

## **Appendix A Survey Results**



Date: 7/27/2009 1:56 PM PST  
 Responses: Completes  
 Filter: No filter applied

The Village of Geneseo is partnering with the Town of Geneseo and the Genesee Transportation Council to conduct a study of the Route 39/Court Street/North Street/Lima Road Corridors (see below) in the Village and Town of Geneseo. The purpose of the study is to develop design and regulatory alternatives to improve the circulation, parking, safety and aesthetics of the Study Area that are consistent with the overall community goals and objectives outlined in the Village and Town Comprehensive Plans. As part of the study, the Steering Committee would like your input and opinions on existing conditions and potential improvements within the Study Area. Please fill out the attached survey either online at [www.geneseony.org](http://www.geneseony.org), or fill out this form and deliver it to the Geneseo Village Hall, 119 Main Street, Geneseo, NY, 14454 on or before May 1, 2009. Thank you for your input!

Image - The Study Area includes Main Street, between South and Court; Avon Road between Court and Westview;; Court Street between Route 63 and Main ; North Street between Main and Lima; and Lima Road between North and Country Club.

**1.** 1. Which best describes your interest in improving traffic and parking conditions in the Village and Town of Geneseo?

Village Resident		46	36%
Town Resident		8	6%
Commercial Property Owner		0	0%
Business Owner		0	0%
College Employee		55	43%
Student - Geneseo Central Schools		1	1%
County Employee		0	0%
Work in Area		11	9%
Elected/Appointed Official		1	1%
Village/Town Employee		1	1%
College Student - Live off Campus		5	4%
College Student - Live on Campus		1	1%
Other		0	0%
<b>Total</b>		<b>129</b>	<b>100%</b>

**2.** 2a. What times of the day do you experience traffic congestion or difficulty making turns on Main Street?

All Day		43	35%
AM		2	2%
PM		56	45%
Midday		13	10%
None		10	8%
<b>Total</b>		<b>124</b>	<b>100%</b>

**3.** 2b. What times of the day do you experience traffic congestion or difficulty making turns on North Street?

All Day		31	26%
AM		8	7%
PM		22	19%
Midday		10	9%
None		46	39%
<b>Total</b>		<b>117</b>	<b>100%</b>

**4.** 2c. What times of the day do you experience traffic congestion or difficulty making turns on Court Street?

All Day		38	32%
AM		4	3%
PM		26	22%
Midday		13	11%
None		36	31%
<b>Total</b>		<b>117</b>	<b>100%</b>

**5.** 2d. What times of the day do you experience traffic congestion or difficulty making turns on Lima Road?

All Day		19	17%
AM		1	1%
PM		20	18%

Midday		7	6%
None		65	58%
Total		112	100%

**6.** 2e. What times of the day do you experience traffic congestion or difficulty making turns on Avon Road?

All Day		22	20%
AM		7	6%
PM		23	21%
Midday		5	5%
None		53	48%
Total		110	100%

**8.** 4. When visiting the Geneseo Main Street business district, what is your experience regarding parking?

I always find a parking space on the street or in a public or private parking lot		18	14%
I seldom have trouble finding a parking space		58	46%
I frequently have trouble finding a parking space		47	37%
I can never find a parking space		3	2%
Total		126	100%

**9.** 5. Are you aware of the location of public parking lots in the Main Street business district?

Yes		107	85%
No		19	15%
Total		126	100%

**10.** 6. How many times a week do you visit businesses in the Main Street business district?

		45	36%
Once a week			
Two times a week		25	20%
Three times a week		22	18%
More than three times a week		32	26%
Never		0	0%
Total		124	100%

**12.** 8a. How would you rate the overall physical conditions (pavement, drainage, etc.) of Main Street?

Good		84	67%
Fair		40	32%
Poor		1	1%
Very Poor		0	0%
Total		125	100%

**13.** 8b. How would you rate the overall physical conditions (pavement, drainage, etc.) of North Street?

Good		25	21%
Fair		47	40%
Poor		35	30%
Very Poor		11	9%
Total		118	100%

**14.** 8c. How would you rate the overall physical conditions (pavement, drainage, etc.) of Court Street?

Good		37	31%
Fair		68	58%
Poor		12	10%
Very Poor		1	1%
Total		118	100%

**15.** 8d. How would you rate the overall physical conditions (pavement, drainage, etc.) of Lima Road?

Good		63	53%
Fair		49	41%
Poor		5	4%
Very Poor		2	2%
Total		119	100%

**16.** 8e. How would you rate the overall physical conditions (pavement, drainage, etc.) of Avon Road?

Good		77	66%
Fair		40	34%
Poor		0	0%
Very Poor		0	0%
Total		117	100%

**18.** 9. If sidewalks were installed on the west side of Lima Road within the Study Area would you use them?

Yes		54	46%
No		63	54%
Total		117	100%
42 Responses			

**19.** 10. If sidewalks were installed on the south side Court Street, west of University Drive, would you use them?

Yes		62	53%
No		55	47%
Total		117	100%
32 Responses			

**20.** 11. If bicycle lanes were established throughout the Study Area would you use them?

Yes		61	51%
No		58	49%
Total		119	100%
46 Responses			

**21.** 12. Please select the top three intersections that could benefit from vehicular safety improvements:

Main/North/Court		110	89%
Main/South		24	19%
Main/Park		53	43%
Main/Center		44	35%
Lima/Highland/Rohrbach		14	11%
Court St. intersections		22	18%
Court St/Rte 63		34	27%
Lima/Volunteer		18	15%
Lima Country Club		14	11%
Avon/Westview		1	1%

**22.** 13. Please select the top three intersections that could benefit from pedestrian safety improvements:

Main/North/Court		94	78%
Main/South		36	30%
Main/Park		33	28%
Main/Center		48	40%
Lima/Highland/Rohrbach		22	18%
Court St. intersections		46	38%
Court St/Rte 63		18	15%
Lima/Volunteer		20	17%
Lima Country Club		1	1%
Avon/Westview		4	3%

**24.** 14. Is there excessive speeding in the Study Area?

Yes		47	41%	
No		67	59%	
		Total	114	100%
50 Responses				

# Geneseo Circulation, Parking, Safety & Aesthetics



## Results Overview

Date: 7/27/2009 1:52 PM PST  
 Responses: Completes  
 Filter: No filter applied

### 7. 3. Are you aware of any specific traffic problems within the Study Area?

#	Response
1	Turning south from North Street or crossing Main Street, you can not see very far down Main Street.
2	As Town Councilman I have worked on many studies in the past 10 years. There are certain times of day and certain times during a school year where slow patterns exist. They can be attributed primarily to college traffic patterns and to normal drive times.
3	The light at Court and Main is too confusing - half doesn't even work. Drivers don't usually obey the speed limit on Lima Rd. Its difficult to turn onto Courts Street from University, Wadsworth, at all because of cars parked on the road
4	yes
5	Traffic is NOT the main issue to me. Other issues are bigger.
6	Lima Road between North and Country Club are very dangerous to ride bikes because there is no shoulder. I wish there could be a shoulder especially on Lima Road.
7	I personally will never cross the street on the cross walks that are provided because the visibility of the intersection is so poor.
8	The intersection of Main/Court/North St. can be dangerous, including the crosswalk, with cars pulling off of North and Court Street in front of Main St. traffic. I think a traffic light is necessary.
9	Top of Court St onto Main St.
10	Making lefthand turns onto Main Street from University Ave. is a problem because of the lack of visibility when cars are parked on Main Street and the high traffic volume traveling on Main Street.
11	Noise. Trucks in low gear / air brake. Why can't we prohibit this like other small towns? General noise pollution from town traffic should be considered in any plan.
12	parking that obscures the crosswalks to drivers and the street to walkers on Main; delivery trucks that doublepark or even park in the center of Main St.; erratic light functioning at Court & Main; simply too many vehicles
13	Pedestrians coming down the hill on North Street (heading downhill, usually) can be hard to see until right up to the intersection. Sometimes they pop up out of nowhere and there's a quick stop.
14	second st... too congested when college in session due to students parking
15	-Turning left from North onto Main is always difficult b/c of low visibility south down main street. -Turning left from Park Street during mid/late afternoon when college is letting out. -People entering main street from Avon Road, tend to cut the corner b/c of the odd angle of the intersection Turning left from center is difficult because of very low visibility of south main if there are cars parked along the street.
16	Cars on North St trying to turn onto Main or Court have poor visibility of traffic on Rt. 39 in both directions. Traffic on Court trying to turn onto 63 also have poor visibility. The latter intersection is the site of many accidents, most of which are significant due to speed of traffic on Rt 63 and the likelihood of tractor trailer involvement.
17	It is very difficult to make a left turn onto Main Street from University for several reasons. One reason is the quantity of traffic, but another big problem is poor visibility. Cars are parked right near the intersection which blocks the view of Main Street, meaning that you must almost pull out into the street to see, which is dangerous.
18	We know that it takes us appoximately 8 minutes to get from a parking lot on campus at any given time and we plan accordingly.
19	Biggest problem: when people turn right from Lima onto Volunteer, people pass in spite of the solid double line. Problems with visibility when turning from North south onto Main. Problems with visibility turning from Center onto Main. A LOT of people fail to stop before the crosswalks (or at all) at the stop at Lima/North/Rorbach/Highland - police enforcement of the stop signs would be nice! Delivery trucks parked in the middle of Main Street can add to traffic problems, but there's no easy solution.  There is a need for a traffic light(red, yellow and green) at Main St and Court St. Difficult to see down Main St,

20	and traffic is heavy, makes turns difficult to do safely.
21	the intersection of north, court & main street is terrible. Crossing main from North to court or visa versa is dangerous.
22	no
23	Between 3:30-4:30 weekdays, getting on to Main Street from University Drive, Bank St, and Park. There is also a serious visibility problem turning from University on to Main.
24	Court St flashing light out for almost a year. Too much traffic for buses in and out at school. Suggest traffic control person or signal under school control.
25	Pedestrian-vehicle conflicts, especially on Court Street with students frequently crossing the street to student housing on the north side. North Street is too wide and encourages high vehicular speeds. Intersection of Main-Court-North-Avon is a mess... frequent vehicle-vehicle conflicts and vehicle-pedestrian conflicts.
26	Lima Road/North Street should not be main roads to get to 20A!
27	North Street traffic speed, failure of cars to stop at the North/Highland/Rorbach/Lima intersection
28	We need a real traffic light at Main /North/Court.
29	no
30	Frequent accidents on Court & Main intersection
31	traffic flow is very slow in the afternoon for people leaving the college off Park Street and turning on to Main St
32	Turning off Park St. onto Main can be very difficult from midday on. Turning around the monument can be hairy.
33	I am a college employee and at certain times of the day, the congestion from Park street to main street is bad. Cars turning right onto main street is not so much the problem as cars waiting to turn left onto main street. This is what stops the flow of traffic. I have sat on Park Street waiting to get onto Main for up to 7 minutes before. One suggestion could be to have no left hand turns at certain times of the day. Not sure if that would help but there must be something that would relief the congestion.
34	The intersection at the corner of Main St. and North St. is always a problem.
35	The intersection of Court, North and Main is dangerous.
36	Yes, there is a lot of congestion at 4:15 pm when SUNY employees are leaving campus from Park Street onto Main. I think a light would be appropriate or a "no left turn" at the top of the hill where Park connects with Main Street would solve this problem. Thank you.
37	Need a three color stop light at corner of court st and main street. Especially problematic between 3:30pm and 5pm.
38	Getting out of Groveland Road and almost any where from Main Street to Bowling Alley, especially on Fridays.
39	No - I have issues with Park Street
40	The intersection of Main/Court/Avon Rd./North Street is always tricky.
41	i don't like the corner at the north end of main street - it's almost blind and sometimes I wait many minutes to turn left (south) onto main from north st.
42	You forgot South street and the problems with the trafic light which randomly decides to freeze, preventing anyone from turning left to leave the village. This results in traffic cutting through the parking lot or gas station to get to South.
43	The intersection of Court/North/Main at St. Mary's Church is difficult to understand and dangerous to navigate. I avoid this intersection. If necessary, I use the bypass in front of the church, even if I'm driving west and want to turn south.
44	It is very difficult to see, no matter where you are parked or driving (on Main Street).
45	Making a left turn from Park St. onto Main St.
46	I wish I could drive down Rohrbach Lane to get to the apartment complex. 20A is impossible to cross to get home.
47	It's tough to get onto Main Street from Park Street between 4 and 5 pm. And it's impossible to turn left from Geneseo Central School onto Avon Road at around 7:30 am..
48	Trying to get off campus at the 4:15-4:30 "rush" time is terrible. Traffic backs up at the light, making left turns onto Main St. becomes very hard and dangerous. Students cross there, you often can't see traffic approaching from the right since vehicles are blocking the view, etc.
49	I find it dangerous when huge trucks are unloading from the middle of Main St. for businesses. You can't see around the trucks and I've even experienced several trucks at a time sitting there. It's a hazard especially given the number of students and residents walking across the street.
50	Corners of Main, Court and North

