



Brookhaven, GA

Award: Honorable Mention | Fall 2023

Award History:

Received Honorable Mention in 2017.

The 5 Es Category Scores	Brookhaven	Max Score this round
Engineering	54.82%	79.3%
Education	35.98%	76.3%
Encouragement	32.43%	87.5%
Evaluation & Planning	44.20%	78.0%
Equity & Accessibility	41.27%	70.5%

Scores are determined by points earned in each 'E' Category, weighted against comparable communities in the Fall 2023 BFC round. See pages 2-3 for your full subcategory points in each Category.

Key Outcomes

Overall Commuter Ridership: 0.1%

Male Commuter Ridership: 0%

Female Commuter Ridership: 0.2%

(Bicycle Mode Share among commuters, according to the Census Bureau's 2022 American Community Survey 5-Year Estimate.)

Bicycle Mode Share: Unknown

(Reported by applicant)

Annual Average Bicyclist Crashes in last 5 years: 0

Annual Average Bicyclist Fatalities in last 5 years: 0

(Crashes and Fatalities both reported by applicant)

Brookhaven's BFA Program Stats

of Local Bicycle Friendly Businesses: **0**

of Local Bicycle Friendly Universities: **0**

of Local League Cycling Instructors: **0**

Georgia's Bicycle Friendly State Ranking: **#24**

Community Profile

Population: 55,161

Area: 12.23 square miles

Population Density: 4510.3 people/square mile

Land Classification:

Mixed Suburban/Urban

Poverty Rate: 11.6%*

Median Household Income: \$105,464*

Percent of the Population that Speaks a

Language Other Than English at Home: 28.4%*

Percent with Disability: 5.9%*

Percent of Households with No Vehicle Available: 5.2%*

*Source: https://data.census.gov/profile/Brookhaven_city,_Georgia?g=160XX00US1310944

Brookhaven's Bike Links

Bike Network Map, if available:

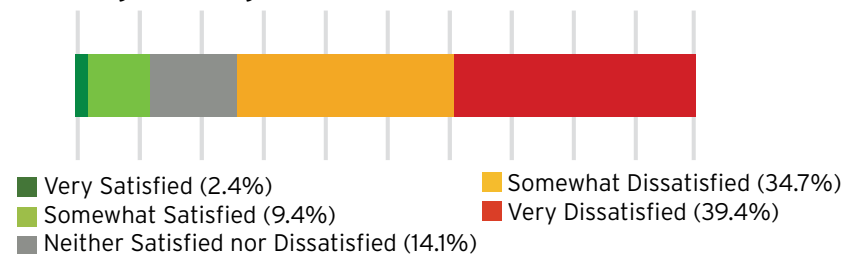
PDF available upon request.

Bike Plan, if available:

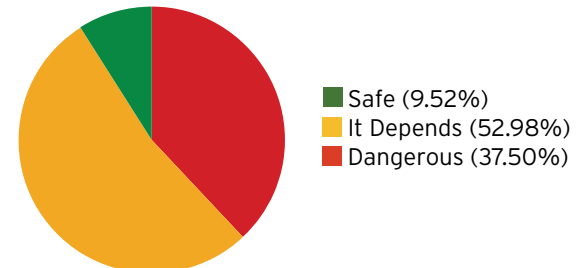
<https://www.brookhavenga.gov/publicworks/page/bicycle-pedestrian-and-trail-plan>

Fall 2023 BFC Public Survey Response Summary for Brookhaven, GA

How satisfied are you with how this community is designed for making bike riding safe? (n = 170)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 168)



What is the number one change you would most like to see the local government make in this community for bicyclists? (n = 169)

1. More bike paths (39.1%)
2. More bike lanes (25.4%)
3. Reduce speeds through traffic calming and/or road diets (8.3%)
4. Improve existing bike lanes to protected bike lanes (7.1%)

About this Report Card

The following scores are based on the online application submitted by Brookhaven in the Fall 2023 Bicycle Friendly Community (BFC) submission round. These scores reflect a combination of automatically-generated points earned through the online application, as well as judge-assigned points and bonus points given by BFC reviewers.

The League updated its Bicycle Friendly Community application and awards criteria in 2022, after nearly a year of research, focus groups, interviews, listening sessions, and other outreach. The updated application includes a new section on Equity and Accessibility, and other changes throughout. As such, **this Bicycle Friendly Community Report card is a beta version** as we refine our new scoring system and develop a greater understanding of how to convey new information.

