



# TULSA, OK

**TOTAL POPULATION**  
**403,090**  
**TOTAL AREA** (sq. miles)  
**196.8**

**POPULATION DENSITY**  
**2,074**

**# OF LOCAL BICYCLE FRIENDLY BUSINESSES** **2**

**# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES** **1**

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Tulsa
High Speed Roads with Bike Facilities	40%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	47%	7%
Bicycle Education in Schools	GOOD	ACCEPTABLE
Share of Transportation Budget Spent on Bicycling	11%	7%
Bike Month and Bike to Work Events	GOOD	EXCELLENT
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MONTHLY OR MORE FREQUENTLY
Bicycle-Friendly Laws & Ordinances	SOME	NEEDS IMPROVEMENT
Bike Plan is Current and is Being Implemented	YES	UNDER DEVELOPMENT
Bike Program Staff to Population	1 PER 91K	1 PER 322K

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	<b>3.6</b> /10
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	<b>4.0</b> /10
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	<b>5.5</b> /10
<b>ENFORCEMENT</b> <i>Promoting safety and protecting bicyclists' rights</i>	<b>3.3</b> /10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	<b>4.0</b> /10

## KEY OUTCOMES

	Average Silver	Tulsa
<b>RIDERSHIP</b> <i>Percentage of Commuters who bike</i>	<b>2.6%</b>	<b>0.3%</b>
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k bicycle commuters</i>	<b>549</b>	<b>4,137</b>
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k bicycle commuters</i>	<b>7.3</b>	<b>52.8</b>



## KEY STEPS TO SILVER



» Tulsa has a limited bicycle network. Based on the data provided it is unlikely that it provides a low-stress experience suitable for people of all ages and abilities. Ensure that there is a plan for continual improvement with the goal of creating a safe and comfortable bicycle network for people of all ages and abilities.

» Develop a bicycle wayfinding system with distance and destination information at strategic locations around the community, integrating preferred on street routes and off-street facilities.

» 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. Work with local bicycle groups and interested parents to expand and improve your in-school bicycle education program.

» Although riding on a sidewalk is not recommended and tends to be less safe than riding in a roadway, many people choose to ride on a sidewalk when they feel unsafe or uncomfortable on a roadway. Your community's sidewalk ban throughout the community may unhelpfully target people choosing to bike who are uncomfortable on your current roadways. Consider whether a more targeted sidewalk ban may be appropriate or if you can address areas outside your central business area with high rates of sidewalk riding with on or off-street bicycle facilities.

» Improve Bike Month activities by creating a Bike to School Day event. Bike to School Day events can include competitions related to bicycle use, outreach to parents, and coordination between the schools and the city to create safer routes to schools.