



**WALK BIKE
IRONDEQUOIT**

THOMAS AVE WALK/BIKE AUDIT REPORT

2025



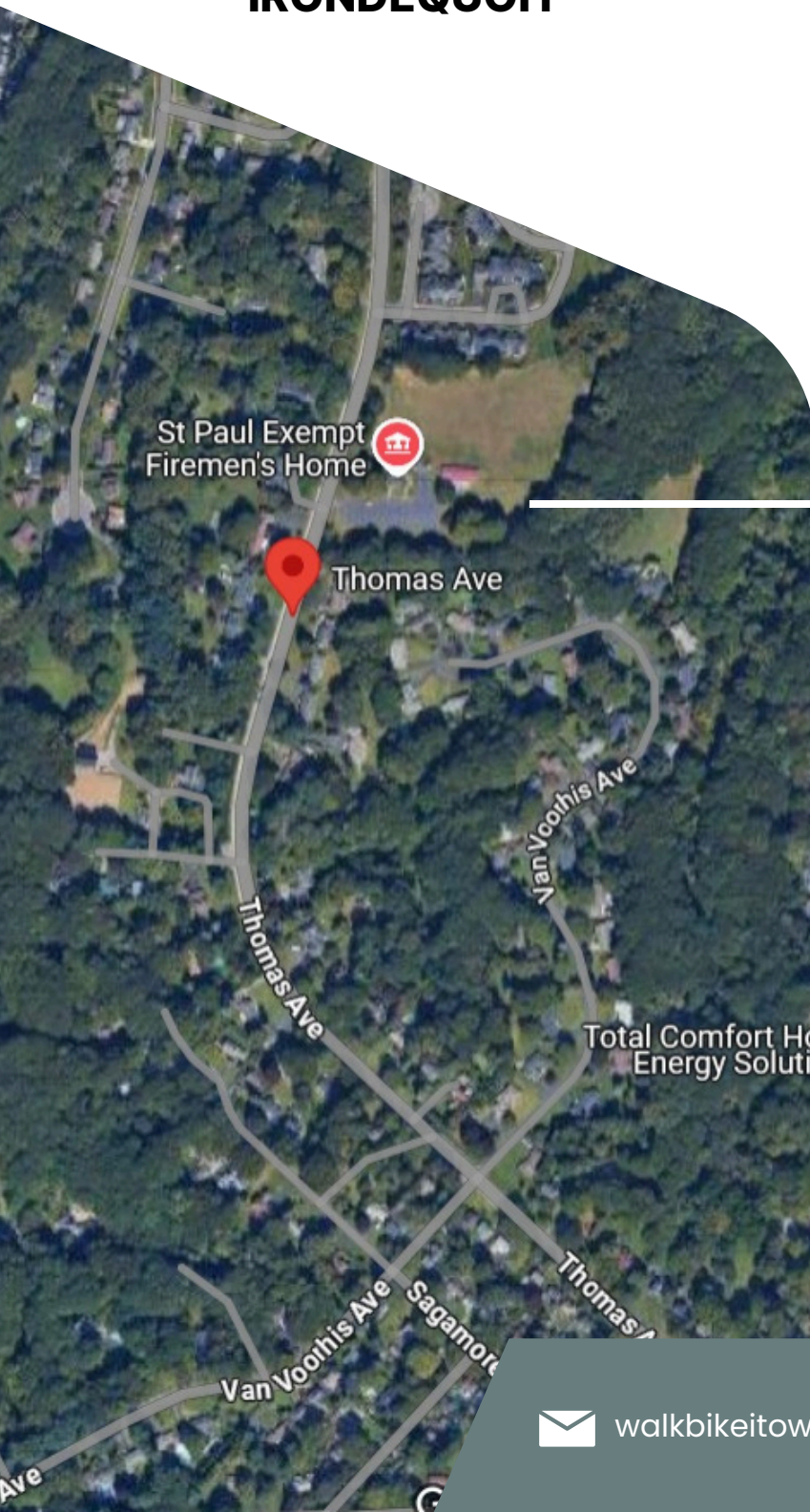
Prepared By :

Walk Bike Irondequoit
in partnership with the
Town of Irondequoit



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Conducted By :

Walk Bike Irondequoit

With support from:

- Town of Irondequoit
- Monroe County Department of Transportation (Public Process)
- Residents and community volunteers

Report Date: Summer 2025



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Introduction

In Summer 2025, Walk Bike Irondequoit conducted a walk and bike audit of Thomas Avenue, a key corridor connecting neighborhoods in northwest Irondequoit from Pattonwood Drive to St. Paul Boulevard. The audit was performed in partnership with the Town of Irondequoit and will inform a forthcoming Monroe County highway improvement project scheduled for construction in 2026–2027.

