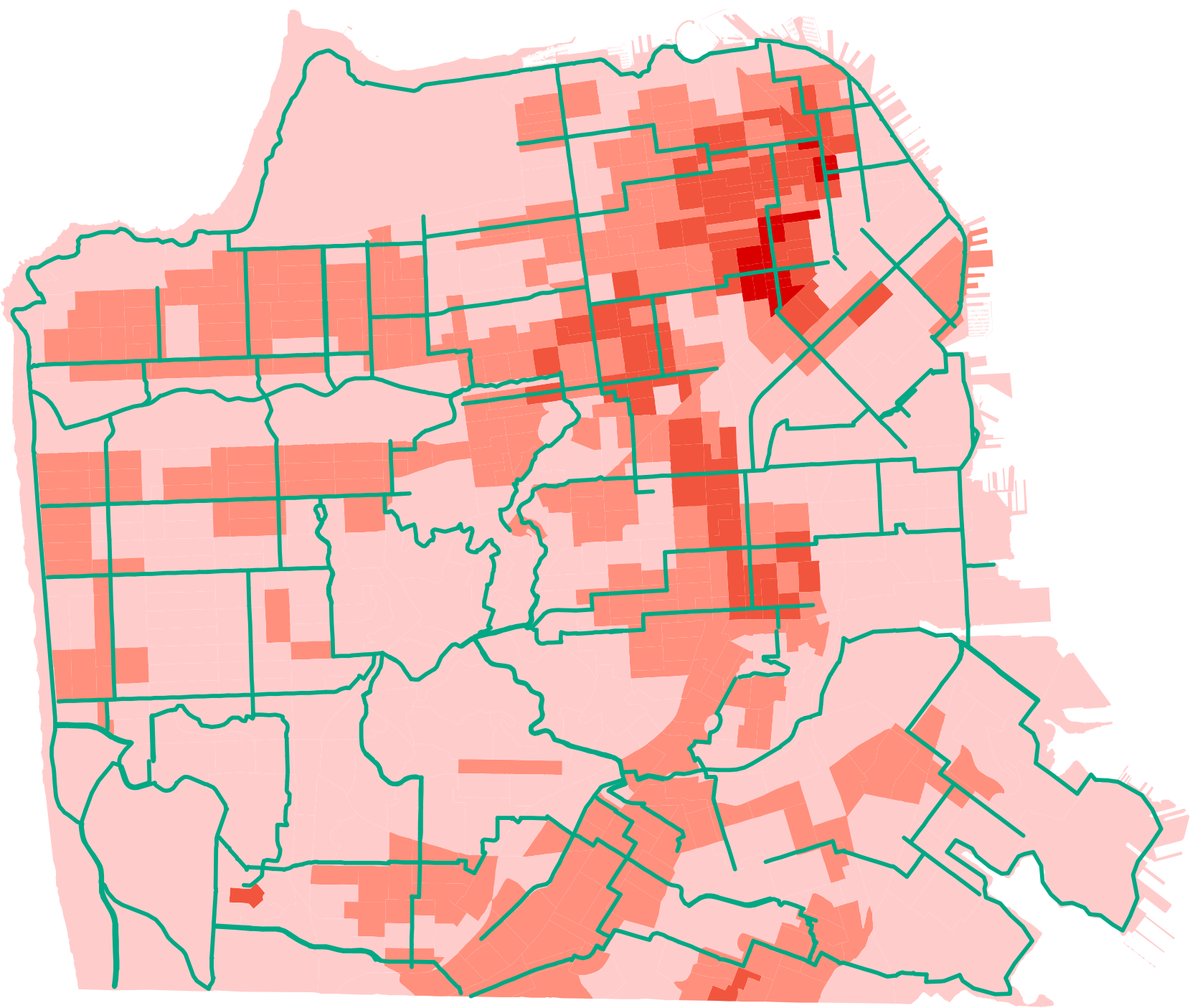
This project aims to improve access to parks and open spaces, particularly in areas with high concentrations of youth and seniors, lower household income and limited access to private vehicles.

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.

