

Green Connections: DEVELOPING THE DRAFT NETWORK

How was the Green Connections network selected?

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:

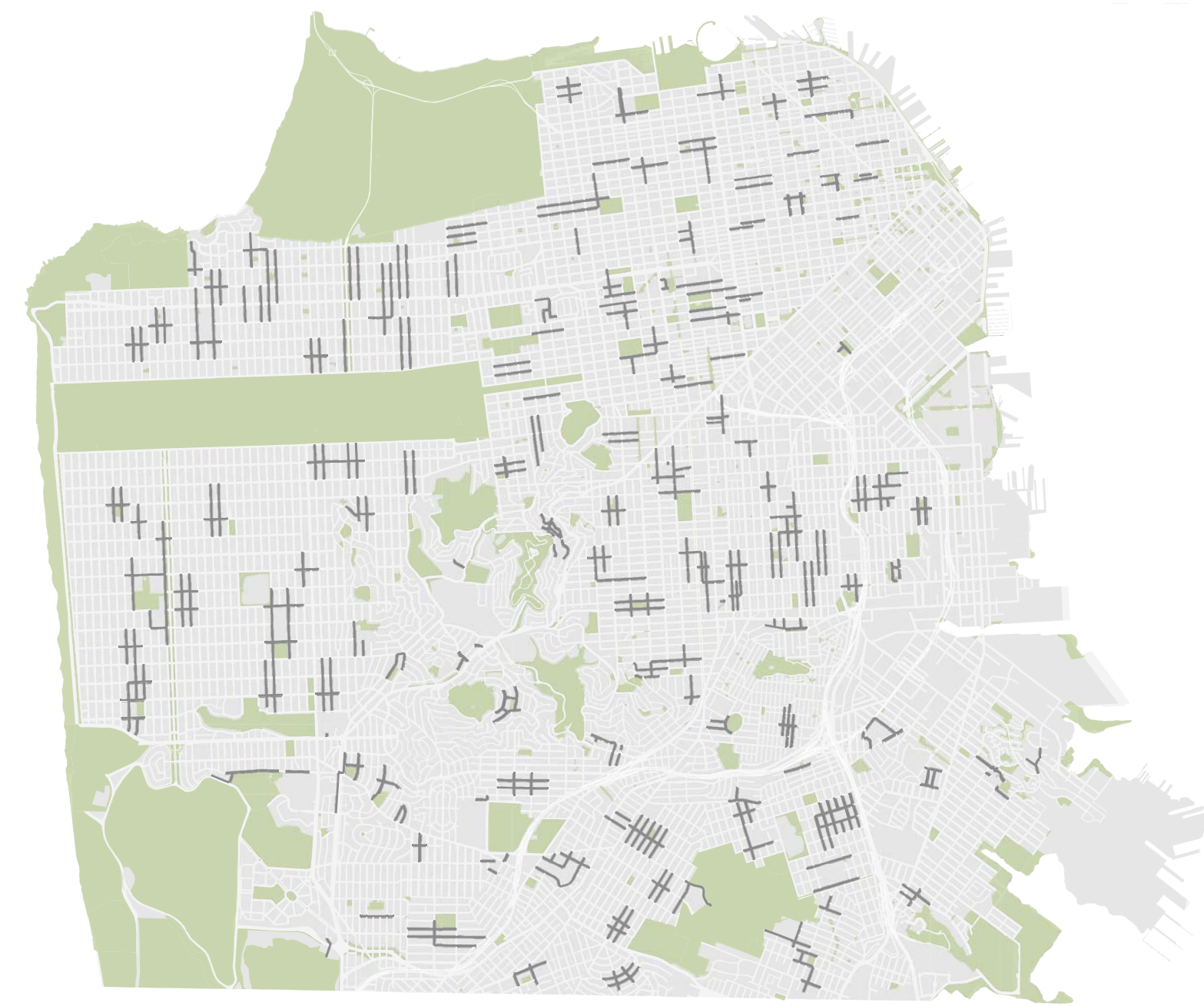
Do these elements align with your vision for a Green Connection?

Are there other qualities to consider as part of the network analysis?

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

What would best help you identify a Green Connection?

