



**NOTICE OF PUBLIC MEETING
MONDAY, OCTOBER 19, 2026, 5:30 P.M.
TRAFFIC SAFETY COMMITTEE
TENTATIVE MEETING AGENDA**

- I. MEETING CALLED TO ORDER
- II. ROLL CALL
- III. CITIZEN COMMENTS
- IV. APPROVAL OF MEETING MINUTES
- V. TRAFFIC CALMING PROPOSAL PACKAGE
 - a. Idlewild Avenue
- VI. TRAFFIC CALMING ELIGIBILITY DETERMINATION
 - a. E. Essex Avenue
 - b. N. Sappington Road
- VII. NEW TRAFFIC CALMING REQUESTS
 - a. Bismark Ave
- VIII. MISCELLANEOUS BUSINESS
- IX. ADJOURNMENT

Frank Johnson
City Administrator/City Clerk

Posted 5 P.M., October 14, 2026

**MINUTES
TRAFFIC SAFETY COMMITTEE
SEPTEMBER 21, 2026 – 6 P.M.**

MEETING CALLED TO ORDER

A meeting of the Traffic Safety Committee (TSC) of the City of Glendale was held on Monday, September 21, 2026. City Administrator Frank Johnson presided and called the meeting to order at 6:00 p.m.

ROLL CALL

Members Present:

Members Absent:

- Frank Johnson, City Administrator
- Terry Jones, Public Works Superintendent
- Chris Sarantaksi, Police Captain
- Jim Silvernail, Fire Chief
- Mike Wilcox, Mayor
- Gina Fiordelisi, Board of Aldermen
- Amy Volk, Board of Aldermen

Also in attendance:

- Dan Shane, City Engineer

Mayor Wilcox made a motion to amend the agenda to include the approval of the minutes from the August 17, 2026, Traffic Safety Committee meeting. Alderwoman Volk seconded. Motion passed on a voice vote.

APPROVAL OF AUGUST 17, 2026 MINUTES

Alderwoman Volk motioned for approval of the August 17, 2026, minutes, seconded by Mayor Wilcox. Motion passed on voice vote.

CITIZEN COMMENTS

Gary Eaton, 894 Brookside, stated that he has concerns related to the location and height of a proposed retaining for a new home currently under construction at 895 Glen Elm Dr. and its impact on the line-of-sight for his driveway.

TRAFFIC CALMING REQUESTS

Mr. Johnson provided the committee with an overview of the three traffic calming requests the City has received. The requests are for Idlewild Avenue, E. Essex Avenue between Sappington and the City Limits, and N. Sappington Road between Kirkham Avenue and Manchester Road. He also provided an overview of the speed data the City has collected so far.

Mayor Wilcox stated, when looking at the speed data, some may say a certain speed represents a problem, and others may say it is not. Dan Shane, Traffic Engineer for HR Green, stated that any evaluation of a street for speeding concerns is context-sensitive and must take into account various factors, such as the presence of sidewalks, the width of the street, the volume of traffic and how comfortable it feels for pedestrians. Mr. Shane stated that the 85th percentile speed is used as a design standard in the industry, and he noted that it is typical to see average speeds that are a few miles above the posted speed limit. He also stated that the committee should consider their end goal when reviewing traffic calming options, stating that it is possible to spend a lot of effort on traffic calming measures and only lower average speeds by a few mph, a difference which might not feel noticeable.

Mr. Johnson then explained the traffic calming process as outlined in the City's official policy and review with the Committee the action they needed to take regarding the Idlewild Lane application. The Committee discussed the application and reviewed potential traffic calming options. Based on a combination of factors including the narrowness of the roadway and the proximity to a school, Public Works Superintendent Terry Jones motioned for the Committee to find Idlewild Lane eligible for traffic calming and to recommend that City staff investigate converting the street to one-way and to strip a pedestrian walking lane. Seconded by Alderwoman Volk, the motion passed on a voice vote.

REPORTS

Capt. Chris Sarantakis reported on the police department's traffic enforcement efforts on Essex Avenue. He stated they have received permission from additional property owners for use of their driveways, which should assist officers with running speed radar.

The Committee also discussed the use of regular speed humps and speed humps with cutouts. Mr. Shane stated that speed humps are typically more effective than the traditional speed bumps, which can create more of a slow down-speed up effect among drivers. The Committee asked staff about the possibility of getting data from the City of Kirkwood on their use of speed humps with cutouts.

Alderwoman Gina Fiordelisi shared a request from a resident of the Glendale Gardens Condominiums to strip Glendale Gardens Drive with lane markings when it is replaced as part of upcoming Prop S work.

Lastly, the Committee discussed the potential installation of a crosswalk on N. Sappington Rd., including its location and the effectiveness of using Rectangular Rapid Flashing Beacons (RRFB) and other flashing signals.

ADJOURNMENT

Moved by Alderwoman Volk, seconded by Capt. Sarantakis to adjourn the Traffic Safety Committee meeting at 6:59 p.m.

Traffic Calming Proposal Package – Idlewild Lane

1. Description and location of proposed measures.

Based on the speed study conducted from Aug. 27 to Sept. 1, the level of speeding on Idlewild was found to be relatively low compared to other residential streets in Glendale. However, the Traffic Safety Committee still recommended the street for traffic calming eligibility due to the narrowness of the roadway, its proximity to North Glendale Elementary, and the lack of sidewalks for pedestrian traffic.

Given these factors, staff are recommending two measures for implementation:

- A) **Conversion of Idlewild to One-Way Northbound Traffic** – The conversion is effective for the entire length of Idlewild, from Dwyer Ave. to Kirkham Ave.
- B) **Pedestrian Lane Striping** – With the conversion eliminating a lane of traffic, there would be room to stripe a pedestrian lane on a portion of the roadway.