51	No.
52	Excessive speeding by cars and trucks on Lima Road between Volunteer and Melody Lane. I suggest a 3-way stop where Volunteer intersects with Lima.
53	In the late afternoon, there should be no left turn from the Geneseo Campus onto Main Street
54	intersection of Court, North and Main - difficulty turning and crossing from Court and North; Main is OK most of time
55	YES!
56	Coming out at 4:15 from the college off Park Street and TRYING to make a left hand turn onto main street IMPOSSIBLE!
57	20A DEFINITELY needs a light where the Noyes Health Center is--that is a TERRIBLE intersection, an accident waiting to happen. The intersection of 20A and Temple Hill is almost as bad, with both a curve and a hill obscuring full view. Court Street and Main St is another horrible intersection.
58	wide turn with blinking light at courthouse.
59	Drivers going too fast/not stopping for pedestrians.
60	It's difficult to make turns onto Main in the downtown area because visibility is diminished due to the parked cars.
61	Making a left turn onto 20A is about the worst thing I have ever seen. I think that part of the reason Starbucks is leaving is because one cannot turn left out of that particular business. Also, on Main Street, lots of drivers just run through the cross walks - there are also people passing the LAT bus when it is stopped to drop off passengers on Main Street - I saw 3 students almost get creamed by a driver passing the LAT bus a few weeks ago. Also--there might be consideration in obtaining flashing yellow lights for cross walks on Main Street.
62	The area where court street meets main street and continues on to become north street is perilous. Often it is impossible to get across main street here and sometimes the signals aren't working so if you are an out of townner (or with one) it can cause major problems.
63	Exiting from College parking lots via Park St. at end of day - making turn onto Main St.
64	There needs to be something at the intersection of Main and North/Court streets. This is a terrible corner and it is extremely difficult to see when trying to turn onto or cross Main Street from North.
65	The four corners at Court Street and Avon Road is very hard and scary to go thru at lunch time and after work.
66	no
67	the intersection of Main, Avon, North and Court St.
68	no
69	Visibility relative to cars/peds while stopped via North/Court St. Limited visibility d/t bush at the SE corner. Cars stopping when they have yellow light. Peds walking into the streets/crossing without looking & often in non-designated areas. Runners overtaking Lima St (not in single file).
70	Intersection of Main St. and Court/North. The combination of poor visibility (due to street angles) and a confusing traffic light creates a dangerous situation. I witness near-misses daily.
71	yes
72	It is hard to make a turn coming out of Park St. onto Main, going in either direction.
73	Court/Main/North/Avon intersection, primarily approaching from North or Court: poor visibility, hill.
74	turning left on to main st. out of the college around the 4-6 hour.
75	Coming up from Court Street to turn onto Main Street, especially during midday and "end of work day". Heavy congestion d/t county and college employees leaving.
76	Confusing (poor visibility and alignment) four-way stop at north end of North Street.
77	Drivers ignore cross walks and stop signs much more than formerly
78	The parking lot on the corner of Park and Main could use improvement. While the lot is obviously not ideal because it has parking in front of the stores, it could be improved by having one entrance to the lot from main street. Currently, the entire stretch in front of the store is a hazard for pedestrians as they have to watch for cars backing out and pulling in as they walk along the sidewalk. Having one entrance may allow for several more diagonal parking spaces along main street to conform with the current pattern which would help the street scape.
79	It is often difficult to turn by the flashing light by the court house. Often traffic builds up and there are lines of cars waiting to turn. Plus it is often difficult to turn from North Street to main street because the bend of the road makes it difficult to see around the parked cars (especially on Sundays) and the bush on the right-hand side.
80	There isn't a traffic light at a congested intersection, originally designed for non-motor vehicles: Main, Court, &

North.

81	<p>It is difficult and dangerous exiting onto Main street from bank street and or the alley next to the big tree inn. This is especially a problem if a large car or truck is parked in the nearest parking space in front of the bank. Even worse is having a car of any description parked between the legal parking space and bank street. One suggestion -- delete the parking space next to Bank street and put a 3 foot high post in this space and the area towards the street so that cars cannot park in either place.</p>
82	<p>The corner of Court/North St. and Main St. is really dangerous...please consider putting in a stop light instead of the blinking light.</p>
83	<p>Getting out of Park Street (turning left especially or being stuck behind someone turning left) onto Main Street in the afternoon as people are leaving campus.</p>
83	<p>Finding parking on Saturday mornings to bring my daughter to dance class.</p>
84	<p>Backing out of spaces on Main Street is often problematic.</p>
84	<p>The light at the corner of main and court and north street. It is a flashing yellow red and people on main street stop at it all the time believing it is a red light, good way to cause an accident.</p>
85	<p>turning left from Park onto Main St, and left from Main St to Park</p>
86	<p>When travelling west on North street, visibility makes it difficult to properly respond to the blinking yellow light as it can be difficult to see North/South traffic, particularly the southbound traffic on Avon road</p>
87	<p>No</p>
88	<p>Pedestrian safety on Court Street and Franklin Street; lack of enforcement of truck prohibition on Village portion of Lima Road. There should be a sign directing all southbound trucks on Lima Road to turn left onto Volunteer Road to access the Village and Main Street rather than allow the trucks to use residential roads. Beverage trucks frequently go down Center St. to deliver to their clients rather than use 20A and Main Street.</p>
89	<p>Visability turning from North onto Main is bad, the slope of Court Street hill makes it difficult getting up in winter and with a standard shift car</p>
90	<p>Blindspot at the flashing light at Main and Court. Drivers have to roll into the pedestrian walkway in order to see traffic from the left.</p>
91	<p>Traffic on Lima Road has increased and speeds are excessive.</p>
92	<p>The intersection being studied has ALWAYS presented problems. The blinking yellow light confuses people and the intersection is difficult from most every direction.</p>
93	<p>Lima Road - no enforcement of speed limit or stop sign off Volunteer</p>
94	<p>main intersection by the courthouse</p>
95	<p>Main street is almost always a mess and close to impossible to find parking.</p>
96	<p>the lights in the village and by Burger King are timed so that you can never make turns from groveland rd onto north st...i have waited 15 minutes to make the turn- totally ridiculous</p>
97	<p>heavy traffice at Court St/North St intersection; Park St at Main, especially after 4pm; various blind spots such as turning onto Main from North St, or Bank St</p>
98	<p>I am saddened by the CONSTANT state of filth and garbage that has become a permanent fixture on Court Street. We, as a community, should be ashamed of ourselves for allowing this to continue.</p>
99	<p>Intersection of Court/Main/North/Avon Road.</p>
100	<p>street parking on North street often prohibits flow of traffic; the North St./Main St./Court St./Avon Rd. intersection is dangerous, pulling off North or Court is very difficult most times of the day</p>
101	<p>Court, Main, North St intersection. The light confuses out of towners. So they stop on main and Avon Road and that backs up North and Court even more. I think take out the light.</p>
102	<p>start of school 7-9am and school out 2:30-4:30</p>

# Geneseo Circulation, Parking, Safety & Aesthetics

## Results Overview



Date: 5/6/2009 12:17 PM PST  
 Responses: Completes  
 Filter: No filter applied

#	Response
11	7. Please list areas where more public parking should be available:
1	Near the Big Tree Inn in order to handle functions.
2	How about some better places to lock up bikes?
3	20A, Main street.
4	Near the library on campus and near the academic buildings.
5	I don't know. I am a college employee, so I walk to Main Street from the college.
6	I am aware of the public parking but the lots are not clear. I just discovered the lot behind "mu
7	near the Wadsworth Library
8	Around the college, but that is probably an issue for the college, not the town/village.
9	Behind Club 41
10	Public parking seems to be plentiful, but perhaps not properly advertised. There are lots behind businesses, but for visitors these are likely difficult to find and to know that they are public lots and not private lots.
11	I live within walking distance of Main St, so if I can't find a paking spot on Main St., I'll continue home and walk down.
12	Near or around University Avenue
13	I'm not sure...if I can't find parking I park on Main, I park on Second.
14	Public parking seems to be adequate. A more important issue is enforcing parking regulations. I live on Livingston St. (outside the study area) and there supposedly is no parking on either side, but people are routinely parking there, especially on the east side of the street near North Street.
15	Near the college, for visitors.
16	near the fountain on Main St.
17	Public Parking lot. I personally do not like parking on Main Street because it is difficult to back out into traffic
18	West side of Main Street. It would be nice if the parking areas between the commercial buildings and campus could be consolidated/formalized/reconfigured/repaved to accomodate more parking, or at least more logical parking.
19	More parking for the Public Library and for businesses between Center and North St on Main.
20	down on University... very hard to park there.
21	To the west of Main Street
22	Around Big Tree Inn.
23	Directly behind businesses
24	Easily accessible to Main St.
25	Between the Fountain and the Court House
26	Close to the College, especially for visitors
27	Main St. from Park to University
28	on/near main st. court st.
29	behind the stores in the business area.
30	Not sure. But I do believe it would help with visibility to have parking parallel to the curb, instead of diagonally.

31	I don't think that parking is that much of a problem, and am concerned about the potential damage to the historic character of the Village that might be caused by attempts to add additional parking.
32	No ideas about this.
33	SUNY Geneseo campus
34	Center Street, east of Second.
35	When College is in session, parking is difficult everywhere. When not in session, parking on Main Street is sufficient. My impression is that students living in apartments on Main Street park on Main Street, taking up spots. Apartment owners should be required to establish off-street parking.
36	Geneseo does a good job of handling parking. I like the pull-in parking here a lot better than the parallel parking used in surrounding towns.
37	ANYWHERE so going to restaurants/shops on Main Street wouldn't be so hard.
38	Maybe make it evident where we can park behind businesses. That is not always clear (for example, behind the Funeral Home on Main Street)
39	Not sure where this would go. But I have never had a problem with parking within reasonable distance of Main Street.
40	I don't know where we have any spare room. The public lots are used more during the day because of safety. I wouldn't park alone at night in the public lots
41	areas near main street
42	by St. Mary's Church, at least one lot at College for visitors to the College, other than designated "Visitor Parking" spaces which are few
43	none
44	unable to answer.
45	No need seen.
46	Can't think of any.
47	main st
48	n/a
49	Other end of main street than where we currently have public parking
50	Just main street
51	alleyways behind businesses might be an option if there is enough room to maneuver.
52	Post office area, south end of Main Street
53	Many don't even know how to access the public parking lots that are behind main street businesses. Parking is so bad on campus that many employees and students are forced to park in the village.
54	I think we are fortunate to have the large municipal lot that we have. I think the parking situation has been greatly alleviated in the past few years.
55	behind business, keep village walkable!!
56	All over main st. I try to avoid going to any businesses on main st because of the lack of parking availability.
57	I can't think of where there is any room for more parking lots; though I do think it would be helpful to village shoppers if off-campus students parked their vehicles on campus while they are attending their classes.
58	college property
59	campus!

# Geneseo Circulation, Parking, Safety & Aesthetics Results Overview



Date: 5/6/2009 12:18 PM PST  
Responses: Completes  
Filter: No filter applied

#	Response
17. 8f.	In the previous questions, what are the factors you used to rate the roadways?
1	condition of the pavement; crown of the road
2	perception and driving conditions.
3	Presence of potholes
4	pavement and curbing
5	pavement, drainage, geography
6	If there are sholders and how rough/smooth the pavement is.
7	The existence of center lines, the quality of the shoulders and the quality of the sidewalks available.
8	Actual condition of the road.
9	broken pavement
10	Conditions of the sidewalk pavement for walking and condition of the pavement for driving.
11	driving conditions and the way they look
12	potholes, visibility for drivers and pedestrians, presence of sidewalks, condition of sidewalks (which can force pedestrians to walk in the street), lighting, visibility for drivers at intersections
13	pot holes, traffic on sides of roads and width of the roads, pavement bumps and smoothness of the road.
14	pot holes, road lines & markers
15	Main/Avon road are in a newer condition, no pot holes, defined curbs/shoulders -North street has unlevel topography, several pot holes, and not a well defined edge to the roadway -Court street (if I remember correctly) has very low sewer grate caps that are dangerous for bikers
16	Likelihood of flooding, potholes.
17	Potholes, lack of lines on road
18	Roughness of the road when driving. As a walker, I have oberved no standing water on any of the mentioned streets.
19	pavement smoothness, potholes, presence of deep water during rain storms. I haven't noticed any problems.
20	Bumpiness/potholes, width
21	broken pavement, irregular pavement, loose gravel common, poor lighting at night
22	No pot holes on the majority of roads. North is starting with one. Drainage appears good.
23	smoothness of the surface
24	potholes, uneven roadways
25	potholes, rough pavement
26	Aesthetics, presence of enclosed drainage systems.
27	condition of sidewalks/blacktop/width of street
28	pot holes, low areas that collect water effecting travel
29	I am not aware of major problems on these streets.
30	bumpiness.
31	Quality of roads, visual appeal
32	pot holes and water damage

- 33 If there were noticeable potholes, if there were shoulders, if I've ever had to drive through large puddles of standing water.
- 34 Road markings, signage
- 35 Traveling on them
- 36 pavement, aesthetics
- 37 no potholes
- 38 Pot holes
- 39 holes, worn crumpling road surface, water back-up if any
- 40 bumps, pot holes
- 41 I walk daily and North St. is the area where it is the most difficult.
- 42 pot holes, dips
- 43 How easy it is to ride my bike without fear of getting hit by a car trying to avoid things in the road.
- 44 standing water, condition of shoulders, lack of patches on pavement
- 45 holes and bumps.
- 46 quality of sidewalks, traffic volume, appearance
- 47 surface condition, sightlines
- 48 Road surface
- 49 I just look for safety factors like standing water (which can turn to ice in the winter).
- 50 Pavement and drainage
- 51 condition of sidewalks, etc.
- 52 condition of pavement, curbs, appearance
- 53 Pavement quality, drainage, visual aspects.
- 54 Pavement quality.
- 55 Draining issues, potholes
- 56 if area is OK after storms  
driving experience and crown of road
- 57 pot holes and uneven/broken sides
- 58 Potholes, drainage, plowing in winter.
- 59 loose gravel, clearly defined road edges, breaks in road surface, clearly marked cross walks
- 60 I don't recall any problems with pavement or drainage.
- 61 I look at the sidewalks - a lot of patches need to be replaced or sidewalks need to be extended to accommodate pedestrians, especially runners/avid walkers.
- 62 Side walk condition, visible pedestrian walkways, level pavement, number of potholes.
- 63 Potholes,
- 64 pot holes, rough road surface
- 65 Pot holes, damaged side lanes
- 66 bumps in the road, the width, how much traffic
- 67 potholes, shoulders, water running across
- 68 quality of pavement, quality of shoulders and drainage. The shoulders on North St. are pretty bad.
- 69 potholes, etc.
- 70 Many potholes. When students on campus, North St is cluttered w/ cars parked on the street.
- 71 pavement cracks/potholes, drainage problems (especially Main St)
- 72 drainage is a big factor. I include sidewalks as well as roadway - roadways themselves are all functionally fine.
- 73 pot holes, patches
- 74 Not many potholes, no standing water, no difficulty with maneuvering

