

EXHIBIT 6-A PRELIMINARY ENVIRONMENTAL STUDY (PES)

Federal Project No.: _____ <i>(Federal Program Prefix-Project No., Agreement No.)</i>	Final Design: _____ <i>(Expected Start Date)</i>
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To: _____ <i>(District Local Assistance Engineer)</i> _____ <i>(District)</i> _____ <i>(Address)</i> _____ <i>(Email Address)</i>	From: _____ <i>(Local Agency)</i> _____ <i>(Project Manager's Name and Telephone No.)</i> _____ <i>(Address)</i> _____ <i>(Email Address)</i>
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Is this Project "ON" the State Highway System? Yes No
 IF YES, STOP HERE and contact the District Local Assistance Engineer regarding the completion of other environmental documentation.

Federal State Transportation Improvement Program (FSTIP) _____
(Currently Adopted Plan Date) _____
(Page No. ___ attach to this form)

<https://dot.ca.gov/programs/financial-programming/office-of-federal-programming-data-management-ofpdm>

Programming for FSTIP:	Preliminary Engineering _____ \$ _____ <i>(Fiscal Year)</i> <i>(Dollars)</i>	Right of Way _____ \$ _____ <i>(Fiscal Year)</i> <i>(Dollars)</i>	Construction _____ \$ _____ <i>(Fiscal Year)</i> <i>(Dollars)</i>
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Project Description as Shown in RTP and FSTIP:

Detailed Project Description: *(Describe the following, as applicable: purpose and need, project location and limits, required right of way acquisition, proposed facilities, staging areas, disposal and borrow sites, construction activities, and construction access.)*

(Continue description on "Notes" sheet, last page of this Exhibit, if necessary)

Preliminary Design Information:

Does the project involve any of the following? Please check the appropriate boxes and delineate on an attached map, plan, or layout including any additional pertinent information.

Yes	No		Yes	No		Yes	No	
<input type="checkbox"/>	<input type="checkbox"/>	Widen existing roadway	<input type="checkbox"/>	<input type="checkbox"/>	Ground disturbance	<input type="checkbox"/>	<input type="checkbox"/>	Easements
<input type="checkbox"/>	<input type="checkbox"/>	Increase number of through lanes	<input type="checkbox"/>	<input type="checkbox"/>	Road cut/fill	<input type="checkbox"/>	<input type="checkbox"/>	Equipment staging
<input type="checkbox"/>	<input type="checkbox"/>	New alignment	<input type="checkbox"/>	<input type="checkbox"/>	Excavation: anticipated maximum depth _____	<input type="checkbox"/>	<input type="checkbox"/>	Temporary access road/detour
<input type="checkbox"/>	<input type="checkbox"/>	Capacity increasing—other (e.g., channelization)				<input type="checkbox"/>	<input type="checkbox"/>	Utility relocation
			<input type="checkbox"/>	<input type="checkbox"/>	Drainage/culverts	<input type="checkbox"/>	<input type="checkbox"/>	Right of way acquisition (if yes, attach map with APN)
<input type="checkbox"/>	<input type="checkbox"/>	Realignment	<input type="checkbox"/>	<input type="checkbox"/>	Flooding protection			Disposal/borrow sites
<input type="checkbox"/>	<input type="checkbox"/>	Realignment	<input type="checkbox"/>	<input type="checkbox"/>	Stream channel work			Part of larger adjacent project
<input type="checkbox"/>	<input type="checkbox"/>	Bridge work				<input type="checkbox"/>	<input type="checkbox"/>	Railroad
<input type="checkbox"/>	<input type="checkbox"/>	Vegetation removal	<input type="checkbox"/>	<input type="checkbox"/>	Pile driving			
<input type="checkbox"/>	<input type="checkbox"/>	Tree removal	<input type="checkbox"/>	<input type="checkbox"/>	Demolition			

Required Attachments:

- Regional map Project location map Project footprint map (existing/proposed right of way)
- Engineering drawings (existing and proposed cross sections), if available Borrow/disposal site location map, if applicable
(Note: all maps (except project location map and regional maps) should be consistent with the project description (minimum scale: 1" = 200').)
- GeoTracker Printout for Hazardous Materials (<http://geotracker.waterboards.ca.gov/>).
- Federal Threatened and Endangered Species List from USFWS (<http://ecos.fws.gov/ipac/>).
- Federal Threatened and Endangered Species List from NMFS
(https://www.westcoast.fisheries.noaa.gov/maps_data/california_species_list_tools.html).
- Current Photos of Project Site FEMA map VIA Questionnaire

Examine the project for potential effects on the environment, direct or indirect and answer the following questions. The “construction area,” as specified below, includes all areas of ground disturbance associated with the project, including staging and stockpiling areas and temporary access roads.

Each answer must be briefly documented on the “Notes” pages at the end of the PES Form.

A. Potential Environmental Effects	Yes	To Be Determined	No
General			
1. Will the project require future construction to fully utilize the design capabilities included in the proposed project?			
2. Will the project generate public controversy?			
Noise			
3. Is the project a Type I project as defined in 23 CFR 772.5(h); “construction on new location or the physical alteration of an existing highway, which significantly changes either the horizontal or vertical alignment or increases the number of through-traffic lanes”?			
4. Does the project have the potential for adverse construction-related noise impact (such as related to pile driving)?			
Air Quality			
5. Is the project in a NAAQS non-attainment or maintenance area?			
6. Is the project exempt from the requirement that a conformity determination be made? (If “Yes,” state which conformity exemption per 40 CFR 93.126, or 40 CFR 93.128) (check one box below and identify the project type if applicable): 40 CFR 93.126 Project type: 40 CFR 93.128			
7. Is the project exempt from regional conformity? (If “Yes,” state which conformity exemption in 40 CFR 93.127, Table 3 applies):			
8. If project is not exempt from regional conformity, (If “No” on Question #7) Is project in a metropolitan non-attainment/maintenance area? Is project in an isolated rural non-attainment area? Is project in a CO, PM10 and/or PM2.5 non-attainment/maintenance area?			
Hazardous Materials/Hazardous Waste			
9. Is there potential for hazardous materials (including underground or aboveground tanks, etc.) or hazardous waste (including oil/water separators, waste oil, asbestos-containing material, lead-based paint, ADL, etc.) within or immediately adjacent to the construction area?			
Water Quality/Resources			
10. Does the project have the potential to impact water resources (rivers, streams, bays, inlets, lakes, drainage sloughs) within or immediately adjacent to the project area?			
11. Is the project within a designated sole-source aquifer?			

Coastal Zone

12. Is the project within the State Coastal Zone, San Francisco Bay, or Suisun Marsh?

Floodplain

13. Is the construction area located within a regulatory floodway or within the base floodplain (100-year elevation of a watercourse or lake)?

Wild and Scenic Rivers

14. Is the project within or immediately adjacent to a Wild and Scenic River System?

Biological Resources

15. Is there a potential for federally listed threatened or endangered species, or their critical habitat or essential fish habitat to occur within or adjacent to the construction area?

16. Does the project have the potential to directly or indirectly affect migratory birds, or their nests or eggs (such as vegetation removal, box culvert replacement/repair, bridge work, etc.)?

17. Is there a potential for wetlands to occur within or adjacent to the construction area?

18. Is there a potential for agricultural wetlands to occur within or adjacent to the construction area?

19. Is there a potential for the introduction or spread of invasive plant species?

Sections 4(f) and 6(f)

20. Are there any historic sites or publicly owned public parks, recreation areas, wildlife or waterfowl refuges (Section 4[f]) within or immediately adjacent to the construction area?

21. Does the project have the potential to affect properties acquired or improved with Land and Water Conservation Fund Act (Section 6[f]) funds?

Visual Resources

22. Does the project have the potential to affect any visual or scenic resources?

Relocation Impacts

23. Will the project require the relocation of residential or business properties?

(If the answer to questions 23-32 is "yes," then Title VI Implementation and outreach may be triggered)

Land Use, Community, and Farmland Impacts

24. Will the project require any right of way, including partial or full takes? Consider construction easements and utility relocations.

25. Is the project inconsistent with plans and goals adopted by the community?

26. Does the project have the potential to divide or disrupt neighborhoods/communities?

27. Does the project have the potential to disproportionately affect low-income and minority populations?

28. Will the project require the relocation of public utilities?

29. Will the project affect access to properties or roadways?

30. Will the project involve changes in access control to the State Highway System (SHS)?

31. Will the project involve the use of a temporary road, detour, or ramp closure?

32. Will the project reduce available parking?

33. Will the project construction encroach on state or federal lands?

34. Will the project convert any farmland to a different use or impact any farmlands?

Cultural Resources

35. Is there National Register listed, or potentially eligible historic properties, or archaeological resources within or immediately adjacent to the construction area?
(Note: Caltrans PQS answers question #35)

36. Is the project adjacent to, or would it encroach on Tribal land?

For Sections B, C, and D, check appropriate box to indicate required technical studies, coordination, permits, or approvals.

B. Required Technical Studies and Analyses	C. Coordination	D. Anticipated Actions/Permits/Approvals
<input type="checkbox"/> Traffic <i>Check one:</i> <input type="checkbox"/> Traffic Study <input type="checkbox"/> Technical Memorandum <input type="checkbox"/> Discussion in ED Only	<input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval <input type="checkbox"/> Approval <input type="checkbox"/> Approval
<input type="checkbox"/> Noise <i>Check as applicable:</i> <input type="checkbox"/> Traffic Related <input type="checkbox"/> Construction Related <i>Check one:</i> <input type="checkbox"/> Noise Study Report <input type="checkbox"/> NADR <input type="checkbox"/> Technical Memorandum <input type="checkbox"/> Discussion in ED Only	<input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval <input type="checkbox"/> Approval <input type="checkbox"/> Approval <input type="checkbox"/> Approval
<input type="checkbox"/> Air Quality <i>Check as applicable:</i> <input type="checkbox"/> Traffic Related <input type="checkbox"/> Construction Related <i>Check one:</i> <input type="checkbox"/> Air Quality Report <input type="checkbox"/> Technical Memorandum <input type="checkbox"/> Discussion in ED Only	<input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input type="checkbox"/> FHWA <input type="checkbox"/> Caltrans <input type="checkbox"/> Regional Agency	<input type="checkbox"/> Approval <input type="checkbox"/> Approval <input type="checkbox"/> Approval <input type="checkbox"/> Conformity Finding (23 USC 327 CEs, EAs, EISs) <input type="checkbox"/> Conformity Finding (23 USC 326 CEs) <input type="checkbox"/> PM10/PM2.5 Interagency Consultation
<input type="checkbox"/> Hazardous Materials/ Hazardous Waste <i>Check as applicable:</i> <input type="checkbox"/> Initial Site Assessment (Phase 1) <input type="checkbox"/> Preliminary Site Assessment (Phase 2) <input type="checkbox"/> Discussion in ED Only	<input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input type="checkbox"/> Cal EPA DTSC <input type="checkbox"/> Local Agency	<input type="checkbox"/> Approval <input type="checkbox"/> Approval <input type="checkbox"/> Approval <input type="checkbox"/> Review Database <input type="checkbox"/> Review Database
<input type="checkbox"/> Water Quality/Resources <i>Check as applicable:</i> <input type="checkbox"/> Water Quality Assess. Report <input type="checkbox"/> Technical Memorandum <input type="checkbox"/> Discussion in ED Only	<input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval <input type="checkbox"/> Approval <input type="checkbox"/> Approval
<input type="checkbox"/> Sole-Source Aquifer (Districts 5, 6 and 11)	<input type="checkbox"/> EPA (S.F. Regional Office)	<input type="checkbox"/> Approval of Analysis in ED
<input type="checkbox"/> Coastal Zone	<input type="checkbox"/> CCC	<input type="checkbox"/> Coastal Zone Consistency Determination

B. Required Technical Studies and Analyses	C. Coordination	D. Anticipated Actions/Permits/Approvals
<input type="checkbox"/> Floodplain		
<i>Check as applicable:</i>		
<input type="checkbox"/> Location Hydraulic Study	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Floodplain Evaluation Report	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Summary Floodplain Encroachment Report	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Only Practicable Alternative Finding
	<input type="checkbox"/> FHWA	<input type="checkbox"/> Approves significant encroachments and concurs in Only Practicable Alternative Findings
<input type="checkbox"/> Wild and Scenic Rivers	<input type="checkbox"/> River Managing Agency	<input type="checkbox"/> Wild and Scenic Rivers Determination
<input type="checkbox"/> Biological Resources		
<i>Check as applicable:</i>		
<input type="checkbox"/> NES, Minimal Impact	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> NES		
<input type="checkbox"/> BA	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approves for Consultation
	<input type="checkbox"/> USFWS <input type="checkbox"/> NOAA Fisheries	<input type="checkbox"/> Section 7 Informal/Formal Consultation
<input type="checkbox"/> EFH Evaluation	<input type="checkbox"/> NOAA Fisheries	<input type="checkbox"/> MSA Consultation
<input type="checkbox"/> Bio-Acoustic Evaluation	<input type="checkbox"/> NOAA Fisheries	<input type="checkbox"/> Approval
<input type="checkbox"/> Technical Memorandum	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Wetlands		
<i>Check as applicable:</i>		
<input type="checkbox"/> WD and Assessment	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
	<input type="checkbox"/> ACOE	<input type="checkbox"/> Wetland Verification
	<input type="checkbox"/> NRCS	<input type="checkbox"/> Agricultural Wetland Verification
	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Wetlands Only Practicable Alternative Finding
<input type="checkbox"/> Invasive Plants		
<input type="checkbox"/> Discussion in ED Only	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Section 4(f)		
<i>Check as applicable:</i>		
<input type="checkbox"/> De minimis	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Determine Temporary Occupancy
<input type="checkbox"/> De minimis finding	<input type="checkbox"/> Caltrans	<input type="checkbox"/> De minimis finding
<input type="checkbox"/> Programmatic 4(f) Evaluation Type: _____	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Individual 4(f) Evaluation	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
	<input type="checkbox"/> Agency with Jurisdiction <input type="checkbox"/> SHPO <input type="checkbox"/> DOI <input type="checkbox"/> HUD <input type="checkbox"/> USDA	

B. Required Technical Studies and Analyses	C. Coordination	D. Anticipated Actions/Permits/Approvals
<input type="checkbox"/> Section 6(f)	<input type="checkbox"/> Agency with Jurisdiction <input type="checkbox"/> NPS	<input type="checkbox"/> Determines Consistency with Long-Term Management Plan
	<input type="checkbox"/> NPS	<input type="checkbox"/> Approves Conversion
<input type="checkbox"/> Visual Resources		
<input type="checkbox"/> Technical	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Memorandum 8	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Moderate VIA	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Advance/Complex VIA	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Relocation Impacts		
<i>Check one:</i> <input type="checkbox"/> Relocation Impact Memo	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Relocation Impact Study	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Relocation Impact Report	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Land Use and Community Impacts		
<i>Check one:</i> <input type="checkbox"/> CIA	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Technical Memorandum	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Discussion in ED Only	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Construction/Encroachment on State Lands		
<i>Check as applicable:</i> <input type="checkbox"/> SLC Jurisdiction	<input type="checkbox"/> SLC	<input type="checkbox"/> SLC Lease
<input type="checkbox"/> Caltrans Jurisdiction	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Encroachment Permit
<input type="checkbox"/> SP Jurisdiction	<input type="checkbox"/> SP	<input type="checkbox"/> Encroachment Permit
<input type="checkbox"/> Construction/Encroachment on Federal Lands		
	<input type="checkbox"/> Federal Agency with Jurisdiction	<input type="checkbox"/> Encroachment Permit
<input type="checkbox"/> Construction/Encroachment On Indian Trust Lands	<input type="checkbox"/> Bureau of Indian Affairs	<input type="checkbox"/> Right of Way Permit
<input type="checkbox"/> Farmlands		
<i>Check one:</i> <input type="checkbox"/> CIA	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Technical Memorandum	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Discussion in ED Only	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<i>Check as applicable:</i> <input type="checkbox"/> Form AD 1006	<input type="checkbox"/> NRCS	<input type="checkbox"/> Approves Conversion
	<input type="checkbox"/> CDOC	<input type="checkbox"/> Approves Conversion
<input type="checkbox"/> Conversion to Non-Agri Use	<input type="checkbox"/> ACOE	

B. Required Technical Studies and Analyses	C. Coordination	D. Anticipated Actions/Permits/ Approvals
<input type="checkbox"/> Cultural Resources (PQS completes this section)	<input type="checkbox"/> Caltrans PQS	Screened Undertaking
<input type="checkbox"/> APE Map	<input type="checkbox"/> Caltrans PQS and DLAE	<input type="checkbox"/> Approves APE Map
	<input type="checkbox"/> Local Preservation Groups and/or Native American Tribes	<input type="checkbox"/> Provides Comments Regarding Concerns with Project
<input type="checkbox"/> HPSR <input type="checkbox"/> ASR <input type="checkbox"/> HRER	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approves for Consultation
<input type="checkbox"/> Finding of Effect Report	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Concurs on No Effect, No Adverse Effect with Standard Conditions
	<input type="checkbox"/> SHPO	<input type="checkbox"/> Letter of Concurrence on Eligibility, No Adverse Effect without Standard
<input type="checkbox"/> MOA	<input type="checkbox"/> Caltrans <input type="checkbox"/> SHPO <input type="checkbox"/> ACHP (if requested)	<input type="checkbox"/> Approves MOA <input type="checkbox"/> Approves MOA <input type="checkbox"/> Approves MOA
<input type="checkbox"/> Permits Copies of permits and a list of mitigation commitments are mandatory submittals following NEPA approval.	<input type="checkbox"/> ACOE <input type="checkbox"/> ACOE <input type="checkbox"/> Caltrans/ACOE/EPA <input type="checkbox"/> USFWS <input type="checkbox"/> NOAA Fisheries <input type="checkbox"/> ACOE <input type="checkbox"/> USCG <input type="checkbox"/> RWQCB <input type="checkbox"/> CDFW <input type="checkbox"/> RWQCB <input type="checkbox"/> CCC <input type="checkbox"/> Local Agency <input type="checkbox"/> BCDC	<input type="checkbox"/> Section 404 Nationwide Permit <input type="checkbox"/> Section 404 Individual Permit <input type="checkbox"/> NEPA/404 Integration MOU <input type="checkbox"/> Rivers and Harbors Act Section 10 Permit <input type="checkbox"/> USCG Bridge Permit <input type="checkbox"/> Section 401 Water Quality Certification <input type="checkbox"/> Section 1602 Streambed Alteration Agreement <input type="checkbox"/> NPDES Permit <input type="checkbox"/> Coastal Zone Permit <input type="checkbox"/> BCDC Permit

Notes: Additional studies may be required for other federal agencies.

ACHP	=	Advisory Council on Historic Preservation	HRER	=	Historical Resources Evaluation Report
ACOE	=	U.S. Army Corps of Engineers	HUD	=	U.S. Housing and Urban Development
ADL	=	Aerially Deposited Lead	MOA	=	Memorandum of Agreement
APE	=	Area of Potential Effect	MSA	=	Magnuson-Stevens Fishery Conservation and Management Act
APN	=	Assessor Parcel Number	NEPA	=	National Environmental Policy Act
ASR	=	Archaeological Survey Report	NADR	=	Noise Abatement Decision Report
BA	=	Biological Assessment	NES	=	Natural Environment Study
BCDC	=	Bay Conservation and Development Commission	NHPA	=	National Historic Preservation Act
BE	=	Biological Evaluation	NOAA	=	National Oceanic and Atmospheric Administration
BO	=	Biological Opinion	NMFS	=	National Marine Fisheries Service
Cal EPA	=	California Environmental Protection Agency	NPDES	=	National Pollutant Discharge Elimination System
CCC	=	California Coastal Commission	NPS	=	National Park Service
CDFW	=	California Department of Fish and Wildlife	NRCS	=	Natural Resources Conservation Service
CDOC	=	California Department of Conservation	PM10	=	Particulate Matter 10 Microns in Diameter or Less
CE	=	Categorical Exclusion	PM2.5	=	Particulate Matter 2.5 Microns in Diameter or Less
CIA	=	Community Impact Assessment	PMP	=	Project Management Plan
CWA	=	Clean Water Act	PQS	=	Professionally Qualified Staff
DLAE	=	District Local Assistance Engineer	ROD	=	Record of Decision
DOI	=	U.S. Department of Interior	RTIP	=	Regional Transportation Improvement Program
DTSC	=	Department of Toxic Substances Control	RTP	=	Regional Transportation Plan
EA	=	Environmental Assessment	RWQCB	=	Regional Water Quality Control Board
ED	=	Environmental Document	SER	=	Standard Environmental Reference
EFH	=	Essential Fish Habitat	SEP	=	Senior Environmental Planner
EIS	=	Environmental Impact Statement	SHPO	=	State Historic Preservation Officer
EPA	=	U.S. Environmental Protection Agency	SLC	=	State Lands Commission
FEMA	=	Federal Emergency Management Agency	SP	=	State Parks
FHWA	=	Federal Highway Administration	TIP	=	Transportation Improvement Program
FONSI	=	Finding of No Significant Impacted	USCG	=	U.S. Coast Guard
FTIP	=	Federal Transportation Improvement Program	USDA	=	U.S. Department of Agriculture
HPSR	=	Historic Property Survey Report	USFWS	=	U.S. Fish and Wildlife Service
			WD	=	Wetland Delineation

E. Preliminary Environmental Document Classification (NEPA)

Based on the evaluation of the project, the environmental document to be developed should be:

Check one:

- Environmental Impact Statement *(Note: Engagement with participating agencies in accordance with 23 USC 139 required)*
 - Compliance with 23 USC 139 regarding Participating Agencies required
- Complex Environmental Assessment
- Routine Environmental Assessment
- Categorical Exclusion without required technical studies.
- Categorical Exclusion with required technical studies

(if Categorical Exclusion is selected, check one of the following):

- Section 23 USC 326
 - 23 CFR 771 activity (c) (_____)
 - 23 CFR 771 activity (d) (_____)
 - Activity _____ listed in the Section 23 USC 326
- Section 23 USC 327

F. Public Availability and Public Hearing

Check as applicable:

- Not Required
- Notice of Availability of Environmental Document
- Public Meeting
- Notice of Opportunity for a Public Hearing
- Public Hearing Required

G. Signatures

Local Agency Staff and/or Consultant Signature

_____ (Signature of Preparer) _____ (Date) _____ (Telephone No.)

_____ (Name)

Local Agency Project Engineer Signature

This document was prepared under my supervision, according to the *Local Assistance Procedures Manual*, Exhibit 6-B, "Instructions for Completing the Preliminary Environmental Study Form."

_____ (Signature of Local Agency) _____ (Date) _____ (Telephone No.)

**Preliminary Environmental Investigation
Notes to Support the Conclusions of the PES Form
(May Also Include Continuation of Detailed Project Description)**

Brief Explanation of How Project Complies, or Will Comply with Applicable Federal Mandate (Part A):

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Continuation of Detailed Project Description:

Distribution 1) Original - DLAE, 2) Local Agency Project Manager, 3) DLA Environmental Coordinator
4) Senior Environmental Planner (or designee), 5) District PQS

Folsom Streetscape Project

Preliminary Investigation Notes to Support the Conclusions of the PES Form

- 1.) Will the project require future construction to fully utilize the design capabilities included in the proposed project?
 - No. This project will be complete and not require future construction to fully utilize the design capabilities included in the proposed project. See attached detailed project description.
- 2.) Will the project generate any public controversy?
 - No. The community has been involved with the project through community meetings, stakeholder interviews, and public surveys. These events provided community members with the opportunity to help develop design options for the corridor, provide feedback on options, and review the design concepts in more detail.
- 3.) Is the project a Type 1 project as defined in 23 CFR 772.5(h)?
 - No. The project is a streetscape improvement and roadway resurfacing project. It is not on highway, on a new location, and no lanes will be added.
- 4.) Does the project have the potential for adverse construction-related noise impacts (such as related to pile driving)?
 - No. Construction will not create excessive noise. Some equipment, such as jackhammers and pavement grinding machines are planned during construction but will be regulated under the City of San Francisco Article 29 of the Police Code, which regulates construction noise and hours of construction. Per this code, no one is allowed to perform construction activities in the public right of way that exceed the ambient noise level by 5 dBA between the hours of 8:00pm and 7:00am.
- 5.) Is the project in a NAAQS non-attainment or maintenance area?
 - Yes. The project is within San Francisco County, which is listed in the Bay Area Air Quality Management District (AQMD) conformity area, but is exempt as noted below.
- 6.) Is the project exempt from the requirement that a conformity determination be made?
 - Yes. This project is one of the project types included in the 40 CFR 93.126, Table 2: *Air Quality- Bicycle and Pedestrian Facilities*
- 7.) Is the project exempt from regional conformity?
 - Yes.
- 8.) N/A due to "yes" response to question 6.
- 9.) Is there a potential for hazardous materials (including underground or aboveground tanks, and so forth.) or hazardous waste (including oil/water separators, waste oil, asbestos-containing material, lead-based paint, ADL, and so forth) within or immediately adjacent to the construction area?

No, there is no potential for hazardous materials within or immediately adjacent to the construction area as shown in Attachment #4: GeoTracker Printout for Hazardous Materials. This has also been verified in the CEQA review for the project.
- 10.) Does the project have the potential to impact water resources (rivers, streams, bays, inlets, lakes, drainage sloughs) within or immediately adjacent to the project area?
 - No. The project does not have the potential to impact water sources within or immediately adjacent to the project.
- 11.) Is the project within a designated sole-source aquifer?
 - No. See project location/regional map. The project is located in San Francisco County and there are no EPA identified sole-aquifers in the county.
- 12.) Is the project within the State Coastal Zone, San Francisco Bay or Suisun Marsh?
 - No. See project location/regional map. The project is located in San Francisco, but not near any open waterways. The project is not within the State Coastal Zone, San Francisco Bay, or Suisun Marsh. The project is inland and not within the Coastal Zone.
- 13.) Is the construction area located within a regulatory floodway or within the base floodplain (100-year elevation of a watercourse or lake)?

- No. San Francisco is not located within a floodplain. See attached FEMA map indicating no such area within San Francisco.
- 14.) Is the project within or immediately adjacent to a Wild and Scenic River System?
- No. There are no "Wild and Scenic" rivers in San Francisco.
- 15.) Is there a potential for federally listed threatened or endangered species or their designated critical habitat to occur within or adjacent to the construction area? Note: The Federal Endangered Species Act, Sections 7, 9 and 10 protect federally listed threatened and endangered species and their designated critical habitat.
- No. The project will not affect federally listed threatened or endangered species, critical habitat or essential fish habitat within or adjacent to the construction area. See attached list of Federal Endangered and Threatened Species for San Francisco quadrants.
- 16.) Does the project have the potential to directly or indirectly affect migratory birds or their nests or eggs (such as vegetation removal, box culvert replacement/repair, bridge work and so forth)?
- No. The Project will have no effect on biological resources including sensitive species or migratory bird habitats. Please see *Technical Memo #3: Biological Resources* for more information.
- 17.) Is there a potential for wetlands to occur within or adjacent to the construction area?
- No. The project site is located in a fully developed urban area. Land uses immediate to the project site include residential and commercial developments. The construction area is within the public right-of-way. There are no wetlands within or adjacent to the construction area.
- 18.) Is there a potential for agricultural wetlands to occur within or adjacent to the construction area?
- No. The project site is located in a fully developed urban area. Land uses immediate to the project site include residential and commercial developments. All work will be conducted in the existing right-of-way. There are no agricultural wetlands in San Francisco.
- 19.) Is there a potential for the introduction or spread of invasive plant species?
- No. There is no potential for the introduction or spread of invasive plant species.
- 20.) Are there any historic sites or publicly owned public parks, recreation areas, wildlife or waterfowl refuges Section 4(f)) within or immediately adjacent to the construction area?
- No. There are publicly owned parks immediately adjacent to the project area but the parks and access to the parks will not be affected by the project.
- 21.) Does the project have the potential to affect properties acquired or improved with Land and Water Conservation Fund Act (Section 6(f)) funds?
- No. All work will be conducted within the existing right-of-way. The project does not have the potential to affect properties acquired or approved with Land and Water Conservation Fund Act funds.
- 22.) Does the project have the potential to affect any visual or scenic resources?
- No. The total score of 9 for the Visual Assessment (VIA) indicates a low potential for the project to affect a visual or scenic resource. See attached VIA questionnaire.
- 23.) Will the project require the relocation of residential or business properties?
- No. The project will not require the relocation of residential or business properties.
- 24.) Will the project require any right of way, including partial or full takes? Consider construction easements and utility relocations?
- No. All work will be conducted in the existing right-of-way. The project will not require any right-of-way, including partial or full takes. There will only be utility relocations of other city facilities which will not be acquired.
- 25.) Is the project inconsistent with plans and goals adopted by the community?
- No. The project is consistent with plans and goals adopted by the community. Proposed designs are consistent with the Central SoMa Plan and the Eastern Neighborhoods Transportation Implementation Planning Study (ENTRIPS). Community members and major stakeholders have continued to have opportunities for input throughout the design process.
- 26.) Does the project have the potential to divide or disrupt neighborhoods/communities?
- No. The project does not have the potential to divide or disrupt neighborhoods/communities.
- 27.) Does the project have the potential to disproportionately affect low-income or minority populations?
- No. This project will not disproportionately affect low-income or minority populations.

- 28.) Will the project require the relocation of public utilities?
- Yes. The project will require the relocation of public utilities such as sewer lines and catch basins. We will consult with the DLAE to determine appropriate level of analysis needed based on scope of the project and potential of impact.
- 29.) Will the project affect access to properties or roadways?
- No. The project will not permanently affect access to properties or roadways. Access to sidewalks, driveways, and roadways will be affected during construction. The Contractor will be required to maintain safe access. Residents will be notified at least two days before any work begins in front of their property or if any on-street parking is restricted.
- 30.) Will the project involve changes in access control to the State Highway System?
- No. The project will not change access to the State Highway System. The Contractor will provide a traffic routing plan that will not impede any highway entrances.
- 31.) Will the project involve the use of a temporary road, detour, or ramp closure?
- No. The project will not involve the use of a temporary road, detour or ramp closure. The Contractor is required to (1) conduct construction operations to cause the least possible obstruction and inconvenience to the local business, public and area residents, and prosecute property with due regard to the rights of the local business, public and area residents; and (2) provide traffic lanes and routing of vehicular and pedestrian traffic, in a matter that will be safe and will minimize traffic congestion and delays during construction. For equipment staging information, see *Technical Memo #1: Equipment Staging Information*.
- 32.) Will the project reduce available parking?
- Yes. The project will result in the loss of parking. To alleviate this parking loss, the project prioritizes loading needs. Furthermore, the project is consistent with SFMTA's Vision Zero policy, which seeks to eliminate all traffic deaths, and SFMTA's Transit First Policy, which prioritizes movement of people and goods with a focus on transit, walking, and biking instead of private automobiles. Lastly, all parking loss occurs on city streets. See *Technical Memo #2: Curb Management* for additional information.
- 33.) Will the project construction encroach on state or federal lands?
- No. The project does not encroach on (nor is adjacent to) any state or federal lands.
- 34.) Will the project convert any farmland to a different use or impact any farmlands?
- No. The project site is located in a fully development urban area. Land uses immediate to the project site include residential and commercial developments. All work will be conducted within the existing right-of-way. There are no adjacent farmlands.
- 35.) (*Caltrans Answers*)
- 36.) Is the project adjacent to, or would it encroach on Tribal land?
- No. The project is not adjacent to nor encroaches on Tribal land.

List of Attachments and Technical Memos

Attachment #1: Regional Map
Attachment #2: Project Location, Footprint and Striping Maps
Attachment #3: Engineering Drawings (Cross Sections)
Attachment #4: GeoTracker Printout for Hazardous Materials
Attachment #5: Federal Threatened and Endangered Species List from USFWS
Attachment #6: Federal Threatened and Endangered Species List from NMFS
Attachment #7: Project Site Photos
Attachment #8: FEMA map
Attachment #9: VIA Questionnaire

Technical Memo #1: Equipment Staging Information
Technical Memo #2: Curb Management Information
Technical Memo #3: Biological Memorandum

*Technical Memo #4: Utility Memorandum- SFMTA will provide.**

*Technical Memo #5: Water Resources and Quality Memorandum- SFMTA will provide.**

*Technical Memo #6: Land Use and Community Impacts Memorandum- SFMTA will provide.**

**Information to come from the SFMTA in next couple of weeks*

Folsom Streetscape Project: Detailed Project Description

Proposed Project

The Folsom Streetscape Project (the Project) includes a buildout of major elements and community amenities that are proposed to improve transportation safety while also improving neighborhood livability and sense of cultural identity.

Proposed improvements along Folsom Street fall into the following categories:

1. Bicycle - Parking and traffic modifications along Folsom Street to establish two-way parking protected bikeways, two-stage left turn areas, protected intersections, and new traffic signal phasing, all to reduce motor vehicle and bike conflicts.
2. Pedestrian - Parking and traffic modifications to provide pedestrian bulbouts, resulting in shorter crossing distances, new mid-block traffic signals to reduce mid-block vehicle speeds and improve pedestrian circulation, and to establish no parking areas for improving visibility at intersections for all road users.
3. Transit - Parking and traffic modifications along Folsom Street to establish a transit only lane between 10th Street and Mabini Street, provide additional transit service on Folsom Street (which does not require SFMTA Board approval), and construct nine new or improved transit boarding islands.
4. Curb Management – Parking and loading modifications along Folsom Street to accommodate existing loading demand needs, provide space for vehicle turning pockets, a bike corral, to move a bikeshare station, and provide additional loading spaces to reduce the frequency of double parking.
5. Streetscape Improvements – Landscape features and furniture would be installed along the corridors within the sidewalk replacement limits, crosswalks and on the new transit medians and bulbouts, including precast elements, benches, bike racks, commemorative plaques and vertical elements (such as, street trees, railings and bollards). New street and pedestrian lighting also would be installed to reduce light pole spaces and to enhance the overall lighting level along the corridor.
6. Utility Work (Sewer and Water System Improvements) - Existing sewer mains and side sewers on Folsom Street at various locations would be replaced and rehabilitated. Other drainage improvements, such as catch basin installation and culvert relocation/installation as required for the roadway improvements would be completed throughout the corridor. Some water facilities (e.g. fire hydrant, water valves, water meters, water mains less than 16-inch in diameter) would be relocated for the construction of concrete bulbouts.

Folsom Street, between 2nd and 11th Streets, would include two eastbound travel lanes from 4th to 10th streets, three eastbound travel lanes from 10th to 11th and 2nd to 4th streets, a two-way cycle track along the southern curb, a transit-only lane from Mabini to 10th streets, new bulb-outs on the north side of the street (east of 8th Street only), turn pockets at intersection approaches, and 10-foot sidewalks on both sides of the street.

The Project includes new and permanent transit boarding islands that would replace existing, temporary transit boarding islands on Folsom Street between 11th Street and 5th Street. Additional permanent transit boarding islands would be constructed between 5th Street and 2nd Street. All permanent transit boarding islands would be designed to accommodate potential double berthing for the specific type of buses used on each route, where appropriate. Existing Golden Gate Transit service would be accommodated at the proposed transit boarding islands.

Additionally, bulb-outs are proposed to be constructed into side streets and the north side of Folsom Street, between 10th Street and 4th Street. New mid-block signals would reduce the distance pedestrians would travel from one side of the street to the other and would slow down vehicle traffic through new signal progression. The locations for new mid-block traffic signals on Folsom Street are at Rausch Street, Falmouth Street, and between 5th Street and 4th Street.

Project Background and Referenced Plans

Central SoMa Plan

The Central South of Market (SoMa) Plan is a comprehensive plan for the area surrounding much of the southern portion of the Central Subway transit line. The plan area includes roughly 230 acres that comprise 17 city blocks as well as the streets and thoroughfares that connect SoMa to its adjacent neighborhoods: Downtown, Mission Bay, Rincon Hill, and the Mission District. On May 10, 2018, the San Francisco Planning Commission certified the Central South of Market (SoMa) Environmental Impact Report (EIR) (Planning Department Case No. 2011.1356E) under Planning Commission Motion No. 20182 pursuant to the requirements of the California Environmental Quality Act (CEQA). The EIR contains analysis at a program level for adoption and implementation of the Central SoMa Plan as well as “project-level” environmental review for street network changes and open space improvements proposed in the Plan, including those on Folsom Streets.

Central SoMa Plan Project Modifications

Since the certification of the Central SoMa Plan EIR, the San Francisco Municipal Transportation Agency (SFMTA) conducted more in-depth design, outreach, and consultation with the community and other city agencies. As a result of this coordination, the SFMTA modified the Folsom Streetscape Project analyzed in the Central SoMa Plan EIR and created a Note to File that details the proposed modifications to what was analyzed in the Central SoMa Plan EIR. The Note to File analyzes the potential for the modifications (Modified Project) to result in any new or more-severe physical environmental impacts than were previously identified in the Central SoMa Plan EIR. The Note to File concludes that the Central SoMa Plan EIR adequately described the impacts of the Modified Project and identifies the mitigation measures in the Central SoMa Plan Mitigation, Monitoring, and Reporting Program that are applicable to the Modified Project. The changes made to the Project since the EIR was finalized would not require revisions to the EIR due to the involvement of new significant environmental effects or an increase in the

severity of previously identified significant impacts. There are also no substantial changes in project circumstances that would require revisions to the EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the EIR. Therefore, no further CEQA evaluation is necessary.

Eastern Neighborhoods Transportation Implementation Planning Study (ENTRIPS)

Folsom Streetscape Project elements were also informed by the Eastern Neighborhoods Transportation Implementation Planning Study (ENTRIPS) led by the San Francisco Planning Department and SFMTA, and the Central SoMa Area Plan process led by the San Francisco Planning Department. ENTRIPS examined the communities of the Mission District, South of Market, Central Waterfront, Showplace Square, and Potrero Hill and evaluated transportation design improvements that balances pedestrian conditions, the public realm, transit performance, bicycle conditions, vehicle circulation, parking and loading, and deliverability and cost-effectiveness.

Existing Conditions

Folsom Street (one-way eastbound) works in tandem with Howard Street (one-way westbound) as a couplet in downtown San Francisco, therefore it is useful to consider collision history on both corridors. In the past five years, there were 158 collisions on Howard Street between 11th Street and 4th Street, 29 involving cyclists and 46 involving pedestrians. During the same time on Folsom Street between 11th Street and 2nd Street, 233 collisions occurred with 46 involving cyclists and 45 involving pedestrians. On the two streets, three cyclists and two pedestrians have been killed since 2013 including the most recent bicyclist death in March 2019 on Howard Street. Both streets are on San Francisco's High Injury Network; the 13% of streets that account for 75% of the City's sever injuries and fatalities.

Folsom Street is an eastbound, one-way street in the City's South of Market neighborhood. Between 11th Street and Falmouth Street, there are three vehicle travel lanes, a parking protected bike lane, and transit boarding islands at the following intersections along Folsom Street:

- 11th Street (far-side)
- 9th Street (far-side)
- 8th Street (far-side)
- 7th Street (far-side)
- 6th Street (mid-block between 6th and Falmouth streets)

Between Falmouth Street and 4th Street, Folsom Street has three eastbound vehicle travel lanes with a buffered bike lane. Between 4th Street and 2nd Street, Folsom Street has four eastbound vehicle travel lanes with a Class II bikeway (bike lane) between the vehicle travel

lane and parking lane. Approximately 300 people ride in the existing bikeway during the AM peak hour and 50 in the PM peak hour.

The 12-Folsom travels on Folsom from 11th Street to 2nd Street and carries approximately 5,500 passengers a day with a frequency of 15 minutes in the AM peak hour. The 27-Bryant travels along Folsom Street between 6th Street and 5th Street and carries approximately 6,700 passengers a day with a frequency of 15 minutes in the AM peak hour. Approximately 1,400 vehicles travel along the corridor in the PM peak hour.

In 2014, the SFMTA completed the Folsom Street Pilot Buffered Bike Lane Project from 11th to 4th Streets. This project removed one travel lane from Folsom Street to provide a buffered bike lane and right-turn pockets at 10th, 8th, 6th, and 5th streets. Data collected from showed that bicycle travel increased by 21 percent because of these changes, but vehicles continued to violate the bike lane boundaries by driving through the bike lane to make right-turns or by conducting loading activities from the bike lane.

In 2017, a parking protected bike lane and transit boarding islands were installed on Folsom Street between 11th Street and Falmouth Street. These protected bike lane improvements have allowed the SFMTA to collect data and make observations informing the roadway design for the Folsom Streetscape Project.

Project Outreach

The SFMTA has worked in close collaboration with neighbors, local businesses, community groups and users of the Folsom Street corridors since initiation of the project.

In Winter 2016, the SFMTA held two open houses and conducted an online survey to take feedback on their values and priorities. In April 2017, two open houses were held to show possible design options to the public and request feedback. In January 2019, the SFMTA presented the final proposed long-term designs of the corridor at two open houses.

By working closely with the community to align project goals, the SFMTA was able to secure legislative approval of the project in Spring 2019. Since then the SFMTA has continued to engage the community in coordination with our partners at Public Works to finalize the public realm elements of the project and will continue to inform users and residents of construction updates.

Project Breakdown by Scope Element

Bicycle Safety Improvements

The Project proposes two-way parking protected bikeways on the south side of Folsom Street between 2nd Street and 11th Street to accommodate safer and more comfortable bicycle travel along these corridors. A parking protected bikeway is proposed to improve safety, discourage double parking, and prevent driving in the bikeways.

The project proposes to install two-stage turn bicycle boxes at the intersections of 11th Street and Folsom Street, 5th Street and Folsom Street, and 2nd Street at Folsom Street. Two-stage turn bicycle boxes assist bicyclists turning to or from Folsom to side streets with existing bikeways. Two-stage left turn bicycle boxes are waiting areas painted in the intersection to help people on bicycles perform a left turn in two movements from the right-side lane. They are intended to make an intersection more inviting for people riding bicycles, make bicycle turning movement more predictable, reduce bicycle encroachment into the crosswalk, and signal to drivers that the turn box is a permitted location for bicyclists to wait. As part of the design, staff are proposing No Right Turn on Red restrictions to prevent conflicts with vehicle traffic.

At intersections where there would be conflicts between turning vehicles and through bicycles, traffic signal upgrades would include separate signal phases for turning vehicles and through cyclists including dedicated right or left turn phases for vehicles and separated, dedicated through phases for bicycles.

Pedestrian Safety Improvements

At all street and alley intersection crossings, the Project proposes daylighting to improve visibility at crosswalks. These no parking areas are proposed to include red paint on the curb and could be to prevent vehicles from parking in these areas and help slow turning movements. The project proposes to construct new mid-block traffic signals and install new high visibility continental crosswalks markings at the following intersections:

- Folsom Street and Rausch Street
- Folsom Street and Harriet Street (continental crosswalk upgrade only)
- Folsom Street and Falmouth Street
- Folsom Street and between 5th Street and 4th Street
- Folsom Street and 3rd Street (opening northside crosswalk and upgrading signal)

Advance limit lines to encourage vehicles from encroaching into the crosswalk at signalized intersection approaches are proposed to be lengthened or installed at the following intersections:

- Folsom Street and 8th Street
- Folsom Street and Rausch Street
- Folsom Street and 7th Street
- Folsom Street and Russ Street
- Folsom Street and Falmouth Street
- Folsom Street and 5th Street
- Folsom Street and 4th Street
- Folsom Street and 3rd Street
- Folsom Street and Hawthorne Street
- Folsom Street and 2nd Street

The Project retains the existing 10 feet or 12 feet wide sidewalks, except at certain locations where bulb-outs are proposed. Bulb-outs are proposed to be constructed into side streets and

the north side of Folsom Street, between 10th Street and 4th Street. New mid-block signals would reduce the distance pedestrians would travel from one side of the street to the other and would slow down vehicle traffic through new signal progression. The locations for new mid-block traffic signals on Folsom Street are at Rausch Street, Falmouth Street, and between 5th Street and 4th Street.

Raised crosswalks are proposed to slow vehicles turning in and out of these minor roadways and prioritize pedestrians in crosswalks. Raised crosswalks are proposed to be constructed at the following intersections:

- Folsom Street at Sherman Street
- Folsom Street at Columbia Square

Raised pedestrian crossings are also proposed across the two-way bikeways, connecting the sidewalk with the concrete median adjacent to parked vehicles. Staff's evaluation and outreach following the implementation of the Folsom's near-term projects indicated a preference for raised bikeway crossings to slow down cyclists, prioritize pedestrians crossing the bikeway, and make the loading and unloading of goods at yellow commercial zones easier.

Proposed Transit Only Lane and Transit Safety and Performance Improvements

The Muni 12-Folsom operates along Folsom Street between 11th and 2nd Street while the 27-Bryant operates along Folsom Street between 6th Street and 5th Street. Transit boarding islands or curbside bus stops service passengers along Folsom Street. The streetscape project would include a transit-only lane between 10th Street and Mabini Street to provide a dedicated space for transit along Folsom Street.

For informational purposes, Muni service changes are also expected on Folsom Street. In addition to the 12-Folsom service, it is expected that additional Muni service will be relocated from Bryant Street to Folsom Street as follows:

- 8-Bayshore between 9th Street and 3rd Street,
- 8AX-Bayshore A Express between 9th Street and 3rd Street
- 8BX-Bayshore B Express between 9th Street and 3rd Street
- 27-Bryant between 7th Street and 5th Street.

The Project includes new and permanent transit boarding islands that would replace existing, temporary transit boarding islands on Folsom Street between 11th Street and 5th Street. Additional permanent transit boarding islands would be constructed between 5th Street and 2nd Street. All permanent transit boarding islands would be designed to accommodate potential double berthing for the specific type of buses used on each route, where appropriate. Existing Golden Gate Transit service would be accommodated at the proposed transit boarding islands. Permanent transit boarding islands are to be located at the following locations to accommodate the increased transit service:

- Folsom Street at 11th Street (far-side)
- Folsom Street at 9th Street (far-side)

- Folsom Street at 8th Street (far-side)
- Folsom Street at 7th Street (far-side)
- Folsom Street at 6th Street (far-side)
- Folsom Street at 5th Street (far-side)
- Folsom Street at 4th Street (near side)
- Folsom Street at 3rd Street (far-side)

These changes will increase reliability and predictability of transit service along Folsom Street and increase the frequency of transit along the corridor from 15 minutes to 2 minutes during the AM peak period and from 15 minutes to 4 minutes during the PM peak period.

Curb Management

The Project includes relocating, establishing new, or reducing loading zones based on current adjacent land use needs, a lack of space due to daylighting at driveways or intersections, or new turning pockets at intersection approaches. As the design has progressed, the SFMTA developed curb designs while considering input from 110 business owners and merchants along the project corridors. SFMTA asked each business along the Folsom Street Project corridor to complete a loading survey to understand how each business used the street for loading and parking activities. Based on the 110 survey results and conversations with the merchants and business owners, staff removed parking and added new or relocated existing commercial, white, and green zones. Staff then shared the proposed curb management plan with merchants to ensure that their feedback was incorporated or to explain why their input had not been incorporated into the curb management plan. Staff then consulted with the SFMTA color curb manager and the parking and curb management group for their review and input before moving forward with the final parking and loading plan. The parking and loading plan was then shared with the broader community at two open house sessions in February 2019 for any final, minor additional input. This consultation with city agencies, businesses, and stakeholders resulted in a net gain of 22 commercial loading spaces under the Project when compared to the existing conditions. Parking and loading would be available on both sides of Folsom streets at all times. Non-metered parking and loading on Folsom Street between 11th Street and 6th Street would be converted to metered parking and loading.

Streetscape Improvements

Landscape features and furniture would be installed along the corridors within the sidewalk replacement limits, crosswalks and on the new transit medians and bulbouts, including precast elements, benches, bike racks, street and pedestrian lighting, and commemorative plaques and vertical elements (such as, street trees, railings and bollards) that reflect the cultural diversity of the SoMa neighborhood. Public Works led the community outreach and participation with representatives from area stakeholder groups: South of Market Community Action Network (SOMCAN), United Playaz, West Bay Cultural Center, Folsom Street Fair, Yerba Buena Community Benefits District, and the Leather and LGBTQ Cultural District to identify possible locations for cultural representation through the project area. All of these groups have been

included in the public realm improvement process since 2017 and are supportive of the streetscape project and the opportunity to influence the public realm improvements. Public Works is continuing this outreach through the Detailed Design Phase to finalize public realm improvements.

Utility Work (Sewer and Water System Improvements)

Existing sewer mains and side sewers on Folsom Street at various locations would be replaced and rehabilitated. Specifically, approximately 2,440 linear feet of below ground sewer pipelines and 17 manholes within the existing public right-of-way would be replaced or rehabilitated as part of the project. Most of the construction will be completed via open trench excavation and the remaining will be handled by trenchless operation. Proposed main sewer replacement limits are as follows:

- Folsom Street between 11th Street and 10th Street
- Folsom Street between 8th Street and Rausch Street
- Folsom Street between Rausch Street and 7th Street
- Folsom Street between 5th Street and 4th Street
- Folsom Street between 4th Street and 3rd Street
- Folsom Street between 3rd Street and Hawthorne Street

Other drainage improvements, such as catch basin installation and culvert relocation/installation as required for the roadway improvements would be installed throughout the corridor. Some water facilities (e.g. fire hydrant, water valves, water meters, water mains less than 16-inch in diameter) would be relocated for the construction of concrete bulbouts.

Folsom Streetscape

Equipment Staging Technical Memorandum



From: Thalia Leng
Senior Planner, San Francisco Municipal Transportation Agency

To: Jimmy Panmai
Office of Local Assistance
Caltrans District 4
111 Grand Ave, Oakland, CA 94612

Technical Memorandum #1: Equipment Staging, Folsom Streetscape Project

SUMMARY OF MAJOR CONSTRUCTION COMPONENTS

The project sponsor would prepare a construction management plan that addresses issues of circulation (transit, traffic, pedestrians, and bicyclists), safety, construction staging, parking, and other activities in the area during the construction period. The overall goal of the construction management plan would be to maintain accessibility to businesses on Folsom Street and minimize delays to transit, bicyclists, and pedestrians.

The proposed project would include the following:

- Roadway resurfacing
- Adding and upgrading traffic signals additions
- ADA-accessible curb ramps
- Upgrading transit boarding islands
- Landscaping and streetscape elements
- Bulb-outs
- New protected bike lanes
- New wastewater, stormwater collection, and conveyance systems, along with minor changes to existing stormwater collection facilities

Construction of each multi-block segment would include the following four primary stages (each is discussed in detail below):

- **Outside/Curbside Lanes Stage.** Existing shared curbside lanes would be closed to allow relocation and reconstruction of the curb, along with the accompanying removal, relocation, and/or replacement of trees. Phased temporary closures of sidewalks would be necessary for relocation of fire hydrants, light poles, catch basins, and other utilities. This stage would involve the closure of curbside lanes to allow work on center transit boarding islands (including installation of new islands, removal of others, and modifications to some existing islands-
- **Sidewalks Stage.** Construction of the proposed project would require the temporary closure of sidewalks to allow for their reconstruction. During construction on Folsom Street, pedestrian access would be maintained to all buildings and businesses via temporary walkways. Furthermore, curbside lanes would be available for pedestrian detours, while the center lanes would be available to public transit. Temporary detours on sidewalks and in United Nations Plaza would be implemented as required to avoid active construction areas. Temporary excavations on sidewalks would be plated.

Folsom Streetscape

Equipment Staging Technical Memorandum



- **Intersection Stage.** At intersections, construction work would occur across multiple lanes to allow for the demolition, relocation, and installation of utilities that cross Folsom Street. Existing transit services use motor coaches, so would adapt to temporary lane configurations. Some bus stops may be temporarily relocated.
- Construction stages would most likely occur in different sequences across different segments. When utility work is under way, multiple stages may need to proceed in direct succession and/or in a parallel sequence. Any such excavations would be plated (as feasible) with recessed plating to minimize damages to vehicles, tripping hazards, and injury to bicyclists. Sub-surface utility work would occur under the street and the sidewalk. At least two travel lanes would be maintained at all times on Folsom Street during construction, with a minimum temporary width of 10 feet.

The typical sub-stages for each segment include the following: demolition, earthwork, infrastructure changes, grading, roadway or sidewalk construction and paving, and painting and coating stages, among others.

Construction for each stage and sub-stage would generally proceed in the following order:

- Mobilization of contractor equipment, facilities, materials, and personnel into construction staging areas
- Installation of construction area signs, circulation of construction announcements
- Establishment of work zone and perimeter buffers and limits
- As-needed, local de-energization of the OCS lines
- Installation of temporary street lighting, OCS lines, and traffic signals, as needed
- Execution of removal work, including bus platform, pavement, streetlight, signal, OCS line, and interfering underground utilities, to prepare the work zone for construction of new infrastructure
- Construction of infrastructure within the work zone, including boarding islands, bus lane pavement, bus and pedestrian crossing bulb-outs, lights, utilities, OCS lines, etc.
- Lane resurfacing
- Installation of transit stop amenities and landscaping, signage, lane striping, and lane coloring
- Demobilization

As noted above, construction stages would be ordered differently within different segments of the project corridor, meaning that different construction activities, such as sidewalk closures and curb relocations, would not necessarily be sequenced in the same way within different multi-block segments. The following section further details the proposed phased approach.

CONSTRUCTION APPROACH

Folsom Streetscape

Equipment Staging Technical Memorandum



Construction of Folsom Street is expected to commence in 2022 over at least a two year period.

CONSTRUCTION PROTOCOLS

The general approach to construction of the proposed project would include maintenance for transit operations and day-to-day activities along Folsom Street, along with adequate timeframes for the construction contractor to complete the work. The size and character of the construction zone would be shaped by construction operations and applicable safety regulations, such as the *California Manual on Uniform Traffic Control Devices* and the City's *Regulations for Working in San Francisco Streets*, eighth edition (also known as the "Blue Book"). Construction protocols outlined in the Blue Book include the following key topics:

- General job site safety and housekeeping by contractors
- Safe path of travel
- Parking and commercial/passenger loading restrictions (permitted/non-permitted)
- Dust controls
- Construction staging and storage of materials and equipment
- Night noise permits, noise levels (day and night)
- General traffic and transit flow
- Holiday moratoria
- Instructions for "special streets," such as Market Street

Construction zones on Folsom Street would vary in size but would always be separated from traffic and pedestrians by a buffer that would include a temporary barrier. All openings in the street and sidewalk would be closed by backfilling and paving or by plating over to provide a safe and adequate passageway for bicyclists, motorists, transit, and pedestrians. Adjacent to the construction zone, traffic speeds would be reduced. Loading spaces would be relocated away from active construction zones. Depending on local conditions, there may also be opportunities to allow loading when the construction zone is inactive. Traffic, transit, pedestrian, and bicycle flow around the construction zone would be guided by the *California Manual on Uniform Traffic Control Devices* and the Blue Book, as dictated by the general contractor, with concurrence and approval by the City traffic engineer. The project may require waivers related to Blue Book requirements to maintain all lanes during daylight hours¹ as well as Blue Book requirements regarding limits on construction hours. Anticipated transportation conditions during construction are described in detail below. Construction would be restricted to specified work hours, with some possible exceptions. Normal work hours on Folsom Street are 7 a.m. to 5 p.m. However, in consultation with stakeholders, the City may agree to waivers, thereby extending work hours to expedite the construction schedule in areas where land uses are primarily commercial. Nighttime or weekend construction, which is sometimes necessary to avoid peak-hour travel times during the work week, would not occur every night or weekend; however, the analysis in this memorandum assumes that both nighttime and weekend

¹ The requirements are specified in Table 1 on page 46 of the Blue Book.

Folsom Streetscape

Equipment Staging Technical Memorandum



construction would occur to present a conservative (or worst-case), yet potentially realistic, evaluation of potential construction-period effects. Such nighttime and/or weekend work could occur several times during construction of each segment, in particular during the intersection stage of construction to minimize impacts on transit riders. Nighttime work would require a special permit from the Director of Public Works, per section 2908 of the San Francisco Noise Ordinance.

In addition to day-to-day hourly restrictions, there would be seasonal restrictions, such as the holiday moratorium (Thanksgiving to January 1), which prohibits all construction work in the public right-of-way. The holiday moratorium is in effect from 2nd through 8th Streets on Folsom as well as any city block where at least 50 percent of the frontage is devoted to business. Notably, contractors may apply for a waiver to the holiday moratorium from the Director of Public Works. If a waiver to the moratorium is granted, any type of construction activity would be allowed, day or night.

