

Vista City Council Policy

**600-13**

***TRAFFIC CALMING PROGRAM***

***PURPOSE***

To establish the procedures for implementation of traffic calming on public streets.

***POLICY***

See Exhibit 'A' to this Policy for a detailed description of the City of Vista Traffic Calming Program.

***HISTORY***

Adopted March 9, 2021, Resolution No. 2021-33  
Amended June 13, 2023, Resolution No. 2023-95  
Amended April 8, 2025, Resolution No. 2025-58



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# **NEIGHBORHOOD TRAFFIC CALMING PROGRAM**

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**Exhibit 'A' to Vista City Council Policy 600-13**



## NEIGHBORHOOD TRAFFIC CALMING PROGRAM

### INTRODUCTION

The purpose of the Vista Neighborhood Traffic Calming Program (NTCP) is to reduce speeds of motorists traveling on the City's streets. The program is aimed at providing a greater level of safety for all modes of transportation. The NCTP details the various traffic calming techniques employed by the City and establishes procedures for their implementation.

### THE TRAFFIC CALMING PROCESS

The traffic calming process simply begins with a resident expressing concern with speeding or making a request to the City to implement traffic calming. The request may be made to City staff in any form of communication including telephone, email, mail or in person. Staff will conduct an evaluation of the requested street using data such as traffic volumes, speeds and accident history. If the data supports a speeding and/or a traffic safety issue, staff will recommend one or more of the following traffic calming measures. Staff will share the recommendations with the resident making the request and advise them of the next steps.

1. Installation of signs, markings and/or striping.
2. Enforcement.
3. Installation of stop signs.
4. Installation of speed humps.
5. Other physical traffic calming devices such as roundabouts, raised medians, intersection pop-outs, enhanced pedestrian crossings, marked – raised crosswalks and chicanes.

Please see **Appendix I** for examples of the City's traffic calming toolbox.

Below is a description of the procedures for the implementation of stops signs and physical traffic calming devices. City Council Policy 600-07 contains for the procedures for the installation of speed humps.

#### Stop Signs:

The installation of stop signs at one or more intersections along a street segment may provide a break in the traffic speeds. Stop signs may only be considered as a traffic calming tool if the Traffic Engineer using appropriate engineering judgment determines that the roadway or traffic conditions on the street in question justify their installation. The installation of stop signs requires the residents to gather signatures in a petition showing that at least **51%** of residents within 200 feet of a proposed stop sign are in favor. Staff will prepare a map of the properties required to sign the petition to aid residents in their signature gathering effort. **Appendix II** contains a petition form to be used by the residents.

If the residents submit a petition, staff will review it to reasonably ensure that at least 51%



of property owners on the map prepared by the City have signed the petition. The City is not responsible for any misrepresentations of signatures on the petition. If the petition meets the minimum threshold, staff will prepare the necessary reports and present the item to the Traffic Commission and City Council for approval. Staff will send out notifications to an area that is wider than the petition area prior to each meeting.

### **Marked – Raised Crosswalks:**

Marked – raised crosswalks can be an effective measure under the right conditions to accommodate pedestrians crossing a street. Marked – raised crosswalks may be installed on streets that are not designated as primary response routes in the Emergency Response Route Map if, in the judgment of the City Traffic Engineer, they will operate safely and effectively. Factors that will be considered in evaluating for the implementation of marked – raised crosswalks include, among others, accident history, vehicle and pedestrian volumes, vehicle speeds, street width, number of travel lanes, horizontal and vertical alignment, and street and neighborhood character. Marked and marked – raised crosswalks operate more effectively in urban and commercial environments where motorists are more likely to anticipate their presence. Isolated marked and marked – raised crosswalks in rural-character neighborhoods without a stop or traffic signal control are not recommended.

Engineering feasibility is also an important consideration in the implementation of raised crosswalks. Staff will assess factors such as drainage, constructability and cost to determine the feasibility of a raised crosswalk at a location.

Marked – raised crosswalks shall always be supplemented by some form of traffic control device such as a stop control or a pedestrian activated flashing light system. Marked – raised crosswalks shall, at a minimum, consist of the following components:

1. A raised rectangular table constructed of asphalt with a minimum width of 10 feet and a height ranging from 3 inches to 3.5 inches.
2. Ramps constructed of asphalt that gently slope from the original street surface to the raised table.
3. Marked crosswalk signs and markings in accordance with State standards.
4. A traffic control system.

