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Guidelines for Trail Closures

The purpose of this document is to expand upon the requirements of the City of Pittsburgh Right-of-Way Manual and provide guidance for traffic control when a trail is to be temporarily obstructed. Per the City of Pittsburgh Right-of-Way Manual:

Public easements for trails may be restricted from time-to-time for the purpose of construction, maintenance, or trail repair. Trail closures will only be allowed on a case-by-case basis when no other options exist. Closures require a reroute or detour plan approved by DOMI as well as a Construction Staging (Barricade) permit (see Section 1.2.2). Additional legal agreements and/or easements may be required if the trail is routed or detoured through private property. All trail closures require a press release. At the direction of DOMI, applicants may be asked to host a communications meeting with trail stakeholders to advertise the trail closure and detour plan.

Work Zones Impacting Trails

DOMI prefers the trail to remain open whenever possible. If needed to accommodate construction, the width of the trail can be reduced to a minimum of 5 ft for a distance not to exceed 30 feet. If work is occurring overhead, protective measures should be put in place to protect trail users while maintaining a minimum of 10 ft height clearance (8 feet height clearance may be allowed with staff approval).

Trail Detour

For instances where it is not possible to maintain trail access, a detour plan must be submitted to DOMI as part of a construction staging (barricade) permit. An applicant may also submit a "Meeting Request" on OneStop to review and discuss the trail closure and associated detour prior to submitting a permit.

All trail detours must be as short and direct as possible. The applicant should also explore options to minimize the duration of the closure:

- Intermittent opening possibilities: Open trails on weekends and off work hours where possible. Have signage and public outreach that reflects this.
- Modify timeline and/or methods of construction to ensure the closure time is as brief as possible.

Each site will be reviewed on a case-by-case basis, but in general, for work zones impacting trails, the following accommodations shall be prioritized as follows:

1. Provide a temporary shared use path for a minimum clear width of 8 ft. for one-way bicycle travel, or 10 ft. for two-way bicycle travel.
2. Provide separate temporary bike and pedestrian facilities.
 - a. Temporary sidewalks must be a minimum of 5 feet. Crossings must be made at existing crosswalks, or temporary crosswalks must be added.
 - b. Temporary bike lanes must be a minimum of 5 ft. clear width for a one-way bicycle lane and 8 ft. clear width for a two-way bicycle lane with channelizing devices to delineate a pathway separate from both traffic and work zones.

Any street elements that can be adjusted to accommodate temporary bike and pedestrian facilities shall be considered, such as temporary removal of on-street parking or the narrowing or closure of vehicular travel lanes. Engineering judgment shall also be used when considering positive protection, including duration of the project, volume of traffic, the posted speed limit, and site conditions.

Trail diversions onto private properties shall also be considered with a temporary access easement to allow public access.

3. When no other alternative is feasible, provide a bicycle and pedestrian detour onto adjacent nearby facilities. Engineering judgment should be used when considering alternative detour routes, including the following factors: length of detour, grade, surface conditions, volume of traffic and posted speed limits.
 - a. The detour must have ADA compliant sidewalks for pedestrian traffic. Crossings must be made at existing crosswalks or temporary crosswalks must be added. If pedestrian routes are created in the street, pedestrian traffic control must be designed in accordance with the [City of Pittsburgh ROW Manual](#).
 - b. For people on bike, a shared roadway condition may be considered if the speed limit is 25 mph or less and if the merging cyclist and adjacent traffic are travelling in the same direction.

Wherever possible, bicyclists should not be directed onto a sidewalk intended for pedestrian use and the implementation of dismount zones are strongly discouraged as a method of temporary traffic control.

Any temporary bike lanes or shared use paths shall be clear and free of any debris, obstructions, and have a minimum 10 ft. vertical height clearance (8ft may be permitted in certain conditions).

Detour Signage

Detours should be clearly marked with standard MUTCD detour signage.

Additionally, the applicant should provide trail specific detour signage, at minimum to include a weatherproof sign no smaller than 24"x18" with a map that clearly shows the detoured route. This sign should be posted at each end of the trail closure and along the barriers as appropriate.

Applicant should review signage at regular intervals, at least once per week, for the duration of the detour to ensure signage continues to be in compliance with the approved detour plan.

Communication

As noted in the City of Pittsburgh ROW Manual, all trail closures require a press release. The permit holder is responsible for issuing the press release, but should coordinate the language with DOMI and Friends of the Riverfront

The press release should include a digital version of the approved detour map.

The permit holder shall alert DOMI and Friends of the Riverfront once the approved trail closure has been implemented. The permit holder shall also stay in close communication regarding any schedule changes.

Appendix A: Trail Standards for Color Park Events

Appendix A outlines mandatory configurations for the Three Rivers Heritage Trail and the 4th Street Cycle Track during special events held at Color Park. The applicant is responsible for all detour planning and implementation costs.

Mandatory Requirement: The dedicated 4th Street Cycle Track must remain open and unimpeded at all times to maintain connectivity.

