

Pittsburgh Erie Trail – <https://pgherie.com>

Unofficial Status of the trail between Pittsburgh and Erie

Mile by Mile Trail Status of the Erie to Pittsburgh Trail

The mileages below and throughout this website are preliminary. They are calculated from lines drawn on Google Earth. One can see the linework at Mapping Samples.

Erie to Pittsburgh Trail crossing at FreePort

 From Perry Monument (0 miles from zero) to Perry Monument (0 miles from zero) -- Proposed start of the Erie to Pittsburgh Trail

0 miles on Start of the Erie to Pittsburgh Trail at the Perry Monument using existing off-road trail

 From Perry Monument (0 miles from zero) to Presque Isle Entrance (MP5.70) -- Presque Isle State Park

3.9 miles on existing off-road path along backside of the parking lots - Source: personal observation 4/2019

 From Presque Isle Entrance (MP5.70) to Frontier Park (MP251.70) --

2.5 miles on existing on-road segment with mostly wide paved shoulders and some narrow paved shoulders. State Park looking to find a way to acquire some land to route the trail off road - Source: communication Roy Weil - Cindy Adam Dunn 20 May 2019

 From Frontier Park (MP251.70) to State St (MP249.46) -- Bayfront multi-use trail

2.2 miles on existing off-road

 From State St (MP249.46) to Holland St (MP249.23) -- Bayfront Trail by the Maritime Museum

0.3 miles on Short two block segment on wide street shared with entrance to the Maritime Museum

 From Holland St (MP249.23) to Bayfront Conector and 6th St (MP247.99) -- Bayfone Connector

1.2 miles on existing off-road

 From Bayfront Conector and 6th St (MP247.99) to East Avenue (MP247.77) -- Seaway Trail

0.2 miles on two blocks on a busy roadway

 From East Avenue (MP247.77) to Troupe Rd (MP242.49) -- Seaway Trail Eastern Section

5.3 miles on existing off-road

 From Troupe Rd (MP242.49) to Brocton School (MP209.77) -- Great Lakes Seaway Trail

32.7 miles on existing on road mostly along the Lake Erie escapement. Minimal traffic except in towns the higher speed traffic is using Route 20 or the Interstate.

 From Brocton School (MP209.77) to Sherman (MP185.49) -- Chautauqua Rails to Trails

24.3 miles on a mixture of on-road segments, and packed ballast segments.


6.5 miles on-road

16.6 miles on unimproved surface - Some single track

1.1 miles existing trail

 **From Sherman (MP185.49) to Clymer - Randell Rd east of Clymer (MP175.63) -- Gap Sherman to Corry Trail**

9.9 miles on trail gap not specified

 **From Clymer - Randell Rd east of Clymer (MP175.63) to Corry - northern end improved surface (MP174.46) -- Near Clymer to northern end existing Corry Trail**

1.1 miles on existing right of way. packed dirt with grass. is mountain bikeable, but heavy going.

 **From Corry - northern end improved surface (MP174.46) to Corry SR426 (MP169.09) -- Corry Junction Greenway Trail**

5.4 miles on existing off-road

In the section between Plank Rd and Plastic Rd there are some drainage issues, i.e. washed out trail, 3" deep sand patches. - Source: Personal observation 9/2018

 **From Corry SR426 (MP169.09) to Corry - Gates St (MP167.57) -- Across Corry**

1.5 miles on proposed mix of off road and on-road trail. some property is owned, including a trailhead at Gates St. On-road route to be signed

 **From Corry - Gates St (MP167.57) to SR89 (MP164.89) -- East Branch Trail extension - rail-with-trail**

2.7 miles on closed trail. packed unimproved ballast, trees down.

Feasibility study complete 2013


This 2.7 mile section is a proposed rail with trail segment. There are two railroads which run parallel within 100 feet of each other. They are in discussion of consolidating operations onto one track to reduce the cost of maintenance. If this happens, it would free up the other track to become a trail. - Source: SPC meeting 5 Jun 2019

 **From SR89 (MP164.89) to Black Bridge - northeast end (MP163.91) -- Railway split to Black Bridge**

1 miles on on closed trail. packed unimproved ballast, trees down.


Feasibility study complete 2013

After the two railroads separate, there is an abandoned rail line that heads south west and then curves to the southeast to connect up with the East Branch trail.

