

Safety Commission Meeting Agenda



September 9, 2026 - 6:00 PM
Conference Room A/B
3805 S. Casper Drive

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AGENDA

1. **CALL TO ORDER**
2. **ROLL CALL; DECLARATION OF QUORUM; PUBLIC NOTICE**
3. **APPROVAL OF MINUTES**
 - A. May 13th, 2026 Meeting Minutes
 - B. July 8th, 2026 Meeting Minutes
4. **OLD BUSINESS**
 - A. None
5. **NEW BUSINESS**
 - A. **26-11:** A resident has expressed concerns about speeding vehicles in the 4400 block of Delphine Drive. The resident has requested a traffic study to determine the extent of the speeding problem.
 - B. **26-12:** An employee from American Tree Experts, 2100 S. Springdale Road, advised there is a dip in Springdale Road that reduces visibility when vehicles are entering/exiting driveways on Springdale Road. The complainant has requested an evaluation for reduced a speed limit or other warning signage.
 - C. **26-13:** Mike Madia, of Alert Lighting Co., 5600 S. Westridge Drive, has requested the installation of flashing stop signs at the intersection of Westridge Drive and Small Road. The requestor has volunteered to donate the flashing stop signs and has committed to maintaining the signs as long as Alert Lightning Co. remains at 5600 S. Westridge Drive.
 - D. **26-14:** Residents have requested (via Alderwoman Kroupa) to re-evaluate and reconsider adding speed humps on Church Drive, notably near the 4100 block of Church Drive.
 - E. **26-15:** A resident has expressed concerns about traffic volume in the 4200 block of Calhoun Road, especially during the times surrounding drop off and pick up at Ronald Reagan Elementary School. The resident has advised that the traffic volume makes exiting and entering driveways of residences difficult and dangerous and has suggested restricting drivers from turning northbound onto Calhoun Road from the school.
6. **TABLED ITEMS**

- A. **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.
- B. **26-7:** A resident has requested the addition of stop signs at the intersection of Coachlight Drive and Heritage Lane.
- C. **26-8:** A resident has expressed concerns about traffic around the area of Fountain Drive and Fountain Square Blvd. The concerns include speeding drivers, drivers failing to stop at the stop sign, and drivers failing to yield to pedestrians. Suggestions included the installation of sidewalks, the installation of speed humps, or making the intersection a three-way stop.

7. SET MEETING DATE

- A. Wednesday, October 14th, 2026

8. ADJOURN

Additional Information

- The agenda packet, including supplemental information related to agenda items, is available online at www.NewBerlinWI.gov. Once finalized by the governing body, approved meeting minutes will also be posted online.
- Agenda items may be taken out of order at the governing body's discretion.
- Members, and possibly a quorum, of other municipal governmental bodies may attend this meeting to gather information. However, no action will be taken by any governmental body other than the one referenced in this notice.
- Accommodations will be provided under the Americans with Disabilities Act (ADA) to meet the needs of individuals with disabilities. If you require assistance or appropriate aids and services, please contact the Office of the City Clerk at (262) 786-8610 with reasonable notice.

Safety Commission MEETING MINUTES



May 13, 2026 - 6:00 PM
Safety Building
16300 W. National Ave.

MINUTES

1. CALL TO ORDER

The meeting was called to order at 6:06 pm, by Mary English.

2. ROLL CALL; DECLARATION OF QUORUM; PUBLIC NOTICE

Present: Mary English, Chuck Garrigues, Charlotte Kroupa (Aldерwoman), Mitchell Lataille, Jim Oldham, Lucas Pichler (DPW), Dave Rocklewitz (NBPD), Justin Schulpus (NBFD), Tammy Simonson (Engineering)

Not Present: Marcus Grimm, Matt Newman (SDNB)

3. APPROVAL OF MINUTES

A. April 8, 2026 Meeting Minutes

MOTION: Motion to approve

VOTE: Motion by: Alderperson Kroupa
Second by: Battalion Chief Schulpus
Motion Passed 9-0

4. OLD BUSINESS

A. None

5. NEW BUSINESS

A. **26-5:** A resident has requested the addition of a “No Engine Braking” sign on eastbound Cleveland Avenue, west of New Berlin West Middle/High School (18695 W. Cleveland Avenue).

