

# Safety Commission MEETING MINUTES



September 10, 2025 - 6:00 PM  
Conference Room A/B  
3805 S. Casper Drive

## MINUTES

### 1. CALL TO ORDER

The meeting was called to order at 6:05 pm, by Charlotte Kroupa.

### 2. ROLL CALL; DECLARATION OF QUORUM; PUBLIC NOTICE

**Present:** Chuck Garrigues, Marcus Grimm, Charlotte Kroupa (Alderdwoman), Matt Newman (SDNB), Dave Rocklewitz (NBPD), Justin Schulpius (Nbfd), Tammy Simonson (Engineering)

**Not Present:** Mary English, Mitchell Lataille, Lucas Pichler (DPW)

### 3. APPROVAL OF MINUTES

#### A. July 9th, 2025 Minutes

**MOTION:** Motion to approve minutes

**VOTE:** Motion by: Commissioner Garrigues  
Second by: Battalion Chief Schulpius  
Motion Passed 6-0, with Commissioner Grimm abstaining

### 4. OLD BUSINESS

#### A. None

### 5. NEW BUSINESS

#### A. **25-11:** A resident (via Alderdwoman Kroupa) has requested the City of New Berlin create an ordinance to allow all-terrain vehicle (ATV) operation on City of New Berlin roadways.

A resident, Tom Jocz, spoke on behalf of the request for an ordinance that would allow all-terrain vehicle (ATV)/utility terrain vehicle (UTV) operation on City of New Berlin roadways. Jocz advised that he resided on the western side of the City and that he owned several ATVs/UTVs. Jocz advised the UTVs that he owned were "street ready," adding that they had proper lighting, seatbelts, etc., and he was aware of numerous other residents that also owned similar vehicles. Jocz stated he believed allowing residents to legally operate ATVs/UTVs on roadways would provide some residents with other options for enjoyment

and convenience purposes.

Charlotte Kroupa briefly discussed some rules and regulations for ATV/UTV usage in Wisconsin, and specifically noted that an ordinance must be adopted by a City for ATVs/UTVs usage to be allowed on City roadways. Kroupa also presented the City of Muskego's ATV/UTV ordinance, as it was recently adopted in Muskego. There was additional discussion about how Muskego was different than New Berlin, including the geographical make up.

Jocz asked if it was an option to draft an ATV/UTV ordinance for New Berlin, which would restrict usage to the more rural portions of the City. Jocz also asked if it was an option for an ordinance to differentiate UTV usage vs ATV usage, as it was his belief that UTVs were much safer vehicles. Tammy Simonson advised that there had been other past requests for an ATV/UTV ordinance from other residents of New Berlin, with one request from a resident who lived in Regal Manors East subdivision; therefore, it would probably be unfair to allow ATV/UTV usage in some portions of New Berlin and not others.

Dave Rocklewitz cited some information that he received from Chief Hingiss (New Berlin Police Department), which he had received from another Police Chief via a Chief's Association forum. Rocklewitz noted the none of the information had been fully vetted; however, he noted that the information provided cited that Wisconsin was the #1 state in the nation for ATV/UTV fatalities in 2023 and 2024, and over half of the fatalities each year were on public roadways.

Simonson added that if an ATV/UTV ordinance was adopted, there would be an additional cost associated with installing signs throughout New Berlin.

There was additional discussion about the possibility of drafting an ATV/UTV ordinance, but it was ultimately decided that it would be more appropriate for the Common Council to determine if they supported an ATV/UTV ordinance.

**MOTION:** Motion to recommend that the item be forwarded to the Common Council to determine if they were in support of topic of an ordinance to allow all-terrain vehicle (ATV) operation on City of New Berlin roadways

**VOTE:** Motion by: City Engineer Simonson  
Second by: Staff Designee Rocklewitz  
Motion Passed 7-0

- Citizens providing comments on this issue:
  - Tom Jocz, 21103 W. Richard Court

**B. 25-12:** Multiple residents of National Regency have requested a mid-block crossing on Fieldpointe Drive to allow for safer access to ProHealth Care Park.

Tammy Simonson presented a general overview of the request, noting that residents of National Regency were looking for a mid-block access point for ProHealth Care Park. Simonson again advised from an engineering standpoint, mid-block pedestrian crossings were not ideal, as they created false security for pedestrians, and thus, additional safety concerns and dangers. Simonson also added that there is a crossing at Fieldpointe Drive and Sunny Slope Road, which would be the appropriate place for crossing pedestrians. Based on the dangers associated with mid-block pedestrian crossings and the nearby pedestrian crossing at Fieldpointe Drive and Sunny Slope Road, Simonson stated would not recommend the addition of a mid-block pedestrian crossing on Fieldpointe Drive.

