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 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.

- Bike to work: 2%
- Walk to work: 1.5%
- Other (drive, carpool, transit): 96.5%

- Number of 1st shift employees currently working at MRMC institutions on campus: 11,966
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

YEAR 2020 PARKING SUMMARY

Recommended Improvements:

LEGEND

○ N. 87TH STREET REALIGNED STUDY AREA INTERSECTIONS

FROEDTERT PARKING AREA

MGW PARKING AREA

XXX NO PARKING SPACES (IN VEHICLES)
87th Street Alignment Evaluation
Proposed 87th Street Alignment

Milwaukee County Water Booster Station & Ground Storage Reservoir

Proposed Froedtert Parking Structure

Phase 1

Phase 2

Phase 3
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