- |    |  |
|----|--|
| 75 | Incidence of potholes, uneven surface, etc   |
| 76 | Potholes, repairs to pavement  |
| 77 | Road condition, ease of noting lane size and location.   |
| 78 | Mostly pavement  |
| 79 | Potholes, especially those that interfere with bicycling.  |
| 80 | how many potholes they had   |
| 81 | Pot holes and smoothness of the road and when there is rain how well it drains.                              |
| 82 | Appearance, safety, accessibility, precise lane markings   |
| 83 | primarily condition of pavement, though absence of curbs is also a consideration                             |
| 84 | berms, potholes, slope (Center to edge)  |
| 85 | Visual observations.   |
| 86 | Pavement surface, sufficient pavement markings, and line of sight.   |
| 87 | width of road, pavement cracks and holes, visibility of lines and crubs                                      |
| 88 | quality of asphalt, ie bumps and cracks etc.   |
| 89 | travel,  |
| 90 | appearance, pot holes, slope (I'm pretty sure most roads aren't supposed to have a slope-but North St does!) |
| 91 | flooding, potholes....   |
| 92 | curbs, driveways   |
| 93 | high crown in road presents poor visibility and "ponding" on sides of roadway                                |
| 94 | road edges, pavement, parked cars  |

# Geneseo Circulation, Parking, Safety & Aesthetics

## Results Overview



Date: 5/6/2009 12:20 PM PST  
 Responses: Completes  
 Filter: No filter applied

18. 9. If sidewalks were installed on the west side of Lima Road within the Study Area would you use them?

#	Response
1	This would be helpful in addition to shoulders.
2	My friend lives on Kimberly Drive and would love one on that side of Lima.
3	I don't live here,, no reason to use them
4	Yes, this is necessary for the families who live on Lima Road, as well as students who might be walking from the village up to the commercial area near Wal-Mart and Wegmans.
5	These would be helpful in accessing the Island Preserve entrance, scheduled to "open" this spring. (it is already used by some residents who know its location, a sign will be installed in the spring for other area residents).
6	I would use them, but I don't consider them necessary. I would be much more in favor of continuing the existing sidewalk to Volunteer drive and on to Walmart. We need to make it as easy as possible for pedestrian traffic to access the shopping plazas.
7	It is not on my regular walking route, but occasionally I venture out that way.
8	Never walk there
9	I never walk in that area, so this improvement wouldn't apply to me
10	not a walker
11	But only because I don't live in town and have no reason to walk there when I am in Geneseo. However, I think it's very important that they be installed for the residents of the community that would use them.
12	It would be much safer than being forced to cross the street either in the middle of Lima Road or at the VERY dangerous intersection of Lima/Highland/Rorbach/North. Many, many children travel from Lima Road into the village, they should not be exposed to that type of danger.
13	I don't walk on there
14	I do not walk on Lima Road, although I'm sure sidewalks would be helpful to walkers and make both drivers and walkers feel safer.
15	current new sidewalks are adequate. I would prefer a bike path.
16	I walk during the day and I don't have time to go that far.
17	I use the road only with a vehicle or bike. No need to walk that area
18	It seems an unnecessary expense to have sidewalks on both sides of the street. People can travel safely on the east sidewalk and cross the street at their residence.
19	I do not walk in that area, but I do believe it would be a good idea.
20	I only drive Lima road, I don't walk it, but sidewalks are a plus anywhere you put them!
21	NA
22	Not very often, because I do not live in that area of the village.
23	The sidewalks on the East side of Lima are in excellent condition. As a frequent walker, who lives on the West side of Lima, I very much enjoy the sidewalks on the East side. The existing sidewalk is well-used, but never congested. More important, in my opinion, is allowing mailboxes to be placed on the West side of Lima. Currently, I have to risk my life every time I cross Lima (with speeding cars and trucks) to get my mail.
24	if I were walking in that area
25	More walking/pedestrian areas is ALWAYS a good thing!
26	I hate seeing people run in the streets or walk in the streets with baby strollers. So dangerous!

- 27 Definitely!
- 28 I WOULD use these if I lived on Lima Rd but as of now I do not walk there
- 29 not necessary
- 30 I don't typically walk on or near Lima Rd.
- 31 If I walked that far, yes. I also would hope the runners would use them instead of the street.
- 32 maybe
- 33 i don't walk that way
- 34 I've thought of walking up in lunchtimes to the Wegmans/Walmart area by that route. Sidewalk would be handy.
- 35 A wider shoulder would be immensely beneficial as well. Many people bike on Lima, and it is not always possible to move much out of the way without hitting traffic, or running into a ditch, and the ditches on Lima are quite seep in places. One ditch in particular, right accross Volunteer, is very close to the road and I have seen many cars (especially in the winter) run into that ditch and are not able to get out without a tow truck, causing a fairly large road block.
- 36 Because I do not live in the village.
- 37 If I lived there, I would!
- 38 but I live in the Town
- 39 I don't walk out that way very often if at all.
- 40 Where does th study area end
- 41 Currently, Lima Road is dangerous to walk or bike on.
- 42 crosswalk at Kimberly is hazardous

# Geneseo Circulation, Parking, Safety & Aesthetics Results Overview



Date: 5/6/2009 12:20 PM PST  
 Responses: Completes  
 Filter: No filter applied

19. 10. If sidewalks were installed on the south side Court Street, west of University Drive, would you use them?

#	Response
1	I do not travel there but I think others would use them.
2	Never frequent that area.
3	I don't live here,, no reason to use them
4	Personally I do not use that route, but they would be a good idea as this seems like an area many students would benefit from sidewalks.
5	I would not use them personally, but I would think the large volume of college student pedestrians would be very appreciative.
6	Even if they were installed, I still would probably prefer the campus side of the street.
7	I suspect sidewalks there would be useful for students who walk.
8	No often, but sometimes
9	This would be helpful for those of us who like to walk around campus
10	not a walker
11	But only because I don't live in town and have no reason to walk there when I am in Geneseo. However, I think it's very important that they be installed for the residents of the community that would use them.
12	Rarely walk down Court Street due to the unsightly homes and rubish.
13	That could be a long walk up the hill.
14	I don't walk there but I think they would be useful to students
15	Unfortunately even where there are sidewalks runners still seem to use the road. I realize sidewalks are apt to be uneven, but I feel they should still have to use them. It's dangerous.
16	I do not walk on Court Street, although I'm sure sidewalks would be helpful to walkers and make both drivers and walkers feel safer.
17	I would not but it may be useful and safer for others.
18	I never walk that way.
19	It would be safer when I need to get material from Geneseo Lumber
20	It seems an unnecessary expense to have sidewalks on both sides of the street. People can travel on one side and cross over to get to their destination.
21	I do not walk in that area, but I do believe it would be a good idea.
22	I drive it
23	I think that sidewalks are needed here for safety.
24	absolutely
25	I never say it is not a good idea ot have more sidewalks!
26	Probably not but possibly. I think many others who live down that way would use them and so are warranted installation.
27	How about Franklin St?
28	I don't typically walk there.
29	I don't walk that way
30	But then, I'm not a college student, and I hardly ever use Court Street.

31 same as 18

32 Currently I walk for exercise throughout the village (often daily) and I am saddened and disgusted by the constant garbage, plastic cups, beer cans and cigarette butts all over Court Street, specifically near the Statesman Bar. The filth in this area is unforgivable. As I walk throughout the village I often AVOID this area because it is so disgusting. As a long time village resident, I no longer think our Village is beautiful. It is ruined by the garbage strewn in many places. I am so saddened by this.

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# Geneseo Circulation, Parking, Safety & Aesthetics Results Overview



Date: 5/6/2009 12:21 PM PST  
 Responses: Completes  
 Filter: No filter applied

#	Response
20.	11. If bicycle lanes were established throughout the Study Area would you use them?
1	yes, yes, yes!!!!!!
2	This would be a huge benefit to me. I use these areas on my bike every day.
3	I would never ride my bicycle through that area unless I was ready and willing to end my life.
4	I don't live here,, no reason to use them
5	Definitely, but not Nov-Mar.
6	Its so hard to walk and bike in this area. I often drive because I don't want to walk with small children.  Bike lanes are a poor idea. With no larger bike lane to connect to, these bike lanes would only be a mile or so long...for a bike that is not distance enough for a good ride. It would be better to have large enough shoulders to accomodate bikes. Avon road is great for biking, paved shoulder that is wide enough to bike while not slowing traffic. Lima road could benefit from a wider shoulders. Currently bikers impeded traffic flow. Main street is already suitable for bikers. North street could benefit from a better defined roadway, to keep cars more towards the center of the road. North also has pot holes, and a bad edge of the roadway which is hazardous to bikers.
7	There are not enough bikers in our area to justify the expense and added signange etc. of a bike lane, but there are enough people who bike that it would be worth ensuring road repairs take into account the best way to ensure bikers saftey and proper traffic flow.
8	YES! ABSOLUTELY! CAPITAL LETTERS! Again, anything to make it easier for people to bike and walk to their destination.
9	I would not, but I can see where they would benefit others.
10	I no longer ride bicycles
11	Traffic is difficult enough. Too add a bicycle lane would just add to the confusion/congestion of the traffic. I could be dangerous when backing out of parking spots along main street.
12	I drive to work; never on bike in Geneseo
13	not a biker
14	But only because I don't live in town and have no reason to bike there when I am in Geneseo. However, I think it's very important that they be installed for the residents of the community that would use them.
15	possibly
16	I personally would not use them but feel strongly that people that DO ride bikes should have this option available to them. I would certainly make side'walk' travel easier.
17	I don't ride bike in Geneseo but I think it would be a good thing to add.
18	I don't bike in Geneseo but I would hope people that do would finally utilize the space.
19	I don't bike.
20	I would not but again, it would be safer and useful for others.
21	PLEASE!
22	Maybe
23	This would be terrific!
24	I don't own a bike
25	I like to bike into work in the summer, and biking on Avon Road is, I believe, even more hazardous than biking on 20A.
26	great idea!

- 27 I cannot bike but I would support those who do.
- 28 EXCELLENT idea!
- 29 (I do not usually have a bicycle in Geneseo, but this would encourage use.)
- 30 Cyling is wonderful here, but often there is no shoulder making it v. dangerous!
- 31 Yes, yes, yes!!!!!!
- 32 I am an avid biker and I think this would be great! And it may encourage others to follow suit.
- 33 I WOULD but I do not have a bicycle here in Geneseo
- 34 There is a good chance I would ride on bike lanes.
- 35 As I do not ride here but I believe it would assist traffic safety & flow.
- 36 Bike paths are much preferable. I find bike lanes to be confusing to motorists.
- 37 I don't bicycle in the area
- 38 Though I think they are a good idea and if I lived within cycling distance of Geneseo I would be on my bike.
- 39 Because I do not live in the village.
- 40 ABSOLUTELY !!!
- 41 This should be a priority for this Village.
- 42 I already use the Main Street to North Stret to Lima Road route, but bicycle lanes would make it safer
- 43 Hopefully he bicyclists would use them.
- 44 Not being a Village resident, I ride my bike other places. But I think they would be a wonderful asset for nearby residents.
- 45 (I don't have a bicycle)
- 46 I am an avid bicyclist and would use bike lanes all over the village and town. Currently, bike safety is poor, especially on Lima Road.