CONSTRUCTION STAGING AREAS

The mobilization of personnel and materials would require areas for field offices and trailers, parking, and material delivery, storage, and handling. These areas would need to be in proximity to active construction areas, ideally no more than 200 feet away. All construction and staging would occur within the operational public right-of-way. It is anticipated that the construction staging areas would be located on paved, non-environmentally sensitive areas of Street or adjacent side streets, within 200 feet of active construction areas, and would move in tandem with the shifting work zone. The discussions below describe the elements of the construction staging areas.

STOCKPILING AND MATERIAL HANDLING

The temporary stockpiling of material is anticipated, most likely occurring in construction staging areas along Folsom Street or on adjacent side streets. Stockpiled materials could include excavated soil, demolished concrete, reinforcing steel, imported soil, pipe, appurtenances, streetcar tracks, OCS lines, overhead poles, and other building materials that are customary with street and utility construction. Per Building Code section 106.3.2.6.3, all stockpiles must be covered and/or otherwise enclosed. Material delivery and removal as well as onsite handling would, in some cases, involve platoons of vehicles.

TEMPORARY LIGHTS, CATENARY LINES, AND TRAFFIC SIGNALS

New infrastructure for the proposed project would require all existing Path of Gold light standards, which support the OCS, along the project corridor as well as traffic signals to be removed and then reinstalled or replaced at other locations. As a result, during construction, temporary lighting, OCS lines, and signals would be needed. Temporary poles would most likely have above-grade foundations, such as large reinforced-concrete cylinders. Temporary poles for the OCS would be timber direct-burial poles or placed within the new foundations. The poles would be within construction staging areas or other locations within the right-of-way, depending on the available space.

CONSTRUCTION EQUIPMENT

It is anticipated that conventional equipment that can be transported on street-legal rubber-tired vehicles would be used to construct the various components of the proposed project. Moreover, most of the equipment itself would be rubber

Folsom Streetscape

Equipment Staging Technical Memorandum



tired, such as concrete mixers, pumpers, and dump trucks. The exceptions would be track-mounted vehicles, including, but not limited to, excavators, asphalt cold planers, asphalt pavers, dozers, and earth-compacting rollers.

DEMOLITION EQUIPMENT

Demolition of center transit boarding islands, curbs, and sidewalks would be achieved by use of conventional construction equipment with specialized attachments, including, but not limited to, hammers, excavators, hoe rams, loaders, hydraulic breakers, demolition shears, pulverizers, grapples, and brooms. Smaller-scale pavement demolition would use similar specialized attachments on smaller-scale equipment.

EXCAVATION

The total anticipated area of disturbance would be approximately 11 acres. The typical depth of soil disturbance within the project corridor would vary by location and planned activity. Excavations to approximately 3 to 15 feet would be necessary for underground utility, sewer, and water rehabilitation/replacement. Although some sub-sidewalk basements would need to be modified to accommodate the improvements, these basements are within the City's right-of-way. No roadway cut and fill is anticipated to be required. Equipment that could be used as part of excavation includes, but is not limited to, excavators, loaders, backhoes, and rock drills.

TRANSPORTATION CONDITIONS DURING CONSTRUCTION

This section describes anticipated transportation conditions related to construction of the proposed project. Prior to construction, the construction contractor(s) would need to meet with the project sponsor, SFMTA (including Muni), and the City Fire Department to develop a coordinated construction-period transportation management plan. Below is a description of the likely transportation conditions in the study area during construction:

- **Vehicular traffic** - At least two travel lanes would be maintained at all times on Folsom during construction, with a minimum temporary width of 10 feet.
- **Transit access** would be preserved, but some stops may be temporarily relocated and the number of stops temporarily reduced. Detours along some bus routes may be required for the duration of the construction period, as described in the coordinated construction management plan or the focused construction transit plan that would be developed prior to final design and construction.
- **Pedestrian access** throughout the corridor would be preserved, including access to transit stops and fronting land uses along or near the project corridor. However, periodic sidewalk, plaza, or crosswalk closures may occur during sidewalk reconstruction and utility work. Sidewalk improvements and the retention or replacement of existing streetscape features and paving materials would be completed over multiple stages of construction to maintain access. For all pedestrian facilities, the alternate path of travel would meet the minimum width required to maintain ADA compliance and ensure that pedestrian overcrowding would not occur at busier locations along the corridor.
- **Bicycle access** may be temporarily detoured at some locations. Bicycle facility changes would be completed in multiple stages to maintain access where possible.

Folsom Streetscape

Equipment Staging Technical Memorandum



- **Commercial loading** activities may take place on adjacent side streets and/or during restricted hours along Folsom Street (e.g., staggered hours for loading and construction). Loading within an active construction zone would not be permitted at any time. Loading areas within active construction zones would be relocated as close to the construction zone as is practical. Temporary loading zones (within a mixed-flow lane adjacent to an inactive construction zone) may be possible in some circumstances.
- **Emergency vehicle access** would be maintained on the Folsom Street during construction by maintaining two travel lanes, which could be used by emergency vehicles, within the active construction segment.
- **Parking** along adjacent side streets would be subject to restrictions, beyond existing restrictions, to accommodate construction staging. When feasible, temporary alternative access may be provided at a location outside the construction zone or within an acceptable location within the construction zone.

Folsom Streetscape

Curb Management Technical Memorandum



Prepared by:

Thalia Leng
Senior Planner, San Francisco Municipal Transportation Agency

Date: May 5, 2021

To:

Jimmy Panmai
Office of Local Assistance
Caltrans District 4
111 Grand Ave, Oakland, CA 94612

Technical Memorandum #2: Curb Management, Folsom Streetscape Project

The Folsom Streetscape Project would result in a reduction of 112 non-metered general parking spaces on Folsom Street. (See Table 2 below). To alleviate this parking loss, the project prioritizes loading needs. Furthermore, the project is consistent with SFMTA's Vision Zero policy, which seeks to eliminate all traffic deaths, and SFMTA's Transit First Policy, which prioritizes movement of people and goods with a focus on transit, walking, and biking instead of private automobiles. Lastly, all parking loss occurs on city-owned streets.

The project would include relocating, establishing new, or reducing loading zones based on current needs of adjacent land uses, daylighting at driveways or intersections, or new turning pockets at intersection approaches. Parking and loading would be available on both sides of the street at all times. Non-metered parking and loading on Folsom Street between 11th Street and 6th Street would be converted to metered parking and loading. Overall, the project would not reduce the number of commercial loading zones or generate any demand for loading activities. Table 2 is a summary of the parking and loading changes for the Folsom Streetscape Project.

Table 2: Existing Conditions (Current) and Proposed Parking and Loading Totals

Color Curb Type	Current Folsom	Proposed Folsom	Folsom Difference
Non-metered General Parking	112	0	-112
Metered General Parking	124	142	18
Yellow Zones	46	65	19
Green Zones	42	35	7
White Zones	11	5	-6
Blue Zones	2	2	0
Motorcycle	15	5	-10
Total	352	254	-98

See following pages for the proposed parking and loading for each block face

Folsom Streetscape

Curb Management Technical Memorandum



Folsom Howard Streetscape Project

Parking Changes Inventory - Existing and Proposed Supply by Type and Block

Block	Street	Cross-streets	Street Side	2019 Supply							Supply under Streetscape Conditions							Difference									
				Non-GMP	GMP (#)	Yellow	White	Green	Blue	(# M/C)	Total*	Non-GV GMP (#)	Yellow	White	(ft Green	Blue (#)	M/C (#)	Total*	Non-GV GMP (#)	Yellow	White	Green	Blue	(# M/C	Total*		
600	Folsom	2nd - Hawthorne	N	0	7	3	103	1	0	5	17.2	0	5	2	18	1	0	0	8.9	0	-2	-1	-85	0	0	-5	-8.3
600	Folsom	2nd - Hawthorne	S	0	13	0	59	0	1	0	17	0	3	0	60	0	1	0	7	0	-10	0	1	0	0	-10	
650	Folsom	Hawthorne - 3rd	N	0	10	0	62	0	0	0	13.1	0	2	3	63	0	0	0	8.2	0	-8	3	1	0	0	-4.9	
650	Folsom	Hawthorne - 3rd	S	0	8	2	48	0	0	0	12.4	0	0	3	30	0	0	0	4.5	0	-8	1	-18	0	0	-7.9	
700	Folsom	3rd - 4th	N	0	14	2	132	3	0	0	25.6	0	14	2	139	3	0	0	26	0	0	0	7	0	0	0.4	
700	Folsom	3rd - Mabini	S	0	9	3	58	1	1	0	16.9	0	9	3	65	0	1	0	16.3	0	0	0	7	-1	0	-0.6	
700	Folsom	Mabini - 4th	S	0	3	0	0	3	0	0	6	0	8	0	0	0	0	0	8	0	5	0	0	-3	0	2	
800	Folsom	4th - 5th	N	0	18	3	44	2	0	0	25.2	0	5	5	24	0	0	0	11.2	0	-13	2	-20	-2	0	-14	
800	Folsom	4th - 5th	S	0	20	0	80	1	0	0	25	0	7	2	85	0	0	0	13.3	0	-13	2	5	-1	0	-11.7	
900	Folsom	5th - 6th	N	0	18	6	60	0	0	0	27	0	8	8	60	0	0	0	19	0	-10	2	0	0	0	-8	
900	Folsom	5th - Falmouth	S	0	3	2	90	0	0	0	9.5	0	0	0	53	0	0	0	2.7	0	-3	-2	-37	0	0	-6.8	
900	Folsom	Falmouth - 6th	S	0	1	2	0	0	0	0	3	0	1	2	0	0	0	0	3	0	0	0	0	0	0	0	
1000	Folsom	6th - Harriet	S	1	0	0	70	0	0	0	4.5	0	0	0	60	0	0	0	3	-1	0	0	-10	0	0	-1.5	
1000	Folsom	6th - Harriet	N	6	0	0	0	0	0	0	6	0	6	0	0	0	0	0	6	-6	6	0	0	0	0	0	
1000	Folsom	Harriet - Columbia Sq	S	6	0	0	0	0	0	0	6	0	5	0	0	0	0	0	5	-6	5	0	0	0	0	-1	
1000	Folsom	Harriet - Russ	N	8	0	0	0	0	0	0	8	0	3	0	0	0	0	0	3	-8	3	0	0	0	0	-5	
1000	Folsom	Columbia Sq - Sherman	S	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	-2	0	0	0	0	0	-2	
1000	Folsom	Russ - Moss	N	7	0	1	0	0	0	0	8	0	4	2	0	0	0	0	6	-7	4	1	0	0	0	-2	
1000	Folsom	Sherman - 7th	S	0	0	2	0	0	0	0	2	0	1	2	0	0	0	0	3	0	1	0	0	0	0	1	
1000	Folsom	Moss - 7th	N	5	0	1	0	0	0	0	6	0	4	1	0	0	0	0	5	-5	4	0	0	0	0	-1	
1100	Folsom	7th - Langton	N	3	0	1	0	0	0	0	4	0	0	2	0	0	0	0	2	-3	0	1	0	0	0	-2	
1100	Folsom	7th - Langton	S	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	-2	2	0	0	0	0	0	
1100	Folsom	Langton - Hallam	S	1	0	2	0	0	0	0	3	0	2	2	0	0	0	0	4	-1	2	0	0	0	0	1	
1100	Folsom	Langton - Rausch	N	5	0	0	0	0	0	0	5	0	7	0	0	0	0	0	7	-5	7	0	0	0	0	2	
1100	Folsom	Hallam - Rodgers	S	6	0	1	0	0	0	0	7	0	3	2	0	0	0	0	5	-6	3	1	0	0	0	-2	
1100	Folsom	Rausch - 8th	N	9	0	3	0	0	0	0	12	0	4	6	0	0	0	0	10	-9	4	3	0	0	0	-2	
1100	Folsom	Rodgers - 8th	S	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	-4	0	0	0	0	0	-4	
1200	Folsom	8th - 9th	N	12	0	3	0	0	0	0	15	0	10	5	0	0	0	0	15	-12	10	2	0	0	0	0	
1200	Folsom	8th - 9th	S	6	0	3	38	0	0	0	10.9	0	4	3	39	0	0	0	9	-6	4	0	1	0	0	-1.9	
1300	Folsom	9th - Dore	N	5	0	2	0	0	0	0	7	0	2	2	0	0	0	0	4	-5	2	0	0	0	0	-3	
1300	Folsom	9th - Dore	S	6	0	0	0	0	0	0	6	0	4	2	0	0	0	0	6	-6	4	2	0	0	0	0	
1300	Folsom	Dore - 10th	N	4	0	0	0	0	0	0	5	0	4	0	0	0	0	5	5	-4	4	0	0	0	0	0	
1300	Folsom	Dore - 10th	S	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	-2	
1400	Folsom	10th - 11th	N	13	0	2	0	0	0	0	15	0	12	2	0	0	0	0	14	-13	12	0	0	0	0	-1	
1400	Folsom	10th - Juniper	S	0	0	1	0	0	0	0	1	0	3	2	0	1	0	0	6	0	3	1	0	1	0	5	
1400	Folsom	Juniper - 11th	S	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	1	0	0	0	1	
Subtotal by car-equivalent spaces				112	124	46	42.2	11	2	3	340.3	0	142	65	34.8	5	2	1	250.1	-112	18	19	-7.4	-6	0	-2	-90.2
Subtotal by actual spaces				112	124	46	42.2	11	2	15	352.2	0	142	65	34.8	5	2	5	253.8	-112	18	19	-7.4	-6	0	-10	-98.4

*Total equivalent car parking stalls - White zones converted at 20ft/stall, Motorcycles converted at 5 motorcycle spaces per equivalent car parking stall



Folsom Streetscape

Biological Resources Memorandum

Prepared by:

Thalia Leng, Forrest Chamberlain
San Francisco Municipal Transportation Agency

Date: May 5, 2021

To: Jimmy Panmai
Office of Local Assistance
Caltrans District 4
111 Grand Ave, Oakland, CA 94612

Technical Memorandum #3: Biological Resources Memorandum, Folsom Streetscape Project

Purpose

The purpose of this memorandum is to document existing conditions and prior environmental analysis conducted in relation to biological resources within the Folsom-Howard Streetscape Project and Central SoMa area boundaries.

Project Description

The Folsom Streetscape Project (Project) proposes to establish bicycle, pedestrian, transit, and curb management improvements on Folsom Street (2nd to 11th streets) in the Central SoMa neighborhood. Travel lanes would also be reduced and modified as part of the Project.

Most of the Project boundaries fall within the Central SoMa Plan area, bounded by Market Street, Townsend Street, 2nd Street, and 6th Street. The Central SoMa Plan Environmental Impact Report (EIR) was certified by the San Francisco Planning Commission in 2018 (Planning Department Case No. 2011.1356E). The Central SoMa EIR contained a project-level environmental analysis for the Project that evaluated two options for proposed street network changes. Since the certification of the Central SoMa Plan EIR, the SFMTA revised the Project through outreach with the community, consultation with other city agencies, and changes in priorities for the two streets. In 2019 the San Francisco Planning Department determined that Project modifications were adequately captures within the street network improvements analyzed in the Central SoMa EIR, and the Project would not result in new or more-severe environmental impacts than were previously analyzed.¹

This memorandum will similarly rely on information related to biological resources documented in the Central SoMa EIR, including the Initial Study. Potential impacts to biological resources were analyzed in

¹ Folsom-Howard Streetscape Project Note to File for Central SoMa Plan Final Environmental Impact Report, 2019, Case No.2011-1356E



Folsom Streetscape

Biological Resources Memorandum

context of proposed street network and land use changes, including increased land use densities and intensities.

Discussion

The Central SoMa neighborhood is a highly urbanized environment fully developed with structures, roadways, and other impermeable surfaces, generally lacking in open space, vegetation, or habitat areas. No natural communities remain in the project area, and vegetation consists of street trees and landscaping on the street or in back yards. Vegetation generally provides habitat only for species habituated to urban life and high disturbance levels.

The Central SoMa area does not include riparian habitat or other sensitive natural communities as defined by the California Department of Fish and Wildlife (CDFW) and the United States Fish and Wildlife Service (USFWS).² In addition, the Central SoMa area does not contain any wetlands as defined by Section 404 of the Clean Water Act, and the Central SoMa area does not fall within any local, regional or state habitat conservation plans.³

The Central SoMa EIR found that the Central SoMa Plan would not result in any significant and unavoidable impacts to biological resources. Rather, the EIR determined that any significant impacts could be mitigated to less-than-significant levels.

Plant Species

There are no landmark trees within the Central SoMa area per Public Works Code Section 8.02-8.11 requiring disclosure and protection of landmark and significant street trees. The Central SoMa Plan would increase planted surfaces and open space, and any tree that would be removed or relocated would comply with all applicable tree protection ordinances and guidelines. Therefore, the Central SoMa EIR concluded that any impacts regarding trees would be less than significant.⁴

Sensitive Habitat

As previously mentioned, the Central SoMa does not include riparian habitat or other sensitive natural communities and does not fall within any habitat conservation plans. As such, the Central SoMa area and Project Area generally does not contain any suitable habitat for special-status species that are rare, threatened, or endangered. The Central SoMa EIR conducted a study and query based on the California Natural Diversity Database and found that no special-status species are known to exist within the Central SoMa area or vicinity.⁵ However, the EIR found there may be some potential special-status bird and bat species to be present in the Central SoMa area. Peregrine, Cooper's, and Red-tailed hawks

² Central SoMa Plan EIR Initial Study, 2014, p.105, Case No. 2011.1356E

³ Ibid.

⁴ Central SoMa Plan EIR Initial Study, 2014, p.134, Case No. 2011.1356E

⁵ Central SoMa Plan EIR Initial Study, 2014, p.126, Case No. 2011.1356E



Folsom Streetscape

Biological Resources Memorandum

may forage in and around the Central SoMa area but are unlikely to nest there. Similarly, there may be a low potential occurrence of special-status bat species in the Central SoMa area, but it is unlikely.

Migratory Bird Treaty Act

The Central SoMa area is not located within established native resident or migratory wildlife corridors or in the vicinity of wildlife nurseries. The EIR concluded that development and street network changes proposed under the Central SoMa Plan would not interfere substantially with the movement of native resident migratory fish, wildlife species, established native resident and migratory wildlife corridors, or impede the use of native wildlife nursery sites.⁶

Given the limited quality of potential habitat, neither development under the Central SoMa Plan nor the proposed street network changes would interfere substantially with migratory corridors. Proposed street network changes and development may require the relocation or removal of trees, which could result in impacts on nesting birds. However, this impact would be less than significant with compliance with the California Fish and Game Code and the Migratory Bird Treaty Act.⁷

Conclusion

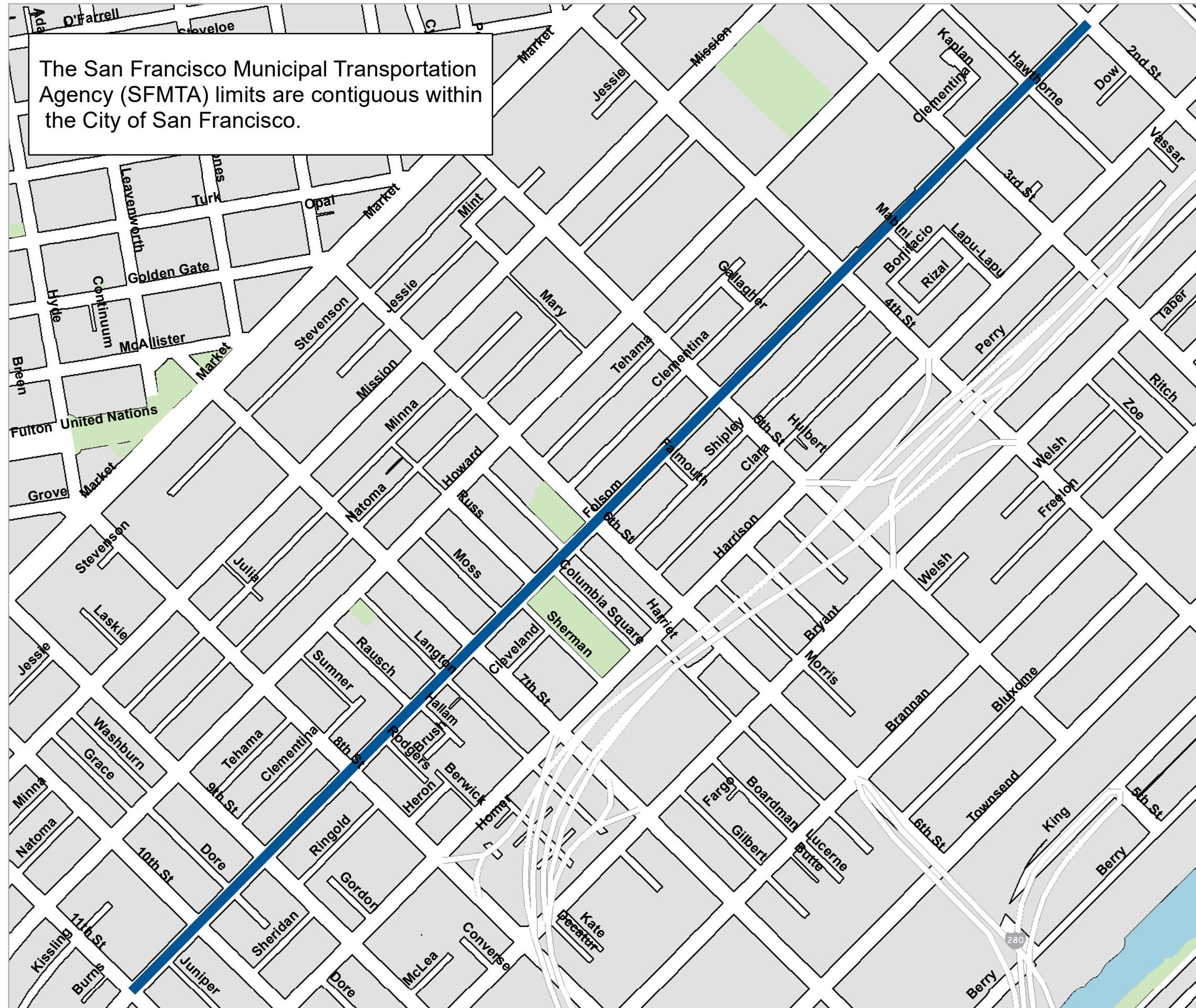
The Project will have no effect on biological resources including sensitive species or migratory bird habitats.

The Project is consistent with street network improvements analyzed in the Central SoMa EIR and it would not result in new or more-severe environmental impacts related to biological resources. As previously discussed, the Central SoMa Plan area is a highly urbanized environment with no sensitive habitat areas and little vegetation.

⁶ Central SoMa Plan EIR Initial Study, 2014, p.125, Case No. 2011.1356E

⁷ Central SoMa Plan EIR Initial Study, 2014, p.127, Case No. 2011.1356E

The San Francisco Municipal Transportation Agency (SFMTA) limits are contiguous within the City of San Francisco.



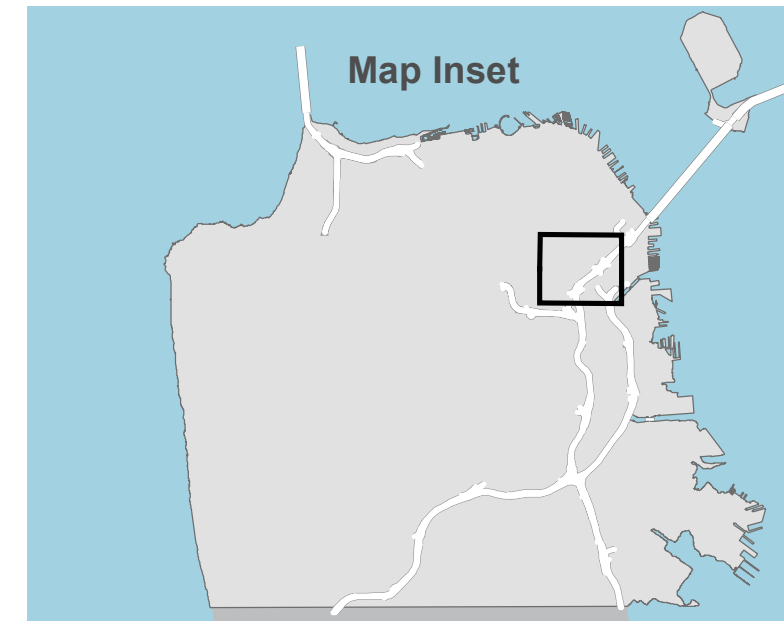
Project Area

Folsom Street from 2nd to 11th Streets

Legend

Corridor

 Folsom



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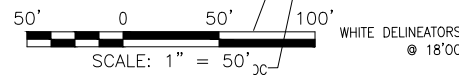
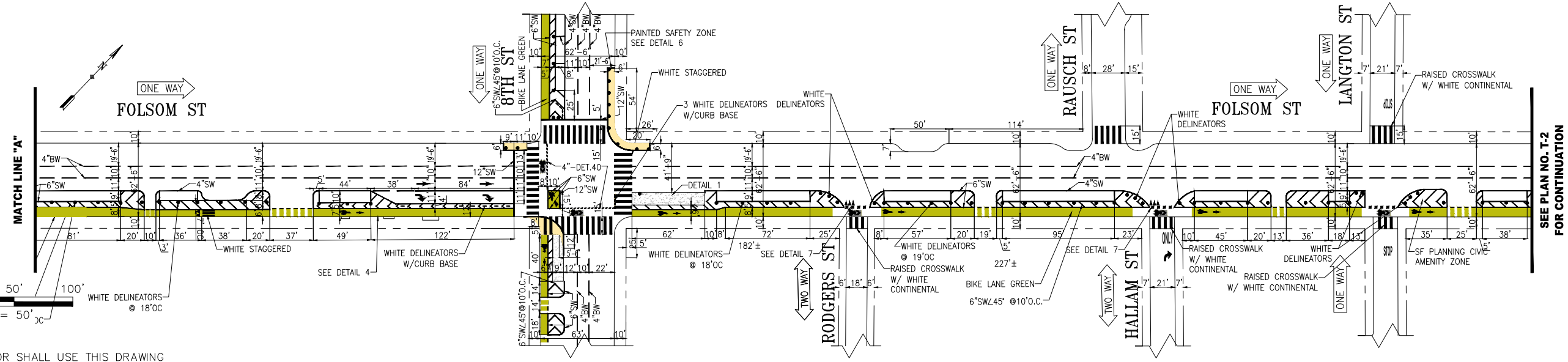
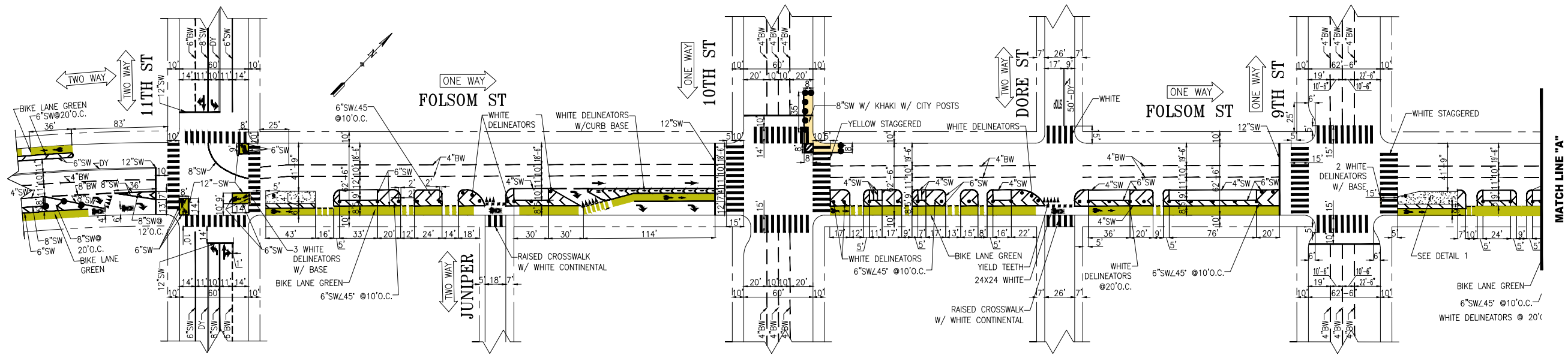
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CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				

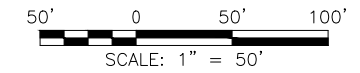


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				CITY TRAFFIC ENGINEER			

**FOLSOM STREETSCAPE PROJECT
STRIPING PLAN**

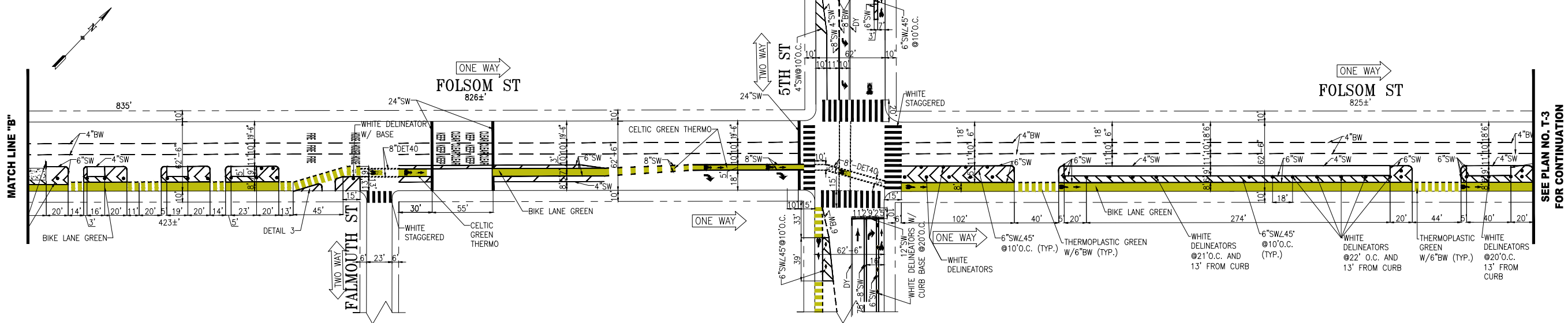
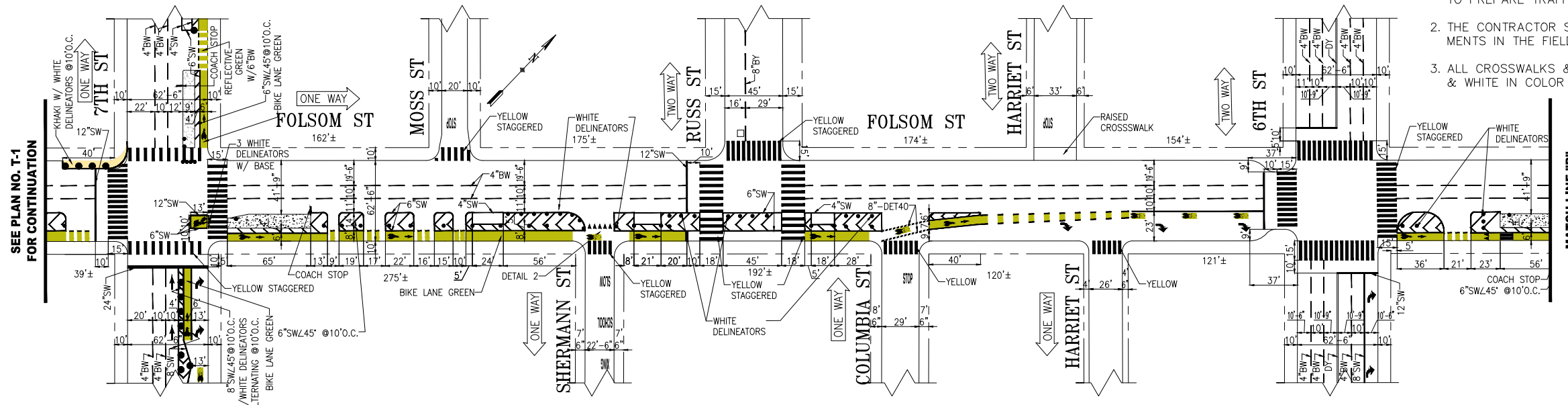
**FOLSOM STREET
11TH STREET TO LANGTON STREET**

CONTRACT NO. 2955J
DRAWING NO. T-1
FILE NO.
REV. NO.



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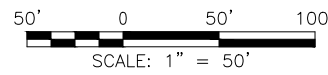
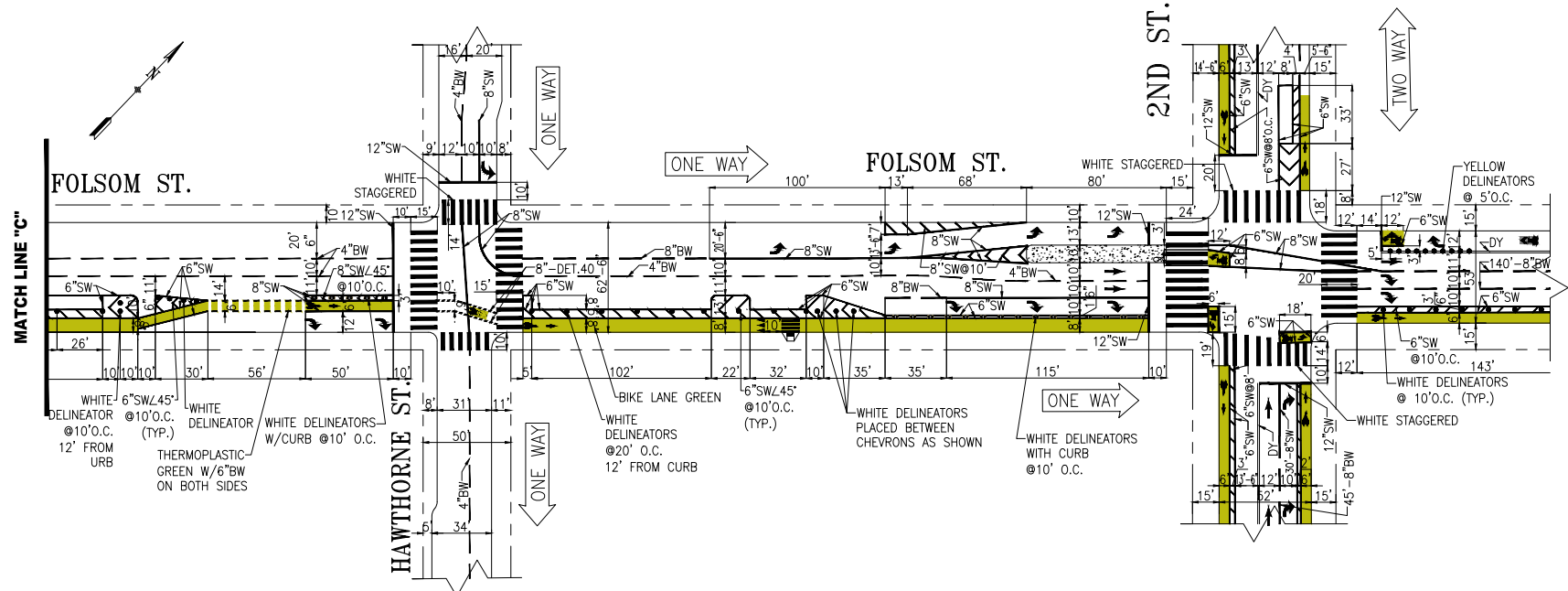
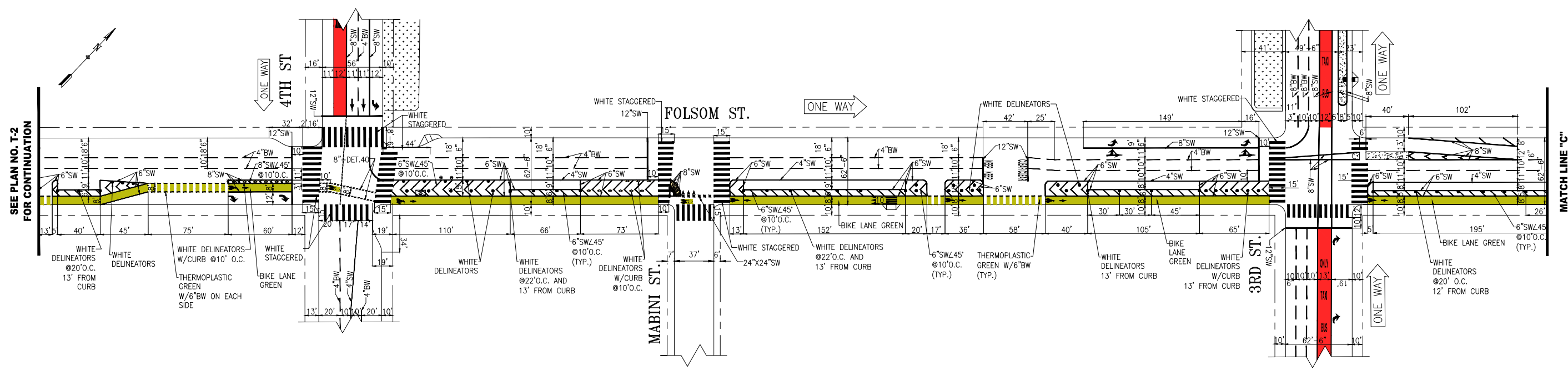


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				CITY TRAFFIC ENGINEER		DATE:	

FOLSOM STREETSCAPE PROJECT STRIPING PLAN		CONTRACT NO. 2955J
FOLSOM STREET 7TH STREET TO 4TH STREET		DRAWING NO. T-2
		FILE NO.
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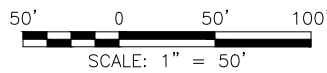
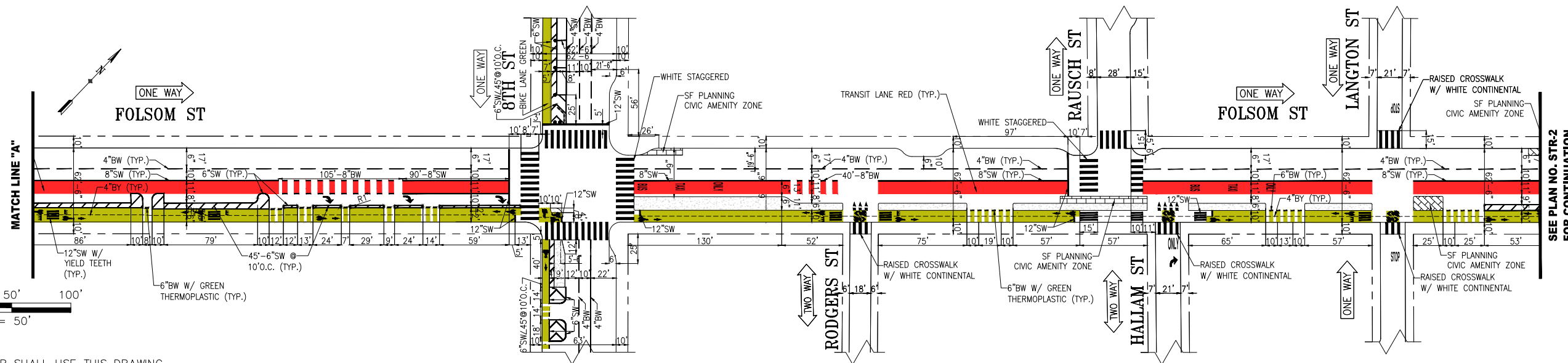
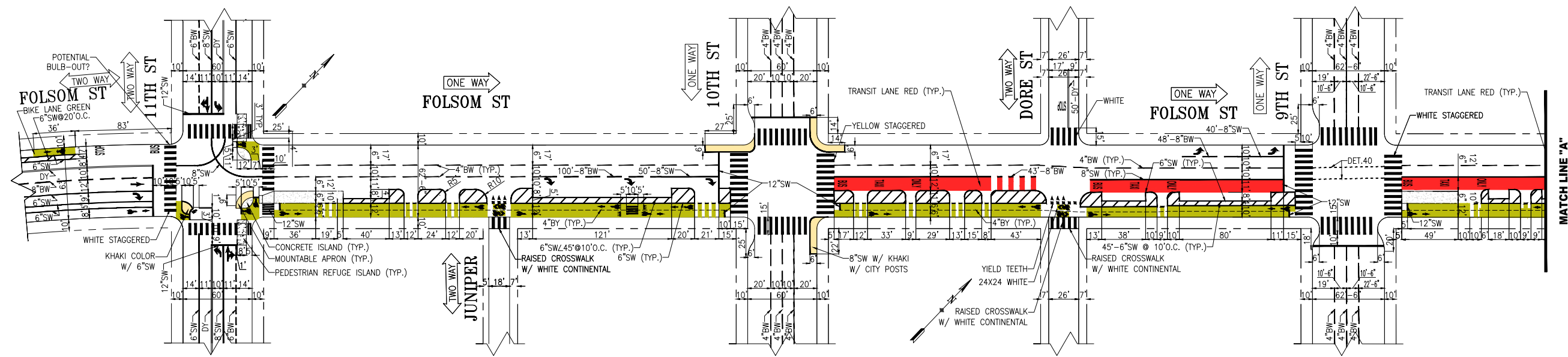
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CITY TRAFFIC ENGINEER		DATE:	
SHEET/SHEETS: XX OF XX			

FOLSOM STREETSCAPE PROJECT
STRIPING PLAN
FOLSOM STREET
4TH STREET TO 2ND STREET

CONTRACT NO. 2955J
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1. THE CONTRACTOR SHALL USE THIS DRAWING TO PREPARE TRAFFIC CONTROL PLANS.
2. THE CONTRACTOR SHALL VERIFY ALL MEASUREMENTS IN THE FIELD.
3. ALL CROSSWALKS & STOP LINES SHALL BE 12" WIDE & WHITE IN COLOR UNLESS NOTED OTHERWISE.

NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



APPROVED		SCALE:	
SENIOR ENGINEER	DATE:	1" = 50'	
CITY TRAFFIC ENGINEER	DATE:	SHEET/SHEETS:	1 OF 3

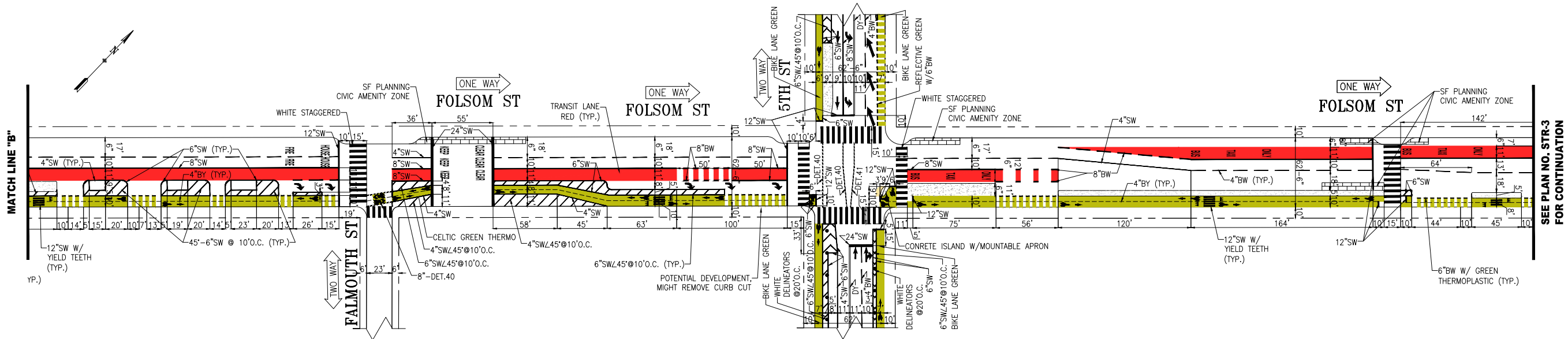
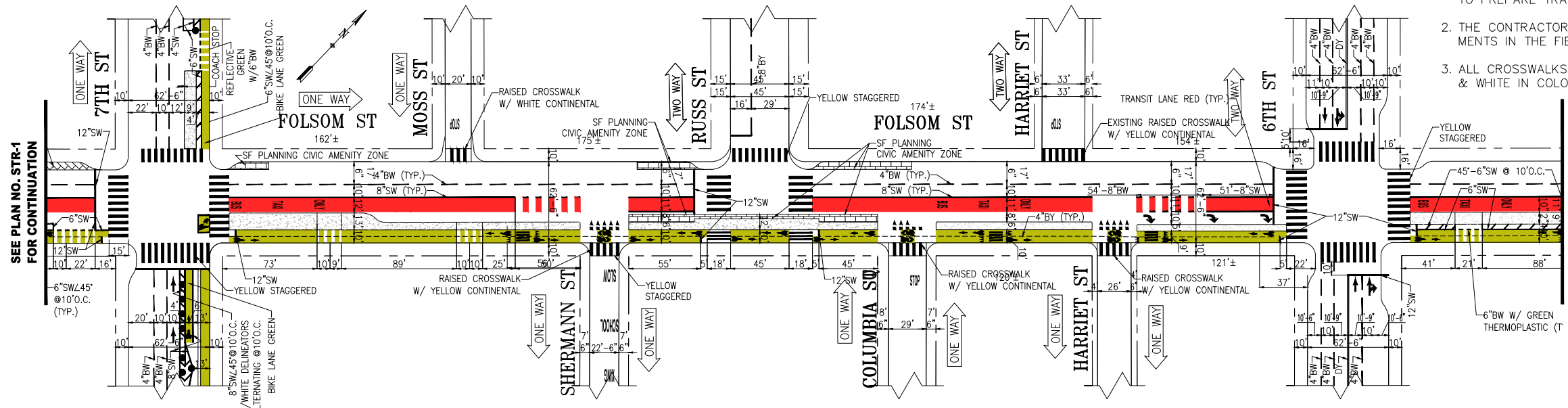
FOLSOM STREETSCAPE PROJECT PROPOSED STRIPING PLAN		CONTRACT NO. 2955J
FOLSOM STREET 11TH STREET TO LANGTON STREET		DRAWING NO. T-4
		FILE NO.
		REV. NO.

50' 0 50' 100'

SCALE: 1" = 50'

GENERAL NOTES:

1. THE CONTRACTOR SHALL USE THIS DRAWING TO PREPARE TRAFFIC CONTROL PLANS.
2. THE CONTRACTOR SHALL VERIFY ALL MEASUREMENTS IN THE FIELD.
3. ALL CROSSWALKS & STOP LINES SHALL BE 12" WIDE & WHITE IN COLOR UNLESS NOTED OTHERWISE.

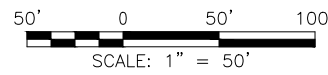
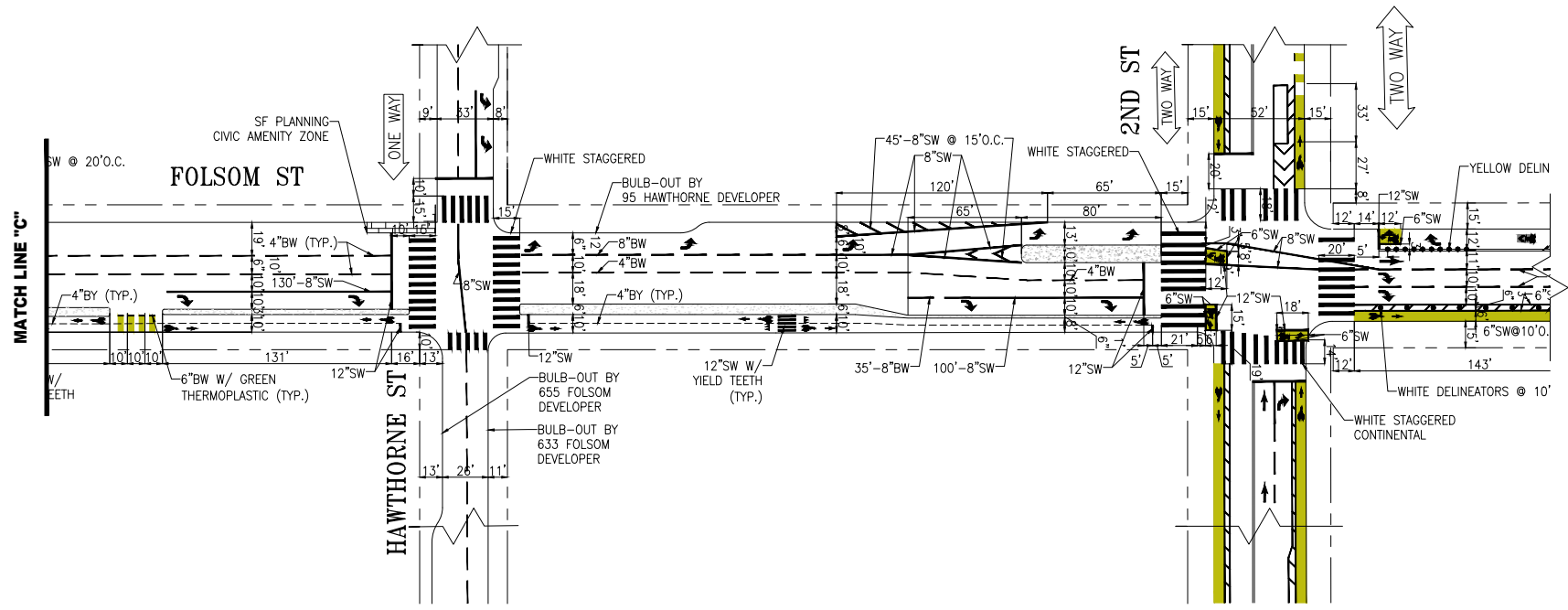
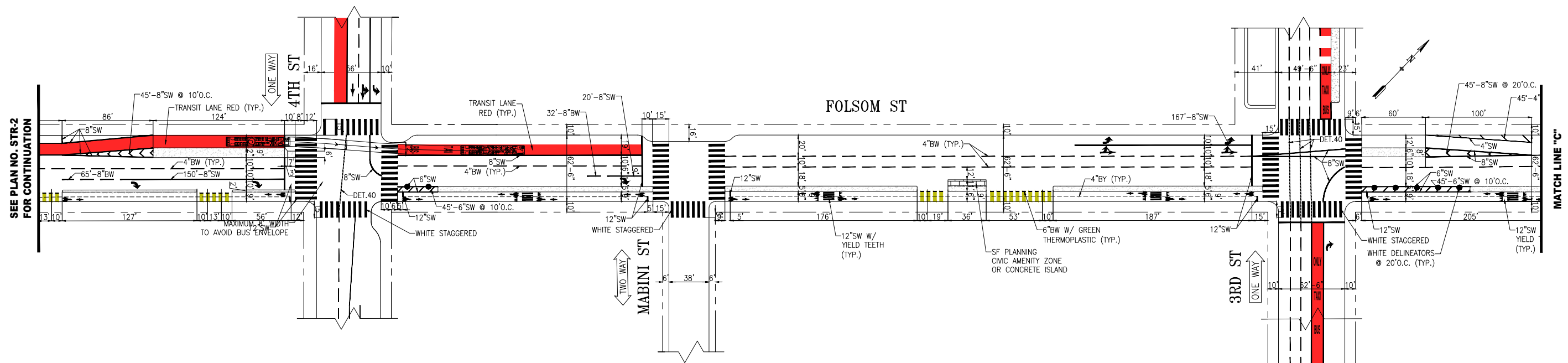


NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



DRAWN: XX		DATE: --/--/--		APPROVED		SCALE: 1" = 50'	
CHECKED: XX		DATE: --/--/--		SENIOR ENGINEER		DATE: --/--/--	
				CITY TRAFFIC ENGINEER		DATE: --/--/--	
				SHEET/SHEETS: 2 OF 3			

FOLSOM STREETSCAPE PROJECT PROPOSED STRIPING PLAN		CONTRACT NO. 2955J
FOLSOM STREET 7TH STREET TO 4TH STREET		DRAWING NO. T-5
		FILE NO.
		REV. NO.



GENERAL NOTES:

1. THE CONTRACTOR SHALL USE THIS DRAWING TO PREPARE TRAFFIC CONTROL PLANS.
2. THE CONTRACTOR SHALL VERIFY ALL MEASUREMENTS IN THE FIELD.
3. ALL CROSSWALKS & STOP LINES SHALL BE 12" WIDE & WHITE IN COLOR UNLESS NOTED OTHERWISE.

NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



DRAWN: XX		DATE: --/--/--		APPROVED		SCALE: 1" = 50'	
CHECKED: XX		DATE: --/--/--		SENIOR ENGINEER		SHEET/SHEETS: 3 OF 3	
				CITY TRAFFIC ENGINEER			

FOLSOM STREETSCAPE PROJECT
PROPOSED STRIPING PLAN

FOLSOM STREET
4TH STREET TO 2ND STREET

CONTRACT NO. 2955J
DRAWING NO. T-6
FILE NO.
REV. NO.



