

Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan



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Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan



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En Español

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Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan

Executive Summary

Executive Summary

Introduction

The purpose of the Rush Pedestrian / Bicycle Safety and Connectivity Plan is to identify and create consensus around a set of detailed pedestrian and bicycle transportation infrastructure projects and associated strategies that enhance quality of life while improving public health by improving access to walking and cycling with the Hamlet of Rush.

Key elements of the Plan include:

- Traffic calming strategies on NYS Route 15A and NYS Route 251.
- Pedestrian infrastructure to enhance safety for community members within the Hamlet of Rush.
- Address and improve the needs of the transportation infrastructure to sustain current local businesses and encourage future development.
- Provide a connection between residential areas to access the Lehigh Valley Trail

A Project Advisory Committee (PAC) consisting of representatives from the Town of Rush, Monroe County Planning Department, Monroe County Department of Transportation, Genesee Transportation Council (GTC), and New York State Department of Transportation (NYSDOT) provided crucial oversight and input throughout Plan development process.

Overview of Existing and Planned Conditions

Understanding current and projected land use and transportation conditions from physical and operational standpoints is critical to identifying opportunities and needs. This was accomplished in the study by obtaining and collecting the data necessary to inventory and assess pedestrian and bicycle transportation infrastructure and services, and conducting a coordinated review of existing plans and ordinances to build upon.

Overview of Needs Assessment

Identifying needs related to pedestrian and bicycle circulation and accessibility directly reflect opportunities to enhance safety, community character, and access to economic and recreational opportunities. The key needs addressed through the Plan's recommendations have been identified through the understanding gained through the analysis of pedestrian and

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bicycle access, transportation, and land use data supplemented with feedback from the public and other stakeholders. Three public meetings were held throughout the study to allow residents and those with first-hand knowledge of the Plan Area opportunities to provide their input.

Overview of Plan Recommendations

The recommendations of the Plan address the identified need by providing improved connectivity and safety enhancements for all users to support non-motorized connectivity, including between residential neighborhoods, businesses, community gathering places, and the Lehigh Valley Trail.

NYS Routes 251 & 15A - Updates to the intersection to install pedestrian facilities are recommended. Pedestrian improvements include new crosswalks and audible tactile pedestrian signal with countdown timers on each approach and new crossings on each approach that meet current ADA standards.

Rush West Rush Road at NYS Route 15A - To improve sight distance, reduce speeds, and provide pedestrian connectivity, a realignment of the west leg of Rush West Rush Road at NYS Route 15A is recommended and includes a new pedestrian crossing on Rush West Rush Road and across NYS Route 15A. Additionally, a new sidewalk section is proposed along the south side of NYS Route 15A to provide a connection to the existing sidewalk. A new sidewalk section is also recommended along the east side of NYS Route 15A from Park Lane to the entrance to Mill Veterans Memorial Park.

NYS Route 15A - Enhance the uncontrolled midblock marked trail crossing based on current standards.

Pedestrian Improvement Opportunities

Improvements and enhancements to pedestrian facilities on NYS Route 15A between Rush West Rush Road and NYS Route 251 include the installation of high-visibility pedestrian crosswalks with advanced signs across the roadway, the addition of benches and decorative lighting to sidewalk spaces, and provisions for sidewalk extensions and new sidewalks.

Traffic Calming Features and Strategies

Incorporating physical features that embody the character of the hamlet along the primary streets that serve the hamlet can enhance community identity and improve overall safety and connectivity. Recommendations for gateway treatments include installing welcome signs on each approach to the hamlet and adding decorative lighting, flowers, and flags.

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Programmatic Alternatives

Beyond physical improvements, programmatic initiatives are recommended to improve circulation, access, and parking. Educating all users on how to walk, bicycle, and drive appropriately as well as encouraging them and holding them accountable when they don't is also essential. The Plan proposes implementation of three non-infrastructure initiatives: 1) Enhance pedestrian facilities, 2) Improved bicycle facilities, and 3) Enforcement of Traffic Laws.

Other Opportunities to Improve Bicycling and Walking

New policies such as a Complete Streets Policy, a policy supporting Monroe County's Active Transportation Plan, sidewalk width requirements and bicycle space, and parking requirements can provide opportunities to set the framework for improvements to pedestrian and bicycle experience.

Implementing the Plan

Federal and state funds are allocated almost exclusively to preservation and maintenance of the existing transportation system. **Table 1** presents the estimated construction costs for each recommendation and is separated by location and / or road to assist the Project Advisory Committee and the Board of Trustees in determining applicable funding for each project.

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Table 1 - Plan Recommendations	Estimated Cost
Geometric Improvements to Rush Scottsville Road (NYS Route 251) and E. Henrietta Road (NYS Route 15A) as shown in Map 4. Costs include the following recommendations: new curb, sidewalk, drainage improvements, pavement markings, signs, and modification to existing the traffic signal to accomodate pedestrian movements.	\$ 390,000.00
Geometric Improvements to Rush West Rush Road (CR 65) and E. Henrietta Road (NYS Route 15A) as shown in Map 5. Costs include the following recommendations: new curb, sidewalk, drainage improvements, pavement reconstruction, pavement markings, signs, and driveway restorations.	\$ 500,000.00
Pedestrian Improvements within Hamlet as shown in Map 6. Costs include the following recommendations: pavement markings and new signs.	\$ 30,000.00
Recreational Access and Parking in the Hamlet as shown in Map 7. Costs include the following recommendations: Floating dock, pathways, timber guide rail, signs, and restoration to pervious parking lot material.	\$ 21,000.00

* Cost include all projected construction costs including mobilization, maintenance and protection of traffic, and construction contingency (20%).

Throughout the submission process for funding and implementing recommendations on NYS Routes 15A and 251, it is vital to work in collaborate with NYSDOT as they own, maintain, and operate the roadways. Several State and Federal funding sources may be applicable for the Town to apply for based on the recommendations outlined in the Plan.

Follow-On Activities

It is suggested that two specific follow-on activities be advanced in the near future.

1. The Plan provides the tool for the Town of Rush, Monroe County, and other partners to proactively engage state and federal officials and ensure they are aware of the not only the project and why it's important but also that it is a priority for residents and businesses.
2. The Town of Rush should work with NYSDOT prior to the solicitation to determine how best to request funds for the non-motorized recommendations of the Plan through a CMAQ/TAP application.

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Executive Summary

Conclusion

Over the past decade, the Town of Rush has made a committed effort to find implementable solutions that improve accessibility for pedestrians and bicyclists to parks, trails, businesses and recreation areas within the community. Enhancing the overall safety on the primary roadway within the hamlet has a direct correlation to the quality of life and economic opportunities that follow for small businesses and future land development. A strong case has been made that the funding for these improvements should come from Federal and State transportation and economic development programs. If funding from these sources does not materialize, there are mechanisms that would allow the hamlet to raise the revenues to complete these projects on their own. Individual improvement strategies can be implemented in various stages as opportunities and funding becomes available. However, once layered together the recommendations will have a transformative effect on how drivers, pedestrian, and bicyclists experience and enhanced quality of life while making their way around the hamlet.

Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan

Chapter 1 - Introduction

I. Introduction

The Hamlet of Rush is located within a rural town about 12 miles south of Rochester and is centered at the intersection of NYS Route 251 and 15A. The plan encompasses an approximately five-mile network which includes NYS Route 251, NYS Route 15A, Rush West Rush Road and about 200 feet from the intersection of each side road. This network contains multiple zoning areas which include the commercial district along and next to the I-390 ramp along NYS Route 251, and from the intersection of NYS Route 251 and NYS Route 15A, to the intersection of NYS Route 15A and Rush West Rush Road, the R-20 residential district runs along a portion of 251, 15A, and Rush West Rush Road, R-MD multiple dwelling residential district along 15A and Rush West Rush Road, and the R-30 residential district along the remainder of the network, on all streets within the limits of the study. The residential district takes up most of the land along the network.

The plan area also includes St. Marianne Cope Parish at Saint Joseph's Church at the intersection of Rush West Rush Road and NYS Route 15A, access to the Lehigh Valley Trail on NYS Route 15A between the intersection of NYS Route 251 and Rush West Rush Road, and Rush Town Hall on NYS Route 15A, just south of the intersection at NYS Route 251.

The purpose of the Rush Pedestrian / Bicycle Safety and Connectivity Plan is to identify and create consensus around a set of detailed pedestrian and bicycle transportation infrastructure projects and associated strategies that enhance quality of life while improving public health by improving access to walking and cycling with the Hamlet of Rush.

About the Town of Rush

The Town of Rush was established in 1818. As of the 2020 decennial census, the Town's population was 3,500.

Community-related uses include Rush Town Hall, Rush Fire Department, Rush Public Library, United States Post Office, St Joseph's Church, Veterans Memorial Park, Lehigh Valley Trail, and Wildwood Country Club

The Lehigh Valley Trail is a 15-mile County linear trail park, consisting of a multi-use trail with a stone dust surface and a parallel equestrian trail that extends to the west from the Genesee River and extends east through the Town of Rush to the Town of Mendon. Within the Town of Rush, the trail head is located adjacent to Honeoye Creek and within close proximity to The Mill Veterans Memorial Park. Presented to the Town of Rush in 1948, the park was dedicated on May 31, 1964 to service members from the Town of Rush.

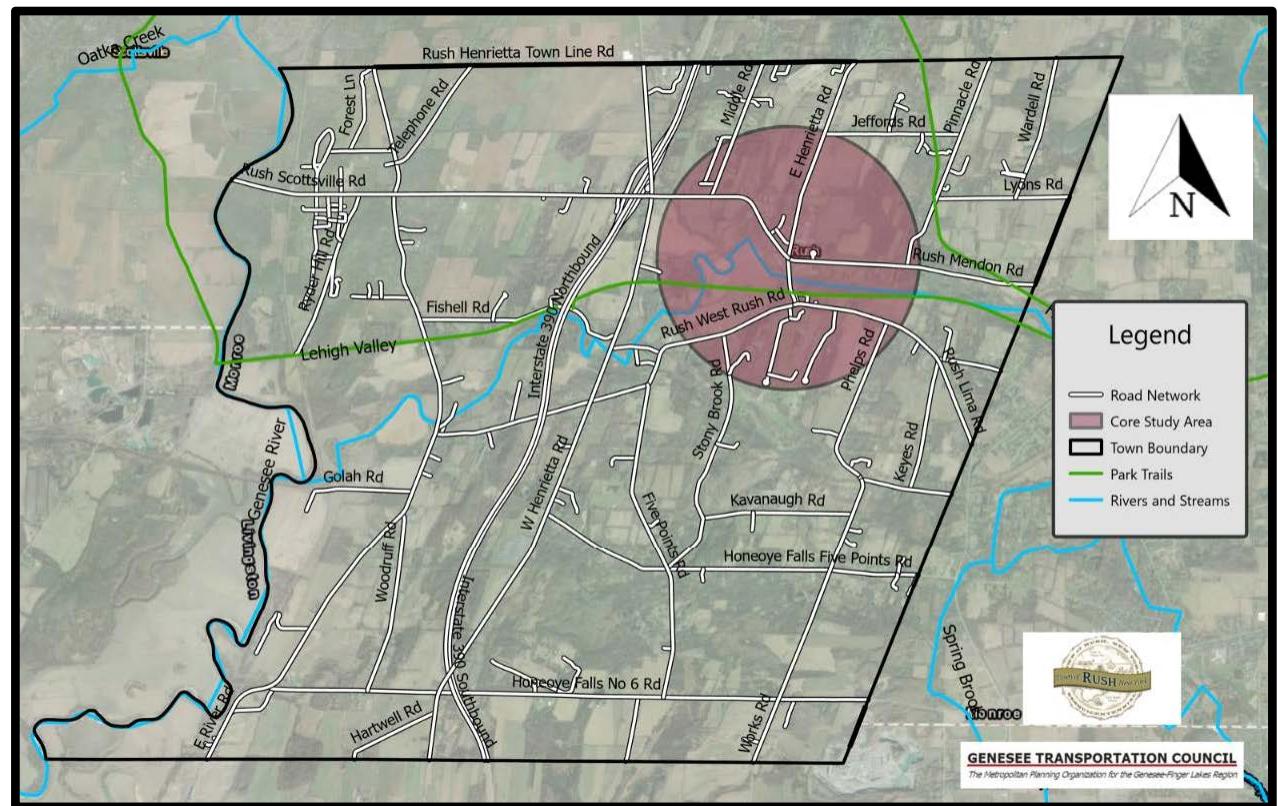
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Chapter 1 - Introduction

Key elements include:

- Traffic calming strategies (i.e., physical improvements and programmatic initiatives) on NYS Route 15A and NYS Route 251.
- Pedestrian infrastructure to enhance safety for community members within the Hamlet of Rush
- Address and improve the needs of the transportation infrastructure to sustain current local businesses and encourage future development.
- Provide a connection between residential areas to access the Lehigh Valley Trail

Map 1 presents the Plan Area, including the major roadways that were selected as the Study Network and the Core Focus Area which represents the portion of the Town that would benefit the most from improvements to the infrastructure for bicyclists and pedestrians.



