Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan

APPENDICES

WELCOME TO RUSH EST. 1818

GTC

TYLin

October 2025

Appendix A - Committee Materials and Presentations

- **March 26, 2024 Meeting Agenda & Presentation**
- **May 13, 2024 Meeting Agenda & Presentation**
- **June 12, 2024 Meeting Agenda & Presentation**
- **September 24, 2024 Meeting Agenda & Presentation**

TYLin

MEETING AGENDA

MEETING TITLE	The Town of Rush Ped/Bike Safety & Connectivity Plan Kick-off Meeting
DATE AND TIME	Tuesday, March 26, 2024, 10:00 a.m.-12:00 p.m.
LOCATION	Rush Town Hall - 5977 East Henrietta Road, Rush, NY 14543
ATTENDEES	Project Advisory Committee, TYLin Team
ORGANIZED BY	Christine Bianchi, TYLin

Meeting Objective

To engage the Project Advisory Committee (PAC) through an introduction of the Town of Rush Pedestrian/Bicycle Safety & Connectivity Plan and a review of the Project Work Plan and Public Participation Plan, leading to a discussion on goals and objectives for the Plan relative to existing and planned conditions.

Agenda

1. Introductions
    a. Who you are and your expectations for the Plan.
2. Confirm Meeting Objective
    a. Why we're here and what we should seek to achieve in our time together.
3. Project Work Plan
    a. Study purpose, area covered, background, scope of services, schedule, budget, etc.
4. Public Participation Plan
    a. Public meetings, stakeholder interviews, focus groups, etc.
5. Existing and Planned Conditions
    a. Current strengths and weaknesses of the multi-modal network relative to safety, comfort, and interconnection.
    b. Future opportunities and threats that should be maximized and mitigated.
6. Goals and Objectives
    a. Consider the desired state of the multi-modal network and the associated characteristics that will make that desired state a reality in the future.
7. Other Items
8. Select Next Meeting Date
9. Adjourn

Please contact Christine Bianchi regarding any additions, deletions or changes to this agenda. Christine may be reached via email at Christine.Bianchi@tylin.com or via telephone at (585) 512-2051.

TYLin

Genesee Transportation Council

The Town of Rush Pedestrian/Bicycle Safety & Connectivity Plan

Project Advisory Committee Kickoff Meeting

March 26, 2023

Introductions

Opportunity for members of the Project Advisory Committee to share their expectations for the Plan with other members and the TYLin Team.

Please state who you are/who you represent and describe in a few short sentences what you think would be the ideal outcome of the Plan

Agenda

- Introductions
- Confirm Meeting Objective
- Project Work Plan
- Public Participation Plan
- Existing and Planned Conditions
- Goals and Objectives
- Other Items
- Next Meeting Date

Our Approach

Guiding Principles

Safety & Mobility for Everyone

- Rush should be walkable and bikeable
- Preparing for the inevitable

Appropriate for Rush

- It's all about safety and distinctiveness
- Emphasizing unique assets

Ready to Advance

- Building on previous work
- Putting the Town's best foot forward

Confirm Meeting Objective

Introduce the Study, review how it will be conducted (scope, schedule, and public participation), and discuss goals and objectives based on existing and planned conditions

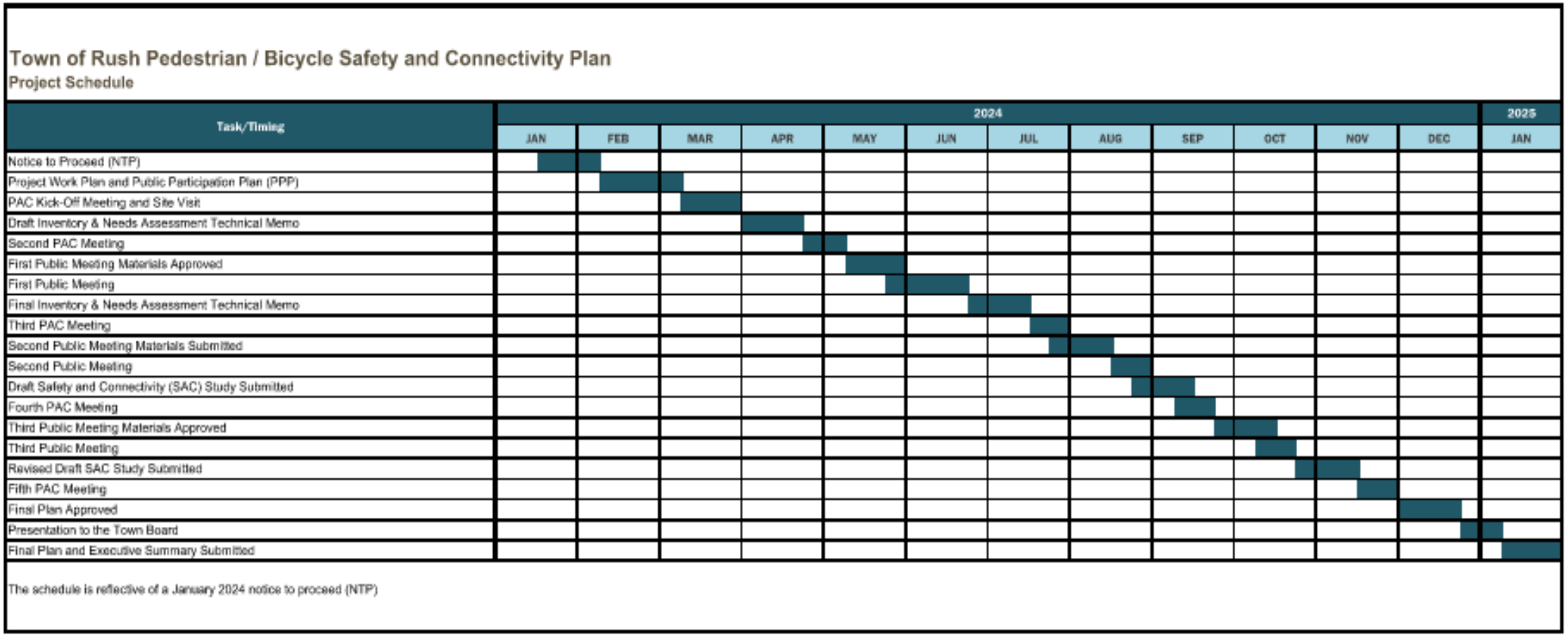
Project Work Plan

Guides the technical work of the Study

- Purpose and Area Covered
- Background
- Scope of Services
- Schedule
- Budget
- Organizational Chart
- Risk Assessment and Management
- Change Log

Target Schedule

Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan
Project Schedule



The schedule is reflective of a January 2024 notice to proceed (NTP)

Public Participation Plan

Ensure stakeholders have sufficient opportunity to comment on the Study

- Three public meetings
  - 1st meeting on conditions and needs
  - 2nd meeting on draft recommendations and alternatives
  - 3rd meeting presentation of final recommendations
  - Advertise prominently
  - Hold at accessible location and convenient times
- Focus group of Rush business owners and residents

Existing and Planned Conditions

Multiple existing sources will be supplemented with new data collected for this project

- Recommendations from current plans and studies
- Traffic volumes, crashes, parking spaces, travel times
  - Automobiles, trucks, bicycles, and pedestrians to extent possible
- Volumes and turning movements to be collected at three key intersections
- Programmatic initiatives
- Land use characteristics

Goals and Objectives

Examples of Goals and Objectives

- Residents and visitors will be able to travel safely regardless of age, ability, or mode of travel
  - Improve walkability and cycling within the Hamlet and provide connections to residential neighborhoods.
  - Balance the needs of all mode of transportation
- The transportation network will complement land use
  - Identify opportunities to increase and improve bicycle parking and connectivity
- Recommendations of the Study will be ready to advance to implementation
  - Build on previous work to further define project scopes and costs
  - Position the Town of Rush to obtain State and Federal funding to implement recommendations

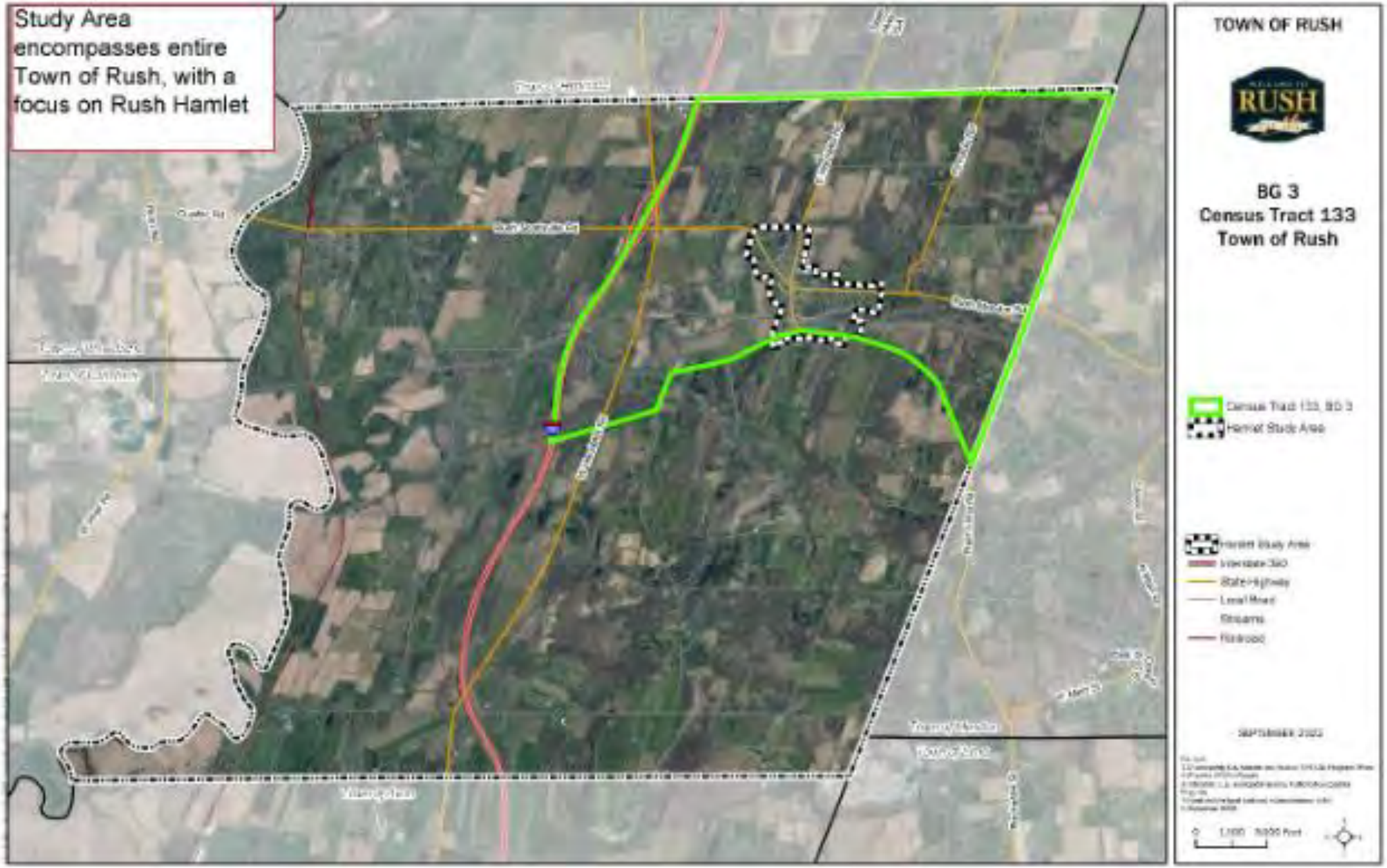
Other Items

Your thoughts

- For today's meeting
- For future discussion

Next steps

- Compile existing data and information
- Collect new data
- Prepare Inventory of Existing & Planned Conditions/Needs Assessment Technical Memo for your review


Study Area encompasses entire Town of Rush, with a focus on Rush Hamlet
TOWN OF RUSH
RUSH
BG 3
Census Tract 133
Town of Rush

Q & A

Your thoughts, comments, and questions

What can we speak to further about our approach?

Is there additional detail about the scope of work that we can provide?

How can we convince you that we're the right partners for the project?

TYLin

MEETING AGENDA

MEETING TITLE	Town of Rush Ped/Bike Safety & Connectivity Plan - 2nd PAC Meeting
DATE AND TIME	Monday, May 13, 2024, 10:00 a.m.-12:00 p.m.
LOCATION	Rush Town Hall - 5977 East Henrietta Road, Rush, NY 14543
ATTENDEES	Project Advisory Committee, TYLin Team
ORGANIZED BY	Christine Bianchi, TYLin

Meeting Objective

To review with the Project Advisory Committee (PAC) the draft inventory & needs assessment technical memo and to discuss the initial findings of the needs assessments. The objective of this meeting is to discuss the existing conditions and to identify and establish the necessary materials for the first public meeting and stakeholder interviews.

Agenda

1. Confirm Meeting Objective
    a. Why we're meeting, what we should seek to achieve in our time together.
2. Meeting minutes from our kick-off meeting
3. Project Work Plan and Public Participation Public Participation Plan
    a. Comments received on the PPP and PWP
4. Data Collection
5. Draft Conditions and Needs Technical Memo
6. Project Website
7. Potential Stakeholders
    a. Discuss potential stakeholders and possible options to gain their prospective on the needs of their businesses and the Hamlet.
8. Public "Town Hall" Meeting
    a. Potential dates
    b. Meeting goals
9. Select Next PAC Meeting Date
10. Walking tour of the Hamlet – (30 to 45 mins)

Please contact Christine Bianchi regarding any additions, deletions or changes to this agenda. Christine may be reached via email at Christine.Bianchi@tylin.com or via telephone at (585) 512-2051.

TYLin

Genesee Transportation Council

The Town of Rush Pedestrian/Bicycle Safety & Connectivity Plan

Project Advisory Committee Kickoff Meeting

March 26, 2023

GENESEE TRANSPORTATION COUNCIL

The Metropolitan Planning Organization for the Genesee-Finger Lakes Region

Agenda

- Confirm Meeting Objective
- Discuss Meeting Minutes (March 26,2024)
- Project Work Plan and Public Participation Plan
- Data Collection
- Draft Conditions and Needs Technical Memo
- Project Website
- Potential Stakeholders
- Public – Open House Meeting
- Schedule
- Other Items
- Next Meeting Date

Confirm Meeting Objective

Discuss the initial findings of the needs assessment technical memo and to identify the ways to engage stakeholders and the public.

Meeting Minutes (March 26, 2024)

- Questions?
- Revisions

Data Collection

Sample of Data Collected to Establish Existing Conditions for the Study

- Turning Movement Counts (w/ Truck and Pedestrian Volume)
- Signal Timing
- Crashes
- Parking Inventory
- Striping Needs
- INRIX Data
- Sidewalk Inventory
- As Built Plans
- Zoning

Conditions and Needs Technical Memo

- Discussion
- Comments/Ideas

Existing and Planned Conditions

Multiple existing sources will be supplemented with new data collected for this project

- Recommendations from current plans and studies
- Traffic volumes, crashes, parking spaces, travel times
  - Automobiles, trucks, bicycles, and pedestrians to extent possible
- Volumes and turning movements to be collected at three key intersections
- Programmatic initiatives
- Land use characteristics

New Turning Movement Counts

Project Website

Coordination with GTC and Highland Planning

- Public Engagement Strategies
  - Project Information, details, contacts
  - Engagement questions
  - Social media links
  - Advertise meetings
- Links to observe meetings
- One Locations for all engagement material and comments

Public Engagement Strategy

Ensure stakeholders have sufficient opportunity to comment on the Study

- Three public meetings
  - 1st Meeting – "Town Hall" meeting
  - 2nd Meeting - Potential Alternatives
  - 3rd Meeting – Presentation of Alternatives
- Focus groups
- Discussions with stakeholders, church

Goals and Objectives

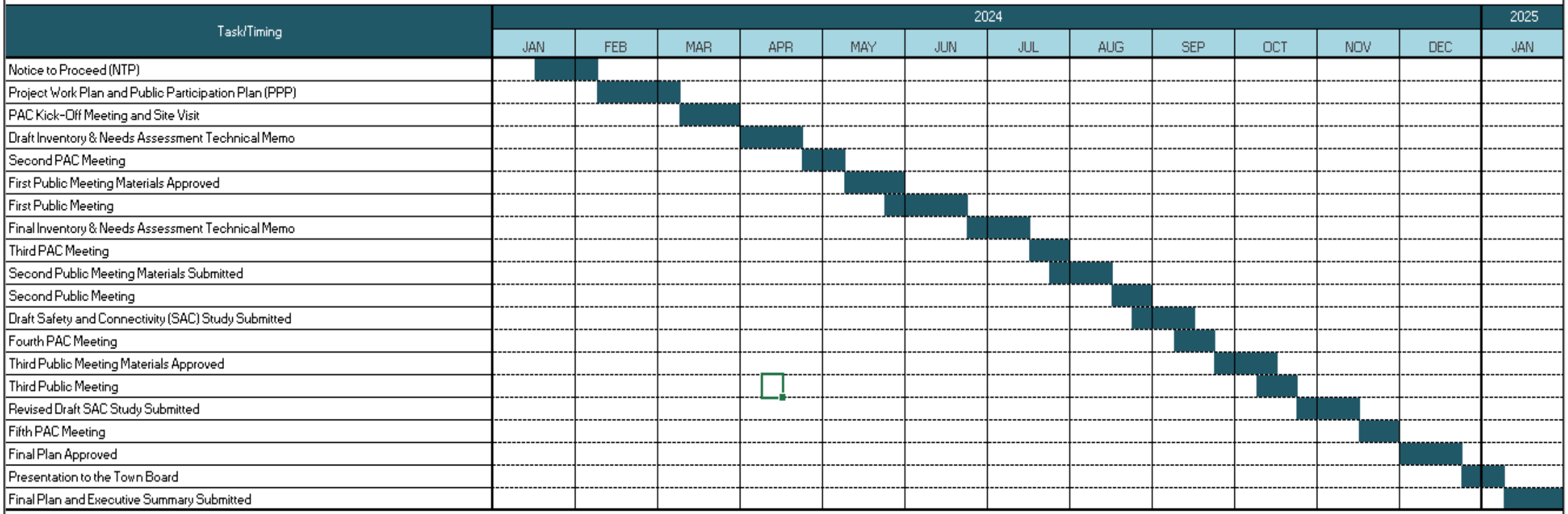
Examples of Goals and Objectives

- Residents and visitors will be able to travel safely regardless of age, ability, or mode of travel
  - Improve walkability and cycling within the Hamlet and provide connections to residential neighborhoods.
  - Balance the needs of all mode of transportation
- The transportation network will complement land use
  - Identify opportunities to increase and improve bicycle parking and connectivity
- Recommendations of the Study will be ready to advance to implementation
  - Build on previous work to further define project scopes and costs
  - Position the Town of Rush to obtain State and Federal funding to implement recommendations

Target Schedule

Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan

Project Schedule



The schedule is reflective of a January 2024 notice to proceed (NTP)

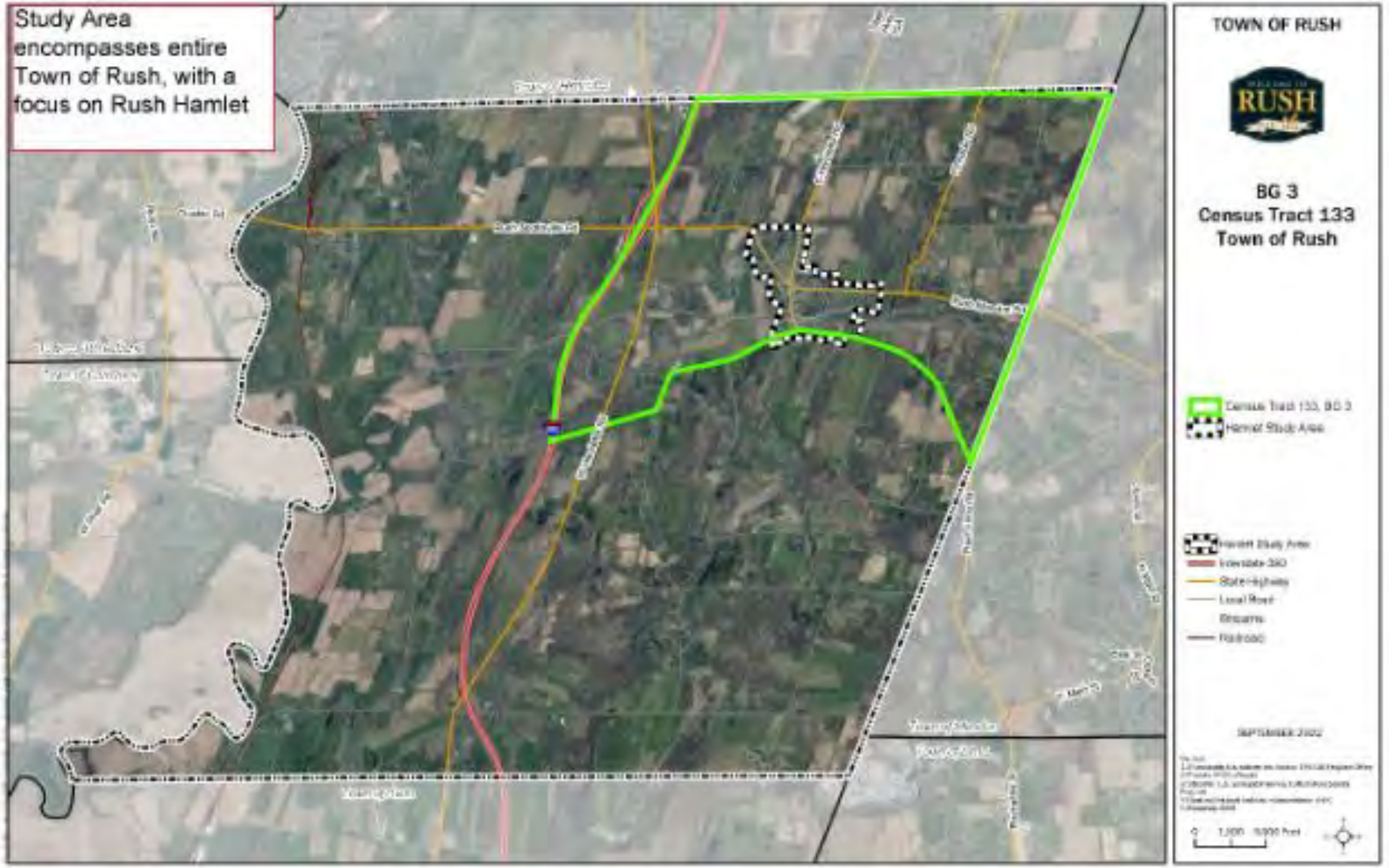
Other Items

Your thoughts

- For today's meeting
- For future discussion

Next steps

- Consult Stakeholders
- Planning Materials for initial "Public Town Hall" Meeting
- Finalize Inventory of Existing & Planned Conditions/Needs Assessment Technical Memo
- Identify Design and Policy Recommendations


Study Area encompasses entire Town of Rush, with a focus on Rush Hamlet
TOWN OF RUSH
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Census Tract 133
Town of Rush

TYLin

MEETING AGENDA

MEETING TITLE	Town of Rush Ped/Bike Safety & Connectivity Plan – 3rd PAC Meeting
DATE AND TIME	Wednesday, June 12, 2024, 2:00 p.m.-3:00 p.m.
LOCATION	Teams Meeting
ATTENDEES	Project Advisory Committee, TYLin Team
ORGANIZED BY	Christine Bianchi, TYLin

Meeting Objective

To review with the Project Advisory Committee (PAC) and discuss the public meeting materials, the website and the stakeholder interview questionnaire.

Agenda

1. Meeting minutes from the 2nd PAC meeting
2. Project Website Update/Rollout
3. List of Stakeholders
    a. Discuss potential engagement questions to send to stakeholders.
4. Public "Town Hall" Meeting Agenda
    a. Meeting Format
    b. Meeting Promotion
    c. Participants
    d. Timeline of Events
    e. Roles and Responsibilities
    f. Meeting Materials - Boards
5. Select potential dates for the next PAC Meeting Date (2 weeks after the Public Meeting)

Please contact Christine Bianchi regarding any additions, deletions or changes to this agenda. Christine may be reached via email at Christine.Bianchi@tylin.com or via telephone at (585) 512-2051.

A public “Town Hall” meeting has been scheduled for the Town of Rush Pedestrian/Bicycle Safety & Connectivity Plan on Tuesday, June 25, 2024 from 6:00 p.m. to 8:00 p.m.

The meeting is open to the public. Individuals will have the opportunity to participate in person and via a dedicated webpage www.publicinput.com/connectrush. People will have the opportunity to submit questions and comments, a dedicated email, text, or leave a recorded voice message.

You will receive an email message with all the details. The sender of the message will appear as connectrush@publicinput.com

Please spread the word about this safety & connectivity study and the opportunity to comment. You can forward that message on to anybody who think would be interested in pedestrian and bicycle safety and connectivity through the Town of Rush. This could include your membership, business owners, friends, etc. If you are the President of an organization, please forward the message on to your members.

If you have social media accounts, feel free to spread the word. Attached are appropriately sized graphics for Twitter and Facebook. Please tag or mention @GTCMPO in your social posts! Or, if you prefer, you can share GTC’s Facebook post (https://www.facebook.com/GTCMPO) or GTC’s Twitter post (https://twitter.com/GTCMPO) from their accounts.

Hope you join us!

Best,
Dan

TYLin

MEETING AGENDA

MEETING TITLE	Town of Rush Ped/Bike Safety & Connectivity Plan – 4th PAC Meeting
DATE AND TIME	Tuesday, September 24, 2024, 10:00 a.m.-11:30 a.m.
LOCATION	Rush Town Hall (5977 E Henrietta Rd, Rush, NY 14543)
ATTENDEES	Project Advisory Committee, TYLin Team
ORGANIZED BY	Christine Bianchi, TYLin

Meeting Objective

To review with the Project Advisory Committee (PAC) and discuss the Public Meeting summary and comments.

Agenda

1. Meeting Summary from the Public "Town Hall" Meeting
2. Meeting Comments received
3. Project Website
4. Stakeholders - Engagement questions
5. Potential Alternatives
6. Timeline of Events
7. Updated Calander
8. Select potential dates for the next meeting

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Genesee Transportation Council

The Town of Rush Pedestrian/Bicycle Safety & Connectivity Plan

Project Advisory Committee Meeting

September 24, 2024

GENESEE TRANSPORTATION COUNCIL

The Metropolitan Planning Organization for the Genesee-Finger Lakes Region

Agenda

- Summary from the Public “Town Hall” Meeting
- Meeting Comments Received
- Project Website Comments
- Stakeholders - Engagement Questions
- Potential Alternatives
- Timeline of Events
- Updated Calander
- Next Meeting Date

Public “Town Hall” Meeting Summary

Tuesday, June 25th
26 people in attendance

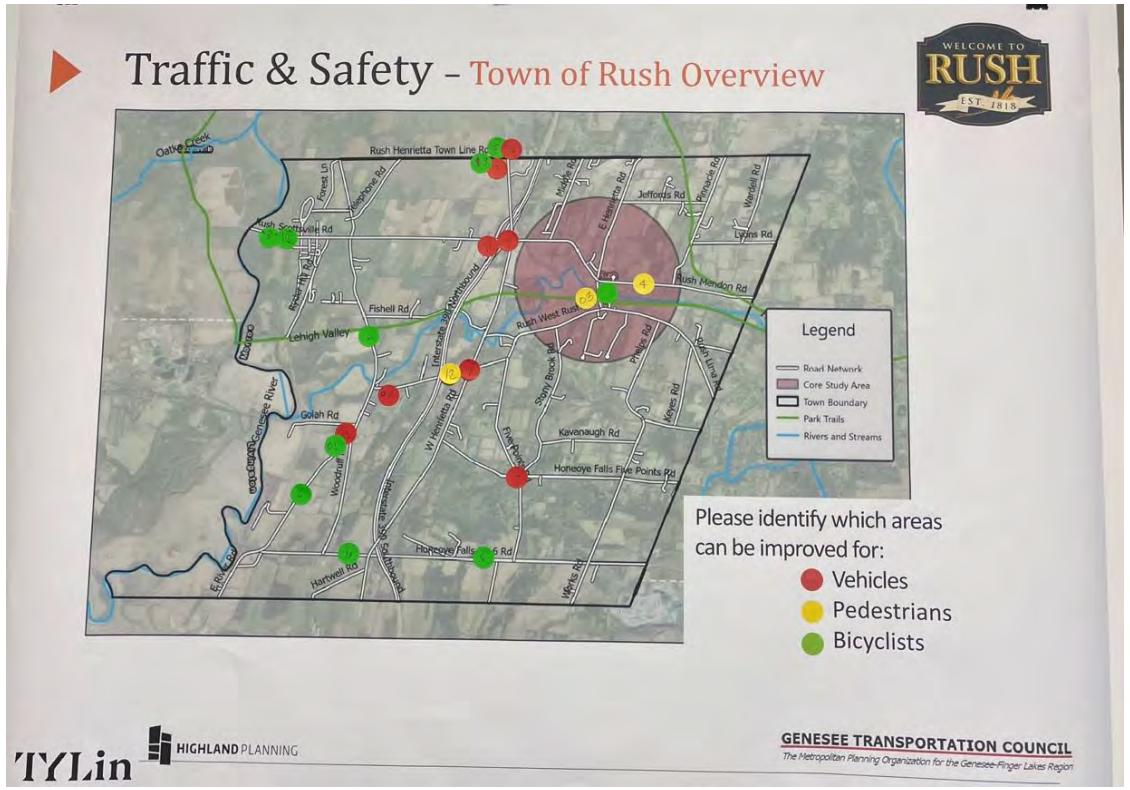
- Open house format for members of the public to drop in and provide feedback any time within the two-hour period.
- A reoccurring slide show presentation with project information was available for attendees to view.
- Four stations were set up around the room to provide information and the opportunity to solicit input on existing and planned conditions.

Board Stations Included:

1. Project Overview
2. Existing Conditions
3. Community Vision Station
4. Safety and Connectivity Challenges/Opportunities

Public “Town Hall” Meeting Summary

Town of Rush Traffic & Safety Overview - Summary of Comments



Intersections and Segments

- RHTL Road and West Henrietta Road –
  - Fatalities at this intersection.
  - RHSD will not allow buses to cross at this intersection.
  - Lots of bike traffic.
- Route 251 –
  - Motorists travel too fast.
  - Don’t feel safe in yard.
  - Sight distance issue on NB approach.
  - Bicycle lanes are needed toward Scottsville and back near and beyond the Genesee Valley Green Way.
  - Between the Railroad Museum and River Road, there are 4 public access sites within a half mile stretch. The posted speed limit is 55mph and 35 mph at the Railroad Museum. High accident area and would like to see a reduced posted speed limit of 35 mph for the entire road.
- Near the Park and Ride -
  - There is no access road that connects to 390 N.
  - The access road should be eliminated and converted to green space.
- West Rush Road -
  - WB from West Henrietta, the posted speed limit 55 mph with residences and people walking.
  - Would like to see the speed limit reduced to 35 mph along with other calming strategies

Public “Town Hall” Meeting Summary

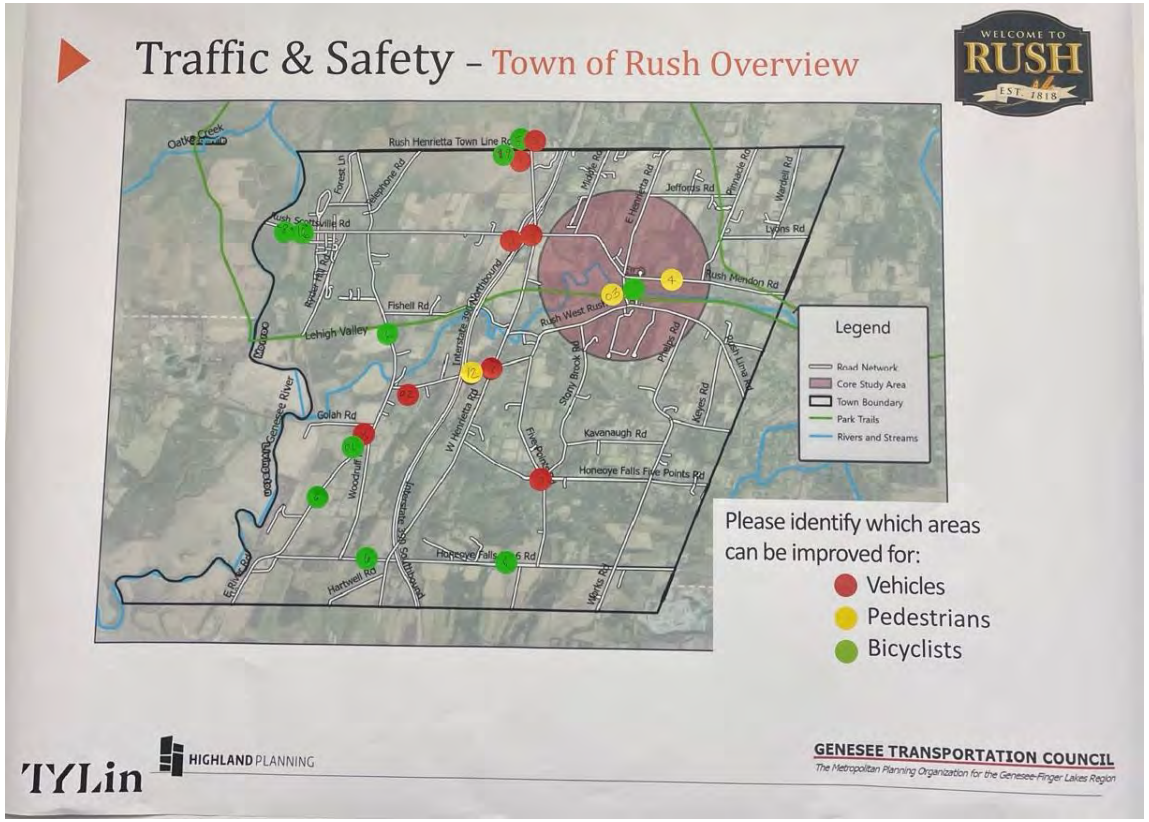
Town of Rush Traffic & Safety Overview - Summary of Comments

Intersections and Segments (cont.)

- Rush Hamlet –
  - Slow down traffic.
  - Add street trees.
  - Add bike lanes.
  - Extend the sidewalks to the north, west, and east

General

- Cyclists –
  - Shoulders are too small and pose a danger.
  - Gravel shoulder back up area is dangerous.
  - Cars and trucks travel too fast and do no provide enough leeway for cyclists
- High Crash Locations
  - Several intersections have a serious accident track record including deaths.
  - Can a “dangerous intersection ahead” sign be posted ahead of those?
- Improve signage, reduce speed and improve visibility. Unsafe for bicycles and cars, existing drivers.
- Speeding is excessive of the 30mph posted speed.
- Impossible to cross this street as a pedestrian and cyclist



Public “Town Hall” Meeting Summary

Hamlet Traffic & Safety Overview - Summary of Comments

General

- Bike pedestrian access to library and fields, bike racks, safe crossing
- Rush Lima Road –
  - Speed limits are too high in the Hamlet, adjacent to it all the way to Mendon.
  - There are many more residences there then previously
  - Fatal accidents and other accidents have occurred and continue.
  - High speed limits (55mph) NB on E. Henrietta Rd. between Chases and Leary school.
- Rush West Rush Road and W. Henrietta Road –
  - Intersection is dangerous-cars go to fast.
  - Signage is not well placed and clear
- Crosswalk -
  - Feels unsafe, low visibility crosswalk, speeding vehicle
- Trail –
  - Standing water on side and on trial poor drainage
  - Wheel ruts inconsistent section-rough terrain
  - Often wet/muddy puddled area due to lack of drainage from south side to north side (and then to Honeoye Creek).
  - Snow melts, ponding, etc.

Project Website Comments

Provides a location for project information, outreach and social media links.

Survey data collection reflects Public Meeting data collection methodology.

- 267 Views
- 10 participants
- 9 subscribers

Project Stakeholders

Representatives from the following businesses and groups :

- Chase's Greenhouse and Florist
- Former Deputy Supervisor
- Library Board President
- Montesano's Pizzeria
- Papa's Auto Center
- Planning Board
- Reconnect Rochester
- Residents
- Rochester Bicycling Club
- Rush - Henrietta School District
- Rush Creekside Inn
- Rush Fire Department
- Rush Historical Society
- Rush Lions Club
- Rush Recreation and Park Association
- Rush Seniors
- Rush-Henrietta Rotary Club
- Seven Eleven
- Town Councilperson
- Town of Rush Supervisor Secretary
- Wildwood Country Club

How would you like to be involved in the project?

What do you hope to see with this project?

What challenges do you anticipate we may encounter?

How will you define success for this project?

What are your top priorities for this project?

Potential Alternatives

Multi-Use Trail

Rustic Stone Trail

2

Stone Dust Trail with Access to Water

1

Asphalt, Delineated Multi-Use Trail

4

Solid Surface Trail with Benches

5

Dirt Trail Adjacent to Waterway without Access

3

Potential Alternatives

Trailhead Access

Asphalt Trail with Fence and Overhead Lighting

2

Asphalt Trail with Low Laying Lighting

2

Parking Lot with Fixed Barriers at Trailhead

1

Removable Barriers at Trailhead

1

Potential Alternatives

Pedestrian / Bicycle Access

Rectangular Rapid Flashing Beacon (RRFP) and High Visibility Pedestrian and Bike Crosswalk

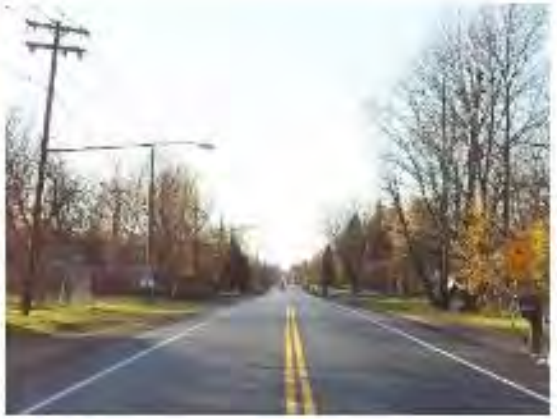
1

Wide Sidewalk with Decorative Lighting and Benches

2

Pedestrian Midblock Crossing

3



Roadway with Shoulders (No Dedicated Pedestrian or Bicycle Facilities)

4

Potential Alternatives

Intersections

Roundabout with Pedestrian Crossings

2

Signalized Intersection with Pedestrian Beacons

1

Uncontrolled Intersection with Pedestrian Crosswalk

3

Signalized Intersection in a Suburban Area without Protected Pedestrian Access

4

Timeline of Events

- Stakeholder Outreach (Sept.)
- Second Public Meeting (Oct.)
- Next PAC Meeting (Nov.)
- Third Public Meeting (Dec.)

