



West Virginia

RANKING # 44

REGIONAL RANKING >> SOUTH #11

GOVERNOR: Earl Ray Tomblin

DOT COMMISSIONER: Paul Mattox

BICYCLE/PEDESTRIAN COORDINATOR: Perry Keller

STATE ADVOCACY GROUP: N/A

CATEGORY SCORES

SCORING: 5 = HIGH 1 = LOW

1 LEGISLATION AND ENFORCEMENT

3 POLICIES AND PROGRAMS

1 INFRASTRUCTURE AND FUNDING

2 EDUCATION AND ENCOURAGEMENT

1 EVALUATION AND PLANNING

TOP 10 SIGNS OF SUCCESS

PEOPLE COMMUTING BY BIKE (MORE THAN 1%)

SAFE PASSING/VULNERABLE ROAD USER LAW

COMPLETE STREETS POLICY

DEDICATED STATE FUNDING

ACTIVE STATE ADVOCACY GROUP

STATE BICYCLE PLAN (ADOPTED 2003 OR LATER)

SHARE THE ROAD CAMPAIGN

BICYCLE EDUCATION FOR POLICE



BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAFETY PLAN

TOP 10 STATE FOR CONGESTION MITIGATION AND AIR QUALITY SPENDING

TOP TIP

Utilize all MAP-21 funding programs - including TAP, HSIP, CMAQ, STP, and Section 402 - to include biking and walking in all transportation projects.

FEEDBACK

- Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety.
- Adopt a vulnerable road user law that increases penalties for a motorist that injures or kills a bicyclist or pedestrian.
- Repeal the state's mandatory bike lane law. These types of laws ignore the quality and safety of available bike lanes.
- Repeal the state's mandatory sidepath law. Most sidepaths are designed for recreational use and are not convenient for transportation purposes.
- Adopt performance measures, such as mode shift or a low percentage of exempted projects, to better track and support Bike Accommodation Policy compliance.
- Adopt a state bicycle design manual that includes design drawings, guidance on when to use established and innovative design treatments, and public engagement.
- The state is spending a low amount of federal funding on bicyclists and pedestrians. Adopt federal funding project rating criteria that incentivize bicycle projects and accommodations.
- Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.
- Adopt a statewide bicycle plan that addresses each of the five "Es", has clear implementation actions, and performance measures to gauge success.
- Adopt a mode share goal for biking to encourage the integration of bicycle transportation needs into all transportation and land use policy and project decisions.