

THIS PRINT COVERS CALENDAR ITEM NO.: 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

Amending the Transportation Code, Division II to reduce the speed limit on eleven safety corridors from 25 miles per hour to 20 miles per hour on one street segment: Ocean Avenue between Junipero Serra Boulevard and Victoria Street; reduce the speed limit from 30 miles per hour to 25 miles per hour on five street segments: Oakdale Avenue between Bayshore Boulevard and 3rd Street, Fell Street, between Baker Street and Stanyan Street, Oak Street between Stanyan Street and Baker Street, Masonic Avenue between Presidio Avenue and Geary Boulevard, and Geary Boulevard between 30th Avenue and 42nd Avenue; and reduce the speed limit from 35 miles per hour to 30 miles per hour on five street segments: Hunters Point Boulevard between Evans Avenue and Innes Avenue, Innes Avenue between Hunters Point Boulevard and Donahue Street, Bayshore Boulevard between Cesar Chavez Street and Salinas Avenue, Jamestown Avenue between Redondo Street and Harney Way, and Sloat Boulevard between 19th Avenue and Junipero Serra Boulevard.

SUMMARY:

- California Vehicle Code section 22358.7 authorizes local authorities (including the City and County of San Francisco), after completing an engineering and traffic survey, to further reduce speed limits that have already been reduced by 5mph due to physical conditions by an additional 5mph for either of the following reasons: (1) the portion of highway has been designated as a safety corridor, or (2) the portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians.
- The proposed amendment to the Transportation Code will reduce the speed limit on 11 safety corridors as follows: from 35 MPH to 30 MPH on 5 corridors, from 30 MPH to 25 MPH on 5 corridors, and from 25 MPH to 20 MPH on 1 corridor in San Francisco.
- The SFMTA has determined that the proposed speed limit modifications are categorically exempt from the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action as defined by S.F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTAB Resolution
2. Transportation Code Amendment
3. Map of Proposed Speed Limit Reductions

APPROVALS:

DATE

DIRECTOR *Kamini Lall*

March 12, 2025

SECRETARY *[Signature]*

March 12, 2025

ASSIGNED SFMTAB CALENDAR DATE: March 18, 2025

PURPOSE

Amending the Transportation Code, Division II to reduce the speed limit on eleven safety corridors from 25 miles per hour to 20 miles per hour on one street segment: Ocean Avenue between Junipero Serra Boulevard and Victoria Street; reduce the speed limit from 30 miles per hour to 25 miles per hour on five street segments: Oakdale Avenue between Bayshore Boulevard and 3rd Street, Fell Street, between Baker Street and Stanyan Street, Oak Street between Stanyan Street and Baker Street, Masonic Avenue between Presidio Avenue and Geary Boulevard, and Geary Boulevard between 30th Avenue and 42nd Avenue; and reduce the speed limit from 35 miles per hour to 30 miles per hour on five street segments: Hunters Point Boulevard between Evans Avenue and Innes Avenue, Innes Avenue between Hunters Point Boulevard and Donahue Street, Bayshore Boulevard between Cesar Chavez Street and Salinas Avenue, Jamestown Avenue between Redondo Street and Harney Way, and Sloat Boulevard between 19th Avenue and Junipero Serra Boulevard.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

The proposed amendment to the Transportation Code to reduce the speed limit at specific locations supports the City's Vision Zero Policy in addition to the SFMTA Strategic Plan Goals below:

Goal 4: Make Streets Safer for Everyone

The proposed amendment to the Transportation Code also supports the SFMTA Transit-First Policy principle indicated below:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.

DESCRIPTION

Speed is the leading factor in severe and fatal traffic crashes in San Francisco, and slowing speeds is the most effective tool to prevent such crashes. An SFMTA conducted engineering and traffic survey justifies speed limit reduction based on the latest California Vehicle Code (CVC) Provisions. The corridors are also part of the 2022 Vision Zero High Injury Network and are adjacent to land or facilities that generate high concentrations of bicyclists and/or pedestrians.

