

Milwaukee Active Streets 2020 Summarized Survey Results (Open-Ended)



This document is a compilation of open-ended responses to the Milwaukee Active Streets survey. For a description of the survey and responses to close-ended questions, refer to the Summarized Survey Results (Close-Ended) document at milwaukee.gov/ActiveStreets2021.

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

Commuting to work through Jackson park

Errands

To work (when not remote) and errands

Just getting around to stores or work or whatever

Work Commute from the South to East Side and grocery store trips.

NA

East side

Milwaukee School of Engineering

Errands, work

School, grocery store, local stores

Errands and walking to work.

Errands

Work

Work

work, errands

Work

Work - Riley School

Travel to and from work using components of Active Streets

Go to a local business.

Attend Beer Garden

Moving from home to parks, and back.

Errands

Errands

Errands

Errands

errands

Errands

Work and errands

When I was biking somewhere specifically, I would use the active streets to get there for transportation.

Errands

Work, errands

Errands

I live on Fratney and need to drive a block or two to find street parking near my home.

work

work and errands

To/from shopping center west of Humboldt Park

I live on Washington. I would drive a block to get off of it on to another street to get to work or run errands.

work, errands

Errands

Work

Getting to and from work and running errands

Grocery stores and co-op.

Errands

Work

Errands

Errands, groceries, visiting parks

Errands

Commuting

Errands, visit family

To get to destinations near and in the parks.

Shopping, biking to a store

to work, errands, visit friends

Work

Work, Errands

work, errands

Shopping local businesses

errands

work

Work

Errands and visiting friends

Errands

Errands

Work, Grocery

Work & errands

To work, to the grocery store, other errands

Work, errands

errands

To bicycle to the next park on our way east.

running errands

To visit friends and/or pick up to-go meals from neighborhood restaurants

Between my home and family member's home.

Errands

Errands

errands

errands and meetings

Work

to/from work

Drove on Wright to visit a friend there, also walked it.

From home to friends or to restaurants.

Work and errands

work, errands

Errands

Errands

Exercise

work, errands

Errands

Errands and visiting people/places

errands to pick up carry out and such

Errands

Errands

Errands

Safe alternate route to pick up takeout from restaurants.

Errands

School & miscellaneous errands

I live on an active street so I use it any time I drive for work, errands, or anything else.

errands

Work, errands

Work

Errands

Errands (access to shopping for needed food and supplies).

bike to BLM protests, errands

Errands walking dog

Commuting and attending out of office meetings.

Errands

Work, errands.

Errands

Bike to work

errands

Work, errands

Errands, work if I wasn't WFH.

Work, errands

To work

Work

Errands

bicycling to work

Errands

errands

errands, visiting friends, Shorewood farmers market

Work, errands

Running errands

Errands

Errands

Work

Errands

Work, recreation, errands

It made getting to work easier and safer, made running errands without a car safer.

Work, errands

Errands

Work, Parks

Errands

BBQ at friend's house, beer garden, outside rock concert

Errands

Biking for errands. The bike route through the active street was much calmer and much safer than going down Howell Ave, or through the park when the street was open.

I park on the street because I live across the park

Work, library, restaurants

Errands

Biking to work and for errands.

Friends houses

Errands

Work

Work and shopping

Going to friend's homes

errands

Visiting Friends.

Traveling for errands, such as going to restaurants/farmers markets

Errands

Errands

Work and home

Work

Work, errands

Errands from Riverwest to east side/downtown

errands

Errands, work

shopping, errands

Walk to pick up food

Errands

Credit union & store's

N/A

Leisure

Work, errands, bars and restaurants

Work, errands

Park

Work and errands

visiting my friends, cat-sitting

Errands

Errands

errands

Errands

I live on an active street so literally anywhere.

Work & errands

Socializing with friends

Errands

Wright street is the only east-west street with stoplights.

Commuting to/from Work

Work

Easier to walk to work in Walker's point (obviously end up on main streets eventually)

Biking to work

errands

Errands

Errands

Work and errands

Errands

Work

Just to leave my block and park on my block.

Errands and visiting friends

Errands

Errands

Errands, getting to and from work (partly)

Work & errands

Grocery shopping. Neighborhood shopping. Going to a friends house.

errands

Work

Work, errands

Errands

Work, errands

Work, errands, visiting friends, walking for fresh air.

Errands

Work school fun grocery everything. Driving is boring and expensive. Biking is preferable for all activities

Work, errands, EVERYTHING

Work & to friends houses

Errands

To walk to/from my studio

Errands

Home

Errands

walking to catch the bus to work/store or just walking to/from work or store.

Nothing, I live in the area, using the streets to travel to work and back but using my own car.

Work, errands

Running errands and visiting with neighbors

Work. Errands.

Errands

Going to and from my apartment, which resides on the corner of Bremen and Wright

Live on active street

I live on an active street, so I have to drive on it to leave or come home.

Work and the store.

Errands, to work

Work, errands

Leisure errands work

Pick up a friend

Errands

Errands

Errands and work

Work, errands, general travel

access to stop light for easier access to Locust to run errands and get to Dr. appts.

Work and errands

Errands by bike.

Errands

Work and errands

School, errands

Work, errands, I live on Fratney

Errands, school

Back home from wherever. I live on one of these streets.

Work

Errands.

Errands

Getting home from work or stores

work, fun, errands

Visiting friends north of Locust, shopping at Sunrise, going to hardware store, coffee

Work

Social events

Errands

Errands, visits to friends, dog park

Errands

To bike to work, or get groceries

Errands

Errands Work before Covid

Work at hospital

Grocery, food

Milwaukee PBS

To work; To kids' daycare; To errands

Riding my bike for errands, though I would have biked on it the same amount otherwise.

Errands

Work, Errands, Shopping

Community garden, takeout places on center st

Errands

Hike to food store. One morning at 6:15 a.m. I came across three deer enjoying Fratney and Clarke streets.

errands

errands and work

I was trying to get to Estabrook beer garden and didn't know the road was closed north of Capitol Dr. so I walked there. I was not happy about it. I was also alone and had to walk back to my car alone. Not pleased.

Neighbors house

Work via bike

Corner stores

Errands.

Errands in Riverwest, traveling to parks to walk the dog, heading to bike trail to exercise.

Errands & work

Work and shopping

Errands

Work

I use this street to leave my home and go to work. I live less than a block away from it.

school, farmer's market

Home

A friend lives on Wright and Pierce

Live (errands)

Work, errands

Errands on a bike

Errands Work

Work when bus route got rerouted

Work

13. Please comment on your answer above.

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

Having the street blocked off from one lane made it a little more difficult to get home when there was oncoming traffic occupying the other lane.

Have not noticed much difference.

Active Streets combined with construction happening over the Summer months made it harder to access my home.

Not at all

You just had to drive around the blockade to get to the street. Not hard.

I noticed no difference.

I think the program can be a success. There has been a definite increase in the number of people walking and biking on N. Fratney St. Keep it up!

I am on the corner of 10th and Washington. Sometimes I would drive one block on Washington to get to the expressway entrance on 9th or drive over to 11th to go N/S on surface streets.

N/a

It was easy to park on our street and access our alley

Not at all. I can easily access my street from 12th street. It doesn't make sense why drivers still are driving down 11th street, turn onto Washington to deliver food or park on 14th and Washington. It really makes it hard for anyone to use the active street, when the street constantly has cars speeding flying through.

Nothing changed as far as access to my home. It's much better because it's slowed down and reduced traffic, especially after the speed bumps were installed.

How exactly are you supposed to park if the street is supposedly closed to vehicle traffic? Also, good luck to the snowplows over the speed bumps.

Going east on Locust and turning left/north onto Fratney is difficult now that there is only one lane. If I want to turn left/north onto Fratney, I must wait for all oncoming traffic and cars behind me will honk at me. I think it is OK to choose another street and come around from the other side. But this is a significant problem and leads to some noise pollution as I hear more honking on that intersection now from frustrated drivers.

When construction was happening at the intersections it was often difficult to navigate, particularly because I live near the intersection of Wright and Fratney.

Alternative route via Scott and alley (live on a one-way) had to be taken in order to get home

I prefer the reduced traffic on my street now.

Speed humps were put in, and they slow down traffic but do not eliminate it. We also drive a car, but we now try to drive on Meinecke or Clark instead of Wright St. since the Active Street changes were started.

Like the quieter street, less traffic

I appreciate the changes to my street especially the reduction in vehicle traffic and the increased safety for cycling and walking.

There was zero difference getting to my house.

I don't live on an active street. I like to bike and take advantage of all the bike trails in the city but I think this program was misguided and unnecessary. Either call something street or a trail. It just confusing and I don't like the idea of blocking people's ability to drive for this reason

I live on the corner of Holton & Wright, so there was no problem getting into my driveway

We have parking behind the house, and try not to park on the street as much as possible.

If anything it connected me to my neighbors even more

restricting some traffic flow by putting barriers up Did not significantly reduce traffic but did make turning from Humboldt onto Wright Street much more hazardous. Cars would have to wait to complete their turn until the cars on right and cleared the one lane entrance, there's left cars hanging out in the intersection after the light had changed. Meanwhile because traffic is still on the streets they were not safe for children to bike play on. In my opinion it was a false sense of security. I appreciate the effort but I don't think this worked

Had to drive around road barriers

Anyone could access by car even with the partial barriers, which are now gone.

I live on one of the cross street of an Active street It was an inconvenience because it was a waste of space and time. Before the Active Street initiative, people were able to use the space without any inconvenience. However, after Active Street it became a dead zone and people had to look for an alternate route go home or just to park in front of their house. Active Street just became an empty spot in a spot that could otherwise be used to drive. People don't like playing in the streets. They want the street to continue to be for the cars. People don't mind attending something in the street like a festival. Make the PARKS available for your bike rides, skateboarding, roller skating and walks..

It was not an inconvenience and i like that it slowed down traffic making it safer for neighbors and children in the area.

The barriers did impede my ability to get home, particularly since people continued to drive through the street despite the signs.

Stupidest use of tax payer dollars that I've ever witnessed. Roads are meant for cars. You cause inconvenience to dozens of people a day (delivery drivers, homeowners etc.) for what? 4 people to walk down the middle of the road? Use the damn sidewalk.

speed bumps and corner markers forced me to take a different route home.

Very stressful and seemingly without benefits.

not sure exactly what the question is asking. no one has had trouble accessing my home, but the traffic has been limited in a positive way

Not at all

I park on Wright one block east of Holton and with Wright St. Closed for the active streets thing, it is somewhat inconvenient for me to not be able to turn off of Holton safely on to Wright.

Saw one family in the street all year otherwise it was just people moving or tagging the signs/barricades. Thought it was a good idea but not really used.

My life has not changed because of active streets.

We could still drive in to park and everything so it was fine

Street was still easily accessible and liked the reduced traffic on it

I live across from Fratney School and have easy access from Auer Ave.

If anything its easier due to lessened vehicular traffic

There's plenty of access through alleys in this area, and most households have alley-facing spots or garages.

Don't own a vehicle

By limited access, I assume the street would need to be completely blocked for some amount of time.

Normal neighbor traffic, yet reduced "cruising" traffic. I love it.

I park in back, and occasionally drive in front

NA

The barricades were slowly moved out of the intersections throughout the summer

Night parking Spaces need to be made more available and at the same time planning to allow moderate traffic flow for the high amount of active businesses in the 24th st area and high amount of delivery vehicles that are in and out on a daily basis. Difficult for delivery vehicles to maneuver threw 24th st and allow parking for residence and some traffic flow.

We lost some parking spaces due to the white posts on the 2900 block of Fratney, which I'm nervous about in the winter when there's parking on only one side of the street. We really couldn't afford to lose those spots since so many of us only can park on the street.

A couple of times I had difficulty pulling onto the street because another car was leaving the street and there was only room for one of us. However, it was minor and I love active streets!

I have alley access and I could park easily out front if I needed to

The blocked intersections were a bit dangerous. There was a bad car crash right outside my house (not sure if it was related to the active street, but the sign was blocking half the street)

Villard is the next street and 51st street crosses it so it was fine.

Why?

I love the idea of active streets and have used it significantly over the summer, but blocking an entire cross street (Fratney (N/S) & Wright (E/W)) completely decommissions the entire block. There is a street light on Wright & Humboldt and Wright & Holton and it makes is dangerous with the barricades if someone is waiting at the light and an oncoming car from Humboldt/Holton tries to turn onto Wright. The obstructions in conjunction with summer construction (speed humps & traffic circle development) was a large health & safety risk.

Just barriers set at the end of each block, when driving you just had to be mindful of other cars sharing the lane.

I don't have a car, but rented one For about a week and still had no problem parking. Active streets made access to My home safer and easier when I'm walking.

No access problems

E. Wright S. is up hill to Palmer St. It helped slow traffic coming down the hill. Has been a help in stopping traffic flow.

We park in our garage, so we weren't really impacted much

I didn't notice any difference

I wasn't limited in access but it made receiving deliveries from online orders harder to get as some delivery people would not try to access the street and wouldn't complete their delivery to my address

I love living on an active street!

How could it block access to my house I ride my bike everywhere anyways and when I need to use my truck it is still a street

Less auto traffic=much safer

We even built a bike ramp to integrate the active street into our front walkway access

I have access to my house no issues

Still lots of street parking and could get to my house no problem

Construction of the enhanced intersections made access difficult for a longer period than I would have expected, but is not inconvenient now that it is completed.

Visitors or deliveries to my home were not stopped or slowed by the Active Street

I have to approach my home from a different route due to the multiple speed bumps along Wright. I do have somewhat of a concern how this will affect the street being plowed during the winter.

narrow streets, now barricades, too many parked cars in streets, school zone but people are speeding

Turning onto Wright off of Humboldt or Holton is a bit of a problem, since those are both very active streets, but other than that I can't really complain.

Mainly from construction, and signs taking up space

Very easy to get to my house. And I liked that it decreased traffic on the road.

Only thing I had to do was drive around street barriers.

Some constructions such as speed bumps and intersection painting restricted access for a while

We had to explain to delivery drivers to drive around the barricades. Turning corners on Holton/ Humboldt and Wright to get to our house was frustrating with limited lanes to turn when cars were waiting at the stoplight AND folks had parked too close to the barricades. Parking restrictions near barricades would help- just a space worth.

Had no trouble accessing my house or alley

I live on the west end of this "Active Street." If I met traffic when leaving from my house, I had to be cautious when meeting south-bound traffic entering the "Active Street" at the barricade because I could not trust that the other driver would not serve into my path as they drove around the barricade.

We love the Milwaukee active street! It has made walking and biking much safer.

Did not cause any issues at all. I love living on an Active street.

It is still easy to get in and out of the driveway even though there is an active street.

Would have liked the barricades being MORE blocking of the road entrances. People seemed to move them out of their way and was hard to tell if even effective really. People still driving very fast down Washington st

Anyone who needed to get to our house could.

These streets are made for cars please let me use them

Too many barriers to get onto the street.

Could still reach my apartment and park.

The construction took up a good amount of the summer, and amounted to very little change to pedestrian safety. The curbs aren't big enough and the speed bumps are just obnoxious for anyone biking or living on those streets. I enjoy the freedom of biking on the street with my son, but have not seen enough change in poor driving habits. I believe the program had good intentions to start but lost its way when it stopped listening to the public and went for some cheap fixes that amounted to nothing much.

No major issues occurred we always had access to our street from one end or another.

I did not feel limited at all in accessing my home

It's a bit harder to turn into the street when going east on locust to park

Since there is a school in front of our home the street becomes full of parents trying to pick up their kids. This leaves no space for people that live in the area to find a parking spot. The worst part is that lots of people leave their vehicles in the middle of the street blocking the road.

I drive around the barriers to my address.

Barricades made guests and delivery vehicles think street was closed.

