

THREE RIVERS HERITAGE TRAIL NOTES

ALLEGHENY RIVER - NORTH BANK

Three Rivers Water Trail Launch to Herrs Island Bridge

There's an abandoned railroad bridge that goes to Herrs Island. Could this be rehabbed to provide another access to Herrs Island?

Trail surface is asphalt in good condition. There are potholes all over in the gravel area adjacent that has boat trailers parked for the rowing club.



Large patches of Japanese knotweed and Amur honeysuckle. Tree species includes silver maple, sumac, sycamore, and tree of heaven. Some of the trees are covered in porcelain berry.

There is a spur Trail/road that goes down to a boat launch. The slope between the trail and the river at the boat launch is covered in Japanese knotweed and porcelain berry and is an area where many more trees could be planted. On the uphill side of the trail between the trail and the

railroad tracks there could also be a lot more trees planted and invasive species like porcelain berry, crown vetch, and Japanese knotweed removed.

The trail above the boat launch is a concrete causeway with stout aluminum railings. These are in great condition.



The area below the causeway towards the river as well as towards the railroad tracks is sparsely treed, contains a lot of Japanese knotweed, and could use more trees.

Scattered oriental bittersweet on trees.

The causeway presents a lovely view over to Herrs Island. Tree to be planted could be selected that are a mix of lower sub-canopy trees and taller trees like sycamore to create openings that allow for pleasant views while increasing tree canopy.

The causeway ends just before the 31st St. bridge. The trail surface is asphalt in excellent condition.

There's an interpretive sign in an odd position. It should be moved to the other side of the trail closer to the causeway, which will provide a better view of the bridge of which it speaks.



Directly across from the sign there's an ALCOSAN outfall, surrounded by Japanese knotweed and porcelain berry. It seems like many of these outfalls could be converted into more inviting platforms for viewing.

Continuing down river from the 31st St. bridge the uphill side of the trail is almost completely lacking in trees and some could be planted between the trail and the ramp to the 31st St. bridge. Additional trees can also be planted on the river side of the trail in this location. Starting about here there is a fairly continuous stretch of Amur honeysuckle on the river side of the trail. There's also a fair amount of poison ivy. There are some trees but also a lot of room for additional trees wants the understory cleared out of invasive shrubs.

After the 31st St. bridge ramp there's a narrow strip of grass on the road side of the trail that could host probably 20 trees. The river side of the trails is also quite sparsely canopied and the dense Amur honeysuckle continues. The Amur honeysuckle is so dense you can't see the river. In places the Amur honeysuckle also occurs on the road side of the trail. There, it creates a pleasant buffer between the trail on the road; however, the invasive shrubs could be replaced with natives and more trees.



In the photo above, the river is on the left and River Road is on the right.

Lots of oriental bittersweet on the trees.

Herrs Island Bridge to Goodrich St

Smell of combined sewage near where the walking trail goes over to Herrs Island.

Japanese knotweed and Amur honeysuckle continue. Poison hemlock on the road side of the trail. Intermittently there are many areas where additional trees could be filled in. It's evident that over many years trees have been planted between the trail and the river road. But it doesn't look like any trees have been added on the river side of the trail. Trees on the river side include catalpa, silver maple, boxelder, black locust, sycamore, and willow. The space between the trail and the river gets brighter and has a gentle slope. It's covered in Japanese knotweed, but could be opened up and would be a nice little area for lounging at the side of the river.



In fact, some people have apparently taken up residence.



At an interpretive sign and a low stone wall that was part of Lift Lock Number Four, there's an extensive asphalt area between the wall and the river. This asphalt was apparently a parking area, but it's no longer in use. This asphalt could be dug up and trees could be planted.



The interpretive sign is pointed at a wall of invasive species. The sign also seems to be in a weird location. The first sentence of the sign is about the stone wall, formally part of Lift Lock No. 4. But it's not pointing to the stone wall at right or to anything except invasive shrubbery, which obscures what may lie beyond at the river.



Tarps have been hung to hide and encampment of several tents.



These parking curb stops appear to be pointed in the wrong direction. There is one sign indicating to back in, but it's all the way at the end and not very obvious.



Overall there's a lot of opportunity for additional trees in this area.

Near what appears to be a boat launch and a partial metal swing gate, there are several redbud trees that have been planted along with a few other species. However additional canopy trees could be planted here because there's plenty of space between trees that have already been planted. There's also a lot of knotweed and porcelain berry all over the place on the river side of the trail. Lots of room for additional trees here.



The wall of Amur honey honeysuckle continues, shielding several tents near the shipwreck on the bank. The shipwreck is a cool feature which would be more accessible to view if it weren't for the invasive species and the encampments with accompanying trash.

Occasionally there's a gap in the wall of honeysuckle so you can see the river. It looks like somebody actually cut the knotweed down in this area.



Just past this, going downriver, there is a clear pathway leading down to a concrete revetment that is likely used for fishing.



This area on the road side of the trail, just upriver from Heinz Lofts, could fit two staggered rows of trees.



Planting trees would also encourage reduction of mowing where it's not necessary.

Except for a few breaks, the wall of Amur honeysuckle continues. The dense cover gives the impression that there are more trees than there actually are. There are a few large trees, but many of them are tree of heaven.

Starting at the parking area near Heinz Lofts it is evident that there has been some cutting back of the large honeysuckle and attempt to plant trees protected in tubes or cages. Maintenance is needed as many of the cages are filled with Amur honeysuckle and possibly the intended species as well. Further down there are some tree tubes on the river side and the road side of the trail, and the honeysuckle has been cut back somewhat around them. However, it needs to be treated with herbicide because it's sprouting back.



Approaching the 16th St. bridge, the river side is fairly clear, but the road side is covered in Amur honeysuckle, even though some trees and shrubs inside cages and tubes have been planted recently.

Past the 16th St. Bridge, larger trees have been planted with tree guards around them but there is still a wall of honeysuckle beyond, blocking the river



Between the 16th St. Bridge and I-579, there's an extensive area of tree planting. This area seems relatively well-maintained, but the wall of honeysuckle continues to block the river.

There are some tents right out in the open here.



Downriver of I-579 the trail-side tree planting continues, as does the wall of honeysuckle on the river bank and throughout there are patches of knotweed.

The asphalt trail continues to be an excellent condition, and no issues were noted.

There are some signs posted in this area encouraging people to respect the trail.



Goodrich St to Rachel Carson Bridge

At the Bracken House site, the trail transitions to exposed aggregate concrete. There are some cracks and places where it's become uneven at the joints. Both sides of the trail have planted 8-12 inch diameter honey locust, forming an allee. The bank is covered in knotweed.

In front of the Alcoa building, the trail continues to be exposed aggregate but there are not as many problems with uneven surfaces. However, there's a sizable crack at the base of the stairs leading up to the Andy Warhol Bridge. The landscaping is pruned hedges and other shrubbery; adding some specimen sycamores here would be very nice.



Rachel Carson Bridge to Allegheny Landing

At the edge of the Allegheny landing park, just at the edge of the Rachel Carson Bridge, the trail transitions from exposed aggregate to asphalt at an uneven transition. The trail through this part of the park needs to be resurfaced.



Just passed the colorful metal statues, the trail transitions to smooth concrete and pavers just above the landing. I understand Riverlife has a plan for this park's landscaping, and I would love to see it, because there appears to be lots of opportunities with better vegetation including removing extensive yew hedges and additional native plantings.

