



**NOTICE OF PUBLIC MEETING
JANUARY 5, 2026 – 7:00 P.M.
BOARD OF ALDERMEN MEETING
TENTATIVE AGENDA**

- I. MEETING CALLED TO ORDER
- II. ROLL CALL
- III. APPROVAL OF AGENDA
- IV. APPROVAL OF DECEMBER 1, 2025 MINUTES
- V. CITIZEN COMMENTS
- VI. PRESENTATIONS
 - a. National Fire Prevention Week Poster Contest Winners
 - b. Vial of Life initiative
- VII. ORDINANCES FOR FIRST READING

PUBLIC HEARING – ORDINANCE B01-25 AMENDING FENCE REGULATIONS

B01-25 AN ORDINANCE AMENDING SECTION 400.805 OF THE CODE OF ORDINANCES OF THE CITY OF GLENDALE, MISSOURI, PERTAINING TO FENCE REGULATIONS IN THE CITY OF GLENDALE

- VIII. DISCUSSION ITEMS
 - a. Electric Bicycle and Scooter Regulations
 - b. Traffic Calming Committee Proposal
 - c. Electric/Invisible Pet Containment Fences

- IX. ADJOURNMENT

- X. EXECUTIVE SESSION

Notice is hereby given that, subject to a motion duly made and adopted, the Board of Aldermen will hold a closed meeting pursuant to (i) RSMo Section 610.021(1) for the purpose of dealing with matters relating to privileged communications between the City's representatives and its attorney; (3) hiring, firing, disciplining of particular employees; and (13) individually identifiable personnel records/performance ratings.



MINUTES
BOARD OF ALDERMEN MEETING
December 1, 2025 –7:00 p.m.

CALL TO ORDER

A meeting of the Board of Aldermen of the City of Glendale was held on Monday, December 1, 2025. Mayor Wilcox presided and called the meeting to order at 7:00 p.m.

PLEDGE OF ALLEGIANCE

Mayor Wilcox led the Pledge of Allegiance.

ROLL CALL

Aldermen Present

Aldermen Absent

Alderman Nauman
Alderwoman Capshaw Cushing
Alderwoman Lane
Alderwoman Fiordelisi
Alderman Stewart
Alderwoman Volk

Also present were: Frank Johnson, City Administrator; Terry Jones, Public Works Superintendent. City Attorney Brian Malone joined remotely via Microsoft Teams.

APPROVAL OF AGENDA

Moved by Alderwoman Volk, seconded by Alderwoman Capshaw Cushing, and unanimously carried, to approve the agenda as submitted.

APPROVAL OF MINUTES

Moved by Alderman Nauman, seconded by Alderwoman Lane, and unanimously carried, to approve the regular meeting minutes of November 17, 2025.

CITIZEN COMMENTS

There was no public comment.

DISCUSSION – Senior Tax Freeze Impact on Prop S Funding

Mr. Johson noted that St. Louis County reported that Glendale is projected to lose about \$192,000 in revenue due to the senior property tax freeze, affecting 567 property owners—about 25% of residential households—making Glendale the hardest-hit municipality in the county. This disproportionate impact is largely due to the timing of Prop S, passed in April 2025, which eligible seniors are effectively exempt from under the freeze.

The Board, staff, and officials with Stiffel Public Finance, Jason Terry and Martin Ghafoori discussed the impact the tax freeze will have on the City and if there’s anything the City can do to limit this impact.

The discussion focused on whether Glendale could be exempted from the senior tax freeze based on timing, but Stifel and staff confirmed this is not possible because state law does not exempt debt service and St. Louis

County revised its ordinance accordingly after legal pressure. Officials noted confusion in state law, potential and ongoing legal challenges to related property tax legislation, and that the County’s August ordinance removed the prior debt exemption, affecting all jurisdictions. There is no avenue for appeal, and the City must take a wait-and-see approach, reviewing the issue year by year. To offset the revenue loss, it was noted that taxes for those not subject to the freeze would need to increase by about six cents per \$100,000 of assessed valuation.

Mr. Terry and Mr. Ghafoori presented several possible solutions to address the Prop S funding gap caused by the tax freeze. The Board and Stiffel staff determined that annual review would be necessary to set the debt service levy ahead of the Tax Rate Hearings in September.

Mayor Wilcox noted that the Municipal Court Update from Judge Graville and the discussion of electric bike and scooter regulations would be postponed until January due to tonight’s inclement weather.

**ORDINANCES FOR
SECOND READING &
FINAL APPROVAL**

Bill 27-25 – Public Works
Emergency Response Mutual
Aid Agreement (Assigned Ord.
No. 27-25)

Mayor Wilcox introduced Bill 27-25, an ordinance approving and authorizing the City of Glendale, Missouri, to enter into the public works emergency response mutual aid agreement and authorizing the execution of said agreement on behalf of the city.

Moved by Alderwoman Lane and seconded by Alderman Stewart and unanimously carried to approve the second reading of Bill 27-25 by title only.

Moved by Alderwoman Lane, seconded by Alderwoman Capshaw Cushing to provide final approval of Bill 27-25.

The vote thereon was as follows:

Alderman Nauman	“Aye”
Alderwoman Volk	“Aye”
Alderwoman Capshaw Cushing	“Aye”
Alderwoman Lane	“Aye”
Alderwoman Fiordelisi	“Aye”
Alderman Stewart	“Aye”

Bill 27-25 passed with a vote of 6 Aye, 0 Nay.

