

ELLIS STREET TRAFFIC CALMING PILOT PROJECT



The Ellis Street Traffic Calming Pilot—located on Ellis Street between Larkin and Taylor in the Tenderloin—tested speed cushions across four blocks as part of a neighborhood-wide effort to improve traffic safety. The pilot improved pedestrian safety, especially yielding and conflict reduction, while maintaining emergency access. Speed reductions were modest, suggesting cushions helped, but may need to be paired with additional calming measures.

PROJECT DETAILS

Project Location

Ellis Street between Larkin St and Taylor St

Date of Implementation

September 2024

Project Elements

The project installed eight 5-lump speed cushions midblock at the following blocks:

- Two at Ellis Street between Larkin Street and Hyde Street
- Two at Ellis Street between Hyde Street and Leavenworth Street (*only block evaluated due to construction happening in the other blocks*)
- Two at Ellis Street between Leavenworth Street and Jones Street
- Two at Ellis Street between Jones Street and Taylor Street

Key Evaluation Metrics

- Vehicle Speeds and Volumes
- Vehicle-Pedestrian Conflicts: yielding behavior and close calls between vehicles and pedestrians at midblock
- Emergency Responders Maneuvers

For more information, please visit:
[SFMTA.com/SafeStreetsEvaluation](https://sfmta.com/SafeStreetsEvaluation)

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PROJECT FINDINGS - AT A GLANCE



Vehicle Speeds

Typical weekday vehicle speeds decreased by an average of 1 mph, from 23 mph to 22 mph, a little over the posted speed limit of 20 mph. On average, the percentage of vehicles driving above 20 mph went from 42% to 23%.



Vehicle Volumes

Average weekday vehicle volumes decreased by 8% on Ellis Street, from 4,800 to 4,400 vehicles. This is considered typical daily variation.



Vehicle-Pedestrian Conflicts

Vehicle-pedestrian conflicts at midblock decreased from 35% of all crossing pedestrians to 17%; drivers yielding to pedestrians at midblock increased from 13% to 52%; and close calls decreased from 1 to 0.



Emergency Responders Maneuvers

From 15 emergency-response maneuvers observed over three days, **80%** of vehicles used the intended lane cutouts, **13%** used the central cutouts, and **7%** drove one wheel through a cutout and the other over the cushion.

This metric shows the design did not hinder emergency operations. Combined with reduced vehicle speeds, the findings indicate that the project improved safety without compromising emergency access or other critical functions.