Casino to Allegheny Landing

Concrete surface in good condition. Manicured landscape with low tree cover.

ALLEGHENY RIVER – SOUTH BANK

Lawrenceville from 43rd Street to 36th Street

No space on the uphill side of the trail due to the fence. Retaining wall on the river side. Lots of Japanese knotweed. Trees are American elm, large sycamore, silver maple, white mulberry, ash, Norway maple, Catalpa, apple, peach. There is a large patch of knotweed where some trees have been planted both along the trail, which are older and more established, as well as off the trail a bit – these are in tree tubes. Follow up treatment of knotweed as needed.

There's a nice wide shore below the retaining wall. URA put a no trespassing sign on one of the trees.



This whole area could be spectacular. It's already pretty nice but replacing the knotweed with suitable understory plants as well as some additional trees would really make it amazing. There is really good access to the river's edge. There are huge silver maple trees as well as some large sycamores.

There's a canoe storage rack below the 40th St. bridge with a path going down to the river. Down river of 40th St. bridge, there's lots of Amur honeysuckle as well as scattered knotweed

and porcelain berry thickets. There is also space between the trail and the railroad tracks. The trail all the way through here is crushed limestone in good condition.

There's a fenced in dog park (Bernard Dog Run) at 38th Street where it seems like it could use some trees.

Scattered patches of tree of heaven - a lot of it around the dog park area.

Towards the downriver side of this area, the tree canopy starts to really get sparse and patchy. Porcelain berry everywhere on the ground. Lots of tree of heaven. Occasional patches of mugwort. The trail ends where it merges into the railroad right of way.

There are various piles of junk like from old encampments.

27th St to 29th St.

The area upstream of 27th St. does not appear to be part of the trail. However there is perhaps informal trail created by the remaining railroad rails across at least one property. Between the rails is just packed dirt. There are some roots that presents a tripping hazard and make walking somewhat awkward in places. This rails could just be filled in between to create a trail surface.



This segment ends at a wall of Amur honeysuckle.



However a beaten down path continues to a lesser degree through the underbrush. The trail could easily be continued through this stretch. There is a fence on the uphill side separating a large parking lot, and a few notable trees along the riverbank. The shrubby layer is dominated alder buckthorn and oriental bittersweet. However it's not that dense and would be easy to clear out. The path could be relatively easily extended to at least 29th St.

Below the flat area at the top, there is even a relatively flat bench at the bank providing opportunity for a lower trail and access to the waters edge. Patches of Japanese knotweed occur.

27th St. to 25th Street

The trail is crushed limestone. It is reasonably smooth and well-maintained. On the river side of the trail there is a mulch open area with several picnic tables, Adirondack chairs and some other assorted chairs that appear to be left by residents of the nearby apartments. The riverbank itself is very steep and covered in porcelain berry with scattered patches of Japanese knotweed. There are a few tree of heaven but most of the trees are nice sized sycamores, American elm, black locust, boxelder, and silver maple. There's quite a lot of staghorn sumac. The landward side of the trail is mowed lawn. This area is probably an easement but it's huge, about 50 feet of open mulched flat area at its widest point, providing a lot of opportunity for additional trees to accentuate the experience for both loungers and trail users. There's plenty of opportunity for the additional trees on the river side of the trail also.





Near what appears to be an old bridge abutment and the end of the mulched section of trailside, there is quite a lot of Japanese knotweed sprouting up through the mulch. It looks like this is being maintained by periodic mowing. The Japanese knotweed extends down the bank where it is not being maintained.



On the up-river side of this abutment, there is potential access to the gravelly river shoreline.



25th St. to 24th St.

After the mulched trail edge, probably due to a change in owner, the trail becomes a combination of remnants of asphalt and crushed gravel and is considerably more irregular although even. There is a large, mowed dog park on the landward side. There are a few Amur honeysuckle and the river side of the trail is completely covered in porcelain berry with silver maple, sycamore, black locust, and a clump of tree of heaven where spotted lantern fly traps have been installed.



On the river side there is a long retaining wall made of timbers. There are a few trees growing out of the shoreline including cottonwood and sycamore. The wall and banks are covered with porcelain berry and patches of knotweed.



The trail surface is loose gravel although relatively smooth and well-maintained, there are some bumpy spots in places that may collect water during rainy weather. In this area of a trail, an 8-10-foot-wide asphalt surface should be installed, which would better define the edges and create a strip on both sides where trees could be planted on both sides of the trail.



24th St. to 23rd St.

At 24th St. the trail transitions to exposed aggregate concrete. There's about a 1-3 inch edge that may constitute a tripping hazard. There's a brick and metal wrought iron style fence on the river side of the trail with a very nice overlook with benches. The landscaping is very formal. The fence is being overtaken by porcelain berry towards the down-river side of this property.



3rd St. to 21st St

At 23rd St. the trail surface becomes asphalt and is contiguous with asphalt of the road. The river side of the trail has some nice sized American elm and sycamore. The ground layer is covered in poison ivy, porcelain berry, summer Japanese knotweed, and junk. There is a very steep retaining wall that may be collapsing in places.



At Lock Wall One Marina there is a 6 foot tall fence approximately 3 feet from the edge of the trail. The trail becomes somewhat narrower here approximately 7'9" feet wide compared to 9'9". The asphalt remains in good condition with a good cross slope for drainage. At the large metal building on the uphill side of the trail, there are a few trees but there is room for many more. Most of the trees between the river-side fence and the marina are tree of heaven.



21st St to 18th St

At the downstream end of the edge of 21st St. the trail widens out considerably to almost 13' wide. There are some cracks and seams but they are not causing trip hazards. The uphill side of the trail has lawn and could definitely use some more trees. The river side of the trail is very sparse, devoid of trees, and covered with Amur honeysuckle, porcelain berry, tree of heaven, white mulberry, Japanese knotweed, and there is a fence that is covered in invasive vines and shrubs and falling down in places. There is a fair amount of staghorn sumac, which is exhibiting beautiful fall color. Moving down the stream there are some more trees including silver maple, white mulberry, Norway maple (abundant), and a wall of Amur honeysuckle and knotweed.



At the end of 18th St. there is a hole that has been filled with concrete and asphalt that should be repaired better to prevent a pothole.



Looking from the end of 18th St. one is greeted by this wall of knotweed. It could be a really great viewpoint if the knotweed were cleared and it's framed with appropriate trees, shrubs, and herbaceous vegetation leading down to the shore.



18th St to 16th St

Downstream of 18th St. there are very large Amur honeysuckles, Japanese knotweed, tree of heaven, white mulberry, and just a few desirable native trees like sycamore. This wall of vegetation prevents a good view of the river. Clearing out these species would also provide opportunity to plant more trees while maintaining views.



On the uphill side of the trail there is also room for additional trees in some places in the lawn, for example behind this row of redbuds and ornamental grasses:



16th St to I-579 overpass

Just before the 16th St. bridge, the trail surface narrows to 7.75 feet wide and transitions to smooth concrete with a Belgian block curb on both sides.



Both sides of the trail have scattered patches of Japanese knotweed. The riverbank has a huge sycamore and elm as well as some tree of heaven.