# Geneseo Circulation, Parking, Safety & Aesthetics Results Overview



Date: 5/6/2009 12:22 PM PST  
 Responses: Completes  
 Filter: No filter applied

#	Response
23.	What intersection conditions influenced your choices?
1	no sidewalks at Lima/Volunteer
2	Where I walk to school, where I run
3	traffic from multiple directions
4	Adding shoulders and sidewalks.
5	Visibility, likelihood of jay walking
6	Lima/Volunteer and the lack of sidewalks.
7	Main / Center
8	visibility for drivers and pedestrians; heavy use; obstructions (such as the fountain); where snow is piled after storms
9	The ease or difficulty to drive those areas, the time a pedestrian has to wait to cross the street and the amount of traffic I experience at those intersections as a driver and as a walker.
10	ability to cross safely, ability to enter traffic flow,
11	Main/North is difficult b/c of the odd traffic pattern, and it is hard to predict what cars will do. Being the first crosswalk in the village it is difficult to know whether cars will stop or not as they do in the center of town.
12	Visibility primarily. It's a pain to get onto Main from Park St. at the end of the work day or after an event, but I don't think it's a safety hazard. Main/North/Court simply needs to be redesigned for a number of reasons. Either divert all westbound North St. traffic onto Church St. or put in a roundabout. I think the latter could be done very tastefully, perhaps moving the war memorial in front of St. Mary's to the middle of the circle.
13	Lack of visibility
14	Main/North/Court-I avoid it if possible. Also Main/Park. People are less apt to yield to pedestrians in these two crosswalks
15	My experience of being passed when I slow down to turn from Lima onto Volunteer, observations of people not stopping before crosswalks at North/Rorbach/Lima/Highland, experience turning from North onto Main southbound.
16	Heaviness of traffic plus various directions of it.
17	Lack of good visibility, non-directive flashing lights that are not helpful, Hilly terrain on court st, not helpful to approach the intersection with Main st.
18	poor visibility, traffic volume, lack of sidewalks
19	Having a very difficult time making left-hand turns into traffic, even if it is a very slight left-hand turn (i.e. coming up from Court St, wanting to cross Main St to get to North St).
20	Fast traffic and lack of crosswalks (Court Street intersections), general complexity of vehicle movements and fast traffic, particularly southbound traffic (Main-Court-North), and overly wide crossing distances at Main and Center.
21	pedestrians crossing roads
22	Inability to cross the street in a safe manner. Personal witness to children having difficulty crossing the street. Cars either not stopping at all or actually speeding up through intersections any time law enforcement is not in the area.
23	The speed increase to 55 mph should be moved past Volunteer Rd as you drive out of the village on Lima Rd so that vehicles turning onto Volunteer are not jeopardized by vehicles on Lima driving north.

- 24 Number of vehicles and pedestrians interfacing
- 25 This is where I feel there is the most pedestrian traffic
- 26 It is a little scary to walk across down by the courthouse
- 27 I used to use Court/Main Street quite often before the stop sign was put in place at the top of Court Street. I'm sure somebody thought this would help with traffic & pedestrian safety but it hasn't. This intersection is still awful to navigate through especially if you are attempting to make a turn off of North or Court.
- 28 lack of clear direction for pedestrians and/or motorists
- 29 Visibility issues driving/turning when cars are parked along side the road, esp. near the Court House and on Main St. by the corner of Court. Also coming off of Park onto Main.
- 30 Dangerous to cross as pedestrian & difficult and often dangerous to cross vehicularly (main/North Court)
- 31 Pedestrian, need better lighting at night for crosswalks
- 32 safety, lanes not being clear like at top of court street
- 33 It is hard to get out of Park Street
- 34 large and unsafe to cross
- 35 Number of accidents. No. of stimuli to process at the intersection. The fact that it is difficult to see pedestrians in the crosswalk when approaching fountain from either direction.
- 36 Visibility, and traffic trying to make turns while pedestrians just walk out in front.
- 37 The biggest problem I have seen is Main & University. The visibility is horrible and it is very difficult because there is a cross walk right there on Main Street.
- 38 traffic volume, physical layout of area
- 39 difficulty seeing pedestrians enter crosswalks - mostly from parked cars, some from the fountain
- 40 Having been nearly hit (as a pedestrian) at Main and Center.
- 41 Difficulty making left turns from the Park St. campus exit and at the Court St. intersection.
- 42 Use
- 43 Amount of traffic, pedestrians, etc.
- 44 traffic lights (lack of), inability to see across intersection or around corners (North headed across Main to Court)
- 45 Length of red light from Main to South is too short, safety of students living in the Court St. area.
- 46 Congestion, and excessive traffic. Also, speeding and rolling through stop signs.
- 47 No traffic lights, difficult left turns with lots of traffic
- 48 lack of sidewalks and numbers of pedestrians
- 49 On main/north/court - it is all but impossible to check for cars in all directions and pedestrians too. This intersection needs a red/yellow/green light. The curve in main street makes it difficult to see oncoming cars. Very dangerous intersection. Traffic Light Please!
- 50 How difficult it is to make a safe turn or cross the roadway; difficulty in seeing oncoming traffic.
- 51 Traffic circle; multiple corners; truck traffic.
- 52 Very dangerous intersection - difficulty when both walking and driving. When crossing or turning on to main street it is difficult to know how fast other cars are coming. Confusion when cars on opposite side are turning or going straight.
- 53 Traffic volume.
- 54 Turning traffic blocked by cars in intersections. A traffic light light or a stop here sign on Main Street coming from Center St to South St.
- 55 Pedestrians not as visible from some points. Non existence of cross walks and/or confusion in how to proceed at a cross walk due to inadequate signs for the driver.
- 56 Long waits for turns/crossings.
- 57 Lack of visability
- 58 fountain in middle of main st. blocks view of pedestrian walkways
- 59 some intersections with broken lines, allowing pedestrians to cross (and where cars should stop) are not well lit; also, when trucks are stopped along sides, one cannot see if pedestrians are trying to venture across until it is too late.

58	Markings, lighting
59	DNA.
60	visibility, congestion
61	amount of traffic,difficulty seeing oncoming traffic, use by semi truck trailers.
62	Visibility because of road curving and/or crowding of traffic at certain times; and/or speed of vehicles at that point.
63	Drivers ignoring crosswalks and speeding
64	Visibility of oncoming traffic. On Main/Center, visibility is often blocked by parked cars. On Main/North/Court, the curve of the road impedes visibility.
65	Visibility is my main concern
66	low visibility, and safety concerns
67	The amount of traffic at the intersections and how busy the streets and crosswalks are at the areas
68	too much traffic. not enough sidewalks.
69	Lack of sidewalks, crosswalks, turning lanes, helpful traffic signals
70	these are the places I see most and notice that there are FEW accommodations for pedestrians and none for bicycles
71	traffic volume, distance between sidewalks, existing crosswalks, traffic speed
72	Excessive speed and lack of traffic controls
73	Line of sight, number of vehicles in the area, number of accidents (Lima Road/Country Club).
74	Lack of Pedestrian courtesy - many people crossing Main Street are very much aware that vehicles should stop for them but they put the entire burden on vehicles. I have seen College professors simply step off the curb and start accross with never a glance to see if any vehicle was approaching
75	Visibility of crosswalks, history of walking through these areas
76	A lot of traffic. People frequently crossing in non crosswalk areas. Actually saw a pedestrian get hit by a car by park on main. It is way too congested there and people try to inch or dart out of park onto main.
77	Visibility issues: not enough light at night, (not more lights, but they should be lowered near crosswalks) blind spots for vehicles and pedestrians caused by parked cars, the fountain and just faulty road construction.
78	I have a concern for the recent trend of pedestrians just walking across the street (in pedestrian crossings) without taking into account how close a car is.
79	visibility at intersections / poor lighting
80	many pedestrians walk without safe conditions in these areas

# Geneseo Circulation, Parking, Safety & Aesthetics Results Overview



Date: 5/6/2009 12:22 PM PST  
 Responses: Completes  
 Filter: No filter applied

#	Response
1	Lima Road
2	Lima Road, Court Street
3	Going out of the Village (Lima and Avon)
4	On Avon Road and Volunteer Rd
5	Main st
6	Lima Road between Volunteer and Country Club.
7	yes, down North because it is a hill.
8	North Main, Avon Road, North Street
9	Main Street
10	North Street, South Street, Lima Road (where the speed zone should probably be extended past Volunteer). Just outside the study area, speeding is still a problem on Livingston Street. Not only don't people go 20 mph (the posted limit), they're often exceeding 30. It's a miracle no one has been hit (or that they don't hit the illegally parked cars).
11	Court St., westbound
12	Those driving from Main Street to Avon Rd and vice versa
13	Avon Road going onto Main St.
14	everywhere
15	Lima Road, North Street, Court Street (westbound esp), Avon Road as it turns into Main Street (southbound esp)
16	Lima rd
17	Many issue could be resolved if the speed limit was followed and stop signs were obeyed. The speed of cars on North Street and Lima is completely unacceptable, especially after cars have not stopped or even attempted to stop at the intersection. Law enforcement has many many efforts to curb this behavior without success. The stop signs are considered more of a yield.
18	North St. and Lima Rd.
19	North and South Streets
20	Everywhere
21	court
22	Country Club Road, but that's not really in the study area.
23	Usually not too bad. I do see younger people speeding, but not in one particular area. Lima Road and Avon Road are probably the worst for speeding.
24	all over, but particularly on North St, and Lima Rd. Also on Main St.
25	haven't noticed excessive speed
26	People leaving the Village on Lima Road tend to speed up before they reach Volunteer. Often before they reach Ivy Lane.
27	#63 and down Main Street across Court/North
28	Everywhere.  Yes!!! On Lima Road. On the way into the village on Lima, vehicles do not slow down until well after the second 30 mph sign. Before that, they can still be traveling over 50 mph from the stretch of Lima prior to Volunteer. On the way out of the village, traveling on Lima, I get the impression that vehicles begin to

29	speed at Melody Lane, knowing that they are soon clear of the village. Lima and Volunteer marks a clear intersection where we would benefit from a 3-way stop or traffic light. Although the expense of a traffic light may be prohibitive, a 3-way stop should be more than adequate to slow traffic on Lima.
30	North St. looks inviting to speed; not so residential
31	Everywhere! It's rampant and constant. Also, people who do NOT come to a full stop at stop signs (4-way stop at Lima Rd and North St is chronic for this).
32	Most everywhere...
33	Along Main Street - people going so fast, I am surprised that no one has been killed. However, the Geneseo Police have been pretty good at getting some of them. 20A has been bad as well - going too fast and hitting people making left hand turns onto 20A.
34	Yes. I particularly see this in the area of court and main and on volunteer road.
35	everywhere-people don't slow down no matter what.
36	Lima Road
37	not generally, though I have seen some cars drive through pedestrian crossings quite fast and not even looking to see if anyone has entered the crosswalk.
38	All areas with the 30mph designations.
39	Lima Rd inside the village
40	unsure
41	Not throughout it, but vehicles coming into Main/across North go fast, so do those coming to North from Lima Rd.
42	entering village on 39 from north (Avon Rd) near Court House. also Rt 20A
43	(if anything, congestion makes people drive more slowly)
44	Lima Road
45	Lima Road
46	North Street, Lower Court Street, West of University Drive
47	Main street. People go way too fast with all the pedestrians and cars whipping out of parking spots on Main st. I NEVER go over 15 to 20 on Main st because you never know who is going to just stroll in front of you or back out of a parking spot.
48	allover
49	Main Street, South Street, Lima Road, Rte 63/Court Street
50	I believe people are generally respectful of speed limits in the village.

# Geneseo Circulation, Parking, Safety & Aesthetics Results Overview



Date: 5/6/2009 12:23 PM PST  
Responses: Completes  
Filter: No filter applied

25. 15. Please list any specific views that should be preserved in the Study Area:

#	Response
1	Everything of the Valley. The quaintness of looking down tree-lined Main Street at the courthouse
2	Courthouse from Main Street
3	none at the intersections are that important
4	I like the fountain on Main street.
5	View of court house, view down main street, view across valley,
6	The view of the court house from downtown.
7	Court House at the end of Main
8	It's hard to comment on this without knowing what views you're thinking of blocking. Preserve views of the valley, and don't change the look of Main Street.
9	None
10	View north along Main Street to the Courthouse.
11	North Street and Lima Rd should be preserved as village streets and not main routes to 20A
12	Court House Fountain
13	Avon Rd
14	Down North St. to the West.
15	Kelsey Field, Village Park
16	As much as possible, Geneseo is a lovely place to walk.
17	All intersections and sinage should be kept clear of shrubs and other items which block the view of the signs and intersections.
18	I cannot be specific. Geneseo is a beautiful town.
19	All of them
20	If you mean traffic views, I've noticed that if a large vehicle is parked in front of the businesses on the college side of Main St. next to Park St. the view of traffic approaching from the left is virtually eliminated.
21	The blinking light at the court house is a huge safety hazard. I've seen many accidents almost happen at that intersection.
22	None.
23	Court House at north end of Main
24	Court street inter sections
25	By the same token, a great number of people, presumably students (young) enter these crosswalks, talking on their cell phones or running with their ipods and do not even use caution, not even slowing down. If a car does not stop, an accident could easily occur.
26	Unknown.
27	valley
28	Court house down Main from South View down North from Lima/Highland to Court and the valley.
29	? Not sure I understand the question.
30	the bear fountain

- |    |  |
|----|--|
| 31 | the fountain.  |
| 32 | A focus on pedestrian and bicycle transport would best serve a residential community that wishes to support its main street businesses. It would facilitate access for both Geneseo residents and student/faculty/staff populations. |
| 33 | the valley   |
| 34 | The speed limit on Lima Road (Town) should be reduced to 45 mph.   |
| 35 | The view of the Courthouse travelling north on Main Street. It's historic and important to preserve.   |
| 36 | the circle at main and center, triangle in front of church, grass space between main street and sidewalks  |
| 37 | Susan Kelley's pasture/oak trees   |
| 38 | the courthouse, the valley (view)  |

# Geneseo Circulation, Parking, Safety & Aesthetics

## Results Overview



Date: 5/6/2009 12:24 PM PST  
 Responses: Completes  
 Filter: No filter applied

26. 16. Please list any areas or intersections in the Study Area could benefit from additional lighting:

**# Response**

- 1 None, nowhere. Acutally, get rid of more lights.
- 2 Westview Cresent, Volunteer Road
- 3 Lima Rd./Volunteer
- 4 None. We have too much lighting in the village, in general. Please keep lighting at ground level if it is needed.
- 5 Court St.; Court/Main/North intersection; entrance to Liv. Cty Gov't center
- 6 Main street could use more artistic lighting that would add to the historic appeal of the community rather than the highway lights currently installed.  
 Crosswalks at night are sometimes difficult to spot pedestrians on.
- 7 ??
- 8 All seem adequate.
- 9 North st is very dark on a stormy or rainy night.
- 10 Main-Court-North, and Court Street intersections.
- 11 Lima Road
- 12 The courthouse area. Park to Main, but I don't know that it would work with the other light right there, I'm sure there would be too much congestion.
- 13 To the end of new housing on Lima Rd. (as far as the new sidewalk)
- 14 All Pedestrian cross walks especially court street, and main street
- 15 Lima/Volunteer Road
- 16 I am not generally in Geneseo in the evening unless I come for dinner, but I know I would be more apt to walk in my own town if it were better lit.
- 17 Main/Court/North and Main/University
- 18 If you mean traffic lights, Court St. & Main. Otherwise, lighting is fine.
- 19 The lighting seems appropriate as is.
- 20 Court St.
- 21 SOMETHING needs to be done on Park Street and Main! Leaving the college at 4:15 is IMPOSSIBLE to turn left from Park onto Main. There needs to be either a turning lane or a light.
- 22 Court St.
- 23 Lower end of court street; Near the Doty building.
- 24 Lima, Highland, Rohrback intersection - it is very dark there and it is a big pedestrian area. The cross walks of Main Street - terrible! Especially when it is raining!
- 25 Area of court/main/North Street. Also Lima/Volunteer and Country Club and 20A (yes, I know its not in the study but worth mentioning).
- 26 Court/Rt 63
- 27 court st., north st.
- 28 Public parking lots
- 29 Between Court Street and up Franklin Street To the campus.