Attachment #3: Engineering Drawings (Cross Sections)

Folsom Street

On Folsom Street, the project would include the following typical cross-sections as shown in Figures 1 through 7:

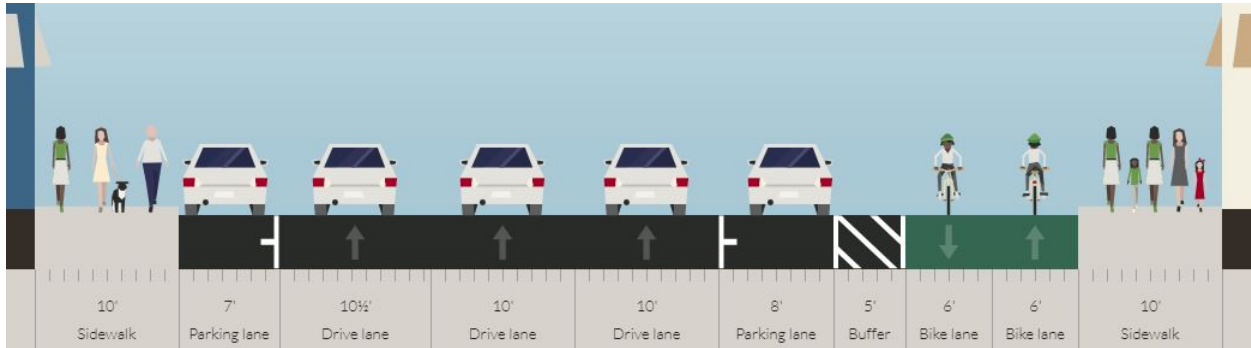


Figure 1: Typical Cross Section of Folsom Street between 11th and 10th streets, looking east

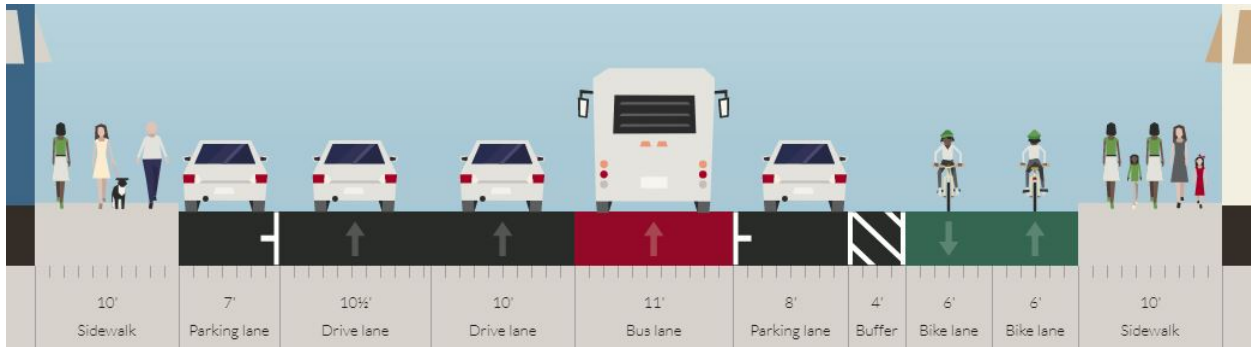


Figure 2: Typical Cross Section of Folsom Street between 10th and 8th streets, looking east

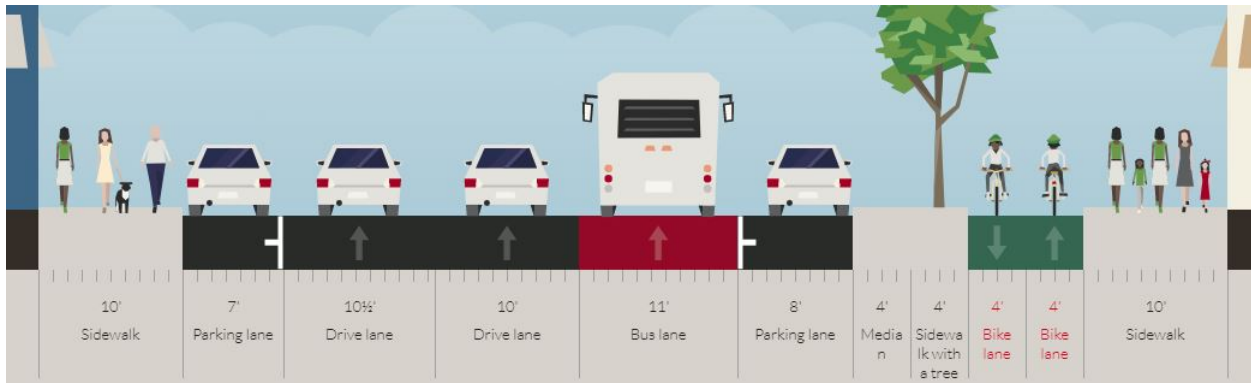


Figure 3: Typical Cross Section of Folsom Street between 8th and between 6th streets, looking east

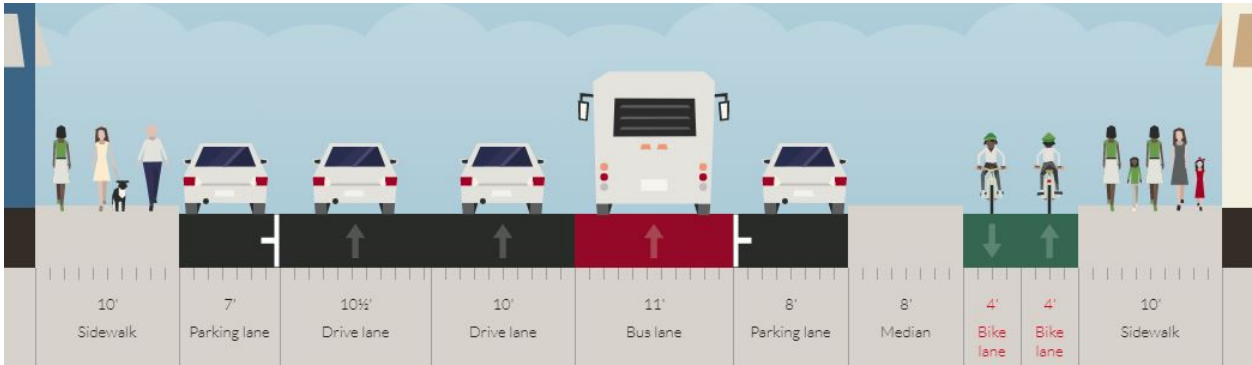


Figure 4: Typical Cross Section of Folsom Street between 6th Street and 5th Street, looking east

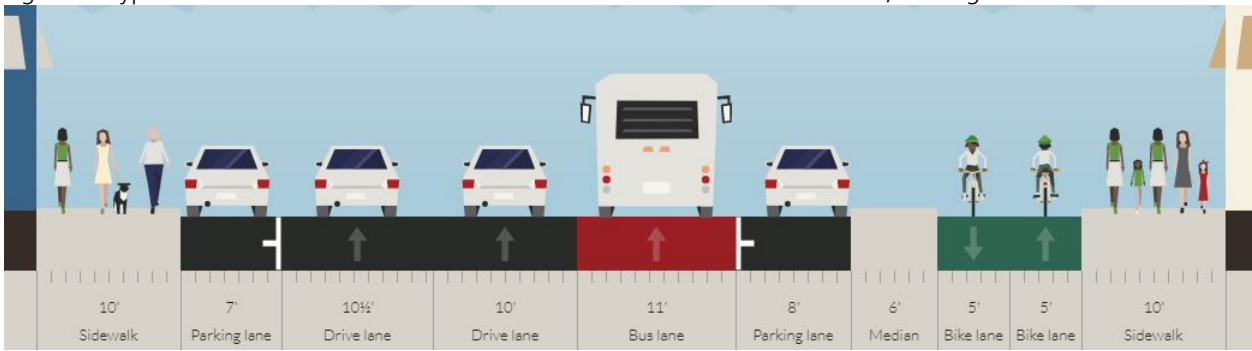


Figure 5: Typical Cross Section of Folsom Street between 5th Street and between 5th and 4th streets

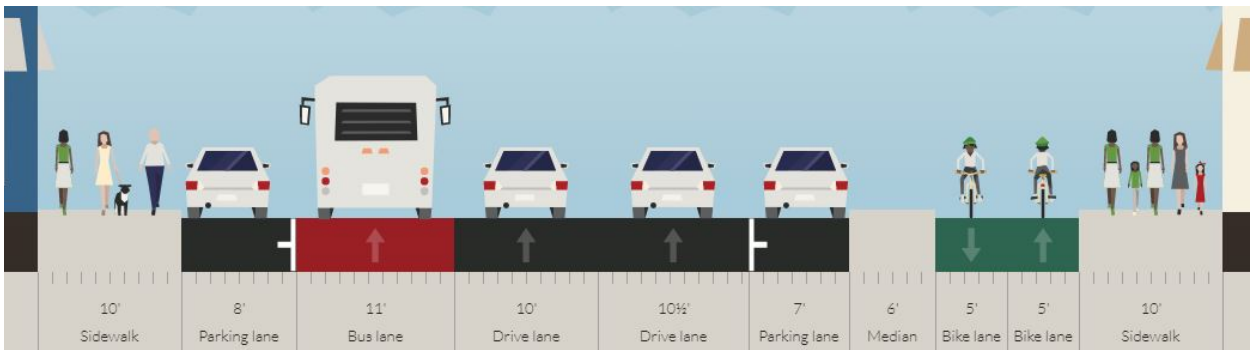


Figure 6: Typical Cross Section of Folsom Street between 5th and 4th streets and Mabini streets, looking east

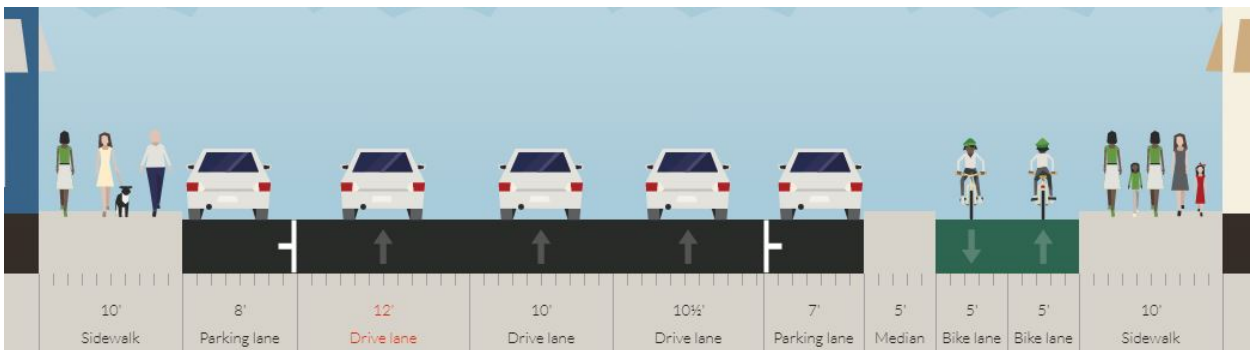
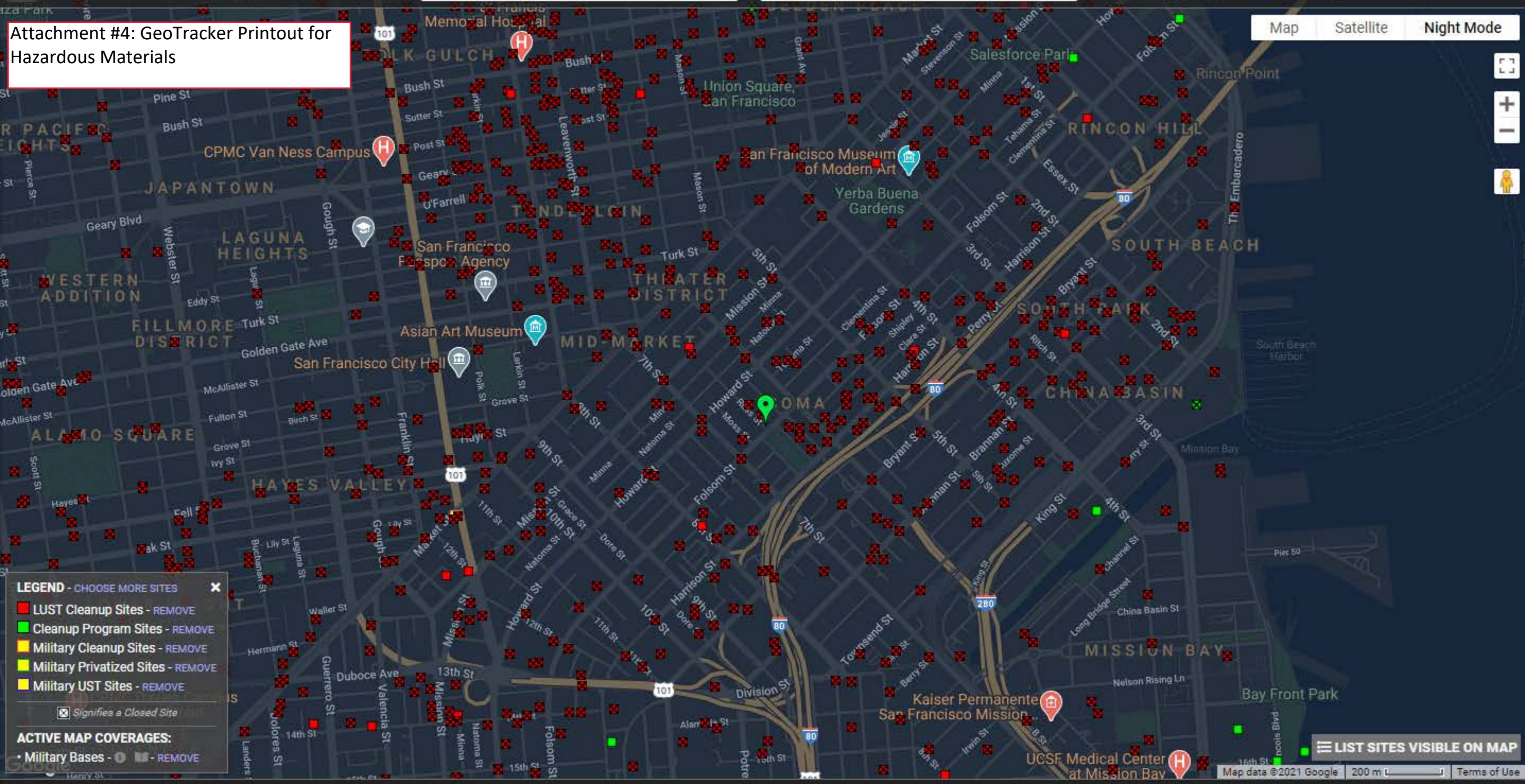


Figure 7: Typical Cross Section of Folsom Street between Mabini and 2nd streets, looking east

Attachment #4: GeoTracker Printout for Hazardous Materials



LEGEND - CHOOSE MORE SITES

- LUST Cleanup Sites - REMOVE
- Cleanup Program Sites - REMOVE
- Military Cleanup Sites - REMOVE
- Military Privatized Sites - REMOVE
- Military UST Sites - REMOVE

Signifies a Closed Site

ACTIVE MAP COVERAGES:

- Military Bases - REMOVE

LIST SITES VISIBLE ON MAP

Attachment #5: Federal Threatened and Endangered Species List from USFWS

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

San Francisco County, California



Local office

Sacramento Fish And Wildlife Office

☎ (916) 414-6600

📠 (916) 414-6713

Federal Building

2800 Cottage Way, Room W-2605

Sacramento, CA 95825-1846

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species¹ and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries²).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

1. Species listed under the [Endangered Species Act](#) are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Mammals

NAME

STATUS

Salt Marsh Harvest Mouse *Reithrodontomys raviventris* **Endangered**

Wherever found

No critical habitat has been designated for this species.

<https://ecos.fws.gov/ecp/species/613>

Southern Sea Otter *Enhydra lutris nereis* **Threatened**

Wherever found

No critical habitat has been designated for this species.

<https://ecos.fws.gov/ecp/species/8560>

Marine mammal

Birds

NAME

STATUS

California Least Tern *Sterna antillarum browni* **Endangered**

Wherever found

No critical habitat has been designated for this species.

<https://ecos.fws.gov/ecp/species/8104>

Short-tailed Albatross *Phoebastria (=Diomedea) albatrus* **Endangered**

Wherever found

No critical habitat has been designated for this species.

<https://ecos.fws.gov/ecp/species/433>

Western Snowy Plover *Charadrius nivosus nivosus* **Threatened**

There is **final** critical habitat for this species. The location of the critical habitat is not available.

<https://ecos.fws.gov/ecp/species/8035>

Reptiles

NAME

STATUS

Green Sea Turtle *Chelonia mydas* **Threatened**

No critical habitat has been designated for this species.

<https://ecos.fws.gov/ecp/species/6199>

Amphibians

NAME

STATUS

California Red-legged Frog *Rana draytonii* **Threatened**

Wherever found

There is **final** critical habitat for this species. The location of the critical habitat is not available.

<https://ecos.fws.gov/ecp/species/2891>

Fishes

NAME

STATUS

Delta Smelt *Hypomesus transpacificus* **Threatened**
 Wherever found
 There is **final** critical habitat for this species. The location of the critical habitat is not available.
<https://ecos.fws.gov/ecp/species/321>

Tidewater Goby *Eucyclogobius newberryi* **Endangered**
 Wherever found
 There is **final** critical habitat for this species. The location of the critical habitat is not available.
<https://ecos.fws.gov/ecp/species/57>

Insects

NAME	STATUS
<p>Bay Checkerspot Butterfly <i>Euphydryas editha bayensis</i> Threatened Wherever found There is final critical habitat for this species. The location of the critical habitat is not available. https://ecos.fws.gov/ecp/species/2320</p>	
<p>Callippe Silverspot Butterfly <i>Speyeria callippe callippe</i> Endangered Wherever found There is proposed critical habitat for this species. The location of the critical habitat is not available. https://ecos.fws.gov/ecp/species/3779</p>	
<p>Mission Blue Butterfly <i>Icaricia icarioides missionensis</i> Endangered Wherever found There is proposed critical habitat for this species. The location of the critical habitat is not available. https://ecos.fws.gov/ecp/species/6928</p>	
<p>San Bruno Elfin Butterfly <i>Callophrys mossii bayensis</i> Endangered Wherever found There is proposed critical habitat for this species. The location of the critical habitat is not available. https://ecos.fws.gov/ecp/species/3394</p>	

Flowering Plants

NAME	STATUS
<p>Franciscan Manzanita <i>Arctostaphylos franciscana</i> Endangered Wherever found There is final critical habitat for this species. The location of the critical habitat is not available. https://ecos.fws.gov/ecp/species/5350</p>	

<p>Marin Dwarf-flax <i>Hesperolinon congestum</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/5363</p>	Threatened
<p>Marsh Sandwort <i>Arenaria paludicola</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/2229</p>	Endangered
<p>Presidio Clarkia <i>Clarkia franciscana</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/3890</p>	Endangered
<p>Presidio Manzanita <i>Arctostaphylos hookeri</i> var. <i>ravenii</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/7216</p>	Endangered
<p>San Francisco Lessingia <i>Lessingia germanorum</i> (=L.g. var. <i>germanorum</i>) Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/8174</p>	Endangered
<p>White-rayed Pentachaeta <i>Pentachaeta bellidiflora</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/7782</p>	Endangered

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern <http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Measures for avoiding and minimizing impacts to birds <http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Nationwide conservation measures for birds <http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf>

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern](#) (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME

BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.)

Allen's Hummingbird <i>Selasphorus sasin</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9637	Breeds Feb 1 to Jul 15
Black Oystercatcher <i>Haematopus bachmani</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9591	Breeds Apr 15 to Oct 31
Black Skimmer <i>Rynchops niger</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/5234	Breeds May 20 to Sep 15
Black Turnstone <i>Arenaria melanocephala</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
Burrowing Owl <i>Athene cunicularia</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9737	Breeds Mar 15 to Aug 31
Clark's Grebe <i>Aechmophorus clarkii</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Jan 1 to Dec 31
Common Yellowthroat <i>Geothlypis trichas sinuosa</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/2084	Breeds May 20 to Jul 31
Lewis's Woodpecker <i>Melanerpes lewis</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9408	Breeds Apr 20 to Sep 30
Long-billed Curlew <i>Numenius americanus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/5511	Breeds elsewhere
Marbled Godwit <i>Limosa fedoa</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9481	Breeds elsewhere

Nuttall's Woodpecker <i>Picoides nuttallii</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9410	Breeds Apr 1 to Jul 20
Oak Titmouse <i>Baeolophus inornatus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9656	Breeds Mar 15 to Jul 15
Rufous Hummingbird <i>selasphorus rufus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8002	Breeds elsewhere
Short-billed Dowitcher <i>Limnodromus griseus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9480	Breeds elsewhere
Song Sparrow <i>Melospiza melodia</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Feb 20 to Sep 5
Spotted Towhee <i>Pipilo maculatus clementae</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/4243	Breeds Apr 15 to Jul 20
Tricolored Blackbird <i>Agelaius tricolor</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3910	Breeds Mar 15 to Aug 10
Whimbrel <i>Numenius phaeopus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9483	Breeds elsewhere
Willet <i>Tringa semipalmata</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
Wrentit <i>Chamaea fasciata</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 10

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (—)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [AKN Phenology Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern \(BCC\)](#) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and

3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Marine mammals

Marine mammals are protected under the [Marine Mammal Protection Act](#). Some are also protected under the Endangered Species Act¹ and the Convention on International Trade in Endangered Species of Wild Fauna and Flora².

The responsibilities for the protection, conservation, and management of marine mammals are shared by the U.S. Fish and Wildlife Service [responsible for otters, walruses, polar bears, manatees, and dugongs] and NOAA Fisheries³ [responsible for seals, sea lions, whales, dolphins, and porpoises]. Marine mammals under the responsibility of NOAA Fisheries are **not** shown on this list; for additional information on those species please visit the [Marine Mammals](#) page of the NOAA Fisheries website.

The Marine Mammal Protection Act prohibits the take (to harass, hunt, capture, kill, or attempt to harass, hunt, capture or kill) of marine mammals and further coordination may be necessary for project evaluation. Please contact the U.S. Fish and Wildlife Service Field Office shown.

1. The [Endangered Species Act](#) (ESA) of 1973.
2. The [Convention on International Trade in Endangered Species of Wild Fauna and Flora](#) (CITES) is a treaty to ensure that international trade in plants and animals does not threaten their survival in the wild.
3. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following marine mammals under the responsibility of the U.S. Fish and Wildlife Service are potentially affected by activities in this location:

NAME

Southern Sea Otter *Enhydra lutris nereis*
<https://ecos.fws.gov/ecp/species/8560>

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

Wetlands in the National Wetlands Inventory

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

THERE ARE NO KNOWN WETLANDS AT THIS LOCATION.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.



Attachment #6: Federal Threatened and Endangered Species List from NMFS

Species Directory

- All Species | **ESA Threatened & Endangered** | Marine Mammals
- Sustainable Fisheries

ESA Threatened & Endangered

NOAA Fisheries has jurisdiction over 165 endangered and threatened marine species (80 endangered; 85 threatened), including 66 foreign species (40 endangered; 26 threatened).

Additional species are currently under review or have been proposed for Endangered Species Act listing: 2 petitioned species awaiting a 90-day finding, 13 candidate species for ESA listing, 0 proposed species for ESA listing.

Species Name

Species Category

Status

Region

Display All

Black Abalone*Haliotis cracherodii***SPECIES CATEGORY**

Invertebrates

Abalone

DPS OR SUBSPECIES

Throughout Its Range

STATUS

ESA Endangered

YEAR LISTED

2009

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

West Coast

Blue Whale*Balaenoptera musculus***SPECIES CATEGORY**

Whales

DPS OR SUBSPECIES

Throughout Its Range

STATUS

ESA Endangered

YEAR LISTED

1970

RECOVERY PLAN

Final

CRITICAL HABITAT

-

REGION

- Alaska
- New England/Mid-Atlantic
- Pacific Islands
- Southeast
- West Coast

Bocaccio (Protected)

Sebastes paucispinis

SPECIES CATEGORY

- Fish
- Protected Fish

DPS OR SUBSPECIES

Puget Sound/Georgia Basin DPS

STATUS

ESA Endangered

YEAR LISTED

2010

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

- Alaska
- West Coast

Chinook Salmon (Protected)

Oncorhynchus tshawytscha

SPECIES CATEGORY

- Fish
- Protected Fish
- Salmon & Steelhead

DPS OR SUBSPECIES

Sacramento River winter-run

STATUS

ESA Endangered

YEAR LISTED

YEAR LISTED

1994

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Upper Columbia River spring-run

STATUS

ESA Endangered

YEAR LISTED

1999

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

California coastal

STATUS

ESA Threatened

YEAR LISTED

1999

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Central Valley spring-run

STATUS

ESA Threatened

YEAR LISTED

1999

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Lower Columbia River

STATUS

ESA Threatened

YEAR LISTED

1999

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Puget Sound

STATUS

ESA Threatened

YEAR LISTED

1999

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Snake River fall-run

STATUS

ESA Threatened

YEAR LISTED

1992

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Snake River spring/summer-run

STATUS

ESA Threatened

YEAR LISTED

1992

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Upper Willamette River

STATUS

ESA Threatened

YEAR LISTED

2005

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Upper Klamath-Trinity River

STATUS

ESA Candidate

YEAR LISTED

-

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Oregon Coast spring-run

STATUS

ESA Candidate

YEAR LISTED

-

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

REGION

West Coast

DPS OR SUBSPECIES

Southern Oregon and Northern California Coastal spring-run

STATUS

ESA Candidate

YEAR LISTED

-

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

-

DPS OR SUBSPECIES

Central Valley spring-run in the San Joaquin River XN

STATUS

ESA Experimental Population

YEAR LISTED

-

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Upper Columbia River spring-run in the Okanogan River subbasin XN

STATUS

ESA Experimental Population

YEAR LISTED

-

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

Alaska

West Coast

Chum Salmon (Protected)

Oncorhynchus keta

SPECIES CATEGORY

Fish

Protected Fish

Salmon & Steelhead

DPS OR SUBSPECIES

Columbia River ESU

STATUS

ESA Threatened

YEAR LISTED

1999

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Hood Canal summer-run ESU

STATUS

ESA Threatened

YEAR LISTED

1999

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

Coho Salmon (Protected)

Oncorhynchus kisutch

SPECIES CATEGORY

Fish

Protected Fish

Salmon & Steelhead

DPS OR SUBSPECIES

Central California Coast ESU

STATUS

ESA Endangered

YEAR LISTED

2005; 1996 (original)

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Lower Columbia River ESU

STATUS

ESA Threatened

YEAR LISTED

2005

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Oregon coast ESU

STATUS

ESA Threatened

YEAR LISTED

2008

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Southern Oregon & Northern California coasts ESU

STATUS

ESA Threatened

YEAR LISTED

1997

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

Eulachon*Thaleichthys pacificus***SPECIES CATEGORY**

Fish

Protected Fish

DPS OR SUBSPECIES

Southern DPS

STATUS

ESA Threatened

YEAR LISTED

2010

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

Fin Whale*Balaenoptera physalus***SPECIES CATEGORY**

Whales

DPS OR SUBSPECIES

Throughout Its Range

STATUS

ESA Endangered

YEAR LISTED

1970

RECOVERY PLAN

Final

CRITICAL HABITAT

-

REGION

Alaska

New England/Mid-Atlantic

Pacific Islands

Southeast

West Coast

Gray Whale*Eschrichtius robustus***SPECIES CATEGORY**

Whales

DPS OR SUBSPECIES

Western North Pacific DPS

STATUS

ESA Endangered - Foreign

YEAR LISTED

1994; 1970 (original)

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

Alaska

West Coast

Green Sturgeon

Acipenser medirostris

SPECIES CATEGORY

Fish

Protected Fish

DPS OR SUBSPECIES

Southern DPS

STATUS

ESA Threatened

YEAR LISTED

2006

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

Green Turtle

Chelonia mydas

SPECIES CATEGORY

Sea Turtles

DPS OR SUBSPECIES

Central South Pacific DPS

STATUS

ESA Endangered

YEAR LISTED

2016

RECOVERY PLAN

Final

CRITICAL HABITAT

-

REGION

Pacific Islands

DPS OR SUBSPECIES

Central West Pacific DPS

STATUS

ESA Endangered

YEAR LISTED

2016

RECOVERY PLAN

Final

CRITICAL HABITAT

-

REGION

Pacific Islands

DPS OR SUBSPECIES

Mediterranean DPS

STATUS

ESA Endangered - Foreign

YEAR LISTED

2016

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

Foreign

DPS OR SUBSPECIES

Central North Pacific DPS

STATUS

ESA Threatened

YEAR LISTED

2016

RECOVERY PLAN

Final

CRITICAL HABITAT

-

REGION

Pacific Islands

DPS OR SUBSPECIES

East Pacific DPS

STATUS

ESA Threatened

YEAR LISTED

2016

RECOVERY PLAN

Final

CRITICAL HABITAT

-

REGION

West Coast

DPS OR SUBSPECIES

North Atlantic DPS

STATUS

ESA Threatened

YEAR LISTED

YEAR LISTED

2016

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

New England/Mid-Atlantic

Southeast

DPS OR SUBSPECIES

South Atlantic DPS

STATUS

ESA Threatened

YEAR LISTED

2016

RECOVERY PLAN

Final

CRITICAL HABITAT

-

REGION

Southeast

DPS OR SUBSPECIES

East Indian-West Pacific DPS

STATUS

ESA Threatened - Foreign

YEAR LISTED

2016

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

Foreign

DPS OR SUBSPECIES

North Indian DPS

STATUS

ESA Threatened - Foreign

YEAR LISTED

2016

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

Foreign

DPS OR SUBSPECIES

Southwest Indian DPS

STATUS

ESA Threatened - Foreign

YEAR LISTED

2016

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

Foreign

DPS OR SUBSPECIES

Southwest Pacific DPS

STATUS

ESA Threatened - Foreign

YEAR LISTED

2016

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

Foreign

Guadalupe Fur Seal

Arctocephalus townsendi

SPECIES CATEGORY

Seals & Sea Lions

DPS OR SUBSPECIES

Throughout Its Range

STATUS

ESA Threatened

YEAR LISTED

1985

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

Alaska

West Coast

Gulf Grouper

Mycteroperca jordani

SPECIES CATEGORY

Fish

Protected Fish

DPS OR SUBSPECIES

Throughout Its Range

STATUS

ESA Endangered

YEAR LISTED

2016

RECOVERY PLAN

-

CRITICAL HABITAT

No

REGION

West Coast

West Coast

Humpback Whale

Megaptera novaeangliae

SPECIES CATEGORY

Whales

DPS OR SUBSPECIES

Central America DPS

STATUS

ESA Endangered

YEAR LISTED

2016

RECOVERY PLAN

Final

CRITICAL HABITAT

Proposed

REGION

West Coast

DPS OR SUBSPECIES

Western North Pacific DPS

STATUS

ESA Endangered

YEAR LISTED

2016

RECOVERY PLAN

Final

CRITICAL HABITAT

Proposed

REGION

Alaska

DPS OR SUBSPECIES

Arabian Sea DPS

STATUS

ESA Endangered - Foreign

YEAR LISTED

2016

ZU 10

RECOVERY PLAN

Final

CRITICAL HABITAT

-

REGION

Foreign

DPS OR SUBSPECIES

Cape Verde Islands/Northwest Africa DPS

STATUS

ESA Endangered - Foreign

YEAR LISTED

2016

RECOVERY PLAN

Final

CRITICAL HABITAT

-

REGION

Foreign

DPS OR SUBSPECIES

Mexico DPS

STATUS

ESA Threatened

YEAR LISTED

2016

RECOVERY PLAN

Final

CRITICAL HABITAT

Proposed

REGION

Alaska

West Coast

Killer Whale*Orcinus orca*

SPECIES CATEGORY

Whales

Dolphins & Porpoises

DPS OR SUBSPECIES

Southern Resident DPS

STATUS

ESA Endangered

YEAR LISTED

2005

RECOVERY PLAN

Final

CRITICAL HABITAT

Proposed Revision

REGION

Alaska

West Coast

Leatherback Turtle*Dermochelys coriacea***SPECIES CATEGORY**

Sea Turtles

DPS OR SUBSPECIES

Throughout Its Range

STATUS

ESA Endangered

YEAR LISTED

1970

RECOVERY PLAN

Final

CRITICAL HABITAT

Final (U.S. Caribbean)

Final (U.S. West Coast)

REGION

New England/Mid-Atlantic

Pacific Islands

Southeast

West Coast

Foreign

Loggerhead Turtle

Caretta caretta

SPECIES CATEGORY

Sea Turtles

DPS OR SUBSPECIES

North Pacific Ocean DPS

STATUS

ESA Endangered

YEAR LISTED

2011

RECOVERY PLAN

Final

CRITICAL HABITAT

No

REGION

Pacific Islands

West Coast

DPS OR SUBSPECIES

Mediterranean Sea DPS

STATUS

ESA Endangered - Foreign

YEAR LISTED

2011

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

Foreign

DPS OR SUBSPECIES

Northeast Atlantic Ocean DPS

STATUS

ESA Endangered - Foreign

YEAR LISTED

2011

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

Foreign

DPS OR SUBSPECIES

North Indian Ocean DPS

STATUS

ESA Endangered - Foreign

YEAR LISTED

2011

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

Foreign

DPS OR SUBSPECIES

South Pacific Ocean DPS

STATUS

ESA Endangered - Foreign

YEAR LISTED

2011

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

Foreign

DPS OR SUBSPECIES

Northwest Atlantic Ocean DPS

STATUS

ESA Threatened

YEAR LISTED

2011

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

New England/Mid-Atlantic

Southeast

DPS OR SUBSPECIES

South Atlantic Ocean DPS

STATUS

ESA Threatened - Foreign

YEAR LISTED

2011

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

Foreign

DPS OR SUBSPECIES

Southeast Indo-Pacific Ocean DPS

STATUS

ESA Threatened - Foreign

YEAR LISTED

2011

RECOVERY PLAN

-

CRITICAL HABITAT

REGION

Foreign

DPS OR SUBSPECIES

Southwest Indian Ocean DPS

STATUS

ESA Threatened - Foreign

YEAR LISTED

2011

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

Foreign

North Pacific Right Whale

Eubalaena japonica

SPECIES CATEGORY

Whales

DPS OR SUBSPECIES

Throughout Its Range

STATUS

ESA Endangered

YEAR LISTED

2008; 1970 (original)

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

Oceanic Whitetip Shark

*Carcharhinus longimanus***SPECIES CATEGORY**

Fish
Protected Fish
Highly Migratory Fish
Sharks

DPS OR SUBSPECIES

Throughout Its Range

STATUS

ESA Threatened

YEAR LISTED

2018

RECOVERY PLAN

Under Development

CRITICAL HABITAT

Not Prudent

REGION

New England/Mid-Atlantic
Pacific Islands
Southeast
West Coast

Olive Ridley Turtle*Lepidochelys olivacea***SPECIES CATEGORY**

Sea Turtles

DPS OR SUBSPECIES

Mexico's Pacific coast breeding populations

STATUS

ESA Endangered

YEAR LISTED

1978

RECOVERY PLAN

Final

CRITICAL HABITAT

-

REGION

Foreign

DPS OR SUBSPECIES

All other populations

STATUS

ESA Threatened

YEAR LISTED

-

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

Pacific Islands

Southeast

West Coast

Foreign

Scalloped Hammerhead Shark

Sphyrna lewini

SPECIES CATEGORY

Fish

Protected Fish

Highly Migratory Fish

Sharks

DPS OR SUBSPECIES

Eastern Pacific DPS

STATUS

ESA Endangered

YEAR LISTED

2014

RECOVERY PLAN

RECOVERY PLAN

-

CRITICAL HABITAT

No

REGION

West Coast

DPS OR SUBSPECIES

Eastern Atlantic DPS

STATUS

ESA Endangered - Foreign

YEAR LISTED

2014

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

Foreign

DPS OR SUBSPECIES

Central & Southwest Atlantic DPS

STATUS

ESA Threatened

YEAR LISTED

2014

RECOVERY PLAN

-

CRITICAL HABITAT

No

REGION

Southeast

DPS OR SUBSPECIES

Indo-West Pacific DPS

STATUS

ESA Threatened

YEAR LISTED

2014

RECOVERY PLAN

-

CRITICAL HABITAT

No

REGION

Pacific Islands

Sei Whale*Balaenoptera borealis***SPECIES CATEGORY**

Whales

DPS OR SUBSPECIES

Throughout Its Range

STATUS

ESA Endangered

YEAR LISTED

1970

RECOVERY PLAN

Final

CRITICAL HABITAT

-

REGION

Alaska

New England/Mid-Atlantic

Pacific Islands

Southeast

West Coast

Sockeye Salmon (Protected)*Oncorhynchus nerka***SPECIES CATEGORY**

Fish

Protected Fish

Salmon & Steelhead

DPS OR SUBSPECIES

DPS OR SUBSPECIES

Snake River ESU

STATUS

ESA Endangered

YEAR LISTED

1991

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Ozette Lake ESU

STATUS

ESA Threatened

YEAR LISTED

1999

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

Sperm Whale

Physeter macrocephalus

SPECIES CATEGORY

Whales

DPS OR SUBSPECIES

Throughout Its Range

STATUS

ESA Endangered

YEAR LISTED

1970

RECOVERY PLAN

Final

CRITICAL HABITAT

-

REGION

Alaska

New England/Mid-Atlantic

Pacific Islands

Southeast

West Coast

Steelhead Trout

Oncorhynchus mykiss

SPECIES CATEGORY

Fish

Protected Fish

Salmon & Steelhead

DPS OR SUBSPECIES

Southern California DPS

STATUS

ESA Endangered

YEAR LISTED

1997

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

California Central Valley DPS

STATUS

ESA Threatened

YEAR LISTED

YEAR LISTED

1998

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Central California Coast DPS

STATUS

ESA Threatened

YEAR LISTED

1997

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Lower Columbia River DPS

STATUS

ESA Threatened

YEAR LISTED

1998

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Middle Columbia River

STATUS

ESA Threatened

YEAR LISTED

1999

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Northern California DPS

STATUS

ESA Threatened

YEAR LISTED

2000

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Puget Sound DPS

STATUS

ESA Threatened

YEAR LISTED

2007

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Snake River Basin DPS

STATUS

ESA Threatened

YEAR LISTED

2006

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

South-Central California Coast DPS

STATUS

ESA Threatened

YEAR LISTED

1997

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Upper Columbia River DPS

STATUS

STATUS

ESA Threatened

YEAR LISTED

2006; 1997 (original)

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Upper Willamette River DPS

STATUS

ESA Threatened

YEAR LISTED

1999

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Middle Columbia River XN

STATUS

ESA Experimental Population

YEAR LISTED

-

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

Alaska

West Coast

Steller Sea Lion*Eumetopias jubatus***SPECIES CATEGORY**

Seals & Sea Lions

DPS OR SUBSPECIES

Western DPS

STATUS

ESA Endangered

YEAR LISTED

1997; 1990 (original)

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

White Abalone*Haliotis sorenseni***SPECIES CATEGORY**

Invertebrates

Abalone

DPS OR SUBSPECIES

Throughout Its Range

STATUS

ESA Endangered

YEAR LISTED

2001

RECOVERY PLAN

Final

CRITICAL HABITAT

Not Prudent

REGION

West Coast

Yelloweye Rockfish

Sebastes ruberrimus

SPECIES CATEGORY

Fish

Protected Fish

DPS OR SUBSPECIES

Puget Sound/ Georgia Basin DPS

STATUS

ESA Threatened

YEAR LISTED

2010

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

Attachment #7: Project Site Photos: **Folsom Street**



161115_How-Fol_38.jpg



161115_How-Fol_39.jpg



161115_How-Fol_40.jpg



161115_How-Fol_42.jpg



161115_How-Fol_44.jpg



161115_How-Fol_47.jpg



161115_How-Fol_48.jpg



161115_How-Fol_51.jpg



161118_Fol-How_10.jpg



161118_Fol-How_13.jpg



170304_8th-Bike_2.jpg



170405_7th_St_27.jpg



180510_Biking_05.jpg



180510_Biking_06.jpg



180510_Biking_28.jpg



180510_Biking_63.jpg



180530_3rd_01.jpg



180530_3rd_05.jpg



180530_3rd_21.jpg



180530_3rd_22.jpg



180530_3rd_30.jpg



180530_3rd_31.jpg



180530_3rd_32.jpg



180530_3rd_34.jpg



IMG_0185.JPG



IMG_20161026_123318045.jpg



IMG_3942.JPG



IMG_5431.JPG



IMG_5551.JPG



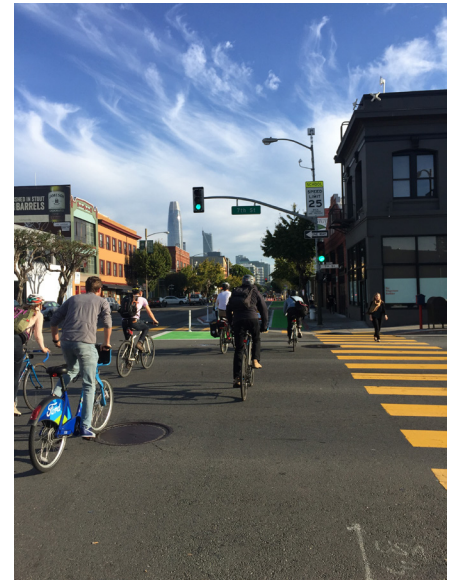
IMG_6407.jpg



IMG_6412.jpg



IMG_6934.JPG



IMG_6956.JPG



IMG_6960.JPG



IMG_6973.JPG



IMG_7349.JPG



IMG_7538.JPG



IMG_8024.JPG



FEMA's National Flood Hazard Layer (NFHL) Viewer

with Web App



600ft

-122.411 37.783 Degrees



Attachment #9: VIA Questionnaire

[Home](#) | [Programs](#) | [Design](#) | [Visual Impact Assessment](#) | [VIA Questionnaire](#)

Questionnaire to Determine Visual Impact Assessment (VIA) Level

Use the following questions and subsequent score as a guide to help determine the appropriate level of VIA documentation. This questionnaire assists the VIA preparer (i.e. Landscape Architect) in estimating the probable visual impacts of a proposed project on the environment and in understanding the degree and breadth of the possible visual issues. The goal is to develop a suitable document strategy that is thorough, concise and defensible.

Enter the project name and consider each of the ten questions below. Select the response that most closely applies to the proposed project and corresponding number on the right side of the table. Points are automatically computed at the bottom of the table and the total score should be matched to one of the five groups of scores at the end of the questionnaire that include recommended levels of VIA study and associated annotated outlines (i.e., minor, moderate, advanced/complex).

This scoring system should be used as a preliminary guide and should not be used as a substitute for objective analysis on the part of the preparer. Although the total score may recommend a certain level of VIA document, circumstances associated with any one of the ten question-areas may indicate the need to elevate the VIA to a greater level of detail. For projects done by others on the State Highway System, the District Landscape Architect should be consulted when scoping the VIA level and provide concurrence on the level of analysis used.

[The Standard Environmental Reference, Environmental Handbook, Volume I: Chapter 27-Visual & Aesthetics Review](#) lists preparer qualifications for conducting the visual impact assessment process. Landscape Architects receive formal training in the area of visual resource management and can appropriately determine which VIA level is appropriate.

Preparer Qualifications:

"Scenic Resource Evaluations and VIA's are performed under the direction of licensed Landscape Architects. Landscape Architects receive formal training in the area of visual resource management with a curriculum that emphasizes environmental design, human factors, and context sensitive solutions. When recommending specific visual mitigation measures, Landscape Architects can appropriately weigh the benefits of these different measures and consider construction feasibility and maintainability."

Calculate VIA Level Score

Project Information

Project Name**Project Identification #****Preparer Name**

Caltrans District Landscape Architect (DLA)

For projects on State Highway System Only, Name of Caltrans District Landscape Architect (DLA) providing VIA Questionnaire Score Concurrence - if different than above.

For Projects on State Highway System Only, Enter DLA Name

Change to Visual Environment**Will the project result in a noticeable change in the physical****1. characteristics of the existing environment?**

Consider all project components and construction impacts - both permanent and temporary, including landform changes, structures, noise barriers, vegetation removal, railing, signage, and contractor activities.

Low Level of Change (1 point) ▼

Will the project complement or contrast with the visual character desired**2. by the community?**

Evaluate the scale and extent of the project features compared to the surrounding scale of the community. Is the project likely to give an urban appearance to an existing rural or suburban community? Do you anticipate that the change will be viewed by the public as positive or negative? Research planning documents, or talk with local planners and community representatives to understand the type of visual environment local residents envision for their community.

High Compatibility (1 point) ▼

What level of local concern is there for the types of project features (e.g., bridge structures, large excavations, sound barriers, or median planting**3. removal) and construction impacts that are proposed?**

Certain project improvements can be of special interest to local citizens, causing a heightened level of public concern, and requiring a more focused visual analysis.

Low Concern (1 point) ▼

Will the project require redesign or realignment to minimize adverse change or will mitigation, such as landscape or architectural treatment,**4. likely be necessary?**

Consider the type of changes caused by the project, i.e., can undesirable views be screened or will desirable views be permanently obscured so a redesign should be considered?

No Mitigation Likely (0 points) ▼

Will this project, when seen collectively with other projects, result in an aggregate adverse change (cumulative impacts) in overall visual quality**5. or character?**

Identify any projects (both Caltrans and local) in the area that have been constructed in recent years and those currently planned for future construction. The window of time and the extent of area applicable to possible cumulative impacts should be based on a reasonable anticipation of the viewing public's perception.

Cumulative Impacts Unlikely to Occur (1 point) ▼

Viewer Sensitivity**What is the potential that the project proposal will be controversial within****1. the community, or opposed by any organized group?**

This can be researched initially by talking with Caltrans and local agency management and staff familiar with the affected community's sentiments as evidenced by past projects and/or current information.

Low Potential (1 point) ▼

2. How sensitive are potential viewer-groups likely to be regarding visible changes proposed by the project?

Consider among other factors the number of viewers within the group, probable viewer expectations, activities, viewing duration, and orientation. The expected viewer sensitivity level may be scoped by applying professional judgment, and by soliciting information from other Caltrans staff, local agencies and community representatives familiar with the affected community's sentiments and demonstrated concerns.

Low Sensitivity (1 point) ▼

3. To what degree does the project's aesthetic approach appear to be consistent with applicable laws, ordinances, regulations, policies or standards?

Although the State is not always required to comply with local planning ordinances, these documents are critical in understanding the importance that communities place on aesthetic issues. The Caltrans Environmental Planning branch may have copies of the planning documents that pertain to the project. If not, this information can be obtained by contacting the local planning department. Also, many local and state planning documents can be found online at the California Land Use Planning Network.

High Compatibility (1 point) ▼

4. Are permits going to be required by outside regulatory agencies (i.e., Federal, State, or local)?

Permit requirements can have an unintended consequence on the visual environment. Anticipated permits, as well as specific permit requirements - which are defined by the permitted, may be determined by talking with the project Environmental Planner and Project Engineer. Note: coordinate with the Caltrans representative responsible for obtaining the permit prior to communicating directly with any permitting agency.

No (1 point) ▼

5. Will the project sponsor or public benefit from a more detailed visual analysis in order to help reach consensus on a course of action to address potential visual impacts?

Consider the proposed project features, possible visual impacts, and probable mitigation recommendations.

No (1 point) ▼

Calculate Total

It is recommended that you print a copy of these calculations for the project file.

Project Score: 9

Select An Outline Based Upon Project Score

The total score will indicate the recommended VIA level for the project. In addition to considering circumstances relating to any one of the ten questions-areas that would justify elevating the VIA level, also consider any other project factors that would have an effect on level selection.

Score 6-9

No noticeable visual changes to the environment are proposed and no further analysis is required. Print out a copy of this completed questionnaire for your project file or Preliminary Environmental Study (PES).

Score 10-14

Negligible visual changes to the environment are proposed. A [brief Memorandum\(see sample\)](#)addressing visual issues providing a rationale why a technical study is not required.

Score 15-19

Noticeable visual changes to the environment are proposed. An abbreviated VIA is appropriate in this case. The assessment would briefly describe project features, impacts and any avoidance and minimization measures. Visual simulations would be optional. Go to the [Directions for using and accessing the Minor VIA Annotated Outline](#).

Score 20-24

Noticeable visual changes to the environment are proposed. A fully developed VIA is appropriate. This technical study will likely receive public review.Go to the [Directions for using and accessing the Moderate VIA Annotated Outline](#).

Score 25-30

Noticeable visual changes to the environment are proposed. A fully developed VIA is appropriate that includes photo simulations. It is appropriate to alert the Project Development Team to the potential for highly adverse impacts and to consider project alternatives to avoid those impacts.Go to the [Directions for using and accessing the Advanced/Complex VIA Annotated Outline](#).

Statewide Campaigns

- ▶ [ADA Access](#)
- ▶ [Adopt-A-Highway](#)
- ▶ [Amber Alert](#)
- ▶ [Be Work Zone Alert](#)
- ▶ [CAL FIRE](#)
- ▶ [California Climate Investments](#)
- ▶ [California Connected](#)
- ▶ [California Transportation Plan 2050](#)
- ▶ [Energy Upgrade](#)
- ▶ [Tenant and Landlord Resources](#)
- ▶ [Keep Your Home](#)
- ▶ [Move Over Law](#)
- ▶ [Response.CA.gov: Power Outage and Fire Recovery Resources](#)
- ▶ [REAL ID](#)
- ▶ [Save Our Water](#)
- ▶ [Unclaimed Property](#)

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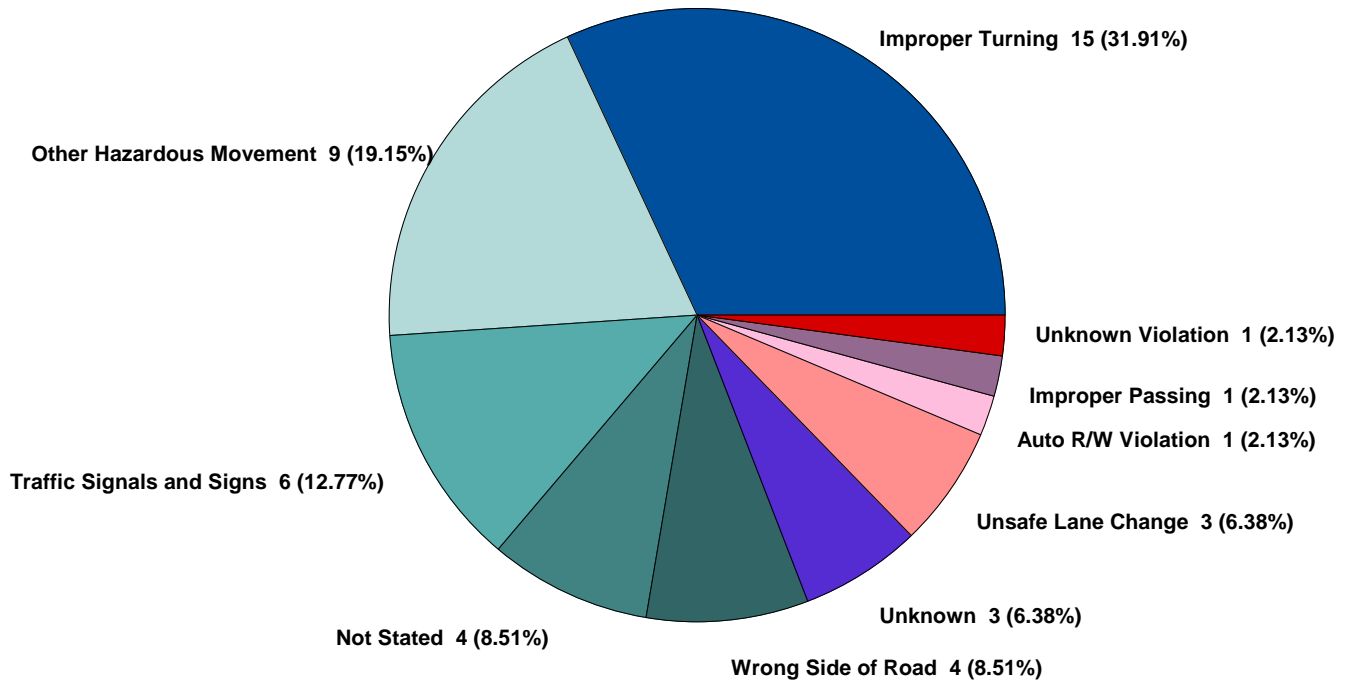
[Register to Vote](#)



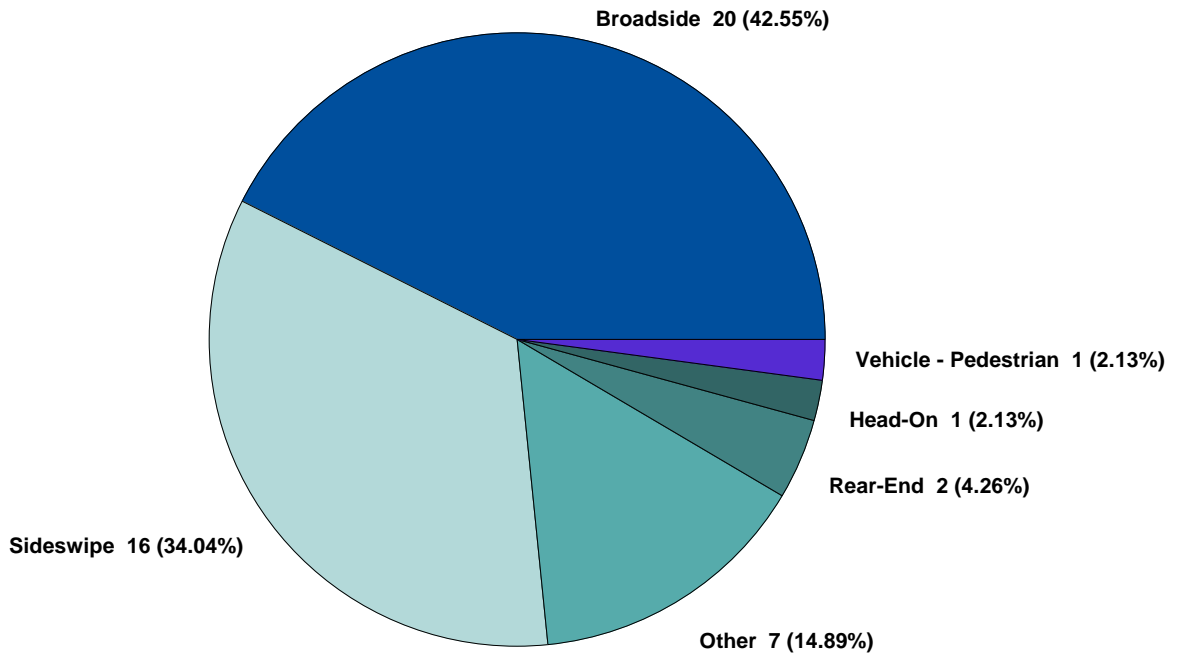
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**City and County of San Francisco
San Francisco Municipal Transportation Agency**



Primary Collision Factors



Collision Types

**4/1/2011 to 3/31/2016 Total Collisions: 47
FOLSOM ST between 2ND ST and 11TH ST**

Segment Length: 1.34 miles (7,065')

Settings for Query:

Street: FOLSOM ST between 2ND ST and 11TH ST

Include Intersection Related: True

Involved With: Bicycle

Sorted By: Date and Time

**City and County of San Francisco
San Francisco Municipal Transportation Agency**

From 4/1/2011 to 3/31/2016

**Total Collisions: 47
Injury Collisions: 40
Fatal Collisions: 1**

Collision Summary Report

10/26/16

FOLSOM ST from 2ND ST to 11TH ST

Page 1 of 9

5483547	1/16/2012	12:00	Monday	4TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Broadside		Bicycle	Improper Turning	22107	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Driver		East	Making Left Turn	Male	Age: 91			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Bicyclist		South	Proceeding Straight	Male	Age: 21			
Veh Type:	Bicycle		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
5684927	3/5/2012	10:56	Monday	FOLSOM ST & 10TH ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Broadside		Bicycle	Improper Turning	22107	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		South	Making Right Turn	Female	Age: 44			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Bicyclist		East	Proceeding Straight	Male	Age: 33			
Veh Type:	Bicycle		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
6137250	4/18/2012	08:54	Wednesday	FOLSOM ST & 6TH ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Broadside		Bicycle	Improper Turning	22107	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		East	Making Right Turn	Male	Age: 50			
Veh Type:	Pickup Truck		Sobriety: HNBD	Assoc Factor: Not Stated	Not Required		Not Stated		
Party 2	Bicyclist		East	Proceeding Straight	Male	Age: 35			
Veh Type:	Bicycle		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
6072998	5/1/2012	12:36	Tuesday	FOLSOM ST & HALLAM ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Other		Bicycle	Improper Turning	22107	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		South	Making Right Turn	Male	Age: 49			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Bicyclist		East	Proceeding Straight	Male	Age: 28			
Veh Type:	Bicycle		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
5739505	6/6/2012	07:18	Wednesday	5TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Sideswipe		Bicycle	Unknown Violation		Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		South	Changing Lanes	Male	Age: 53			
Veh Type:	Not Stated		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
Party 2	Bicyclist		South	Proceeding Straight	Male	Age: 24			
Veh Type:	Bicycle		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		

FOLSOM ST from 2ND ST to 11TH ST

6076695	6/14/2012	09:00	Thursday	FOLSOM ST & 5TH ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:
	Broadside		Bicycle	Unknown		Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver		East	Proceeding Straight	Male	Age: 25			
Veh Type:	Not Stated		Sobriety: HNBD	Assoc Factor: Not Stated	Not Required		Not Stated		
Party 2	Driver		Not State	Making Right Turn	Not State	Age:			
Veh Type:	Passenger Car		Sobriety: HBD Impairment Un	Assoc Factor: Not Stated	Not Stated		Not Stated		
5762833	7/13/2012	13:50	Friday	FOLSOM ST & 6TH ST	98'	Direction: East	Daylight	Clear	Pty at Fault:1
	Other		Bicycle	Other Hazardous Movement	22517	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Parked Vehicle		West	Stopped in Road	Not State	Age:			
Veh Type:	Not Stated		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
Party 2	Bicyclist		West	Proceeding Straight	Male	Age: 45			
Veh Type:	Bicycle		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
5777991	8/10/2012	14:30	Friday	FOLSOM ST & 6TH ST	61'	Direction: East	Daylight	Clear	Pty at Fault:1
	Sideswipe		Bicycle	Unsafe Lane Change	21658A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		East	Changing Lanes	Female	Age: 54			
Veh Type:	Other Bus		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Bicyclist		East	Proceeding Straight	Male	Age: 59			
Veh Type:	Bicycle		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
6061808	8/27/2012	18:06	Monday	9TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Other		Bicycle	Other Hazardous Movement	21657	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Bicyclist		South	Proceeding Straight	Male	Age: 40			
Veh Type:	Bicycle		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
Party 2	Driver		North	Proceeding Straight	Male	Age: 28			
Veh Type:	Other Bus		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
6059085	10/20/2012	14:37	Saturday	FOLSOM ST & 6TH ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Broadside		Bicycle	Improper Turning	22107	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		South	Making Right Turn	Male	Age: 46			
Veh Type:	Not Stated		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
Party 2	Bicyclist		East	Proceeding Straight	Male	Age: 25			
Veh Type:	Bicycle		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
6059268	12/18/2012	07:30	Tuesday	FOLSOM ST & 8TH ST	230'	Direction: West	Daylight	Cloudy	Pty at Fault:1
	Sideswipe		Bicycle	Improper Turning	22107	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Bicyclist		East	Changing Lanes	Male	Age: 34			
Veh Type:	Bicycle		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
Party 2	Driver		East	Proceeding Straight	Male	Age: 38			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		

