

**THIS PRINT COVERS CALENDAR ITEM NO.: 10.4**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Streets

**BRIEF DESCRIPTION:**

Amending the Transportation Code, Division II, Section 702 to reduce the speed limit on eight 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 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Way and Point Lobos Avenue, and Woodside Avenue between Laguna Honda Boulevard and Portola Drive; and reducing an unpublished 30 miles per hour speed limit to 25 miles per hour on Persia Avenue between Ocean Avenue and Mansell Street.

**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 5 MPH due to physical conditions by an additional 5 MPH 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 8 safety corridors as follows: from 35 MPH to 30 MPH on 2 corridors, from 30 MPH to 25 MPH on 3 corridors, and from 25 MPH to 20 MPH on 2 corridors in San Francisco.
- The speed limit will be lowered to reduce an unpublished 30 MPH speed limit to 25 MPH on Persia Avenue between Ocean Ave and Mansell Street.
- 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:**

DIRECTOR 

**DATE**

September 11, 2025

SECRETARY 

September 10, 2025

**ASSIGNED SFMTAB CALENDAR DATE:** September 16, 2025

## **PAGE 2**

### **PURPOSE**

Amending the Transportation Code, Division II, Section 702 to reduce the speed limit on eight 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 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 reducing an unpublished 30 miles per hour speed limit to 25 miles per hour on Persia Avenue between Ocean Avenue and Mansell Street.

### **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 the below speed limit reductions 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 8 safety corridors qualify for the following speed reductions:

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)

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)

## **PAGE 3**

- Market Street between Douglass Street and Castro Street (District 8)
- 3rd Street between Channel Street and Evans Avenue (Districts 6 and 10)

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)

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 SFMTA 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 directed SFMTA staff 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 February 21, March 7, April 4, April 18, and August 1, 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 limits at these street segments could remain unchanged with more robust signage installed. But 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.

**FUNDING IMPACT**

**Budget Table**

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

The cost of the project, including outreach and education, as well as labor and materials for the sign implementation for these 8 safety corridors is fully funded by the 2024 Proposition L Transportation Sales Tax (Prop L) from the San Francisco County Transportation Authority. The entire cost for the 8 corridors is estimated to be \$150,000.

The Prop L funding corresponds with programming identified in SFMTA’s five-year Capital Improvement Program (CIP) under CIP ID ST310.

All work will be completed by SFMTA staff, with the cost of labor and materials fully known and accounted for. The project includes a contingency budget of 10% 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 February 21, March 7, April 4, April 18, and August 1, 2025, the SFMTA, under authority delegated by the San Francisco 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 as defined in Title 14 of the California Code of Regulations Section 15301.

- 2025-001482ENV: Persia Avenue between Ocean Avenue and Mansell Street
- 2025-001836ENV: Point Lobos Avenue between Great Highway and 42nd Avenue
- 2025-002649ENV: Market Street between Douglass Street and Castro Street
- 2025-003093ENV: 4th Street between Market Street and King Street
- 2025-006881ENV: Great Highway between Lincoln Way and Point Lobos Avenue, Woodside Avenue between Portola Drive and Laguna Honda Boulevard, 3rd Street between Channel

**PAGE 5**

Street and Evans Avenue, 4th Street between Channel Street and 16th Street

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 amends Transportation Code, Division II, Section 702 to reduce the speed limit on eight 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 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 reducing an unpublished 30 miles per hour speed limit to 25 miles per hour on Persia Avenue between Ocean Avenue and Mansell Street.

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 85<sup>th</sup> 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.

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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.~~

\* \* \* \*

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  
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 \_\_\_\_\_.

\_\_\_\_\_  
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.

