



## PUBLIC WORKS COMMITTEE MEETING

February 11, 2025 - 9:00 A.M.

### ESU 1<sup>ST</sup> Floor ASSEMBLY ROOM

#### AGENDA

##### MEETING CALLED TO ORDER:

##### APPROVE MINUTES:

##### APPROVE AGENDA:

##### OPEN FORUM:

##### NEW BUSINESS

MATTER RE:	GCI Eastwater Energy Storage – project introduction
MATTER RE:	Waste Management Solid Waste Collection – Service update
MATTER RE:	South Clinton Lights-discussion

##### OLD BUSINESS

MATTER RE:	East Avenue Sidewalk– Loader with Snow Blower attachment for Sidewalk Maintenance
MATTER RE:	Potential Eagle Scout Projects
MATTER RE:	Selection of Public Art for the Quickele's Site at Elmwood Avenue and Monroe Avenue
MATTER RE:	Hometown Heroes Banners
MATTER RE:	Home Acres Monument Walls – RFP Design Services
MATTER RE:	Utility Box Painting – Sawgrass Dr. & Westfall Rd.
MATTER RE:	Requests for New Crosswalks, Review of Previous Initial Reviews <ul style="list-style-type: none"><li>• Highland Avenue at Council Rock Avenue</li><li>• Highland Avenue at Pelham Road</li><li>• Highland Avenue at Grosvenor Road</li><li>• South Clinton at McQuaid</li><li>• Elmwood Avenue at Pelham Road</li><li>• Penfield Road at Dale Road</li><li>• Penfield Road at Park Lane</li><li>• Edgewood Avenue at Wintergreen Way</li></ul>
MATTER RE:	Town Hall Renovation Project- Update

**MATTER RE:** **NYSDOT Projects-Updates**  
• Monroe Avenue Corridor Improvements  
• I-590 Bridges over Monroe Avenue and Allens Creek Road  
• West Henrietta Road Corridor Improvements

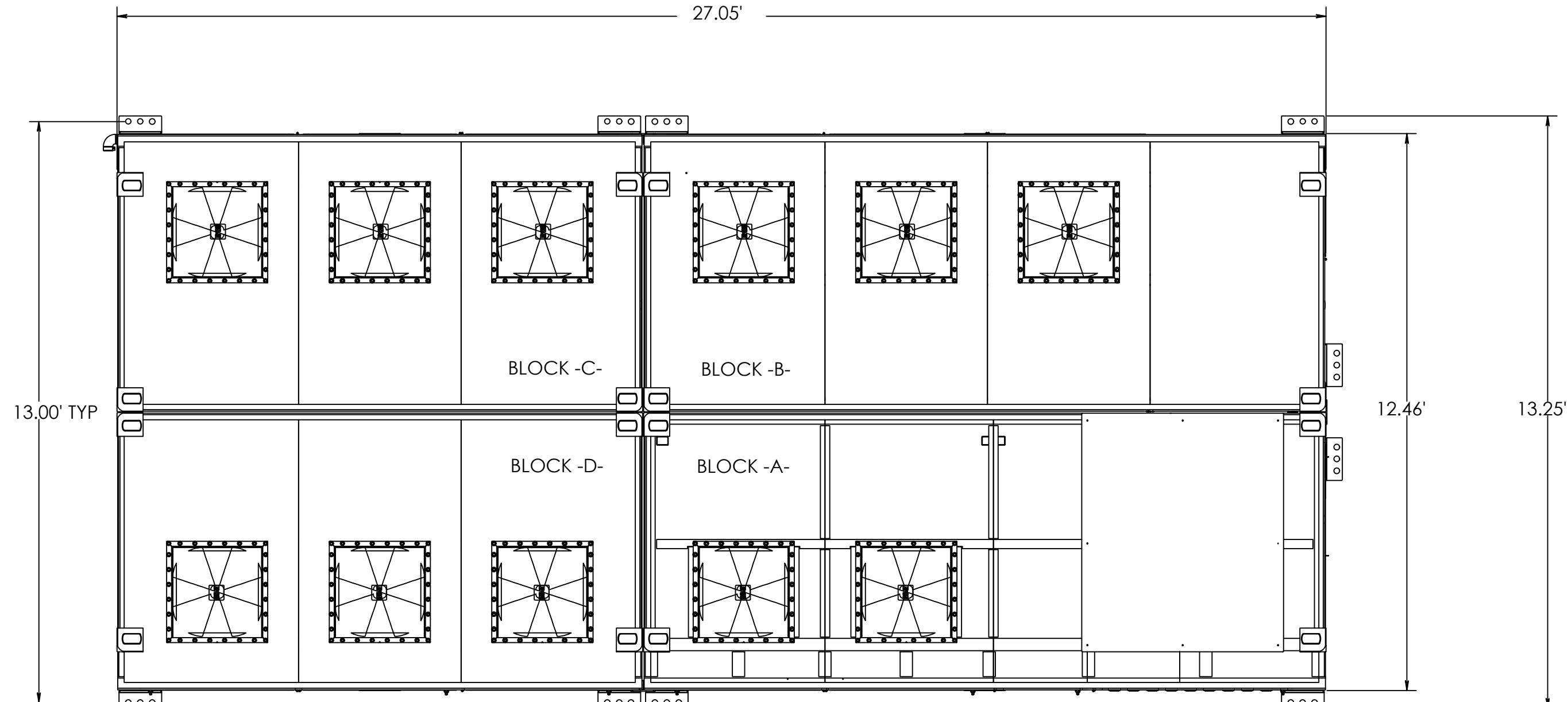
**MATTER RE:** **Monroe County DOT Projects**  
• South Clinton Ave from Westfall Road to City Line  
• Crittenden Road from W Henrietta to E Henrietta Road

**MATTER RE:** **Town Project-Updates**  
• French Road Bridge-Detour Plan  
• Crosswalk Policy – Review checklist  
• Multiversity Trail Project  
• Complete Streets Policy  
• Bike Boulevard Status  
• Chelmsford Lane Culvert Replacement  
• Monroe County Grant Program New Sidewalks Applications  
• Clean Energy Communities

**MEETING ADJORNED:**

**NEXT COMMITTEE MEETING:** **March 11, 2025, at 9:00 A.M.**





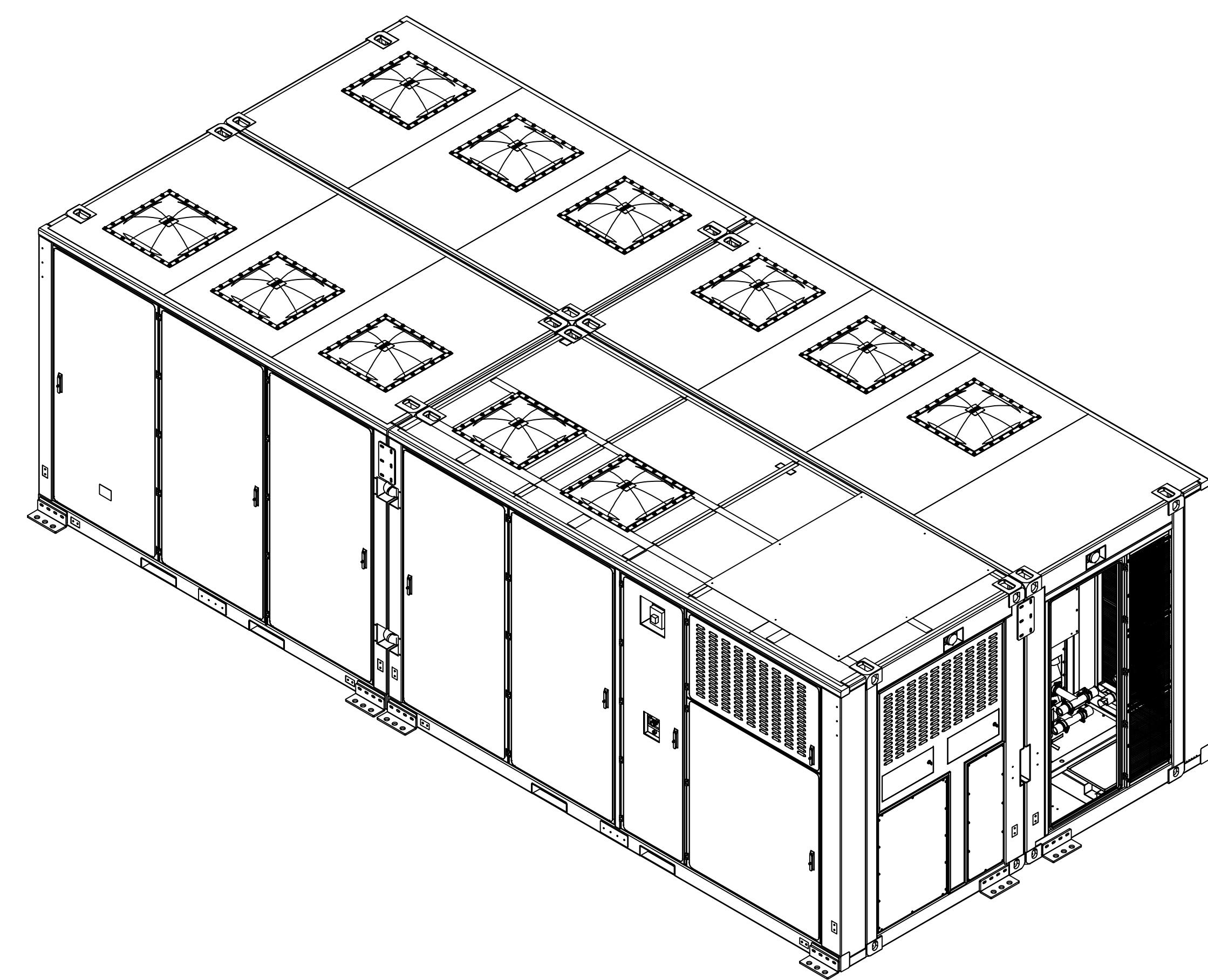
EASTWATER ENERGY STORAGE  
BRIGHTON HENRIETTA TOWN LINE ROAD  
ROCHESTER, NY 14623

CONCEPT PLAN

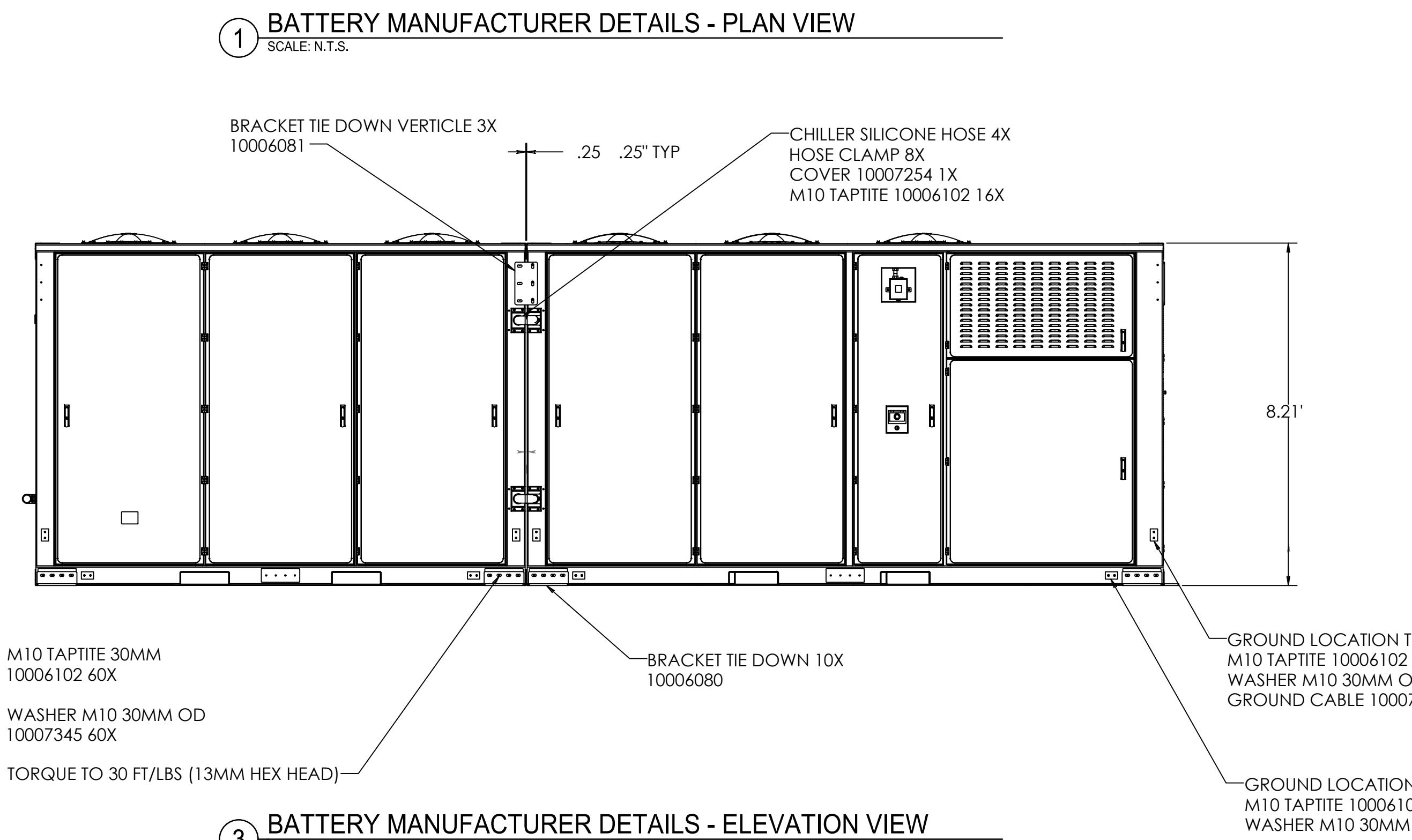


Centerville Commons Park  
375 Essjay Road, Suite 200  
Williamsville, NY 14221  
www.wendelcompanies.com  
p:716.688.0766 f:716.625.5825