Bill 28-25 – Intergovernmental
Agreement for Ambulance

Mayor Wilcox introduced Bill 28-25, an ordinance approving an intergovernmental agreement with the City of Kirkwood, Missouri, for

Service (Assigned Ord. No. 28-25)

the providing of ambulance service and authorizing the execution of said agreement on behalf of the City of Glendale, Missouri.

Moved by Alderwoman Lane and seconded by Alderwoman Volk and unanimously carried to approve the second reading of Bill 28-25 by title only.

Mr. Johnson noted that the Kirkwood City Council gave their approval to a revised ambulance service proposal that removes the \$100 call-out fee for each transport in Glendale and Warson Woods. Kirkwood will now instead bill all non-residents (not just those from Glendale or Warson Woods) an additional fee of \$200, bringing the total billed cost of an ambulance transport to \$1,450.

Moved by Alderman Stewart, seconded by Alderwoman Lane to provide final approval of Bill 28-25.

The vote thereon was as follows:

Alderman Nauman	“Aye”
Alderwoman Volk	“Aye”
Alderwoman Capshaw Cushing	“Aye”
Alderwoman Lane	“Aye”
Alderwoman Fiordelisi	“Aye”
Alderman Stewart	“Aye”

Bill 28-25 passed with a vote of 6 Aye, 0 Nay.

REPORTS

Mr. Johnson provided an update of city activities to the Board. He reminded the Board of upcoming open houses for the Blueprint Glendale Comprehensive Plan on Monday, Dec. 8, at 5:30 p.m. and for the second phase of the E. Essex Ave. Improvement Project on Thursday, Dec. 11, at 6 p.m. Mayor Wilcox also noted that the Christmas Tree Lighting would take place this Friday, Dec. 5.

ALDERMEN COMMENTS

Alderwoman Fiordelisi noted that there continued to be community discussion regarding the location of electric fences for dogs, particularly in front yards, and requested that the Board consider adding it as a discussion item at a future meeting.

ADJOURN

Moved by Alderwoman Lane, seconded by Alderwoman Capshaw Cushing to adjourn to the Board of Aldermen public meeting at 7:56 p.m.

AN ORDINANCE AMENDING SECTION 400.805 OF THE CODE OF ORDINANCES OF THE CITY OF GLENDALE, MISSOURI, PERTAINING TO FENCE REGULATIONS IN THE CITY OF GLENDALE

WHEREAS, Chapter 400 of the Code of Ordinances of the City of Glendale, Missouri, imposes certain rules and regulations to the permitted uses of buildings and premises in the various zoning districts within the City of Glendale, Missouri (the “City”); and

WHEREAS, City staff has proposed that Section 400.805 of the Glendale City Code be amended with regard to the permitted materials used for fences, and to designate certain non-standard fencing materials as impermissible; and

WHEREAS, the City Plan Commission reviewed the proposed amendment at its meeting on November 12, 2025, and has recommended that the Board of Alderman approve such amendment; and

WHEREAS, a public hearing was held before the Board of Aldermen on the 5th day of January, 2026 regarding the proposed amendment, with notice published in a newspaper of general circulation within the City at least fifteen (15) days prior to such public hearing, as required by Section 89.060, RSMo and Section 400.100 of the Glendale City Code;

WHEREAS, the Board of Aldermen of the City of Glendale, Missouri, has determined that the amendments to Section 400.805 are appropriate and in the best interest of the City.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF ALDERMEN OF THE CITY OF GLENDALE, MISSOURI, AS FOLLOWS:

SECTION ONE: Section 400.805 of the Glendale Municipal Code shall be amended to read as follows (with new text in bold and deletions struck through):

Section 400.805 Fences.

A. Definitions. For the purposes of this Section, the following words and phrases shall have the meanings respectively ascribed to them by this Section:

FENCE

Any permanent partition, structure, or gate erected as a dividing marker, barrier, or enclosure encircling either wholly or any portion of any area.

FRONT YARD

Includes the ground between the front building line of a lot and the property line if the lot is not built on, or if built on between the front line of the constructed primary structure extended to both side property lines of such lot, and the front property line of the lot. If such lot is a corner lot then, in addition to the front yard described above, the front yard, if such corner lot is not built on, shall also include the ground between the front building line and the side property line on the side of such lot, or if built on, between the side line of the constructed primary structure and the side property line extended to both the front and rear yard lot lines. Provided, however,

that if there is a constructed primary structure to the rear of such corner lot in an adjacent lot that is closer to said side street than the constructed primary structure on the corner lot, then the front line of such adjacent building may be used to determine the front yard of the corner lot. In either event, however, the fence cannot extend beyond the rear line of the constructed primary structure on the corner lot. So that corner lots shall have a double front yard as defined herein. A “double frontage lot,” having frontage on two (2) streets that do not intersect at such lot, shall be deemed as having two (2) front yards, one (1) on each street. This definition of a “double frontage lot” shall not apply, however, to any frontages zoned residential which abut a State-maintained road.

MASONRY WALL

Any solid wall of brick, stone, ~~concrete~~ or ceramic construction above the grade level of such property.

SOLID FENCE

Any fence whose total area shall be fifty percent (50%) or more of solid material, whether of wood, metal, plastic, stone, brick, concrete or other material, and fifty percent (50%) or less of whose area shall be open space.

- B. Application To Building Commissioner Required. No person shall erect or cause to be erected a fence of any kind whatsoever without first filing an application for a fence permit with the Building Commissioner (or his/her designee) of the City. Such application shall contain information concerning the proposed dimensions and location of such fence, and the materials from which it is to be constructed. If the proposed fence appears to conform to the provisions of this Section, the Building Commissioner shall issue a permit. Each application for a fence permit shall be accompanied with payment of a permit fee of twenty-five dollars (\$25.00). Upon completion of the fence, the property owner shall be required to schedule an inspection of the fence by the Building Commissioner. Payment of a separate fence inspection fee of twenty-five dollars (\$25.00) shall be paid to the City in advance of the inspection.
- C. Restrictions And Prohibitions.
1. It shall be unlawful to erect any fence in violation of the following provisions:
 - a. No masonry wall, solid fence, chain link fence, snow fence or fence over forty-two (42) inches in height shall be constructed in any front yard of any residentially zoned property in the City.
 - b. No fence, regardless of material or location, shall exceed six (6) feet in height.
 - c. No fence composed in whole or in part of barbed wire or electrified in any manner may be erected or maintained in the City along or adjacent to any public street, avenue, alley, park, lane or other public grounds or along or adjacent to any front, side or rear yard of any abutting residential or commercial property in the City; provided, that the Plan Commission may consider an appeal to grant a special permit to do so in the event such barbed wire is a minimum of six (6) feet above grade level.
 - d. Every fence constructed in the City shall have its decorative side facing outward from the lot and the area to be enclosed, and shall have its posts, framing and other structural support within or facing toward the interior of the lot and the area to be enclosed.

- e. No fence of any kind shall be used for advertising purposes.
 - f. All fences shall be kept in good repair and, if of a type other than chain link or similar non-rusting material, shall be properly painted or preserved.
 - g. Fences shall not be located within fifteen (15) feet of the intersection of the right-of-way lines of two (2) intersecting streets.
 - h. No fence shall be located on public right-of-way.
 - i. **All fences shall be comprised of one or more of the following materials:**
 - (i) **Wood;**
 - (ii) **Unit masonry;**
 - (iii) **Wrought iron;**
 - (iv) **Decorative aluminum or steel; or**
 - (v) **Vinyl**
 - j. **Any fence that would be comprised of any material other than those listed in subdivision (i) of this Subsection shall not be erected unless an exception has been granted in accordance with Subsection (D) of this Section.**
 - k. **Any structure or flowerbox that is affixed to a fence shall not project across any property line, and any such structure or flowerbox which, due to its size, positioning, or weight, requires additional footings to remain in place, shall be securely affixed to the ground.**
2. It shall be the duty of the Building Commissioner to enforce the provisions of this Section. Whenever the Building Commissioner determines that a person is violating the provisions of this Section, he/she shall give notice of such alleged violation which shall:
- a. Be in writing;
 - b. Be served upon the person, his/her agent, or a member of his/her immediate family personally, or delivered by registered or certified mail to his/her last known address;
 - c. Contain a statement of the reason why it is being issued;
 - d. Contain a statement concerning what action should be taken to effect compliance with this Section; and
 - e. Allow a reasonable time for the performance of any act necessary to effect compliance.
3. Any person who violates the provisions of this Section shall be deemed guilty of a misdemeanor and, upon conviction thereof, shall be punished by a fine of not more than five hundred dollars (\$500.00) or by imprisonment for not more than ninety (90) days, or by both such fine and imprisonment. Each separate day that a fence remains in violation of the provisions of this Section after proper notice of such violation and failure of the property owner to effect compliance shall constitute a separate violation.
- D. Exceptions.
- 1. There shall be no appeal from a decision of the Building Commissioner pertaining to fences under this Section under the provisions of Section 400.930 or Section 500.050 of the Municipal Code.
 - 2. When a person subject to the provisions of this Section can show that the strict application of the terms hereof will substantially impair the reasonable use and

- enjoyment of property, such person may apply for an exception to the provisions of this Section by filing a written application with the Plan Commission. The Plan Commission, or a standing committee thereof if one (1) is established for that purpose by the commission, shall conduct a hearing on said application after written notice is sent to the owners of all property abutting the property upon which the fence is sought to be erected and the owner of property directly across the street from the property upon which the fence is sought to be erected by First Class Mail.
3. The Plan Commission, or the designated committee thereof, may consider and allow exceptions from the strict application of this Section if such exceptions are in harmony with the purpose and intent of this Section, and if they will not be injurious to the surrounding property or otherwise detrimental to the public welfare, taking into account the location of the property, the permitted uses of the property and nearby properties, the prevailing traffic conditions on adjoining roadways and in the vicinity, and the configuration of the property and improvements thereon.
 4. In granting an exception, the commission or the designated committee may attach such conditions as they deem necessary relating to location, design and landscaping to mitigate the impact of the fence variance on the adjoining property or general neighborhood.
 5. All petitions for exceptions to the provisions of this Section of the Municipal Code relating to fences shall be accompanied by a payment of a fee of fifty dollars (\$50.00) payable at the time such appeal is submitted.
 6. If a person has sought an exception to the provisions of this Section by filing a written application with the Plan Commission and the Plan Commission denies such application for an exception, such person may appeal the Plan Commission's

SECTION TWO: The remaining provisions of Chapter 400 not amended by this Ordinance shall remain in full force and effect.

SECTION THREE: This Ordinance shall be in full force and effect from and after its passage and approval.

This Ordinance, after being read two times, is passed and approved this ___ day of _____, 2026.

Michael A. Wilcox
Mayor

ATTEST:

Frank Johnson
City Administrator/City Clerk



Glendale Police Department Chief Jeffrey Beaton

Memo

To: Mayor Mike Wilcox & Board of Aldermen
From: Chief Jeffrey Beaton
CC: City Administrator Frank Johnson
Date: November 26, 2025
Re: Proposed Updates to Bike Ordinances

Mayor Wilcox & Glendale Board of Aldermen,

As you know, we have been reviewing and researching our current bicycle ordinances with the intent of proposing some changes to update them due to recent complaints about electric bicycles and other play devices causing hazards on the roadway. I found that many other municipalities (e.g. Creve Coeur, Olivette & Richmond Heights) have had similar issues and some have made significant updates to their ordinances as well, which we considered in preparing these suggested changes.

What I did find is that our current ordinances lacked detailed definitions and content as they relate to electronic bicycles. Bicycle regulations were covered in two (2) separate chapters of our Glendale Municipal Codes (Chapter 340 and 375). For clarity within our codes, I suggest combining them all into one (1) chapter (Chapter 375). All of the definitions would be detailed in Section 375.010. This would include adding electronic bicycles, electric personal assistive mobility devices, scooters, play vehicles, motorized play vehicles, and non-motorized play devices.

PROPOSED UPDATES

A draft of the combined ordinance with the proposed additions noted in red is attached to this memo. The main updates from the draft ordinance include the following:

- **Update and clarify the definitions** to include the many different types of bicycles and play devices that we may encounter.
 - This would include adopting the statewide classifications for electric bikes and would restrict Class 3 electric bikes to individuals who are at least 16 years old.
- **Add a “protective head gear requirement”** for every person riding or operating a bicycle, motorized bicycle, electric bicycle or using in-line skates, roller blades, skateboards or electric personal assistive mobility device on a public roadway.
- **Add a “parental responsibility”** clause within the ordinances as well. The protective head gear requirement and parental responsibility clause could be used as key educational

promotions to encourage parents and their children to be aware of all of the bicycle regulations and to promote safe operations of all bikes and devices defined within the chapter.

- **Include regulations for “use of the right-of-way”** while riding or operating a bicycle, motorized bicycle or electronic bicycle of the roadway.
 - This could include **prohibiting the use of play vehicles (motorized or non-motorized) on public streets** except when crossing the roadway.
 - It could also include prohibiting the use of “electric personal assistive mobility devices”, such as motorized “hoverboards” or other similar devices by anyone under 16 years of age.

ENFORCEMENT OF REGULATIONS

Enforcement of any ordinances or regulations to minors (anyone 16 years of age or younger) does present some challenges because they cannot be issued a citation to appear in our municipal court. Most juvenile violations must be forwarded to the St. Louis County Family/Juvenile Court. Therefore, educational campaigns would be key for promoting compliance for all bicycle and play devices regulations. However, the addition of the parental responsibility clause could be used for repeating offenders causing serious hazards on public roadways.

Sincerely,
Chief Jeff Beaton

Chapter 375. Bicycles, Motorized Bicycles and Electric Bicycles (E-Bikes)

Section 375.010 – Bicycles, Motorized Bicycles, Electric Bicycles (E-Bikes) and Play Devices – Defined.

As used in this Chapter, the following terms shall mean:

BICYCLE

Every vehicle propelled solely by human power upon which any person may ride, having two (2) tandem wheels, or two (2) parallel wheels and one (1) or two (2) forward or rear wheels, all of which are more than fourteen (14) inches in diameter, except scooters and similar devices.

MOTORIZED BICYCLE

Any two (2) or three (3) wheeled device having an automatic transmission and a motor with a cylinder capacity of not more than fifty (50) cubic centimeters, which produces less than three (3) gross brake horsepower and is capable of propelling the device at a maximum speed of not more than thirty (30) miles per hour on level ground. A motorized bicycle shall be considered a motor vehicle for the purposes of any homeowners' or renters' insurance policy.

ELECTRIC BICYCLE

A bicycle equipped with fully operable pedals, a saddle or seat for the rider, and an electric motor of less than seven hundred fifty (750) watts that meets the requirements of one (1) of the following three (3) classes:

- A. The term "Class 1 Electric Bicycle" means an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches the speed of twenty (20) miles per hour.
- B. The term "Class 2 Electric Bicycle" means an electric bicycle equipped with a motor that may be used exclusively to propel the bicycle and that is not capable of providing assistance when the bicycle reaches the speed of twenty (20) miles per hour.
- C. The term "Class 3 Electric Bicycle" means an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches the speed of twenty-eight (28) miles per hour.

ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICE

A self-balancing, two (2) non-tandem wheeled device, designed to transport only one (1) person, with an electric propulsion system with an average power of seven hundred fifty (750) watts (one (1) horsepower), whose maximum speed on a paved level surface, when powered solely by such a propulsion system while ridden by an operator who weighs one hundred seventy (170) pounds, is less than twenty (20) miles per hour.