Mitchell Lataille advised it was his belief that the Safety Commission had already previously discussed approving “No Engine Braking” signs, which resulted multiple signs being installed throughout New Berlin. Lucas Pichler confirmed that there were several “No Engine Braking” signs installed at strategic locations throughout the City. Pichler also added Cleveland Avenue was a County highway; therefore, the New Berlin Safety Commission did not have the authority to approve a sign at the requested location. Pichler further added that the primary influx of engine braking at the requested location was most likely related to a short-term construction project at Deer Haven Golf Course. Tammy Simonson added based on the complaint, she had already reached out the contractor of the Deer Haven Golf Course project, who advised he/she would speak with the project’s truck drivers about the existing “No Engine Braking” ordinance.

MOTION: Motion to remove the item from the agenda and take no further action.

VOTE: Motion by: DPW Director Pichler
Second by: Staff Designee Rocklewitz
Motion Passed 9-0

- B. 26-6:** A resident has requested consideration of safety improvements for pedestrians on Cleveland Avenue, specifically at the intersections adjoining Brookside Pkwy and 149th Street.

Dave Rocklewitz advised this request was made by Alderwoman Gardner, on behalf of constituent. Rocklewitz added that he had already been in contact with Alderwoman Gardner and advised her that it would be added to the agenda but because Cleveland Avenue was a County highway, the New Berlin Safety Commission probably did not have the authority to approve changes at requested location. Tammy Simonson added based on the complaint, she had already reached out to the County’s Department of Public Works (DPW) Director (via email) to advise him/her of the concern and to have the item potentially placed on the County’s Safety Commission agenda for discussion. Simonson advised she had not received a response from the County’s DPW Director but planned to follow up with him/her.

MOTION: Motion to remove the item from the agenda, knowing that the City’s Engineering Department would be following up with the County’s DPW

VOTE: Motion by: City Engineer Simonson
Second by: Staff Designee Rocklewitz
Motion Passed 9-0

- C. 26-7:** A resident has requested the addition of stop signs at the intersection of Coachlight Drive and Heritage Lane.

Lucas Pichler advised this request came via an online reporting system. Pichler advised the Safety Commission discussed the same request in 2020, and again in November 2025. Pichler added although the discussion in 2020 did not result in the addition of stop signs or yield signs, the traffic study results indicated the intersection was close to warranting the addition of signs. Pichler proposed that a new traffic study be conducted at the intersection of Coachlight Drive and Heritage Lane, particularly because of the multiple recent requests for traffic control signs at the intersection and because the most recent traffic study results were from more than five years earlier.

MOTION: Motion to have the Engineering Department conduct a traffic study at the intersection of Coachlight Drive and Heritage Lane

VOTE: Motion by: Alderperson Kroupa

6. TABLED ITEMS

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

MOTION: Motion to remove item from table for discussion and possible action

VOTE: Motion by: Alderperson Kroupa
Second by: Staff Designee Rocklewitz
Motion Passed 9-0

Tammy Simonson provided the City of New Berlin Two-Way Stop/Yield Guidelines that were created from the traffic study. Simonson advised there had been zero crashes at the intersection of Marin Way and Langlade Drive in the previous five years; therefore, stop signs and/or yield signs were not warranted for the intersection based on crash history. Simonson advised based on the average traffic volume for northbound and southbound Langlade Drive (1307 vehicles per day) and eastbound and westbound Marin Way/Courtland Pkwy (831 vehicles per day), stop signs were considered to possibly be warranted. Mitchell Lataille asked if adding stop signs to the intersection could lead to crashes. Simonson and Lucas Pichler both advised adding stop signs could result in crashes. Pichler advised he had a concern with adding stop signs at the intersection, particularly because drivers traveling westbound on Courtland Pkwy and then turning right onto Langlade Drive would most likely not want to obey the stop sign. Pichler further advised that because of that, if stop signs were added at the intersection, it would need to be a four-way stop, not a two-way stop. Mary English expressed her concerns about how much signage was already on Courtland Pkwy, as well as the two merging roadways of Courtland Pkwy just east of Langlade Drive and believed adding stop signs would only make the roadway more confusing. Pichler agreed with English's comments about the amount of signage and the unique roadway design of Courtland Pkwy. English asked if stop signs were the suggestion or if yield signs were an option. Pichler advised that based on the traffic study, stop signs would be the only appropriate option. Pichler also added that based on the traffic study, the three viable options would be to recommend the addition of a four-way stop, a two-way stop, or leave the intersection uncontrolled. English asked how to determine what the best option. Pichler advised there was no way to determine which option would be most successful; however, again repeated that there was no crash history in the previous five years. Lataille suggested that if there was no apparent issue with the intersection to leave it as is. Chuck Garrigues added that the local traffic, who most likely comprised most drivers, probably understood the current intersection design. Charlotte Kroupa advised she agreed with Lataille's thoughts. Pichler advised although the Stop/Yield Guidelines did not fall in the "Stop Control" recommended zone, he understood the justification for the consideration of stop signs. English advised based on her personal observations of the intersection of Marin Way and Langlade Drive, it appeared drivers were very cautious when approaching the intersection. Pichler advised that there was significant data to show that when intersections are uncontrolled, drivers approach the intersections with more caution. Kroupa asked if speeding was an issue. Simonson advised speeding was not an issue, based on the traffic study.

MOTION: Motion to take no action, based on the current data

VOTE: Motion by: City Engineer Simonson
Second by: Staff Designee Rocklewitz

Motion Passed 9-0

- B. 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.

MOTION: Motion to remove item from table for discussion and possible action

VOTE: Motion by: Alderperson Kroupa
Second by: Staff Designee Rocklewitz
Motion Passed 9-0

Tammy Simonson provided the City of New Berlin Two-Way Stop/Yield Guidelines and speed data analysis that were created from the traffic study. Simonson advised there had been zero crashes at the intersection of Crawford Drive and Long Acre Drive in the previous five years; therefore, stop signs and/or yield signs were not warranted for the intersection based on crash history. Simonson advised based on the average traffic volume for Long Acre Drive (80 vehicles per day), no additional control measures were recommended. Simonson also added that based on the speed data analysis, speeding was not a concern in the area of the request.

MOTION: Motion to take no action, based on the data

VOTE: Motion by: Staff Designee Rocklewitz
Second by: Commissioner English
Motion Passed 9-0

- C. 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, June 10, 2026

8. ADJOURN

MOTION: Motion to adjourn at 6:34 PM

VOTE: Motion by: Alderperson Kroupa
Second by: Board Member Oldham
Motion Passed 9-0

Respectfully Submitted,
Capt. Dave Rocklewitz, Safety Secretary

Safety Commission MEETING MINUTES



July 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 Mary English.

2. ROLL CALL; DECLARATION OF QUORUM; PUBLIC NOTICE

Present: Mary English, Charlotte Kroupa (Alderwoman), Matt Newman (SDNB), Jim Oldham, Lucas Pichler (DPW), Dave Rocklewitz (NBPD), Tammy Simonson (Engineering)

Not Present: Chuck Garrigues, Marcus Grimm, Mitchell Lataille, Justin Schulpius (NBFD)

3. APPROVAL OF MINUTES

- Because the minutes were not yet posted, the Approval of the May 13th, 2026 Minutes was moved to the next scheduled meeting date.

4. OLD BUSINESS

A. None

5. NEW BUSINESS

- A. **26-8:** A resident has expressed concerns about traffic around the area of Fountain Drive and Fountain Square Blvd. The concerns include speeding drivers, drivers failing to stop at the stop sign, and drivers failing to yield to pedestrians. Suggestions included the installation of sidewalks, the installation of speed humps, or making the intersection a three-way stop.

Anthony Rappa spoke about the concern. Rappa advised it was his belief that drivers utilized Fountain Drive as a cut-through, especially employees of ProHealth Urgent Care. Rappa also advised it was his belief that drivers frequently sped on Fountain Drive, at speeds estimated between approximately 30 mph and 50 mph. Rappa expressed concerns about the safety of pedestrians and children, due to

drivers' unsafe behaviors, as well as the lack of sidewalks and the school bus pick up/drop-off locations in the area. Rappa suggested the installation of sidewalks, the installation of speed humps, or making the intersection of Fountain Drive and Fountain Square Blvd a three-way stop, although his preferred option and the nearby condo association's preferred option was making the intersection a three-way stop.

