

THREE RIVERS WATER TRAIL MANAGEMENT PLAN

JUNE 2024

Prepared By:



environmental
planning & design



*Cycle
Forward*

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Water view of the 40th Street Bridge near Herr's Island

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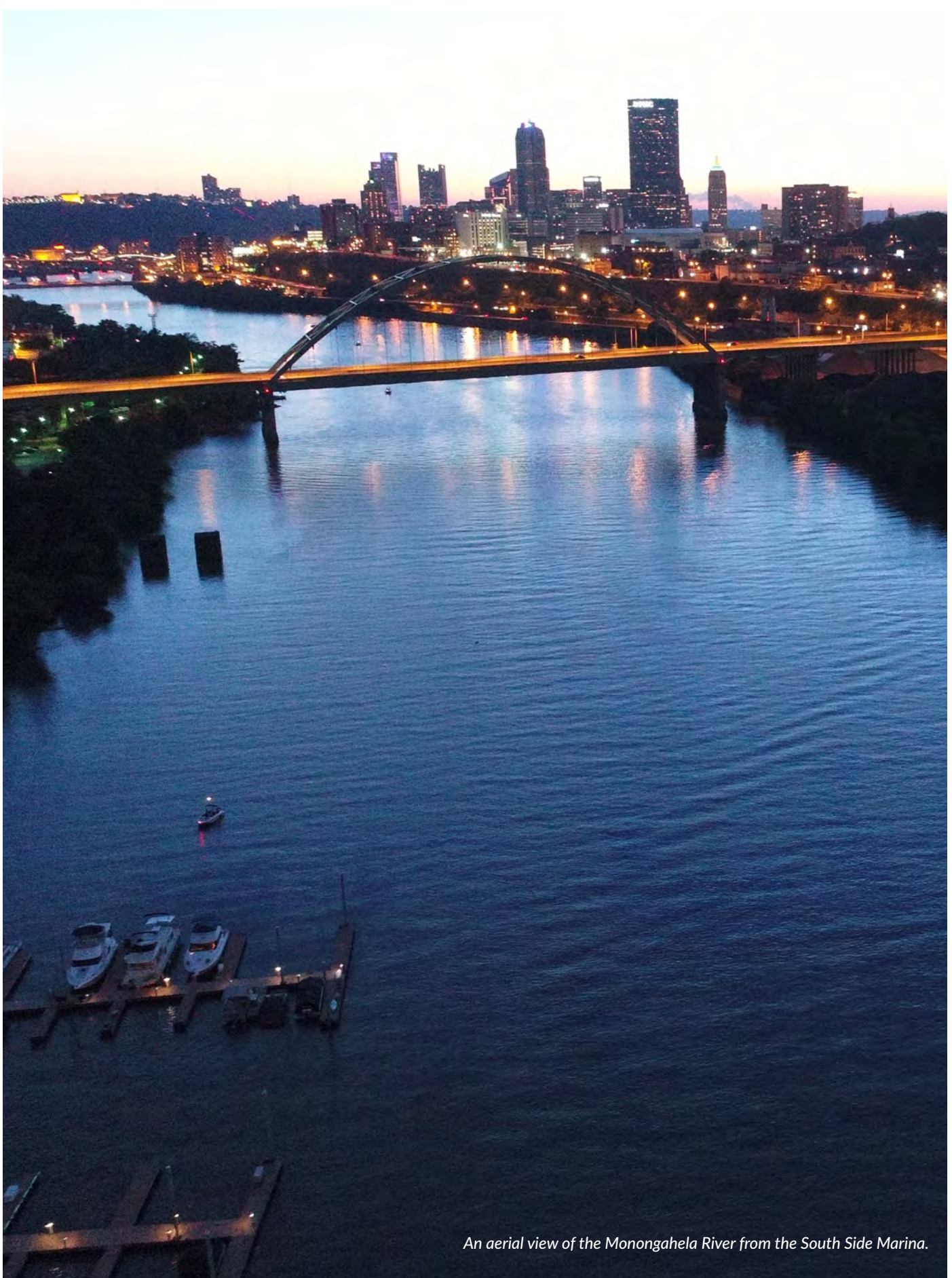
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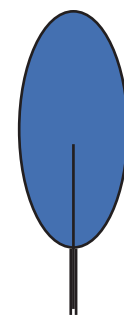
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An aerial view of the Monongahela River from the South Side Marina.

PREFACE



Over the past few decades, the Pittsburgh region has been experiencing a rapid growth in interest and use of its rivers, reflecting a national upward trend in the popularity of non-motorized recreation. To address this growing trend and introduce more people to the recreational and environmental renewal of local rivers, Friends of the Riverfront created the Three Rivers Water Trail System, a series of water access points along the 90 riverfront communities within Allegheny County. The Water Trail is managed and maintained by Friends of the Riverfront with assistance of various organizations within the County.

These access points along the rivers are gateways to recreation, enjoyment and celebration. They are places where users can launch non-motorized boats such as kayaks, canoes, and paddleboards. These sites are also a point of access to the river for anglers and wildlife watchers, and can simply allow visitors to enjoy and experience the intrinsic power that flowing water seems to possess.

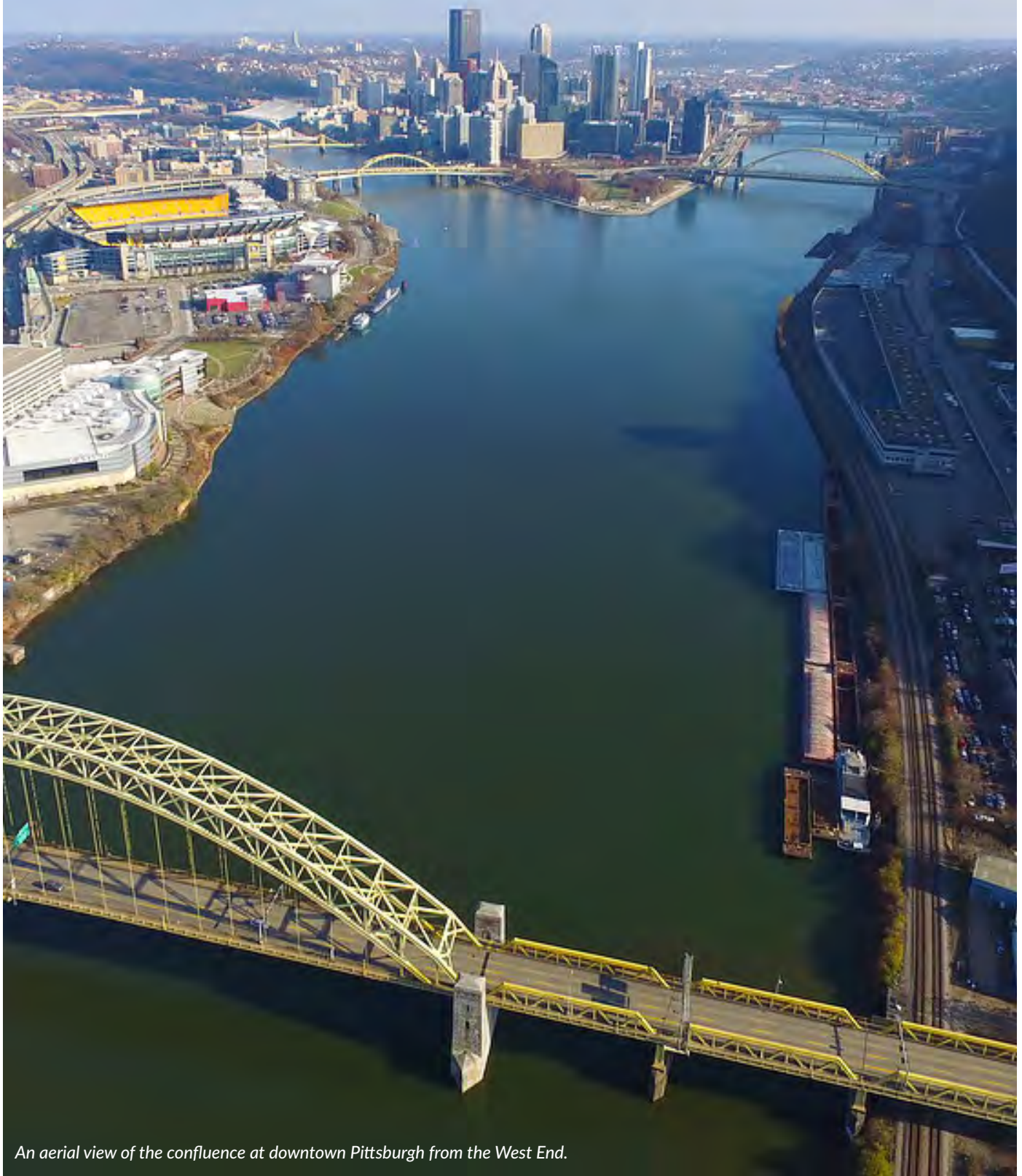
Providing for a diversity of visitor uses, experiences, and equitable access while protecting natural resources and sustaining social, cultural, and recreation outcomes can be vexing and sometimes conflicting challenges. In addition, the maintenance, promotion, and marketing of water access pose completely different sets of concerns and conundrums. The following Three Rivers Water Trail Management Plan identifies, assesses, and addresses the Water Trail's most significant challenges and outlines a set of strategies to build on its strengths and successes. Specifically, the Management Plan:

- Details a set of standards for creating, promoting, maintaining, and sustaining high-value recreation opportunities along Allegheny County's four rivers.
- Suggests improvements at existing water access points and identifies potential future expansion sites.
- Offers recommendations to standardize how water access points should be designed, constructed, and maintained.
- Provides recommendations geared towards clarifying and/or diversifying the Water Trail's recreational, social, economic and cultural use, perception, and importance.
- Addresses inequities in accessibility and belonging by suggesting barriers to be removed or investments to be made.



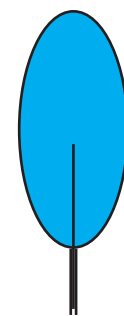
A look towards the City from Heinz Quay Launch

EXECUTIVE SUMMARY



An aerial view of the confluence at downtown Pittsburgh from the West End.

REPORT OVERVIEW



Allegheny County is fortunate to have four major rivers that are a source of economic vitality, recreation, and wellness. The Ohio, Allegheny, and Monongahela Rivers within the County make up the Three Rivers Water Trail (the fourth river, the Youghiogheny, is designated as its own water trail). The goal of this plan is to elevate the Three Rivers Water Trail as a major civic asset for residents but also as a regional destination for paddlers. The desired outcome is to elevate the existing and future water access points to attract new users and expand access for everyone.

This plan enables Friends of the Riverfront to focus on four (4) areas of water system improvement inclusive of:

- A. Accessibility
- B. Conditions & Maintenance
- C. Expansion
- D. Promotion

The development of the Three Rivers Water Trail Management Plan (Management Plan) was guided by analysis of on-site evaluations, existing conditions mapping, research of best practices, and input from Friends of the Riverfront, stakeholders, the steering committee, and the public. These insights and guidance informed the compilation of plan recommendations for future development of the Water Trail as a community asset.

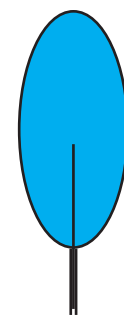
WATER TRAILS AS COMMUNITY CONNECTORS

Water Trails are corridors along waterways containing water access points, boat launches, and a variety of site amenities that provide opportunities for recreation, connection, and education. They are used for both single day and multi-day trips, providing safe access to waterways and connection to the outdoors. The Three Rivers Water Trail is part of the larger [Pennsylvania Water Trail system](#), created to provide a network of corridors navigable by small, non-motorized vessels including kayaks, canoes, and stand-up paddleboards (SUPs).

The Management Plan is intended to provide guidance on ways to help connect the community to its rivers. This includes changing common perceptions of the rivers as unsuitable for human recreation through education, outreach, and improved access from all surrounding areas. The Plan builds on the existing Water Trail infrastructure to create a cohesive set of recommendations for improvements, maintenance, promotion, and expansion.







OUTREACH

The local community was instrumental in understanding the current strengths and challenges of the Three Rivers Water Trail by providing invaluable feedback through two surveys, a public meeting, and stakeholder interviews. Feedback included how valuable our rivers are and the opportunities they provide for recreation, but also the challenges with introducing river recreation after decades of pollution and industry.

ECONOMIC POTENTIAL

The Plan did not include an economic impact study, but does provide a summary of findings from other studies that affirm the economic impact of water trails in their respective communities. It is meant to provide a helpful resource to communities interested in learning about the economic benefit water trails have provided for cities and towns in the United States.

Historically, many towns and urban areas have turned their backs on their rivers due to water quality issues, fear of flooding, and dams. Not surprisingly, communities have not always had systems in place to maintain safe waterside trails, advocate for their use, and educate the public about their value as outdoor amenities. Today, communities are discovering the benefits of water trails and are viewing their waterfronts as assets. They are learning how to engage larger audiences (outside of the environmental realm) to create a positive impact by establishing new connections, rediscovering natural spaces, and attracting new businesses.

The Outdoor Industry Association ranked outdoor recreation as the third largest industry (\$646 billion annual consumer spending) after outpatient healthcare, and financial services and insurance (\$767 and 780 billion, respectively). The outdoor recreation economy grew 5% during an economic recession from 2005 to 2011 (*The Outdoor Recreation Economy, 2012*), and paddle sports have increased significantly within the outdoor industry arena. Water sports (motorized and non-motorized) contributed \$85 billion in spending, \$4.8 billion in local and state taxes, and created over 800,000 jobs.

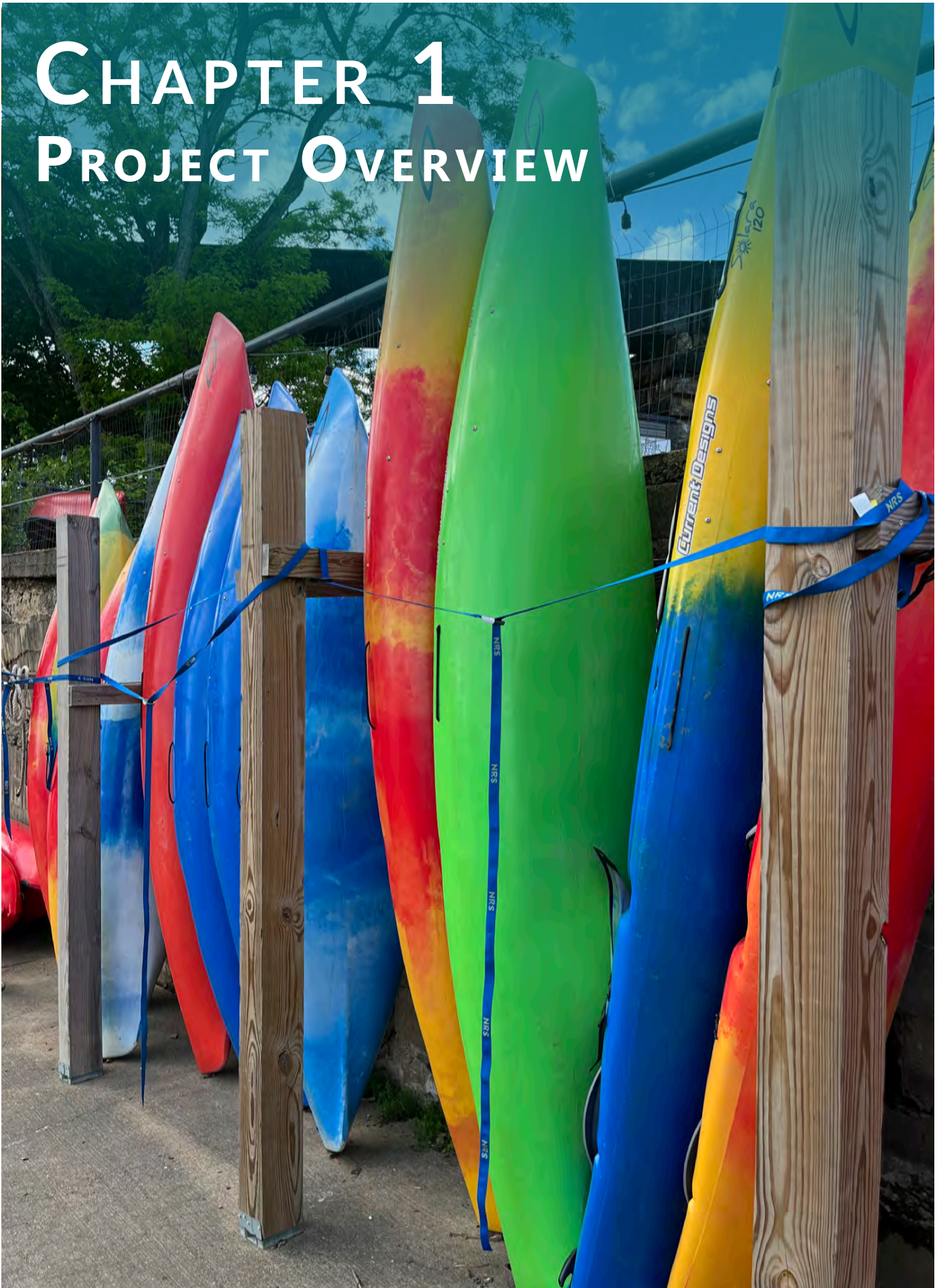
The 140 million Americans who spent \$646 billion on outdoor recreation created \$80 billion per year in national, state, and local tax revenues (*The Outdoor Recreation Economy, 2012*). An example of recession-related growth in outdoor recreation, Minnesota's kayak registrations doubled between 2000 and 2005: new boat ownership offered a tremendous opportunity for communities to promote their water trails and provide amenities that draw paddlers to their town (MN Canoe and Kayak Study, 2005).

CONCLUSION

As the region continues to embrace the rivers as a source of recreation and enjoyment, the Three Rivers Water Trail Management Plan aims to preserve and increase access to the waterways, introduce more people to water trails, and support the outdoor recreation economy.

CHAPTER 1

PROJECT OVERVIEW



OVERVIEW AND PURPOSE



VISION

Allegheny County's four rivers form a continuous 96-mile long riparian landscape that is accessible to the public - residents and visitors alike – offering opportunities for canoeing, kayaking, fishing, camping, bird watching, meditation and other types of water-based activities. Because of this continuity and public accessibility, the Three Rivers Water Trail is first and foremost a water trail that offers users of all ages, abilities and walks of life the opportunity to experience the storied Pittsburgh rivers for an afternoon, a day, a weekend, a week, a month or even longer.

Given this tremendous opportunity, the vision of this Management Plan is ***to create a highly accessible network of water access points where a multitude of on-the-water and off-the-water experiences can be realized by visitors and users of all ages, abilities and walks of life.***

BENEFITS AND GOALS

A continuous system of paddling, fishing, bird watching, water watching and biking experiences along Allegheny County's four rivers provides invaluable community benefits. As such, the Three Rivers Water Trail:

- Celebrates the beauty, diversity, and history of the Allegheny, Ohio, Monongahela and Youghiogheny Rivers and the broader southwestern Pennsylvania region.
- Connects the people and communities of Allegheny County to each other, to our region's river heritage, and to its landscape.
- Stimulates new investments, economic opportunities, recreational pursuits, social health, and ecological stewardship.

In order to leverage these benefits, the following Management Plan seeks to achieve the following goals:

1. Expand the number of water access points in strategic areas and redefine some access points to reduce resource redundancies.
2. Establish a clear hierarchy of water access points and the amenities/improvements found in each classification.
3. Broaden the number of water trail users and visitors by offering more opportunities for shoreline experiences.
4. Improve the everyday appearance of the water access points through uniform and regular maintenance standards and efforts.
5. Reduce or mitigate barriers related to access and enjoyment of the Water Trail and its rivers.
6. Shift the public perception of safety and health concerns as related to the County's rivers and on-the-water experiences.

USERS AND VISITORS

For the past thirty years, Pittsburgh and Allegheny County have worked hard at redefining our riverfronts. This transformation has recaptured public access, improved water quality, and tamed safety issues. Today, residents look to their rivers as a source of recreation and enjoyment.

This Management Plan seeks to expand and further bolster visitors or users of the Three Rivers Water Trail. In that effort, users of the Water Trail can be generally categorized into four (4) types and are the focal points for a variety of this Management Plan's recommendations. These are the audiences we considered in making improvement recommendations in Chapter 5. The needs, demands, and expectations of each of these user/visitor groups is different and influences the nature of accessibility and amenities provided along the Water Trail itself. Learn more about these audiences by reviewing the survey results in Chapter 3

“THE COUNTY CASUAL”

Casual Users may spend a day once or twice a year on the rivers, experiencing one or two sections of the water trail during a single trip. The Three Rivers Water Trail enables these casual users to “get their feet wet” and “test the waters” gaining insight on a possible new outdoor recreation hobby.



“THE PART-TIME PADDLER”



Weekend Users may spend a weekend or longer on the rivers, experiencing an extended section of the water trail during a single trip. The Three Rivers Water Trail enables these adventurers to discover less known river reaches and unique destinations to which access has previously been limited or even discouraged.



“THE REGULAR ROWER”

Regular Users are frequent visitors that seek the solace of the rivers as an integral part of their daily lives or exercise routine. The Three Rivers Water Trail has a pedestrian orientation and is often well connected to neighborhoods. It is commonly supported by a network of multi-modal infrastructure and lifestyle amenities such as walking and biking trails, water access points, trailheads, and more. These amenities are attractive to the regulars.



“THE WATER TRAIL WARRIOR”



Water Trail Warriors seek the ultimate adventure of exploring the entire Three River Water Trail – river by river! Recreation enthusiasts from around the United States travel to the Allegheny County to conquer one of North America’s storied river systems.

CHAPTER 2

SITUATIONAL PROFILES

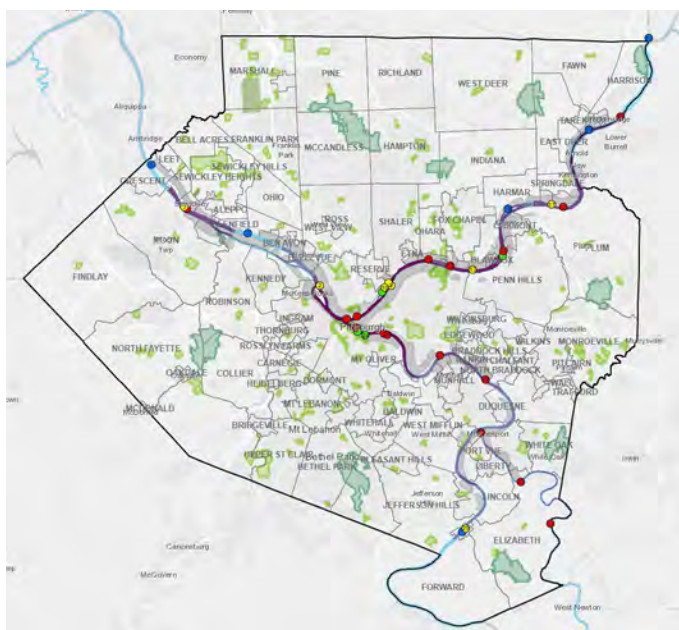


SITUATIONAL PROFILES

EXISTING CONDITIONS

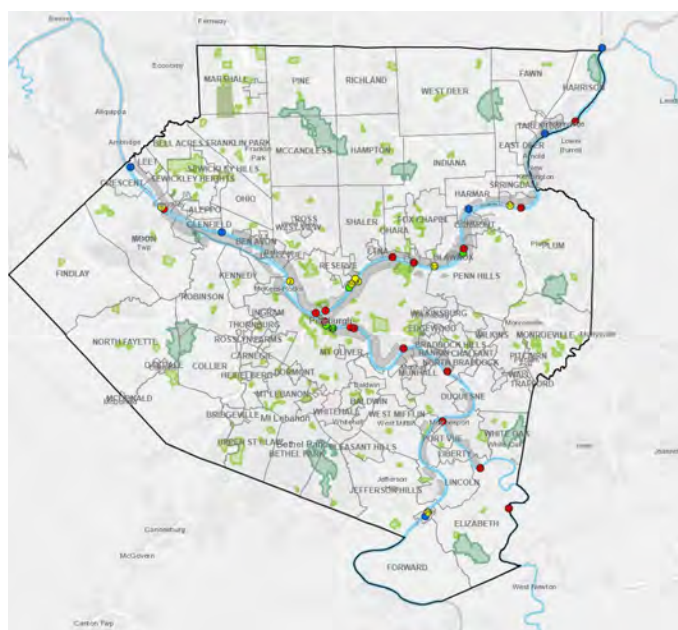
Existing conditions along the Water Trail were examined to help assess the current status of water access points, areas of need, areas for improvement, potential expansion areas, important considerations, and any circumstances that need to be addressed.

An interactive [Water Trail Webmap](#) was created as a tool for evaluating these existing conditions individually and holistically. The Webmap incorporates features including railroads, combined sewer overflow points, and existing access points, and allows users to explore site features and considerations surrounding the future development of the Water Trail.



Access point density

Existing access point locations were mapped to help identify areas with gaps in water access – areas along the rivers with a lower density of access points, often with increased spacing between each launch. This analysis was used as a starting point to begin to identify potential areas of expansion.











Access points and transit stops

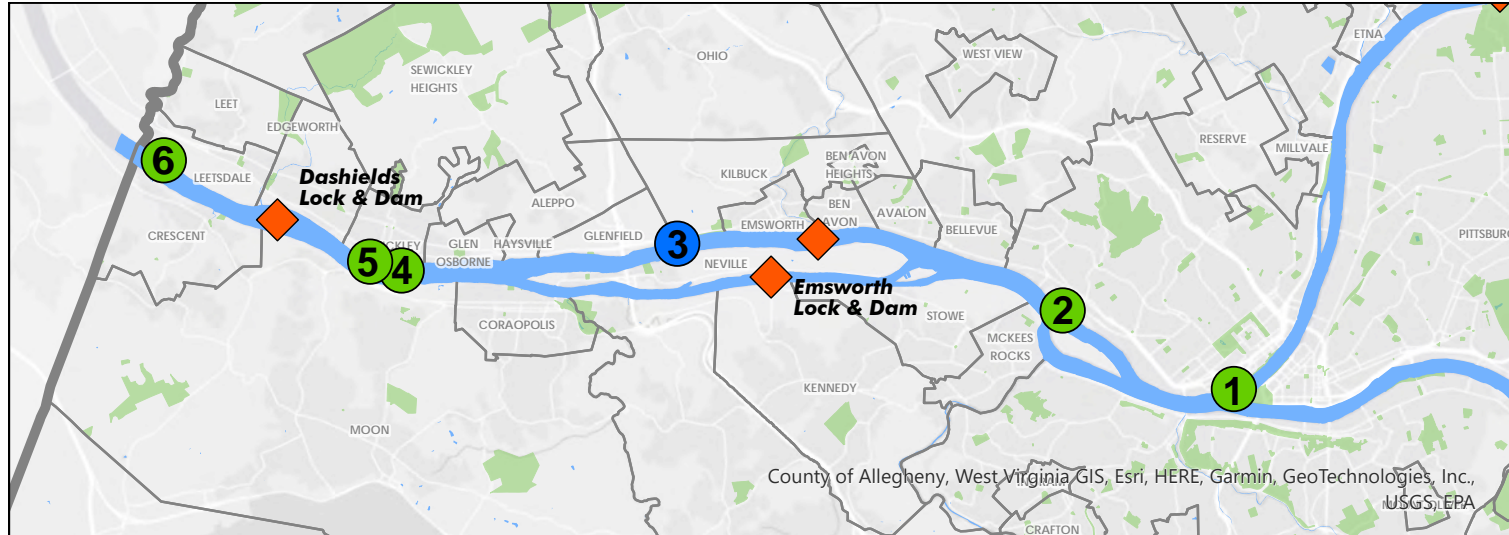
To determine accessibility to public transportation, PRT transit routes and stops were overlaid with the Water Trail to evaluate proximity to transit. Access points within 1/4-mile of a transit stop were identified to help prioritize water access needs in the short- and long-term spacing between each launch. This analysis was used as a starting point to begin to identify potential areas of expansion.

EXISTING CONDITIONS

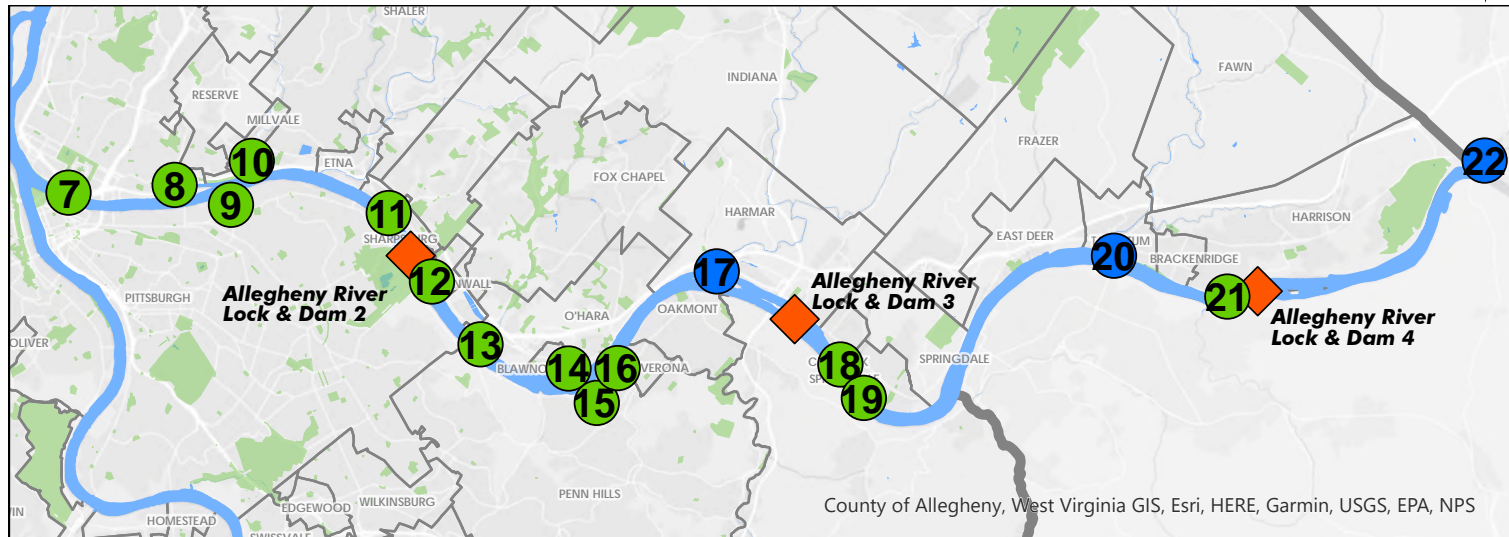
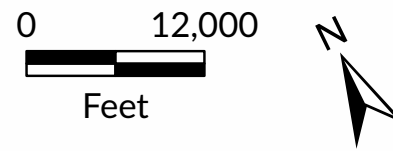
LEGEND

-  County Boundary
-  Municipal Boundaries
-  Rivers, Lakes & Streams
-  Parks (Municipal, County & State)
-  Lock & Dam
-  Existing Access Point
-  Existing PA Fish & Boat Commission Access Point
-  Other Existing Access Point (part of the Youghiogheny Water Trail)

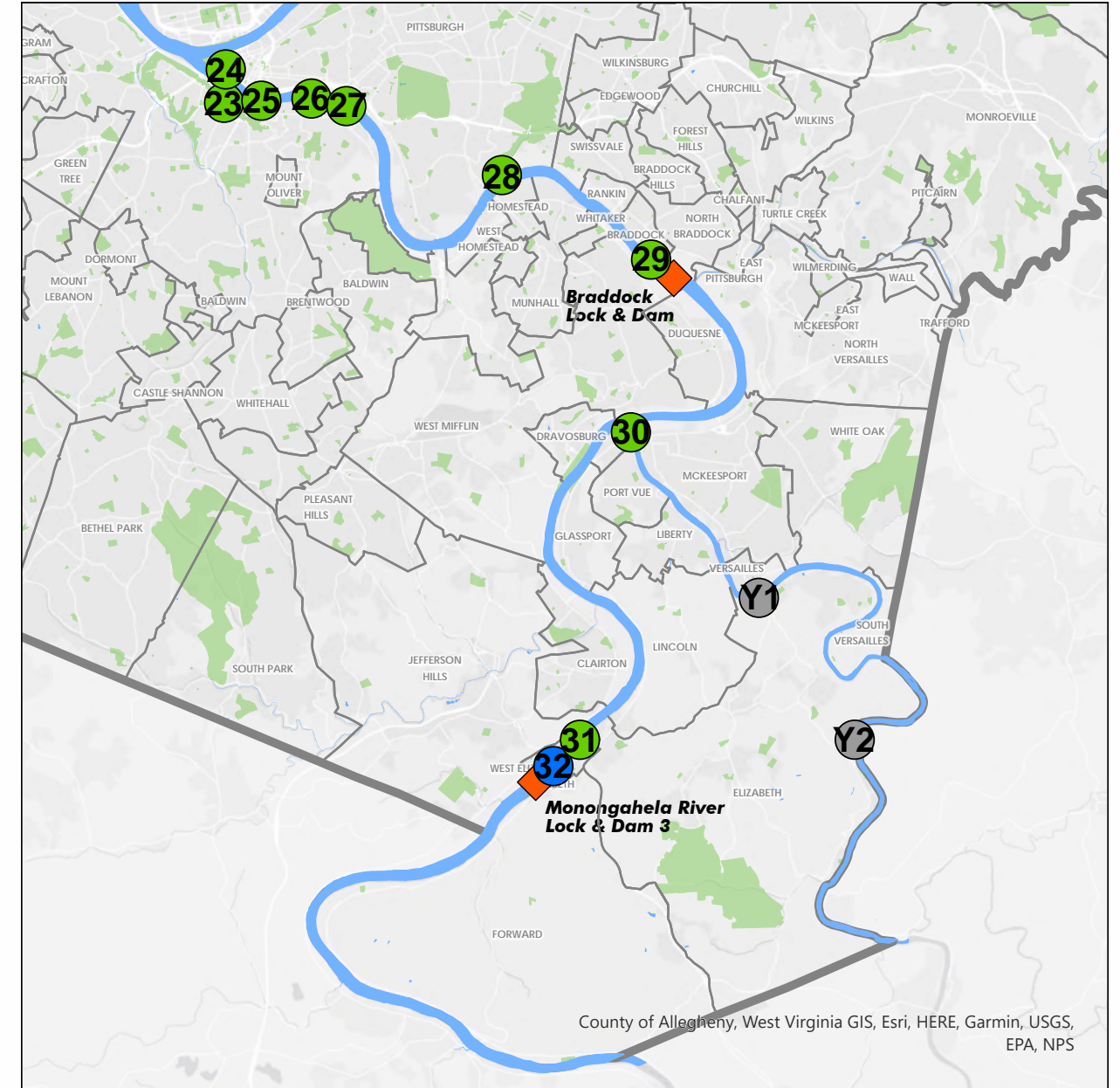
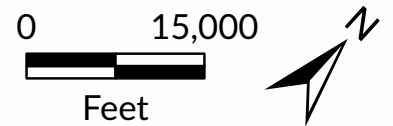
WATER ACCESS POINTS



