



BICYCLE FRIENDLY STATE REPORT CARD



0% PERCENT OF STATE IN BFC SILVER+

STATE ADVOCACY GROUP:
BIKE OKLAHOMA

OKLAHOMA

#47 NATIONAL RANK (OF 50)

#12 REGIONAL RANK MIDWESTERN (OF 13)

SEE THE REPORT CARD USE GUIDE

		F	D	C	B	A	
	Infrastructure & Funding	D+					Considers the use of federal transportation funding, state transportation funding, and the existence of bicycle infrastructure in the state.
	Education & Encouragement	D+					Considers bicycle mode share, advocacy, state goals to increase bicycling, and whether the state sponsors a conference on bicycling.
	Traffic Laws & Practices	D+					Considers traffic laws related to bicyclist safety and practices for automated enforcement and preventing racial disparities in traffic law enforcement.
	Policies & Programs	D					Considers Complete Streets policies and programmatic support for implementing bicycling improvements, including staffing and integrating public health.
	Evaluation & Planning	C+					Considers state bicycle plans, safety outcomes, guidance on bicycle facilities, data collection on bicycling and walking, and public engagement of bicyclists.

Based on the information we obtained for Oklahoma, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Oklahoma.

Adopt a statewide Complete Streets policy or other policy that institutionalizes planning, designing, and building safe places for people to bike and walk as part of the transportation system.

Adopt a statewide Bike Plan or Active Transportation Plan. Oklahoma is one of just 8 states that have never adopted a statewide Bike Plan.

Make bicycle safety an emphasis area in your Strategic Highway Safety Plan with identified strategies for engineering improvements.

Spend at least 2% of federal transportation funds on biking and walking improvements. Spend more and/or improve reporting practices to make sure your investments are counted.

Oklahoma has a bicyclist fatality rate worse than the national average. High-speed arterial roadways, often owned by the state DOT, are the most common place people biking are killed. Improve those roadways to improve bicycle safety.

The Oklahoma Legislature passed an “Idaho Stop” law that became effective in 2021. Local advocates are hopeful this is a sign of continued interest in improving bicycling conditions in the state and modernizing traffic laws.

Bicycle Friendly Actions	Progress?
Complete Streets Law / Policy	No
Safe Passing Law (3ft+)	Yes
Statewide bike plan last 10 years	No
2% or more federal funds on bike/ped	No
Bicycle Safety Emphasis Area	No

Federal Data on Biking	Rank
Ridership 0.25% of commuters biking to work	38/50
Safety 14.9 fatalities per 10K bike commuters	39/50
Spending \$2.08 per capita FHWA spending on biking and walking	36/50

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:
[BIKELEAGUE.ORG/BFA/AWARDS](https://bikeleague.org/BFA/AWARDS)

The Bicycle Friendly State ranking is based on a comprehensive survey—with over 100 data points—completed by state departments of transportation and state bicycling advocates. For more information, visit bikeleague.org/states or contact Ken McLeod at (202) 822-1333 or ken@bikeleague.org.