



Lombard Street

December 2024 – Ricardo Olea

City Traffic Engineer

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Lombard (Broderick to Van Ness) Context

- Joint highway jurisdiction with Caltrans (US 101)
- Caltrans maintains and installs:
 - Traffic signs
 - Pavement markings
 - Shares cost of street paving and signals
- City operates the signals and manages the street parking. SFPD enforces traffic rules.
- Joint discussion of shared interests (carpool lanes, speed limits)

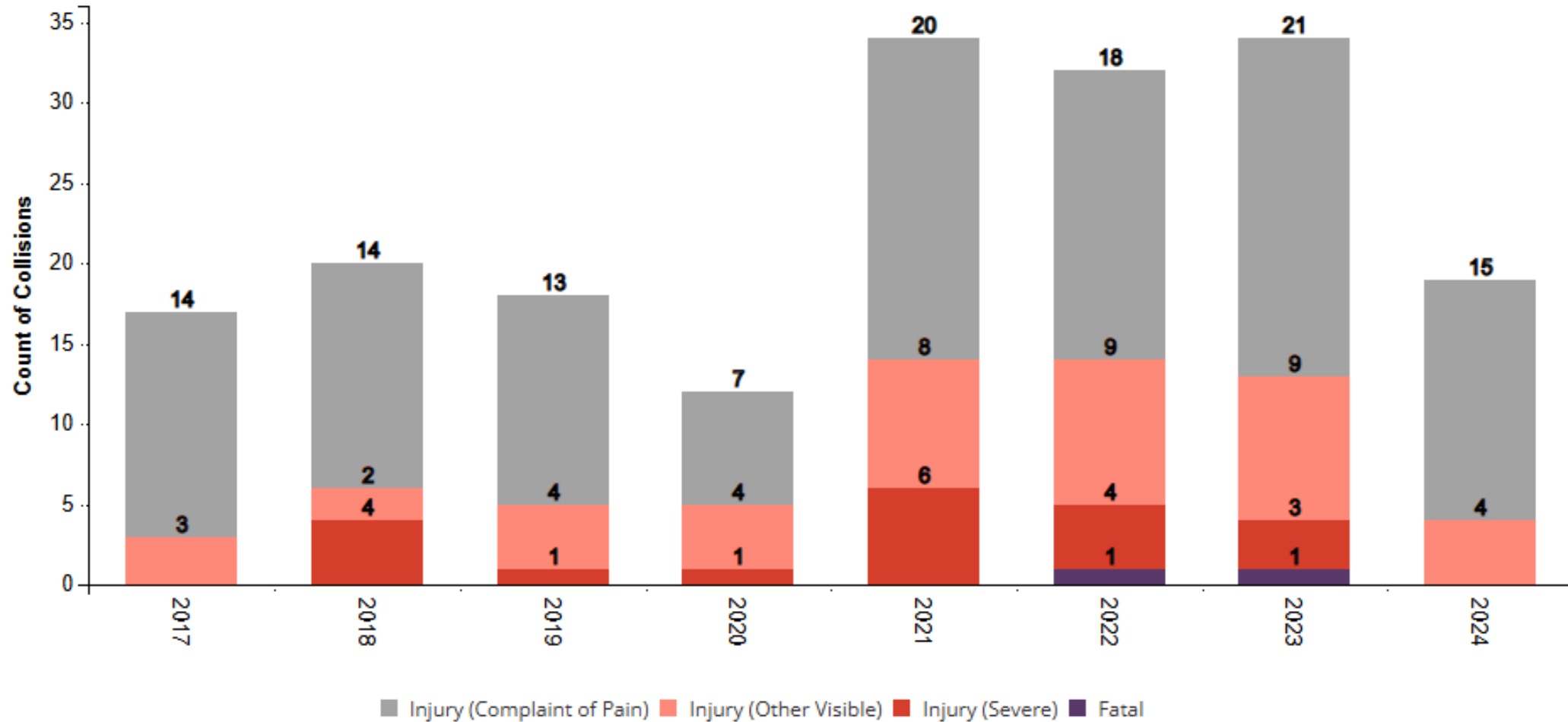
Past work on Lombard



- Signal visibility work (mast arms)
- Continental crosswalks, stop bars
- Corner daylighting
- Sidewalk bulb outs and curb ramps
- Signal retiming
- Carpool lanes (pandemic)