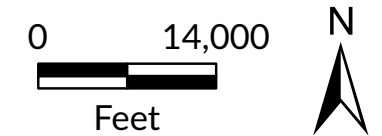
OHIO RIVER



ALLEGHENY RIVER












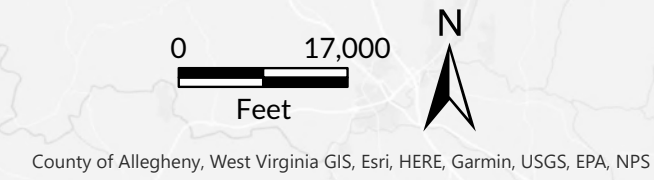
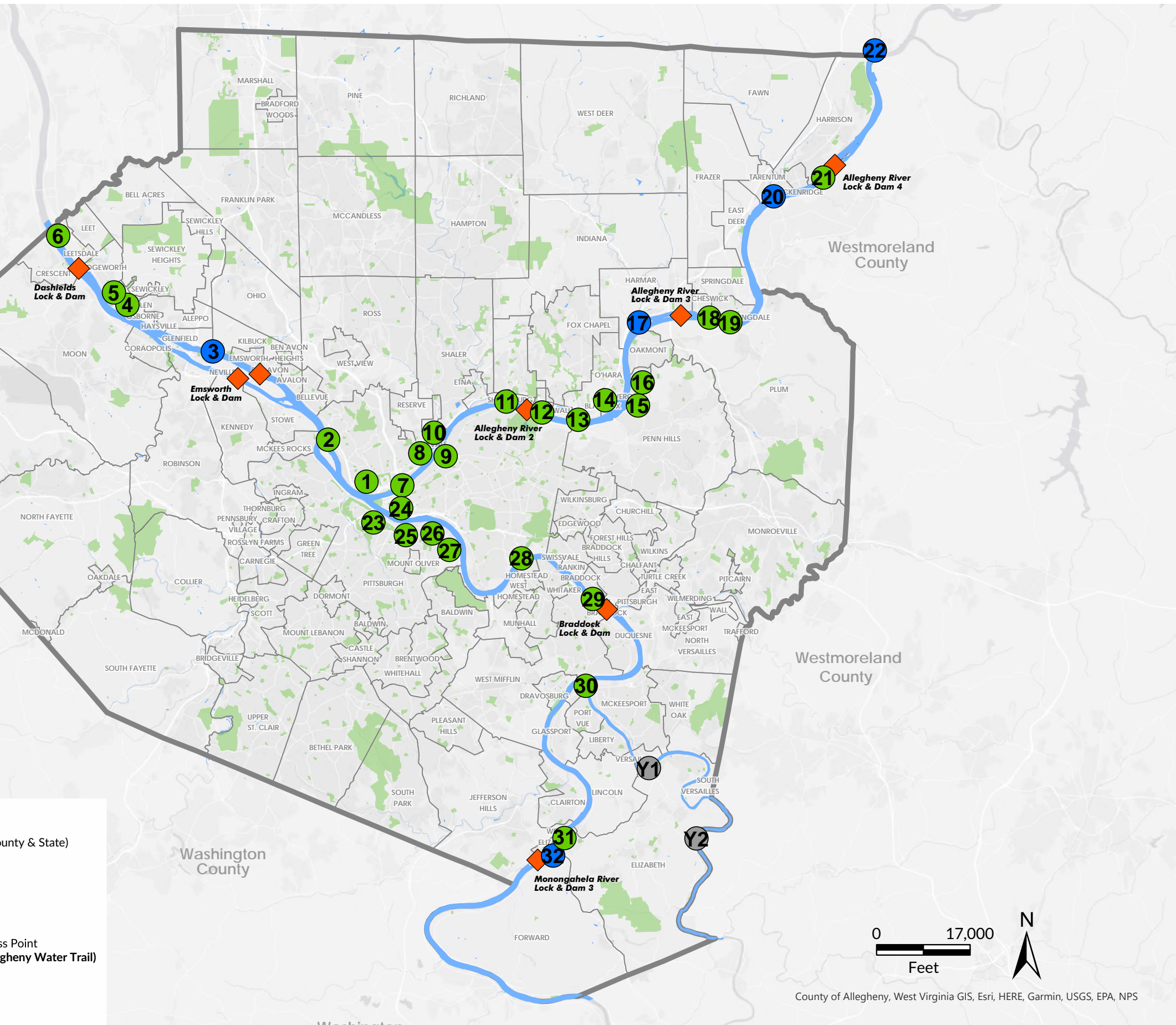
MONONGAHELA RIVER



1. Heinz Quay Launch
2. Westhall Street Launch
3. Kilbuck Access
4. Chestnut Street Launch
5. Walnut Street Launch
6. Leetsdale Launch
7. Clemente (6th Street) Bridge Launch
8. Millvale Riverfront Park Launch #1
9. Lawrenceville Launch
10. Millvale Riverfront Park Launch #2
11. Sharpsburg Riverfront Park Launch
12. Aspinwall Launch
13. O'Hara Chapel Harbor Launch
14. Sycamore Island
15. 10.7 Marina Launch
16. Verona Launch
17. Deer Creek Access
18. Cheswick Launch
19. Springdale Launch
20. Tarentum Access
21. Natrona/Harrison Township Launch
22. Freeport Launch
23. Station Square Marina
24. Mon Wharf Launch
25. 4th Street Launch
26. South Side Riverfront Park Access
27. South Side Riverfront Park Launch
28. Nine Mile Run/Duck Hollow Launch
29. Braddock Launch at 11th Street
30. Port Vue Launch
31. Elizabeth Launch
32. Elizabeth PFBC Launch

LEGEND

- | | | | |
|---|--|---|---|
|  | County Boundary |  | Parks (Municipal, County & State) |
|  | Municipal Boundaries |  | Lock & Dam |
|  | Rivers, Lakes & Streams |  | Existing Access Point |
|  | WATER ACCESS POINTS |  | Other Existing Access Point
(part of the Youghiogheny Water Trail) |
|  | Existing PA Fish & Boat
Commission Access Point | | |





EXISTING WATER ACCESS POINTS

All existing access points along the Water Trail were individually assessed on-site using a set of criteria to evaluate in-water conditions, accessibility, parking, water-oriented activities, and site amenities.



The existing water access point evaluated during this study include:

Heinz Quay Launch
 Westhall Street Launch
 Kilbuck Access
 Chestnut Street Launch
 Walnut Street Launch
 Leetsdale Launch
 Clemente (6th Street) Bridge Launch
 Millvale Riverfront Park Launch #1
 Lawrenceville Launch
 Millvale Riverfront Park Launch #2
 Sharpsburg Riverfront Park Launch
 Aspinwall Launch
 O'Hara Chapel Harbor Launch
 Sycamore Island
 Verona Lunch
 10.7 Marina Launch
 Deer Creek Access
 Cheswick Launch
 Springdale Launch
 Natrona Launch
 Tarentum Access
 Freeport Launch
 Station Square Marina
 Mon Wharf Launch
 4th Street Launch
 South Side Riverfront Park Access
 South Side Riverfront Park Launch
 Nine Mile Run/Duck Hollow Launch
 Braddock Launch at 11th Street
 Port Vue Launch
 Elizabeth Launch
 Elizabeth PFBC Launch

Situational Profile Features/Amenities Icon Key

	= Kayaking
	= Canoeing
	= Paddle Boarding
	= Fishing
	= Wildlife Viewing
	= Motorboating
	= Camping
	= Picnic
	= Restroom
	= Shelter
	= Locker
	= Nearby Food
	= Nearby Transit
	= Nearby Lodging
	= Parking

Situational Profile ADA Access Icon Key

	= ADA Accessible Route
	= ADA Accessible Fishing
	= ADA Accessible Launch
	= ADA Accessible Parking

Site assessment information can be found on the Webmap for each existing site and was used to create the situational profiles found on the following pages. These profiles summarize the existing conditions of each access point.

HEINZ QUAY LAUNCH

OHIO RIVER

Municipality: City of Pittsburgh

ADA Accessibility:



Owner: Private

PFBC Facility:

No

Maintainer: Sports & Exhibition Authority

Coordinate Location:

40°26'41.0"N
80°00'52.3"W

River Mile: 0.1

Launch Type: CONCRETE RAMP

User Experience Level: **COMPETENT**

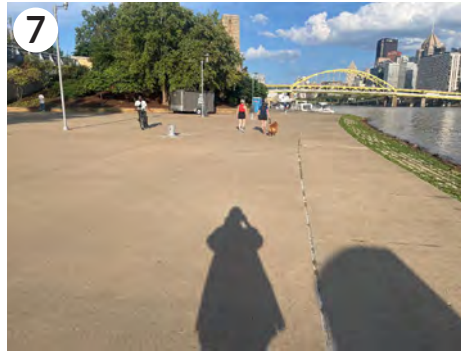
Amenities:



SUMMARY OF EXISTING SITE FEATURES

SITE FEATURE		EXISTING CONDITIONS
1	Articulated Concrete Mattress	Fair; Gravel fill needs replenished
2	Water Conditions	Wind Exposure; High Boat Traffic
3	Shoreline Conditions	Flood Damage; Prone to debris (logs, branches, large rocks)
4	River Bottom	Rock bed
5	Parking	No parking
6	ADA Route Access	No
7	Accessible Route	Concrete; Flood Damage

EXISTING SITE IMAGES



WESTHALL STREET LAUNCH

OHIO RIVER

Municipality: City of Pittsburgh

ADA Accessibility:



Owner: Municipal

PFBC Facility:

No

Maintainer: City of Pittsburgh

Coordinate Location:

40°28'18.3"N
80°02'36.2"W

River Mile: 2.8

Launch Type: BEACH

User Experience Level: NOVICE

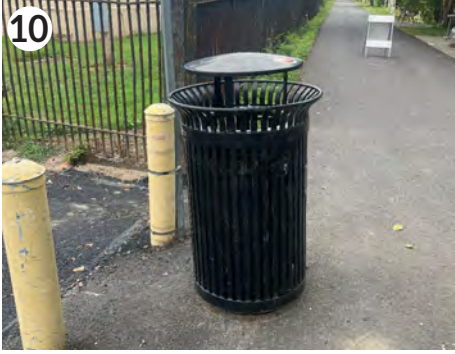
Amenities:



SUMMARY OF EXISTING SITE FEATURES

SITE FEATURE		EXISTING CONDITIONS
1	Beach Ramp	Prone to debris (logs and branches)
2	Water Conditions	High boat traffic; (commercial boats)
3	Shoreline Conditions	Prone to debris (logs and branches)
4	River Bottom	Gravel bed
5	ADA Route Access	Yes
6	Accessible Route	Concrete path; Slope under 8%; Some Erosion
7	Parking	On-street parking only; 20+
8	Kayak Rack	Good
9	Bench	Good
10	Litter Receptacle	Good
11	Restroom - Portable	Fair
12	Interpretive Signage - Feral Cat Memorial	Good
13	Interpretive Signage - Prison Cat Cove	Good
14	Interpretive Signage - Three Rivers Heritage Trail	Good
15	Signage - Feral Cat	Good

EXISTING SITE IMAGES



KILBUCK ACCESS

OHIO RIVER

Municipality: City of Pittsburgh

Owner: State

Maintainer: PFBC

River Mile: 7.9

Launch Type: CONCRETE RAMP

Amenities: 

ADA Accessibility:



PFBC Facility:

Yes

Coordinate Location:

40°30'50.9"N
80°07'13.1"W

User Experience Level: **NOVICE**

SUMMARY OF EXISTING SITE FEATURES

SITE FEATURE		EXISTING CONDITIONS
1	Raked Concrete Ramp	Fair
2	Steel Dock	Good
3	Water Conditions	Wind exposure (catches upstream winds); Moderate boat traffic (mix of commercial/recreational); Near restricted area (downstream from lock and dam)
4	Shoreline Conditions	Floating grass; Mud flat downstream of dock
5	River Bottom	Mud and rock; Floating grass; Not deep
6	ADA Route Access	Yes
7	Accessible Route	Concrete/Asphalt; Slope around 8%
8	Parking	Yes; On-site (20+)
9	Restroom - Portable	Good; ADA compliant

EXISTING SITE IMAGES



CHESTNUT STREET LAUNCH

OHIO RIVER

Municipality: Sewickley Borough

ADA Accessibility:



Owner: Municipal

PFBC Facility:

No

Maintainer: Sewickley Borough

Coordinate Location:

40°32'01.3"N
80°11'07.2"W

River Mile: 11.6

Launch Type: CONCRETE RAMP

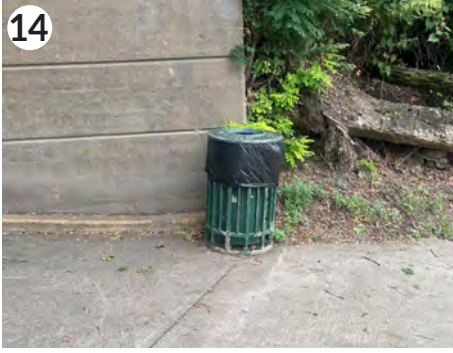
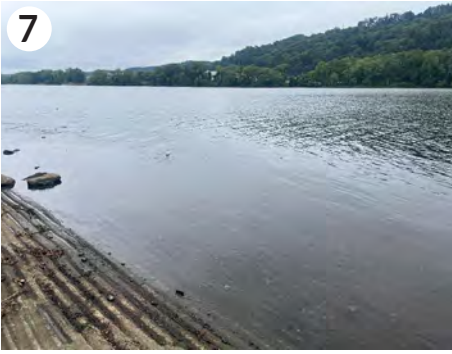
User Experience Level: NOVICE

Amenities:



SUMMARY OF EXISTING SITE FEATURES		
SITE FEATURE		EXISTING CONDITIONS
1	Grooved Concrete Ramp	Good
2	Concrete/Wood Dock Ramp	Fair
3	Water Conditions	Near Combined Sewage Overflow (immediately downstream of the ramp and dock); Near restricted area (upstream from lock and dam)
4	Shoreline Conditions	Prone to debris; Mud flat downstream of dock; Ice scour
5	River Bottom	Rock
6	Parking	None
7	ADA Route Access	No; not as currently improved
8	Accessible Route	Gravel; Slope over 8%; Not ADA compliant
9	Bench	Fair
10	Signage - Plaque	Excellent

EXISTING SITE IMAGES



WALNUT STREET LAUNCH

OHIO RIVER

Municipality: Sewickley Borough

Owner: Municipal

Maintainer: Sewickley Borough

River Mile: 11.8

Launch Type: DOCK

Amenities:        

ADA Accessibility:



PFBC Facility:

No

Coordinate Location:

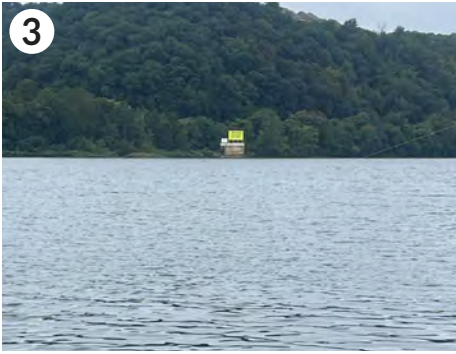
40°32'07.6"N
80°11'18.6"W

User Experience Level: **EXPERIENCED**

SUMMARY OF EXISTING SITE FEATURES

SITE FEATURE		EXISTING CONDITIONS
1	Dock	Good; (Full height motor boat dock; difficult to board/de-board from canoe or kayak)
2	Wooden Stair-to-Dock Connector	Poor; Safety issue (railing)
3	Water Conditions	Wind exposure; Near restricted area (upstream from the Dashields Lock/Dam; outside of the Arrival Point)
4	Shoreline Conditions	Prone to debris (trash and branches)
5	River Bottom	Gravel
6	Parking	Yes; On-site (12+)
7	ADA Route Access	No; not as currently improved
8	Accessible Route	Gravel; Not ADA compliant
9	Accessible Route	Concrete Tunnel
10	Stairs - Metal	Good; Not ADA compliant; Safety Issue
11	Bench	Good
12	Kayak Rack (1/2 Rack)	Good
13	Litter Receptacle	Fair
14	Interpretive Signage - Down the Ohio	Good
15	Wayfinding Signage - Water Trail Access #1	Good
16	Wayfinding Signage - Water Trail Access #2	Good
17	Signage - Borough	Good
18	Stationary Binoculars	Good

EXISTING SITE IMAGES



LEETSDALE LAUNCH

OHIO RIVER

Municipality: Leetsdale Borough

Owner: Municipal

Maintainer: Leetsdale Borough

River Mile: 15.0

Launch Type: CONCRETE RAMP

Amenities: 

ADA Accessibility:



PFBC Facility:

Yes

Coordinate Location:

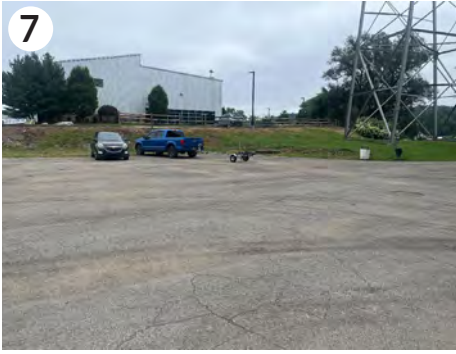
40°34'11.3"N
80°13'24.4"W

User Experience Level: NOVICE

SUMMARY OF EXISTING SITE FEATURES

SITE FEATURE		EXISTING CONDITIONS
1	Concrete Plank Ramp	Poor - concrete planks are deteriorated
2	Wood Dock	Fair
3	Dock Handrail	Poor; Safety issue; Not ADA compliant
4	Water Conditions	Wind exposure; Moderate boat traffic (mostly commercial boat); Near Combined Sewage Overflow
5	Shoreline Conditions	Prone to debris (trash and bags); Flood damage (sediment); Calm Water
6	River Bottom	Sand and Gravel
7	Parking	Yes; On-site (20+)
8	ADA Route Access	No; not in current state
9	Accessible Route	Asphalt
10	Picnic Table	Good
11	Restroom - Portable	Poor; ADA compliant
12	Litter Receptacle #1	Fair (dirty; graffiti)
13	Litter Receptacle #2	Fair (dirty; graffiti)
14	Interpretive Signage - Rules	Good
15	Dog Waste Station	Good

EXISTING SITE IMAGES



CLEMENTE BRIDGE LAUNCH (6TH ST.)

ALLEGHENY RIVER

Municipality: City of Pittsburgh

Owner: Municipal

Maintainer: City of Pittsburgh

River Mile: 0.6

Launch Type: CONCRETE RAMP

Amenities:       

ADA Accessibility: 

PFBC Facility: No

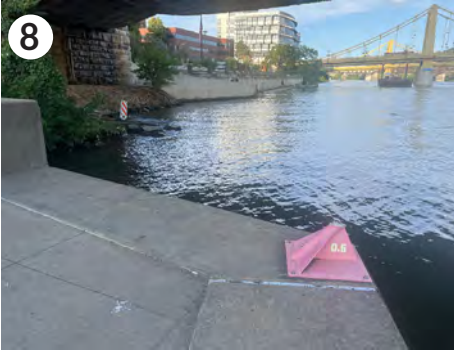
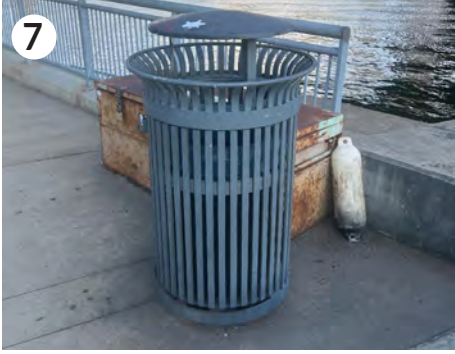
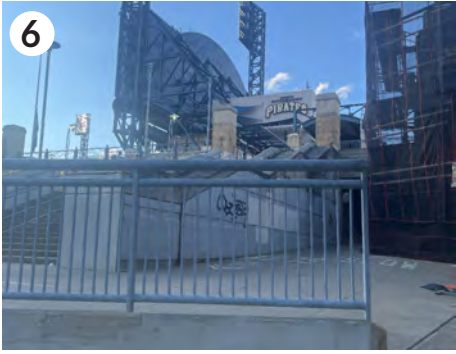
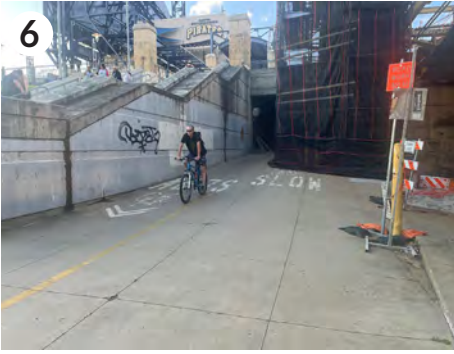
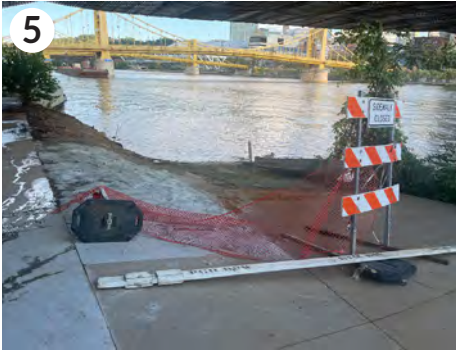
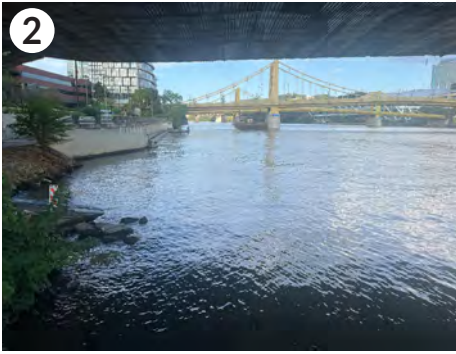
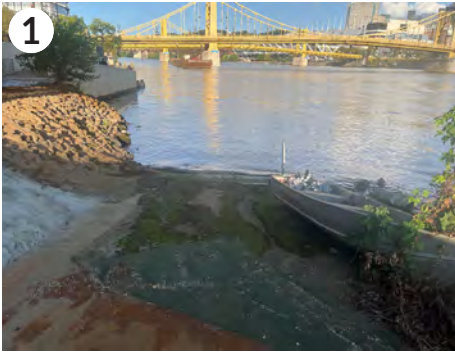
Coordinate Location: 40°26'47.8"N
80°00'13.8"W

User Experience Level: **COMPETENT**

SUMMARY OF EXISTING SITE FEATURES

SITE FEATURE		EXISTING CONDITIONS
1	Concrete Ramp	Poor - synthetic grass carpet on concrete ramp
2	Water Conditions	Combined Sewage Overflow just upriver from the launch; High Boat Traffic
3	Shoreline Conditions	Conflicts with Bike Trail; Ramp low point faces upstream
4	Parking	None available
5	ADA Route Access	No
6	Accessible Route	Over 8% Slope; No handrails
7	Litter Receptacle #1	Good
8	Wayfinding Signage - Water Trail	Needs Attention; The paddle is sheared off

EXISTING SITE IMAGES



MILLVALE RIVERFRONT PARK LAUNCH #1

ALLEGHENY RIVER

Municipality: Borough of Millvale

Owner: Municipal

Maintainer: Borough of Millvale

River Mile: 2.8

Launch Type: DOCK

Amenities: 

ADA Accessibility: 

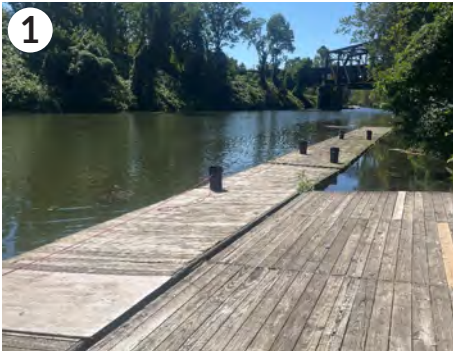
PFBC Facility: No

Coordinate Location: 40°28'09.8"N
79°58'28.8"W

User Experience Level: **NOVICE**

SUMMARY OF EXISTING SITE FEATURES		
SITE FEATURE		EXISTING CONDITIONS
1	Dock	Poor; Knurled and patched boards
2	Water Condition	Wind exposure; Shallow bottom; Floating grass and algae blooms; Near Combined Sewage Overflow
3	Shoreline Condition	Floating grass
4	River Bottom	Poor; Mud and rock
5	Parking	Yes; Excellent; 20+ on-site spaces
6	Accessible Route - Concrete Path	Fair; Settled joint/slab
7	Accessible Route - Asphalt (near dock)	Good
8	Wayfinding Signage - Water Trail (top of ramp)	Good
9	Wayfinding Signage - Water Trail (trail side)	Excellent
10	Information Signage	Good
11	Kayak Rack	Good
12	Restroom	Fair
13	Litter Receptacle	Fair
14	Other	Needs Attention; Tripping hazard
15	Other	Needs Attention

EXISTING SITE IMAGES



MILLVALE RIVERFRONT PARK LAUNCH #2

ALLEGHENY RIVER

Municipality: Borough of Millvale

ADA Accessibility: 

Owner: Municipal

PFBC Facility: No

Maintainer: Borough of Millvale

Coordinate Location: 40°28'26.9"N
79°58'10.4"W

River Mile: 3.2

Launch Type: BEACH

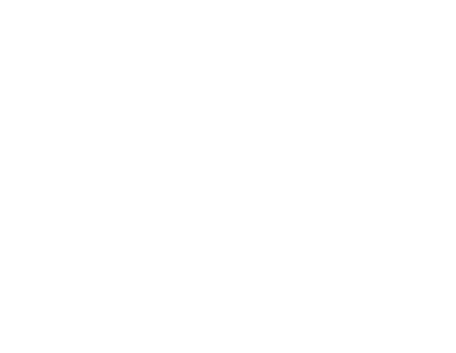
User Experience Level: NOVICE

Amenities:         

SUMMARY OF EXISTING SITE FEATURES

SITE FEATURE		EXISTING CONDITIONS
1	Beach Launch	Good; Firm gravel
2	Launch - Old Barge	Fair
3	ADA Accessible	No
4	Water Condition	Moderate boat traffic
5	Shoreline Condition	Sand, dirt, gravel
6	River Bottom	Gravel
7	Parking	Good; 20+ on-site spaces
8	Accessible Route - Gravel	Fair; 10% slope
9	Kayak Rack	Fair; Area surrounding rack is overgrown
10	Regulatory Signage	Poor; Graffiti
11	Wayfinding Signage - River Mile Marker #1	Fair; Area surrounding sign is overgrown
12	Wayfinding Signage - River Mile Marker #2	Fair
13	Wayfinding Signage - River Mile Marker #3	Fair
14	Wayfinding Signage - Launch Parking	Fair
15	Wayfinding Signage - Street Signs	Good

EXISTING SITE IMAGES



LAWRENCEVILLE LAUNCH

ALLEGHENY RIVER

Municipality: Lawrenceville

ADA Accessibility:



Owner: Municipal

PFBC Facility:

No

Maintainer: City of Pittsburgh

Coordinate Location:

40°28'17.8"N
79°58'02.0"W

River Mile: 3.1

Launch Type: BEACH

User Experience Level: **COMPETENT**

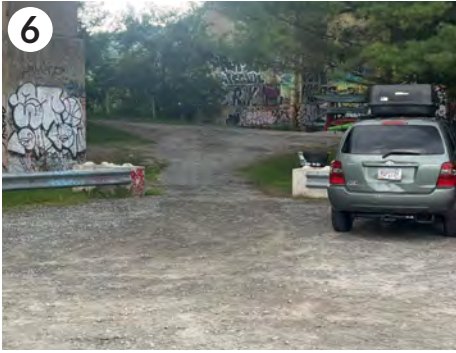
Amenities:



SUMMARY OF EXISTING SITE FEATURES

SITE FEATURE		EXISTING CONDITIONS
1	Beach Launch	Good
2	Shoreline Conditions	Poor; Campers and Squatters; Prone to debris (grass, other vegetation, and branches)
3	Water Conditions	Shallow bottom
4	Parking	Yes; Excellent; about 16 spaces on-site
5	ADA Route Access	No
6	Accessible Route - Gravel Path (from lot)	Fair; loose gravel; no hand rail; greater than 5% slope
7	Accessible Route - Gravel Path (to shore)	Fair; loose gravel; prone to slide; 15% slope
8	Accessible Route - Gravel Path (near water)	Needs Attention; loose gravel; safety issue
9	Accessible Route - Hand Rail (path to shore)	Rope; Not ADA compliant
10	River Bottom	Firm gravel
11	Interpretive Signage - Three River Heritage Trail	Good
12	Kayak Rack	Fair
13	Picnic Tables	Good
14	Bench	Good
15	Litter Receptacle	Poor

EXISTING SITE IMAGES



SHARPSBURG RIVERFRONT PARK LAUNCH

ALLEGHENY RIVER

Municipality: Borough of Sharpsburg

Owner: Municipal

Maintainer: Borough of Sharpsburg

River Mile: 5.5

Launch Type: CONCRETE RAMP

Amenities:



ADA Accessibility:



PFBC Facility:

No

Coordinate Location:

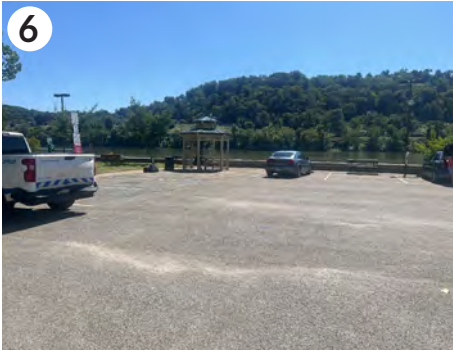
40°29'16.1"N
79°54'11.1"W

User Experience Level: NOVICE

SUMMARY OF EXISTING SITE FEATURES

SITE FEATURE		EXISTING CONDITIONS
1	Concrete Ramp	Excellent
2	ADA Accessible	Yes
3	Water Condition	High boat traffic; Near Combined Sewage Overflow
4	Shoreline Condition	Good
5	River Bottom	Mud and rock
6	Parking	Yes; Excellent; 20+ on-site spaces
7	Accessible Route - Asphalt	Excellent; Slope under 8%
8	Accessible Route - Concrete	Excellent; Slope under 5%
9	Wayfinding Signage - River Mile Marker #1	Good; Bus stop within 15ft (PRT #1 and #91)
10	Wayfinding Signage - River Mile Marker #2	Needs Attention; Sign is bent over
11	Kayak Rack	Excellent; Half rack
12	Restroom	Good; ADA compliant
13	Litter Receptacle	Good

EXISTING SITE IMAGES



ALLEGHENY RIVERTRAIL PARK LAUNCH

ALLEGHENY RIVER

Municipality: Aspinwall

Owner: Private

Maintainer: Aspinwall Marina

River Mile: 7.25

Launch Type: CONCRETE RAMP

Amenities: 

ADA Accessibility:  

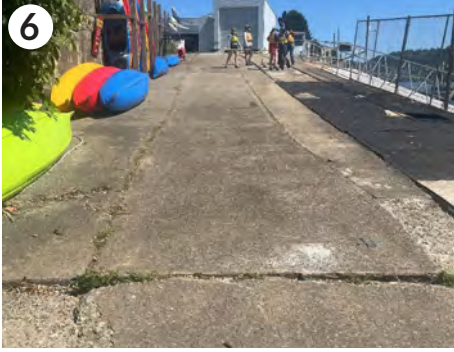
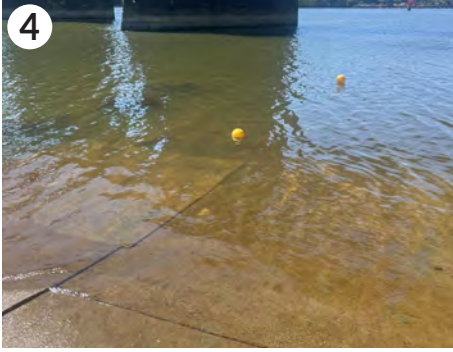
PFBC Facility: No

