



# BICYCLE FRIENDLY STATE REPORT CARD



0.3% PERCENT OF STATE IN BFC SILVER+

STATE ADVOCACY GROUP:  
**GEORGIA BIKES!**

# GEORGIA

**#24** NATIONAL RANK (OF 50)

**#5** REGIONAL RANK (OF 13)

SEE THE REPORT CARD USE GUIDE

		F	D	C	B	A	
	<b>Infrastructure &amp; Funding</b>	D+					Considers the use of federal transportation funding, state transportation funding, and the existence of bicycle infrastructure in the state.
	<b>Education &amp; Encouragement</b>	D+					Considers bicycle mode share, advocacy, state goals to increase bicycling, and whether the state sponsors a conference on bicycling.
	<b>Traffic Laws &amp; Practices</b>	B-					Considers traffic laws related to bicyclist safety and practices for automated enforcement and preventing racial disparities in traffic law enforcement.
	<b>Policies &amp; Programs</b>	C-					Considers Complete Streets policies and programmatic support for implementing bicycling improvements, including staffing and integrating public health.
	<b>Evaluation &amp; Planning</b>	F					Considers state bicycle plans, safety outcomes, guidance on bicycle facilities, data collection on bicycling and walking, and public engagement of bicyclists.

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.

Bicycle Friendly Actions	Progress?
Complete Streets Law / Policy	Yes
Safe Passing Law (3ft+)	Yes
Statewide bike plan last 10 years	No
2% or more federal funds on bike/ped	No - Lapse
Bicycle Safety Emphasis Area	Yes

Federal Data on Biking	Rank
Ridership 0.22% of commuters biking to work	41/50
Safety 23.2 fatalities per 10K bike commuters	46/50
Spending \$2.48 per capita FHWA spending on biking and walking	33/50

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:  
[BIKELEAGUE.ORG/BFA/AWARDS](https://bikeleague.org/BFA/AWARDS)

The Bicycle Friendly State ranking is based on a comprehensive survey—with over 100 data points—completed by state departments of transportation and state bicycling advocates. For more information, visit [bikeleague.org/states](https://bikeleague.org/states) or contact Ken McLeod at (202) 822-1333 or [ken@bikeleague.org](mailto:ken@bikeleague.org).