

Background

Starting in August of 2017, the City of Winnipeg (City) began a nine-month technical trial of adjustable bike lane curbs on existing bike lanes to explore their feasibility of future use. The trial included the testing of installation methods, monitoring of maintenance including snow clearing and spring clean-up, and comfort level of all users.

The curbs were installed within existing bike lanes at:

- Sherbrook Street south of Cumberland Avenue;
- Bannatyne Avenue between King Street and Albert Street.

A [map of both locations](#) is available on the project page under the maps tab.

Engagement

Signage was placed at both trial locations, encouraging all road users to go online to fill out a survey and provide feedback about the curbs. A total of 347 people responded to the survey.

The signage remained in place throughout the trial from August of 2017 to June 2018.



Sign posted on Bannatyne Avenue May 2018

Promotion

Public engagement opportunities were promoted using the following methods:

- City of Winnipeg website – launched August 21, 2017 – 935 unique page view (as of July 1, 2018);
- News release - issued August 22, 2017;
- Facebook posts with 16,797 followers - three posts: August 22, August 28, September 27;

- Twitter posts with 78,700 followers - three posts: August 22, August 28, September 27;
- City of Winnipeg public engagement newsletter with over 5,300 recipients - appeared in 20 newsletters posted by weekly from August 24, 2017 – May 25, 2018, and;
- Media coverage – six different stories appearing in: The Winnipeg Free Press, Metro Winnipeg, CTV, CBC, Winnipeg Sun and Fast Company between August 22 – 30, 2018.

What We Heard

- The survey heard from 107 people who came across the pilot project while driving, 209 who came across the project while biking and 31 people who came across the project while walking.
- In both pilot locations (Sherbrook Street and Bannatyne Avenue) respondents using all modes of transportation (driving, cycling and walking) expressed increased comfort when passing through areas with adjustable curbs. Note: numbers below reflect both pilot locations.

Increased comfort

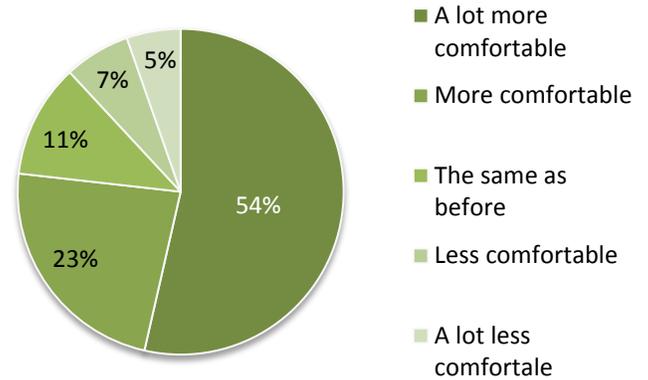
- Fifty-three percent (53%) of the 107 respondents who encountered the pilot while in a vehicle stated they felt more comfortable (36% a lot more comfortable, 17% more comfortable).
 - The most commonly identified reasons for this increase in comfort were a certainty/confidence about where vehicles and cyclists were expected to be on the road, a feeling that cyclists would not veer into the vehicle lane and a decreased fear of hitting a cyclist.
- Ninety percent (90%) of the 209 respondents who encountered the pilot while riding a bike stated they felt more comfortable (62% a lot more comfortable, 28% more comfortable).
 - The most commonly identified reasons for this increase in comfort were increased feelings of separation from cars, confidence on the road, decreased feelings of anxiety, an appreciation that all road users were aware of the separation because of the physical barrier, a belief that cars were not crowding the bike lane and

providing appropriate space, and a barrier to stop cars from parking in the bike lane.

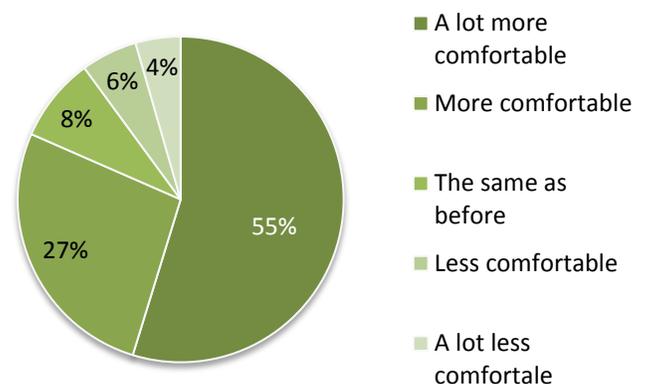
- Ninety-seven percent (97%) of the 31 respondents who encountered the pilot while walking stated they felt more comfortable (65% a lot more comfortable, 32% more comfortable).
 - The most commonly identified reason for this increase in comfort was a sense of protection from motorists.

- Three percent (3%) of the 31 respondents who encountered the pilot while walking stated they felt no change in comfort levels.

Sherbrook Street - all users (168 respondents)



Bannatyne Avenue - all users (179 respondents)



Decreased comfort

- Twenty-nine percent (29%) of the 107 respondents who encountered the pilot while in a vehicle stated they felt less comfortable (14% a lot less comfortable, 15% less comfortable).
 - A variety of reasons were provided for this decrease in comfort including: difficulty seeing cyclists when they merge back onto the street, lack of education on how to navigate curbs and the curbs impeding on traffic lanes.
- Three percent (3%) of the 209 respondents who encountered the pilot while riding a bike stated they felt less comfortable (1% a lot less comfortable, 2% less comfortable).
 - The most commonly stated reason for this decrease in comfort was issues entering or leaving the protected lane, including concerns with merging back into vehicle traffic.
- None of the respondents who encountered the pilot while walking indicated they felt less comfortable.

Same as before

- Eighteen percent (18%) of the 107 respondents who encountered the pilot while in a vehicle stated they felt no change in comfort levels.
 - The most commonly identified reasons were that the project did not affect them as a driver, driving lane was already wide (Sherbrook Street) and would like to see more adjustable curbs used.
- Seven percent (7%) of the 209 respondents who encountered the pilot while riding a bike stated they felt no change in comfort levels.
 - The most commonly identified reason was the pilot curbs weren't long enough to feel safe.

What We Heard	How It Was Considered*
General observations in both locations	
Cyclists noted that the physical barrier was an improvement over the painted lanes/bollards, as it was more visible and stopped cars from parking or moving too close into the bike lane.	Consider adjustable curbs as a potential method of deployment for future protected bike lanes. Consider upgrade to existing painted bike lanes, where appropriate and permissible.
Drivers who expressed increased levels of comfort noted added confidence in separation, with less fear of hitting cyclists/ or cyclists veering into the driving lane.	Consider adjustable curbs as a potential method of deployment for future protected bike lanes. Consider upgrade to existing painted bike lanes, where appropriate and permissible.
Cyclists who expressed increased levels of comfort noted a decrease in feelings of anxiety and added feelings of safety and confidence while biking within the protected lane.	Consider adjustable curbs as a potential method of deployment for future protected bike lanes. Consider upgrade to existing painted bike lanes, where appropriate and permissible.
Both drivers and cyclists noted the need for increased education on how to properly navigate the new bike lanes.	Develop an online “how-to” for cycling infrastructure. Share information with partnering organizations so that there is shared messaging and education across disciplines.
Concern was expressed over how someone using a wheelchair or with vision impairment might cross the barrier.	Curbs will not block intersections or approaches. All projects review where accessibility loading and other requirements are located.
Respondents suggested extending the pilot along the full length of the street, rather than a short section of street, making the curbs more obvious to all users.	Planned expansion of use on future projects with available future budgets.
Both drivers and cyclists asked for increased penalties against individuals who do not follow the rules of the road.	Continue to expand education and outreach. Continue to work with Winnipeg Police Service to send enforcement where rules of the road are repeatedly not observe.
Suggested adding reflective tape and/or flexible pots to highlight curb locations.	Will consider.
Sherbrook Street	
Some drivers did not think the separation was required because the driving lane is already wide.	The City's goal is to provide cycling infrastructure for all ages and abilities. This requires protected cycling infrastructure where traffic volumes are high and traffic speeds are high (30km/h)
Cyclists found an improvement at the intersection of Sherbrook Street and Cumberland Avenue noting the barrier prevented right turning vehicles from entering the bike lane	Consider adjustable curbs as a potential method of deployment for future protected bike lanes. Consider upgrade to existing painted bike lanes, where appropriate and permissible.
Both drivers and cyclists noted concerns about the intersection at Cumberland and Sherbrook. One driver had concern over the visibility of cyclists merging back onto the street after the lane ended. Another cyclist noted drivers exiting right are still blocking the bike lane after the curb ends.	Review concern with Traffic Engineers and consider signing improvements.

A cyclist wanting to turn left at Notre Dame Avenue noted the adjustable curb prevented early movement into the left lane.	Will review curb placement for adjustments. Future projects at standard intersections will provide a two-stage turn box for cyclists to facilitate left turns.
Two comments from drivers noted concern over exiting a parked car and stepping into the bike lane.	The interaction of parking and bike lanes is always a consideration when designing cycling infrastructure. We will continue to monitor.
Bannatyne Avenue	
Several drivers expressed concern with the adjustable curb running up to the stop line at King Street, expressing difficulty turning right because of confusion or cyclists not providing right of way to turning vehicles. Cyclists additionally noted being cut off by right turning vehicles or difficulty moving into the left lane in anticipation of a left turn at Princess.	Signage will be installed to indicate that right turn vehicles must yield to cyclists.
Questions were raised in this location about a lack of use by cyclists during the winter months.	The Pedestrian and Cycling Strategies commit the City to providing year-round cycling infrastructure. Increase in use is anticipated with the completion of more infrastructure and better snow clearing on bike routes policy.
Both cyclists and pedestrians noted this section of Bannatyne Avenue was busy/dangerous and had an awkward intersection at Albert Street.	The West Alexander to East Exchange Corridor project was designed to provide an east-west connections between Waterfront Drive and Sherbrook Street. This new infrastructure may help to mitigate some of the concerns raised in this area.
Several users found the narrowing of the vehicle lane appears to have forced vehicles to slow down.	As this area has a significant amount of pedestrian and cycling activity, slower moving traffic is beneficial to the safety of all users.
Pedestrians noted that the sidewalk was less congested, as more cyclists had moved into the bike lane.	

*Ongoing adjustments are expected and designs may be subject to further change.

Next Steps

The City has gathered feedback for consideration and incorporation in future projects where adjustable methods of protected bike lanes will be studied, designed, and implemented. Findings from the technical trial informed adjustments to the design of the pre-cast curb units and the ongoing maintenance of the protected cycling infrastructure using pre-cast curbs.

This year, the City's West Alexander to East Exchange Corridor project will incorporate adjustable bike lane curbs. More information about the project is available on the [project webpage](#). As with all project, the City will continue to collect feedback from stakeholders and the public through 311 so that ongoing adjustments can be made as necessary.

Appendices

- Appendix A – Road Signage
- Appendix B – News Release
- Appendix C – Social Media posts
- Appendix D – Survey results

Appendix A – Road Signage



Pilot Project Adjustable Bike Lane Curbs

New bike lane curbs installed

Tell us what you think
at [winnipeg.ca/
WalkBikeProjects](http://winnipeg.ca/WalkBikeProjects)



For more information, please contact
pilotproject@winnipeg.ca or 311

Appendix B – News Release



INFORMATION - COMMUNIQUÉ

For immediate release
Tuesday, August 22, 2017

City launches adjustable bike lane curbs pilot

Winnipeg, MB – Starting today, the City of Winnipeg will begin installing adjustable bike lane curbs in two locations to test installation methods, monitor maintenance including snow clearing and spring clean-up, and comfort level of users. The adjustable bike lane curbs are being installed on Sherbrook Street south of Cumberland Avenue today and on a section of Bannatyne Avenue next to Old Market Square tomorrow.

These adjustable bike lane curbs will allow the City to install protected bike lanes, while still being able to adjust the design of the lane if necessary to accommodate feedback from users and other stakeholders, as well as future changes in roadway use. Adjustable bike lane curbs can be more cost effective and a faster way to create a protected bike lane. Rather than constructing a permanent curb into the road, as was done with Assiniboine bike lane for example, the curb is anchored to the road surface using steel pins. This method does not require a complete road renewal to implement as with permanent lanes and can be adjusted more easily.

This nine-month pilot project will help determine the feasibility of using these types of curbs elsewhere before possibly making a larger investment and expanding the use of adjustable bike lane curbs.

There are no anticipated impacts to parking or loading zones in the trial areas. The estimated cost of the trial is \$15,000.

More information

For more information, to fill out a survey or to view a map of the changes online, please visit winnipeg.ca/walkbikeprojects and click on the adjustable bike lane curbs icon.

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Media inquiries should be directed to the City of Winnipeg Media Inquiry Line at 204-986-6000 or via email at City-MediaInquiry@winnipeg.ca.

Follow us on Facebook: [facebook.com/cityofwinnipeg](https://www.facebook.com/cityofwinnipeg)

Follow us on Twitter: twitter.com/cityofwinnipeg

Appendix C – Social Media posts



City of Winnipeg – Municipal Government

September 27, 2017 · 🌐



We're exploring flexible ways to install protected bike lanes in more areas. Over the next several months the city is monitoring an adjustable bike lane curbs pilot project on sections of both Bannatyne Avenue and Sherbrook Street. We want to hear from you! Have you passed by one of the test sections? Tell us what you think and learn more at winnipeg.ca/WalkBikeProjects



👍❤️😬 31

30 Comments 5 Shares

👍 Like

💬 Comment

➦ Share



City of Winnipeg @cityofwinnipeg · 27 Sep 2017

Have you passed the adjustable bike curbs @ Bannatyne or Sherbrook? This pilot includes you! Tells us what you think ow.ly/6JVs30eoZQV



💬 11

↻ 2

❤️ 5

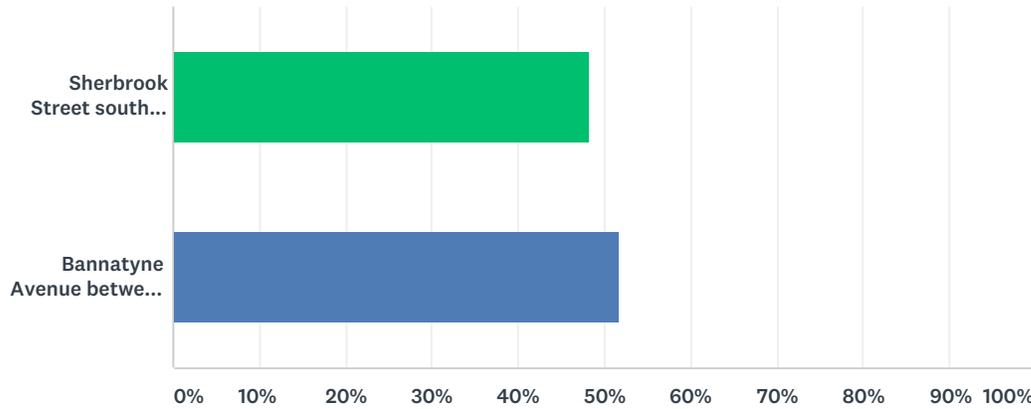
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Appendix D – Survey results

Q1 Where did you encounter the adjustable bike lane curb pilot project?