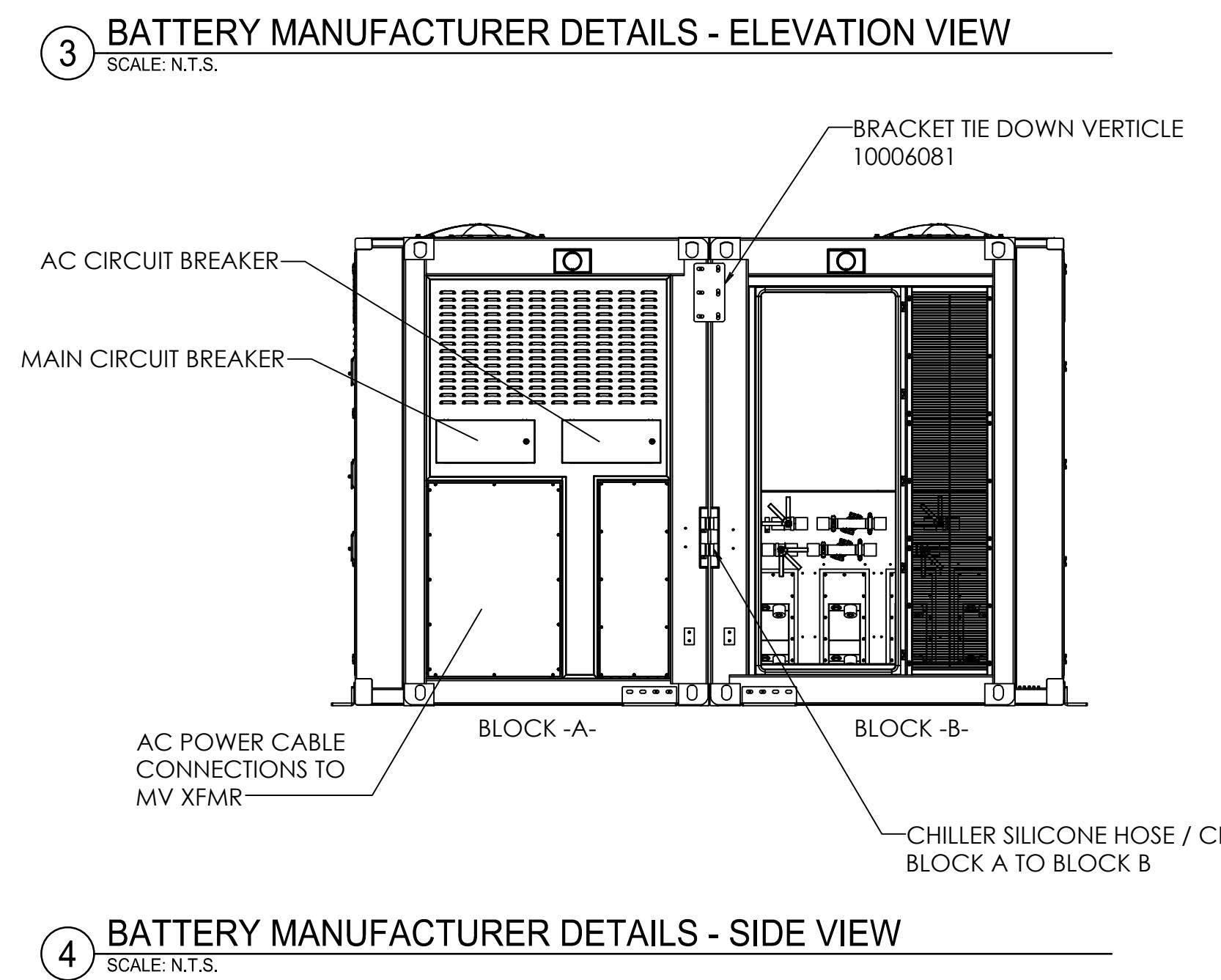
Wendel WD Architecture, Engineering, Surveying and Landscape Architecture, P.C.



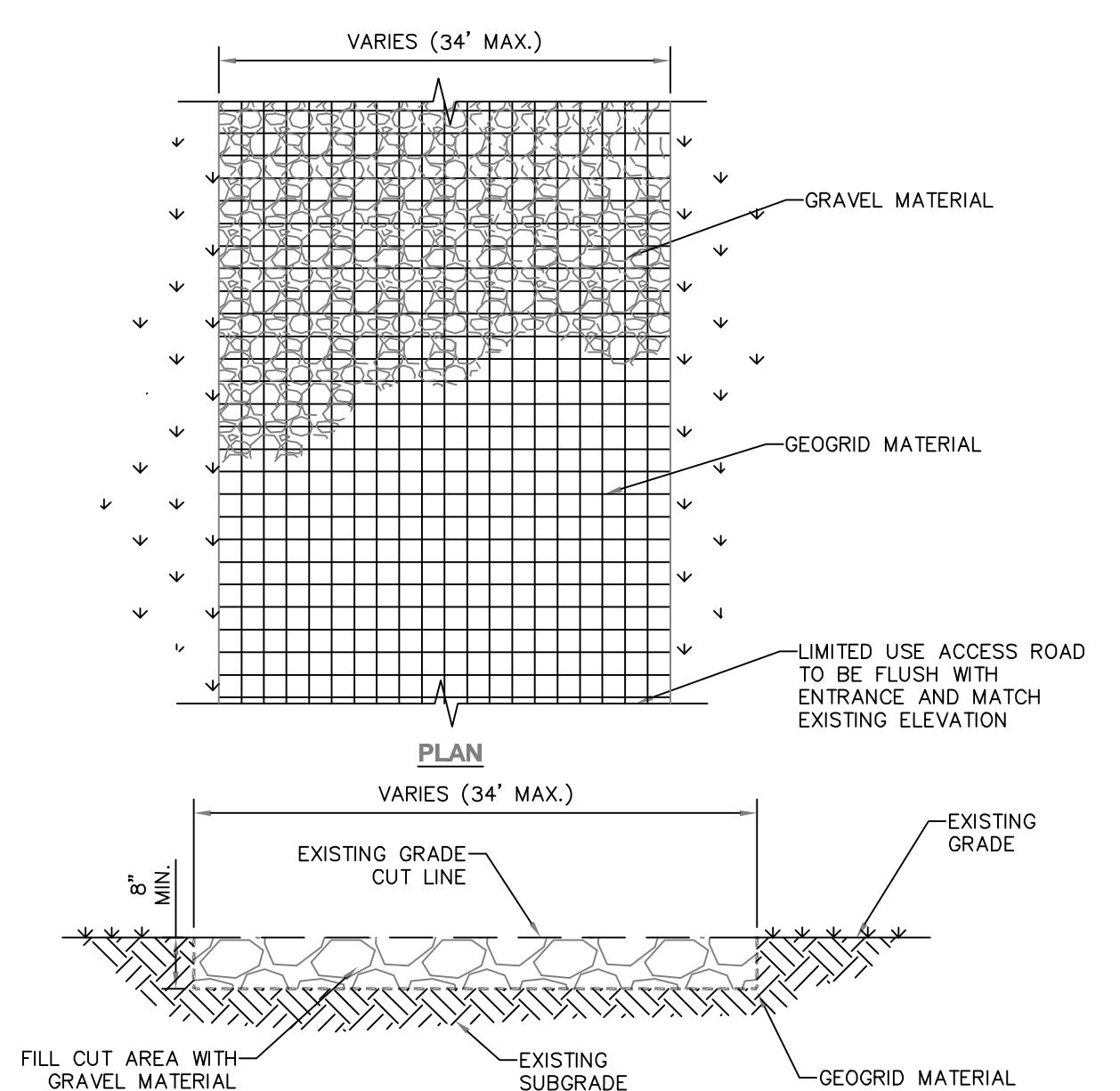
FOR PERMITTING PURPOSES  
10/09/2024  
NOT FOR CONSTRUCTION



② BATTERY MANUFACTURER DETAILS - ISOMETRIC VIEW



④ BATTERY MANUFACTURER DETAILS - SIDE VIEW

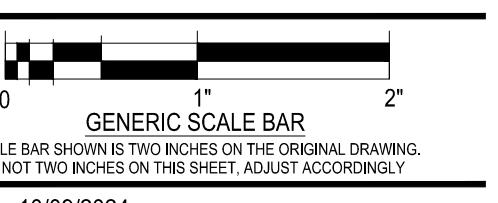


⑤ LIMITED USE IMPERVIOUS ACCESS ROAD - 0% TO 10% SLOPES

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NO.	REVISIONS	DATE
DWG. TITLE		

BATTERY MANUFACTURER AND ACCESS ROAD DETAILS



DATE 10/09/2024  
SCALE NTS  
DWN. SWK CHK. WGA  
PROJ. No. 635102  
DWG. No.



Grid Connected Infrastructure, LLC  
950 Danby Road, Suite 181  
[www.gci.energy](http://www.gci.energy)  
Ithaca, NY 14850

February 5, 2025

Public Works Committee  
Town of Brighton  
2300 Elmwood Avenue  
Rochester, New York 14018

**RE: GCI Eastwater LLC (“GCI”) proposed Eastwater Energy Storage (the “Project”);  
Located near Mortimer Avenue in the Town of Brighton;  
Tax ID No. 148.15-1-39 (the “Property”);  
Incentive Zoning Proposal**

Dear Committee Members:

GCI is proposing a new Battery Energy Storage System ("BESS") connected to the electrical grid near Rochester Gas & Electric's Mortimer Substation. The Project will provide significant financial benefits to the Town through the expansion of existing electrical infrastructure on vacant land. The BESS will modernize and enhance electric grid reliability while supporting renewable energy. We are seeking your support of an incentive zoning application for the Project.

#### Property Background and Zoning

The Property is vacant land next to critical grid infrastructure. The adjacent Mortimer Substation serves as an “electrical hub” at the intersection of transmission lines providing electricity throughout Western New York, and distributions lines which deliver power locally to the surrounding area. There are also large 115 kV transmission lines on the Property’s western and southern boundaries. The commercial/industrial district to the south and east includes self-storage, automotive and similar uses. The Property is screened from residential neighborhoods north of Crittenden Rd. by the Lynch Woods Nature Park.

Both the current and prior owners of the Property unsuccessfully attempted to develop the Property. The topography and site constraints make housing infeasible on the Property. Demand for any other uses is limited due to its immediate proximity the large existing energy grid infrastructure.



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The Property is within the RLL – Residential Large Lot zoning district, bordered by the IG – Light Industrial “G-Industrial” zoning district to the south. The parcel is approximately 18.7 acres. Less than five acres of the parcel will be developed. The majority of the parcel will be maintained in its current wooded state. GCI proposes a conservation easement to the Town of Brighton on the remaining land, which is an ideal buffer and transition to the Lynch Woods Nature Park to the east.

The Project requires incentive zoning approval to allow the change in use from current residential to BESS and to allow a security fence topped with barbed wire. The Town of Brighton Comprehensive Development Regulations (the “Code”) does not define BESS. However, the use of land for public utility purposes electric power transmission lines are excluded from zoning pursuant to Code § 201-11.

The current proposed site plan only appears to require relief from the fence regulations. The Code generally prohibits barbed-wire fences and fences over six feet six inches high in side and rear yards, and above three feet six inches high in front yards. (See Code § 207-2). The proposed security fence would be six feet high and topped with barbed-wire to secure the site, consistent with industry practice.

#### Grid Connected Infrastructure

GCI is Western New York’s leading utility-scale energy storage company. Our diverse team of development professionals has a strong track record building and operating large scale energy storage, thermal, and solar projects throughout North America.

Based in Ithaca, New York, GCI focuses on advancing the renewable energy transition and stabilizing the power grid through advanced energy storage systems. We collaborate with communities to provide reliable electricity during peak demand, easing grid strain and supporting a sustainable, resilient energy future. Our 1.7 GW pipeline spans diverse U.S. markets, advancing cleaner, more reliable energy solutions.

The Project represents a significant improvement to Brighton’s electrical infrastructure and will provide multiple benefits, including substantial financial advantages to the Town without necessitating the use of municipal services. By modernizing the electrical grid, the Project will support the Town’s ability to meet increasing residential and commercial energy demands, positioning Brighton to compete effectively in the future.



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### Proposed BESS

GCI's proposed BESS in the Town of Brighton will interconnect with the New York Independent System Operator (NYISO) Zone B electrical grid. The anticipated energy capacity is 100MW/400 MWh<sup>1</sup>. Energy from the electrical grid will be stored in approximately 80 separate enclosures on concrete pads. Each enclosure will be approximately 28' L x 6' W x 9' H (roughly the size of a standard shipping container), containing the connected battery cells. The enclosures will be fully sealed and can only be accessed from cabinet doors; they cannot be entered and are not buildings.

The Project will include a small substation and a gen-tie line connecting the battery enclosures to the existing transmission grid. There will be a driveway for ingress and egress onto Mortimer Avenue, and a small system of internal pathways for access to the battery enclosures.

The system will be controlled remotely and will not require full-time on-site personnel. Only occasional on-site visits for maintenance and operational purposes will be necessary. The Project therefore will not generate any significant additional traffic.

The Project will be largely invisible to the public. The battery enclosures will be setback approximately 1,000' from Town Line Road and not visible from the ROW. The only sound will be produced by fans on top of the enclosures similar to ordinary commercial HVAC equipment. The Project will be enclosed by a security fence and will not require any municipal services. The BESS will generally look like a small extension of the existing Mortimer Substation.

The Project will comply with the latest and most stringent state recommendations and national safety standards. The New York State Uniform Fire Prevention and Building Code (the "Unified Code") provides specific building code standards for BESS. Furthermore, the National Fire Protection Association Section 855 provides comprehensive regulations for the design, construction and operation of utility scale battery storage systems. As required by Section 855<sup>2</sup> equipment has been tested for safety pursuant to the Underwriters Laboratories 9540A testing methods.

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<sup>1</sup> 100 MW is roughly the energy required by 100,000 homes. The 400 MWh system will be able to provide 100 MW of electricity for four hours.

<sup>2</sup> The New York State Interagency Fire Safety Working Group, which consists of experts from a range of state agencies, recently produced a comprehensive report and recommendations to address standards for BESS in New York. Although NFPA 855 has not yet been codified in the Unified Building Code, the Working Group recommends that BESS in NY comply with NFPA 855.



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### Layout

The site plan requires minimal land disturbance and will not impact nearby trails and parks. The Project is designed to avoid impacting the wetlands on the eastern portion of the Property and avoid stormwater runoff. GCI looks forward to working with the Town on designing a complete site plan.

The Project will be a simple layout of battery containers connected to a new substation. The battery cells are contained in racks arranged within containers (each about the size of a shipping container) on a concrete slab. The battery containers are separated according to the specifications of the manufacturer and national design standards for safety. The containers are not buildings and are designed so that they cannot be occupied or entered. The site will include internal road system and an access driveway to Mortimer Avenue for regular maintenance.

The Project will be controlled remotely. It will not generate traffic or require parking, which minimizes the impact on the neighborhood. There will be periodic visits to the site for repairs and maintenance.

### Incentive Zoning - Amenities

We are requesting Incentive Zoning approval for the use of the Property as a BESS. Town Code § 209-5(A) sets forth the application requirements for Incentive Zoning, which are addressed below.