Baracades were annoying. Street was shut down for construction almost all summer

Well, the closing off E Wright and N Holton has given Waheed's Tires and Prostitutes (Drugs Galore) such an uptick in business! No longer do you have to jump out of the way of speeding cars to open the door for a cracked out hooker! The taco truck is another lovely front for heroin and meth! Tacos AND a fix?? With Milwaukee Active Street's genius plan to make access to drugs and gang related activities such as shooting at your local Waheed's tire shop in broad daylight, the illegal possibilities are endless! I cant WAIT till summer when my alley becomes a superspeedway, a popular crackhead hangout, and a cozy spot for a paid blowjob. Yay!!!

I now often use Hadley to leave and arrive with my car. But it's been easy to reroute and I still use the light at Fratney and Locust to enter traffic with my car on Locust sometimes.

I was able to leave and come to my resident as normal

The barricades made it impossible for a bike and car to pass safely at the same time. I have commuted by bicycle to work on the east side since 1990. I will NEVER ride my bike down Wright street with those barricades up.

The sign just meant I couldn't park my car in one spot.

Frankly, nobody in our neighborhood used the walkways. The corner signs/barricades were quite an inconvenience since nobody walked on Washington street. I hope you choose another street next summer. Like maybe Scott?

To access my block, cars had to drive on the wrong side of the road because they didn't block off enough parking on the south side of Washington at 5th street. This caused issues between residents of the block and aggressive drivers passing through.

There's often back ups on Holton due to people wanting to turn right at the red light but not being able to because of thr barricades.

We avoided driving up and down right, the blockades were HIGHLY annoying and it didn't seem anyone uses the street for recreation purposes as intended.

Only during construction phase

I like the idea. It was easy to access my home

My guests we detered by the closed street signs. There are also businesses that had deliveries that blocked the street because of the signs

My business is on Wright st and it's very hard to get trucks in now

We had to use the back part/entrance to the home and we have handicapped people in the household.
It was a little inconvenient.

23. Please comment on your answer to the previous question.
(22. Do you support the continuation of the Milwaukee Active Streets program?)

Pedestrian safety is overlooked by most decisions the city makes regarding urban planning so any steps we can take to improve that actually help accessibility more than reducing it.

This is great! Cars have many options. Opening up parkways to bikes, runners and walkers helps us travel and for recreation safely (and beautiful settings!)

We need more safe areas for biking

It increased traffic on my street making it more dangerous at my own house.

I support the concept of Active Streets during the COVID-19 pandemic. Afterward, though, I would prefer to see the re-opening of roads to vehicle traffic. That said, I support an increase in the number of off-street bike paths and other modes of transportation such as extending the street car west to State Fair Park and the Medical College, and south to the Airport and potentially Drexel Town Square. I also support light rail or some other off-street rail transit.

Split things up better, maybe make an active street one way in the center of the street with very generous bike lanes on either side. Or a parking lane on one side, traffic lane, then semi-protected pedestrian lane.

I enjoyed safely walking with my dogs

Too often cars are driven at rates of speed well in excess of speed limits, creating an uncontrolled threat to non-drivers. Active streets restore safe access and provides some balance to a car culture that unapologetically infringes on all others.

Root River Parkway between Oklahoma and Morgan being closed was a big inconvenience

I enjoyed the absence of car traffic, but feel that we have other spaces to walk.

We love not having the traffic on Root River Parkway 116th. It is so much safer to walk the dogs and spend time outdoors. Now we have to dodge the speeding cars and listen to them drag race at night.

I have not witnessed any special use of the Active Streets. I would rather see the barricades removed so that car use can return to normal.

Although I used it, I didn't feel it was really necessary. I still use the are now that it is open to traffic.

Please continue to active streets and put the barriers back up asap in the Spring

The Active Streets program helps us all to enjoy the outdoors, and extends the legacy of Milwaukee's commitment to making the outdoors accessible to all citizens/residents.

I was very disappointed when Root River Pkwy allowed cars again, seemingly with no warning.

I would consider it without the pandemic, but would like more info on where the detoured traffic goes.

The Active Street Program has helped make specific areas in Milwaukee feel much safer to use and it has provided space that prioritizes people over cars. I would love to see the program continue well into the future and to expand.

I walk in all areas of this neighborhood(using sidewalks). I guess I don't realize the full impact of using the streets.

People already drive slower in parks and reducing traffic more would be safer for pedestrians, kids, and other people.

I love the Humboldt Park Active Streets. I have walked my dogs thru the park daily for the past 15 years & I've never seen the park used as much as in the past few months. The increase in wildlife around the lagoon has been an unexpected bonus.

I would love even more active streets! I would love for my street to be one. I don't own a vehicle and love to walk around the neighborhood.

We can learn from this. Even in a post-covid society, I imagine a healthy rotation of Active Streets parks, perhaps closed/opened for a month at a time during the summer and adequately marked/advertised, would be accepted and beneficial to neighborhoods and communities. It slows us all down. That's not a bad thing. *I also note upon closer inspection that I actually did drive on E. Washington by turning right from Fifth Street not knowing this was supposed to be local traffic only. I was just trying to get back to Second Street to head out of Walker's Point.

Basically, you shut down Humboldt Park to me.

Confuses people

Expand it to include a Downtown street

See my previous comments

Promoting activity and reducing car use encourages an increasingly healthy community.

A safe place to walk or bike, away from the nutty drivers.

There are so many parks and trails close to all in Riverwest, this seems unnecessary. Closing the parkways of Jackson park and Estabrook needlessly diverted traffic. It was a nice try and nice though but accomplished nothing.

The local traffic on regular Active streets was enough that I never took my 6 and 8 years in the actual streets. We stayed on the sidewalk.

I watched as this experiment effectively reduced the use of Jackson Park to a small fraction of what it previously was at the expense of achieving the "active" street. There was a significant reduction in usage of the park. Closing the parkway gave nowhere for park patrons to park except on 43rd street which was not at the reduced street capacity it is at now (no parking lane) This was a poorly planned experiment that hurt elderly and disabled people in the Jackson Park neighborhood the most. There was no safe area for these park patrons to park their vehicles to access the lagoon areas and boathouse other than about 50' on the west side of the park (off Forest Home) I don't think this project was necessary at all since Jackson Park is huge and doesn't lack any restrictions for space. Reducing access

to the park via road closure also created an isolated effect for those who ventured into the park near dusk or dark. It did not create an environment where one felt safe because there was no access for vehicles to leave or ask for help if a bad incident occurred and you are near the boathouse / lagoon area. This project would have been favorable for me if barricades on the west side of Jackson Park (adjacent to 43rd) were moved in several hundred feet or even to the boathouse. This would have allowed enough area for patrons to park and access paths in the park while still giving enough area for the "active" portion of the street. Barricades in the center of the street would have reduced this street to a large parking lot vs a short cut from 43rd to Forest Home. This would have also reduced vehicle speed for those who ventured in the park. I believe this would not have achieved the goal of this program but would be more beneficial overall for park patrons - reduced vehicle speed due to not being a through st and still allowing plentiful parking and full access to lagoon / soccer fields / boathouse.

It is a step in the right direction. I've lived in the Netherlands and the cities are way more lively by being cyclist and pedestrian friendly.

Happy with or without. Bigger problem is quality of asphalt road affecting biking (potholes) and walking (trip holes and edges). Narrower RR Parkway road would also be okay with multi-use trails or pedestrian walkway alongside. Less road maintenance for County.

Closing down. Jackson park and lake drive made it harder to access the park. There is already enough space within the parks to allow for social distancing and I am super strict on that.

There are plenty of trails and parks in Milwaukee County already where activities can be safely done.

Active Streets sounds like an ANTI-CAR agenda. Getting rid of cars is simply NOT practical, particularly for poor people who live in neighborhood without jobs, schools, or grocery stores within walking distance. I DO NOT SUPPORT THE CONTINUATION OF THIS PROGRAM.

The program has some potential benefits, however, the markings (paint identifying MAS) are poor as well as most painting (lanes, crosswalks, etc) on city streets. Essentially, after a period of time, the city (Milwaukee) neglects to keep lanes clearly marked, (neglect) due to what they claim as a funding issue. Milwaukee gladly accepts seed money for projects then fails to maintain project with local funds.

Active streets will make it easier to take advantage of alternative transportation and local activities even post-pandemic.

It is not being used for its intended purposes, and it hasn't resulted in lesser traffic as was the purpose.

Need to be more strict, need many more

I think this could be expanded to other low traffic streets

We need more public space.

Its always good to separate cars and bicycles from each other.

It is a great concept, until drivers realize there is "no reason" for them to stop. It seems that pedestrians and cyclists are obstacles and not reasons.

I think the program should continue till a year or so after the vaccine gets distributed, to protect against coming in aerosol contact on the street with those who refuse to get the vaccine.

Enforcement to eliminate safety concerns would be my preferred method, installing speed bumps on park drive.

I think we need to encourage more walking, biking and outdoors activities. We have too much space dedicated to motor vehicles and not enough open spaces that can be safely used for recreation.

I think it's a great model and would love to see it expanded to more neighborhoods.

I think it should be continued through all seasons, regardless of the pandemic's status.

Making routes unsafe for automobiles is just plain stupid. Milwaukee already has great parks and dedicated bike lanes! No you cannot turn a high-density neighbored into a bike path! Yes, blocking Humboldt Park's roads prevents anyone with a car from using it! END this program, please.

I think it encourages pedestrian usage of the streets and parks, and it makes it much safer to do so. Humboldt park for instance, the street is mostly used for people using a driving shortcut increasing the risk to anyone in the park.

Providing more car-free spaces in the city is a good thing.

In my neighborhood, I don't feel have an active street one block over has made much of a difference.

The program did not make any difference in more people utilizing the streets for walking or biking. All it did was prevent cars from reaching their intended destination.

Cities are for people. We should make more space for people to live and exist, not just passing through.

streets were originally intended to be used as public community space. since the ubiquity of cars, pedestrians have been sequestered to tiny strips of concrete while still having to remain vigilant about cars encroaching their space. the active streets give public space back to our community, promoting exercise, fellowship and safety.

The more safe bike routes inside the dense areas of the city the better! Especially if they connect to existing bike trails and encourage future expansion of bike trails.

I would love to have active streets all the time!!

More streets should be closed to cars or car access should be limited. They have highways built just for them! It is a form of privileged access given to people who live outside the city.

I noticed parents in particular were able to let their kids bike more freely in the active streets, and people really seemed to enjoy using them overall. Lots of dog-walkers, roller skaters, joggers, bokers, and people walking in pairs. The social distancing aspect at this time makes the active streets especially crucial, but I believe they create a positive civic space regardless.

Overall, Milwaukee could be a very walkable city, yet it's mostly non-pedestrian friendly. Active Streets is a great program to reduce car traffic and encourage people to enjoy the neighborhoods by being pedestrian-friendly.

In particular, I hope you consider making permanent the active streets located in parks and parkways. From my perspective, they change the character of the parks in a positive way. Outside of the parks, I

hope we keep considering clever ways (like bike boulevards) to dramatically reduce traffic on selected city streets.

Active streets is fantastic!

We found it safe and convenient.

Humboldt Park closure should not have been reduced in size!

It was nice to be able to get a safer route to the trails with the Fratney/Wright active streets. I used Fratney all the time to help cross busier intersections because it had a light and in addition, it was a better quality street so I felt safer than trying to use Locust to get to the parks, even if it may have been a more direct route.

The space, particularly in Humboldt Park, was a boon. E. Washington is a logical corridor, but more needs to be done with signage to prevent through traffic, particularly near 1st and 2nd streets

We need to make this city more pedestrian and bike-friendly. Get out and meet your neighbors!

In Humboldt, I noticed that it reduced the amount of people in the park, which was probably a good idea with the pandemic during summer. But I don't think it's a good permanent solution because it did restrict access to areas like the Pavilion (needed during elections) and the playground (ok to use once pandemic is under control).

I feel strongly that active streets should be continued. I'm a regular walker in my area, but I saw so many new faces on root river parkway with dogs and strollers when the street was closed off. When this road is open to motorists, a stroller would not be safe. My husband and I walked that street almost every day when it was closed to traffic. There are other roads for motorists to use, and really they drive too fast when it is open.

I really enjoyed being able to walk on Washington to get some exercise. There are a lot of kids in the neighborhood and it was nice to have a place for them to play and not worry about constant car traffic though there was still too much of that. Many people ignored the street closed signs and still drove too fast.

The active streets signs look awful, all the orange barricades, and the trash on those streets seems worse. I just feel that there is plenty of space for folks to recreate safely with out this program.

Permanently close off many streets to car traffic and eliminate free parking entirely. 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.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.

I really appreciated the city's effort to open up more outdoor space for the community, and I would love to see this effort expanded around the city.

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?

I think active streets can be used to inform future street safety projects. I think with upgraded materials, residents can participate in the functionality of the street and decide if certain facilities are needed. I also think permanent gates that partially close streets on certain days like Sundays just to give the street a break would be GREAT. We need to promote people streets and get people out and moving safely even if they cannot get to a trail or they don't want their kids to stray far from home.

There could be even stronger deterrents for through traffic, such as choke points at each intersection/block entrance. More obvious signage is needed.

I was thrilled to run and cycle on Little Menomonee Pkwy without all the traffic! It's such a beautiful stretch but littered with trash, loud speeding traffic, and random parked cars. Really enjoyed feeling safer for the period of time it was closed.

I think Milwaukee should identify a neighborhood to permanently close a street or streets to vehicular traffic, or perhaps limit vehicles only to people that live on the street

Perhaps limit traffic on non-peak hours (eg weekends, midday, evenings) but allow regular traffic use during typical commuting hours to reduce disruption in traffic/side-street congestion

I would love to see this implemented long term.

I think all residential neighborhood would benefit from reduced car usage, and limiting the streets where they can be used and making alternate modes more pleasant is a great way to accomplish that.

Providing a safe place to run, walk, or bike is essential to creating a healthy lifestyle during and post pandemic.

The Active Streets program could be a great way to collect data and test out more permanent safety improvements.

They are a good step for our city, I think the more we encourage sustainable street usage, the better

The closure of parkways through Jackson, Grant, and Humboldt parks made the neighborhoods much harder to navigate and the parks themselves harder to use. Furthermore, they were of no real value to social distancing, since the acreage of these facilities is substantial enough that one can spread out without needing road space.

Always a good idea , nice for the kids to be on a road with no cars on

Please expand the program!

I love less cars on streets in any aspect

Because of the grid across much of Milwaukee, there are many streets that could see at least regular part-time closures. In addition, there's no reason to have roads through many of our larger County parks, or those roads could be much smaller and used only to access small parking lots.

We need more of them, far more.

Active streets, roundabouts, road diets, all a waste. What happens when winter comes and these roads are closed or down to one lane? No-one is ON them now on bikes or walking. Giant waste slowing us all down. The needs of the MANY! Not the few.

See Q14

I think Active Streets are particularly helpful during a pandemic, but they are also extremely beneficial any time!

I would love to see through-access of parkways be permanently closed via infrastructure changes (not just signage). Parkway should be terminated inside the park with roundabouts that require cars to exit the way they came out.

Very good program--much friendlier to non-driving transportation.

I prefer to use the Humboldt Park Parkway as a shortcut, but have not been able to since this program started. I haven't seen more people using the park either, as I frequently walk my dog at the park. Nobody walks in the street, they all stay on the designated pathways. This was a waste in my opinion.

Good program. Could be expanded

I was so glad to have the traffic in Humboldt Park down. I could imagine issues with street parking, especially during Chill on the Hill, during non-pandemic times, but I think that's worth it.

Residents have called and inquired when the program would end as they wanted their street back.

I love that kids have space to ride bikes and scooters safely with more space than a sidewalk provides. This is a huge benefit to kids! I even saw a parent using the safe street to teach their child how to ride - what a great option!

Parks and public spaces encourage community and local investment. Neighborhoods come together in common spaces.