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 along the existing bike network
These streets are generally flat and have existing bike amenities.

Element 2: Urban Ecology



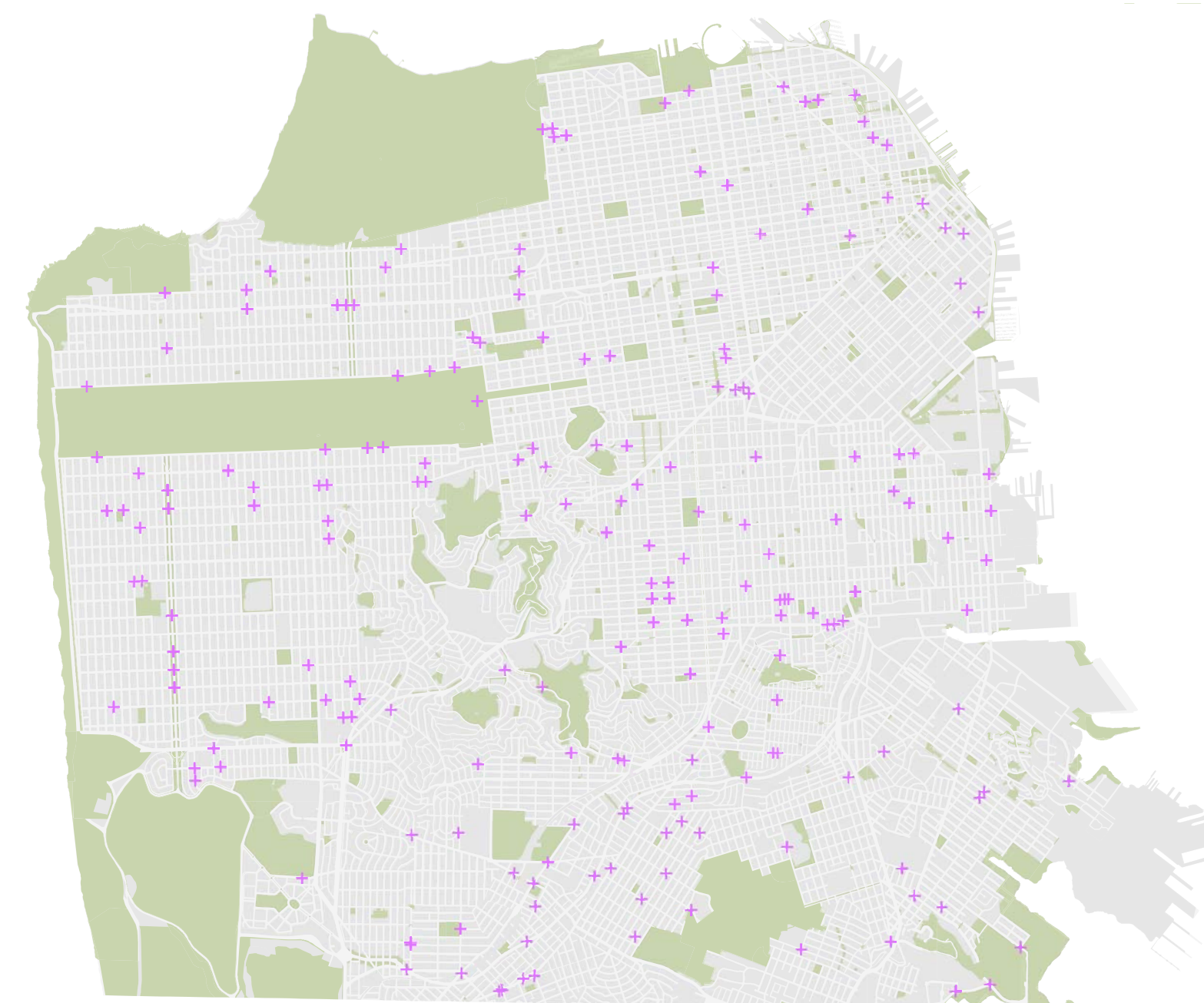
Consider streets that create an opportunity for stormwater management
The map above highlights streets with a slope of 10% or less. These streets are good candidates for low impact design treatments that reduce stormwater runoff. Additional coordination with the SFPUC will take place to ensure that the design of these streets maximizes opportunities for stormwater management.

