



Safety Commission MEETING MINUTES

September 13, 2023 - 6:00 PM
Conference Room A/B
3805 S. Casper Dr.

Please note: Minutes are unofficial until approved at the next regular scheduled meeting.

MINUTES

1. CALL TO ORDER

The meeting was called to order at 6:02 PM.

2. ROLL CALL; DECLARATION OF QUORUM; PUBLIC NOTICE

Present: Joe Rieder (Chairperson), Lucas Pichler (Engineering), Steve Brooks (Streets), Charlotte Kroupa (Aldersperson), Mitchell Lataille, Mary English, Dave Rocklewitz (NBPD)

Excused: Caleb Manske, Brady Reinke, Anne-Marie St. John

Absent: Steve Kon (NBFD)

3. APPROVAL OF MINUTES

A. August 9, 2023 Meeting Minutes

MOTION: Motion to Approve

VOTE: Motion by: Aldersperson Kroupa
Second by: Assistant City Engineer Pichler
Motion Passed 7-0

4. NEW BUSINESS

A. **23-9:** A resident has requested a "No Outlet" or "Dead End" sign be added on Library Lane, just south of Wall Street, to reduce the number of vehicles needlessly using the roadway.

Assistant City Engineer Pichler provided a map of the area of the concern. Captain Rocklewitz provided a synopsis of the complaint.

Pichler advised he was not opposed to adding a "Dead End" sign, as he could see how drivers might perceive Library Lane to be a through street.

MOTION: Motion for the Streets Department to install a "Dead End" sign at southwest corner of Library Lane and Wall Street

VOTE: Motion by: Streets Manager Brooks
Second by: Commissioner Rieder

Motion Passed 7-0

- B. 23-10:** A resident has requested crosswalk markings and be added to the traffic signal at Beloit Road and Forest Point Blvd.

Assistant City Engineer Pichler provided a synopsis of the complaint. Pichler advised the intersection of Beloit Road and Forest Point Blvd had no permanent pedestrian markings and that the traffic signals did not have buttons to assist with pedestrian crossing. Pichler further added the traffic signals at the intersection were owned by Waukesha County. Pichler noted there had been zero pedestrian accidents at the intersection; however, advised that with sidewalks at the intersection, there should be markings and/or crossing signs. Pichler advised that the Safety Commission could recommend the addition of pedestrian crossing markings and signs to the Waukesha County Safety Commission, who would most likely approve the addition if the City of New Berlin covered the costs.

Ben Holter commented that it seemed to him that the traffic signal lengths had changed in the past year or so, with the time allotted pedestrians to cross Beloit Road being shorter. Pichler advised the traffic signals may have been retimed, which could be a cause for the issue.

MOTION: Motion for the Safety Commission to recommend to the Waukesha County Safety Commission the addition of pedestrian crossing markings and pedestrian signs, with push button, at the intersection of Beloit Road and Forest Point Blvd, and to have the traffic signal timing reevaluated

VOTE: Motion by: Assistant City Engineer Pichler
Second by: Board Member Lataille
Motion Passed 7-0

Citizens providing comments on this issue:

- Ben Holter, 14920 W. Maple Ridge Road

- C. 23-11:** A resident has requested "No Parking" signs be installed on the east side of Hunter Lane, from Forest Point Blvd to Arrowhead Lane.

Assistant City Engineer Pichler provided a map of the area of the concern, as well as a crash pin map.

Pichler provided a synopsis of the complaint, which was from a resident concerned about traffic visibility on Hunter Lane. Pichler referenced the provided map, which showed the existing parking restrictions on Hunter Lane and the surrounding area. The existing parking restrictions already restricted parking on the entire west side of Hunter Lane, from north of Forest Point Blvd (north intersection), through the curve onto Forest Point Blvd (south intersection), as well as the curves on east side Hunter Lane at Forest Point Blvd (north intersection and south intersection). The existing parking restrictions also restricted parking on the entire east side of Forest Point Blvd. Pichler advised that by further restricting parking, vehicles would be forced to park somewhere else, with options already limited, and speeding problems could increase because of the more open roadway. Board member Lataille advised he traveled on Hunter Lane frequently and did not believe there was a problem.

MOTION: Motion to take no action

VOTE: Motion by: Commissioner Rieder
Second by: Board Member Lataille
Motion Passed 7-0

- D. 23-12:** A resident has requested a traffic study on Quimby Avenue due to speeding concerns.

Assistant City Engineer Pichler provided a synopsis of the complaint, as well as traffic study data for Quimby Avenue, which was collected between 08/15/23 – 08/18/23. The traffic study data showed the average speed was 26 mph, the 85th percentile speed was 30 mph, and the percentage of enforceable violations (35 mph or greater) was two percent. Pichler also provided a crash pin map, which showed four crashes since 2000; none of the crashes were directly related to speed.

Brian Schimmels commented on the extra traffic that had been observed on Quimby Avenue since the start

of the Moorland Road construction project. Schimmels expressed his concerns about the increased traffic, the speeds, and the dangers to pedestrians. Based on the concerns, Schimmels requested the installation of temporary speed humps on Quimby Avenue.