The uphill side downstream of the 16th St. bridge consists of a bank where some sycamores and other trees have been planted, but there is room for additional trees, in particular understory trees. The ground layer has been mowed. It's not clear what the intention of this groundcover on the uphill side is. There appears to be remnants of goldenrod, dewberries, and ninebark that has been whacked down and some shrubs that have been saved from the weedwhacker, but there are also patches of vinca and knotweed. The river side of the trail is not maintained at all and while there are some large sycamore trees, additional invasive species removal especially of Amur honeysuckle and Japanese knotweed, would facilitate creating space for more trees, potentially understory trees.



The same general condition continues between 15th St. and 14th St., but extensive Japanese knotweed on the river side has been trimmed to a width of approximately 6 feet. A lot of Japanese knotweed and Amur honeysuckle remain down the bank towards the river. This area is deficient in trees and could use a lot more while maintaining views on the river side of the trail.



I-579 overpass to 11th St

Approaching the I- 579 overpass, the trail transitions to asphalt approximately 8 feet wide. The asphalt is in good condition and smooth. Underneath the I-579 overpass, there is a short section of chain-link fence and orange construction fencing on the river side of the trail. I assume the construction fence is there to discourage people from putting tents in this area because it appears to be a little unstable and sloping towards the river and a dangerous bank.



A section of banks is collapsing close to the trail under the overpass. It looks like this area may receive runoff from the trail and areas uphill of the trail as well as splash from the scuppers on the overpass.



Downstream of the overpass the asphalt Trail widens to proximately 9 feet. There is a mowed strip of knotweed on the river side of the trail, approximately 5 feet wide. The riverbank is very steep and covered and knotweed with scattered tree of heaven. Desirable species include American home, Sycamore, boxelder, black locust.

There's room for additional trees here. The landward side of the trail has a low site wall.



There's a large overlook with benches, but the view is partially obscured by vines and invasive shrubbery. Japanese knotweed covers the slope on both sides of the overlook and below it. Invasive plants could be removed and the bank stabilized with low-growing native shrubs and groundcover.





The trail throughout this area all the way until the convention center is approximately 10 feet wide, asphalt in good condition, with a Belgian block edge between one and 4 feet wide along the uphill side. There is a large retaining wall topped by a brick site wall on the uphill side of the trail the river side of the trail continues to be covered in Japanese knotweed with scattered Amur honeysuckle. There are some desirable native species including roughleaf dogwood. Trees are somewhat sparse and covered in poison ivy and oriental bittersweet. Just downstream of the overlook there is a path leading down to the shore. Trees include scattered American sycamore, silver maple and the bank is relatively steep in most areas and covered for the most part with Japanese knotweed.

11th St to Commonwealth St (Point State Park)

At the end of 11th St. the trail transitions to smooth concrete approximately 9 feet wide. The concrete is in good condition. Approaching the railroad bridge the banks are covered with Japanese knotweed, various non-native shrubs, and oriental bittersweet.

Below the convention center the trail slopes downward consisting of smooth concrete and exposed aggregate concrete at landings. The uphill side of the trail consists of plantings of Roughleaf dogwood, serviceberry, river birch, and elderberry covered in places with oriental bittersweet. The river side of the trail includes red maple, elderberry, sumac, ash, buckthorn, Japanese knotweed.



MONONGAHELA RIVER – NORTH BANK

Sickle street to Railroad Trestle

The trail begins at mile marker 6.0 and a paved asphalt vehicle turnaround.







The asphalt trail is in good condition with some minor cracks with weeds growing through them. Further along the trail cracks have been sealed at some point in the past. It is approximately 9 1/2 feet wide. There are tall stands of Japanese knotweed on both sides of the trail other invasive species include several large tree of heaven and mugwort. The tree canopy is very sparse presenting a lot of opportunity for additional tree planting.

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The trail forks briefly and then re-joins itself at the railroad trestle overpass. Runoff from the railroad is causing pitting in the asphalt.

Railroad Trestle to 40°24'17.4"N 79°55'32.0"W

After the railroad trestle the trail becomes more wooded. There are dense stands of Amur honeysuckle on both sides of the trail along with scattered Japanese knotweed. Larger trees include sycamore, black walnut, white mulberry, hackberry, black cherry, black locust, boxelder, and tree of heaven. There's a lot of room for floodplain forest between the trail and the river. Approximately 6 feet off the trail there's a steep bank and then approximately 40 to 50 feet of flat area to the shore. Further down the trail towards Duck Hollow, however, the river side of the trail consists almost entirely of a very steep bank leading down to the edge of the river. On the uphill side of the trail there is also a relatively steep bank.



In areas where the canopy is sparse, the ground layer is covered with porcelain berry, Japanese knotweed, and Amur honeysuckle. In general, removing the invasive understory would improve views to the river.



At the opening shown below there is porcelain berry, Amur honeysuckle, Japanese honeysuckle, oriental bittersweet and a nice view of the theme park across the river.



There's a cool piece of industrial shipping infrastructure along the river near and a concrete retaining wall. The concrete wall is part of a couple of what appear to be storage pits. It would be cool to remove the invasive undergrowth to improve the view. Interpretive signs could be added.







In many areas the trees form a tunnel canopy over the trail which creates a lovely secluded experience, however that's partially also supported by the wall of Amur honeysuckle on the river side of the trail. The Amur honeysuckle could be replaced by native shrubs in places but left relatively open in other places so one could experience the river better. Throughout the trail surfaces in good condition without major drainage issues or repair needs.



All along the trail, I would estimate that approximately 10% of the trees are tree of heaven and approximately 70% the trail is Amur honeysuckle in the shrub layer, especially on the river side of the trail where there is more light.

40°24'17.4"N 79°55'32.0"W to 40°24'20.25"N 79°55'29.37"W

Where the steep bank leads directly to the edge of the river and not a floodplain, the canopy on the river side of the trail becomes decidedly sparser, composed of younger trees including black locust, tree of heaven, elm, with a few larger sycamore.

Also in this general vicinity the trail surface transitions from asphalt on the Hazelwood side to gravel and reclaim on the Duck Hollow side. The width of the trail becomes more variable as the edges are less well defined.



Approximately 375 feet later towards a Duck Hollow the surface changes back to asphalt.

40°24'20.25"N 79°55'29.37"W to Duck Hollow parking lot

There are a few areas where the asphalt has been patched but more repairs are needed. These areas could collect water.



The same general trail condition continues. They are asphalt surfaces in relatively good condition. Both sides of the trail are walled with Amur honeysuckle. They are our periodic tree of heaven. The Amur honeysuckle provide a more wooded feeling than actually exists, because there are significant patches without trees. There are a few areas where access to the river is possible along places where the bank is not steep. The shoreline is gravel to cobble shale.

There is a broad open area consisting of a large patch of knotweed. The variable height of the knotweed suggests that some of it was mowed at some point this year. This could be a lovely gathering spot with nice views of the river, perhaps some benches, and a few additional shade trees. There are quite a few tree of heaven in this area.





Towards Duck Hollow, there are some other areas that are a little more shaded, that lack extensive Amur honeysuckle, but the ground layer is covered in Japanese knotweed. With invasive species management these areas could provide a lovely experience of the floodplain forest and river side.



A small stream comes from the uphill side and this area appears to have been stabilize with riprap. The culvert leading under the trail is blocked with sediment and mud on the trail surface demonstrates that the stream overflows onto the trail during wet weather.