All Fall 2023 BFC Report Cards (including this one) will be republished with updated scores if there are significant changes to the points system after the next round of BFC applications. To learn more about the BFC application and awards criteria, please visit <https://bikeleague.org/community>.

ENGINEERING	<i>Brookhaven earned a weighted score of 54.82% in the Engineering Category. Below is the full breakdown of points that Brookhaven earned in each subcategory within the Engineering section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Engineering Subcategories	Brookhaven's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	16.7 / 41 pts
	End-of-Trip Facilities	31.3 / 44 pts
	Bicycle Network	38.4 / 128 pts
	Network Maintenance	19.8 / 32 pts
	Bicycle Access to Public Transportation	12.7 / 23 pts
	Bike Sharing	0 / 24 pts
	Other Bicycle-Related Amenities	0 / 6 pts
	Regional Coordination	5 / 23 pts
Engineering Bonus Points	3.1 / 10 pts	

EDUCATION	<i>Brookhaven earned a weighted score of 35.98% in the Education Category. Below is the full breakdown of points that Brookhaven earned in each subcategory of the Education section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Education Subcategories	Brookhaven's Subcategory Points in Education
	Youth Bicycle Education	3.1 / 68 pts
	Adult Bicycle Education	21.5 / 47 pts
	Motorist Education	17.5 / 28 pts
	Bicycle Safety Education Resources	0.5 / 16 pts
	Inclusive Education	3.7 / 26 pts
Education Bonus Points	0.8 / 7 pts	

ENCOURAGEMENT	<i>Brookhaven earned a weighted score of 32.43% in the Encouragement Category. Below is the full breakdown of points that Brookhaven earned in each subcategory of the Encouragement section section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Encouragement Subcategories	Brookhaven's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	2.7 / 17 pts
	Route-Finding Support	4.1 / 10 pts
	Bicycle Culture and Promotion	26.4 / 91 pts
	Access To Bicycle Equipment and Repair Services	9.5 / 35 pts
	Reducing Work-Related/Fleet VMT	0.3 / 11 pts
	Encouragement Bonus Points	1.4 / 7 pts

EVALUATION & PLANNING	<i>Brookhaven earned a weighted score of 44.20% in the Evaluation & Planning Category. Below is the full breakdown of points that Brookhaven earned in each subcategory of the Evaluation & Planning section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Evaluation & Planning Subcategories	Brookhaven's Subcategory Points in Evaluation & Planning
	Staffing And Committees	7.9 / 35 pts
	Public Engagement for Bicycle Planning	16.1 / 35 pts
	Planning, Funding, And Implementation	10.4 / 46 pts
	Evaluating The Bicycle Network	10.5 / 25 pts
	Evaluating Ridership	4 / 20 pts
	Evaluating & Improving Safety Outcomes	14.2 / 42 pts
Evaluation & Planning Bonus Points	3.4 / 15 pts	

EQUITY & ACCESSIBILITY	<i>Brookhaven earned a weighted score of 41.27% in the Equity & Accessibility Category. Below is the full breakdown of points that Brookhaven earned in each subcategory of the Equity & Accessibility section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Equity & Accessibility Subcategories	Brookhaven's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	10.4 / 24 pts
	Equity Data Collection & Goals	4.9 / 27 pts
	Equity & Accessibility Policies & Plans	11.4 / 21 pts
	Equity & Accessibility in Engineering	15 / 44 pts
	Equity & Accessibility in Education	6.7 / 52 pts
	Equity & Accessibility in Encouragement	8.9 / 42 pts
Equity & Accessibility in Evaluation & Planning	11.4 / 51 pts	
Equity & Accessibility Bonus Points	1 / 9 pts	



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FEEDBACK TO IMPROVE:

To maintain and improve on Brookhaven's Honorable Mention status and earn a Bicycle Friendly Community award designation in the future, BFC Reviewers recommend...