Target Schedule

Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan

Project Schedule

Task/Timing	2024												2025	
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	Dec	Jan	Feb
Notice to Proceed (NTP)														
Project Work Plan and Public Participation Plan (PPP)														
PAC Kick-Off Meeting and Site Visit														
Draft Inventory & Needs Assessment Technical Memo														
Second PAC Meeting														
First Public Meeting Materials Approved (third PAC meeting - Teams)														
First Public Meeting														
Final Inventory & Needs Assessment Technical Memo														
Fourth PAC Meeting														
Second Public Meeting Materials Submitted														
Second Public Meeting														
Draft Safety and Connectivity (SAC) Study Submitted														
Fifth PAC Meeting														
Third Public Meeting Materials Approved														
Third Public Meeting														
Revised Draft SAC Study Submitted														
Sixth PAC Meeting														
Final Plan Approved														
Presentation to the Town Board														
Final Plan and Executive Summary Submitted														

The schedule is reflective of a January 2024 notice to proceed (NTP)

V2

Other Items

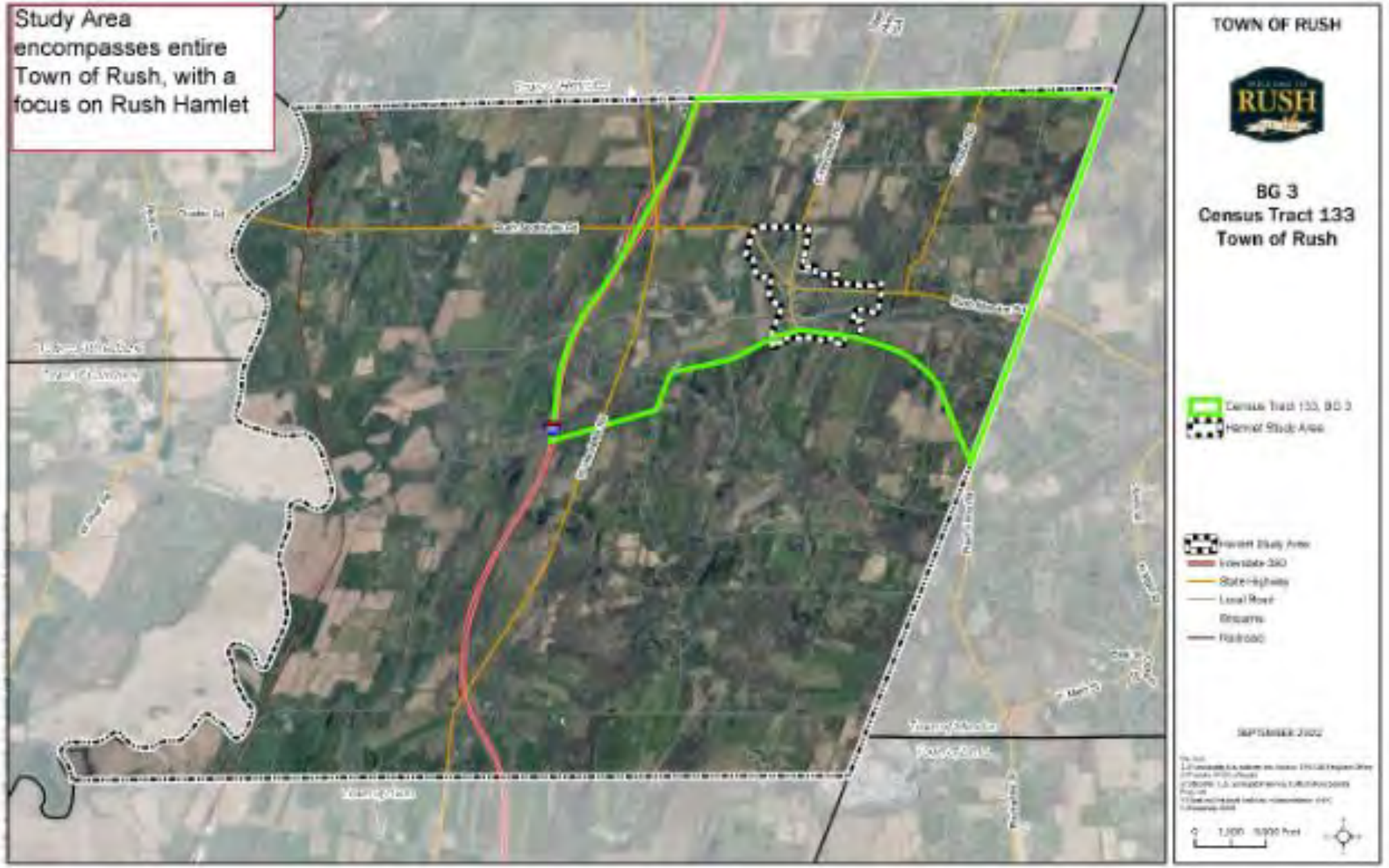
Your thoughts

- For today's meeting
- For future discussion

Next steps

- Consult Stakeholders
- Planning Materials for second Public meeting
- Draft Study
- Identify Design and Policy Recommendations

Town of Rush, NY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Appendix B – Traffic Counts and Speed Data

- **NYSDOT Traffic Hourly Reports**
- **NYSDOT Classification Count Reports**
- **NYSDOT Speed Count Reports**
- **Roadway Classification Map**
- **Annual Average Daily Traffic (AADT) Map**

Site 430756000000

Site Data

AADT
7,843
E: 3,744
W: 4,099

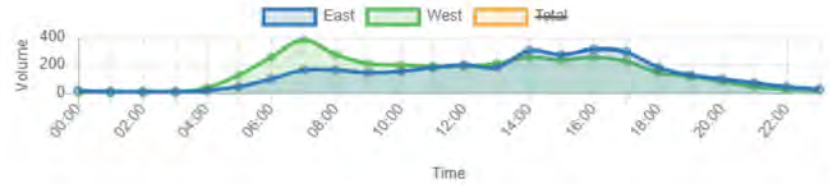
430756 - NY251 from RT 15 MANNS CORNERS to CR 88 MIDDLE RD
City: Rush **County:** Monroe
Route number: 251
Functional class: 4U - Minor Arterial (Urban)

Count History

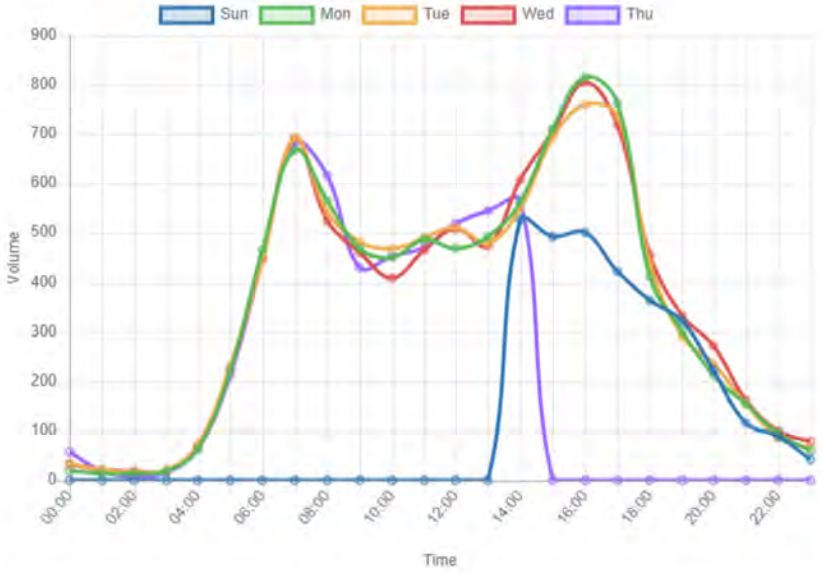
Year	Month	Count type	Weekend Duration	Workweek Duration	Duration
2022	August	Volume	10 hours	81 hours	97 hours
2019	March	Class	0 hours	88 hours	90 hours
2017	April	Volume	0 hours	92 hours	92 hours
2014	July	Volume	0 hours	73 hours	73 hours
2011	August	Volume	0 hours	69 hours	69 hours

AADT Trend

Average Hourly Volume 2022



Daily Volume 2022



Vehicle Classification

1. Motorcycles 2 axles, 2 or 3 wheels.	4	0.06%
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	4,815	74.56%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	1,314	20.35%
Passenger Vehicles	6,133	94.97%
4. Buses 2- or 3-axle, full length.	53	0.81%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	193	2.99%
6. Single-unit trucks 3-axle, single-unit trucks.	19	0.29%
7. Single-unit trucks 4 or more axle, single-unit trucks.	1	0.01%
Medium Weight Trucks	266	4.11%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	33	0.51%

Site 430551000000

430551 - NY251 from CR 88 MIDDLE RD to RT 15A
City: Rush **County:** Monroe
Route number: 251
Functional class: 4U - Minor Arterial (Urban)

AADT
8,005
E: 3,949
W: 4,056

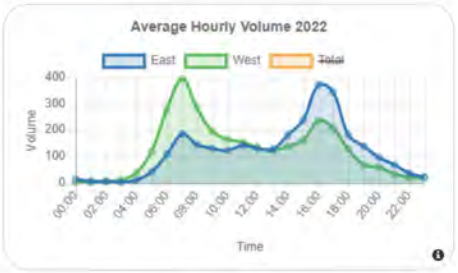
Site Data

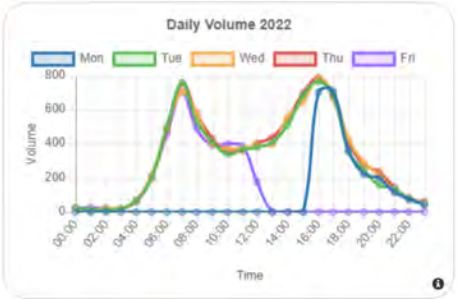
Annual Statistics

Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	Estimated	Actual	Estimated	Actual	Estimated	Estimated	Actual	Estimated	Estimated	**Actual**
AADT	9,048	8,703	8,488	8,763	8,740	8,459	8,970	7,620	8,225	**8,005**
Single-Unit Truck AADT	174	306	300	331	332	322	360	307	331	**434**
Combo-Unit Truck AADT	75	95	93	85	86	83	79	67	73	**66**
K-Factor	0.101	0.101	0.101	0.100	0.100	0.100	0.101	0.101	0.101	**0.097**
D-Factor	0.636	0.752	0.752	0.666	0.666	0.666	0.751	0.751	0.751	**0.614**
Speed 85th Percentile	44.2	47.7	47.7	47.6	47.6	47.6	48.1	48.1	48.1	**48.7**
DHV	914	879	857	876	874	846	906	770	831	**776**
DDHV	581	661	645	584	582	563	680	578	624	**477**
Truck AADT	249	401	393	416	418	405	439	374	404	**500**
Truck %	3%	5%	5%	5%	5%	5%	5%	5%	5%	**6%**

Count History

Year	Month	Count type	Weekend Duration	Workweek Duration	Duration
2022	February	Class	0 hours	92 hours	92 hours
2019	March	Class	0 hours	88 hours	89 hours
2016	August	Class	0 hours	72 hours	72 hours
2014	November	Class	0 hours	81 hours	81 hours
2010	August	Class	48 hours	101 hours	167 hours





Vehicle Classification

1. Motorcycles 2 axles, 2 or 3 wheels.	0	0.00%
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	4,169	70.76%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	1,351	22.93%
Passenger Vehicles	5,520	93.70%
4. Buses 2- or 3-axle, full length.	57	0.96%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	236	4.01%
6. Single-unit trucks 3-axle, single-unit trucks.	23	0.39%
7. Single-unit trucks 4 or more axle, single-unit trucks.	5	0.09%
Medium Weight Trucks	321	5.45%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	25	0.42%
9. Single-trailer trucks 5-axle, single-trailer trucks.	22	0.38%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	3	0.04%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	0	0%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	0	0%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	0	0.01%
Heavy Weight Trucks	50	0.85%

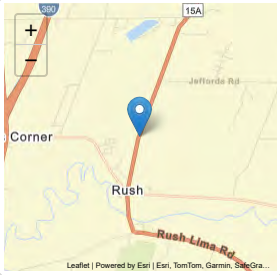
430757 - NY15A from RT 251 to TOWNLINE RD CR 67
City: Rush **County:** Monroe
Route number: 15A
Functional class: 4U - Minor Arterial (Urban)

AADT
3,132
N: 1,524
S: 1,608

Site Data

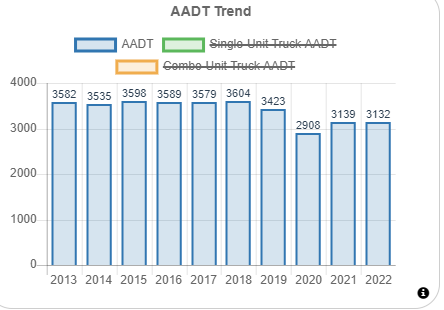
Annual Statistics

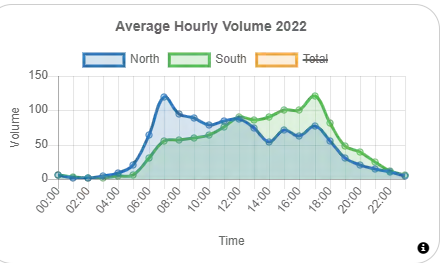
Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	Actual	Estimated	Estimated	**Actual**
AADT	3,582	3,535	3,598	3,589	3,579	3,604	3,423	2,908	3,139	**3,132**
Single-Unit Truck AADT	79	78	127	127	127	128	194	165	178	**128**
Combo-Unit Truck AADT	14	14	12	12	12	12	30	26	28	**3**
K-Factor	-	-	0.092	0.092	0.092	0.092	0.093	0.093	0.093	**0.094**
D-Factor	-	-	0.623	0.623	0.623	0.623	0.638	0.638	0.638	**0.592**
Speed 85th Percentile	-	-	54.4	54.4	54.4	54.4	56.4	56.4	56.4	**55.4**
DHV	-	-	331	330	329	332	318	270	292	**294**
DDHV	-	-	206	206	205	207	203	173	186	**174**
Truck AADT	93	92	139	139	139	140	224	191	206	**131**
Truck %	3%	3%	4%	4%	4%	4%	7%	7%	7%	**4%**

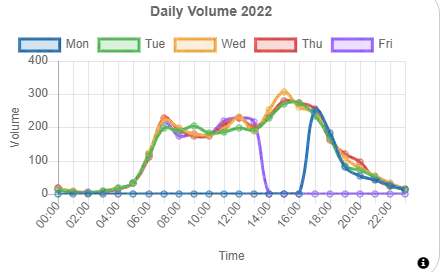


Count History

Year	Month	Count type	Weekend Duration	Workweek Duration	Duration
2022	February	Class	0 hours	91 hours	93 hours
2019	May	Class	48 hours	102 hours	174 hours
2015	October	Class	0 hours	60 hours	64 hours







Vehicle Classification

1. Motorcycles 2 axles, 2 or 3 wheels.	**0**	**0.01%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**1,778**	**77.39%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**411**	**17.91%**
Passenger Vehicles	**2,190**	**95.31%**
4. Buses 2- or 3-axle, full length.	**28**	**1.23%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	**62**	**2.69%**
6. Single-unit trucks 3-axle, single-unit trucks.	**9**	**0.38%**
7. Single-unit trucks 4 or more axle, single-unit trucks.	**1**	**0.04%**
Medium Weight Trucks	**100**	**4.34%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	**6**	**0.27%**
9. Single-trailer trucks 5-axle, single-trailer trucks.	**2**	**0.08%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	**0**	**0%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	**0**	**0%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	**0**	**0%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	**0**	**0%**
Heavy Weight Trucks	**8**	**0.35%**

435389 - NELSON PKWY from RT251 to CUL DE SAC
City: Rush **County:** Monroe
Functional class: 7U - Local (Urban)

AADT
59
S: 33
N: 26

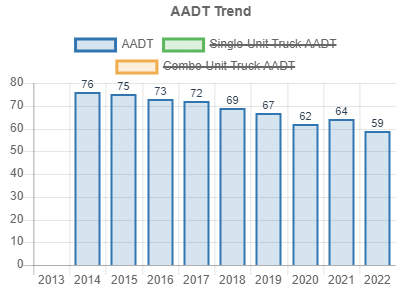
Site Data

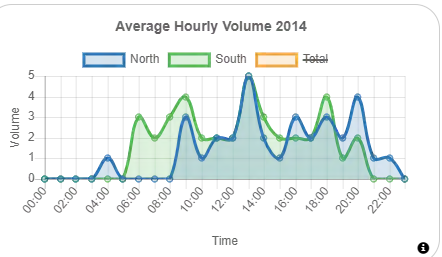
Annual Statistics

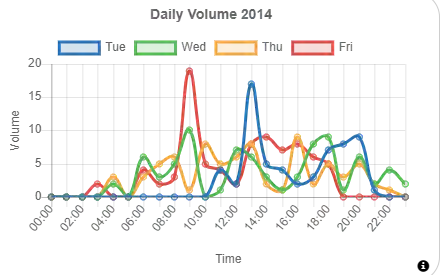
Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	-	Actual	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	**Estimated**
AADT	-	76	75	73	72	69	67	62	64	**59**
Single-Unit Truck AADT	-	2	2	2	2	2	2	2	3	**2**
Combo-Unit Truck AADT	-	-	-	-	-	-	1	-	-	**-**
K-Factor	-	0.133	0.133	0.133	0.133	0.133	0.133	0.133	0.133	**0.133**
D-Factor	-	0.545	0.545	0.545	0.545	0.545	0.545	0.545	0.545	**0.545**
DHV	-	10	10	10	10	9	9	8	9	**8**
DDHV	-	6	5	5	5	5	5	4	5	**4**
Truck AADT	-	-	-	-	-	-	3	-	-	**-**
Truck %	-	-	-	-	-	-	4%	-	-	**-**

Count History

Year	Month	Count type	Weekend Duration	Workweek Duration	Duration
2014	June	Volume	0 hours	73 hours	80 hours







Vehicle Classification

No data available in table

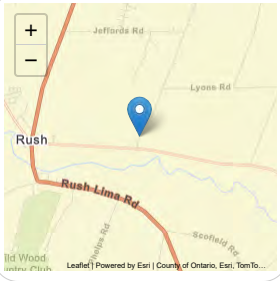
432086 - CR92 PINNACLE RD from NY 251 to HENRIETTA T/L
City: Rush **County:** Monroe
Functional class: 4U - Minor Arterial (Urban)

AADT
791
N: 355
S: 436

Site Data

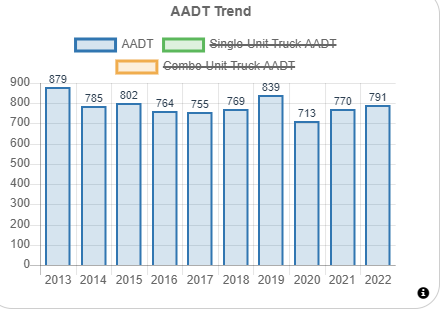
Annual Statistics

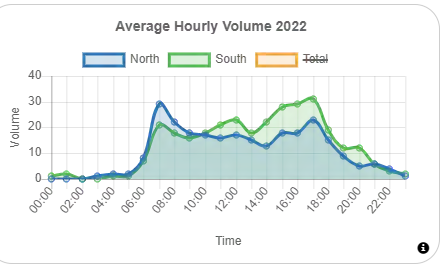
Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	Estimated	Actual	Estimated	Estimated	Actual	Estimated	Actual	Estimated	Estimated	**Actual**
AADT	879	785	802	764	755	769	839	713	770	**791**
Single-Unit Truck AADT	30	18	18	17	11	12	28	24	26	**29**
Combo-Unit Truck AADT	5	4	4	4	1	1	-	-	-	**1**
K-Factor	0.111	0.101	0.101	0.101	0.110	0.110	0.116	0.116	0.116	**0.102**
D-Factor	0.694	0.616	0.616	0.616	0.682	0.682	0.619	0.619	0.619	**0.608**
Speed 85th Percentile	-	46.9	46.9	46.9	47.0	47.0	48.1	48.1	48.1	**45.7**
DHV	98	79	81	77	83	85	97	83	89	**81**
DDHV	68	49	50	48	57	58	60	51	55	**49**
Truck AADT	35	22	22	21	12	13	-	-	-	**30**
Truck %	4%	3%	3%	3%	2%	2%	-	-	-	**4%**

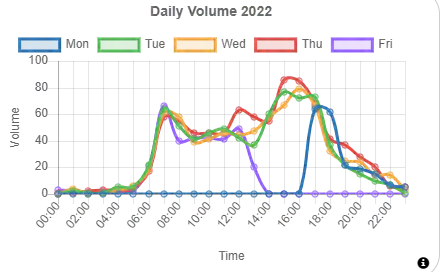


Count History

Year	Month	Count type	Weekend Duration	Workweek Duration	Duration
2022	February	Class	0 hours	91 hours	92 hours
2019	March	Class	0 hours	88 hours	90 hours
2017	April	Class	0 hours	89 hours	89 hours
2014	July	Class	0 hours	75 hours	75 hours
2011	August	Volume	0 hours	72 hours	72 hours







Vehicle Classification

1. Motorcycles 2 axles, 2 or 3 wheels.	**0**	**0.04%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**434**	**76.16%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**108**	**19.00%**
Passenger Vehicles	**543**	**95.20%**
4. Buses 2- or 3-axle, full length.	**8**	**1.33%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	**14**	**2.49%**
6. Single-unit trucks 3-axle, single-unit trucks.	**3**	**0.53%**
7. Single-unit trucks 4 or more axle, single-unit trucks.	**0**	**0.04%**
Medium Weight Trucks	**25**	**4.38%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	**2**	**0.32%**
9. Single-trailer trucks 5-axle, single-trailer trucks.	**0**	**0.04%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	**0**	**0.07%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	**0**	**0%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	**0**	**0%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	**0**	**0%**
Heavy Weight Trucks	**2**	**0.42%**

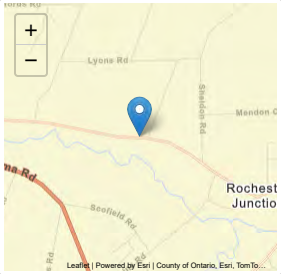
430752 - NY251 from RT 15A to PLAINS RD
City: Rush **County:** Monroe
Route number: 251
Functional class: 4R - Minor Arterial (Rural)

AADT
2,109
E: 1,096
W: 1,013

Site Data

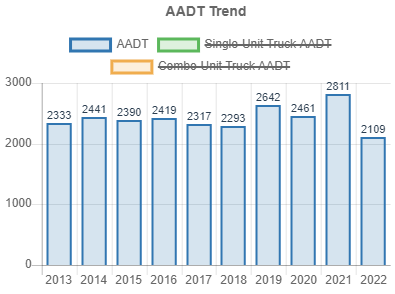
Annual Statistics

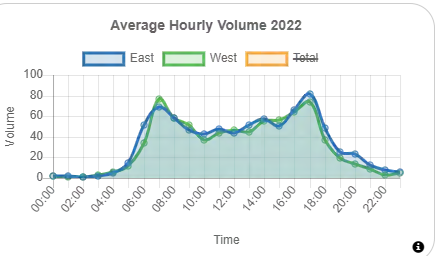
Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	Estimated	Actual	Estimated	Estimated	Actual	Estimated	Actual	Estimated	Estimated	**Actual**
AADT	2,333	2,441	2,390	2,419	2,317	2,293	2,642	2,461	2,811	**2,109**
Single-Unit Truck AADT	135	141	138	140	134	133	103	97	110	**83**
Combo-Unit Truck AADT	28	30	29	30	28	28	36	33	38	**29**
K-Factor	0.106	0.111	0.111	0.111	0.111	0.111	0.114	0.114	0.114	**0.105**
D-Factor	0.539	0.556	0.556	0.556	0.553	0.553	0.524	0.524	0.524	**0.507**
Speed 85th Percentile	49.3	49.3	49.3	49.3	49.3	49.3	50.8	50.8	50.8	**50.8**
DHV	247	271	265	269	257	255	301	281	320	**221**
DDHV	133	151	148	149	142	141	158	147	168	**112**
Truck AADT	163	171	167	170	162	161	139	130	148	**112**
Truck %	7%	7%	7%	7%	7%	7%	5%	5%	5%	**5%**

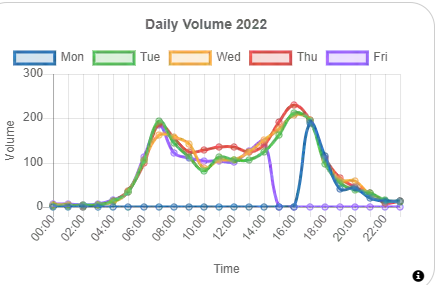


Count History

Year	Month	Count type	Weekend Duration	Workweek Duration	Duration
2022	February	Volume	0 hours	91 hours	94 hours
2019	August	Class	0 hours	77 hours	77 hours
2017	April	Volume	0 hours	90 hours	90 hours
2014	July	Volume	0 hours	74 hours	74 hours
2011	July	Class	48 hours	101 hours	167 hours







Vehicle Classification

1. Motorcycles 2 axles, 2 or 3 wheels.	**20**	**0.86%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**1,689**	**74.11%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**443**	**19.43%**
Passenger Vehicles	**2,151**	**94.40%**
4. Buses 2- or 3-axle, full length.	**13**	**0.57%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	**64**	**2.81%**
6. Single-unit trucks 3-axle, single-unit trucks.	**14**	**0.60%**
7. Single-unit trucks 4 or more axle, single-unit trucks.	**2**	**0.10%**
Medium Weight Trucks	**93**	**4.08%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	**22**	**0.97%**
9. Single-trailer trucks 5-axle, single-trailer trucks.	**9**	**0.40%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	**4**	**0.15%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	**0**	**0%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	**0**	**0%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	**0**	**0%**
Heavy Weight Trucks	**35**	**1.51%**

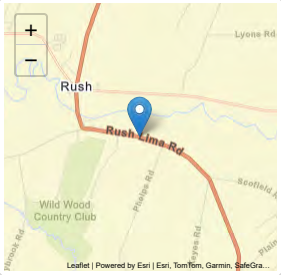
430754 - NY15A from PHELPS RD - CR 76 to WESTRUSH RD
City: Rush **County:** Monroe
Route number: 15A
Functional class: 4R - Minor Arterial (Rural)

AADT
9,452
N: 4,230
S: 5,222

Site Data

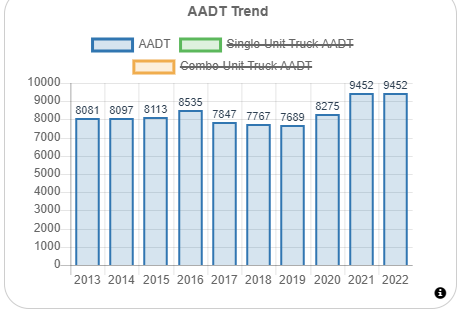
Annual Statistics

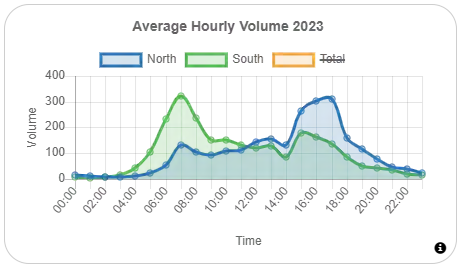
Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	Estimated	Estimated	Estimated	Actual	Actual	Estimated	Estimated	Actual	Estimated	**Estimated**
AADT	8,081	8,097	8,113	8,535	7,847	7,767	7,689	8,275	9,452	**9,452**
Single-Unit Truck AADT	457	396	398	432	391	389	402	381	437	**437**
Combo-Unit Truck AADT	192	216	237	256	233	234	240	51	59	**59**
K-Factor	-	-	-	0.095	0.096	0.096	0.096	0.102	0.102	**0.102**
D-Factor	-	-	-	0.725	0.711	0.711	0.711	0.770	0.770	**0.770**
Speed 85th Percentile	-	-	-	-	-	-	-	53.7	53.7	**53.7**
DHV	-	-	-	811	753	746	738	844	964	**964**
DDHV	-	-	-	588	536	530	525	650	742	**742**
Truck AADT	649	612	635	688	624	623	642	432	496	**496**
Truck %	8%	8%	8%	8%	8%	8%	8%	5%	5%	**5%**

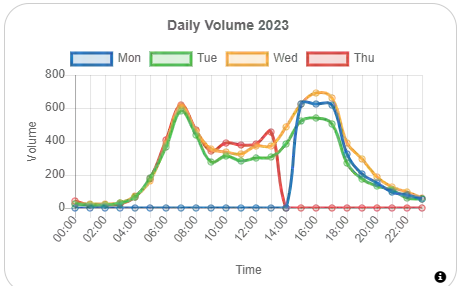


Count History

Year	Month	Count type	Weekend Duration	Workweek Duration	Duration
2023	March	Class	0 hours	71 hours	71 hours
2020	March	Class	0 hours	87 hours	87 hours
2017	April	Volume	0 hours	91 hours	91 hours
2016	November	Volume	0 hours	75 hours	75 hours







Vehicle Classification

1. Motorcycles 2 axles, 2 or 3 wheels.	**0**	**0%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**3,665**	**74.41%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**1,055**	**21.41%**
Passenger Vehicles	**4,720**	**95.81%**
4. Buses 2- or 3-axle, full length.	**30**	**0.60%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	**115**	**2.34%**
6. Single-unit trucks 3-axle, single-unit trucks.	**24**	**0.48%**
7. Single-unit trucks 4 or more axle, single-unit trucks.	**1**	**0.02%**
Medium Weight Trucks	**170**	**3.45%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	**14**	**0.28%**
9. Single-trailer trucks 5-axle, single-trailer trucks.	**22**	**0.44%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	**1**	**0.03%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	**0**	**0%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	**0**	**0%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	**0**	**0%**
Heavy Weight Trucks	**37**	**0.74%**

430041 - NY15A from WESTRUSH RD to RT 251
City: Rush **County:** Monroe
Route number: 15A
Functional class: 4R - Minor Arterial (Rural)

AADT
8,994
N: 4,615
S: 4,379

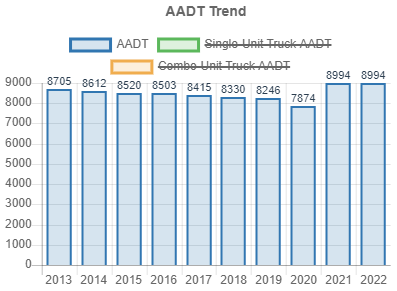
Site Data

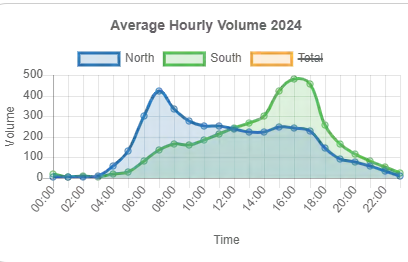
Annual Statistics

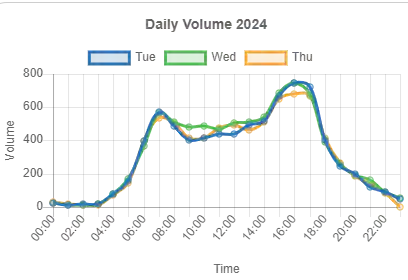
Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	Estimated	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	Actual	Estimated	**Estimated**
AADT	8,705	8,612	8,520	8,503	8,415	8,330	8,246	7,874	8,994	**8,994**
Single-Unit Truck AADT	213	211	208	353	351	348	344	375	431	**431**
Combo-Unit Truck AADT	53	53	52	67	66	66	65	96	110	**110**
K-Factor	0.094	0.094	0.094	0.095	0.095	0.095	0.095	0.084	0.084	**0.084**
D-Factor	0.682	0.682	0.682	0.710	0.710	0.710	0.710	0.605	0.605	**0.605**
Speed 85th Percentile	39.6	39.6	39.6	42.1	42.1	42.1	42.1	41.4	41.4	**41.4**
DHV	818	810	801	808	799	791	783	661	755	**755**
DDHV	558	552	546	574	568	562	556	400	457	**457**
Truck AADT	266	264	260	420	417	414	409	471	541	**541**
Truck %	3%	3%	3%	5%	5%	5%	5%	6%	6%	**6%**

Count History

Year	Month	Count type	Weekend Duration	Workweek Duration	Duration
2024	February	Class	0 hours	71 hours	71 hours
2020	May	Class	0 hours	59 hours	59 hours
2016	August	Class	0 hours	73 hours	73 hours
2010	August	Class	0 hours	0 hours	0 hours







Vehicle Classification

1. Motorcycles 2 axles, 2 or 3 wheels.	**1**	**0.01%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**5,821**	**74.92%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**1,594**	**20.52%**
Passenger Vehicles	**7,416**	**95.45%**
4. Buses 2- or 3-axle, full length.	**17**	**0.22%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	**209**	**2.69%**
6. Single-unit trucks 3-axle, single-unit trucks.	**69**	**0.89%**
7. Single-unit trucks 4 or more axle, single-unit trucks.	**4**	**0.05%**
Medium Weight Trucks	**299**	**3.84%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	**25**	**0.32%**
9. Single-trailer trucks 5-axle, single-trailer trucks.	**29**	**0.37%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	**1**	**0.02%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	**0**	**0%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	**0**	**0%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	**0**	**0%**
Heavy Weight Trucks	**55**	**0.71%**

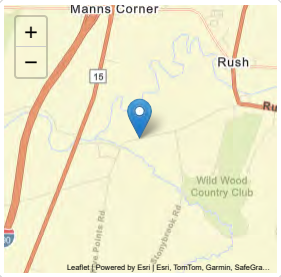
436104 - CR65 RUSH-W RUSH RD from E RIVER RD to NY 15A
City: Rush **County:** Monroe
Functional class: 6R - Minor Collector (Rural)

AADT
870
E: 409
W: 461

Site Data

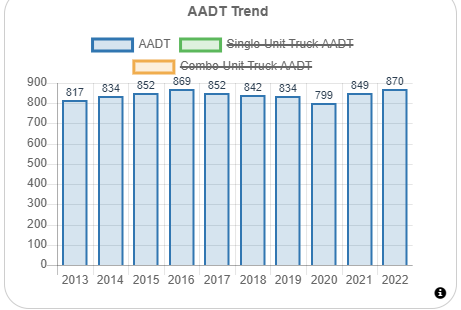
Annual Statistics

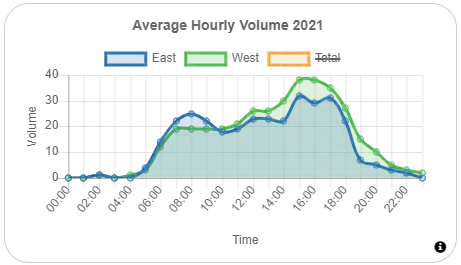
Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	Estimated	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	Estimated	Actual	**Estimated**
AADT	817	834	852	869	852	842	834	799	849	**870**
Single-Unit Truck AADT	39	39	41	50	49	48	48	46	51	**52**
Combo-Unit Truck AADT	5	8	9	16	15	15	15	14	7	**7**
K-Factor	-	-	-	0.095	0.095	0.095	0.095	0.095	0.098	**0.098**
D-Factor	-	-	-	0.611	0.611	0.611	0.611	0.611	0.529	**0.529**
Speed 85th Percentile	-	-	-	52.5	52.5	52.5	52.5	52.5	50.0	**50.0**
DHV	-	-	-	83	81	80	79	76	83	**85**
DDHV	-	-	-	50	49	49	48	46	44	**45**
Truck AADT	44	47	50	66	64	63	63	60	58	**59**
Truck %	5%	6%	6%	8%	8%	7%	8%	8%	7%	**7%**

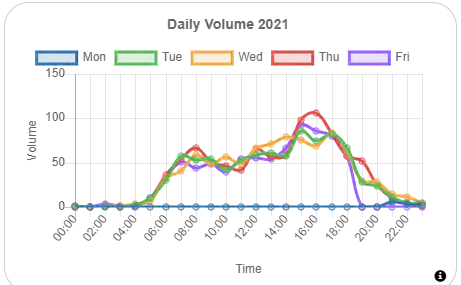


Count History

Year	Month	Count type	Weekend Duration	Workweek Duration	Duration
2021	April	Class	0 hours	87 hours	93 hours
2016	August	Class	0 hours	71 hours	71 hours







Vehicle Classification

1. Motorcycles 2 axles, 2 or 3 wheels.	**11**	**1.53%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**443**	**63.87%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**184**	**26.53%**
Passenger Vehicles	**638**	**91.93%**
4. Buses 2- or 3-axle, full length.	**6**	**0.89%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	**36**	**5.13%**
6. Single-unit trucks 3-axle, single-unit trucks.	**5**	**0.69%**
7. Single-unit trucks 4 or more axle, single-unit trucks.	**0**	**0%**
Medium Weight Trucks	**47**	**6.72%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	**9**	**1.24%**
9. Single-trailer trucks 5-axle, single-trailer trucks.	**1**	**0.12%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	**0**	**0%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	**0**	**0%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	**0**	**0%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	**0**	**0%**
Heavy Weight Trucks	**9**	**1.36%**

Multi-Day Speed by Direction Report NYSDOT_SC 430754000000 Wednesday, March 11, 2020

Site Name 430754 **Site ID** 430754000000 **Description** NY15A from PHELPS RD - CR 76 to WESTRUSH RD **Region** 4 **County** Monroe **DOTID** 100085
County Order 04

Show By Direction **Interval** 24 hours **Exclude** Nothing selected %

Date	Time	Direction	Invalid	<20 mph	20-25 mph	25-30 mph	30-35 mph	35-40 mph	40-45 mph	45-50 mph	50-55 mph	55-60 mph	60-65 mph	65-70 mph	70-75 mph	75-80 mph	80-85 mph	>85 mph	85th %ile	Total
Wednesday 11 March 2020	00:00	N	0	0	2	5	66	275	665	711	348	83	15	2	1	0	0	0	52	2173
		S	0	2	1	2	15	72	560	1409	1322	462	61	12	2	0	0	0	55	3920

Events

Start Time	End Time	Description	Type	Channel	Excluded from Data
No events					

Multi-Day Speed by Direction Report NYSDOT_SC 430551000000 Wednesday, February 9, 2022

Site Name: 430551, Site ID: 430551000000, Description: NY251 from CR 88 MIDDLE RD to RT 15A

Interval: 24 hours, Exclude: Unchecked

Date	Time	Direction	Invalid	<20 mph	20-25 mph	25-30 mph	30-35 mph	35-40 mph	40-45 mph	45-50 mph	50-55 mph	55-60 mph	60-65 mph	65-70 mph	70-75 mph	75-80 mph	80-85 mph	>85 mph	85th %ile	Total
Wednesday 9 February 2022	00:00	E	0	1	5	6	76	532	1559	1271	383	51	6	2	0	0	0	0	49	3892
		W	0	4	7	10	166	1028	1823	859	138	22	3	1	0	0	0	0	47	4061

Events

No events

Multi-Day Speed by Direction Report NYSDOT_SC 432086000000 Wednesday, February 9, 2022

Site Name 432086 **Site ID** 432086000000 **Description** CR92 PINNACLE RD from NY 251 to HENRIETTA T/L **Region** 4 **County** Monroe **DOTID** 140920
County Order 01

Show

By Direction

Interval

24 hours

Exclude

Nothing selected

%

Date	Time	Direction	Invalid	<20 mph	20-25 mph	25-30 mph	30-35 mph	35-40 mph	40-45 mph	45-50 mph	50-55 mph	55-60 mph	60-65 mph	65-70 mph	70-75 mph	75-80 mph	80-85 mph	>85 mph	85th %ile	To
Wednesday 9 February 2022	00:00	N	0	10	3	4	41	104	127	49	5	0	0	0	1	0	0	0	45	3
		S	0	5	1	4	28	125	161	75	13	0	0	0	0	0	0	0	47	4

Events

Start Time	End Time	Description	Type	Channel	Excluded from Data
No events					

Multi-Day Speed by Direction Report NYSDOT_SC 430041000000 Wednesday, May 27, 2020

Site Name: 430041, Site ID: 430041000000, Description: NY15A from WESTRUSH RD to RT 251

Interval: 24 hours, Exclude: Unchecked

Date	Time	Direction	Invalid	<20 mph	20-25 mph	25-30 mph	30-35 mph	35-40 mph	40-45 mph	45-50 mph	50-55 mph	55-60 mph	60-65 mph	65-70 mph	70-75 mph	75-80 mph	80-85 mph	>85 mph	85th %ile	Total
Wednesday 27 May 2020	00:00	N	0	36	24	163	1120	1902	666	92	12	3	0	0	0	0	0	0	41	4018
		S	0	15	10	126	1061	1940	689	99	11	2	1	1	0	0	0	0	42	3955

Events

No events

Multi-Day Speed by Direction Report NYSDOT_SC 436104000000 Wednesday, August 17, 2016