Map 1 – Plan Area

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Chapter 1 - Introduction

A Project Advisory Committee (PAC) consisting of representatives from the Town of Rush, Monroe County Department of Planning and Development, Monroe County Department of Transportation, Genesee Transportation Council (GTC), and New York State Department of Transportation (NYSDOT) provided crucial oversight and input throughout Plan development process. Project Advisory Committee agendas, presentations, and notes are provided as **Appendix A**.

Organization of the Plan

The Plan is organized into five chapters with appendices that provide supporting documentation related to activities and materials produced for the PAC and as part of the public participation process. The Chapters include:

- Chapter 1 – Introduction provides background on the Plan including its purpose, how it is organized, and the key considerations specific to the Hamlet of Rush and the Town.
- Chapter 2 – Existing & Planned Conditions summarizes the pedestrian and bicycle transportation infrastructure and how it operates today.
- Chapter 3 – Needs Assessment discusses the issues resulting from the existing and planned conditions summarized in Chapter 2 that should be addressed to improve walking and cycling safety within the Hamlet of Rush.
- Chapter 4 – Recommendations presents the projects and initiatives that are proposed to address the needs identified in Chapter 3 in a cost-effective manner.
- Chapter 5 – Funding & Follow-On Activities outlines potential sources of revenue to implement the recommendations presented in Chapter 4.

Project Advisory Committee Members

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Chapter 1 - Introduction

Summary of Key Considerations

The Town of Rush was established in 1818 and is a historic rural community which contains both wide-open spaces and wooded areas. In its center, Rush has several historic buildings, homes, restaurants, businesses, government buildings, and parks.

Many of its residents commute to Rochester for work. I-390 runs through Rush along the center of its limits. NYS Route 251 and 15A run through the center of the town and service both commercial and residential areas.

Although there are bicycle and pedestrian facilities present, they are not at the level the community desires.

The Town of Rush has recently adopted an update to the Comprehensive Plan, which includes a land use plan for the Hamlet of Rush. This plan looks to retain the rural and agricultural character of the Town, while also accommodating business development and enhancing the Hamlet of Rush as the focal point of the community. This plan encourages collaboration between businesses in the hamlet and the town government to identify and meet their needs. Businesses are also encouraged to provide bicycle facilities to encourage customers who arrive via the Lehigh Valley Trail.

The Study is timely as it will build on the recently adopted Town of Rush Comprehensive Plan Update to create a vision and develop a plan to improve pedestrian, bicycle, and vehicle circulation and enhance safety, parking, and wayfinding in the project core area, especially where NYS Route 251 and NYS Route 15A converge. There is also room for future growth within the study area as there are commercial lots that are currently vacant and have potential to be developed.

The Plan provides the Town of Rush and its partners Monroe County, GTC, NYSDOT, and others, a clear direction forward to improve pedestrian and bicycle transportation in a manner that contributes to improved quality of life and enhances safety. This document is intended to present observed data, technical analysis, and concepts in a concise and straightforward fashion. The recommendations represent cost-effective solutions to the issues facing the Hamlet of Rush and adjoining areas of the Town and are the direct result of the cooperative efforts of local, regional, and state partners and the members of the community who took the time to provide their insights and opinions as part of the development of the Plan.

Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan

Chapter 2 - Existing & Planned Conditions

II. Existing & Planned Conditions

Overview

Understanding current and projected land use and transportation conditions from a physical and operational standpoint is critical to identifying opportunities and needs. This understanding should combine analysis of existing and new data with local perspectives and insights. This was accomplished in the study by obtaining and collecting the data necessary to inventory and assess pedestrian and bicycle transportation infrastructure and services and conducting a coordinated review of existing plans and ordinances to build upon, rather than duplicate, past efforts.

Transportation

The major streets that comprise the Study Network within the Focus Area of the Plan include:

Rush Scottsville Road (NYS Route 251)

NYS Route 251 runs east-west through the Study Area and is owned, maintained, and operated by the New York State Department of Transportation (NYSDOT). It is classified as a Minor Arterial, which means that it is intended to “provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system” (Federal Highway Administration, Highway Functional Classification Concepts – 2013 Edition, 2013).

East of its intersection with NYS Route 15A, NYS Route 251 consists of one 12-foot-wide travel lane in each direction with 7-foot shoulders. Aside from a short segment of sidewalk adjacent to the Town offices and athletic fields, there are no sidewalks present along NYS Route 251. A stretch of drainage ditches are located on the along the roadway throughout the corridor.



Exhibit 1 – Route 251, west of Route 15A looking towards the west (existing sidewalk section)

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Chapter 2 - Existing & Planned Conditions

At the signalized intersection with NYS Route 15A, the eastbound approach is comprised of a left/through lane and an exclusive right turn lane.

The AADT was recorded at three spots along NYS Route 251 in 2022. Location 1, which is just west of Middle Road. The AADT for this spot was determined to be 7,843 vehicles per day. The heavy vehicle traffic volume (including truck and buses) is 5 percent. Within this segment of the road, the posted speed limit is 45 mph. Location 2 was also along NYS Route 251, between Middle Road to NYS Route 15A, where the AADT was determined to be 8,005 vehicles per day with the heavy vehicle traffic being 6 percent. The speed limit within this segment is 35 mph. The final location where AADT data was recorded on NYS Route 251 was just west of Pinnacle Road, where the AADT was determined to be 2,109 with 6 percent heavy vehicle traffic. The speed limit along this segment is 35 mph.

East Henrietta Road (NYS Route 15A)

NYS Route 15A runs north-south through the Study area and is owned, maintained, and operated by the New York State Department of Transportation (NYSDOT). It is classified as a Minor Arterial, which means that it is intended to “provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system” (Federal Highway Administration, Highway Functional Classification Concepts – 2013 Edition, 2013).

South of its intersection with NYS Route 251, NYS Route 15A consists of one 12-foot-wide travel lane in each direction with 4-foot shoulder. There are sidewalks present along portions of the road between NYS Route 251 and Rush West Rush Road. These sidewalks vary in width and distance from the road. The sidewalk extends from NYS Route 251 primarily along the west side of NYS Route 15A and a portion of the west side of the road.



Exhibit 2 – Route 15A, north of Rush West Rush Road looking towards the south

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Chapter 2 - Existing & Planned Conditions

Beyond the intersection with Rush West Rush Road, the sidewalk extends along the north side of the road between Park Lane to a point near Boulder Creek Drive.

At the signalized intersection with NYS Route 251, the northbound approach is comprised of a shared left/through lane and a shared through/right turn lane.

The AADT was recorded at three spots along NYS Route 15A in 2022. These locations will be referred to as Location 3, Location 7, and Location 8. At Location 3, which was taken approximately 0.5 miles north of the intersection of NYS Route 251 and NYS Route 15A, the AADT was determined to be 3,132 vehicles per day with 4 percent heavy vehicle traffic. Location 7, taken along Route 15A halfway between the intersections of Boulder Creek Drive and Phelps Road, was determined to be 9,452 vehicles per day with 5% trucks. Location 8 was taken about 0.20 miles south of the intersection of NYS Route 251 and Route 15A and was determined to be 9,452 vehicles per day with 5 percent heavy vehicle traffic. The speed limit in this segment is 35 mph.



Exhibit 3 – Route 15A northbound, east of Rush West Rush Road

East Henrietta Road has been identified as part of Monroe County's Bike Network in the Countywide Active Transportation Plan (CATP).

Pinnacle Road (County Road 92)

Pinnacle Road runs north-south on the east side of the Study area and is owned, maintained, and operated by Monroe County. It is classified as a Minor Arterial, which means that it is intended to "provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial

Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan

Chapter 2 - Existing & Planned Conditions

system" (Federal Highway Administration, *Highway Functional Classification Concepts – 2013 Edition*, 2013). Within the core project area, Pinnacle Road is comprised of one 12-foot travel lane in each direction with 6-foot shoulders on each side. No pedestrian facilities are present on the roadway within the Hamlet of Rush.

The AADT from 2022 as provided by NYSDOT for Pinnacle Road was approximately 791 vehicles per day, with 4 percent heavy vehicle traffic. Along this road, the speed limit is 40 mph and the 85th percentile speed is 46 mph.

Middle Road (County Road 88)

Middle Road runs north-south and is located on the north side of NYS Route 251 just east of I-390 and connects north to Calkins Road (County Road 39) in Henrietta. It is owned, maintained, and operated by Monroe County and classified as a Major Collector, which means that it is intended to "Provide service to any county seat not on an Arterial route, to the larger towns not directly served by the higher systems and to other traffic generators of equivalent intra-county importance such as consolidated schools, shipping points, county parks and important mining and agricultural areas." (Federal Highway Administration, *Highway Functional Classification Concepts – 2013 Edition*, 2013). At the stop sign controlled intersection with Route 251, the roadway is comprised of a 12-foot travel lane in each direction with 6-foot shoulders on each side. No pedestrian facilities are present on the roadway. No curbing or on-street parking are present along the roadway.

The AADT from 2022 as provided by NYSDOT for Middle Road just north of CR 71 (Erie Station Road) was approximately 3,800 vehicles per day, with 5 percent heavy vehicles. The speed limit is 40 mph and the 85th percentile speed is 53 mph.

Rush West Rush Road (County Road 65)

Within the project core area, Rush West Rush Road intersects with NYS Route 15A approximately 0.40 miles south of the intersection of NYS Route 251 and 15A and is owned, maintained, and operated by Monroe County. Rush West Rush Road is classified as a Minor Collector, which means that it is intended to "provide service to smaller communities not served by a higher class facility" (Federal Highway Administration, *Highway Functional Classification Concepts – 2013 Edition*, 2013). At the stop controlled intersection with NYS Route 15A, a slip right is present for vehicles turning right from NYS Route 15A onto Rush West Rush Road. Within the project area, the road is comprised of 11-foot travel lanes in each direction

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Chapter 2 - Existing & Planned Conditions

with 6-foot wide shoulders on each side of the road. Just west of NYS Route 15A, on-street parking is available on both sides of the road. A sidewalk is present along the northern side of the road and extends for approximately 300 feet from the intersection with NYS Route 15A.

The AADT from 2022 as provided by NYSDOT was approximately 900 vehicles per day, with 7 percent heavy vehicles. East of NYS Route 15A, the posted speed limit is 35 mph and the 85th percentile speed is 50 mph.