**209-5.A (1)- The Proposed Amenity.** The project is proposing four amenities in association with this Incentive Zoning proposal:

**1. Improved Grid Reliability and Resilience.** The BESS is utility and an upgrade to the energy grid that is itself is an amenity pursuant to Code § 209-3(A)(5). It will store excess energy during periods of peak generation. This stored energy will be available during times of high demand, ensuring that reliable power is always accessible when needed. Brighton sits within NYISO's Genesee load zone. There is less power generation than energy consumption within the zone. The load zone relies on energy produced and transmitted from other zones to meet its peak demand. The additional 100MW of capacity provided by Project will reduce reliance on electricity imported from other zones. It may also reduce the need for future additional transmission lines. This enhanced grid resilience is crucial for both existing businesses and future economic development in the Town.



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**2. Advancing the Green Energy Transition.** The Project is an opportunity for the Town to lead the renewable energy transition by facilitating solar and wind generation in Western New York. The environmental benefits of the energy transition are a direct benefit to the residents of the Town pursuant to Code § 209-3(A)(9). Solar and wind facilities generate energy intermittently; during the daytime and when the wind is blowing. Energy storage is an essential part of the infrastructure required to decrease the State's reliance on fossil fuels. Building BESS in areas near energy users and population centers allows large solar and wind projects in the surrounding countryside and remote areas to effectively meet energy demand.

The Project can store excess renewable energy generated by solar and wind facilities. BESS will help reduce greenhouse gas emissions by reducing the need for gas power plants during peak electricity demand periods. This will improve air quality and improve public health. The system operates without emissions, positioning the Town as a leader in green energy initiatives. This will benefit the environment and enhance the Town's appeal to environmentally conscious businesses, further supporting economic development.

BESS helps implement the physical, social and cultural policies of the Comprehensive Plan pursuant to Code § 209-5(A)(3)(c). The "envision Brighton 2028, Planning for a Sustainable Future" (the "Comprehensive Plan") encourages the use of renewable energy. A primary environmental objective in the Comprehensive Plan is to increase renewable energy while discouraging fossil fuel use. BESS both facilitates the development of solar and wind generation, but also reduces reliance on natural gas "peaker plants", which are currently used to provide energy to the grid during peak demand. The BESS project will both reduce reliance on peaker plants, and allow the grid in the Genesee region to accommodate an additional 100-300MW of solar or wind generation.

New York State policy also strongly supports battery energy storage as part of its clean energy and climate goals. On June 20, 2024, the New York State Public Service Commission issued a set a new energy storage target of 6,000 MW by 2030, doubling the previous Climate Act goal. The Order allocates additional funding through NYSERDA, including \$1.33-\$2.94 billion for bulk storage projects connected to NYISO markets<sup>3</sup>.

**3. Economic Development.** The Project is a substantial private investment that will generate significant financial and economic benefits for the community. As energy demand continues to grow, new businesses seek locations with reliable, affordable, and sustainable energy sources. The Project will attract new businesses to the Town by providing reliable modern energy

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<sup>3</sup> See State of New York Public Service Commission [Order Establishing Updated Energy Storage Goal and Deployment Policy](#) dated June 20, 2024.



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infrastructure, which is essential for energy-intensive industries like manufacturing, technology, and logistics.

**4. Financial Benefits.** The Town will directly benefit from PILOT payments from the Project. GCI will enter into a PILOT with the Town, providing financial certainty that the Project will generate revenue to the Town. The Property is currently vacant and not generating significant tax revenues.

The Project will provide \$2,000,000 in PILOT payments over 15 years. \$1,000,000 will be paid in the first year of the PILOT, and \$1,000,000 will be paid in the following 14 years of the PILOT.

The Project's financial benefits will not be offset by any additional expenses or use of municipal resources pursuant to Code § 209-5(A)(3)(b). The Town will not need to provide any additional municipal services for the Project. Water is not required for the Project. Furthermore, there will be no full-time employees on site, and it will not produce any waste or traffic. GCI will work with local emergency services to ensure they have all of the resources necessary to serve the BESS, as required by NFPA 855 and applicable state regulations.

Developing the Property as housing, which is a permitted use in the RLL zoning district, would increase the demand for municipal services. New homes would require sewer, water, roads, and would potentially increase the pressure on local schools and services. Any alternative use of the Property would likely have an increased impact on traffic.

The proposed PILOT is significantly more valuable than the PILOTs associated with other incentive zoning requests. For example, the Town recently approved incentive zoning for a 9.8-acre, 120 unit multifamily housing project with a \$93,636 annual PILOT payment.

**5. Conservation Easement.** The western portion of the Property, which includes some wetlands characteristics will be preserved. GCI proposes to encumber the Property with a conservation easement, which can be dedicated to the Town, to prohibit future development.

**6. Cash Amenity.** GCI to provide a \$250,000 cash payment to the Town, which together with the other amenities, constitutes an amenity pursuant to Code § 209-3(A)(10).



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Incentive Zoning Request

GCI hereby respectfully requests that the Town initiate the incentive zoning approval process and refer the application to the Planning Board for review and recommendation. The requested incentives are to allow battery energy storage use and a barbed-wire security fence on the Property. Please accept this letter along with the enclosed plans as GCI's formal application for incentive zoning.

The Project is an unlisted action for purposes of SEQRA and requires a NY GML 239-m referral to County Planning because it is within 500' of the Lehigh Valley Trail.

Please let us know if you have any questions or need any additional information. Thank you for your time and attention.

Sincerely,

Daniel F. Brennan, Esq.

Enclosures

cc:     John Mancuso, Esq.  
          Rick DiStefano  
          Ken Hurley

**De:** James Hondorf <[sbuhondo@yahoo.com](mailto:sbuhondo@yahoo.com)>

**Fecha:** 30 de enero de 2025, 14:19:29 EST

**Para:** Christine Corrado <[christine.corrado@townofbrighton.org](mailto:christine.corrado@townofbrighton.org)>

**Cc:** Jeremy Cooney <[sd56jac@nysenate.gov](mailto:sd56jac@nysenate.gov)>, William Moehle <[william.moehle@townofbrighton.org](mailto:william.moehle@townofbrighton.org)>, Robin Wilt <[robin.wilt@townofbrighton.org](mailto:robin.wilt@townofbrighton.org)>, [jdiponzi@diponziolaw.com](mailto:jdiponzi@diponziolaw.com), Chris Werner <[chris.werner@townofbrighton.org](mailto:chris.werner@townofbrighton.org)>

**Asunto:** Sidewalk Expansion Funds

**CAUTION:** This email originated from an external source. Use caution when replying, clicking links, or opening attachments.

Hi Christine,

Thank you for taking my call the other day. As we discussed, I would like to see the remaining \$225K from the sidewalk project on East Avenue to be put towards filling other gaps in the Brighton sidewalk network. I feel this is the most appropriate use of the funding that Senator Cooney fought for.

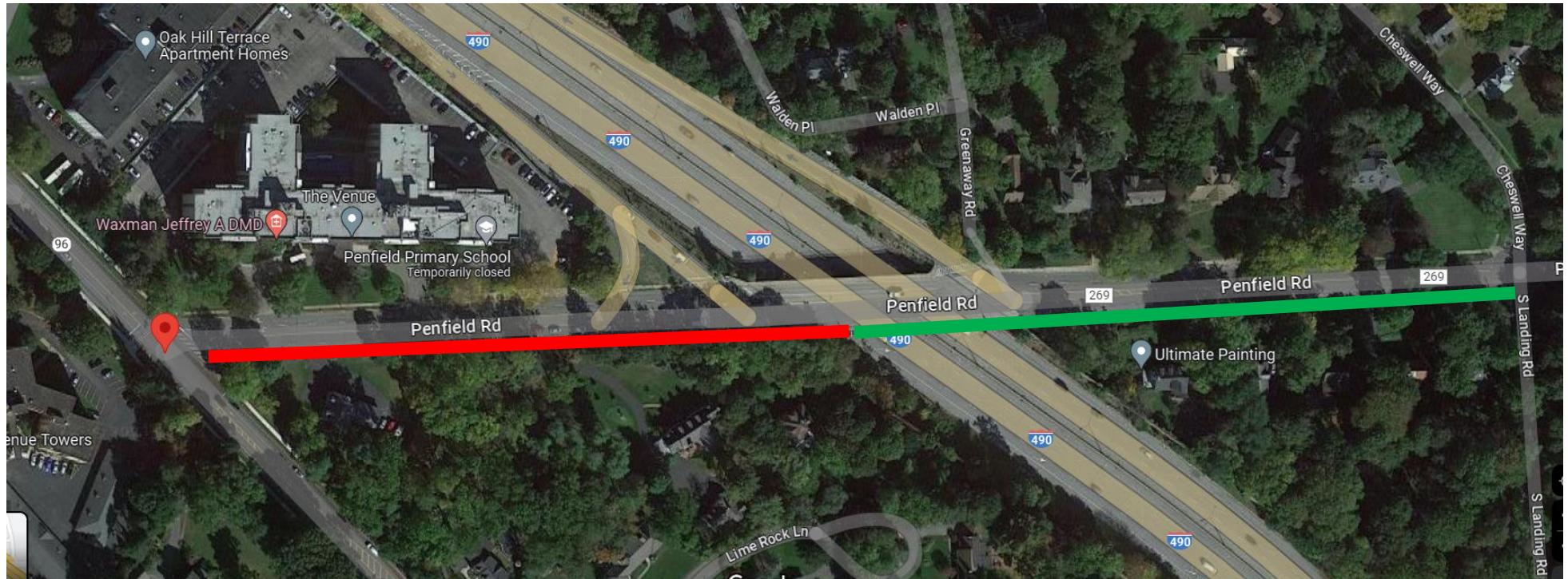
There are two small sections of sidewalk surrounding the Clover/East Avenue/Penfield Road intersections that I think would be a great target for improvement. In the past, Supervisor Moehle has mentioned that population density is one of his most important metrics for adding sidewalks. This intersection has (3) seven story apartment complexes and 2 smaller condo/apartment developments surrounding it, making it arguably the highest density area in Brighton. See attached diagram of the "sidewalk to nowhere" that begins at Landing Road South and ends after the 490 overpass. I suspect that the state paid for this section of sidewalk during the can of worms project.

There is another small stretch on Clover where Marvin Park could be connected to the network of existing sidewalks (picture attached). These two small projects would fit together nicely from a construction standpoint.

Please review and let me know if you have any questions.

Thank you,

Jim Hondorf  
585-752-0047



## Penfield Road Sidewalk Gap

---- Existing Sidewalk

---- Sidewalk Gap

31°

31 AQI



East Avenue

Marvin Park

Google



[BACK](#)

## G2700 SERIES



### Overview

The Giant G2700 HD is equipped with a strong 3 cylinder 50 HP turbo charged Kubota diesel engine with a catalyst (DOC) and particulate filter (DPF). This machine features a standard 2-speed gearbox and heavy planetary final drives that deliver a high pulling force, quick acceleration and a top speed of 15.5 – 18.6 mph. The Giant G2700 HD can be equipped with an optional heated cab that offers a spacious and comfortable working environment. Available high flow hydraulics, a large choice of tire options and optional traffic lights make this machine a great fit for snow removal purposes, landscaping & tree work, construction or farming. The G2700 HD comes with either a standard boom or an X-Tra boom configuration that offers more visibility and a higher lift capacity. A foldable ROPS is available for work in low clearance areas. This machine comes standard with a universal full size SSL plate and hydraulic quick attach.



**From:** Margaret Whelehan <[mwhelehan@retinaassociatesofwny.com](mailto:mwhelehan@retinaassociatesofwny.com)>  
**Sent:** Thursday, January 30, 2025 2:30 PM  
**To:** Gretchen Paxon <[gretchen.paxon@townofbrighton.org](mailto:gretchen.paxon@townofbrighton.org)>; Brighton Recreation <[brighton.recreation@townofbrighton.org](mailto:brighton.recreation@townofbrighton.org)>  
**Cc:** Bethany Webster <[bwebster@retinaassociatesofwny.com](mailto:bwebster@retinaassociatesofwny.com)>  
**Subject:** Painting the utility box at the corner of Sawgrass Drive and Westfall Road

**CAUTION:** This email originated from an external source. Use caution when replying, clicking links, or opening attachments.

Good afternoon,

I am writing on behalf of Retina Associates of Western NY. We are a private ophthalmology group with our primary office location at 160 Sawgrass Drive here in Brighton. We have noticed the utility boxes that have been painted all along Westfall road and love how cheerful and creative they are, and how they really add to the beauty of our community! We were wondering if there was any way we could get our staff together to paint the utility box that stands at the corner of Sawgrass Drive and Westfall Road (pictured below). We would love to use the opportunity as a team building exercise where we come up with a design (submit for approval of course) and paint it together to spruce up our little corner of Brighton!

Is this a possibility? If so, how would we proceed and/or apply to do so?

Lastly, if this request needs to go to another contact within the town, could you kindly forward it along to the appropriate person(s).