Coordinate Location: 40°29'16.9"N
79°54'15.2"W

User Experience Level: **NOVICE**

SUMMARY OF EXISTING SITE FEATURES	
SITE FEATURE	EXISTING CONDITIONS
1 Concrete Ramp	Needs Attention; Safety hazard
2 Dock	Excellent
3 ADA Accessible	No
4 Water Condition	Wind exposure; Strong current; Near Restricted Area; Near Combined Sewage Overflow (1,500ft upstream)
5 Shoreline Condition	Flood damage; Prone to debris
6 Parking	Yes; Excellent; 20+ on-site spaces
7 Accessible Route - Concrete	Fair
8 Signage - Rules Sign #1	Excellent
9 Signage - Rules Sign #2	Excellent

EXISTING SITE IMAGES



O'HARA CHAPEL HARBOR LAUNCH

ALLEGHENY RIVER

Municipality: O'Hara Township

Owner: Municipal

Maintainer: O'Hara Township

River Mile: 8.5

Launch Type: BEACH

Amenities: 

ADA Accessibility: None

PFBC Facility: No

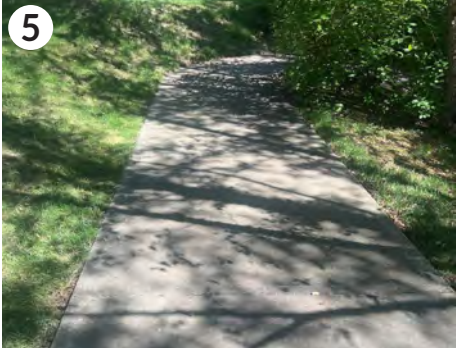
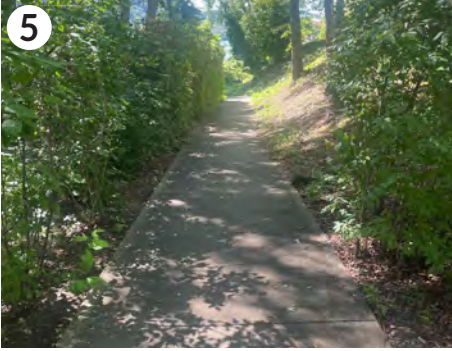
Coordinate Location: 40°29'05.5"N
79°52'51.4"W

User Experience Level: **COMPETENT**

SUMMARY OF EXISTING SITE FEATURES

SITE FEATURE		EXISTING CONDITIONS
1	Beach	Fair; Soft but vegetated
2	Water Condition	Sand bar creates wake issues; waves hit boater broadside
3	Shoreline Condition	Flood damage; Prone to debris
4	Parking	Yes; Excellent; On-Street only
5	Accessible Route - Concrete	Excellent; 5ft wide; tight switchbacks; Not good for boats over 12ft
6	Accessible Route - Concrete	Under 5% slope; No hand rail
7	Accessible Route - Gravel	Poor
8	Accessible Route - Dirt	Poor; Needs occasional mowing for knotweed, etc.
9	River Bottom	Soft mud; Deposit from Guys Run
10	Kayak Rack	Excellent
11	Litter Receptacle	Excellent
12	Rules Signage	Excellent

EXISTING SITE IMAGES



VERONA LAUNCH

ALLEGHENY RIVER

Municipality: Borough of Verona

Owner: Municipal

Maintainer: Borough of Verona

River Mile: 10.5

Launch Type: DOCK

Amenities: 

ADA Accessibility: 

PFBC Facility: No

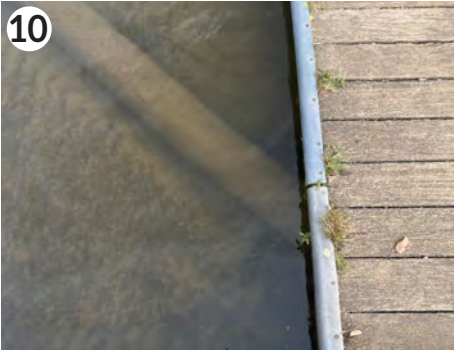
Coordinate Location: 40°29'45.5"N
79°50'52.8"W

User Experience Level: **COMPETENT**

SUMMARY OF EXISTING SITE FEATURES

SITE FEATURE		EXISTING CONDITIONS
1	Dock	Good
2	Water Condition	Near rowing center dock; Wind exposure (during winter and summer storms); High boat traffic (near marinas)
3	Shoreline Condition	Prone to debris (lots of trapped wood)
4	Parking	Yes; 5 spaces at most
5	Accessible Route - Path	Fair
6	Accessible Route - Hand Rail	ADA code compliant
7	Accessible Route - Ramp	Good; Well over 8% slope
8	Accessible Route - Hand Rail	Does not meet top rail smooth surface standard
9	Accessible Route - Wood Decking	Fair
10	River Bottom	Mud; Super shallow
11	Kayak Rack	Fair
12	Litter Receptacle	Fair
13	Benches	Poor
14	Wayfinding Signage - River Mile Marker #1	Fair
15	Wayfinding Signage - River Mile Marker #2	Fair
16	Wayfinding Signage - River Mile Marker #3	Fair; Difficult to see from the river
17	Rules Signage	Fair

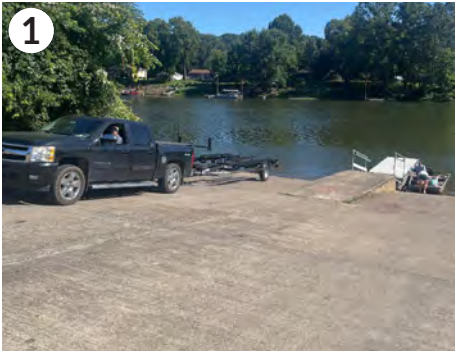
EXISTING SITE IMAGES



EXISTING SITE IMAGES



EXISTING SITE IMAGES



CHESWICK LAUNCH

ALLEGHENY RIVER

Municipality: Borough of Cheswick

Owner: Municipal

Maintainer: Borough of Cheswick

River Mile: 16.0

Launch Type: BEACH

Amenities:



ADA Accessibility: None

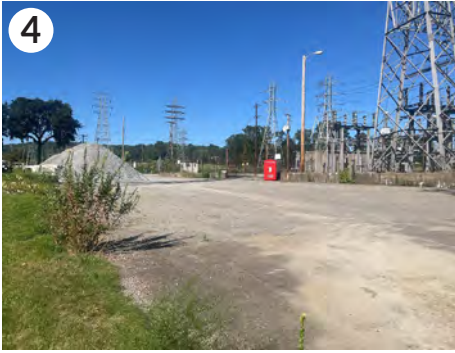
PFBC Facility: No

Coordinate Location: 40°32'14.4"N
79°47'44.0"W

User Experience Level: **NOVICE**

SUMMARY OF EXISTING SITE FEATURES		
SITE FEATURE		EXISTING CONDITIONS
1	Beach	Fair
2	Water Condition	Open calm water; easy in and out from the beach
3	Shoreline Condition	Prone to debris (logs and trash)
4	Parking	Yes; Fair; 20+ on-site spaces
5	River Bottom	Mud with large rock
6	Accessible Route - Concrete	Fair; Under 8% slope
7	Accessible Route - Concrete	Not ADA compliant - Needs Attention
8	Accessible Route - Hand Rail	Poor; Not ADA compliant
9	Bench	Needs Attention; In flood zone
10	Rules Signage	Fair; Graffiti

EXISTING SITE IMAGES



SPRINGDALE LAUNCH

ALLEGHENY RIVER

Municipality: Springdale Township

Owner: PFBC

Maintainer: PFBC

River Mile: 16.5

Launch Type: CONCRETE RAMP

Amenities: 

ADA Accessibility:



PFBC Facility:

No

Coordinate Location:

40°32'06.8"N
79°47'00.2"W

User Experience Level: **NOVICE**

SUMMARY OF EXISTING SITE FEATURES

SITE FEATURE		EXISTING CONDITIONS
1	Concrete Ramp	Good
2	Dock	Excellent; ADA compliant
3	Water Conditions	Calm water - no current; Moderate boat traffic; Adjacent to small marina
4	Accessible Route - Asphalt Path	Good; Over 8% slope
5	Accessible Route - Concrete Pad	Excellent; Under 2% slope; ADA compliant
6	Accessible Route - Dock Connector	Excellent; Around 8% slope; ADA compliant
7	ADA Accessibility	Yes
8	Parking	Yes; 20+ on-site spaces
9	River Bottom	Large rock
10	Informative Signage - EZ Launch	Excellent
11	Kayak Rack	Excellent
12	Shelter	Fair
13	Restroom	Excellent; Within 500ft but no signage at launch
14	Bench	Fair; Unable to see over vegetation
15	Benches	Poor
16	Picnic Tables	Fair
17	Litter Receptacle	Fair

EXISTING SITE IMAGES



TARENTUM ACCESS

ALLEGHENY RIVER

Municipality: Tarentum Borough

Owner: PFBC

Maintainer: Tarentum Borough

River Mile: 21.7

Launch Type: CONCRETE RAMP

Amenities:



ADA Accessibility:



PFBC Facility:

Yes

Coordinate Location:

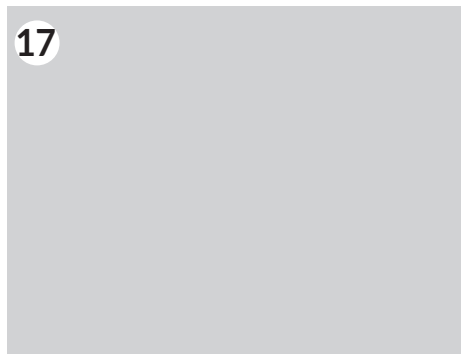
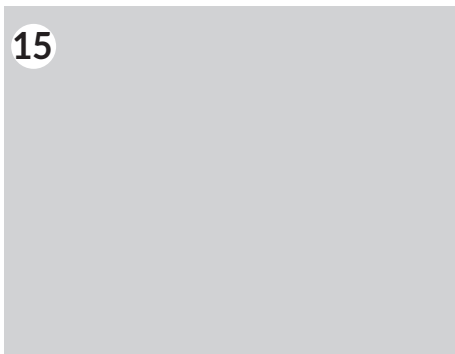
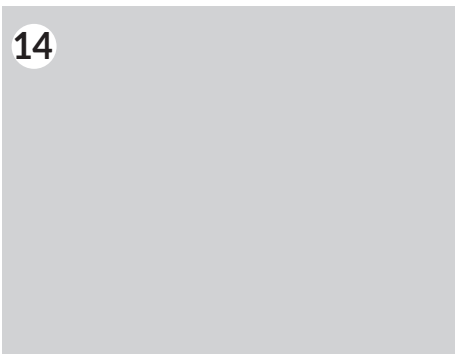
40°35'54.4"N
79°45'21.6"W

User Experience Level: NOVICE

SUMMARY OF EXISTING SITE FEATURES

SITE FEATURE		EXISTING CONDITIONS
1	Concrete Ramp	Good
2	Dock	Good; Sits high out of water
3	Concrete Pier	Fair
4	Water Condition	Wind exposure; Moderate boat traffic; Near Combined Sewage Overflow (immediately downstream)
5	River Bottom	Gravel and rock
6	Parking	Yes; 20+ on-site spaces
7	Accessible Route - Asphalt Path	Under 5% to the pier
8	ADA Accessible	Yes
9	Restroom	Good; Portable; Not ADA accessible
10	Other	Kids fishing tournament

EXISTING SITE IMAGES



NATRONA LAUNCH

ALLEGHENY RIVER

Municipality: Township of Harrison

Owner: Municipal

Maintainer: Township of Harrison

River Mile: 24.0

Launch Type: BEACH

Amenities:      

ADA Accessibility: None

PFBC Facility: No

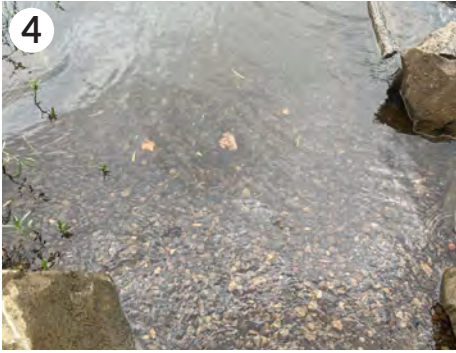
Coordinate Location: 40°36'32.5"N
79°43'20.1"W

User Experience Level: **COMPETENT**

SUMMARY OF EXISTING SITE FEATURES

SITE FEATURE		EXISTING CONDITIONS
1	Beach Launch	Poor; Large rocks; Difficult to get in and out of water
2	Water Condition	Near Combined Sewage Overflow (just downstream)
3	Shoreline Condition	Flood damage (ice scour)
4	River Bottom	Gravel with some rock
5	ADA Accessible	No
6	Accessible Route - Concrete Mattress	Fair
7	Accessible Route - Concrete Path	Good; Well over 8%; No hand rail
8	Parking	Yes; Around 10 on-street spaces; shared with residents
9	Parking	One illegal space
10	Kayak Rack	Excellent
11	Wayfinding Signage - Water Trail #1	Excellent
12	Wayfinding Signage - Water Trail #2	Good
13	Interpretive Signage - Water Trail	Excellent

EXISTING SITE IMAGES



FREEMPORT ACCESS

ALLEGHENY RIVER

Municipality: Freeport Borough

Owner: PFBC

Maintainer: PFBC

River Mile: 28.25

Launch Type: CONCRETE RAMP

Amenities: 

ADA Accessibility:



PFBC Facility:

Yes

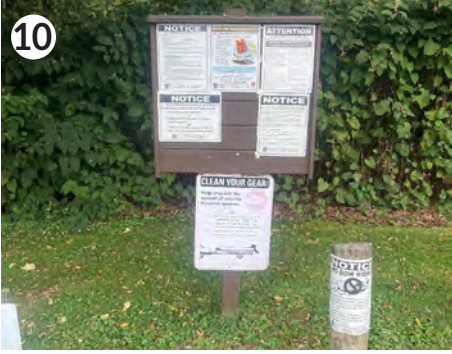
Coordinate Location:

40°40'20.6"N
79°41'31.1"W

User Experience Level: NOVICE

SUMMARY OF EXISTING SITE FEATURES	
SITE FEATURE	EXISTING CONDITIONS
1 Concrete Ramp	Excellent
2 Dock	Fair
3 Water Conditions	Moderate boat traffic; Very little recreational boat traffic
4 River Bottom	Mud with rock along shoreline; Bottom drops quickly
5 Accessible Route - Concrete	Around 12% slope
6 Accessible Route - Asphalt and Concrete	Excellent
7 Parking	Yes; Excellent; 20+ on-site spaces
8 Restroom - Portable	Good
9 Litter Receptacles (2)	Fair
10 Rules Signage	Good
11 Other	Shelters water; Calm no wake; Good for ADA launch installation

EXISTING SITE IMAGES



MON WHARF LAUNCH

MONONGAHELA RIVER

Municipality: City of Pittsburgh

Owner: Municipal

Maintainer: City of Pittsburgh

River Mile: 0.7

Launch Type: CONCRETE RAMP

Amenities:       

ADA Accessibility:



PFBC Facility:

No

Coordinate Location:

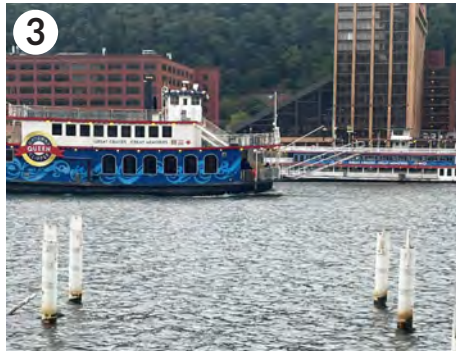
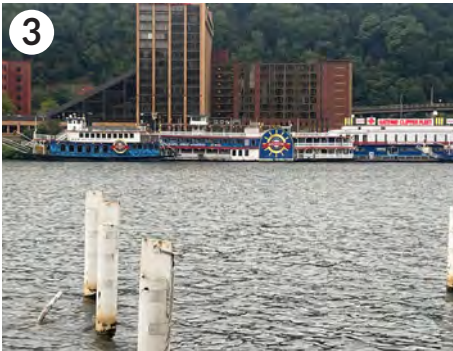
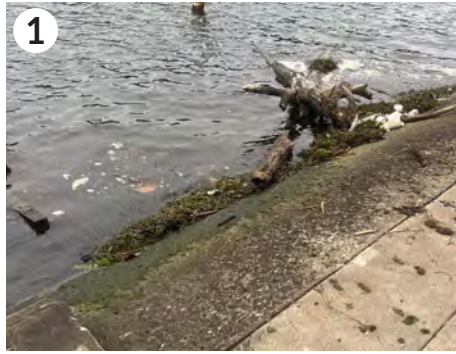
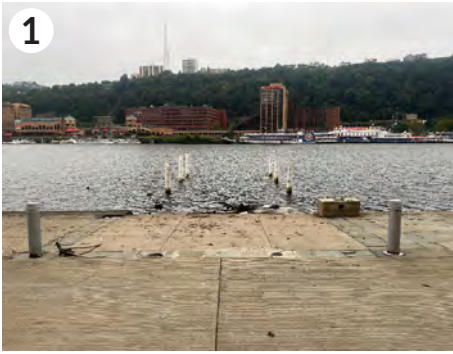
40°26'14.7"N
80°00'15.4"W

User Experience Level: **EXPERIENCED**

SUMMARY OF EXISTING SITE FEATURES


SITE FEATURE		EXISTING CONDITIONS
1	Concrete Ramp	Needs Attention
2	Shoreline Conditions	Prone to debris (logs); Prone to flooding
3	Water Conditions	High boat traffic (commercial and recreational); Wind exposure (very exposed upstream winds); Geese (and their droppings)
4	River Bottom	Quick drop-off into deep water
5	Accessible Route - Concrete	Good
6	Parking	Yes; Pay only

EXISTING SITE IMAGES



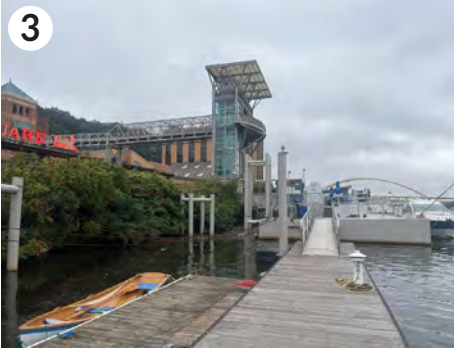
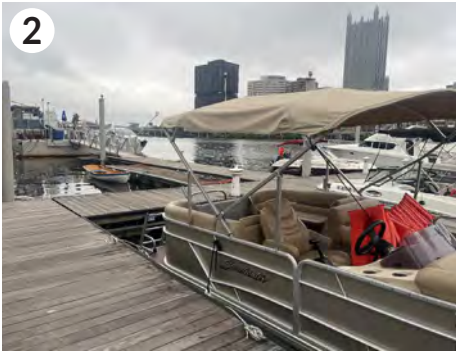
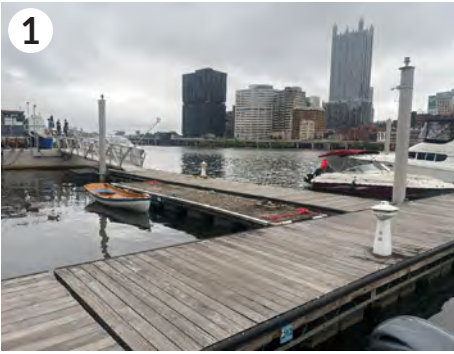
STATION SQUARE MARINA

MONONGAHELA RIVER

Municipality: City of Pittsburgh **ADA Accessibility:** None
Owner: Private **PFBC Facility:** No
Maintainer: FC Station Square Landmark **Coordinate Location:** 40°26'04.5"N
River Mile: 0.7 80°00'15.4"W
Launch Type: DOCK **User Experience Level:** **EXPERIENCED**
Amenities: 

SUMMARY OF EXISTING SITE FEATURES		
SITE FEATURE		EXISTING CONDITIONS
1	Dock	Motor boat high dock; Very difficult for paddler to board/deboard; Traffic, bad exposure getting in and out
2	Water Conditions	Within a marina environment; Rental motor boats means many novice captains - can be dangerous; Very windy (upstream); High boat traffic
3	ADA Accessible	Yes
4	Accessible Route	Around 8% slope with hand rails
5	Parking	Yes; Parking garage
6	Wayfinding Signage	Fair (paddle is bent)

EXISTING SITE IMAGES



4TH STREET LAUNCH

MONONGAHELA RIVER

Municipality: City of Pittsburgh

Owner: Municipal

Maintainer: City of Pittsburgh

River Mile: 1.3

Launch Type: DOCK

Amenities: 

ADA Accessibility: 

PFBC Facility: No

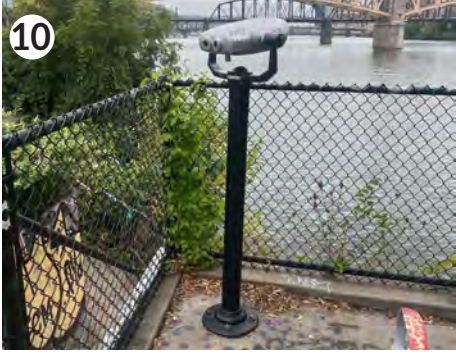
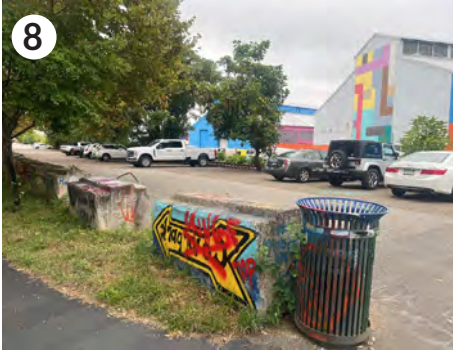
Coordinate Location: 40°25'53.1"N
79°59'42.6"W

User Experience Level: **EXPERIENCED**

SUMMARY OF EXISTING SITE FEATURES

SITE FEATURE		EXISTING CONDITIONS
1	Dock	Needs Attention; Impossible to launch and land
2	Water Conditions	High boat traffic; Wind exposure
3	Shoreline Conditions	Prone to debris; Ice scour
4	River Bottom	Rock; Drops off fast
5	Accessible Route - Concrete Path	Needs Attention; Safety concern even for fishing
6	Accessible Route - Concrete Stairs	Fair; Not ADA accessible
7	Accessible Route - Hand Rail	Fair; ADA compliant
8	Parking	Yes; 20+ on-site spaces
9	Bicycle Station	Excellent
10	Stationary Binoculars	Good
11	Bench	Fair
12	Wayfinding Signage - Water Trail #1	Good
13	Wayfinding Signage - Water Trail #2	Good
14	Interpretive Signage	Fair

EXISTING SITE IMAGES



SOUTH SIDE RIVERFRONT PARK ACCESS

MONONGAHELA RIVER

Municipality: City of Pittsburgh

Owner: Municipal

Maintainer: City of Pittsburgh

River Mile: 2.3

Launch Type: CONCRETE RAMP

Amenities: 

ADA Accessibility: 

PFBC Facility: No

Coordinate Location: 40°25'57.2"N
79°58'30.6"W

User Experience Level: **COMPETENT**

SUMMARY OF EXISTING SITE FEATURES

SITE FEATURE		EXISTING CONDITIONS
1	Concrete Ramp (grooved)	Good
2	Dock	Good
3	Pier	Good
4	Water Conditions	Wind exposure
5	Shoreline Conditions	Prone to debris
6	Accessible Route - Asphalt	Fair; No accessible route
7	Litter Receptacle #1	Good
8	Litter Receptacle #2	Good
9	Bench	Good
10	Wayfinding Signage	Good
11	Regulatory Signage	Good
12	Regulatory Signage	Good
13	Rules Signage	Good
14	Parking	Yes; Excellent; 20+ on-site spaces

EXISTING SITE IMAGES



SOUTH SIDE RIVERFRONT PARK LAUNCH

MONONGAHELA RIVER

Municipality: City of Pittsburgh

Owner: Municipal

Maintainer: City of Pittsburgh

River Mile: 2.5

Launch Type: CONCRETE RAMP

Amenities: 

ADA Accessibility: 

PFBC Facility: No

Coordinate Location: 40°25'53.6"N
79°58'16.0"W

User Experience Level: **COMPETENT**

SUMMARY OF EXISTING SITE FEATURES

SITE FEATURE		EXISTING CONDITIONS
1	Articulated Concrete Mattress	Needs Attention; The mattress has heaved
2	Water Conditions	High boat traffic; Wind exposure; Near Combined Sewage Outlet
3	Shoreline Conditions	Needs Attention; Prone to debris; Geese (and droppings)
4	River Bottom	Mud and gravel
5	ADA Accessible	No; Exceeds grade; No hand rails
6	Accessible Route - Concrete Path	Excellent
7	Accessible Route - Concrete Path	Needs Attention; Cracked concrete; Tripping Hazard
8	Accessible Route - Asphalt	Poor; Under 5% slope
9	Kayak Rack	Good
10	Bench	Fair
11	Restroom	Good
12	Wayfinding Signage - Water Trail #1	Fair
13	Wayfinding Signage - Water Trail #2	Needs Attention; Water side sight destroyed
14	Parking	Yes; Excellent; 20+ on-site spaces

EXISTING SITE IMAGES



NINE MILE RUN/DUCK HOLLOW LAUNCH

MONONGAHELA RIVER

Municipality: Squirrel Hill

ADA Accessibility: None

Owner: Municipal

PFBC Facility: No

Maintainer: City of Pittsburgh

Coordinate Location: 40°24'53.9"N
79°54'56.0"W

River Mile: 7.5

Launch Type: BEACH

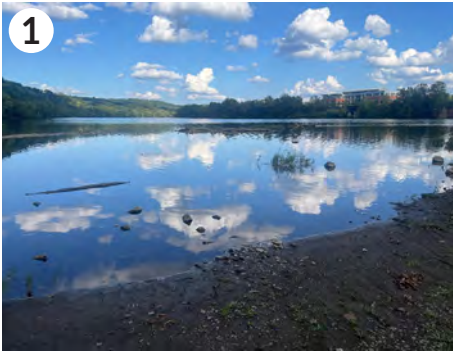
User Experience Level: **NOVICE**

Amenities:  

SUMMARY OF EXISTING SITE FEATURES

SITE FEATURE		EXISTING CONDITIONS
1	Beach Ramp	Good
2	Water Conditions	Quiet calm inlet; Moderate boat traffic (commercial and recreational)
3	Shoreline Conditions	Prone to debris (trash and sediment); Flood damage (large logs)
4	River Bottom	Mud with some rock
5	ADA Accessible	No; 5:1 slope
6	Accessible Route	Poor; Limestone screenings
7	Litter Receptacle	Poor
8	Parking	Yes; 20+ on-site spaces
9	Other	Popular for fishing
10	Other	Mud Flat; Delta from 9-mile Run

EXISTING SITE IMAGES



BRADDOCK LAUNCH AT 11TH STREET

MONONGAHELA RIVER

Municipality: Braddock Borough

ADA Accessibility: 

Owner: Municipal

PFBC Facility: No

Maintainer: Braddock Borough

Coordinate Location: 40°23'42.0"N
79°51'59.3"W

River Mile: 10.7

Launch Type: CONCRETE RAMP

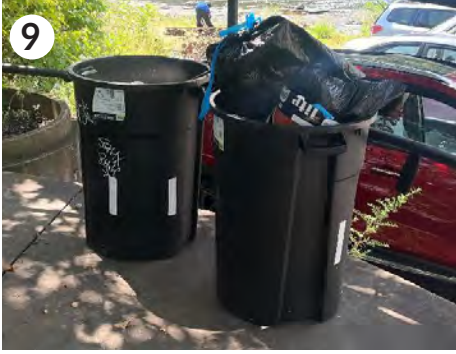
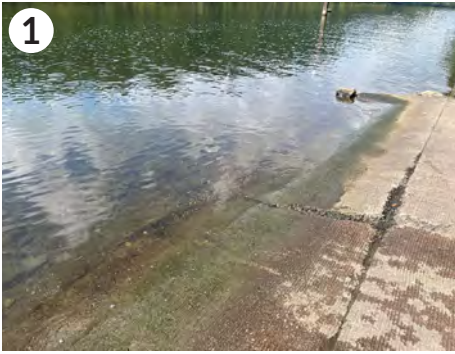
User Experience Level: NOVICE

Amenities:         

SUMMARY OF EXISTING SITE FEATURES

SITE FEATURE		EXISTING CONDITIONS
1	Concrete Ramp	Fair; Not much extension
2	Water Conditions	Generally calm water; Moderate boat traffic; Wind exposure; Near restricted area (Braddock L/D); Near Combined Sewage Outlet (immediately upstream)
3	Shoreline Conditions	Prone to debris (trash and logs)
4	River Bottom	Large rock
5	ADA Accessible	No; Over 8% slope
6	Accessible Route - Gauged Concrete	Poor
7	Accessible Route - Asphalt	Fair
8	Picnic Table (2)	Good
9	Litter Receptacle (2)	Good
10	Parking	Yes; On-site; 6 at launch; 20+ 250ft away
11	Other	CSX railroad crossing

EXISTING SITE IMAGES



PORT VUE LAUNCH

YOUGHIOGHENY RIVER

Municipality: City of McKeesport

Owner: Municipal

Maintainer: City of McKeesport

River Mile: 0.1

Launch Type: CONCRETE RAMP

Amenities: 

ADA Accessibility: 

PFBC Facility: No

Coordinate Location: 40°21'08.3"N
79°52'16.7"W

User Experience Level: **NOVICE**

SUMMARY OF EXISTING SITE FEATURES

SITE FEATURE		EXISTING CONDITIONS
1	Articulated Concrete Mattress	Good
2	Water Conditions	Quiet calm water (must carry boats or walk to get car) Moderate boat traffic (recreational boat traffic; across the river from marina)
3	ADA Accessible	No
4	Accessible Route - Concrete	Good
5	Parking	Yes; 20+ on-site spaces; 250ft from launch; no accessible route
6	Kayak Rack	Fair
7	Wayfinding Signage - Water Trail #1	Good
8	Wayfinding Signage - Water Trail #2	Good
9	Other	Needs Attention (trash)

EXISTING SITE IMAGES



ELIZABETH LAUNCH

MONONGAHELA RIVER

Municipality: Elizabeth Borough

Owner: Municipal

Maintainer: Elizabeth Borough

River Mile: 23.0

Launch Type: BEACH/DOCK

Amenities: 

ADA Accessibility:



PFBC Facility:

No

Coordinate Location:

40°16'24.6"N
79°53'16.7"W

User Experience Level: **COMPETENT**

SUMMARY OF EXISTING SITE FEATURES

SITE FEATURE		EXISTING CONDITIONS
1	Beach	Fair; Gravel fill is washed away
2	Dock	Poor
3	Water Conditions	Moderate boat traffic (downstream from Elizabeth L/D); Wind exposure
4	Shoreline Conditions	Flood damage; Lots of river grass
5	River Bottom	Large rock
6	ADA Accessible	No
7	Accessible Route - Concrete/Asphalt	Fair
8	Kayak Rack	
9	Restroom - Portable	
10	Litter Receptacles	Poor
11	Gates	Fair
12	Amphitheater Seating	Fair
13	Parking	Yes; On-site; ADA at rack/launch
14	Wayfinding Signage - Water Trail	Excellent

EXISTING SITE IMAGES



ELIZABETH PFBC LAUNCH

MONONGAHELA RIVER

Municipality: Elizabeth Borough

Owner: PFBC

Maintainer: PFBC

River Mile: 23.0

Launch Type: CONCRETE RAMP

Amenities:       

ADA Accessibility:



PFBC Facility:

Yes

Coordinate Location:

40°16'14.5"N
79°53'28.0"W

User Experience Level: **NOVICE**

SUMMARY OF EXISTING SITE FEATURES		
SITE FEATURE		EXISTING CONDITIONS
1	Concrete Ramp	Good
2	Water Conditions	Moderate boat traffic (1/2 mile above Elizabeth L/D)
3	River Bottom	Large rock
4	ADA Accessible	No
5	Accessible Route - Asphalt	Good
6	Parking	Yes; 8-10 on-site spaces
7	Elizabeth Maintenance Signage	Good

EXISTING SITE IMAGES

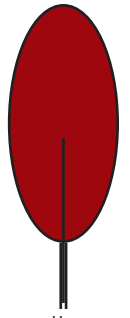


CHAPTER 3

OUTREACH



OUTREACH



One can take a narrow view of who uses a water trail and who ought to be engaged when planning improvements. Throughout the course of this project, it was common for people to think and talk about paddlers: those who canoe, kayak, row, and standup paddleboard. The audience broadens, however, when we think less in terms of floating upon water and more in terms of interacting with our rivers. The needs and interests of anglers, swimmers, birders, walkers, photographers, riverbank explorers, and bench sitters must be considered as well. Adopting a management plan that meets the needs of all audiences – and potential audiences – has required a wide outreach and a continued reminder that these riverfronts belong to all of us. The public outreach for this project, conducted from November 2023 – March 2024, included the following elements, each of which is detailed within this chapter:

- Stakeholder Interviews
- Owners, Operators, and Managers Survey
- User Survey
- Public Meeting

STAKEHOLDER INTERVIEWS

The project team held three small group interviews as well as three individual interviews in December 2023-January 2024. In total, 15 stakeholders were interviewed using a list generated by Friends of the Riverfront. The makeup of this group can be considered, approximately in thirds, to represent mission-aligned nonprofit staff, municipal and state government employees, and small business operators and paddling groups. The following takeaways are generally representative of the group discussions:

ATTITUDES TOWARD THE RIVERS

“Our rivers have been the back door for so long. Historically, rivers have not been safe places.”

