



Centerline / Edge Line / Lane Line Striping



DESCRIPTION:

While most local neighborhood streets exist without any traffic striping, centerline, edge line, and lane line striping can be used to create designated travel lanes, bicycle lanes, parking lanes, and/or medians. As a neighborhood traffic calming measure, striping is positioned to reduce travel lane widths, making drivers feel more restricted and thereby inducing them to lower their speeds.

APPLICATION:

On neighborhood local or collector streets where a problem of speeding traffic has been documented, traffic stripes may be painted where there was previously none, or existing stripes may be removed and new stripes painted in the new desired configuration. This installation is most suited to long, straight, and wide streets where drivers feel unconstrained and speeds are high. On curvilinear streets, striping can reinforce lane designations, causing drivers to slow in order to maintain their travel within their lane.

Centerlines, edge lines, and lane line markings should be installed according to the guidance provided in Chapter 3: Markings of the MUTCD.

The City standard lane width is 12 feet wide. Travel lanes may be reduced to 11 feet to provide more of the street for bicycles and/or parking. Reduction of the travel lanes to the minimum 10 foot width may be considered in special cases.

Caution should be used in applying centerline striping alone, as it may give drivers a sense of ownership of their half of the road and thereby increase speeding. A better treatment may be to provide edge lines with no centerline, indicating to drivers that they must share the two-way space with all traffic.

Advantages

- Striping is relatively easy and low-cost to install and modify.
- Traffic striping does not slow emergency vehicles.

Disadvantages

- Regular maintenance is required. Stripes must be repainted approximately every 4 years.
- Removal of pre-existing traffic stripes or of recent striping in order to change the configuration may leave unsightly scars on the pavement surface.
- Effectiveness may be low.

Effectiveness Scorecard

	Speed	
	Volume	
	Cut-through	
	Crashes	
	Emergency Vehicle	
	Pedestrian	
	Bicycle	
	Noise	
	Cost	\$

Very Good
 Good
 Fair
 Poor
 Not Applicable



Quick Glance

SPEED
LIMIT
25