

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

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Sustainable Streets

**BRIEF DESCRIPTION:**

Amending Transportation Code, Division II, Section 702 to modify speed limits at specific locations including deleting locations from the Transportation Code to reduce the speed limit to 25 miles per hour.


**SUMMARY:**

- The City Traffic Engineer is authorized to conduct engineering and traffic surveys necessary to modify speed limits on City streets subject to approval by the SFMTA Board of Directors.
- 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 legislation.

**APPROVALS:**

DIRECTOR 

SECRETARY 

**DATE**

January 13, 2020

January 13, 2020

**ASSIGNED SFMTAB CALENDAR DATE:** January 21, 2020

**PURPOSE**

Amending Transportation Code, Division II, Section 702 to modify speed limits at specific locations including deleting locations from the Transportation Code to reduce the speed limit to 25 miles per hour.

**STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES:**

The proposed amendment to the Transportation Code to modify speed limits at specific locations supports the City’s Vision Zero Policy in addition to the SFMTA Strategic Plan Goal and Objective below:

Goal 1: Create a safer transportation experience for everyone  
Objective 1.3: Improve the safety of the transportation system

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

Principle 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**

The California Vehicle Code requires an engineering and traffic survey to be conducted on certain streets in San Francisco in order to enforce the speed limit by radar and not create what is commonly known as a “speed trap.” The streets to be surveyed are listed in San Francisco’s Transportation Code Division II.

The City Traffic Engineer is authorized to conduct these surveys. A certain number of streets are studied each year with the entire system being reviewed every seven to ten years. As part of the survey, staff collects data on prevailing speeds, collision rates and special conditions, such as adjacent land uses or roadway geometry. The engineering and traffic surveys for these specific locations were prepared in accordance with the California Manual on Uniform Traffic Control Devices.

The SFMTA Board of Directors must approve any modifications to speed limits.

The City Traffic Engineer does not recommend changes to many of the streets surveyed, however, certain streets are recommended for a reduction of speed to 25 MPH as follows:

- A. REDUCE – FROM 30 MPH TO 25 MPH SPEED LIMIT – Bush Street, between Presidio Avenue and Battery Street; Pine Street, between Market Street and Presidio Avenue; Fulton Street, between Stanyan Street and Arguello Boulevard; Golden Gate

Avenue, between Divisadero Street and Van Ness Avenue; and Twin Peaks Boulevard, between Panorama Drive and Palo Alto Avenue.

On these streets, the surveys showed that prevailing speeds were low enough to warrant a reduction of speed. All these streets are long and have multiple uses along them (except for Twin Peaks) where it would be beneficial to have slower speeds in accordance with the City's Vision Zero goals.

Portions of some of these streets are on the Vision Zero High Injury Network. Section 702 of the Transportation Code needs to be amended before these changes can take effect.

## **STAKEHOLDER ENGAGEMENT**

In accordance with SFMTA procedures, a public hearing was held to consider the proposed speed limit changes on the following dates for each location:

- Bush Street, between Presidio Avenue and Battery Street – *November 15, 2019*
- Pine Street, between Market Street and Presidio Avenue – *November 15, 2019*
- Fulton Street, between Stanyan Street and Arguello Boulevard – *November 2, 2018*
- Golden Gate Avenue, between Divisadero Street and Van Ness Avenue – *March 2, 2018*
- Twin Peaks Boulevard, between Panorama Drive and Palo Alto Avenue – *March 2, 2018*

An official document indicating the public hearing date, time, location, and purpose was posted in the areas affected by the change at least a week in advance of the hearing date. We also notified all the affected District Supervisors and their aides via our standard email notification process when these public hearings were held. We have heard only support for the proposed changes from the public.

## **ALTERNATIVES CONSIDERED**

The only alternative considered is to not change the speed limits at the specified locations and leave them at the existing higher speed limits. However, given the City's commitment to making our city streets safer, we recommend the changes.

## **FUNDING IMPACT**

There is no financial impact to the City. The installation and maintenance costs for replacement exiting speed limit signs are budgeted in the SFMTA's existing operating budget.

## **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.

The SFMTA, under authority delegated by the San Francisco Planning Department, determined that the proposed speed limit modifications described above (Case No. 2019-020839ENV, 2018-014507ENV and 2018-002961ENV) are categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301.

The proposed action is the Approval Action as defined by San Francisco Administrative Code Chapter 31.

Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco and are incorporated herein by reference.