FOLSOM ST from 2ND ST to 11TH ST

130046803	1/17/2013	14:20	Thursday	FOLSOM ST & 8TH ST	10'	Direction: East	Daylight	Clear	Pty at Fault:1
	Broadside		Bicycle	Improper Turning	22107	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Driver		East	Ran Off Road	Male	Age: 27			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Violation	Lap/Shoulder	Harness Used	Cell Phone Not In Use		
Party 2	Bicyclist		East	Proceeding Straight	Male	Age: 60			
Veh Type:	Bicycle		Sobriety: HNBD	Assoc Factor: None Apparent	M/C Helmet Driver - No		Cell Phone Not In Use		
130570943	7/11/2013	17:50	Thursday	5TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Sideswipe		Bicycle	Traffic Signals and Signs	21453A	Hit & Run: Felony	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		East	Making Right Turn	Male	Age: 52			
Veh Type:			Sobriety: HNBD	Assoc Factor: None Apparent	M/C Helmet Driver - No		Cell Phone Not In Use		
Party 2	Driver		South	Proceeding Straight	Male	Age: 32			
Veh Type:	Passenger Car		Sobriety: Impairment Not Kno	Assoc Factor: Not Stated			Not Stated		
130572137	7/12/2013	09:17	Friday	10TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Cloudy	Pty at Fault:1
	Broadside		Bicycle	Traffic Signals and Signs	21453A	Hit & Run: No	Severe Injury	# Inj: 1	# Killed: 0
Party 1	Bicyclist		East	Proceeding Straight	Male	Age: 31			
Veh Type:	Bicycle		Sobriety: Not Stated	Assoc Factor: None Apparent			Cell Phone Not In Use		
Party 2	Driver		South	Proceeding Straight	Male	Age: 25			
Veh Type:	Passenger Car		Sobriety: Not Stated	Assoc Factor: None Apparent	Lap Belt Used		Cell Phone Not In Use		
Party 3	Parked Vehicle		Not State	Not Stated	Not State	Age:			
Veh Type:	Passenger Car		Sobriety: Not Stated	Assoc Factor: Not Stated			Not Stated		
130572347	7/12/2013	09:50	Friday	FOLSOM ST & 6TH ST	0'	Direction: Not State	Daylight	Cloudy	Pty at Fault:1
	Vehicle - Pedestrian		Bicycle	Improper Turning	22107	Hit & Run: Misde	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		East	Making Right Turn	Male	Age:			
Veh Type:	Passenger Car		Sobriety: Impairment Not Kno	Assoc Factor: None Apparent			Cell Phone Not In Use		
Party 2	Bicyclist		East	Proceeding Straight	Male	Age: 34			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	None In Vehicle		Cell Phone Not In Use		
130636539	8/2/2013	10:00	Friday	FOLSOM ST & 6TH ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Sideswipe		Bicycle	Auto R/W Violation	21803A	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver		East	Making Right Turn	Male	Age: 55			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Violation	Unknown		Cell Phone Not In Use		
Party 2	Bicyclist		East	Proceeding Straight	Male	Age: 35			
Veh Type:			Sobriety: HNBD	Assoc Factor: None Apparent	None In Vehicle		Cell Phone Not In Use		
130672248	8/14/2013	07:07	Wednesday	6TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Broadside		Bicycle	Improper Passing	21755	Hit & Run: No	Fatal	# Inj: 0	# Killed: 1
Party 1	Driver		East	Proceeding Straight	Female	Age: 24			
Veh Type:	4		Sobriety: Impairment Not Kno	Assoc Factor: None Apparent	M/C Helmet Driver - Yes		Cell Phone Not In Use		
Party 2	Driver		South	Making Right Turn	Male	Age: 45			
Veh Type:	Truck		Sobriety: HNBD	Assoc Factor: None Apparent	Unknown		Cell Phone Not In Use		

FOLSOM ST from 2ND ST to 11TH ST

130741138	9/5/2013	09:15	Thursday	8TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Broadside		Bicycle	Improper Turning	22107	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Bicyclist		South	Making Left Turn	Male	Age: 27			
Veh Type:	Bicycle		Sobriety: HNBD	Assoc Factor: None Apparent	M/C Helmet Driver - No		Cell Phone Not In Use		
Party 2	Driver		South	Proceeding Straight	Male	Age: 64			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		
130774468	9/14/2013	23:43	Saturday	FOLSOM ST & HAWTHORNE ST	0'	Direction: Not State	Dark - Street Light	Clear	Pty at Fault:1
	Broadside		Bicycle	Wrong Side of Road	216501	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Bicyclist		West	Parked	Male	Age: 27			
Veh Type:	4		Sobriety: Not Stated	Assoc Factor: Violation	M/C Helmet Driver - No		Cell Phone Not In Use		
Party 2	Driver		South	Proceeding Straight	Male	Age: 30			
Veh Type:	Passenger Car		Sobriety: Not Stated	Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		
130936947	11/4/2013	17:45	Monday	FOLSOM ST & 2ND ST	0'	Direction: East	Dark - Street Light	Clear	Pty at Fault:1
	Sideswipe		Bicycle	Other Hazardous Movement	21753	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Bicyclist		East	Merging	Male	Age: 36			
Veh Type:	4		Sobriety: Impairment Not Kno	Assoc Factor: Defective Vehicle	M/C Helmet Driver - Yes		Cell Phone Not In Use		
Party 2	Driver		East	Merging	Male	Age: 71			
Veh Type:	Pickup Truck		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		
140022542	1/8/2014	16:59	Wednesday	7TH ST & FOLSOM ST	0'	Direction: Not State	Dusk - Dawn	Cloudy	Pty at Fault:1
	Broadside		Bicycle	Other Hazardous Movement	21657	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Bicyclist		West	Traveling Wrong Way	Female	Age: 29			
Veh Type:	4		Sobriety: Impairment Not Kno	Assoc Factor: Violation			Cell Phone Not In Use		
Party 2	Driver		North	Proceeding Straight	Male	Age: 38			
Veh Type:	Other Bus		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		
140049881	1/17/2014	19:30	Friday	2ND ST & FOLSOM ST	0'	Direction: Not State	Dark - Street Light	Clear	Pty at Fault:1
	Broadside		Bicycle	Wrong Side of Road	216501	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Bicyclist		West	Traveling Wrong Way	Male	Age: 44			
Veh Type:	4		Sobriety: Impairment Not Kno	Assoc Factor: Violation	M/C Helmet Driver - No		Cell Phone Not In Use		
Party 2	Driver		South	Proceeding Straight	Female	Age: 31			
Veh Type:	1		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		
140228994	3/18/2014	08:52	Tuesday	FOLSOM ST & 8TH ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Broadside		Bicycle	Traffic Signals and Signs	21453A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		Not State	Proceeding Straight	Female	Age:			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Stop and Go Traffi	Lap/Shoulder Harness Used		Cell Phone Not In Use		
Party 2	Bicyclist		East	Proceeding Straight	Female	Age: 35			
Veh Type:			Sobriety: HNBD	Assoc Factor: None Apparent	M/C Helmet Driver - Yes		Cell Phone Not In Use		

FOLSOM ST from 2ND ST to 11TH ST

140272270	4/1/2014	19:54	Tuesday	7TH ST & FOLSOM ST	0'	Direction: Not State	Dark - Street Light	Raining	Pty at Fault:1
	Sideswipe		Bicycle	Improper Turning	22107	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		East	Making Right Turn	Male	Age: 64			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Shoulder Harness Used		Cell Phone Not In Use		
Party 2	Bicyclist		North	Proceeding Straight	Male	Age: 23			
Veh Type:	Bicycle		Sobriety: HNBD	Assoc Factor: Not Stated	M/C Helmet Driver - Yes		Cell Phone Not In Use		
140519088	6/23/2014	01:44	Monday	8TH ST & FOLSOM ST	0'	Direction: Not State	Not Stated	Clear	Pty at Fault:1
	Broadside		Bicycle	Traffic Signals and Signs	21453A	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Bicyclist		South	Proceeding Straight	Male	Age: 47			
Veh Type:	Bicycle		Sobriety: HBD Impairment Un	Assoc Factor: None Apparent	M/C Helmet Driver - No		Cell Phone Not In Use		
Party 2	Driver		East	Proceeding Straight	Male	Age: 56			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		
140536032	6/28/2014	15:51	Saturday	5TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Sideswipe		Bicycle	Improper Turning	22107	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		North	Making Right Turn	Male	Age: 71			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		
Party 2	Bicyclist		East	Making Right Turn	Male	Age: 65			
Veh Type:	Bicycle		Sobriety: HNBD	Assoc Factor: None Apparent			Cell Phone Not In Use		
140587392	7/11/2014	17:30	Friday	2ND ST & FOLSOM ST	0'	Direction: Not State	Dusk - Dawn	Clear	Pty at Fault:
	Rear-End		Bicycle	Unknown		Hit & Run: Felony	Property Damage Only	# Inj: 1	# Killed: 0
Party 1	Driver		North	Proceeding Straight	Not State	Age:			
Veh Type:	Passenger Car		Sobriety: Impairment Not Kno	Assoc Factor: None Apparent			Cell Phone Not In Use		
Party 2	Bicyclist		North	Not Stated	Male	Age: 26			
Veh Type:			Sobriety: Not Stated	Assoc Factor: Not Stated	M/C Helmet Driver - No		Not Stated		
Party 3	Driver		Not State	Not Stated	Not State	Age:			
Veh Type:	Bicycle		Sobriety: Not Stated	Assoc Factor: Not Stated			Not Stated		
140757175	9/8/2014	16:51	Monday	8TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Sideswipe		Bicycle	Improper Turning	22107	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Driver		South	Changing Lanes	Male	Age: 28			
Veh Type:	Bicycle		Sobriety: HNBD	Assoc Factor: None Apparent	M/C Helmet Driver - Yes		Cell Phone Not In Use		
Party 2	Driver		South	Proceeding Straight	Male	Age: 65			
Veh Type:	Pickup Truck		Sobriety: HNBD	Assoc Factor: None Apparent	Lap Belt Used		Cell Phone Not In Use		
140965271	11/14/2014	14:44	Friday	HALLAM ST & FOLSOM ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Broadside		Bicycle	Other Hazardous Movement	21202A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Bicyclist		West	Proceeding Straight	Male	Age: 45			
Veh Type:	Bicycle		Sobriety: HNBD	Assoc Factor: None Apparent	M/C Helmet Driver - No		Cell Phone Not In Use		
Party 2	Driver		North	Slowing/Stopping	Male	Age: 46			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		

FOLSOM ST from 2ND ST to 11TH ST

141021933	12/4/2014	07:40	Thursday	FOLSOM ST & 3RD ST	0'	Direction: Not State	Daylight	Cloudy	Pty at Fault:1
	Sideswipe		Bicycle		B	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Driver		North	Passing Other Vehicle	Male	Age: 46			
Veh Type:	Passenger Car	Sobriety:	HNBD	Assoc Factor: None Apparent	Lap/Shoulder	Harness Used	Cell Phone Not In Use		
Party 2	Driver		North	Proceeding Straight	Male	Age: 65			
Veh Type:	Bicycle	Sobriety:	HNBD	Assoc Factor: None Apparent	M/C Helmet	Driver - Yes	Cell Phone Not In Use		
150144120	2/12/2015	06:50	Thursday	7TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:
	Sideswipe		Bicycle	Not Stated		Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		North	Changing Lanes	Male	Age: 56			
Veh Type:	Other Bus	Sobriety:	HNBD	Assoc Factor: Not Stated	Unknown		Cell Phone Not In Use		
Party 2	Bicyclist		North	Proceeding Straight	Male	Age: 44			
Veh Type:	Bicycle	Sobriety:	HNBD	Assoc Factor: Not Stated	None In Vehicle		Cell Phone Not In Use		
150196137	3/4/2015	12:00	Wednesday	FOLSOM ST & 7TH ST	80'	Direction: North	Daylight	Clear	Pty at Fault:1
	Other		Bicycle	Unsafe Lane Change	A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Bicyclist		West	Changing Lanes	Male	Age: 31			
Veh Type:	Bicycle	Sobriety:	HNBD	Assoc Factor: None Apparent	M/C Helmet	Driver - Yes	Cell Phone Not In Use		
Party 2	Driver		West	Proceeding Straight	Male	Age: 36			
Veh Type:	Motorcycle	Sobriety:	HNBD	Assoc Factor: None Apparent	M/C Helmet	Driver - Yes	Cell Phone Not In Use		
150224277	3/13/2015	10:30	Friday	8TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Sideswipe		Bicycle	Traffic Signals and Signs	A	Hit & Run: No	Severe Injury	# Inj: 1	# Killed: 0
Party 1	Bicyclist		East	Proceeding Straight	Male	Age: 63			
Veh Type:	Bicycle	Sobriety:	Impairment Not Kno	Assoc Factor: None Apparent	Not Required		Cell Phone Not In Use		
Party 2	Driver		South	Proceeding Straight	Male	Age: 35			
Veh Type:	Passenger Car	Sobriety:	HNBD	Assoc Factor: Violation	Not Required		Cell Phone Not In Use		
Party 3	Parked Vehicle		South	Parked	Male	Age:			
Veh Type:	Passenger Car	Sobriety:	Not Stated	Assoc Factor: None Apparent	Not Required		Not Stated		
150229437	3/14/2015	20:38	Saturday	FOLSOM ST & 3RD ST	0'	Direction: Not State	Dark - Street Light	Clear	Pty at Fault:1
	Other		Bicycle	Other Hazardous Movement	22517	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Driver		East	Parked	Male	Age: 59			
Veh Type:	Passenger Car	Sobriety:	HNBD	Assoc Factor: Violation	Not Required		Cell Phone Not In Use		
Party 2	Bicyclist		East	Proceeding Straight	Male	Age: 23			
Veh Type:	Bicycle	Sobriety:	HNBD	Assoc Factor: None Apparent	M/C Helmet	Driver - No	Cell Phone Not In Use		
150309380	4/9/2015	09:00	Thursday	FOLSOM ST & LANGTON ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Sideswipe		Bicycle	Improper Turning	22107	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		East	Changing Lanes	Female	Age: 42			
Veh Type:	Passenger Car	Sobriety:	HNBD	Assoc Factor: None Apparent	Lap/Shoulder	Harness Used	Hazardous Material		
Party 2	Bicyclist		East	Proceeding Straight	Male	Age: 28			
Veh Type:	Bicycle	Sobriety:	HNBD	Assoc Factor: None Apparent	M/C Helmet	Driver - Yes	Not Stated		

FOLSOM ST from 2ND ST to 11TH ST

150500851	6/8/2015	16:12	Monday	7TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Other		Bicycle	Other Hazardous Movement	22517	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Parked Vehicle		North	Parked	Male	Age: 22			
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Not Required		Cell Phone Not In Use		
Party 2	Bicyclist		North	Proceeding Straight	Male	Age: 26			
	Veh Type: Bicycle		Sobriety: HNBD	Assoc Factor: None Apparent	M/C Helmet Driver - No		Cell Phone Not In Use		
150591361	7/7/2015	15:21	Tuesday	FOLSOM ST & 8TH ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Head-On		Bicycle	Wrong Side of Road	216501	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Bicyclist		West	Traveling Wrong Way	Male	Age: 19			
	Veh Type:		Sobriety: HNBD	Assoc Factor: None Apparent			Cell Phone Not In Use		
Party 2	Driver		East	Merging	Male	Age: 57			
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		
150611828	7/13/2015	23:05	Monday	10TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Broadside		Bicycle	Wrong Side of Road	216501	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Bicyclist		North	Traveling Wrong Way	Male	Age: 34			
	Veh Type: Bicycle		Sobriety: HNBD	Assoc Factor: Violation			Cell Phone Not In Use		
Party 2	Driver		South	Making Left Turn	Not State	Age:			
	Veh Type: Pickup Truck		Sobriety: Impairment Not Kno	Assoc Factor: None Apparent			Cell Phone Not In Use		
150830965	9/22/2015	08:23	Tuesday	6TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Cloudy	Pty at Fault:1
	Broadside		Bicycle	Traffic Signals and Signs	21453A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		South	Proceeding Straight	Male	Age: 49			
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: Inattention	Lap/Shoulder Harness Used		Cell Phone Not In Use		
Party 2	Bicyclist		East	Proceeding Straight	Female	Age: 35			
	Veh Type: Bicycle		Sobriety: HNBD	Assoc Factor: None Apparent	M/C Helmet Driver - Yes		Cell Phone Not In Use		
150834058	9/22/2015	23:02	Tuesday	FOLSOM ST & RAUSCH ST	0'	Direction: Not State	Dark - Street Light	Clear	Pty at Fault:1
	Broadside		Bicycle	Unsafe Lane Change	21658A	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Bicyclist		East	Changing Lanes	Male	Age: 54			
	Veh Type: Bicycle		Sobriety: HNBD	Assoc Factor: None Apparent	M/C Helmet Driver - No		Cell Phone Not In Use		
Party 2	Driver		East	Proceeding Straight	Male	Age: 28			
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		
150833975	9/22/2015	23:02	Tuesday	FOLSOM ST & RAUSCH ST	0'	Direction: Not State	Dark - Street Light	Clear	Pty at Fault:1
	Broadside		Bicycle		A	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Bicyclist		East	Changing Lanes	Male	Age: 54			
	Veh Type: Bicycle		Sobriety: HNBD	Assoc Factor: None Apparent	M/C Helmet Driver - No		Cell Phone Not In Use		
Party 2	Driver		East	Proceeding Straight	Male	Age: 28			
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		

FOLSOM ST from 2ND ST to 11TH ST

150841047	9/25/2015	09:00	Friday	3RD ST & FOLSOM ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Rear-End		Bicycle	Other Hazardous Movement	21461A	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver		North	Proceeding Straight	Male	Age: 25			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap Belt Used		Cell Phone Not In Use		
Party 2	Bicyclist		North	Proceeding Straight	Male	Age: 32			
Veh Type:			Sobriety: HNBD	Assoc Factor: None Apparent	Not Required		Cell Phone Not In Use		
150903493	10/15/2015	17:18	Thursday	FOLSOM ST & FALMOUTH ST	0'	Direction: Not State	Dusk - Dawn	Clear	Pty at Fault:1
	Sideswipe		Bicycle		B	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Other		Not State	Stopped In Road	Not State	Age:			
Veh Type:			Sobriety: Not Stated	Assoc Factor: None Apparent			Cell Phone Not In Use		
Party 2	Driver		East	Changing Lanes	Male	Age: 53			
Veh Type:	Passenger Car		Sobriety: HBD Not Under Infl	Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		
Party 3	Bicyclist		East	Passing Other Vehicle	Male	Age: 54			
Veh Type:	Bicycle		Sobriety: HBD Not Under Infl	Assoc Factor: None Apparent	M/C Helmet Passenger - Yes		Cell Phone Not In Use		
151003670	11/18/2015	09:04	Wednesday	FOLSOM ST & COLUMBIA SQUARE ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:
	Other		Bicycle	Unknown		Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		East	Making Right Turn	Male	Age: 37			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Vision Obscureme			Cell Phone Not In Use		
Party 2	Bicyclist		East	Proceeding Straight	Male	Age: 34			
Veh Type:	Bicycle		Sobriety: HNBD	Assoc Factor: None Apparent	None In Vehicle		Cell Phone Not In Use		
160070628	1/25/2016	09:26	Monday	FOLSOM ST & COLUMBIA SQUARE ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Sideswipe		Bicycle	Improper Turning	22107	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Driver		South	Making Right Turn	Female	Age: 37			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Unknown		Cell Phone Not In Use		
Party 2	Bicyclist		East	Proceeding Straight	Male	Age: 58			
Veh Type:	Bicycle		Sobriety: HNBD	Assoc Factor: None Apparent	M/C Helmet Driver - Yes		Cell Phone Not In Use		
160081186	1/28/2016	14:14	Thursday	5TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Cloudy	Pty at Fault:1
	Broadside		Bicycle	Other Hazardous Movement	21658A	Hit & Run: No	Severe Injury	# Inj: 1	# Killed: 0
Party 1	Driver		South	Changing Lanes	Male	Age: 60			
Veh Type:	Bicycle		Sobriety: HBD Not Under Infl	Assoc Factor: None Apparent	None In Vehicle		Cell Phone Not In Use		
Party 2	Driver		South	Proceeding Straight	Male	Age: 33			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		
160141235	2/17/2016	08:32	Wednesday	FOLSOM ST & 2ND ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Sideswipe		Bicycle	Improper Turning	22107	Hit & Run: No	Property Damage Only	# Inj: 1	# Killed: 0
Party 1	Driver		East	Proceeding Straight	Female	Age: 26			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Uninvolved Vehicl	Lap/Shoulder Harness Used		Cell Phone Not In Use		
Party 2	Bicyclist		East	Proceeding Straight	Male	Age: 42			
Veh Type:	Bicycle		Sobriety: HNBD	Assoc Factor: None Apparent	M/C Helmet Driver - Yes		Cell Phone Not In Use		

Segment Length: 1.34 miles (7,065')

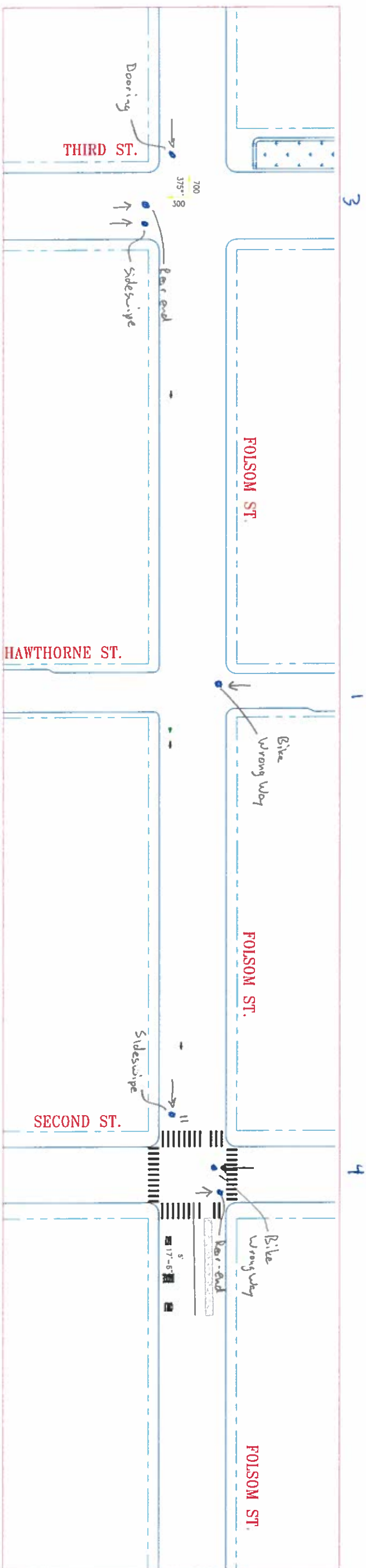
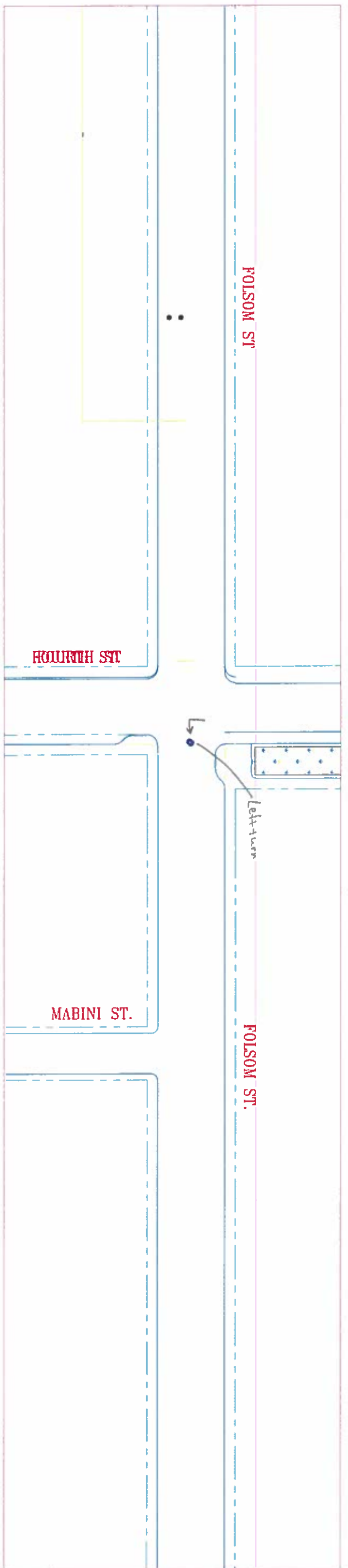
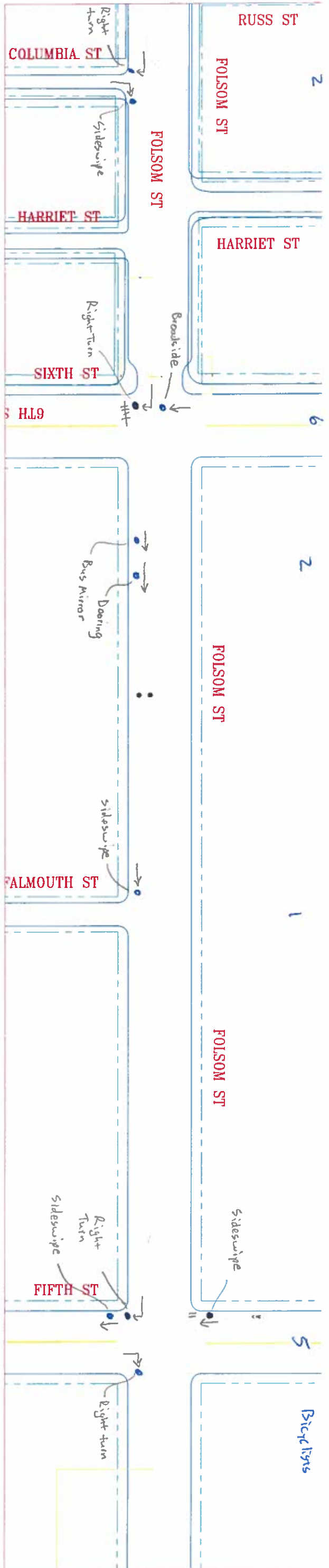
Settings for Query:

Street: FOLSOM ST between 2ND ST and 11TH ST

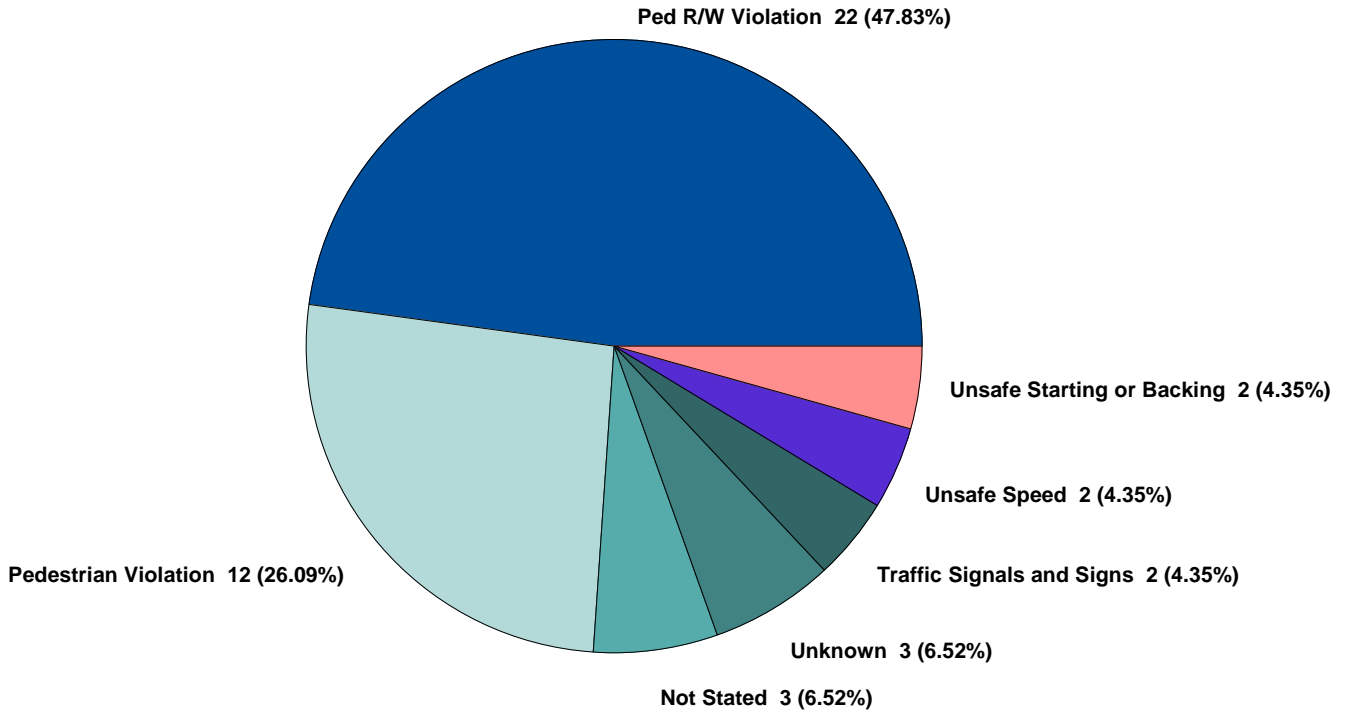
Include Intersection Related: True

Involved With: Bicycle

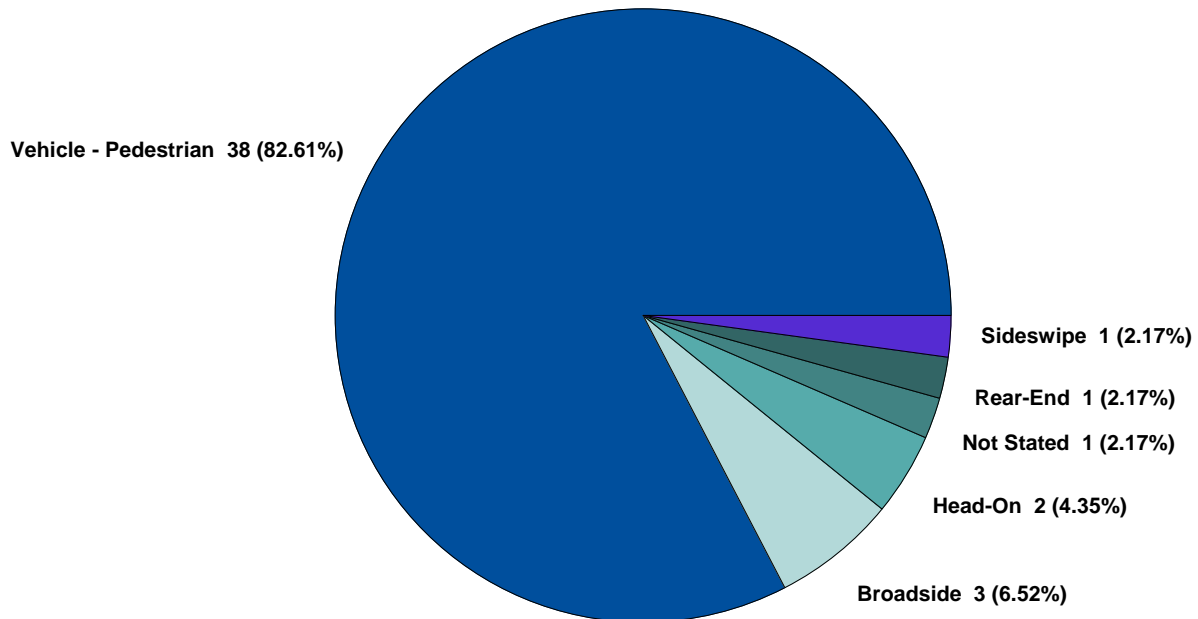
Sorted By: Date and Time



**City and County of San Francisco
San Francisco Municipal Transportation Agency**



Primary Collision Factors



Collision Types

**4/1/2011 to 3/31/2016 Total Collisions: 46
FOLSOM ST between 2ND ST and 11TH ST**

Segment Length: 1.34 miles (7,065')

Settings for Query:

Street: FOLSOM ST between 2ND ST and 11TH ST

Include Intersection Related: True

Involved With: Pedestrian

Sorted By: Date and Time

**City and County of San Francisco
San Francisco Municipal Transportation Agency**

From 4/1/2011 to 3/31/2016

**Total Collisions: 46
Injury Collisions: 42
Fatal Collisions: 0**

Collision Summary Report

10/26/16

FOLSOM ST from 2ND ST to 11TH ST

Page 1 of 8

5130469	4/1/2011	23:35	Friday	FOLSOM ST & 3RD ST	5'	Direction: East	Dark - Street Light	Clear	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Pedestrian Violation	21453D	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Pedestrian		North	Proceeding Straight	Male	Age: 36			
Veh Type: Pedestrian		Sobriety: HNBD		Assoc Factor: Not Stated	Not Stated		Not Stated		
Party 2	Driver		West	Proceeding Straight	Male	Age: 58			
Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
5160309	4/17/2011	17:42	Sunday	FOLSOM ST & 8TH ST	7'	Direction: East	Daylight	Clear	Pty at Fault:1
	Broadside		Pedestrian	Ped R/W Violation	21950A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		East	Making Left Turn	Female	Age: 48			
Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		South	Proceeding Straight	Female	Age: 76			
Veh Type: Pedestrian		Sobriety: HNBD		Assoc Factor: Not Stated	Not Stated		Not Stated		
5161287	4/27/2011	08:30	Wednesday	FOLSOM ST & MABINI ST	4'	Direction: West	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Pedestrian Violation	21950B	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Pedestrian		North	Proceeding Straight	Male	Age: 78			
Veh Type: Pedestrian		Sobriety: HNBD		Assoc Factor: Not Stated	Not Stated		Not Stated		
Party 2	Bicyclist		East	Proceeding Straight	Male	Age: 28			
Veh Type: Bicycle		Sobriety: HNBD		Assoc Factor: Not Stated	Not Stated		Not Stated		
5231036	6/9/2011	22:23	Thursday	6TH ST & FOLSOM ST	0'	Direction: Not State	Dark - Street Light	Cloudy	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Pedestrian Violation	21453D	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Pedestrian		East	Proceeding Straight	Male	Age: 55			
Veh Type: Pedestrian		Sobriety: Impairment Not Kno		Assoc Factor: Not Stated	Not Stated		Not Stated		
Party 2	Driver		North	Proceeding Straight	Male	Age: 75			
Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
5254264	6/24/2011	18:15	Friday	FOLSOM ST & 8TH ST	2'	Direction: East	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Ped R/W Violation	21950A	Hit & Run: No	Severe Injury	# Inj: 1	# Killed: 0
Party 1	Driver		East	Making Left Turn	Male	Age: 67			
Veh Type: Passenger Car		Sobriety: Not Applicable		Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		South	Other	Female	Age: 33			
Veh Type: Pedestrian		Sobriety: Not Applicable		Assoc Factor: Not Stated	Not Stated		Not Stated		

FOLSOM ST from 2ND ST to 11TH ST

5281308	7/17/2011	00:37	Sunday	FOLSOM ST & 6TH ST	62'	Direction: West	Dark - Street Light	Clear	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Unsafe Speed	22350	Hit & Run: Felony	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		East	Proceeding Straight	Male	Age:			
	Veh Type: Passenger Car		Sobriety: Impairment Not Kno	Assoc Factor: Not Stated	Not Stated		Not Stated		
Party 2	Pedestrian		North	Proceeding Straight	Male	Age: 42			
	Veh Type: Pedestrian		Sobriety: HBD Impairment Un	Assoc Factor: Not Stated	Not Stated		Not Stated		
5303237	8/28/2011	15:50	Sunday	FOLSOM ST & 10TH ST	2'	Direction: West	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Ped R/W Violation	21950A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		East	Making Right Turn	Male	Age: 16			
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		North	Proceeding Straight	Female	Age: 72			
	Veh Type: Pedestrian		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
5477441	12/9/2011	19:30	Friday	FOLSOM ST & COLUMBIA SQUARE ST	0'	Direction: Not State	Dark - Street Light	Clear	Pty at Fault:1
	Rear-End	Pedestrian		Unsafe Starting or Backing	22106	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		North	Backing	Male	Age: 50			
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		East	Stopped in Road	Female	Age: 81			
	Veh Type: Pedestrian		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
5590004	2/22/2012	08:19	Wednesday	FOLSOM ST & 8TH ST	6'	Direction: East	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Ped R/W Violation	21950A	Hit & Run: No	Severe Injury	# Inj: 1	# Killed: 0
Party 1	Driver		East	Making Left Turn	Female	Age: 38			
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		North	Proceeding Straight	Male	Age: 63			
	Veh Type: Pedestrian		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
5590028	2/27/2012	09:13	Monday	7TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Ped R/W Violation	21950A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		North	Making Right Turn	Male	Age: 66			
	Veh Type: Not Stated		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		West	Other	Female	Age: 60			
	Veh Type: Pedestrian		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
5730241	5/24/2012	21:20	Thursday	FOLSOM ST & 4TH ST	10'	Direction: East	Dark - Street Light	Clear	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Pedestrian Violation	21954A	Hit & Run: Felony	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Pedestrian		South	Proceeding Straight	Male	Age: 24			
	Veh Type: Pedestrian		Sobriety: HBD Under Influenc	Assoc Factor: Not Stated	Not Stated		Not Stated		
Party 2	Driver		East	Proceeding Straight	Male	Age:			
	Veh Type: Not Stated		Sobriety: Impairment Not Kno	Assoc Factor: Not Stated	Not Stated		Not Stated		

FOLSOM ST from 2ND ST to 11TH ST

5739535	5/30/2012	17:07	Wednesday	FOLSOM ST & 7TH ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:
	Broadside		Pedestrian	Unknown		Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		North	Making Left Turn	Male	Age: 46			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		East	Proceeding Straight	Male	Age: 55			
Veh Type:	Pedestrian		Sobriety: Not Applicable	Assoc Factor: Not Stated	Not Stated		Not Stated		
6080457	7/6/2012	19:21	Friday	FOLSOM ST & 11TH ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Ped R/W Violation	21950A	Hit & Run: No	Severe Injury	# Inj: 1	# Killed: 0
Party 1	Driver		North	Making Left Turn	Male	Age: 25			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Deployed		Not Stated		
Party 2	Pedestrian		South	Not Stated	Male	Age: 31			
Veh Type:	Pedestrian		Sobriety: Not Stated	Assoc Factor: Not Stated	Not Stated		Not Stated		
6067135	9/12/2012	11:15	Wednesday	FOLSOM ST & HAWTHORNE ST	155'	Direction: East	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Pedestrian Violation	21954A	Hit & Run: Felony	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Pedestrian		East	Stopped in Road	Male	Age: 34			
Veh Type:	Pedestrian		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
Party 2	Driver		East	Proceeding Straight	Not State	Age:			
Veh Type:	Passenger Car		Sobriety: Impairment Not Kno	Assoc Factor: Not Stated	Not Stated		Not Stated		
6068235	9/17/2012	23:03	Monday	FOLSOM ST & 2ND ST	0'	Direction: Not State	Dark - Street Light	Clear	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Unknown	20002A	Hit & Run: Misde	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Driver		East	Making Right Turn	Not State	Age:			
Veh Type:	Not Stated		Sobriety: HBD Impairment Un	Assoc Factor: Not Stated	Not Stated		Not Stated		
Party 2	Pedestrian		North	Proceeding Straight	Male	Age: 16			
Veh Type:	Pedestrian		Sobriety: HBD Impairment Un	Assoc Factor: Not Stated	Not Stated		Not Stated		
6049501	10/24/2012	12:31	Wednesday	FOLSOM ST & 5TH ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Ped R/W Violation	21950A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		East	Making U Turn	Male	Age: 30			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		North	Proceeding Straight	Female	Age: 48			
Veh Type:	Pedestrian		Sobriety: Not Applicable	Assoc Factor: Not Stated	Not Stated		Not Stated		
6049403	10/25/2012	07:10	Thursday	FOLSOM ST & 10TH ST	5'	Direction: East	Daylight	Cloudy	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Ped R/W Violation	21950A	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Driver		South	Making Left Turn	Female	Age: 64			
Veh Type:	Not Stated		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		South	Proceeding Straight	Male	Age: 64			
Veh Type:	Pedestrian		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		

FOLSOM ST from 2ND ST to 11TH ST

6072928	11/16/2012	18:14	Friday	FOLSOM ST & 5TH ST	5'	Direction: East	Dark - Street Light	Raining	Pty at Fault:1
	Broadside		Pedestrian	Ped R/W Violation	21950A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		East	Making Left Turn	Female	Age: 31			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		North	Not Stated	Male	Age: 40			
Veh Type:	Pedestrian		Sobriety: Not Stated	Assoc Factor: Not Stated	Not Stated		Not Stated		
130200479	3/9/2013	23:51	Saturday	10TH ST & FOLSOM ST	0'	Direction: Not State	Dark - Street Light	Clear	Pty at Fault:1
	Head-On		Pedestrian	Pedestrian Violation	21950B	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Pedestrian		East	Proceeding Straight	Male	Age: 36			
Veh Type:			Sobriety: HBD Impairment Un	Assoc Factor: None Apparent			Cell Phone Not In Use		
Party 2	Driver		South	Proceeding Straight	Male	Age: 51			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap Belt Used		Cell Phone Not In Use		
130317905	4/18/2013	20:20	Thursday	FOLSOM ST & 8TH ST	0'	Direction: Not State	Dark - Street Light	Clear	Pty at Fault:0
	Vehicle - Pedestrian		Pedestrian	Ped R/W Violation	21950A	Hit & Run: Misde	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		Not State	Making Left Turn	Male	Age:			
Veh Type:	Passenger Car		Sobriety: Impairment Not Kno	Assoc Factor: Violation			Cell Phone Not In Use		
Party 2	Pedestrian		Not State	Proceeding Straight	Male	Age: 32			
Veh Type:			Sobriety: HNBD	Assoc Factor: None Apparent	None In Vehicle		Cell Phone Not In Use		
130361617	5/3/2013	07:45	Friday	FOLSOM ST & 6TH ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Ped R/W Violation	21950A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		Not State	Making Right Turn	Not State	Age:			
Veh Type:			Sobriety: Impairment Not Kno	Assoc Factor: None Apparent			Not Stated		
Party 2	Pedestrian		West	Proceeding Straight	Male	Age: 36			
Veh Type:			Sobriety: HNBD	Assoc Factor: None Apparent			Cell Phone Not In Use		
130362687	5/3/2013	17:23	Friday	7TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Ped R/W Violation	21950A	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Driver		North	Making Left Turn	Male	Age: 50			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		
Party 2	Pedestrian		West	Proceeding Straight	Female	Age: 47			
Veh Type:			Sobriety: HNBD	Assoc Factor: None Apparent			Cell Phone Not In Use		
130443384	5/29/2013	17:16	Wednesday	FOLSOM ST & 8TH ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Traffic Signals and Signs	21453A	Hit & Run: Felony	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Driver		Not State	Making Right Turn	Male	Age:			
Veh Type:			Sobriety: Impairment Not Kno	Assoc Factor: Violation	Not Required		Not Stated		
Party 2	Pedestrian		Not State	Proceeding Straight	Male	Age: 46			
Veh Type:			Sobriety: HNBD	Assoc Factor: Not Stated			Cell Phone Not In Use		

FOLSOM ST from 2ND ST to 11TH ST

130518921	6/24/2013	14:50	Monday	FOLSOM ST & RUSS ST	20'	Direction: East	Daylight	Raining	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Pedestrian Violation	21954A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Pedestrian		North	Proceeding Straight	Female	Age: 52			
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent			Cell Phone Not In Use		
Party 2	Driver		East	Making Left Turn	Male	Age: 42			
Veh Type: 1		Sobriety: HNBD		Assoc Factor: None Apparent	Lap/Shoulder	Harness Used	Cell Phone Not In Use		
130655244	8/8/2013	17:26	Thursday	FOLSOM ST & HAWTHORNE ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:
	Vehicle - Pedestrian	Pedestrian		Not Stated		Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		Not State	Proceeding Straight	Male	Age: 51			
Veh Type: 4D		Sobriety: HNBD		Assoc Factor: Stop and Go Traffic	Lap/Shoulder	Harness Used	Not Stated		
Party 2	Pedestrian		Not State	Not Stated	Female	Age: 67			
Veh Type:		Sobriety: Not Stated		Assoc Factor: Other			Not Stated		
130910208	10/27/2013	00:20	Sunday	6TH ST & FOLSOM ST	0'	Direction: Not State	Dark - Street Light	Clear	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Traffic Signals and Signs	21453A	Hit & Run: Felony	Severe Injury	# Inj: 1	# Killed: 0
Party 1	Bicyclist		South	Proceeding Straight	Male	Age:			
Veh Type:		Sobriety: Impairment Not Kno		Assoc Factor: None Apparent			Cell Phone Not In Use		
Party 2	Pedestrian		East	Proceeding Straight	Female	Age: 22			
Veh Type:		Sobriety: HBD Not Under Influ		Assoc Factor: None Apparent			Cell Phone Not In Use		
130982116	11/19/2013	22:22	Tuesday	5TH ST & FOLSOM ST	0'	Direction: Not State	Dark - Street Light	Raining	Pty at Fault:1
	Head-On		Pedestrian	Ped R/W Violation	21950A	Hit & Run: Felony	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		North	Making Left Turn	Not State	Age:			
Veh Type: 1		Sobriety: Impairment Not Kno		Assoc Factor: None Apparent			Cell Phone Not In Use		
Party 2	Pedestrian		West	Proceeding Straight	Female	Age: 26			
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent	In Vehicle Used		Cell Phone Not In Use		
140107207	2/5/2014	20:11	Wednesday	FOLSOM ST & HAWTHORNE ST	0'	Direction: Not State	Dark - Street Light	Raining	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Not Stated	21950C	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver		East	Making Left Turn	Female	Age: 39			
Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: Violation	Lap/Shoulder	Harness Used	Cell Phone Not In Use		
Party 2	Pedestrian		South	Proceeding Straight	Female	Age: 44			
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent			Cell Phone Not In Use		
140120635	2/10/2014	16:02	Monday	FOLSOM ST & 5TH ST	4'	Direction: East	Daylight	Clear	Pty at Fault:1
	Not Stated		Pedestrian	Not Stated	21960A	Hit & Run: Felony	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Driver		East	Making Left Turn	Not State	Age:			
Veh Type: 1		Sobriety: Impairment Not Kno		Assoc Factor: Not Stated			Not Stated		
Party 2	Pedestrian		North	Proceeding Straight	Female	Age: 49			
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent	Not Required		Cell Phone Not In Use		

FOLSOM ST from 2ND ST to 11TH ST

140446425	5/28/2014	17:19	Wednesday	FOLSOM ST & 3RD ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Unsafe Speed	22350	Hit & Run: Felony	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		East	Proceeding Straight		Age:			
	Veh Type: Other		Sobriety: Not Applicable	Assoc Factor: None Apparent			Not Stated		
Party 2	Pedestrian		Other		Male	Age: 37			
	Veh Type: Pedestrian		Sobriety: Not Applicable	Assoc Factor: None Apparent			Cell Phone Not In Use		
140730717	8/30/2014	16:36	Saturday	5TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Ped R/W Violation	21950A	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Driver		South	Making Right Turn	Male	Age: 54			
	Veh Type:		Sobriety: HNBD	Assoc Factor: Not Stated	Unknown		Cell Phone Not In Use		
Party 2	Pedestrian		Not State	Not Stated	Female	Age: 79			
	Veh Type:		Sobriety: Not Stated	Assoc Factor: Not Stated					
140879309	10/17/2014	16:13	Friday	FOLSOM ST & 8TH ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Ped R/W Violation	21950A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		East	Making Left Turn	Female	Age: 59			
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		
Party 2	Pedestrian		South	Proceeding Straight	Female	Age: 26			
	Veh Type:		Sobriety: HNBD	Assoc Factor: None Apparent			Cell Phone Not In Use		
7037676	11/12/2014	22:10	Wednesday	FOLSOM ST & 10TH ST	23'	Direction: East	Dark - No Street Li	Raining	Pty at Fault:1
	Sideswipe	Pedestrian		Pedestrian Violation	21955	Hit & Run: No	Test Report	# Inj: 1	# Killed: 0
Party 1	Pedestrian		North	Proceeding Straight	Male	Age: 35			
	Veh Type: Pedestrian		Sobriety: HBD Under Influen	Assoc Factor: Not Stated	Not Stated		Not Stated		
Party 2	Driver		East	Making Left Turn	Male	Age: 36			
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
141069789	12/21/2014	21:09	Sunday	11TH ST & FOLSOM ST	0'	Direction: Not State	Dark - Street Light	Raining	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Ped R/W Violation	21950A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		West	Making Left Turn	Male	Age: 54			
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		
Party 2	Pedestrian		North	Proceeding Straight	Male	Age: 30			
	Veh Type:		Sobriety: HNBD	Assoc Factor: None Apparent	Not Required		Cell Phone Not In Use		
141088842	12/27/2014	14:18	Saturday	FOLSOM ST & 9TH ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Ped R/W Violation	21950A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		North	Making Right Turn	Male	Age: 57			
	Veh Type:		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		
Party 2	Pedestrian		Not State	Entering Traffic	Male	Age: 24			
	Veh Type:		Sobriety: HNBD	Assoc Factor: None Apparent			Cell Phone Not In Use		

FOLSOM ST from 2ND ST to 11TH ST

150545829	6/23/2015	08:02	Tuesday	11TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Ped R/W Violation	21950A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		East	Making Left Turn	Male	Age: 42			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder	Harness Used	Cell Phone Not In Use		
Party 2	Pedestrian		North	Proceeding Straight	Female	Age: 33			
Veh Type:			Sobriety: HNBD	Assoc Factor: None Apparent	None In Vehicle		Cell Phone Not In Use		
150663841	7/30/2015	20:00	Thursday	FOLSOM ST & 5TH ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:
	Vehicle - Pedestrian		Pedestrian	Unknown		Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Driver		East	Making Left Turn	Female	Age: 22			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder	Harness Used	Cell Phone Not In Use		
Party 2	Pedestrian		North	Proceeding Straight	Male	Age: 68			
Veh Type:			Sobriety: HBD Not Under Infl	Assoc Factor: None Apparent			Cell Phone Not In Use		
150691648	8/8/2015	21:25	Saturday	FOLSOM ST & 8TH ST	0'	Direction: Not State	Dark - Street Light	Clear	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Ped R/W Violation	21950A	Hit & Run: Felony	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		East	Making Left Turn	Not State	Age:			
Veh Type:	Passenger Car		Sobriety: Impairment Not Kno	Assoc Factor: Violation			Not Stated		
Party 2	Pedestrian		North	Other	Female	Age: 74			
Veh Type:			Sobriety: HNBD	Assoc Factor: None Apparent			Cell Phone Not In Use		
150874816	10/6/2015	12:12	Tuesday	9TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Ped R/W Violation	21950A	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Driver		East	Making Left Turn	Male	Age:			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder	Harness Used	Cell Phone Not In Use		
Party 2	Driver		West	Proceeding Straight	Female	Age: 76			
Veh Type:			Sobriety: HNBD	Assoc Factor: None Apparent	Not Required		Cell Phone Not In Use		
150879195	10/7/2015	19:03	Wednesday	FOLSOM ST & 8TH ST	6'	Direction: East	Dark - Street Light	Clear	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Ped R/W Violation	21950A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		East	Making Left Turn	Male	Age: 38			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Violation	Lap/Shoulder	Harness Used	Cell Phone Not In Use		
Party 2	Pedestrian		North	Not Stated	Male	Age: 37			
Veh Type:			Sobriety: Impairment Not Kno	Assoc Factor: None Apparent			Cell Phone Not In Use		
150895771	10/13/2015	10:50	Tuesday	FOLSOM ST & 3RD ST	10'	Direction: East	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Pedestrian Violation	214615	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Pedestrian		South	Proceeding Straight	Female	Age: 26			
Veh Type:	Pedestrian		Sobriety: HNBD	Assoc Factor: None Apparent			Cell Phone Not In Use		
Party 2	Driver		East	Proceeding Straight	Male	Age: 47			
Veh Type:	Motorcycle		Sobriety: HNBD	Assoc Factor: Vision Obscureme	M/C Helmet Driver - Yes		Cell Phone Not In Use		

FOLSOM ST from 2ND ST to 11TH ST

151065965	12/9/2015	16:21	Wednesday	FOLSOM ST & 10TH ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Ped R/W Violation	21950A	Hit & Run: No	Property Damage Only	# Inj: 1	# Killed: 0
Party 1	Driver		East	Proceeding Straight	Male	Age: 63			
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder	Harness Used	Cell Phone Not In Use		
Party 2	Pedestrian		South	Proceeding Straight	Female	Age: 27			
	Veh Type:		Sobriety: HNBD	Assoc Factor: None Apparent			Cell Phone Not In Use		
160048603	1/18/2016	02:10	Monday	FOLSOM ST & 8TH ST	74'	Direction: East	Dark - Street Light	Raining	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Unsafe Starting or Backing	22106	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		West	Backing	Male	Age: 57			
	Veh Type: Passenger Car		Sobriety: HBD Not Under Influ	Assoc Factor: Runaway Vehicle	None In Vehicle		Cell Phone Not In Use		
Party 2	Pedestrian		East	Other	Female	Age: 22			
	Veh Type:		Sobriety: HBD Impairment Un	Assoc Factor: Violation	Not Required		Cell Phone Not In Use		
160051872	1/19/2016	09:42	Tuesday	5TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Raining	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Pedestrian Violation	21950A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		North	Making Left Turn	Male	Age: 64			
	Veh Type: Other Bus		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder	Harness Used	Cell Phone Not In Use		
Party 2	Pedestrian		East	Proceeding Straight	Female	Age: 31			
	Veh Type: Pedestrian		Sobriety: HNBD	Assoc Factor: None Apparent	Not Required		Cell Phone Not In Use		
160189768	3/4/2016	21:33	Friday	FOLSOM ST & MOSS ST	0'	Direction: Not State	Dark - Street Light	Clear	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Pedestrian Violation	21955	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Pedestrian		North	Other	Female	Age: 25			
	Veh Type:		Sobriety: HNBD	Assoc Factor: Not Stated			Cell Phone Not In Use		
Party 2	Driver		East	Making Left Turn	Male	Age: 48			
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder	Harness Used	Cell Phone Not In Use		
160196644	3/7/2016	14:07	Monday	5TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Raining	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Pedestrian Violation	21950A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		North	Making Left Turn	Female	Age: 64			
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap Belt Used		Cell Phone Not In Use		
Party 2	Pedestrian		West	Proceeding Straight	Female	Age: 61			
	Veh Type:		Sobriety: HNBD	Assoc Factor: None Apparent	Not Required		Cell Phone Not In Use		

Segment Length: 1.34 miles (7,065')

Settings for Query:

Street: FOLSOM ST between 2ND ST and 11TH ST
Include Intersection Related: True
Involved With: Pedestrian
Sorted By: Date and Time

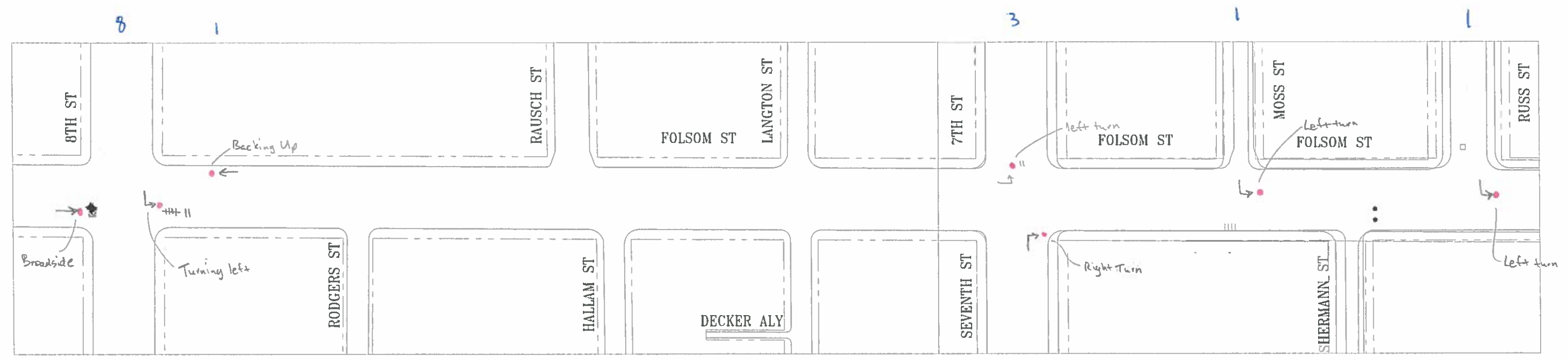
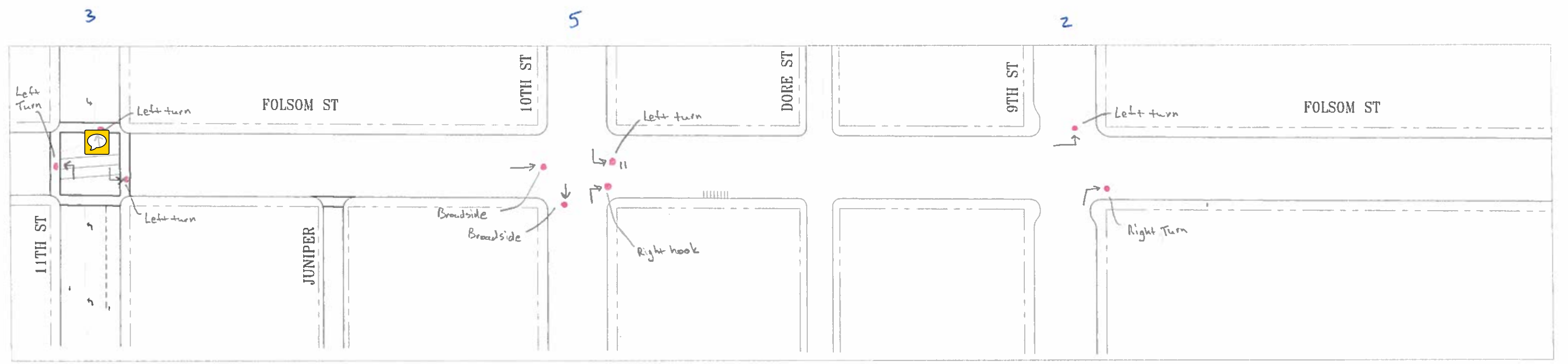


EXHIBIT 7-B FIELD REVIEW FORM
Please complete information required in the shaded boxes

Local Agency		Field Review Date	
Project Number		Locator (Dst/Co/Rte/PM)	
Project Name		Bridge No.(s)	
1. PROJECT LIMITS (see attached list for various locations)			
Net Length (miles)		On NHS?	Yes No
2. WORK DESCRIPTION			
ITS project or ITS element (Signal, electronics, communication and information processing will be ITS projects)	Yes	No	
If yes, choose:	High-Risk (formerly "Major") ITS	Low-Risk (formerly "Minor") ITS	Exempt ITS
3. FUNCTIONAL CLASSIFICATION			
On the Federal-aid System		Off the Federal-aid System	
Principal Arterial – Freeway or Expressway		Rural Minor Collector	
Other Principal Arterial		Local	
Minor Arterial		Bike/ Ped paths not on existing road	
Major Collector			
Urban Minor Collector			
4. STEWARDSHIP CATEGORY	Is a Project of Division Interest (PoDI) project?	Yes	No
5. CALTRANS ENCROACHMENT PERMIT	Is it required?	Yes	No
6. STATE ONLY FUNDS	Is State-Only Funded?	Yes	No

7. COST ESTIMATE BREAKDOWN					
(Including Structures)		(\$1,000'S)	Federal Participation		
PE	Environmental Process		Yes		No
	Design		Yes		No
	ITS System Manager or Integrator		Yes		No
CONST	Const. Contract		Yes		No
	Const. Engineering		Yes		No
R/W	Preliminary R/W Work		Yes		No
	Acquisition		Yes		No
	No. of Parcels		Yes		No
	Easements		Yes		No
	Right of Entry		Yes		No
	RAP (No. Families)		Yes		No
	RAP (No. Bus)		Yes		No
	Utilities (Exclude if included in contract items)		Yes		No
TOTAL COST					
7a. Value Engineering Analysis Required?			Yes		No
(Yes, if total project costs are \$50M or more on the NHS, or \$40M or more for bridges on the NHS)					
8. PROJECT ADMINISTRATION					
		Agency	Consultant	State	
PE	Environmental Process	SFMTA	None		
	Design				
	System Manager/Integrator				
R/W	All Work				
CONST ENGR	Contract				
CONSTRUCTION	Contract				
MAINTENANCE					
9. SCHEDULES		Proposed Advertisement Date:			
Other Critical Dates					

10. PROJECT MANAGER'S CONCURRENCE		
Local Entity Representative:	Date	
Signature:	Phone	
Title:		
Date of Field Review: (If not performed please attached justification to this form)		

Caltrans (District) Representative: (Attendance required if project is on NHS)	Date	
Signature:	Phone	
Title:		
<hr/>		
FHWA Representative:	Date	
Signature:	Phone	
Title:		
<hr/>		
11. LIST OF ATTACHMENTS (Including all appropriate attachments if field review is required. See the “[]” Notation for minimum required attachments for non-NHS projects.)		
Field Review Attendance Roster or Caltrans Roster		
Vicinity Map (Required for Construction Type Projects)		
<hr/>		
IF APPLICABLE (Complete as required depending on type of work involved)		
Roadway Data Sheets [Req’d for Roadway projects]		
Typical Roadway Geometric Section(s) [Req’d for Roadway projects]		
Major Structure Data Sheet [Req’d for HBP]	Signal Diagram	
Railroad Grade Crossing Data Sheet	Collision Diagram	
Sketch of Each Proposed Alternate Improvement	CMAQ/RSTP State STIP Match	
Existing Federal, State and Local ADA deficiencies not included on other Attachments		
System Engineering Review Form (SERF) Req’d for High-Risk (formerly “Major”) and Low-Risk (formerly “Minor”) ITS projects		

12. FIELD REVIEW NOTES

- A. MINUTES OF FIELD REVIEWS (See Attachment)
- B. ISSUES OR UNUSUAL ASPECTS OF PROJECT (See Attachment)

Distribution: Original with attachments – Local Agency
Copy with attachments (2 copies if HBP) – DLAE

Exhibit 7-C ROADWAY DATA

Federal Project Number _____

1. TRAFFIC DATA

Current ADT _____ Year 20__ Future ADT _____ Year 20__ DHV _____ Trucks __%
 Terrain (Check One) _____ Flat _____ Rolling _____ Mountainous
 Design Speed _____
 Proposed Speed Zone _____ Yes _____ mph _____ No _____

2. GEOMETRIC INFORMATION

ROADWAY SECTION

Facility	Year Constr.	Min. Curve Radius	Thru Traffic Lanes			Shoulders		Median Width
			No. of Lanes	Total Width	Type	Each Width Lt/Rt	Type	
Exist.								
Prop.								
Min. Stds. selected:								
AASHTO _____								
3R _____								
Local _____								
	N/E Contig. Sect.							
	S/W Contig. Sect.							