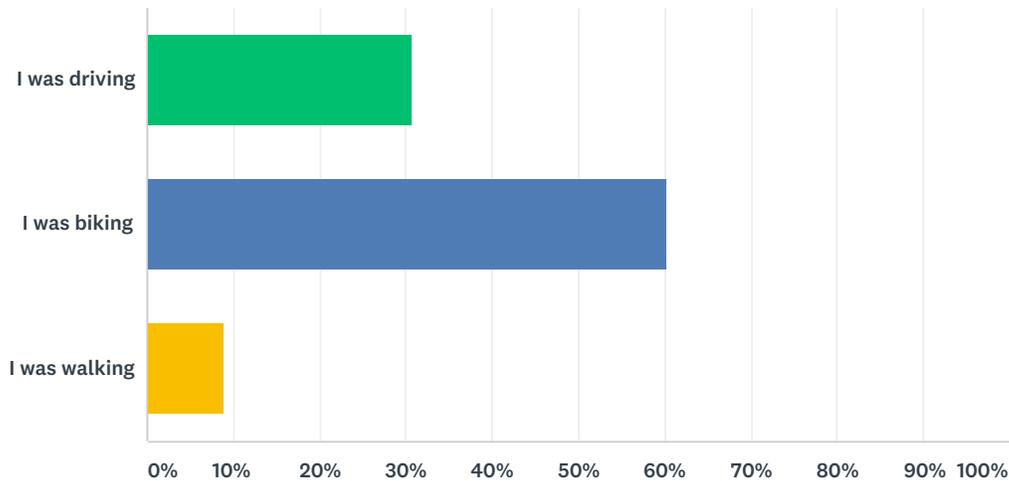
Answered: 347 Skipped: 0



ANSWER CHOICES	RESPONSES	
Sherbrook Street south of Cumberland Avenue	48.41%	168
Bannatyne Avenue between King Street and Albert Street	51.59%	179
TOTAL		347

Q2 What best describes the way you came across the adjustable bike lane curb?

Answered: 347 Skipped: 0



ANSWER CHOICES	RESPONSES
I was driving	30.84% 107
I was biking	60.23% 209
I was walking	8.93% 31
TOTAL	347

#	OTHER (PLEASE SPECIFY)	DATE
1	I have also biked this route.	3/29/2018 4:57 PM
2	mostly biking, but I drive there too	3/13/2018 11:23 PM
3	I live near there and have driven, biked and walked the street.	2/7/2018 1:14 PM
4	Driving and biking, I live in the area	1/5/2018 6:09 PM
5	Walking first, biking later	12/31/2017 4:41 PM
6	All of the above; biking, walking and driving	12/27/2017 6:11 PM
7	Also for skateboarding	12/20/2017 11:49 AM
8	I came across the project on both streets but your survey does not allow this answer.	11/23/2017 11:28 AM
9	I have also driven by	11/14/2017 12:25 PM
10	And I needed it to get to Health Sciences to be with a friend admitted there so I didn't have to pay the high parking prices	10/29/2017 7:52 AM
11	I have also passed it cycling as well as driving, but first contact was driving.	9/28/2017 8:29 AM
12	I have also driven this section of street in my car and frequently walk in this area because it's close to work and close to my daughter's dance school	9/21/2017 9:51 PM
13	and walking - I work in the district	9/8/2017 12:42 PM
14	I have not come across this, only read of it, but I hope they will be there to stay, as in moved if needed but not removed, just added to everywhere. *** After I pushed "next" the survey told me to answer questions in red. This survey is so wrong when I must lie or exit a failed survey.	8/26/2017 5:54 PM

Sherbrook/Bannatyne Adjustable Curbs PILOT PROJECT

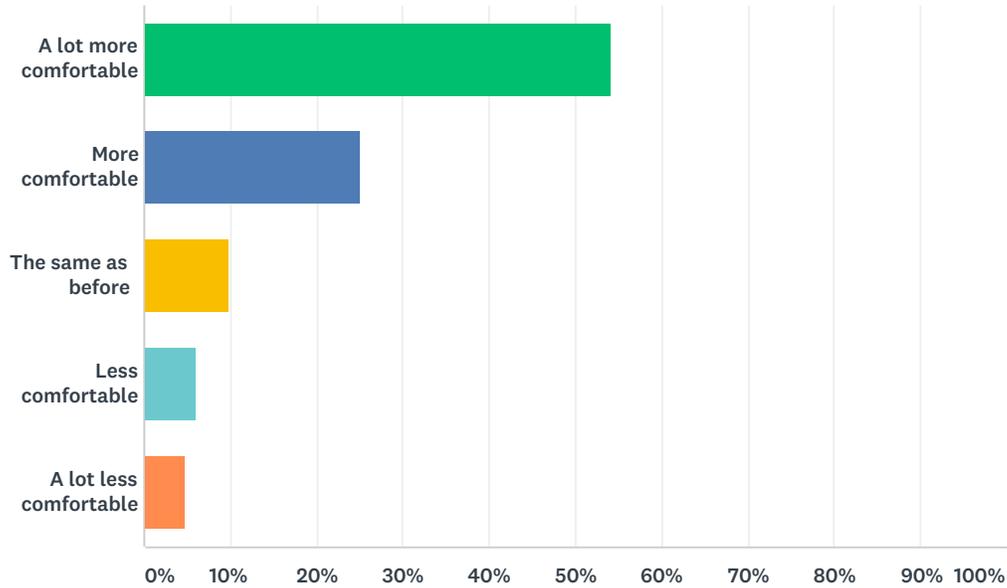
15

I was trying to park, but parking is now at a premium. Lanes are smaller as well which makes parallel parking a nightmare.

8/24/2017 9:23 PM

Q3 The adjustable bike lane curbs were installed during the week of August 21, 2017. In the area where the curbs are installed do you feel more or less comfortable than you did before the curbs were installed?

Answered: 347 Skipped: 0



ANSWER CHOICES	RESPONSES	
A lot more comfortable	54.18%	188
More comfortable	25.07%	87
The same as before	9.80%	34
Less comfortable	6.05%	21
A lot less comfortable	4.90%	17
TOTAL		347

Q4 Please tell us why.

Answered: 287 Skipped: 60

#	RESPONSES	DATE
1	I don't have to worry anymore about cars moving prematurely into the bike lane when they are turning right onto Cumberland. I had been cut off a few times by cars before the curbs were installed.	6/2/2018 9:44 AM
2	Protection from cars and trucks	6/1/2018 7:33 AM
3	Because it means that cyclists and car drivers aren't pitted against each other to compete for the same lane/space. safer for everyone.	5/26/2018 6:19 PM
4	Safe distance between cars and cyclists	5/26/2018 11:07 AM
5	separation from vehicle helps both the cyclist and vehicle to know the designated space for each user	5/25/2018 1:31 PM
6	Providing a physical barrier for pedestrians and cyclists promotes active transportation and safety.	5/23/2018 11:31 AM
7	It gives safety from vehicles.	5/13/2018 8:38 PM
8	less anxiety for me as a cyclist when there is a physically noticeable barrier for auto drivers	5/11/2018 8:57 AM
9	Because cars at that location are often overwhelmed with traffic/pedestrians to keep track of, so I felt like I wouldn't get hit accidentally because I wasn't noticed	5/10/2018 10:43 PM
10	It provides some safety & buffering from cars/traffic. I bike my kids to daycare and that route provides them more protection and makes drivers more aware of where the lanes are	5/9/2018 8:51 AM
11	The curb wasn't long enough to feel safer.	5/8/2018 3:50 PM
12	It was a bit more comfortable because of the slight deterrent to cars to encroach into the bike lane.	5/8/2018 1:32 PM
13	Prior to the bike lanes dividers being installed, the corner at Albert/Bannatyne was really dangerous. It's a uncontrolled intersection, with angled entries, and it REALLY helps everyone (bikes, pedestrians, and vehicles) to know where people belong and what to expect.	5/7/2018 12:04 PM
14	Divided from traffic-much safer.	5/7/2018 9:36 AM
15	Degree of separation	5/6/2018 7:15 PM
16	Cars are always parked in the bike lane, but not where there are curbs. Giving the message that "this is a place for people on bikes" clearly is very important.	5/6/2018 9:43 AM
17	Cars were physically separated from the bike lane. I felt so much safer.	5/5/2018 6:03 PM
18	The separation from traffic gives me a lot of confidence.	5/5/2018 11:16 AM
19	They force car traffic away from your intended cycling path.	5/5/2018 10:31 AM
20	I did not have to worry about vehicles using the bike lane to cut the vehicle line to make the right turn onto Cumberland.	5/5/2018 7:22 AM
21	This area is very unpredictable: short blocks, direction changes, complex intersections, and cars driving too fast for a dense urban area. Protected bike lanes create a predictable area of space for cyclists.	5/5/2018 5:47 AM
22	Even with a low barrier like a curb, it's just enough to keep motorists aware of cyclists and their space.	5/4/2018 10:19 PM
23	Bikes and motor traffic not mixing	5/4/2018 8:56 PM
24	Full separation from traffic	5/4/2018 4:47 PM
25	Not looking over my shoulder as much. Looking forward which is most to important	5/4/2018 4:26 PM
26	Gives a little extra barrier	5/4/2018 4:17 PM

Sherbrook/Bannatyne Adjustable Curbs PILOT PROJECT

27	Cyclists are protected, and the curb goes all the way to the intersection. A lot of the new "protected" cycle lanes don't actually "protect" at the intersections, and allow cars turning right to block the lane (or worse). This happens all the time on Sherbrook. It also narrows the path for drivers, making people naturally drive slower, which is great in such a busy pedestrian neighbourhood.	5/4/2018 4:03 PM
28	That physical separation is so important, especially at that corner – the turn is quite awkward and cars tend to infringe on the bike lane when it is painted.	5/4/2018 3:43 PM
29	it's harder for the cars to hit me.	5/4/2018 2:48 PM
30	Physical separation between cars and bicycles	5/4/2018 2:14 PM
31	can't park their cars in the middle of the bike lane and force you to cycle around it (while avoiding traffic). This happens a lot more often than you might think.	5/4/2018 2:03 PM
32	The curb goes right up to the light on Princess. Usually I would take my lane so that right turning traffic won't overlook me and run me over. The curb prevents me from doing that. Depending on traffic I have stayed out of the protected area and in traffic to be safe.	5/4/2018 1:23 PM
33	the barrier means cars wont overlap your space	5/4/2018 12:01 PM
34	I have ridden through both areas on my bike and clearly any separation from traffic will make people feel safer and be ore willing to ride a bike. That said the rest sections are so short it is almost inconsequential as you are in and out of it in such a short time that overall it has little impact on how safe or comfortable you feel.	5/4/2018 11:54 AM
35	In this particular location, the start of the adjustable curb is located at a high distraction area. Between Albert and King, there are two non standard intersections where vehicles turn into from Bannatyne without much thought. The start of the separated bike lane is indicated by a large warning sign, but if riding at speeds above 25km/h and watching out for the actions of other traffic through these two intersections, it is sometimes difficult to get into this separated lane. At the intersection of King and Bannatyne, there are also some issues with vehicles turning right onto King. Sometimes the drivers wait for the cyclists to clear the intersection, other times they make the right turn on Red, or cut the cyclists off when the light turns green. There is no clear advantage of having the lane here, and in my opinion, it tends to separate the drivers of the vehicles from the bikes enough so the drivers do not observe the cyclists, and it gives cyclists the illusion of safety, and also allows them to move to the front of traffic at this light. I think this is slightly more dangerous for all road users under heavy traffic, and could actually slow things down. One possible solution for this location is to put a cycling priority signal similar to the transit priority signal in the transit lane. Finally, in winter, this portion of the road was not kept reliably clear of snow and debris. During the spring thaw there was a fairly dangerous patch of ice at one point, and the cyclists tended to avoid this area and ride in the same lane as the cars.	5/4/2018 11:36 AM
36	A physical barrier means you're always safe year-round. Drivers are uncomfortable with cyclists and having a physical barrier is 100% safer for both parties and it makes everyone on the road safer. The adjustable bike lane curbs are also good because they are not mixing pedestrians with cyclists.	5/4/2018 11:29 AM
37	The bikes are protected from motorists.	5/4/2018 11:19 AM
38	Cars can and do drive over painted lines.	5/4/2018 11:19 AM
39	distinct barrier from cars. They cant crowd you into the curb	5/4/2018 11:18 AM
40	physical separation from traffic	5/2/2018 12:51 PM
41	Painted bike lanes fade, especially over winter, so many drivers end up driving, or even stopping and parking, in the bike lane. The curbs made it clear to drivers that I had a right to be there, forced them to pass at a safe distance, and did not force me into busier traffic due to obstructions (i.e. a stopped car).	4/28/2018 9:29 PM
42	Less vehicular encroachment on the bike lane.	4/24/2018 9:10 AM
43	Having a physical barrier makes the path feel much SAFER.	4/13/2018 8:36 AM
44	I drive among cyclists all the time in the exchange. The instalment in bannatyne has a strange entrance. Cyclists mostly skip entering it and continue on. Likely because it's so short.	4/11/2018 7:40 PM
45	Because cars aren't rubbing against me.	4/9/2018 8:54 AM
46	The physical barrier between lanes, however small, helped me feel safer driving the road.	4/5/2018 11:33 AM

Sherbrook/Bannatyne Adjustable Curbs PILOT PROJECT

47	Separated bike lanes make it safer for people on bike!	4/2/2018 2:46 PM
48	I've cycled in both spots. It feels safer, wider, and more accessible. It feels a lot more safe then the spots where you're immediately next to cars, as drivers are often angry at cyclists.	4/1/2018 9:38 AM
49	keeps vehicles away from bikes	3/30/2018 3:09 PM
50	As a driver I feel the cyclist is less likely to weave into my lane. As a cyclist I don't feel crowded out by motor vehicles.	3/29/2018 4:57 PM
51	certainty about where each of us should be, better visibility on both parts, not being forced to share a lane that's designed for one vehicle	3/28/2018 6:34 AM
52	Gives me a stronger feeling of my right-of-way.	3/23/2018 1:39 PM
53	Protection from cars. Cars are slower.	3/20/2018 8:22 PM
54	so many cars treat our bike lanes like car lanes or parking spots. This alleviates this compleatly	3/13/2018 11:23 PM
55	Physical separation from the traffic makes a big difference. It forces cars to give bikers an appropriate amount of space. The protected lanes also prevent cars from parking in the lane. In areas without this it feels much riskier to ride a bike and cars can get extremely close.	3/10/2018 10:53 PM
56	In summer, when it's clean, cyclists and motorists know where they should be and are kept separate. Lane appears not to be cleared at all in winter	2/26/2018 9:53 AM
57	I'm no longer afraid of cars turning before noticing the bike lane which was a problem previously.	2/25/2018 9:11 PM
58	sharing the road with cars in winter is suicidal.	2/25/2018 12:36 PM
59	To continually eliminate car space on the road for no bikes in the winter is a waste of money slows traffic and creates more pollution by vehicles stuck in single lanes that also eliminated a right on red turn lane.	2/22/2018 3:00 PM
60	safety and clear of snow (this location is) unlike white lined bike paths on the road which are full of snow	2/15/2018 4:37 PM
61	Bike lanes without physical barriers, especially those involving curves in the road, are often missed by motorists and driven over, causing a 'pinch point' in the bike lane wherein cyclists have little escape.	2/15/2018 2:19 PM
62	They are far better than painted lines on the road which I do NOT consider to be bike paths. While creating a physical separation, there also appears to be more room in the actual bike lane with these adjustable curbs.	2/15/2018 1:15 PM
63	the physical barrier brings a great deal more awareness to your position and authority to be on the road.	2/12/2018 9:18 AM
64	I feel protected from vehicular traffic.	2/8/2018 10:31 AM
65	Vehicles cannot enter, much safer!	2/8/2018 9:25 AM
66	Defined lane for cyclist to use.	2/7/2018 10:30 PM
67	The curb clearly defines the space allotted to bicycles, even when road markings are worn, and the allotted space is substantial. One does not feel as though motorists are encroaching. Snow clearing has been good in these lanes as well. Unprotected bike lanes tend to become snowbanks during the winter.	2/7/2018 10:19 PM
68	Cars often skirt closer to the edge and the physical barrier makes them leave more space.	2/7/2018 5:31 PM
69	Drivers respect concrete much more than painted lines.	2/7/2018 2:45 PM
70	It is an actual separation from vehicles – it makes a huge difference in my safety. Cars cannot pass by me with centimeters to spare when there is a physical barrier.	2/7/2018 2:29 PM
71	Before the curb, cars would often park or stop in the bike lane despite signs forbidding it and I'd have to swerve into busy traffic to get around them. Also, I find the curb helpful closer to intersections to prevent cars from prematurely moving into the bike lane when making right hand turns.	2/7/2018 1:45 PM
72	As a cyclist, I am safer with a solid break between me and vehicle traffic, plus there are fewer cars parked/stopped in the bike lane. As a driver I am less worried about accidental mishaps with cyclists.	2/7/2018 1:14 PM

