

AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN,
OKLAHOMA ADDING SECTION 32-208 TO ALLOW BICYCLISTS TO
SAFELY PROCEED THROUGH A STOP SIGN OR RED SIGNAL LIGHT; AND
PROVIDING FOR THE SEVERABILITY THEREOF.

- § 1. WHEREAS, on August 10, 2026, the members of the Norman Bicycle Advisory Committee voted unanimously to recommend adoption of an ordinance commonly referred to as the “Idaho Rule”, which was adopted by the State of Idaho in 1982; and
- § 2. WHEREAS, the commonly referred to “Idaho Rule” allows cyclists to safely proceed through a stop sign or red signal light to maintain some momentum and reduce exposure time in intersections, which are the most common locations for bicycle-vehicle collisions; and
- § 3. WHEREAS, cyclists often naturally slow and yield rather than come to a full stop when intersections are clear and allowing cyclists to clear intersections more quickly thereby reducing opportunities for collisions; and
- § 4. WHEREAS, policies making cycling more convenient and efficient may encourage greater use of bicycles, reducing traffic congestion and environmental benefits; and
- § 5. WHEREAS, the “Idaho Rule” is currently codified in Oklahoma State Statutes in Title 47 § 1-104 and § 11-201.1, and adoption of this Ordinance would ensure the City’s municipal code remains consistent with State law.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF NORMAN,
OKLAHOMA:

- § 6. THAT, Section 32-208 of the Code of the City of Norman, Oklahoma shall be added to read as follows:

32-208 Operating a Bicycle

A. For the purposes of this section:

1. Bicycle means a vehicle having two or more wheels propelled solely by human power, upon which any person or persons may ride as defined in Sec. 32-101.

2. "Immediate hazard" means a vehicle approaching a person operating a bicycle at a proximity and rate of speed sufficient to indicate to a reasonably careful person that there is a danger of collision or accident.

B. 1. A person operating a bicycle approaching a stop sign shall:

a. slow down,

b. if required to avoid an immediate hazard, stop at the stop sign before entering the intersection, and

c. cautiously enter the intersection and yield the right-of-way to pedestrians lawfully within an adjacent crosswalk and to other traffic lawfully using the intersection.

2. If a person operating a bicycle determines there is no immediate hazard, he or she may cautiously make a right or left turn, or proceed through the intersection without stopping at the stop sign.

C. 1. A person operating a bicycle approaching a steady red traffic-control signal shall:

a. make a complete stop at the steady red traffic-control signal before entering the intersection, and

b. yield the right-of-way to all oncoming traffic that constitutes an immediate hazard during the time that he or she is moving across or within the intersection.

2. If a person operating a bicycle determines there is no immediate hazard, he or she may proceed through the steady red traffic-control signal with caution.

3. A person operating a bicycle may make a:

a. right-hand turn at a steady red traffic-control signal without stopping after slowing to a reasonable speed and yielding the right-of-way, if required, to oncoming traffic that constitutes an immediate hazard, or

b. left-hand turn onto a one-way street at a steady red traffic-control signal after stopping and yielding to oncoming traffic that constitutes an immediate hazard.

§ 8. **Severability.** If any section, subsection, sentence, clause, phrase or portion of this ordinance is for any reason, held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision and such holding shall not affect the validity of the remaining portions of this ordinance, except, that the effective date provision shall not be severable from the operative provisions of the ordinance.

ADOPTED this _____ day
of _____, 2026.

NOT ADOPTED this _____ day
of _____, 2026.

Mayor

Mayor

ATTEST:

City Clerk

