

## Talwood Design Workshop: GOODFELLOW RD. & TALWOOD DR. CONTEXT SHEET



### ROAD CLASSIFICATION

- Goodfellow Rd.: High Capacity Collector
- Goodfellow Rd. Right of Way: 23M
- Talwood Dr.: Local Street (ROW estimated 15-18M)

### Challenges:

- There is currently no pedestrian crossing infrastructure connecting the large population of the Talwood Towers with amenities like transit stops, the Kinsmen Civic Centre, and the path to the Foodland & the hospital/medical services area. It is ~600M between controlled crossings on Goodfellow Rd. Pedestrians and transit users must cross at Sherbrooke St. or Clonsilla Ave.
- Visibility is poor for drivers trying to turn off of Talwood Dr. onto Goodfellow

### Opportunities:

- Goodfellow Rd. is included in the Proposed Ultimate Cycling Network
- The missing sidewalk on Talwood Dr. is considered medium priority in the Sidewalk Strategic Plan,

### WHAT WE'VE HEARD FROM RESIDENTS

- People cross Goodfellow Rd. at Talwood Dr. all the time, however motor vehicles travel at high speeds on Goodfellow Rd. and it can be difficult to negotiate the crossing. This is especially an issue for transit users, as inbound busses stop on the side of the street opposite of the towers.
- The lack of a crossing here exasperates the school crossing issues at the Clonsilla Ave. and Goodfellow Rd. intersection. Students coming home from schools south of Clonsilla Ave., must cross to the west side of Goodfellow Rd. at the Clonsilla Ave. intersection and then travel north on a narrow, unbuffered sidewalk. Walking along this stretch of sidewalk feels unsafe.



Functional Classification	Class	Planning Capacity (vehicles/hour/lane)
Freeway	-	1800
Freeway Ramps	Freeway to Arterial	1300
	Freeway to Freeway	1500
Highway	-	1000
Arterial	High	800
	Medium	700
	Low	600
Collector	High	500
	Medium	400
Local	-	300