*THE LEAGUE OF AMERICAN BICYCLISTS since 1880*

# Columbus, GA

**BICYCLE FRIENDLY COMMUNITY BRONZE — THE LEAGUE OF AMERICAN BICYCLISTS**

**Award: Bronze | Spring 2023**

**Award History:**
Bronze since 2015; Previously Honorable Mention since 2010.

## Columbus's BFA Program Stats
# of Local Bicycle Friendly Businesses: **6**
# of Local Bicycle Friendly Universities: **1**
# of Local League Cycling Instructors: **1**
Georgia's Bicycle Friendly State Ranking:  **#24**

| The 5 Es Category Scores | Columbus | Max Score this round |
|---|---|---|
| Engineering | 24% | 53% |
| Education | 28% | 56% |
| Encouragement | 37% | 68% |
| Evaluation & Planning | 23% | 42% |
| Equity & Accessibility | 20% | 37% |

Percentages shown above are the points received out of total points available in that category. See pages 2-3 for Columbus's subcategory points earned within each Category.

## Key Outcomes
**Overall Commuter Ridership:** 0.4%
Male Commuter Ridership: 0.8%
Female Commuter Ridership: 0.1%
*(Bicycle Mode Share among commuters, according to the Census Bureau's 2021 American Community Survey 5-Year Estimate.)*

**Bicycle Mode Share:** Unknown
*(Reported by applicant)*

Annual Average Bicyclist **Crashes** in last 5 years: 23.6
Annual Average Bicyclist **Fatalities** in last 5 years: 0.4
*(Crashes and Fatalities both reported by applicant)*

## Community Profile

**Population:** 206,922
**Area:** 216.5 square miles
**Population Density:** 955.8 people/square mile
**Land Classification:**
    Mixed Suburban/Urban/Rural
**Poverty Rate:** 20.4%*
**Median Household Income:** $52,734*
**Percent of the Population that Speaks a Language Other Than English at Home:** 14.4%*
**Percent with Disability:** 15.9%*
**Percent of Households with No Vehicle Available:** 7.5%*

*\*Source:  https://data.census.gov/profile/Columbus_city,_Georgia?g=1600000US1319000*

## Columbus's Bike Links
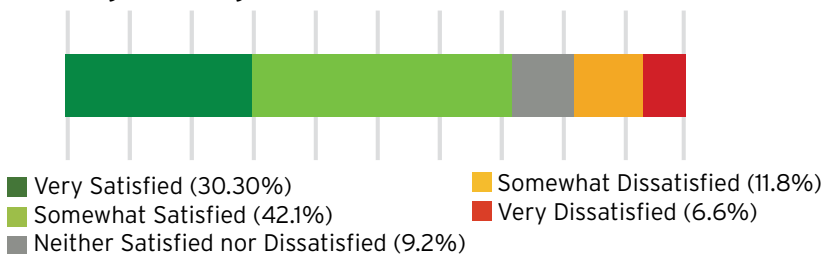
**Bike Network Map, if available:**
*https://experience.arcgis.com/experience/b29e-f3ed84df4156a80a88c609589a59/*

**Bike Plan, if available:**
*https://drive.google.com/file/d/1JPwvhJcPHqPZP28h-b6Iwx_iZBV0_i1qR/view?usp=share_link*

## Spring 2023 BFC Public Survey Response Summary for Columbus, GA

**How satisfied are you with how this community is designed for making bike riding safe? (n = 76)**



- Very Satisfied (30.30%)
- Somewhat Satisfied (42.1%)
- Neither Satisfied nor Dissatisfied (9.2%)
- Somewhat Dissatisfied (11.8%)
- Very Dissatisfied (6.6%)

**Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 77)**



- Safe (33.8%)
- It Depends (57.1%)
- Dangerous (9.1%)
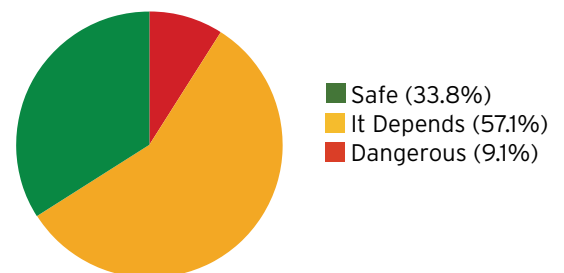
**What is the number one change you would most like to see the local government make in this community for bicyclists? (n = 77)**
1. More bike paths (23.4%)
2. Improve public decision-making processes for transportation improvements, including bicycling improvements (19.5%)
3. More bike lanes (18.2%)
4. Reduce speeds through traffic calming and/ or road diets (7.8%)

## About this Report Card

The following scores are based on the online application submitted by Columbus in the Spring 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 the Summer of 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 Spring 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 | *Columbus earned 24% of the points available in the Engineering Category.* *Below is the breakdown of points that Columbus earned in each subcategory of the Engineering section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.* | |
|---|---|---|
| | **Engineering Subcategories** | **Columbus's Subcategory Points in Engineering** |
| | Policies and Design Standards for the Built Environment | 6 / 41 pts |
| | End-of-Trip Facilities | 3 / 44 pts |
| | Bicycle Network | 27 / 128 pts |
| | Network Maintenance | 11 / 32 pts |
| | Bicycle Access to Public Transportation | 8 / 23 pts |
| | Bike Sharing | 0 / 21 pts |
| | Other Bicycle-Related Amenities | 2 / 6 pts |
| | Regional Coordination | 19 / 23 pts |
| | Engineering Bonus Points | 5 / 10 pts |

| EDUCATION | *Columbus earned 28% of the points available in the Education Category.* *Below is the breakdown of points that Columbus earned in each subcategory of the Education section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.* | |
|---|---|---|
| | **Education Subcategories** | **Columbus's Subcategory Points in Education** |
| | Youth Bicycle Education | 15 / 69 pts |
| | Adult Bicycle Education | 26 / 47 pts |
| | Motorist Education | 2 / 28 pts |
| | Bicycle Safety Education Resources | 3 / 16 pts |
| | Inclusive Education | 7 / 26 pts |
| | Education Bonus Points | 2 / 7 pts |

## ENCOURAGEMENT

*Columbus earned 37% of the points available in the Encouragement Category.* Below is the breakdown of points that Columbus earned in each subcategory of the Encouragement section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.

| Encouragement Subcategories | Columbus's Subcategory Points in Encouragement |
|---|---|
| Encouragement Policies, Programs and Partnerships | 3 / 17 pts |
| Route-Finding Support | 5 / 10 pts |
| Bicycle Culture and Promotion | 42 / 91 pts |
| Access To Bicycle Equipment and Repair Services | 9 / 35 pts |
| Reducing Work-Related/Fleet VMT | 2 / 11 pts |
| Encouragement Bonus Points | 3 / 7 pts |

## EVALUATION & PLANNING

*Columbus earned 23% of the points available in the Evaluation & Planning Category.* Below is the breakdown of points that Columbus earned in each subcategory of the Evaluation & Planning section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.

| Evaluation & Planning Subcategories | Columbus's Subcategory Points in Evaluation & Planning |
|---|---|
| Staffing And Committees | 14 / 40 pts |
| Public Engagement for Bicycle Planning | 9 / 35 pts |
| Planning, Funding, And Implementation | 11 / 46 pts |
| Evaluating The Bicycle Network | 0 / 24 pts |
| Evaluating Ridership | 4 / 20 pts |
| Evaluating & Improving Safety Outcomes | 9 / 42 pts |
| Evaluation & Planning Bonus Points | 1 / 7 pts |

## EQUITY & ACCESSIBILITY

*Columbus earned 20% of the points available in the Equity & Accessibility Category.* Below is the breakdown of points that Columbus earned in each subcategory of the Equity & Accessibility section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.