All efforts to make streets usable and enjoyable for all is a good thing; this city's culture of car dominance and accompanying aggressiveness is long overdue for tempering

I have walked Fratney for years because I have dogs. I really haven't noticed any changes in the section N of Locust. I am guessing traffic was down, but also - school was not in session. Other than that traffic has been the same.

I appreciate the elimination of traffic among the Jackson Park roads. I feel safer knowing that I don't have to worry about cars in this area.

Estabrook park road should be closed to driving most of the time

I only like it in the parks. The streets like Washington I never saw anyone on and it was a hassle to drive a different way.

Would like it to expand to areas what are near me (west side near Wauwatosa)

I especially love this during Covid 19 pandemic but would also like to utilize walking on paths at other times too. Especially when the weather is enjoyable.

Our parkway in Humboldt Park has since been reopened and I'm sad to see the larger space for pedestrians eliminated and replaced with often speeding vehicles

This was amazing for my family. I felt safe letting my children ride their bikes.

I fully support Active Streets and in particular would love to see Humboldt Parkway come back. Cars fly through the park making it unsafe for pedestrians, cyclists, and children

I am ok sharing roads with cars. Root River stretch really needs potholes fixed.

It was amazing when Humboldt Park had the main street closed for the summer. I was able to enjoy the park while biking and walking with my young children. Once it reopened, we could not go to the park at all. The street traffic forced us onto the sidewalk where we could not socially distance. Once the street opened, we could no longer visit the park.

I think more resources need to be allocated toward studying and implementing infrastructure that creates a safe streetscape for those that travel by modes other than vehicle (pedestrians, bicyclists, etc)

Humboldt Park especially slowed down the speeders that zoom through the park, and gave hardware for kids to learn to ride bikes and such.

This experiment has been needed for a long time, well before COVID. And it proves that making the streets more active in this way is both possible and a good idea. More people getting out and being safe from traffic, getting exercise, and exploring neighborhoods. It's wonderful and needs to continue.

Please continue this initiative! Milwaukee is known for its crazy driving. We can become a hub of green initiatives if we will continue to make changes and make the city about space to enjoy not thoroughfares to leave it

They should remain open to foot and bike traffic

I do not think they added any benefit, they made Estabrook, and Humboldt Park more difficult to use, and in a few cases much more dangerous as the old, or high idiots fail to navigate the detours safely.

Bike boulevards and initiatives like this are a brilliant way to take streets back from being car-centric.

I loved it!

I would love for it to be a more robust, interconnected network across the city.

I do think it is an especially good idea during COVID 19. This year I had been hiking along the lakefront for exercise since March but as soon as the weather got warm out it was impossible to continue to do so...it was no longer possible to maintain social distance due to the crowds. I was so happy that Estabrook Park was part of the Active Streets program...it became my new safe place to hike while maintaining social distance!

It was a terrific way to get around safely and the park and parkway streets normally are not heavily traveled by cars using those parts of the parks/parkways

As an older person, I want to drive on and enjoy the parkways that I am paying for with my taxes. I do not want to drive way out of my way and have to drive thru subdivisions to get to my destination.

Anything that allows non-automotive users more choice and empowerment is positive

When the streets are open to traffic people drive too fast. A lot less vandalism and trash on the street when it was an active street. The streets around Root River Parkway are not wide enough to have car traffic bikers and walkers. Walkers are supposed to walk against the car traffic but the bikers are supposed to ride with the car traffic. So when you have two cars going in opposite directions and you have a walker walking against the traffic and a biker going in the opposite direction on the same side as the walker. The walker has to jump out of the way especially if they have a dog with them.

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

I loved having the active streets in Riverwest! It provided a great space to go on family walks. Please continue in the future

I think it was good during Covid, but people want a return to normal when Covid is over.

Considering all of the North / South corridors and the grid pattern, it is wonderful to have a thoroughfare where pedestrians and cyclists have the right of way. The sidewalks are in terrible condition which presents mobility problems.

Not utilized

It might be nice to incorporate art or other community-based activities with the active streets. Also expanding options to the Near North Side would be worthwhile.

Some parts of the root river parkway could be changed permanently since when open to cars, they provide shortcuts to drivers, who speed.

we need to get cars off as many of our streets as possible

I work in the city doing home health visits. I have never seen even one person using the streets to be active.

It should be greatly expanded.

Estabrook park was an under utilized gem. Because of the Active Street, more community members are utilizing and caring for the beautiful park.

I'd love to see this as a transition to more bike friendly routes/bike boulevards

I think it would be nice to have less traffic on certain streets in these neighborhoods, but the execution will need more work.

Roads are for vehicle traffic

Active Streets that go through neighborhoods should be paired with engineering measures to make *convenient* alternate routes available to drivers. Simply cutting off a road and saying "job well done" isn't enough. Active Streets should be located such that they hook up to the county trail system well.

It's only a small distance to close and a really nice thing for pedestrian use.

Active Streets improves safety, recreation, and non-motorized transportation with very little impact on traffic flow

our smaller streets are used like highways. stop signs constantly ignored. The streets are taking on too much wear and tear. But we need police enforcement.

clogged and dangerous side streets, extreme parking issues, speeding through residential streets

Aggressive driving is a problem in this city so I support efforts to protect pedestrians and bicyclists. Reducing traffic in parks makes the parks more enjoyable.

Creating spaces for activity in areas that might not have as much is always a good idea.

Good to limit traffic cutting through the park I walk at. The traffic just flies by.

I'd be in favor of increasing it.

It should be used in areas with higher foot traffic or to improve business and community.

Please close Estabrook Parkway permanently! Nobody needs to drive through there and it would increase park space and useage. It would also make so much more safe bikeable, walkable and runnable space for people in that area. It could also help animals with less car traffic- increase natural space for animals to move and migrate.

a selfish reason... I was able to to do bike repeats outside without any traffic.

Enforcement, enforcement, enforcement. They mean and do nothing without active enforcement. AS do little to reduce the reckless driving epidemic in (endemic to) Milwaukee. MPD needs to step up enforcement exponentially. I can't wait to see more bike boulevards across the city (sharrows - paint - does not save lives, but), speed bumps and curb extensions are hugely helpful. The City's 2010 master bike plan and Complete Streets show dozens of planned bike boulevards - which have more benefits than for bicycling.

This is an idea that has zero practical thought behind it. Four speedbumps and a roundabout in 4 blocks on Wright and cars still fly down Weil. What's the point?

I loved being able to go biking with my daughter and not have to worry. The Shorewood farmers market located on an Active Street was awesome.

Having Estabrook Parkway closed to traffic was a tremendous opportunity for people who live nearby to safely get outside on foot or wheels. The Shorewood mountain bike team used in almost everyday allowing the team to be safe from traffic and separated from users on the busy Oak Leaf Trail

It made going to the park and walking around such a joy. There was no concern for my safety due to vehicles - for myself or child. That is how parks should be enjoyed. Cars do not need to go everywhere.

Is a good idea but just wish it can connect to the hank aaron trails.

Any streets which deprioritize cars are a good idea.

It is wonderful to be able to walk and not worry about being hit by the car! Especially with a little child. It was great to meet with friends and walk together.

I have heard and seen great things because of this new idea

We need to make sure our streets are safe for all users. A change in culture is required that requires drivers to be aware of other users. Active streets is a great way to get all users conscious of sharing the street

We need to prioritize public space for people, not more cars.

My father lives in Bogota, Colombia. And they have every other Sunday, as a similar thing. They close down like half of the streets. They do it to cut down on pollution and get people to be more active. And they are a city of 4 million.

Having the farmers market on Estabrook parkway made it a much more enjoyable experience. It allowed for more vendors and more diverse vendors and customers. After the pandemic, it would also allow far more vendors to participate in the market, which I see as a positive opportunity.

answered in 11 and 12

Having additional dedicated, safe routes for bicycling is extremely important to me.

Especially in the case of Humboldt Park I'd rather see the park be permanently closed to traffic. Otherwise I think the idea is great.

While the pandemic is a good excuse to try out Active Streets, I think reclaiming public spaces for people not in a vehicle is very needed.

Obviously I would like the program more without the pandemic and social distancing concerns, but please consider expanding the number of active streets in the future. At the moment, there are too few to enjoy without having to travel a distance to seek them out.

There should be a more concerted effort to turn them into a network instead of a patchwork. It would be amazing to be able to somewhat traverse the city via them so that people can use them more for transportation than just recreation.

Because the streets were only barricaded every other block, there was still large amounts of traffic on the street. Oftentimes, reckless drivers would still speed and drive unsafely down the street despite many bikes and pedestrians. Intersections were incredibly dangerous and bikes and pedestrians had a false sense of security. There was absolutely no enforcement. Cars were free to use the road as they wished with absolutely no consequence.

Please make barriers more appealing! They look like construction zones at the moment and ironically, cover the bike lanes on the active streets.

I miss being able to drive through the parks. (Not everyone can bike/walk)

Love active streets! Please bring the program back. Please!

I particularly appreciated the Jackson Park Active Street because it allowed me to run in the park without worrying about being too close to others. I also think active streets encourage biking, and while that's not how I used it here I grew up in Portland and active streets there helped me feel comfortable using my bike as a mode of transportation.

The active streets I encountered were so fun. It felt like Milwaukee was prioritizing people over cars, and isn't that the kind of community we want to live in?

Too much land area is devoted to automobile use and too little is being done to make walking and bicycling viable (useful), safe and convenient ways to travel in and between neighborhoods. Shopping locations are too diffuse for the scale of walking and biking except at only a few places in Milwaukee because of automobile focused planning. In similar ways, the bus system is not able to meet the needs of people.

This is a great program; branding and permanent infrastructure would really help, as well as creating a fully linked network. I really liked the removal of car traffic from parkways at a time when walking was the only activity I could safely undertake with friends.

It's nice to have areas to exercise safely and spread out.

Please expand this program.

I think Active Streets program makes parks safer and gives parks much more usable space, instead of being a thoroughfare for traffic

I think that Active Streets fits well with an overall strategy for enhancing bike and pedestrian infrastructure in the city. It can be an interesting variation on creating continuous corridors to traverse the city safely as a pedestrian or cyclist..

I love active streets. So sad the Estabrook one is done

The program should be continued and made a permanent part of the city.

Please continue farmers market at estabrook

It's time we stop catering to the car

And could be expanded. Such as block off Root River Parkway just East of the Whitnall beer garden.

They're safer

also need some signage at entrances so people dont think its open to thru traffic while allowing some room for parking.

Active streets should be the default for most city streets, not the exceptions.

I love the idea, my kids bring jump ropes, scooters, chalk etc. streets are nice and smooth versus bumpy sidewalks so it makes many activities easier.

I support making streets less "car-centric" and more accessible to all types of use. As a commuter who lives near Mitchell airport and works on the north side, the Active Streets program had no impact on my ability to navigate around town by car, but greatly increased my enjoyment of the city when riding my bicycle for recreation & exercise.

I think this a good program that should be expanded, particularly in neighborhoods where there are greater concentration of elderly, children and individuals with disabilities. There are not enough safe spaces for pedestrians in the city and this is a model that has been successful in other cities. I live in

Riverwest near the Fratney and Wright and use those active streets a lot for walking my dog and biking. While traffic hasn't been completely mitigated, the program has made me feel safer on those streets.

Increase the number of active streets that completely prohibit car traffic (like Estabrook and Humboldt) - instead of keeping the ones that just allow local traffic.

Active streets are such a wonderful addition to our community! Thank you!

I love it in the parks. As far as the streets go, like Fratney St, for example, I think it just diverts traffic to other streets, like Pierce, Bremen and Weil, which isn't helpful.

I would like the city to be a more welcoming place for activity including walking and biking. Given how reckless Milwaukee drivers have generally become any way to make city streets safer and more welcoming is progress.

It is difficult at times to cross Center Street on Fratney because of traffic; the cars go quite fast on Center. I would like the county to consider making the closure of the road in Estabrook permanent, with the same east and north entrances for cars that existed this summer.

I enjoy having better walkability. Always.

more locations

I would like to see this program not only continue but expand! We need more bike and pedestrian friendly streets for a happier and healthier city!!!!

Streets are for cars. That's what they were made for. Let CARS use them.

I changed my answer three times. I'm not sure what I think.

I would like to see the program continued permanently and expanded throughout the city.

Active streets are healthy and equitable : a win for everyone.

We used these routes so differently than we would have before; trips that would have been driven we biked because we felt safe doing that with a child. It encouraged us to get out, walk and bike, and we loved seeing neighbors. Even though it was a wonderful response during COVID, I think this is an improvement - having neighborhood routes we can all bike / walk, especially with children, and parkways, too. I really felt like I saw more people than ever in Estabrook Park (beside at the Beer Garden), walking, skating, biking. It was a more joyful way to use the park.

On county parkways, reduce lane to one, reduce speed, etc., but do not close roadways!

I strongly support the continued closure of parkways to be used as active streets. Humboldt Park was a prime example. Plenty of aggressive drivers use the parkway as a shortcut from one side of the park to the other making it unsafe for many park users.

This active street has been a blessing on Root River Parkway. Before they were implemented, I would not walk on Root River because the vehicle traffic speed was too fast along with reckless bikers. I live on the parkway and can finally truly enjoy it!

I don't think people are making use of Active Streets to the extent that it warrants further energy and expense.

I would love if cars couldn't cut throughout Humboldt park. People drive too fast. Would be great to permanently shut it down.

Would like to see it continued in Estabrook but with the northern barrier located at south end of middle parking lot.

Great solution to many issues we're having during Covid-19

I used to drive my car all around town, for financial & health reasons I got rid of my car. Now that I walk & bike all around town I realize just how difficult that can be with the amount of traffic on the roads.

Yes, these should be multiplied and made permanent in some locations. This city bends over backwards for cars and it's about time we catered to pedestrians and bikers. We also need more safe, protected bike lanes throughout the city.

I think it's a great idea overall and some additional tweaking could happen as more is learned and it becomes more well-known throughout the area.

The kids missed it when it was gone

We need safe outdoor spaces during the pandemic. Being outside is vital to our wellbeing.

I couldn't have loved this program more. Fewer cars in parks is fantastic. I've never seen or experienced parks being used so much, felt safer in the park, genuinely everything about the park system was made better.

I almost put SAFE (instead of SOMEWHAT SAFE) because it is So Much Better! Taking care of two small children and getting them to the park safely had been a challenge. Much safer than before and I really appreciate this initiative. Maybe additional Signs (ahead of the barricades) such as SLOW, or It's the Law to Stop for Pedestrians.

I hope to see Active Streets be a part of a greater whole--especially in the ways of more off-road trails and protected bike lanes.

Anything we can do to encourage more walking and biking and use of green space is a good idea.

active streets are good in some places but in different areas they need to be handled better

The city should investigate keeping the active streets program going in the winter too, maybe just on the weekends. In many major cities parkways are closed on the weekends to support increased park usage and foot traffic... There were so many more families and kids in Humboldt Park this year, it would be great to see that continue. Also, the parkways are too wide, and encourage drivers to use them to avoid street lights, if the parkway is cannot be closed... Significant traffic calming measures need to be taken in Humboldt and Estabrook to enhance pedestrian safety.

Never heard of this program

This was just unnecessary. During the lockdown letting people park their cars at the lake or other parks would have done a lot more to allow people to get exercise. This program to me just seemed odd and unnecessary and as mentioned I bike a lot and use the oak leaf trail, KK trail, Hank Aaron, etc. There is a portion of the oak leaf trail for example just northwest of Silver Spring that has been barricaded partially all year. I can't understand why those barricades were put in place and doing things like making that trail fully accessible would have been a much better idea.

Taxpayers with limited mobility should never be shut out of any public space. They have the same rights as everyone else who pays taxes in this city.

Nice to have less traffic and decreased noise, which makes biking and walking safer and more enjoyable in neighborhoods and parks.

Agree

Plenty of room in parks already. Just leads to park visitors parking in neighborhoods making street parking harder.