Intersecting Streets

Within the Plan Area, there are several residential streets that are classified as Local Roads, which in rural settings typically serve residential homes with relatively low volume traffic. The following residential roads are highlighted as they are located within the core focus area of the study and provide connections to additional neighborhoods and community centers from NYS Route 251 and NYS Route 15A:

Hanlon Drive is located on the north side of NYS Route 251, approximately 0.25 miles west of the intersection of NYS Route 251 and 15A. The road is comprised of one lane in each direction with on-street parking. No sidewalks or curbs are present along the road.

Pleasant Drive is located on the west side of NYS Route 15A, approximately 0.11 miles north of the intersection of NYS Route 251 and 15A. The road connects to Hanlon Drive to the west and is comprised of one lane in each direction with on-street parking. No sidewalks or curbs are present along the road.

Nelson Parkway is located on the north side of NYS Route 251, approximately 0.20 miles east of the intersection of NYS Route 251 and 15A. The road is comprised of one lane in each direction with available on-street parking and concrete gutter on both sides of the road. Pedestrian facilities are not present along the road.

Stony Brook Road intersects Rush West Rush Road on the south side, approximately 0.60 miles west of the intersection of Rush West Rush Road and NYS Route 15A. This intersection is stop-sign controlled with one lane in each direction and available on-street. No curbs or sidewalks are present along the road.

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Thunder Ridge Road intersects Rush West Rush Road on the south side, approximately 300 feet west of the intersection of Rush West Rush Road and NYS Route 15A. This intersection does not have a stop sign or a yield sign and the road is comprised of one lane in each direction with concrete gutters and available on-street parking. Sidewalks are not present along the road.

Lehigh Street is located on the east side of NYS Route 15A, approximately 0.30 miles south of the intersection of NYS Route 251 and 15A. The road provides access to the Lehigh Valley Trailhead and connects to the northside of NYS Route 15A just west of the Rush Post. The road is comprised of one lane in each direction with on-street parking and no sidewalks or curbs.

Park Lane provides a connection between Lehigh Street and NYS Route 15A. Located just east of NYS Route 15A, the road is comprised of one lane in each direction with on-street parking and no sidewalks or curbs.

Boulder Creek Drive intersects NYS Route 15A on the south side, approximately 0.30 miles east of the intersection of NYS Route 15A and Rush West Rush Road. The intersection is stop controlled and the road is comprised of one lane in each direction with available on-street parking and concrete gutters. Pedestrian facilities are not present along the road.

A roadway classification map and a traffic volume figure identifying the annual average traffic data (AADT) volume for the roadways within the project area are included in **Appendix B**.

Crash Analysis

Crash summary reports were reviewed for a three-year period between January 1, 2021 and December 31, 2023 to identify if there are patterns of crashes and any high accident locations within the Hamlet of Rush. Within the Plan Area, seventy one (71) crashes occurred within the three-year period. Of the 71 crashes, sixty one (61 or 85.9 percent) resulted in property damage, eight (8 or 11.3 percent) resulted in injury, and two (2 or 2.8 percent) resulted in a fatality. The crash summary data including the location of crash clusters within the project area are included in **Appendix C**.

Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan

Chapter 2 - Existing & Planned Conditions

Truck Traffic

The primary roads within the Study area are NYS Route 251 & NYS Route 15A are comprised of approximately 5 to 6 percent truck traffic per the New York State Department of Transportation Traffic Data website for 2022.

Multi Use Trails



Lehigh Valley Trail

The Lehigh Valley Trail is a 15-mile stone dust surface multi-use trail that extends to the west from the Genesee River and extends east through the Town of Rush and the Town of Mendon to the Ontario County Line. The trail also extends north from Rochester Junction in the Town of Rush to the NYS Thruway in the Town of Henrietta. Within the Town of Rush, the trail is approximately 10 feet-wide and the trail head is located adjacent to Honeoye Creek. Adjacent to the trail head, there are approximately 5 gravel parking spaces, with additional parking available at the nearby restaurant.

Public recreation opportunities from the trail include access to parks and connecting trails. Permitted activities on the trail include pedestrian, bicycling, cross-country skiing, horseback riding, and dogs are allowed on a leash. The trail is owned by Monroe County.

Mill Veterans Memorial Park

The Mill Veterans Memorial Park is located within the Hamlet of Rush along East Henrietta Road. The park was presented to the Town of Rush in 1948 and dedicated on May 31, 1964 to service members from the Town of Rush. Facilities within the park include a gazebo, several benches, a war memorial tribute to



Exhibit 4 – Lehigh Valley Trail – Hamlet of Rush (looking eastbound on the trail)

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Chapter 2 - Existing & Planned Conditions

local veterans, and a concrete viewing platform of the dam and waterfalls. Adjacent to the park, there are approximately 7 gravel parking spaces.

Town Hall Park and Pavilion

The Town Hall Park and Pavilion is located behind the Town's municipal offices and the library. The park includes sports fields, walking trails, a playground, a basketball court and a pavilion.

Stoney Brook Road Park

The Stoney Brook Road Park is located on the west side of Stony Brook Road within the Town of Rush. The park began construction in 1978 under a Land and Water Conservation Grant and is centered around a pond. The park includes a shelter, several picnic tables, two barbecue areas, a playground and fields for sporting activities. Several gravel parking spaces are available adjacent to Stony Brook Road.

Public Transportation



The Plan Area does not have access to public transit. The nearest Regional Transit Service (RTS) Monroe connection hub is approximately 9 miles north of the study area on Hylan Drive in Henrietta.

Land Use and Development

Looking at the existing land use and development patterns in the hamlet is a principal element of the connectivity plan as we work to understand pedestrian, bicycle and vehicular patterns within and through the hamlet. Current land use for the Town of Rush is identified on **Map 2**.

Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan

Chapter 2 - Existing & Planned Conditions

Existing Patterns

Commercial

Several commercial businesses are located within the project limits with a majority located along NYS Routes 251 and 15A. The commercial businesses along NYS Routes 251 and 15A each provide off-street parking however access control could be improved as some driveways are spaced closely to adjacent intersections and may initiate safety issues for vehicles at adjacent intersections.

In addition to the Town Offices, Library, churches and Post Office, several small businesses, including a car shop, a hair salon and restaurants, are located along NYS Route 15A. A majority of the businesses within the hamlet have private parking areas to accommodate their patrons.

Currently, there are approximately 250 off-street parking spaces located within the project area within various business and municipal parking lots. Approximately 18 on-street parking spaces are available on Rush West Rush Road and approximately 5 on-street parking spaces are available on NYS Route 15A.

Residential

Single-family homes are located throughout the Town of Rush. Historic residential homes line each side of NYS Routes 251 & 15A. Several neighborhoods are situated within the Town with access from NYS Routes 251 & 15A and Rush West Rush Road. The residential streets of Pinnacle Road, Boulder Creek Road, Thunder Ridge Drive, and Stony Brook Drive are the primary connecting streets within the project area.

Agricultural

The Town of Rush encompasses a substantial portion of agricultural area. According to the Town of Rush Comprehensive Plan, over 240 land parcels are designated as agricultural comprising over 10,000 acres for crops, hay, or livestock pastures. Many of these parcels are near to the hamlet area but not in direct contact with it.

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Chapter 2 - Existing & Planned Conditions

Industrial

The Town of Rush contains various industrial districts. Though they are primarily outside of the direct study area, it is anticipated that a portion of employee and truck traffic generated by industrial uses pass through the hamlet daily.

Desired Future Development

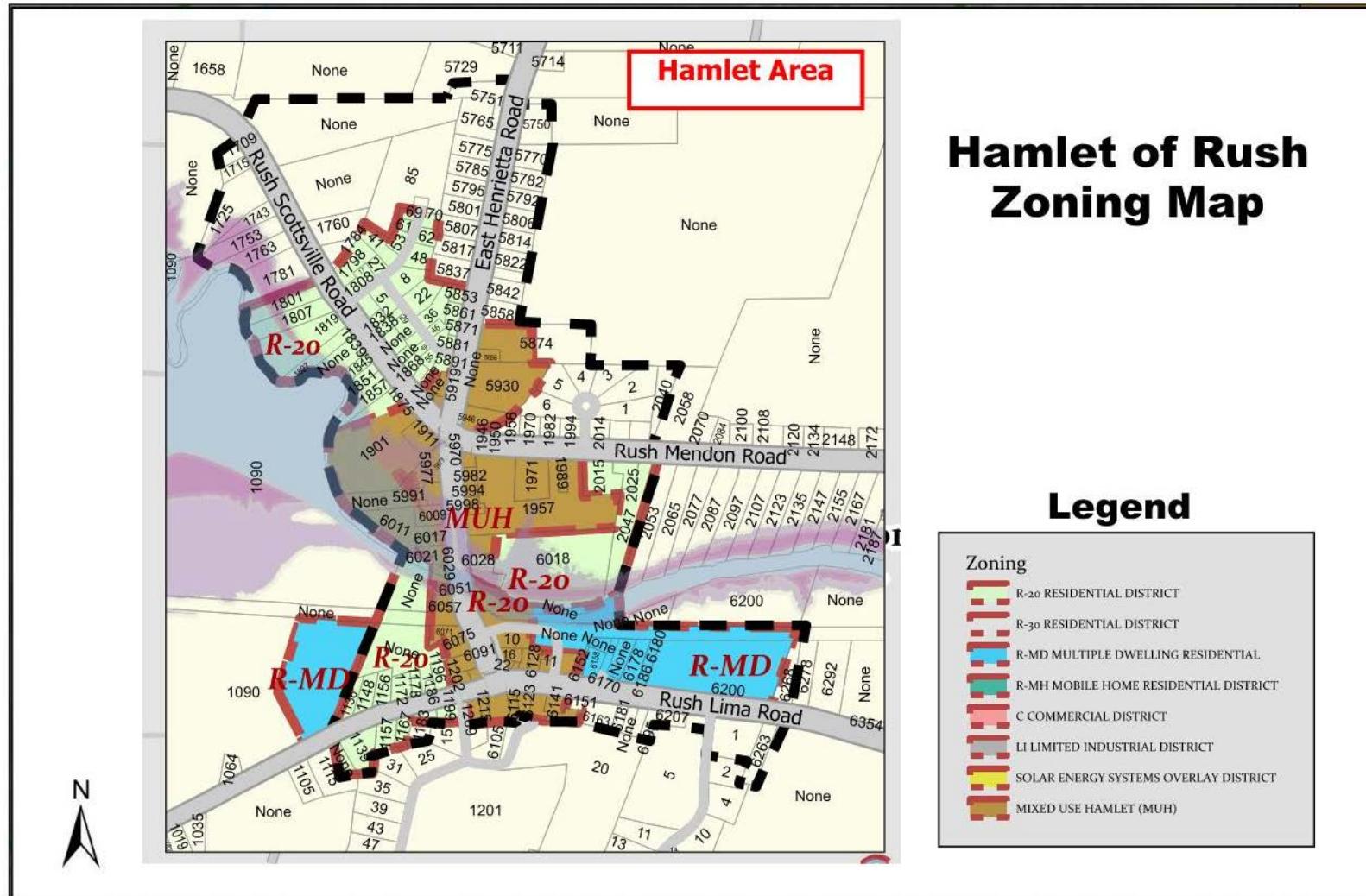
Town of Rush Comprehensive Plan Update (2023)

The study area is primarily made up of residential area, with some commercial use, and some multiple dwelling residential (multi-family housing). The commercial area takes up a portion of the northwestern region of the study area and a majority of the central area of the hamlet. Multi-family housing takes up a few parcels of land in the center of the study area. Residential housing takes up the remaining parcels. The commercial district along and next to the I-390 ramp along NYS Route 251, and from the intersection of NYS Route 251 and NYS Route 15A, to the intersection of NYS Route 15A and Rush West Rush Road (CR 65), the R-20 residential district runs along a portion of NYS Route 251, NYS Route 15A, and Rush West Rush Road (CR 65), R-MD multiple dwelling residential district along NYS Route 15A and Rush West Rush Road (CR 65), and the R-30 residential district along the remainder of the network, on all streets within the limits of the study. The residential district takes up most of the land along the network. After completion of the Town of Rush Comprehensive Plan Update, the Town of Rush completed an update to its zoning map and districts in 2024.