- 30 By st. Mary's church, especially during mass times. (in front of the courthouse); also, that crosswalk in front of St. Michael's Episcopal.
- 31 see above
- 32 Lima Rd.
- 33 none noted
- 34 Main/North/Court St intersection is becoming more dangerous due to heavier, faster traffic and left(west) turns onto Court St. Could be stop light? Also difficult to make left turns North to Main (poor visibility)
- 35 Lima and Volunteer, there is a light there but not working.
- 36 all of them are poorly lit at night.
- 37 don't know
- 38 Lima Road and Volunteer, and Avon/Westview.
- 39 court street, north street
- 40 Crosswalks-lowered lamp posts; basically, we need different lighting
- 41 Lima/Volunteer & Avon/Westview
- 42 Lima/Kimberly Dr./North St - all of North / Main St. crosswalk north of Ward
- 43 Main north of commercial area

# Geneseo Circulation, Parking, Safety & Aesthetics Results Overview



Date: 5/6/2009 12:25 PM PST  
Responses: Completes  
Filter: No filter applied

27. 17. Please list any areas in the Study Area that would benefit from new or better defined crosswalks:

#	Response
1	Lima/Volunteer
2	Every intersection on Main Street
3	Main/North/Court North/Lima/Highland
4	From the movie theater plaza to the other side of the road.
5	There should be a cross walk on both sides of court street connecting to both sides of north street. the existing one does not suffice.
6	Crossing Main St. from Court to North
7	Court St
8	Court/North/ Main intersection; South/Main intersection
9	NOrth/Main/Court Main/South
10	Cavalry Drive - The sidewalk currently hits Avon Road, but no crossing is defined.  North Street near Northview - There is a crossing, but neither side goes to a sidewalk, each crosses directly to a ditch. This should be moved slightly or the ditches filled with a sidewalk extending to the roadside.  If sidewalks extend down the west side of Lima, eliminating the diagonal crosswalk at the sidewalks current end point would be ideal, this crossing only seems nessisary b/c the west sidewalk ends.
11	??
12	The crosswalk at North and Northview leads from one muddy area to another (or one snowbank to another). When crossing there, I usually walk just outside the crosswalk (between a driveway and Northview). Sidewalks to the crosswalk (like the one on the north side of North Street at Second) would be nice. Also, I don't know how anyone dares to cross South at Prospect. Because of the hill, drivers (especially those going over 30) may not be able to see pedestrians in the crosswalk. But I'm not sure it's safe to cross South Street anywhere!
13	Court and Main st.
14	The frequent accidents at the intersection of Lima and Volunteer could be reduced if the speed limit on Lima dropped from 55 to 30 further north from it's present position, perhaps 1/4 to 1/2 mile north of the intersection.  I live on Melody Lane and have 2 children, 9 and 11. They could ride their bikes to Walmart and Wegmans if there were sidewalks on Volunteer and Lima, along with a proper pedestrian crossing at the intersection on 20A and Volunteer.
15	Crosswalk at near University is dangerous because drivers making a right from University to Main are so focused on looking left (which has poor visibility, that they don't always look right to see if there is anyone in the crosswalk
16	Main-Center, Main-Court-North, North-Highland-Lima, Main-Park, all along Court Street
17	The intersection of Avon/Main/Court/North and North/Highland/Lima/Rorbach
18	Many people run around Lima/Volunteer. We need crosswalks.
19	Main/Court/North
20	I don't see a problem with the crosswalk markings
21	See #22 above

22	Main Street, when parking is full, hard to see people enter cross walks
23	Main Street and Court Street
24	The crosswalks on Main Street should not be right next to a side street because of visibility with oncoming traffic. ex: Main/University, Main/Park, Main/Court/North
25	All of them
26	By Park Street. Students walking across are not seen by those pulling out from Park St. to Main.
27	Court & Main.
28	Almost everywhere. I would love to see signage at every cross-walk, and ideally, narrowed roadways and textured pavement as done in the Village of Avon for example. Cars rarely yield to pedestrians. As a walker, I have almost been struck by a moving vehicle while crossing Lima, North, Main, and Park.
29	Court St.
30	the crosswalks aren't the problem. People just step out into traffic without first checking for vehicles and without making eye contact. Much of the time they don't even use the cross walks.
31	Court St. Lima Rd.
32	Main Street and 20A.
33	court/main/north. Volunteer/Lima
34	I WORK ON FRANKLIN STREET!(GEN.HEALTH SERVICES) THE STUDENTS WALK IN THE MIDDLE OF THE STREET ALL TIME! THEY DO NOT KNOW THAT IT IS A REAL STREET! WE NEED A REAL SIDEWALK THERE.
35	YES! The one at the top of South St., crossing to Crossett.....cars get going pretty fast and don't even realize they are supposed to stop. I have seen near-misses several times which is alarming to me. I realize people have to get across, but it needs to be marked with one of those big concrete markers that stand up....not just lines in the crosswalk! You are inviting an accident!
36	see above
37	North/Court/Main/Avon intersections.
38	Court/Main/North/Avon intersection Avon Rd just north of Courthouse North at North View (existing crosswalk often ignored by drivers, has almost no connection to sidewalk)
39	North Street.
40	Cross walks need better policing to enforce laws
41	Main/Court/North St. intersection!
42	Crosswalks on main street
43	All Court Street intersections
44	all intersections on Main Street; also North/Highland/Lima/Rohrbach
45	St. Mary's onto North street
46	North Street, Lima Road, Court Street.
47	court street, north street
48	Park and Main, Center and Main, North and Main
49	see #23
50	South Street & Prospect
51	Lima, Kimberly Dr, North St, Main St.
52	Main & South, Court & Wadsworth, University, Franklin
53	Main Street - better defined crosswalks

# Geneseo Circulation, Parking, Safety & Aesthetics

## Results Overview



Date: 7/27/2009 1:53 PM PST  
 Responses: Completes  
 Filter: No filter applied

### 28. 18. Any other comments?

#	Response
1	Please help me feel safe running and riding my bike! DON'T GET RID OF ANY TREES.
2	I really hope my suggestions are considered. My most important concerns are safety of walkers and bikers on Lima Road, 20A, and Volunteer road. These areas are very hazardous to ride bikes on.
3	Please consider noise in the traffic study. Noise from trucks in low gear and excessive loud music needs to be controlled to preserve main street and make it a nice place to walk instead of drive, or to reduce driving distractions.
4	please consider a pedestrian mall on at least part of Main with good parking and delivery options behind buildings. And, thanks for asking for our input.
5	Please consider the intersection at Groveland Road and South near the cemetery!!
6	<p>North Street could benefit from being narrowed or at least being better defined - currently there are some enormously wide sections.</p> <p>Some sort of gateway, like the planters on the South end of mainstreet, might be beneficial on the North end, to remind drivers they are arriving at the village core.</p> <p>Sidewalks on North Street could use repair. There are several sections that constantly flood and hold standing water...this freezes in the winter making portions of the sidewalk unusable, and for several days after a spring/summer rain the standing water prevents their use. Better drainage would save pedestrians from going across muddy lawns or walking in roadways.</p> <p>Informational campaigns to keep bikers on the street and off the sidewalk could be helpful. A campaign to make residents aware that shoveling snow is the homeowners responsibility would also be beneficial...this winter there were several weeks of dangerously icy sidewalks b/c homeowners did not take care of them.</p> <p>Biggest concern for safety is North/Court intersection. Speeds are typically high at this part of mainstreet, and often there is confusion on north/court as to who has the right of way at this two way stop. The long waits to turn left often add to this confusion.</p>
7	<p>Questions 2-6 need to be more specific about where the turns are to/from. My biggest problem is turning left from North onto Main. There are other turns I never attempt (left from Center onto Main, left from Center onto South). The Lima/Volunteer intersection might be improved by extending the speed zone out past Volunteer (and the speed limit on Volunteer should be reduced as more development is done there), and perhaps adding a left turn lane from Lima (entering the village) onto Volunteer and a right turn lane from Lima (leaving the village) onto Volunteer. Police enforcement of speed limits and parking restrictions THROUGHOUT THE VILLAGE (not just the study area) would help a lot and also add money to the village coffers.</p> <p>Please fully publicize any open meetings about plans involving the study area. Thanks!</p>
8	My main worry about an accident is at Court and Main st. The flashing lights there are not helpful, and drivers are never sure when to cross if there is traffic on the cross-st.
9	The frequent accidents at the intersection of Lima and Volunteer could be reduced if the speed limit on Lima dropped from 55 to 30 further north from it's present position, perhaps 1/4 to 1/2 mile north of the intersection.
10	The University Drive/Main Street intersection is also an area to consider. If the campus didn't keep taking away staff/faculty parking and the town didn't reserve more and more spaces for business/community parking, we might be able to avoid the daily scramble for on-street parking.
11	Although this is not in your study area, there needs to be better ways for pedestrians to cross 20A around Highland/Groveland. Also, turning left from Groveland/Crosset onto 20A is a problem that should be studied
12	This is long overdue! Geneseo is a charming community (in its buildings) but its streets do not reflect that. Any reconstruction should include putting utilities underground, period-appropriate lighting, including pedestrian level lighting.
	This is a postscript to a previously completed survey, so please don't count it separately. I forgot to put the following comment on my other survey. It really annoys me when I see traffic counting devices on our roads

- 13 during the summer. ALL TRAFFIC STUDIES IN GENESEO SHOULD BE DONE DURING THE REGULAR COLLEGE YEAR!!!! We all know that traffic here is much lighter in the summer. Any agency that does a summer traffic study and concludes that we don't need a traffic light in some locations, or that new development won't have a major impact on traffic volume, or that there is no traffic problem is a badly skewed study! In order to be accurate, traffic counts should be done under the conditions that prevail for about 3/4 of the year, when traffic volume may be as much as double because of student vehicles.
- 14 Please preserve North Street and Lima Roads as safe village streets. Many people walk, run, bike, etc on these streets
- 15 Please, spend some extra attention and planning on the North/Highland/Lima/Rorbach intersection. With Highland Park being a very active location during the Spring/Summer, children and parents need to have the crossing issues reviewed. For example, a family with a child on a bike, one in a stroller talking a walk with their dog it very vulnerable. If they are crossing North Street and a vehicle is speeding through the intersection from Lima Road - that little family is not seen until it is necessary for the vechile to slam on the brakes. I personally witness on a daily basis that 1/4 of the vehicles passing through the intersection stop. Another 1/4 slow down and fully 1/2 drive right through with no acknowledgement of the STOP sign.
- 16 At University/Main Streets it is very difficult to see traffic coming from either direction. It is usually because of large vehicles parked at the corners. Drivers must pull out onto Main Street for a clear view and then still watch for pedestrians in the crosswalks. It is impossible NOT to break some traffic law at some point at this intersection. Drivers must stop before the crosswalk and then cannot see to make a turn and then must stop in the crosswalk to slowly inch forward. Some pedestrians just plow into the crosswalks without regard to their safety or that of the drivers who are trying to get out of the way. This is just a very bad situation which repeats itself at many of Geneseo's intersections. If you have a solution to this problem I look forward to hearing it.
- 17 North Street is an eyesore. Perhaps there would be additional pride and care and less speeding if there were curbs and the street was narrowed to discourage parking off the side of the road.
- 18 Change parking on main st from pull in, to back in. it is difficult to see most times when trying to reverse out of a spot.
- 19 Any way to make it safer for all the runners and joggers?
- 20 Increase or improve inspections of the traffic light controlling access from Main to South. I have repeatedly had to wait 10 min or more at the light before in would change. Set something up with local police that if the light malfunction, an officer is assigned to direct traffic until the light can be repaired.
- 21 The second most problematic intersection in the area, after North/Court/Main is the Temple Hill/Groveland/Crosset/Main intersection. That is in desperatte need of a round-about.
- 22 It's too bad that we can't remind people that they should still look before crossing the street and it would be nice if they were considerate to the vehicles once in awhile.
- 23 Retail development along 20A is destroying the historic section of the Village. That is the biggest problem the Village faces.
- 24 Please do something about 20A! Half of my commute home from the college is spent trying to turn left on Megan Lane!
- 25 The biggest concern I have is for pedestrian safety. However, from what I have seen, the problem comes not from traffic patterns, speed, or road markings. Many pedestrians no longer look or stop before entering the crosswalks. This often causes drivers to have to stop unexpectedly. I am surprised there have not been more rear end collisions. I am surprised pedestrians have not been hit. Add in drivers who, I suppose trying to be helpful, stop and try to wave people to cross the road when they are not even attemptng to enter the crosswalk, and you have a situation where everyone is confused.
- Educating both drivers and pedestrians is what is really needed, but I have doubts about any real change coming from that. So, reducing speed between University and South to 20 mph is probably needed.
- 26 I really think the Main/Court/North intersection would benefit from a traffic circle (as would South/Temple Hill/Crossett/Groveland). It could look nice in front of the Courthouse, and would help traffic flow a lot, I believe.
- I'm from California, there's no traffic in Geneseo.
- 27 Regarding parking meters, orange color is for longer time, green for shorter time. This is counterintuitive.
- Cigarette butts on sidewalks is a problem. People smoking on sidewalks on main street is a problem.
- 28 Need a four way green/yellow/red light at corner of Main-Court-North-Avon Rd intersection, very dangerous, can't see around corners or around curves, or across intersection, with Main St. traffic often at excessive speeds.
- 29 I would love to see traffic reduced in the study area. My sense is that North and Lima get more traffic then is appropriate for our historic village. Although through-traffic is prohibited for trucks, it is not well-enforced. I observe trucks routinely on Lima that are not for local delivery.
- Thank you for doing this work to make our village better and safer!!!
- 30 A turning lane on 20A would be helpful.

