The Bicycle Friendly States ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. It asks comprehensive questions across 5 categories: Legislation and Enforcement, Policies and Programs, Infrastructure and Funding, Education and Encouragement, Evaluation and Planning. The results listed above provide only a snapshot of the full application. They are intended to offer some ideas for further growth in bicycle friendliness. For more information, visit www.bikeleague.org/states or contact Nicole Wynands at (202)-822-1333 or nicole@bikeleague.org.

### Georgia

**REGIONAL RANKING** » SOUTH #4

**GOVERNOR:** Nathan Deal  
**DOT COMMISSIONER:** Keith Golden  
**BICYCLE/PEDESTRIAN COORDINATOR:** David Adams  
**STATE ADVOCACY GROUP:** Georgia Bikes!

**CATEGORY SCORES**

<table>
<thead>
<tr>
<th>Category</th>
<th>Score</th>
<th>Scoring: 5 = HIGH</th>
<th>1 = LOW</th>
</tr>
</thead>
<tbody>
<tr>
<td>LEGISLATION AND ENFORCEMENT</td>
<td>2</td>
<td>▶</td>
<td></td>
</tr>
<tr>
<td>POLICIES AND PROGRAMS</td>
<td>3</td>
<td>▶</td>
<td></td>
</tr>
<tr>
<td>INFRASTRUCTURE AND FUNDING</td>
<td>1</td>
<td>▶</td>
<td></td>
</tr>
<tr>
<td>EDUCATION AND ENCOURAGEMENT</td>
<td>3</td>
<td>▶</td>
<td></td>
</tr>
<tr>
<td>EVALUATION AND PLANNING</td>
<td>2</td>
<td>▶</td>
<td></td>
</tr>
</tbody>
</table>

**TOP 10 SIGNS OF SUCCESS**

- PEOPLE COMMUTING BY BIKE (MORE THAN 1%)
- SAFE PASSING/VULNERABLE ROAD USER LAW
- COMPLETE STREETS POLICY
- COMMITTED STATE FUNDING
- ACTIVE STATE ADVOCACY GROUP
- STATE BICYCLE PLAN (ADOPTED 2004 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

**OVERALL POINTS**

<table>
<thead>
<tr>
<th>Year</th>
<th>Score of 100</th>
</tr>
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<tbody>
<tr>
<td>2014</td>
<td>38.6</td>
</tr>
<tr>
<td>2013</td>
<td>35.7</td>
</tr>
</tbody>
</table>

**FEEDBACK**

- Adopt a vulnerable road user law that increases penalties for a motorist that injures or kills a bicyclist or pedestrian.
- Collect data regarding enforcement actions against motorists based on incidents with bicycles, such as traffic tickets issued, prosecutions, or convictions.
- Adopt performance measures, such as mode shift or a low percentage of exempted projects, to better track and support Complete Streets/Bike Accommodation Policy compliance.
- Ensure that no funds from the Transportation Alternatives program are transferred for purposes other than bicycling and walking projects.
- Georgia is spending a low amount of federal funding on bicyclists and pedestrians. Adopt project prioritization criteria for federal funds 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.
- Dedicate additional resources towards fully implementing the state’s existing bicycle plan.
- Adopt performance measures to decrease bicycle fatalities.
- 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.
- Conduct a bicycle economic benefit study to showcase the positive impacts of bicycling for tourism, health costs and economic development.