Towards Duck Hollow, on the river side of the trail, the forest understory is dominated by very tall knotweed. There are patches of open canopy that could support additional tree planting. The photo below is at mile marker seven.



Under the Homestead Gray's Bridge, there is an area of beaten-up asphalt, probably from runoff from the bridge.



There is an access point to the river's edge along a gravel path and through some knotweed, under the Homestead Grays Bridge.





There appears to be a former boat ramp under the bridge.



Culvert conveying groundwater and presumably also stormwater to the Mon, located under the bridge. Could this be a captured stream?



Continuing to Duck Hollow after the bridge, there are sizable open areas with sparse trees and dense tall patches of knotweed.

The distance between the edge of the trail and the river is approximately 150 feet this location. Lots of opportunity for invasive management and additional tree planting.



There are also areas on the uphill side of the trail for additional tree planting between the trail and the railroad.



At the end of this trail segment, a metal swing gate and large stones limit access to the trail to foot traffic.



The expensive Duck Hollow Parking lot is a popular gathering spot for taking in the view of the river, relaxation, angling, and access to the trail.



Nine Mile Run to Nine Mile Run to 40°24'58.08"N 79°54'46.64"W

While apparently not officially part of the Three Rivers Heritage Trail, going over the metal bridge over Nine Mile Run, the broken asphalt Trail leads to what used to be a small parking lot when vehicles were allowed across the bridge.



The former parking lot is now overgrown with knotweed, mugwort, and vines particularly porcelain berry and oriental bittersweet. A lot of trees could be planted once the thickest of invasive species are removed.



Just past the clearing there's a concrete sidewalk that leads down to a boat ramp. This was built about three years ago according to aerial images.



On either side of Nine Mile Run, there is a delta of gravel with varying degrees of vegetation that is an area to explore and experience the Mon river.





Trees in this area include boxlder, black locust, silver maple, white mulberry, tree of heaven.

At a berm covered in Japanese knotweed, the trail has been blocked but people have created a beaten down path around it. After that diversion the trail widens back out.



There is a main trail approximately 3 to 4 foot wide of trampled earth and numerous fork trails that lead to the edge of the river. The forest is primarily boxelder with scattered silver maple, sweet cherry, and black locust. The understory has scattered Amur honeysuckle but is not overrun. There's also scattered patches of knotweed both in openings and in the forest. In general this area would make an amazing park if the understory vegetation were controlled.

A very large patch of knotweed presents an opportunity for tree planting. Currently it is concealing some tents.



The trail winds through the knotweed and woods for over two miles to Braddock.

Because this is not officially part of the Three Rivers Heritage Trail I did not explore further.



Eliza Furnace Trail from parking lot at Swinburne Street to Birmingham Bridge

Trail surface is asphalt in excellent condition, 12 feet wide with faint lane markings. Lane markings should be repainted.

Heading towards downtown

Southside of Trail: Dense Amur honeysuckle in Chinese privet and abundant tree of heaven. Some desirable trees like Sycamore and black locust.

North side of Trail: Hillside covered in Japanese knotweed on the north side of the trail. Trees planted including red maple, swamp white oak but they are a bit far apart and more trees could be planted.

Overall, there's a lot more room for tree planting.

Continuing on past the Blair Street intersection, there are some 3-inch diameter swamp white oak, redbud, and serviceberry, and some other species planted but they are very far apart. On the right (north) side of the trail there is a large retaining wall limiting room for trees but some could definitely be planted. At the base of the retaining wall there is a ditch filled with narrow leaf cat tails.

Near the overpass to Hot Metal Bridge there is not really enough room to plant anything.

Between Hot Metal Bridge and Bates Street there are a few planted trees including redbud and magnolia, but there are some patches of Japanese knotweed and teasel on both sides of Bates Street.

Overall there are many trees planted here but there are gaps and definitely plenty of room to interplant shorter-stature trees in many locations to help increase vegetation cover and dampen highway noise.

Patches of knotweed all along the north side of the trail north of the Pittsburgh Technology Park. Lots of room for more trees. Southside of trail has a long row of Bradford pear. These should be replaced within a noninvasive species.

North of the parking garages on the west side of the Pittsburgh Technology Park, on the north side of the trail, there is a wide strip of grass below a retaining wall. There is lots of room for trees here though there may be a sewer line below.



The other side of the trail has a lot of tree of heaven.

The trail goes under some overpasses, and there are clusters of Japanese knotweed and mugwort. There's not much room for vegetation.

Birmingham Bridge to Grant Street:

The trail surface widens out to 13.5' and there are some large cracks that makes the ride bumpy in places. There are no lane markings visible. There's more room for trees on both sides of the trail however tree canopy is very sparse. There are some recent plantings on the south side of the trail. Patches of Japanese knotweed on the south side of the trail. Recent Tree plantings on the south side of the trail are quite close together approximately 4-6 feet apart. String of three large Bradford pear and a white mulberry. Patchy Japanese knotweed on the highway side of the fence on the south side of the trail. More Bradford pear trees.



Trail parking lot near 10th St. bridge:



Locked Porta John's



Trail is lined with Bradford pears along parking lot in planter boxes. There are several gaps where more trees could be planted.

In this area the trail is a variable width due to the planter boxes, and there are lots of cracks and the pavement is wobbly in several locations.

Encampments under the 376 overpass.

Adjoining the first street garage, the trail surface is fairly even and there are lots of good-sized ginkgo trees.

Between the parking garage and Grant Street, the trail surface is a little uneven but the asphalt is in good shape. The south side of the trail could use some more trees although there are several large trees in good condition. This area looks like it may privately owned.

Grant Street to Point State Park via Downtown

Trail surfaces concrete and in good condition.

At Smithfield Street this sign is awkwardly placed and in fact the point state park indicator is completely wrong.



It looks like the sign got spun around on the pole. It should be placed parallel to the flow of traffic on the Smithfield Street Bridge. But even then the Point State Park direction is wrong. There is just no way to fix this sign and have everything correct on it. There also needs to be two signs: one for each direction of travel. I completely missed the ramp leading down to the Monn Wharf Trail. Instead I looked across Smithfield Street and saw the sign indicating the bike lane continued on the road. Here, the trail transitions to a shared lane with the bus lane. But it appears to be one way and there is no bike lane on the other side of Fort Pitt Boulevard.

Smithfield St. to Point State Park via Downtown



At Wood Street, pavement markings indicate the bike lane ends but it continues onto Wood Street until Fourth Avenue. Then the bike lane just ends with no indication as to how the trail continues.

