



**CITY OF NEW BERLIN
SAFETY COMMISSION - MINUTES
Wednesday, November 9, 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 6:01PM

ROLL CALL; DECLARATION OF QUORUM; PUBLIC NOTICE

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

Absent: Steve Kon (NBFD), Mitchell Lataille, Caleb Manske, Fred Witty

APPROVAL OF MINUTES

ITEM: October 12, 2022 Safety Commission Minutes

MOTION: **Motion to accept the October 12, 2022 Safety Commission Minutes as presented.**

VOTE: Motion by: NBPS Designee Reinke
Second by: Assistant City Engineer Pichler
Motion Passed Unanimously

NEW BUSINESS

ITEM: 22-23: Alderman Harenda (via a resident) has requested a study of the intersection of Beloit Road and Calhoun Road, as vehicles are reportedly disregarding the four-way stop signs.

Assistant City Engineer Lucas Pichler provided a map of the intersection of Beloit Road and Calhoun Road, which included crash data from 2000 – 2022. Pichler also provided the safety commission meeting minutes from April 13th, 2022. At that time, the safety commission discussed the same concerns. Pichler noted there were no new accidents at the intersection since April 2022.

Pichler advised NBFD Designee Steve Kon (not present) had recently suggested (via email) rumble strips be added to roadway surface leading up to the intersection. Pichler stated while the suggestion of adding rumble strips was practical, most people (residents) do not like them due to the noise they create.

Commissioner Rieder advised the intersection was a very large and busy intersection, with what appeared to be small stop signs. Rieder inquired if there were larger stop signs available. Rieder also advised the post for the stop sign for southbound Calhoun Road (northwest corner of the intersection) was bent and leaning. Pichler suggested making incremental changes, as there were multiple options, to include adding a second stop sign in each direction on the opposite side of the roadway, adding flashing stop signs or flashing "Stop Ahead" signs, or adding overhead flashing stop lights at the intersection. Rieder asked about the option of painting "STOP" on the roadway surface leading up to the intersection. Pichler suggested adding a second stop sign at northbound and southbound Calhoun Road at Beloit Road. Pichler advised if additional stop signs were to be added on Beloit Road, those changes would need to be approved by the County. Rieder suggested only adding the second stop sign at southbound Calhoun Road, as northbound Calhoun Road was not as much of a concern. Rieder also suggested straightening the bent post for the stop sign for southbound Calhoun Road (northwest corner of the intersection).

MOTION: **Motion to have a second stop sign installed on the northeast corner of the intersection (for southbound Calhoun Road) and to have the streets department straighten the bent post for the stop sign for southbound Calhoun Road (northwest corner of the intersection).**

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

ITEM: 22-24: Alderwoman Kroupa (via a resident) has requested a study of Wehr Road for speeding vehicles.

Assistant City Engineer Pichler provided maps of the area, which included traffic study data. Pichler advised traffic counters had been set up on Wehr Road from 10/24/22 – 10/28/22. According to the data, the average speed was 39 mph, with an 85th percentile speed of 43 mph; nine percent of vehicles traveled at enforceable violation speeds (45 mph or greater). Pichler noted the speed limit should typically fall within 5 mph of the 85th percentile speed. Pichler advised he was not proposing a speed limit change; however, the 85th percentile speed would suggest the speed limit could be set at 40 mph (currently 35 mph).

Dan Levinio, of 19515 Settlers Ridge Court, advised he had been a resident for the past six years. Dan Levinio noted he had observed a heavier police presence when he first moved in; however, that presence appears to have lessened. Dan Levinio expressed his belief that the vast majority of the problem with speed was with students who attended New Berlin West. Dan Levinio further expressed his concerns for pedestrians who walked in that area, as there were minimal shoulders for safe pedestrian traffic. Charlotte Kroupa commented on the blind spots on Wehr Road near Settlers Ridge Court, as well as the curve to the north/east. Mark Schwehr, of 19590 Settlers Ridge Court, also noted the hill in the same area of Wehr Road. Larry Kreiter, of 19500 Settlers Ridge Court, inquired about cutting back some of the brush to increase visibility, as well as the possibility of widening the shoulder of the roadway. Lauren Lavinio, of 19515 Settler Ridge Court, expressed her belief that the 35 mph speed limit was too

high. Pichler advised he agreed clearing out some of the brush/tress and opening sight lines could increase visibility. Pichler advised repaving and/or reconstructing the roadway was not appropriate at this time, as a project of this nature would require planning and budgeting, which would not make this a potential project for at least a few years. Kroupa inquired on isolating the data to identify when the speeding issue is most significant.

MOTION: **Motion to table Item In the meantime, the streets department agreed to clear brush/trees in the right-of-way and check signage in the area for reflectivity and Pichler agreed to gather historical accident data in the area and gather data for the times the speeding issues were most problematic.**

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

ITEM: 22-25: Alderwoman Kroupa (via a resident) has requested the “No Parking” sign at the end of the cul-de-sac on Armour Drive (14600 block) be removed.

Assistant City Engineer Pichler provided a map of the location. Pichler also provided the safety commission meeting minutes from September, 9th 2020. At that time, the safety commission discussed concerns about the non-standard cul-de-sac bulb causing potential issues for emergency vehicles and other large vehicles not being able to turn around in the cul-de-sac and ultimately approved the installation of “No Parking” signs.