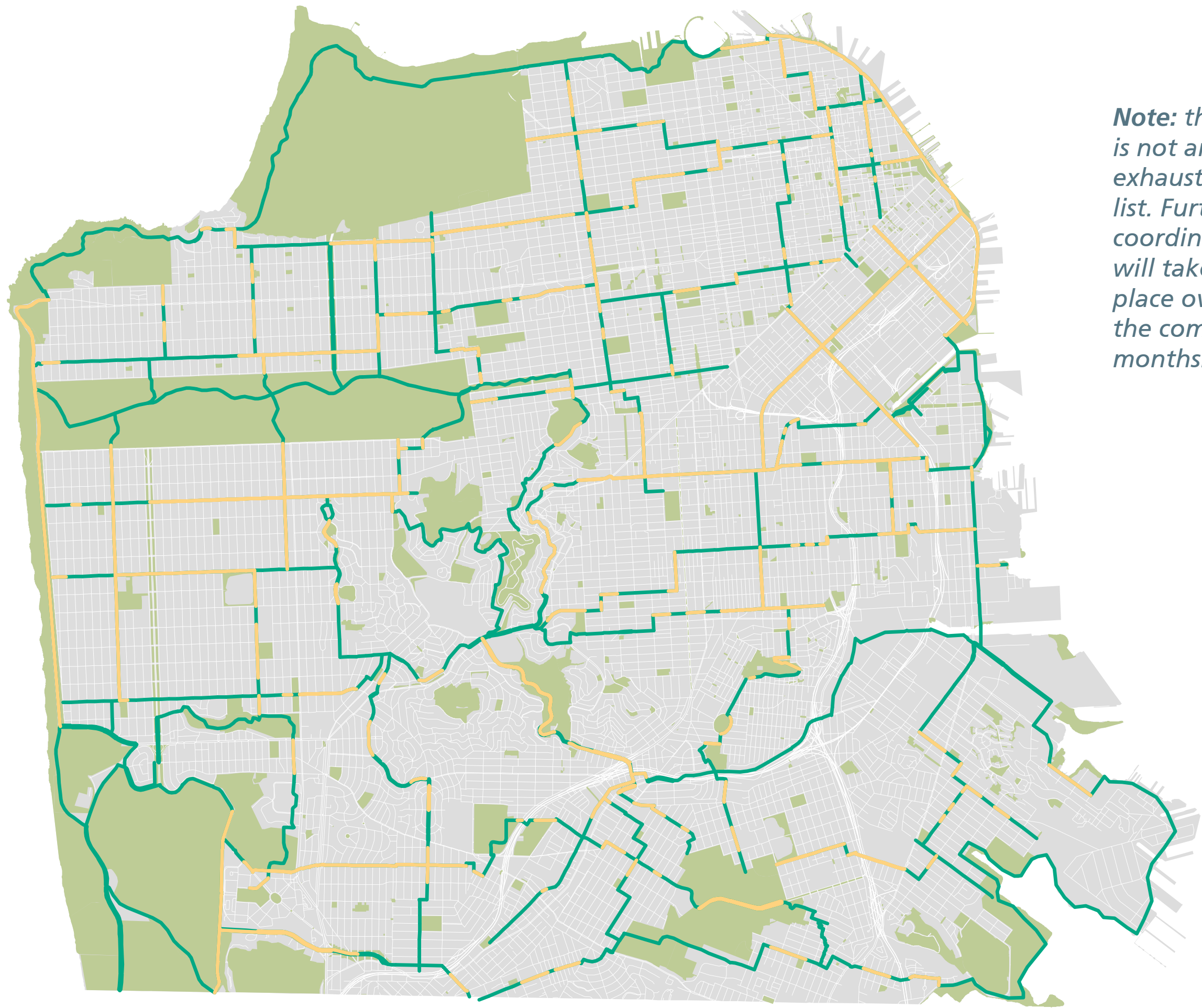
POPULATION DENSITY

Residents per Acre:
Areas with more people are shown in a darker color



COORDINATION

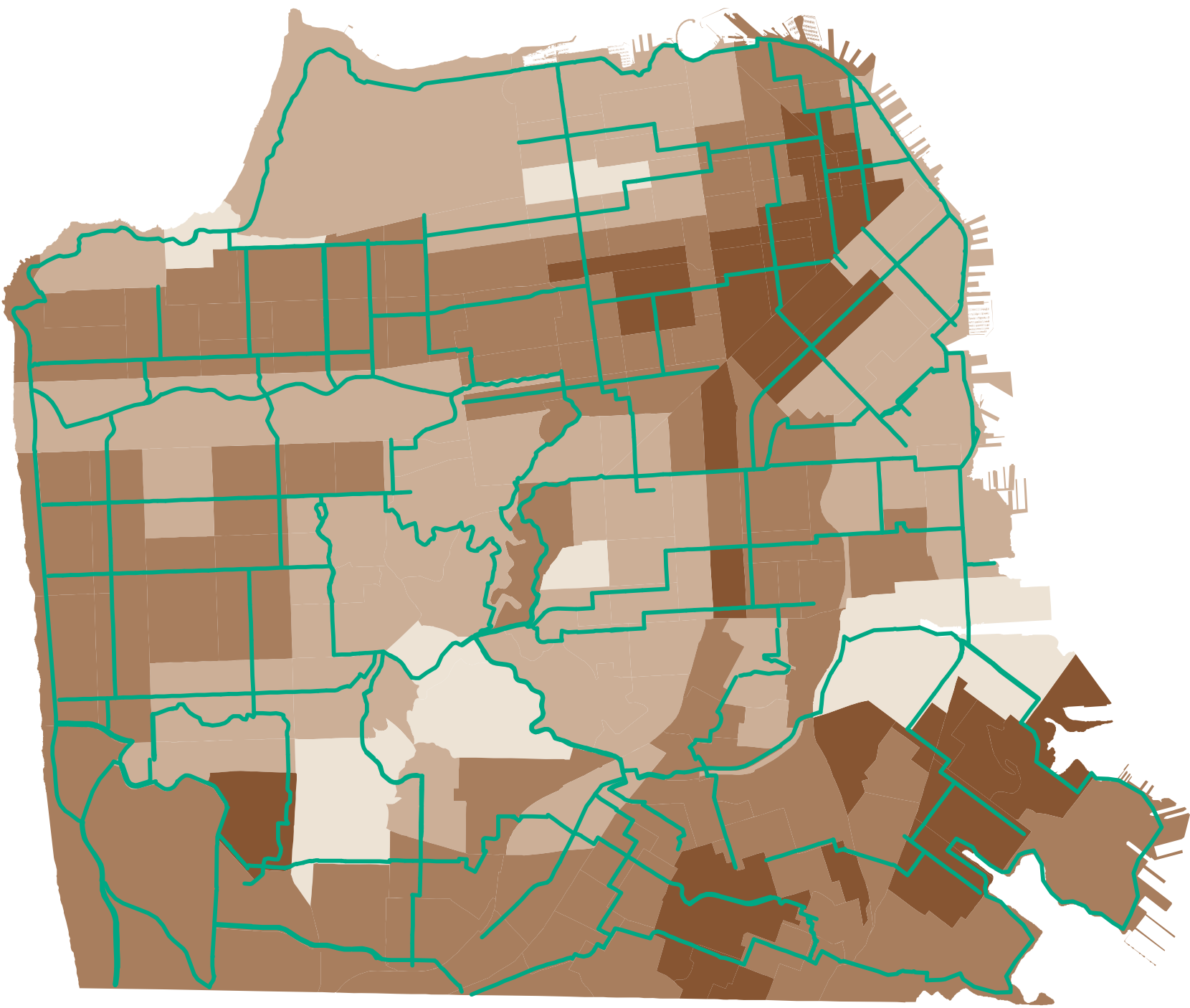
This map shows the overlap between planned city projects and the Green Connections network. Planned improvements that overlap with the proposed Green Connections are shown in orange and include improvements such as neighborhood traffic calming, streetscape redesign projects identified in an area plan, repaving projects, the replacement of a sewer line, or projects identified through the recently-passed Prop B roads bond.



Note: this is not an exhaustive list. Further coordination will take place over the coming months.