The current zoning in the Plan Area is identified on the following page in **Map 2**.

Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan

Chapter 2 - Existing & Planned Conditions



Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan

Chapter 2 - Existing & Planned Conditions

A summary of the various zoning districts in the Plan Area (presented alphabetically) is provided below along with the Comprehensive Plan's approach to each. Permitted and Special Uses are not discussed unless deemed particularly relevant from a traffic standpoint.

Commercial

- The purpose is to assess pedestrian and bicycle safety and accessibility for each commercial site along the project corridor.

Multi-Family Residential:

- The purpose is to protect the residential character and create a pedestrian-friendly setting in the Hamlet of Rush, while permitting the construction and/or reconstruction of multi-family homes.

Residential:

- The purpose is to protect the residential character and create a pedestrian-friendly setting in the Hamlet of Rush, while permitting the construction and/or reconstruction of homes.

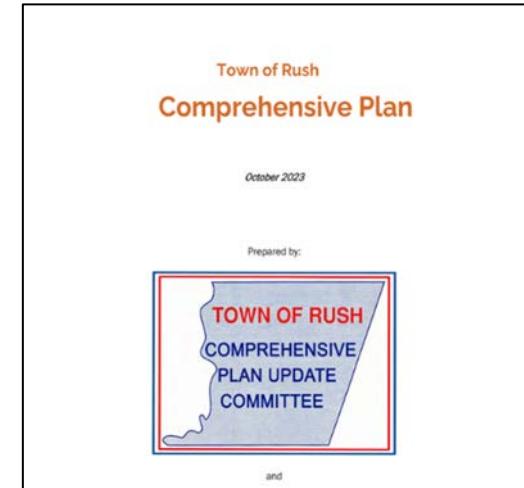
The current and planned transportation system, and desired types and associated patterns of land use, require the development of a transportation system that better serves all users. The related needs based on existing and preferred conditions is discussed in the next chapter.

Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan

Chapter 2 - Existing & Planned Conditions

Town of Rush *Comprehensive Plan Update (2023)*

Strategies addressed in the current comprehensive plan, an update to the 2021 version, include recommendations in the hamlet to enhance walking and biking, improve the streetscape, enhance opportunities relating to the Lehigh Valley Trail, maintain and enhance community facilities and parks and improve recreation along Honeoye Creek. Additional recommendations include repurposing the vacant lot on the northeast corner of NYS Routes 251 and 15A where the former Big M. grocery store was once located. Specifically, recommendations outlined in the comprehensive plan pertaining to enhancements in the hamlet for pedestrians and bicyclists identify additional sidewalks, improvements to current vehicle access drives, and the establishment of a “walking loop” that encompasses the Lehigh Valley Trail and sidewalks.



Town of Rush *Comprehensive Plan (2021)*

The Town's 2021 comprehensive plan articulated the community's vision for its future. Among the many goals presented in the Comprehensive Plan, a major goal was to promote the hamlet as the community focal point while keeping the small town rural atmosphere. Additionally, it promoted expanding infrastructure to include safe and efficient roads and pedestrian systems and accommodation for farm equipment.

Hamlet of Rush *Community Charrette Report (2017)*

The *Hamlet of Rush Community Charrette Report* is based on the findings from a community, led study conducted by committee members and member of Community Design Center Rochester for the Hamlet of Rush. The committee met over a period of six months to discuss the history of the hamlet and identify existing conditions, resources and opportunities. Five areas of focus were developed for the plan to help the committee spotlight concerns related to business, transportation, land use corridors and gateways. Strategies were identified for each focus area to support community needs and were included in the community engagement section of the Town of Rush Comprehensive Plan.

Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan

Chapter 3 – Needs Assessment

III. Needs Assessment

Overview

Identifying needs related to pedestrian and bicycle circulation and accessibility directly reflect opportunities to improve safety, community character, and connectivity. The needs, addressed within the Plan's recommendations, were identified utilizing the understanding gained through the analysis of pedestrian and bicycle access, transportation and land use data, and supplemented with feedback from the public and other stakeholders.

Stakeholder Engagement

Analysis of data provides many insights, but the insights of community members who use the sidewalks, trails, and roadways everyday (many of whom have done so for decades) provide a more complete picture of the opportunities and issues facing the hamlet and larger community of Rush. Engagement with stakeholders and the public adhere to the guidelines recommended by New York State for group gatherings while still actively engaging and soliciting input. Public meetings were held to allow those with first-hand knowledge of the Plan Area to provide their input and views on what works, what doesn't, and how to make things better.

Public Meeting #1

A public workshop was held on the evening of Tuesday, June 25, 2024. The workshop was comprised of several interactive stations where the public could interact with staff members and areas of concern could be discussed openly. Notifications of the meeting were sent to stakeholders and advertised via social media to inform residents and businesses within the Hamlet and the Town of Rush as well as special interest groups. Several participants asked questions and provided comments on the project. The presentation materials and summary of comments received during and after the public workshop are included in **Appendix D**.



The graphic is a rectangular card with a white background and a thin black border. At the top left is the logo for the 'TOWN OF RUSH PEDESTRIAN & BICYCLE SAFETY CONNECTIVITY PLAN'. To the right of the logo, the words 'PUBLIC WORKSHOP' are written in large, bold, black capital letters. Below this, a green banner contains the text 'Shape the future of walking and biking in Rush!'. Underneath the banner, a block of text describes the workshop as an open house-style gathering to provide input on existing conditions, vision for improvements, and challenges. To the right of the text is a list of event details: '6:00 PM - 8:00 PM', 'Tuesday, June 25, 2024', and the location 'William Udicious Pavilion 1900 Rush Scottsville Rd.'. At the bottom right is the 'WELCOME TO RUSH' logo and the text 'GENESEE TRANSPORTATION COUNCIL'.

Shape the future of walking and biking in Rush!

This open house-style workshop is your chance to give some input on existing conditions, share your vision for improved pedestrian and bicycle infrastructure, and point out where you feel there are challenges or opportunities for better safety and connectivity.

- Learn about the project background, objectives, and timeline
- Review maps of current pedestrian and bicycle trails
- Provide feedback on desired amenities & improvements
- Identify specific locations for enhanced safety and connectivity

Learn More:
connectrush@publicinput.com
855-925-2801 Code: 7091
publicinput.com/connectrush

Exhibit 6 – Public Meeting #1 “Public Workshop” Notification

Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan

Chapter 3 – Needs Assessment

Identified Needs

The results of the inventory of existing and planned conditions combined with the experiences of users of the transportation system in the Town of Rush resulted in the identification of four primary needs. These include 1) Improvement to Pedestrian & Bicycle Facilities; 2) Enhanced Trail Conditions and Accessibility; 3) Improved Connectivity; and 4) Identifying Programmatic Solutions to Reduce Speeds. The remainder of this chapter summarizes each of these needs.

Pedestrian & Bicycle Facilities



Dedicated bicycle facilities are not provided along NYS Route 251 or NYS Route 15A, and Rush West Rush Road within the Study Area. Bicyclists currently utilize the shoulder section on each roadway. Sidewalk sections are present along portions of NYS Route 15A; however they do not extend along the full length of the Study Area and include several gaps in the sidewalk network. Maps that detail current sidewalks within the hamlet are included in **Appendix E**.

Enhance Trail Accessibility

The Lehigh Valley Trail, owned and maintained by Monroe County Parks Department, runs adjacent to Honeoye Creek within the hamlet. A trail head with gravel parking is accessible on the east side of NYS Route 15A and there is access to the trail west of NYS Route 15A with minimal parking in the lot that is shared with a restaurant. The stone trail is rutted and needs some drainage improvements to improve the walking and riding surface. The vegetation is overgrown along the edges of the trail. Trimming and removal of overgrowth in areas along the north side of the trail would provide views of the Honeoye Creek. Currently there are no wayfinding signs or benches along the trail and there is no access to the creek from the trail. The Parking area, east of NYS Route 15A is gravel and surrounded by boulders to prevent vehicles from entering the trail.



Exhibit 7 – Lehigh Valley Trail Head – Hamlet of Rush

Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan

Chapter 3 – Needs Assessment

Improved Connectivity

Within the hamlet, NYS Routes 251 and 15A provide connectivity to the sections of Rush north, south, east and west of the hamlet. Truly the “Center of Town,” the hamlet includes sidewalks, parks, trails and several public parking areas. Although there are many ways to get around by vehicle, bicycle, horseback, and on foot, there are several opportunities to improve connectivity between businesses and residential neighborhoods. Currently, there are approximately 250 on and off street parking spaces within the hamlet. Free public parking options are available in the Municipal Parking lot, at the Veterans Memorial Park, and along various streets throughout the hamlet. As discussed in Chapter 2, most businesses provide off street parking. One restaurant in the area of Park Lane utilizes on-street parking adjacent to their business.

Programmatic Solutions to Reduce Speeds



Within the core area of the hamlet, the posted speed limits on NYS Route 251 and NYS Route 15A are 35 mph. As discussed in Chapter 2, the 85th percentile speeds within the hamlet are greater than 5 mph over the posted speed limit. Additionally, passenger vehicles and trucks originating from I-390 travel through the hamlet by way of the intersection of NYS Routes 251 & 15A and through the hamlet to the east. Due to the proximity to other major trucking routes (including I-390), trucks cut through the hamlet as NYS Route 15A provides a direct connection to industrial businesses and agricultural operations in the towns east of Rush. The presence of heavy vehicles moving through the hamlet with pedestrian and bicycle activity exacerbates the potential for safety issues in the hamlet.

The Inventory of Existing & Planned Conditions and Associated Needs Analysis Memo is included in **Appendix E**.

The needs discussed in this chapter served as the basis for screening potential alternatives to determine the recommendations that are described in **Chapter 4**. The implementation of the recommendations of the Plan will improve accessibility and enhance safety within the Hamlet of Rush.

Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan

Chapter 4 – Recommendations

IV. Recommendations

Overview

The recommendations of the Plan address the needs identified in the previous chapter by providing improved connectivity and safety enhancements for all users to support non-motorized connectivity, including between residential neighborhoods, businesses, community gathering places, and the Lehigh Valley Trail.

Public Meeting #2

A second public meeting was held online on the evening of Wednesday, December 13, 2024. The meeting included a presentation followed by Q&A to ensure that the details of the proposed alternatives were adequately described and questions were fully answered. As with the first public meeting, notifications were sent to stakeholders and advertised via social media to inform residents and businesses within the Plan Area of the meeting. There were several active participants during the meeting who commented on the alternatives and completed the survey following the meeting. The presentation and summary of comments received during and after the second public meeting are included in **Appendix D**.



The Project Advisory Committee considered feedback received at the second public meeting. Based on this feedback, the proposed alternatives were refined to produce the recommended projects and programs of the Plan described herein.

Getting to the Point

Highlights of each recommendation are provided at the beginning of their respective discussion to make it easier for readers to determine if they want to further explore the proposed actions. Each section is noted by the highlighter icon.



Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan

Chapter 4 – Recommendations

Plan Recommendation Locations

The following categories comprise the Plan recommendation categories: 1) Pedestrian and Bicycle Facilities, 2) Trail Access and Conditions 3) Connectivity, and 4) Opportunities to reduce speeds.