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.



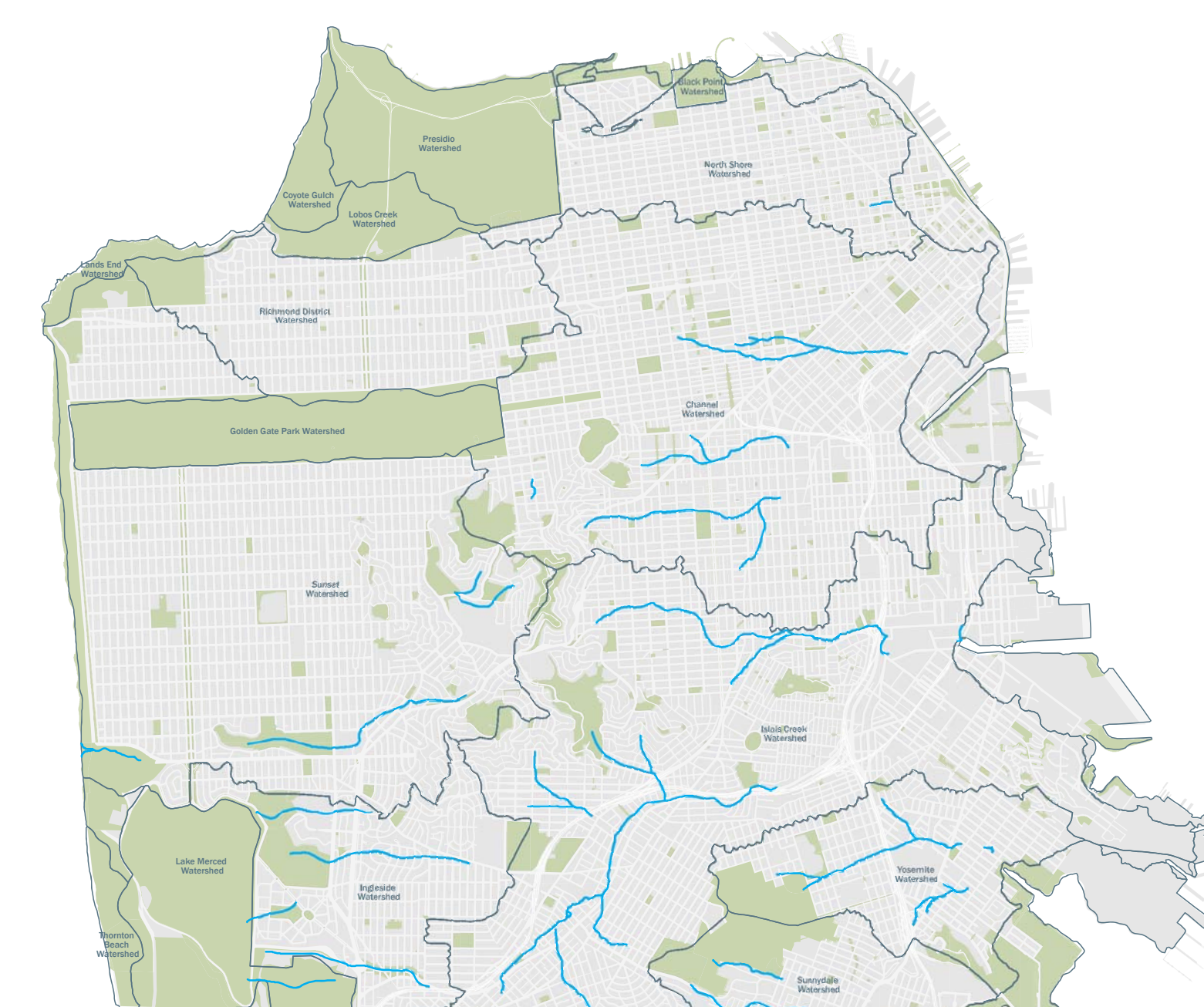
Consider wayfinding and signage along each route.
Clearly identifying the routes will increase access and usability, while raising awareness about the network.



Consider streets 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 a minimal impacts on traffic flow.