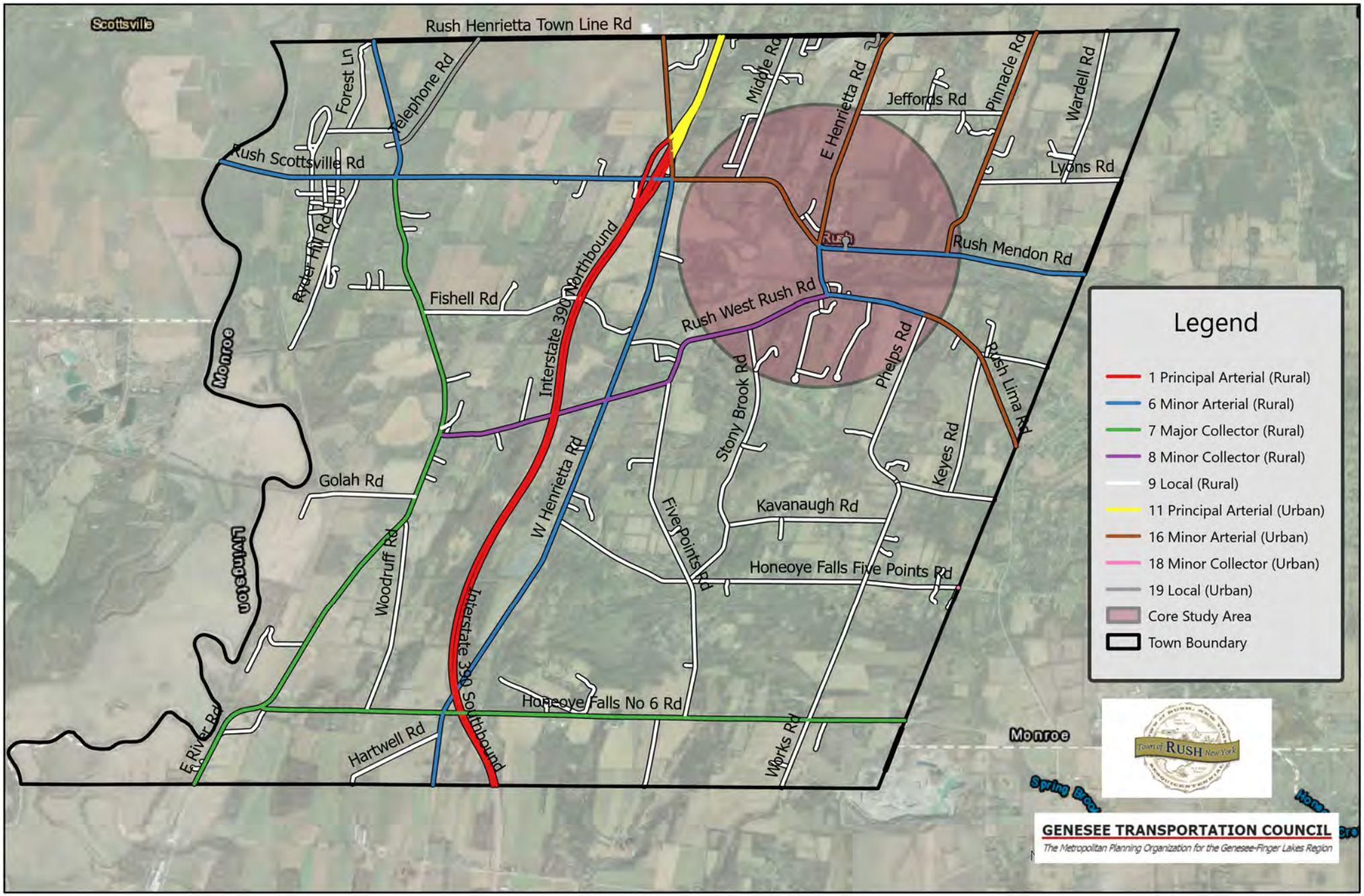
Site Name: 436104, Site ID: 436104000000, Description: CR65 RUSH-W RUSH RD from E RIVER RD to NY 15A

Interval: 24 hours, Exclude: Unchecked

Date	Time	Direction	Invalid	<20 mph	20-25 mph	25-30 mph	30-35 mph	35-40 mph	40-45 mph	45-50 mph	50-55 mph	55-60 mph	60-65 mph	65-70 mph	70-75 mph	75-80 mph	80-85 mph	>85 mph	85th %ile	Total
Wednesday 17 August 2016	00:00	E	0	0	0	2	32	96	160	113	45	13	2	2	0	0	0	0	50	465
		W	0	1	1	3	6	36	114	192	101	43	16	3	0	1	0	0	54	517

Events

No events



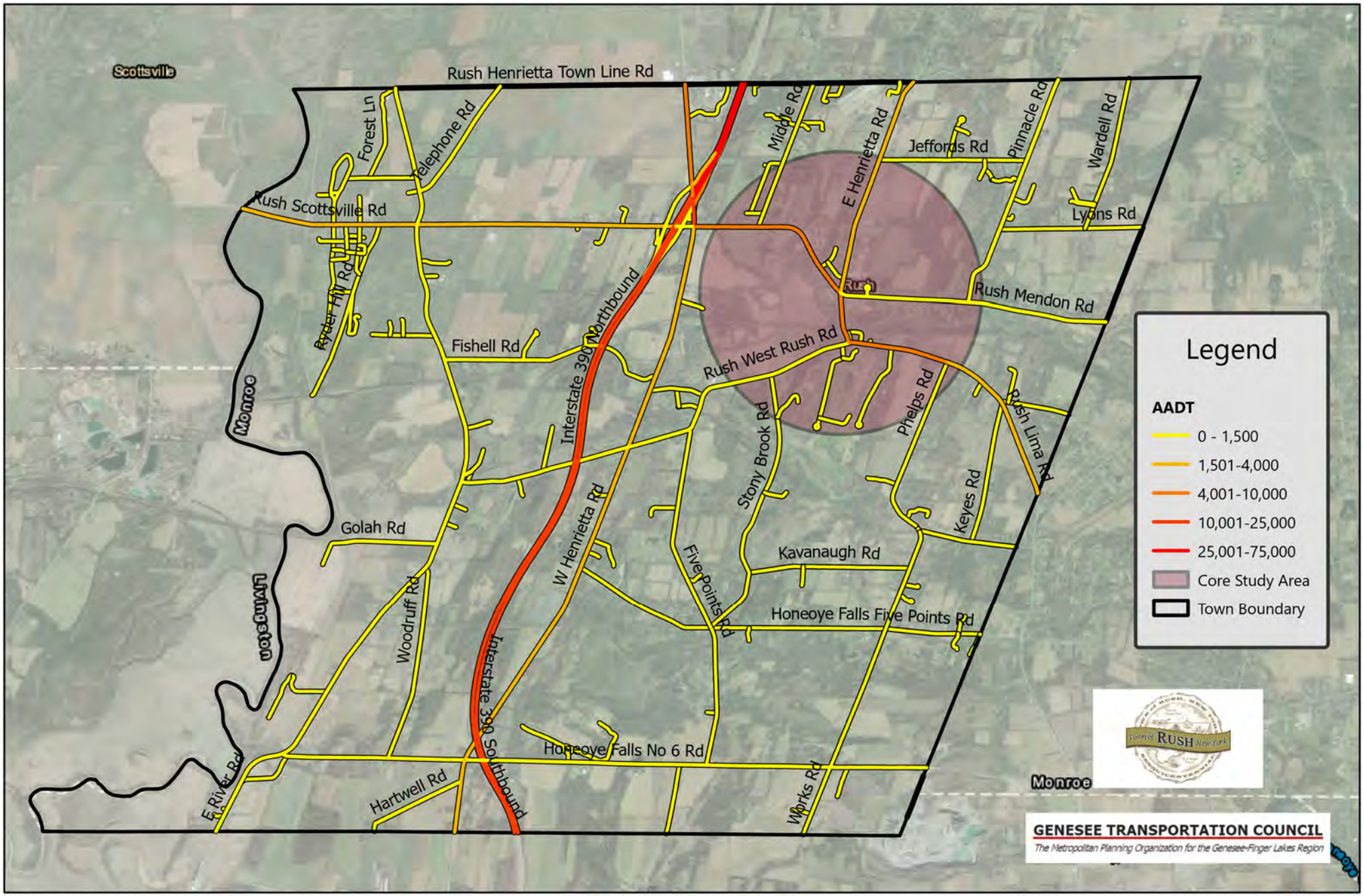
TYLin

0 0.5 1 2 Miles

TOWN OF RUSH SPC PLAN
FIGURE 3
ROADWAY CLASSIFICATION MAP

This map is intended for general reference only. TYLin makes no representation as to the accuracy or fitness of the data presented.

N



TYLin

0 0.5 1 2 Miles

TOWN OF RUSH SPC PLAN
FIGURE 4
TRAFFIC VOLUME (AADT) MAP

This map is intended for general reference only. TYLin makes no representation as to the accuracy or fitness of the data presented.

N

Appendix C – Crash Data and Map

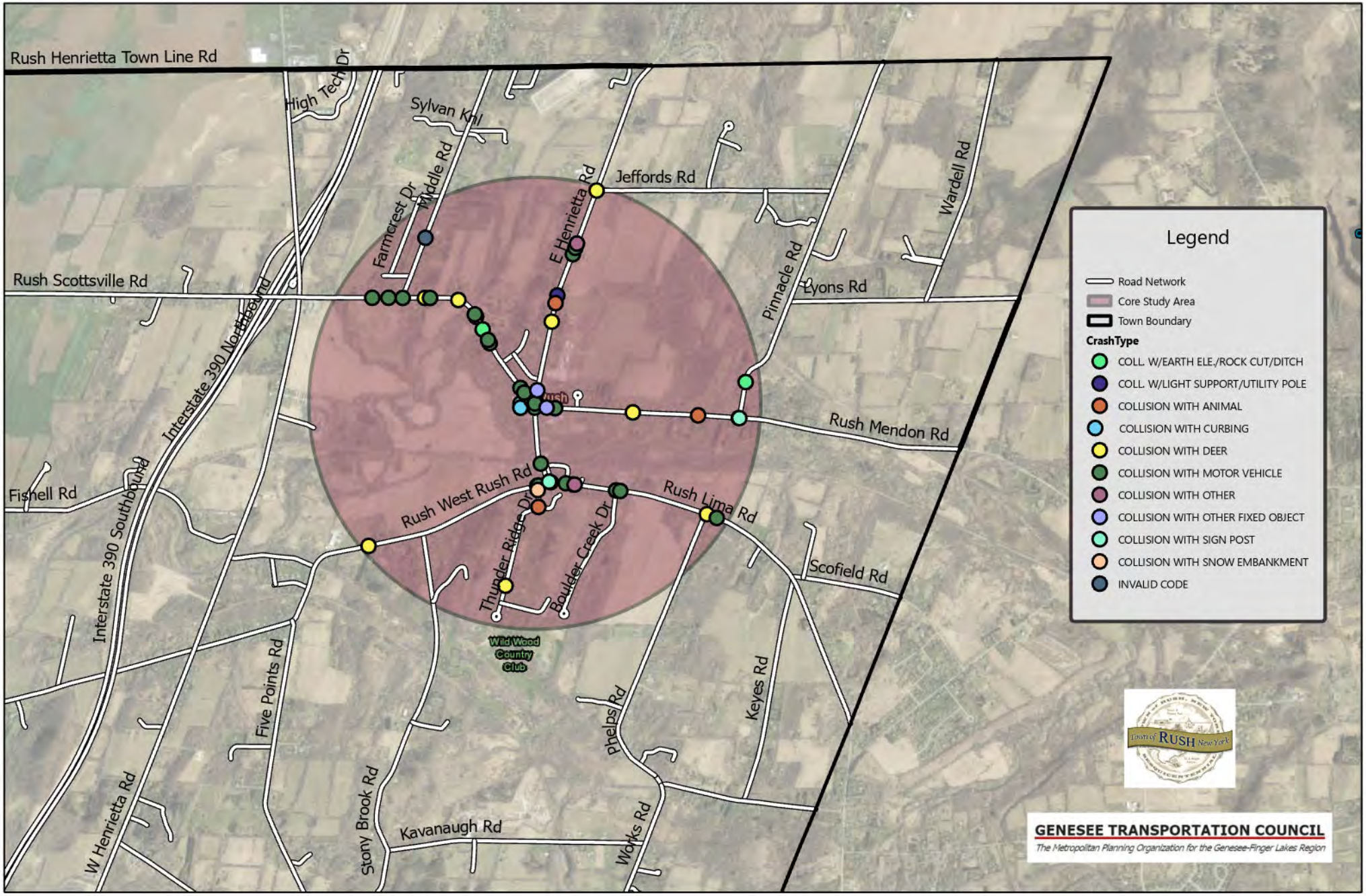
- **Crash Data – (January 1, 2021 to December 31, 2023)**
- **Crash Analysis Map**

Crash Level Details 01/01/2021 to 12/31/2023

Case Number	Crash Severity	Max Injury in Crash	Collision Type	Crash Date	Crash Time	Crash Type	Road Surface Conditions	Weather Conditions	# of Fatalities	# of Injuries	# of Vehicles	Non Reportable
38716357	PROPERTY DAMAGE		REAR END	2021-02-03T00:00:00	2:10 PM	COLLISION WITH MOTOR VEHICLE	WET	CLEAR	0	0	2	0
38720962	INJURY	C - POSSIBLE INJURY	LEFT TURN (AGAINST OTHER CAR)	2021-02-02T00:00:00	8:52 AM	COLLISION WITH MOTOR VEHICLE	WET	CLOUDY	0	1	2	0
38720966	PROPERTY DAMAGE		SIDESWIPE	2021-02-02T00:00:00	7:30 PM	COLLISION WITH MOTOR VEHICLE	SNOW/ICE	SNOW	0	0	2	0
38754712	PROPERTY DAMAGE		REAR END	2021-01-28T00:00:00	3:32 PM	COLLISION WITH MOTOR VEHICLE	SNOW/ICE	CLOUDY	0	0	2	0
38762479	PROPERTY DAMAGE		OTHER	2021-02-24T00:00:00	6:27 AM	COLLISION WITH DEER	WET	CLEAR	0	0	1	0
38858213	PROPERTY DAMAGE		REAR END	2021-05-01T00:00:00	11:46 AM	COLLISION WITH MOTOR VEHICLE	DRY	CLEAR	0	0	2	0
38879607	PROPERTY DAMAGE		OTHER	2021-06-02T00:00:00	3:47 PM	COLLISION WITH SIGN POST	DRY	CLEAR	0	0	1	0
38931609	PROPERTY DAMAGE		OTHER	2021-06-27T00:00:00	12:17 PM	COLLISION WITH OTHER FIXED OBJECT	DRY	CLEAR	0	0	1	0
38972969	PROPERTY DAMAGE		REAR END	2021-08-12T00:00:00	8:48 AM	COLLISION WITH MOTOR VEHICLE	DRY	CLOUDY	0	0	2	0
38994798	PROPERTY DAMAGE		OVERTAKING	2021-08-04T00:00:00	4:30 PM	COLLISION WITH MOTOR VEHICLE	DRY	CLEAR	0	0	2	1
39001731	PROPERTY DAMAGE		LEFT TURN (AGAINST OTHER CAR)	2021-09-04T00:00:00	10:26 AM	COLLISION WITH MOTOR VEHICLE	DRY	CLEAR	0	0	2	0
39051441	PROPERTY DAMAGE		OTHER	2021-10-10T00:00:00	5:10 PM	COLL. W/LIGHT SUPPORT/UTILITY POLE	DRY	CLEAR	0	0	1	0
39082134	PROPERTY DAMAGE		OTHER	2021-10-28T00:00:00	1:00 AM	COLLISION WITH DEER	WET	FOG/SMOG/SMC	0	0	1	0
39085891	PROPERTY DAMAGE		REAR END	2021-10-30T00:00:00	12:24 PM	COLLISION WITH MOTOR VEHICLE	WET	RAIN	0	0	2	0
39120472	PROPERTY DAMAGE		RIGHT ANGLE	2021-11-14T00:00:00	8:51 AM	COLLISION WITH MOTOR VEHICLE	DRY	CLOUDY	0	0	2	0
39142112	PROPERTY DAMAGE		REAR END	2021-12-08T00:00:00	4:45 PM	COLLISION WITH MOTOR VEHICLE	SNOW/ICE	SNOW	0	0	2	0
39143157	INJURY	B - INJURY	RIGHT ANGLE	2021-11-27T00:00:00	11:26 AM	COLLISION WITH MOTOR VEHICLE	DRY	CLOUDY	0	2	2	0
39146820	PROPERTY DAMAGE		OTHER	2021-12-01T00:00:00	2:38 AM	COLLISION WITH DEER	DRY	CLEAR	0	0	1	0
39159639	PROPERTY DAMAGE		OTHER	2021-12-10T00:00:00	9:00 PM	COLLISION WITH DEER	DRY	UNKNOWN	0	0	1	0
39167553	PROPERTY DAMAGE		OTHER	2021-12-21T00:00:00	4:35 AM	COLLISION WITH DEER	DRY	CLEAR	0	0	1	0
39176470	INJURY	C - POSSIBLE INJURY	HEAD ON	2021-12-08T00:00:00	6:37 AM	COLLISION WITH MOTOR VEHICLE	SNOW/ICE	SNOW	0	2	2	0
39191287	PROPERTY DAMAGE		OTHER	2022-01-10T00:00:00	6:56 PM	COLLISION WITH ANIMAL	DRY	CLEAR	0	0	1	0
39191471	PROPERTY DAMAGE		LEFT TURN (WITH OTHER CAR)	2022-01-07T00:00:00	3:36 PM	COLLISION WITH MOTOR VEHICLE	DRY	CLOUDY	0	0	2	0
39200930	PROPERTY DAMAGE		REAR END	2022-01-20T00:00:00	3:01 PM	COLLISION WITH MOTOR VEHICLE	DRY	CLEAR	0	0	2	0
39209957	PROPERTY DAMAGE		OTHER	2022-01-24T00:00:00	10:24 PM	COLLISION WITH SNOW EMBANKMENT	SNOW/ICE	CLOUDY	0	0	1	0
39248917	PROPERTY DAMAGE		RIGHT ANGLE	2022-02-26T00:00:00	2:26 PM	COLLISION WITH MOTOR VEHICLE	DRY	CLOUDY	0	0	2	0
39268372	PROPERTY DAMAGE		OTHER	2022-03-10T00:00:00	7:50 PM	COLLISION WITH ANIMAL	DRY	CLEAR	0	0	1	0
39316516	PROPERTY DAMAGE		OTHER	2022-04-18T00:00:00	3:40 PM	COLLISION WITH CURBING	DRY	CLOUDY	0	0	1	0
39362779	PROPERTY DAMAGE		REAR END	2022-05-24T00:00:00	7:01 PM	COLLISION WITH MOTOR VEHICLE	DRY	CLEAR	0	0	2	0
39369000	PROPERTY DAMAGE		RIGHT TURN (AGAINST OTHER CAR)	2022-05-31T00:00:00	1:05 PM	COLLISION WITH MOTOR VEHICLE	DRY	CLEAR	0	0	2	0
39374624	INJURY	B - INJURY	OTHER	2022-05-16T00:00:00	3:05 PM	COLLISION WITH OTHER	WET	CLOUDY	0	1	1	0
39390831	PROPERTY DAMAGE		OVERTAKING	2022-06-10T00:00:00	3:33 PM	COLLISION WITH MOTOR VEHICLE	DRY	CLEAR	0	0	2	0
39424630	PROPERTY DAMAGE	U - UNKNOWN	REAR END	2022-07-13T00:00:00	3:22 PM	COLLISION WITH MOTOR VEHICLE	WET	RAIN	0	0	2	0
39460470	PROPERTY DAMAGE	U - UNKNOWN	OTHER	2022-07-20T00:00:00	11:30 AM	COLL. W/EARTH ELE./ROCK CUT/DITCH	UNKNOWN	UNKNOWN	0	0	1	0
39472301	INJURY	A - SERIOUS INJURY	REAR END	2022-08-12T00:00:00	5:07 PM	COLLISION WITH MOTOR VEHICLE	DRY	CLEAR	0	1	2	0
39472557	PROPERTY DAMAGE	U - UNKNOWN	RIGHT ANGLE	2022-08-13T00:00:00	11:15 PM	COLLISION WITH MOTOR VEHICLE	DRY	CLEAR	0	0	2	0
39479331	PROPERTY DAMAGE	U - UNKNOWN	REAR END	2022-08-20T00:00:00	12:46 PM	COLLISION WITH MOTOR VEHICLE	DRY	CLEAR	0	0	2	0
39521805	PROPERTY DAMAGE	U - UNKNOWN	REAR END	2022-09-16T00:00:00	4:10 PM	COLLISION WITH MOTOR VEHICLE	DRY	CLOUDY	0	0	2	0
39523534	PROPERTY DAMAGE	U - UNKNOWN	REAR END	2022-09-24T00:00:00	7:41 AM	COLLISION WITH MOTOR VEHICLE	DRY	CLEAR	0	0	2	0
39539245	PROPERTY DAMAGE	U - UNKNOWN	OTHER	2022-10-07T00:00:00	7:11 PM	COLLISION WITH ANIMAL	DRY	CLEAR	0	0	1	0
39576978	PROPERTY DAMAGE	U - UNKNOWN	OTHER	2022-11-03T00:00:00	10:34 PM	COLLISION WITH DEER	DRY	FOG/SMOG/SMC	0	0	1	1
39577003	PROPERTY DAMAGE	U - UNKNOWN	OTHER	2022-11-03T00:00:00	9:30 PM	COLLISION WITH DEER	DRY	FOG/SMOG/SMC	0	0	1	0
39601551	PROPERTY DAMAGE	U - UNKNOWN	REAR END	2022-11-16T00:00:00	7:14 AM	COLLISION WITH MOTOR VEHICLE	WET	SNOW	0	0	2	0
39602756	PROPERTY DAMAGE	U - UNKNOWN	RIGHT TURN (WITH OTHER CAR)	2022-11-18T00:00:00	4:09 PM	COLLISION WITH MOTOR VEHICLE	SLUSH	SNOW	0	0	2	0
39604840	PROPERTY DAMAGE	U - UNKNOWN	OTHER	2022-11-07T00:00:00	4:30 PM	COLLISION WITH OTHER	DRY	CLEAR	0	0	1	0
39605893	PROPERTY DAMAGE	U - UNKNOWN	NOT ENTERED	2022-10-31T00:00:00	4:45 AM	INVALID CODE	NOT ENTERED	NOT ENTERED	0	0	1	1
39610717	PROPERTY DAMAGE	U - UNKNOWN	REAR END	2022-11-24T00:00:00	8:17 PM	COLLISION WITH MOTOR VEHICLE	DRY	CLEAR	0	0	2	0
39617643	PROPERTY DAMAGE	U - UNKNOWN	OTHER	2022-12-02T00:00:00	7:28 AM	COLL. W/LIGHT SUPPORT/UTILITY POLE	DRY	CLEAR	0	0	1	0
39643679	PROPERTY DAMAGE	U - UNKNOWN	OTHER	2022-12-19T00:00:00	5:35 PM	COLLISION WITH DEER	DRY	CLEAR	0	0	1	0
39643701	PROPERTY DAMAGE	U - UNKNOWN	OTHER	2022-12-19T00:00:00	4:24 PM	COLL. W/EARTH ELE./ROCK CUT/DITCH	DRY	CLOUDY	0	0	1	0
39644095	FATAL	K - FATAL	HEAD ON	2022-11-27T00:00:00	3:57 PM	COLLISION WITH MOTOR VEHICLE	WET	CLOUDY	1	2	2	0
39644155	PROPERTY DAMAGE	U - UNKNOWN	SIDESWIPE	2022-12-07T00:00:00	5:48 PM	COLLISION WITH MOTOR VEHICLE	DRY	CLOUDY	0	0	2	0
39675592	PROPERTY DAMAGE	U - UNKNOWN	OTHER	2023-01-09T00:00:00	9:00 PM	COLLISION WITH DEER	WET	RAIN	0	0	1	1
39691210	PROPERTY DAMAGE	U - UNKNOWN	OVERTAKING	2023-01-06T00:00:00	4:17 PM	COLLISION WITH MOTOR VEHICLE	DRY	CLOUDY	0	0	2	1
39698023	FATAL	K - FATAL	HEAD ON	2023-01-25T00:00:00	4:35 PM	COLLISION WITH MOTOR VEHICLE	SNOW/ICE	SNOW	1	1	2	0
39730529	PROPERTY DAMAGE	U - UNKNOWN	OVERTAKING	2023-02-19T00:00:00	7:04 PM	COLLISION WITH MOTOR VEHICLE	DRY	CLEAR	0	0	2	0
39794041	PROPERTY DAMAGE	U - UNKNOWN	REAR END	2023-04-15T00:00:00	7:48 AM	COLLISION WITH MOTOR VEHICLE	DRY	CLEAR	0	0	2	0
39843259	PROPERTY DAMAGE	U - UNKNOWN	OTHER	2023-05-09T00:00:00	8:28 PM	COLL. W/LIGHT SUPPORT/UTILITY POLE	DRY	CLOUDY	0	0	1	1
39852119	INJURY	B - INJURY	OTHER	2023-05-30T00:00:00	6:04 PM	COLLISION WITH SIGN POST	DRY	CLEAR	0	1	1	0
39873013	INJURY	B - INJURY	LEFT TURN (AGAINST OTHER CAR)	2023-06-10T00:00:00	4:17 PM	COLLISION WITH MOTOR VEHICLE	DRY	CLEAR	0	1	2	0
39923812	PROPERTY DAMAGE	U - UNKNOWN	OTHER	2023-07-02T00:00:00	10:30 PM	COLLISION WITH DEER	DRY	CLEAR	0	0	1	0
39946940	PROPERTY DAMAGE	U - UNKNOWN	REAR END	2023-08-11T00:00:00	10:27 PM	COLLISION WITH CURBING	DRY	CLEAR	0	0	2	0
39950429	PROPERTY DAMAGE	U - UNKNOWN	RIGHT ANGLE	2023-08-12T00:00:00	8:16 PM	COLLISION WITH MOTOR VEHICLE	DRY	CLOUDY	0	0	2	0

Crash Level Details 01/01/2021 to 12/31/2023

Case Number	Crash Severity	Max Injury in Crash	Collision Type	Crash Date	Crash Time	Crash Type	Road Surface Conditions	Weather Conditions	# of Fatalities	# of Injuries	# of Vehicles	Non Reportable
39969038	PROPERTY DAMAGE	U - UNKNOWN	OTHER	2023-08-29T00:00:00	4:51 PM	COLLISION WITH MOTOR VEHICLE	DRY	CLEAR	0	0	2	0
39972678	INJURY	B - INJURY	SIDESWIPE	2023-09-02T00:00:00	2:03 PM	COLLISION WITH MOTOR VEHICLE	DRY	CLEAR	0	2	2	0
39997565	PROPERTY DAMAGE	U - UNKNOWN	REAR END	2023-05-16T00:00:00	6:45 PM	COLLISION WITH MOTOR VEHICLE	DRY	CLEAR	0	0	2	0
40068291	PROPERTY DAMAGE	U - UNKNOWN	OTHER	2023-11-08T00:00:00	12:40 PM	COLLISION WITH DEER	DRY	CLEAR	0	0	1	0
40070856	PROPERTY DAMAGE	U - UNKNOWN	OTHER	2023-11-06T00:00:00	5:52 PM	COLLISION WITH DEER	WET	RAIN	0	0	1	0
40091525	PROPERTY DAMAGE	U - UNKNOWN	OTHER	2023-11-01T00:00:00	7:42 PM	COLLISION WITH DEER	DRY	CLOUDY	0	0	1	0
40100035	PROPERTY DAMAGE	U - UNKNOWN	OTHER	2023-11-29T00:00:00	12:44 PM	COLLISION WITH DEER	DRY	CLEAR	0	0	1	0
40101942	PROPERTY DAMAGE	U - UNKNOWN	OTHER	2023-05-02T00:00:00	6:56 PM	COLLISION WITH OTHER FIXED OBJECT	DRY	CLOUDY	0	0	1	0



TYLin

0 0.3 0.6 1.2 Miles

TOWN OF RUSH PSC PLAN

FIGURE 8

CRASH ANALYSIS MAP-CORE STUDY AREA

This map is intended for general reference only. TYLin makes no representation as to the accuracy or fitness of the data presented.

N

Appendix D – Public Presentations and Comments

- **Public "Town Hall" Meeting Presentation, June 25, 2024**
  - **Meeting Summary**
  - **Attendee Comments**
- **Public Meeting Presentation, November 20, 2024**
  - **Public Comments**
- **Presentation to the Town of Trustees, July 23, 2025**

TYLin

HIGHLAND PLANNING

Genesee Transportation Council

The Town of Rush Pedestrian/Bicycle Safety & Connectivity Plan

Public “Town Hall” Meeting

June 25, 2024

WELCOME TO RUSH EST. 1818

GENESEE TRANSPORTATION COUNCIL

The Metropolitan Planning Organization for the Genesee-Finger Lakes Region

Project Purpose

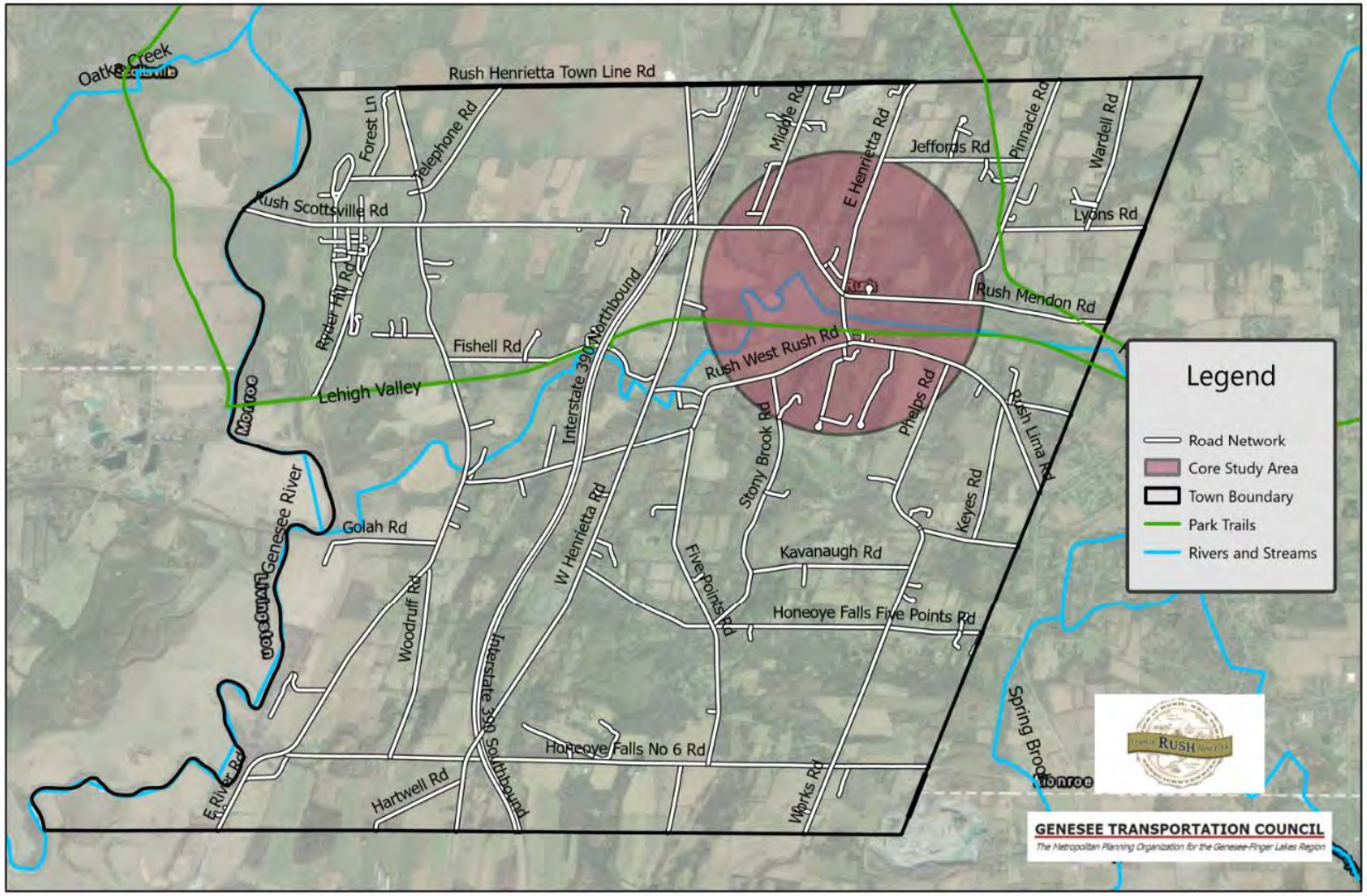
The Town of Rush, Genesee Transportation Council, Monroe County and others are seeking to identify a set of detailed pedestrian and bicycle transportation infrastructure projects and strategies to enhance quality of life by making walking and bicycling safe, viable modes of travel in the Hamlet of Rush and throughout the Town of Rush.

HIGHLAND PLANNING

GENESEE TRANSPORTATION COUNCIL
The Metropolitan Planning Organization for the Genesee-Finger Lakes Region

TYLin

Project Map


Rush Henrietta Town Line Rd
Oatka Creek
Forest Ln
Telephone Rd
Middle Rd
E Henrietta Rd
Jefforms Rd
Pinnacle Rd
Wardell Rd
Rush Scottsville Rd
Lyons Rd
Rush Mendon Rd
Rush West Rush Rd
Fishell Rd
Interstate 390 Northbound
Lehigh Valley
Monroe
Genesee River
Golah Rd
Stony Brook Rd
Phelps Rd
Rush Lima Rd
Keyes Rd
W Henrietta Rd
Kavanaugh Rd
FivePoints Rd
Honeoye Falls Five Points Rd
Woodruff Rd
Interstate 390 Southbound
Honeoye Falls No 6 Rd
Hartwell Rd
Works Rd
Spring Brook
Legend
Road Network
Core Study Area
Town Boundary
Park Trails
Rivers and Streams
GENESEE TRANSPORTATION COUNCIL
The Metropolitan Planning Organization for the Genesee-Finger Lakes Region

Key Tasks

- Project Coordination
- Public Participation
- Inventory of Conditions and Needs
- First Public “Town Hall” Meeting
- Draft Alternatives
- Second Public Meeting
- Recommendations
- Third Public Meeting
- Final Report and Action Plan

Goals and Objectives

Examples of Goals and Objectives

- Residents and visitors will be able to travel safely regardless of age, ability, or mode of travel.
  - Improve walkability and cycling within the Hamlet and provide connections to residential neighborhoods.
  - Balance the needs of all mode of transportation.
- Balance the transportation network to complement Land Use.
  - Identify opportunities to increase and improve bicycle, parking and connectivity.
- Recommendations of the Study will be ready to advance to implementation.
  - Build on previous work (Updated Comprehensive Plan) to further define project scopes and costs.
  - Position the Town of Rush to obtain State and Federal funding to implement recommendations.

What We Need From You Tonight

How do we improve safety, quality of life, and connectivity within the Hamlet and the Town of Rush?

- **What needs to be improved?**
- **Where are the "hot spots" that need attention?**
- **How can safety and access be improved for pedestrians and bicyclists?**

Each of the stations are designed to get your thoughts and comments on various issues – there are no wrong answers so be as open and creative as possible!

TYLin

HIGHLAND PLANNING

GENESEE TRANSPORTATION COUNCIL
The Metropolitan Planning Organization for the Genesee-Finger Lakes Region

Next Steps

- **Full consideration of all ideas and comments received tonight**
  - Please provide any additional thoughts by Friday, July 12th, 2024 to:

TYLin
ATTN: Improve Rush!
255 East Avenue
Rochester, NY 14604
or
Christine.Bianchi@tylin.com

- **Development of potential projects for your review**
- **Public Meeting #2 in Fall 2024 to get your thoughts on those potential projects**

Thank you

TYLin HIGHLAND PLANNING

WELCOME TO RUSH EST. 1818

GENESEE TRANSPORTATION COUNCIL
The Metropolitan Planning Organization for the Genesee-Finger Lakes Region

Traffic & Safety – Hamlet Study Area

Please identify which areas within the Hamlet that can be improved for:

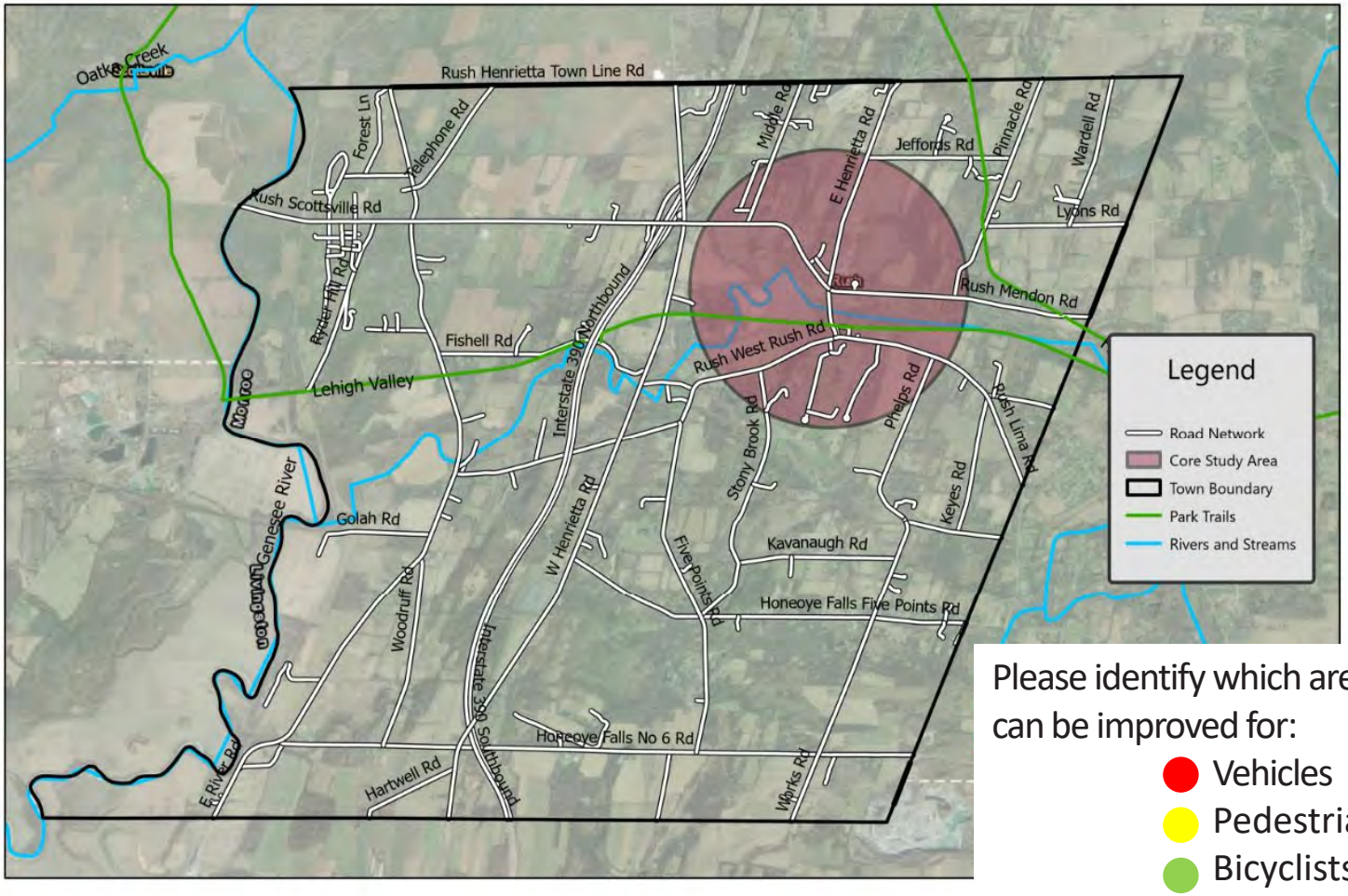
- Vehicles
- Pedestrians
- Bicyclists

WELCOME TO RUSH EST. 1818

GENESEE TRANSPORTATION COUNCIL
The Metropolitan Planning Organization for the Genesee-Finger Lakes Region

TYLin HIGHLAND PLANNING

Traffic & Safety – Town of Rush Overview



Please identify which areas can be improved for:

- Vehicles
- Pedestrians
- Bicyclists

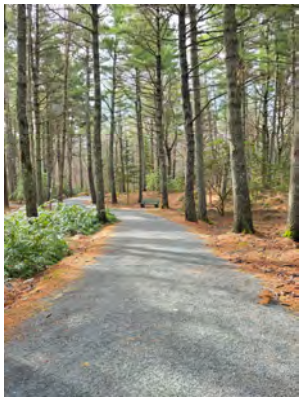
TYLin HIGHLAND PLANNING

GENESEE TRANSPORTATION COUNCIL
The Metropolitan Planning Organization for the Genesee-Finger Lakes Region

Multi-Use Trail

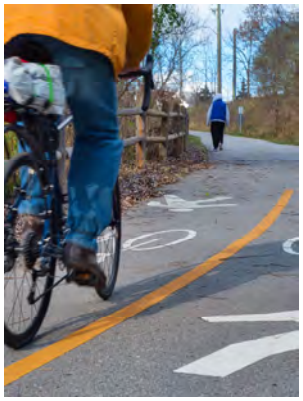
Please rate the following photos:

- "Love It"
- "Not Bad/Not Great"
- "Not a Fan"



Rustic Stone Trail

Stone Dust Trail with Access to Water



Asphalt, Delineated Multi-Use Trail

Solid Surface Trail with Benches

Dirt Trail Adjacent to Waterway without Access

Trailhead Access

Please rate the following photos:

- "Love It"
- "Not Bad/Not Great"
- "Not a Fan"

Asphalt Trail with Fence and Overhead Lighting

Asphalt Trail with Low Laying Lighting

Parking Lot with Fixed Barriers at Trailhead

Removable Barriers at Trailhead

Pedestrian/Bicycle Access

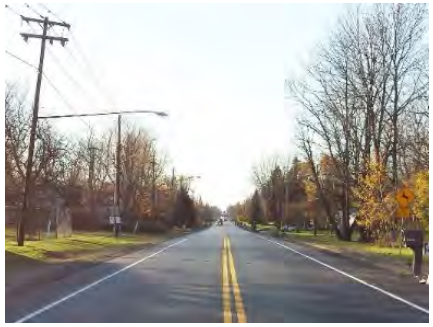
Please rate the following photos:

- "Love It"
- "Not Bad/Not Great"
- "Not a Fan"

Rectangular Rapid Flashing Beacon (RRFP) and High Visibility Pedestrian and Bike Crosswalk

Wide Sidewalk with Decorative Lighting and Benches

Pedestrian Midblock Crossing



Roadway with Shoulders (No Dedicated Pedestrian or Bicycle Facilities)

Intersections

Please rate the following photos:

- “Love It”
- “Not Bad/Not Great”
- “Not a Fan”

Roundabout with Pedestrian Crossings

Signalized Intersection with Pedestrian Beacons

Uncontrolled Intersection with Pedestrian Crosswalk

Signalized Intersection in a Suburban Area without Protected Pedestrian Access

Town of Rush Pedestrian/ Bicycle Safety & Connectivity Plan
Public Meeting #1
June 25, 2024, 6:00-8:00PM
William Udicious Pavilion, 1900 Rush Scottsville Rd, Rush, NY

Meeting Summary

On Tuesday, June 25th from 6:00-8:00PM, the Town of Rush held its first public meeting to educate the public about the Town of Rush Pedestrian/Bicycle Safety & Connectivity Plan. The goal of the plan is to improve the safety of trails and encourage more walking and biking throughout Rush. 26 people attended the meeting.