### **Physical Traffic Calming Measures:**

Physical traffic calming measures rely on the concept of diverting the traffic horizontally within the existing road width to result in vehicles slowing down to maneuver through these features. Physical traffic calming features include traffic circles, intersection pop-outs, raised medians, chicanes at or between intersections, enhanced pedestrian crossings and others. Please see **Appendix I** for examples. These types of traffic calming features carry a significant cost and generally require the removal of parking within approximately 50 feet in either direction of each feature on both sides of the street. Therefore, City staff will conduct an evaluation based on traffic volumes, speeds and accident data to determine the appropriateness of these devices for a street segment.

The implementation of physical traffic calming devices requires the residents to gather signatures on a petition showing that at least **51%** of residents within 200 feet of each



proposed calming feature are in favor. Staff will prepare a map of the properties required to sign the petition to aid residents in their signature gathering effort. **Appendix III** contains a petition form to be used by the residents.

If the residents submit a petition, staff will review it to reasonably ensure that at least 51% of property owners on the map prepared by the City have signed the petition. The City is not responsible for any misrepresentations of signatures on the petition. If the petition meets the minimum threshold, staff will have an engineering consultant prepare exhibits and a cost estimate for the proposed traffic calming devices. The proposed traffic calming plan will then be placed on a list with other locations to await the availability of funding.

If funding becomes available, staff will prepare the necessary reports and present the item to the Traffic Commission and City Council for approval. Staff will send out notifications to an area that is wider than the petition area prior to each meeting.



## APPENDIX I

### TRAFFIC CALMING TOOLBOX EXAMPLES



Phase I – Speed Limit Sign and Marking and Lane Narrowing



Phase I – Speed Reduction Markings and Parking Lane Buffer



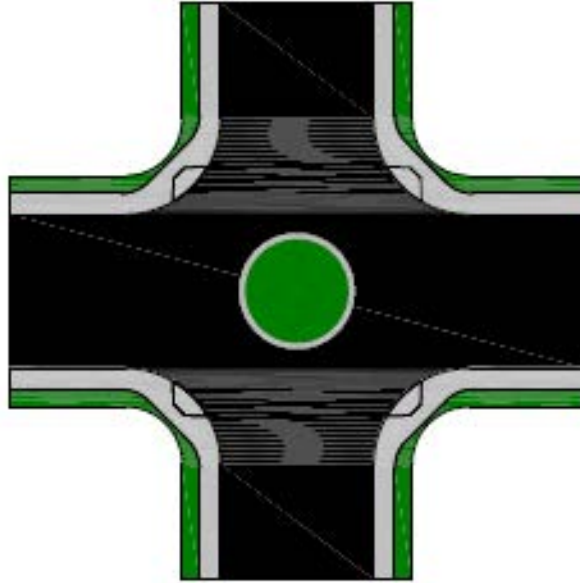
Phase I – Speed Feedback Sign



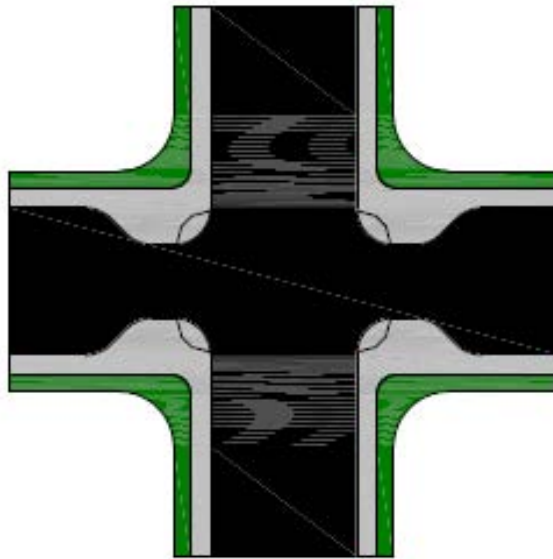
Phase II-A – All-Way Stop



Phase II-B – Horizontal Diversion



Phase III – Neighborhood Traffic Circle



Phase III – Curb Pop Outs



Phase III – Chicane



Phase IV – Roundabout



## APPENDIX II

### STOP SIGN PETITION





## APPENDIX III

### PHYSICAL TRAFFIC CALMING MEASURES PETITION

