

**THIS PRINT COVERS CALENDAR ITEM NO: 11**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Streets

**BRIEF DESCRIPTION:**

Approving traffic modifications for an 18-month time period to establish dead end street closures at four intersection locations on Capp Street between 18<sup>th</sup> Street and 22<sup>nd</sup> Street and two midblock locations on Shotwell Street between 19<sup>th</sup> Street and 21<sup>st</sup> Street, and to establish various turn restrictions to complement dead end street closures at 18<sup>th</sup> Street and Capp Street and intersection diverters at two intersection locations on Shotwell Street at 19<sup>th</sup> Street and 21<sup>st</sup> Street.

**SUMMARY:**

- Dead end street closures were originally implemented at four locations on Capp Street on February 10, 2023 under the authority of City Traffic Engineer's Directive #6625 and were presented to the Transportation Staff Advisory Committee (TASC) as an informational item on February 23, 2023.
- The SFMTA implemented these dead end street closures in response to a request from the San Francisco Police Department (SFPD) Mission Station to create a series of one-block dead end street closures on a trial basis to determine its effectiveness at curbing sex worker activity.
- Under this proposal dead end street closures and pilot bollard installation on Capp Street would remain for an additional 18 months and, to complement the successful deterrence of sex worker activity on Capp Street, new midblock barriers and intersection diverters are proposed for Shotwell Street, also for 18 months.
- The design of Shotwell Street midblock barriers and intersection diverters reflect feedback received from SFPD to discourage through traffic while maintaining emergency vehicle access.
- SFPD tested the proposed midblock barriers on May 13, 2024 and the barriers were presented to TASC on September 12, 2024.
- Capp Street and Shotwell Street dead end closures are installed pursuant to Section 21101.4 of the California Vehicle Code which permits a temporary closure for up to 18 months. Any extension beyond 18 months requires a public hearing.
- This SFMTA Board of Directors meeting will serve as the public hearing forum for the proposed traffic modifications.
- The proposed traffic modifications are categorically exempt from the California Environmental Quality Act (CEQA). This action is the approval action for purposes of SF Administrative Code Chapter 31.

**ENCLOSURES:**

1. SFMTAB Resolution

**APPROVALS:**

**DATE**

DIRECTOR



September 26, 2024

SECRETARY



September 26, 2024

**ASSIGNED SFMTAB CALENDAR DATE:** October 1, 2024

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## **PURPOSE**

Approving traffic modifications for an 18-month time period to establish dead end street closures at four intersection locations on Capp Street between 18<sup>th</sup> Street and 22<sup>nd</sup> Street and two midblock locations on Shotwell Street between 19<sup>th</sup> Street and 21<sup>st</sup> Street, and to establish various turn restrictions to complement dead end street closures at 18<sup>th</sup> Street and Capp Street and intersection diverters at two intersection locations on Shotwell Street at 19<sup>th</sup> Street and 21<sup>st</sup> Street.

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

This item will support the following goals and objectives of the SFMTA Strategic Plan:

Goal 4: Make streets safer for everyone.

Goal 7: Build stronger relationships with stakeholders.

This item will support the following Transit First Policy Principles:

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.
2. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
3. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
4. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

## **DISCUSSION**

Dead end street closures were originally implemented on Capp Street on February 10, 2023 under the authority of City Traffic Engineer's Directive #6625 and were presented to the Transportation Staff Advisory Committee (TASC) as an informational item on February 23, 2023. These dead end street closures were implemented in response to a request from the San Francisco Police Department (SFPD) Mission Station to create a series of one-block dead end street closures on a trial basis to determine its effectiveness at curbing sex worker activity. The temporary closure to through traffic is authorized under the Vehicle Code when the local authority makes certain findings that existed on Capp Street including that, (a) based upon the recommendation of the police department, serious and continual criminal activity existed; (b) the street is not designated as a through or arterial street, (c) vehicular or pedestrian traffic on the street contributed to the concern described in (a); and (d) that the closure will not substantially adversely affect traffic flow, safety on the adjacent streets or in the surrounding neighborhoods, the operation of emergency vehicles, the performance of municipal or public utility services, or

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the delivery of freight by commercial vehicles in the area of the street proposed to be temporarily closed.

