

# PBOT

PORTLAND BUREAU OF TRANSPORTATION

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Dan Saltzman Commissioner Leah Treat Director

TO: PBOT Development Review Staff

FROM: Lewis Wardrip, City Traffic Engineer *LW*  
Kurt Krueger, Development Review Division Manager *KDK*

DATE: May 1, 2017

SUBJECT: DRP 5.02 - Curb Extensions

## Purpose Statement:

To clarify under what conditions curb extensions will be required in relation to corner reconstruction.

## Background:

Curb extensions decrease the overall width of the roadway and can serve as a visual cue to drivers that they are entering an area of increased pedestrian activity. Curb extensions also increase the overall visibility of pedestrians by aligning them with the edge of the parking lane and reducing the crossing distance for pedestrians, improving the safety of an intersection.

Curb extensions are identified in the City's *Transportation System Plan (TSP)*<sup>1</sup> as an effective safety and traffic calming measure and are recognized in the City's *Pedestrian Design Guide*<sup>2</sup> as a preferred element when reconstructing a corner in a Pedestrian District.

## DR Policy:

The City Traffic Engineer has determined that curb extensions are required under the conditions described below. However, consideration of curb extension *feasibility and design* will occur during the Public Works process.

- *Dual curb extensions* will be required at **unsignalized** intersections within the Northwest and the Central City Plan Districts when those sites are also located within a Pedestrian District<sup>3</sup> or along a City Walkway.
- *Single curb extensions* will be required at any **unsignalized** intersection (outside the Northwest/Central City Plan Districts) when those sites are also located within Pedestrian District or along a City Walkway AND abut any street with a



**traffic** classification greater than a Local Service Street.<sup>1</sup> The curb extension is required to extend into this street.

- Curb extensions may not be required in designated Freight Districts, on streets without on-street parking, on streets with planned separated bike facilities, or where there are existing utility conflicts. However, final determination of feasibility will be made by PBOT during the Public Works process.

<sup>1</sup> *City of Portland, Transportation System Plan, adopted by City Council on April 5, 2007 by Ordinance #180871, as amended.*

<sup>2</sup> *City of Portland, Pedestrian Design Guide, June 1998.*

<sup>3</sup> *A Pedestrian District includes both sides of the streets along its boundaries – Portland Pedestrian Master Plan, June 1998.*