 **From Black Bridge - northeast end (MP163.91) to Black Bridge - southwest end (MP163.84) -- Black Bridge**

0.1 miles on Bridge in need of major rehabilitation Owned by Tri-County Snowblazers for trail partners ROW agreement w/ FCVC across adjacent property.

photos available at [Library of Congress](#)


 **From Black Bridge - southwest end (MP163.84) to East Branch Trail Northern Trailhead (MP159.14) -- East Branch Trail extension - Black Bridge to existing EBT**

4.7 miles on closed trail. packed unimproved ballast, trees down.

Feasibility study complete 2013

 **From East Branch Trail Northern Trailhead (MP159.14) to East Branch Trail Northern Trailhead (MP159.14) -- East Branch Trail extension - Black Bridge to existing EBT**

0 miles on Crossing of State Route 89.

 **From East Branch Trail Northern Trailhead (MP159.14) to East Branch Trail SR89 - South Trailhead (MP156.09) -- East Branch Trail through Spartonsburg**


3 miles on existing off road - Source: personal observation 4/2018

 **From East Branch Trail SR89 - South Trailhead (MP156.09) to Centerville (MP150.55) -- south of East Branch Trail to Centerville**

5.5 miles on Property owned by Clear Lake Authority; CLA have been clearing and grading on their own.

 **From Centerville (MP150.55) to Hydetown (MP143.44) -- Centerville to Hydetown**


7.2 miles on Property owned by Clear Lake Authority?

 **From Hydetown (MP143.44) to Martin St (MP139.87) -- Hydetown to Titusville (municipal ballfield?)**

3.5 miles on proposed mix of off-road and on road trail

May 2018

"However, in planning the Queen City Trail expansion, land ownership issues have halted, at least for the immediate future, the connection of Titusville to Hydetown, which is part of a considerable gap in the Erie-to-Pittsburgh Trail." - Source: http://www.titusvilleherald.com/news/article_ca6894d4-0d53-11e8-93be-730aeb31e70e.html

 **From Martin St (MP139.87) to Martin St (MP139.87) -- Titusville to existing Queen City Trail(municipal ballfield to 2nd St.)**

0 miles on A Titusville Trail Town Master Plan was developed in 2013.

December 2016

\$88.5K grant awarded for key component of city's trail plan Continued implementation of Titusville's Trail Town Master Plan took another step forward on Wednesday when it was announced that a grant had been awarded to fund the construction of a trail spur that will bring users of the local segment of the Erie-to-Pittsburgh Trail into the city's downtown.

The money will fund the construction of a trail spur, that will bring the trail from it's current trail head at South Martin Street to Fleming Park, including the installation of signage, cross walks, and the trail, itself.

 **From Martin St (MP139.87) to Brown St Bridge - North end (MP139.54) -- Martin Street to Bridge**

0.4 miles on existing off road rail behind the school

 **From Brown St Bridge - North end (MP139.54) to Bank St - east (MP139.30) -- Neighborhood Street**

0.2 miles on existing three blocks of on road neighborhood streets

 **From Bank St - east (MP139.30) to Oil Creek State Park (MP10.10) -- Titusville - Queen City Trail**

0 miles on exiting off-road paved trail

 **From Oil Creek State Park (MP10.10) to Petroleum Center (119.3 miles from zero) -- Oil Creek State Park**

0.5 miles on existing off-road paved trail

 **From Petroleum Center (119.3 miles from zero) to Route 8 and Waitz Rd (MP135.90) -- Oil Creek State Park Trail - southern 3 mile gap**

3.1 miles on hilly, winding State Park Rd

December 2016

Several months of negotiations between the state and Oil Creek and Titusville Lines about filling an


approximately 1-mile gap, between the Rynd Farm station and the park's ice dam in Oil Creek, recently hit an impasse. "We're going back to the drawing board," Oil Creek State Park Manager Dave Hallman told The Herald in a recent email. The Pennsylvania Department of Conservation and Natural Resources (DCNR) allotted \$1.7 million of capital funding for the design and construction of the trail segment. According to DCNR Press Secretary Terry Brady, negotiations had included "very challenging topographical" issues surrounding the preferred route. - Source:

http://www.titusvilleherald.com/news/article_9c533794-9bf2-11e6-a509-3397ab9846e5.html

 **From Route 8 and Waitz Rd (MP135.90) to McClintock #1 historic site (MP134.20) -- On Waitz Rd**

1.7 miles on existing on-road segment.