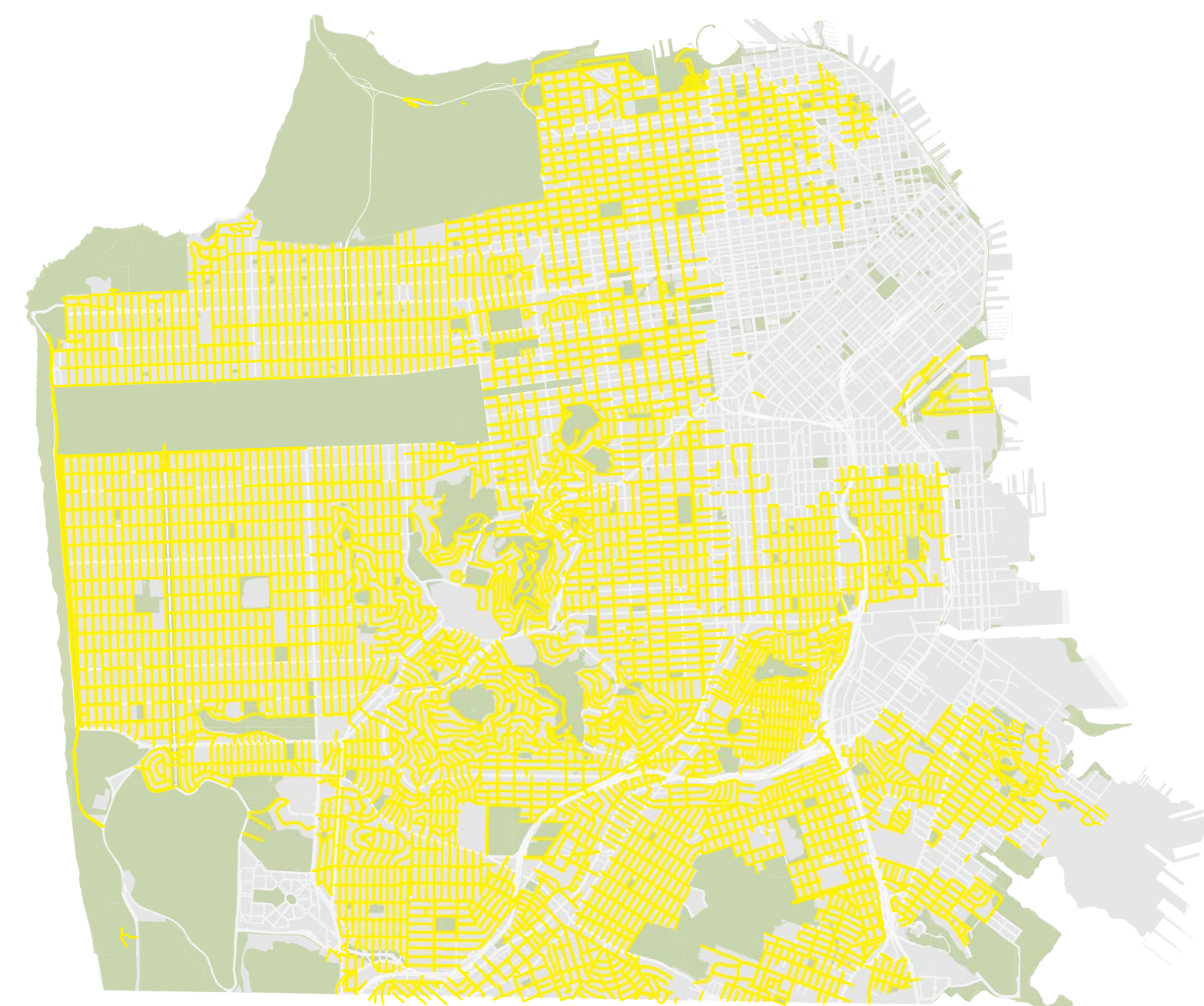
Avoid streets that overlap with the MUNI Rapid Network
These streets are prioritized for frequent transit service. Therefore, Green Connections enhancements would be limited on these streets.



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.