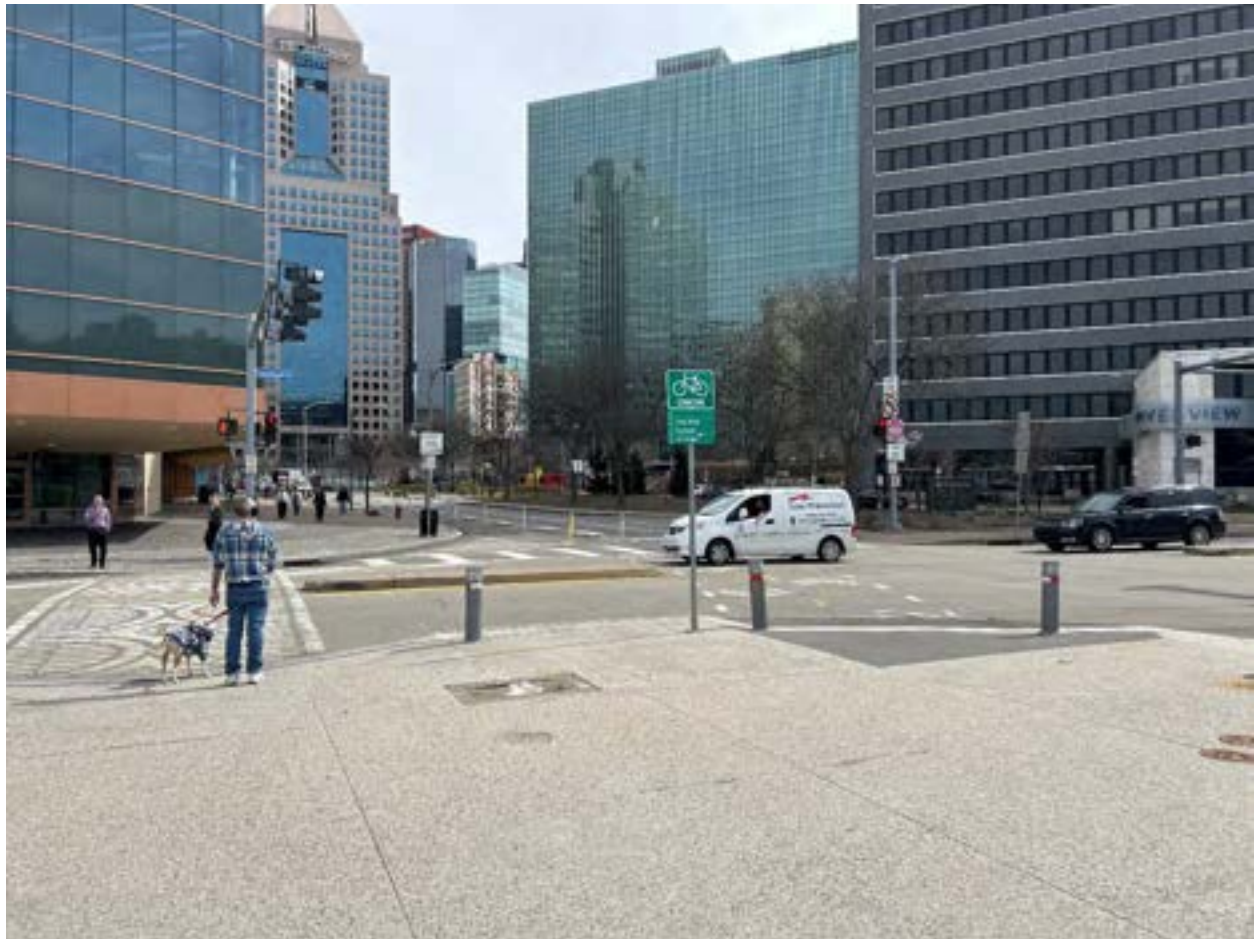
Turning around to third Street, there are signs and pavement markings indicating the bike trail is shared with the road, with a dedicated bike lane on the south side of the road, but there's no sign on Wood Street indicating that you're supposed to turn here.



Photo above is Third Street at intersection with Wood St.

The trail turns onto Stanwick Street, where there is a 2-direction bike lane on the west side of the street. Overall, wayfinding is inconsistent, and more signage or pavement markings would be useful when they bike lane/trail change directions.

Entrance to the trail from Point State Park: more signage would be useful that this is the Three Rivers Heritage Trail, as well as any other names that may have.



Going back towards my starting point, I took the unmarked, concrete trail, that parallels the Mon river and goes alongside the Mon Wharf.

Space opens up between the trail and the parking area which has been used for tree planting. It seems like these are mostly redbud, but I wonder if some taller, potentially columnar varieties could be added.



Hazelwood Trail from Hot Metal Bridge to Blair St:

From the Eliza furnace Trailhead parking lot there are no signs pointing to the Hazelwood Trail although there is a sign pointing to the Panther Hollow Trail. That sign, by the way has peeling paint and needs to be replaced or repainted.

There should be a sign at the Hot Metal Bridge on the Eliza furnace Trail indicating connection with Hazelwood Trail.

There is no sign marking the entrance to the Hazelwood Trail



The trail surface is crushed limestone of irregular width and ill-defined edges. There are some large red maples along the parking lot side, and a hedge of burning bush. It would be good to replace this hedge with something that is not invasive. There is also plenty more room for tree planting on both sides of the trail. The space between the Hot Metal Bridge and the trail has very few trees but there's plenty of room for them. Currently it's mowed lawn.

Along the south side of the parking lot there are some large white pine and sycamore but there are big gaps and could have more trees. Along the railroad side there are some patches of Japanese knotweed.

After the parking lot there is a vacant lot covered in mugwort. The trail surface is a little uneven with some erosion gullies forming.

Hazelwood Trail from Blair St to Hazelwood Ave.

Approaching the Hazelwood Green site, the trail continues along Blair Street. It is 9 feet wide with two directional lanes, but the lane dividers need to be repainted.



On the south side of the trail, there are only a few trees planted in clusters. There is plenty of room in most areas to plant many more trees between the trail and the railroad. Wide areas railroad are filled with mugwort. Plenty of room for more trees.



Where Blair Street makes a right angle turn into Hazelwood Avenue, the asphalt Trail surface makes an abrupt stop. The bike lane continues on the road. But there should be a sign.



Conflicting marking about ending of bike lane. There is a sign saying bike lane ends before railroad tracks, but the pavement markings indicate that it continues.



Panther Hollow Trail from Second Avenue to Schenley Park:

There is a designated bike lane with two directions along the road, before the trail transitions across the Four Mile Run Parklet on an asphalt surface approximately 5 feet wide. The trail then jumps onto the sidewalk and it's a little unclear where the bike path is supposed to go either on the sidewalk or along the asphalt behind the basketball courts. The hillside along the trail is completely covered in porcelain berry and knotweed. These could be managed and there would be plenty of room for additional trees. Then the trail is on the sidewalk of Boundary Street as it enters Schenley Park at the railroad trestle.

Panther Hollow Trail in Schenley Park

Within the park the asphalt surface is approximately 9-10' wide. The trail surface has some minor cracks but overall is in good condition.

A faded sign marks the trail at the soccer field.



There is a crush limestone shoulder through much of the park starting at the soccer field going north but this could use refurbishment in some areas.

There's plenty of room to plant more trees in this area if that's consistent with park intentions. The western side of the trail is choked with Japanese knotweed and invasive vines (particularly porcelain berry), as typical of Junction Hollow in general.

The Old Boundary St. valley is choked with Japanese knotweed, including both sides of the trail at the north entrance. Signage identifying the trail from this entrance is needed.





MONONGAHELA RIVER – SOUTH BANK

Hayes

Trail is bounded by close fences and walls so there is no vegetation within the trail area or room for it.

Hot Metal Street to Becks Run Road

Narrow and very steep Riverside bank. Lots of tree of heaven. Uphill side has more landscape trees that are widely spaced and some areas with no trees at all. Including between the trail and the road. The canopy is rather low and should show up using the drone data as an area of insufficient canopy. Plentiful good trees to including American sycamore, river birch, willows, catalpa, boxelder etc.

