



BICYCLE FRIENDLY STATE

GEORGIA



2018 PROGRESS REPORT

#19
2017 ranking

TOTAL COUNTS
 BICYCLE FRIENDLY COMMUNITIES 12
 BICYCLE FRIENDLY BUSINESSES 22
 BICYCLE FRIENDLY UNIVERSITIES 9

REGION: SOUTH

2018 Progress Report

Georgia would benefit from a statewide bicycle and pedestrian plan that provides long-term leadership for the state Department of Transportation and entities within the state.

While Georgia has a slightly upward trend in bicycling to work over the last decade, it has inconsistent and slightly worsening rates of bicyclist traffic fatalities and federal spending on bicycling and walking.

A statewide plan might provide for more consistent attention to safety and funding that would benefit the state.

Bicycle Friendly Actions ✓ = New Progress in 2018

Complete Streets Law / Policy	Yes
Safe Passing Law (3ft+)	Yes
Statewide bike plan in last 10 years	No
Bicycle Safety Emphasis Area	Yes
2% or more fed funds on bike/ped (in last five fiscal years)	No

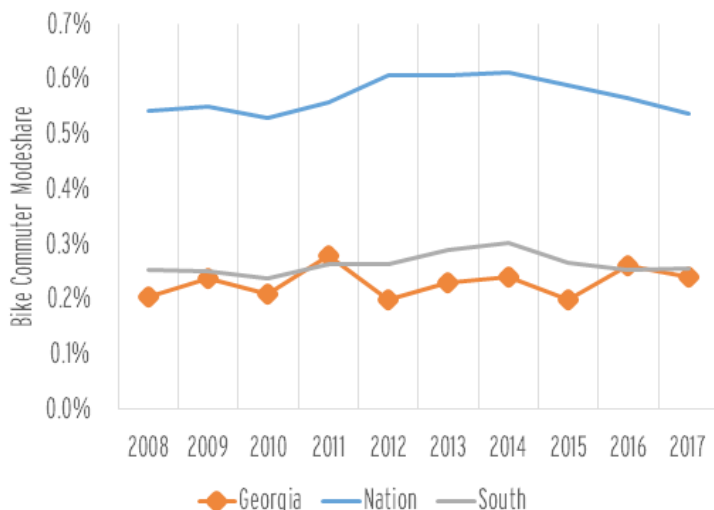
Featured Statewide Member - Georgia Bikes



Georgia Bikes reports that while progress is slow at the state agencies, there were several laws adopted that may positively impact bicyclists. The most notable laws that may impact bicycling are:

1. Georgia passed a distracted driving law – The Hands-Free Georgia Act – that prohibits motorists from holding phones and other electronic devices while driving. This law makes Georgia one of the 16 states with a primary enforcement hands-free driving law, meaning that a driver holding and using a phone can be cited for that behavior.
2. Georgia passed a law – HB 978 – that lets schools deploy automated speed cameras that issue \$75 fines for a first offense and \$125 for each successive offense of speeding in a school zone. Georgia joins 12 other states with a speed camera law or program.
3. Finally, the Georgia Outdoor Stewardship Act was approved by voters this November and will dedicate 80% of existing sales and use taxes on outdoor sporting goods to the conservation of land and wildlife. This Act is estimated to provide over \$20 million per year, which may be used for trail development.

