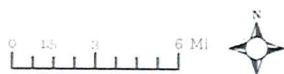


Erie to Pittsburgh Trail: Chautauqua County

Legend

- Open developed trail
- - - Open undeveloped trail
- - - Gap, planned
- - - Gap, unplanned
- - - On-road alignment



Trail Groups

Chautauqua Rails to Trails:
Chautauqua Rail Trail

Great Lakes Seaway Trail

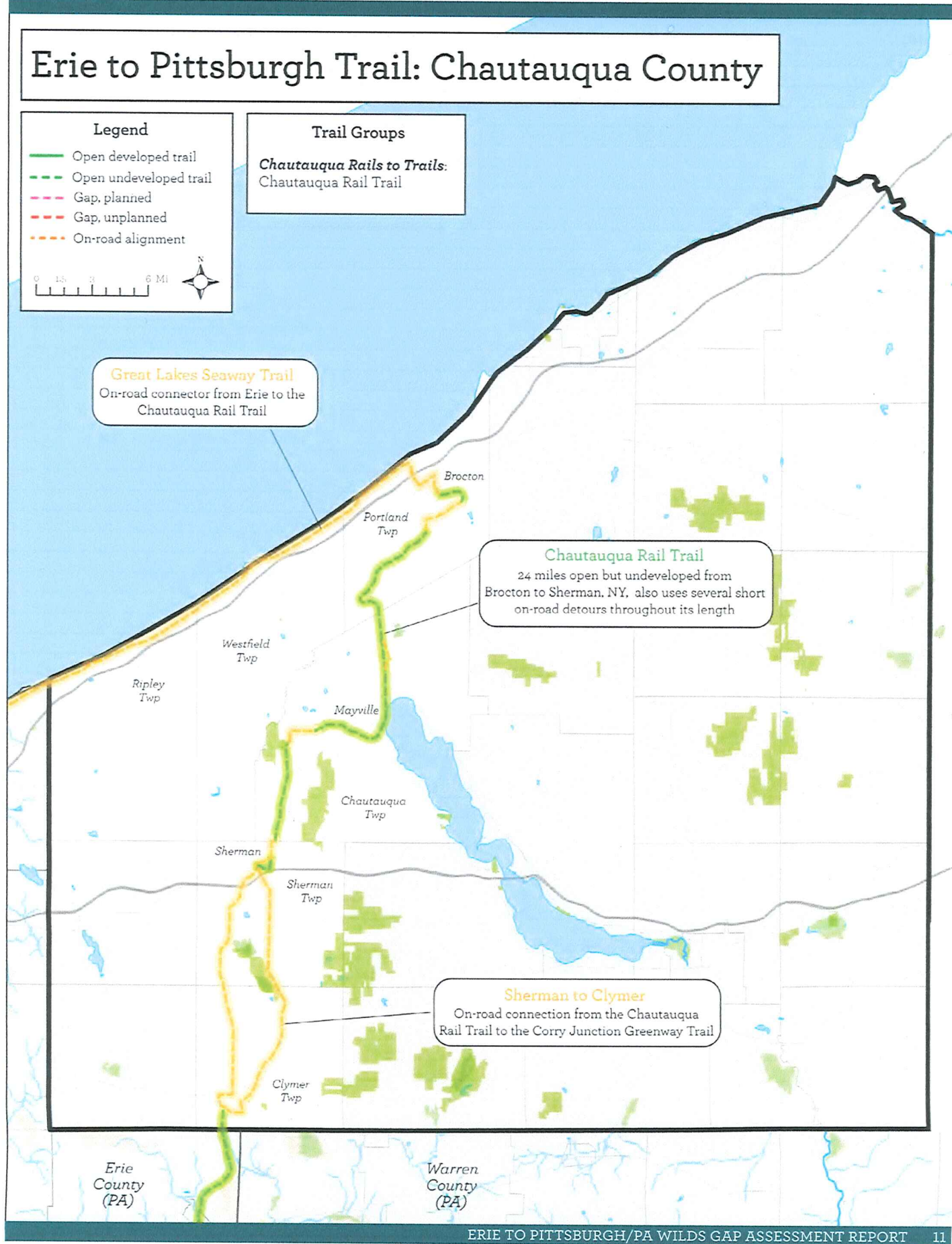
On-road connector from Erie to the Chautauqua Rail Trail

Chautauqua Rail Trail

24 miles open but undeveloped from Brocton to Sherman, NY, also uses several short on-road detours throughout its length

Sherman to Clymer

On-road connection from the Chautauqua Rail Trail to the Corry Junction Greenway Trail



