



**WORK SESSION MEETING  
OF THE  
CITY COUNCIL  
City of Maplewood, Missouri**

City Council Chambers, City Hall  
7601 Manchester Road, Maplewood, MO 63143

**Tuesday, April 14, 2026  
6:00 PM**

**AGENDA**

1. Call to Order
2. Roll Call
3. Municipal Facilities Strategy Following Proposition M
4. Alternative Vehicle Regulation Considerations
5. Adjournment

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*Posted on April 10, 2026, at Maplewood City Hall and [maplewoodmo.gov](http://maplewoodmo.gov)*

# Memorandum



**To:** Mayor and City Council  
**From:** Amber Withycombe, City Manager  
**Date:** April 9, 2026  
**Re:** **Proposition M Post-Election Analysis and Next Steps**

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I want to begin by expressing my gratitude for your individual efforts to support Proposition M. The door-knocking, facility tours, and conversations with residents demonstrated genuine commitment to our community. While we fell short of the 4/7ths threshold by 4 percentage points, 53.4% of voters supported the project. The process generated community engagement that we can build upon as we explore possible next steps.

That said, the campaign revealed communication challenges we need to address as we move forward. While the city offered multiple opportunities for in-person engagement, most residents who opposed the project on social media did not attend these events. Notably, the individual who funded the opposition campaign also declined to participate in any public events about the project. This gap between online discourse and in-person participation suggests we need different strategies for reaching skeptical residents and building trust in our informational materials. If we return to voters, we'll need to close that gap.

The reality is this — the building is in poor condition. It does not allow us to properly operate a professional police agency. We do not have adequate workspace for administrative staff to effectively deliver customer service. We lack private, secure areas for our Social Services Coordinator to meet with vulnerable residents seeking assistance. Our Court Administrator cannot be accommodated in the building at all. This is not about a preference for private offices; it is about the reality that we simply do not have the space necessary for staff to perform their jobs effectively. The building does not meet basic ADA accessibility standards in many areas. It does not have technology infrastructure to support modern, efficient operations. It does not have a building envelope or HVAC system that can be maintained cost-effectively. Those facts don't change with a "no" vote.

Our informational materials did not present worst-case scenarios due to the advocacy limits placed on use of taxpayer funds. But given Prop M's failure to pass, we are now compelled to consider pathways forward that embrace the unvarnished reality of our circumstances and help us chart a collective path forward.

The project we proposed did not include luxuries or "nice to have" elements. It was the square footage, design, and construction cost required to properly accommodate the City's service-level and deferred maintenance needs as identified by our professional consultant and police accreditation standards. It addressed police operational deficiencies, building systems failures, accessibility barriers, workspace constraints, secure records storage, technology infrastructure limitations, and community meeting space inadequacy. It was comprehensive because the problems are comprehensive. We cannot keep applying band-aids to problems that require

surgery. Incremental fixes are costly and only delay the inevitable comprehensive renovation the building requires.

If our taxpayers are unwilling to support the infrastructure required to deliver core services at professional standards, we have varying paths we can pursue. **I am asking Council to advise staff on which options we should investigate more deeply so we can present a recommendation at the April 28 Council meeting, prior to budget work sessions.**

## **CONTEXT FOR MOVING FORWARD**

Before presenting options, I want to briefly address questions that arose frequently during the campaign, as they inform our path forward:

***Why not use fund balance reserves?*** Fund balance reserves (currently \$12 million) serve as the City's emergency savings account. Depleting 88% of reserves (\$10.6 million) to avoid bonding would be fiscally reckless. It would damage our AA credit rating, leave us vulnerable to crisis or natural disaster, and violate every principle of sound municipal financial management.

The Government Finance Officers Association recommends reserves equal to at least two months of operating expenditures. Bond rating agencies view reserve depletion for capital projects as a warning sign of financial distress. No financially well-managed municipality uses emergency reserves to fund major infrastructure. Reserves protect operations and ensure the City can respond to the unexpected; they are not a substitute for appropriate long-term financing of capital assets.

***Why bond financing?*** Bonding spreads costs over 20 years, matching payments to the useful life of improvements while preserving resources for ongoing needs. This is standard municipal practice for major capital projects, not evidence of poor planning.

***Why not pay for improvements incrementally over several years?*** We cannot incrementally raise property taxes without voter approval under the Hancock Amendment. Additionally, spreading a \$10.6 million project over multiple years through annual tax increases would cost significantly more due to construction cost escalation.

***Why hasn't the City maintained the building?*** We have performed routine maintenance and repairs annually, and we have made selective renovation improvements since 2018. However, our annual operating budget cannot support the scope of needs required for the project. These are capital improvements requiring comprehensive financing. Doing this work piecemeal over many years would cost taxpayers more.

***Why can't the City redirect more general fund dollars to facility improvements?*** Operating revenue should not be used to fund capital expenses because it creates structural budget deficits and undermines long-term fiscal sustainability. Operating dollars fund ongoing services, salaries, and maintenance. These expenses recur every year and must be sustained indefinitely. Capital expenses are one-time investments in infrastructure with useful lives spanning decades. Using operating revenue for capital projects forces an either/or choice: either cut essential services permanently to fund a one-time expense or create a temporary funding solution that leaves a structural hole in the budget once the capital project is complete. Sound fiscal management

matches the funding source to the expense type: recurring revenue for recurring costs, one-time or bonded revenue for one-time capital investments.

For example, the City's Public Safety Pension Tax no longer fully funds the minimum contribution to LAGERS (Local Government Employees Retirement System) required for all police and fire personnel. As of the current fiscal year, we are using general fund revenue to close that gap. This existing structural deficit further limits our ability to redirect general fund dollars without cutting core services or eliminating positions.

***Why is the City pursuing this project now?*** The deficiencies are not new. CALEA has documented police facility deficiencies in assessments dating back to 2014, and successive accreditation reviews have identified the same operational constraints. When I began as City Manager in early 2024, facility conditions were immediately apparent as a pressing issue requiring Council attention, both from staff concerns and firsthand observation, as well as from money we were spending on band-aid repairs and investments we weren't making in maintenance to extend the life of the building.

The City brought this to voters because continued deferral represents poor stewardship of public assets and threatens our ability to deliver professional services. The timing reflects a decade of documented deficiencies reaching the point where comprehensive response became necessary.

***Why are property taxes increasing if the City hasn't raised rates?*** Assessed property values have increased, which increases tax bills. The City collects only 12% of total property tax bills; 71% goes to the school district. Most City revenue comes from sales taxes, not property taxes.

Residents have been clear they don't want property taxes raised, even as a majority (53.4%) supported this specific investment. This creates fundamental tension: **we cannot deliver professional-level services in substandard facilities without investment, and we cannot make that investment without revenue.**

#### **RELATED CONTEXT: SOLID WASTE FUNDING**

I want to remind Council of an additional property tax decision on the near horizon that may influence timing and strategy for facility financing.

The City levies a solid waste property tax (currently \$0.191 per \$100 of assessed valuation) to fund trash collection services. However, Republic Services contract payments have been partially subsidized by general fund revenue for the last few years because the solid waste tax revenue has not kept pace with service costs.

By 2029, we will need to either ask voters to increase the solid waste property tax to cover actual service costs, or eliminate the solid waste tax and require residents to contract directly with trash haulers for service.

This decision is independent of facility financing, but the timing is an important consideration. If we return to voters with a facility bond, we should consider whether asking for another property tax increase in 2029 (or eliminating a city service and requiring direct payment) will be politically viable. Conversely, if we pursue other funding sources for facility improvements and

eliminate the solid waste tax to help offset budget impacts, residents could be asked to pay directly for trash service within the next one to two years.

Staff can provide an update regarding existing solid waste tax expenses, revenue, and fund balance reserves as part of further discussion on April 28.

### **OPTIONS FOR COUNCIL CONSIDERATION**

I ask Council to advise staff on which of the following options we should investigate more deeply for presentation at the April 28 meeting:

#### **Option 1: Return to Voters**

Return with a similar proposal on the August 2026 primary, November 2026 general election, or April 2027 municipal election ballot. All require 4/7ths majority for general obligation bonds.

*Approach:* Perform pre-referendum surveying and community engagement to develop messaging that addresses common concerns and misconceptions at the front end. Encourage a larger, more organized PAC effort with participation from both elected officials and community stakeholders. Use the pre-referendum period for the PAC to meet with opposition stakeholders and more fully communicate the risks of inaction. Provide more detailed information via the PAC about consequences of not pursuing the project.

*Considerations:* We earned 53.4% support and, if turnout remains consistent, we need to convert approximately 50 additional voters to reach the 57.1% threshold. Success is not guaranteed, as voter sentiment may not shift significantly. The August 4 primary election and November 3 general election in Maplewood will include elections for U.S. Representative, State Senator, State Representative, State Auditor, Circuit Judge, County Executive, Prosecuting Attorney, County Assessor, and County Council for District 5. The August 4 election will also include the County's proposed 3.5125% use tax for goods purchased online. The April 2027 municipal election will return the referendum to the same electorate that narrowly rejected the measure, though with additional time for education and relationship-building. Staff is not aware of any statutory limit on the number of times a municipality can place the same general obligation bond on the ballot, but voter fatigue and ongoing costs related to voter information are a concern.

*Data needed for analysis:* Cost estimates for professional polling/community engagement firm, updated construction cost estimates for each election timeline, analysis of April 2026 election results to identify persuadable areas, comparison of turnout demographics across August primary vs. November general vs. April municipal elections.

#### **Option 2: Municipal Police Agency Consolidation**

Pursue conversations with Richmond Heights and Clayton about police department consolidation.

*Concept:* If voters are unwilling to fund adequate facilities for an accredited police agency in Maplewood, we explore moving our officers to another agency and repurposing our building space for other regional functions such as the ECDC dispatch center and consolidated regional court operations.

*Rationale:* By not addressing space and operational constraints, we face significant challenges in maintaining CALEA accreditation. We have close operational partnerships with Richmond

Heights and Clayton across social services, IT, dispatch, fire training, and the potential fire authority, among other areas. Regional consolidation would eliminate facility constraints by eliminating the Maplewood Police Department as a standalone entity.

**Considerations:** This option requires extensive evaluation of cost, feasibility, governance structure, and community impact. The timeline would be 12 to 24 months minimum for evaluation and potential implementation. Consolidation does not address non-police facility needs in City Hall. It may not generate immediate cost savings as some police consolidations increase costs in the short term due to transition expenses, salary and pension harmonization, and new infrastructure needs. Community response is likely to be mixed to negative based on regional consolidation precedents.

**Data needed for analysis:** Preliminary conversations with Richmond Heights and Clayton about interest and feasibility, cost comparison between current Maplewood PD operations and estimated consolidated service costs, governance structure options for regional policing, case studies of recent police consolidations in Missouri (successes and failures), community survey or focus groups on consolidation receptivity.

### **Option 3: Certificates of Participation (Full Project)**

Pursue Certificates of Participation (COPs) to fund the full \$10.6 million project without voter approval.

**What are COPs?** Certificates of Participation are a form of lease-purchase financing that does not require voter approval. The City would enter into a long-term lease agreement for the facility improvements, with annual lease payments serving as debt service. Unlike general obligation bonds, COPs are not backed by the City's taxing authority but rather by the lease agreement itself. This financing mechanism allows municipalities to fund capital projects without a public vote but typically carries slightly higher interest rates than voter-approved bonds.

**Debt service requirements:** Approximately \$870,000-\$930,000 annually for 20 years to service the COPs debt (assuming interest rates of 5.5-6%).

### **Funding sources would require one or more of the following:**

- **Capital Improvement Sales Tax Redirection:** The City currently receives approximately \$1.6 million annually in capital improvement sales tax revenue, which is committed to streets, sidewalks, streetscape and transit amenity improvements, fleet vehicles, snow equipment, fire apparatus, software and IT services, body-worn cameras and tasers, public safety cameras, and other recurring and replacement capital items. Redirecting \$870,000-\$930,000 would require suspending most street repairs, equipment replacement, and infrastructure maintenance for the life of the debt (20 years).
- **General Fund Cuts:** The \$870,000-\$930,000 represents approximately 9-10% of the general fund budget, which currently funds all core operations and salaries. Additionally, the general fund is already subsidizing the Public Safety Pension contribution gap (the Public Safety Pension Tax no longer fully covers LAGERS contributions for police and fire personnel), which further constrains available funds. Achieving this level of reduction would require some combination of eliminating full-time positions, freezing open positions, cutting operational expenses, and increasing fees for permits, licenses, and other city services.

- **Combination Approach:** Partial capital improvement redirection combined with partial general fund cuts and fee increases to distribute the impact across multiple revenue sources.
- **Considerations:** COPs do not require voter approval and proceed faster than returning to the ballot. However, this approach creates severe operational and service delivery constraints. This option forces service cuts that may generate significant community opposition when impacts become clear. The financing costs are typically higher than voter-approved bonds due to increased risk to lenders.

**Data needed for analysis:** Detailed COPs financing terms from bond counsel and municipal advisor (interest rates, structure, timeline), specific budget cut scenarios showing reductions by department, fee increase analysis showing impact on residents, capital improvement project prioritization if redirecting sales tax revenue, service-level impact analysis.

#### **Option 4: Certificates of Participation (Police-Only Project)**

Scale back to renovate and expand only the Police Department facility using COPs financing, leaving the remainder of City Hall as-is.

- Estimated cost: \$7-8 million
- Annual debt service: \$575,000-\$695,000 (assuming interest rates of 5.5-6%)

**Impact:** This option addresses police operational deficiencies and CALEA accreditation requirements but does not address deferred maintenance in non-police areas of City Hall, including HVAC system failures, building envelope deterioration, ADA accessibility limitations, technology infrastructure inadequacy, and workspace constraints. It still requires significant budget cuts or capital improvement redirection to service the debt. It preserves CALEA-related operational improvements for police while deferring approximately 30% of identified facility needs indefinitely.

**Considerations:** The smaller debt service payment still requires substantial budget adjustments through some combination of the approaches described in Option 3. This option leaves roughly 30% of identified facility needs unaddressed and may require returning to voters in the future for remaining building issues as they become critical. The City would continue to operate with the same non-police facility constraints that affect accessibility, energy efficiency, and administrative operations. Additionally, using capital improvement sales tax revenue to fund debt service leaves the City in a precarious position should non-police deferred maintenance items fail and need emergency replacement with capital funds. Without capital improvement funds available, any major building system failure (HVAC, roof, electrical, etc.) would require either emergency budget cuts or additional debt.

**Data needed for analysis:** Revised project scope and cost estimate for police-only renovation, COPs financing terms for reduced project amount, specific budget cut scenarios for \$575,000-\$695,000 annual debt service, timeline projection for when deferred City Hall needs become critical.

#### **Option 5: Phased Approach with Mixed Financing**

Break the project into distinct phases and pursue different financing mechanisms for each phase based on urgency and political feasibility. This approach continues the piecemeal project funding

pattern the City has employed for the last 15 years to compensate for City Hall not being comprehensively renovated when the fire station was constructed.

***Phase 1 (Immediate - 2026-2027) - Critical Health/Safety/Code Compliance:***

Address only the most critical issues requiring immediate attention using Certificates of Participation — HVAC system failures creating health and safety concerns, building envelope emergencies, ADA violations that could trigger legal liability and federal funding restrictions, and life safety code violations.

- Estimated cost: \$2-3 million
- Annual COPs debt service: Approximately \$205,000-\$260,000 for 20 years
- Funding approach: COPs financed through combination of partial capital improvement redirection (~\$150,000-\$200,000) and general fund adjustments (~\$60,000-\$110,000)

***Phase 2 (2027-2028) - Police Facility Renovation:*** Return to voters with a scaled-down general obligation bond focused solely on police operational deficiencies and CALEA accreditation requirements after demonstrating fiscal responsibility in Phase 1 and conducting additional community education.

- Estimated cost: \$5-6 million
- Required debt service levy: Approximately \$0.41 per \$100 assessed valuation (increase of \$0.13 from current \$0.28)
- Annual debt service: Approximately \$400,000-\$480,000 for 20 years
- Tax impact example: \$300,000 home = approximately \$74/year or \$6.17/month

***Phase 3 (2029+) - Administrative Space and Efficiency Improvements:*** Address remaining administrative workspace constraints, technology infrastructure, and operational efficiency improvements through capital improvement funds or ongoing operating budget allocations as financially feasible.

- Estimated cost: \$3-4 million
- Funding: To be determined based on success of Phase 2 and available revenue sources

***Considerations:*** This approach spreads financial and political risk across multiple years, allows the City to demonstrate fiscal responsibility and good stewardship on Phase 1 before returning to voters, addresses most urgent health/safety/legal compliance issues immediately, and preserves CALEA accreditation path through Phase 2 police improvements. However, it perpetuates the pattern that created current conditions: deferring comprehensive renovation in favor of incremental fixes that cost more over time. It increases total project cost due to phasing inefficiencies, construction cost escalation between phases (3-5% annually), and bid mobilization costs for multiple separate projects. Timeline extends significantly (potentially 4-6 years to complete all phases), and there is risk that Phase 2 or Phase 3 may never be completed if voter sentiment doesn't shift or if economic conditions deteriorate. Importantly, this approach does not solve the underlying problem that Proposition M was designed to address, it simply extends the pattern of deferred comprehensive investment that brought us to this point.

***Data needed for analysis:*** Breakdown of facility needs by urgency category (critical/code compliance vs. operational efficiency vs. accreditation requirements), detailed cost estimates for Phase 1 immediate needs, legal risk assessment and potential liability exposure for continued ADA non-compliance, COPs financing terms for \$2-3 million, updated construction cost

estimates for Phase 2 incorporating 12-18 month escalation, and projected capital reserves availability to potentially fund Phase 1 without debt.

### **DISCUSSION QUESTIONS FOR COUNCIL**

- Are you willing to return to voters? If so, which election timing makes most sense: August 2026, November 2026, or April 2027? What would need to change in our approach?
- If you prefer self-financing through Certificates of Participation, which funding approach is least objectionable: capital improvement redirection, general fund cuts, fee increases, or some combination?
- Is a police-only project acceptable if it means deferring all other facility needs indefinitely?
- Should we begin preliminary conversations with Richmond Heights and Clayton about consolidation possibilities, even if only as due diligence?
- How does the upcoming solid waste funding decision influence your thinking on facility financing timing and approach?
- Are there options staff hasn't considered that Council would like us to explore?

### **NEXT STEPS**

Based on Council's direction at this work session, staff will develop a more detailed analysis for preferred option(s), gather data identified in this memo for each option under consideration, identify specific budget cut scenarios if self-financing is pursued, prepare a communications strategy for community engagement, and present a recommendation at the April 28 Council work session.



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**BOND ELECTIONS IN MISSOURI IN 2026**

The following schedule shows the available bond election dates for political subdivisions and special districts in Missouri in 2026 and the deadline dates for filing notice of a proposed bond election with the election authority (i.e., county clerk or, where established, board of election commissioners). Under special circumstances set out in Section 115.123, RSMo, bond elections and school district levy elections may be held on days other than those shown below. Elections may be conducted by mail ballot if certain conditions set out in Section 115.652 are met.

**Notice to Election Authority  
(Tuesdays)**

**Election Days  
(Tuesdays)**

November 25

February 3 <sup>(1)</sup>

January 27

April 7 <sup>(2)</sup>

May 26

August 4 <sup>(2)</sup>

August 25

November 3 <sup>(2)</sup>

Notes:

<sup>(1)</sup> Bond election only; no other issues allowed.

<sup>(2)</sup> General obligation bond questions submitted on the following election days require a four-sevenths majority (instead of the two-thirds majority required for all other election dates):

- (i) April 7, 2026 (general municipal election day).
- (ii) August 4, 2026 (primary election day).
- (iii) November 3, 2026 (general election day).

# Memorandum



**To:** Mayor and City Council  
**From:** Amber Withycombe, City Manager  
**Date:** April 9, 2026  
**Re:** **Alternative Vehicle Regulation Considerations**

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## **Background**

The growth in use of electric bicycles, electric scooters, and other alternative vehicles has outpaced Maplewood's existing traffic codes. Staff is bringing this topic to Council for direction on whether and how to update Chapter 50 of the code to address these vehicles more comprehensively. Two neighboring municipalities, Brentwood and Richmond Heights, have recently enacted relevant ordinances and offer useful models for comparison. Richmond Heights is of particular relevance because our two cities share the MRH School District. Students riding to and from school in Richmond Heights are subject to that city's alternative vehicle regulations, but those rules have no force once a rider crosses into Maplewood. A student who is required to ride in the street on a Class 1 electric bicycle in Richmond Heights faces no equivalent rule on the Maplewood side of the same commute. Aligning Maplewood's framework with Richmond Heights' where appropriate would provide consistent, enforceable expectations for the many school-aged riders who travel between the two cities daily.

Brentwood's ordinance is more comprehensive than Richmond Heights' and represents the model staff recommends Maplewood most closely follow. In particular, the proliferation of electric- and gas-powered mini-bikes operated by underage riders on Maplewood streets has created an active enforcement problem that Maplewood's current code does not address and that Brentwood's ordinance is specifically designed to meet. State statutes address the regulation of electric bicycles, but do not address the regulation of powered scooters and other motorized alternative vehicles.

