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.

**Spend at least 2% of federal transportation funds on biking and walking improvements.** Georgia has met this threshold in the past, and the League is hopeful that the recent dip in investment does not reflect a lack of commitment to improving bicycling and walking.

**Georgia has a bicycling to work rate of less than half the national average.** Bicycling is cheap, safe, and one of the most common ways that people get physical activity. Work with cities to provide networks that allow more people to safely bike to work.

**Georgia has a bicyclist fatality rate worse than the national average.** According to NHTSA data, 54% of cyclists killed in Georgia were killed on state DOT owned roadways since 2015 despite the state owning only 14% of roadways. Addressing safety on state-owned roadways is key to improving bicyclist safety in the state.

**Georgia's Bicycle Safety Action Plan developed in 2018 with Georgia Bikes has numerous action items of indeterminate status and unidentified timelines.** With new leadership at Georgia Bikes, now is a great time to revisit this plan and reinvigorate action items.

**According to a Georgia Tech study commissioned by the Georgia DOT, bicycling-related industries and activities generate an annual economic impact of $500 million in Georgia and employ more than 4,500 people.** Ensure the state is supporting bicycling through more investments and DOT practices to create safe bicycle networks.

**Georgia is one of at least five states that prohibits speed limits of 20 mph or lower.** This prevents communities in Georgia from electing 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.