Most of the stakeholder conversations addressed current and historical attitudes toward the rivers. In a region with a legacy of industrial activity along its riverfronts, the rivers have not always been accessible for public use and enjoyment, nor has industrial activity contributed to safe conditions on and along the water. Industrial pollution (largely historic), Combined Sewer Overflows, on-water industrial activity (barges), and the presence of locks and dams all contribute to individual and collective attitudes and concerns about using the rivers. Even as Friends and other organizations are making great strides in creating safer, more welcoming conditions, perceptions around cleanliness, safety, and feelings of belonging were top of mind as stakeholders discussed the region’s relationship to its rivers. Stakeholders spoke of a gradual shift in perceptions about the rivers since the days of industrial domination.

Another shift yet to occur, perhaps, is making people aware of the serenity of certain sections of the Three Rivers Water Trail. One stakeholder offered, “From personal experience, I might look for a quieter, more serene location,” while another noted that access points on the back side of Herr’s, Sycamore, Brunot, and 6-Mile islands are not well-known. These same locations offer the benefit of having limited power boat activity.

BARRIERS TO USE

“Water can trigger the flight or fight response in people rather than feeding the soul.”

While some circles feel deeply connected to the rivers to the point that it’s a lifestyle, others do not feel connected and are not even aware of their proximity to the rivers. Fear specifically is a barrier that must be considered through a Diversity, Equity, and Inclusion (DEI) lens. As one stakeholder said, “Water can trigger the flight or fight response in people rather than feeding the soul.” Generational fears, and historical and cultural barriers to water access must be acknowledged in planning outreach and engagement to new users.

Fear was one of several barriers to trail use that were mentioned throughout the interviews. Barriers addressed include:

- Stigmas of rivers being “dirty,” unsafe, and not worthy of peoples’ time
- Fear (of drowning, of barges and power boats, of locking through, of “doing it right”)
- Lack of knowledge/equipment
- Logistical challenges in planning trips
- Preferences for paddling in more remote areas (and not knowing these exist within the Water Trail system)
- General awareness

SAFETY

Safety was a topic that came up in most stakeholder discussions but was not a leading topic. Besides the safety concerns already alluded to, some additional safety concerns included:

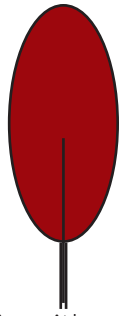
- The importance of life jacket use, the best way of saving lives on the water (he noted that all recent fatalities were people not wearing life jackets)
- Increases in paddling during the COVID-19 pandemic resulted in larger numbers of beginner paddlers – education opportunities and signage being especially important for this audience
- He additionally noted that most accidents occur due to lack of education and alcohol use

In a separate interview, one stakeholder offered counters to safety concerns such as noting that people can, in fact, cross the rivers safely, that barges move slowly, people can paddle close to shore outside of the shipping channels, and motorized boaters are generally aware of others on rivers. (In fact, boaters under the age of 42 must take a course, whereas paddlers face no such requirement).

ENGAGEMENT, OUTREACH, AND INCLUSION

Engagement, outreach, and inclusion – particularly in the vein of engaging all audiences – was discussed with all the stakeholders. Some of the stakeholders were insistent that outreach should target people who don’t already frequent the rivers and learn more about their reasons for not visiting the water. Along the same lines, it was suggested that the project team (and Friends of the Riverfront, generally) can learn a lot from anglers, including kayak anglers – thought to be a growing audience.

As for the fishing community, one stakeholder expressed that people fish at creek mouth deltas such as Pine Creek, Sandy Creek, and Duck Hollow. It was suggested that more can be done to communicate these as allowable locations and educate people on them (e.g., virtual tours that cover how they move/change; vegetation, things to do, engagement could go beyond just recreation).

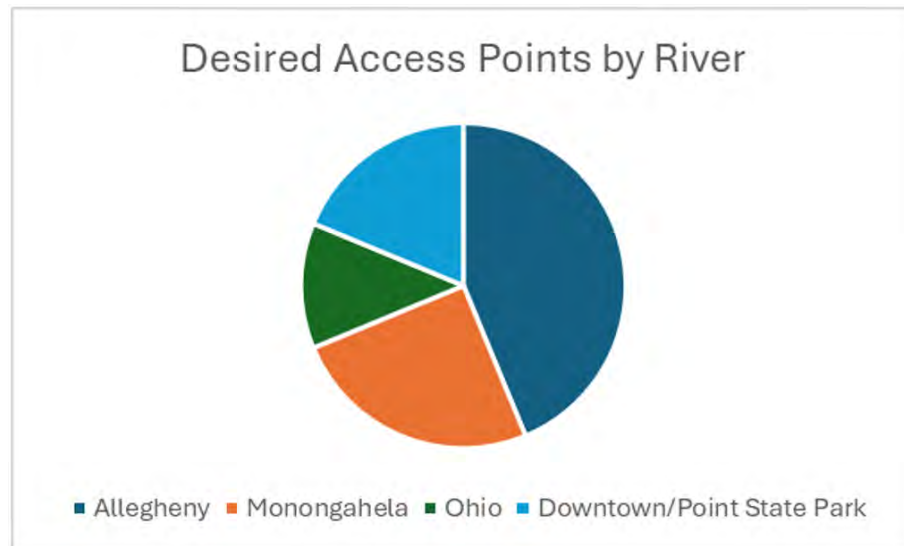


Other specific engagement and outreach that came up with stakeholders related to collaborating with local businesses as well as with other organizations, using social media to increase awareness, and potentially addressing water quality and stewardship in partnership with other organizations.

Many ideas were shared related to marketing and promotions. These are captured in the plan's Promotions section.

DESIRED ACCESS POINTS

When stakeholders were asked what geographic areas would benefit from new launches, the most ideas were offered for locations along the Allegheny River, followed by the Monongahela, and lastly the Ohio. There were very few instances of the same location being named twice from group to group, other than downtown Pittsburgh and along Point State Park. Specific location suggestions were recorded and are detailed in Appendix A, along with those named in the public meeting and user survey.



DESIRED AMENITIES

In addition to ideas for new launches, the project team asked stakeholders what amenities are needed at existing launch sites. Responses included:

- Signage/Wayfinding (3 mentions)
- Signage visible from water (2 mentions)
- Floating structures (2 mentions)
- Kayak storage, racks (2 mentions)
- Restrooms (2 mentions)

- Seating (for sitting, fishing)
- Dedicated kayak launch
- Trash receptacles
- Fishing line receptacles
- Campsites
- Additional parking
- Safety equipment along the trail
- An adjacent land trail

EXPANSION, IMPROVEMENT, AND HIGH-QUALITY TRAILS

The project team prompted participants to share what characteristics contribute to high-quality water trails as well as examples of great trails in other places. Some of those examples are highlighted in Appendix B. In terms of characteristics of quality trails, the following themes were observed:

- Awareness and promotion
- Safety and signage
- Improved access and maintenance
- Accessibility and inclusion
- Ecological care and sense of stewardship
- Solutions to logistical challenges

Detailed comments as well as corresponding expansion and improvement recommendations are shared in Appendix A.

THE OUTDOOR ECONOMY

“It’s phenomenal for us.”

The trail as a component of the outdoor economy was discussed in some interviews, but typically not without prompting. A one-on-one interview with Millvale Borough Manager Eddie Figas revealed that municipality’s attitude toward the trail. When asked what river access has meant to the municipality, he simply responded, “It’s phenomenal for us.”

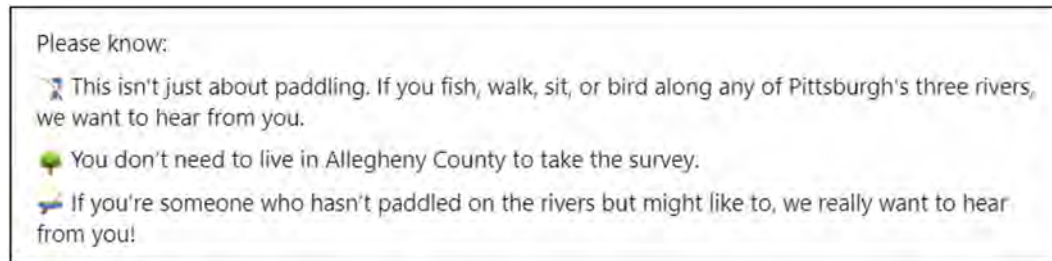
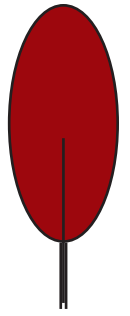
USER SURVEY

METHODOLOGY AND DISTRIBUTION

A critical part of the project, the user survey was conducted via SurveyMonkey beginning on November 9, 2023. The survey was shared in earnest between mid-November and late December in advance of the January public meeting. It was shared on social media, through Friends of the Riverfront’s newsletter, by partner organizations, and via yard signs posted at various riverfront locations. The survey remained open through late January.

In total, 138 responses were received. Ideally, Friends would have preferred to have more responses. The timing of the project over the holiday season may have contributed to the response rate.

Nevertheless, the project team made many attempts to promote the survey through various outlets. Survey promotions underscored the importance of hearing from anyone in or near Allegheny County, from people of all skill levels and representing all activity types, and anyone who had yet to use the rivers.



Sample language from social media post

PERSONAL TRAIL USE

Nearly all of the survey respondents live within Allegheny County. The surrounding counties of Armstrong, Beaver, Butler, Fayette, Greene, Washington, and Westmoreland had fewer than five responses each. The largest cluster outside of Allegheny, although just a few people, was in Washington County near the Allegheny County line.

The Allegheny County respondents appear to be evenly distributed across the three river valleys as well as municipalities further afield. The largest clusters of respondents live in the North Side along the Allegheny and Ohio Rivers; Millvale, and Highland Park along the Allegheny River; and the South Side neighborhood along the Monongehela River. With 138 total responses, respondents represent 63 unique zip codes, with no zip code having more than 13 respondents.

Notably, a number of river communities in the Ohio and Mon River Valleys did not have any respondents at all. This is also true of the upstream sections of the Allegheny River Valley and on the eastern edge of the county. It was much more likely for respondents to live in either city neighborhoods or wealthier non-adjacent communities. The latter audience suggests that trail users from wealthier communities are more likely to travel in to use the trail than are residents in riverfront communities. Alternatively, these audiences were more likely to encounter and take the survey.

Respondents' zip codes (**Question #1**) were plotted on the map that is shown in Appendix A. Besides the zip code question, all other responses are briefly summarized (some with tables) in the pages that follow.

Question #2 – How often do you use the Three Rivers Water Trail?

Forty-four percent (44%) of survey respondents use the water trail daily to monthly, and 39% use the trail a few times a year. Nearly half of respondents use the trail at least monthly, which suggests the need for year-round maintenance, updates, communications, etc.

Fifty-three percent (53%) of respondents use the trail only a few times a year or never, but they took the time to complete the survey. This interest in the water trail suggests an opportunity to increase frequency of use. Out of 138 respondents, 17% answered “Never” to using the water trail (reasons listed in the following question).

Question #3 – If you do not currently use the water trail, what keeps you from doing so?

Only 22 respondents answered “Never” to using the water trail, but 62 respondents answered this question. The biggest barriers to water trail use are “I don’t have the right equipment” (37%) and “I don’t have enough information” (34%). Coupled with “Inexperience” (23%) and “Safety concerns” (21%), these responses suggest the need for more education around the use of the water trail as well as efforts to connect people with the necessary equipment through programs, rentals, and opportunities to make informed (and affordable) purchases. Out of 14 “Other” write-in responses, eight (8) mention “access” and “parking” as barriers.

Question #4 – If you chose ‘Safety Concerns’ above, please describe your concerns below.

Eighteen (18) respondents answered this question, while only 14 selected ‘Safety Concerns’ in Question #3. The number of people who consider safety a barrier to use may be understated. The safety concerns reported are split between concerns related to potential harm from other people and safety on the water.

Question #5 – What is your most likely way to reach the water trail?

The vast majority of respondents (75%) selected “Personal vehicle” as a means for accessing the water trail. Out of 138 respondents, none selected “Public Transit” or “Ride Share.” The zip code map tells us a lot of people are travelling from surrounding municipalities and counties to access the water trail. As the public transit analysis suggests, increased access to the water trail from public transit lines could attract more users.

Question #6 – What is your preferred or primary water trail activity?

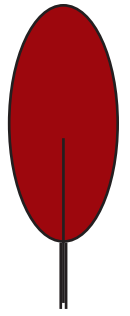
In Question #6, we learn 60% of respondents are primarily using the trail for kayaking or canoeing; a personal vehicle is needed to haul this equipment. Notably, almost 26% of respondents reported their primary use of the water trail to be either “Relaxing by the water,” “Fishing,” or “Wildlife Viewing,” reinforcing the need to expand water trail activities and promotion beyond the paddling experience and validating Friends’ interest in improving transit connections/awareness.

Cross-tabulation analysis was used to better understand respondents who requested more transit stops near launches, looking specifically at the trail uses. Of the respondents who requested more transit stops near launches, three (3) primarily bike to the water trail, four (4) primarily walk to the water trail, and 12 primarily use a personal vehicle to access the water trail. This suggests that some respondents wish to see improved transit options despite their own ability to access the trail by other means.

This analysis also revealed that the respondents who selected “Relaxing by the water” and “wildlife viewing” as their primary activity primarily live in urban areas (about 62%).

Question #7 – What are other ways you use or may use the trail?

“Relaxing by the water” and “Wildlife viewing” rose to the top here (96% of responses), again reinforcing the need to consider the trail beyond the paddling experience. Write-in responses included walking, swimming, and artistic endeavors.



Question #8 – Whatever your activity, what do you consider your experience level to be?

The majority of survey respondents self-identified as “Intermediate” and above (77%), suggesting the survey reached an experienced audience. That means 23% of people identified themselves as “Novice” or “Beginner,” which is encouraging; there is opportunity to educate and engage this population of trail users.

Question #9 – What are your reasons for using the water trail?

The majority of people (89%) use the water trail “For fun/enjoyment,” as well as for their health (59%). A small percentage report using the trail for commuting or work/professional purposes.

Question #10 – Which launches are you most likely to use while along the water trail?

The majority of respondents reported using launches along the Allegheny River (241 selections were made across the top three choices). There were 72 selections made along the Monongahela River, 29 on the Ohio River, and 12 on the Youghiogheny River. This aligns with the response during the public meeting, when the majority of participants (89%) attested to using primarily the Allegheny River. See Appendix A for charts.

Cross tabulation analysis shows that people are willing to drive beyond their nearest access points to reach their most desired put-ins. The first choice for launches along the Allegheny (Aspinwall, Millvale, Three Rivers Rowing, and Sharpsburg) draw users from a wide variety of locations, some as far as Canonsburg, Coraopolis, Upper St. Clair, and Brentwood.

Along the Allegheny River, the first choice for launch is tied between the Three Rivers Rowing Launch (20%) and Millvale Riverfront Park Launch #1 (20%), both in the same community. If we consider the first, second, and third choices together and total those selections, the most used launches are the Millvale Riverfront Park Launch #1 (17%), Three Rivers Rowing Launch (13%), the Aspinwall Launch (13%), and the Sharpsburg Riverfront Park Launch (11%). Rowing teams use the first two launches, and outfitters are stationed at both the Aspinwall and Sharpsburg launches (3ROC and Kayak Pittsburgh); we can assume some experience and/or guidance at these locations.

Along the Monongahela River, the first choice for launch is the South Side Riverfront Park Access (36%). The second choice is South Side Riverfront Park Launch (39%). Taken together, the South Side is a popular location for launching. Notably, there is an abundance of parking as well as access to the land trail at these two launches.

Along the Ohio River, the first choice for launch is the Westhall Street Launch (53%). The second choice is Kilbuck Access (37%).

Along the Youghiogheny River, 10 respondents reported using the Port Vue Launch as their primary launch.

Question #11 – If you are paddling, how many launches do you typically use in a single trip?

The majority of paddlers (81%) are using only one launch in a single trip, with 17% reporting the use of two launches. Considering the high traffic along the Allegheny River, and knowing people are rowing as a team or with the help of an outfitter, it makes sense these trips would be ‘out and back.’

Question #12 – If you are a paddler who doesn’t typically use multiple launches on a single trip, what prevents you from doing so?

71% of respondents cite “Logistical concerns about getting back to my starting point” as a reason for using only one launch.

Question #13 – If you are a paddler, would you launch from a private marina along the water trail if that option was available to you?

73% of respondents answered “Yes.”

Question #14 – If you are paddling, do you ever pass through the locks?

Almost half of respondents answered “No,” but 35% answered “No, but I’d like to learn how to,” suggesting opportunity for more lock through classes.

Question #15 – If you are a paddler or are interested in paddling, how secure do you feel in the following scenarios along the water trail?

In general, people feel safe using the water trail. What stands out here is 27% of people feeling “Not at all safe” passing through locks, reinforcing the need for more lock through classes.

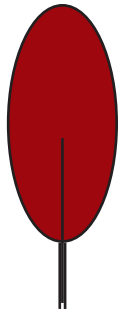
Question #16 – If you are a current trail user, do you tend to make purchases when you visit the water trail? and**Question #17 – If yes, what types of purchases do you make?**

20% of respondents answered “Yes” to making purchases along the water trail, 39% answered “No,” and 41% answered “Sometimes.” 96% of the purchases made are food or drink. Essentially, the majority of trail users make purchases along the trail at least some of the time. Friends of the Riverfront, its partners, and local businesses may be able to sway users to extend or alter their trips to include making purchases with promotions, with itineraries, and secure equipment storage options.

CONDITIONS**Question #18 – If you use the launches, how would you rate the condition of the launches? and****Question #19 – Please rate the conditions of each of the following at the sites you use.**

On a scale of Poor, Fair, Good, and Excellent, 58% of respondents rated the launches in Good condition (33% selected Fair). In general, survey respondents rated amenities in Good condition as well.

Question #20 – What other amenities would improve your experience along the trail?

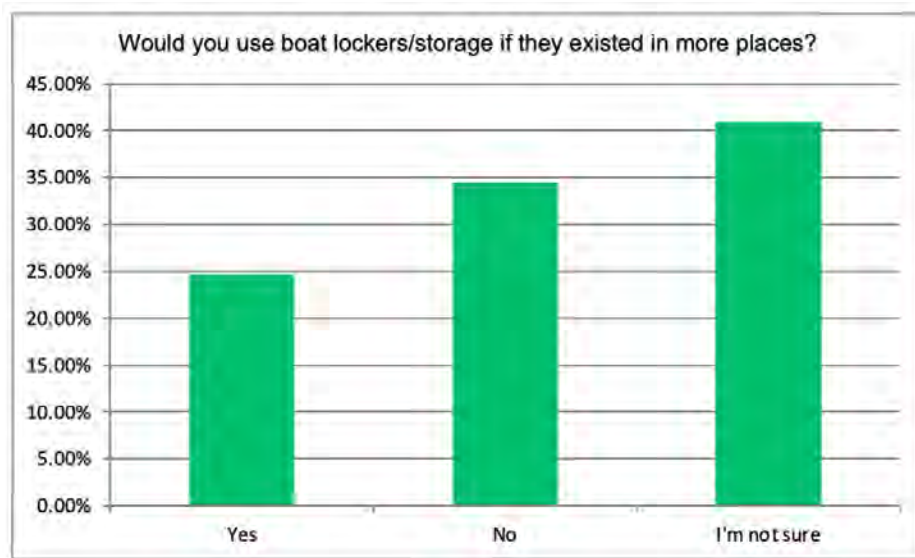


Number of Responses by Category	
Benches, seating, picnic areas	18
Port-a-potty, improved conditions of	18
Recycling bins, fishing line recycling	12
Parking, improved/safer parking	11
Water fountain	8
Trash cans, maintenance of	7
Changing rooms	4

If recycling and trash receptacle options are combined, these become the most desired amenities in terms of improving peoples’ experiences along the trail.

Question #21 – Would you use boat lockers/storage if they existed in more places?

Only 25% of people would use a boat/storage locker if more existed. This may highlight lack of knowledge about lockers, or users simply may not be returning to their starting destination.



ACCESSIBILITY

Question #22 – Currently, the Springdale location is the only ADA accessible launch. Does the lack of other ADA accessible launches currently prevent you or someone you know from paddling on the water trail?

Nine percent (9%) of respondents answered “Yes” and 23% responded “I’m not sure,” which is in line with the number of Americans living with a disability, according to current reports from the US Centers for Disease Control and Prevention (CDC). There is opportunity to be more inclusive, not only for those who answered the survey, but for those who do not currently use the water trail due to inaccessibility.

Question #23 – Besides ADA accessible launches, what amenities would make the trail more accessible and more inviting to a wider audience?

Forty-six percent (46%) of survey respondents would like to see “Closer parking” and 36% would like to see “More parking,” which is consistent with Question #6, where the vast majority of respondents selected “Personal vehicle” as a means for accessing the trail (75%). The next most-desired amenity, “More equipment rental options” (43%), also aligns with Question #3, where 36% of people said they do not have the right equipment. Getting people, their cars, and equipment (owned or rented) closer to the launch is a way in which to improve accessibility.

Cross tabulation analysis shows 89 respondents selected "Canoeing or Kayaking" and "Standup Paddle boarding" as their primary water trail activity, and 27% of these people also selected "More rental equipment options" as a way to make the water trail more accessible.

Notably, 20% of respondents would like to see “Closer bus/transit stops,” though only about 5% of county residents use public transportation.

PROMOTION

Question #24 – Before taking this survey, were you aware of the Three Rivers Water Trail?

Most of the survey respondents were aware of the trail prior to completing the survey; 31% of respondents were either not aware of the Three Rivers Water Trail or did not know it was considered a trail, reinforcing the need for more awareness and education. These responses suggest the survey reached a tuned-in audience. Responses from those who do not use the trail could be underrepresented.

Question #25 – If yes, how did you find out about the water trail?

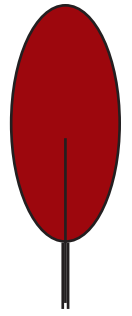
Most respondents (almost 26%) learned about the water trail via social media. This is a promising reminder of the importance of maintaining a digital presence. The survey was primarily distributed through social media, though, so this response may be skewed.

Taken together, “Live or work nearby” and “Roadside or on-trail signage” account for 30% of responses, justifying Friends’ current signage efforts at launches.

Two “Other” responses mention BikePGH, one mentioned the Great Allegheny Passage, and another mentions “Biking near a launch.” There may be more opportunity to leverage strategic partners like BikePGH and to cross-promote the water trail to other outdoorsy audiences.

Question #26 – What are the best ways that we can get updates and trail information to you?

Almost 60% of respondents identified “Website” as the best way to receive trail information. “Facebook” was the second highest at almost 44%, but, again, this could be skewed due to the way in which the survey was shared. Before taking this at face value, Friends of the Riverfront might consider the demographics of users on each social platform and tailor communications accordingly. Thirteen “Other” responses mentioned an email newsletter, so Friends of the Riverfront should continue to leverage this marketing channel.



EXPANSION

Question #27 – Where would you like to see additional launches in Allegheny County?

- Homestead (mentioned five times)
- Oakmont (mentioned three times)
- Lawrenceville (mentioned twice)
- Chartiers Creek (mentioned twice)
- West End/Sawmill Run
- Downtown Pittsburgh
- South Side/Works
- Strip District
- Convention Center/Heinz Field
- West Mifflin
- Between South Side Park and Braddock
- Between McKeesport and Elizabeth
- Etna
- Swissvale, Rankin, Braddock
- Greenock, Sutersville, Clairton
- New Kensington
- Donora
- Beaver County

Note: some other themes emerged in this list, including the desire to have more launches on the Monongahela River and to improve existing launches before creating new ones.

Question #28 – If you could change one thing about the water trail, its management, or how it is promoted, what would it be?

Many respondents expressed concerns about the cleanliness and maintenance of launch sites, including issues with garbage, overgrown vegetation obstructing views, and the need for regular removal of trash and large debris. There was also emphasis on safety and accessibility to launch sites. Many respondents mentioned the need for more education and classes, group paddles, and other collaborative events.

Question #29 – What amenities are missing from your preferred launch?

Many respondents mentioned the need for additional amenities such as picnic tables, benches, trash bins, recycling bins, porta potties, bathrooms, etc. at various launch sites. Some respondents expressed concerns about the lack of parking and/or access to launch sites. There were suggestions for improving existing launch sites, including better maintenance, wider and less steep access points, and cleaning up debris and mud from ramps. Respondents mentioned the desire for recreational facilities such as fishing piers, kayak rental services, food and drink options, and places to lock and store kayaks and supplies. Some respondents expressed concerns about environmental issues such as sewage overflow and the need for awareness and information dissemination about these issues.

Question #30 – How can the water trail be more accommodating to people who are using it for reasons other than paddling?

Responses to this question revolved around creating safer, cleaner, and more accessible riverfront spaces with a range of amenities and recreational opportunities for visitors to enjoy.

OWNERS, OPERATORS, AND MANAGERS SURVEY

METHODOLOGY

A combined survey was designed for riverside property owners, access point managers (caretakers), and operators and concessionaires. The survey was distributed beginning in late December 2023 and remained open through February 2024.

Friends had a list of specific people that its staff personally invited to take the survey. Just seven people took the survey, too few to effectively analyze their responses. The breakdown included:

- 2 municipal property owners
- 1 private property owner
- 3 operators
- 1 law enforcement officer

It is possible that those who received the survey had been over-asked during a busy time of year. There was overlap between this list and the project committee membership. This audience was also asked to share the user survey, attend the public meeting, and (for some) participate in a stakeholder conversation. These contacts may not have had the time or simply thought they had already done enough.

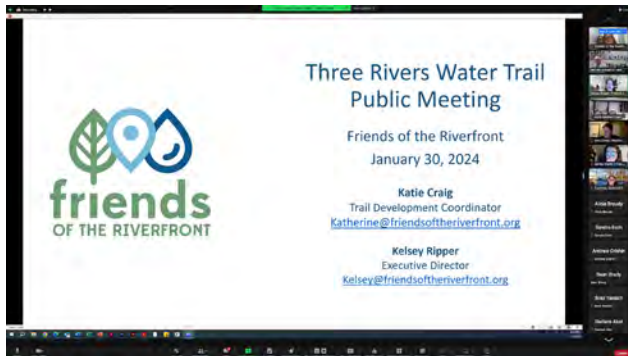
An alternative possibility is that Friends does not currently have strong relationships with these audiences (property owners, specifically). While impossible to draw this conclusion, this is being flagged in the event that relationship-building would be helpful to the organization.

INSIGHTS/FINDINGS

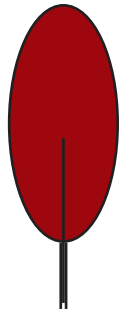
- Of those responding, 28.6% reported not personally using the trail, despite their personal involvement in caring for it.
- This audience, albeit small, was more likely to name a launch site “fair” (as opposed to “good”) than those who took the user survey.
- Two out of three outfitters said that more accessible sites would positively impact their business operation.
- When asked how they communicate with their audiences, 100% reported via email/newsletter; and 80% via social media, perhaps providing direction on how Friends can share trail information via them as partners. These are also the ways that they reported as the best ways to be reached.
- Three out of five who answered the question about openness to partnering with Friends, noted that they would be interested. The other two noted “not sure.”

VIRTUAL PUBLIC MEETING

OVERVIEW



Friends of the Riverfront held a virtual public meeting on Tuesday, January 30, 2024. The meeting was advertised as an opportunity for community members to help shape how Friends of the Riverfront manages and cares for the Three Rivers Water Trail with topics including amenities, expansion, and more. During the meeting, participants shared feedback related to water trail use, barriers to access, and suggested improvements.



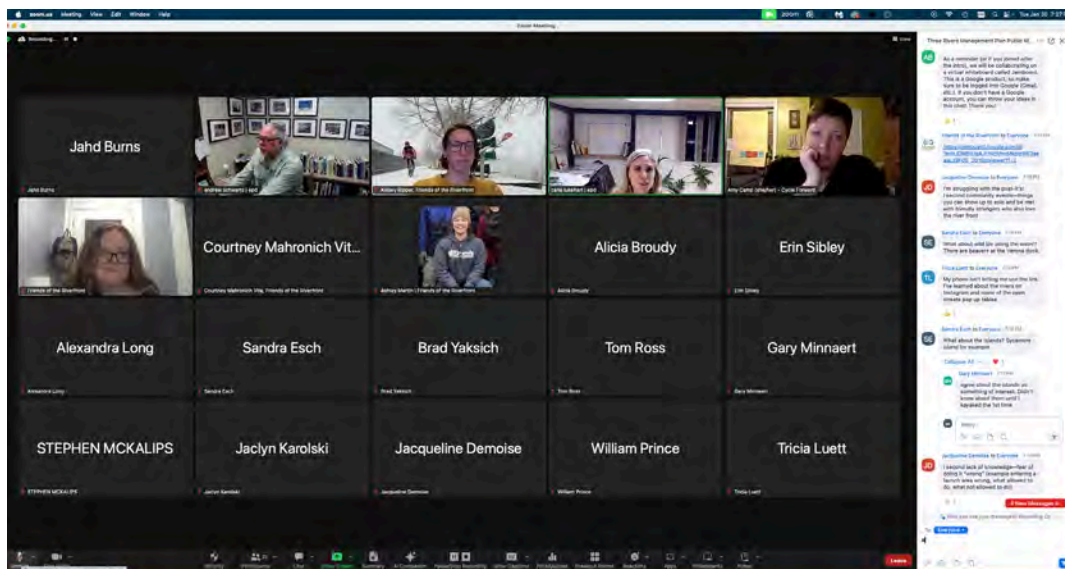
STRUCTURE AND FORMAT

The interactive Zoom meeting lasted approximately 90 minutes, and the agenda included presentations by Friends of the Riverfront, Environmental Planning & Design (EPD), and Cycle Forward, as well as discussion among participants:

- Welcome and meeting purpose (Friends of the Riverfront)
- Project overview and general Friends of the Riverfront updates (Friends of the Riverfront)
- Introduction of project team and steering committee members (Friends of the Riverfront)
- Poll the audience:
 - How do you enjoy the rivers? (Chat)
 - What are you currently working on in relation to the water trail? (Chat)
- Three Rivers Water Trail Management Plan overview
 - Site assessments (EPD)
 - Access point analysis related to accessibility (EPD)
 - User and Owners, Managers, Operators Surveys (EPD)
 - Stakeholder interviews (Cycle Forward)
 - Management plan content (EPD)
- Q&A (EPD and Cycle Forward)
- Guided discussion and participant engagement via Google Jamboard

PARTICIPANTS

The public meeting participants included Water Trail users and volunteers, as well as representation from local businesses and nonprofits. Some participants self-reported their affiliations, which included Pittsburgh Water and Sewer Authority, Allegheny River Boulevard Preservation Association, and Oakmont Borough Council, to name a few.



WATER TRAIL USAGE

Using the chat function of Zoom, participants let us know how they are (or are not) using the water trail:

“Lifelong lover of [Pittsburgh] rivers...paddling, fishing, and biking”

“I just moved to Verona a year ago and am enjoying the river VERY much!”

“Glad to hear of your group.”

“I don’t go along the water.”

“I focus on picking up large amounts of litter and trash from the Ohio River.”

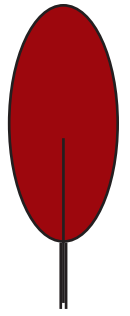
“We use the Allegheny River for stand-up paddling, catch and release fishing, and biking.”

During the meeting, Friends of the Riverfront created an impromptu poll to ask participants which of the three rivers they use most. Eighty-nine (89%) answered the Allegheny River and offered the following comments to justify:

“I think there is a lot more amenities on the Allegheny for relaxing by the water’s edge.”

“For paddling access, I find the Allegheny easier to use. I bike along the Mon more than the others.”

“For me personally, the industrial nature of access and parking to access along the Ohio River among other reasons, can make it less appealing.”



PARTICIPANT FEEDBACK

During the interactive Google Jamboard session, participants shared feedback related to water trail use, current challenges, and suggested improvements. Summaries of these comments are documented here (see Appendix for the complete Jamboard).

HOW DID YOU LEARN ABOUT THE WATER TRAIL AND HOW DO WE REACH NEW AUDIENCES?

Generally, participants learned about the water trail through Friends or social media, by walking past a launch, or from friends who enjoy paddling.

To reach new audiences, participants suggested the following:

- Community events (mentioned twice)
- Promotional materials and maps posted at launches or local businesses
- Promotion of wildlife and islands (e.g. Sycamore Island) along the trail
- Collaboration with libraries or Registered Community Organizations (RCO)

Of note, one participant commented: “I don’t believe most people know the rivers are a designated Water Trail. How do we share that better?”

The Jamboard content includes the following sticky notes:

- Yellow:** I have a launch in my neighborhood and walked by it.
- Yellow:** 3 Rivers Water Keeper's IG story.
- Yellow:** Learned about it from friends who use the water. Heard about this project through work. Could reach new audiences by working with local businesses near the water.
- Yellow:** Reach new audiences - outreach to community events, incorporate a river activity or table at existing events, social meetups with local orgs.
- Yellow:** Had kayak a few times, started from Verona, and when looking for other launch sites, googled launch locations.
- Yellow:** Learned about the rivers being an actual water trail through Friends. I did not know it was a Trail before that!
- Yellow:** agree about the islands as something of interest. Didn't know about them until I kayaked the 1st time.
- Yellow:** Friends who enjoy kayaking/paddling
- Yellow:** Mass Marketing and Advertising. Municipal outreach,
- Yellow:** I first learned about volunteering opportunities with FoTR and then found out that there was a whole trail network in the city that is along the riverfront.
- Yellow:** targeted ads on social media, trip itinerary to less used areas
- Yellow:** Working with RCOs in Pittsburgh to encourage use and participation.
- Yellow:** What's about the islands? Sycamore Island for example.
- Yellow:** I second community events—things you can show up to solo and be met with friendly strangers who also love the river front
- Yellow:** To reach new audiences - promotional materials at businesses near
- Yellow:** physical maps/kiosks so people see beyond their immediate spot.
- Yellow:** I've learned about the rivers on Instagram and some of the open streets pop up tables
- Yellow:** What about wild life along the water? There are beavers at the Verona dock.
- Yellow:** Potential opportunity to collaborate with public libraries for awareness/outreach?