Pichler agreed traffic volume had most likely increased due to the construction but had concerns about installing temporary speed humps. Pichler's concerns were tied to the 85th percentile speed being within normal range, the problem being caused by a construction project with an end date, and the temporary speed humps not being useable with plow trucks during the upcoming winter weather season. Schimmels understood Pichler's concerns but believed the temporary speed humps could still provide two or three months of relief. Pichler also added that installing temporary speed humps would most likely just push the traffic volume problem to another road or roads, which would not be appropriate. Pichler advised speed humps were still an option but there needed to be additional discussions about whether there was an excessive speeding problem first. Alderperson Kroupa inquired about other options to installing temporary speed humps. Pichler advised additional options could include yard signs, on-street parking to naturally slow vehicles down, the installation of a Speed Sentry sign, and/or police enforcement. Schimmels advised he did not like the idea of on-street parking as a means of slowing vehicles down but was open to the other options. Captain Rocklewitz advised the police department could provide residents with yard signs, as well as the temporary installation of a Speed Sentry sign and/or police enforcement. Rocklewitz also added because of the construction, as well as other citizen concerns about other potential problems, there could be a brief waiting period before a Speed Sentry sign could be installed. Commissioner Rieder asked Alderperson Kroupa if the Safety Commission could make a recommendation to the Common Council to provide funds to purchase one or two additional Speed Sentry signs since their usage was in demand. Kroupa advised the request could be brought to the Common Council to determine if additional Speed Sentry signs could be purchased.

MOTION: Motion for the police department to provide Schimmels with yard signs for the residents on Quimby Avenue, for the police department to install a temporary Speed Sentry sign on Quimby Avenue, for the police department to provide enforcement of speeding violations, and for the Common Council to purchase one additional Speed Sentry sign for the police department

VOTE: Motion by: Commissioner Rieder
Second by: Assistant City Engineer Pichler
Motion Passed 7-0

Citizens providing comments on this issue:

- Brian Schimmels, 3950 S. Quimby Avenue

5. TABLED ITEMS

- A. **23-6:** Several businesses have expressed safety related concerns, as well as other issues, which are being caused by the patrons of M&M Gymnastics (16760 W. Victor Road).

MOTION: Motion to remove item 23-6 from Tabled Items

VOTE: Motion by: Assistant City Engineer Pichler
Second by: Commissioner Rieder
Motion Passed 7-0

Assistant City Engineer Pichler advised that he had received no additional complaints regarding this. Pichler also advised there were already parking restrictions in place; therefore, there was nothing more the Safety Commission could do. Captain Rocklewitz advised that the police department had been enforcing the "No Parking" signs. Rocklewitz also added one of the complainants/business owners had apparently worked with the owners of M&M Gymnastics to come up with a compromise.

MOTION: Motion to take no further action and remove Item 23-6 from the agenda

VOTE: Motion by: Assistant City Engineer Pichler
Second by: Commissioner Rieder
Motion Passed 7-0

- B. 23-7:** A resident has expressed concerns about speeding vehicles near the intersection of Mark Drive and Fremont Lane. The resident has requested a traffic study for possible stop sign installation.

MOTION: Motion to remove item 23-7 from Tabled Items

VOTE: Motion by: Assistant City Engineer Pichler
Second by: Alderperson Kroupa
Motion Passed 7-0

Assistant City Engineer Pichler provided traffic study data for Mark Drive and Fremont Avenue, which was collected between 07/31/23 – 08/04/23, and 08/07/23 – 08/11/23. The traffic study data showed the average speed for Mark Drive, east of Fremont Avenue, was 22 mph, the 85th percentile speed was 25 mph, and the percentage of enforceable violations (35 mph or greater) was zero percent. The traffic study data showed the average speed for westbound Mark Drive, east of Fremont Avenue, was 26 mph, the 85th percentile speed was 30 mph, and the percentage of enforceable violations (35 mph or greater) was three percent. The traffic study data showed the average speed for Fremont Drive was 23 mph, the 85th percentile speed was 26 mph, and the percentage of enforceable violations (35 mph or greater) was zero percent. Pichler also provided Two-Way Stop/Yield guidelines, procedures for handling requests for speed humps, and a map, which showed a potential location for speed humps.

Streets Manager Brooks advised the previous stop sign on Fremont Avenue, at Mark Drive, had already been replaced by the Streets Department with a new, larger stop sign. Pichler advised based on the Two-Way Stop/Yield guidelines, additional stop signs were not warranted. Pichler did note traffic volumes were approaching a data point that could result in stop signs being considered; however, the high traffic volumes were due to construction on Moorland Road. Pichler advised for the installation of speed humps to be considered, it would first need to be confirmed that speeding was an issue. Commissioner Rieder suggested if the Safety Commission were to determine if the speeding concerns were an issue, it should be done after the completion of the surrounding construction projects.

MOTION: Motion for continued enforcement with Speed Sentry signs

VOTE: Motion by: Commissioner Rieder
Second by: Assistant City Engineer Pichler
Motion Passed 7-0

6. SET MEETING DATE

- A.** Wednesday, September 13th, 2023

Next Meeting Date: Wednesday, October 11th, 2023

7. ADJOURN

MOTION: Motion to Adjourn at 7:18 PM

VOTE: Motion by: Commissioner Rieder
Second by: Alderperson Kroupa
Motion 7-0

***Respectfully Submitted,
Captain Dave Rocklewitz, Safety Commission Secretary***