Required Signage:

- Highly visible "ROAD CLOSED - CYCLE TRACK AND TRAIL OPEN" signs must be placed at the point of the street closure.
- "CAUTION: EVENT AHEAD" signs must be placed 50 feet from the event perimeter on both North and South approaches to the trail.
- All signs must be weather-proof and no smaller than 24"x18".

Option 1: Trail Remains Open:

- A minimum 10-foot-wide clear zone must be maintained on the paved trail at all times.
- **Separation Barriers:** Barriers may be required dependent on the event footprint and type of event
- **Barrier Type:** Water filled jersey barriers or heavy delineators.

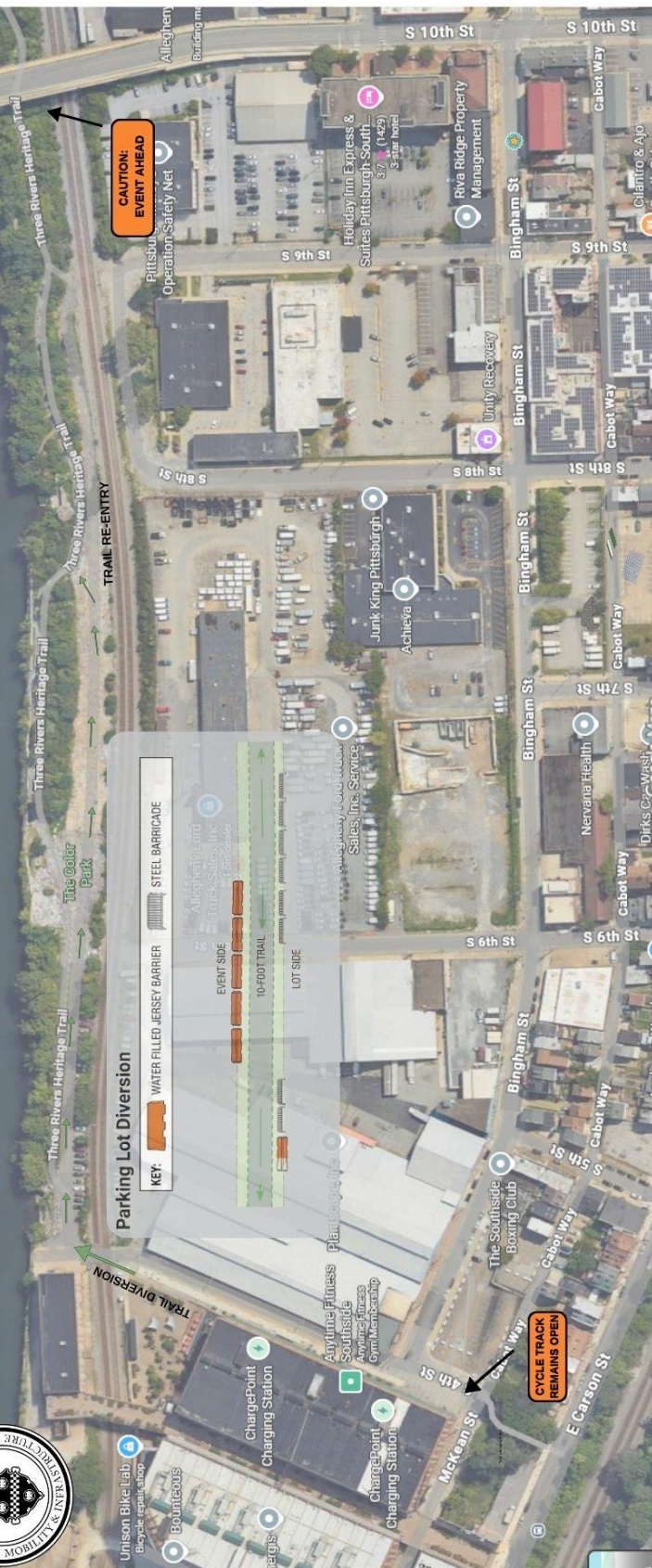
Option 2: Trail Diversion Through Parking Lot

- **Dimensions:** One 10- foot trail travel lane, plus a 2- foot safety buffer on each side
- **Barrier types:**
 - **Active Vehicle Lot:** If vehicle activity will be present in the lot, water filled Jersey barriers are mandatory.
 - **Closed Lot (Full Pedestrian Plaza):** If the entire parking lot is legally closed and cleared of all moving vehicles, interlocking steel barricades or delineators are acceptable.

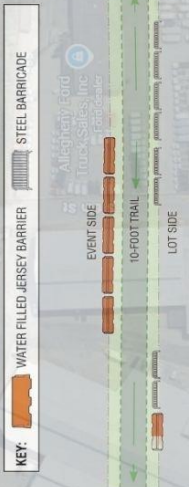


City of Pittsburgh - Department of Mobility and Infrastructure

COLOR PARK EVENT TRAIL STANDARDS



Parking Lot Diversion



CAUTION: EVENT AHEAD

CYCLE TRACK REMAINS OPEN

TRAIL DIVERSION

TRAIL RE-ENTRY