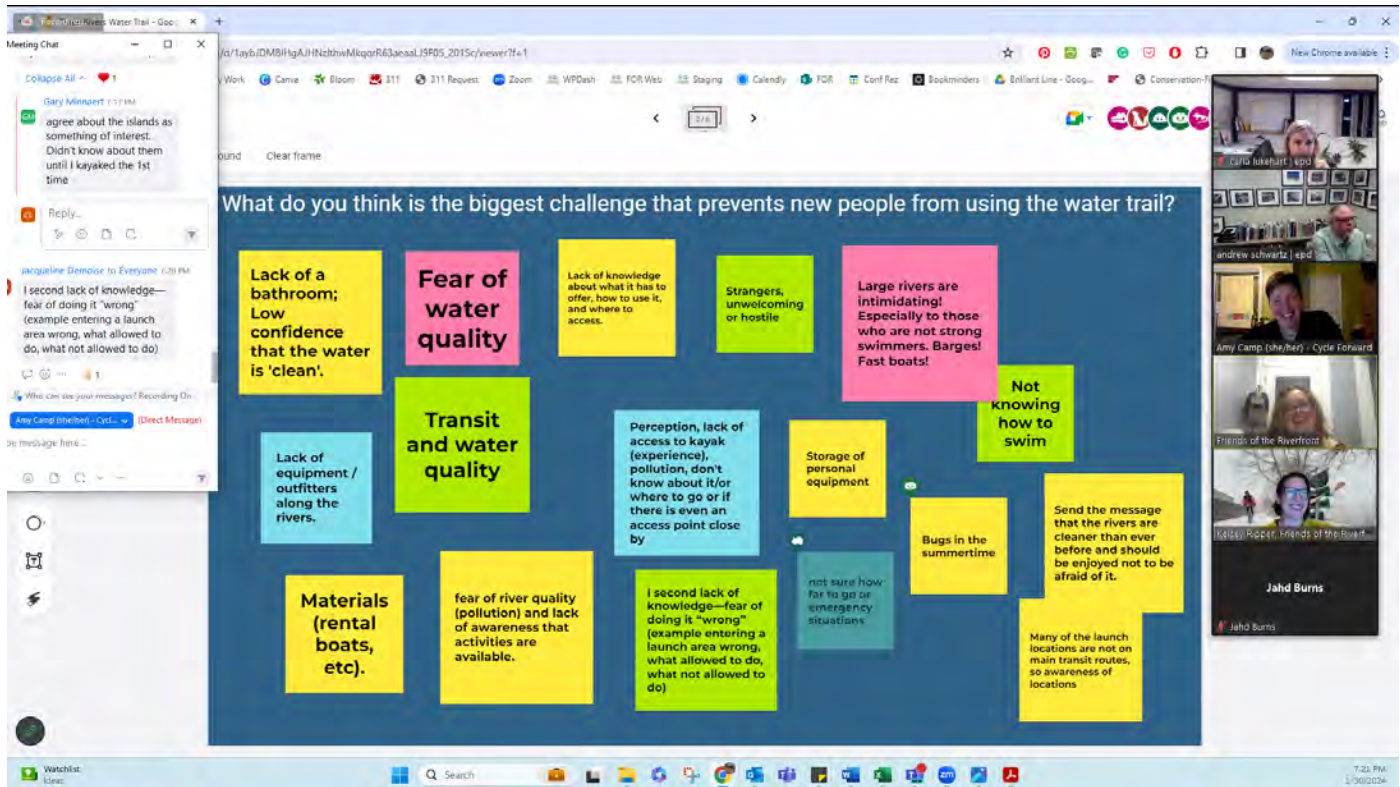
Chat window content:

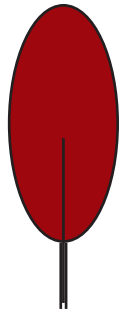
- Instagram and some of the open streets pop up tables
- Sandra Edtch to Everyone 11:11 PM
- What about the islands? Sycamore Island for example.
- Gary Minnaert 11:11 PM
- agree about the islands as something of interest. Didn't know about them until I kayaked the 1st time
- Who can see your message? Recording On
- My Camp (604/Pat) - Cycle Forward (Direct Message)

WHAT DO YOU THINK IS THE BIGGEST CHALLENGE THAT PREVENTS NEW PEOPLE FROM USING THE WATER TRAIL?

A few themes emerged in participants' responses to this question:

- Concerns about water quality: This was mentioned multiple times on the board, indicating a significant concern among potential users.
- Lack of knowledge and awareness: This includes not knowing where to access the water and uncertainty about what is allowed or how to do things correctly.
- Fear or intimidation: Fears include water quality, bugs, the inability to swim, large boats, and barges.
- Accessibility: This includes lack of access points, lack of equipment and outfitters, and inaccessibility from main transit routes.





WHAT WOULD IMPROVE YOUR WATER TRAIL EXPERIENCE?

Participants shared ideas for improvements, many of which align with responses to the User Survey:

- **Accessibility and Amenities:** Concerns revolve around access to rental equipment, water taxis for transportation, and amenities like food options and restrooms at launch locations.
- **Education and Awareness:** There is a desire for more education about available water activities and services.
- **Social Engagement and Group Activities:** Participants expressed interest in group paddles and social engagement opportunities to make water activities more accessible.
- **Environmental Concerns:** Concerns about safety include the need for cleaner waterways and the removal of dangerous items.
- **Emergency Response Information:** There is a need for more information at launch points regarding emergency scenarios and appropriate actions to take.

Overall, the meeting was positive in nature, allowing the opportunity for the project team to share project information while also collecting participants' insights. Seventy-one (71) unique insights were shared via the chat (20) and Jamboard (51). Participants were notified that Friends would make the plan publicly available upon its completion.

The screenshot displays a Zoom meeting interface. On the left, a chat window shows messages from participants, including one from 'STEPHEN MCKALIPS to Everyone' at 7:23 PM asking 'Water taxi' and another from 'Jahd Burns to Everyone' at 7:24 PM stating 'agreed, there have been so many discussions about water taxis over the years'. The main area is a Jamboard with the title 'What would improve your Water Trail experience?'. The Jamboard contains several sticky notes with the following text:

- Water taxi** (yellow note): 'agreed, there have been so many discussions about water taxis over the years'
- Knowing that there are places to pull over once you launch. i.e. Once launched, there may not be a great place to pull over for quite some time.** (yellow note)
- Being able to rent equipment. Just having ability to go out on the water is not possible for me.** (yellow note)
- Water taxi** (yellow note)
- more emergency response information at launches (scenarios and what to do)** (yellow note)
- more rental facilities - pop-ups** (blue note)
- Group Paddles - social engagement** (yellow note)
- Having more education about what is available. Honestly don't know a ton about it, so even this meeting was illuminating and will encourage my use.** (yellow note)
- a welcoming inviting trailhead, services/backpacks like to-go meals from businesses that are trail/water friendly** (blue note)
- Access, land safety, land amenities, destinations, ability to explore the store, photo hot spots social media to spread the word.** (yellow note)
- more programming (BBOC, Venture Outdoors, etc) for those who want come going alone** (yellow note)
- good restaurant / food options at launch locations. Aspenwall is good, but others would be a bonus.** (green note)
- Less garbage in the river. Especially things like dangerous things like needles/syringes.** (yellow note)

On the right side of the Zoom window, a grid of video thumbnails shows several participants, including 'Tania Akshatt | epp', 'andrew schwartz | epp', 'Amy Camp (she/her) | Cycle Forward', 'Friends of the Riverfront', 'Kathy Rippen, Friends of the River', and 'Jahd Burns'. The bottom of the screen shows the Windows taskbar with the time 7:26 PM and date 1/30/2024.

CHAPTER 4

KEY FINDINGS AND OBSERVATIONS



KEY FINDINGS AND OBSERVATIONS



STRENGTHS, ISSUES, CHALLENGES, AND GOALS

Throughout the process of analysis and outreach, a list of strengths, issues, and challenges emerged to help understand the unique strengths of the Three Rivers Water Trail as well as the challenges faced by both Water Trail users and access point managers.

STRENGTHS

1. Variety in user experience: on the water and from the riverbank

- The greatest strength of the Three Rivers Water Trail system is the variety that it offers its users. Over 96 miles of water trails meander along 67 different municipalities, each unique in their history, development, and terrain. From downtown Pittsburgh to its less densely populated suburbs and towns, the water trail provides a vast diversity of experiences, both on and off the water.
- Urban vs. Nature – Water Trail users exploring the shores alongside downtown Pittsburgh, Point State Park, and the North Shore can experience the bustling activity surrounding major sports stadiums, busy bike/pedestrian trails, and the city’s iconic bridges, inclines, and skyline. Conversely, users don’t have to venture far from downtown to find islands and channels with opportunities for respite, wildlife viewing, and immersion in the lush shoreline vegetation.
- Working waterfronts – The Three Rivers Water Trail provides a glimpse into the region’s past and present, housing relics of the region’s robust steel industry, as well as facilities still in operation today. Working barges are a common sight on the rivers, hauling resources to and from sites as far as New Orleans and beyond, while former steel-making facilities have been transformed to house a variety of uses including recreation and green space, retail destinations, and research and technology centers.
- Terrain – The terrain surrounding the Water Trail is unique – steep slopes, often extreme, provide the backdrop along much of the trail. Hillsides are often heavily vegetated, and other times dotted with houses, reminiscent of Italian hill towns.
- Locks and dams – Eight (8) locks and dams, working to help make the rivers navigable, are situated along the Water Trail. Paddlers and boaters can experience “locking through” as they navigate along the Three Rivers. The lock-through experience, while intimidating to many users, provides an opportunity to embark on longer excursions, acquire new navigation skills, and learn about the engineering used to make the rivers passable.

2. Abundance of unimpeded water

The 96 miles of river offer great opportunities for long-distance paddling, including training for expedition and sea kayaking.

3. Total number of access points and total number of miles

Over 30 existing access points provide users with opportunities to engage with the rivers at diverse locations throughout Allegheny County. Water Trail users residing in both urban and rural areas within the County, and even beyond, are able to access the river from a variety of points close to home.

4. There are several excellent access points that can serve as models

Many of existing access points along the Water Trail maintain site features that facilitate easy access to the water and have facilities that meet the needs of users. These sites can serve as models for both improvements to other existing access points and as prototypes for future access points as they are developed.

ISSUES AND CHALLENGES

1. Not all rivers are equally accessible; not all sections are equally accessible

Access to the Water Trail differs greatly depending on the river and the river section. The number of access points per mile varies for each river.

The existing number of access points per mile are as follows:

- Ohio River – 0.39 per mile
- Allegheny River – 0.57 per mile
- Monongahela River – 0.25 per mile
- Youghiogheny River – 0.23 per mile

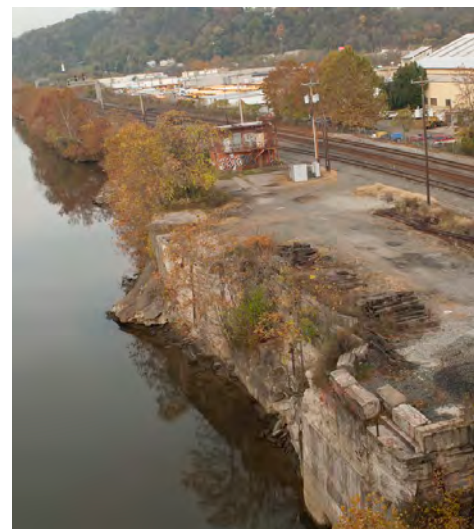
The average spacing between access points:

- Ohio River – 2.5 miles
- Allegheny River – 1.8 miles
- Monongahela River – 2.5 miles
- Youghiogheny River – 4.4 miles

There is a heavy emphasis on the Allegheny, which has sixteen (16) total access points, compared to the six (6) access points on the Ohio, nine (9) on the Monongahela, and three (3) on the Youghiogheny. When examining the number of access points per mile, the Allegheny's access points occur at double the rate as those on the Monongahela. Access to the Allegheny occurs at a higher frequency than along the other three rivers, with an average spacing of less than two (2) miles.

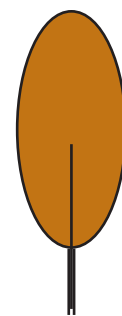
2. No uniform standards exist to guide the development of new access points or the improvement of existing points

There are currently no established standards or requirements for site features, site amenities, accessibility, or parking as access points expand and/or improve. Access points do not have a cohesive set of guidelines to help direct site improvements or new potential access points.



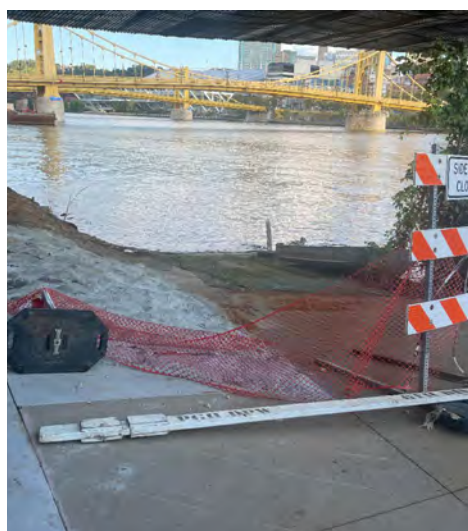
3. Reversing long-standing cultural stigma/fears of the rivers

Fear of the water, particularly the rivers, has been a barrier spanning many generations. An inability to swim, along with a general fear of open water, is a common apprehension that is often passed down through generations. Additionally, there is a widespread hesitancy to engage with water that's not a swimming pool. The open water of the rivers can be intimidating to many people, even those without a general fear of swimming.



4. Maintenance and upkeep is a never-ending problem

There are many layers to the maintenance and upkeep of Water Trail access points. Maintenance is needed throughout the year, each season requiring different tasks and levels of upkeep. Additionally, unforeseen events, whether related to extreme weather or driven by human activity, occur at irregular times over the course of a year.



Maintenance needs such as the upkeep of trash, landscape care, and visitor levels are largely seasonal and can be anticipated at predictable levels throughout the year. However, the needs of each access point are site-dependent and require different levels of maintenance along with varying time frames for completion. For example, some access points consistently host large numbers of visitors, while others are used more infrequently, and generally require less upkeep.

On the other hand, maintenance needs after major storm events, flooding, and occurrences like runaway barges and boats are unpredictable and often require swift attention with a different set of partners and expertise.

5. There are more than 20 maintenance partners: each seemingly does its own thing, on its own terms, and when it can

Each access point along the Water Trail is unique in the operation and management of its facility. Some are privately owned, while others are owned by a municipality, over 60 of which are represented along the four rivers of the Water Trail. Others are owned by the PA Fish & Boat Commission. In addition, management of each facility is handled differently, depending on the location and owner.

Many different partners are engaged in management, all with different ideas of what maintenance entails, resulting in non-cohesive standards of upkeep.

6. Lack of knowledge, training, equipment, storage and a “river friend”.

Lack of equipment, storage, and training is one of the biggest reasons local residents are not engaged with the rivers through paddling. Both access to, and storage space for, equipment remain barriers to using the Water Trail in a kayak, canoe, or paddleboard.

Furthermore, many would-be users have indicated a lack of a “river friend” – someone who can introduce them to both paddling as a recreational sport and river etiquette – as an additional barrier. A lack of basic knowledge of river etiquette and know-how prevents users from feeling comfortable accessing the rivers.

7. Universal Accessibility (covers the whole dimension of accessibility)

There are several layers that influence Universal Accessibility to the Water Trail at access points – parking, terrain, and dock (or lack of).

Parking – Parking amenities vary greatly between access points. Some access points have no parking, while others have parking that is non-compliant with ADA standards. Others have parking in full compliance with ADA standards, but do not have an accessible path from the parking area to the water.

Terrain – Many access points require users to travel across uneven and/or steep terrain to access the water. Some pathways to the water are paved, others have pavement in need of repair, and some paths are earthen, without paving. Many pathways are sloped due to the natural terrain along riverbanks, some with handrails, others without.

Dock – Access points have a variety of situations at water’s edge. Less than half of the access points contain an ADA-compliant dock, while one (1) access point has an ADA-compliant boat launch. The remaining access points have either ramp or beach access to the water.

8. Not all access points are equal in character, use, improvement, etc.

The unique character of each access point, while in many ways a strength of the Water Trail, creates difficulty in establishing access points that are equal in accessibility, amenities, and upkeep.

9. 50% of the existing access points are accessible only by car/truck

Most access points are not located within 1,300 feet, roughly ¼ mile, of an existing transit stop. Without having walkable transit stops nearby, users must be reliant on personal vehicles for access to the Water Trail, thus reducing the number of residents who can easily reach the water.

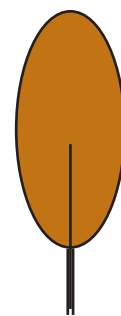
Further, only 25% of the access points are walkable from surrounding residential neighborhoods and communities. This is largely due to existing terrain like steep slopes that inhibit access to the water, as well as industrial sites, railroads, and highways that obstruct access to the rivers from adjacent communities.

10. No legal place to camp; limited, practical opportunities for over-night stays

Except for Sycamore Island on the Allegheny River, there are no campsites within close proximity to the Water Trail to accommodate overnight stays. Riverfront accommodations with equipment storage are limited, making longer-distance, overnight trips difficult to accomplish.

11. Limited places to get out and eat or drink (destinations after a long paddle)

The number of destinations for eating and drinking after a long paddle are limited. Many access points do not have nearby eating establishments, eliminating the opportunity for resting and/or refueling.



12. Public perception of safety: on the water, in a lock and at the local parking area

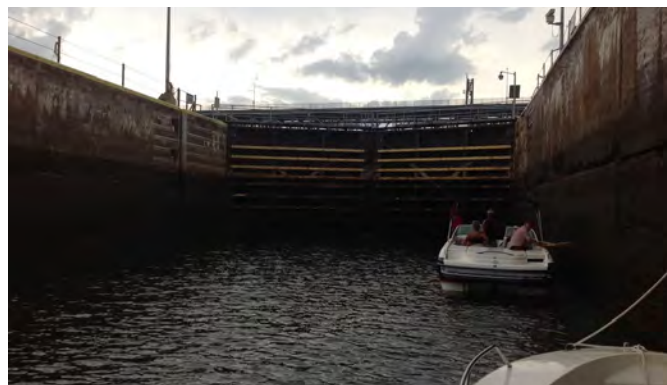
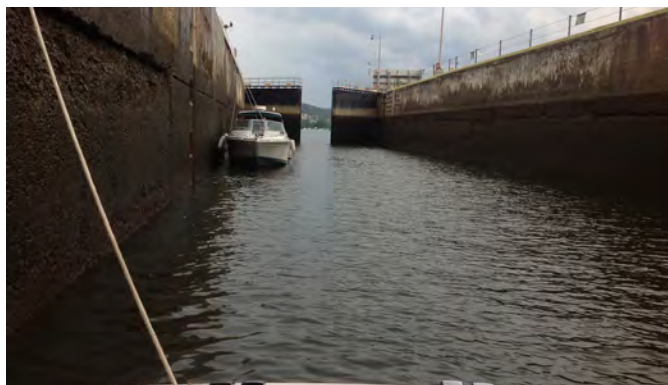
Public perception affects users' behavior, and drives the ways people use, or don't use, the Water Trail. The following perceptions regarding safety in and around the Water Trail influence users' comfort levels and act as barriers to use.

Water quality – Longstanding perceptions, and sometimes the current reality of, poor water quality continue to affect the ways in which people interact with the water. Though water quality in the region's four rivers has increased dramatically over the last several decades, it is still perceived as "dirty" and therefore, unsafe. Additionally, the reality of Combined Sewage Overflows (CSOs) continues to plague the rivers after large storm events, sometimes resulting in unsafe conditions for swimming.

Recreational vs. industrial traffic – The Water Trail continues to serve local industry, acting as a conduit for transporting materials. As such, the barge presence on the rivers can be intimidating to inexperienced recreational users. While industrial users are well-trained in river navigation and experienced in coexisting with recreational users, many paddlers and boaters, especially novices, do not have training or know-how regarding interaction with industrial and/or motorized river traffic.

Fear of water and rivers in general – As discussed earlier, the fear of water that permeates many communities creates a perception that the rivers are unsafe. Historically, urban riverfronts have not been safe places, serving industrial purposes without recreational opportunities. Because rivers have been treated as the "back door" for much of the recent past, they were thought of as places of largely unsavory activity. This perception, while fading, continues to pervade communities today. While most access points are perceived as safe, there are still areas that some users avoid due to past car break-ins and the presence of unhoused populations nearby.

Locking through – The presence of the eight (8) locks and dams along the rivers creates barriers to users' exploration of the full length of the Water Trail. Most users, including experienced paddlers, avoid locking through due to fear and a lack of knowledge of the lock-through protocol.



CHAPTER 5

RECOMMENDATIONS



RECOMMENDATIONS

The following recommendations are based on a culmination of site observations and analysis, surveys, interviews, and research on water trail best practices.

POLICY

OPERATIONS

#1 Work with PA DCNR to obtain a large water access improvement grant; create a mini-grant program (like PEC's small grant program) with a preference towards ADA improvements.

#2 Adopt a set of standardized maintenance checklists and require all maintenance partners to do so as well. The checklist should address the following operation or time periods:

- Monthly
- Season Start-Up
- Season End
- Major Flood Event

#3 Form a maintenance discussion group and meet twice a year to discuss issues, share lessons learned, etc.

#4 Perform or collaborate with the maintenance partners to complete monthly inspections between May 1 and October 31.

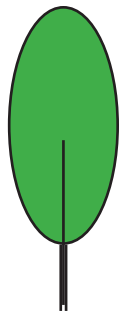
#5 Create, sponsor and proctor a Water Trail Academy; require the maintenance staffs of the various maintenance partners responsible for the upkeep of the water access points to attend and receive certification. Consider the development and facilitation of a maintenance training program for the water access points.

#6 Draft and adopt a standard maintenance agreement and require all maintenance partners to execute the agreement; see Appendix C for an example.

#7 Develop a maintenance manual that builds upon the set of maintenance checklists.

#8 Establish standards for distinct types of access points based on conditions including amenities, location, and function. Adopt these typologies for Water Trail access points to be used as a standard for designating areas as water access points. {Adopt the uniform Water Access Point Amenities Standards on pages 114-117}.

#9 Discuss the feasibility of upgrading the PFBC sites to incorporate a full set of ADA accessibility improvements.



#10 Complete a Spring inspection of all water access points; complete an annual audit for each facility; create a checklist of issues to be addressed.

#11 Perform post-flood inspections within 30 days of each water access point located within or downstream of a 50-year or greater flood event.

#12 Work with PRT to create and post notices and advertisements related to the Three Rivers Water Trail; initially post materials on the transit routes serving the river communities.

#13 Expand the number and type of the Water Trail access points.

PROMOTIONAL

MARKETING AND PROMOTIONS

The Three Rivers Water Trail Management Plan also explores “ways to best promote the water trail system and water trail map to drive usage and tourism.” This section addresses current-state marketing, tactical considerations and best practices, and recommendations for Friends of the Riverfront .

The graphic below illustrates how awareness of the Water Trail as a recreational asset is the first step in attracting new users. With awareness comes engagement, which leads to education and often changed perceptions of the rivers, which ultimately creates new users who further advocate for the Water Trail.





PROMOTIONAL GOALS

Several objectives were identified during the information gathering phase of this project – these ideas emerged from the User Survey, during the Public Meeting, and in conversation with the Executive Director of Friends of the Riverfront, Kelsey Ripper.

The goals are primarily to educate and engage existing water trail users and to attract new users, both within the region and beyond:

1. **Bring awareness to what a water trail is**
2. **Inform people about launches, locations, and amenities**
 - a. Highlight existing launches and lesser-known waterways, including Turtle Creek, Pine Creek, and Saw Mill Run
3. **Challenge historical and public perceptions**
4. **Increase comfort using the trail**
 - a. Share safety tips, including water temps, dams, etc.
 - b. Address fears of using trail, including pollution, launching, dams, etc.
5. **Create consistent signage and branding for launches (ongoing)**
6. **Attract new users of the water trail**

These goals, which ladder up to the overall goals of the management plan, can also be achieved with marketing and promotion tactics. To start, Friends of the Riverfront should consider the customer life cycle, pictured at left. At each stage of the customer journey, it is recommended Friends of the Riverfront identify the audiences and appropriate marketing channels through which to reach those audiences.

BUILD UPON CURRENT EFFORTS

1. Continue to monitor and update website, social media, Google, and Paddling.com listings and glean feedback via Google reviews. Friends of the Riverfront maintains an active digital presence, including a modern and interactive website design (updated in 2022) and current Facebook and Instagram pages (6.5k and 3.4k followers, respectively). The organization recently added launch information to Google and Paddling.com
2. Continue to send a monthly e-newsletter and work toward segmentation, or the ability to target messaging to land vs. water trail users. Segmentation is a good way to target relevant messaging. Friends of the Riverfront should continue to pursue this capability but should do so without losing site of the opportunity to cross-promote and attract land trail audiences to the water.
3. Continue the ongoing effort to update signage at launches and to pursue this re-branding, maintaining a presence at each and every launch. Along with this update, there may be an opportunity to add printed maps at the launches, in addition to current distribution methods (tabling events, etc.).

FUTURE FUNDING, MARKETING, AND PROMOTIONS

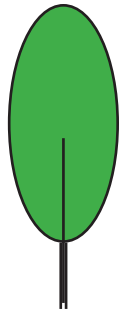
In order to **educate** and **engage** current water trail users, it is recommended Friends of the Riverfront:

1. Explore eligibility for Allegheny Regional Asset District (RAD) funding
2. Continue branding updates and consistent signage/presence at launches
 - o Consider aligning with the statewide water trail plan to include more visual elements in signage; the intent is to be more inclusive of non-native English speakers
3. Co-brand with the new statewide logo, where appropriate
4. Develop mini social media campaigns to continue to engage users
 - o Share evergreen educational or myth-busting posts about the water trail, safety tips, etc.
 - o Host photo contests or invite users to “share your own” experiences
 - o Create or leverage existing digital video content; educational videos could live on the website, social media, and/or YouTube
 - o Leverage any coordinated campaigns or messaging created by the state
5. Embrace underrepresented/less engaged river communities
 - o Engage communities with outreach, surveys, and participation in existing community events (the User Survey saw fewer responses from select river communities compared to others)
 - o Host ribbon cuttings on new launch openings and launch improvements
6. Determine how to use new fleet of boats, either separate from or in collaboration with other events and outfitters
 - o Host guided trips, sojourns, and lock through classes
 - o Lead overnight trips to Allegheny Islands and Sycamore Island
 - o Promote trips to Point State Park for a unique perspective of the city
 - o Organize and host a series of river sojourns to promote the County’s rivers
 - o Create a multi-day paddle adventure with one of the recreation partners

In order to **attract new water trail users**, it is recommended Friends of the Riverfront:

7. Give the Water Trail a more prominent place on the Friends of the Riverfront website
 - o Consider putting the land trails and water trails navigation directly on the homepage (rather than in a dropdown) to help to educate users and drive more traffic to the appropriate pages. According to Google Analytics, water trail web page visits make up only 3.6% of Friends of the Riverfront’s total web page views (the Three River Heritage Trail page visits make up 33% of total views).

8. Work with other groups to develop skill- and confidence-building pathways to make paddling more accessible
 - o Swimming pools (Venture Outdoors' programs) -> Lakes (North Park, Elizabeth) -> Tributaries -> Allegheny River back channels -> Allegheny River -> Monongahela River/Ohio River -> Other (e.g. Outkast Paddlers uses the water trail to train for sea kayaking expeditions)
9. Consider larger collaborative events (Outdoor Expo, Events, Floatilla) that build and reinforce cultural connections to the rivers and raise awareness/educate. See Appendix B for examples.
10. Develop themes or stories to illustrate different experiences along a National Recreation Trail (in social media and beyond):
 - o Promote the serene experience ("the one you didn't realize was in your own backyard") along the Allegheny River for area residents who are forgoing the 3RWT for other waterways)
 - o Embrace the urban setting with industrial and post-industrial infrastructure, access to neighborhoods and businesses, etc., especially for visitors looking for a unique experience
11. Explore opportunities to connect with the rapidly growing standup paddle boarding (SUP) audience
 - o Use SUP imagery in marketing, include the SUP experience in content related to launching, safety, etc., and consider SUP-specific events
12. Create a campaign or activation – in social media or via email segmentation – that is targeted to people who are not paddling, but rather are interested in landside activities
13. Again, determine the how to use new fleet of boats, either separate from or in collaboration with other events and outfitters
14. Consider applying for National Water Trail designation (the Water Trail currently has National Recreation Trail status)
15. Continue to engage with strategic partners on promotional plans and events
 - o Pennsylvania Environmental Council (PEC)
 - o Pennsylvania Fish and Boat Commission
 - o Allegheny Cleanways
 - o Safe Boating Council
 - o Port of Pittsburgh Commission
 - o Venture Outdoors/Kayak Pittsburgh
 - o Three Rivers Waterkeeper
 - o US Army Corps of Engineers
 - o 3 Rivers Outdoor Company
 - o Outkast Paddlers
 - o Dynamic Paddlers



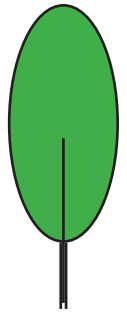
PHYSICAL

EXISTING ACCESS POINTS

The following are recommendations for each existing access point along the Water Trail.

1. Heinz Quay Launch – Approach SEA and City to discuss the potential locations for the Type 2 amenities.
2. Westhall Street Launch – Regrade the accessible route to achieve a less than 5% gradient; install a grooved concrete launch; designate two (2) on-street parking spaces for water trail use.
3. Kilbuck Access – Approach PFBC regarding the feasibility of creating an ADA accessible launch on the downstream ramp; additionally discuss the feasibility of adding the Type 2 amenities.
4. Chestnut Street Launch – Create handicapped parking spaces near the water’s edge (aka California Union Street Wharf); create an accessible route to the dock; add litter at the top of the ramp.
5. Walnut Street Launch – Repair accessible route.
6. Leetsdale Launch – Approach Leetsdale Borough regarding the feasibility of creating a ADA accessible launch at the ramp; rebuild the fishing dock and bring it into ADA compliance; additionally discuss the feasibility of adding the Type 2 amenities.
7. Clemente (6th Street) Bridge Launch – Replace the carpet with a rubber mat or fiber mat; bond to the concrete substrate in a similar manner.
8. Millvale Riverfront Park Launch #1 - Pave the accessible route with concrete paving; add the Type 2 amenities.
9. Lawrenceville Launch - Construct concrete perron steps to the toe of slope; install handrails that comply with ADA standards.
10. Millvale Riverfront Park Launch #2 - Add litter receptacles, bench and riverside signage; improve wayfinding signage to get to the water access point.
11. Sharpsburg Riverfront Park Launch - Add the Type 2 amenities; create a visual “front door” or arrival at the parking area since the access is not visible.
12. Aspinwall Launch - Add the Type 2 amenities.
13. O’Hara Chapel Harbor Launch - No recommendations.
14. Sycamore Island - Provide Type 4 amenities; include signage and a pathway from the beach launch to a more interior campsite.
15. Verona Launch - Repair the existing launch/dock; approach Verona Borough regarding the feasibility of creating a ADA accessible launch on the downstream ramp; additionally discuss the feasibility of adding the Type 2 amenities.
16. 10.7 Marina Launch - Consider removing from the Water Trail because of the fee situation.

17. Deer Creek Access - Approach PFBC regarding the feasibility of creating an ADA accessible launch on the downstream ramp; also discuss the feasibility of adding the Type 2 amenities.
18. Cheswick Launch - Construct an accessible route and launch ramp (concrete pavement).
19. Springdale Launch - Work with Springdale Borough to improve the accessible route between the pavilion and the ADA launch; designate two (2) parking spaces near the restroom building for ADA parking.
20. Tarentum Access - Approach PFBC regarding the feasibility of creating a ADA accessible launch on the downstream ramp; additionally discuss the feasibility of adding the Type 2 amenities.
21. Natrona/Harrison Township Launch - no recommendations.
22. Freeport Launch - Approach PFBC regarding the feasibility of creating a ADA accessible launch on the downstream ramp; additionally discuss the feasibility of adding the Type 2 amenities.
23. Station Square Marina - Approach Station Square and Freedom Boat Club regarding the feasibility of creating a ADA accessible launch on downstream edge of the barge; additionally discuss the feasibility of adding the Type 2 amenities.
24. Mon Wharf Launch - Consider removing the existing launch; reposition the water access point as a “no launch” experience.
25. 4th Street Launch - Consider removing the existing launch; reposition the water access point as a “no launch” experience.
26. South Side Riverfront Park Access – Add a paved accessible route; designate two (2) ADA parking spaces in parking area closest to water access.
27. South Side Riverfront Park Launch - Remove the current mattress launch; install a grooved concrete launch; remove the logs, debris, etc....; evaluate placing a concrete, rubble, or stone deflector vein; coordinate with the City of Pittsburgh on the potential marina expansion and potential synergies related to accessible routes and parking.
28. Nine Mile Run/Duck Hollow Launch - Designate two (2) parking spaces; add signage directing visitors to the launch; improve wayfinding from Beechwood Boulevard.
29. Braddock Launch at 11th Street - Implement the currently proposed plan prepared by Friends of the Riverfront.
30. Port Vue Launch - Add litter receptacles, bench and riverside signage; improve wayfinding signage to get to the water access point.
31. Elizabeth Launch - Add a paved accessible route; add a grooved concrete launch; add benches near the top of the accessible route.
32. Elizabeth PFBC Launch - Approach PFBC regarding the feasibility of creating a ADA accessible launch on the downstream ramp; additionally discuss the feasibility of adding the Type 2 amenities.



