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Police and Fire Departments

PUBLIC SAFETY COMMITTEE
Tuesday, September 27, 2016
6:30 PM
South Conference Room

Agenda

1. Call to Order
2. Approve Meeting Minutes
Action requested: review and approve
 - a) Meeting minutes of August 23, 2016
3. Discussion
Action requested: review and possible action
 - a) Robin Lane and Glenbrook Lane Intersection Concern
 - b) Cellular 9-1-1 Concerns
4. Adjourn

Dated: September 27, 2016

/s/ Connie Pukaite, Chairman

Notice is hereby given that a quorum of other governmental bodies may be present at this meeting to present, discuss and/or gather information about a subject over which they have decision-making responsibility, although they will not take formal action thereto at this meeting. Persons with disabilities requiring accommodations for attendance at this meeting should contact the City Clerk's Office at 262-236-2914, twenty-four (24) hours in advance of the meeting. Any questions regarding this agenda may be directed to the Public Safety Office at 262-242-3500, Monday through Friday, 8:00 AM - 4:30 PM.



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Police Department

DRAFT

**Public Safety Committee
 August 23, 2016
 MINUTES**

Present: Aldermen Nerbun and Pukaite; Police Chief Graff, Fire Chief Bialk, Deputy Director of Engineering Keegan, Executive Assistant Kowalchuk, press and interested public

Absent: Aldermen Hawkins,

The meeting was called to order at 6:30 p.m.

2. Approve Meeting minutes:

a) Meeting minutes of June 28, 2016

Moved by Alderman Nerbun, seconded by Alderman Pukaite to approve the meeting minutes of June 28, 2016. The motion passed by voice acclamation.

2. Discussion

a) Hidden River Speed and Stop Sign Analysis

↳ Residents present for item discussion: David Charney, President of the Hidden River Homeowners Association.

On behalf of the Hidden River Homeowners Association, Association President David Charney contacted the city and expressed concern with regard to a the Portland Avenue-Stillwater Court intersection in their neighborhood and a request was made for the installation of additional stop signs as a way of slowing down traffic that travels through this neighborhood.

James Keegan, Deputy Director of Engineering reported that current signage stops northbound traffic approaching the Portland Avenue-W. River Oaks Place intersection only, and is a result of a later adjoining Hidden River development. Traffic data collected revealed the average speed to be 24-24.5MPH; with no crash problems noted. The posted speed is 25 MPD.

Mr. Charney also mentioned concern with wild grass growing in the area of the intersection which may impede driver visibility and the fact that there are many more children riding bicycles in the subdivision. He shared that the greater concern for association members is an accident involving a bicyclist.

Further discussion resulted in committee members supporting staff recommendations of no changes to existing signage; however staff will go out to view/address any intersection visibility impairments, and additional signage will be considered at a future time if/when this intersection is reconstructed.

Attachment: 2016_08-23 Minutes_Safety_DRAFT (1903 : Meeting minutes of August 23, 2016)

b) Identity Theft Investigations

Alderman Pukaite explained that this item was on the agenda due to a concern expressed to another alderman from a resident who believes Mequon's Police Department may be spending time on identity theft and/or similar internet crimes which may be futile when officers could be available on the streets and for other calls for service.

Chief Graff explained that our officers have become adept at figuring out which identity theft cases will go somewhere and when further investigation reveals an out of state or out of country suspect location, the case is usually closed and the victim notified. Chief Graff additionally stated that the department must follow up when such cases are reported as victims expect and deserve no less.

3. Information Items**a) Municipal Lockup Inspection Report 2016**

Chief Graff reported that the department's lockup procedures have been approved and our facilities have been deemed in compliance with Wisconsin Department of Corrections regulations.

Future agenda topic suggestion

Alderman Nerbun suggested a committee review of private parking in public spaces. He commented that it has been noticed that a possible abuse of allowable public parking in front of City Hall seems to be occurring. It has additionally been noticed that said offender is putting out orange cones in effort to reserve a parking spot.

Alderman Nerbun stated he would develop this agenda topic description and bring it forward to a committee officially.