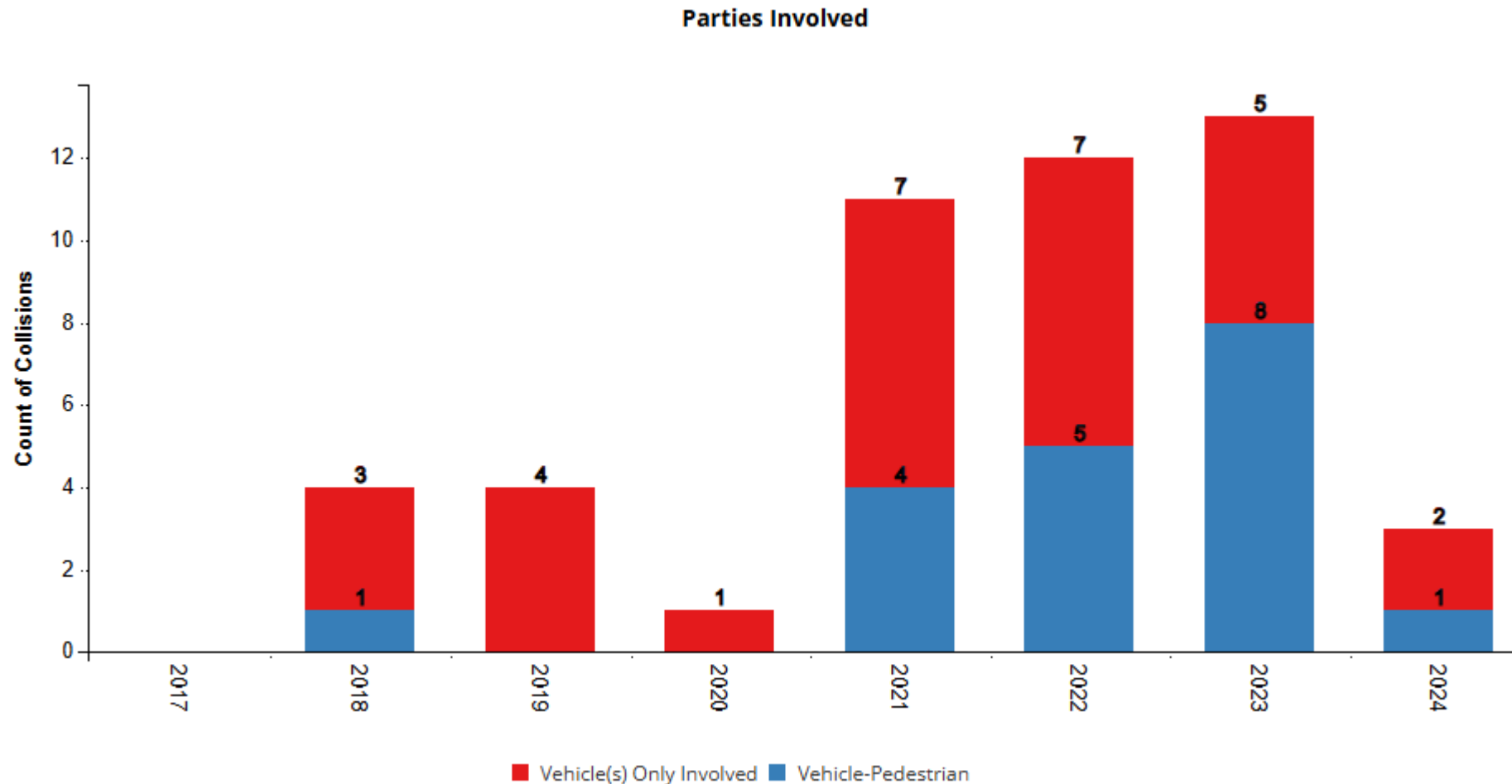
Injury Crash History (2017 to August 2024)