- 31 Relative to areas near Court St. - sidewalk along Franklin and Orchard would be nice.
- 32 Not in the study area but... A sidewalk along Franklin Street or at least a painted line indicating where people should walk would help.
- 33 I can't stress this enough... SOMETHING needs to be done on Park Street and Main! Leaving the college at 4:15 is IMPOSSIBLE to turn left from Park onto Main. There needs to be either a turning lane or a light. OR make traffic GO RIGHT and not have a left turning lane
- 34 Traffic is getting worse and worse in the village, and if proposed additional retail development happens (let's hope it doesn't--maybe that will be the ONE good thing about this current dismal economy), it will be a thousand times worse. Bad for the environment, bad for pedestrians, bad for the village!
- 35 I hope you can put in more sidewalks and bike lanes. Lighting would also be a plus. I myself have trouble seeing pedestrians on Main Street at night, especially when it is raining. And there are tons of walkers, shoppers and students there. The cross walk on 20A -- no one stops for any pedestrians - I am afraid of getting hit from behind if I do. Either it is in a really bad place (and I think it is!) or it needs to be much more defined - a flashing light and loads more lighting to alert drivers to the pedestrians crossing.
- 36 Since there was not a non-applicable choice my blanks boxes indicate that I do not use these streets frequently enough to notice any problems.
- 37 Have a class room for the students that just walks in front of the cars with out looking!
- 38 It is much appreciated that you consider college employee input for this survey.
- 39 It would be good to prohibit left turns from the top of Park onto Main Street, at least between the hours of, say, 3pm and 5pm. Perhaps a similar limitation on turns could be added at the Court/North/Main intersection at the same hours.
- 40 Lack of police presence on Main St. has gradually led to drivers routinely ignoring cross walks and to driving too fast into town from north
- 41 My major concerns are the intersection of Bank and Main and North/Court/Main. In both cases my primary concern is visibility.
- 42 I absolutely hate the Main/Court/North St. intersection. I know a couple people who have been in fairly severe accidents at this intersection because of the poor visibility around the corners. Please consider doing something about this safety concern!
- 43 North Street would lend itself quite nicely to a grassy, curbed, landscaped boulevard down the middle. Curbs are needed on both sides of this street. It is my preference that a rotary be created at the intersection of North/Court/39. Franklin Street lacks sidewalks, and is one of the heaviest pedestrian trafficked street in the Village. Franklin Street also has an unsightly guard rail on one side which appears to be a safety hazard. The condition of Orchard Street is appalling. Although access to Rohrbach is closed to vehicles at one end, it would make for a very convenient and scenic connection from Village residential areas to the retail establishments in the vicinity of 20A. A bike and stroller path has been worn next to the gate blocking access to Rohrbach. I would recommend something that would provide bicyclists and walkers better egress. If lanes were marked for bicycles on North, there could be a bike route that would go from the corner of North and Main through Rohrbach all the way to 20A.
- 44 I'm glad to know that these improvements are being considered and I hope to see them come into existence soon!
- 45 One of the major problems seems to be that no many people do not know the rules of the road for right of ways at stop signs and flashing signal light.
- 46 It's great that the intersection (Main/North/Court) is being studied. It's been a problem as long as I've been driving - that's 35 years!!
- 47 A round-a-bout is a great idea for the main/court/avon/north streets and the main and south streets intersection. Hamburg NY recently installed them in their main street and the village is now much more accessible for walkers, runners, and bikers. traffic also flows better and they are energy efficient. I would be worth looking into
- 48 I think it should be considered to put speed bumps in before crosswalks. People frequently just walk out in the road without looking. Too many teenagers whip through town. It is an accident waiting to happen. If there were speed bumps before every crosswalk people would have to slow down and with all the crosswalks on Main street nobody would build up much speed if they had to slow down for speed bumps
- 49 fix the light timing
- 50 I'd like to see a roundabout at the Court St/North Street intersection. If that wouldn't work, I think a stop light with left turn advance arrows are truly in order for that location. I also think that changing Bank St to a one way street could be beneficial or make it a "no left turn" intersection where it meets Main Street. Most people use the fountain at Main and Center as a roundabout, why not make it official? Please keep the diagonal parking (even though it is somewhat difficult to back out at certain times of the day, it is worth it to have the extra parking spaces this arrangement allows!)
- 51 The intersection of Main St/Court St/ North St appears to confuse drivers. This is a very busy intersection that would probably benefit from clearer marking.

- North Street is one of the Village streets that has been neglected when it comes to aesthetics. No curbs, roads with high center, poor parking conditions, cars are often parked everywhere and traffic flow is inhibited by these conditions. Safety needs to be a top priority. Many walkers and runners use this section of the study corridor. Better lighting, curbs, restricted parking, cutting down and revamping roads would all lead to improved safety, traffic flow and appearance.
- 52
- 53 I would start by taking out the light at Main and Court and watch the traffic flow much better.

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## Zoomerang Survey Results

### Geneseo Circulation, Parking, Safety and Aesthetics Study Resident, Employee and Business Survey

#### *Route 39/North Street/Court Street/Lima Road Corridor Study*

Response Status: Completes

Filter: No filter applied

May 18, 2009 7:17 AM PST

The Village of Geneseo is partnering with the Town of Geneseo and the Genesee Transportation Council to conduct a study of the Route 39/Court Street/North Street/Lima Road Corridors (see below) in the Village and Town of Geneseo. The purpose of the study is to develop design and regulatory

#### Image:

The Study Area includes Main Street, between South and Court; Avon Road between Court and Westview; Court Street between Route 63 and Main

#### 1. 1. Which best describes your interest in improving traffic and parking conditions in the Village and Town of Geneseo?

Village Resident	46	36%
Town Resident	8	6%
Commercial Property Owner	0	0%
Business Owner	0	0%
College Employee	55	43%
Student - Geneseo Central Schools	1	1%
County Employee	0	0%
Work in Area	11	9%
Elected/Appointed Official	1	1%
Village/Town Employee	1	1%
College Student - Live off Campus	5	4%
College Student - Live on Campus	1	1%
Other	0	0%
<b>Total</b>	<b>129</b>	<b>100%</b>

**2. 2a. What times of the day do you experience traffic congestion or difficulty making turns on Main Street?**

All Day	43	35%
AM	2	2%
PM	56	45%
Midday	13	10%
None	10	8%
<b>Total</b>	<b>124</b>	<b>100%</b>

**3. 2b. What times of the day do you experience traffic congestion or difficulty making turns on North Street?**

All Day	31	26%
AM	8	7%
PM	22	19%
Midday	10	9%
None	46	39%
<b>Total</b>	<b>117</b>	<b>100%</b>

**4. 2c. What times of the day do you experience traffic congestion or difficulty making turns on Court Street?**

All Day	38	32%
AM	4	3%
PM	26	22%
Midday	13	11%
None	36	31%
<b>Total</b>	<b>117</b>	<b>100%</b>

**5. 2d. What times of the day do you experience traffic congestion or difficulty making turns on Lima Road?**

All Day	19	17%
AM	1	1%
PM	20	18%
Midday	7	6%

None	65	58%
<b>Total</b>	<b>112</b>	<b>100%</b>

**6. 2e. What times of the day do you experience traffic congestion or difficulty making turns on Avon Road?**

All Day	22	20%
AM	7	6%
PM	23	21%
Midday	5	5%
None	53	48%
<b>Total</b>	<b>110</b>	<b>100%</b>

**7. 3. Are you aware of any specific traffic problems within the Study Area?**

102 Responses

**8. 4. When visiting the Geneseo Main Street business district, what is your experience regarding parking?**

I always find a parking space on the street or in a public or private parking lot	18	14%
I seldom have trouble finding a parking space	58	46%
I frequently have trouble finding a parking space	47	37%
I can never find a parking space	3	2%
<b>Total</b>	<b>126</b>	<b>100%</b>

**9. 5. Are you aware of the location of public parking lots in the Main Street business district?**

Yes	107	85%
No	19	15%
<b>Total</b>	<b>126</b>	<b>100%</b>

**10. 6. How many times a week do you visit businesses in the Main Street business district?**

Once a week	45	36%
Two times a week	25	20%
Three times a week	22	18%
More than three times a week	32	26%
Never	0	0%
<b>Total</b>	<b>124</b>	<b>100%</b>

**11. 7. Please list areas where more public parking should be available:**

59 Responses

**12. 8a. How would you rate the overall physical conditions (pavement, drainage, etc.) of Main Street?**

Good	84	67%
Fair	40	32%
Poor	1	1%
Very Poor	0	0%
<b>Total</b>	<b>125</b>	<b>100%</b>

**13. 8b. How would you rate the overall physical conditions (pavement, drainage, etc.) of North Street?**

Good	25	21%
Fair	47	40%
Poor	35	30%
Very Poor	11	9%
<b>Total</b>	<b>118</b>	<b>100%</b>

**14. 8c. How would you rate the overall physical conditions (pavement, drainage, etc.) of Court Street?**

Good	37	31%
Fair	68	58%
Poor	12	10%
Very Poor	1	1%
<b>Total</b>	<b>118</b>	<b>100%</b>

**15. 8d. How would you rate the overall physical conditions (pavement, drainage, etc.) of Lima Road?**

Good	63	53%
Fair	49	41%
Poor	5	4%
Very Poor	2	2%
<b>Total</b>	<b>119</b>	<b>100%</b>

**16. 8e. How would you rate the overall physical conditions (pavement, drainage, etc.) of Avon Road?**

Good	77	66%
Fair	40	34%
Poor	0	0%
Very Poor	0	0%
<b>Total</b>	<b>117</b>	<b>100%</b>

**17. 8f. In the previous questions, what are the factors you used to rate the roadways?**

94 Responses

**18. 9. If sidewalks were installed on the west side of Lima Road within the Study Area would you use them?**

Yes	54	46%
No	63	54%
<b>Total</b>	<b>117</b>	<b>100%</b>

**19. 10. If sidewalks were installed on the south side Court Street, west of University Drive, would you use them?**

Yes	62	53%
No	55	47%
<b>Total</b>	<b>117</b>	<b>100%</b>

**20. 11. If bicycle lanes were established throughout the Study Area would you use them?**

Yes	61	51%
No	58	49%
<b>Total</b>	<b>119</b>	<b>100%</b>

**21. 12. Please select the top three intersections that could benefit from vehicular safety improvements:**

Main/North/Court	110	89%
Main/South	24	19%
Main/Park	53	43%
Main/Center	44	35%
Lima/Highland/Rohrbach	14	11%
Court St. intersections	22	18%
Court St/Rte 63	34	27%
Lima/Volunteer	18	15%
Lima Country Club	14	11%
Avon/Westview	1	1%

**22. 13. Please select the top three intersections that could benefit from pedestrian safety improvements:**

Main/North/Court	94	78%
------------------	----	-----

Main/South	36	30%
Main/Park	33	28%
Main/Center	48	40%
Lima/Highland/Rohrbach	22	18%
Court St. intersections	46	38%
Court St/Rte 63	18	15%
Lima/Volunteer	20	17%
Lima Country Club	1	1%
Avon/Westview	4	3%

**23. What intersection conditions influenced your choices?**

80 Responses

**24. 14. Is there excessive speeding in the Study Area?**

Yes	47	41%
No	67	59%
<b>Total</b>	<b>114</b>	<b>100%</b>

**25. 15. Please list any specific views that should be preserved in the Study Area:**

38 Responses

**26. 16. Please list any areas or intersections in the Study Area could benefit from additional lighting:**

43 Responses



## **Appendix B Detailed Traffic Data**



**Village of Geneseo  
Turning Movement Counts**

Date: 10/29/08

By: CN

Main St (Rte 39) / Park St Intersection

Weather: Cloudy, 40 c

Time	Main St NB		Main St SB		Park St Eastbound		Total	Peds
	NB Left	NB Thru	SB Thru	SB Right	EB Left	EB Right		
6:30-6:45	12	23	30	5	0	1	71	0
6:45-7:00	19	63	31	5	2	2	122	2
7:00-7:15	7	51	27	3	2	3	93	0
7:15-7:30	18	76	32	7	2	4	139	1
7:30-7:45	32	36	54	14	2	8	146	5
7:45-8:00	51	66	46	15	10	6	194	3
8:00-8:15	51	62	34	13	10	3	173	6
8:15-8:30	27	66	17	10	3	9	132	11
8:30-8:45	30	58	36	16	5	6	151	4
8:45-9:00	39	79	54	14	6	14	206	3
<b>Total Peak Hour</b>	147	265	141	53	24	32	662	24
<b>PHF</b>	0.72	0.84	0.65	0.83	0.6	0.57		