4. Adjourn

Moved by Alderman Nerbun, seconded by Alderman Pukaite to adjourn at 7:10 pm. The motion passed by voice acclamation.

Respectfully Submitted,
Diane Kowalchuk
Executive Assistant



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Office of Public Safety Committee

TO: Public Safety Committee
FROM: Steve Graff, Chief of Police
DATE: September 22, 2016
SUBJECT: Robin Lane and Glenbrook Lane Intersection Concern

BACKGROUND: Ald. Pukaite requested an analysis of the above intersection, to determine if additional signage may be necessary.

ANALYSIS: See attached memo by James Keegan, Deputy Director of Engineering.

FISCAL NOTE: \$100.00 for the sign and installation labor.

RECOMMENDATION: Staff recommends the installation of a Yield sign on N/B Robin Lane at the intersection of Glenbrook Lane.

Attachments:

Robin & Glenbrook Analysis_16 09-27 (PDF)

Robin & Glenbrook map (PDF)



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ENGINEERING/PUBLIC WORKS

To: Steve Graff, Mequon Police Chief
From: James M Keegan, P.E. Deputy Director of Engineering
Date: September 14, 2016
Subject: Robin Lane & Glenbrook Lane Intersection

Background:

At the request of the Alderman for the district, Connie Pukaite, the Engineering Department analyzed the intersection of Robin Lane and Glenbrook Lane. Resident concerns have been voiced regarding several near miss collisions as traffic approaches the subject uncontrolled intersection without yielding to oncoming traffic. Robin Lane is currently posted with a speed limit of 25 MPH.

Analysis:

The subject intersection is adjacent to the Ranch-Hickory-Chestnut major drainage way. Upon review of the intersection it was noted that brush had become overgrown in the southeast quadrant of the intersection. The overgrown brush impaired the vision of the northbound drivers approaching the intersection and impeded their ability to react to traffic approaching from the east and west. The Highway Division was notified of the overgrown brush and it has since been removed.

Given that the Ranch-Hickory-Chesnut major drainage-way will perpetually include an overgrowth of brush that may impede the sight distance of the approaching traffic, it is important for northbound drivers to yield as they approach the intersection. However, under normal circumstances conditions are such that a full stop is not always required. In a tee intersection it is typical that the perpendicular approach will include the yield or stop application.

Recommendation:

In accordance with section 2B.09 of the Manual of Uniform Traffic Control Devices (MUTCD), it is recommended that a Yield sign be placed for the northbound drivers to the Robin Lane and Glenbrook Lane intersection.

James M. Keegan, P.E.
 Deputy Director of Engineering

Attachments:
 Section 2B.09 MUTCD

Attachment: Robin & Glenbrook Analysis_16 09-27 (1885 : Robin & Glenbrook Intersection)

Section 2B.08 YIELD Sign (R1-2)**Standard:**

- 01 **The YIELD (R1-2) sign (see Figure 2B-1) shall be a downward-pointing equilateral triangle with a wide red border and the legend YIELD in red on a white background.**

Support:

- 02 The YIELD sign assigns right-of-way to traffic on certain approaches to an intersection. Vehicles controlled by a YIELD sign need to slow down to a speed that is reasonable for the existing conditions or stop when necessary to avoid interfering with conflicting traffic.

Section 2B.09 YIELD Sign Applications**Option:**

- 01 YIELD signs may be installed:
- A. On the approaches to a through street or highway where conditions are such that a full stop is not always required.
 - B. At the second crossroad of a divided highway, where the median width at the intersection is 30 feet or greater. In this case, a STOP or YIELD sign may be installed at the entrance to the first roadway of a divided highway, and a YIELD sign may be installed at the entrance to the second roadway.
 - C. For a channelized turn lane that is separated from the adjacent travel lanes by an island, even if the adjacent lanes at the intersection are controlled by a highway traffic control signal or by a STOP sign.
 - D. At an intersection where a special problem exists and where engineering judgment indicates the problem to be susceptible to correction by the use of the YIELD sign.
 - E. Facing the entering roadway for a merge-type movement if engineering judgment indicates that control is needed because acceleration geometry and/or sight distance is not adequate for merging traffic operation.

