



# BICYCLE FRIENDLY STATE REPORT CARD

## OKLAHOMA

RANKED

# 41

OF 50

STATE ADVOCACY GROUP:  
**BIKE OKLAHOMA**

## Successes & Suggestions

The Bicycle Friendly State report card is based on over 100 data points for each state and input from state agencies and advocates. 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.

Congratulations on the Oklahoma Department of Transportation's adoption of a Safe Transportation for Every Pedestrian (STEP) policy in 2018. The FHWA supports the STEP program nationwide and it includes proven infrastructure strategies to improve pedestrian safety.

The Oklahoma DOT has two very exciting developments underway with a draft Complete Streets policy that may be adopted, and a statewide Bicycle and Pedestrian Plan set to kick off in 2020. People interested in safer roadways in Oklahoma should support these efforts and ensure that the planning process involves strong outreach to the public.

Update the state rumble strip policy to ensure compliance with the November 2011 Federal Highway Administration guidance. Important aspects of an updated policy include providing intermittent breaks and sufficient space to the outside of rumble strips for safe bicycling.

Repeal the state's mandatory sidepath law that applies in state parks. These types of laws can create conflicts between bicycles and other path users and ignore the quality, safety, topography and connectivity of available paths or roadways. Providing guidance for land managers to make context-based decisions would be a better policy.

Add bicycle safety as an emphasis area in the state Strategic Highway Safety Plan and aggressively fund bike safety projects.

The state should spend more federal funding on bicyclists and pedestrians. Adopt project prioritization criteria for federal funds that incentivize bicycle projects and accommodations.

Oklahoma should update its Engineering Design Standards to include protected bike lanes. In 2017, a majority of states reported that they have such standards and they are expected in the next AASHTO Bike Design Guide.

Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.

Adopt a statewide Complete Streets policy. The National Complete Streets Coalition has a model state policy and a variety of other resources to ensure adoption and implementation.

Oklahoma has set a safety target [[https://safety.fhwa.dot.gov/hsip/spm/state\\_safety\\_targets/](https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/)] that anticipates an increase in the number of non-motorized fatalities and serious injuries. While this target may reflect current trends, it is also a statement of goals and Oklahoma should set goals that reflect a commitment to improving road safety and reaching zero deaths and serious injuries.

	Infrastructure & Funding	C-
	Education & Encouragement	C
	Legislation & Enforcement	C+
	Policies & Programs	D+
	Evaluation & Planning	C-

Get the full breakdown of each category and grade average on the next page.

Bicycle Friendly Actions <a href="http://bikeleague.org/bicycle-friendly-actions">bikeleague.org/bicycle-friendly-actions</a>	Action Taken?
Complete Streets Law / Policy	
Safe Passing Law (3ft+)	✓
Statewide bike plan last 10 years	
2% or more federal funds on bike/ped	
Bicycle Safety Emphasis Area	


Federal Data on Biking		Rank
Ridership	0.3% of commuters biking to work	40/50
Safety	15.5 fatalities per 10K bike commuters <sup>ii</sup>	38/50
Spending	\$0.88 per capita FHWA spending on biking and walking <sup>iii</sup>	48/50


<sup>i</sup> This figure is based upon the Census Bureau's American Community Survey (ACS) 5-year estimate.


<sup>ii</sup> This figure is based upon fatalities reported over a five-year period according to the National Highway Administration (NHTSA)'s Fatality Analysis Reporting System and the 2015 5-year ACS estimate of the number of bicycle commuters.


<sup>iii</sup> FHWA spending is based upon projects coded using any of three project types associated with bicycling and walking projects through the Federal Highway Administration (FHWA)'s Fiscal Management Information System. To calculate per capita spending we used a five-year average for fiscal years 2011-2016 and the 2015 5-year ACS state population estimate.


# Category Breakdown: OKLAHOMA

 <b>Infrastructure &amp; Funding</b> Ranked 34 of 50 States <span>C-</span>	
<b>DESIGN AND EXISTENCE OF INFRASTRUCTURE</b> Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	<b>C-</b>
<b>STATE TRANSPORTATION FUNDING</b> Does the state allocate funding to bicycling or limit state funding for bicycling?	<b>C+</b>
<b>USE OF FEDERAL TRANSPORTATION FUNDING</b> Does the state take advantage of available federal funding for biking and walking?	<b>F</b>
<b>PLANNED AND RECENTLY BUILT BICYCLE &amp; PEDESTRIAN FACILITIES</b> How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?	<b>B</b>

 <b>Policies &amp; Programs</b> Ranked 37 of 50 States <span>D+</span>	
<b>COMPLETE STREETS</b> Does the state have a complete streets policy and processes to support its implementation?	<b>F</b>
<b>DESIGN AND ACCESS POLICIES</b> Does the state have policies in place to ensure good design and access for people who bike and walk?	<b>C-</b>
<b>STATE OF PRACTICE DEVELOPMENT</b> Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	<b>C</b>
<b>SUSTAINABLE TRANSPORTATION POLICIES</b> Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	<b>B</b>

 <b>Education &amp; Encouragement</b> Ranked 19 of 50 States <span>C</span>	
<b>STATE DOT EDUCATION &amp; ENCOURAGEMENT SUPPORT</b> Does the state DOT support bicycling and walking events and education materials?	<b>B</b>
<b>MODE SHARE &amp; ADVOCACY</b> Do people bike to work and are they organized to advocate for improvements?	<b>B-</b>

 <b>Evaluation &amp; Planning</b> Ranked 44 of 50 States <span>C-</span>	
<b>STATE DOT BICYCLE &amp; PEDESTRIAN PLANS</b> Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	<b>D+</b>
<b>BICYCLE AND PEDESTRIAN SAFETY</b> Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	<b>D+</b>
<b>UNDERSTANDING PEOPLE WHO BIKE AND WALK</b> Does the state have programs in place to collect data on people who walk and bike?	<b>C</b>
<b>FORMAL USER GROUP ENGAGEMENT</b> Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	<b>A</b>

 <b>Legislation &amp; Enforcement</b> Ranked 19 of 50 States <span>C+</span>	
<b>LAWS THAT REGULATE DRIVER BEHAVIOR AND METHODS OF ENFORCEMENT</b> Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	<b>C-</b>
<b>LAWS THAT RESTRICT THE BEHAVIOR OF PEOPLE WHO BIKE AND WALK</b> How does the state unnecessarily restrict the behavior of people who bike and walk?	<b>C+</b>
<b>LAWS THAT CREATE PROTECTIONS FOR PEOPLE WHO BIKE AND WALK</b> Does the state have laws that provide specific protections for people who bike and walk?	<b>A</b>

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

The Bicycle Friendly State ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. For more information, visit [bikeleague.org/states](http://bikeleague.org/states) or contact Ken McLeod at (202)-822-1333 or [ken@bikeleague.org](mailto:ken@bikeleague.org).



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