

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 from 25 miles per hour to 20 miles per hour on the following 23 City street segments: Beach Street, between Taylor Street and Polk Street; Broadway, between Montgomery Street and Powell Street; Bush Street, between Montgomery Street and Grant Avenue; Clay Street, between Montgomery Street and Stockton Street; Cyril Magnin Street, between Market Street and O’Farrell Street; Eddy Street, between Cyril Magnin Street and Mason Street; Ellis Street, between Market Street and Mason Street; Green Street, between Grant Avenue and Powell Street; Jackson Street, between Kearny Street and Powell Street; Jones Street, between Beach Street and Jefferson Street; Kearny Street, between Market Street and Pine Street; Larkin Street, between North Point Street and Beach Street; Leavenworth Street, between Beach Street and Jefferson Street; Mason Street, between Beach Street and Jefferson Street; O’Farrell Street, between Market Street and Mason Street; Pacific Avenue, between Kearny Street and Powell Street; Powell Street, between Beach Street and Jefferson Street; Sacramento Street, between Kearny Street and Stockton Street; Sutter Street, between Market Street and Mason Street; Taylor Street, between Bay Street and Jefferson Street; Union Street, between Stockton Street and Powell Street; Vallejo Street, between Grant Avenue and Powell Street; and Washington Street, between Kearny Street and Stockton Street.

SUMMARY:

- Assembly Bill 43 (Friedman), codified in pertinent part in California Vehicle Code section 22358.9, went into effect on January 1, 2022. The law authorizes local authorities, including the City and County of San Francisco, to reduce speed limits to 20 miles per hour (MPH) in Business Activity Districts, which are corridors with current speed limits of 25 mph and a maximum of four traffic lanes and that meet three of the four following criteria: (1) consist primarily of retail or dining commercial uses, (2) provide on-street parking, (3) are controlled by traffic signals or signs, and (4) contain pedestrian crosswalks.
- The proposed amendment to the Transportation Code will reduce the speed limit from 25 MPH to 20 MPH on 23 corridors located in business activity districts 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



July 26, 2023

SECRETARY



July 26, 2023

ASSIGNED SFMTAB CALENDAR DATE: August 1, 2023

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 the following 23 City street segments: Beach Street, between Taylor Street and Polk Street; Broadway, between Montgomery Street and Powell Street; Bush Street, between Montgomery Street and Grant Avenue; Clay Street, between Montgomery Street and Stockton Street; Cyril Magnin Street, between Market Street and O'Farrell Street; Eddy Street, between Cyril Magnin Street and Mason Street; Ellis Street, between Market Street and Mason Street; Green Street, between Grant Avenue and Powell Street; Jackson Street, between Kearny Street and Powell Street; Jones Street, between Beach Street and Jefferson Street; Kearny Street, between Market Street and Pine Street; Larkin Street, between North Point Street and Beach Street; Leavenworth Street, between Beach Street and Jefferson Street; Mason Street, between Beach Street and Jefferson Street; O'Farrell Street, between Market Street and Mason Street; Pacific Avenue, between Kearny Street and Powell Street; Powell Street, between Beach Street and Jefferson Street; Sacramento Street, between Kearny Street and Stockton Street; Sutter Street, between Market Street and Mason Street; Taylor Street, between Bay Street and Jefferson Street; Union Street, between Stockton Street and Powell Street; Vallejo Street, between Grant Avenue and Powell Street; and Washington Street, between Kearny Street and Stockton 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 them. San Francisco has historically been limited in its authority to reduce speed limits, because speed limits are set under the California Vehicle Code (CVC) using the 85th percentile methodology, which sets speed limits based on how fast most drivers are traveling. Local agencies are prohibited from enacting changes to the speed limits except as authorized in the CVC. Recently enacted, CVC section 22358.9 authorizes local agencies to reduce speed limits from 25 MPH to 20 MPH (or from 30 MPH to 25 MPH) in Business Activity Districts which have a maximum of four lanes. Business Activity Districts are defined in the CVC section 22358.9(b) as "that portion of a highway and the property contiguous thereto that includes central or neighborhood downtowns, urban villages, or zoning designations that prioritize commercial land uses at the downtown or neighborhood scale and meets at least three of the following requirements in paragraphs (1) to (4), inclusive:

(1) No less than 50 percent of the contiguous property fronting the highway consists of retail or dining commercial uses, including outdoor dining, that open directly onto sidewalks adjacent to the highway.