The original implementation featured concrete “k-rail” barricades creating dead end street closures of Capp Street at four points between 18<sup>th</sup> and 22<sup>nd</sup> streets:

- south leg of Capp Street closed at 18<sup>th</sup> Street
- north leg of Capp Street closed at 20<sup>th</sup> Street
- north leg of Capp Street closed at 21<sup>st</sup> Street
- north leg of Capp Street closed at 22<sup>nd</sup> Street

To improve access for emergency response vehicles including San Francisco Fire Department (SFFD) trucks and engines, “k-rail” barriers on Capp Street were replaced with collapsible bollards in May 2023. The bollards were installed at the same locations on Capp Street as the “k-rail”. The bollards are designed to collapse upon removal of a lock and locking pin at the base, or to collapse even without removal of the locking pin if necessary (locking pin will shear). Prior to installation, the collapsible bollard configuration was presented to TASC on May 11, 2023.

Unlike at the dead end street closures on Capp Street at 20<sup>th</sup> Street, 21<sup>st</sup> Street, and 22<sup>nd</sup> Street intersections which are all-way STOP controlled, traffic at 18<sup>th</sup> and Capp streets is controlled by a traffic signal and may approach the dead end street closure at speed rather than from a complete stop. At 18<sup>th</sup> and Capp Streets, the dead end street closure was supplemented by turn restrictions to enhance its visibility. Westbound traffic on Capp Street was prohibited from making left turns and eastbound traffic was prohibited from making right turns. Bicycles are exempt from these restrictions.

Capp Street dead end closures were installed pursuant to Section 21101.4 of the California Vehicle Code which permits a temporary closure for up to 18 months. The Vehicle Code permits additional extensions in 18-month increments. Any extension beyond 18 months requires a public hearing, certain findings, and written notice to property owners. This SFMTA Board of Directors meeting would serve as the required public hearing. An extension of time under Vehicle Code Section 21101.4 also requires that the SFMTA make certain findings. Specifically, the staff believes, based on the information in this staff report and from SFPD, the SFMTA Board can make these findings:

- (1) Based upon the recommendation of the police department, serious and continual criminal activity continues to exist specifically related to sex worker activity.”
- (2) The streets are not designated as a through highway or arterial street.
- (3) Based on information from SFPD, vehicular or pedestrian traffic on the streets contributes to the concern described in paragraph 1; and
- (4) The prior closure has not substantially adversely affected traffic flow, safety on the adjacent streets or in the surrounding neighborhoods, the operation of emergency vehicles, the performance of municipal or public utility services, or the delivery of freight

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by commercial vehicles in the area of the highway that was temporarily closed.

The design of Shotwell Street midblock barriers and intersection diverters reflect feedback received from SFFD to discourage through traffic while maintaining emergency vehicle access.

The proposed midblock barrier design for Shotwell Street consists of two five-foot long sections of concrete barriers positioned at the curb on either side of the roadway with 36-inch wide by 6-inch tall rubber curb blocks placed across the center of the roadway supplemented with plastic delineator posts. A 4'-6" to 5'-0" channel will remain between the "k-rail" and rubber curb on either side of the roadway to allow bicycles to pass through. The rubber curb blocks and delineator posts will allow responding emergency vehicles to pass through when necessary. The proposed rubber curbs were tested by SFFD on May 13, 2024 and the barrier design has been reviewed and approved. The proposal was presented to TASC on September 12, 2024.

The location of midblock barriers on Shotwell Street would be as summarized below:

- fronting 546 Shotwell Street and 505 Shotwell Street (2300 Folsom Street)
- between 640-642 Shotwell Street and 648 Shotwell Street, and 643-645 Shotwell Street and 647 Shotwell Street

The proposed intersection diverter design for Shotwell Street consists of 36-inch long by 6-inch tall rubber curb blocks placed along the centerline of the intersecting street and supplemented with plastic delineator posts. A 5'-0" channel will remain between rubber curb segments to allow bicycles to pass through.

The location of intersection diverters on Shotwell Street would be as summarized below:

- Shotwell Street at 19<sup>th</sup> Street
- Shotwell Street at 21<sup>st</sup> Street

Intersection diverters would be accompanied by turn restrictions. At these intersections, northbound and southbound traffic on Shotwell Street would be required to turn right. Eastbound and westbound traffic on the intersecting street would be prohibited from making left-turns. Bicycles would be exempt from these restrictions.