Limits access to main facilities for people with mobility issues

Love the idea, including adding some permanence to the traffic controls

I loved it in Humboldt Park! Many people use that park street to cut from Howell to Oklahoma without having to go through the intersection and sometimes with disregard to those in the park enjoying it and speeding through.

I think the active street should remain open through the winter. This is a time that people are looking for activities to get them out of the house safely. I'm not sure why the program is being discontinued for the winter.

I absolutely loved the Humboldt Active Streets, it made the park a safe and even more enjoyable place to be this summer!

Limiting traffic from Oklahoma to Howell made the park much safer. Many drivers were using the parkway as a way to bypass the traffic light on Oklahoma/Howell intersection and would fly through the parkway. This is absolutely unsafe for kids. Active streets made the park better. This should be a permanent change.

In a city with a really bad reckless driving problem, and a world facing a very serious carbon emissions based climate crisis, it's more important than ever to reduce our use of fossil fuels, and put our green spaces to work for recreation.

Jackson Park and Humboldt Park were turned into active street locations. Jackson Park was almost empty and made it difficult for a handicapped person from enjoying the lagoon. When Humboldt Park opened its beer garden the streets were still closed. When one street was opened there was no handicapped parking. Only after contacting a county supervisor was handicapped parking posted.

A lot of people use the parkway through Estabrook Park. We didn't know why it was closed and that is an active park, including the dog park and sports. I think it would be better to discourage traffic but still allow some, then close it for the market.

I love that there is not the speeding traffic through Humboldt Park.

The active street increased traffic on my street and eliminates parking. Increased non permit bbq and parties and reduced park usage by concentrating people on areas accessible to parking and leaving most other non accessible by car areas of the park virtually empty

It speaks for itself.

Over the entire time the Active Street was active, I think I saw maybe three people use it for walking. Wright Street is not practical to be an active street as it is a high traffic street between Humboldt and Holton.

Hopefully changes will take place to get the community more involved so that people become familiar with what an active street is and refrain from driving through.

I love that you are exploring this as a way of prioritizing pedestrians and bicyclists and de-emphasizing car travel!

I think it should be implemented full time during summer

I loved it, and I used to drive through Humboldt Park pretty regularly. It was so nice to have the street as an option for walking. Made spacing out so much easier. The only problem may have been for folks who live closer to the park and we saw instances where EMTs had to walk through the park to get to a kid who injured himself skateboarding. In instances like that, it seemed like an actual gate would be a great addition, instead of the horizontal barrels. I also thought it made the playground safer, since it was easier to see children going into the street.

I think the Active Street program is a fantastic opportunity for communities to get outside and enjoy the parks.

Specific to Humboldt Park: Close the park rd. to motorized through traffic by putting a permanent pedestrian/wheel plaza between the pond and pavilion/playground. Build a cul-de-sac near the playground to still give some parking between there and Oklahoma Ave, but to prohibit driving through.

We need more streets to be used in this way and for signage that explains the program better. This is a great idea that should be expanded

Like many DPW projects they seemed arbitrarily placed and served little purpose.

I love that Milwaukee is pursuing progressive alternatives for enjoying the city and green spaces more safely for those not using automobiles while reducing vehicle usage and traffic in these vehicle-restricted areas.

I think it's a great idea, I just wish there was one closer to me that I could utilize.

I've seen how effective active streets have been when cars try to pass cars on their right. I do appreciate that but the barricades and signage are unclear and feel unnecessary.

Personally I see no cons to this program. Even if there were a few the positives greatly outweigh any negatives.

Frustrating to drive around parkway

Promotes healthier lifestyle.

I believe that the AS through Humboldt in particular really increased the amount of park usage. Most of the neighborhood kids learned how to bike this year 4-8yo on the closed portion because it was available to them.

Creates an inconvenience for motorists. A "parkway" was designed to be driven through.

Limiting access to parks by handicapped individuals and limited access to voting at Humboldt Park.

Residential streets like Fratney. It just seemed odd. The complete closure in Humboldt affected accessibility per ADA

Our family would love to see Humboldt closed permanently to cars aside from emergency and special event traffic and handicap parking. People normally speed when driving that street. Also, why is it open again to traffic? I think switching back and forth can be dangerous as people get used to no cars and let their guard down. I'd like the whole street closed also.

I think it's been a great benefit.

All measures to increase safe walkability/bike ability helps to foster community engagement and promotes all the immediate neighborhood has to offer.

Explained above.

Yes. They allow for social distancing for those of us who live in a condensed city amidst Covid.

I think this is a great idea! Let's capitalize on the pandemic and people's renewed interest in walking to make these permanent.

In general I don't think people should be driving through parks as a through-way. (Accessible parking is obviously different). We need to keep our parks safe for our kids, elderly, and people with disabilities.

Hardly anyone using the park but street blocked. Handicapped had to travel on very dangerous Forest Home or 43rd to get in to park.

COVID-19 was a good reason to start such a project, but I'd like to think people would be more inclined to keep up with healthy outdoor activities if the Active Streets program is still available for them to safely get out there without concerns about car traffic.

Make more permanent than signs. Dont block the bike lane with road closed signs. Mark disabled parking more clearly bc it was there.

We as a city have prioritized cars over pedestrians for too long, and this is most pronounced in and around our parks and quieter residential communities. Active Streets is a great, slow way to reintroduce neighborhood engagement to our public spaces.

Active Streets are going to help small businesses stay afloat as Covid rages on. They'll allow for more, safer outdoor space.

Riverwest is a friendly area. It's too bad drivers don't follow the rules.

Might help to slow down drug traffic which seems to be mostly conducted in cars.

Another waste of tax money!!!!!!!!!!

The program needs additional tweaks to make people avoid the streets while driving. Better signage to make it obvious to avoid the street while driving. Such as "no turns ahead" or "no vehicle access" permanent signs.

Probably not suitable for all parks, but I also think it could be transferred to busier streets as a road/street diet for areas that experience many forms of transportation (car, bike, skate, run/walk, etc).

People often speed through Humboldt Park when the streets are open to car traffic which puts people, especially children, at risk. There should also be a stop sign where the two streets meet. The park was so much more enjoyable with the streets closed.

Keep the momentum going! Limiting motor vehicle use on our roads, along with education will help with getting more people out on their bikes or walking.

I think it's a positive step in helping to reduce reckless driving in the city of Milwaukee

I think it's a great idea and the active streets should be expanded to ideally be part of a city wide network eventually

Perhaps more possibilities of introducing this project to the residents in these areas.

I want to be safe when walking, riding the bicycle and the children playing

I really appreciate being able to limit the amount of cars on our street and slowing the cars down on the street when they drive on it. Milwaukee has a reckless driving problem, and this helps reduce that some.

There is too much non-resident/visitor traffic in this neighborhood, and people driving far too fast. The active street program helps alleviate that issue, particularly the speed bumps.

Consider nodes at intersections or restaurants, churches, etc. Engage the neighborhood in block parties parades

I love living on an active street

It should be a ticketable offense if you are caught driving on an active street you don't like on.

As I stated previously I think this was a good idea but all it really did was make turning onto the street hazardous, because it was still roughly the same amount of traffic the streets were not made safe for playing in. The only way I see that working as if you totally shut the street down like you do for a block party

No because the police can not watch these streets for the stupid people which makes it useless.

I believe it makes those streets safer for people who are not using cars. Fratney street which is my side street has 3 schools on it and I believe it also helps keep those school children safer.

More speed humps on surrounding streets. More permanent infrastructure noting active streets.

Listed above.

Take all of this and work with Milwaukee County Parks and put this initiative for community space in the park for people to enjoy. Use our park system for what they were designed for and use our streets for what they were designed for and that is traffic.

We need more safe spaces for bicyclist and walkers. I do not feel safe most of the time when I ride my bike through the city, but things like this make me feel better.

If the street were actively use for programs and activities, I support keeping them the most applicable locations.

I haven't noticed any additional activity: walking, biking or playing in the middle of the streets in Riverwest. Car traffic is the same.

I support any program that reduces reckless driving.

I wish this would be a year round program in my area. It is concerning streets were not limited from palmer street west on WRIGHT st. Cars speed so quickly in the area and i fear the safety of children in the neighborhood.

Waste of time & money putting the roundabout in the intersection

#1 Parents feel safer knowing their children is safe to play outside without fear of being hit by a car, or some random stranger walking around..

Active Streets program are a good use at anytime because it keeps the community safe and active in whichever excercise or activity the individual decides to participate in.

See above.

I did not see the program achieve its goals, as it only promoted even more reckless driving, which scared away bikers and walkers

It is a waste of time and resources. Spend time and resources solving actual problems in the city.

walking on the street with a stroller, a dog, and my husband was much more enjoyable than on the sidewalk

There are unfortunately not too many parks in my neighborhood. While quite different from a dedicated park, having the Active Street program has created another safe place for for my household to spend some time out doors. The Active Streets have also made our household feel safer biking, for there are very few bike lanes in our neighborhood.

.

Not useful. Only causes people driving to get around them.

Having driven around the city at various times of day and locations, I have not seen little use of these areas that would convince me that this program needs to continue. use that would

I observed that it was too confusing for drivers and pedestrians to "mix use". Execution of mix use was POOR. Locals can get used to it but RW is very transient so there will always be new people on the learning curve. A better solution I've seen is to move a bike lane to the inside of parking closer to curb. Or to change parallel parking to diagonal. I say this because the biggest challenge RW has is PARKING!!!! especially with snow removal issues.

I think the active street program is well intentioned but, A) Completely unnecessary for the Riverwest neighborhood, since we already have an abundance of sidewalk space. B) Creates a headache for people who live in the neighborhood C) Creates very unsafe situations when one car is turning from an active street on to another busier street, while another car is trying to do the opposite. Because of the barriers, there isn't space for the cars to get around each other, which could easily cause an accident.

I support the idea of respecting and accommodating bikers/walkers more, and DEFINITELY reduction of traffic, however neither goal were actualized. No one really walks on the street because our neighborhood is dangerous and cars got more aggressive because the barricades pissed them off

it makes the community feel safer and more friendly. i feel like the government cares about me and the city

I like the program, but some local drivers do not pay attention to others using for walking or biking.

I really like less busy streets in areas where there is increased walking and jogging due to access to parks and trails.

We don't need this. Make it end.

We should build on and expand active streets.

I like the idea of taking back some streets for non car users.

I think it is a stupid idea. I've been around 3 different active streets regularly and hardly ever saw anybody use them. In my opinion y'all are trying too hard to make Milwaukee seem more like Seattle or Portland or one of those trendy cities out west. We just aren't them and we need a lot more done to make the streets safe just for driving and biking regularly. We need major infrastructural repairs to many streets in Milwaukee and trying to do some 'feel good' initiative like the safe streets is a waste of time and money. We have parks and sidewalks where people can hang out and enjoy nature. We don't need people hanging out in the streets. On one occasion I was driving down Fratney and several small children just ran out into the street in front of my car without looking both ways. Luckily I was only going about 10 mph and was easily able to stop but the safe streets designation obviously gives people a false sense of security to use the streets without considering traffic. The streets should be for cars and the sidewalks, parks and other recreational social spaces should be for pedestrians. Don't try to make Milwaukee something it isn't. It is pretentious and futile.

people park at/near open area to get onto the street, drivers use entire area at barricades blocking traffic to enter at traffic light corners

It is good to help slow down the reckless speeding drivers

Why would safety and health only be favorable during a pandemic?

I'd like to see them closed to vehicle traffic permanently; however, there are some other considerations, such as designating the two blocks on either side of the intersection at Washington and S. 6th Active Streets doesn't account for the importance of the stoplight there for neighborhood traffic.

This was such a vital experience and it totally reshaped the feeling of the neighborhoods they were in.

Keep going! I want the changes permanent.

see above comment

Limiting vehicular access provides cover for illegal, threatening and harassing activity ,for example, the murder that occurred on E Wright St.; 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. Since closing of Wright Street I have been forced to avoid using it to access my residence on Buffum St because of the illegal, threatening and harassing activity that the street closure provides cover for. Furthermore, blocking/limiting streets to vehicular traffic clearly causes a safety hazard when emergency vehicles need to access locations on such streets or near them.

The bike paths are sufficient when there's not a hyper-contagious superflu going around.

I think it's a great idea to allow people an area where they can walk / bike with more room and promotes more outdoor activity where there is less access to a recreation area. Living on the street, I like the reduced car traffic as the noise is far less and am much happier to see people walking / biking or otherwise enjoying the street use than seeing / hearing cars constantly going up and down it. Overall I think it positively impacts the surrounding area and think it makes great sense for non-arterial or busy roads to generate a more quieter / neighborhood feel.

This is from an outside perspective, someone who lives on an active street may feel differently.

It gives families with children a much safer area to walk and/or bike

We should be focusing on all ways to increase pedestrian activity and reduce automobile use

We've enjoyed Fratney St a lot.

I think it's great to have some streets closed. It allows people to get outside and walk and it slows traffic in some areas. Parts of Europe do this and it was a great way for kids to play, traffic to slow, and for quieter streets

I love the community engagement efforts of Active streets. I'd love to see more people outside during this pandemic than cooped up in their houses, I would hope these streets can be a way for ppl to safely do that

Needs further deterrence for car traffic on these streets. Still unsafe to walk in road

With the addition of speed bumps, Wright Street has turned from a dangerous speeding-vehicles street to a neighborhood street that we all feel safer on.

It's a great program that can bring people together outside while social distancing

I think some of the reasons stated above, such as promoting more pedestrian & recreational activity that is less centered around auto mobility. I think it also encourages less driving in the area and safer driving too. I think it could also be a great resource for people who are not able body or disabled to have safe and plenty of access to transit. It s been a helpful way to stay spaced during the pandemic as well.

It really reduced speeding and drunk driving down the street

I love city parks including the blocked off streets.

Disabled veteran it makes it easier to access the city's resources.

Better planning and execution of businesses traffic flow in the area

Remove the construction signs and install something more welcoming and permanent. Encourage events that utilize the space. Find ways to make these streets vibrant, bustling, and beautiful. They need to encourage connection. Right now they're just ugly.

Active streets are a great idea and we need more of them but we need to make sure people know that's what they are and how to use them.

We need more streets/spaces that favor pedestrians and cyclists. There are plenty of streets for cars to drive on; having a few streets for people who bicycle, run, walk, etc., is very much needed and WONDERFUL!

Consider making one way, one lane w slightly reduced parking and ample space for green infrastructure.

We need more active streets, particular in our older, more dense neighborhoods.

The Active Streets help me and my friends feel safer to be active outside. It's much easier to bike without a dozen speeding cars weaving in and out of bike lanes.

As a bike-rider and walker, I very much appreciate the traffic-calming effects and social-distancing opportunities on the Active Streets in Riverwest. I don't drive, and on the Active Streets I feel safer from wild drivers when walking or riding. I think it's also a great alternative for kids who like playing in the street near home.

this area can be very busy so I think that the active Street was a great idea especially because 60th Street Villard and 51st are all right in the vicinity so there were still active there were still streets for people to travel on when they could not travel on Custer

I think the history of streets and roads are very interesting and this is a great step in the right direction back to that community street history.

I love it and wish more streets had fewer cars.

People still used Galena between 20 and 17 as a means to avoid traffic lights on Walnut. Speeders still turned fast onto the street

i would love to see more streets repurposed for non-motorized transportation (permanently).

Anything we can do to make our city streets to be more pedestrian friendly and less motor vehicle focused is a win for me. I love walking, jogging, and biking around Milwaukee and I think the active streets help make neighborhoods more friendly to this.

I saw many children playing on the active street near my house. One or two times I saw a car drive recklessly through which was concerning but never when kids were out. I also saw people being able to more safely social distance. For example, it has become culture in Riverwest to walk in the street momentarily if people are coming towards one another on the side walk. As a healthy 26 year old, I always decide to get out of the way even with my dog, because usually it's older folks or people with a stroller, or kids on bikes. This makes it safer for me and my dog to social distance.

Anything that encourages people to get out of their car is a good thing!

I think it's good because people drive way too fast.