2. Estimated installation cost and anticipated annual maintenance cost.

Cost is relatively low, focusing mostly on street signs and pavement markings. Up to 13 new signs would be needed at \$50 each. In addition, 15 gallons of white marking paint at \$140 for 5 gallons. Total up-front cost, not including staff time, totals approximately \$1,100. Annual maintenance would focus on pavement marking refreshing at approximately \$450/year.

3. Expected speed and volume reduction based on comparable implementations.

As indicated by the speed data collected by the City, the primary issue with this street is not the level of speeding, but the narrow width of the street creating potentially hazardous conditions for pedestrians or drivers, particularly those with driveway access to Idlewild.

Based on the vehicle count data from the speed cameras, the majority of traffic on Idlewild is southbound coming off Kirkham, so we anticipate that this change would substantially reduce the amount of traffic. Idlewild handles an estimated 130 vehicles per day currently, and this would drop to an estimated 33 vehicles per day for northbound traffic only.

The resident at 1112 Kirkham Ave. who submitted the traffic request has expressed concern about the speed of vehicles that approach his driveway, and there may be additional measures the Committee may wish to consider to address this concern.

However, it should be noted that the speed camera placed at the north end of Idlewild close to the intersection with Kirkham recorded an average vehicle speed for northbound traffic of only 19.73 mph and only 1 vehicle traveling at excessive speeds (0.32% of all vehicles).

4. Emergency services access assessment

The police and fire departments do not anticipate that the proposed measures would impact access for emergency services.

5. Snow removal compatibility assessment.

A one-way conversion of this street would not impact existing snow removal practices.

6. Conceptual design drawing or sketch.

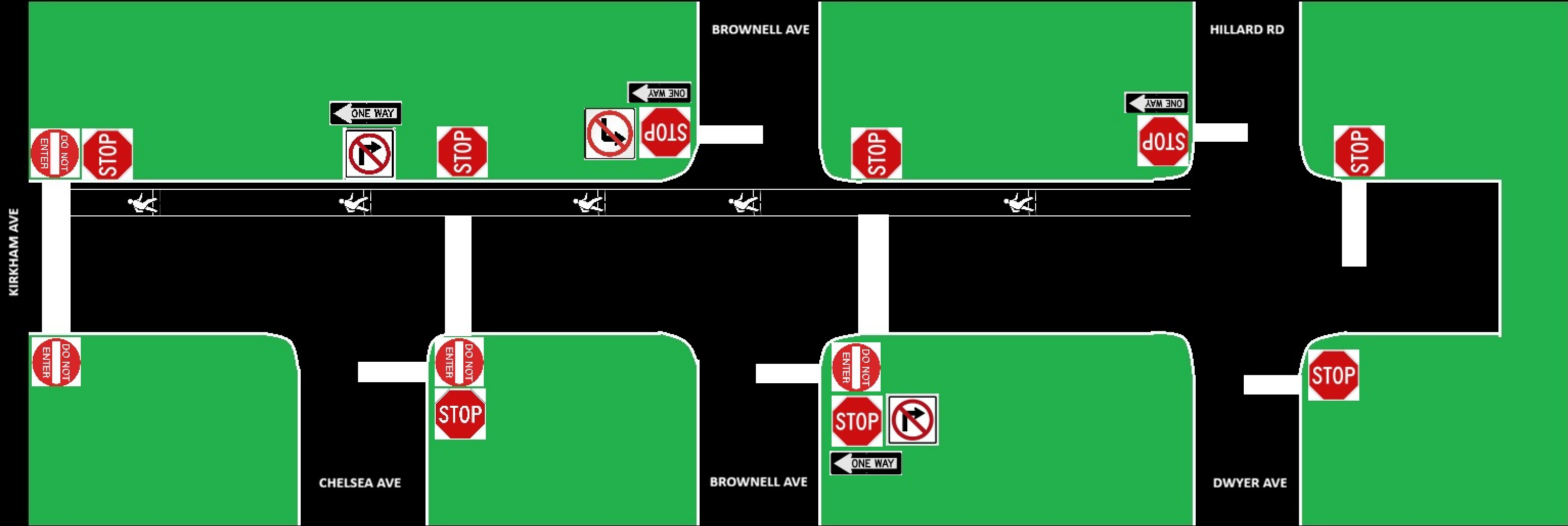
See the attached plans.

7. Identification of directly impacted properties.

Staff has identified 17 properties that would be directly impacted by the proposed traffic calming, six on the west side of the street and 11 on the east side. The addresses are listed below from north to south:

- | | |
|---------------------|----------------------|
| • 1026 Kirkham Ave. | • 1098 Chelsea Ave. |
| • 1112 Kirkham Ave. | • 21 Cambridge Ct. |
| • 5 Cambridge Ct. | • 1099 Brownell Ave. |
| • 7 Cambridge Ct. | • 1115 Brownell Ave. |
| • 1093 Chelsea Ave. | • 1046 Brownell Ave. |
| • 9 Cambridge Ct. | • 1116 Brownell Ave. |
| • 11 Cambridge Ct. | • 987 Dwyer Ave. |
| • 15 Cambridge Ct. | • 1125 Hillard Rd. |
| • 17 Cambridge Ct. | |

NOT TO SCALE



Conceptual Design - Idlewild Lane one-way conversion with pedestrian walking path shown on east side of the street. Direction of vehicular travel is northbound. 5-foot-wide pedestrian walking path identified with 2 parallel white lines and pedestrian stencils. Path begins 1-foot from curb, leaving 11.5-foot drive lane.

Traffic Calming Request Form

Submitted by:

Submitted On: 2026-08-13 18:24:15

Submission IP:

proxy IP (raw IP)

Status: Open

Priority: Normal

Print

Del

Assigned To: Gabby Macaluso

Due Date: Open

Attachments

- [leslie signature.jpg_](#) 2026 08 13 06:24:16 pm

Traffic Calming Request Form

This form can be used to request that the City evaluate a street for traffic calming measures under the City of Glendale Traffic Calming Policy and Program. Submission of this form initiates the review and evaluation process described in Section 3 of the policy. Please note that it does not guarantee that a street will be found eligible or that a project will be implemented.

