

**THIS PRINT COVERS CALENDAR ITEM NO.: 10.2**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Streets

**BRIEF DESCRIPTION:**

Amending the Transportation Code, Division II, Section 702 to reduce the speed limit from 25 miles per hour to 20 miles per hour on portions of seven streets in the City.


**SUMMARY:**

- Assembly Bill 43 (Friedman) was signed into law by the Governor and goes into effect on January 1, 2022. This law provides cities with additional flexibility to reduce speed limits.
- Beginning January 1, 2022, California cities can reduce speed limits from 25 MPH to 20 MPH in business activity districts, provided that certain criteria are met.
- An amendment to the Transportation Code is being proposed to reduce the speed limit on portions of seven streets in the City.
- 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

**APPROVALS:**

DIRECTOR  \_\_\_\_\_

SECRETARY  \_\_\_\_\_

**DATE**

December 1, 2021

December 1, 2021

**ASSIGNED SFMTAB CALENDAR DATE:** December 7, 2021

**PAGE 2.**

**PURPOSE**

Amending the Transportation Code, Division II, Section 702 to reduce the speed limit from 25 miles per hour to 20 miles per hour on portions of seven streets in the City.

**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 Goal and Objective 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 crashes in San Francisco and slowing vehicular speeds is the most effective tool to prevent fatal and severe collisions on our streets. San Francisco has historically been limited in its authority to reduce speed limits under the California Vehicle Code based on an 85th percentile methodology. This approach sets speeds based on how fast most drivers are traveling on City streets. However, California Assembly Bill 43 (AB 43) sponsored by Assembly member Friedman allows for speed limits to be reduced in business activity districts and commercial corridors, as well as on a High Injury Network. Based on this legislation, speed limits can be reduced in business activity district corridors from 25 to 20 MPH beginning January 1, 2022. The provision of AB 43 that authorizes California cities to reduce speed limits on a High Injury Network does not go into effect until 2024.

The City Traffic Engineer is authorized to modify speed limits on City streets using California Vehicle Code 22358.7 subject to approval by the SFMTA Board of Directors. SFMTA staff have identified a set of initial corridors for speed limit reductions as authorized by AB43. These include:

- 24th Street, from Diamond to Chattanooga Streets and from Valencia to San Bruno Avenue (Districts 8 and 9);
- Fillmore Street, from Chestnut to Union Streets and from Jackson to McAllister Streets (Districts 2 and 5);
- Haight Street, from Stanyan Street to Central Avenue and from Webster to Steiner Streets (District 5);
- Polk Street, from Filbert to Sutter Streets (Districts 2 and 3);
- Ocean Avenue, from Geneva Avenue to Victoria Street and from Junipero Serra Boulevard to

## **PAGE 3.**

19th Avenue (District 7);

- San Bruno Avenue, from Silver to Paul Avenues (Districts 9 and 10); and
- Valencia Street, from Cesar Chavez to Market Streets (Districts 6, 8 and 9).

SFMTA staff will bring a calendar item in the future to the SFMTA Board of Directors to approve additional corridors as part of a comprehensive speed management plan. A more comprehensive speed management plan will include complementary education campaigns and outreach, traffic calming, and high visibility speed enforcement. SFMTA staff also propose to consider additional outreach as an alternative to enforcement and work with the San Francisco Police Department to ensure that compliance with speed limits does not exacerbate racial disparities in traffic stops.

Accordingly, the following streets are recommended for lowering speed limits from 25 to 20 mph:

- A. **REDUCE – FROM 25 MPH TO 20 MPH PEED LIMIT** - 24th Street, between Diamond and Chattanooga Streets and between Valencia and San Bruno Avenue; Fillmore Street, between Chestnut and Union Streets and between Jackson and McAllister Streets; Haight Street, between Stanyan Street and Central Avenue and between Webster and Steiner Streets; Polk Street, between Filbert and Sutter Streets; Ocean Avenue, between Geneva Avenue and Victoria Street and between Junipero Serra Boulevard and 19th Avenue; San Bruno Avenue, between Silver and Paul Avenues; and Valencia Street, between Cesar Chavez and Market Streets.

## **STAKEHOLDER ENGAGEMENT**

The City conducted outreach for the Vision Zero Action Strategy in early 2021. Based on input from the Action Strategy, 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 in order to reduce injuries and crashes on City streets.

SFMTA will not be posting new speed limit signs until at least 30 days after approval by the SFMTA Board given that the Transportation Code legislation will not go into effect until that date and AB 43 does not go into effect until January 1, 2022.

A virtual public hearing was conducted to consider the proposed changes on November 5, 2021. 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 date. SFMTA staff also notified all the affected District Supervisors and their aides via our standard email notification process when these public hearings were held.

**PAGE 4.**

## **ALTERNATIVES CONSIDERED**

The speed limit could remain at 25 mph and more robust 25 mph signing could be installed; however, given the ongoing safety issues and direct correlation between severity of collision and speed, reducing the speed limit is expected to reduce injury crashes. Using signage to address speeding issues is also a less costly measure than speed humps or other infrastructure changes. It is the recommendation of the City Traffic Engineer to proceed with these traffic modifications.

## **FUNDING IMPACT**

The cost to install the signage is estimated to be \$190,000 for materials and sign shop staff labor costs. This will be funded through local funding sources, including Prop K and Prop B. Additional funding is necessary to create a comprehensive speed management plan that would involve education and outreach and traffic calming measures, as well as to expand the program beyond these initial seven locations in the future. Staff estimate that approximately \$5-6M is needed over three years to expand the program to additional locations and deliver a comprehensive speed management plan that includes education, outreach and other traffic calming measures.

