

WILLIAM PEDUTO  
MAYOR



KARINA RICKS  
DIRECTOR

CITY OF PITTSBURGH

# NEIGHBORHOOD SLOW STREETS GUIDELINES

DEPARTMENT OF MOBILITY & INFRASTRUCTURE

## INTRODUCTION

The Pittsburgh Neighborhood Slow Street pilot will enable residents to request the designation of certain low volume residential streets as safe places for outdoor activity close to home while allowing for the physical distancing necessary to minimize the spread of COVID-19. By discouraging all non-local traffic and encouraging very low speeds for all vehicles on Neighborhood Slow Streets, the City will create more places for our community to safely walk, run, bike, scoot, and roll.

Pittsburgh's Department of Mobility and Infrastructure (DOMI) is the permitting agency for Neighborhood Slow Streets. To apply for a street to become a neighborhood slow street, first submit an initial application demonstrating that the street closure is consistent with the guidelines established in this document. Specifically, the application must demonstrate that:

1. The street is eligible as a neighborhood slow street.
2. There is adequate support from neighboring residents and/or property owners.
3. It meets multiple priority criteria.
4. Signage and traffic materials can be appropriately monitored and maintained.

## WHO CAN APPLY?

Every neighborhood slow street should be sponsored (or co-sponsored) by a resident of that block. A resident, group of residents, neighborhood group, or other organization may apply for a block to be designated a Neighborhood Slow Street but must identify at least one resident who lives on each requested block.

### Priority Criteria

DOMI will give preference to applications that demonstrate support from multiple residents of the block and have the support of the local neighborhood or community-based organization. Further preference will be given to applications for contiguous blocks that form a connected network of Neighborhood Slow Streets.

# ELIGIBLE STREETS

Only low volume, local residential streets (typically tertiary streets) are eligible for consideration as Neighborhood Slow Streets. Streets with higher vehicle volumes, fixed route transit service, or designated emergency routes cannot be designated neighborhood slow streets.

## Priority Criteria

Priority will be given to low volume neighborhood streets that also meet one or more of the following:

- Identified as potential routes in the draft [Pittsburgh Bike\(+\) Plan](#).
- In higher density areas.
- Blocks leading to parks, other open spaces, groceries or high frequency transit.
- In areas that lack significant park or open space areas.
- Blocks that lack sidewalks or safe, accessible pedestrian networks.
- In census tracts with lower auto ownership rates.

# APPROVED STREETS

## Signage

If approved as a Neighborhood Slow Street, DOMI will provide the applicant with appropriate signage to indicate local traffic only is permitted.

## Barriers

Barriers to indicate a Neighborhood Slow Street and discourage through traffic will be required. DOMI will provide barriers, cones and delineators when available, but permit holders are expected to provide any required additional materials.

It is the responsibility of the applicant to ensure barriers are in safe condition and in the designated location each day.

DOMI staff will visit the block to mark the appropriate location on the pavement to place the barriers and signs to assist the applicant in maintenance.

# PILOT CANCELLATION

The Neighborhood Slow Streets pilot is an initiative to support community health and well-being. If at any time DOMI deems the initiative or any block or street designated as a Neighborhood Slow Street as not producing the intended results, it may be cancelled, without notice, and the street returned to prior operations.

## PROCESS OUTLINE

The outline below describes the typical review process.

### 1. Initial application

Accepting rolling applications. Initial applications must be submitted through the [online application \(Google Form\)](#).

### 2. Review and selection

The review and approval process includes:

- **Technical review** - City staff will review the street for eligibility using available street classifications, draft or adopted plans, available data, and field visits if necessary.
- **Qualitative review** - Staff will review application submission for quality and robustness of outreach, level of demonstrated support, capacity to post and maintain signage and barriers, and the location's alignment with articulated preferences and priorities.
- **Permitting** - If approved, DOMI will issue the permit and applicants must enter into an agreement with the City of Pittsburgh outlining the terms and conditions of the permit, including maintenance requirements. There will be no fee for the permit.

### 3. Installation

After the technical and qualitative reviews are completed and a permit is issued for approved locations, DOMI will provide signage and mark appropriate location for placement of signage and barriers. DOMI or applicant will supply the appropriate materials for posting signage.