(2) Parking, including parallel, diagonal, or perpendicular spaces located alongside the highway.

(3) Traffic control signals or stop signs regulating traffic flow on the highway, located at intervals of no more than 600 feet.

(4) Marked crosswalks not controlled by a traffic control device.

(CVC § 22358.9(b).) The City Traffic Engineer has determined that the following 23 corridors are Business Activity Districts that meet the above requirements:

- Beach Street, between Taylor Street and Polk Street (District 2 and 3)
- Broadway, between Montgomery Street and Powell Street (District 3)
- Bush Street, between Montgomery Street and Grant Avenue (District 3)
- Clay Street, between Montgomery Street and Stockton Street (District 3)
- Cyril Magnin Street, between Market Street and O'Farrell Street (District 3)
- Eddy Street, between Cyril Magnin Street and Mason Street (District 3)
- Ellis Street, between Market Street and Mason Street (District 3)
- Green Street, between Grant Avenue and Powell Street (District 3)
- Jackson Street, between Kearny Street and Powell Street (District 3)
- Jones Street, between Beach Street and Jefferson Street (District 3)
- Kearny Street, between Market Street and Pine Street (District 3)
- Larkin Street, between North Point Street and Beach Street (District 2)
- Leavenworth Street, between Beach Street and Jefferson Street (District 3)
- Mason Street, between Beach Street and Jefferson Street (District 3)
- O'Farrell Street, between Market Street and Mason Street (District 3)
- Pacific Avenue, between Kearny Street and Powell Street (District 3)
- Powell Street, between Beach Street and Jefferson Street (District 3)
- Sacramento Street, between Kearny Street and Stockton Street (District 3)
- Sutter Street, between Market Street and Mason Street (District 3)
- Taylor Street, between Bay Street and Jefferson Street (District 3)
- Union Street, between Stockton Street and Powell Street (District 3)
- Vallejo Street, between Grant Avenue and Powell Street (District 3)
- Washington Street, between Kearny Street and Stockton Street (District 3)

The attached map (Enclosure 3) also includes further proposals for speed limit reductions using this new state authority. SFMTA will bring these additional speed limit reductions in a future item to the SFMTA Board of Directors to approve additional corridors. Phasing the approvals in this manner provides SFMTA crews with a steady stream of work to ensure that implementation occurs as quickly as possible, while avoiding the potential to overwhelm SFMTA's Public Hearing and Notification processes.

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 30 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 22358.9(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, 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.

A virtual public hearing was conducted to consider the proposed changes on March 18, 2022 and April 8, 2022. 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. 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 25 MPH and more robust 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. Lowering speed limits through the use of 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

The costs of labor and materials for the sign implementation for these 23 corridors is fully funded by local funding sources, including Prop K and Prop B. The cost of education and outreach for these 23 corridors is partially funded by Prop K and Prop B. Plans for sign installation and partial education and outreach for these 23 corridors is estimated to be \$400,000. To fully fund future phases of speed limit reductions and education and outreach, SFMTA has identified a \$1.25M per year need in the Capital Improvement Plan Plus (CIP+) for Traffic Speed Reduction Interventions. The CIP+ is unfunded. Full funding for future phases of the program is dependent upon forecasted revenue sources not fully committed at this time.

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 May 19, 2023, and on June 2, 2023, the SFMTA, under authority delegated by the San Francisco Planning Department, determined that the proposed speed limit reductions are categorically exempt (Case Numbers 2023-004393ENV and 2023-004759ENV) 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. No other approvals are required.