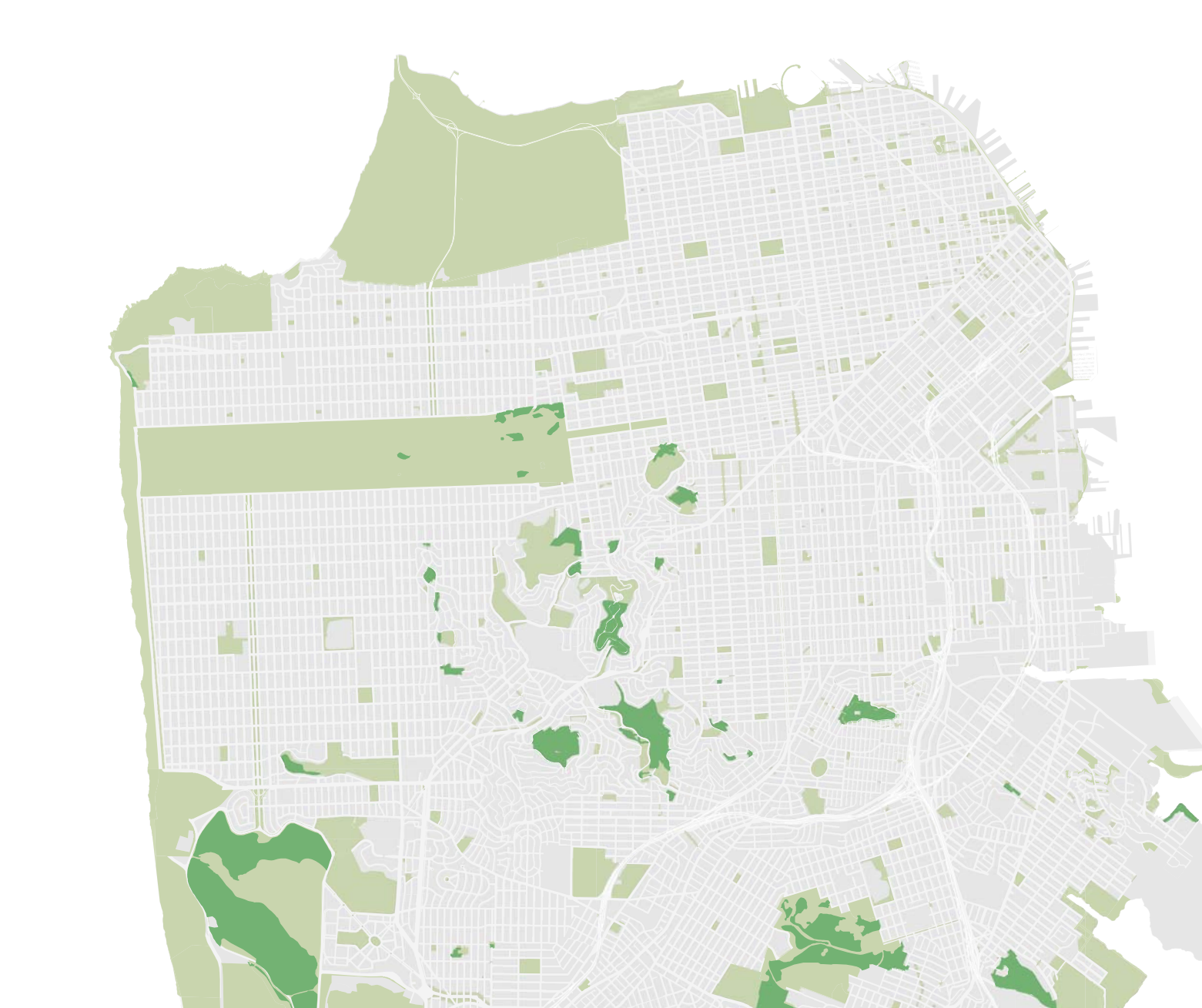
Consider streets that have space for people to gather, kids to play and opportunities to incorporate public art.
Placemaking creates an opportunity to build community. Opportunities to gather, play and learn support a distinct network of streets.