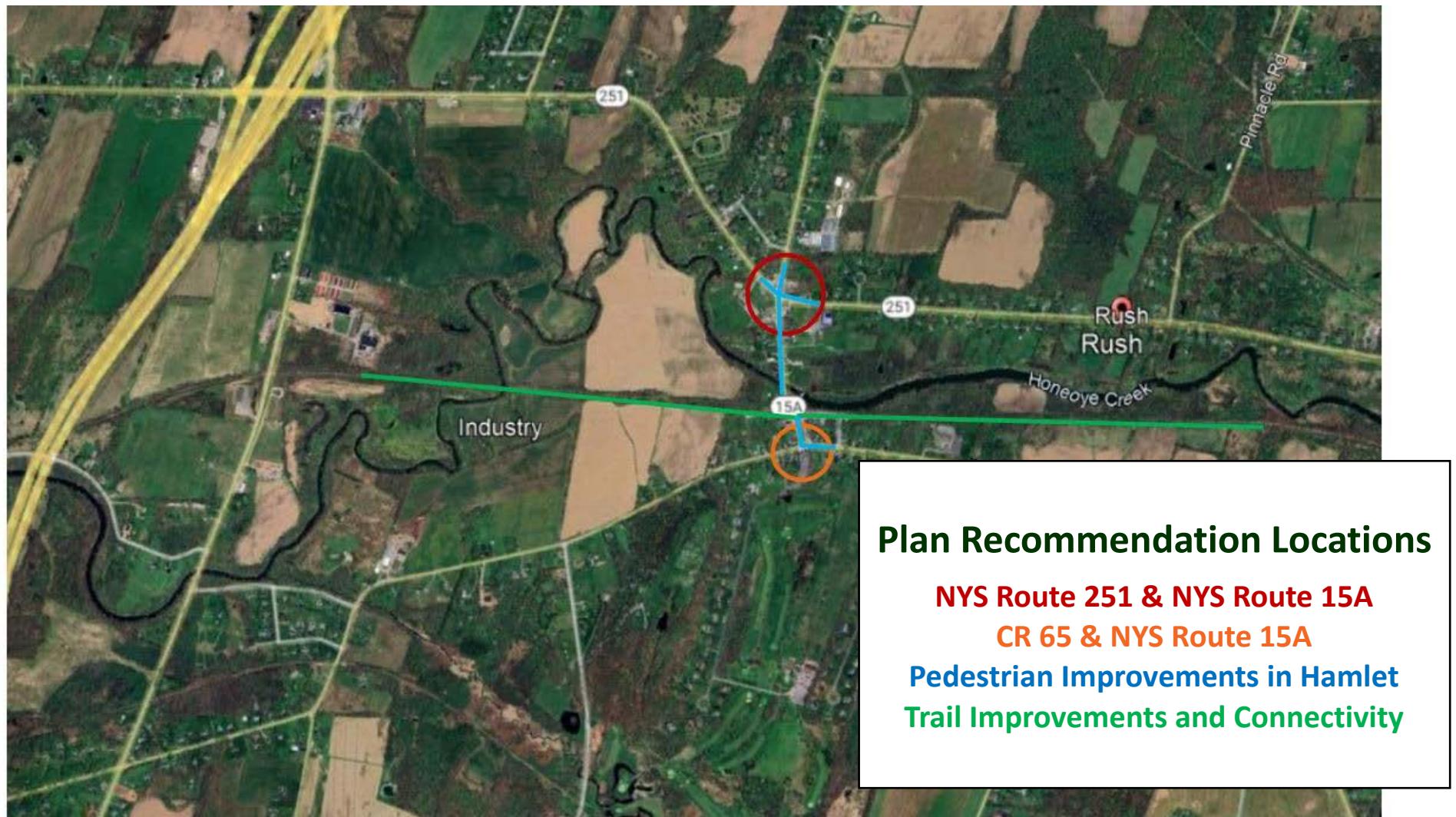
Map 3 identifies the improvement locations areas outlined for the Plan.

To present the proposed recommendations for improvements to pedestrian and bicycle facilities and connectivity within the Hamlet of Rush; intersection and roadway modifications, sidewalk connectivity, crosswalks and trail enhancements are presented on the following maps:

- Map 4 - Rush Scottsville Road (NYS Route 251) and E. Henrietta Road (NYS Route 15A)
- Map 5 - Rush West Rush Road (CR 65) and E. Henrietta Road (NYS Route 15A)
- Map 6 - Pedestrian Improvements within the Hamlet
- Map 7 - Recreational Access and Parking in the Hamlet

Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan

Chapter 4 – Recommendations



Map 3 – Plan Recommendation Locations

Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan

Chapter 4 – Recommendations

Pedestrian and Bicycle Facilities

Intersections and Roadways



The roadway modifications for NYS Routes 251 & 15A (Rush Scottsville Road and East Henrietta Road) entails modifications to the traffic signal to accommodate pedestrian crosswalks, pushbuttons and indications.

Rush Scottsville Road (NYS Route 251) and E. Henrietta Road (NYS Route 15A)

Observations

The intersection of Rush Scottsville Road (NYS Route 251) and E. Henrietta Road (NYS Route 15A) is controlled by a two phase traffic signal. The northbound and southbound approaches are comprised of a shared left/through lane and a slip ramp for right turns with yield control. The eastbound approach is comprised of a shared left/through lane and an exclusive right turn lane. The westbound approach is comprised of one approach lane to accommodate left-turn, through and right-turn movements. No exclusive left-turn lanes are present at the intersection. Right turns on red are allowed for the intersection.

Pedestrian crosswalks are present on the west leg of the intersection, including the southbound to westbound slip ramp, where sidewalks are present; however, pedestrian pushbuttons/indications are not present. Along the west side of NYS Route 15A, the sidewalk extends through the intersection from the south and terminates just west of the intersection and the Town of Rush Library, Town Hall Park and Picnic Pavilion access drive. The park includes sports fields, walking trails, a playground, a basketball court and a pavilion. Along the east side of NYS Route 15A, the sidewalk is terminated just before the intersection, however, in this area there is no identifiable sidewalk across the auto shop driveway and median. North of the intersection, a sidewalk segment approximately 40 feet in length extends from the intersection along the west side of NYS Route 15A and terminates at the southernmost driveway for the fueling station/convenience store.

Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan

Chapter 4 – Recommendations

Peak hour traffic patterns along NYS Routes 251 & 15A are reflective of commuters traveling to and from I-390 as traffic volumes are heavier during the morning peak hour in the northbound and westbound directions and heavier in the southbound and eastbound directions during the evening peak hour. Two of the four full access curb cuts for the fueling station/convenience store are within the functional area of the intersection resulting in increased conflict points and the potential for crashes. A total of six (6) crashes occurred at the intersection within the time period studied (January 1, 2021 to December 31, 2023.)

Recommendations

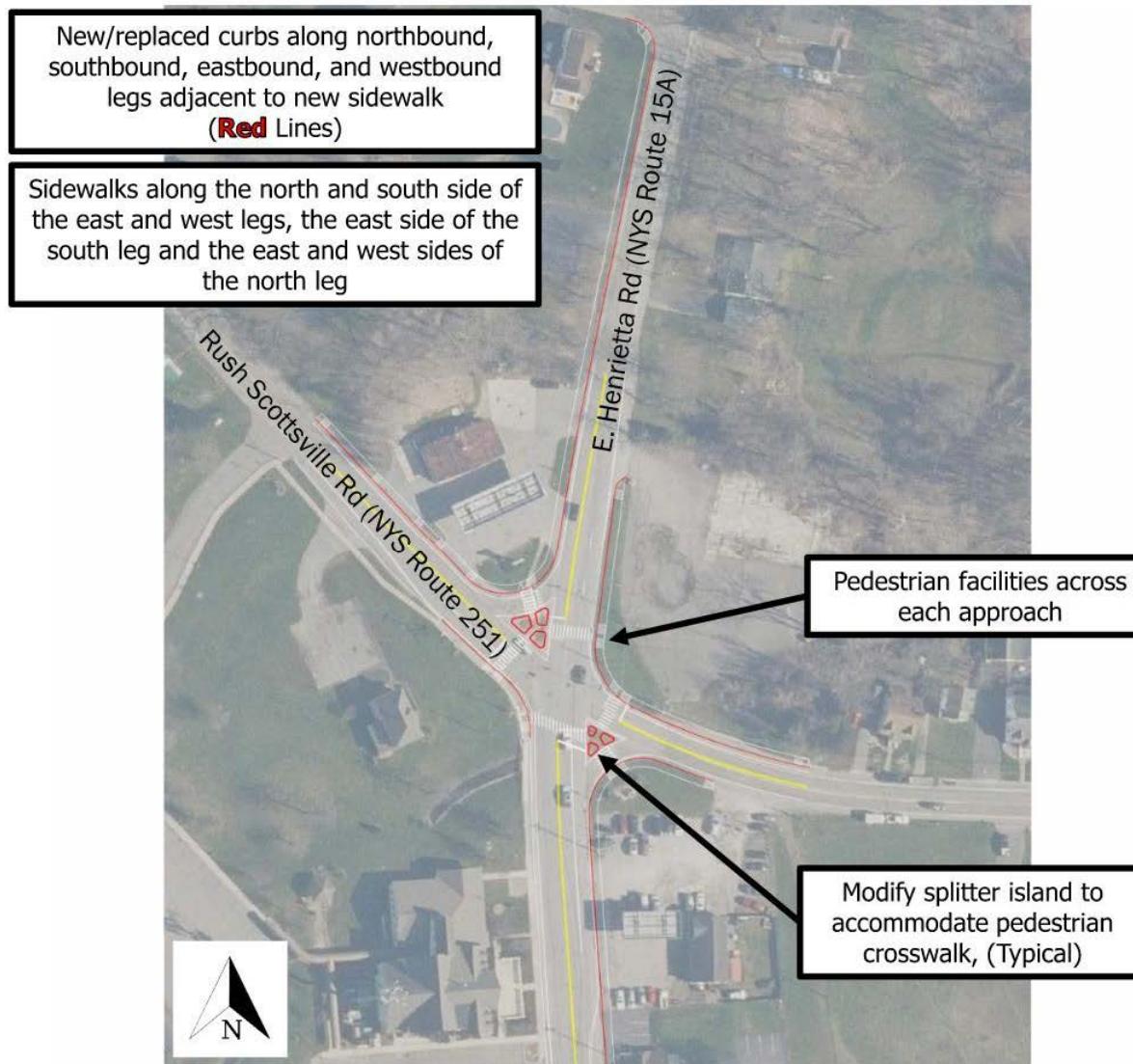
Updates to the intersection to install pedestrian facilities are recommended at the intersection of NYS Routes 251 & 15A. Pedestrian improvements include new crosswalks and audible tactile pedestrian signal with countdown timers on each approach. Install crossings on each approach to current ADA standards. All appropriate signs, markings, devices, etc. would be installed when the pedestrian crossings are updated.

Signal timings will need to be modified to accommodate the new crossings. For access management, potential removal of two of the four full access driveways to the fueling station/convenience store may be further investigated as they are located within the functional area of the intersection creating additional conflict points. As commercial development occurs on the vacant property on the northeast side of the intersection, the driveways should be placed along the eastern and northern property line to minimize impact to the intersection.

Recommended improvements for the intersection of NYS Routes 251 & 15A are presented on **Map 4**.

Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan

Chapter 4 – Recommendations



Map 4 – Rush Scottsville Road (NYS Route 251) and E. Henrietta Road (NYS Route 15A)

Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan

Chapter 4 – Recommendations

Rush West Rush Road (County Road 65)/ E. Henrietta Road (NYS Route 15A)

Observations

The intersection of Rush West Rush Road (CR 65) and E. Henrietta Road (NYS Route 15A) is stop-controlled on the eastbound leg of CR 65 at a near 90 degree curve. A slip right is present for vehicles turning right from Route 15A onto Rush West Rush Road. Each road is comprised of one lane in each direction with shoulders. A nearby local road, Park Lane, is located on the northeast corner of the intersection and is also stop controlled. Near the intersection, sidewalks are located on the north and south sides of Rush West Rush Road and on the north side of NYS Route 15A between Lehigh Street and Park Lane. On-Street parking is available on both sides of Rush West Rush Road near the intersection. A property (located on the south side of the intersection) has three full access driveways; one from Rush West Rush Road, a second from NYS Route 15A and a third from Thunder Ridge Drive.