While the Riverside bank is deficient in tree cover, there remains an opportunity to open up views by removing patches invasive species.

Near the University Of Pittsburgh/UPMC facility, there is a spur trail that goes down to the river which looks like the edges of which have been cleared a bit to gain access to an ALCOSAN outfall. This could be a focal area. Lots of Amur honeysuckle, Japanese knotweed, porcelain berry. Some large silver maples, boxelder, White mulberry, black locust

Invasive species include: lots of tree of heaven, Amur honeysuckle, vinca, oriental bittersweet, porcelain berry, tree of heaven

In many areas there is a gravel path next to the paved path. It's in varying widths and condition. It looks very regular and manicured in some places, and another areas it just kind of gets all wonky. Is this something that should be a priority?





Across from 3200 South Water St., there appears to be an overgrown park that has been overgrown with knotweed and currently house is a small lawn area with a tent and a bunch of trash. There are park like the stories including a trashcan and benches. This is also the slide of a retaining wall.

The area near the HoTMetaL bridge could use a lot more trees, including but not limited to the short meadow/lawn adjacent to Hot Metal Street and a large metal relic from the steel mill, which probably does not want to be blocked for viewing, but definitely some additional trees could be placed around here. Personally I think it would be super cool to see that kind of nestled amongst some sycamores. It looks like somebody's been doing a little bit of maintenance. There is an asphalt path that leads down to ALCOSAN outfall and rivers edge. Could be another small focal area. There is a footpath it follows the river for a long ways, continuing to the hot metal bridge but doesn't continue pass so you can't get through in any Reasonable Way to South Side works.

One strategy for finding small focal areas that have Riverside access is to map out all of the ALCOSAN . They all have some kind of access.

Monongahela River, Southside Works to Marina

Very manicured adjacent to the trail which is in exceptional condition: textured concrete and certain areas of Belgian block off the main trail. Riverside is blocked by a fancy fence. Along the banks there are patches of knotweed, porcelain berry, tree of heaven, silver maple, American sycamore, boxelder, etc. Most of the edge is retaining wall or otherwise very steep until you get to the park area near Hofbräuhaus. but there is a small amount of shoreline at rivers edge. Quite a bit of knotweed, but it may be difficult to do any work here due to the steepness. There appears to be an opportunity for more trees directly along the trail because the spacing of the landscape trees a little irregular.

There definitely could be more trees below Hofbräuhaus and before the marina.

Monongahela River, Marina to Birmingham Bridge

Marina area definitely has more opportunity for trees, both right next to the trail, in between the fence and the river.

Downriver of the marina there's a lot of Amur honeysuckle, knotweed, porcelain berry, and tree of heaven. This is a narrow strip between the trail and the park below. The park below appears to have ample opportunity for additional trees. It doesn't have to be reforested per se, but patches of trees could be consolidated and they could leave gaps or open lawn areas between them. There's a big patch of large tree of heaven between the trail and the park that needs to be removed and replaced.

There does not appear to be any access point between the upper trail and the park below. It's blocked off by a fence and a high wall and the only way to the lower trail and park at the river's edge is near the Birmingham bridge on one side and Hofbräuhaus on the other side. You can't get in from the marina elevator/stairs because it's fenced and locked. It seems like the marina could allow access from the elevators. But the elevators are on the other side of the locked gate. Is there any reason why this gate needs to be locked before you get to the elevators, and the stairs locked also? Can't they just limit access to the marina's overhead walkway from the elevator? Are these accessible during the summer when the marina is open?

Approaching the Birmingham bridge, the space between the trail and railroad widens considerably and there appears to be ample opportunity for canopy infill and removal of invasive shrubs, mainly Amur honeysuckle. There has been some planting of trees, including white pine, which are starting to expand beyond their cages, but removing the invasive shrub layer and tree of heaven would open up a lot more space.

Birmingham Bridge to the Fourth Street

The trail surface is mostly in good condition. But there are a lot of cracks that make the surface very bumpy to ride a bike on.

The area between the sidewalk and the river is a steep bank with Japanese knotweed, Amur honeysuckle, and a few trees. When these are fully leafed out, it would be difficult to see the river. The invasive species should be treated and additional trees should be planted. There's also opportunity to plant trees on the railroad side of the trail.

The trail diverges from the road at 18th St., although there is no street sign indicating what street this is. That is a pervasive problem throughout the city. Lack of street signs in obvious places.



The trail is in good condition, asphalt, approximately 9 to 10 feet wide but variable in width and alignment. At this location there are a couple of large trees but there's a lot of room for additional trees. There is a steep retaining wall at the edge of the river. There are fences on both sides of the trail that are in disrepair. There are scattered tent encampments. Moving along the trail there is a good cover of trees, with a dense understory of Amur honeysuckle especially between the trail and the riverfront. There are scattered patches of Japanese knotweed throughout.



Tree of heaven and white mulberry are the dominant tree species. There are scattered sycamore and elm. There's an area with a new chain-link fence and a tent encampment beyond. There's a lot of room between the fence and the railroad tracks for additional trees. There is an abundance of trash in many areas, apparently associated with current and/or former tent encampments.





Around the parking lot between Sixth and Ninth Street, there's a lot of room for additional trees. Trees could be planted especially between the railroad tracks and the pavement. Additional soil, for example in planters, may be necessary.



The trail ends at Sly Fox brewing (Great Allegheny Passage/Fourth Street).

Fourth Street to Second Street

The trail continues paralleling 4th street on a bike lane shared with concrete sidewalk until Bingham Street. It's not clear where the trail goes from here. I'm going to take the right at McKean Street.

There are some signs indicating I may be in the right place. But it doesn't really say where the main river Trail is just the detour.





The trail (detour) goes one block on the sidewalk along Carson Street which is full of potholes and very bumpy.

Apparently this is where we are detouring from. Is the intention that the trail continue through this site eventually linking up with the color park?

This current barrier appears to be because of some construction.



There needs to be a detour sign here between the Glasshouse Apartments and their parking lot, where there's a chance to get onto the detour without backtracking:

Station Square Glass House Apartments to Smithfield Street Bridge



At the Glass House apartments the trail widens to about 16 feet asphalt in good condition. Lighting is very good with light posts approximately every 30 feet apart.



Smithfield St Bridge to Sheraton Hotel

After the Smithfield Street Bridge, the trail is mostly concrete as it goes along the edge of Station Square.

Sheraton Hotel to Duquesne Incline

The Trail Transitions to asphalt approximately 8 feet wide next to the Sheraton hotel. The trail jumps onto the brick sidewalk along the edge of the parking lot of the soccer stadium. There are big holes in the brick sidewalk in several places. The edges lined with forsythia.

There are no trees between the soccer stadium and the and the railroad tracks. It looks like there could be some room on the other side of the fence. The railroad side.

There are some smaller trees like redbud plants along the parking lots that extends from the Highmark Stadium under the Fort Pitt Bridge. But there is also room for some larger trees here.

At the end of the parking lot there needs to be some signage especially on the south side of the trail as it is not clear that you're supposed to cross the road.



The trail appears to end at the Duquesne incline. There is no signage indicating the beginning or end of the trail.

OHIO RIVER

N Franklin Street to Westhall Street (ALCOSAN plant)

The trail is asphalt and in good condition. A chain-link fence runs on the uphill side of the trail immediately adjacent to the pavement.