Thanks and we look forward to hearing from you!!  
Margaret

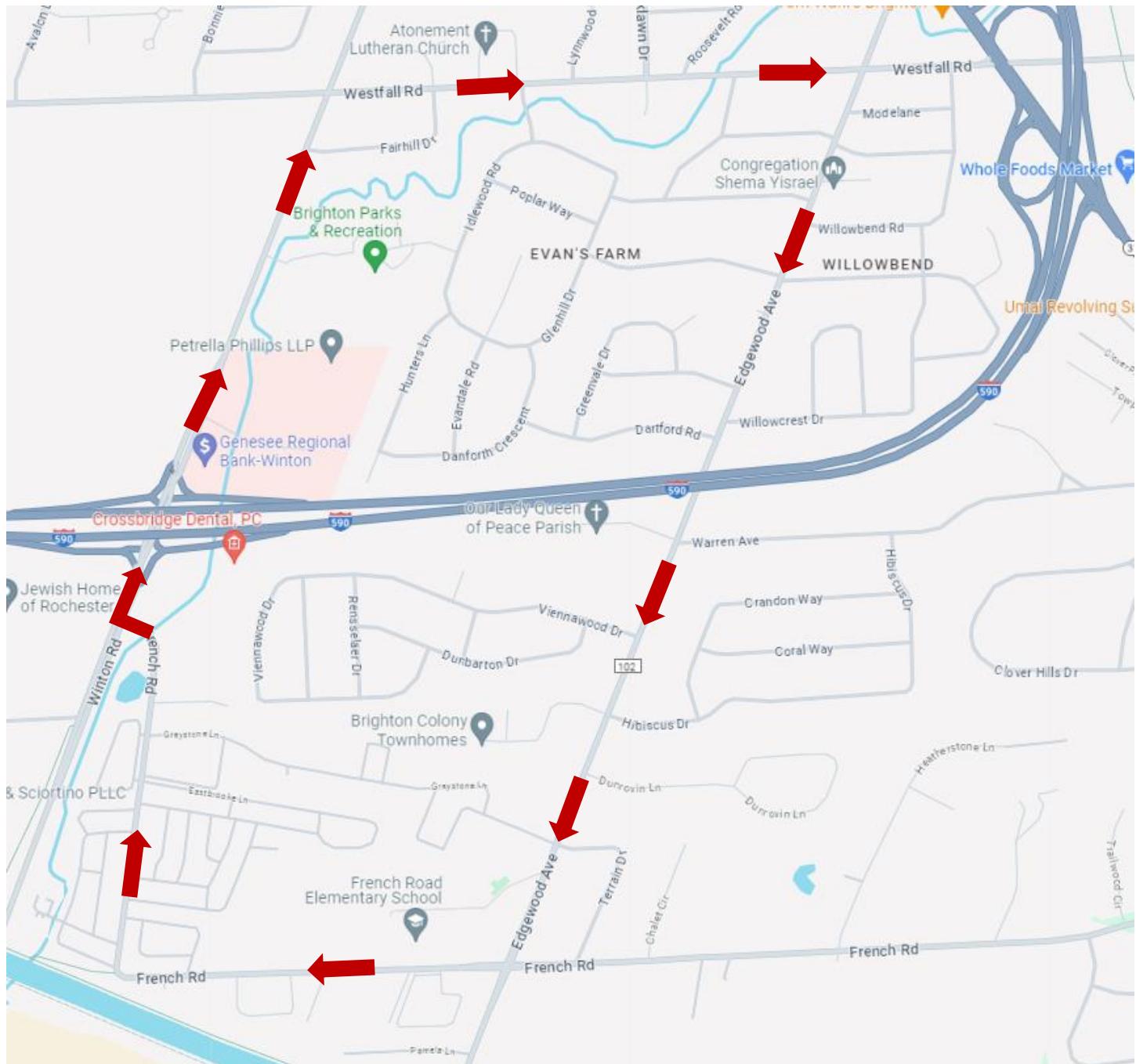


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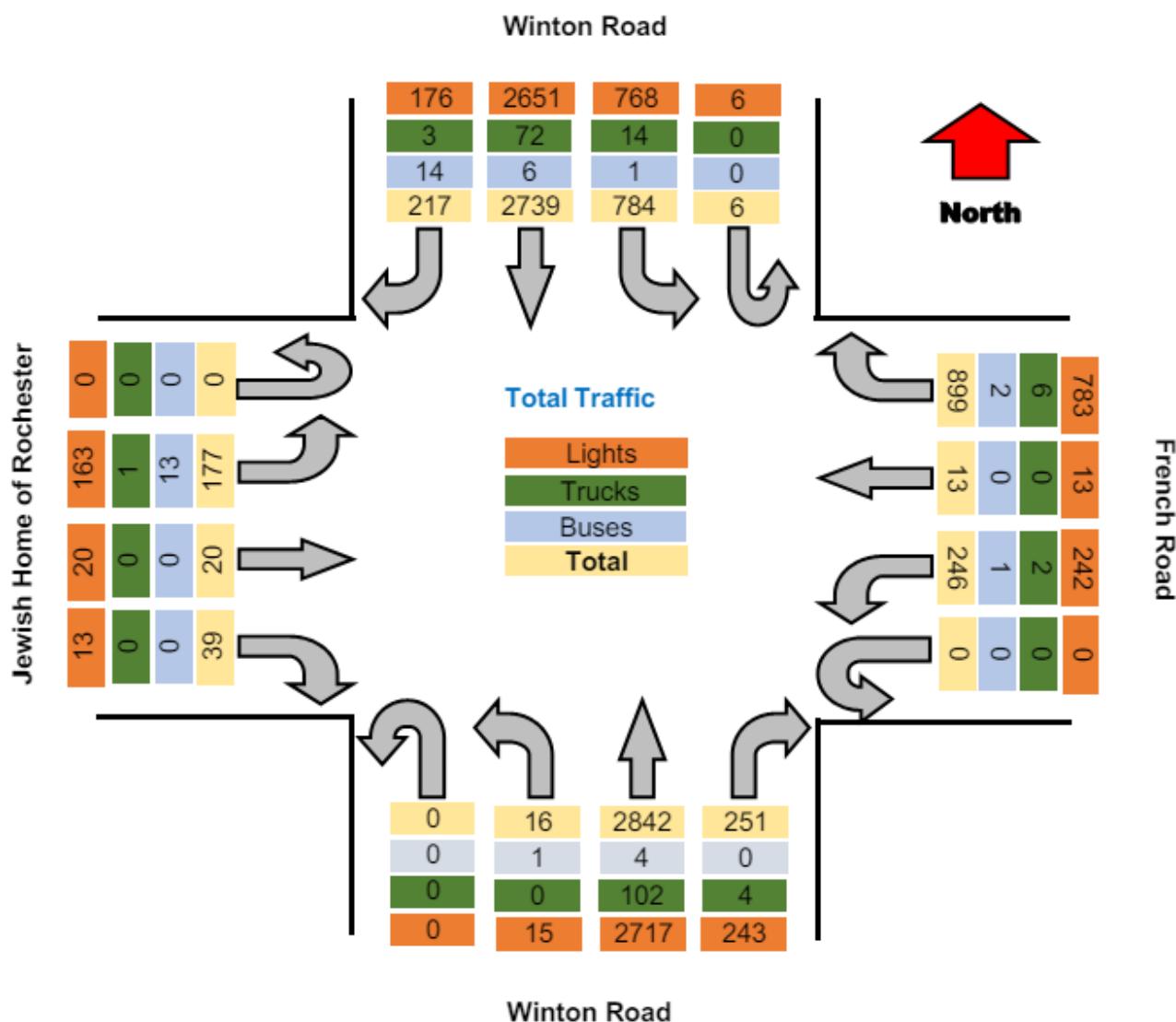
Margaret Whelehan  
Executive Assistant  
Retina Associates of Western NY, P.C.  
160 Sawgrass Drive Suite 200  
Rochester, NY 14620  
Phone: 585-442-3411 Ext:116  
Fax: 585-442-9550  
[www.retinaassociatesofwny.com](http://www.retinaassociatesofwny.com)

4BNY40 – French Rd over Allen Creek Rehab

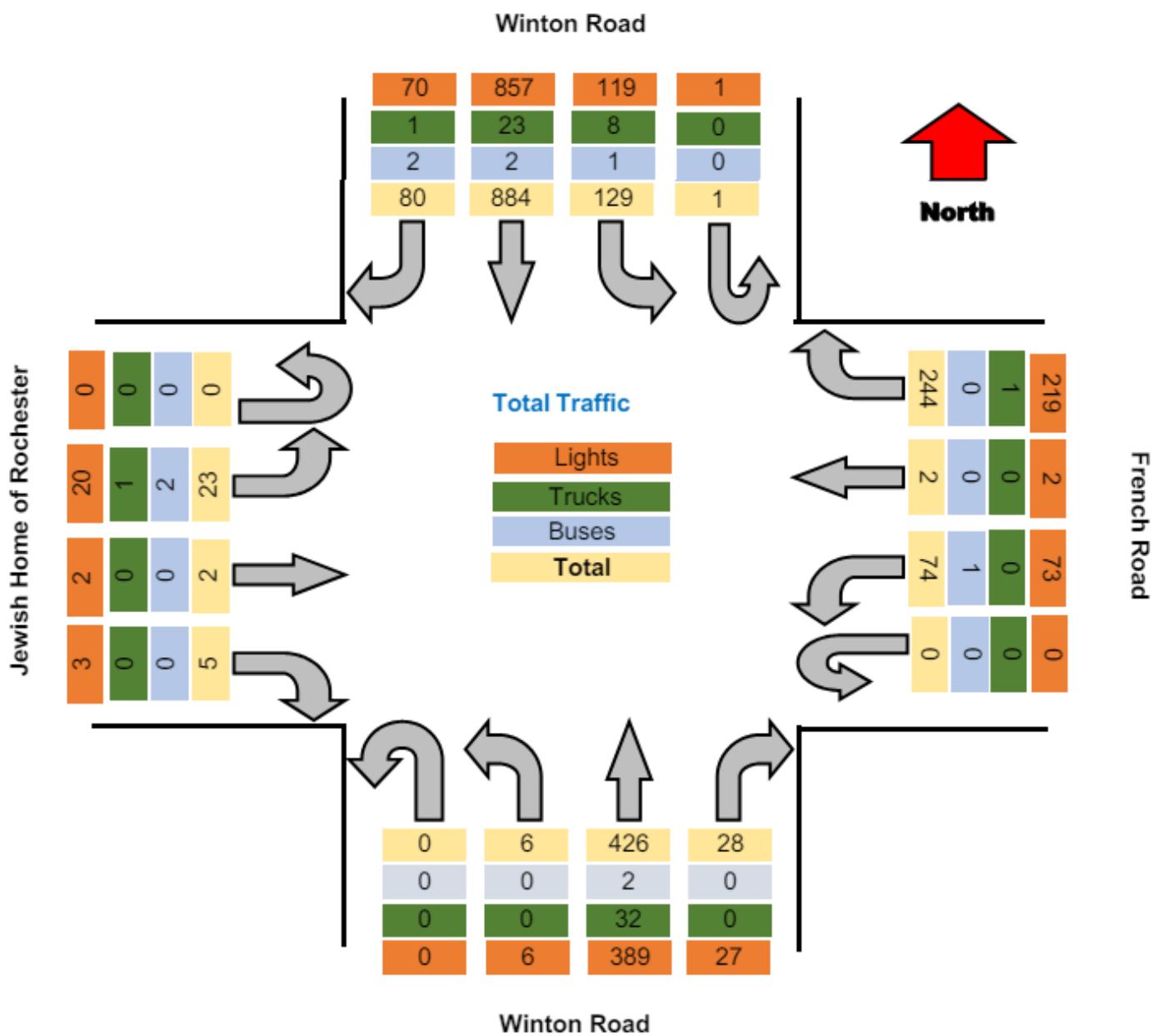
French Road One-Way Detour Plan 3.75 miles long



## Winton Road at French Road



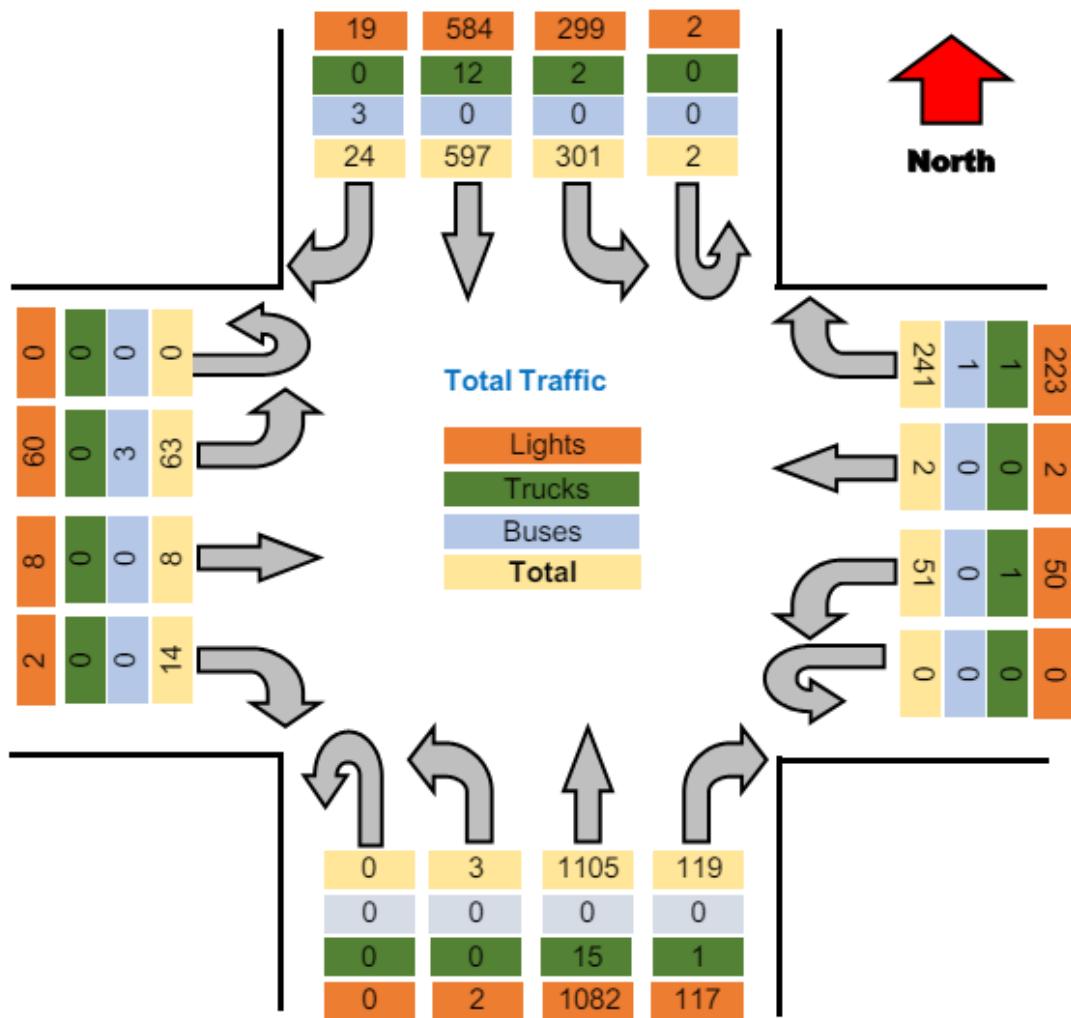
Detoured daily traffic is the  $784 + 20 + 251 = 1,055$  vpd.



AM Peak (7:30) – 129 + 2 + 28 = 159 vph

Minus X % find alternate routes ?