Recommendations

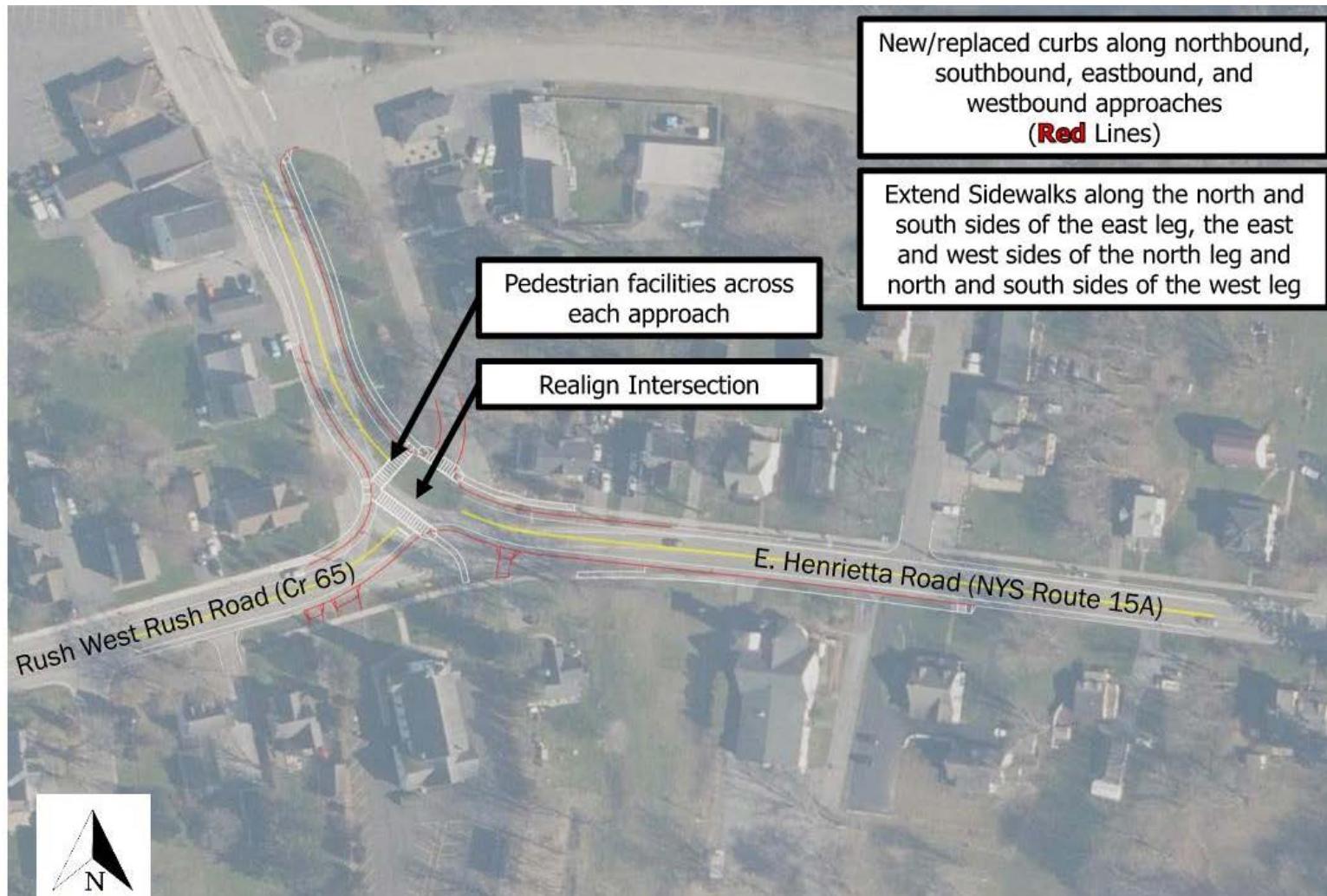
To improve sight distance, reduce speeds and provide pedestrian connectivity between residential neighborhoods and locations such as the Lehigh Valley Trail, businesses and the post office, realignment of the west leg of Rush West Rush Road at NYS Route 15A could be considered. The realignment would create opportunities for pedestrian crossings on Rush West Rush Road and across NYS Route 15A. However, the westernmost driveway to the property located on the south side of the intersection would be eliminated.

Independent of the previously mentioned intersection improvements, new sidewalk is recommended along the south side of NYS Route 15A to extend the existing sidewalk for approximately 300 feet to the east. To provide further connectivity within the hamlet, new sidewalk is recommended along the east side of NYS Route 15A between Park Lane and the entrance to Mill Veterans Memorial Park.

Recommended improvements for the intersection of Rush West Rush Road& NYS Route 15A are presented on **Map 5**.

Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan

Chapter 4 – Recommendations



Map 5– Rush West Rush Road (CR 65) and E. Henrietta Road (NYS Route 15A)

Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan

Chapter 4 – Recommendations



New sidewalk and crosswalks are recommended within the hamlet to provide connectivity and access to parks and trails within the Town Center from adjacent neighborhoods and pedestrian generators.

In addition to street modifications, strategically located sidewalks, crosswalks, and bicycle facilities can play important roles in safety by creating exclusive spaces for pedestrians and bicyclists; both critical to encouraging travel by non-motorized means. Opportunities to add bicycle infrastructure that align with the County's Bike Network as identified in the Countywide Active Transportation Plan is recommended on NYS Route 15A. Another means for increasing safety for non-motorized users and facilitating healthy lifestyle activities such as walking and bicycling in the hamlet is connectivity from residential areas to the multi-use Lehigh Valley Trail.

Summary of Pedestrian Recommendations for Roadways

The locations proposed in the Plan for sidewalks and crosswalks were identified based on worn paths indicating preferred pedestrian use and identified areas of public recreation. Sidewalks and crosswalks are recommended at the following locations:

- New high-visibility marking crosswalks, splitter islands, pedestrian pushbuttons and indications with audible pedestrian countdown timers is recommended on each corner/leg of the intersection of NYS Route 251 & NYS Route 15A. Supplemental lighting, owned and maintained by the Town of Rush would enhance visibility for all users. (see **Map 4**);
- Install new sidewalk along the east side of the northbound approach (NYS Route 15A), along the north side of NYS Route 251, west of the intersection, along both sides of NYS Route 251 east of the intersection and along both sides of NYS Route 15A north of the intersection. (see **Map 4**);
- At the realigned intersection of Rush West Rush Road and NYS Route 15A, install new pedestrian crosswalks that meet current standards. (see **Map 5**);

Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan

Chapter 4 – Recommendations

- Install new sidewalk along the south side of NYS Route 15A and along NYS Route 15A between Park Lane to the entrance to the Mill Veterans Memorial Park (see **Map 5**); and
- Enhance the uncontrolled midblock marked trail crossing based on current standards. A Rectangular Rapid Flashing Beacon (RRFB) is an example of a potential treatment for this location. (see **Map 6**).

New curb ramps proposed within the Plan area would be installed in compliance with the Americans with Disabilities Act.



Map 6 – NYS Route 15A - Pedestrian Improvements in Hamlet

Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan

Chapter 4 – Recommendations

Pedestrian Improvement Opportunities

Improvements to pedestrian facilities not only enhance safety and create a sense of place but inspire health and wellness among the community for all users. Opportunities to achieve this as previously outlined include the installation of high-visibility pedestrian crosswalks with advanced signs across the roadway to alert drivers to the possibility of pedestrians. The addition of benches and decorative lighting to sidewalk spaces enhance user experience. Provisions for sidewalk extensions and new sidewalks improve the connectivity of neighborhoods with places of recreation and interest. **Exhibit 7** provides examples of pedestrian enhancements that could be explored across NYS Route 15A between Rush West Rush Road and NYS Route 251.



Exhibit 7 – Examples of Pedestrian Treatments

Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan

Chapter 4 – Recommendations

Bicycle Facilities Improvement Opportunities

Bicyclists are currently accommodated along the roadway utilizing the shoulders. Within the hamlet, wide shoulders are available for bicyclists on NYS Route 251, Rush West Rush Road and on the majority of NYS Route 15A. This is typical on rural roads, however, the presence of trucks (7 percent on Rush West Rush Road and 4 percent on NYS Route 15A) paired with vehicles make bicyclists even more susceptible to serious injury if involved in a crash.

Where feasible, expand the shoulder widths and provide an area of pervious material behind the roadway shoulder with minimal grade to enhance rideability along the roadways where feasible. This would enhance access from residential neighborhoods to parks, businesses, and the Lehigh Valley Trail.

The segment of Rush West Rush Road (CR 65) with a posted speed limit of 35 mph and an 85th percentile speed of 50 mph within the hamlet would qualify for dedicated bike lanes. However, Monroe County would need to concur with and agree to install and maintain 'No Standing Any Time' signs every 200 feet.

Exhibit 8 provides recommendations for paved shoulder widths per the American Association of State Highways and Transportation Officials (AASHTO's Guide for the Development of Bicycle Facilities, 5th Edition).

Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan

Chapter 4 – Recommendations

Paved Shoulder Widths Exclusive of Rumble Strips ⁱ for Bicycling				
Design Year Average Daily Traffic (ADT) and Posted Speed (MPH) Thresholds	Practical Minimum ⁱⁱ	Recommended Range		Practical Maximum
		Lower Limit ⁱⁱ	Upper Limit	
< 2,000; all speeds	2 ft	3 ft	5 ft ⁱⁱⁱ	10 ft
2,000 - 6,000; all speeds	2 ft	4 ft	6 ft ⁱⁱ	10 ft
6,000 - 10,000; all speeds	4 ft	6 ft	8 ft ⁱⁱ	10 ft
> 10,000; ≤ 35 mph	5 ft	6 ft	8 ft ⁱⁱ	12 ft ⁱⁱ
> 10,000; > 40 mph ^{iv}	5 ft	6 ft	10 ft ⁱⁱ	12 ft ⁱⁱ

Notes

ⁱSee [Section 12.5.1](#) for rumble strip design considerations.

ⁱⁱWhere roadside barriers, walls, or other vertical elements are present, they should be offset a minimum of 2 ft from the outer edge of the rideable shoulder to provide minimum shy distance to bicyclists (see [Section 2.5.3.2](#).)

ⁱⁱⁱWhere >10 percent of traffic consists of trucks.

^{iv}Shared use paths are preferred.

Exhibit 8 – AASHTO GDBF - Table 12-1: Paved Shoulder Widths for Bicycling

Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan

Chapter 4 – Recommendations



Enhancements to improve bicycle facilities are recommended along each of the major roadways within the hamlet and include adding shoulder back up material in areas where the shoulder drops off. Shoulder width and the material behind the roadway shoulder should be investigated when roadway reconstruction or pavement replacement projects pass through the Town of Rush.

Exhibit 9 – AASHTO GDBF - Figure 12-2: Example of a Paved Shoulder

Trail Access and Conditions



A portion of the 15-mile stone dust Lehigh Valley Trail runs through the Hamlet of Rush and crosses NYS Route 15A. Opportunities to improve access to the trail and conditions on the trail were investigated for the Plan. Improvements to the trail infrastructure include improved drainage to reduce standing water and regular maintenance of the trail surface. Enhancements to facilitate safety and comfort on the trail include modifications to the trail crossing across NYS Route 15A that are supported by NYSDOT midblock crossing guidelines, benches along the trail and bicycle racks at the trail head. Wayfinding signs along the trail can be added to identify local attractions and adjacent roads to improve connectivity, access, and facilitate healthy lifestyle activities (walking and biking).

Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan

Chapter 4 – Recommendations



Exhibit 10 – Rustic stone Dust Trail



Exhibit 11 – Rustic Bench



Exhibit 13 – Tailhead Bollards



Exhibit 12 – Wayfinding Signs

Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan

Chapter 4 – Recommendations

Connectivity – People and Places

Parking



The Town of Rush provides several off street parking areas throughout the hamlet with connections to parks, fields, trails, businesses and offices.

Within the Hamlet of Rush, approximately 250 off street parking spaces are located within various business and municipal parking lots. Most businesses provide off-street parking. Parking area locations currently available within the Town of Rush are identified in **Appendix E**.

Off street public parking is currently available behind the Town of Rush offices, near the Mill Veterans Memorial Park and at the Lehigh Valley Trail head. The parking areas for the Mill Veterans Memorial Park and the Lehigh Valley Trail are comprised of stone and the spaces are not delineated. In keeping with the rural nature of the land uses, parking spaces could be identified with wood stop guards and directional / wayfinding signs could be added to the entrance/exits driveways. During times of high use, the delineation could reduce confusion and potential conflicts in the parking areas.

On the banks of the Honeoye Creek within the Hamlet, there exists the unique opportunity to access the waterway for recreational water activities such as kayaking, canoeing and fishing. The area leading to the creek just east of NYS Route 15A is accessible to pedestrians. However, modifications to allow for a more well-defined path or sidewalk for bicycles and pedestrians could provide more access to the creek for opportunities to enjoy small boating activities. A floating dock on the south side of the creek would provide additional access to the creek for such activities.

Map 7 identifies opportunities for improvement to parking and access to Honeoye Creek.

Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan

Chapter 4 – Recommendations



Map 7 – Recreational Access and Parking in the Hamlet

Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan

Chapter 4 – Recommendations

Opportunities to Reduce Speed within the Hamlet



The 85th percentile speeds on NYS Routes 251 & 15A and CR 65 (per NYSDOT Traffic Data Viewer) are indicative of vehicles traveling into the 35 mph town speed limit before reducing their speeds. The Plan realizes that speeding is a safety issue and investigates opportunities to regulate speeds within the hamlet

Observations

The posted speed limit within the Hamlet of Rush is 35 mph. On the western side of the study area along NYS Route 251 the posted speed limit transitions from 35 mph to 45 mph. On the segment with 35 mph posted speed limit, the 85th percentile speeds range from 47 mph to 49 mph. On the segment with 45 mph posted speed limit, the 85th percentile speed is 52 mph.

The community has expressed interest in expanding the western and eastern limit of the 35 mph speed limit zone along NYS Route 251 and NYS Route 15A. A reduction in speed limit outside of the hamlet area is not supported by current conditions. The segments of NYS Route 251 and NYS Route 15A outside of the hamlet have higher posted speed limits of 45mph and 55 mph. As such, the roadway are comprised of wider shoulder sections, open ditches, and a wide clear zone. Any speed limit changes (or modifications to roadways) must be supported by the facility owner.

Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan

Chapter 4 – Recommendations

Recommendations

Opportunities to reduce vehicle speeds entering the hamlet were explored as part of the Plan. The following measures can work in conjunction to alert drivers to reduce their speed upon entering the hamlet:

- ◆ Larger advance signage of the 35 mph speed zone and the 35 mph regulation signs on the eastern, western and northern approaches into the hamlet along NYS Route 251, NYS Route 15A and Rush West Rush Road to more clearly identify the speed limit and to collect speed data that can be provided to the Monroe County Sheriff's Office (MCSO) for use in targeted speed enforcement; and
- ◆ Position temporary speed feedback signs at strategic locations during the morning and evening peak hours to alert drivers to their actual speeds and to collect speed data that can be provided to the Monroe County Sheriff's Office (MCSO) for use in targeted speed enforcement.; and
- ◆ The Gateway feature, a Monroe County 'In Bloom' site, located on the southeast corner of NYS Route 15A and NYS Route 251 can be enhanced with a welcome sign structure and decorative lighting. An additional feature could be added to the southern limit of the hamlet.

Traffic Calming Features and Strategies



Incorporating physical features that embody the character of the hamlet along the primary streets that serve the hamlet can enhance community identity, overall safety, and improve connectivity. The recommended gateway treatments include installing welcome signs on each approach to the hamlet and adding decorative lighting along a portion of NYS Route 15A between Lehigh Street and NYS Route 251.

The objective of a gateway is to create a transition point enabling the driver to modify their driving habits to match the character of the setting. Appropriately positioned, streetscape enhancements can actively calm traffic and enhance the surrounding area. The following traffic calming treatments and streetscape enhancements were selected for the Plan as they complement the hamlet's character and encourage the recommended speed reduction measures previously described.

Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan

Chapter 4 – Recommendations

Streetscape Enhancements

Streetscape enhancements can serve to promote community character, aesthetics and calm traffic. Decorative lighting, street trees, benches, and posts for flags and flowers are examples of street enhancements that can be layered and applied to NYS Route 15A within the hamlet to create a sense of place and reduce speeds. Flowers and flags on both sides of a street can create a gateway area resulting in reduced traffic speeds. Paired with decorative lighting, pedestrian safety is further enhanced. The following photos identified in Exhibits 14 through 17 are examples of streetscape enhancements that can be incorporated into the hamlet.



Exhibit 14 – Example of decorative post for flags and flowers (without lighting)

Exhibit 15, 16 and 17 – Examples of lighting options for the Plan Area



Exhibit 15



Exhibit 16



Exhibit 17

Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan

Chapter 4 – Recommendations

Programmatic Alternatives



Beyond physical improvements, programmatic initiatives are recommended to improve circulation, access, and parking. Educating all users on how to walk, bicycle, and drive appropriately, as well as encouraging them and holding them accountable when they don't, is also essential. The Plan proposes implementation of three non-infrastructure initiatives: 1) Enhanced pedestrian facilities, 2) Improved bicycle facilities, and 3) Enforcement of Traffic Laws.

The physical improvements previously identified in the study can be more successful if complemented with policies and programs that support the project goals;

- To enhance pedestrian and bicycle safety within the hamlet; and
- Identify locations to prioritize pedestrian, bicycle, and trail connectivity improvements.

Engineering, Education and Enforcement

Successful plans incorporate all of the three "E's" – engineering, education, and enforcement. A majority of the recommendations previously discussed identify infrastructure projects to be implemented and are focused on the first E, engineering. However, a collaboration of all the E's working together is important for the success of the Rush Pedestrian / Bicycle Safety and Connectivity Plan. For example, enhancing pedestrian and bicycle accommodations, and enforcing traffic laws may encourage more people to enjoy the benefits of walking and bicycling and may encourage them to adopt these activities into their daily routines.

It's important to note that law enforcement agencies can support and assist in the implementation of the recommendations. Enforcement efforts should reinforce proper behavior as it relates to:

- Exceeding the posted speed limit; and
- Failure to stop or yield to pedestrians who have the right of way

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Chapter 4 – Recommendations

Other Opportunities to Improve Bicycling and Walking

New policies can provide opportunities to set the framework for improvements to the pedestrian and bicycle experience and enhancements to outdoor activities. Application of the following policies specifically within the Hamlet area are recommended where appropriate:

- Complete Streets Policy
- Policy supporting Monroe County's Active Transportation Plan
- Sidewalk width requirements
- Bicycle space and parking requirements



MUTCD D4-3

Types of Activity	Short-Term Parking Quantities	
	Most Contexts	Urbanized or High Bicycle Mode Share Areas
Multi-unit residential dwellings	0.05 spaces per bedroom	0.10 spaces per bedroom
Libraries and government buildings	One space per 10,000 square ft of floor area	One space per 8,000 square ft of floor area
Church, theatres, stadiums, parks, beaches	Spaces for 2 percent of maximum expected attendance	Spaces for 5 percent of maximum expected attendance
Schools (K-12)	One space per 20 students	1.5 spaces per 20 students
Colleges and universities	One space per 10 students of planned capacity	One space per 10 students of planned capacity
Rail or bus terminals and stations and airports	Spaces for 1.5 percent of a.m. peak passengers	Spaces for 2 percent of a.m. peak passengers
Retail- groceries	One space per 2,000 ft ² of floor area	One space per 2,000 ft ² of floor area
Retail- general	One space per 5,000 ft ² of floor area	One space per 5,000 ft ² of floor area
Office	One space per 20,000 ft ² of floor area	One space per 20,000 ft ² of floor area

^a A minimum of two bike parking spots is recommended in all cases

Adapted from Anderson et al. (2010); see [Chapter 16 References](#).

Exhibit 18 – AASHTO GDBF - Figure 16-1: Sample Short-Term Bicycle Parking Quantity Requirements

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Chapter 5 – Implementing the Plan

V. Implementing the Plan

The recommendations presented in the previous chapter improve pedestrian, bicycle, and vehicle circulation and safety, parking, and wayfinding in the Hamlet of Rush, especially along the NYS Route 251 and NYS Route 15A corridor. However, projects need to be implemented to reap the advantages, and that requires funding. Federal and state funds are allocated almost exclusively to preservation and maintenance of the existing transportation system. Situated on the south end of Monroe County and located less than 12 miles south of Rochester, the Hamlet of Rush is a desirable place to live with its rural community charm and accessibility to I-390. This proximity to an Interstate, farmland, and rural parks and trails also make it a prime location for residential living with short commute times to Rochester. This chapter discusses the costs associated with implementing the Plan recommendations, potential fund sources, and follow-on activities.

Costs

Costs for the Plan's recommendations were estimated using unit costs from bid prices for recent highway and bridge contracts and the NYSDOT Quick Estimator Reference – Upstate tool. This cost data set is robust and provides an applicable basis to estimate the Plan recommendations. However, prices for materials can vary due to changes in domestic and foreign trade policies, and national/global demand levels.

It is recommended that updates to the midblock pedestrian crosswalk on NYS Route 15A, located at the Lehigh Valley Trail be investigated during the next pavement resurfacing project conducted by NYSDOT for Route 15A. This work is currently planned to be conducted within the next five years. However, other modifications in and around the intersection with NYS Route 251 such as adding pedestrian crossings, modifications to the splitter islands and traffic signal, additional sidewalks along NYS Route 15A, and improvements to the intersection of NYS Route 15A and Rush West Rush Road (CR 65) may be implemented as funding opportunities become available.

The costs for the recommendations of the Plan include the base estimate and a 20 percent contingency. The contingency factor (based on the percent of the base estimate) is the minimum specified by NYSDOT at the Scoping phase per *Engineering Bulletin EB 25-003 – Highway Design Manual Revision No. 103 – Chapter 2, 5, 7, 9, 15, 16, 19 and 21 (Limited Revisions)* dated January 24, 2025. **Table 1** presents the estimated construction costs for each recommendation and is

Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan

Chapter 5 – Implementing the Plan

separated by location and/or road to assist the Project Advisory Committee and the Board of Trustees in determining applicable funding for each project.

Table 1 - Plan Recommendations	Estimated Cost
Geometric Improvements to Rush Scottsville Road (NYS Route 251) and E. Henrietta Road (NYS Route 15A) as shown in Map 4. Costs include the following recommendations: new curb, sidewalk, drainage improvements, pavement markings, signs, and modification to existing the traffic signal to accomodate pedestrian movements.	\$ 390,000.00
Geometric Improvements to Rush West Rush Road (CR 65) and E. Henrietta Road (NYS Route 15A) as shown in Map 5. Costs include the following recommendations: new curb, sidewalk, drainage improvements, pavement reconstruction, pavement markings, signs, and driveway restorations.	\$ 500,000.00
Pedestrian Improvements within Hamlet as shown in Map 6. Costs include the following recommendations: pavement markings and new signs.	\$ 30,000.00
Recreational Access and Parking in the Hamlet as shown in Map 7. Costs include the following recommendations: Floating dock, pathways, timber guide rail, signs, and restoration to pervious parking lot material.	\$ 21,000.00

* Cost include all projected construction costs including mobilization, maintenance and protection of traffic, and construction contingency (20%).