Remarks (If design standard exception is being sought, cite standard and explain fully how it varies):

3. DEFICIENCIES OF EXISTING FACILITY (Mark appropriate one(s))

- _____ Pavement Surface
- _____ Alignment
- _____ Crossfall
- _____ Pavement Structure
- _____ Drainage
- _____ Bridge
- _____ Safety (Attach collision diagram or other documentation)
- _____ Federal Americans w/ Disabilities Act (ADA), State or Local accessibility requirements
- _____ Other (describe below)

Remarks _____

4. TRAFFIC SIGNALS _____ Yes _____ New (attach warrants) _____ Modified _____ No

5. MAJOR STRUCTURES Structure No.(s) _____ (attach structure data sheet)

6. OTHER TRANSPORTATION FACILITIES (Name)

_____	None		
_____	Railroad	_____	(attach railroad data sheet)
_____	Airports	_____	(attach airport data sheet)
_____	Transit	_____	
_____	Bicycle	_____	

7. AGENCIES AFFECTED

Utilities [mark appropriate one(s)]	_____ Telephone	_____ Electrical	_____ Gas
	_____ Water	_____ Irrigation	
	_____ Other	_____ Sanitary	

Major Utility Adjustment: _____

High Risk Facilities: _____

Other: _____

Remarks: _____

Exhibit 7-C ROADWAY DATA

Federal Project Number _____

1. TRAFFIC DATA

Current ADT _____ Year 20__ Future ADT _____ Year 20__ DHV _____ Trucks __%
 Terrain (Check One) _____ Flat _____ Rolling _____ Mountainous
 Design Speed _____
 Proposed Speed Zone _____ Yes _____ mph _____ No _____

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			No. of Lanes	Total Width	Type	Each Width Lt/Rt	Type	
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AASHTO _____								
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_____	None		
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_____	Airports	_____	(attach airport data sheet)
_____	Transit	_____	
_____	Bicycle	_____	

7. AGENCIES AFFECTED

Utilities [mark appropriate one(s)]	_____ Telephone	_____ Electrical	_____ Gas
	_____ Water	_____ Irrigation	
	_____ Other	_____ Sanitary	

Major Utility Adjustment: _____

High Risk Facilities: _____

Other: _____

Remarks: _____

EXHIBIT 7-B FIELD REVIEW FORM
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2. WORK DESCRIPTION			
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3. FUNCTIONAL CLASSIFICATION			
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(Including Structures)		(\$1,000'S)	Federal Participation		
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	ITS System Manager or Integrator		Yes		No
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	RAP (No. Bus)		Yes		No
	Utilities (Exclude if included in contract items)		Yes		No
TOTAL COST					
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8. PROJECT ADMINISTRATION					
		Agency	Consultant	State	
PE	Environmental Process	SFMTA	None		
	Design				
	System Manager/Integrator				
R/W	All Work				
CONST ENGR	Contract				
CONSTRUCTION	Contract				
MAINTENANCE					
9. SCHEDULES		Proposed Advertisement Date:			
Other Critical Dates					

10. PROJECT MANAGER'S CONCURRENCE		
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Signature:	Phone	
Title:		
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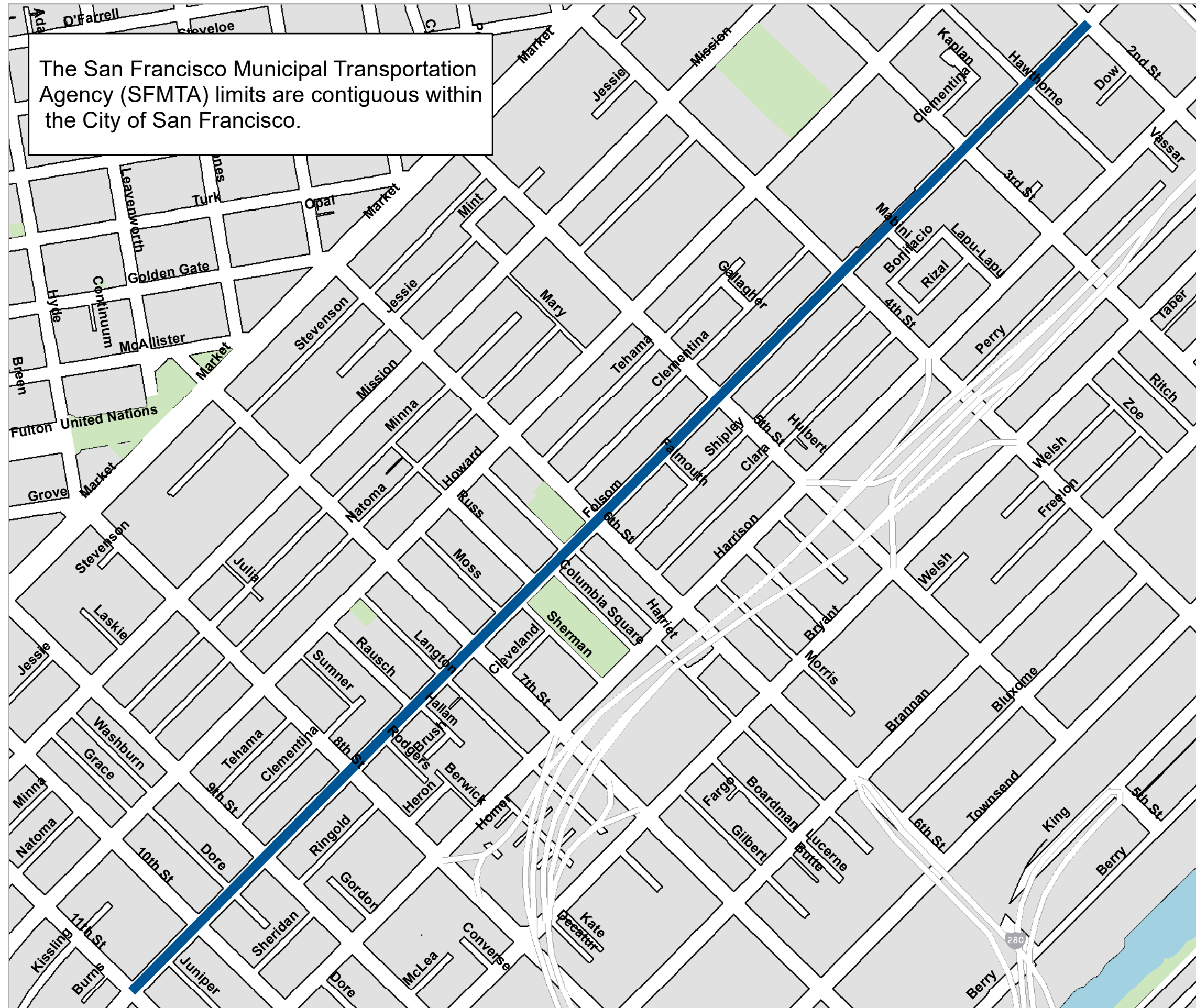
Caltrans (District) Representative: (Attendance required if project is on NHS)	Date	
Signature:	Phone	
Title:		
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The San Francisco Municipal Transportation Agency (SFMTA) limits are contiguous within the City of San Francisco.

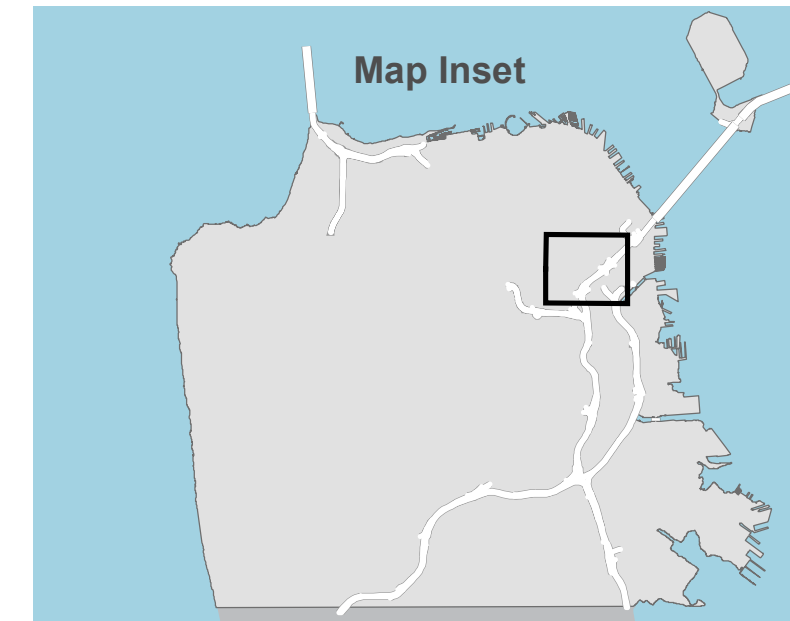


Project Area

Folsom Street from 2nd to 11th Streets

Legend

Corridor



0.1

miles

Scale 1:6,275

By downloading this map, you are agreeing to the following disclaimer: "The City and County of San Francisco ("City") provides the following data as a public record and no rights of any kind are granted to any person by the City's provision of this data. The City and County of San Francisco ("City") makes no representation regarding and does not guarantee or otherwise warrant the accuracy or completeness of this data. Anyone who uses this data for any purpose whatsoever does so entirely at their own risk. The City shall not be liable or otherwise responsible for any loss, harm, claim or action of any kind from any person arising from the use of this data. By accessing this data, the person accessing it acknowledges that she or he has read and does so under the condition that she or he agrees to the contents and terms of this disclaimer."



SFMTA



FOLSOM STREETScape PROJECT

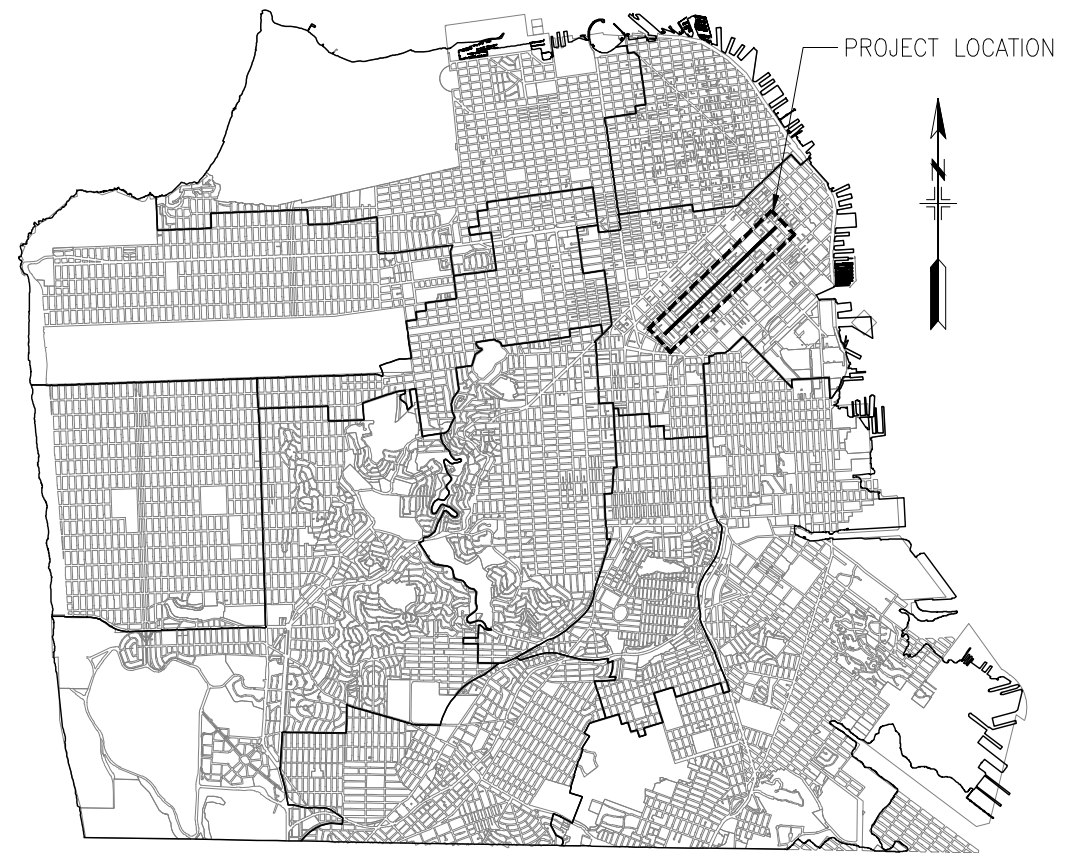
CONTRACT ID NO. 0000004297



City and County of San Francisco
 London Breed, Mayor
 Alaric Degrafinried, Acting Director

Public Works
 Infrastructure Design and Construction

Suzanne Suskind, P.E.
 Acting City Engineer



LOCATION MAP
 FOLSOM STREET, FROM 2ND STREET TO 11TH STREET

REQUIREMENTS TO BIDDERS

1. IN ACCORDANCE WITH THE PROVISIONS OF THE CALIFORNIA PUBLIC CONTRACT CODE SECTION 3300, A BID SUBMITTED TO A PUBLIC AGENCY BY A CONTRACTOR WHO IS NOT LICENSED IN ACCORDANCE WITH CHAPTER 9 OF THE BUSINESS AND PROFESSIONS CODE SHALL BE CONSIDERED NON-RESPONSIVE AND SHALL BE REJECTED BY THE PUBLIC AGENCY.
2. AT THE TIME OF BID OPENING, THE CONTRACTOR SHALL POSSESS A VALID CLASS "A" CALIFORNIA GENERAL ENGINEERING CONTRACTOR'S LICENSE.

PROGRESS PRINT
 NOT FOR CONSTRUCTION

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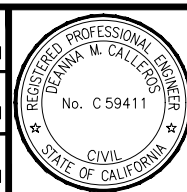
REFERENCE INFORMATION & FILE NO. OF SURVEYS



BUREAU OF ENGINEERING
 CITY & COUNTY OF SAN FRANCISCO
 SAN FRANCISCO PUBLIC WORKS
 49 SOUTH VAN NESS AVENUE, SUITE 800
 SAN FRANCISCO, CA 94103

Acting Section Mgr:	ERIC KJELSBURG
Deputy Bureau Mgr:	FERNANDO CISNEROS
Acting Bureau Mgr:	IOBAL DHAPA

DESIGNED:	M.SHAKER	DATE:	01/21
DRAWN:	M.SHAKER	DATE:	01/21
CHECKED:	D.CALLEROS	DATE:	01/21

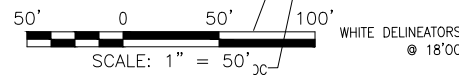
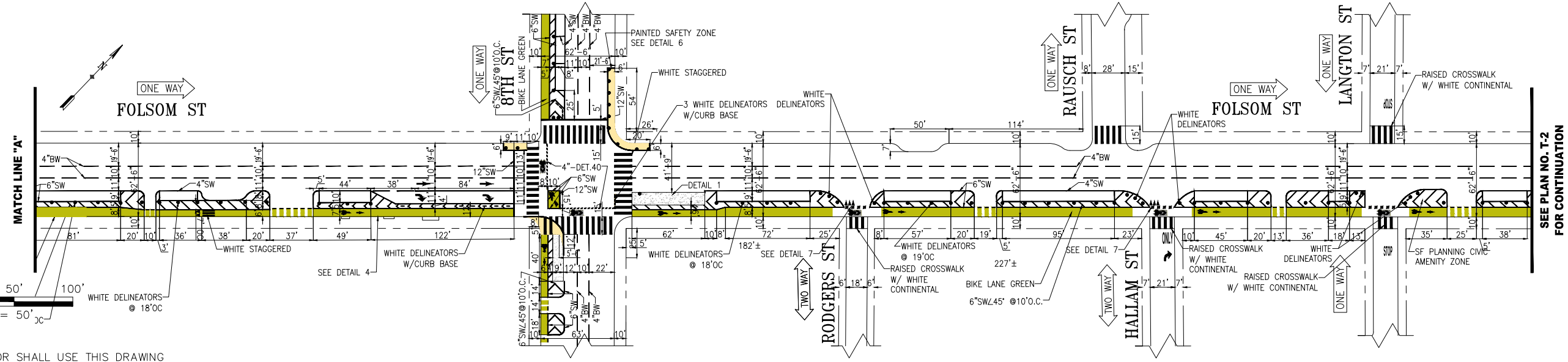
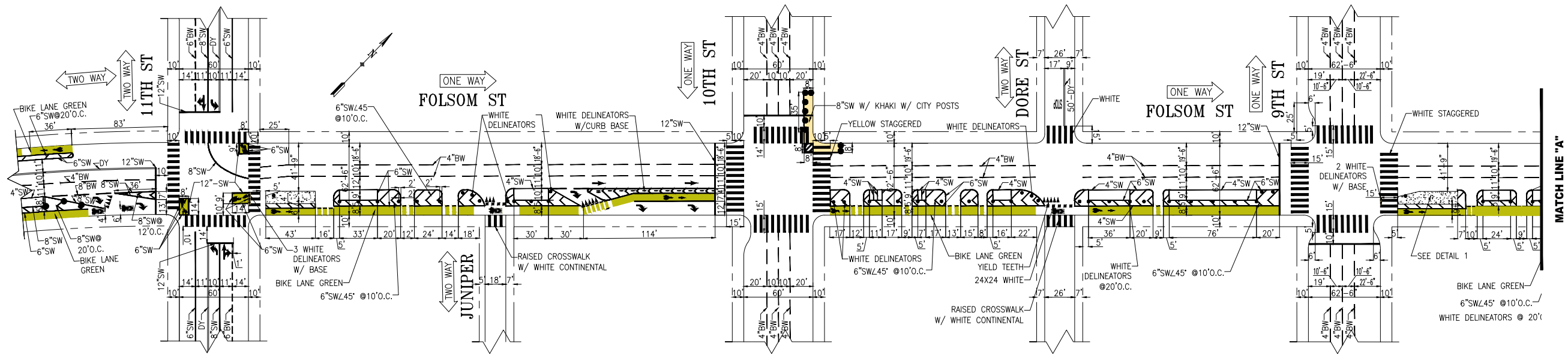


SCALE:	NO SCALE
SHEET OF SHEETS	OF XX

FOLSOM STREETScape PROJECT
COVER SHEET, LOCATION MAP AND REQUIREMENTS TO BIDDERS

CONTRACT NO.	0000004297
DRAWING NO.	G-1
FILE NO.	
REV. NO.	

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 Model Units: Feet
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 Plot Time: Fri, 22 Jan 2021 9:36am



GENERAL NOTES:

1. THE CONTRACTOR SHALL USE THIS DRAWING TO PREPARE TRAFFIC CONTROL PLANS.
2. THE CONTRACTOR SHALL VERIFY ALL MEASUREMENTS IN THE FIELD.
3. ALL CROSSWALKS & STOP LINES SHALL BE 12" WIDE & WHITE IN COLOR UNLESS NOTED OTHERWISE.

NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



DRAWN: XX		DATE: --/--/--		APPROVED		SCALE: 1" = 50'	
CHECKED: XX		DATE: --/--/--		SENIOR ENGINEER		SHEET/SHEETS: XX OF XX	
				CITY TRAFFIC ENGINEER			

**FOLSOM STREETSCAPE PROJECT
STRIPING PLAN**

**FOLSOM STREET
11TH STREET TO LANGTON STREET**

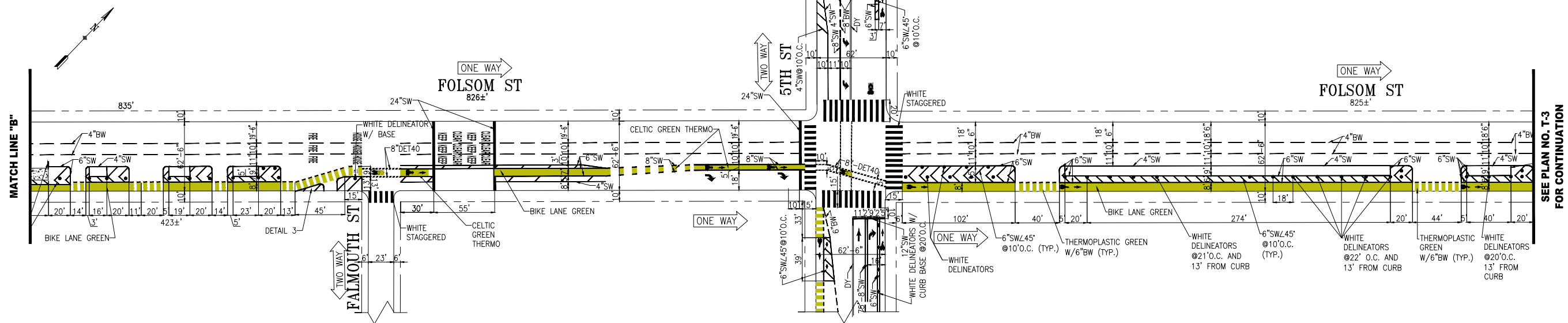
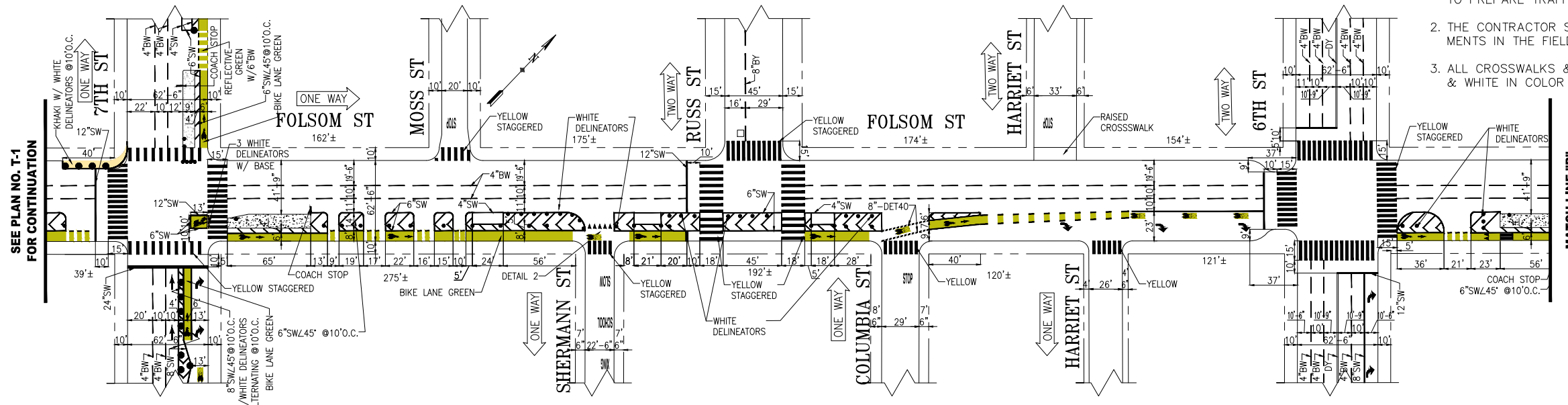
CONTRACT NO. 2955J
DRAWING NO. T-1
FILE NO.
REV. NO.

50' 0 50' 100'

SCALE: 1" = 50'

GENERAL NOTES:

1. THE CONTRACTOR SHALL USE THIS DRAWING TO PREPARE TRAFFIC CONTROL PLANS.
2. THE CONTRACTOR SHALL VERIFY ALL MEASUREMENTS IN THE FIELD.
3. ALL CROSSWALKS & STOP LINES SHALL BE 12" WIDE & WHITE IN COLOR UNLESS NOTED OTHERWISE.

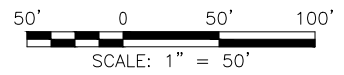
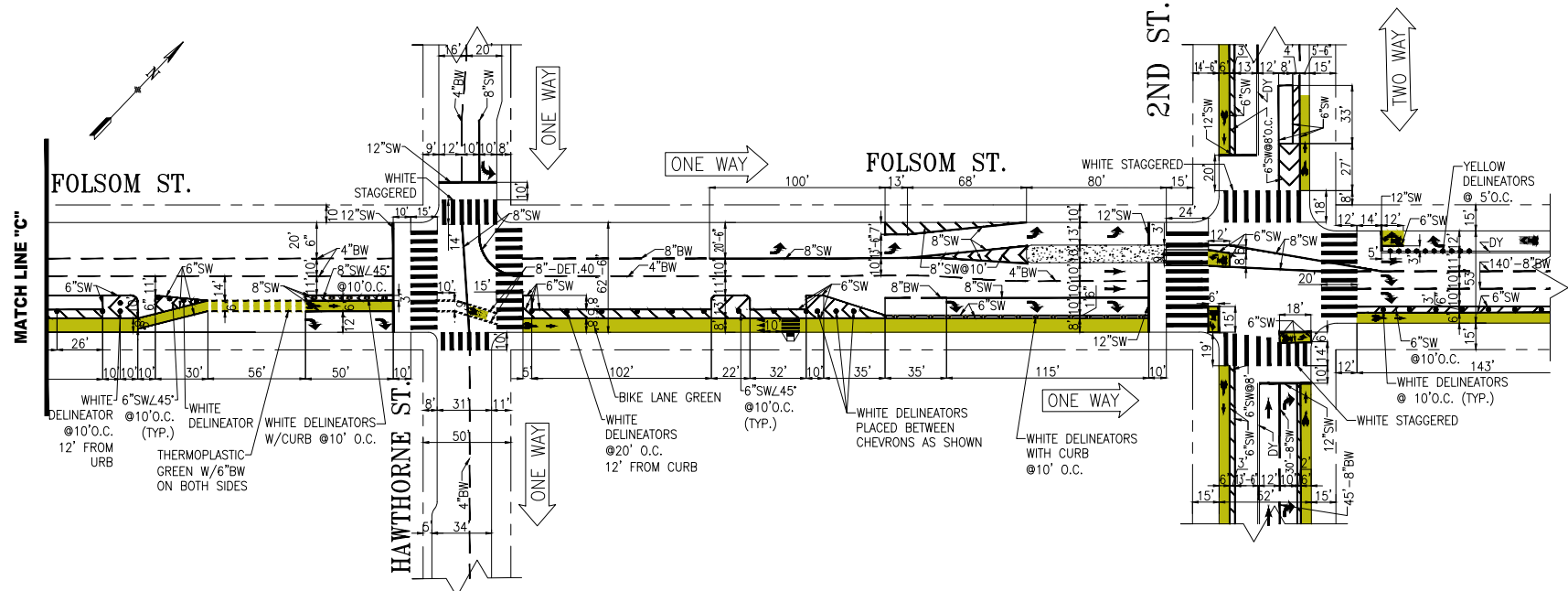
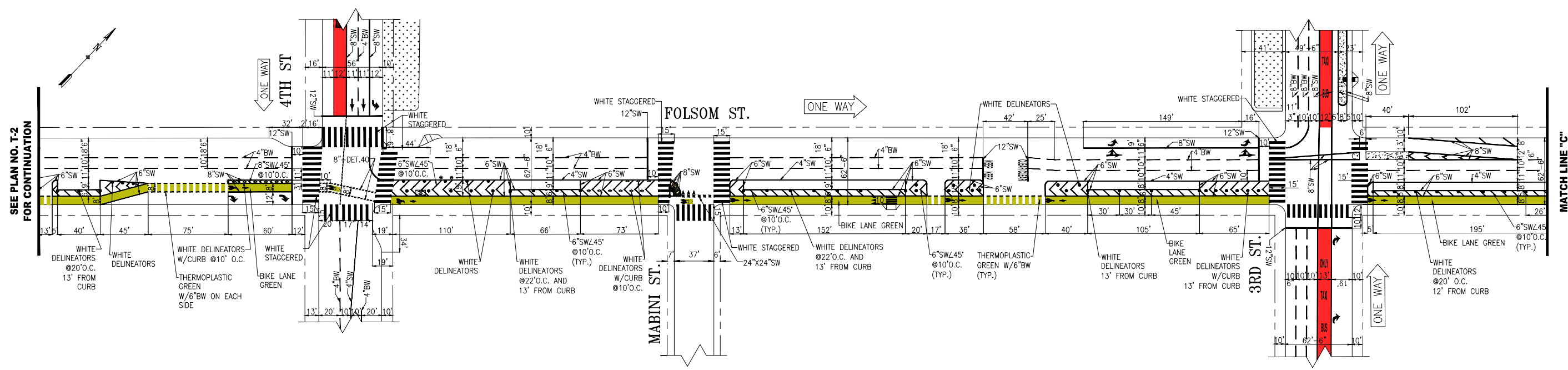


NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



DRAWN: XX		DATE: --/--/--		APPROVED		SCALE: 1" = 50'	
CHECKED: XX		DATE: --/--/--		SENIOR ENGINEER		SHEET/SHEETS: XX OF XX	
				CITY TRAFFIC ENGINEER			

FOLSOM STREETSCAPE PROJECT STRIPING PLAN		CONTRACT NO. 2955J
FOLSOM STREET 7TH STREET TO 4TH STREET		DRAWING NO. T-2
		FILE NO.
		REV. NO.



GENERAL NOTES:

1. THE CONTRACTOR SHALL USE THIS DRAWING TO PREPARE TRAFFIC CONTROL PLANS.
2. THE CONTRACTOR SHALL VERIFY ALL MEASUREMENTS IN THE FIELD.
3. ALL CROSSWALKS & STOP LINES SHALL BE 12" WIDE & WHITE IN COLOR UNLESS NOTED OTHERWISE.

NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				

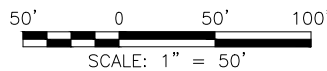
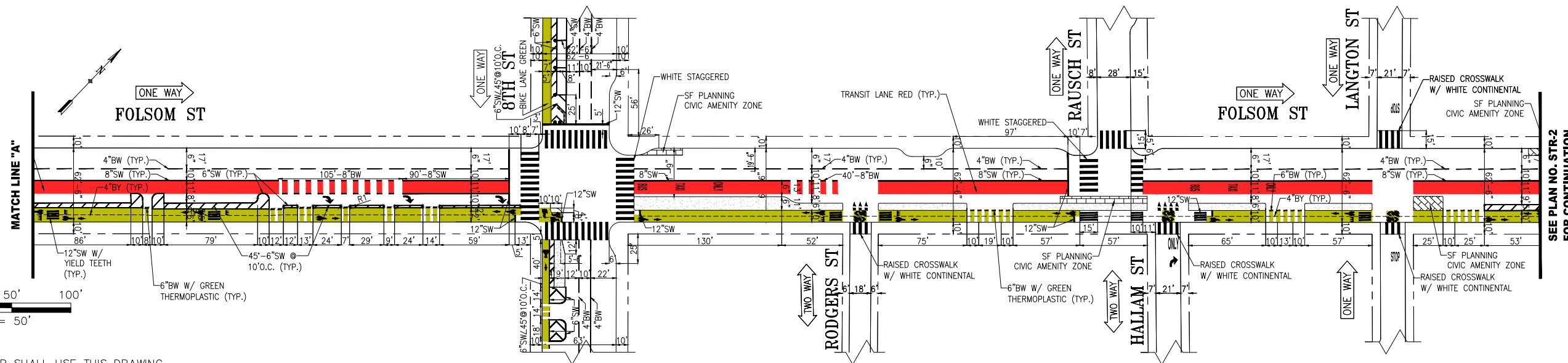
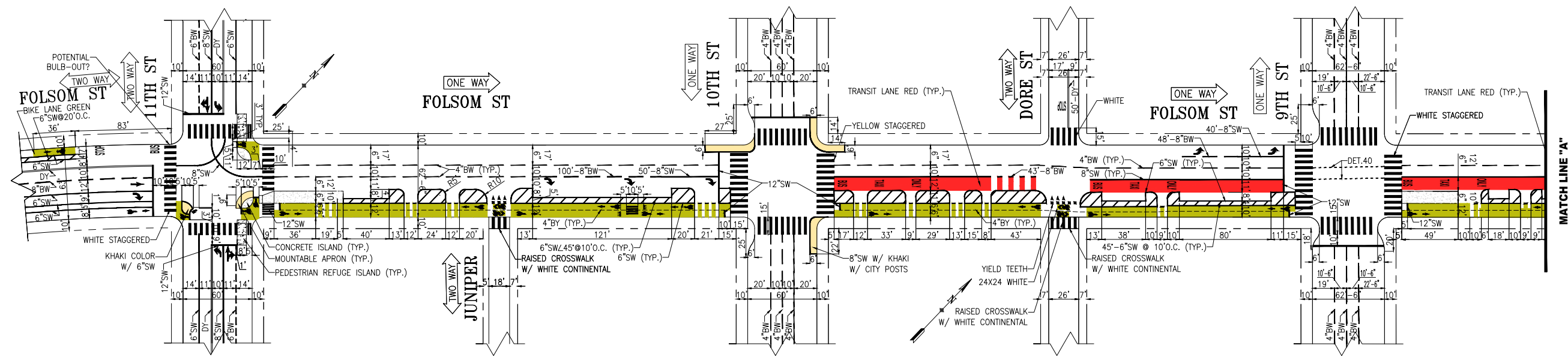


APPROVED	SCALE:
SENIOR ENGINEER	1" = 50'
CITY TRAFFIC ENGINEER	SHEET/SHEETS:
	XX OF XX

FOLSOM STREETSCAPE PROJECT
STRIPING PLAN

FOLSOM STREET
4TH STREET TO 2ND STREET

CONTRACT NO.	2955J
DRAWING NO.	T-3
FILE NO.	
REV. NO.	



GENERAL NOTES:

1. THE CONTRACTOR SHALL USE THIS DRAWING TO PREPARE TRAFFIC CONTROL PLANS.
2. THE CONTRACTOR SHALL VERIFY ALL MEASUREMENTS IN THE FIELD.
3. ALL CROSSWALKS & STOP LINES SHALL BE 12" WIDE & WHITE IN COLOR UNLESS NOTED OTHERWISE.

NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



APPROVED		SCALE:	
SENIOR ENGINEER	DATE:	1" = 50'	
CITY TRAFFIC ENGINEER	DATE:	SHEET/SHEETS:	1 OF 3

FOLSOM STREETSCAPE PROJECT
PROPOSED STRIPING PLAN
FOLSOM STREET
11TH STREET TO LANGTON STREET

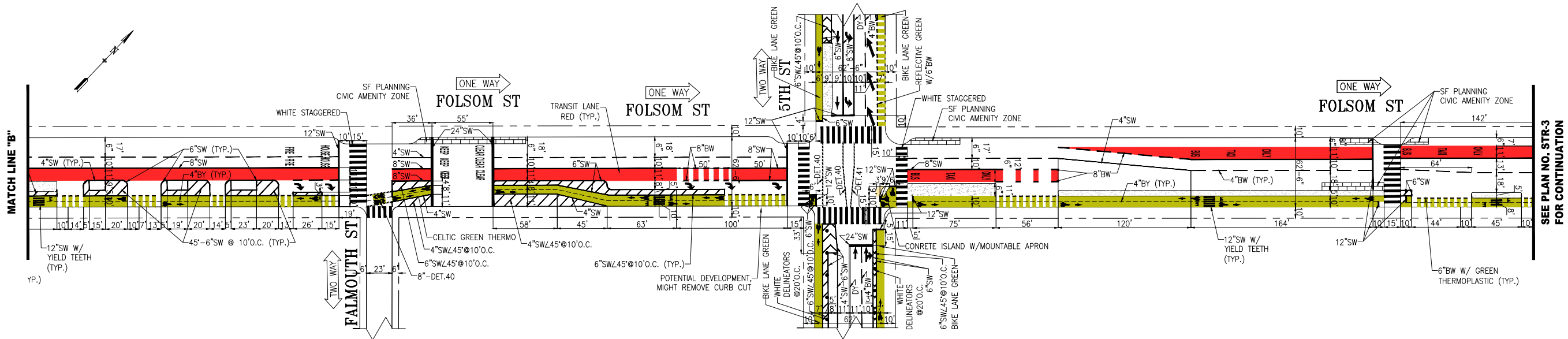
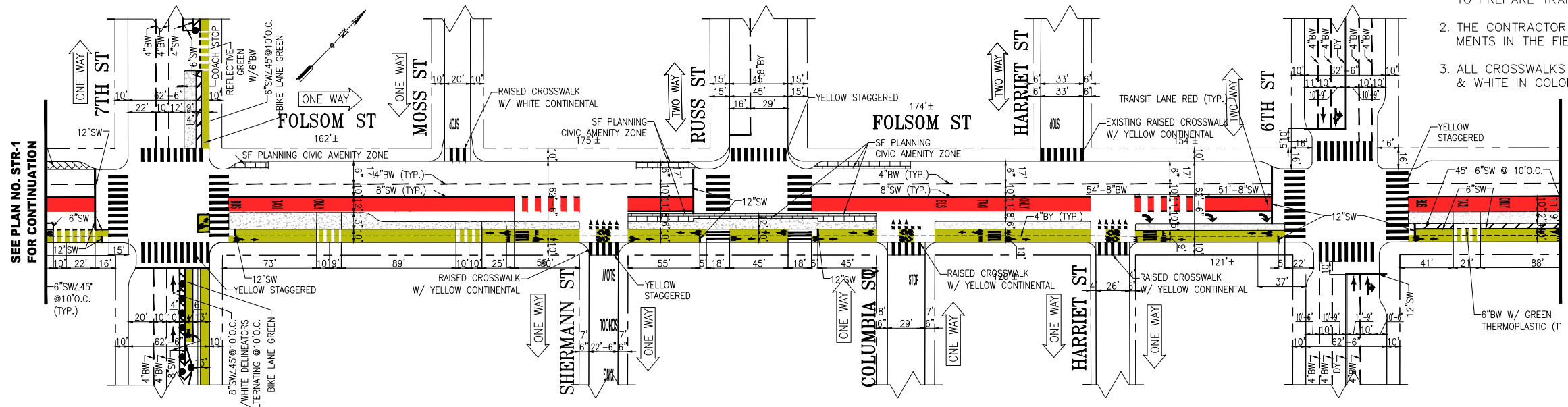
CONTRACT NO.	2955J
DRAWING NO.	T-4
FILE NO.	
REV. NO.	

50' 0 50' 100'

SCALE: 1" = 50'

GENERAL NOTES:

1. THE CONTRACTOR SHALL USE THIS DRAWING TO PREPARE TRAFFIC CONTROL PLANS.
2. THE CONTRACTOR SHALL VERIFY ALL MEASUREMENTS IN THE FIELD.
3. ALL CROSSWALKS & STOP LINES SHALL BE 12" WIDE & WHITE IN COLOR UNLESS NOTED OTHERWISE.

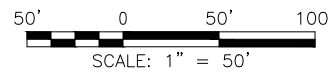
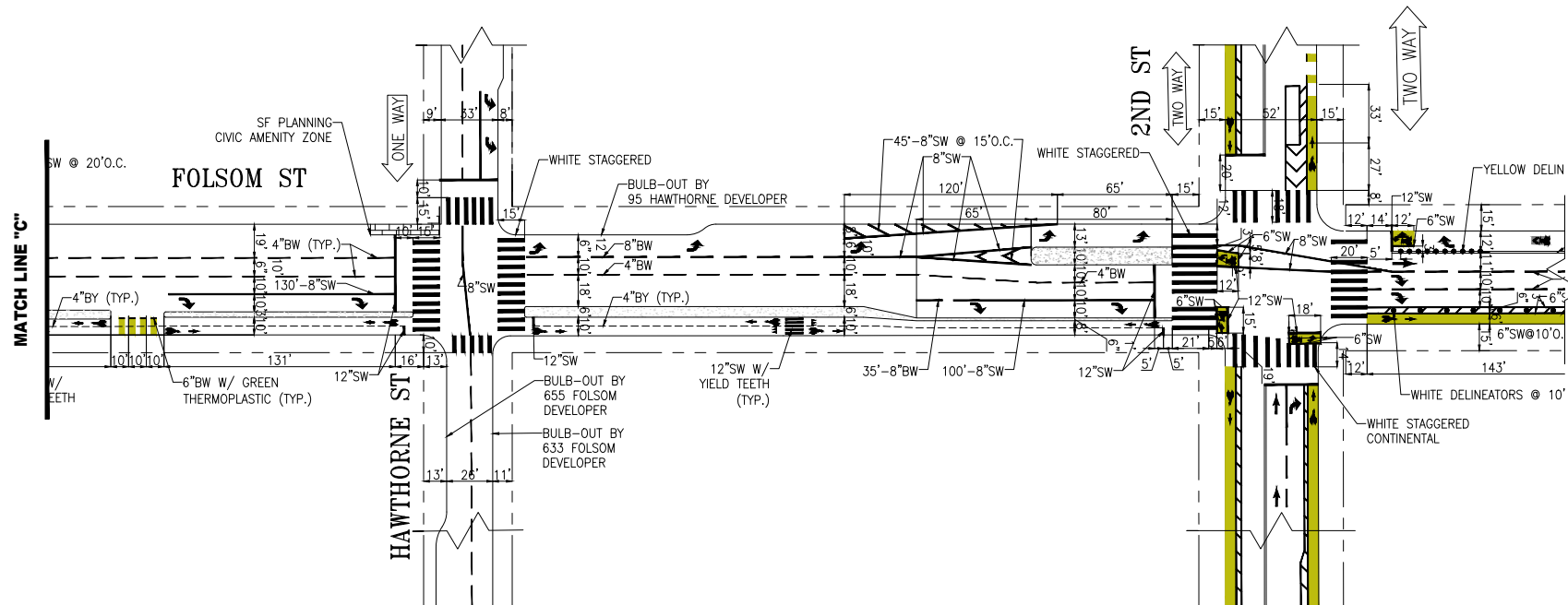
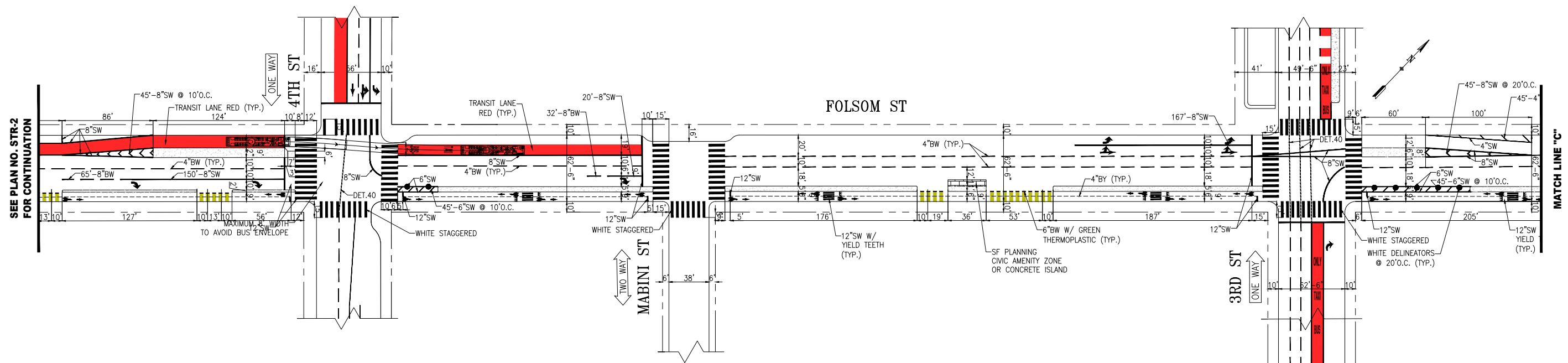


NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



DRAWN: XX		DATE: --/--/--		APPROVED		SCALE: 1" = 50'	
CHECKED: XX		DATE: --/--/--		SENIOR ENGINEER		SHEET/SHEETS: 2 OF 3	
				CITY TRAFFIC ENGINEER			

FOLSOM STREETSCAPE PROJECT PROPOSED STRIPING PLAN		CONTRACT NO. 2955J
FOLSOM STREET 7TH STREET TO 4TH STREET		DRAWING NO. T-5
		FILE NO.
		REV. NO.



GENERAL NOTES:

1. THE CONTRACTOR SHALL USE THIS DRAWING TO PREPARE TRAFFIC CONTROL PLANS.
2. THE CONTRACTOR SHALL VERIFY ALL MEASUREMENTS IN THE FIELD.
3. ALL CROSSWALKS & STOP LINES SHALL BE 12" WIDE & WHITE IN COLOR UNLESS NOTED OTHERWISE.

NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



DRAWN: XX		DATE: --/--/--		APPROVED		SCALE: 1" = 50'	
CHECKED: XX		DATE: --/--/--		SENIOR ENGINEER		SHEET/SHEETS: 3 OF 3	
				CITY TRAFFIC ENGINEER			

FOLSOM STREETSCAPE PROJECT
PROPOSED STRIPING PLAN

FOLSOM STREET
4TH STREET TO 2ND STREET

CONTRACT NO. 2955J
DRAWING NO. T-6
FILE NO.
REV. NO.



