



MORGANTOWN TRAFFIC COMMISSION

DATE: August 1, 2012

TIME: 6:30 P.M.

City Council Chambers

Engineering Dept.

389 Spruce Street
Morgantown, WV 26505
304.284.7412

AGENDA

CALL TO ORDER:

ROLL CALL AND INTRODUCTIONS:

Voting Members

Margaret Roberts

Paul Steel

David McKain

Chris Gluck

Julie Thalman

Mike Wolfe

Jamie Lewis

Roy Nutter

William Wyant

Wes Nugent

Non-Voting Members

Damien Davis

1st Sgt. Matt McCabe

Frank Gmeindl

Christiaan Abildso

PUBLIC COMMENTS:

MINUTES: Approval of February, March, May, June minutes

COMMITTEE REPORTS:

BICYCLE BOARD REPORT:

- Monthly report

PEDESTRIAN SAFETY BOARD REPORT:

TRAFFIC CALMING REPORT:

TRUCK TRAFFIC REPORT:

MONTHLY UPDATES (Engineering):

1. Phase V High Street Streetscape Project
2. Mon Blvd Climbing Lane Status
3. Bicycle Friendly Community signs
4. Walgreen's construction status

UNFINISHED BUSINESS:

1. Draft Unicycle Report

NEW BUSINESS:

COMMISSION COMMENTS:

ADJOURNMENT:

Traffic Commissioners:

Margaret Roberts, 1st Ward

Paul Steel, 2nd Ward

David McKain, 3rd Ward

Chris Gluck, 4th Ward

Julie Thalman, 5th Ward

Mike Wolfe, 6th Ward

Jamie Lewis, 7th Ward

Roy Nutter, At-large

Wes Nugent, City Council

William Wyant, Planning
Commission

Administration Advisors:

Damien Davis, Engineering

Matt McCabe, Police Dept.

“Draft” Minutes

Traffic Commission Meeting Wednesday, February 1, 2012

Voting Members Present: Paul Steel, David McKain, Chris Gluck, Andrea Soccorsi, Jamie Lewis, Roy Nutter, Wes Nugent

Non-Voting Members Present: Damien Davis, Sgt. Matt McCabe, Frank Gmeindl, Christiaan Abildso

Members Absent: Margaret Roberts, Adam Henry, William Wyant

MATTER OF BUSINESS: Roy Nutter called meeting to order at 6:30 P.M. Introductions were made by all attending Traffic Commission Members.

PUBLIC COMMENTS: Dave Small, 318 High Street Apt 5, introduced Summer Ratcliff, 142 ½ Lorentz Ave, as the WVU student who will be attending all Traffic Commission meetings as the representative for the Community Relations Team.

MEETING MINUTES:

Wes Nugent moved to approve minutes from the November 2, 2011 meeting. Paul Steel seconded motion. Motion approved unanimously.

Dave McKain moved to approve minutes from January 11, 2012 meeting with corrections. Wes Nugent seconded motion. Motion approved unanimously.

BICYCLE BOARD:

Frank Gmeindl reviewed the Bicycle Board Report. Frank was asked to look into the Unicycle issue.

PEDESTRIAN SAFETY BOARD:

Christiaan Abildso reviewed the Pedestrian vs. Vehicles accidents in the City of Morgantown. Christiaan Abildso requested the Traffic Commission review and move on the membership suggestions presented in his report. *Paul Steel moved to remove Ella Belling, John Bond, and Dave Harshbarger from the Pedestrian Safety Board, and add Mary Gutmann, Margaret Stout, and Jan Derry, representative of people with disabilities, to the Pedestrian Safety Board as suggested by Christiaan Abildso. Jamie Lewis seconded the motion. Motion passed unanimously.*

Christiaan Abildso reviewed the state Complete Streets legislation.

TRAFFIC CALMING REPORT:

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TRUCK TRAFFIC REPORT:

Wes Nugent hopes to make restrictions to local streets
Truck Traffic surveys to be redistributed for review.

MONTHLY UPDATES:

Damien Davis stated that the crosswalk at Morgantown High school might not be needed or the school won't want to lose parking spaces.

UNFINISHED BUSINESS: (none)

NEW BUSINESS:

Bill Austin reviewed and discussed the 705 connector plan as an update to the public meeting.
Frank Gmeindl pointed out issues with the plan regarding bicyclists.

