



BICYCLE FRIENDLY STATE REPORT CARD

GEORGIA

RANKED

19

OF 50

STATE ADVOCACY GROUP:
GEORGIA BIKES!

Successes & Suggestions

The Bicycle Friendly State report card is based on over 100 data points for each state and input from state agencies and advocates. Based on the information we obtained for Georgia, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Georgia.

Georgia is one of at least five states that prohibits speed limits of 20 mph or lower. This prevents communities within Georgia being able to choose to have slower, safer streets throughout their community. The Georgia legislature should consider how it can facilitate lower speed limits by revising current statutory speed limits.

In 2012, the Georgia DOT adopted a Complete Streets policy. The state should recommit to this policy through funding for implementation and consider whether a Complete Streets law that includes local projects might be necessary for broader implementation.

The Georgia DOT should lead by example for communities in the state by creating a program to stripe bicycle lanes and provide other bicycle and pedestrian improvements as part of routine repaving. Through coordinated improvements during repaving, the cost of bicycle lanes can be reduced by 40%.

Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.

The state should spend more federal funding on bicyclists and pedestrians. Adopt project prioritization criteria for federal funds that incentivize bicycle projects and accommodations.

Update your state bicycle master plan. The state's last bicycle map is dated from 2010. A new or updated plan should build on the vision articulated in the 2018 Bicycle Safety Action Plan to provide "A safe and accessible environment that supports and encourages increased levels of bicycling."

Georgia has a high number of bicyclist fatalities. Ensure that bicycle safety is a major emphasis in all transportation projects, programs and policies to address this issue.

Establish a statewide bicycle advisory committee to provide accountability for bicycle projects and programs. The BAC should include diverse representation, formal inclusion in decision making, a workplan, and regularly held meetings (at least quarterly).

Repeal the state's mandatory sidepath law. These types of laws create conflicts between bicycles and other path users and often ignore the quality, safety, topography and connectivity of available paths. Most sidepaths are designed for recreational use and are not convenient for transportation purposes.

Georgia has set a safety target [https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/] that anticipates an increase in the number of non-motorized fatalities and serious injuries. While this target may reflect current trends, it is also a statement of goals and Georgia should set goals that reflect a commitment to improving road safety and reaching zero deaths and serious injuries.

	Infrastructure & Funding	B-
	Education & Encouragement	C
	Legislation & Enforcement	C+
	Policies & Programs	B
	Evaluation & Planning	C+

Get the full breakdown of each category and grade average on the next page.

Bicycle Friendly Actions bikeleague.org/bicycle-friendly-actions	Action Taken?
Complete Streets Law / Policy	✓
Safe Passing Law (3ft+)	✓
Statewide bike plan last 10 years	
2% or more federal funds on bike/ped	✓
Bicycle Safety Emphasis Area	✓


Federal Data on Biking		Rank
Ridership	0.2% of commuters biking to work	43/50
Safety	23.3 fatalities per 10K bike commuters ⁱⁱ	43/50
Spending	\$2.70 per capita FHWA spending on biking and walking ⁱⁱⁱ	30/50


ⁱ This figure is based upon the Census Bureau's American Community Survey (ACS) 5-year estimate.


ⁱⁱ This figure is based upon fatalities reported over a five-year period according to the National Highway Administration (NHTSA)'s Fatality Analysis Reporting System and the 2015 5-year ACS estimate of the number of bicycle commuters.


ⁱⁱⁱ FHWA spending is based upon projects coded using any of three project types associated with bicycling and walking projects through the Federal Highway Administration (FHWA)'s Fiscal Management Information System. To calculate per capita spending we used a five-year average for fiscal years 2011-2016 and the 2015 5-year ACS state population estimate.


Category Breakdown: GEORGIA

 Infrastructure & Funding Ranked 15 of 50 States B-	
DESIGN AND EXISTENCE OF INFRASTRUCTURE Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	B
STATE TRANSPORTATION FUNDING Does the state allocate funding to bicycling or limit state funding for bicycling?	C+
USE OF FEDERAL TRANSPORTATION FUNDING Does the state take advantage of available federal funding for biking and walking?	C-
PLANNED AND RECENTLY BUILT BICYCLE & PEDESTRIAN FACILITIES How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?	F

 Policies & Programs Ranked 11 of 50 States B	
COMPLETE STREETS Does the state have a complete streets policy and processes to support its implementation?	C
DESIGN AND ACCESS POLICIES Does the state have policies in place to ensure good design and access for people who bike and walk?	B+
STATE OF PRACTICE DEVELOPMENT Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	A
SUSTAINABLE TRANSPORTATION POLICIES Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	B

 Education & Encouragement Ranked 21 of 50 States C	
STATE DOT EDUCATION & ENCOURAGEMENT SUPPORT Does the state DOT support bicycling and walking events and education materials?	A
MODE SHARE & ADVOCACY Do people bike to work and are they organized to advocate for improvements?	C-

 Evaluation & Planning Ranked 26 of 50 States C+	
STATE DOT BICYCLE & PEDESTRIAN PLANS Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	C
BICYCLE AND PEDESTRIAN SAFETY Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	C
UNDERSTANDING PEOPLE WHO BIKE AND WALK Does the state have programs in place to collect data on people who walk and bike?	B-
FORMAL USER GROUP ENGAGEMENT Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	B

 Legislation & Enforcement Ranked 17 of 50 States C+	
LAWS THAT REGULATE DRIVER BEHAVIOR AND METHODS OF ENFORCEMENT Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	B
LAWS THAT RESTRICT THE BEHAVIOR OF PEOPLE WHO BIKE AND WALK How does the state unnecessarily restrict the behavior of people who bike and walk?	D+
LAWS THAT CREATE PROTECTIONS FOR PEOPLE WHO BIKE AND WALK Does the state have laws that provide specific protections for people who bike and walk?	A

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:
BIKELEAGUE.ORG/BFA/AWARDS

The Bicycle Friendly State ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. For more information, visit bikeleague.org/states or contact Ken McLeod at (202)-822-1333 or ken@bikeleague.org.

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