



**CITY OF NEW BERLIN
SAFETY COMMISSION - MINUTES
Wednesday, October 12, 2022**

Regular Meeting

Public Safety Building Room #185

6:00 PM

Please note: Minutes are unofficial until approved by the Safety Commission at the next regularly scheduled meeting.

All votes were taken via a voice roll call vote.

CALL TO ORDER

ITEM: The Meeting was called to order at 6:00 PM.

ROLL CALL; DECLARATION OF QUORUM; PUBLIC NOTICE

ITEM: Present: Joe Rieder (Chairperson), Lucas Pichler (Engineering), Steve Brooks (Streets), Steve Kon (NBFD), Charlotte Kroupa (Aldersperson), Caleb Manske, Brady Reinke, Ron Retherford, Dave Rocklewitz (NBPD)

Absent: Mitchell Lataille, Fred Witty

APPROVAL OF MINUTES

ITEM: September 14, 2022 Meeting Minutes

MOTION: Motion to accept the September 12, 2022 Minutes as presented

VOTE: Motion by: Alderwoman Kroupa
Second by: Assistant City Engineer Pichler Lucas
Motion Passed Unanimously

NEW BUSINESS

ITEM: 22-21: Alderman Stribl has requested a study of the intersection of Sunny Slope Road and Howard Avenue for the installation of a traffic signal

Lucas Pichler presented an overview of the request. Pichler provided a signal warrant analysis report from 2019, which was completed by raSmith. The raSmith report recommended improvements, which included constructing a minimum 24" raised median, providing exclusive offset northbound and southbound left-turn lanes, and extending the westbound right-turn lane. Pichler believed it was appropriate to follow the recommendations of the raSmith report as Sunny Slope Road was scheduled for improvements.

MOTION: Motion to continue to make incremental improvements to the intersection of Sunny Slope Road and Howard Avenue based on the raSmith report's recommendations and the road improvements schedule.

VOTE: Motion by: Assistant City Engineer Pichler Lucas
Second by: Commissioner Retherford.
Motion Passed Unanimously

ITEM: 22-22: Alderwoman Kroupa has requested a study of Calhoun Road, from National Avenue to Coffee Road, for speeding vehicles

Lucas Pichler provided maps of the area, which included traffic study data and crash data. Charlotte Kroupa presented two requests, which included reducing the speed limit to 35 mph on Calhoun Road, between Jills Drive and National Avenue, and adding "Traffic Does Not Stop" signs on Observatory Road at Calhoun Road. Kroupa specifically noted her concerns with the speed limit in front of Ronald Reagan Elementary School being inconsistent with the other five New Berlin public schools, as well as the dangerous of the intersection of Calhoun Road and Observatory Road that is created by the hill and the speeds of vehicles. Pichler advised speed counters had been set up on Calhoun Road for data collection in both 2021 and again in 2022. According to the data, the average speed at Calhoun Road north of Jills Drive was 46 mph in 2021 (10/18/21 – 10/22/21), with an 85th percentile speed of 50 mph, and 45 mph in 2022 (10/03/22 – 10/07/22), with an 85th percentile speed of 49 mph. The average speed at Calhoun Road south of Horizon Drive was 39 mph in 2021 (09/13/21 – 09/17/21), with an 85th percentile speed of 42 mph, and 41 mph in 2022 (10/03/22 – 10/07/22), with an 85th percentile speed of 45 mph. Pichler noted the speed limit should fall within 5 mph of the 85th percentile speed, thus he did not recommend lowering the speed limit from 40 mph to 35 mph. Pichler also shared crash data related to the intersection of Calhoun Road and Observatory Drive. During the previous five-year period, there were 11 crashes on Calhoun Road, between National Avenue and Coffee Road. This equated to 50 crashes per 100 MVM; which Pichler noted was not abnormally high. Pichler also shared that according to data that he entered into USLIMITS2 tool, the Speed Zoning Report recommended the speed limit on that stretch to be 50 mph.