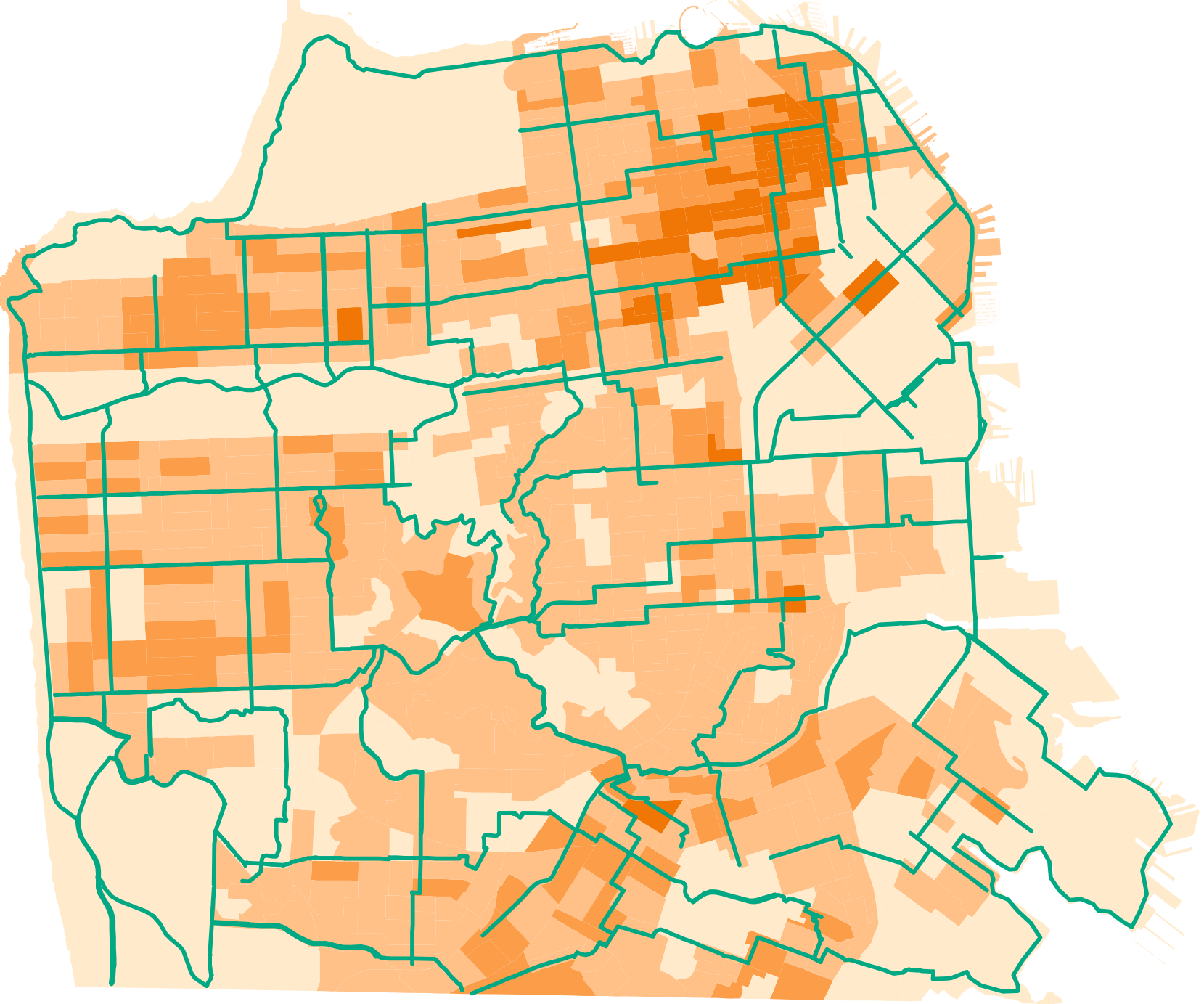
INCOME

Median Household Income: Areas with a lower household income are shown in a darker color



