



Kirkham Street Neckdown

Evaluation Summary December 2025

Key Findings

- **Vehicle volumes increased by 21.4% on Kirkham Street, averaged over all four data collection locations, from 5,600 to 6,800 vehicles. The increase was higher in the blocks without neckdowns (+21.7%) than in the block with neckdowns (+20%).**
 - **Average *weekday* vehicle volumes increased by 3.3%. The increase was higher in the block without neckdowns (+4.7%) than in the block with neckdowns (+2%).**
 - **Average *weekend* vehicle volumes increased by 43.1%. The increase was higher in the block with neckdowns (+47.4%) than in the block without neckdowns (+43.6%).**
- **Overall, 85th percentile speeds increased by 2 MPH, from 24 MPH to 26 MPH, on Kirkham Street across all four data collection locations, slightly above the posted speed limit of 25 MPH. However, the block with neckdowns has reduced speeds by 1 MPH, from 22 MPH to 21 MPH, while the blocks without neckdowns have increased speeds by 3 MPH, from 25 MPH to 28 MPH.**
 - **Average *weekday* 85th percentile speeds increased by 4 MPH. However, weekday speeds decreased by 1 MPH in the block with neckdowns (22 to 21 MPH) and increased by 5 MPH in the blocks without neckdowns (25 to 30 MPH).**
 - **Average *weekend* 85th percentile speeds have not changed (24 MPH). However, weekend speeds decreased by 1 MPH in the block with neckdowns (22 to 21 MPH) and increased by 1 MPH in the blocks without neckdowns (25 to 26 MPH).**

Project Summary

The Kirkham Street Neckdown Trial was to determine the impact of a neckdown treatment on vehicle speeds and volumes. The Kirkham Street Neckdown was installed between 9th and 10th avenues using a combination of striping, concrete islands (mountable for emergency vehicles), delineators and signs. This project supports the implementation of the goals and priorities of the SFMTA Strategic Plan and supports San Francisco's Vision Zero initiative.

This design requires one car at a time to drive through the neckdown as the clear width between the concrete islands is 14 feet and too narrow to comfortably provide two-way traffic. Data collected on this block prior to installation noted more westbound traffic than eastbound so a yield sign was posted for eastbound traffic. In other words, westbound vehicles have the right of way.



Kirkham Street Neckdown looking East towards 9th Avenue

Evaluation Framework

Dates of Data Collection:

- Pre-implementation: May 2024
- Completion: October 30, 2024
- Post-implementation: April 2025 and August 2025

Metrics

Metric	Data Source
Average Daily Traffic Volume	Pneumatic tubes
Typical Daily Vehicle Speeds	Pneumatic tubes
Drivers Adaptation to New Device	Manual Observation



Metric 1 – Average Daily Traffic Volume

Vehicle volumes were collected pre- and post-implementation via 24-hour tube counts one weekday and one weekend day at four midblock locations. Vehicle volumes were measured pre-implementation in May 2024, and post-implementation in April 2025 and August 2025.

Average *All-Week* Vehicle Volume

Location	Before (5/2024)	After (4/2025)	After (8/2025)	Difference (8/2025)	% Change (8/2025)
Kirkham St, 9th Ave to 10th Ave	4,500	5,600	5,400	900	20.0%
Kirkham St, 10th Ave to 11th Ave	5,200	5,500	5,900	700	13.5%
Kirkham St, Funston St to 14th Ave	6,000	6,900	7,700	1,700	28.3%
Kirkham St, 14th Ave to 15th Ave	6,700	7,300	8,300	1,600	23.9%
Corridor Estimate	5,600	6,300	6,800	1,200	21.4%
Block with Neckdown	4,500	5,600	5,400	900	20.0%
Blocks without Neckdowns	6,000	6,600	7,300	1,300	21.7%