Sherbrook/Bannatyne Adjustable Curbs PILOT PROJECT

73	Well marked barrier from vehicular traffic	2/7/2018 1:02 PM
74	You're protected from distracted drivers who may just run over you at the turn.	2/7/2018 12:50 PM
75	Any separation between bike and car is much needed, and it allows a quick bike lane to be built which is an added bonus	2/6/2018 3:53 PM
76	I like the physical barrier between me on my bike and cars.	2/1/2018 5:28 PM
77	Difficult for drivers to see bikes merging on street	2/1/2018 5:07 PM
78	The area can be quite hazardous for cyclists because you must share a narrow but busy road with cars and there are many driveways and intersecting streets with cars going in many directions. The protected lane connected two bike lanes and greatly enhanced safety by providing a physical and visual barrier to help cars avoid cyclists.	1/25/2018 1:44 PM
79	they are a dangerous hazard to disabled people who use wheelchairs and to pedestrians with less than perfect vision	1/21/2018 9:34 AM
80	Driving is still the same, and when the tall signs are there, I know exactly where cyclists will be. I have more confidence that my driving is keeping cyclists safe.	1/19/2018 10:32 AM
81	As a driver and sometimes downtown bike rider, I like anything that makes the lanes more clearly visible.	1/18/2018 1:36 PM
82	Not constantly worried I'll be crushed to death while biking, at least for awhile. Didn't select a lot more comfortable as there's still the worry of parked car doors flying open or unaware pedestrians who aren't used to it yet.	1/11/2018 11:49 PM
83	Physical separation from vehicle traffic made me feel a lot more comfortable.	1/9/2018 1:59 PM
84	It is more clear for everyone	1/8/2018 11:04 PM
85	Felt this is safer for cyclists	1/6/2018 11:34 AM
86	Cyclists are given their own space.	1/5/2018 4:39 PM
87	Keeps traffic a safe distance away. Also as an extra bonus keeps snow that vehicles push to the side of the road out of the bike lane.	1/5/2018 2:57 PM
88	Better than painted lines	1/5/2018 2:41 PM
89	Although it does serve as a Virtual Protected zone. But the fact that it is low enough for pedestrians . To randomly walk across . As well as random passenger drop offs	1/5/2018 9:49 AM
90	cars can still swerve or travel into lanes - and get far too close to riders	1/5/2018 12:48 AM
91	Physical barriers separating cars and bicycles always a good thing.	1/2/2018 7:25 PM
92	The physical barrier helps make the lane visible, whereas before it would blend in; the lines on the road would wear off and a little bit of snow or leaves would obscure it. I don't think it reduces the extreme cases where drivers aren't attentive or are wreckless though.	12/31/2017 4:41 PM
93	As a biker, having that separation makes me feel safer that cars must give me the space I am entitled.	12/27/2017 6:11 PM
94	too much money is being spent on accommodation of bikes	12/22/2017 10:18 PM
95	the separation from vehicles helps my safety	12/21/2017 5:22 PM
96	Having properly defined cycle lanes feel very comfortable as a cyclist, and I feel much safer, both as a cyclist, and also as a driver knowing where the boundaries are.	12/21/2017 4:34 PM
97	More personal space. Less likely a car will drive closer to me. If I fall to the left and a car is passing me it doesn't mean I will get ran over and die	12/21/2017 3:30 PM
98	More hazardous for cars	12/21/2017 3:01 PM
99	The lane just starts and ends in the middle of the road, meaning after I'm in it, I have to merge into traffic that didn't realize I was there already. Without the lane, I can stay safely in front of vehicles that might be turning right, or driving in the lane I need to be in.	12/21/2017 2:13 PM
100	Don't fear hitting a cyclist as they are now not mixed with cars.	12/21/2017 1:50 PM
101	Bikes/drivers/parking cars do not know how to navigate and creating hazardous situations.	12/21/2017 12:47 PM

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102	Because they are under utilized and dangerous as it seems cyclists do not adhere to the rules of the road.	12/21/2017 12:23 PM
103	This is more of a dedicated bike path on a roadway than painted lines.	12/21/2017 11:34 AM
104	It provides an actual barricade to discourage drivers from crossing over the line. It is a physical reminder that there is a bike lane in effect.	12/20/2017 11:49 AM
105	Because at least there's something now even if it's so tiny it barely makes a difference.	12/14/2017 7:21 PM
106	More protection	12/11/2017 9:06 AM
107	Felt that the cyclist was safe and as a driver I felt that the entire road was better for all concerned.	12/9/2017 8:18 PM
108	easy to see, navigate	12/7/2017 5:59 PM
109	Drivers of motor-cars seem to respect curbs more than painted lines.	12/7/2017 5:38 PM
110	Safety	12/4/2017 10:25 AM
111	If they are adjustable, will this affect where we can drive, and what is all this going to do with snow clearing costs?	11/23/2017 11:30 PM
112	There is a physical barrier to protect cyclist. It feels safe	11/23/2017 10:36 PM
113	I feel less in danger of being hit by a car or being pushed off the road as a cyclist. As a vehicle owner I feel a lot more comfortable with lanes so I'm not so nervous driving by cyclists. You always have to watch the cyclist to keep them safe causing your attention to be mainly on the cyclist and not the other hazards. Especially around construction sites	11/23/2017 2:39 PM
114	Physical separation from traffic	11/23/2017 1:00 PM
115	The more bike lanes there are, the safer it is for bikers. Also added bonus it's better for the environment if more people start to bike.	11/23/2017 11:34 AM
116	This is terrible for anyone who needs accessibility for parking, for getting to and from a vehicle and the sidewalk.	11/23/2017 11:28 AM
117	The adjustable curb lanes all but eliminate the anxiety that comes with biking alongside a car and not knowing whether they might unexpectedly swerve to avoid a pothole or change lanes without shoulder-checking. The feeling of safety and calm that comes with this makes cycling in the city much more enjoyable!	11/21/2017 5:40 PM
118	Because they help slow down vehicles in a high pedestrian and cyclist area, I feel much safer as both a cyclist and pedestrian.	11/14/2017 1:05 PM
119	It's nice to actually have space on my bike, and where the lane exists it does that. Two problems, though. First, the lane is right after the half-block of interruption of that bike lane at Bannatyne and Main. So, by the time you get to it you are thinking well, here it doesn't address any issues, but I could have used something like that 20m earlier. Second, the end of the lane is an interesting spot. A lot of people turn right at this intersection, and they now have to do so last moment and crossing the bike lane, rather than getting into a right turn lane and blocking their spot there and then turning. It might give cyclists a false sense of security to be able to speed up to that intersection where a car might just be getting ready to turn. The car could easily not see that cyclist and then turn right, running them over. Maybe the bike lane needs to be in the next lane to the right, and there needs to be a right turn lane? Granted, there was a little of that problem there all along with cars turning right, but it seems to me this has made it worse.	11/14/2017 12:25 PM
120	I frequently need to turn left on princess, and to do that I need to get over to the left lane, that is easiest when there is a break in the traffic so i try to do it as early as possible which means I might want to do it east of King st, having the curb there prevents me from doing that.	11/13/2017 10:01 PM
121	It feels great to have a buffer lane between me as a cyclist and the car traffic, but on the other hand it also means I am less visible to cars at intersections - whether they are crossing perpendicular to me or turning across my path, it feels sketchy at times. Also, I feel nervous every time I re-enter the car traffic just before Broadway - I'm veering left, and cars that are turning on right on Broadway are veering right, and there have been a few close calls.	11/11/2017 9:31 AM
122	The PHYSICAL barrier between the bike lane and motor vehicle traffic is important. Painted lines for a bike lane are simply not safe enough - I ride on the sidewalk except if I am in a residential neighbourhood - downtown or any commercial area or main street (Grant, Pembina, anywhere downtown), forget it - I will not go on the road. And I commute to work on a bike 5 days a week, from the moment the pavement is clear (March-ish) to November 1, 2017 and December 1, 2016.	11/9/2017 5:03 PM

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123	These are a great thing for all--motorists, cyclists, and even pedestrians. More, more, more.	11/9/2017 4:58 PM
124	I feel like there is a reduced risk for me to hit a cyclist, as we each have defined areas to travel within.	11/9/2017 4:57 PM
125	J	11/9/2017 9:55 AM
126	It was a new type of facility for me. I both drive a car and ride a bike that way. As a cyclist, I was unsure about right turning vehicles; and as driver I was unsure about my right turn. It will take some getting used to and require more vigilance on everyone's part to ensure the safety of cyclists.	11/7/2017 2:16 PM
127	It's way harder to be killed by absentmindedness.	11/2/2017 2:21 AM
128	Much better Protection from cars.	10/29/2017 10:22 PM
129	There is a visible barrier to the automobile and the biker.	10/29/2017 7:52 AM
130	Now when we exit our cars we are right in the bike lane, especially in winter where snow banks block access to the sidewalk.	10/27/2017 10:59 PM
131	Separation from traffic is soooooo key, especially given that cars often drift between lanes at that corner.	10/27/2017 3:53 PM
132	White lines dont always stop cars from edging too close to the cyclist	10/27/2017 11:05 AM
133	Protected from vehicle traffic, and behind a clear demarcation that validates the presence of cyclists on the road.	10/27/2017 8:58 AM
134	The curbs did not run very far. To give drivers a better sense that they were there the curbs should have run all the way down to Sargent Ave. But having said that I think they are a good idea that doesn't cost a great deal of money.	10/26/2017 4:03 PM
135	The bike lane may be a new addition, however the habits of most cyclists have not changed. Until it is impressed upon cyclists that we share the same road and they must abide by the same "rules of the road" - such as signalling and not going through red lights because there is no traffic, it will always be a challenge.	10/26/2017 3:53 PM
136	The barriers provide a much improved sense of protection from cars.	10/26/2017 3:46 PM
137	They are too short to provide any value and due to that they did not provide an increase in safety.	10/23/2017 12:53 PM
138	cars no longer drive in the bike lane to turn right on cumberland.	10/19/2017 9:08 AM
139	Although that's not an area where drivers are typically aggressive (like Princess/Donald), it was helpful to realize that there was a physical deterrent for drivers to avoid hitting.	10/14/2017 11:49 PM
140	It provides a safer and more clearly define space for cyclists.	10/13/2017 11:50 AM
141	it was new to me, I'm certain with time, I could get used to them.	10/9/2017 7:58 PM
142	Being separated from traffic allows me to feel more comfortable while riding my bike during rush hour.	10/9/2017 7:39 PM
143	Simple white lines (NOT sharrows) delineating bike lanes are remarkably effective at creating biking space, but curbs that physically keep cars out are even better	10/7/2017 6:46 PM
144	I enjoyed having the protection of the bike lane curbs,rather than having just a silly diagram that most vehicles don't adhere to anyways.	10/7/2017 7:58 AM
145	The area on Bannatyne can be a bit hectic with vehicles, the curb keeps them out of the lane.	10/6/2017 3:40 PM
146	it's new and they are a bit difficult to see	10/6/2017 11:24 AM
147	keeps cars and bikes separate	10/5/2017 8:31 PM
148	It is always good to have bikes and cars separated.	10/5/2017 7:00 PM
149	It feels Much safer to have the barrier between traffic	10/5/2017 5:12 PM
150	Cyclists don't give the right of way to vehicles making a right turn onto King, they just keep on going full tilt.	10/5/2017 1:23 PM
151	separation from traffic	10/5/2017 1:00 PM
152	Keeps drivers of cars from crossing into the bike path. I feel much more safer as the result of these curves	10/4/2017 12:41 PM

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153	A physical barrier between myself and traffic gives me an increased sense of safety when cycling	10/4/2017 1:59 AM
154	I did not encounter any cyclists, and had not difficulty with the curbs	10/2/2017 6:52 PM
155	Protected, safe looking.	10/2/2017 1:45 PM
156	A physical separation between bikes and cars provides the best safety for cyclists. Painted lines are *very* easy to drive over.	9/30/2017 5:32 PM
157	Delineated better, and subsequently provides for a better degree of safety	9/28/2017 10:17 PM
158	Physical barrier ensures cars dont pull into bike lane to park. Particularly taxis.	9/28/2017 4:22 PM
159	Because of the physical barrier.	9/28/2017 10:46 AM
160	curbs do not affect me as a driver as long as I stay within my lane.	9/28/2017 10:01 AM
161	As a motorist, there are clear boundaries where cyclists will be instead of just a painted line or a pylon that other motorists have already flattened, so I feel more confident that cyclists will not be moving into the car lanes at any point.	9/28/2017 8:29 AM
162	Having clear separation between myself and traffic on that part of the road made it feel very safe. It felt like I was a legitimate user of the road.	9/28/2017 6:35 AM
163	Makes traffic harder to contend with.	9/27/2017 4:01 PM
164	The test section is too short to truly make a difference in how anyone riding a bike is going to feel. If we had a section that allowed us to ride for several blocks protected then it would be something worth evaluating from the perspective of the bicycle rider.	9/27/2017 12:10 PM
165	The curbs protect me from drivers who don't respect bike lanes when they're only painted on.	9/27/2017 12:05 PM
166	Physical separation feels much more safe than just paint	9/25/2017 6:11 PM
167	I feel comfortable driving right next to someone riding on the bike, I still am careful but the chances of them coming over my lane accidentally are a lot less.	9/24/2017 8:50 PM
168	Because of course cycling in protected facilities is far more preferable and safer than not.	9/23/2017 3:04 PM
169	Little posts set up at intervals are often run over by drivers as can be seen on Sherbrooke just south of Broadway. I have had drivers swerve close to a painted lane. The more there is between me and a car the better	9/22/2017 3:05 PM
170	Physical barrier is better than paint.	9/21/2017 11:39 PM
171	Separation between cyclists and vehicles make travel safer for everyone.	9/21/2017 10:09 PM
172	The physical barrier makes me feel more protected from vehicles encroaching into my path of travel. It helps to keep cars (even right turning ones) from cutting me as a cyclist off.	9/21/2017 9:51 PM
173	It makes me, as a cyclist, more visible and noticeable to drivers and ensures they provide me with space while passing.	9/21/2017 2:20 PM
174	The prevent me from exiting the bike lane to make a safe left turn. They are being placed too close to intersections and are an obstacle to left turns.	9/21/2017 12:04 PM
175	It clearly shows where the cyclists are going to be and especially helps as a reminder when turning right. The bike stencils through the intersection are okay but think solid green paint would be better.	9/21/2017 11:23 AM
176	The driving lane is already very wide, so this is not much of an impact to drivers.	9/21/2017 10:25 AM
177	It's nice to have the separation from the vehicles	9/21/2017 9:44 AM
178	There is a lot of traffic (car, foot, cycling) near Old Market Square. The raised curb provides intermediate stops for pedestrians jay walking (which is a good thing).	9/21/2017 9:44 AM
179	Concrete curbs are more noticed and respected by drivers compared to painted lines and plastic (often damaged) bollards.	9/20/2017 8:39 PM
180	Physical separation from cars will always make me feel safer.	9/20/2017 1:29 PM
181	Having a bike lane means the sidewalk is less congested & that cyclists are protected from vehicle traffic. I don't have to dodge out of the way of any bikes while I walk and cars don't have to swerve away from them while driving. Separating all three is a smart move. Much safer and much less stressful for all involved, including me.	9/20/2017 12:28 AM

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182	It doesn't make any difference to me as a driver because I'm always cautious and alert with regards to cyclists, but it does help protect cyclists from drivers who aren't as courteous!	9/19/2017 9:22 PM
183	safe secure boundary between cyclists and fast moving vehicles	9/19/2017 12:23 PM
184	The bike lane curb ends with an eastbound merge lane onto Cumberland Ave. While the curb prevents drivers from getting onto/parking on the bike lane before this turn, drivers still block the bike lane right after the curb ends if they are waiting to turn. Hard to say what one could do about this, short of removing the merge lane.	9/18/2017 3:47 PM
185	I am concerned about wheelchair and hands-van access to businesses	9/17/2017 6:38 AM
186	Physical barrier separating motorists and cyclists.	9/13/2017 8:26 AM
187	Seperation from traffic and a defined space for cyclists	9/11/2017 12:53 PM
188	Safer to enter traffic.	9/10/2017 4:25 PM
189	I haven't yet had the opportunity to try the new protected bike lane on bike, but I saw others doing so. It seems like the right way to go to keep cars and bikes seperated for safety. Slowing traffic flow in that area is actually a good side effect as well. It makes the area more bike and pedestrian friendly, and motorists are still able to get where they are going safely too.	9/10/2017 2:00 PM
190	I like a separation for cyclists.	9/8/2017 8:20 PM
191	I don't bike downtown. But the concept seems ridiculous - the pop-up lane runs for a limited distance and then puts the bike back into regular traffic lanes - so it seems like a waste for such a short distance	9/8/2017 12:42 PM
192	I like the distinct separation between the bike and vehicle traffic lanes. I feel it is much more safer for cyclists.	9/8/2017 11:31 AM
193	These additional barriers seem likely to keep cyclists and drivers safer by enforcing the separation between them	9/8/2017 8:50 AM
194	It ensured that traffic had their space and I had my own. However, where it was installed is already not a very high traffic area.	9/7/2017 9:33 PM
195	Nice to have a barrier. Before the curb, cars often ignored and drove into the bike line. Also, I feel cars are more likely to see me in the bike lane now if they are turning right as they can't go any further right pre-turn in their lane until the end of the curb at the intersection.	9/7/2017 7:01 PM
196	I like the high visibility of the separated curbs. It prevents angry drivers from drifting into the bike lane well ahead of a right hand turn	9/7/2017 5:39 PM
197	I still saw cyclists riding in the car lanes which were already reduced by the ridiculous curbs.	9/7/2017 3:54 PM
198	safety	9/7/2017 3:37 PM
199	the bikes are more likely to use these lanes and not the sidewalk.	9/7/2017 3:31 PM
200	No more gates that were knocked over by cars in bike lane. Feel more protected from cars.	9/7/2017 3:25 PM
201	More protection from cars, especially as cars turn right onto Cumberland.	9/7/2017 3:20 PM
202	I felt more confident that motorists would respect the bike lane and that I would not encounter vehicles parked in the lane.	9/7/2017 3:08 PM
203	Because there was a physical barrier between me and vehicles driving.	9/7/2017 2:50 PM
204	I've been hit by a vehicle before while cycling, and any amount of separation between myself and motor traffic will contribute to a sense of comfort.	9/6/2017 9:38 PM
205	Because it keeps motor vehicles from encroaching on bike lanes.	9/6/2017 1:10 PM
206	The physical barrier from cars ensured that no cars entered the bike lane space. It made me feel like bikes have official space on the road. I felt that I was more visible to people in cars.	9/6/2017 11:58 AM
207	A barrier separating bikes from cars makes me feel immensely safer on my bike.	9/6/2017 9:12 AM
208	The curb clearly delineates the car and bike lane. Car drivers, if I'm correct, actually feel safer about passing bikes --- more comfortable about the clear distinction.	9/5/2017 9:53 PM
209	I like the visible demarcation between auto and non-auto areas.	9/5/2017 5:49 PM

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210	The curbs alert drivers that this is an area where cyclists are going to be. It helps everyone know that this is a high traffic cycling area.	9/5/2017 2:33 PM
211	Perfectly enough room for vehicle traffic, this should be extended throughout the city to ride safely & with the family	9/5/2017 1:29 PM
212	Felt protected from passing cars.	9/5/2017 1:24 PM
213	separation from fast and aggressive car drivers	9/5/2017 12:48 PM
214	It is making cars squish into a lane and 1/2. Accidents will happen. Ridiculous.	9/5/2017 12:37 PM
215	Less chance of hitting a cyclist	9/3/2017 10:16 AM
216	separation from vehicles clearly marked where to go do not have to deal with parked cars and opening doors	9/2/2017 9:50 PM
217	It's too small of an area to do anything. You need it to be way longer.	9/1/2017 2:20 PM
218	Better distinction between road and bike area.	9/1/2017 1:25 PM
219	As a driver turning right from Bannatyne onto King, there is no longer the dashed line where a driver would normally cross into to eliminate the possibility of a cyclist flying straight through the intersection without recognizing a turning signal. The curbs go straight up to the intersection making it more difficult for drivers to a cyclist coming.	8/31/2017 10:07 AM
220	Separation from vehicles. I feel safer.	8/30/2017 11:13 PM
221	safer	8/30/2017 2:16 PM
222	no idea	8/30/2017 12:36 PM
223	Because of the lack of sight lines on the turn as well as the potential confusion surrounding the streets that diverge off of Bannatyne, it removes any uncertainty around where the motorist and cyclist need to be.	8/30/2017 12:03 PM
224	The area affected is so small. I thought it might at least be from Main up to king, but that bottleneck of one vehicle lane between Main and Albert is by far the most stressful part if coming from the other side of main.	8/29/2017 4:08 PM
225	The physical separation feel safer.	8/29/2017 3:22 PM
226	Less chance of a car to hit me	8/29/2017 11:48 AM
227	Cyclists not paying road tax not using car lanes, definitely safer for both cyclists and cars. Live cyclists cycling their own lanes	8/28/2017 11:59 PM
228	separation between bikes and cars really adds a lot of comfort for riders of all skill and confidence levels. The curbs also help inform drivers that there are bike lanes there, which makes them more alerts to cyclists being present.	8/28/2017 9:15 PM
229	Narrow street to begin with. Left side has parked cars. Now this bike lane. Lots of pedestrians jwalk here. It's just an awkward street.	8/28/2017 1:59 PM
230	The bike lane on Bannatyne appears at Albert and the road widens to accommodate it, so I find that there is no squeeze of traffic in this location. Also having the lane painted green draws drivers attention to it. I suppose the curb protects cyclists from vehicles getting too close when turning right on to King St, but I've never had major trouble with this situation. The curb is fine but doesn't add much to the infrastructure, but I can think of other roads where it would be of more benefit.	8/28/2017 9:22 AM
231	There is now no chance of a motor vehicle moving into my space, either knowingly or unknowingly. The physical barrier also reduces the chance of being hit. It is also way more enjoyable to ride in a lane where you don't have to constantly worry about where the vehicles are; I'm allowed to just enjoy the ride knowing that the street design has control of my safety. It also aligns with Vision Zero, where the infrastructure protects me even if I or someone else makes a mistake.	8/28/2017 8:38 AM
232	There was a physical barrier between me and the cars. This caused the cars to be further away so they wouldn't hit the curb, whereas a painted line does no damage to a car, so cars often cross painted lines.	8/27/2017 9:23 PM

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233	This survey needs better formatting so to include people who are or are not up to this even if we have not seen or used these areas. I will say though that bike lands and walk lanes need to be everywhere and only moved on same road lanes if construction is done. I will feel safe to ride NY new bike and to walk safer if we have these areas in place and kept open at all costs, even if losing car lanes to construction. *** Yah, there is no respect on this survey. I am comfortable lanes are coming, but I have not even seen these, never mind tried them.	8/26/2017 5:54 PM
234	Traffic cannot encroach on the lane.	8/26/2017 4:23 PM
235	It makes you feel more secure	8/26/2017 3:14 PM
236	I was almost hit by a car making a right turn onto King street from Bannatyne ave. I think this was because the protected curb went strait up to the stop line and the driver was looking left for on coming traffic, but failed to look into the bike lane. It might help to take out one of the blocks so drivers know that they have to change lanes to make a right instead of just cutting across the bike lane and possibly hitting a cyclist that is going straight.	8/25/2017 9:43 PM
237	Physical barrier is reassuring	8/25/2017 1:30 PM
238	cyclist won't unexpectedly come into my driving lane	8/25/2017 1:20 PM
239	It is literally just a tiny stretch but it's clear that this is a better option than nothing / the tiny traffic sticks that are sometimes implemented (and totally useless)	8/25/2017 12:35 PM
240	Any physical barrier between motorized traffic and bicycles is an improvement	8/25/2017 10:51 AM
241	The addition of a barrier adds tremendous comfort and perceived safety. However, I can't ride beside my partner, so I'm missing my 'passenger seat'. It's just not wide enough. Keep in mind that even without the barrier I still wasn't usually riding side by side.	8/25/2017 8:53 AM
242	Protection from cars turning right onto Cumberland and not looking for bikes!	8/25/2017 8:38 AM
243	Both lanes are separate and people stay where they're suppose to be.	8/25/2017 7:40 AM
244	Feels much safer. Cars can't cut me off.	8/25/2017 7:05 AM
245	Some cars drive on or over the bike lane indicator line.	8/24/2017 10:50 PM
246	Barrier and space between me and vehicles.	8/24/2017 10:21 PM
247	I have my own protected safe lane.	8/24/2017 10:04 PM
248	I feel the curb provides added protection for both cyclists (from errant drivers) and drivers (cyclists remain in bike lane).	8/24/2017 9:35 PM
249	Am I missing something here. The bike lanes on Sherbrook are concrete, how does that make them adjustable?	8/24/2017 9:23 PM
250	cyclist go where they want	8/24/2017 8:02 PM
251	I'm protected from cars	8/24/2017 7:29 PM
252	Better than bollards. Even a curb creates the delineation of space that is necessary for cars and bikes to shares the road safely.	8/24/2017 4:17 PM
253	Protected bike lanes means less cyclists on sidewalks as the roads are now adequate for those cyclists.	8/24/2017 4:15 PM
254	Lines painted on the road are absolutely useless - cars just drive in the bike lane. With curbs, I don't have to risk my life being nearly side swiped by cars repeatedly every time I ride my bike somewhere.	8/24/2017 4:12 PM
255	Though small, the curb has a massive impact on how safe i feel cycling in the bike lane around cars	8/24/2017 3:55 PM
256	it is a clear structural separation for motorists and cyclists creating a safe space for all.	8/24/2017 3:02 PM
257	In a car they have no affect on my comfort levels, but for cyclists it's SO MUCH better because they're literally a physical barrier.	8/24/2017 1:29 PM
258	People pass to close and it is dangerous	8/24/2017 1:28 PM
259	Any amount of physical separation from cars is appreciated	8/24/2017 1:28 PM

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260	The curbs provide a visible physical barrier between vehicular traffic and cyclists. I felt more safer cycling thru than when they were not there.	8/24/2017 1:27 PM
261	Feel locked into a narrow space.	8/24/2017 1:27 PM
262	The cars can not enter the lane easily.	8/24/2017 1:26 PM
263	Appropriate bike infrastructure separating vehicles and bicycles on routes that makes sense for commuters allows for a more comfortable ride.p	8/24/2017 1:25 PM
264	I'm fairly confident and reckless at times on my bikes but at this specific location even I was a little scared sometimes by the negligent driving. People would muscle their way into the bike lane to turn right at Cumberland almost every time I tried riding past here. People would also try to 'filter' (pass cars between lanes) in their cars using the bike lane for half the block during morning rush hour.	8/24/2017 1:24 PM
265	Because there were always cars parked in the bike lane before. This will stop them from doing that. Yeah!	8/24/2017 1:15 PM
266	These curbs make driving less safe and certainly much worse for people who need handicap parking.	8/24/2017 1:15 PM
267	First thing I saw was bikes going down Sherbrook in the bike lane but in the wrong direction, against the flow of traffic. I think some public education to let people know that they still have to obey the laws on the roadway even in a bike lane would go a long way.	8/24/2017 1:14 PM
268	I commute to and from work daily on my bike. Personally, I feel the intermittent bike lanes pose more of a safety hazard/frustration than their absence. A curb part-way along the block seems pointless. A protected bike land on a multi-lane one-way street that splits (i.e. north-bound and west-bound lanes, amplifies the question "why" in my mind. I travel in the right-hand most lane that merges onto west-bound Notre Dame. The bike lane is of no use to me and has resulted in more driver anger directed towards me.	8/24/2017 1:10 PM
269	There is a physical barrier from motorized traffic. Also, prevents traffic from cutting into the bike lane too early to turn onto Cumberland.	8/24/2017 1:09 PM
270	Separated space from cars.	8/24/2017 1:02 PM
271	What a waste. The driving lane is narrower than it was before, I don't see how it adds any benefit to anyone, the bike lane was already quite wide, especially compared to some other ones. It's a waste of money and time.	8/24/2017 1:02 PM
272	always aware of cyclists; feel the lanes are absolutely necessary on all commuter streets into Downtown	8/24/2017 1:00 PM
273	I felt safer, more protected	8/24/2017 12:59 PM
274	Drivers do not know / respect the 1m rule and always pass too close. They drive / park in sharrow. Separated bike lanes give cyclists legitimacy and dignity.	8/24/2017 12:55 PM
275	Separation from traffic. Clearly defined.	8/24/2017 12:54 PM
276	Nice to have a little buffer.	8/24/2017 12:53 PM
277	With more power given to bike drivers, then comes more abuse.	8/24/2017 12:52 PM
278	Having a degree of physical separation from cars made me feel more relaxed and safer.	8/24/2017 12:52 PM
279	They protect cyclists from cars. Cars often drive in the painted lines on the road meant to protect cyclists. These barriers actually protect people	8/24/2017 12:51 PM
280	I'm less worried about a cyclist swerving out of the bike lane into traffic.	8/24/2017 12:50 PM
281	This is much better than simply painting a line on the road but I'm still feeling uneasy about the safety of this. Would be more comfortable with a bigger separation between bicycles and cars. There really isn't much to stop a car from going into the bicycle lane! Trouble is roads are only so wide and downtown gets very congested as it is. Don't have an idea how to fix this.	8/24/2017 12:38 PM
282	This is a great idea. Better than the permanent bike curbs which have been built to date. Reminds me of the zipper they use in Oahu to change the freeway lanes depending on the time of day.	8/24/2017 12:37 PM
283	Not worried about hitting or hampering a cyclist	8/24/2017 12:36 PM

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284	The curbs provide cyclists with a feeling being safer and also gives drivers a understanding where bike lanes are located.	8/24/2017 12:32 PM
285	I feel there is a more definite separation from vehicle traffic.	8/24/2017 12:30 PM
286	will serve as a hazard with snow piles, cyclists should have a bike line built adjacent to the sidewalk, not by taking part of the road..	8/24/2017 10:48 AM
287	I have had very close encounters with vehicles cutting in front of me at the corner and almost hit on 3 separate occasions by mirrors.	8/23/2017 10:48 AM

Q5 Do you have anything else you would like to add?

Answered: 207 Skipped: 140

#	RESPONSES	DATE
1	I would love to see these curbs installed at more high-traffic intersections where there is a dedicated bike lane if only to remind cars to look for bikers before turning right.	6/2/2018 9:44 AM
2	It would be great to have other painted bike lanes protected like this	6/1/2018 7:33 AM
3	Osborne desperately needs cycling infrastructure down to jubilee	5/26/2018 6:19 PM
4	More please! Keep them coming	5/26/2018 11:07 AM
5	this separation is needed elsewhere such as York and St Marys downtown	5/25/2018 1:31 PM
6	Use the adjustable curbs for future projects or even for adding temporary summer cycling paths.	5/23/2018 11:31 AM
7	I absolutely love the bike lanes! One thing drivers will still need to learn though is to remember to check if any bikes are coming when making a right turn. There have been a few times drivers haven't shoulder checked and it's been a close call.	5/13/2018 8:38 PM
8	not sure, but are the barriers reflective on the auto side?	5/11/2018 8:57 AM
9	These are great to have at intersections with painted bike lanes where people sometimes get into the bike lane to turn right or crowd cyclists while they are shoulder checking, it would make these situations much safer. Mid-block it isn't always an issue.	5/10/2018 10:43 PM
10	put them every where. Down any route where cars & bikes share the road.	5/9/2018 8:51 AM
11	The curb should be several blocks to give an actual representation of what a protected lane is like for all road users.	5/8/2018 3:50 PM
12	The adjustable curbs REALLY need at least one traversable/flexible post delineator with reflective tape for each curb.	5/8/2018 1:32 PM
13	City should continue trying out AT infrastructure. Don't be afraid to take chances!	5/7/2018 12:04 PM
14	Please add them on Maryland and Arlington.	5/7/2018 9:36 AM
15	These curbs are useful and better than painted lanes but either we need more of them to connect our routes or we should simply move to dedicated cycling infrastructure that gives cyclists their own paths, complete with turn features (ie. left turns) and signals devices at intersections that make a distinction between motorists and cyclists.	5/6/2018 7:15 PM
16	Such cheap infra for so much added safety. Please use them to create a safe grid across downtown.	5/6/2018 9:43 AM
17	I hope Wpg continues to increase its use of adjustable bike lane curbs. Bigger permanent ones would be great but these are better than nothing.	5/5/2018 6:03 PM
18	I would like to see a wider lane that would allow for passing.	5/5/2018 11:16 AM
19	Good idea. Do the entire downtown, just like Edmonton and Calgary did.	5/5/2018 5:47 AM
20	No	5/4/2018 4:26 PM
21	Need to add no-right-on-red rules here. Also, Winnipeg is probably the worst city I've been to in terms of cycling signage for both cyclists and drivers. Saskatoon has nailed this. There should be cautionary signs for drivers to watch out for and yield to cyclists going straight, while they want to turn right. Also, specifically on Pembina and buffered lanes, there should be diamond lane signs (bike only) mounted to the street lights to remind people there's a bike lane there, especially since you can almost never see the painted lines. Where the bike lanes go around bus stops, currently there is only chevrons to warn drivers about the curb – there needs to be signs for cyclists to show them to go up and around the bus stop (carefully) and for pedestrians not to stand in the bike lane – paint them green with a bike logo and put up a sign.	5/4/2018 4:03 PM
22	PLEASE extend the bike lane right to Portage, the section between the curb and Portage has no lane, painted or with a barrier, and it is not safe.	5/4/2018 3:43 PM

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23	More curbs please, especially on higher speed roadways like Roblin.	5/4/2018 2:48 PM
24	Would like to see posts in addition to curbs (similar to Pembina south of jubilee) as an additional barrier as cars can easily drive or curbs due to their size and speed, and still pose a hazard to cyclists. Posts would also help to improve the visibility of curbs	5/4/2018 2:14 PM
25	I don't care which of the two curbs is utilized, however if one is a lot cheaper than the other I would recommend the cheaper option.	5/4/2018 2:03 PM
26	The curb structures seem an OK idea, the issue is how they are used. Intersections are the scariest place for cyclists. Please make sure these are set up around intersection with actual cyclists' experience in mind.	5/4/2018 1:23 PM
27	no	5/4/2018 12:01 PM
28	The test sections are so short it is almost inconsequential as you are in and out of it in such a short time that overall it has little impact on how safe or comfortable you feel. A real test would have to involve a much larger section of roadway to truly judge its impact. I am sure that the short section is a reasonable test for maintenance and durability etc, but for its impact on cyclists it has minimal impact.	5/4/2018 11:54 AM
29	I think in this particular location, extending the raised sidewalk and providing space for a bicycle path would be more beneficial for all traffic.	5/4/2018 11:36 AM
30	More of these please!	5/4/2018 11:29 AM
31	Please build out a downtown bike lane network	5/4/2018 11:19 AM
32	just do this all over the city. enough studies have been done in other places to know that it would be a benefit to our city in so many ways.	5/2/2018 12:51 PM
33	I think this is a great system and would love to see it implemented on a larger scale.	4/28/2018 9:29 PM
34	I do wonder if the greater sense of isolation from traffic might cause people to be less aware of cars turning right across the bike lane from Bannatyne onto King.	4/24/2018 9:10 AM
35	Keep up the great work! More bike lanes please.	4/13/2018 8:36 AM
36	Why not just test the curbs for lateral impacts in the lab or research studies that have been conducted then, place the winner across the city. Done and done.	4/9/2018 8:54 AM
37	Put them everywhere in the city. We need a lot more. It will allow commuting by bike to be seen as safe and practical by more people, especially for people with children, people less comfortable on roads, etc.	4/2/2018 2:46 PM
38	I'm appreciative of all efforts the city makes to improve cycling routes and access to them. I've noticed that there are more people feeling comfortable with urban cycling every year, so I hope we continue with projects to make Winnipeg more and more bike friendly.	4/1/2018 9:38 AM
39	I appreciate the green markings. I'd like to see advanced lights to allow cyclists to turn left before cars, so they don't need to merge left across several lanes.	3/28/2018 6:34 AM
40	I hope to see them put on all bike lanes	3/13/2018 11:23 PM
41	Snow clearing is extremely important in these bike lanes and in those that are not protected. Smaller amounts of snow than would be cleared for cars are particularly dangerous (2-3 inches of packed snow) because it is not cleared and makes it very easy to fall off a bike into traffic. Not clearing the bike lanes right to the curb forces the bike to ride in the lane with cars and trucks, and the drivers are often impatient and crowd the biker.	3/10/2018 10:53 PM
42	More lanes will be way more effective than just one cycling lane	2/25/2018 12:36 PM
43	The St. Mary lane reduced the lane space onto Portage so much that buses must take 2 lanes to make the corner. The idea of eliminating vehicle lanes for bike lanes in a growing population causes traffic congestion. This is Winnipeg not Calgary, we have extremely cold snow months. Very few bikes are on these paths and some are not cleared of snow for months. Berry St was a big waste of money, when Queen street has three wide lanes. Lastly the narrowing of streets for irritating circles also push bikers into vehicle traffic. Mathers, St Mathews.	2/22/2018 3:00 PM
44	no	2/15/2018 4:37 PM
45	Adjustable bike lane curbs should be extended throughout the entire bannatyne stretch	2/15/2018 2:19 PM

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46	These same downtown bike lane projects were an overwhelming success in big centres such as Calgary and Edmonton. They were done quickly and for cheaper than our original AT budgeted downtown network plan. These are also cost efficient because, being adjustable, they are not permanent. Therefore, changes can be made relatively easier and cheaper if and when future changes need to be done.	2/15/2018 1:15 PM
47	Please expand this network to River/Stradbrook Avenues. The new bike lanes on Pembina are a great step forward.	2/8/2018 10:31 AM
48	Please put more of these in all bicycling lanes across the city	2/8/2018 9:25 AM
49	We need a lot more of these lanes.	2/7/2018 10:30 PM
50	Thank you!	2/7/2018 10:19 PM
51	Thanks! More barriers of any type please!	2/7/2018 5:31 PM
52	The test section is so very short, could it not have been a block, or maybe 2?	2/7/2018 2:45 PM
53	Please put in more separated bike lanes all over the city! They are worth their weight in gold.	2/7/2018 2:29 PM
54	I'm a fan of the curbs.	2/7/2018 1:45 PM
55	I would like, at a minimum, to see these kinds of lanes introduced widely enough that you could at least get from one neighbourhood to another on them, even if you had to use less bike friendly options within the neighbourhoods. Living near downtown and cycling all over the city, I am always saddened by how poor the cycling infrastructure is in the inner city where bikes are far more common. Lastly, the format further south on Sherbrook, where there are parked cars between cyclists and traffic is even better!	2/7/2018 1:14 PM
56	We need this in many places but the whole stretch of Sherbrook/Maryland from the river to Norte Dame would be great. The snow clearing on bike lanes isn't very good. Quite often the snow and slush is driven from the vehicle lane into shoulder/bike lane. When it freezes it has a washboard texture that is very difficult to ride on.	2/7/2018 12:50 PM
57	More bike lanes please!	2/1/2018 5:28 PM
58	don't do it	1/21/2018 9:34 AM
59	I think we should have more of these!	1/19/2018 10:32 AM
60	First noticed them when driving through the area, but went (slightly) out of my way to use them several times when biking in that direction.	1/11/2018 11:49 PM
61	I love these things. I love how fast they were installed. Looking forward to seeing many more of these around town! Thanks!	1/9/2018 1:59 PM
62	Build more bike lanes.	1/5/2018 4:39 PM
63	Fantastic!	1/5/2018 2:57 PM
64	Add more. Actually plow in the winter. Most plastic poles now gone. Use actual curbs	1/5/2018 2:41 PM
65	Date is completely wrong. August is the low time for cycling. Peak time is May and early June. Also peak car volume time is the same. Testing bike lanes should occur then, not when it is too late in the cycling season.	1/5/2018 10:29 AM
66	Due to what I think is a unsafe design I will be Boycotting Bannantine Between Waterfront and Main . Because the changes have made the bike lane Less safe	1/5/2018 9:49 AM
67	Motorists turning right are still awkward; there's enough of a gap between the end of the barrier and the intersection that I've had vehicles cut in front of the lane and stop there while waiting, blocking the bike lane. The lack of a barrier right up to the intersection also won't stop a motorist from cutting across and causing a collision. Not to say it should be extended, there might be a better solution.	12/31/2017 4:41 PM
68	I think better education of drivers and how to act around bikes will be a great way to supplement the addition of physical bike lane barriers. I think they should be implemented more widely and on more busy streets. Bannatine is not that busy, so as a biker I am not as nervous biking there. But main thoroughfares like portage needs them.	12/27/2017 6:11 PM
69	Money should be spent on improving lanes for cars. Complete disaster on St. Matthews, west of route #90.	12/22/2017 10:18 PM

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70	this should be tried elsewhere in the city	12/21/2017 5:22 PM
71	I would really like to see these protections in more places, as unlike the ones tested on Pembina, these are noticeable enough that drivers wouldn't take them out right away. Also, the painting of bikelanes green I feel is a huge benefit to cycling safety.	12/21/2017 4:34 PM
72	Would like to see more of these soon please!	12/21/2017 3:30 PM
73	Licence fees and insurance for cyclists using public streets just like vechile and motorcycles	12/21/2017 3:01 PM
74	If the bike lanes the City is considering have no connections and no transition as they end, they are a waste of money.	12/21/2017 2:13 PM
75	Do this in more areas. I am out Portage Ave. No bike lane..not safe..sometimes cyclists ride on the sidewalks. Drivers of cars and buses going 60km and no safe bike lane. Very dangerous	12/21/2017 1:50 PM
76	no	12/21/2017 12:47 PM
77	These are a poor utilization of civic taxes	12/21/2017 12:23 PM
78	In my opinion, painted lines on the road are ridiculous and NOT a dedicated bike path. I am an avid cyclist but I avoid painted lines on a roadway as much as possible. Curbs are a huge improvement. Calgary and Edmonton did it. Just do it!! It is quick and cheaper and can be changed if need be because they are not permanent structures. It is a no-brainer to me. A dedicated pathway (i.e. separate from the road) is still the best option but these curbs are a close second.	12/21/2017 11:34 AM
79	They look solid, and were in good shape. Lately vehicles have been crashing into them to make them split open like bananas so to discourage that hopefully there are steep fines in place.	12/20/2017 11:49 AM
80	If you're going to do a trial make it on a large enough scale that it matters for commuters and everyday users going more than a block?	12/14/2017 7:21 PM
81	Important to still have wider spaces or breaks to pass slower bikers.	12/11/2017 9:06 AM
82	I enjoy biking more when I am less afraid.	12/7/2017 5:38 PM
83	THis is a great idea and much needed	12/4/2017 10:25 AM
84	I would like to see more of these adjustable bike lanes.	11/23/2017 10:36 PM
85	Owning and using a bike is better for the environment and hopefully these safe cycling precautions allow others to feel more at ease to start and continue to cycle. One step at a time we can create a better Winnipeg.	11/23/2017 2:39 PM
86	Please install them the length of the street (to south of portage where the 'nothing' starts), and dont' have that sudden end at Notre Dame. It's brutal.	11/23/2017 1:00 PM
87	Please put more bike lanes in the city.	11/23/2017 11:34 AM
88	Keep Winnipeg streets, parking, sidewalks ACCESSIBLE for people who are not fully physically able-bodied.	11/23/2017 11:28 AM
89	Put them everywhere downtown!	11/21/2017 5:40 PM
90	This is a great system and should be implemented elsewhere as soon as possible.	11/14/2017 1:05 PM
91	My comments are really more about the application of the adjustable lane in that spot. In a way it makes the case FOR the adjustable lane, since the city could now take this kind of feedback and tweak that location without spending millions of dollars. If that is actually the intention, a pilot so to say, then it would be interesting to integrate a feedback mechanism (as simple as a sign at the site with a link to a discussion page a la wikipedia), and a prototyping approach (frequency of tweaks, etc).	11/14/2017 12:25 PM
92	I found it weird how the public was notified of the installation of these adjustable bike lanes only a few days before they were installed. Surely they had to be ordered and planned and probably a lot more process well in advance of this. So why wasn't the public informed of this coming new infrastructure sooner? Considering that there was widespread desire expressed in Winnipeg's biking community for an adjustable downtown bike grid many months (years?) before this happened (including public meetings held by Councillor Janice Lukes) it should have been clear that the public would have wanted to be made aware of this information. So why not tell the public about this as soon as the decision was made and not a day before installation? I'll leave my name and email, feel free to contact me.	11/13/2017 10:01 PM

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93	Regardless of whether the new infrastructure is working perfectly or not, I really appreciate that cycling safety is being addressed! The safer I feel on the roads the more likely I am to cycle more and longer in the year (currently I don't cycle in winter, but if there were more extensive bike lanes/paths I would be more likely to). Also, I think there should be a unit in driver's ed which addresses cyclists on the road - there seems to be much ignorance on the part of drivers as to the rights/responsibilities of cyclists. For example, often at a 4-way stop vehicles will wait for me to go, which is a nice gesture but also makes things confusing as I am waiting my turn.	11/11/2017 9:31 AM
94	See answer to question 4. Without physically protected bike lanes, I will continue to ride on the sidewalk. Way too dangerous to ride on the road if there are only painted lines - at intersections, motor vehicles make right turns on top of the bike lane and the bike rider is simply too vulnerable. I imagine a pick-up truck or an impatient Audi crumpling my very spine.	11/9/2017 5:03 PM
95	Hopefully these curbs work in all seasons. I have already seen motorists completely disregarding painted bike lanes on roads including Pembina. Very dangerous for cyclists!	11/9/2017 4:57 PM
96	I	11/9/2017 9:55 AM
97	I did not see much in the way of notifications or help navigating the new type of facility. I would have appreciated a tweet video or something about its presence and how to get through it safely. I am a confident cyclist/driver, but it would help to get people familiar with it to start.	11/7/2017 2:16 PM
98	Love it	11/2/2017 2:21 AM
99	Great idea and makes bikers feel valued as members of transportation community. More Bike lanes should have these, however also very important is the need to keep lanes properly paved and without potholes!	10/29/2017 10:22 PM
100	There were some challenges when came to intersection with the crossing street and sidewalk junction .	10/29/2017 7:52 AM
101	Please stop cluttering up our streets with bike lanes. It is complicating snow clearing and putting pedestrians at risk of getting hit by bikes as they cross the street. Also drivers have trouble accessing sidewalks. It's hard to drive and park and backs up traffic needlessly.	10/27/2017 10:59 PM
102	Bikes!	10/27/2017 3:53 PM
103	Great initiative! Glad to see the City try projects that maker cycling safer!	10/27/2017 11:05 AM
104	The same comment for the Bannatyne curbs. Thye should have extended for a greater distance. In other countries where they have a similar separation they almost always use a higher barrier, ie like an actual fence, so it can be better seen by drivers. Oftenthe material used was a stainless steel that takes less maintenance.	10/26/2017 4:03 PM
105	Please connect the bike lanes on Sherbrook to McDermot.. There is 1.5 blocks where there is no bike lane. It's also challenging from this protected lane for a cyclist to turn left onto Notre Dame. It was already a challenge but these physical blockades make it even harder. I'm still supportive of them in general but this is one down side of having them there.	10/26/2017 3:46 PM
106	This is one place along the sherbrooke bike lane I wish there wasn't a curb because its the one place where as a cyclist I need to move to the left lanes to turn left on notre dame. This prevents that. So I have to go straight and get squeezed out as the bike lane ends suddenly. Then switch to pedestrian mode to cross sherbrooke at notre dame and remount my bike to continue westbound on notre dame. It would be nice to have a more fluid and safe way for cyclists to turn left on notre dame from sherbrooke.	10/19/2017 9:08 AM
107	I'd like to see these in other areas of the city!	10/14/2017 11:49 PM
108	i've encountered cyclists who continue to use the roadway when there were bike paths available a few feet away. How will adherence to these new lanes be enforced?	10/9/2017 7:58 PM
109	Adjustable bike infrastructure is preferable to permanent installations so it can be changed if it ends up not working well (i.e. the fatal flaws of the Assiniboine-Main crossing).	10/7/2017 6:46 PM
110	I wish that they could be everywhere for cyclists rather than just a diagram,sometimes i can't even see the diagram,and when i do,it still doesn't give me the space i need to move safely,or feel safe.	10/7/2017 7:58 AM
111	I am mostly a pedestrian and often encounter ruthless cyclists, cycling a high speeds on walkways and in parks. This really has to stop and be controlled. A good solution would be to change the use of backlanes, and make them into restricted lanes, with a speed limit of 10km/h and direct cyclists to use backlanes. A speed limit in backlanes would make them safer, also for use by the residents and especially children who might play in backlanes.	10/6/2017 11:24 AM

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112	I would encourage that all our city bike paths that share the road have these curves installed. Great idea!	10/4/2017 12:41 PM
113	Please do this everywhere!	10/4/2017 1:59 AM
114	I'm glad they might be cheaper than traditional separated bike lanes. Can we build more of these please - perhaps all over downtown?	10/2/2017 1:45 PM
115	These are really great compared to the usual nothing at all that cyclist get in terms of physical separation from cars and trucks.	9/30/2017 5:32 PM
116	Would like to see more in high bike traffic areas if the pilot returns favorable results!	9/28/2017 10:17 PM
117	Extend the protected lanes and make them permanent!	9/28/2017 4:22 PM
118	Why do the bike / walking paths get cleared first in winter when most of the residential sidewalks / back lanes are not completed plowing?	9/28/2017 10:46 AM
119	Cyclists who do not use the dedicated bike lane when one is available should face hefty fines. I observed this myself yesterday as traffic was backed up and stopped, and a cyclist came speeding through in-between the lines of stopped cars. This is not only inconsiderate, but unsafe.	9/28/2017 10:01 AM
120	I felt comfortable until an SUV made a right hand turn and almost ran me over. Because king is a one way she was only looking to her left for incoming traffic with no regard for me on her right. Plus this bike lane isn't even a full block long. It easy for drivers to disregard it as it's presence isn't prominent.	9/28/2017 9:36 AM
121	As a cyclist, it feels safer having them there.	9/28/2017 8:29 AM
122	Protected bike lanes are going to make all people on bikes feel more comfortable but they have to be more then a few hundred feet to have any impact.	9/27/2017 12:10 PM
123	Less than a block of protected bike lane is paltry. These curbs should be on every bike lane in the city.	9/27/2017 12:05 PM
124	Hope these stay and are used for other bike lanes in the city!	9/25/2017 6:11 PM
125	One block of protected lane is next to pointless. Build a (pop-up, changeable, whatever) downtown/exchange network already.	9/23/2017 3:04 PM
126	Curbs should be used as the default option where possible. They are longer lasting than simply painting bike symbols on the roads and drivers are more responsive to them as well	9/22/2017 3:05 PM
127	Because they're cheaper I think they are a more cost effective solution and should be further deployed. Curious if the other methods used was studied for maintenance issues as well	9/22/2017 10:44 AM
128	Great idea - we need more of these!	9/21/2017 10:09 PM
129	As a vehicle driver this infrastructure made me drive this block much more slowly and cautiously. While I appreciate that this sensation might frustrate some who might prefer to drive more quickly, it has made a huge difference to me as a pedestrian as well, as I feel much safer walking along and crossing the street, where sight lines are not great and cars used to be more likely to suddenly appear when they were driving faster.	9/21/2017 9:51 PM
130	It is clear you don't have enough consultation with experienced cyclists if you are placing them in this fashion.	9/21/2017 12:04 PM
131	Would like to see the curbs extended the full length of the street (I cycle that route as well).	9/21/2017 11:23 AM
132	I have never seen a cyclist on this portion of Sherbrook during my morning commute.	9/21/2017 10:25 AM
133	Awesome.	9/21/2017 9:44 AM
134	Hope to see more of these bike lane indicators, and soon!	9/20/2017 8:39 PM
135	I would love to see a longer stretch of bike curb lane. Not much of a protected experience over half a block.	9/20/2017 1:29 PM
136	I think the adjustable part is genius. That means it can be altered if need be and means it'll cost the city less in the long run! :) Very good idea. Love it.	9/20/2017 12:28 AM
137	Nothing to add	9/19/2017 9:22 PM
138	install these as much as possible everywhere. a great idea	9/19/2017 12:23 PM

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139	While it's great that there is a bike lane on most of this street, it just abruptly ends at Notre Dame Ave. The block between Notre Dame and McDermot is high traffic and incredibly dangerous to bike on. It'd be great to see the city capitalize on the ongoing construction at this corner by extending the bike lane one block instead of experimenting with a curb lane on a safer part of Sherbrook. Please prioritize extending the bike lane to McDermot Avenue first.	9/18/2017 3:47 PM
140	What about scooters? Our population is aging and there will be more people needing access. Has someone from the disability community been contacted?	9/17/2017 6:38 AM
141	These curbs are effectively preventing the illegal use of cycling lanes by motorists to by-pass traffic, or use it as a 'fast lane' to get to their turnoff. It was terrifying seeing motorists use the bike lane because they were trying to get through traffic quicker - these curbs stop that and keep the cyclists safe from terrible drivers.	9/13/2017 8:26 AM
142	We need more streets that accommodate cyclists.	9/8/2017 8:20 PM
143	The lanes are not proportionate to the size of the vehicle use. The width creates a tight space for drivers which creates a comfort zone for bikers but reduces the comfort zone for bikes. Additionally I have watched the lanes for the past two weeks and the usage seems to be so light it doesn't warrant the expense.	9/8/2017 12:42 PM
144	no	9/7/2017 7:01 PM
145	This is a huge waste of money, and I don't think we need to add them in. We have already spent the money on painting lines for cyclist. Until cyclists need to insure their bikes they shouldn't be on the streets	9/7/2017 3:54 PM
146	we do a lot for the bike riders and I think these riders need to know the rules of the road better and respect people walking on the sidewalk	9/7/2017 3:31 PM
147	We need more of these curbs in Winnipeg. I feel like I am risking life and limb when I am riding during rush hour in a painted bike lane. Let's follow in the footsteps of Calgary and Edmonton and get these curbs down!	9/7/2017 3:20 PM
148	Make these permanent!	9/7/2017 2:50 PM
149	I think this pilot project is an excellent start to making Winnipeg much (much) more bike-friendly.	9/6/2017 9:38 PM
150	Protected lanes should be the standard for bike lanes. Temporary curbs could also be implemented at wider intersections without bike lanes to allow bicycles to separate from motor vehicles safely, e.g. on Cambridge at Grant.	9/6/2017 1:10 PM
151	I would prefer higher curbs for increased protection from cars.	9/6/2017 11:58 AM
152	Please build more protected bike lanes.	9/6/2017 8:58 AM
153	It only takes one driver to NOT know how vulnerable bike riders are for there to be a dangerous situation or death. We all know there are many unwary drivers.	9/5/2017 9:53 PM
154	I do wonder, if these were to continue east down Bannatyne, how easy it will be to turn left (say, on to Princess for example).	9/5/2017 2:33 PM
155	build a whole downtown network of these, edmonton and calgary have done it	9/5/2017 12:48 PM
156	Why isn't this done on all roads where bikes and cars can potentially collide? Seems like an easy fix.	9/3/2017 10:16 AM
157	lots more please	9/2/2017 9:50 PM
158	I think this is a great idea for common cycling routes in the summer and they can be removed in the winter for easier snow removal. I would love to see bike lanes like this or another design on St. Mary's rd!	9/1/2017 1:25 PM
159	I think it's a great idea however they should end before the intersection to still allow the vehicles in front to establish and complete a turn.	8/31/2017 10:07 AM
160	Please add more adjustable bike lane curbs throughout the city. Thanks.	8/30/2017 11:13 PM
161	More protecting bike lanes are needed everywhere in Winnipeg.	8/30/2017 2:16 PM
162	no	8/30/2017 12:36 PM
163	This initiative has been proven to be a massive success in Calgary and Edmonton, and I hope that Winnipeg will follow and use this method to test out the entire downtown cycling network.	8/30/2017 12:03 PM

Sherbrook/Bannatyne Adjustable Curbs PILOT PROJECT

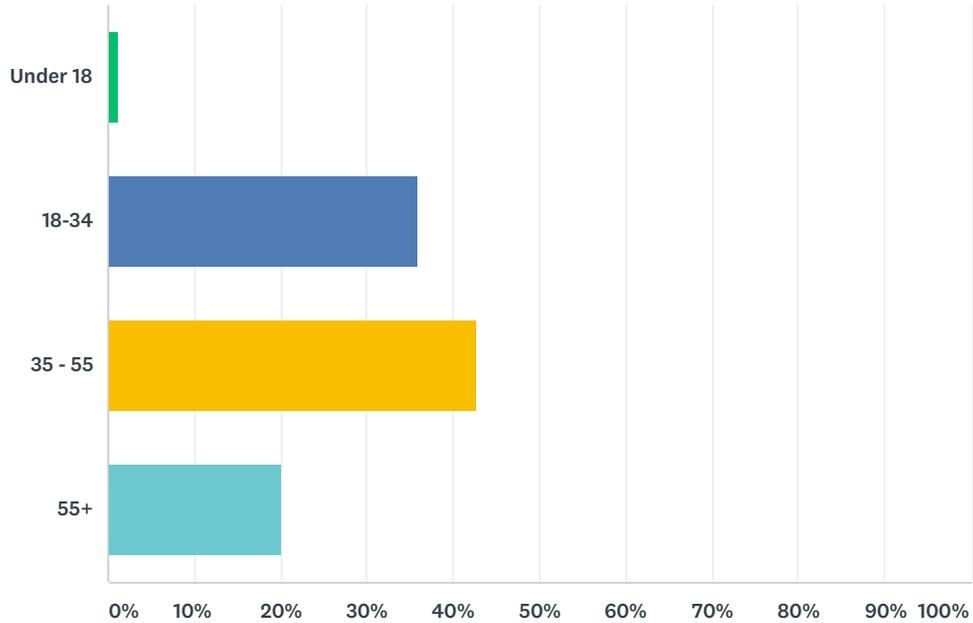
164	Glad to see it happening, despite council's refusal to embrace it! I know it's just a pilot but the results could have tremendous impact on the city.	8/29/2017 4:08 PM
165	I wish they were longer and everywhere.	8/29/2017 3:22 PM
166	The curb should be extended the whole way down Bannatyne. With multiple schools in the area there are many children using their bikes down these lanes.	8/29/2017 11:48 AM
167	No	8/28/2017 11:59 PM
168	Do more of this. Its a great idea, and its cheap and easy.	8/28/2017 9:15 PM
169	I am in full support! I'm also grateful that there is a study of snow clearing and winter conditions. Way more people would ride year round if the bike routes were cleared affectively and consistently. This would only help to alleviate road congestion from vehicular traffic; it is a win win for everybody.	8/28/2017 8:38 AM
170	Although the segment is helpful, the distance is covers is much too short. This should encompass all of Maryland and Sherbrook, where there are no protected lanes.	8/27/2017 9:23 PM
171	The question of keeping bike lanes open during construction came up as part of this. I have often yelled out to construction crews to provide walkways and pass that onto their managers so they will have the resources for that. I believe if bike lanes bare moved across the street or to other streets there needs to be accommodations to companies on blocked areas to allow their opening, and to for warn people of changes and to use one day streets for wrong way biking lanes if needed. Also, in the case of walking, I say on same street always, both sides with access to buildings even from new walk lanes. If there really needs to be less or a restricted use, provide for buildings access in area. Plus provide rickshaw services to people walking for detours to other streets. For this, I recommend covered rickshaws, with drivers not expected to run unless detour will cause late for work or bus and requested for something of that sort, and supplied by construction companies, paid for by who ever pays for the construction. Also, I highly suggest we see no more two sides or full width construction of streets unless it is needed definitely needed and pedestrians are moved by rickshaw to meet their work, bus or back to same street needs. It is really maddening when we even have to cross the street only to cross back, can' t go to work or can't do business where we planned to go. Bikes and other transportation wheels that are not needed for mobility aids need their speedier lanes, feet and mobility devices need their lanes and both need away from motorized things that maim kill.	8/26/2017 5:54 PM
172	Not sure how left turns would be handled in a larger scale rollout as traffic usually won't let you execute lane changes.	8/26/2017 4:23 PM
173	We need more bike lanes it's better for cyclists and drivers	8/26/2017 3:14 PM
174	There is a half block in-between Main street and Albert street that does not have a bike lane. It becomes quite stressful trying to cross Main street. The east parrt of the bike lane stops abruptly in the right hand turning lane on Bannatyne and Main, and then there is a block with no bike lane or protection from Main west to Albert street. At Albert street there should also be a cross walk of sort for pedestrians. There is a lot of foot traffic there with people walking across the street to get to Old Market Square, and car tend to come barreling down Bannatyne and it is hard to see them coming as there are parked cars on both side of the streets.	8/25/2017 9:43 PM
175	This type of 'temporary' curb should certainly be implemented in other places where painted on lanes exist. I hope it is expanded ASAP. However make sure they are wide enough for clearing / use all year round! One of the extra annoying things about paint only lanes is that they completely disappear in winter and therefor don't exist for drivers.	8/25/2017 12:35 PM
176	on that the test could have been extended much further South than is has been - 100m is not consequential enough to impact the general traffic interaction.	8/25/2017 10:51 AM
177	Please use industry standard width of ~2m so people can ride side by side and have a conversation.	8/25/2017 8:53 AM
178	Please make more of these! This will be especially helpful in the winter when the lines on the road are not visible.	8/25/2017 8:38 AM
179	It creates the illusion of an active and vibrant city. This should be throughout downtown/Osborne area!	8/25/2017 7:40 AM
180	I would like to see the curb be a bit higher. Something that would prevent a car from going in the bike lane as easily.	8/24/2017 10:50 PM

Sherbrook/Bannatyne Adjustable Curbs PILOT PROJECT

181	Yes, please put up more of these, maybe integrate planters.	8/24/2017 9:35 PM
182	I think this cyclist activism is getting out of hand. Streets are deteriorating at a record speed and we are building bike roads. Isn't the job of the trustees of our tax dollars/councillors to maintain the physical infrastructure of Winnipeg. FIX THE STREETS leave the curbs alone for now.	8/24/2017 9:23 PM
183	Let's put them in more places winnipeg!	8/24/2017 7:29 PM
184	Bike lanes need more protection then just small curbs. I don't get why we don't just paint new lines so the bike lanes are protected by parked cars instead. This would be accomplishable for 90% of all the streets in the exchange district/downtown.	8/24/2017 4:15 PM
185	Please install more curbs. People want to ride their bikes to work, to get groceries, to visit friends. Lines painted on the street are not safe and are a waste of time and money.	8/24/2017 4:12 PM
186	More bike lanes please.	8/24/2017 4:11 PM
187	I would be ecstatic as a 200km/week cyclist to see these temp curbs installed in every bike lane in the city. They make sense for a winter city as they're easily removable, while encouraging active transportation during the summer months	8/24/2017 3:55 PM
188	How is this possibly taken so long. I could protect every bike lane in the city by myself in six months, and a truck.	8/24/2017 1:29 PM
189	I wish it was the whole street and not a small section	8/24/2017 1:28 PM
190	Yes...add more of these lanes elsewhere and sooner rather than later. It would be a tragedy if a cyclist was injured and this could have been prevented had these adjustable curbs been available and in place!	8/24/2017 1:27 PM
191	Please removal the adjustable curbs completely.	8/24/2017 1:27 PM
192	It's too short to really see if this would work!!!	8/24/2017 1:26 PM
193	Pilot projects such as this bike lane pilot project is awesome and look forward to the city implementing further bike lanes like these in the future. I would like to see cycling counts conducted so to assess whether these routes should become permanent or whether they require further adjustment.	8/24/2017 1:25 PM
194	Thanks!	8/24/2017 1:15 PM
195	Stop making drivers feel that the city hates them. Some people can only get around by car.	8/24/2017 1:15 PM
196	Nope. Think I said enough already.	8/24/2017 1:10 PM
197	What a pleasant surprise. I was very pleased to see these barriers installed for the reasons I listed above. Would love to see more of them installed. This is a great way to increase the comfort of cyclist, and to keep motorized vehicles comfortable that they have adequate distance from bikes. Helps encourage active living with physical activity.	8/24/2017 1:09 PM
198	next step; if you commute for work; mpi needs to register and insure	8/24/2017 1:00 PM
199	These are fantastic and Winnipeg should have them all over the city. Good job!	8/24/2017 12:59 PM
200	Quit trying to kill Janice Lukes' ideas out of petty politics.	8/24/2017 12:55 PM
201	More please.	8/24/2017 12:54 PM
202	too much accommodation for bikes. Fix the roads for the cars.	8/24/2017 12:52 PM
203	Please install more bike lanes! If you build them people will use them.	8/24/2017 12:52 PM
204	Please do this for the rest of downtown and enact meaningful legislation to better protect cyclists and punish bad drivers.	8/24/2017 12:51 PM
205	Great idea - let see more for everyone concerned.	8/24/2017 12:32 PM
206	Was the idea for these adjustable bike lane curbs taken from the same type of bike lane projects completed in Calgary and Edmonton at sufficient savings of both time and money? Was this the proposal by Janice Lukes that was voted down earlier by works and operations? If it is, I am glad to see that the city is able to admit their mistake, not be stubborn and correct it. Well done if that is indeed the case.	8/24/2017 12:30 PM
207	This is a great way to ensure more safety and increased uptake of cycling as a part of the daily commute, as many people cite fear of safety as a reason not to cycle in my workplace.	8/23/2017 10:48 AM

Q6 What is your age?

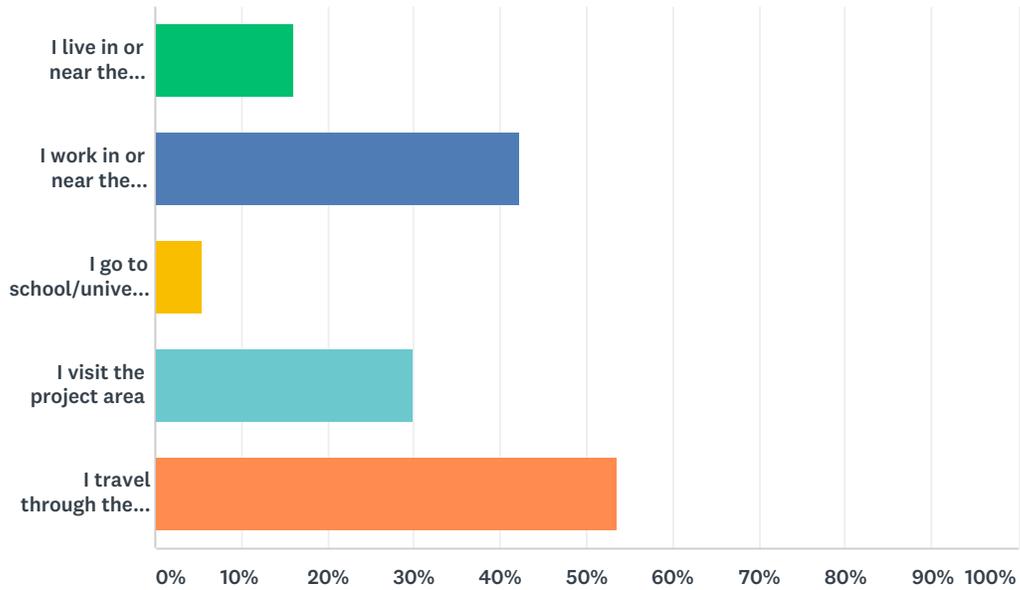
Answered: 333 Skipped: 14



ANSWER CHOICES	RESPONSES
Under 18	1.20% 4
18-34	36.04% 120
35 - 55	42.64% 142
55+	20.12% 67
TOTAL	333

Q7 What is your main connection to the project area?

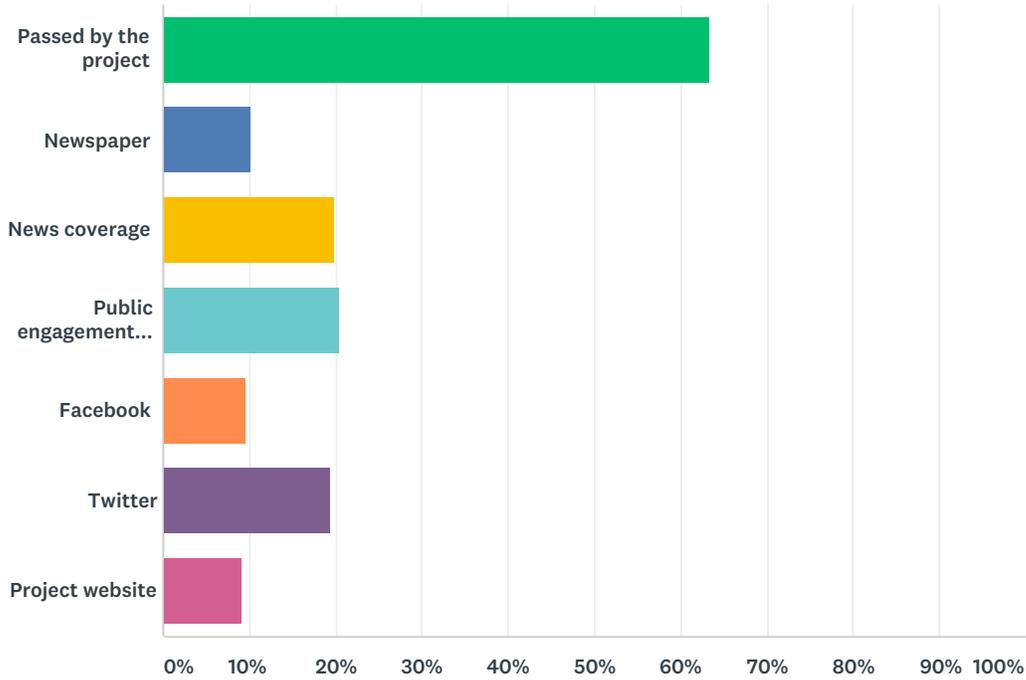
Answered: 334 Skipped: 13



ANSWER CHOICES	RESPONSES	
I live in or near the project	16.17%	54
I work in or near the project	42.22%	141
I go to school/university in or near the project	5.39%	18
I visit the project area	29.94%	100
I travel through the project area	53.59%	179
Total Respondents: 334		

Q8 How did you hear about this project? Please check all that apply.

Answered: 323 Skipped: 24



ANSWER CHOICES	RESPONSES	
Passed by the project	63.47%	205
Newspaper	10.22%	33
News coverage	19.81%	64
Public engagement newsletter	20.43%	66
Facebook	9.60%	31
Twitter	19.50%	63
Project website	9.29%	30
Total Respondents: 323		

#	OTHER (PLEASE SPECIFY)	DATE
1	city emails	5/10/2018 10:44 PM
2	311 when I asked about extending their use	5/9/2018 8:52 AM
3	Bike Winnipeg newsletter	5/8/2018 1:32 PM
4	Bike Winnipeg notification	5/7/2018 9:37 AM
5	Didnt know it was a project- just used it	5/6/2018 7:18 PM
6	Rode within the curbs, survey online from BikeWpg	5/5/2018 6:05 PM
7	Bike Winnipeg	5/5/2018 7:23 AM
8	Cycling Advocacy group	5/4/2018 4:48 PM
9	Bike winnipeg	5/4/2018 2:27 PM

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10	Bike Winnipeg	5/4/2018 11:30 AM
11	while cycling.	4/1/2018 9:39 AM
12	Traveled the sherbrook bike path.	2/15/2018 4:38 PM
13	Bike Winnipeg	2/12/2018 9:19 AM
14	Bike Winnipeg	2/7/2018 10:31 PM
15	Reddit	12/14/2017 7:22 PM
16	Was told about it.	11/23/2017 2:41 PM
17	saw it being installed	11/14/2017 12:26 PM
18	Reddit	10/13/2017 11:51 AM
19	The signs posted at the site.	9/28/2017 9:37 AM
20	AT Network	9/7/2017 3:21 PM
21	Sign above the lane.	9/1/2017 2:20 PM
22	Reddit	9/1/2017 1:26 PM
23	At least these questions are more varied and not required.	8/26/2017 5:57 PM
24	city of winnipeg website	8/24/2017 12:53 PM

Q9 Please provide the first three characters of your postal code.

Answered: 321 Skipped: 26

#	RESPONSES	DATE
1	R3L	6/2/2018 9:45 AM
2	R3N	6/1/2018 7:34 AM
3	R3T	5/26/2018 11:07 AM
4	R2H	5/25/2018 1:31 PM
5	R2H	5/23/2018 11:31 AM
6	R2K	5/22/2018 7:33 PM
7	R3G	5/13/2018 8:39 PM
8	R3J	5/11/2018 8:58 AM
9	R3B	5/10/2018 10:44 PM
10	R3G	5/9/2018 8:52 AM
11	R3G	5/8/2018 3:51 PM
12	R3B	5/8/2018 1:32 PM
13	R2J	5/7/2018 12:05 PM
14	R3L	5/7/2018 9:37 AM
15	R3N	5/6/2018 7:18 PM
16	R3A	5/6/2018 9:44 AM
17	R3G	5/5/2018 6:05 PM
18	R3M	5/5/2018 11:17 AM
19	R2W	5/5/2018 10:32 AM
20	R2G	5/5/2018 7:23 AM
21	R2C	5/5/2018 5:48 AM
22	R3P	5/4/2018 10:20 PM
23	R3J	5/4/2018 8:56 PM
24	R3E	5/4/2018 4:48 PM
25	R3I	5/4/2018 4:27 PM
26	R2M	5/4/2018 4:17 PM
27	R2H	5/4/2018 4:03 PM
28	R2K	5/4/2018 3:43 PM
29	R3E	5/4/2018 2:48 PM
30	R2V	5/4/2018 2:27 PM
31	R3A	5/4/2018 2:04 PM
32	R2M	5/4/2018 1:24 PM
33	r3l	5/4/2018 12:02 PM
34	R3R	5/4/2018 11:54 AM
35	R2L	5/4/2018 11:37 AM

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36	R3C	5/4/2018 11:30 AM
37	R3L	5/4/2018 11:19 AM
38	R3L	5/4/2018 11:19 AM
39	R3L	5/4/2018 11:19 AM
40	R3C	5/2/2018 12:52 PM
41	R3L	4/28/2018 9:29 PM
42	R2K	4/24/2018 9:11 AM
43	R3M	4/13/2018 8:36 AM
44	R3X	4/11/2018 7:40 PM
45	R2G	4/9/2018 8:54 AM
46	R2J	4/5/2018 11:34 AM
47	R3C	4/2/2018 2:46 PM
48	R2w	4/1/2018 9:39 AM
49	r3j	3/30/2018 3:09 PM
50	R3g	3/29/2018 4:58 PM
51	r3c	3/28/2018 6:35 AM
52	R3M	3/23/2018 1:40 PM
53	R3T	3/20/2018 8:23 PM
54	r3g	3/13/2018 11:23 PM
55	R3M	3/10/2018 10:54 PM
56	R3B	3/9/2018 10:22 PM
57	r3b	2/26/2018 9:53 AM
58	R3C	2/25/2018 9:13 PM
59	R3L	2/25/2018 12:38 PM
60	R3J	2/22/2018 3:01 PM
61	R3G	2/15/2018 4:38 PM
62	R2H	2/15/2018 2:19 PM
63	R2X	2/15/2018 1:16 PM
64	R3W	2/12/2018 9:19 AM
65	R3L	2/8/2018 10:32 AM
66	R3G	2/8/2018 9:26 AM
67	R2W	2/7/2018 10:31 PM
68	R3G	2/7/2018 10:20 PM
69	R3G	2/7/2018 5:31 PM
70	R3g	2/7/2018 3:53 PM
71	R3E	2/7/2018 2:46 PM
72	R2K	2/7/2018 2:30 PM
73	R3L	2/7/2018 1:46 PM
74	R3B	2/7/2018 1:15 PM
75	R2E	2/7/2018 1:04 PM
76	R3A	2/7/2018 12:51 PM

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77	R3G	2/6/2018 3:53 PM
78	R3M	2/2/2018 4:59 PM
79	R3P	2/1/2018 5:29 PM
80	R2N	2/1/2018 5:08 PM
81	R3B	1/29/2018 2:03 PM
82	R3L	1/25/2018 1:45 PM
83	R2M	1/22/2018 9:52 PM
84	R2V	1/20/2018 9:36 AM
85	R2N	1/19/2018 10:32 AM
86	R2L	1/18/2018 1:36 PM
87	R3L	1/11/2018 11:49 PM
88	R3R	1/9/2018 2:00 PM
89	r3c	1/8/2018 11:05 PM
90	r3l	1/7/2018 12:09 AM
91	R3L	1/6/2018 12:29 PM
92	R3j	1/6/2018 11:35 AM
93	R3B	1/5/2018 6:10 PM
94	R3C	1/5/2018 4:40 PM
95	R3M	1/5/2018 2:58 PM
96	R3g	1/5/2018 2:42 PM
97	R3J	1/5/2018 10:29 AM
98	R3G	1/5/2018 9:51 AM
99	r3j	1/5/2018 12:49 AM
100	R3E	1/2/2018 7:26 PM
101	R3b	12/31/2017 4:41 PM
102	R2h	12/27/2017 6:12 PM
103	R2V	12/22/2017 10:19 PM
104	R2n	12/22/2017 5:16 PM
105	R2H	12/21/2017 5:23 PM
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107	R2N	12/21/2017 3:32 PM
108	R3e	12/21/2017 3:03 PM
109	R2M	12/21/2017 2:13 PM
110	R3K	12/21/2017 1:51 PM
111	R2N	12/21/2017 12:47 PM
112	R2V	12/21/2017 12:24 PM
113	R2X	12/21/2017 11:35 AM
114	R3X	12/20/2017 11:50 AM
115	r3m	12/14/2017 7:22 PM
116	R3t	12/11/2017 9:06 AM
117	R2N 3X6	12/9/2017 8:19 PM

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118	R3L	12/7/2017 5:59 PM
119	R3G	12/7/2017 5:38 PM
120	R3N	12/4/2017 10:26 AM
121	R3P	11/23/2017 11:31 PM
122	R3G	11/23/2017 10:37 PM
123	R0C	11/23/2017 2:41 PM
124	R3P	11/23/2017 1:00 PM
125	R0C	11/23/2017 11:35 AM
126	R2V	11/23/2017 11:28 AM
127	r3b	11/21/2017 5:41 PM
128	R3L	11/14/2017 1:05 PM
129	R2M	11/14/2017 12:26 PM
130	R3T	11/13/2017 10:01 PM
131	R3G	11/11/2017 9:32 AM
132	r3m	11/9/2017 7:16 PM
133	r3j	11/9/2017 5:10 PM
134	R3M (home) / R3C (work at Portage and Main)	11/9/2017 5:04 PM
135	R2K	11/9/2017 4:59 PM
136	R3M	11/9/2017 4:58 PM
137	R3I	11/6/2017 11:03 AM
138	R3g	11/2/2017 2:22 AM
139	R3G	10/29/2017 10:23 PM
140	R3M	10/29/2017 7:53 AM
141	R3J	10/27/2017 11:00 PM
142	R2m	10/27/2017 3:54 PM
143	R3L	10/27/2017 11:05 AM
144	R3C 1Y2	10/27/2017 8:58 AM
145	r2g	10/26/2017 7:00 PM
146	r3g	10/26/2017 4:04 PM
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149	R3G	10/14/2017 11:50 PM
150	r3m	10/13/2017 11:51 AM
151	R3T	10/10/2017 9:20 PM
152	R3X	10/10/2017 8:20 PM
153	R3R	10/9/2017 7:59 PM
154	R3G	10/9/2017 7:39 PM
155	R3C	10/7/2017 6:48 PM
156		10/7/2017 7:59 AM
157	R3M	10/6/2017 3:40 PM

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158	R3L	10/6/2017 11:25 AM
159	r3j	10/5/2017 8:31 PM
160	R3t	10/5/2017 7:01 PM
161	R3G	10/5/2017 5:12 PM
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168	R3L	10/2/2017 1:46 PM
169	R3E	9/30/2017 5:33 PM
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171	R3n	9/28/2017 4:23 PM
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173	R3J	9/28/2017 10:01 AM
174	R3G	9/28/2017 9:37 AM
175	R3M	9/28/2017 8:29 AM
176	R3L	9/28/2017 6:35 AM
177	R2N	9/27/2017 4:02 PM
178	R3N	9/27/2017 12:47 PM
179	R3R	9/27/2017 12:11 PM
180	R3C	9/27/2017 12:06 PM
181	R3J	9/25/2017 6:11 PM
182	R3C	9/25/2017 10:08 AM
183	R3T	9/24/2017 8:51 PM
184	r3g	9/23/2017 3:04 PM
185	R3C	9/22/2017 3:06 PM
186	R2J	9/22/2017 10:44 AM
187	R3G	9/21/2017 11:39 PM
188	R2G	9/21/2017 10:10 PM
189	R3G	9/21/2017 9:52 PM
190	R3B	9/21/2017 2:21 PM
191	R3C	9/21/2017 12:05 PM
192	R2V	9/21/2017 11:24 AM
193	R2Y	9/21/2017 10:26 AM
194	r2h	9/21/2017 9:45 AM
195	R3G	9/21/2017 9:44 AM
196	R2W	9/20/2017 8:40 PM
197	R3L	9/20/2017 1:30 PM
198	R3G	9/20/2017 12:29 AM

Sherbrook/Bannatyne Adjustable Curbs PILOT PROJECT

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200	R3G	9/19/2017 12:24 PM
201	R3G	9/18/2017 3:48 PM
202	R3J	9/17/2017 6:39 AM
203	R3M	9/13/2017 8:27 AM
204	R3P	9/11/2017 12:54 PM
205	R3G	9/10/2017 4:25 PM
206	R2G	9/10/2017 2:01 PM
207	r3c	9/9/2017 7:59 AM
208	R2C	9/8/2017 8:21 PM
209	R3B	9/8/2017 12:43 PM
210	R3R	9/8/2017 11:32 AM
211	R3B	9/8/2017 8:51 AM
212	R2h	9/7/2017 9:35 PM
213	R2M	9/7/2017 7:02 PM
214	R3t	9/7/2017 5:40 PM
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218	r3b	9/7/2017 3:32 PM
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224	R3P	9/6/2017 1:10 PM
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226	R3G	9/6/2017 9:13 AM
227	R3G	9/5/2017 9:53 PM
228	R3Y	9/5/2017 5:50 PM
229	R3L	9/5/2017 2:33 PM
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233	r3n	9/5/2017 1:00 PM
234	r3c	9/5/2017 12:48 PM
235	R3x	9/5/2017 12:37 PM
236	R3n	9/3/2017 10:17 AM
237	R3G	9/2/2017 9:51 PM
238	R3A	9/1/2017 2:20 PM
239	R2N	9/1/2017 1:26 PM

Sherbrook/Bannatyne Adjustable Curbs PILOT PROJECT

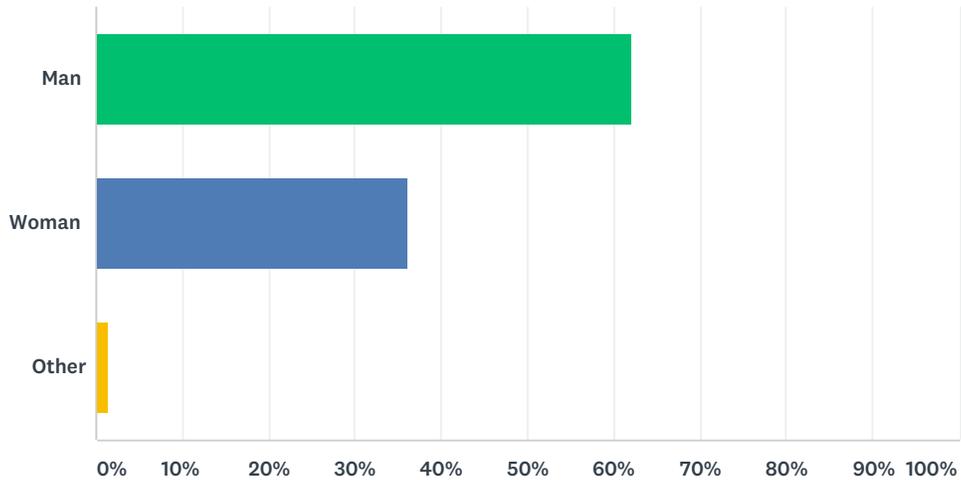
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242	X0X	8/30/2017 2:17 PM
243	R3G	8/30/2017 12:04 PM
244	R3C	8/29/2017 4:09 PM
245	R3T	8/29/2017 3:23 PM
246	R2N	8/29/2017 11:48 AM
247	R3T	8/28/2017 11:59 PM
248	R3G	8/28/2017 9:16 PM
249	r3e	8/28/2017 2:00 PM
250	R2G	8/28/2017 9:23 AM
251	R3C	8/28/2017 8:39 AM
252	R2N	8/27/2017 9:24 PM
253	r2p	8/26/2017 8:16 PM
254	R3C	8/26/2017 5:57 PM
255	R2C	8/26/2017 4:24 PM
256	R2x	8/26/2017 3:15 PM
257	r3m	8/25/2017 9:44 PM
258	R3M	8/25/2017 3:44 PM
259	R3r	8/25/2017 1:31 PM
260	r3b	8/25/2017 1:20 PM
261	R3N	8/25/2017 12:56 PM
262	0Y1	8/25/2017 12:36 PM
263	R2W	8/25/2017 11:51 AM
264	R3E	8/25/2017 10:52 AM
265	R3X	8/25/2017 8:54 AM
266	R3L	8/25/2017 8:38 AM
267	R/G	8/25/2017 7:41 AM
268	R2h	8/25/2017 7:07 AM
269	R3V	8/24/2017 10:51 PM
270	R2h	8/24/2017 10:21 PM
271	R3r	8/24/2017 10:05 PM
272	R3E	8/24/2017 9:35 PM
273	R3J	8/24/2017 9:24 PM
274	r3j	8/24/2017 8:03 PM
275	R3m	8/24/2017 7:29 PM
276	R2j	8/24/2017 7:25 PM
277	R2w	8/24/2017 4:48 PM
278	R3N	8/24/2017 4:17 PM
279	r2x	8/24/2017 4:15 PM
280	R3M	8/24/2017 4:12 PM

Sherbrook/Bannatyne Adjustable Curbs PILOT PROJECT

281	R3N	8/24/2017 3:56 PM
282	R3L	8/24/2017 3:03 PM
283	R2H	8/24/2017 2:52 PM
284	r2g	8/24/2017 1:29 PM
285	R2k	8/24/2017 1:28 PM
286	R3A	8/24/2017 1:27 PM
287	R2P	8/24/2017 1:27 PM
288	R2K	8/24/2017 1:26 PM
289	R3L	8/24/2017 1:25 PM
290	r3c	8/24/2017 1:24 PM
291	R3T	8/24/2017 1:15 PM
292	R2V	8/24/2017 1:15 PM
293	R2K	8/24/2017 1:14 PM
294	R3C	8/24/2017 1:13 PM
295	R2H	8/24/2017 1:12 PM
296	R2R	8/24/2017 1:11 PM
297	R2Y	8/24/2017 1:10 PM
298	R3M (home)	8/24/2017 1:09 PM
299	R2R	8/24/2017 1:03 PM
300	R3G	8/24/2017 1:02 PM
301	R3G	8/24/2017 1:01 PM
302	R3B	8/24/2017 1:00 PM
303	R2P	8/24/2017 12:59 PM
304	R3B	8/24/2017 12:55 PM
305	R3G	8/24/2017 12:54 PM
306	R2V	8/24/2017 12:53 PM
307	r3y	8/24/2017 12:53 PM
308	R3L	8/24/2017 12:52 PM
309	R3m	8/24/2017 12:52 PM
310	R3L	8/24/2017 12:50 PM
311	R0G	8/24/2017 12:49 PM
312	R2W 0G2	8/24/2017 12:39 PM
313	R3J	8/24/2017 12:38 PM
314	R2v	8/24/2017 12:37 PM
315	R3K	8/24/2017 12:37 PM
316	r3l	8/24/2017 12:36 PM
317	R3t	8/24/2017 12:33 PM
318	r2m	8/24/2017 12:32 PM
319	R2X	8/24/2017 12:30 PM
320	reg	8/24/2017 10:49 AM
321	R3M	8/23/2017 10:49 AM

Q10 Please indicate your gender.

Answered: 331 Skipped: 16



ANSWER CHOICES	RESPONSES
Man	62.24% 206
Woman	36.25% 120
Other	1.51% 5
TOTAL	331

#	OTHER	DATE
1	Terrible to ask this	4/11/2018 7:40 PM
2	Bicycle	4/9/2018 8:54 AM
3	Hi tyler!	10/27/2017 3:54 PM
4	Other	8/30/2017 2:17 PM
5	Not required.	8/26/2017 5:57 PM