PROPOSED ACCESS POINTS

The following are proposed access points, along with recommendations for each, along the Water Trail.

1. Carnegie Science Center – Type 2 amenities preferred
2. The Esplanade - Approach Piatt/URA to discuss the possibility; Type 1 amenities are preferred
3. Sheraden Park–Chartiers Creek - Provide Type 2 amenities if an ADA accessible route can be created between parking and the launch ramp; City control
4. Robert Morris University Back Channel Boathouse - Approach RMU and the Island Sports facility to discuss the possibilities; potential for a Type 1 facility
5. Flaugherty Run/Glenwillard (Shouse Park)
6. Tree Pittsburgh - Type 2 amenities are preferred; align with Tree Pittsburgh’s future parking and access plans
7. Etna - Type 2 amenities are preferred; potential future access just west of the Riverfront Park; part of longer-term plan



8. Six Mile Island - Provide Type 4 amenities; include signage and a pathway from the beach launch to a more interior camp site
9. Allegheny Shores - Approach Riverfront 47 to discuss the possibilities; Type 2 amenities are preferred
10. Oakmont–California Avenue - Install Type 2 amenities - but this will be non-ADA accessible; parking will be on-street; designate two (2) spaces for water trail use; need to determine the placement of the amenities
11. Allegheny Islands - Provide Type 4 amenities; include signage and a pathway from the beach launch to a more interior campsite

12. Lower Burrell/Arnold – Provide Type 3 amenities; include signage and natural material benches and tables
13. Pittsburgh Brewing Company – Approach Pittsburgh Brewing Company to discuss the possibilities; Type 2 amenities are preferred
14. Allegheny Township – Provide Type 4 amenities; include signage and a pathway from the beach launch to a more interior site
15. Point State Park – Type 2 amenities are preferred; would need floating dock to access from either northern or southern shore.
16. Hazelwood Green - Approach ALMONO, U3 and/or Tishman to discuss the possibility; touch base with Central Catholic Rowing; Type 1 amenities are preferred; situated at Pump House



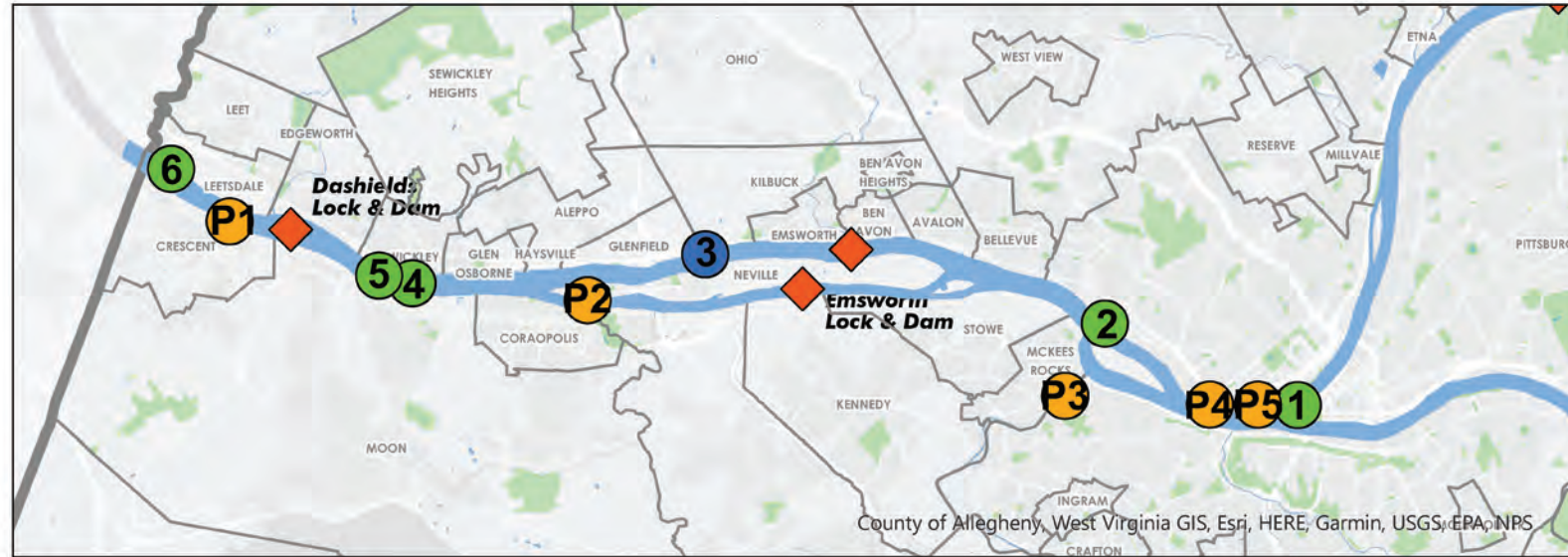
An aerial view of the Hazelwood Green riverfront.



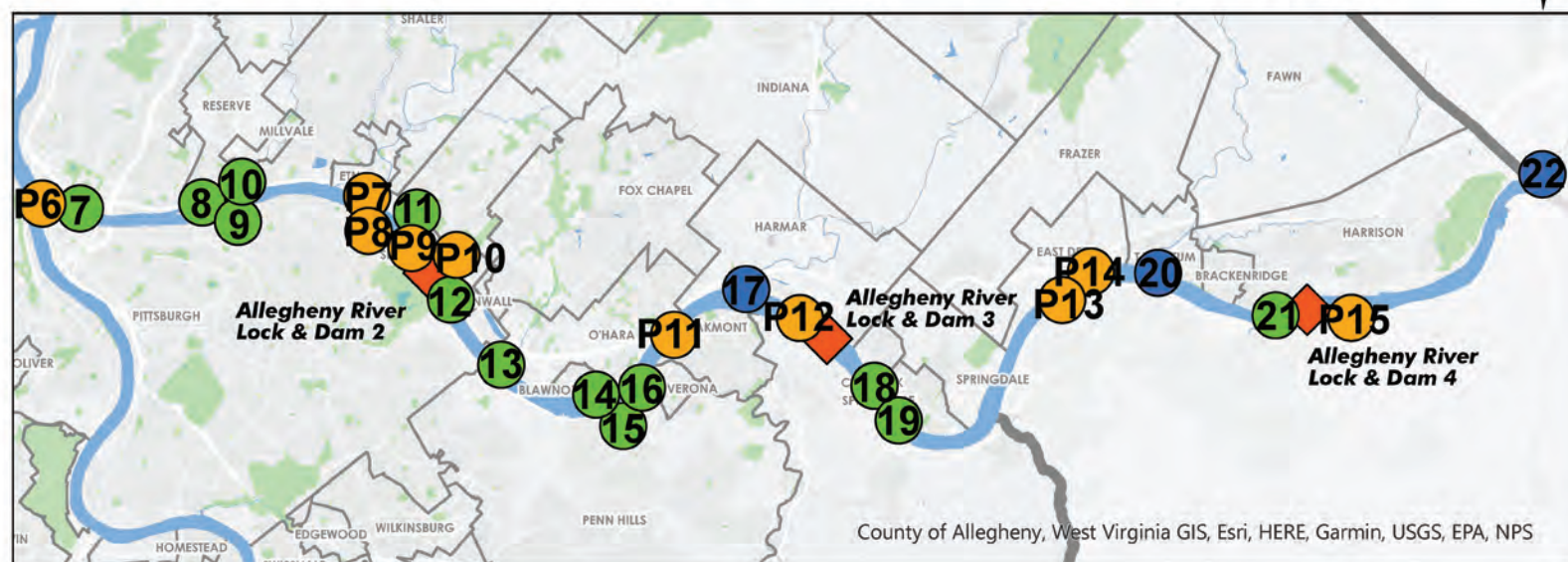
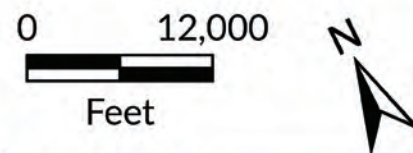
17. Baldwin Borough - Install Type 4 amenities; include signage and a pathway from the Three Rivers Heritage Trail
18. Waterfront (behind Costco gas station) - Provide Type 2 amenities
19. Carrie Furnace – Provide Type 2 amenities if an ADA accessible route can be created
20. Dravosburg – Provide Type 3 amenities; include signage and natural material benches and tables
21. Glassport Community Park – Provide Type 2 amenities; use existing ramp
22. Gallatin Community Park - Provide Type 2 amenities; use existing ramp

AREAS FOR EXPANSION

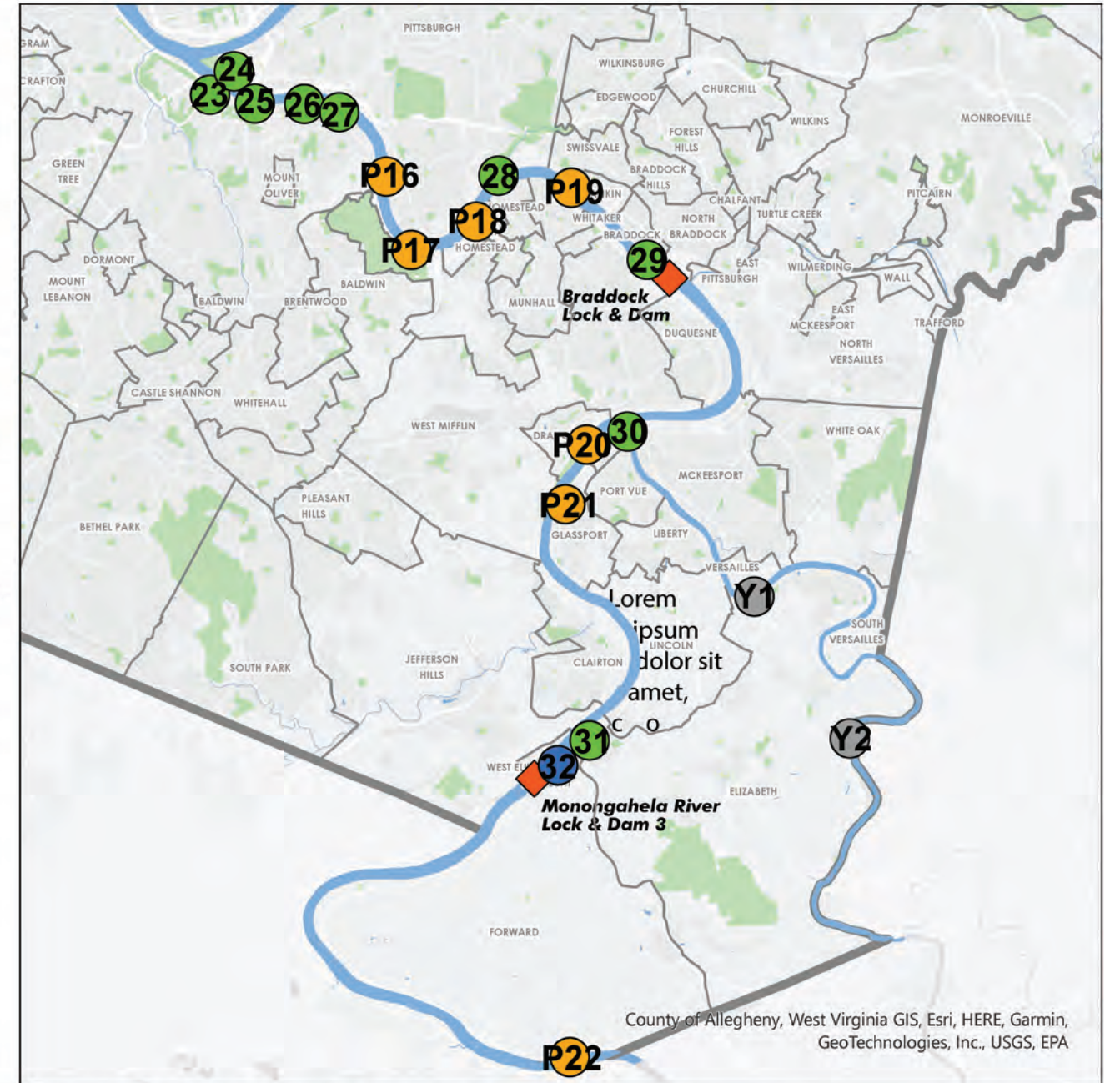
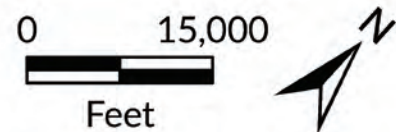
The access points identified as potential expansion areas are shown in orange. It is recognized that the Allegheny River presents opportunities for continued expansion. This is largely a result of access challenges due to industry, railroad, and terrain along the Ohio and Monongahela Rivers, preventing direct access in many locations. However, there are still many expansion opportunities along the Ohio and Monongahela Rivers, albeit at a lower density than the Allegheny.



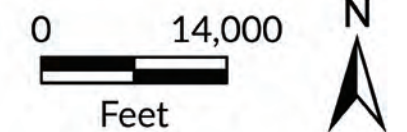
OHIO RIVER

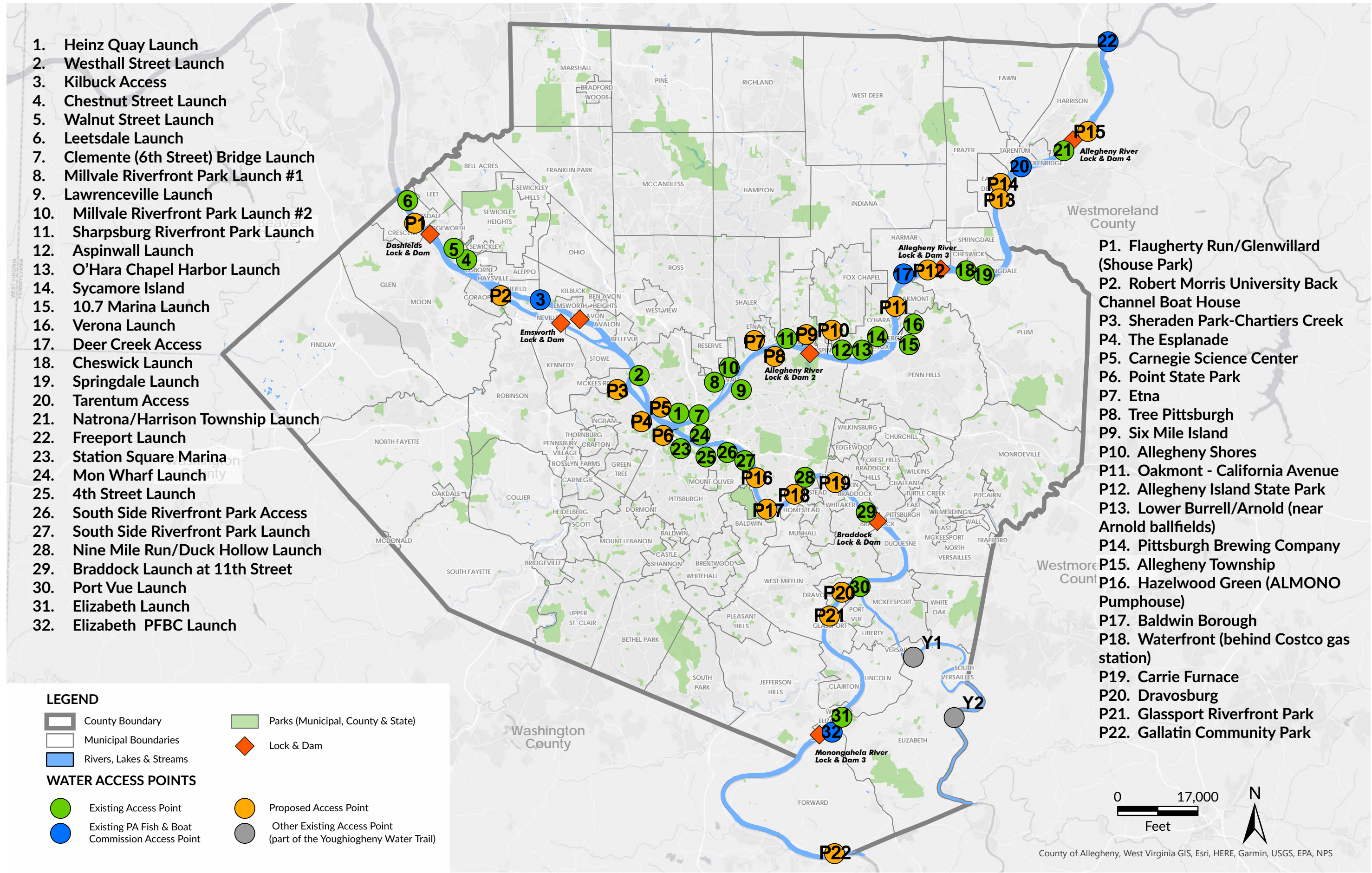


ALLEGHENY RIVER



MONONGAHELA RIVER





1. Heinz Quay Launch
2. Westhall Street Launch
3. Kilbuck Access
4. Chestnut Street Launch
5. Walnut Street Launch
6. Leetsdale Launch
7. Clemente (6th Street) Bridge Launch
8. Millvale Riverfront Park Launch #1
9. Lawrenceville Launch
10. Millvale Riverfront Park Launch #2
11. Sharpsburg Riverfront Park Launch
12. Aspinwall Launch
13. O'Hara Chapel Harbor Launch
14. Sycamore Island
15. 10.7 Marina Launch
16. Verona Launch
17. Deer Creek Access
18. Cheswick Launch
19. Springdale Launch
20. Tarentum Access
21. Natrona/Harrison Township Launch
22. Freeport Launch
23. Station Square Marina
24. Mon Wharf Launch
25. 4th Street Launch
26. South Side Riverfront Park Access
27. South Side Riverfront Park Launch
28. Nine Mile Run/Duck Hollow Launch
29. Braddock Launch at 11th Street
30. Port Vue Launch
31. Elizabeth Launch
32. Elizabeth PFBC Launch

- P1. Flaugherty Run/Glenwillard (Shouse Park)
- P2. Robert Morris University Back Channel Boat House
- P3. Sheraden Park-Chartiers Creek
- P4. The Esplanade
- P5. Carnegie Science Center
- P6. Point State Park
- P7. Etna
- P8. Tree Pittsburgh
- P9. Six Mile Island
- P10. Allegheny Shores
- P11. Oakmont - California Avenue
- P12. Allegheny Island State Park
- P13. Lower Burrell/Arnold (near Arnold ballfields)
- P14. Pittsburgh Brewing Company
- P15. Allegheny Township
- P16. Hazelwood Green (ALMONO Pumphouse)
- P17. Baldwin Borough
- P18. Waterfront (behind Costco gas station)
- P19. Carrie Furnace
- P20. Dravosburg
- P21. Glassport Riverfront Park
- P22. Gallatin Community Park

LEGEND

- County Boundary
 - Municipal Boundaries
 - Rivers, Lakes & Streams
 - Parks (Municipal, County & State)
 - Lock & Dam
- WATER ACCESS POINTS**
- Existing Access Point
 - Proposed Access Point
 - Existing PA Fish & Boat Commission Access Point
 - Other Existing Access Point (part of the Youghiogheny Water Trail)



County of Allegheny, West Virginia GIS, Esri, HERE, Garmin, USGS, EPA, NPS



ACCESS POINT TYPOLOGIES



Access points along the Water Trail differ in their accessibility, site features, and proximity to destinations for eating, drinking, lodging, entertainment, and other forms of recreation. Access points can therefore serve varied purposes and user groups, and can benefit from improvements tailored for those uses.

For example, some access points are near destinations that provide amenities beyond the Water Trail, and are easily accessible with ample parking, nearby transit, and amenities like restrooms and boat storage. These access points are more amenable to becoming a destination for visitors from outside the region, and present an opportunity to provide a “full package” of improvements geared toward water trail users.

Other access points are more difficult to reach, some of which are accessible solely by boat. These access points tend to be located on islands or more remote sections along the riverfront and are often unsuitable for extensive infrastructure improvements or facilities. They provide places of respite, and offer opportunities for quiet retreat, wildlife viewing, and a unique perspective of the urban riverfront.

While the Water Trail benefits from having different types of access points to the water, it would also benefit from guidelines to help develop a more uniform palette of site features. To facilitate this process, access points have been characterized into four (4) typologies, each with a set of standards and design recommendations complementing their anticipated use:

Type 1 - River Destination

Type 2 - Neighborhood Access

Type 3 - Primitive Experience

Type 4 - Float In

Each access point was individually evaluated, and recommendations were made based on location, terrain, site features, and proximity to transit, residences, businesses, and other destinations. The typology maps on pages 118-121 illustrate recommended access point typologies for both existing and proposed access points.

Each set of typology standards provides improvement recommendations developed to accommodate the users and their water trail experience. Typologies are ideally interspersed along the rivers, providing a variety of experiences to meet users' needs.

The following section describes each typology in more detail and provides design standards and recommendations for each.

ACCESS POINT AMENITIES STANDARDS

TYPE 1 – RIVER DESTINATION

To provide a full set of on-water and near-water, river-related recreation amenities and support services for local residents and regional visitors. Type 1 water access points enable both daytime and multi-day visits because of the battery of amenities and close proximity to hospitality services. Type 1 water access points are universally accessible in all aspects – parking, routes, launches, docks and amenities.

- A. Concrete Ramp
- B. ADA Accessible Dock
- C. ADA Accessible Parking
- D. ADA Accessible Route
- E. Kayak/Canoe Rack
- F. Storage Locker; nearby location
- G. Permanent ADA Accessible Restroom; nearby location
- H. Sun Shade; nearby location
- I. Benches and Tables; nearby location
- J. Litter Receptacles; nearby location
- K. Potable Water; nearby location
- L. Signage: branding, waterside identification sign; wayfinding/trail-related, rules, safety, interpretative

Within ¼ mile walk: transit stops

Within ½ mile walk: dining, beverage, cultural/historic sites, lodging

River Destination Examples:



Toronto, ON



Tampa, FL



TYPE 2 – NEIGHBORHOOD ACCESS

To provide a set of on-water and near-water, river-related recreation amenities and support services geared towards local residents. Type 2 water access points support daily and weekly visits because of their amenities and adjacencies to residential neighborhoods. Type 2 water access points provide universally accessible from parking areas to the water's edge but do not necessarily provide full accessibility to all amenities.

- A. Concrete Ramp
- B. ADA Accessible Parking
- C. ADA Accessible Route
- D. Kayak/Canoe Rack
- E. Portable ADA Accessible Restroom; nearby location
- F. Benches and Tables; nearby location
- G. Litter Receptacles; nearby location
- H. Signage: branding, waterside identification sign, wayfinding/trail-related, rules, safety, interpretative

Within ¼ mile walk: transit stops

Within ½ to 1-mile walk: residences and businesses

Neighborhood Access Examples:



California, PA



Aspinwall

TYPE 3 - PRIMITIVE EXPERIENCE

To provide a limited set of on-water and near-water, river-related recreation amenities and utilize natural/cultural materials as much as practical in order to blend into their surrounding landscape. Consequently, Type 3 water access points are carry-in, carry out facilities are related to litter and refuse and are largely non-universally accessible. On-site signage and map information should acknowledge whether a specific location is a “challenge” facility.

- A. Natural Beach
- B. Non-ADA Accessible Route
- C. Natural Material Benches and Tables
- D. Signage: branding, wayfinding/trail-related, rules, safety, interpretative

Primitive Experience Examples:



Vancouver, BC



Vancouver, BC



TYPE 4 - FLOAT IN

To provide a minimal set of on-water, river-related recreation amenities accessible only at remote or float-in locations. Because of their unique locations, Type 3 water access points are carry-in, carry-out only facilities as related to trash and refuse. Additionally, they are non-universally accessible and considered “challenge” facilities. This should be noted on maps as such.

- A. Natural Beach
- B. Non-ADA Accessible Route
- C. Natural Material Slabs (adaptable as benches and tables)
- D. Primitive Campsite
- E. Primitive, Natural Material Fire-Ring
- F. Signage: branding, wayfinding/trail-related

Float In Examples:



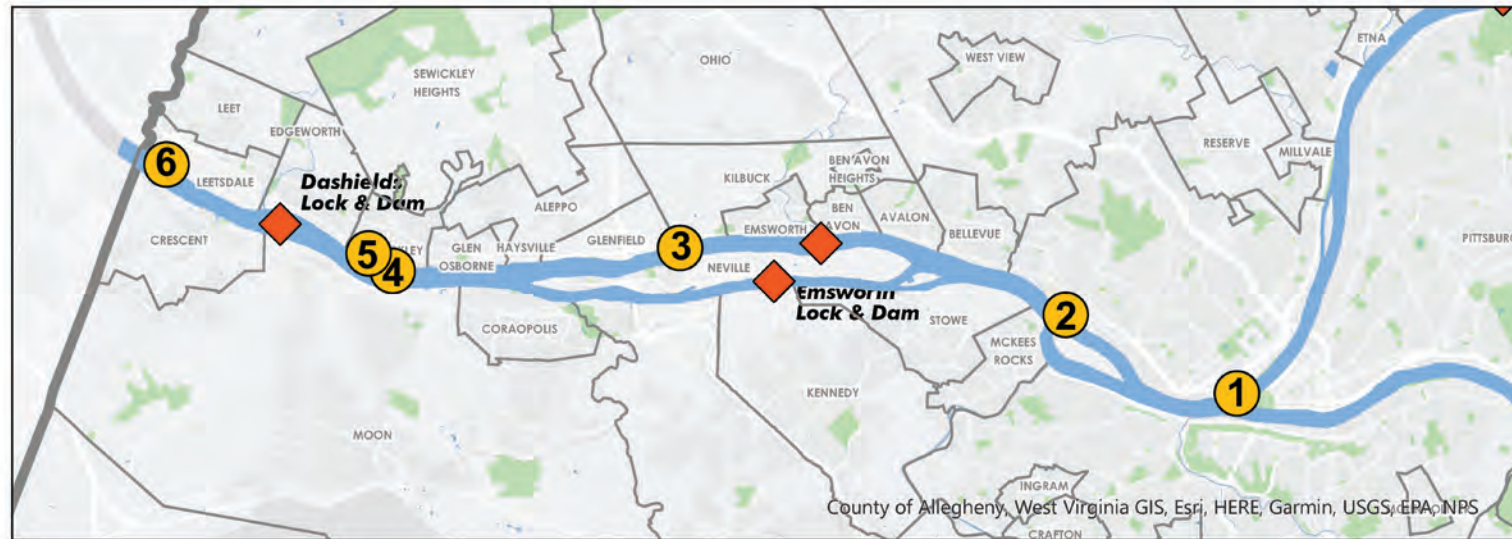
Callicoon, NY



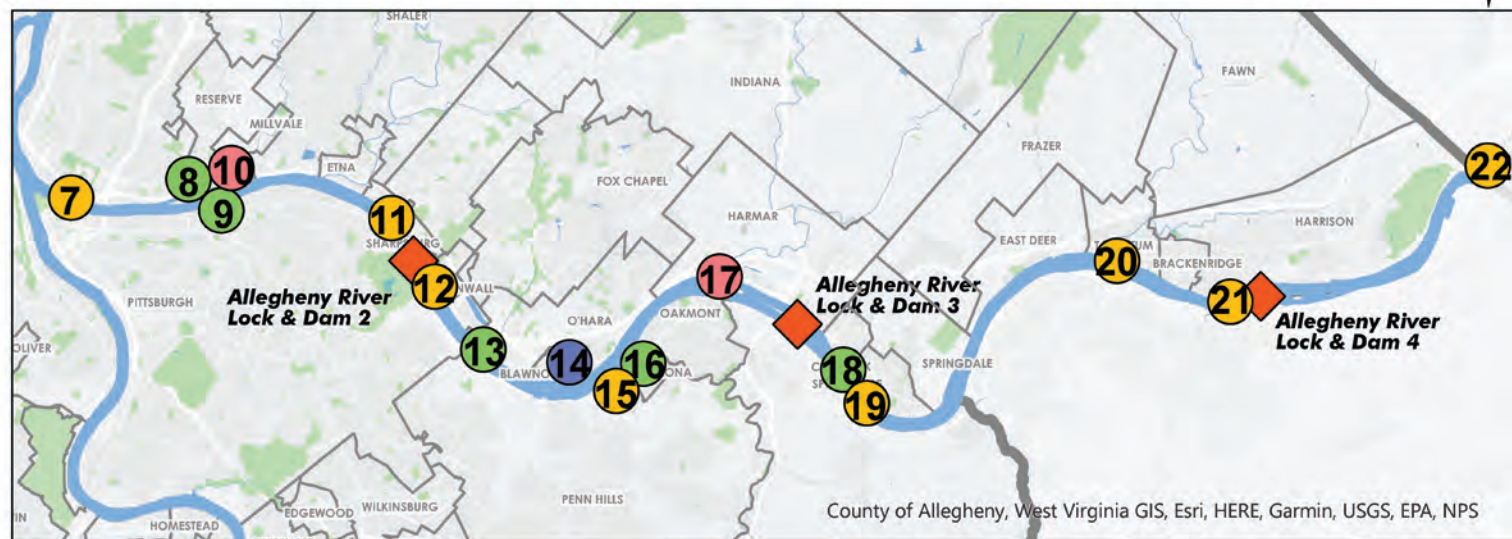
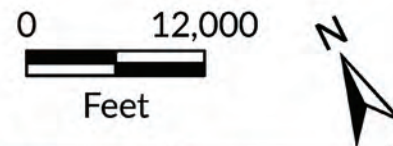
Callicoon, NY

ACCESS POINT TYPOLOGIES - EXISTING

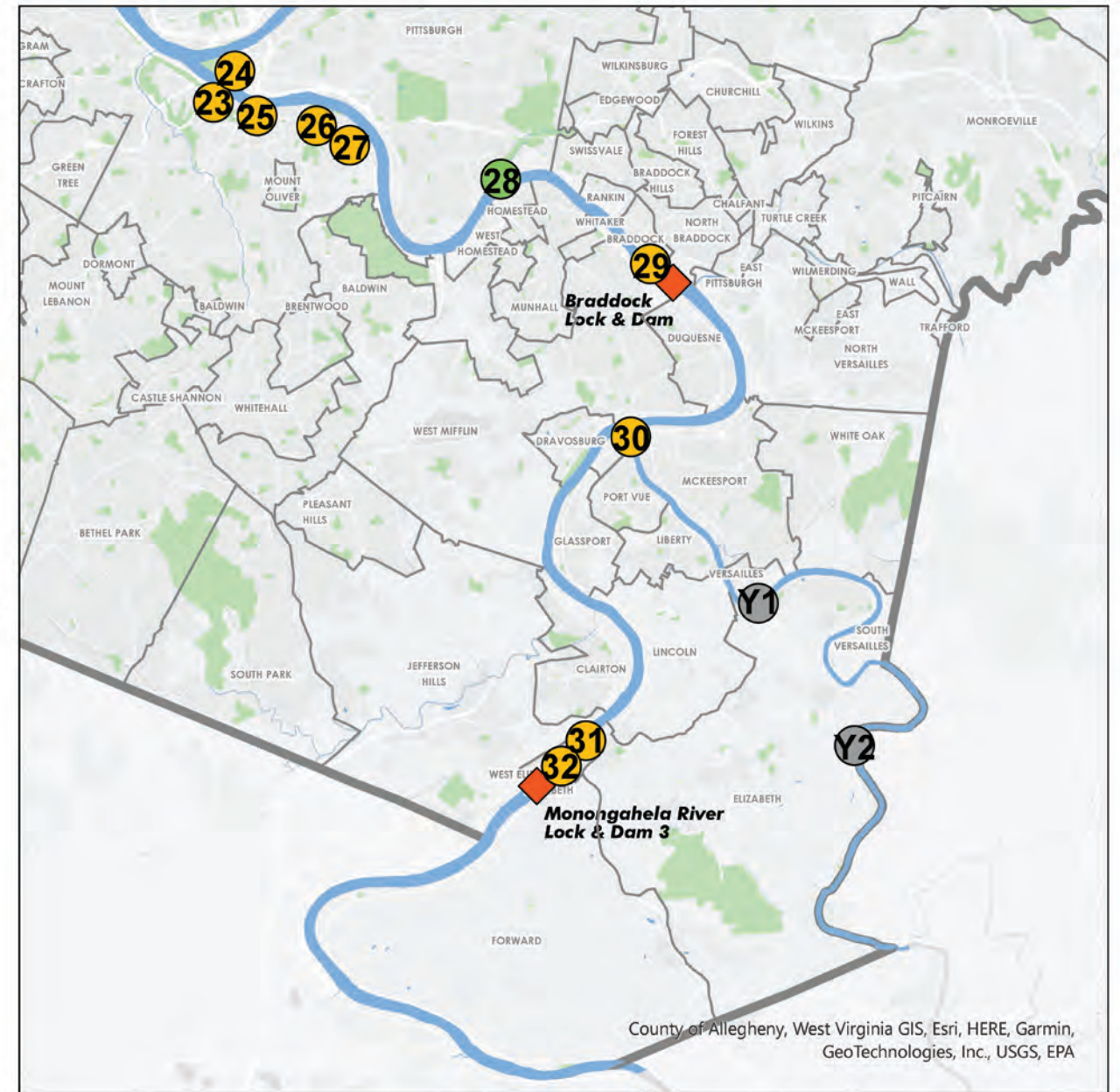
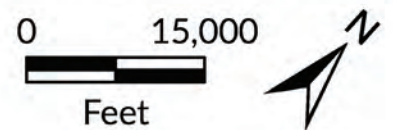
The maps on these pages represent suggested Access Point Types for existing sites.