We need to encourage more public health regardless of a pandemic. Very supportive of more active streets throughout Milwaukee.

I didn't witness it being used as intended. People would use it to host parties that weren't socially distanced, to perform car maintenance with no regard to blocking the street. I can count on one hand the amount of times I witnessed my block being used for outdoor recreation in a manner consistent with the program's intention

We saw the active streets program to be a complete waste. Cars drove faster through the street, no walkers or bikers actually used the street while the closed. The streets became more dangerous while closed.

I do not see a valid reason for this program, waste of money

Yes, the project makes me feel more connected to my neighbors and community and encourages me to choose healthy activities and shop locally.

Thanks!!!

I also think the barricades and signage should be aesthetically pleasing, to add beauty to our neighborhood, not more clutter.

I love it!

To slow down traffic in control

I already commented!

Driving through parks is pleasant, too.

I like seeing increased pedestrian traffic on my street. I feel like there is a lower likelihood of crime with more people around.

Barricades and temporary signage aren't the right approach. There's needs to be a more permanent arrangement.

Now that I am accustomed to it, I really enjoy the redirection of the traffic allowing for greater usability and a quieter neighborhood.

One of the things I like about our community is that it is walkable and friendly to walkers and bikers. I think this is a nice extension of that.

If for purpose of social distancing; but I should not worry about accessing streets to my home or to nearby stores.

I want to see expansion of safe bike/pedestrian infrastructure in the city. We should be encouraging alternative forms of transportation and we can do this by providing safe avenues for non-cars.

These are promoting unsafe spaces for Milwaukee residents, I have seen more unsafe situations for Milwaukee county residents as a result of the active streets. I have also NEVER seen them used for their intended use.

Promotion of safe pedestrian travel is vital to the health, liveliness and economic well-being of the city.

Sounding like a broken record, but accessing places like Estabrook park is VERY different if you can't drive on the parkway, or park on the driveway.

They've been a great way to walk our neighborhood. It's nice to feel like our street is for people to enjoy and not just cars

See above

The slow pace of construction and signs create extreme inconvenience for people who still park and drive on these streets. Bicyclist still run stop signs and lights. Construction companies leave messes that they don't clean up unless residents complain to city aldermen/women. They work a few days and then are gone for weeks. Construction time is too long. This is mostly a waste federal tax money.

I am highly in favor of continuing the program. I think that they were a great addition to the city. Living on a active street I have seen first hand them get a lot of use and make a real difference to the community.

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

I don't any difference and possibly more of a hazard as cars aren't looking for pedestrians,.. Pedestrians are expecting a right of way and there's confusion which puts them in jeopardy.

I have lived in the Riverwest Neighborhood for 18 years and used to walk across the Locust Street bridge to walk on the Eastside because I thought it was safer. Now I can walk where I don't have to worry about traffic as much. I have met more people from the surrounding blocks and got a friend of mine to join me 4x a week.

We have enough free space in our neighborhood for walking/running. There are at least two parks in the area.

The response stated the thought thoroughly.

Again a great idea. Expand

I'm hopeful that the recent changes to make Fratney a bike boulevard will have the same effect as the safe streets initiative, without the barricades. I still didn't feel entirely safe just walking on Fratney or Wright, but I was VERY pleased with how much traffic calmed down during the program.

The section of Fratney I live on is near a school and playground which is very active. Even active streets in the warmer months plus the added safety measures like clear crosswalks and speed bumps make everything safer

I love it and hope it continues to slow down traffic.

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 -- Galena St., W. Cherry St., N 24th St., & N. 14th St.

Please continue this project! I feel so much safer about biking and walking on these streets now and have accessed the parks far more often!

I think it's a great way to provide a well-plowed, and less bumpy, and more spaced out, alternative to sidewalks for recreation and exercise. As a jogger and parent often pushing a stroller on walks, I have enjoyed the active streets a lot and foresee them being useful at any time. Particularly Estabrook Parkway which I support being closed at all times (I live in Riverwest and work in Shorewood, so have seen the many wonderful ways that space is used daily and have been a frequent user of it).

I wish there were more active streets. It's a great idea.

Simply moves traffic to other streets.

It's not necessary and is constantly disregarded

People like to speed down our road. The active street improvements have slowed down speeders making it much more safe.

This is a perfect program. I loved our street activity all summer long, it was a real public service to have these streets available for citizens to use recreationally.

I think people drive too recklessly in the area, so a way to slow them down is good

I haven't seen a single person or biker using it. It seems like a lot of spending for something people can do but just walking on the sidewalk or going to a park.

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

It is good for community and for walking and enjoying the neighborhood.

I had hoped there would be more use of them in my neighborhood in riverwest than I personally witnessed. But I think if they consistently return in future years, more people will make it part of their safe habits and exercise options.

There need to be improvements but the idea itself is good.

I feel all Milwaukee initiatives to promote safer streets and all forms of transportation, especially non-vehicular, should be encouraged.

I love the active streets! Please continue

Anything like this is good and we should encourage unique ideas and experimenting with urban planning

I really hope my street stays an active street.

The signs also create limited parking spaces for people that live in the area not allowing the street sweepers to be able to clean the street properly.

Active Streets are a must have during the summer months. Makes getting around the neighborhood so much more pleasant and safe.

There has been less traffic of vehicles and less speeding.

We need much more of this. I want to see more people walking and biking and skateboarding and scootering around my neighborhood but cars drive recklessly and with little regard for others' safety. Even "safe" drivers may be driving giant trucks that are unsafe to drive around children.

Brings more foot traffic to a quiet neighborhood, along with noise and litter.

Ever since you close the E Wright street, I see more crime and illegal activities at the entrance to the bike trail, more police calls around that area. That is not the purpose of closing street to make it easier for them.

I honestly think this makes the streets more dangerous and more congested around rush hour. If I were to be riding a bike I would avoid these streets. Please please stop this program. If I have to deal with this on my route home I will move.

We need to do everything possible to encourage people to get out of their cars and embrace healthier, more sustainable modes of transport.

I like it, it's nice having an open street like that.

I believe we design for people first. Cars will always find their way. We'll be safer, more eco development, vibrant and healthy.

I think it could maybe be clarified that the sidewalks should still be used as well. Multiple times when trying to leave my house on N. Fratney people were walking in the middle of the street when no one was on the sidewalk and the pedestrians would not move to the side to let cars through.

There is a lot of semi permanent infrastructure, so undoing it now would be a waste. Fratney has only been not under construction for about 1 month

Nuff said.

Active streets are a good, safe option for walking and biking for fun or for transportation. It benefits the neighborhood to have safe places for people to be outside, and by reducing car traffic.

Yes, encouraging active transportation is great! And making it more visible is needed. I had someone yell at me while I was biking to "Get on the sidewalk! Get out of traffic!" So we need some more education ... Also, I love love the bike Lanes and have used the ones in Holton and Humboldt to get around, with no problems. BUT give Milwaukeeans' habit of passing on the right at intersections and/or in bike lanes, I'm always a bit nervous. So it's nice to have some quieter streets where I don't have to worry about that.

I would like to say whoever came up with this ideal it was a great idea it would limit traffic and less accidents and problems thank you

Love it! Would like to see more in Riverwest. And more speed bumps on all streets.

Promoting other means of transportation is a positive step towards sustainable cities. For decades cities have been steeped in car-culture, in which cars come first, before pedestrians, cyclists, or skaters; anyone not driving a car has to yield to the car. Roads organize, or divide the city.

I'm so happy you are helping pedestrians and bicyclists to be safe!!!

Drivers don't seem to respect People walking in the street, keeping safe distances and ignore the roads closed to local traffic' signs and speed limits.

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?

Seemed like a nice idea, but people didn't seem to use them as intended.

Further steps need to be taken to curb reckless driving in Milwaukee.

Anything to get the public outside and engaged with the city will have public health, safety, and economic benefit for local businesses.

Added comments above about continued or improved markings on the street.

Your active street implementation makes it less safe to bike down the street with traffic. The residents still need to drive down the street. The number of speed bumps make NO sense.

We should double down on this and truly pivot towards a built environment that isn't so tailored to car traffic. I can't stress this enough. More boulevards, times a million. More design elements to discourage car driving. More barriers to protect bikers like the ones along the north avenue bridge on the east side. Active Streets is good. But it needs to be turned up to 11.

I think that the program should be continued and *expanded*. In particular, I think that there should be a connected network of active streets that links neighborhoods throughout the city. I'm incredibly lucky to live close to the two active streets in Riverwest. More people throughout the city should have access to this type of opportunity.

I think it's great the city tried something new and optimistic, but I just don't know if the neighborhood has the density to warrant restricting car travel on the street. However, speed bumps and the

roundabout did a lot of good—people used to laser down Wright Street and I feel so much safer biking on and crossing Wright.

Washington is a poor choice. Choose a less transited street like Scott or Madison

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

I noticed it helps to keep traffic down to necessary drive throughs and speeding was reduced.

I'm all for reclaiming more streets from cars when it makes sense to do so.

I love the program because it increases the walk ability for people who can not afford a car. I also appreciate the extra space to spread out during pandemic times. The only concern I got is for pedestrian safety. I have seen several cars still driving recklessly, and coming very close to hitting people and children. I think additional signage would help. More instructional signage would also help the roundabout at Fratney and Wright (people aren't using it correctly). Hopefully these comments are in the correct section/going to the correct place. thank you! =D

I do not believe this program is working as intended. Most individuals ignore the "Road Closed" signs, driving through the streets anyway.

Milwaukee has catered to cars at the expense of pedestrians, bikers, and transit for so long, it is nice to see even somewhat small attempts to change it.

It's good

I don't think it is a useful way to encourage people to be active. It only causes congestion and angers drivers. Pedestrians don't seem to use them.

Riverwest has a population with many approaches to city living. Active streets programs gives them another option for engaging in the community.

Appreciate traffic calming functions most when they actually work.

i had not realized that the streets were created for just the pandemic- it really should continue

I am an advocate for repairing streets, increasing bike lanes and general infrastructure, while limiting car traffic.

As a single female person, I never used these closed streets for getting outside or for being active. When I ride my bike it's usually between 12-20 miles. Most is in the road. And when I go for walks they are usually 3-6 miles. I cover a lot of ground. I walk a lot of streets. I don't have a problem bumping into people during covid times, as I don't run into people. There are no people around, or we space ourselves out. There is no problem. As a driver I find these closed streets incredibly annoying but that's all. If I were from out of town I would not like them at all.

If no issues arise, my answer would be "Yes, I think the Active Streets program is a good idea anytime."

It would be nice to find another way of slowing traffic down. Closing off blocks is irritating.

I love working, walking and being on an active street...sike

The roadblocks are dangerous. Making a left onto Wright from Holton can be very dangerous when another driver is on Wright and there isn't enough space to pass.

We need more car-free zones or at least fewer car-dominated zones.

It is such an added quality of life to have active streets in our neighborhoods. I see more community building and positive neighborhood engagement on active streets. My whole family makes good use of them.

Limits traffic flow. And the streets are rarely used by bikes and pedestrian.

It doesn't affect me; so, I don't know.

The active streets in Riverwest and Harambee make a more relaxed, fun, and peaceful feel.

No one used them and it made driving really annoying, made returning home really annoying, made accessing one of my favorite stores on Fratney so annoying I didn't go sometimes

City needs to spend more time controlling speed on streets with bumps and circles

Useless

I live close to Fratney, and I never saw it being used for walking, rolling or whatever. As mentioned above, it altered my regular driving patterns.

The barricade has only caused issues since it has been placed and I believe the traffic would flow easier and safer without it.

gives kids a safer space to play

We avoid biking and skating on milw streets because we don't trust vehicle drivers. Getting to oak leaf trail from north and Palmer is stressful

I love the jut outs and everything but to remove stop signs is horrible - also homeowners should be able to shop and get to their homes

The Active Streets are a great innovation for Milwaukee! I have seen similar things in other cities (Portland comes to mind), and wondered why Milwaukee tends to be late to these kinds of ideas. I was excited to see us try new things and I make a point of using these streets and participate in my community safely almost every single day. It's been awesome to say hello to fellow citizens walking or otherwise utilizing the street in a different way, and reflecting on how we have used this space in the past.

Riverwest doesn't need this street project

I really support the active streets program, my only issue is that I don't think they work to actually close the street off to traffic. I've driven through them a couple times by accident just because, well they look like any other street and I don't really realize this is an active street until I'm already on it.

This is a neat program, and when it was implemented it was great, no one, or very few people would actually drive on the street. That went away like... two weeks after this went into effect. The barricades are a joke, no one pays attention to them, there is little to no reason to, as people just drive around them now. I can't walk on the street anymore because it's actually just used as a street now. It's a total joke.

I'm not sure how to avoid the problem, but it is often challenging to enter the active streets from Holton and Humboldt when a vehicle is waiting at the light to exit.

I don't think it's necessary. I don't see anyone using the active street.

It provides a safe alternative to being inside the house

Sidewalks are available throughout the entire city. I'm not sure why we need to block off a street so people can walk in it. If you're going for a bike ride, chances are you're not just going to bike up and down one street. Making ONE street a little more bike friendly is pointless. It just makes driving on these roads more dangerous. Also, the barricades are ugly and it makes the neighborhood less appealing.

I don't understand how it achieves any of the goals that are intended. It seems like an annoyance to me. The goals are not clear and it's also unclear (or perhaps just unknown to me) whether there are measurable results. If there are clear goals, and this is in fact an effective way to achieve them, then the communication with the community about it needs to improve.

I think it was a nice idea, but unless traffic was completely blocked off, I don't think it was used to its full advantage.

The speed humps helped but more are needed specifically on Buffum in front of Oliver Wendal Holmes school

This program is redundant to existing sidewalks.

Less traffic Promotes walking

No one uses it

This is a good idea but is also bad for people that take those routes for commutes.

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!!!

Wright st is unusable now. Huge waste of money.

There a lot of traffic on these small streets and often they drive fast and do not stop. I'm glad it's there. I feel safer.

The active street that I am by seem to help the neighborhood stopping the speeding cars

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.

One block each direction per every square mile should be devoted to active streets, there are many places on the north west and south sides that are very far from parks and trails. Active streets could give people more safe places to get outdoors without having to travel far from home

Root River Parkway in Greenfield and Greendale particularly Whitnall park

Menomonee River Pkwy between North Ave. and Hwy 100, or at least to Burleigh

W. Harrison along the KK River to Pulaski Park, 10th and/or 7th next to Kosciuszko Park,

Don't know

Marshall st between kilbourn ave and Brady st

Bartlett

Pierce Street between 26th and 22nd; Broadway and Menominee south of Chicago by Catalano Square; Fourth Street north of State and Highland west of Third (by Forum); Washington Boulevard in Washington Park; Selig Drive around Miller Park

N Milwaukee Street from Wisconsin to Wells

None

Jackson Park Drive from 51 / Cleveland

Shopping streets in the downtown area could be converted to a pedestrian mall (see Denver, CO)

Brady St, especially on the weekends. I get that it is a major thoroughfare, however the benefits greatly outweigh the costs. And if the city would reclaim Knapp it would solve the East-West problem as well.

None

The area around city hall should be turned into pedestrian plaza/boulevard or atleast a street downtown.

NONE

Every single residential street.

Lake Park - Lincoln Mem. Drive. Washington Park - Washington Blvd, Lloyd and Vliet Streets, Witnall Park

Marshall St. from Mason to Brady could work well. It already has less car traffic than other streets in that area, no bus routes use it, and it has a lot of pedestrian and bike usage.

Preferably another park (such as South Shore or Kletsch) and more streets in Bay View, Walker's Point, and the East Side.

Cambridge Ave north from Locust St to Edgewood Ave

None

anywhere on the east side maybe like ogden could be street car only from van buren to franklin and maybe brady street from farwell to humboldt

Lincoln Memorial Drive at Summerfest grounds to Lafayette Hill. Russell from KK to Superior.

