

# Milwaukee Safe and Healthy Streets Pilot Postcard Survey Results Summary

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Prepared for the Wisconsin Bicycle Federation and Medical College of Wisconsin

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## Background

The Milwaukee Safe and Healthy Streets postcard survey was pilot tested in Year 1 of the Safe and Healthy Streets grant. It is intended to be refined in Year 2 and ultimately adopted for use on a regular basis in future years by the City of Milwaukee and its community partners.

The survey form included questions about enjoyment of walking and bicycling, perceptions of safety and security while walking and bicycling in the respondent's neighborhood, walking and bicycling activity during the last week, physical and mental health, and basic demographic information. It also included one open ended question: "Please write comments about what it is like to walk or bicycle in your neighborhood." The survey form is provided in Appendix A. The survey protocol was approved by the Medical College of Wisconsin Institutional Research Board (IRB). Both English and Spanish versions of the survey form have been developed, but the Spanish version was not used during this pilot period.

The paper survey was distributed face-to-face at 20 different events between May 1, 2019 and October 19, 2019. Members of the research team invited people at each event to participate before, during, and after the events took place. Typically, the research team members gave the survey form to the participant on a clipboard and provided them with a pen or pencil to complete the survey. In some cases, the research team member read the survey questions to the participant and wrote their answers, which may have helped overcome some challenges with literacy.

The remainder of this document presents respondent characteristics, results, and lessons learned. Note that this pilot survey was distributed at a wide variety of events with the intent of reaching many different types of people. However, it was not intended to represent the City of Milwaukee population as a whole, so the results should not be generalized to the City level.

## Respondent Characteristics

A total of 164 people completed the Milwaukee Safe and Healthy Streets survey across the 20 events (Table 1). Respondents came from 23 unique zip codes in the Milwaukee area. Importantly, the zip codes with the most respondents were zip codes where events were held, suggesting that this type of face-to-face survey distribution "met residents where they were." Further, common pilot survey respondent neighborhoods such as Garden Homes, Harambee, Rufus King, Thurston Woods, and Walker Square are not ordinarily well-represented in other pedestrian and bicycle advocacy and planning efforts (e.g., City of Milwaukee Pedestrian and Bicycle Task Force; Milwaukee Safe and Healthy Streets Core Team; 2016 Path to Platinum Bicycling Survey). Of the 157 responses with zip codes, the most common were:

- 53204 (Walker Square, Walker's Point) (15%)
- 53209 (Teutonia Avenue Corridor: Rufus King to Thurston Woods) (13%)
- 53212 (Harambee, Riverwest) (13%)
- 53216 (Capitol Drive Corridor: Dineen Park to Garden Homes) (10%)
- 53202 (Lower East Side, East Town, Historic Third Ward) (6%)
- 53207 (Bay View to Airport) (6%)

Table 1. Number of Completed Surveys by Event Location

Location	Date	Completed Surveys
Turner Hall	5/1/2019	4
35th Street Walk	5/11/2019	11
Menomonee Valley Walk	5/13/2019	9
UEC Riverside Walk	5/15/2019	4
Kinnickinnic River Trail Walk	5/23/2019	8
Fondy	Late May 2019	7
Mayor's Bike Ride	6/3/2019	8
Garden Homes Walk	6/22/2019	13
W Pierce, Taco Truck Rally	7/12/19 or 8/2/19	9
Bronzeville Days	8/4/2019	15
Ciclovía MKE	9/14/2019	33
Ben Franklin School	9/19/2019	2
Res 4 Change	9/19/2019	10
Rufus King Neighborhood Association Meeting at NWCDC	10/8/2019	7
44th Street Meeting	10/9/2019	7
Job & Resource Fair at New Hope Missionary Baptist Church	10/10/2019	7
Wahl Park	10/10/2019	4
DRS Quarterly Community Meeting at NWSCDC	10/11/2019	4
NWSCDC	10/11/2019	1
D7 Halloween Event	10/19/2019	1
<b>Total</b>		<b>164</b>

Respondents were fairly evenly distributed across age groups. Among the 152 respondents who provided their age, the age ranges were:

- Younger than 25 (12%)
- 25-34 (25%)
- 35-44 (18%)
- 45-54 (11%)
- 55-64 (16%)
- 65-74 (15%)
- 75+ (3%)

Not all surveys had a clear question asking how many years the respondent had lived in Milwaukee, but of the 107 people who responded to this question, 25% had lived in Milwaukee for their entire life.

Of the 150 respondents who reported a gender, the following identities were given:

- Female (54%)
- Male (43%)
- Non-binary (1%)
- Queer (1%)
- “They” (1%)
- “Male + Female” (1%)

Of the 151 respondents who reported a race or ethnicity, the following identities were given:

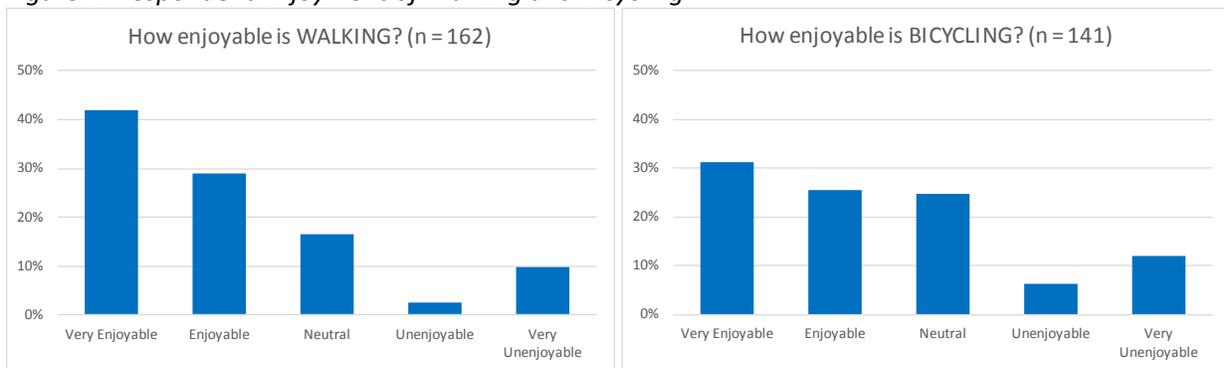
- Black/African-American (41%)
- White/Caucasian (34%)
- Latina/Latino/Latinx/Hispanic (this includes one person who reported Mexican and another who reported Puerto Rican) (22%)
- Asian (1)
- “Mixed” (1%)
- “Neutral” (1%)
- “Queer” (1%)

Of the 152 respondents who reported the number of automobiles in their household, 12% had no automobile, 39% had one automobile, and 49% had two or more automobiles. Eight respondents reported having a disability.

### Quantitative Results

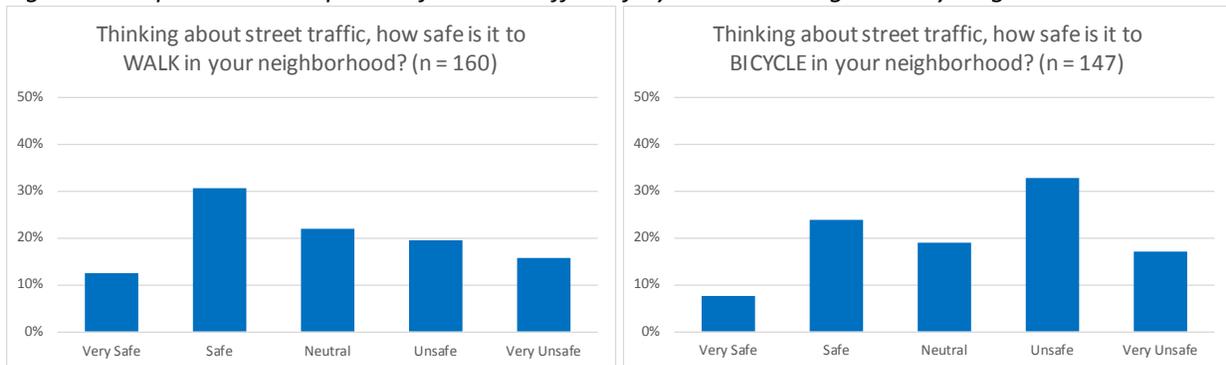
The survey participants provided responses related to their perceptions of walking and bicycling and personal physical and mental health (though these responses are not generalizable to the City of Milwaukee as a whole). The majority of respondents thought both walking and bicycling were either “very enjoyable” or “enjoyable” (Figure 1). Overall, walking was enjoyed more than bicycling.

Figure 1. Respondent Enjoyment of Walking and Bicycling



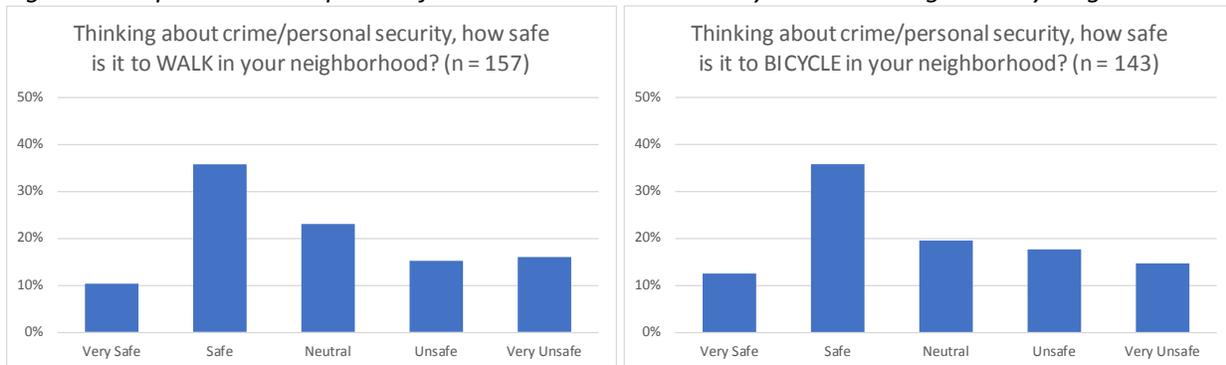
More than one-third of respondents felt “unsafe” or “very unsafe” walking or bicycling in their own neighborhoods due to street traffic (Figure 2). Street traffic may be preventing some people from participating in these otherwise enjoyable activities. Bicycling was perceived to be less safe than walking with respect to street traffic.

*Figure 2. Respondent Perceptions of Street Traffic Safety while Walking and Bicycling*



Approximately one-third of respondents felt “unsafe” or “very unsafe” walking or bicycling in their own neighborhoods due to crime and personal security concerns (Figure 3). Neighborhood security issues may be preventing some people from participating in these otherwise enjoyable activities. In contrast to perceptions of traffic safety, walking and bicycling seemed to offer approximately the same level of personal security with respect to crime.

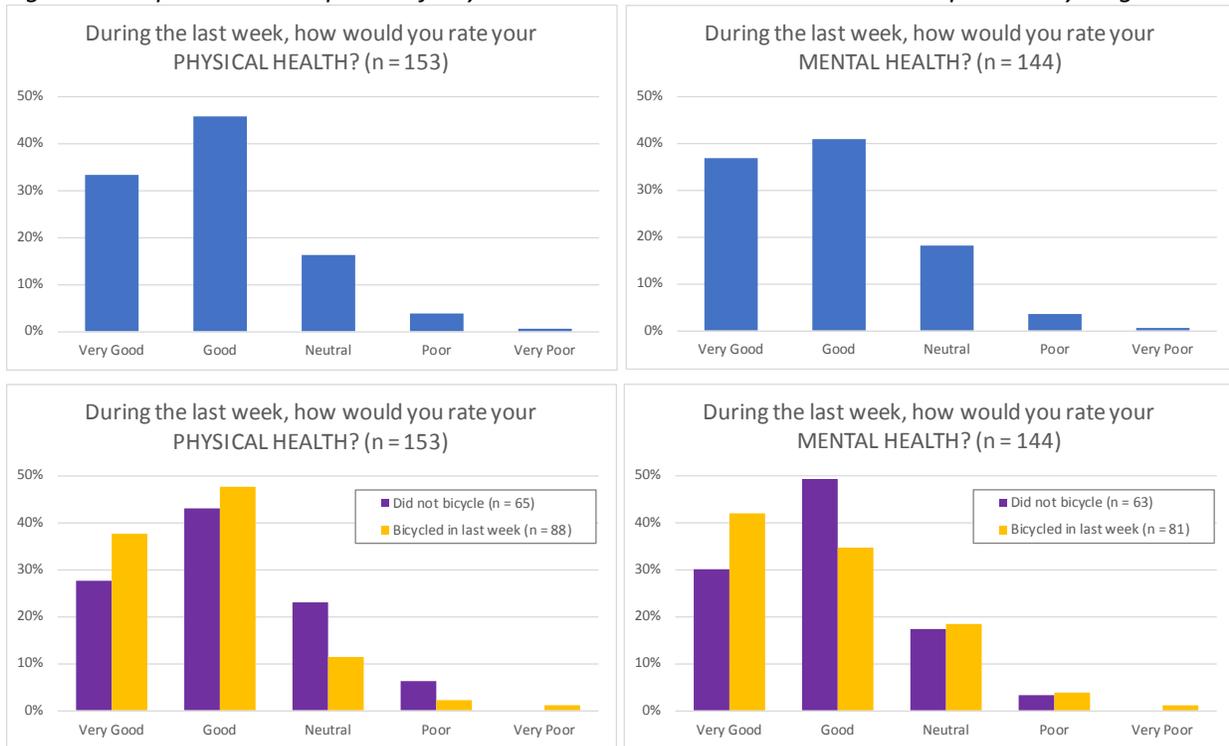
*Figure 3. Respondent Perceptions of Crime and Personal Security while Walking and Bicycling*



Respondents were divided into people who reported no walking or bicycling or reported some walking or bicycling in the previous week. Of the 152 participants who answered how much they had walked in the last week, 139 indicated that they walked some. Of the 133 who answered about bicycling in the previous week, 66 indicated that they bicycled some.

Respondents’ assessments of their own health indicated that most people felt that their physical health and mental health was either “very good” or “good” in the previous week. Further, people who had bicycled in the last week appeared to have slightly better physical health than people who did not. This could be due to bicycling helping physical health or that people with better physical health are more likely to bicycle. The relationship between bicycling and mental health is less clear.

Figure 4. Respondent Perceptions of Physical and Mental Health and Relationship with Bicycling



### Qualitative Results

Of the 164 total respondents, 110 wrote some type of comment about what it was like to walk or bicycle in her or his neighborhood. We coded each of the responses into 12 common themes. Note that some comments fit under more than one theme, so they were coded into multiple themes, as appropriate.

- General enjoyment (33 responses)
- Street design/Infrastructure (25)
- General discomfort (22)
- Bad driver behavior (20)
- Personal security (18)
- Social support/Social connections (8)
- Traffic speeds (7)
- Lighting (6)
- Social norms for street space (5)
- Traffic volumes (4)
- Concern about dogs (3)
- Difficult to cross streets (2)

The text below provides example quotes to illustrate each of these 12 themes. See Appendix B for a list of all comments in each theme.

### General enjoyment

- Love walking in the neighborhood and knowing neighbors.
- I have personally never had an issue. Very walkable/bike-friendly area!
- I live in downtown Milwaukee. I enjoy the city [life].
- Both walking & bicycling provide a way to enjoy the natural beauty of the city.
- Looking and enjoying the view.

### Street design/Infrastructure

- Walking is better because there's no bike lanes in my neighborhood.
- Build protected bike lanes
- Need more bike lanes
- Area not all that bad, just a stretch along Greentree that doesn't have sidewalk. Would be better if pedestrian and bike trails were added.

### General discomfort

- While I often walk in my neighborhood, I do frequently feel unsafe. As far as biking, I feel even more unsafe due to traffic, theft, and glass/garbage on streets.
- For the most part it's ok. I've felt more comfortable walking & biking when I was younger.
- Street traffic makes both somewhat dangerous.
- Worry I don't get hit by a car
- Nervous and worry I don't get hit by a car
- It's ok (the neighborhood). I think it's relatively safe. But if one is not vigilant there is the potential for crime or injury. I think the biggest problem is the behavior of people, availability of jobs and cleanliness and pride in the neighborhood.

### Bad driver behavior

- ...Lots of cars blocking bike lanes, speeding. Not stopping for peds.
- I'm 1 block from the Hank Aaron Trail, so I rarely bike on the streets in my neighborhood, so tough to answer those questions. I actually go out of my way to avoid biking on city streets & stay on trails because I do not feel safe biking on city streets in most of MKE city! I have nearly been killed numerous times by unattentive drivers - incl. a bus driver who never looked before a L turn & was run off the road by a driver who failed to yield in Canal St. roundabout.
- The reckless driving prevents me from riding in my neighborhood
- People use the bike lane as a passing lane
- Post office parking - east side of street very dangerous. Bike lanes - people use it as a passing lane - Need Barrier for sure!!...
- There are speeding vehicles almost everywhere in Milwaukee. I used to bike commute more and I stopped due to unsafe arterial streets.
- Cars speed and drive in the bike lanes.
- Speed and recklessness of drivers concern me when considering biking in the neighborhood.
- My wife walk often but we're afraid to ride bikes because of wild drivers.

### Personal security

- I just keep to myself and be extra cautious
- Need bike police
- More police officers so we can walk more safely. More fun things to do.
- Please we need support. there is a lot of crime.

- Needs more police biking and walking
- It's ok (the neighborhood). I think it's relatively safe. But if one is not vigilant there is the potential for crime or injury. I think the biggest problem is the behavior of people, availability of jobs and cleanliness and pride in the neighborhood.
- To many young families have taken over. Hang out a lot. Don't feel safe being out much. They party all day and night.

#### Social support/Social connections

- I enjoy doing so and wish more people were riding along.
- It's good and more people need to do it.
- Love walking in the neighborhood and knowing neighbors.
- My neighborhood (Riverwest) has a bicycle-friendly culture. Many other areas of the city are neutral or dangerous.

#### Traffic speeds

- ...MLK & North Ave have too many people speeding/driving in bike lanes.
- Traffic moves very fast. I live on Lincoln Ave & it is very difficult to cross.
- There are speeding vehicles almost everywhere in Milwaukee. I used to bike commute more and I stopped due to unsafe arterial streets.
- Cars speed and drive in the bike lanes.
- Speed and recklessness of drivers concern me when considering biking in the neighborhood.
- Traffic is very poorly managed. Speeding is a major problem.

#### Lighting

- [Adequately] lighted but [quiet] areas seem sketchy
- No problems, if night - more lights
- I would say that in the daytime hours it feels safer to walk or bike, but at night the security level may drop a little bit
- Depends on the time of day, and how much lighting is on the street.
- It's ok however it needs more lights

#### Social norms for street space

- Walking - I often feel like cars are more attentive, but when biking cars feel that bikes should be off their road.
- It's peaceful and I like my walks, but my personal safety probably comes from male privilege.
- I'm a guy & hesitate to say what is safe.
- My neighborhood (Riverwest) has a bicycle-friendly culture. Many other areas of the city are neutral or dangerous.
- Not bad, as long as I stay off the street. Near my house you have to bike on sidewalk

#### Traffic volumes

- ...Lots of cars on the main thoroughfare. Lots of cars blocking bike lanes, speeding. Not stopping for peds.
- Street traffic makes both somewhat dangerous.
- I feel my neighborhood (block) is pretty safe we don't have much traffic other than residents

### Concern about dogs

- I don't walk or bicycle in the neighborhood. Afraid of loose dogs.
- The main issue that prevents me from walk/biking in my neighborhood has to do to careless pet owners and vicious dogs such as pit bulls. There are too many lost dogs without leashes. Dog owners need fences and to be fined more.
- There are too many dogs to walk and scary people

### Difficult to cross streets

- Great on side streets. Major Streets hard to cross
- Traffic moves very fast. I live on Lincoln Ave & it is very difficult to cross.

### **Lessons Learned**

We learned several lessons from the pilot survey process.

- Many people appreciated having the opportunity to share their experiences and thoughts about walking and bicycling in their neighborhoods. Research team members often had participants say, "Thanks for doing this survey," after they had finished.
- The survey took slightly longer than expected (an average of five minutes rather than three).
- It appeared that a notable portion of participants did not answer questions about the amount of time they spent walking and bicycling on an average day during the previous week correctly. For example, 39% of respondents reported walking and 23% of respondents reported bicycling for 1 hour or more on an average day in the previous week. These levels of walking and bicycling are unlikely, even if many survey respondents were very active pedestrians and bicyclists. Some respondents may have thought about the total time they spent walking or bicycling during the entire week rather than on an average day.
- Several participants did not complete the back side of the survey form (likely because they did not realize that it needed to be turned over).
- Some participants received a version of the survey that did not have a blank line after the question asking for the number of years that they had lived in Milwaukee and did not include a question about disabilities. Many of these respondents skipped the question about the number of years they had lived in Milwaukee, and none provided information about their disabilities.
- The Spanish version of the survey was developed soon after the English version received IRB approval. However, doing the translation in a way that meets the necessary IRB standards took longer than anticipated. As a result, the translation did not receive IRB approval prior to events in predominantly Spanish-speaking communities (e.g., Ciclovía MKE), so this version was not used in the field. Future efforts should budget additional time for IRB approval of translated survey instruments.
- The survey was offered to as many people as possible at each event. However, it is unlikely that everyone who could have participated was invited due to only having one or two research team members at each site. Ideally, research team members would have offered surveys systematically to the next person who they saw after the prior person completed the survey. In reality, people clustered in groups, so it is awkward to invite one single person to participate at a time. People also approached research team members to ask to take the survey, and team members were happy to distribute them. This is likely to create a bias towards respondents who are more outgoing or more interested in the topic. Further, we did not keep records of refusals to participate, so we do not know how many people declined the survey or what their general characteristics were. Having this information would provide a better sense of the survey response rate and potential non-response bias.

**Acknowledgements**

The pilot survey would not have been possible without the efforts of many people. The following individuals assisted with survey development or review: Mike Amsden, Melissa DeNemie, Caressa Givens, Marissa Meyer, Jeff Morzinski, Kate Nelson, Kate Riordan, and Marie Wolff. The following individuals distributed the surveys: Caressa Givens, Bob Schneider, Sara Bregant, Kelly Lempa, Martin Mikell, Dominic Inouye, and Jeff Morzinski. Finally, Andrew Schmitz entered the majority of survey responses into an electronic database.

### **Appendix A. Survey Instrument**

This appendix includes the postcard-sized survey instrument that was used for the Milwaukee Safe and Healthy Streets pilot survey. Note that 43 of the 164 participants received a version of the survey that did not have a blank line after the question asking for the number of years that they had lived in Milwaukee and did not include a question about disabilities. In addition, this version had the response categories “Very Enjoyable”, “Enjoyable”, “Neutral”, “Unenjoyable”, and “Very Unenjoyable” above the questions about personal safety and security instead of “Very Safe”, “Safe”, “Neutral”, “Unsafe”, and “Very Unsafe”. However, it is unlikely that the response category labels made a substantial difference in the responses that people provided to the safety and security questions.

# Milwaukee Safe and Healthy Streets Survey

SURVEY TEAM USE ONLY: Number \_\_\_\_\_ Location \_\_\_\_\_

The City of Milwaukee and Milwaukee Safe & Health Streets Coalition are asking Milwaukee residents to provide input about their personal experiences walking and bicycling in Milwaukee. Your input will be used to help track neighborhood walking, bicycling, and health over time. Your input will be valuable to the City of Milwaukee as it implements street projects and other programs. All questions are optional, and your responses will be anonymous.

1. For you, how enjoyable is the activity of...

	Very Unenjoyable	Unenjoyable	Neutral	Enjoyable	Very Enjoyable
WALKING?					
BICYCLING?					

2. Thinking about **street traffic**, how safe do you think it is to...

	Very Unsafe	Unsafe	Neutral	Safe	Very Safe
WALK in <u>your neighborhood</u> ?					
BICYCLE in <u>your neighborhood</u> ?					

3. Thinking about **crime and personal security**, how safe do you think it is to...

	Very Unsafe	Unsafe	Neutral	Safe	Very Safe
WALK in <u>your neighborhood</u> ?					
BICYCLE in <u>your neighborhood</u> ?					

4. Please write one or two comments about what it is like to walk or bicycle in your neighborhood.

5. How much of each type of **outdoor** physical activity did you get **on an average day last week**? (include going to and from the bus, stores, work, school, or other destinations)

	None	1-9 minutes	10-29 minutes	30-59 minutes	1 hour +
WALKING/RUNNING?					
BICYCLING?					
OTHER ACTIVITY?					

6. During the last week, how would you rate your...

	Very Poor	Poor	Neutral	Good	Very Good
PHYSICAL health?					
MENTAL health?					

7. What is your zip code? \_\_\_\_\_ 8. How many years have you lived in Milwaukee? \_\_\_\_\_

9. What major street intersection do you live near? (e.g., Humboldt Blvd. & North Ave.)  
 \_\_\_\_\_ & \_\_\_\_\_

10. How many people live in your apartment or house (including you)? 1 2 3 4 5+

11. How many automobiles do you have at home? 0 1 2+

12. Do you currently have any disabilities? Yes No If yes, please list: \_\_\_\_\_

13. Age: \_\_\_\_\_ 14. Gender: \_\_\_\_\_ 15. Race/ethnicity: \_\_\_\_\_

**When finished, please return this survey to one of the Safe & Healthy Streets Coalition members at this event. Thank you!**  
 For questions about this survey, please contact Dr. Robert Schneider, UW-Milwaukee, 414-229-3849, rjschnei@uwm.edu.

## Appendix B. Open-ended comments by theme

This appendix lists all of the responses to the open-ended question: “Please write comments about what it is like to walk or bicycle in your neighborhood.” The responses are organized according to the 12 main themes.

Response ID	General enjoyment (33)
2	I enjoy doing so and wish more people were riding along.
4	Love walking in the neighborhood and knowing neighbors.
7	We have wide streets on Wells St. that makes it easy and safe to bike.
10	It's peaceful and I like my walks, but my personal safety probably comes from male privilege.
11	I have personally never had an issue. Very walkable/bike-friendly area!
12	I live in downtown Milwaukee. I enjoy the city live.
15	I've never had a safety issue on any of the routes I walk. I feel perfectly safe. I've only biked from my house to the VA to work and it was totally safe.
16	Because it's the East Side, it's extremely easy & fun to run errands on foot or by bike.
22	Great
24	It is an urban suburb & pretty safe, except for biking on Port Wash. Rd.
30	South end of Bay View - Superior & Oklahoma. Very safe, navigable
31	We have a bike trail near our home next to the Milw. R & love using it.
33	We are near the Riverwalk and downtown so we hardly get in a car!
35	My neighborhood (Riverwest) has a bicycle-friendly culture. Many other areas of the city are neutral or dangerous.
45	Great on side streets. Major Streets hard to cross
49	No problems, if night - more lights
54	It's good and more people need to do it.
62	Walking - excellent, biking - you have to be careful of reckless drivers
66	Cautious & peaceful
72	Walking I was mugged recently. Biking is super safe and neighborhood is bike friendly.
75	I live in Bay View. Not many bike lanes. Walking is good.
77	It's peaceful in my neighborhood.
80	It's nice to bike, although it's not the easiest to walk with all the roundabouts, people don't know how to use those
123	Both walking & bicycling provide a way to enjoy the natural beauty of the city.
124	My grandkids love to run their bikes. They feel very safe in the neighborhood.
131	When weather is good All's well
133	People seem to be friendly and keep to themselves. OK.
134	I feel my neighborhood (block) is pretty safe we don't have much traffic other than residents
136	I feel safe walking in my neighborhood.
143	Very nice
146	Looking and enjoying the view.
148	It's not bad, but you have to pay attention and be alert!
161	Proximity to lake for biking.

<b>Response ID</b>	<b>Street design/Infrastructure (25)</b>
7	We have wide streets on Wells St. that makes it easy and safe to bike.
13	Walking is better because there's no bike lanes in my neighborhood.
14	Neighborhood streets are safe but covered in potholes. MLK & North Ave have too many people speeding/driving in bike lanes.
21	Residential. Low traffic. No sidewalks.
23	I'm 1 block from the Hank Aaron Trail, so I rarely bike on the streets in my neighborhood, so tough to answer those questions. I actually go out of my way to avoid biking on city streets & stay on trails because I do not feel safe biking on city streets in most of MKE city! I have nearly been killed numerous times by unattentive drivers - incl. a bus driver who never looked before a L turn & was run off the road by a driver who failed to yield in Canal St. roundabout.
31	We have a bike trail near our home next to the Milw. R & love using it.
38	Use Hank Aaron Trail
44	Build protected bike lanes
45	Great on side streets. Major Streets hard to cross
46	Biking on Prospect is scary - easy to get "doored" by parked cars. I try to take Oak Leaf Trail when convenient to where I'm going.
55	While I often walk in my neighborhood, I do frequently feel unsafe. As far as biking, I feel even more unsafe due to traffic, theft, and glass/garbage on streets.
56	More bike lanes in West Allis!!!
57	Need more bike lanes
60	the bike lanes along Lisbon between Sherman & 35th need to be reassessed.
67	Streets by me are congested with parked cars and narrow.
71	Biking on National Ave is terrible. Please help us get a bike lane.
75	I live in Bay View. Not many bike lanes. Walking is good.
80	It's nice to bike, although it's not the easiest to walk with all the roundabouts, people don't know how to use those
81	Potholes but wide street
102	More security and police officers, street clean, create committees not smoking in the streets driving
103	Speed bumps
111	Post office parking - east side of street very dangerous. Bike lanes - people use it as a passing lane - Need Barrier for sure!! Fiebrantz & Hopkins - Trucks blocking. Dump trucks - semi tractor trailer, oil, heavy trucks - blocking traffic - overnight. Turning lane - 35th - most people don't know how to use them. Don't use blinkers. Stop behind you - go around & run the light. Bridge on Capitol - dark, leaking - crumbling, dirty - litter, glass. Bomb train parked on overpass.
112	Lots of bike lanes, not a ton of fast speeds
137	When I walk or bike I don't have many issues but we don't have bike lanes or right away.
159	Area not all that bad, just a stretch along Greentree that doesn't have sidewalk. Would be better if pedestrian and bike trails were added.
<b>Response ID</b>	<b>General discomfort (22)</b>
25	Need more bike lanes
26	I'm pretty hesitant to take my kids on the streets from RW to Lakefront - but we do it.

35	My neighborhood (Riverwest) has a bicycle-friendly culture. Many other areas of the city are neutral or dangerous.
43	Cars don't care. The city doesn't care.
45	Great on side streets. Major Streets hard to cross
46	Biking on Prospect is scary - easy to get "doored" by parked cars. I try to take Oak Leaf Trail when convenient to where I'm going.
55	While I often walk in my neighborhood, I do frequently feel unsafe. As far as biking, I feel even more unsafe due to traffic, theft, and glass/garbage on streets.
68	For the most part it's ok. I've felt more comfortable walking & biking when I was younger.
69	Street traffic makes both somewhat dangerous.
71	Biking on National Ave is terrible. Please help us get a bike lane.
80	It's nice to bike, although it's not the easiest to walk with all the roundabouts, people don't know how to use those
82	Not bad, as long as I stay off the street. Near my house you have to bike on sidewalk
86	Worry I don't get hit by a car
87	Nervous and worry I don't get hit by a car
114	It's ok (the neighborhood). I think it's relatively safe. But if one is not vigilant there is the potential for crime or injury. I think the biggest problem is the behavior of people, availability of jobs and cleanliness and pride in the neighborhood.
122	It is very, or I feel very unsafe walking or riding my bike in my neighborhood.
131	When weather is good All's well
139	not quite safe enough for biking
148	It's not bad, but you have to pay attention and be alert!
150	Sometimes scary--worried
153	In this neighborhood at night its dangerous from 27th + Atkinson to 32nd + Hampton, that store on the corner of 27th + Atkinson is bad for the neighborhood + police seem not doing anything + on Port Sunlight [Way] by Monks Barbershop
155	dangerous
<b>Response ID</b>	<b>Bad driver behavior (20)</b>
1	Feel safe walking and biking throughout the city, just have a problem with cars not respecting walkers + bikers.
5	A lot of people in cars are total dicks to pedestrians & bikers.
8	Generally fine. Lots of cars on the main thoroughfare. Lots of cars blocking bike lanes, speeding. Not stopping for peds.
14	Neighborhood streets are safe but covered in potholes. MLK & North Ave have too many people speeding/driving in bike lanes.
23	I'm 1 block from the Hank Aaron Trail, so I rarely bike on the streets in my neighborhood, so tough to answer those questions. I actually go out of my way to avoid biking on city streets & stay on trails because I do not feel safe biking on city streets in most of MKE city! I have nearly been killed numerous times by unattentive drivers - incl. a bus driver who never looked before a L turn & was run off the road by a driver who failed to yield in Canal St. roundabout.
34	Car drivers are disrespectful. Not enough consistent checks.
43	Cars don't care. The city doesn't care.

46	Biking on Prospect is scary - easy to get "doored" by parked cars. I try to take Oak Leaf Trail when convenient to where I'm going.
50	Need more pedestrian courtesy. Def need more bike safety.
62	Walking - excellent, biking - you have to be careful of reckless drivers
63	The reckless driving prevents me from riding in my neighborhood
74	Drivers should be more respectable and mindful of bikers
78	People use the bike lane as a passing lane
111	Post office parking - east side of street very dangerous. Bike lanes - people use it as a passing lane - Need Barrier for sure!! Fiebrantz & Hopkins - Trucks blocking. Dump trucks - semi tractor trailer, oil, heavy trucks - blocking traffic - overnight. Turning lane - 35th - most people don't know how to use them. Don't use blinkers. Stop behind you - go around & run the light. Bridge on Capitol - dark, leaking - crumbling, dirty - litter, glass. Bomb train parked on overpass.
113	There are speeding vehicles almost everywhere in Milwaukee. I used to bike commute more and I stopped due to unsafe arterial streets.
115	Cars speed and drive in the bike lanes.
118	Speed and recklessness of drivers concern me when considering biking in the neighborhood.
119	My wife walk often but we're afraid to ride bikes because of wild drivers.
120	Traffic is unpredictable! We need concrete barriers.
140	Traffic is very poorly managed. Speeding is a major problem.
<b>Response ID</b>	<b>Personal security (18)</b>
1	Feel safe walking and biking throughout the city, just have a problem with cars not respecting walkers + bikers.
10	It's peaceful and I like my walks, but my personal safety probably comes from male privilege.
15	I've never had a safety issue on any of the routes I walk. I feel perfectly safe. I've only biked from my house to the VA to work and it was totally safe.
55	While I often walk in my neighborhood, I do frequently feel unsafe. As far as biking, I feel even more unsafe due to traffic, theft, and glass/garbage on streets.
65	I just keep to myself and be extra cautious
72	Walking I was mugged recently. Biking is super safe and neighborhood is bike friendly.
83	Need bike police
99	More police officers so we can walk more safely. More fun things to do.
101	Please we need support. there is a lot of crime.
102	More security and police officers, street clean, create committees not smoking in the streets driving
104	More police around
108	Needs more police biking and walking
109	We need more police
110	Dangerous, too scary
114	It's ok (the neighborhood). I think it's relatively safe. But if one is not vigilant there is the potential for crime or injury. I think the biggest problem is the behavior of people, availability of jobs and cleanliness and pride in the neighborhood.
145	There are too many dogs to walk and scary people

153	In this neighborhood at night its dangerous from 27th + Atkinson to 32nd + Hampton, that store on the corner of 27th + Atkinson is bad for the neighborhood + police seem not doing anything + on Port Sunlight [Way] by Monks Barbershop
164	To many young families have taken over. Hang out a lot. Don't feel safe being out much. They party all day and night.
<b>Response ID</b>	<b>Social support/Social connections (8)</b>
2	I enjoy doing so and wish more people were riding along.
4	Love walking in the neighborhood and knowing neighbors.
32	adequetly lighted but quite areas seem sketchy
35	My neighborhood (Riverwest) has a bicycle-friendly culture. Many other areas of the city are neutral or dangerous.
54	It's good and more people need to do it.
58	People saying how are you doing. And saying your dog has pretty eyes.
114	It's ok (the neighborhood). I think it's relatively safe. But if one is not vigilant there is the potential for crime or injury. I think the biggest problem is the behavior of people, availability of jobs and cleanliness and pride in the neighborhood.
121	Only children & "experienced" bikers use. Very few people walk - mobility
<b>Response ID</b>	<b>Traffic speeds (7)</b>
14	Neighborhood streets are safe but covered in potholes. MLK & North Ave have too many people speeding/driving in bike lanes.
47	Traffic moves very fast. I live on Lincoln Ave & it is very difficult to cross.
112	Lots of bike lanes, not a ton of fast speeds
113	There are speeding vehicles almost everywhere in Milwaukee. I used to bike commute more and I stopped due to unsafe arterial streets.
115	Cars speed and drive in the bike lanes.
118	Speed and recklessness of drivers concern me when considering biking in the neighborhood.
140	Traffic is very poorly managed. Speeding is a major problem.
<b>Response ID</b>	<b>Lighting (6)</b>
32	adequetly lighted but quite areas seem sketchy
49	No problems, if night - more lights
64	I would say that in the daytime hours it feels safer to walk or bike, but at night the security level may drop a little bit
127	It truly depends on the time of day.
132	Depends on the time of day, and how much lighting is on the street.
151	It's ok however it needs more lights
<b>Response ID</b>	<b>Social norms for street space (5)</b>
9	Walking - I often feel like cars are more attentive, but when biking cars feel that bikes should be off their road.
10	It's peaceful and I like my walks, but my personal safety probably comes from male privilege.
17	I'm a guy & hesitate to say what is safe.
35	My neighborhood (Riverwest) has a bicycle-friendly culture. Many other areas of the city are neutral or dangerous.
82	Not bad, as long as I stay off the street. Near my house you have to bike on sidewalk

<b>Response ID</b>	<b>Traffic volumes (4)</b>
8	Generally fine. Lots of cars on the main thoroughfare. Lots of cars blocking bike lanes, speeding. Not stopping for peds.
21	Residential. Low traffic. No sidewalks.
69	Street traffic makes both somewhat dangerous.
134	I feel my neighborhood (block) is pretty safe we don't have much traffic other than residents
<b>Response ID</b>	<b>Concern about dogs (3)</b>
126	I don't walk or bicycle in the neighborhood. Afraid of loose dogs.
138	The main issue that prevents me from walk/biking in my neighborhood has to do to careless pet owners and vicious dogs such as pit bulls. There are too many lost dogs without leashes. Dog owners need fences and to be fined more.
145	There are too many dogs to walk and scary people
<b>Response ID</b>	<b>Difficult to cross streets (2)</b>
45	Great on side streets. Major Streets hard to cross
47	Traffic moves very fast. I live on Lincoln Ave & it is very difficult to cross.