Attachment #3: Engineering Drawings (Cross Sections)

Folsom Street

On Folsom Street, the project would include the following typical cross-sections as shown in Figures 1 through 7:

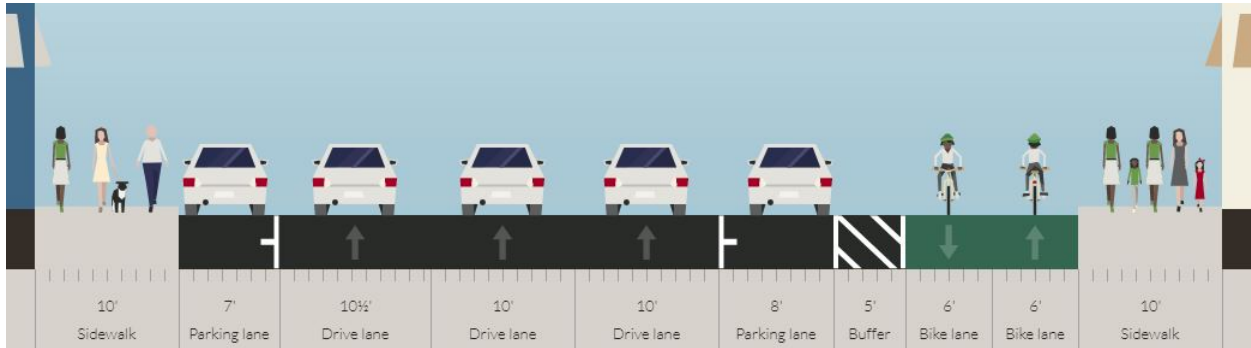


Figure 1: Typical Cross Section of Folsom Street between 11th and 10th streets, looking east

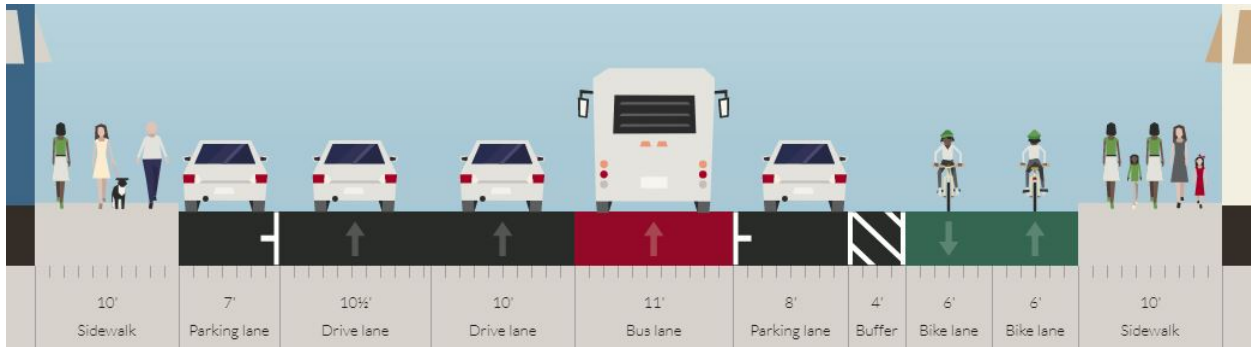


Figure 2: Typical Cross Section of Folsom Street between 10th and 8th streets, looking east

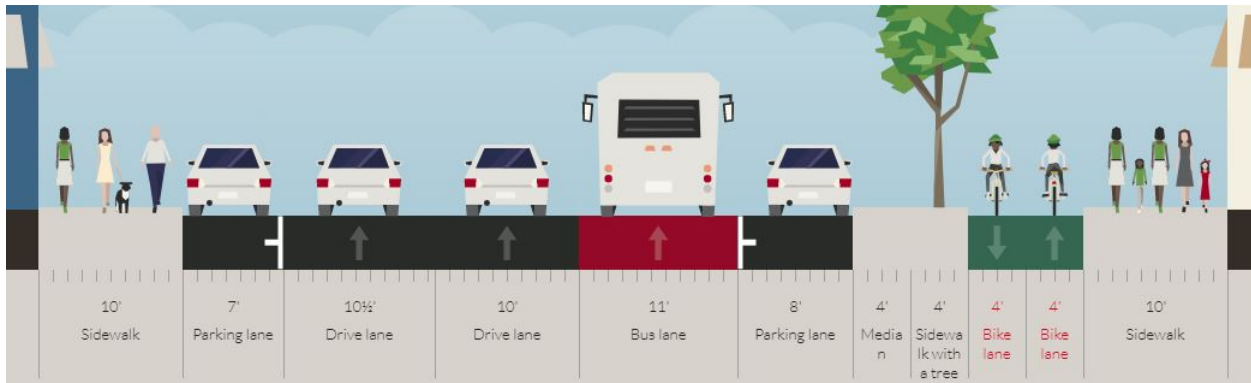


Figure 3: Typical Cross Section of Folsom Street between 8th and between 6th streets, looking east

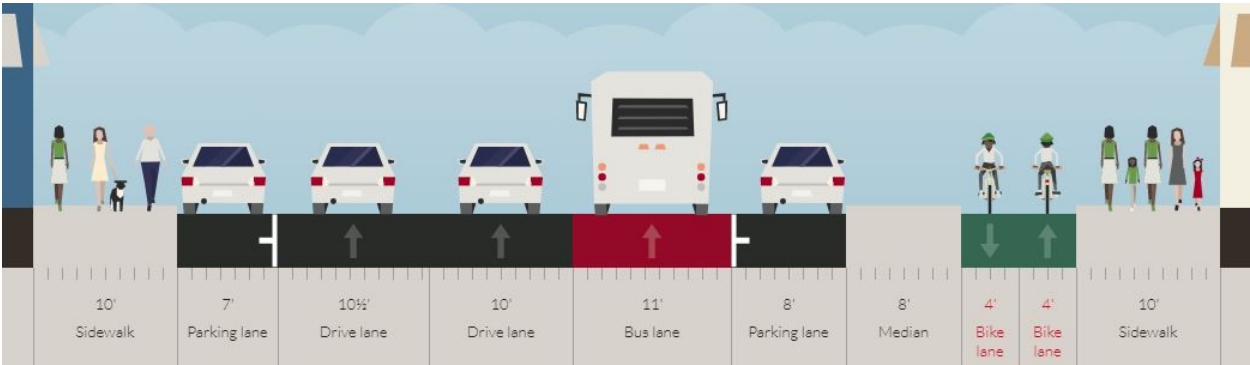


Figure 4: Typical Cross Section of Folsom Street between 6th Street and 5th Street, looking east

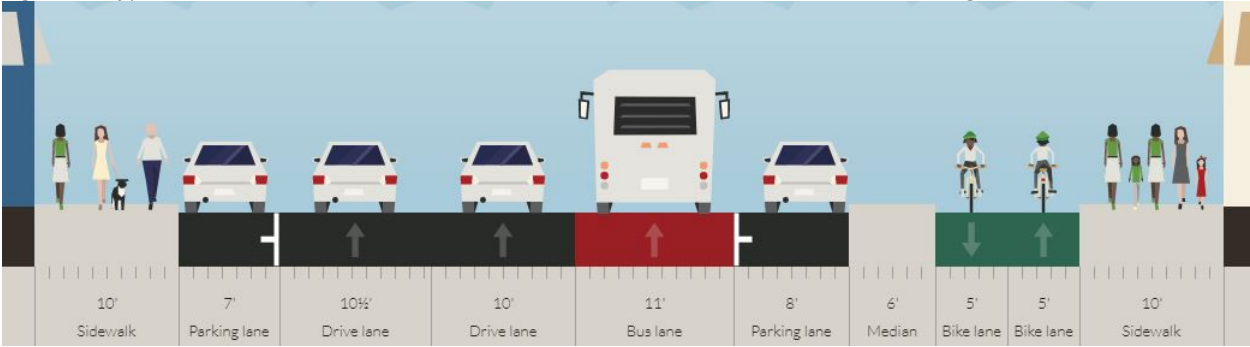


Figure 5: Typical Cross Section of Folsom Street between 5th Street and between 5th and 4th streets

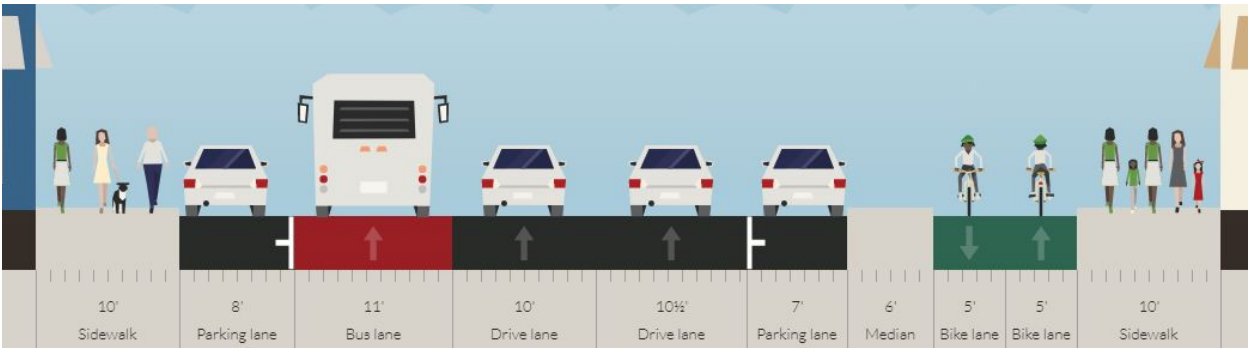


Figure 6: Typical Cross Section of Folsom Street between 5th and 4th streets and Mabini streets, looking east

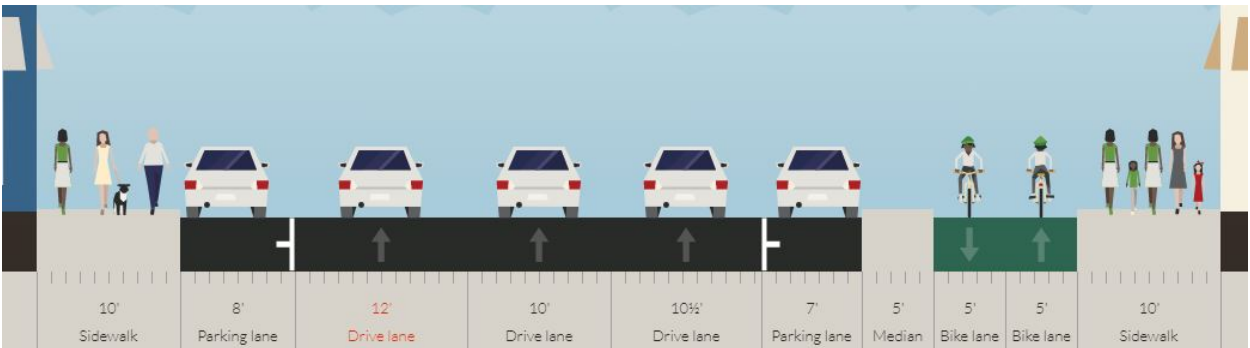
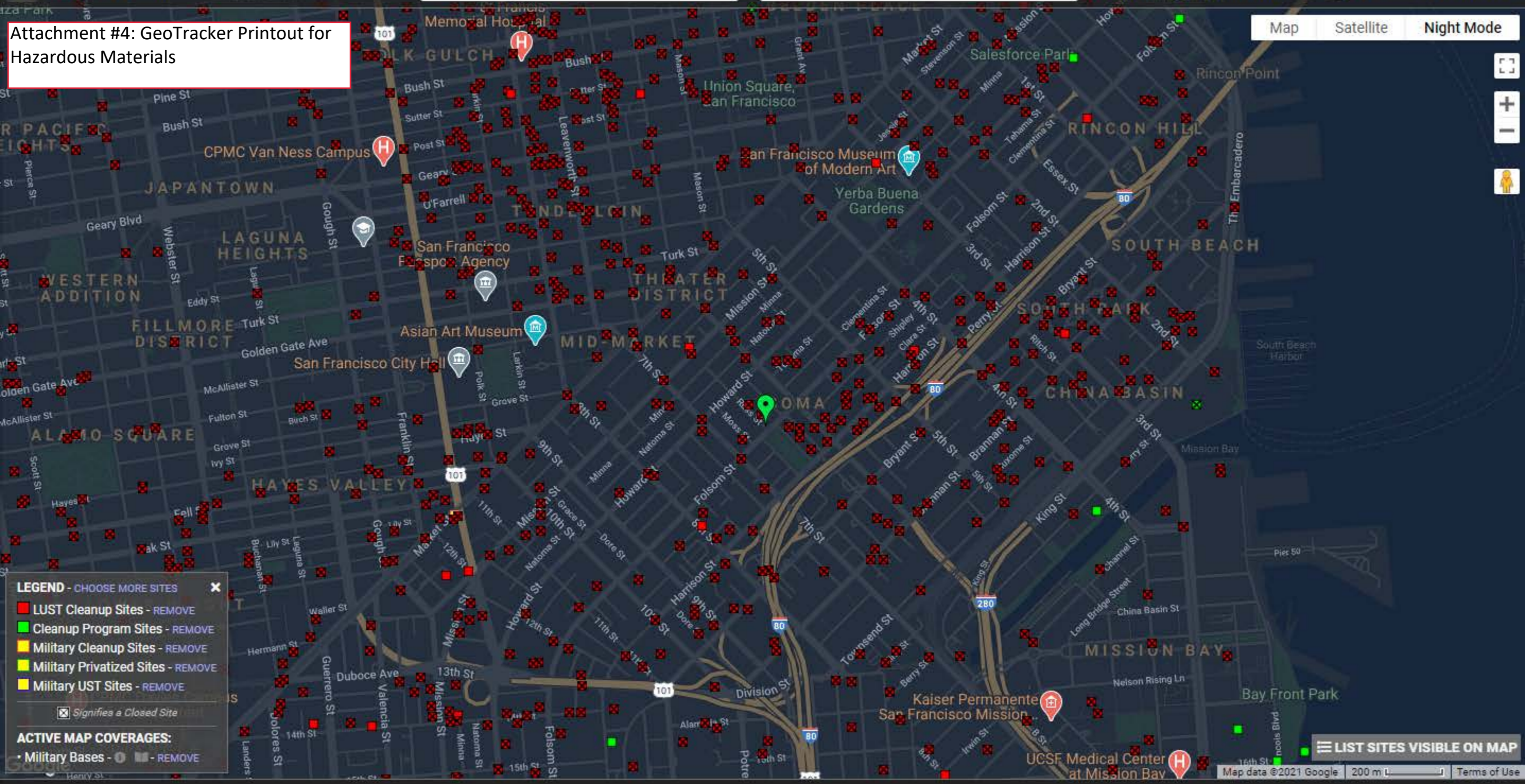


Figure 7: Typical Cross Section of Folsom Street between Mabini and 2nd streets, looking east

Attachment #4: GeoTracker Printout for Hazardous Materials



LEGEND - CHOOSE MORE SITES

- LUST Cleanup Sites - REMOVE
- Cleanup Program Sites - REMOVE
- Military Cleanup Sites - REMOVE
- Military Privatized Sites - REMOVE
- Military UST Sites - REMOVE

☒ Signifies a Closed Site

ACTIVE MAP COVERAGES:

- Military Bases - REMOVE

LIST SITES VISIBLE ON MAP

Attachment #5: Federal Threatened and Endangered Species List from USFWS

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

San Francisco County, California



Local office

Sacramento Fish And Wildlife Office

☎ (916) 414-6600

📠 (916) 414-6713

Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species¹ and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries²).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

1. Species listed under the [Endangered Species Act](#) are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Mammals

NAME

STATUS

Salt Marsh Harvest Mouse *Reithrodontomys raviventris* **Endangered**
 Wherever found
 No critical habitat has been designated for this species.
<https://ecos.fws.gov/ecp/species/613>

Southern Sea Otter *Enhydra lutris nereis* **Threatened**
 Wherever found
 No critical habitat has been designated for this species.
<https://ecos.fws.gov/ecp/species/8560>
Marine mammal

Birds

NAME	STATUS
California Least Tern <i>Sterna antillarum browni</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/8104	Endangered
Short-tailed Albatross <i>Phoebastria (=Diomedea) albatrus</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/433	Endangered
Western Snowy Plover <i>Charadrius nivosus nivosus</i> There is final critical habitat for this species. The location of the critical habitat is not available. https://ecos.fws.gov/ecp/species/8035	Threatened

Reptiles

NAME	STATUS
Green Sea Turtle <i>Chelonia mydas</i> No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/6199	Threatened

Amphibians

NAME	STATUS
California Red-legged Frog <i>Rana draytonii</i> Wherever found There is final critical habitat for this species. The location of the critical habitat is not available. https://ecos.fws.gov/ecp/species/2891	Threatened

Fishes

NAME	STATUS
------	--------

Delta Smelt *Hypomesus transpacificus* **Threatened**
 Wherever found
 There is **final** critical habitat for this species. The location of the critical habitat is not available.
<https://ecos.fws.gov/ecp/species/321>

Tidewater Goby *Eucyclogobius newberryi* **Endangered**
 Wherever found
 There is **final** critical habitat for this species. The location of the critical habitat is not available.
<https://ecos.fws.gov/ecp/species/57>

Insects

NAME	STATUS
<p>Bay Checkerspot Butterfly <i>Euphydryas editha bayensis</i> Threatened Wherever found There is final critical habitat for this species. The location of the critical habitat is not available. https://ecos.fws.gov/ecp/species/2320</p>	
<p>Callippe Silverspot Butterfly <i>Speyeria callippe callippe</i> Endangered Wherever found There is proposed critical habitat for this species. The location of the critical habitat is not available. https://ecos.fws.gov/ecp/species/3779</p>	
<p>Mission Blue Butterfly <i>Icaricia icarioides missionensis</i> Endangered Wherever found There is proposed critical habitat for this species. The location of the critical habitat is not available. https://ecos.fws.gov/ecp/species/6928</p>	
<p>San Bruno Elfin Butterfly <i>Callophrys mossii bayensis</i> Endangered Wherever found There is proposed critical habitat for this species. The location of the critical habitat is not available. https://ecos.fws.gov/ecp/species/3394</p>	

Flowering Plants

NAME	STATUS
<p>Franciscan Manzanita <i>Arctostaphylos franciscana</i> Endangered Wherever found There is final critical habitat for this species. The location of the critical habitat is not available. https://ecos.fws.gov/ecp/species/5350</p>	

<p>Marin Dwarf-flax <i>Hesperolinon congestum</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/5363</p>	Threatened
<p>Marsh Sandwort <i>Arenaria paludicola</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/2229</p>	Endangered
<p>Presidio Clarkia <i>Clarkia franciscana</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/3890</p>	Endangered
<p>Presidio Manzanita <i>Arctostaphylos hookeri</i> var. <i>ravenii</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/7216</p>	Endangered
<p>San Francisco Lessingia <i>Lessingia germanorum</i> (=L.g. var. <i>germanorum</i>) Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/8174</p>	Endangered
<p>White-rayed Pentachaeta <i>Pentachaeta bellidiflora</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/7782</p>	Endangered

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern <http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Measures for avoiding and minimizing impacts to birds <http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Nationwide conservation measures for birds <http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf>

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern](#) (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME

BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.)

Allen's Hummingbird <i>Selasphorus sasin</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9637	Breeds Feb 1 to Jul 15
Black Oystercatcher <i>Haematopus bachmani</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9591	Breeds Apr 15 to Oct 31
Black Skimmer <i>Rynchops niger</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/5234	Breeds May 20 to Sep 15
Black Turnstone <i>Arenaria melanocephala</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
Burrowing Owl <i>Athene cunicularia</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9737	Breeds Mar 15 to Aug 31
Clark's Grebe <i>Aechmophorus clarkii</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Jan 1 to Dec 31
Common Yellowthroat <i>Geothlypis trichas sinuosa</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/2084	Breeds May 20 to Jul 31
Lewis's Woodpecker <i>Melanerpes lewis</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9408	Breeds Apr 20 to Sep 30
Long-billed Curlew <i>Numenius americanus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/5511	Breeds elsewhere
Marbled Godwit <i>Limosa fedoa</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9481	Breeds elsewhere

Nuttall's Woodpecker <i>Picoides nuttallii</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9410	Breeds Apr 1 to Jul 20
Oak Titmouse <i>Baeolophus inornatus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9656	Breeds Mar 15 to Jul 15
Rufous Hummingbird <i>selasphorus rufus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8002	Breeds elsewhere
Short-billed Dowitcher <i>Limnodromus griseus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9480	Breeds elsewhere
Song Sparrow <i>Melospiza melodia</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Feb 20 to Sep 5
Spotted Towhee <i>Pipilo maculatus clementae</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/4243	Breeds Apr 15 to Jul 20
Tricolored Blackbird <i>Agelaius tricolor</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3910	Breeds Mar 15 to Aug 10
Whimbrel <i>Numenius phaeopus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9483	Breeds elsewhere
Willet <i>Tringa semipalmata</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
Wrentit <i>Chamaea fasciata</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 10

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (—)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [AKN Phenology Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern \(BCC\)](#) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and

3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Marine mammals

Marine mammals are protected under the [Marine Mammal Protection Act](#). Some are also protected under the Endangered Species Act¹ and the Convention on International Trade in Endangered Species of Wild Fauna and Flora².

The responsibilities for the protection, conservation, and management of marine mammals are shared by the U.S. Fish and Wildlife Service [responsible for otters, walruses, polar bears, manatees, and dugongs] and NOAA Fisheries³ [responsible for seals, sea lions, whales, dolphins, and porpoises]. Marine mammals under the responsibility of NOAA Fisheries are **not** shown on this list; for additional information on those species please visit the [Marine Mammals](#) page of the NOAA Fisheries website.

The Marine Mammal Protection Act prohibits the take (to harass, hunt, capture, kill, or attempt to harass, hunt, capture or kill) of marine mammals and further coordination may be necessary for project evaluation. Please contact the U.S. Fish and Wildlife Service Field Office shown.

1. The [Endangered Species Act](#) (ESA) of 1973.
2. The [Convention on International Trade in Endangered Species of Wild Fauna and Flora](#) (CITES) is a treaty to ensure that international trade in plants and animals does not threaten their survival in the wild.
3. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following marine mammals under the responsibility of the U.S. Fish and Wildlife Service are potentially affected by activities in this location:

NAME

Southern Sea Otter *Enhydra lutris nereis*
<https://ecos.fws.gov/ecp/species/8560>

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

Wetlands in the National Wetlands Inventory

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

THERE ARE NO KNOWN WETLANDS AT THIS LOCATION.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.



Attachment #6: Federal Threatened and Endangered Species List from NMFS

Species Directory

- All Species | **ESA Threatened & Endangered** | Marine Mammals
- Sustainable Fisheries

ESA Threatened & Endangered

NOAA Fisheries has jurisdiction over 165 endangered and threatened marine species (80 endangered; 85 threatened), including 66 foreign species (40 endangered; 26 threatened).

Additional species are currently under review or have been proposed for Endangered Species Act listing: 2 petitioned species awaiting a 90-day finding, 13 candidate species for ESA listing, 0 proposed species for ESA listing.

Species Name

Species Category

Status

Region

Display All

Black Abalone*Haliotis cracherodii***SPECIES CATEGORY**

Invertebrates

Abalone

DPS OR SUBSPECIES

Throughout Its Range

STATUS

ESA Endangered

YEAR LISTED

2009

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

West Coast

Blue Whale*Balaenoptera musculus***SPECIES CATEGORY**

Whales

DPS OR SUBSPECIES

Throughout Its Range

STATUS

ESA Endangered

YEAR LISTED

1970

RECOVERY PLAN

Final

CRITICAL HABITAT

-

REGION

Alaska

New England/Mid-Atlantic

Pacific Islands

Southeast

West Coast

Bocaccio (Protected)*Sebastes paucispinis***SPECIES CATEGORY**

Fish

Protected Fish

DPS OR SUBSPECIES

Puget Sound/Georgia Basin DPS

STATUS

ESA Endangered

YEAR LISTED

2010

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

Chinook Salmon (Protected)*Oncorhynchus tshawytscha***SPECIES CATEGORY**

Fish

Protected Fish

Salmon & Steelhead

DPS OR SUBSPECIES

Sacramento River winter-run

STATUS

ESA Endangered

YEAR LISTED

YEAR LISTED

1994

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Upper Columbia River spring-run

STATUS

ESA Endangered

YEAR LISTED

1999

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

California coastal

STATUS

ESA Threatened

YEAR LISTED

1999

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Central Valley spring-run

STATUS

ESA Threatened

YEAR LISTED

1999

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Lower Columbia River

STATUS

ESA Threatened

YEAR LISTED

1999

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Puget Sound

STATUS

ESA Threatened

YEAR LISTED

1999

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Snake River fall-run

STATUS

ESA Threatened

YEAR LISTED

1992

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Snake River spring/summer-run

STATUS

ESA Threatened

YEAR LISTED

1992

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Upper Willamette River

STATUS

ESA Threatened

YEAR LISTED

2005

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Upper Klamath-Trinity River

STATUS

ESA Candidate

YEAR LISTED

-

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Oregon Coast spring-run

STATUS

ESA Candidate

YEAR LISTED

-

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

REGION

West Coast

DPS OR SUBSPECIES

Southern Oregon and Northern California Coastal spring-run

STATUS

ESA Candidate

YEAR LISTED

-

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

-

DPS OR SUBSPECIES

Central Valley spring-run in the San Joaquin River XN

STATUS

ESA Experimental Population

YEAR LISTED

-

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Upper Columbia River spring-run in the Okanogan River subbasin XN

STATUS

ESA Experimental Population

YEAR LISTED

-

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

Alaska

West Coast

Chum Salmon (Protected)

Oncorhynchus keta

SPECIES CATEGORY

Fish

Protected Fish

Salmon & Steelhead

DPS OR SUBSPECIES

Columbia River ESU

STATUS

ESA Threatened

YEAR LISTED

1999

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Hood Canal summer-run ESU

STATUS

ESA Threatened

YEAR LISTED

1999

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

Coho Salmon (Protected)

Oncorhynchus kisutch

SPECIES CATEGORY

Fish

Protected Fish

Salmon & Steelhead

DPS OR SUBSPECIES

Central California Coast ESU

STATUS

ESA Endangered

YEAR LISTED

2005; 1996 (original)

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Lower Columbia River ESU

STATUS

ESA Threatened

YEAR LISTED

2005

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Oregon coast ESU

STATUS

ESA Threatened

YEAR LISTED

2008

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Southern Oregon & Northern California coasts ESU

STATUS

ESA Threatened

YEAR LISTED

1997

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

Eulachon

Thaleichthys pacificus

SPECIES CATEGORY

Fish

Protected Fish

DPS OR SUBSPECIES

Southern DPS

STATUS

ESA Threatened

YEAR LISTED

2010

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

Fin Whale*Balaenoptera physalus***SPECIES CATEGORY**

Whales

DPS OR SUBSPECIES

Throughout Its Range

STATUS

ESA Endangered

YEAR LISTED

1970

RECOVERY PLAN

Final

CRITICAL HABITAT

-

REGION

Alaska

New England/Mid-Atlantic

Pacific Islands

Southeast

West Coast

Gray Whale*Eschrichtius robustus***SPECIES CATEGORY**

Whales

DPS OR SUBSPECIES

Western North Pacific DPS

STATUS

ESA Endangered - Foreign

YEAR LISTED

1994; 1970 (original)

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

Alaska

West Coast

Green Sturgeon

Acipenser medirostris

SPECIES CATEGORY

Fish

Protected Fish

DPS OR SUBSPECIES

Southern DPS

STATUS

ESA Threatened

YEAR LISTED

2006

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

Green Turtle

Chelonia mydas

SPECIES CATEGORY

Sea Turtles

DPS OR SUBSPECIES

Central South Pacific DPS

STATUS

ESA Endangered

YEAR LISTED

2016

RECOVERY PLAN

Final

CRITICAL HABITAT

-

REGION

Pacific Islands

DPS OR SUBSPECIES

Central West Pacific DPS

STATUS

ESA Endangered

YEAR LISTED

2016

RECOVERY PLAN

Final

CRITICAL HABITAT

-

REGION

Pacific Islands

DPS OR SUBSPECIES

Mediterranean DPS

STATUS

ESA Endangered - Foreign

YEAR LISTED

2016

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

Foreign

DPS OR SUBSPECIES

Central North Pacific DPS

STATUS

ESA Threatened

YEAR LISTED

2016

RECOVERY PLAN

Final

CRITICAL HABITAT

-

REGION

Pacific Islands

DPS OR SUBSPECIES

East Pacific DPS

STATUS

ESA Threatened

YEAR LISTED

2016

RECOVERY PLAN

Final

CRITICAL HABITAT

-

REGION

West Coast

DPS OR SUBSPECIES

North Atlantic DPS

STATUS

ESA Threatened

YEAR LISTED

YEAR LISTED

2016

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

New England/Mid-Atlantic

Southeast

DPS OR SUBSPECIES

South Atlantic DPS

STATUS

ESA Threatened

YEAR LISTED

2016

RECOVERY PLAN

Final

CRITICAL HABITAT

-

REGION

Southeast

DPS OR SUBSPECIES

East Indian-West Pacific DPS

STATUS

ESA Threatened - Foreign

YEAR LISTED

2016

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

Foreign

DPS OR SUBSPECIES

North Indian DPS

STATUS

ESA Threatened - Foreign

YEAR LISTED

2016

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

Foreign

DPS OR SUBSPECIES

Southwest Indian DPS

STATUS

ESA Threatened - Foreign

YEAR LISTED

2016

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

Foreign

DPS OR SUBSPECIES

Southwest Pacific DPS

STATUS

ESA Threatened - Foreign

YEAR LISTED

2016

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

Foreign

Guadalupe Fur Seal

Arctocephalus townsendi

SPECIES CATEGORY

Seals & Sea Lions

DPS OR SUBSPECIES

Throughout Its Range

STATUS

ESA Threatened

YEAR LISTED

1985

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

Alaska

West Coast

Gulf Grouper

Mycteroperca jordani

SPECIES CATEGORY

Fish

Protected Fish

DPS OR SUBSPECIES

Throughout Its Range

STATUS

ESA Endangered

YEAR LISTED

2016

RECOVERY PLAN

-

CRITICAL HABITAT

No

REGION

West Coast

West Coast

Humpback Whale

Megaptera novaeangliae

SPECIES CATEGORY

Whales

DPS OR SUBSPECIES

Central America DPS

STATUS

ESA Endangered

YEAR LISTED

2016

RECOVERY PLAN

Final

CRITICAL HABITAT

Proposed

REGION

West Coast

DPS OR SUBSPECIES

Western North Pacific DPS

STATUS

ESA Endangered

YEAR LISTED

2016

RECOVERY PLAN

Final

CRITICAL HABITAT

Proposed

REGION

Alaska

DPS OR SUBSPECIES

Arabian Sea DPS

STATUS

ESA Endangered - Foreign

YEAR LISTED

2016

ZU 10

RECOVERY PLAN

Final

CRITICAL HABITAT

-

REGION

Foreign

DPS OR SUBSPECIES

Cape Verde Islands/Northwest Africa DPS

STATUS

ESA Endangered - Foreign

YEAR LISTED

2016

RECOVERY PLAN

Final

CRITICAL HABITAT

-

REGION

Foreign

DPS OR SUBSPECIES

Mexico DPS

STATUS

ESA Threatened

YEAR LISTED

2016

RECOVERY PLAN

Final

CRITICAL HABITAT

Proposed

REGION

Alaska

West Coast

Killer Whale*Orcinus orca*

SPECIES CATEGORY

Whales

Dolphins & Porpoises

DPS OR SUBSPECIES

Southern Resident DPS

STATUS

ESA Endangered

YEAR LISTED

2005

RECOVERY PLAN

Final

CRITICAL HABITAT

Proposed Revision

REGION

Alaska

West Coast

Leatherback Turtle*Dermochelys coriacea***SPECIES CATEGORY**

Sea Turtles

DPS OR SUBSPECIES

Throughout Its Range

STATUS

ESA Endangered

YEAR LISTED

1970

RECOVERY PLAN

Final

CRITICAL HABITAT

Final (U.S. Caribbean)

Final (U.S. West Coast)

REGION

New England/Mid-Atlantic

Pacific Islands

Southeast

West Coast

Foreign

Loggerhead Turtle

Caretta caretta

SPECIES CATEGORY

Sea Turtles

DPS OR SUBSPECIES

North Pacific Ocean DPS

STATUS

ESA Endangered

YEAR LISTED

2011

RECOVERY PLAN

Final

CRITICAL HABITAT

No

REGION

Pacific Islands

West Coast

DPS OR SUBSPECIES

Mediterranean Sea DPS

STATUS

ESA Endangered - Foreign

YEAR LISTED

2011

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

Foreign

DPS OR SUBSPECIES

Northeast Atlantic Ocean DPS

STATUS

ESA Endangered - Foreign

YEAR LISTED

2011

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

Foreign

DPS OR SUBSPECIES

North Indian Ocean DPS

STATUS

ESA Endangered - Foreign

YEAR LISTED

2011

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

Foreign

DPS OR SUBSPECIES

South Pacific Ocean DPS

STATUS

ESA Endangered - Foreign

YEAR LISTED

2011

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

Foreign

DPS OR SUBSPECIES

Northwest Atlantic Ocean DPS

STATUS

ESA Threatened

YEAR LISTED

2011

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

New England/Mid-Atlantic
Southeast

DPS OR SUBSPECIES

South Atlantic Ocean DPS

STATUS

ESA Threatened - Foreign

YEAR LISTED

2011

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

Foreign

DPS OR SUBSPECIES

Southeast Indo-Pacific Ocean DPS

STATUS

ESA Threatened - Foreign

YEAR LISTED

2011

RECOVERY PLAN

-

CRITICAL HABITAT

REGION

Foreign

DPS OR SUBSPECIES

Southwest Indian Ocean DPS

STATUS

ESA Threatened - Foreign

YEAR LISTED

2011

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

Foreign

North Pacific Right Whale

Eubalaena japonica

SPECIES CATEGORY

Whales

DPS OR SUBSPECIES

Throughout Its Range

STATUS

ESA Endangered

YEAR LISTED

2008; 1970 (original)

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

Oceanic Whitetip Shark

*Carcharhinus longimanus***SPECIES CATEGORY**

Fish
Protected Fish
Highly Migratory Fish
Sharks

DPS OR SUBSPECIES

Throughout Its Range

STATUS

ESA Threatened

YEAR LISTED

2018

RECOVERY PLAN

Under Development

CRITICAL HABITAT

Not Prudent

REGION

New England/Mid-Atlantic
Pacific Islands
Southeast
West Coast

Olive Ridley Turtle*Lepidochelys olivacea***SPECIES CATEGORY**

Sea Turtles

DPS OR SUBSPECIES

Mexico's Pacific coast breeding populations

STATUS

ESA Endangered

YEAR LISTED

1978

RECOVERY PLAN

Final

CRITICAL HABITAT

-

REGION

Foreign

DPS OR SUBSPECIES

All other populations

STATUS

ESA Threatened

YEAR LISTED

-

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

Pacific Islands

Southeast

West Coast

Foreign

Scalloped Hammerhead Shark

Sphyrna lewini

SPECIES CATEGORY

Fish

Protected Fish

Highly Migratory Fish

Sharks

DPS OR SUBSPECIES

Eastern Pacific DPS

STATUS

ESA Endangered

YEAR LISTED

2014

RECOVERY PLAN

RECOVERY PLAN

-

CRITICAL HABITAT

No

REGION

West Coast

DPS OR SUBSPECIES

Eastern Atlantic DPS

STATUS

ESA Endangered - Foreign

YEAR LISTED

2014

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

Foreign

DPS OR SUBSPECIES

Central & Southwest Atlantic DPS

STATUS

ESA Threatened

YEAR LISTED

2014

RECOVERY PLAN

-

CRITICAL HABITAT

No

REGION

Southeast

DPS OR SUBSPECIES

Indo-West Pacific DPS

STATUS

ESA Threatened

YEAR LISTED

2014

RECOVERY PLAN

-

CRITICAL HABITAT

No

REGION

Pacific Islands

Sei Whale*Balaenoptera borealis***SPECIES CATEGORY**

Whales

DPS OR SUBSPECIES

Throughout Its Range

STATUS

ESA Endangered

YEAR LISTED

1970

RECOVERY PLAN

Final

CRITICAL HABITAT

-

REGION

Alaska

New England/Mid-Atlantic

Pacific Islands

Southeast

West Coast

Sockeye Salmon (Protected)*Oncorhynchus nerka***SPECIES CATEGORY**

Fish

Protected Fish

Salmon & Steelhead

DPS OR SUBSPECIES

DPS OR SUBSPECIES

Snake River ESU

STATUS

ESA Endangered

YEAR LISTED

1991

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Ozette Lake ESU

STATUS

ESA Threatened

YEAR LISTED

1999

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

Sperm Whale

Physeter macrocephalus

SPECIES CATEGORY

Whales

DPS OR SUBSPECIES

Throughout Its Range

STATUS

ESA Endangered

YEAR LISTED

1970

RECOVERY PLAN

Final

CRITICAL HABITAT

-

REGION

Alaska

New England/Mid-Atlantic

Pacific Islands

Southeast

West Coast

Steelhead Trout*Oncorhynchus mykiss***SPECIES CATEGORY**

Fish

Protected Fish

Salmon & Steelhead

DPS OR SUBSPECIES

Southern California DPS

STATUS

ESA Endangered

YEAR LISTED

1997

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

California Central Valley DPS

STATUS

ESA Threatened

YEAR LISTED

YEAR LISTED

1998

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Central California Coast DPS

STATUS

ESA Threatened

YEAR LISTED

1997

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Lower Columbia River DPS

STATUS

ESA Threatened

YEAR LISTED

1998

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Middle Columbia River

STATUS

ESA Threatened

YEAR LISTED

1999

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Northern California DPS

STATUS

ESA Threatened

YEAR LISTED

2000

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Puget Sound DPS

STATUS

ESA Threatened

YEAR LISTED

2007

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Snake River Basin DPS

STATUS

ESA Threatened

YEAR LISTED

2006

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

South-Central California Coast DPS

STATUS

ESA Threatened

YEAR LISTED

1997

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Upper Columbia River DPS

STATUS

STATUS

ESA Threatened

YEAR LISTED

2006; 1997 (original)

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Upper Willamette River DPS

STATUS

ESA Threatened

YEAR LISTED

1999

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

DPS OR SUBSPECIES

Middle Columbia River XN

STATUS

ESA Experimental Population

YEAR LISTED

-

RECOVERY PLAN

-

CRITICAL HABITAT

-

REGION

Alaska

West Coast

Steller Sea Lion*Eumetopias jubatus***SPECIES CATEGORY**

Seals & Sea Lions

DPS OR SUBSPECIES

Western DPS

STATUS

ESA Endangered

YEAR LISTED

1997; 1990 (original)

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

White Abalone*Haliotis sorenseni***SPECIES CATEGORY**

Invertebrates

Abalone

DPS OR SUBSPECIES

Throughout Its Range

STATUS

ESA Endangered

YEAR LISTED

2001

RECOVERY PLAN

Final

CRITICAL HABITAT

Not Prudent

REGION

West Coast

Yelloweye Rockfish

Sebastes ruberrimus

SPECIES CATEGORY

Fish

Protected Fish

DPS OR SUBSPECIES

Puget Sound/ Georgia Basin DPS

STATUS

ESA Threatened

YEAR LISTED

2010

RECOVERY PLAN

Final

CRITICAL HABITAT

Final

REGION

Alaska

West Coast

Attachment #7: Project Site Photos: **Folsom Street**



161115_How-Fol_38.jpg



161115_How-Fol_39.jpg



161115_How-Fol_40.jpg



161115_How-Fol_42.jpg



161115_How-Fol_44.jpg



161115_How-Fol_47.jpg



161115_How-Fol_48.jpg



161115_How-Fol_51.jpg



161118_Fol-How_10.jpg



161118_Fol-How_13.jpg



170304_8th-Bike_2.jpg



170405_7th_St_27.jpg



180510_Biking_05.jpg



180510_Biking_06.jpg



180510_Biking_28.jpg



180510_Biking_63.jpg



180530_3rd_01.jpg



180530_3rd_05.jpg



180530_3rd_21.jpg



180530_3rd_22.jpg



180530_3rd_30.jpg



180530_3rd_31.jpg



180530_3rd_32.jpg



180530_3rd_34.jpg



IMG_0185.JPG



IMG_20161026_123318045.jpg



IMG_3942.JPG



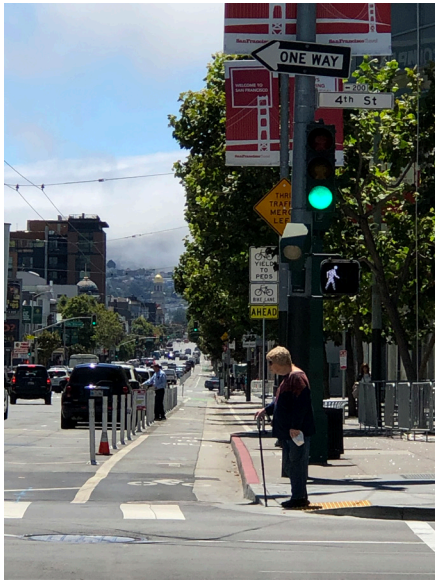
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IMG_5551.JPG



IMG_6407.jpg



IMG_6412.jpg



IMG_6934.JPG



IMG_6956.JPG



IMG_6960.JPG



IMG_6973.JPG



IMG_7349.JPG



IMG_7538.JPG



IMG_8024.JPG



FEMA's National Flood Hazard Layer (NFHL) Viewer

with Web App





Attachment #9: VIA Questionnaire

[Home](#) | [Programs](#) | [Design](#) | [Visual Impact Assessment](#) | [VIA Questionnaire](#)

Questionnaire to Determine Visual Impact Assessment (VIA) Level

Use the following questions and subsequent score as a guide to help determine the appropriate level of VIA documentation. This questionnaire assists the VIA preparer (i.e. Landscape Architect) in estimating the probable visual impacts of a proposed project on the environment and in understanding the degree and breadth of the possible visual issues. The goal is to develop a suitable document strategy that is thorough, concise and defensible.

Enter the project name and consider each of the ten questions below. Select the response that most closely applies to the proposed project and corresponding number on the right side of the table. Points are automatically computed at the bottom of the table and the total score should be matched to one of the five groups of scores at the end of the questionnaire that include recommended levels of VIA study and associated annotated outlines (i.e., minor, moderate, advanced/complex).

This scoring system should be used as a preliminary guide and should not be used as a substitute for objective analysis on the part of the preparer. Although the total score may recommend a certain level of VIA document, circumstances associated with any one of the ten question-areas may indicate the need to elevate the VIA to a greater level of detail. For projects done by others on the State Highway System, the District Landscape Architect should be consulted when scoping the VIA level and provide concurrence on the level of analysis used.

[The Standard Environmental Reference, Environmental Handbook, Volume I: Chapter 27-Visual & Aesthetics Review](#) lists preparer qualifications for conducting the visual impact assessment process. Landscape Architects receive formal training in the area of visual resource management and can appropriately determine which VIA level is appropriate.

Preparer Qualifications:

"Scenic Resource Evaluations and VIA's are performed under the direction of licensed Landscape Architects. Landscape Architects receive formal training in the area of visual resource management with a curriculum that emphasizes environmental design, human factors, and context sensitive solutions. When recommending specific visual mitigation measures, Landscape Architects can appropriately weigh the benefits of these different measures and consider construction feasibility and maintainability."

Calculate VIA Level Score

Project Information

Project Name**Project Identification #****Preparer Name**

Caltrans District Landscape Architect (DLA)

For projects on State Highway System Only, Name of Caltrans District Landscape Architect (DLA) providing VIA Questionnaire Score Concurrence - if different than above.

For Projects on State Highway System Only, Enter DLA Name

Change to Visual Environment**Will the project result in a noticeable change in the physical****1. characteristics of the existing environment?**

Consider all project components and construction impacts - both permanent and temporary, including landform changes, structures, noise barriers, vegetation removal, railing, signage, and contractor activities.

Low Level of Change (1 point) ▼

Will the project complement or contrast with the visual character desired**2. by the community?**

Evaluate the scale and extent of the project features compared to the surrounding scale of the community. Is the project likely to give an urban appearance to an existing rural or suburban community? Do you anticipate that the change will be viewed by the public as positive or negative? Research planning documents, or talk with local planners and community representatives to understand the type of visual environment local residents envision for their community.

High Compatibility (1 point) ▼

What level of local concern is there for the types of project features (e.g., bridge structures, large excavations, sound barriers, or median planting removal) and construction impacts that are proposed?

Certain project improvements can be of special interest to local citizens, causing a heightened level of public concern, and requiring a more focused visual analysis.

Low Concern (1 point) ▼

Will the project require redesign or realignment to minimize adverse change or will mitigation, such as landscape or architectural treatment, likely be necessary?

Consider the type of changes caused by the project, i.e., can undesirable views be screened or will desirable views be permanently obscured so a redesign should be considered?

No Mitigation Likely (0 points) ▼

Will this project, when seen collectively with other projects, result in an aggregate adverse change (cumulative impacts) in overall visual quality or character?

Identify any projects (both Caltrans and local) in the area that have been constructed in recent years and those currently planned for future construction. The window of time and the extent of area applicable to possible cumulative impacts should be based on a reasonable anticipation of the viewing public's perception.

Cumulative Impacts Unlikely to Occur (1 point) ▼

Viewer Sensitivity**What is the potential that the project proposal will be controversial within the community, or opposed by any organized group?****1. the community, or opposed by any organized group?**

This can be researched initially by talking with Caltrans and local agency management and staff familiar with the affected community's sentiments as evidenced by past projects and/or current information.

Low Potential (1 point) ▼

2. How sensitive are potential viewer-groups likely to be regarding visible changes proposed by the project?

Consider among other factors the number of viewers within the group, probable viewer expectations, activities, viewing duration, and orientation. The expected viewer sensitivity level may be scoped by applying professional judgment, and by soliciting information from other Caltrans staff, local agencies and community representatives familiar with the affected community's sentiments and demonstrated concerns.

Low Sensitivity (1 point) ▼

3. To what degree does the project's aesthetic approach appear to be consistent with applicable laws, ordinances, regulations, policies or standards?

Although the State is not always required to comply with local planning ordinances, these documents are critical in understanding the importance that communities place on aesthetic issues. The Caltrans Environmental Planning branch may have copies of the planning documents that pertain to the project. If not, this information can be obtained by contacting the local planning department. Also, many local and state planning documents can be found online at the California Land Use Planning Network.

High Compatibility (1 point) ▼

4. Are permits going to be required by outside regulatory agencies (i.e., Federal, State, or local)?

Permit requirements can have an unintended consequence on the visual environment. Anticipated permits, as well as specific permit requirements - which are defined by the permitted, may be determined by talking with the project Environmental Planner and Project Engineer. Note: coordinate with the Caltrans representative responsible for obtaining the permit prior to communicating directly with any permitting agency.

No (1 point) ▼

5. Will the project sponsor or public benefit from a more detailed visual analysis in order to help reach consensus on a course of action to address potential visual impacts?

Consider the proposed project features, possible visual impacts, and probable mitigation recommendations.

No (1 point) ▼

Calculate Total

It is recommended that you print a copy of these calculations for the project file.

Project Score: 9

Select An Outline Based Upon Project Score

The total score will indicate the recommended VIA level for the project. In addition to considering circumstances relating to any one of the ten questions-areas that would justify elevating the VIA level, also consider any other project factors that would have an effect on level selection.

Score 6-9

No noticeable visual changes to the environment are proposed and no further analysis is required. Print out a copy of this completed questionnaire for your project file or Preliminary Environmental Study (PES).

Score 10-14

Negligible visual changes to the environment are proposed. A [brief Memorandum\(see sample\)](#)addressing visual issues providing a rationale why a technical study is not required.

Score 15-19

Noticeable visual changes to the environment are proposed. An abbreviated VIA is appropriate in this case. The assessment would briefly describe project features, impacts and any avoidance and minimization measures. Visual simulations would be optional. Go to the [Directions for using and accessing the Minor VIA Annotated Outline](#).

Score 20-24

Noticeable visual changes to the environment are proposed. A fully developed VIA is appropriate. This technical study will likely receive public review.Go to the [Directions for using and accessing the Moderate VIA Annotated Outline](#).

Score 25-30

Noticeable visual changes to the environment are proposed. A fully developed VIA is appropriate that includes photo simulations. It is appropriate to alert the Project Development Team to the potential for highly adverse impacts and to consider project alternatives to avoid those impacts.Go to the [Directions for using and accessing the Advanced/Complex VIA Annotated Outline](#).

Statewide Campaigns

- ▶ [ADA Access](#)
- ▶ [Adopt-A-Highway](#)
- ▶ [Amber Alert](#)
- ▶ [Be Work Zone Alert](#)
- ▶ [CAL FIRE](#)
- ▶ [California Climate Investments](#)
- ▶ [California Connected](#)
- ▶ [California Transportation Plan 2050](#)
- ▶ [Energy Upgrade](#)
- ▶ [Tenant and Landlord Resources](#)
- ▶ [Keep Your Home](#)
- ▶ [Move Over Law](#)
- ▶ [Response.CA.gov: Power Outage and Fire Recovery Resources](#)
- ▶ [REAL ID](#)
- ▶ [Save Our Water](#)
- ▶ [Unclaimed Property](#)

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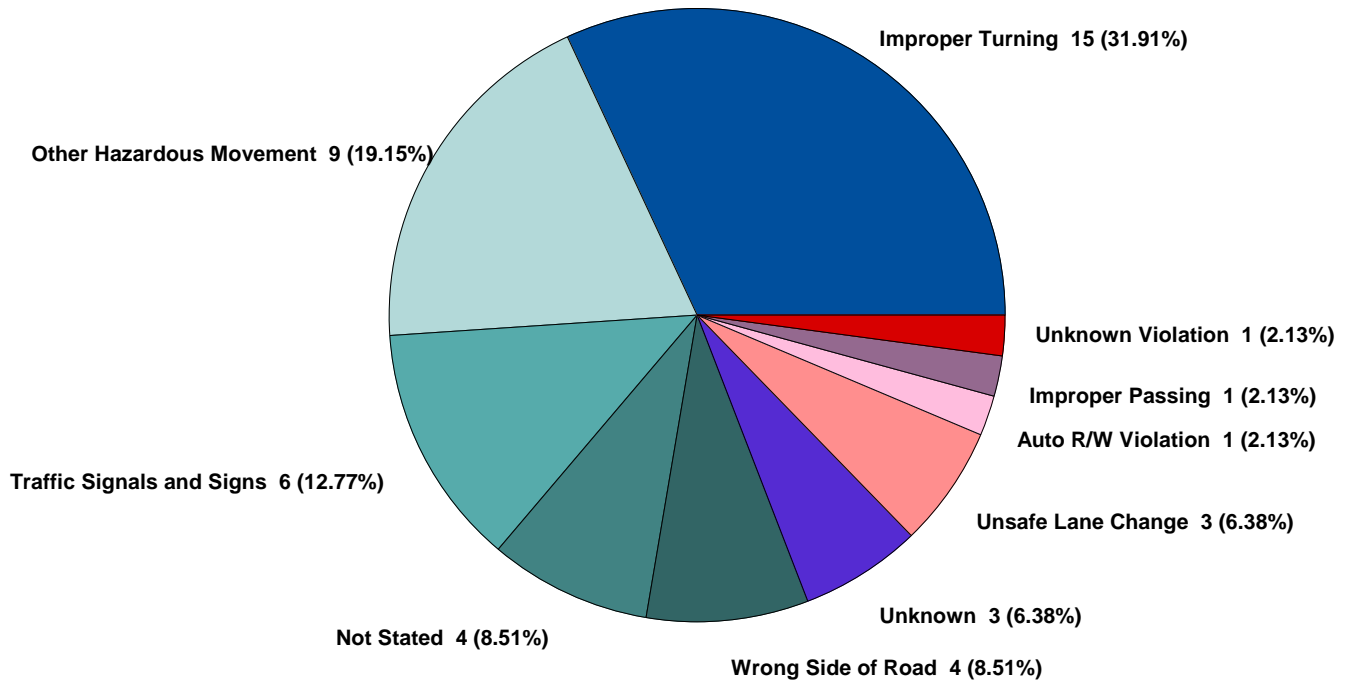
[Register to Vote](#)



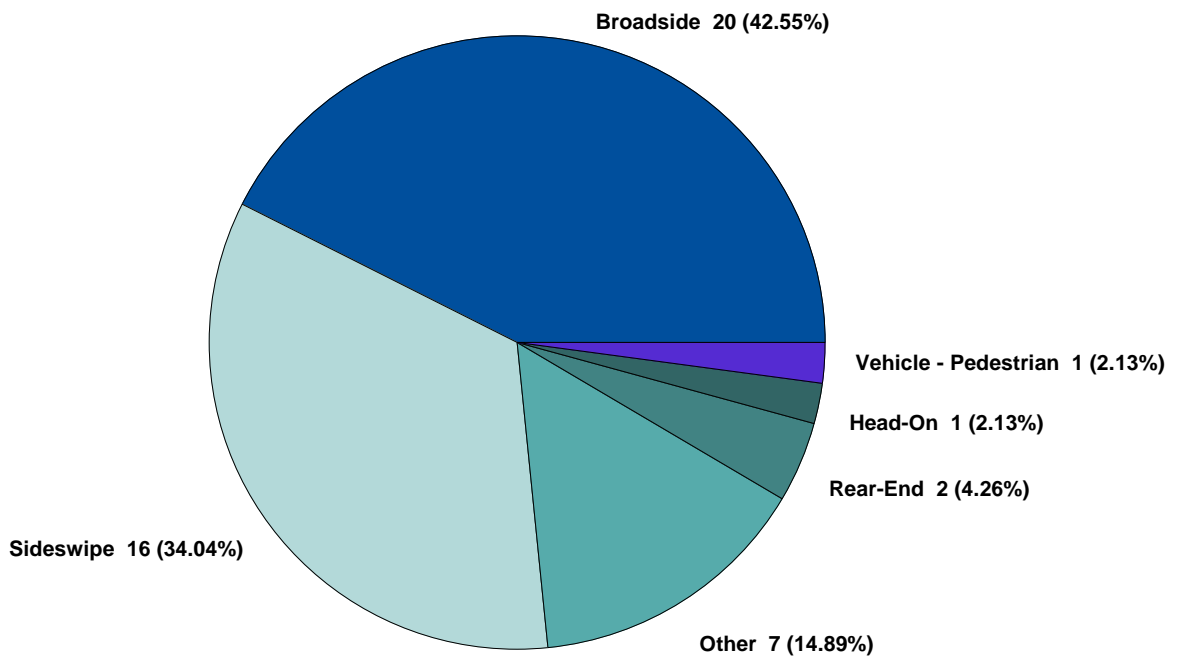
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**City and County of San Francisco
San Francisco Municipal Transportation Agency**



Primary Collision Factors



Collision Types

**4/1/2011 to 3/31/2016 Total Collisions: 47
FOLSOM ST between 2ND ST and 11TH ST**

Segment Length: 1.34 miles (7,065')

Settings for Query:

Street: FOLSOM ST between 2ND ST and 11TH ST

Include Intersection Related: True

Involved With: Bicycle

Sorted By: Date and Time

**City and County of San Francisco
San Francisco Municipal Transportation Agency**

From 4/1/2011 to 3/31/2016

**Total Collisions: 47
Injury Collisions: 40
Fatal Collisions: 1**

Collision Summary Report

10/26/16

FOLSOM ST from 2ND ST to 11TH ST

Page 1 of 9

5483547	1/16/2012	12:00	Monday	4TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Broadside		Bicycle	Improper Turning	22107	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Driver		East	Making Left Turn	Male	Age: 91			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Bicyclist		South	Proceeding Straight	Male	Age: 21			
Veh Type:	Bicycle		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
5684927	3/5/2012	10:56	Monday	FOLSOM ST & 10TH ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Broadside		Bicycle	Improper Turning	22107	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		South	Making Right Turn	Female	Age: 44			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Bicyclist		East	Proceeding Straight	Male	Age: 33			
Veh Type:	Bicycle		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
6137250	4/18/2012	08:54	Wednesday	FOLSOM ST & 6TH ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Broadside		Bicycle	Improper Turning	22107	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		East	Making Right Turn	Male	Age: 50			
Veh Type:	Pickup Truck		Sobriety: HNBD	Assoc Factor: Not Stated	Not Required		Not Stated		
Party 2	Bicyclist		East	Proceeding Straight	Male	Age: 35			
Veh Type:	Bicycle		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
6072998	5/1/2012	12:36	Tuesday	FOLSOM ST & HALLAM ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Other		Bicycle	Improper Turning	22107	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		South	Making Right Turn	Male	Age: 49			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Bicyclist		East	Proceeding Straight	Male	Age: 28			
Veh Type:	Bicycle		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
5739505	6/6/2012	07:18	Wednesday	5TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Sideswipe		Bicycle	Unknown Violation		Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		South	Changing Lanes	Male	Age: 53			
Veh Type:	Not Stated		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
Party 2	Bicyclist		South	Proceeding Straight	Male	Age: 24			
Veh Type:	Bicycle		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		

FOLSOM ST from 2ND ST to 11TH ST

6076695	6/14/2012	09:00	Thursday	FOLSOM ST & 5TH ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:
	Broadside		Bicycle	Unknown		Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver		East	Proceeding Straight	Male	Age: 25			
Veh Type:	Not Stated		Sobriety: HNBD	Assoc Factor: Not Stated	Not Required		Not Stated		
Party 2	Driver		Not State	Making Right Turn	Not State	Age:			
Veh Type:	Passenger Car		Sobriety: HBD Impairment Un	Assoc Factor: Not Stated	Not Stated		Not Stated		
5762833	7/13/2012	13:50	Friday	FOLSOM ST & 6TH ST	98'	Direction: East	Daylight	Clear	Pty at Fault:1
	Other		Bicycle	Other Hazardous Movement	22517	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Parked Vehicle		West	Stopped in Road	Not State	Age:			
Veh Type:	Not Stated		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
Party 2	Bicyclist		West	Proceeding Straight	Male	Age: 45			
Veh Type:	Bicycle		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
5777991	8/10/2012	14:30	Friday	FOLSOM ST & 6TH ST	61'	Direction: East	Daylight	Clear	Pty at Fault:1
	Sideswipe		Bicycle	Unsafe Lane Change	21658A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		East	Changing Lanes	Female	Age: 54			
Veh Type:	Other Bus		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Bicyclist		East	Proceeding Straight	Male	Age: 59			
Veh Type:	Bicycle		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
6061808	8/27/2012	18:06	Monday	9TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Other		Bicycle	Other Hazardous Movement	21657	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Bicyclist		South	Proceeding Straight	Male	Age: 40			
Veh Type:	Bicycle		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
Party 2	Driver		North	Proceeding Straight	Male	Age: 28			
Veh Type:	Other Bus		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
6059085	10/20/2012	14:37	Saturday	FOLSOM ST & 6TH ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Broadside		Bicycle	Improper Turning	22107	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		South	Making Right Turn	Male	Age: 46			
Veh Type:	Not Stated		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
Party 2	Bicyclist		East	Proceeding Straight	Male	Age: 25			
Veh Type:	Bicycle		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
6059268	12/18/2012	07:30	Tuesday	FOLSOM ST & 8TH ST	230'	Direction: West	Daylight	Cloudy	Pty at Fault:1
	Sideswipe		Bicycle	Improper Turning	22107	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Bicyclist		East	Changing Lanes	Male	Age: 34			
Veh Type:	Bicycle		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
Party 2	Driver		East	Proceeding Straight	Male	Age: 38			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		

