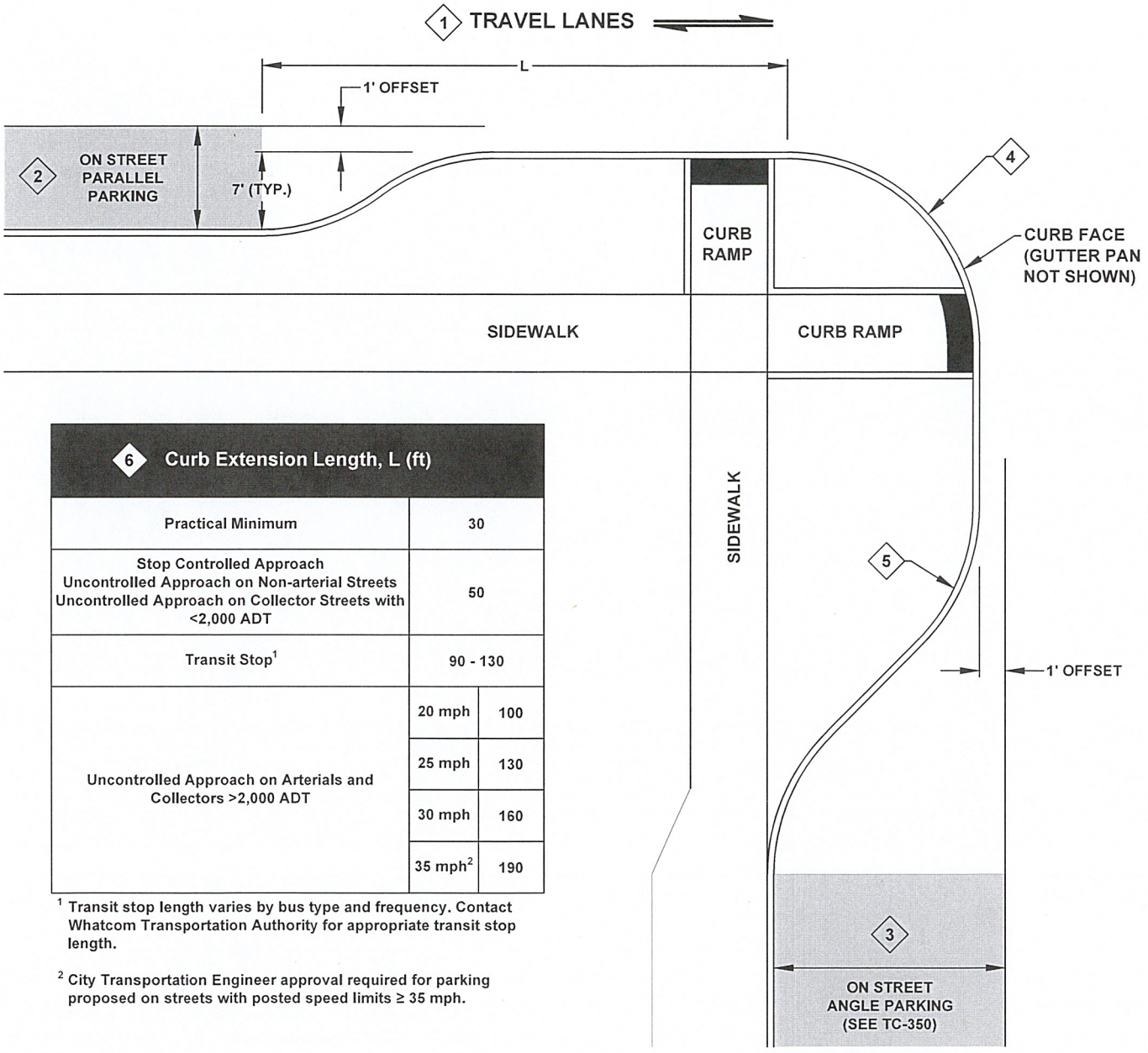
NOTES:

1. Curb extensions shall not extend into existing or proposed bicycle lanes or other travel lanes. Existing or proposed Separated Bicycle Lanes shall be accommodated within curb extensions via bicycle bend-out.
2. Curb extensions shall have a typical width of 7 feet where on street parallel parking is provided, but may be reduced on non-arterial streets less than 28 feet wide to a practical minimum of 3 feet, with approval from the City Transportation Engineer.
3. Where parking lanes are greater than 8 feet wide, curb extension width should be 1 foot less than the width of the parking lane.
4. See DGIS Chapter 4 for corner radii.
5. See ST-150 for parking curb radii and catch basin placement.
6. Curb extension length may be reduced to terminate at the nearest adjacent property line. Reduced length curb extensions shall be supplemented with advanced pavement markings to provide minimum intersection sight distance and ensure compliance with RCW 46.61.570.



6 Curb Extension Length, L (ft)		
Practical Minimum	30	
Stop Controlled Approach Uncontrolled Approach on Non-arterial Streets Uncontrolled Approach on Collector Streets with <2,000 ADT	50	
Transit Stop[1]	90 - 130	
Uncontrolled Approach on Arterials and Collectors >2,000 ADT	20 mph	100
	25 mph	130
	30 mph	160
	35 mph[2]	190

[1] Transit stop length varies by bus type and frequency. Contact Whatcom Transportation Authority for appropriate transit stop length.

[2] City Transportation Engineer approval required for parking proposed on streets with posted speed limits ≥ 35 mph.

APPROVED	CITY OF BELLINGHAM	DRAWING
City Transportation Engineer — Date: 11/03/2026	CURB EXTENSION DETAIL	TC-360