**ITEMS**

The following traffic modifications were considered by the Transportation Advisory Staff Committee (TASC) on September 12, 2024 (this SFMTA Board of Directors meeting will serve as the public hearing forum):

**A. ESTABLISH – DEAD END, EXCEPT BICYCLES**

- i. Capp Street, northbound, at 19<sup>th</sup> Street (south leg of Capp Street closed at 18<sup>th</sup> Street)
- ii. Capp Street, southbound, at 19<sup>th</sup> Street (north leg of Capp Street closed at 20<sup>th</sup> Street)
- iii. Capp Street, southbound, at 20<sup>th</sup> Street (north leg of Capp Street closed at 21<sup>st</sup> Street)

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- iv. Capp Street, southbound, at 21<sup>st</sup> Street (north leg of Capp Street closed at 22<sup>nd</sup> Street)
- v. Shotwell Street, northbound and southbound, midblock between 19<sup>th</sup> and 20<sup>th</sup> streets
- vi. Shotwell Street, northbound and southbound, midblock between 20<sup>th</sup> and 21<sup>st</sup> streets

**B. ESTABLISH – RIGHT TURN ONLY, EXCEPT BICYCLES**

- i. Shotwell Street, northbound and southbound at 19<sup>th</sup> Street
- ii. Shotwell Street, northbound and southbound at 21<sup>st</sup> Street

**C. ESTABLISH – NO LEFT TURN, EXCEPT BICYCLES**

- i. 18<sup>th</sup> Street, westbound at Capp Street
- ii. 19<sup>th</sup> Street, eastbound and westbound at Shotwell Street
- iii. 21<sup>st</sup> Street, eastbound and westbound at Shotwell Street

**D. ESTABLISH – NO RIGHT TURN, EXCEPT BICYCLES**

- i. 18<sup>th</sup> Street, eastbound at Capp Street

Modifications A-D would establish temporary dead end street closures and intersection diverters under the request of the San Francisco Police Department to deter sex worker activity.

**STAKEHOLDER ENGAGEMENT**

The Mayor’s office solicited feedback for the proposed midblock barriers and intersection diverters on Shotwell Street with positive results. Existing bollards on Capp Street have been well received by the neighborhood for the past 18 months and featured on numerous media outlets including ABC7 and Mission Local.

This SFMTA Board of Directors meeting will serve as the public hearing forum for the proposed traffic modifications. Staff will post public notices detailing the proposed dead end street closures in the vicinity of each affected block in advance of this SFMTAB hearing. Notices will also be mailed to all residents and owners of adjacent properties.

**ALTERNATIVES CONSIDERED**

SFPD has advised and neighborhood feedback has echoed that dead end street closures and pilot bollard installations on Capp Street have effectively mitigated sex worker activity that prompted their installation.

The midblock barriers and intersection diverters proposed for Shotwell Street represents a refinement of various previous temporary and pilot installations of traffic signs, barricades, “k-rail” barriers, and collapsable bollards. The proposed barrier design improves upon those previous implementations by reducing maintenance difficulties while enhancing access for emergency vehicles.

**FUNDING IMPACT**

Funding for this project is from Community Response Team (CRT) funds, which are capital dollars. The CRT implements special community projects that solve localized neighborhood transportation issues.

The following is a detailed project budget and funding sources:

<b>Project Materials</b>	<b>Cost</b>
K-Rail	\$ 3,000
Rubber Speed Humps	\$ 5,000
Delineator posts	\$ 2,000
Miscellaneous traffic signs	\$ 2,000
<b>Project Labor</b>	
SFMTA Sign Shop	\$ 25,000
SFMTA Paint Shop	\$ 4,000
SFPW Yard	\$ 4,000
<b>TOTAL PROJECT COST</b>	<b>\$45,000</b>

This project will be funded by Community Response Team funds as detailed below:

<b>Project Funding Source</b>	<b>Amount</b>
Community Response Team funds	\$ 45,000

**ENVIRONMENTAL REVIEW**

The proposed traffic and parking 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 pursuant to Title 14 of the California Code of Regulations Section 15301.

The SFMTA, under authority delegated by the San Francisco Planning Department, has determined that the proposed parking and traffic modifications in Items A-D (Case No. 2024-008348ENV, September 17, 2024) are categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301.

The proposed action is the Approval Action for Item A-D 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 by Case Number at <https://sfplanninggis.org/pim> or 49 South Van Ness Avenue, Suite 1400 in San Francisco, and

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are incorporated herein by reference.

**OTHER APPROVALS RECEIVED OR STILL REQUIRED**

Capp Street dead end closures were requested by SFPD and are to be renewed pursuant to Section 21101.4 of the California Vehicle Code which permits a temporary closure for up to 18 months. Any extension beyond 18 months requires a public hearing.

Shotwell Street midblock barriers are to be implemented pursuant to the same California Vehicle Code Section 21101.4.

The City Attorney has reviewed this item.

