MEMO

Department of Engineering & Capital Projects

DATE: July 8, 2026

TO: Luis Schaar, Director & City Engineer

VIA: Eddie Flores, Assistant Director/City Traffic Engineer

FROM: Paul Oberbauer, Principal Traffic Engineer PAO

SUBJECT: Guidelines for the Installation of Red Curb Markings

Background

California Vehicle Code (CVC) Section 22500 and Chula Vista Municipal Code (CVMC) Chapter 10.52 set regulations for the stopping, standing, or parking of vehicles in the City of Chula Vista ("City").

This memo further clarifies where the City staff may consider inclusion of red curbs to remind drivers of the applicability of those regulations, though the regulations are enforceable where applicable regardless of the presence of signage or markings indicating their applicability.

Engineers should exercise engineering judgment in consideration of traffic operations, site constraints, and resource limitations when determining where to install red curb. These guidelines are not intended to be all inclusive, nor are they intended to contradict the applicable regulations. In the case of any discrepancies between these guidelines and the listed regulations, the regulations shall govern.

Red Curb Installation Guidelines

The following are common circumstances where red curb is often requested or considered. Coordination with traffic enforcement should be considered prior to the recommendation and/or installation of red curb or NO PARKING/NO STOPPING signs.

- *Sight Visibility*

Red curb should be considered, as needed, to support corner or stopping sight visibility, as applicable, where deemed appropriate in accordance with City corner and stopping sight visibility standards based on field observations and collision history.

- *Crosswalks*

Per CVMC 10.52.070, parking is not allowed within 20 feet of a crosswalk (marked or unmarked). This requirement is similar to the recently adopted California "Daylighting Law" (Assembly Bill 413). Enforcement of these laws does not require red curb markings or NO PARKING signage. As such, installation of red curb at/near marked or unmarked crosswalks at intersections should be considered on a case-by-case basis depending on collision history, sight visibility or other factors.

In addition, mid-block crosswalks may require the installation of red curb to support improved visibility of a pedestrian waiting to cross, especially if curb extensions are not present.

- *Curb Returns*

CVMC 10.52.070 prohibits parking near curb returns (30 feet for signalized intersections, stop signs, or beacons, 20 feet for intersections). Red curb may be installed, as needed, in service of sight visibility needs. If an existing "NO PARKING TO CORNER" sign or similar is present, consider replacing the sign with red curb if requested by or with concurrence with the Police Department. Red curb on curb radii is generally not installed unless there have been consistent observations of vehicles parking along the curb radius.

- *Fire Hydrants*

Parking is prohibited within 15 feet of a hydrant, but red curb is not installed unless other applicable circumstances are present and/or if specifically requested by the Fire Department.

- *Bulbouts/Curb Extensions*

Red curb is generally not needed on any portion of a curb extension unless there are consistent observations of vehicles parking along the transition curb or the portion of tangent curb in the narrowed roadway.

- *T-Intersections*

Notwithstanding the other guidelines, painting the curb opposite the terminating cross street (at the "top of the T") red should be considered on a case-by-case basis depending on the presence of driveways, collision history, local parking demand, and sight visibility. Note that parking at the "top of the T" is not allowed per CVC 22500 and CVMC 10.52.070.

- *Short Curb Lengths*

Red curb may be considered if a segment of curb is short between curb cuts (e.g., driveways) or points of curb return to the extent that a parked vehicle would encroach in the driveway or the crosswalk (generally less than 20 feet).

- *Driveway Curb Cuts*

If a curb cut driveway owner requests red curb due to vehicles encroaching on their driveway, 5 feet (maximum) of red curb on each side of the driveway may be installed if recommended following an engineering study. Red curb should not be considered to reserve space for garbage bins unless specifically requested by the Sustainability Division.

- *Extensive Curb Lengths*

Curbs along arterial, major, or collector roadways with prohibited parking along their length where communication of the prohibition is deemed appropriate should use signage instead of red curb painting to the extent practicable.

- *Maintenance Access*

Red curb should not be used for reserving curb space for access by City or other public or private entities to access or maintain their curbside infrastructure. Coordinate with the requesting City department for curb management alternatives.

Per CVMC 10.52.070, the City Engineer is authorized to establish no parking or stopping zones (e.g., red curb, NO PARKING signs) up to 200 feet in length for the purpose of minimizing traffic hazards and traffic congestion. No parking/stopping zones in excess of 200 feet in length require concurrence from the Traffic Safety Commission except under emergency conditions when necessary to immediately preserve the public health, safety and welfare.