SCOOTER

A vehicle consisting of a board mounted on two (2) or more wheels and a steering handle that is capable of being propelled solely by human power and may be equipped with an electric motor that is capable of being propelled at a speed of no more than twenty (20) miles per hour.

PLAY VEHICLE

A mechanical toy device, including coasters, hover boards, skateboards, razors and having two (2) or more wheels and designed primarily for recreational use by children under the age of fifteen (15).

MOTORIZED PLAY VEHICLE

A coaster, bicycle, scooter, play vehicle or other similar vehicle, including mini-motorcycles or pocket bikes, having an automatic transmission and motor and a cylinder capacity of not more than fifty (50) cubic centimeters, which produces less than three (3) gross brake horsepower and is capable of propelling the device at a minimum speed of five (5) miles per hour; provided however, that this term shall not include motorized wheelchairs or other similar motorized devices designed for and used by a person with physical disabilities.

NON-MOTORIZED PLAY DEVICES

Any device or mechanism with wheels and designed for transportation or recreation that is not motorized, such as roller skates, roller blades, skateboards, scooters, play vehicles or any similar devices but shall not include bicycles.

OPERATOR

Every person who is in actual physical control of a motor vehicle, bicycle, motorized bicycle, electric bicycle, or scooter upon a street, roadway or a highway.

PASSENGER

Any person who travels on a bicycle, motorized bicycle or electric bicycle in a manner except as the operator.

PROTECTIVE HEADGEAR (AKA: BICYCLE HELMET)

A piece of headgear which meets or exceeds the impact standard for protective bicycle helmets set by the U.S. Consumer Products Safety Commission Federal safety standards, those developed by the American National Standards Institute (ANSI), the Snell Memorial Foundation or the American Society of Testing and Materials (ASTM).

PUBLIC RIGHT-OF-WAY

Any road, street or highway that is designed primarily for the use of motor vehicles, exclusive of sidewalks and parks.

SIDEWALK

Any sidewalk, trail or path (paved or unpaved) that is designed for the use of pedestrians.

Section 375.020 – Brakes Required.

Every bicycle, motorized bicycle and electric bicycle shall be equipped with a brake or brakes which will enable its driver, rider or operator to stop the bicycle, motorized bicycle or electric bicycle within twenty-five (25) feet from a speed of ten (10) miles per hour on dry, level, clean pavement.

Section 375.030 – Lights and Reflectors – When required – Standards to Be Met.

- A. Every bicycle, motorized bicycle and electric bicycle when in use on a street, roadway or highway during the period from one-half ($\frac{1}{2}$) hour after sunset to one-half ($\frac{1}{2}$) hour before sunrise shall be equipped with the following:
1. A front-facing lamp on the front or carried by the rider which shall emit a white light visible at night under normal atmospheric conditions on a straight, level, unlighted roadway at five hundred (500) feet;
 2. A rear-facing red reflector, at least two (2) square inches in reflective surface area, or a rear-facing red lamp on the rear which shall be visible at night under normal atmospheric conditions on a straight, level, unlighted roadway when viewed by a vehicle driver under the lower beams of vehicle headlights at six hundred (600) feet;
 3. Reflective material and/or lights on any part of the bicyclist's pedals, crank arms, shoes or lower leg visible from the front and the rear at night under normal atmospheric conditions on a straight, level, unlighted roadway when viewed by a vehicle driver under the lawful lower beams of vehicle headlights at two hundred (200) feet; and
 4. Reflective material and/or lights visible on each side of the bicycle or bicyclist and visible at night under normal atmospheric conditions on a straight, level, unlighted roadway when viewed by a vehicle driver under the lawful lower beams of vehicle headlights at three hundred (300) feet. The provisions of this Subsection shall not apply to motorized bicycles which comply with National Highway Traffic and Safety Administration regulations relating to reflectors on motorized bicycles.

Section 375.035 – Protective Headgear Required.

- A. Every person operating or being a passenger on a bicycle, motorized bicycle, electric bicycle or using in-line skates, roller skates, a skateboard or an electric personal assistive mobility device on a public roadway, public bicycle path or other public right-of-way, shall wear protective headgear of good fit, fastened securely upon the head with the straps of the helmet.
- B. No person operating a bicycle, motorized bicycle, electric bicycle on a public roadway, public bicycle path or other public right-of-way shall allow anyone to ride as a passenger unless the passenger is wearing protective headgear as defined in this Section; or else is in an enclosed trailer or other device which meets or exceeds current nationally recognized standards of design and manufacture for the protection of the passenger's head from impacts in an accident without the need for said protective headgear.

- C. No parent, custodian or legal guardian of a person age sixteen (16) and under shall knowingly permit said person to operate or be a passenger on a bicycle, motorized bicycle, electric bicycle or to use in-line skates, roller skates, skateboards or an electric personal assistive mobility device without wearing protective headgear as defined in this Section.
- D. No person operating a bicycle, motorized bicycle, electric bicycle on a public roadway, public bicycle path or other public right-of-way shall allow anyone who is either four (4) years old or younger, weighing forty (40) pounds or less, to ride as a passenger on the bicycle; other than in a seat which shall adequately retain the passenger in place and protect the passenger from the bicycle's moving parts.
- E. A person regularly engaged in the business of renting bicycles, motorized bicycle, electric bicycle or in-line skates, roller skates, skateboards or electric personal assistive mobility devices shall require each person to rent one (1) or more of these items to provide his or her signature either on the rental form or on a separate form indicating both of the following:
 - 1. Receipt of a written explanation of the provisions of this Section and the penalties for the violations.
 - 2. A statement concerning whether the person will be an operator or passenger on the bicycle or use in-line skates, roller skates or skateboards in an area where the use of protective headgear is required.
- F. A person regularly engaged in the business of selling or renting bicycles, motorized bicycle, electric bicycle or in-line skates, roller skates, skateboards or electric personal assistive mobility devices shall provide protective headgear to any person who will be an operator or passenger on the bicycle, motorized bicycle, electric bicycle or use the in-line skates, roller skates, skateboards or electric personal assistive mobility devices in an area requiring protective headgear, if the person does not already have a helmet in his or her possession. A reasonable fee may be charged for protective headgear rental.
- G. Any operator or passenger as defined in this Section found to be in violation of this Section might be issued an equipment violation notice as prescribed on a Missouri Uniform Complaint and Summons. The person responsible for payment of the violation may have the violation dismissed, if the person submits a receipt for a proof of purchase of protective headgear, along with the helmet, to the Glendale Police Department within five (5) calendar days of the date of the violation notice.
- H. Fines assessed to juvenile violators (age sixteen (16) and under) will be the legal responsibility of the violator's parent, custodian or legal guardian; and therefore any

summons issued as a result of a violation committed by such a juvenile shall be issued to said violator's parent, custodian or legal guardian.

- I. This Section shall only apply to bicycles, motorized bicycle, electric bicycle or in-line skates, roller skates, skateboards or electric personal assistive mobility devices operated on public access and not on private residential property.

Section 375.040 – Rights and Duties of Bicycle, Motorized Bicycle and Electric Bicycle Riders or Operators.

Every person riding or operating a bicycle, motorized bicycle or electric bicycle upon a street, roadway or highway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle as provided by Chapter 304, RSMo., and this Title, except as to special regulations in this Chapter, and except as to those provisions of Chapter 304, RSMo., and this Title, which by their nature can have no application.

Section 375.045 – Parental Responsibility – Chapter 375.

- A. It shall be unlawful for any parent or guardian to knowingly permit or allow a child under the age of seventeen (17) years to operate or use a bicycle, motorized bicycle, electric bicycle or non-motorized device in violation of this Section.
- B. Any Police Officer finding a child under the age of seventeen (17) violating the provisions of this Section may issue a written warning to the parent or guardian of such child giving notice of the violation and advising the parent or guardian of his or her responsibility under this Section. A record of any such warning shall be kept by the Police Department.
- C. A written notice provided pursuant to this Section shall be prima facie evidence of a presumption of knowledge on the part of the parent or guardian of the child's propensity to operate or use a bicycle, motorized bicycle, electric bicycle or non-motorized device in violation of this Section.

Section 375.050 – Riding to Right – Required for Bicycles, Motorized Bicycles and Electric Bicycles – Mandatory Use of Bicycle Path by Bicycles.

Every person operating a bicycle, motorized bicycle or electric bicycle at less than the posted speed or slower than the flow of traffic upon a street, roadway or highway shall ride as near to the right side of the roadway as safe, exercising due care when passing a standing vehicle or one proceeding in the same direction, except when making a left turn, when avoiding hazardous conditions, when the lane is too narrow to share with another vehicle, or when on a one-way street. Bicyclists may ride abreast when not impeding other vehicles.

Section 375.055 – Bicycle, Motorized Bicycle and Electric Bicycle – Use of Right-Of-Way.

- A. Any person operating a bicycle or motorized alternative vehicle on any public right-of-way shall:
1. Not operate the vehicle on any public right-of-way designated as part of the Federal interstate highway system;
 2. Travel as near to the right side of the public right-of-way as practicable and shall exercise due care when passing;
 3. Travel not more than two (2) abreast, except when riding on paths or parts of roads set aside for and capable of such use of such devices;
 4. Travel at a speed which is:
 - a. Reasonable and prudent under the existing conditions, and
 - b. Not in excess of the speed limit applicable for motor vehicles.
 5. Not carry any package, bundle or article which prevents the rider from keeping at least one (1) hand on the device's steering mechanism; and
 6. Not park a bicycle or motorized alternative vehicle on a street, public right-of-way or sidewalk in such a manner as to obstruct vehicular or pedestrian traffic.

Section 375.060 – Bicycle, Motorized Bicycle and Electric Bicycle to Operate on the Shoulder Adjacent to Roadway, When – Roadway Defined.

- A. A person operating a bicycle, motorized bicycle or electric bicycle at less than the posted speed or slower than the flow of traffic upon a street or highway may operate as described in **Section 375.050** of this Chapter or may operate on the shoulder adjacent to the roadway.
- B. A bicycle operated on a roadway, or the shoulder adjacent to a roadway, shall be operated in the same direction as vehicles are required to be driven upon the roadway.
- C. For purposes of this Section and **Section 375.050**, "roadway" means that portion of a street or highway ordinarily used for vehicular travel, exclusive of the berm or shoulder.

Section 375.065 – Non-Motorized Devices.

- A. No person shall operate or use a play vehicle, motorized play vehicle or non-motorized play device on any public right-of-way, except while crossing a street on a crosswalk, and when so crossing such person shall be subject to all laws applicable to pedestrians; provided however, that this Section shall not apply on any street set aside as a play street by ordinance of the City.
- B. Persons under sixteen (16) years of age shall not operate an electric personal assistive mobility device, except for an operator with a mobility-related disability.