Lucas Pichler advised he was not completely opposed to the installation of sidewalks; however, he did have questions about who would maintain them, particularly during the winter months. Pichler explained the process for the installation of speed humps. Rappa advised he was unsure if the majority of the residents in the area would approve of the installation of speed humps and was also unsure if speed humps would be effective. Tammy Simonson also added that the installation of speed humps frequently resulted in post-installation complaints. Pichler additionally explained the engineering guidelines related to stop sign installation, noting that stop signs should not be used for speed control, but would instead be considered based on crash history and/or traffic volume.

Rappa understood Pichler's and Simonson's explanations but continued to suggest making the intersection of Fountain Drive and Fountain Square Blvd a three-way stop, particularly because of concerns about drivers' speeds. Simonson again explained that stop signs should not be used for speed control. Matt Newman asked if there was any crash history in the area. Simonson advised there had been no crashes at or around the intersection in the previous five years. Simonson added the engineering department conducted a traffic study in the past; however, she was uncertain if the data would still be accurate. Mary English suggested finding a way to limit traffic from traveling east on Fountain Drive, particularly the employees of ProHealth Urgent Care and Linden Grove. Simonson advised Fountain Drive was a public roadway; therefore, preventing certain drivers from using the roadway was not an option.

Pichler advised because of the median on Fountain Square Blvd, the roadway was wider than the standard roadway; therefore, he suggested possibly changing the design of roadway by adding curb bump outs to narrow the roadway. Simonson asked if Pichler's suggestion included changing the roadway on one side or both sides of Fountain Square Blvd. Pichler advised his suggestion would be to add the curb bump outs on both sides of the roadway. Pichler also added that although he believed the curb bump outs could increase some aspects of safety in the area of the intersection of Fountain Square Blvd and Fountain Drive, it was worth noting that there would be a cost to adding the curb bumps outs and that they would also be more difficult to maintain. Pichler also suggested considering restricting drivers from turning left (southbound) from Fieldpointe Drive when Sunny Slope Road was reconstructed in the future, to prevent traffic from backing up on Fieldpointe Drive and potentially encouraging more drivers to travel westbound on Fieldpointe Drive. Charlotte Kroupa advised that although she understood Pichler's suggestion, she also wondered if restricting drivers from turning left (southbound) from Fieldpointe Drive would just push more traffic eastbound on Fieldpointe Drive, toward Fountain Drive. Simonson advised she was not opposed to the idea of adding the curb bump outs on Fountain Square Blvd but noted doing so would not necessarily assist with the speeding concern on Fountain Drive.

Simonson created and presented some rough designs of geometrical roadway changes for the area of Fountain Drive and Fountain Square Blvd but also advised she would need more time to come up with

a design that seemed most appropriate to address the potential traffic volume and speeding concerns. Kroupa asked if a traffic study on Fountain Drive was needed to determine if there were any confirmed issues. Simonson advised a traffic study was an option but also suspected it would not show any notable concerns. Simonson advised if it was deemed appropriate, she wanted to continue to design potential geometrical roadway changes for the area of Fountain Drive and Fountain Square Blvd for future consideration.

MOTION: Motion to direct the Engineering Department to design geometrical roadway changes/options for the area of Fountain Drive and Fountain Square Blvd, to be brought back to the Safety Commission for future discussion and consideration

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

Citizens providing comments:

- Anthony Rappa, 13410 W. Fountain Drive

- B. 26-9:** A resident has requested the evaluation of vehicle speeds and potential traffic calming measures in the Conservancy subdivision, particularly at the intersection of Longleaf Drive and Conservancy Drive.

Lucas Pichler advised this request was brought forward by a citizen to the public works department. Pichler advised the citizen's belief was that because drivers were turning onto Conservancy Drive from Janesville Road and because of the openness of the subdivision, drivers were speeding and creating dangers in the Conservancy subdivision, particularly at the intersection of Longleaf Drive and Conservancy Drive. Pichler advised the citizen suggested adding "Children at Play" signs or other signs to alert drivers; however, Pichler shared that he had already explained to the citizen why advisory signs were not an ideal solution. Tammy Simonson advised she was aware of a past traffic study in the area of the complaint. Pichler confirmed that there had been a past traffic study in the area of the complaint, which he believed did not show any specific concerns or need for improvements/changes. Mary English advised that she had previously parked in the area to monitor traffic and noted that drivers appeared to be driving rather cautiously. English also advised that she noted that the speed limit sign for northbound Conservancy Drive seemed too close to Janesville Road and could potentially be overlooked when entering the subdivision; therefore, she suggested moving it farther north of the Janesville Road. After a review of Google Maps and further discussion, it was decided that English's observation and suggestion about moving the speed limit sign were sound.

MOTION: Motion to remove the current speed limit sign on Conservancy Drive (just north of Janesville Road), and have it reinstalled approximately 10 feet farther north or in a location determined by the Engineering Department

VOTE: Motion by: DPW Director Pichler
Second by: Staff Designee Rocklewitz
Motion Passed 7-0

- C. 26-10:** The police department has requested additional roadways markings on Al Stigler Pkwy due to vehicles frequently traveling in the wrong lane of traffic.

Dave Rocklewitz presented the request, specifically noting that police officers often observed drivers traveling in the wrong lanes of traffic on Al Stigler Pkwy, especially near the intersection of Al Stigler Pkwy and Casper Drive. Rocklewitz added that the problem seemed to have increased after the

designated parking lane was created on the north side of Al Stigler Pkwy and the painted lanes of travel were shifted off center. Lucas Pichler added that due to the creation of the designated parking lane, the center line was no longer on the crest of the roadway, which could create an unnatural illusion for drivers. Pichler advised because the lanes of travel were shifted to the south, and because of his own observations of vehicles traveling in the wrong lanes of traffic, he agreed with the safety concern. Mary English, Charlotte Kroupa, and Tammy Simonson also advised they had observed similar issues and believed the wrong-way drivers created a safety concern for drivers, pedestrians, and parkgoers. English advised based on her observations, the paint markings on the roadway probably needed to be redone. Rocklewitz was not certain if it was permissible but suggested adding painted arrows on the roadway to help distinguish the correct lanes of traffic. Pichler believed adding painted arrows could help but suggested limiting the locations of the arrows to the two ends of the roadway and one location near the center. Matt Newman advised he was in favor of the addition of painted arrows. Jim Oldham inquired if there was a downside to making the roadway a one-way roadway. Rocklewitz advised police department staff could adapt to a one-way roadway; however, due to the frequency of police department staff utilizing Al Stigler Pkwy, it would be less than ideal. Pichler added that the public works department's employees also frequently utilized Al Stigler Pkwy to travel between facilities in the area; therefore, a one-way roadway would create operational issues for public works department employees. Pichler suggested adding a double yellow center line to potentially minimize driver confusion. Matt Newman also suggested adding a painted stop bar at the stop sign at the intersection of Al Stigler Pkwy and Casper Drive. Pichler agreed adding a painted stop bar would be relatively simple and could also help distinguish the correct lanes of traffic.

MOTION: Motion to have the Streets Department paint a double yellow center line on Al Stigler Pkwy, from the crosswalk at Casper Drive to the crosswalk on the west side of the roadway and add a painted stop bar at the stop sign at Al Stigler Pkwy and Casper Drive.

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

6. TABLED ITEMS

- A. 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

- B. 26-7:** A resident has requested the addition of stop signs at the intersection of Coachlight Drive and Heritage Lane.

Item not discussed

7. SET MEETING DATE

- A.** Wednesday, August 12th, 2026

8. ADJOURN

MOTION: Motion to adjourn at 7:03 PM

VOTE: Motion by: Commissioner English
Second by: Staff Designee Rocklewitz
Motion Passed 7-0

Respectfully Submitted,
Capt. Dave Rocklewitz, Safety Secretary