

THIS PRINT COVERS CALENDAR ITEM NO: 12

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

Approving traffic modifications for an 18-month extension from April 1, 2026 to September 30, 2027, of existing dead end street closures at four intersection locations on Capp Street between 18th Street and 22nd Street and two midblock locations on Shotwell Street between 19th Street and 21st Street, and to extend various turn restrictions to complement dead end street closures at 18th Street and Capp Street and intersection diverters at two intersection locations on Shotwell Street at 19th Street and 21st Street, and making findings required by the California Vehicle Code for the 18 month extension.

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.
- The dead end street closures on Capp Street were implemented using a variety of materials ranging from Type III barricades to concrete K-rail, and with feedback from SFFD settling on the current collapsible steel bollards.
- The design of Shotwell Street midblock barriers and intersection diverters reflect continued feedback received from SFFD to discourage through traffic while maintaining emergency vehicle access.
- SFFD tested the proposed midblock barriers on May 13, 2024 and the barriers were presented to TASC on September 12, 2024.
- An 18-month extension of the dead end street closures on Capp Street, two new midblock street closures on Shotwell Street between 19th Street and 21st Street, and two new intersection diverters on Shotwell Street at 19th Street and 21st Street were approved at MTAB on October 1, 2024 and expired on April 1, 2026.
- Under this proposal, the dead end street closures and intersection diverters on Capp and Shotwell Streets would be extended for an additional 18 months to extend the successful deterrence of sex worker activity on both streets.
- 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 and that the Board

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make certain findings related to the need for the traffic modifications and the impact on surrounding traffic.

- This SFMTA Board of Directors meeting will serve as the public hearing forum for the proposed traffic modifications.

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

DATE

DIRECTOR



June 11, 2026

SECRETARY



June 11, 2026

ASSIGNED SFMTAB CALENDAR DATE: June 16, 2026

PURPOSE

Approving traffic modifications for an 18-month extension from April 1, 2026 to September 30, 2027, to extend dead end street closures at four intersection locations on Capp Street between 18th Street and 22nd Street and two midblock locations on Shotwell Street between 19th Street and 21st Street, and to extend various turn restrictions to complement dead end street closures at 18th Street and Capp Street and intersection diverters at two intersection locations on Shotwell Street at 19th Street and 21st Street and making findings required by the California Vehicle Code for the 18 month extension.

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

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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 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 18th and 22nd streets:

- south leg of Capp Street closed at 18th Street
- north leg of Capp Street closed at 20th Street
- north leg of Capp Street closed at 21st Street
- north leg of Capp Street closed at 22nd 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 20th Street, 21st Street, and 22nd Street intersections which are all-way STOP controlled, traffic at 18th 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 18th 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. *While the situation has improved due to the traffic modifications, SFPD reports that the extension of the modifications is required to abate serious and continual criminal activity.*

(2) The streets are not designated as a through highway or arterial street. *The City Traffic Engineer confirms 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; *SFPD reports to the SFMTA that managing vehicular traffic on the streets is one of several effective tools used to abate serious and continual criminal activity due to sex worker activity.*

(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 by commercial vehicles in the area of the highway that was temporarily closed. *As discussed in more detail below, overall the closure has not adversely affected travel flow including the performance of municipal or public utility services or the delivery of freight by commercial vehicles, and concerns related to the operation of emergency vehicles have been addressed. While some reports of safety due to criminal activity moving to adjacent streets have been reported, SFPD is continuing to work to address those issues. Shotwell Street, from 14th Street to Cesar Chavez Street, was already a Slow Street since 2020 with traffic diverters installed at 16th Street, 20th Street, and 24th Street in 2021 to discourage through traffic. Traffic counts on Shotwell Street in May 2021 measured approximately 700 vehicles per day south of 21st Street.*

In addition to the traffic flow issues mentioned above, a few other concerns have been noted and addressed. First, given the significantly narrow street width of Shotwell Street (30-feet) compared to Capp Street (40-feet), residents on Shotwell Street were initially concerned with the ability to make midblock U-turns with the midblock street closures. Those concerns have been addressed as staff installed red zones at the midblock barriers to maximize available street width, installed DEAD END signs, and worked with navigation providers to detour traffic around the closed blocks.