Section 375.070 – Bicycle, Motorized Bicycle and Electric Bicycle to Give Hand or Mechanical Signals.

The operator of any bicycle, motorized bicycle or electric bicycle shall signal as required in **Section 340.190** of this Title, except that a signal by the hand and arm need not be given continuously if the hand is needed to control or operate the bicycle. An operator of a bicycle intending to turn the bicycle to the right shall signal as indicated in **Section 340.190** of this Title or by extending such operator's right arm in a horizontal position so that the same may be seen in front and in rear of the vehicle.

Section 375.075 – Other Regulations.

- A. Any person operating or using a bicycle, motorized bicycle, electric bicycle, scooter, play vehicle, motorized play vehicle or non-motorized play devices shall:
 - 1. Have it under control at all times and shall use it in a manner which will in no way endanger any person or property;
 - 2. Not ride other than on a permanent and regularly attached seat or platform;
 - 3. Use the vehicle to carry more persons at one time than the number for which it is designed and equipped;
 - 4. Latch onto a motor vehicle with the intent to secure a tow or ride;
 - 5. When lawfully riding upon sidewalks, yield to any pedestrian and shall give audible signal before overtaking and passing such pedestrian; or
 - 6. When emerging from an alley, private road, driveway or building:
 - a. Upon approaching a sidewalk or the sidewalk area, yield the right-of-way to all pedestrians approaching on the sidewalk or sidewalk area, and

b. Upon entering a public right-of-way, yield to all vehicles approaching on the public right-of-way.

B. The operator of a bicycle, motorized bicycle or electric bicycle shall ride only astride the permanent and regular seat attached thereto and shall not permit more than one (1) person to ride thereon at the same time, unless the motorized bicycle is designed to carry more than one (1) person. Any motorized bicycle designed to carry more than one (1) person must be equipped with a passenger seat and footrests for the use of a passenger.

Section 375.080 – Penalty for Violation.

Any person seventeen (17) years of age or older who violates any provision of this Chapter is guilty of an ordinance violation and, upon conviction thereof, shall be punished by a fine of not less than five dollars (\$5.00) nor more than twenty-five dollars (\$25.00). If any person under seventeen (17) years of age violates any provision of this Chapter in the presence of a Police Officer, said officer may impound the bicycle or motorized bicycle involved for a period not to exceed five (5) days upon issuance of a receipt to the child riding it or to its owner.

Section 375.090 – Motorized Bicycle and Electric Bicycle – License Required.

- A. No person shall operate a motorized bicycle with more than forty-nine (49) cubic centimeters or a Class 3 Electric Bicycle on any street, roadway or highway in this City unless the person has a valid license to operate a motor vehicle.
- B. No motorized bicycles or electric bicycles may be operated on any public thoroughfare located within this City which has been designated as part of the Federal interstate highway system.
- C. When operating or using a motorized bicycle or an electric bicycle the operator shall be subject to all laws applicable to the driver of a motor vehicle, except as otherwise provided in this Section and except further as to any laws which by their nature can have no application.
- D. Violation of this Section shall be deemed an ordinance violation.

Section 375.100 – Equipment Required.

No person shall operate a motorized bicycle or electric bicycle on any street, roadway or highway in this City unless it is equipped in accordance with the minimum requirements for construction and equipment of MOPEDS, Regulation VESC-17, approved July, 1977, as promulgated by the Vehicle Equipment Safety Commission.



Internal Memorandum

Office of the City Administrator

To: Honorable Mayor Mike Wilcox
Members of the Board of Aldermen

From: Frank Johnson, City Administrator

Subject: Traffic Safety Policy

Date: December 5, 2025

In recent years, Glendale has experienced an increase in requests from residents regarding speeding concerns, cut-through traffic, pedestrian safety issues, and other transportation-related challenges. While the City has taken steps to address these issues on a case-by-case basis, Glendale has not previously had a formal, codified policy outlining:

- How traffic calming requests should be submitted
- What data is required to evaluate concerns
- The criteria for determining whether a street qualifies
- The role of staff and elected officials in project review
- The approval and installation process
- Standards for resident engagement and support

Neighboring municipalities—including Crestwood, Kirkwood, and Webster Groves—have established traffic calming policies or committees to guide similar evaluations. Staff have reviewed these resources and, following initial discussions with the Mayor and Board of Aldermen, are recommending the following framework, which is scaled appropriately for Glendale’s size, administrative capacity, and community expectations.

TRAFFIC SAFETY COMMITTEE FORMATION AND MEMBERSHIP

The policy would formally establish a Traffic Safety Committee (TSC) composed of:

- City Administrator (Chair)
- Public Works Director (or their designee)
- Police Chief (or their designee)
- Fire Chief (or their designee)
- Mayor
- Two appointees from the Board of Aldermen

The Committee will meet regularly to review traffic calming requests, evaluate collected data, develop project options, coordinate community engagement, and recommend projects to the

Board of Aldermen for consideration. The meetings will be open to the public with posted agendas and minutes, similar to the manner in which the Tree Board currently functions. The meetings can be held on a regular basis, such as quarterly, or as needed.

By implementing a formal traffic safety policy and review process, the City will establish a transparent and consistent process for residents to request traffic calming infrastructure, ensure decisions are based on objective data and prioritize projects with the greatest safety impact. It will also be incorporated into Glendale's budgeting process to ensure projects are funded and scheduled appropriately.

SCOPE OF WORK

Building on input from elected officials, staff is recommending that the initial scope of the Traffic Safety Committee concentrate specifically on reviewing, vetting, and making recommendations on traffic calming requests. This focused approach will allow the committee to build a strong foundation and deliver meaningful outcomes in a clearly defined area. One of the first tasks will be finalizing the complete Traffic Calming Policy and recommending it for approval by the Board of Aldermen. The policy should have the following components:

1. Traffic Calming definitions and policy goals.
2. Overview of the criteria and process for reviewing and implementing traffic calming requests.
3. Toolbox or examples of traffic calming infrastructure.

At the same time, staff will also be pursuing broader traffic-related issues such as evaluating and overhauling the City's parking restrictions and using a more strategic approach to traffic enforcement. As the TSC becomes more established and its processes more refined, there may be opportunities to thoughtfully expand its role to support those complementary initiatives in coordination with other efforts.

REVIEW PROCESS FAQ

Who can make requests?

Any resident, business owner, or elected official may submit a traffic calming request through a specific application that will be developed for this purpose. The application should include the location, information on the perceived issues, and contact information for the application. The City may also want to consider requiring that a certain number or percentage of residents or property owners in a given area make the request. For example, Kirkwood requires the signatures of 10 different property owners.

How will data be used to make recommendation decisions?

After a request for traffic calming is received, City staff will collect data and perform an evaluation of the subject street. In order to recommend approval, the subject street would need to meet at least one objective eligibility criterion, as outlined below.

- Excessive speeding:

- 85th percentile \geq 10 mph above limit, or
- 60 percent of all vehicles exceed speed limit, or
- Average of top 15th percentile speeds observed is 40 mph.
- Crash frequency or injury crashes:
 - Three or more traffic crashes on the street within last 12 months, or
 - One traffic crash with injuries within the last 12 months.
- Demonstrated cut-through traffic (more than 60 percent).

The metrics provided above are based on criteria used by neighboring communities. Once staff has completed this evaluation, they will prepare a summary report along with traffic calming recommendations for the full TSC for discussion and review at an upcoming meeting.

What other factors will be considered?

Feasibility, cost and resident input should also be important factors in evaluating a traffic calming request. A project scoring well on the data metrics would not necessarily guarantee that it will be implemented. The City may also want to consider assigning each project a score to prioritize funding if there are multiple approved traffic calming projects.

How will speed data be gathered?

The City currently has a speed radar trailer that can collect speed information on passing vehicles. However, the radar trailer is designed more to be a tool that encourages drivers to slow down by displaying their speeds than as a completely accurate assessment of speeding on a given street. For this reason, staff would recommend the City purchase speedometer cables, which are relatively affordable and can gather data in a more low-profile manner. These also have the advantage of being able to capture bi-directional traffic simultaneously.

How will the City engage residents in the process?

When a request is received and scheduled for review by the TSC, affected residents will be notified and invited to review the proposal and attend the meeting, which will include a dedicated time for public comment. Further, any project approved by the TSC must then receive a minimum of 60% support from affected residents, as measured by survey responses, before it may advance.

Who ultimately approves the recommendations?

Following the recommendation from the TSC and support from affected residents, the Board of Aldermen will then vote on the project. No physical traffic calming measures may be installed without approval from the Board of Aldermen. The installation timeline for a traffic calming project will be based on the available fiscal year funding.

Cities such as Crestwood also have a process for the Board of Aldermen to review requests that fail to receive a recommendation from the TSC or the needed level of support from residents, which we may want to consider. Essentially, the Board is notified of the denial, and then there is a 5-day window in which the Mayor or any member of the Board of Aldermen may request

that the project proceed to the Board of Aldermen for review. The Board of Aldermen then sets a time for a public hearing on the issues and provides written notice of the hearing to residents directly impacted by the proposal.

What happens once a project is implemented?

Approved projects may use demonstration installations, followed by evaluation 6–18 months after implementation. This can be done by conducting traffic studies in a manner similar to that used to measure speeding on the street prior to implementation. Ideally, any traffic studies should be performed at the same time of year and in similar conditions (i.e., school in session).

Can traffic calming infrastructure be removed?

Some policies include an option for residents to request removal of any traffic calming infrastructure following a defined window of time. For example, Kirkwood allows the City Administrator to order removal two years after installation if a petition from 51 percent of the property owners in the study area supporting removal.

What kind of infrastructure will be considered for installation?

While speed humps are the first thing that comes to mind for most residents in terms of traffic calming, there are a variety of tools that can be used to slow vehicle speed or decrease vehicle volume. The City’s official policy should include an appendix or listing of such tools to provide residents and officials with insight into the range of options available and the most appropriate use for each tool. Examples include:

- Curb extensions/bump outs
- Chokes/mid-block narrowing
- Median islands
- Lateral shifts/chicanes (s-curve)
- Speed cushion (speed humps/bumps with wheel cutouts)
- Speed table
- Raised crosswalk
- Speed monitor
- Rectangular Rapid Flashing Beacon (RRFB)
- High-intensity Activated Crosswalk (HAWK) beacon
- Raised intersection
- Traffic circle
- Roundabout or mini-roundabout