COMMISSION COMMENTS:

Frank Gmeindl stated he would like to see bicycles integrated into Traffic Calming Plan.
Christiaan Abildso reported that the crosswalk lights on South University Avenue are not working.

David McKain reported that the lighting is poor in front of the Mountainlair and you cant see the crosswalks on University Avenue.

Jamie Lewis reported that the speed humps on Laurel Street caused an increase of traffic on the adjoining/adjacent streets.

ADJOURNMENT:

Dave McKain moved to adjourn meeting. Andrea Soccorsi seconded motion. Meeting adjourned at 8:35pm

“Draft” Minutes

Traffic Commission Meeting Wednesday, March 7, 2012

Voting Members Present: Paul Steel, David McKain, Chris Gluck, Andrea Soccorsi, Jamie Lewis, Roy Nutter, William Wyant, Wes Nugent

Non-Voting Members Present: Damien Davis, Sgt. Matt McCabe, Frank Gmeindl, Christiaan Abildso

Members Absent: Margaret Roberts, Adam Henry

MATTER OF BUSINESS: Roy Nutter called meeting to order at 6:33 P.M. Introductions were made by all attending Traffic Commission Members.

PUBLIC COMMENTS:

MEETING MINUTES:

BICYCLE BOARD:

Frank Gmeindl reviewed the Bicycle Board accomplishments and future plans. Frank also requested that Traffic Commission assign a new representative from Traffic Commission to attend the Bicycle Board meetings. Roy Nutter asked Frank to find a volunteer by next meeting. If a volunteer could not be found then Roy will appoint someone to the position. Christiaan Abildso requested the same be done for the Pedestrian Safety Board. ***Frank Gmeindl requested Traffic Commission vote on the appointment of Traci Liebig to replace Hugh Kierig on the Bicycle Board. Wes Nugent moved to appoint Traci Liebig to the Bicycle Board. Andrea Soccorsi seconded motion. Motion Passed unanimously.***

PEDESTRIAN SAFETY BOARD:

Christiaan Abildso introduced Maria Brann, 3315 Darrah Ave, Morgantown. Maria Brann told the Traffic Commission that she was a Graduate Student who is doing a study and observing the Dangers to pedestrians and conducting interviews with pedestrians also. This study consists of observing the drivers, and the pedestrians. As well as looking at personality traits. The purpose of the study is to develop social media and possibly a Safety Campaign. Maria Brann will report findings to the Pedestrian Board. Christiaan Abildso gave the monthly accident data report, reviewed the update of the Complete Streets legislation. ***Christiaan Abildso recommended the appointment of Dan Harris, 7th Ward, to the Pedestrian Safety Board. Wes Nugent moved to appoint Dan Harris to the Pedestrian Safety Board. Dave McKain seconded motion. Motion passed unanimously.***

TRAFFIC CALMING REPORT:

There was no Traffic Calming Report. Discussion continued about the paving contract and traffic calming.

TRUCK TRAFFIC REPORT:

Andrea Soccorsi reviewed the photos of trucks with and without covers and that are over capacity. Discussion ensued.

MONTHLY UPDATES:

UNFINISHED BUSINESS: (none)

Andrea Soccorsi moved to approve the Truck Survey. Paul Steel seconded Motion. Wes Nugent proposed to amend Question #13 on the Survey by replacing Marcellus with Oil and Gas. Amendment was accepted by Andrea Soccorsi and Paul Steel. Motion was approved with Amendment.

NEW BUSINESS:

COMMISSION COMMENTS:

Christiaan Abildso stated that April 2nd was Walk to Work Day.

ADJOURNMENT: *Wes Nugent moved to adjourn meeting. Paul Steel seconded motion. Meeting adjourned at 8:11pm*

“Draft” Minutes

Traffic Commission Meeting Wednesday, May 2, 2012

Voting Members Present: Margaret Roberts, Paul Steel, David McKain, Chris Gluck, Roy Nutter, Wes Nugent, Julie Thalman

Non-Voting Members Present: Damien Davis, Sgt. Matt McCabe, Frank Gmeindl, Christiaan Abildso

Members Absent: Andrea Soccorsi, Jamie Lewis, William Wyant

MATTER OF BUSINESS:

Traffic Commission Meeting Called to Order 6:35pm. Roy Nutter requested that a commission member make a motion to place New Business Item #1 at the beginning of the Agenda. ***Dave McKain moved to place New Business Item #1 at the beginning of the Agenda. Wes Nugent seconded motion. Motion passed unanimously.***

PUBLIC COMMENTS:

None

MEETING MINUTES:

None

BICYCLE BOARD: Frank Gmeindl reviewed the accomplishments and plans for the Bicycle Board. Discussion Ensued. Please see attached report.