The meeting followed an open house format, allowing members of the public to drop in and provide feedback any time within the two-hour period. A reoccurring slide show presentation with project information was available for attendees to view. Four stations were set up around the room to provide information about the project and the opportunity to solicit input on existing and planned conditions.

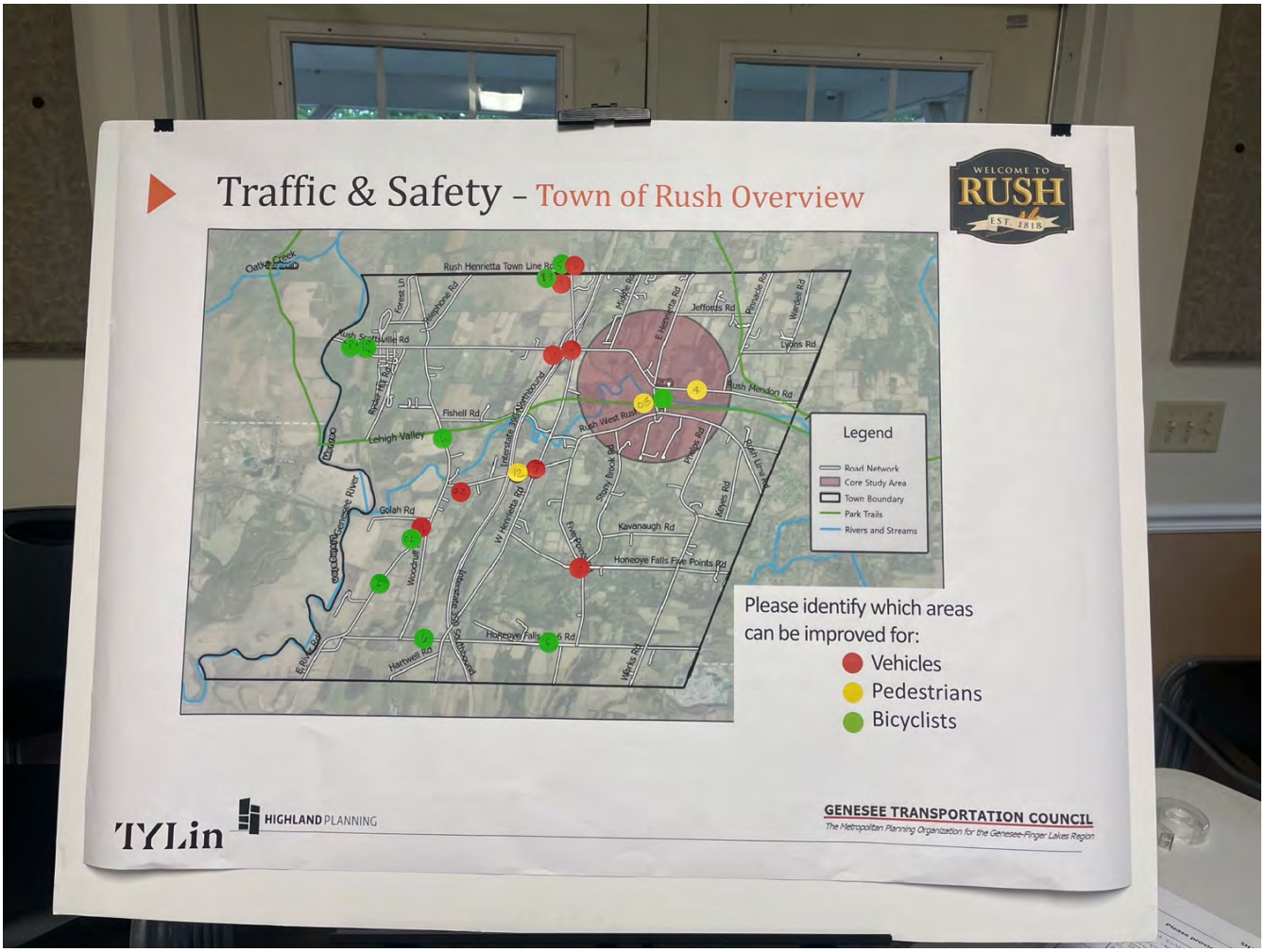
The board stations included:

1. Project Overview
    - Provided the project background, objectives, and timeline
2. Existing Conditions
    - Displayed current pedestrian and bicycle infrastructure
    - Highlighted key destinations, traffic volumes, and speed data
3. Community Vision Station
    - Interactive boards for attendees to share their vision for
4. Safety and Connectivity Challenges/Opportunities
    - Displayed maps for attendees to pinpoint areas of challenges or opportunities for improvement

Feedback from this meeting will help shape the development of potential strategies and implementations options. A list of attendees is provided in Appendix A. Pictures are included as Appendix B.

Safety and Connectivity Challenges/Opportunities Station
Attendees were asked to pinpoint areas where there are challenges or opportunities of improvement by using a corresponding sheet to write down their feedback. Attendees could use additional dot stickers to agree with written feedback.

Town of Rush Traffic & Safety Overview



Here is the feedback based on the corresponding sticker number:

1. Southbound signage around curve inadequate considering number of west side driveways some of which school buses stop at. Speed should be reduced, and visibility improved. Southbound vehicles put the pedal to the metal upon hitting the curve, doing 70s as they hit the stretch. Unsafe for bicycles and cars, existing drivers. County has not been responsive and not sure who to contact. **(1 sticker)**

2. Speeding (in both directions on Rush-West Rush Rd) is excessive of the 30mph posted speed, 24/7, despite attempts at enforcement, and has been so for years. **(1 sticker)**
3. Impossible to cross this street as a pedestrian and cyclist **(3 stickers)**
4. Motorists travel absurdly way too fast on Rt 251. The speed limit is 35mph and I often times do not feel safe in my yard going to the mailbox, taking the trash out, gardening, walking, etc. **(8 stickers)**
5. People die at this intersection. RHSD will not allow buses to cross at this intersection. Lots of bike traffic on Rush Henrietta Townline Road off West Henrietta Road
6. Shoulders of the road are too small and pose a danger for bikers. Also a drop from the shoulder into a gravel area is dangerous. Cars and trucks go too fast and do no provide enough leeway for cyclists **(3 stickers)**
7. Several intersections have a serious accident track record including deaths. Can a "dangerous intersection ahead" sign be posted ahead of those? **(1 stickers)**
8. On Rt 251, between the Railroad museum and River road in Scottsville, there are now 4 public access sites on a half mile stretch of Road. **(3 stickers**)
    - (Railroad museum, Hundred Acre Nature Park, Fishing Site, Genesee Valley Greenway). At the Railroad Museum it is 35 mph-the rest is 55 mph. There was an accident there this past weekend. Please reduce the entire road to 35 mph
9. Rush Henrietta Town Line Road and West Henrietta Road are dangerous intersections. Rush Henrietta bus drivers have been told to not travel east to west on this road. Many accidents have occurred here. I have met with County officials and 2 chiefs of staff on this intersection and also have met with the DOT. Drivers headed north do not have sight of traffic headed east and wet until they are very close. They cannot see them until it is too late. **(3 stickers)**
10. Rt 251 bicycle lanes needed headed toward Scottsville and back near and beyond the Genesee Valley Green Way **(2 stickers)**
11. Near the park and ride there is no access road that heads to 390 North. The access road culminates to an ending facing South. The driver's intention is to go North. The access road should be eliminated and converted to green space.
12. West Rush Road headed west from West Henrietta is 55 mph. Why? There are residences and people walking. Please help use to change this to 35 mph and other calming strategies **(1 sticker)**
13. Slow down the hamlet traffic. Add street trees. Add bike lanes. Extend the sidewalks to the North, West, and East

HIGHLAND PLANNING

Hamlet Traffic & Safety Overview

Here is the feedback based on the corresponding sticker number:

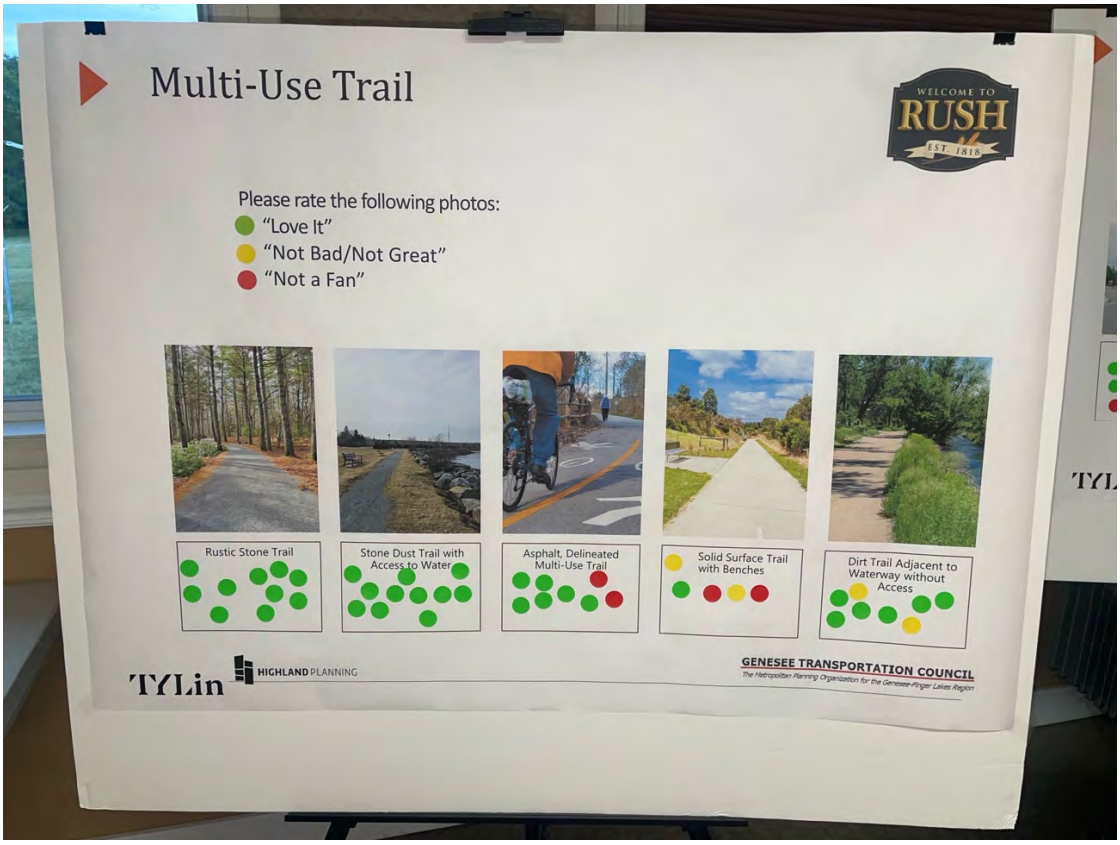
1. Unsafe crossing, low visibility, crosswalk, cars speeding **(3 stickers)**
2. Bike pedestrian access to library and fields, bike racks, safe crossing
3. Rush Lima Road speed limits are too high in the hamlet and leaving the hamlet all the way to Mendon. There are many more residences there then previously fatal accidents and other accidents have occurred and continue to occur. **(3 stickers)**
    - Going out of the hamlet, heading north on East Henrietta Road between Chases and Leary school. The speed limits are too high. Leary school area is too high, then it goes 55 headed South then to 35 headed into the Hamlet. Can you help us make this better? A school area alone should be 30mph. Plus as you head south you go down a big hill which generally speeds up the auto. **(2 stickers)**

4. Intersection is dangerous-cars go to fast. Signage is not well placed and clear
5. Trail has standing water on side and on trial poor drainage **(2 stickers)**
6. Wheel ruts inconsistent section-rough terrain
7. Lehigh trail is often wet/muddy puddled in this area due to lack of drainage from south side to north side (and then to Honeoye Creek). Snow melts, ponding, etc, make this potentially useful trail useless at area "7" and a few others to the east **(1 sticker)**

Community Visioning Station

Here are the boards attendees provided feedback on their vision for multi-use trails, intersections, pedestrian/bike access, and trailhead access. Three differed colored stickers indicate if the "Love it, Like it, or Not a Fan."

Multi-Use Trail



Rustic Stone Trail:

Love It -10

Stone Dust Trail with Access to Water:

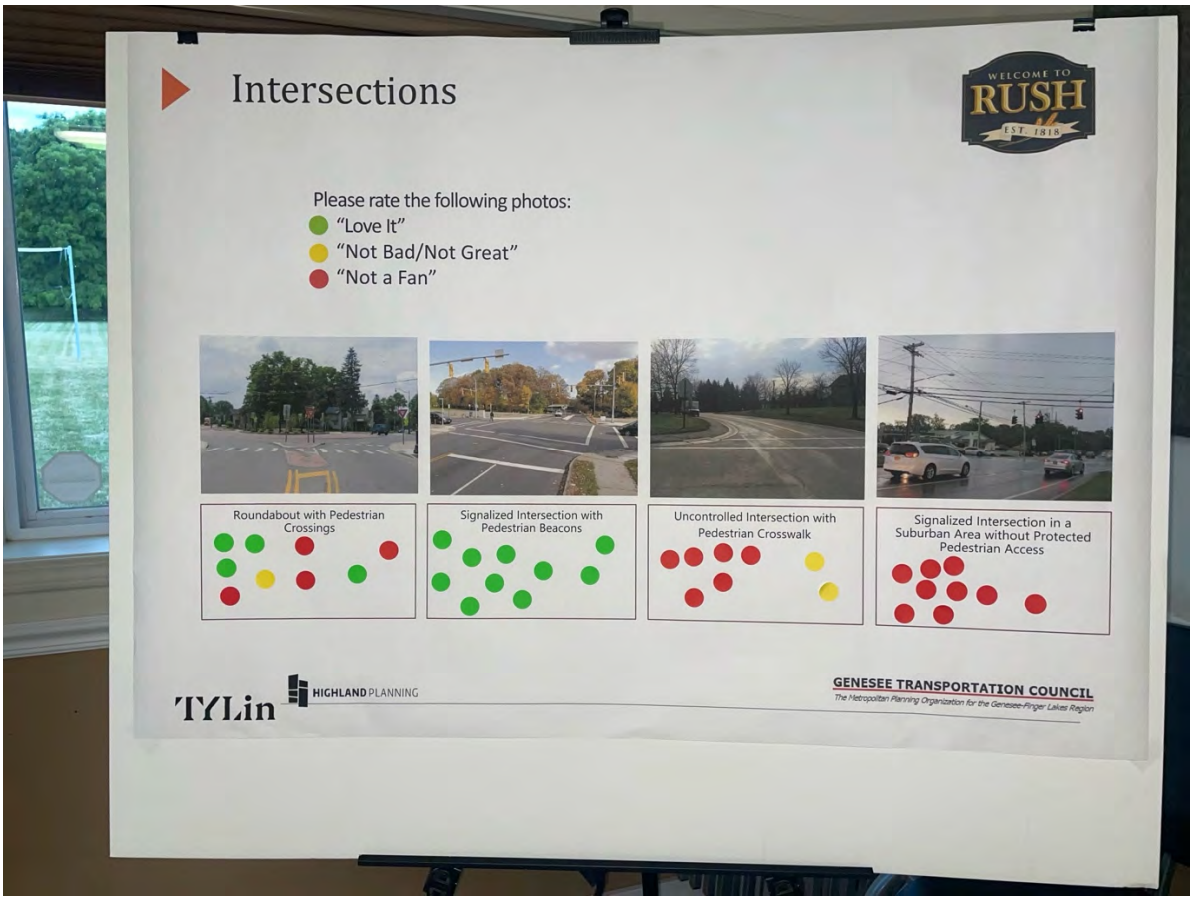
Love It - 11

Asphalt Delineated Multi-Use Trail:
Love It - 6
Not a Fan - 2

Solid Surface Trail with Benches
Love It - 1
Not Bad/Not Great - 2
Not a Fan - 2

Dirt Trail Adjacent to Waterway without Access
Love It Total - 6
Not Bad/Not Great - 2

Intersections



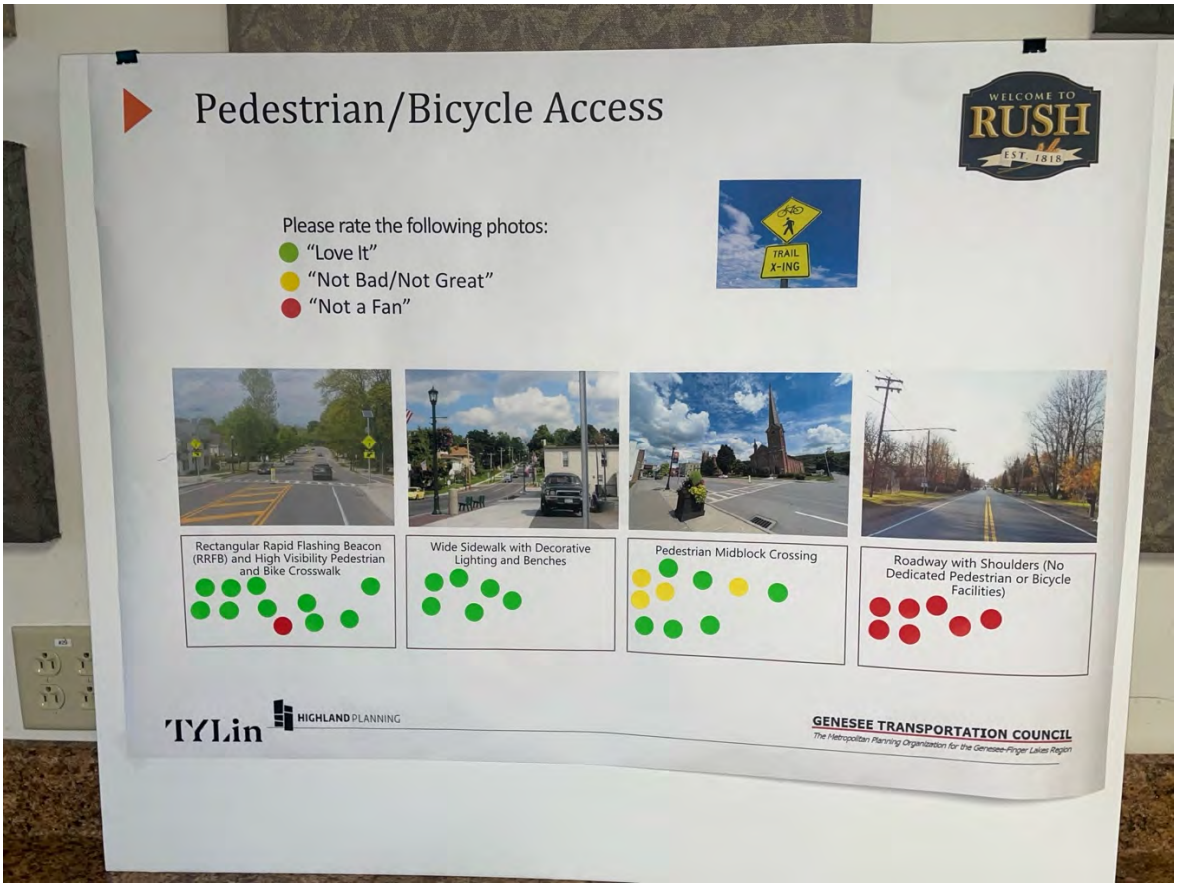
Roundabout with Pedestrian Crossings
Love It- 4
Not Bad/Not Great - 1
Not a Fan - 4

Signalized Intersection with Pedestrian Beacons
Love It - 10

Uncontrolled Intersection with Pedestrian Crosswalk
Not bad/Not Great – 2
Not a Fan – 6

Signalized intersection in a Suburban Area without protected Pedestrian Access
Not a Fan - 6

Pedestrian/Bicycle Access



Rectangular Rapid Flashing Beacon (RRFB) and High Visibility Pedestrian and Bike Crosswalk
Love It – 10
Not a Fan- 1

Wide sidewalk with Decorative Lighting and Benches

Love It – 6

Pedestrian Midblock Crossing
Love It – 6
Not bad/Not Great -4

Roadway with Shoulders (No dedicated Pedestrian or Bicycle Facilities)
Not a Fan – 7

Trailhead Access

Asphalt Trail with Fence and Overhead Lighting
Love It - 1
Not Bad/Not Great - 1
Not a Fan – 3

Asphalt Trail with Low Laying Lighting
Love It - 1
Not Bad/Not Great - 1

Not a Fan – 3

Parking Lot with Fixed Barriers at Trailhead
Love It - 8
Not Bad/Not Great- 1

Removable Barriers at Trailhead
Love It- 8
Not Bad/Not Great - 1

Additional attendee comments received from conversations:

- Bike safety general. Town controlled roads
- When resurfacing projects come up, consider widening roads and added bike lanes
- Alleghany County- access to transportation
- Change of speed limits-it can be done based on Kathy Hochul Legislation
- Narrow Road-
    - NYS signage available (Diamond)
    - Triangle with bike signs
    - Increase awareness of bikes/people
- Suggestion to have state troopers help to slow people down
- Drag racing on Sunday nights is a problem
- Idea to create a walking trail from Rush to Honeoye Falls
- 15A is dangerous for biking and walking, could use a bike lane at intersection of Route 6
- Increase safety of people/traffic
- Increase monitoring
- Suggestion for a trail and bike lane on Rush West Road near the church in Rush
- Concern about who shovels/maintains curbs and sidewalks especially with older generation
- Resident commented on blinking yellow light on Rush Henrietta Town Line Road and West Henrietta Road is an issue – there have been fatal crashes here and still considered a dangerous intersection. School district will not even allow buses to go through the intersection because they consider it too dangerous. Industrial site located next to intersection adds to issues as the trucks cause issues and slow downs when entering/exiting the site. Another resident also commented their same concerns for this intersection being dangerous.
- Resident noted they live on Rush Henrietta Town Line Road and it is a nice country road with lots of bikes.
- Resident noted on Route 251, there are different destinations (RR museum, 100 acres nature park, Genesee Valley Greenway) close together where the speed limit varies from 35-55 mph and it can make it difficult and feel unsafe with cars turning

in and out of these areas. The speed limits should be looked at and lowered in this area.
- Resident noted Rush West Rush Road has high speeds and no shoulders.
- Resident noted where the park and ride is on Route 15 – when cars are crossing over to get to 390 it can feel dangerous crossing all those lanes of traffic and difficult to see.
- Resident noted East Henrietta Road – speed limit changes throughout but the school area speed limit doesn't go down as low as it should.

Appendix A

Project Team:
Christine Bianchi, TYLin
Evert Garcia, TYLin
Stephanie Hyde, Highland Planning
Megan Morsch, Highland Planning
Lora Leon, DOT
Daniel Woolaver, Town of Rush Supervisor

Attendees:
Carl Ast
Paul Corbin
Amber Corbin
Cody Donahue
Emily Ghragel
Chris Giordano
Janet Glocker
Kathryn C. Hankins
Leroy Hankins
Garen Jolts
Robert Krows
Susan Mee
Amy Meister
Bryce Meller
Jeanne Morelli
John Morelli
Victoria Mosetti
Joan Potenza
Marianne Rizzo
Mark Robbins
Homs Schmittherer
Mary Slayton
Dave Sluberski
Sandra Sluberski

HIGHLAND PLANNING

Don Stu
Michael J. Tallon

Appendix B

Rush Pedestrian and Bicycle Connectivity Study Attendee Comments
June 25th, 2024

Comments from attendee Mark Robbins

- Bike safety general. Town controlled roads
- When resurfacing projects come up, consider widening roads and added bike lanes.

Contact:
Email: krcappella@aol.com
Number: 585-355-8509

Comments from attendee Kathryn C. Hankins

- Alleghany County- access to transportation
- Change of speed limits-it can be done based on Kathy Hochul Legislation

Contact:
Email**:** Markerino@gmail.com
Number: 585-465-5720

Comments from attendees Amy Meister and Garen Jolts

- Narrow Road-
    - NYS signage available (Diamond)
    - Triangle with bike signs
    - Increase awareness of bikes/people
- Suggestion to have state troopers help to slow people down.
- Drag racing on Sunday nights is a problem
- Idea to create a walking trail from Rush to Honeoye Falls
- 15A is dangerous for biking and walking, could use a bike lane at intersection of Route 6
- Increase safety of people/traffic
- Increase monitoring
- Suggestion for a trail and bike lane on Rush West Road near the church in Rush
- Concern about who shovels/maintains curbs and sidewalks especially with older generation

Contact:
Amy
Email: Ammeister.com
Phone- 585-729-5089

Garen
Email: Jolts40@hotmail.com

Phone: 585-734-1080

Comments from attendee Bruce Mellen

- Need to establish ROW/Trail on east side of Genesee River as well as access to trail from Golah Road and the pole line west if West Rush Road.
- Curious to learn about the current ROW lines in this area.

Contact:
Bruce
Email: Bruce@mellen.biz

Comments recorded from Lora Leon, DOT

- Resident commented on blinking yellow light on Rush Henrietta Town Line Road and West Henrietta Road is an issue – there have been fatal crashes here and still considered a dangerous intersection. School district will not even allow buses to go through the intersection because they consider it too dangerous. Industrial site located next to intersection adds to issues as the trucks cause issues/slow downs when entering/exiting the site. Another resident also commented their same concerns for this intersection being dangerous.
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- Resident noted East Henrietta Road – speed limit changes throughout but the school area speed limit doesn't go down as low as it should.

Comments recorded from Evert Garcia and Christien Bianchi, TYLI

- Residents indicated that they would like to see Bike facilities incorporated along the Lehigh Valley trail, such as rest areas, repair areas, and wayfinding signage.
- Residents are interested in learning if Monroe County will be able to co-fund any proposed sidewalk improvements as part of their recently announced expanded Sidewalk Funding program.
- Some of the intersections need improvements in geometrics. How can this be improved?

    - The intersections of Rush West Rush Road and W Henrietta Road was noted as being especially unsafe and may be a good candidate for a traffic signal.
    - The intersection of Honeoye Falls and 5 Points Road was also noted as being unsafe.
- Residents would like to see formal bike lanes implemented on some of the roads through Town.
    - One resident was very concerned about Rush West Rush Road and the steep drop off adjacent to the shoulder.
- A recurring theme throughout the evening was **SPEED**
    - What options are there for reducing speed on the major thoroughfares?
    - Can Rush lower speed limits without NYSDOT approval on Local Roads?
        - This would require some research.
        - Residents are aware of the latest legislation passed in NYS which allows local municipalities to reduce speed limits down to 25MPH.
    - Enforcement could help. What does Sheriff enforcement currently look like? Can Officer SMART signs be posted in trouble spots?
- A resident felt that public access to the Genesee River should be protected and secured , i.e. trails and public parks.
- Residents suggested that the condition of the Lehigh Valley Trail should be evaluated as there is need for maintenance.
- A group of residents asked for maps of the Town so that they could markup what the various speed limits around Town are.
    - This could probably be done more efficiently with Google Maps first.
    - krcapella@aol.com (Kathy Capella) is the email address for the point of contact who is requesting map copies.
- A resided noted the 1911 House and how access to it could be incorporated into the plan.
- A resident noted that the 100-Acre Trail has a large amount of poison ivy along the trail.
- The Peanut Trail (located between Works Road and Five Points Road) was noted by one of the residents as a walking trail that could be improved.

TYLin

HIGHLAND PLANNING

Genesee Transportation Council

The Town of Rush Pedestrian/Bicycle Safety & Connectivity Plan

Public Meeting #2

November 20, 2024

WELCOME TO RUSH EST. 1818

GENESEE TRANSPORTATION COUNCIL

The Metropolitan Planning Organization for the Genesee-Finger Lakes Region

Welcome

Welcome to our second public meeting.
Thank you for joining us and for your comments after our initial "Town Hall" meeting.
A committee made up of community representatives has been working alongside TYLin, Highland Planning and Genesee Transportation Council to investigate options to improve pedestrian and bicycle safety and connectivity in Rush.

Agenda

1. Purpose
2. Key Tasks
3. Previous Recommendations
4. Identified Needs
5. Draft Project Alternatives
6. Draft Programmatic Alternatives
7. Next Steps
8. Comments & Feedback

1. Project Purpose

To identify, prioritize and describe strategies to improve Pedestrian and Bicycle Connectivity to enhance quality of life by making walking and bicycling safe, viable modes of travel in the Hamlet of Rush and throughout the Town of Rush.

2. Key Tasks

- Project Coordination
- Public Participation
- Inventory of Conditions and Needs
- First Public “Town Hall” Meeting
- Draft Alternatives
- Second Public Meeting
- Recommendations
- Third Public Meeting /Presentation
- Final Report and Action Plan

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The Metropolitan Planning Organization for the Genesee-Finger Lakes Region

3. Previous Recommendations

- Significant amount of previous planning
- Recommendations from each have been reviewed and recorded
- No “one size fits all”
- Comp Plan is solid basis
- Next step is to take it to the next level

4. Identified Needs

a. June 25, 2024 Public “Town Hall” Meeting

b. Public Survey Comments

c. Stakeholder Input

4a. June 24th, 2024 Public Workshop

- Improve visibility for pedestrian/trail crossings
- Add sidewalks and bike lanes in the hamlet
- Trail can be improved with better drainage
- Excessive Speeds

4b. Public Survey Comments

- Improve pedestrian accessibility
- Improve shoulders for bicycles
- Improve trail drainage
- Lower speeds and reduce crashes

4c. Stakeholders

- Improved safety for bicyclists and pedestrians
- Preservation of Town culture
- Rejuvenation of the Hamlet and development of community space
- Walking and biking loops that originate in the hamlet
- Improved trail maintenance

5. Draft Project Alternatives

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

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

c. Pedestrian Improvements in Hamlet

d. Trail Improvements and Connectivity

e. Other

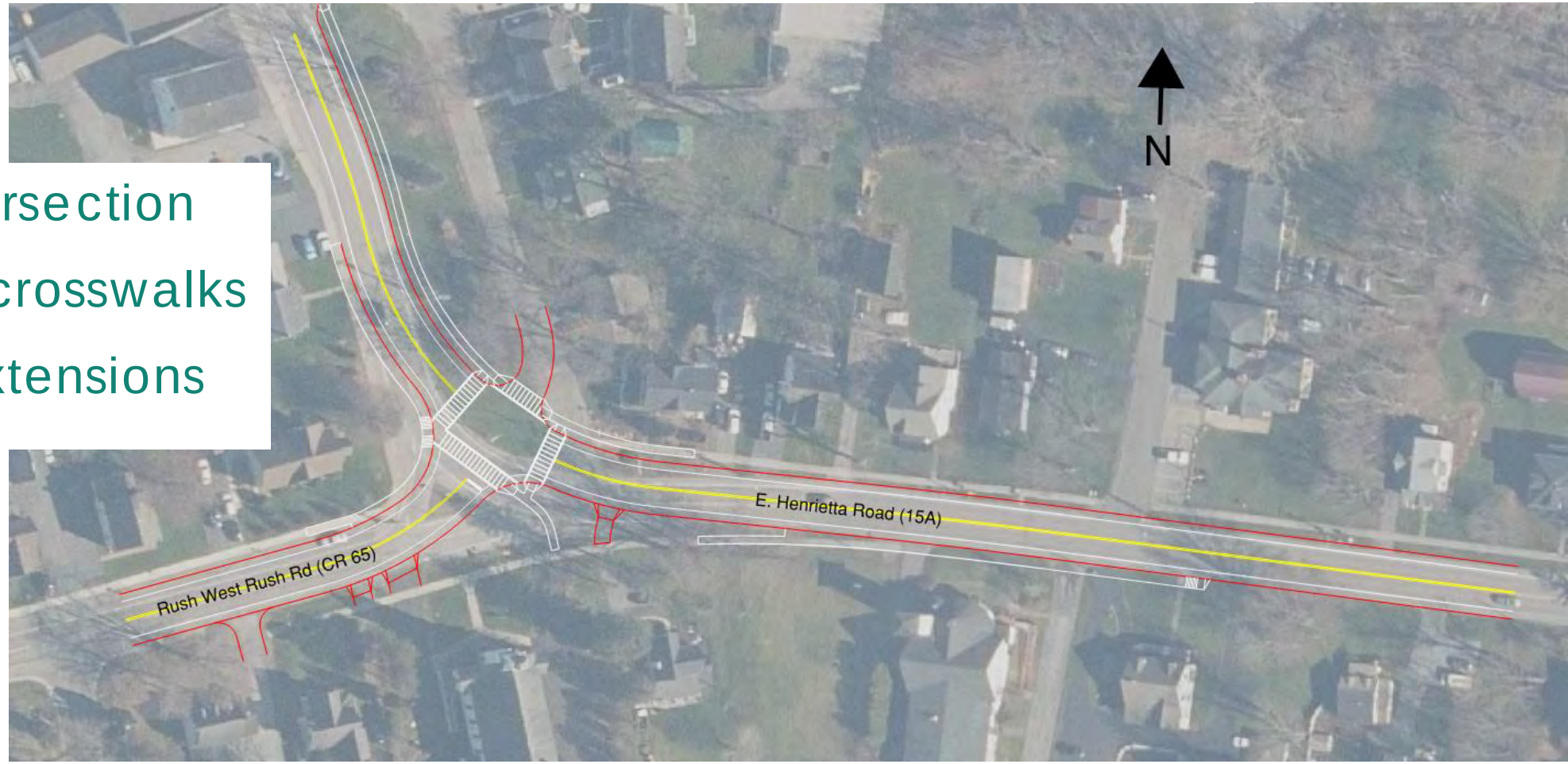
5a. NYS Route 251& NYS Route 15A

- Pedestrian facilities
- Phase modifications
- Sidewalk extension (north & south legs)

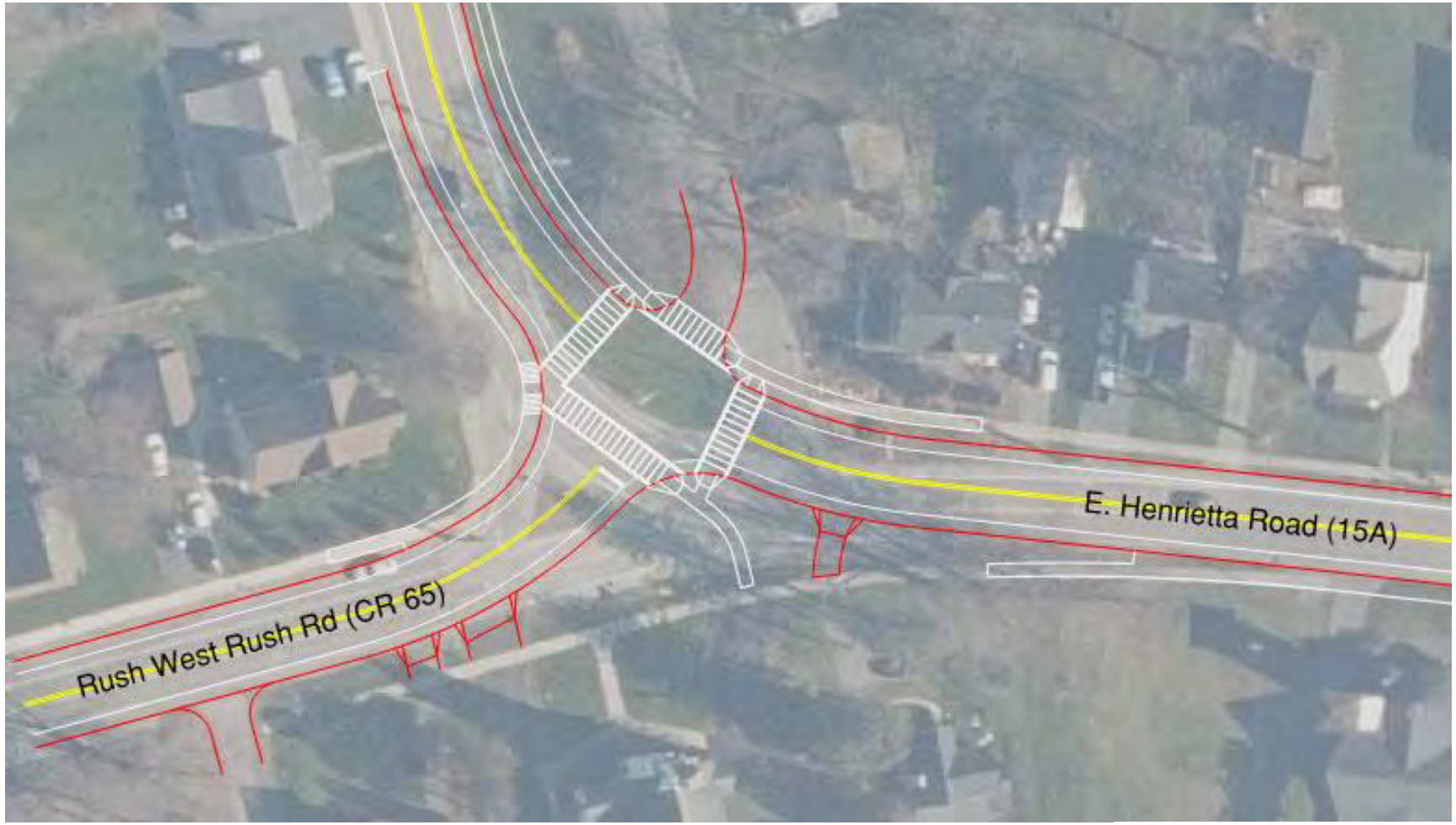
5a. NYS Route 251& NYS Route 15A

5b. Rush West Rush Road / E. Henrietta Road (NYS Route 15A)

- Realign Intersection
- Pedestrian crosswalks
- Sidewalk extensions



5b. Rush West Rush Road / E. Henrietta Road (NYS Route 15A)



5c. Pedestrian Improvements in Hamlet

- Install high-visibility pedestrian crosswalks with advanced signs
- Decorative lighting
- Wider sidewalks
- Benches
- Sidewalk Connectivity

5d. Trail Improvements

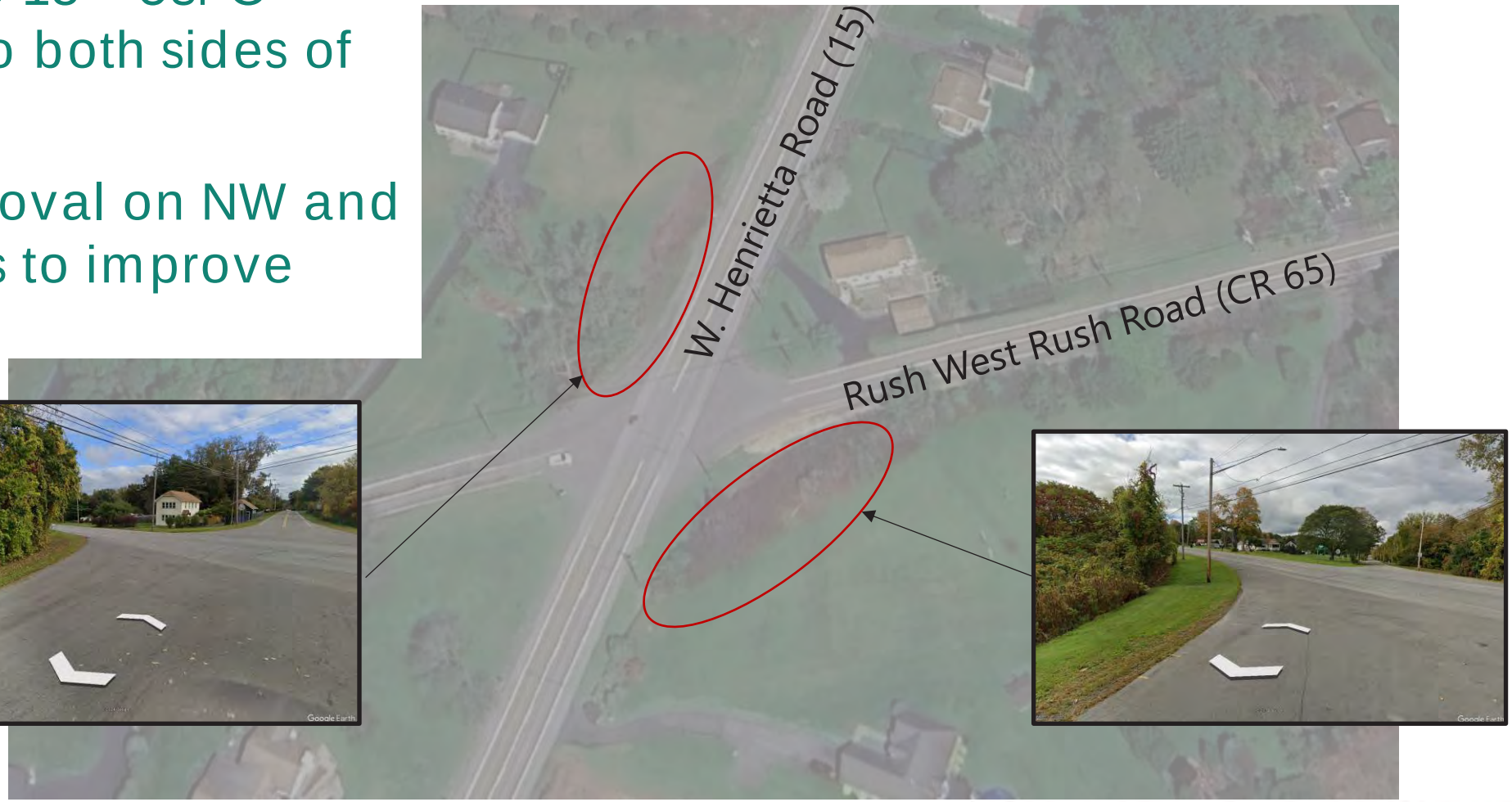
- Stone dust trail
- Rural trailhead treatments
- Bicycle racks
- Benches

5d. Trail Improvements (cont.)