Winton Road

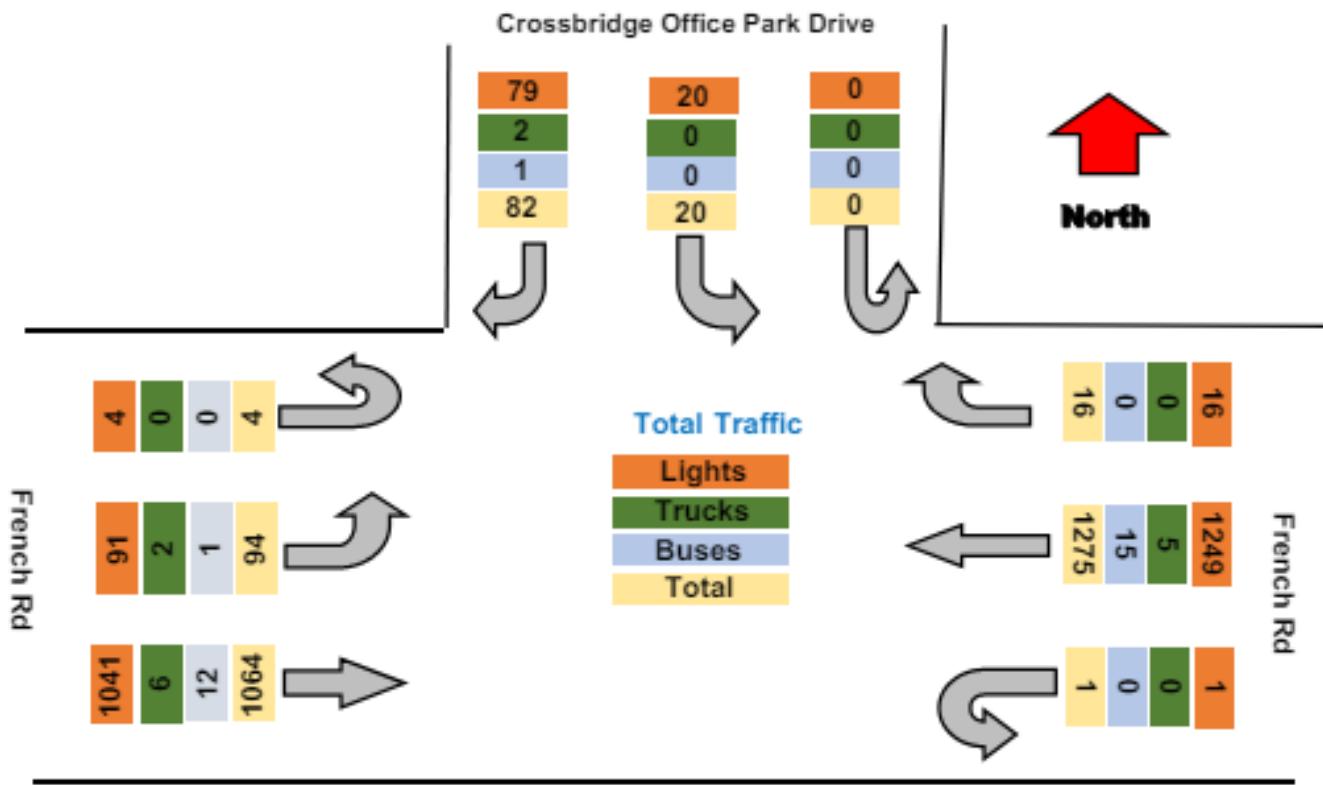


Winton Road

PM peak (4:30) – 301 + 8 + 119 = 428 vph

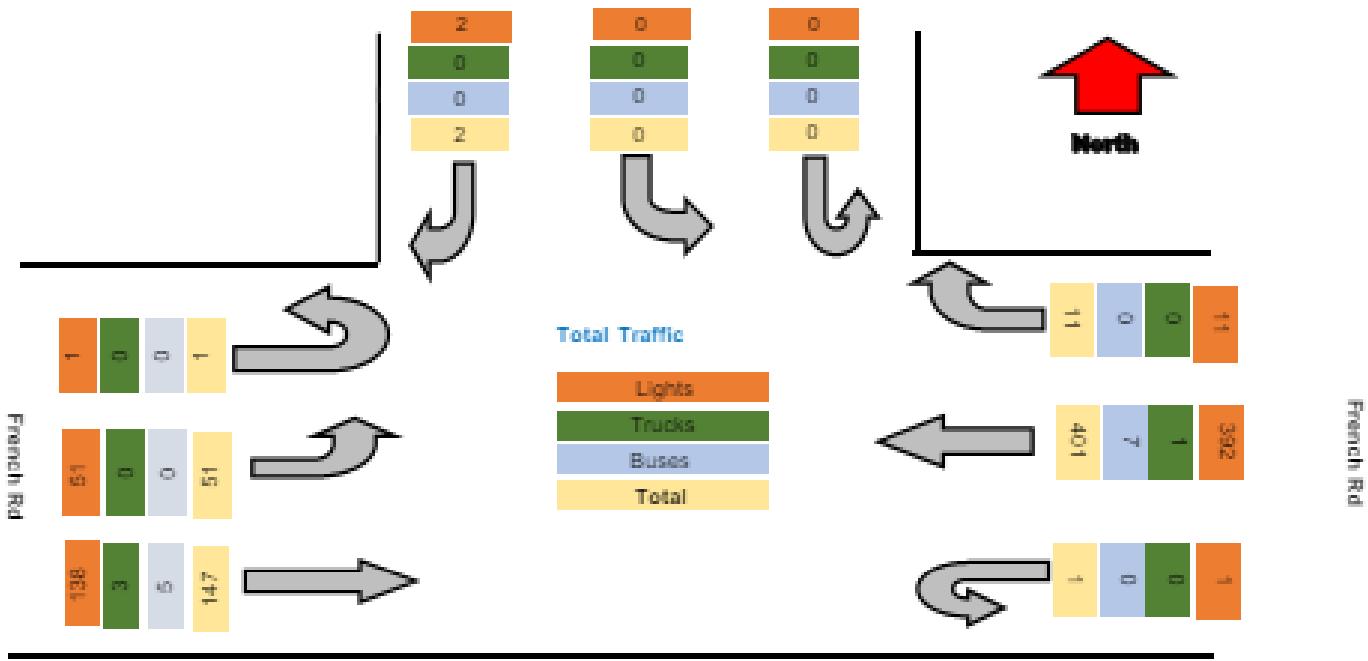
Minus X % find alternate routes ?

