



ATLANTA, GA

TOTAL POPULATION
420,000

POPULATION DENSITY
3,134

TOTAL AREA (sq. miles)
134

OF LOCAL BICYCLE FRIENDLY BUSINESSES **4**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **2**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Atlanta
High Speed Roads with Bike Facilities	37%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	45%	6%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	12%	UNKNOWN
Bike Month and Bike to Work Events	GOOD	EXCELLENT
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	NONE
Bicycle-Friendly Laws & Ordinances	SOME	NEEDS IMPROVEMENT
Bike Plan is Current and is Being Implemented	YES	SOMEWHAT
Bike Program Staff to Population	1 PER 100K	1 PER 28K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	4.9 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	4.7 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	7.1 /10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	2.9 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	4.6 /10

KEY OUTCOMES

	Average Silver	Atlanta
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.6%	0.84%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	523	294
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	5.8	2



KEY STEPS TO SILVER



» Your application indicated that you currently do not know the compliance rate for your 1995 Bicycle Accommodation policy. Ensuring compliance with a Complete Streets or Bicycle Accommodation policy is an important and often low-cost way to add to your bicycle network. Striping bicycle lanes as part of repaving operations can save 40% of the cost of adding a bicycle lane.

» Continue to expand the bike network, especially along arterials, through the use of different types of bicycle facilities. 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).

» Work with local business owners and public agencies to

conduct a bike parking audit to determine current conditions of bike parking across the community, and to identify any gaps in service.

» 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. Appoint a Safe Routes to School Coordinator to work with local bicycle groups and interested parents to create Safe Routes to School programming for all schools.

» 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.