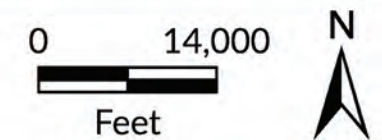
OHIO RIVER



ALLEGHENY RIVER



MONONGAHELA RIVER



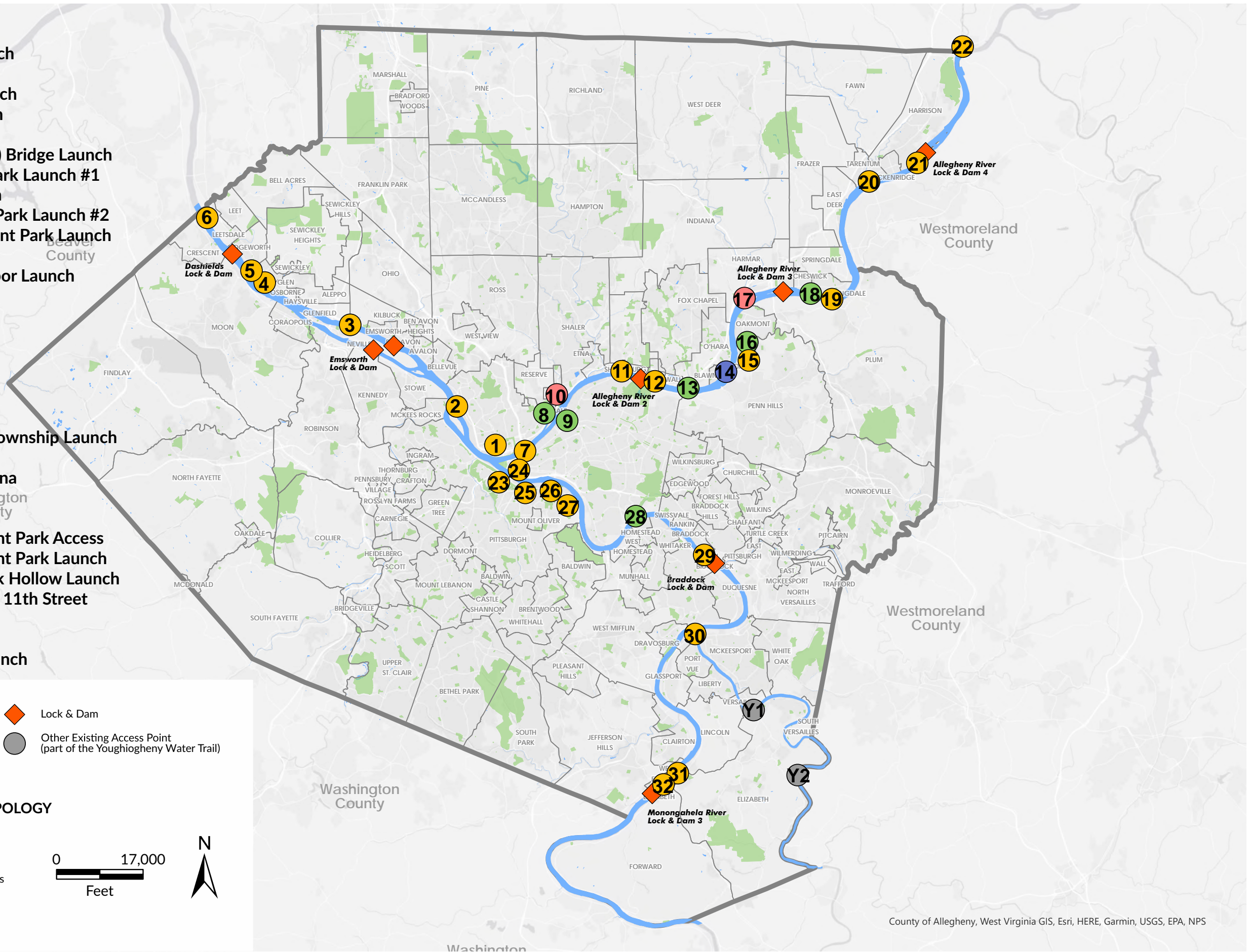
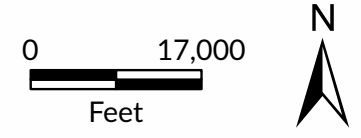
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27. South Side Riverfront Park Launch
28. Nine Mile Run/Duck Hollow Launch
29. Braddock Launch at 11th Street
30. Port Vue Launch
31. Elizabeth Launch
32. Elizabeth PFBC Launch

LEGEND

- County Boundary
- Municipal Boundaries
- Rivers, Lakes & Streams
- Parks (Municipal, County & State)
- Lock & Dam
- Other Existing Access Point (part of the Youghiogheny Water Trail)

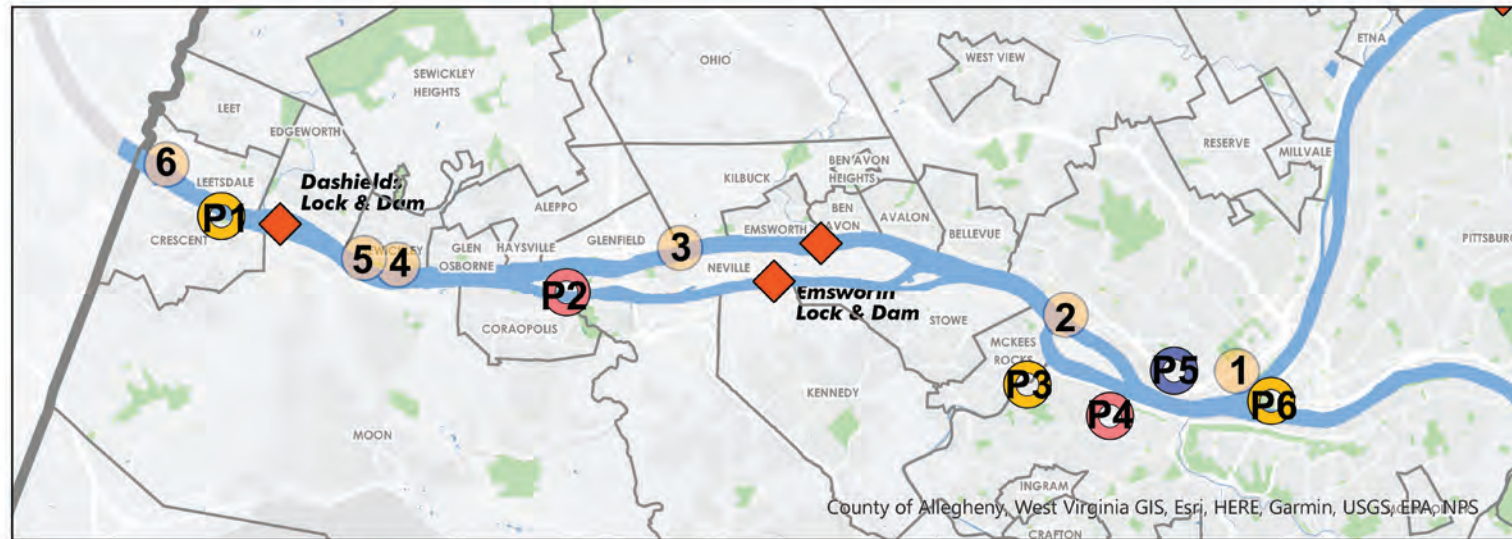
WATER ACCESS POINT TYPOLOGY

- Existing
- Type 1 - River Destination
 - Type 2 - Neighborhood Access
 - Type 3 - Primitive Experience
 - Type 4 - Float In

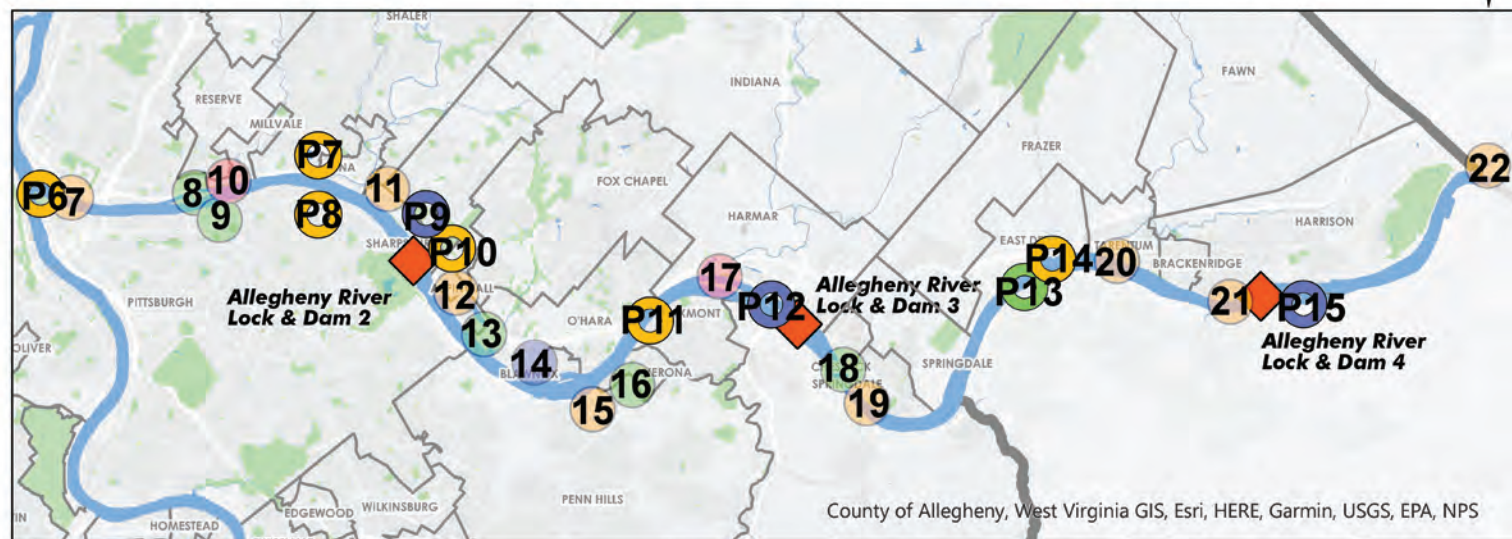
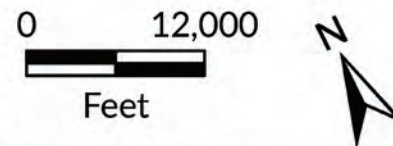


County of Allegheny, West Virginia GIS, Esri, HERE, Garmin, USGS, EPA, NPS

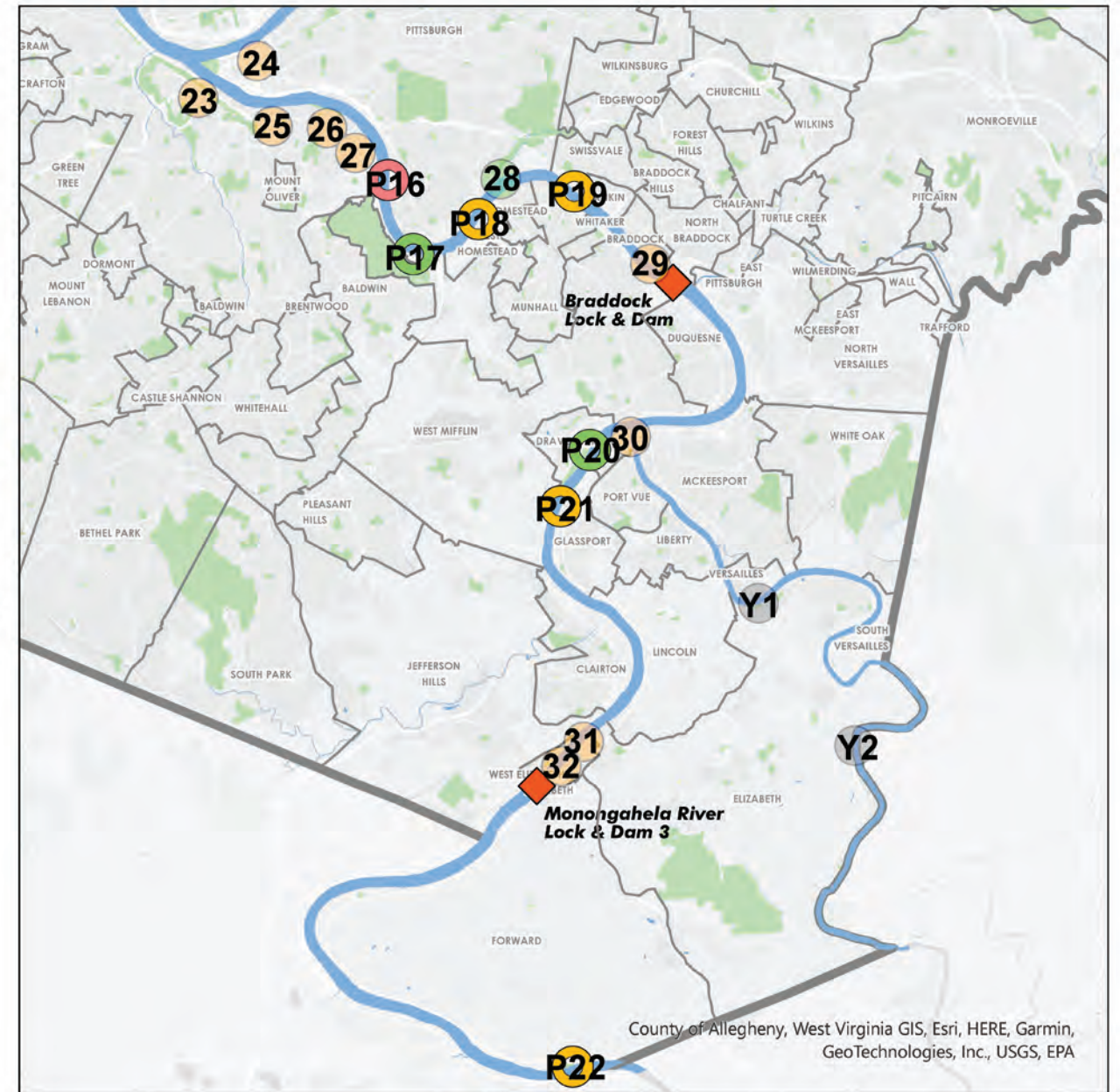
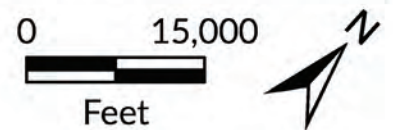
ACCESS POINT TYPOLOGIES - PROPOSED



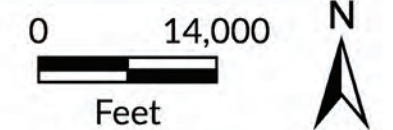
OHIO RIVER



ALLEGHENY RIVER



MONONGAHELA RIVER



1. Heinz Quay Launch
2. Westhall Street Launch
3. Kilbuck Access
4. Chestnut Street Launch
5. Walnut Street Launch
6. Leetsdale Launch
7. Clemente (6th Street) Bridge Launch
8. Millvale Riverfront Park Launch #1
9. Lawrenceville Launch
10. Millvale Riverfront Park Launch #2
11. Sharpsburg Riverfront Park Launch
12. Aspinwall Launch
13. O'Hara Chapel Harbor Launch
14. Sycamore Island
15. 10.7 Marina Launch
16. Verona Launch
17. Deer Creek Access
18. Cheswick Launch
19. Springdale Launch
20. Tarentum Access
21. Natrona/Harrison Township Launch
22. Freeport Launch
23. Station Square Marina
24. Mon Wharf Launch
25. 4th Street Launch
26. South Side Riverfront Park Access
27. South Side Riverfront Park Launch
28. Nine Mile Run/Duck Hollow Launch
29. Braddock Launch at 11th Street
30. Port Vue Launch
31. Elizabeth Launch
32. Elizabeth PFBC Launch

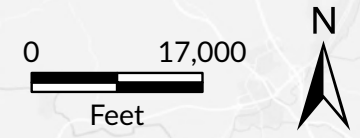
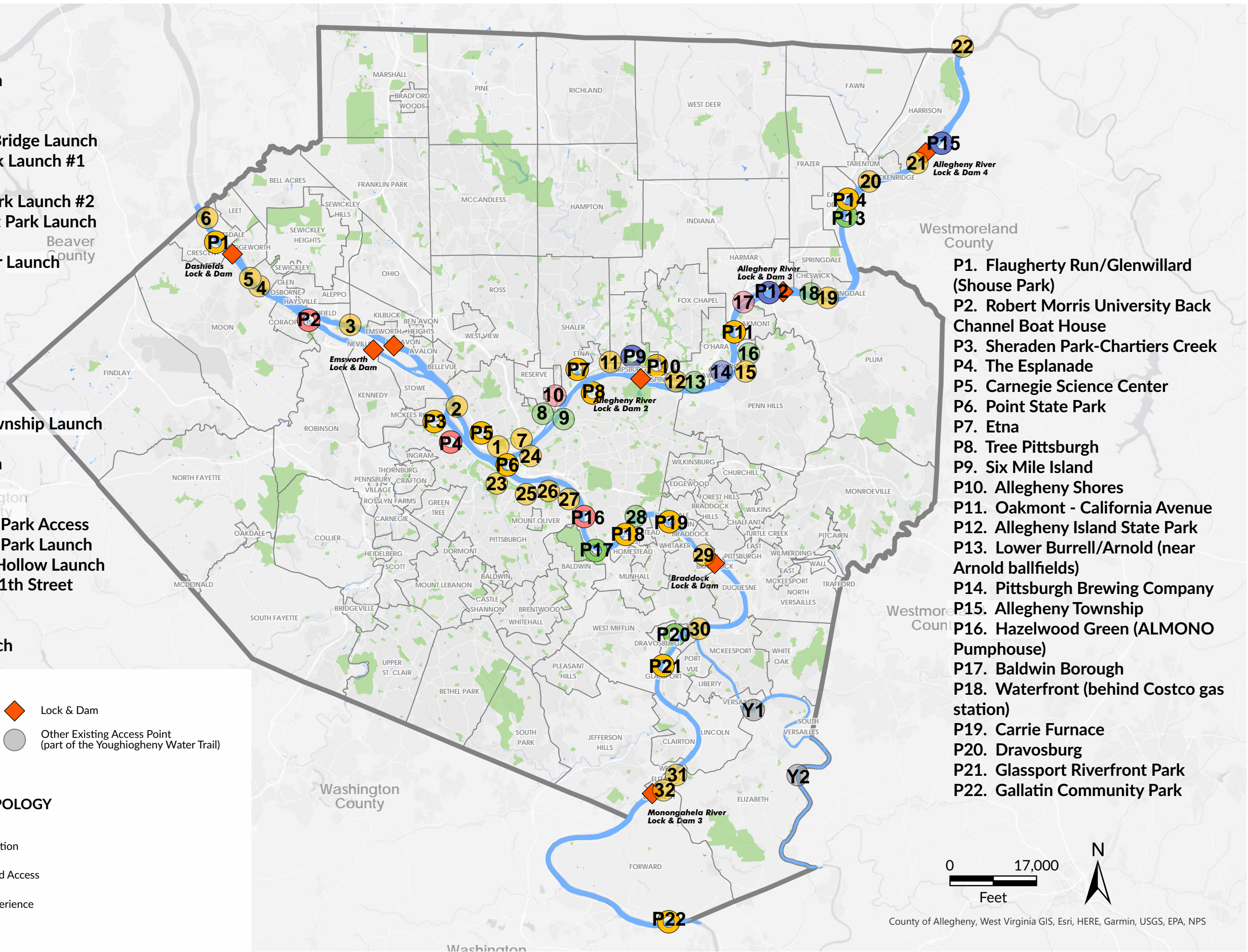
- P1. Flaugherty Run/Glenwillard (Shouse Park)
- P2. Robert Morris University Back Channel Boat House
- P3. Sheraden Park-Chartiers Creek
- P4. The Esplanade
- P5. Carnegie Science Center
- P6. Point State Park
- P7. Etna
- P8. Tree Pittsburgh
- P9. Six Mile Island
- P10. Allegheny Shores
- P11. Oakmont - California Avenue
- P12. Allegheny Island State Park
- P13. Lower Burrell/Arnold (near Arnold ballfields)
- P14. Pittsburgh Brewing Company
- P15. Allegheny Township
- P16. Hazelwood Green (ALMONO Pumphouse)
- P17. Baldwin Borough
- P18. Waterfront (behind Costco gas station)
- P19. Carrie Furnace
- P20. Dravosburg
- P21. Glassport Riverfront Park
- P22. Gallatin Community Park

LEGEND

- County Boundary
- Municipal Boundaries
- Rivers, Lakes & Streams
- Parks (Municipal, County & State)
- Lock & Dam
- Other Existing Access Point (part of the Youghiogheny Water Trail)

WATER ACCESS POINT TYPOLOGY

- | Existing | Proposed | |
|----------|----------|-------------------------------|
| | | Type 1 - River Destination |
| | | Type 2 - Neighborhood Access |
| | | Type 3 - Primitive Experience |
| | | Type 4 - Float In |



County of Allegheny, West Virginia GIS, Esri, HERE, Garmin, USGS, EPA, NPS

WATER ACCESS POINT DESIGN GUIDELINES

LAUNCH TYPES

ADA ACCESSIBLE BOAT LAUNCH

An ADA accessible boat launch needs to be accessible in all aspects. There must be nearby parking and access to the launch itself. The launch needs to provide a way for a user to get into and out of a kayak and propel off the launch without the assistance of others. While Federal ADA standards do not currently exist for a carry-in boat launch design, universal design practices can be applied to provide access to users of varying abilities when possible.



- The gangway or access ramp to a dock or launch should not exceed 8.33% slope. The gangway should also be 4' or wider.
- Hand rails are required on surfaces with a 5% or greater slope.
- Transition plates should be located at the end of a gangway. If the gangway has a slope greater than 5%, a landing must be included at the end of the transition plate.



- The launch provides a space for the kayaker to lift themselves into the kayak from a sitting position. Wheels along the launch help to propel the kayaker out into the water.



- Hand rails provide a way for the user to pull themselves back up when returning to the launch.



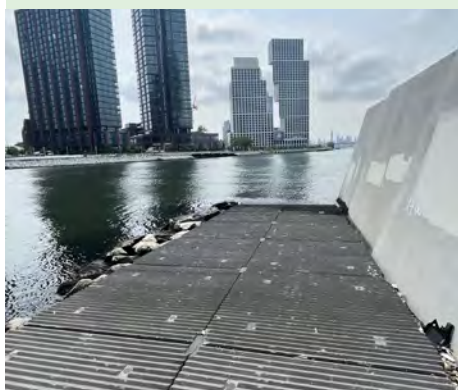
CONCRETE BOAT RAMP

Boat ramps should be built from precast concrete slabs or inter-locking concrete blocks. The ramp should be anchored into the ground to avoid movement or damage during flood events.

The width of the ramp should not be less than 8'. This provides sufficient width to use a typical kayak paddle.

- The ideal slope for a boat ramp is 13% but should not exceed 16%.
- The ramp should continue into the water to about 6-18 inches of water depth.

Types of Concrete Boat Ramps Suitable for Water Access Points



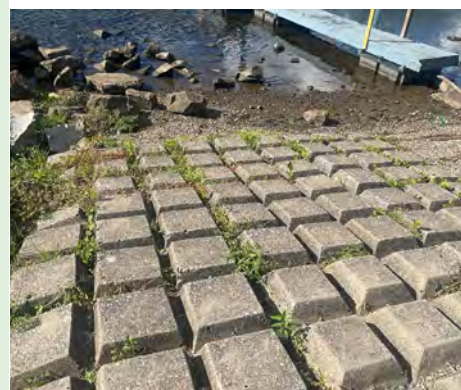
✔ Precast concrete slabs

- Grooved or rough finish will prevent slipping



✔ Interlocking concrete blocks

- Better at retaining gravel infill than concrete slabs
- Ramp width can be fine-tuned to a degree that is not possible with larger concrete slabs
- Does not necessarily require large machinery

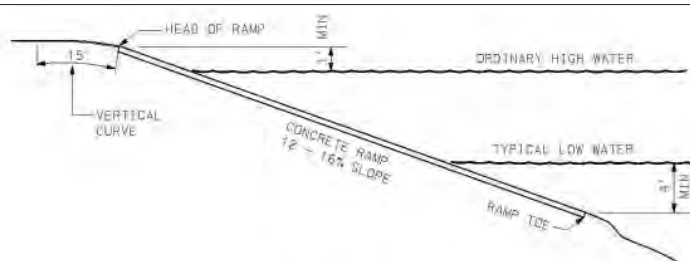


✘ Articulated concrete ramp

- **AVOID** articulated concrete ramps like this. The gravel infill washes away quickly and creates difficult and potentially dangerous walking conditions.

DESIGN CONSIDERATIONS

If parking is not within approximately 300' of the boat ramp, provide a drop-off location for users to unload kayaks and other equipment so they won't have to carry heavy items over a long distance. Users can then proceed to the parking lot.



DRAWING NO. E-3
BOAT RAMP SECTION

- NOTES:
1. UPPER LIMIT OF LAUNCH LANE EXTENDS A MINIMUM OF 1 FOOT ABOVE ORDINARY HIGH WATER ELEVATION.
 2. LOWER LIMIT OF A LAUNCH LANE EXTENDS A MINIMUM OF 4 FEET BELOW THE TYPICAL LOW WATER ELEVATION.
 3. SEE TABLE 5.2.B

DOCK

A dock can be used for viewing wildlife, fishing or launching a kayak. The dock could be floating or built onto concrete piers. Areas to sit or fish would allow for multiple uses on the same dock, but these areas should be designed as “pull-offs” so that different uses are less likely to conflict. Access to the dock should meet ADA standards and an ADA accessible launch can be attached to it.

Examples of Docks



Floating Dock

- Floating docks accommodate fluctuating water levels. Access ramps facilitate grade change/access to the dock.



⊗ Fixed Dock/Boat Dock

- **AVOID** fixed, or stationary docks. These docks may inhibit access when water levels fluctuate, and cannot be removed for storms or seasonal maintenance.



⊗ Sloped Dock

- **AVOID** docks that slope into the water. These docks may become uneven and lose stability with changing shoreline conditions.

BEACH

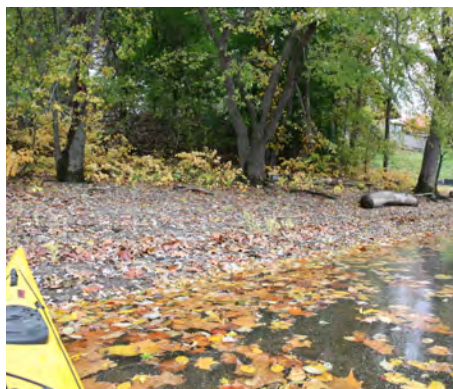
Beaches at water access points are great for undeveloped and natural sites. They can be largely sand or consist of gravel and natural rocks. Ideally, beach access is located in an area protected from strong water currents and relatively free from debris. These sites are generally not considered ADA-accessible, however, if the beach is near a parking lot a raised structure could be built to allow access down to the water line.

Examples of Beaches



Sand Beach

- These beaches consist of mainly sand.



Natural Rock/Sand Beach

- These beaches consist of a mix of rock, sand, and sometimes gravel.

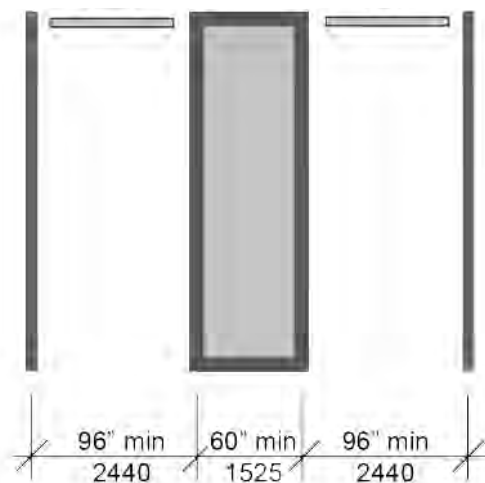


Natural Rock Beach

- These beaches consist of mainly natural rock and sometimes sand.

PARKING

Provide one ADA-compliant parking space for every 25 regular spaces, and at least one ADA space in any parking area. ADA parking spaces should be 9' wide and loading zones should be 5' wide. One or two larger trailer parking spaces should also be provided depending on the size of the site and the space available. These spaces are between 40'-50' in length to accommodate a car and trailer.



- ADA-compliant parking must be paved, marked as ADA and have passenger loading zones.
- Two (2) ADA spaces can share one loading zone
- Slopes should not exceed 2%
- Reduce distance between ADA parking spaces and the access ramp & dock as much as possible.
- When possible, group ADA accessible amenities.
- Additional parking does not need to be paved

DESIGN CONSIDERATIONS

Natural boulders or wooden fencing can contain parking to the allotted spaces while supporting a rustic and natural aesthetic.

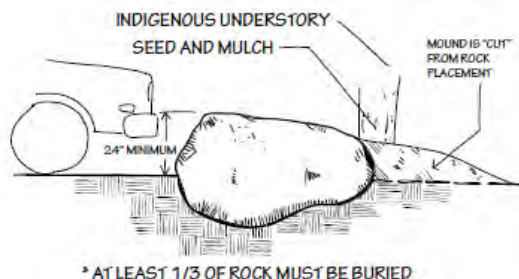


Figure 3-064—Use boulders and vegetation to protect areas from vehicle impacts. These illustrations are from the "Visual Aspects of Road Closure."



AMENITIES

ADA ACCESSIBLE RESTROOMS

ADA accessible restrooms can come in many sizes and varieties depending on the type of site and available space and utility connections. ADA accessible routes to restrooms should not exceed a maximum slope of 5% and a maximum cross slope of 3%. Doors to restrooms should be able to be opened with a closed fist.

Examples of Restrooms

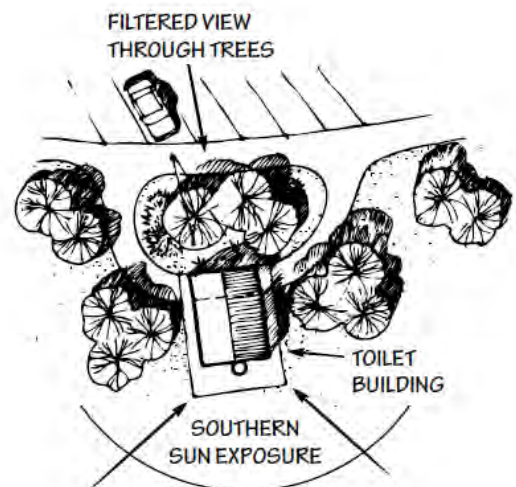


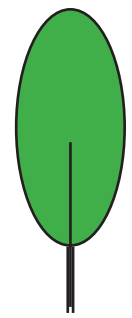
- Movable
- Must be regularly maintained
- Not aesthetic
- No water access needed (pit)
- Rustic & simple
- Single unit
- Could use additions like hand sanitizer dispenser
- The World Health Organization recommends pit latrines be at least 30 feet from surface water and water wells
- Flush toilet with sink
- water spigot/fountains can be/are attached outside
- multi-unit for larger sites

DESIGN CONSIDERATIONS

Provide a vegetated screen between the parking area and dock if space allows. This design choice will provide some privacy.

In addition, an accessible route must be provided from the ADA parking spaces to the restroom. ADA parking spaces should be located along the shortest possible route to the restrooms. When possible, group ADA accessible amenities.





SEATING & TABLES

Suitable seating and table selections can range from manufactured metal amenities to natural wood and rock material.

Examples of Seating & Tables



Type 1 - Manufactured



Type 2 - Natural material, but laid out as to be easily recognizable as seating and tables.



Type 3 - Natural material able to be used as seating and tables, but laid out as to appear naturally occurring.

DESIGN CONSIDERATIONS

Some ADA tables and seating should be made available at Type 1 and Type 2 sites.



KAYAK/CANOE RACKS

Kayak and canoe racks provide temporary storage for boats. Metal bars allow a kayak or canoe to be locked up.

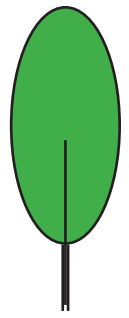
Examples of Suitable Racks



SIGNAGE

There are many types of signage which can be useful along a water trail. Mileage and wayfinding signs help users navigate to parking lots and locate themselves along the trail. Informational signage can educate users on an interesting location or piece of history. Friends of the Riverfront has developed a signage palette that should be used as signage is updates and/or added at water access points.





CAMPSITES AND FIRE RINGS

There are no legal standards for camping along waterways in public spaces that allow dispersed camping. The U.S. Forest Service does not allow camping within 100 feet of a waterway to protect riparian plants and avoid contamination of water sources. Decisions of whether or not campfires are allowed should be made on a site to site basis. Considerations include whether there are sensitive species or ecosystems in the area, limited availability of firewood which may lead to damage to trees and plants, or whether an area is anticipated to have high use.



Primitive campsite along waterway



Natural material fire ring

LITTER RECEPTACLES

Closed-lid litter receptacles are recommended for use at water access points. The lid helps to keep animals out and trash is less likely to overflow into the surrounding area.

