



THE CITY OF SAN DIEGO

MEMORANDUM

DATE: October 24, 2025

TO: Honorable Councilmember Raul Campillo, Council District 7

FROM: Bethany Bezak, Director, Transportation Department via Kris McFadden, Deputy Chief
Operating Officer, Office of the Mayor

SUBJECT: Urgent Safety Improvements Requested at Jackson Drive and Lake Badin Avenue

The Transportation Department (Department) has received your memo about the tragic crash at the intersection of Jackson Drive and Lake Badin Avenue in the San Carlos community and your request to install all-way stop signs at the intersection.

In response, the Department will be expediting the installation of an all-way stop at this intersection no later than Friday, October 31.

This fatal crash has understandably raised community concerns, so I would like to share more information about: the history of this location; the City Council Policy that establishes criteria for the installation of stop signs and crosswalks; the recently completed Systemic Safety Analysis; and the traffic safety improvements coming soon along Jackson Drive.

Previous Evaluations

There have been two recent evaluations of this intersection in response to public requests. The Department evaluated the intersection for an all-way stop in March 2024, and it did not meet the Council Policy criteria required for an all-way stop. The City also evaluated the intersection for a crosswalk in November 2024, and it was determined that it did not meet the required criteria for a crosswalk.

In reviewing over 10 years of data, there had never been a fatal or severe injury crash at this intersection, and this location had never been on the City's High Crash Location list. Of the crashes that had occurred at or near this intersection in the past 10 years, none involved pedestrians.

Council Policies and Manual on Uniform Traffic Control Devices (MUTCD)

The City has two City Council policies that establish the criteria for the installation of stop signs and crosswalks. Both Council policies are based on guidance from the California Manual on Uniform Traffic Control Devices (MUTCD), which establishes uniform standards and specifications for all traffic control devices in California.

Council Policy 200-07 establishes the required criteria for the installation of a marked crosswalk, which is based on a point system. Basic criteria must be met prior to implementing the point system. When this location was evaluated in November 2024, the basic pedestrian volume criteria were not met.

Council Policy 200-08 establishes the required criteria for the installation of an all-way stop. All way stops are evaluated against established criteria with a point system. Criteria include: crash history within the past three years; special conditions such as proximity to schools, fire stations,

parks, and libraries; the number of vehicles entering the intersection during peak hours; and the number of pedestrians crossing the street during peak hours. Major roads like Jackson Drive are required to score at least 25 points to qualify for an all-way stop. Our evaluation in March 2024 showed this intersection scored only 10 points, with low crash history, traffic, and pedestrian volumes.

Systemic Safety Analysis

The Department recently completed a Systemic Safety Analysis, which reviewed 10 years of fatal crash history and identified similar characteristics at intersections with a history of fatal crashes. This data was used to identify 488 intersections, which may have an elevated risk of fatal crashes. The intersection at Jackson Drive and Lake Badin Avenue was identified as one of those intersections. The Department is currently evaluating all 488 intersections for improvements and will be submitting budget requests for those improvements for consideration as part of the Fiscal Year 2027 budget development process.

Next Steps

Your memo triggers the “alternative process” section of Council Policy 200-08, which allows a City Councilmember to request a stop sign be installed regardless of whether it meets the standard criteria described above.

This corridor will have upcoming safety improvements, in addition to the installation of the new all-way stop. Upgrades to traffic management on this corridor were designed into several paving projects and traffic safety improvements are being implemented this fiscal year along the Jackson Drive corridor (Lake Murray Improvement 2 Water & Sewer Project, Transportation Department Mill and Pave Project, and Slurry Seal Group 2624 Project). The number of lanes on Jackson Drive will be reduced from four to two lanes between Lake Shore Drive and Lake Murray Boulevard. The speed limit will also be reduced to 35 mph on Jackson Drive between Cowles Mountain and Lake Murray boulevards. Both improvements are expected to significantly slow traffic on the street.

The Department is committed to expediting these safety improvements and will provide your office with regular updates as each is implemented.

In addition to installing a new all-way stop at the intersection,

Bethany Bezak
Director, Transportation Department

cc: Honorable Mayor Todd Gloria
Paola Avila, Chief of Staff, Office of the Mayor
Matt Yagyagan, Director of Policy, Office of the Mayor
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