

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. 241001-115

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
  - 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, EXCEP 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 up to 18 months, and allow the Director to remove the traffic modifications if, in consultation with the Police Department, the Director determines they are no longer necessary; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors requests the Director of Transportation provide written updates at 6-month intervals.

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