### French Road to Crossroads Office Park Drive



AADT

## Crossbridge Office Park Drive



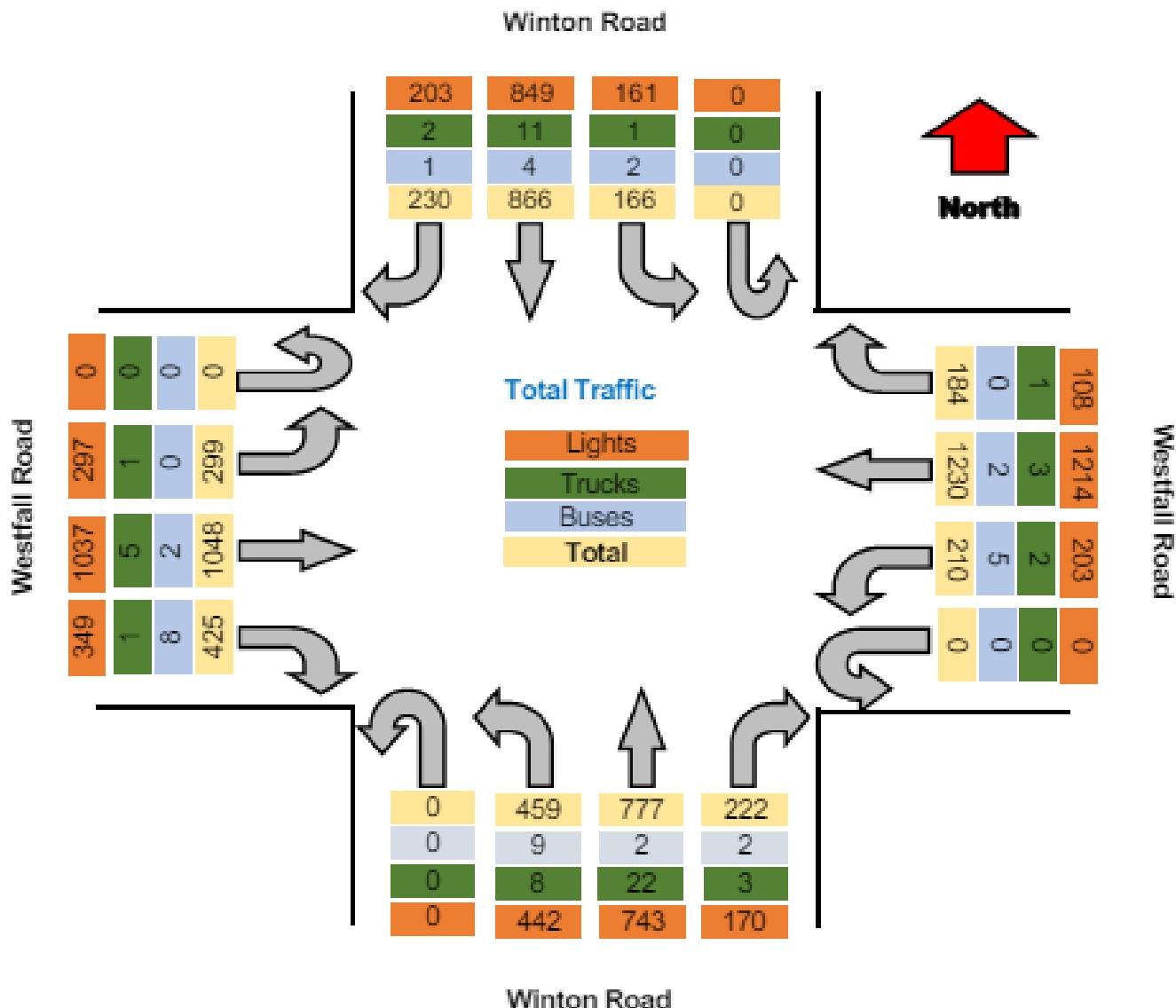
Am peak

## Crossbridge Office Park Drive

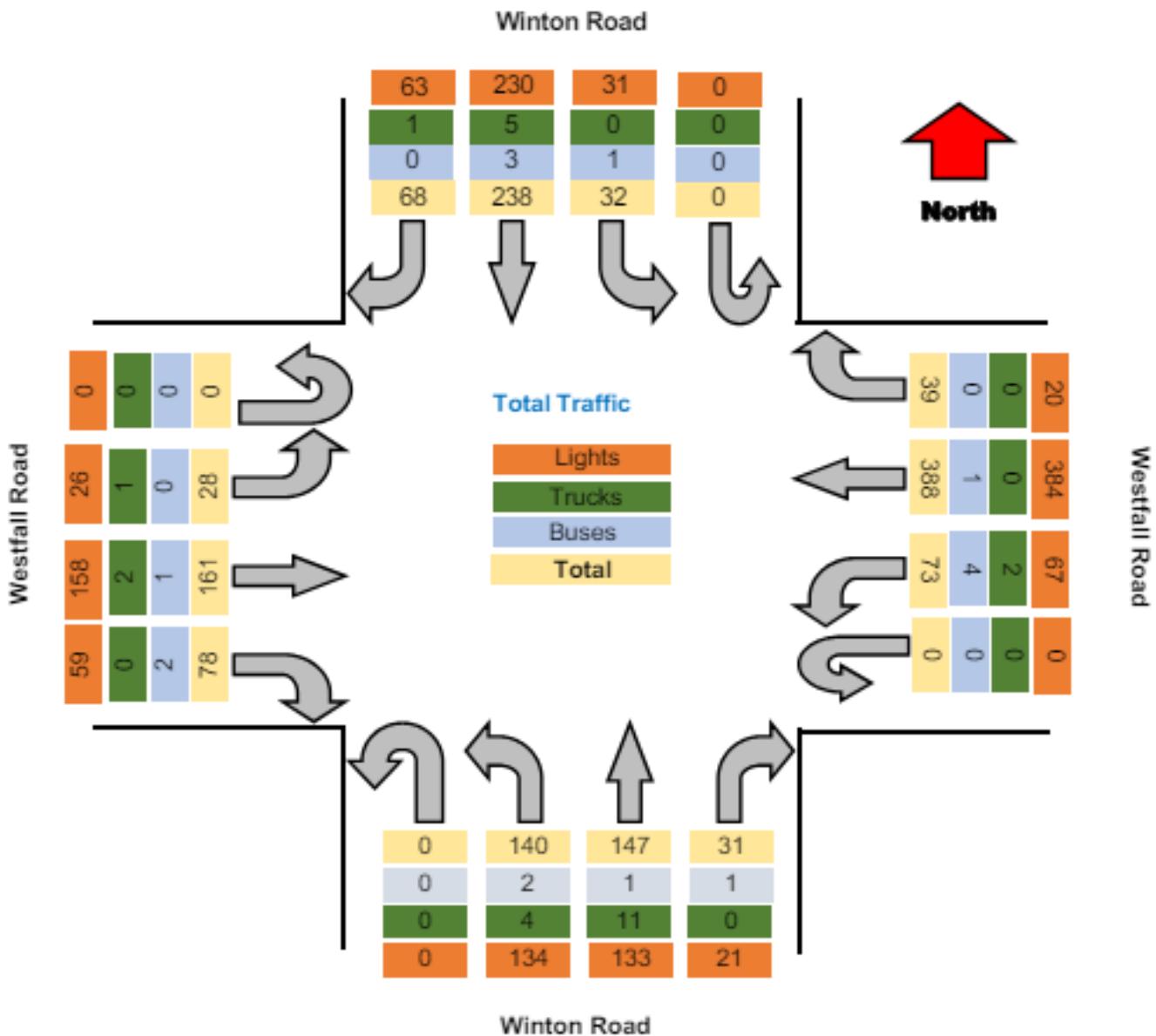


PM peak

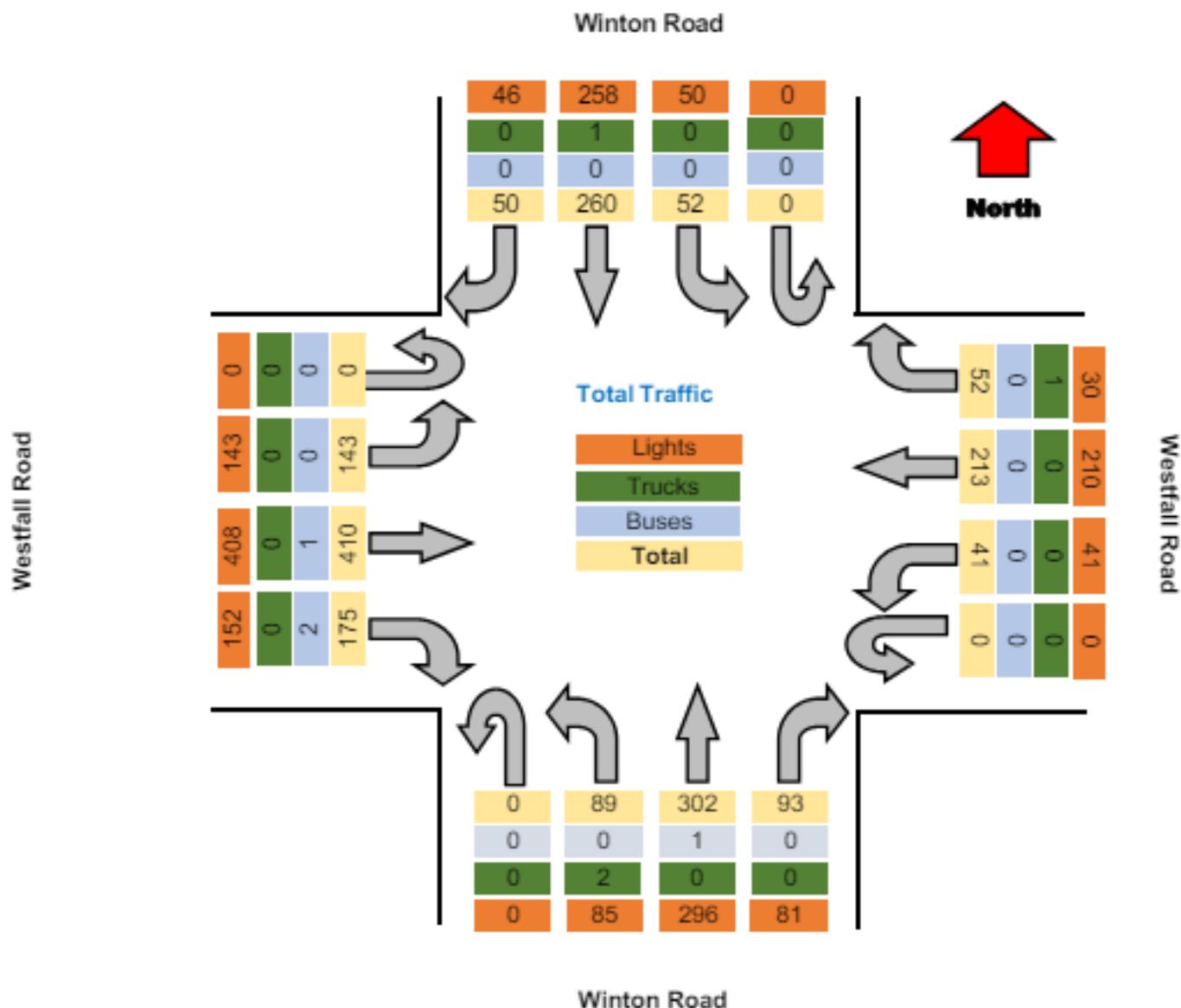
### Winton Road at Westfall Road



AADT

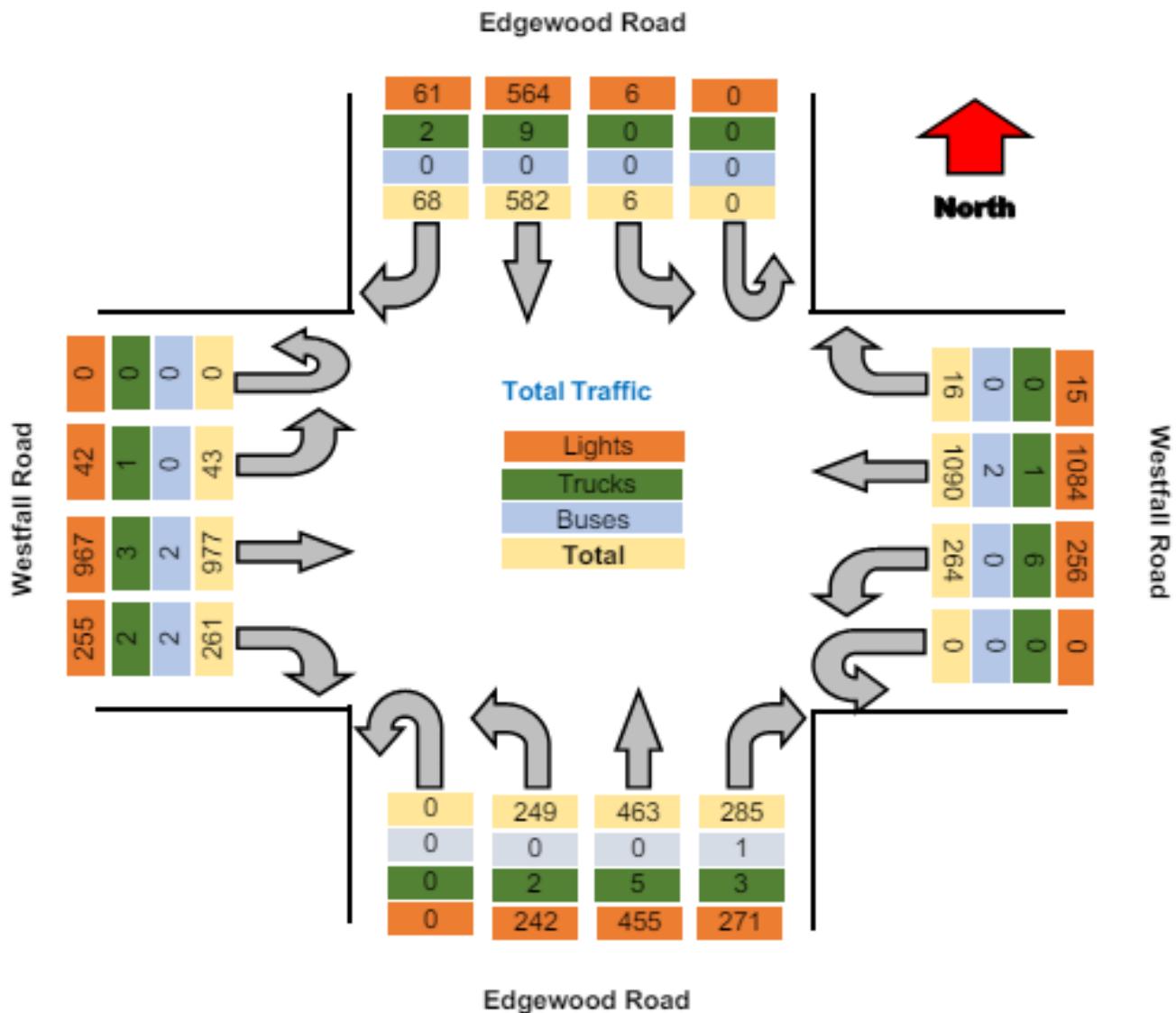


AM Peak – 31 vph with additional 149 vph (less alt route %)

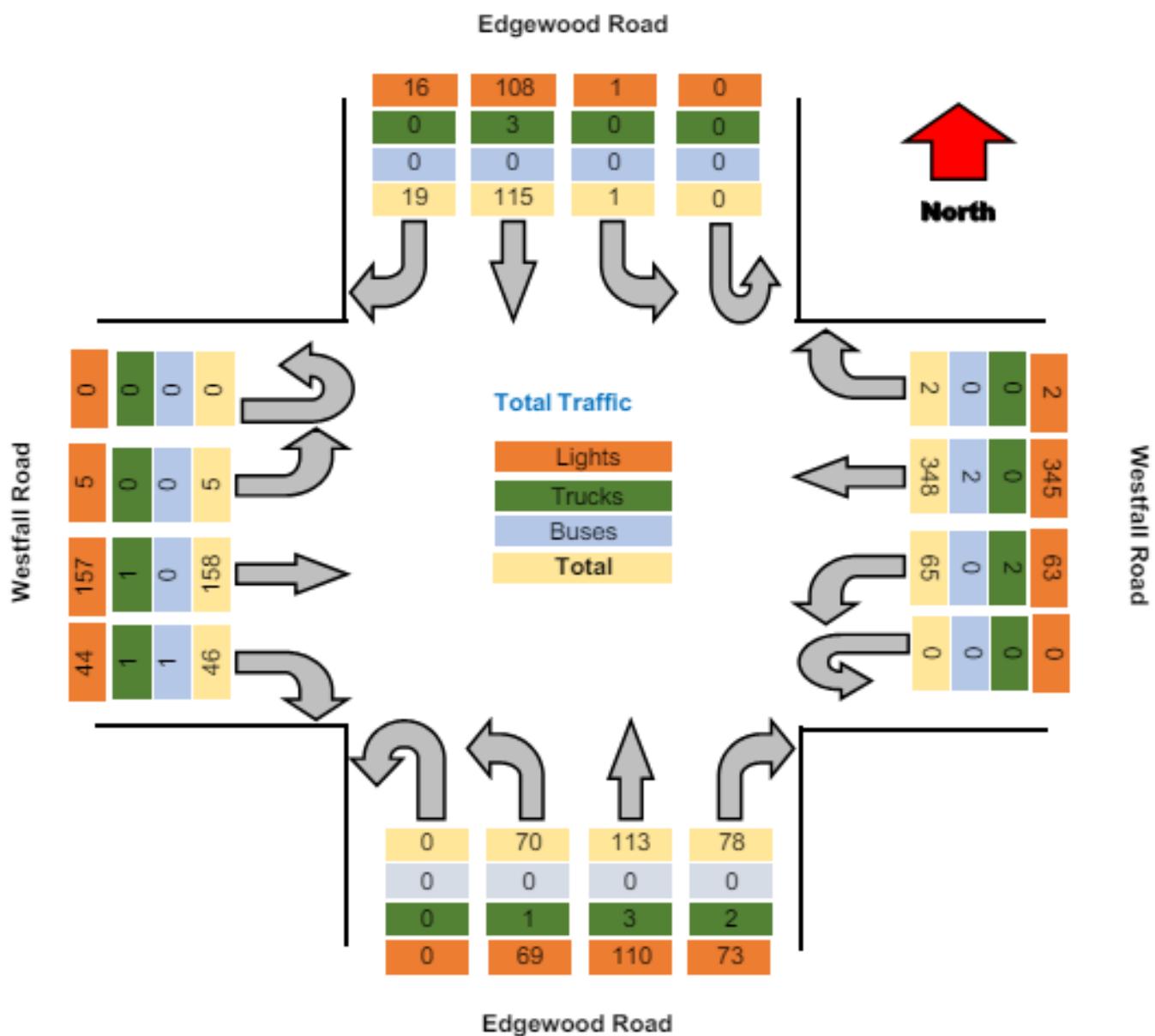


PM peak – 93 vph with additional 428 vph (less alt route %)