**MOTION:** Motion to deny the request for a mid-block pedestrian crossing on Fieldpointe Drive, based on engineering recommendations and the nearby pedestrian crossing at Fieldpointe Drive and Sunny Slope Road

**VOTE:** Motion by: Alderperson Kroupa  
Second by: NBSD Representative Newman  
Motion Passed 7-0

**C. 25-13:** A resident (via Alderwoman Kroupa) has expressed concerns about trucks speeding in the 19900 block of National Avenue.

A resident, Dawn Masch, spoke about an ongoing problem with trucks speeding past her residence, in the 19900 block of National Avenue. Masch added that to attempt to resolve the issue, she had posted signs near her residence and parked her vehicles on the roadway's shoulder, which only resulted in additional problems for her. Masch added that she had also contacted her alderperson to share her concerns and the police department to request additional enforcement in the area. As a result of the ongoing problem, Masch ultimately requested the speed limit be reduced on National Avenue from Crowbar Road to Casper Avenue.

A second resident, Mary Heubel, also spoke about the ongoing problem with vehicles, specifically trucks, speeding near her residence, in the 20100 block of National Avenue. Heubel advised she understood that law enforcement presence was only a temporary solution for the problem; therefore, she suggested installing speed enforcement cameras, which would result in citations automatically being issued to speeding drivers. Dave Rocklewitz advised Masch that officers had monitored the area near her residence for speeding vehicles on eighteen occasions between 08/18/25 – 09/06/25, and it appeared only two vehicles had been stopped, with one traffic stop resulting in a citation for speeding and one traffic stop resulting in a citation for operating without a driver's license. Rocklewitz also added that a Speed Sentry sign had been installed for several weeks. Rocklewitz advised that due to some battery issues, there were plans to keep the sign installed for a couple additional weeks, at which time he would be able to analyze the data collected. Rocklewitz further advised Heubel that speed enforcement cameras were prohibited in the State of Wisconsin.

Tammy Simonson advised that National Avenue was a County highway and that speed limits on County highways were dictated by State statutes. Simonson advised that she could investigate the State statutes regarding the speed limits and potentially make a recommendation to Waukesha County Department of Public Works.

**MOTION:** Motion for Tammy Simonson to investigate the State statutes regarding the speed limits on County highways and to table the item for Speed Sentry sign data

**VOTE:** Motion by: City Engineer Simonson  
Second by: Alderperson Kroupa  
Motion Passed 7-0

- Citizens providing comments on this issue:
  - Dawn Masch, 19901 W. National Avenue
  - Mary Heubel, 20160 W. National Avenue

**D. 25-14:** A resident, who is also a Cadette Girl Scout working on completing a Silver Award project, has requested the installation of a crosswalk and/or other enhancements near the intersection of Sunny Slope Road and Briarwood Lane as a means of improving the safety for Orchard Lane elementary students and their families, as well as other pedestrians.

A juvenile resident (herein referred to as A. M.) spoke about her Cadette Girl Scout Silver Award project, which revolved around getting a crosswalk installed on Sunny Slope Road near Briarwood Lane to improve the safety for Orchard Lane Elementary School students and their families, as well as other pedestrians. A. M. cited a fatal crash in Sussex, where a school bus struck a child, and noted that she was trying to prevent similar crashes. A. M. also noted that in addition to the school crossing request, she was hoping to have the flashing lights that were attached to the posts above the speed limit signs (north and south of the school) reprogrammed. A. M. elaborated, stating that the lights flashed every day and at all hours, instead of just during school hours. A. M. believed the constant flashing created alarm fatigue, which negated the purpose of the flashing lights. A. M. also added that if it was decided that the school crossing request was not appropriate, she had some other ideas to improve the safety for pedestrians crossing Sunny Slope Road, near the school, to include crossing guards and/or other signage.

Tammy Simonson noted that the request for a crosswalk on Sunny Slope Road, near Orchard Lane Elementary School, had been brought up multiple times in the past, including in 2013, 2015, 2019, and 2021, and there were reasons why it had not been approved. Simonson advised that because of the concerns, the City was working on finding a solution; however, the two main factors that hindered progress were timing and funding. Simonson also added that some of the previous discussions about the need for a crosswalk included the School District of New Berlin, and that past discussions concluded that because all students were guaranteed busing, there was already an option to prevent students from needing to cross Sunny Slope Road. Simonson further added that from an engineering standpoint, mid-block pedestrian crossings were not ideal, as they created false security for pedestrians, and thus, additional safety concerns and dangers.

