

CURB MARKING GUIDANCE

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Curb marking provides valuable quick visual information to roadway users. It is used to indicate parking regulations or to delineate the curb. This technical sheet will provide guidance on the proper installation of curb markings.

REGULATIONS AND GUIDELINES

Municipalities are granted the authority to paint curbs under Title 75 of Pennsylvania's Consolidated Statutes – the Vehicle Code (www.dmv.state.pa.us/vehicle_code/index.shtml). That authority is granted along with a requirement to follow national and PennDOT regulations (Title 75, Section 6121). The national regulations that outline standards, guidance, and options for pavement and curb markings (as well as other traffic-control devices) are contained in Part 3 of the 2009 Edition of the Manual on Uniform Traffic Control Devices (MUTCD).

CURB MARKING APPLICATIONS

Generally, municipalities have two applications for curb marking. One is to help regulate parking, and the other is to delineate or improve the visibility of the curb to motorists.

1) Parking Regulations

Typically, a municipality will regulate parking through the installation of signs. A municipality can then choose to supplement these signs with curb markings. Curb markings are not required by either state or national standards, but they can provide motorists with an additional visual reference for parking restrictions.

When a municipality decides to mark curbs to indicate parking restrictions, the 2009 MUTCD and Section 3353 of the Vehicle Code (Title 75) provide guidance on when, where, and what color to mark the curbs.

WHEN to Mark Curbs:

Statutory parking restrictions are established in Section 3353 of the Title 75. They do not require signs and, in fact, do not require curb markings. However, municipalities will often provide curb markings as a courtesy to remind motorists of the statutory restriction.

Non-statutory parking restrictions are established locally based on an engineering and traffic study and ordinance. These may be necessary to reduce potential crashes, improve sign distance,

or improve safety for pedestrians or vehicles. These restrictions require signs. However, **curb markings remain optional**. If curb markings are used to convey parking regulations in areas where curbs are frequently obscured by snow and ice accumulation, signs must be used with the curb markings for non-statutory parking restrictions.



The curb is painted yellow to denote a distance of 30 feet, the statutory distance to restrict parking on the approach to a stop sign.

WHERE to Mark Curbs:

If curbs are marked, they should coincide with the parking restriction distances regulated

either by signs or statute. Section 3353 lists several statutory (controlled or determined by a law or rule) distances for which parking is restricted at intersections and from certain objects along the roadway. These include the following:

- 20 feet from a crosswalk (marked or unmarked) at an intersection
- 30 feet upon the approach to any flashing signal, stop sign, yield sign, or traffic-control signal located at the site of a roadway
- 15 feet from a fire hydrant
- 20 feet from a fire station driveway entrance
- 75 feet from a fire station driveway entrance on the opposite side of the street of the driveway entrance
- 50 feet from the nearest rail of a railroad crossing

WHAT Color to Mark Curbs

Under the 2009 MUTCD, local highway agencies may prescribe special colors for curb markings to supplement standard signs for parking regulation. Some examples are as follows:

- **White** (or no color): Parking allowed.
- **Blue**: Accessible parking spaces.
- **Yellow**: No parking. A vehicle can stop only long enough to load or unload passengers.
- **Red**: No parking and fire lanes.

2) Curb Delineation

When a municipality decides to mark curbs for delineation or visibility purposes, the colors must comply with the general principles of markings in Section 3A.05 of the MUTCD. The following are a few common locations where curbs should be marked for delineation or visibility purposes and their corresponding compliant colors:

- **Retroreflective Solid White Markings** – These should be placed on the curb of an island when traffic is permitted to pass on either side of the island (i.e., on a channelized right-turn island). These markings are generally installed on the portion of the curb that is perpendicular to traffic flow. It is not necessary to mark the curbs where they become parallel to the direction of traffic flow unless an engineering study indicates the need for this type of delineation.
- **Retroreflective Solid Yellow Markings** – These should be placed on the approach ends of raised medians and curbs of islands that are located in the line of traffic flow where the curb serves to channel traffic to the right of the obstruction. It is not necessary to mark the curbs at openings in a continuous median island unless an engineering study indicates the need for this type of delineation.
- **Retroreflective Raised Pavement Markers** – Markers of the appropriate color may be used to supplement the curb markings in front of and/or on top of the curbs.

Figure 3B-21. Examples of Parking Space Markings

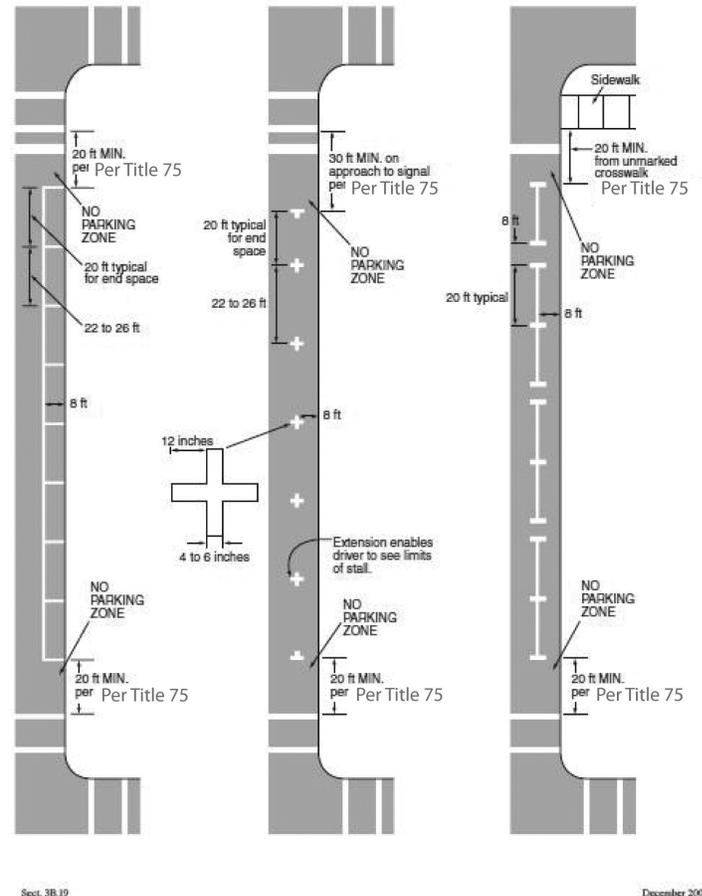


Figure 3B-21 from the 2009 MUTCD shows a few parking restriction distances. This graphic was modified to reference the Vehicle Code (Title 75).

CURB MARKING RESPONSIBILITY

The decision to paint curb markings on local and state roads is the responsibility of each municipality, following the guidance in the 2009 MUTCD. In accordance with PennDOT Publication 212, Section 212.5, local authorities may install, revise, or remove curb markings on state-designated highways, and PennDOT approval is not required.

Transportation Resources

- The MUTCD can be accessed at <http://mutcd.fhwa.dot.gov>.
- PennDOT publications can be found at <ftp://ftp.dot.state.pa.us/public/PubsForms/Publications/PUB%2012.pdf>.