- Wayfinding signs

5e. Other Improvements

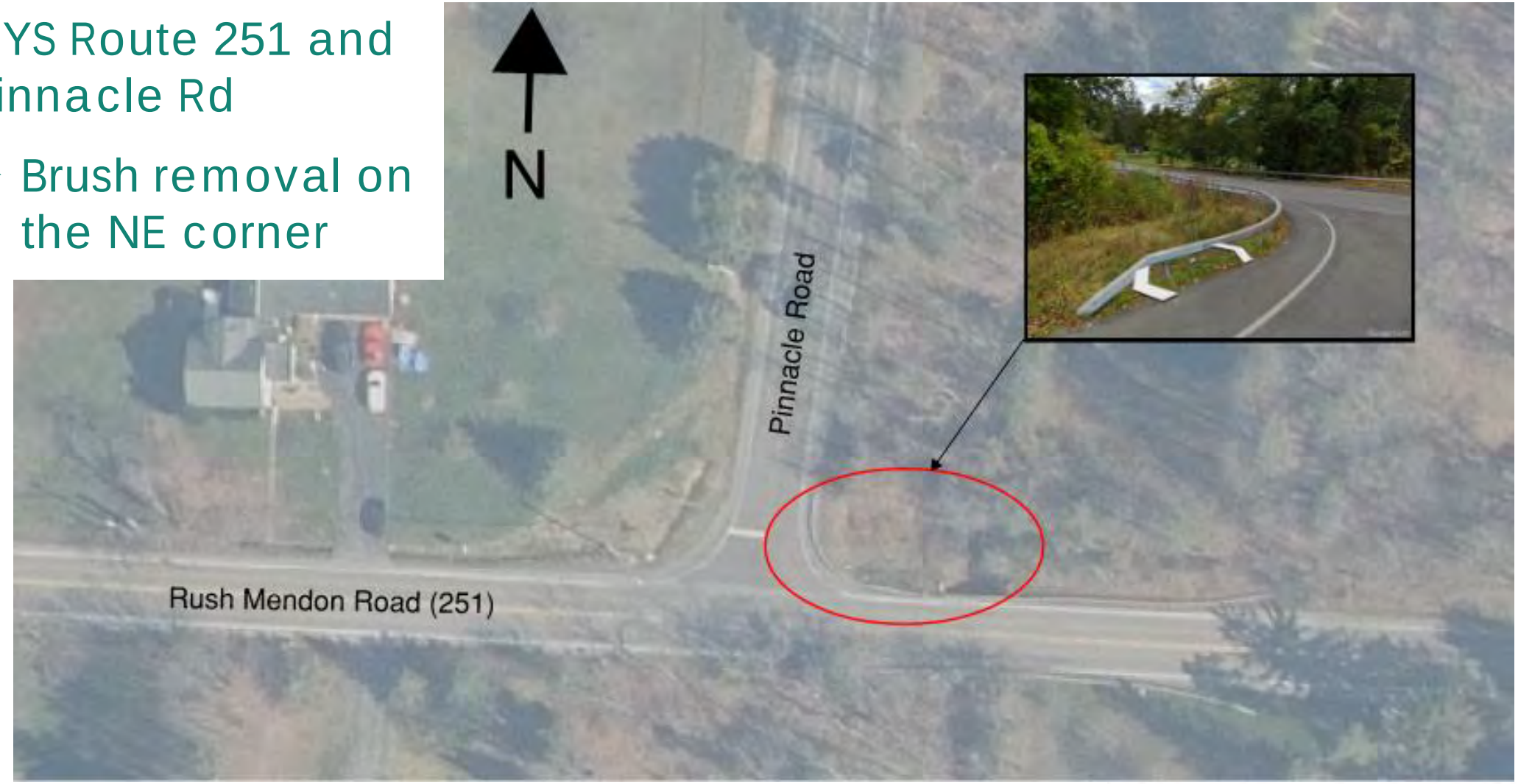
- NYS Route 15 – USPO delivery to both sides of the road
- Brush removal on NW and SE corners to improve visibility



5e. Other Improvements (cont.)

NYS Route 251 and Pinnacle Rd

- Brush removal on the NE corner



5e. Other Improvements (cont.)

- Access to the creek via a floating dock
- Defined parking

6. Draft Programmatic Alternatives

- Complete Streets
  - Policy supporting active transportation
  - Sidewalk Requirements
  - Bicycle Space and Parking Requirements
  - Streetscape Enhancements/Gateway signs
- Enforcement
  - Police presence
  - Feedback signs

7. Next Steps

- **Steering Committee Meets to Review Public Comments and Finalize Alternatives**
- **Draft Plan Developed**
- **Draft Plan Distributed to Steering Committee**
- **Steering Committee Comments Incorporated into Plan**
- **Third Public Meeting/Presentation to the Town Board**
- **Final Plan Developed**

8. Comments & Feedback

Thank You!

You can submit your comments to us via the following methods until Thursday, December 13th, 2024:

TYLin
ATTN: Improve Rush!
255 East Avenue
Rochester, NY 14604
or
Christine.Bianchi@tylin.com

Public Meeting/Presentation (Winter 2025)

We look forward to hearing from you!

HIGHLAND PLANNING

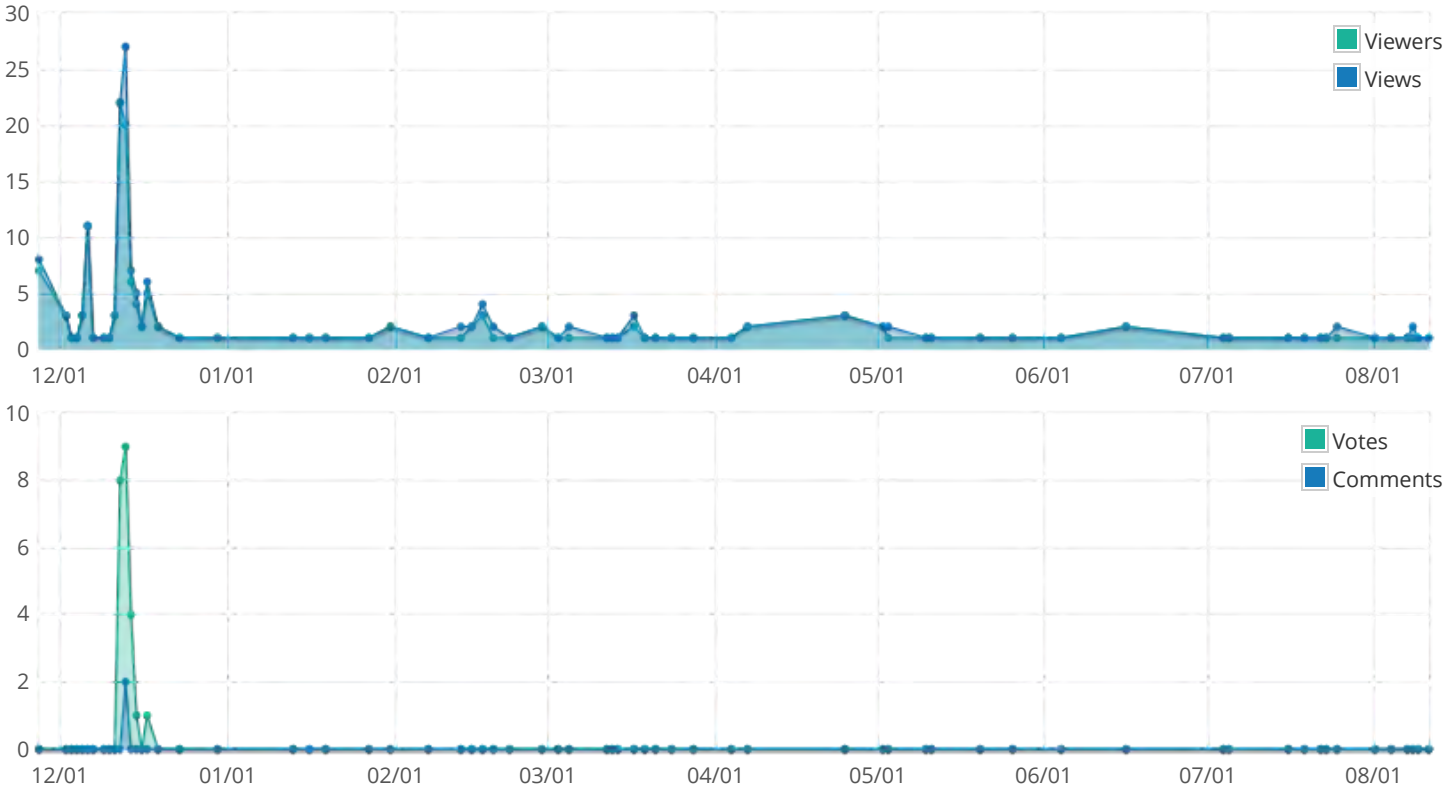
GENESEE TRANSPORTATION COUNCIL
The Metropolitan Planning Organization for the Genesee-Finger Lakes Region

Town of Rush Pedestrian/Bicycle Safety & Connectivity Plan - Outreach #2

Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS
176	8	23	2

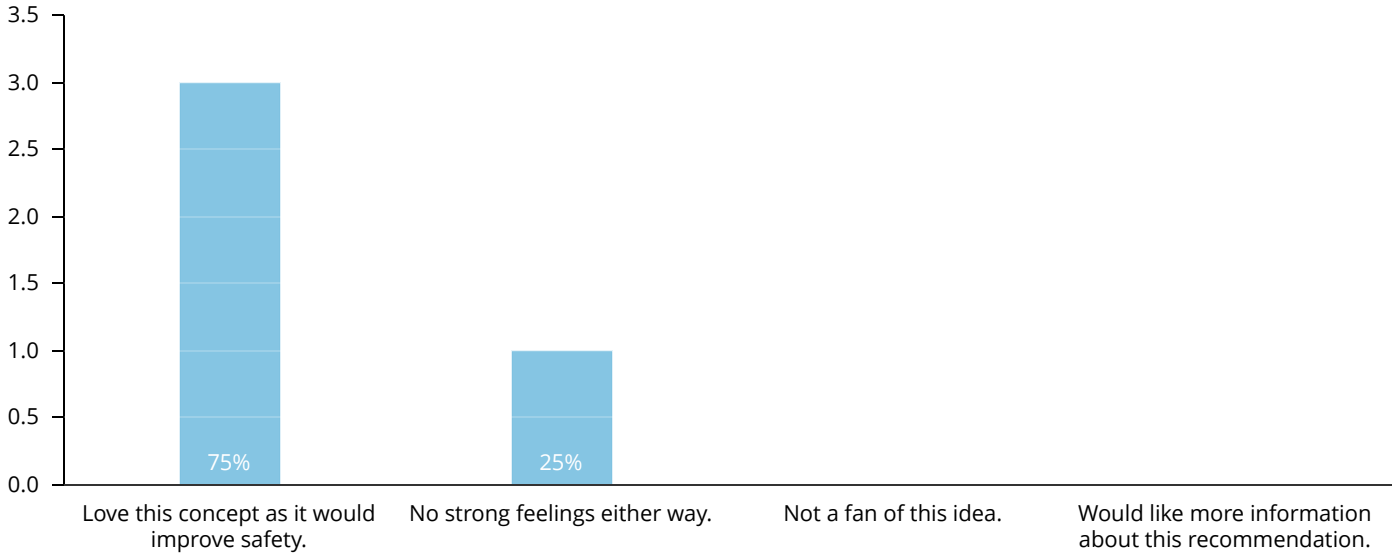
Engagement over time



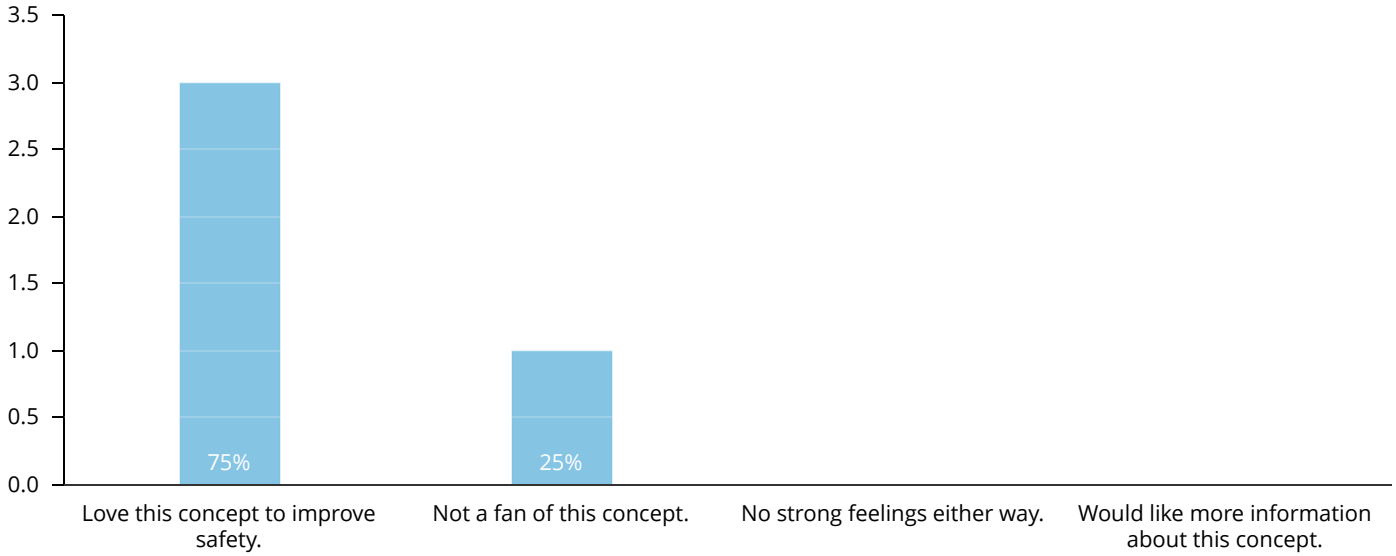
Web Traffic by URL

URL	Visitors	Views
https://publicinput.com/g80888	119	145
https://www.publicinput.com/g80888	28	28

How do you feel about this recommendation to realign the intersection of Rush West Rush Road & NYS Route 15A ? Note any comments below.



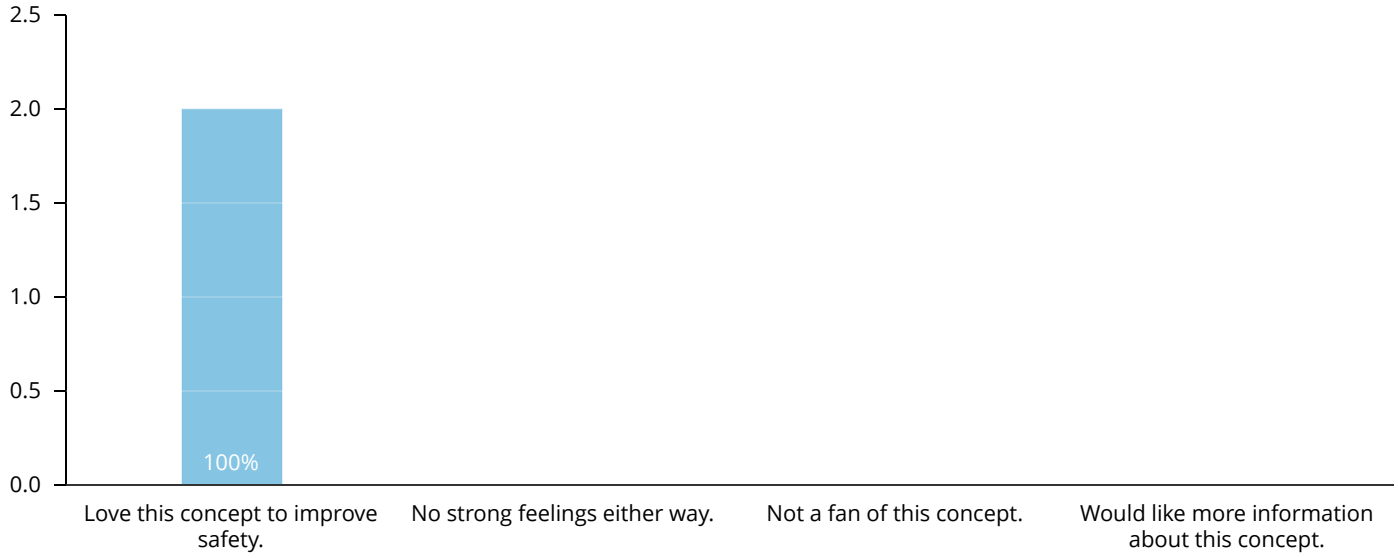
How do you feel about this recommendation to add pedestrian features to Route 251/Rt 15A intersection ? Note any comments below.



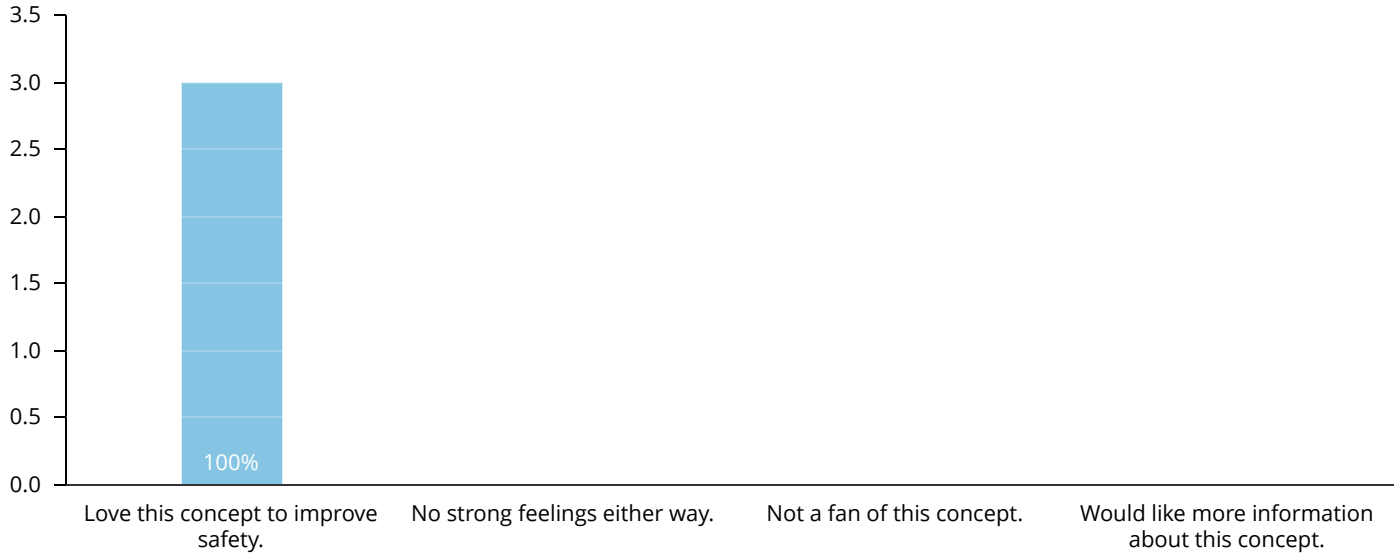
Too many people, especially kids walk in the street to get to the7/11. With traffic speeding up the minute they pass 251. Sidewalks would make it a lot safer.

8 months ago

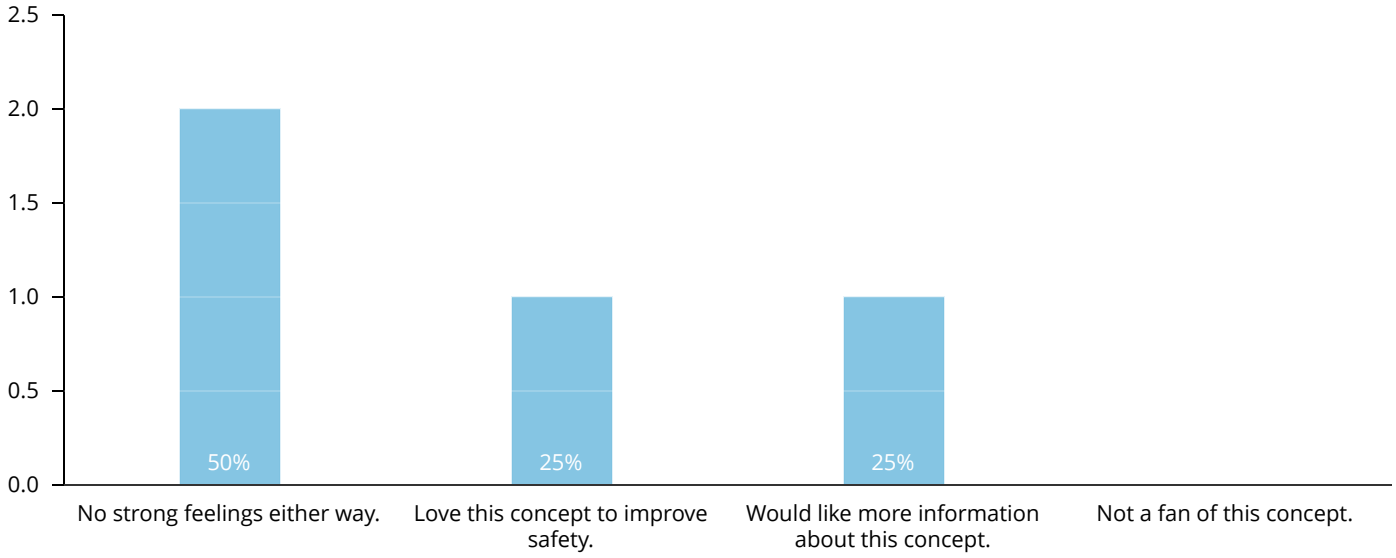
How do you feel about this recommendation to add Install a high-visibility pedestrian crosswalk in the hamlet ? Note any comments below.



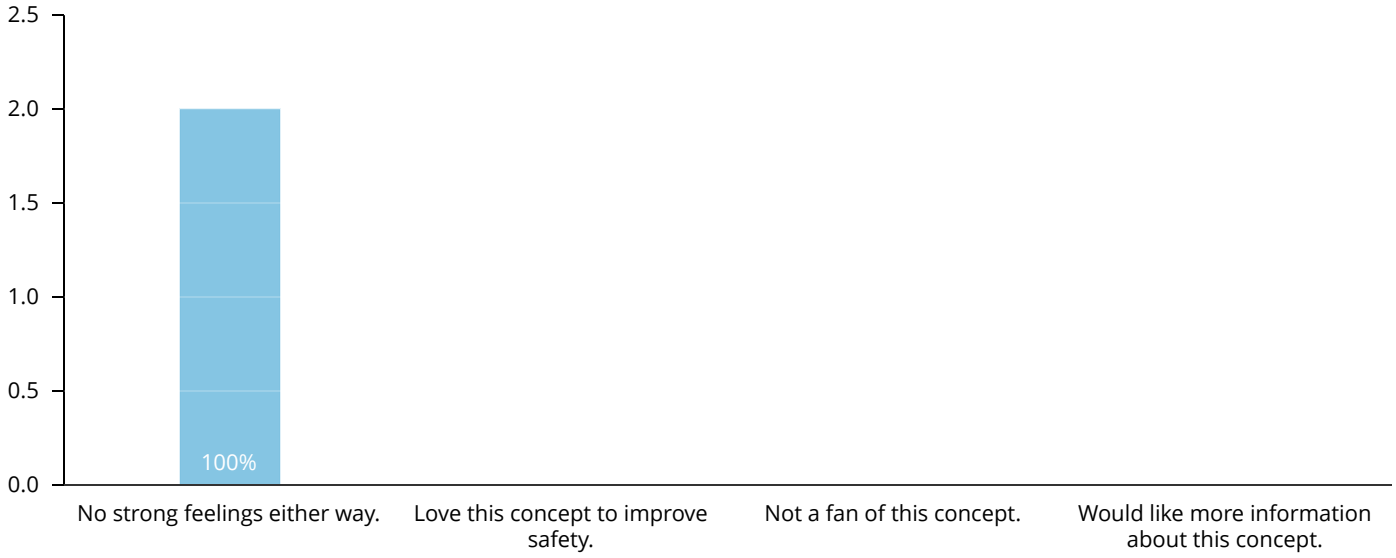
How do you feel about this recommendation to made improvements to the Lehigh Valley Trail. Note any comments below.



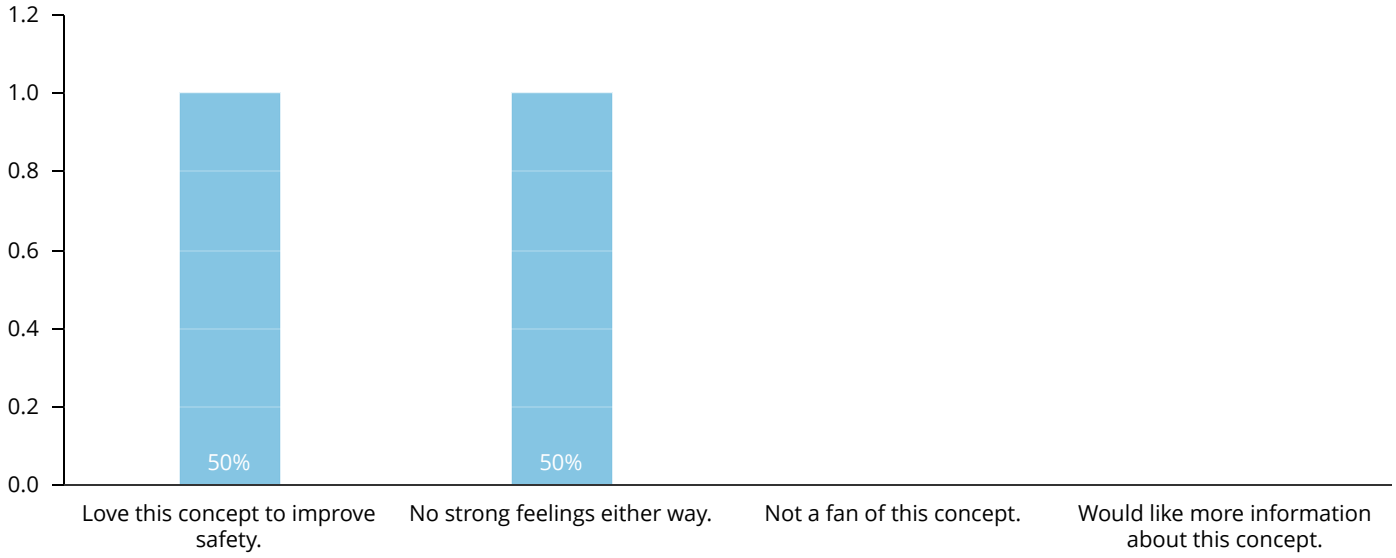
How do you feel about this recommendation to modify US Mail delivery? Note any comments below.



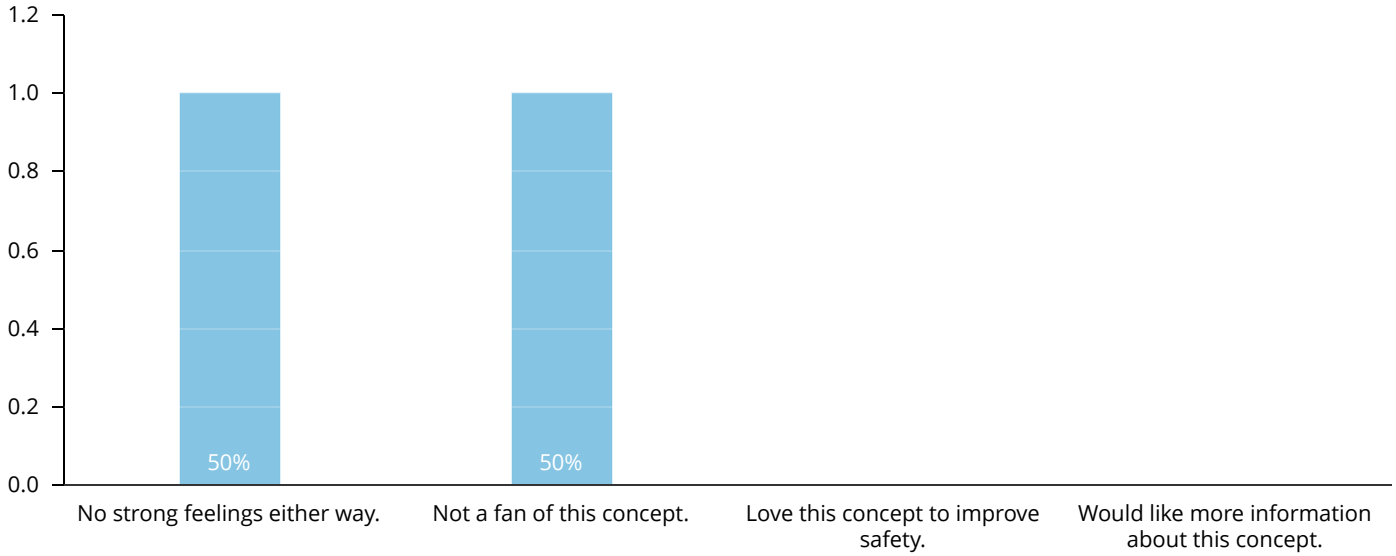
How do you feel about this recommendation about brush removal? Note any comments below.



How do you feel about this recommendation about parking near the trail? Note any comments below.



How do you feel about this recommendation about a floating dock in Honeoye Creek? Note any comments below.



What other questions or comments do you have about this planning study to improve pedestrian and bicycle safety and connectivity in the Town of Rush?

Thank you for your interest in the Town of Rush's plans to improve biking and walking. We invite you to provide your contact information to stay informed.

No data to display...

TYLin

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Genesee Transportation Council

The Town of Rush Pedestrian/Bicycle Safety & Connectivity Plan

WELCOME TO RUSH EST. 1818

Presentation to the Town Board of Trustees

July 23, 2025

GENESEE TRANSPORTATION COUNCIL

The Metropolitan Planning Organization for the Genesee-Finger Lakes Region

Agenda

1. Purpose of the Study
2. Key Elements
3. Previous Recommendations
4. Transportation Network
5. Identified Needs
6. Community Outreach
7. Plan Recommendation Locations
8. Next Steps

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GENESEE TRANSPORTATION COUNCIL
The Metropolitan Planning Organization for the Genesee-Finger Lakes Region

1. Purpose of the Study

To identify safety risk and exposures to develop a set of strategies to provide corrective actions for pedestrians, bicyclist and vulnerable users and to promote active transportation safety in the Hamlet of Rush.

