



City of Coronado

Red Curb Marking Policy and Procedures

It is the objective of this policy to install curb markings that provide a safe, efficient public right-of-way without significantly impacting the character of Coronado streets. This policy therefore establishes the standards and procedures by which red curb marking requests are reviewed and implemented.

This policy and procedure document is necessary to outline the steps taken when reviewing curb marking requests. The Public Services Department is responsible for maintaining all infrastructure in the public right-of-way. This includes streets, gutters, and curbs. As such, this Department installs and maintains all curb markings in the City. The Engineering Department is responsible for evaluating when and where curb markings are installed and ensuring that all curb markings are installed in accordance with accepted engineering standards. Residents and business owners are not permitted to install curb markings in the right-of-way in any area of the City. Illegal curb markings are declared to be a public nuisance and are removed by the City at the property owner's expense. Additionally, it is unlawful to remove or modify any City-approved and installed curb marking. Doing so may lead to liability for those responsible and such modification will be corrected at the property owner's expense.

Red Curb

Red zones are no-parking zones where parking is not allowed at any time. Red means no stopping, standing, or parking at any time, except that a bus may stop in a red zone marked or signed as a bus zone.

No-parking zones can be installed in any area of the City where the presence of parked cars at the curb creates an unsafe situation for vehicular or pedestrian traffic or reduces operational efficiency at a particular location to unacceptable levels. Thus, when it is warranted by engineering review, red curbing can be installed on any intersection corner to maintain safe and efficient vehicular maneuverability, or on certain segments of streets where narrow street widths cause vehicular operations to degrade to unacceptable conditions. The red curb installations discussed above are considered critical red zones where parking restrictions are necessary to maintain safe roadway and traffic conditions. Other, non-critical red zones include the curb space in front of fire hydrants, United States Post Office mailboxes, and appropriately signed and marked public transit bus stops.

Critical Red Zones

Establishing critical intersection and roadway red zones will be based primarily on street classification and accident records. In an effort to balance street characteristics and on-street parking demand with modern sight distance requirements, minimum red curb criteria has been established for Coronado roadways according to street classification. Traffic accident data,

reviewed on an annual basis, will identify intersections that experience three or more collisions within a 12-month period and the City will install additional red curb in accordance with the guidelines included in the table below. The guidelines were created in an effort to utilize a tiered approach to the installation of red curb where only those locations that experience repeated accidents receive elongated red curb zones. For example, staff will recommend that an intersection meeting the Tier 1 Minimum Requirements and which experiences three or more accidents in a 12-month period receive Tier 2 level red curb improvements. If the same intersection then experiences three or more accidents in a subsequent year, Tier 3 red curb improvements would be recommended. Note that when considering the accident history at a location, only those accidents that could be corrected by installation of red zones will be considered.

Red Curb Installation Guidelines at Intersections				
	<i>Primary Arterial</i>	<i>Minor Arterial and below</i>	<i>Alley at Arterial</i>	<i>Alley at other than Arterial</i>
<i>Tier 1 – Minimum Requirements</i>	MUTCD Guidance (20'-24')	None Required	15' (exceeds MUTCD)	None Required
<i>Tier 2</i>	Muni Code 50' Sight Triangle	MUTCD Guidance (20'-24')	30'	15' (exceeds MUTCD)
<i>Tier 3</i>	Stopping Sight Distance	Muni Code 50' Sight Triangle	Muni Code 50' Sight Triangle	30'
<i>Tier 4</i>	Corner Sight Distance	Stopping Sight Distance	Stopping Sight Distance	Muni Code 50' Sight Triangle

In any instance where three or more accidents have occurred at a particular intersection, the adjacent private property will be reviewed to ensure compliance with Coronado Municipal Code Section 86.56.175 is met; this section of the Municipal Code states that obstructions on private property taller than three feet and within the sight triangle established by the intersection sight distance procedures should be removed or lowered. Such objects include walls, fences, landscaping, trees, and buildings. Similarly, any tree located within the sight triangle must be maintained such that its canopy provides seven feet of vertical sight clearance. Thus, within the sight triangle, objects must be lower than three feet and/or higher than seven feet.

Driveway Red Tipping and Pedestrian Ramp Red Curb Zones

The California Vehicle Code prohibits vehicles from parking across driveways. However, red curb zones adjacent to driveways, commonly referred to as “red tipping,” can be requested by adjacent property owners and are typically installed on either side of a driveway to promote better maneuverability into and out of the driveway and to improve visibility from the driveway. When requested by two adjacent property owners, driveway red tipping can be installed to eliminate non-standard parking spaces (less than 18') between driveways, which can lead to driveways being blocked. Driveway red tipping will also be considered for locations where the existing driveway is less than 12' wide when requested by the homeowner. A typical driveway red-tipping installation would include three feet of red curbing on either side of the driveway. However, the length of red curb installed at each location may be adjusted on a case-by-case basis depending on other factors, such as adjacent parking and operations at adjacent driveways. Parking restrictions for driveway red tipping is enforceable just as any other no-parking zone in the City (i.e., any vehicle, including that of the property owner, can be cited for parking in a driveway red tipping zone).

The California Vehicle Code prohibits vehicles from parking across pedestrian ramps. Coronado has historically not had a significant problem with vehicles parking across pedestrian ramps. Considering the Vehicle Code already prohibits this action, the City typically discourages the installation of red curb across pedestrian ramps but will consider requests for such red curb zones on a case-by-case basis, provided a letter of support or petition, signed by property owners of all corner properties at a particular intersection, is provided to the City.

Red Curb Zones Adjacent to Utilities

Requests for red curb zones adjacent to public utility facilities in the public right-of-way will be considered if the request is made by the owner of the utility facility. Such requests should limit the amount of red curb to as short a zone as possible.

In support of California Vehicle Code Section 22514, the City shall paint 30' of red curb adjacent to all fire hydrants, unless otherwise directed by the Fire Chief.