



**NOTICE OF PUBLIC MEETING
AUGUST 3, 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 JULY 20, 2026 MINUTES
- V. CITIZEN COMMENTS
- VI. PRESENTATION
 - a. Plan Commission/ARB Update – Chairman Jeff Fernhoff
- VII. RESOLUTIONS
 - R32-26 A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF GLENDALE, MISSOURI, APPROVING A TRAFFIC CALMING POLICY FOR THE CITY OF GLENDALE, MISSOURI
 - R33-26 A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF GLENDALE, MISSOURI, APPROVING THE PURCHASE OF A UTILITY TRUCK FOR THE PUBLIC WORKS DEPARTMENT
- VIII. REPORTS
- 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 Section 610.021, RSMo: (1) legal actions, causes of action, litigation or privileged communications between the City's representatives and its attorneys; and (2) leasing, purchase or sale of real estate by a public governmental body where public knowledge of the transaction might adversely affect the legal consideration therefor.

Gabrielle Macaluso
Deputy City Clerk

Posted 9:30 a.m., July 31, 2026



Internal Memorandum

TO: Mayor and Board of Aldermen
FROM: Frank Johnson, City Administrator
DATE: July 29, 2026
RE: ARB Activities Report

In the fall of 2024, the Board of Aldermen officially adopted the full revised ARB guidelines, which notably included a new impervious surface maximum of 55 percent for all lots. Prior to that, the Board passed an amendment to the FAR requirements in the fall of 2023, which lowered it to 0.30 for all zoning districts effective Jan. 1, 2024.

It has now been more than two years since the new FAR requirements were adopted, so staff believe it is an appropriate time to review what impact they have had on residential home development in Glendale.

NUMBER OF APPLICATIONS

The chart below shows the number of ARB applications received in the five years prior to Jan. 1, 2024. On average, the City received 20 applications per year, roughly 45 percent of which were for new homes. There is a noticeable peak in new home construction during and immediately following the COVID pandemic outbreak in 2020 and 2021.

Year	2019	2020	2021	2022	2023
New Homes	8	12	12	6	7
Additions	10	7	10	15	15
Total	18	19	22	21	22

The next chart shows the same information, but for 2024 and 2025, and with partial data for 2026.

Year	2024	2025	2026 (partial)
New Homes	2	4	9
Additions	8	15	6
Total	10	19	15

Based on the above, there was a definitive drop off, especially in new home construction, in the year immediately following the adoption of the FAR regulations. However, it does appear that the activity level has been increasing in subsequent years. This year has particularly seen a large increase in new home applications.

FAR COMPLIANCE

The new FAR regulations do provide a process for the ARB to grant exceptions. Unlike all other aspects of the zoning code, the ARB is empowered to grant these exceptions instead of the Board of Adjustment. In that time, the ARB granted minor exceptions to the FAR on only two applications:

- **4 Parkland** – These plans for a new home exceeded the FAR by only 47 square feet. Given the minor nature of the exception, it was granted.
- **810 Brownell** – These plans for a new home had a slightly larger FAR exceedance of 177 square feet (FAR of 0.326). However, the ARB took into account the small size of the lot, and the overall design and massing of the house, which was relatively modest in scale.

In general, it appears builders have been able to fit a variety of housing designs under the FAR limit, and it has not outright prevented development on small lots (a good example of this would be the new home approved at 895 Glen Elm). I have not fielded any direct complaints about the FAR requirements.

SUBMISSION REVIEW

From the staff perspective issue, the biggest challenge posed by the new guidelines has not been the rules themselves, but the massive overhaul of the submission requirements. The City substantially expanded what we ask for from applicants, particularly for new homes, in both the types of plans and the level of detail. It has been a challenge to hold applicants to these standards while not preventing the review of applications for minor inconsistencies or omissions.

In addition, previous administrations had a simplified interpretation of the criteria for when additions are subject to review. The general rule of thumb was that review was required for additions over 750 square feet. In fact, the regulations since the ARB's inception in 2006 have stated that review is required for "small additions that are the lesser of twenty percent (20%) of the area of the primary structure **or** seven hundred fifty (750) square feet" (emphasis added). Properly applying the first criteria typically means the threshold lands somewhere around 400-500 square feet, depending on the size of the house.

STORMWATER REGULATIONS

The most direct feedback I have received from builders has been regarding the stormwater regulations, not the FAR. Specifically, I have heard criticism of the requirements that stormwater be mitigated by retention on site. This is typically done using drywells, which store a certain amount of stormwater runoff in an underground tank and are intended to help delay or slow down runoff volumes.

Several builders have expressed that they view drywells as an ineffective solution, but they are widely recommended by stormwater engineers as a Best Management Practice (BMP).

A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF
GLENDALE, MISSOURI, APPROVING A TRAFFIC CALMING POLICY FOR
THE CITY OF GLENDALE, MISSOURI

WHEREAS, by Ordinance Number B02-26, the City of Glendale, Missouri (the “City”), adopted Chapter 390 of the Code of Ordinances of the City of Glendale and thereby established a Traffic Safety Committee; and

WHEREAS, the duties of the Traffic Safety Committee include serving in an advisory capacity to the Board of Aldermen on matters pertaining to traffic safety and calming within the City, and the Traffic Safety Committee is charged with the responsibility of preparing a Traffic Safety Policy to address traffic calming in the City of Glendale; and

WHEREAS, the Traffic Safety Committee has studied traffic calming measures that may be appropriate and necessary in the City and has prepared a thorough Traffic Calming Policy that establishes a consistent, data-driven, community-informed framework for the City to evaluate, prioritize, design, and implement traffic calming measures on eligible City streets and to ensure that decisions regarding traffic calming are made transparently and in alignment with the City’s commitment to public safety, neighborhood livability, and fiscal responsibility; and

WHEREAS, the Board of Aldermen of the City of Glendale, Missouri, deems it appropriate and in the best interest of the City to adopt the Traffic Calming Policy that is attached hereto as Exhibit A.

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

SECTION ONE:

The Board of Aldermen of the City of Glendale, Missouri, approves the Traffic Calming Policy of the City of Glendale, Missouri, in substantially the form and substance attached hereto as Exhibit A.

SECTION TWO:

The City and its employees shall take reasonable steps to implement and enforce the Traffic Calming Policy and to address traffic safety and traffic calming measures in a manner that complies with the Traffic Calming Policy.

SECTION THREE:

This Resolution shall be in full force and effect from and after its passage and approval.