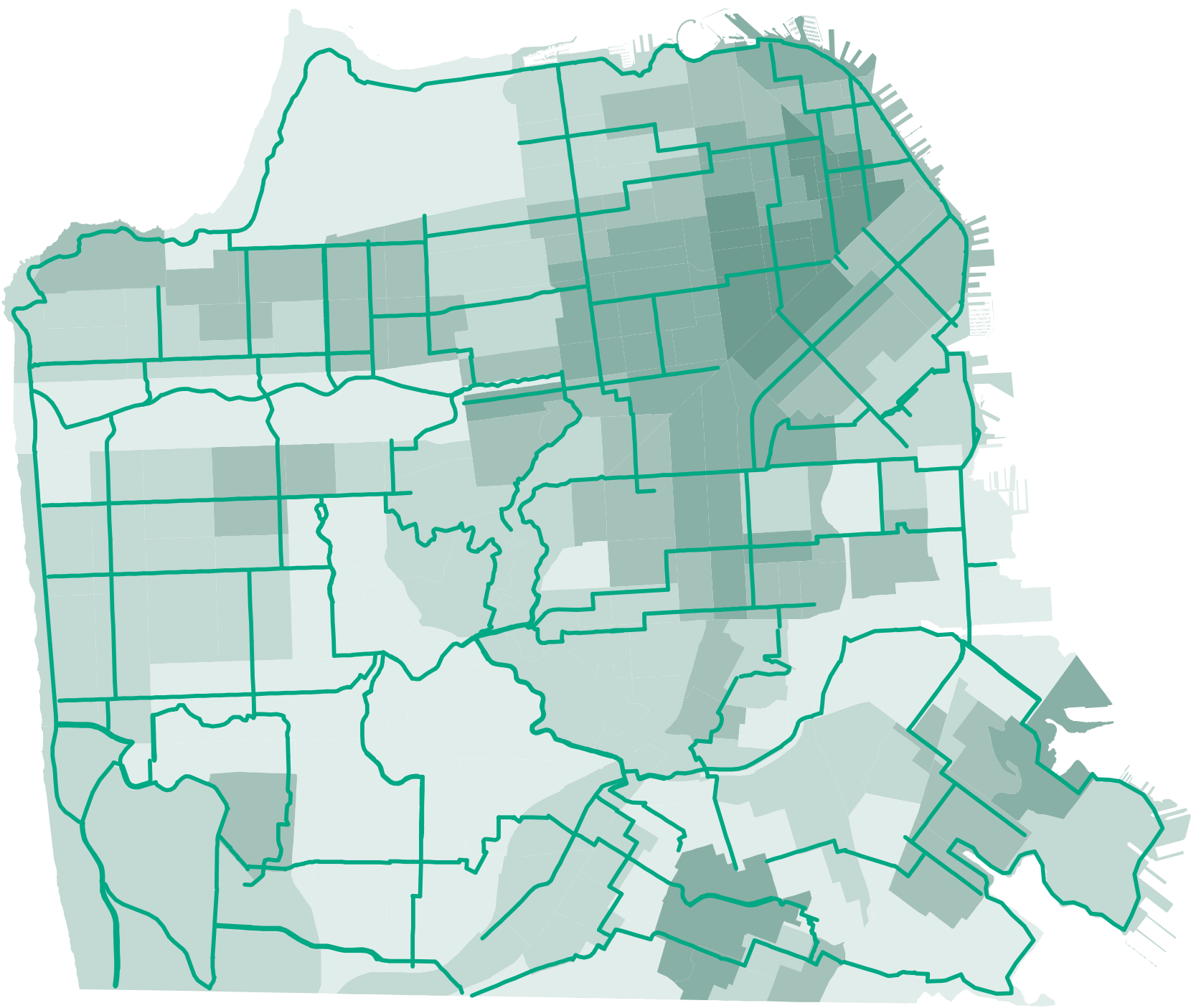
SENIORS

Seniors per Acre:
Areas with more seniors are shown in a darker color



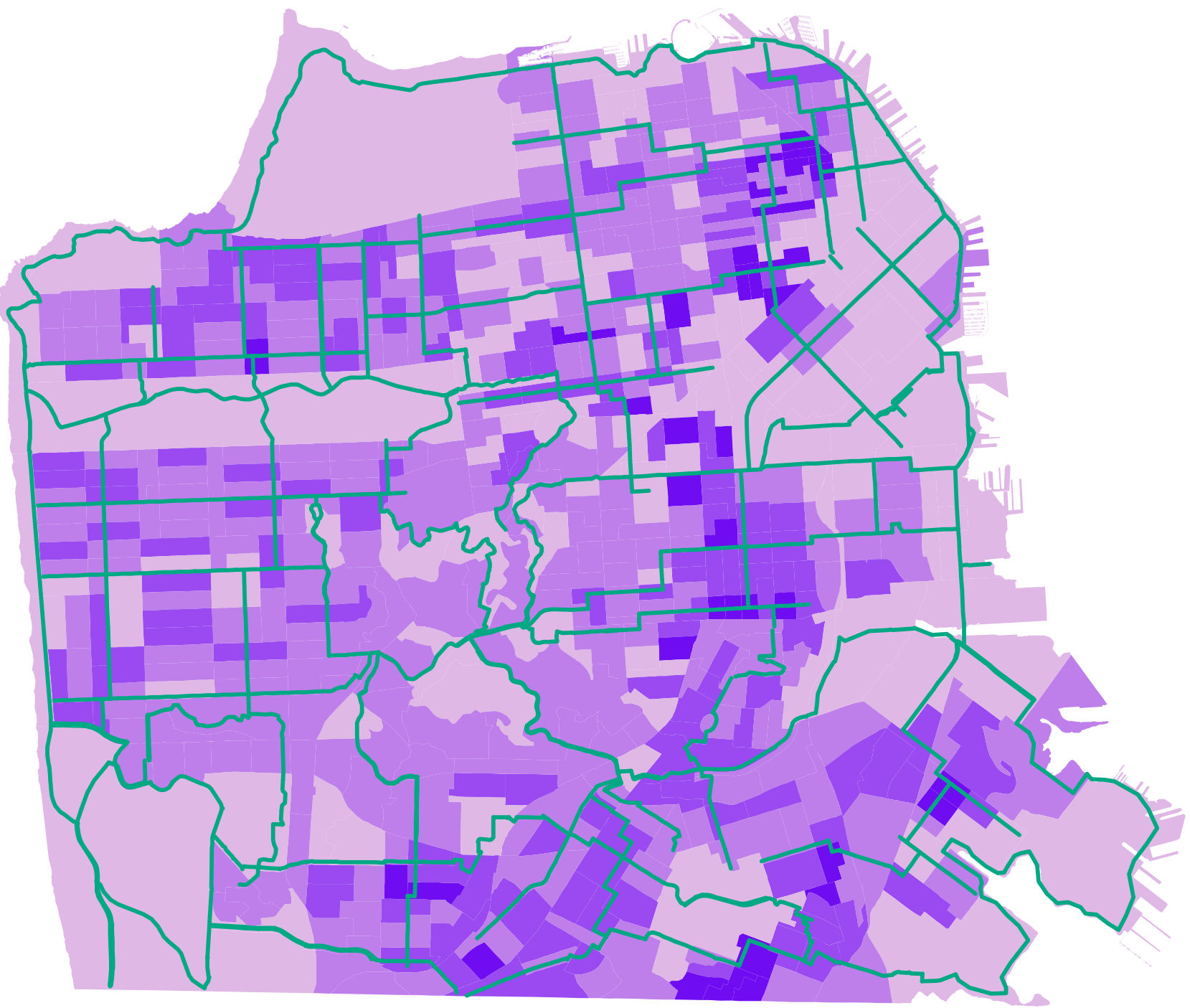
VEHICLES AVAILABLE

Access to Vehicles:
Areas with relative less access to vehicles are shown in a darker color



YOUTH

Youth per Acre:
Areas with more youth are shown in a darker color



NETWORK ACCESS

This map shows 1/4 mile buffer (blue) and 1/2 mile buffer (yellow) from the proposed Green Connections Network. Every household in the city is within a 1/2 mile of a proposed Green Connection.

