



# NORMAN, OK

TOTAL POPULATION  
**123462**

POPULATION DENSITY  
**628.3**

TOTAL AREA (sq. miles)  
**196.5**

# 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	47%	3%
Total Bicycle Network Mileage to Total Road Network Mileage	51%	13%
Bicycle Education in Schools	GOOD	EXCELLENT
Share of Transportation Budget Spent on Bicycling	14%	2%
Bike Month and Bike to Work Events	VERY GOOD	AVERAGE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	AVERAGE	ACCEPTABLE
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 89K	1 PER 309 K

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	<b>5 / 10</b>
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	<b>5 / 10</b>
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	<b>4 / 10</b>
<b>ENFORCEMENT</b> <i>Promoting safety and protecting bicyclists' rights</i>	<b>3 / 10</b>
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	<b>5 / 10</b>

## KEY OUTCOMES

	Average Silver	Norman
<b>RIDERSHIP</b> <i>Percentage of Commuters who bike</i>	2.8%	1.8%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k bicycle commuters</i>	498	454
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k bicycle commuters</i>	8	0



## KEY STEPS TO SILVER

- » Norman has made a great progress since it was first designated as a Bronze Level Bicycle Friendly Community. The recently adopted Comprehensive Transportation Plan (CTP) sets the stage for continued improvements on the way to Silver. Norman is a large community and it will take considerable time and effort for bicycling to be safe and comfortable for most people at the community-scale.
- » Ensure that high speed and/or high volume roads do not pose a barrier to bicycling in your community. Your application indicated that a higher than average percentage of your road network is composed of high speed roads. Road and/or lane diets may be appropriate for calming traffic while providing safe and comfortable places for people to bike and walk.
- » Increase the amount of staff time spent on improving conditions for people who bike and walk.



- » Identify neighborhood or district-scale areas to target bicycle investments in order to create connected networks within those areas. In urban areas with high-speed and/or high-volume roads this may take the form of a "minimum grid" of separated bicycle lanes or similar high quality facilities. These neighborhood and district-scale networks can serve as nodes for a larger "community-scale network."
- » Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide. This will make it easier for city staff to propose and implement bicycle facility designs that have been shown to improve conditions for people who bike in other cities throughout the United States.
- » Expand bicycle education opportunities for students and adults. Consider ways to target demographics who currently do not feel safe riding with classes or events that address their concerns.