RECOMMENDATION

Staff recommends that the SFMTA Board of Directors amend the Transportation Code, Division II, Section 702 to reduce the speed limit from 25 miles per hour to 20 miles per hour on 23 corridors in San Francisco, including: Beach Street, between Taylor Street and Polk Street; Broadway, between Montgomery Street and Powell Street; Bush Street, between Montgomery Street and Grant Avenue; Clay Street, between Montgomery Street and Stockton Street; Cyril Magnin Street, between Market Street and O'Farrell Street; Eddy Street, between Cyril Magnin Street and Mason Street; Ellis Street, between Market Street and Mason Street; Green Street, between Grant Avenue and Powell Street; Jackson Street, between Kearny Street and Powell Street; Jones Street, between Beach Street and Jefferson Street; Kearny Street, between Market Street and Pine Street; Larkin Street, between North Point Street and Beach Street; Leavenworth Street, between Beach Street and Jefferson Street; Mason Street, between Beach Street and Jefferson Street; O'Farrell Street, between Market Street and Mason Street; Pacific Avenue, between Kearny Street and Powell Street; Powell Street, between Beach Street and Jefferson Street; Sacramento Street, between Kearny Street and Stockton Street; Sutter Street, between Market Street and Mason Street; Taylor Street, between Bay Street and Jefferson Street; Union Street, between Stockton Street and Powell Street; Vallejo Street, between Grant Avenue and Powell Street; and Washington Street, between Kearny Street and Stockton 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 85th percentile methodology, which sets speed limits based on how fast most drivers are traveling; and,

WHEREAS, CVC section 22358.9 authorizes local agencies to reduce speed limits from 25 miles per hour to 20 miles per hour in Business Activity Districts that contain a maximum of four traffic lanes, which are “that portion of a highway and the property contiguous thereto that includes central or neighborhood downtowns, urban villages, or zoning designations that prioritize commercial land uses at the downtown or neighborhood scale”, and where three of the following conditions are met: (1) where the majority of the properties fronting the corridor are retail or commercial dining establishments that open onto the street (or are located in the street), (2) that the corridor provides on-street parking, (3) traffic is controlled using signals or signs within specified distances; and (4) marked crosswalks are not controlled by a traffic control device; (CVC § 22358.9(b)), and,

WHEREAS, The Traffic Engineer has determined that the following 23 corridors are Business Activity Districts as defined in Vehicle Code section 22358.9(b), have a current speed limit of 25 mph and have a maximum of four traffic lanes, and recommends the following speed limit modifications:

A. REDUCE – FROM 25MPH TO 20MPH SPEED LIMIT

- Beach Street, between Taylor Street and Polk Street (District 2 and 3)
- Broadway, between Montgomery Street and Powell Street (District 3)
- Bush Street, between Montgomery Street and Grant Avenue (District 3)
- Clay Street, between Montgomery Street and Stockton Street (District 3)
- Cyril Magnin Street, between Market Street and O’Farrell Street (District 3)
- Eddy Street, between Cyril Magnin Street and Mason Street (District 3)
- Ellis Street, between Market Street and Mason Street (District 3)
- Green Street, between Grant Avenue and Powell Street (District 3)
- Jackson Street, between Kearny Street and Powell Street (District 3)
- Jones Street, between Beach Street and Jefferson Street (District 3)
- Kearny Street, between Market Street and Pine Street (District 3)
- Larkin Street, between North Point Street and Beach Street (District 2)
- Leavenworth Street, between Beach Street and Jefferson Street (District 3)
- Mason Street, between Beach Street and Jefferson Street (District 3)

- O'Farrell Street, between Market Street and Mason Street (District 3)
- Pacific Avenue, between Kearny Street and Powell Street (District 3)
- Powell Street, between Beach Street and Jefferson Street (District 3)
- Sacramento Street, between Kearny Street and Stockton Street (District 3)
- Sutter Street, between Market Street and Mason Street (District 3)
- Taylor Street, between Bay Street and Jefferson Street (District 3)
- Union Street, between Stockton Street and Powell Street (District 3)
- Vallejo Street, between Grant Avenue and Powell Street (District 3)
- Washington Street, between Kearny Street and Stockton Street (District 3)

