

# **WEST VIRGINIA LEGISLATURE**

## **2022 REGULAR SESSION**

**Introduced**

### **House Bill 4675**

BY DELEGATES RILEY, LINVILLE, BOOTH, REED, BARRETT,

ESPINOSA, CRISS, HARDY, FAST, KEATON AND PACK

[Introduced February 14, 2022; Referred to the Committee  
on Technology and Infrastructure then the Judiciary]

1 A BILL to amend the Code of West Virginia, 1931, as amended, by adding thereto a new article,  
 2 designated §17C-24-1 and §17C-24-2, all relating to autonomous delivery vehicles;  
 3 authorizing operation of low-speed autonomous delivery vehicle on certain streets and  
 4 roads; authorizing operation of low speed autonomous delivery vehicle on streets or roads  
 5 with posted speed limit of up to a specified number of miles per hour under specified  
 6 conditions.

*Be it enacted by the Legislature of West Virginia:*

**ARTICLE 24. AUTONOMOUS VEHICLES AND DEVICES**

**§17C-24-1. Definitions.**

1 “Mobile carrier” means an electrically powered device that:

2 (1) Is operated on sidewalks and crosswalks and is intended primarily for transporting  
 3 Property;

4 (2) Weighs less than 100 pounds, excluding cargo;

5 (3) Has a maximum speed of 12.5 miles per hour; and

6 (4) Is equipped with a technology to transport personal property with the active monitoring  
 7 of a property owner and primarily designed to remain within 25 feet of the property owner.

8 “Personal delivery device” means an electrically powered device that:

9 (1) Is operated on sidewalks, and crosswalks and roadways and is intended primarily for  
 10 transporting goods and cargo;

11 (2) Is equipped with technology to allow for operation of the device with or without the  
 12 active control or monitoring of a natural person;

13 (3) A personal delivery device is not considered a vehicle unless expressly defined by law  
 14 as a vehicle; and

15 (4) A mobile carrier is not considered a personal delivery device.

**§17C-24-2. Rules for personal delivery devices and mobile carriers.**

1 (a) A personal delivery device or mobile carrier may operate on sidewalks and crosswalks.

2 A personal delivery device or mobile carrier operating on a sidewalk or crosswalk has all the rights  
3 and duties applicable to a pedestrian under the same circumstances, except that the personal  
4 delivery device or mobile carrier shall not unreasonably interfere with pedestrians or traffic, and  
5 shall yield the right-of-way to pedestrians on the sidewalk or crosswalk.

6 (b) Personal delivery devices and mobile carriers shall:

7 (1) Obey all official traffic and pedestrian control signals and devices;

8 (2) For personal delivery devices, include a plate or marker that has a unique identifying  
9 device number and identifies the name and contact information of the personal delivery device  
10 operator; and

11 (3) Be equipped with a braking system that, when active or engaged, enables the personal  
12 delivery device or mobile carrier to come to a controlled stop.

13 (c) Mobile carriers shall not:

14 (1) Operate on a public highway except to the extent necessary to cross a crosswalk;

15 (2) Operate on a sidewalk or crosswalk unless the mobile carrier owner is actively  
16 controlling or monitoring the navigation and remains within 25 feet of the mobile carrier;

17 (3) Transport hazardous materials as defined in RSA 259:40; or

18 (4) Transport persons or animals.

19 (d) Personal delivery devices shall not:

20 (1) Operate at speeds in excess of 12 mph on sidewalks;

21 (2) Operate at speeds in excess of 20 mph on roadways;

22 (3) Operate unless the navigation and operation is being monitored or controlled by an  
23 operator; or

24 (4) Transport hazardous materials that are regulated under the Hazardous Materials  
25 Transportation Authorization Act of 1994 (49 United States Code Sections 5101 through 5128)  
26 and must be placarded under 49 Code of Federal Regulations Sections 172.500 through 172.560.

27 (e) A local authority may not regulate the operation of a personal delivery device on a

28 highway or sidewalk in a manner that is inconsistent with this article, including, but not limited to,  
29 restricting the hours or zones of operation.

30 (f) A person who owns and operates a personal delivery device in this state shall maintain  
31 an insurance policy, on behalf of himself or herself and his or her agents, which provides general  
32 liability coverage of at least \$100,000 for damages arising from the combined operations of  
33 personal delivery devices under the entity's or agent's control.

NOTE: The purpose of this bill is to authorize the operation of low-speed autonomous delivery vehicle on certain streets and roads.

Strike-throughs indicate language that would be stricken from a heading or the present law and underscoring indicates new language that would be added.