



NORMAN, OK

TOTAL POPULATION
125,369

POPULATION DENSITY
631.6

TOTAL AREA (sq. miles)
199

OF LOCAL BICYCLE FRIENDLY BUSINESSES **0**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **1**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Norman
High Speed Roads with Bike Facilities	35%	8%
Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage	48%	16%
Bicycle Education in Schools	GOOD	VERY GOOD
Share of Transportation Budget Spent on Bicycling	11%	15%
Bike Month and Bike to Work Events	GOOD	AVERAGE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	GOOD	AVERAGE
Bike Plan is Current and is Being Implemented	YES	SOMEWHAT
Bike Program Staff to Population	1 PER 78K	1 PER 78K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	4.1 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	5.7 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	4.8 /10
ENFORCEMENT & SAFETY <i>Promoting safety and protecting bicyclists' rights</i>	3.2 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	6.0 /10

KEY OUTCOMES

	Average Silver	Norman
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.7%	1.64%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	537	249.25
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	6.3	3.99



KEY STEPS TO SILVER



» 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.

» Increase the amount of high quality bicycle parking throughout the community, and work to upgrade the quality of existing bike parking. Develop community-wide Bicycle Parking Standards to ensure that APBP-compliant bicycle parking is available in areas near popular destinations, transit stops, and urban activity centers. (See apbp.org/bicycle-parking-solutions)

» Improve bicycle safety education for students of all ages by incorporating on-bicycle education and by expanding to include all K-12 grade levels. Providing bicycles in schools ensures that all students can learn to safely ride a bicycle regardless of the availability of a bicycle in their household. Work with local bicycle groups and interested parents to expand and improve the Safe Routes to School program.

KEY STEPS CONTINUED ON PAGE 2...



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Spring 2020

KEY STEPS TO **SILVER** CONTINUED

- » Adopt 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. Road diets, lane diets, and traffic calming treatments are important engineering components for addressing safety.
- » 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 bike lanes, targeted education programming, and demonstration projects to help the community understand possible bicycle facilities.

- » 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. Continue to develop a bicycle count program that utilizes several methods of data collection to create an understanding of current bicyclists and the effects of new facilities on bicycling in Norman. Automated bicycle counters provide long-term data on bicycle use at fixed points in a community and mobile counters can provide periodic or before/after data related to a change 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.

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>
- » The Five E's + Equity: <https://bikeleague.org/content/5-es>
- » Community FAQs & Resources: <https://bikeleague.org/content/community-faq-resources>
- » 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>

