

# Safety Commission MEETING MINUTES

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April 8, 2026 - 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 Charlotte Kroupa.

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

**Present:** Charlotte Kroupa (Alderwoman), Mitchell Lataille, Matt Newman (SDNB), Jim Oldham, Lucas Pichler (DPW), Dave Rocklewitz (NBPD), Justin Schulpius (Nbfd), Tammy Simonson (Engineering)

**Not Present:** Mary English, Chuck Garrigues, Marcus Grimm

### 3. APPROVAL OF MINUTES

A. January 14th, 2026 Meeting Minutes

**MOTION:** Motion to Approve

**VOTE:** Motion by: Commissioner Oldham  
Second by: Commissioner Lataille  
Motion Passed 8-0

### 4. OLD BUSINESS

A. None

### 5. NEW BUSINESS

- A. 26-3:** A resident has requested “No Parking” signs be installed near 15225 W. Small Road.

Lucas Pichler advised the complaint was received via the City’s online “Report a Concern” form. Pichler explained that the area where the “No Parking” signs were being requested was near a cul-de-sac, just north of Costco. Pichler advised he was unsure if the cul-de-sac bulb was a full-sized bulb or a smaller sized bulb but noted that the City traditionally installed “No Parking” signs on and around cul-de-sac bulbs that were not full-sized. Tammy Simonson advised the cul-de-sac bulb on the east side of the road closure was a full-sized bulb and the cul-de-sac bulb on the west side of the road closure (near 15225 W. Small Road) was a smaller sized bulb. Simonson also advised the area on the west side of the road closure, including the residences, was an M1 district, meaning it was zoned as industrial. Simonson noted by City ordinance 261-4, which she read, parking was already restricted on roadways in industrial districts. Pichler added it appeared the roadway was just not signed properly, as parking should be restricted.

**MOTION:** Motion to have the Streets Department install four “No Parking” signs on Small Road, between Moorland Road and the road closure at the end of the cul-de-sac, to be consistent with City ordinance 261-4

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

- B. 26-4:** A resident has expressed concerns about ongoing traffic congestion and safety issues related to New Berlin Eisenhower Middle/High School, to include difficulty and dangers for drivers and pedestrians attempting to turn onto Sunny Slope Road from nearby subdivision roadways (e.g. Armour Avenue, Maple Ridge Road, Sun Valley Drive, etc.) during the morning drop-off period (i.e. 7:00 AM – 7:30 AM). The resident has requested on-site observations of various intersections near the school during the morning drop-off period and potential redesign of the school’s entry/exit points, revision of the drop off procedures, the addition of a pedestrian bridge crossing Sunny Slope Road, and/or other changes to improve safety in the area.

Tammy Simonson explained the complainant’s concern. Simonson advised that the School District of New Berlin had a Traffic Impact Analysis with a Signal Warrant Study completed in October 2014, and updated it with a Technical Memo, dated May 26<sup>th</sup>, 2016, to improve drop-off and pick-up procedures and improve traffic efficiency and safety around New Berlin Eisenhower Middle/High School. Simonson advised that as a result of the traffic study and projected traffic counts to the year 2026, the drop-off zone at the school was lengthened, the traffic signal was installed at the north entrance/exit of the school to attempt to allow for vehicles to exit quicker, and signs were installed at the south entrance/exit, which required drivers exiting to only turn right (southbound) onto Sunny Slope Road. Simonson added that the traffic projection counts from the Technical Memo, dated May 26<sup>th</sup>, 2016, noted the traffic volume in 2015 was 9,600 Average Annual Daily Traffic (AADT) and projected to increase to 11,444 in 2026, assuming a two percent growth rate. Simonson advised that based on actual traffic volume count data from the Wisconsin Department of Transportation’s three-year traffic count, traffic volume actually decreased from 9,600 AADT in 2015, to 8,900 AADT in 2025; therefore, the traffic sign design that was completed and built had not exceeded its design life and did not require modifications. Lucas Pichler advised this specific concern had been brought up in the past by Alderman Stribl, as traffic reportedly backed up on northbound Sunny Slope Road from the area of the school to Beloit Road. Jim Oldham asked if vehicles were using both entrances to the school. Matt Newman explained that all

personal vehicles were required to enter the school at the south entrance, as the north side of the school was reserved for buses and vehicles exiting. Newman added that the parent drop off was intentionally separated from the bus drop off, as buses took up an entire lane on the north side of the school and other vehicles also used the north side of the school to exit. Oldham asked if the traffic signals at the north entrance/exit for the school needed to be updated. Simonson advised the traffic signals were not on a timer, but demand-based; therefore, updating the traffic signals would not be needed. Pichler suggested that a long-term solution could be to make changes to the design of Sunny Slope Road, which could include a bypass lane; however, he suspected improvements of that area of Sunny Slope Road would be approximately five to seven years out.