PEDESTRIAN SAFETY BOARD: Christiaan Abildso reviewed the Pedestrian Safety Board updates and the State of West Virginia’s Strategic Highway Safety Plan. Discussion Ensued.

TRAFFIC CALMING REPORT: No Report.

TRUCK TRAFFIC REPORT: Postponing till June meeting.

MONTHLY UPDATES: Damien Davis reported on the traffic calming on Hoffman Avenue. Discussion Ensued. Damien Davis reviewed the High Street Streetscape Improvement Project, Phase V. Discussion ensued. Damien Davis reviewed Crash Data. Discussion ensued.

UNFINISHED BUSINESS: (none)

NEW BUSINESS:

1. Dr. Maria Brann, Communications Studies, WVU, introduced the projects that her students have been working on regarding social marketing campaign to improve pedestrian safety at crosswalks. There were three different projects looking at pedestrian safety. The first student, Melissa, highlighted the importance of pedestrian safety. She

outlined the fatality and injury statistics pertaining to pedestrians and bicyclists. The group that Melissa was in focused on risky driving habits. Specifically, speeding and texting while driving. Discussion ensued. The second student, Nick, was in the group that focused on risky pedestrian behaviors such as talking on the phone or listening to music while crossing the street. Discussion ensued. The third student focused on the interaction between pedestrians and drivers. Discussed using hand signals at crosswalks without signals to help pedestrians communicate to drivers that they want to cross. Discussion ensued.

2. Closing First Street to Vehicular Traffic – Damien Davis discussed the reasoning for the request of Closing First Street from Jones to Old Golden-blue Way. The developer of a group of town homes would like to close it off to provide an area for pedestrians to walk. Discussion Ensued. More information was requested by the Traffic Commission. Topic to be further discussed at the June 13, 2012 meeting.

COMMISSION COMMENTS:

Christiaan Abildso wished to commend Public Works Department and Damien Davis for fixing curb cut on Jackson Avenue so quickly. He also stated that people are parking on the sidewalks in front of Morgantown High every Sunday. Discussion ensued.

Dave McKain said thank you to Damien Davis for coming to the neighborhood meeting. Discussion ensued.

ADJOURNMENT: *Meeting Adjourned at 8:15pm.*

July 24, 2012
(For August 1, 2012 Traffic Commission meeting)

Bicycle Board Report to Traffic Commission

HIGHLIGHTS

Accomplishments

1. Nine students are registered for the PE 172 Cycling Basics (Confident City Cycling) at WVU. (Enrollment limit is set at 12 due to departure of 2 Morgantown League Cycling Instructors.)
2. Provided bicyclist-motorist duties and rights cards (see attached images) to Wes Nugent and recommended meeting with the City Manager and Police Chief to review discussions (see attached) held between Bicycle Board and the Police Chief last October 14.
3. Provided preliminary draft unicycle report to City Manager (see attached).
4. Participated in June 14 MPO Citizens Advisory Committee meeting.
5. Participated in June 28 six-hour Long Range Transportation Planning workshop hosted by MMMPO.