Michael A. Wilcox, Mayor

ATTEST:

Frank Johnson
City Clerk

CITY OF GLENDALE, MISSOURI

TRAFFIC CALMING POLICY AND PROGRAM

Prepared by:

City of Glendale

424 N. Sappington Road, Glendale, Missouri 63122

(314) 965-3600 | www.glendalemo.org

Section 1: Purpose, Background and Goals

1.1 Purpose

The City of Glendale, Missouri, is a residential community of approximately 6,172 residents situated in the heart of St. Louis County, bordered by the cities of Kirkwood, Webster Groves, Warson Woods and Oakland. Glendale's tree-lined streets, walkable neighborhoods, and strong community character are among its most valued assets. Preserving these qualities requires that the City's residential streets remain safe, calm, and pleasant for pedestrians, cyclists, children, and drivers alike.

This Traffic Calming Policy establishes a consistent, data-driven, community-informed framework for the City of Glendale to evaluate, prioritize, design, and implement traffic calming measures on eligible City streets. The policy ensures that decisions regarding traffic calming are made transparently and in alignment with Glendale's commitment to public safety, neighborhood livability, and fiscal responsibility.

1.2 Background and Need

Residential speeding and cut-through traffic are concerns common to many inner-ring St. Louis County municipalities. In neighboring Crestwood, the Board of Aldermen unanimously adopted the city's first Traffic Calming Policy in July 2024, following data collection showing that drivers revert to speeding habits once enforcement is no longer present. The City of Kirkwood adopted a Vision Zero Action Plan in March 2022 and a Complete Streets Policy to prioritize pedestrian-oriented, safe streets. Other surrounding communities that have implemented formal traffic calming programs with defined eligibility thresholds and resident participation requirements include Webster Groves and Sunset Hills.

While Glendale's Police Department has proactively addressed traffic concerns through targeted enforcement, research and regional experience consistently demonstrate that physical traffic calming measures provide longer-lasting behavioral changes than enforcement alone. This policy formalizes Glendale's approach so that residents, staff, and elected officials share a common set of expectations and procedures. Further, this policy aligns with Goal 4 of the Blueprint Glendale Comprehensive Plan, which calls for Glendale to enhance community walkability and improve bike and pedestrian safety and comfort.

1.3 Primary Goals and Objectives

The City of Glendale adopts this Traffic Calming Policy to advance the following primary goals:

1. Improve public safety by reducing motor vehicle operating speeds and the frequency and severity of traffic crashes on residential streets.
2. Protect the residential character, livability, and quality of life in Glendale's neighborhoods by discouraging cut-through and speeding traffic.
3. Create streets that are safe and comfortable for all users, including pedestrians, cyclists, children traveling to school, elderly residents, and persons with disabilities.
4. Provide a fair, transparent, and consistent process for evaluating and responding to community traffic concerns.
5. Ensure that limited City resources are deployed where traffic data demonstrates the greatest need, producing maximum safety benefit.

The specific objectives the City of Glendale will use to achieve these goals are as follows:

- Reduce the 85th percentile vehicle speed on eligible streets to less than 5 mph over the posted speed limit.
- Reduce the incidence of pedestrian and bicycle conflicts at key crossings and intersections.
- Deter cut-through motor vehicle traffic from residential streets not functionally classified as collector or arterial roads.
- Ensure emergency vehicle access is not materially impaired by any traffic calming installation.
- Achieve a minimum 60% approval rate among directly impacted residents before implementing any traffic calming project.
- Create a documented inventory of traffic calming installations and a monitoring program to evaluate their effectiveness over time.
- Develop a capital improvement pathway to fund priority traffic calming projects identified through the evaluation process.

Section 2: Eligibility Criteria

2.1 Overview

Not all streets will qualify for traffic calming measures under this policy. The eligibility framework is based on objective data thresholds informed by regional best practices, including those employed by the City of Crestwood (2024 Traffic Calming Policy) and the City of St. Charles Traffic Calming Program. Meeting one or more eligibility criteria does not guarantee that a traffic calming project will be implemented; it qualifies the street for detailed evaluation under Section 3.

2.2 Streets Subject to This Policy

This policy applies to all City-maintained streets within the City of Glendale, Missouri. This policy does not apply to streets maintained by St. Louis County (Berry Road and West Lockwood Avenue) and streets maintained by the Missouri Department of Transportation (Manchester Road), or private streets.

2.3 Jurisdiction and Coordination

For streets that form the boundary between Glendale and an adjacent municipality, the City shall coordinate with the adjacent municipality and shall not unilaterally install traffic calming measures on jointly-maintained roadways without a mutual agreement.

2.4 Eligibility Thresholds

A street segment shall be considered eligible for traffic calming evaluation if it meets the primary criteria. The secondary eligibility thresholds are additional factors that can be taken into consideration if the street segment does not meet the primary threshold. Data shall be collected by the Glendale Police Department and/or Public Works Department:

Primary Criterion	Threshold
85th Percentile Speed Exceedance	The 85th percentile speed of vehicles traveling on the street exceeds the posted speed limit by 5 mph or more (e.g., greater than 30 mph on a 25 mph street). This is the primary quantitative criterion.
Secondary Criterion	Threshold
Mean Speed Exceedance	The mean (average) vehicle speed on the street exceeds the posted speed limit by 5 mph or more.
Traffic Volume	The street carries 500 or more vehicles per day (Average Daily Traffic), indicating it is functioning as a cut-through route beyond typical local residential use.
Crash History	The street segment has experienced 3 or more reported crashes within the most recent 3-year period, or 1 or more crashes involving a pedestrian or cyclist within the most recent 5-year period.
Documented Cut-Through Traffic	Data demonstrates that a significant proportion of vehicles using the street are not originating from or destined to properties on the street, indicating cut-through behavior.
Combination Factors	A combination of speed, volume, and safety complaints that, taken together, demonstrate a documented hazard to public safety as determined by the Traffic Safety Committee.

2.5 Ineligibility Factors

The following conditions generally render a street or segment ineligible for traffic calming under this policy:

- The street is a cul-de-sac or dead-end court where the design makes it geometrically unlikely for vehicles to reach speeds 10 mph above the posted limit.
- The street is maintained by St. Louis County, MoDOT or a private subdivision, not the City of Glendale.
- A traffic calming measure would materially impair emergency vehicle access, as determined in coordination with the Glendale Fire Department and St. Louis County Emergency Services.
- The street has received a traffic calming installation within one (1) previous year that has not yet been fully evaluated for effectiveness.
- The primary concern raised by residents relates to parking, noise, or non-traffic issues not addressable through traffic calming measures.
- Installation would violate any applicable provision of the MUTCD, Missouri Uniform Traffic Code, or MoDOT standards.

Section 3: Request and Application Process

3.1 Who May Submit a Request

Any of the following parties may initiate a traffic calming request in the City of Glendale:

- Individual residents or property owners
- Neighborhood or homeowners associations
- The Mayor or Members of the Board of Aldermen
- City Department Directors (Public Works, Police)
- School districts or institutions with frontage on a City street

3.2 How to Submit a Request

Requests shall be submitted in writing using the City's Traffic Calming Request Form, available at City Hall (424 N. Sappington Road) and on the City's official website (www.glendalemo.org). The form may be submitted by mail, in person, or electronically as designated by the City Administrator.

The request form shall require the following information at minimum:

- Requester's name, address, and contact information.
- Street name and the approximate location of concern. The location must have a defined boundary using cross streets or other points of reference.
- Signatures from at least three (3) affected residents. "Affected residents" shall be defined as outlined in Section 4.3.
- Description of the observed traffic problem (speeding, cut-through traffic, pedestrian safety, etc.)
- Time of day and frequency of observed problems.
- Any documentation available (photographs, incident reports, etc.).
- Proposed solution, if any (informational only; the City is not bound by the proposed solution).

3.3 Acknowledgment and Initial Review

The City shall acknowledge receipt of each complete request within ten (10) business days. The City Administrator, in coordination with the Police Department and Public Works Department, shall conduct an initial screening to determine whether the request falls within the scope of this policy and whether minimum data thresholds are likely to be met based on the description provided. Requests that clearly do not qualify (e.g., involving County or State roads, or cul-de-sacs) shall be declined in writing with an explanation.

3.4 Data Collection

Upon determining that a request is eligible for evaluation, the Glendale Police Department shall conduct a formal traffic study of the subject street segment. Data collection shall span a minimum of seven (7) consecutive days under normal traffic conditions (avoiding holiday periods, severe weather, school closures, or road closures that would distort results). The study shall include:

- Automated traffic count and speed data using portable speed detection equipment
- 85th percentile speed calculation
- Mean speed calculation
- Average Daily Traffic (ADT) volume
- Time-of-day and day-of-week speed and volume distributions

- Review of crash and incident reports for the past five (5) years from the Glendale Police Department records

The City may also use data from technology partners or MoDOT traffic data resources to supplement local data collection.

3.5 Field Assessment

Concurrent with data collection, Public Works staff shall conduct a field assessment of the subject street segment documenting:

- 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 (signs, signals, pavement markings)
- Utility infrastructure that may affect device placement
- Snow plow routes and snow removal logistics

3.6 Eligibility Determination

Following data collection and field assessment, the Traffic Safety Committee shall convene to review the findings and make a formal eligibility determination. The determination shall state whether the street segment meets one or more of the eligibility criteria in Section 2.4 and whether any ineligibility factors in Section 2.5 apply. A copy of the determination shall be provided to the original requestor. Eligibility for traffic calming does not guarantee project implementation.

3.6.1 Appeal Process

If an application fails to meet the eligibility requirements as determined by the Traffic Safety Committee, the applicant may appeal the decision to the Board of Aldermen for further consideration. This appeal should be made in writing to the City Administrator, who will then place it on the next available Board of Aldermen regular meeting agenda for discussion.

3.7 Project Prioritization and Ranking

In the event that multiple street segments are determined to be eligible for traffic calming and available funding is insufficient to implement all projects, the City shall prioritize projects based on a scoring framework designed to reflect relative safety need and community impact. The Traffic Safety Committee shall assign a score to each eligible project using the following criteria:

A. Speed (0–30 points)

Based on the degree to which the 85th percentile speed exceeds the posted speed limit.

B. Traffic Volume (0–20 points)

Based on Average Daily Traffic (ADT) levels relative to typical residential streets.

C. Crash History (0–20 points)

Based on the frequency and severity of reported crashes.

D. Proximity to Sensitive Uses (0–15 points)

Including schools, parks, trails, and senior facilities.

E. Cut-Through Traffic (0–10 points)

Based on documented non-local traffic patterns.

F. Resident Support (0–5 points)

Based on petition results exceeding the minimum approval threshold.

Projects shall be ranked annually based on total score and advanced for design and construction subject to funding availability and Board of Aldermen approval.

3.8 Development of Proposed Solutions

If a street is determined to be eligible, the Traffic Safety Committee shall develop one or more proposed traffic calming solutions from the toolbox in Section 7. Each proposed solution shall be documented in a Traffic Calming Proposal Package that includes:

- Description and location of proposed measures.
- Estimated cost of installation and anticipated annual maintenance cost.
- Expected speed and volume reduction based on comparable implementations.
- Emergency services access assessment (coordinated with Police Chief and Fire Chief).
- Snow removal compatibility assessment.
- Conceptual design drawing or sketch.
- Identification of directly impacted properties (those abutting or immediately adjacent to the proposed installation).

Section 4: Community Engagement and Resident Approval

4.1 Notification of Impacted Residents

Prior to any vote or recommendation of a traffic calming project, the City shall provide written notice to all property owners and occupants on the street segment proposed for treatment or installation, and on any streets that may be affected by traffic diversion resulting from the proposed measures. Notice shall be provided by first-class mail to addresses of record with St. Louis County and may additionally be posted on the City website.

The notice shall describe: (a) the traffic problem identified; (b) the proposed solution(s); (c) the estimated cost; (d) the petition process and deadline; and (e) contact information for questions.

4.2 Public Information Meeting

The City shall hold a public information meeting to present the proposed solution and answer questions from affected residents (typically evening hours at City Hall).

4.3 Resident Petition Requirement

Following the notification period and the public meeting, the City shall conduct a resident approval petition. Consistent with practices used in peer communities, a minimum of 60 percent of directly impacted residential units must affirmatively indicate support for the project before it may proceed to final approval. Directly impacted residential units shall include all residential properties that front on the street segment proposed for treatment. For purposes of this policy, a 'street segment' shall mean the portion of a street identified for traffic calming evaluation, typically bounded by the nearest intersecting streets or logical termini as determined by the City based on engineering and operational considerations. For intersection-based installations, directly impacted units shall also include residential properties immediately adjacent to the intersection where the device is proposed. Properties located on nearby or adjacent streets that may experience traffic diversion shall receive notice but shall not be included in the petition vote. The City Administrator shall make the final determination of the street segment and directly impacted properties for purposes of petitioning.

For this purpose:

- Each residential unit (single-family home or individual dwelling unit in a multi-family building) shall receive one vote.
- Non-response shall be counted as neither support nor opposition.
- Commercial or institutional properties may submit written comments but shall not count toward the 60% approval threshold.
- The petition period shall remain open for a minimum of thirty (30) days from the date of notice.
- Petition responses shall be submitted to City Hall in writing or by email.