The City Traffic Engineer has determined through an engineering and traffic survey that under CVC Section 22358.7, the below 11 safety corridors qualify for the following speed reductions:

From 35MPH To 30MPH Speed Limit:

- Hunters Point Boulevard, between Evans Avenue and Innes Avenue (District 10)
- Innes Avenue, between Hunters Point Boulevard and Donahue Street (District 10)
- Jamestown Avenue, between Redondo Street and Harney Way (District 10)**

** Note that the Transportation Code shows the Jamestown speed limit as 40 MPH. However, the speed limit was previously reduced from 40 MPH to 35 MPH per MTAB Resolution 13-063 (June 4, 2013), but this reduction in 2013 was not reflected in the Transportation Code. The SFMTA's current efforts to further reduce the speed limit to 30 MPH would effectively strike Jamestown from Section 702(d) and add it to Section 702(b).

- Bayshore Boulevard, between Cesar Chavez Street and Salinas Avenue (Districts 9 and 10)
- Sloat Boulevard, between 19th Avenue and Junipero Serra Boulevard (District 7)

From 30MPH To 25MPH Speed Limit:

- Oakdale Avenue, between Bayshore Boulevard and 3rd Street (District 10)
- Fell Street, between Baker Street and Stanyan Street (District 5)
- Oak Street, between Stanyan Street and Baker Street (District 5)
- Masonic Avenue, between Presidio Avenue and Geary Boulevard (District 2)
- Geary Boulevard, between 30th Avenue and 42nd Avenue (District 1)

From 25MPH To 20MPH Speed Limit:

- Ocean Avenue, between Junipero Serra Boulevard and Victoria Street (District 7)

If the proposed speed limit reductions are approved, the SFMTA will conduct additional education and outreach after speed limit changes are implemented to support compliance with the new speed limits. Education strategies will aim to reach impacted drivers, residents, merchants, and neighborhoods using strategies such as multilingual outreach, targeted digital advertising, and physical advertising on bus shelters and light pole banners. SFMTA will not post new speed limit signs until at least 31 days after approval by the SFMTA Board, because the amendment to the Transportation Code will not go into effect until that date. As directed by CVC section 22358.7(d), the City will issue only warning citations for violations of exceeding the speed limit by 10 miles per hour or less for the first 30 days that the lower speed limit is in effect.

STAKEHOLDER ENGAGEMENT

The City conducted outreach for the Vision Zero Action Strategy in early 2021. Based on input from the Action Strategy outreach, the public expressed support for 20 MPH speed limits throughout the City. The SFMTA Board of Directors has also provided direction to reduce speed limits within existing authority to reduce injuries and traffic crashes on City streets.

Five virtual public hearings were conducted to consider the proposed changes on June 14, 2024, October 18, 2024, November 8, 2024, January 17, 2025, and February 7, 2025. An official document indicating the public hearing date, time, location, and purpose was posted in the areas affected by the change 10 days in advance of the hearing dates. The SFMTA received emails in support prior to public hearings and comments in support during public hearings. The SFMTA will conduct additional education and outreach to impacted drivers, residents, merchants and neighborhoods, as described in the preceding section.

ALTERNATIVES CONSIDERED

The speed limit could remain at 35 MPH, 30 MPH, and 25 MPH and more robust 35 MPH, 30 MPH, and 25 MPH signage could be installed. Given the direct correlation between severity of traffic collisions and speed, reducing the speed limit is expected to reduce traffic crashes, injuries, and fatalities. Therefore, leaving the speed limit on these streets at current levels was rejected as an alternative. Lowering speed limits using signage to address speeding issues is also a less costly and more immediate measure than speed humps or other infrastructure changes. The City Traffic Engineer therefore recommends that the SFMTA Board approve the proposed speed reductions.

FUNDING IMPACT

Budget Table

Item	Cost	Source
Outreach and Education	\$30,000	Prop L
Sign Materials and Labor	\$75,000	Prop L
Design and Project Management	\$30,000	Prop L
Contingency	\$15,000	Prop L
TOTAL	\$150,000	Prop L

The cost of the project, including outreach and education, as well as labor and materials for the sign implementation for these 11 safety corridors is fully funded by a Prop L sales tax grant from the San Francisco County Transportation Authority (“SFCTA”). The entire cost for the 11 corridors is estimated to be \$150,000.