Highest Degree of Injury Severity in Collision



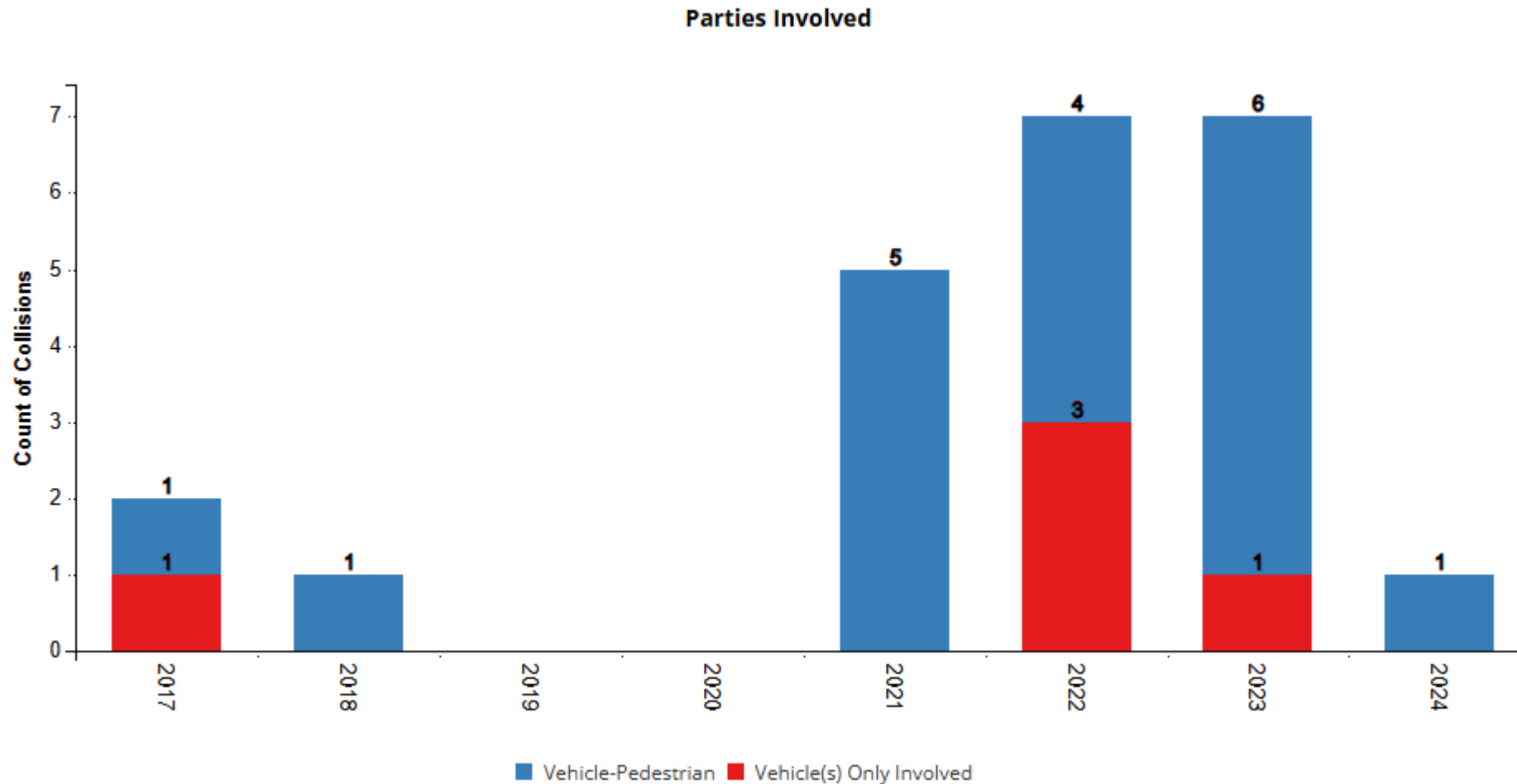
Factors in injury increase: late night crashes

- Injury reported crashes happening between 10 PM and 5 AM



Factors in injury increase: DUI

- Injury crashes involving people under the influence increased post-pandemic, particular vehicle-pedestrian crashes.