Thomas Avenue is a heavily trafficked county road that functions as a regional connector, a school zone access route (to Seneca School), and a neighborhood thoroughfare. The NY DOT County Roads listing reports Station ID 140946 on Thomas Ave from St. Paul Blvd east to Pattonwood Drive –approximately 1.33 miles— with Annual Average Daily Traffic (AADT) \approx 6,954 vehicles/day (2024, dot.ny.gov). Despite this, the corridor presents serious challenges for pedestrians, cyclists, disabled persons, and residents seeking safe, dignified ways to move about without driving. Conditions such as poor visibility, lack of sidewalks, wide turning radii, unmarked crosswalks, high vehicle speeds, and obstructed sidewalks compromise safety and accessibility.

This audit draws on the AARP Walk and Bike Audit Toolkits and aligns its evaluation criteria with the 2017 Irondequoit Active Transportation Plan and the 2023 Monroe County Active Transportation Plan (CATP). Observations were collected via notes, photos, and audio memos during 2, two-hour walk audits (8:30–10:30 AM), moving south along the corridor. These were compiled into a intersection-by-intersection analysis.

The audit also incorporates data from a public information session hosted by Monroe County in July 2025. That session outlined key elements of the County’s proposed redesign, which partially overlaps with needs identified by this audit. This report highlights areas of alignment with the county’s proposal, while identifying where additional improvements are needed to meet community needs and ensure equity, safety, and comfort for all users.

Executive Summary

Purpose

This audit provides a corridor-level assessment of walking and biking conditions along Thomas Avenue in Irondequoit, NY. Conducted by Walk Bike Irondequoit in collaboration with the Town of Irondequoit, the audit supports planned 2026–2027 resurfacing and redesign efforts by Monroe County and draws on nationally recognized AARP walk/bike audit tools. This audit builds on goals outlined in the Town of Irondequoit’s 2017 Active Transportation Plan and the Monroe County Active Transportation Plan (2023), which call for safer, more accessible, and better-connected corridors across the region. By grounding local observations in these adopted frameworks, Walk Bike Irondequoit’s audit hopes to provide actionable, community-driven input for the Thomas Avenue redesign process.

Thomas Avenue serves as a critical connector in northern Irondequoit, linking St. Paul Boulevard, Pattonwood Drive, and neighborhoods near the Lake Ontario shoreline. As one of the few direct routes between residential areas, recreational destinations, and regional roadways, the corridor plays an outsized role in daily mobility for residents and visitors alike. Because Thomas Avenue is a Monroe County roadway, all design, engineering, and construction decisions will be made in partnership between the Monroe County Department of Transportation (MCDOT) and the Town of Irondequoit. Walk Bike Irondequoit will coordinate to advocate that the Town work with the County to ensure that community priorities for walking, biking, and accessibility are reflected in the upcoming redesign.

Walk Bike Irondequoit's audit of Thomas Avenue identifies several critical infrastructure deficiencies and safety concerns across the full length of the corridor, particularly at intersections and near Seneca School. The findings reinforce the importance of Monroe County’s planned investment and underscore opportunities for enhancements not yet included in the draft redesign. The audit recognizes the County’s proposals to resurface the corridor, add a sidewalk between Mt. Airy and Eaton, narrow the road, and upgrade ADA curb ramps, etc. However, this report recommends expanding these efforts by improving crossings, adding traffic calming measures, addressing overlooked ADA barriers, enhancing school safety signage, and prioritizing vegetation maintenance.

Executive Summary

Key Findings

- High Vehicle Speeds: Widespread speeding (40–50+ mph), and high-speed turning behavior throughout, including near school zones
- Pedestrian Safety Gaps: Most intersections lack striped crosswalks, have missing or degraded ADA curb ramps and tactile strips, or lack visible pedestrian signage. Paved shoulders often substitute for sidewalks.
- School Zone Issues: Seneca School is a major pedestrian node but lacks sufficient school zone signage and complete crosswalk coverage.
- Environmental Barriers: Tree branches, debris, and shoulder deterioration impair walkability and bike access.
- Need for crosswalks along Thomas across intersecting town roads
- Greater emphasis on visibility, school safety, and equity

Residents consistently expressed concerns over

- Fast vehicle traffic and lack of safe crossings
- Poor visibility around curves and hills
- Shoulder conditions unsafe for wheelchairs, strollers, or bikes
- People observed during the audit included parents with strollers, dog walkers, older adults, and cyclists (including e-bike users).

