



MILWAUKEE REGIONAL
MEDICAL CENTER

Milwaukee Regional Medical Center 87th Street Reconstruction

UWM – SE Wisconsin Transportation
Symposium

October 8, 2021

GRaEF

Presentation Overview

Project Background

Planning

Design & Construction

What's Next

Project Location



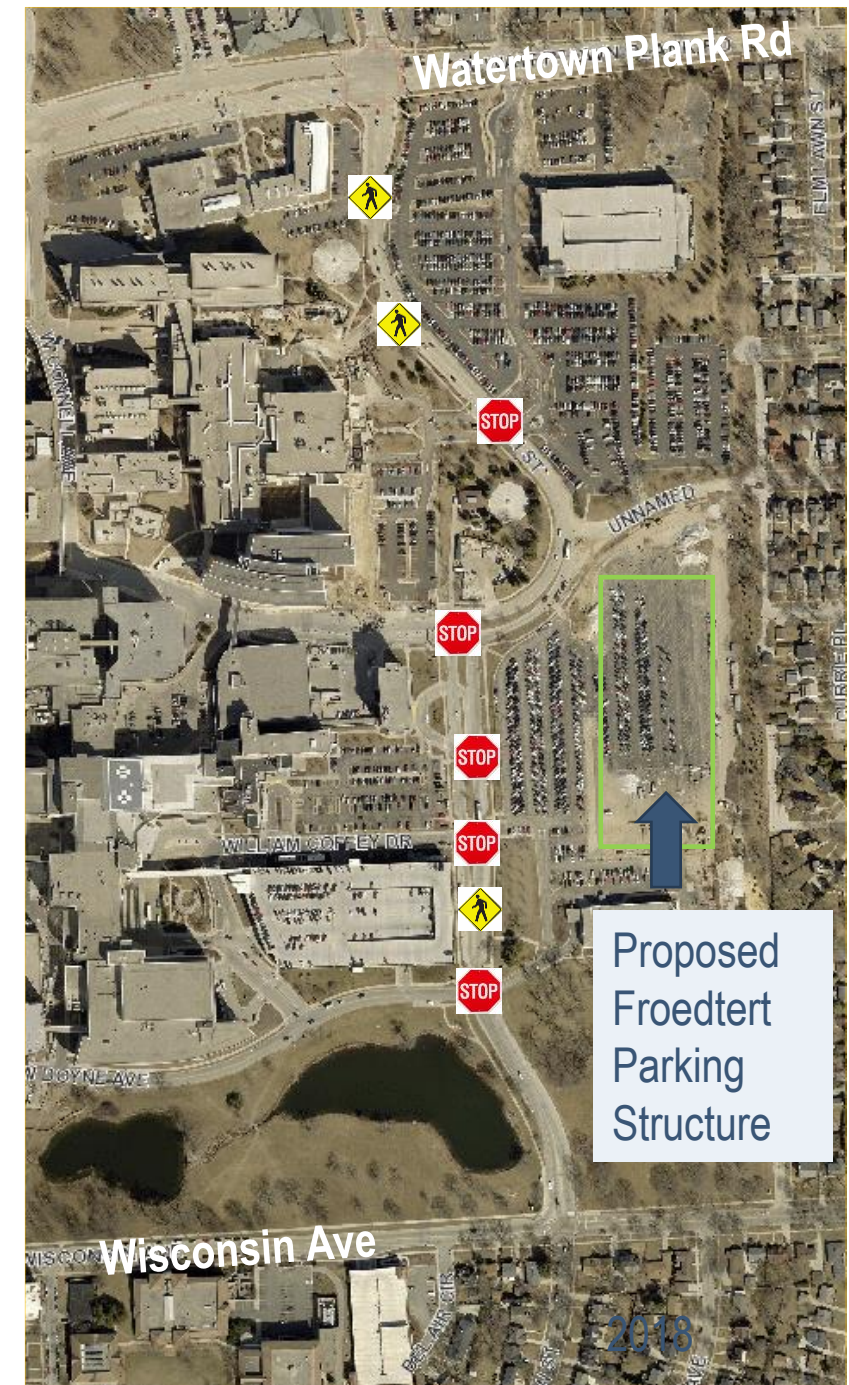
MRMC Facts

- 225+ acre Campus
- ~7 million SF of buildings
- Only Level 1 Adult/ Pediatric Trauma Center in SE Wisconsin
- Flight for Life program
- > 19,000 employees
- > 1.5 million annual patient visits
- > 14,000 parking spaces



