

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 250916-087

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 5 MPH due to physical conditions by an additional 5 MPH 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 eight 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 – Great Highway between Lincoln Way and Point Lobos Avenue (Districts 1 and 4), Woodside Avenue between Portola Drive and Laguna Honda Boulevard (District 7)
- B. REDUCE – FROM 30MPH TO 25MPH SPEED LIMIT – Persia Avenue between Ocean Avenue and Mansell Street (District 11), Point Lobos Avenue between Great Highway and 42nd Avenue (District 1), Market Street between Douglass Street and Castro Street (District 8), 3rd Street between Channel Street and Evans Avenue (Districts 6 and 10)
- C. REDUCE – FROM 25MPH TO 20MPH SPEED LIMIT – 4th Street between Market Street and King Street (District 6), 4th Street between Channel Street and 16th Street (District 6); and,

WHEREAS, The proposed speed limit reductions in those eight 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 February 21, 2025, March 7, 2025, April 4, 2025, April 18, 2025, and August 1, 2025, the SFMTA, under authority delegated by the Planning Department, determined that the proposed speed limit reductions are categorically exempt (Case Numbers 2025-001482ENV, 2025-001836ENV, 2025-002649ENV, 2025-003093ENV, and 2025-006881ENV) 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, Section 702 to reduce the speed limit on seven safety corridors, including from 25 miles per hour to 20 miles per hour on two street segments: 4th Street between 16th St and Channel Street, and 4th Street between King Street to Market Street; reduce the speed limit from 30 miles per hour to 25 miles per hour on three street segments: 3rd Street between Channel Street and Evans Avenue, Market Street Between Douglass Street and Castro Street, and Point Lobos Avenue between 42nd Ave and Great Highway; reduce the speed limit from 35 miles per hour to 30 miles per hour on two street segments: Great Highway between Lincoln Way and Point Lobos Avenue, and Woodside Avenue between Laguna Honda Boulevard and Portola Drive; and, be it further

RESOLVED, That the street segment of Persia Avenue between Ocean Avenue and Mansell Street is lowered to 25 MPH and is not listed under the 30 MPH SPEED LIMIT restrictions in the Transportation Code, Division II, Section 702, and therefore, no amendment is required for this street segment.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of September 16, 2025.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

[Transportation Code - Reducing Speed Limits on Various Streets]

Resolution amending Division II of the Transportation Code to reduce the speed limit on seven safety corridors, including from 25 miles per hour to 20 miles per hour on two street segments: 4th Street between 16th Street and Channel Street, and 4th Street between King Street and Market Street; reduce the speed limit from 30 miles per hour to 25 miles per hour on three street segments: 3rd Street between Channel Street and Evans Avenue, Market Street between Douglass Street and Castro Street, and Point Lobos Avenue between 42nd Avenue and Great Highway; and reduce the speed limit from 35 miles per hour to 30 miles per hour on two street segments: Great Highway between Lincoln Way and Point Lobos Avenue, and Woodside Avenue between Laguna Honda Boulevard and Portola Drive.

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:

2nd Street, between Market Street and Folsom Street.

3rd Street, between Williams Avenue and Evans Avenue.

4th Street, between 16th Street and Channel Street.

4th Street, between King Street and Market Street.

* * * *

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

~~3rd Street between Channel and Kirkwood Streets.~~

* * * *

Golden Gate Avenue between Divisadero Street and Van Ness Avenue.

Great Highway between Lincoln Way and Point Lobos Avenue.

* * * *

Market Street between Danvers Street and ~~Castro Street~~ Douglass Street.

* * * *

~~Point Lobos Avenue between Great Highway and Forty-Second Avenue.~~

* * * *

Twin Peaks Boulevard between Panorama Drive and Palo Alto Avenue.

Woodside Avenue between Laguna Honda Boulevard and Portola Drive.

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

* * * *

~~Great Highway between Lincoln Way and Point Lobos.~~

* * * *

~~Woodside Avenue between Portola Drive and Laguna Honda Boulevard.~~

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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.

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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
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 September 16, 2025.


Secretary to the Board of Directors
San Francisco Municipal Transportation Agency