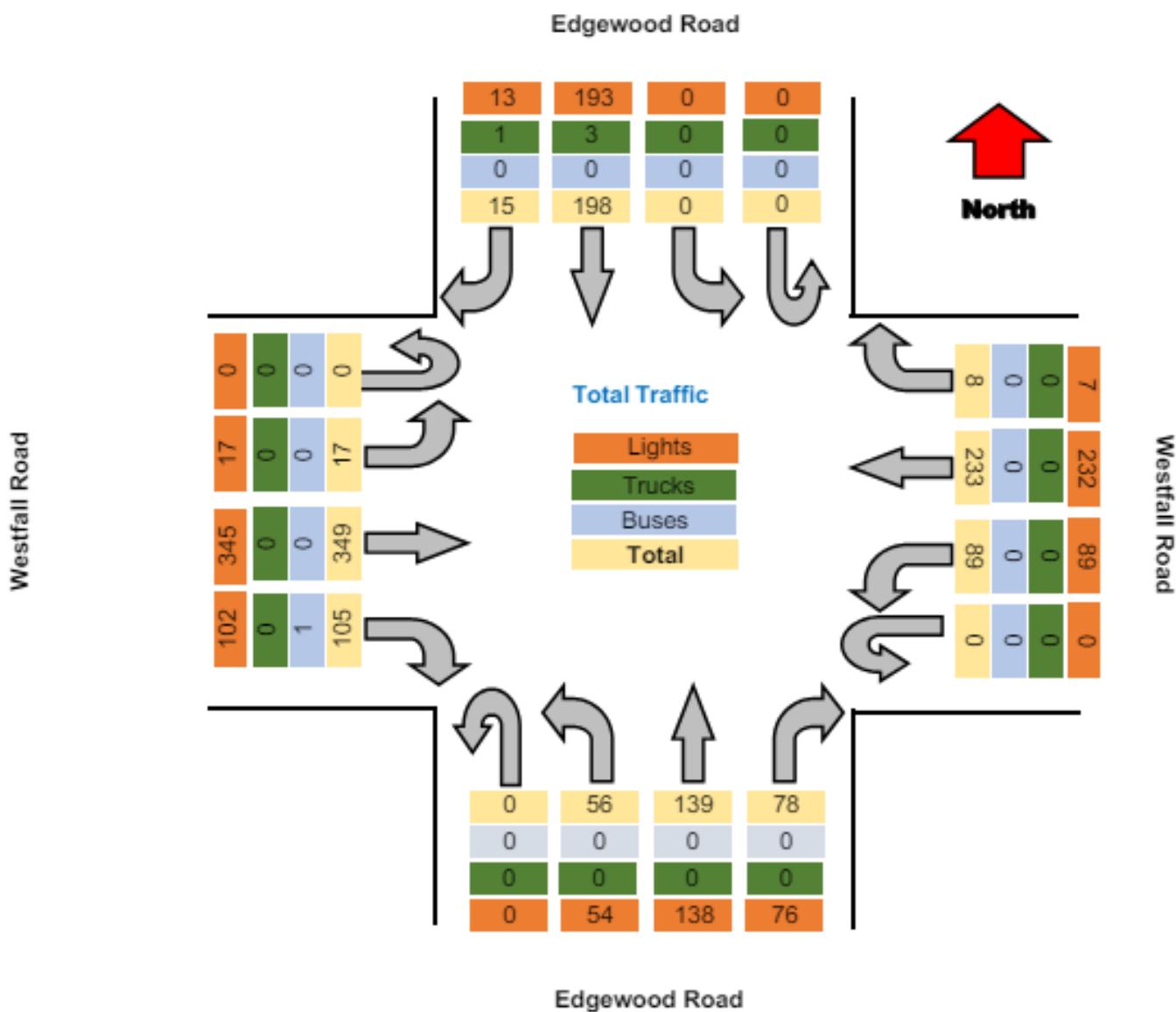
### Westfall Road at Edgewood Avenue



AADT

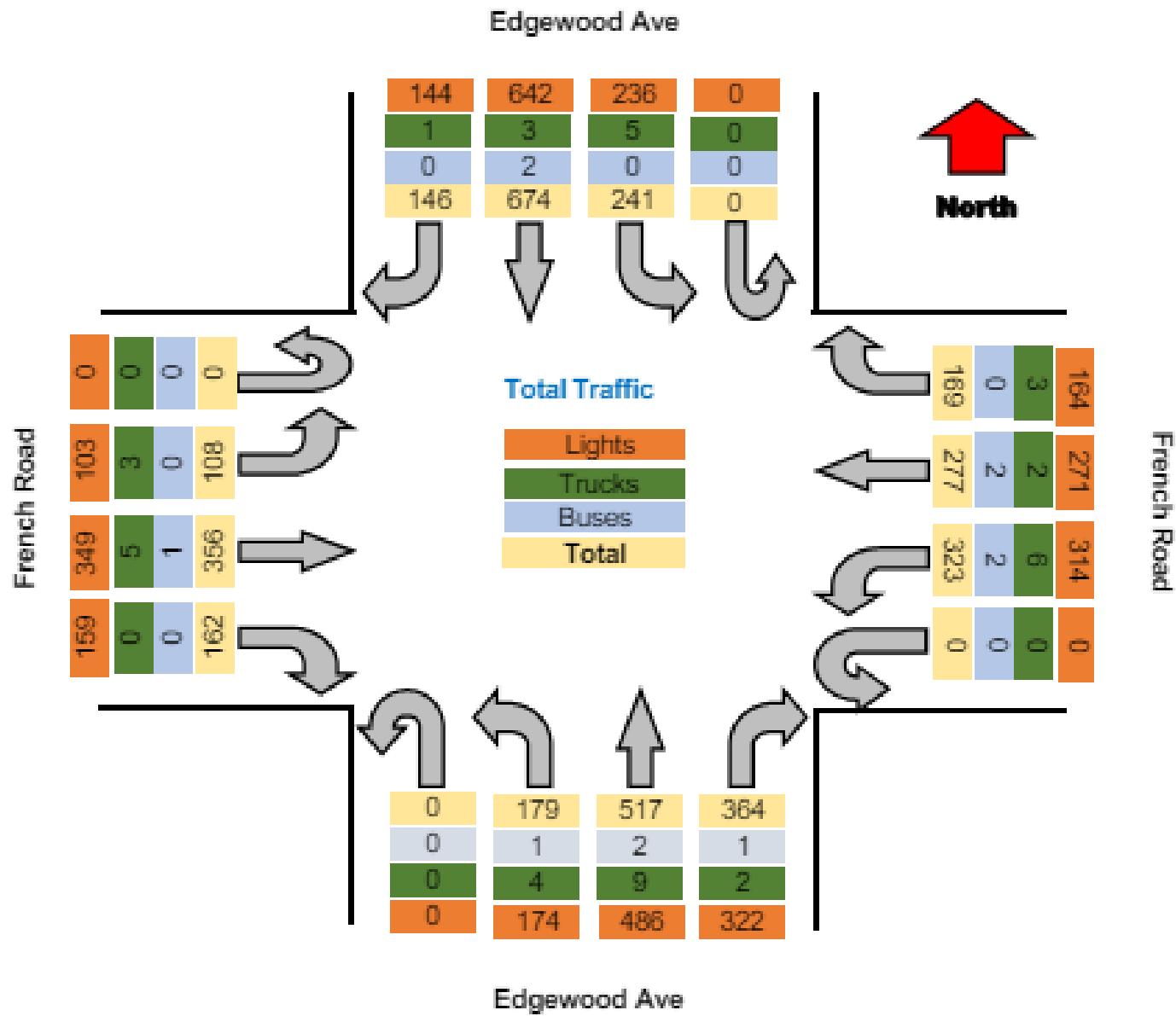


AM Peak – 46 vph with additional 149 vph (less alt route %)

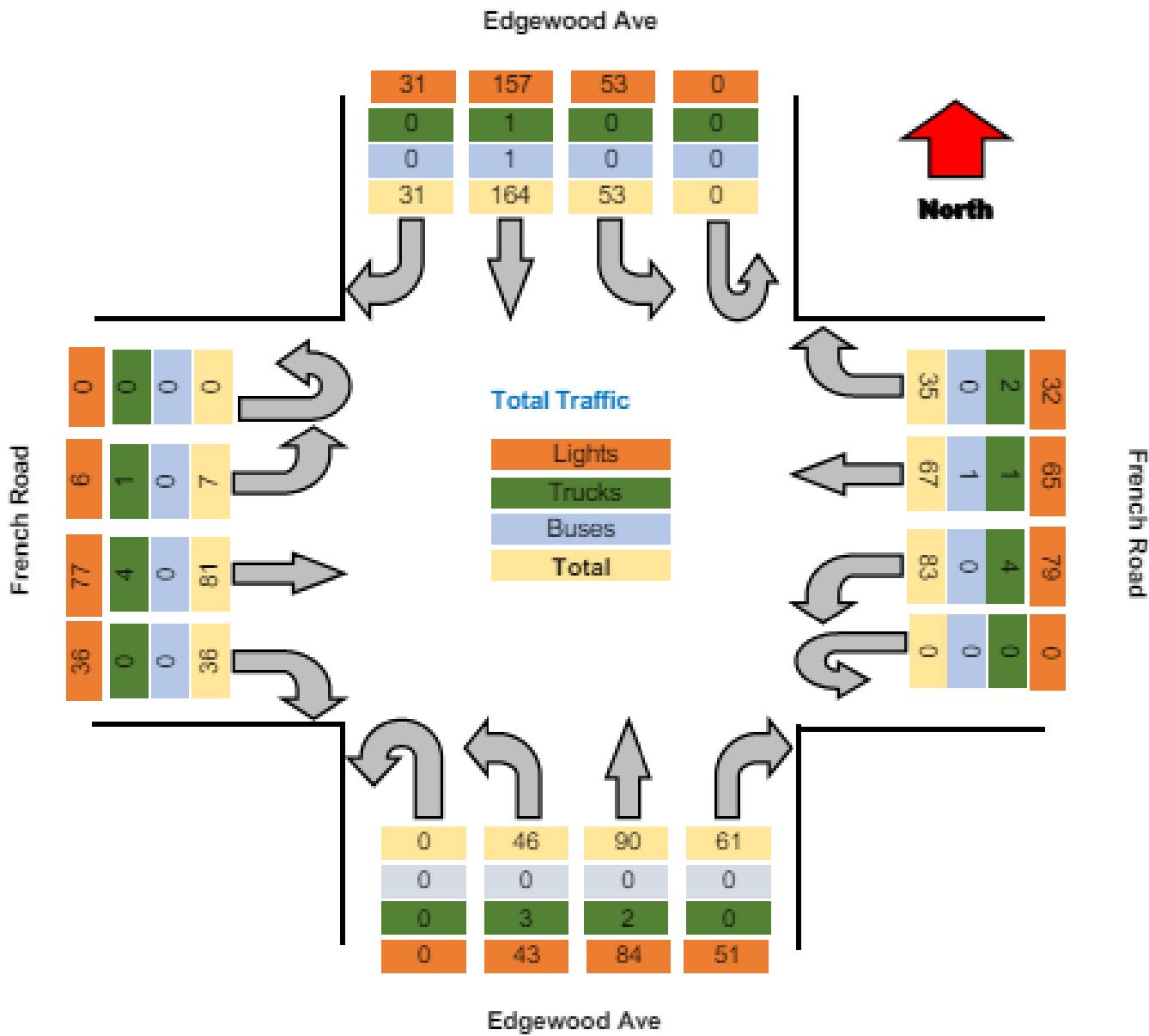


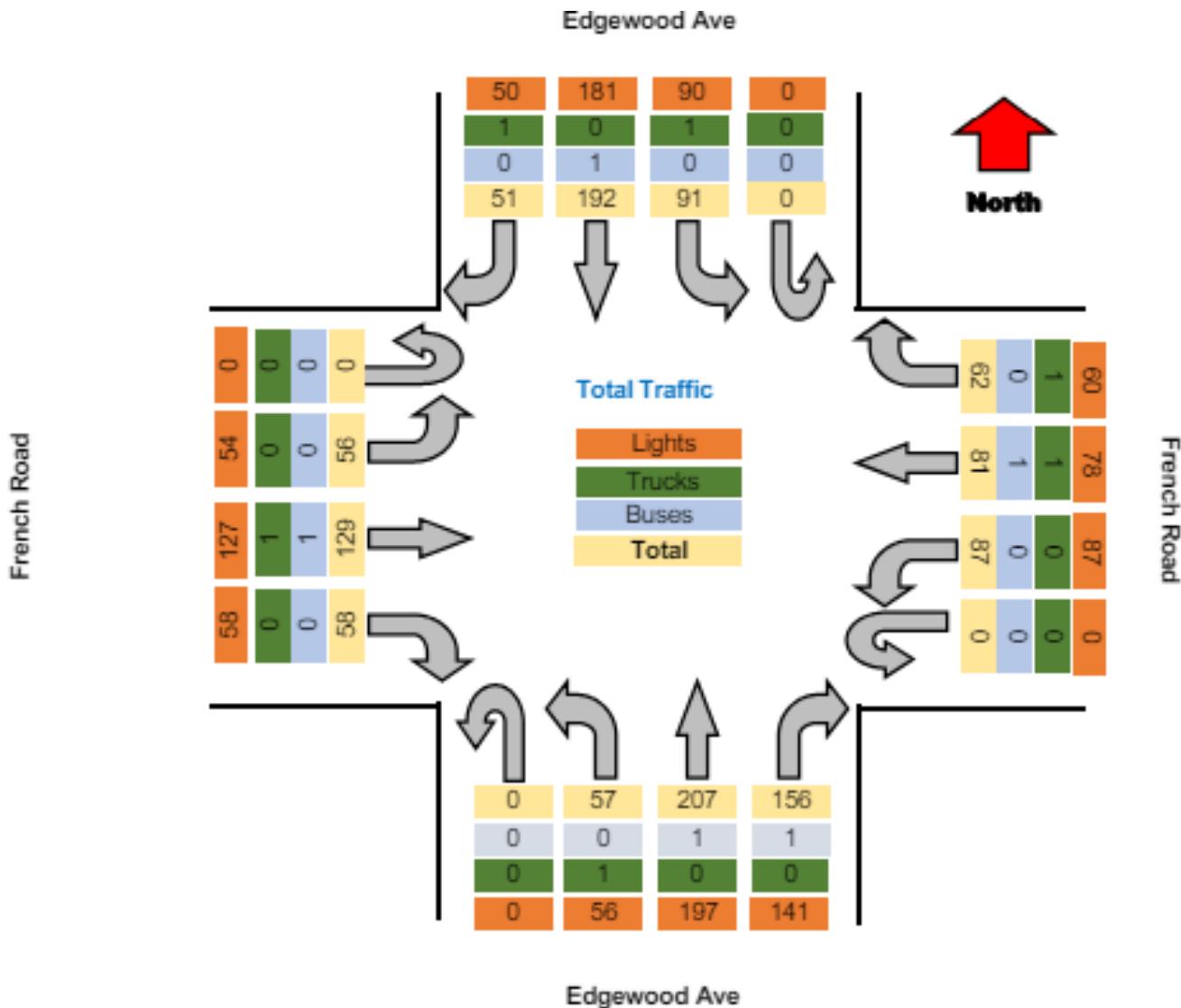
PM peak – 105 vph with additional 428 vph (less alt route %)

### Edgewood Avenue at French Road



AADT





PM peak – 51 vph with additional 428 vph (less alt route %)

**Town of Brighton**  
**Crosswalk Policy & Design Criteria Checklist:**

**2.0 Process & Requirements:**

Proposed Location: \_\_\_\_\_

Yes  No Is the proposed location on a Town maintained road?

    → Jurisdiction: \_\_\_\_\_

Yes  No Has the Town received a letter from 10 or more residents?

**4.0 Crosswalk Installation Criteria**

**4.1 School Crossing**

*(NYSDOTs definition of a school zone is 1320 ft from entrance/exit (NYS UTL 1180c))*

Yes  No Is the proposed crossing in a school zone?

    → What is the distance to the closest school? \_\_\_\_\_

Yes  No Does this provide school connectivity?

Yes  No Will a cross walk create continuity to the existing network of sidewalks?

**4.2 Multi-Use Paths**

Yes  No Are there any Multi-Use Paths in the area?

    Name: \_\_\_\_\_

**4.3 Controlled Locations (TOB Jurisdiction)**

Yes  No Is there Pedestrian generators?

    (include retail, parking lots, parks, churches, schools, restaurants, theaters, etc.)

Yes  No Will it guide pedestrians as to correct legs to cross at signalized intersections under Town control (e.g., where there are pedestrian signals, fewest conflicts tec.).

Yes  No Vehicular traffic does not block pedestrian traffic when stopping for a stop sign or red signal.

Yes  No Will it guide pedestrians crossing at an uncontrolled midblock location nearby to cross instead at the controlled location to take advantage of the gaps created by the control?

    Where is the closest controlled location? \_\_\_\_\_

Yes  No Do sidewalks exist on both sides of the roadway approach controlled by a stop or yield sign.

    (Crosswalks should not be installed at locations where sidewalks do not exist.)

**Town of Brighton**  
**Crosswalk Policy & Design Criteria Checklist:**

**4.4 Uncontrolled Locations/Mid-Block Crossings**

Yes  No Is the Speed Limit less than 40 MPH

    → What is the posted speed limit? \_\_\_\_\_

Yes  No Is the ADT for both ways exceed 2,000 vpd but less than 9,000 vpd?

    →  Yes  No Is there other important factors/conditions to consider?

    Name the factors/conditions. \_\_\_\_\_

Yes  No Are there sidewalks on both sides?

Yes  No Is there another crosswalk within 500 feet of proposed location?

    → Where is the closest crosswalk? \_\_\_\_\_

Yes  No Is there adequate stopping distance in both directions base on posted speed?

Yes  No Does the count of 20 pedestrians or greater occur during peak hour?

    → The estimate peak hour pedestrian count is \_\_\_\_\_.

Comments: \_\_\_\_\_

---

**Engineering Recommendation:**

Based upon the above guidelines from the adopted Town of Brighton Crosswalk Policy and Design Guidelines.

Does the proposed location generally meet the requirements?

Yes  No

If NO, then archive the request.

If YES, then submit to PWC for further instructions and consider **3.0 Traffic Engineering Study** as follows:

**3.0 Traffic Engineering Study**

(To be used if meets requirements and PWC approves moving forward)

Speed: \_\_\_\_\_ ADV: \_\_\_\_\_

Gap Analysis

Pedestrian Info:

Volume: \_\_\_\_\_ Age: \_\_\_\_\_ Level of Mobility: \_\_\_\_\_

Yes  No Are there an existing sidewalk network with ramps

Yes  No Are there adequate sight distance

Yes  No Are there Street Lighting

How close are drainage structures to the proposed location? \_\_\_\_\_

Distance to nearest marked crossing. \_\_\_\_\_

How close are driveways to the proposed location? \_\_\_\_\_

**Town of Brighton**  
**Crosswalk Policy & Design Criteria Checklist:**

**Map:**

Highland Ave @ Council Rock Ave



**Looking East**



**Looking West**



**Town of Brighton**  
**Crosswalk Policy & Design Criteria Checklist:**

**AADT** is the total volume of vehicle travel on a road for an entire year, divided by 365.

**ADT** is the average number of vehicles traveling through a location during a period shorter than a year.

**SU AADT** refers to the "Annual Average Daily Traffic" (AADT) for only single-unit vehicles (cars, vans, etc.) as recorded by the New York State Department of Transportation (NYSDOT);

**CU AADT** refers to the Annual Average Daily Traffic count specifically for vehicles classified as "combination units," which are trucks with trailers, meaning they are considered a single vehicle with multiple axles;

**K-Factor** is the proportion of AADT on a roadway segment or link during the Design Hour, i.e. the hour in which the 30th highest hourly traffic flow of the year takes place. The Design Hourly Volume of a roadway segment or link is its 30th highest hourly traffic volume of the year in vehicles per hour, and is denoted by DHV.