87th Street Data (2018)

- 0.5mi – 2 lane roadway
- 2,800 parking spaces east of 87th St
- Froedtert 3,300 stall parking structure planned
- Incomplete sidewalk
- No bicycle accommodations
- Pedestrian safety concerns including student fatality
- Operational issues during shift changes
- MCTS GoldLine – 15min headways
- Safety issues associated with nonstandard intersections
- Wayfinding issues



87th Street Reconstruction Project Goals

- Create **complete street** so all users can **safely** and **easily** get where they are going
- **Improve traffic flow** while not decreasing experience for non-motorized users.
- **Replace aging utilities** including water, storm, sanitary and electrical systems.

Complete Streets are Safe Streets



Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders.

-US DOT

MRMC Bicycle & Pedestrian Master Plan

1 Connectivity

Improve pedestrian & bicycle access to key destinations on campus and provide links to the city pedestrian/bicycle network.

2 Ridership

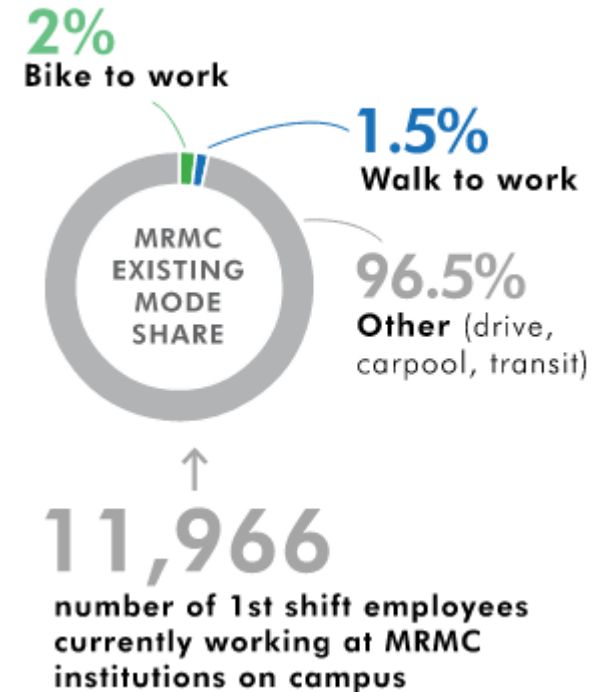
Reduce auto-dependency and increase the number of people who use walking and biking as a means of transportation as well as recreation.

3 Vibrancy

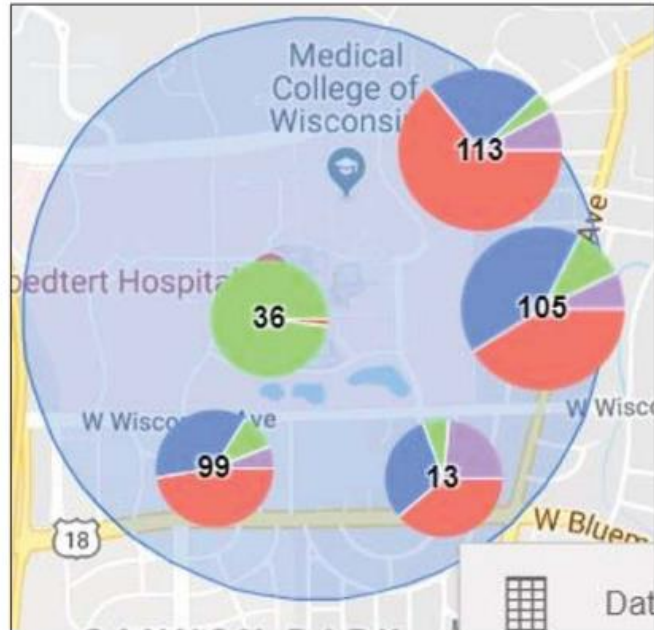
Create dynamic, street-level experiences through high-quality public realm design.