Plans for Next Month

1. Deliver PE 172 Cycling Basics (Confident City Cycling) class at WVU.





Figure 1 Bicycle Friendly Community Road Sign



Figure 2 Bicyclist - Motorist Rights & Duties Card

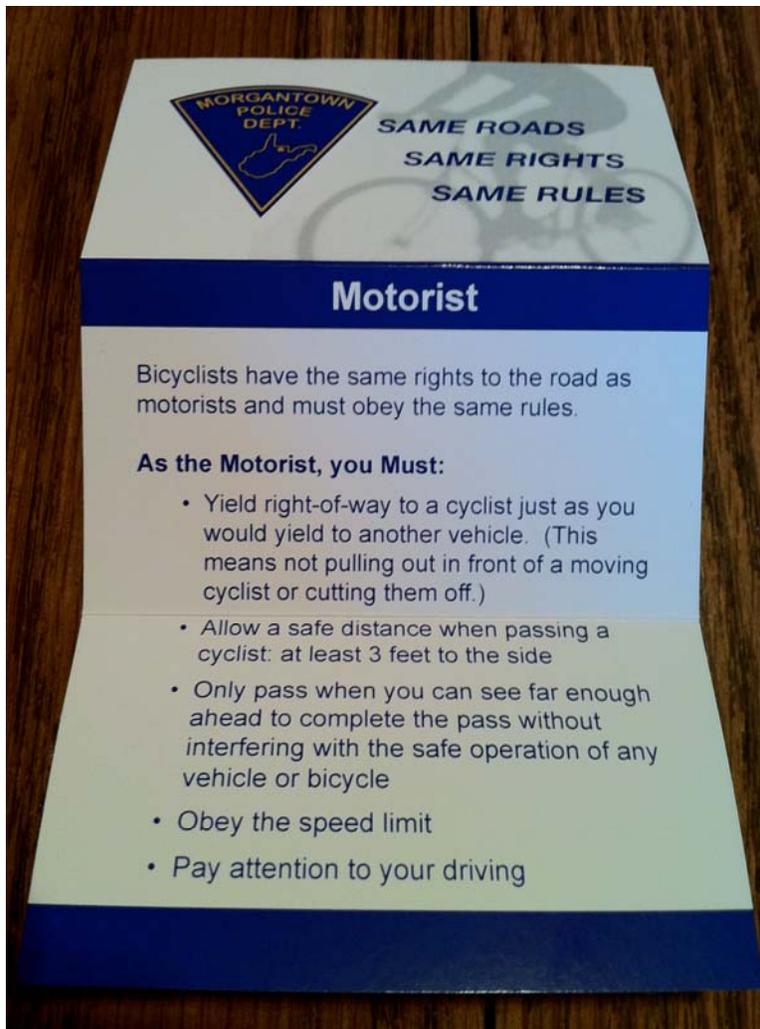


Figure 3 Bicyclist - Motorist Rights & Duties Card

A member of the Bicycle Board presented the following to Chief Preston October 14, 2011 and discussed it with him.

Morgantown Bicyclist Enforcement

The Bicycle Board encourages the Morgantown Police to direct traffic law enforcement at bicyclists. We recognize that scofflaw cyclists provoke disrespect and hostility toward cyclists while law-abiding cyclists can reduce traffic congestion and improve Morgantown's physical, social and economic environment.

The Bicycle Board encourages Police to enforce those laws that lead to the most crashes and injuries¹:

- Running stop signs and red lights
- Riding against traffic
- Riding out of non-signalized intersections without yielding
- Riding out mid-block without yielding (including sidewalk cycling)
- Riding out of driveways without yielding
- Improper sideways movements
- Riding after dark without white front light and red rear reflector

The Bicycle Board invites Police to support the Bicycle Board's goal of making Morgantown a Bicycle Friendly Community. Since 4 of 8 cyclist crashes reported by the Morgantown Police 2008-2011 involved cyclists riding on sidewalks, sidewalk cycling should be discouraged. Cyclists may perceive that riding on sidewalks is safer than riding on streets. Citing them may cause them to stop riding their bikes and use their cars instead. Before citing sidewalk cyclists, instruct them that they have the same rights to the road as drivers of vehicles and that they must obey the same rules. Direct them to Morgantown's Confident City Cycling Traffic Skills 101 course to learn to drive their bicycles as vehicles. Distribute the Police Information Cards that the Bicycle Board produced and the Confident City Cycling Business Cards that have the Five Steps for Better Riding on the back.

The Bicycle Board invites Police to encourage all cyclists, not just those that disobey traffic laws to learn to drive their bicycles as vehicles by taking Morgantown's Confident City Cycling Traffic Skills 101 course.

The Bicycle Board would like to establish a collaborative relationship with police. The Bicycle Board under the auspices of the WV DOT has established Morgantown's Confident City Cycling program. Four Bicycle Board members are League of American Bicyclists certified cycling instructors. The Bicycle Board encourages the police to use this resource to learn about vehicular cycling and to teach Morgantown cyclists to drive their bicycles as vehicles.