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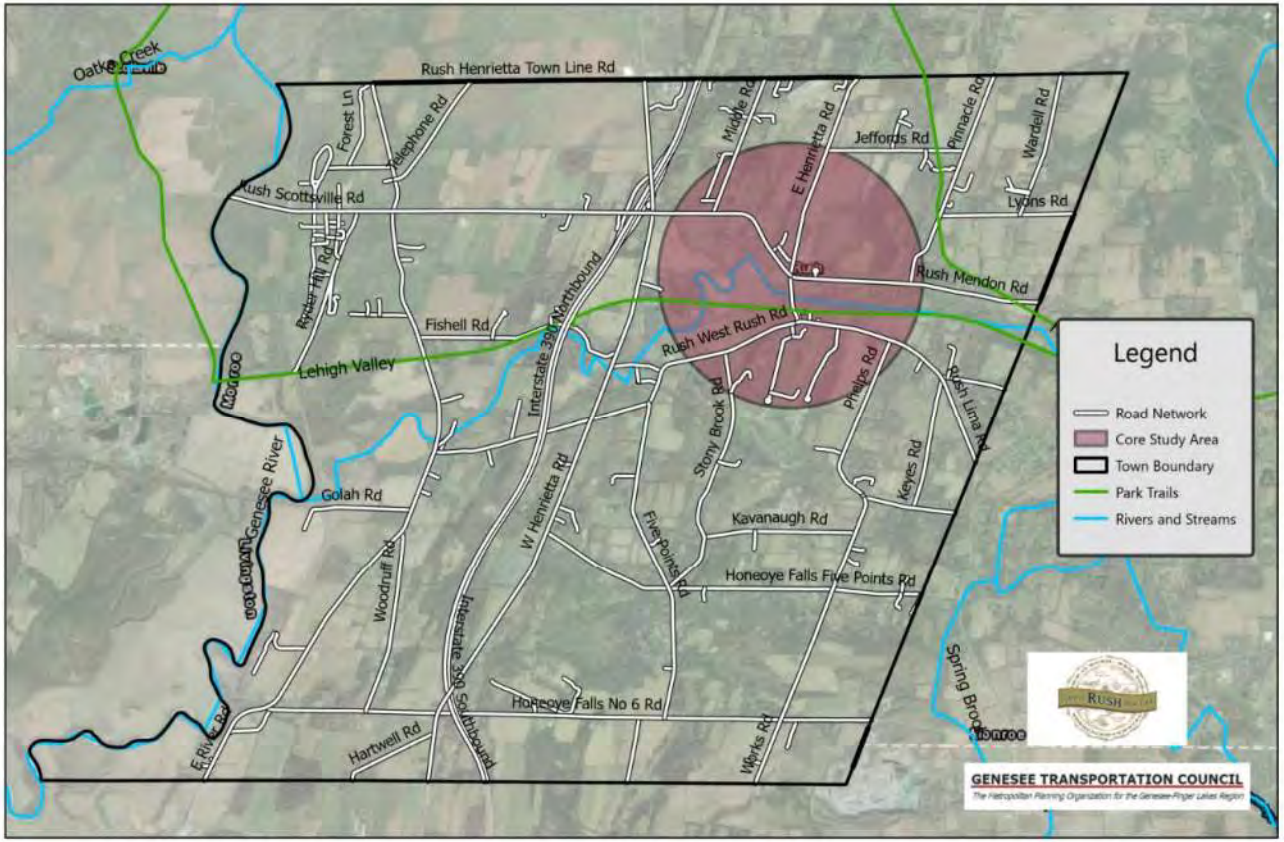
Project Area



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2. Key Elements

- Review of Existing Plans
- Inventory of Conditions
- First Public Meeting
- Draft Alternatives
- Second Public Meeting
- Recommendations
- Presentation To the Town Board
- Final Study

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3. Previous Recommendations

- Significant amount of previous planning
- Recommendations from each have been reviewed and recorded
- Comprehensive Plan is solid basis
- Next step is to take it to the next level

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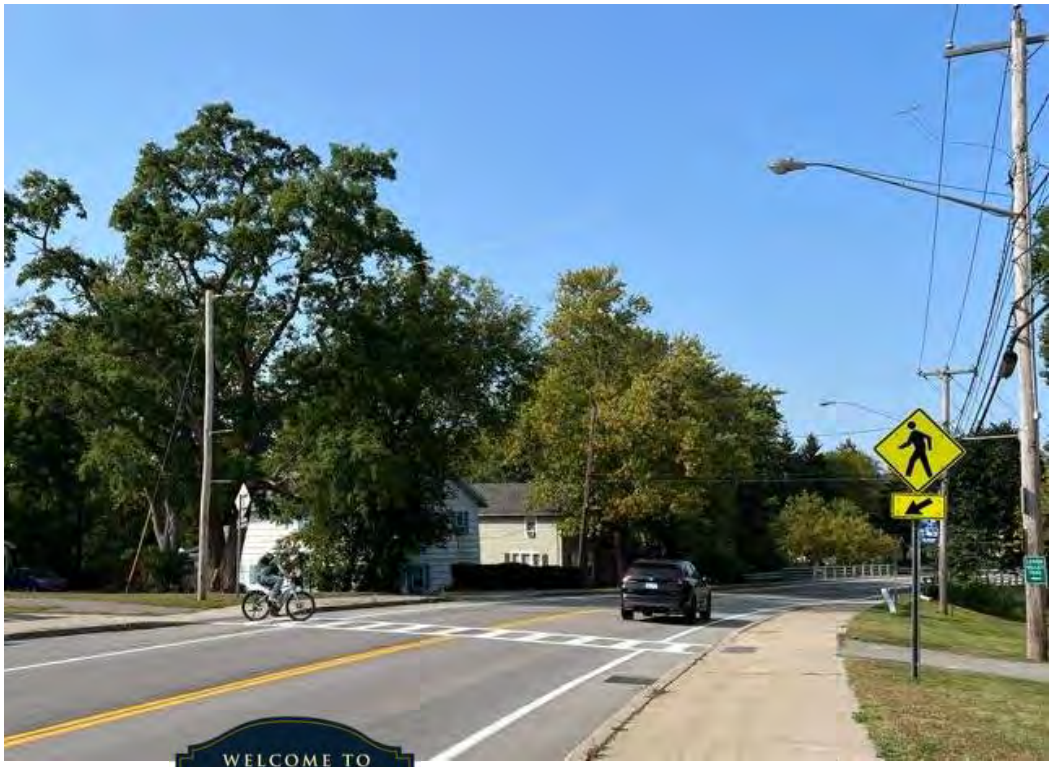
4. Transportation Network

- Main Roadways
- NYS Route 15A & 251 Truck Traffic (5% & 6%)
- Residential Streets
- Lehigh Valley Trail
- Connections to parks and recreation areas



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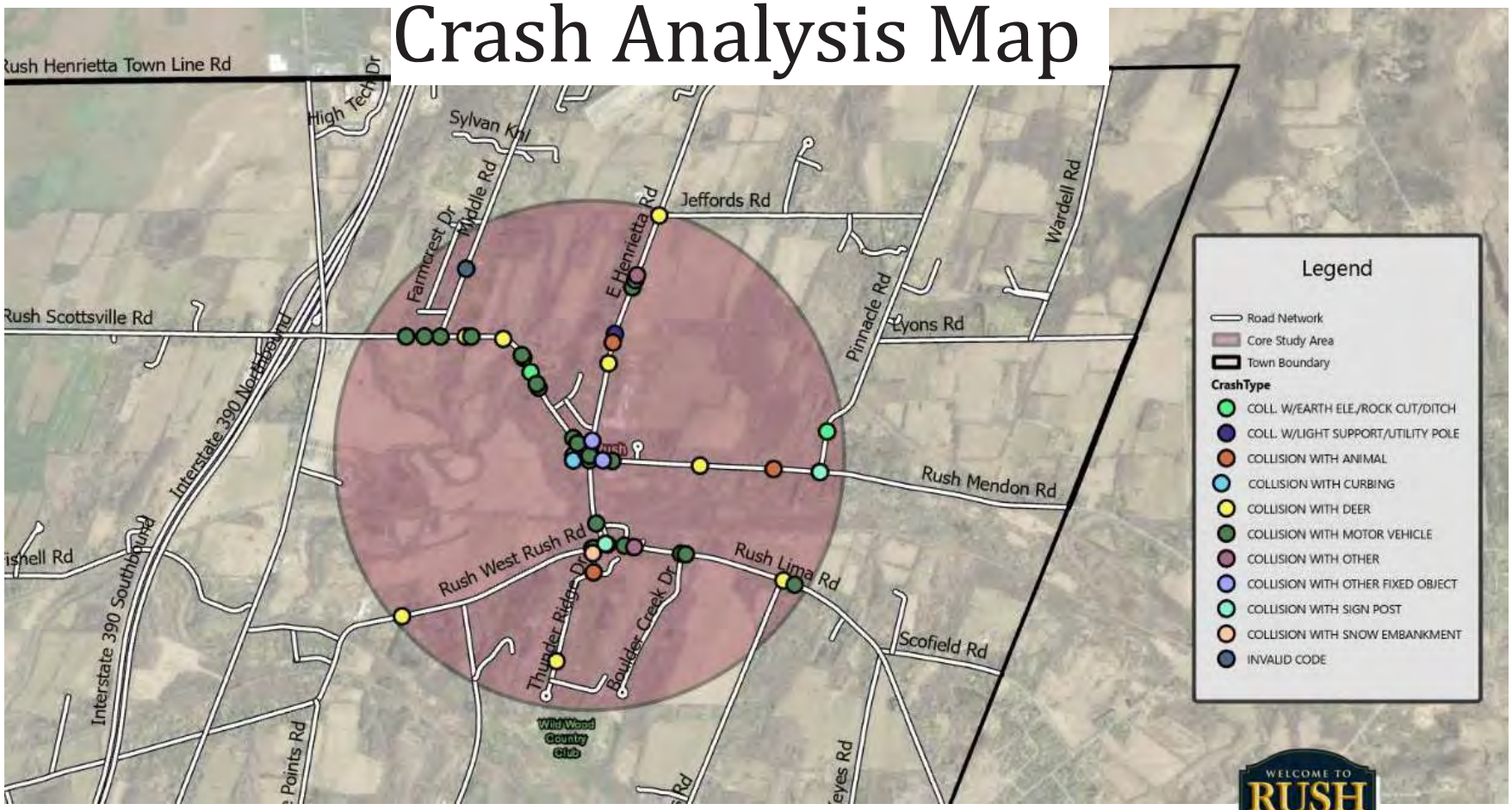
Crash Analysis Map



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5. Identified Needs

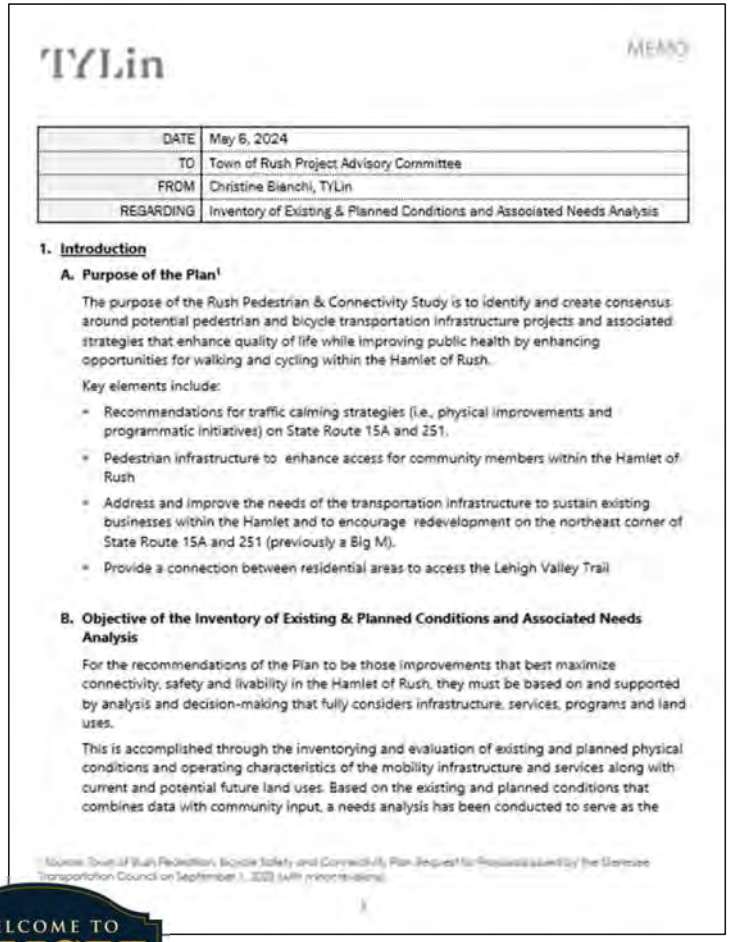
a. **Sidewalk connectivity**

b. **Bicycle and pedestrian facilities**

c. **Trail enhancements & drainage**

d. **Wayfinding signs**

e. **Delineated parking**



TYLin

MEMO

DATE	May 6, 2024
TO	Town of Rush Project Advisory Committee
FROM	Christine Bianchi, TYLin
REGARDING	Inventory of Existing & Planned Conditions and Associated Needs Analysis

1. Introduction

A. Purpose of the Plan[1]

The purpose of the Rush Pedestrian & Connectivity Study is to identify and create consensus around potential pedestrian and bicycle transportation infrastructure projects and associated strategies that enhance quality of life while improving public health by enhancing opportunities for walking and cycling within the Hamlet of Rush.

Key elements include:

- Recommendations for traffic calming strategies (i.e., physical improvements and programmatic initiatives) on State Route 15A and 251.
- Pedestrian infrastructure to enhance access for community members within the Hamlet of Rush
- Address and improve the needs of the transportation infrastructure to sustain existing businesses within the Hamlet and to encourage redevelopment on the northeast corner of State Route 15A and 251 (previously a Big M).
- Provide a connection between residential areas to access the Lehigh Valley Trail

B. Objective of the Inventory of Existing & Planned Conditions and Associated Needs Analysis

For the recommendations of the Plan to be those improvements that best maximize connectivity, safety and livability in the Hamlet of Rush, they must be based on and supported by analysis and decision-making that fully considers infrastructure, services, programs and land uses.

This is accomplished through the inventorying and evaluation of existing and planned physical conditions and operating characteristics of the mobility infrastructure and services along with current and potential future land uses. Based on the existing and planned conditions that combines data with community input, a needs analysis has been conducted to serve as the

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6. Community Outreach

- ✓ **Public Meetings**
  - **6/25/2024**
  - **12/13/2024**
- ✓ **Public Survey Comments**
- ✓ **Stakeholders**

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7. Plan Recommendation Locations

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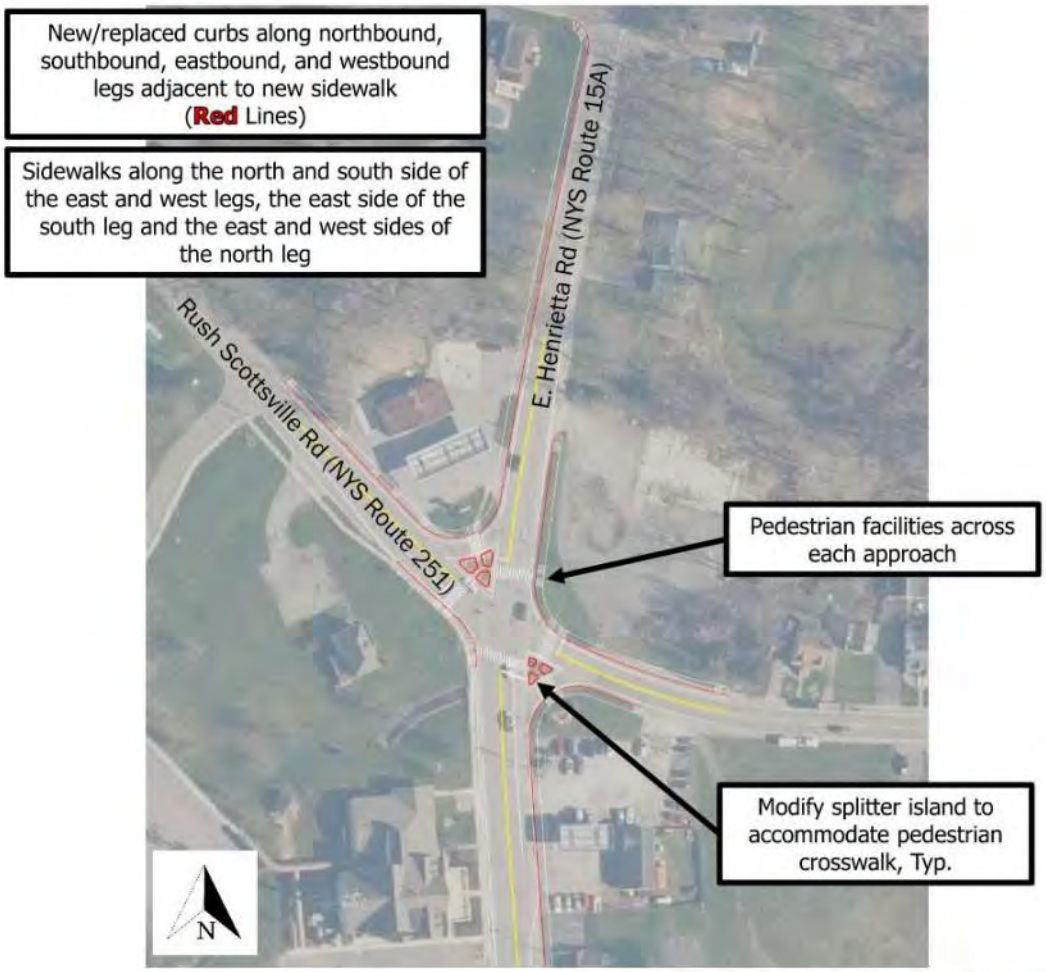
7a. NYS Route 251& NYS Route 15A



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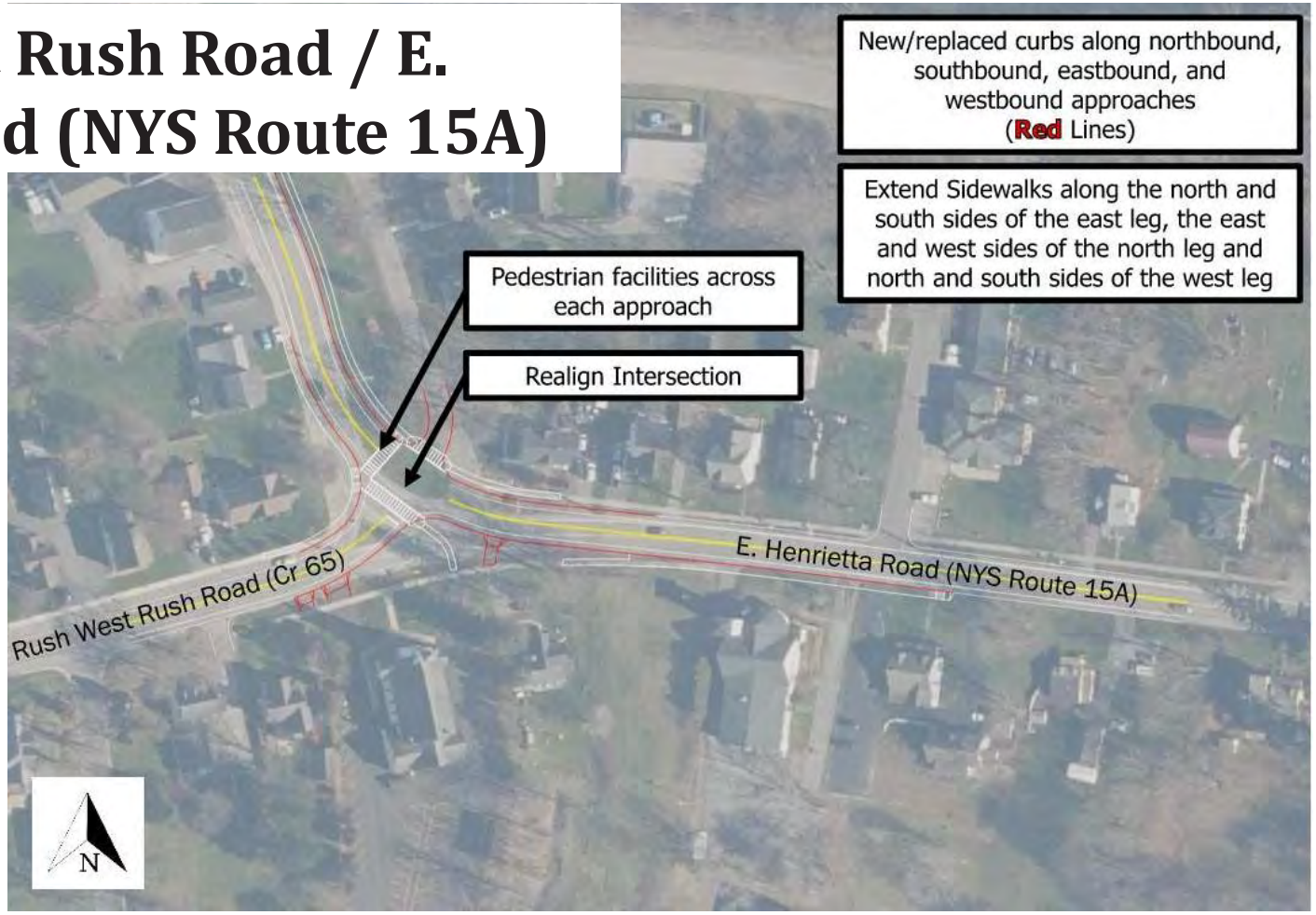
7a. NYS Route 251& NYS Route 15A

7b. Rush West Rush Road / E. Henrietta Road (NYS Route 15A)



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7b. Rush West Rush Road / E. Henrietta Road (NYS Route 15A)

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7c. Potential Pedestrian Enhancements

- Update crosswalks to current ADA standards
- Decorative lighting
- Sidewalk enhancements
- Benches
- Sidewalk connectivity

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7d. Trail Enhancements

- Stone dust trail
- Rural trailhead treatments
- Bicycle racks
- Benches
- Wayfinding signs

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7e. Other Improvements

- Access to the creek via a floating dock
- Defined parking

TYLin

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7f. Programmatic Alternatives

Complete Streets

- Policy supporting active transportation
- Sidewalk Requirements
- Bicycle Space and Parking Requirements
- Streetscape Enhancements/Gateway signs

Enforcement

- Police presence
- Feedback signs

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8. Next Steps

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- Town Board comments incorporated into the Plan
- Plan reviewed and approved by the Project Steering Committee
- Final Plan Developed

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TYLin

Thank You!

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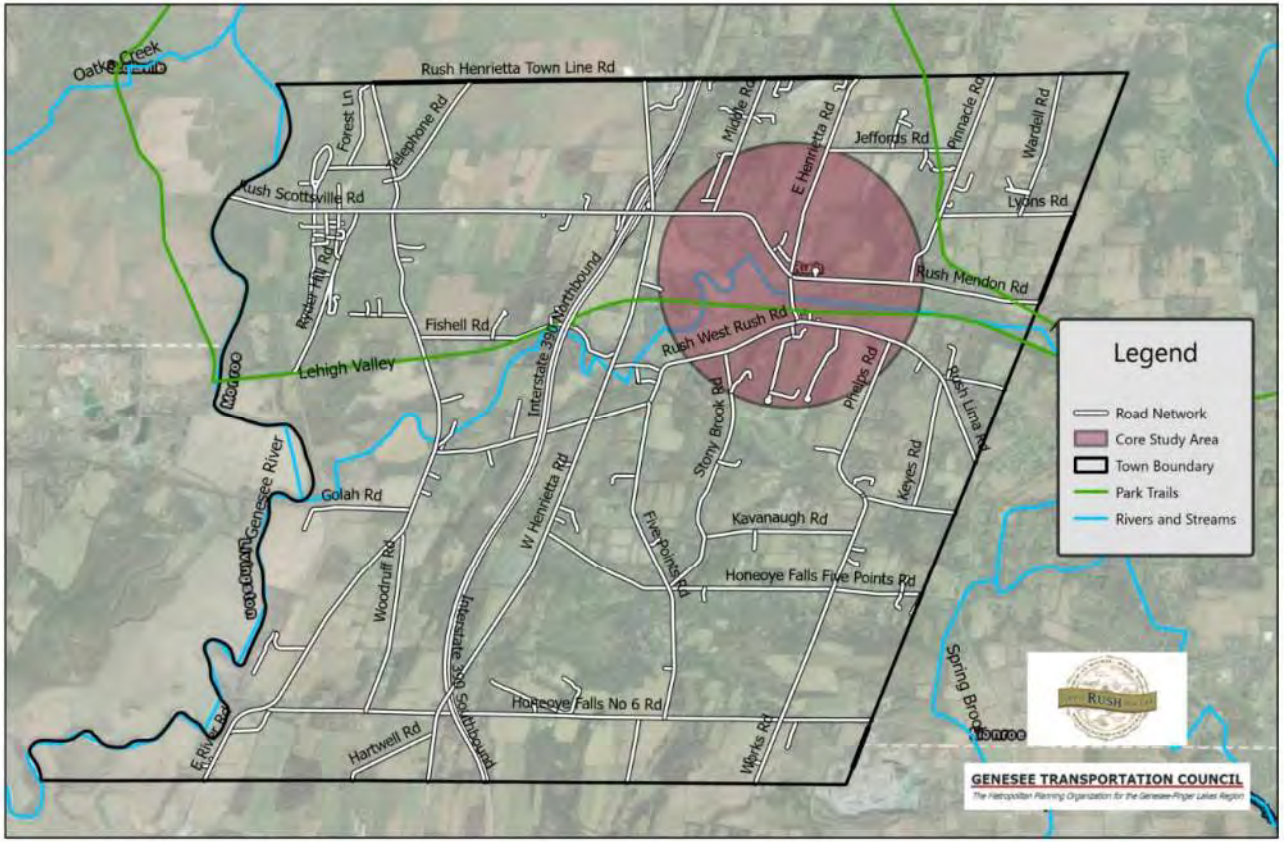
Project Map



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Appendix E – Inventory of Existing & Planned Conditions

- **Inventory of Existing & Planned Conditions and Associated Needs Analysis**
- **Lehigh Valley Trail – Informational Brochure**

TYLin

MEMO

DATE	May 6, 2024 (Revised July 25, 2025)
TO	Town of Rush Project Advisory Committee
FROM	Christine Bianchi, TYLin
REGARDING	Inventory of Existing & Planned Conditions and Associated Needs Analysis

1. Introduction

A. Purpose of the Plan[1]

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Key elements include:

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B. Objective of the Inventory of Existing & Planned Conditions and Associated Needs Analysis

For the recommendations of the Plan to be those improvements that best maximize connectivity, safety and livability in the Hamlet of Rush, they must be based on and supported by analysis and decision-making that fully considers infrastructure, services, programs and land uses.

This is accomplished through the inventorying and evaluation of existing and planned physical conditions and operating characteristics of the mobility infrastructure and services along with current and potential future land uses. Based on the existing and planned conditions that combines data with community input, a needs analysis has been conducted to serve as the foundation for identifying what recommended improvements will most improve connectivity, safety and quality of life within the Hamlet for the community and for visitors.

[1] Source: Town of Rush Pedestrian. Bicycle Safety and Connectivity Plan *Request for Proposals* issued by the Genesee Transportation Council on September 1, 2023 (with minor revisions).

2. Plan Area

A. Description

The Hamlet of Rush is located is a rural town about 12 miles south of Rochester and is centered at the intersection of Route 251 and 15A. The plan encompasses an approximately five-mile network which includes Route 251, 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 Route 251, and from the intersection of Route 251 and Route 15A, to the intersection of 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 Route 15A, access to the Lehigh Valley Train on Route 15A between the intersections of Route 251 and Rush West Rush Road, Rush Town Hall on Route 15A, just south of the intersection at Route 251.

Figure 1 presents the map of the project area with the core focus area identified.

B. History

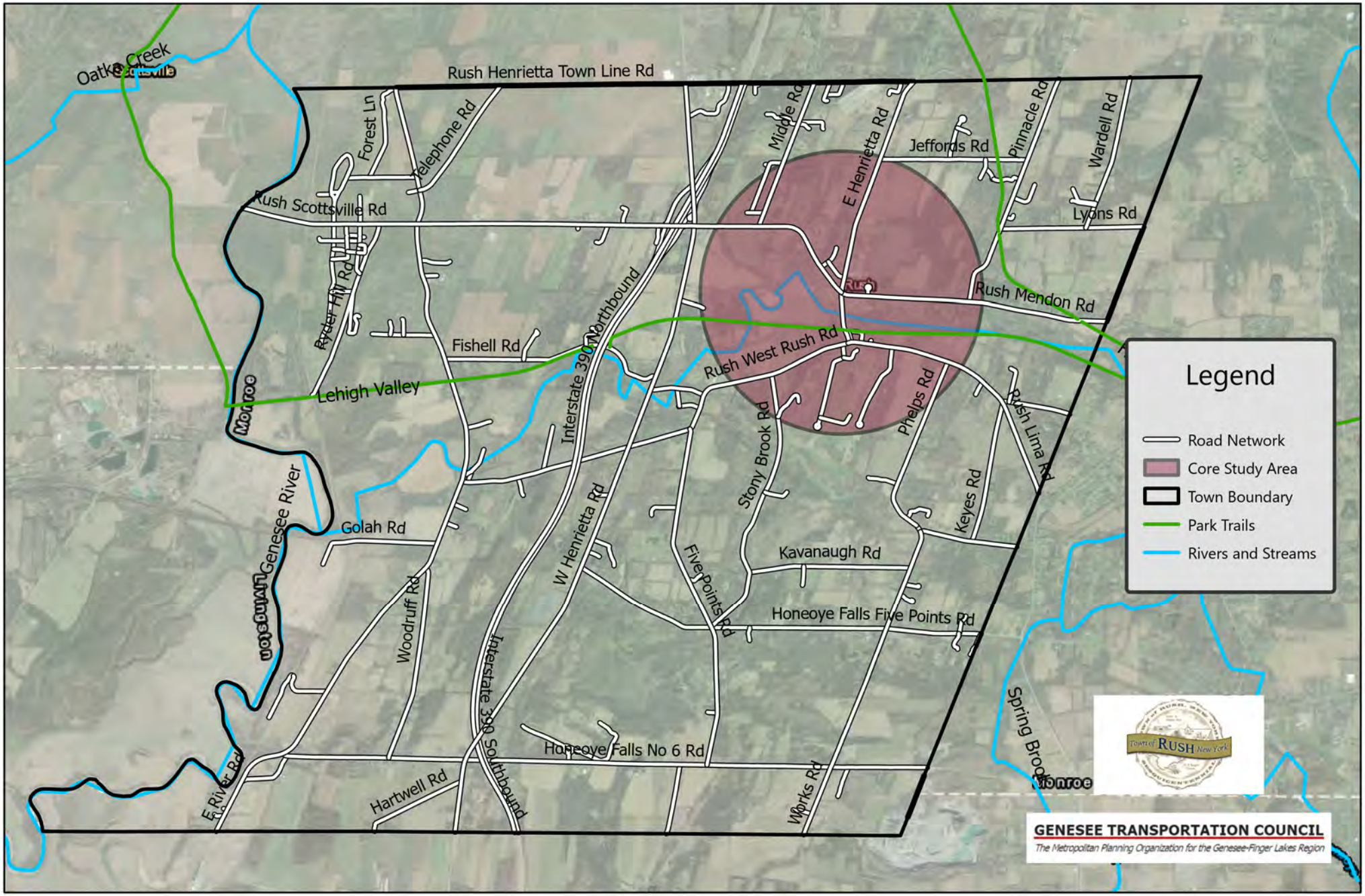
The Town of Rush was established in 1818 and is a historic rural community which contains both wide-open spaces and wooded areas. In its center, Rush has several historic buildings, homes, restaurants, businesses, government buildings, and parks.

Many of its residents' commute to Rochester for work. I-390 runs through Rush along the center of its limits. New York Route 251 and 15A run thorough 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

[1] Source: Town of Rush Pedestrian. Bicycle Safety and Connectivity Plan *Request for Proposals* issued by the Genesee Transportation Council on September 1, 2023 (with minor revisions).



TYLin

0 0.5 1 2 Miles

TOWN OF RUSH SPC PLAN
FIGURE 1
PROJECT AREA MAP

This map is intended for general reference only. TYLin makes no representation as to the accuracy or fitness of the data presented.

N

are also encouraged to provide bicycle facilities to encourage customers arriving 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 safety, parking, and wayfinding in the project core are, especially where Route 251 and 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.

3. Inventory of Existing and Planned Conditions

A. Land Use & Development

Looking at the existing land use and development patterns in the Hamlet is a principal element of the circulation plan as we work to understand mobility patterns within and through the Hamlet. While a few pockets of areas within the study area have been seeing some change, a substantial portion has remained the same, and will likely continue to do so into the foreseeable future. **Figure 2** identifies the land use map for the Town of Rush.

I. Existing Conditions

a. *Commercial*

Several commercial businesses are located within the project limits win the Town of Rush. A majority are located on along Routes 251 and 15A.

b. *Residential*

Single-family homes are located throughout the Town of Rush. Historic residential homes line each side of Routes 251 & 15A. Several neighborhoods are situated within the Town with access from 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.

c. *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 study area but not in direct contact with it.

[1] Source: Town of Rush Pedestrian. Bicycle Safety and Connectivity Plan *Request for Proposals* issued by the Genesee Transportation Council on September 1, 2023 (with minor revisions).

Town of

RUSH

Monroe County, New York

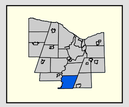
Flood Hazard Area

Zoning

- R-20 RESIDENTIAL DISTRICT
- R-30 RESIDENTIAL DISTRICT
- R-MD MULTIPLE DWELLING RESIDENTIAL
- R-MH MOBILE HOME RESIDENTIAL DISTRICT
- C COMMERCIAL DISTRICT
- LI LIMITED INDUSTRIAL DISTRICT
- SOLAR ENERGY SYSTEMS OVERLAY DISTRICT

Flood Hazard Areas

- 0.2% Annual Chance Flood Hazard
- 1% Annual Chance Flood Hazard
- Future Conditions 1% Annual Chance Flood Hazard
- Regulatory Floodway
- Area with Reduced Risk Due to Levee
- Special Floodway



N W E S

0 0.25 0.5 1 Miles

ADAM J. BELLO
COUNTY EXECUTIVE

NOTE: THIS IS NOT AN OFFICIAL ZONING MAP. FOR OFFICIAL ZONING MAP, PLEASE CONTACT THE MUNICIPALITY.

This map was created by Monroe County Department of Planning and Development. Data used for the map are compiled from various sources. Zoning data is maintained by Monroe County Planning & Development and is updated based on zoning changes that are submitted to the County by municipality. Roads are from NYS GIS Data Hub and maintained by NYS. Municipal boundaries and parcel boundaries are maintained by the Monroe County Real-Property Tax Service. Flood data is from ESRI Living Atlas and is derived from the December 12, 2022 version FEMA Flood Insurance Rate Map.

This map is for GENERAL PLANNING PURPOSE ONLY and is not intended to convey site-specific information. This map is provided without guarantee for any specific or implied use and is subject to change without notice.

Date Updated: May, 2024.

HENRIETTA

RUSH

MENDON

Livingston County

Honeoye Falls

Figure 2 Land Use Map

d. *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.

II. Desired Future Conditions

a. Plans and Studies

1. An Update to the Town of Rush Comprehensive Plan (originally adopted in 1993) was recently approved by the Town in the Spring of 2024.

b. Zoning

The Town of Rush zoning map was most recently updated February 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, as well as a portion of the central area. 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 Route 251, and from the intersection of Route 251 and Route 15A, to the intersection of 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.

- 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.

[1] Source: Town of Rush Pedestrian. Bicycle Safety and Connectivity Plan *Request for Proposals* issued by the Genesee Transportation Council on September 1, 2023 (with minor revisions).

B. Transportation Network

I. 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.

II. Roadways

a. I-390

I-390 runs north-south just outside of the western portion of the Study Area and is owned, maintained, and operated by NYSDOT. It is classified as Principal Arterial – Interstate, meaning it serves "a large percentage of travel between cities and other activity centers, especially when minimizing travel time and distance is important" (Federal Highway Administration, *Highway Functional Classification Concepts – 2013 Edition,* 2013).

The Annual Average Daily Traffic (AADT) from 2022 as provided by NYSDOT for the northbound segment of I-390 just north of Exit 11 is 12,759 vehicles per day, and in the southbound direction the equivalent segment has an AADT of 12,763 vehicles per day. Both sides have the same heavy vehicle traffic percentage, at 6 percent. Traffic count and speed data are included in **Attachment 1**.

b. 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 Route 15A, Route 251 consists of one 12-foot-wide travel lane in each direction with 7-foot shoulder. There are no sidewalks present

[1] Source: Town of Rush Pedestrian. Bicycle Safety and Connectivity Plan *Request for Proposals* issued by the Genesee Transportation Council on September 1, 2023 (with minor revisions).

along Route 251. A stretch of drainage ditches are located on the along the roadway throughout the corridor.

The AADT was recorded at three spots along 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 busses) is 5 percent. Within this segment of the road, the posted speed limit is 45 mph. Location 2 was also along Route 251, between Middle Road to 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 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.

c. *West 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 Route 251, 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 from the intersections of Route 251 and Rush West Rush Road. These sidewalks vary in width and distance from the road. The sidewalk continues along Route 15A on only the northern side of the road, and then fully ends just before reaching the intersection of Boulder Creek Drive.

The AADT was recorded at three spots along 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 Route 251 and 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 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.

[1] Source: Town of Rush Pedestrian. Bicycle Safety and Connectivity Plan *Request for Proposals* issued by the Genesee Transportation Council on September 1, 2023 (with minor revisions).

d. *Pinnacle Road (County Route 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 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.

e. Middle Road (CR 88)

Middle Road runs north-south and is located on the north side of Route 251 just east of I-390 and connects north to Calkins Road (County Route 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 curbs or on-street parking is 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.

f. Rush West Rush Road (CR 65)

Within the project core area, Rush West Rush Road intersects with Route 15A approximately 0.40 miles south of the intersection of Route 251 and 15A and is owned, maintained, and operated by Monroe County. Rush West Rush Road is classified as a

[1] Source: Town of Rush Pedestrian. Bicycle Safety and Connectivity Plan *Request for Proposals* issued by the Genesee Transportation Council on September 1, 2023 (with minor revisions).

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 Route 15A, a slip right is present for vehicles turning right from Route 15A onto Rush West Rush Road. Within the project area, the road is comprised of 11-foot travel lanes in each direction with 6-foot wide shoulders on each side of the road. Just west of 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 Route 15A.

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

g. 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 traffic volume. 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 Route 251 & 15A:

Hanlon Drive is located on the north side of Route 251, approximately 0.25 miles west of the intersection of 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.

Nelson Parkway is located on the north side of Route 251, approximately 0.20 miles east of the intersection of 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 is intersected with Rush West Rush Road on the south side, approximately 0.60 miles west of the intersection of Rush West Rush Road and 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.

Thunder Ridge Road intersects with Rush West Rush Road on the south side, approximately 300 feet west of the intersection of Rush West Rush Road and Route

[1] Source: Town of Rush Pedestrian. Bicycle Safety and Connectivity Plan *Request for Proposals* issued by the Genesee Transportation Council on September 1, 2023 (with minor revisions).

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.

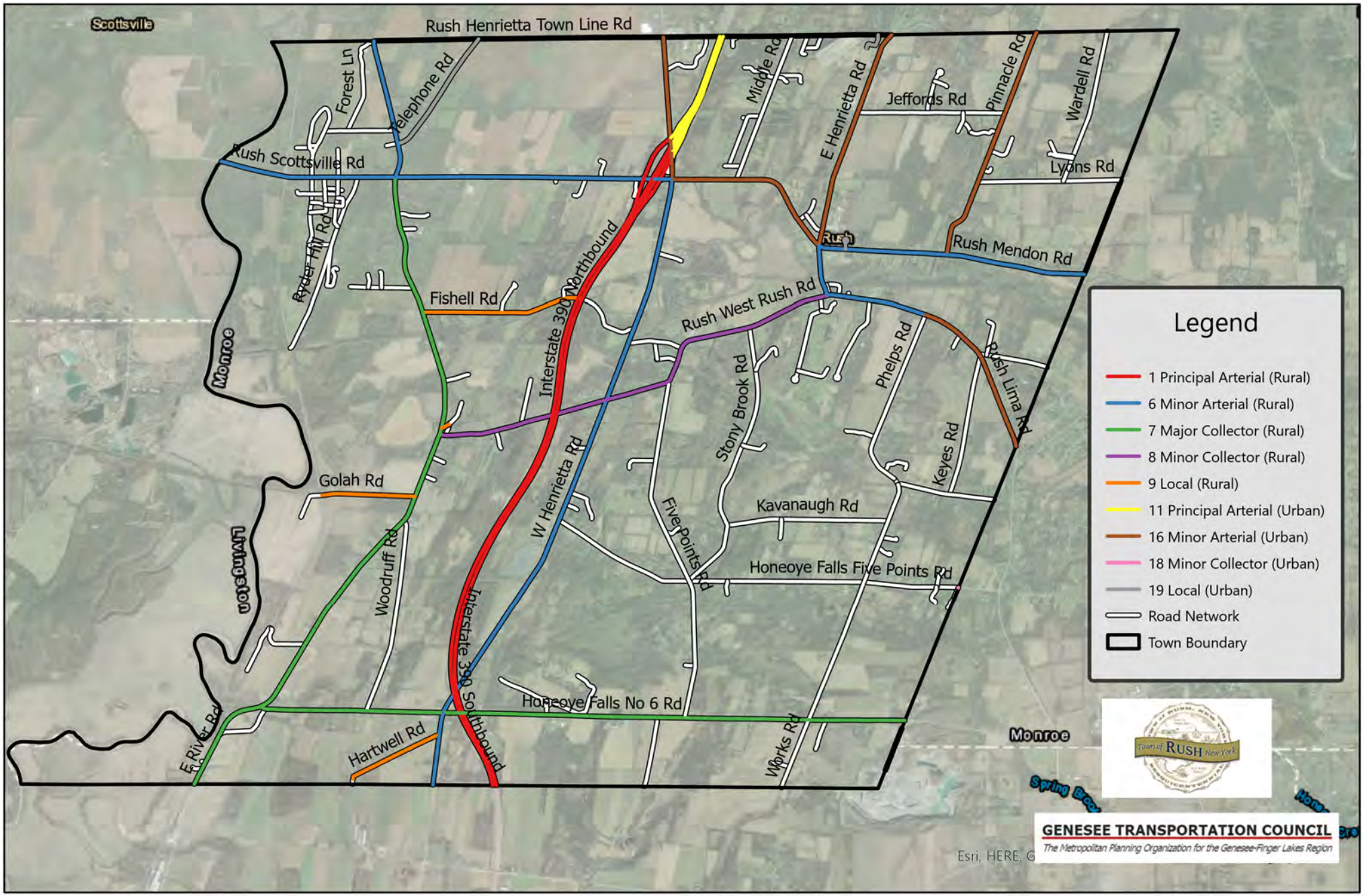
Boulder Creek Drive intersects with Route 15A on the south side, approximately 0.30 miles east of the intersection of Route 15A and Rush West Rush Road. The intersection is stop controlled and the road is comprised of one lane in each direction with available on-street parking and concrete gutters. Pedestrian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

Traffic count and speed data are included in **Attachment 1**.

Figure 3 identifies the roadway classifications and **Figure 4** provides annual average traffic data (AADT) volume for the roadways within the project area.

Figure 5 identifies the location of sidewalks and pathways within the project area.

[1] Source: Town of Rush Pedestrian. Bicycle Safety and Connectivity Plan *Request for Proposals* issued by the Genesee Transportation Council on September 1, 2023 (with minor revisions).