4 Awareness

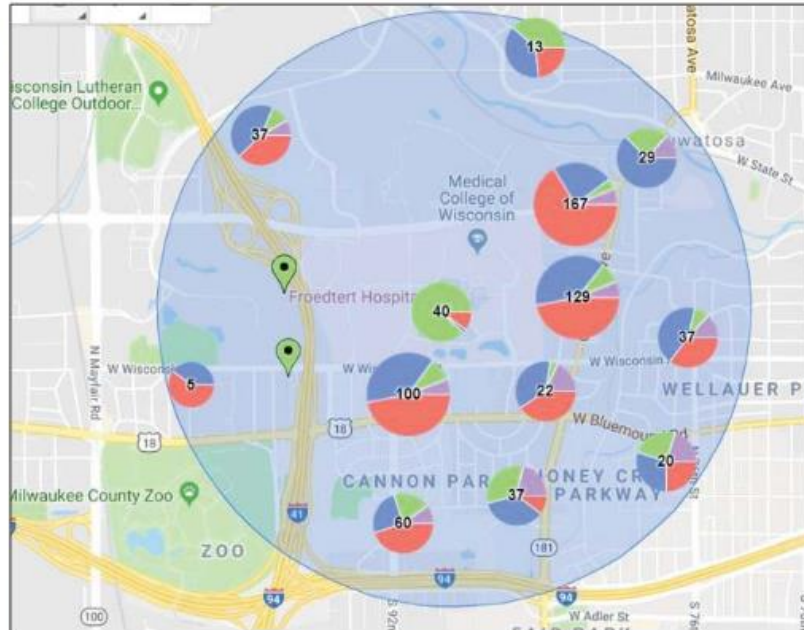
Promote the availability and attractiveness of walking and bicycling through education, encouragement, and programs.



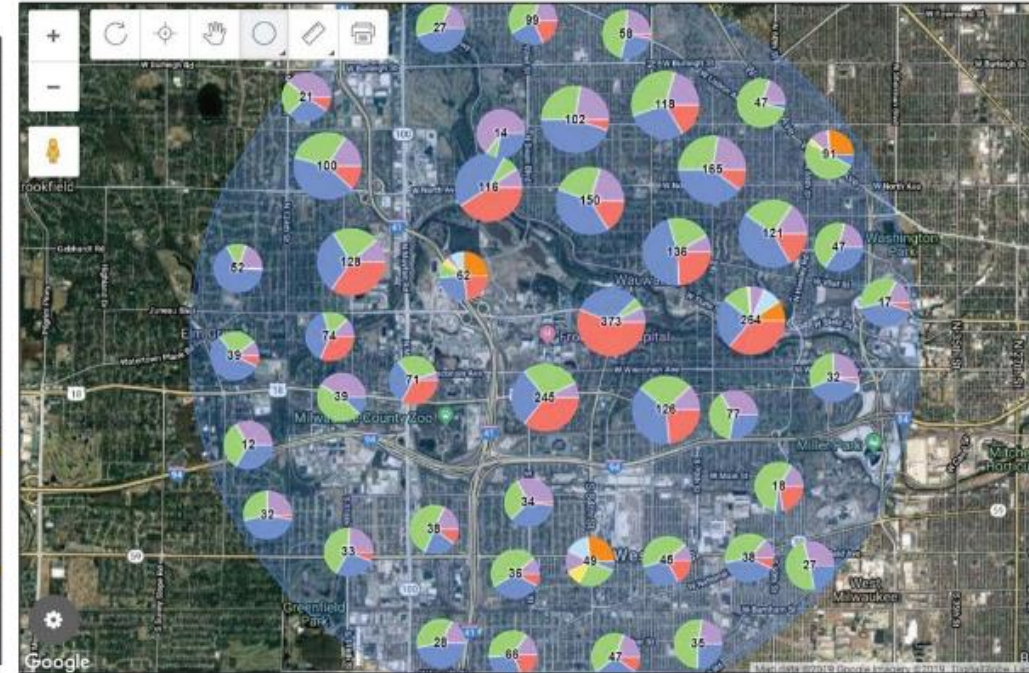
MRMC Bicycle & Pedestrian Master Plan



WITHIN A 0.5 MILE RADIUS OF CAMPUS CENTER
 325 MRMC Students & Employees
 5 MINUTE BIKE RIDE | 10 MINUTE WALK



WITHIN A 1 MILE RADIUS OF CAMPUS CENTER
 700 MRMC Students & Employees
 10 MINUTE BIKE RIDE | 20 MINUTE WALK



WITHIN A 3 MILE RADIUS OF CAMPUS CENTER
 3,500 MRMC Students & Employees
 20 MINUTE BIKE RIDE