Funding is consistent with SFMTA’s five-year Capital Improvement Budget under CIP ID ST310. The Capital Improvement Budget also includes \$100,000 from Prop L sale tax funds for speed limit reductions in FY25-26.

There is little to no risk of additional fiscal impacts for this project. All work will be completed by SFMTA staff, with the cost of labor and materials fully known and accounted for. An additional contingency of 10% has been budgeted to the project for unforeseen issues.

ENVIRONMENTAL REVIEW

The proposed speed limit modifications are subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities as defined in Title 14 of the California Code of Regulations Section 15301.

On June 14, 2024, October 18, 2024, November 8, 2024, January 17, 2025, and February 7, 2025, the SFMTA, under authority delegated by the San Francisco Planning Department, determined that the proposed speed limit reductions are categorically exempt (Case Numbers 2024-005904ENV, 2024-009389ENV, 2024-010157ENV, 2025-000408ENV, and 2025-001057ENV) from CEQA as defined in

Title 14 of the California Code of Regulations Section 15301.

- 2024-005904ENV: Oakdale Avenue between 3rd Street and Bayshore Boulevard
- 2024-009389ENV: Ocean Avenue between Junipero Serra Boulevard and Victoria Street
- 2024-010157ENV: Hunters Point Boulevard between Evans Avenue and Innes Avenue
- 2025-000408ENV: Innes Avenue between Hunters Point Boulevard and Donahue Street, Bayshore Boulevard between Cesar Chavez Street and Salinas Avenue, Fell Street between Baker Street and Stanyan Street, Oak Street between Baker Street and Stanyan Street
- 2025-001057ENV: Geary Boulevard between 30th Avenue and 42nd Avenue, Masonic Avenue between Geary Boulevard and Presidio Avenue, Jamestown Avenue between Redondo Street and Harney Way, Sloat Boulevard between 19th Avenue and Junipero Serra Boulevard

The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department by Case Number at <https://sfplanninggis.org/pim/> or 49 South Van Ness Avenue, Suite 1400 in San Francisco, and are incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney has reviewed this calendar item. No other approvals are required.

RECOMMENDATION

Staff recommends that the SFMTA Board of Directors amend Transportation Code, Division II to reduce the speed limit on eleven safety corridors from 25 miles per hour to 20 miles per hour on one street segment: Ocean Avenue between Junipero Serra Boulevard and Victoria Street; reduce the speed limit from 30 miles per hour to 25 miles per hour on five street segments: Oakdale Avenue between Bayshore Boulevard and 3rd Street, Fell Street, between Baker Street and Stanyan Street, Oak Street between Stanyan Street and Baker Street, Masonic Avenue between Presidio Avenue and Geary Boulevard, and Geary Boulevard between 30th Avenue and 42nd Avenue; and reduce the speed limit from 35 miles per hour to 30 miles per hour on five street segments: Hunters Point Boulevard between Evans Avenue and Innes Avenue, Innes Avenue between Hunters Point Boulevard and Donahue Street, Bayshore Boulevard between Cesar Chavez Street and Salinas Avenue, Jamestown Avenue between Redondo Street and Harney Way, and Sloat Boulevard between 19th Avenue and Junipero Serra Boulevard.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, Speed is the leading factor in severe and fatal traffic crashes in San Francisco, and slowing speeds is the most effective tool to prevent them; and,

WHEREAS, San Francisco has historically been limited in its authority to reduce speed limits, because speed limits have been set under the California Vehicle Code (CVC) using the 85th percentile methodology, which sets speed limits based on how fast most drivers are traveling; and,

WHEREAS, CVC Section 22358.7 authorizes local authorities, after completing an engineering and traffic survey, to further reduce speed limits that have already been reduced by 5mph due to physical conditions by an additional 5mph if either the portion of highway has been designated as a safety corridor or the portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians; and,

WHEREAS, The Traffic Engineer has determined that the following 11 safety corridors meet the criteria for speed limit reductions based on an SFMTA conducted Engineering and Traffic Survey (E&TS) and California Vehicle Code provisions, and recommends the following speed limit modifications:

