

DESCRIPTION

Cannon Street is a compelling example of using the concept of Complete Streets to help drive the transformation of an industrial area in transition. Running between Ottawa and Sherman Streets, Cannon Street is a major arterial that was initially designed for truck traffic. As the manufacturing economy changes, so does the functionality of the neighbourhood. With community and councillor support, city staff updated the street to reflect contemporary needs and uses.

The cycling facilities achieved by the project include contra flow cycle tracks (Cannon is a one-way street) separated by planters and supported by additional signals in both directions. Given that the corridor cuts through an older area, other cycling facilities (conventional bike lanes) were used along where the cycle tracks were not feasible. Street design began by considering the edges first – a practice that ensures that active transportation facilities are fairly integrated at the onset of the project. Overall project implementation cost for this phase of the project was in the area of \$850K.



3.4 Kilometres

*of planter separated
cycling facilities were
added along Cannon St.*

Key Features

+ BIKE BOXES

Two types of bike boxes (one and two stage) have been implemented to allow cyclists to cross over traffic lanes at intersections, improving safety and visibility for all users.

+ VISUALLY ENGAGING SAFETY FEATURES

The planters used to separate the cycle tracks lend an aesthetic quality to this safety feature. Bike lanes are treated with green paint to signal the presence of cyclists and to add definition to the streetscape.

+ CYCLING COMMUNITY DRIVEN

Yes We Cannon is a cycling advocacy group that was instrumental in implementing this project, collecting over 2,500 signatures in support of street improvements. The group continues to support and monitor the project on social media.



CHALLENGES

Motor vehicles backing out into the street is a concern, as much of the aging housing stock (interspersed with historical industrial uses) feature irregular driveways that were organically constructed before the time of comprehensive planning controls. This scenario makes backing out onto the street unpredictable, as driveways do not occur in a regular pattern. The issue is addressed by using a variety of cycling facilities (e.g. bollards instead of planters) at key points which allow vehicles to pull through. This challenge may improve over time as road users become acclimatized to new facilities.