Simonson advised that instead of painting lines to make a crosswalk, the more appropriate solution would be to modify the geometric design of the roadway. Simonson further added that although the solution would not be immediate, the City already had tentative plans to redesign Sunny Slope Road, from Greenfield Avenue to Lincoln Avenue, in 2028. Simonson noted that because of this request, as well as past requests for a crosswalk, the redesign would most likely include some geometric changes to the roadway to enhance safety for pedestrians crossing Sunny Slope Road, near Orchard Lane Elementary School.

A. M. advised she understood the future redesign of Sunny Slope Road could be a long-term solution but also inquired about interim solutions. A. M. again noted that she was hoping to have the flashing lights that were attached to the posts above the speed limit signs (north and south of the school) reprogrammed, as they flashed every day and at all hours. Simonson advised that she was unsure how the flashing lights were wired, but based on their constant flashing, she assumed that to adjust when the lights flashed, a controller would need to be installed. Lesly Evert asked about changing the signs posted below the flashing lights ("School, Speed Limit 25 When Flashing"), as the signs caused potential additional confusion. Evert suggested changing the actual signs, so it was clear what the speed limit was during school hours or changing the speed limit completely. Simonson advised that she could investigate the possibility of finding different options for signs. A. M. also asked about the idea of adding speed monitoring signs, which alerted drivers of their speeds. Dave Rocklewitz advised that the police department had a few signs that could be temporarily installed to alert drivers of their speeds but noted that the signs would need to be removed after a few weeks so they could be used for other similar requests.

Charlotte Kroupa asked if there was an estimate for how many pedestrians crossed Sunny Slope Road to go to or from Orchard Lane Elementary School daily. A. M. advised that she did not know that number but would be willing to look into getting estimated numbers.

Kristyn Moran advised she understood that speed monitoring signs would be temporary but asked if they could be installed at least a couple times throughout the school year. Rocklewitz advised that he would be willing to arrange to have Speed Sentry signs installed in the upcoming weeks and occasionally throughout the school year.

Matt Newman indicated that he would like to see the signs below the flashing lights changed, so their message was clearer, and to have the schedule for the flashing lights updated, if possible. Simonson advised that she would like to change the signs for the right

reasons but noted that according to the Manual on Uniform Traffic Control Devices (MUTCD) the current signs were the correct signs. Regarding updating the flashing lights, Simonson again added that to make any adjustments to the timing of the lights, she believed a control box would need to be installed.

Simonson advised that for a variety of reasons, she had concerns about the timing for A. M. to complete her Silver Award project. Simonson advised that she could further discuss some options with the Director of Public Works and could try to work with A. M.; however, Simonson could not guarantee the completion of the project.

**MOTION:** Motion to have the police department install temporary Speed Sentry signs and to table the item for further discussion in the future

**VOTE:** Motion by: Commissioner Garrigues  
Second by: Battalion Chief Schulpius  
Motion Passed 7-0

- Citizens providing comments on this issue:
  - A. M. (juvenile), address not noted
  - Lesly Evert, 2727 S. Amor Drive
  - Kristyn Moran, 14762 W. Hidden Creek Court

- E. 25-15:** Lucas Pichler, in conjunction with the police department, has requested consideration for the addition of a “No Left Turn” sign at the north driveway of Orchard Lane Elementary School to supplement existing signage on Sunny Slope Road, which already restricts westbound traffic on Park Avenue.

Dave Rockewitz presented a general overview of the request, noting that a sergeant from the police department had requested a “No Left Turn” sign at the north driveway of Orchard Lane Elementary School to supplement existing signage on Sunny Slope Road. Rockewitz added that the additional sign would be for consistency, as other signage already restricted westbound traffic on Park Avenue during certain times of the day (i.e. school hours, during student drop-off and pick-up). Matt Newman confirmed that student drop-off and pick-up times were busy and believed the sign would be appropriate. Newman inquired if the sign would be placed on the school’s property and added that the school district would be okay if it was placed on school property. Simonson advised that if approved, the sign would most likely be installed within the City’s right-of-way.