If the 60% approval threshold is not met, the project shall not proceed. The requestor may re-apply no sooner than twelve (12) months after the unsuccessful petition, provided new data or materially changed conditions are presented.

4.4 Board of Aldermen Approval

Following successful petition, the Traffic Safety Committee shall prepare a recommendation for the Board of Aldermen. The Board shall approve the project by resolution or ordinance prior to installation. The Board retains final authority to approve, modify, or deny any traffic calming project regardless of

petition outcome. Board consideration shall include review of the Traffic Calming Proposal Package, emergency services input, budget availability, and any written public comment received.

Section 5: Installation, Funding, and Budgeting

5.1 City Responsibility

Approved traffic calming projects shall be installed by, or under contract with, the City of Glendale Department of Public Works. The City shall be responsible for ensuring that all installations comply with applicable design standards, MUTCD requirements, and City specifications.

5.2 Funding Sources

All approved traffic calming projects shall be subject to funding appropriation by the Board of Aldermen through the City's normal budgeting process. The City may fund eligible traffic calming projects from the following sources:

- Capital Fund appropriations designated for traffic safety and public works capital projects.
- Federal Surface Transportation Program (STP) funds administered through the East-West Gateway Council of Governments, as Glendale has successfully utilized for the E. Essex Avenue and N. Sappington Road projects.
- Safe Streets and Roads for All (SS4A) or other federal grants
- Missouri Department of Transportation (MoDOT) Highway Safety grants.

5.3 Budgeting

The City shall include in its capital budget each year a set amount of funding for project design (to cover any engineering or professional design services needed) and project construction. These amounts will initially be set at \$5,000 for design and \$10,000 for construction, annually, but may be adjusted as needed from year to year.

Section 6: Maintenance, Monitoring, and Removal

6.1 Ongoing Maintenance

All traffic calming devices installed under this policy are City infrastructure and shall be maintained by the Department of Public Works. Maintenance responsibilities include:

- Regular inspection of installed devices for damage, settling, or wear.
- Replacement of pavement markings on a schedule consistent with City street marking programs.
- Repair or replacement of damaged devices.
- Maintenance of any landscaping in raised median islands or traffic circles in accordance with the City's urban forestry and landscaping standards.

6.2 Post-Installation Monitoring

Following installation of any traffic calming measure, the Police Department shall conduct a follow-up traffic study within six (6) to twelve (12) months of installation using the same methodology as the pre-installation study. The post-installation study shall measure:

- 85th percentile speed (pre- and post-installation comparison)
- Mean speed (pre- and post-installation comparison)
- Average Daily Traffic volume
- Crash and incident history

Results shall be reported to the Traffic Safety Committee. The City shall maintain a public-facing dashboard or webpage documenting active traffic calming projects, their installation dates, and monitoring results.

6.3 Evaluation of Effectiveness

A traffic calming installation shall be deemed effective if the post-installation 85th percentile speed is reduced to within 5 mph of the posted speed limit. If an installation does not meet this threshold after 12 months, the Traffic Safety Committee may review whether additional or different measures should be implemented on the subject street.

6.4 Removal of Devices

Traffic calming devices may be removed under the following circumstances:

1. The device has been determined to be ineffective following monitoring and no cost-effective alternative exists.
2. The device is found to materially impair emergency vehicle response times, as determined by the Fire Chief or Police Chief.
3. A change in street functional classification or City infrastructure plans makes the device incompatible with the updated street design.
4. A petition for removal is submitted by 65% or more of directly impacted residents (threshold intentionally set higher than the installation threshold to provide stability to approved projects).
5. The Board of Aldermen determines removal is in the public interest.

Removal shall be approved by the Board of Aldermen unless the device poses an imminent safety hazard, in which case the Public Works Director may authorize immediate removal subject to subsequent Board ratification.

Section 7: Traffic Calming Measures and Toolbox

7.1 Overview of Available Measures

The City of Glendale may employ a range of traffic calming measures, selected based on the nature of the problem, street classification, emergency access needs, available right-of-way, and budget. Measures are organized into four categories: vertical deflection, horizontal deflection, roadway narrowing, and intersection treatments.

7.2 Vertical Deflection Devices

Vertical deflection devices alter the vertical profile of the roadway to compel drivers to reduce speed. These are among the most used and cost-effective traffic calming tools.

Device	Description and Application
Speed Hump	A raised asphalt or rubber mound, 3–4 inches high and 12–14 feet in length (in the direction of travel), typically placed at 200- to 500-foot intervals on residential streets. Best suited for streets with 25 mph speed limits. Creates some discomfort for drivers, which discourages speeding. May slow emergency vehicles slightly; spacing and design should be coordinated with fire and EMS.
Speed Table (Flat-Top Hump)	A raised device with a flat top, 3 to 3.5 inches high and typically 14 or 21 feet long. Provides a smoother ride than a speed hump, reducing vehicle disruption. Available as removable rubber speed tables that can be self-installed and removed in approximately 30 minutes, making them compatible with snowplow operations.
Speed Cushion	A raised pavement device with wheel cutouts on each side. Emergency and transit vehicles can straddle the cushion and pass without slowing. Preferred on bus routes or streets with frequent emergency vehicle access requirements.
Raised Crosswalk	A speed table positioned at a pedestrian crosswalk, elevating the entire crossing to sidewalk level. Increases pedestrian visibility and comfort while providing speed reduction. Appropriate near schools, parks, and high-pedestrian-activity areas.
Raised Intersection	An entire intersection raised to the level of the adjacent sidewalks, creating a shared-space feel and compelling vehicles to slow. Significant cost investment; most appropriate at key neighborhood intersections with documented pedestrian conflicts.

7.3 Horizontal Deflection Devices

Horizontal deflection devices alter the horizontal alignment of the roadway, requiring drivers to navigate curves or shifts that naturally reduce speed.

Device	Description and Application
Chicane	A series of alternating curb extensions or raised delineators creating an S-curve. Effective on long, straight streets where drivers tend to accelerate. Low cost if implemented with delineator posts and paint.
Raised Median Island / Refuge Island	A raised or painted center island that narrows the travel lane and provides a pedestrian refuge at crossings. Particularly effective on wider residential streets.

Traffic Circle / Mini-Roundabout	A small circular island installed at a residential intersection. Vehicles must yield and travel counterclockwise. Best suited for four-way intersections with speeding and unsafe turning conflicts.
----------------------------------	--

7.4 Roadway Narrowing

Roadway narrowing measures reduce the effective width of the travel lane, creating a visual and physical sense of constriction that encourages lower speeds.

Measure	Description and Application
Curb Extension (Bulb-Out)	An extension of the sidewalk or curbing at an intersection or mid-block location, reducing the crossing distance for pedestrians and narrowing the travel lane. Highly visible and effective at intersections.
Neck-Down	Similar to a curb extension but applied to an entire block face, reducing the effective roadway width to as narrow as 18–20 feet.
On-Street Parking Lane Restriping:	Converting parallel parking to angled parking or reconfiguring parking lanes can effectively narrow the travel lane without new construction.

7.5 Intersection Treatments and Supplemental Measures

Treatment/Measure	Description and Application
Stop Sign Installation	May be evaluated where warranted by MUTCD criteria. Stop signs are not traffic calming devices per se and should not be installed solely to reduce speed.
Diversers (Full and Partial)	Barriers that prevent through movement at an intersection, effectively closing a street to cut-through traffic while maintaining local access. Highly effective for cut-through traffic reduction but require careful analysis of traffic diversion effects.
Street Closure	The full closure of a street to through traffic, typically at one end, with a pedestrian/bicycle connection maintained. Last resort measure for extreme cut-through situations.
Pavement Markings	Centerline markings, edge lines, and transverse optical speed bars (lines painted perpendicular to traffic flow that increase the perception of speed).
Enhanced Signage	Speed limit signs, advisory speed plaques, pedestrian warning signs, and school zone signage.
Rectangular Rapid Flashing Beacons (RRFB)	LED-enhanced pedestrian crossing signals that flash when activated by a pedestrian. Highly effective at improving motorist yielding at uncontrolled crosswalks.
Speed Feedback Signs (Radar Speed Signs)	Temporary or permanent signs that display a driver's actual speed. Used to raise driver awareness. Effective as a low-cost interim measure and useful in data collection phases.

7.6 Measure Selection Criteria

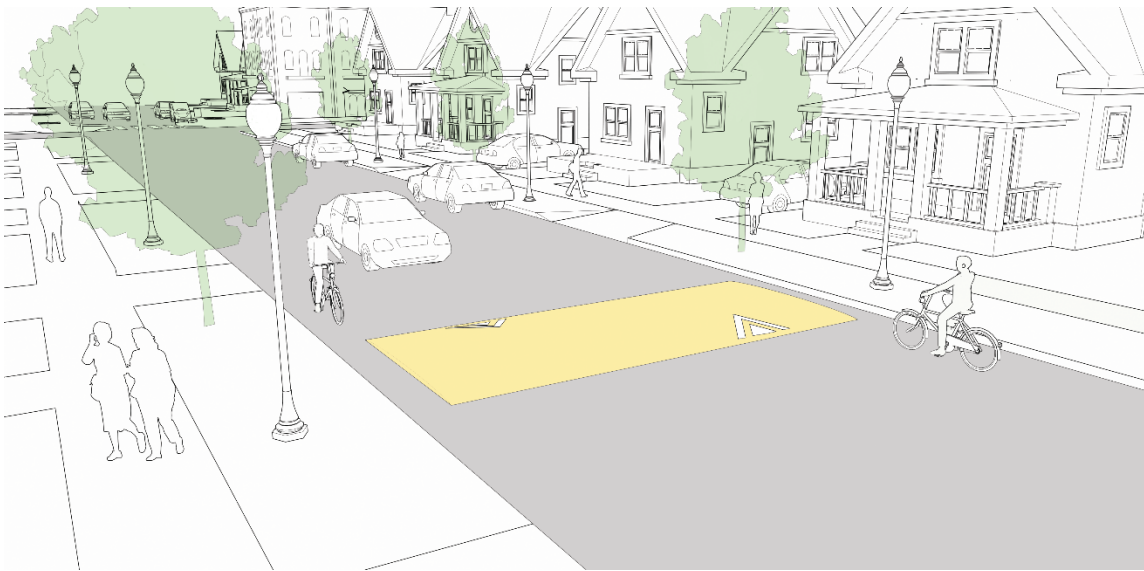
The Traffic Safety Committee shall select measures based on the following criteria, applying the least intrusive effective solution:

6. **Safety Need**, as evidenced by speed, volume, and crash data.
7. **Emergency Vehicle Access**, coordination required with Glendale Police and regional fire and EMS services.
8. **Compatibility with Snow and Ice Removal Operations**, preferring removable devices where feasible.
9. **Consistency with MUTCD and Missouri Uniform Traffic Code**.
10. **Community Acceptance**, as measured through the resident petition process.
11. **Cost-Effectiveness/Maintenance Burden**.
12. **Reversibility**, pilot or temporary installations are preferred for initial deployment.

Appendix A: Traffic Calming Measures Example Illustrations

A.1 Speed Humps

Speed humps are parabolic vertical traffic calming devices intended to slow traffic speeds on low-volume, low-speed roads. Speed humps are 3–4 inches high and 12–14 feet wide, with a ramp length of 3–6 feet, depending on target speed. Speed humps reduce speeds to 15–20 mph and are often referred to as “bumps” on signage and by the general public.



Source: National Association of City Transportation Officials (NACTO)

A.2 Speed Tables

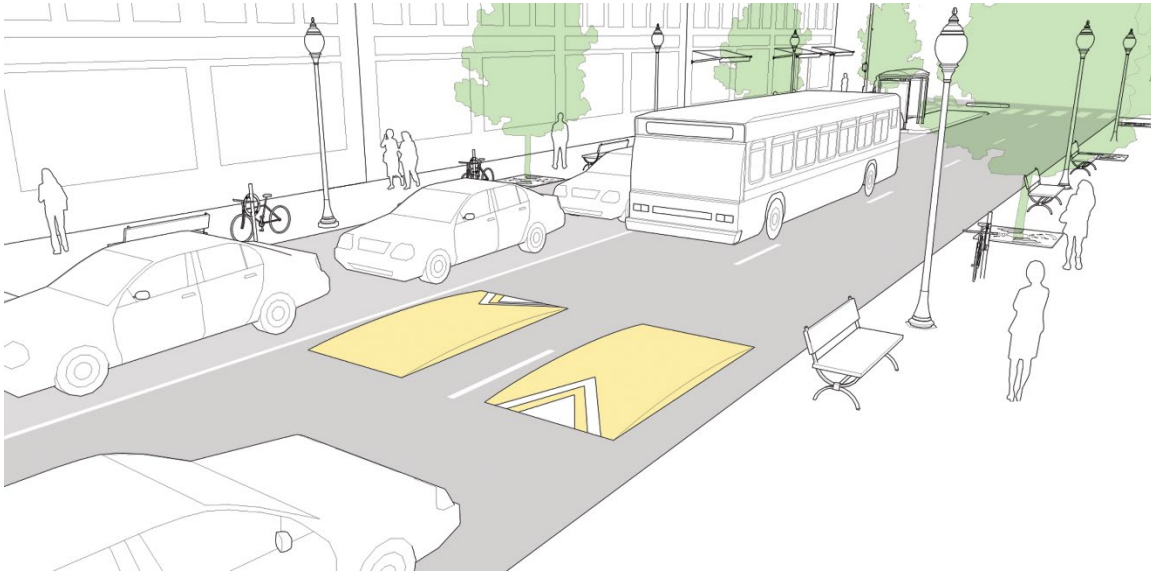
Speed tables are midblock traffic calming devices that raise the entire wheelbase of a vehicle to reduce its traffic speed. Speed tables are longer than speed humps and flat-topped, with a height of 3–3.5 inches and a length of 22 feet. Vehicle operating speeds for streets with speed tables range from 25–45 mph, depending on the spacing. Speed tables may be used on collector streets and/or transit and emergency response routes. Where applied, speed tables may be designed as raised midblock crossings, often in conjunction with curb extensions.



Source: National Association of City Transportation Officials (NACTO)

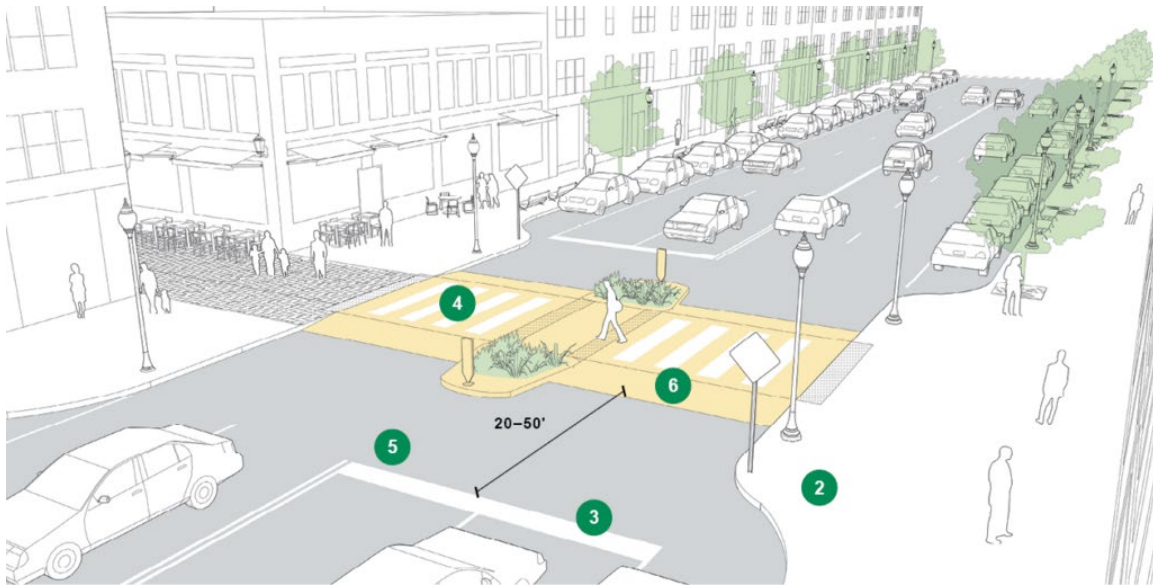
A.3 Speed Cushion

Speed cushions are either speed humps or speed tables that include wheel cutouts to allow large vehicles to pass unaffected, while reducing passenger car speeds. They can be offset to allow unimpeded passage by emergency vehicles and are typically used on key emergency response routes. Speed cushions extend across one direction of travel from the centerline, with a longitudinal gap provided to allow wide wheelbase vehicles to avoid going over the hump.



A.4 Raised Crosswalk

Crosswalks should be applied where pedestrian traffic is anticipated and encouraged. While application of crosswalk markings alone is not a viable safety measure in all situations, crosswalks benefit and guide pedestrians, while reinforcing their right-of-way at intersections. At key access points to parks, schools, and other areas of high pedestrian traffic, and at intersections with local streets, raised crossings increase visibility, yielding behavior, and create a safer pedestrian crossing environment.



Source: National Association of City Transportation Officials (NACTO)

A.5 Raised Intersection

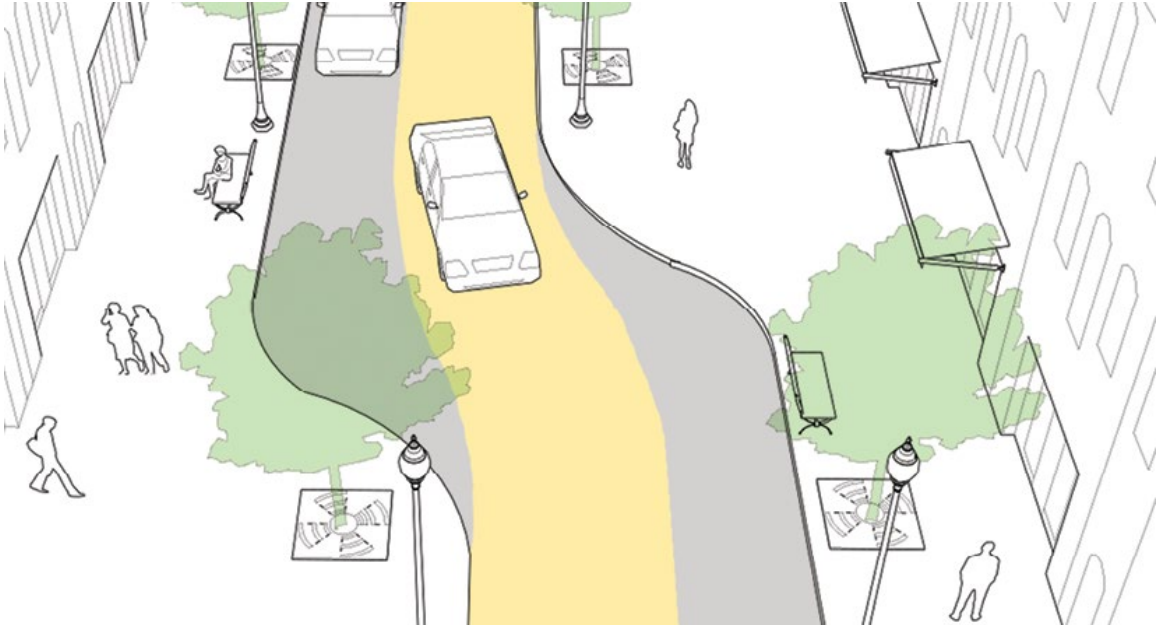
Raised intersections create a safe, slow-speed crossing and public space at minor intersections. Similar to speed humps and other vertical speed control elements, they reinforce slow speeds and encourage motorists to yield to pedestrians at the crosswalk.



Source: National Association of City Transportation Officials (NACTO)

A.6 Chicane

Offset curb extensions on residential or low volume downtown streets create a chicane effect that slows traffic speeds considerably. Chicanes increase the amount of public space available on a corridor and can be activated using benches, bicycle parking, and other amenities.



Source: National Association of City Transportation Officials (NACTO)

A.7 Raised Median Island

A raised or painted center island that narrows the travel lane and provides a pedestrian refuge at crossings. Particularly effective on wider residential streets.



Source: National Association of City Transportation Officials (NACTO)

A.8 Traffic Circle/Mini-Roundabout

Neighborhood traffic circles lower speeds at minor intersection crossings and are an ideal treatment for uncontrolled intersections. They may be installed using simple markings or raised islands, but are best applied in conjunction with plantings that beautify the street and the surrounding neighborhood. Careful attention should be paid to the available lane width and turning radius used with traffic circles.



Source: National Association of City Transportation Officials (NACTO)

A.9 Curb Extension/Neck Down

Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plantings, and street trees. If a curb extension extends for an entire block, it is called a neck down.



Source: National Association of City Transportation Officials (NACTO)

A.10 Diverters

Barriers that prevent through movement at an intersection, effectively closing a street to cut-through traffic while maintaining local access. Highly effective for cut-through traffic reduction but require careful analysis of traffic diversion effects.





Internal Memorandum

TO: Frank Johnson, City Administrator
FROM: Terry Jones, Public Works Superintendent *TJ*
DATE: July 31, 2026
RE: Purchase Recommendation – Utility Truck

Frank,

The 2026-27 CIP includes \$80,000 in line item 90-060-44020, "Automotive Equipment", for the purchase of a new utility truck to replace the city's existing 2012 GMC utility truck.

Over the past several weeks, I've sought Proposals from local Ford (Clement Ford), Chevrolet (Lou Fusz Chevrolet), and Dodge (Glendale Chrysler) dealerships.

The specifications for this vehicle include a maximum overall vehicle height requirement of 111" to allow for the vehicle to access the main garage at the Public Works facility.

Early in the bid solicitation process, Lou Fusz Chevrolet and Glendale Chrysler informed me that, because of the frame rail height in combination with an enclosed service body, neither a Chevrolet nor Dodge vehicle would meet the height limitation. Both potential bidders declined to progress in the bidding process.

Clement Ford, in coordination with the utility body manufacturer/installer, Viking-Chives Midwest, were able to meet the height requirement.

To ensure the vehicle proposed by Clement Ford and Viking-Chives would pass through the garage door and under the ceiling-mounted garage door openers at Glendale's Public Works facility, Viking-Chives brought a truck to Glendale from the City of Festus that matches the specifications and design of the vehicle Glendale is seeking and drove the vehicle into the garage. The vehicle passed through the garage door with approximately 2" of clearance but did not pass under the garage door opener, being approximately 1" too high.

Having recently approved a Contract with Overhead Door of St. Louis for the purchase of a new garage door for the salt storage building, I inquired with Overhead Door if an adjustment could be made to the elevation of the garage door opener. Overhead Door said the adjustment could be made at minimal cost and could be performed at the time the new garage door is installed on the salt building.

To lessen the overall cost of the vehicle, I negotiated with Clement Ford and Viking-Chives.

Clement Ford will provide a trade-in value of \$12,000 for the 2012 GMC utility truck and will allow Glendale to keep and operate the GMC until the new truck Ford is delivered to Glendale with no change in the trade-in value.

Viking-Chives will re-use the snowplow from the GMC for use on the new Ford truck. The truck-mounted electrical interfacing and snowplow control components will be new, only the actual plow will be re-used. This lowered the overall vehicle cost by \$6,000.

Delivery of the cab & chassis and delivery of the utility body are both estimated at 16-20 weeks following Contract approval. From there, final assembly of the utility truck (mounting of the utility body and snowplow components) is estimated at an additional 4-6 weeks. Delivery of the vehicle to Glendale is expected sometime between mid-December 2026, to the end of January 2027.

Full payment for this vehicle will be made from Glendale to Viking-Chives Midwest, Inc. Clement Ford will pay Viking-Chives \$12,000 for the trade-in value. Factory warranties and vehicle titling will be placed in the City of Glendale's name.

Therefore, in consideration of the points outlined above, I recommend the city approve the purchase of a 2027 Ford F350 with an enclosed service body and snowplow from Viking-Chives Midwest, Inc at an overall estimated cost of \$74,895.00 to be charged against CIP line item 90-060-44020, "Automotive Equipment".

Please let me know if you have any questions.

A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF
GLENDALE, MISSOURI, APPROVING THE PURCHASE OF A 2027 FORD
F350 UTILITY TRUCK FOR THE PUBLIC WORKS DEPARTMENT

WHEREAS, the City of Glendale annual operating budget for Fiscal Year 2027 provides an appropriation of \$80,000 for the purchase of a new utility truck to replace the city's existing 2012 GMC utility truck; and

WHEREAS, the public works department has determined that the specifications for this vehicle require a maximum overall height of no more than 111' to allow for the vehicle to access the main garage at the public works facility;

WHEREAS, after soliciting bids from Clement Ford, Lou Fusz Chevrolet and Glendale Chrysler, it was determined that because of the frame rail height in combination with the enclosed service body, neither the Chevrolet or Dodge models would meet the height limitation; and

Whereas, the public works department subsequently worked with Clement Ford, Viking-Chives Midwest and Overhead Door of St. Louis to ensure the vehicle could meet the garage door clearance requirements; and

WHEREAS, the Board of Aldermen finds that this purchase qualifies for the negotiated procurement exception under Section 130.050(I)(2) of the Glendale Municipal Code because the Ford F350 utility truck is of such a specialized nature that no similar standard product would reasonably satisfy the City's operational requirements.

NOW, THEREFORE, Be It Resolved by the Board of Aldermen of the City of Glendale, Missouri, as follows:

SECTION ONE: The board of Aldermen of the City of Glendale, Missouri, approves the purchase of one (1) Ford F350 utility truck for the Glendale Public Works Department for the price of seventy-four thousand eight-hundred ninety-five dollars (\$74,895.00), in substantially the form attached hereto as Exhibit A.

SECTION TWO: The Mayor and other appropriate officers, agents and employees of the City are authorized to execute the Agreement with Viking-Chives Midwest, in substantially the form attached hereto as Exhibit A, and to take such further actions and execute and deliver such other documents, certificates, and instruments as may be necessary or desirable to carry out and comply with the intent of this Resolution.

SECTION THREE: This resolution shall become effective upon its passage.

This Resolution Passed and Approved this 3rd Day of August 2026.

Michael A. Wilcox
Mayor

ATTEST:

Frank Johnson
City Administrator/City Clerk

QUOTE



7/30/2026 3:13:39 PM

VIKING-CIVES MIDWEST, INC.
22956 HIGHWAY 61
ORAN MO 63771
USA

573-262-3545

Customer: 81

CASH SALES
USA

Contract: SOURCEWELL #033126

Contract Member: 111964

Contract Item: SW-TK0556, SW-TK0523, SW-TK0506
SW-SP0170

Phone:

Fax:

Estimate	Terms	Quote Date	Expiration Date	Salesperson	Customer Currency
Q000000907	Net 30 Days	7/6/2026	9/4/2026	SBOYER	USD US Dollar
		Quantity	Item	Unit Price	Extended Price
		1.000		26,987.00000	26,987.00
		EA	SOURCEWELL		
			SOURCEWELL CONTRACT # 033126-VCM		

Following based on City of Glendale specifications

	1.000		0.00000	0.00
EA	SALES			
	Model CP110VVD-52.5 Challenger Pro Body			

Model CP110VVD-52.5 Challenger Pro 10ft Enclosed Service Body which includes the following:

- Highroof with 74" inside height, includes (3) shelves per side, no windows in bulkhead or rear doors.
- LED Strip Lights installed in Highroof with recessed switch inside rear doors
- Grab Handles (pair), black rubber with steel core, bolt-on, installed inside rear doors
- Master Locks - push/pull bar locks with rear handles installed to secure (6) side compartments
- Paddle Latches
- Curbside Horizontal to extend from front vertical to rear of body
- Recessed Circle Embossed Bumper
- Hitch Asm - 2.5" Class V
- Powder Coat Taffeta White
- (4) 4"X1" LED Amber/White Soundoff MPower warning lights, (2) mounted in truck grill and (2) mounted in rear of body skirt.

BODY OUTSIDE HEIGHT IS APPROXIMATELY 89" FROM BOTTOM TO TOP

QUOTE



7/30/2026 3:13:39 PM

VIKING-CIVES MIDWEST, INC.
22956 HIGHWAY 61
ORAN MO 63771
USA

573-262-3545

Customer: 81

CASH SALES
USA

Contract: SOURCEWELL #033126

Contract Member: 111964

Contract Item: SW-TK0556,SW-TK0523,SW-TK0506
SW-SP0170

Phone:

Fax:

Estimate	Terms	Quote Date	Expiration Date	Salesperson	Customer Currency
Q000000907	Net 30 Days	7/6/2026	9/4/2026	SBOYER	USD US Dollar
	1.000			338.00000	338.00

EA

SALES

Windows in rear body doors

Replace standard Highroof rear doors with rear doors including windows.

1.000
EA

SALES

Windows in Highroof (2 per side)

Window Kit - (4) 8" x 32" non-opening windows in Highroof (2 per side)

1.000
EA

SALES

8'5"ft Western Plow Truck Side Comp

8'5" Western Pro Plus Plow Truck Side Components (no plow)

- Ford Truck Plow Mounting Bracket
- Truck Side Electric Harness
- Hand Held Controller
- DS Receiver Kit
- PS Receiver Kit

Install customer provide Western Plow for proper operation.

QUOTE



7/30/2026 3:13:39 PM

VIKING-CIVES MIDWEST, INC.
22956 HIGHWAY 61
ORAN MO 63771
USA

573-262-3545

Customer: 81

CASH SALES
USA

Contract: SOURCEWELL #033126

Contract Member: 111964

Contract Item: SW-TK0556,SW-TK0523,SW-TK0506
SW-SP0170

Phone:

Fax:

Estimate	Terms	Quote Date	Expiration Date	Salesperson	Customer Currency
Q000000907	Net 30 Days	7/6/2026	9/4/2026	SBOYER	USD US Dollar
	1.000			53,959.00000	53,959.00
	EA	SALES			
		2027 Ford F350 Chassis			

2027 Ford F350 Chassis which includes:

- Reg Cab
- 7.3 Gas Motor
- 10 Speed Automatic Transmission
- Dual rear wheels
- 60"CA
- 14,000 GVWR
- Oxford White
- See attachment for additional specifications

NOTE: (We're requesting customers to pay for truck chassis once received to upfitter, then pay remaining balance when completed truck is delivered)

	1.000		-12,500.00000	-12,500.00
	EA	SALES		
		2012 Chevrolet Trade in Allowance		

Trade In allowance for City of Glendale 2012 Chevrolet 3500 Crewcab with service body. VIN 1GD412CG0CF149668.

QUOTE



7/30/2026 3:13:39 PM

VIKING-CIVES MIDWEST, INC.
22956 HIGHWAY 61
ORAN MO 63771
USA

573-262-3545

Customer: 81

CASH SALES
USA

Contract: SOURCEWELL #033126

Contract Member: 111964

Contract Item: SW-TK0556,SW-TK0523,SW-TK0506
SW-SP0170

Phone:

Fax:

Estimate	Terms	Quote Date	Expiration Date	Salesperson	Customer Currency
Q000000907	Net 30 Days	7/6/2026	9/4/2026	SBOYER	USD US Dollar
Sale Amount:					74,895.00
Order Disc(0.0000%):					0.00
Surcharge:					N/A
Sales Tax:					0.00
Misc Charges:					0.00
Total Amount:					74,895.00

THANK YOU FOR DOING BUSINESS WITH VIKING-CIVES MIDWEST

Customer must fill out the information below before the order can be processed...

Accepted by:	
Date:	
P.O. Number:	

The price and terms on this quotation are not subject to verbal changes or other agreements unless approved in writing by the Home Office of the Seller. All quotations and agreements are contingent upon strikes, accidents, fires, availability of material and all other causes beyond our control. Prices are based on costs and conditions existing on date of quotation and are subject to change by the Seller before final acceptance.

♦ Typographical and stenographic errors subject to corrections. Purchaser agrees to accept either overage or shortage not in excess of ten percent to be charged pro-rata. Purchaser assumes liability for patent and copyright infringement when goods are made to Purchaser's specifications. When quotation specifies material to be furnished by the purchaser, ample allowance must be made for reasonable spoilage and material must be of suitable quality to facilitate efficient production.

♦ Conditions not specifically stated herein shall be governed by the established trade customs. Terms inconsistent with those stated herein which may appear on Purchaser's formal order will not be binding on the Seller.

♦ Unless otherwise stated, Installation charges do not include modifications to exhaust systems, cab protectors or bumpers.

Default

VIKING-CIVES MIDWEST, INC.

Page 4 of 4

sboyer@vikingcives.com