WHEREAS, The proposed speed limit reductions in those 23 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 May 19, 2023, and on June 2, 2023, the SFMTA, under authority delegated by the Planning Department, determined that the proposed speed limit reductions are categorically exempt (Case Numbers 2023-004393ENV and 2023-004759ENV) 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 the Transportation Code, Division II, Section 702 to reduce speed limits from 25 miles per hour to 20 miles per hour on the following 23 City street segments: Beach Street, between Taylor Street and Polk Street; Broadway, between Montgomery Street and Powell Street; Bush Street, between Montgomery Street and Grant Avenue; Clay Street, between Montgomery Street and Stockton Street; Cyril Magnin Street, between Market Street and O'Farrell Street; Eddy Street, between Cyril Magnin Street and Mason Street; Ellis Street, between Market Street and Mason Street; Green Street, between Grant Avenue and Powell Street; Jackson Street, between Kearny Street and Powell Street; Jones Street, between Beach Street and Jefferson Street; Kearny Street, between Market Street and Pine Street; Larkin Street,

between North Point Street and Beach Street; Leavenworth Street, between Beach Street and Jefferson Street; Mason Street, between Beach Street and Jefferson Street; O'Farrell Street, between Market Street and Mason Street; Pacific Avenue, between Kearny Street and Powell Street; Powell Street, between Beach Street and Jefferson Street; Sacramento Street, between Kearny Street and Stockton Street; Sutter Street, between Market Street and Mason Street; Taylor Street, between Bay Street and Jefferson Street; Union Street, between Stockton Street and Powell Street; Vallejo Street, between Grant Avenue and Powell Street; and Washington Street, between Kearny Street and Stockton Street.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of August 1, 2023.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

RESOLUTION NO.

[Transportation Code - Reducing Speed Limits on Various Streets]

Resolution amending the Transportation Code to reduce the speed limit from 25 miles per hour to 20 miles per hour on 23 street segments: Beach Street, between Taylor Street and Polk Street; Broadway, between Montgomery Street and Powell Street; Bush Street, between Montgomery Street and Grant Avenue; Clay Street, between Montgomery Street and Stockton Street; Cyril Magnin Street, between Market Street and O'Farrell Street; Eddy Street, between Cyril Magnin Street and Mason Street; Ellis Street, between Market Street and Mason Street; Green Street, between Grant Avenue and Powell Street; Jackson Street, between Kearny Street and Powell Street; Jones Street, between Beach Street and Jefferson Street; Kearny Street, between Market Street and Pine Street; Larkin Street, between North Point Street and Beach Street; Leavenworth Street, between Beach Street and Jefferson Street; Mason Street, between Beach Street and Jefferson Street; O'Farrell Street, between Market Street and Mason Street; Pacific Avenue, between Kearny Street and Powell Street; Powell Street, between Beach Street and Jefferson Street; Sacramento Street, between Kearny Street and Stockton Street; Sutter Street, between Market Street and Mason Street; Taylor Street, between Bay Street and Jefferson Street; Union Street, between Stockton Street and Powell Street; Vallejo Street, between Grant Avenue and Powell Street; and Washington Street, between Kearny Street and Stockton Street.

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:

RESOLUTION NO.

Section 1. Article 700 of Division II of the Transportation Code is hereby amended by revising Section 702(a), 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.

9th Avenue, between Lincoln Way and Judah Street.

16th Street, between Guerrero Street and South Van Ness Avenue.

18th Street, between Connecticut Street and Texas Street.

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

Balboa Street, between 3rd Avenue and 7th Avenue.

Balboa Street, between 33rd Avenue and 39th Avenue.

Beach Street, between Taylor Street and Polk Street.

Broadway, between Montgomery Street and Powell Street.

Bush Street, between Montgomery Street and Grant Avenue.

Castro Street, between Market Street and 19th Street.

Chestnut Street, between Divisadero Street and Fillmore Street.

Clay Street, between Montgomery Street and Stockton Street.

Clement Street, between 22nd Avenue and 26th Avenue.

Clement Street, between Funston Avenue and Arguello Boulevard.

Columbus Avenue, between Washington Street and North Point Street.

Cortland Avenue, between Bonview Street and Folsom Street.

Cyril Magnin Street, between Market Street and O'Farrell Street.

RESOLUTION NO.

Diamond Street, between Chenery Street and Bosworth Street.

Divisadero Street, between Golden Gate Avenue and Haight Street.

Divisadero Street, between Pine Street and O'Farrell Street.

Eddy Street, between Cyril Magnin Street and Mason Street.

Eddy Street, between Van Ness Avenue and Mason Street.

Ellis Street, between Market Street and Mason Street.

Ellis Street, between Van Ness Avenue and Mason Street.