Brady Street, 2nd. or 5th street in Walker's Point down to Greenfield.

South 37th and Pierce to 37th and Lincoln Extend w. Washington Street to south 37th St.

Humboldt Park from Howell/Montana to the eastern terminus of the parkway (the exact opposite of what was removed mid-summer).

N Broadway between E St Paul Ave and N Erie St. E Brady St from N Humboldt Ave to Prospect Ave. N Old World Third St from W Wisconsin Ave to E McKinley. N Lincoln Memorial Drive from E Mason St. to North Ave.

I just think you should look at the master bike plan and choose corridors that are slated for bike boulevards and get that engagement going to justify the implementation of facilities or make changes. We need to get going on that. We've abandoned our commitments to that plan. Before we go and do something completely new I say we challenge ourselves to scale up some things we already have.

Park Place from the Urban Ecology Center to Lake Park. Hartford Ave from Cambridge to Lake Dr. Also, N 14th St from FDL to Center.

Menomonee River Parkway. State street->Mayfair road

Hart park Jacobus park

Wilson Park Recreation area

South Shore Park

Robinson Avenue from Becher to Lincoln Lyon Street from Milwaukee to Franklin

Kennilworth, or Ivanhoe on the east side near UWM should be closed to motor traffic entirely. Also, East Chambers street near Colectivo needs traffic calming measures at the very least, there is so much foot traffic

I would love to see a bicycle-only spine from east to west on both the northside and southside fairly close to downtown for bicyclists to move in those directions unimpeded. I think it would help bike commuting for work and play to downtown area. The Hank Aaron is disjointed and not enough. We need an east-west "expressway" for bicycles-only to get into city center. I suggest on the north side you turn Highland into a bike-only expressway. Where it is a boulevard now move the traffic to one side of boulevard and designate bike only on the opposite side. That way you'd have a bike expressway from Washington Park to the Milwaukee River. That would be great for bike commuters. Let's do it Milwaukee and show you're a true bike friendly city. This is common in Europe.

I wish there was one on the East Side of the town. Lake Park could be a great place

Milwaukee should implement Barcelona-like superblocks. 3x3 block areas with no thru traffic

S. 2nd St.

This should have been substantially larger. Although the neighborhood streets and parks were nice, some higher-profile locations should have at least been experimented with. Brady Street, one-half of Kilbourn Avenue, the lake side half of Lincoln Memorial Drive, and others could have been experimented with, particularly on weekends when more people would have liked space to be out and about in some of the area's densest neighborhoods.

E. Rusk Ave between Linebarger and Superior, leads to South Shore Park

None. Can this waste of time.

Something on the east side

Brady Street

None

Wells street west 45th Streets in Merrill park and Concordia neighborhoods

Washington Park. The Boulevard (and surrounding streets) see traffic with high speeds making it less safe for everyone.

N. Cambridge Avenue between E. Locust and E. Providence...Make Cambridge a one way street going north. East lane for parking; north bound lane for traffic; west lane for bicycles connecting UWM with Riverwest and the Oak Leaf bike trail south of Locust by Riverside High School.

Humboldt Park

Continuation of the committed Fratney/Wright bike boulevard facility using Bremen south to Garfield and Garfield east to Humboldt to make better connections to points south via Beerline River trails or other streets

Keep Pine Avenue completely closed, not just partially, all through Humboldt Park.

Webster Place Between Oakland and Downer

Center street, from humboldt to holton

Possibly extend Wright across Holton & into Harambee?

Anywhere in Whitefish Bay

Make a connection into Harambee!

Honeycreek

none

Bike boulevards

Kensington Blvd. In Shorewood, between Oakland and Lake Drive

Neighborhoods of color should be the primary focus for this program's expansion

I'm most familiar with the south side. It would be nice to have some north south active streets connecting the oak leaf/KK river trail to the hank aaron trail.

None. Scrap this foolish program and spend tax money on something that hqas benefits.

Maybe some narrow streets on the east side. Brady street comes to mind

Both sides of root river parkway provided the residents on the street have a frontage road.

Lincoln Creek Parkway N. 30th Street - roughly between Atkinson & Roosevelt

2300-3000 Murray Ave. 1800-3100 Newberry Blvd. As many as you can make!

Wisconsin Avenue from the lake to hwy 100

None

Somewhere around Kozi park

More of Humboldt park

1st street between Center and North Ave

Washington Park (partial)

Historic Mitchell street from 6th street to 13th street

Grant Park! Lincoln Park!

Cass, Marshall, and/or Astor would benefit, between Ogden and State, or Brady and Kilbourn. These three have reckless speeds daily, bad pavement/potholes, and plenty of awkward/inconsistent stop signs and blind intersections. Perhaps also Murray b/t North and Newberry or Kenwood, and upper Prospect b/t Bradford and Kenwood. Prospect b/t Bradford and Park has especially poor pavement, is very narrow between parked cars, and also has reckless driving speeds. Perhaps also Park b/t Riverside and Lake Parks.

Murray Ave in Shorewood from Capitol Dr north to Kensington.

Brady street - farwell to van buren. Something downtown, not sure where though.

Hank aaron trails

Locust from 70th to 92nd

I think having one in washington heights area would be great

street used by Riverwest Farmers Market 2020 (don't recall name)

Lincoln Memorial Drive

I think N Wahl avenue would be a great candidate to transform into a Milwaukee Active Street. It would create more space on the pathways of Lake Park - really one of the best urban parks in the country!

none

Kinnickinnic river Parkway

Brady St; one half of Lincoln Memorial Drive (I know, it's the County's); Broadway in the Third Ward

Brady Street, Downer Ave, other commercial districts.

5th Street. Washington to Pierce. It is such a walkable street already! Wide and well-lit. Let's encourage more walking and recreation in this space.

Newberry Blvd: Riverside Pk to Lake Pk. Downer Ave: Bradford to Park. Brady St: Farwell to Water.

In my neighborhood: Cramer St. from North Ave to Edgewood to provide a safe alternative to travel on Oakland Ave.

Lake Drive

Estabrook is my favorite active street

I think that Active Streets could have a variation / add-on as bike boulevards to enhance safe biking on continuous pathways. Lots of opportunities out there but would need to study a map of bike lanes etc. to give suggestions.

Washington Boulevard from Washington Park west to 60th st.

Milwaukee river parkway between hampton and silver spring (Lincoln Park)

Block off Root River Parkway just East of the Whitnall beer garden. Look how well it worked at Greenfield Park. That bike trail used to be a road. Much better now. Could do the same just East of the Whitnall Park beer garden.

through Brown Deer Park, other parks

Lincoln memorial, Brady, Jefferson.

Would love the following street path to become bike-friendly: Howell & Howard north onto Chase Avenue north onto 1st St to Becher.

S. 3rd Street from Pittsburgh to Greenfield

Would like more signs for those who drive through who don't know/respect purpose

- Brady street from Holton/VanBuren east to Farwell/Prospect. - Permanently make most of the road through Estabrook park into a cycling/walking route only (While still keeping vehicle access only to the parking lots on the north and south ends of the park)

Not a specific street, but having some route(s) that lead to the lake. We live on a Great Lake and have three incredible rivers, but accessing them can be challenging from some parts of the city. Helping people connect safely to our natural resources, especially Lake Michigan, would be much appreciated.

Can we test active streets in specific commercial corridors? Also why are the streets back open again?

Brady St, the entire thing— too many drunks spilling out onto the street for cars to safely be driving.

Burrell St, between Howell and Pine - at the very least add some speed bumps to slow traffic. Logan St, between KK and Bay E Russell between Superior and Bay

Southern sections of root river parkway especially near and in Whitnall Park. The section from Forest Home to 76th got very congested in the spring to the point where I avoided it completely until later in the summer.

Whitnall Park has some opportunity for better use with targeted street closures

Maybe some parts of 30th Street?

Something on the northwest side. I know that's not specific at all.

I'd love to see Humboldt park back

Wilson park/ senior center area

South Shore Drive in South Shore Park.

None

Streets leading to Washington Park. Streets leading to Bronzeville and Beerline Trail.

I was surprised that South Shore wasn't included, but the parking there I'm sure alleviates things for the surrounding neighborhood when the beer garden is open.

I'm not sure on specifics but something around center street in the sherman park/uptown neighborhoods would be awesome.

Greenfield Avenue! From Cesar Chavez down to the Harbor District. I have seen people get hit on S. 14th and Greenfield and just yesterday witnessed a hit and run. That stretch is so dangerous for people.

I'd like every third street to be for bikes, people, and slow buses, only.

Brady st.

None.

N. Cambridge at Providence should be closed off

North side needs one to show equitable access.

Humboldt

Adams Ave from Russell Ave to the alley between Russell Ave & Fremont Pl. The neighbors surrounding have created a wonderful community among adults and children and have continued those relationships safely during the pandemic to the benefit of all; closing this small portion of street will make outdoor play safer especially for the youngest children.

Lake Park EstaBrook

None

Active streets is not useful for me. What I would like to see is bike lanes on all major roads. Biking is dangerous on most of the roads near me. Lets encourage biking

I do like how thr planned bike boulevards were used. Expedite these projects!

E Conway from S Logan to S Bay. The entire Park Rd through Humboldt Park. There's no need for any car traffic through the park itself.

no idea

Brady Street

Palmer from Locust to Pleasant

With bias to the neighborhood I live in and can comfortably comment on I think KK, 1st St, N/S Water St, Superior St and possibly Becher near Michels and the recent affordable housing proposal.

Jefferson Street from Erie to State (ideally all the way to water eventually) should include active streets and a protected two way bike lane. 4th from St Paul going north. A few East-West streets from prospect to as far west as they can go (Michigan, State, Wells, Client, etc).

Pierce Street - 16th ot 27th street.

Scott, Pierce

E. Clarke Street, between N. Holton St and N. Fratney St. and N. Pierce St., between E. Center St. and E. Wright St.

Any streets that connect to the bike trail.

I really don't know .

No more, the ones you used were too many.

Bremen Street from Clark to North Avenue or from Meineke to North.

Townsend from n Pierce to Humboldt

Narrow street like Weil Steet north of Meinecke and to Locust would seem to make more sense than wide ones like Fratney

I would like to see this program extended from Palmer to MLK on Wright Street.

N/A

5281 N. 53rd street

N/A

Parks, or maybe build pedestrian/ bike overpass bridges.

Brady: Warren to Humboldt. Pedestrian-only. Summer. Or maybe all Brady? Brady St. needs a major rethinking.

You need to take your active street idea back to the drawing board. Its too confusing.

Please no more active streets in Riverwest

Booth street due to it being a roadway used to bypass major (Holton Ave.) and used as dangerous speedway.

Pierce Street from 39th to 19th, Reynolds Place, and Bruce Street from 17th to 4th St.

None. Don't do this initiative again.

W/E Scott and Mineral Streets. Close off eastward traffic from the freeway and cars entering the freeway from the west (would have to turn left or right from S. 6th for freeway ramp access).

Brady Street -- convert to pedestrian street in perpetuity a la state street in Madison

None

Possibly expand to additional non busy streets as mentioned above or do an every other or every 4th street to give those neighbors more access to outdoor activity area while minimizing the disruption to thru traffic.

Brady St, Old World 3rd, at least one designate st per neighborhood

S 3rd Street from Florida to Maple

Brady Street. Milwaukee street.

Humboldt blvd

25th st and 24th Pl Block 1800

Until the parking problem in river west is solved, I don't think this program will work

Not sure.

I think the East Side needs an active street, though I'm not sure which one would be best.

Richards from Capitol to North

N Pierce St or N Booth St in Riverwest between Reservoir and Keefe (making a loop of active streets instead of directional).

Please make the Estabrook Parkway a permanent active street. It feels so much safer to use the park without traffic.

No suggestions

N Buffum abd / or n Booth, people drive recklessly one block off holton, so designating buffum Would make that safer for families there. I often see kids playing basketball on the intersection of buffum and chambers. I think those kids would use and benefit from active street designation there.

Probably more streets in Riverwest could be active. In my experience, Weil St. and Bremen north of Auer are quiet. However I think we should choose the active streets based on wherever there are lots of kids living.

All of them lol

None

5339 north 57th street

Humbolt ave

Booth St from North Ave south, curving around and into Reservoir.

None

No idea

Unknown

Chambers

The Milwaukee County Zoo area

Booth St. The Hoan Bridge

-

Bremen , from wright to center st

None.

Brady street from prospect to Holton

None

No suggestions.

Lincoln Memorial Drive along the lake.

Hadley St., KK in Bay View, Brady St. or nearby streets, Ogden or nearby streets.

Not sure.

Pierce street between center and locst

None

Great start. I believe in complete streets. Expand the philosophy of people first everywhere even if it can't be an Active Street. I live the efforts and concept.

Speed bumps everywhere

Bremen Street.

There should be an active street that goes north/south in the downtown area. Broadway through the Third Ward would make a great Active Street.

N Booth Street from Burleigh to Keefe

Locust bridge or North Ave bridge over river

Near 36th and Auer. Close to the Sherman Phoenix/District 7 and the Keenan Health center. Traffic is insane there and it would be nice for the neighborhood to have an area designated for families to walk and bike.

Expand as much as possible.

All of the recommended bicycle boulevards in the City of Milwaukee Bicycle Plan. Also: Murray Avenue between the UWM campus and North Avenue. N 5th Street from downtown to Clinton Rose Park.

Scott Madison Maple

From 14th and National going South to at least Greenfield Ave. and beyond. Everyday I see fast drivers speeding through this street and running all the stop signs. I seen drag races. I've also seen hit and runs. People divert around the other streets to come through this way because other streets around here have speed bumps.

An east/west street in northern Riverwest. Like Concordia.

Maybe somewhere in the third ward, or the busier section of 3rd by Mader's and such

North avenue from the Lake west, especially intersections where drivers pass on the right. Also the length of Locust ravine road in Lake park.

Center Street ad Newberry Blvd

Beerline trail intersections!!!

22nd street north of Walnut

Brady street needs to be car free

None, program doesn't work

None.

North Ave needs more stop signs and cross walks - humboldt needs more stop signs and cross walks and so does locust Street need more stop signs and cross walks

Cambridge Ave. from Locust to Kenwood - already has the speed humps and would make a good designated bike route to UWM from the Locust St bridge. Could extend along Kenwood to Oakland to complete connection to UWM campus area.

Bremen between meinecke and locust

E meinecke

Bremen St across from Snails Crossing Park. I know that is a bus route too. It would be great to create more space for kids to ride their bikes and trikes by the park.

Buffum from North to at least Center. Meinecke from Buffum to Humboldt. Speeding there is horrific and it borders a park and daycare.

N/A

Unsure

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

Thank you for doing this! Please continue to!

I lived in Bogota for a year and if a city can close down streets every Sunday/holiday for bikers/walkers, so can Milwaukee. I'd be a volunteer. <https://www.atlasobscura.com/places/la-ciclovia-de-bogota>

I like the experiment, keep trying stuff, I'd love to see this city become more walkable and friendly to active lifestyles.

I hope you continue and even expand the program

I certainly hope this program was more successful in other areas.

Love the Active Streets! Please continue!

I love the Active Streets program and I hope to see it continue and expand.

At first, I was not very enthusiastic about it. I might have even emailed my alderperson to oppose it. However, I ended up enjoying and appreciating the fact that I felt safer stepping into the street while out walking (when I wanted to allow more distance from other walkers on the sidewalk). I felt especially happy and proud that my street was part of this program. Thank you!

Good idea, bad implementation

It's great!

Not used.

Once again the tyranny of the minority is being forced upon the majority. I lived in Riverwest for close to 60 years, grew up there, and then owned a home there for 36 of those years. I now feel like the neighborhood is working to discourage outside visitors and I feel as if I am being discouraged from being there and frequenting businesses there. I think this is a very misguided idea.

I thoroughly enjoyed being able to walk safely without being crowded off the path by runners and bikers.

More Active Streets please.

CARS ARE BAD MKAY :)

Honestly I'd like to see some streets become pedestrian/bike only. Before active streets a lot of people would drive down Wright as a way to avoid taking North ave and simply blast through the neighborhood. It's not safe and it shouldn't be an arterial road. I'm very happy with the bike boulevard changes that were made also. Traffic noise is a lot less of a problem, the block feels more peaceful. I definitely feel safer riding my bike in my neighborhood.

Expand them, put them at level, make them permanent. Save us road maintenance in the long run.

End this program. It is prescriptive and not practical. People don't take advantage of it anyway.

Milwaukee city govt. does a poor job of maintaining its neighborhood streets and tries to be innovative (MAS) in neighborhoods where streets are too narrow for cars and bikes.

Need more of this!

I utilized the closures in Grant Park but they were short lived!...I notice Humboldt Park's closure is still on but is too short for a long walk..say for over an hour. Ideal was Grant Park's - long distance, enjoyable surroundings, etc. , but they opened it back up to traffic too soon! I'd encourage Milwaukee trying to get suburbs to include Whitnall Park, and other larger county- wide parks.

Thank you for making the program happen!

Why was the street closure in Estabrook Park reduced in the summer, and then ended altogether a few weeks ago? No matter what season it is, having the middle of the park open to people made it feel more inviting and safer.

Please end this before winter. Please honor traffic safety and common sense.

I think it's a major benefit to any residents living near Active Streets and should be expanded. As for Humboldt Park, I think the partial opening of the road was more harmful than helpful and I think for accessibility it would be best to use Park Rd (East to West) off of Idaho St as handicap parking / drop off while still keeping the North to South portion of Park Rd closed.

THANK YOU!!

I wish the barriers at certain intersections were more pronounced or landscaped. I fear that it is only a matter of time before the pylons on Locust and Fratney are plowed over by sideliners. I also wish the barriers to the active streets were a little more immobile.

Enjoy the vibe on active streets friends.

It's been great. I'd like to see it continue and expand

The area around 1st and Washington had signs consistently moved into bike lanes and out of travel lane, completely defeating the purpose and making things worse for existing bikers by forcing them into the travel lanes and out of the bike lanes. Additional "programming" (advertising, promotion, encouragement) is needed to make people understand the concept. It was clear that many people in Bay View didn't understand that the Humboldt Park streets became a great place for kids to ride bikes, for runners to exercise car free (the original configuration yielded an almost perfect one mile loop), or for people to walk without having to walk into the grass to avoid people passing by on a trail. The configuration change to Humboldt Park was done completely backwards of its stated intent. If access to amenities was needed by automobiles either the short -east-west stub street or the southern leg should have been opened to motor-vehicle traffic, not a complete pathway through the park that didn't actually go by the playgrounds, pond or temporarily closed splash pad/wading pool.

I support continuing the program. I hope the partial barriers can be improved by enlisting local artists, working with neighborhood youth, to design and build attractive "gateways" to our Active Streets.

Please continue this program and expand it!

More Street closed signs - perhaps on each corner. There was still too much car traffic and many of the drivers drove way too fast.

Well intended and appreciated that you tried this, and appreciate this opportunity to weigh in. Save city staff time and expense and simplify the winter snowplowing, end this program on residential streets. Thanks too for all the great gender category options - love the inclusion of trans and non-binary - well done!

Active streets should be part of a larger concept of turning cities back to people rather than car-oriented planning. You must realize that many people do not own or use cars. Rather than devote so many resources to supporting automobile, support people and places instead. "We can achieve enormous social, economic, and environmental benefits at almost no cost simply by subsidizing people and places, not parking and cars."--The High Cost of Free Parking by Donald C. Shoup, p. 602.

I would like to see more programming around the active street. Other cities are doing physically distanced entertainment. With more time and resources I believe the city and county can make this possible.

Sometimes people moved the barricades, which was a bummer.

I think its terrific that the Department of Public Works was willing to experiment in this way

Speed bumps are nice, but the painted neck-downs at Fratney and Locust are not effective. I greatly appreciate the improved light-timing though. Temporary street closures are a great way to get community buy-off on these kinds of street reclamations.

I would have taken advantage of Active Streets but there were none in the area where I lived. We need more bicycle designated options in Milwaukee that are safe. A line on the side between traffic and parking does not help in any way, in my humble opinion.

I think it is silly to close perfectly functional parkways. They may be rarely busy, but they are essential to navigation in some areas. At the occasional time they are busy, the road access is essential, such as during the Humboldt Park concerts in previous summers.

I like them and think there should be them in all neighborhoods so everyone is walking distance to one STOP. Stop Active Streets and road diets. The motorists of Milwaukee are sick of this.

I don't see any reason why this program should end in the winter. With our climate, we should be encouraging a culture of people who continue to get outside and embrace the cold.

I do not have a solution but better education for cars as to what is expected of them on & near Active Streets.

It was pretty bogus to re-open the stretch in Humboldt for the beer garden. It didn't increase accessibility, but did sure send the message of where the priorities really are. People frequently use Humboldt as a cut-through and I was glad to have extra space and safety with those roads closed

I was bummed when Jackson Park opened back up. Felt like it could have stayed longer because the weather was good.

Keep up the important work of making Milwaukee a safer city to bike and walk!

Consider sidewalk level raised intersections, where the road goes UP to meet the level of the sidewalk, at 4 way intersections. Also continuous sidewalks. Honestly if anyone is reading this just go watch "not just bikes" on youtube.

It greatly improved the traffic safety in Humbolt park. It was much more peaceful not having cars speed through as a shortcut to different streets.

Please continue this!

Thank you! I love this program!

Our streets are terrible enough, stop trying to make them worse. If you want to aid in non-vehicular transportation; develop a bike path(not another awful bike lane) from bay view to downtown.

Closing Jackson parkway made it that people had to park on a very busy street to use the park. Living a couple blocks away from the park and going there every day for a walk I saw a huge decrease in people at the park once packs on parkway was closed.

I love the program and hope it continues!

I am concerned about winter plowing and ice removal. Will that be DPW or citizen efforts? I worry about wheelchair and scooter users having to maneuver piles of snow or excessive salting.

Again, I think it is important to note how uneven the sidewalks are on Fratney Street. I find that pushing a stroller on the active street is significantly better than the dilapidated sidewalks.

unfortunately Active Streets above have ceased to exist: Jackson Park and Little Menominee River Parkway

This has made for more hazardous conditions as the crazy drivers just speed around the barricades

The condition of the pavement on some of these streets is terrible, even for cycling.

Please continue this project

Loved the idea - worked in some places - not in others. Look forward to next iteration

no

I felt I was more able to enjoy the city with less concern of being hit by a car.

Overall it's a great idea. We just need better execution.

I'm glad you don't make active streets in front of peoples houses so they can't get out or relax in their own house

Improve walkability of the city while improving a sense of community.

Enforcement, enforcement, enforcement. Plus, pavement surface has a huge impact on the type of recreation and general safety.

I wish the city did a better job of enforcing it, it's another area where the police refuse to enforce motor vehicles

Please expand and continue this program. Make it permanent.

Permanent and greater traffic slowing measures are required to make the projects a true success. We also just need people to drive slower. 20mph is plenty on all side streets and 5 should be required on Active Streets.

please expand

We need to reclaim Lincoln Memorial Dr. as a public space. It's precious real estate right near the lake and doesn't need to be a de facto urban highway.

I'm excited to see the program grow. There were people that parked on the closed streets. So maybe stronger enforcing of that not being a thing. Bust out the ticket writing because people had to have moved barriers or driven through grass. Both seem like bad options.

Thank you for providing the Milwaukee Active Streets program and this survey. I hope the feedback has been positive so that we continue this fantastic and effective program.

dump this program its gonna be terrible once it snows

Loved being able to have more space for the Shorewood Farmers Market.

Thank you for focusing on creative options such as the Active Streets program. This program and all the additional bike lanes added this summer have greatly improved my enjoyment of cycling in and around Milwaukee. I hope to see a continued effort towards providing a safe, accommodating environment for cyclists of all skill levels.

There would need to be a greater effort towards enforcement. Constantly there were vehicles in the excluded area of Humboldt Park.

Please continue the program and expand it

I was very excited about the active streets program, but it seems like it was phoned-in and half-assed. A+ idea, C- implementation. As usual, the lack of traffic enforcement is the root of the problem. DEFUND MPD.

THANK YOU MILWAUKEE FOR TRYING SOMETHING NEW!

I love it!

The program needs to be more comprehensive with many more locations in Milwaukee so neighborhood residents throughout the city have easy access to an active street without having to travel to one in/on a vehicle. All roads running through parks and around their perimeters should be redesigned as active streets with no through access for motorists.

I loved loved loved having the Shorewood Farmer's Market in Estabrook park. I attended much more often because I incorporated it into my Sunday morning walk with my friend. We'd end our walk there, pick up items from the market and then head home. Sometimes we biked there instead. But it's such a

great place for people to hang out and enjoy the park AND the market. I asked many people how they felt about the location and everyone said they liked it better, including the vendors. Not one negative response!

Thank you for helping people to be active while easily maintaining distance. My family used the park so much this season!

I'm afraid that drivers are often entitled enough that initially limiting their use of public streets will heighten their indignance in general. Rather than giving law enforcement even more free reign in neighborhoods in need of a stronger sense of community, it'd be great to see Milwaukee County Parks continue to partner with local businesses along each corridor. Small coupon incentives for neighbors willing to participate in litter clean ups. Art installations. Socially distant markets or sports. Temporary historical markers with added free space for neighbors to add their own experiences. Themed/ holiday scavenger hunts. Let the winner of a monthly scavenger hunt name a coffee from the shop down the street.

It doesn't go far enough, but it's a good start.

Whole-heartedly approve of this initiative.

Great program, I look forward to seeing it improving after evaluating survey feedback and making adjustments.

I think this was awesome that you guys tested it out, please continue to test out more ways to support non automobile transport and ways to support safe places for people to exercise and be outside.

City of Milwaukee Active Streets for Businesses was and continues to be a success that should be continued as well.

It would be great having safe ways to bike to the active streets. Having to cross or travel on busy streets to get to the active street is incredibly stressful.

Milwaukee streets have become a hazard zone. People avoid driving and recreational activities because their lives are at risk.

Locations that are on-street portions of the Oak Leaf Trail system such as Lincoln Creek Parkway between Teutonia and Villard, Manitoba between 6th and 16th Street. Also, 42nd street from Fairmount to Washington Park, or for a shorter distance 42nd between Congress and Sherman Park.

Thanks for working to make this happen! I can't wait for more. We need spaces for people to play on the street.

Thank you for doing this! Our family appreciates this program so much, and we hear it from our neighbors, too.

Can we program the active streets? How you measuring success besides just asking people how they feel? I have a lot of concepts that could make these better.

Mostly inconvenient and underused.

I hope this program continues, especially on the parkways. On a side note: I live near E. Capitol & end up biking down the Oak Leaf to take the Hank Aaron trail out to the western 'burbs. I wish there was a similar East-West corridor that was safe to bike a bit closer to my house.

Just want to reiterate that these should be expanded and be permanent in some locations. Milwaukee streets can feel very unsafe and dangerous with cars driving erratically. Active streets and miles of new protected bike lanes would go a long way and would absolutely create more bikers and pedestrians and less cars.

I live on Humboldt Park, please close the street to traffic forever, maintain Idaho as handicapped parking, but forbid driving in the park forever.

Keep the Humbolt parkway an active street year round!

I think this program has slowed traffic a lot and I feel much safer taking the children across Custer Ave to McGovern Park.

I have not had a car since 2007, and walking/biking/transit are my only transportation options. I am happy to see the city continue to expand opportunities for non-motorized transportation. I think this is a great start, and I hope Active Streets becomes a part of a broader plan for a more bike and pedestrian city. This will, no doubt, also involve such infrastructure as protected/raised bike lanes, traffic calming structures, and especially off-road bike paths. Reckless driving continues to be a major issue in my neighborhood, and I do think that it's important to tackle things from a design perspective (i.e., designing our streets and roads to encourage non-motorized travel; and inherently discourage reckless driving, etc) Thank you for all you do! Onwards and upwards!

I hope the program can be a starting point for permanent shared streets and changes to infrastructure across the city.

love it so much it is long overdue.

Please continue it!!

I only utilized the active street near my home at humboldt park. I hope that the closure of that park of the parkway becomes a permanent change. Cars can still utilize the parkway from a side street, but it prevents people using the park as a short cut and improves both safety and the enjoyment of the park. Too much traffic and speeding prior to active streets. I loved this program.

I would hope it is expanded - we'll learn which streets are Active as the program stabilizes.

Don't make Wright Street an Active Street again.

Having Estabrook Park closed to street traffic was really great - I enjoyed how the Farmer's Market was in the street as well, although the lines from the booths (if the booths were quite popular) crossed over the entire street and it was hard to get through people without getting too close. Or, you couldn't tell that there was a line right away and accidentally skipped people. Anyway, the main point is that having Estabrook closed was great. I hope we see more streets like this, with speed bumps and roundabouts and safe high-visibility crossings to help people feel safe recreating on their streets.

Thank you for this cultural work!

I loved it & miss it now that Humboldt is open again. I completely understand that it needed to be open to facilitate voting, but would support it being closed again. I'd even support if the through street was permanently blocked so that there was a green 'bridge' from the playground/park building to the lagoon.

THANK YOU FOR CREATING THIS PROGRAM!

I loved it!

I felt Active Streets was a real asset to fostering community in the Riverwest neighborhood. Thx
Whoever had the idea to do this is a genius. It made the park much more enjoyable for my family.

Extend the parkway active street at Humboldt Park invite food trucks to help boost revenue for our local restaurants.

Please close Humboldt back down!

Thanks for the safe options for getting people outside safely!

I am wholeheartedly in favor of movements to get neighbors outside their homes and vehicles and engaging with others - both residents and businesses.

Pick parks that do not have so many entertainment uses.

I think this was a great idea and I wholeheartedly would like to see it continue.

Kids were playing in city streets, darting between cars, etc. they did this after streets were closed

A big THANK YOU! for implementing this idea.

Glad you tried it.

How do we stop the drivers from using Wright St.

Try enforcing traffic laws, the parks are already there but drug and other illegal activities keep families out! Loud cars, dogs off leash, trash all over!

Keep on going! This is and must be the future

Expand the program more on the north side to get more access to the bike corridors

Loved this initiative and was very disappointed when Humboldt Park was only partially closed.

I think it's a great start and would love to see this idea expanded to roads that can't support a full protected bike lane but still needs traffic calming and safer access for transportation that isn't cars

I think that the program raised pedestrian awareness.

It is very good for families that have small children and people that want to exercise

If this program could be applied to either of the suggested streets I've included (particularly Clarke St.), it would make the neighborhood considerably safer.

Great idea but needs work to achieve its potential

The street signs have been intrusive and somewhat poorly placed at many intersections. The removal of the stop signs on Fratney at the Fratney and Clarke intersection has caused issues for both car and foot traffic, and I recommend replacing the stop signs.

I like the speed bumps and the temporary signage was permanent.

I think it should be continued for the safety of walkers and bikers.

Think this is a good initiative and has overall made walking through the neighborhood enjoyable, glad to have one so close.

Feel free to contact me if you'd like me to breakdown my answers further, thank you for this!
antoinedavisa29@gmail.com

Take the money from this and apply it to the park system.

The street was still used by thru traffic consistently and actually made it dangerous to turn on to the street to park because you had to go around the barrier and potentially into on coming thru traffic.

There needs to be some sort of traffic calming on W. Wright Street from Palmer. It is sad that the alderwoman has not addressed this issue. I would like to see this year round so speeding vehicles would be forced out of the area.

N/A

Not sure that white barriers for the new curb bump outs on locust are the best color just before the snow season. Same with cement barriers on locust and North Ave bridges.

Scrap the whole program. It should've never been here in the first place.