Very sparse canopy and a lot of knotweed at Peggy's Harbor Marina continuing through to Branch Port Boat Club. A few large tree of heaven in clumps. A lot of room for additional tree planting. A retaining wall runs along the river side but there is room to plant on the shore below. Many large American sycamore and American elm, willows (some of which are very large) and boxelder, large silver maple, catalpa, and white mulberry.

Continuing north of the boat club, the trailside canopy is sparse and scraggly with a lot of dead and downed wood/trees. There is a short stretch on the uphill side of the trail that could use some more trees. It mostly has a few small sumac and black locust, with a patch of knotweed. Continuing north, canopy remains sparse and scraggly with extensive patches of knotweed interspersed with porcelain berry, oriental bittersweet, and grape. There are some large basswood, American elm, sycamore, tree of heaven.

North of the Island Boat Club (appears abandoned; end of Island Street), conditions remain similar. If the Island Boat Club is abandoned, perhaps it is available for a public access point.



There's a strip of ground between the trail edge and the fence on the upper side of the trail that could use some more trees. It currently has a few small catalpa and black locust. The river side of the trail remains Steve, with a retaining wall and sure below. The understory is dense with vines and knotweed. The canopy is low and sparse for the most part.

About halfway to the ALCOSAN plans, there is a nice access to the shore with a wooden stair leading down to two manholes. There does not appear to be a CSO. The shore is armored with large rectangular sandstone revetments.





Near there, there is a patch of milkweed that somebody has designated as pollinator habitat with signage. It's near the large cable crossing sign on the bank that appears to go across the river.

[08]



Continuing north, there continues to be patches of sparse canopy with scattered tree of heaven.

There's opportunity to plant trees on the uphill side of the trail in a quasi-maintained grass and weed strip between the trail and a fence/low site wall.

The flat area at the level of the trail widens out near the railroad bridge and this area is being maintained, although the steep bank beyond has a similar messy condition as everywhere else on this stretch. A row of sycamore, river birch, elm, and various other assorted species appears to have been planted a few years ago but there appears to be room for even more trees. It appears that someone has been maintaining this in a somewhat open condition, removing some smaller trees or shrubs and mowing. Follow up spraying of knotweed needs to be conducted. There are some metal benches and a trash can.

Continuing farther north the space between the trail and the river is quite wide and there is a very open area with lots of opportunity for more trees. A dirt path leads to an abandoned encampment

and in the other direction, an overlook at the river's edge at the top of a concrete revetment. Scattered patches of knotweed.

Between the fence at the complex south of the old jail and the trail there is an approximately 4-ft-wide strip of grass and weeds. Some additional trees could be planted here.

Between that complex and the old jail, there is an access point with a concrete revetment and stairs leading down. There is a stone monument sign for the Woods Run Fishing Club. Towards the north end of this area there is an asphalt ramp that might be close to handicap accessible leading to a broad concrete revetment at the shore.





Towards the end of the trail, there's another strip of planted trees in tubes, but there could be a lot more of them. Plenty of room.





Notice the Hornet nest!

The end of the trail features a small parking area, Porta Johns, and a canoe storage rack, bench, with a concrete trail leading to the river's edge. there is also "prison cat Cove".







In summary, this stretch has a tangle/thicket of invasive species, vines, knotweed, etc., blocking the views of the river and preventing more tree establishment. There is abundant opportunity to control these, opening views, while also space for additional tree planting. Trees could be planted a lot denser than they are currently being planted along the trail.

N Franklin Street (Peggy's Harbor) to the Casino:

The trail along this stretch is asphalt but doesn't appear to be as new as the section north of here towards the wastewater treatment plant. There are a lot of cracks but not a lot of major issues. Some minor potholes have been repaired with cold pack.

Knotweed along the edge of the trail with a 6-to-12-foot strip of grass presenting opportunities for tree planting. The area between the trail and the river is posted as private property. The landward side of the trail is parking with no vegetation.

Moving towards the West End Bridge there's another marina and the trail goes through an area that's mostly concrete boat storage. There are a couple of large sycamore trees.

A boat ramp diverges from the trail and there's a narrow strip of vegetation along that steep embankment. More trees could be planted here. The area is covered in knotweed.

After the end of the marina there is a broad area of shore between the trail and the river that has one large willow tree, a Scotts pine, and a huge patch of knotweed.

Continuing towards West End Bridge, tree density increases with several large willows, silver maples, and white mulberry. There is another private boat dock/marina.



Then there is an area behind a somewhat new chain-link fence that presents a huge opportunity for tree planting. There is plenty of room on both sides of the trail for an Allee of trees (space between the edge of trail and fence is approximately 7 feet on the river side and 15 feet on the landward side). The area between the trail and fence on each side is mowed. There are patches of knotweed on the landward side, and knotweed dominates along the fence on the river. There are just a few trees between the fence and the river.

At the end of the fence there is a rather broad strip of flat land between the trail and the river that has some existing trees but many of them are tree of heaven, white mulberry, Norway maple and other invasive species., including patchy Amur honeysuckle, knotweed, and mugwort. There's an 8-foot-wide strip between the trail and the tree line on the river side and a strip between 1 and 3 feet wide on the landward side before a fence. A couple trees could be put in here.

Approaching the West End Bridge, the bank is very steep with a retaining wall; nevertheless there is opportunity to open up space for tree planting by removing knotweed, Chinese privet, etc.

Trail conditions in this area are similar to the segment to the north of the bridge.

There is an encampment within the foundations of an abandoned building. Lots of junk. The encampment extends through an area behind a chain-link fence.





There are tents here and there in pretty much every flat spot available.

There are a lot of Amur honeysuckle and other invasive brush species that could be removed to open up views, increase security, and provide more space for trees.

Some of this old fence could be removed if it's not needed anymore.

There's a small lawn and bare earth area between the Riverwalk in front of the casino and the shore. I'm not sure what this long is four. But I could definitely see more trees between the Riverwalk and the shore. It looks like some brush an invasive species have been removed recently but nothing has been planted to replace it.







Although there are bars and restaurants in the casino that front the river, you can't access them unless you walk all the way around to the front. It seems like making entrances accessible from the trail side would be a huge plus for the trail.