Recently paved by the township

 **From McClintock #1 historic site (MP134.20) to Oil Creek Memorial Landing (MP132.80) -- McClintock Trail**


1.4 miles on existing off road trail alongside the railroad track. Trail is only a few feet from the tracks, separated by a four foot high fence. - Source: Personal observation 3/2017

 **From Oil Creek Memorial Landing (MP132.80) to Oil City - Justis Park (MP131.60) -- Oil City Business district**


0.9 miles on existing, signed on road in Oil City. north and south route are on different streets.

 **From Oil City - Justis Park (MP131.60) to Route 62 Bridge - north end (MP131.30) -- Justis park to Rt 62 Bridge**


0.3 miles on existing off-road trail

 **From Route 62 Bridge - north end (MP131.30) to Oil City Boat Launch (MP130.50) -- Through Oil City Neighborhood**

0.9 miles on - south bound on busy on road section
- north bound on neighborhood streets

 **From Oil City Boat Launch (MP130.50) to Oil City Waste Water Plant (MP129.20) --**

0.2 miles on off road - Source: personal observation 3/2017

 **From Oil City Waste Water Plant (MP129.20) to Franklin (MP123.60) -- Samuel Justus Trail**


5.7 miles on existing off road trail

 **From Franklin (MP123.60) to Sunny Slopes - West End (MP111.00) -- Allegheny River Trail Franklin to Sunny slopes**

8.3 miles on existing off road trail

 **From Sunny Slopes - West End (MP111.00) to Sunny Slopes - East End (MP110.20) -- Allegheny River Trail - Sunny Slopes**


0.4 miles on existing dirt road. Locally known as Sunny Slopes, the trail must detour onto the dirt ,vacation home, access road for about ½ mile. It is rough and needs a better surface.

 **From Sunny Slopes - East End (MP110.20) to Emlenton - Parking Lot (MP96.00) -- Allegheny River Trail Sunny Slopes to Emlenton**


9.2 miles on existing off road paved trail


 **From Emlenton - Parking Lot (MP96.00) to Emlenton - east end (MP95.40) -- Through Emlenton**

0.8 miles on existing on road trail along back streets of Emlenton


 **From Emlenton - east end (MP95.40) to Foxboro - northern end (MP92.50) -- Emlenton to Parker**
3.3 miles on closed railroad ballast, due to landowner problems. please do not ride this section of trail.

 **From Foxboro - northern end (MP92.50) to Foxboro - southern end (MP91.90) -- Through Foxburg**
0.1 miles on existing on road trail

 **From Foxboro - southern end (MP91.90) to Parker (MP89.90) -- Foxburg to Parkr**
2.7 miles on existing off road trail

 **From Parker (MP89.90) to Upper Hillville (MP71.80) -- Allegheny River Trail - Parker to Upper Hillville**
7.2 miles on unknown corridor. Existing road not along railroad.


Title searches of properties underway

 **From Upper Hillville (MP71.80) to Sarah Furnace (MP66.80) -- Armstrong Trail - Upper Hillville to Sarah Furnace**
3.3 miles on In design and engineering; Grant application submission in 2018 for construction Catfish to Upper Hillville is open. Part of that goes through property that was Kapps but was railbanked by AVLTL.

 **From Sarah Furnace (MP66.80) to Brady Tunnel - North End (MP65.10) -- Armstrong Trail - Sarah Furnace to Brady Tunnel**


0.8 miles on existing packed ballast


AMD remediation underway. Trail surface will be placed when project ends Catfish to Upper Hillville is open. Part of that goes through property that was Kapps but was railbanked by AVLTL.

 **From Brady Tunnel - North End (MP65.10) to Brady Tunnel - South End (MP64.70) -- Armstrong Trail Brady Tunnel**

0.6 miles on Inside of tunnel


Feasibility study completed; Applied for DCNR grant for design/engineering & possibly construction 2018. 3 million grant approved, Match money available. Allegheny Valley Land Trust hold a ground breaking 20 May 2019.


 **From Brady Tunnel - South End (MP64.70) to Crooked Creek (MP39.10) -- Armstrong Trail**
21.1 miles on existing off-road trail

 **From Crooked Creek (MP39.10) to Kiskiminetas River Bridge (MP30.00) -- Rose Bud Mining operation**
10.1 miles on closed trail - Trail was railbanked, Rose Bud Mining opened up a coal mine in the area and reclaimed the trail right-of-way for a railroad to ship coal.