I am for all efforts to make our streets safer for biking and walking. I am not for streets that are designed with just the car in mind. That being said, I live in Riverwest and I didn't notice any more walkers or bikers on the Safe Streets in the area than in the years prior to safe streets. I assume there were more bikers and walkers on Fratney & Wright but it wasn't obvious. Personally, my Family and I used the river corridor, and County parks in the area for outdoor exercise. If it is not much effort to run safe streets, then I would continue. If it is a lot of work, then I would use this time and money elsewhere. Create physical designs that promote safe streets for transportation, like the concrete barriers on Locust and North Street Bridge. I don't understand the recently rebuilt intersection of Center and Teutonia. It seems so wide. It just feels dangerous because you know people are going to be flying around your car on all sides. Why are these streets so wide? State or Federal requirements? Also, be real on where you add unprotected bike lanes. Until people start driving better, they are worthless. I would never bike them I would just take an adjacent side street. Save the time and money and use it for physical barriers. Also, I wouldn't worry about plowing bike lanes in the winter. It seems like a waste of limited resources for the small percentage of bikers that use them. Walking is a different story, Plow the City sidewalks for walkers. Thanks.

I think the safety aspect needs to be addressed. Possibly more signage and barricades, also barricades that are immovable could be employed.

We hope to see it grow! Thank you for your work.

Please think about reckless driving and ways to better promote business and forget about this Covid Active St. Program. Yet another waste of public money.

Replace 4 way stop signs, specifically at Clarke +Fratney St

There should NEVER be a program encouraging mixed use of a city street. This shows ignorance of what its like to drive through urban areas of Milwaukee where lots of children are present. Instead there should be more development and support of urban parks for kids.

Like I said, I believe this program was well intended, but should be terminated. On a positive note, I really like the newly installed speed bumps. These have a very positive effect in preventing people from speeding around our residential streets. Thank you. More of those.

Reckless drivers are the only problem I've ha. I've used the streets to really "see" areas I've missed when driving by to a destination.

Thank you for being innovative and trying new initiatives!

Bring it back!

Thank you for this awesome initiative!

Please don't do this initiative again. It is annoying and useless for the reasons I explained above. It just doesn't make any sense. It is inconvenient and unsafe. The streets are not and should not be recreational spaces for pedestrians.

I would like to see more aggressive restrictions (eg emergency use only, deliveries only, etc.) and completely remove access to drivers. We need more pedestrian streets in our city. Further, barricades were regularly moved, defaced, and destroyed. More permanent barricades should be put in place in the future, as it will help prevent unnecessary car traffic. I urge you to continue this program, especially year-round. This is such a lovely use of our streets -- don't let cars take them back.

Living on Fratney Street across from Fratney School, my block dosen't see much vehicular traffic, but more pedestrian traffic on the street in warmer months. Because of width and openness of the 3400 block, we have people speeding down the block a few times per week. This particular block would have been better suited for two smaller speed humps instead of the typical humps placed at the middle of the block. Overall the neighborhood has been more active with the program and adjoining Beerline trail.

Reducing/slowing motor vehicle traffic is a welcomed benefit to bike riding. I never noticed any pedestrian use of the streets, though am not sure that was allowed as part of the program. The Active Streets still allow parking which means the road is often completely parked-up. I would only feel comfortable walking on the street if parking was disallowed, otherwise there is too great a potential for conflict. Also, using Active Streets requires all the precautions for normal riding/walking in terms of stress related to avoiding car traffic. If the Active Streets are intended to provide low-stress experiences, car traffic and parking would need to be eliminated or severely restricted. Parking perhaps would only be allowed by permitted residents; and perhaps limited to one side.

Make it permanent, please!

I don't feel people use Wright street as a commute pathway. Most of the traffic is going to be local, therefore there is really no positive impact in having barriers at the beginning of the streets. There is however a negative impact, in that traffic entering the street must cross into the incoming traffic lane to enter the street. It is often blocked and causes congestion, and will eventually lead to accidents. People use the sidewalks, and do not walk in the streets. I feel this type of program could never be useful to pedestrians, unless the street was blocked from automobile traffic altogether. I'm not going to walk in the street, especially if there is minimal foot traffic, and I know automobile traffic on the street is not actually restricted.

This is a great step forward for Milwaukee as a livable urban destination for health and active residents and visitors alike. Permanent closures and safety improvements can help create corridors shielded from the dangerous driving conditions that plague the city and create trust with pedestrians and bicyclists.

Thank you for your efforts!

I appreciate that these exist, especially during the pandemic and I hope they continue to for the future. Would love to see these normalized in Milwaukee.

I wish the drivers respected it more, it was sad seeing the barriers being put aside and occasionally being tailed by a driver too closely

I love the concept of the program, I just don't think it was implemented properly.

Love this idea but more people need to know about it and how to use the active streets. A driver of a car yelled at me for walking in the street in the summer, even though she was driving all the way up Fratney and not abiding by the "no thru traffic" signs. I think some drivers know there's less traffic on the active streets so they abuse the situation.

I do think that our active streets need more barricades and more pronounced signs to inhibit cars that aren't going to a destination on the street from driving on them. Also, the speed humps that were put in should've had openings left on the sides so that cyclists could ride through without having to slow down to go over them. This seems like a huge oversight to many of us. Last, there needs to be a way to get the word out more. So many people don't know that active streets exist or what they are. This includes the people driving cars as well as those who ride bikes, walk, run, etc. Aside from that, I love active streets and hope that they get more use in the near future.

Photo ticketing and enforcement for speeding.

Please expand this! We need more safe spaces for pedestrians!

The Active Streets program is a great start to making Milwaukee a safer place.

Thank you for putting this program into action. Not everyone drives or owns a car, and this program lets those of us who are non-drivers safely get around locally.

When I was initially informed of the program I thought it was just another waste of money and time by the idiots in city government, but to my total surprise it actually worked. The originally unpainted speed bumps were a needed source of amusement when the unbeknownst drove past.

Defund the police.

Need to have active patrolling of designated streets, bicycle or foot patrols would help, speed bumps would help.

Thank you for making this happen. The kids and families of the 3300 block of Fratney really got a lot of use out of the active street this summer and fall. As a near-by neighbor I was not hindered in any way by this active street. It promoted safety and outdoor play in my neighborhood, thank you.

I feel it was an interesting idea but ultimately didn't do much of anything. I'd support bus access only streets around the city to create promenades but I just don't think the Active Streets program was used enough to warrant continuing it.

Not used - not worth the added danger of reckless driving.

Disgust that they want to make changes for invalid and nonsense reasons and waste city money, with that be said if you go ahead and connect the street to custard I STRONGLY recommend speed bumps placed along the entire street like the ones on 64th street south of Villard to prevent speeders on our street.

More limitations to through traffic and motor vehicle traffic in general. Great start!

There should be more four-way stops along active streets. Particularly at Fratney and Auer. There is a stop on Fratney, but not on Auer. I've seen several near-misses as people on Auer aren't watching for bikers and pedestrians on Fratney or coming off the beer line trail.

This program really helped me walk through my neighborhood during COVID. It made it a lot easier to keep a distance from people and feel safe to just enter the street, instead of using the sidewalk. A really good, effective, and quick solution to a problem. Good thinking!

Keep doing it.

When the program was being set up, and the speed bumps were being installed, there were several days where the speed bumps were present but poorly marked or not marked at all. People driving down the streets damaged their vehicles. I nearly damaged mine, and I knew about the speed bumps being installed. But I did not see them because they were so poorly marked. If the program is extended to other streets in the future, the street should be shut down completely until appropriate signage is installed.

Let's make the Hoan Bridge walkable/bikeable

Unsafe, under utilized, inconveniences.

By promoting pedestrian use it could reduce car use and make cleaner air in Milwaukee

Let people get to parking lots in parks.

Drove thru a block by mistake, but only once.

Please keep the active street program going

Enforce traffic laws. Reckless driving is a HUGE problem in this city.

I think more barricades need to be added to the Washington Street area at the 10th st intersection, because the close proximity to the freeway on-ramp and off-ramp make it a high traffic area, and people don't really slow down when entering the active street from 10th.

The speed bumps and round about are ok and will stop semi traffic from driving south on Fratney St. from Company Brewing on Center St. & Fratney St. Speed bumps need to be installed in the allies to stop rerouted speeders that would normally use Wright St. as a speedway. The signs take away parking from already crowded street parking. They get knocked over and blown over by high winds.

Not successful in my opinion. I enjoyed Minneapolis friendly streets program and that was more shutting down main roads for festival vibes. That was great. This felt like an inconvenience. But maybe other active streets worked better than the one near me which is Fratney.

-Twice while walking on the sidewalk I fell because it is uneven. Walking on Fratney street is a nice level surface where I feel safe. -I had gained about 10 lbs since Covid. I started walking the Active Street(Fratney) and I have lost close to 30 lbs., (yes, I also started eating better too. (:) -The only problem with Fratney is the Locust intersection. They put up these white barriers that make it very hard for cars driving north on Fratney to turn east on Locust. It will also be a problem for the snow plows. - Thank you for this wonderful resource, we needed a safe place so we could get out of the house. With working from home I am lucky to get 3,000 steps a day. When I get my morning walk in and walk the dog a couple times, I can get up to 17,000. THANK YOU!!

End the madness

I've never seen anyone walking on the Active Street closest to me (E Wright) and people still just use the sidewalk. I haven't noticed an increase in bicycle travel compared to regular streets. Without those, the project feels like a nuisance without purpose (albeit well intentioned). The speedbumps, however, are a great addition and contribute to safety.

People fly though four way stops. I am in hopes that the active streets program can slow people down and get people to fully stop.

My opinion on this is somewhat unfavorable because the street I live on does not have the pedestrian or bike traffic to justify blocking off the street, and it creates a safety hazard at the entrances (because of the barricades). My location is Galena St., W. Cherry St., N 24th St., & N. 14th St.

Thank you for running this, we've loved having this resource right outside our home!

Your letter (received 11-20) says the program lasts until Mid Nov. It is already past the middle of November and they just put up the poles narrowing the streets a week ago. What a WASTE of time and money.

I'd pay extra taxes to expand this program.

I hope the program can continue and can spread to more neighborhoods. I think the more time people spend outdoors in the presence of their neighbors, the healthier a community can be.

Make it more accommodating to bicycles, connect more streets and get more community input.

This program should be more aggressive and close streets to look driving, including local traffic. Walking in the middle of the street when a car is coming is dangerous. This is a good first step but we must go much further.

Keep it in the parks, and out of residential neighborhoods.

you spend so much time and money to encourage people to come use the parks etc, but you never educate people to lease their dogs on the bike trails, you never educate people to share the parks, respects others, behave properly in the parks, think about a theme to show people how to use the park and share the parks, follow the rules.

You should only do this on wide streets or streets with ample parking. Not in riverwest.

Thank you for doing this. Expand it dramatically please!

We need more.

Active streets should be one way car traffic, they aren't actually much safer as is

Get the fucking cops over here and tell Coggs to do her job

I appreciate improvement of infrastructure for bikes and pedestrians for transport outside of the downtown area

So nice to see more pedestrians, slower traffic. Makes for a much quieter and enjoyable neighborhood. Please consider speed bumps on all north/south Riverwest streets except for Humboldt and Holton.

I would like to see it expanded because there's a lot of kids just trying play and ride their bikes but reckless driving is out of control in this city

I am a confident cyclist in Milwaukee, but many people are intimidated to ride bikes for recreation or transportation in Milwaukee due to the aggressive and in compassionate drivers that don't want to share the roads with bikes. To make Milwaukee more bike-friendly, more active streets that connect to each other would help! Also, more frequent street-sweeping would help, because there is a lot of broken glass in the margins of the roads and in the bike lanes, which easily cause flat tires.

Thank you!!!!

I really appreciated this over Covid summer. I'm all for more active streets like estabrook park, but again, you have to totally close it down and not allow parking. otherwise people continue to drive through, not allowing the streets to be used for walking and biking, etc. like it was intended.

Keep expanding

I like that it may slow traffic on locust street where an active street intersects.

I was interested to see what this program would do, but all you've done is limit access to the street.

Keep up the good work. I will advocate for this type of urban infrastructure all day.

My family and I loved the Active Streets this spring, summer, and fall. I especially loved taking my 4-year old and 2-year-old out for their late morning bike ride or walk (which we called our "adventure"). They

called Fratney and Wright the "special streets". We often took them to Kilbourn Park at the end of Fratney Street or connected to the Beerline Trail at the end of Wright Street. Definitely keep this program going in the future, and please expand a network of active streets and low-stress streets throughout the city. Thanks!

There's nothing I love more than biking around this town, and I'm a runner too, but I think these pedestrian-only streets should come about naturally/culturally. For example, I'm an Amazon delivery driver and I try to avoid driving my van down streets like Broadway in the 3rd Ward, (even if I'm delivering on that block) just since it can be so pedestrian-heavy and the atmosphere is more carefree. And the way streets are closed around certain bar scenes at night is obviously great. Anyway, I know I'm not the only one tired of this relentlessly car-dominated culture, and I wish you all the best as you continue to try and design things to be safe from the reckless drivers who ruin it for everyone else.

Nobody used the Washington street walkway. Barricades were very inconvenient.

I would suggest making the barricades heavier using concrete or something similar so people will not just push it out of the way daily or destroy it.

Keep it up!! Slow down the cars

The one tough thing is the lack of permanent signage means a lot of people don't know what the deal is and you'll still have cars going through. And the cars that do go through are the sorts of folks who are more likely to drive recklessly. Great program and idea that can use some permanence and stronger and unique physical signals, and enough time for the community to adjust.

Thank you so much for helping the community stay active and safe while outdoors. I hope this program expands and continues for years to come.

With more commuter-friendly placement, I think this is a great way to create safe spaces for physical activity!

Big fan of the traffic calming on Fratney & Locust but I think the bumpouts on burleigh are too small to be doing much of anything. Nice to have extra walking space though.

Nice idea in theory but pointless in practice. Invest the funds in parks and community gardens instead.

A roofer working at Humboldt & Wright complained to me about the "crazy" blocked streets. He lives 30 miles northwest of the city. He fled Milwaukee "because of bad schools".

Estabrook Park is a confusion of half measures.

this should continue for the health of the people & planet

Please prioritize repairing streets and while using signage and any other means to make them safer for walking and biking.

Fratney and Locust is an important intersection in riverwest. I use the traffic signal at Fratney to get ON to Locust during rush hour. The street that should be closed should not be a street that has a traffic signal on it when neighboring streets do not also have traffic signal.

I like the idea, and I like the speed bumps, but I do not like the roundabouts. People don't know how to use them. People cut the wrong way through them. People stop and yield when they shouldn't. Others don't yield when they should.

End the program.

2nd and Clarke was supposed to get speed bumps and a traffic circle, instead it has become a racetrack. We have written letters that have gone unanswered!!!!

Please discontinue the Milwaukee Active Streets program.

There happens to be a large construction project going on Wright directly next to the barricade, which has made things even worse. I believe this program is of good intentions but unfortunately I no longer feel safe driving on this road. I live right next to it and I, along with other neighbors, have said that we purposely go out of our way to drive to another nearby street to avoid it. This is not a good location!! Please remove, thanks!

I'd like to see this program, or a version of it, grow. I'd like to bike to work but see too much reckless driving. We don't feel safe in our car on North Ave and many other streets let alone trying to get somewhere by bike or skates.

Active street does not work by taking out stop signs

Thank you for the choices you've made so far, just please expand this program, even if you have to choose randomly, I know my neighbors have only loved that it has been done on their streets...

Go back to the way it was

Put in actual barricades or some sort of active enforcement maybe one way into a street each block to allow parking but dissuade cars from using the street like a street. I liked this for the week or two it worked, now you're a hazard if you're walking on the street.

I love biking and walking in my neighborhood. This program has in no way made that more enjoyable, more accessible, or safer.

Consider streets around active parks to reduce park numbers but our area isn't used as an active area

N/A

Great ideal to keep streets safer