Beyond the initial capital costs of construction for infrastructure projects, there are also ongoing operations and maintenance (O&M) costs that need to be considered. NYS Route 251, NYS Route 15A & County Road 65 are existing roadways, so preventive maintenance and snow and ice removal are already performed. The net change in O&M costs of the realigned intersection of NYS Route 15A and County Road 65 will be minimal. The same is true for the new pedestrian countdown signals, and improved street lighting: new net cost increases will be minimal.

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The largest anticipated increases in O&M costs subsequent to implementation of the improvements outlined in Table-1 will be related to the additional sidewalks on NYS Routes 15A and 251. The responsibility for the O&M of these should be determined by the Town of Rush prior to construction. Options for snow and ice clearance from sidewalks include property owners and the Town of Rush.

Costs for the programmatic initiatives included in the Education, Engineering, and Enforcement recommendation were not estimated as they will be determined by the extent and frequency at which they are utilized.

Funding Programs

The implementation of the recommendations outlined in this plan will likely exceed available Town resources. To help alleviate this shortfall, this section identifies and discusses the numerous sources which can be used to provide monetary assistance for the facilities and programs outlined in this plan. Each of the funding programs discussed below is very competitive as transportation monies are limited. As such, all potential sources need to be considered. Throughout the submission process for funding the implementation of recommendations on NYS Routes 15A and 251, it is vital to keep NYSDOT up to date on the funding requests as they own, maintain, and operate the roadways. The following quick-reference table (Table 2) includes more detail for the funding sources described in this Chapter.

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Table 2 - Funding Quick Reference Table		
Funding Source	Category	Relevant Project Type (s)
Surface Transportation Program	Federal	Bicycle transportation and pedestrian walkways; modification of sidewalks to comply with ADA; recreational trail projects; Scenic Byway projects; SRTS projects
Highway Safety Improvement Program	Federal	Intersection safety improvement, pavement and shoulder
		widening; bicycle/pedestrian/disabled person safety
		improvements; traffic calming; installation of yellow green signs at pedestrian and bicycle crossings and in school zones; transportation safety planning; road safety audits; improvements consistent with FHWA publication "Highway
		Design Handbook for Older Drivers and Pedestrians"; safety improvements for publicly owned bicycle and pedestrian pathway or trail
Transportation Alternative Program	Federal	Bicycle and pedestrian facilities; Safe routes for non drivers projects and systems; preservation of abandoned railway corridors including for pedestrian and bicycle trails
Congestion Management and Air Quality	Federal	Bicycle and Pedestrian Facilities
CHIPS (Consolidated Local, State, and Highway Improvement Program)	State	Bike lanes and wide curb lanes
National Park Service Land and Water Conservation Fund (LWCF) Grants	Federal	Parks and recreation facilities, including trails and greenways
<u>Community Development Block Grant Program (CDBG)</u>	State	Streets, curbs, and Sidewalks
<u>Green Innovation Grant Program (GIGP)</u>	State	Green infrastructure including porous sidewalks and pavement

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The primary funding programs that the recommendations of the Plan are eligible for are apportioned by the Federal Highway Administration (FHWA) to New York State.

- Surface Transportation Program (STP)(Federal) – Funds may be used for the construction of bicycle transportation facilities and pedestrian walkways, as well as many other related facilities (bicycle parking, bike-transit interface, etc.). Transportation Alternative projects are eligible for STP funds. Modifications of public sidewalks to comply with the Americans with Disabilities Act (ADA) are also covered.
- Highway Safety Improvement Program (HSIP)(Federal) – Funds may be used for bicycle- and pedestrian-related highway safety improvement projects, strategies and activities on a public road that are consistent with a State strategic highway safety plan. Projects could include intersection safety improvement, pavement and shoulder widening; bicycle/pedestrian/disabled person safety improvements; traffic calming; installation of yellow-green signs at pedestrian and bicycle crossings and in school zones; transportation safety planning; road safety audits; improvements consistent with FHWA publication “Highway Design Handbook for Older Drivers and Pedestrians;” safety improvements for publicly owned bicycle and pedestrian pathway or trail.
- Transportation Alternatives Program (TAP)(Federal) – NYSDOT administers this program for municipalities outside of the Rochester Urban Area, including the Town of Rush. Per the NYSDOT *Transportation Alternatives Program (TAP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program Carbon Reduction Program (CRP) Solicitation Guidebook* from May 2023, the TAP project categories that would apply to the recommendations of the Plan include:
 - ◆ “Planning, Design and Construction of On-road and Off-road Facilities for Pedestrians, Bicyclists and Non-Motorized Transportation Users;”
 - ◆ “Construction, Planning and Design of Infrastructure-Related Projects to Provide Safe Routes for Non-drivers to Access Daily Needs;” and

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- ◆ "When integrated with work in another category above: Environmental storm water management activities."

NYSDOT is not eligible to sponsor a TAP-funded project but may partner with eligible entities, including local governments, to advance projects on their system. In the last round of TAP, the maximum award for any single project was \$5 million and the minimum was \$250,000. Projects require that a minimum of 20 percent of the project cost be borne by the sponsor.

- Congestion Mitigation and Air Quality Improvement Program (CMAQ)(Federal) – To be eligible to receive CMAQ funds, the project must be located in an area that either doesn't meet at least one current National Ambient Air Quality Standard (NAAQS) or didn't meet a previous one. Monroe County was part of the Rochester Nonattainment Area that did not meet the 1997 NAAQS for ground-level ozone. Per the NYSDOT *Transportation Alternatives Program and Congestion Mitigation and Air Quality Improvement Solicitation Guidebook* from May 2023, the following CMAQ eligible project category that would apply to the Plan recommendations include
 - ◆ "Pedestrian and bicycle facilities such as new, improved, or gap connecting bicycle commuter paths, and new, substantially improved or gap connecting sidewalks;"

CMAQ funds can only be programmed for projects that can demonstrate that they will reduce emissions. In the last round of CMAQ, the maximum award for any single project was \$5 million and the minimum was \$250,000. Projects require that a minimum of 20 percent of the project cost be borne by the sponsor.

- National Park Service Land and Water Conservation Fund (LWCF) Grants (Federal) – This federal funding source was established in 1965 to provide "close-to-home" parks and recreation opportunities to residents throughout the United States. Money for the fund comes from the sale or lease of nonrenewable resources, primarily federal offshore oil and gas leases, and surplus federal land sales. LWCF grants can be used by communities to build a variety of parks and recreation facilities, including trails and greenways. LWCF funds are distributed by the National Park Service to the states annually. Communities must match LWCF grants with 50 percent of the local project costs through in-kind services or cash. All projects funded by LWCF grants must be used exclusively for recreation purposes, in perpetuity. Projects must be in accordance with each State's Comprehensive Outdoor Recreation Plan.

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The TAP and CMAQ funds would be appropriated for the sidewalks and bicycle facilities. Combining the multiple recommendations for the application could make for a more attractive presentation.

Recommendations of the Plan are eligible for two other FHWA programs: Surface Transportation Program Block Grant Program (STBG), and the Highway Safety Improvement Program (HSIP). A competitive program, STBG, is administered regionally. To be awarded HSIP funds, a project must be able to demonstrate that it will improve safety. These two FHWA funding programs are not considered as viable as the funding opportunities via NHPP, TAP (including RTP), and CMAQ.

Other potential funding programs that were made available through the Consolidated Funding Application (CFA) process administered by Empire State Development Corporation the Finger Lakes Regional Economic Development Council. Community Development Block Grant Program (CDBG) – New York State makes CDBG funds from the United States Department of Housing and Urban Development available through the Governor's Regional Economic Development Process, requiring that a CFA be completed. NYS has made more than \$100 million available in grant resources through various sources within its Office of Community Renewal (OCR) as part of the 2025 CDBG program. Sidewalks are an eligible use under the CDBG Public Facility program.

- Green Innovation Grant Program (GIGP) – New York State makes GIGP funds through the NYS Environmental Facilities Corporation available through the Governor's Regional Economic Development Process, requiring that a CFA be completed. A maximum of \$60 million in GIGP funds were allocated through this process in 2025. Sidewalks are an eligible use under the GIGP provided they are constructed with permeable pavements.
- Environmental Protection Fund Grants Program for Parks, Preservation and Heritage (EPF) - New York State makes EPF funds through the NYSOPRHP available through the Governor's Regional Economic Development Process, requiring that a CFA be completed. A maximum of \$26 million in EPF funds were allocated through this process in 2025. Trails are an eligible use under the EPF provided they connect "*already-protected state and local lands, historic sites, greenways, trails and waterways.*"

State and local sources of funding would include using Consolidated Local Street and Highway Improvement Program (CHIPS) funds apportioned to the Town of Rush by the NYSDOT for projects on residential side streets the Town owns and

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operates within the hamlet. It is recommended that a formal tradeoff analysis be conducted to determine what the implications would be for pavement conditions on local roads if CHIPS funds were programmed to the recommendations of the Plan. Another option would be to establish a sidewalk district to both raise funds for construction and pay for O&M.

Another potential funding source includes the GTC Transportation Improvement Program (TIP) as it taps into several of the funding sources mentioned above. The TIP identifies and schedules the specific transportation improvements in the region that will receive federal funding in the near term (3 to 5 years). Projects included in the TIP typically emerge from infrastructure needs identified by member agencies and recommendations identified in projects (such as this study) and programs in the Unified Planning Work Program (UPWP).

Follow-On Activities

It is suggested that two specific follow-on activities be advanced in the near future.

3. The Town of Rush has been successful at identifying high-quality projects, obtaining funding, and delivering them in a high-quality and timely manner. The Plan provides the tool for the Town of Rush, Monroe County, and other partners to proactively engage state and federal officials and ensure they are aware of the not only the project and why it's important but also that it is a priority for residents and businesses. This advocacy ensures that when a request for funding is considered, there is no question about the commitment of the local community to seeing it through.
4. The materials from the most recent solicitation of CMAQ/TAP, including the *Transportation Alternatives Program and Congestion Mitigation and Air Quality Improvement Solicitation Guidebook* and application, dated May 2023 should be reviewed. The timing of the next solicitation has not yet been determined by NYSDOT. Given that the federal requirements for the programs (e.g., eligible activities, federal/non-federal cost shares, etc.) have not changed since the last round, the process and application overseen by NYSDOT may not be significantly different in the next solicitation. The Town of Rush should work with NYSDOT prior to the solicitation to determine how best to request

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funds for the non-motorized recommendations of the Plan through a CMAQ/TAP application (e.g., either individual eligible projects or multiple recommendations of the Plan as part of an interconnected program).

Conclusion

Over the past decade, the Town of Rush has made a committed effort to find implementable solutions that improve accessibility for pedestrians and bicyclists to parks, trails, business and recreation areas within the community. Enhancing the overall safety on the primary roadway within the hamlet has a direct correlation to the quality of life and economic opportunities that follow for small businesses and future land development. A strong case has been made that the funding for these improvements should come from Federal and State transportation and economic development programs. If funding from these sources does not materialize, there are mechanisms that would allow the Town to raise the revenues to complete these projects on their own. Individual improvement strategies can be implemented in various stages as opportunities and funding becomes available. However, once layered together the recommendations will have a transformative effect on how drivers, pedestrian, and bicyclists experience and enhanced quality of life while making their way around the hamlet.

The pedestrian and bicycle accessibility improvement strategies highlighted by the Plan will enhance health, wellness and safety for all users and complement the Town of Rush's vision to enhance the quality of life by enhancing walking and bicycling within the Hamlet of Rush and throughout the Town of Rush.

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October 2025