



DEPARTMENT OF TRANSPORTATION

TO: OakDOT/OPW Staff
FROM: Wladimir Wlassowsky, Interim City Engineer
SUBJECT: Supplemental Guidance – Application of Centerline Markings
DATE: March 28, 2024

This memorandum provides guidance on the application of striped centerlines on Oakland streets. It supplements the standards and guidance included in the California MUTCD (Section 3B.01, “Yellow Center Line Pavement Markings and Warrants”), which are excerpted below for reference. The intent of this memorandum is to highlight applicable guidance in the CA MUTCD, document Oakland application of this guidance, and promote consistency in the application of centerline markings on Oakland roadways.

CA MUTCD Standard: Center line markings shall be placed on all paved urban arterials and collectors that have a traveled way of 20 feet or more in width and an ADT of 6,000 vehicles per day or greater. Center line markings shall also be placed on all paved two-way streets or highways that have three or more lanes for moving motor vehicle traffic.

CA MUTCD Guidance: Center line markings should be placed on paved urban arterials and collectors that have a traveled way of 20 feet or more in width and an ADT of 4,000 vehicles per day or greater. Center line markings should also be placed on all rural arterials and collectors that have a traveled way of 18 feet or more in width and an ADT of 3,000 vehicles per day or greater. Center line markings should also be placed on other traveled ways where an engineering study indicates such a need.

Engineering judgment should be used in determining whether to place center line markings on traveled ways that are less than 16 feet wide because of the potential for traffic encroaching on the pavement edges, traffic being affected by parked vehicles, and traffic encroaching into the opposing traffic lane.

Oakland Guidance:

- In this memorandum, the ‘traveled way’ is defined as the portion of the roadway for the movement of vehicles, exclusive of marked shoulders, bike lanes, and on-street parking lanes (assumed to be 8’ wide if unmarked).
- Where width allows, continuous centerlines should be installed on arterial streets.
- Where width allows, continuous centerlines should be installed on collector streets, except on streets being considered for reclassification as local streets.

- Continuous centerlines should not be installed on local streets, except for local streets with three or more striped vehicular travel lanes as required by the CA MUTCD.
- A 50-foot long section of solid double yellow centerline should be installed on all signal- and stop-controlled approaches to intersections where the traveled way width is 16 feet or greater (e.g., 32 feet curb-to-curb with on-street parking on both sides). These approach centerline markings should be omitted on uncontrolled approaches and approaches with narrower traveled way width, unless supported by engineering judgement.

CA MUTCD Options: Center line markings may be placed on other paved two-way traveled ways that are 16 feet or more in width.

If a traffic count is not available, the ADTs described in this Section may be estimates that are based on engineering judgment.