 **From Kiskiminetas River Bridge (MP30.00) to Under east end Freeport Bridge (MP29.25) -- Tredway Trail - Jefferson Township**

1.7 miles on existing off-road trail

 **From Under east end Freeport Bridge (MP29.25) to Goal St (MP0.20) -- Crossing on the freeport bridge**
0.7 miles on short existing on road section up a steep hill from river level to bridge level then across the bridge on separated sidewalk. - Source: personal observation 2/2019

 **From Goal St (MP0.20) to Karnes Rd (MP27.22) -- Goal St to Karens Road**
2.6 miles on proposed trail. no progress at this (5/2019) time.

 **From Karnes Rd (MP27.22) to Natrona- northeast (MP25.11) -- Karns Road to Sycamore Street**
2.1 miles on Harrison Township Downtown Development Authority has adopted a Complete Streets Policy -12/2017 Harrison continues to pedal forward with upgrades and safety improvements to its

section of the Three Rivers Heritage Trail. The township will showcase its progress — the conceptual designs for the biking and walking trail — during an open house Monday at the municipal building. A steering committee of residents, township commissioners and other Harrison officials has already met twice to discuss the project, but members want community feedback before moving forward, said Commissioner Robin Bergstrom, who is leading the project. The project will be done in three phases, which include: • Broadview Boulevard from Mile Lock Lane to Springhill Road; • Saxonburg Road to Harrison Hills Park along Freeport Road; • River Avenue through Natrona. Harrison is working with Mackin Engineering Co. on the conceptual designs, which were paid for through a \$50,000 Active Allegheny Grant through the Redevelopment Authority of Allegheny County. 6/2017 - Source: <https://triblive.com/local/valleynewsdispatch/12426774-74/publics-input-sought-for-recreational-trail-through-harrison> 6/2017, http://www.harrison-township.org/businesses/downtown_development_authority/docs/Harrison%20Twp%20DDA%20Complete%20Stre

 **From Natrona- northeast (MP25.11) to Brackenridge - east (MP23.70) -- Natronia**

1.4 miles on proposed off road trail

 **From Brackenridge - east (MP23.70) to Turentum - East End (MP23.17) -- Brackenridge**

0.5 miles on Brackenridge has an Active Allegheny Grant grant (\$20,000) for design and engineering a trail through town. should be completed mid 2019. From public meeting 2/2019 - The proposed half-mile section through Brackenridge's First Avenue would start near Cherry Street and finish at Mile Lock Lane at the ATI steel mill. The first section along First Avenue, from Cherry Street through Morgan Street, appears simple enough, with the 8- to 10-foot-wide trail for bicycles and pedestrians running through the adjacent Brackenridge Memorial Park. But the borough's pump station at the corner of First Avenue and Morgan Street presents difficulty. Another difficult section is between the pump station to Mile Lock Lane, where land between First Avenue and the steep riverbank is narrow. - Source:

<https://triblive.com/local/valley-news-dispatch/support-strong-for-trail-through-brackenridge/>

 **From Turentum - East End (MP23.17) to Tarentum Park - West (MP22.59) -- Turentum Park**

0.6 miles on existing off road

 **From Tarentum Park - West (MP22.59) to East Deer Recreation Facility (MP20.68) -- East Deer**

Township - Tarentum to park

1.8 miles on

 **From East Deer Recreation Facility (MP20.68) to Creighton - Fourth St (MP20.22) -- East Deer**

Township - park to Creighton

0.4 miles on


 **From Creighton - Fourth St (MP20.22) to Springdale - northeast (MP17.66) -- East Deer Township - W 4th St. to Municipal ball park**


2.6 miles on proposed trail. Short term plan is use sidewalks in the town. long term is to have an off road trail along the riverfront.


 **From Springdale - northeast (MP17.66) to Springdale west (MP16.06) -- Springdale Township**


1.6 miles on proposed trail. Springdale has an Active Allegheny Grant (\$20,000) for design of the trail, to be awarded 5/2019


 **From Springdale west (MP16.06) to Cheswick - west (MP15.30) -- Springdale west wide to Cheswick**
0.7 miles on


 **From Cheswick - west (MP15.30) to Hulton Bridge (MP12.80) -- Harmar Borough**
2.5 miles on proposed road trail with hopes of off road trail.