**RECOMMENDATION**

Staff recommends the Board approve traffic modifications for an 18-month time period to establish dead end street closures at four intersection locations on Capp Street between 18<sup>th</sup> Street and 22<sup>nd</sup> Street and two midblock locations on Shotwell Street between 19<sup>th</sup> Street and 21<sup>st</sup> Street, and to establish various turn restrictions to complement dead end street closures at 18<sup>th</sup> Street and Capp Street and intersection diverters at two intersection locations on Shotwell Street at 19<sup>th</sup> Street and 21<sup>st</sup> Street.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

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

WHEREAS, Dead end street closures were originally implemented at four locations on Capp Street on February 10, 2023 under the authority of City Traffic Engineer's Directive #6625 and were presented to the Transportation Staff Advisory Committee (TASC) as an informational item on February 23, 2023; and,

WHEREAS, These dead end street closures were implemented in response to a request from the San Francisco Police Department (SFPD) Mission Station to create a series of one-block dead end street closures on a trial basis to determine its effectiveness at curbing sex worker activity; and,

WHEREAS, Under this proposal dead end street closures and pilot bollard installation on Capp Street would remain for an additional 18 months and, to complement the successful deterrence of sex worker activity on Capp Street, new midblock barriers and intersection diverters are proposed for Shotwell Street; and,

WHEREAS, The design of Shotwell Street midblock barriers and intersection diverters reflect feedback received from SFPD to discourage through traffic while maintaining emergency vehicle access; and,

WHEREAS, The following traffic modifications were considered by the Transportation Advisory Staff Committee (TASC) on September 12, 2024:

- A. ESTABLISH – DEAD END, EXCEPT BICYCLES
  - i. Capp Street, northbound, at 19<sup>th</sup> Street (south leg of Capp Street closed at 18<sup>th</sup> Street)
  - ii. Capp Street, southbound, at 19<sup>th</sup> Street (north leg of Capp Street closed at 20<sup>th</sup> Street)
  - iii. Capp Street, southbound, at 20<sup>th</sup> Street (north leg of Capp Street closed at 21<sup>st</sup> Street)
  - iv. Capp Street, southbound, at 21<sup>st</sup> Street (north leg of Capp Street closed at 22<sup>nd</sup> Street)
  - v. Shotwell Street, northbound and southbound, midblock between 19<sup>th</sup> and 20<sup>th</sup> streets
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- B. ESTABLISH – RIGHT TURN ONLY, EXCEPT BICYCLES
  - i. Shotwell Street, northbound and southbound at 19<sup>th</sup> Street
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  - i. 18<sup>th</sup> Street, westbound at Capp Street
  - ii. 19<sup>th</sup> Street, eastbound and westbound at Shotwell Street
  - iii. 21<sup>st</sup> Street, eastbound and westbound at Shotwell Street



D. ESTABLISH – NO RIGHT TURN, EXCEPT BICYCLES

- i. 18<sup>th</sup> Street, eastbound at Capp Street; and,

WHEREAS, Capp Street and Shotwell Street dead end closures are installed pursuant to Section 21101.4 of the California Vehicle Code which permits a temporary closure for up to 18 months. The Vehicle Code allows extensions in 18-month increments when certain findings are made. Any extension beyond 18 months requires a public hearing; and,

WHEREAS, The staff report including information provided by the San Francisco Police Department supports the these findings required under Vehicle Section 21101.4: (1) Continuation of the temporary closure will assist in preventing the occurrence or reoccurrence of criminal activity including sex worker activity; concerns found to exist when the immediately preceding temporary closure was authorized; (2) the streets are not designated as through or arterial streets; (3) vehicular or pedestrian traffic on the highway contributes to the criminal activity; and (4) the immediately preceding closure has not substantially adversely affected traffic flow, safety on the adjacent streets or in the surrounding neighborhoods, the operation of emergency vehicles, the performance of municipal or public utility services, or the delivery of freight by commercial vehicles in the area (“Vehicle Code Section 21104.4 findings”).

WHEREAS, The proposed traffic and parking 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 pursuant to Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, The SFMTA, under authority delegated by the San Francisco Planning Department, has determined that the proposed parking and traffic modifications in items A-D (Case No. 2024-008348ENV, September 17, 2024) are categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, The proposed action is the Approval Action for Items A-D as defined by San Francisco Administrative Code Chapter 31; 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 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,

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors, upon recommendation of the Director of Transportation and the Director of the Streets Division makes the Vehicle Code Section 211014.4 findings and approves the changes for 18 months.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of October 1, 2024.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency