

Milwaukee Active Streets 2020

Summarized Survey Results (Close-Ended Questions)



Milwaukee Active Streets was initiated by the City of Milwaukee and Milwaukee County Parks in 2020 as a response to the COVID-19 pandemic. The goal of the program was to increase space for people to walk, bike, and be active while maintaining adequate physical distance from others. More information on the program and Active Streets locations can be found at milwaukee.gov/ActiveStreets.

The City of Milwaukee distributed a survey to understand the use of and response to Active Streets. The survey was open in November and December of 2020 and was available in English, Hmong, and Spanish. It was distributed in two ways:

- An online link promoted through email lists and social media (referred to as “Online”)
- A mailed letter to addresses within two blocks of the City’s Active Streets locations; recipients were directed to complete the survey online (referred to as “Mailed”)

The following is a summary of the quantitative results from this survey. Note that respondents answering “no” to questions #1, 10, and 15 did not answer the related questions that followed. For example, a respondent answering “no” to question #1 was automatically directed to question #10.

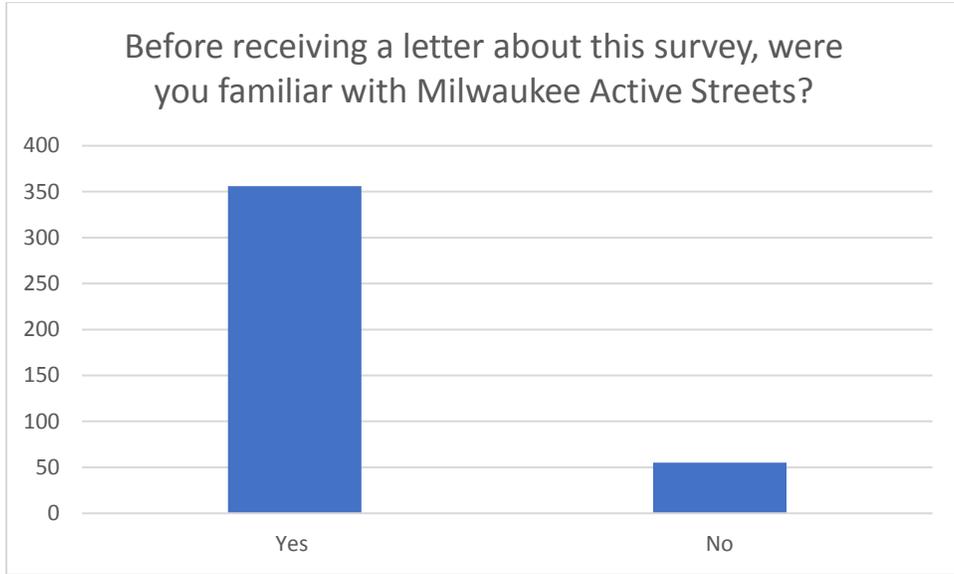
Responses to open-ended questions can be found in the Summarized Survey Results (Open-Ended) document at milwaukee.gov/ActiveStreets2021.

Number of Responses

- Online: 642
- Mailed: 411
- Total: 1,053

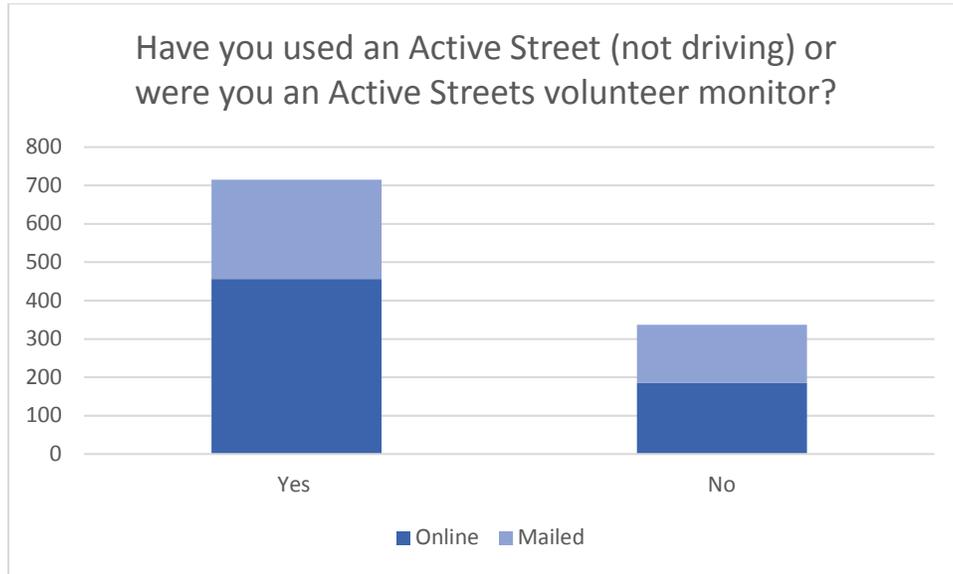
0. Before receiving a letter about this survey, were you familiar with Milwaukee Active Streets?

Note: this question was only included in the "Mailed" survey



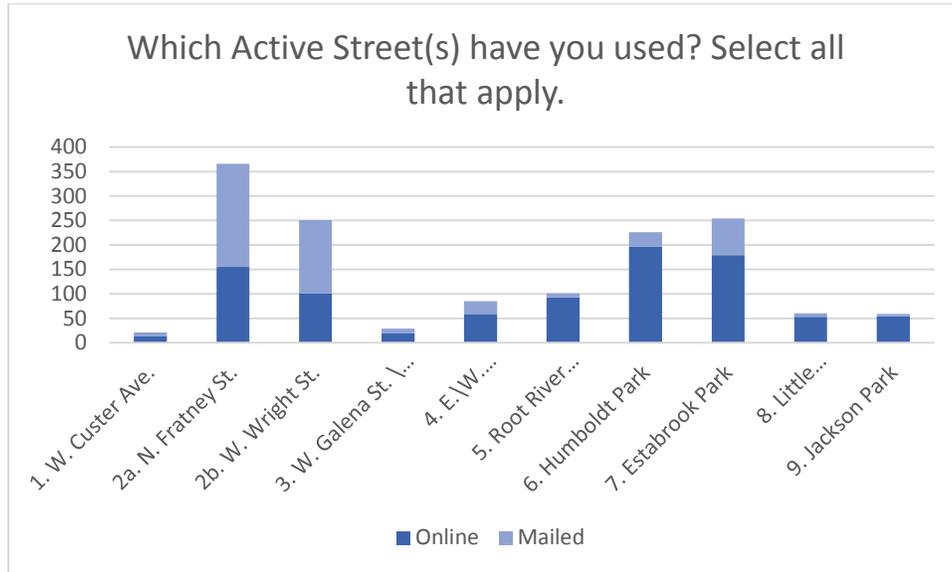
	Mailed	Total	
Yes	356	356	86.6%
No	55	55	13.4%
Total		411	100%

1. Have you used an Active Street (not driving) or were you an Active Streets volunteer monitor?



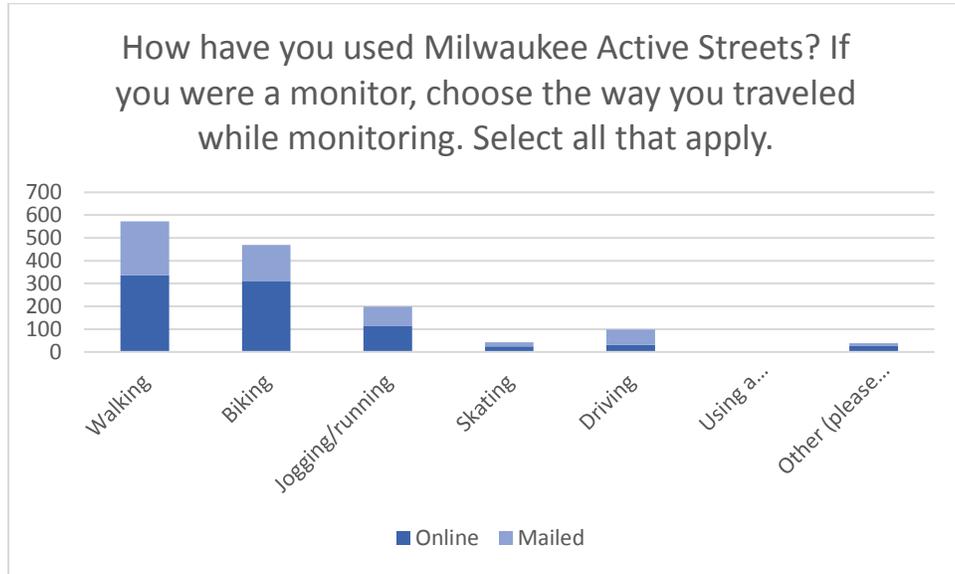
	Online	Mailed	Total	
Yes	456	259	715	68.0%
No	185	152	337	32.0%
Total			1052	100%

2. Which Active Street(s) have you used? Select all that apply.



	Online	Mailed	Total	
1. W. Custer Ave.	14	7	21	1.4%
2a. N. Fratney St.	155	211	366	25.2%
2b. W. Wright St.	101	150	251	17.3%
3. W. Galena St. \ W. Cherry St. \ N. 24th St. \ N. 14th St.	19	10	29	2.0%
4. E. \ W. Washington St.	59	26	85	5.9%
5. Root River Parkway	93	8	101	7.0%
6. Humboldt Park	196	30	226	15.6%
7. Estabrook Park	179	75	254	17.5%
8. Little Menomonee River Parkway	53	7	60	4.1%
9. Jackson Park	54	5	59	4.1%
Total			1452	100.0%

3. How have you used Milwaukee Active Streets? If you were a monitor, choose the way you traveled while monitoring. Select all that apply.



	Online	Mailed	Total	
Walking	337	236	573	40.3%
Biking	309	160	469	33.0%
Jogging/running	115	84	199	14.0%
Skating	24	18	42	3.0%
Driving	31	67	98	6.9%
Using a wheelchair or other mobility device	2	1	3	0.2%
Other (please specify)	25	13	38	2.7%
Total			1422	100.0%

Responses to "Other (please specify)"

Enjoying the vibe

Social. Regular walk and talks with friends at 6+ feet distance.

Skateboard

roller blading

Errands

moped

No

Walking with my dog

Farmers market

Farmers Market

Why was "driving" included in these answer options? Wasn't AS meant to suppress driving on these streets?

Scooter

Baby stroller

farmers market

Farmers market

dog walking

Farmers Marker

Shorewood Farmers Market

Farmer's market

playing frisbee (grass was wet)

Farmers Market

Farmers Market in Estabrook

The Vine at Humboldt Park

Driving my car

Stroller, scooter

Dancing

dog walking

Everyone drives on wright, don't make wright an Active Street

Disc Golf

Access fishing spots

Playing with kids

I live on Fratney Street

dog walking

Dog walking.

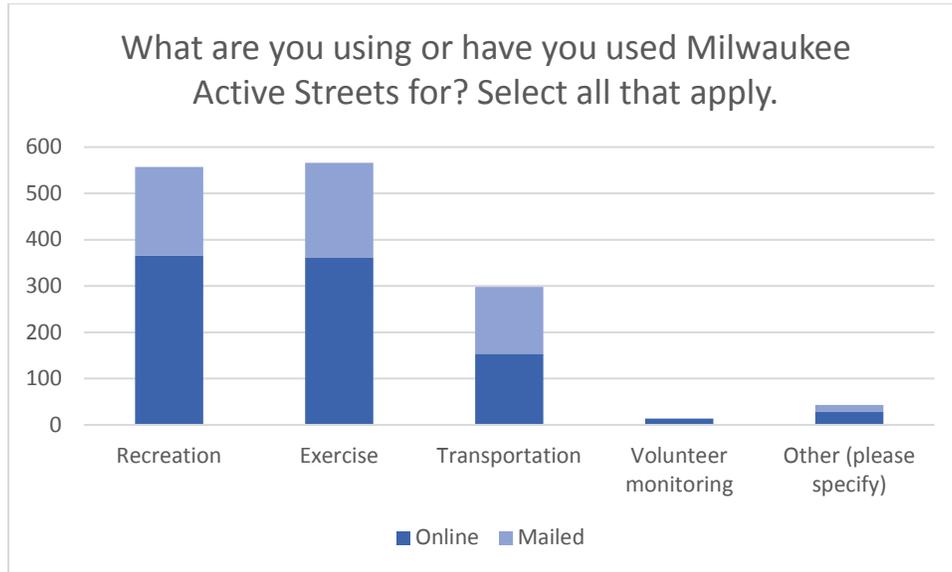
Pushed a stroller, pulled a wagon, walked a dog

Birding in Estabrook park, Listen to Audio Book on foot, Walk to Beer Line trail.

Walking the dog

Enjoyed a socially distant music experience!

4. What are you using or have you used Milwaukee Active Streets for? Select all that apply.



	Online	Mailed	Total	
Recreation	366	191	557	37.7%
Exercise	362	204	566	38.3%
Transportation	154	144	298	20.2%
Volunteer monitoring	13	1	14	0.9%
Other (please specify)	28	15	43	2.9%
Total			1478	100.0%

Responses to "Other (please specify)"

Family time

walk to local grocery store

Walking to nearby businesses.

Getting to the estabrook dog park from the parking lot

Enjoying the vibe

Dog walking

Mental Health as traffic noise is quiet and it feels safer - more like a community!!

Walking the dog

Farmers market

Farmers market

farmers market

Mountain Bike team practice

Farmers market

Farmers market

Shopping

Buying produce

Shopping

Farmers market

walk the dog

Farmers Market

Shorewood Farmers Market

Farmers market

Farmer's market.

Farmer's market

Humboldt Park beer garden spread out into the street. Much better without cars!

Farmers Market in Estabrook

Route for WI Bike Fed bike camps

Farmers Market

Walking with a friend dog walking

Please don't make Wright an active Street

I am a teacher and have had students walk down it when we take a break outside

Walking my dog

Chatting w my neighbors w cocktails in hand

I live on one

Dog walking

walking to work

Walking dog

Walking my child in a stroller or wagon

dog walking

I live on Fratney St

Enjoying time with my kids

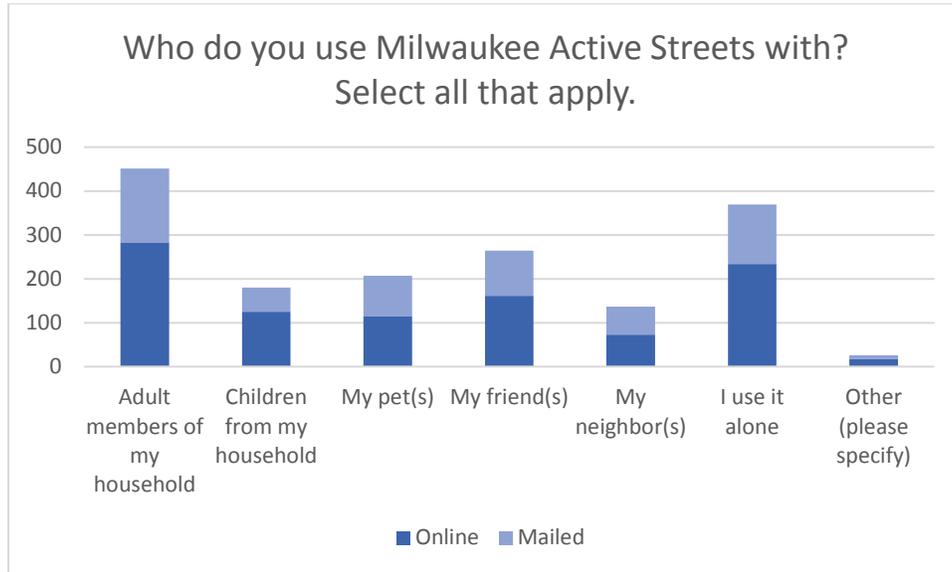
Errands

Dog

5. If you selected Transportation, please specify where (i.e. work, school, errands, etc.)

Refer to the “open-ended” responses document.

6. Who do you use Milwaukee Active Streets with? Select all that apply.



	Online	Mailed	Total	
Adult members of my household	283	168	451	27.6%
Children from my household	125	55	180	11.0%
My pet(s)	114	93	207	12.7%
My friend(s)	161	103	264	16.2%
My neighbor(s)	73	64	137	8.4%
I use it alone	234	135	369	22.6%
Other (please specify)	17	9	26	1.6%
Total			1634	100.0%

Responses to "Other (please specify)"

Grand kids

no one the street was eerily empty, scary just an empty police car.

Members of the Harbor District NAC committee

Co-workers

Colleagues

Children I nannied

Shorewood Middle and High School Mountain Biking Team

Visiting family members

Adult son and on a tour

The Shorewood Mountain Bike Team

different routine was needed

Shorewood Mountain Bike team. The team used Estabrook extensively! It was so great.

Occasionally with recreational pals or with work associates

Other people's kids

Colleague

my neighbors kids (babysitting)

children enrolled in WI Bike Fed bike camps

My family

Relatives

Grandchildren

Family including adults and children from a different household

What

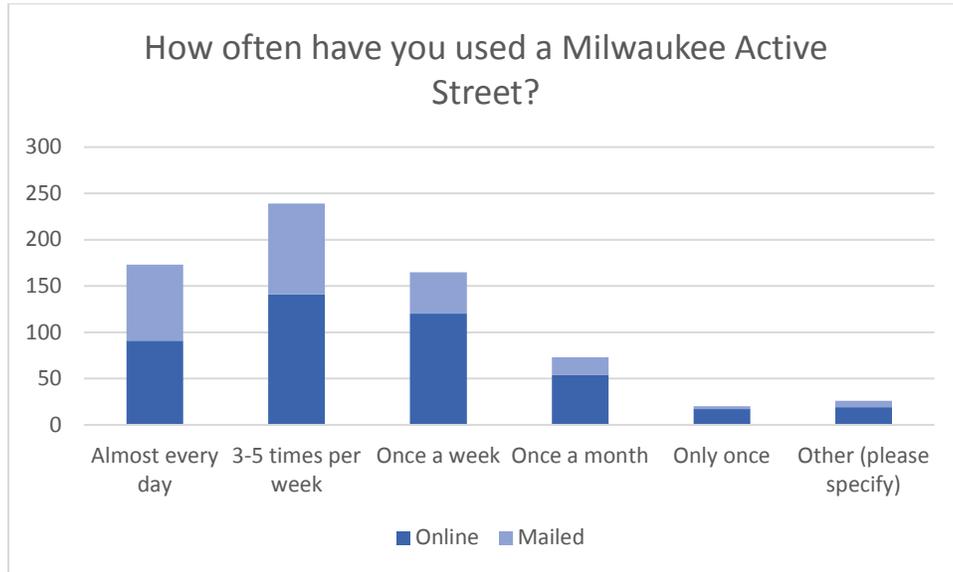
Y

Visiting nieces

Grandchildren

My parents (visiting from out of town)

7. How often have you used a Milwaukee Active Street?



	Online	Mailed	Total	
Almost every day	91	82	173	24.9%
3-5 times per week	141	98	239	34.3%
Once a week	120	45	165	23.7%
Once a month	54	19	73	10.5%
Only once	17	3	20	2.9%
Other (please specify)	19	7	26	3.7%
Total			696	100.0%

Responses to "Other (please specify)"

Multiple times per day

1-2 times per week

Twice

By

2x per month, maybe more

A few times a month

Once or twice a week

A few times a month

I used the Humboldt Park aubre street daily before it reopened to cars. I miss it!

every other week

2x week

1-3 times per week

Not at all during the winter months

It depends on weather and traffic because of the killer car syndrome in Milwaukee I am less likely to traverse through Milwaukee streets.

Twice a month

Several times a month in warmer months

2 xx month

A few times this summer.

at least once a week

Here and there

Everyday in summer. Now 3 - 5 days

2-3 times a week

2-3 times a week

Again, I live on one

Varied through season, currently once or twice a month

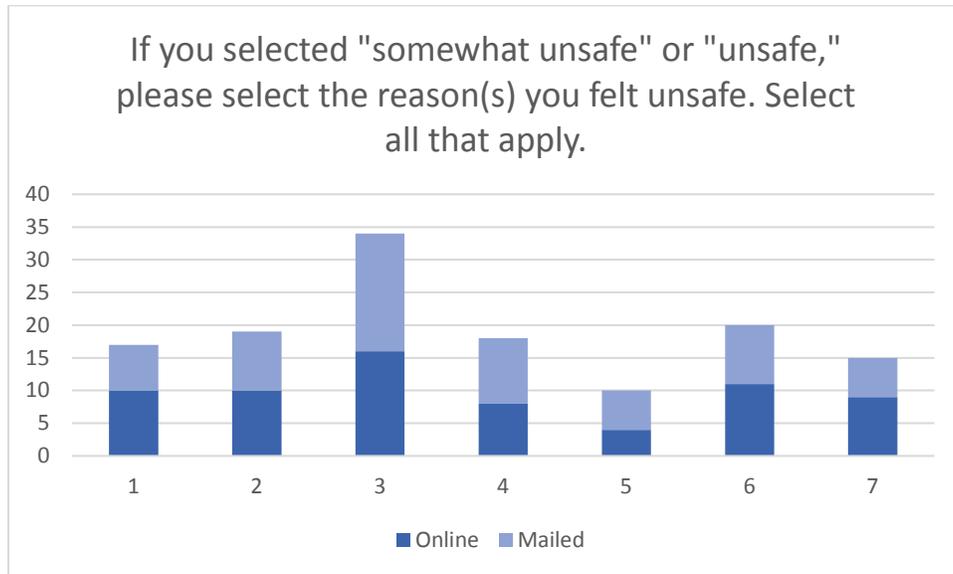
2-5 times a day

8. Thinking about street traffic, how safe do you feel using Milwaukee Active Streets?



	Online	Mailed	Total	
Safe	291	95	386	55.4%
Somewhat safe	111	123	234	33.6%
Indifferent	18	14	32	4.6%
Somewhat unsafe	14	18	32	4.6%
Unsafe	8	5	13	1.9%
Total			697	100.0%

9. If you selected "somewhat unsafe" or "unsafe," please select the reason(s) you felt unsafe. Select all that apply.



	Online	Mailed	Total	
There weren't enough signs. (1)	10	7	17	12.8%
There weren't enough barricades. (2)	10	9	19	14.3%
There was too much car traffic. (3)	16	18	34	25.6%
There was too much car parking. (4)	8	10	18	13.5%
The speed limit is too high. (5)	4	6	10	7.5%
There were not enough other people using the Active Street. (6)	11	9	20	15.0%
Other (please specify) (7)	9	6	15	11.3%
Total			133	100.0%

Responses to "Other (please specify)"

Too many cars! Barricades were moved to the sides and are basically reduced speed zones. Drivers ignore the rules. Make them dead ends?

After a few weeks, cross-traffic would ignore the Stop signs.

Inattentive people

Fratney was okay. But Wright St. is a highway in the neighborhood and the only street between North and Center with a light on Holton

Most people ignore the signs that are there, or move them out the way. The police are not enforcing the road close sign. We have speed traps, why not have an officer issue citations on active streets?

There's not signage or barricades at every intersection. Traffic circles were added, but the stop signs removed so drivers just fly through the intersection. There is no enforcement.

The signs were not maintained and became dangerous to navigate around.

too dangerous

Estabrook Park was confusing and it was hard to bike on the street because barricades were in the way

I think it's a stupid idea to have people playing in the street when we have parks all around

People don't care about continuing to use active streets to drive thru as regular because it is not enforced.

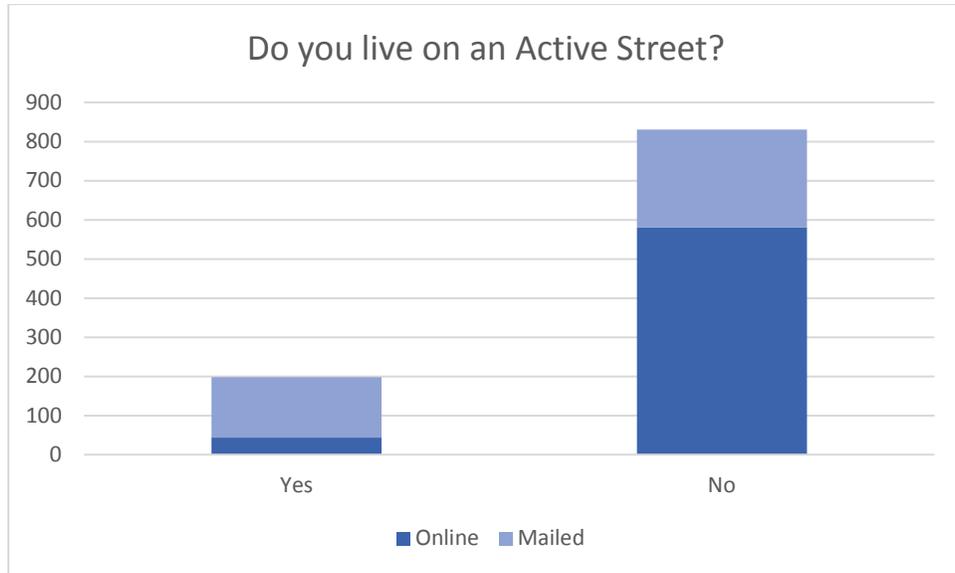
On fratney, lots of folks ignore the barrier and drive through anyway. Love the concept, but it still feels like walking in a street. Don't want to have to dodge cars with the stroller, for example.

too many cars going over speed limit

Reckless drivers

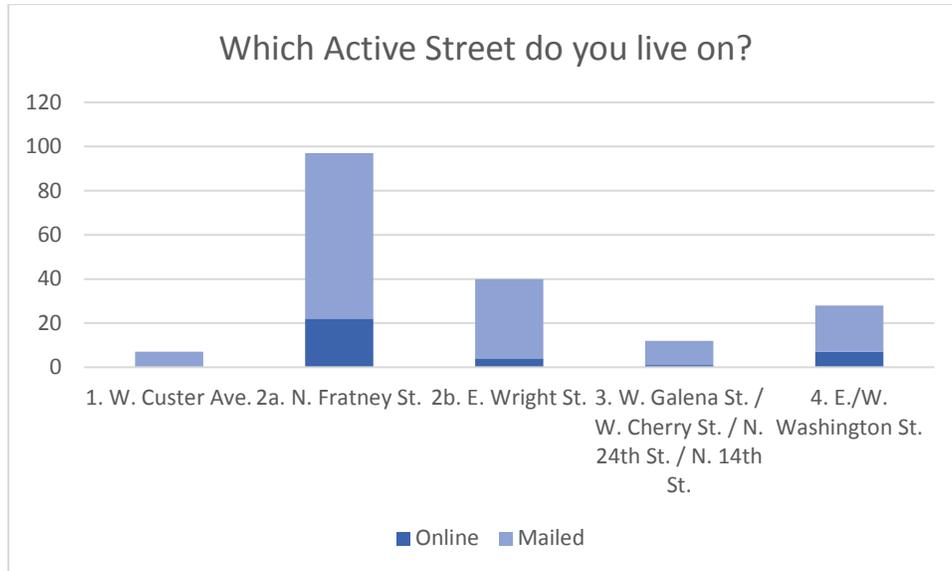
no one follows the rules in Riverwest

10. Do you live on an Active Street?



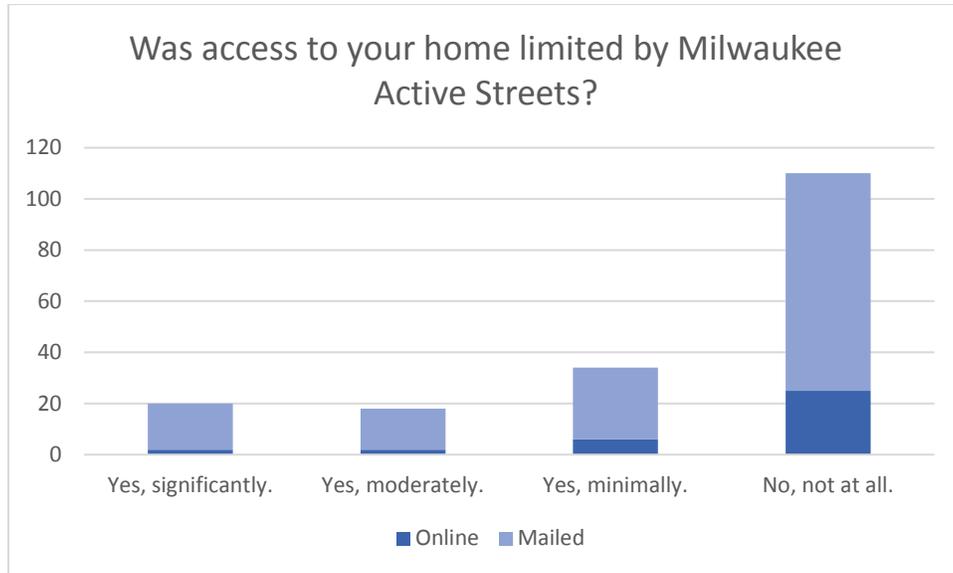
	Online	Mailed	Total	
Yes	44	154	198	19.2%
No	580	251	831	80.8%
Total			1029	100.0%

11. Which Active Street do you live on?



	Online	Mailed	Total	
1. W. Custer Ave.	0	7	7	3.8%
2a. N. Fratney St.	22	75	97	52.7%
2b. E. Wright St.	4	36	40	21.7%
3. W. Galena St. / W. Cherry St. / N. 24th St. / N. 14th St.	1	11	12	6.5%
4. E./W. Washington St.	7	21	28	15.2%
Total			184	100.0%

12. Was access to your home limited by Milwaukee Active Streets?

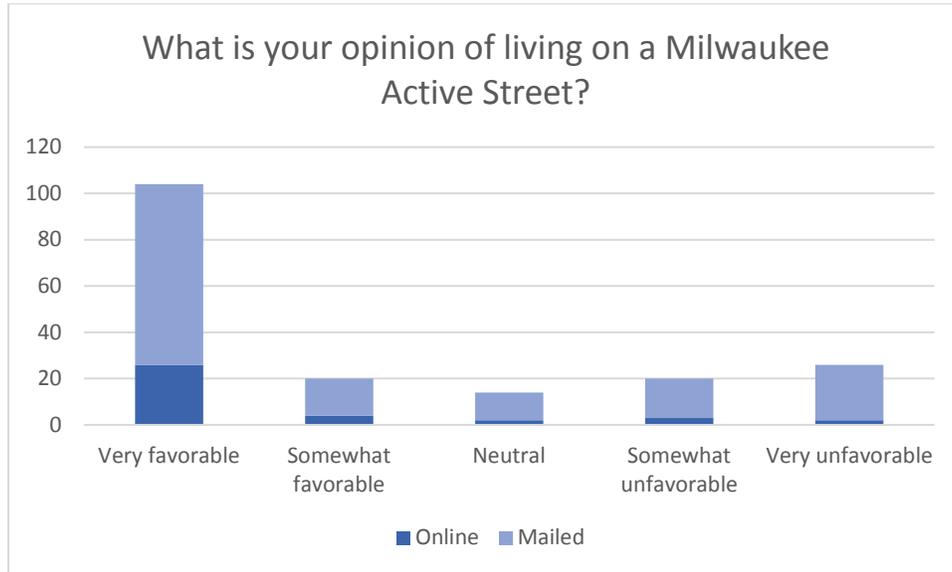


	Online	Mailed	Total	
Yes, significantly.	2	18	20	11.0%
Yes, moderately.	2	16	18	9.9%
Yes, minimally.	6	28	34	18.7%
No, not at all.	25	85	110	60.4%
Total			182	100.0%

13. Please comment on your answer above.

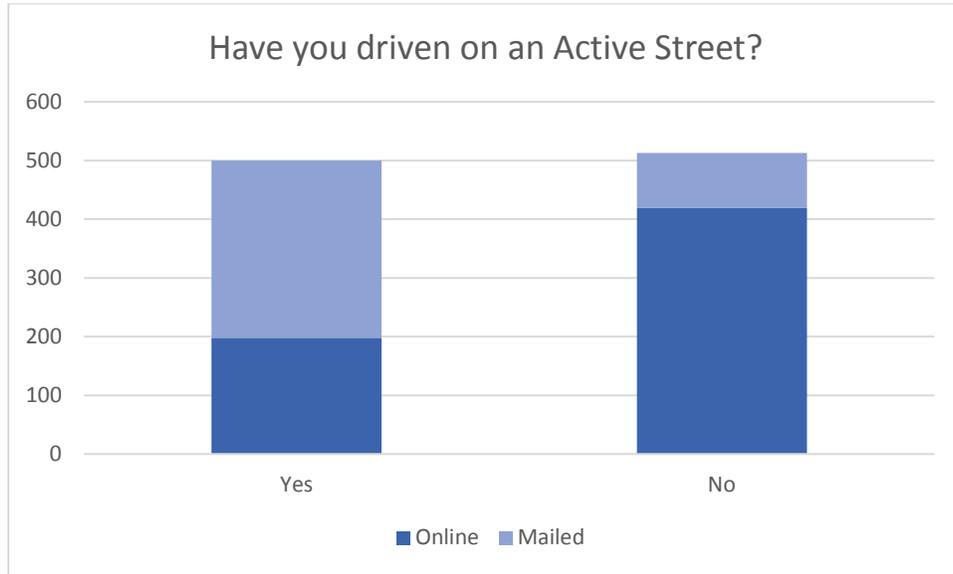
Refer to the “open-ended” responses document.

14. What is your opinion of living on a Milwaukee Active Street?



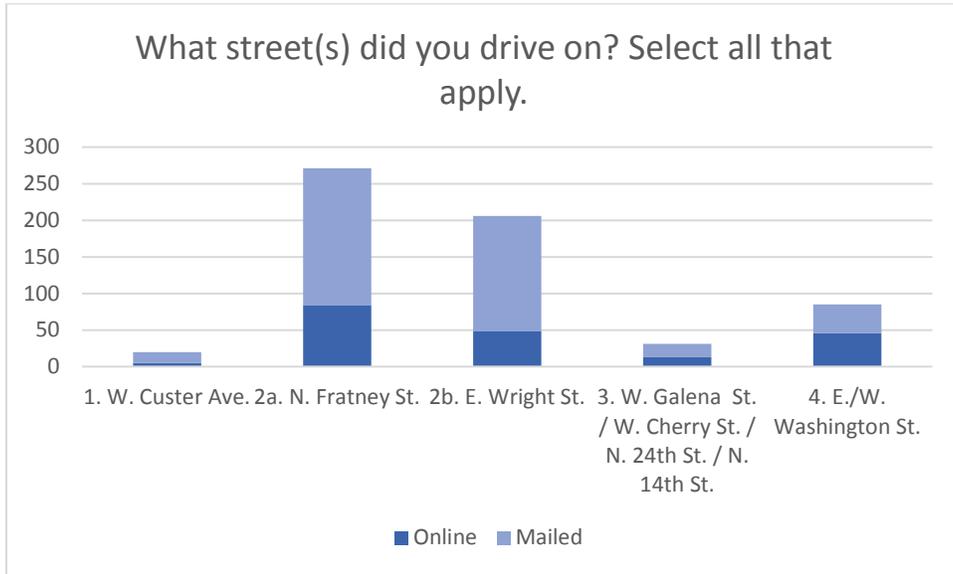
	Online	Mailed	Total	
Very favorable	26	78	104	56.5%
Somewhat favorable	4	16	20	10.9%
Neutral	2	12	14	7.6%
Somewhat unfavorable	3	17	20	10.9%
Very unfavorable	2	24	26	14.1%
Total			184	100.0%

15. Have you driven on an Active Street?



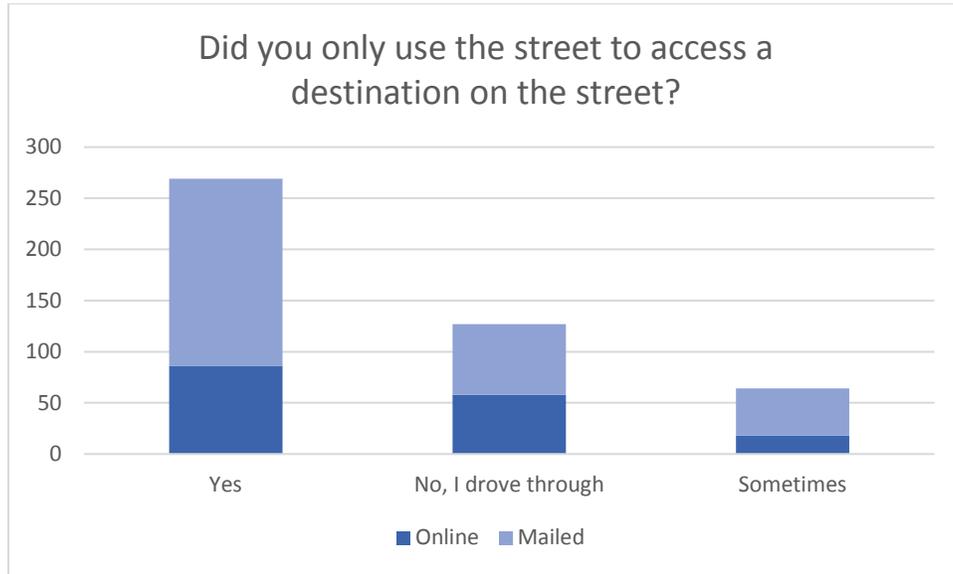
	Online	Mailed	Total	
Yes	198	302	500	49.4%
No	419	94	513	50.6%
Total			1013	100.0%

16. What street(s) did you drive on? Select all that apply.



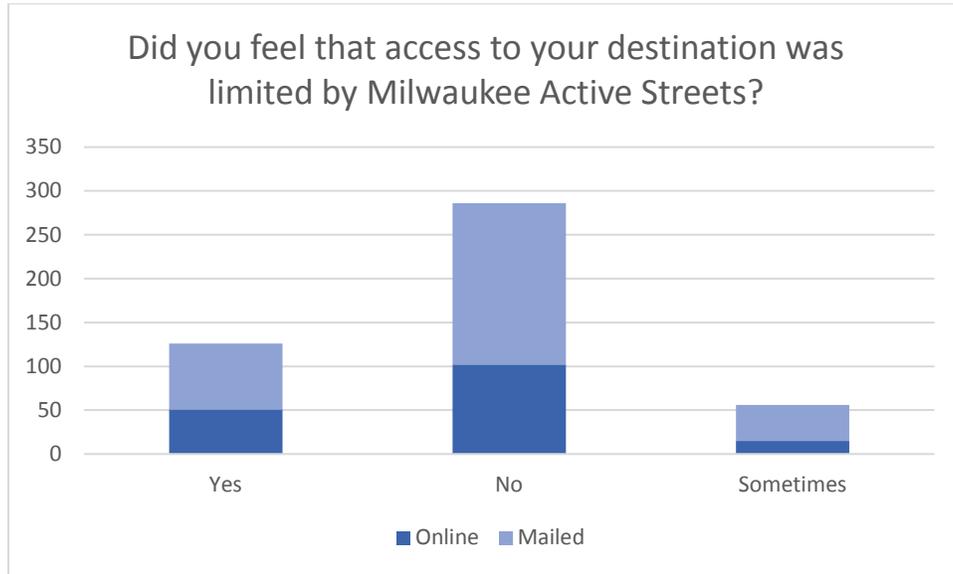
	Online	Mailed	Total	
1. W. Custer Ave.	5	15	20	3.3%
2a. N. Fratney St.	84	187	271	44.2%
2b. E. Wright St.	48	158	206	33.6%
3. W. Galena St. / W. Cherry St. / N. 24th St. / N. 14th St.	13	18	31	5.1%
4. E./W. Washington St.	46	39	85	13.9%
Total			613	100.0%

17. Did you only use the street to access a destination on the street?



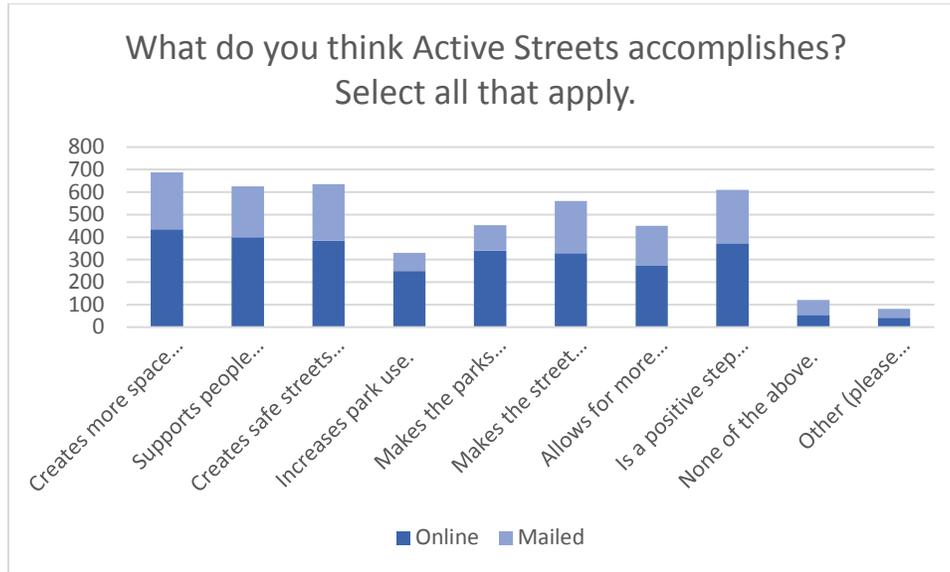
	Online	Mailed	Total	
Yes	86	183	269	58.5%
No, I drove through	58	69	127	27.6%
Sometimes	18	46	64	13.9%
Total			460	100.0%

18. Did you feel that access to your destination was limited by Milwaukee Active Streets?



	Online	Mailed	Total	
Yes	51	75	126	26.9%
No	102	184	286	61.1%
Sometimes	15	41	56	12.0%
Total			468	100.0%

19. What do you think Active Streets accomplishes? Select all that apply.



	Online	Mailed	Total	
Creates more space for people to safely walk, bike, and be active.	435	253	688	15.1%
Supports people being active outdoors while staying a safe distance from one another.	399	227	626	13.7%
Creates safe streets by slowing or prohibiting car traffic.	384	251	635	13.9%
Increases park use.	250	80	330	7.2%
Makes the parks more enjoyable by removing car traffic.	340	113	453	9.9%
Makes the street more enjoyable by reducing car traffic.	328	233	561	12.3%
Allows for more efficient travel by walking or biking.	275	175	450	9.9%
Is a positive step towards long-term, community use of safer streets.	372	238	610	13.4%
None of the above.	55	66	121	2.7%
Other (please specify)	42	39	81	1.8%
Total			4555	100.0%

Responses to "Other (please specify)"

Endangers children by encouraging them to play in streets. Fortunately they had the good sense not to.

It might discourage someone from turning onto that street if they are not familiar

Makes it a nuisance for anyone who lives in the neighborhood.

The program creates confusion as to why a city street is closed and not being used.

I think that the motivation behind most of the closures, so that businesses like beer gardens could make more money, is despicable. However, once the profit margin is removed, I would be willing to entertain the notion of having some parkways have limited traffic.

Being disabled it makes it difficult to take the grandchildren to areas in Humboldt Park.

They force the will of the minority on the majority. I will think twice about using business I used to frequent on those streets because of the inconvenience of reaching them.

Nothing was accomplished they were hardly used for any of these purposes except for the first weeks. It was a waste of money and effort. With all the parks and trails we have it was unnecessary..

Encourages healthy walking or biking exercise

Nothing. I never saw anyone walking or running on them

Makes it harder to use the facilities in the park.

Creates danger of car accidents. Try turning left from Hilton onto Wright.

I appreciate the goal behind active streets, but don't feel that it's changed much in the way of traffic or ease of walking around.

Cuts down on pollution from cars and reclaims the city for people who want to live/be there.

Good on the Parkways, an ugly mess on city streets

There was still high traffic

Brings neighbors and neighborhoods together.

Sustainability, less pollution

Congests other streets while no-one walks.

Makes people re-think whether cars need access to every space and provides an inexpensive testing grounds for more permanent closures, restrictions, reductions.

As a parent, I feel safer and don't have to worry as much about potential fast cars endangering my kids.

I hate the the closed street

made other streets more congested with irate drivers being detoured.

Foolish waste. Not used at all

Made for hazardous driving conditions

makes it difical for older people

I liked the idea a lot. The execution on Wright St. didn't work at all - initially I avoided driving on it, but felt like I was the only one. Especially West of Holton. I didn't drive on Wright St. East of Holton. Fratney

was nice and during the Pandemic we used it a lot to access Reservoir Park from Clarke and Wright Streets.

Roads are for vehicle traffic and not play time

I think if mpd enforces the active street rules. We can make these neighborhoods a lot more safe. I've seen one too many accidents on the streets. Not only that the wear and tear on these side streets can be rough. There is no reason for drivers to be using them like a highway.

Absolutely nothing. Every single person that lives here still needs to get their vehicles in and out from their house.

made Shorewood Farmers Market 2020 possible

a waste makes it harder to find parking this idea is dumb

I think they take away from people using the parks. The parks offer enough room for all the above creates long detours

I saw many more people walking in Estabrook with the Active Street closures, some of them on a daily basis.

It makes it more difficult to get around the city.

Never heard of this

It actually limited the ability of people with limited walking ability to use the park

Healthier air in the park

Reduction in crashes and reckless driving

It's a horrible idea

I had little interaction with Active Streets, so I have no answer for this

Not a good idea does nothing. I do like the speed humps to slow traffic but to have people playing in them is makes no sense. Plus no one uses them

Creates potential for the above.

It really did nothing to stop the traffic. The stupid people just enjoyed driving through the road blocks at fast speeds like it was a race course. No police enforcement at all.

Being honest I've never seen a problem with the way things were before this.. Some of the wording makes it seem like we're promoting segregation (l/e question 13 option 1).

Could be a great resource if people actually used them

I think it's useless. This is what you people sit around and plan?? How about you put your heads together and solve actual problems because we all know this city has enough of them.

I think this program was totally underutilized and a waste. If the goal was to create usable space, it was a waste. If it is to reduce reckless driving, that is a separate topic and issue. For Covid purposes, it was a waste.

distrust of city use of funds

more local, community, friendly, safe environment. reduced noise

We don't need this. Make it end.

Makes y'all get to pretend Milwaukee is more like Seattle

Encourages neighbors to get to know one another because we see each other walking in the streets. It helps bring the community together.

Makes it easier to meet my neighbors. Provides opportunities and space for much needed green infrastructure

Encourages a culture of walking biking and not destroying the whole fucking world with carbon emissions.

Allows for bad actors to use street as a drag strip

Completely blocking. Estabrook Park was not successful. We weren't able to drive through the park and keep an eye on the goose families or look for woodchucks

during riots, it slows traffic

Annoying. Doesn't achieve any of the goals listed in the other choices. I see no benefit to anyone except contractors.

Biking feels much safer. This really makes the city more accessible.

You should have more like this, a huge success.

My answers to this question apply only to my home location on the N 25th street entrance to the "Active Street" of W. Galena St., W. Cherry St., N 24th St., & N. 14th St.

Makes getting around in the neighborhood more difficult and moves traffic to other streets not controlled by lights.

I'm not sure that it really does anything.

Not on E Wright Street, traffic is usual, only creat problem when turning in and out of the street

It creates congestion making streets unsafe. It makes things worse when construction is happening on near by streets.

More access to drugs and hookers!!!

Saw absolute minimal use by bikers, walkers, runners

The implementation was misguided.

Gets people to imagine what safer and healthier streets *could* look like all across the city.

Inconvenience

It helps reduce street racing around my neighborhood and reduces people from running through the stop signs all the time

It in essence creates a park.

A big waste of money.

People who live on these streets should give this input. I'm a runner who uses the streets more than half the time, against traffic and in the bike lane when convenient. I've never used Fratney because of the barricades.

Increase safe space for outdoor activity on wheels

Stupid idea the whole thing

This program is redundant to existing sidewalks.

It's a street. I don't see why backyards, sidewalks, etc. aren't enough. Want to close a street down to play in get a permit and have a block party. Each year you add more vehicle restrictions. At the rate you're going we'll eventually end up driving cars on sidewalks and leave "streets" for everything else.

Makes it extremely hard to access the street. Speed bumps are too high.

20. What problems have you witnessed on Active Streets? Select all that apply.



	Online	Mailed	Total	
Non-local traffic on City streets	98	120	218	15.0%
Driving on closed County parkways	86	19	105	7.2%
Higher speeds or reckless driving	70	83	153	10.6%
People not following physical distancing guidelines	57	33	90	6.2%
Illegal parking	38	24	62	4.3%
Damaging or tampering of Milwaukee Active Street signs or barricades	115	84	199	13.7%
Collision between people biking, walking, or driving and Milwaukee Active Street signs or barricades	10	24	34	2.3%
Lack of accessible parking at County Parks	52	12	64	4.4%
Poor location for a Milwaukee Active Street (specify location below)	53	57	110	7.6%
None of the above	206	99	305	21.0%
Other (please specify)	57	52	109	7.5%
Total			1449	100.0%

Responses to "Other (please specify)"

What idiot selected a street used by one of the busiest firehouses in the city???

I like the big idea of it. Maybe some creative partitioning of the active street or reconfiguring parkways to make fast driving severely punished, like rough speedbumps would achieve similar goals.

Vehicles drive on the streets because there is not pedestrian activity on them.

Inconvenience of street being closed

I did not see any problems.

Root River Parkway

They just seem weird

Humboldt Park was always a thoroughfare, so taking it away from the neighborhood was extremely irritating.

Menomonee parkway surface is really rough and makes for a rough ride on the bike. Would be great to resurface with a high intensity procedure

They make businesses located there much harder to frequent.

Left turn from 43rd st to closed Jackson Park dr with no notice the park was closed to inattentive drivers. This was later addressed w/ closing southbound to eastbound turn lane on 43rd

Poor road surface

Design blocked access to the park's features.

Closing the entrance to estabrook from Capitol was personally a big inconvenience for me because I live south of Capitol so I had to drive around to Humboldt

Long waits at traffic lights while waiting to cross the street

The barriers that extend into Locust St on the south side of the intersection of Fratney St and Locust St is making turning onto Locust tricky. I expect trouble when snow limits the lane even more and irritated drivers will not respect the white cones. Also, white cones in snow will make a surprise for some drivers.

free parking is not a positive support for active streets. See the research of Donald Shoup, "Parking and the City" In brief, the excessive free parking encourages car use versus alternate transit.

Opening Humboldt park up to too much car traffic

Humboldt Park. The road carried far more motor vehicles than anything else. Now you can't avoid traffic at Howell or Chase and Oklahoma. Just a waste.

With the active street closed off, additional traffic problems occur in the adjacent street neighborhoods.

Wright

Do not remove stop signs at fratney and clarke

Jacksonville park

I was almost hit by a car pulling out without looking while I was biking but it was avoided

Basically closed Jackson Park

The traffic calming measures did not seem to limit the number of cars using the street for through traffic, or really slow their speed

Overall ridiculous program. Causes traffic problems by diverting vehicles from Root River Parkway to nearby residential streets which are not designed to handle this excess traffic.

Bikers come up behind and to close to walkers with little to no warning

Barricades/signage is not at every intersection (I understand resources are limited), but the signage/barriers really help reduce vehicle traffic, so when it is absent, there are more vehicles

Dumping garbage on the roadside

Too much traffic, and not enough enforcement from police. Stop signs are even ignored on the regular while I was using Little Menomonee River Parkway, people drove around the barriers; the road is in pretty bad shape (potholes, uneven).

Wright St

There are many parked cars so it doesn't feel very "active"

Estabrook park: Active street was not long enough (north side). Initially cars could only go to the biergarden prking lot (great!) but then it was extended to the dog park parking-less space for pedestrians left

could use clearer signage

The barricades are insufficient

Barricade placement. Sometimes not enough room to safely navigate between barricades with a bike.

zero traffic enforcement, not enough signs at intersections (Fratney and Clark, Townsend and Fratney, etc.), confused cars getting stuck by construction

uncertainty of motorists at intersections of active streets

I don't think there are ramps for bikes or wheel chairs if using the side walks.

Barriers across the road at Humbolt to prevent automobile traffic were so extensive as to limit the ability for bicycles to navagate around. Please leave enough space for a bicycle to safely pass through on the road.

Signage was too small, looked like the roads were closed to all traffic and there was only one tiny sign that was hard to miss from across intersections

Never heard of this

All taxpayers should be able to get into the parks. Some people of limited mobility HAVE to drive into/through the park to enjoy it.

Limited parking near the parks facilities

littering from a car

not enough signage. Most people didn't know why the street was closed

A couple of guys on scooters (vespa type) drove in the park on the grass & trails, laughing as they almost hit us.

NA

Finding one unexpectedly when driving.

Humboldt

There are no major problems with Active Streets.

This lack of accessible parking is such a joke. There was space made for them to park! Our city lost a lawsuit regarding access to sidewalk repairs and ramps and still can't make access when construction is going on.

Drivers don't honor the barricades

I had little interaction with Active Streets, so I have no answer for this

The selection of streets was not obvious/intuitive.

Identified only by signs. Need paint, furniture, landscaping, activity.

Drivers still think they have right of way and are angry if pedestrians are in the street.

Traffic pushed to other neighborhood streets, high speeds and heavier volume

The roads are for cars, the sidewalks are for people.

I have not noticed any problems

People not understanding what "active street" was and shouting/yelling at pedestrians in the street also swerving to scare them. Several issues with delivery trucks parking in the middle of the street which made passage unsafe for pedestrians if a car was also present.

Lack of use by bicycles or pedestrians

My neighbor got a flat from an active street sign tipped over. The intersection of Locust and Fratney was a HORRIBLE site selection for this. All this program does is force people into dangerous decision making in that intersection. Locust is practically a freeway going through RW so if you remove a passing lane you are creating some serious danger.

I feel like there were some close calls of cars wanting to turn onto the street when I was waiting to turn right in my car - the barricade made the road rather narrow

Signage should be better for cars since most seem confused by the closed sign.

Never saw anybody use them on Wright. Not a safe street for that kind of thing.

People still drove through as an active street

drivers unaware of why pedestrians are in the street

Limiting vehicular access provides cover for illegal, threatening and harassing activity ,for example, the mureder that occurred on E Wrigand the illegal, threatening and harassing activity occurring at the "business " on SE corner of Wright/Holton and in the alley of the 2500 block between Holton and Buffum

the barricades on Fratney and Wright make it very difficult to navigate the roundabout.

E Wright St (east of Humboldt) has a very bad traffic issue. There is semi-traffic for the two factories and then cars parked on both sides of Wright between Humboldt and Dousman AND a barrier sign. It ends up being a big mess. I live adjacently on Dousman and witness people moving the barriers, blocking traffic because they can turn and just generally creating hazards. This cannot be changed because of the factory traffic. The best solution, IMO, is to create no parking zones on Wright, east of Humboldt. This was already an issue with snow.

They hamper auto traffic, and people don't use them for foot traffic.

There are people who race up the street to the speed hump, hit the brakes, go over the speed hump and then race up the street to the next speed hump. This makes me nervous to walk and run in the street.

Too many cars still driving on the active streets. We witnessed many people driving on them for block, instead of to reach a destination.

Some vehicle drivers not paying attention to speeds. The speed humps limited their speed. Great addition of speed humps on active speeds

Again, just the signs/barricades blocking the streets at intersections. Made for difficult left turns if a car was at a stop...

My friends who drive complain they have to go an extra block around the Active Street (N. Fratney, E. Wright) to their destination.

It was rarely used for active outdoor recreation

Washington

Minimal or concealed signage for speed bumps, causing possible damage to vehicles

Custer

Estabrook park is VERY LONG. Lack of parking right by the biergarten, dog park, trails etc is a huge pain for someone who is healthy, but an actual barrier to access for the young, old, and disabled.

More vehicles now speed through allies to avoid speed bumps.

fratney is a through street. pierce or bremen st would make more sense.

Cars ignoring and driving around the "street open to local traffic only" signs.

No one uses it

Lots of cars parked makes it hard to use street

Sometimes people drive really fast and angrily, but that happens anywhere. I feel much safer now that it is an active street.

The same people who ignore that the street is closed to non-local traffic are the ones driving recklessly. Also, only some intersections were blocked/signed and people were easily confused.

Litter and more noise

These streets are narrow and your making them worse by bottle necking them with signage.

People walking in the middle of the street when no one is on the sidewalk and not making room for local cars to get through

Placing an active street on an already active street- you know, whores and coke and such.

Street in poor repair is not very pleasant to bike on

People moved the barricades or drove around them.

3 speed bumps are overkill. Try riding a bike over them.

Cars having to swerve around the sign (at Humboldt & Wright), therefore making it less safe for cyclists & pedestrians.

Many aggressive drivers still drive fast and recklessly down Washington street and are aggressive and threatening with anyone using the safe street for the intended purpose. If anything, it poses a bigger threat for anyone who would use it to bike or walk because it causes drivers to be more aggressive/violent towards bikers and pedestrians in the street. It could lead to assaults or worse very easily.

Inconsistent signage (the time I ended up driving on one, I didn't realize it until I had already gone a block or two)

There was a 4 way stop at Fratney and Clarke and I am very angry that this 4 way stop sign was removed

Can be challenging at times to enter an Active Street when a car is waiting to exit.

People walking in the street when sidewalks are empty.

No one uses it

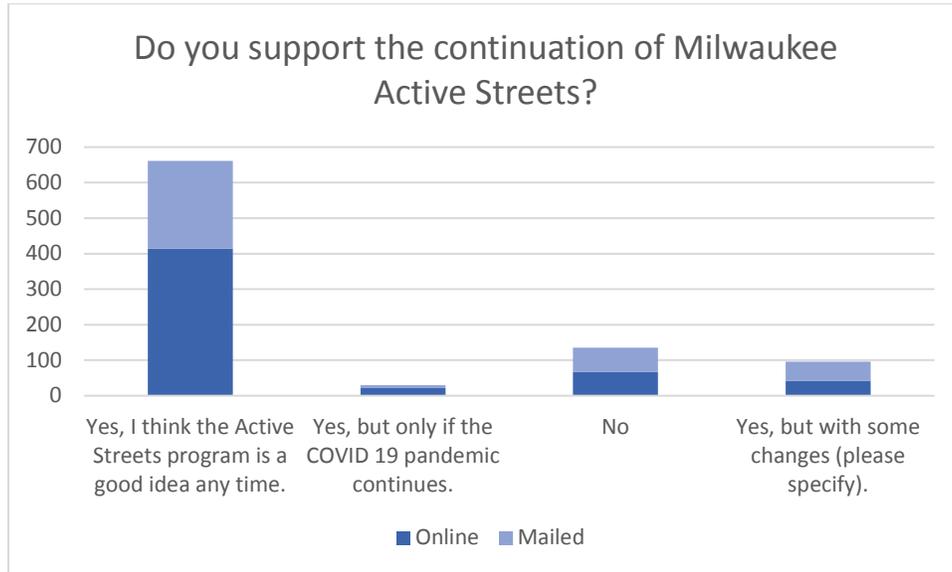
Between the cars parked on the street and those stupid barricades we sometimes can't even get into a street from another road. Get rid of the barricades, police the a\$\$holes that drive around there like it's a freeway, and teach kids to look both ways and be SMART about playing in the streets. This method is only catering to the lazy and ignorant. Let's teach kids it's "safe" to play in streets. Good work Milwaukee!!!

Washington Street

Literally impossible to drive down the street with all the speed bumps

Shooting at kids on park or in air

22. Do you support the continuation of the Milwaukee Active Streets program?



	Online	Mailed	Total	
Yes, I think the Active Streets program is a good idea any time.	414	247	661	71.7%
Yes, but only if the COVID 19 pandemic continues.	22	8	30	3.3%
No	67	68	135	14.6%
Yes, but with some changes (please specify).	42	54	96	10.4%
Total			922	100.0%

Responses to "Yes, but with some changes (please specify):

Was this about social distancing? I think it's just worthwhile to have some real throughways were bicyclists and walkers and whoever else can feel safe and like they have a good way to get across town. Almost like an established busline, but for bikes and recreation. Maybe just have one way traffic on some of these streets and give half the road to the bikes and people.

Plenty of room to provide a paved surface along the Root River Parkway for walkers and bikers

I really don't know at this time

Remove the profit margin, don't always close the streets, and allow parking, somehow. What if someone was handicapped and had difficulties getting into the park? That happened to me when I took my disabled mother to both Humboldt and Jackson Parks.

Only in already established parks

I support closing park-ways to car traffic, maybe even permanently..

Drivers acted like there were no changes to the roads.

Enforcement of cross-traffic. Better signs.

Maybe use one way traffic routes to reduce car traffic. It was hard to get into Humboldt Park if you didn't walk or bike there.

Only on Parkways, not residential streets

Too much thru trafficking

There should be a reason to distinguish an active street from other streets, and not just because the residents want it. It's very NIMBY, isn't it?

Add parking in Jackson Park

Only have them on parkways and not residential streets

See below

I suggest that the active street end at Oklahoma Ave due to people on 119th Street complaining of the cutting through traffic increase.

more specific signs about what the purpose of an active street is and how to safely use it at all entry/exit points

Perhaps some access during specified times or one-way streets

Fewer active streets

Extend the streets. Move our city away from being built around vehicles. I'd love to see downtown blossom into an active street district.

Allow handicap parking.

see 19

Need to start ticketing the speeders

MPD needs to enforce it. Citations need to be given out.

Need to do MUCH more to limit vehicles or completely close to vehicles.

more outreach with local organizations, businesses and neighbors on what an active street is.

provide some parking for people driving to the location

Do this in conjunction with permanent traffic calming measures.

Blocking more streets that completely prohibit auto mobile traffic.

On Fratney and Center Streets

more locations

I think this a great start to a program. If the city pursues something more long-term, I hope more long-term solutions are better explored (permanent barricades, etc)

location and access to street if there is another car going the opposite way

N

All parks should be accessible to ALL taxpayers, & some have to drive through the park to enjoy it.

A complete shut down of traffic

Maybe more signage

Better explanation of what they are.

Keep Estrabrook parkway open

Make more permanent

Permanent obstacles to car traffic including signs and speed bumps with emergency vehicle gaps

Perhaps a more elaborate/permanent plan for a long-term project that includes more lights.

See comments above

Enforcement of people driving through & ignoring the signs.

See below

I'd take out the parts about the parts the talk about cutting our community off from other communities and I would only set this as a covid prevention attention until the pandemic is over.

See above.

Is not useful in Riverwest. I have not noticed any additional activity by people in these streets

The barriers are often ignored so probably best to fully close or leave fully open

If milwaukee becomes a green city like Portland, which offers multiple forms of alternate mass transport such as subways, im all for it. To think that it is a good idea to reduce already limited parking in a city with extreme winters, and to expect that there are enough residents with bicycles etc. Is ludicrous. Focus on mass transport, not bike lanes please.

Estabrook park should continue to be closed during winter months for activity. There is no need for roadway to be open when other roads are available. (Wilson Drive)

barricades are poorly placed

if we could get drivers to obey the signs... best of luck with that

Better traffic flow planning

I think the locations chosen in river west do not have enough foot traffic to justify them. These streets should be placed at areas that are bustling with activity. Places where there are markets and events and tons of shops. The locations chosen are desolate, and the construction signs are not welcoming.

Use thoughtful green infrastructure design to implement traffic controls

Doing something better to not have the signs block off the street. Maybe a 4 way stop or a stop light (intersection of Fratney and Center St.)

avoid designating both cross streets as active streets

More streets designated and more public transit options/improvement

Need active policing to keep speeders and others out

More signage, at least until people are used to it

Barricades and signage should become permanent/intentional

speed humps

Random streets in a neighborhood with cars parked on both sides doesn't seem to accomplish anything. Cars still drive thru. If there could be streets with no parking, no drive through, outdoor dining, etc. But random streets in a residential neighborhood seems counterproductive.

Reduces park access

Most neighborhoods don't need them as space is plentiful

I enjoy the slower pace of traffic, but I can't see having barricades being a realistic way to do that.

Better choice of neighborhood/roads

You need to let people drive to the parking lots for parks

Eliminate blocking off parkways to allow access to spacious parks

I strongly believe in making pedestrian traffic and biking more friendly. Random active streets don't accomplish this spend resources on bike infrastructure please.

use more appropriate streets.

I think it's great for parkways, but should be discontinued on neighborhood streets.

I think it should be considered only for those areas with a lot of pedestrian or bike traffic, neither of which are present at this location.

Less intrusive barricades. Barricades should not take up a lane of a road.

I'm not sure

I can see if you close street where businesses are located, parks etc, to encourage more people getting out and a safer environment, not on the streets where residents need to drive in and out daily. That is where side walks are for, if people can't follow the rules, why have them the first place.

Estabrook Park it worked well. Riverwest failed because no one followed the rules. I would love this to come back, but to be successful, you need to fully close the road and not allow parking, which would cause a riot in the neighborhood. so will this program really work? maybe provide residents with alternate parking for those who live on these Active streets?

Maybe this is in place, but if not more painted markings on the road to remind people of pedestrians and bikes.

You should get input from the residents that bike & drive the street.

Do not use residential streets. It presents more issues and dangers for the residents than I would want to deal with in the future. Parks and streets adjacent to green spaces or streets that aren't densely populated residential streets would be better than a dense residential street like Washington street

Plant trees and other greenery in the middle of the street and elsewhere

I like the Estabrook Park active street but closed residential streets merely add traffic to the parallel streets

Temporary barriers seem counterproductive

further reduce car traffic and invest in general street repair

How will snow removal and overnight parking work with active streets?

The roadblocks set on intersections with major streets are dangerous, e.g. Holton and Wright.

Should be on streets that are suboptimal for traveling through, not on streets with lights

Actual barricades

Remove temporary barriers at entrance/exit on main arterial (e.g. Holton and Humboldt)

CHANGE ST FROM E WRIGHT TO E MEINEKE. THERE IS A LARGE, BUSY PARK AND IT WOULD HELP REDUCE SPEEDING/TRAFFIC FLOW

Not in Wright st

N/A

In the right areas

It isn't needed on streets with sidewalks, or dead end streets like Wright

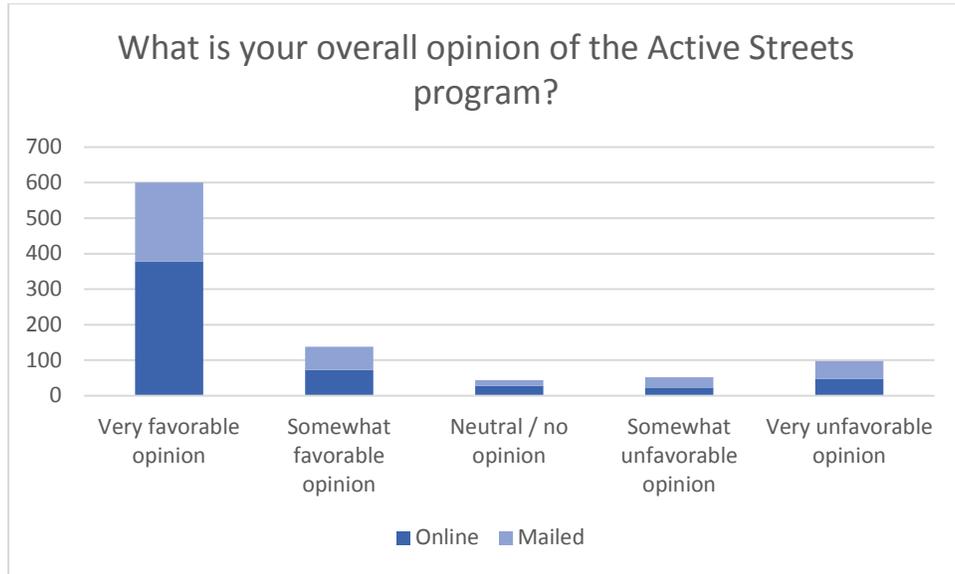
23. Please comment on your answer to the previous question.

Refer to the “open-ended” responses document.

24. Please list any other streets or parks you think should be included in the Active Streets program in the future. Be as specific as possible and include the beginning and ending locations for streets.

Refer to the “open-ended” responses document.

25. What is your overall opinion of the Milwaukee Active Streets program?



	Online	Mailed	Total	
Very favorable opinion	378	222	600	64.4%
Somewhat favorable opinion	73	65	138	14.8%
Neutral / no opinion	28	16	44	4.7%
Somewhat unfavorable opinion	22	30	52	5.6%
Very unfavorable opinion	48	50	98	10.5%
Total			932	100.0%

26. Please share any additional comments you have regarding the Milwaukee Active Streets program.

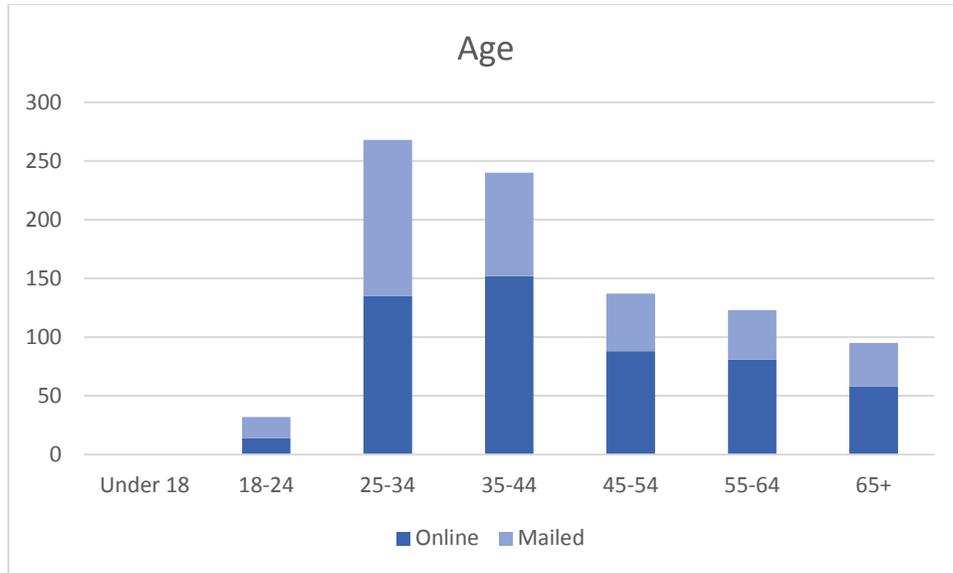
Refer to the “open-ended” responses document.

27. Zip Code of residence (enter)

Zip Code	Count
53212	372
53207	133
53211	78
53204	52
53202	34
53227	25
53208	25
53218	22
53215	16
53205	12
53219	12
53221	9
53222	6
53214	6
53217	6
53210	5
53224	4
53213	4
53228	3
53225	3
53209	3
53235	2
53226	2
53216	2
53223	2
53203	2
53220	2
54212	1
53142	1
53227-2818	1
53005	1
53308	1
53129	1
53212-2531	1
53132	1
53229	1
53206	1
53297	1

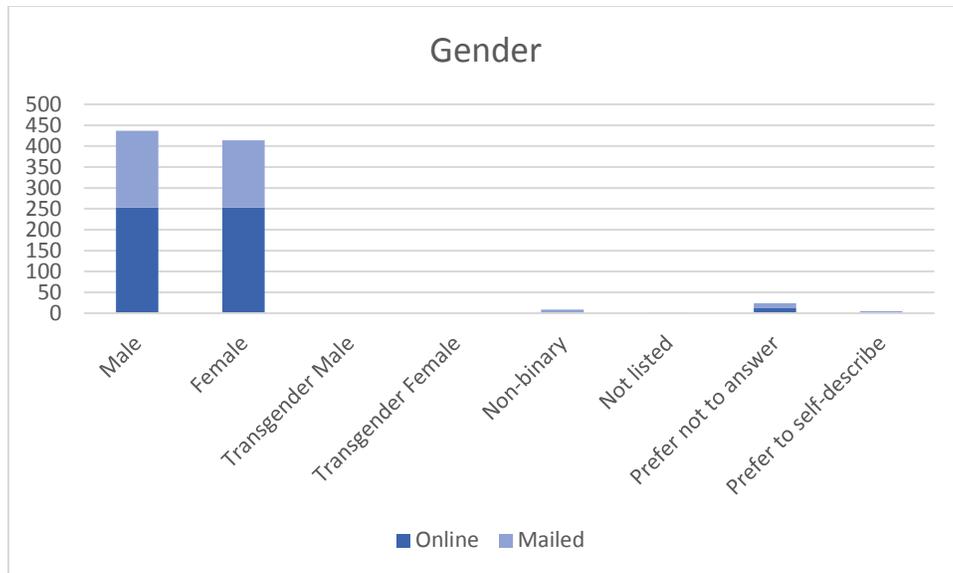
53110	1
53312	1
43212	1
53202 (home), 53204 (work\$	1
53122	1
5321e	1
53150	1
53151	1
53024	1
Grand Total	862

28. Age



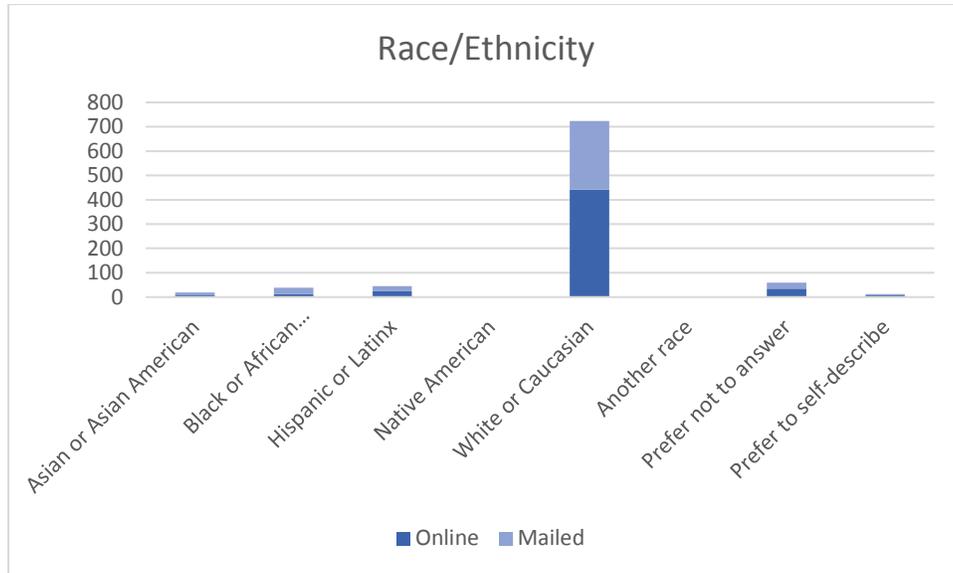
	Online	Mailed	Total	
Under 18	0	0	0	0.0%
18-24	14	18	32	3.6%
25-34	135	133	268	29.9%
35-44	152	88	240	26.8%
45-54	88	49	137	15.3%
55-64	81	42	123	13.7%
65+	58	37	95	10.6%
Total			895	100.0%

29. Gender



	Online	Mailed	Total	
Male	253	184	437	49.1%
Female	253	161	414	46.5%
Transgender Male	0	0	0	0.0%
Transgender Female	0	0	0	0.0%
Non-binary	2	7	9	1.0%
Not listed	1	0	1	0.1%
Prefer not to answer	13	11	24	2.7%
Prefer to self-describe	2	3	5	0.6%
Total			890	100.0%

30. Race/Ethnicity



	Online	Mailed	Total	
Asian or Asian American	10	9	19	2.1%
Black or African American	12	27	39	4.3%
Hispanic or Latinx	24	21	45	5.0%
Native American	0	2	2	0.2%
White or Caucasian	441	283	724	80.2%
Another race	1	1	2	0.2%
Prefer not to answer	34	26	60	6.6%
Prefer to self-describe	7	5	12	1.3%
Total			903	100.0%

Self-described Responses

Euro-American

Mixed Race

European American

Germanic

Tired of being asked

Native american and Caucasian

Human

European American

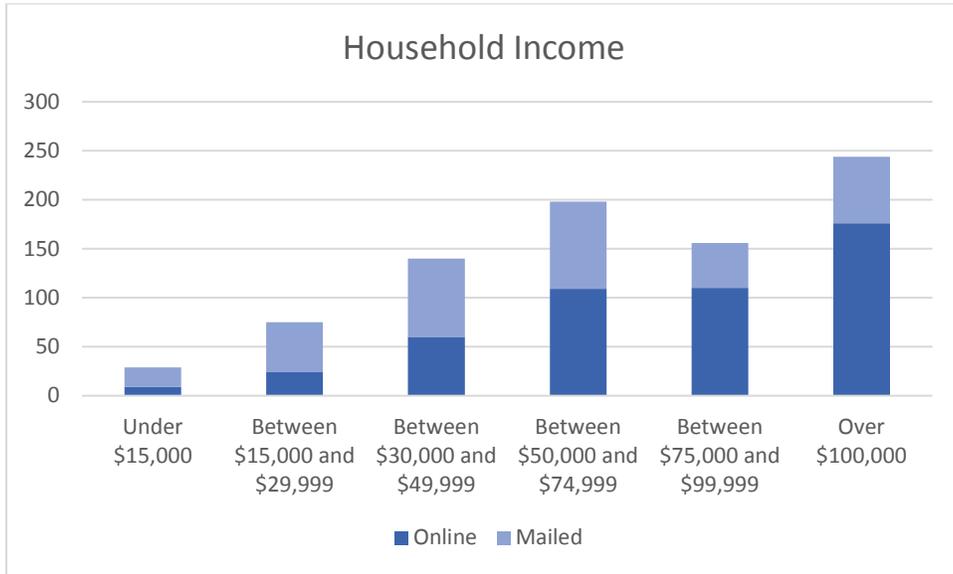
American Mutt

White/Hispanic

Americanus

1 german-lithuanian male, 1 croatian-german female

31. Household Income



	Online	Mailed	Total	
Under \$15,000	9	20	29	3.4%
Between \$15,000 and \$29,999	24	51	75	8.9%
Between \$30,000 and \$49,999	60	80	140	16.6%
Between \$50,000 and \$74,999	109	89	198	23.5%
Between \$75,000 and \$99,999	110	46	156	18.5%
Over \$100,000	176	68	244	29.0%
Total			842	100.0%