Examples of Litter Receptacles



Pet Station



Typical litter receptacle



Secure litter receptacle

SUN SHADE

It's important to provide some form of shade structure to allow people to escape the sun on hot days. This could be a small shade sail over a bench or a large structure like a pavilion for more developed sites. Consider pairing sun shades with other amenities like seating and tables.

Examples of Sun Shade Options



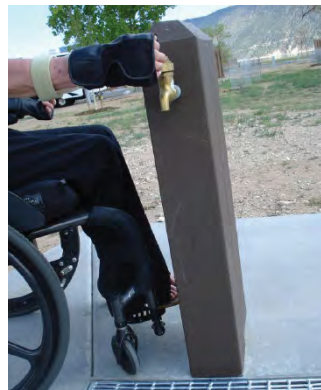
STORAGE LOCKERS

Storage lockers at more developed sites near urban areas offering amenities will allow people to safely store their things while they take a refreshing break or resupply run in town.



POTABLE WATER

Water fountains and water bottle refill stations or simple water spigots can help reduce waste on-site.





PRIORITIZATION

Access points along the Water Trail differ in their accessibility, site features, and proximity. The recommendations of the Management Plan are intended to be implemented over a 10-year period, after which a new plan may be developed. Short-term recommendations include priorities that can be implemented over the first 1-2-year period. Long-term recommendations will continue to develop through this 10-year period.

SHORT-TERM RECOMMENDATIONS

Accessibility

Accessibility improvements, including ADA compliant routes, water access, and launches when feasible, should be considered a priority when upgrading existing sites or adding new access points. Access improvement grants are available to help implement these improvements in the short-term, and can continue over time.

Maintenance

Because of the variety of maintenance partners along the Water Trail, it is imperative that guidelines are developed to create consistent standards of upkeep at each water access point. The development of maintenance guidelines and procedures includes a series of recommendations that can build upon one another to develop a complete maintenance program over time. Recommendations include:

- Create and adopt a set of standardized maintenance checklists to reference at the following times:
 - o Monthly
 - o Season Start-Up
 - o Season End
 - o Major Flood Event
- Draft and adopt a standard maintenance agreement between partners. This agreement will include the adoption of the above checklists.
- Develop a maintenance manual that builds upon the maintenance checklists.
- Form a maintenance discussion group for partners to share resources and discuss opportunities and challenges. This group would potentially meet twice per year and can be used to further develop the maintenance manual over time.

Standards

Access point standards based on the typologies in this Plan can be used to begin to implement standard amenities along the Water Trail. These standards will also be used for the designation of new access points during expansion.

Expansion

While expansion of new water access points will be largely a long-term process, the short-term goal is to expand by adding two (2) access points over the next two (2) years.

Promotional

With an already established web and social media presence, recommendations to build upon Friends' existing efforts are part of the short-term goals. This includes highlighting the Water Trail on the Friends website with clearer navigation from the home page. The website offers opportunities to educate with information regarding events, classes, and general information, and to engage through the development of river experiences based on stories or themes, as one example.

Friends can also use their social media following, as well as that of partner organizations, to continue to educate and engage. Campaigns can target people more interested in landside activities, as well as current paddlers or SUP users interested in building their skills and expanding their river experiences. Collaborative events held with neighborhood and partner organizations are an opportunity to engage with people in river communities, many of whom have not historically felt connected to the rivers. Working with other groups to help develop skills and confidence in and around the rivers can help make paddling more accessible.

Application for National Water Trail designation, along with co-branding with the new statewide Water Trail logo, are additional opportunities to explore in the near-term. These opportunities can expand visibility, attracting new users and funding sources.

Last, funding through local sources like the Allegheny Regional Access District (RAD) should be explored to help connect people to the recreational asset that our rivers provide.

LONG-TERM RECOMMENDATIONS

Long-term recommendations may require more time and collective effort to implement and are intended to develop over the next 10 years. Some of these recommendations may begin with discussions over the short-term, but will actualize over the coming decade. These recommendations include:

- The creation and sponsorship of a Water Trail Academy, intended for partners responsible for upkeep. Built upon the maintenance plan, this program would provide education, collaboration, and resources for owners and maintainers of Water Trail access points.
- Collaboration with Pittsburgh Regional Transit (PRT) to create/post notices/ads related to the Water Trail, particularly on transit routes serving river communities.
- Discussion of the feasibility of upgrading PFBC sites to incorporate a full set of ADA improvements.
- Expansion of the number and type of Water Trail access points.
- Continue to make ADA/Accessibility improvements through access improvement grants and upgrading existing sites to incorporate full sets of ADA improvements where feasible.

APPENDIX



APPENDICES

APPENDIX A 135
OUTREACH AND ENGAGEMENT RESULTS

APPENDIX B 145
WATER TRAIL PRECEDENT STUDIES

APPENDIX C 147
ACCESS POINT OPERATIONS

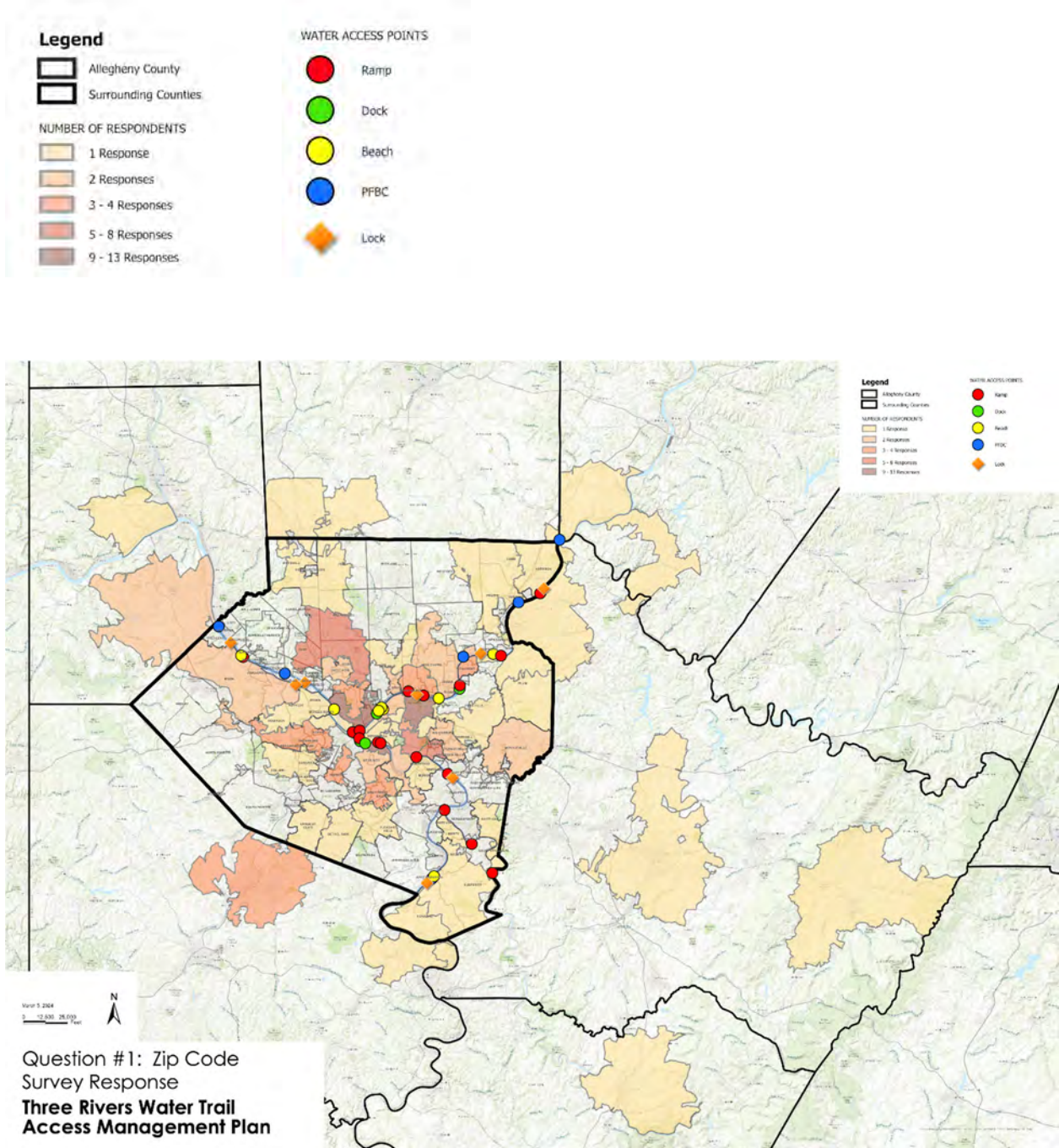
APPENDIX D 152
RELATED INITIATIVES



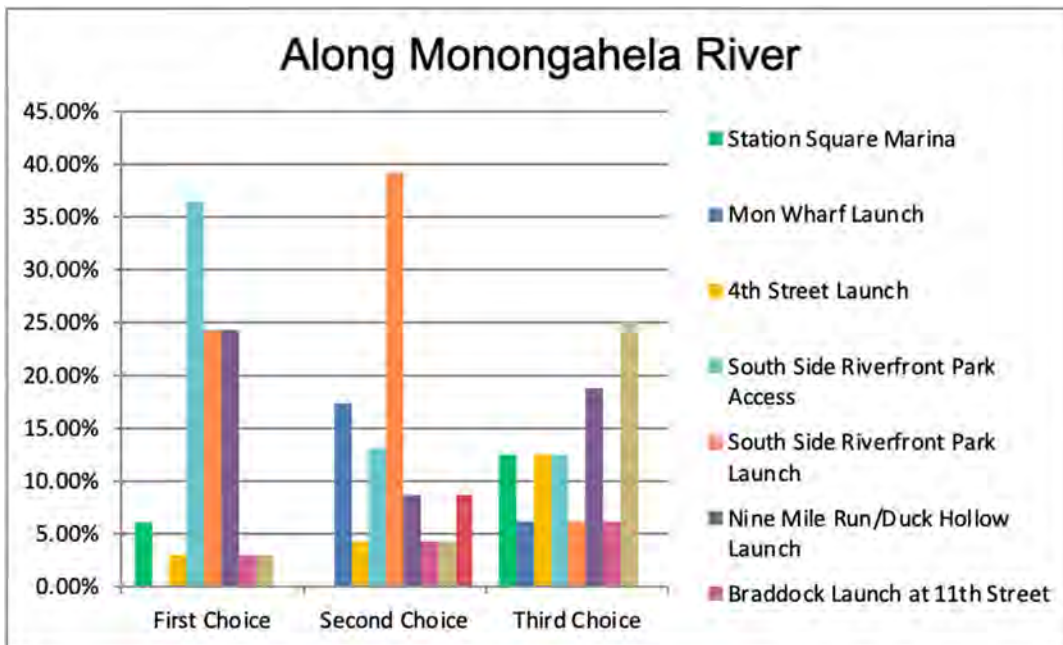
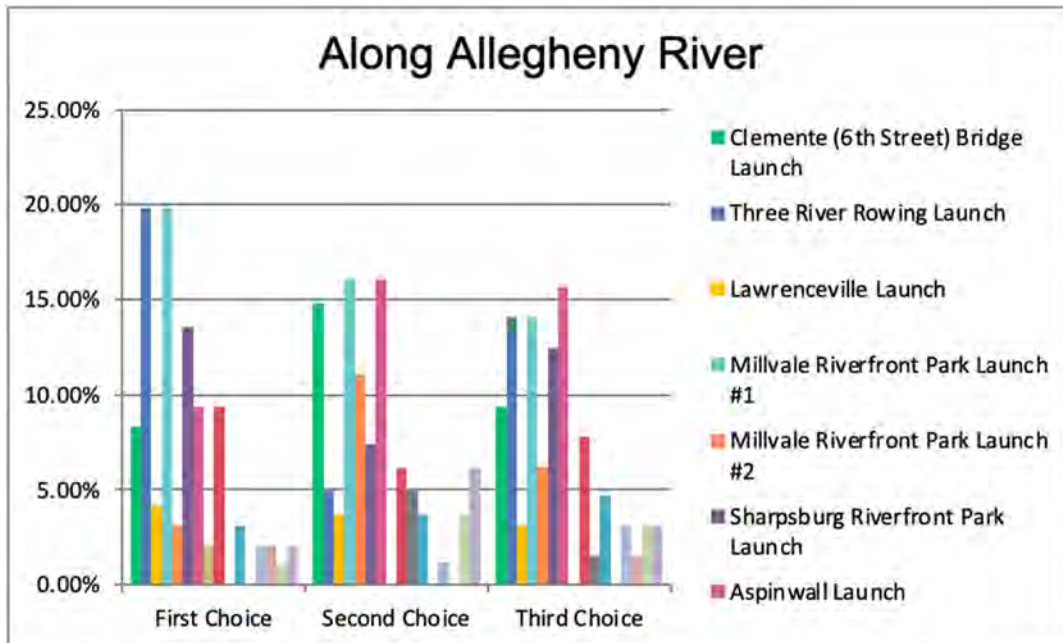
APPENDIX A

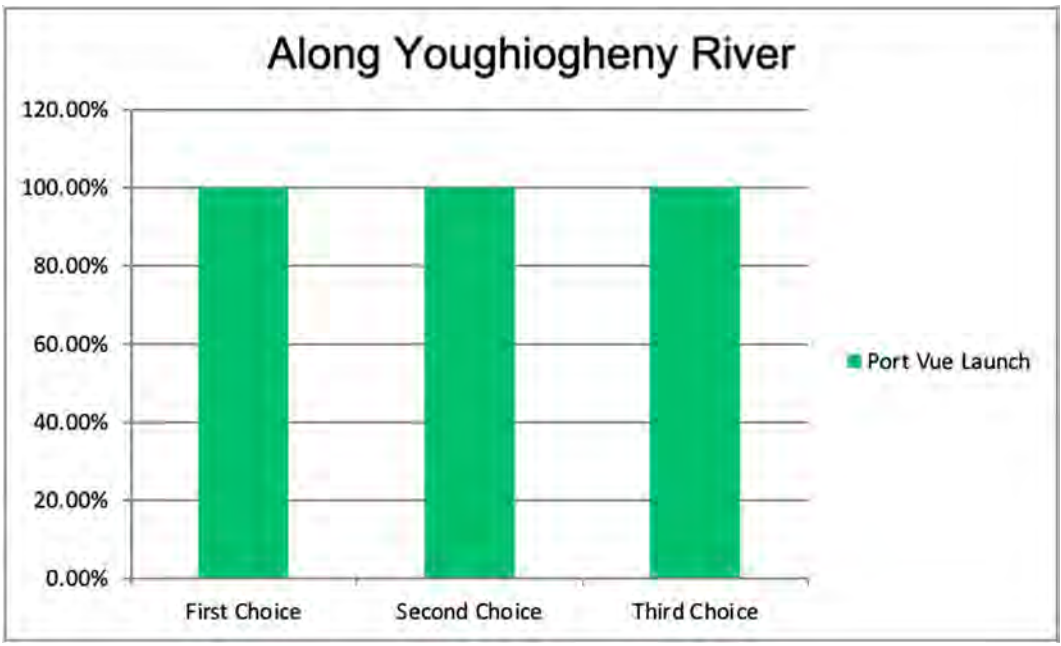
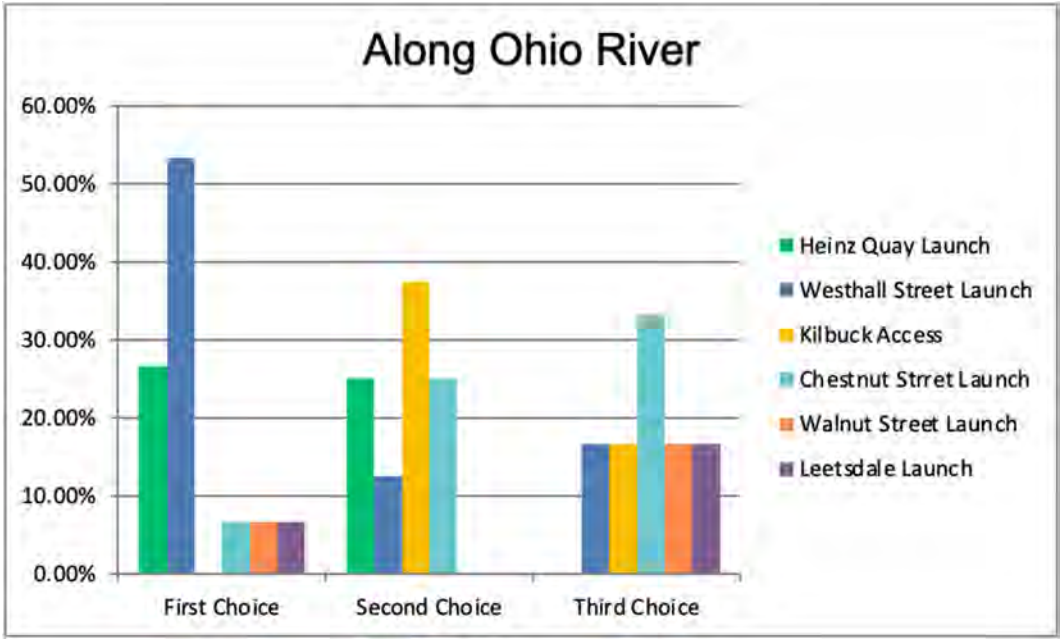
Outreach and Engagement Results – User Survey

User Survey Question #1 – What is your zip code?



User Survey Question #10 – Which launches are you most likely to use while along the water trail?





Outreach and Engagement Results – Stakeholder Interviews

Characteristics of high-quality trails

Awareness and Promotion

- More awareness of the water trail, even in waterfront communities; many locals have never been on the river
- Good, safe, healthy water trail with wholesome activities
- Lots of things to see along the way
- Back channels are unique areas to preserve
- Need better communication/promotion

Safety and Signage

- Safety resources on signage
- Safety equipment along the water trail

Improved Access and Maintenance

- Accessibility of locational put-ins (Hazelwood and Hays do not currently have anything available)
 - There are no launches that can be easily accessed from these neighborhoods; not an issue of “accessibility”
- Well-maintained access points (which includes well-resourced organizations that maintain them)
- Users can expect safe, clean, predictable access points (regarding unhoused camps that discourage some users...provide civic, cultural solutions rather than policing)
- Easy access
- Legibility/knowing where access is
- Sustainability/long term maintenance, both at access point and ecological

Accessibility and Inclusion

- Launches with accessible considerations: “As the city of bridges and rivers, we should make the commitment to prioritize accessibility and spread awareness.”
- Paddling for all ages/abilities

Ecological Care and Sense of Stewardship

- A sense of stewardship fostered among users – there are missed opportunities to start planting the seeds of awareness around ideas like ‘leave no trace’
- Accountability of users (use of the water trail is a privilege and not a right), promotion of responsibility

Solutions to Logistical Challenges: Trip Planning, Parking, and Staging

- How can we make it easier to lock through? It’s intimidating; people aren’t aware of the procedure; You could then string long distances together. Can there be a how-to video

on Friends' website? (There is a short video on YouTube done by Friends years ago. Could it be embedded on Friends' website somehow?)

- Approach the folks at Iron City Brewery for a huge complex for paddling
- We've been asked about shuttle services; we don't have the capacity to do that; until recreational boater traffic becomes more popular, there's only us [3ROC] and Venture Outdoors, so we can't offer shuttling
- Parking, especially for groups with large fleets
- Ability to take longer float trips: Kiski/Yough get more expanded floats (probably due to less motorized traffic on the water), but maybe this is also because people don't realize you can paddle the three rivers

Expansion and Improvement Recommendations

Dedicated Facilities

- Fish & Boat launches attract motorized boats (would be better to separate)
- Fishing is wildly popular (Venture Outdoors has quadrupled participation via equipment) through grant work with Fish & Boat (people don't need a license if they are out with a licensed instructor) – helps improve access and awareness, and allows safe space away from trail, boaters, each other

Improved Access and Maintenance

- Maintenance – often debris, mud build-up, cement breaking up
- Regular maintenance, particularly after storm events (both here and upstream)
- Launches need to be in correct position for river fluctuation (and in regards to debris)
- Rollers on floating docks would be helpful for low/high water
- Trash pickup, especially after holidays without municipal trash pickup
- Back channel is getting filled in from sediment from the storm outfalls (can be seen from 40th Street Bridge)
 - (Counter to ecological care?)
 - Have talked with Three Rivers Rowing about potential dredging here
 - The dock can be reinstalled with a more consistent water level
- Focus on existing infrastructure

Accessibility and Inclusion

- Fully accessible launches (with rollers, bars, etc. – this would be very helpful even to older people who just need the bar for extra stability (Venture Outdoors would love to rethink all of their launches, when addressing accessibility))

Desired Access Points

- Along Allegheny River Boulevard

- Aspinwall
- Allegheny Islands State Park
- Point State Park
- Hazelwood
- Hays
- Convention Center
- Chartiers Creek
- Oakmont (park by Hulton Bridge)
- Near mile marker 5 – sunken barges around the bend; near Paige’s Dairy, Costco, etc.
- Downtown (though Venture Outdoors is addressing this well)

Awareness and Promotion

- More advertising regarding how to get there would be helpful
- Launches are not well marked from the water – signage seen from the water would remedy

Safety and Signage

- Signage on upstream/downstream walls at Allegheny Lock 2, Sharpsburg, Aspinwall; would require collaboration with Army Corps
- Signage at every access area (can be scout projects)
- Security – reach out to local municipalities along rivers for prioritization of access area monitoring; water seems to attract criminal activity

Ecological Care and Sustainability

- Sustainable access that doesn’t impact ecology
- Trash/fishing line receptacles (like at Robert Habbeger Pavilion at North Park)
- Litter monitoring/clean up

Solutions to Logistical Challenges: Trip Planning, Parking, and Staging

- Space for commercial access (large trailers, lots of gear for groups)
- Parking to decrease hike to access points
- Removal of unused blockades
- Ability to keep things at access points overnight (trailers and such, because moving everything each day is labor-intensive)
- Staffing of well-trained trail drivers, opening up employment opportunities

APPENDIX B

Water Trail Precedent Studies

Audience

It will be helpful for Friends of the Riverfront to better understand the current water trail user as well as the potential to attract new and/or previously excluded audiences.

We can glean some demographic information from the User Survey. Of the survey respondents, 53% identify as women, 40% identify as men, and 2% identify as nonbinary. The majority of respondents (66%) self-reported their age in the range of 45-65 plus. While there is some gender and age diversity among survey respondents, the vast majority (90%) of respondents are white (with 7% choosing not to answer). The survey helps us to know more about the current water trail user, and it reinforces the desire of the management plan to expand access to more diverse populations.

See the User Survey section for more information. With this information, as well as the demographic information provided by Meta and Google Analytics, Friends of the Riverfront can begin to create personas and tailor marketing tactics to those personas.

Other Water Trails

The Executive Director of Friends of the Riverfront identified other water trails to look to for best practices in marketing and promotion.

New York State Canalway

The NYS Canal Corporation boasts a very active [Facebook](#) presence (18k Followers). They host a number of campaigns and activities marketed via Facebook and designed to engage trail users, including an artist in residence program and an annual photo contest. Their “On the Canals” program includes free recreational activities sponsored by the NYS Canal Corporation and NY Power Authority (guided kayak adventures, etc.).

Takeaway: A photo contest hosted via social media is a relatively cheap and easy-to-execute campaign; this is a good way to inspire water trail users, increase engagement on social channels (with sharing, voting, etc.), and collect a library of photos that can be re-shared in these spaces. This could also be a way to encourage more enjoyment of the water trail beyond the paddling experience.

Susquehanna

The [Susquehanna Greenway Partnership](#) (SGP) is the leading nonprofit organization dedicated to advancing the Susquehanna Greenway within PA. Much like the Friends of the Riverfront's website, the SGP website is modern and interactive. The website clearly distinguishes land trails and water trails on its homepage (see figure), which can help to reinforce the difference between the land and water trails, their activities, amenities, etc.

SGP maintains an online retail shop with maps, stickers, shirts, etc., and they are active on social (15k followers on Facebook and 2.3k on Instagram).

On their social channels, SGP leverages photography of trail users and provides photo credit (they also previously hosted a photo contest). In the new year, they created a #FirstDayHike campaign to engage users.

SGP is hosting a [FREE Outdoor Expo](#) on August 3rd, which includes 50+ vendors, activities and more.

An outdoor expo or event like SGP's would be one way to attract new users of the water trail, within the region and beyond. The desire for more collaborative events also came out of stakeholder interviews, specifically with Sarah Carr of Three Rivers Outdoor Company and Jamie Cortese of Outkast Paddlers. Cortese mentioned an event called [Blazing Paddles Paddlefest](#) along Cleveland's Cuyahoga River, and both stakeholders attested to the need for more networking and community-building events; these events would get more like-minded folks on the water, purchasing from small businesses (PFDs, lighting, safety equipment), and supporting local organizations (like Friends of the Riverfront).



LAND TRAILS



WATER TRAILS

APPENDIX C

Access Point Operations - Sample Maintenance Checklists

By inspecting the water access point regularly, you can identify potential issues that could compromise the integrity of the water access or expose the public to potential safety issues.

Monthly List

- Litter/recycling receptacles
- Restroom facilities
- Site amenities
- Vandalism
- Vegetation management

Twice-a-Year List (Season Start-Up/Season End)

- Loose boards
- Rotting cross beams
- Nails and screws flush with surfaces
- Planking laid close together and properly spaced
- Securely hinged and fastened dock sections
- Cleats and pilings in good condition
- All electrical supplies and wiring are up to date, tidy, and in safe working order
- All hardware and accessories: nuts, bolts, ladders, stairs, cables, winches
- Etching, discoloration, weakness
- Splintering wood
- Rust on steel parts
- Cracked concrete surfaces
- Fire safety and first aid kits are updated and accessible
- Dock accessories are in good condition and free from tripping hazards

Access Point Operations – Sample Management Agreement

MEMORANDUM OF UNDERSTANDING

between the
United States Department of Agriculture--Forest Service
and the
PARTNER ORGANIZATION

I. PURPOSE

This agreement is for the purpose of maintaining trails located within the Canyon Lakes Ranger District under the U.S. Forest Service Adopt-A-Trail Program. This document describes maintenance standards both parties agree to meet, and establishes the working relationship between parties. Work under this agreement will be authorized through an annual agreement for sponsored volunteer services.

II. ACTIVITIES COVERED BY THIS AGREEMENT:

This agreement allows the **PARTNER ORGANIZATION** of Fort Collins, Colorado, to adopt the maintenance of trails located within the Canyon Lakes District.

III. PARTNER ORGANIZATION AGREES TO:

1. Maintain trails to the standards established and provided by the Forest Service, hereinafter referred to as the FS.
2. Report any accidents to the FS within 24 hours. An accident report shall be filed through the FS within 72 hours of the incident.
3. Designate in writing a person authorized to act as a liaison with the FS. The name of this person may be shown on the annual agreement for sponsored voluntary services.
4. Promptly return tools provided on loan following work projects.

IV. THE FOREST SERVICE AGREES TO:

1. Establish and provide standards for trail maintenance.
2. Develop yearly volunteer agreements for activities covered by this MOU.
3. Loan hand tools, to the extent that they are available, for volunteer maintenance projects.

4. Provide training of volunteers in the use of hand tools and in the techniques and standards of trail maintenance.
5. Designate a FS representative to act as a liaison with the **PARTNER ORGANIZATION**.
6. Place a sign at the beginning of the adopted trail acknowledging adoption by the **PARTNER ORGANIZATION**.

V. THE FOREST SERVICE AND THE PARTNER ORGANIZATION AGREE THAT:

1. This agreement will become effective as of the latest date of signature by representatives of each party. This agreement may be changed at any time, by mutual agreement of the parties. Such amendments shall be incorporated in writing as appendices to this agreement. This agreement may be terminated 30 days after the written request of either party.
2. This agreement does not grant the **PARTNER ORGANIZATION**, its members, or any other individual or groups, the exclusive use of or rights to the trail under adoption. In addition, it is recognized that the FS may enter into other agreements with other entities, or contractors for the maintenance or management of any trails on National Forest System Lands.
3. Members of the **PARTNER ORGANIZATION** will be considered FS volunteers and will be covered by the volunteer agreement which will be renewed yearly.
4. The scope of this agreement is limited to lands under administration by the Arapaho-Roosevelt National Forest.
5. The producers of all work generated in conjunction with this agreement shall become the property of the FS.

ELLEN L. HODGES
Canyon Lakes District Ranger

Director
PARTNER ORGANIZATION

Date

Date



ALLEGHENY LAND TRUST

CAMPING AT SYCAMORE ISLAND

RULES AND REGULATIONS

Rules:

- Leave No Trace Camping- pack out everything- we ask that you leave this property in a better condition than you found it.
- Campfires:
 - Do not bring in firewood or cut living trees– locate down debris on site.
 - Utilize the pre-existing firepit found at the picnic area of the island.
 - Campfires should be used for cooking only, no bonfires.
 - All fires must be COMPLETELY extinguished.
 - Fires must follow all federal, state and local restrictions.
- Keep wildlife wild – do not feed or bother wild animals.
- Alcohol is not permitted on the island.
- In case of emergency – call 911

Agreement:

We encourage you to be an active member of the Allegheny Land Trust and help support conservation efforts that make activities such as camping possible on an Allegheny River island possible. As an organization, we are interested in hearing about your camping experience, whether it was something you enjoyed, or would like to see improved. We encourage you to share stories, pictures, and feedback with us. Email any thoughts to stewardship@alleghenylandtrust.org.

In order to camp on Sycamore Island, you must agree to and complete the form and the waiver attached below, including all contact information specified.



**ALLEGHENY
LAND TRUST**

ALLEGHENY LAND TRUST Release Agreement

Please Read Before Signing

IN CONSIDERATION for being permitted to participate in an Allegheny Land Trust (ALT) volunteer event ("Activity"), I for myself or the person for whom I am signing this agreement agree to be legally bound by the promises set forth below to:

1. ACKNOWLEDGE, agree, and represent that I understand the nature of ALT activities and that I am qualified, in good health, and in proper physical condition to participate in such Activity. I further agree and warrant that if at any time I believe conditions to be unsafe, I will immediately discontinue further participation in the Activity.
2. FULLY UNDERSTAND THAT: (a) a volunteer Activity may involve risks and dangers; (b) these risks and **dangers may be caused by my own actions or inaction's, the actions or inaction's of others participating in the** Activity, or the conditions in which the Activity takes place; (c) I am responsible for exercising good judgment and acting responsibly, and to obey all oral or written guidance, instructions (including signage), and warnings given by ALT; (d) I fully accept and assume all such risks and all responsibilities for injuries I incur or even death as a result of my participation in the Activity.
3. HEREBY FOREVER RELEASE, DISCHARGE, AND COVENANT NOT TO SUE the ALT, their respective administrators, directors, officers, and employees, other participants, any sponsors, advertisers, and, owner and lessors of premises on which the activity takes place, (each considered one of the "Releasees" herein) from all liability, claims, or damages on my account caused or alleged to be caused by the negligence or conduct of **the "Releasees"**.
4. FULLY GRANT PERMISSION to the ALT, and its agents, employees or assigns, the irrevocable right to produce, reproduce, broadcast and otherwise use, photographs, films, recordings, digital images and other depictions, likeness or images of me, in any media form in connection with my attendance at or participation in the Activity without compensation or notification, for an unlimited duration.
5. AGREE THAT I AM 18 YEARS OF AGE or more, or if not I am signing as parent or guardian of a minor child with the consent of the other parent or guardian (if any). I understand that I may be giving up the rights of my child and spouse to sue as well as giving up my own right to sue.

I have read this agreement, fully understand its terms, understand that this release agreement is unlimited in duration and covers all activities that I participate in at any time in the future, that I have given up substantial rights by signing it, and have signed it freely and without inducement or assurance of any nature.

I _____ (name) have read and agree to adhere to the rules above and will "Leave No Trace" on Sycamore Island during my outdoor camping experience and agree to provide a stewardship service to the Conservation Area.

Date of camping trip: _____ Number of Camping Participants: _____

Signature of Participant/Group Representative: _____

Date: _____

Required information for Activity Participant or Representative (Please Print):

Name: _____ E-mail: _____ Phone: _____

Address: _____ City: _____ State: _____ Zip: _____

APPENDIX D

Related Initiatives

- Pennsylvania Water Trails Program (www.pawatertrails.org)
 - Since 2008, The Pennsylvania Environmental Council, the PA Department of Conservation and Natural Resources, PA Fish and Boat Commission, and the National Parks Service have worked together to promote and maintain the PA Water Trails Program, which consists of 28 different networks of creeks and rivers. Primary goals are to develop trails that promote sustainable use of Natural Resources, increasing and improve access to PA water trails, and connect water trails to land trails. Three Rivers Heritage trail is one of the 28 water trails included in this program.
- Three Rivers Heritage Trail (www.friendsoftheriverfront.org)
 - The Three Rivers Heritage Trail is a roughly 33-mile riverfront trail system in Allegheny County. This trail has over 8 million trips per year with \$9 million in economic impact. The trail is used locally for recreation purposes and is a large part of the transportation network in the Pittsburgh Region. It is also host to various regional and national trail networks including the Great Allegheny Passage, Great American Rail-Trail, Industrial Heartland Trails, and the Erie to Pittsburgh Trail.
- Completing the Loop: Riverlife (riverlifepgh.org/loop/)
 - Riverlife’s vision for a continuous riverfront park and trail system within the City of Pittsburgh. This project focuses mostly on the development of business and attractions along the “loop”. The Three Rivers Heritage Land and Water Trail intersect with this loop. This plan envisions a riverfront space filled with public art, restaurants, green space and more. “Completing the Loop is our vision for filling those gaps and creating a cohesive riverfront experience that contains thriving spaces and can be accessed and enjoyed by all.”