Requester Information

* Name

Leslie Drewel

* Address

821 E Essex ave

* Phone

* Email

* Requesting on behalf of (check one)

☒ Individual resident or property owner

☐ Neighborhood or HOA

☐ School District

☐ Civic or Religious Institution

Location of Concern

* Street Name or Intersection

E Essex

Use the fields below to define the segment or area that you are requesting for evaluation using cross streets or other clear points of reference.

From (cross street or landmark):

West of Sappington

To (cross street or landmark):

Dickson

Description of Traffic Problem

* Nature of concern (check all that apply)

- ☒ Speeding
- ☒ Cut-through traffic
- ☐ Pedestrian Safety
- ☐ Bicyclist Safety
- ☐ Other

* Please describe the observed problem in detail

As people travel west on East Essex due to the slight incline, they speed up. Now that our street has the sidewalks and freshly paved. This has become the cut through street and the traffic has increased in speed as well coming through.

* Time(s) of day when the problem typically occurs:

Rush hour

* Day(s) of the week/frequency of the problem:

Weekday and weekend

Please upload any supporting documentation (such as photographs)

Choose File

No file chosen

Proposed Solution (optional)

If you have a suggested solution, describe it below. This information is for reference only — the City is not bound by any proposed solution and will identify appropriate measures through its own evaluation process.

Requesting speed bump at crest of hill on East Essex. Before Venneman. E Essex between Sappington and Dickson could use a few speed bumps.

Supporting Signatures and Certification

* Per Section 3.2 of the Traffic Calming Policy, your request must include signatures from at least three (3) affected residents in addition to the requester. The signature form must include their printed name, street address, signature and date.

Choose File

No file chosen

The Per Section 3.2 of the Traffic Calming Policy, your request must include signatures from at least three (3) affected residents in addition to the requester. The signature form must include their printed name, street address, signature and date. field is required

Directly impacted residents shall include all residential properties that front on the street segment proposed for traffic calming.

* Certification

☒ I certify that the information provided on this form is true and accurate to the best of my knowledge.

Questions? Contact the City Administrator's office at (314) 965 3600 or visit www.glendalemo.org. See the City of Glendale Traffic Calming Policy and Program (Section 3) for the full request, review, and approval process.



424 N. Sappington Road
Glendale, Missouri 63122
Phone: (314) 965-0000
Fax: (314) 965-2912

Robert A. Catlett, Jr., Ph.D.
Chief of Police

MEMORANDUM

TO: Traffic Safety Committee

FROM: Robert A. Catlett, Jr., Ph.D., Chief of Police

DATE: September 15, 2026

RE: Traffic Data – E. Essex Avenue

On Thursday, September 10, 2026, we placed the “stealth” traffic data collection cameras on E. Essex Avenue between Venneman Avenue and Hill Drive (700 block) with the following results:

DATES OF DEPLOYMENT	# VEHICLES	VEHICLES UNDER/AT SPEED LIMIT (0-20 MPH)	VEHICLES AT/ABOVE SPEED LIMIT (21-30 MPH)	VEHICLES ABOVE EXCESSIVE LIMIT (30+ MPH)	AVERAGE SPEED ALL VEHICLES	85 TH PERCENTILE SPEED*
9/10/2026 – 9/15/2026	10,276	3032 (29.51%)	7,244 (70.49%)	923 (8.98%)	22.96 MPH	25 MPH

Previous collection data:

E. Essex Avenue – between Venneman Avenue and Hill Drive

DATES OF DEPLOYMENT	# VEHICLES	VEHICLES UNDER/AT LIMIT	VEHICLES ABOVE SPEED LIMIT (20-30 MPH)	VEHICLES ABOVE EXCESSIVE LIMIT (30+ MPH)	AVERAGE SPEED ALL VEHICLES	85 th Percentile Speed
7/23/2026 – 7/29/2026	11,922 -1,646 -13.81%	5,930 (49.74%) -2,898 -24.31%	5,992 (50.26%) +1,252 +20.23%	265 (2.22%) +658 +6.76%	20.53 22.96 +2.43%	22 MPH 25 MPH +3 MPH

Likewise, we placed the “stealth” traffic data collection cameras on E. Essex Avenue between N. Sappington Road and Venneman Avenue (800 block) with the following results:

DATES OF DEPLOYMENT	# VEHICLES	VEHICLES UNDER/AT SPEED LIMIT (0-20 MPH)	VEHICLES AT/ABOVE SPEED LIMIT (21-30 MPH)	VEHICLES ABOVE EXCESSIVE LIMIT (30+ MPH)	AVERAGE SPEED ALL VEHICLES	85 TH PERCENTILE SPEED*
9/10/2026 – 9/15/2026	6,663	637 (9.56%)	6,026 (90.44%)	1,288 (19.33%)	25.94 MPH	28 MPH

Previous collection data:

E. Essex Avenue – between N. Sappington Road and Venneman Avenue

DATES OF DEPLOYMENT	# VEHICLES	VEHICLES UNDER/AT LIMIT	VEHICLES ABOVE SPEED LIMIT (20-30 MPH)	VEHICLES ABOVE EXCESSIVE LIMIT (30+ MPH)	AVERAGE SPEED ALL VEHICLES	85 th Percentile Speed
7/23/2026 – 7/29/2026	8,361 -1698 -20.31%	929 -292 -1.55%	7,432 (88.89%) -1,406 -16.82%	1,420 (16.98%) -132 -1.58%	25.56 25.94 +0.38%	28 MPH 28 MPH n/a

*85th Percentile: Defined by the U.S. Department of Transportation as “the speed at or below which 85 percent of the drivers travel on a road segment. Motorists traveling above the 85th percentile speed are considered to be exceeding the safe and reasonable speed for road and traffic conditions.”

Based on the above data, we see a **decrease** in the amount of vehicles; however, an **increase** in the speeds of these vehicles. This is despite our increased dedicated enforcement efforts in this area in the previous month. We will increase our directed enforcement efforts in this area during the rest of September in hopes of slowing traffic speeds.

COLOR CODING

Green = Lower than average, compared to all speed data collected.

Yellow = At the average, compared to all speed data collected.

Red = Above the average, compared to all speed data collected.



Internal Memorandum

TO: Frank Johnson, City Administrator

FROM: Terry Jones, Public Works Superintendent

DATE: October 1, 2026

RE: E. Essex Ave Field Assessment

Frank,

The city has received reports of speeding vehicles and a traffic calming request from property owners along or near the portion of E. Essex Ave between N. Sappington Rd and the shared city limit line with the City of Kirkwood.

In response, city staff installed traffic data collectors along this portion of E. Essex Ave from September 10–15, 2026. Using the collected data, a traffic report was prepared and shared with you and the Police Chief on September 15.

In addition to the traffic data collection, the city's Traffic Calming Policy requires a Field Assessment of the roadway. The Field Assessment considers the following conditions:

- Street width, number of lanes, and presence of parking lanes
- Sight distance and horizontal alignment
- Location of driveways, intersections, and access points
- Proximity to schools, parks, bus stops, and senior facilities
- Existing traffic control devices, including signs, signals, and pavement markings
- Utility infrastructure that may affect device placement
- Snowplow routes and snow removal logistics

Roadway Characteristics

E. Essex Ave is a two-lane asphalt roadway running east and west between N. Sappington Rd and the shared city limit line with the City of Kirkwood, with one lane of traffic in each direction.

The posted speed limit along the entire length of this street section is 20 MPH.

E. Essex Ave has vertical concrete curb and gutter along both sides of the street, with an ADA sidewalk extending along the north side. Pavement markings indicate crosswalks at the intersections of Hill Dr and Venneman Ave. The sidewalk along E. Essex Ave connects to a larger sidewalk network in the surrounding area. There is no sidewalk along the south side of the street.

Street parking is restricted along both sides of E. Essex Ave for the entire length of the street. The city's Parking Assessment Report recommends no change to the existing parking restriction.

The total length of this street section is approximately 1,368 feet (0.23 miles), with a consistent pavement width of 24 feet, measured from the face of one curb to the face of the opposite curb.

There are 27 homes adjacent to this street section. Of those, 24 have driveway access directly to E. Essex Ave, and 22 homes have an E. Essex Ave address.

Proximity to Public Facilities

The approximate distance from the intersections along E. Essex Ave to the entrance of the parking lot at N. Glendale Elementary School is:

- E. Essex Ave / Hill Dr: 3,840 feet (0.73 miles)
- E. Essex Ave / Venneman Ave: 3,335 feet (0.63 miles)
- E. Essex Ave / N. Sappington Rd: 2,594 feet (0.49 miles)

The approximate distance to the entrance of the parking lot at the Kirkwood Early Childhood Center in Oakland is:

- E. Essex Ave / Hill Dr: 3,443 feet (0.65 miles)
- E. Essex Ave / Venneman Ave: 2,917 feet (0.55 miles)
- E. Essex Ave / N. Sappington Rd: 2,193 feet (0.41 miles)

The approximate distance to the entrance of the parking lot at Glendale City Hall is:

- E. Essex Ave / Hill Dr: 1,604 feet (0.30 miles)
- E. Essex Ave / Venneman Ave: 1,111 feet (0.21 miles)
- E. Essex Ave / N. Sappington Rd: 358 feet (0.07 miles)

Utilities and Infrastructure

This street section contains a significant amount of surface and subsurface utility infrastructure, including the city's recently updated stormwater collection system.

Because the city completed a major improvement project on E. Essex Ave in 2025, detailed utility information is available for the roadway. Any placement of traffic calming or other traffic control devices should consider existing stormwater flow patterns, inlet locations, and underground utility infrastructure.

Snow Removal

E. Essex Ave is classified as a minor collector and receives preferential treatment during snowfall events. Collector streets are cleared before adjoining secondary streets, and snowplow crews are instructed to clear snow and ice from E. Essex Ave more frequently than secondary streets.

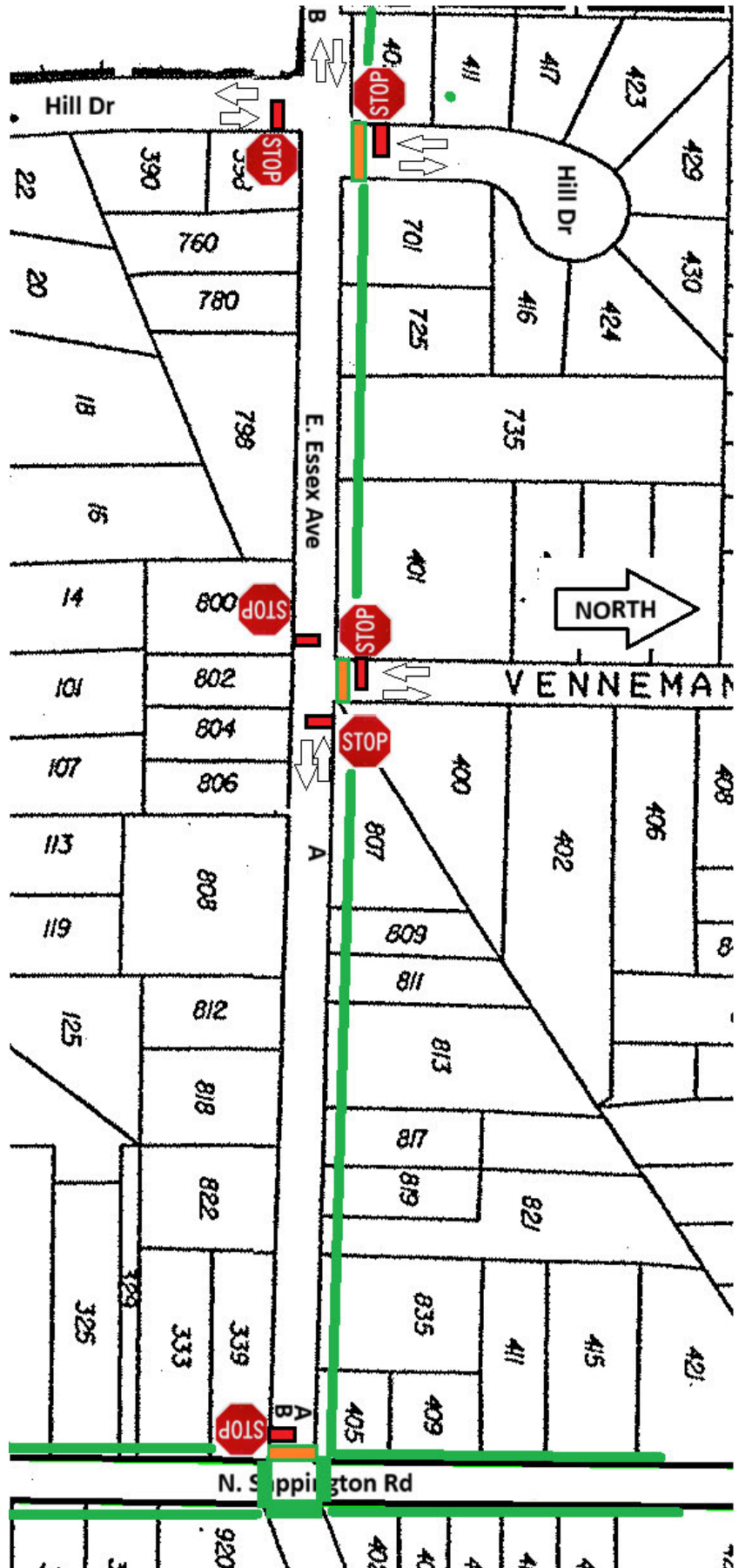
Any traffic calming device installed along E. Essex Ave should therefore be evaluated for its potential effect on snowplow operations and snow removal logistics.

Roadway Alignment, Sight Distance, and Traffic Control

The attached roadway detail illustrates the street's length, width, alignment, sightline distances, and intersection locations.

The detail depicts the existing roadway conditions as follows:

- Stop sign locations and orientations are shown as they currently exist.
- White stop bar pavement markings are shown as red rectangles with black outlines at each intersection.
- White pedestrian crosswalk pavement markings at intersections are shown in green.
- The ADA sidewalk along the north side of E. Essex Ave is shown in green.
- Longitudinal sightlines extend between points A–A and B–B.
- The distance between A–A is approximately 560 feet.
- The distance between B–B is approximately 1,359 feet.
- Parking is restricted along both sides of E. Essex Ave for the entire length between N. Sappington Rd and the shared city limit line with the City of Kirkwood.
- There are no traffic signals or mid-block pedestrian crossings along E. Essex Ave.



Traffic Calming Request Form

Print

Del

Submitted by:

Submitted On: 2026 09 02 18:42:33

Submission IP:
proxy-IP (raw-IP)

Status: Open

Priority: Normal

Assigned To: Frank Johnson

Due Date: Open

Attachments

- [Signed Glendale Traffic Calming Request Sappington Rd.pdf](#) 2026 09 02 06:42:35 pm

Traffic Calming Request Form

This form can be used to request that the City evaluate a street for traffic calming measures under the City of Glendale Traffic Calming Policy and Program. Submission of this form initiates the review and evaluation process described in Section 3 of the policy. Please note that it does not guarantee that a street will be found eligible or that a project will be implemented.

Requester Information

* Name

Amber Jacobs

* Address

1350 N Sappington Rd

* Phone

* Email

* Requesting on behalf of (check one)

- ☒ Individual resident or property owner
- ☒ Neighborhood or HOA
- ☐ School District
- ☐ Civic or Religious Institution

Location of Concern

* Street Name or Intersection

Sappington Road between Manchester Road and Kirkham Avenue.

Use the fields below to define the segment or area that you are requesting for evaluation using cross streets or other clear points of reference.

From (cross street or landmark):

Sappington Rd/Manchester Rd

To (cross street or landmark):

Sappington Rd/Kirkham Ave

Description of Traffic Problem

* Nature of concern (check all that apply)

- ☒ Speeding
- ☒ Cut-through traffic
- ☒ Pedestrian Safety
- ☒ Bicyclist Safety
- ☐ Other

* Please describe the observed problem in detail

We are petitioning the City of Glendale to conduct a formal traffic and pedestrian safety evaluation along Sappington Rd. between Manchester Rd. and Kirkham Ave. While school hour crossing details help at Kirkham, consistent foot traffic continues both during and outside of regular school hours, including evenings and weekends, along this specific stretch as children walk across Sappington to visit friends, play, and navigate the neighborhood alongside parents with strollers and dog walkers. This stretch spans 0.6 miles (about a 12-minute walk) across 6 blocks without a single stop sign, encouraging higher speeds, even though Sappington features multiple stop signs further south past the school. These high vehicle speeds also make pulling out from side streets difficult and dangerous for local residents. Expecting kids to walk several blocks out of their way down to Kirkham Road during non-school hours just to cross over to a neighbor's house is not realistic, leading to risky mid-block crossings. The current volume of speeding drivers creates an immediate hazard for both pedestrians and drivers.

