

**ROCHESTER  
TROLLEY & RAIL  
CORPORATION**



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**US COAST GUARD SAYS TIME'S UP FOR HOJACK SWING BRIDGE;  
ROCHESTER TROLLEY CALLS ON COMMUNITY FOR SUPPORT**

**ROCHESTER, NY**—In a surprising reversal, the Chief of the Bridge Branch of the US Coast Guard has decided that Rochester Trolley's efforts to reuse the Hojack Swing Bridge have run out of time. As a result, the US Coast Guard Bridge Branch has indicated it will reinstate its administrative order to the bridge's current owner, CSX Transportation, to effect removal of the structure.

"Frankly, we're completely taken aback by this untimely reversal," said Rochester Trolley CEO Christopher Burns. "We have made great community progress since we began a year ago, especially in recent months. The very problem that the swing bridge and our trolley plans are designed to alleviate—on-road traffic congestion and transportation access in Charlotte and surrounding neighborhoods—has already reared its head, and the new Fast Ferry hasn't yet even begun regular service."

Rochester Trolley's plans to bring rail-based heritage trolley service to Charlotte via a restored Hojack Swing Bridge represents the single available means to add transportation capacity to an already congested residential area and growing tourism destination. Beyond current traffic levels, growing fast Ferry traffic and ongoing events like the *Wednesday Night Concerts by the Shore* and the annual *Harborfest* celebration (ironically cancelled for 2004 partly due to traffic and emergency-service access issues) will all add to the growing need for parking and the traffic burden on Beach Avenue and Lake Avenue, the main vehicular arteries leading to the Charlotte waterfront.

The Rochester Coast Guard Station has already made community presentations on the navigational impacts of the Fast Ferry and Hojack Swing Bridge for water-borne traffic on the Genesee River. The Security Zone that surrounds the Fast Ferry (whether docked in port or not) now permanently blocks river traffic on the west side of the Hojack Swing Bridge. Pleasure craft launched at the Monroe County boat launch (which will be moved upriver within two years) must now go around to the east side of the swing bridge to depart north towards Lake Ontario.

The local Coast Guard Officer-in-Charge, BMC "Bones" Mosgrober, has indicated that removal of the swing bridge is an important means of reducing vessel congestion on the Genesee River given the bottleneck this arrangement creates. However, removal of the swing bridge would only draw the river traffic bottleneck closer to the Ferry's security zone, where an intrusion carries a mandatory fine to the offending boater of \$32,500 per incident.

“Honestly, I can’t blame the Coast Guard for their stance—this is an agency charged with protecting boaters and enforcing safety and navigation on the water. The Coast Guard is doing their job, and as a boater, I respect their perspective and concerns for safety,” admits Burns. “However, the water-borne traffic impact of the Hojack Swing bridge on pleasure craft and recreational boaters on the Genesee is isolated, time-limited, and frankly pales in comparison to the traffic burden that is increasingly being borne by the residents, visitors, business-owners and tourists in Charlotte. This congestion will surely increase once the Fast Ferry begins regular service in a few weeks.

“We’ve repeatedly heard Charlotte residents speak out about worsening land traffic and its impact on day-to-day life, as well as emergency-service and safety access. Removing the swing bridge now just to eliminate a short-term issue on the Genesee River will permanently burden the Charlotte community—this just doesn’t make sense. We’re calling upon local residents and business-owners to voice their community traffic concerns now and to encourage the Coast Guard to hold the swing bridge removal order to permit a full assessment of the transportation impact before it is too late to make a difference. This problem will only worsen otherwise, and I fear the Coast Guard lacks an appreciation of the land traffic that affects everyone, not just boaters.”

Rochester Trolley is calling on Charlotte and Greater Rochester residents to speak out to the Coast Guard’s Bridge Branch in Cleveland, Ohio, and the Marine Safety Division in Buffalo. Additionally, local residents and business-owners should voice their traffic concerns to the City of Rochester and City Council members, as well as our elected federal congressional and senatorial leaders.

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*The Rochester Trolley & Rail Corporation* is a New York State Railroad Company formed in 2003 to return rail-based heritage trolleys and streetcars to Greater Rochester for recreational and tourism transportation. The first proposed trolley route supports Rochester’s Fast Ferry by linking Charlotte and the Port of Rochester with Downtown Rochester and Seabreeze, using the historic Hojack Swing Bridge in Charlotte and former Hojack (East-West) and Rochester Running Branch (North-South BeeBee line) railroad rights-of-way—assets which currently lay dormant. Subsequent routes focus on connecting Rochester’s local colleges, the airport, the entertainment district, museum district, public market, shopping districts, sports stadiums and the Neighborhood of the Arts.

For more information, please visit [www.RochesterTrolley.com](http://www.RochesterTrolley.com).

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