Don Serkowski, of 4030 S. Calhoun Road, spoke and shared his concerns. Don Serkowski discussed his concerns about a "No Engine Braking" sign that was recently struck, as well as delivery trucks that tailgate other vehicles. Annie Dubats, of 3900 S. Calhoun Road, spoke and shared her concerns. Dubats disputed the speed data and questioned why the industrial area of Cleveland Avenue (east of Calhoun Road) had a 35 mph speed limit, but the stretch of Calhoun Road between Jills Drive and National Avenue, which was residential, could also not have a 35 mph speed limit. Dubats requested the speed limit be reduced from 40 mph to 35 mph throughout the entire stretch of roadway to keep the speed limits consistent. Dubats also added that although the speeds of all vehicles were a concern, the increase in the number of large trucks, as well as their speeds, were most concerning. Cathy Van Slidrecht, of 3948 S. Clover Drive, spoke and shared her concerns. Van Slidrecht noted she did not reside directly adjacent to Calhoun Road, but in the adjoining neighborhood. Van Slidrecht advised more and more families and children were moving into the area and she was concerned for their safety, as well as for the safety of other pedestrians. Darlene Serkowski, of 4030 S. Calhoun Road, spoke and shared her concerns. Darlene Serkowski discussed her concerns about the speeds of vehicles, as well as the high volume of heavy trucking on Calhoun Road. Darlene Serkowski questioned if that stretch of Calhoun Road was designed for heavy trucking. Pichler confirmed that stretch of Calhoun Road was built for and

allowed for heavy trucking.

Pichler noted in order for the speed limit to be reduced to 35 mph, the Safety Commission could only recommend the change to the Common Council; the Common Council would ultimately have to make that decision. Joe Rieder commented that although the speed limit has remained the same over time, vehicular traffic has undoubtedly increased. Pichler added by reducing the speed limit, speeds would not necessarily be reduced but violations would increase. Rieder asked if it was known where the increased truck traffic was coming from, so the complaints involving trucks could be mitigated. Pichler advised there was a large construction project near Calhoun Road and Lincoln Avenue (new ABB headquarters), which was very likely a source of the increased trucking. It was also noted the new Drexel Building Supply property had also likely created an increased number of large trucks in the area.

MOTION: **Motion to add “Cross Traffic Does Not Stop” signs at Observatory Road (eastbound and westbound) at Calhoun Road and table the item for further investigation of the truck traffic and speed issues.**

VOTE: Motion by: Commissioner Rieder
 Second by: Commissioner Manske
 Motion Passed Unanimously

TABLED ITEMS

ITEM: 22-3: Alderman Garrigues requested the Safety Commission look at a parking concern on 147th Street north from National Avenue to Janice Place and on Janice Place in the area of 146th Street. Alderman Garrigues said vehicles are parking on both sides of the street in these areas causing a potential safety hazard due to the congestion. (Tabled and referred to the city code compliance department for review).

Lucas Pichler made a motion to remove this item from the table for discussion. Joe Rieder seconded the motion and it carried with all voting in favor.

Pichler advised Dan Hogan (Code Compliance) had previously spoken with employees of Caliber Collision, due to the code violation appearing to be the cause of the parking issues. Since then, it appeared the parking issues were no longer a problem.

MOTION: **Motion to have Code Compliance follow up with Caliber Collision if the parking issues became a future problem and then potentially have the safety commission reanalyze the complaint to determine if “No Parking” signs should be installed.**

VOTE: Motion by: Assistant City Engineer Pichler Lucas
 Second by: Commissioner Retherford
 Motion Passed Unanimously

ITEM: 22-13: A resident requested a 25 mph speed limit sign on Park Avenue east of Woodshire Drive. The resident stated vehicles speed on Park Avenue, especially during the school year, and it is dangerous for pedestrians. (Tabled for a speed data study, law enforcement traffic enforcement, and discussion with Orchard

Lane School administration)

Lucas Pichler made a motion to remove this item from the table for discussion. Caleb Manske seconded the motion and it carried with all voting in favor.

Pichler advised traffic counters had again been set up on Park Avenue for data collection, as the school year had started. Pichler presented the traffic study data from 09/12/22 – 09/16/22. According to the data, the average speed to the east of Park Court was 22 mph, with an 85th percentile speed of 28 mph. The average speed to the west of Park Court was 25 mph, with an 85th percentile speed of 30 mph. Pichler advised although individual streets do not typically have speed limit signs, an 85th percentile speed of 30 mph could possibly justify the 25 mph speed limit sign. Jim Hauser, resident of 14490 W. Park Avenue, added that this specific stretch of roadway was unique, due to the presence of a school, the significant presence of vehicles queued on the roadway at the end of the school day, the double curve leading into the school zone, the wooded surroundings, the amount of houses with children, and the designated bike trail along Park Avenue. Hauser compared the stretch of Park Avenue (Sunny Slope Road to Woodshire Drive) to the same stretch of Lincoln Avenue, noting there were multiple speed limit signs on Lincoln Avenue, which he believed was safer in terms of overall design. Hauser also added that other residents of Park Avenue were in favor of the 25 mph speed limit sign, to include a resident on the southeast corner of Park Avenue and Woodshire Drive, who did not have complaints about erecting a sign adjacent to his property. Caleb Manske added although he did not believe there was an absolute need for a speed limit sign, the unique location, specifically due to the location of the school could justify the speed limit sign. Manske further added although agreeing to add the speed limit sign on a residential street could appear to set precedent, the location of the school would be the primary justification for a speed limit sign.