* Time(s) of day when the problem typically occurs:

Daily between 8am - 7pm

* Day(s) of the week/frequency of the problem:

M-F peak traffic between 8-10am and 4-7pm; weekends are not as consistent but Saturday afternoons can have heavier than normal high speed traffic as well.

Please upload any supporting documentation (such as photographs)

Choose File No file chosen

Proposed Solution (optional)

If you have a suggested solution, describe it below. This information is for reference only — the City is not bound by any proposed solution and will identify appropriate measures through its own evaluation process.

Because this section's staggered intersection layout makes a traditional four-way stop difficult, we are requesting that the city collect formal speed and traffic volume data to evaluate targeted pedestrian safety solutions—such as a button activated flashing beacon (RRFB) or curb extensions (bulb outs)— alongside active speed enforcement and speed reduction measures to make Sappington safer for all neighborhood residents. We feel the problem is two fold: excessive speeding and the lack of any safe place to cross. Drivers routinely turn off Manchester Road maintaining 30-plus mph speeds directly into a residential area without slowing down. Implementing a solution that forces drivers to slow down or yield will naturally increase driver awareness, limit their ability to build up speed over this 0.6-mile stretch, and discourage cut-through traffic overall.

Supporting Signatures and Certification

*** Per Section 3.2 of the Traffic Calming Policy, your request must include signatures from at least three (3) affected residents in addition to the requester. The signature form must include their printed name, street address, signature and date.**

Choose File

No file chosen

The Per Section 3.2 of the Traffic Calming Policy, your request must include signatures from at least three (3) affected residents in addition to the requester. The signature form must include their printed name, street address, signature and date. field is required

Directly impacted residents shall include all residential properties that front on the street segment proposed for traffic calming.

*** Certification**

☒ **I certify that the information provided on this form is true and accurate to the best of my knowledge.**

Questions? Contact the City Administrator's office at (314) 965-3600 or visit www.glendalemo.org. See the City of Glendale Traffic Calming Policy and Program (Section 3) for the full request, review, and approval process.



Robert A. Catlett, Jr., Chief of Police

424 North Sappington Road
Glendale, Missouri 63122
314-965-0000 • Fax 314-965-2912

TO: Traffic Safety Committee

FROM: Robert A. Catlett, Jr., Chief of Police

DATE: October 13, 2026

RE: Review of Traffic Data from "Stealth" Radar Cameras

Attached herewith you will find the results of traffic data from our new "Stealth Radar Cameras," which were installed in the 900 and 1200 blocks of N. Sappington Road from Friday, October 2, 2026, through Wednesday, October 7, 2026.

Some definitions for clarification. For direction, the manufacturer, "Stalker Radar," uses the terms "Closing" (vehicles traveling towards the camera) and "Away" (vehicles traveling away from the camera). The "Excessive Speed Threshold" can be set for any speed above the Posted Speed Limit; however, in this particular instance, Terry and I chose 10 MPH above the speed limit as this is the Police Department's "speed tolerance" where a ticket or warning would be issued to a violator.

The following summarizes the full reports attached:

N. Sappington Road at Victoria Place (900 block)

SPEED LIMIT	TOTAL VEHICLE COUNT	VEHICLES UNDER/AT LIMIT	VEHICLES ABOVE SPEED LIMIT (25-35 MPH)	VEHICLES ABOVE EXCESSIVE LIMIT (35+ MPH)	AVERAGE SPEED ALL VEHICLES	85 th Percentile Speed	MAXIMUM SPEED DETECTED
25	28,868	5,336 (18.48%)	23,532 (81.52%)	2,714 (9.4%)	29.09	33 MPH	102 MPH*

N. Sappington Road at Joanna Avenue (1200 block)

SPEED LIMIT	TOTAL VEHICLE COUNT	VEHICLES UNDER/AT LIMIT	VEHICLES ABOVE SPEED LIMIT (25-35 MPH)	VEHICLES ABOVE EXCESSIVE LIMIT (35+ MPH)	AVERAGE SPEED ALL VEHICLES	85 th Percentile Speed	MAXIMUM SPEED DETECTED
25	29,348	4,335 (14.77%)	25,013 (85.23%)	2,340 (7.97%)	29.26	33 MPH	53 MPH

*There were approximately 30 vehicles traveling above 46 MPH. The 102 MPH speed is probably a double sample speed. I'm going to assume these vehicles were emergency vehicles enroute to emergency calls.



Internal Memorandum

TO: Frank Johnson, City Administrator

FROM: Terry Jones, Public Works Superintendent

DATE: October 14, 2026

RE: Field Assessment – N. Sappington Rd between Manchester Rd and Kirkham Ave

Frank,

The city has received reports of speeding vehicles and a traffic calming request from property owners along or near the portion of N. Sappington Rd between Manchester Rd and Kirkham Ave.

In response, city staff installed traffic data collectors along this portion of N. Sappington Rd from October 2 through October 7, 2026. The collected data was provided to you on October 7.

In addition to collecting traffic data, the city's Traffic Calming Policy requires a field assessment of the roadway that considers the following conditions:

- Street width, number of lanes, and presence of parking lanes
- Sight distance and horizontal alignment
- Location of driveways, intersections, and access points
- Proximity to schools, parks, bus stops, and senior facilities
- Existing traffic control devices, including signs, signals, and pavement markings
- Utility infrastructure that may affect device placement
- Snowplow routes and snow removal logistics

Roadway Characteristics

N. Sappington Rd in Glendale is a two-lane asphalt roadway with vertical concrete curb and gutter along both sides. The roadway runs in a straight north-south alignment between Manchester Rd to the north and a point approximately 105 feet south of the south curb line of Lockwood Ave, which is the shared city limit line with the City of Oakland.

This field assessment focuses on the portion of N. Sappington Rd extending from Manchester Rd south to Kirkham Ave.