FOLSOM ST from 2ND ST to 11TH ST

130046803	1/17/2013	14:20	Thursday	FOLSOM ST & 8TH ST	10'	Direction: East	Daylight	Clear	Pty at Fault:1
	Broadside		Bicycle	Improper Turning	22107	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Driver		East	Ran Off Road	Male	Age: 27			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Violation	Lap/Shoulder	Harness Used	Cell Phone Not In Use		
Party 2	Bicyclist		East	Proceeding Straight	Male	Age: 60			
Veh Type:	Bicycle		Sobriety: HNBD	Assoc Factor: None Apparent	M/C Helmet Driver - No		Cell Phone Not In Use		
130570943	7/11/2013	17:50	Thursday	5TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Sideswipe		Bicycle	Traffic Signals and Signs	21453A	Hit & Run: Felony	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		East	Making Right Turn	Male	Age: 52			
Veh Type:			Sobriety: HNBD	Assoc Factor: None Apparent	M/C Helmet Driver - No		Cell Phone Not In Use		
Party 2	Driver		South	Proceeding Straight	Male	Age: 32			
Veh Type:	Passenger Car		Sobriety: Impairment Not Kno	Assoc Factor: Not Stated			Not Stated		
130572137	7/12/2013	09:17	Friday	10TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Cloudy	Pty at Fault:1
	Broadside		Bicycle	Traffic Signals and Signs	21453A	Hit & Run: No	Severe Injury	# Inj: 1	# Killed: 0
Party 1	Bicyclist		East	Proceeding Straight	Male	Age: 31			
Veh Type:	Bicycle		Sobriety: Not Stated	Assoc Factor: None Apparent			Cell Phone Not In Use		
Party 2	Driver		South	Proceeding Straight	Male	Age: 25			
Veh Type:	Passenger Car		Sobriety: Not Stated	Assoc Factor: None Apparent	Lap Belt Used		Cell Phone Not In Use		
Party 3	Parked Vehicle		Not State	Not Stated	Not State	Age:			
Veh Type:	Passenger Car		Sobriety: Not Stated	Assoc Factor: Not Stated			Not Stated		
130572347	7/12/2013	09:50	Friday	FOLSOM ST & 6TH ST	0'	Direction: Not State	Daylight	Cloudy	Pty at Fault:1
	Vehicle - Pedestrian		Bicycle	Improper Turning	22107	Hit & Run: Misde	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		East	Making Right Turn	Male	Age:			
Veh Type:	Passenger Car		Sobriety: Impairment Not Kno	Assoc Factor: None Apparent			Cell Phone Not In Use		
Party 2	Bicyclist		East	Proceeding Straight	Male	Age: 34			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	None In Vehicle		Cell Phone Not In Use		
130636539	8/2/2013	10:00	Friday	FOLSOM ST & 6TH ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Sideswipe		Bicycle	Auto R/W Violation	21803A	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver		East	Making Right Turn	Male	Age: 55			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Violation	Unknown		Cell Phone Not In Use		
Party 2	Bicyclist		East	Proceeding Straight	Male	Age: 35			
Veh Type:			Sobriety: HNBD	Assoc Factor: None Apparent	None In Vehicle		Cell Phone Not In Use		
130672248	8/14/2013	07:07	Wednesday	6TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Broadside		Bicycle	Improper Passing	21755	Hit & Run: No	Fatal	# Inj: 0	# Killed: 1
Party 1	Driver		East	Proceeding Straight	Female	Age: 24			
Veh Type:	4		Sobriety: Impairment Not Kno	Assoc Factor: None Apparent	M/C Helmet Driver - Yes		Cell Phone Not In Use		
Party 2	Driver		South	Making Right Turn	Male	Age: 45			
Veh Type:	Truck		Sobriety: HNBD	Assoc Factor: None Apparent	Unknown		Cell Phone Not In Use		

FOLSOM ST from 2ND ST to 11TH ST

130741138	9/5/2013	09:15	Thursday	8TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Broadside		Bicycle	Improper Turning	22107	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Bicyclist		South	Making Left Turn	Male	Age: 27			
Veh Type:	Bicycle		Sobriety: HNBD	Assoc Factor: None Apparent	M/C Helmet Driver - No		Cell Phone Not In Use		
Party 2	Driver		South	Proceeding Straight	Male	Age: 64			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		
130774468	9/14/2013	23:43	Saturday	FOLSOM ST & HAWTHORNE ST	0'	Direction: Not State	Dark - Street Light	Clear	Pty at Fault:1
	Broadside		Bicycle	Wrong Side of Road	216501	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Bicyclist		West	Parked	Male	Age: 27			
Veh Type:	4		Sobriety: Not Stated	Assoc Factor: Violation	M/C Helmet Driver - No		Cell Phone Not In Use		
Party 2	Driver		South	Proceeding Straight	Male	Age: 30			
Veh Type:	Passenger Car		Sobriety: Not Stated	Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		
130936947	11/4/2013	17:45	Monday	FOLSOM ST & 2ND ST	0'	Direction: East	Dark - Street Light	Clear	Pty at Fault:1
	Sideswipe		Bicycle	Other Hazardous Movement	21753	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Bicyclist		East	Merging	Male	Age: 36			
Veh Type:	4		Sobriety: Impairment Not Kno	Assoc Factor: Defective Vehicle	M/C Helmet Driver - Yes		Cell Phone Not In Use		
Party 2	Driver		East	Merging	Male	Age: 71			
Veh Type:	Pickup Truck		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		
140022542	1/8/2014	16:59	Wednesday	7TH ST & FOLSOM ST	0'	Direction: Not State	Dusk - Dawn	Cloudy	Pty at Fault:1
	Broadside		Bicycle	Other Hazardous Movement	21657	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Bicyclist		West	Traveling Wrong Way	Female	Age: 29			
Veh Type:	4		Sobriety: Impairment Not Kno	Assoc Factor: Violation			Cell Phone Not In Use		
Party 2	Driver		North	Proceeding Straight	Male	Age: 38			
Veh Type:	Other Bus		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		
140049881	1/17/2014	19:30	Friday	2ND ST & FOLSOM ST	0'	Direction: Not State	Dark - Street Light	Clear	Pty at Fault:1
	Broadside		Bicycle	Wrong Side of Road	216501	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Bicyclist		West	Traveling Wrong Way	Male	Age: 44			
Veh Type:	4		Sobriety: Impairment Not Kno	Assoc Factor: Violation	M/C Helmet Driver - No		Cell Phone Not In Use		
Party 2	Driver		South	Proceeding Straight	Female	Age: 31			
Veh Type:	1		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		
140228994	3/18/2014	08:52	Tuesday	FOLSOM ST & 8TH ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Broadside		Bicycle	Traffic Signals and Signs	21453A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		Not State	Proceeding Straight	Female	Age:			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Stop and Go Traffi	Lap/Shoulder Harness Used		Cell Phone Not In Use		
Party 2	Bicyclist		East	Proceeding Straight	Female	Age: 35			
Veh Type:			Sobriety: HNBD	Assoc Factor: None Apparent	M/C Helmet Driver - Yes		Cell Phone Not In Use		

FOLSOM ST from 2ND ST to 11TH ST

140272270	4/1/2014	19:54	Tuesday	7TH ST & FOLSOM ST	0'	Direction: Not State	Dark - Street Light	Raining	Pty at Fault:1
	Sideswipe		Bicycle	Improper Turning	22107	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		East	Making Right Turn	Male	Age: 64			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Shoulder Harness Used		Cell Phone Not In Use		
Party 2	Bicyclist		North	Proceeding Straight	Male	Age: 23			
Veh Type:	Bicycle		Sobriety: HNBD	Assoc Factor: Not Stated	M/C Helmet Driver - Yes		Cell Phone Not In Use		
140519088	6/23/2014	01:44	Monday	8TH ST & FOLSOM ST	0'	Direction: Not State	Not Stated	Clear	Pty at Fault:1
	Broadside		Bicycle	Traffic Signals and Signs	21453A	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Bicyclist		South	Proceeding Straight	Male	Age: 47			
Veh Type:	Bicycle		Sobriety: HBD Impairment Un	Assoc Factor: None Apparent	M/C Helmet Driver - No		Cell Phone Not In Use		
Party 2	Driver		East	Proceeding Straight	Male	Age: 56			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		
140536032	6/28/2014	15:51	Saturday	5TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Sideswipe		Bicycle	Improper Turning	22107	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		North	Making Right Turn	Male	Age: 71			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		
Party 2	Bicyclist		East	Making Right Turn	Male	Age: 65			
Veh Type:	Bicycle		Sobriety: HNBD	Assoc Factor: None Apparent			Cell Phone Not In Use		
140587392	7/11/2014	17:30	Friday	2ND ST & FOLSOM ST	0'	Direction: Not State	Dusk - Dawn	Clear	Pty at Fault:
	Rear-End		Bicycle	Unknown		Hit & Run: Felony	Property Damage Only	# Inj: 1	# Killed: 0
Party 1	Driver		North	Proceeding Straight	Not State	Age:			
Veh Type:	Passenger Car		Sobriety: Impairment Not Kno	Assoc Factor: None Apparent			Cell Phone Not In Use		
Party 2	Bicyclist		North	Not Stated	Male	Age: 26			
Veh Type:			Sobriety: Not Stated	Assoc Factor: Not Stated	M/C Helmet Driver - No		Not Stated		
Party 3	Driver		Not State	Not Stated	Not State	Age:			
Veh Type:	Bicycle		Sobriety: Not Stated	Assoc Factor: Not Stated			Not Stated		
140757175	9/8/2014	16:51	Monday	8TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Sideswipe		Bicycle	Improper Turning	22107	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Driver		South	Changing Lanes	Male	Age: 28			
Veh Type:	Bicycle		Sobriety: HNBD	Assoc Factor: None Apparent	M/C Helmet Driver - Yes		Cell Phone Not In Use		
Party 2	Driver		South	Proceeding Straight	Male	Age: 65			
Veh Type:	Pickup Truck		Sobriety: HNBD	Assoc Factor: None Apparent	Lap Belt Used		Cell Phone Not In Use		
140965271	11/14/2014	14:44	Friday	HALLAM ST & FOLSOM ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Broadside		Bicycle	Other Hazardous Movement	21202A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Bicyclist		West	Proceeding Straight	Male	Age: 45			
Veh Type:	Bicycle		Sobriety: HNBD	Assoc Factor: None Apparent	M/C Helmet Driver - No		Cell Phone Not In Use		
Party 2	Driver		North	Slowing/Stopping	Male	Age: 46			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		

FOLSOM ST from 2ND ST to 11TH ST

141021933	12/4/2014	07:40	Thursday	FOLSOM ST & 3RD ST	0'	Direction: Not State	Daylight	Cloudy	Pty at Fault:1
	Sideswipe		Bicycle		B	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Driver		North	Passing Other Vehicle	Male	Age: 46			
Veh Type:	Passenger Car	Sobriety:	HNBD	Assoc Factor: None Apparent	Lap/Shoulder	Harness Used	Cell Phone Not In Use		
Party 2	Driver		North	Proceeding Straight	Male	Age: 65			
Veh Type:	Bicycle	Sobriety:	HNBD	Assoc Factor: None Apparent	M/C Helmet	Driver - Yes	Cell Phone Not In Use		
150144120	2/12/2015	06:50	Thursday	7TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:
	Sideswipe		Bicycle	Not Stated		Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		North	Changing Lanes	Male	Age: 56			
Veh Type:	Other Bus	Sobriety:	HNBD	Assoc Factor: Not Stated	Unknown		Cell Phone Not In Use		
Party 2	Bicyclist		North	Proceeding Straight	Male	Age: 44			
Veh Type:	Bicycle	Sobriety:	HNBD	Assoc Factor: Not Stated	None In Vehicle		Cell Phone Not In Use		
150196137	3/4/2015	12:00	Wednesday	FOLSOM ST & 7TH ST	80'	Direction: North	Daylight	Clear	Pty at Fault:1
	Other		Bicycle	Unsafe Lane Change	A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Bicyclist		West	Changing Lanes	Male	Age: 31			
Veh Type:	Bicycle	Sobriety:	HNBD	Assoc Factor: None Apparent	M/C Helmet	Driver - Yes	Cell Phone Not In Use		
Party 2	Driver		West	Proceeding Straight	Male	Age: 36			
Veh Type:	Motorcycle	Sobriety:	HNBD	Assoc Factor: None Apparent	M/C Helmet	Driver - Yes	Cell Phone Not In Use		
150224277	3/13/2015	10:30	Friday	8TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Sideswipe		Bicycle	Traffic Signals and Signs	A	Hit & Run: No	Severe Injury	# Inj: 1	# Killed: 0
Party 1	Bicyclist		East	Proceeding Straight	Male	Age: 63			
Veh Type:	Bicycle	Sobriety:	Impairment Not Kno	Assoc Factor: None Apparent	Not Required		Cell Phone Not In Use		
Party 2	Driver		South	Proceeding Straight	Male	Age: 35			
Veh Type:	Passenger Car	Sobriety:	HNBD	Assoc Factor: Violation	Not Required		Cell Phone Not In Use		
Party 3	Parked Vehicle		South	Parked	Male	Age:			
Veh Type:	Passenger Car	Sobriety:	Not Stated	Assoc Factor: None Apparent	Not Required		Not Stated		
150229437	3/14/2015	20:38	Saturday	FOLSOM ST & 3RD ST	0'	Direction: Not State	Dark - Street Light	Clear	Pty at Fault:1
	Other		Bicycle	Other Hazardous Movement	22517	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Driver		East	Parked	Male	Age: 59			
Veh Type:	Passenger Car	Sobriety:	HNBD	Assoc Factor: Violation	Not Required		Cell Phone Not In Use		
Party 2	Bicyclist		East	Proceeding Straight	Male	Age: 23			
Veh Type:	Bicycle	Sobriety:	HNBD	Assoc Factor: None Apparent	M/C Helmet	Driver - No	Cell Phone Not In Use		
150309380	4/9/2015	09:00	Thursday	FOLSOM ST & LANGTON ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Sideswipe		Bicycle	Improper Turning	22107	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		East	Changing Lanes	Female	Age: 42			
Veh Type:	Passenger Car	Sobriety:	HNBD	Assoc Factor: None Apparent	Lap/Shoulder	Harness Used	Hazardous Material		
Party 2	Bicyclist		East	Proceeding Straight	Male	Age: 28			
Veh Type:	Bicycle	Sobriety:	HNBD	Assoc Factor: None Apparent	M/C Helmet	Driver - Yes	Not Stated		

FOLSOM ST from 2ND ST to 11TH ST

150500851	6/8/2015	16:12	Monday	7TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Other		Bicycle	Other Hazardous Movement	22517	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Parked Vehicle		North	Parked	Male	Age: 22			
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Not Required		Cell Phone Not In Use		
Party 2	Bicyclist		North	Proceeding Straight	Male	Age: 26			
	Veh Type: Bicycle		Sobriety: HNBD	Assoc Factor: None Apparent	M/C Helmet Driver - No		Cell Phone Not In Use		
150591361	7/7/2015	15:21	Tuesday	FOLSOM ST & 8TH ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Head-On		Bicycle	Wrong Side of Road	216501	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Bicyclist		West	Traveling Wrong Way	Male	Age: 19			
	Veh Type:		Sobriety: HNBD	Assoc Factor: None Apparent			Cell Phone Not In Use		
Party 2	Driver		East	Merging	Male	Age: 57			
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		
150611828	7/13/2015	23:05	Monday	10TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Broadside		Bicycle	Wrong Side of Road	216501	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Bicyclist		North	Traveling Wrong Way	Male	Age: 34			
	Veh Type: Bicycle		Sobriety: HNBD	Assoc Factor: Violation			Cell Phone Not In Use		
Party 2	Driver		South	Making Left Turn	Not State	Age:			
	Veh Type: Pickup Truck		Sobriety: Impairment Not Kno	Assoc Factor: None Apparent			Cell Phone Not In Use		
150830965	9/22/2015	08:23	Tuesday	6TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Cloudy	Pty at Fault:1
	Broadside		Bicycle	Traffic Signals and Signs	21453A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		South	Proceeding Straight	Male	Age: 49			
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: Inattention	Lap/Shoulder Harness Used		Cell Phone Not In Use		
Party 2	Bicyclist		East	Proceeding Straight	Female	Age: 35			
	Veh Type: Bicycle		Sobriety: HNBD	Assoc Factor: None Apparent	M/C Helmet Driver - Yes		Cell Phone Not In Use		
150834058	9/22/2015	23:02	Tuesday	FOLSOM ST & RAUSCH ST	0'	Direction: Not State	Dark - Street Light	Clear	Pty at Fault:1
	Broadside		Bicycle	Unsafe Lane Change	21658A	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Bicyclist		East	Changing Lanes	Male	Age: 54			
	Veh Type: Bicycle		Sobriety: HNBD	Assoc Factor: None Apparent	M/C Helmet Driver - No		Cell Phone Not In Use		
Party 2	Driver		East	Proceeding Straight	Male	Age: 28			
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		
150833975	9/22/2015	23:02	Tuesday	FOLSOM ST & RAUSCH ST	0'	Direction: Not State	Dark - Street Light	Clear	Pty at Fault:1
	Broadside		Bicycle		A	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Bicyclist		East	Changing Lanes	Male	Age: 54			
	Veh Type: Bicycle		Sobriety: HNBD	Assoc Factor: None Apparent	M/C Helmet Driver - No		Cell Phone Not In Use		
Party 2	Driver		East	Proceeding Straight	Male	Age: 28			
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		

FOLSOM ST from 2ND ST to 11TH ST

150841047	9/25/2015	09:00	Friday	3RD ST & FOLSOM ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Rear-End		Bicycle	Other Hazardous Movement	21461A	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver		North	Proceeding Straight	Male	Age: 25			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap Belt Used		Cell Phone Not In Use		
Party 2	Bicyclist		North	Proceeding Straight	Male	Age: 32			
Veh Type:			Sobriety: HNBD	Assoc Factor: None Apparent	Not Required		Cell Phone Not In Use		
150903493	10/15/2015	17:18	Thursday	FOLSOM ST & FALMOUTH ST	0'	Direction: Not State	Dusk - Dawn	Clear	Pty at Fault:1
	Sideswipe		Bicycle		B	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Other		Not State	Stopped In Road	Not State	Age:			
Veh Type:			Sobriety: Not Stated	Assoc Factor: None Apparent			Cell Phone Not In Use		
Party 2	Driver		East	Changing Lanes	Male	Age: 53			
Veh Type:	Passenger Car		Sobriety: HBD Not Under Infl	Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		
Party 3	Bicyclist		East	Passing Other Vehicle	Male	Age: 54			
Veh Type:	Bicycle		Sobriety: HBD Not Under Infl	Assoc Factor: None Apparent	M/C Helmet Passenger - Yes		Cell Phone Not In Use		
151003670	11/18/2015	09:04	Wednesday	FOLSOM ST & COLUMBIA SQUARE ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:
	Other		Bicycle	Unknown		Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		East	Making Right Turn	Male	Age: 37			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Vision Obscureme			Cell Phone Not In Use		
Party 2	Bicyclist		East	Proceeding Straight	Male	Age: 34			
Veh Type:	Bicycle		Sobriety: HNBD	Assoc Factor: None Apparent	None In Vehicle		Cell Phone Not In Use		
160070628	1/25/2016	09:26	Monday	FOLSOM ST & COLUMBIA SQUARE ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Sideswipe		Bicycle	Improper Turning	22107	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Driver		South	Making Right Turn	Female	Age: 37			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Unknown		Cell Phone Not In Use		
Party 2	Bicyclist		East	Proceeding Straight	Male	Age: 58			
Veh Type:	Bicycle		Sobriety: HNBD	Assoc Factor: None Apparent	M/C Helmet Driver - Yes		Cell Phone Not In Use		
160081186	1/28/2016	14:14	Thursday	5TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Cloudy	Pty at Fault:1
	Broadside		Bicycle	Other Hazardous Movement	21658A	Hit & Run: No	Severe Injury	# Inj: 1	# Killed: 0
Party 1	Driver		South	Changing Lanes	Male	Age: 60			
Veh Type:	Bicycle		Sobriety: HBD Not Under Infl	Assoc Factor: None Apparent	None In Vehicle		Cell Phone Not In Use		
Party 2	Driver		South	Proceeding Straight	Male	Age: 33			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		
160141235	2/17/2016	08:32	Wednesday	FOLSOM ST & 2ND ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Sideswipe		Bicycle	Improper Turning	22107	Hit & Run: No	Property Damage Only	# Inj: 1	# Killed: 0
Party 1	Driver		East	Proceeding Straight	Female	Age: 26			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Uninvolved Vehicl	Lap/Shoulder Harness Used		Cell Phone Not In Use		
Party 2	Bicyclist		East	Proceeding Straight	Male	Age: 42			
Veh Type:	Bicycle		Sobriety: HNBD	Assoc Factor: None Apparent	M/C Helmet Driver - Yes		Cell Phone Not In Use		

Segment Length: 1.34 miles (7,065')

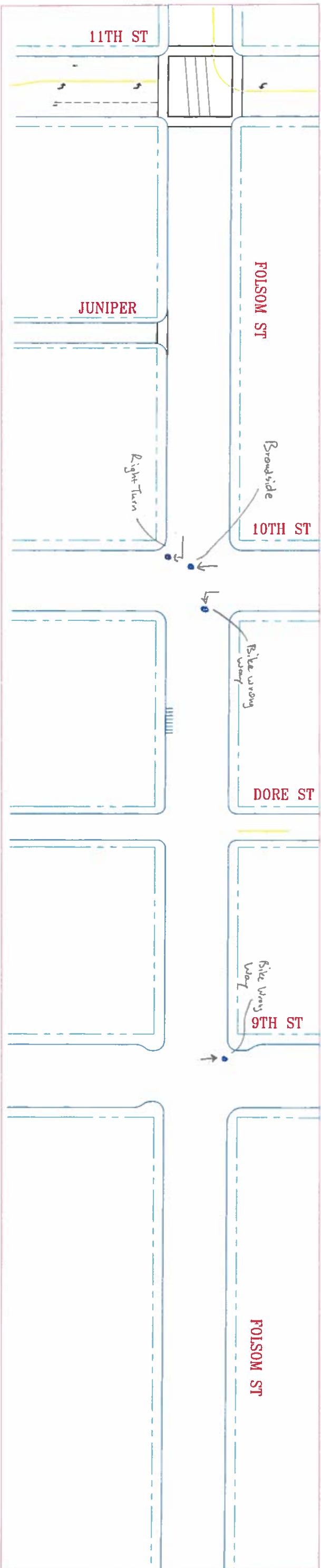
Settings for Query:

Street: FOLSOM ST between 2ND ST and 11TH ST

Include Intersection Related: True

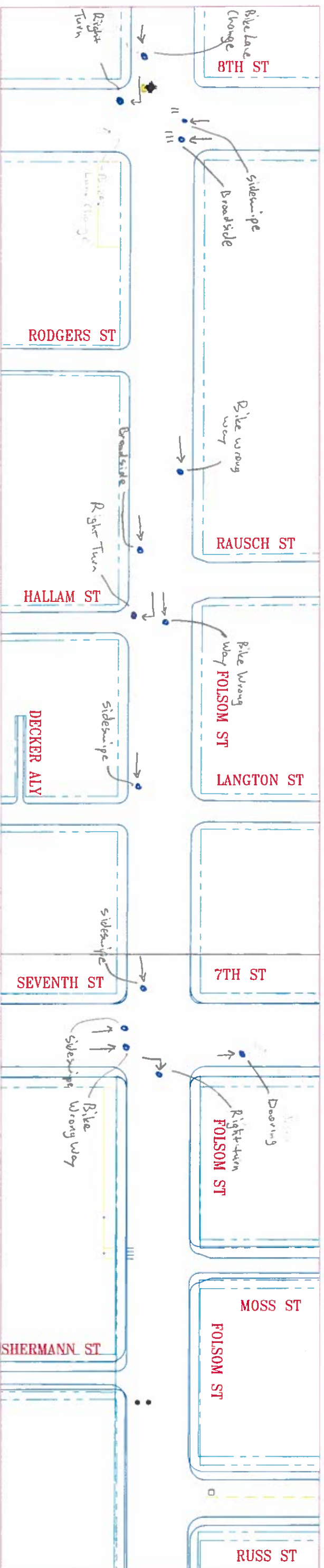
Involved With: Bicycle

Sorted By: Date and Time



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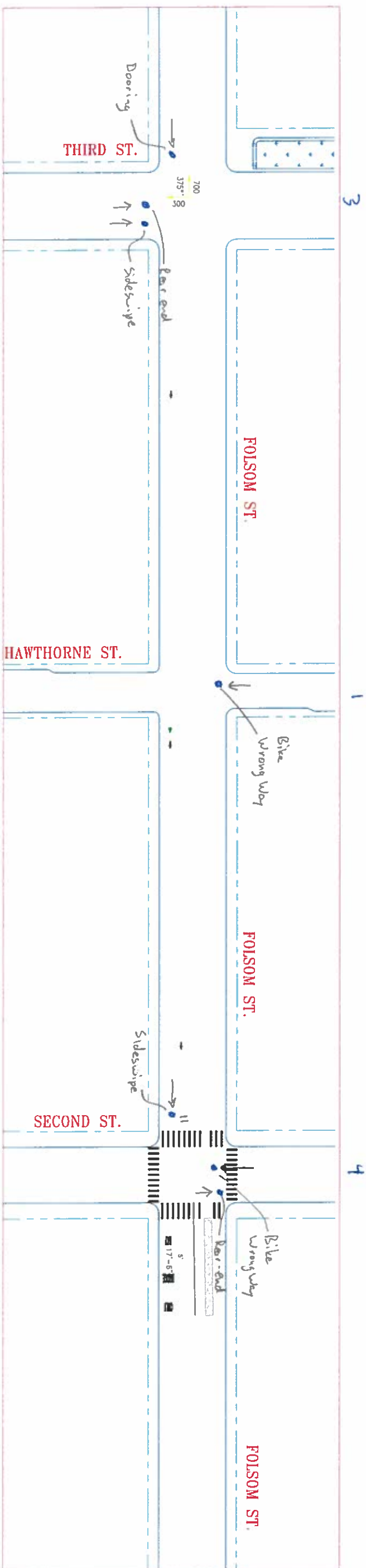
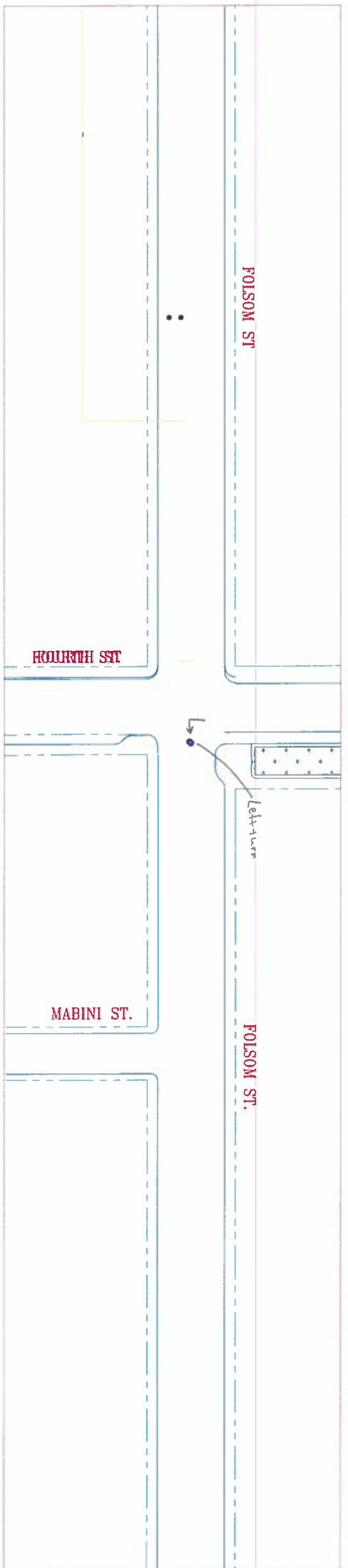
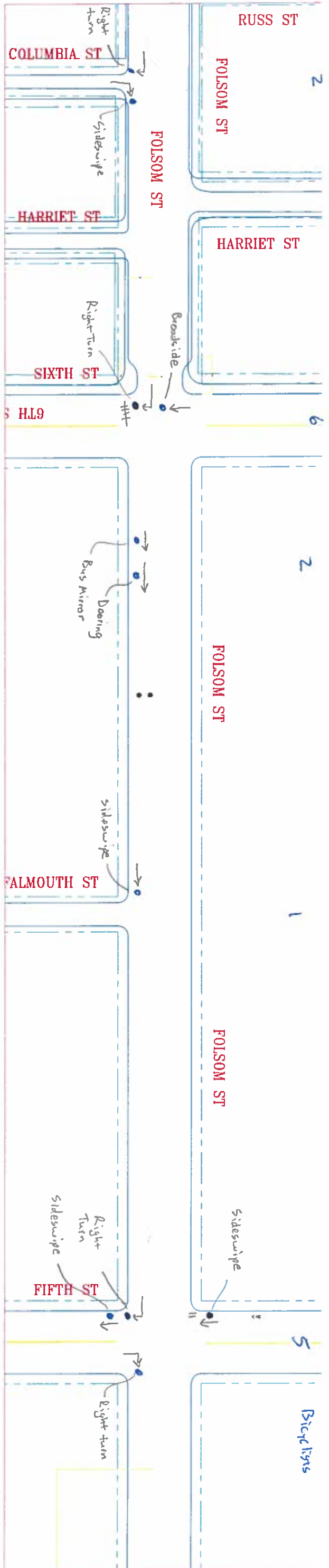
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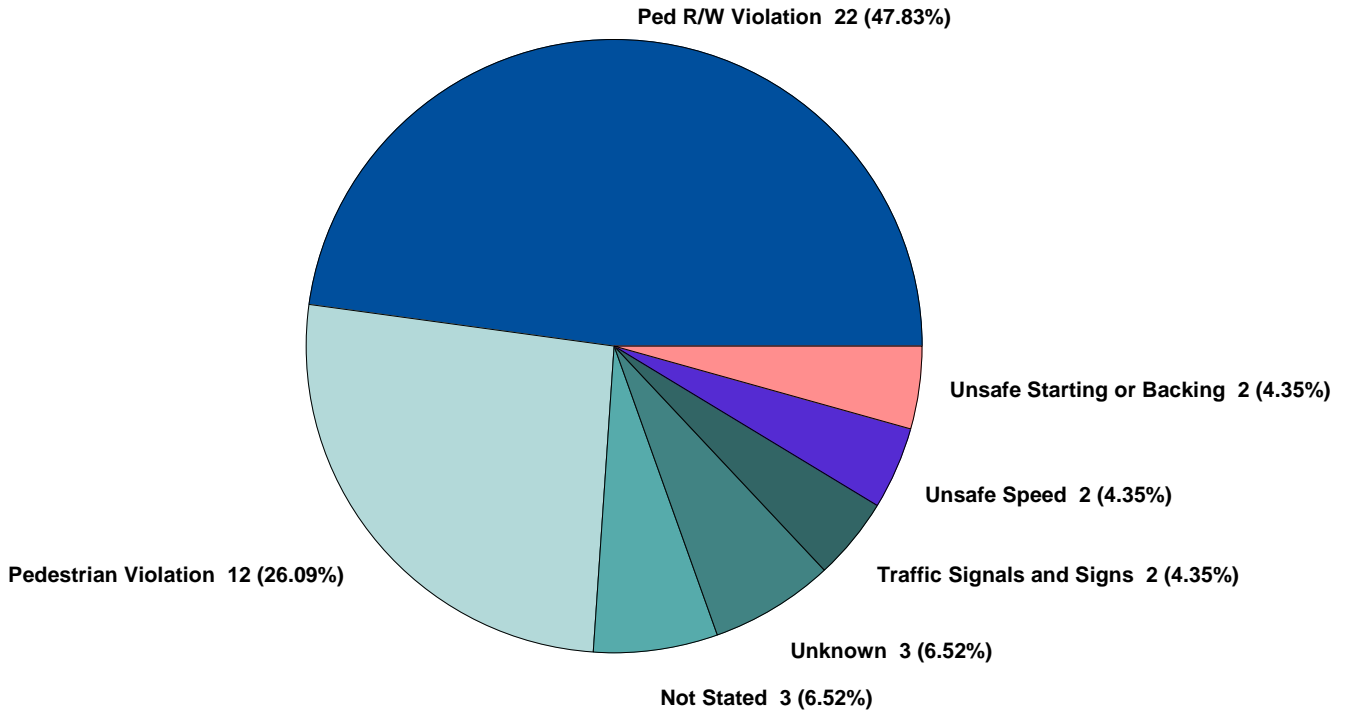
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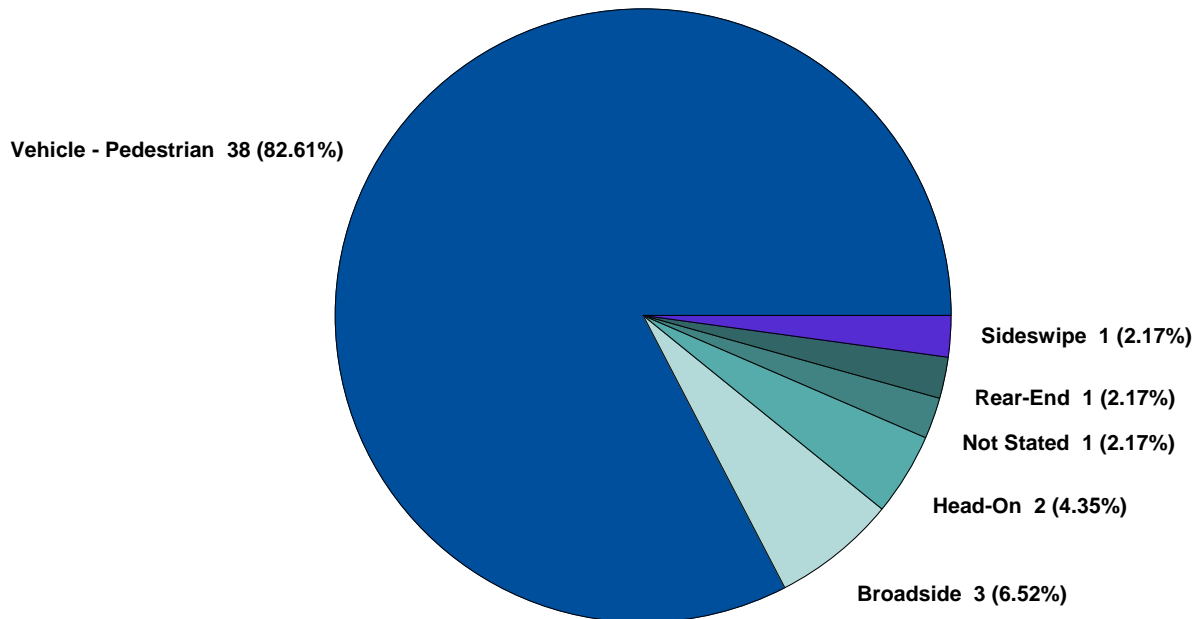
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**City and County of San Francisco
San Francisco Municipal Transportation Agency**



Primary Collision Factors



Collision Types

**4/1/2011 to 3/31/2016 Total Collisions: 46
FOLSOM ST between 2ND ST and 11TH ST**

Segment Length: 1.34 miles (7,065')

Settings for Query:

Street: FOLSOM ST between 2ND ST and 11TH ST

Include Intersection Related: True

Involved With: Pedestrian

Sorted By: Date and Time

**City and County of San Francisco
San Francisco Municipal Transportation Agency**

From 4/1/2011 to 3/31/2016

**Total Collisions: 46
Injury Collisions: 42
Fatal Collisions: 0**

Collision Summary Report

10/26/16

FOLSOM ST from 2ND ST to 11TH ST

Page 1 of 8

5130469	4/1/2011	23:35	Friday	FOLSOM ST & 3RD ST	5'	Direction: East	Dark - Street Light	Clear	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Pedestrian Violation	21453D	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Pedestrian		North	Proceeding Straight	Male	Age: 36			
Veh Type: Pedestrian		Sobriety: HNBD		Assoc Factor: Not Stated	Not Stated		Not Stated		
Party 2	Driver		West	Proceeding Straight	Male	Age: 58			
Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
5160309	4/17/2011	17:42	Sunday	FOLSOM ST & 8TH ST	7'	Direction: East	Daylight	Clear	Pty at Fault:1
	Broadside		Pedestrian	Ped R/W Violation	21950A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		East	Making Left Turn	Female	Age: 48			
Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		South	Proceeding Straight	Female	Age: 76			
Veh Type: Pedestrian		Sobriety: HNBD		Assoc Factor: Not Stated	Not Stated		Not Stated		
5161287	4/27/2011	08:30	Wednesday	FOLSOM ST & MABINI ST	4'	Direction: West	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Pedestrian Violation	21950B	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Pedestrian		North	Proceeding Straight	Male	Age: 78			
Veh Type: Pedestrian		Sobriety: HNBD		Assoc Factor: Not Stated	Not Stated		Not Stated		
Party 2	Bicyclist		East	Proceeding Straight	Male	Age: 28			
Veh Type: Bicycle		Sobriety: HNBD		Assoc Factor: Not Stated	Not Stated		Not Stated		
5231036	6/9/2011	22:23	Thursday	6TH ST & FOLSOM ST	0'	Direction: Not State	Dark - Street Light	Cloudy	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Pedestrian Violation	21453D	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Pedestrian		East	Proceeding Straight	Male	Age: 55			
Veh Type: Pedestrian		Sobriety: Impairment Not Kno		Assoc Factor: Not Stated	Not Stated		Not Stated		
Party 2	Driver		North	Proceeding Straight	Male	Age: 75			
Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
5254264	6/24/2011	18:15	Friday	FOLSOM ST & 8TH ST	2'	Direction: East	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Ped R/W Violation	21950A	Hit & Run: No	Severe Injury	# Inj: 1	# Killed: 0
Party 1	Driver		East	Making Left Turn	Male	Age: 67			
Veh Type: Passenger Car		Sobriety: Not Applicable		Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		South	Other	Female	Age: 33			
Veh Type: Pedestrian		Sobriety: Not Applicable		Assoc Factor: Not Stated	Not Stated		Not Stated		

FOLSOM ST from 2ND ST to 11TH ST

5281308	7/17/2011	00:37	Sunday	FOLSOM ST & 6TH ST	62'	Direction: West	Dark - Street Light	Clear	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Unsafe Speed	22350	Hit & Run: Felony	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		East	Proceeding Straight	Male	Age:			
Veh Type:	Passenger Car		Sobriety: Impairment Not Kno	Assoc Factor: Not Stated	Not Stated		Not Stated		
Party 2	Pedestrian		North	Proceeding Straight	Male	Age: 42			
Veh Type:	Pedestrian		Sobriety: HBD Impairment Un	Assoc Factor: Not Stated	Not Stated		Not Stated		
5303237	8/28/2011	15:50	Sunday	FOLSOM ST & 10TH ST	2'	Direction: West	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Ped R/W Violation	21950A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		East	Making Right Turn	Male	Age: 16			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		North	Proceeding Straight	Female	Age: 72			
Veh Type:	Pedestrian		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
5477441	12/9/2011	19:30	Friday	FOLSOM ST & COLUMBIA SQUARE ST	0'	Direction: Not State	Dark - Street Light	Clear	Pty at Fault:1
	Rear-End	Pedestrian		Unsafe Starting or Backing	22106	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		North	Backing	Male	Age: 50			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		East	Stopped in Road	Female	Age: 81			
Veh Type:	Pedestrian		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
5590004	2/22/2012	08:19	Wednesday	FOLSOM ST & 8TH ST	6'	Direction: East	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Ped R/W Violation	21950A	Hit & Run: No	Severe Injury	# Inj: 1	# Killed: 0
Party 1	Driver		East	Making Left Turn	Female	Age: 38			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		North	Proceeding Straight	Male	Age: 63			
Veh Type:	Pedestrian		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
5590028	2/27/2012	09:13	Monday	7TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Ped R/W Violation	21950A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		North	Making Right Turn	Male	Age: 66			
Veh Type:	Not Stated		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		West	Other	Female	Age: 60			
Veh Type:	Pedestrian		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
5730241	5/24/2012	21:20	Thursday	FOLSOM ST & 4TH ST	10'	Direction: East	Dark - Street Light	Clear	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Pedestrian Violation	21954A	Hit & Run: Felony	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Pedestrian		South	Proceeding Straight	Male	Age: 24			
Veh Type:	Pedestrian		Sobriety: HBD Under Influenc	Assoc Factor: Not Stated	Not Stated		Not Stated		
Party 2	Driver		East	Proceeding Straight	Male	Age:			
Veh Type:	Not Stated		Sobriety: Impairment Not Kno	Assoc Factor: Not Stated	Not Stated		Not Stated		

FOLSOM ST from 2ND ST to 11TH ST

5739535	5/30/2012	17:07	Wednesday	FOLSOM ST & 7TH ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:
	Broadside		Pedestrian	Unknown		Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		North	Making Left Turn	Male	Age: 46			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		East	Proceeding Straight	Male	Age: 55			
Veh Type:	Pedestrian		Sobriety: Not Applicable	Assoc Factor: Not Stated	Not Stated		Not Stated		
6080457	7/6/2012	19:21	Friday	FOLSOM ST & 11TH ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Ped R/W Violation	21950A	Hit & Run: No	Severe Injury	# Inj: 1	# Killed: 0
Party 1	Driver		North	Making Left Turn	Male	Age: 25			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Deployed		Not Stated		
Party 2	Pedestrian		South	Not Stated	Male	Age: 31			
Veh Type:	Pedestrian		Sobriety: Not Stated	Assoc Factor: Not Stated	Not Stated		Not Stated		
6067135	9/12/2012	11:15	Wednesday	FOLSOM ST & HAWTHORNE ST	155'	Direction: East	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Pedestrian Violation	21954A	Hit & Run: Felony	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Pedestrian		East	Stopped in Road	Male	Age: 34			
Veh Type:	Pedestrian		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		
Party 2	Driver		East	Proceeding Straight	Not State	Age:			
Veh Type:	Passenger Car		Sobriety: Impairment Not Kno	Assoc Factor: Not Stated	Not Stated		Not Stated		
6068235	9/17/2012	23:03	Monday	FOLSOM ST & 2ND ST	0'	Direction: Not State	Dark - Street Light	Clear	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Unknown	20002A	Hit & Run: Misde	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Driver		East	Making Right Turn	Not State	Age:			
Veh Type:	Not Stated		Sobriety: HBD Impairment Un	Assoc Factor: Not Stated	Not Stated		Not Stated		
Party 2	Pedestrian		North	Proceeding Straight	Male	Age: 16			
Veh Type:	Pedestrian		Sobriety: HBD Impairment Un	Assoc Factor: Not Stated	Not Stated		Not Stated		
6049501	10/24/2012	12:31	Wednesday	FOLSOM ST & 5TH ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Ped R/W Violation	21950A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		East	Making U Turn	Male	Age: 30			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		North	Proceeding Straight	Female	Age: 48			
Veh Type:	Pedestrian		Sobriety: Not Applicable	Assoc Factor: Not Stated	Not Stated		Not Stated		
6049403	10/25/2012	07:10	Thursday	FOLSOM ST & 10TH ST	5'	Direction: East	Daylight	Cloudy	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Ped R/W Violation	21950A	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Driver		South	Making Left Turn	Female	Age: 64			
Veh Type:	Not Stated		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2	Pedestrian		South	Proceeding Straight	Male	Age: 64			
Veh Type:	Pedestrian		Sobriety: HNBD	Assoc Factor: Not Stated	Not Stated		Not Stated		

FOLSOM ST from 2ND ST to 11TH ST

6072928	11/16/2012	18:14	Friday	FOLSOM ST & 5TH ST	5'	Direction: East	Dark - Street Light	Raining	Pty at Fault:1
	Broadside		Pedestrian	Ped R/W Violation	21950A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		East	Making Left Turn	Female	Age: 31			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag	Not Deployed	Not Stated		
Party 2	Pedestrian		North	Not Stated	Male	Age: 40			
Veh Type:	Pedestrian		Sobriety: Not Stated	Assoc Factor: Not Stated	Not Stated		Not Stated		
130200479	3/9/2013	23:51	Saturday	10TH ST & FOLSOM ST	0'	Direction: Not State	Dark - Street Light	Clear	Pty at Fault:1
	Head-On		Pedestrian	Pedestrian Violation	21950B	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Pedestrian		East	Proceeding Straight	Male	Age: 36			
Veh Type:			Sobriety: HBD	Impairment Un	Assoc Factor: None Apparent		Cell Phone Not In Use		
Party 2	Driver		South	Proceeding Straight	Male	Age: 51			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap Belt Used		Cell Phone Not In Use		
130317905	4/18/2013	20:20	Thursday	FOLSOM ST & 8TH ST	0'	Direction: Not State	Dark - Street Light	Clear	Pty at Fault:0
	Vehicle - Pedestrian		Pedestrian	Ped R/W Violation	21950A	Hit & Run: Misde	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		Not State	Making Left Turn	Male	Age:			
Veh Type:	Passenger Car		Sobriety: Impairment Not Kno	Assoc Factor: Violation			Cell Phone Not In Use		
Party 2	Pedestrian		Not State	Proceeding Straight	Male	Age: 32			
Veh Type:			Sobriety: HNBD	Assoc Factor: None Apparent	None In Vehicle		Cell Phone Not In Use		
130361617	5/3/2013	07:45	Friday	FOLSOM ST & 6TH ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Ped R/W Violation	21950A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		Not State	Making Right Turn	Not State	Age:			
Veh Type:			Sobriety: Impairment Not Kno	Assoc Factor: None Apparent			Not Stated		
Party 2	Pedestrian		West	Proceeding Straight	Male	Age: 36			
Veh Type:			Sobriety: HNBD	Assoc Factor: None Apparent			Cell Phone Not In Use		
130362687	5/3/2013	17:23	Friday	7TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Ped R/W Violation	21950A	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Driver		North	Making Left Turn	Male	Age: 50			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder	Harness Used	Cell Phone Not In Use		
Party 2	Pedestrian		West	Proceeding Straight	Female	Age: 47			
Veh Type:			Sobriety: HNBD	Assoc Factor: None Apparent			Cell Phone Not In Use		
130443384	5/29/2013	17:16	Wednesday	FOLSOM ST & 8TH ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian	Traffic Signals and Signs	21453A	Hit & Run: Felony	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Driver		Not State	Making Right Turn	Male	Age:			
Veh Type:			Sobriety: Impairment Not Kno	Assoc Factor: Violation	Not Required		Not Stated		
Party 2	Pedestrian		Not State	Proceeding Straight	Male	Age: 46			
Veh Type:			Sobriety: HNBD	Assoc Factor: Not Stated			Cell Phone Not In Use		

FOLSOM ST from 2ND ST to 11TH ST

130518921	6/24/2013	14:50	Monday	FOLSOM ST & RUSS ST	20'	Direction: East	Daylight	Raining	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Pedestrian Violation	21954A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Pedestrian		North	Proceeding Straight	Female	Age: 52			
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent			Cell Phone Not In Use		
Party 2	Driver		East	Making Left Turn	Male	Age: 42			
Veh Type: 1		Sobriety: HNBD		Assoc Factor: None Apparent	Lap/Shoulder	Harness Used	Cell Phone Not In Use		
130655244	8/8/2013	17:26	Thursday	FOLSOM ST & HAWTHORNE ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:
	Vehicle - Pedestrian	Pedestrian		Not Stated		Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		Not State	Proceeding Straight	Male	Age: 51			
Veh Type: 4D		Sobriety: HNBD		Assoc Factor: Stop and Go Traffic	Lap/Shoulder	Harness Used	Not Stated		
Party 2	Pedestrian		Not State	Not Stated	Female	Age: 67			
Veh Type:		Sobriety: Not Stated		Assoc Factor: Other			Not Stated		
130910208	10/27/2013	00:20	Sunday	6TH ST & FOLSOM ST	0'	Direction: Not State	Dark - Street Light	Clear	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Traffic Signals and Signs	21453A	Hit & Run: Felony	Severe Injury	# Inj: 1	# Killed: 0
Party 1	Bicyclist		South	Proceeding Straight	Male	Age:			
Veh Type:		Sobriety: Impairment Not Kno		Assoc Factor: None Apparent			Cell Phone Not In Use		
Party 2	Pedestrian		East	Proceeding Straight	Female	Age: 22			
Veh Type:		Sobriety: HBD Not Under Influ		Assoc Factor: None Apparent			Cell Phone Not In Use		
130982116	11/19/2013	22:22	Tuesday	5TH ST & FOLSOM ST	0'	Direction: Not State	Dark - Street Light	Raining	Pty at Fault:1
	Head-On	Pedestrian		Ped R/W Violation	21950A	Hit & Run: Felony	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		North	Making Left Turn	Not State	Age:			
Veh Type: 1		Sobriety: Impairment Not Kno		Assoc Factor: None Apparent			Cell Phone Not In Use		
Party 2	Pedestrian		West	Proceeding Straight	Female	Age: 26			
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent	In Vehicle Used		Cell Phone Not In Use		
140107207	2/5/2014	20:11	Wednesday	FOLSOM ST & HAWTHORNE ST	0'	Direction: Not State	Dark - Street Light	Raining	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Not Stated	21950C	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver		East	Making Left Turn	Female	Age: 39			
Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: Violation	Lap/Shoulder	Harness Used	Cell Phone Not In Use		
Party 2	Pedestrian		South	Proceeding Straight	Female	Age: 44			
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent			Cell Phone Not In Use		
140120635	2/10/2014	16:02	Monday	FOLSOM ST & 5TH ST	4'	Direction: East	Daylight	Clear	Pty at Fault:1
	Not Stated	Pedestrian		Not Stated	21960A	Hit & Run: Felony	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Driver		East	Making Left Turn	Not State	Age:			
Veh Type: 1		Sobriety: Impairment Not Kno		Assoc Factor: Not Stated			Not Stated		
Party 2	Pedestrian		North	Proceeding Straight	Female	Age: 49			
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent	Not Required		Cell Phone Not In Use		

FOLSOM ST from 2ND ST to 11TH ST

140446425	5/28/2014	17:19	Wednesday	FOLSOM ST & 3RD ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Unsafe Speed	22350	Hit & Run: Felony	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		East	Proceeding Straight		Age:			
	Veh Type: Other		Sobriety: Not Applicable	Assoc Factor: None Apparent			Not Stated		
Party 2	Pedestrian		Other		Male	Age: 37			
	Veh Type: Pedestrian		Sobriety: Not Applicable	Assoc Factor: None Apparent			Cell Phone Not In Use		
140730717	8/30/2014	16:36	Saturday	5TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Ped R/W Violation	21950A	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Driver		South	Making Right Turn	Male	Age: 54			
	Veh Type:		Sobriety: HNBD	Assoc Factor: Not Stated	Unknown		Cell Phone Not In Use		
Party 2	Pedestrian		Not State	Not Stated	Female	Age: 79			
	Veh Type:		Sobriety: Not Stated	Assoc Factor: Not Stated					
140879309	10/17/2014	16:13	Friday	FOLSOM ST & 8TH ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Ped R/W Violation	21950A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		East	Making Left Turn	Female	Age: 59			
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		
Party 2	Pedestrian		South	Proceeding Straight	Female	Age: 26			
	Veh Type:		Sobriety: HNBD	Assoc Factor: None Apparent			Cell Phone Not In Use		
7037676	11/12/2014	22:10	Wednesday	FOLSOM ST & 10TH ST	23'	Direction: East	Dark - No Street Li	Raining	Pty at Fault:1
	Sideswipe	Pedestrian		Pedestrian Violation	21955	Hit & Run: No	Test Report	# Inj: 1	# Killed: 0
Party 1	Pedestrian		North	Proceeding Straight	Male	Age: 35			
	Veh Type: Pedestrian		Sobriety: HBD Under Influenca	Assoc Factor: Not Stated	Not Stated		Not Stated		
Party 2	Driver		East	Making Left Turn	Male	Age: 36			
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
141069789	12/21/2014	21:09	Sunday	11TH ST & FOLSOM ST	0'	Direction: Not State	Dark - Street Light	Raining	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Ped R/W Violation	21950A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		West	Making Left Turn	Male	Age: 54			
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		
Party 2	Pedestrian		North	Proceeding Straight	Male	Age: 30			
	Veh Type:		Sobriety: HNBD	Assoc Factor: None Apparent	Not Required		Cell Phone Not In Use		
141088842	12/27/2014	14:18	Saturday	FOLSOM ST & 9TH ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Ped R/W Violation	21950A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		North	Making Right Turn	Male	Age: 57			
	Veh Type:		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		
Party 2	Pedestrian		Not State	Entering Traffic	Male	Age: 24			
	Veh Type:		Sobriety: HNBD	Assoc Factor: None Apparent			Cell Phone Not In Use		

FOLSOM ST from 2ND ST to 11TH ST

150545829	6/23/2015	08:02	Tuesday	11TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Ped R/W Violation	21950A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		East	Making Left Turn	Male	Age: 42			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder	Harness Used	Cell Phone Not In Use		
Party 2	Pedestrian		North	Proceeding Straight	Female	Age: 33			
Veh Type:			Sobriety: HNBD	Assoc Factor: None Apparent	None In Vehicle		Cell Phone Not In Use		
150663841	7/30/2015	20:00	Thursday	FOLSOM ST & 5TH ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:
	Vehicle - Pedestrian	Pedestrian		Unknown		Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Driver		East	Making Left Turn	Female	Age: 22			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder	Harness Used	Cell Phone Not In Use		
Party 2	Pedestrian		North	Proceeding Straight	Male	Age: 68			
Veh Type:			Sobriety: HBD Not Under Infl	Assoc Factor: None Apparent			Cell Phone Not In Use		
150691648	8/8/2015	21:25	Saturday	FOLSOM ST & 8TH ST	0'	Direction: Not State	Dark - Street Light	Clear	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Ped R/W Violation	21950A	Hit & Run: Felony	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		East	Making Left Turn	Not State	Age:			
Veh Type:	Passenger Car		Sobriety: Impairment Not Kno	Assoc Factor: Violation			Not Stated		
Party 2	Pedestrian		North	Other	Female	Age: 74			
Veh Type:			Sobriety: HNBD	Assoc Factor: None Apparent			Cell Phone Not In Use		
150874816	10/6/2015	12:12	Tuesday	9TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Ped R/W Violation	21950A	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Driver		East	Making Left Turn	Male	Age:			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder	Harness Used	Cell Phone Not In Use		
Party 2	Driver		West	Proceeding Straight	Female	Age: 76			
Veh Type:			Sobriety: HNBD	Assoc Factor: None Apparent	Not Required		Cell Phone Not In Use		
150879195	10/7/2015	19:03	Wednesday	FOLSOM ST & 8TH ST	6'	Direction: East	Dark - Street Light	Clear	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Ped R/W Violation	21950A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		East	Making Left Turn	Male	Age: 38			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Violation	Lap/Shoulder	Harness Used	Cell Phone Not In Use		
Party 2	Pedestrian		North	Not Stated	Male	Age: 37			
Veh Type:			Sobriety: Impairment Not Kno	Assoc Factor: None Apparent			Cell Phone Not In Use		
150895771	10/13/2015	10:50	Tuesday	FOLSOM ST & 3RD ST	10'	Direction: East	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Pedestrian Violation	214615	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Pedestrian		South	Proceeding Straight	Female	Age: 26			
Veh Type:	Pedestrian		Sobriety: HNBD	Assoc Factor: None Apparent			Cell Phone Not In Use		
Party 2	Driver		East	Proceeding Straight	Male	Age: 47			
Veh Type:	Motorcycle		Sobriety: HNBD	Assoc Factor: Vision Obscureme	M/C Helmet Driver - Yes		Cell Phone Not In Use		

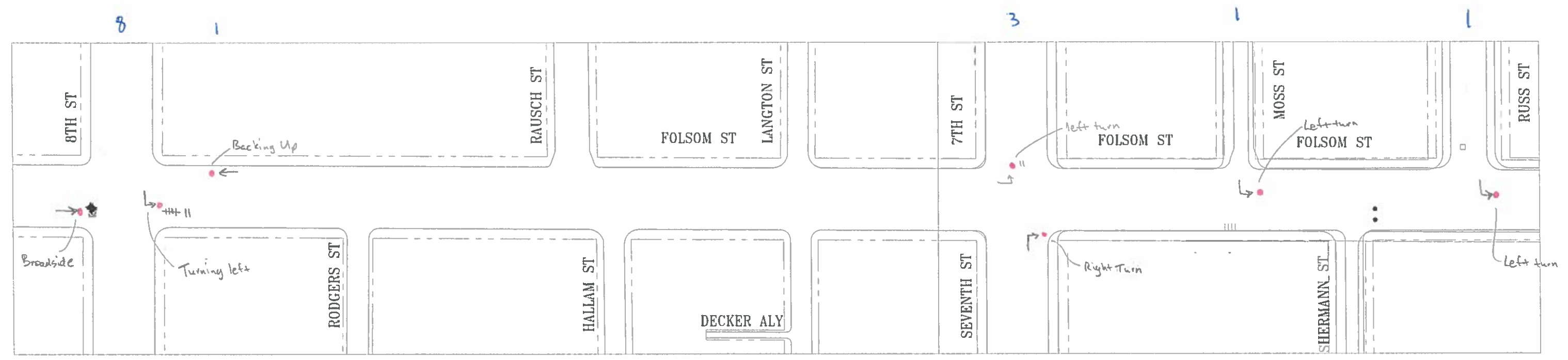
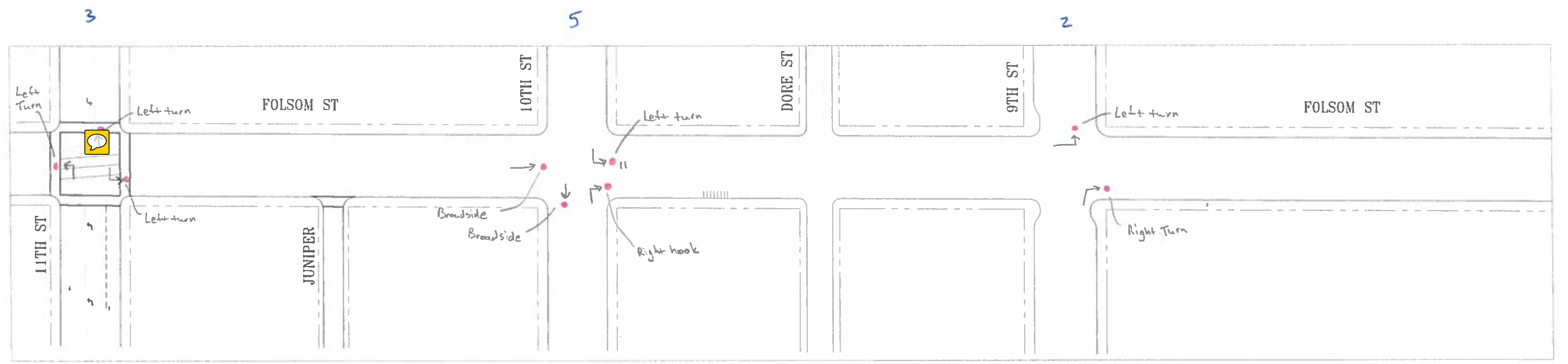
FOLSOM ST from 2ND ST to 11TH ST

151065965	12/9/2015	16:21	Wednesday	FOLSOM ST & 10TH ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Ped R/W Violation	21950A	Hit & Run: No	Property Damage Only	# Inj: 1	# Killed: 0
Party 1	Driver		East	Proceeding Straight	Male	Age: 63			
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder	Harness Used	Cell Phone Not In Use		
Party 2	Pedestrian		South	Proceeding Straight	Female	Age: 27			
	Veh Type:		Sobriety: HNBD	Assoc Factor: None Apparent			Cell Phone Not In Use		
160048603	1/18/2016	02:10	Monday	FOLSOM ST & 8TH ST	74'	Direction: East	Dark - Street Light	Raining	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Unsafe Starting or Backing	22106	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		West	Backing	Male	Age: 57			
	Veh Type: Passenger Car		Sobriety: HBD Not Under Influ	Assoc Factor: Runaway Vehicle	None In Vehicle		Cell Phone Not In Use		
Party 2	Pedestrian		East	Other	Female	Age: 22			
	Veh Type:		Sobriety: HBD Impairment Un	Assoc Factor: Violation	Not Required		Cell Phone Not In Use		
160051872	1/19/2016	09:42	Tuesday	5TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Raining	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Pedestrian Violation	21950A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		North	Making Left Turn	Male	Age: 64			
	Veh Type: Other Bus		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder	Harness Used	Cell Phone Not In Use		
Party 2	Pedestrian		East	Proceeding Straight	Female	Age: 31			
	Veh Type: Pedestrian		Sobriety: HNBD	Assoc Factor: None Apparent	Not Required		Cell Phone Not In Use		
160189768	3/4/2016	21:33	Friday	FOLSOM ST & MOSS ST	0'	Direction: Not State	Dark - Street Light	Clear	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Pedestrian Violation	21955	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Pedestrian		North	Other	Female	Age: 25			
	Veh Type:		Sobriety: HNBD	Assoc Factor: Not Stated			Cell Phone Not In Use		
Party 2	Driver		East	Making Left Turn	Male	Age: 48			
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder	Harness Used	Cell Phone Not In Use		
160196644	3/7/2016	14:07	Monday	5TH ST & FOLSOM ST	0'	Direction: Not State	Daylight	Raining	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Pedestrian Violation	21950A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		North	Making Left Turn	Female	Age: 64			
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap Belt	Used	Cell Phone Not In Use		
Party 2	Pedestrian		West	Proceeding Straight	Female	Age: 61			
	Veh Type:		Sobriety: HNBD	Assoc Factor: None Apparent	Not Required		Cell Phone Not In Use		

Segment Length: 1.34 miles (7,065')

Settings for Query:

Street: FOLSOM ST between 2ND ST and 11TH ST
Include Intersection Related: True
Involved With: Pedestrian
Sorted By: Date and Time



Folsom Streetscape

Equipment Staging Technical Memorandum



From: Thalia Leng
Senior Planner, San Francisco Municipal Transportation Agency

To: Jimmy Panmai
Office of Local Assistance
Caltrans District 4
111 Grand Ave, Oakland, CA 94612

Technical Memorandum #1: Equipment Staging, Folsom Streetscape Project

SUMMARY OF MAJOR CONSTRUCTION COMPONENTS

The project sponsor would prepare a construction management plan that addresses issues of circulation (transit, traffic, pedestrians, and bicyclists), safety, construction staging, parking, and other activities in the area during the construction period. The overall goal of the construction management plan would be to maintain accessibility to businesses on Folsom Street and minimize delays to transit, bicyclists, and pedestrians.