MOTION: Motion to install a 25 mph speed limit sign on Park Avenue, just east of Woodshire Drive, on the south side of the roadway.

VOTE: Motion by: Assistant City Engineer Pichler
Second by: Alderwoman Kroupa
Motion Passed Unanimously

ITEM: 22-15: A resident has requested stop signs be install at the intersection of Pleasant Drive and Katherine Drive. The resident advised the intersection is uncontrolled and very dangerous, as cars speed through the intersection. (Tabled for a traffic study)

Lucas Pichler made a motion to remove this item from the table for discussion. Joe Rieder seconded the motion and it carried with all voting in favor.

Pichler noted this item was tabled until the completion of the Moorland Road utility project, which was in the vicinity of the intersection of Pleasant Drive and Katherine Drive. Pichler advised speed counters had been set up on Pleasant Drive from 09/26/22 – 09/30/22, and on Katherine Drive from 10/03/22 – 10/07/22. According to the data, the average speed on Katherine Drive, north of the intersection, was 20 mph, with an 85th percentile speed of 26 mph. The average speed on Katherine Drive, south of the intersection, was 23 mph, with an

85th percentile speed of 28 mph. The average speed on Pleasant Drive, east of the intersection, was 25 mph, with an 85th percentile speed of 32 mph. The average speed on Pleasant Drive, west of the intersection, was 28 mph, with an 85th percentile speed of 34 mph. Pichler advised stop signs should not be installed as a means to control speed. Pichler also noted there had been three crashes at the intersection in the past five years; however, based on data, Two-way Stop/Yield Guidelines showed the intersection still did not warrant stop signs or yield signs. Pichler advised there were some potential concerns related to vision obstructions, specifically related to the residence on the northeast corner of the intersection; however, the obstructions were primarily on private property. Pichler also noted Code Compliance was already working on addressing concerns with the residence on the northeast corner of the intersection.

MOTION: **Motion to not have stop signs installed, for the Streets Department to trim and clean up trees within the right-of-way, and to forward this item to Code Compliance to look into the vision obstructions at the intersection.**

VOTE: Motion by: Streets Manager Brooks
 Second by: Assistant City Engineer Pichler
 Motion Passed Unanimously

ITEM: 22-18: A resident has requested speed humps on Michaels Road, between Oak Ridge Drive and Martin Road. The resident advised vehicles speed through the area, which creates a safety concern for children. (Tabled for a traffic study)

Lucas Pichler made a motion to remove this item from the table for discussion. Joe Rieder seconded the motion and it carried with all voting in favor.

Pichler advised speed counters had been set up on Michaels Road for data collection. Pichler presented the traffic study data from 09/19/22 – 09/23/22. According to the data, the average speed to the east of Brennan Drive was 22 mph, with an 85th percentile speed of 28 mph. The average speed to the west of Brennan Drive was 24 mph, with an 85th percentile speed of 29 mph. Pichler advised he had spoken with the complaint, who believed there was one primary violator in the area. Dave Rocklewitz advised if there was only one primary violator, the Police Department could follow up with him/her and discuss the concern.

MOTION: **Motion to not install speed humps in this area and have the Police Department look into investigating of the primary violator.**

VOTE: Motion by: Assistant City Engineer Pichler
 Second by: Commissioner Rieder
 Motion Passed Unanimously

ITEM: 22-19: A resident has requested stops signs at the intersection of Berlin Avenue and Prospect Place. The resident is concerned that there have been multiple accidents at this location. **(Tabled for confirmation of the correct intersection and a traffic study)**

ITEM: 22-20: Alderman Stribl (via a resident) has requested changing the intersection of Michele Witmer Memorial Drive and Library Lane from a two-way stop sign to a four-way stop sign. **(Tabled for a traffic study)**

SET MEETING DATE

ITEM: Wednesday, November 8th, 2022

ADJOURN Motion to Adjourn the meeting at 7:19 PM.

VOTE: Motion by: Commissioner Rieder
Second by: Commissioner Reinke
Motion Passed Unanimously

Respectfully Submitted,
Captain Dave Rocklewitz, Safety Commission Secretary