## **Maplewood's Current Code**

Maplewood's traffic regulations are primarily governed by the state Model Traffic Ordinance, adopted by reference in Section 50-1 of the City Code (attached). The City's local additions address motor vehicles, licensing, and a limited set of traffic rules. Section 50-94 requires helmet use by persons under 17 operating bicycles, scooters, inline skates, roller skates, or skateboards on any public right-of-way. The code does not currently define or specifically regulate electric bicycles, electric scooters, motorized alternative vehicles, or the broader categories of alternative vehicles now commonly in use. As a result, enforcement of incidents involving these vehicles, particularly on sidewalks and in residential areas, lacks a local regulatory framework.

## **Richmond Heights' Approach**

Richmond Heights enacted Ordinance 5556 (attached) in January 2025, amending its bicycle chapter to add definitions and rules for electric bicycles and scooters. The ordinance is relatively concise. It defines three classes of electric bicycles consistent with Missouri state law (RSMo 307.194) and adds a definition of scooter as a human- or electrically-powered board-style device capable of no more than 20 miles per hour. Key operational rules: Class 1 and Class 2 electric

bicycles and scooters may be ridden on sidewalks and shared-use paths where bicycles are permitted; Class 3 electric bicycles may not be used on sidewalks or shared-use paths. Riders of all classes of electric bicycles are granted the same rights and duties as bicycle riders on streets and highways. Richmond Heights does not address motorized alternative vehicles such as mini-bikes or go-karts.

### **Brentwood's Approach**

Brentwood's ordinance (attached), adopted in early 2026, is significantly more comprehensive. It creates a full definitional framework for alternative vehicles, including bicycles, electric bicycles (Classes 1–3), electric scooters, electric micromobility transportation devices (Electric MTDs, including hoverboards and electric skateboards), electric personal assistive mobility devices (EPAMDs, such as Segways), motorized alternative vehicles (gas or electric mini-bikes, go-karts, pocket bikes), and non-motorized alternative vehicles (skateboards, roller skates, non-powered scooters). The ordinance also designates specific major roads (Brentwood Boulevard, Manchester Road, McKnight Road, and Eager Road) on which most alternative vehicles are prohibited except when crossing at a crosswalk.

Brentwood's permitted use framework is summarized in the chart attached to this memo. Bicycles are permitted everywhere. Class 1 and 2 electric bicycles are permitted on streets and residential roads but not on sidewalks. Class 3 electric bicycles are permitted on streets and residential roads, require the operator to be at least 16 years old per state law, and are prohibited on sidewalks, parks, and trails. Electric scooters may be operated on sidewalks, bicycle paths, and multi-use paths but require a valid driver's license for street use. Gas-powered mini-bikes and go-karts are restricted to private property only and are prohibited on all streets, roads, multi-use trails, and in city parks without exception. Non-motorized alternative vehicles such as skateboards are permitted on sidewalks, parks, and trails but not on streets. EPAMDs are permitted on sidewalks, parks, and trails but not on streets.

### **Considerations for Maplewood**

#### *Gas-powered mini-bikes.*

The City has an active enforcement problem with gas-powered mini-bikes operated by underage riders on public streets and in residential areas, and staff has noted a potential emerging issue with electric mini-bikes as well. Maplewood's current code provides no specific authority to address either vehicle type — there is no local definition of these vehicles, no prohibition on their street use, and no enforcement mechanism targeted at the parents or guardians who are ultimately responsible for permitting the behavior. The trend for gas-powered mini-bikes operated by underage riders appears to be the more prevalent concern in Maplewood at this time.

Brentwood's ordinance addresses this directly. Gas-powered mini-bikes, mini-motorcycles, pocket bikes, and go-karts are prohibited on all streets, roads, multi-use trails, and in city parks, with no exceptions based on road classification. The only permitted use is on private property. Critically, the ordinance includes two enforcement tools that Maplewood currently lacks: a parental responsibility provision making it unlawful for a parent or guardian to knowingly permit a child under 17 to operate any alternative vehicle in violation of the chapter, and an impoundment provision authorizing officers to seize the vehicle for up to five days when a rider under 17 is found in violation. Written notice to a parent or guardian is prima facie evidence of knowledge of the child's propensity to violate the ordinance, which strengthens subsequent enforcement actions.

### ***Manchester Road and Big Bend Boulevard***

Like Brentwood, Maplewood has high-volume arterial roads that present safety concerns for alternative vehicle users. A Maplewood ordinance could designate Manchester Road and Big Bend Boulevard as restricted corridors similar to Brentwood's major roads list.

### ***School-aged riders and adjacency to Richmond Heights***

Richmond Heights' alternative vehicle regulations govern students riding within that city, but those rules do not extend into Maplewood, meaning a student's ride to school may be subject to different rules depending on which side of the city line they are on. While Brentwood's more comprehensive ordinance is the primary model staff recommends, Maplewood's regulations should be reviewed for consistency with Richmond Heights' framework where the two diverge, particularly on sidewalk use for Class 1 and 2 electric bicycles. Brentwood prohibits Class 1 and 2 electric bicycles on sidewalks, but that restriction reflects Brentwood's more limited sidewalk network. Maplewood has sidewalks on nearly every street, making sidewalk riding a practical and commonly used option for cyclists of all ages. Richmond Heights, which shares Maplewood's more complete pedestrian infrastructure, permits Class 1 and 2 electric bicycles on sidewalks. Staff recommends Council consider following Richmond Heights' approach on this question, while adopting Brentwood's framework in most other respects.

### ***Deer Creek Greenway***

The Deer Creek Greenway already operates under usage guidelines that prohibit unauthorized motorized vehicles, which would cover gas-powered mini-bikes. However, the existing guidelines describe permitted vehicles as "motorized wheelchairs, bikes, scooters, etc.," language broad enough to create ambiguity about which classes of electric bicycles and scooters are appropriate on a shared-use trail. A Maplewood alternative vehicle ordinance should affirmatively specify which vehicle classes are permitted on the greenway, consistent with whatever framework Council adopts for sidewalks and shared-use paths more broadly. This is consistent with Brentwood's approach, which addresses park and trail use as a distinct category within its ordinance.

### ***Existing helmet ordinance***

Section 50-94 already requires helmets for riders under 17 on bicycles and scooters. Any updated ordinance should reconcile and consolidate these provisions rather than create parallel or conflicting requirements.

### **Questions for consideration**

- Does Council concur with staff's recommendation to pursue a comprehensive alternative vehicle ordinance modeled primarily on Brentwood's framework?
- Should Maplewood designate Manchester Road and Big Bend Boulevard as restricted corridors for alternative vehicles, consistent with Brentwood's major roads approach?
- Does Council concur with staff's recommendation to permit Class 1 and 2 electric bicycles on sidewalks, consistent with Richmond Heights' approach and Maplewood's more complete sidewalk network?
- Does Council concur with staff's recommendation to adopt explicit prohibitions on gas-powered mini-bikes and go-karts on public streets, parks, and trails, with parental responsibility and impoundment provisions to support enforcement?

- Which classes of electric bicycles and scooters should be affirmatively permitted on the Deer Creek Greenway, and should that be addressed in the alternative vehicle ordinance or through a separate trail use policy?

## Chapter 50 TRAFFIC AND MOTOR VEHICLES

### ARTICLE I. IN GENERAL

#### Sec. 50-1. Model ordinance adopted.

RSMo ch. 300, except for sections 300.015 through 300.070, known as the "Model Traffic Ordinance," is hereby adopted as the traffic code for the city with like effect as if recited at length herein, with all additions, insertions, deletions and changes, if any, as the state may, from time to time, so provide.

(Code 1982, § 19-1)

#### Sec. 50-2. Definitions.

The following words, terms and phrases, when used in this chapter, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

*Commercial vehicle* means a motor vehicle designed for regular use for carrying freight and merchandise in excess of one ton or more than eight passengers or any vehicle designed primarily for commercial purposes such as tow trucks and dump trucks but not including vanpools.

*Parking lots* means areas on private or public property providing for parking automobiles or other vehicles and which are regularly used by the public incident to commercial, industrial or institutional purposes of the owner or occupant of the property, whether provided for hire or gratuitously.

*Private way* means all privately owned streets, public service drives, alleys, parking lots and driveways open for public travel and for the use of patrons on any real property used for commercial, institutional or multifamily residential use. Private ways shall include private streets and those areas designated or appearing as driveways on private property, when either the private street or driveway is utilized to provide a flow of vehicular or pedestrian traffic upon or providing access to or from parking lots, commercial or industrial buildings to which the public is invited, or institutional buildings.

*Recreational motor vehicle* means any motor vehicle designed, constructed or substantially modified so that it may be used and is used for the purpose of temporary housing quarters, including therein sleeping and eating facilities which are either permanently attached to the motor vehicle or attached to a unit which is securely attached to the motor vehicle.

(Code 1972, § 401.01(A)(6), (A)(34)(b); Code 1982, § 19-1.1; Ord. No. 4097, § 1, 6-23-1981; Ord. No. 4672, § 1, 1-10-1995)

#### Secs. 50-3—50-22. Reserved.

### ARTICLE II. LICENSING

#### DIVISION 1. GENERALLY

**Sec. 50-23. State registration and license required.**

- (a) No person shall operate any motor vehicle, recreational vehicle, or trailer within the city unless such motor vehicle, recreational vehicle, or trailer has properly displayed a valid license plate or plates or temporary permit issued to the lawful owner of the vehicle by the state, except that any person who is a non-resident of the state may operate any motor vehicle within the city, provided the motor vehicle, recreational vehicle, or trailer has been duly registered for the current year in the state, country, or other place of which the owner is a resident. All license plates shall be kept reasonably clean, unobstructed, and securely fastened.
- (b) No person shall park any motor vehicle, recreational vehicle, or trailer within the city unless such motor vehicle, recreational vehicle, or trailer has properly displayed a valid license plate or plates or temporary permit issued to the lawful owner of the vehicle by the state, except that any person who is a non-resident of the state may park any motor vehicle, recreational vehicle, or trailer within the city in accordance with chapter 50, article V of the Code, provided the motor vehicle, recreational vehicle, or trailer has been duly registered for the current year in the state, country, or other place of which the owner is a resident.
- (c) At all times such motor vehicle, recreational vehicle, or trailer is being operated or parked upon the streets within the city, the valid license plate or plates or temporary permit shall be properly displayed on such vehicle or trailer.

(Code 1972, § 414.06; Code 1982, § 19-118; Ord. No. 3733, § 2, 6-11-1973; Ord. No. 6067, § I, 2-11-2025)

**Sec. 50-24. Motor vehicle insurance required.**

- (a) All motor vehicles licensed by the state shall be required to have the minimum amount of motor vehicle insurance as determined by the state department of revenue when operating within the corporate limits of the city, and said operator must provide evidence of said insurance coverage upon request of a police officer of this city.
- (b) Failure to have the required insurance or produce evidence of the same shall result, upon conviction, in a minimum fine of \$100.00 and up to the fine of \$500.00 or 90 days in jail.
- (c) The request for the required insurance by a police officer can only be made in conjunction with a motor vehicle or operator violation or as a result of a motor vehicle accident.

(Code 1982, § 19-119; Ord. No. 4313, § 1, 8-11-1987)

**Sec. 50-25. Driving while license or driving privilege is cancelled, suspended or revoked.**

Any person whose operator's or chauffeur's license and driving privilege as a resident or nonresident has been cancelled, suspended or revoked under the provisions of RSMo 302.010 to 302.340, RSMo 302.500 to 302.540, RSMo 544.046, or RSMo ch. 577, and who drives any motor vehicle upon the streets or highways of the city while such license and privilege is cancelled, suspended or revoked, and before an official reinstatement notice or termination notice is issued by the director, is guilty of a violation of this section. The Maplewood Municipal Court shall not suspend the imposition of sentence as to such a person nor sentence such person to pay a fine in lieu of a term of imprisonment, nor shall such person be eligible for probation until he has served a minimum of 48 consecutive hours of imprisonment.

(Code 1982, § 19-21.1; Ord. No. 4315, § 1, 8-11-1987)

**Secs. 50-26—50-53. Reserved.**

## *DIVISION 2. LICENSING AND INSURANCE*

### **Sec. 50-54. Required.**

- (a) Every person residing in the city that owns or has in his custody or control a motor vehicle that is operated or stored within the city shall pay a license fee to the city.
- (b) A resident who has reached the age of 65 years and owns a motor vehicle may have a license fee refunded for such vehicle upon showing the proof of age, ownership of the motor vehicle and a paid receipt showing the license fee has been paid by presentation in person with the above-stated documents.
- (c) City motor vehicle licenses will be available December 1 of each year for individuals wishing to display one on the windshield of their motor vehicle or, in the case of a motorcycle, in a conspicuous location.

(Code 1972, § 414.01; Code 1982, § 19-126; Ord. No. 3741, § 1, 9-24-1973; Ord. No. 3782, § 1, 10-14-1974; Ord. No. 4069, § 1, 11-25-1980; Ord. No. 4091, § 1, 5-26-1981; Ord. No. 4294, § 1, 4-14-1987)

### **Sec. 50-55. Authorized fee collection.**

The county is authorized to collect the city motor vehicle license fees.

(Code 1972, § 414.02; Code 1982, § 19-127; Ord. No. 4294, § 2, 4-14-1987)

### **Sec. 50-56. Fees.**

The following fees shall be paid to the city under the provisions of this division:

Motor vehicles	\$6.00
Motorcycles	2.00
Dealer tags	3.00

(Code 1972, § 414.03; Code 1982, § 19-128; Ord. No. 4018, § 1, 11-13-1979; Ord. No. 4091A, § 1, 6-9-1981; Ord. No. 4093, § 1, 6-9-1981; Ord. No. 4294, § 3, 4-14-1987)

### **Sec. 50-57. State operator's license required.**

Every person that operates a motor vehicle within the city shall have on his possession a valid operator's or other appropriate license issued by the state or any other appropriate state authority.

(Code 1972, § 414.05; Code 1982, § 19-21; Ord. No. 3733, § 1, 6-11-1973)

### **Sec. 50-58. Invalid insurance documents.**

It shall be unlawful for a person to present, display, use, advertise, prepare, manufacture, distribute, offer for sale or barter, sell or trade, or possess with an intent to misrepresent, any card or document which is represented

to be a valid motor vehicle insurance certificate issued to the person, persons, or legal entity therein named which has been prepared with false information, is expired, is invalid due to nonpayment of premium, or any card or document which the information thereon has in any way been altered, and therefore is not a valid motor vehicle insurance certificate issued to the person, persons, or legal entity therein named.

(Ord. No. 5443, § I, 1-8-2008)

**Secs. 50-59—50-76. Reserved.**

### ***ARTICLE III. ADDITIONAL TRAFFIC REGULATIONS***

#### **Sec. 50-77. Pedestrians soliciting rides.**

It shall be unlawful for any person to stand in a roadway for the purpose of soliciting a ride from the operator of any vehicle not engaged as a public conveyance for the transportation of passengers for hire.

(Code 1972, § 408.17; Code 1982, § 19-2)

#### **Sec. 50-78. Vehicle watchers.**

It shall be unlawful for any person to solicit the privilege of watching or guarding a vehicle while it is parked on the streets of this city.

(Code 1972, § 408.18; Code 1982, § 19-3)

#### **Sec. 50-79. Throwing things on the street.**

No person shall throw or place or cause to be thrown or placed on or upon any street of this city any tacks, nails, wire, scrap metal, glass, crockery, sharp stones or other substances injurious to the feet of persons or to the tires or wheels of vehicles. Any person who has dropped any such substance upon the street shall immediately make all reasonable efforts to remove it from the street.

(Code 1972, § 408.20; Code 1982, § 19-4)

#### **Sec. 50-80. Operating and parking vehicles on private ways.**

- (a) *Code applicable to private ways.* All regulations pertaining to the operation and parking of vehicles contained in this chapter shall be applicable and in full force and effect on all private ways, as herein defined, within the city.
- (b) *Unlawful acts.* It shall be unlawful to operate and park any vehicle in violation of regulations contained in this chapter on private ways within the city.
- (c) *Authority of police to enforce regulations.* The police department shall have the authority to enforce all regulations pertaining to the operation and parking of vehicles on private ways.

(Code 1982, § 19-6; Ord. No. 5290, § I, 10-11-2005)

### **Sec. 50-81. Careful and prudent operation.**

Every person operating a motor vehicle in the city shall drive in a careful and prudent manner, and at such a rate of speed so as not to endanger the property of another or the life or limb of any person, and shall exercise the highest degree of care.

(Code 1972, § 405.01; Code 1982, § 19-22)

### **Sec. 50-82. Driving while intoxicated.**

A person commits the offense of driving while intoxicated if he operates a motor vehicle while in an intoxicated or drugged condition.

(Code 1972, § 405.04; Code 1982, § 19-23; Ord. No. 4321, § 1, 9-8-1987)

### **Sec. 50-83. Operation of motor vehicle with excessive blood alcohol content.**

A person commits the offense of driving with excessive blood alcohol content if he operates a motor vehicle in this city with 0.08 of one percent or more by weight of alcohol in his blood. As used in this section, percent by weight of alcohol in the blood shall be based upon grams of alcohol per 100 milliliters of blood and may be shown by chemical analysis of the person's blood, breath, saliva or urine.

(Code 1972, § 405.04B; Code 1982, § 19-24; Ord. No. 3742, § 1, 9-24-1973; Ord. No. 3989, § 1, 5-22-1979; Ord. No. 4322, § 1, 9-8-1987; Ord. No. 5014, § 1, 10-9-2001)

### **Sec. 50-84. Obstructed view.**

- (a) No person shall drive a motor vehicle when it is loaded in such a way, or when there are passengers so placed or in such number as to obstruct the view of the driver to the front or to the side, or as to interfere with the driver's control over the motor vehicle.
- (b) No passenger in a motor vehicle shall ride in such a position as to interfere with the driver's view to the front or side, or with the driver's control over the motor vehicle.

(Code 1972, § 405.04A; Code 1982, § 19-25)

### **Sec. 50-85. Driving on right side of road; lanes.**

- (a) All vehicles not in motion shall be placed with their right side as near the right-hand side of the highway as practicable, except on streets where vehicles are obliged to move in one direction only or the parking of motor vehicles is regulated by ordinance.
- (b) Upon all public roads or highways of sufficient width, a vehicle shall be driven upon the right half of the roadway, except as follows:
  - (1) When overtaking and passing another vehicle proceeding in the same direction under the rules governing such movement;
  - (2) When placing a vehicle in position for and when such vehicle is lawfully making a left turn in compliance with the provisions of RSMo 304.014 to 304.026, or traffic regulations thereunder or of the city;

- (3) When the right half of a roadway is closed to traffic while under construction or repair;
  - (4) Upon a roadway designated by ordinance as a one-way street and marked or signed for one-way traffic.
- (c) It is unlawful to drive any vehicle upon any highway or road which has been divided into two or more roadways by means of a physical barrier or by means of a dividing section or delineated by curbs, lines or other markings on the roadway, except to the right of such barrier or dividing section, or to make any left turn or semicircular turn or U-turn on any such divided highway, except in a crossover or intersection.
  - (d) When authorized signs have been erected designating off-center traffic lanes, no person shall disobey the instructions given by such signs.
  - (e) Whenever any roadway has been divided into three or more clearly marked lanes for traffic, the following rules in addition to all others consistent herewith shall apply:
    - (1) A vehicle shall be driven as nearly as practicable entirely within a single lane and shall not be moved from such lane until the driver has first ascertained that such movement can be made with safety;
    - (2) Upon a roadway which is divided into three lanes a vehicle shall not be driven in the center lane, except when overtaking and passing another vehicle where the roadway ahead is clearly visible and such center lane is clear of traffic within a safe distance, or in preparation for a left turn or where such center lane is at the time allocated exclusively to traffic moving in the direction the vehicle is proceeding and is signposted to give notice of such allocation;
    - (3) Upon all highways any vehicle proceeding at less than the normal speed of traffic thereon shall be driven in the right-hand lane for traffic or as close as practicable to the right-hand edge or curb, except as otherwise provided in RSMo 304.014 to 304.026;
    - (4) Drivers of vehicles proceeding in opposite directions shall pass each other to the right, and except when a roadway has been divided into traffic lanes, each driver shall give to the other at least one-half of the main-traveled portion of the roadway whenever possible.
  - (f) All vehicles in motion upon a highway having two or more lanes of traffic proceeding in the same direction shall be driven in the right-hand lane except when overtaking and passing another vehicle or when preparing to make a proper left turn or when otherwise directed by traffic markings, signs or signals.
  - (g) All vehicles proceeding around a circular cul-de-sac must stay to the right before executing any turns into side street or driveways.

(Code 1982, § 19-26; Ord. No. 3743, § 1, 9-24-1973; Ord. No. 4983, § 1, 4-24-2001)

### **Sec. 50-86. Riding on handle bars.**

It shall be unlawful for the operator of any bicycle or motorcycle, when upon the street, to carry any other person upon the handle bar, frame or tank of any such vehicle, or for any person to so ride upon any such vehicle.

(Code 1972, § 408.11; Code 1982, § 19-27)

### **Sec. 50-87. Boarding or alighting from moving vehicles.**

No person shall board or alight from any vehicle while the vehicle is in motion.

