

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

<b>Date Submitted</b>	<b>Comments</b>
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.

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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>

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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.

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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.

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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!

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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>

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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.

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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.

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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

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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>

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<b>Date Submitted</b>	<b>Comments</b>
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.