



CITY OF SALINAS

TRAFFIC & TRANSPORTATION COMMISSION STAFF REPORT

DATE: **JANUARY 8, 2026**

DEPARTMENT: **PUBLIC WORKS, TRAFFIC & TRANSPORTATION DIVISION**

FROM: **GERARDO RODRIGUEZ, ASSISTANT ENGINEER**
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TITLE: **ALL-WAY STOP REQUEST FOR CALIFORNIA STREET AND
EAST SAN LUIS STREET**

RECOMMENDED MOTION:

Motion to recommend City Council approve a Resolution establishing All-Way STOP installation at the intersection of California Street and East San Luis Street.

EXECUTIVE SUMMARY:

In late 2023, staff received a request to evaluate the potential of establishing All-Way STOP at the intersection of California Street and East San Luis Street. The request was received as a few collisions occurred within a span of three to four months as well as a concern of students walking at this intersection to school. All-Way STOPS are considered using a combination of quantitative and qualitative measures. This intersection satisfies both measures with a history of broadside collisions and proximity to schools/bus stops and is recommended for installation pending Council approval.

BACKGROUND:

In late 2023, staff received a request from a resident with neighborhood support to evaluate the potential of installing All-Way STOP controls at the intersection of California Street and East San Luis Street. Staff performed a traffic analysis that utilizes a combination of quantitative and qualitative establishment criteria measures recommended by the California Manual on Traffic Control Devices (CA-MUTCD).

The quantitative establishment criteria measure the volume of traffic (vehicles, pedestrians, and bicycle traffic) entering the intersection from all approaches to measure delays experienced by side-street traffic trying to enter the intersection over a typical 8-hour delay. Volumes are analyzed to determine if at least 300 vehicles per hour on the major street impact a combination of at least 200 vehicles, bicyclist or pedestrians. On streets where vehicles speeds exceed 40 MPH, the suggested volumes thresholds are analyzed at 70% or 80% of the normal threshold requirements. While this intersection does not satisfy the volume or the specific crash history criteria per Section 2B.07 04 of the CA-MUTCD, this intersection has a history of broadside collisions which are correctable by installation of All-Way STOPS.

The qualitative establishment criteria consider other contributing factors that may satisfy establishment criteria using engineering judgement. Factors analyzed in the qualitative analysis include elements such as land use generators (schools, business districts, etc.), geometric conditions (blind curves, unimproved shoulders, etc.), and corridor planning measures (interim solution while large improvements are built). When considering the qualitative establishment criteria, this intersection satisfies this criterion given the proximity to a school bus pickup/drop off for Roosevelt Elementary School, the Salinas Child Development Center and pedestrian crossings for middle and high schools.

CEQA CONSIDERATION:

The City of Salinas has determined that the project is exempt from the California Environmental Quality Act (CEQA) Guidelines (Section 15301, Class 1) because the project proposes minor alteration of an existing public facilities.

STRATEGIC PLAN INITIATIVE:

This item supports City Council's Vision and Strategic Goals of Public Safety and Infrastructure.

DEPARTMENTAL COORDINATION:

Street Signs are installed and maintained by Public Works staff. Traffic enforcement is coordinated with the Police Department.

FISCAL AND SUSTAINABILITY IMPACT:

The estimated labor and material cost to install the multi-way stop at the intersection of California Street and East San Luis Street is \$5,500. Sufficient funding is available in the current streets maintenance budget to fund the proposed all-way stop.

ATTACHMENTS:

Attachment 1: California Street at East San Luis Street Warrant Analysis

Attachment 2: All-Way Stop Sign Plan