| Equity & Accessibility Subcategories | Columbus's Subcategory Points in Equity & Accessibility |
|---|---|
| Equity & Accessibility Staffing, Committees, & Partnerships | 7 / 24 pts |
| Equity Data Collection & Goals | 3 / 12 pts |
| Equity & Accessibility Policies & Plans | 2 / 31 pts |
| Equity & Accessibility in Engineering | 2 / 44 pts |
| Equity & Accessibility in Education | 9 / 52 pts |
| Equity & Accessibility in Encouragement | 15 / 42 pts |
| Equity & Accessibility in Evaluation & Planning | 12 / 58 pts |
| Equity & Accessibility Bonus Points | 2 / 9 pts |

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## FEEDBACK TO IMPROVE:

### To maintain and improve on Columbus's Bronze-level Bicycle Friendly Community award, BFC Reviewers recommend...

» The progress made on the Dragonfly Trail Network is impressive, but additional work is needed to ensure that the non-trail bike system is developed as it is critical to achieving a comprehensive bike network. Visit the League's Benchmarking Bike Networks Report and Webinar to consider how the Dragonfly Trail can become part of a broader cohesive network that connects people's homes to their daily destinations via low-stress connected bicycle facilities across the city.  Learn more: https://bikeleague.org/new-report-benchmarking-bike-networks.

» Conduct a connectivity analysis of your bicycle network, and establish a performance measurement program for bicycling and/or active transportation infrastructure. See FHWA's resources on these topics: https://bit.ly/FHWA_connectivity and https://bit.ly/FHWA_bikepedPMs.

» Adopt a stronger Complete Streets policy and create implementation guidance to ensure compliance. Incorporate the National Complete Streets Coalition's 10 Elements of a Complete Streets Policy: https://smartgrowthamerica.org/resources/elements-complete-streets-policy.

» Modify outdated design guidelines in the current Complete Streets resolution to better align with the Dragonfly Trails master plan to make it required that shared use paths are a minimum of 10' wide with a 3' buffer zone. Update the Alternative Transportation Study Facility & Design Guidance to also lower recommended roadway widths from 11' to 10' to encourage slower and safer driving speeds.

» 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.

» Increase the amount of high quality bicycle parking throughout the community. Conduct a bike parking study or audit to determine current conditions of bike parking, both in terms of quality and quantity. Adopt a bike parking ordinance for new and existing buildings that specifies the amount and location of secure, convenient bike parking available. Develop community-wide Bicycle Parking Standards that adhere to current APBP guidelines. (See www.apbp.org/bicycle-parking-solutions).

» Improve bicycle safety education for students of all ages by incorporating more 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 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.

» Certify another community member as a League Cycling Instructor (LCI) to help expand the reach of bike education efforts. Work with local LCIs and area employers to offer Bicycle Friendly Driver training to motorists in Columbus, particularly to professional drivers, government employees, emergency responders, and fleet operators. Learn more at https://bikeleague.org/bfd.

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## FEEDBACK TO IMPROVE, CONTINUED:

» Establish and adopt specific measurable goals to better benchmark and track the success of your bike-related plans and policies.

» 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.

» Adopt a goal to eliminate traffic fatalities and serious injuries and support this goal with a comprehensive road safety plan or a Vision Zero policy to identify specific strategies to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Introducing low stress bikeway facilities and lowering vehicle speeds through traffic calming treatments are important engineering components for addressing roadway safety. Look into the Safe Streets and Roads for All (SS4A) planning grant from the U.S. Department of Transportation for potential funding opportunities to support this work: https://www.transportation.gov/grants/SS4A.

## MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

» **Guide to this BFC Report Card:** https://bit.ly/BFC-Report-Card-Guide-Sp23

» **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 League's Benchmarking Project on Biking and 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

» **Advocacy Reports and Resources from the League:** http://bikeleague.org/reports

» **Federal Funding Resources from the League:** https://bikeleague.org/take-action/policy-advocacy/federal-policy/federal-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