Existing Bike & Ped Barriers

NORTH

- Menomonee River
- Railroad Track
- Terrain

SOUTH

- Incomplete bicycle facilities

EAST

- No formal connections to neighborhood
- Constrained roadways without bike facilities

WEST

- I-41 and Watertown Plank Interchange
- Incomplete bike facilities west of HWY100

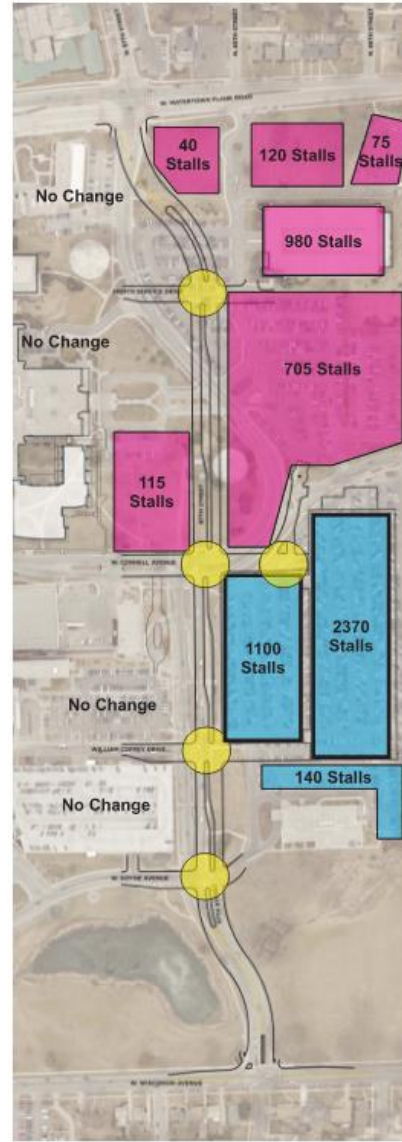


87th Street Traffic Study



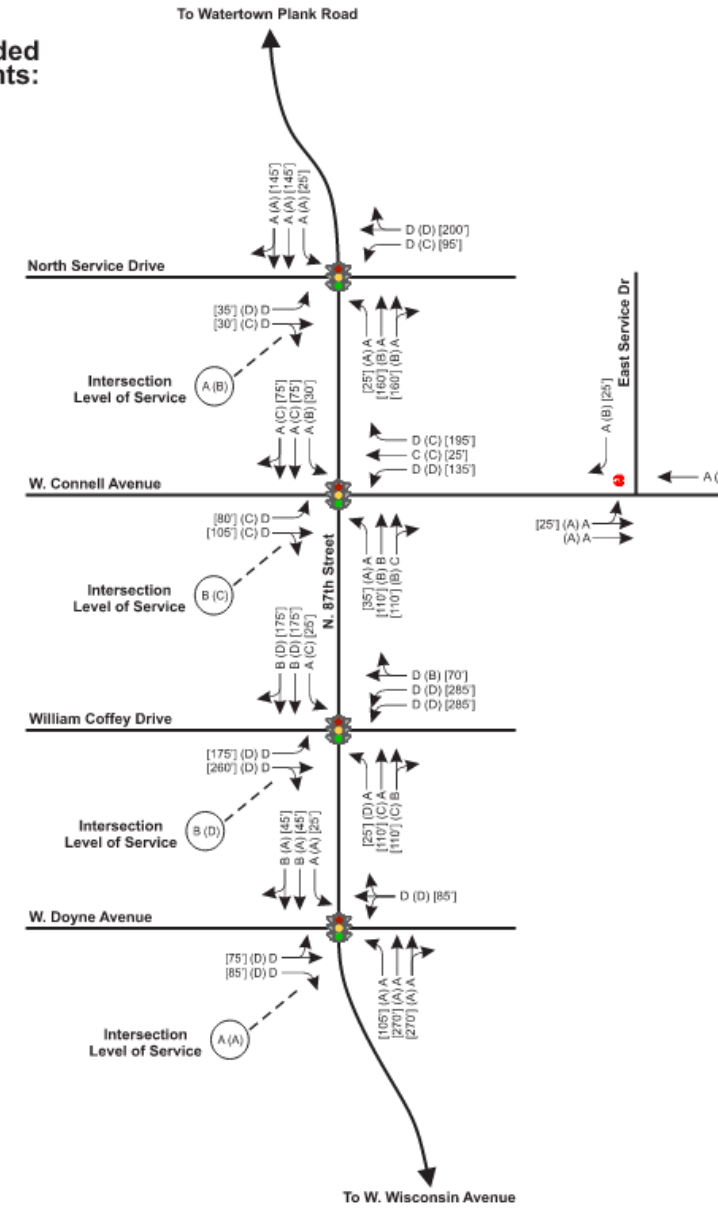
- 87TH STREET PROJECT LIMITS
- STUDY AREA INTERSECTIONS

YEAR 2020 PARKING SUMMARY



- LEGEND**
- N. 87TH STREET REALIGNED STUDY AREA INTERSECTIONS