Concrete sidewalks run parallel to the roadway on both sides, approximately two feet behind the curb, with a grassy strip between the sidewalk and curb. ADA-compliant sidewalk ramps are located at each corner of every intersection along the corridor.

Decorative streetlights are located along both sides of the roadway and are positioned to illuminate the side-street intersections.

The posted speed limit is 25 mph. Permanent No Parking signs prohibit parking on both sides of the street.

The assessed roadway segment is approximately 2,528 feet (0.48 mile) long and has a consistent curb-to-curb width of 24 feet, providing an 11-foot drive lane in each direction.

Properties and Access Points

There are 39 residential properties bordering N. Sappington Rd between Manchester Rd and Kirkham Ave. Of these, 25 have driveways providing direct access to the roadway.

In addition to the residential properties, the corridor includes two commercial properties and one church. The commercial properties are located on opposite sides of N. Sappington Rd at the intersection with Manchester Rd. Each property has one parking lot entrance/exit connected to N. Sappington Rd.

The church, located at 1365 N. Sappington Rd, has two connections to the roadway, one serving as an entrance and the other as an exit.

Sight Distance and Roadway Alignment

The roadway has a straight horizontal alignment, with no apparent longitudinal sight-distance concerns. Motorists traveling north or south between Manchester Rd and Kirkham Ave generally have more than 300 feet of visibility in either direction.

However, sight distance is restricted at the intersections of Victoria Ave & Place and N. Sappington Rd due to tall retaining walls located near the right-of-way line. These walls can obstruct the view of approaching traffic for motorists entering N. Sappington Rd from Victoria Ave & Place, often requiring them to advance into the crosswalk to obtain an adequate view of traffic. The retaining walls can also obstruct motorists' views of pedestrians using the sidewalks, particularly children.

Bicycle Facilities and Pavement Markings

N. Sappington Rd is designated as a shared-use facility, permitting bicycle traffic in both directions.

The roadway and intersections contain the following pavement markings:

- Double-yellow centerline markings designating a no-passing zone.
- White stop bars identifying stopping locations for traffic entering N. Sappington Rd from side streets.
- A white stop bar for southbound traffic approaching Kirkham Ave.
- White stop bars, lane delineation markings, and directional arrows identifying stopping locations and turning movements for northbound traffic approaching Manchester Rd.
- White bicycle pavement markings at multiple locations along the corridor.
- White crosswalk markings across the side-street approaches at intersections along N. Sappington Rd.

Proximity to Public Facilities

The following distances identify the locations of the parking lot entrances at N. Glendale Elementary School and Glendale City Hall relative to the intersections at the ends of the assessed corridor.

N. Glendale Elementary School

- From N. Sappington Rd and Kirkham Ave: 0 feet.
- From N. Sappington Rd and Manchester Rd: approximately 2,574 feet (0.48 mile).

Glendale City Hall

- From N. Sappington Rd and Manchester Rd: approximately 4,974 feet (0.94 mile).
- From N. Sappington Rd and Kirkham Ave: approximately 2,304 feet (0.44 mile).

Utility Infrastructure

The corridor contains numerous surface and subsurface utilities, including water, sewer, communications, stormwater, electric, and gas infrastructure.

Because the city is currently undertaking a major improvement project along N. Sappington Rd, detailed utility information is available to assist in evaluating potential traffic calming devices and determining suitable installation locations.

Snow Removal Operations

N. Sappington Rd is classified as a collector or major roadway within Glendale's street network. During snow and ice events, collector streets are prioritized for clearing before adjoining secondary streets. Snowplow crews are instructed to service N. Sappington Rd more frequently than secondary streets.

Any proposed traffic calming or pedestrian safety device should be evaluated for compatibility with snowplow operations and the city's snow removal practices.

Pedestrian Crossing Considerations

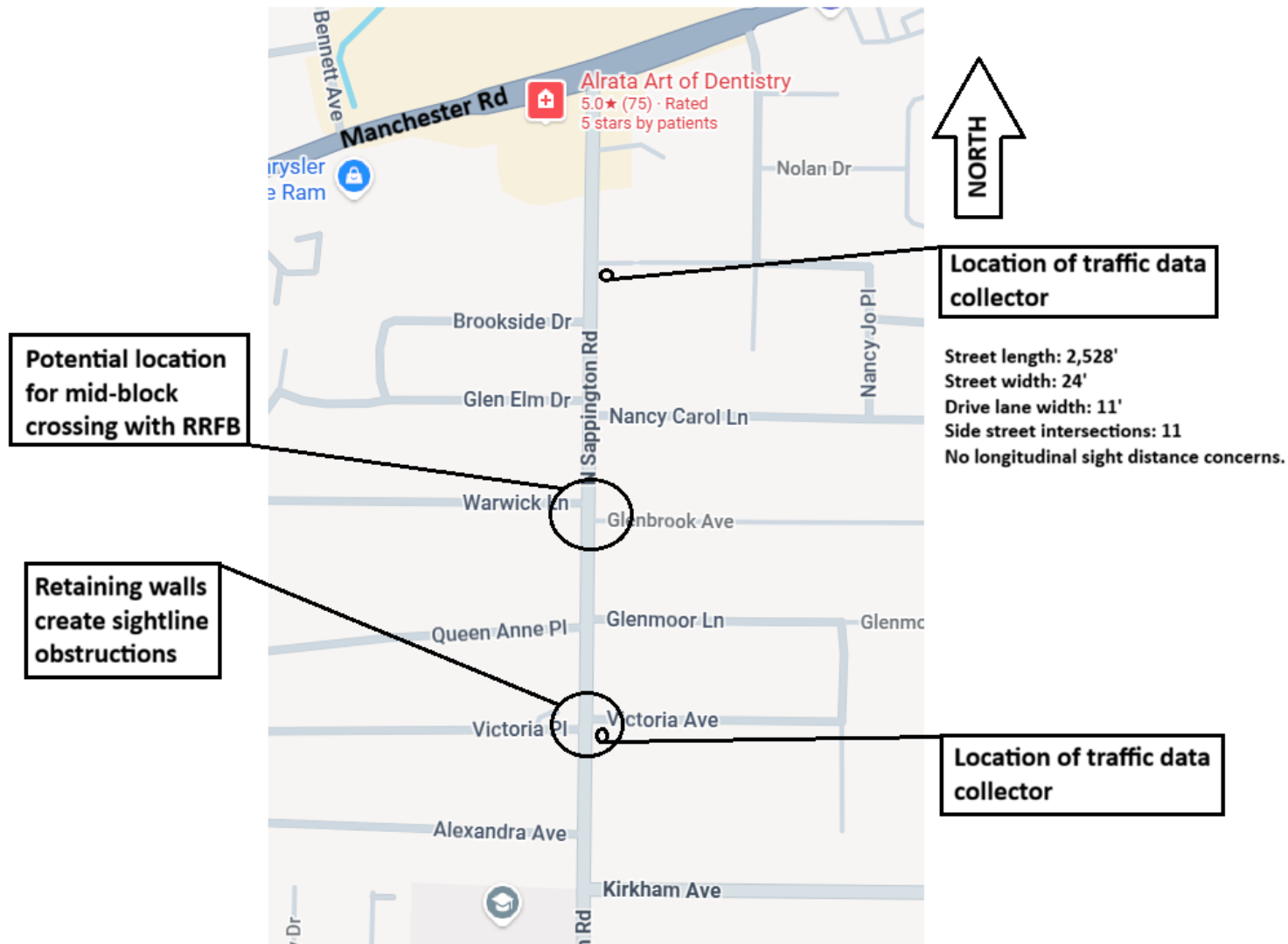
Except for the crossing at Manchester Rd, there are currently no designated crosswalks along the assessed corridor that allow pedestrians to cross N. Sappington Rd between the two sides of the street. This includes the intersection at Kirkham Ave, where the nearest crosswalk is located south of Kirkham Ave, in front of N. Glendale Elementary School.

Residents have requested a new midblock pedestrian crossing approximately halfway between Manchester Rd and Kirkham Ave. City staff, the project's engineers, and the contractor agree that a midblock crossing could be incorporated at Warwick Lane/Glenbrook Ave.

The city has budgeted for the purchase of a rectangular rapid-flashing beacon (RRFB) to improve pedestrian visibility at a designated crossing along N. Sappington Rd. Public Works staff would be responsible for installing the equipment.

Roadway Detail

A roadway detail is provided below to illustrate the length, width, alignment, and access points along the assessed portion of N. Sappington Rd.



Traffic Calming Request Form

Print

Del

Submitted by:

Submitted On: 2026 10 08 19:42:59

Submission IP:
proxy-IP (raw-IP)

Status: Open

Priority: Normal

Assigned To: Frank Johnson

Due Date: Open

Attachments

- [image.jpg_](#) 2026 10 08 07:43:00 pm

Traffic Calming Request Form

This form can be used to request that the City evaluate a street for traffic calming measures under the City of Glendale Traffic Calming Policy and Program. Submission of this form initiates the review and evaluation process described in Section 3 of the policy. Please note that it does not guarantee that a street will be found eligible or that a project will be implemented.

Requester Information

* Name

Samantha Syrett

* Address

761 BISMARK AVE

* Phone

* Email

* Requesting on behalf of (check one)

- ☒ Individual resident or property owner
- ☐ Neighborhood or HOA
- ☐ School District
- ☐ Civic or Religious Institution

Location of Concern

* Street Name or Intersection

Bismark Ave

Use the fields below to define the segment or area that you are requesting for evaluation using cross streets or other clear points of reference.

From (cross street or landmark):

Berry

To (cross street or landmark):

Rock hill

Description of Traffic Problem

* Nature of concern (check all that apply)

- ☒ Speeding
- ☐ Cut-through traffic
- ☒ Pedestrian Safety
- ☒ Bicyclist Safety
- ☐ Other

* Please describe the observed problem in detail

The parked cars on Bismark and the hills make it impossible to see cars coming, especially in the morning and evenings when it is busy. Very low visibility at all times. There is a bus stop at the end of Bismark (Berry road) and there are kids walking on bismark WITHOUT a side walk and cars speeding and swerving around parked cars

* Time(s) of day when the problem typically occurs:

630am-830pm

* Day(s) of the week/frequency of the problem:

Every day

Please upload any supporting documentation (such as photographs)

Choose File

No file chosen

Proposed Solution (optional)

If you have a suggested solution, describe it below. This information is for reference only — the City is not bound by any proposed solution and will identify appropriate measures through its own evaluation process.

Ideally, there would be a sidewalk on Bismark Ave connecting rock hill portion of bismark to Berry. I would also be so pleased to see 1 2 speed bumps to encourage drivers to be alert and drive slower.

Supporting Signatures and Certification

* Per Section 3.2 of the Traffic Calming Policy, your request must include signatures from at least three (3) affected residents in addition to the requester. The signature form must include their printed name, street address, signature and date.

Choose File

No file chosen

The Per Section 3.2 of the Traffic Calming Policy, your request must include signatures from at least three (3) affected residents in addition to the requester. The signature form must include their printed name, street address, signature and date. field is required

Directly impacted residents shall include all residential properties that front on the street segment proposed for traffic calming.

* Certification

- ☒ I certify that the information provided on this form is true and accurate to the best of my knowledge.

Questions? Contact the City Administrator's office at (314) 965 3600 or visit www.glendalemo.org. See the City of Glendale Traffic Calming Policy and Program (Section 3) for the full request, review, and approval process.