



Georgia

RANKING # 25

REGIONAL RANKING » SOUTH #5

GOVERNOR: Nathan Deal

DOT COMMISSIONER: Russell McMurry

BICYCLE/PEDESTRIAN COORDINATOR: Katelyn DiGioia

STATE ADVOCACY GROUP: Georgia Bikes!

CATEGORY SCORES

SCORING: 5 = HIGH 1 = LOW

2 LEGISLATION AND ENFORCEMENT

3 POLICIES AND PROGRAMS

2 INFRASTRUCTURE AND FUNDING

3 EDUCATION AND ENCOURAGEMENT

2 EVALUATION AND PLANNING

TOP 10 SIGNS OF SUCCESS

= NEW IN 2015

1% OR MORE OF PEOPLE COMMUTING BY BIKE

SAFE PASSING LAW (3 FEET OR GREATER)

COMPLETE STREETS POLICY

DEDICATED STATE FUNDING

ACTIVE STATE ADVOCACY GROUP

STATE BICYCLE PLAN (ADOPTED 2005 OR LATER)

SHARE THE ROAD CAMPAIGN

VULNERABLE ROAD USER LAW

BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAFETY PLAN

2% OR MORE FEDERAL FUNDS SPENT ON BIKE/PED

OVERALL POINTS

38 of 100

2014: 38 of 100

FEEDBACK

- Ensure that no funds from the Transportation Alternatives program are transferred for purposes other than bicycling and walking projects. Retain all apportioned TAP funds and prioritize for bike/ped and SRTS projects.
- Develop a system for proactively leveraging state route resurfacing projects to improve local, regional and national bicycle routes.
- Consider formally endorsing the NACTO Urban Streets and Bikeway Design Guide, incorporating its designs into state engineering and design manuals, and encouraging its use on the state highway network in urban areas, including collector and arterial roadways. At least ensure that flexibility exists so that state routes in urban areas can use NACTO designs.
- Dedicate additional resources towards fully implementing the state's existing bicycle plan.
- Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.
- Adopt a mode share goal for biking to encourage the integration of bicycle transportation needs into all transportation and land use policy and project decisions.
- Adopt a vulnerable road user law that defines vulnerable road users as a group and increases penalties for a motorist that injures or kills a vulnerable road user. Vulnerable road user laws provide general deterrence that should make drivers more cautious and aware when they encounter vulnerable road users. Model language is available here: <http://bikeleague.org/content/model-legislation>.

The Bicycle Friendly States ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. It asks comprehensive questions across 5 categories: Legislation and Enforcement, Policies and Programs, Infrastructure and Funding, Education and Encouragement, Evaluation and Planning. The results listed above provide only a snap shot of the full application. They are intended to offer some ideas for further growth in bicycle friendliness. For more information, visit www.bikeleague.org/states or contact Ken McLeod at (202)-822-1333 or ken@bikeleague.org.