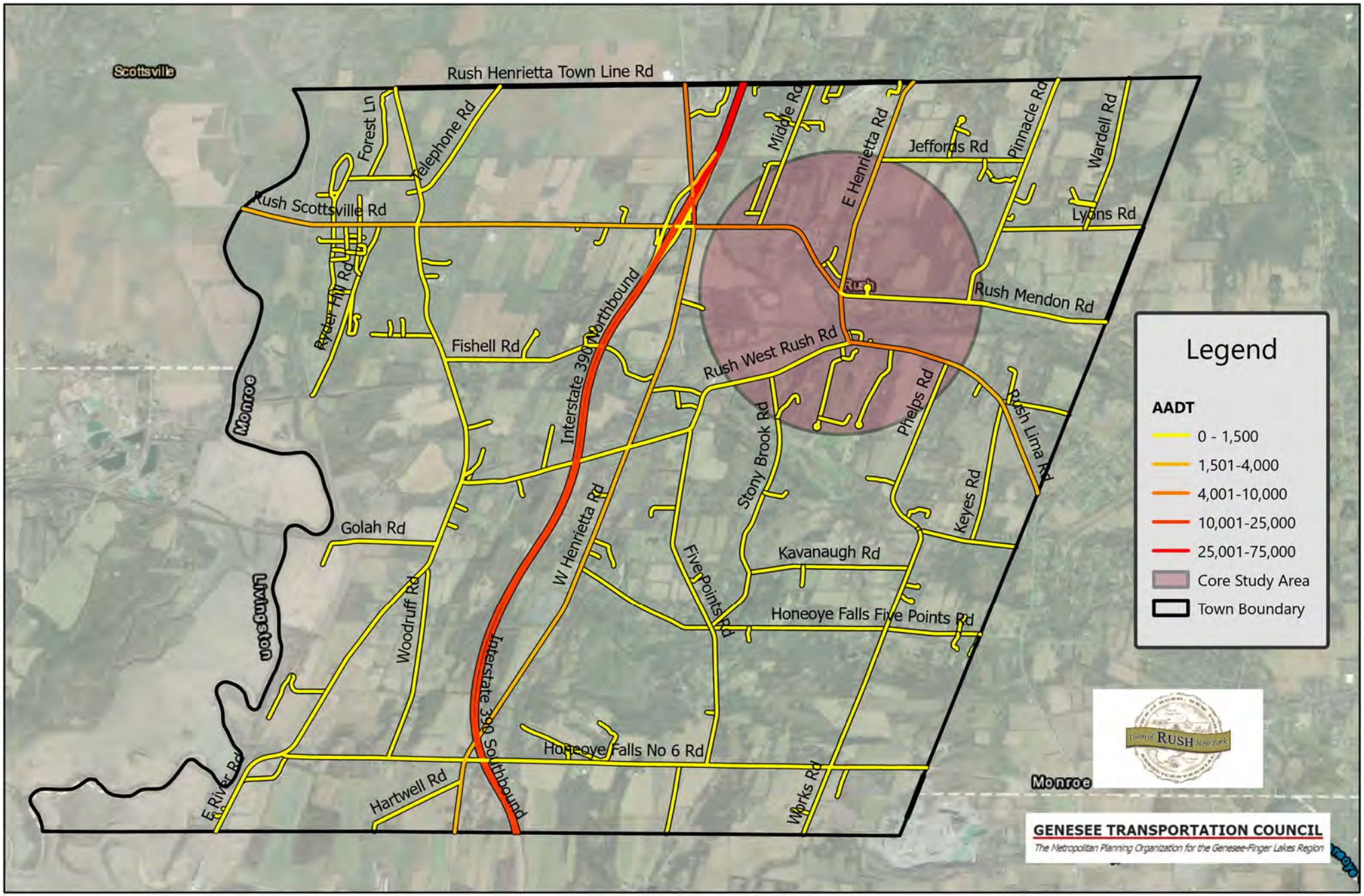
TYLin

0 0.5 1 2 Miles

TOWN OF RUSH SPC PLAN
FIGURE 3
ROADWAY CLASSIFICATION MAP

This map is intend for general reference only. TYLin makes no representation as to the accuracy or fitness of the data presented.

N



TYLin

0 0.5 1 2 Miles

TOWN OF RUSH SPC PLAN
FIGURE 4
TRAFFIC VOLUME (AADT) MAP

This map is intended for general reference only. TYLin makes no representation as to the accuracy or fitness of the data presented.

N

Canawaugus Park

Hundred Acres Nature Park

Hart's Field

Genesee Valley Greenway

Lehigh Valley Trail

Lehigh Valley Trail

Lehigh Valley Trail

Public Fishing Area

Veterans Memorial Park

Stony Brook Road Park

Great Bend Park

Oak Openings State Unique Area

Monroe Street Village Park

Rotary Park

Vest Pocket Park

Veteran's Memorial Park

The Commons

Lehigh Valley Trail

Lehigh Valley Trail

Legend

- Existing Sidewalks
- Park Trails
- Park Boundaries
- Town Boundary
- Unstriped Spaces/Lot
- Striped Spaces/Lot
- Road Network
- Core Study Area

WELCOME TO RUSH EST. 1818

GENESEE TRANSPORTATION COUNCIL

The Metropolitan Planning Organization for the Genesee-Finger Lakes Region

New York State Maxar

TYLin

0 0.25 0.5 1 1.5 2 Miles

TOWN OF RUSH PSC PLAN
Figure 5 - PATHWAYS MAP

This map is intended for general reference only. TYLin makes no representation as to the accuracy or fitness of the data presented.

N

III. Multi-Use Trails and Parks

a. Lehigh Vally Trail

The Lehigh Valley Trail is a 15-mile gravel-surfaced 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. Within the Town of Rush, the trail is approximately 10-wide and the trail head is located adjacent to Honeoye Creek.

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 and the NYS Office of Parks.

b. 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 local veterans, and a concrete viewing platform of the dam and waterfalls. Adjacent to the park, there are approximately 10 gravel parking spaces.

c. Town Hall Park and Pavilion

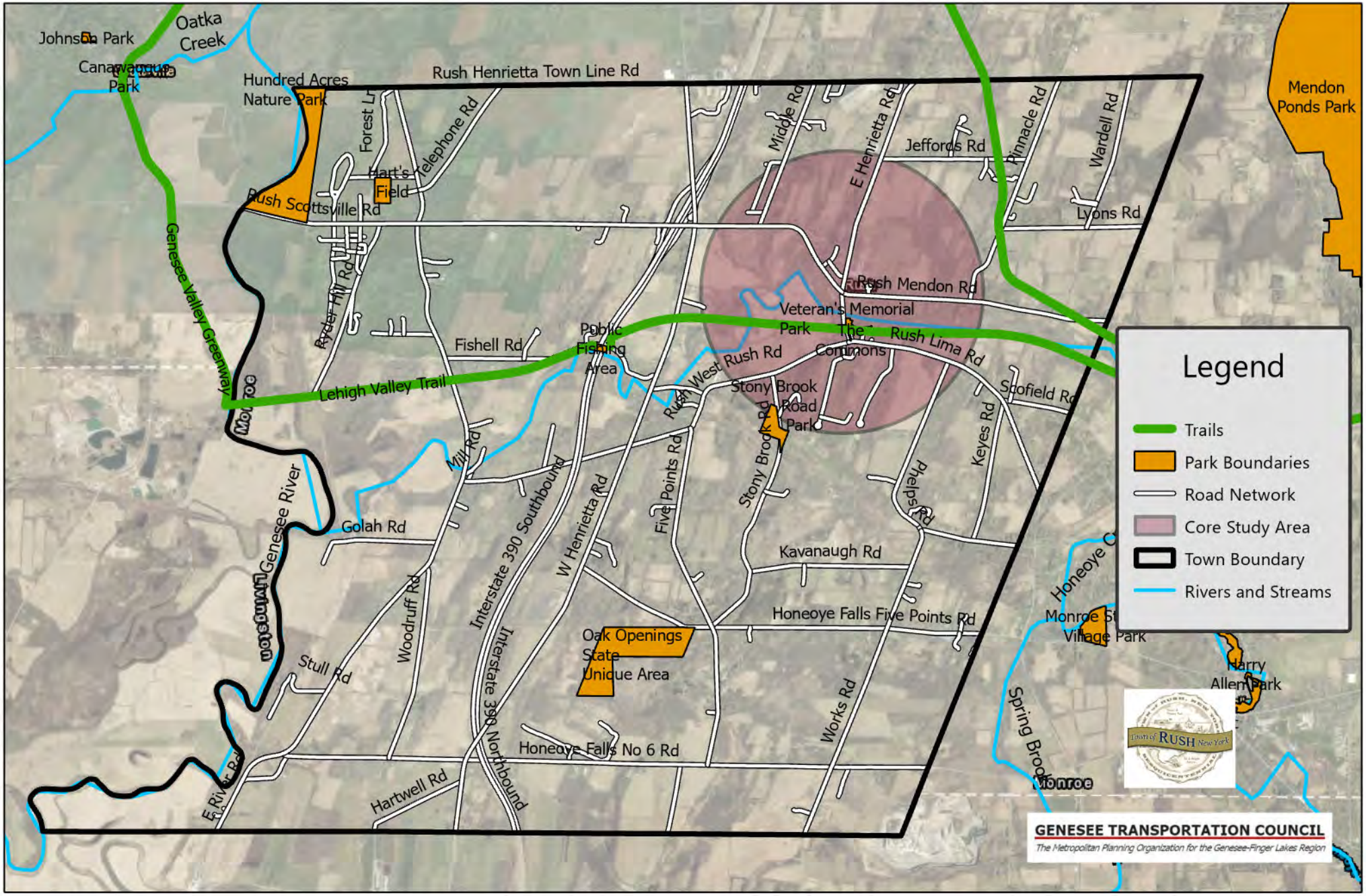
The Town Hall Park and Pavilion is located behind the Town's municipal offices and the library. The park includes sports fields, walking trails, a playground, a basketball court and a pavilion.

d. 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.

Figure 6 identifies trail locations and parks within the project area.

[1] Source: Town of Rush Pedestrian. Bicycle Safety and Connectivity Plan *Request for Proposals* issued by the Genesee Transportation Council on September 1, 2023 (with minor revisions).



TYLin

0 0.5 1 2 Miles

TOWN OF RUSH SPC PLAN
FIGURE 6
TRAILS AND PARK MAP

This map is intended for general reference only. TYLin makes no representation as to the accuracy or fitness of the data presented.

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IV. Transit

The Plan Area does not have access to public transit. The nearest Regional Transit Service (RTS) Monroe station is approximately 9 miles north of the study area. The RTS transit maps are included in **Attachment 2**.

V. 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. **Figure 7** identifies the crash clusters within the project area. The crash summary data is included in **Attachment 3**.

4. Needs Analysis

The data that was compiled and analyzed to produce the previous section (Inventory of Existing and Planned Conditions) are vital to gaining an understanding of the opportunities and issues faced in the Plan Area. However, when unaccompanied by insights from community members who use the sidewalks, trails and roadways everyday (and many who have done so for decades), the analysis presents an incomplete picture. Those with first-hand knowledge of the Plan Area will be invited to provide their input and views on what works, what doesn't, and how to make things better.

A. Vehicular Speeds

The posted speed limit within the Hamlet of Rush is 35 mph. On the western side of the study area along Route 251 the speed limit transitions from 35 to 45 mph posted speed limit. In the segment with 35 mph posted speed limit, the 85th percentile speeds range from 47mph to 9mph mph. In the segment with 45 mph posted speed limit, the 85th percentile speed is 52mph.

B. Parking

Currently, there are approximately 250 off-street parking spaces located within the project area within various business and municipality parking lots. Approximately 18 on-street parking spaces are available on Rush West Rush Road and approximately 5 on-street parking space are available on NYS Route 15A. **Figure 8** identifies an overview of the parking available within the project area.

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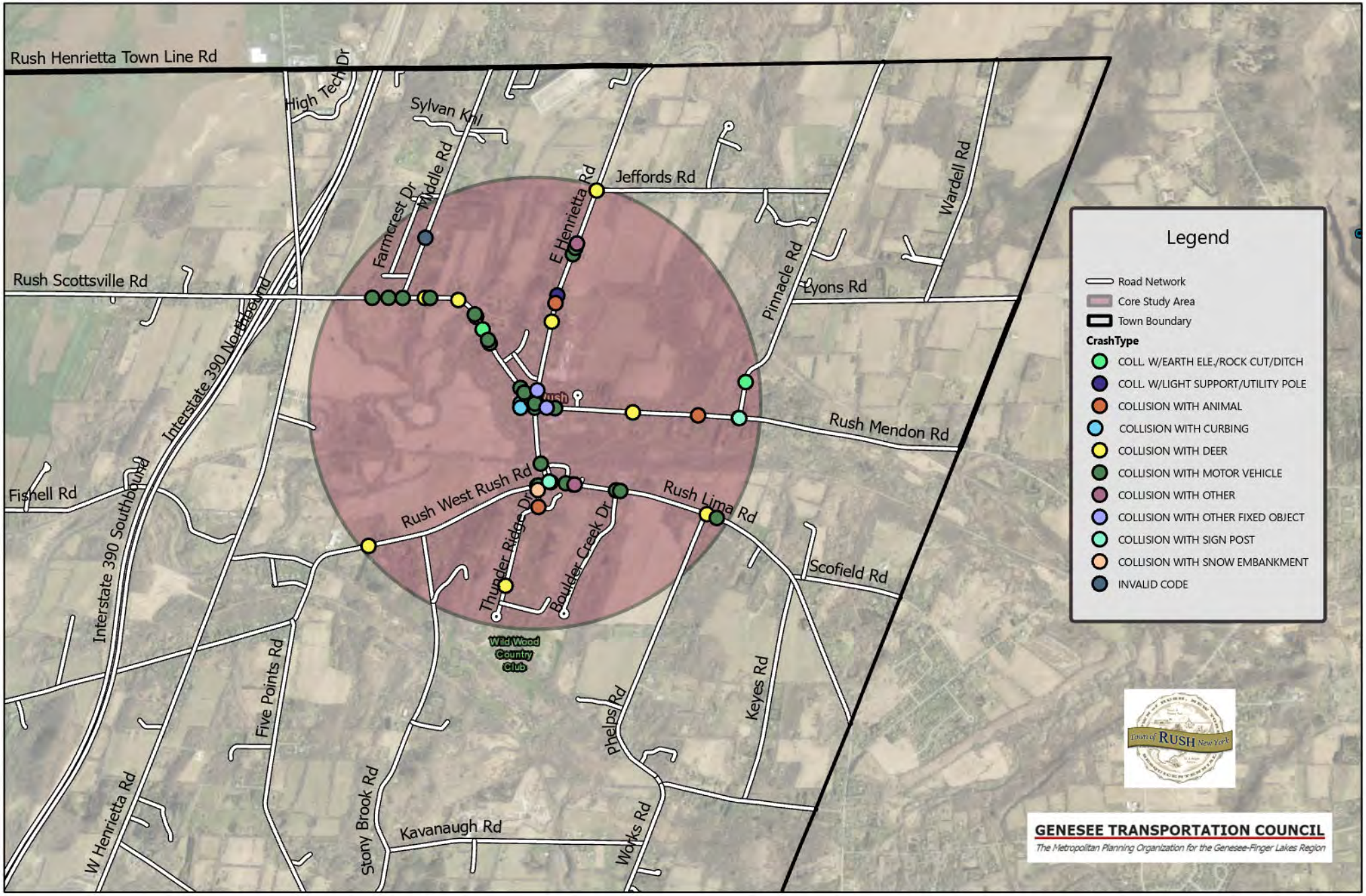

TYLin

0 0.3 0.6 1.2 Miles

TOWN OF RUSH SPC PLAN

FIGURE 7

CRASH ANALYSIS MAP-CORE STUDY AREA

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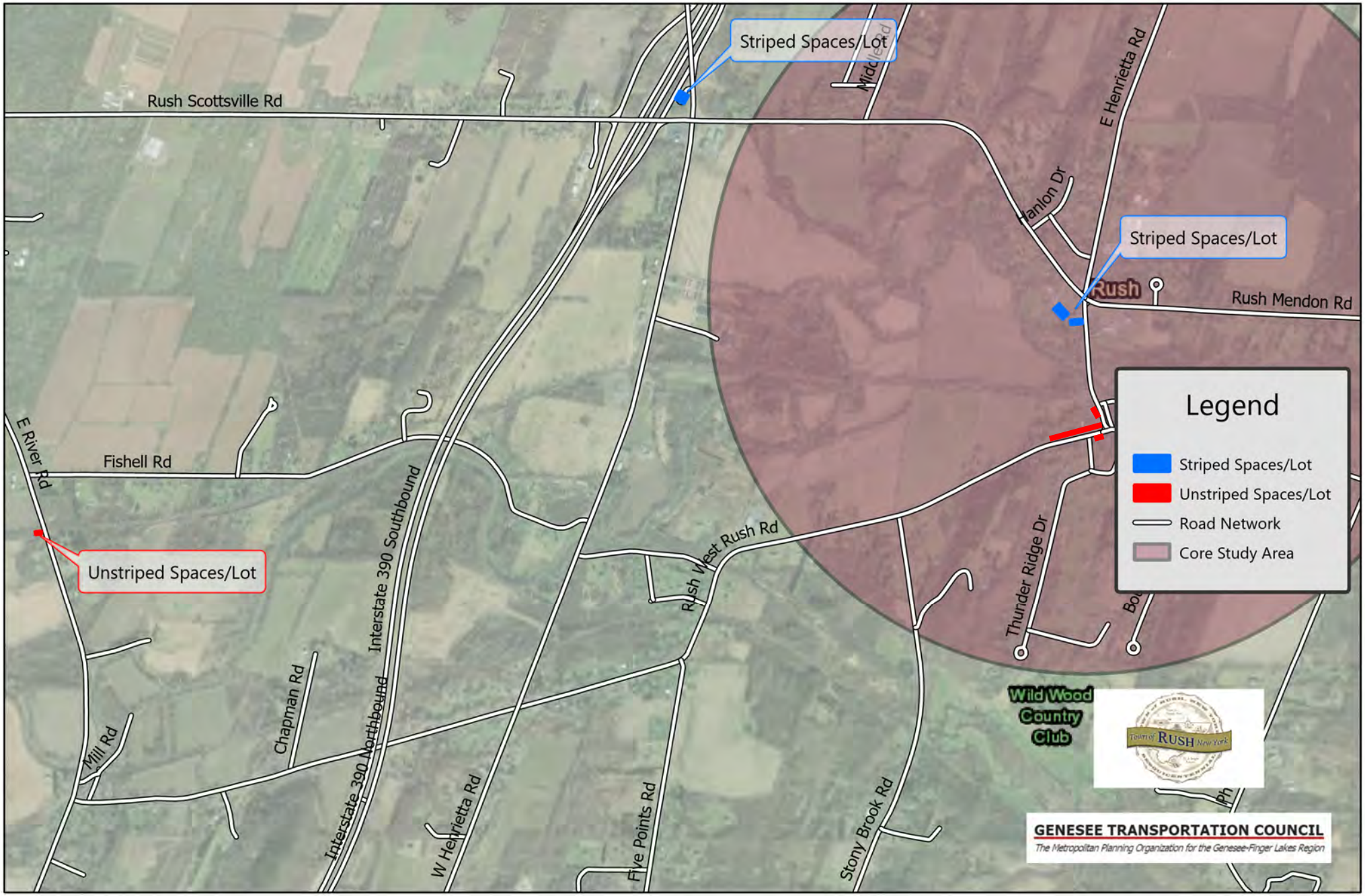


TYLin

0 0.17 0.35 0.7 Miles

TOWN OF RUSH SPC PLAN

FIGURE 8

EXISTING PARKING-OVERALL

This map is intended for general reference only. TYLin makes no representation as to the accuracy or fitness of the data presented.

N

C. Bicycle and Pedestrian Facilities

Rush West Rush Road bicyclists currently utilize the shoulder section on each roadway. There are no dedicated bicycle facilities within the study area. Currently there are no bicycle connections to the multi-use trail from residential neighborhoods or parks within the Hamlet.

Sidewalk sections are present along portions of Route 15A; however they do not extend along the full length of the Study Area.

5. Next Steps

A. Development of Alternative Improvements

Based on the information gathered and developed during the existing conditions assessment and from the first public "Town Hall" meeting that will be scheduled, draft alternatives will be identified that provide improved connectivity and safety enhancements. The alternatives will consider enhancements to bicycle and pedestrian facilities that will improve transportation connectivity for all modes of travel within the plan area. Design concepts and regulatory changes pertaining to the draft alternatives will be presented to the Project Advisory Committee for review and comment.

B. Review and Evaluation of Alternatives

Recommendations to serve as preferred alternatives based on input received from the Project Advisory Committee will be developed and presented to the Town. A Technical Memorandum will be prepared that presents the Preferred Alternatives including zoning language and any necessary amendments to the Town of Rush's Comprehensive Plan.

C. Selection of Preferred Alternatives/Recommendations

The preferred alternative will be identified based on input received from the Steering Committee. The Technical Memorandum, zoning language, and Action Plan and Funding Strategy will be revised to produce the Final Report and a corresponding Executive Summary.

The dense mix of housing and businesses in the Hamlet provides the setting for bicycling and walking to be viable and desirable modes of transportation. The vehicle speeds, frequent curb cuts with some wide driveways, and lack of dedicated on-street bicycle infrastructure make for an uninviting environment for those who travel by non-motorized modes. Improving circulation, access, and parking needs for all modes is the primary objective of the Study. Ty Lin has successfully accomplished this in plans for all types of communities: urban, suburban, and rural. The key has been to ensure that no set of users is excluded. This includes passenger cars. Looking

[1] Source: Town of Rush Pedestrian. Bicycle Safety and Connectivity Plan *Request for Proposals* issued by the Genesee Transportation Council on September 1, 2023 (with minor revisions).

to the future, at least some portion of the physical space used for parking will be converted to flexible curb space for an increased number of deliveries by smaller vehicles (from online retailers such as Amazon) and passenger drop-offs by ride-hailing companies (or transportation network companies such as Uber and Lyft).

6. Community Input

B. Project Advising Committee Meetings

Regular meetings between the Project Advising Committee (PAC), the consultant (TYLin) and the Town of Rush ("Sponsor") will occur to keep the project moving forward and on schedule. The meetings will be documented with agendas and meeting minutes to document the topics covered and action items. Members of the PAC represent the Town of Rush, Genesee Transportation Council, New York State and Monroe County

Daniel Woolaver	Town of Rush, Town Supervisor
Jeanne Morelli	Town Board Councilperson
Lora Leon	NYSDOT Region 4
Brandt Smith	Monroe County DOT
Yixuan Lin ("E-Shen")	Monroe County Planning
Chris Tortora	Genesee Transportation Council, Program Manager

C. Public Meetings

The primary means for members of the public to provide input and interact directly with TYLin and Highland Planning, together known as the Project Team, and members of the PAC will occur during three public meetings.

The first of the three public meetings will act as a public kick-off for the project and will be held to solicit input on existing and planned conditions and associated needs. The input from this initial public meeting will influence the development of potential strategies and implementation options.

The second public meeting will be to present the draft recommended alternatives for community feedback. Comments received at this second public meeting will be considered by the PAC and the Project Team when evaluating and selecting those strategies that will serve as the recommendations to be included in the final draft of the PSC Plan.

The final draft of the PSC Plan will be presented to the Town Board during the third public meeting, offering a concluding opportunity for the community to be involved in the process.

[1] Source: Town of Rush Pedestrian. Bicycle Safety and Connectivity Plan *Request for Proposals* issued by the Genesee Transportation Council on September 1, 2023 (with minor revisions).

Summaries of all public engagement activities will be produced along with a compendium of written comments that are submitted.

D. Additional Outreach

Outreach with key stakeholders (internal and external) are important for the process. The purpose of this is to gain an understanding of how stakeholders are likely to perceive the project and what the likely "hot-button" issues will be. The results of the engagement strategies will be used primarily as direct input to the needs assessment and to guide later engagement efforts.

[1] Source: Town of Rush Pedestrian. Bicycle Safety and Connectivity Plan *Request for Proposals* issued by the Genesee Transportation Council on September 1, 2023 (with minor revisions).

ATTACHMENT 1

Traffic Count
Speed Data

TYLin


N
Rush Reservoir
5,133
33,084
12,763
12,759
3,211
1,710
3,495
2,165
7,843
8,005
3,132
59
791
2,109
8,994
9,452
870
983
1
2
3
4
5
6
7
8
9
Rush
Sibleyville
Wild Wood Country Club
Jeffords Rd
Lyons Rd
Rush-Mendon-Rd
Rush-Scottsville-Rd
Rush-Lima-Rd
Rush-West-Rush-Rd
Phelps Rd
Kavanaugh Rd
Honeoye Creek
Fishell Rd
Scofield Rd
Pinnacle Rd
Middle Rd
Farmcrest Dr
Rush Hills Dr
Wardell Rd
Thunder Ridge Dr
Boulder Creek Dr
Stonybrook Rd
Five Points Rd
Keyes Rd
Rolling Hills
Gravel Hill Ln
Genesee Expy S
W Henrietta Rd

Town of Rush

Site 430756000000

Site Data

AADT
7,843
E: 3,744
W: 4,099

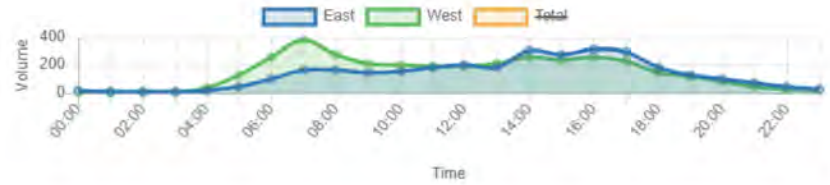
430756 - NY251 from RT 15 MANNS CORNERS to CR 88 MIDDLE RD
City: Rush **County:** Monroe
Route number: 251
Functional class: 4U - Minor Arterial (Urban)

Count History

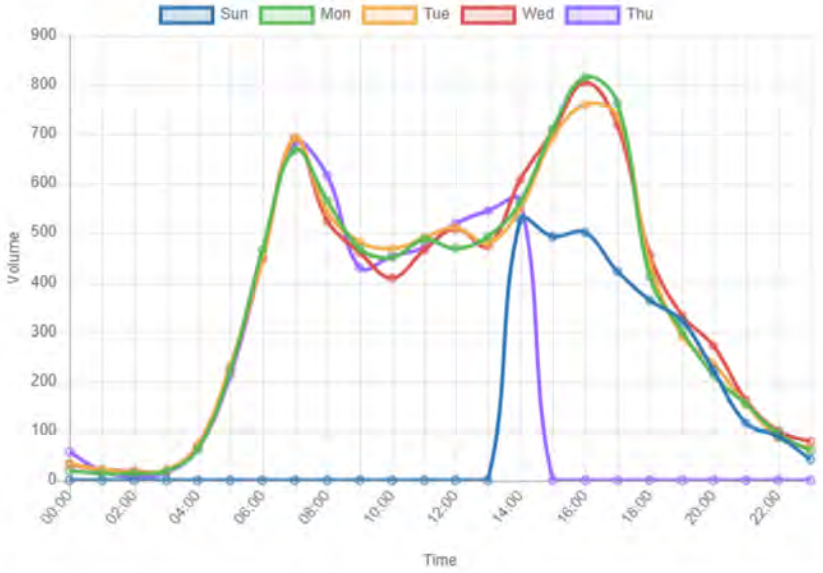
Year	Month	Count type	Weekend Duration	Workweek Duration	Duration
2022	August	Volume	10 hours	81 hours	97 hours
2019	March	Class	0 hours	88 hours	90 hours
2017	April	Volume	0 hours	92 hours	92 hours
2014	July	Volume	0 hours	73 hours	73 hours
2011	August	Volume	0 hours	69 hours	69 hours

AADT Trend

Average Hourly Volume 2022



Daily Volume 2022



Vehicle Classification

1. Motorcycles 2 axles, 2 or 3 wheels.	4	0.06%
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	4,815	74.56%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	1,314	20.35%
Passenger Vehicles	6,133	94.97%
4. Buses 2- or 3-axle, full length.	53	0.81%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	193	2.99%
6. Single-unit trucks 3-axle, single-unit trucks.	19	0.29%
7. Single-unit trucks 4 or more axle, single-unit trucks.	1	0.01%
Medium Weight Trucks	266	4.11%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	33	0.51%

Site 430551000000

430551 - NY251 from CR 88 MIDDLE RD to RT 15A
City: Rush **County:** Monroe
Route number: 251
Functional class: 4U - Minor Arterial (Urban)

AADT
8,005
E: 3,949
W: 4,056

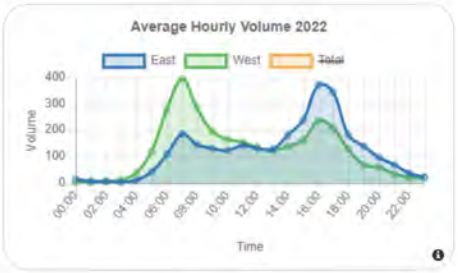
Site Data

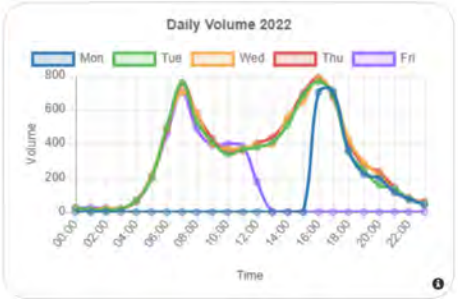
Annual Statistics

Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	Estimated	Actual	Estimated	Actual	Estimated	Estimated	Actual	Estimated	Estimated	**Actual**
AADT	9,048	8,703	8,488	8,763	8,740	8,459	8,970	7,620	8,225	**8,005**
Single-Unit Truck AADT	174	306	300	331	332	322	360	307	331	**434**
Combo-Unit Truck AADT	75	95	93	85	86	83	79	67	73	**66**
K-Factor	0.101	0.101	0.101	0.100	0.100	0.100	0.101	0.101	0.101	**0.097**
D-Factor	0.636	0.752	0.752	0.666	0.666	0.666	0.751	0.751	0.751	**0.614**
Speed 85th Percentile	44.2	47.7	47.7	47.6	47.6	47.6	48.1	48.1	48.1	**48.7**
DHV	914	879	857	876	874	846	906	770	831	**776**
DDHV	581	661	645	584	582	563	680	578	624	**477**
Truck AADT	249	401	393	416	418	405	439	374	404	**500**
Truck %	3%	5%	5%	5%	5%	5%	5%	5%	5%	**6%**

Count History

Year	Month	Count type	Weekend Duration	Workweek Duration	Duration
2022	February	Class	0 hours	92 hours	92 hours
2019	March	Class	0 hours	88 hours	89 hours
2016	August	Class	0 hours	72 hours	72 hours
2014	November	Class	0 hours	81 hours	81 hours
2010	August	Class	48 hours	101 hours	167 hours





Vehicle Classification

1. Motorcycles 2 axles, 2 or 3 wheels.	0	0.00%
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	4,169	70.76%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	1,351	22.93%
Passenger Vehicles	5,520	93.70%
4. Buses 2- or 3-axle, full length.	57	0.96%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	236	4.01%
6. Single-unit trucks 3-axle, single-unit trucks.	23	0.39%
7. Single-unit trucks 4 or more axle, single-unit trucks.	5	0.09%
Medium Weight Trucks	321	5.45%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	25	0.42%
9. Single-trailer trucks 5-axle, single-trailer trucks.	22	0.38%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	3	0.04%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	0	0%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	0	0%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	0	0.01%
Heavy Weight Trucks	50	0.85%

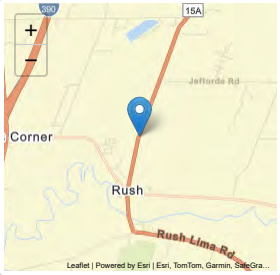
430757 - NY15A from RT 251 to TOWNLINE RD CR 67
City: Rush **County:** Monroe
Route number: 15A
Functional class: 4U - Minor Arterial (Urban)

AADT
3,132
N: 1,524
S: 1,608

Site Data

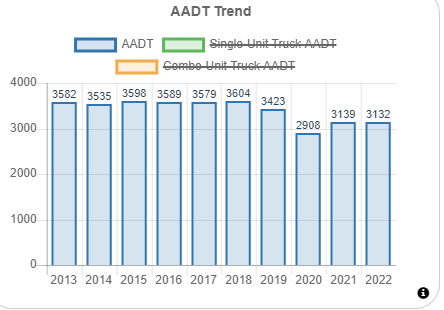
Annual Statistics

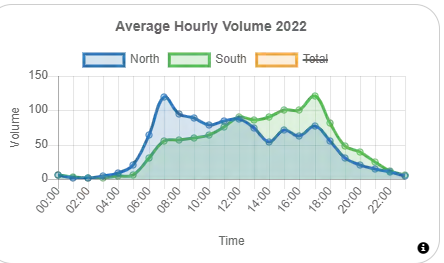
Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	Actual	Estimated	Estimated	**Actual**
AADT	3,582	3,535	3,598	3,589	3,579	3,604	3,423	2,908	3,139	**3,132**
Single-Unit Truck AADT	79	78	127	127	127	128	194	165	178	**128**
Combo-Unit Truck AADT	14	14	12	12	12	12	30	26	28	**3**
K-Factor	-	-	0.092	0.092	0.092	0.092	0.093	0.093	0.093	**0.094**
D-Factor	-	-	0.623	0.623	0.623	0.623	0.638	0.638	0.638	**0.592**
Speed 85th Percentile	-	-	54.4	54.4	54.4	54.4	56.4	56.4	56.4	**55.4**
DHV	-	-	331	330	329	332	318	270	292	**294**
DDHV	-	-	206	206	205	207	203	173	186	**174**
Truck AADT	93	92	139	139	139	140	224	191	206	**131**
Truck %	3%	3%	4%	4%	4%	4%	7%	7%	7%	**4%**

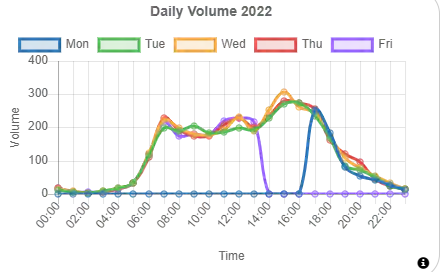


Count History

Year	Month	Count type	Weekend Duration	Workweek Duration	Duration
2022	February	Class	0 hours	91 hours	93 hours
2019	May	Class	48 hours	102 hours	174 hours
2015	October	Class	0 hours	60 hours	64 hours







Vehicle Classification

1. Motorcycles 2 axles, 2 or 3 wheels.	**0**	**0.01%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**1,778**	**77.39%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**411**	**17.91%**
Passenger Vehicles	**2,190**	**95.31%**
4. Buses 2- or 3-axle, full length.	**28**	**1.23%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	**62**	**2.69%**
6. Single-unit trucks 3-axle, single-unit trucks.	**9**	**0.38%**
7. Single-unit trucks 4 or more axle, single-unit trucks.	**1**	**0.04%**
Medium Weight Trucks	**100**	**4.34%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	**6**	**0.27%**
9. Single-trailer trucks 5-axle, single-trailer trucks.	**2**	**0.08%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	**0**	**0%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	**0**	**0%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	**0**	**0%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	**0**	**0%**
Heavy Weight Trucks	**8**	**0.35%**

435389 - NELSON PKWY from RT251 to CUL DE SAC
City: Rush **County:** Monroe
Functional class: 7U - Local (Urban)

AADT
59
S: 33
N: 26

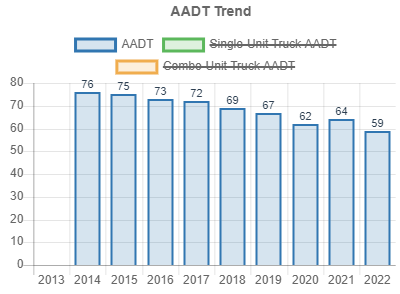
Site Data

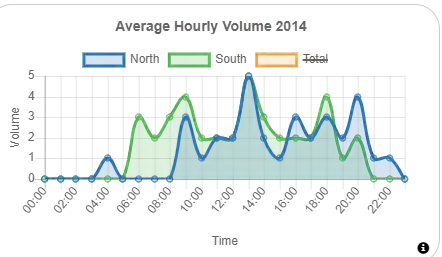
Annual Statistics

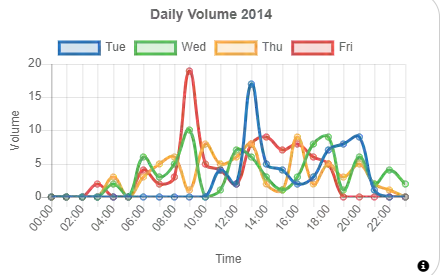
Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	-	Actual	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	**Estimated**
AADT	-	76	75	73	72	69	67	62	64	**59**
Single-Unit Truck AADT	-	2	2	2	2	2	2	2	3	**2**
Combo-Unit Truck AADT	-	-	-	-	-	-	1	-	-	**-**
K-Factor	-	0.133	0.133	0.133	0.133	0.133	0.133	0.133	0.133	**0.133**
D-Factor	-	0.545	0.545	0.545	0.545	0.545	0.545	0.545	0.545	**0.545**
DHV	-	10	10	10	10	9	9	8	9	**8**
DDHV	-	6	5	5	5	5	5	4	5	**4**
Truck AADT	-	-	-	-	-	-	3	-	-	**-**
Truck %	-	-	-	-	-	-	4%	-	-	**-**

Count History

Year	Month	Count type	Weekend Duration	Workweek Duration	Duration
2014	June	Volume	0 hours	73 hours	80 hours







Vehicle Classification

No data available in table

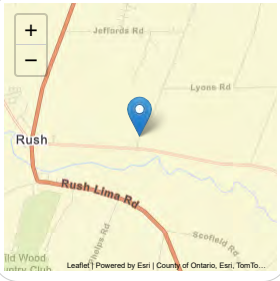
432086 - CR92 PINNACLE RD from NY 251 to HENRIETTA T/L
City: Rush **County:** Monroe
Functional class: 4U - Minor Arterial (Urban)

AADT
791
N: 355
S: 436

Site Data

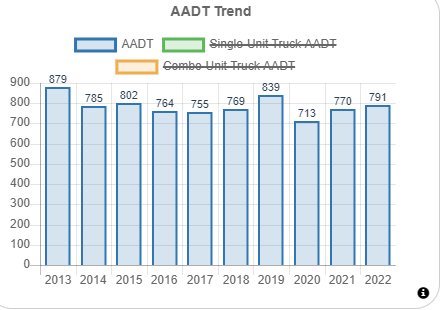
Annual Statistics

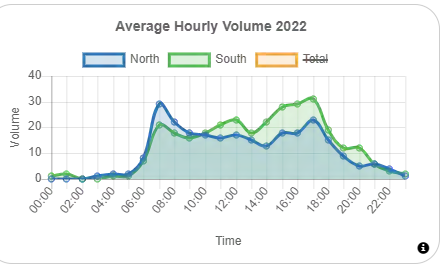
Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	Estimated	Actual	Estimated	Estimated	Actual	Estimated	Actual	Estimated	Estimated	**Actual**
AADT	879	785	802	764	755	769	839	713	770	**791**
Single-Unit Truck AADT	30	18	18	17	11	12	28	24	26	**29**
Combo-Unit Truck AADT	5	4	4	4	1	1	-	-	-	**1**
K-Factor	0.111	0.101	0.101	0.101	0.110	0.110	0.116	0.116	0.116	**0.102**
D-Factor	0.694	0.616	0.616	0.616	0.682	0.682	0.619	0.619	0.619	**0.608**
Speed 85th Percentile	-	46.9	46.9	46.9	47.0	47.0	48.1	48.1	48.1	**45.7**
DHV	98	79	81	77	83	85	97	83	89	**81**
DDHV	68	49	50	48	57	58	60	51	55	**49**
Truck AADT	35	22	22	21	12	13	-	-	-	**30**
Truck %	4%	3%	3%	3%	2%	2%	-	-	-	**4%**

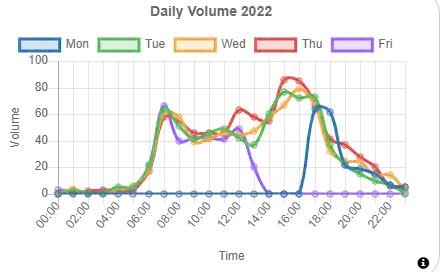


Count History

Year	Month	Count type	Weekend Duration	Workweek Duration	Duration
2022	February	Class	0 hours	91 hours	92 hours
2019	March	Class	0 hours	88 hours	90 hours
2017	April	Class	0 hours	89 hours	89 hours
2014	July	Class	0 hours	75 hours	75 hours
2011	August	Volume	0 hours	72 hours	72 hours







Vehicle Classification

1. Motorcycles 2 axles, 2 or 3 wheels.	**0**	**0.04%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**434**	**76.16%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**108**	**19.00%**
Passenger Vehicles	**543**	**95.20%**
4. Buses 2- or 3-axle, full length.	**8**	**1.33%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	**14**	**2.49%**
6. Single-unit trucks 3-axle, single-unit trucks.	**3**	**0.53%**
7. Single-unit trucks 4 or more axle, single-unit trucks.	**0**	**0.04%**
Medium Weight Trucks	**25**	**4.38%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	**2**	**0.32%**
9. Single-trailer trucks 5-axle, single-trailer trucks.	**0**	**0.04%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	**0**	**0.07%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	**0**	**0%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	**0**	**0%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	**0**	**0%**
Heavy Weight Trucks	**2**	**0.42%**