 **From Hulton Bridge (MP12.80) to Blawnox Section - Northeast End (MP10.42) -- Etna Riverfront Park**
2.4 miles on proposed trail. Progress is continuing on the Etna Riverfront Park. The crossing leading into the proposed park has been deemed public, eliminating the need for a flyover. Ground breaking for the park is tentative for June 2019. Etna Borough Manager Mary Ellen Ramage says there's no definitive timeline for completion of the park, but she hopes to have it open by summer 2019. - Source: <https://www.nextpittsburgh.com/city-design/etna-riverfront-park-expanded-three-rivers-heritage-trail-one-step-closer-to-completion/> <https://triblive.com/local/foxchapel/13979509-74/riverfront-47-inching-closer-to-start-of-park-and-trail>


 **From Blawnox Section - Northeast End (MP10.42) to Chapel Harbor - east (MP9.30) -- Blawnox Trail**
1.1 miles on existing road - Blawnox borough celebrates a ribbon-cutting June 2018 of the trail that travels solely on pavement, along Pine Street and Center Avenue. Sharrows and signs mark the route. No construction was necessary. Early plans to move the trail off main streets and closer to the Allegheny River were scrapped because of the active Norfolk Southern Railroad line, The trail stretches from the eastern Blawnox border to Chapel Harbor at the Water in O'Hara. - Source: <https://archive.triblive.com/local/foxchapel/13790139-74/three-rivers-heritage-trail-segment-opens-in-blawnox>

 **From Chapel Harbor - east (MP9.30) to PWSA - east (MP7.97) -- Chapel Harbor**
1.4 miles on existing road

 **From PWSA - east (MP7.97) to Aspinwall Park - east (MP7.18) -- Pittsburgh Water and Sewer Plant**
0.8 miles on proposed trail. Pittsburgh Water and Sewer (PWSA) has agreed to accommodate the trail through their area as it undergoes major renovations. - Source: <https://friendsoftheriverfront.org/trails/three-rivers-heritage-trail/for-trail-building/>

 **From Aspinwall Park - east (MP7.18) to Aspinwall Park - west (MP6.98) -- Aspinwall Park**
0.2 miles on existing off road

 **From Aspinwall Park - west (MP6.98) to Etna - east (MP4.35) -- Aspinwall/Sharpsburg (R47)**
2.6 miles on proposed trail. Aspinwall Riverfront Park is currently working with Developers of Riverfront 47 in regards to expansion of the park. This development expands through Aspinwall as well as Sharpsburg. This development plans to expand the trail through the development to connect with Etna. - Source: <https://triblive.com/local/foxchapel/13979509-74/riverfront-47-inching-closer-to-start-of-park-and-trail>

 **From Etna - east (MP4.35) to Etna - east (MP4.35) -- Etna Riverfront Park**
0 miles on proposed trail - Etna Borough has pursued a riverfront park and trail extension on the roughly one-acre sliver of former industrial land that borders the Allegheny River, not unlike that in nearby Millvale and Aspinwall. One of the hold ups was crossing the railroad tracks, which had been marked as a private crossing. It was determined in 8/2018 that the crossing was in fact public and it is back to the drawing board for Etna, but without a \$3 million flyover. Etna Borough Manager Mary Ellen Ramage says

that there's no definitive timeline for completion of the park, but she hopes to have it open by summer 2019. - Source: <https://www.nextpittsburgh.com/city-design/etna-riverfront-park-expanded-three-rivers-heritage-trail-one-step-closer-to-completion/>

 **From Etna - east (MP4.35) to Millvale Trail - northeast end (MP3.49) -- Etna to Millvale**

0.9 miles on proposed trail. In July 2018, Shaler, which sits between Etna and the trail's current terminus in Millvale, received a \$200,000 grant from Southwestern PA Commission's Livability through Smart Transportation Program to design a trail connection from the Millvale Riverfront Park through their township and to the proposed Etna Riverfront Park. - Source: <https://www.nextpittsburgh.com/city-design/etna-riverfront-park-expanded-three-rivers-heritage-trail-one-step-closer-to-completion/>

 **From Millvale Trail - northeast end (MP3.49) to The Point in Point Park (MP-2.70) -- past Millvale park to Pittsburgh Point State Park**

2.7 miles on existing off road trail - Source: Personal Observation 5/2019

Feel free to share and use as you wish. I can use your help in improving the data. Either make edits or send me e-mails. If additional reports would be helpful please ask.