



MACON-BIBB COUNTY, GA

TOTAL POPULATION

153,159

POPULATION DENSITY

613

TOTAL AREA (sq. miles)

250

OF LOCAL BICYCLE FRIENDLY BUSINESSES

1

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Bronze	Macon-Bibb County
High Speed Roads with Bike Facilities	20%	1%
Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage	25%	2%
Bicycle Education in Schools	AVERAGE	ACCEPTABLE
Share of Transportation Budget Spent on Bicycling	9%	UNKNOWN
Bike Month and Bike to Work Events	AVERAGE	VERY GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS QUARTERLY	NONE
Bicycle-Friendly Laws & Ordinances	AVERAGE	EXCELLENT
Bike Plan is Current and is Being Implemented	YES	YES (NO FUNDING)
Bike Program Staff to Population	1 PER 139K	1 PER 1531.6K

CATEGORY SCORES

ENGINEERING

Bicycle network and connectivity

3.0 /10

EDUCATION

Motorist awareness and bicycling skills

3.3 /10

ENCOURAGEMENT

Mainstreaming bicycling culture

6.1 /10

EVALUATION & PLANNING

Setting targets and having a plan

3.4 /10

KEY OUTCOMES

	Average Bronze	Macon-Bibb County
RIDERSHIP Percentage of commuters who bike	1.3%	0.10%
SAFETY MEASURES CRASHES Crashes per 10k bicycle commuters	1,093	1,746
SAFETY MEASURES FATALITIES Fatalities per 10k bicycle commuters	20	-



KEY STEPS TO BRONZE

- » Continue to expand the bike network and increase connectivity through the use of different types of bicycle facilities appropriate for the speed and volume of motor vehicle traffic on each road. On roads where automobile speeds regularly exceed 35 mph, it is recommended to provide protected bicycle infrastructure such as protected bike lanes/ cycle tracks, buffered bike lanes or parallel 10ft wide shared-use paths (in low density areas). In slower speed areas such as quiet neighborhood streets, develop a system of bicycle boulevards that create an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels.
- » Congratulations on adopting the updated 2021 Complete Streets policy directing transportation planners and engineers

to routinely design and operate the entire right-of-way to enable safe access for all users. It is important to ensure that there is a strong implementation and compliance process for this new policy going forward.

- » Adopt a bike parking ordinance for new and existing buildings that specifies standards for the amount and location of secure, convenient, APBP-compliant bike parking available.
- » Improve bicycle safety education for students of all ages by incorporating on-bicycle education opportunities and by expanding the program to all K-12 schools. Providing bicycles in schools for on-bike education ensures that all students can learn to safely ride a bicycle regardless of the availability of a

KEY STEPS CONTINUED ON PAGE 2...



MACON-BIBB COUNTY, GA

Fall 2021

KEY STEPS TO BRONZE CONTINUED

bicycle in their household. Work with the school district, local bicycle groups, and interested parents to expand and improve the Safe Routes to School program.

- » Create an official Bicycle & Pedestrian Advisory Committee (BPAC) to create a systematic method for ongoing citizen input into the development of important policies, plans, and projects. Ensure that the members of the committee reflect the diversity and ability levels of cyclists in your community.
- » Your application indicated that your community is currently updating a bicycle master plan. This is a great step to improving conditions for bicycling and institutionalizing processes for continual improvement. Your Bicycle Master Plan update should take advantage of best practices that are applicable to a community of your size, including the use of separated and protected bike lanes, targeted education programming, and demonstration projects to help the

community understand possible bicycle facilities. Ensure that the new Plan includes specific and measurable goals, a strong implementation plan, and dedicated funding or an annual budget to ensure its success.

- » Continue to develop a bicycle count program that utilizes several methods of data collection including automated bicycle counters to provide long-term data on bicycle use at fixed points and mobile counters to provide periodic or before/after data related to a changes in your community's road or bicycle network. Observational counts and surveys can supplement automated data in order to collect demographic information and examine social equity goals.
- » Adopt a target level of bicycle use (percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » League of American Bicyclists: <https://www.bikeleague.org>
- » Guide to the BFC Report Card: https://bikeleague.org/sites/default/files/Guide_to_the_Bicycle_Friendly_Community_Report_Card.pdf
- » Resources for Building a Bicycle Friendly Community: https://bikeleague.org/BFC_Resources
- » Building Blocks of a Bicycle Friendly Community: <https://bikeleague.org/content/building-blocks-bicycle-friendly-communities>
- » About the BFC Application Process: <https://bikeleague.org/content/about-bfc-application-process>
- » The Five E's: <https://bikeleague.org/5-es>
- » Tips for Aspiring BFCs: <https://bikeleague.org/BFC-tips>
- » Smart Cycling Program: <https://bikeleague.org/ridesmart>
- » Advocacy Reports and Resources: <https://bikeleague.org/reports>
- » Bicycle Friendly Business Program: <https://bikeleague.org/business>
- » National Bike Month: <https://bikeleague.org/bikemonth>