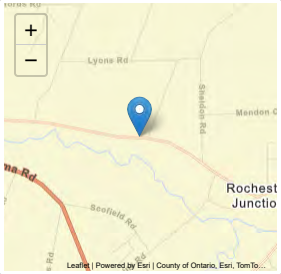
430752 - NY251 from RT 15A to PLAINS RD
City: Rush **County:** Monroe
Route number: 251
Functional class: 4R - Minor Arterial (Rural)

AADT
2,109
E: 1,096
W: 1,013

Site Data

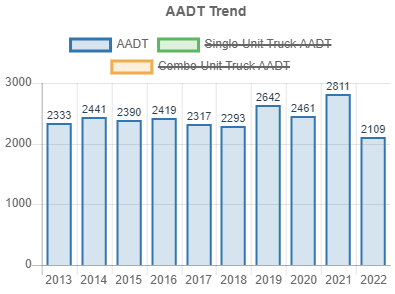
Annual Statistics

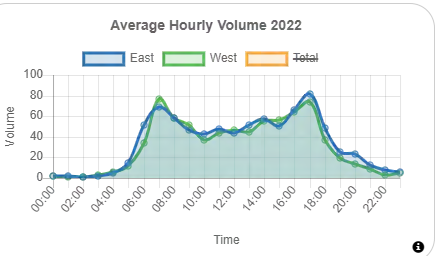
Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	Estimated	Actual	Estimated	Estimated	Actual	Estimated	Actual	Estimated	Estimated	**Actual**
AADT	2,333	2,441	2,390	2,419	2,317	2,293	2,642	2,461	2,811	**2,109**
Single-Unit Truck AADT	135	141	138	140	134	133	103	97	110	**83**
Combo-Unit Truck AADT	28	30	29	30	28	28	36	33	38	**29**
K-Factor	0.106	0.111	0.111	0.111	0.111	0.111	0.114	0.114	0.114	**0.105**
D-Factor	0.539	0.556	0.556	0.556	0.553	0.553	0.524	0.524	0.524	**0.507**
Speed 85th Percentile	49.3	49.3	49.3	49.3	49.3	49.3	50.8	50.8	50.8	**50.8**
DHV	247	271	265	269	257	255	301	281	320	**221**
DDHV	133	151	148	149	142	141	158	147	168	**112**
Truck AADT	163	171	167	170	162	161	139	130	148	**112**
Truck %	7%	7%	7%	7%	7%	7%	5%	5%	5%	**5%**

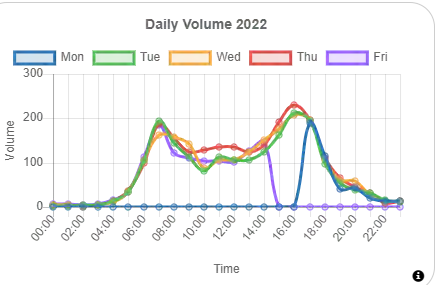


Count History

Year	Month	Count type	Weekend Duration	Workweek Duration	Duration
2022	February	Volume	0 hours	91 hours	94 hours
2019	August	Class	0 hours	77 hours	77 hours
2017	April	Volume	0 hours	90 hours	90 hours
2014	July	Volume	0 hours	74 hours	74 hours
2011	July	Class	48 hours	101 hours	167 hours







Vehicle Classification

1. Motorcycles 2 axles, 2 or 3 wheels.	**20**	**0.86%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**1,689**	**74.11%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**443**	**19.43%**
Passenger Vehicles	**2,151**	**94.40%**
4. Buses 2- or 3-axle, full length.	**13**	**0.57%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	**64**	**2.81%**
6. Single-unit trucks 3-axle, single-unit trucks.	**14**	**0.60%**
7. Single-unit trucks 4 or more axle, single-unit trucks.	**2**	**0.10%**
Medium Weight Trucks	**93**	**4.08%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	**22**	**0.97%**
9. Single-trailer trucks 5-axle, single-trailer trucks.	**9**	**0.40%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	**4**	**0.15%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	**0**	**0%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	**0**	**0%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	**0**	**0%**
Heavy Weight Trucks	**35**	**1.51%**

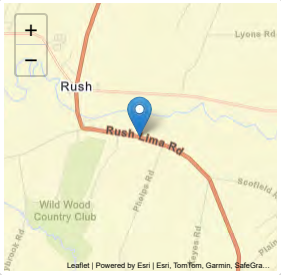
430754 - NY15A from PHELPS RD - CR 76 to WESTRUSH RD
City: Rush **County:** Monroe
Route number: 15A
Functional class: 4R - Minor Arterial (Rural)

AADT
9,452
N: 4,230
S: 5,222

Site Data

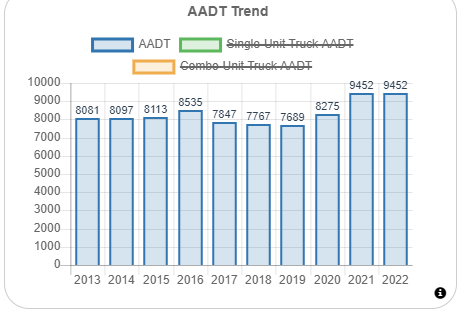
Annual Statistics

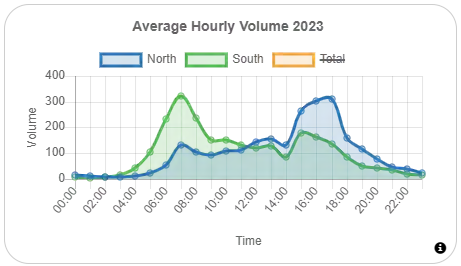
Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	Estimated	Estimated	Estimated	Actual	Actual	Estimated	Estimated	Actual	Estimated	**Estimated**
AADT	8,081	8,097	8,113	8,535	7,847	7,767	7,689	8,275	9,452	**9,452**
Single-Unit Truck AADT	457	396	398	432	391	389	402	381	437	**437**
Combo-Unit Truck AADT	192	216	237	256	233	234	240	51	59	**59**
K-Factor	-	-	-	0.095	0.096	0.096	0.096	0.102	0.102	**0.102**
D-Factor	-	-	-	0.725	0.711	0.711	0.711	0.770	0.770	**0.770**
Speed 85th Percentile	-	-	-	-	-	-	-	53.7	53.7	**53.7**
DHV	-	-	-	811	753	746	738	844	964	**964**
DDHV	-	-	-	588	536	530	525	650	742	**742**
Truck AADT	649	612	635	688	624	623	642	432	496	**496**
Truck %	8%	8%	8%	8%	8%	8%	8%	5%	5%	**5%**

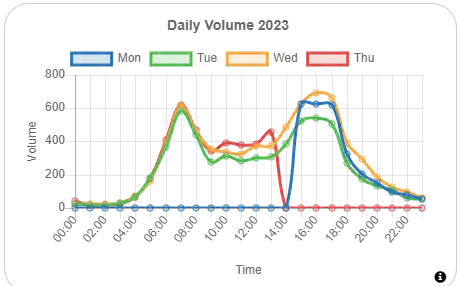


Count History

Year	Month	Count type	Weekend Duration	Workweek Duration	Duration
2023	March	Class	0 hours	71 hours	71 hours
2020	March	Class	0 hours	87 hours	87 hours
2017	April	Volume	0 hours	91 hours	91 hours
2016	November	Volume	0 hours	75 hours	75 hours







Vehicle Classification

1. Motorcycles 2 axles, 2 or 3 wheels.	**0**	**0%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**3,665**	**74.41%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**1,055**	**21.41%**
Passenger Vehicles	**4,720**	**95.81%**
4. Buses 2- or 3-axle, full length.	**30**	**0.60%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	**115**	**2.34%**
6. Single-unit trucks 3-axle, single-unit trucks.	**24**	**0.48%**
7. Single-unit trucks 4 or more axle, single-unit trucks.	**1**	**0.02%**
Medium Weight Trucks	**170**	**3.45%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	**14**	**0.28%**
9. Single-trailer trucks 5-axle, single-trailer trucks.	**22**	**0.44%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	**1**	**0.03%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	**0**	**0%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	**0**	**0%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	**0**	**0%**
Heavy Weight Trucks	**37**	**0.74%**

430041 - NY15A from WESTRUSH RD to RT 251
City: Rush **County:** Monroe
Route number: 15A
Functional class: 4R - Minor Arterial (Rural)

AADT
8,994
N: 4,615
S: 4,379

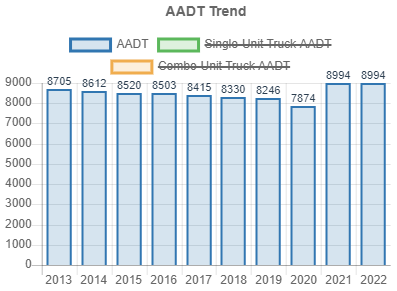
Site Data

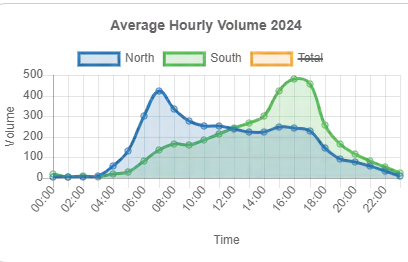
Annual Statistics

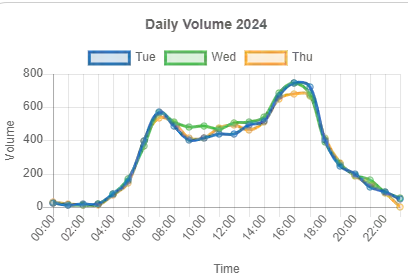
Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	Estimated	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	Actual	Estimated	**Estimated**
AADT	8,705	8,612	8,520	8,503	8,415	8,330	8,246	7,874	8,994	**8,994**
Single-Unit Truck AADT	213	211	208	353	351	348	344	375	431	**431**
Combo-Unit Truck AADT	53	53	52	67	66	66	65	96	110	**110**
K-Factor	0.094	0.094	0.094	0.095	0.095	0.095	0.095	0.084	0.084	**0.084**
D-Factor	0.682	0.682	0.682	0.710	0.710	0.710	0.710	0.605	0.605	**0.605**
Speed 85th Percentile	39.6	39.6	39.6	42.1	42.1	42.1	42.1	41.4	41.4	**41.4**
DHV	818	810	801	808	799	791	783	661	755	**755**
DDHV	558	552	546	574	568	562	556	400	457	**457**
Truck AADT	266	264	260	420	417	414	409	471	541	**541**
Truck %	3%	3%	3%	5%	5%	5%	5%	6%	6%	**6%**

Count History

Year	Month	Count type	Weekend Duration	Workweek Duration	Duration
2024	February	Class	0 hours	71 hours	71 hours
2020	May	Class	0 hours	59 hours	59 hours
2016	August	Class	0 hours	73 hours	73 hours
2010	August	Class	0 hours	0 hours	0 hours







Vehicle Classification

1. Motorcycles 2 axles, 2 or 3 wheels.	**1**	**0.01%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**5,821**	**74.92%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**1,594**	**20.52%**
Passenger Vehicles	**7,416**	**95.45%**
4. Buses 2- or 3-axle, full length.	**17**	**0.22%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	**209**	**2.69%**
6. Single-unit trucks 3-axle, single-unit trucks.	**69**	**0.89%**
7. Single-unit trucks 4 or more axle, single-unit trucks.	**4**	**0.05%**
Medium Weight Trucks	**299**	**3.84%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	**25**	**0.32%**
9. Single-trailer trucks 5-axle, single-trailer trucks.	**29**	**0.37%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	**1**	**0.02%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	**0**	**0%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	**0**	**0%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	**0**	**0%**
Heavy Weight Trucks	**55**	**0.71%**

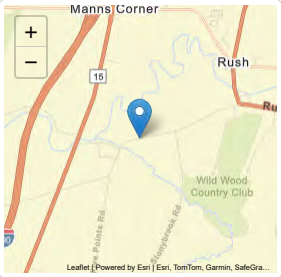
436104 - CR65 RUSH-W RUSH RD from E RIVER RD to NY 15A
City: Rush **County:** Monroe
Functional class: 6R - Minor Collector (Rural)

AADT
870
E: 409
W: 461

Site Data

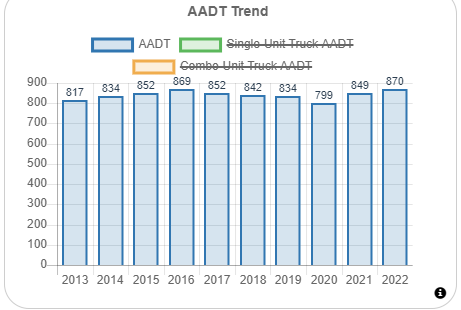
Annual Statistics

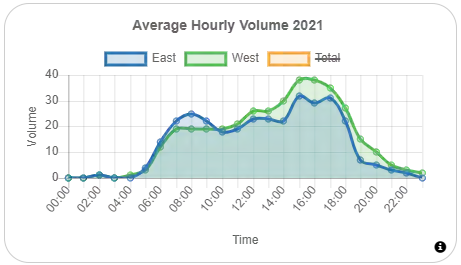
Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	Estimated	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	Estimated	Actual	**Estimated**
AADT	817	834	852	869	852	842	834	799	849	**870**
Single-Unit Truck AADT	39	39	41	50	49	48	48	46	51	**52**
Combo-Unit Truck AADT	5	8	9	16	15	15	15	14	7	**7**
K-Factor	-	-	-	0.095	0.095	0.095	0.095	0.095	0.098	**0.098**
D-Factor	-	-	-	0.611	0.611	0.611	0.611	0.611	0.529	**0.529**
Speed 85th Percentile	-	-	-	52.5	52.5	52.5	52.5	52.5	50.0	**50.0**
DHV	-	-	-	83	81	80	79	76	83	**85**
DDHV	-	-	-	50	49	49	48	46	44	**45**
Truck AADT	44	47	50	66	64	63	63	60	58	**59**
Truck %	5%	6%	6%	8%	8%	7%	8%	8%	7%	**7%**

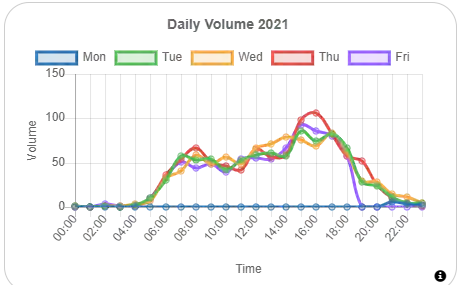


Count History

Year	Month	Count type	Weekend Duration	Workweek Duration	Duration
2021	April	Class	0 hours	87 hours	93 hours
2016	August	Class	0 hours	71 hours	71 hours







Vehicle Classification

1. Motorcycles 2 axles, 2 or 3 wheels.	**11**	**1.53%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**443**	**63.87%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**184**	**26.53%**
Passenger Vehicles	**638**	**91.93%**
4. Buses 2- or 3-axle, full length.	**6**	**0.89%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	**36**	**5.13%**
6. Single-unit trucks 3-axle, single-unit trucks.	**5**	**0.69%**
7. Single-unit trucks 4 or more axle, single-unit trucks.	**0**	**0%**
Medium Weight Trucks	**47**	**6.72%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	**9**	**1.24%**
9. Single-trailer trucks 5-axle, single-trailer trucks.	**1**	**0.12%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	**0**	**0%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	**0**	**0%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	**0**	**0%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	**0**	**0%**
Heavy Weight Trucks	**9**	**1.36%**

ATTACHMENT 2

RTS Transit Map

TYLin

RTS System Map Monroe County

Effective April 1, 2024

This map provides an overview of services. For detailed information on each route, please refer to individual schedules.

Information is subject to change.

ONDEMAND Zones

Provides on-demand service within RTS' On Demand Zones when a customer requests a ride through the On Demand app, or by calling Customer Service.

Visit myRTS.com for details.

Connection Hubs

Provide connection points between RTS Connect, RTS On Demand Zones, and other mobility options.

Visit myRTS.com for details.

RTS Routes

16 — Frequent Service
Every 15 minutes Mon-Fri 6am-6pm.
Every 30 minutes at other times.
Frequent Routes serve the RTS Transit Center in Downtown Rochester.

12 — Local Service
Every 30 minutes Mon-Fri 6am-6pm.
Every 60 minutes at other times.
Local Routes serve the RTS Transit Center in Downtown Rochester.

40 — Crosstown/Suburban Service
Every 30 minutes Mon-Fri 6am-6pm.
Every 60 minutes at other times.
Crosstown/Suburban Routes do not serve the RTS Transit Center.

92 — Commuter Service
One to two trips during AM and PM peak times during weekdays.
Commuter Routes do not serve the RTS Transit Center (except Route 91).

Dashed lines indicate routes with limited service dates, hours, or frequency. See route schedules for details.

Route frequencies are approximate. See route schedules for specific times.

ATTACHMENT 3

Crash Summary

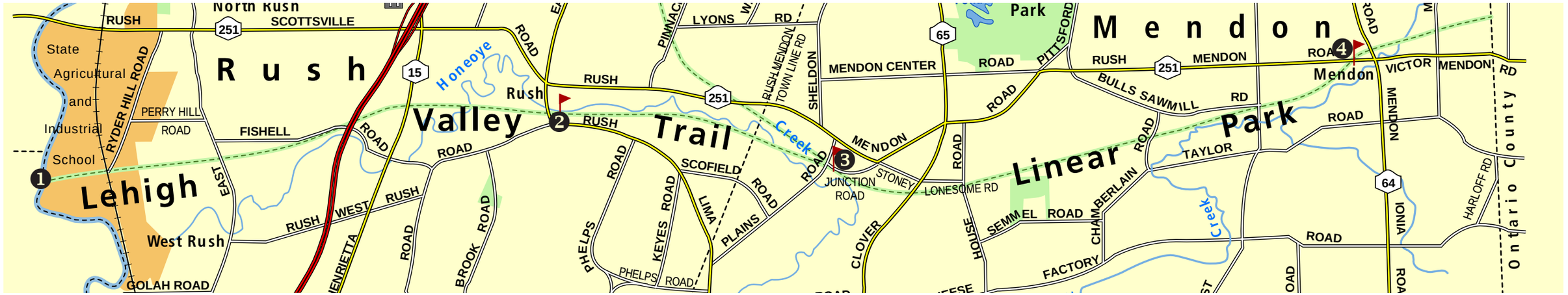
TYLin

Crash Level Details 01/01/2021 to 12/31/2023

Case Number	Crash Severity	Max Injury in Crash	Collision Type	Crash Date	Crash Time	Crash Type	Road Surface Conditions	Weather Conditions	# of Fatalities	# of Injuries	# of Vehicles	Non Reportable
38716357	PROPERTY DAMAGE		REAR END	2021-02-03T00:00:00	2:10 PM	COLLISION WITH MOTOR VEHICLE	WET	CLEAR	0	0	2	0
38720962	INJURY	C - POSSIBLE INJURY	LEFT TURN (AGAINST OTHER CAR)	2021-02-02T00:00:00	8:52 AM	COLLISION WITH MOTOR VEHICLE	WET	CLOUDY	0	1	2	0
38720966	PROPERTY DAMAGE		SIDESWIPE	2021-02-02T00:00:00	7:30 PM	COLLISION WITH MOTOR VEHICLE	SNOW/ICE	SNOW	0	0	2	0
38754712	PROPERTY DAMAGE		REAR END	2021-01-28T00:00:00	3:32 PM	COLLISION WITH MOTOR VEHICLE	SNOW/ICE	CLOUDY	0	0	2	0
38762479	PROPERTY DAMAGE		OTHER	2021-02-24T00:00:00	6:27 AM	COLLISION WITH DEER	WET	CLEAR	0	0	1	0
38858213	PROPERTY DAMAGE		REAR END	2021-05-01T00:00:00	11:46 AM	COLLISION WITH MOTOR VEHICLE	DRY	CLEAR	0	0	2	0
38879607	PROPERTY DAMAGE		OTHER	2021-06-02T00:00:00	3:47 PM	COLLISION WITH SIGN POST	DRY	CLEAR	0	0	1	0
38931609	PROPERTY DAMAGE		OTHER	2021-06-27T00:00:00	12:17 PM	COLLISION WITH OTHER FIXED OBJECT	DRY	CLEAR	0	0	1	0
38972969	PROPERTY DAMAGE		REAR END	2021-08-12T00:00:00	8:48 AM	COLLISION WITH MOTOR VEHICLE	DRY	CLOUDY	0	0	2	0
38994798	PROPERTY DAMAGE		OVERTAKING	2021-08-04T00:00:00	4:30 PM	COLLISION WITH MOTOR VEHICLE	DRY	CLEAR	0	0	2	1
39001731	PROPERTY DAMAGE		LEFT TURN (AGAINST OTHER CAR)	2021-09-04T00:00:00	10:26 AM	COLLISION WITH MOTOR VEHICLE	DRY	CLEAR	0	0	2	0
39051441	PROPERTY DAMAGE		OTHER	2021-10-10T00:00:00	5:10 PM	COLL. W/LIGHT SUPPORT/UTILITY POLE	DRY	CLEAR	0	0	1	0
39082134	PROPERTY DAMAGE		OTHER	2021-10-28T00:00:00	1:00 AM	COLLISION WITH DEER	WET	FOG/SMOG/SMC	0	0	1	0
39085891	PROPERTY DAMAGE		REAR END	2021-10-30T00:00:00	12:24 PM	COLLISION WITH MOTOR VEHICLE	WET	RAIN	0	0	2	0
39120472	PROPERTY DAMAGE		RIGHT ANGLE	2021-11-14T00:00:00	8:51 AM	COLLISION WITH MOTOR VEHICLE	DRY	CLOUDY	0	0	2	0
39142112	PROPERTY DAMAGE		REAR END	2021-12-08T00:00:00	4:45 PM	COLLISION WITH MOTOR VEHICLE	SNOW/ICE	SNOW	0	0	2	0
39143157	INJURY	B - INJURY	RIGHT ANGLE	2021-11-27T00:00:00	11:26 AM	COLLISION WITH MOTOR VEHICLE	DRY	CLOUDY	0	2	2	0
39146820	PROPERTY DAMAGE		OTHER	2021-12-01T00:00:00	2:38 AM	COLLISION WITH DEER	DRY	CLEAR	0	0	1	0
39159639	PROPERTY DAMAGE		OTHER	2021-12-10T00:00:00	9:00 PM	COLLISION WITH DEER	DRY	UNKNOWN	0	0	1	0
39167553	PROPERTY DAMAGE		OTHER	2021-12-21T00:00:00	4:35 AM	COLLISION WITH DEER	DRY	CLEAR	0	0	1	0
39176470	INJURY	C - POSSIBLE INJURY	HEAD ON	2021-12-08T00:00:00	6:37 AM	COLLISION WITH MOTOR VEHICLE	SNOW/ICE	SNOW	0	2	2	0
39191287	PROPERTY DAMAGE		OTHER	2022-01-10T00:00:00	6:56 PM	COLLISION WITH ANIMAL	DRY	CLEAR	0	0	1	0
39191471	PROPERTY DAMAGE		LEFT TURN (WITH OTHER CAR)	2022-01-07T00:00:00	3:36 PM	COLLISION WITH MOTOR VEHICLE	DRY	CLOUDY	0	0	2	0
39200930	PROPERTY DAMAGE		REAR END	2022-01-20T00:00:00	3:01 PM	COLLISION WITH MOTOR VEHICLE	DRY	CLEAR	0	0	2	0
39209957	PROPERTY DAMAGE		OTHER	2022-01-24T00:00:00	10:24 PM	COLLISION WITH SNOW EMBANKMENT	SNOW/ICE	CLOUDY	0	0	1	0
39248917	PROPERTY DAMAGE		RIGHT ANGLE	2022-02-26T00:00:00	2:26 PM	COLLISION WITH MOTOR VEHICLE	DRY	CLOUDY	0	0	2	0
39268372	PROPERTY DAMAGE		OTHER	2022-03-10T00:00:00	7:50 PM	COLLISION WITH ANIMAL	DRY	CLEAR	0	0	1	0
39316516	PROPERTY DAMAGE		OTHER	2022-04-18T00:00:00	3:40 PM	COLLISION WITH CURBING	DRY	CLOUDY	0	0	1	0
39362779	PROPERTY DAMAGE		REAR END	2022-05-24T00:00:00	7:01 PM	COLLISION WITH MOTOR VEHICLE	DRY	CLEAR	0	0	2	0
39369000	PROPERTY DAMAGE		RIGHT TURN (AGAINST OTHER CAR)	2022-05-31T00:00:00	1:05 PM	COLLISION WITH MOTOR VEHICLE	DRY	CLEAR	0	0	2	0
39374624	INJURY	B - INJURY	OTHER	2022-05-16T00:00:00	3:05 PM	COLLISION WITH OTHER	WET	CLOUDY	0	1	1	0
39390831	PROPERTY DAMAGE		OVERTAKING	2022-06-10T00:00:00	3:33 PM	COLLISION WITH MOTOR VEHICLE	DRY	CLEAR	0	0	2	0
39424630	PROPERTY DAMAGE	U - UNKNOWN	REAR END	2022-07-13T00:00:00	3:22 PM	COLLISION WITH MOTOR VEHICLE	WET	RAIN	0	0	2	0
39460470	PROPERTY DAMAGE	U - UNKNOWN	OTHER	2022-07-20T00:00:00	11:30 AM	COLL. W/EARTH ELE./ROCK CUT/DITCH	UNKNOWN	UNKNOWN	0	0	1	0
39472301	INJURY	A - SERIOUS INJURY	REAR END	2022-08-12T00:00:00	5:07 PM	COLLISION WITH MOTOR VEHICLE	DRY	CLEAR	0	1	2	0
39472557	PROPERTY DAMAGE	U - UNKNOWN	RIGHT ANGLE	2022-08-13T00:00:00	11:15 PM	COLLISION WITH MOTOR VEHICLE	DRY	CLEAR	0	0	2	0
39479331	PROPERTY DAMAGE	U - UNKNOWN	REAR END	2022-08-20T00:00:00	12:46 PM	COLLISION WITH MOTOR VEHICLE	DRY	CLEAR	0	0	2	0
39521805	PROPERTY DAMAGE	U - UNKNOWN	REAR END	2022-09-16T00:00:00	4:10 PM	COLLISION WITH MOTOR VEHICLE	DRY	CLOUDY	0	0	2	0
39523534	PROPERTY DAMAGE	U - UNKNOWN	REAR END	2022-09-24T00:00:00	7:41 AM	COLLISION WITH MOTOR VEHICLE	DRY	CLEAR	0	0	2	0
39539245	PROPERTY DAMAGE	U - UNKNOWN	OTHER	2022-10-07T00:00:00	7:11 PM	COLLISION WITH ANIMAL	DRY	CLEAR	0	0	1	0
39576978	PROPERTY DAMAGE	U - UNKNOWN	OTHER	2022-11-03T00:00:00	10:34 PM	COLLISION WITH DEER	DRY	FOG/SMOG/SMC	0	0	1	1
39577003	PROPERTY DAMAGE	U - UNKNOWN	OTHER	2022-11-03T00:00:00	9:30 PM	COLLISION WITH DEER	DRY	FOG/SMOG/SMC	0	0	1	0
39601551	PROPERTY DAMAGE	U - UNKNOWN	REAR END	2022-11-16T00:00:00	7:14 AM	COLLISION WITH MOTOR VEHICLE	WET	SNOW	0	0	2	0
39602756	PROPERTY DAMAGE	U - UNKNOWN	RIGHT TURN (WITH OTHER CAR)	2022-11-18T00:00:00	4:09 PM	COLLISION WITH MOTOR VEHICLE	SLUSH	SNOW	0	0	2	0
39604840	PROPERTY DAMAGE	U - UNKNOWN	OTHER	2022-11-07T00:00:00	4:30 PM	COLLISION WITH OTHER	DRY	CLEAR	0	0	1	0
39605893	PROPERTY DAMAGE	U - UNKNOWN	NOT ENTERED	2022-10-31T00:00:00	4:45 AM	INVALID CODE	NOT ENTERED	NOT ENTERED	0	0	1	1
39610717	PROPERTY DAMAGE	U - UNKNOWN	REAR END	2022-11-24T00:00:00	8:17 PM	COLLISION WITH MOTOR VEHICLE	DRY	CLEAR	0	0	2	0
39617643	PROPERTY DAMAGE	U - UNKNOWN	OTHER	2022-12-02T00:00:00	7:28 AM	COLL. W/LIGHT SUPPORT/UTILITY POLE	DRY	CLEAR	0	0	1	0
39643679	PROPERTY DAMAGE	U - UNKNOWN	OTHER	2022-12-19T00:00:00	5:35 PM	COLLISION WITH DEER	DRY	CLEAR	0	0	1	0
39643701	PROPERTY DAMAGE	U - UNKNOWN	OTHER	2022-12-19T00:00:00	4:24 PM	COLL. W/EARTH ELE./ROCK CUT/DITCH	DRY	CLOUDY	0	0	1	0
39644095	FATAL	K - FATAL	HEAD ON	2022-11-27T00:00:00	3:57 PM	COLLISION WITH MOTOR VEHICLE	WET	CLOUDY	1	2	2	0
39644155	PROPERTY DAMAGE	U - UNKNOWN	SIDESWIPE	2022-12-07T00:00:00	5:48 PM	COLLISION WITH MOTOR VEHICLE	DRY	CLOUDY	0	0	2	0
39675592	PROPERTY DAMAGE	U - UNKNOWN	OTHER	2023-01-09T00:00:00	9:00 PM	COLLISION WITH DEER	WET	RAIN	0	0	1	1
39691210	PROPERTY DAMAGE	U - UNKNOWN	OVERTAKING	2023-01-06T00:00:00	4:17 PM	COLLISION WITH MOTOR VEHICLE	DRY	CLOUDY	0	0	2	1
39698023	FATAL	K - FATAL	HEAD ON	2023-01-25T00:00:00	4:35 PM	COLLISION WITH MOTOR VEHICLE	SNOW/ICE	SNOW	1	1	2	0
39730529	PROPERTY DAMAGE	U - UNKNOWN	OVERTAKING	2023-02-19T00:00:00	7:04 PM	COLLISION WITH MOTOR VEHICLE	DRY	CLEAR	0	0	2	0
39794041	PROPERTY DAMAGE	U - UNKNOWN	REAR END	2023-04-15T00:00:00	7:48 AM	COLLISION WITH MOTOR VEHICLE	DRY	CLEAR	0	0	2	0
39843259	PROPERTY DAMAGE	U - UNKNOWN	OTHER	2023-05-09T00:00:00	8:28 PM	COLL. W/LIGHT SUPPORT/UTILITY POLE	DRY	CLOUDY	0	0	1	1
39852119	INJURY	B - INJURY	OTHER	2023-05-30T00:00:00	6:04 PM	COLLISION WITH SIGN POST	DRY	CLEAR	0	1	1	0
39873013	INJURY	B - INJURY	LEFT TURN (AGAINST OTHER CAR)	2023-06-10T00:00:00	4:17 PM	COLLISION WITH MOTOR VEHICLE	DRY	CLEAR	0	1	2	0
39923812	PROPERTY DAMAGE	U - UNKNOWN	OTHER	2023-07-02T00:00:00	10:30 PM	COLLISION WITH DEER	DRY	CLEAR	0	0	1	0
39946940	PROPERTY DAMAGE	U - UNKNOWN	REAR END	2023-08-11T00:00:00	10:27 PM	COLLISION WITH CURBING	DRY	CLEAR	0	0	2	0
39950429	PROPERTY DAMAGE	U - UNKNOWN	RIGHT ANGLE	2023-08-12T00:00:00	8:16 PM	COLLISION WITH MOTOR VEHICLE	DRY	CLOUDY	0	0	2	0

Crash Level Details 01/01/2021 to 12/31/2023

Case Number	Crash Severity	Max Injury in Crash	Collision Type	Crash Date	Crash Time	Crash Type	Road Surface Conditions	Weather Conditions	# of Fatalities	# of Injuries	# of Vehicles	Non Reportable
39969038	PROPERTY DAMAGE	U - UNKNOWN	OTHER	2023-08-29T00:00:00	4:51 PM	COLLISION WITH MOTOR VEHICLE	DRY	CLEAR	0	0	2	0
39972678	INJURY	B - INJURY	SIDESWIPE	2023-09-02T00:00:00	2:03 PM	COLLISION WITH MOTOR VEHICLE	DRY	CLEAR	0	2	2	0
39997565	PROPERTY DAMAGE	U - UNKNOWN	REAR END	2023-05-16T00:00:00	6:45 PM	COLLISION WITH MOTOR VEHICLE	DRY	CLEAR	0	0	2	0
40068291	PROPERTY DAMAGE	U - UNKNOWN	OTHER	2023-11-08T00:00:00	12:40 PM	COLLISION WITH DEER	DRY	CLEAR	0	0	1	0
40070856	PROPERTY DAMAGE	U - UNKNOWN	OTHER	2023-11-06T00:00:00	5:52 PM	COLLISION WITH DEER	WET	RAIN	0	0	1	0
40091525	PROPERTY DAMAGE	U - UNKNOWN	OTHER	2023-11-01T00:00:00	7:42 PM	COLLISION WITH DEER	DRY	CLOUDY	0	0	1	0
40100035	PROPERTY DAMAGE	U - UNKNOWN	OTHER	2023-11-29T00:00:00	12:44 PM	COLLISION WITH DEER	DRY	CLEAR	0	0	1	0
40101942	PROPERTY DAMAGE	U - UNKNOWN	OTHER	2023-05-02T00:00:00	6:56 PM	COLLISION WITH OTHER FIXED OBJECT	DRY	CLOUDY	0	0	1	0



A New Future Lies Ahead

In the dark days after bankruptcy, and abandonment of its right-of-ways, few could see any future for the Lehigh Valley, other than a rapid slide into obscurity. Fortunately for the generations to come, Monroe County took a forward-looking view, and after the demise of the main line in 1976, sought and acquired the old Lehigh Valley right-of-way.

Laying & Compacting the Cinder Trail Base

Partnership For Success

Late in 1993, the Mendon Foundation approached Monroe County with a proposal to develop and maintain the Lehigh Valley railtrail. A formal agreement was signed in February 1995. In the subsequent years, with the County and the Foundation working together, $1,300,000 of Federal, County and Private funds were secured. The Trail reached substantial completion in the fall of 2004. In fact, it is an unusual dual trail system, consisting of a 10'+ wide, multi-use trail with a stone dust surface, and a parallel 5' wide equestrian trail.

This approximately 15 mile trail is an outstanding facility for walking, hiking, jogging, biking, cross-country skiing, and equestrian use. It is also a vital link in the area's expanding regional trail network, connecting the Genesee Valley Greenway Trail to the west with Victor's Auburn Trail to the east. In addition, the northern extension of the Lehigh Valley Trail from Rochester Junction through the Towns of Henrietta and Brighton is under development, and will result in a connection with the Erie Canalway Trail System at Genesee Valley Park.

Interest Points On The Trail

❶ **Wadsworth (Genesee River) Bridge:** Once 3,000 ft. long, until scrapped in the late 1970's, the river span was preserved and today allows trail users to cross the river to the Genesee Greenway on the western side.

An Afternoon ride on the Lehigh Valley Trail

❷ **Rush hamlet:*** Its depot removed in 1950, the mill dam (made obsolete when the T.K.T. Mill burned in 1941) and the Bock-Kinsey buildings remain the prominent features of the railroad era.

❸ **Rochester Junction:†‡** With the Honeoye Creek valley (the pre-Ice Age course of the Genesee River); with the Seneca lore of Totiakton village on the plain above; and with the Hemlock water mains running beneath; Rochester Junction is not just a railroad place — it is a crossroads of history.

❹ **Mendon hamlet:*†** Sunday church services were forever being interrupted and its twin railroad crossing were a dangerous combination. After the depot was removed in 1952 and the LVRR quit running in 1976, this quaint little town became a far different place. Today it serves as the trailhead, and provides trail-side parking for over 100 cars.

** Food & Beverages Available*
† Water Fountains Available (in season)
‡ Public Restrooms Available (in season)

Trail Distances Between Roads	Miles
Old Dutch – Mile Square	0.6
Mile Square – Route 64	0.6
Route 64 – Route 251	0.2
Route 251 – West Bloomfield	0.9
West Bloomfield – Chamberlain	1.0
Chamberlain – Quaker Meeting House	1.7
Quaker Meeting House – Clover	0.5
Clover – Plains	0.8
Plains – Route 15A	2.5
Route 15A – Fishell	1.75
Fishell – East River	1.2
East River – Genesee Greenway Trail	1.6

In case of a Trail Emergency, Call 911

Mendon Foundation

The Mendon Foundation is a Mendon based, tax-exempt, charitable corporation. Initially established in 1992 as a Land Trust, we are actively engaged in the further development and day-to-day maintenance of the Lehigh Valley Trail.

Being an all-volunteer organization, we rely heavily on community involvement to promote our preservation, education and recreational activities.

If you are interested in learning more about railroad history, heart-healthy activities, becoming a volunteer, or making a financial contribution to help us with maintenance and improvements to this historic Rail-Trail, please contact us at:

Mendon Foundation, Inc.
P.O. Box 231
Mendon, NY 14506

MENDON FOUNDATION

Preservation • Recreation • Education

www.mendonfoundation.org

Welcome
to the Historic
Lehigh Valley Trail

A Monroe County Linear Park

COUNTY OF MONROE
STATE OF NEW YORK

The Route of the Black Diamond *By Paul S. Worboys*

Today, with the great railroad era in our past, recreation enthusiasts can experience a portion of Transportation history on the **Lehigh Valley Trail**, a right-of-way that witnessed about 500,000 trains serving the company and its successors from 1892 to 1981. The story of the ***Lehigh Valley Railroad***, however, goes back another half century, to the early days of coal mining and our nation's booming demand for mountains of clean burning anthracite coal ("Black Diamonds") to feed industrial furnaces and home stoves.

By the late 1880's the Lehigh had expanded into New York State, but its only access to western markers was via Buffalo and over a competitor's line (the Erie) out of Waverly, New York. With the acquisition of the ***Geneva, Ithaca and Sayre Railroad*** in 1889, the Lehigh was able to construct its own line over 100 miles between Geneva and Buffalo. Opening via **Victor**, **Mendon**, and **Rush** on the 1st of September, 1892, the Lehigh mainline covered a 435-mile route from Buffalo to New York City.

The same day, a quiet spot known as Surrine (sic) Hollow became a busy railroad hub of fascinating proportions. Because the city of Rochester was not on the Lehigh's New York-Buffalo route, a junction was created that utilized branches northward to **Henrietta** and **Rochester** and southward to Honeoye Falls, Lima, Livonia Center and Hemlock Lake. The new site, located on Plains Road, was called **Rochester Junction** and has survived in name long after the railroad disappeared from the landscape.

A basic country station was build at Rochester Junction, but it was soon replaced with a two-story Victorian depot that stood as a landmark until its destruction by fire on Easter Sunday, 1972. The location of a post office, produce, freight and watering facilities, the storied Terry Hotel and even a baseball team, the setting was one of the most photographed and painted railroad places in our region.

Running over a scenic route through the Finger Lakes and the mountains of Pennsylvania, the Lehigh's most famous name train, the "Black Diamond Express," was created with great fanfare in 1896 and made its last runs on May 11th, 1959. Station stops at Mendon, Rush and down to Hemlock ended in the 1930's, while Rochester trains connected to the mainline until 1950 and buses made the runs until 1957. Following the closure of the depot in 1959, two late night expresses blasted through Rochester Junction until February, 1961, when the Lehigh became the first major railroad designated "freight only."

On April 1st, 1976, the U.S. Government-sponsored Conrail took over several bankrupt eastern rail lines, including the Lehigh Valley. The mainline tracks were immediately abandoned, while the branches between Rochester and Lima survived until August, 1981, leaving the "Route of the Black Diamond" to the whims of the future.

Town of Rush Pedestrian / Bicycle Safety and Connectivity Plan

APPENDICES

October 2025