**MOTION:** Motion to postpone any action until improvements were scheduled for Sunny Slope Road

**VOTE:** Motion by: Battalion Chief Schulpius  
Second by: Commissioner Lataille  
Motion Passed 8-0

## 6. TABLED ITEMS

- 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.

**MOTION:** Motion to remove item from the Tabled Items for discussion

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

Tammy Simonson noted that this request was brought forth earlier in the year and best she knew, there had been no feedback from the complainant or others. Matt Newman advised he had reached out to Durham School Services (bus company) and was informed they were going to look into moving the bus pick-up/drop-off area. Newman further advised that he was unsure if the bus company moved the pick-up/drop-off area but he had received no further responses from them.

**MOTION:** Motion to take no further action

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

- B. **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

- C. **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

- 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.

**MOTION:** Motion to remove item from the Tabled Items for discussion

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

Tammy Simonson briefly reminded the Safety Commission members of the request. Simonson advised that she had provided some options for how to address the request without infrastructure changes and had received no further responses or feedback from the Girl Scout/complainant. Simonson advised based on the lack of responses, she assumed the Girl Scout had moved onto a different idea. Simonson added that she believed it was probably best for the request to be revisited when Sunny Slope Road was scheduled for improvements, which could include a redesign of roadway near Orchard Lane Elementary School. Lucas Pichler agreed with Simonson and reiterated that roadway redesign was probably the best option to improve safety in this area.

**MOTION:** Motion to remove the item from the agenda and revisit the request when Sunny Slope Road was scheduled for improvements and redesign, which was anticipated to occur within the next two to three years

**VOTE:** Motion by: Alderperson Kroupa  
Second by: NBSD Representative Newman  
Motion Passed 8-0

- E. **25-16:** A resident, via Alderman Harenda, has requested that additional enhancements or signage be added to the intersection of Beloit Road and Calhoun Road to increase the safety of the intersection.

**MOTION:** Motion to remove item from the Tabled Items for discussion

**VOTE:** Motion by: Alderperson Kroupa  
Second by: Staff Designee Rocklewitz

Motion Passed 8-0

Tammy Simonson briefly reminded the Safety Commission members of the request. Simonson noted that according to Community Maps, there were at least eight crashes at the intersection of Beloit Road and Calhoun Road in the previous year. Simonson added that based on the data, there were no consistent factors (e.g. direction of travel, time of day, age of drivers) that contributed to the crashes. Simonson also reminded the Safety Commission members that when this request was previously discussed, there was discussion about getting cost estimates for various improvements. Simonson stated one of the improvement options was to have flashing stop signs installed, which was estimated to cost approximately \$5,000. Simonson stated another improvement option was to have additional stop signs installed overhead for northbound and southbound Calhoun Road, which was estimated to cost approximately \$14,000. Simonson further advised the estimates were probably on the high-end and that the Streets Department advised they could assist with installing either of the two options, which would bring the costs down. Simonson advised flashing stop signs could potentially cause issues for nearby residents; therefore, she preferred the option of overhead stop signs. Lucas Pichler advised he believed the option of overhead stop signs would be more effective and agreed that the flashing stop signs could result in complaints. Charlotte Kroupa asked if the option to install overhead stop signs was within the budget. Simonson advised that the Safety Commission did not have a budget for improvements; therefore, any improvements would need to come from the City's budget. Kroupa asked if the option to install overhead stop signs could come out of the Capital Improvement Plan (CIP) budget. Simonson advised that because overhead stop signs would be a long-term solution, she believed the improvement could be made using CIP funds. Simonson also advised that because flashing stop signs would probably not be considered a long-term solution, she did not believe CIP funds could be used for the flashing stop signs.

**MOTION:** Motion to install overhead stop signs on Calhoun Road at Beloit Road for northbound and southbound traffic, contingent on available funding from CIP funds, and if not available, add the request to the 2027 budget

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

- F. **25-18:** Members of the Rogers Glen Homeowners Association have requested stop signs be added at the intersection of Mill Creek Trail and Two Ponds Court, due to concerns of increased traffic, speeding, and blind spots at the intersection.

Item not discussed

**7. SET MEETING DATE**

- A. Wednesday, May 13th, 2026

**8. ADJOURN**

**MOTION:** Motion to adjourn at 6:43 PM

**VOTE:** Motion by: Commissioner Lataille  
Second by: NBSD Representative Newman  
Motion Passed 8-0

**Respectfully Submitted,  
Captain David Rocklewitz, Secretary**