The proposed project would include the following:

- Roadway resurfacing
- Adding and upgrading traffic signals additions
- ADA-accessible curb ramps
- Upgrading transit boarding islands
- Landscaping and streetscape elements
- Bulb-outs
- New protected bike lanes
- New wastewater, stormwater collection, and conveyance systems, along with minor changes to existing stormwater collection facilities

Construction of each multi-block segment would include the following four primary stages (each is discussed in detail below):

- **Outside/Curbside Lanes Stage.** Existing shared curbside lanes would be closed to allow relocation and reconstruction of the curb, along with the accompanying removal, relocation, and/or replacement of trees. Phased temporary closures of sidewalks would be necessary for relocation of fire hydrants, light poles, catch basins, and other utilities. This stage would involve the closure of curbside lanes to allow work on center transit boarding islands (including installation of new islands, removal of others, and modifications to some existing islands-
- **Sidewalks Stage.** Construction of the proposed project would require the temporary closure of sidewalks to allow for their reconstruction. During construction on Folsom Street, pedestrian access would be maintained to all buildings and businesses via temporary walkways. Furthermore, curbside lanes would be available for pedestrian detours, while the center lanes would be available to public transit. Temporary detours on sidewalks and in United Nations Plaza would be implemented as required to avoid active construction areas. Temporary excavations on sidewalks would be plated.

Folsom Streetscape

Equipment Staging Technical Memorandum



- **Intersection Stage.** At intersections, construction work would occur across multiple lanes to allow for the demolition, relocation, and installation of utilities that cross Folsom Street. Existing transit services use motor coaches, so would adapt to temporary lane configurations. Some bus stops may be temporarily relocated.
- Construction stages would most likely occur in different sequences across different segments. When utility work is under way, multiple stages may need to proceed in direct succession and/or in a parallel sequence. Any such excavations would be plated (as feasible) with recessed plating to minimize damages to vehicles, tripping hazards, and injury to bicyclists. Sub-surface utility work would occur under the street and the sidewalk. At least two travel lanes would be maintained at all times on Folsom Street during construction, with a minimum temporary width of 10 feet.

The typical sub-stages for each segment include the following: demolition, earthwork, infrastructure changes, grading, roadway or sidewalk construction and paving, and painting and coating stages, among others.

Construction for each stage and sub-stage would generally proceed in the following order:

- Mobilization of contractor equipment, facilities, materials, and personnel into construction staging areas
- Installation of construction area signs, circulation of construction announcements
- Establishment of work zone and perimeter buffers and limits
- As-needed, local de-energization of the OCS lines
- Installation of temporary street lighting, OCS lines, and traffic signals, as needed
- Execution of removal work, including bus platform, pavement, streetlight, signal, OCS line, and interfering underground utilities, to prepare the work zone for construction of new infrastructure
- Construction of infrastructure within the work zone, including boarding islands, bus lane pavement, bus and pedestrian crossing bulb-outs, lights, utilities, OCS lines, etc.
- Lane resurfacing
- Installation of transit stop amenities and landscaping, signage, lane striping, and lane coloring
- Demobilization

As noted above, construction stages would be ordered differently within different segments of the project corridor, meaning that different construction activities, such as sidewalk closures and curb relocations, would not necessarily be sequenced in the same way within different multi-block segments. The following section further details the proposed phased approach.

CONSTRUCTION APPROACH

Folsom Streetscape

Equipment Staging Technical Memorandum



Construction of Folsom Street is expected to commence in 2022 over at least a two year period.

CONSTRUCTION PROTOCOLS

The general approach to construction of the proposed project would include maintenance for transit operations and day-to-day activities along Folsom Street, along with adequate timeframes for the construction contractor to complete the work. The size and character of the construction zone would be shaped by construction operations and applicable safety regulations, such as the *California Manual on Uniform Traffic Control Devices* and the City's *Regulations for Working in San Francisco Streets*, eighth edition (also known as the "Blue Book"). Construction protocols outlined in the Blue Book include the following key topics:

- General job site safety and housekeeping by contractors
- Safe path of travel
- Parking and commercial/passenger loading restrictions (permitted/non-permitted)
- Dust controls
- Construction staging and storage of materials and equipment
- Night noise permits, noise levels (day and night)
- General traffic and transit flow
- Holiday moratoria
- Instructions for "special streets," such as Market Street

Construction zones on Folsom Street would vary in size but would always be separated from traffic and pedestrians by a buffer that would include a temporary barrier. All openings in the street and sidewalk would be closed by backfilling and paving or by plating over to provide a safe and adequate passageway for bicyclists, motorists, transit, and pedestrians. Adjacent to the construction zone, traffic speeds would be reduced. Loading spaces would be relocated away from active construction zones. Depending on local conditions, there may also be opportunities to allow loading when the construction zone is inactive. Traffic, transit, pedestrian, and bicycle flow around the construction zone would be guided by the *California Manual on Uniform Traffic Control Devices* and the Blue Book, as dictated by the general contractor, with concurrence and approval by the City traffic engineer. The project may require waivers related to Blue Book requirements to maintain all lanes during daylight hours¹ as well as Blue Book requirements regarding limits on construction hours. Anticipated transportation conditions during construction are described in detail below. Construction would be restricted to specified work hours, with some possible exceptions. Normal work hours on Folsom Street are 7 a.m. to 5 p.m. However, in consultation with stakeholders, the City may agree to waivers, thereby extending work hours to expedite the construction schedule in areas where land uses are primarily commercial. Nighttime or weekend construction, which is sometimes necessary to avoid peak-hour travel times during the work week, would not occur every night or weekend; however, the analysis in this memorandum assumes that both nighttime and weekend

¹ The requirements are specified in Table 1 on page 46 of the Blue Book.

Folsom Streetscape

Equipment Staging Technical Memorandum



construction would occur to present a conservative (or worst-case), yet potentially realistic, evaluation of potential construction-period effects. Such nighttime and/or weekend work could occur several times during construction of each segment, in particular during the intersection stage of construction to minimize impacts on transit riders. Nighttime work would require a special permit from the Director of Public Works, per section 2908 of the San Francisco Noise Ordinance.

In addition to day-to-day hourly restrictions, there would be seasonal restrictions, such as the holiday moratorium (Thanksgiving to January 1), which prohibits all construction work in the public right-of-way. The holiday moratorium is in effect from 2nd through 8th Streets on Folsom as well as any city block where at least 50 percent of the frontage is devoted to business. Notably, contractors may apply for a waiver to the holiday moratorium from the Director of Public Works. If a waiver to the moratorium is granted, any type of construction activity would be allowed, day or night.

CONSTRUCTION STAGING AREAS

The mobilization of personnel and materials would require areas for field offices and trailers, parking, and material delivery, storage, and handling. These areas would need to be in proximity to active construction areas, ideally no more than 200 feet away. All construction and staging would occur within the operational public right-of-way. It is anticipated that the construction staging areas would be located on paved, non-environmentally sensitive areas of Street or adjacent side streets, within 200 feet of active construction areas, and would move in tandem with the shifting work zone. The discussions below describe the elements of the construction staging areas.

STOCKPILING AND MATERIAL HANDLING

The temporary stockpiling of material is anticipated, most likely occurring in construction staging areas along Folsom Street or on adjacent side streets. Stockpiled materials could include excavated soil, demolished concrete, reinforcing steel, imported soil, pipe, appurtenances, streetcar tracks, OCS lines, overhead poles, and other building materials that are customary with street and utility construction. Per Building Code section 106.3.2.6.3, all stockpiles must be covered and/or otherwise enclosed. Material delivery and removal as well as onsite handling would, in some cases, involve platoons of vehicles.

TEMPORARY LIGHTS, CATENARY LINES, AND TRAFFIC SIGNALS

New infrastructure for the proposed project would require all existing Path of Gold light standards, which support the OCS, along the project corridor as well as traffic signals to be removed and then reinstalled or replaced at other locations. As a result, during construction, temporary lighting, OCS lines, and signals would be needed. Temporary poles would most likely have above-grade foundations, such as large reinforced-concrete cylinders. Temporary poles for the OCS would be timber direct-burial poles or placed within the new foundations. The poles would be within construction staging areas or other locations within the right-of-way, depending on the available space.

CONSTRUCTION EQUIPMENT

It is anticipated that conventional equipment that can be transported on street-legal rubber-tired vehicles would be used to construct the various components of the proposed project. Moreover, most of the equipment itself would be rubber

Folsom Streetscape

Equipment Staging Technical Memorandum



tired, such as concrete mixers, pumpers, and dump trucks. The exceptions would be track-mounted vehicles, including, but not limited to, excavators, asphalt cold planers, asphalt pavers, dozers, and earth-compacting rollers.

DEMOLITION EQUIPMENT

Demolition of center transit boarding islands, curbs, and sidewalks would be achieved by use of conventional construction equipment with specialized attachments, including, but not limited to, hammers, excavators, hoe rams, loaders, hydraulic breakers, demolition shears, pulverizers, grapples, and brooms. Smaller-scale pavement demolition would use similar specialized attachments on smaller-scale equipment.

EXCAVATION

The total anticipated area of disturbance would be approximately 11 acres. The typical depth of soil disturbance within the project corridor would vary by location and planned activity. Excavations to approximately 3 to 15 feet would be necessary for underground utility, sewer, and water rehabilitation/replacement. Although some sub-sidewalk basements would need to be modified to accommodate the improvements, these basements are within the City's right-of-way. No roadway cut and fill is anticipated to be required. Equipment that could be used as part of excavation includes, but is not limited to, excavators, loaders, backhoes, and rock drills.

TRANSPORTATION CONDITIONS DURING CONSTRUCTION

This section describes anticipated transportation conditions related to construction of the proposed project. Prior to construction, the construction contractor(s) would need to meet with the project sponsor, SFMTA (including Muni), and the City Fire Department to develop a coordinated construction-period transportation management plan. Below is a description of the likely transportation conditions in the study area during construction:

- **Vehicular traffic** - At least two travel lanes would be maintained at all times on Folsom during construction, with a minimum temporary width of 10 feet.
- **Transit access** would be preserved, but some stops may be temporarily relocated and the number of stops temporarily reduced. Detours along some bus routes may be required for the duration of the construction period, as described in the coordinated construction management plan or the focused construction transit plan that would be developed prior to final design and construction.
- **Pedestrian access** throughout the corridor would be preserved, including access to transit stops and fronting land uses along or near the project corridor. However, periodic sidewalk, plaza, or crosswalk closures may occur during sidewalk reconstruction and utility work. Sidewalk improvements and the retention or replacement of existing streetscape features and paving materials would be completed over multiple stages of construction to maintain access. For all pedestrian facilities, the alternate path of travel would meet the minimum width required to maintain ADA compliance and ensure that pedestrian overcrowding would not occur at busier locations along the corridor.
- **Bicycle access** may be temporarily detoured at some locations. Bicycle facility changes would be completed in multiple stages to maintain access where possible.

Folsom Streetscape

Equipment Staging Technical Memorandum



- **Commercial loading** activities may take place on adjacent side streets and/or during restricted hours along Folsom Street (e.g., staggered hours for loading and construction). Loading within an active construction zone would not be permitted at any time. Loading areas within active construction zones would be relocated as close to the construction zone as is practical. Temporary loading zones (within a mixed-flow lane adjacent to an inactive construction zone) may be possible in some circumstances.
- **Emergency vehicle access** would be maintained on the Folsom Street during construction by maintaining two travel lanes, which could be used by emergency vehicles, within the active construction segment.
- **Parking** along adjacent side streets would be subject to restrictions, beyond existing restrictions, to accommodate construction staging. When feasible, temporary alternative access may be provided at a location outside the construction zone or within an acceptable location within the construction zone.

Folsom Streetscape

Curb Management Technical Memorandum



Prepared by:

Thalia Leng
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Date: May 5, 2021

To:

Jimmy Panmai
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111 Grand Ave, Oakland, CA 94612

Technical Memorandum #2: Curb Management, Folsom Streetscape Project

The Folsom Streetscape Project would result in a reduction of 112 non-metered general parking spaces on Folsom Street. (See Table 2 below). To alleviate this parking loss, the project prioritizes loading needs. Furthermore, the project is consistent with SFMTA's Vision Zero policy, which seeks to eliminate all traffic deaths, and SFMTA's Transit First Policy, which prioritizes movement of people and goods with a focus on transit, walking, and biking instead of private automobiles. Lastly, all parking loss occurs on city-owned streets.

The project would include relocating, establishing new, or reducing loading zones based on current needs of adjacent land uses, daylighting at driveways or intersections, or new turning pockets at intersection approaches. Parking and loading would be available on both sides of the street at all times. Non-metered parking and loading on Folsom Street between 11th Street and 6th Street would be converted to metered parking and loading. Overall, the project would not reduce the number of commercial loading zones or generate any demand for loading activities. Table 2 is a summary of the parking and loading changes for the Folsom Streetscape Project.

Table 2: Existing Conditions (Current) and Proposed Parking and Loading Totals

Color Curb Type	Current Folsom	Proposed Folsom	Folsom Difference
Non-metered General Parking	112	0	-112
Metered General Parking	124	142	18
Yellow Zones	46	65	19
Green Zones	42	35	7
White Zones	11	5	-6
Blue Zones	2	2	0
Motorcycle	15	5	-10
Total	352	254	-98

See following pages for the proposed parking and loading for each block face

Folsom Streetscape

Curb Management Technical Memorandum



Folsom Howard Streetscape Project

Parking Changes Inventory - Existing and Proposed Supply by Type and Block

Block	Street	Cross-streets	Street Side	2019 Supply							Supply under Streetscape Conditions							Difference									
				Non-GMP	GMP (#)	Yellow	White	Green	Blue	(# M/C)	Total*	Non-GV GMP	(#)	Yellow	White	(ft Green	Blue	(# M/C)	Total*	Non-GV GMP	(#)	Yellow	White	Green	Blue	(# M/C)	Total*
600	Folsom	2nd - Hawthorne	N	0	7	3	103	1	0	5	17.2	0	5	2	18	1	0	0	8.9	0	-2	-1	-85	0	0	-5	-8.3
600	Folsom	2nd - Hawthorne	S	0	13	0	59	0	1	0	17	0	3	0	60	0	1	0	7	0	-10	0	1	0	0	-10	
650	Folsom	Hawthorne - 3rd	N	0	10	0	62	0	0	0	13.1	0	2	3	63	0	0	0	8.2	0	-8	3	1	0	0	-4.9	
650	Folsom	Hawthorne - 3rd	S	0	8	2	48	0	0	0	12.4	0	0	3	30	0	0	0	4.5	0	-8	1	-18	0	0	-7.9	
700	Folsom	3rd - 4th	N	0	14	2	132	3	0	0	25.6	0	14	2	139	3	0	0	26	0	0	0	7	0	0	0.4	
700	Folsom	3rd - Mabini	S	0	9	3	58	1	1	0	16.9	0	9	3	65	0	1	0	16.3	0	0	0	7	-1	0	-0.6	
700	Folsom	Mabini - 4th	S	0	3	0	0	3	0	0	6	0	8	0	0	0	0	0	8	0	5	0	0	-3	0	2	
800	Folsom	4th - 5th	N	0	18	3	44	2	0	0	25.2	0	5	5	24	0	0	0	11.2	0	-13	2	-20	-2	0	-14	
800	Folsom	4th - 5th	S	0	20	0	80	1	0	0	25	0	7	2	85	0	0	0	13.3	0	-13	2	5	-1	0	-11.7	
900	Folsom	5th - 6th	N	0	18	6	60	0	0	0	27	0	8	8	60	0	0	0	19	0	-10	2	0	0	0	-8	
900	Folsom	5th - Falmouth	S	0	3	2	90	0	0	0	9.5	0	0	0	53	0	0	0	2.7	0	-3	-2	-37	0	0	-6.8	
900	Folsom	Falmouth - 6th	S	0	1	2	0	0	0	0	3	0	1	2	0	0	0	0	3	0	0	0	0	0	0	0	
1000	Folsom	6th - Harriet	S	1	0	0	70	0	0	0	4.5	0	0	0	60	0	0	0	3	-1	0	0	-10	0	0	-1.5	
1000	Folsom	6th - Harriet	N	6	0	0	0	0	0	0	6	0	6	0	0	0	0	0	6	-6	6	0	0	0	0	0	
1000	Folsom	Harriet - Columbia Sq	S	6	0	0	0	0	0	0	6	0	5	0	0	0	0	0	5	-6	5	0	0	0	0	-1	
1000	Folsom	Harriet - Russ	N	8	0	0	0	0	0	0	8	0	3	0	0	0	0	0	3	-8	3	0	0	0	0	-5	
1000	Folsom	Columbia Sq - Sherman	S	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	-2	0	0	0	0	0	-2	
1000	Folsom	Russ - Moss	N	7	0	1	0	0	0	0	8	0	4	2	0	0	0	0	6	-7	4	1	0	0	0	-2	
1000	Folsom	Sherman - 7th	S	0	0	2	0	0	0	0	2	0	1	2	0	0	0	0	3	0	1	0	0	0	0	1	
1000	Folsom	Moss - 7th	N	5	0	1	0	0	0	0	6	0	4	1	0	0	0	0	5	-5	4	0	0	0	0	-1	
1100	Folsom	7th - Langton	N	3	0	1	0	0	0	0	4	0	0	2	0	0	0	0	2	-3	0	1	0	0	0	-2	
1100	Folsom	7th - Langton	S	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	-2	2	0	0	0	0	0	
1100	Folsom	Langton - Hallam	S	1	0	2	0	0	0	0	3	0	2	2	0	0	0	0	4	-1	2	0	0	0	0	1	
1100	Folsom	Langton - Rausch	N	5	0	0	0	0	0	0	5	0	7	0	0	0	0	0	7	-5	7	0	0	0	0	2	
1100	Folsom	Hallam - Rodgers	S	6	0	1	0	0	0	0	7	0	3	2	0	0	0	0	5	-6	3	1	0	0	0	-2	
1100	Folsom	Rausch - 8th	N	9	0	3	0	0	0	0	12	0	4	6	0	0	0	0	10	-9	4	3	0	0	0	-2	
1100	Folsom	Rodgers - 8th	S	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	-4	0	0	0	0	0	-4	
1200	Folsom	8th - 9th	N	12	0	3	0	0	0	0	15	0	10	5	0	0	0	0	15	-12	10	2	0	0	0	0	
1200	Folsom	8th - 9th	S	6	0	3	38	0	0	0	10.9	0	4	3	39	0	0	0	9	-6	4	0	1	0	0	-1.9	
1300	Folsom	9th - Dore	N	5	0	2	0	0	0	0	7	0	2	2	0	0	0	0	4	-5	2	0	0	0	0	-3	
1300	Folsom	9th - Dore	S	6	0	0	0	0	0	0	6	0	4	2	0	0	0	0	6	-6	4	2	0	0	0	0	
1300	Folsom	Dore - 10th	N	4	0	0	0	0	0	0	5	0	4	0	0	0	0	5	5	-4	4	0	0	0	0	0	
1300	Folsom	Dore - 10th	S	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	
1400	Folsom	10th - 11th	N	13	0	2	0	0	0	0	15	0	12	2	0	0	0	0	14	-13	12	0	0	0	0	-1	
1400	Folsom	10th - Juniper	S	0	0	1	0	0	0	0	1	0	3	2	0	1	0	0	6	0	3	1	0	1	0	5	
1400	Folsom	Juniper - 11th	S	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	1	0	0	0	1	
Subtotal by car-equivalent spaces				112	124	46	42.2	11	2	3	340.3	0	142	65	34.8	5	2	1	250.1	-112	18	19	-7.4	-6	0	-2	-90.2
Subtotal by actual spaces				112	124	46	42.2	11	2	15	352.2	0	142	65	34.8	5	2	5	253.8	-112	18	19	-7.4	-6	0	-10	-98.4

*Total equivalent car parking stalls - White zones converted at 20ft/stall, Motorcycles converted at 5 motorcycle spaces per equivalent car parking stall



Folsom Streetscape

Biological Resources Memorandum

Prepared by:

Thalia Leng, Forrest Chamberlain
San Francisco Municipal Transportation Agency

Date: May 5, 2021

To: Jimmy Panmai
Office of Local Assistance
Caltrans District 4
111 Grand Ave, Oakland, CA 94612

Technical Memorandum #3: Biological Resources Memorandum, Folsom Streetscape Project

Purpose

The purpose of this memorandum is to document existing conditions and prior environmental analysis conducted in relation to biological resources within the Folsom-Howard Streetscape Project and Central SoMa area boundaries.

Project Description

The Folsom Streetscape Project (Project) proposes to establish bicycle, pedestrian, transit, and curb management improvements on Folsom Street (2nd to 11th streets) in the Central SoMa neighborhood. Travel lanes would also be reduced and modified as part of the Project.

Most of the Project boundaries fall within the Central SoMa Plan area, bounded by Market Street, Townsend Street, 2nd Street, and 6th Street. The Central SoMa Plan Environmental Impact Report (EIR) was certified by the San Francisco Planning Commission in 2018 (Planning Department Case No. 2011.1356E). The Central SoMa EIR contained a project-level environmental analysis for the Project that evaluated two options for proposed street network changes. Since the certification of the Central SoMa Plan EIR, the SFMTA revised the Project through outreach with the community, consultation with other city agencies, and changes in priorities for the two streets. In 2019 the San Francisco Planning Department determined that Project modifications were adequately captures within the street network improvements analyzed in the Central SoMa EIR, and the Project would not result in new or more-severe environmental impacts than were previously analyzed.¹

This memorandum will similarly rely on information related to biological resources documented in the Central SoMa EIR, including the Initial Study. Potential impacts to biological resources were analyzed in

¹ Folsom-Howard Streetscape Project Note to File for Central SoMa Plan Final Environmental Impact Report, 2019, Case No.2011-1356E



Folsom Streetscape

Biological Resources Memorandum

context of proposed street network and land use changes, including increased land use densities and intensities.

Discussion

The Central SoMa neighborhood is a highly urbanized environment fully developed with structures, roadways, and other impermeable surfaces, generally lacking in open space, vegetation, or habitat areas. No natural communities remain in the project area, and vegetation consists of street trees and landscaping on the street or in back yards. Vegetation generally provides habitat only for species habituated to urban life and high disturbance levels.

The Central SoMa area does not include riparian habitat or other sensitive natural communities as defined by the California Department of Fish and Wildlife (CDFW) and the United States Fish and Wildlife Service (USFWS).² In addition, the Central SoMa area does not contain any wetlands as defined by Section 404 of the Clean Water Act, and the Central SoMa area does not fall within any local, regional or state habitat conservation plans.³

The Central SoMa EIR found that the Central SoMa Plan would not result in any significant and unavoidable impacts to biological resources. Rather, the EIR determined that any significant impacts could be mitigated to less-than-significant levels.

Plant Species

There are no landmark trees within the Central SoMa area per Public Works Code Section 8.02-8.11 requiring disclosure and protection of landmark and significant street trees. The Central SoMa Plan would increase planted surfaces and open space, and any tree that would be removed or relocated would comply with all applicable tree protection ordinances and guidelines. Therefore, the Central SoMa EIR concluded that any impacts regarding trees would be less than significant.⁴

Sensitive Habitat

As previously mentioned, the Central SoMa does not include riparian habitat or other sensitive natural communities and does not fall within any habitat conservation plans. As such, the Central SoMa area and Project Area generally does not contain any suitable habitat for special-status species that are rare, threatened, or endangered. The Central SoMa EIR conducted a study and query based on the California Natural Diversity Database and found that no special-status species are known to exist within the Central SoMa area or vicinity.⁵ However, the EIR found there may be some potential special-status bird and bat species to be present in the Central SoMa area. Peregrine, Cooper's, and Red-tailed hawks

² Central SoMa Plan EIR Initial Study, 2014, p.105, Case No. 2011.1356E

³ Ibid.

⁴ Central SoMa Plan EIR Initial Study, 2014, p.134, Case No. 2011.1356E

⁵ Central SoMa Plan EIR Initial Study, 2014, p.126, Case No. 2011.1356E



Folsom Streetscape

Biological Resources Memorandum

may forage in and around the Central SoMa area but are unlikely to nest there. Similarly, there may be a low potential occurrence of special-status bat species in the Central SoMa area, but it is unlikely.

Migratory Bird Treaty Act

The Central SoMa area is not located within established native resident or migratory wildlife corridors or in the vicinity of wildlife nurseries. The EIR concluded that development and street network changes proposed under the Central SoMa Plan would not interfere substantially with the movement of native resident migratory fish, wildlife species, established native resident and migratory wildlife corridors, or impede the use of native wildlife nursery sites.⁶

Given the limited quality of potential habitat, neither development under the Central SoMa Plan nor the proposed street network changes would interfere substantially with migratory corridors. Proposed street network changes and development may require the relocation or removal of trees, which could result in impacts on nesting birds. However, this impact would be less than significant with compliance with the California Fish and Game Code and the Migratory Bird Treaty Act.⁷

Conclusion

The Project will have no effect on biological resources including sensitive species or migratory bird habitats.

The Project is consistent with street network improvements analyzed in the Central SoMa EIR and it would not result in new or more-severe environmental impacts related to biological resources. As previously discussed, the Central SoMa Plan area is a highly urbanized environment with no sensitive habitat areas and little vegetation.

⁶ Central SoMa Plan EIR Initial Study, 2014, p.125, Case No. 2011.1356E

⁷ Central SoMa Plan EIR Initial Study, 2014, p.127, Case No. 2011.1356E

Folsom Streetscape Project

Preliminary Investigation Notes to Support the Conclusions of the PES Form

- 1.) Will the project require future construction to fully utilize the design capabilities included in the proposed project?
 - No. This project will be complete and not require future construction to fully utilize the design capabilities included in the proposed project. See attached detailed project description.
- 2.) Will the project generate any public controversy?
 - No. The community has been involved with the project through community meetings, stakeholder interviews, and public surveys. These events provided community members with the opportunity to help develop design options for the corridor, provide feedback on options, and review the design concepts in more detail.
- 3.) Is the project a Type 1 project as defined in 23 CFR 772.5(h)?
 - No. The project is a streetscape improvement and roadway resurfacing project. It is not on highway, on a new location, and no lanes will be added.
- 4.) Does the project have the potential for adverse construction-related noise impacts (such as related to pile driving)?
 - No. Construction will not create excessive noise. Some equipment, such as jackhammers and pavement grinding machines are planned during construction but will be regulated under the City of San Francisco Article 29 of the Police Code, which regulates construction noise and hours of construction. Per this code, no one is allowed to perform construction activities in the public right of way that exceed the ambient noise level by 5 dBA between the hours of 8:00pm and 7:00am.
- 5.) Is the project in a NAAQS non-attainment or maintenance area?
 - Yes. The project is within San Francisco County, which is listed in the Bay Area Air Quality Management District (AQMD) conformity area, but is exempt as noted below.
- 6.) Is the project exempt from the requirement that a conformity determination be made?
 - Yes. This project is one of the project types included in the 40 CFR 93.126, Table 2: *Air Quality- Bicycle and Pedestrian Facilities*
- 7.) Is the project exempt from regional conformity?
 - Yes.
- 8.) N/A due to "yes" response to question 6.
- 9.) Is there a potential for hazardous materials (including underground or aboveground tanks, and so forth.) or hazardous waste (including oil/water separators, waste oil, asbestos-containing material, lead-based paint, ADL, and so forth) within or immediately adjacent to the construction area?

No, there is no potential for hazardous materials within or immediately adjacent to the construction area as shown in Attachment #4: GeoTracker Printout for Hazardous Materials. This has also been verified in the CEQA review for the project.
- 10.) Does the project have the potential to impact water resources (rivers, streams, bays, inlets, lakes, drainage sloughs) within or immediately adjacent to the project area?
 - No. The project does not have the potential to impact water sources within or immediately adjacent to the project.
- 11.) Is the project within a designated sole-source aquifer?
 - No. See project location/regional map. The project is located in San Francisco County and there are no EPA identified sole-aquifers in the county.
- 12.) Is the project within the State Coastal Zone, San Francisco Bay or Suisun Marsh?
 - No. See project location/regional map. The project is located in San Francisco, but not near any open waterways. The project is not within the State Coastal Zone, San Francisco Bay, or Suisun Marsh. The project is inland and not within the Coastal Zone.
- 13.) Is the construction area located within a regulatory floodway or within the base floodplain (100-year elevation of a watercourse or lake?)

- No. San Francisco is not located within a floodplain. See attached FEMA map indicating no such area within San Francisco.
- 14.) Is the project within or immediately adjacent to a Wild and Scenic River System?
- No. There are no "Wild and Scenic" rivers in San Francisco.
- 15.) Is there a potential for federally listed threatened or endangered species or their designated critical habitat to occur within or adjacent to the construction area? Note: The Federal Endangered Species Act, Sections 7, 9 and 10 protect federally listed threatened and endangered species and their designated critical habitat.
- No. The project will not affect federally listed threatened or endangered species, critical habitat or essential fish habitat within or adjacent to the construction area. See attached list of Federal Endangered and Threatened Species for San Francisco quadrants.
- 16.) Does the project have the potential to directly or indirectly affect migratory birds or their nests or eggs (such as vegetation removal, box culvert replacement/repair, bridge work and so forth)?
- No. The Project will have no effect on biological resources including sensitive species or migratory bird habitats. Please see *Technical Memo #3: Biological Resources* for more information.
- 17.) Is there a potential for wetlands to occur within or adjacent to the construction area?
- No. The project site is located in a fully developed urban area. Land uses immediate to the project site include residential and commercial developments. The construction area is within the public right-of-way. There are no wetlands within or adjacent to the construction area.
- 18.) Is there a potential for agricultural wetlands to occur within or adjacent to the construction area?
- No. The project site is located in a fully developed urban area. Land uses immediate to the project site include residential and commercial developments. All work will be conducted in the existing right-of-way. There are no agricultural wetlands in San Francisco.
- 19.) Is there a potential for the introduction or spread of invasive plant species?
- No. There is no potential for the introduction or spread of invasive plant species.
- 20.) Are there any historic sites or publicly owned public parks, recreation areas, wildlife or waterfowl refuges Section 4(f)) within or immediately adjacent to the construction area?
- No. There are publicly owned parks immediately adjacent to the project area but the parks and access to the parks will not be affected by the project.
- 21.) Does the project have the potential to affect properties acquired or improved with Land and Water Conservation Fund Act (Section 6(f)) funds?
- No. All work will be conducted within the existing right-of-way. The project does not have the potential to affect properties acquired or approved with Land and Water Conservation Fund Act funds.
- 22.) Does the project have the potential to affect any visual or scenic resources?
- No. The total score of 9 for the Visual Assessment (VIA) indicates a low potential for the project to affect a visual or scenic resource. See attached VIA questionnaire.
- 23.) Will the project require the relocation of residential or business properties?
- No. The project will not require the relocation of residential or business properties.
- 24.) Will the project require any right of way, including partial or full takes? Consider construction easements and utility relocations?
- No. All work will be conducted in the existing right-of-way. The project will not require any right-of-way, including partial or full takes. There will only be utility relocations of other city facilities which will not be acquired.
- 25.) Is the project inconsistent with plans and goals adopted by the community?
- No. The project is consistent with plans and goals adopted by the community. Proposed designs are consistent with the Central SoMa Plan and the Eastern Neighborhoods Transportation Implementation Planning Study (ENTRIPS). Community members and major stakeholders have continued to have opportunities for input throughout the design process.
- 26.) Does the project have the potential to divide or disrupt neighborhoods/communities?
- No. The project does not have the potential to divide or disrupt neighborhoods/communities.
- 27.) Does the project have the potential to disproportionately affect low-income or minority populations?
- No. This project will not disproportionately affect low-income or minority populations.

- 28.) Will the project require the relocation of public utilities?
- Yes. The project will require the relocation of public utilities such as sewer lines and catch basins. We will consult with the DLAE to determine appropriate level of analysis needed based on scope of the project and potential of impact.
- 29.) Will the project affect access to properties or roadways?
- No. The project will not permanently affect access to properties or roadways. Access to sidewalks, driveways, and roadways will be affected during construction. The Contractor will be required to maintain safe access. Residents will be notified at least two days before any work begins in front of their property or if any on-street parking is restricted.
- 30.) Will the project involve changes in access control to the State Highway System?
- No. The project will not change access to the State Highway System. The Contractor will provide a traffic routing plan that will not impede any highway entrances.
- 31.) Will the project involve the use of a temporary road, detour, or ramp closure?
- No. The project will not involve the use of a temporary road, detour or ramp closure. The Contractor is required to (1) conduct construction operations to cause the least possible obstruction and inconvenience to the local business, public and area residents, and prosecute property with due regard to the rights of the local business, public and area residents; and (2) provide traffic lanes and routing of vehicular and pedestrian traffic, in a matter that will be safe and will minimize traffic congestion and delays during construction. For equipment staging information, see *Technical Memo #1: Equipment Staging Information*.
- 32.) Will the project reduce available parking?
- Yes. The project will result in the loss of parking. To alleviate this parking loss, the project prioritizes loading needs. Furthermore, the project is consistent with SFMTA's Vision Zero policy, which seeks to eliminate all traffic deaths, and SFMTA's Transit First Policy, which prioritizes movement of people and goods with a focus on transit, walking, and biking instead of private automobiles. Lastly, all parking loss occurs on city streets. See *Technical Memo #2: Curb Management* for additional information.
- 33.) Will the project construction encroach on state or federal lands?
- No. The project does not encroach on (nor is adjacent to) any state or federal lands.
- 34.) Will the project convert any farmland to a different use or impact any farmlands?
- No. The project site is located in a fully development urban area. Land uses immediate to the project site include residential and commercial developments. All work will be conducted within the existing right-of-way. There are no adjacent farmlands.
- 35.) (*Caltrans Answers*)
- 36.) Is the project adjacent to, or would it encroach on Tribal land?
- No. The project is not adjacent to nor encroaches on Tribal land.

List of Attachments and Technical Memos

Attachment #1: Regional Map
Attachment #2: Project Location, Footprint and Striping Maps
Attachment #3: Engineering Drawings (Cross Sections)
Attachment #4: GeoTracker Printout for Hazardous Materials
Attachment #5: Federal Threatened and Endangered Species List from USFWS
Attachment #6: Federal Threatened and Endangered Species List from NMFS
Attachment #7: Project Site Photos
Attachment #8: FEMA map
Attachment #9: VIA Questionnaire

Technical Memo #1: Equipment Staging Information
Technical Memo #2: Curb Management Information
Technical Memo #3: Biological Memorandum

*Technical Memo #4: Utility Memorandum- SFMTA will provide.**

*Technical Memo #5: Water Resources and Quality Memorandum- SFMTA will provide.**

*Technical Memo #6: Land Use and Community Impacts Memorandum- SFMTA will provide.**

**Information to come from the SFMTA in next couple of weeks*

Folsom Streetscape Project: Detailed Project Description

Proposed Project

The Folsom Streetscape Project (the Project) includes a buildout of major elements and community amenities that are proposed to improve transportation safety while also improving neighborhood livability and sense of cultural identity.

Proposed improvements along Folsom Street fall into the following categories:

1. Bicycle - Parking and traffic modifications along Folsom Street to establish two-way parking protected bikeways, two-stage left turn areas, protected intersections, and new traffic signal phasing, all to reduce motor vehicle and bike conflicts.
2. Pedestrian - Parking and traffic modifications to provide pedestrian bulbouts, resulting in shorter crossing distances, new mid-block traffic signals to reduce mid-block vehicle speeds and improve pedestrian circulation, and to establish no parking areas for improving visibility at intersections for all road users.
3. Transit - Parking and traffic modifications along Folsom Street to establish a transit only lane between 10th Street and Mabini Street, provide additional transit service on Folsom Street (which does not require SFMTA Board approval), and construct nine new or improved transit boarding islands.
4. Curb Management – Parking and loading modifications along Folsom Street to accommodate existing loading demand needs, provide space for vehicle turning pockets, a bike corral, to move a bikeshare station, and provide additional loading spaces to reduce the frequency of double parking.
5. Streetscape Improvements – Landscape features and furniture would be installed along the corridors within the sidewalk replacement limits, crosswalks and on the new transit medians and bulbouts, including precast elements, benches, bike racks, commemorative plaques and vertical elements (such as, street trees, railings and bollards). New street and pedestrian lighting also would be installed to reduce light pole spaces and to enhance the overall lighting level along the corridor.
6. Utility Work (Sewer and Water System Improvements) - Existing sewer mains and side sewers on Folsom Street at various locations would be replaced and rehabilitated. Other drainage improvements, such as catch basin installation and culvert relocation/installation as required for the roadway improvements would be completed throughout the corridor. Some water facilities (e.g. fire hydrant, water valves, water meters, water mains less than 16-inch in diameter) would be relocated for the construction of concrete bulbouts.

Folsom Street, between 2nd and 11th Streets, would include two eastbound travel lanes from 4th to 10th streets, three eastbound travel lanes from 10th to 11th and 2nd to 4th streets, a two-way cycle track along the southern curb, a transit-only lane from Mabini to 10th streets, new bulb-outs on the north side of the street (east of 8th Street only), turn pockets at intersection approaches, and 10-foot sidewalks on both sides of the street.

The Project includes new and permanent transit boarding islands that would replace existing, temporary transit boarding islands on Folsom Street between 11th Street and 5th Street. Additional permanent transit boarding islands would be constructed between 5th Street and 2nd Street. All permanent transit boarding islands would be designed to accommodate potential double berthing for the specific type of buses used on each route, where appropriate. Existing Golden Gate Transit service would be accommodated at the proposed transit boarding islands.

Additionally, bulb-outs are proposed to be constructed into side streets and the north side of Folsom Street, between 10th Street and 4th Street. New mid-block signals would reduce the distance pedestrians would travel from one side of the street to the other and would slow down vehicle traffic through new signal progression. The locations for new mid-block traffic signals on Folsom Street are at Rausch Street, Falmouth Street, and between 5th Street and 4th Street.

Project Background and Referenced Plans

Central SoMa Plan

The Central South of Market (SoMa) Plan is a comprehensive plan for the area surrounding much of the southern portion of the Central Subway transit line. The plan area includes roughly 230 acres that comprise 17 city blocks as well as the streets and thoroughfares that connect SoMa to its adjacent neighborhoods: Downtown, Mission Bay, Rincon Hill, and the Mission District. On May 10, 2018, the San Francisco Planning Commission certified the Central South of Market (SoMa) Environmental Impact Report (EIR) (Planning Department Case No. 2011.1356E) under Planning Commission Motion No. 20182 pursuant to the requirements of the California Environmental Quality Act (CEQA). The EIR contains analysis at a program level for adoption and implementation of the Central SoMa Plan as well as “project-level” environmental review for street network changes and open space improvements proposed in the Plan, including those on Folsom Streets.

Central SoMa Plan Project Modifications

Since the certification of the Central SoMa Plan EIR, the San Francisco Municipal Transportation Agency (SFMTA) conducted more in-depth design, outreach, and consultation with the community and other city agencies. As a result of this coordination, the SFMTA modified the Folsom Streetscape Project analyzed in the Central SoMa Plan EIR and created a Note to File that details the proposed modifications to what was analyzed in the Central SoMa Plan EIR. The Note to File analyzes the potential for the modifications (Modified Project) to result in any new or more-severe physical environmental impacts than were previously identified in the Central SoMa Plan EIR. The Note to File concludes that the Central SoMa Plan EIR adequately described the impacts of the Modified Project and identifies the mitigation measures in the Central SoMa Plan Mitigation, Monitoring, and Reporting Program that are applicable to the Modified Project. The changes made to the Project since the EIR was finalized would not require revisions to the EIR due to the involvement of new significant environmental effects or an increase in the

severity of previously identified significant impacts. There are also no substantial changes in project circumstances that would require revisions to the EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the EIR. Therefore, no further CEQA evaluation is necessary.

Eastern Neighborhoods Transportation Implementation Planning Study (ENTRIPS)

Folsom Streetscape Project elements were also informed by the Eastern Neighborhoods Transportation Implementation Planning Study (ENTRIPS) led by the San Francisco Planning Department and SFMTA, and the Central SoMa Area Plan process led by the San Francisco Planning Department. ENTRIPS examined the communities of the Mission District, South of Market, Central Waterfront, Showplace Square, and Potrero Hill and evaluated transportation design improvements that balances pedestrian conditions, the public realm, transit performance, bicycle conditions, vehicle circulation, parking and loading, and deliverability and cost-effectiveness.

Existing Conditions

Folsom Street (one-way eastbound) works in tandem with Howard Street (one-way westbound) as a couplet in downtown San Francisco, therefore it is useful to consider collision history on both corridors. In the past five years, there were 158 collisions on Howard Street between 11th Street and 4th Street, 29 involving cyclists and 46 involving pedestrians. During the same time on Folsom Street between 11th Street and 2nd Street, 233 collisions occurred with 46 involving cyclists and 45 involving pedestrians. On the two streets, three cyclists and two pedestrians have been killed since 2013 including the most recent bicyclist death in March 2019 on Howard Street. Both streets are on San Francisco's High Injury Network; the 13% of streets that account for 75% of the City's sever injuries and fatalities.

Folsom Street is an eastbound, one-way street in the City's South of Market neighborhood. Between 11th Street and Falmouth Street, there are three vehicle travel lanes, a parking protected bike lane, and transit boarding islands at the following intersections along Folsom Street:

- 11th Street (far-side)
- 9th Street (far-side)
- 8th Street (far-side)
- 7th Street (far-side)
- 6th Street (mid-block between 6th and Falmouth streets)

Between Falmouth Street and 4th Street, Folsom Street has three eastbound vehicle travel lanes with a buffered bike lane. Between 4th Street and 2nd Street, Folsom Street has four eastbound vehicle travel lanes with a Class II bikeway (bike lane) between the vehicle travel

lane and parking lane. Approximately 300 people ride in the existing bikeway during the AM peak hour and 50 in the PM peak hour.

The 12-Folsom travels on Folsom from 11th Street to 2nd Street and carries approximately 5,500 passengers a day with a frequency of 15 minutes in the AM peak hour. The 27-Bryant travels along Folsom Street between 6th Street and 5th Street and carries approximately 6,700 passengers a day with a frequency of 15 minutes in the AM peak hour. Approximately 1,400 vehicles travel along the corridor in the PM peak hour.

In 2014, the SFMTA completed the Folsom Street Pilot Buffered Bike Lane Project from 11th to 4th Streets. This project removed one travel lane from Folsom Street to provide a buffered bike lane and right-turn pockets at 10th, 8th, 6th, and 5th streets. Data collected from showed that bicycle travel increased by 21 percent because of these changes, but vehicles continued to violate the bike lane boundaries by driving through the bike lane to make right-turns or by conducting loading activities from the bike lane.

In 2017, a parking protected bike lane and transit boarding islands were installed on Folsom Street between 11th Street and Falmouth Street. These protected bike lane improvements have allowed the SFMTA to collect data and make observations informing the roadway design for the Folsom Streetscape Project.

Project Outreach

The SFMTA has worked in close collaboration with neighbors, local businesses, community groups and users of the Folsom Street corridors since initiation of the project.

In Winter 2016, the SFMTA held two open houses and conducted an online survey to take feedback on their values and priorities. In April 2017, two open houses were held to show possible design options to the public and request feedback. In January 2019, the SFMTA presented the final proposed long-term designs of the corridor at two open houses.

By working closely with the community to align project goals, the SFMTA was able to secure legislative approval of the project in Spring 2019. Since then the SFMTA has continued to engage the community in coordination with our partners at Public Works to finalize the public realm elements of the project and will continue to inform users and residents of construction updates.

Project Breakdown by Scope Element

Bicycle Safety Improvements

The Project proposes two-way parking protected bikeways on the south side of Folsom Street between 2nd Street and 11th Street to accommodate safer and more comfortable bicycle travel along these corridors. A parking protected bikeway is proposed to improve safety, discourage double parking, and prevent driving in the bikeways.

The project proposes to install two-stage turn bicycle boxes at the intersections of 11th Street and Folsom Street, 5th Street and Folsom Street, and 2nd Street at Folsom Street. Two-stage turn bicycle boxes assist bicyclists turning to or from Folsom to side streets with existing bikeways. Two-stage left turn bicycle boxes are waiting areas painted in the intersection to help people on bicycles perform a left turn in two movements from the right-side lane. They are intended to make an intersection more inviting for people riding bicycles, make bicycle turning movement more predictable, reduce bicycle encroachment into the crosswalk, and signal to drivers that the turn box is a permitted location for bicyclists to wait. As part of the design, staff are proposing No Right Turn on Red restrictions to prevent conflicts with vehicle traffic.

At intersections where there would be conflicts between turning vehicles and through bicycles, traffic signal upgrades would include separate signal phases for turning vehicles and through cyclists including dedicated right or left turn phases for vehicles and separated, dedicated through phases for bicycles.

Pedestrian Safety Improvements

At all street and alley intersection crossings, the Project proposes daylighting to improve visibility at crosswalks. These no parking areas are proposed to include red paint on the curb and could be to prevent vehicles from parking in these areas and help slow turning movements. The project proposes to construct new mid-block traffic signals and install new high visibility continental crosswalks markings at the following intersections:

- Folsom Street and Rausch Street
- Folsom Street and Harriet Street (continental crosswalk upgrade only)
- Folsom Street and Falmouth Street
- Folsom Street and between 5th Street and 4th Street
- Folsom Street and 3rd Street (opening northside crosswalk and upgrading signal)

Advance limit lines to encourage vehicles from encroaching into the crosswalk at signalized intersection approaches are proposed to be lengthened or installed at the following intersections:

- Folsom Street and 8th Street
- Folsom Street and Rausch Street
- Folsom Street and 7th Street
- Folsom Street and Russ Street
- Folsom Street and Falmouth Street
- Folsom Street and 5th Street
- Folsom Street and 4th Street
- Folsom Street and 3rd Street
- Folsom Street and Hawthorne Street
- Folsom Street and 2nd Street

The Project retains the existing 10 feet or 12 feet wide sidewalks, except at certain locations where bulb-outs are proposed. Bulb-outs are proposed to be constructed into side streets and

the north side of Folsom Street, between 10th Street and 4th Street. New mid-block signals would reduce the distance pedestrians would travel from one side of the street to the other and would slow down vehicle traffic through new signal progression. The locations for new mid-block traffic signals on Folsom Street are at Rausch Street, Falmouth Street, and between 5th Street and 4th Street.

Raised crosswalks are proposed to slow vehicles turning in and out of these minor roadways and prioritize pedestrians in crosswalks. Raised crosswalks are proposed to be constructed at the following intersections:

- Folsom Street at Sherman Street
- Folsom Street at Columbia Square

Raised pedestrian crossings are also proposed across the two-way bikeways, connecting the sidewalk with the concrete median adjacent to parked vehicles. Staff's evaluation and outreach following the implementation of the Folsom's near-term projects indicated a preference for raised bikeway crossings to slow down cyclists, prioritize pedestrians crossing the bikeway, and make the loading and unloading of goods at yellow commercial zones easier.

Proposed Transit Only Lane and Transit Safety and Performance Improvements

The Muni 12-Folsom operates along Folsom Street between 11th and 2nd Street while the 27-Bryant operates along Folsom Street between 6th Street and 5th Street. Transit boarding islands or curbside bus stops service passengers along Folsom Street. The streetscape project would include a transit-only lane between 10th Street and Mabini Street to provide a dedicated space for transit along Folsom Street.

For informational purposes, Muni service changes are also expected on Folsom Street. In addition to the 12-Folsom service, it is expected that additional Muni service will be relocated from Bryant Street to Folsom Street as follows:

- 8-Bayshore between 9th Street and 3rd Street,
- 8AX-Bayshore A Express between 9th Street and 3rd Street
- 8BX-Bayshore B Express between 9th Street and 3rd Street
- 27-Bryant between 7th Street and 5th Street.

The Project includes new and permanent transit boarding islands that would replace existing, temporary transit boarding islands on Folsom Street between 11th Street and 5th Street. Additional permanent transit boarding islands would be constructed between 5th Street and 2nd Street. All permanent transit boarding islands would be designed to accommodate potential double berthing for the specific type of buses used on each route, where appropriate. Existing Golden Gate Transit service would be accommodated at the proposed transit boarding islands. Permanent transit boarding islands are to be located at the following locations to accommodate the increased transit service:

- Folsom Street at 11th Street (far-side)
- Folsom Street at 9th Street (far-side)

- Folsom Street at 8th Street (far-side)
- Folsom Street at 7th Street (far-side)
- Folsom Street at 6th Street (far-side)
- Folsom Street at 5th Street (far-side)
- Folsom Street at 4th Street (near side)
- Folsom Street at 3rd Street (far-side)

These changes will increase reliability and predictability of transit service along Folsom Street and increase the frequency of transit along the corridor from 15 minutes to 2 minutes during the AM peak period and from 15 minutes to 4 minutes during the PM peak period.

Curb Management

The Project includes relocating, establishing new, or reducing loading zones based on current adjacent land use needs, a lack of space due to daylighting at driveways or intersections, or new turning pockets at intersection approaches. As the design has progressed, the SFMTA developed curb designs while considering input from 110 business owners and merchants along the project corridors. SFMTA asked each business along the Folsom Street Project corridor to complete a loading survey to understand how each business used the street for loading and parking activities. Based on the 110 survey results and conversations with the merchants and business owners, staff removed parking and added new or relocated existing commercial, white, and green zones. Staff then shared the proposed curb management plan with merchants to ensure that their feedback was incorporated or to explain why their input had not been incorporated into the curb management plan. Staff then consulted with the SFMTA color curb manager and the parking and curb management group for their review and input before moving forward with the final parking and loading plan. The parking and loading plan was then shared with the broader community at two open house sessions in February 2019 for any final, minor additional input. This consultation with city agencies, businesses, and stakeholders resulted in a net gain of 22 commercial loading spaces under the Project when compared to the existing conditions. Parking and loading would be available on both sides of Folsom streets at all times. Non-metered parking and loading on Folsom Street between 11th Street and 6th Street would be converted to metered parking and loading.

Streetscape Improvements

Landscape features and furniture would be installed along the corridors within the sidewalk replacement limits, crosswalks and on the new transit medians and bulbouts, including precast elements, benches, bike racks, street and pedestrian lighting, and commemorative plaques and vertical elements (such as, street trees, railings and bollards) that reflect the cultural diversity of the SoMa neighborhood. Public Works led the community outreach and participation with representatives from area stakeholder groups: South of Market Community Action Network (SOMCAN), United Playaz, West Bay Cultural Center, Folsom Street Fair, Yerba Buena Community Benefits District, and the Leather and LGBTQ Cultural District to identify possible locations for cultural representation through the project area. All of these groups have been

included in the public realm improvement process since 2017 and are supportive of the streetscape project and the opportunity to influence the public realm improvements. Public Works is continuing this outreach through the Detailed Design Phase to finalize public realm improvements.

Utility Work (Sewer and Water System Improvements)

Existing sewer mains and side sewers on Folsom Street at various locations would be replaced and rehabilitated. Specifically, approximately 2,440 linear feet of below ground sewer pipelines and 17 manholes within the existing public right-of-way would be replaced or rehabilitated as part of the project. Most of the construction will be completed via open trench excavation and the remaining will be handled by trenchless operation. Proposed main sewer replacement limits are as follows:

- Folsom Street between 11th Street and 10th Street
- Folsom Street between 8th Street and Rausch Street
- Folsom Street between Rausch Street and 7th Street
- Folsom Street between 5th Street and 4th Street
- Folsom Street between 4th Street and 3rd Street
- Folsom Street between 3rd Street and Hawthorne Street

Other drainage improvements, such as catch basin installation and culvert relocation/installation as required for the roadway improvements would be installed throughout the corridor. Some water facilities (e.g. fire hydrant, water valves, water meters, water mains less than 16-inch in diameter) would be relocated for the construction of concrete bulbouts.