Standard:

- 02 **A YIELD (R1-2) sign shall be used to assign right-of-way at the entrance to a roundabout. YIELD signs at roundabouts shall be used to control the approach roadways and shall not be used to control the circulatory roadway.**
- 03 **Other than for all of the approaches to a roundabout, YIELD signs shall not be placed on all of the approaches to an intersection.**

Section 2B.10 STOP Sign or YIELD Sign Placement**Standard:**

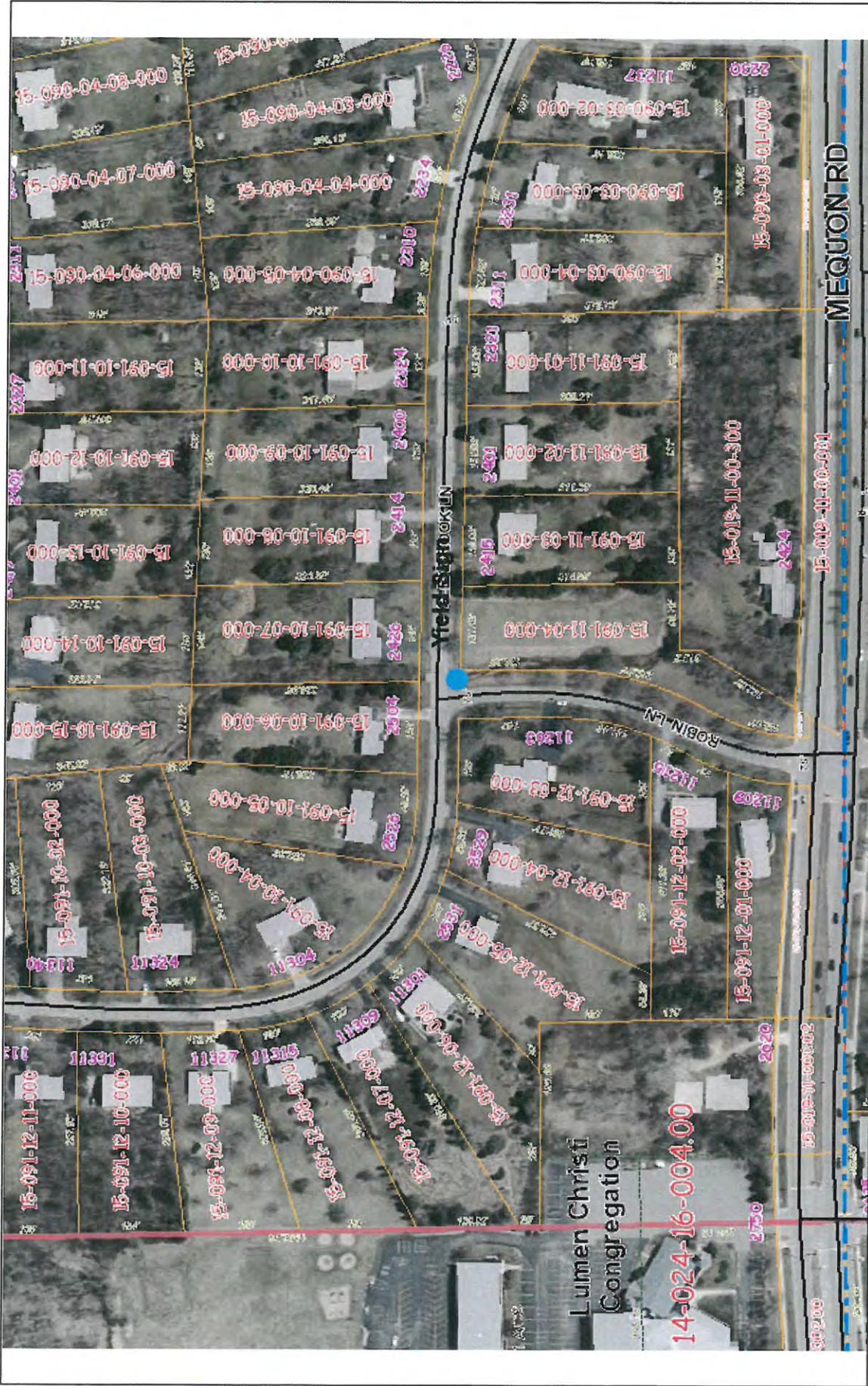
- 01 **The STOP or YIELD sign shall be installed on the near side of the intersection on the right-hand side of the approach to which it applies. When the STOP or YIELD sign is installed at this required location and the sign visibility is restricted, a Stop Ahead sign (see Section 2C.36) shall be installed in advance of the STOP sign or a Yield Ahead sign (see Section 2C.36) shall be installed in advance of the YIELD sign.**
- 02 **The STOP or YIELD sign shall be located as close as practical to the intersection it regulates, while optimizing its visibility to the road user it is intended to regulate.**
- 03 **STOP signs and YIELD signs shall not be mounted on the same post.**
- 04 **No items other than inventory stickers, sign installation dates, and bar codes shall be affixed to the fronts of STOP or YIELD signs, and the placement of these items shall be in the border of the sign.**
- 05 **No items other than official traffic control signs, inventory stickers, sign installation dates, anti-vandalism stickers, and bar codes shall be mounted on the backs of STOP or YIELD signs.**
- 06 **No items other than retroreflective strips (see Section 2A.21) or official traffic control signs shall be mounted on the fronts or backs of STOP or YIELD signs supports.**