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

The 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 remains 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 allow responding emergency vehicles, delivery trucks, and garbage trucks to pass through when necessary. The proposed rubber curbs were tested by SFPD 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 are 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 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 are as summarized below:

- Shotwell Street at 19th Street
- Shotwell Street at 21st Street

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

ITEMS

This SFMTA Board of Directors meeting will serve as the public hearing forum:

A. EXTEND – DEAD END, EXCEPT BICYCLES

- i. Capp Street, northbound, at 19th Street (south leg of Capp Street closed at 18th Street)
- ii. Capp Street, southbound, at 19th Street (north leg of Capp Street closed at 20th Street)
- iii. Capp Street, southbound, at 20th Street (north leg of Capp Street closed at 21st Street)
- iv. Capp Street, southbound, at 21st Street (north leg of Capp Street closed at 22nd Street)
- v. Shotwell Street, northbound and southbound, midblock between 19th and 20th streets
- vi. Shotwell Street, northbound and southbound, midblock between 20th and 21st streets

B. EXTEND – RIGHT TURN ONLY, EXCEPT BICYCLES

- i. Shotwell Street, northbound and southbound at 19th Street
- ii. Shotwell Street, northbound and southbound at 21st Street

C. EXTEND – NO LEFT TURN, EXCEPT BICYCLES

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

D. EXTEND – NO RIGHT TURN, EXCEPT BICYCLES

- i. 18th Street, eastbound at Capp Street

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

STAKEHOLDER ENGAGEMENT

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 SFMTA Board hearing.

The Mayor's office solicited feedback for the proposed midblock barriers and intersection diverters on Capp and Shotwell Streets with positive results. Existing bollards on Capp Street have been well received by the neighborhood for the past 3 years and the existing barriers on Shotwell Street for the past 18 months. A lawsuit filed against the City in August 2024 related to sex worker activity on Shotwell Street was dropped in early 2025 after the barriers were installed.

In August 2025, residents near 18th Street and Shotwell Street noted that sex worker activity had relocated to non-closed blocks in the surrounding neighborhood, but have not sought the removal of the barriers and intersection diverters on Capp and Shotwell Streets.

ALTERNATIVES CONSIDERED

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

The collapsible bollards, midblock barriers and intersection diverters on Capp and Shotwell Streets represent a refinement of various previous temporary and pilot installations of traffic signs, barricades, and "k-rail" barriers. Staff continue to work with SFPD to explore alternative devices or more robust materials over previous implementations to reduce maintenance difficulties while enhancing access for emergency vehicles.

The Capp Street dead end closure began on February 2023 was extended for an additional 18-months in October 2024. Per the California Vehicle Code, a total of 7 consecutive extensions of 18 months each remain for Capp Street. The Shotwell Street midblock closure began in October 2024. Per the California Vehicle Code, a total of 8 consecutive extensions of 18 months each remain for Shotwell Street.

Staff discussed and considered the following alternatives:

- 1) Allowing the dead end street closures on Capp Street and the midblock closures on Shotwell Street to expire, thereby requiring the removal of collapsible bollards and midblock barriers and restoration of neighborhood traffic circulation to the conditions prior to February 2023. Shotwell Street remains a Slow Street. SFPD has advised that serious and continual criminal activity would increase on Capp Street and Shotwell Street under this alternative, and therefore not supported by the majority of neighbors.
- 2) Extending traffic modifications for 18-months of dead end street closures at four intersection locations on Capp Street between 18th Street and 22nd Street and two midblock locations on Shotwell Street between 19th Street and 21st Street, and various turn restrictions to complement dead end street closures at 18th Street and Capp Street and intersection diverters at two intersection locations on Shotwell Street at 19th Street and 21st Street; and make findings required by the California Vehicle Code for the 18-month extension.
- 3) Permanently closing to through traffic Capp Street between 18th Street and 22nd Street, and Shotwell Street between 19th Street and 21st Street. In consultation with the City Attorney’s Office, staff is exploring options for this alternative, but this alternative does not preclude extending the closures on Capp Street and Shotwell Streets for 18-months and the additional time will provide more time to evaluate options.

FUNDING IMPACT

The capital funds for this project are Population Baseline in the Community Response Team (CRT) Program (TO38) in the Capital Improvement Program. funds. The CRT implements special community projects that solve localized neighborhood transportation issues.

The following is a detailed project budget and funding sources:

Project Materials	Cost
Locks/Pins	\$ 1,000
Rubber Speed Humps	\$ 5,000
Delineator posts	\$ 2,000
Miscellaneous traffic signs	\$ 2,000
Project Labor	
SFMTA Sign Shop	\$ 25,000
SFMTA Paint Shop	\$ 4,000
TOTAL PROJECT COST	\$39,000

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

Project Funding Source	Amount
Population Baseline	\$ 39,000

The project budget reflects costs to maintain the bollards on Capp Street and barriers on Shotwell Street for 18 months beginning April 1, 2026 and ending October 1, 2027. Common maintenance issues include cleaning or replacing signs due to graffiti, replacing broken locks and pins that secure the bollards in an upright position, and replacing rubber curbs and delineator posts that are damaged by delivery trucks and garbage trucks.

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.

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.

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 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.

The City Attorney has reviewed this item.

RECOMMENDATION

Staff recommends the Board approve traffic modifications for an 18-month extension from

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April 1, 2026 to September 30, 2027, of dead end street closures at four intersection locations on Capp Street between 18th Street and 22nd Street and two midblock locations on Shotwell Street between 19th Street and 21st Street, and various turn restrictions to complement dead end street closures at 18th Street and Capp Street and intersection diverters at two intersection locations on Shotwell Street at 19th Street and 21st Street; and make findings required by the California Vehicle Code for the 18 month extension.

**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, These dead end street closures on Capp Street have proven effective at deterring sex worker activity, and thus expanded to include midblock barriers and traffic diverters on Shotwell Street; and,

WHEREAS, Under this proposal dead end street closures on Capp Street and midblock barriers and traffic diverters on Shotwell Street would remain for an additional 18 months; 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 approved by the San Francisco Municipal Transportation Agency Board of Directors on October 1, 2024:

- A. ESTABLISH – DEAD END, EXCEPT BICYCLES
 - i. Capp Street, northbound, at 19th Street (south leg of Capp Street closed at 18th Street)
 - ii. Capp Street, southbound, at 19th Street (north leg of Capp Street closed at 20th Street)
 - iii. Capp Street, southbound, at 20th Street (north leg of Capp Street closed at 21st Street)
 - iv. Capp Street, southbound, at 21st Street (north leg of Capp Street closed at 22nd Street)
 - v. Shotwell Street, northbound and southbound, midblock between 19th and 20th streets
 - vi. Shotwell Street, northbound and southbound, midblock between 20th and 21st streets

- B. ESTABLISH – RIGHT TURN ONLY, EXCEPT BICYCLES
 - i. Shotwell Street, northbound and southbound at 19th Street
 - ii. Shotwell Street, northbound and southbound at 21st Street

- C. ESTABLISH – NO LEFT TURN, EXCEPT BICYCLES
 - i. 18th Street, westbound at Capp Street
 - ii. 19th Street, eastbound and westbound at Shotwell Street
 - iii. 21st Street, eastbound and westbound at Shotwell Street

- D. ESTABLISH – NO RIGHT TURN, EXCEPT BICYCLES
 - i. 18th 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 certain findings; 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, 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, makes the Vehicle Code Section 211014.4 findings and approves the extension of the above traffic modifications A-D for 18 months from April 1, 2026 to September 30, 2027.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of July 16, 2026.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency