Summary

Georgia has some strong policies and programming, including being one of just 8 states to endorse the NACTO Urban Bikeway Design Guide. These policies are complemented by Department of Transportation-sponsored trainings on bicycle infrastructure and efforts to build bicycle infrastructure.

However, there does not seem to be an overarching plan to guide the development of facilities and data collection based on conditions for bicyclists in Georgia. This is particularly worrying as the state has very few bicycle commuters and a high fatality rate per bicycle commuter. Improving these numbers will take a lot of work and a comprehensive plan equal to the challenge.

Feedback Points

Since 2015, Georgia has adopted the NACTO Urban Bikeway Design Guide. This design guidance should be used in efforts to establish an urban design context in GDOT’s Design Policy Manual.

Adopt a law allowing transportation agencies to post 20 mph or lower speed limits under certain circumstances.

Adopt a statewide Complete Streets law. The National Complete Streets Coalition has a model state policy and a variety of other resources to ensure adoption and implementation.

Increase dedicated state funding for bicycle, pedestrian, and shared-use trail projects and encourage the greater use of federal funds, including the Transportation Alternatives set-aside.

Improve the implementation of the Georgia DOT’s Complete Streets Policy. An important aspect of implementation is coordination with local governments to capitalize on repaving as a way to build out connected and safe bicycle networks. The state should use funding grants, cooperative agreements, or other means in order to foster coordination.

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).

Improve education and enforcement efforts related to bicyclist safety. A particular point of emphasis could be the state’s 3 foot passing law and how law enforcement can use that law for education and enforcement.

The Bicycle Friendly States 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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Federal Data on Biking

<table>
<thead>
<tr>
<th>Category</th>
<th>Rank out of 50</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridership</td>
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<tr>
<td>Safety</td>
<td>31</td>
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<td>Spending</td>
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<thead>
<tr>
<th>Category</th>
<th>Rank out of 50</th>
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<tbody>
<tr>
<td>Ridership</td>
<td>(Out of 50)</td>
</tr>
<tr>
<td>20.2% of commuters biking to work(^1)</td>
<td>43/50</td>
</tr>
<tr>
<td>Safety</td>
<td>43/50</td>
</tr>
<tr>
<td>Spending</td>
<td>18/50</td>
</tr>
</tbody>
</table>

\( ^1 \) This figure is based upon the Census Bureau’s American Community Survey (ACS) 5-year estimate.

\( ^2 \) 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.

\( ^3 \) 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.
The State of Practice Development
Does the state have policies in place to ensure good design and access for people who bike and walk?

Complete Streets
Does the state have a complete streets policy and processes to support its implementation?

Design and Access Policies
Does the state have policies in place to ensure good design and access for people who bike and walk?

State of Practice Development
Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?

Sustainable Transportation Policies
Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?

Total of Possible 100 Points: 78/100 pts

Evaluation & Planning
Ranked 23rd of 50 States

State DOT Bicycle & Pedestrian Plans
Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?

Bicycle and Pedestrian Safety
Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?

Understanding People who Bike and Walk
Does the state have programs in place to collect data on people who walk and bike?

Formal User Group Engagement
Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?

Total of Possible 100 Points: 64/100 pts

Legislation & Enforcement
Ranked 31st of 50 States

Laws that regulate driver behavior and methods of enforcement
Does the state have strong comprehensive distracted driving laws and allow photo enforcement?

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? (low points = more restrictions)

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?

Laws that influence the built environment
Does the state allow speed limits of 20 mph or less?

Total of Possible 100 Points: 60/100 pts

Education & Encouragement
Ranked 24th of 50 States

State DOT Education & Encouragement Support
Does the state DOT support bicycling and walking events and education materials?

Mode Share
Do many people bike to work and is that number increasing relative to other modes?

Driver Education Requirements
Does the state require drivers to answer questions about bicyclist safety as part of the driver’s licensing test?

Advocacy
Does the state have a bicycle advocacy group that is a member of the League of American Bicyclists or was identified by the state?

Total of Possible 100 Points: 57/100 pts

Infrastructure & Funding
Ranked 18th of 50 States

Design and Existence of Infrastructure
Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?

State Transportation Funding
Does the state report that funding is allocated to bicycling?

Use of Federal Transportation Funding
Does the state take advantage of available federal funding for biking and walking?

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?

State Transportation Funding Restrictions
Does the state have any policies that limit the ability to fund bicycling and walking infrastructure?

Total of Possible 100 Points: 63/100 pts

Policies & Programs
Ranked 9th of 50 States

Complete Streets
Does the state have a complete streets policy and processes to support its implementation?

Design and Access Policies
Does the state have policies in place to ensure good design and access for people who bike and walk?

State of Practice Development
Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?

Sustainable Transportation Policies
Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?

Total of Possible 100 Points: 40/56 pts

Dig into the data: Robust interactive report + Downloads
The Bicycle Friendly State survey used to create this ranking is also the basis for a biennial report. Explore tons of bicycling, walking, & health data on states and cities at bikingandwalkingbenchmarks.org.
SMART CYCLING RESOURCES

Bike Safety Education is a key component to keeping roadways safe for all users. Having League Cycling Instructors (LCIs) in your state creates more opportunities for bike safety education to be shared. LCIs are certified by the League through an intense 3-day seminar focused on how to effectively deliver the Smart Cycling curriculum. To host a LCI seminar in your state, contact education@bikeleague.org.

Visit bikeleague.org/ridesmart to access Smart Cycling videos, Smart Cycling Quick Guides (available in English & Spanish), and Smart Cycling manuals.

ABOUT THE LEAGUE & MEMBERSHIP

Support the League by becoming a member today and add your voice to the bicycling movement! Over 75% of our funding comes from individuals. Members support our time-tested programs like Bicycle Friendly America, Smart Cycling and Federal Advocacy. As a member, you’ll enjoy valuable perks like Bicycling Magazine, discounts at dozens of national bike retailers and manufacturers, and exclusive pricing to the National Bike Summit. Together, let’s advance bicycling on Capitol Hill and in your community!

WE BELIEVE
Bicycling brings people together. When more people ride bikes:
» Life is better for everyone;
» Communities are safer, stronger and better connected;
» Our nation is healthier, economically stronger, environmentally cleaner and more energy independent.

OUR VISION
is a nation where everyone recognizes and enjoys the many benefits and opportunities of bicycling.

OUR MISSION
is to lead the movement to create a Bicycle Friendly America for everyone. As leaders, our commitment is to listen and learn, define standards and share best practices to engage diverse communities and build a powerful, unified voice for change.

>> ADD YOUR MOMENTUM AT BIKELEAGUE.ORG/JOIN

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