**D-factor** Directional factor is the traffic volume proportion moving in the higher volume direction during the peak hour to the combined volume in both directions during the peak hour.

**85th percentile speed** is the speed at which 85% of drivers travel on a road segment or below. It's the most widely used method for determining speed limits on non-local streets in the United States.

**Stat type** is a collection of actions, object types, category, and one subject that all help define the structure of a metric.



Town of  
**Brighton**

## Public Works Department

Chad Roscoe  
Junior Engineer

February 7, 2025

Tim Harris, P.E.  
CityPlace Suite 6100  
50 West Main Street  
Rochester, NY 14614

Re: Monroe County Municipal Sidewalk Funding

Dear Mr. Tim Harris,

The Town of Brighton is submitting four (4) new project applications for funding within the Town of Brighton. Below you will find Table-1 outlining each project location along with a cost estimate for each project.

Proposed Sidewalk Locations:

1. CO60 - Allens Creek Road (500+/- LF)
2. CO271 - Clover Street (500+/- LF)
3. CO87 - Elmwood Road (150+/- LF)
4. CO239 - Westfall Road (1000+/- LF)

Table-1

Project Location	Allens Creek	Clover Street	Elmwood Ave	Westfall Road	Totals/Comments
County Road #	CO60	CO271	CO87	CO239	
Total Length of Sidewalk(ft)	500	500	150	1000	
Design & Survey (5%)	\$10,425.00	\$10,142.00	\$6,067.50	\$20,332.80	
Right of Way / Easements (\$1200 +/-each)					N/A
Construction	\$114,675.00	\$102,342.00	\$46,517.50	\$302,732.80	\$566,267.30
Construction Inspection					Provided by Town staff
Contingency (10%)	\$10,425.00	\$9,220.00	\$4,045.00	\$28,240.00	
Total	\$125,100.00	\$111,562.00	\$50,562.50	\$330,972.80	
Requested Amount of Construction (50%)	\$57,337.50	\$51,171.00	\$23,258.75	\$151,366.40	\$283,133.65

The Town of Brighton understands the Sidewalk Fund Requirements outlined in the application and we are prepared to submit any additional documentation necessary for the approval of the project.

If at any time during the review of the project applications a question or concern comes up, feel free to contact me at 784-5224 or by email at chad.roscoe@townofbrighton.org

Sincerely,  
  
Chad Roscoe  
Junior Engineer



1 inch = 150 feet

Allens Creek Road northside (Schoolhouse Lane to Clover St.) 500 LF



Department of Public Works  
2300 Elmwood Avenue  
Rochester, NY 14618  
(585) 784-5250  
[www.townofbrighton.org](http://www.townofbrighton.org)

0

150

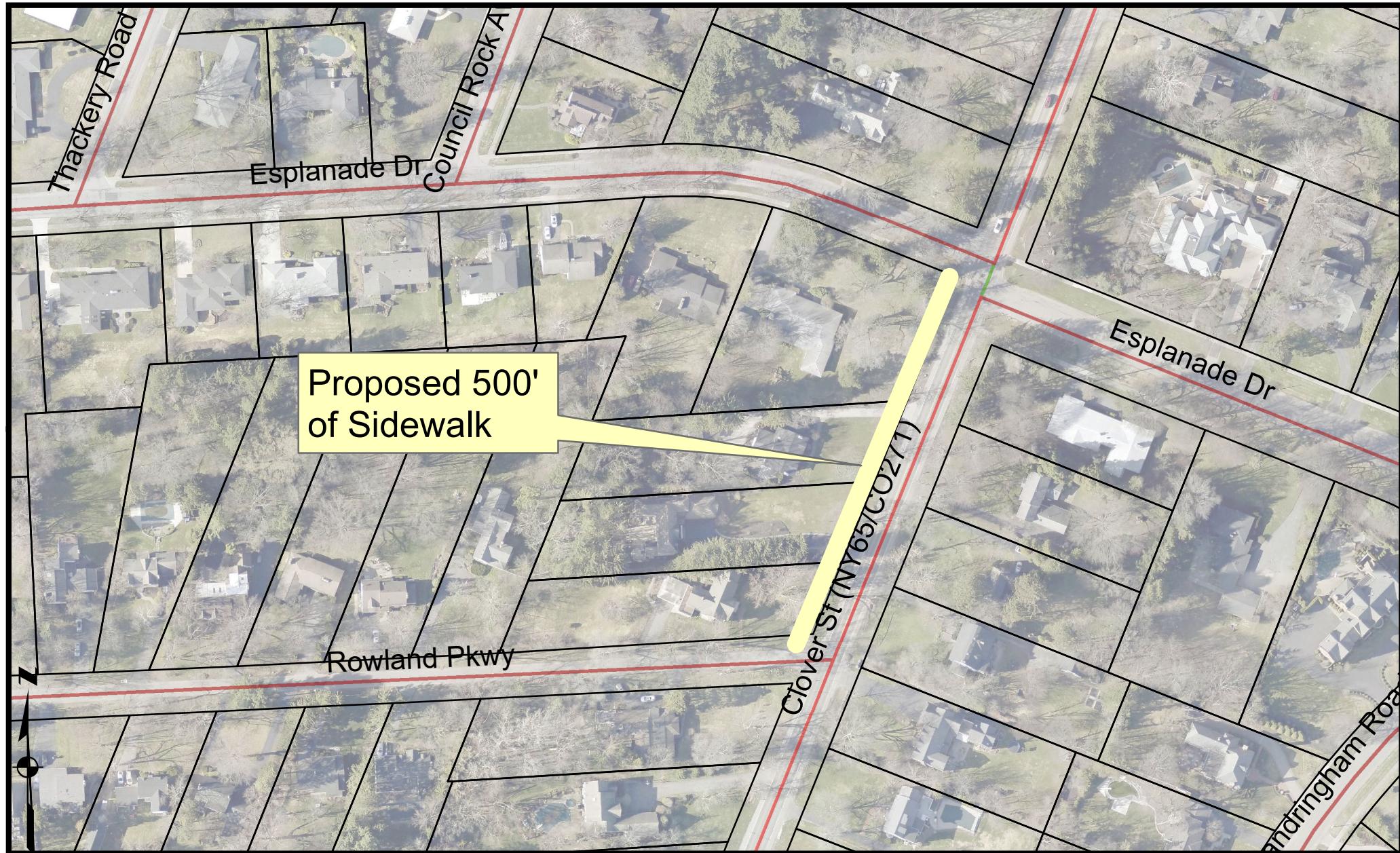
300

600

900

1,200

Feet



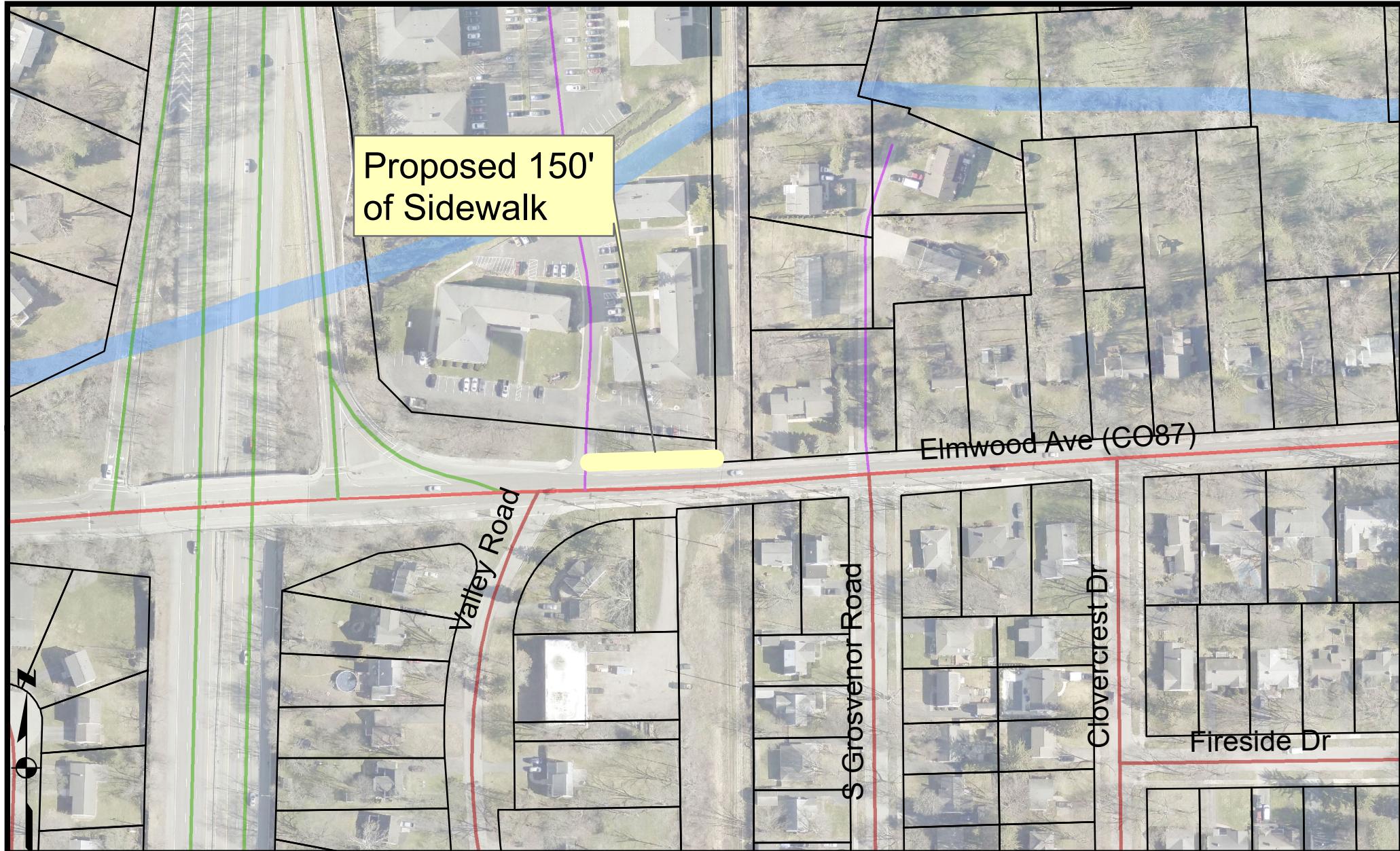
1 inch = 150 feet

Clover St. (Rowland Parkway to Esplanade Dr. 500LF)

Town of Brighton

Department of Public Works  
2300 Elmwood Avenue  
Rochester, NY 14618  
(585) 784-5250  
[www.townofbrighton.org](http://www.townofbrighton.org)

0 150 300 600 900 1,200  
Feet

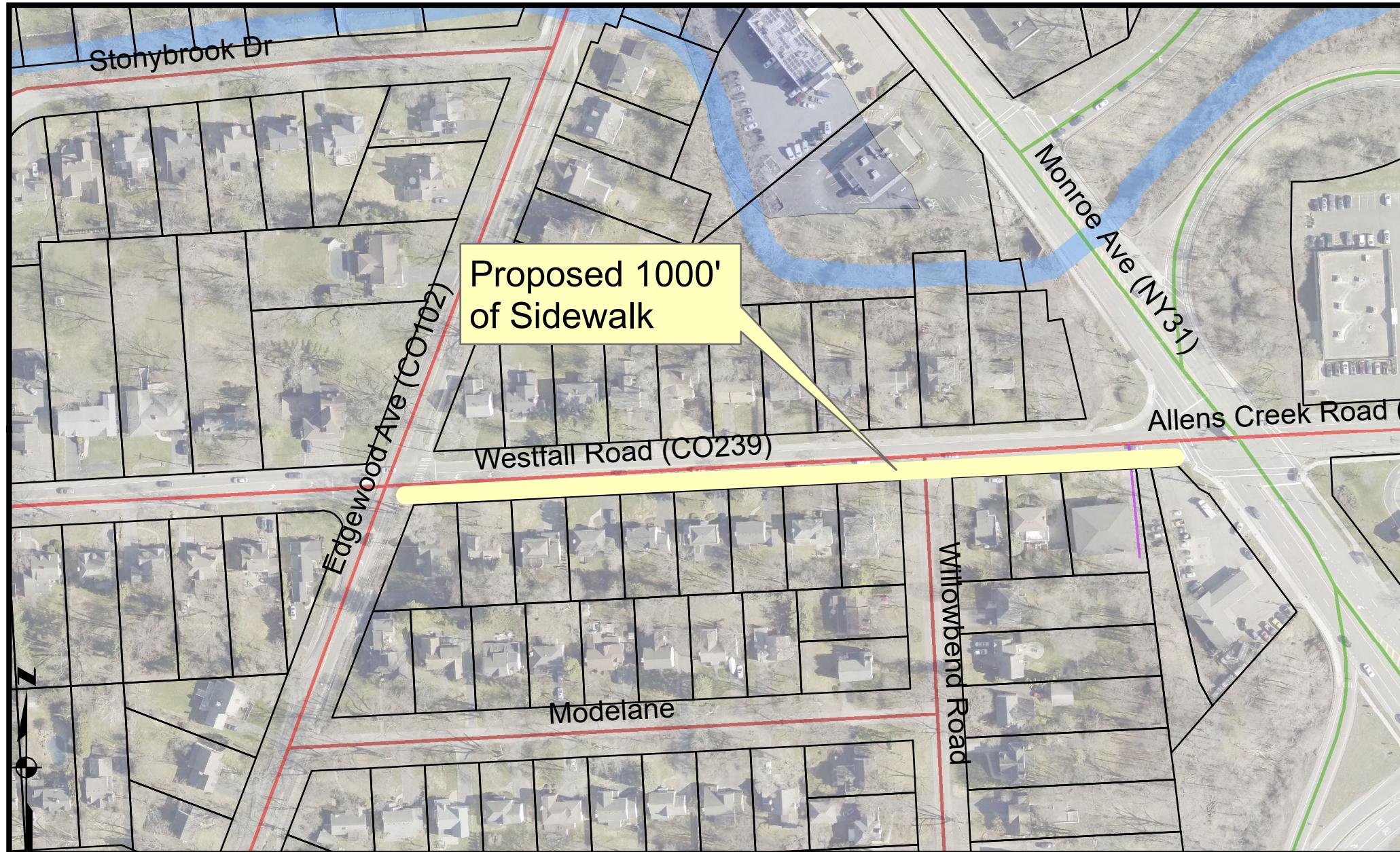


1 inch = 150 feet

Elmwood Ave. northside (Apartment complex entrance to trail) 150LF



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1 inch = 150 feet

Westfall Road southside (Edgewood Ave to Monroe Ave) 1000 LF



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0 150 300 600 900 1,200  
Feet