Guidance:

- 07 *STOP or YIELD signs should not be placed farther than 50 feet from the edge of the pavement of the intersected roadway (see Drawing F in Figure 2A-3).*
- 08 *A sign that is mounted back-to-back with a STOP or YIELD sign should stay within the edges of the STOP or YIELD sign. If necessary, the size of the STOP or YIELD sign should be increased so that any other sign installed back-to-back with a STOP or YIELD sign remains within the edges of the STOP or YIELD sign.*

Option:

- 09 Where drivers proceeding straight ahead must yield to traffic approaching from the opposite direction, such as at a one-lane bridge, a TO ONCOMING TRAFFIC (R1-2aP) plaque may be mounted below the YIELD sign.



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SCALE: 1" = 200'

Print Date: 9/22/2016

Ozaukee County GIS

Glenbrook Lane & Robin Lane Intersection

DISCLAIMER: Ozaukee County does not guarantee the accuracy of the material contained here in and is not responsible for any misuse or misrepresentation of this information or its derivatives.

Attachment: Robin & Glenbrook map (1885 : Robin & Glenbrook Intersection)



TO: Public Safety Committee
FROM: Steve Graff, Chief of Police
DATE: August 15, 2016
SUBJECT: Cellular 9-1-1 Concerns

BACKGROUND: Ald. Pukaite requested that the Public Safety Committee discuss how cellular 9-1-1 calls are answered and handled in Ozaukee County and the City of Mequon. The Public Safety Committee reviewed this matter at its June 28, 2016 meeting. Staff was directed to complete a review of all cellular 9-1-1 calls which were received by the Ozaukee County Sheriff's Office (OZSO) and transferred to the Mequon Police Department in the month of March, 2016.

ANALYSIS: City Attorney Sajdak sent an open records request to the OZSO requesting the following data:

1. The date of each call
2. The time each call was received
3. The time the call was transferred to, and accepted by, the Mequon Police Department
4. The call type/reason for the call
5. The call or case identification number

Staff reviewed over 130 pages of records from the OZSO which detailed some of the requested data. Some of the data from request #3 above is not immediately available, as this data is not automatically tracked and would require someone sitting down and reviewing each call and physically noting the associated times.

Staff attempted to collate OZSO data with Mequon Police Department (MUPD) data in an effort to determine how much of a delay there is when cellular 9-1-1 calls are transferred from OZSO to MUPD. However, 30% of the call data is not complete. Using the 70% of available data, it appears that the average delay caused by the transfer of each call is approximately 1 minute and 11 seconds.

FISCAL NOTE: N/A

RECOMMENDATION: Staff recommends further discussion at the committee level, while further data is obtained and reviewed. Staff will also continue research with cellular service providers regarding further steps necessary to allow MUPD to answer the cellular 9-1-1 calls directly.