



MACON-BIBB COUNTY, GA

TOTAL POPULATION

153,925

POPULATION DENSITY

616

TOTAL AREA (sq. miles)

250

OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Bronze	Macon-Bibb County
High Speed Roads with Bike Facilities	20%	11%
Total Bicycle Network Mileage to Total Road Network Mileage	25%	1%
Bicycle Education in Schools	AVERAGE	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	7%	1%
Bike Month and Bike to Work Events	AVERAGE	VERY GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS QUARTERLY	MEETS EVERY TWO MONTHS
Bicycle-Friendly Laws & Ordinances	AVERAGE	GOOD
Bike Plan is Current and is Being Implemented	YES	NO
Bike Program Staff to Population	1 PER 154K	1 PER 1.5M

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	2.5 / 10
EDUCATION <i>Motorist awareness and bicycling skills</i>	2.2 / 10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	3.5 / 10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	3.3 / 10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	2.3 / 10

KEY OUTCOMES

	Average Bronze	Macon-Bibb County
RIDERSHIP <i>Percentage of commuters who bike</i>	1.3%	0.10%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	1093	351
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	20	0



KEY STEPS TO BRONZE

- » Ensure that your Complete Streets policy is followed for all projects, and that compliance is tracked. Ensuring compliance with a Complete Streets policy is an important and often low-cost way to add to your bicycle network. Striping bicycle lanes as part of repaving operations can save 40% of the cost of adding a bicycle lane. If necessary, revisit your Complete Streets policy and process to ensure better compliance.
- » Continue to expand the bike network and increase connectivity through the use of different types of bicycle facilities appropriate for the speed and volume of motor vehicle traffic on each road. On roads where automobile speeds regularly exceed 35 mph, it is recommended to provide protected bicycle infrastructure such as protected bike lanes/

cycle tracks, buffered bike lanes or parallel 10ft wide shared-use paths (in low density areas). In slower speed areas such as quiet neighborhood streets, develop a system of bicycle boulevards that create an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels.

- » Increase the amount of high quality bicycle parking throughout the community. Adopt a bike parking ordinance for new and existing buildings that specifies standards for the amount and location of secure, convenient, APBP-compliant bike parking available.
- » Expand bicycle safety education to be a routine part of education for students of all ages, and ensure that schools

KEY STEPS CONTINUED ON PAGE 2...



MACON-BIBB COUNTY, GA

Fall 2018

KEY STEPS TO BRONZE CONTINUED

and the surrounding neighborhoods are particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to create Safe Routes to School programming for all K-12 schools.

» Host a League Cycling Instructor (LCI) seminar to increase the number of local LCIs in your community. Having several active instructors in the area will enable you to expand cycling education for youth and adults, recruit more knowledgeable cycling ambassadors, deliver Bicycle Friendly Driver education to motorists, and have experts available to assist in encouragement programs. Visit bikeleague.org/ridesmart for more information.

» Encourage more local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program.

» Provide education to law enforcement officers on bicycle safety and traffic laws as they apply to bicyclists and motorists and bicycling skills. Develop a bike patrol unit to improve bicyclist/officer relations, and ensure that law enforcement officers who are not certified or trained as bicycle patrol officers nevertheless have basic training or experience with bicycling in your community in order to foster positive interactions between bicyclists and police officers.

» Work with law enforcement to ensure that enforcement activities are targeted at motorist infractions most likely to lead to crashes, injuries and fatalities among bicyclists. Traffic enforcement activities should be data-based and responsive to behaviors that have been observed to lead to crashes, injuries, and fatalities.

» Increase the amount of staff time spent on improving conditions for people who bike and walk. Increasing staff time, either by creating a position or changing the responsibilities of current staff, can have a positive impact on the ability of your community to execute bicycling and walking-related projects and programs.

» Develop and adopt an official bicycle master plan for your community. A bike plan is a critical step to improving conditions for bicycling and institutionalizing processes for continual improvement.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

» League of American Bicyclists: <http://www.bikeleague.org>

» Guide to the BFC Report Card:

http://bikeleague.org/sites/default/files/Guide_to_the_Bicycle_Friendly_Community_Report_Card.pdf

» Building Blocks of a Bicycle Friendly Community:

<http://bikeleague.org/content/building-blocks-bicycle-friendly-communities>

» The Five E's: <http://bikeleague.org/content/5-es>

» Community FAQs & Resources: <http://bikeleague.org/content/community-faq-resources>

» Smart Cycling Program: <http://bikeleague.org/ridesmart>

» Advocacy Reports and Resources: <http://bikeleague.org/reports>