### **OTHER APPROVALS RECEIVED OR STILL REQUIRED**

The City Attorney's Office has reviewed this calendar item.

### **RECOMMENDATION**

SFMTA staff recommend that the SFMTA Board of Directors amend Transportation Code, Division II, Section 702 to modify speed limits at specific locations including deleting locations from the Transportation Code to reduce the speed limit to 25 miles per hour.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

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

WHEREAS, The City Traffic Engineer is authorized to conduct engineering and traffic surveys to modify speed limits on City streets subject to approval by the SFMTA Board of Directors; and,

WHEREAS, Based on these surveys, the City Traffic Engineer recommends the following speed limit modifications:

- A. REDUCE - FROM 30 MPH TO 25 MPH SPEED LIMIT – Bush Street, between Presidio Avenue and Battery Street; Pine Street, between Market Street and Presidio Avenue; Fulton Street, between Stanyan Street and Arguello Boulevard; Golden Gate Avenue, between Divisadero Street and Van Ness Avenue; and Twin Peaks Boulevard, between Panorama Drive and Palo Alto Avenue; 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, There is no financial impact to the City; 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 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; and,

WHEREAS, The SFMTA, under authority delegated by the San Francisco Planning Department, determined that the proposed speed limit modifications described above (Case No. 2019-020839ENV, 2018-014507ENV and 2018-002961ENV) are categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco and are incorporated herein by reference; and,

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

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the speed limit modifications set forth in Item A above; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors amends Transportation Code, Division II, Section 702 to modify speed limits as set forth in Item A above.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of January 21, 2020.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

[Transportation Code – Reducing the Speed Limit from 30 Miles Per Hour to 25 Miles Per Hour on Certain Streets]

**Resolution amending the Transportation Code to reduce the speed limit on certain streets from 30 miles per hour to 25 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 revising Section 702, to read as follows:

**SEC. 702. DESIGNATED SPEED LIMITS.**

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

- (1) 3rd Street between Channel and Kirkwood Streets.
- (2) 3rd Street between Shafter and Bayshore Boulevard.
- ~~(3) Bush Street between Presidio Avenue and Battery Street.~~
- (3) Carter Street between Geneva Avenue and County Line.
- (4) Cesar Chavez Street, Third Street to a point 500 feet east of Kansas Street.
- (5) Diamond Heights Boulevard between Clipper Street and Sussex Street.
- (6) The Embarcadero between King Street and Bay Street.
- (7) Fell Street between Baker Street and Stanyan Street.
- ~~(9) Fulton Street between Stanyan Street and Arguello Boulevard.~~

(~~810~~) Fulton Street between Arguello Boulevard and the Great Highway.

(~~911~~) Geary Boulevard between 30th and 42nd Avenue.

(~~12~~) ~~Golden Gate Avenue between Divisadero Street and Van Ness Avenue.~~

(~~1013~~) Industrial Street between Bayshore Boulevard and Oakdale Avenue.

(~~1114~~) John F. Kennedy Drive between Kezar Drive and Stanyan Street.

(~~1215~~) John Muir Drive between Skyline Boulevard and a point approximately 2,500 feet southeasterly.

(~~1316~~) Kezar Drive between Lincoln Way and John F. Kennedy Drive.

(~~1417~~) King Street between 5th Street and The Embarcadero.

(~~1518~~) Market Street between Danvers Street and Castro Street.

(~~1619~~) Masonic Avenue between Presidio Avenue and Geary Boulevard.

(~~1720~~) Oak Street between Stanyan Street and Baker Street.

(~~1821~~) Oakdale Avenue between Bayshore Boulevard and 3rd Street.

(~~22~~) ~~Pine Street between Market Street and Presidio Avenue.~~

(~~1923~~) Point Lobos Avenue between Great Highway and Forty-Second Avenue.

(~~2024~~) Sagamore Street between San Jose Avenue and Orizaba Avenue.

(~~2125~~) San Jose Avenue between Randall and 29th Streets.

(~~2226~~) Sunset Boulevard between Martin Luther King, Jr. Drive and Lake Merced Boulevard.

(~~2327~~) Turk Boulevard between Baker Street and Arguello Boulevard.

(~~28~~) ~~Twin Peaks Boulevard between Panorama Drive and Palo Alto Avenue.~~

\* \* \* \*



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

By: \_\_\_\_\_  
JOHN I. KENNEDY  
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 January 21, 2020.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

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