Priority Recommendations

- Install or repair ADA curb ramps at intersections
- Paint crosswalks across Thomas at Van Voorhis, Fairview, and Seneca School
- Add "No Turn on Red" signage at Pattonwood/Thomas
- Install additional school zone signage and consider raised crossings near Seneca School
- Improve shoulder pavement and width
- Consider redesign of 5-way St. Paul/Thomas intersection
- Consider protected walking and biking zones

Audit Scope & Methodology

- Date: Summer 2025
- Route: Pattonwood Dr to St. Paul Blvd (via Thomas Ave)
- Tools: AARP audit worksheets, photos, voice memos, field observations
- Observations: 12 key intersections + mid-block segments

Alignment with County Plan

- Road narrowing (from 41' to 34')
- Sidewalk addition (Mt. Airy to Eaton)
- RRFB at Eaton
- Redesign of the geometry of the Thomas/St Paul intersection

Audit Methodology

This audit was conducted by Walk Bike Irondequoit in collaboration with the Town of Irondequoit and in alignment with national best practices for community-led street safety evaluation. The process was based on the AARP Walk Audit and Bike Audit Toolkits (2022–2023 editions), which provide standardized criteria for assessing pedestrian and cycling infrastructure through an equity and accessibility lens.

Audit preparation included route planning, and a review of the 2017 Irondequoit Active Transportation Plan, and the 2023 Monroe County Active Transportation Plan. WBI volunteers conducted the audit during 2 two-hour walking sessions on weekday mornings (8:30–10:30 AM), moving from the northern terminus of Thomas Ave at Pattonwood Drive, to the southern end at St. Paul Blvd.

Audit tools included:

- Printed worksheets from the AARP Audit Toolkit (annotated by hand)
- Voice memos and audio recordings at each intersection and mid-block point
- Time-stamped photographs for each site
- Observations of real-time pedestrian and cycling activity

Special attention was paid to sidewalk quality, curb ramp condition, crosswalk visibility, sight lines, turning geometry, traffic speed, signage, lighting, and environmental obstacles such as debris and overgrown vegetation. Attention was also paid to the experience of disabled individuals, older adults, caregivers with children, and others whose mobility is impacted by non-inclusive infrastructure.

The audit findings were later compiled, transcribed, and analyzed against both existing transportation plans and the Monroe County draft design presented in Summer 2025. According to New York State DOT records, the segment of Thomas Avenue from St. Paul Blvd east to Pattonwood Drive (Station ID 140946) carries an Annual Average Daily Traffic (AADT) of approximately 6,954 vehicles per day as of 2024. This volume underscores the importance of designing infrastructure that supports the safety of all users, including pedestrians, cyclists, and drivers. This audit represents a pilot effort that will inform future community-led audits in Irondequoit.

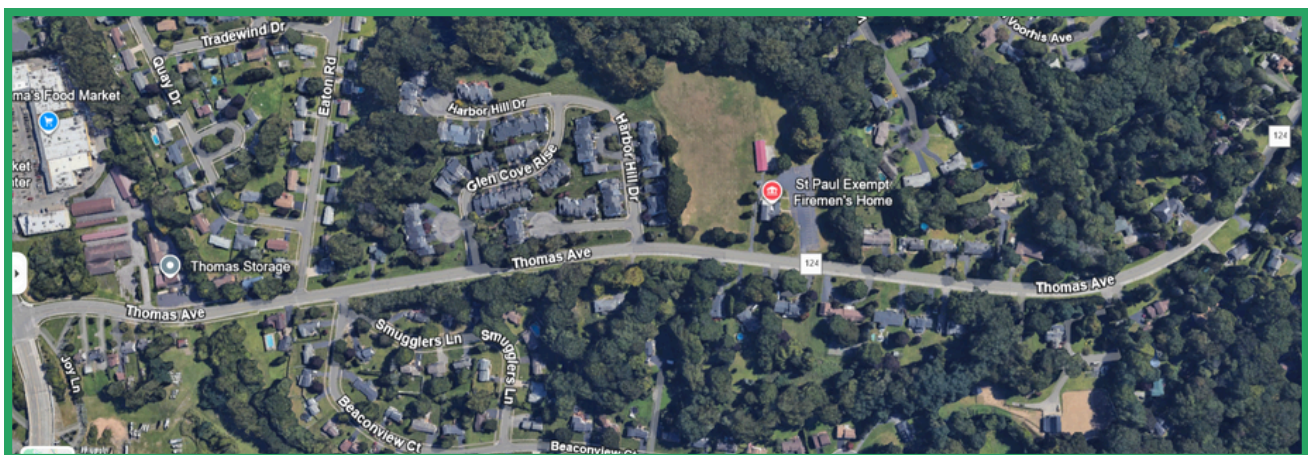
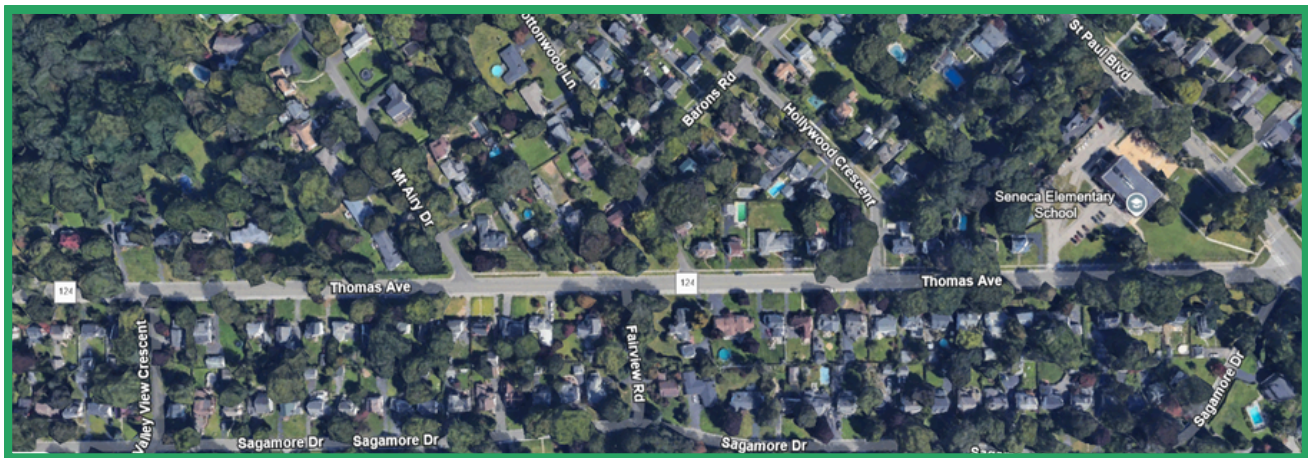
Intersection Analysis

This section offers a detailed analysis of each intersection and key node along Thomas Avenue, from Pattonwood Drive in the north to the five-way intersection at St. Paul Blvd and Thomas in the south. These individual snapshots, based upon real-time observations, photos, and community insights—provide a nuanced picture of the corridor's strengths and gaps.

Each page in this section captures:

- Physical infrastructure (sidewalks, ramps, striping, signage)
- Observed traffic behavior and user experience
- ADA and visibility conditions
- Context-specific safety concerns
- Tailored recommendations for improvement

While the Monroe County plan addresses many important elements, this intersection-level audit surfaces some additional barriers and opportunities. By emphasizing intersection performance, the report supports targeted investment in the corridor to ensure that pedestrians, cyclists, children, disabled individuals, and all other non-drivers are prioritized in the final design.



Pattonwood Drive Intersection

Conditions:

Major signalized intersection with fast-moving traffic and wide turning radii in all directions. Crosswalks are striped but span 3–4 lanes. A paved underpass allows for crossing underneath Pattonwood, but it is a lengthy detour.

Issues:

- Fast turns from bridge and from Pattonwood onto Thomas, and Thomas onto Pattonwood
- No-turn-on-red signage absent
- Wide crossings feel unsafe to pedestrians
- Underpass with trail access is a long diversion for non-drivers

Recommendations:

- Install “No Turn on Red” signage
- Consider curb extensions or pedestrian refuges
- Improve visibility and pedestrian signal timing

Thomas Ave at Pattonwood Dr looking south



Thomas Ave at Pattonwood Dr looking northwest



Thomas Ave at Pattonwood Dr looking north



Thomas Ave at Pattonwood Dr looking northwest



Eaton Road Intersection

Conditions:

Unsignalized crossing with faded striping and limited ADA infrastructure. Bicycle route signage present. Wide grass buffer between narrow sidewalk and road. Fast traffic.

Issues:

- No stoplight
- Missing tactile strip on south side
- Faded crosswalk striping
- Overhanging tree branches

Recommendations:

- Install RRFB (as proposed by Monroe County)
- Add tactile curb ramps
- Repaint markings and trim vegetation
- Nearby trail connection opportunity to the Seneca Trail
- Wide shoulders could accommodate bike lanes

Thomas Ave at Eaton Rd looking north



Thomas Ave at Eaton Rd looking north



Thomas Ave at Eaton Rd looking south



Thomas Ave at Eaton Rd looking north



Beacon View Court & Smugglers Lane Intersection

Conditions:

Residential loop intersections on west side of Thomas. No sidewalks, crosswalks or pedestrian striping present. Fast moving traffic approaching/coming from Pattonwood Drive. Constrained sightlines up Thomas to the south.

Issues:

- No sidewalks or striping across Thomas, or Beacon View Court, or tactile strips
- Reported unsafe walking and crossing conditions due to speeding traffic
- Wildlife crossing sign present

Recommendations:

- Install sidewalks, and marked crosswalks
- Add ADA tactile curb ramps
- Add neighborhood traffic calming signage, or other traffic calming interventions

Thomas Ave at Beaconview Court looking east



Thomas Ave at Beaconview Court looking north



Thomas Ave at Beaconview Court looking south



Glen Cove Rise Intersection

Conditions:

Located mid-corridor, Glen Cove Rise connects a cluster of homes with Thomas Ave. Intersection lacks sidewalk, crosswalks, curb ramps, and tactile strips. Paved shoulder and asphalt in poor condition in some places. Fast moving traffic.

Issues:

- Wide turns encourage fast driving
- Lack of sidewalk leaves walkers, bikers and others feeling very exposed to danger
- Speeding observed

Recommendations:

- Add sidewalk and high-visibility crosswalks
- Reduce turning radius
- Improve shoulder paving

Thomas Ave at Glen Cove Rise looking south



Thomas Ave at Glen Cove Rise looking south



Thomas Ave at Glen Cove Rise looking north



Thomas Ave at Glen Cove Rise looking north



Harbor Hill Drive Intersection & St Paul Exempt

Conditions:

Located on a curved hill segment with limited visibility this intersection can be challenging for people walking or biking. Lacks sidewalk, crosswalk striping, ADA curb ramps and tactile strips. Wide turning radius.

Issues:

- Wide, fast turns
- Missing tactile curb ramps
- Sloped approach complicates visibility and accessibility for mobility-impaired pedestrians, pedestrians, cyclists, and other users

Recommendations:

- Install sidewalk, crosswalk and curb ramps
- Add traffic calming features

Thomas Ave at Harbor Hill Rd looking south



Thomas Ave at Harbor Hill Rd looking south



Thomas Ave at Firemen's Exempt looking north



Thomas Ave at Firemen's Exempt looking north



Van Voorhis Ave Intersection

Conditions:

Four-way intersection with a narrow paved shoulder and no pedestrian striping in any direction. Overgrown vegetation impairs safe turning onto and from Thomas.

Issues:

- No ADA curb ramps, tactile paving, or marked crossings
- Overgrown shrubbery impairs visibility
- Shoulder too narrow for mobility users on the west side of Thomas

Recommendations:

- Add curb ramps and crosswalks
- Add pedestrian crossing signage
- Trim vegetation
- Rebuild or widen shoulders

Thomas Ave at Van Voorhis Ave looking north



Thomas Ave at Van Voorhis Ave looking south



Thomas Ave at Van Voorhis Ave looking north



Thomas Ave at Van Voorhis Ave looking west



Valley View Crescent Intersection

Conditions:

This residential crescent intersects Thomas Ave near a mid-block segment with moderate traffic speeds. Sidewalks are present but narrow and close to the travel lane. Crosswalks are absent, and roadside vegetation partially obstructs sightlines.

Issues:

- Narrow sidewalk on east side with minimal buffer heightens stress for pedestrians
- Vegetation limits visibility of pedestrians entering/exiting the intersection
- Narrowing road geometry on Valley View Crescent when turning from Thomas
- Overhanging tree limbs encroach sidewalk/shoulder on Thomas
- Poor shoulder condition.

Recommendations:

- Install pedestrian signage and crosswalk striping
- Schedule regular vegetation maintenance

Thomas Ave near Valley View Crescent looking south



Thomas Ave at Valley View Crescent looking south



Thomas Ave at Valley View Crescent looking west



Mount Airy Drive Intersection

Conditions:

Wide turning geometry and poor pedestrian transitions. Lacks crosswalk. Tactile pad missing on north side of crossing.

Issues:

- Sidewalk ends abruptly
- Very wide turning radii from Mount Airy onto Thomas
- No tactile paving on north side of crossing

Recommendations:

- Complete sidewalk connection
- Narrow turning radius
- Install ADA curb ramps and crosswalk
- Prune vegetation

Thomas Ave at Mt Airy Drive looking north



Thomas Ave at Mt Airy Drive looking south



Thomas Ave at Mt Airy Drive looking south



Fairview Road Intersection

Conditions:

Narrow residential street intersects Thomas with awkward geometry. Lacks crosswalk.

Issues:

- No crosswalks or tactile ramps
- One-directional signage only
- Difficult geometry for turning drivers

Recommendations:

- Consider one-way conversion
- Add pedestrian signage and striping
- Reconfigure curb geometry if feasible
- Add school zone markings

Thomas Ave near Fairview Rd looking south



Thomas Ave at Fairview Rd looking south



Thomas Ave at Fairview Rd looking west



Thomas Ave at Fairview Rd looking west



Cottonwood Lane Intersection

Conditions:

Meets Thomas Avenue as a one-way westbound street. Do Not Enter sign present. Tactile pads present but damaged. No crosswalk.

Issues:

- Deteriorated tactile pads
- One-way entry
- No marked pedestrian crossing
- Wide turn radius promotes speeding
- Speed limit signage unclear or obscured

Recommendations:

- Repair tactile pads
- Install crosswalk
- Reinforce 25 mph speed zone with signage

Thomas Ave at Cottonwood Lane looking south



Thomas Ave at Cottonwood Lane looking north



Hollywood Crescent Intersection

Conditions:

Located at the southern end of the Seneca School zone. Crosswalk striping needed. Tactile pads in poor condition. Wide turning radii.

Issues:

- Inconsistent sidewalk and shoulder quality
- Poor condition of ADA features
- Weak visual cues for crossing in or near school zone

Recommendations:

- Paint crosswalk striping
- Replace tactile surfaces
- Improve signage and traffic calming features near school
- Coordinate with WICSD crossing guard program.

Thomas Ave at Hollywood Crescent looking north



Thomas Ave at Hollywood Crescent looking south



Seneca School Zone

Conditions:

Located adjacent to the Seneca School zone. Crosswalk markings faded. Sidewalks present on one side but in mixed condition. Paved, slanted curb area is used for parking, and school pick-ups. Speed feedback signage present on Thomas headed north towards the school zone. Curb ramps exist but lack tactile pads.

Issues:

- Vehicles often exceed posted speeds (~35 mph) despite proximity to school
- School zone signage lacks strong visual cues (no flashing beacons)
- Pick-up/drop-off activity creates conflicts between cars, pedestrians, and cyclists
- No dedicated bike infrastructure; students riding bikes must share roadway or sidewalks

Recommendations:

- Repaint crosswalk striping with high-visibility markings
- Upgrade tactile surfaces to meet ADA standards
- Enhance school zone visibility with flashing beacons, signage, or painted road surface treatments
- Implement traffic calming (e.g., raised crosswalks)

Thomas Ave at Seneca School looking south



Thomas Ave at Seneca School looking south



Thomas Ave at Seneca School looking south



Thomas Ave at Seneca School looking north



St. Paul Blvd & Sagamore Drive 5-Way Intersection

Conditions:

Complex, high-volume, signalized 5-way intersection serving multiple routes and the entrance to Seneca School. Very long, exposed crosswalk across Thomas/Sagamore. Crossing guard present at peak times across Thomas and St. Paul.

Issues:

- Incomplete crossings (e.g., no striping across Sagamore)
- Confusing lane setup, signals, signage and multi-lane turns
- Traffic light trip signal emerging from Sagamore is too narrow-focused
- Two right-turn lanes from Thomas onto St Paul create driver competition and risk
- Heavy foot, bike traffic during school hours

Recommendations:

- Complete pedestrian crossings in all directions
- Add "Yield to Pedestrians" and "Turn Guidance" signage
- Retain and support crossing guard role
- Consider adding secondary school crossings
- Enact geometric reconfiguration

Thomas Ave at St Paul Blvd looking south



Thomas Ave at St Paul Blvd looking south



Thomas Ave at St Paul Blvd looking south



Sagamore Dr at St Paul Blvd looking east



Additional Thomas Avenue Corridor Observations

In addition to major intersections, the audit team documented a range of recurring concerns along the mid-block segments and stretches between intersections on Thomas Avenue. These observations reflect consistent infrastructure and safety challenges that impact pedestrians, cyclists, and drivers throughout the corridor — not just at key crossings.

These issues are especially pronounced along the corridor

- Steep hills or curves
- Lack of continuous sidewalks
- High-speed traffic

Common Issues Identified Between Intersections

- **Asphalt degradation on shoulders:** Paved shoulders, which often serve as informal pedestrian paths, were found to be cracked, eroded, and occasionally covered in debris
- **Lack of continuous sidewalks:** North of Mt. Airy Dr, Thomas lacks sidewalks on either side of the road. This forces pedestrians to use the sloping paved shoulder or grassy verge, neither of which are ADA-compliant.
- **Obstructed or narrowed shoulders:** Overgrown vegetation, garbage bins, parked vehicles, and utility poles frequently block shoulder access — particularly on the east side of Thomas Avenue.
- **Poor visibility and sightlines:** Hills, curves, and roadside vegetation combine to reduce driver visibility of pedestrians and cyclists. This is particularly dangerous near Harbor Hill Drive, the curve above St Paul Exempt, and the transition from Sagamore to St. Paul Blvd.

Additional Thomas Avenue Corridor Observations

Common Issues Identified Between Intersections (continued)

- **Lack of pedestrian-scale lighting:** The corridor lacks adequate lighting for non-drivers. Mid-block segments may feel unsafe at dusk or dawn.
- **Speeding and driver behavior:** Observed driver speeds regularly exceeded the posted limit of 35 mph. In straightaway segments, observed speeds were estimated at 35–50 mph. Residents confirmed this concern through anecdotal feedback.
- **Minimal visual cues for non-drivers:** There is limited wayfinding or pedestrian signage. Little school zone signage was observed on the approach to Seneca School, and there is only a single speed feedback sign to cue drivers to reduce speed.

Opportunities for Improvement

- Regular shoulder and vegetation maintenance
- Extension of sidewalks, where feasible
- Installation of additional signage for duck, deer, and school crossings
- Use of pavement markings, colored shoulders, or buffered bike lanes to clarify right-of-way
- Targeted lighting improvements near schools and mid-block driveways

Key Themes an Findings

- **Inconsistent ADA accessibility:** Many intersections lack or have degraded tactile pads
- **Unsafe driver behavior:** Wide turning radii and insufficient calming lead to fast, unyielding turns, with observed and estimated speeds of 35–50 mph throughout corridor
- **Poor visibility:** Hills, curves, and overgrown vegetation limit sightlines for both pedestrians and drivers
- **Lack of safe crossings:** Only one RRFB, at Eaton Rd is currently planned for the redesign of Thomas Ave. Many intersections have no crosswalks or ADA infrastructure
- **Inconsistent or degraded infrastructure:** Paved shoulders, tactile strips, and signage are inconsistent and often degraded or obstructed
- **Equity concerns:** Infrastructure fails to meet the needs of disabled persons, school-age children, bikers, and pedestrians without access to a car
- **Community usage:** Observed 6 cyclists (1 e-bike), 8 pedestrians (2 dog walkers) during the audit

Alignment with Monroe County DOT Redesign Plan

The Monroe County Department of Transportation's July 2025 design proposal includes several essential improvements. These include

- Pavement narrowing (from 41' to 34')
- Sidewalk addition on the east side of Thomas Avenue (Mt. Airy to Eaton)
- Installation of an RRFB across Thomas Avenue at Eaton Road
- Shoulder improvements
- ADA curb ramp upgrades

These are welcome developments and align with several of the most significant issues identified during the audit.

However, the audit also reveals gaps that are not fully addressed in the County's proposal. These include:

- The absence of any new crosswalks outside of the proposed RRFB at Eaton Rd
- No explicit plans for improved signage in school zones or other high-foot-traffic areas
- Specific traffic calming measures are unaddressed despite regularly observed speeding
- Unclear plans for debris removal with the installation of curbs
- Lack of any proposed changes to intersection geometry apart from Thomas at St Paul intersection, despite recurring audit concerns about wide turn radii and driver behavior
- Community desire to preserve numerous trees slated for removal

This report encourages Monroe County to use the audit data as a qualitative complement to engineering models. The detailed field-level findings, community concerns, and real-world barriers to comfort and safety should help inform final design decisions to ensure the corridor serves not just drivers, but all Irondequoit residents, regardless of how they move.

Alignment with Monroe County DOT Redesign Plan

Alignment with Monroe County Plan			
Category	County Plan (2025)	WBI Audit Observations	Gap/Opportunity
Pavement Resurfacing	Yes	Poor shoulders & roadway	Plan aligns; details needed
Shoulder Improvements	Yes	Poor conditions & debris common	Specify scope and materials
Sidewalk Extension (Eaton-Mt. Airy)	Yes (east side)	High-priority gap	Aligned
Crosswalk Additions	Yes	Multiple crossings needed	Add crossings of all town roads along Thomas
ADA Ramp Upgrades	Yes	Poor/missing tactile pads	Ensure replacements
Traffic Calming	No mention	Widespread speeding	Add signage, narrowing, RRFB
Signage / School Zone Enhancements	No mention	School area under-signed	Install zone signage, crosswalks

Table 1. Comparison of Monroe County DOT plan for Thomas Avenue redesign with WBI audit observations, gaps and opportunities between those plans.

Recommendations Summary

This section outlines actionable recommendations based on Walk Bike Irondequoit's audit observations. Recommendations include design strategies to improve safety, accessibility, and comfort for all users of Thomas Avenue.

- **Replace or install ADA tactile curb ramps**
- **Repaint or add crosswalks at key intersections (e.g., Van Voorhis Ave, Fairview Rd, Seneca School)**
- **Trim overgrown vegetation obstructing sidewalks and signage**
- **Add "No Turn on Red" signs at Pattonwood & St. Paul**
- **Add pedestrian crossing and school zone signage in the approaches to the Seneca School**
- **Consider raised crosswalks, refuge islands or curb extensions in school zone**
- **Repair or rebuild paved shoulders as shared walking/biking space**
- **Reduce curb radii at key intersections to slow turns**
- **Reevaluate geometry of Thomas/St. Paul intersection**
- **Add protected crossings or refuge islands along Thomas Ave corridor**
- **Install radar speed signs, and consider radar speed enforcement and gateway treatments**
- **Preserve as many trees as possible in the process of creating new sidewalk on the east side of Thomas**

Community Feedback and Equity Considerations

Community input and lived experience play a critical role in understanding how infrastructure impacts real users—especially those who may be excluded or put at risk by auto-centric street design. During the Thomas Avenue audit, several residents shared their experiences navigating the corridor on foot, by bike, and with children or pets. These informal insights, gathered through direct conversations and observational walk data, reinforce the need for inclusive infrastructure that centers safety, comfort, and dignity for all users.

Key equity-related insights include:

- A resident walking a dog near Smugglers Lane noted that speeding vehicles and lack of crosswalks made them feel unsafe.
- Paved shoulders often function as de facto sidewalks but are frequently obstructed, degraded, or too narrow for mobility devices or strollers.
- ADA curb ramps were missing, misaligned, or in poor condition at the majority of intersections.
- The area around Seneca School experiences high foot and bike traffic during drop-off and pick-up but lacks sufficient school zone markings or signage.
- There are no crossing guards along Thomas Avenue outside of the St. Paul Blvd intersection during school hours.

Looking ahead, future audits may benefit from including direct surveys, listening sessions, or targeted outreach to groups most impacted by infrastructure gaps—particularly people who walk, bike, use mobility aids, or rely on transit.

Designing for equity means designing for everyone: older adults, children, caregivers, transit riders, dog walkers, and people with disabilities. This principle shaped both the spirit and priorities of the audit team's observations and final recommendations.

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****Drafted with support from community observations and Monroe County planning materials**