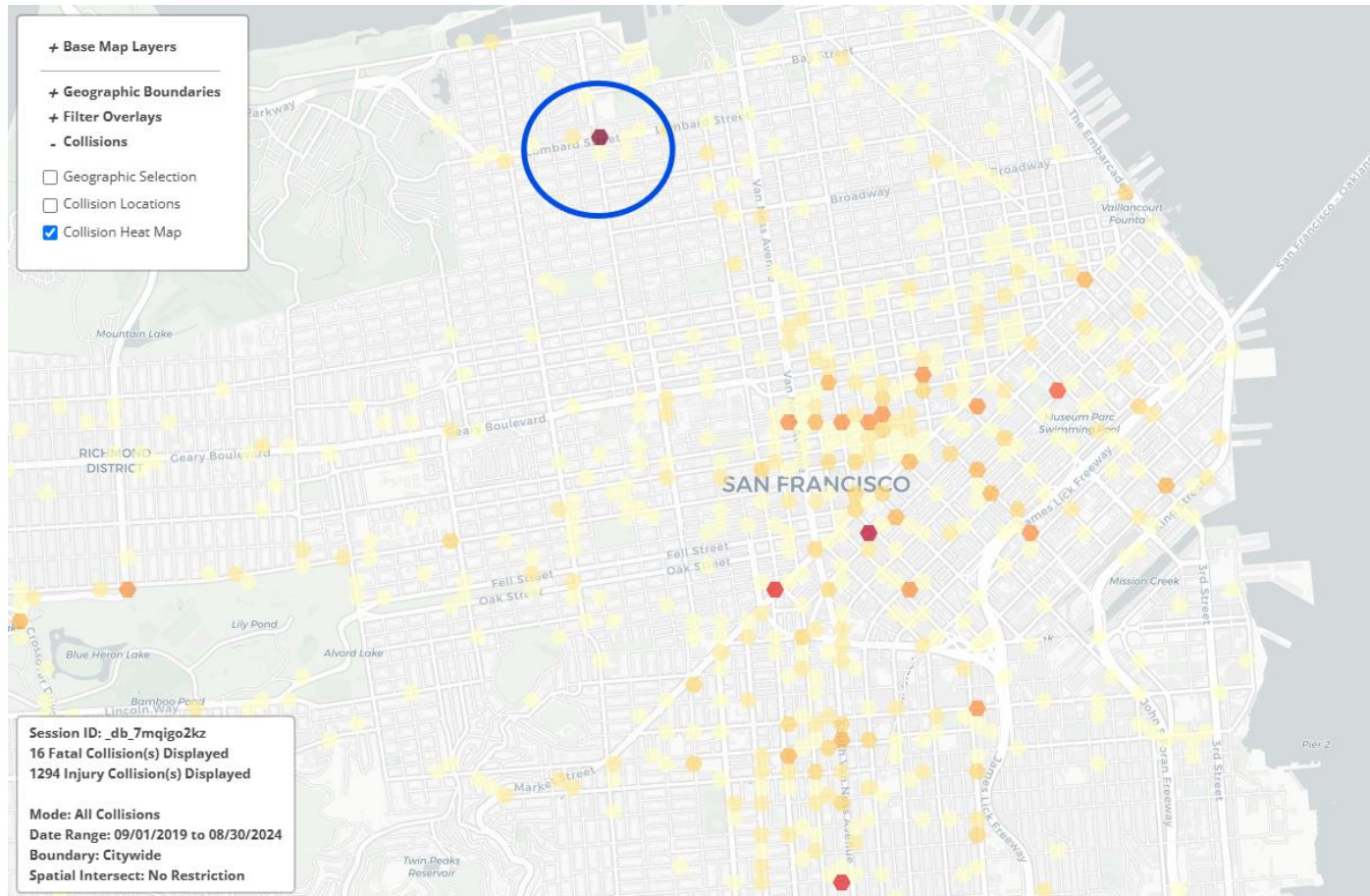


Top DUI and overall crash location: Fillmore

- DUI crashes are concentrated on Fillmore and Lombard (8 DUI crashes 2017 to 2024, most after 2020)

Location	↕	Count of Fatalities	↕	Count of Collisions	↕
FILLMORE ST at LOMBARD ST		0		8	
LAGUNA ST at LOMBARD ST		0		3	
GOUGH ST at LOMBARD ST		0		2	
BUCHANAN ST at LOMBARD ST		0		2	
DIVISADERO ST at LOMBARD ST		1		2	
LOMBARD ST at STEINER ST		0		2	

Citywide DUI 5-year heatmap



Citywide
Top Location

Count of
Victims

FILLMORE ST
at LOMBARD
ST

14

22ND ST at
CAPP ST

9

GOUGH ST at
MCALLISTER
ST

9

EVANS AVE at
PHELPS ST

9

Lowered Speed Limit (2023) and retiming (2024)



- In 2022 SFMTA requested Caltrans reduce the speed limit based on crash increase
- Speed lowered from 30 MPH to 25 MPH by Caltrans with assistance from SFMTA on sign installations
- Based on late night crash pattern signals retimed in October 2024 to reduce green times for Lombard at night