Time	Main St (Rte 39) NB		Main St (Rte 39) SB		Park St Eastbound		Total	Peds
	NB Left	NB Thru	SB Thru	SB Right	EB Left	EB Right		
11:00-11:15	11	31	43	8	2	15	110	3
11:15-11:30	13	48	51	10	8	10	140	16
11:30-11:45	13	57	57	6	13	22	168	7
11:45-12:00	14	60	64	6	7	19	170	9
12:00-12:15	14	44	85	7	7	19	176	10
12:15-12:30	23	50	64	5	18	20	180	15
12:30-12:45	16	50	59	8	13	17	163	11
12:45-1:00	12	45	57	6	8	16	144	5
<b>Total Peak Hour</b>	64	211	270	24	45	80	694	41
<b>PHF</b>	0.67	0.88	0.79	0.7	0.64	0.91		

Time	Main St (Rte 39) NB		Main St (Rte 39) SB		Park St Eastbound		Total	Peds
	NB Left	NB Thru	SB Thru	SB Right	EB Left	EB Right		
3:30-3:45	17	51	85	9	6	30	198	10
3:45-4:00	20	61	102	16	7	21	227	34
4:00-4:15	23	55	95	9	12	30	224	10
4:15-4:30	10	46	126	11	21	40	254	19
4:30-4:45	11	56	163	6	5	34	275	10
4:45-5:00	6	43	85	9	12	36	191	9
5:00-5:15	5	33	97	7	20	22	184	6
5:15-5:30	5	55	70	7	19	13	169	4
5:30-5:45	10	49	67	4	18	28	176	7
5:45-6:00	20	67	74	6	23	22	212	6
<b>Total Peak Hour</b>	64	218	486	42	45	125	980	73
<b>PHF</b>	0.7	0.89	0.75	0.66	0.54	0.78		

Date: 10/29/08

By: TCM

Weather: Cloudy, 40 deg

Main St / Center St / Bank St Intersection

Time	Main Street Northbound			Main Street Southbound			Bank Street Eastbound			Center Street Westbound			Total	Peds
	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right		
6:30-6:45	1	52	0	1	21	0	0	0	1	1	0	5	82	1
6:45-7:00	1	67	1	3	28	1	0	0	2	2	0	22	127	6
7:00-7:15	0	59	1	6	31	0	0	0	0	2	0	4	103	4
7:15-7:30	1	84	2	4	48	2	0	0	1	2	0	16	160	0
7:30-7:45	0	44	1	3	77	0	1	0	1	2	1	15	145	9
7:45-8:00	0	55	3	2	61	1	1	0	2	5	1	20	151	15
8:00-8:15	3	48	3	4	36	4	0	0	3	4	0	15	120	18
8:15-8:30	2	58	0	0	39	2	0	0	2	5	1	13	122	30
8:30-8:45	1	56	2	4	58	0	0	0	1	7	1	6	136	17
8:45-9:00	3	61	3	4	76	0	1	0	0	8	1	16	173	28
<b>Total Peak Hour</b>	4	231	9	13	222	7	2	0	7	13	2	66	576	42
<b>PHF</b>	0.33	0.69	0.75	0.81	0.72	0.44	0.5	0	0.58	0.65	0.5	0.83		

Time	Main Street Northbound			Main Street Southbound			Bank Street Eastbound			Center Street Westbound			Total	Peds
	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right		
3:30-3:45	0	48	3	11	95	0	0	0	0	10	0	17	184	6
3:45-4:00	1	68	5	10	88	2	0	0	5	11	0	19	209	37
4:00-4:15	0	68	3	7	100	4	2	0	3	4	0	16	207	30
4:15-4:30	0	68	10	5	115	3	2	0	5	13	0	11	232	58
4:30-4:45	0	69	6	7	138	2	0	0	6	5	0	19	252	24
4:45-5:00	1	66	11	6	88	3	1	0	7	10	0	17	210	52
5:00-5:15	0	63	8	7	91	4	0	0	6	9	0	13	201	33
5:15-5:30	3	59	11	8	74	2	1	0	3	12	1	17	191	16
5:30-5:45	1	71	8	5	66	3	2	0	2	5	0	24	187	40
5:45-6:00	1	76	6	7	71	0	0	0	3	8	0	31	203	26
<b>Total Peak Hour</b>	1	271	30	25	441	12	5	0	21	32	0	63	901	164
<b>PHF</b>	0.25	0.98	0.68	0.89	0.8	0.75	0.63	0	0.75	0.62	0	0.83		

Village of Geneseo  
Turning Movement Counts

Highland Rd / North St / Lima Rd / Rohrbach Ln Intersection

Date: 11/29/08  
By: BH  
Weather: Cloudy, 40 deg

Time	Highland Rd Northbound			Lima Rd Southbound			North St Eastbound			Rohrbach Ln Westbound			Total	Peds
	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right		
6:30-6:45	3	5	1	0	2	17	18	0	0	0	0	0	46	0
6:45-7:00	5	7	1	0	4	12	28	0	0	6	4	1	69	2
7:00-7:15	12	8	1	0	4	7	22	2	3	3	1	2	65	1
7:15-7:30	18	8	0	0	5	15	30	2	6	6	0	2	92	1
7:30-7:45	12	5	2	0	7	17	37	5	6	6	0	0	94	0
7:45-8:00	11	4	1	0	11	13	29	0	5	5	4	1	80	2
8:00-8:15	5	8	3	0	4	13	13	0	4	4	2	0	53	5
8:15-8:30	10	6	1	0	6	15	21	2	6	6	1	3	71	1
8:30-8:45	12	10	1	0	4	19	10	1	7	7	0	2	67	2
8:45-9:00	13	5	0	0	9	20	12	0	4	4	2	3	69	3
<b>Total Peak Hour</b>	53	25	4	0	27	52	118	9	20	20	5	13	331	4
<b>PHF</b>	0.74	0.78	0.5	0	0.61	0.76	0.8	0.45	0.83	0.83	0.25	0.54		0.63

Time	Highland Rd Northbound			Lima Rd Southbound			North St Eastbound			Rohrbach Ln Westbound			Total	Peds
	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right		
3:30-3:45	12	12	0	1	10	32	60	2	8	8	1	0	138	2
3:45-4:00	14	16	0	1	12	28	27	0	6	6	0	1	106	11
4:00-4:15	11	12	0	7	8	25	52	3	7	7	1	0	127	2
4:15-4:30	13	9	1	5	8	38	55	1	8	8	1	2	141	11
4:30-4:45	10	10	1	1	11	41	46	4	9	9	2	0	136	10
4:45-5:00	17	12	3	6	15	37	60	1	12	12	0	2	165	5
5:00-5:15	10	8	1	0	7	29	40	2	4	4	1	1	106	18
5:15-5:30	15	7	1	0	9	31	37	3	8	8	1	0	113	25
5:30-5:45	12	13	1	0	12	28	36	3	5	5	0	0	112	2
5:45-6:00	25	10	3	1	13	40	32	1	7	7	0	1	133	1
<b>Total Peak Hour</b>	51	43	5	19	42	141	213	9	36	36	4	4	569	28
<b>PHF</b>	0.75	0.9	0.42	0.68	0.7	0.86	0.89	0.75	0.75	0.75	0.5	0.25		

Village of Geneseo  
Turning Movement Counts

Main St / Avon Rd / Court St / North St Intersection

40 deg

Main St (Rte 39) Northbound		Avon Rd (Rte 39) Southbound		Court St Eastbound		North St Westbound		Total	Peds		
NB Thru	NB Right	SB Left	SB Thru	EB Left	EB Thru	EB Right	WB Left			WB Thru	WB Right
24	2	0	5	4	10	6	7	7	0	74	0
6	14	3	0	1	4	11	7	4	3	61	1
14	36	2	0	11	13	12	6	12	3	126	0
14	74	5	9	32	19	14	3	12	26	227	0
21	17	10	15	3	16	12	10	17	16	197	2
28	18	7	4	31	8	20	21	10	17	179	4
27	28	2	2	39	6	21	16	6	15	178	2
25	17	4	0	17	7	9	11	9	11	122	2
16	28	4	3	23	8	17	7	10	14	172	1
13	45	1	8	46	7	15	12	23	11	217	4
90	137	24	30	154	30	26	76	63	29	61	781
0.80	0.46	0.60	0.50	0.74	0.94	0.59	0.90	0.75	0.73	0.90	0.59

Main St (Rte 39) Northbound		Avon Rd (Rte 39) Southbound		Court St Eastbound		North St Westbound		Total	Peds		
NB Left	NB Right	SB Left	SB Thru	EB Left	EB Thru	EB Right	WB Left			WB Thru	WB Right
20	19	4	0	25	4	4	15	18	4	15	1
20	17	9	2	25	4	7	21	28	6	21	1
15	24	18	4	21	5	6	13	26	7	18	2
23	18	16	2	29	7	5	24	31	8	19	1
28	17	9	3	32	4	4	30	42	9	22	0
36	20	11	3	23	2	6	15	26	5	19	1
28	29	9	1	32	10	4	29	36	7	21	2
31	36	4	1	26	8	6	17	31	8	32	3
123	102	33	8	113	24	20	91	135	29	94	6
0.85	0.71	0.75	0.67	0.88	0.60	0.83	0.76	0.80	0.81	0.73	0.50

Main St (Rte 39) Northbound		Avon Rd (Rte 39) Southbound		Court St Eastbound		North St Westbound		Total	Peds		
NB Left	NB Right	SB Left	SB Thru	EB Left	EB Thru	EB Right	WB Left			WB Thru	WB Right
23	22	14	9	35	13	11	31	20	3	23	13
18	21	16	3	45	9	5	20	24	4	25	9
20	30	23	14	54	8	6	25	39	9	20	11
33	23	23	11	58	11	5	23	30	11	32	10
32	26	12	11	75	19	8	24	47	11	30	11
18	24	14	13	49	12	10	38	39	9	23	8
20	37	22	8	45	8	4	20	28	8	23	12
26	27	13	11	33	4	1	21	29	11	20	11
29	22	21	9	22	6	13	23	27	11	26	9
20	32	14	8	51	2	1	20	25	10	31	19
103	103	72	49	236	50	29	110	155	40	105	40
0.78	0.86	0.78	0.88	0.79	0.66	0.73	0.72	0.82	0.91	0.82	0.91

**Village of Geneseo  
Turning Movement Counts**

Date: 10/30/08  
By: C Norris  
Weather: Sun, 50 deg

**Court St / University Drive Intersection**

Time	University Dr NB		Court St Eastbound		Court St Westbound		Total	Peds
	NB Left	NB Right	EB Thru	EB Right	WB Left	WB Thru		
7:00-7:15	1	0	22	2	1	20	46	0
7:15-7:30	0	0	20	3	3	28	54	0
7:30-7:45	1	0	31	2	2	25	61	12
7:45-8:00	0	1	41	4	4	28	78	4
8:00-8:15	0	2	23	0	0	21	46	9
8:15-8:30	0	5	58	4	1	26	94	12
8:30-8:45	1	3	33	1	3	28	69	3
8:45-9:00	1	1	46	2	1	18	69	0
<b>Total Peak Hour</b>	1	11	155	9	8	103	287	28
<b>PHF</b>	0.25	0.55	0.67	0.56	0.5	0.96		

Time	University Dr NB		Court St Eastbound		Court St Westbound		Total	Peds
	NB Left	NB Right	EB Thru	EB Right	WB Left	WB Thru		
4:00-4:15	3	1	32	4	3	33	76	7
4:15-4:30	2	8	51	2	6	74	143	17
4:30-4:45	2	8	79	2	7	70	168	16
4:45-5:00	5	7	57	7	6	57	139	5
5:00-5:15	4	8	71	2	5	46	136	14
5:15-5:30	2	7	55	7	4	60	135	5
5:30-5:45	4	10	52	5	5	66	142	6
5:45-6:00	3	14	55	1	7	43	123	1
<b>Total Peak Hour</b>	13	31	258	13	24	247	586	52
<b>PHF</b>	0.65	0.97	0.82	0.46	0.86	0.83		

Village of Geneseo  
Turning Movement Counts

Date: 10/30/08  
By: T Miller  
Weather: Sun, 50 deg

Court St / Letchworth Dr / Meadow Dr Intersection

Time	Letchworth Dr Northbound			Meadow Dr Southbound			Court St Eastbound			Court St Westbound			Total	Peds
	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right		
7:00-7:15	2	0	1	7	0	0	0	15	1	3	16	2	47	25
7:15-7:30	0	0	1	2	0	1	0	18	1	2	35	3	63	2
7:30-7:45	0	0	2	3	0	0	1	26	0	3	21	2	58	7
7:45-8:00	2	1	1	3	1	2	1	33	1	8	17	4	74	6
8:00-8:15	3	0	1	0	0	0	1	30	3	6	16	0	60	7
8:15-8:30	0	0	5	6	0	1	2	35	3	3	29	2	86	6
8:30-8:45	4	0	2	6	0	4	0	23	3	4	20	2	68	25
8:45-9:00	0	0	3	4	0	0	2	38	1	0	14	3	65	0
<b>Total Peak Hour</b>	9	1	9	15	1	7	4	121	10	21	82	8	288	44
<b>PHF</b>	0.56	0.25	0.45	0.63	0.25	0.44	0.5	0.86	0.83	0.66	0.71	0.5		