Section 2: East 6th Street to Pecor Street

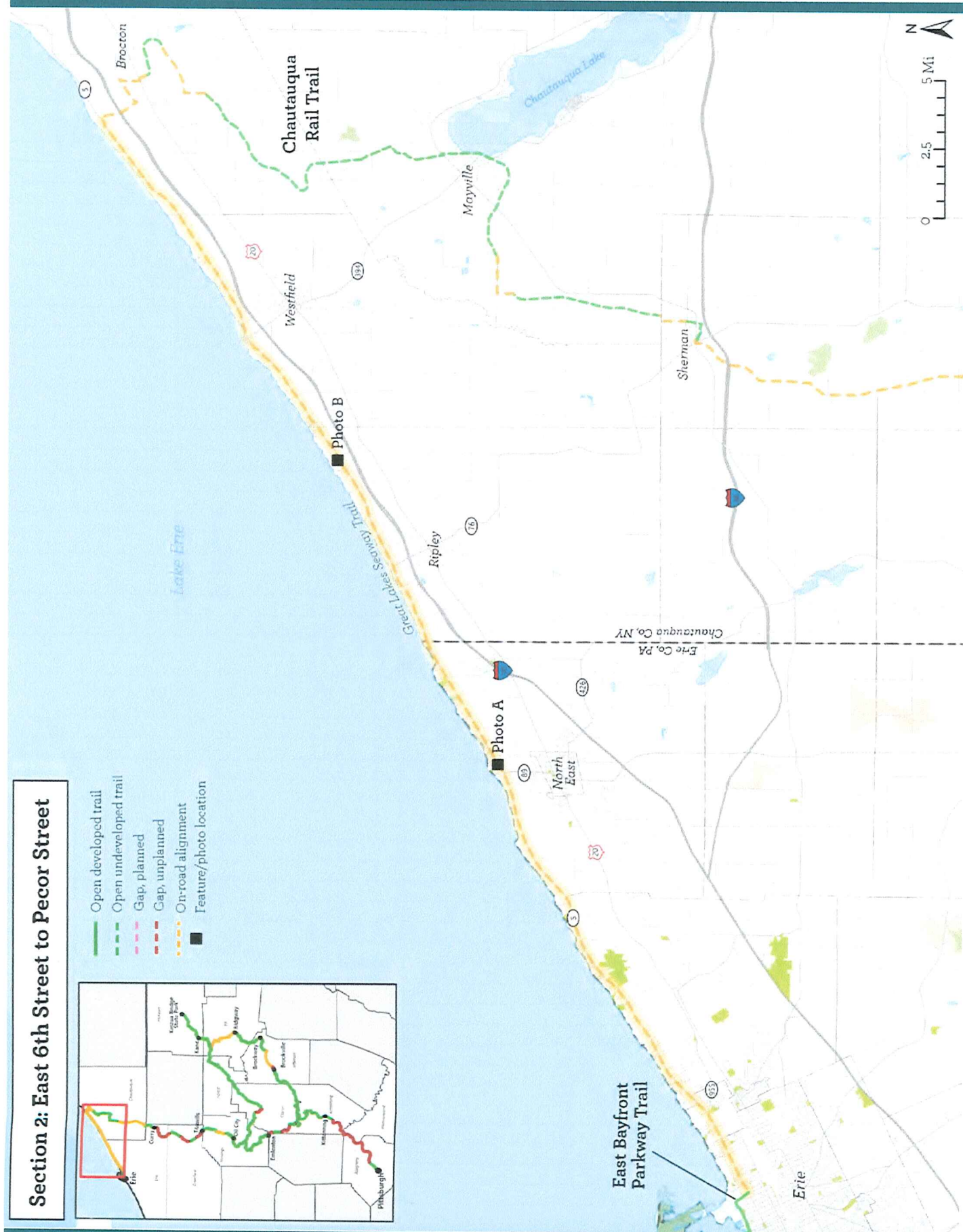


- Open developed trail
- Open undeveloped trail
- Gap, planned
- Gap, unplanned
- On-road alignment
- Feature/photo location

East Bayfront
Parkway Trail

Photo A

Photo B



Section 2: E 6th St. to Pecor St.

County(s): Erie, PA & Chautauqua, NY	Status: On-road	Distance: 38.27 miles	Acquisition Status On-road	Segments: 2, 3, 4
Project Partners: Erie to Pittsburgh Trail Alliance, Chautauqua Rails to Trails			Cost Estimate:	



Photo A: PA side surface conditions of Great Lakes Seaway Trail



Photo B: NY side surface conditions of Great Lakes Seaway Trail

Field Notes

At East 6th St. (Rt. 5), the proposed corridor departs the East Bayfront Parkway and follows the road eastward. The intersection of the East Bayfront Parkway and Rt. 5 is busy, with multiple lanes in each direction. Once on Rt. 5, there are 2-3 travel lanes in each direction for approximately 3.5 miles until the intersection with Rt. 955. This section of the highway has minimal to no shoulder in a few spots. Eastward of Rt. 955, the shoulder conditions improve. Rt. 5 is also known as the Great Lakes Seaway Trail and is part of PA Bicycle Route Z, and is a signed, mapped scenic byway that parallels the shores of Lake Erie northeast towards Buffalo, NY. It has a posted speed limit of 55 mph and a moderate traffic volume. Road surface and shoulder width varies throughout its length. Near Erie, the road surface is older and deteriorating in spots, while the New York side was recently resurfaced and has wide shoulders with a rumble strip separating the shoulder from the road. The road is generally fairly straight and flat, only gaining 171 feet in elevation over the 36 miles between Rt. 6 and Pecor St. However, there are small rollers that cause short sight lines for motorists in a few spots, especially at the intersection with Pecor St.

Potential Improvements

The Great Lakes Seaway Trail is recognized as a National Scenic Byway by the U.S. Department of Transportation but could be better marketed to non-motorized use with some improvements. Sharrows or a dedicated bike lane on the Erie end of Rt. 5 and a wider shoulder on the more rural sections, and share the road signage, would help improve the safety of cyclists and pedestrians using this connector. A coordinated effort between the states to improve this corridor would be an improvement.

100



Section 3: Pecor St. to Chautauqua Rail-trail

County(s):	Status:	Distance:	Acquisition Status	Segments:
Chautauqua County, NY	On-Road	2.8 miles	On-road	5
Project Partners: Chautauqua Rails to Trails Association, Erie to Pittsburgh Trail Alliance			Cost Estimate:	

Field Notes

Section 3 is an on-road connection from the eastern end of the Great Lakes Seaway Trail (PA and NY Rt. 5) to the northern terminus of the Chautauqua Rail-trail in Brocton, NY. Turning southward from the Great Lakes Seaway Trail to Pecor St. presents a significant challenge for the trail user. The intersection occurs at a dip and bend in the roadway, creating poor sightlines for motorists approaching from the east. Traffic travelling on Rt. 5 is generally travelling above 45 mph at a moderate volume for this roadway. The asphalt of the Great Lakes Seaway Trail is in very good condition.

Pecor Rd. is a low-volume local road generally in good repair though it appears to have been 7-10 years since its last resurfacing. This stretch of Pecor Rd. lacks lane marking and is relatively level in grade. Visibility is high, though some mature trees line the roadway. The primary trail alignment turns eastward from Pecor Rd. onto Fuller Rd., with conditions remaining similar to Pecor Rd. From Fuller Rd. to the northern terminus of the Chautauqua Rail-trail, the route makes a few turns in quick succession. For these sections, surface quality of the asphalt is consistent and in good repair. For approximately 500', the alignment utilizes Rt. 20 in Brocton. NYDOT identifies Rt. 20 as a Rural Principal Arterial Other roadway. Based on observations, this section of Rt. 20 sees moderate traffic volume. It is posted for 35 mph for 100' near the intersection with West Ave. before changing to a posted school zone for 25 mph.

Alternatively, there is potential to use the former rail corridor from the intersection of Fuller Rd. and West Ave. to the beginning of the currently-developed Brocton Area Recreation Trail at School St. The rail corridor appears to be intact and free of encroachments for its 1-mile length between these two points.



Photo A: Looking south on Pecor St.
Road surface markings are absent

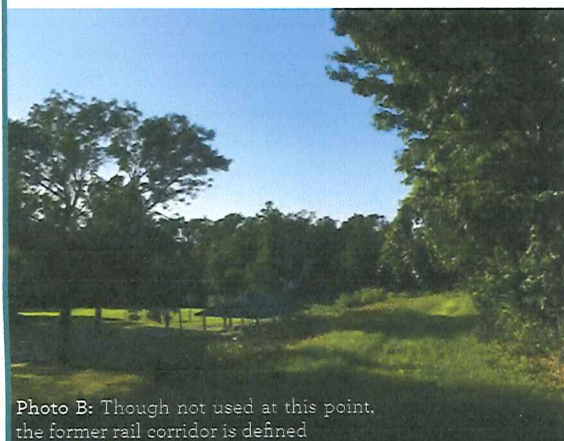


Photo B: Though not used at this point,
the former rail corridor is defined

Potential Improvements

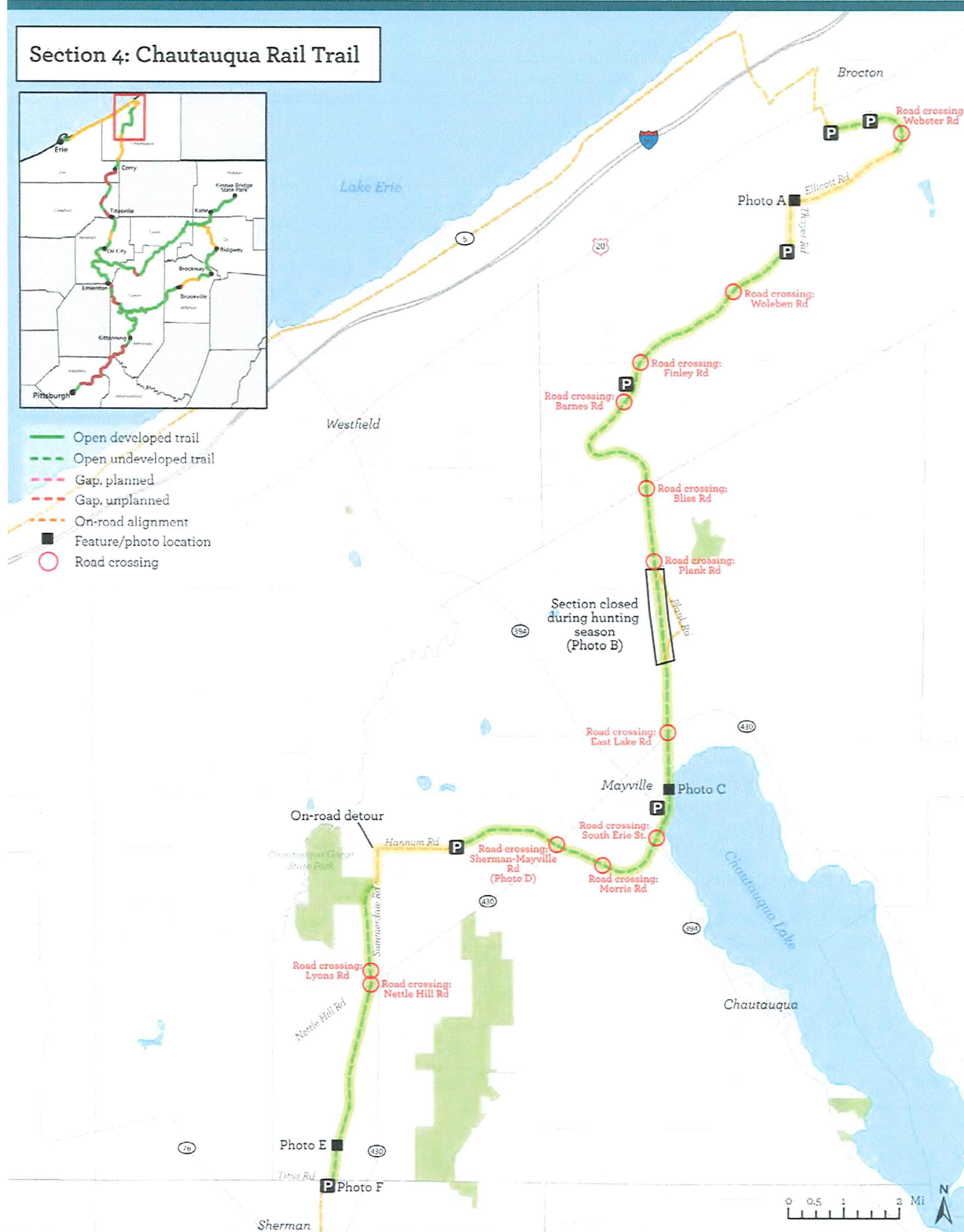
The intersection of Rt. 5 and Pecor Rd. would benefit from a number of infrastructure improvements to ensure a safe transition for users from the Major Collector Parkway to the local road. Signage on the local roads between Rt. 5 and the Chautauqua Rail-trail would provide a more cohesive trail user experience. Bicycles May Use Full Lane signs could be installed to acknowledge the presence of potential trail users on the short stretch of Rt. 20 in Brocton.

Chautauqua County, NYDOT, the municipalities of Portland, Brocton, and Vineyard, along with Chautauqua Rails to Trails could coordinate efforts to enact these improvements.

Section 4: Chautauqua Rail Trail



- Open developed trail
- - - Open undeveloped trail
- - - Gap, planned
- - - Gap, unplanned
- - - On-road alignment
- Feature/photo location
- Road crossing



Section 4: Chautauqua Rail-trail

County(s): Chautauqua, NY	Status: Open, Undeveloped	Distance: 23.56 miles	Acquisition Status Complete	Segments: 6a, 6b, 6c
Project Partners: Chautauqua Rails to Trails Association			Cost Estimate: 6a: \$186,690 - \$228,177 6b: NA 6c: \$2,703,028 - \$3,303,701	

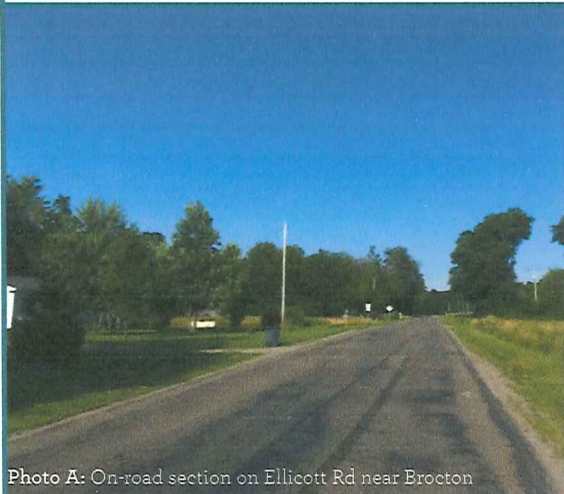


Photo A: On-road section on Ellicott Rd near Brocton



Photo B: Overgrown trail on section closed during hunting season

Field Notes

The Chautauqua Rail-trail ties together multiple shorter trails to form a nearly-continuous corridor that stretches almost 24 miles from Brocton to Sherman, NY. From the north, it begins on School St. in Brocton on the Brocton Recreation Trail. The first half mile of this trail from School St. to Highland Ave. is paved before it turns into crushed limestone for the remaining mile to Ellicott Rd. Bicyclists are required to follow an on-road connection for 2 miles on Ellicott Rd. and Thayer Rd. to pick up the next section of trail. Both of these roads are designated as Rural Local Roads and have very low traffic volume.

A small gravel pull-off and signage for the Alison Wells Ney Trail denote the trailhead on Thayer Rd. The corridor does extend across Thayer Road headed northeast, but it dead-ends in the middle of the woods with no way to connect to Ellicott Rd. and into Brocton. From Thayer Road headed south, the pathway climbs the Lake Erie Escarpment gradually towards Mayville with an average grade of about 1.5-2%, but reaching 6-7% for short stretches. Vineyards at lower elevations give way to a forested landscape as the trail climbs. The treadway has a solid crushed stone base and seems to drain well, but grass is growing through the entire trail, most heavily in the middle. This stretch of trail crosses four Rural Local Roads. There is trail-facing signage alerting users to stop, as well as gates in some instances. There is no crosswalk striping and in most cases, no motorist-facing signage alerting vehicles of the trail crossing.

Approximately 9 miles south of Brocton, there is a 1.3-mile section of the corridor that is marked both on Chautauqua Rail-trail maps and on the ground as closed during hunting season. During the July field work, this stretch was grown in with tall grasses and nearly impassable in spots. A 1.4-mile on-road detour using Plank Road (Major Collector) and Honeysette Road (Minor Collector) take users back to the trail.

South of Honeysette Rd., the treadway is soft and grass covered for about a mile until it crosses East Chautauqua Street (Rt. 430). From there, the trail is paved for approximately 1.5 miles as it follows the Lake Chautauqua waterfront through Mayville, a small but vibrant town offering amenities such as lodging, food and breweries. The

Section 4: Chautauqua Rail-trail

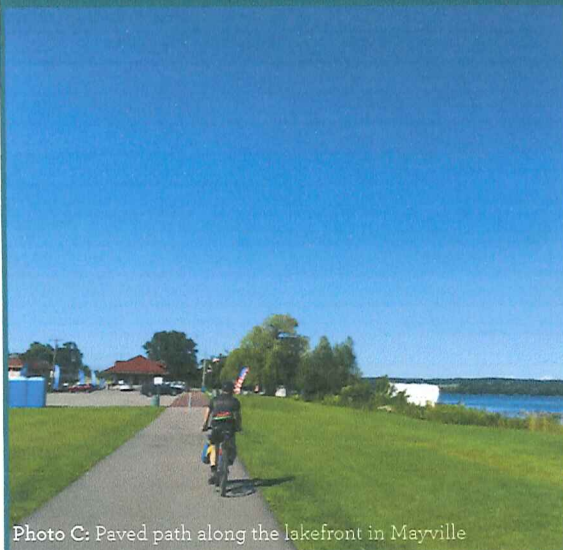


Photo C: Paved path along the lakefront in Mayville



Photo D: Rough crossing of Sherman-Mayville Rd (Rt. 420)

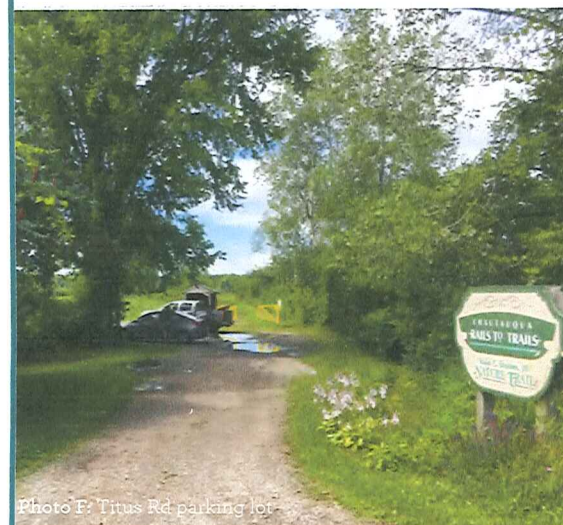


Photo F: Titus Rd parking lot

Field Notes, cont.

paved path turns into a parking lot with no trail markings for a few hundred yards before it intersects with West Lake Road (Rt. 394) and transitions back into a mix of ballast and grass.

Just west of Mayville, as the trail crosses Sherman-Mayville Rd., there is a significant grade change where there likely used to be a bridge and the trail dips down to meet the road and climbs back up again. The roadside at the crossing is very rough with a mix of rocks and broken pavement creating a potential hazard and signage warns cyclists to dismount and walk. The road is fairly straight with decent sight lines and there is motorist-facing, pedestrian-crossing signage but no crosswalk striping.

At Hannum Rd., the Chautauqua Rail-trail follows another on-road detour for 1.4 miles, picking up again on Summerdale Rd. Both of these roads are Rural Local Roads with low traffic volume. The trail passes very close to Chautauqua Gorge State Forest, and a short detour offers camping, hiking and picnicking opportunities. Continuing southward towards Sherman, the trail passes through a mix of forested and marsh landscapes. The treadway remains similar to the other sections with a crushed stone and grass surface interspersed with some muddy spots. It ends at a packed dirt parking area on Titus Rd. that offers room for about 5-8 vehicles and an information kiosk with maps.

Potential Improvements

Surface consistency and drainage improvements would create a more favorable user experience. Asphalt paving likely isn't the best option in this scenario due to the heavy snowmobile use that the trail sees, but improving the crushed stone surface could be an adequate compromise for all user groups.

The installation of motorist-facing signage and striping on the roads would increase the safety of the road crossings and share-the-road signage and/or sharrows on the on-road detour sections would help alert vehicles of potential bicycle traffic.

The section in the town of Mayville can be difficult to navigate, so some additional wayfinding signage for trail users would help to create a more seamless route through town. Signage in town could also direct trail users to amenities and create a stronger connection to the community.

Section 4: Chautauqua Rail-trail

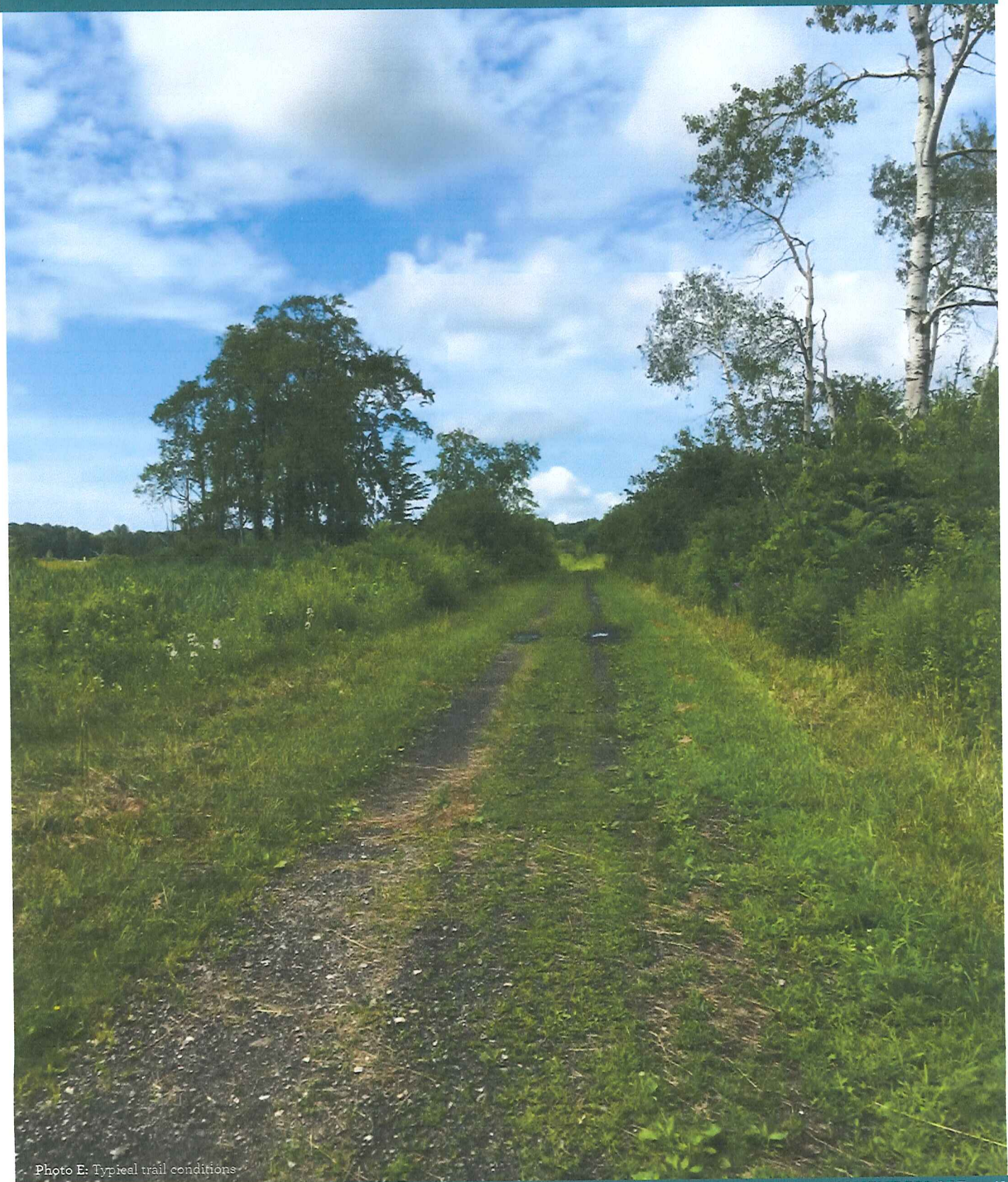
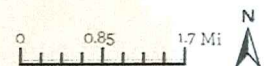
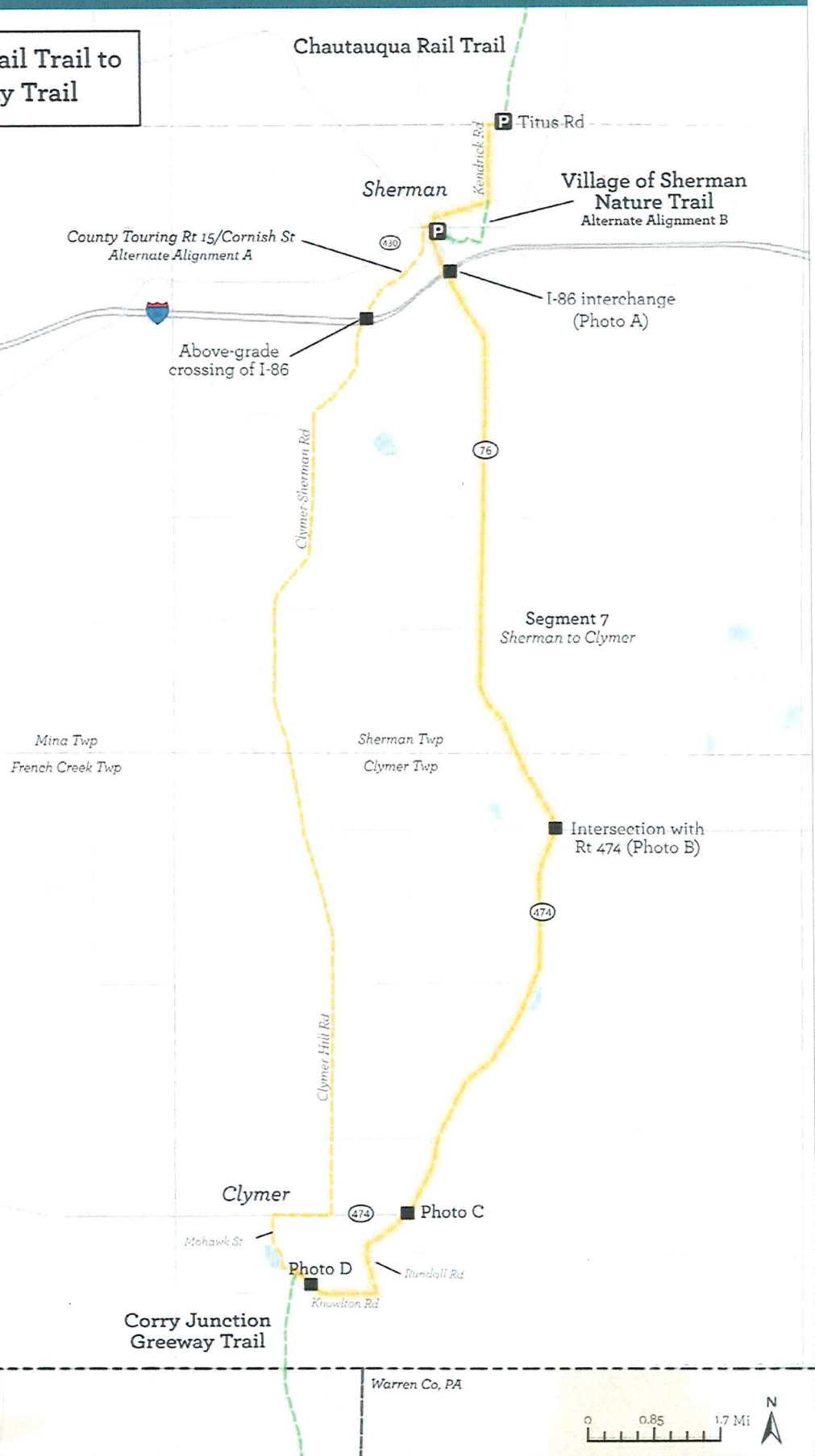


Photo E: Typical trail conditions

Section 5: Chautauqua Rail Trail to Corry Junction Greenway Trail



- Open developed trail
- - - Open undeveloped trail
- - - Gap, planned
- - - Gap, unplanned
- - - On-road alignment
- Feature/photo location
- Road crossing



Section 5: Chatauqua Rail-trail to Corry Junction Greenway Trail (Sherman to Clymer)

County(s):	Status:	Distance:	Acquisition Status	Segments:
Chautauqua County	On-Road	Primary Alignment : 12.74 miles Alternative Alignment : 12.1 miles	On-road	7
Project Partners: Chautauqua Rails to Trails, Erie to Pittsburgh Trail Alliance, Chautauqua County				Cost Estimate: NA

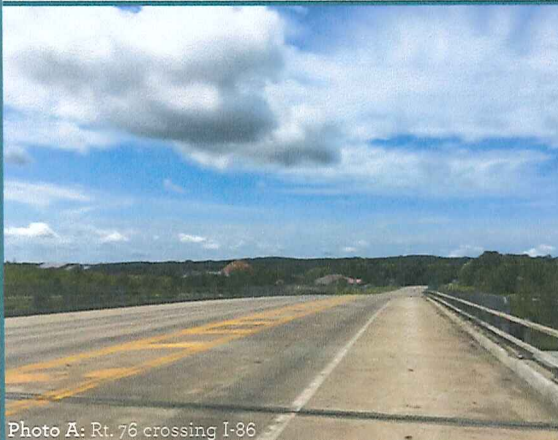


Photo A: Rt. 76 crossing I-86



Photo B: From Rt. 474 looking towards the intersection with Rt. 76, at left



Photo C: Road surface conditions on Rt. 474

Field Notes

The primary alignment for this section involves slightly over 12 on-road miles between the towns of Sherman at the north end of the section and Clymer at the south. Trail users would connect to Sherman by travelling a mix of low-volume local roads with no roadway striping and Rural Minor Connector roads into Sherman proper. The Rural Minor Connector roads are striped, though the striping is considerably faded. On both classes of roadway into Sherman, the asphalt surface is in fair condition with signs of checking and cracking.

Sherman is a small town of about 1,600 residents and features a main street business district with amenities such as restaurants, bed and breakfasts, and a hardware store. Users would travel south from Sherman using NY Rt. 76. The turn from Main Street to Rt. 76 is not signalized, but observed traffic traveled at a reasonable speed of no more than 30 mph. A striped bike lane exists on Main Street as it traverses Sherman proper.

Rt. 76 is a NYDOT roadway that is a Rural Major Connector. As such, traffic frequently moves in excess of 45 mph. The shoulder of the roadway varies from 3' to 5' with an additional 18-24" of gravel and is generally in good repair though some markings are beginning to grow faint. Horse and buggy traffic is evident on the shoulder. About .5 miles from Sherman, Rt. 76 interchanges with I-86. Halfway between Sherman and Clymer, Rt. 76 merges with Rt. 474. Traffic from Rt. 76 is directed to stop before turning onto Rt. 474. Once on Rt. 474, the surface conditions are fair, with noticeable patches and long cracks.

Users maintain course on Rt. 474 into Clymer before a short series of turns to Knowlton Rd. and the Corry Junction Greenway trailhead. The landscape along this section is mostly agricultural, with a number of single-family residences along the way. Due to the nature of the land use, sightlines are mostly clear. Over the 12 mile stretch, elevation gain is roughly 600' with the maximum grade being 5%.

Section 5: Chatauqua Rail-trail to Corry Junction Greenway Trail (Sherman to Clymer)

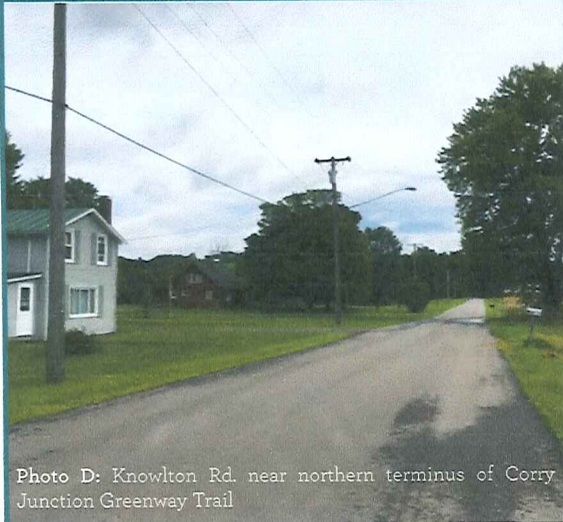


Photo D: Knowlton Rd. near northern terminus of Corry Junction Greenway Trail

Field Notes, cont.

Alternate Alignment A: Leaving the boundary of Sherman, trail users would travel south on Cornish St. Approximately 1 mile from Sherman, Cornish St. crosses I-86. As opposed to Rt. 76, there is no interchange at this above-grade crossing. After crossing I-86, the local name of the roadway changes to Clymer-Sherman Road. Trail users could continue on this route until the 5 mile mark before continuing straight onto Clymer Hill Rd. Cornish St. is a county-owned roadway designated a Rural Minor Collector. Clymer Hill Rd. is a low-volume local road. From Clymer Hill Rd., a short series of turns lead users to the northern trailhead of the Corry Junction Greenway on Knowlton Rd.

The landscape for this alternate alignment is very similar to the primary alignment. The elevation gain is comparable as well. Surface conditions are generally in good repair though the roadway's shoulder is narrower than that of the primary alignment.

Alternate Alignment B: In Sherman, proximate to the intersection of Main St. and Rt. 76, is a small trailhead parking area for the Village of Sherman Nature Trail. The Nature Trail lies on a former rail corridor and connects to the southern end of Kendrick St., moving users off-road for a mile.

Potential Improvements:

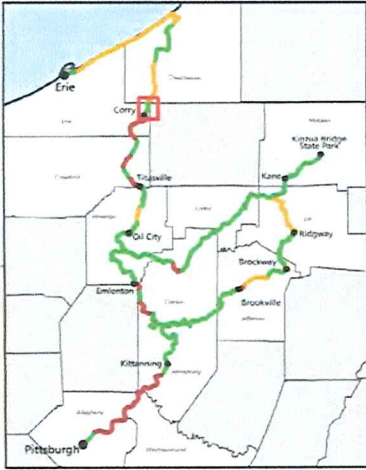
The few low volume roads between the southern end of the Chautauqua Rail-trail-trailhead on Titus Rd. to the business district in Sherman would benefit from wayfinding signage as well as signage informing motorists that cyclists, pedestrians, and potentially xc-skiers, may be recreating on the roadway.

Alternate Alignment A provides a potentially safer connection between the Chautauqua Rail-trail and the Corry Junction Greenway. Avoiding the I-86 interchange on Rt. 76 is recommended. Either the Primary Alignment or Alternate Alignment A would benefit from wayfinding signage for trail users as well as signage directed towards motorists to expect trail users. Neither roadway alignment is wide enough for a dedicated bike lane, but shared lane markings could help with wayfinding as well as setting the expectation for motorists.

While the former rail corridor is visibly intact between Knowlton Rd. and Sherman, the rail corridor is in private ownership on this section that prevents further off-road trail development.



Section 6: Corry Junction Greenway Trail



- Open developed trail
- - - Open undeveloped trail
- - - Gap, planned
- - - Gap, unplanned
- - - On-road alignment
- Feature/photo location
- Road crossing

Chautauque Co, NY
Erie Co, PA

Wayne Twp

Clymer
Photo A
Knowlton Rd
Bridges over Brokenstraw Creek

Photo B

Mill Creek Rd crossing

Plank Rd crossing

Simmons Rd crossing

SGL 263

Hereford Rd crossing
(Photo C)

Sciota St crossing

Plastics Rd crossing

North-Center St

Corry



Section 6: Corry Junction Greenway Trail

County(s): Chautauqua County, NY and Erie County, PA	Status: Open, Undeveloped	Distance: 5.8 miles	Acquisition Status Complete	Segments: 8, 9
Project Partners: Northwest PA Trails Association, Erie to Pittsburgh Trail Alliance, City of Corry, Impact Corry, Blue Zones Project - Corry, Tri-County Snowblazers			Cost Estimate: 8: \$133,131 - \$162,716 9: \$651,604 - \$796,405	



Photo A: Northern end of the trail showing rutted treadway

Field Notes

Section 6 consists of the entirety of the Corry Junction Greenway Trail stretching from Knowlton Rd. in Chautauqua County, NY to North Center St. (PA Rt. 426). The trail's northern point has no distinguishing improvements to identify it as a trailhead. From Knowlton Rd., the trail merely looks like a dirt road access serving the nearby pallet manufacturer. On this initial piece, there is heavy evidence of motorized vehicle use, likely from the pallet company. Stacks of pallets sit in the corridor, though the treadway was clear. Roughly .25 miles from Knowlton Rd., the trail crosses Brokenstraw Creek. Two small, parallel bridges cross the creek at slightly different elevations. The bridges appear to be in sound repair. Between the creek crossing and Knowlton Rd., the trail surface is mostly hard-packed dirt about 8' wide. Treaded tire tracks and light rutting from motorized vehicles using the trail were evident.

From Brokenstraw Creek to Mill Rd., the main treadway is 8' wide with the overall corridor width being roughly 12'. The treadway is grass, and, although the rolling resistance is high, the ground underneath is compact. This stretch is surrounded by ag land with a thin barrier of trees separating the corridor from the adjacent land in some spots. Overhead canopy is nonexistent. Mill Rd. is low-volume, unpaved farm road. Bollards and a gate allow trail users to pass from the trail across the roadway without allowing motorized traffic onto the trail. Trail traffic is directed to stop before proceeding through the crossing. Sightlines for this crossing are clear, the transition from trail to road is smooth, and the crossing is perpendicular to the roadway. The dirt berm of Mill Rd. is less compact than the center.

Continuing south, the trail parallels Plank Rd., a Rural Minor Collector, as well as Brokenstraw Creek. The area adjacent to the trail through this stretch is characterized as an apparent wetland and a thin tree canopy is present. Trail users cross Plank Rd. .7 miles from Mill Rd. This crossing is at a diagonal and intentional. Bike-crossing signs are posted on Plank Rd. warning drivers. Trail users are again directed to stop before the road crossing. Although it is designated a Rural Minor Collector, Plank Rd. has no pavement markings and observed volume of traffic is low.

Section 6: Corry Junction Greenway Trail

Field Notes, cont.



Photo B: Corridor crossing at Mill Rd.

The surroundings briefly become wooded after crossing Plank Rd. with a few single family residences alongside the trail. Crushed limestone makes up the trail's treadway for this stretch, but it is thin with some larger, base material stones rising to the top. The trail then enters an active agricultural area with signs alerting trail users to crossing farm equipment. No canopy exists through this parcel and the treadway is grass-covered.

At the Simmons Rd. crossing, the trail rises to meet the road grade. Bollards, gates, and trail-facing signage guide the user through this crossing. Simmons Rd. is another low-volume unpaved road, similar to Mill Rd. Approaching the trail crossing from Simmons Rd., the roadway crests, but not to a point of impeding sightlines. Bike-crossing signage was observed, but it had been dislodged and was lying in the berm of the road.

Conditions become more wooded from Simmons Rd. southward, as a section of trail sits adjacent to State Game Lands 263. Apparent wetlands are observed .8 miles from Simmons Rd., with evidence of beaver dams which bring standing water levels close to the level of the treadway.

Part of this stretch is open cut with surrounding lands 25' above the treadway surface. This stretch also has a number of small pools of ponding water where current drainage is not sufficient. The corridor at points reaches 20' in width with about 10' of crushed limestone treadway. Light and low-growing vegetation makes up the difference. Hereford Rd. features a dedicated Corry Junction Greenway Trail-trailhead with compact dirt parking for upwards of a dozen vehicles. Trailhead signage exists at the Hereford Rd. lot, but vegetation obstructs the sign to a high degree. Crossing Hereford is similar experience to crossing Simmons and Mill Rd., and the bike-crossing signage is dislodged here as well.

Heading closer to Corry, the trail treadway changes from crushed limestone to pavement. The Sciota St. crossing is well-maintained and marked with signage intact. After passing a ballfield, the trail leaves the former rail corridor and passes through a wooded parcel ending near Plastic Rd. The crossing at Plastic Rd. features heavily patched pavement and faded road and crosswalk striping. The trail passes a soccer field complex, a concrete production plant, and cemetery before hitting its southern terminus at North Center Street. There is evidence of horse usage on the last stretch of trail with horse hoof marks pocketing the trail. While the corridor remains sufficiently wide at this point, the actual treadway was worn down to singletrack at points.

The southern end of the Corry Junction Greenway Trail doesn't feature a prominent trailhead facility and seems to share the space with the adjacent concrete plant.

Section 6: Corry Junction Greenway Trail

Potential Improvements

The status of the Corry Junction Greenway Trail is Open, Undeveloped. This is primarily due to the fact that it has received little maintenance recently. Dedicated maintenance would potentially elevate the trail back to full Open status. The low-growing vegetation on the treadway should be scraped for the length of the crushed limestone sections and more deeply cleared for the ag land sections closer to the northern end. Weed trimming, especially around the existing benches, picnic tables, and trail signage would create a more inviting trail. All dislodged signage should be replaced to ensure motorists are prepared for crossing trail traffic. On the southern end, improvements to the trailhead in the way of new signage and clearly defined parking boundaries would entice potential trail users to stop and explore. Likewise, the northern terminus would benefit from overall infrastructure improvements and agreements with the pallet company to keep motorized vehicles off the treadway. Map kiosks at both northern and southern trailheads would provide opportunities to connect the trail users' experience to the broader regional context of trails and recreation and inform them of other potential outdoor opportunities.

A number of new initiatives have recently come to the Corry area, including a Blue Zones Project <https://www.bluezonesproject.com/>. Blue Zones, Impact Corry, The City of Corry, Erie County, NW PA Trails Association, and other engaged partners are revitalizing the idea of trail connections into, through, and beyond Corry. This renewed interest should be capitalized upon for Corry Junction Greenway Trail improvements.



Photo C: Opposite of the trailhead on Hereford Rd.

Erie to Pittsburgh Trail Recommendations

Sect.	Seg. #	Section Name	Segment Name	Miles	Trail Name
6	8	Corry Junction Greenway Trail	Clymer to Pennsylvania State Line	0.99	Corry Junction Greenway Trail
6	9		Pennsylvania Line to North Center Street	4.83	
11	19	East Branch Trail to Fish Flats Rd	Route 89/East Branch Trail to Fish Flats Road	3.54	East Branch Trail
12	20	Fish Flats Rd to Station Rd	Fish Flats Road to Route 8	2.60	
16	23	Oil Creek State Park Trail to McClintock Trail	Petroleum Center to Route 8	3.12	Oil Creek State Park Trail
20	49	Parker to Hillville	Parker to Monterey Road	4.10	Allegheny River Trail
20	50		Monterey Road to Upper Hillville	2.38	
22	53	Brady Tunnel	Brady Tunnel	0.56	Armstrong Trail
26	118	Freeport to Millvale	Allegheny Valley RR to Ohara Twp Line	0.16	Three Rivers Heritage Trail
26	119		Ohara Twp Line to Green Belt	0.21	
26	120		Green Belt to Sharpsburg Line	0.18	
26	121		Sharpsburg Line to Waterworks Rd	0.20	
26	122		Waterworks Rd to 62nd St Bridge	1.13	
26	123		Etna - 62nd St Bridge to Shaler Twp Line	0.70	