

# #4

## Goodfellow Rd. and Clonsilla Ave. Intersection

Clonsilla Ave. is a high capacity arterial, and Goodfellow Rd. is a high capacity collector. This means that both roads are designed to move high volumes of vehicles, and therefore this is a very busy intersection. People expressed that Clonsilla Ave. and Goodfellow Rd. are currently designed for car travel.

However, this intersection is also a key school crossing route for children from Keith Wightman PS and St. Alphonsus CES, and is an important crossing for other residents to access stores and amenities. Many residents are concerned about safety at this intersection—it has been one of the most commonly raised areas of concern in the neighbourhood.

The sidewalks at this intersection are narrow and next to the traffic lanes with no buffer or boulevard, particularly the sidewalk on the west side of Goodfellow Rd. which runs alongside a concrete retaining wall. As there is no crossing further north on Goodfellow Rd., families walk south from the neighbourhood on the west side of the street. Parents and crossing guards are worried that the crowding on this sidewalk could cause kids to fall or walk into traffic.

Residents would like to see a Complete Streets approach to the design with better crossing infrastructure, improved sidewalks, and the addition of cycling infrastructure and other amenities to make the area more beautiful and comfortable to travel through.



# DESIGN CONCEPTS

## !! Improve pedestrian signalling

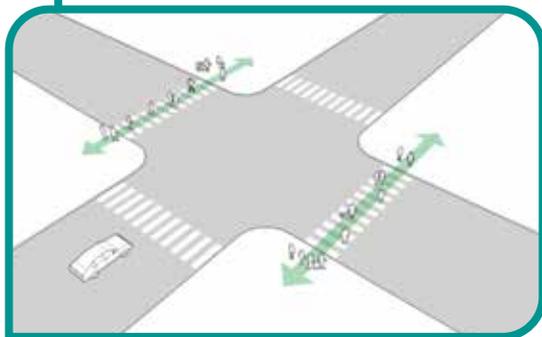
This intersection is a busy school crossing for children that attend St. Alphonsus CES and Keith Wightman PS, and there is rarely enough time to safely cross Clonsilla Ave. Ideas include installing pedestrian countdown lights that display the time remaining to cross the road, and/or creating a leading pedestrian interval, where the walk signals turn green several seconds before the traffic signals.

 Accessible

 Inclusive & Welcoming

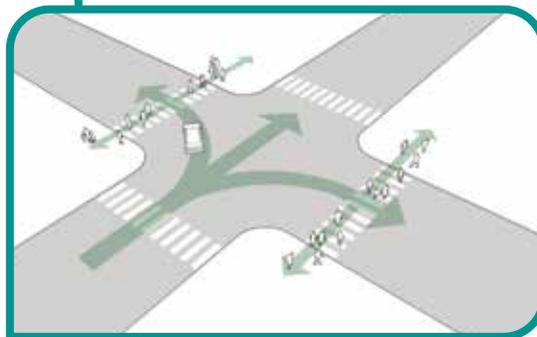
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Illustration of leading pedestrian interval.



### Phase 1: Pedestrians Only

Pedestrians are given a minimum 3-7 second head start entering the intersection.



### Phase 2: Pedestrians and Cars

Through and turning traffic are given the green light. Turning traffic yields to pedestrians already in the crosswalk.

## !! Re-design the intersection

Fix some of the underlying challenges at this site. Tighten the turning radius at the northeast corner of the intersection, in order to slow down eastbound traffic turning right off of Clonsilla Ave. on to Goodfellow Rd. Remove the right turn slip lane at the south west corner, so cars making right hand turns off of Clonsilla Ave. drive slower. In the long term, re-align Goodfellow Rd. south of Clonsilla Ave. so that the roads meet at a right angle.

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In this picture you can see how the original curb has been extended and re-shaped. A tighter turning radius makes drivers take the turn slowly and creates a shorter crossing distance.

## Green the intersection

Depave the boulevard on the southeast side of Clonsilla Ave. and add street trees, gardens, or grass boulevards to remove impermeable surfaces, delineate driveways, and create a more people-friendly intersection.



Natural & Green



Vibrant & Clean

## Improve the sidewalks

Ensure sidewalks are an adequate width to accommodate busy school travel periods, and add buffers or boulevards to provide additional safety and comfort to pedestrians. Along the west side of Goodfellow Rd., consider shifting the base of the retaining wall so that there is space for a wider sidewalk, or narrowing the traffic lanes to free up space.



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Existing

Goodfellow Rd, looking south to Clonsilla Ave.



## SPOTLIGHT: Julie & Jessica

*"We need a longer light for pedestrians here, right now it is too short and people need more time to cross. Cars drive fast, this intersection needs to be safer and more accessible. Bike paths would be nice, but mostly, a safer crossing."*



Design Concept

This picture illustrates how a boulevard between the sidewalk and traffic lane can help create a more pleasant and safer environment for pedestrians.

## Re-design the streets with a Complete Streets approach

"Complete Streets" are streets that are designed for all ages, abilities, and modes of travel, including pedestrians, people on bikes, and transit users. This idea requires a larger conversation about the future of these streets as corridors that support active transportation, transit, and enhanced accessibility, in order to bring them in-line with the City's Official Plan. Residents are keen to contribute to the larger conversation, since we didn't tackle this wider community need within our neighbourhood discussions. The pictures to the right show an example of a Complete Street re-design on Cannon St. in Hamilton ON.



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"Cars turning right in front of McGee's wall at the bottom of the hill don't stop. It's very dangerous."

"This is one of the most dangerous intersections for pedestrians and possibly cars and bikers too in the city, which means it also has the most potential."

