



# Kirkham Street Neckdown

## Final Report Summary December 2025



*Kirkham Street Neckdown looking East towards 9<sup>th</sup> Avenue*

### Background

People living on Kirkham Street have expressed worries about cars going too fast, cut through traffic on the street, and safety. From August 2020 to July 2025, there were 15 collisions along the corridor (between 6th and 19th avenues). Kirkham was designated as a Slow Street during the COVID-19 pandemic to help reduce speeds, but that designation was later removed.

To help, SFMTA started a new plan to make Kirkham Street safer between 9th and 10th avenues. This included a neckdown feature in the middle of the street, like ones used in The Presidio. The vehicle lane is only 14 feet wide, requiring drivers to slow down and negotiate the available space – this encourages drivers to slow down, observe their surroundings, and proceed intentionally through the street. This project is part of SFMTA's Strategic Plan and San Francisco's Vision Zero goal to make streets safer.

### About the Kirkham Neckdown Trial

The neckdown was installed in October 2024 between 9th and 10th avenues with paint, concrete islands, signs, and delineators, all of which still allow for the free flow of emergency vehicles and were approved by the Fire Department. Data showed more cars going west, so a yield sign was added for cars coming east, giving the westbound cars the right of way.

This one-year trial was meant to see how well the treatment works on a small scale before using it more widely.

## How We Evaluated the Trial

To see if the neckdown worked, the SFMTA:

- Compiled before/after data, including the number of vehicles using the study corridor, vehicle speeds, and official crash reports
- Conducted observations to assess how the treatment was functionally being used
- Collected feedback from stakeholders

## Evaluation Key Findings

### Traffic Volumes

- Overall volumes increased by 21.4%, from 5,600 to 6,800 vehicles (average across four locations).
  - Weekday volumes increased by 3.3%
  - Weekend volumes increased by 43.1%
- Neckdown block saw a 20% increase (4,500 to 5,600 vehicles)
- Non-neckdown blocks saw a 21.7% increase (6,000 to 6,600 vehicles)

### Vehicle Speeds

- Overall 85th percentile speeds increased by 2 MPH (from 24 to 26 MPH)
  - Neckdown block: speeds decreased by 1 MPH (22 to 21 MPH)
  - Non-neckdown blocks: speeds increased by 3 MPH (25 to 28 MPH)
- Weekday speeds:
  - Neckdown block: decreased by 1 MPH
  - Non-neckdown blocks: increased by 5 MPH
- Weekend speeds:
  - Neckdown block: decreased by 1 MPH
  - Non-neckdown blocks: increased by 1 MPH

## What We Heard From the Community

Residents gave us important feedback about the trial. They talked about street use, confusion about who has the right of way, safety, and congestion and also suggested alternate interventions like speed humps. Some shared that the neckdown made them feel safer crossing the street and were supportive of the change. Some said they were not told enough about the project in advance and want to be more involved in planning future changes.

## Conclusion

The trial showed that neckdowns can help slow down cars. Although there was no recorded increase in collisions near the neckdown, results also suggest neckdowns might be better suited on lower volume streets without dedicated bike lanes or frequent commercial loading activities. Community feedback showed it was not right for this street, so we are now looking at other ways to slow traffic and improve safety.

## Recommendations

Based on the evaluation, the SFMTA recommends:

- Remove the neckdown between 9th and 10th avenues.
- Install a speed cushion in the middle of the block between 9th and 10th avenues.
- Install small painted and raised median islands on both Kirkham Street approaches to 10th Avenue.
- Paint crosswalk markings at 10th Avenue and Kirkham Street.

The SFMTA will update the community on the evaluation results, next steps, and anticipated timelines.