**MOTION:** Motion to recommend the Common Council’s approval for the installation of a “No Left Turn” sign with wording consistent with the other regulatory signs on Sunny Slope Road (“No Left Turn, Mon – Fri, 8 AM – 9 AM, 3 PM – 4 PM”) at the middle driveway on the north side of Orchard Lane Elementary School

**VOTE:** Motion by: Staff Designee Rockewitz  
Second by: Commissioner Garrigues  
Motion Passed 7-0

## 6. TABLED ITEMS

- A. 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)**

**MOTION:** Motion to have Item 25-2 removed from the tabled items for discussion

**VOTE:** Motion by: City Engineer Simonson  
Second by: Battalion Chief Schulpius  
Motion Passed 7-0

Tammy Simonson presented the traffic study data results. According to the data collected from Rachel Lane, which was collected between 06/23/25 – 07/07/25, 1,687 vehicles were analyzed, with an average speed of 25 MPH and an 85<sup>th</sup> percentile speed of 30 MPH. Simonson also presented traffic study data from Fenway Drive, as it was similarly used to cut through the subdivision. According to the data from Fenway Drive, which was collected between 07/07/25 – 07/11/25, 1,760 vehicles were analyzed, with an average speed of 25 MPH and an 85<sup>th</sup> percentile speed of 30 MPH. Based on the data, Simonson advised that speed did not appear to be significant enough to further consider the request for the installation of speed humps.

**MOTION:** Motion to deny the request for speed hump installation, based on data from the engineering department

**VOTE:** Motion by: Alderperson Kroupa  
Second by: NBSD Representative Newman  
Motion Passed 7-0

- B. 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.

Item not discussed

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

**MOTION:** Motion to have Item 25-7 removed from the tabled items for discussion

**VOTE:** Motion by: City Engineer Simonson  
Second by: Battalion Chief Schulpius  
Motion Passed 7-0

A resident, Katie Wagner, spoke about the safety concerns related to the area near Mayflower Drive and Mayflower Court. Wagner advised that her vehicle had been struck earlier that year, while it was parked on the roadway during a paving project in her driveway. Wagner also added that she was aware of a different accident in the recent past, when a dog was struck by a vehicle. Wagner believed that in addition to the curve, she believed the evergreen trees on the north side of the roadway obstructed drivers' views.

Tammy Simonson presented the traffic study data results. According to the data from the 15200 block of Mayflower Drive, which was collected between 06/23/25 – 07/07/25, the average speed was 25 MPH and the 85<sup>th</sup> percentile speed was 29 MPH. According to the

data from the 15400 block of Mayflower Drive, which was collected between 07/07/25 – 07/11/25, the average speed was 24 MPH, and the 85<sup>th</sup> percentile speed was 29 MPH. Based on the data, Simonson advised that speed did not appear to be a significant issue in this specific area. Simonson advised the trees on the north side of the roadway could be a cause of visibility issues, but the trees appeared to be on residents' property. Simonson stated the residents could be asked to clear the trees, but there was nothing that required them to do so. Simonson also advised vehicles parked on the roadway could be a cause of visibility issues, but there were no restrictions on parking in the area. Simonson advised "No Parking" signs could be added to the area but questioned why they would be appropriate in this location versus other locations. Simonson further advised that before making decisions, it would be prudent to look at past crash data. Simonson noted there had been only one crash in the area of Mayflower Drive and Mayflower Court in the past five years. Simonson advised, based on the data, she would not recommend the addition of "No Parking" signs. Simonson also advised, based on the lack of traffic volume associated with Mayflower Court, stop signs would not be warranted. Dave Rocklewitz looked at past Safety Commission minutes and noted that Lucas Pichler previously talked about other options to potentially increase the safety in the area of Mayflower Drive and Mayflower Court, to include adding painted markings (e.g. center line, curb lines, etc.) on the roadway. Matt Newman advised that he supported adding the painted markings. Newman also added that because parked vehicles would force vehicles to potentially cross the painted markings, he would support the addition of "No Parking" signs. Simonson again advised that from an engineering standpoint, she would not recommend the addition of "No Parking" signs.

**MOTION:** Motion to have painted roadway markings added on Mayflower Drive, from the area of 15370 W. Mayflower Drive to the area of 15453 W. Mayflower Drive

**VOTE:** Motion by: NBSD Representative Newman  
Second by: Commissioner Garrigues  
Motion Passed 7-0

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

Item not discussed

- E. 25-10:** A resident (via Alderman Horbinski) has requested a sign to monitor vehicles' speeds or stop signs in the area of Crawford Drive and Long Acre Drive.

Item not discussed

## **7. SET MEETING DATE**

- A.** Wednesday, October 8th, 2025

## **8. ADJOURN**

**MOTION:** Motion to adjourn at 8:30 PM

**VOTE:** Motion by: Battalion Chief Schulpus

Second by: Commissioner Grimm  
Motion Passed 7-0