*Values are rounded to the nearest hundredth

Average *Weekday* Vehicle Volume

Location	Before (5/2024)	After (4/2025)	After (8/2025)	Difference (8/2025)	% Change (8/2025)
Kirkham St, 9th Ave to 10th Ave	5,100	5,600	5,200	100	2.0%
Kirkham St, 10th Ave to 11th Ave	5,600	5,600	5,600	0	0.0%
Kirkham St, Funston St to 14th Ave	6,800	7,300	7,000	200	2.9%
Kirkham St, 14th Ave to 15th Ave	6,800	7,700	7,400	600	8.8%
Corridor Estimate	6,100	6,600	6,300	200	3.3%
Block with Neckdown	5,100	5,600	5,200	100	2.0%
Blocks without Neckdowns	6,400	6,900	6,700	300	4.7%

*Values are rounded to the nearest hundredth

Average *Weekend* Vehicle Volume

Location	Before (5/2024)	After (4/2025)	After (8/2025)	Difference (8/2025)	% Change (8/2025)
Kirkham St, 9th Ave to 10th Ave	3,800	5,500	5,600	1,800	47.4%
Kirkham St, 10th Ave to 11th Ave	4,800	5,400	6,200	1,400	29.2%
Kirkham St, Funston St to 14th Ave	5,100	6,500	8,300	3,200	62.7%
Kirkham St, 14th Ave to 15th Ave	6,600	6,900	9,200	2,600	39.4%
Corridor Estimate	5,100	6,100	7,300	2,200	43.1%
Block with Neckdown	3,800	5,500	5,600	1,800	47.4%
Blocks without Neckdowns	5,500	6,200	7,900	2,400	43.6%

*Values are rounded to the nearest hundredth

Metric 2 – Typical Daily Vehicle Speeds

Vehicle speeds were collected pre- and post-implementation via 24-hour tube counts one weekday and one weekend day at four midblock locations. Vehicle speeds were measured pre-implementation in May 2024, and post-implementation in April 2025 and August 2025.

Typical All-Week Vehicle Speed (85th Percentile Speeds)

Location	Before (5/2024)	After (4/2025)	After (8/2025)	Difference (8/2025)	% Change (8/2025)
Kirkham St, 9th Ave to 10th Ave	22	20	21	-1	-6.8%
Kirkham St, 10th Ave to 11th Ave	23	24	30	7	29.3%
Kirkham St, Funston St to 14th Ave	25	25	26	1	5.1%
Kirkham St, 14th Ave to 15th Ave	28	27	28	0	0.0%
Corridor Estimate	24	24	26	2	6.7%
Block with Neckdown	22	20	21	-1	-6.8%
Blocks without Neckdowns	25	25	28	3	10.7%

Typical Weekday Vehicle Speed (85th Percentile Speeds)

Location	Before (5/2024)	After (4/2025)	After (8/2025)	Difference (8/2025)	% Change (8/2025)
Kirkham St, 9th Ave to 10th Ave	22	20	21	-1	-6.8%
Kirkham St, 10th Ave to 11th Ave	24	24	36	12	51.1%
Kirkham St, Funston St to 14th Ave	25	26	27	2	8.2%
Kirkham St, 14th Ave to 15th Ave	27	28	28	1	1.9%
Corridor Estimate	24	24	28	4	13.4%
Block with Neckdown	22	20	21	-1	-6.8%
Blocks without Neckdowns	25	26	30	5	19.3%

Typical Weekend Vehicle Speed (85th Percentile Speeds)

Location	Before (5/2024)	After (4/2025)	After (8/2025)	Difference (8/2025)	% Change (8/2025)
Kirkham St, 9th Ave to 10th Ave	22	20	21	-1	-6.8%
Kirkham St, 10th Ave to 11th Ave	23	24	24	1	6.7%
Kirkham St, Funston St to 14th Ave	25	25	25	0	2.0%
Kirkham St, 14th Ave to 15th Ave	28	27	28	0	-1.8%
Corridor Estimate	24	24	24	0	0.0%
Block with Neckdown	22	20	21	-1	-6.8%
Blocks without Neckdowns	25	25	26	1	2.0%

Metric 3 – Drivers Adaptation to New Devices

Staff made several post installation visits to the Kirkham Street Neckdown block to observe motorists' behavior. Consistently, staff observations were that most motorists negotiate the neckdown without event, with eastbound motorists yielding as needed.