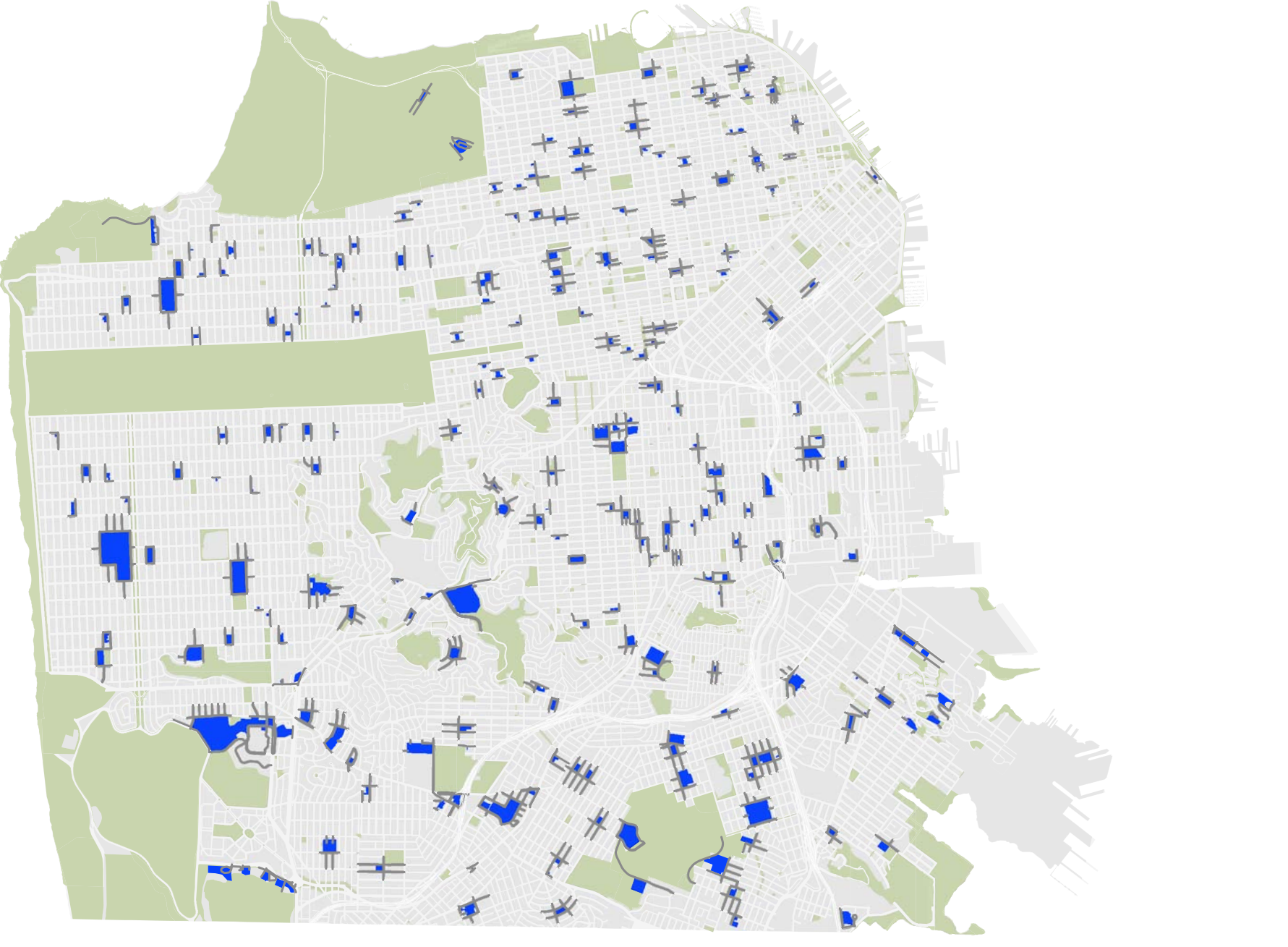
Consider residential streets
The map above highlights Neighborhood Residential Streets from the Better Streets Plan. Residential streets often have fewer traffic lanes and slower moving vehicles. These streets would be good candidate for Green Connections.



Avoid arterials
The map above highlights two arterial streets typologies as defined in the Better Streets Plan: Neighborhood Thoroughway and Commercial Thoroughway. As these streets typically have higher traffic volumes the potential for Green Connections enhancements would be limited.



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.



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.