Lavonne Newkirk, of 14675 W. Armour Drive, spoke and shared her concerns. Newkirk advised it was her belief the “No Parking” signs were previously requested by her neighbor, who did not like that her children parked on the street. Newkirk advised albeit only a few times a year, the “No Parking” signs have created issue for visitors, including her family, to have easy and close access to her residence. Newkirk advised the cul-de-sac receives very minimal traffic and there have never been any accidents in the cul-de-sac. Newkirk also noted she has made frequent observations of garbage trucks, snow plow trucks, and delivery trucks being able to turn around without issue, so there are no issues with large vehicles not being able to turn around. Charlotte Kroupa advised she drove to the end of the cul-de-sac earlier in the day and was easily able to turn around, even with a pickup truck parked (with permission) on the end of the cul-de-sac. Kroupa requested the “No Parking” signs be removed. Pichler expressed his concerns with removing the “No Parking” signs, as there was other similar signage in other cul-de-sacs throughout the City (e.g. Shady Lane). Pichler also questioned if the signs were previously deemed necessary, what now justified the removal of them. Pichler suggested that Newkirk request the assistance from the police department with getting parking permission and bagging the signs for the few times a year that she had significant numbers of visitors. Dave Rocklewitz expressed his concerns with the police department being asked to allow vehicles to disregard the “No Parking” signs for ongoing visitation reasons. Joe Rieder also expressed his concerns with involving the police department in this issue, as it undermined the Common Council’s ruling to approve the signs. Rieder also stated there was a difference in the placement of “No Parking” signs on the cul-de-sac of Shady Lane, which abutted a county park and had trail access, and the cul-de-sac on Armour Drive, which was primarily a residential roadway. Brady Reinke commented on his recollection of the September, 9th 2020, which primarily focused on emergency vehicle access

concerns. Newkirk again noted she has made frequent observations of garbage trucks, snow plow trucks, and delivery trucks being able to turn around without issue, so there are no issues with large vehicles not being able to turn around. Larry Kreiter, of 19500 Settlers Ridge Court, asked if all cul-de-sacs in the City have “No Parking” signs. Pichler advised there are different sized cul-de-sacs, but not all non-standard bulb cul-de-sacs are signed with “No Parking” signs. Pichler advised he would be willing to consider removal of the signs; however, he was had a concern that by removing the signs, it could set precedent and emergency vehicle access could not be used as an exception for other future similar requests. Newkirk again advised in eight years, there has never been an accident on the cul-de-sac or an issue with a vehicle not being able to turn around in the cul-de-sac. Reinke expressed his concerns about this issue becoming a back and forth issue with the safety commission for what appeared to be a difference of opinions between two neighbors. Rieder suggested this item be tabled for further consideration.

MOTION: Motion to table item for further consideration

VOTE: Motion by: Police Designee Rocklewitz
Second by: Commissioner Rieder
Motion Passed Unanimously

TABLED ITEMS

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)

Assistant City Engineer Pichler made a motion to remove this item from the table for discussion. NBPS Designee Reinke seconded the motion and it carried with all voting in favor.

Pichler advised the intersection of concern for this item was confirmed to be the intersection of Berlin Avenue and Prospect Drive. Pichler provided maps of the area, which included traffic study data and crash data. Pichler advised speed traffic counters had been set up on Berlin Avenue from 10/10/22 – 10/14/22, and on Prospect Drive from 10/17/22 – 10/21/22. From the data gathered, Pichler advised Two-Way Stop/Yield Guidelines showed the intersection did not warrant stop signs or yield signs. Pichler noted the traffic volume in that area was very low and there was only one recent accident at the intersection. Pichler inquired about other possible improvements. There was discussion about installing “Intersection Ahead” signs or “Dangerous Intersection” signs; however, because there were no requests for those signs and because there was no pattern of accidents, additional signage was deemed unnecessary at this time.

MOTION: Take no action and remove this item from the agenda

VOTE: Motion by: New Berlin Public School Designee Reinke
Second by: Streets Manager Brooks
Motion Passed Unanimously

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)**

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

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

Pichler advised since the October 12th, 2022, meeting, he had talked with employees from ABB and Veit about the trucking complaints. Pichler inquired about keeping the speed limit at 40 mph on Calhoun Road, from National Avenue to Coffee Road, or reducing the speed limit. Rieder suggested reducing the speed limit to 35 mph from National Avenue until the crest of the hill, due to potential school safety concerns and the intersection of Calhoun Road and Observatory Road. Alderwoman Kroupa added reducing the speed limit to 35 mph would be consistent with the areas surrounding other school throughout the City. There was discussion about comparing data from the past reduction of the speed limit on Grange Avenue from 35 mph to 30 mph to determine if reducing the speed limit had any effect on driving behavior. There was also discussion about comparing data from Calhoun Road south of Greenfield Avenue to determine if the reduction in the speed limit as one travels to the north has any effect on driving behavior.

MOTION: Table Item for further data collection and study.

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

SET MEETING DATE

ITEM: Wednesday, December 14, 2022

ADJOURN

MOTION: Motion to Adjourn at 7:42PM

VOTE: Motion by: Commissioner Rieder
Second by: Alderwoman Kroupa
Motion Passed Unanimously

Respectfully Submitted,

Captain Dave Rocklewitz, Safety Commission Secretary