- A. REDUCE – FROM 35MPH TO 30MPH SPEED LIMIT – Hunters Point Boulevard, between Evans Avenue and Innes Avenue (District 10); Innes Avenue, between Hunters Point Boulevard and Donahue Street (District 10); Jamestown Avenue, between Redondo Street and Harney Way (District 10); Bayshore Boulevard, between Cesar Chavez Street and Salinas Avenue (Districts 9 and 10); Sloat Boulevard, between 19th Avenue and Junipero Serra Boulevard (District 7)
- B. REDUCE – FROM 30MPH TO 25MPH SPEED LIMIT – Oakdale Avenue, between Bayshore Boulevard and 3rd Street (District 10); Fell Street, between Baker Street and Stanyan Street (District 5); Oak Street, between Stanyan Street and Baker Street (District 5); Masonic Avenue, between Presidio Avenue and Geary Boulevard (District 2); Geary Boulevard, between 30th Avenue and 42nd Avenue (District 1)
- C. REDUCE – FROM 25MPH TO 20MPH SPEED LIMIT – Ocean Avenue, between Junipero Serra Boulevard and Victoria Street (District 7)

WHEREAS, The proposed speed limit reductions in those 11 safety corridors support Vision Zero's commitment to slow speeds to reduce traffic crashes; and,

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on these modifications through the public hearing process; and,

WHEREAS, The proposed speed limit reductions are subject to the California Environmental Quality Act (CEQA); CEQA provides a categorical exemption from environmental review for

operation, repair, maintenance, or minor alterations of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, On June 14, 2024, October 18, 2024, November 8, 2024, January 17, 2025, and February 7, 2025, the SFMTA, under authority delegated by the Planning Department, determined that the proposed speed limit reductions are categorically exempt (Case Numbers 2024-005904ENV, 2024-009389ENV, 2024-010157ENV, 2025-000408ENV, and 2025-001057ENV) from CEQA, pursuant to Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department by Case Number at <https://sfplanninggis.org/pim/> or 49 South Van Ness Avenue, Suite 1400 in San Francisco, and are incorporated herein by reference; and, now, therefore be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors amends Transportation Code, Division II to reduce the speed limit on eleven safety corridors from 25 miles per hour to 20 miles per hour on one street segment: Ocean Avenue between Junipero Serra Boulevard and Victoria Street; reduce the speed limit from 30 miles per hour to 25 miles per hour on five street segments: Oakdale Avenue between Bayshore Boulevard and 3rd Street, Fell Street, between Baker Street and Stanyan Street, Oak Street between Stanyan Street and Baker Street, Masonic Avenue between Presidio Avenue and Geary Boulevard, and Geary Boulevard between 30th Avenue and 42nd Avenue; and reduce the speed limit from 35 miles per hour to 30 miles per hour on five street segments: Hunters Point Boulevard between Evans Avenue and Innes Avenue, Innes Avenue between Hunters Point Boulevard and Donahue Street, Bayshore Boulevard between Cesar Chavez Street and Salinas Avenue, Jamestown Avenue between Redondo Street and Harney Way, and Sloat Boulevard between 19th Avenue and Junipero Serra Boulevard.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of March 18, 2025.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

[Transportation Code - Reducing Speed Limits on Various Streets]

Resolution amending the Transportation Code, Division II to reduce the speed limit on eleven safety corridors from 25 miles per hour to 20 miles per hour on one street segment: Ocean Avenue between Junipero Serra Boulevard and Victoria Street; reduce the speed limit from 30 miles per hour to 25 miles per hour on five street segments: Oakdale Avenue between Bayshore Boulevard and 3rd Street, Fell Street, between Baker Street and Stanyan Street, Oak Street between Stanyan Street and Baker Street, Masonic Avenue between Presidio Avenue and Geary Boulevard, and Geary Boulevard between 30th Avenue and 42nd Avenue; and reduce the speed limit from 35 miles per hour to 30 miles per hour on five street segments: Hunters Point Boulevard between Evans Avenue and Innes Avenue, Innes Avenue between Hunters Point Boulevard and Donahue Street, Bayshore Boulevard between Cesar Chavez Street and Salinas Avenue, Jamestown Avenue between Redondo Street and Harney Way, and Sloat Boulevard between 19th Avenue and Junipero Serra Boulevard.