Time	Letchworth Dr Northbound			Meadow Dr Southbound			Court St Eastbound			Court St Westbound			Total	Peds
	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right		
4:00-4:15	0	0	9	5	0	1	2	50	1	10	46	3	127	14
4:15-4:30	2	0	6	6	0	2	0	38	1	11	51	6	123	7
4:30-4:45	1	0	8	4	0	2	1	54	2	6	50	7	135	7
4:45-5:00	0	0	11	4	0	1	2	58	1	21	51	2	151	9
5:00-5:15	1	0	12	4	0	0	0	39	1	9	38	4	108	16
5:15-5:30	0	0	7	7	1	1	1	39	1	15	43	3	118	4
5:30-5:45	5	1	9	5	0	1	1	34	7	16	39	11	129	2
5:45-6:00	4	0	13	4	2	1	2	32	2	11	30	5	106	4
<b>Total Peak Hour</b>	3	0	34	6	0	6	5	200	5	48	198	18	536	37
<b>PHF</b>	0.38	0	0.77	0.79	0	0.75	0.63	0.86	0.63	0.57	0.97	0.64		

Intersection	Eastbound						Westbound						Northbound						Southbound											
	L		T		R		L		T		R		L		T		R		L		T		R							
Main St @ 20A																														
Main St @ Park St	24					32							147				265							141					53	
	C					C							A				A													
	D					D							A				A													
Main St @ Center St	2					7	13	2			66		4	231			9							13	222				7	
	B					B	B	B			B		A	A			A							A	A				A	
	B					B	C	B			B		A	A			A							A	A				A	
Main St @ Court	26					63	29	61			61		90	137			24							30	154				30	
	E					E	E	E			E		A	A			A							A	A				A	
	F					F	F	F			F		A	A			A							A	A				A	
Court St @ University							8	103					1				11													
							A	A					B				B													
							A	A					B				B													
Court St @ Meadow	4					10	21	82			8		9	1			9							15	1				7	
	A					A	A	A			A		B	B			B							B	B				B	
	A					A	A	A			A		B	B			B							B	B				B	
North St @ Lima Rd	118					20	5	13			5		53	25			4							0	27				52	
	A					A	A	A			A		A	A			A							A	A				A	
	A					A	A	A			A		A	A			A							A	A				A	

Intersection	Eastbound						Westbound						Northbound						Southbound											
	L		T		R		L		T		R		L		T		R		L		T		R							
Main St @ 20A																														
Main St @ Park St	45					80							64	211										270	24					
	C					C							A	A			A													
	D					D							A	A			A													
Main St @ Center St																														



Mid block pedestrian counts					
Saturday, November 08, 2008			Overcast	55 F	
			By: CAE		
Segment	<b>Main Street south of School St</b>				
	Side				
	W		E		
Begin Time	Direction				
	SB	NB	SB	NB	Total
12:00	9	9	5	6	29
12:15	7	13	4	5	29
12:30	15	12	7	0	34
	<b>Main Street south of Center St</b>				
12:45	23	15	11	14	63
1:00	21	16	7	16	60

Pedestrian Counts Taken during Turning Movement Counts			
		Peak Hour	Peak 15 min.
Main St at Park	AM	25	11
	Midday	45	16
	PM	73	34
Main St at Center St	AM	93	30
	Midday	--	--
	PM	167	58
Main St at Court St	AM	10	4
	Midday	18	6
	PM	50	17
Court St at University	AM	37	12
	Midday	--	--
	PM	52	17
Court St at Meadow Dr	AM	44	25
	Midday	--	--
	PM	39	16
North St at Lima Rd	AM	11	5
	Midday	--	--
	PM	58	25

## **Appendix C Parking Count Data**



Main Street Parking Required

Tax ID	StreetNo	StreetName	StreetDesc	ImprovedSqFt	LandUseCode	Stories	1st floor	2nd floor	3rd floor	1st floor Park Rate	2nd floor Park Rate	3rd Floor Park Rate	Parking Required
08001200030350000000	28	MAIN	ST	4928	482	2	2464	2464		1.5	1	1	6
08001200040010000000	29	MAIN	ST	2987	482	2	1494	1494		1.5	1	1	4
08001200040020000000	31	MAIN	ST	2496	482	2	1248	1248		1.5	1	1	3
08001200020170000000	32	MAIN	ST	2580	483	2	1290	1290		1.5	1	1	3
08001200020180000000	33	MAIN	ST	2990	483	2	1495	1495		1.5	1	1	4
08001200020150000000	34	MAIN	ST	6844	411	3	2281	2281	2281	1.5	1	1	8
08001200020270000000	37	MAIN	ST	2744	230	2	1372	1372		1.5	1	1	3
08001200020140000000	38	MAIN	ST	2946	482	2	1473	1473		1.5	1	1	4
08001200020280000000	39	MAIN	ST	3314	483	2	1657	1657		1.5	1	1	4
08001200020290000000	41	MAIN	ST	4260	421	3	1420	1420	1420	1.5	1	1	5
08001200020310000000	43	MAIN	ST	2650	482	2	1325	1325		1.5	1	1	3
08001200020320000000	45	MAIN	ST	5153	482	2	2577	2577		1.5	1	1	6
08001200020130000000	46	MAIN	ST	11409	421	3	3803	3803	3803	1.5	1	1	13
08001200020340000000	53	MAIN	ST	3820	482	2	1910	1910		1.5	1	1	5
08001200020120000000	56	MAIN	ST	3960	871	2	1980	1980		1.5	1	1	5
08001200020350010000	57	MAIN	ST	9898	482	2	4949	4949		1.5	1	1	12
08001200020360000000	61	MAIN	ST	7581	482	2	3791	3791		1.5	1	1	9
08001200020090000000	62	MAIN	ST	5964	464	2	2982	2982		1.5	1	1	7
08001200020370000000	65	MAIN	ST	6256	482	3	2085	2085	2085	1.5	1	1	7
08001200020080000000	66	MAIN	ST	5671	461	2	2836	2836		1.5	1	1	7
08001200020380000000	71	MAIN	ST	3480	482	2	1740	1740		1.5	1	1	4
08001200020050000000	74	MAIN	ST	6596	482	2	3298	3298		1.5	1	1	8
08001200020390000000	75	MAIN	ST	5580	482	2	2790	2790		1.5	1	1	7
08001200020040000000	76	MAIN	ST	3250	482	2	1625	1625		1.5	1	1	4
08001200020030000000	80	MAIN	ST	7294	482	2	3647	3647		1.5	1	1	9
08001600010010000000	81	MAIN	ST	3975	464	1	3975			1.5	1	1	6
08001200020010000000	88	MAIN	ST	4524	425	1	4524			1.5	1	1	7
08001200020020000000	90	MAIN	ST	4472	482	2	2236	2236		1.5	1	1	6
08001600010240000000	93	MAIN	ST	7641	481	2	3821	3821		1.5	1	1	10
08001600010250000000	94	MAIN	ST	13944	482	2	6972	6972		1.5	1	1	17
08001600010230000000	97	MAIN	ST	2940	481	2	1470	1470		1.5	1	1	4
08001600010260000000	102	MAIN	ST	4060	481	2	2030	2030		1.5	1	1	5
08001600010220000000	105	MAIN	ST	5133	421	2	2567	2567		1.5	1	1	6

Main Street Parking Required

Tax ID	StreetNo	StreetName	StreetDesc	ImprovedSqFt	LandUseCode	Stories	1st floor	2nd floor	3rd floor	1st floor Park Rate	2nd floor Park Rate	3rd Floor Park Rate	Parking Required
08001600010210000000	107	MAIN	ST	6106	485	1	6106			1.5		1	9
08001600010270000000	108	MAIN	ST	3550	481	2	1775	1775		1.5	1	1	4
08001600010280000000	110	MAIN	ST	2380	482	1	2380			1.5	1	1	4
08001600010200000000	111	MAIN	ST	7850	471	2	3925	3925		1.5	1	1	10
08001600010290000000	114	MAIN	ST	3101	484	1	3101			1.5	1	1	5
08001600010300000000	116	MAIN	ST	2920	482	2	1460	1460		1.5	1	1	4
08001600010310000000	118	MAIN	ST	2633	481	2	1317	1317		1.5	1	1	3
08001600010170010000	119	MAIN	ST	13440	652	2	6500			1.5	1	1	10
08001600010350000000	122	MAIN	ST	5280	485	2	2640	2640		1.5	1	1	7
08001600010190000000	125	MAIN	ST	7840	482	2	3920	3920		1.5	1	1	10
08001600010370000000	127	MAIN	ST	3566	483	2	1783	1783		1.5	1	1	4
08001600010360000000	128	MAIN	ST	2854	485	1	2854			1.5	1	1	4
08001600010380010000	129	MAIN	ST	2675	483	2	1338	1338		1.5	1	1	3
Total Required													291



**Parking Counts - Village of Geneseo**  
**Summary - Public and Private Parking Areas**  
 December 4, 2008  
 Cloudy and light snow

Direction	Section	Total Parking Spaces	Recording Time	
			12:30 PM	1:30 PM
<b>MAIN STREET, CENTER STREET, UNIVERSITY AVENUE</b>				
East Side	Public	251	88	35%
	Private	41	6	15%
	<b>East Side Total</b>	<b>292</b>	<b>94</b>	<b>32%</b>
West Side	Public	102	16	16%
	Private	141	53	38%
	<b>West Side Total</b>	<b>243</b>	<b>69</b>	<b>28%</b>
	<b>Total Downtown</b>	<b>535</b>	<b>163</b>	<b>30%</b>

**Parking Counts - Village of Geneseo  
Public Parking Areas  
December 4, 2008  
Cloudy and light snow**

Direction	Section	Total Parking Spaces	Metered Parking Spaces	Recording Period								
				10:30 AM	Percent Vacant	11:30 AM	Percent Vacant	12:30 PM	Percent Vacant			
	<b>MAIN STREET</b>											
	South to Chestnut	7	7	5	71%	6	86%	3	43%			
	Chestnut to Center	30	30	15	50%	11	37%	14	47%			
	Center to Ward	29	29	13	45%	13	45%	12	41%			
	Ward to North	27	2	9	33%	9	33%	9	33%			
	<b>East Side Total</b>	<b>93</b>	<b>68</b>	<b>42</b>	<b>45%</b>	<b>39</b>	<b>42%</b>	<b>38</b>	<b>41%</b>			
	Park to School	17	17	6	35%	3	18%	3	18%			
	School to Bank	18	18	7	39%	5	28%	5	28%			
	Bank to University	32	32	15	47%	19	59%	7	22%			
	University to North	21	1	5	24%	4	19%	1	5%			
	<b>West Side Total</b>	<b>88</b>	<b>68</b>	<b>33</b>	<b>38%</b>	<b>31</b>	<b>35%</b>	<b>16</b>	<b>18%</b>			
	<b>Total Main Street</b>	<b>181</b>	<b>136</b>	<b>75</b>	<b>41%</b>	<b>70</b>	<b>39%</b>	<b>54</b>	<b>30%</b>			
	<b>CENTER STREET</b>											
North	Main to Second	11	11	6	55%	2	18%	2	18%			
South	Main to Second	13	13	10	77%	3	23%	5	38%			
	<b>Total Center Street</b>	<b>24</b>	<b>24</b>	<b>16</b>	<b>67%</b>	<b>5</b>	<b>21%</b>	<b>7</b>	<b>29%</b>			
	<b>UNIVERSITY STREET</b>											
	North Side	14	0	3	21%	1	7%	0	0%			
	<b>Total On-Street</b>	<b>219</b>	<b>160</b>	<b>94</b>	<b>43%</b>	<b>76</b>	<b>35%</b>	<b>61</b>	<b>28%</b>			
	<b>VILLAGE PARKING LOT AREA</b>											
	Permit Spaces	71	0	28	39%	28	39%	31	44%			
	Time Restricted	49	0	8	16%	5	10%	8	16%			
	Village Hall	14	0	6	43%	4	29%	4	29%			
	<b>Total Village Hall Area</b>	<b>134</b>	<b>0</b>	<b>42</b>	<b>31%</b>	<b>37</b>	<b>28%</b>	<b>43</b>	<b>32%</b>			
	<b>Total On-Street and Lots</b>	<b>353</b>	<b>160</b>	<b>136</b>	<b>39%</b>	<b>113</b>	<b>32%</b>	<b>104</b>	<b>29%</b>			

**Parking Counts - Village of Geneseo**  
**Private Parking Areas**  
 December 4, 2008  
 Cloudy and light snow

Direction	Section	Total Parking Spaces	Recording Time	
			12:30 PM	Percent Vacant
<b>MAIN STREET</b>				
East Side	Lot K	25	5	20%
	Lot L	16	1	6%
	<b>East Side Total</b>	<b>41</b>	<b>6</b>	<b>15%</b>
	Lot A	8	2	25%
	Lot B	6	0	0%
	Lot C	15	11	73%
	Lot D	13	6	46%
	Lot E	16	5	31%
	Lot F	11	10	91%
	Lot G	20	2	10%
	Lot H	23	5	22%
	Lot I	9	0	0%
Lot J (Big Tree)	20	12	60%	
<b>West Side Total</b>		<b>141</b>	<b>53</b>	<b>38%</b>
<b>Total Main Street</b>		<b>182</b>	<b>59</b>	<b>32%</b>