Order visited	River	Bank	Section	Trail material	Trail width	Trail condition	Trail notes	Canopy density	Inv Tree species	Inv Tree density	Inv Shrub species	Inv Shrub density	Inv Vine species	Invasive Vine density	Invasive Herb species	Invasive Herb density
1	Monongahela	South	Hot Metal Street to Becks Run Road	Asphalt	12	good		low	Tree of heaven, White mulberry	high	Amur honeysuckle	high	oriental bittersweet, porcelain berry, vinca	med	knotweed	medium
2	Monongahela	South	Hot Metal Street through Southside Works to Marina	Concrete	12	good		low	Tree of heaven	med		low	porcelain berry	med	knotweed	medium
3	Monongahela	South	Marina to Birmingham Bridge	Asphalt		good		med	Tree of heaven	high	Amur honeysuckle	high	porcelain berry	high	knotweed	high
4	Allegheny	South	Lawrenceville from 43rd Street to 36th Street	Crushed limestone		good		med	Tree of heaven, White mulberry	med	Amur honeysuckle	high	porcelain berry	high	knotweed, mugwort	high
5	Ohio	North	N Franklin Street to Westhall Street (ALCOSAN plant)	Asphalt		good		low	Tree of heaven, White mulberry	high		low	porcelain berry, grape	med	knotweed	high
6	Ohio	North	N Liverpool Street (Peggy's Harbor) to the Casino	Asphalt		fair	cracks, filled potholes	low	Tree of heaven, White mulberry	med	Amur honeysuckle	med		low	knotweed, mugwort	high
8	Allegheny	North	Three Rivers Water Trail Launch to Herrs Island Bridge	Asphalt		good		med	Tree of heaven, White mulberry	med	Amur honeysuckle	high	oriental bittersweet, porcelain berry	high	knotweed, crown vetch	high
9	Allegheny	North	Herrs Island Bridge to Goodrich St			good		low	Tree of heaven	med	Amur honeysuckle	high	porcelain berry	high	knotweed, poison hemlock	high
10	Allegheny	North	Goodrich St to Rachel Carson Bridge	Concrete		fair	cracks, uneven joints create tripping hazards	med		low		low		low	knotweed	high
11	Allegheny	North	Rachel Carson Bridge to Allegheny Landing	Asphalt/exposed aggregate		poor		low		low		low		low		low
12	Allegheny	North	Casino to Allegheny Landing	Concrete		good		low		low		low		low		low
13	Allegheny	South	27th St to 29th St.	dirt		poor		med		low	Amur honeysuckle, alder buckthorn	high	oriental bittersweet	med	knotweed	low
14	Allegheny	South	27th St. to 25th St.	Crushed limestone	variable	good		low	Tree of heaven	low		low	porcelain berry	high	knotweed	high
15	Allegheny	South	25th St. to 24th St.	Asphalt/crushed limestone/loose gravel	variable	fair	uneven surface, potholes, poorly defined edges	low	Tree of heaven	low	Amur honeysuckle	med	porcelain berry	high	knotweed	medium
16	Allegheny	South	24th St. to 23rd St.	Concrete	9.75	fair	tripping hazard at transition at 24th St.	low		low		low	porcelain berry	high		low
17	Allegheny	South	23rd St. 21st St.	Asphalt	7.75	good		low	Tree of heaven	high		low	porcelain berry	high	knotweed	high
18	Allegheny	South	21st St to 18th St	Asphalt	13	fair	a few potholes	low	Tree of heaven, White mulberry, Norway Maple	high	Amur honeysuckle	high	porcelain berry	high	knotweed	high
19	Allegheny	South	18th St to 16th St	Asphalt	13	good		low	Tree of heaven, White mulberry, Norway Maple	high	Amur honeysuckle	high	porcelain berry	high	knotweed	high
20	Allegheny	South	16th St to I-579 overpass	Concrete	7.75	good		low	Tree of heaven	med	Amur honeysuckle	med	vinca	low	knotweed	high
21	Allegheny	South	I-579 overpass to 11th St	Asphalt	8-10 ft	fair	Bank eroding near trail under overpass	med	Tree of heaven		Various	high	oriental bittersweet	high	knotweed	high
22	Allegheny	South	11th St to Commonwealth St	Concrete	9	good		med		low	Various	high	oriental bittersweet	high	knotweed	high
23	Monongahela	North	Sickle street to Rairload trestle	Asphalt	9.5	fair	pitting in asphalt at railroad overpass	low	Tree of heaven	high		low		low	knotweed, mugwort	high
24	Monongahela	North	Railroad Trestle to 40°24'17.4"N 79°55'32.0"W	Asphalt	9.5	good		low	Tree of heaven, White mulberry	high	Amur honeysuckle	high	porcelain berry, oriental bittersweet	med	knotweed, mugwort	high
25	Monongahela	North	40°24'17.4"N 79°55'32.0"W to 40°24'20.25"N 79°55'29.37"W	Reclaim, Ashphalt chunks	variable	fair	uneven surface, potholes, poorly defined edges	low	Tree of heaven, White mulberry	high	Amur honeysuckle	high	porcelain berry, oriental bittersweet	med	knotweed, mugwort	high
26	Monongahela	North	40°24'20.25"N 79°55'29.37"W to Duck Hollow parking lot	Asphalt	9.5	fair	patches need further work, collect water, stream crossing needs larger culvert, damage from bridge scuppers	low	Tree of heaven, White mulberry	high	Amur honeysuckle	high	porcelain berry, oriental bittersweet	med	knotweed, mugwort	high
27	Monongahela	North	Nine Mile Run to 40°24'58.08"N 79°54'46.64"W	variable	variable	fair	informally maintained	low	Tree of heaven, White mulberry	med	Amur honeysuckle	med	porcelain berry, oriental bittersweet	high	knotweed, mugwort	high
28	Monongahela	South	Hayes	Asphalt	10	good		low		low		low		low		low
29	Monongahela	North	Eliza Furnace Trail from parking lot at Swinburne Street to Birmingham Bridge	Asphalt	12	good		low	Tree of heaven, Caller pear	high	Amur honeysuckle, privet	high		low	knotweed, narrowleaf cattail, teasel	high
30	Monongahela	North	Birmingham Bridge to Grant Street	Asphalt	13	fair	large cracks, uneven surface	low	White mulberry, Callery pear	high		low		low	knotweed	med
31	Monongahela	North	Grant Street to Smithfield St	Concrete		good				low		low		low		low
32	Monongahela	North	Smithfield St. to Point State Park via Downtown	Asphalt	variable	fair	confusing wayfinding	low		low		low		low		low
33	Monongahela	North	Point State Park to Mon Warf along Mon River	Concrete	variable	good		low		low		low		low		low
34	Monongahela	North	Hazelwood Trail from Hot Metal Bridge to Blair St	Crushed limestone	variabe	fair	poorly defined edge, uneven, erosion gulying	low		low	burning bush	high		low	knotweed, mugwort	high
35	Monongahela	North	Hazelwood Trail from Blair St to Hazelwood Ave.	Asphalt	9	fair	repaint lane dividers, wayfinding needed at Hazelood Avenue, conflicting markings at railroad as to whether the trail ends or continues	low		low		low		low	mugwort	high
36	Monongahela	North	Panther Hollow Trail from Second Avenue to Schenley Park	Asphalt, sidewalk	5	fair	wayfinding issues/poor signage	low		low		low		low	knotweed	high
37	Monongahela	North	Panther Hollow Trail in Schenley Park	Asphalt	9-10 ft	good		low		low		low	porcelain berry	high	knotweed	high
38	Monongahela	South	Birmingham Bridge to Fourth Street	Asphalt	9-10 ft	fair	cracks make it bumpy	med	Tree of heaven, White mulberryr	high	Amur honeyuckle	high		low	knotweed	high
39	Monongahela	South	Fourth St. to Second St.	Concrete/asphalt	variable	poor	wayfinding is difficult/poor signage, potholes, bumpy	low		low		low		low		low
40	Monongahela	South	Station Square Glass House Apartments to Smithfield Street	Asphalt	16	good		low		low		low		low		low
41	Monongahela	South	Smithfield St. Bridge to Sheraton Hotel	Concrete		good		low		low		low		low		low
42	Monongahela	South	Sheraton Hotel to Duquesne Incline	Asphalt/brick	8	poor	Large potholes in brick section, wayfinding/poor signage at end of stadiuim parking lot and at Duquesne incline	low		low		low		low		low