NOTE: **Additions** are in *single-underline italics Times New Roman font*.
Deletions are in *strike through italics Times New Roman font*.
Board amendment additions are in double-underlined Arial font.
Board amendment deletions are in ~~strikethrough Arial font~~.
Asterisks (* * * *) indicate the omission of unchanged Code subsections or parts of tables.

The Municipal Transportation Agency Board of Directors of the City and County of San Francisco enacts the following regulations:

Section 1. Article 700 of Division II of the Transportation Code is hereby amended by revising Section 702, to read as follows:

SEC. 702. DESIGNATED SPEED LIMITS.

(a) **20 Miles Per Hour.** *A prima facie* speed limit of 20 miles per hour is established in the following locations:

* * * *

Ocean Avenue, between Geneva Avenue and Victoria Street and between Junipero Serra Boulevard and 19th Avenue.

Ocean Avenue, between Junipero Serra Boulevard and Victoria Street.

* * * *

(b) **30 Miles Per Hour.** A *prima facie* speed limit of 30 miles per hour is established in the following locations:

* * * *

Alemanya Boulevard between Junipero Serra Boulevard and Mission Street overpass.

Bayshore Boulevard between Cesar Chavez Street and Salinas Avenue.

* * * *

~~Fell Street between Baker Street and Stanyan Street.~~

* * * *

~~Geary Boulevard between 30th and 42nd Avenue.~~

* * * *

Golden Gate Avenue between Divisadero Street and Van Ness Avenue.

Hunters Point Boulevard between Evans Avenue and Innes Avenue.

Industrial Street between Bayshore Boulevard and Oakdale Avenue.

Innes Avenue between Hunters Point Boulevard and Donahue Street.

Jamestown Avenue between Redondo Street and Harney Way.

* * * *

~~Masonic Avenue between Presidio Avenue and Geary Boulevard.~~

~~Oak Street between Stanyan Street and Baker Street.~~

~~Oakdale Avenue between Bayshore Boulevard and 3rd Street.~~

* * * *

Sloat Boulevard between 19th Avenue and Junipero Serra Boulevard.

Sloat Boulevard between 39th Avenue and Great Highway.

* * * *

(c) **35 Miles Per Hour.** A *prima facie* speed limit of 35 miles per hour is established in the following locations:

Bayshore Boulevard between ~~Cesar Chavez Street and~~ Hester Avenue (north intersection) and Salinas Avenue.

* * * *

~~Hunters Point Boulevard between Jennings Street and Innes Avenue.~~

~~Innes Avenue between Hunters Point Boulevard and Donahue Street.~~

* * * *

~~Sloat Boulevard, eastbound and westbound traffic, between Junipero Serra Boulevard, St. Francis Circle and Nineteenth Avenue.~~

* * * *

(d) **40 Miles Per Hour.** A prima facie speed limit of 40 miles per hour is established in the following locations:

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~~Jamestown Avenue between Redondo Street and Hunters Point Expressway.~~

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Section 2. Effective Date. This resolution shall become effective 31 days after enactment. Enactment occurs when the San Francisco Municipal Transportation Agency Board of Directors approves this resolution.

Section 3. Scope of Resolution. In enacting this resolution, the San Francisco Municipal Transportation Agency Board of Directors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, letters, punctuation marks, charts, diagrams, or any other constituent parts of the Transportation Code that are explicitly shown in this resolution as additions or deletions in accordance with the "Note" that appears under the official title of the resolution.

APPROVED AS TO FORM:
DAVID CHIU, City Attorney

By: _____
MISHA TSUKERMAN
Deputy City Attorney

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I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of March 18, 2025.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Enclosure 3. Map of Proposed Speed Limit Reductions

SFMTA is proposing speed limit reductions across the City based on an SFMTA conducted Engineering and Traffic Survey (E&TS) and California Vehicle Code (CVC) Provisions.