- » Continue to expand and improve Brookhaven's low-stress on-road bike network and ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume, to maximize safety and comfort for bicyclists of all ages and abilities. Identify gaps and add new facilities that complete and expand the bicycle network, and work to upgrade existing facilities, such as by converting bike lanes into protected bike lanes.
- » Much of Brookhaven's reported bikeway network is over reliant on the existence of sidewalks. Sidewalks are important infrastructure to make roadways safer and more accessible for pedestrians, but without specific design features they should not be counted as bikeway facilities. Refer to the FHWA Bikeway Selection Guide for further discussion of side paths versus sidewalks, and consider conducting a bike traffic count to identify areas with high sidewalk ridership. This may help you to identify which roads would be better suited for other design interventions such as speed reduction, traffic calming, and/or protected bike lanes.
- » Lower speed limits -- and designed speeds -- on residential streets to 20 mph or less. Introduce road diets and traffic calming measures to ensure compliance. Develop a system of bicycle boulevards, utilizing these quiet neighborhood streets, that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Use the Bicycle Boulevards section of the NACTO Urban Bikeway Design Guide for design guidelines.
- » Bicycle safety education should be a routine part of education for students of all ages, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to create Safe Routes to School programming and on-bike learning opportunities at all K-12 schools. Providing bicycles in schools for on-bike education is strongly encouraged to ensure that all students can learn to safely ride a bicycle regardless of the availability of a bicycle in their household.
- » Expand bicycle education opportunities for adults. Consider ways to target demographics who currently do not feel safe riding with classes or events that address their concerns and create an inclusive, welcoming environment.
- » Increase the number of local League Cycling Instructors (LCIs) in your community, either by hosting an LCI seminar or sponsoring a City staffer or local bike advocate to attend an existing seminar elsewhere. Having several active instructors in the area will enable you to expand cycling education for youth and adults, recruit more knowledgeable cycling ambassadors, deliver Bicycle Friendly Driver education to motorists, and have experts available to assist in encouragement programs. Visit bikeleague.org/ridesmart for more information.
- » 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 Brookhaven is currently updating its 2016 Bicycle, Pedestrian and Trail Plan and also conducting a new Multimodal Study. These are both great steps to improving conditions for bicycling and institutionalizing processes for continual improvement. Your updated Plan should take advantage of the latest best practices and national standards 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



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FEEDBACK TO IMPROVE, CONTINUED:

an annual budget to ensure its success. As part of these efforts, establish a performance measurement program for bicycling and/or active transportation infrastructure. See FHWA's resources on this topic: https://bit.ly/FHWA_bikepedPMs.

- » 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 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.
- » Encourage local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program. City Hall or other municipal buildings could apply to the BFB program as an employer to lead by example among other local employers.
- » Encourage Oglethorpe University to apply to the Bicycle Friendly University program to help identify more ways the campus and administrators can support bicycling safety and promotion to students, staff, faculty, neighboring residents, and visitors.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » **Guide to this BFC Report Card:** <https://bit.ly/BFC-Report-Card-Guide-Fa23>
- » **League of American Bicyclists:** <https://www.bikeleague.org>
- » **Bicycle Friendly Community (BFC) Program:** <https://bikeleague.org/community>
- » **Resources for Building a Bicycle Friendly Community:** https://bikeleague.org/BFC_Resources
- » **About the BFC Application Process:** <https://bikeleague.org/content/about-bfc-application-process>
- » **The Five E's:** <https://bikeleague.org/5-es>
- » **The BFC Ideabook and Map:** <https://bikeleague.org/BFCIdeaBook>
- » **The League's Benchmarking Project on Biking & Walking Data and Reports:** <https://data.bikeleague.org>
- » **Bicycle Friendly State Rankings and Report Cards:** <https://bikeleague.org/state>
- » **Bicycle Friendly Business (BFB) Program:** <https://bikeleague.org/business>
- » **Bicycle Friendly University (BFU) Program:** <https://bikeleague.org/university>
- » **Smart Cycling Education Program:** <https://bikeleague.org/ridesmart>
- » **National Bike Month Resources:** <https://bikeleague.org/bikemonth>
- » **Advocacy Reports and Resources from the League:** <http://bikeleague.org/reports>
- » **Federal Funding Resources from the League:** <https://bikeleague.org/federal-funding-resources/>
- » **Pedestrian and Bicycle Funding Opportunities from U.S. DOT Transit, Safety, and Highway Funds:** https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf
- » **U.S. DOT Navigator:** <https://www.transportation.gov/dot-navigator>