## **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 October 22, 2021, the SFMTA, under authority delegated by the San Francisco Planning Department, determined that the proposed speed limit reductions are categorically exempt (Case Number 2021-011067ENV) from CEQA as defined in Title 14 of the California Code of Regulations Section 15301.

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.

**PAGE 5.**

**RECOMMENDATION**

Staff recommends that the SFMTA Board of Directors approve the traffic modification, as set forth in Item A above, and amend the Transportation Code, Division II, Section 702 to reduce the speed limit from 25 miles per hour to 20 miles per hour on portions of seven streets in the City.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, Speed is the leading factor in severe and fatal crashes in San Francisco; and,

WHEREAS, Slowing vehicular speeds is the most effective tool to prevent fatal and severe crashes on our streets; and,

WHEREAS, California Assembly Bill 43 (Friedman) was signed into law by the Governor and goes into effect on January 1, 2022 and provides cities with additional flexibility to reduce speed limits and,

WHEREAS, the City Traffic Engineer is authorized to modify speed limits on City streets using California Vehicle Code (CVC) 22358.7 subject to approval by the SFMTA Board of Directors; and,

WHEREAS, SFMTA staff have identified seven corridors that meet the criteria for speed limit reductions under CVC 22358.7 as business activity district corridors; and,

WHEREAS, the City Traffic Engineer recommends the following speed limit modifications:

A. REDUCE – FROM 25 MPH TO 20 MPH SPEED LIMIT - 24th Street, between Diamond and Chattanooga Streets and between Valencia and San Bruno Avenue; Fillmore Street, between Chestnut and Union Streets and between Jackson and McAllister Streets; Haight Street, between Stanyan Street and Central Avenue and between Webster and Steiner Streets; Polk Street, between Filbert and Sutter Streets; Ocean Avenue, between Geneva Avenue and Victoria Street and between Junipero Serra Boulevard and 19th Avenue; San Bruno Avenue, between Silver and Paul Avenues; and Valencia Street, between Cesar Chavez and Market Streets.

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 changes support Vision Zero's commitment to slow speeds to reduce crashes; and,

WHEREAS, 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 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 October 22, 2021, the SFMTA, under authority delegated by the Planning Department, determined that the proposed speed limit reductions are categorically exempt (Case Number 2021-011067ENV) 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 approves modifying speed limits as set forth in Item A above; and further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors amends the Transportation Code, Division II, Section 702 to reduce the speed limit from 25 miles per hour to 20 miles per hour on portions of seven streets in the City.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of December 7, 2021.

---

Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

[Transportation Code – Reducing Speed Limits on Various Streets]

**Resolution amending the Transportation Code to reduce speed limits on various City streets from 25 miles per hour to 20 miles per hour.**

NOTE: Additions are single-underline Times New Roman;  
deletions are ~~strike-through Times New Roman~~.

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 amending 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:

(1) 24th Street, between Diamond and Chattanooga Streets and between Valencia Street and San Bruno Avenue.

(~~12~~) Eddy Street, between Van Ness Avenue and Mason Street.

(~~23~~) Ellis Street, between Van Ness Avenue and Mason Street.

(4) Fillmore Street, between Chestnut and Union Streets and between Jackson and McAllister Streets.

(~~35~~) Geary Street, between Van Ness Avenue and Mason Street.

(46) Golden Gate Avenue, between Van Ness Avenue and Market Street.

(~~57~~) Grove Street, between Van Ness Avenue and Hyde Street.

(8) Haight Street, between Stanyan Street and Central Avenue and between Webster and Steiner Streets.

(~~69~~) Hyde Street, between Sutter Street and Market Street.



- (~~7~~10) Jones Street, between Sutter Street and Market Street.
- (~~8~~11) Larkin Street, between Sutter Street and Market Street.
- (~~9~~12) Leavenworth Street, between Sutter Street and Market Street.
- (~~40~~13) Market Street between Franklin Street and Steuart Street.
- (~~44~~14) Mason Street, between Sutter Street and Market Street.
- (~~42~~15) McAllister Street, between Van Ness Avenue and Market Street.
- (16) Ocean Avenue, between Geneva Avenue and Victoria Street and between Junipero Serra

Boulevard and 19th Avenue.

- (~~43~~17) O'Farrell Street, between Van Ness Avenue and Mason Street.
- (18) Polk Street, between Filbert and Sutter Streets.
- (~~44~~19) Polk Street, between Sutter Street and Grove Street.
- (~~45~~20) Post Street, between Van Ness Avenue and Mason Street.
- (21) San Bruno Avenue, between Silver and Paul Avenues.
- (~~46~~22) Sutter Street, between Van Ness Avenue and Mason Street.
- (~~47~~23) Taylor Street, between Sutter Street and Market Street.
- (~~48~~24) Turk Street, between Van Ness Avenue and Mason Street.
- (25) Valencia Street, between Cesar Chavez and Market Streets.

\* \* \* \*

Section 2. Effective and Operative Dates. This ordinance shall become effective 31 days after enactment. Enactment occurs when the San Francisco Municipal Transportation Agency Board of Directors approves this ordinance. The operative date for this ordinance shall be January 1, 2022. If the effective date of this ordinance is after January 1, 2022, the ordinance shall, upon its effective date, be retroactive to January 1, 2022.

Section 3. Scope of Ordinance. In enacting this ordinance, 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 ordinance as additions or deletions in accordance with the "Note" that appears under the official title of the ordinance.

APPROVED AS TO FORM:  
DENNIS J. HERRERA, City Attorney

By: \_\_\_\_\_  
JOHN I. KENNEDY  
Deputy City Attorney

n:\legana\as2021\2200156\01561712.docx

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of December 7, 2021.

\_\_\_\_\_  
Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency