

## Rochester Bicycle Master Plan

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## Appendix A: Peer City Review References and Resources

## Appendix A: Peer City Review Resources

### Madison

Madison, WI Regional Transportation Plan 2030

<http://madisonareampo.org/planning/documents/BikeTransportation.pdf>

"Bike Boulevard Pilot Program Underway In Madison"

<http://www.channel3000.com/news/24739358/detail.html>

"Making Madison the Best Place in the Country to Ride"

<http://www.cityofmadison.com/trafficEngineering/documents/PlatinumAdopted040808sm.pdf>

### Minneapolis

Minneapolis Freewheel Bike Center

<http://freewheelbike.com/articles/freewheel-midtown-bike-center-pg302.htm>

"Minneapolis to launch bike-share system"

<http://uwire.com/2010/06/09/minneapolis-to-launch-bike-share-system/>

Nice Ride Minnesota

[http://www.niceridemn.org/how\\_it\\_works/](http://www.niceridemn.org/how_it_works/)

ACCESS MINNEAPOLIS Ten Year Transportation Action Plan

<http://www.ci.minneapolis.mn.us/public-works/trans-plan/index.asp#TopOfPage>

### Seattle

On street Bike Parking: Seattle

<http://www.seattle.gov/transportation/bikeparking.htm>

### Montreal

"Montreal Inaugurates Continent's Most Ambitious Bike-Sharing Program"

<http://green.blogs.nytimes.com/2009/05/13/montreal-inaugurates-continents-most-ambitious-bike-sharing-program/>

Montreal Transportation Plan, 2008

[http://ville.montreal.qc.ca/pls/portal/docs/PAGE/TRANSPORT\\_V2\\_EN/MEDIA/DOCUMENTS/transportation\\_plan\\_2008.pdf](http://ville.montreal.qc.ca/pls/portal/docs/PAGE/TRANSPORT_V2_EN/MEDIA/DOCUMENTS/transportation_plan_2008.pdf)

Montreal Transportation Plan Brochure

[http://ville.montreal.qc.ca/pls/portal/docs/PAGE/TRANSPORT\\_V2\\_EN/MEDIA/DOCUMENTS/ptm\\_brochure\\_eng.pdf](http://ville.montreal.qc.ca/pls/portal/docs/PAGE/TRANSPORT_V2_EN/MEDIA/DOCUMENTS/ptm_brochure_eng.pdf)

Montreal Master Plan

[http://ville.montreal.qc.ca/portal/page?\\_pageid=2762,3099643&\\_dad=portal&\\_schema=PORTAL](http://ville.montreal.qc.ca/portal/page?_pageid=2762,3099643&_dad=portal&_schema=PORTAL)

## **Boulder**

2008 City of Boulder Transportation Master Plan

[http://www.bouldercolorado.gov/files/Transportation\\_Master\\_Plan/2008\\_BoulderTMP.pdf](http://www.bouldercolorado.gov/files/Transportation_Master_Plan/2008_BoulderTMP.pdf)

## **Denver**

Denver B-cycle

<http://denverbikesharing.org/>

# Rochester Bicycle Master Plan

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## Appendix B: Peer City Review Municipal Code Excerpts

## APPENDIX B: SELECTIONS FROM PEER CITIES' CODES

### Boulder

#### 2-32 DESIGN AND CONSTRUCTION STANDARDS Effective: November 6, 2009

##### (E) Bicycle Parking

Bicycle parking should be located in a visible and prominent location that is lit at night and physically separated from automobile parking to prevent vehicles from intruding into the bike parking area. All bicycle parking constructed in the City of Boulder shall conform to the provisions in the Section 9-9-6(g), "Bicycle Parking," B.R.C. 1981 or as adopted in any subcommunity or area improvement plan.

(1) **Bicycle Parking in Public Right-of-Way:** Bicycle parking racks located in the public right-of-way shall be designed using either the inverted "U" standard or the Cora style rack. A minimum aisle of 5 feet shall be provided for bikes to maneuver in when accessing the rack. All racks shall be attached to a concrete base using a high security tamper proof anchor such as a mushroom head carbon steel expansion anchor "spike" #5550 as manufactured by Rawl or an equivalent theft-proof device.

(a) Inverted "U" Rack: The inverted U rack is designed to park two bicycles, facing opposite directions, parallel to the rack. For the rack to meet its design specification of parking two bikes, it must be installed according to the specifications below, otherwise it will be considered to provide parking for one bike. The inverted U standard may be installed with the following conditions:

(i) Where the U rack is installed oriented parallel to a wall or curb, at least 3.0 feet shall be provided between the parallel wall or curb and the center of the rack. Where a bike rack is located near a curb with "head-in" automobile parking, a minimum distance of 5 feet from the curb to the center of the rack is required to avoid damage to bicycles or racks by automobiles extending across the curb over the sidewalk.

(ii) Where the U rack is installed oriented perpendicular to a wall or curb, a minimum distance of 4 feet from the wall or curb to the center of the rack will be provided to allow two bikes to access and use the rack.

(iii) Where placed side-by-side, bike racks shall be placed at least 3.5 feet apart to accommodate ease of access to the racks.

(iv) Where placed in a series of 2 or more and parallel to a wall, U racks will be separated by a minimum distance of 10 feet between the centers of the racks to allow access to both sides of the rack.

(v) The location of a bike rack shall maintain a minimum unobstructed sidewalk width of 6 feet from any bicycle parked properly in the bike rack.

(vi) The location of a bike rack shall maintain a minimum unobstructed distance of 3 feet from any pedestrian curb ramp to any bicycle parked properly in the bike rack.

(b) Cora Style Racks: The Cora style standard is designed to be loaded from both sides without an overlap of the handlebars of the bicycles parked on the two sides. For the rack to meet its design specification of parking bikes from both sides, it must be installed according to the conditions below, otherwise it will be considered to provide half the rated bike parking. The Cora style standard can be installed with the following conditions:

(i) Where a bike rack is located perpendicular to a curb with “head-in” automobile parking, a minimum distance of 4-feet from the curb to the end of the rack is required to avoid damage to bicycles or racks by automobiles extending across the curb over the sidewalk.

(ii) A minimum of 10 feet of clear space is required on both sides of a Cora style rack. This provides 5 feet of space for bike parking and a 5-foot access aisle for both sides of the rack. When a series of racks are provided, a common 5-foot access aisle can serve two racks.

(iii) The location of a bike rack shall maintain a minimum unobstructed sidewalk width of 6 feet from any bicycle parked properly in the bike rack.

(iv) The location of a bike rack shall maintain a minimum unobstructed distance of 3 feet from any pedestrian curb ramp to any bicycle parked properly in the bike rack.

(2) **Onsite Bicycle Parking:** Bicycle parking should generally be provided within 50 feet of the main building entrance. Racks must be installed according to the guidelines in (1) above to reach their designed parking capacity. Otherwise, they shall be credited with no more than half their design capacity. Bicycle parking racks or lockers located on development or project sites or in parking lots outside of public right-of-way shall generally be selected from the following standards:

(a) Inverted “U” Rack: The inverted “U” rack is recommended for most bike rack installations, and is one of the standards for bicycle parking in public rights-of-way as required in Subsection (1) above. Each rack provides space for two bicycles, and allows flexibility in parking by providing two supports for attaching locks. The “U” rack may be used individually where space is limited, or in clusters where space is available for concentrated bike parking.

(b) Cora Style Racks: The Cora rack will accommodate more than eight bicycles and is one of the standards for bicycle parking in public rights-of-way as required in Subsection (1) above. The Cora style rack is recommended where space exists for concentrated bike parking, such as in a parking structure or lot.

(c) Other Bike Rack Styles: Another rack style may be approved by the Director of Public Works if it meets the following criteria:

(i) Provides at least two contact points between the rack and the bike to securely support the bike;

(ii) Provides at least a 2 foot by 6 foot parking space for each bike without the need to lift the handlebars of one bike over those of another to park;

(iii) Allows the frame and one wheel to be locked to the rack with a standard high security, U-shaped shackle lock.

(iv) The rack is uncomplicated and intuitively simple for the bicyclist to use.

(d) Lockers: Bicycle lockers provide secure weatherproof storage for bike parking. Lockers are recommended for employee and longer-term parking and require adequate space, since they require more area than bicycle racks.

**City of Minneapolis Code of Ordinances**  
 Chapter 541: Off-street parking and loading

541.180. Bicycle parking. (a) *In general.* Bicycle parking shall be provided for principal uses as specified in Table 541-3, Bicycle Parking Requirements, except as otherwise specified in this zoning ordinance. The numbers specified in the "Notes" column shall have the following meanings:

(1) The number one (1) shall mean that not less than fifty (50) percent of the required bicycle parking shall meet the standards for short-term bicycle parking.

(2) The number two (2) shall mean that not less than fifty (50) percent of the required bicycle parking shall meet the standards for long-term bicycle parking.

(3) The number three (3) shall mean that not less than ninety (90) percent of the required bicycle parking shall meet the standards for long-term bicycle parking.

(b) *Bicycle parking standards.* Each required bicycle parking space must be accessible without moving another bicycle and its placement shall not result in a bicycle obstructing a required walkway. Bicycle racks shall be installed to the manufacturer's specifications, including the minimum recommended distance from other structures. In addition:

(1) Required short-term bicycle parking spaces shall be located in a convenient and visible area within fifty (50) feet of a principal entrance and shall permit the locking of the bicycle frame and one (1) wheel to the rack and shall support a bicycle in a stable position without damage to the wheels, frame or components. With the permission of the city engineer, required bicycle parking may be located in the public right-of-way. Public bicycle parking spaces may contribute to compliance with required bicycle parking when located adjacent to the property in question.

(2) Required long-term bicycle parking spaces shall be located in enclosed and secured or supervised areas providing protection from theft, vandalism and weather and shall be accessible to intended users. Required long-term bicycle parking for residential uses shall not be located within dwelling units or within deck or patio areas accessory to dwelling units. With permission of the zoning administrator, long-term bicycle parking spaces for non-residential uses may be located off-site within three hundred (300) feet of the site.

(c) *Downtown districts.* Developments with five hundred thousand (500,000) square feet of new or additional gross floor area in downtown districts shall provide bicycle parking and bicycle facilities as required by Chapter 549, Downtown Districts. All other developments in the downtown districts shall provide one (1) secure bicycle parking space for every twenty (20) automobile spaces provided, but in no case shall fewer than four (4) or more than thirty (30) bicycle parking spaces be required. For the purposes of this section, a secure bicycle parking space shall include a bicycle rack which permits the locking of the bicycle frame and one (1) wheel to the rack, and which supports the bicycle in a stable position without damage to wheels, frame or components. Residential uses in the downtown districts are subject to the requirements of Table 541-3, Bicycle Parking Requirements.

Table 541-3 Bicycle Parking Requirements

Use	Minimum Bicycle Parking Requirement	Notes (see 541.180)
Minimum bicycle parking requirement, in general. Non-residential uses having one thousand (1,000) square feet or less shall be exempt from minimum bicycle parking requirements. Unlisted uses do not have a minimum bicycle parking requirement.		
RESIDENTIAL USES		

Dwellings	Single and two-family dwellings and multiple-family dwellings with three or four units: None Multiple-family dwellings with five or more units: 1 space per 2 dwelling units	3
Congregate living	1 space per 4 beds provided the requirement shall not exceed 8 spaces	3
INSTITUTIONAL AND PUBLIC USES		
Educational Facilities		
Colleges and universities	As approved by C.U.P.	1
School, grades K--12	3 spaces per classroom	1
School, vocational or business	1 space per classroom provided the requirement shall not exceed 40	1
Social, Cultural, Charitable and Recreational Facilities		
Club or lodge	3 spaces	1
Community center	6 spaces	1
Convention center	1 space per 50,000 sq. ft. of GFA	1
Library	1 space per 5,000 sq. ft. of GFA	1
Museum	3 spaces or 1 space per 10,000 sq. ft. of GFA, whichever is greater	2
Theater, indoor, provided live performances only	3 spaces	2
COMMERCIAL USES		
General retail sales and services	3 spaces or 1 space per 5,000 sq. ft. of GFA, whichever is greater	1
Bank or financial institution	3 spaces	1
Bookstore, new or used	3 spaces	1
Child care center	3 spaces	1
Consignment clothing store	3 spaces	1
Currency exchange	3 spaces	1
Day labor agency	3 spaces	1
Farmer's market	1 space per 2,000 sq. ft. of sales area, except where approved as a temporary use	1
Greenhouse, lawn and garden supply store	3 spaces	1

Grocery store	3 spaces or 1 space per 5,000 sq. ft. of GFA, whichever is greater	1
Performing, visual or martial arts school	3 spaces or 1 space per 1,000 sq. ft. of GFA, whichever is greater	1
Photocopying	3 spaces	1
Secondhand goods store	3 spaces	1
Shopping center	3 spaces or 1 space per 5,000 sq. ft. of GFA, whichever is greater	1
Tattoo and body piercing parlor	3 spaces	1
Tobacco shop	3 spaces	1
Video store	3 spaces	1
Offices	3 spaces or 1 space per 15,000 sq. ft. of GFA, whichever is greater	2
Coffee shop	3 spaces	1
Liquor store	3 spaces	1
Restaurant, delicatessen	3 spaces	1
Restaurant, fast food	3 spaces	1
Restaurant, sit down	3 spaces	1
Commercial Recreation, Entertainment and Lodging		
Indoor recreation area	3 spaces	1
Outdoor recreation area	3 spaces	1
Regional sports arena	1 space per 20,000 sq. ft. of GFA	1
Sports and health facility	3 spaces or 1 space per 10,000 sq. ft. of GFA, whichever is greater	1
Theater, indoor	3 spaces	2
Medical facilities		
Clinic, medical or dental	3 spaces	1
Hospital	As approved by C.U.P.	2
INDUSTRIAL USES		
General Use Categories		
Light industrial	2 spaces or 1 space per 20,000 sq. ft. of GFA, whichever is greater, excluding GFA devoted to bulk storage of materials	2

Medium industrial	2 spaces or 1 space per 30,000 sq. ft. of GFA, whichever is greater, excluding GFA devoted to bulk storage of materials	2
General industrial	2 spaces or 1 space per 40,000 sq. ft. of GFA, whichever is greater, excluding GFA devoted to bulk storage of materials	2
Limited production and processing	2 spaces or 1 space per 20,000 sq. ft. of GFA, whichever is greater	2
<b>PUBLIC SERVICES AND UTILITIES</b>		
Passenger transit station	As approved by C.U.P.	1
Post office	3 spaces	1

(2000-Or-041, § 2, 5-19-2000; 2006-Or-086, § 1, 7-21-06; 2007-Or-085, § 1, 10-19-07; 2009-Or-002, §§ 13--15, 1-9-2009)

### **Madison: Subchapter 28J. General Regulations**

#### (4) Off-Street Parking Requirements, Applicability.

Table 28J-3 establishes the minimum number of parking spaces required, the maximum number of parking spaces permitted, and the minimum number of bicycle spaces required, for the uses indicated. Compliance with this Section is required in the case of any change in use or occupancy.

Parking requirements are determined as follows:

(c) Bicycle space minimum. A minimum number of two (2) bicycle spaces (the equivalent of one two-sided bike rack) is required for nonresidential uses.

#### (8) Parking Design and Location

Parking for automobiles and other motor vehicles shall be designed according to the requirements of Section 10.08, Madison General Ordinances and the following standards..

(b) Snow removal. In winter months, required parking areas, including bicycle parking areas, shall be cleared of snow within a reasonable time. Areas used for snow storage shall be approved by the zoning administrator.

#### (11) Bicycle Parking Design and Location.

(a) Parking designation. Bicycle parking requirements are as shown in Table 28J-3 and shall be designated as long-term or short-term parking.

1. For all residential uses, including those in combination with other uses, at least ninety percent (90%) of resident bicycle parking shall be designed as long-term parking. Any guest parking shall be designed as short-term parking.

2. For all other uses, at least fifty percent (50%) of all bicycle parking shall be designed as short-term parking.

(b) Required short-term bicycle parking spaces shall be located in a convenient and visible area within fifty (50) feet of a principal entrance and shall permit the locking of the bicycle frame and one (1) wheel to the rack and shall support a bicycle in a stable position.

(c) Required long-term bicycle parking spaces shall be located in enclosed and secured or supervised areas providing protection from theft, vandalism and weather and shall be accessible to intended users. Required long-term bicycle parking for residential uses shall not be located within dwelling units or within deck or patio areas accessory to dwelling units. With permission of the zoning administrator, long-term bicycle parking spaces for non-residential

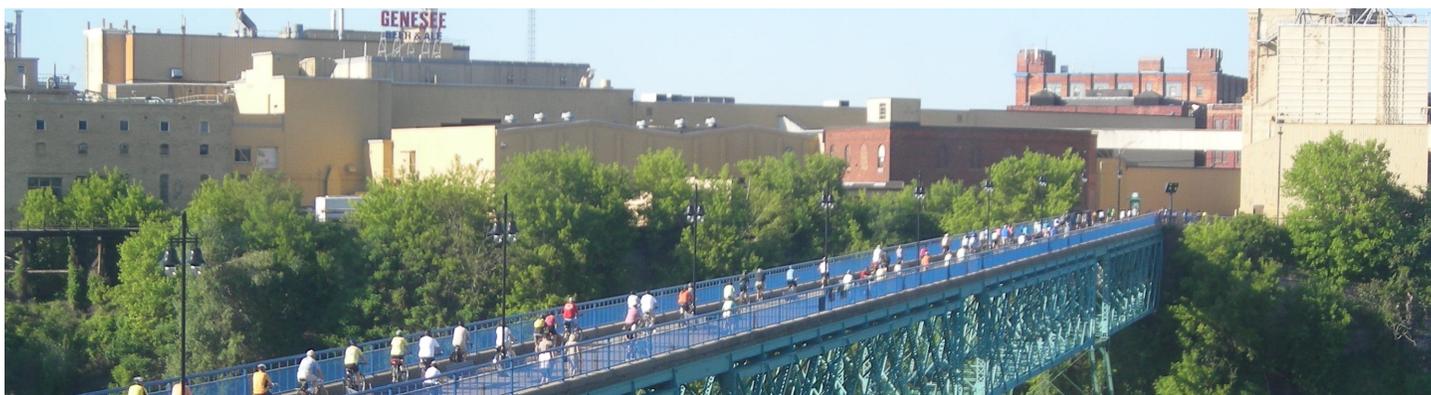
uses may be located off-site within three hundred (300) feet of the site. No fee shall be charged for long-term resident bicycle parking.

(d) Bicycle parking spaces shall be located on an improved, dust-free surface with a slope no greater than three percent (3%).

(e) Bicycle parking spaces shall be a minimum of two and one-half (2 ½) by six (6) feet in size, with an access aisle a minimum of five (5) feet in width. Each required bicycle parking space must be accessible without moving another bicycle and its placement shall not result in a bicycle obstructing a required walkway. Bicycle racks shall be installed to the manufacturer's specifications, including the minimum recommended distance from other structures.

## Rochester Bicycle Master Plan

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Appendix C: City of Boulder League of American Bicyclists  
Bicycle Friendly Community Application  
(Education and Outreach Excerpt)

## EDUCATION SECTION OF CITY OF BOULDER LAB BIKE FRIENDLY COMMUNITY APPLICATION

The city of Boulder applies a variety of techniques from the conventional to the unconventional in order to educate motorists about their responsibility of sharing the road with cyclists.

Every spring the city hires a team of Great Options (GO) Ambassadors that are responsible for educating the public about the many transportation options available to them and the rules and responsibilities associated with using those options. These ambassadors reach thousands of Boulder's residents and visitors from spring to fall by attending local events from the Boulder County farmer's market to local neighborhood meetings. They bring with them useful information and tools that help people move around Boulder safely and courteously. When high profile conflicts occur between roadway users the GO Ambassadors are available to perform on-site diplomacy by reminding motorists, bicyclists and pedestrians of the rules and responsibilities that, when applied, will prevent conflicts. Due to the high profiles of these circumstances, the resulting efforts are often highlighted in the local news allowing messages to reach a broad audience.

The city recently received a grant from the Colorado Department of Transportation (CDOT) to promote the state's "Don't Be a Road Hog" campaign at a local level. Participants complete a 10 question quiz on the rules and responsibilities of road and pathway users. Their answers are then critiqued by a GO Ambassador who educates the participant on the correct answers and then encourages them to share their personal "road hog" experiences. The cumulative quiz results and personal accounts will help inform future educational programming. The first 350 participants receive a free "Don't Be a Road Hog" t-shirt.

The city also continues to utilize conventional signs and markings throughout the city to identify hundreds of miles of dedicated on-street bike facilities that remind motorists that bicycles belong on these roadways. Signs are posted at the tops of downhill bicycle facilities to indicate to motorists and cyclists that "bikes take full lane" given their ability to keep with the flow of traffic on downhill segments. Signs are posted at the approaches of traffic circles on bicycle facilities to inform motorists to "not pass bicycles" in the traffic circle given the narrowed intersection and slower speeds. The city has applied "sharrow" markings on heavily trafficked bike routes and downhill segments to again, inform motorists and bicyclists that bikes belong on the roadway. Finally the city installs bicycle symbols in center of outside thru and left-turn lanes at all signalized intersections that utilize loop or camera detectors to trigger signal changes. These markings indicate where bicyclists should wait in order to trigger a signal change and indirectly also serve to inform motorists that bicyclists belong in the roadway regardless of whether or not a dedicated bike facility has been designated on that particular corridor.

Given the many multi-use paths that are adjacent to or crossing roadways in Boulder, the city has developed and adopted Pedestrian Crossing Treatment Warrants and installed enhanced treatments on multi-use paths adjacent to or crossing roadways in order to reduce conflicts between motorists, bicyclists and pedestrians. The recommended treatments include: (1). Raised right-turn bypasses that serve as a speed humps for motorists turning right that also facilitate a 90 degree approach for bicycles entering the crosswalk. (2). Pedestrian-actuated crossing signals that trigger flashing beacon signs to allow bicyclists to cross safely at un-signalized crosswalks. One of these crossings can be activated by a bicycle detecting loop in the bike lane. (3). Signing that informs right turning and left turning motorists that they will be crossing a bikeway adjacent to the roadway they are turning off of. (4). Colored pavement markings to indicate bikeway crossings at driveways and raised right-turn bypasses. Virtually every motorist in Boulder is exposed to all or most of the treatments described above on a daily basis.

## 1. Are there other educational opportunities for adults?

There are multiple bicycle related educational opportunities available to adults in Boulder. The local REI store publicizes and hosts a free Commuting Basics and Safety course taught by the city's GO Ambassadors. Boulder's REI and Bicycle Village stores also offer weekly bicycle maintenance classes that range from basic to advanced skill levels. Bicycle maintenance classes are also offered by the YMCA of Boulder Valley and at the University of Colorado's Bike Station.

Community Cycles, a local non-profit whose mission is to educate and advocate for the safe use of bicycles, performs "Rolling Bike Clinics" throughout the summer. Boulder's GO Ambassadors provide bicycle safety instruction at these clinics. In addition to the clinics, Community Cycles provides comprehensive bicycle maintenance training to adults through their free "Earn-a-Bike" (EAB) program. After 15 hours of shop time and instruction, participants pick a bike, customize it to their preference and keep it as their own. When complete, participants ride away with knowledge, understanding, and a reliable bike. Participants range from bike enthusiasts to low income residents to work release inmates from the Boulder County jail. So far in 2008, 140 adults have graduated from the EAB program.

CU-Boulder's educational messages are directed at the campus community and at each transportation mode user: bicyclists, motorists and pedestrians. The campaign focus is campus pedestrian safety with the view that everyone has a part to play in the community's safety. Ads, brochures, electronic messages are directed at motorists, bicyclists and pedestrians. Ads are simple. Ramping up for the fall semester, Ad will call out some statistics. (i.e., 66% of drivers between the ages of 18 and 24 text while driving!!!) To address the challenge of reaching employees who must drive on interior campus sidewalks (now banned during class change periods) and cyclists who ride without adequate regard for conditions on campus pathways and sidewalks, CU has developed materials and new regulations for vendors and service providers. New ads will run on Buff Buses (students will see these) and in the Colorado Daily (students and community members who read the Daily will see these).

## 2. Do you have a bicycle safety program for children in schools?

The city works in partnership with the Boulder Valley School District's (BVSD) Safe Routes to School coordinator and Community Cycles to implement multiple safety programs in Boulder schools. Most recently, 6<sup>th</sup> graders at Southern Hills Middle School participated in the in a four day BLAST (Bike Lesson and Safety Training) course during their physical education class. The course was taught by the YMCA of Boulder Valley's Y-Riders program coordinator. Students were taught the rules of the road, cycling skills and routine maintenance. This program is expanding to additional schools this fall.

Community Cycles offers a variety of programs, at request, to BVSD students. These programs include:

- **Bike Swaps** - Community Cycles will provide about a dozen "seed bikes" to start off the swap. The community supplements these seed bikes by donating/swapping their unused bikes and accessories during these events. Volunteer mechanics are on hand to tune up and redistribute collected bikes the same day. Also, youth who have outgrown their bikes can trade them in for a better fitting one and children who don't have a bike are welcome to choose from the available selection.
- **Tune Ups & Accessories** – Community Cycle's volunteer mechanics show up at a school and provide free tune ups for children who bike to school that day. They can also provide commuter bike accessories such as locks, lights, bells and cargo racks.
- **After School** - Community Cycles offers a variety of after school opportunities including organized rides, mechanical instruction and the Earn-A-Bike program.

- **Safety Instruction** - Community Cycles' volunteers are available to visit classrooms and after school groups to instruct on bike safety, map reading and commuting.

Also, in spring of 2006, Boulder High School added a cycling class to the Physical Education curriculum. In the class, many outside resources are used to fully educate the students. We have been visited by the police officer on bike, who discusses the laws related to cycling and other safe cycling practices. Community cycles has always visited, provided bikes, and we have done bike drives in return. Connie Carpenter and Davis Phinney have lent their expertise in bike handling. Finally, Ryan Van Duzer has visited and talked about cycling as a way to see other parts of the world, along with using cycling as a viable transportation option. The class rides four out of five days a week, with three of those days along hard trails with a fitness emphasis, and one day at dirt working on skills related to off hard surfaces and some jumping.

### **3. What other types of bicycle safety and education opportunities are available for children?**

The Y-Riders Cycling program provided by the YMCA of Boulder Valley supports cyclists of all ages by offering "Learn to Bike Classes" for both youth (4+) and adults. The program has also established after school bike clubs that meet once a week to work on skills and just have fun.

In 2008 Community Cycles has worked to serve more youth in the community. So far this year 18 young people have graduated from the Earn-a-Bike program compared to 4 that graduated in all of 2007. In April, 10 volunteers provided on-site bike repair for kids aged 7 thru 13 at the San Juan del Centro low income housing district. During the session, 25 bikes were retooled and made road ready with accessories like bells, water bottle cages, water bottles and lights. Free helmets were provided to the kids before volunteers led a short ride around town. Another site visit is planned later this summer. The hope is that when the kids come of driving age they will consider the bicycle as a viable means of transportation.

### **4. Do you make bicycle safety materials available to the public?**

The city continues to provide reflective stickers for bike helmets, bicycle bells and safety strobe lights to the general public for free. The public can subscribe to the bike/pedestrian e-newsletter to receive weekly announcements on upcoming events, bike/ped traffic related impacts and educational information on bicycling and walking in Boulder. Also, the city worked with Boulder County to print, with permission, a variety of safety education brochures originally developed by the Chicagoland Bicycle Federation. These materials and others can be requested using an on-line order form on the GO Boulder Web site.

### **5. Do you have a bicycle ambassador program that educates community members on local opportunities for bicycling and answers their questions?**

### **6. Do you have League Certified Instructors available to the public?**

Landon Hilliard Boulder, CO.

Buzz Feldman Longmont, CO.

Lauren Greenfield Longmont, CO.

Len Marques Longmont, CO.

Tim Orton Longmont, CO.

### **7. Is bicycle safety education included in routine local activities?**

GO boulder produces at least two utility bill inserts each year, during peak cycling season, to include with water bill mailings. Over 28,000 households receive these. The utility bill inserts focus on rights and responsibilities and highlight Bike Month festivities.

Boulder's GO Ambassadors are available, upon request, to attend community events and provide safety instruction and information on the rules of the road. They are encouraged to attend all bicycle related events to perform safety talks. Every June, the city sponsors the Circle Boulder by Bicycle ride (B-360), a

casual 19 mile ride that highlights Boulder's extensive bicycle network. Each of the 500+ riders participate in a safety talk before starting the ride.

Boulder is also home to the Thursday Night Cruiser Ride, a weekly informal gathering of upwards of 800 bicyclists on cruiser bikes donning a variety of costumes. Despite the intentional lack of any formal organization, every week, long time participants remind everyone that this ride is not "critical mass" and that all participants should "Ride with a LIGHT, and stay to the RIGHT" As a result the ride has been able to continue without an intervention by the Boulder Police Department, who maintains an on-going dialogue with the ride leaders.

## ENCOURAGEMENT SECTION

### **1. How do you promote Bike Month?**

Boulder has a long-standing commitment to our annual celebration of biking (and walking) and 2008 was a landmark year for Boulder's Walk & Bike Month in many ways. Walk & Bike Week became Walk & Bike Month; for the first time GO Boulder partnered with a local nonprofit, Community Cycles, to coordinate the event; and there was a marked increase in partnerships, events, sponsors, media, and participants. Over 30 new sponsors supported the program with over \$35,000 in cash sponsorship and an additional \$35,000 in prizes and giveaways. As the largest free community celebration in Boulder, Walk & Bike Month was host to over 50 events all month long - these included all sorts of bike rides, walks, bike clinics, Park(ing) Spaces Day, Walk & Bike Month BINGO, the Great 55<sup>th</sup> Street Egg-less Relay, the Boulder Pride Cruiser Ride, as well as the 34 breakfast stations all over town on Bike to Work Day. Over 10 community organizations served as event sponsors.

### **2. How many people do you reach with events and activities during this celebration? Over 7500 locally over 20,000 regionally**

### **3. Do you actively promote Bike to Work Day or other bicycle commuting incentive programs?**

Since 2003, Boulder has coordinated with the Colorado Department of Transportation (CDOT) and Denver Regional Council of Governments (DRCOG) to promote Bike to Work Day in the Denver metro region. Teams of business-based participants compete in a region-wide commuter challenge to see which companies can pledge the greatest participation of bicycle commuters on Bike to Work Day. Bike commuters are recognized and welcomed at breakfast stations all over town (and throughout communities the Denver Metro Region). Free food and fun is offered again at lunch to those that form a relay team to compete in the Great 55<sup>th</sup> Street egg-less relay. In the evening, cyclists enjoy socializing at the Bike Shorts film festival, held at Boulder Theater, a fundraiser for Community Cycles. Boulder Bike to Work Day Stats for 2008:

- 7,541 participants, up 41 percent from 2007 (5,355 participants)
- 264 companies, up 70 percent from 2007 (155 companies)
- 2,600 first-time participants, up 78 from 2007 (1,462 first timers)
- 34 breakfast stations
- 17 bike repair stations

### **4. What portion of the community workforce do you reach?**

### **5. Is there an annual bike tour or ride promoted to the general public in your community?**

There are many community rides that serve Boulder's diverse cycling populations – Annual rides include the Buffalo Classic (and little Buff Bike Ride in Sept. and the and Circle Boulder by Bicycle in June. The Buffalo Classic offers scenic 32, 65 and 100 mile routes, all beginning and ending on the CU-Boulder campus. This ride concludes with a post-ride party featuring a pasta bar, prizes and more. Pledges and entrance fees support student scholarships in the College of Arts and Sciences. The Circle Boulder by Bike ride is hosted by the city of Boulder's greenway program to celebrate new facilities build in the past year. There are also new and renewed weekly rides include the Boulder Cycling Club, Senior on Bikes, Tuesday night Gurtz Ride (mtb), Boulder Mountainbike Alliance Social Rides, Happy Thursday Cruiser Ride, Community Cycles and the many bike shop, racing team and club led rides.

### **6. Are there community road and mountain bike clubs, bicycle advocacy organizations or racing clubs? Boulder is home to all of the above. Local bicycling advocacy organizations include Boulder Mountainbike Alliance (BMA) and Community Cycles, a bicycle collective who joined forces with Boulder Bicycle Commuters, the organizations advocacy arm. Bikes Belong and the International Mountain Bike Association also are headquartered in Boulder as is the American**

Cycling Association. Boulder-based professional cycling teams and organizations number over 20 including the American Cycling Association, Garmin Chipotle team (who is racing in the Tour de France), Title Nine Womens Cycling, Boulder Devo and Flatirons Flyers Junior Racing teams, the CU-Boulder Cycling team, and Chipotle-Titus Mountain Bike team. Just a few other local bike clubs include the Boulder Cycling Club, Seniors on Bikes, Y-Riders of the Boulder Valley YMCA.

7. **How many specialty bicycle retailers (i.e., bike shops, not big box retailers like K-Mart or Wal-Mart) are there in your community?** 18
8. **Are there other bicycling areas or facilities such as BMX tracks, velodromes or mountain bike centers in your community? Please describe.**

BMX riders are welcome at the Boulder Skate Park "street-course" of rails, curbs and free-flowing forms and bowls daily from 7 – 10 a.m. There are a number of park areas and undeveloped lands within the city that offer BMX (and mountain bike and cyclocross) riders the opportunity to ride including the CU-Research Park, Valmont Butte and Eaton Park. These are currently non-sanctioned courses. But, the BMX culture and at times cyclocross and mountain bikers thrive there all the same.

9. **Does your trail system have a unit of the National Mountain Bike Patrol? Patrollers inform, assist and educate mountain bikers and other trail users.** YES
10. **Are there opportunities to rent bicycles in your community or other recreational opportunities involving bicycling?** Pedal to Properties is a Boulder-based real estate company that has developed a successful partnership to provide 48 town cruiser bicycles distributed to six hotels for guests to check out and ride around Boulder at their leisure. It's getting more tourists to bike instead of drive around town. Additionally, several bicycle shops offer bike rentals. A cyclist can rent a cruiser, hard tail mountain bike, full-suspension mountain bike, road bike, kid trailer, town. There also are several pool bike programs offered in Boulder CU-Boulder offers Buff Bikes to students faculty and staff and several employers offer a fleet of bicycles to employees. The city's recreation center and several local also offers spinning classes.
11. **Do you have Safe Routes to School program that includes bicycling?**

Since 2005, in partnership with school based parent/teacher champions, the city of Boulder and Boulder Valley School District have leveraged nearly \$700,000 in federal funds to make walking and biking to school more appealing and safe. A SRTS team at each school champions educational / encouragement programs appropriate for their school community. Schools have established walking and wheeling, walking and rolling programs to encourage biking and walking to school. Additionally, six Boulder schools participate in the Freiker (Frequent Biker) program, which encourages kids to ride their bikes to school by giving kids daily feedback and great prizes. The program is run by volunteers and supported with donations from sponsors as well as parents. Students receive an RFID tag and must ride by the Freikometer in the morning or afternoon to log their ride into school that day. Ridership numbers are automatically collected and transmitted to a website (freiker.org) by a Freikometer. The Freikometer is one secret to our success, and the other is the program prizes. Every kid can win an iPod. The combination of our two "secrets" gets more kids on their bikes to school, more of the time. Freiker has been supported by the Colorado Safe Routes to School program.

12. **Does your community have youth recreation and intervention programs that are centered around bicycling?**

Many. Here are highlights of just a few

- a. : Community Cycles, a local 501(c)3, offers free youth Earn-A-Bike (YEAB) programs where participants earn a fully-equipped commuter bike. YEAB provides youth (aged 10-18) a more focused experience with a 4 – 6 session curriculum including rides.
- b. Singletrack Mountain Bike Adventures (SMBA), Founded in 1993, celebrated it's 15th year! It is a non-profit dedicated to promoting the benefits of mountain biking, peer support, environmental stewardship and self-sufficiency on and off the trail. The program is the longest running, independent junior mountain bike program in Colorado. SMBA provides summer camps, after-school programs, and race training. Utilizing a progression-oriented, skill-based curriculum for novice to advanced junior racers kids improve their technique, confidence, and performance. An estimated 2,000 riders from across the country have participated in SMBA. Camps run from April through October for ages 7-16 years. Scholarships provided. In 2008, we had the largest number of riders race consistently at the Winter Park series. Long time supporter and participant of community events such as Boulder 360, BMA trail work projects, Bike to Work Month, CU short track series, and the new Sunrise Century. Former SMBA rider and Fairview Graduate, Colin Cares is on the USA U23 cross country mountain biking team. He won a bronze medal at the USA championships and has represented the US 3 times in the World Mtn Bike Championships. Joey Schusler, former SMBA rider and Boulder High graduate, has represented the US twice in downhill at the World's. Joey recently place 1st as a pro at Sol Vista and Colin 2nd at Winter Park.
- c. Avid4adventure offers Colorado outdoor adventure camps for kids ages 7 – 12 y.o. and 5 – 7 y.o. that includes mountain biking excursions.
- d. Phoenix Multi-sport offers riding opportunities to young adults who desire to stay sober.
- e. The Y-Riders teen program of the Boulder Valley YMCA is dedicated to supporting cyclists of all ages in achieving their potential and goals. Y-Riders strives to produce honest, responsible, respectful and caring riders of all ability levels and in every aspect of cycling: for fitness, fun, recreation, competition and transportation. Course offerings include school days off mountain bike trips, school based mountain bike clubs at Boulder-based S. Hills and Casey Middle Schools, Y-Riders cycling classes and bike maintenance classes.

**13. Do you publish a bike map and keep it up to date?**

- a. The city of Boulder published a bike/pedestrian map every three years. The 2007 edition includes a bike facility map and cycling information, rights and responsibilities and more on the back. A wallet-size edition is free to the public. A fold-up rack style map is retails for \$3. A wall edition is free to businesses and organizations upon request.
- b. Boulder joined several communities along the US 36 corridor to collaborate on the BikeLinks36 Regional Bicycle Map. This user map features bicycle facilities by type (lanes, routes, multi-use paths, underpasses and overpasses), recreation centers, transit park-n-rides, city centers, hospitals, and colleges/universities for communities along the US 36 corridor including Boulder, Superior, Louisville, Lafayette, Broomfield, Westminster and Arvada. The third edition of the map was printed in summer 2006. The next edition is scheduled to be printed next spring.

**14. Do you publish a map of mountain bike trails?**

An open space and mountain parks trail map includes description and map of trails open to biking. This is updated every few years. It is water resistant. Additionally, the Boulder Area Trails Coalition designed and distributes a comprehensive trail map of Boulder County. It also highlights trails open to mountain biking is water and tear proof.

**15. Please describe any other efforts in your community to encourage cycling:**

- c. Boulder Bicycle Commuter joined CC to form an Advocacy Committee which brings the local community together to discuss cycling issues from recreational to infrastructure, presenting these to the appropriate local government and businesses. This summer, CC kicked off the Bike to Shop campaign which engages cyclists and business in making Boulder better for biking and supporting local economy. The campaign includes individual and business incentives including a partnership with nationally-acclaimed incentive program, Bicycle Benefits, encouraging cyclists to wear helmets to get discounts at participating local businesses and Bike to Shop consultations that provide businesses with recommendations of becoming bike-friendly.
- d. Pedal to Properties, a Boulder-based real estate company provides tours of the surrounding neighborhood to potential buyers of homes throughout Boulder.
- e. Bike Races – some noteworthy races include: the Boulder County Crits, Boulder Road Race, Boulder Cup Cyclocross at Harlow Platts Park; the Redline Cup Cyclocross Race at the Boulder Reservoir; the North Boulder Park Criterium, a Master BAR/BAT event that offers Free Kids Race and ACA Women's Mentoring Race; the Rabbit Mountain Time Trial, and the CU Cycling Short Track Series race at the CU-Boulder Research Park, The Y-Riders Mountain Bike Race Series.
- f. In June 2007, GO Boulder launched GOBikeBoulder.net to make commuting by bike in Boulder more convenient through use of a web-based routing application. With GOBikeBoulder.net, users input their trip origin and trip destination to receive a map of the recommended travel route that includes turn by turn directions and related information such as calories burned and gas saved by biking instead of driving this route. This online bike mapping tool addresses 2006 focus group feedback conducted by GO Boulder that the greater Boulder community would like more routing information to help them confidently navigate the city of Boulder's 350 plus miles of bike facilities. The project is a pilot program that provides online bike routing within the geographic city limits the city of Boulder only. The application is structured so that it can be replicated by other communities, and it is hoped that the product would be expanded in the Denver metro region. Those that responded to the GOBikeBoulder.net evaluation survey reported substantial changes in travel behavior during the project period Their average bicycle mode share increased by 4.5%. On average one additional bike trip per week was completed. A decline in the average vehicle miles traveled (VMT) also was reported.
- g. Also in 2007, GO Boulder launched the GO Smart Boulder individualized marking campaign. As a pilot, the campaign offered free bike tune ups and transportation coaching targeted to North Boulder residents. An evaluation of the campaign pilot is underway and will be complete this fall. GO Boulder's aim is to expand the campaign to the greater Boulder area.
- h. As part of our long standing Commuter of the Year contest, highlighted in our previous BFC applications, GO boulder/city of Boulder has continues to produce short video spots featuring our "Commuters with Transportation Smarts". These spots air on the city of Boulder Channel 8, local public television station throughout the year. Our 2008 spot features Bicycle Commuter of the Year, Jonathan Dorn, Editor-in-Chief of Backpacker Magazine who launched a commuting challenge at work that led 50 people in his company to pledge 25,000 miles of no-carbon commuting in 2008, and his staff recently extended the challenge to the magazine's 1.2 million readers.

## Rochester Bicycle Master Plan

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Appendix D: Bicycle Level of Service Model Technical Documentation

## **APPENDIX D: THE BICYCLE LEVEL OF SERVICE MODEL**

The statistically-calibrated mathematical equation entitled the *Bicycle Level of Service<sup>1</sup> Model (Version 2.0)* was used as the foundation of Rochester's existing bicycling conditions evaluation. This *Model* is the most accurate method of evaluating the bicycling conditions of shared roadway environments. It uses the same measurable traffic and roadway factors that transportation planners and engineers use for other travel modes. With statistical precision, the *Model* clearly reflects the effect on bicycling suitability or "compatibility" due to factors such as roadway width, bike lane widths and striping combinations, traffic volume, pavement surface conditions, motor vehicles speed and type, and on-street parking.

The *Bicycle LOS Model* is based on the proven research documented in *Transportation Research Record 1578* published by the Transportation Research Board of the National Academy of Sciences. It was developed with a background of over 100,000 miles of evaluated urban, suburban, and rural roads and streets across North America. It now forms the basis for the bicycle level of service methodology contained in the *Highway Capacity Manual*. Many urbanized area planning agencies and state highway departments are using this established method of evaluating their roadway networks. These include metropolitan areas across North America such as Atlanta GA, Baltimore MD, Birmingham AL, Philadelphia PA, San Antonio TX, Houston TX, Buffalo NY, Anchorage AK, Lexington KY, and Tampa FL as well as state departments of transportation such as, Delaware Department of Transportation (DelDOT), New York State Department of Transportation (NYDOT), Maine Department of Transportation (MeDOT) and others.

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<sup>1</sup> Landis, Bruce W. "Real-Time Human Perceptions: Toward a Bicycle Level of Service" *Transportation Research Record 1578*, Transportation Research Board, Washington DC 1997 (see Appendix A).

Widespread application of the original form of the *Bicycle LOS Model* has provided several refinements. Application of the *Bicycle LOS Model* in the metropolitan area of Philadelphia resulted in the final definition of the three effective width cases for evaluating roadways with on-street parking. Application of the *Bicycle LOS Model* in the rural areas surrounding the greater Buffalo region resulted in refinements to the “low traffic volume roadway width adjustment”. A 1997 statistical enhancement to the *Model* (during statewide application in Delaware) resulted in better quantification of the effects of high-speed truck traffic [see the  $SP_t(1+10.38HV)^2$  term]. As a result, *Version 2.0* (now with FDOT-approved truck volume adjustment factor included) has the highest correlation coefficient ( $R^2 = 0.77$ ) of any form of the *Bicycle LOS Model*.

Version 2.0 of the *Bicycle LOS Model* has been employed to evaluate the roads and streets that comprise the TPO's study network. Its form is shown below:

$$\text{Bicycle LOS} = a_1 \ln(\text{Vol}_{15}/L_n) + a_2 SP_t(1+10.38HV)^2 + a_3(1/PR_5)^2 + a_4(W_e)^2 + C$$

Where:

$\text{Vol}_{15}$  = Volume of directional traffic in 15 minute time period

$$\text{Vol}_{15} = (\text{ADT} \times D \times K_d) / (4 \times \text{PHF})$$

where:

ADT = Average Daily Traffic on the segment or link

D = Directional Factor

$K_d$  = Peak to Daily Factor

PHF = Peak Hour Factor

$L_n$  = Total number of directional *through* lanes

$SP_t$  = Effective speed limit

$$SP_t = 1.1199 \ln(SP_p - 20) + 0.8103$$

where:

$SP_p$  = Posted speed limit (a surrogate for average running speed)

HV = percentage of heavy vehicles (as defined in the *Highway Capacity Manual*)

PR<sub>5</sub> = FHWA's five point pavement surface condition rating

W<sub>e</sub> = Average effective width of outside through lane:

where:

$$W_e = W_v - (10 \text{ ft} \times \% \text{ OSPA}) \quad \text{and } W_l = 0$$

$$W_e = W_v + W_l (1 - 2 \times \% \text{ OSPA}) \quad \text{and } W_l > 0 \text{ \& } W_{ps} = 0$$

$$W_e = W_v + W_l - 2 (10 \times \% \text{ OSPA}) \quad \text{and } W_l > 0 \text{ \& } W_{ps} > 0 \text{ and a bikelane exists}$$

where:

W<sub>t</sub> = total width of outside lane (and shoulder) pavement

OSPA = percentage of segment with occupied on-street parking

W<sub>l</sub> = width of paving between the outside lane stripe and the edge of pavement

W<sub>ps</sub> = width of pavement striped for on-street parking

W<sub>v</sub> = Effective width as a function of traffic volume

and:

$$W_v = W_t \text{ if } ADT > 4,000 \text{ veh/day}$$

$$W_v = W_t (2 - 0.00025 \times ADT) \text{ if } ADT \leq 4,000 \text{ veh/day, and if the street/road is undivided and unstriped}$$

$$a_1: 0.507 \quad a_2: 0.199 \quad a_3: 7.066 \quad a_4: - 0.005 \quad C: 0.760$$

(a<sub>1</sub> - a<sub>4</sub>) are coefficients established by multi-variate regression analysis.

The *Bicycle LOS* score resulting from the final equation is stratified into service categories A, B, C, D, E, and F (according to the ranges shown in Table D1) to reflect users' perception of the road segment's level of service for bicycle travel.

**TABLE D1 Bicycle Level of Service Categories**

LEVEL OF SERVICE	BLOS SCORE
A	$\leq 1.5$
B	$> 1.5$ and $\leq 2.5$
C	$> 2.5$ and $\leq 3.5$
D	$> 3.5$ and $\leq 4.5$
E	$> 4.5$ and $\leq 5.5$
F	$> 5.5$

This stratification is in accordance with the linear scale established during the referenced research (i.e., the research project bicycle participants' aggregate response to roadway and traffic stimuli).

### **Data Collection/Inventory Guidelines**

Following is the list of data required for computation of the *Bicycle LOS* scores as well as the associated guidelines for their collection and compilation into the programmed database.

#### *Average Daily Traffic (ADT)*

ADT is the average daily traffic volume on the segment or link. The programmed database will convert these volumes to  $Vol_{15}$  (volume of directional traffic every fifteen minutes) using the Directional Factor (D), Peak to Daily Factor ( $K_d$ ) and Peak Hour Factor (PHF) for the road segment.

#### *Percent Heavy Vehicles (HV)*

Percent HV is the percentage of heavy vehicles (as defined in the *Highway Capacity Manual*).

*Number of lanes of traffic (L)*

L reflects the total number of *through* traffic lanes of the road segment and its configuration (D = Divided, U = Undivided, OW = One-Way, S = Two-Way Left Turn Lane). The programmed database converts these lanes into directional lanes.

*Posted Speed Limit ( $S_p$ )*

$S_p$  is recorded as posted.

*$W_t$  - Total width of pavement*

$W_t$  is measured from the center of the road, yellow stripe, or (in the case of a multilane configuration) the lane separation striping to the edge of pavement or to the gutter pan of the curb.

*$W_l$  - Width of pavement between the outside lane stripe and the edge of pavement*

$W_l$  is measured from the outside lane stripe to the edge of pavement or to the gutter pan of the curb. When there is angled parking adjacent to the outside lane,  $W_l$  is measured from the outside lane stripe to the traffic-side end of the parking stall stripes.

*Width of pavement is the pavement striped for on-street parking ( $W_{ps}$ )*

$W_{ps}$  is recorded only if there is parking to the right of a striped bike lane (not if the striped parking area is immediately adjacent to the outside lane).

*OSPA %*

OSPA% is the estimated percentage of the segment (excluding driveways) along which there is occupied on-street parking at the time of survey.

*Pavement Condition (PC)*

PC is the pavement condition of the motor vehicle travel lane according to the FHWA's five-point pavement surface condition rating shown below in Figure D1.

*Designated Bike Lane*

A "Y" is coded if there is a signed and marked bike lane on the segment; otherwise "N" is entered.

<b>RATING</b>	<b>PAVEMENT CONDITION</b>
5.0 (Very Good)	Only new or nearly new pavements are likely to be smooth enough and free of cracks and patches to qualify for this category.
4.0 (Good)	Pavement, although not as smooth as described above, gives a first class ride and exhibits signs of surface deterioration
3.0 (Fair)	Riding qualities are noticeably inferior to those above; may be barely tolerable for high-speed traffic. Defects may include rutting, map cracking, and extensive patching.
2.0 (Poor)	Pavements have deteriorated to such an extent that they affect the speed of free-flow traffic. Flexible pavement has distress over 50 percent or more of the surface. Rigid pavement distress includes joint spalling, patching, etc.
1.0 (Very Poor)	Pavements that are in an extremely deteriorated condition. Distress occurs over 75 percent or more of the surface.

Source: U.S. Department of Transportation. Highway Performance Monitoring System-Field Manual. Federal Highway Administration. Washington, DC, 1987.

**Figure D1 Pavement Condition Descriptions**

## Rochester Bicycle Master Plan

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## Appendix E: Existing Bicycling Conditions (Bicycle Level of Service) Data & Results



# Rochester Bicycle Master Plan: Existing Bicycling Conditions (Bicycle Level of Service)



Seg_ID	Road Name	From	To	Length (Ls) (mi)	Dir. of Sur.	Lanes (L)		ADT	Tks. (HV) (%)	Post. Spd. (SP <sub>p</sub> ) mph	Width of Pavement			Occ. Park. (OSPA) (%)	Pavecon		Bicycle LOS	
						Th #	Con				W <sub>t</sub> (ft)	W <sub>l</sub> (ft)	W <sub>ps</sub> (ft)		PC <sub>t</sub> (1..5)	PC <sub>l</sub> (1..5)	Score (1..7)	Grade (A..F)
7.0	Alexander St	Mt. Hope Avenue	South Avenue	0.19	NB	2	U	5,462	4	30	14.0	0.0	0	40	3.0	-	4.52	E
7.0	Alexander St	Mt. Hope Avenue	South Avenue	0.19	SB	2	U	5,462	4	30	14.0	0.0	0	40	3.0	-	4.52	E
8.0	Alexander St	South Avenue	Clinton Avenue	0.17	NB	2	U	8,520	4	30	14.0	0.0	0	60	3.0	-	4.95	E
8.0	Alexander St	South Avenue	Clinton Avenue	0.17	SB	2	U	8,520	4	30	14.0	0.0	0	60	3.0	-	4.95	E
9.0	Alexander St	Clinton Avenue	Broadway	0.11	NB	2	U	11,534	4	30	18.0	0.0	0	0	3.0	-	3.81	D
9.0	Alexander St	Clinton Avenue	Broadway	0.11	SB	2	U	11,534	4	30	18.0	0.0	0	0	3.0	-	3.81	D
10.0	Alexander St	Broadway	Monroe Avenue	0.20	NB	4	U	10,615	4	30	12.0	0.0	0	0	3.0	-	4.26	D
10.0	Alexander St	Broadway	Monroe Avenue	0.20	SB	4	U	10,615	4	30	12.0	0.0	0	0	3.0	-	4.26	D
11.0	Alexander St	Monroe Avenue	East Avenue	0.46	NB	2	U	13,180	4	30	20.0	0.0	0	60	3.0	-	4.51	E
11.0	Alexander St	Monroe Avenue	East Avenue	0.46	SB	2	U	13,180	4	30	20.0	0.0	0	60	3.0	-	4.51	E
12.0	Alexander St	East Avenue	University Avenue	0.24	SB	2	U	8,869	4	30	19.0	0.0	0	60	4.0	-	4.12	D
12.0	Alexander St	East Avenue	University Avenue	0.24	NB	2	U	8,869	4	30	11.0	0.0	0	0	4.0	-	4.36	D
13.0	Alexander St	University Avenue	Main Street	0.16	NB	2	U	6,269	4	30	13.0	0.0	0	0	3.0	-	4.27	D
13.0	Alexander St	University Avenue	Main Street	0.16	SB	2	U	6,269	4	30	17.0	0.0	0	50	3.0	-	4.40	D
457.0	Ames St	Maple St.	West Ave	0.36	NB	2	U	5,444	3	30	20.0	0.0	0	5	3.0	-	2.94	C
457.0	Ames St	Maple St.	West Ave	0.36	SB	2	U	5,444	3	30	20.0	0.0	0	5	3.0	-	2.94	C
123.0	Andrews St	Chestnut St	Clinton	0.26	EB	4	U	7,935	3	30	11.0	0.0	0	10	3.5	-	3.85	D
123.0	Andrews St	Chestnut St	Clinton	0.26	WB	4	U	7,935	3	30	11.0	0.0	0	10	3.5	-	3.85	D
124.0	Andrews St	Clinton	St. Paul	0.13	EB	4	U	6,375	3	30	11.0	0.0	0	20	3.5	-	3.56	D
124.0	Andrews St	Clinton	St. Paul	0.13	WB	4	U	6,375	3	30	11.0	0.0	0	20	3.5	-	3.56	D
125.0	Andrews St	St. Paul Street	Front St	0.16	EB	2	U	6,704	3	30	22.0	8.0	0	10	5.0	5.0	0.53	A
125.0	Andrews St	St. Paul Street	Front St	0.16	WB	2	U	6,704	3	30	22.0	8.0	0	10	5.0	5.0	0.53	A
126.0	Andrews St	Front St	State St	0.11	EB	4	U	6,014	3	30	11.0	0.0	0	0	5.0	-	2.89	C
126.0	Andrews St	Front St	State St	0.11	WB	4	U	6,014	3	30	11.0	0.0	0	0	5.0	-	2.89	C
462.0	Arnett Blvd	Genesee Park Blvd	Genesee St	1.13	EB	2	U	6,134	3	30	20.0	8.0	0	30	3.0	3.0	2.27	B
462.0	Arnett Blvd	Genesee Park Blvd	Genesee St	1.13	WB	2	U	6,134	3	30	20.0	8.0	0	30	3.0	3.0	2.27	B
215.0	Atlantic Ave	University	Culver Rd	0.85	EB	2	U	6,121	3	30	14.0	0.0	0	0	5.0	-	3.34	C



# Rochester Bicycle Master Plan: Existing Bicycling Conditions (Bicycle Level of Service)



Seg_ID	Road Name	From	To	Length (Ls) (mi)	Dir. of Sur.	Lanes (L)		ADT	Tks. (HV) (%)	Post. Spd. (SP <sub>p</sub> ) mph	Width of Pavement			Occ. Park. (OSPA) (%)	Pavecon		Bicycle LOS	
						Th #	Con				W <sub>t</sub> (ft)	W <sub>l</sub> (ft)	W <sub>ps</sub> (ft)		PC <sub>t</sub> (1..5)	PC <sub>l</sub> (1..5)	Score (1..7)	Grade (A..F)
215.0	Atlantic Ave	University	Culver Rd	0.85	WB	2	U	6,121	3	30	14.0	0.0	0	0	5.0	-	3.34	C
216.0	Atlantic Ave	Culver Rd	Winton Rd	0.96	EB	2	U	7,869	3	30	18.0	7.0	0	5	5.0	5.0	1.60	B
216.0	Atlantic Ave	Culver Rd	Winton Rd	0.96	WB	2	U	7,869	3	30	14.0	0.0	0	5	5.0	-	3.64	D
208.0	Avenue D	Conkey	Clinton	0.32	EB	2	U	7,316	4	30	14.0	0.0	0	5	5.0	-	3.79	D
208.0	Avenue D	Conkey	Clinton	0.32	WB	2	U	7,316	4	30	14.0	0.0	0	5	5.0	-	3.79	D
209.0	Avenue D	Clinton	Hudson	0.73	EB	2	U	5,793	4	30	13.0	0.0	0	20	5.0	-	3.98	D
209.0	Avenue D	Clinton	Hudson	0.73	WB	2	U	5,793	4	30	13.0	0.0	0	20	5.0	-	3.98	D
210.0	Avenue D	Hudson	Carter	0.39	EB	2	U	3,846	4	30	12.0	0.0	0	0	4.0	-	3.52	D
210.0	Avenue D	Hudson	Carter	0.39	WB	2	U	3,846	4	30	12.0	0.0	0	10	4.0	-	3.64	D
502.0	Avenue D	St. Paul Street	Conkey	0.25	EB	2	U	7,316	3	30	19.0	0.0	0.0	30	2.5	-	4.17	D
502.0	Avenue D	St. Paul Street	Conkey	0.25	WB	2	U	7,316	3	30	19.0	0.0	0.0	30	2.5	-	4.17	D
20.0	Bausch St/Smith St	State Street	St. Paul	0.37	EB	4	U	24,560	7	30	11.0	0.0	0	0	4.0	-	5.18	E
20.0	Bausch St/Smith St	State Street	St. Paul	0.37	WB	4	U	24,560	7	30	11.0	0.0	0	0	4.0	-	5.18	E
431.0	Bay St	Webster	Culver	0.48	EB	2	U	5,286	3	30	20.0	0.0	0	10	5.0	-	2.50	B
431.0	Bay St	Webster	Culver	0.48	WB	2	U	5,286	3	30	20.0	0.0	0	10	5.0	-	2.50	B
432.0	Bay St	Goodman Street	Webster	0.47	EB	2	U	7,301	3	30	20.0	0.0	0	10	5.0	-	2.80	C
432.0	Bay St	Goodman Street	Webster	0.47	WB	2	U	7,301	3	30	12.0	0.0	0	10	5.0	-	4.00	D
499.0	Beach Ave	Greenleaf Rd	Lake Ave	0.99	EB	2	U	136	3	30	14.0	4.0	0.0	0	3.5	3.5	0.00	A
499.0	Beach Ave	Greenleaf Rd	Lake Ave	0.99	WB	2	U	136	3	30	14.0	4.0	0.0	0	3.5	3.5	0.00	A
137.0	Bittner St	St. Paul Street	Andrews St	0.15	NB	2	U	4,106	3	30	19.0	8.0	0	15	3.0	3.0	1.54	B
137.0	Bittner St	St. Paul Street	Andrews St	0.15	SB	2	U	4,106	3	30	19.0	8.0	0	15	3.0	3.0	1.54	B
59.0	Blossom Rd	University Avenue	Winton	0.60	EB	2	U	6,078	3	30	18.0	6.0	0	0	4.0	-	1.74	B
59.0	Blossom Rd	University Avenue	Winton	0.60	WB	2	U	6,078	3	30	14.0	0.0	0	0	4.0	4.0	3.64	D
60.0	Blossom Rd	Winton	City Line	0.63	EB	2	U	13,000	5	30	14.0	0.0	0	0	4.0	-	4.43	D
60.0	Blossom Rd	Winton	City Line	0.63	WB	2	U	13,000	5	30	14.0	0.0	0	0	4.0	-	4.43	D
157.0	Boys Club Pl	Ford St	Washington Ave	0.22	SB	4	OW	8,087	3	30	20.0	0.0	0	0	4.0	-	2.12	B
505.0	Bridgeview Dr	Maplewood Drive N	Maplewood Drive S	0.50	NB	3	U	6,515	3	30	12.0	0.0	0.0	0	4.0	-	3.33	C



# Rochester Bicycle Master Plan: Existing Bicycling Conditions (Bicycle Level of Service)



Seg_ID	Road Name	From	To	Length (Ls) (mi)	Dir. of Sur.	Lanes (L)		ADT	Tks. (HV) (%)	Post. Spd. (SP <sub>p</sub> ) mph	Width of Pavement			Occ. Park. (OSPA) (%)	Pavecon		Bicycle LOS		
						Th #	Con				W <sub>t</sub> (ft)	W <sub>l</sub> (ft)	W <sub>ps</sub> (ft)		PC <sub>t</sub> (1..5)	PC <sub>l</sub> (1..5)	Score (1..7)	Grade (A..F)	
505.0	Bridgeview Dr	Maplewood Drive N	Maplewood Drive S	0.50	SB	3	U	6,515	3	30	12.0	0.0	0.0	0	4.0	-	3.33	C	
108.0	Broad St	Main Street	Plymouth Ave	0.22	UNDER CONSTRUCTION			8,452										UC	UC
109.0	Broad Street	Plymouth Ave	Exchange Blvd	0.16	EB	6	D	8,229	4	30	10.0	0.0	0	0	3.0	-	3.46	C	
109.0	Broad Street	Plymouth Ave	Exchange Blvd	0.16	WB	6	D	8,229	4	30	10.0	0.0	0	0	3.0	-	3.46	C	
110.0	Broad Street	Exchange Blvd	South Avenue	0.20	EB	4	U	11,553	4	30	20.0	8.0	0	90	3.5	3.5	3.98	D	
110.0	Broad Street	Exchange Blvd	South Avenue	0.20	WB	4	U	11,553	4	30	20.0	8.0	0	90	3.5	3.5	3.98	D	
111.0	Broad Street	South Avenue	Clinton Ave	0.13	EB	5	D	6,971	4	30	10.0	0.0	0	25	3.5	-	3.74	D	
111.0	Broad Street	South Avenue	Clinton Ave	0.13	WB	5	D	6,971	4	30	10.0	0.0	0	25	3.5	-	3.74	D	
112.0	Broad Street	Clinton Ave	Chestnut St	0.12	EB	3	OW	4,721	4	30	12.0	0.0	0	60	4.0	-	3.83	D	
113.0	Broad Street	Chestnut St	Broadway	0.12	WB	6	D	4,890	4	30	11.0	0.0	0	30	3.0	-	0.00	A	
113.0	Broad Street	Chestnut St	Broadway	0.12	EB	6	D	4,890	4	30	11.0	0.0	0	30	3.0	-	2.86	C	
159.0	Broad Street	Brown	Lyell Ave	0.65	SB	2	U	14,915	4	30	17.0	7.0	0	0	4.0	4.0	2.35	B	
159.0	Broad Street	Brown	Lyell Ave	0.65	NB	2	U	14,915	4	30	14.0	0.0	0	0	4.0	-	4.25	D	
487.0	Broad Street	Broadway	Union St	0.18	EB	6	D	713	4	30	11.0	0.0	0	0	3.5	-	0.34	A	
487.0	Broad Street	Broadway	Union St	0.18	WB	6	D	713	4	30	11.0	0.0	0	0	3.5	-	0.34	A	
506.0	Broad Street	Brown St.	Main Street	0.39	UNDER CONSTRUCTION			14,915										UC	UC
98.0	Broadway	Goodman St	Averill	0.33	WB	2	OW	6,483	3	30	12.0	0.0	0	0	3.0	-	4.18	D	
404.0	Broadway	Averill	Alexander St	0.10	WB	2	OW	3,852	3	30	20.0	0.0	0	20	4.0	-	2.47	B	
188.0	Brooks Ave	Plymouth	Genesee St	0.06	EB	2	U	12,929	5	30	13.0	0.0	0	0	5.0	-	4.41	D	
188.0	Brooks Ave	Plymouth	Genesee St	0.06	WB	2	U	12,929	5	30	13.0	0.0	0	0	5.0	-	4.41	D	
189.0	Brooks Ave	Genesee St	City Line	1.18	EB	2	U	9,870	3	30	13.0	0.0	0	0	4.0	-	4.08	D	
189.0	Brooks Ave	Genesee St	City Line	1.18	WB	2	U	9,870	3	30	13.0	0.0	0	0	4.0	-	4.08	D	
458.0	Brown St	Main St.	Allen St.	0.51	EB	2	U	8,337	3	30	19.0	8.0	0	60	3.0	3.0	3.65	D	
458.0	Brown St	Main St.	Allen St.	0.51	WB	2	U	8,337	3	30	19.0	8.0	0	60	3.0	3.0	3.65	D	
459.0	Brown St	Allen St.	State St.	0.53	WB	3	OW	7,269	3	30	10.0	0.0	0	0	3.0	-	4.10	D	
207.0	Browncroft Blvd	Merchants	590	0.22	EB	4	U	9,152	2	30	11.0	0.0	0	0	4.0	-	3.46	C	
207.0	Browncroft Blvd	Merchants	590	0.22	WB	4	U	9,152	2	30	11.0	0.0	0	0	4.0	-	3.46	C	



# Rochester Bicycle Master Plan: Existing Bicycling Conditions (Bicycle Level of Service)



Seg_ID	Road Name	From	To	Length (Ls) (mi)	Dir. of Sur.	Lanes (L)		ADT	Tks. (HV) (%)	Post. Spd. (SP <sub>p</sub> ) mph	Width of Pavement			Occ. Park. (OSPA) (%)	Pavecon		Bicycle LOS	
						Th #	Con				W <sub>t</sub> (ft)	W <sub>l</sub> (ft)	W <sub>ps</sub> (ft)		PC <sub>t</sub> (1..5)	PC <sub>l</sub> (1..5)	Score (1..7)	Grade (A..F)
473.0	Browncroft Blvd	Winton	Merchants	0.28	EB	2	U	9,473	3	30	18.0	7.0	0	30	4.0	4.0	2.64	C
473.0	Browncroft Blvd	Winton	Merchants	0.28	WB	2	U	9,473	3	30	18.0	7.0	0	30	4.0	4.0	2.64	C
183.0	Buffalo Rd	City Line	Mt. Read Blvd	0.74	EB	4	U	11,728	5	30	11.0	0.0	0	0	3.0	-	4.73	E
183.0	Buffalo Rd	City Line	Mt. Read Blvd	0.74	WB	4	U	11,728	5	30	11.0	0.0	0	0	3.0	-	4.73	E
507.0	Buffalo Rd	Mt. Read Blvd	West Ave	0.52	EB	2	U	11,728	5	30	20.0	8.0	0.0	5	3.5	-	1.81	B
507.0	Buffalo Rd	Mt. Read Blvd	West Ave	0.52	WB	2	U	11,728	5	30	20.0	8.0	0.0	5	3.5	-	1.81	B
103.0	Byron St	South Avenue	Clinton Ave	0.11	WB	3	D	16,265	5	30	14.0	0.0	0	0	3.5	-	4.35	D
103.0	Byron St	South Avenue	Clinton Ave	0.11	EB	3	D	16,265	5	30	11.0	0.0	0	0	3.5	-	4.72	E
439.0	Central Ave	St. Paul Street	Clinton Avenue	0.13	EB	2	U	5,851	3	30	20.0	0.0	0	80	4.0	-	3.86	D
439.0	Central Ave	St. Paul Street	Clinton Avenue	0.13	WB	2	U	5,851	3	30	20.0	0.0	0	80	4.0	-	3.86	D
440.0	Central Ave	Clinton Avenue	Joseph Ave	0.09	EB	2	U	3,376	3	30	20.0	0.0	0	70	3.0	-	3.10	C
440.0	Central Ave	Clinton Avenue	Joseph Ave	0.09	WB	2	U	3,376	3	30	20.0	0.0	0	70	3.0	-	3.10	C
441.0	Central Ave	Joseph Ave	Hudson Avenue	0.25	EB	2	U	3,649	3	30	20.0	0.0	0	40	2.0	-	3.88	D
441.0	Central Ave	Joseph Ave	Hudson Avenue	0.25	WB	2	U	3,649	3	30	20.0	0.0	0	40	2.0	-	3.88	D
24.0	Central Park	Portland Avenue	Union	0.34	EB	2	U	1,215	3	30	18.0	0.0	0	0	3.0	-	0.00	A
24.0	Central Park	Portland Avenue	Union	0.34	WB	2	U	1,215	3	30	18.0	0.0	0	0	3.0	-	0.00	A
476.0	Central Park	Union	Goodman	0.93	EB	2	D	8,016	3	30	22.0	0.0	0	50	3.0	-	3.69	D
476.0	Central Park	Union	Goodman	0.93	WB	2	D	8,016	3	30	19.0	0.0	0	50	3.0	-	4.16	D
90.0	Chestnut St	Main St	East Avenue	0.07	NB	4	U	19,652	5	30	10.0	0.0	0	0	3.0	-	5.10	E
90.0	Chestnut St	Main St	East Avenue	0.07	SB	4	U	19,652	5	30	10.0	0.0	0	0	3.0	-	5.10	E
91.0	Chestnut St	East Avenue	Broad St	0.14	SB	4	U	14,774	5	30	20.0	0.0	0	50	3.0	-	4.33	D
91.0	Chestnut St	East Avenue	Broad St	0.14	NB	4	U	14,774	5	30	10.0	0.0	0	50	3.0	-	5.33	E
92.0	Chestnut St	Broad	Court St	0.06	NB	4	U	11,804	5	30	11.0	0.0	0	0	3.0	-	4.74	E
92.0	Chestnut St	Broad	Court St	0.06	SB	4	U	11,804	5	30	11.0	0.0	0	0	3.0	-	4.74	E
114.0	Chestnut St	Main St	University Avenue	0.23	NB	4	D	14,347	5	30	11.0	0.0	0	0	3.5	-	4.65	E
114.0	Chestnut St	Main St	University Avenue	0.23	SB	4	D	14,347	5	30	11.0	0.0	0	0	3.5	-	4.65	E
402.0	Chestnut St	Court St	Woodbury	0.08	NB	5	D	14,438	5	30	11.0	0.0	0	0	3.5	-	4.45	D



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Seg_ID	Road Name	From	To	Length (Ls) (mi)	Dir. of Sur.	Lanes (L)		ADT	Tks. (HV) (%)	Post. Spd. (SP <sub>p</sub> ) mph	Width of Pavement			Occ. Park. (OSPA) (%)	Pavecon		Bicycle LOS	
						Th #	Con				W <sub>t</sub> (ft)	W <sub>l</sub> (ft)	W <sub>ps</sub> (ft)		PC <sub>t</sub> (1..5)	PC <sub>l</sub> (1..5)	Score (1..7)	Grade (A..F)
402.0	Chestnut St	Court St	Woodbury	0.08	SB	5	D	14,438	5	30	11.0	0.0	0	0	3.5	-	4.45	D
455.0	Child St.	Lyell Ave	Maple Street	0.65	SB	2	U	5,252	3	30	18.0	0.0	0	0	3.0	-	3.17	C
455.0	Child St.	Lyell Ave	Maple Street	0.65	NB	2	U	5,252	3	30	12.0	0.0	0	0	3.0	-	4.07	D
190.0	Chili Ave	City Line	Genesee Park Blvd	0.43	EB	2	U	13,303	5	30	19.0	7.0	0	15	4.0	4.0	2.57	C
190.0	Chili Ave	City Line	Genesee Park Blvd	0.43	WB	2	U	13,303	5	30	19.0	7.0	0	15	4.0	4.0	2.57	C
191.0	Chili Ave	Genesee Park Blvd	Thurston	0.06	WB	2	U	12,380	5	30	20.0	7.0	0	15	4.0	4.0	2.29	B
191.0	Chili Ave	Genesee Park Blvd	Thurston	0.06	EB	2	U	12,380	5	30	13.0	0.0	0	15	4.0	-	4.72	E
467.0	Chili Ave	Thurston	Woodbine	0.29	EB	2	U	12,838	5	30	20.0	8.0	0	20	4.0	4.0	2.33	B
467.0	Chili Ave	Thurston	Woodbine	0.29	WB	2	U	12,838	5	30	20.0	8.0	0	20	4.0	4.0	2.33	B
468.0	Chili Ave	Woodbine	Kenwood	0.35	WB	2	U	12,838	5	30	18.0	7.0	0	5	4.0	4.0	2.45	B
468.0	Chili Ave	Woodbine	Kenwood	0.35	EB	2	U	12,838	5	30	14.0	0.0	0	3	4.0	-	4.47	D
469.0	Chili Ave	Kenwood	Genesee St	0.13	WB	4	U	14,390	5	30	20.0	0.0	0	50	4.0	-	3.99	D
469.0	Chili Ave	Kenwood	Genesee St	0.13	EB	4	U	14,390	5	30	11.0	0.0	0	0	4.0	-	4.51	E
452.0	Church St	Plymouth Ave	State St.	0.15	EB	2	U	4,537	2	30	20.0	0.0	0	0	3.0	-	2.40	B
452.0	Church St	Plymouth Ave	State St.	0.15	WB	2	U	4,537	2	30	14.0	0.0	0	0	3.0	-	3.42	C
23.0	Cleveland St/Draper St	Hudson Avenue	Portland Avenue	0.30	WB	2	U	7,931	6	30	19.0	0.0	0	0	3.0	-	3.85	D
23.0	Cleveland St/Draper St	Hudson Avenue	Portland Avenue	0.30	EB	2	U	7,931	6	30	11.0	0.0	0	0	3.0	-	5.05	E
15.0	Clifford Ave	Culver Road	Goodman St	0.95	EB	2	U	9,374	4	30	19.0	7.0	0	30	4.0	4.0	2.62	C
15.0	Clifford Ave	Culver Road	Goodman St	0.95	WB	2	U	9,374	4	30	19.0	7.0	0	30	4.0	4.0	2.62	C
16.0	Clifford Ave	Goodman	Portland Avenue	0.76	EB	2	U	11,994	4	30	19.0	7.0	0	25	3.0	3.0	2.91	C
16.0	Clifford Ave	Goodman	Portland Avenue	0.76	WB	2	U	11,994	4	30	19.0	7.0	0	25	3.0	3.0	2.91	C
17.0	Clifford Ave	Portland Avenue	Hudson Avenue	0.38	WB	2	U	10,667	4	30	18.0	0.0	0	10	3.0	-	3.94	D
17.0	Clifford Ave	Portland Avenue	Hudson Avenue	0.38	EB	2	U	10,667	4	30	12.0	0.0	0	0	3.0	-	4.67	E
18.0	Clifford Ave	Hudson Avenue	Clinton	0.73	WB	2	U	7,246	5	30	18.0	0.0	0	10	3.0	-	3.95	D
18.0	Clifford Ave	Hudson Avenue	Clinton	0.73	EB	2	U	7,246	5	30	12.0	0.0	0	0	3.0	-	4.67	E
19.0	Clifford Ave	Clinton	St. Paul	0.56	WB	2	U	2,901	6	30	18.0	0.0	0	40	3.0	-	3.05	C
19.0	Clifford Ave	Clinton	St. Paul	0.56	EB	2	U	2,901	6	30	12.0	0.0	0	40	3.0	-	4.20	D



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Seg_ID	Road Name	From	To	Length (Ls) (mi)	Dir. of Sur.	Lanes (L)		ADT	Tks. (HV) (%)	Post. Spd. (SP <sub>p</sub> ) mph	Width of Pavement			Occ. Park. (OSPA) (%)	Pavecon		Bicycle LOS	
						Th #	Con				W <sub>t</sub> (ft)	W <sub>l</sub> (ft)	W <sub>ps</sub> (ft)		PC <sub>t</sub> (1..5)	PC <sub>l</sub> (1..5)	Score (1..7)	Grade (A..F)
83.0	Clinton Ave	City Line	Goodman St	0.64	NB	2	U	11,837	4	30	20.0	0.0	0	40	3.0	-	4.16	D
83.0	Clinton Ave	City Line	Goodman St	0.64	SB	2	U	11,837	4	30	20.0	0.0	0	40	3.0	-	4.16	D
84.0	Clinton Ave	Goodman St	Alexander St	0.55	NB	2	U	7,800	4	30	20.0	0.0	0	20	3.0	-	3.60	D
84.0	Clinton Ave	Goodman St	Alexander St	0.55	SB	2	U	7,800	4	30	20.0	0.0	0	20	3.0	-	3.60	D
85.0	Clinton Ave	Alexander St	Byron St	0.19	NB	2	U	10,288	4	30	20.0	0.0	0	10	3.0	-	3.57	D
85.0	Clinton Ave	Alexander St	Byron St	0.19	SB	2	U	10,288	4	30	20.0	0.0	0	10	3.0	-	3.57	D
86.0	Clinton Ave	Byron St	Court St	0.39	NB	4	OW	20,000	4	30	12.0	0.0	0	5	3.0	-	4.63	E
87.0	Clinton Ave	Court St	Broad St	0.07	NB	3	OW	15,398	4	30	12.0	0.0	0	0	3.0	-	4.58	E
88.0	Clinton Ave	Broad	Main St	0.15	NB	2	OW	12,953	4	30	20.0	8.0	0	40	3.0	3.0	3.09	C
127.0	Clinton Ave	Main St	Andrews St	0.21	NB	3	OW	9,747	4	30	12.0	0.0	0	5	3.0	-	4.41	D
128.0	Clinton Ave	Andrews St	Upper Falls Blvd	0.69	NB	2	U	4,739	4	30	22.0	0.0	0	10	3.0	-	2.64	C
128.0	Clinton Ave	Andrews St	Upper Falls Blvd	0.69	SB	2	U	4,739	4	30	22.0	0.0	0	10	3.0	-	2.64	C
129.0	Clinton Ave	Upper Falls Blvd	Clifford Ave	0.33	NB	2	U	16,164	4	30	22.0	0.0	0	0	3.0	-	3.18	C
129.0	Clinton Ave	Upper Falls Blvd	Clifford Ave	0.33	SB	2	U	16,164	4	30	22.0	0.0	0	0	3.0	-	3.18	C
130.0	Clinton Ave	Clifford Ave	Norton St	0.80	NB	2	U	15,533	4	30	22.0	0.0	0	40	3.0	-	3.96	D
130.0	Clinton Ave	Clifford Ave	Norton St	0.80	SB	2	U	15,533	4	30	22.0	0.0	0	40	3.0	-	3.96	D
131.0	Clinton Ave	Norton St.	Rt 104	0.34	NB	2	U	11,428	4	30	21.0	0.0	0	10	4.0	-	3.09	C
131.0	Clinton Ave	Norton St.	Rt 104	0.34	SB	2	U	11,428	4	30	21.0	0.0	0	10	4.0	-	3.09	C
409.0	Clinton Ave	Rt. 104	Ridge	0.20	NB	4	U	8,363	4	30	11.0	0.0	0	0	3.0	-	4.11	D
409.0	Clinton Ave	Rt. 104	Ridge	0.20	SB	4	U	8,363	4	30	11.0	0.0	0	0	3.0	-	4.11	D
463.0	Columbia Ave	Genesee	Plymouth Ave	0.79	EB	2	U	3,148	3	30	12.0	0.0	0	30	5.0	-	3.18	C
463.0	Columbia Ave	Genesee	Plymouth Ave	0.79	WB	2	U	3,148	3	30	12.0	0.0	0	30	5.0	-	3.18	C
104.0	Court St	Exchange Blvd	South Avenue	0.20	EB	2	U	7,798	3	30	20.0	8.0	0	90	4.0	4.0	3.87	D
104.0	Court St	Exchange Blvd	South Avenue	0.20	WB	2	U	7,798	3	30	20.0	8.0	0	90	4.0	4.0	3.87	D
105.0	Court St	South Avenue	Clinton Ave	0.13	EB	4	U	7,311	3	30	10.0	0.0	0	20	4.0	-	3.74	D
105.0	Court St	South Avenue	Clinton Ave	0.13	WB	4	U	7,311	3	30	10.0	0.0	0	20	4.0	-	3.74	D
106.0	Court St	Clinton Ave	Chestnut St	0.10	EB	3	OW	6,572	3	30	10.0	0.0	0	0	3.5	-	3.84	D



# Rochester Bicycle Master Plan: Existing Bicycling Conditions (Bicycle Level of Service)



Seg_ID	Road Name	From	To	Length (Ls) (mi)	Dir. of Sur.	Lanes (L)		ADT	Tks. (HV) (%)	Post. Spd. (SP <sub>p</sub> ) mph	Width of Pavement			Occ. Park. (OSPA) (%)	Pavecon		Bicycle LOS	
						Th #	Con				W <sub>t</sub> (ft)	W <sub>l</sub> (ft)	W <sub>ps</sub> (ft)		PC <sub>t</sub> (1..5)	PC <sub>l</sub> (1..5)	Score (1..7)	Grade (A..F)
107.0	Court St	Chestnut St	Broad St	0.13	EB	4	OW	4,114	3	30	11.0	0.0	0	80	3.5	-	3.74	D
30.0	Culver Rd	Monroe Avenue	490	0.43	NB	4	U	10,352	5	30	12.0	0.0	0	0	3.0	-	4.55	E
30.0	Culver Rd	Monroe Avenue	490	0.43	SB	4	U	10,352	5	30	12.0	0.0	0	40	3.0	-	4.95	E
31.0	Culver Rd	East Avenue	University Avenue	0.15	NB	2	U	16,004	5	30	14.0	0.0	0	0	4.0	-	4.54	E
31.0	Culver Rd	East Avenue	University Avenue	0.15	SB	2	U	16,004	5	30	14.0	0.0	0	0	4.0	-	4.54	E
32.0	Culver Rd	University Avenue	Main St	0.61	NB	2	U	17,962	5	30	21.0	8.0	0	80	4.0	4.0	4.26	D
32.0	Culver Rd	University Avenue	Main St	0.61	SB	2	U	17,962	5	30	21.0	8.0	0	80	4.0	4.0	4.26	D
33.0	Culver Rd	Main St	Culver Parkway	0.87	NB	2	U	14,592	5	30	20.0	0.0	0	10	3.0	-	4.00	D
33.0	Culver Rd	Main St	Culver Parkway	0.87	SB	2	U	14,592	5	30	20.0	0.0	0	10	3.0	-	4.00	D
34.0	Culver Rd	Clifford Ave	Waring Rd	0.29	NB	2	U	6,204	3	30	18.0	0.0	0	0	3.0	-	3.35	C
34.0	Culver Rd	Clifford Ave	Waring Rd	0.29	SB	2	U	6,204	3	30	18.0	0.0	0	0	3.0	-	3.35	C
477.0	Culver Rd	490	East Ave	0.45	NB	2	U	18,143	5	30	14.0	0.0	0	10	4.0	-	4.73	E
477.0	Culver Rd	490	East Ave	0.45	SB	2	U	18,143	5	30	14.0	0.0	0	10	4.0	-	4.73	E
479.0	Culver Rd	Culver Pkwy	Clifford	0.36	NB	2	U	13,475	5	30	18.0	0.0	0	0	3.0	-	4.14	D
479.0	Culver Rd	Culver Pkwy	Clifford	0.36	SB	2	U	13,475	5	30	18.0	0.0	0	0	3.0	-	4.14	D
480.0	Culver Rd	Waring Rd	Norton St	0.58	NB	2	U	10,685	5	30	20.0	8.0	0	5	3.0	3.0	1.94	B
480.0	Culver Rd	Waring Rd	Norton St	0.58	SB	2	U	10,685	5	30	20.0	8.0	0	5	3.0	3.0	1.94	B
496.0	Denise Rd	City Line	Lake Ave	0.45	EB	2	U	4,520	3	30	12.0	0.0	0.0	0	4.5	-	3.50	C
496.0	Denise Rd	City Line	Lake Ave	0.45	WB	2	U	4,520	3	30	12.0	0.0	0.0	0	4.5	-	3.50	C
160.0	Dewey Ave	Lyell Ave	Felix	0.42	NB	2	U	9,422	6	30	20.0	8.0	0	10	5.0	5.0	1.78	B
160.0	Dewey Ave	Lyell Ave	Felix	0.42	SB	2	U	9,422	6	30	20.0	8.0	0	10	5.0	5.0	1.78	B
161.0	Dewey Ave	Driving Park	Ridgeway Ave	0.89	NB	4	U	16,112	5	30	19.0	8.0	0	30	3.0	3.0	2.98	C
161.0	Dewey Ave	Driving Park	Ridgeway Ave	0.89	SB	4	U	16,112	5	30	19.0	8.0	0	30	3.0	3.0	2.98	C
162.0	Dewey Ave	Ridgeway Ave	W. Ridge Rd	0.46	NB	4	U	11,876	4	30	19.0	8.0	0	30	3.0	3.0	2.63	C
162.0	Dewey Ave	Ridgeway Ave	W. Ridge Rd	0.46	SB	4	U	11,876	4	30	19.0	8.0	0	30	3.0	3.0	2.63	C
163.0	Dewey Ave	W. Ridge Rd	City Line	1.61	NB	4	U	20,272	4	30	10.0	0.0	0	0	3.0	-	4.86	E
163.0	Dewey Ave	W. Ridge Rd	City Line	1.61	SB	4	U	20,272	4	30	10.0	0.0	0	0	3.0	-	4.86	E



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Seg_ID	Road Name	From	To	Length (Ls) (mi)	Dir. of Sur.	Lanes (L)		ADT	Tks. (HV) (%)	Post. Spd. (SP <sub>p</sub> ) mph	Width of Pavement			Occ. Park. (OSPA) (%)	Pavecon		Bicycle LOS	
						Th #	Con				W <sub>t</sub> (ft)	W <sub>l</sub> (ft)	W <sub>ps</sub> (ft)		PC <sub>t</sub> (1..5)	PC <sub>l</sub> (1..5)	Score (1..7)	Grade (A..F)
417.0	Dewey Ave	Felix	Driving Park	0.80	NB	2	U	12,755	5	30	20.0	0.0	0	5	3.0	-	3.78	D
417.0	Dewey Ave	Felix	Driving Park	0.80	SB	2	U	12,755	5	30	20.0	0.0	0	5	3.0	-	3.78	D
428.0	Driving Park Ave	Dewey Ave	State St.	0.36	EB	2	U	14,762	5	30	14.0	0.0	0	5	3.0	-	4.89	E
428.0	Driving Park Ave	Dewey Ave	State St.	0.36	WB	2	U	14,762	5	30	14.0	0.0	0	5	3.0	-	4.89	E
138.0	Driving Park Ave/Avenue E	St. Paul Street	Lake Ave	0.33	EB	3	U	15,657	4	30	15.5	3.5	0	0	4.0	4.0	3.10	C
138.0	Driving Park Ave/Avenue E	St. Paul Street	Lake Ave	0.33	WB	3	U	15,657	4	30	15.5	3.5	0	0	4.0	4.0	3.10	C
73.0	E. Henrietta Rd	Mt. Hope Avenue	South Avenue	0.37	NB	2	U	11,752	5	30	18.0	0.0	0	0	2.0	-	5.07	E
73.0	E. Henrietta Rd	Mt. Hope Avenue	South Avenue	0.37	SB	2	U	11,752	5	30	18.0	0.0	0	0	2.0	-	5.07	E
74.0	E. Henrietta Rd	South Avenue	Westfall Rd	0.13	NB	4	U	26,629	7	30	12.0	0.0	0	0	3.0	-	5.43	E
74.0	E. Henrietta Rd	South Avenue	Westfall Rd	0.13	SB	4	U	26,629	7	30	12.0	0.0	0	0	3.0	-	5.43	E
75.0	E. Henrietta Rd	Westfall Rd	City Line	0.41	NB	4	U	29,922	7	30	12.0	0.0	0	0	3.0	-	5.49	E
75.0	E. Henrietta Rd	Westfall Rd	City Line	0.41	SB	4	U	29,922	7	30	12.0	0.0	0	0	3.0	-	5.49	E
44.0	East Ave	City Line	University Avenue	0.32	EB	4	U	11,639	5	30	14.0	0.0	0	0	3.0	-	4.35	D
44.0	East Ave	City Line	University Avenue	0.32	WB	4	U	11,639	5	30	14.0	0.0	0	0	3.0	-	4.35	D
45.0	East Ave	University Avenue	Winton Rd	0.16	EB	4	U	4,344	3	30	12.0	0.0	0	20	3.0	-	2.88	C
45.0	East Ave	University Avenue	Winton Rd	0.16	WB	4	U	4,344	3	30	12.0	0.0	0	20	3.0	-	2.88	C
46.0	East Ave	Winton Rd	Park Avenue	0.26	EB	4	U	17,157	5	30	11.0	0.0	0	5	3.0	-	4.98	E
46.0	East Ave	Winton Rd	Park Avenue	0.26	WB	4	U	17,157	5	30	11.0	0.0	0	5	3.0	-	4.98	E
47.0	East Ave	Culver Road	Goodman	0.88	EB	2	U	15,914	5	30	20.0	8.0	0	5	5.0	5.0	1.65	B
47.0	East Ave	Culver Road	Goodman	0.88	WB	2	U	15,914	5	30	20.0	8.0	0	5	5.0	5.0	1.65	B
48.0	East Ave	South Goodman	Alexander St	0.33	EB	2	U	15,415	5	30	20.0	8.0	0	5	5.0	5.0	1.64	B
48.0	East Ave	South Goodman	Alexander St	0.33	WB	2	U	15,415	5	30	20.0	8.0	0	5	5.0	5.0	1.64	B
49.0	East Ave	Alexander St	Union St	0.12	EB	4	U	14,160	5	30	11.0	0.0	0	80	4.0	-	5.06	E
49.0	East Ave	Alexander St	Union St	0.12	WB	4	U	14,160	5	30	11.0	0.0	0	80	4.0	-	5.06	E
50.0	East Ave	Union St	Chestnut St	0.27	EB	4	U	5,840	3	30	11.0	0.0	0	85	4.0	-	3.82	D
50.0	East Ave	Union St	Chestnut St	0.27	WB	4	U	5,840	3	30	11.0	0.0	0	85	4.0	-	3.82	D
51.0	East Ave	Chestnut St	Main St	0.11	EB	4	U	4,917	3	30	11.0	0.0	0	85	4.0	-	3.63	D



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						Th #	Con				W <sub>t</sub> (ft)	W <sub>l</sub> (ft)	W <sub>ps</sub> (ft)		PC <sub>t</sub> (1..5)	PC <sub>l</sub> (1..5)	Score (1..7)	Grade (A..F)
51.0	East Ave	Chestnut St	Main St	0.11	WB	4	U	4,917	3	30	11.0	0.0	0	85	4.0	-	3.63	D
484.0	East Ave	Park Ave	Culver Rd	0.61	NB	2	U	2,925	3	30	20.0	0.0	0	0	3.0	-	1.06	A
484.0	East Ave	Park Ave	Culver Rd	0.61	SB	2	U	2,925	3	30	20.0	0.0	0	0	3.0	-	1.06	A
78.0	Elmwood Ave	Genesee St	Plymouth Ave	0.25	EB	5	U	23,980	6	30	12.0	0.0	0	0	5.0	-	4.46	D
78.0	Elmwood Ave	Genesee St	Plymouth Ave	0.25	WB	5	U	23,980	6	30	12.0	0.0	0	0	5.0	-	4.46	D
79.0	Elmwood Ave	Plymouth Ave	Wilson Blvd	0.19	EB	4	U	7,474	6	30	12.0	0.0	0	0	5.0	-	3.94	D
79.0	Elmwood Ave	Plymouth Ave	Wilson Blvd	0.19	WB	4	U	7,474	6	30	12.0	0.0	0	0	5.0	-	3.94	D
80.0	Elmwood Ave	Mt. Hope Avenue	South Avenue	0.33	EB	4	U	8,889	6	30	12.0	0.0	0	0	4.0	-	4.33	D
80.0	Elmwood Ave	Mt. Hope Avenue	South Avenue	0.33	WB	4	U	8,889	6	30	12.0	0.0	0	0	4.0	-	4.33	D
81.0	Elmwood Ave	South Avenue	Goodman St	1.01	EB	4	D	24,058	6	30	12.0	0.0	0	0	5.0	-	4.67	E
81.0	Elmwood Ave	South Avenue	Goodman St	1.01	WB	4	D	24,058	6	30	12.0	0.0	0	0	5.0	-	4.67	E
82.0	Elmwood Ave	Goodman	City Line	0.27	EB	4	U	18,301	6	30	12.0	0.0	0	0	4.0	-	4.69	E
82.0	Elmwood Ave	Goodman	City Line	0.27	WB	4	U	18,301	6	30	12.0	0.0	0	0	4.0	-	4.69	E
486.0	Elmwood Ave	Wilson	Mt. Hope	1.39	EB	4	D	22,765	6	30	12.0	0.0	0	0	4.0	-	4.80	E
486.0	Elmwood Ave	Wilson	Mt. Hope	1.39	WB	4	D	22,765	6	30	12.0	0.0	0	0	4.0	-	4.80	E
423.0	Emerson St	City Line	Mt. Read	1.07	EB	2	S	8,240	15	30	17.0	5.0	0	0	3.0	3.0	5.89	F
423.0	Emerson St	City Line	Mt. Read	1.07	WB	2	S	8,240	15	30	17.0	5.0	0	0	3.0	3.0	5.89	F
424.0	Emerson St	Mt. Read Blvd	Curlew	0.55	EB	2	U	8,550	6	30	22.0	0.0	0	5	3.0	-	3.39	C
424.0	Emerson St	Mt. Read Blvd	Curlew	0.55	WB	2	U	8,550	6	30	22.0	0.0	0	5	3.0	-	3.39	C
425.0	Emerson St	Dewey Ave	Fulton	0.42	EB	2	U	4,588	6	30	14.0	0.0	0	5	3.0	-	4.47	D
425.0	Emerson St	Dewey Ave	Fulton	0.42	WB	2	U	4,588	6	30	14.0	0.0	0	5	3.0	-	4.47	D
426.0	Emerson St	Curlew	Dewey Ave	0.45	EB	2	U	6,652	6	30	16.0	0.0	0	20	3.0	-	4.59	E
426.0	Emerson St	Curlew	Dewey Ave	0.45	WB	2	U	6,652	6	30	16.0	0.0	0	20	3.0	-	4.59	E
427.0	Emerson St	Fulton	State St.	0.08	EB	1	OW	1,097	6	30	24.0	0.0	0	30	3.0	-	2.16	B
148.0	Exchange Blvd	Main Street	Broad St	0.09	NB	4	U	16,976	5	30	11.0	0.0	0	50	3.0	-	5.30	E
148.0	Exchange Blvd	Main Street	Broad St	0.09	SB	4	U	16,976	5	30	11.0	0.0	0	50	3.0	-	5.30	E
149.0	Exchange Blvd	Broad	Court St	0.10	NB	4	U	13,460	5	30	11.0	0.0	0	50	3.0	-	5.18	E



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						Th #	Con				W <sub>t</sub> (ft)	W <sub>l</sub> (ft)	W <sub>ps</sub> (ft)		PC <sub>t</sub> (1..5)	PC <sub>l</sub> (1..5)	Score (1..7)	Grade (A..F)
149.0	Exchange Blvd	Broad	Court St	0.10	SB	4	U	13,460	5	30	11.0	0.0	0	50	3.0	-	5.18	E
150.0	Exchange Blvd	Court St	Plymouth Ave	0.33	NB	2	S	12,969	4	30	21.0	8.0	0	60	4.0	4.0	3.28	C
150.0	Exchange Blvd	Court St	Plymouth Ave	0.33	SB	2	S	12,969	4	30	21.0	8.0	0	60	4.0	4.0	3.28	C
151.0	Exchange Blvd	Plymouth Ave	Ford St	0.64	NB	4	D	14,770	5	30	12.0	0.0	0	0	4.0	-	4.40	D
151.0	Exchange Blvd	Plymouth Ave	Ford St	0.64	SB	4	D	14,770	5	30	12.0	0.0	0	0	4.0	-	4.40	D
154.0	Ford St	Mt. Hope Avenue	Exchange Blvd	0.18	NB	4	U	21,260	5	30	13.0	0.0	0	0	3.0	-	4.75	E
154.0	Ford St	Mt. Hope Avenue	Exchange Blvd	0.18	SB	4	U	21,260	5	30	13.0	0.0	0	0	3.0	-	4.75	E
155.0	Ford St	Exchange Blvd	Plymouth Ave	0.12	NB	2	D	13,448	5	30	13.0	0.0	0	0	4.0	-	4.54	E
155.0	Ford St	Exchange Blvd	Plymouth Ave	0.12	SB	2	D	13,448	5	30	13.0	0.0	0	0	4.0	-	4.54	E
156.0	Ford St	Plymouth Ave	Boys Club Place	0.68	NB	4	D	9,116	5	30	11.0	0.0	0	0	4.0	-	4.23	D
156.0	Ford St	Plymouth Ave	Boys Club Place	0.68	SB	4	D	9,116	5	30	11.0	0.0	0	0	4.0	-	4.23	D
158.0	Ford St	Boys Club Pl	Main Street	0.07	NB	6	D	14,237	5	30	12.0	0.0	0	0	4.0	-	4.13	D
158.0	Ford St	Boys Club Pl	Main Street	0.07	SB	6	D	14,237	5	30	12.0	0.0	0	0	4.0	-	4.13	D
464.0	Genesee Park Blvd	Chili Ave	Brooks Ave	0.88	NB	2	U	5,303	4	30	20.0	8.0	0	40	3.0	3.0	2.65	C
464.0	Genesee Park Blvd	Chili Ave	Brooks Ave	0.88	SB	2	U	5,303	4	30	20.0	8.0	0	40	3.0	3.0	2.65	C
465.0	Genesee Park Blvd	Brooks Ave	Genesee St	0.96	EB	2	U	6,597	4	30	20.0	8.0	0	70	3.0	3.0	3.74	D
465.0	Genesee Park Blvd	Brooks Ave	Genesee St	0.96	WB	2	U	6,597	4	30	20.0	8.0	0	70	3.0	3.0	3.74	D
185.0	Genesee St	Chili Ave	Stratford Park	1.10	NB	2	U	14,636	5	30	21.0	0.0	0	10	3.0	-	3.80	D
185.0	Genesee St	Chili Ave	Stratford Park	1.10	SB	2	U	14,636	5	30	21.0	0.0	0	10	3.0	-	3.80	D
186.0	Genesee St	Brooks Ave	Elmwood Ave	0.41	NB	2	U	12,101	5	30	18.0	8.0	0	10	4.0	4.0	2.40	B
186.0	Genesee St	Brooks Ave	Elmwood Ave	0.41	SB	2	U	12,101	5	30	18.0	8.0	0	10	4.0	4.0	2.40	B
187.0	Genesee St	Elmwood	City Line	0.39	NB	4	U	13,121	5	30	10.0	0.0	0	0	3.0	-	4.89	E
187.0	Genesee St	Elmwood	City Line	0.39	SB	4	U	13,121	5	30	10.0	0.0	0	0	3.0	-	4.89	E
466.0	Genesee St	Stratford Park	Brooks Ave	0.23	NB	2	U	10,910	5	30	22.0	0.0	0	30	4.0	-	3.47	C
466.0	Genesee St	Stratford Park	Brooks Ave	0.23	SB	2	U	10,910	5	30	22.0	0.0	0	30	4.0	-	3.47	C
35.0	Goodman St	Norton St.	Clifford Ave	0.82	NB	2	U	14,272	4	30	20.0	0.0	0	5	3.0	-	3.63	D
35.0	Goodman St	Norton St.	Clifford Ave	0.82	SB	2	U	14,272	4	30	20.0	0.0	0	5	3.0	-	3.63	D



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						Th #	Con				W <sub>t</sub> (ft)	W <sub>l</sub> (ft)	W <sub>ps</sub> (ft)		PC <sub>t</sub> (1..5)	PC <sub>l</sub> (1..5)	Score (1..7)	Grade (A..F)
36.0	Goodman St	Clifford Ave	Central Park	0.53	NB	2	U	16,317	4	30	20.0	0.0	0	5	3.0	-	3.70	D
36.0	Goodman St	Clifford Ave	Central Park	0.53	SB	2	U	16,317	4	30	20.0	0.0	0	5	3.0	-	3.70	D
37.0	Goodman St	Central park	Garson	0.37	NB	2	U	14,574	4	30	20.0	0.0	0	25	3.0	-	4.01	D
37.0	Goodman St	Central park	Garson	0.37	SB	2	U	14,574	4	30	20.0	0.0	0	25	3.0	-	4.01	D
38.0	Goodman St	Main St	University Avenue	0.42	SB	2	U	10,696	4	30	20.0	0.0	0	40	3.0	-	4.11	D
38.0	Goodman St	Main St	University Avenue	0.42	NB	2	U	10,696	4	30	10.0	0.0	0	40	3.0	-	5.21	E
39.0	Goodman St	University Avenue	East Avenue	0.22	NB	2	U	10,381	4	30	20.0	0.0	0	30	3.0	-	3.93	D
39.0	Goodman St	University Avenue	East Avenue	0.22	SB	2	U	10,381	4	30	12.0	0.0	0	0	3.0	-	4.65	E
40.0	Goodman St	East Avenue	Park Avenue	0.23	SB	2	U	16,040	4	30	20.0	0.0	0	30	3.0	-	4.15	D
40.0	Goodman St	East Avenue	Park Avenue	0.23	NB	2	U	16,040	4	30	12.0	0.0	0	0	3.0	-	4.87	E
41.0	Goodman St	Monroe Avenue	Broadway	0.28	NB	2	U	15,606	4	30	20.0	0.0	0	40	3.0	-	4.30	D
41.0	Goodman St	Monroe Avenue	Broadway	0.28	SB	2	U	15,606	4	30	12.0	0.0	0	40	3.0	-	5.26	E
42.0	Goodman St	Broadway	Clinton Ave	0.15	NB	4	U	28,550	4	30	12.0	0.0	0	0	4.0	-	4.49	D
42.0	Goodman St	Broadway	Clinton Ave	0.15	SB	4	U	28,550	4	30	12.0	0.0	0	0	4.0	-	4.49	D
43.0	Goodman St	Clinton Ave	Elmwood Ave	1.10	NB	2	U	9,969	4	30	14.0	0.0	0	0	5.0	-	3.89	D
43.0	Goodman St	Clinton Ave	Elmwood Ave	1.10	SB	2	U	9,969	4	30	14.0	0.0	0	0	5.0	-	3.89	D
481.0	Goodman St	Garson	Hayward Ave	0.04	NB	4	S	11,007	4	30	10.0	0.0	0	5	3.0	-	4.58	E
481.0	Goodman St	Garson	Hayward Ave	0.04	SB	4	S	11,007	4	30	10.0	0.0	0	5	3.0	-	4.58	E
482.0	Goodman St	Hayward Ave	Main St	0.07	NB	3	U	14,623	4	30	24.0	12.0	0	60	3.0	3.0	2.86	C
482.0	Goodman St	Hayward Ave	Main St	0.07	SB	3	U	14,623	4	30	24.0	12.0	0	60	3.0	3.0	2.86	C
483.0	Goodman St	Park Ave	Monroe	0.34	NB	2	U	10,302	4	30	20.0	0.0	0	70	3.0	-	4.53	E
483.0	Goodman St	Park Ave	Monroe	0.34	SB	2	U	10,302	4	30	12.0	0.0	0	0	3.0	-	4.65	E
453.0	Gregory St	Mt. Hope Avenue	South Avenue	0.43	EB	2	U	3,874	3	30	16.0	0.0	0	15	5.0	-	2.90	C
453.0	Gregory St	Mt. Hope Avenue	South Avenue	0.43	WB	2	U	3,874	2	30	16.0	0.0	0	15	5.0	-	2.68	C
454.0	Gregory St	South Avenue	Clinton Avenue	0.24	EB	2	U	5,933	2	30	18.0	8.0	0	30	5.0	5.0	1.83	B
454.0	Gregory St	South Avenue	Clinton Avenue	0.24	WB	2	U	5,933	2	30	18.0	8.0	0	30	5.0	5.0	1.83	B
220.0	Highland Ave	City Line	Monroe	0.81	EB	2	U	6,123	3	30	12.0	0.0	0	0	5.0	-	3.60	D



# Rochester Bicycle Master Plan: Existing Bicycling Conditions (Bicycle Level of Service)



Seg_ID	Road Name	From	To	Length (Ls) (mi)	Dir. of Sur.	Lanes (L)		ADT	Tks. (HV) (%)	Post. Spd. (SP <sub>p</sub> ) mph	Width of Pavement			Occ. Park. (OSPA) (%)	Pavecon		Bicycle LOS	
						Th #	Con				W <sub>t</sub> (ft)	W <sub>l</sub> (ft)	W <sub>ps</sub> (ft)		PC <sub>t</sub> (1..5)	PC <sub>l</sub> (1..5)	Score (1..7)	Grade (A..F)
220.0	Highland Ave	City Line	Monroe	0.81	WB	2	U	6,123	3	30	12.0	0.0	0	0	5.0	-	3.60	D
221.0	Highland Ave	Monroe	Winton Rd	0.78	WB	2	U	6,358	3	30	18.0	7.0	0	5	4.0	-	1.57	B
221.0	Highland Ave	Monroe	Winton Rd	0.78	EB	2	U	6,358	3	30	14.0	0.0	0	0	4.0	4.0	3.54	D
222.0	Highland Ave	Winton	City Line	0.74	WB	2	U	5,568	3	30	18.0	7.0	0	5	4.0	-	1.44	A
222.0	Highland Ave	Winton	City Line	0.74	EB	2	U	5,568	3	30	14.0	0.0	0	0	4.0	4.0	3.41	C
223.0	Highland Ave	South Ave	City Line	1.08	EB	2	U	7,116	3	30	12.0	0.0	0	15	5.0	-	3.91	D
223.0	Highland Ave	South Ave	City Line	1.08	WB	2	U	7,116	3	30	12.0	0.0	0	15	5.0	-	3.91	D
474.0	Highland Ave	Mt. Hope	South Ave	0.17	WB	2	U	3,301	3	30	14.0	0.0	0	0	5.0	-	2.47	B
474.0	Highland Ave	Mt. Hope	South Ave	0.17	EB	2	U	3,301	3	30	12.0	0.0	0	0	5.0	-	2.82	C
119.0	Hudson Ave	City Line	Rt. 104	0.28	NB	4	S	16,042	6	30	12.0	0.0	0	0	3.0	-	4.95	E
119.0	Hudson Ave	City Line	Rt. 104	0.28	SB	4	S	16,042	6	30	12.0	0.0	0	0	3.0	-	4.95	E
120.0	Hudson Ave	Rt. 104	Shady Lane Dr	0.12	NB	4	U	13,408	6	30	11.0	0.0	0	0	3.0	-	4.97	E
120.0	Hudson Ave	Rt. 104	Shady Lane Dr	0.12	SB	4	U	13,408	6	30	11.0	0.0	0	0	3.0	-	4.97	E
121.0	Hudson Ave	Clifford Ave	Cleveland	0.33	NB	2	U	12,511	6	30	21.0	8.0	0	20	4.0	4.0	2.24	B
121.0	Hudson Ave	Clifford Ave	Cleveland	0.33	SB	2	U	12,511	6	30	21.0	8.0	0	20	4.0	4.0	2.24	B
122.0	Hudson Ave	Cleveland	North St	0.54	NB	2	U	9,772	6	30	21.0	8.0	0	20	3.5	3.5	2.26	B
122.0	Hudson Ave	Cleveland	North St	0.54	SB	2	U	9,772	6	30	21.0	8.0	0	20	3.5	3.5	2.26	B
406.0	Hudson Ave	Shady Lane Dr	Norton St	0.24	SB	3	U	15,726	5	30	22.0	8.0	0	5	4.0	4.0	0.85	A
406.0	Hudson Ave	Shady Lane Dr	Norton St	0.24	NB	3	U	15,726	5	30	10.0	0.0	0	5	4.0	-	4.66	E
407.0	Hudson Ave	Norton St.	Ave D	0.40	NB	2	U	13,457	4	30	20.0	0.0	0	20	4.0	-	3.56	D
407.0	Hudson Ave	Norton St.	Ave D	0.40	SB	2	U	13,457	4	30	20.0	0.0	0	20	4.0	-	3.56	D
408.0	Hudson Ave	Ave D	Clifford Ave	0.39	NB	2	U	14,269	4	30	21.0	8.0	0	10	4.0	4.0	1.45	A
408.0	Hudson Ave	Ave D	Clifford Ave	0.39	SB	2	U	14,269	4	30	21.0	8.0	0	10	4.0	4.0	1.45	A
460.0	Jefferson Ave	Brown St.	Main Street	0.24	NB	2	U	6,276	5	30	14.0	0.0	0	20	4.0	-	4.27	D
460.0	Jefferson Ave	Brown St.	Main Street	0.24	SB	2	U	6,276	5	30	14.0	0.0	0	20	4.0	-	4.27	D
461.0	Jefferson Ave	Main St.	Plymouth Ave	1.16	NB	2	U	6,893	5	30	19.0	0.0	0	20	3.0	-	3.93	D
461.0	Jefferson Ave	Main St.	Plymouth Ave	1.16	SB	2	U	6,893	5	30	19.0	0.0	0	20	3.0	-	3.93	D



# Rochester Bicycle Master Plan: Existing Bicycling Conditions (Bicycle Level of Service)



Seg_ID	Road Name	From	To	Length (Ls) (mi)	Dir. of Sur.	Lanes (L)		ADT	Tks. (HV) (%)	Post. Spd. (SP <sub>p</sub> ) mph	Width of Pavement			Occ. Park. (OSPA) (%)	Pavecon		Bicycle LOS	
						Th #	Con				W <sub>t</sub> (ft)	W <sub>l</sub> (ft)	W <sub>ps</sub> (ft)		PC <sub>t</sub> (1..5)	PC <sub>l</sub> (1..5)	Score (1..7)	Grade (A..F)
443.0	Joseph Ave	Norton St.	Ave. D	0.41	NB	2	U	10,379	5	30	20.0	0.0	0	50	4.0	-	4.17	D
443.0	Joseph Ave	Norton St.	Ave. D	0.41	SB	2	U	10,379	5	30	20.0	0.0	0	50	4.0	-	4.17	D
444.0	Joseph Ave	Ave. D	Clifford Ave	0.38	NB	2	U	13,512	5	30	20.0	8.0	0	50	5.0	5.0	3.27	C
444.0	Joseph Ave	Ave. D	Clifford Ave	0.38	SB	2	U	13,512	5	30	20.0	8.0	0	50	5.0	5.0	3.27	C
445.0	Joseph Ave	Clifford Ave	Upper Falls Blvd	0.28	NB	2	U	14,274	5	30	20.0	8.0	0	15	5.0	5.0	2.03	B
445.0	Joseph Ave	Clifford Ave	Upper Falls Blvd	0.28	SB	2	U	14,274	5	30	20.0	8.0	0	15	5.0	5.0	2.03	B
446.0	Joseph Ave	Upper Falls Blvd	Central Ave	0.57	NB	2	U	11,757	5	30	20.0	8.0	0	10	4.0	4.0	1.88	B
446.0	Joseph Ave	Upper Falls Blvd	Central Ave	0.57	SB	2	U	11,757	5	30	20.0	8.0	0	10	4.0	4.0	1.88	B
447.0	Joseph Ave	Central Ave	Andrews St	0.19	NB	2	OW	9,725	3	30	12.0	0.0	0	0	3.0	-	4.46	D
488.0	Kendrick Rd	Elmwood Ave	City Line	0.54	NB	2	U	10,547	2	30	12.0	0.0	0	0	4.0	-	3.94	D
488.0	Kendrick Rd	Elmwood Ave	City Line	0.54	SB	2	U	10,547	2	30	12.0	0.0	0	0	4.0	-	3.94	D
139.0	Lake Ave	City Line	Holden St	0.38	NB	2	U	7,559	4	35	19.0	8.0	0	20	4.0	4.0	2.23	B
139.0	Lake Ave	City Line	Holden St	0.38	SB	2	U	7,559	4	35	19.0	8.0	0	20	4.0	4.0	2.23	B
140.0	Lake Ave	Stutson St	Stonewood Ave	1.48	NB	4	U	13,669	4	35	11.0	0.0	0	5	4.0	-	4.46	D
140.0	Lake Ave	Stutson St	Stonewood Ave	1.48	SB	4	U	13,669	4	35	11.0	0.0	0	5	4.0	-	4.46	D
141.0	Lake Ave	Stonewood Ave	Winchester	1.76	NB	4	U	20,355	6	35	11.0	0.0	0	5	4.0	-	5.15	E
141.0	Lake Ave	Stonewood Ave	Winchester	1.76	SB	4	U	20,355	6	35	11.0	0.0	0	5	4.0	-	5.15	E
142.0	Lake Ave	W. Ridge Rd	Ridgeway	0.07	NB	6	U	12,014	4	35	11.0	0.0	0	0	4.0	-	3.89	D
142.0	Lake Ave	W. Ridge Rd	Ridgeway	0.07	SB	6	U	12,014	4	35	11.0	0.0	0	0	4.0	-	3.89	D
143.0	Lake Ave	Ridgeway	Avenue E	0.90	NB	4	U	18,335	3	35	14.0	3.0	0	0	4.0	4.0	3.50	C
143.0	Lake Ave	Ridgeway	Avenue E	0.90	SB	4	U	18,335	3	35	14.0	3.0	0	0	4.0	4.0	3.50	C
144.0	Lake Ave	Avenue E	Lexington Ave	0.11	SB	4	D	28,628	7	35	13.0	2.0	0	0	4.0	4.0	5.29	E
144.0	Lake Ave	Avenue E	Lexington Ave	0.11	NB	4	D	28,628	7	35	11.0	0.0	0	0	4.0	4.0	5.53	F
145.0	Lake Ave	Lexington Ave	Lyell Ave	1.10	NB	4	S	21,711	4	35	14.0	3.0	0	10	4.0	4.0	3.90	D
145.0	Lake Ave	Lexington Ave	Lyell Ave	1.10	SB	4	S	21,711	4	35	14.0	3.0	0	10	4.0	4.0	3.90	D
414.0	Lake Ave	Holden St	Stutson	0.25	NB	4	U	7,740	4	30	12.0	0.0	0	15	4.0	-	3.71	D
414.0	Lake Ave	Holden St	Stutson	0.25	SB	4	U	7,740	4	30	12.0	0.0	0	15	4.0	-	3.71	D



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Seg_ID	Road Name	From	To	Length (Ls) (mi)	Dir. of Sur.	Lanes (L)		ADT	Tks. (HV) (%)	Post. Spd. (SP <sub>p</sub> ) mph	Width of Pavement			Occ. Park. (OSPA) (%)	Pavecon		Bicycle LOS	
						Th #	Con				W <sub>t</sub> (ft)	W <sub>l</sub> (ft)	W <sub>ps</sub> (ft)		PC <sub>t</sub> (1..5)	PC <sub>l</sub> (1..5)	Score (1..7)	Grade (A..F)
415.0	Lake Ave	Winchester	W. Ridge Rd	0.76	NB	5	U	11,487	4	30	11.0	0.0	0	0	3.0	-	4.01	D
415.0	Lake Ave	Winchester	W. Ridge Rd	0.76	SB	5	U	11,487	4	30	11.0	0.0	0	0	3.0	-	4.01	D
500.0	Lake Shore Blvd	Colebrook Dr.	Durand Lake	1.23	EB	2	S	9,942	3	35	14.0	4.0	0.0	0	5.0	4.0	3.45	C
500.0	Lake Shore Blvd	Colebrook Dr.	Durand Lake	1.23	WB	2	S	9,942	3	35	14.0	4.0	0.0	0	5.0	4.0	3.45	C
501.0	Lake Shore Blvd	Durand Lake	Culver Rd	0.99	EB	2	U	9,646	3	30	13.0	2.0	0.0	0	5.0	5.0	3.90	D
501.0	Lake Shore Blvd	Durand Lake	Culver Rd	0.99	WB	2	U	9,646	3	30	13.0	2.0	0.0	0	5.0	5.0	3.90	D
498.0	Latta Rd	Lake Ontario State Pkwy	Lake Ave	0.34	EB	2	U	2,592	3	30	13.0	0.0	0.0	0	4.0	-	2.32	B
498.0	Latta Rd	Lake Ontario State Pkwy	Lake Ave	0.34	WB	2	U	2,592	3	30	13.0	0.0	0.0	0	4.0	-	2.32	B
177.0	Lee Rd	Lexington Ave	City Line (North)	0.29	NB	4	U	8,925	14	30	14.0	0.0	0	0	3.0	-	6.68	F
177.0	Lee Rd	Lexington Ave	City Line (North)	0.29	SB	4	U	8,925	14	30	14.0	0.0	0	0	3.0	-	6.68	F
178.0	Lee Rd	Lexington Ave	City Line (South)	0.55	NB	4	U	9,150	14	30	14.0	0.0	0	0	3.0	-	6.68	F
178.0	Lee Rd	Lexington Ave	City Line (South)	0.55	SB	4	U	9,150	14	30	14.0	0.0	0	0	3.0	-	6.68	F
173.0	Lexington Ave	Lake Ave	Dewey Ave	0.39	WB	2	U	8,282	6	30	18.0	0.0	0	15	4.0	-	4.00	D
173.0	Lexington Ave	Lake Ave	Dewey Ave	0.39	EB	2	U	8,282	6	30	12.0	0.0	0	15	4.0	-	4.81	E
174.0	Lexington Ave	Dewey Ave	Curlew	0.45	EB	2	U	7,674	6	30	20.0	8.0	0	15	4.0	4.0	2.04	B
174.0	Lexington Ave	Dewey Ave	Curlew	0.45	WB	2	U	7,674	6	30	20.0	8.0	0	15	4.0	4.0	2.04	B
175.0	Lexington Ave	Mt. Read Blvd	Lee Rd	1.07	EB	4	U	12,963	9	30	12.0	0.0	0	0	4.0	-	5.26	E
175.0	Lexington Ave	Mt. Read Blvd	Lee Rd	1.07	WB	4	U	12,963	9	30	12.0	0.0	0	0	4.0	-	5.26	E
176.0	Lexington Ave	Lee Rd	City Line	0.09	EB	4	D	13,280	9	30	12.0	0.0	0	0	4.0	-	5.27	E
176.0	Lexington Ave	Lee Rd	City Line	0.09	WB	4	D	13,280	9	30	12.0	0.0	0	0	4.0	-	5.27	E
419.0	Lexington Ave	Curlew	Rochester Products Building	0.28	EB	2	S	16,582	7	30	14.0	0.0	0	0	4.0	-	4.96	E
419.0	Lexington Ave	Curlew	Rochester Products Building	0.28	WB	2	S	16,582	7	30	14.0	0.0	0	0	4.0	-	4.96	E
420.0	Lexington Ave	Rochester Products Building	Mt. Read	0.28	EB	4	U	16,582	8	30	14.0	0.0	0	0	4.0	-	4.86	E
420.0	Lexington Ave	Rochester Products Building	Mt. Read	0.28	WB	4	U	16,582	8	30	14.0	0.0	0	0	4.0	-	4.86	E
211.0	Lux St	Carter	Portland	0.21	EB	2	U	3,460	3	30	12.0	0.0	0	5	3.0	-	3.56	D
211.0	Lux St	Carter	Portland	0.21	WB	2	U	3,460	3	30	12.0	0.0	0	5	3.0	-	3.56	D
212.0	Lux St	Portland	Ferndcliff	0.26	EB	2	U	1,989	3	30	12.0	0.0	0	5	3.0	-	2.48	B



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Seg_ID	Road Name	From	To	Length (Ls) (mi)	Dir. of Sur.	Lanes (L)		ADT	Tks. (HV) (%)	Post. Spd. (SP <sub>p</sub> ) mph	Width of Pavement			Occ. Park. (OSPA) (%)	Pavecon		Bicycle LOS	
						Th #	Con				W <sub>t</sub> (ft)	W <sub>l</sub> (ft)	W <sub>ps</sub> (ft)		PC <sub>t</sub> (1..5)	PC <sub>l</sub> (1..5)	Score (1..7)	Grade (A..F)
212.0	Lux St	Portland	Fernduff	0.26	WB	2	U	1,989	3	30	12.0	0.0	0	5	3.0	-	2.48	B
179.0	Lyell Ave	Lake Ave	Dewey Ave	0.46	EB	2	U	14,206	5	30	25.0	0.0	0	40	3.0	-	3.58	D
179.0	Lyell Ave	Lake Ave	Dewey Ave	0.46	WB	2	U	14,206	5	30	25.0	0.0	0	40	3.0	-	3.58	D
180.0	Lyell Ave	Dewey Ave	Broad St	0.08	EB	4	S	26,368	7	30	10.0	0.0	0	0	3.0	-	5.64	F
180.0	Lyell Ave	Dewey Ave	Broad St	0.08	WB	4	S	26,368	7	30	10.0	0.0	0	0	3.0	-	5.64	F
181.0	Lyell Ave	Broad St	Sherman	0.07	EB	2	U	10,123	5	30	25.0	0.0	0	0	3.0	-	2.49	B
181.0	Lyell Ave	Broad St	Sherman	0.07	WB	2	U	10,123	5	30	25.0	0.0	0	0	3.0	-	2.49	B
182.0	Lyell Ave	Mt. Read Blvd	City Line	1.07	EB	4	U	20,704	7	30	12.0	0.0	0	0	3.0	-	5.30	E
182.0	Lyell Ave	Mt. Read Blvd	City Line	1.07	WB	4	U	20,704	7	30	12.0	0.0	0	0	3.0	-	5.30	E
421.0	Lyell Ave	Sherman	Glide	0.95	EB	2	U	20,076	7	30	24.0	8.0	0	10	3.0	3.0	1.74	B
421.0	Lyell Ave	Sherman	Glide	0.95	WB	2	U	20,076	7	30	24.0	8.0	0	10	3.0	3.0	1.74	B
422.0	Lyell Ave	Glide	Mt. Read	0.27	EB	4	U	18,354	5	30	12.0	0.0	0	0	4.0	-	4.52	E
422.0	Lyell Ave	Glide	Mt. Read	0.27	WB	4	U	18,354	5	30	12.0	0.0	0	0	4.0	-	4.52	E
192.0	Main Street	Genesee St	Broad	0.83	EB	4	U	19,770	5	30	12.0	0.0	0	0	4.0	-	4.55	E
192.0	Main Street	Genesee St	Broad	0.83	WB	4	U	19,770	5	30	12.0	0.0	0	0	4.0	-	4.55	E
193.0	Main Street	Broad East	Broad West	0.06	EB	4	D	15,203	5	30	10.0	0.0	0	0	3.5	-	4.80	E
193.0	Main Street	Broad East	Broad West	0.06	WB	4	D	15,203	5	30	10.0	0.0	0	0	3.5	-	4.80	E
194.0	Main Street	Broad	Plymouth	0.19	EB	6	U	14,170	5	30	10.0	0.0	0	10	3.0	-	4.82	E
194.0	Main Street	Broad	Plymouth	0.19	WB	6	U	14,170	5	30	10.0	0.0	0	10	3.0	-	4.82	E
195.0	Main Street	Plymouth	Exchange Blvd	0.16	EB	5	U	9,823	3	30	10.0	0.0	0	10	3.0	-	3.97	D
195.0	Main Street	Plymouth	Exchange Blvd	0.16	WB	5	U	9,823	3	30	10.0	0.0	0	10	3.0	-	3.97	D
196.0	Main Street	Exchange Blvd	South Ave	0.19	EB	4	U	15,718	5	30	10.0	0.0	0	0	3.0	-	4.98	E
196.0	Main Street	Exchange Blvd	South Ave	0.19	WB	4	U	15,718	5	30	10.0	0.0	0	0	3.0	-	4.98	E
197.0	Main Street	South Ave	Clinton	0.13	EB	4	U	13,585	5	30	11.0	0.0	0	0	3.0	-	4.80	E
197.0	Main Street	South Ave	Clinton	0.13	WB	4	U	13,585	5	30	11.0	0.0	0	0	3.0	-	4.80	E
198.0	Main Street	Clinton	East Ave	0.11	EB	4	U	12,614	5	30	11.0	0.0	0	0	3.0	-	4.77	E
198.0	Main Street	Clinton	East Ave	0.11	WB	4	U	12,614	5	30	11.0	0.0	0	0	3.0	-	4.77	E



# Rochester Bicycle Master Plan: Existing Bicycling Conditions (Bicycle Level of Service)



Seg_ID	Road Name	From	To	Length (Ls) (mi)	Dir. of Sur.	Lanes (L)		ADT	Tks. (HV) (%)	Post. Spd. (SP <sub>p</sub> ) mph	Width of Pavement			Occ. Park. (OSPA) (%)	Pavecon		Bicycle LOS	
						Th #	Con				W <sub>t</sub> (ft)	W <sub>l</sub> (ft)	W <sub>ps</sub> (ft)		PC <sub>t</sub> (1..5)	PC <sub>l</sub> (1..5)	Score (1..7)	Grade (A..F)
199.0	Main Street	East Ave	Chestnut	0.11	EB	4	U	11,731	5	30	11.0	0.0	0	0	3.0	-	4.73	E
199.0	Main Street	East Ave	Chestnut	0.11	WB	4	U	11,731	5	30	11.0	0.0	0	0	3.0	-	4.73	E
200.0	Main Street	Chestnut	University Ave	0.31	EB	4	U	9,678	3	30	19.0	8.0	0	30	3.0	3.0	2.26	B
200.0	Main Street	Chestnut	University Ave	0.31	WB	4	U	9,678	3	30	19.0	8.0	0	30	3.0	3.0	2.26	B
201.0	Main Street	University North	University South	0.06	EB	4	S	9,892	3	30	11.0	0.0	0	0	3.0	-	4.13	D
201.0	Main Street	University North	University South	0.06	WB	4	S	9,892	3	30	11.0	0.0	0	0	3.0	-	4.13	D
202.0	Main Street	University Ave	Union	0.05	EB	6	S	22,969	7	30	11.0	0.0	0	0	3.0	-	5.27	E
202.0	Main Street	University Ave	Union	0.05	WB	6	S	22,969	7	30	11.0	0.0	0	0	3.0	-	5.27	E
203.0	Main Street	Union St	Alexander St	0.14	EB	6	S	24,744	7	30	12.0	0.0	0	60	3.0	-	5.72	F
203.0	Main Street	Union St	Alexander St	0.14	WB	6	S	24,744	7	30	10.0	0.0	0	60	3.0	-	5.82	F
204.0	Main Street	Alexander St	Goodman St	0.42	EB	6	S	23,313	7	30	12.0	0.0	0	60	3.5	-	5.52	F
204.0	Main Street	Alexander St	Goodman St	0.42	WB	6	S	23,313	7	30	10.0	0.0	0	60	3.5	-	5.62	F
205.0	Main Street	Goodman St	Culver Rd	0.89	EB	2	S	14,628	5	30	18.0	7.0	0	10	4.5	4.5	2.59	C
205.0	Main Street	Goodman St	Culver Rd	0.89	WB	2	S	14,628	5	30	18.0	7.0	0	10	4.5	4.5	2.59	C
206.0	Main Street	Culver Rd	Winton	0.94	EB	2	U	6,222	3	30	20.0	8.0	0	25	5.0	5.0	1.62	B
206.0	Main Street	Culver Rd	Winton	0.94	WB	2	U	6,222	3	30	20.0	8.0	0	25	5.0	5.0	1.62	B
508.0	Main Street	West Ave.	Genesee St.	0.06	EB	4	U	19,770	5	30	20.0	0.0	0.0	0	3.5	-	3.43	C
508.0	Main Street	West Ave.	Genesee St.	0.06	WB	4	U	19,770	5	30	20.0	0.0	0.0	100	3.5	-	4.93	E
456.0	Maple St	Mt. Read Blvd	Brown St.	1.61	EB	2	U	3,739	15	30	16.0	0.0	0	5	3.0	-	6.55	F
456.0	Maple St	Mt. Read Blvd	Brown St.	1.61	WB	2	U	3,739	15	30	16.0	0.0	0	5	3.0	-	6.55	F
429.0	Maplewood Dr	Lake Ave	City Line	0.68	NB	4	U	4,811	3	30	12.0	0.0	0	0	3.0	-	2.75	C
429.0	Maplewood Dr	Lake Ave	City Line	0.68	SB	4	U	4,811	3	30	12.0	0.0	0	0	3.0	-	2.75	C
430.0	Maplewood Dr	W. Ridge Rd	Lake Ave	0.59	NB	2	U	12,791	5	30	18.0	0.0	0	0	3.0	-	4.11	D
430.0	Maplewood Dr	W. Ridge Rd	Lake Ave	0.59	SB	2	U	12,791	5	30	18.0	0.0	0	0	3.0	-	4.11	D
433.0	Merchants Rd	Culver Road	Winton Rd	1.06	EB	2	U	8,490	3	30	13.0	0.0	0	5	3.0	-	4.39	D
433.0	Merchants Rd	Culver Road	Winton Rd	1.06	WB	2	U	8,490	3	30	13.0	0.0	0	5	3.0	-	4.39	D
434.0	Merchants Rd	Winton Rd	Browncroft Blvd	0.27	EB	2	U	9,237	3	30	13.0	0.0	0	0	3.0	-	4.37	D



# Rochester Bicycle Master Plan: Existing Bicycling Conditions (Bicycle Level of Service)



Seg_ID	Road Name	From	To	Length (Ls) (mi)	Dir. of Sur.	Lanes (L)		ADT	Tks. (HV) (%)	Post. Spd. (SP <sub>p</sub> ) mph	Width of Pavement			Occ. Park. (OSPA) (%)	Pavecon		Bicycle LOS	
						Th #	Con				W <sub>t</sub> (ft)	W <sub>l</sub> (ft)	W <sub>ps</sub> (ft)		PC <sub>t</sub> (1..5)	PC <sub>l</sub> (1..5)	Score (1..7)	Grade (A..F)
434.0	Merchants Rd	Winton Rd	Browncroft Blvd	0.27	WB	2	U	9,237	3	30	13.0	0.0	0	0	3.0	-	4.37	D
94.0	Monroe Ave	Union St	Alexander St	0.14	EB	2	U	15,204	5	30	22.0	0.0	0	30	3.5	-	3.84	D
94.0	Monroe Ave	Union St	Alexander St	0.14	WB	2	U	15,204	5	30	22.0	0.0	0	30	3.5	-	3.84	D
95.0	Monroe Ave	Alexander St	Goodman St	0.33	EB	2	U	15,266	5	30	24.0	0.0	0	30	3.0	-	3.62	D
95.0	Monroe Ave	Alexander St	Goodman St	0.33	WB	2	U	15,266	5	30	24.0	0.0	0	30	3.0	-	3.62	D
96.0	Monroe Ave	Goodman St	Culver Road	0.91	EB	2	U	12,207	5	30	22.0	8.0	0	50	4.0	4.0	2.96	C
96.0	Monroe Ave	Goodman St	Culver Road	0.91	WB	2	U	12,207	5	30	22.0	8.0	0	50	4.0	4.0	2.96	C
97.0	Monroe Ave	Culver Road	City Line	0.48	EB	4	U	17,517	5	30	11.0	0.0	0	0	4.0	-	4.60	E
97.0	Monroe Ave	Culver Road	City Line	0.48	WB	4	U	17,517	5	30	11.0	0.0	0	0	4.0	-	4.60	E
93.0	Monroe Ave/Chestnut St	Woodbury	Union St	0.28	NB	5	U	10,716	5	30	12.0	0.0	0	5	3.0	-	4.23	D
93.0	Monroe Ave/Chestnut St	Woodbury	Union St	0.28	SB	5	U	10,716	5	30	11.0	0.0	0	5	3.0	-	4.34	D
61.0	Mt. Hope Ave	City Line	Westfall Rd	0.15	NB	5	U	27,939	7	30	12.0	0.0	0	0	3.0	-	5.25	E
61.0	Mt. Hope Ave	City Line	Westfall Rd	0.15	SB	5	U	27,939	7	30	12.0	0.0	0	0	3.0	-	5.25	E
62.0	Mt. Hope Ave	Westfall Rd	E. Henrietta Rd	0.52	NB	4	U	21,298	7	30	12.0	0.0	0	0	3.0	-	5.32	E
62.0	Mt. Hope Ave	Westfall Rd	E. Henrietta Rd	0.52	SB	4	U	21,298	7	30	12.0	0.0	0	0	3.0	-	5.32	E
63.0	Mt. Hope Ave	E. Henrietta Rd	Elmwood Ave	0.20	NB	4	U	30,538	7	30	12.0	0.0	0	0	3.0	-	5.50	E
63.0	Mt. Hope Ave	E. Henrietta Rd	Elmwood Ave	0.20	SB	4	U	30,538	7	30	12.0	0.0	0	0	3.0	-	5.50	E
64.0	Mt. Hope Ave	Elmwood Ave	Ford St	1.16	NB	2	U	24,980	7	30	18.0	4.0	0	0	5.0	-	3.56	D
64.0	Mt. Hope Ave	Elmwood Ave	Ford St	1.16	SB	2	U	24,980	7	30	18.0	4.0	0	0	5.0	-	3.56	D
65.0	Mt. Hope Ave	Ford St	Alexander St	0.39	NB	2	U	16,384	5	30	22.0	8.0	0	10	5.0	5.0	1.34	A
65.0	Mt. Hope Ave	Ford St	Alexander St	0.39	SB	2	U	16,384	5	30	22.0	8.0	0	10	5.0	5.0	1.34	A
66.0	Mt. Hope Ave	Alexander St	South Avenue	0.25	NB	4	U	16,255	5	30	11.0	0.0	0	0	5.0	-	4.41	D
66.0	Mt. Hope Ave	Alexander St	South Avenue	0.25	SB	4	U	16,255	5	30	11.0	0.0	0	0	5.0	-	4.41	D
489.0	Mt. Read Blvd	490	Buffalo Rd	0.33	NB	6	D	17,387	5	35	11.0	0.0	0.0	0	3.0	-	4.94	E
489.0	Mt. Read Blvd	490	Buffalo Rd	0.33	SB	6	D	17,387	5	35	11.0	0.0	0.0	0	3.0	-	4.94	E
490.0	Mt. Read Blvd	Jay St	490	0.15	SB	4	S	44,340	9	35	22.0	0.0	0.0	0	3.0	-	4.75	E
490.0	Mt. Read Blvd	Jay St	490	0.15	NB	4	S	44,340	9	35	11.0	0.0	0.0	0	3.0	-	6.57	F



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Seg_ID	Road Name	From	To	Length (Ls) (mi)	Dir. of Sur.	Lanes (L)		ADT	Tks. (HV) (%)	Post. Spd. (SP <sub>p</sub> ) mph	Width of Pavement			Occ. Park. (OSPA) (%)	Pavecon		Bicycle LOS	
						Th #	Con				W <sub>t</sub> (ft)	W <sub>l</sub> (ft)	W <sub>ps</sub> (ft)		PC <sub>t</sub> (1..5)	PC <sub>l</sub> (1..5)	Score (1..7)	Grade (A..F)
491.0	Mt. Read Blvd	Lyell Ave	Jay St	0.36	NB	6	D	38,401	7	35	11.0	0.0	0.0	0	3.0	-	5.79	F
491.0	Mt. Read Blvd	Lyell Ave	Jay St	0.36	SB	6	D	38,401	7	35	11.0	0.0	0.0	0	3.0	-	5.79	F
492.0	Mt. Read Blvd	Emerson	Lyell Ave	0.63	NB	4	D	27,693	7	45	15.0	3.0	0.0	0	3.5	2.5	5.13	E
492.0	Mt. Read Blvd	Emerson	Lyell Ave	0.63	SB	4	D	27,693	7	45	15.0	3.0	0.0	0	3.5	2.5	5.13	E
493.0	Mt. Read Blvd	Lexington Ave	Emerson	0.37	NB	4	D	27,297	7	45	13.0	1.0	0.0	0	4.0	3.0	5.60	F
493.0	Mt. Read Blvd	Lexington Ave	Emerson	0.37	SB	4	D	27,297	7	45	13.0	1.0	0.0	0	4.0	3.0	5.60	F
494.0	Mt. Read Blvd	W. Ridge Rd	Lexington Ave	1.73	NB	4	D	20,936	7	45	24.0	12.0	0.0	0	4.0	3.0	0.87	A
494.0	Mt. Read Blvd	W. Ridge Rd	Lexington Ave	1.73	SB	4	D	20,936	7	45	24.0	12.0	0.0	0	4.0	3.0	0.87	A
400.0	North St	University Avenue	Hudson Avenue	0.14	NB	4	U	15,407	5	30	11.0	0.0	0	0	3.0	-	4.82	E
400.0	North St	University Avenue	Hudson Avenue	0.14	SB	4	U	15,407	5	30	11.0	0.0	0	0	3.0	-	4.82	E
401.0	North St	Hudson Avenue	Portland Avenue	0.30	NB	2	U	11,020	5	30	20.0	8.0	0	10	4.0	4.0	1.80	B
401.0	North St	Hudson Avenue	Portland Avenue	0.30	SB	2	U	11,020	5	30	20.0	8.0	0	10	4.0	4.0	1.80	B
213.0	Northland Ave	Ferncliff	Goodman	0.32	EB	2	U	450	3	30	12.0	0.0	0	0	4.0	-	0.24	A
213.0	Northland Ave	Ferncliff	Goodman	0.32	WB	2	U	450	3	30	12.0	0.0	0	0	4.0	-	0.24	A
475.0	Northland Ave	Goodman	Waring	0.62	EB	2	U	4,196	3	30	19.0	7.0	0	25	3.0	3.0	2.05	B
475.0	Northland Ave	Goodman	Waring	0.62	WB	2	U	4,196	3	30	19.0	7.0	0	25	3.0	3.0	2.05	B
1.0	Norton St	St. Paul Street	Seneca	0.73	EB	3	U	6,306	3	30	20.0	0.0	0	10	3.0	-	2.48	B
1.0	Norton St	St. Paul Street	Seneca	0.73	WB	3	U	6,306	3	30	12.0	0.0	0	0	3.0	-	3.57	D
2.0	Norton St	Seneca	Hudson Avenue	0.43	EB	4	U	10,893	4	30	16.0	0.0	0	10	3.0	-	3.89	D
2.0	Norton St	Seneca	Hudson Avenue	0.43	WB	4	U	10,893	4	30	16.0	0.0	0	10	3.0	-	3.89	D
3.0	Norton St	Hudson Avenue	Portland Avenue	0.78	EB	2	U	13,691	4	30	18.0	0.0	0	5	4.0	-	3.65	D
3.0	Norton St	Hudson Avenue	Portland Avenue	0.78	WB	2	U	13,691	4	30	14.0	0.0	0	0	4.0	-	4.20	D
4.0	Norton St	Portland Avenue	Goodman Street	0.40	EB	2	U	11,372	5	30	18.0	7.0	0	5	5.0	5.0	2.18	B
4.0	Norton St	Portland Avenue	Goodman Street	0.40	WB	2	U	11,372	5	30	18.0	7.0	0	5	5.0	5.0	2.18	B
5.0	Norton St	Goodman Street	Culver Road	0.77	EB	2	U	10,910	5	30	18.0	7.0	0	10	5.0	5.0	2.33	B
5.0	Norton St	Goodman Street	Culver Road	0.77	WB	2	U	10,910	5	30	18.0	7.0	0	10	5.0	5.0	2.33	B
6.0	Norton St	Culver Road	City Line	0.55	EB	2	U	7,427	5	30	20.0	9.0	0	0	4.0	4.0	0.87	A



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Seg_ID	Road Name	From	To	Length (Ls) (mi)	Dir. of Sur.	Lanes (L)		ADT	Tks. (HV) (%)	Post. Spd. (SP <sub>p</sub> ) mph	Width of Pavement			Occ. Park. (OSPA) (%)	Pavecon		Bicycle LOS	
						Th #	Con				W <sub>t</sub> (ft)	W <sub>l</sub> (ft)	W <sub>ps</sub> (ft)		PC <sub>t</sub> (1..5)	PC <sub>l</sub> (1..5)	Score (1..7)	Grade (A..F)
6.0	Norton St	Culver Road	City Line	0.55	WB	2	U	7,427	5	30	20.0	9.0	0	0	4.0	4.0	0.87	A
217.0	Park Ave	Alexander St	Goodman	0.33	WB	2	U	4,379	3	30	16.0	0.0	0	80	3.0	-	4.31	D
217.0	Park Ave	Alexander St	Goodman	0.33	EB	2	U	4,379	3	30	12.0	0.0	0	80	3.0	-	4.55	E
218.0	Park Ave	Goodman	Culver Rd	0.89	EB	2	U	8,922	3	30	18.0	8.0	0	80	4.0	4.0	3.99	D
218.0	Park Ave	Goodman	Culver Rd	0.89	WB	2	U	8,922	3	30	18.0	8.0	0	80	4.0	4.0	3.99	D
219.0	Park Ave	Culver Rd	East Ave	0.74	EB	2	U	3,041	3	30	18.0	0.0	0	20	3.0	-	2.26	B
219.0	Park Ave	Culver Rd	East Ave	0.74	WB	2	U	3,041	3	30	18.0	0.0	0	20	3.0	-	2.26	B
497.0	Pattonwood Dr	Lake Ave	Genesee River	0.16	EB	4	S	23,819	7	30	15.0	4.0	0.0	0	4.0	4.0	3.96	D
497.0	Pattonwood Dr	Lake Ave	Genesee River	0.16	WB	4	S	23,819	7	30	15.0	4.0	0.0	0	4.0	4.0	3.96	D
437.0	Pitkin St	Main St.	East Avenue	0.27	SB	2	OW	3,353	3	30	20.0	0.0	0	5	3.0	-	2.40	B
438.0	Pitkin St	East	Chestnut St	0.43	SB	3	OW	3,353	3	30	11.0	0.0	0	0	3.0	-	3.41	C
153.0	Plymouth Ave	Brooks Ave	Barton	0.31	NB	2	U	7,200	3	30	18.0	0.0	0	0	3.0	-	3.47	C
153.0	Plymouth Ave	Brooks Ave	Barton	0.31	SB	2	U	7,200	3	30	18.0	0.0	0	0	3.0	-	3.47	C
416.0	Plymouth Ave	Barton	Ford St	0.91	NB	2	U	10,324	5	30	21.0	8.0	0	30	4.0	4.0	2.37	B
416.0	Plymouth Ave	Barton	Ford St	0.91	SB	2	U	10,324	5	30	21.0	8.0	0	30	4.0	4.0	2.37	B
448.0	Plymouth Ave	Inner Loop	Main Street	0.19	NB	4	S	14,318	5	30	20.0	0.0	0	90	3.5	-	4.61	E
448.0	Plymouth Ave	Inner Loop	Main Street	0.19	SB	4	S	14,318	5	30	20.0	0.0	0	90	3.5	-	4.61	E
449.0	Plymouth Ave	Main St.	490	0.25	NB	4	S	8,076	5	30	20.0	0.0	0	90	3.5	-	4.20	D
449.0	Plymouth Ave	Main St.	490	0.25	SB	4	S	8,076	5	30	20.0	0.0	0	90	3.5	-	4.20	D
450.0	Plymouth Ave	490	Exchange Blvd	0.25	NB	2	U	5,434	5	30	22.0	0.0	0	20	3.5	-	3.07	C
450.0	Plymouth Ave	490	Exchange Blvd	0.25	SB	2	U	5,434	5	30	22.0	0.0	0	20	3.5	-	3.07	C
115.0	Portland Ave	North St.	Cleveland	0.31	NB	2	U	8,060	3	30	20.0	0.0	0	40	4.5	-	3.43	C
115.0	Portland Ave	North St.	Cleveland	0.31	SB	2	U	8,060	3	30	20.0	0.0	0	40	4.5	-	3.43	C
116.0	Portland Ave	Cleveland	Clifford Ave	0.44	NB	2	U	17,527	5	30	20.0	0.0	0	10	3.0	-	4.09	D
116.0	Portland Ave	Cleveland	Clifford Ave	0.44	SB	2	U	17,527	5	30	20.0	0.0	0	10	3.0	-	4.09	D
117.0	Portland Ave	Clifford Ave	Norton St	0.90	NB	2	U	12,669	5	30	20.0	0.0	0	20	3.0	-	4.10	D
117.0	Portland Ave	Clifford Ave	Norton St	0.90	SB	2	U	12,669	5	30	20.0	0.0	0	20	3.0	-	4.10	D



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						Th #	Con				W <sub>t</sub> (ft)	W <sub>l</sub> (ft)	W <sub>ps</sub> (ft)		PC <sub>t</sub> (1..5)	PC <sub>l</sub> (1..5)	Score (1..7)	Grade (A..F)
118.0	Portland Ave	Norton St.	City Line	0.31	NB	4	S	19,252	5	30	11.0	0.0	0	0	3.5	-	4.81	E
118.0	Portland Ave	Norton St.	City Line	0.31	SB	4	S	19,252	5	30	11.0	0.0	0	0	3.5	-	4.81	E
503.0	Ridge Rd	St. Paul Street	N Clinton	0.29	EB	2	U	5,449	3	30	13.0	0.0	0.0	0	3.5	-	3.82	D
503.0	Ridge Rd	St. Paul Street	N Clinton	0.29	WB	2	U	5,449	3	30	13.0	0.0	0.0	0	3.5	-	3.82	D
504.0	Ridge Rd	Clinton	Seneca Ave.	0.18	EB	2	S	5,449	3	30	10.0	0.0	0.0	10	3.0	-	4.44	D
504.0	Ridge Rd	Clinton	Seneca Ave.	0.18	WB	2	S	5,449	3	30	10.0	0.0	0.0	10	3.0	-	4.44	D
168.0	Ridgeway Ave	Lake Ave	Dewey Ave	0.50	EB	2	U	17,001	7	30	18.0	0.0	0	20	3.0	-	5.00	E
168.0	Ridgeway Ave	Lake Ave	Dewey Ave	0.50	WB	2	U	17,001	7	30	18.0	0.0	0	20	3.0	-	5.00	E
169.0	Ridgeway Ave	Dewey Ave	Ramona	0.57	WB	2	U	16,387	7	30	18.0	0.0	0	5	3.0	-	4.73	E
169.0	Ridgeway Ave	Dewey Ave	Ramona	0.57	EB	2	U	16,387	7	30	12.0	0.0	0	5	3.0	-	5.60	F
170.0	Ridgeway Ave	Mt. Read Blvd	City Line	1.05	EB	2	S	19,545	7	30	16.0	4.0	0	0	4.0	4.0	4.03	D
170.0	Ridgeway Ave	Mt. Read Blvd	City Line	1.05	WB	2	S	19,545	7	30	16.0	4.0	0	0	4.0	4.0	4.03	D
418.0	Ridgeway Ave	Ramona	Mt. Read	0.44	WB	2	S	23,892	7	30	20.0	8.0	0	0	4.0	4.0	2.21	B
418.0	Ridgeway Ave	Ramona	Mt. Read	0.44	EB	2	S	23,892	7	30	11.0	0.0	0	0	4.0	-	5.52	F
442.0	Seneca Ave	City Line	Norton St	0.59	NB	2	U	9,821	5	30	20.0	0.0	0	0	3.0	-	3.55	D
442.0	Seneca Ave	City Line	Norton St	0.59	SB	2	U	9,821	5	30	20.0	0.0	0	0	3.0	-	3.55	D
67.0	South Ave	East Main St	East Broad St	0.14	SB	3	OW	11,627	4	30	11.0	0.0	0	40	4.0	-	4.59	E
68.0	South Ave	East Broad St	Court St	0.08	SB	3	OW	11,217	4	30	11.0	0.0	0	0	3.0	-	4.54	E
69.0	South Ave	Court St	Byron St	0.36	SB	2	OW	11,341	4	30	12.0	1.0	0	0	3.0	3.0	4.63	E
70.0	South Ave	Byron St	Alexander St	0.18	NB	2	U	7,156	4	30	26.0	8.0	0	60	3.0	3.0	2.21	B
70.0	South Ave	Byron St	Alexander St	0.18	SB	2	U	7,156	4	30	26.0	8.0	0	60	3.0	3.0	2.21	B
71.0	South Ave	Alexander St	Elmwood Ave	1.59	NB	2	U	10,684	5	30	20.0	0.0	0	60	3.0	-	4.61	E
71.0	South Ave	Alexander St	Elmwood Ave	1.59	SB	2	U	10,684	5	30	20.0	0.0	0	60	3.0	-	4.61	E
72.0	South Ave	Elmwood Ave	E. Henrietta Rd	0.59	NB	2	U	14,593	5	30	17.0	0.0	0	0	4.0	-	3.98	D
72.0	South Ave	Elmwood Ave	E. Henrietta Rd	0.59	SB	2	U	14,593	5	30	17.0	0.0	0	0	4.0	-	3.98	D
132.0	St. Paul St	City Line	Rt. 104	0.93	NB	4	U	12,557	4	30	12.0	0.0	0	0	3.0	-	4.40	D
132.0	St. Paul St	City Line	Rt. 104	0.93	SB	4	U	12,557	4	30	12.0	0.0	0	0	3.0	-	4.40	D



# Rochester Bicycle Master Plan: Existing Bicycling Conditions (Bicycle Level of Service)



Seg_ID	Road Name	From	To	Length (Ls) (mi)	Dir. of Sur.	Lanes (L)		ADT	Tks. (HV) (%)	Post. Spd. (SP <sub>p</sub> ) mph	Width of Pavement			Occ. Park. (OSPA) (%)	Pavecon		Bicycle LOS	
						Th #	Con				W <sub>t</sub> (ft)	W <sub>l</sub> (ft)	W <sub>ps</sub> (ft)		PC <sub>t</sub> (1..5)	PC <sub>l</sub> (1..5)	Score (1..7)	Grade (A..F)
133.0	St. Paul St	Norton St.	Ave E	0.41	SB	3	U	15,090	5	30	19.0	8.0	0	50	4.0	4.0	3.29	C
133.0	St. Paul St	Norton St.	Ave E	0.41	NB	3	U	15,090	5	30	11.0	0.0	0	50	4.0	-	4.91	E
134.0	St. Paul St	Clifford Ave	Upper Falls Blvd	0.58	NB	4	U	17,431	6	30	11.0	0.0	0	0	4.0	-	4.78	E
134.0	St. Paul St	Clifford Ave	Upper Falls Blvd	0.58	SB	4	U	17,431	6	30	11.0	0.0	0	0	4.0	-	4.78	E
135.0	St. Paul St	Upper Falls Blvd	Central	0.48	NB	4	U	18,231	6	30	11.0	0.0	0	0	4.0	-	4.80	E
135.0	St. Paul St	Upper Falls Blvd	Central	0.48	SB	4	U	18,231	6	30	11.0	0.0	0	0	4.0	-	4.80	E
136.0	St. Paul St	Andrews St	East Main St	0.21	SB	4	OW	9,250	4	30	10.0	0.0	0	10	4.0	-	3.96	D
410.0	St. Paul St	Rt. 104	Norton St	0.42	NB	2	U	9,987	5	30	18.0	0.0	0	40	3.0	-	4.58	E
410.0	St. Paul St	Rt. 104	Norton St	0.42	SB	2	U	9,987	5	30	18.0	0.0	0	40	3.0	-	4.58	E
411.0	St. Paul St	Ave. E	Clifford Ave	0.52	NB	4	U	16,527	6	30	11.0	0.0	0	0	3.0	-	5.08	E
411.0	St. Paul St	Ave. E	Clifford Ave	0.52	SB	4	U	16,527	6	30	11.0	0.0	0	0	3.0	-	5.08	E
412.0	St. Paul St	Central	Andrews St	0.18	SB	3	OW	9,431	2	30	20.0	8.0	0	10	4.0	4.0	0.71	A
146.0	State St	Lyell Ave	Andrews St	0.62	NB	6	U	23,915	7	30	11.0	0.0	0	5	3.0	-	5.34	E
146.0	State St	Lyell Ave	Andrews St	0.62	SB	6	U	23,915	7	30	11.0	0.0	0	5	3.0	-	5.34	E
147.0	State St	Andrews St	Main Street	0.18	NB	4	U	16,326	5	30	18.0	0.0	0	80	4.0	-	4.67	E
147.0	State St	Andrews St	Main Street	0.18	SB	4	U	16,326	5	30	18.0	0.0	0	80	4.0	-	4.67	E
495.0	Stonewood Ave	City Line	Lake Ave	0.20	EB	2	U	9,406	3	30	18.0	0.0	0.0	0	5.0	-	3.12	C
495.0	Stonewood Ave	City Line	Lake Ave	0.20	WB	2	U	9,406	3	30	16.0	0.0	0.0	0	5.0	-	3.46	C
470.0	Thurston Rd	West Ave.	Chili Ave.	0.32	SB	2	U	4,870	3	30	20.0	8.0	0	15	5.0	5.0	0.96	A
470.0	Thurston Rd	West Ave.	Chili Ave.	0.32	NB	2	U	4,870	3	30	12.0	0.0	0	15	5.0	-	3.69	D
471.0	Thurston Rd	Chili Ave	Arnett Blvd	0.21	NB	2	U	8,552	3	30	20.0	0.0	0	10	3.0	-	3.37	C
471.0	Thurston Rd	Chili Ave	Arnett Blvd	0.21	SB	2	U	8,552	3	30	12.0	0.0	0	10	3.0	-	4.57	E
472.0	Thurston Rd	Arnett Blvd	Brooks Ave	0.78	SB	2	U	9,020	3	30	20.0	0.0	0	30	4.0	-	3.42	C
472.0	Thurston Rd	Arnett Blvd	Brooks Ave	0.78	NB	2	U	9,020	3	30	18.0	0.0	0	30	4.0	-	3.74	D
99.0	Union St	Alexander St	Monroe Avenue	0.25	NB	2	OW	3,735	3	30	14.0	0.0	0	10	3.0	-	3.55	D
100.0	Union St	Monroe Avenue	Broad	0.33	NB	2	OW	2,021	3	30	20.0	0.0	0	90	3.0	-	3.35	C
101.0	Union St	East Avenue	University Avenue	0.25	NB	2	OW	188	3	30	11.0	0.0	0	10	3.5	-	1.89	B



# Rochester Bicycle Master Plan: Existing Bicycling Conditions (Bicycle Level of Service)



Seg_ID	Road Name	From	To	Length (Ls) (mi)	Dir. of Sur.	Lanes (L)		ADT	Tks. (HV) (%)	Post. Spd. (SP <sub>p</sub> ) mph	Width of Pavement			Occ. Park. (OSPA) (%)	Pavecon		Bicycle LOS	
						Th #	Con				W <sub>t</sub> (ft)	W <sub>l</sub> (ft)	W <sub>ps</sub> (ft)		PC <sub>t</sub> (1..5)	PC <sub>l</sub> (1..5)	Score (1..7)	Grade (A..F)
102.0	Union St	University Avenue	Main St	0.07	NB	2	OW	6,060	3	30	11.0	0.0	0	0	3.5	-	4.05	D
405.0	Union St	Broad	East Ave	0.09	NB	3	OW	3,515	3	30	11.0	0.0	0	0	3.0	-	3.43	C
436.0	Union St	Central Park	Main Street	0.65	NB	2	U	6,060	3	30	15.0	0.0	0	10	3.0	-	3.97	D
436.0	Union St	Central Park	Main Street	0.65	SB	2	U	6,060	3	30	15.0	0.0	0	10	3.0	-	3.97	D
52.0	University Ave	Chestnut St	Main St	0.35	EB	4	U	5,033	3	30	12.0	0.0	0	15	3.0	-	3.05	C
52.0	University Ave	Chestnut St	Main St	0.35	WB	4	U	5,033	3	30	12.0	0.0	0	15	3.0	-	3.05	C
53.0	University Ave	Main St	Union St	0.06	EB	4	U	20,841	7	30	12.0	0.0	0	0	5.0	-	4.82	E
53.0	University Ave	Main St	Union St	0.06	WB	4	U	20,841	7	30	12.0	0.0	0	0	5.0	-	4.82	E
54.0	University Ave	Union St	Alexander St	0.12	UNDER CONSTRUCTION			11,405									UC	UC
55.0	University Ave	Alexander St	Goodman St	0.34	EB	4	U	11,582	5	30	11.0	0.0	0	10	3.0	-	4.83	E
55.0	University Ave	Alexander St	Goodman St	0.34	WB	4	U	11,582	5	30	11.0	0.0	0	10	3.0	-	4.83	E
56.0	University Ave	Goodman	Culver Road	0.88	EB	2	U	13,556	5	30	22.0	8.0	0	25	4.0	4.0	2.05	B
56.0	University Ave	Goodman	Culver Road	0.88	WB	2	U	13,556	5	30	22.0	8.0	0	25	4.0	4.0	2.05	B
57.0	University Ave	Culver Road	Blossom Rd	0.32	EB	4	U	12,980	5	30	12.0	0.0	0	10	3.0	-	4.78	E
57.0	University Ave	Culver Road	Blossom Rd	0.32	WB	4	U	12,980	5	30	12.0	0.0	0	10	3.0	-	4.78	E
58.0	University Ave	Winton	City Line	0.36	EB	4	D	16,877	5	30	12.0	0.0	0	0	3.0	-	4.80	E
58.0	University Ave	Winton	City Line	0.36	WB	4	D	16,877	5	30	12.0	0.0	0	0	3.0	-	4.80	E
485.0	University Ave	Blossom	Winton	0.56	EB	2	U	11,434	5	30	18.0	8.0	0	0	3.0	3.0	2.29	B
485.0	University Ave	Blossom	Winton	0.56	WB	2	U	11,434	5	30	18.0	8.0	0	0	3.0	3.0	2.29	B
21.0	Upper Falls Blvd	St. Paul Street	Clinton	0.33	EB	4	D	17,399	6	30	10.0	0.0	0	0	4.0	-	4.88	E
21.0	Upper Falls Blvd	St. Paul Street	Clinton	0.33	WB	4	D	17,399	6	30	10.0	0.0	0	0	4.0	-	4.88	E
22.0	Upper Falls Blvd	Clinton	Hudson Avenue	0.58	EB	4	D	16,235	6	30	10.0	0.0	0	0	4.0	-	4.85	E
22.0	Upper Falls Blvd	Clinton	Hudson Avenue	0.58	WB	4	D	16,235	6	30	10.0	0.0	0	0	4.0	-	4.85	E
164.0	W. Ridge Rd	City Line	Dewey Ave	1.15	EB	6	D	35,946	4	30	14.0	3.0	0	0	4.0	4.0	3.67	D
164.0	W. Ridge Rd	City Line	Dewey Ave	1.15	WB	6	D	35,946	4	30	14.0	3.0	0	0	4.0	4.0	3.67	D
165.0	W. Ridge Rd	Dewey Ave	Lake Ave	0.64	EB	6	S	37,459	4	30	11.0	0.0	0	0	4.0	-	4.53	E
165.0	W. Ridge Rd	Dewey Ave	Lake Ave	0.64	WB	6	S	37,459	4	30	11.0	0.0	0	0	4.0	-	4.53	E



# Rochester Bicycle Master Plan: Existing Bicycling Conditions (Bicycle Level of Service)



Seg_ID	Road Name	From	To	Length (Ls) (mi)	Dir. of Sur.	Lanes (L)		ADT	Tks. (HV) (%)	Post. Spd. (SP <sub>p</sub> ) mph	Width of Pavement			Occ. Park. (OSPA) (%)	Pavecon		Bicycle LOS	
						Th #	Con				W <sub>t</sub> (ft)	W <sub>l</sub> (ft)	W <sub>ps</sub> (ft)		PC <sub>t</sub> (1..5)	PC <sub>l</sub> (1..5)	Score (1..7)	Grade (A..F)
214.0	Waring Rd	Norton	Culver Rd	0.77	EB	2	U	7,530	3	30	20.0	0.0	0	5	2.0	-	4.21	D
214.0	Waring Rd	Norton	Culver Rd	0.77	WB	2	U	7,530	3	30	20.0	0.0	0	5	2.0	-	4.21	D
451.0	Washington Ave	Boys Club Pl	Plymouth Ave	0.12	EB	1	OW	297	2	30	20.0	0.0	0	0	4.0	-	0.88	A
435.0	Webster Ave	Goodman Street	Bay	0.86	NB	2	U	6,636	3	30	19.0	0.0	0	20	3.0	-	3.60	D
435.0	Webster Ave	Goodman Street	Bay	0.86	SB	2	U	6,636	3	30	16.0	0.0	0	20	3.0	-	4.07	D
184.0	West Ave	Buffalo Rd	Main Street	0.75	EB	2	U	8,830	3	30	20.0	8.0	0	10	3.0	3.0	1.70	B
184.0	West Ave	Buffalo Rd	Main Street	0.75	WB	2	U	8,830	3	30	20.0	8.0	0	10	3.0	3.0	1.70	B
76.0	Westfall Rd	Mt. Hope Avenue	E. Henrietta Rd	0.32	EB	4	U	10,938	5	30	12.0	0.0	0	0	3.0	-	4.58	E
76.0	Westfall Rd	Mt. Hope Avenue	E. Henrietta Rd	0.32	WB	4	U	10,938	5	30	12.0	0.0	0	0	3.0	-	4.58	E
77.0	Westfall Rd	E. Henrietta Rd	City Line	0.79	EB	2	U	16,428	5	30	14.0	0.0	0	0	2.0	-	5.88	F
77.0	Westfall Rd	E. Henrietta Rd	City Line	0.79	WB	2	U	16,428	5	30	14.0	0.0	0	0	2.0	-	5.88	F
25.0	Winton Rd	City Line	Main St	0.64	NB	2	U	9,577	3	30	19.0	7.0	0	5	4.0	-	1.70	B
25.0	Winton Rd	City Line	Main St	0.64	SB	2	U	9,577	3	30	12.0	0.0	0	5	4.0	4.0	4.24	D
26.0	Winton Rd	Main St	Blossom Rd	0.69	NB	2	U	14,234	5	30	20.0	0.0	0	5	3.0	-	3.88	D
26.0	Winton Rd	Main St	Blossom Rd	0.69	SB	2	U	14,234	5	30	18.0	0.0	0	5	3.0	-	4.25	D
27.0	Winton Rd	Blossom Rd	University Avenue	0.22	NB	4	U	19,601	5	30	12.0	0.0	0	0	3.0	-	4.88	E
27.0	Winton Rd	Blossom Rd	University Avenue	0.22	SB	4	U	19,601	5	30	12.0	0.0	0	0	3.0	-	4.88	E
28.0	Winton Rd	University Avenue	East Avenue	0.07	NB	4	S	19,134	5	30	11.0	0.0	0	0	3.0	-	4.98	E
28.0	Winton Rd	University Avenue	East Avenue	0.07	SB	4	S	19,134	5	30	11.0	0.0	0	0	3.0	-	4.98	E
29.0	Winton Rd	East Avenue	City Line	1.01	NB	2	U	14,128	5	30	20.0	8.0	0	0	3.0	3.0	1.87	B
29.0	Winton Rd	East Avenue	City Line	1.01	SB	2	U	14,128	5	30	20.0	8.0	0	0	3.0	3.0	1.87	B

## Rochester Bicycle Master Plan

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Appendix F: Public Comments (via Public Workshops)

## Rochester Bicycle Master Plan: Public Workshop General Comments

Survey ID	Comment
SW01	People in wheelchairs may use bike lanes as an alternative to poorly maintained sidewalks.
SW01	Section of River Trail downtown (north of Main) is not bicycle friendly or accessible.
SW02	Great start to making City bike friendly. We have great network of trails but need to connect them to the streets.
SW02	Using some minor connector streets may allow the City to increase LOS sooner.
SW03	Concern with general level of service is good, but more benefit will come from connecting critical destinations via A level bike boulevards and trails, well marked and mapped.
SW04	Some of the major streets and intersections do not need bicycle lanes but the side streets that run off busy streets need lanes and signage for bicyclers to certain neighborhoods and destinations.
SW05	Don't forget destinations.
SW05	If there isn't safe, convenient bike parking, you'll never get bicyclists to go there no matter what kind of street improvements you implement
SW05	Road diets like East Ave., East Main St., Northern St. Paul St. work really well
SW06	Portland Ave. could be improved similar to Culver Rd. between E. Ridge Rd. and Seabreeze. This is the quickest way to get downtown from the north for most people because it splits E & W Irondequoit and goes directly downtown.
SW06	At least the street should be kept clean. The amount of debris is hard on tires, especially around Portland and Bay.
SW07	I am a representative with the Healthy Kids Coalition seeking to change policies & practices to support kids being more active & eating healthier food (to prevent childhood obesity).
SW07	We have done input gathering in several low income neighborhoods. Parents consider safety (traffic) and crime to be major deterrents to physical activity.
SW07	priorities for this plan should be equity for low income neighborhoods.
SW07	safe routes to playgrounds/schools.
SW07	Amenities, safe bike racks, snow plowing, signage.
SW07	Traffic patterns show high accident rates for bike car in the inner city. Addressing this must be a priority.
SW08	Need bike lanes on major commuter routes especially Monroe Ave., which along with proposed I-590 Bike/Ped Bypass Trail in Brighton, will connect Downtown to Erie Canalway Trail.
SW08	Need more bike parking (highly visible in each garage)
SW08	City should examine feasibility of Rail w/ Trail concept along CSX.
SW08	Collaborate with eastern suburbs to tap into critical mass of potential commuters
SW08	Greater promotion of proper riding both for motorists and cyclists
SW08	Cyclists that don't ride properly are a major contributor to safety problems as they reduce the predictability of cyclists
SW09	as much as we would love to see main streets made more bike friendly, don't forget to consider alternate side streets. Eg. Clinton instead of West Main, Rocket St. instead of Clifford St.
SW10	priority to low income areas that have less access to motorized travel
SW10	Safety, areas with greater safety issues around schools and community assets
SW10	Target FIS neighborhoods
SW10	Community "Complete Streets"

## Rochester Bicycle Master Plan: Public Workshop General Comments

Survey ID	Comment
SW11	the physical plan of the City, which is segmented by numerous barriers such as the river, canal highways, railroads, and terrain, forces cyclists onto busy arterials for substantial stretches.
SW11	Levels of service diminish dramatically at highway bridges, rail underpasses, river crossings and intersections can be so treacherous that the overall route is unrideable. Addressing these nodes may be as critical as the blocks between.
SW12	University of Rochester only has covered bike parking under the library overhang. Covered bike parking needs to be instituted throughout the river campus.
SW12	Also need to connect end-of-the-path at Broad St. to Mortimer St. bus station.
SW14	I do not agree with the level of service scale on the map. For example, Park Ave between Culver and Goodman should not be rated "lower" than East Ave. between Culver and Park Ave.
SW14	Gibbs St. near Eastman needs covered parking or at least bike racks.
SW14	Potholes and poor road conditions between Park Ave. and Culver Rd.
SW14	S. Clinton from Wedge to Geva needs better bike signage.
SW15	I think efforts should be made to promote an awareness and importance of cycling. A cycling diversity. Involve the physical health community along with community organization.
SW16	While I am an experienced cyclist, comfortable in most situations, my just-learning-how-to-ride teenage son is not.
SW16	I find myself taking the car far more often than I would like largely because we do not have a family-friendly/novice cyclist-friendly on-street infrastructure.
SW16	I hope that we can create a plan that addresses this issue. Let's make the Rochester Bicycle Master Plan logo a reality.
SW16	* sent in additional comments via email. *
SE01	Connect Genesee River Trail through downtown
SE01	Add bike lane markings on Clinton Ave., South Ave., and State St. near downtown and Culver Rd. between Park Ave. and Bay St.
SE03	An implementation of "Bike Blocks" for left turns places the cyclist ahead of traffic and more visible. These are often a colored section of road that allows the cyclist to merge from the right over to the left, which also is highly visible to motorists.
SE03	With increased cyclists, there will definitely be need for plenty of bike racks.
SE04	How can we receive updates of current and future improvements, as well as any other meetings for input?
SE04	Proposals for motorist and cyclist education, laws?
SE04	Is there any way I can help?
SE04	Where are we allowed to lock up bikes
SE04	Signs
SE05	The bay bridge needs a bike lane.
SE05	More bike racks or locking bike spots in downtown Rochester (not cheap racks)
SE05	Driver education, especially what to do at intersections when bikes are waiting at a light.
SE06	Enable better transportation to/from UofR/Strong (major employer) primarily from the east (12 corners)
SE07	Due to my recent arrival, I don't think I have enough information/experience to comment on my needs other than the fact that connectivity to parks and existing trails should be excellent, visible, given priority over motor vehicle traffic.
SE07	Don't rely on bike lanes to build the network as they are expensive and contentious.

## Rochester Bicycle Master Plan: Public Workshop General Comments

Survey ID	Comment
SE08	I think it is a great idea constructing on the right side of the river (St. Paul). Also the small "links"/paths that are in progress too.
SE08	I am a female who generally bikes by myself, so it would make my ride much safer.
SE09	Love everything we already have
SE09	Bike racks (like the ones at RIT) at Monroe & Alexander - Harro East - South Wedge (art poles are hard to use) - Gibbs St. - Village Gate
SE09	a route from southeast to Pittsford - easy access to canal path without going to UofR
SE09	Driver education on rules for sharing (and biker education)
SE09	Advertising/promoting Rochester as a bike destination. Take a look at Vancouver's Stanley Park. There are bike rental places/tours/guides on every corner.
SE09	There should have been a bike path built under the new bridge linking south wedge to Corn Hill Landing.
SE09	Repair west side of path near UofR (can we have one like UofR has to Brooks Landing) and make UofR side wider for bikes and runners.
SE09	Snow removal on path would be awesome - even just near City Center.
SE09	Need a path and destination on Bay - would be interesting long term goal and also from City to Durand.
SE10	There are some things I believe could make things better: Get rid of the chuck holes
SE10	Lock up facilities
SE10	Long narrow storm drains instead of the square ones that push you into traffic or put them at grade
SE10	Marked bike lanes as much for awareness as anything
SE10	Trails complete to the lake at Charlotte, Seabreeze.
SE10	Major pathways with bike friendly lanes
SE10	Love East Ave. Please fix Monroe Ave.
SE11	Focus on off-road trails on RR rights of way where possible.
SE11	On-street bicycle boulevards on East Ave., Main St.
SE11	Shared roadway markings on N/S and E/W streets without width to have dedicated lanes.
SE12	Highest priorities and greatest benefits, connect softball, parks, trails
SE13	East Ave. and Mt. Hope reconstructions are great.
SE13	How about some signs for motorists, "Share the Road," "Bike Route," etc., so they know. And more signage everywhere!
SE13	Would like to see improvements on East Ave. east of Culver.
SE13	Sidewalk on south side of Highland Ave. seems like it could be improved, widened, etc. to accommodate cyclists.
SE13	Blinky promo! FREE BLINKIES FOR ALL!
SE13	Bike racks for high volume summer events, Jazz Fest, Party in the Park, Bands on the Bricks, etc.
SE14	There were no bike racks at this meeting location.
SE14	Implement "Share the Road" signs immediately. Most drivers don't think cyclists have a right to bike in the road, this would help.
SE14	Educate police. After an accident a cop asked me why I was biking in the street on Goodman and not on the sidewalk.
SE14	On highly trafficked roads, fix potholes (eg. Goodman between University and 490)

## Rochester Bicycle Master Plan: Public Workshop General Comments

Survey ID	Comment
SE14	Bike path SW of Ford St. Bridge is not patrolled. Was accosted with a group of cyclists by young teenagers throwing rocks and glass.
SE14	Friend was hit, broke collar bone. She was heading east on Elmwood and South Ave. Driver made a left in front and ran into her.
SE14	Friend was biking north on South Ave. going by Highland Hospital (down hill) driver opened door and she ran into the door.
SE14	490 and Goodman. I was going north and a car made a left in front of me and ran into the car. They continued onto 490E while I was in the road hurt.
SE14	Mt. Hope and Ford St. Lots of bikers and lots of cars, always nervous around here.
SE14	In Portland, OR they have a wide bike lane at busy intersections so cars don't zip by cyclists.
SE14	More "Share the Road" signs ASAP, like yesterday.
SE15	I do not currently own a bike & have not for many years. I used to ride a bike when I lived in Buffalo years ago. I found that city to be much more bike friendly
SE15	My motive for being in favor of more bike paths is for traffic calming purposes.
SE16	Thank you. Keep up the good work. What can I/we do to help with implementation of results?
SE16	Winter cycling: need attention to potholes, lighting. Also sensible salting would be appreciated. Salt damage is one of the greatest dangers to cyclists in winter.
SE16	What I would really like to see is a downtown bike parking facility that is strictly for bikes, perhaps includes fee-based service, includes a (privately owned) repair shop a (privately owned) café, and fee-per-use showers & restrooms.
SE17	Connectivity is important - disconnected bike lanes and piecemeal improvements won't be as useful as continuous, safe routes that connect important destinations
SE17	Consider bicycle boulevards too!
SE18	Make Elmwood Ave. safe
SE18	Bicycle route from Highland Park to canal
SE18	Identify bike routes (especially cul de sacs) on Google maps
SE18	Encourage locker installation by employers.
SE19	Bike boulevards are being ignored (only when arterial improvements are not possible.) A bike boulevard "Network" plan is also needed now (not as a follow-up phase)
SE19	Education program (for both bike & motorists)
SE19	Signage should be defined.
NW01	I would prefer bike lanes in areas of traffic density. I just visited Vancouver, which I think is a great example of how cars, bikes and pedestrians are able to share roadways & trails.
NW01	Surveys should be online for additional input. Thank you.
NW02	I would like the City to promote biking awareness/interest and City of Rochester interest by hosting a "Bike Rochester" event. Similar to "Bike NY," this could help develop mor interest in biking.
NW04	I don't need bike lanes to feel comfortable on the road, but I would love some "Share the Road" signs and shared lanes with painted bike markings, mainly for drive awareness.

## Rochester Bicycle Master Plan: Public Workshop General Comments

Survey ID	Comment
NW04	I think Lake Ave. is a lost cause for cyclists due to traffic, but maybe St.Paul could become a better north south bike corridor for the north side of the city.
NW04	I would like to see the river trails more connected and connected to side roads, so it can be used for commuting.
NE01	Not sure if a public campaign is included, but if it is, I would appreciate drivers having a greater awareness of sharing the road, what the laws on biking are.
NE02	Greatly needed project
NE02	Very impressive planning process
NE02	"Open House" format far better than traditional public meeting.
NE02	Very knowledgeable and passionate staff
NE02	Since most children bike on residential streets, the plan, particularly education, must include residential biking.
NE03	Improvement on existing bike routes seems to be a logical place to start (ie. connecting the river trail south of the Frederick Douglass bridge to that part that begins off of St.Paul just north of Clifford Ave.) so as to limit need to build more trail or create more bike lanes on existing roads.
NE03	Tap into other local cycling groups (e.g. Cyclopedia after school biking program at Genesee St. Boys and Girls Club) for other thoughts/suggestions.
NE05	High School & Rec Center should be a priority
NE05	Festival Areas, Grocery Stores, Major Employers and Employment/Labor Centers, Medical Centers
ON01	The bicycle master plan should include a way for the river trail to be continuous through downtown area. As of now, you have to navigate streets and parking lots to continue on the trail. This will be a HUGE improvement.
ON03	Have well marked bicycle lanes and routes
ON03	Have lighting on trails
ON03	Host bicycle safety sessions, too many people ride against traffic or on the sidewalks.
ON03	Provide more locations to lock bikes that are well lit and visible, a single parking spot could hold a full bike rack.
ON04	The master plan should consider alternate, parallel routes to the major arteries. For example, I prefer using Meigs to Goodman because the volume of traffic.
ON04	The maintenance of these streets should be considered, especially to make them comfortable to bike use.
ON04	The plan should also NOT focus on a spoke-and-hub system like the bus routes currently do.
ON04	Two of my favorite neighborhoods are the South Wedge and the Neighborhood of the Arts and I commute between them often.
ON05	I want to see some signs inviting bikers, clients.
ON05	Some bike lanes where feasible, more bike racks around town
ON05	Maps for safe bike routes around the city that may help bypass busy streets (create a known "bikeway")
ON06	Consider adding to McLean St. a 2 way bike lane so cyclists can connect to Linden St. and use Linden and eventually to Pinnacle to utilize the Upper Monroe Bike Boulevard which goes all the way to Cobbs Hill.
ON06	I'd like to see bike lanes labeled with bike symbols stenciled.
ON06	It would be great if the City/County could periodically send out a brief mailing, possibly with other mailings noting rules of the road with cyclists.

## Rochester Bicycle Master Plan: Public Workshop General Comments

Survey ID	Comment
ON06	It would also be helpful if the City/County could also ask (inform) homeowners & yard maintenance companies to not dump debris/clippings (garbage on bike lanes) but leave them on their property and they will all be picked up.
ON06	Many thanks for all your efforts, this is terrific, and you have been doing a great job.
ON07	Take into account those roads that can be avoided by using close by trails: e.g. Mt. Hope, Lake Ave. north by Driving Park.
ON08	I have purposely not owned a car for the last 15 years as I live & work in the city and I look forward to the future improvements from the Bicycle Master Plan.
ON09	I love using Genesee Riverway trail because it is not near the road, light foot traffic and especially because of the serenity and scenery along the way
ON09	More TV advertising is crucial to let drivers know it is ok for bikes to be on the road.
ON11	Yeah!
ON11	Bike path ends abruptly at Court St.
ON11	Continuity so we can Bike all the way to the lake WITHOUT getting on streets
ON11	Mile markers (stone every mile)
ON13	I think that downtown and the East End are high priorities.
ON14	It is not easy to prioritize street routes. I ride all over. My concern is that you'll incorporate bike lanes, then drivers will be restricted to these.
ON14	If bikes are vehicles like cars, not sure what you are proposing?
ON15	We are in need of an east-west corridor through the CENTER of the city (eg. Main St.)
ON15	Public education is critically lacking - uninformed motorists and cyclists riding against the rules of the road put my life in danger frequently
ON15	More signs and lane markings would be a start.
ON15	Police enforcement of cycling and vehicle laws would be helpful as well
ON16	I would emphasize completing/polishing the River Trail and El Camino/Butterhole Trail using them as sources from which to branch off more development.
NE 05	Invest in all high school zones & recreation centers
NW 01	I marked Lake Ave. for improvement but I would really prefer a river trail connecting Maplewood to to other areas of the city, such as downtown.
ON 01	Any streets that would connect the river trail
SE 01	Connect Genesee River trail through downtown
SE 01	Need bike lanes marked on Clinton Ave.
SE 01	Need bike lanes marked on State St.
SE 01	Need bike lanes on Culver Rd.
SE 04	Areas to cross river on Ford St. to river trails
SE 04	So many businesses and cars turning out with no lane to avoid traffic (Mt. Hope & Westfall)
SE 04	Downward steep hill - no possibility of turning because of cars coming too fast (Clinton Ave.)
SE 04	No shoulder, very narrow and hilly (Highland Ave. & Monroe Ave.)

## Rochester Bicycle Master Plan: Public Workshop General Comments

Survey ID	Comment
SE 04	490 traffic motorists not paying attention and narrow lanes (Monroe Ave. & Goodman St.)
SE 04	Crazy traffic with too many parked cars (Park Ave.)
SE 05	Rochester needs a good north - south route on the west side & a bike lane on the bay bridge.
SE 10	Trails to charlotte/Seabreeze
SE 10	Need bike friendly storm drains
SE 10	Monroe Ave. needs to be kept cleaner
SE 16	My main problem with intersections is that lights that are designed to automatically change when cars pull up typically don't trigger with bikes, can something be done?
SE 16	I believe a lot can be gained by designating "bicycle boulevards" on low traffic streets through residential neighborhoods. This is a low cost approach.
SE 16	This intersection (University & Blossom) could be more bike friendly.
SE 16	Need on street parking downtown. Especially near Eastman school, preferably sheltered enclosed racks.
SE 16	I was involved in a bicycle accident here (Blossom & N Winton) 2008
SE 16	Have you done an analysis of accidents involving bicycles?
SE 19	Monroe is an excellent location for on street bike lanes. 14.5' wide intersections will require creative solutions
SW 01	Riverway trail between Main and Andrews inc. sister cities Bridge
SW 02	Bike Boulevard - along river south of Ford St.
SW 03	Fix the pedestrian bridge for wheels (downtown over river)
SW 03	Erie harbor park to High Falls - bring recreational business to our most scenic inaccessible attraction!
SW 03	Public market to High Falls (need route)
SW 03	Artwalk to public market (need route)
SW 05	Really bad conditions on Monroe Ave. - too much happening with curb cuts, traffic, lights, intersections
SW 05	I've been hit here (Monroe & Alexander)
SW 05	East Main & Goodman intersection is a choke point that is dangerous & hard to navigate by bike
SW 05	Merchants Rd. (segment 433) is narrow
SW 07	Tape indicates Neighborhoods not specific streets
SW 08	Improvements to Main / Goodman are key to encouraging people in University/East/Park Ave. neighborhoods to bike to public market.
SW 08	Need to coordinate with RGRTA on mixing bus & bike traffic
SW 08	Investments may not be able to be equitable across the city, first you need to target the routes that need improvements and tap into the highest number of potential riders. From there build critical mass and identify next set of priorities.
SW 09	Connections from river side trails from the South to the River side trails that extend North from Clifford / St. Paul and Maplewood.
SW 09	An East-West corridor on (or parallel) Main St. from Bullshead to Goodman St. This enables westside access to the public market as one example.
SW 12	Connection between bike path pieces (Lake Ave. north of Maplewood)
SW 12	Connection from downtown to bike path (St.Paul btw downtown & Clifford)

## Rochester Bicycle Master Plan: Public Workshop General Comments

Survey ID	Comment
SW 12	Connect Broad & Mortimer
SW 12	U of R needs covered bicycle parking
SW 14	Need cleaner signage for bikes at the intersection of E. Main & N Goodman, also better ability to turn left from railroad st. to East Main St.
SW 14	Repave this section ( ) and label bike lane
SW 14	Improve ability to turn onto merchants from Bay/Culver
SW 14	There is a High school, middle school & commercial area with paths on Genesee St. labeled
SW 14	Bike path which parallels Railroad from Blossom & University to E.Main & Goodman & beyond
SW 14	Put a two way bike path on the section of St. Paul that is one way
SW 14	Bike lane needed on Mt. Hope
SW 14	Bike lane on shoulder of Clifford
SW 16	Bridge is difficult to find and negotiate (Maplewood Dr.)
SW 16	Intersection of (Main St. & Goodman) is treacherous! I see many cyclists in the area around this intersection.
SW 16	Clinton & South Ave. provide major and direct access in and out of downtown.

## Rochester Bicycle Master Plan

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Appendix G: Public Comments (via City of Rochester Website)

**Rochester Bicycle Master Plan Comment Form**  
**Comments Received (as of November 23, 2010)**

Date Submitted	Comments
1 11/17/2010 at 9:49:32 PM	Hello, I would like to ask you to include snow removal on the Erie Canal path and other paved trails in the city as part of your master plan. I commute regularly from my home in Pittsford to the UR. The canal path provides a very inviting opportunity to get started bicycling. I have successfully introduced a number of my coworkers to bike commuting. Unfortunately in the winter the path becomes impassable once snow accumulates and ice starts forming. I don't feel that there is a reasonable alternative bike friendly route to the UR from the south east making the canal path all that much more valuable. I realize that only a portion of the path that I am using is in the city and that the majority is in Brighton and Pittsford. Are you working with neighboring towns to provide good connections? Thank you.
2 11/11/2010 at 10:23:04 PM	I'm ecstatic that Rochester is making this a priority. What great way to reduce congestion, pollution, and obesity. Lot's of great comments already. Here my additional thoughts: 1. Include in plan means to sweep bicycle lanes. I pick up a lot of glass and other debris in my tires daily commuting through the city from Webster to Gates. Longer distance commutes prefer road tires over thick knobby tires! 2. Have RTS publish a policy for the circumstance when the bike racks on the bus are full and the bus is not full. They used to let us bring the bike on the bus. Now it depends on the driver which usually means denial of a ride. Carrying a printed policy would at least force consistency one way or the other between the drivers. Or figure out a way to get more bike racks on the bus -- cruiser buses with bicycles in the cargo area underneath? I can't ride the bus in the summer anymore because risk too great that I'm stuck without being able to get on the bus. 3. Crossing Lyell Avenue on the Erie Canal path is dangerous at 7-8:00am and at 5-6:00pm. Either a stop light or signs marked yield to crosswalk would be welcomed. This may be just outside city limits, though. 4. Another impediment is crime. Lots of stories in the bicycling community of getting jumped and getting their bicycle stolen riding through the northern parts of the city. Therefore, most ride south around these parts and back north to get to the other side. The additional distance to do this has discouraged a lot of would be commuters. As a result, Winton Road should be a priority for this reason as this is considered the safe N-S route on the east side. (The west side tends to use the Erie canal, river trail, or 390 trail.) I worry at times about crime / harassment in other parts as well, but so far only one harmless incident in 3 years of commuting. More RPD on bicycle paths may help. 5. I've been to other cities and cringe when I see a bicycle lane on the driver's side of a long lane of parked cars. Worry that a door opens while riding the lane. 6. In education effort also educate pedestrians sharing path with bicycles not to take up the whole width of the lane walking -- especially with headphones on. This blocks any bicycle lane. Or put a stripe down the middle of the path with opposing direction arrows to encourage staying to the right.
3 9/13/2010 at 7:23:44 PM	The importance of connectivity can not be over looked. I serve on the Town of Penfields Bicycle Master Plan committee and one of the most important aspects is the concept of Primary (roads & highways), Secondary (Canal paths, rail trails, alternative transportation corridors like the Auburn Trail) and Tertiary routes (Off-Road, singletrack, neighborhood connections). These provide choices and can connect via bicycle many areas, fill in gaps, provide varied experience and alternatives for safe routes. For example I ride down Highland avenue, get on the Auburn Trail, go to Pittsford Plaza, leave via the singletrack behind the Plaza to the Canal path, into the City and Home. Here I've used all three types of trails, had a great safe experience and will want to repeat it. Please consider all three types of possible paths.

**Rochester Bicycle Master Plan Comment Form**  
**Comments Received (as of November 23, 2010)**

<b>Date Submitted</b>	<b>Comments</b>
9/11/2010 at 1:48:31 AM 4	<p>The cities of Seattle, Portland, Austin, and even New York City have public parks or other unused areas that have been converted into facilities for mountain biking. The best example of this type of project is in Seattle where the local mountain biking club raised funds and transformed a patch of unused land on a hill underneath the I-5 freeway into a top notch mountain biking skills park. This was a 100% volunteer effort and was funded solely by local businesses (Starbucks, REI). PLEASE TAKE ONE MINUTE TO WATCH THIS INSPIRING VIDEO AND SEE WHAT IS POSSIBLE  <a href="http://www.youtube.com/watch?v=xc0F1e5QbGM">http://www.youtube.com/watch?v=xc0F1e5QbGM</a> How about turning the old subway tunnel into an all weather indoor 4 mile mountain bike loop? This would be a great way for city residents to get some much needed exercise during winter months! Something like this would be low cost (probably less than filling it in) and would really add to the uniqueness and creativity of the city. If you want to attract young, healthy, creative people to the city then you need to make the city someplace they would want to be. A facility like this would be one step toward this. More Ideas: Highbridge Park in NYC  <a href="http://www.youtube.com/watch?v=J8wj1m0uPRs&amp;feature=related">http://www.youtube.com/watch?v=J8wj1m0uPRs&amp;feature=related</a> Walnut Creek Park Austin, TX  <a href="http://www.youtube.com/watch?v=YZ3E8u-CZ2w&amp;feature=related">http://www.youtube.com/watch?v=YZ3E8u-CZ2w&amp;feature=related</a></p>
9/10/2010 at 3:41:50 PM 5	<p>Make some places for off road riding. Put it with a skate board park so everyone has a safe fun place for recreation . You could make it indoor like the one in Cleveland Ohio.</p>
9/10/2010 at 1:28:53 PM 6	<p>Any opportunity to connect neighborhoods to schools and major shopping areas and our channel paths should be part of any road updates. If road ways cannot be accommodate bike lanes widening sidewalks or allow bikes on sidewalks should be considered Focus on safe bike lane and bike path connection Schools and neighborhoods connectivity as well as parks should be a focus Education of bicycle rights and rules on the roadway, Motorist seem to think bikes do not belong on the roadways</p>

**Rochester Bicycle Master Plan Comment Form**  
**Comments Received (as of November 23, 2010)**

Date Submitted	Comments
7 9/10/2010 at 10:55:40 AM	I am writing to you as the Chairman of the Advocacy Committee of Genesee Regional Off-Road Cyclists (GROC). We are a nonprofit association with over 700 members with a robust volunteer base experienced in working with land managers in designing, building and maintaining share-use trails in the area. Thank you for working on a master plan for bicycling in Rochester. I am very interested in off-road cycling, and would urge that this activity be allowed and encouraged in parks and other available venues in Rochester. Other cities such as Toronto,CA, Portland, OR, and NYC have developed shared-use trails as well as specific trails for biking. Examples locally that do exist are those along the Erie Canal, the abandoned railroad beds from Lehigh Valley and Auburn lines. Other types of trails can be for more technical mountain biking such as locally currently only exist (legally) in Dryer Road Park in Victor and Ontario County Park in South Bristol. Our organization has developed trails in these two parks and we have just begun working with Monroe County Parks Department to develop such trails in Tryon Park and Bay Park West. Among many more relevant points supporting off-road cycling, I would list: 1. All off-road cycling is a green activity 2. Positive health value; people of all ages can participate; children are drawn to such challenging and exciting activities that get them moving and fight childhood obesity 3. Positive economic benefit- sales of bikes, maintenance, accessories; riders already are traveling to this area to ride our current mtn biking trails 4. Attract and retain young people who want to live in an area with active recreation and lifestyle opportunities 5. Trails are almost always built by volunteers with hand tools, adding no foreign material, and with little or no financial cost to the land managers. We follow environmentally responsible practices in the trail design which results in maximal sustainability and minimal impact. 6. A large number of area riders live in Rochester but currently have to put their bikes in their cars and travel to Ontario County to legally ride. It would obviously be better to have riding venues closer to where they live. We would very much appreciate the opportunity to meet with City officials to discuss opportunities for off-road cycling as part of this Master Plan.
8 9/8/2010 at 10:48:24 PM	This is all very promising, and I'm eager to see the infrastructure improvements implemented. There has been a great deal of comment from bicyclists who want drivers to be better educated about the rights of bicyclists. I am a long-time bike commuter, in Rochester and in Madison, WI. In Madison, I was always impressed by how the entire population, from children to adults, bicyclists and drivers, seemed to know the rules of the road for both types of transport. In Rochester, however, I'm astounded by how little bicyclists know of their responsibilities and general bicycle safety. I'm dumbfounded by how many bicyclists ride AGAINST traffic. So, in concert with educating motorists about the rights of bicyclists, we need to invest in educating bicyclists about their responsibilities. Without the educational campaign, no amount of investment in infrastructure will be worth the cost.
9 9/7/2010 at 8:40:35 PM	There is a great link to the Erie Canal trail through the Meridian Center Office park on South Winton. Unfortunately, there's no safe way to get to the office park from the neighborhoods in Brighton. No sidewalks, no bike path down Winton from 12 corners, not even any shoulder! This is a terrific place to add some lines and make it available to all bikers.
10 9/7/2010 at 12:56:22 PM	I applaud this decision. Less congested, bike friendly cities are the future. Also, motorists will get used to bikes being around them and hopefully learn the cyclist is a vehicle with rights in NY. A good mayor just got a little better in my eyes. BRAVO! Im willing to work on any project bike related in this city.

**Rochester Bicycle Master Plan Comment Form**  
**Comments Received (as of November 23, 2010)**

Date Submitted	Comments
11 9/7/2010 at 8:59:25 AM	As someone who bikes not just for exercise but to get to work, the grocery store, and other local businesses, I'm both heartened by and extremely invested in the Bicycle Master Plan. One of the biggest challenges is getting people---both cyclists and motorists---to feel comfortable on the streets when there aren't off-street bicycle facilities available, and a large part of this is simply awareness of the fact that bikes ARE allowed on the street, with cars. Riding on the street is safer for pedestrians and cyclists (who are more visible to motorists, especially at intersections). I've encountered a distressing number of people who are unaware of this (which is explicitly stated in New York State's Vehicle and Traffic codes), including motorists, cyclists, and pedestrians. Placing shared-lane markings---sharrows---on the street is a simple and extraordinarily cheap way of changing the dangerous and widespread opinion that bicyclists do not belong on the road. This should be done whenever a major road is re-stripped, and even before on some critical areas. Sharrows aren't a replacement for specialized bicycle infrastructure, but rather a complement, and an effective and cost-effective tool for creating a cycling-friendly road culture.
12 9/4/2010 at 5:14:56 PM	I live in Chili off of Chili Ave and would love to take that road directly into the city. Besides the usual road/vehicle hazards I would have to pass through an area of the city with a high crime rate where I don't feel safe on a bike. I know crime isn't an issue to be dealt with by this project but it is something to be considered in the plan. Will cyclists use a bike route if they do not feel safe in the area?
13 9/4/2010 at 4:47:22 PM	One of the best things that could be done for both bicyclists and automobile drivers is to educate both of the laws so that they can coexist on the roads we have. This could be done through advertising on radio, television, billboards, and newspaper. Many auto drivers don't understand that bicycles have a right to the shoulder of the road and that they need to give 3 feet of clearance when passing a cyclist. Automobile drivers feel that bicycles do not belong on the road and I often experience rude or unsafe behavior by auto drivers when I as a cyclist am following the laws of the road. The tolerance for cyclists on the road seems to be very low by many people. On the other hand I often see cyclists riding in unsafe and unpredictable manners like riding on sidewalks or riding on the left side of the road heading toward traffic. This creates a dangerous situation for the cyclists, who many times think they are safer by their actions.
14 9/3/2010 at 5:31:56 PM	As someone who commutes by bike pretty much everywhere here are a few things that I have noticed. First, making people ride on the street makes a safer riding experience for all. The problem with this city is that drivers don't pay attention to cyclists, and they don't pay attention to cyclists because not enough of us ride on the road. Drivers just aren't used to us. People riding in the streets will make drivers be more careful. Second, anytime major or not so major roads are to be redone new bike lanes should be mandatory. Third, the city should look into allowing cyclists to use a red light or a stop sign as a yield signal. Plain and simple that makes sense for us riders, we don't have a gas pedal. Fourth, any new construction in the city should require not only adequate car parking space, but also bus parking space. Fifth, while on that topic more bike parking in general would be great. Sixth, the city hall should hire someone whose job it is to make this into a great cycling town. A bike liason of some sort.
15 9/3/2010 at 2:31:07 PM	Hello - I think adding bike lanes to Culver Road would be a huge benefit to the city. It is a main road on the east side of the city and is currently used by commuters but it's risky due to traffic on the road. I think adding a bike lane would encourage more people to commute to work and would provide a safer way of doing so. Also i think an ad campaign about bikes and cars sharing the road would be a great idea. i love the idea of holding classes but don't think they would be attended by those who need them - so billboards and even TV ads would be the way to go.

**Rochester Bicycle Master Plan Comment Form  
Comments Received (as of November 23, 2010)**

Date Submitted	Comments
16 9/2/2010 at 11:56:29 AM	I am very excited that this plan is being undertaken in Rochester. It'll make the streets safer and more efficient for riders. It will also promote fitness and health for those who now feel safer riding on the roads. I would like to see East Avenue between 441 and 31F more bicycle friendly - perhaps 1 lane in both directions with a turning/bike lane to use the 2nd lane in both directions - like on East between Culver and Alexander.
17 9/2/2010 at 11:22:49 AM	The most important thing that can be done for cycling in Rochester is " EDUCATE DRIVERS"!!!!!! that bicyclist belong on the roads.
18 9/1/2010 at 2:42:56 PM	I would like to see the plan include more on street bicycling facilities. This includes more bike lanes, bike sharrows both on the lanes and on unlaned but with sufficient bike lane space (e. g., Monroe Avenue and University Avenue), share the road signs, watch for slower moving traffic. The City and County must try to encourage all bicycle riders, particularly adult bicycle riders to take either the approved League of American Bicyclist's Road I course or a modified course. In doing so bicyclists will become more confident about riding on the road and not just on trails. The bicyclists will do more every day errands of less than 5 miles by bicycle rather than motor vehicle. Monroe County will be able to improve its air quality standards with relatively little expense when compared with mandating changes in the way government, business & industry exhaust gases (in the most general sense) from their facilities. This is an education function. It is allowing people to build their confidence to hold the road. E. g., I bicycle on Oxford Street almost every day. In truth there is enough room between the parked cars and the vehicle lane for a bicycle if the moving vehicle in the vehicle lane stays to the far left of the vehicle lane near the mall. Most vehicle drivers do not know how to judge the width of their vehicle and thus either go very slow behind me or simply stop until I come to a corner or a place where there are no parked cars. They expect me to go in and then our of the blank parking area or cross street. Very dangerous to do so. The vehicle driver becomes confused, the driver really can not ascertain what the bicyclist will do-move back to the left side of the parked cars/right side of the vehicle lane; move entirely in the vehicle lane, stop to let the motor vehicle go. The bicyclist must learn to be confident, the motor vehicle driver does not want to hit the bicyclist. The bicyclist must be confident and ride a pace line! This is training. I believe a massive public information campaign including bike with traffic signs, bus wrappings (e. g., Iowa City IA), etc., no use of cell phones while biking; at least one ear uncovered when using a device lessening the ability to hear while bicycling, etc. Combined with enforcement of such laws now in the Statutes of New York State would definitely improve the relationship between bicyclists and motor vehicle operators and their passengers. Likewise, motor vehicle drivers have to be re-educated about the bicyclist's right to bicycle on the roadway, even taking a full lane (although very few bicyclists do such an action); hassling of a bicyclist with statements such as "Get off the road you belong on the sidewalk" although are not illegal (they should be Assemblyman Gantt) denies the bicyclists equal protection of the laws of NYS. The one Monroe County town where I am hassled most by teenagers and adults is Brighton. Apparently the teens are being taught, in the law class and possibly the driver's ed class that bicyclists do not have any road rights. In fact it is more dangerous both to pedestrians and bicyclists to be bicycling on the sidewalk, particularly if you are going against traffic (even on the sidewalk). Reason: Think about which way a motor vehicle driver first looks when exiting a driveway or street on to a street. I am certain the Committee charged with developing and then implementing Rochester's Bicycle Master Plan will include the above suggestions by me and others plus many more ways to improve bicycling facilities in Rochester as well as eventually Monroe County. I am on the Board of Directors, New York Bicycling Coalition as well as a member of 5 different tourism organizations promoting tourists including bicyclists coming to Rochester. Yes, I am a member of the Rochester Bicycling Club, Rochester Cycling Alliance; and I do write bicycle tour guide books. Hey, if you missed the "Rochester Hardcourt Bike Polo Tourney" last weekend (8/27-29) you missed another wonderful Rochester bicycling event!

**Rochester Bicycle Master Plan Comment Form**  
**Comments Received (as of November 23, 2010)**

<b>Date Submitted</b>	<b>Comments</b>
19 8/30/2010 at 6:31:16 PM	<p>Greetings, I am representing the Rochester Sierra Club Transportation Committee: Frank J. Regan, Chairperson of the Rochester Regional Group of the Sierra Club's Transportation Committee. <a href="http://newyork.sierraclub.org/rochester/Transportation/Transportation.html">http://newyork.sierraclub.org/rochester/Transportation/Transportation.html</a> Because it is so important for Alternative Transportation to get started in our region in order to curb greenhouse gas emissions, and to promote safe and healthy neighborhoods, I implore the City of Rochester to endorse bicycle boulevards in its Bicycle Master Plan. Bicycle boulevards are low traffic volume and low traffic speed streets where bicycles, pedestrians and neighbors are given priority. At the least expense to the city over other transportation plans, it will allow Rochester residents to demonstrate that they favor alternative transportation ideas. It is a concept that can evolve slowly and inexpensively neighborhood-by-neighborhood because so much of the effort is volunteered. The city's endorsement of bicycle boulevards should not hinge on funding. Many of the costs—signage, restriping, education, leaflets and brochures, online notifications, mapping, and community involvement—can be absorbed by others via grants and volunteers. Check out: <a href="http://www.uppermonroeavenue.org/Events/Boulevards/BicycleBoulevards.html">http://www.uppermonroeavenue.org/Events/Boulevards/BicycleBoulevards.html</a> Last spring, when the Sierra Club joined the Upper Monroe Neighborhood and the Rochester Cycling Alliance, we put together a bicycle boulevard demonstration ride that included over 50 people, including RIT's president and his wife. It proves that many are willing to give this idea a chance. Another benefit of including bicycle boulevards in the Master Plan is helping non-profit organizations get grants for aspects of this project. Grants by non-profit organizations would be easier to attain for educating the public about bicycle safety and possible new route studies if justifications for funds could be made using the City's endorsement as a critical support document by our local government. There are many ideas from various institutions and organizations about how to encourage bicycles as transportation brewing in the Rochester, but all these ideas need a supporting legal structure. Without a bicycle boulevard program many, if not most, of the city's present projects to increase bicycling safety at various locations will remain disjointed and merely ad hoc attempts to realistically include what is already a right for citizens to use our roadways for bicycling. An evolving bicycle boulevard program, with an educational component, would allow a popular forum and a guiding theme for discussing safety, the rules of the road, and offer Rochester a true choice for alternative transportation. Without a firm commitment by Rochester in its Bicycle Master Plan, reaching a real goal of having bicycles as an alternative transportation mode will have little chance. Please consider endorsing bicycle boulevards for Rochester, as Portland, Oregon has <a href="http://www.portlandonline.com/transportation/index.cfm?c=50518">http://www.portlandonline.com/transportation/index.cfm?c=50518</a></p>
20 8/29/2010 at 9:56:22 AM	<p>Anything that can be done to encourage safe, energy-saving and lowcost transportation is important. I am for this plan.</p>

**Rochester Bicycle Master Plan Comment Form**  
**Comments Received (as of November 23, 2010)**

Date Submitted	Comments
21 8/29/2010 at 12:49:09 PM	First from a recreational standpoint, I want a park or two opened to legal mountain biking. With so many excellent parks and trails within the county and city limits, mountain bikers should not have to drive 45-90 minutes to the south or east to find bike friendly trails. Bikes do no more trail damage than horses, so some sort of trail sharing compromises should be possible without hikers, horse-people, and dog-people feeling threatened. Commuting by bike is a rarity here but the idea of making the city more bike friendly would be great. Having a major north-south and east-west bike-only roads in and out of the city would be a good start. Polish up and connect the Genesee River Trail from the Charlotte/Zoo area through downtown to Genesee Valley Park. A well maintained, well marked trail from RIT to Charlotte can serve as a north-south artery. The canal path is decent at the moment for east-west transit but it is south of the city. Perhaps the bike path along parts of Route 104 could be connected to the River trail. This would involve ether adding a bike lane to the Irondequoit Bay Bridge or making Empire Blvd much more bike friendly than it is now. Many many bikers fear for the safety of their bike when it is locked anywhere. Hence any and all incentives to clean up downtown, attract businesses, reduce crime, bring in new jobs, and fresh activities would indirectly be "bike-friendly" and help people feel safer and more comfortable in the city. Thanks for listening.
22 8/29/2010 at 3:18:56 PM	Bike boulevards with traffic slowing devices, raised and marked bike lanes, and lots of clear signage with useful info like distances and times to destinations. See this great video... <a href="http://www.streetfilms.org/bicycle-boulevards4nyc/">http://www.streetfilms.org/bicycle-boulevards4nyc/</a> Oh and please keep us updated and informed of upcoming public meetings. thanks!
23 8/27/2010 at 10:01:12 AM	I commute by bicycle to work on West Henrietta Road from the East side of Rochester nearly every day about a 7 1/2 mile trip each way. At age 60 I greatly benefit from the exercise and cost savings not to mention the benefit to the environment. I mostly ride the Genesee River Trail from downtown to Genesee Valley Park then ride East for a short distance on the Canal Trail. I ride in all seasons and the safest part of the trip are the trails. I wish the city would plow the trials in Winter because it is very difficult to ride otherwise. I would like to see designated bike lanes on the major routes thru the city, especially Main St. and Lake Ave. I am very much against the idea of 'Bumpouts' on streets as seen on University Ave. They are an extreme hazard to cyclists. Cars tend to crowd you to the side or brush so close that they nearly hit you, when they come up where do you go. I've had so many close calls, it is only by the Grace of God that I am still around after all these years. Maybe they should look at using the sidewalks as a bikelane - but double-wide so pedestrian can share the use of them. Not the best solution, but better than getting hit by a car. Designate bike lanes with No Street Parking is the best answer, (again with NO BUMPOUTS). Perhaps if more bikelanes were present more people would cycle to work! Please look as other cities that have good bicycling culture. What is the difference! What are they doing right. Minneapolis has been ranked as the best biking city in the country by Bicycling Magazine and the state of Minnesota has the nation's highest number of bicyclists. For a Northern City can't we do as well?
24 8/25/2010 at 4:48:51 PM	I agree with many of the comments that have already been presented. But today I am writing to ask why there was not more advance and/or widely publicized notice of the public meetings tonight and tomorrow? I would like to attend, but may not be able to because it is such short notice.
25 8/25/2010 at 12:48:45 PM	1. There should be a minimum age requirement the same as it is to have a motor vehicle license. 2. All bicycles riding in the lane (road) should be licensed and insured. 3. All bicycles riding in the lane (road) must abide all traffic laws the same as a motor vehicle does. 4. If not licensed and insured, they will be ticketed and fined. 5. There should be a time limit set as far as winter weather. Riding a bicycle in Rochester during the winter would make for very unsafe road conditions for the riders as well as the motor vehicles trying to avoid them.

**Rochester Bicycle Master Plan Comment Form**  
**Comments Received (as of November 23, 2010)**

Date Submitted	Comments
26 8/25/2010 at 9:26:19 AM	Please get the bicycles off the sidewalks downtown. It is illegal to be on the sidewalk, and dangerous for the pedestrians.
27 8/25/2010 at 9:26:08 AM	Bike lanes on Culver (a major eastern artery) is desperately needed. This lane should run on Culver from Monroe - Ridge Road. There are many red lights, side streets and on street parking which make biking on this route dangerous. Thanks for opportunity to comment.
28 8/25/2010 at 7:26:54 AM	As a regular bike-to- work commuter riding Between Rochester South East side and Webster Phillips Rd, I want to have a safe, fast, and bike friendly Route in the City. Winton Road is direct to Empire blvd but it is rough, has no bike Lane. Empire is dangerous. Crossings to Penfield and Webster are limited And generally dangerous for bikers. As a recreational biker, as a city resident of the Cobbs Hill area, I want to see Rochester Complete it's bike ( shared use) trail between Charlotte and downtown. As a city resident, I want to have city and towns sponsored fee-v Based annual bike ride through the
29 8/25/2010 at 6:59:37 AM	Great to hear that a Bicycle Master Plan is being considered. I live in the city near Main & Winton and work near Lee and Lyell in Gates. I have riden my bike several times to work, but only very early in the morning before there is any traffic. I don't even take a chance riding home due to traffic/safety and instead manage to get a ride home. I have also taken the bus which requires a transfer and walking quite a bit. I would prefer working closer to home with more convenient/"green" options rather than just driving. While considering your plan be sure to review combining options... much like a park & ride. Perhaps a Park & Bike or just enhancing the Bus & Bike options.
30 8/21/2010 at 9:26:44 PM	There are all kinds of great plans and studies stored here: <a href="http://www.gtcmpo.org/Docs/PlansStudies.htm">http://www.gtcmpo.org/Docs/PlansStudies.htm</a> . I'm curious how well the "BMP" will take into account the previous studies, especially something like the "Regional Trails Initiative - Phase 2." Connectors between existing trails, funding for current plans, and fundraising for the overall network connecting to nearby counties...I realize everything is expensive (millions), but I hope the case can be made that Rochester could stand out as a premier biking city in the US. I wonder if it would help convince tax payers if someone could give us the average cost to build and maintain 1 mile of road as opposed to a trail (or bike lane). In the meantime, finishing/fixing up the River Trail (Falls Rd, connections through downtown, the area between Turning Point and Maplewood Rose Gardens) would definitely solidify a current "backbone" of the network. I'm also curious if there's any interest in a connector trail from the forthcoming El-Camino trail ( <a href="http://newyorkoutdoors.wordpress.com/tag/el-camino-butterhole-seneca-park-trail">http://newyorkoutdoors.wordpress.com/tag/el-camino-butterhole-seneca-park-trail</a> ) to Irondequois Bay West. Google maps shows a long stretch of what appears to be an abandoned rail line (which you can find at the "bottom" in Bay West). (Of course, with some of the land already owned, the idea will likely cost even more \$.) Even biking along the Erie Canal in Greece finds what appears to be even more abandoned lines. And of course, I wonder if the rail "hugging" the gorge along the brewery across from High Falls can ever be opened up? Actually, I have all kinds of wish-list items (better shoulders on roads near the universities, sewer grates that align perpendicular to the "bike lanes", some way of adding a bike lane to cross Irondequoit Bay, crosswalks in certain areas of existing trails, and more). How detailed should we get?
31 8/14/2010 at 10:22:45 PM	I think connecting the existing trails is a fantastic idea. Thank you for all the work that has been done putting bike trails in the city so far, they are a great asset to Rochester.

**Rochester Bicycle Master Plan Comment Form**  
**Comments Received (as of November 23, 2010)**

Date Submitted	Comments
32 8/13/2010 at 1:14:31 AM	I strongly support any sort of cycle paths or trails that get cyclists off the streets and onto the sides of them safely!!! As a cyclist and also an automobile driver, I know the frustrations of both worlds. To be able to feel safer riding my bike to and from school and work would be so wonderful and I think it would do a lot for the community. I also believe it would improve morale and encourage individuals to be healthier and that would go a long way. I would ride my bike far more if I didn't feel unsafe on the roads, and more importantly, that I wouldn't get a ticket for riding on the sidewalk, which is more logical to me. I hope you decide to go through with the plans!
33 8/10/2010 at 12:38:06 PM	First off I would like to say that I think it is great that there will be a better way for cyclist to get around. I do have a couple of suggestions from what I have experienced while riding. There are some areas where an attempt was made to leave a shoulder/path but then sewer grates take up most of the area(W. Ridge rd for one). You can't ride over them so you have to enter into the car lane. Not very safe conditions in my opinion. Future "paths" should be layed out differently to accomidate the space for the grates and cyclist. Secondly, there are many areas where the sides of the roads are a real mess(The Parkway for one). You have broken glass, stones, twigs, amongst a number of things that make riding difficult yet again because those are not conditions you want to be riding over. There again your forced to ride in the car lane. So while I think this is great idea, a little more thought needs to be done with the design and then adequit clean-up done routinely.
34 8/4/2010 at 9:39:16 AM	Hello, I'd like to submit my comments regarding the bicycle initiative. I think it's a great idea, especially because Rochester is lucky to have the Erie Canal and other local paths. I think the existing paths need to be incorporated into the new plan, and a good start would be to look at ways of interconnecting the existing bike paths. That way riders could access a wider cross-section of the city, if they could get from path to path without being "locked" into staying on one path because it either simply makes a loop or dead-ends. I also think any major street that has no sidewalks or wide shoulders needs to be carefully examined, as these are not bicycle-friendly streets. There are many streets in Rochester where a bicyclist would be taking his or her own life into their hands by attempting to traverse them. Yet sometimes there is no other way for a bicyclist to get from one bicycle path to another. Linking up these paths in a safe manner would be a huge improvement. An idea for promoting the bicycle paths when this project is complete (or partially complete) is to hold a "Rochester Ride-athon", where bicyclists could pedal their way all around the city over the course of a few hours without ever leaving a bike path. Not only would this publicize the new and improved bike paths, but it would also introduce area bicyclists to the new network of paths to make them familiar with it, and raise awareness in motorists so as to help minimize any bicyclist-related accidents. I am sure the planners will be looking at every conceivable angle when implementing the new plan, but I wanted to be sure that they didn't just come along and start building new paths or tackling expensive projects (like street widening) before they look at cost-effective ways to better utilize the bike path assets the city already possesses. Thank you for your time and consideration.
35 8/1/2010 at 4:34:48 PM	I commute regularly from my South Wedge home to my job in the Federal Building. It has been very concerning that the wonderful trail along the River has been closed, without notice or signage, during events at the Rivers Festival Site. I don't understand why the trail is being closed during such events. No City street would be closed without notice, but a trail that recreational bikers and commuters are beginning to recognize and count on is unceremoniously closed, as though it does not matter. This is the wrong message to give our residents and visitors at this important time in developing a bicycle Master Plan. Thank you

**Rochester Bicycle Master Plan Comment Form**  
**Comments Received (as of November 23, 2010)**

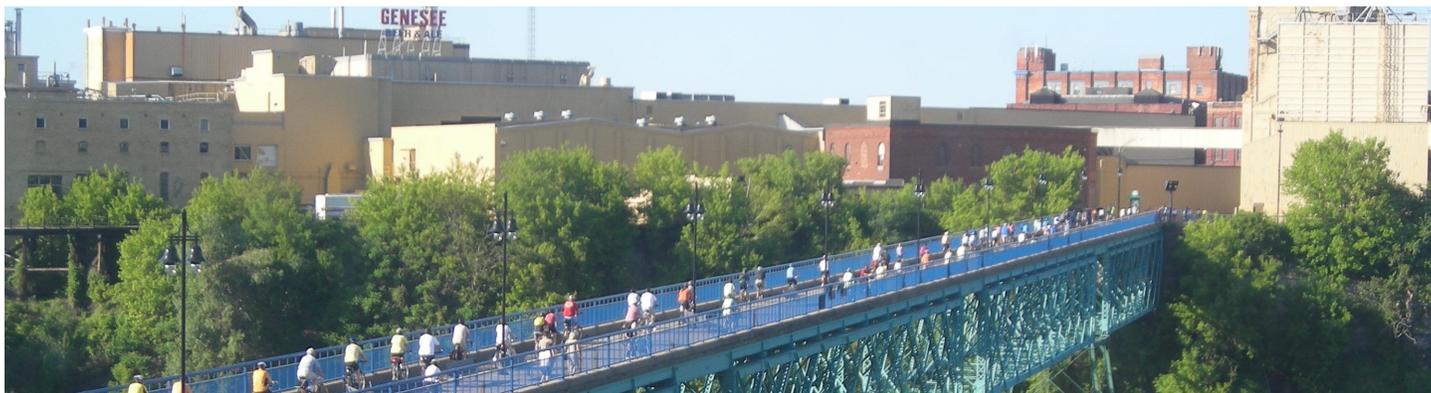
Date Submitted	Comments
36 7/25/2010 at 5:41:11 PM	As a city resident and cyclist, I think developing cycle-able center city connections between the southern and northern legs of the Genesee River Trail should be a high priority. BTW, congrats on the recent improvements to East Ave. between Alexander and Culver.
37 7/22/2010 at 3:03:53 PM	Party in the Park Event 7/22/2010 is not a bike friendly event. <a href="http://www.cityofrochester.gov/article.aspx?id=8589943107">http://www.cityofrochester.gov/article.aspx?id=8589943107</a> The discription from the city web site says to leave your bicycles at home. I am planning on going to this event on my bicycle because it is acutally a great bike route from my house in pittsford. Take the Canal path west to the greenway trail north along the genesse river to the concert. I bet I don't find any bike racks. We already have some great trails for bicycles around and this event should be promoted as a "cool", "green" and "healthy" event that welcomes bicycles! I recommend providing bike rack "coat checks" at events. I belive plenty of active people/families would be be attracted to Bicycle friendly events.
38 7/22/2010 at 1:43:54 PM	As someone who bikes to work when weather permits, this sounds wonderful! Finally! Bike lanes, bike racks at all businesses and incentives for people to bike to work are needed! In addition, regardless of any elaborate initiatives, I've felt for a long time now that we need some Public Service Announcements to educate motorists and correct the common misconceptions that bicyclists should stay on the sidewalks. Motorists really need to know/learn that bicycles CURRENTLY have every right to use the road. I would like to see media coverage on TV, radio, newspapers and online asking motorists to STOP BLOWING THEIR HORNS, often with angry looks in their faces, at bicyclists like myself. It is a form of misdirected road rage, and can cause accidents! Thank you.
39 7/9/2010 at 11:14:06 AM	As a bike commuter it is not hard to see there are many improvements needed on our city streets to make Rochester a bike-friendly city. Main Street is a biker's nightmare. I appreciate any and all efforts by the City to improve the safety and conditions for bicyclists on our roads.
40 6/30/2010 at 2:33:42 PM	This is an email I sent today regarding the Highland Canalway Trail Project which is an excellent idea. I am an avid cyclist who commutes to work nearly everyday from the Northeast side of the city to West Henrietta near Mt. Hope. I recently had a collision with a car and fortunately only had minor injuries. At 60 years old I have been commuting by bike for over 30 years and hope to continue riding as long as possible. The reason I had the accident, was because I was avoiding travel on Main St. as just 2 days prior I was nearly hit by an accelerating car passing another on the right side where I was riding on the shoulder. I was literally missed by 1 or 2 inches! I have been distressed by the way engineers have looked at street improvements recently. The so-called improvement of installing (bump-outs) on city streets is an extreme hazard to cyclists as they have no where to go when one suddenly comes upon one in heavy traffic. It would be much better for all concerned if instead of bump-outs a bike lane were installed. This would encourage more people to bicycle and not fear the traffic as many have expressed to me. They simply do not feel safe riding on the street with cars, trucks and buses. When improvements are made the city should get input from commuting cyclists, pedestrians, and those who use public transportation and want to see our city going more green. This comment form is a great idea! I say restrict the traffic flow more and get people thinking more about alternatives to the 1 person per car paradigm, especially within the city limits. A few months ago I attended a meeting where these engineers wanted to remove a traffic light from the corner of Garson and Culver. They backed down but the idea that they wanted to do this in the first place was crazy. Some bike advocates were there and these engineers were trying to push the idea of bump-outs on Culver also. Can we open some dialog on this subject? Thanks for taking the time to hear me out! This is a link to a D&C article about the death of a bicyclist. <a href="http://www.democratandchronicle.com/article/20100630/NEWS01/100630006/Bicyclist-s-death-spurs-Legislature-to-OK-safe-passing-bill">http://www.democratandchronicle.com/article/20100630/NEWS01/100630006/Bicyclist-s-death-spurs-Legislature-to-OK-safe-passing-bill</a>

**Rochester Bicycle Master Plan Comment Form**  
**Comments Received (as of November 23, 2010)**

Date Submitted	Comments
41 6/28/2010 at 11:01:28 PM	I believe the Bicycle Master Plan will result in a more valid document if the this comment form permits the uploading of .jpg or other image formats. I am certain the City's webmaster can control for the blocking of viruses and other detrimental programming "diseases." I expect the committee to look at current on road and off road bicycle facilities to see how they might be improved to better serve the cycling community. I expect, in the interests of producing a "more perfect" Bicycle Plan for the Committee, to publish on this web site, the "comments, suggestions, ideas, or concerns" entered in this box as a continual discussion of people interested in the Rochester Bicycling Plan.
42 6/26/2010 at 8:55:10 PM	This is an excellent idea. Please let me know if I can be of any assistance.
43 6/25/2010 at 4:42:58 PM	As newcomers to Rochester, we hope for a safe extension of a bicycle trail from downtown to Lake Ontario. Is there anything already in the works?
44 6/24/2010 at 12:23:10 PM	St. Paul St. definately needs space allotted for cyclists. I (and have seen others) use the curb because it's very dangerous although there is a risk of hitting a pedestrian.
45 6/17/2010 at 5:36:01 PM	I love biking around the city. The few things I would change would be more places to lock up a bike (especially on Monroe Ave) and more amenities on the river & canal paths. My friends and I bike the plethora of bike trails in and around Rochester and there aren't many businesses to frequent! It would be great if there were more complexes built that have easy bike/hike/boat access like the new Brooks Landing. That is perfect too because if I'm not stopping, I don't have to dismount. I go to that Boulder a lot, but something near Genesee Valley Park/Henrietta would be great too. The big problem with Corn Hill Landing is that it is difficult to get from the South Wedge over there via bike... a BIG mistake when the new bridge was built. Anyway, if you want to get ideas, look to Vancouver's Stanley Park. There are bike rental shops on every corner and we have many more miles of trails. If only people in Rochester appreciated what we have. Oh, and some lights. It gets dark fast in the Fall and the Riverway Trail near the 19th ward is scary dark.
46 6/15/2010 at 7:45:18 AM	New Mount Hope redesign appears lacking in bycycle lane, particular between Fords Bridge and Clinton.
47 6/14/2010 at 8:06:26 PM	Want to hear more on this wonderful plan.

## Rochester Bicycle Master Plan

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## Appendix H: Study Network Recommendations and Prioritization (Priority Sort and Alpha Sort)



# Rochester Bicycle Master Plan: Study Network Recommendations and Prioritization (Priority Sort)



Seg_ID	Road Name	From	To	Length (mi)	Bicycle LOS		Recommendation	Delta LOS	100% Delta LOS	Equity Score	Hist. Crashes	100% Crashes	Bike Votes	100% Votes	Demand Score	Priority Tier
					Score	Grade										
38.0	Goodman St	Main St.	University Avenue	0.42	5.21	E	Restripe Candidate <sup>5</sup>	1.72	54	100	1	8	6	40	100	I
146.0	State St	Lyell Ave	Andrews St	0.62	5.34	E	Restripe Candidate <sup>5</sup>	1.85	58	0	5	42	12	80	100	I
95.0	Monroe Ave	Alexander St	Goodman St	0.33	3.62	D	Restripe Candidate <sup>3</sup>	0.13	4	100	5	42	14	93	50	I
46.0	East Ave	Winton Rd	Park Avenue	0.26	4.98	E	Restripe Candidate <sup>5</sup>	1.49	47	100	3	25	3	20	50	I
31.0	Culver Rd	East Avenue	University Avenue	0.15	4.54	E	Restripe Candidate <sup>1</sup>	1.05	33	100	2	17	5	33	50	I
488.0	Kendrick Rd	Elmwood Ave	City Line	0.54	3.94	D	Restripe Candidate <sup>1</sup>	0.45	14	75	2	17	0	0	100	I
61.0	Mt. Hope Ave	City Line	Westfall Rd	0.15	5.25	E	Restripe Candidate <sup>1</sup>	1.76	55	75	1	8	5	33	50	I
178.0	Lee Rd	Lexington Ave	City Line (South)	0.55	6.68	F	Restripe Candidate <sup>1 (RDC)</sup>	3.19	100	50	0	0	0	0	50	I
486.0	Elmwood Ave	Wilson	Mt. Hope	1.39	4.80	E	Restripe Candidate <sup>1</sup>	1.31	41	75	2	17	7	47	50	I
508.0	Broad St	West Ave.	Genesee St.	0.06	4.93	E	Restripe Candidate <sup>4</sup>	1.44	45	100	1	8	0	0	50	I
57.0	University Ave	Culver Road	Blossom Rd	0.32	4.78	E	Restripe Candidate <sup>5</sup>	1.29	40	100	1	8	1	7	50	I
75.0	E. Henrietta	Westfall Rd	City Line	0.41	5.49	E	Restripe Candidate <sup>1</sup>	2.00	63	75	1	8	1	7	50	I
177.0	Lee Rd	Lexington Ave	City Line (North)	0.29	6.68	F	Restripe Candidate <sup>1 (RDC)</sup>	3.19	100	100	0	0	0	0	0	I
185.0	Genesee St	Chili Ave	Stratford Park	1.10	3.80	D	Restripe Candidate <sup>3</sup>	0.31	10	50	9	75	1	7	100	I
13.0	Alexander St	University Avenue	Main Street	0.16	4.40	D	Restripe Candidate <sup>5</sup>	0.91	29	100	0	0	2	13	50	I
195.0	Broad St	Plymouth	Exchange Blvd	0.16	3.97	D	Restripe Candidate <sup>5</sup>	0.48	15	25	2	17	8	53	100	I
27.0	Winton Rd	Blossom Rd	University Avenue	0.22	4.88	E	Restripe Candidate <sup>1</sup>	1.39	44	75	0	0	4	27	50	I
79.0	Elmwood Ave	Plymouth Ave	Wilson Blvd	0.19	3.94	D	Restripe Candidate <sup>1</sup>	0.45	14	50	0	0	0	0	100	I
483.0	Goodman St	Park Ave	Monroe	0.34	4.65	E	Restripe Candidate <sup>5</sup>	1.16	36	100	2	17	10	67	0	I
148.0	Exchange Blvd	Main Street	Broad St	0.09	5.30	E	Restripe Candidate <sup>5</sup>	1.81	57	25	1	8	9	60	50	I
149.0	Exchange Blvd	Broad	Court St	0.10	5.18	E	Restripe Candidate <sup>5 (RDC)</sup>	1.69	53	25	0	0	10	67	50	I
477.0	Culver Rd	490	East Ave	0.45	4.73	E	Restripe Candidate <sup>5</sup>	1.24	39	100	3	25	8	53	0	I
32.0	Culver Rd	University Avenue	Main St	0.61	4.26	D	Restripe Candidate <sup>3</sup>	0.77	24	75	0	0	4	27	50	I
216.0	Atlantic Ave	Culver Rd	Winton Rd	0.96	3.64	D	Restripe Candidate <sup>5</sup>	0.15	5	100	3	25	1	7	50	I
40.0	Goodman St	East Avenue	Park Avenue	0.23	4.87	E	Restripe Candidate <sup>5</sup>	1.38	43	100	1	8	7	47	0	I
417.0	Dewey Ave	Felix	Driving Park	0.80	3.78	D	Restripe Candidate <sup>3</sup>	0.29	9	25	8	67	1	7	100	I
63.0	Mt. Hope Ave	E. Henrietta Rd	Elmwood Ave	0.20	5.50	E	Restripe Candidate <sup>1</sup>	2.01	63	75	0	0	8	53	0	I
62.0	Mt. Hope Ave	Westfall Rd	E. Henrietta Rd	0.52	5.32	E	Restripe Candidate <sup>1</sup>	1.83	57	75	1	8	8	53	0	I
176.0	Lexington Ave	Lee Rd	City Line	0.09	5.27	E	Restripe Candidate <sup>1</sup>	1.78	56	50	0	0	0	0	50	I
11.0	Alexander St	Monroe Avenue	East Avenue	0.46	4.51	E	Restripe Candidate <sup>4</sup>	1.02	32	100	3	25	7	47	0	I
154.0	Ford St	Mt. Hope Avenue	Exchange Blvd	0.18	4.75	E	Restripe Candidate <sup>1</sup>	1.26	39	50	1	8	3	20	50	I



# Rochester Bicycle Master Plan: Study Network Recommendations and Prioritization (Priority Sort)



Seg_ID	Road Name	From	To	Length (mi)	Bicycle LOS		Recommendation	Delta LOS	100% Delta LOS	Equity Score	Hist. Crashes	100% Crashes	Bike Votes	100% Votes	Demand Score	Priority Tier
					Score	Grade										
28.0	Winton Rd	University Avenue	East Avenue	0.07	4.98	E	Restripe Candidate <sup>1</sup>	1.49	47	100	1	8	3	20	0	I
39.0	Goodman St	University Avenue	East Avenue	0.22	4.65	E	Restripe Candidate <sup>5</sup>	1.16	36	100	0	0	6	40	0	I
476.0	Central Park	Union	Goodman	0.93	4.16	D	Restripe Candidate <sup>5</sup>	0.67	21	0	3	25	3	20	100	I
147.0	State St	Andrews St	Main Street	0.18	4.67	E	Restripe Candidate <sup>4</sup>	1.18	37	25	0	0	9	60	50	I
168.0	Ridgeway Ave	Lake Ave	Dewey Ave	0.50	5.00	E	Restripe Candidate <sup>3</sup>	1.51	47	50	0	0	0	0	50	I
145.0	Lake Ave	Lexington Ave	Lyell Ave	1.10	3.90	D	Restripe Candidate <sup>5</sup>	0.41	13	25	9	75	11	73	50	I
77.0	Westfall Rd	E. Henrietta Rd	City Line	0.79	5.88	F	Restripe Candidate <sup>1</sup>	2.39	75	75	1	8	1	7	0	I
23.0	Cleveland St/Draper St	Hudson Avenue	Portland Avenue	0.30	5.05	E	Restripe Candidate <sup>2</sup>	1.56	49	25	2	17	4	27	50	I
217.0	Park Ave	Alexander St	Goodman	0.33	4.55	E	Restripe Candidate <sup>5</sup>	1.06	33	100	4	33	3	20	0	I
182.0	Lyell Ave	Mt. Read Blvd	City Line	1.07	5.30	E	Restripe Candidate <sup>1</sup>	1.81	57	25	3	25	1	7	50	I
419.0	Lexington Ave	Curlew	Rochester Products Building	0.28	4.96	E	Restripe Candidate <sup>1</sup>	1.47	46	100	0	0	0	0	0	I
91.0	Chestnut St	East Avenue	Broad St	0.14	5.33	E	Restripe Candidate <sup>5</sup>	1.84	58	25	1	8	0	0	50	I
420.0	Lexington Ave	Rochester Products Building	Mt. Read	0.28	4.86	E	Restripe Candidate <sup>1</sup>	1.37	43	100	0	0	0	0	0	I
78.0	Elmwood Ave	Genesee St	Plymouth Ave	0.25	4.46	D	Restripe Candidate <sup>1</sup>	0.97	30	50	1	8	0	0	50	I
58.0	University Ave	Winton	City Line	0.36	4.80	E	Restripe Candidate <sup>1</sup>	1.31	41	100	0	0	0	0	0	I
74.0	E. Henrietta	South Avenue	Westfall Rd	0.13	5.43	E	Restripe Candidate <sup>1</sup>	1.94	61	75	0	0	1	7	0	I
59.0	Blossom Rd	University Avenue	Winton	0.60	3.64	D	Restripe Candidate <sup>1</sup>	0.15	5	75	0	0	0	0	50	I
41.0	Goodman St	Monroe Avenue	Broadway	0.28	5.26	E	Restripe Candidate <sup>5</sup>	1.77	55	50	1	8	8	53	0	I
428.0	Driving Park Ave	Dewey Ave	State St.	0.36	4.89	E	Restripe Candidate <sup>5</sup>	1.40	44	25	3	25	1	7	50	I
67.0	South Ave	Main St	Broad St	0.14	4.59	E	Restripe Candidate <sup>3</sup>	1.10	34	25	1	8	4	27	50	I
218.0	Park Ave	Goodman	Culver Rd	0.89	3.99	D	Restripe Candidate <sup>4</sup>	0.50	16	100	3	25	4	27	0	I
86.0	Clinton Ave	Byron St	Court St	0.39	4.63	E	Restripe Candidate <sup>3</sup>	1.14	36	25	2	17	3	20	50	I
406.0	Hudson Ave	Shady Lane Dr	Norton St	0.24	4.66	E	Restripe Candidate <sup>5</sup>	1.17	37	25	1	8	3	20	50	I
81.0	Elmwood Ave	South Avenue	Goodman St	1.01	4.67	E	Restripe Candidate <sup>1</sup>	1.18	37	75	1	8	5	33	0	I
132.0	St. Paul St	City Line	Rt. 104	0.93	4.40	D	Restripe Candidate <sup>1 (RDC)</sup>	0.91	29	25	2	17	4	27	50	I
214.0	Waring Rd	Norton	Culver Rd	0.77	4.21	D	Restripe Candidate <sup>3</sup>	0.72	23	50	0	0	0	0	50	I
42.0	Goodman St	Broadway	Clinton Ave	0.15	4.49	D	Restripe Candidate <sup>1</sup>	1.00	31	75	1	8	6	40	0	I
73.0	E. Henrietta	Mt. Hope Avenue	South Avenue	0.37	5.07	E	Restripe Candidate <sup>2</sup>	1.58	50	75	2	17	1	7	0	I
26.0	Winton Rd	Main St	Blossom Rd	0.69	4.25	D	Restripe Candidate <sup>3</sup>	0.76	24	100	2	17	1	7	0	I
25.0	Winton Rd	City Limits	Main St	0.64	4.24	D	Restripe Candidate <sup>5</sup>	0.75	24	100	1	8	1	7	0	I
102.0	Union St	University Avenue	Main St	0.07	4.05	D	Restripe Candidate <sup>1</sup>	0.56	18	50	0	0	0	0	50	I



# Rochester Bicycle Master Plan: Study Network Recommendations and Prioritization (Priority Sort)



Seg_ID	Road Name	From	To	Length (mi)	Bicycle LOS		Recommendation	Delta LOS	100% Delta LOS	Equity Score	Hist. Crashes	100% Crashes	Bike Votes	100% Votes	Demand Score	Priority Tier
					Score	Grade										
44.0	East Ave	City Line	University Avenue	0.32	4.35	D	Restripe Candidate <sup>1</sup>	0.86	27	100	0	0	0	0	0	I
173.0	Lexington Ave	Lake Ave	Dewey Ave	0.39	4.81	E	Restripe Candidate <sup>5</sup>	1.32	41	25	0	0	0	0	50	I
414.0	Lake Ave	Holden St	Stutson	0.25	3.71	D	Restripe Candidate <sup>5 (RDC)</sup>	0.22	7	50	3	25	1	7	50	I
92.0	Chestnut St	Broad	Court St	0.06	4.74	E	Restripe Candidate <sup>2</sup>	1.25	39	25	1	8	0	0	50	I
116.0	Portland Ave	Cleveland	Clifford Ave	0.44	4.09	D	Restripe Candidate <sup>3</sup>	0.60	19	25	6	50	3	20	50	I
505.0	Bridgeview Dr	Maplewood Drive N	Maplewood Drive S	0.50	3.99	D	Restripe Candidate <sup>3</sup>	0.50	16	50	0	0	0	0	50	I
68.0	South Ave	Broad St	Court St	0.08	4.54	E	Restripe Candidate <sup>1</sup>	1.05	33	25	1	8	1	7	50	I
87.0	Clinton Ave	Court St	Broad St	0.07	4.58	E	Restripe Candidate <sup>1</sup>	1.09	34	25	0	0	1	7	50	I
80.0	Elmwood Ave	Mt. Hope Avenue	South Avenue	0.33	4.33	D	Restripe Candidate <sup>1</sup>	0.84	26	75	1	8	5	33	0	II
94.0	Monroe Ave	Union St	Alexander St	0.14	3.84	D	Restripe Candidate <sup>3</sup>	0.35	11	50	3	25	14	93	0	II
493.0	Mt. Read Blvd	Lexington Ave	Emerson	0.37	5.60	F	Restripe Candidate <sup>1</sup>	2.11	66	50	1	8	1	7	0	II
448.0	Plymouth Ave	Inner Loop	Main Street	0.19	4.61	E	Restripe Candidate <sup>4</sup>	1.12	35	25	1	8	0	0	50	II
481.0	Goodman St	Garson	Hayward Ave	0.04	4.58	E	Restripe Candidate <sup>5</sup>	1.09	34	25	0	0	0	0	50	II
20.0	Bausch St/Smith St	State Street	St. Paul	0.37	5.18	E	Restripe Candidate <sup>1</sup>	1.69	53	0	3	25	0	0	50	II
136.0	St. Paul St	Andrews St	Main St	0.21	3.96	D	Restripe Candidate <sup>5 (RDC)</sup>	0.47	15	25	1	8	4	27	50	II
164.0	W. Ridge Rd	City Line	Dewey Ave	1.15	3.67	D	Restripe Candidate <sup>1</sup>	0.18	6	100	7	58	0	0	0	II
447.0	Joseph Ave	Central Ave	Andrews St	0.19	4.46	D	Restripe Candidate <sup>1</sup>	0.97	30	25	1	8	0	0	50	II
71.0	South Ave	Alexander St	Elmwood Ave	1.59	4.61	E	Restripe Candidate <sup>3</sup>	1.12	35	50	7	58	5	33	0	II
82.0	Elmwood Ave	Goodman	City Line	0.27	4.69	E	Restripe Candidate <sup>1</sup>	1.20	38	75	0	0	1	7	0	II
3.0	Norton St	Hudson Avenue	Portland Avenue	0.78	4.20	D	Restripe Candidate <sup>5</sup>	0.71	22	25	5	42	0	0	50	II
127.0	Clinton Ave	Main St	Andrews St	0.21	4.41	D	Restripe Candidate <sup>3</sup>	0.92	29	25	1	8	0	0	50	II
83.0	Clinton Ave	City Line	Goodman St	0.64	4.16	D	Restripe Candidate <sup>3</sup>	0.67	21	75	2	17	4	27	0	II
221.0	Highland Ave	Monroe	Winton Rd	0.78	3.54	D	Restripe Candidate <sup>5</sup>	0.05	2	100	0	0	3	20	0	II
99.0	Union St	Alexander St	Monroe Avenue	0.25	3.55	D	Restripe Candidate <sup>3</sup>	0.06	2	50	1	8	0	0	50	II
1.0	Norton St	St. Paul Street	Seneca	0.73	4.12	D	Restripe Candidate <sup>2</sup>	0.63	20	25	5	42	0	0	50	II
76.0	Westfall Rd	Mt. Hope Avenue	E. Henrietta Rd	0.32	4.58	E	Restripe Candidate <sup>1</sup>	1.09	34	75	1	8	0	0	0	II
449.0	Plymouth Ave	Main St.	490	0.25	4.20	D	Restripe Candidate <sup>4</sup>	0.71	22	25	1	8	0	0	50	II
435.0	Webster Ave	Goodman Street	Bay	0.86	4.07	D	Restripe Candidate <sup>5</sup>	0.58	18	25	3	25	0	0	50	II
456.0	Maple St	Mt. Read Blvd	Brown St.	1.61	6.55	F	Restripe Candidate <sup>5</sup>	3.06	96	0	3	25	1	7	0	II
60.0	Blossom Rd	Winton	City Line	0.63	4.43	D	Restripe Candidate <sup>1</sup>	0.94	29	75	0	0	0	0	0	II
104.0	Court St	Exchange Blvd	South Avenue	0.20	3.87	D	Restripe Candidate <sup>4</sup>	0.38	12	25	2	17	1	7	50	II



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Seg_ID	Road Name	From	To	Length (mi)	Bicycle LOS		Recommendation	Delta LOS	100% Delta LOS	Equity Score	Hist. Crashes	100% Crashes	Bike Votes	100% Votes	Demand Score	Priority Tier
					Score	Grade										
133.0	St. Paul St	Norton St.	Ave E	0.41	4.91	E	Restripe Candidate <sup>5</sup>	1.42	45	25	1	8	8	53	0	II
191.0	Chili Ave	Genesse Park Blvd	Thurston	0.06	4.72	E	Restripe Candidate <sup>5</sup>	1.23	39	50	1	8	3	20	0	II
110.0	Broad St	Exchange Blvd	South Avenue	0.20	3.98	D	Restripe Candidate <sup>4</sup>	0.49	15	25	1	8	0	0	50	II
461.0	Jefferson Ave	Main St.	Plymouth Ave	1.16	3.93	D	Restripe Candidate <sup>3</sup>	0.44	14	0	7	58	4	27	50	II
112.0	Broad St	Clinton Ave	Chestnut St	0.12	3.83	D	Restripe Candidate <sup>5</sup>	0.34	11	25	1	8	1	7	50	II
43.0	Goodman St	Clinton Ave	Elmwood Ave	1.10	3.89	D	Restripe Candidate <sup>1</sup>	0.40	13	75	1	8	3	20	0	II
468.0	Chili Ave	Woodbine	Kenwood	0.35	4.50	D	Restripe Candidate <sup>5</sup>	1.01	32	50	2	17	4	27	0	II
169.0	Ridgeway Ave	Dewey Ave	Ramona	0.57	5.60	F	Restripe Candidate <sup>5</sup>	2.11	66	25	2	17	1	7	0	II
72.0	South Ave	Elmwood Ave	E. Henrietta Rd	0.59	3.98	D	Restripe Candidate <sup>1</sup>	0.49	15	75	1	8	1	7	0	II
19.0	Clifford Ave	Clinton	St. Paul	0.56	4.20	D	Restripe Candidate <sup>5</sup>	0.71	22	0	5	42	1	7	50	II
469.0	Chili Ave	Kenwood	Genesee St	0.13	4.51	E	Restripe Candidate <sup>3</sup>	1.02	32	50	0	0	3	20	0	II
471.0	Thurston Rd	Chili Ave	Arnett Blvd	0.21	4.57	E	Restripe Candidate <sup>5</sup>	1.08	34	50	1	8	2	13	0	II
37.0	Goodman St	Central Park	Garson	0.37	4.01	D	Restripe Candidate <sup>3</sup>	0.52	16	0	5	42	2	13	50	II
151.0	Exchange Blvd	Plymouth Ave	Ford St	0.64	4.40	D	Restripe Candidate <sup>1 (RDC)</sup>	0.91	29	50	0	0	3	20	0	II
436.0	Union St	Central Park	Main Street	0.65	3.97	D	Restripe Candidate <sup>5</sup>	0.48	15	0	2	17	1	7	50	II
492.0	Mt. Read Blvd	Emerson	Lyell Ave	0.63	5.13	E	Restripe Candidate <sup>1</sup>	1.64	51	25	1	8	1	7	0	II
479.0	Culver Rd	Culver Pkwy	Clifford	0.36	4.14	D	Restripe Candidate <sup>2</sup>	0.65	20	50	1	8	2	13	0	II
36.0	Goodman St	Clifford Ave	Central Park	0.53	3.70	D	Restripe Candidate <sup>3</sup>	0.21	7	0	2	17	2	13	50	II
84.0	Clinton Ave	Goodman St	Alexander St	0.55	3.60	D	Restripe Candidate <sup>3</sup>	0.11	3	50	5	42	4	27	0	II
430.0	Maplewood Dr	W. Ridge Rd	Lake Ave	0.59	4.11	D	Restripe Candidate <sup>3</sup>	0.62	19	50	0	0	2	13	0	II
208.0	Avenue D	Conkey	Clinton	0.32	3.79	D	Restripe Candidate <sup>5</sup>	0.30	9	0	4	33	0	0	50	II
98.0	Broadway	Goodman St	Averill	0.33	4.18	D	Restripe Candidate <sup>1</sup>	0.69	22	50	0	0	1	7	0	II
410.0	St. Paul St	Rt. 104	Norton St	0.42	4.58	E	Restripe Candidate <sup>3</sup>	1.09	34	25	0	0	4	27	0	II
432.0	Bay St	Goodman Street	Webster	0.47	4.00	D	Restripe Candidate <sup>5</sup>	0.51	16	50	3	25	1	7	0	II
8.0	Alexander St	South Avenue	Clinton Avenue	0.17	4.95	E	Restripe Candidate <sup>5</sup>	1.46	46	25	0	0	0	0	0	II
472.0	Thurston Rd	Arnett Blvd	Brooks Ave	0.78	3.74	D	Restripe Candidate <sup>3</sup>	0.25	8	50	2	17	2	13	0	II
422.0	Lyell Ave	Glide	Mt. Read	0.27	4.52	E	Restripe Candidate <sup>1</sup>	1.03	32	25	2	17	2	13	0	II
470.0	Thurston Rd	West Ave.	Chili Ave.	0.32	3.69	D	Restripe Candidate <sup>5</sup>	0.20	6	50	2	17	1	7	0	II
7.0	Alexander St	Mt. Hope Avenue	South Avenue	0.19	4.52	E	Restripe Candidate <sup>5</sup>	1.03	32	25	1	8	1	7	0	II
465.0	Genesee Park Blvd	Brooks Ave	Genesee St	0.96	3.74	D	Restripe Candidate <sup>4</sup>	0.25	8	50	0	0	1	7	0	II
426.0	Emerson St	Curlew	Dewey Ave	0.45	4.59	E	Restripe Candidate <sup>5</sup>	1.10	34	25	1	8	0	0	0	II



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Seg_ID	Road Name	From	To	Length (mi)	Bicycle LOS		Recommendation	Delta LOS	100% Delta LOS	Equity Score	Hist. Crashes	100% Crashes	Bike Votes	100% Votes	Demand Score	Priority Tier
					Score	Grade										
117.0	Portland Ave	Clifford Ave	Norton St	0.90	4.10	D	Restripe Candidate <sup>3</sup>	0.61	19	25	5	42	2	13	0	II
443.0	Joseph Ave	Norton St.	Ave. D	0.41	4.17	D	Restripe Candidate <sup>3</sup>	0.68	21	25	3	25	2	13	0	II
425.0	Emerson St	Dewey Ave	Fulton	0.42	4.47	D	Restripe Candidate <sup>5</sup>	0.98	31	25	1	8	0	0	0	II
17.0	Clifford Ave	Portland Avenue	Hudson Avenue	0.38	4.67	E	Restripe Candidate <sup>5</sup>	1.18	37	0	2	17	3	20	0	II
18.0	Clifford Ave	Hudson Avenue	Clinton	0.73	4.67	E	Restripe Candidate <sup>5</sup>	1.18	37	0	5	42	1	7	0	II
9.0	Alexander St	Clinton Avenue	Broadway	0.11	3.81	D	Restripe Candidate <sup>3</sup>	0.32	10	25	0	0	2	13	0	II
85.0	Clinton Ave	Alexander St	Byron St	0.19	3.57	D	Restripe Candidate <sup>3</sup>	0.08	3	25	1	8	3	20	0	II
460.0	Jefferson Ave	Brown St.	Main Street	0.24	4.27	D	Restripe Candidate <sup>5</sup>	0.78	24	0	1	8	3	20	0	II
35.0	Goodman St	Norton St.	Clifford Ave	0.82	3.63	D	Restripe Candidate <sup>3</sup>	0.14	4	25	4	33	0	0	0	II
130.0	Clinton Ave	Clifford Ave	Norton St	0.80	3.96	D	Restripe Candidate <sup>3</sup>	0.47	15	0	5	42	3	20	0	II
159.0	Broad St	Brown	Lyell Ave	0.65	4.25	D	Restripe Candidate <sup>1</sup>	0.76	24	0	4	33	1	7	0	II
442.0	Seneca Ave	City Line	Norton St	0.59	3.55	D	Restripe Candidate <sup>3</sup>	0.06	2	25	0	0	1	7	0	II
455.0	Child St	Lyell Ave	Maple Street	0.65	4.07	D	Restripe Candidate <sup>2</sup>	0.58	18	0	6	50	0	0	0	II
502.0	Avenue D	St. Paul Street	Conkey	0.25	4.17	D	Restripe Candidate <sup>3</sup>	0.68	21	0	1	8	0	0	0	II
458.0	Brown St	Main St.	Allen St.	0.51	3.65	D	Restripe Candidate <sup>4</sup>	0.16	5	0	5	42	1	7	0	II
179.0	Lyell Ave	Lake Ave	Dewey Ave	0.46	3.58	D	Restripe Candidate <sup>3</sup>	0.09	3	0	3	25	2	13	0	II
439.0	Central Ave	St. Paul Street	Clinton Avenue	0.13	3.86	D	Restripe Candidate <sup>4</sup>	0.37	12	0	1	8	0	0	0	II
441.0	Central Ave	Joseph Ave	Hudson Avenue	0.25	3.88	D	Restripe Candidate <sup>3</sup>	0.39	12	0	0	0	0	0	0	II
407.0	Hudson Ave	Norton St.	Ave D	0.40	3.56	D	Restripe Candidate <sup>3</sup>	0.07	2	0	3	25	1	7	0	II
141.0	Lake Ave	Stonewood Ave	Winchester	1.76	5.15	E	DCSN	1.66	52	75	3	25	6	40	50	III
55.0	University Ave	Alexander St	Goodman St	0.34	4.83	E	DCSN	1.34	42	100	1	8	2	13	50	III
189.0	Brooks Ave	Genesee St	City Line	1.18	4.08	D	DCSN	0.59	18	50	3	25	3	20	100	III
201.0	Main St	University North	University South	0.06	4.13	D	DCSN	0.64	20	25	0	0	7	47	100	III
202.0	Main St	University Ave	Union	0.05	5.27	E	DCSN	1.78	56	50	1	8	5	33	50	III
140.0	Lake Ave	Stutson St	Stonewood Ave	1.48	4.46	D	DCSN	0.97	30	75	3	25	2	13	50	III
204.0	Main St	Alexander St	Goodman St	0.42	5.62	F	DCSN	2.13	67	0	3	25	10	67	50	III
187.0	Genesee St	Elmwood	City Line	0.39	4.89	E	DCSN	1.40	44	50	3	25	3	20	50	III
196.0	Main St	Exchange Blvd	South Ave	0.19	4.98	E	DCSN	1.49	47	25	1	8	9	60	50	III
194.0	Broad St	Broad	Plymouth	0.19	4.82	E	DCSN	1.33	42	25	1	8	10	67	50	III
30.0	Culver Rd	Monroe Avenue	490	0.43	4.95	E	DCSN	1.46	46	100	0	0	5	33	0	III
175.0	Lexington Ave	Mt. Read Blvd	Lee Rd	1.07	5.26	E	DCSN	1.77	55	50	0	0	0	0	50	III



# Rochester Bicycle Master Plan: Study Network Recommendations and Prioritization (Priority Sort)



Seg_ID	Road Name	From	To	Length (mi)	Bicycle LOS		Recommendation	Delta LOS	100% Delta LOS	Equity Score	Hist. Crashes	100% Crashes	Bike Votes	100% Votes	Demand Score	Priority Tier
					Score	Grade										
198.0	Main St	Clinton	East Ave	0.11	4.77	E	DCSN	1.28	40	25	0	0	10	67	50	III
69.0	South Ave	Court St	Byron St	0.36	4.63	E	DCSN	1.14	36	25	0	0	10	67	50	III
203.0	Main St	Union St	Alexander St	0.14	5.82	F	DCSN	2.33	73	50	1	8	9	60	0	III
197.0	Main St	South Ave	Clinton	0.13	4.80	E	DCSN	1.31	41	25	1	8	8	53	50	III
418.0	Ridgeway Ave	Ramona	Mt. Read	0.44	5.17	E	DCSN	1.68	53	100	1	8	1	7	0	III
97.0	Monroe Ave	Culver Road	City Line	0.48	4.60	E	DCSN	1.11	35	100	2	17	5	33	0	III
53.0	University Ave	Main St	Union St	0.06	4.82	E	DCSN	1.33	42	50	0	0	1	7	50	III
10.0	Alexander St	Broadway	Monroe Avenue	0.20	4.26	D	DCSN	0.77	24	50	1	8	4	27	50	III
163.0	Dewey Ave	W. Ridge Rd	City Line	1.61	4.86	E	DCSN	1.37	43	100	5	42	0	0	0	III
188.0	Brooks Ave	Plymouth	Genesee St	0.06	4.41	D	DCSN	0.92	29	50	0	0	2	13	50	III
119.0	Hudson Ave	City Line	Rt. 104	0.28	4.95	E	DCSN	1.46	46	25	0	0	4	27	50	III
12.0	Alexander St	East Avenue	University Avenue	0.24	4.36	D	DCSN	0.87	27	100	2	17	4	27	0	III
193.0	Broad St	Broad East	Broad West	0.06	4.80	E	DCSN	1.31	41	25	0	0	5	33	50	III
199.0	Main St	East Ave	Chestnut	0.11	4.73	E	DCSN	1.24	39	25	0	0	5	33	50	III
90.0	Chestnut St	Main St	East Avenue	0.07	5.10	E	DCSN	1.61	50	25	0	0	0	0	50	III
490.0	Mt. Read Blvd	Jay St	490	0.15	6.57	F	DCSN	3.08	97	25	1	8	2	13	0	III
434.0	Merchants Rd	Winton Rd	Browncroft Blvd	0.27	4.37	D	DCSN	0.88	28	100	2	17	0	0	0	III
114.0	Chestnut St	Main St	University Avenue	0.23	4.65	E	DCSN	1.16	36	25	0	0	0	0	50	III
144.0	Lake Ave	Avenue E	Lexington Ave	0.11	5.53	F	DCSN	2.04	64	25	1	8	6	40	0	III
22.0	Upper Falls Blvd	Clinton	Hudson Avenue	0.58	4.85	E	DCSN	1.36	43	0	2	17	2	13	50	III
501.0	Lake Shore Blvd	Durand Lake	Culver Rd	0.99	3.90	D	DCSN	0.41	13	100	0	0	0	0	0	III
49.0	East Ave	Alexander St	Union St	0.12	5.06	E	DCSN	1.57	49	50	4	33	1	7	0	III
220.0	Highland Ave	City Line	Monroe	0.81	3.60	D	DCSN	0.11	3	75	1	8	7	47	0	III
400.0	North St	University Avenue	Hudson Avenue	0.14	4.82	E	DCSN	1.33	42	0	0	0	1	7	50	III
50.0	East Ave	Union St	Chestnut St	0.27	3.82	D	DCSN	0.33	10	25	1	8	2	13	50	III
135.0	St. Paul St	Upper Falls Blvd	Central	0.48	4.80	E	DCSN	1.31	41	0	2	17	15	100	0	IV
223.0	Highland Ave	South Ave	City Line	1.08	3.91	D	DCSN	0.42	13	75	0	0	4	27	0	IV
491.0	Mt. Read Blvd	Lyell Ave	Jay St	0.36	5.79	F	DCSN	2.30	72	25	1	8	1	7	0	IV
106.0	Court St	Clinton Ave	Chestnut St	0.10	3.84	D	DCSN	0.35	11	25	1	8	0	0	50	IV
111.0	Broad St	South Avenue	Clinton Ave	0.13	3.74	D	DCSN	0.25	8	25	0	0	1	7	50	IV
123.0	Andrews St	Chestnut St	Clinton	0.26	3.85	D	DCSN	0.36	11	25	0	0	0	0	50	IV



# Rochester Bicycle Master Plan: Study Network Recommendations and Prioritization (Priority Sort)



Seg_ID	Road Name	From	To	Length (mi)	Bicycle LOS		Recommendation	Delta LOS	100% Delta LOS	Equity Score	Hist. Crashes	100% Crashes	Bike Votes	100% Votes	Demand Score	Priority Tier
					Score	Grade										
503.0	Ridge Rd	St. Paul Street	N Clinton	0.29	3.82	D	DCSN	0.33	10	25	0	0	0	0	50	IV
105.0	Court St	South Avenue	Clinton Ave	0.13	3.74	D	DCSN	0.25	8	25	1	8	0	0	50	IV
51.0	East Ave	Chestnut St	Main St	0.11	3.63	D	DCSN	0.14	4	25	0	0	1	7	50	IV
155.0	Ford St	Exchange Blvd	Plymouth Ave	0.12	4.54	E	DCSN	1.05	33	50	0	0	2	13	0	IV
120.0	Hudson Ave	Rt. 104	Shady Lane Dr	0.12	4.97	E	DCSN	1.48	46	25	2	17	4	27	0	IV
124.0	Andrews St	Clinton	St. Paul	0.13	3.56	D	DCSN	0.07	2	25	0	0	0	0	50	IV
415.0	Lake Ave	Winchester	W. Ridge Rd	0.76	4.01	D	DCSN	0.52	16	50	2	17	4	27	0	IV
433.0	Merchants Rd	Culver Road	Winton Rd	1.06	4.39	D	DCSN	0.90	28	50	2	17	1	7	0	IV
459.0	Brown St	Allen St.	State St.	0.53	4.10	D	DCSN	0.61	19	0	1	8	1	7	50	IV
192.0	Broad St	Genesee St	Broad	0.83	4.55	E	DCSN	1.06	33	0	9	75	9	60	0	IV
33.0	Culver Rd	East Main St	Culver Parkway	0.87	4.00	D	DCSN	0.51	16	50	3	25	3	20	0	IV
165.0	W. Ridge Rd	Dewey Ave	Lake Ave	0.64	4.53	E	DCSN	1.04	33	50	0	0	0	0	0	IV
411.0	St. Paul St	Ave. E	Clifford Ave	0.52	5.08	E	DCSN	1.59	50	0	2	17	7	47	0	IV
489.0	Mt. Read Blvd	490	Buffalo Rd	0.33	4.94	E	DCSN	1.45	45	25	0	0	2	13	0	IV
180.0	Lyell Ave	Dewey Ave	Broad St	0.08	5.64	F	DCSN	2.15	67	0	1	8	2	13	0	IV
142.0	Lake Ave	Ridge Rd	Ridgeway	0.07	3.89	D	DCSN	0.40	13	50	1	8	3	20	0	IV
156.0	Ford St	Plymouth Ave	Boys Club Place	0.68	4.23	D	DCSN	0.74	23	50	0	0	0	0	0	IV
158.0	Ford St	Boys Club Pl	Main Street	0.07	4.13	D	DCSN	0.64	20	50	1	8	0	0	0	IV
118.0	Portland Ave	Norton St.	City Line	0.31	4.81	E	DCSN	1.32	41	25	0	0	1	7	0	IV
103.0	Byron St	South Avenue	Clinton Ave	0.11	4.72	E	DCSN	1.23	39	25	0	0	0	0	0	IV
66.0	Mt. Hope Ave	Alexander St	South Avenue	0.25	4.41	D	DCSN	0.92	29	25	0	0	2	13	0	IV
504.0	Ridge Rd	Clinton	Seneca Ave.	0.18	4.44	D	DCSN	0.95	30	25	1	8	0	0	0	IV
21.0	Upper Falls Blvd	St. Paul Street	Clinton	0.33	4.88	E	DCSN	1.39	44	0	0	0	1	7	0	IV
409.0	Clinton Ave	Rt. 104	Ridge	0.20	4.11	D	DCSN	0.62	19	25	0	0	0	0	0	IV
2.0	Norton St	Seneca	Hudson Avenue	0.43	3.89	D	DCSN	0.40	13	25	1	8	0	0	0	IV
209.0	Avenue D	Clinton	Hudson	0.73	3.98	D	DCSN	0.49	15	0	3	25	1	7	0	IV
210.0	Avenue D	Hudson	Carter	0.39	3.64	D	DCSN	0.15	5	0	2	17	1	7	0	IV
211.0	Lux St	Carter	Portland	0.21	3.56	D	DCSN	0.07	2	0	1	8	1	7	0	IV
499.0	Beach Ave	Greenleaf Rd	Lake Ave	0.99	0.00	A	Existing/Programmed									
506.0	Broad St	Brown St.	Main Street	0.39	UC	UC	Existing/Programmed									
183.0	Buffalo Rd	City Line	Mt. Read Blvd	0.74	4.73	E	Existing/Programmed									



# Rochester Bicycle Master Plan: Study Network Recommendations and Prioritization (Priority Sort)



Seg_ID	Road Name	From	To	Length (mi)	Bicycle LOS		Recommendation	Delta LOS	100% Delta LOS	Equity Score	Hist. Crashes	100% Crashes	Bike Votes	100% Votes	Demand Score	Priority Tier
					Score	Grade										
402.0	Chestnut St	Court St	Woodbury	0.08	4.45	D	Existing/Programmed									
107.0	Court St	Chestnut St	Broad St	0.13	3.74	D	Existing/Programmed									
161.0	Dewey Ave	Driving Park	Ridgeway Ave	0.89	2.98	C	Existing/Programmed									
423.0	Emerson St	City Line	Mt. Read	1.07	5.89	F	Existing/Programmed									
500.0	Lake Shore Blvd	Colebrook Dr.	Durand Lake	1.23	3.45	C	Existing/Programmed									
93.0	Monroe Ave/Chestnut St	Woodbury	Union St	0.28	4.34	D	Existing/Programmed									
64.0	Mt. Hope Ave	Elmwood Ave	Ford St	1.16	3.56	D	Existing/Programmed									
497.0	Pattonwood Dr	Lake Ave	Genesee River	0.16	3.96	D	Existing/Programmed									
170.0	Ridgeway Ave	Mt. Read Blvd	City Line	1.05	4.03	D	Existing/Programmed									
134.0	St. Paul St	Clifford Ave	Upper Falls Blvd	0.58	4.78	E	Existing/Programmed									
457.0	Ames St	Maple St.	West Ave	0.36	2.94	C	LOS Met									
125.0	Andrews St	St. Paul Street	Front St.	0.16	0.53	A	LOS Met									
126.0	Andrews St	Front St	State St.	0.11	2.89	C	LOS Met									
462.0	Arnett Blvd	Genesee Park Blvd	Genesee St	1.13	2.27	B	LOS Met									
215.0	Atlantic Ave	University	Culver Rd	0.85	3.34	C	LOS Met									
431.0	Bay St	Webster	Culver	0.48	2.50	B	LOS Met									
137.0	Bittner St	St. Paul Street	Andrews St	0.15	1.54	B	LOS Met									
157.0	Boys Club Pl	Ford St	Washington St	0.22	2.12	B	LOS Met									
109.0	Broad St	Plymouth Ave	Exchange Blvd	0.16	3.46	C	LOS Met									
113.0	Broad St	Chestnut St	Broadway	0.12	2.86	C	LOS Met									
487.0	Broad St	Broadway	Union St	0.18	0.34	A	LOS Met									
404.0	Broadway	Averill	Alexander St	0.10	2.47	B	LOS Met									
207.0	Browncroft Blvd	Merchants	590	0.22	3.46	C	LOS Met									
473.0	Browncroft Blvd	Winton	Merchants	0.28	2.64	C	LOS Met									
507.0	Buffalo Rd	Mt. Read Blvd	West Ave	0.52	1.81	B	LOS Met									
440.0	Central Ave	Clinton Avenue	Joseph Ave	0.09	3.10	C	LOS Met									
24.0	Central Park	Portland Avenue	Union	0.34	0.00	A	LOS Met									
190.0	Chili Ave	City Line	Genesee Park Blvd	0.43	2.57	C	LOS Met									
467.0	Chili Ave	Thurston	Woodbine	0.29	2.33	B	LOS Met									
452.0	Church St	Plymouth Ave	State St.	0.15	3.42	C	LOS Met									
15.0	Clifford Ave	Culver Road	Goodman St	0.95	2.62	C	LOS Met									



# Rochester Bicycle Master Plan: Study Network Recommendations and Prioritization (Priority Sort)



Seg_ID	Road Name	From	To	Length (mi)	Bicycle LOS		Recommendation	Delta LOS	100% Delta LOS	Equity Score	Hist. Crashes	100% Crashes	Bike Votes	100% Votes	Demand Score	Priority Tier
					Score	Grade										
16.0	Clifford Ave	Goodman	Portland Avenue	0.76	2.91	C	LOS Met									
88.0	Clinton Ave	Broad	Main St	0.15	3.09	C	LOS Met									
128.0	Clinton Ave	Andrews St	Upper Falls Blvd	0.69	2.64	C	LOS Met									
129.0	Clinton Ave	Upper Falls Blvd	Clifford Ave	0.33	3.18	C	LOS Met									
131.0	Clinton Ave	Norton St.	Rt 104	0.34	3.09	C	LOS Met									
463.0	Columbia Ave	Genesee	Plymouth Ave	0.79	3.18	C	LOS Met									
34.0	Culver Rd	Clifford Ave	Waring Rd	0.29	3.35	C	LOS Met									
480.0	Culver Rd	Waring Rd	Norton St	0.58	1.94	B	LOS Met									
496.0	Denise Rd	City Line	Lake Ave	0.45	3.50	C	LOS Met									
160.0	Dewey Ave	Lyell Ave	Felix	0.42	1.78	B	LOS Met									
162.0	Dewey Ave	Ridgeway Ave	W. Ridge Rd	0.46	2.63	C	LOS Met									
138.0	Driving Park Ave/Avenue E	St. Paul Street	Lake Ave	0.33	3.10	C	LOS Met									
45.0	East Ave	University Avenue	Winton Rd	0.16	2.88	C	LOS Met									
47.0	East Ave	Culver Road	South Goodman	0.88	1.65	B	LOS Met									
48.0	East Ave	Goodman	Alexander St	0.33	1.64	B	LOS Met									
484.0	East Ave	Park Ave	Culver Rd	0.61	1.06	A	LOS Met									
424.0	Emerson St	Mt. Read Blvd	Curlew	0.55	3.39	C	LOS Met									
427.0	Emerson St	Fulton	State St.	0.08	2.16	B	LOS Met									
150.0	Exchange Blvd	Court St	Plymouth Ave	0.33	3.28	C	LOS Met									
464.0	Genesee Park Blvd	Chili Ave	Brooks Ave	0.88	2.65	C	LOS Met									
186.0	Genesee St	Brooks Ave	Elmwood Ave	0.41	2.40	B	LOS Met									
466.0	Genesee St	Stratford Park	Brooks Ave	0.23	3.47	C	LOS Met									
482.0	Goodman St	Hayward	Main St	0.07	2.86	C	LOS Met									
453.0	Gregory St	Mt. Hope Avenue	South Avenue	0.43	2.90	C	LOS Met									
454.0	Gregory St	South Avenue	Clinton Avenue	0.24	1.83	B	LOS Met									
222.0	Highland Ave	Winton	City Line	0.74	3.41	C	LOS Met									
474.0	Highland Ave	Mt. Hope	South Ave	0.17	2.82	C	LOS Met									
121.0	Hudson Ave	Clifford Ave	Cleveland	0.33	2.24	B	LOS Met									
122.0	Hudson Ave	Cleveland	North St	0.54	2.26	B	LOS Met									
408.0	Hudson Ave	Ave D	Clifford Ave	0.39	1.45	A	LOS Met									
444.0	Joseph Ave	Ave. D	Clifford Ave	0.38	3.27	C	LOS Met									



# Rochester Bicycle Master Plan: Study Network Recommendations and Prioritization (Priority Sort)



Seg_ID	Road Name	From	To	Length (mi)	Bicycle LOS		Recommendation	Delta LOS	100% Delta LOS	Equity Score	Hist. Crashes	100% Crashes	Bike Votes	100% Votes	Demand Score	Priority Tier
					Score	Grade										
445.0	Joseph Ave	Clifford Ave	Upper Falls Blvd	0.28	2.03	B	LOS Met									
446.0	Joseph Ave	Upper Falls Blvd	Central Ave	0.57	1.88	B	LOS Met									
139.0	Lake Ave	City Line	Holden St	0.38	2.23	B	LOS Met									
143.0	Lake Ave	Ridgeway	Avenue E	0.90	3.50	C	LOS Met									
498.0	Latta Rd	Lake Ontario State Pkwy	Lake Ave	0.34	2.32	B	LOS Met									
174.0	Lexington Ave	Dewey Ave	Curlew	0.45	2.04	B	LOS Met									
212.0	Lux St	Portland	Ferncliff	0.26	2.48	B	LOS Met									
181.0	Lyell Ave	Broad St	Sherman	0.07	2.49	B	LOS Met									
421.0	Lyell Ave	Sherman	Glide	0.95	1.74	B	LOS Met									
200.0	Main St	Chestnut	University Ave	0.31	2.26	B	LOS Met									
205.0	Main St	Goodman St	Culver Rd	0.89	2.59	C	LOS Met									
206.0	Main St	Culver Rd	Winton	0.94	1.62	B	LOS Met									
429.0	Maplewood Dr	Lake Ave	W. Ridge Rd	0.68	2.75	C	LOS Met									
96.0	Monroe Ave	Goodman St	Culver Road	0.91	2.96	C	LOS Met									
65.0	Mt. Hope Ave	Ford St	Alexander St	0.39	1.34	A	LOS Met									
494.0	Mt. Read Blvd	W. Ridge Rd	Lexington Ave	1.73	0.87	A	LOS Met									
401.0	North St	Hudson Avenue	Portland Avenue	0.30	1.80	B	LOS Met									
213.0	Northland Ave	Ferncliff	Goodman	0.32	0.24	A	LOS Met									
475.0	Northland Ave	Goodman	Waring	0.62	2.05	B	LOS Met									
4.0	Norton St	Portland Avenue	Goodman Street	0.40	2.18	B	LOS Met									
5.0	Norton St	Goodman Street	Culver Road	0.77	2.33	B	LOS Met									
6.0	Norton St	Culver Road	City Line	0.55	0.87	A	LOS Met									
219.0	Park Ave	Culver Rd	East Ave	0.74	2.26	B	LOS Met									
437.0	Pitkin St	Main St.	East Avenue	0.27	2.40	B	LOS Met									
438.0	Pitkin St	East	Chestnut St	0.43	3.41	C	LOS Met									
153.0	Plymouth Ave	Brooks Ave	Barton	0.31	3.47	C	LOS Met									
416.0	Plymouth Ave	Barton	Ford St	0.91	2.37	B	LOS Met									
450.0	Plymouth Ave	490	Exchange Blvd	0.25	3.07	C	LOS Met									
115.0	Portland Ave	North St.	Cleveland	0.31	3.43	C	LOS Met									
70.0	South Ave	Byron St	Alexander St	0.18	2.21	B	LOS Met									
412.0	St. Paul St	Central	Andrews St	0.18	0.71	A	LOS Met									



# Rochester Bicycle Master Plan: Study Network Recommendations and Prioritization (Priority Sort)



Seg_ID	Road Name	From	To	Length (mi)	Bicycle LOS		Recommendation	Delta LOS	100% Delta LOS	Equity Score	Hist. Crashes	100% Crashes	Bike Votes	100% Votes	Demand Score	Priority Tier	
					Score	Grade											
495.0	Stonewood Ave	City Line	Lake Ave	0.20	3.46	C	LOS Met										
100.0	Union St	Monroe Avenue	Broad	0.33	3.35	C	LOS Met										
101.0	Union St	East Avenue	University Avenue	0.25	1.89	B	LOS Met										
405.0	Union St	Broad	East Ave	0.09	3.43	C	LOS Met										
52.0	University Ave	Chestnut St	Main St	0.35	3.05	C	LOS Met										
56.0	University Ave	Goodman	Culver Road	0.88	2.05	B	LOS Met										
485.0	University Ave	Blossom	Winton	0.56	2.29	B	LOS Met										
451.0	Washington Ave	Boys Club Pl	Plymouth Ave	0.12	0.88	A	LOS Met										
184.0	West Ave	Buffalo Rd	Main Street	0.75	1.70	B	LOS Met										
29.0	Winton Rd	East Avenue	City Line	1.01	1.87	B	LOS Met										
108.0	Broad St	Min St	Plymouth Ave	0.22	UC	UC	Under Construction										
54.0	University Ave	Union St	Alexander St	0.12	UC	UC	Under Construction										

**Restripe Candidate Notes:**

- 1: No observed on-street parking and roadway geometry suggests perennial absence of parking
- 2: No observed on-street parking, but roadway suggests that parking may occur at times
- 3: Observed on-street parking <=50%, and space to preserve on-street parking on at least one side
- 4: Space to preserve on-street parking on one side, but observed on-street parking > 50%
- 5: Observed on-street parking >0% and no space to preserve any parking

RDC: Also identified as a road diet candidate



# Rochester Bicycle Master Plan: Study Network Recommendations and Prioritization (Alpha Sort)



Seg_ID	Road Name	From	To	Length (mi)	Bicycle LOS		Recommendation	Delta LOS	100% Delta LOS	Equity Score	Hist. Crashes	100% Crashes	Bike Votes	100% Votes	Demand Score	Priority Tier
					Score	Grade										
7.0	Alexander St	Mt. Hope Avenue	South Avenue	0.19	4.52	E	Restripe Candidate <sup>5</sup>	1.03	32	25	1	8	1	7	0	II
8.0	Alexander St	South Avenue	Clinton Avenue	0.17	4.95	E	Restripe Candidate <sup>5</sup>	1.46	46	25	0	0	0	0	0	II
9.0	Alexander St	Clinton Avenue	Broadway	0.11	3.81	D	Restripe Candidate <sup>3</sup>	0.32	10	25	0	0	2	13	0	II
10.0	Alexander St	Broadway	Monroe Avenue	0.20	4.26	D	DCSN	0.77	24	50	1	8	4	27	50	III
11.0	Alexander St	Monroe Avenue	East Avenue	0.46	4.51	E	Restripe Candidate <sup>4</sup>	1.02	32	100	3	25	7	47	0	I
12.0	Alexander St	East Avenue	University Avenue	0.24	4.36	D	DCSN	0.87	27	100	2	17	4	27	0	III
13.0	Alexander St	University Avenue	Main Street	0.16	4.40	D	Restripe Candidate <sup>5</sup>	0.91	29	100	0	0	2	13	50	I
457.0	Ames St	Maple St.	West Ave	0.36	2.94	C	LOS Met									
123.0	Andrews St	Chestnut St	Clinton	0.26	3.85	D	DCSN	0.36	11	25	0	0	0	0	50	IV
124.0	Andrews St	Clinton	St. Paul	0.13	3.56	D	DCSN	0.07	2	25	0	0	0	0	50	IV
125.0	Andrews St	St. Paul Street	Front St.	0.16	0.53	A	LOS Met									
126.0	Andrews St	Front St	State St.	0.11	2.89	C	LOS Met									
462.0	Arnett Blvd	Genesee Park Blvd	Genesee St	1.13	2.27	B	LOS Met									
215.0	Atlantic Ave	University	Culver Rd	0.85	3.34	C	LOS Met									
216.0	Atlantic Ave	Culver Rd	Winton Rd	0.96	3.64	D	Restripe Candidate <sup>5</sup>	0.15	5	100	3	25	1	7	50	I
208.0	Avenue D	Conkey	Clinton	0.32	3.79	D	Restripe Candidate <sup>5</sup>	0.30	9	0	4	33	0	0	50	II
209.0	Avenue D	Clinton	Hudson	0.73	3.98	D	DCSN	0.49	15	0	3	25	1	7	0	IV
210.0	Avenue D	Hudson	Carter	0.39	3.64	D	DCSN	0.15	5	0	2	17	1	7	0	IV
502.0	Avenue D	St. Paul Street	Conkey	0.25	4.17	D	Restripe Candidate <sup>3</sup>	0.68	21	0	1	8	0	0	0	II
20.0	Bausch St/Smith St	State Street	St. Paul	0.37	5.18	E	Restripe Candidate <sup>1</sup>	1.69	53	0	3	25	0	0	50	II
431.0	Bay St	Webster	Culver	0.48	2.50	B	LOS Met									
432.0	Bay St	Goodman Street	Webster	0.47	4.00	D	Restripe Candidate <sup>5</sup>	0.51	16	50	3	25	1	7	0	II
499.0	Beach Ave	Greenleaf Rd	Lake Ave	0.99	0.00	A	Existing/Programmed									
137.0	Bittner St	St. Paul Street	Andrews St	0.15	1.54	B	LOS Met									
59.0	Blossom Rd	University Avenue	Winton	0.60	3.64	D	Restripe Candidate <sup>1</sup>	0.15	5	75	0	0	0	0	50	I
60.0	Blossom Rd	Winton	City Line	0.63	4.43	D	Restripe Candidate <sup>1</sup>	0.94	29	75	0	0	0	0	0	II
157.0	Boys Club Pl	Ford St	Washington St	0.22	2.12	B	LOS Met									
505.0	Bridgeview Dr	Maplewood Drive N	Maplewood Drive S	0.50	3.99	D	Restripe Candidate <sup>3</sup>	0.50	16	50	0	0	0	0	50	I
108.0	Broad St	Min St	Plymouth Ave	0.22	UC	UC	Under Construction									
109.0	Broad St	Plymouth Ave	Exchange Blvd	0.16	3.46	C	LOS Met									
110.0	Broad St	Exchange Blvd	South Avenue	0.20	3.98	D	Restripe Candidate <sup>4</sup>	0.49	15	25	1	8	0	0	50	II



# Rochester Bicycle Master Plan: Study Network Recommendations and Prioritization (Alpha Sort)



Seg_ID	Road Name	From	To	Length (mi)	Bicycle LOS		Recommendation	Delta LOS	100% Delta LOS	Equity Score	Hist. Crashes	100% Crashes	Bike Votes	100% Votes	Demand Score	Priority Tier
					Score	Grade										
111.0	Broad St	South Avenue	Clinton Ave	0.13	3.74	D	DCSN	0.25	8	25	0	0	1	7	50	IV
112.0	Broad St	Clinton Ave	Chestnut St	0.12	3.83	D	Restripe Candidate <sup>5</sup>	0.34	11	25	1	8	1	7	50	II
113.0	Broad St	Chestnut St	Broadway	0.12	2.86	C	LOS Met									
159.0	Broad St	Brown	Lyell Ave	0.65	4.25	D	Restripe Candidate <sup>1</sup>	0.76	24	0	4	33	1	7	0	II
192.0	Broad St	Genesee St	Broad	0.83	4.55	E	DCSN	1.06	33	0	9	75	9	60	0	IV
193.0	Broad St	Broad East	Broad West	0.06	4.80	E	DCSN	1.31	41	25	0	0	5	33	50	III
194.0	Broad St	Broad	Plymouth	0.19	4.82	E	DCSN	1.33	42	25	1	8	10	67	50	III
195.0	Broad St	Plymouth	Exchange Blvd	0.16	3.97	D	Restripe Candidate <sup>5</sup>	0.48	15	25	2	17	8	53	100	I
487.0	Broad St	Broadway	Union St	0.18	0.34	A	LOS Met									
506.0	Broad St	Brown St.	Main Street	0.39	UC	UC	Existing/Programmed									
508.0	Broad St	West Ave.	Genesee St.	0.06	4.93	E	Restripe Candidate <sup>4</sup>	1.44	45	100	1	8	0	0	50	I
98.0	Broadway	Goodman St	Averill	0.33	4.18	D	Restripe Candidate <sup>1</sup>	0.69	22	50	0	0	1	7	0	II
404.0	Broadway	Averill	Alexander St	0.10	2.47	B	LOS Met									
188.0	Brooks Ave	Plymouth	Genesee St	0.06	4.41	D	DCSN	0.92	29	50	0	0	2	13	50	III
189.0	Brooks Ave	Genesee St	City Line	1.18	4.08	D	DCSN	0.59	18	50	3	25	3	20	100	III
458.0	Brown St	Main St.	Allen St.	0.51	3.65	D	Restripe Candidate <sup>4</sup>	0.16	5	0	5	42	1	7	0	II
459.0	Brown St	Allen St.	State St.	0.53	4.10	D	DCSN	0.61	19	0	1	8	1	7	50	IV
207.0	Browncroft Blvd	Merchants	590	0.22	3.46	C	LOS Met									
473.0	Browncroft Blvd	Winton	Merchants	0.28	2.64	C	LOS Met									
183.0	Buffalo Rd	City Line	Mt. Read Blvd	0.74	4.73	E	Existing/Programmed									
507.0	Buffalo Rd	Mt. Read Blvd	West Ave	0.52	1.81	B	LOS Met									
103.0	Byron St	South Avenue	Clinton Ave	0.11	4.72	E	DCSN	1.23	39	25	0	0	0	0	0	IV
439.0	Central Ave	St. Paul Street	Clinton Avenue	0.13	3.86	D	Restripe Candidate <sup>4</sup>	0.37	12	0	1	8	0	0	0	II
440.0	Central Ave	Clinton Avenue	Joseph Ave	0.09	3.10	C	LOS Met									
441.0	Central Ave	Joseph Ave	Hudson Avenue	0.25	3.88	D	Restripe Candidate <sup>3</sup>	0.39	12	0	0	0	0	0	0	II
24.0	Central Park	Portland Avenue	Union	0.34	0.00	A	LOS Met									
476.0	Central Park	Union	Goodman	0.93	4.16	D	Restripe Candidate <sup>5</sup>	0.67	21	0	3	25	3	20	100	I
90.0	Chestnut St	Main St	East Avenue	0.07	5.10	E	DCSN	1.61	50	25	0	0	0	0	50	III
91.0	Chestnut St	East Avenue	Broad St	0.14	5.33	E	Restripe Candidate <sup>5</sup>	1.84	58	25	1	8	0	0	50	I
92.0	Chestnut St	Broad	Court St	0.06	4.74	E	Restripe Candidate <sup>2</sup>	1.25	39	25	1	8	0	0	50	I
114.0	Chestnut St	Main St	University Avenue	0.23	4.65	E	DCSN	1.16	36	25	0	0	0	0	50	III



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Seg_ID	Road Name	From	To	Length (mi)	Bicycle LOS		Recommendation	Delta LOS	100% Delta LOS	Equity Score	Hist. Crashes	100% Crashes	Bike Votes	100% Votes	Demand Score	Priority Tier
					Score	Grade										
402.0	Chestnut St	Court St	Woodbury	0.08	4.45	D	Existing/Programmed									
455.0	Child St	Lyell Ave	Maple Street	0.65	4.07	D	Restripe Candidate <sup>2</sup>	0.58	18	0	6	50	0	0	0	II
190.0	Chili Ave	City Line	Genesee Park Blvd	0.43	2.57	C	LOS Met									
191.0	Chili Ave	Genesee Park Blvd	Thurston	0.06	4.72	E	Restripe Candidate <sup>5</sup>	1.23	39	50	1	8	3	20	0	II
467.0	Chili Ave	Thurston	Woodbine	0.29	2.33	B	LOS Met									
468.0	Chili Ave	Woodbine	Kenwood	0.35	4.50	D	Restripe Candidate <sup>5</sup>	1.01	32	50	2	17	4	27	0	II
469.0	Chili Ave	Kenwood	Genesee St	0.13	4.51	E	Restripe Candidate <sup>3</sup>	1.02	32	50	0	0	3	20	0	II
452.0	Church St	Plymouth Ave	State St.	0.15	3.42	C	LOS Met									
23.0	Cleveland St/Draper St	Hudson Avenue	Portland Avenue	0.30	5.05	E	Restripe Candidate <sup>2</sup>	1.56	49	25	2	17	4	27	50	I
15.0	Clifford Ave	Culver Road	Goodman St	0.95	2.62	C	LOS Met									
16.0	Clifford Ave	Goodman	Portland Avenue	0.76	2.91	C	LOS Met									
17.0	Clifford Ave	Portland Avenue	Hudson Avenue	0.38	4.67	E	Restripe Candidate <sup>5</sup>	1.18	37	0	2	17	3	20	0	II
18.0	Clifford Ave	Hudson Avenue	Clinton	0.73	4.67	E	Restripe Candidate <sup>5</sup>	1.18	37	0	5	42	1	7	0	II
19.0	Clifford Ave	Clinton	St. Paul	0.56	4.20	D	Restripe Candidate <sup>5</sup>	0.71	22	0	5	42	1	7	50	II
83.0	Clinton Ave	City Line	Goodman St	0.64	4.16	D	Restripe Candidate <sup>3</sup>	0.67	21	75	2	17	4	27	0	II
84.0	Clinton Ave	Goodman St	Alexander St	0.55	3.60	D	Restripe Candidate <sup>3</sup>	0.11	3	50	5	42	4	27	0	II
85.0	Clinton Ave	Alexander St	Byron St	0.19	3.57	D	Restripe Candidate <sup>3</sup>	0.08	3	25	1	8	3	20	0	II
86.0	Clinton Ave	Byron St	Court St	0.39	4.63	E	Restripe Candidate <sup>3</sup>	1.14	36	25	2	17	3	20	50	I
87.0	Clinton Ave	Court St	Broad St	0.07	4.58	E	Restripe Candidate <sup>1</sup>	1.09	34	25	0	0	1	7	50	I
88.0	Clinton Ave	Broad	Main St	0.15	3.09	C	LOS Met									
127.0	Clinton Ave	Main St	Andrews St	0.21	4.41	D	Restripe Candidate <sup>3</sup>	0.92	29	25	1	8	0	0	50	II
128.0	Clinton Ave	Andrews St	Upper Falls Blvd	0.69	2.64	C	LOS Met									
129.0	Clinton Ave	Upper Falls Blvd	Clifford Ave	0.33	3.18	C	LOS Met									
130.0	Clinton Ave	Clifford Ave	Norton St	0.80	3.96	D	Restripe Candidate <sup>3</sup>	0.47	15	0	5	42	3	20	0	II
131.0	Clinton Ave	Norton St.	Rt 104	0.34	3.09	C	LOS Met									
409.0	Clinton Ave	Rt. 104	Ridge	0.20	4.11	D	DCSN	0.62	19	25	0	0	0	0	0	IV
463.0	Columbia Ave	Genesee	Plymouth Ave	0.79	3.18	C	LOS Met									
104.0	Court St	Exchange Blvd	South Avenue	0.20	3.87	D	Restripe Candidate <sup>4</sup>	0.38	12	25	2	17	1	7	50	II
105.0	Court St	South Avenue	Clinton Ave	0.13	3.74	D	DCSN	0.25	8	25	1	8	0	0	50	IV
106.0	Court St	Clinton Ave	Chestnut St	0.10	3.84	D	DCSN	0.35	11	25	1	8	0	0	50	IV
107.0	Court St	Chestnut St	Broad St	0.13	3.74	D	Existing/Programmed									



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					Score	Grade										
30.0	Culver Rd	Monroe Avenue	490	0.43	4.95	E	DCSN	1.46	46	100	0	0	5	33	0	III
31.0	Culver Rd	East Avenue	University Avenue	0.15	4.54	E	Restripe Candidate <sup>1</sup>	1.05	33	100	2	17	5	33	50	I
32.0	Culver Rd	University Avenue	Main St	0.61	4.26	D	Restripe Candidate <sup>3</sup>	0.77	24	75	0	0	4	27	50	I
33.0	Culver Rd	East Main St	Culver Parkway	0.87	4.00	D	DCSN	0.51	16	50	3	25	3	20	0	IV
34.0	Culver Rd	Clifford Ave	Waring Rd	0.29	3.35	C	LOS Met									
477.0	Culver Rd	490	East Ave	0.45	4.73	E	Restripe Candidate <sup>5</sup>	1.24	39	100	3	25	8	53	0	I
479.0	Culver Rd	Culver Pkwy	Clifford	0.36	4.14	D	Restripe Candidate <sup>2</sup>	0.65	20	50	1	8	2	13	0	II
480.0	Culver Rd	Waring Rd	Norton St	0.58	1.94	B	LOS Met									
496.0	Denise Rd	City Line	Lake Ave	0.45	3.50	C	LOS Met									
160.0	Dewey Ave	Lyell Ave	Felix	0.42	1.78	B	LOS Met									
161.0	Dewey Ave	Driving Park	Ridgeway Ave	0.89	2.98	C	Existing/Programmed									
162.0	Dewey Ave	Ridgeway Ave	W. Ridge Rd	0.46	2.63	C	LOS Met									
163.0	Dewey Ave	W. Ridge Rd	City Line	1.61	4.86	E	DCSN	1.37	43	100	5	42	0	0	0	III
417.0	Dewey Ave	Felix	Driving Park	0.80	3.78	D	Restripe Candidate <sup>3</sup>	0.29	9	25	8	67	1	7	100	I
428.0	Driving Park Ave	Dewey Ave	State St.	0.36	4.89	E	Restripe Candidate <sup>5</sup>	1.40	44	25	3	25	1	7	50	I
138.0	Driving Park Ave/Avenue E	St. Paul Street	Lake Ave	0.33	3.10	C	LOS Met									
73.0	E. Henrietta	Mt. Hope Avenue	South Avenue	0.37	5.07	E	Restripe Candidate <sup>2</sup>	1.58	50	75	2	17	1	7	0	I
74.0	E. Henrietta	South Avenue	Westfall Rd	0.13	5.43	E	Restripe Candidate <sup>1</sup>	1.94	61	75	0	0	1	7	0	I
75.0	E. Henrietta	Westfall Rd	City Line	0.41	5.49	E	Restripe Candidate <sup>1</sup>	2.00	63	75	1	8	1	7	50	I
44.0	East Ave	City Line	University Avenue	0.32	4.35	D	Restripe Candidate <sup>1</sup>	0.86	27	100	0	0	0	0	0	I
45.0	East Ave	University Avenue	Winton Rd	0.16	2.88	C	LOS Met									
46.0	East Ave	Winton Rd	Park Avenue	0.26	4.98	E	Restripe Candidate <sup>5</sup>	1.49	47	100	3	25	3	20	50	I
47.0	East Ave	Culver Road	South Goodman	0.88	1.65	B	LOS Met									
48.0	East Ave	Goodman	Alexander St	0.33	1.64	B	LOS Met									
49.0	East Ave	Alexander St	Union St	0.12	5.06	E	DCSN	1.57	49	50	4	33	1	7	0	III
50.0	East Ave	Union St	Chestnut St	0.27	3.82	D	DCSN	0.33	10	25	1	8	2	13	50	III
51.0	East Ave	Chestnut St	Main St	0.11	3.63	D	DCSN	0.14	4	25	0	0	1	7	50	IV
484.0	East Ave	Park Ave	Culver Rd	0.61	1.06	A	LOS Met									
78.0	Elmwood Ave	Genesee St	Plymouth Ave	0.25	4.46	D	Restripe Candidate <sup>1</sup>	0.97	30	50	1	8	0	0	50	I
79.0	Elmwood Ave	Plymouth Ave	Wilson Blvd	0.19	3.94	D	Restripe Candidate <sup>1</sup>	0.45	14	50	0	0	0	0	100	I
80.0	Elmwood Ave	Mt. Hope Avenue	South Avenue	0.33	4.33	D	Restripe Candidate <sup>1</sup>	0.84	26	75	1	8	5	33	0	II



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					Score	Grade										
81.0	Elmwood Ave	South Avenue	Goodman St	1.01	4.67	E	Restripe Candidate <sup>1</sup>	1.18	37	75	1	8	5	33	0	I
82.0	Elmwood Ave	Goodman	City Line	0.27	4.69	E	Restripe Candidate <sup>1</sup>	1.20	38	75	0	0	1	7	0	II
486.0	Elmwood Ave	Wilson	Mt. Hope	1.39	4.80	E	Restripe Candidate <sup>1</sup>	1.31	41	75	2	17	7	47	50	I
423.0	Emerson St	City Line	Mt. Read	1.07	5.89	F	Existing/Programmed									
424.0	Emerson St	Mt. Read Blvd	Curlew	0.55	3.39	C	LOS Met									
425.0	Emerson St	Dewey Ave	Fulton	0.42	4.47	D	Restripe Candidate <sup>5</sup>	0.98	31	25	1	8	0	0	0	II
426.0	Emerson St	Curlew	Dewey Ave	0.45	4.59	E	Restripe Candidate <sup>5</sup>	1.10	34	25	1	8	0	0	0	II
427.0	Emerson St	Fulton	State St.	0.08	2.16	B	LOS Met									
148.0	Exchange Blvd	Main Street	Broad St	0.09	5.30	E	Restripe Candidate <sup>5</sup>	1.81	57	25	1	8	9	60	50	I
149.0	Exchange Blvd	Broad	Court St	0.10	5.18	E	Restripe Candidate <sup>5 (RDC)</sup>	1.69	53	25	0	0	10	67	50	I
150.0	Exchange Blvd	Court St	Plymouth Ave	0.33	3.28	C	LOS Met									
151.0	Exchange Blvd	Plymouth Ave	Ford St	0.64	4.40	D	Restripe Candidate <sup>1 (RDC)</sup>	0.91	29	50	0	0	3	20	0	II
154.0	Ford St	Mt. Hope Avenue	Exchange Blvd	0.18	4.75	E	Restripe Candidate <sup>1</sup>	1.26	39	50	1	8	3	20	50	I
155.0	Ford St	Exchange Blvd	Plymouth Ave	0.12	4.54	E	DCSN	1.05	33	50	0	0	2	13	0	IV
156.0	Ford St	Plymouth Ave	Boys Club Place	0.68	4.23	D	DCSN	0.74	23	50	0	0	0	0	0	IV
158.0	Ford St	Boys Club Pl	Main Street	0.07	4.13	D	DCSN	0.64	20	50	1	8	0	0	0	IV
464.0	Genesee Park Blvd	Chili Ave	Brooks Ave	0.88	2.65	C	LOS Met									
465.0	Genesee Park Blvd	Brooks Ave	Genesee St	0.96	3.74	D	Restripe Candidate <sup>4</sup>	0.25	8	50	0	0	1	7	0	II
185.0	Genesee St	Chili Ave	Stratford Park	1.10	3.80	D	Restripe Candidate <sup>3</sup>	0.31	10	50	9	75	1	7	100	I
186.0	Genesee St	Brooks Ave	Elmwood Ave	0.41	2.40	B	LOS Met									
187.0	Genesee St	Elmwood	City Line	0.39	4.89	E	DCSN	1.40	44	50	3	25	3	20	50	III
466.0	Genesee St	Stratford Park	Brooks Ave	0.23	3.47	C	LOS Met									
35.0	Goodman St	Norton St.	Clifford Ave	0.82	3.63	D	Restripe Candidate <sup>3</sup>	0.14	4	25	4	33	0	0	0	II
36.0	Goodman St	Clifford Ave	Central Park	0.53	3.70	D	Restripe Candidate <sup>3</sup>	0.21	7	0	2	17	2	13	50	II
37.0	Goodman St	Central Park	Garson	0.37	4.01	D	Restripe Candidate <sup>3</sup>	0.52	16	0	5	42	2	13	50	II
38.0	Goodman St	Main St.	University Avenue	0.42	5.21	E	Restripe Candidate <sup>5</sup>	1.72	54	100	1	8	6	40	100	I
39.0	Goodman St	University Avenue	East Avenue	0.22	4.65	E	Restripe Candidate <sup>5</sup>	1.16	36	100	0	0	6	40	0	I
40.0	Goodman St	East Avenue	Park Avenue	0.23	4.87	E	Restripe Candidate <sup>5</sup>	1.38	43	100	1	8	7	47	0	I
41.0	Goodman St	Monroe Avenue	Broadway	0.28	5.26	E	Restripe Candidate <sup>5</sup>	1.77	55	50	1	8	8	53	0	I
42.0	Goodman St	Broadway	Clinton Ave	0.15	4.49	D	Restripe Candidate <sup>1</sup>	1.00	31	75	1	8	6	40	0	I
43.0	Goodman St	Clinton Ave	Elmwood Ave	1.10	3.89	D	Restripe Candidate <sup>1</sup>	0.40	13	75	1	8	3	20	0	II



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					Score	Grade										
481.0	Goodman St	Garson	Hayward Ave	0.04	4.58	E	Restripe Candidate <sup>5</sup>	1.09	34	25	0	0	0	0	50	II
482.0	Goodman St	Hayward	Main St	0.07	2.86	C	LOS Met									
483.0	Goodman St	Park Ave	Monroe	0.34	4.65	E	Restripe Candidate <sup>5</sup>	1.16	36	100	2	17	10	67	0	I
453.0	Gregory St	Mt. Hope Avenue	South Avenue	0.43	2.90	C	LOS Met									
454.0	Gregory St	South Avenue	Clinton Avenue	0.24	1.83	B	LOS Met									
220.0	Highland Ave	City Line	Monroe	0.81	3.60	D	DCSN	0.11	3	75	1	8	7	47	0	III
221.0	Highland Ave	Monroe	Winton Rd	0.78	3.54	D	Restripe Candidate <sup>5</sup>	0.05	2	100	0	0	3	20	0	II
222.0	Highland Ave	Winton	City Line	0.74	3.41	C	LOS Met									
223.0	Highland Ave	South Ave	City Line	1.08	3.91	D	DCSN	0.42	13	75	0	0	4	27	0	IV
474.0	Highland Ave	Mt. Hope	South Ave	0.17	2.82	C	LOS Met									
119.0	Hudson Ave	City Line	Rt. 104	0.28	4.95	E	DCSN	1.46	46	25	0	0	4	27	50	III
120.0	Hudson Ave	Rt. 104	Shady Lane Dr	0.12	4.97	E	DCSN	1.48	46	25	2	17	4	27	0	IV
121.0	Hudson Ave	Clifford Ave	Cleveland	0.33	2.24	B	LOS Met									
122.0	Hudson Ave	Cleveland	North St	0.54	2.26	B	LOS Met									
406.0	Hudson Ave	Shady Lane Dr	Norton St	0.24	4.66	E	Restripe Candidate <sup>5</sup>	1.17	37	25	1	8	3	20	50	I
407.0	Hudson Ave	Norton St.	Ave D	0.40	3.56	D	Restripe Candidate <sup>3</sup>	0.07	2	0	3	25	1	7	0	II
408.0	Hudson Ave	Ave D	Clifford Ave	0.39	1.45	A	LOS Met									
460.0	Jefferson Ave	Brown St.	Main Street	0.24	4.27	D	Restripe Candidate <sup>5</sup>	0.78	24	0	1	8	3	20	0	II
461.0	Jefferson Ave	Main St.	Plymouth Ave	1.16	3.93	D	Restripe Candidate <sup>3</sup>	0.44	14	0	7	58	4	27	50	II
443.0	Joseph Ave	Norton St.	Ave. D	0.41	4.17	D	Restripe Candidate <sup>3</sup>	0.68	21	25	3	25	2	13	0	II
444.0	Joseph Ave	Ave. D	Clifford Ave	0.38	3.27	C	LOS Met									
445.0	Joseph Ave	Clifford Ave	Upper Falls Blvd	0.28	2.03	B	LOS Met									
446.0	Joseph Ave	Upper Falls Blvd	Central Ave	0.57	1.88	B	LOS Met									
447.0	Joseph Ave	Central Ave	Andrews St	0.19	4.46	D	Restripe Candidate <sup>1</sup>	0.97	30	25	1	8	0	0	50	II
488.0	Kendrick Rd	Elmwood Ave	City Line	0.54	3.94	D	Restripe Candidate <sup>1</sup>	0.45	14	75	2	17	0	0	100	I
139.0	Lake Ave	City Line	Holden St	0.38	2.23	B	LOS Met									
140.0	Lake Ave	Stutson St	Stonewood Ave	1.48	4.46	D	DCSN	0.97	30	75	3	25	2	13	50	III
141.0	Lake Ave	Stonewood Ave	Winchester	1.76	5.15	E	DCSN	1.66	52	75	3	25	6	40	50	III
142.0	Lake Ave	Ridge Rd	Ridgeway	0.07	3.89	D	DCSN	0.40	13	50	1	8	3	20	0	IV
143.0	Lake Ave	Ridgeway	Avenue E	0.90	3.50	C	LOS Met									
144.0	Lake Ave	Avenue E	Lexington Ave	0.11	5.53	F	DCSN	2.04	64	25	1	8	6	40	0	III



# Rochester Bicycle Master Plan: Study Network Recommendations and Prioritization (Alpha Sort)



Seg_ID	Road Name	From	To	Length (mi)	Bicycle LOS		Recommendation	Delta LOS	100% Delta LOS	Equity Score	Hist. Crashes	100% Crashes	Bike Votes	100% Votes	Demand Score	Priority Tier
					Score	Grade										
145.0	Lake Ave	Lexington Ave	Lyell Ave	1.10	3.90	D	Restripe Candidate <sup>5</sup>	0.41	13	25	9	75	11	73	50	I
414.0	Lake Ave	Holden St	Stutson	0.25	3.71	D	Restripe Candidate <sup>5 (RDC)</sup>	0.22	7	50	3	25	1	7	50	I
415.0	Lake Ave	Winchester	W. Ridge Rd	0.76	4.01	D	DCSN	0.52	16	50	2	17	4	27	0	IV
500.0	Lake Shore Blvd	Colebrook Dr.	Durand Lake	1.23	3.45	C	Existing/Programmed									
501.0	Lake Shore Blvd	Durand Lake	Culver Rd	0.99	3.90	D	DCSN	0.41	13	100	0	0	0	0	0	III
498.0	Latta Rd	Lake Ontario State Pkwy	Lake Ave	0.34	2.32	B	LOS Met									
177.0	Lee Rd	Lexington Ave	City Line (North)	0.29	6.68	F	Restripe Candidate <sup>1 (RDC)</sup>	3.19	100	100	0	0	0	0	0	I
178.0	Lee Rd	Lexington Ave	City Line (South)	0.55	6.68	F	Restripe Candidate <sup>1 (RDC)</sup>	3.19	100	50	0	0	0	0	50	I
173.0	Lexington Ave	Lake Ave	Dewey Ave	0.39	4.81	E	Restripe Candidate <sup>5</sup>	1.32	41	25	0	0	0	0	50	I
174.0	Lexington Ave	Dewey Ave	Curlew	0.45	2.04	B	LOS Met									
175.0	Lexington Ave	Mt. Read Blvd	Lee Rd	1.07	5.26	E	DCSN	1.77	55	50	0	0	0	0	50	III
176.0	Lexington Ave	Lee Rd	City Line	0.09	5.27	E	Restripe Candidate <sup>1</sup>	1.78	56	50	0	0	0	0	50	I
419.0	Lexington Ave	Curlew	Rochester Products Building	0.28	4.96	E	Restripe Candidate <sup>1</sup>	1.47	46	100	0	0	0	0	0	I
420.0	Lexington Ave	Rochester Products Building	Mt. Read	0.28	4.86	E	Restripe Candidate <sup>1</sup>	1.37	43	100	0	0	0	0	0	I
211.0	Lux St	Carter	Portland	0.21	3.56	D	DCSN	0.07	2	0	1	8	1	7	0	IV
212.0	Lux St	Portland	Fernduff	0.26	2.48	B	LOS Met									
179.0	Lyell Ave	Lake Ave	Dewey Ave	0.46	3.58	D	Restripe Candidate <sup>3</sup>	0.09	3	0	3	25	2	13	0	II
180.0	Lyell Ave	Dewey Ave	Broad St	0.08	5.64	F	DCSN	2.15	67	0	1	8	2	13	0	IV
181.0	Lyell Ave	Broad St	Sherman	0.07	2.49	B	LOS Met									
182.0	Lyell Ave	Mt. Read Blvd	City Line	1.07	5.30	E	Restripe Candidate <sup>1</sup>	1.81	57	25	3	25	1	7	50	I
421.0	Lyell Ave	Sherman	Glide	0.95	1.74	B	LOS Met									
422.0	Lyell Ave	Glide	Mt. Read	0.27	4.52	E	Restripe Candidate <sup>1</sup>	1.03	32	25	2	17	2	13	0	II
196.0	Main St	Exchange Blvd	South Ave	0.19	4.98	E	DCSN	1.49	47	25	1	8	9	60	50	III
197.0	Main St	South Ave	Clinton	0.13	4.80	E	DCSN	1.31	41	25	1	8	8	53	50	III
198.0	Main St	Clinton	East Ave	0.11	4.77	E	DCSN	1.28	40	25	0	0	10	67	50	III
199.0	Main St	East Ave	Chestnut	0.11	4.73	E	DCSN	1.24	39	25	0	0	5	33	50	III
200.0	Main St	Chestnut	University Ave	0.31	2.26	B	LOS Met									
201.0	Main St	University North	University South	0.06	4.13	D	DCSN	0.64	20	25	0	0	7	47	100	III
202.0	Main St	University Ave	Union	0.05	5.27	E	DCSN	1.78	56	50	1	8	5	33	50	III
203.0	Main St	Union St	Alexander St	0.14	5.82	F	DCSN	2.33	73	50	1	8	9	60	0	III
204.0	Main St	Alexander St	Goodman St	0.42	5.62	F	DCSN	2.13	67	0	3	25	10	67	50	III



# Rochester Bicycle Master Plan: Study Network Recommendations and Prioritization (Alpha Sort)



Seg_ID	Road Name	From	To	Length (mi)	Bicycle LOS		Recommendation	Delta LOS	100% Delta LOS	Equity Score	Hist. Crashes	100% Crashes	Bike Votes	100% Votes	Demand Score	Priority Tier
					Score	Grade										
205.0	Main St	Goodman St	Culver Rd	0.89	2.59	C	LOS Met									
206.0	Main St	Culver Rd	Winton	0.94	1.62	B	LOS Met									
456.0	Maple St	Mt. Read Blvd	Brown St.	1.61	6.55	F	Restripe Candidate <sup>5</sup>	3.06	96	0	3	25	1	7	0	II
429.0	Maplewood Dr	Lake Ave	W. Ridge Rd	0.68	2.75	C	LOS Met									
430.0	Maplewood Dr	W. Ridge Rd	Lake Ave	0.59	4.11	D	Restripe Candidate <sup>3</sup>	0.62	19	50	0	0	2	13	0	II
433.0	Merchants Rd	Culver Road	Winton Rd	1.06	4.39	D	DCSN	0.90	28	50	2	17	1	7	0	IV
434.0	Merchants Rd	Winton Rd	Browncroft Blvd	0.27	4.37	D	DCSN	0.88	28	100	2	17	0	0	0	III
94.0	Monroe Ave	Union St	Alexander St	0.14	3.84	D	Restripe Candidate <sup>3</sup>	0.35	11	50	3	25	14	93	0	II
95.0	Monroe Ave	Alexander St	Goodman St	0.33	3.62	D	Restripe Candidate <sup>3</sup>	0.13	4	100	5	42	14	93	50	I
96.0	Monroe Ave	Goodman St	Culver Road	0.91	2.96	C	LOS Met									
97.0	Monroe Ave	Culver Road	City Line	0.48	4.60	E	DCSN	1.11	35	100	2	17	5	33	0	III
93.0	Monroe Ave/Chestnut St	Woodbury	Union St	0.28	4.34	D	Existing/Programmed									
61.0	Mt. Hope Ave	City Line	Westfall Rd	0.15	5.25	E	Restripe Candidate <sup>1</sup>	1.76	55	75	1	8	5	33	50	I
62.0	Mt. Hope Ave	Westfall Rd	E. Henrietta Rd	0.52	5.32	E	Restripe Candidate <sup>1</sup>	1.83	57	75	1	8	8	53	0	I
63.0	Mt. Hope Ave	E. Henrietta Rd	Elmwood Ave	0.20	5.50	E	Restripe Candidate <sup>1</sup>	2.01	63	75	0	0	8	53	0	I
64.0	Mt. Hope Ave	Elmwood Ave	Ford St	1.16	3.56	D	Existing/Programmed									
65.0	Mt. Hope Ave	Ford St	Alexander St	0.39	1.34	A	LOS Met									
66.0	Mt. Hope Ave	Alexander St	South Avenue	0.25	4.41	D	DCSN	0.92	29	25	0	0	2	13	0	IV
489.0	Mt. Read Blvd	490	Buffalo Rd	0.33	4.94	E	DCSN	1.45	45	25	0	0	2	13	0	IV
490.0	Mt. Read Blvd	Jay St	490	0.15	6.57	F	DCSN	3.08	97	25	1	8	2	13	0	III
491.0	Mt. Read Blvd	Lyell Ave	Jay St	0.36	5.79	F	DCSN	2.30	72	25	1	8	1	7	0	IV
492.0	Mt. Read Blvd	Emerson	Lyell Ave	0.63	5.13	E	Restripe Candidate <sup>1</sup>	1.64	51	25	1	8	1	7	0	II
493.0	Mt. Read Blvd	Lexington Ave	Emerson	0.37	5.60	F	Restripe Candidate <sup>1</sup>	2.11	66	50	1	8	1	7	0	II
494.0	Mt. Read Blvd	W. Ridge Rd	Lexington Ave	1.73	0.87	A	LOS Met									
400.0	North St	University Avenue	Hudson Avenue	0.14	4.82	E	DCSN	1.33	42	0	0	0	1	7	50	III
401.0	North St	Hudson Avenue	Portland Avenue	0.30	1.80	B	LOS Met									
213.0	Northland Ave	Ferncliff	Goodman	0.32	0.24	A	LOS Met									
475.0	Northland Ave	Goodman	Waring	0.62	2.05	B	LOS Met									
1.0	Norton St	St. Paul Street	Seneca	0.73	4.12	D	Restripe Candidate <sup>2</sup>	0.63	20	25	5	42	0	0	50	II
2.0	Norton St	Seneca	Hudson Avenue	0.43	3.89	D	DCSN	0.40	13	25	1	8	0	0	0	IV
3.0	Norton St	Hudson Avenue	Portland Avenue	0.78	4.20	D	Restripe Candidate <sup>5</sup>	0.71	22	25	5	42	0	0	50	II



# Rochester Bicycle Master Plan: Study Network Recommendations and Prioritization (Alpha Sort)



Seg_ID	Road Name	From	To	Length (mi)	Bicycle LOS		Recommendation	Delta LOS	100% Delta LOS	Equity Score	Hist. Crashes	100% Crashes	Bike Votes	100% Votes	Demand Score	Priority Tier
					Score	Grade										
4.0	Norton St	Portland Avenue	Goodman Street	0.40	2.18	B	LOS Met									
5.0	Norton St	Goodman Street	Culver Road	0.77	2.33	B	LOS Met									
6.0	Norton St	Culver Road	City Line	0.55	0.87	A	LOS Met									
217.0	Park Ave	Alexander St	Goodman	0.33	4.55	E	Restripe Candidate <sup>5</sup>	1.06	33	100	4	33	3	20	0	I
218.0	Park Ave	Goodman	Culver Rd	0.89	3.99	D	Restripe Candidate <sup>4</sup>	0.50	16	100	3	25	4	27	0	I
219.0	Park Ave	Culver Rd	East Ave	0.74	2.26	B	LOS Met									
497.0	Pattonwood Dr	Lake Ave	Genesee River	0.16	3.96	D	Existing/Programmed									
437.0	Pitkin St	Main St.	East Avenue	0.27	2.40	B	LOS Met									
438.0	Pitkin St	East	Chestnut St	0.43	3.41	C	LOS Met									
153.0	Plymouth Ave	Brooks Ave	Barton	0.31	3.47	C	LOS Met									
416.0	Plymouth Ave	Barton	Ford St	0.91	2.37	B	LOS Met									
448.0	Plymouth Ave	Inner Loop	Main Street	0.19	4.61	E	Restripe Candidate <sup>4</sup>	1.12	35	25	1	8	0	0	50	II
449.0	Plymouth Ave	Main St.	490	0.25	4.20	D	Restripe Candidate <sup>4</sup>	0.71	22	25	1	8	0	0	50	II
450.0	Plymouth Ave	490	Exchange Blvd	0.25	3.07	C	LOS Met									
115.0	Portland Ave	North St.	Cleveland	0.31	3.43	C	LOS Met									
116.0	Portland Ave	Cleveland	Clifford Ave	0.44	4.09	D	Restripe Candidate <sup>3</sup>	0.60	19	25	6	50	3	20	50	I
117.0	Portland Ave	Clifford Ave	Norton St	0.90	4.10	D	Restripe Candidate <sup>3</sup>	0.61	19	25	5	42	2	13	0	II
118.0	Portland Ave	Norton St.	City Line	0.31	4.81	E	DCSN	1.32	41	25	0	0	1	7	0	IV
503.0	Ridge Rd	St. Paul Street	N Clinton	0.29	3.82	D	DCSN	0.33	10	25	0	0	0	0	50	IV
504.0	Ridge Rd	Clinton	Seneca Ave.	0.18	4.44	D	DCSN	0.95	30	25	1	8	0	0	0	IV
168.0	Ridgeway Ave	Lake Ave	Dewey Ave	0.50	5.00	E	Restripe Candidate <sup>3</sup>	1.51	47	50	0	0	0	0	50	I
169.0	Ridgeway Ave	Dewey Ave	Ramona	0.57	5.60	F	Restripe Candidate <sup>5</sup>	2.11	66	25	2	17	1	7	0	II
170.0	Ridgeway Ave	Mt. Read Blvd	City Line	1.05	4.03	D	Existing/Programmed									
418.0	Ridgeway Ave	Ramona	Mt. Read	0.44	5.17	E	DCSN	1.68	53	100	1	8	1	7	0	III
442.0	Seneca Ave	City Line	Norton St	0.59	3.55	D	Restripe Candidate <sup>3</sup>	0.06	2	25	0	0	1	7	0	II
67.0	South Ave	Main St	Broad St	0.14	4.59	E	Restripe Candidate <sup>3</sup>	1.10	34	25	1	8	4	27	50	I
68.0	South Ave	Broad St	Court St	0.08	4.54	E	Restripe Candidate <sup>1</sup>	1.05	33	25	1	8	1	7	50	I
69.0	South Ave	Court St	Byron St	0.36	4.63	E	DCSN	1.14	36	25	0	0	10	67	50	III
70.0	South Ave	Byron St	Alexander St	0.18	2.21	B	LOS Met									
71.0	South Ave	Alexander St	Elmwood Ave	1.59	4.61	E	Restripe Candidate <sup>3</sup>	1.12	35	50	7	58	5	33	0	II
72.0	South Ave	Elmwood Ave	E. Henrietta Rd	0.59	3.98	D	Restripe Candidate <sup>1</sup>	0.49	15	75	1	8	1	7	0	II



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					Score	Grade										
132.0	St. Paul St	City Line	Rt. 104	0.93	4.40	D	Restripe Candidate <sup>1</sup> (RDC)	0.91	29	25	2	17	4	27	50	I
133.0	St. Paul St	Norton St.	Ave E	0.41	4.91	E	Restripe Candidate <sup>5</sup>	1.42	45	25	1	8	8	53	0	II
134.0	St. Paul St	Clifford Ave	Upper Falls Blvd	0.58	4.78	E	Existing/Programmed									
135.0	St. Paul St	Upper Falls Blvd	Central	0.48	4.80	E	DCSN	1.31	41	0	2	17	15	100	0	IV
136.0	St. Paul St	Andrews St	Main St	0.21	3.96	D	Restripe Candidate <sup>5</sup> (RDC)	0.47	15	25	1	8	4	27	50	II
410.0	St. Paul St	Rt. 104	Norton St	0.42	4.58	E	Restripe Candidate <sup>3</sup>	1.09	34	25	0	0	4	27	0	II
411.0	St. Paul St	Ave. E	Clifford Ave	0.52	5.08	E	DCSN	1.59	50	0	2	17	7	47	0	IV
412.0	St. Paul St	Central	Andrews St	0.18	0.71	A	LOS Met									
146.0	State St	Lyell Ave	Andrews St	0.62	5.34	E	Restripe Candidate <sup>5</sup>	1.85	58	0	5	42	12	80	100	I
147.0	State St	Andrews St	Main Street	0.18	4.67	E	Restripe Candidate <sup>4</sup>	1.18	37	25	0	0	9	60	50	I
495.0	Stonewood Ave	City Line	Lake Ave	0.20	3.46	C	LOS Met									
470.0	Thurston Rd	West Ave.	Chili Ave.	0.32	3.69	D	Restripe Candidate <sup>5</sup>	0.20	6	50	2	17	1	7	0	II
471.0	Thurston Rd	Chili Ave	Arnett Blvd	0.21	4.57	E	Restripe Candidate <sup>5</sup>	1.08	34	50	1	8	2	13	0	II
472.0	Thurston Rd	Arnett Blvd	Brooks Ave	0.78	3.74	D	Restripe Candidate <sup>3</sup>	0.25	8	50	2	17	2	13	0	II
436.0	Union St	Central Park	Main Street	0.65	3.97	D	Restripe Candidate <sup>5</sup>	0.48	15	0	2	17	1	7	50	II
99.0	Union St	Alexander St	Monroe Avenue	0.25	3.55	D	Restripe Candidate <sup>3</sup>	0.06	2	50	1	8	0	0	50	II
100.0	Union St	Monroe Avenue	Broad	0.33	3.35	C	LOS Met									
101.0	Union St	East Avenue	University Avenue	0.25	1.89	B	LOS Met									
102.0	Union St	University Avenue	Main St	0.07	4.05	D	Restripe Candidate <sup>1</sup>	0.56	18	50	0	0	0	0	50	I
405.0	Union St	Broad	East Ave	0.09	3.43	C	LOS Met									
52.0	University Ave	Chestnut St	Main St	0.35	3.05	C	LOS Met									
53.0	University Ave	Main St	Union St	0.06	4.82	E	DCSN	1.33	42	50	0	0	1	7	50	III
54.0	University Ave	Union St	Alexander St	0.12	UC	UC	Under Construction									
55.0	University Ave	Alexander St	Goodman St	0.34	4.83	E	DCSN	1.34	42	100	1	8	2	13	50	III
56.0	University Ave	Goodman	Culver Road	0.88	2.05	B	LOS Met									
57.0	University Ave	Culver Road	Blossom Rd	0.32	4.78	E	Restripe Candidate <sup>5</sup>	1.29	40	100	1	8	1	7	50	I
58.0	University Ave	Winton	City Line	0.36	4.80	E	Restripe Candidate <sup>1</sup>	1.31	41	100	0	0	0	0	0	I
485.0	University Ave	Blossom	Winton	0.56	2.29	B	LOS Met									
21.0	Upper Falls Blvd	St. Paul Street	Clinton	0.33	4.88	E	DCSN	1.39	44	0	0	0	1	7	0	IV
22.0	Upper Falls Blvd	Clinton	Hudson Avenue	0.58	4.85	E	DCSN	1.36	43	0	2	17	2	13	50	III
164.0	W. Ridge Rd	City Line	Dewey Ave	1.15	3.67	D	Restripe Candidate <sup>1</sup>	0.18	6	100	7	58	0	0	0	II



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					Score	Grade											
165.0	W. Ridge Rd	Dewey Ave	Lake Ave	0.64	4.53	E	DCSN	1.04	33	50	0	0	0	0	0	0	IV
214.0	Waring Rd	Norton	Culver Rd	0.77	4.21	D	Restripe Candidate <sup>3</sup>	0.72	23	50	0	0	0	0	50	0	I
451.0	Washington Ave	Boys Club Pl	Plymouth Ave	0.12	0.88	A	LOS Met										
435.0	Webster Ave	Goodman Street	Bay	0.86	4.07	D	Restripe Candidate <sup>5</sup>	0.58	18	25	3	25	0	0	50	0	II
184.0	West Ave	Buffalo Rd	Main Street	0.75	1.70	B	LOS Met										
76.0	Westfall Rd	Mt. Hope Avenue	E. Henrietta Rd	0.32	4.58	E	Restripe Candidate <sup>1</sup>	1.09	34	75	1	8	0	0	0	0	II
77.0	Westfall Rd	E. Henrietta Rd	City Line	0.79	5.88	F	Restripe Candidate <sup>1</sup>	2.39	75	75	1	8	1	7	0	0	I
25.0	Winton Rd	City Limits	Main St	0.64	4.24	D	Restripe Candidate <sup>5</sup>	0.75	24	100	1	8	1	7	0	0	I
26.0	Winton Rd	Main St	Blossom Rd	0.69	4.25	D	Restripe Candidate <sup>3</sup>	0.76	24	100	2	17	1	7	0	0	I
27.0	Winton Rd	Blossom Rd	University Avenue	0.22	4.88	E	Restripe Candidate <sup>1</sup>	1.39	44	75	0	0	4	27	50	0	I
28.0	Winton Rd	University Avenue	East Avenue	0.07	4.98	E	Restripe Candidate <sup>1</sup>	1.49	47	100	1	8	3	20	0	0	I
29.0	Winton Rd	East Avenue	City Line	1.01	1.87	B	LOS Met										

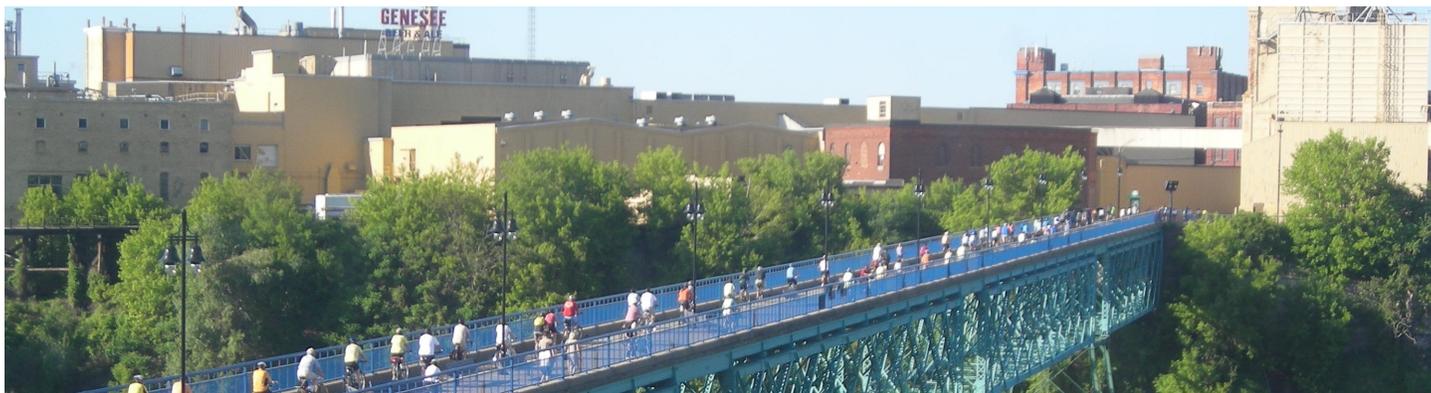
**Restripe Candidate Notes:**

- 1: No observed on-street parking and roadway geometry suggests perennial absence of parking
- 2: No observed on-street parking, but roadway suggests that parking may occur at times
- 3: Observed on-street parking <=50%, and space to preserve on-street parking on at least one side
- 4: Space to preserve on-street parking on one side, but observed on-street parking > 50%
- 5: Observed on-street parking >0% and no space to preserve any parking

RDC: Also identified as a road diet candidate

## Rochester Bicycle Master Plan

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## Appendix I: Catalog of Current Outreach and Education Efforts

Partner Name	Answers to Survey Questions					Organization Info
	Does your organization have any existing education/outreach programs that strive to inform people about bicycle issues in the City of Rochester?	If yes, could you please provide a brief summary of each program? Please identify the key issues addressed, method of delivery, target audience, and any project partners.	Does your organization see any gaps or opportunities for education and outreach regarding bicycle issues in the City of Rochester?	What other organizations, agencies, or groups does your organization already have as a partner?	Would your organization be willing to help distribute information regarding bicycle issues in the future?	
<b>AARP</b>						A nonprofit, nonpartisan membership organization that helps people 50 and over improve the quality of their lives.
<b>Boys &amp; Girls Clubs of Rochester, NY</b>	Yes. Currently I (Geoffry Collins, Pediatrics Resident at Strong) am running a bicycle program for adolescents at the Boys and Girls Club called Cyclopedia.	Cyclopedia combines bicycle trips to local Rochester destinations with online collaborative documentation for the purpose of reconnecting kids with their physical environments; we thereby engender a sense of identity and a sense of empowerment in these children who are otherwise isolated from the opportunities that surround them. We also promote bicycling as a natural mode of transportation within Rochester.		We are close partners with R Community Bikes and the University of Rochester's Pediatric Links to the Community (PLC) advocacy program.		The mission of the Boys & Girls Club is to inspire and enable young people of all backgrounds to realize their full potential as productive, responsible and caring citizens.  Boys & Girls Clubs of Rochester provide youth development programs that enable young people to acquire the skills and qualities needed to become responsible citizens and leaders.
<b>City of Rochester Department of Recreation and Youth Services</b>	Yes.	Long-standing program: Bicycle safety rodeos - helmet giveaways, helmet-fittings and safety contests. New program: Recreation on the Move - reach youth in their neighborhoods, which can serve as a vehicle for additional bicycle education activity.			Yes.	DRYS covers a multitude of services such as providing youth with opportunities for employment, recreational educational activities, sports and anti-gang intervention. Also operates the Public Market.
<b>Finger Lakes Health Association</b>						
<b>Genesee Land Trust</b>	No.	N/A	Not familiar with programs.	None of our partnerships are related to bicycle issues. They are all community organizations: Project HOPE, Group 14621, Ibero American Development Corporation, CONEA	Depends on the nature of the issues, but yes.	The Genesee Land Trust preserves and protects land within the Greater Rochester area by acquiring property or development rights and assisting government agencies, individuals, and private groups with their own land protection efforts. The Genesee Land Trust is a tax-exempt, not-for-profit organization.
<b>Genesee Regional Off-Road Cyclists (GROC)</b>	GROC hosts a program called Singletrack Academy. The primary focus of the program is to educate the next generation of trail users on proper bike handling technique as well as inspire future trail stewards. Youth and Adult versions are both held. The adult version is an abbreviated program that focuses more on technique and skills development. In addition, Singletrack Academy skills instruction is available to anyone wishing to improve their bicycle handling abilities. Similar to ski school, SA instructors are available for hire and work with riders either 1-on-1 or in small groups.	GROC Singletrack Academy - Youth The youth-focused version of the program targets kids 10 to 17 years old. Through proper technique instruction, participants are educated on how to ride better, including how to stop more effectively. Proper education of handling skills results in greater safety for the rider, reduces the likelihood of trail user conflict/incidents, and less impact on the environment. Riders are also taught proper trail etiquette, informed about advocacy issues, do trail projects, learn mechanical skills, introduced to racing, nutrition concepts, trailside first aid, and much more. Young riders learn concepts of preparedness, stewardship, health and wellness, camaraderie, and gain a greater sense of awareness and self-confidence. The program consists of a sequence of eight sessions over the summer. It is volunteer run and supported by nominal registration fees and partnerships with local shops, other clubs, and corporate sponsors.	The programs target mostly suburban youth from middle to upper level income families. We would like to create opportunities for urban and at-risk kids, but have been limited by funding, access restrictions, and other logistics.  Singletrack Academy – Curriculum Singletrack Academy has also been developed into a formal curriculum for other organizations. It is currently being used by Penfield Schools, as part of their PE programming, as well as by School #58, in their after-school outdoors club. We would love the opportunity to work with the City of Rochester in developing a valuable program to address the needs of urban riders.	GROC is a formal club associated with the International Mountain Bicycling Association. GROC also hosts a chapter of the National Mountain Bike Patrol, with 30 plus active patrollers helping ensure trail safety.	Yes. GROC members have spent many hours with volunteers over the years regarding sustainable trail principles, design, construction, maintenance. This interaction is a key element from an educational standpoint, creating stewardship, healthy lifestyles, community resources and just making people and communities aware.	The mission of GROC is to be an inclusive community designing, building, riding and maintaining sustainable shared-use trails.

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<b>Genesee Transportation Council</b>	A bicycle helmet brochure was prepared and distributed by GTC about 10 years ago. We don't distribute any bicycle-related materials at this time except the bike map.	At this time, I'm not aware of GTC's future plans in regards to publishing and distribution bike safety materials, but I do know that we are developing a Safety Program for the MPO which will likely include bicycle and pedestrian-related components.				The mission of the Genesee Transportation Council is to maximize the contribution of the transportation system to the social and economic vitality of the Genesee-Finger Lakes Region. GTC is the designated MPO responsible for transportation policy, planning, and investment decision making in the Genesee-Finger Lakes Region.
<b>Greater Rochester Health Foundation</b>						The mission of the Greater Rochester Health Foundation is to improve the health status of all residents of the Greater Rochester community including people whose unique healthcare needs have not been met because of race, ethnicity or income. GRHF will be good stewards of this valued community asset and will engage diverse populations and organizations in the fulfillment of our mission.
<b>Injury Free Coalition for Kids</b>	Yes.	Injury Free has the Kohl's Pedal Patrol where we provide bike rodeos and helmets in the community.				The Injury Free Coalition for Kids is among the country's fastest growing and most effective injury prevention programs. We are comprised of hospital-based, community-oriented programs, whose efforts are anchored in research, education, and advocacy. Currently, the coalition includes 42 sites located in 40 cities, each housed in the trauma centers of their participating institutions.
<b>Monroe Community College (MCC)</b>	Yes.	Curb Your Car, bike racks, LEED projects related to alternative transportation.				Monroe Community College is a public 2 year college located in Monroe County, NY. The mission of Monroe Community College is to provide access to high quality education and training programs to a diverse community.
<b>Monroe County Health Department</b>	Yes.	We hope to form a safe neighborhoods and built environment group within the next two months. We don't know if that group will decide to address bicycling.	Healthy work places, safe neighborhoods and built environment policies that support physical activity, and Medical practice interventions and community based behavior change programs.	Partnered with University of Rochester Center for Community Health		The Department's mission is to provide direct public health services and leadership to assure improved health status of individuals, families, the environment and the community. The Department: <ul style="list-style-type: none"> <li>* Strives to achieve excellence in the Department's performance to advance Monroe County as a leader in the field of public health.</li> <li>* Collaborates with community partners to achieve optimum health status in the community.</li> <li>* Interacts proactively with the changing health care environment to assure that public health issues are recognized and addressed.</li> </ul>
<b>Monroe County Office of Traffic Safety</b>	Yes.	I provide bike safety lessons to elementary school children. My programs are free and available to any teacher/school in Monroe County. Program content includes the importance of safety equipment (helmet), how to wear the helmet correctly, the rules of the road, skills that bikers need to develop, and biker responsibility (bikes are vehicles, not toys).	I have recently come across a middle school curriculum from the city of Portland, Oregon. It is called "Bike Wheels to Steering Wheels". Its subtitle is "Helping youth connect the dots between Newton's Laws of Motion and Traffic Safety"	My co-worker and I have partnered with the Injury Free Coalition for Kids and the City of Rochester Recreation Dept. to offer city children the chance to attend bike rodeos during the summer.		I am a Monroe County employee in a grant funded position charged with providing traffic safety education and outreach to the residents of Monroe County.

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<b>Monroe County Library System/Rochester Public Library</b>	No. An employee tried to start a bicycle commuting program for library employees, but there was no interest.	N/A	Bicycles and libraries go together. With twelve locations throughout the city, a library is within a short bicycle ride of most city residents. Bicycle racks are provided, and people should be encouraged to ride bicycles to the library. The library is also a good place for distributing information and hosting educational programs. The library does different programs every month, and there is a broad definition of what those programs can entail.		Yes. Literature can be distributed by the city through the shipping department at the downtown library.	The Monroe County Library System is a federation of 20 independent public libraries located in Monroe County, New York. The system was chartered to provide services to public libraries and to provide library services to those with special needs within the County. Member libraries are located in Brighton, Brockport, Chili, East Rochester, Fairport, Gates, Greece, Irondequoit, Hamlin, Henrietta, Mendon (Honeoye Falls), Ogden, Parma (Hilton), Penfield, Pittsford, Riga (Churchville), Rush, Scottsville, Webster and the City of Rochester.
<b>Monroe County Planning Department</b>						The Planning and Development Department provides and coordinates a broad range of programs focusing on job retention and creation, employment and training services, land use planning and resource conservation as well as housing and neighborhood preservation. The department integrates planning services with economic and community development activities through partnerships with local governments and the private sector. The Planning and Development Department also consists of Community Development, Economic Development, Planning Division, and Workforce Development.
<b>RocCity Coalition</b>	RocCity Coalition does not, but Adirondack Mtn Club Young Professionals (YP's), one of the member organizations, conducts a number of bicycle events.			Adk Mtn YP's, Catholic Family Center Rising Leaders, City Walk, Digital Rochester, Eastman Young Professionals, Empire State Pride Agenda, Geva YP's, Good Pointe Society, Habitat for Humanity YP's, GRE, Junior Achievement YP's, Junior League YP's, MAG YP's, NextGen Rochester, RCSF YP's, REAL Rochester, Rochester Young Professionals, UR YP's, Young Accountants, Young Architects, Young Civil Engineers, Young XEROX, and YWCA YP's.	Yes.	ROC City Coalition is a collaboration of organizations that are focused on attracting, retaining, and empowering the young adults of greater Rochester. We provide information, ways to be involved, a chance to be heard, and an opportunity to build a stronger community.
<b>Rochester Area Community Foundation (RACF)</b>						The Community Foundation works to improve the quality of life in the greater Rochester region by evaluating and addressing community issues, promoting responsible philanthropy, and connecting donors to the critical needs of the community.
<b>Rochester Bicycling Club (RBC)</b>	No.	N/A		The Road & Trail Advocate of the RBC Board is a member of Rochester Cycling Alliance and New York Bicycling Coalition.		Rochester Bicycling Club is a recreational cycling membership group dedicated to promoting cycling for health and well being. Primary activity is organizing cycling rides.
<b>Rochester City School District (RCSD)</b>						The Rochester City School District has a rich history of excellence in urban education. Our schools provide a quality education for approximately 32,000 students in pre-K through grade 12 and 10,000 adults. The mission of the Rochester City School District is to provide a quality education that ensures our students graduate with the skills to be successful in the global economy.

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<b>R Community Bikes, Inc.</b>	Not specifically outreach and education, but bike-related programs.	Warehouse opens for bike giveaways twice a week, free helmets available to children under 14, helmets sold at cost to adults. In summer, volunteers conduct bike repairs at St. Joseph's House of Hospitality. Work with local bike shops and businesses to conduct bicycle drives to collect bikes.	Absolutely. The underserved being the population of the inner city. Issues being safety-related, primarily, Currently working with some URM students to improve services.	We partner with local bike shops, who share their expertise and materials with us. Many agencies refer people to us for bicycles, including RCSD Office of Career Educational Services, Catholic Family Center, St. Joseph's House of Hospitality, Action for a Better Community, and the Salvation Army.	Sure. We'd be happy to get out the word. FYI, we deal with lots of refugee folks for whom English is not their first language.	R Community Bikes is a grassroots, 501(c)3 organization that collects and repairs used bicycles for distribution, free of charge, to Rochester, NY's most needy children and adults. Our mission is meeting the basic transportation needs of those in the community who depend on bikes for recreation as well as for transport to work, school, rehabilitation programs, and training sessions. For this segment of the population, both quality of life and the ability to participate in our community are greatly enhanced when our mission is achieved. R Community Bikes also provides a venue for the Rochester bicycling community to conduct educational programs relative to bicycle safety and maintenance.
<b>Rochester Cycling Alliance</b>						The RCA is an organization which works to create better cycling infrastructure and a stronger voice for cyclists in Rochester, NY.
<b>Rochester Institute of Technology (RIT)</b>	Yes.	The campus is currently building a large bike and pedestrian path. The Center for Student Innovation is also offering a course in Active Transportation Planning. The class will be probably be offered again Winter quarter. Students are planning extensions to the existing trail system and developing a number of projects.	We are also working with the Genesee Transportation Council and a number of other groups to help other neighboring municipalities develop their own Bicycle Master Plans to coordinate with the City's, and endorse the Greater Rochester Active Transportation System. <a href="http://beta.innovation.rit.edu/csi2/main/node/GRATS">http://beta.innovation.rit.edu/csi2/main/node/GRATS</a>			Founded in 1829, Rochester Institute of Technology is a privately endowed, coeducational university with nine colleges and institutes emphasizing career education and experiential learning.
<b>The Strong (formerly the Strong National Museum of Play)</b>	No. But we have in the past.	In the past we have had bike-related programs connected to the big bike race that has come to town. At that time we included bike safety as part of the program, but also displayed artifacts from the museum's collections.	From an education and outreach standpoint, the museum could partner with other interested organizations to help promote bicycle riding in the community. This can take several forms from a weekend program to longer campaign and would ultimately involve our marketing group and our education team. There are several people in the museum to whom we'd need to propose ideas to make that happen.			The National Museum of Play® is the only collections-based museum in the world devoted solely to play! The museum blends the best features of both history museums (extensive collections) and children's museums (high interactivity) and provides families, children, adults, students, teachers, scholars, collectors, and others a multitude of offerings.
<b>University of Rochester (same as M.C. Health Dept.)</b>	Yes.	We hope to form a safe neighborhoods and built environment group within the next few months. We don't know if that group will decide to address bicycling. The University also has bicycle storage/lockers including a bicycle corral in one of the parking garages. City Cycles program is a bike rental program for students. Transportation advocacy committee looking at upgrades to bicycle facilities. Hosted Active Transportation Symposium in November 2010. Well/U initiative.	Healthy work places, safe neighborhoods and built environment policies that support physical activity, and Medical practice interventions and community based behavior change programs.	Partnered with University of Rochester Center for Community Health		The University of Rochester is one of the country's top-tier research universities. Our 158 buildings house more than 200 academic majors, more than 2,000 faculty and instructional staff, and some 9,300 students. A private, coeducational, nonsectarian university located in the City of Rochester.

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Visit Rochester	Yes, but not just the City of Rochester.	Email, mail and handout brochures. Provide information on website and in Visitor's Guide. Have special interest rack cards related to hiking, biking and paddling.	We have been told our challenges are lack of bike lanes, rental options and racks for parking and locking bikes in safe and visible areas in the city for those who want to bike.	RV&E Bike and Skate, Finger Lakes Tourism, Genesee Transportation Council, New York State (Parks and Trails), Rochester Bicycling Club, Genesee Valley Green Way and Erie Canal Organizations.	We would be happy to assist in distributing up to date, safe and relevant biking information in the future to our official information centers and at the numerous hospitality and information tables we staff throughout the year at conferences and special events we host as well.	The official tourism website and agency promoting Rochester, NY.
Wegmans						Regional supermarket chain based in Rochester.
YMCA						We're an inclusive organization of men, women and children joined together by a shared commitment to nurturing the potential of kids, promoting healthy living and fostering a sense of social responsibility.