Fillmore Street, between Chestnut and Union Streets and between Jackson and McAllister Streets.

Folsom Street, between The Embarcadero and 3rd Street.

Fremont Street, between Market Street and Folsom Street.

Geary Street, between Mason Street and Market Street.

Geary Street, between Van Ness Avenue and Mason Street.

Geneva Avenue, between Gloria Court and Paris Street.

Golden Gate Avenue, between Van Ness Avenue and Market Street.

Grant Avenue, between Market Street and Filbert Street.

Green Street, between Grant Avenue and Powell Street.

Grove Street, between Van Ness Avenue and Hyde Street.

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

Hayes Street, between Franklin Street and Laguna Street.

Hyde Street, between Sutter Street and Market Street.

Irving Street, between 6th Avenue and 12th Avenue.

Irving Street, between 15th Avenue and 27th Avenue.

Jackson Street, between Kearny Street and Powell Street.

RESOLUTION NO.

Jefferson Street, between Jones Street and Powell Street.

Jones Street, between Beach Street and Jefferson Street.

Jones Street, between Sutter Street and Market Street.

Kearny Street, between Market Street and Pine Street.

Larkin Street, between North Point Street and Beach Street.

Larkin Street, between Sutter Street and Market Street.

Leavenworth Street, between Beach Street and Jefferson Street.

Leavenworth Street, between Sutter Street and Market Street.

Leland Avenue, between Bayshore Boulevard and Alpha Street.

Market Street, between Castro Street and Octavia Street.

Market Street between Franklin Street and Steuart Street.

Mason Street, between Beach Street and Jefferson Street.

Mason Street, between Sutter Street and Market Street.

McAllister Street, between Van Ness Avenue and Market Street.

Mission Street, between 1st Street and 3rd Street.

Mission Street, between Cortland Avenue and 14th Street.

Mission Street, between Foote Avenue and Silver Avenue.

Mission Street, between The Embarcadero and Beale Street.

New Montgomery Street, between Market Street and Howard Street.

Noriega Street, between 19th Avenue and 27th Avenue.

Noriega Street, between 30th Avenue and 33rd Avenue.

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

O'Farrell Street, between Market Street and Mason Street.

O'Farrell Street, between Van Ness Avenue and Mason Street.

RESOLUTION NO.

Pacific Avenue, between Kearny Street and Powell Street.

Polk Street, between Filbert and Sutter Streets.

Polk Street, between Sutter Street and Grove Street.

Post Street, between Laguna Street and Fillmore Street.

Post Street, between Mason Street and Market Street.

Post Street, between Van Ness Avenue and Mason Street.

Powell Street, between Beach Street and Jefferson Street.

Powell Street, between Bush Street and Ellis Street.

Sacramento Street, between Kearny Street and Stockton Street.

Sacramento Street, between Spruce Street and Lyon Street.

San Bruno Avenue, between Silver and Paul Avenues.

Spear Street, between Market Street and Howard Street.

Steuart Street, between Market Street and Howard Street.

Stockton Street, between Market Street and Bush Street.

Stockton Street, between Sacramento Street and Filbert Street.

Sutter Street, between Market Street and Mason Street.

Sutter Street, between Van Ness Avenue and Mason Street.

Taraval Street, between 17th Avenue and 26th Avenue.

Taylor Street, between Bay Street and Jefferson Street.

Taylor Street, between Sutter Street and Market Street.

Turk Street, between Van Ness Avenue and Mason Street.

Union Street, between Steiner Street and Van Ness Avenue.

Union Street, between Stockton Street and Powell Street.

Valencia Street, between Cesar Chavez and Market Streets.

Vallejo Street, between Grant Avenue and Powell Street.

RESOLUTION NO.

Washington Street, between Kearny Street and Stockton Street.

West Portal Avenue, between 15th Avenue and Ulloa Street.

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 August 1, 2023.

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 using new authority under Assembly Bill 43 (Friedman). Fifty-two corridors have been proposed and approved by the MTA Board between October 2021 and December 2022. SFMTA is proposing 23 additional corridors at the August 1, 2023, MTA Board meeting. Remaining corridors in Phase 3 will be brought to future MTA Board meetings for legislation.