(Code 1972, § 408.15; Code 1982, § 19-28)

### **Sec. 50-88. Mufflers; noises.**

Muffler cutouts shall not be used and no vehicle shall be driven in such manner or condition that excessive and unnecessary noises shall be made by its machinery, motor, signaling device, or other parts, or by any improperly loaded cargo. The motors of all motor vehicles shall be fitted with properly attached mufflers of such capacity or construction as to quiet the maximum possible exhaust noise. Any cutout or opening in the exhaust pipe, between the motor and the muffler on any motor vehicle, shall be completely closed and disconnected from its operating lever, and shall be so arranged that it cannot automatically open or be opened or operated while such vehicle is in motion.

(Code 1972, § 405.09; Code 1982, § 19-29; Ord. No. 3732, § 1, 6-11-1973)

### **Sec. 50-89. Unlawful riding.**

No person shall ride on any portion of a vehicle which portion is not designed or intended for the use of passengers when the vehicle is in motion. This section shall not apply to an employee engaged in the necessary discharge of a duty, or to persons riding within truck bodies in space intended for merchandise.

(Code 1972, § 408.16; Code 1982, § 19-30)

### **Sec. 50-90. Tampering with motor vehicles.**

- (a) No person shall drive, operate, use or tamper with a motor vehicle or trailer without the permission of the owner thereof.
- (b) No person shall, without the permission of the owner or person in charge thereof, climb upon or into, or swing upon any motor vehicle or trailer, or sound its horn or other sound-producing device, or attempt to manipulate any of its levers, starting device, brakes or machinery, or set the machinery in motion.
- (c) The provisions of this section shall apply to any person employed by the owner of the motor vehicle as a chauffeur or registered operator if the motor vehicle is driven or operated, used or tampered with without the owner's knowledge or expressed consent, or in violation of his instructions.
- (d) No person shall knowingly ride in a motor vehicle that has been stolen or is being operated without the consent of the owner.

(Code 1972, § 408.19; Code 1982, § 19-31)

### **Sec. 50-91. Lights on motor vehicles.**

No person shall operate a four or more wheel motor vehicle within the city unless such vehicle shall display at least two lighted lamps of white or yellow light on the front and two lighted lamps of red lights on the rear, with one on each side of the front and rear having a light source of equal power, which shall be visible from a distance of at least 500 feet from the vehicle; and which shall shine upon or illuminate all license plates in such a manner to render the numerals thereon visible from a distance of at least 50 feet from the vehicle. No person shall operate any motor vehicle with less than four wheels within the city unless such vehicle shall display one lighted lamp on the front of white or yellow light and one light lamp of red light on the rear, which shall be visible from a distance of at least 500 feet from the vehicle and which shall shine upon or illuminate all license plates in such a manner to render the numerals thereon visible from a distance of at least 50 feet from the vehicle.

(Code 1972, § 408.23; Code 1982, § 19-36; Ord. No. 3744, § 1, 9-24-1973)

### **Sec. 50-92. Unnecessary noise.**

No person shall operate or cause a motor vehicle to race its engine, peel its tires, sound its horn or any other warning device except for warning purposes or do any other act causing loud and unnecessary noise.

(Code 1972, § 408.24; Code 1982, § 19-37; Ord. No. 3745, § 1, 9-24-1973)

### **Sec. 50-93. Aggressive driving.**

- (a) It shall be unlawful for the operator of any motor vehicle intentionally to harass or alarm another person who is inside a motor vehicle by intentionally or knowingly:
  - (1) Increasing or decreasing the speed of his vehicle;
  - (2) Changing lanes;
  - (3) Following the other person's vehicle more closely than is reasonable and prudent under the totality of the circumstances;
  - (4) Impeding or obstructing the operation of the other person's motor vehicle; or
  - (5) Operating his vehicle in a manner that endangers or would be likely to endanger any person or property.
- (b) Every person convicted of violating this provision shall be punished by a fine of not less than \$500.00 nor more than \$1,000.00, or by detention in the county jail for not more than 90 days, or by both such fine and imprisonment.

(Code 1982, § 19-38; Ord. No. 4943, § 1, 6-13-2000)

### **Sec. 50-94. Helmet required for users of bicycles and certain other devices.**

- (a) The regulations in this section apply to persons operating or riding upon bicycles, scooters, inline skates, roller skates, or skateboards when such devices are operated upon any highway, roadway, alleyway, sidewalk or upon any path available for the use of such devices.
- (b) The following words, terms and phrases, when used in this section, shall have the meanings ascribed to them in this subsection, except where the context clearly indicates a different meaning:

*Bicycle* means a vehicle with two wheels tandem, handlebars for steering, a saddle seat, and pedals by which it is propelled.

*Helmet* means 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).

*Scooter* means a device that typically has one front and one rear wheel with a low footboard between, is steered by a handlebar, and is propelled either by pushing one foot against the ground while resting the other foot on the footboard or by a motor. A scooter may have more than two wheels.

- (c) Every person under the age of 17 years operating or being a passenger on a bicycle, or using a scooter, inline skates, roller skates or a skateboard shall wear a bicycle helmet of good fit, fastened securely upon the head with the straps of the helmet.

- (d) No person operating a bicycle shall allow anyone under the age of 17 years to ride as a passenger unless the passenger is wearing a bicycle helmet; 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 passengers head from impacts in an accident without the need for a helmet.
- (e) No parent, custodian or legal guardian of a person under the age of 17 years shall knowingly permit said person to operate or be a passenger on a bicycle, or to use a scooter, inline skates, roller skates and skateboards without wearing a bicycle helmet.
- (f) No person operating a bicycle shall allow anyone who is either four years old or younger or weighing 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 bicycles moving parts.
- (g) Any operator of or passenger on equipment described in this section found to be in violation of this section may 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 a bicycle helmet along with the helmet, to the city police department within five calendar days of the date of the violation notice.
- (h) Fines assessed to juvenile violators (under the age of 17 years) will be the legal responsibility of the violators parent, custodian or legal guardian; therefore, any summons issued as a result of a violation committed by such a juvenile shall be issued to said violators parent, custodian or legal guardian.
- (i) This section shall not apply to bicycles, scooters, inline skates, roller skates or skateboards operated on private residential property.

(Ord. No. 5510, § I, 4-14-2009)

**Sec. 50-95. Height, length and weight limits; permit to exceed.**

- (a) The city traffic engineer, with the approval of the mayor, may issue permits for the operation of vehicles exceeding the height, length and weight limits specified by law. The permit shall specify the terms and conditions under which such vehicles may be operated, and designate the street or streets over which such vehicle may be operated and the hours of the day between which such operation shall be permitted. Each applicant for a permit as herein provided shall first pay to the collector a fee of \$1.00, receipt for which shall be presented to the city traffic engineer before such permit is issued.
- (b) The city traffic engineer, with the approval of the manager, shall have the right to post notices on each end of any bridge in this city stating the maximum load that may be permitted on such bridge, and whenever by reason of thawing or frost, or rains, new construction or other reason, any street in this city shall be in a soft condition, the maximum gross weights of all vehicles to be operated on such street may be limited by the city traffic engineer to such an amount and in such manner as will preserve the street; and the city traffic engineer shall give or cause to be given due notice thereof by posting notices at convenient and public places along and near such street subject to such regulations.
- (c) Any person violating the provisions of this section, whether operating under a permit or not, or who shall willfully or negligently damage a highway of this city, shall be liable for the amount of such damage caused to any highway, street, bridge, culvert or sewer, and any vehicle causing such damage shall be subject to a lien for the full amount of such damage; provided, however, that such lien shall not be superior to any duly recorded or filed chattel mortgage or other lien previously attached to such vehicle.

(Code 1972, § 408.21; Code 1982, § 19-32)

## **Sec. 50-96 Pedestrians' right-of-way in crosswalks.**

- (a) When traffic control signals are not in place or not in operation, the driver of a vehicle shall yield the right-of-way, slowing down or stopping if need be to so yield to a pedestrian crossing the roadway within a crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling, or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger.
- (b) No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impossible for the driver to yield.
- (c) Whenever any vehicle is stopped at a marked crosswalk or at any unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass such stopped vehicle.

(Ord. No. 6042, § I, 4-9-2024)

## **Sec. 50-97. Golf carts and low-speed vehicles.**

### (a) *Definitions.*

For purposes of this section, the following definitions shall apply:

*Golf cart* means a motor vehicle that is designed and manufactured for operation on a golf course for sporting or recreational purposes and that is not capable of exceeding speeds of 20 miles per hour.

*Low-speed vehicle* means a four-wheeled vehicle whose gross vehicle weight rating (GVWR) is 3,000 pounds or less and has a maximum speed of 25 miles per hour or less that complies with the National Highway Traffic Safety Administration standards for low-speed vehicles in 49 CFR 571.3 and 571.500. All-terrain vehicles, utility vehicles and recreational off-highway vehicles, as defined in Section 301.010 RSMo. do not constitute low-speed vehicles.

*Motorized wheelchair* means a wheelchair propelled by a motor.

### (b) *Authorization and general operation requirements.*

- (1) Golf carts and low-speed vehicles may be operated upon city streets with posted speed limits of 25 miles per hour or less, in accordance with the provisions of RSMo. 304.034 and this section.
- (2) Golf carts and low-speed vehicles may cross streets or highways with posted speed limits greater than 25 miles per hour, provided that the posted speed limit at the point of crossing does not exceed 45 miles per hour.
- (3) No golf cart or low-speed vehicle shall be operated on any state or federal highway, except to cross such highway as permitted in subsection (b)(2) above.

### (c) *Equipment requirements.*

- (1) All golf carts operated on city streets shall be equipped with adequate brakes capable of stopping the vehicle safely; two white headlights visible from at least 500 feet; two red taillights/brake lights visible from at least 500 feet; turn signals; a rear-view mirror; seat belts for all passenger seats; and reflectors as required by state law.
- (2) Low-speed vehicles shall comply with all federal safety standards applicable to such vehicles under 49 CFR 571.3 and 571.500.

### (d) *Operator requirements.*

- (1) Every person operating a golf cart or low-speed vehicle on city streets shall possess a valid driver's license issued by the state of Missouri or another state.
  - (2) No person under the age of 16 shall operate a golf cart or low-speed vehicle on city streets.
- (e) *Insurance requirements.*
- (1) Every golf cart and low-speed vehicle operated on city streets shall be covered by liability insurance meeting the minimum requirements established by state law for motor vehicles.
  - (2) Proof of insurance shall be carried in the vehicle or by the operator at all times and shall be produced upon demand by any police officer.
  - (3) No person shall be found guilty of failing to produce proof of insurance if the operator demonstrates to the court that insurance coverage meeting the requirements of this section was in effect at the time of the citation.
- (f) *Safety requirements.*
- (1) The operator and all passengers of golf carts and low-speed vehicles shall wear properly adjusted and fastened safety belts, unless exempted for medical reasons.
  - (2) No person shall ride in any portion of a golf cart or low-speed vehicle that is not designed for passenger occupancy.
- (g) *Operating restrictions.*
- (1) Golf carts and low-speed vehicles shall be operated in the right-hand lane or as close as practicable to the right-hand curb or edge of the roadway.
  - (2) Golf carts and low-speed vehicles shall not impede the normal flow of traffic and shall pull over to allow faster traffic to pass when safe to do so.
  - (3) No golf cart or low-speed vehicle shall be operated on any sidewalk, bicycle path, or trail within the city.
  - (4) Golf carts and low-speed vehicles are prohibited from operating in city parks except in designated roadways and parking areas.
- (h) *Traffic law compliance.*
- (1) Operators of golf carts and low-speed vehicles shall comply with all applicable traffic laws, including but not limited to: obeying traffic control devices; yielding right-of-way as required; following posted speed limits (not to exceed the maximum speed capability of the vehicle); and operating in a careful and prudent manner.
  - (2) Golf carts and low-speed vehicles are subject to all applicable parking regulations.
- (i) *Prohibited operations.*
- (1) No person shall operate a golf cart or low-speed vehicle while under the influence of alcohol or controlled substances; in a careless, reckless, or negligent manner; during hours of darkness without required lighting equipment; or for commercial purposes, except as specifically permitted by other ordinances.
  - (2) No person shall operate a golf cart or low-speed vehicle in violation of any provision of this section or state law.
- (j) *Enforcement and penalties.*

- (1) Any violation of this section shall be deemed an ordinance violation punishable by fine as established by the municipal court.
- (2) The police department is authorized to enforce all provisions of this section and may impound any golf cart or low-speed vehicle operated in violation of this section.
- (3) Violations of state law while operating a golf cart or low-speed vehicle may be prosecuted under applicable state statutes.

(k) *Exemptions.*

This section shall not apply to:

- (1) Motorized wheelchairs operated by persons with disabilities.
- (2) Golf carts operated exclusively on private property.
- (3) Municipal vehicles operated in the course of official city business.
- (4) Emergency vehicles responding to emergency calls.

(Ord. No. 6082, § 1, 9-9-2025)

AN ORDINANCE AMENDING ORDINANCE NO. 4788, THE MUNICIPAL CODE OF THE CITY OF RICHMOND HEIGHTS, MISSOURI, TITLE III, TRAFFIC CODE; AMENDS CHAPTER 375, BICYCLES AND MOTORIZED BICYCLES BY DELETING MOTORIZED AND ADDING ELECTRIC BICYCLES AND SCOOTERS AND ADDED CERTAIN REGULATIONS REGARDING SUCH.

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BE IT ORDAINED BY THE COUNCIL OF THE CITY OF RICHMOND HEIGHTS, MISSOURI, as follows:

SECTION 1. TITLE III, TRAFFIC CODE, CHAPTER 375 is hereby amended as follows:

~~Chapter 375. Bicycles and Motorized Bicycles~~ **Bicycles, Electric Bicycles, and Scooters**

~~Section 375.010. Bicycle and Motorized Bicycle~~ **Bicycles, Electric Bicycles, and Scooters** — 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, except scooters and similar devices.

~~**MOTORIZED BICYCLE**~~

~~Any two or three 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 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 750 watts that meets the requirements of one of the following three classes:

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 miles per hour.

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 miles per hour.

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 miles per hour.

### **SCOOTER**

A vehicle consisting of a board mounted on two 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 20 miles per hour.

## Section 375.020. Brakes Required.

Every ~~bicycle and motorized bicycle~~ vehicle under this chapter shall be equipped with a brake or brakes which will enable its driver to stop the bicycle or scooter 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 and motorized bicycle when in use on a street or highway during the period from one-half (½) hour after sunset to one-half (½) 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 Subdivision shall not apply to motorized

bicycles which comply with National Highway Traffic and Safety Administration regulations relating to reflectors on motorized bicycles.

## Section 375.040. Rights and Duties of Bicycle and Motorized Bicycle Riders.

Every person riding a ~~bicycle or motorized bicycle~~ bicycle, electric bicycle, or scooter upon a street 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 375.050. Riding To Right — Required For ~~bicycle or motorized bicycle~~ bicycle, electric bicycle, or scooter — Mandatory Use of Bicycle Path By Bicycles.

Every person operating a ~~bicycle or motorized bicycle~~ bicycle, electric bicycle, or scooter at less than the posted speed or slower than the flow of traffic upon a street 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.

Class 1 electric bicycles, Class 2 electric bicycles, and scooters may be ridden on sidewalks or shared-use paths to the extent that bicycles are authorized on the same. Class 3 Electric bicycles may not be ridden on sidewalks or shared-use paths.

SECTION 2. It is hereby declared to be the intention of the City Council that each and every part, section and subsection of this Ordinance shall be separate and severable from each and every other part, section and subsection hereof and that the City Council intends to adopt each said part, section and subsection separately and independently of any other part, section and subsection. In the event that any part of this Ordinance shall be determined to be or to have been unlawful or unconstitutional, the remaining parts, sections and subsections shall be and remain in full force and effect.

SECTION 3. This Ordinance shall take effect and be in full force on the thirty-first day following its passage and being signed as provided by law.

PASSED and SIGNED this 20th day of January, 2025.

REGINALD FINNEY  
MAYOR

ATTEST:

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AMY HAMILTON  
CITY CLERK

APPROVED AS TO FORM:

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KENNETH J. HEINZ  
CITY ATTORNEY

First reading:           January 6, 2025  
Second reading:        January 20, 2025

BILL NO.: XXXX

ORDINANCE NO.:

INTRODUCED BY:

ALDERMAN PLUFKA  
ALDERMAN GOAD  
ALDERMAN LOCHMOELLER  
ALDERWOMAN HARTER

ALDERWOMAN PARKER TICE  
ALDERWOMAN SIMS  
ALDERMAN GOULD  
ALDERMAN ERGER

**AN ORDINANCE AMENDING SECTIONS 375.010 THROUGH 375.150 OF CHAPTER 375 OF TITLE 3, REPEALING SECTIONS 340.100 AND 340.107 OF CHAPTER 340 OF THE CODE OF ORDINANCES OF THE CITY OF BRENTWOOD REGULATING THE USE OF ALTERNATIVE VEHICLES IN THE CITY OF BRENTWOOD, MISSOURI, AND AMENDING SECTION 225.040 OF CHAPTER 225 OF THE CODE OF ORDINANCES REGARDING PARK RULES**

**WHEREAS**, within Title 3 of the Code of Ordinances, the City of Brentwood, Missouri (the “City”) regulates the use of certain alternative vehicles, including bicycles, electric bicycles, scooters, go-karts and minibikes within the City and within Section 225.040 of the Code of Ordinances, the City regulates such use within the City’s parks; and

**WHEREAS**, with the increased popularity of additional motorized alternative vehicles within the City and the region, including the frequent use of electric scooters and miniature motorcycles, it is necessary for the City to amend its ordinances to properly regulate the use of such alternative vehicles and to ensure that the City’s regulations promote the safe operation of such alternative vehicles throughout the City; and

**WHEREAS**, the Board of Aldermen of the City of Brentwood, Missouri has determined that it is in the best interest of the City and appropriate to amend Sections 375.010 through 375.150, to repeal Sections 340.100 and 340.107, and to amend Section 225.040 of the Code of Ordinances to better regulate the use of alternative vehicles upon the streets, sidewalks, parks and multi-use trails within the City.

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

**SECTION 1.** Sections 375.010 through 375.100 of the Code of Ordinances of the City of Brentwood, Missouri, are hereby repealed in their entirety and new Sections 375.010 through 375.150 are adopted in lieu thereof to read as follows:

**Section 375.010. Definitions.**

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

**ALTERNATIVE VEHICLE**

Includes Bicycles, Electric Bicycles, Electric MTDs, EPAMDs, Motorized Alternative Vehicle and Non-Motorized Alternative Vehicles.

## **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.

## **ELECTRIC BICYCLE**

An electric bicycle, an electrically assisted pedal cycle, or electrically powered assisted cycle, is a bicycle with an integrated electric motor used to assist propulsion.

Class I: Pedal assisted, no assistance without pedaling with a maximum speed of 20 mph

Class II: Throttle assisted, can be ridden without pedaling, maximum speed of 20 mph

Class III: Pedal assisted/ optional throttle, no assistance without pedaling, maximum speed of 28 mph. Must be sixteen (16) years of age or older to operate (RSMo 307.194).

## **ELECTRIC MICROMOBILITY TRANSPORTATION DEVICES (Electric MTDs)**

Electric micromobility devices are small, lightweight, electric-powered transportation devices designed for short-distance travel. These devices include electric scooters (e-scooters), electric bicycles, electric skateboards, one wheel self-balancing electric skateboards, self-balancing boards (hoverboards), play vehicles (toddler vehicle toys).

## **ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICE (EPAMD)**

A self-balancing, two 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.

## **ELECTRIC SCOOTER**

Any two- or three-wheeled device upon which the rider usually stands that has an electric motor with a power output of not more than 250 watts and is capable of propelling the device at a maximum speed of not more than twelve (12) miles per hour on level ground.

## **MAJOR ROADS**

For purposes of this Chapter, Major Roads consist of Brentwood Boulevard, Manchester Road, McKnight Road, Eager Road, and Litzsinger Road between Brentwood Blvd & McKnight Road.

## **MOTOR VEHICLE**

A mechanical device on wheels designed primarily for use on public rights-of-way and required by Missouri law to be licensed, but excluding any motorized alternative vehicles and EPAMDs.

## **MOTORIZED ALTERNATIVE VEHICLES**

A coaster, bicycle, play vehicle, scooter or other similar vehicle, including mini-motorcycles, pocket bikes, motorized go-carts, or motorized minibikes, having an electric motor or a gas engine 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 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 primarily used by a person with physical disabilities.

## **NON-MOTORIZED ALTERNATIVE VEHICLE**

Any device or mechanism with wheels and designed for transportation or recreation that is not a motor vehicle or a motorized alternative vehicle; such vehicles include roller skates, roller blades, skateboards, scooters, or any similar non-motorized devices, but shall not include bicycles.

**PUBLIC RIGHT-OF-WAY**

A road, street or highway designed primarily for the use of motor vehicles, excluding sidewalks and paved walking trails.

**ROADWAY**

The portion of a street or highway ordinarily used for vehicular travel, exclusive of the berm or shoulder.

**SIDEWALK**

Any sidewalk, trail or path, paved or unpaved, designed primarily for the use of pedestrians.

## Section 375.020. Brakes Required.

Every bicycle and electric bicycle shall be equipped with a brake or brakes which will enable its driver to stop the 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 and electric bicycle when in use on a street or highway during the period from one-half (½) hour after sunset to one-half (½) 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 375.040. Rights and Duties of Bicycle and Electric Bicycle Riders.

Every person riding a bicycle or electric bicycle upon a street 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 375.050. Riding to Right — Required for Bicycles and Electric Bicycles.

Every person operating a bicycle or electric bicycle at less than the posted speed or slower than the flow of traffic upon a street 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 two abreast when not impeding other vehicles.

## Section 375.060. Bicycle to Operate on the Shoulder Adjacent to Roadway, When.

- A. A person operating a 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 or electric 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.

## Section 375.070. Bicycle Required to Give Hand or Mechanical Signals.

The operator of a 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.

## Section 375.080. Electric Bicycles — Rights And Privileges; Label, Requirements, Modifications; Safety Standards;

## Authorized To Ride, Where, Exceptions; Class 3 Electric Bicycles, Special Provisions.

- A. Except as otherwise provided in this Section, every person riding an electric bicycle shall be granted all of the rights and shall be subject to all of the duties applicable to the operator of a bicycle. An electric bicycle shall be considered a vehicle to the same extent as a bicycle.
- B. An electric bicycle or a person operating an electric bicycle is not subject to provisions of law that are applicable to motor vehicles, all-terrain vehicles, off-road vehicles, off-highway vehicles, motor vehicle rentals, motor vehicle dealers or franchises, or motorcycle dealers or franchises, including vehicle registration, certificates of title, drivers' licenses, and financial responsibility.
- C. Beginning August 28, 2021, manufacturers and distributors of electric bicycles shall apply a permanent label to each electric bicycle. The label, which shall be affixed to the electric bicycle in a prominent location, shall contain the classification number, top assisted speed, and motor wattage of the electric bicycle. The text on the label shall be Arial font and in at least nine-point type.
- D. No person shall tamper with or modify an electric bicycle so as to change the motor-powered speed capability or engagement of an electric bicycle unless he or she replaces the label required under Subsection (C) of this Section with a new label indicating the new classification.
- E. An electric bicycle shall comply with the equipment and manufacturing requirements for bicycles adopted by the United States Consumer Product Safety Commission, 16 CFR 1512.
- F. An electric bicycle shall operate in a manner so that the electric motor is disengaged or ceases to function when the rider stops pedaling or when the brakes are applied.
- G. An electric bicycle may be ridden where bicycles are permitted to travel, subject to the following provisions:
  - 1. An electric bicycle may be ridden on bicycle or multi-use paths where bicycles are permitted;
  - 2. Following notice and a public hearing, the City may prohibit the operation of a Class 1 electric bicycle or Class 2 electric bicycle on multi-use paths within the City if it finds that such a restriction is needed for safety reasons or compliance with other laws or legal obligations;
  - 3. Class 3 electric bicycles may not be used on any sidewalk or multi-use path within the City; and
  - 4. The provisions of this Subsection shall not apply to a trail that is specifically designated as non-motorized and that has a natural surface tread that is made by clearing and grading the native soil with no added surfacing materials. The City may regulate the use of electric bicycles on such a trail.

H. The use of Class 3 electric bicycles shall be subject to the following provisions:

1. No person under sixteen (16) years of age shall operate a Class 3 electric bicycle. A person under sixteen (16) years of age may ride as a passenger on a Class 3 electric bicycle that is designed to accommodate passengers; and
2. All Class 3 electric bicycles shall be equipped with a speedometer that is capable of displaying the speed an electric bicycle is traveling in miles per hour.

## Section 375.090. Motorized Alternative Vehicles, Electric MTDs, EPAMDs, Non-Motorized Alternative Vehicles — License Required.

- A. The permitted and prohibited operation of the various types of Alternative Vehicles is set forth in this chapter and in Table 1 as appended hereto and incorporated herein by reference.
- B. No person shall operate a motorized alternative vehicle on any highways, streets or roads in this City unless the person has a valid license to operate a motor vehicle.
- C. No motorized alternative vehicle may be operated on any public thoroughfare located within this City which has been designated as part of the Federal interstate highway system.
- D. No person shall operate or use an electric MTD, EPAMD, motorized alternative vehicle, or non-motorized alternative vehicle on Brentwood Boulevard, McKnight Road, Hanley Road, Litzsinger Road between S. Brentwood Boulevard and McKnight Road, Manchester Road or Eager Road, except while crossing a street at a crosswalk, and when so crossing such person shall be subject to all laws applicable to pedestrians.
- E. Bicycles, Class I and II electric bicycles, electric MTDs, EPAMDs, and non-motorized alternative vehicles may be operated on paved sidewalks within the City.
- F. A person may operate or use bicycles, electric bicycles, electric MTDs, EPAMDs, and non-motorized alternative vehicles on private property with the permission of the owner.
- G. Any person operating a bicycle or electric bicycle on any public right-of-way is granted all the rights and is subject to all the laws applicable to the driver of a motor vehicle, except as otherwise provided in this Chapter and except further as to any laws which by their nature can have no application.
- H. Any person who shall use, operate or permit to be used or operate any bicycle, electric bicycle, electric MTD, EPAMD, or non-motorized alternative vehicle shall do so in a careful and prudent manner and not in a manner so as to cause or be likely to cause danger to any person or property.
- I. Notwithstanding the above, gas and electric powered minibikes, mini-motorcycles, motorized pocket bikes and go-karts shall not be operated on the highways, streets, roads, or multi-use trails within the City or in City parks.
- J. Gas powered minibikes and go-karts shall not be operated on City sidewalks.

## Section 375.100. Equipment Required.

No person shall operate a moped or gas-powered scooter on any highways, streets or roads in this City unless it is equipped in accordance with the minimum requirements for construction and equipment of MOPEDES, Regulation VESC-17, approved July 1977, as promulgated by the Vehicle Equipment Safety Commission.

## Section 375.110. Electric Scooters – Operated Where

No person shall operate an electric scooter on any street, road, or highway in the City without a valid driver's license. Electric scooters may be operated on any sidewalk, bicycle, or multi-use path.

## Section 375.120. Riding Bicycle on Sidewalks — Limitations — Motorized Bicycles Prohibited.

- A. No person shall ride a bicycle upon a sidewalk within a business district.
- B. Whenever any person is riding a bicycle upon a sidewalk, such person shall yield the right-of-way to any pedestrian and shall give audible signal before overtaking and passing such pedestrian.
- C. No person shall ride a motorized bicycle, moped, gas powered mini-bike or gas-powered go-kart upon a sidewalk.

## Section 375.130. Certain operators and passengers to wear helmets.

- A. It shall be unlawful for any individual to operate or be a passenger on an Alternative Motorized Vehicle unless the individual wears protective headgear that properly fits and is fastened securely upon the head of the operator or passenger.
- B. It shall be unlawful for a parent or guardian to permit a child under the age of seventeen (17) years to operate or be a passenger on an Alternative Vehicle unless the child shall wear protective headgear which properly fits and is fastened securely upon the head of the operator or passenger.
- C. The headgear shall meet or exceed the impact standard for protective bicycle helmets set by the U.S. Consumer Products Safety Commission, the American National Standards Institute (ANSI), the Snell Memorial Foundation or the American Society of Testing and Materials (ASTM).

## Section 375.140. Parental Responsibility.

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 any alternative vehicle in violation of this Chapter.

A. Any Police Officer finding a child under the age of seventeen (17) violating the provisions of this Chapter may issue a written citation 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 Chapter. A record of any such Citation shall be kept by the Police Department.

B. Written notice provided pursuant to this Chapter 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 an Alternative Vehicle in violation of this Chapter.

## Section 375.150. Penalty for Violation.

Any person who is the age of seventeen (17) or older who violates any provision of this Chapter is guilty of an ordinance violation and, upon conviction thereof, shall be punished pursuant to the terms of Section 100.080. If a person violating the provisions of this Chapter is, by reason of age, not subject to the jurisdiction of the Brentwood Municipal Court, then said person may be prosecuted through the St. Louis County Juvenile Court. If any person under seventeen (17) years of age violates any provision of Chapter in the presence of a Police Officer, said officer may impound the bicycle, electric bicycle, or alternative vehicle involved for a period not to exceed five (5) days upon issuance of a receipt to the child riding it or to its owner.

**Table 1**

In accordance with Chapter 375 of this Title, the use of various Alternative Vehicles on the streets, sidewalks, parks and multi-use trails of the city shall be permitted (✓) and prohibited (X) as set forth in Table 1 as follows:

	LOCATION					
	Major Roads*	Residential Streets	Sidewalks	Parks	Multi-Use Trails	Private Property
Bicycle	✓	✓	✓	✓	✓	✓
E-Bike (Class I and II)	✓	✓	X	✓	✓	✓
E-Bike (Class III – 16 or older required)	✓	✓	X	X	X	✓

Sit-on (Vespa style) motorized Scooter (49cc or less) with Drivers License	✓	✓	X	X	X	✓
Stand-on motorized scooter without a Drivers License	X	X	X	✓	✓	✓
Stand-on motorized scooter without Valid Drivers License	X	X	X	✓	✓	✓
Motorized Alternative Vehicles Operated with Valid Drivers License	X	✓	X	X	X	✓
Motorized Alternative Vehicles Operated with Valid Drivers License	X	✓	X	X	X	✓
Razor Minibike, Pocket Motorbikes (electric)	X	X	X	X	X	✓
Mini-bike, Go cart (gas powered)	X	X	X	X	X	✓

Non-motorized Alternative Vehicles	X	X	✓	✓	✓	✓
Motorized Play Vehicles	X	X	✓	X	X	✓
Electric MTDs	X	X	✓	X	X	✓
EPAMD	X	X	✓	✓	✓	✓

\* For purposes of this Chapter, Major Roads consist of Brentwood Boulevard, Manchester Road, McKnight Road, Eager Road, and Litzsinger Road between Brentwood Blvd & McKnight Road.

**SECTION 2.** Sections 340.100 and 340.107 of the Code of Ordinances of the City of Brentwood, Missouri, are hereby repealed in their entirety.

**SECTION 3.** Section 225.040 of the Code of Ordinances of the City of Brentwood, Missouri, is hereby repealed in its entirety and new Section 225.040 regarding park rules is adopted in lieu thereof to read as follows (new text underlined and deleted text struck through):

## Section 225.040 Park Rules.

A. Damaging Property. No person in a City park, facility, and/or trail shall:

1. Willfully mark, deface, disfigure, tamper with, displace or remove any building, bridge, table, bench, fireplace, railing, paving or paving material, water line or other public utility or parts or appurtenances thereof; sign, notice, or placard whether temporary or permanent; monument, take, post or other boundary marker; or other structure or equipment, facility, trail or park property or appurtenances whatsoever, either real or personnel.
2. Dig or remove any soil, rock, stone, sand, shrub, tree or plants, downed timber or other wood or materials, or make any excavation by tool, equipment, blasting or other means or agency.
3. Damage, cut, carve, transplant or remove any tree or plant, or injure the bark thereof; or pick the flowers or seeds of any tree or plant; or attach any rope, wire or other contrivance to any tree or plant; or dig in or otherwise disturb grass areas; or in any other way injure or impair the natural beauty or usefulness of any injury; or to excavate, dig into or disturb and park property or remove any item from on or beneath the surface of the land within any park or City property.
4. Climb any tree or walk, stand or sit upon monuments, vases, fountains, railings, fences or upon any other property not designated or customarily used for such purposes.
5. Deface natural areas with chalk, marker, powder materials or other non-natural products.

B. Hunting Prohibited. No person shall hunt, molest, harm, trap, kill, shoot at any animal, reptile or bird; or remove the eggs or nest or young of any bird.

C. Traffic And Motor Vehicles.

1. Motor vehicles are prohibited on park land and trails with the exception of park service and emergency vehicles.
2. Motor vehicles are allowed on parking lots and roadways only.
3. No trucks, buses, or other commercial vehicles exceeding a gross weight of twelve thousand (12,000) pounds may enter any City park, facility and/or trail area unless specific permission, in writing, is obtained from the Director of Parks and Recreation or his/her designee.
4. No person shall operate a low-speed vehicle in a City park, facility and/or trail area, notwithstanding anything provided in Section 340.265 of this Code.
5. No person shall operate a MTD, or motorized alternative vehicle, as such terms are defined in Section 375.010, in a City park, facility and/or trail area notwithstanding anything provided elsewhere in this Chapter.

D. Parking In Designated Areas Only. No person shall park any vehicle in an area not designated for that purpose.

E. Possession Of Alcohol. Notwithstanding anything provided in Section 600.400(A) of this Code, no person shall be allowed to bring any intoxicating liquors, as defined in Section 600.030 of this Code, into the Brentwood Recreation Complex without the approval from the Director of Parks and Recreation or his/her designee.

F. Location Of Fires. Fires may be built only in barbecue grills provided by the City and must be extinguished before leaving the park.

G. Disposal Of Trash.

1. No person shall throw, discharge, or otherwise place or caused to be placed in the waters of any fountain, pond, lake, stream, storm sewer or drain flowing into such waters, any substances of matter or thing, liquid or solid, which will or may result in the pollution of waters.
2. No person shall litter or cause to be littered any of the grounds, driveways, buildings or other structures of the parks, facilities, and/or trail areas by scattering, dumping, or leaving paper, garbage, cans, broken glass, bottles, ashes, rubbish, waste or other trash. All such rubbish or waste shall be placed in the proper receptacles where they are provided.
3. No person shall bring in or dump, deposit or leave any bottles, broken glass, ashes, paper, boxes, cans, dirt, rubbish, waste, garbage or other trash.

H. Glass Containers Prohibited. Glass containers of any type with a capacity of less than twenty-five and three-tenths (25.3) ounces (750 milliliters) are not permitted in any park.

I. Animals. No person shall bring onto park land a dog or other domestic animal unless such animals are at all times restrained on a leash. No leash on which a dog or other domestic animal is tethered or restrained shall be of greater length than six (6) feet. In addition, any person bringing a domestic animal into the park shall have with him or her an instrument and container to remove from the park, any wastes deposited by his or her animal. No person shall allow a dog or other domesticated animal into any waters or waterways in the park for any purposes. No person shall permit the running of a dog at large. Domestic animals are prohibited in and around all playgrounds located on park grounds, and restrooms except for Seeing Eye dogs. No vicious animal of any kind shall be brought onto park land at any time even though restrained as described above.

J. Solicitations Prohibited.

1. No person shall engage in any business or conduct or provide any service, training, instruction, practice, coaching or enterprise of any nature in any parks, facilities, and/or trails without the expressed written consent of the Director of Parks and Recreation.
2. No person shall solicit alms or contributions for any purpose whatsoever, whether public or private, within any of the parks, facilities, and/or trail areas without the expressed written consent of the Director of Parks and Recreation.
3. No person shall solicit for petition whether public or private within any of the parks, facilities, and/or trails without the expressed written consent of the Director of Parks and Recreation.

K. Smoking. The possession of lighted or heated smoking materials in any form, including, but not limited to, the possession of lighted or heated cigarettes, cigars, pipes, marijuana in any form, is prohibited on any property or premises owned or leased for use by the City of Brentwood, including buildings, grounds, parks, playgrounds, sports arenas and facilities, playing fields, trails, parking lots and parking structures.

L. Skateboarding and Use of Alternative Vehicles. Use of skateboards, scooters, and roller skates, bicycles and, except as limited herein, alternative vehicles, as such terms are defined in Section 375.010, are prohibited in and on playground equipment, upon or about the park stairs or railings, within or upon all pavilions or decks and the railings or furnishings contained or incorporated therein, and on unpaved park trails, pathways and greenways. Use of skateboards, scooters, roller skates, bicycles and alternative vehicles, except as limited below, on paved sidewalks, park trails and pathways is permitted, but the user must yield to pedestrians in all directions. Use of gas-powered or electric mini-bikes, mini-motorcycles, pocket bikes, go-karts, electric skateboards, one wheel self-balancing electric skateboards and self-balancing boards (hoverboards) are prohibited in City parks, including the sidewalks, pathways and trails within City parks.

M. Camping. Camping, whether in vehicles or not, is prohibited in City parks, facilities and/or trail areas unless where specific written approval has been made by the Director of Parks and Recreation or his/her designee.

N. Tents, Awnings And Canopies. No person shall erect, hang, or construct any tent/awning/canopy in any City park, facility and/or trail area unless where specific approval has been made by the Director of Parks and Recreation or his/her designee.

O. Weapons Prohibited. No person shall carry or have in his/her possession any firearm, air pistol, air rifle, bow and arrow or any other instrument capable of launching or firing any projectile or noxious substance, whether propelled by gunpowder, gas, air, spring, or any other means, while within the park, facility, trail areas, roadway, driveway, or other public place of the Department. This Section shall not apply to a Law Enforcement Officer authorized by law to carry a weapon within the parks.

P. Bicycles and electric bicycles. No person shall leave a bicycle in a place other than a bicycle rack when such is provided, and space is available. Bicycles and Class I and II electric bicycles may be ridden on paved sidewalks, trails and pathways within City parks.

Q. Amusement Devices. No person shall bring in, set up, construct, manage or operate any amusement, hobby or entertainment device, water balloons or inflatable in any City park, facility and/or trail area unless specifically approved, in writing, by the Director of Parks and Recreation.

R. Fireworks And Explosives. Except as expressly permitted by the Director of Parks and Recreation, no person in a park, facility and/or trail shall bring or have in his/her possession, or set off or otherwise cause to explode or discharge or burn, any firecracker, torpedo, rocket, or other fireworks or explosives of inflammable material; nor shall any person throw them into such

area from land or highway adjacent thereto. This prohibition includes any substance, compound, mixture, or article that in conjunction with any other substance or compound would be dangerous.

S. Bathing And Swimming. The following shall be prohibited in City parks, facilities, and/or trails.

1. Swimming, wading, bathing or washing in any waters or waterway in any park, except in such waters and at such places as provided for such use.
2. Undressing in any park area or in any vehicle.
3. Disregard or disobey any rules regulating the use of any splash pads, water feature or facility as established by the Director of Parks and Recreation and posted at the facility.

T. Drones. No person shall fly a drone or any remote-controlled flying device in or over any portion of a public park. Publicly operated aircraft are exempt.

U. Amplified Sound. No person shall operate any sound energy modification device in any park, facilities, and/or trails except by written permission of the Director of Parks and Recreation.

V. Golf. No person shall swing or make use of any golf club, nor hit or putt golf balls within any park, facilities, and/or trails.

W. Loitering. Loitering in or around park restrooms is prohibited.

X. Public Nuisance. Indecent or abusive language, engaging in disorderly conduct or behavior tending to be a breach of public peace, or any activity which creates a public nuisance, is prohibited.

Y. Boating. No person shall use or attempt to use any boat or canoe in any body of water in any park unless authorized by the Director of Parks and Recreation or his/her designee.

Z. Fishing. No person shall fish in any park, facility, and/or trails

**SECTION 4.** It is hereby declared to be the intention of the Board of Aldermen that each and every part, section and subsection of this Ordinance shall be separate and severable from each and every other part, section and subsection hereof and that the Board of Aldermen intends to adopt each said part, section and subsection separately and independently of any other part, section and subsection. If any part of this Ordinance shall be determined to be or to have been unlawful or unconstitutional, the remaining parts, sections and subsections shall be and remain in full force and effect.

**SECTION 5.** The Chapter, Article, Division and/or Section assignments designated in this Ordinance may be revised and altered by the codification company servicing the City's Code of Ordinances upon supplementation of such code if, in the discretion of the editor, an alternative designation would be more reasonable. In adjusting such designations the editor may also change other designations and numerical assignment of code sections to accommodate such changes.

**SECTION 6.** This Ordinance shall be in full force and take effect from and after the date of its passage and approval according to law.

**PASSED BY THE BOARD OF ALDERMEN THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2026.**

ATTEST:

\_\_\_\_\_  
Presiding Officer

\_\_\_\_\_  
Octavia Pittman, City Clerk

**APPROVED BY THE MAYOR THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2026.**

ATTEST:





\_\_\_\_\_  
David A. Dimmitt, Mayor

\_\_\_\_\_  
Octavia Pittman, City Clerk

1<sup>st</sup> Reading:

2<sup>nd</sup> Reading:

## Alternative Vehicle Permitted Use Chart

	Brentwood, Manchester, McKnight, Eager	Residential Streets	Sidewalks	Parks	Trails	Private Property
Bicycle 	✓	✓	✓	✓	✓	✓
E-Bike (Class I & II) 	✓	✓	✗	✓	✓	✓
E-Bike (Class III - 16 or older required) 	✓	✓	✗	✗	✗	✓
Sit-on Motorized Scooter (49 cc or less) with Driver's License 	✓	✓	✗	✗	✗	✓
Stand-on Motorized Scooter (without Driver's License) 	✗	✗	✗	✓	✓	✓
Stand-on Motorized Scooter (with valid Driver's License) 	✗	✓	✗	✓	✓	✓
Motorized Alternative Vehicle Operated (with Valid Driver's License) 	✗	✓	✗	✗	✗	✓
Razor Mini-Bike (Electric) 	✗	✗	✗	✗	✗	✓
Mini-Bike, Go Kart (Gas Powered) 	✗	✗	✗	✗	✗	✓
Non-Motorized Alternative Vehicles 	✗	✗	✓	✓	✓	✓
Motorized Play Vehicle 	✗	✗	✓	✓	✓	✓
Electric MTDs 	✗	✗	✓	✗	✗	✓
EPAMD 	✗	✗	✓	✓	✓	✓