

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS**

RESOLUTION No. 260616-053

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 SFFD 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; and, be it further

RESOLVED, To request staff to evaluate additional transportation-related metrics including those in the Slow Streets program, Transportation Code Section 207, and urge the SFPD to develop metrics, in consultation with the community, to quantify the success of the closure from a public safety standpoint, and to consider using both sets of metrics to evaluate whether and how the City should consider another 18-month closure or a more permanent solution.

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