¹ See Bicycle Crash Types: A 1990's Informational Guide, Publication No. FHWA-RD-96-104, W.H. Hunter, W.E. Pein, and J.C. Stutts, Federal Highway Administration, Washington, DC, April, 1997. http://safety.fhwa.dot.gov/PED_BIKE/docs/ctanbike.pdf



Crash-Type Manual for Bicyclists

by Carol Tan

Bicycle Crash Types: A 1990's Informational Guide, Publication No. FHWA-RD-96-104,
W.H. Hunter, W.E. Pein, and J.C. Stutts, Federal Highway Administration, Washington, DC, April, 1997.

Data in Tan's report is based on 3,000 accident reports

Cause	Frequency	Frank's Interpretation
Ride Out At Stop Sign	9.7%	Cyclist runs stop sign or red light or fails to yield after stopping
Drive Out At Stop Sign	9.3%	Motorist runs stop sign or red light. In 60% of these, cyclist was riding against traffic
Ride Out At Intersection - Other	7.1%	Cyclist failed to yield
Drive Out At Midblock	6.9%	1/5 cyclist riding on sidewalk; 2/3 cyclist was riding against traffic
Motorist Left Turn - Facing Bicyclist	5.9%	>50% on multi-lane roads; 5% had bike lanes
Ride Out At Residential Driveway	5.1%	
Motorist Right Turn	4.7%	In 11% of these, cyclist was passing on the right. In 8% of these, cyclist was in bike lane
Ride Out At Midblock	4.4%	
Bicyclist Left Turn In Front Of Traffic	4.3%	Cyclist turned left in front of traffic travelling in same direction
Motorist Overtaking - Other	3.9%	40% during dark. In 12% cyclist was on shoulder; 3% in a bike lane
Non-Roadway	3.7%	Parking lot, driveway/alley, open area
Right On Red	3.6%	Cyclist riding against traffic (80%) also sidewalk (45%) or trail, motorist turns right into them
Wrong Way Bicyclist	2.7%	
Ride Out At Commercial Driveway	2.3%	
Controlled Intersection - Other	2.1%	In 24%, cyclist was riding in crosswalk
Motorist Overtaking - Counteractive Evasive Actions	2.0%	Cyclist swerved
Unknown	1.7%	
Backing	1.6%	
Drive Through	1.5%	Motorist ran light
Bicyclist Right Turn	1.4%	riding against traffic and turn right in front of car in same direction
Bicyclist Strikes Parked Vehicle	1.4%	parked vehicle vs. in the lane
Motorist Overtaking Failed To Detect	1.3%	Rural, high speed, low light
Bicyclist Overtaking	1.3%	Bicyclist struck slow moving or stopped MV in same lane
Motorist Overtaking - Misjudged Passing Space	1.2%	
Bicyclist Lost Control	1.2%	and swerved into on-coming traffic
Motorist Left Turn In Front Of Bicyclist	1.2%	riding against traffic and car turned left into cyclist
Weird	1.1%	Deliberate attack, falling cargo, etc.
Multiple Threat	0.9%	Cyclist didn't clear intersection and one car obscured another's view
Bicyclist Left Turn - Facing Traffic	0.8%	Cyclist left turn in front of oncoming car
Uncontrolled Intersection - Other	0.8%	
Ride Out From Sidewalk	0.7%	
Motorist Lost Control	0.6%	
Trapped	0.5%	Cyclist didn't clear intersection before light turned
Play Vehicle	0.5%	big wheel, tricycle, training wheels
Drive Out At Intersection - Other	0.5%	
Drive Out From On-Street Parking	0.3%	
Motorist Overtaking - Bicyclist Path Obstructed	0.2%	
Wrong Way Motorist	0.1%	

Bicyclist

Bicyclists have the same rights to the road as motorists and must obey the same rules.

As the Bicyclist, you Must:

- Stop for stop signs and red lights
- Ride with, not against traffic
- Signal stops, sideways movements and turns
- Yield to vehicles and other bicycles when you do not have the right-of-way
- Not ride on sidewalks or crosswalks. (They're for pedestrians.)
- Use a white front headlight and red rear reflector after dark
- Wear a helmet

Maximize your visibility and predictability. Ride where motorists can see you. Obey the law.



Public Safety Building
300 Spruce St.
Morgantown, WV 26505
304-284-7454



Morgantown Municipal Bicycle Board
www.bikemorgantown.com



Sponsored by the Federal Highway Administration's Transportation Enhancement Program, administered by the West Virginia Department of Transportation, Division of Highways.

Figure 4 Police Information Card



More Information:

- » BikeMorgantown.com
- » BikeMorgantown@gmail.com
- » 304.376.0446



Figure 5 Confident City Cycling Business Card



The Bicycle Board sent the following to the City Manager on July 6, 2012.

Bicycle Board's recommendation on unicycles

Executive Summary

Morgantown Police have reported that Morgantown business owners and pedestrians have complained about unicyclists riding on downtown sidewalks. Morgantown does not have an ordinance that explicitly governs unicyclists. The Bicycle Board investigated the issue. No unicyclist-caused injuries or damage have been reported. Other cities and states do not have ordinances governing unicycles. Unicycles are more similar to pedestrians than to bicycles, skateboards or roller blades. Typical unicycles cannot travel faster than a running pedestrian, do not coast and stop if the unicyclist falls. Therefore, the Bicycle Board concludes that unicycles are no more dangerous than runners and recommends that the City forego additional ordinances or modifications to existing ordinances to address unicycles.

Detailed Report

Committee Members:

Ryan Post (committee chair), Gunnar Shogren, Danielle Williams, Colin Dierman, Jonathan Rosenbaum, Scott Ferris.

Background Research:

We were unable to find any laws directly restricting unicycles within the US. Some states define a unicycle, but do not prohibit unicycles from either the sidewalk or the street. California code defines a standard unicycle as a pedestrian, but California defines a giraffe unicycle (the tall ones which use a chain to connect the pedals to the wheel), as a bicycle. Following are excerpts from California code.

467. (a) A "pedestrian" is any person who is afoot or who is using a means of conveyance propelled by human power other than a bicycle. [...]

231. A bicycle is a device upon which any person may ride, propelled exclusively by human power through a belt, chain, or gears, and having one or more wheels. Persons riding bicycles are subject to the provisions of this code specified in Sections 21200 and 21200.5.

There are some articles online that discuss the ticketing of unicyclists in New York City, as well as San Francisco for vary reasons associated with riding on the sidewalk, but these citation were later thrown out in court.

In discussions on Unicyclist.com/forum which has 9400 members comprised primarily of American and British unicyclists, there were no known instances of major incidents between unicycles and pedestrians or cars. The accidents and hazards mentioned were similar to those on foot: struck by cars in crosswalks, collisions around corners of buildings, distracted people stepping out of store fronts. Aside from vehicle collisions, no injuries were mentioned.

In those same discussions, it was mentioned that unicyclists in some areas prefer to ride in the street rather than on the sidewalk. The riders with this preference were riding larger (faster) unicycles and the topography was flat. The topography of Morgantown is far less conducive to larger unicycles, but some unicyclists are capable of speeds in excess of 10 mph and would not belong on a sidewalk.

Identified Issues:

In a meeting dated March 2, 2012, Chief Preston, ... identified the following issues related to unicyclists in the downtown Morgantown area.

- (1) There are 2 state laws defining a bicycle.
 - (1).1. **§17C-1-8. Bicycle.**
"Bicycle" means every device which does not have a motor attached and which is propelled by human power upon which any person may ride, having two tandem wheels either of which is more than twenty inches in diameter.
 - (1).2. **§17C-11A-3(a)**
"Bicycle" means a human-powered vehicle with wheels designed to transport, by the action of pedaling, one or more persons seated on one or more saddle seats on its frame. Such term also includes a human-powered vehicle, and any attachment to such vehicle designed to transport by pedaling when the vehicle is used on a public roadway, public bicycle path or other public right-of-way, but does not include a tricycle.
- (2) Skateboarders are explicitly prohibited from business district, and feel unicycles are similar.
- (3) Complaints from business owners and pedestrians that unicycles are already prohibited and should be enforced.
- (4) Some unicyclists are not adept, and fall off often, posing potential hazards.
- (5) No physical damage or injuries were reported.

Issues Addressed:

- (1).1 has precedence in this matter as (1).2 is the definition of a bicycle for use in the "Child Bicycle Safety Act". (**§17C-11A**).
- (2) Skateboarder's rights are not an issue in this matter.
- (3) Business owners and pedestrians should be informed that the law does not restrict unicycles.
- (4) Should any unicyclist cause harm to a bystander, other laws should be applicable, just as if for example a runner were to strike someone on the sidewalk.
- (5) Exemplifies (4) in that even the novice unicyclists have done no harm.

Conclusion:



It is the opinion of the Bicycle Board that **no restriction be placed on unicycles** based on the identified issues.