 - FROEDTERT PARKING AREA
 - MCW PARKING AREA
 - XXX NO. PARKING SPACES (IN VEHICLES)

Recommended Improvements:



- LEGEND**
- ⬢ TRAFFIC SIGNAL
 - ⬢ STOP SIGN
 - X WEEKDAY MORNING PEAK HOUR LEVEL OF SERVICE
 - (X) WEEKDAY EVENING PEAK HOUR LEVEL OF SERVICE
 - [XXX] MAXIMUM 95TH PERCENTILE QUEUE LENGTH PER LANE (IN FEET)

87th Street Alignment Evaluation



N. 87TH STREET - REVISED 30% DESIGN (SEPTEMBER 18, 2017)



N. 87TH STREET - REVISED 30% DESIGN (SEPTEMBER 7, 2017)



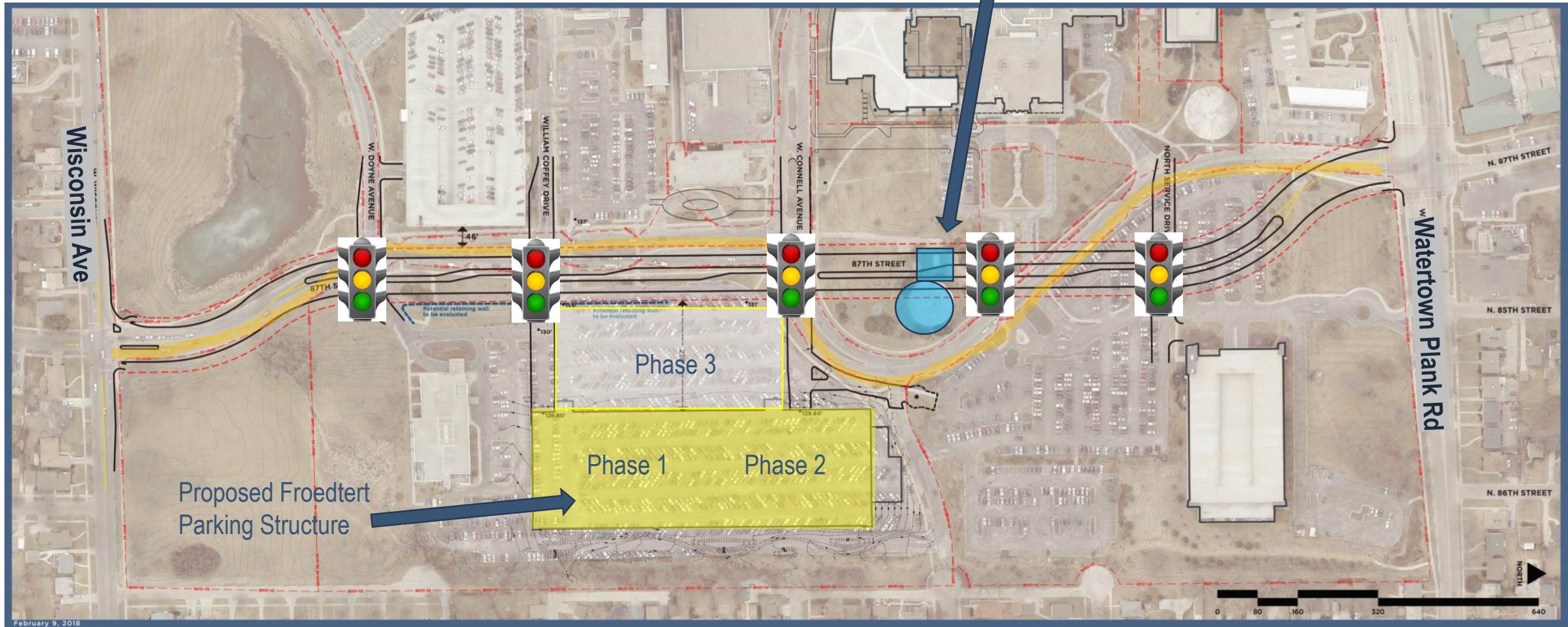
N. 87TH STREET - SKEWED CONNELL INTERSECTION



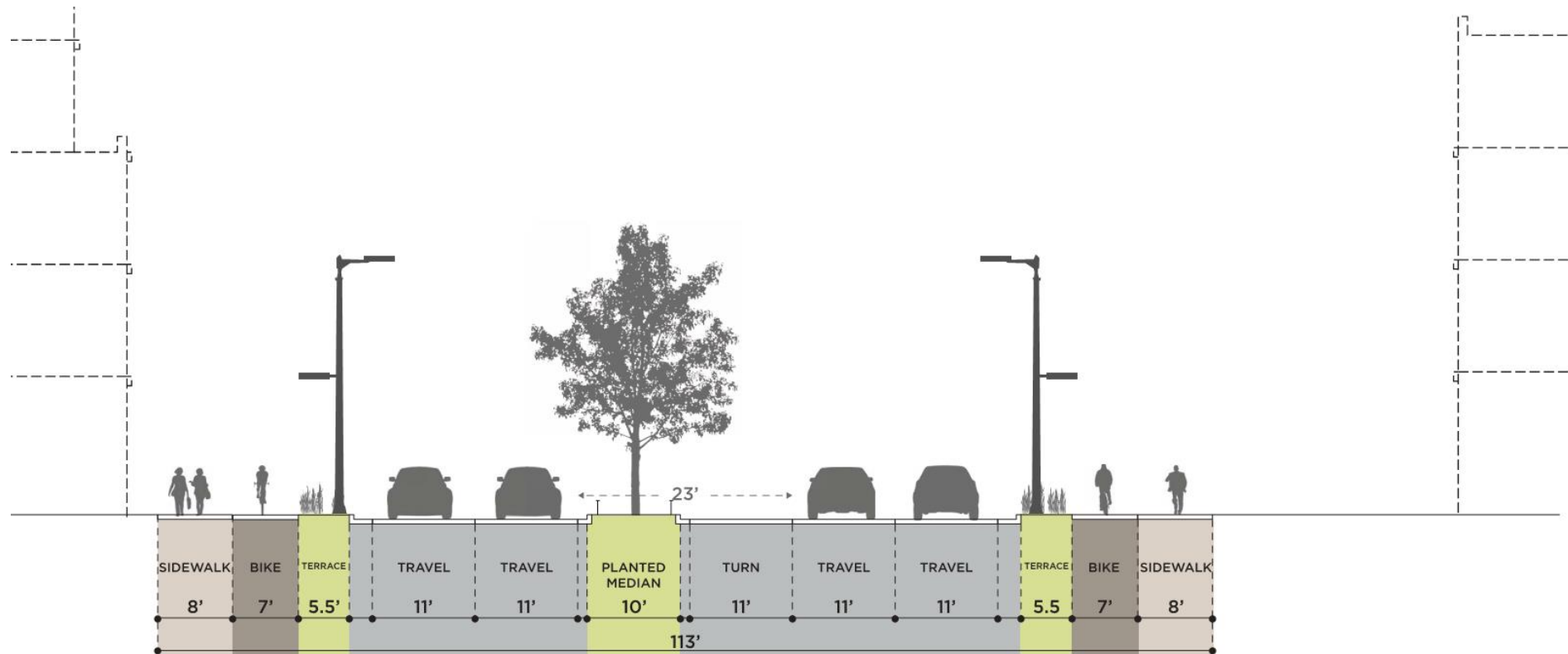
N. 87TH STREET ALIGNMENT (JANUARY 22, 2018)

Proposed 87th Street Alignment

Milwaukee County
Water Booster Station &
Ground Storage Reservoir



Proposed 87th Street Complete Street - Cross Section



87th STREET CROSS SECTION: 113' WIDTH, SIDEWALK LEVEL BIKE LANE

Why separated bike lanes?

- **Path like experience** results in improved **comfort and safety** vs. conventional bike lanes
- **More comfortable and accessible** for people of **all ages and abilities**
- **Attract new riders** of all levels who otherwise may not bike
- Dedicated space for bicyclists **improves clarity about expected behavior** for all users
- Narrowing the roadway width can have **traffic calming benefit** to create a more human-scape environment