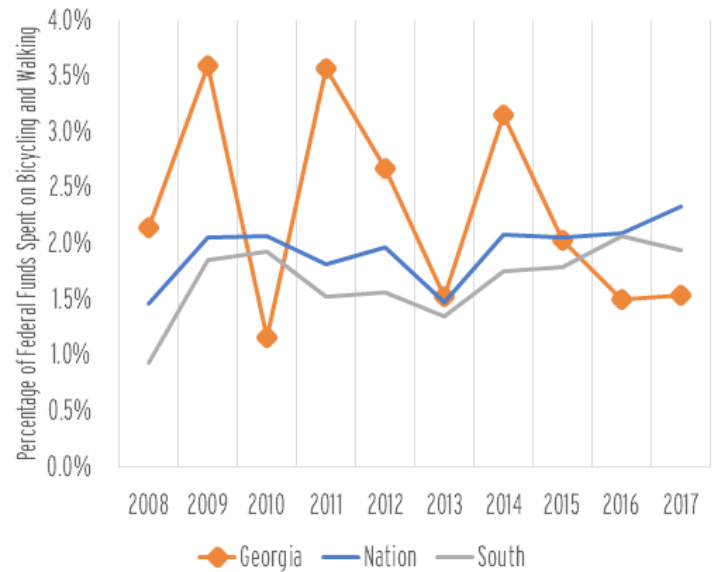
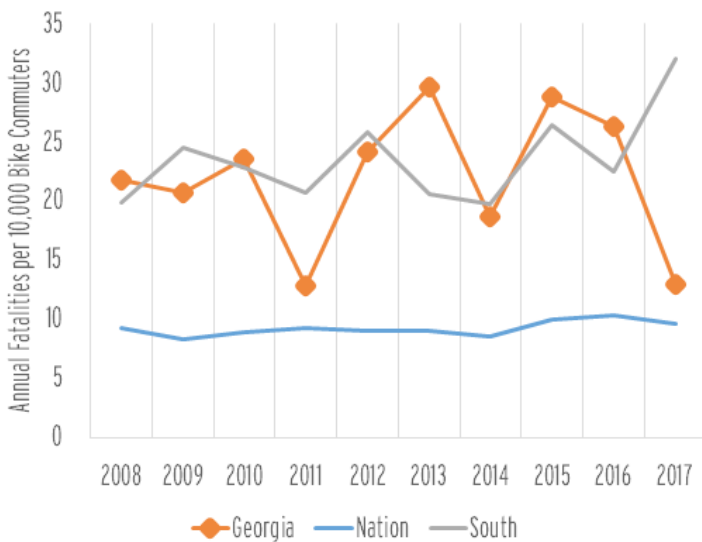
Federal Data on Biking		Ten-Year Trend	Ten-Year Rank
Ridership	0.2% of commuters biking to work	One of 15 largest increases in bike commuting	44/50



This Progress Report provides an update on Georgia's efforts related to bicycling. A full report card based upon a comprehensive survey is available at: <http://bikeleague.org/content/state-report-cards>

Federal Data on Biking		Ten-Year Trend	Ten-Year Rank
Safety	21.9 fatalities per 10k bike commuters	More dangerous, but not strongly	43/50

Federal Data on Biking		Ten-Year Trend	Ten-Year Rank
Spending	2.3% of FHWA spending on biking and walking	One of 10 largest decreases in funding	13/50



Featured Agency - Georgia Department of Transportation

The Georgia Department of Transportation (GDOT) has not adopted a statewide bicycle plan since 1998, but in 2015 GDOT became one of 23 states that participates in the United States Bicycle Route System by designating USBR 21 linking Chattanooga to Atlanta.

In 2018, GDOT published a Pedestrian Safety Action Plan that may provide a basis for future bicycle-related planning. That Action Plan found that “[t]he highest share (44%) of vehicle-pedestrian crash incidents occurred on state-owned arterial roads in urbanized areas.”

Also in 2018, GDOT worked with Georgia Bikes! to create a Bicycle Safety Action Plan that articulated the vision of “A safe and accessible environment that supports and encourages increased levels of bicycling.” The Action Plan described four objectives with strategies to achieve them.

- OBJECTIVE 1: Gather data that helps optimize selection of safety improvements
- OBJECTIVE 2: Systematically & reliably incorporate proven bicyclist safety countermeasures during the design process
- OBJECTIVE 3: Train and engage partners on strategies that will increase bicyclist safety
- OBJECTIVE 4: Establish and allocate funding streams needed to achieve all strategies.



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Every member organization of the League of American Bicyclists gets free access to a powerful advocacy software package. In 2017, the League facilitated over a dozen actions that engaged thousands of people. In New Jersey, these efforts led to a law that requires that drivers are educated about bicyclist and pedestrian safety as part of their driver's license training.

Learn about current actions and how your organization can use our tools at <https://bikeleague.org/TakeAction>