

Safety Commission MEETING MINUTES



June 11, 2025 - 6:00 PM
Conference Room A/B
3805 S. Casper Drive

MINUTES

1. CALL TO ORDER

The meeting was called to order at 6:00 pm, by Mary English.

2. ROLL CALL; DECLARATION OF QUORUM; PUBLIC NOTICE

Present: Chuck Garrigues, Mary English, Charlotte Kroupa (Aldерwoman), Matt Newman (SDNB), Justin Schulpius (NBFD), Lucas Pichler (DPW), Dave Rocklewitz (NBPD), Tammy Simonson (Engineering)

Not Present: Mitchell Lataille, Anne-Marie St. John

3. APPROVAL OF MINUTES

A. May 14, 2025 Meeting Minutes

MOTION: Motion to approve minutes

VOTE: Motion by: Alderperson Kroupa
Second by: Commissioner Garrigues
Motion Passed 8-0

4. OLD BUSINESS

A. None

5. NEW BUSINESS

A. **25-6:** A resident has requested a "School Bus Stop" sign be added at or near the intersection of Honey Lane and Elm Grove Road.

Dave Rocklewitz shared the details of the request, as he had received the request from the resident. Rocklewitz advised that the intersection of Honey Lane and Elm Grove Road was slightly unusual, as the east side of Honey Lane and the west side of Honey Lane were staggered and not directly across from each other. Rocklewitz also added that the intersection was controlled with three stop signs (one in each direction). Rocklewitz further advised the resident had requested a "School Bus Stop" sign be added near the intersection to increase safety during school bus pick up and drop off times.

Tammy Simonson advised from an engineering standpoint, a "School Bus Ahead Sign" was appropriate when visibility was limited and there were no other locations that the school bus stop could be relocated. To increase visibility, Simonson suggested clearing some of the trees and shrubs on the southwest corner of the intersection. Rocklewitz asked about the possibility of moving the school bus pick up/drop off location. Matt Newman advised that he could contact Durham School Services to determine the pick up/drop off location and also ask about the possibility of having the location moved.

MOTION: Motion for the following: 1)Have Matt Newman contact Durham School Services to determine the pick up/drop off location and also ask about the possibility of having the location moved. 2)If moving the school bus stop was not an option, have the City of New Berlin DPW determine if the vision obstructions caused by trees and shrubs on the southwest corner of the intersection could be cleared by the resident.

VOTE: Motion by: DPW Director Pichler
Second by: Battalion Chief Schulpius
Motion Passed 8-0

B. 25-7: A resident has requested stop signs be added to the intersection of Mayflower Drive and Mayflower Court.

Lucas Pichler advised a resident had reached out to the DPW about concerns related to the intersection of Mayflower Drive and Mayflower Court. Pichler also advised the resident specifically requested that stop signs be added at the intersection.

Pichler advised that he had previously responded to the area of the intersection and met with the concerned citizen to view the intersection and to determine if there were appropriate options to address the concerns. Pichler advised based on the number of residences on Mayflower Court, the traffic coming and going from that roadway would not produce enough volume to fall within the guidelines needed to warrant stop signs at the intersection. Pichler also advised that while in the area, he observed vehicles that appeared to be speeding. Pichler advised despite the potential speeding concerns, he explained to the citizen that stop signs should not be used to control speeding. Pichler further advised that while in the area, he observed that there were some visibility issues created by trees in the area. Pichler advised that he explained to the citizen that while the trees could be trimmed to increase visibility, the increased visibility could also lead to increased vehicle speeds.

Tim McKenna (citizen) spoke about the concern. McKenna advised he was concerned about the safety of the pedestrians who frequently utilized Mayflower Drive. McKenna specifically noted pedestrian safety was compromised because of vehicles' speeds and distracted drivers, as well as vehicles that parked on Mayflower Drive, especially on the curve near Mayflower Court. McKenna also mentioned that there were several examples of past accidents near the intersection, which included a hit and run accident involving a parked vehicle in 2025, and an accident involving a vehicle striking a dog in 2024. Tammy Simonson also reviewed past accident history and noted that there had been an additional accident in 2017.

Jennifer Blochowiak (citizen) also spoke about the concern. Jennifer Blochowiak advised she believed the area around the intersection was a hazard for pedestrians, residents pulling into and out of driveways, and for parked vehicles. Jennifer Blochowiak advised that although she was very cautious while in the area, she was more concerned about children and other pedestrians who were perhaps not as aware of the hazard.

Tammy Simonson advised from an engineering standpoint, there were a variety of options to potentially increase roadway safety. Simonson advised stop signs were commonly requested as an option; however, she noted that stop signs were not always the most appropriate option. Simonson advised to find the best option, the overarching safety issue (e.g. vehicle speeds, parked vehicles, reduced visibility, etc.) should be identified first. Simonson further advised that to assist with determining the safety issue, she would first like to have traffic/speed data.

Dan Blochowiak (citizen) asked about the stop signs at the intersection of Fenway Drive and Fenway Court, noting that it was like the intersection of Mayflower Drive and Mayflower Court. Simonson advised that although there were stop signs at Fenway Drive and Fenway Court, they were added in the past and probably should not have been added. Dan Blochowiak also asked if adding "No Parking" signs around Mayflower Drive and Mayflower Court was an option. Pichler advised adding "No Parking" signs could be an option; however, he noted that restricting parking could also result in increased vehicle speeds.

Charlotte Kroupa asked how long it would take before a traffic/speed study could be conducted. Simonson advised there was an approximate four week backlog for traffic/speed studies.

Kroupa asked if there were any new engineering options that could be pursued. Pichler discussed the option of adding pavement markings (e.g center line, edge lines, etc.), which could make the road appear narrower and could potentially lead to a reduction in vehicle speeds. Pichler also discussed the option of adding speed humps; however, he noted that speed humps could not be placed on a curve. Pichler also added that due to complaints about existing speed humps, the City had been starting to remove speed humps. Pichler further discussed the option of installing chokers or mini-roundabouts; however, he noted there was significant expense with those options.

MOTION: Motion for the Engineering Department to conduct a traffic study

VOTE: Motion by: Alderperson Kroupa
Second by: Commissioner Garrigues
Motion Passed 8-0

- o Citizens providing comments on this issue:
 - o Tim McKenna, 15450 W. Mayflower Drive
 - o Jennifer Blochowiak, 15460 W. Mayflower Drive
 - o Dan Blochowiak, 15460 W. Mayflower Drive

C. 25-8: A resident (via Alderman Stribl) has requested a yield sign be added at the intersection of Marin Way and Langlade Drive.

Lucas Pichler shared the details of the request, as he had received the request from Alderman Stribl. Pichler advised that the intersection of Marin Way and Langlade Drive was slightly unusual, as Marin Way intersected Langlade Drive on the west side and Courtland Pkwy intersected Langlade Drive on the east side. Pichler also advised that although Langlade Drive appeared to be the major roadway in comparison to Marin Way, Courtland Pkwy could potentially be considered a second major roadway.

Pichler advised there had been similar requests in the past for yield signs at the intersection of Pleasant Drive and Katherine Drive, with both roadways possibly being considered major roadways, and the addition of yield signs was eventually recommended. Rocklewitz advised that although there could be some traffic that crossed from Marin Way to Courtland Pkwy, it

was probably more likely that most of the traffic from Marin Way turned onto Langlade Drive. Pichler agreed and advised that because of that, a yield sign at Marin Way and Langlade Drive was probably not warranted.

Tammy Simonson advised there had been four crashes at the intersection of Marin Way and Langlade Drive since 2000. Simonson advised based on the crash history, the City of New Berlin Two Way Stop/Yield Guidelines would most likely show that a yield sign was not warranted. Simonson advised that although the crash history would most likely show that a yield sign was not warranted, the traffic volume could show that a yield sign was warranted. Lucas agreed and advised that he could see there being potential data to support the need for a yield sign.

MOTION: Motion for the Engineering Department to conduct a traffic study

VOTE: Motion by: Alderperson Kroupa
Second by: Battalion Chief Schulpius
Motion Passed 8-0

- D. 25-9:** A resident has requested the trail crossing in the 1900 block of Sunny Slope Road be evaluated for additional safety measures (i.e. signage) for pedestrians. The resident additionally requested the trail crossing in the 1900 block of Moorland Road be evaluated for additional safety measures (i.e. traffic signal, tunnel, etc.).

Dave Rocklewitz shared the details of the request, which had been forwarded to him and other City officials via email. In summary, the resident cited concerns about vehicles not yielding to pedestrians at the trail crossing.

Tammy Simonson advised there was a similar request in 2014, and at that time, all the trail crossings were updated so they had appropriate and consistent signage. Mary English advised besides the signage, the pavement markings appeared needed to be repainted. Lucas Pichler advised he was aware of the pavement markings and there was already a work order created to have the pavement markings repainted.

Simonson advised she recently attended a meeting with Waukesha County officials, at which time the trail and trail crossings were discussed. Simonson additionally advised the Waukesha County officials already had plans to make upgrades, which were scheduled for 2027. Simonson further advised the City also had plans to reconstruct Sunny Slope Road in 2029. Simonson advised that because the current signage met standard guidelines, there did not appear to be a need to make any immediate changes; however, she advised additional evaluation could be considered when the road was being reconstructed in 2029.

Mary English advised the signage at Moorland Road, at the trail crossing, included an additional sign on the trail, which informed pedestrians that they needed to yield to traffic. Charlotte Kroupa asked if additional signage, which informed pedestrians that they needed to yield to traffic, could be added to the trail crossing at Sunny Slope Road. Simonson advised that any signage added to the trail would be the Waukesha County's decision and responsibility.

Simonson also presented a study from 2020, which displayed pedestrian and cyclist movement at the trail crossing at Sunny Slope Road. Simonson advised that she shared the study with Waukesha County, to attempt to help with justification for erecting a bridge over Hwy 164 for the trail. Simonson advised that request was denied; therefore, she reasonably assumed a request for a bridge for the trail over Sunny Slope Road or Moorland Road would also most likely be denied.

MOTION: Motion to have the City of New Berlin DPW check to ensure the signage on Sunny Slope Road was clear of obstructions and to repaint any pavement markings on Sunny Slope Road that were in need of fresh paint

VOTE: Motion by: Alderperson Kroupa
Second by: Commissioner Garrigues
Motion Passed 8-0

6. TABLED ITEMS

- A. **24-16:** Multiple residents have requested consideration for the installation of stop signs or yield signs at the intersection of Pleasant Hill Drive and Greenhill Road, due to the dangerousness of the intersection. **(Tabled for traffic study in Spring 2025)**

Item not discussed

- B. **25-1:** A resident has requested a three-way stop be installed at the intersection of Ranch Road and Gatewood Drive, specifically because of the safety issues created by vehicles using Gatewood Drive as a cut-through between Greenfield Avenue and Sunny Slope Road. **(Tabled for traffic study in Spring 2025)**

Item not discussed

- C. **25-2:** Alderman Stribl (via a citizen) has requested consideration for the installation of speed humps and/or additional signage on Rachel Lane, due to the speeding vehicles. **(Tabled for a traffic study)**

Item not discussed

7. SET MEETING DATE

- A. Wednesday, July 9th, 2025

8. ADJOURN

MOTION: Motion to adjourn at 7:13 pm

VOTE: Motion by: Alderperson Kroupa
Second by: Staff Designee Rocklewitz
Motion Passed 8-0