



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 10/22/2026

REQUESTER: BICYCLE ADVISORY COMMITTEE

PRESENTER: DAVID RIESLAND, TRANSPORTATION ENGINEER

ITEM TITLE: CONSIDERATION OF ADOPTION, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2627-14 UPON SECOND AND FINAL READING: 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.

BACKGROUND:

The Norman Bicycle Advisory Committee assists in implementation of recommendations to encourage and support biking, both recreational and transportation. The Committee also consults with and forwards recommendations to the Community Planning and Transportation Committee. On August 10, 2026, the Norman Bicycle Advisory Committee unanimously recommended adoption of the ordinance commonly referred to as the “Idaho Rule” and was presented to City Council Community Planning and Transportation Committee on August 27, 2026.

DISCUSSION:

The Idaho Rule” was adopted by the State of Idaho in 1982 and is currently codified in Oklahoma State Statutes in Title 47 § 11-202.1. The 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.

Under the proposed ordinance, a bicyclist would be required to slow when approaching a stop sign and, when necessary to avoid an “immediate hazard,” stop before entering the intersection. If the bicyclist determines there is no immediate hazard, the bicyclist may cautiously enter the intersection and yield the right-of-way to pedestrians and other traffic lawfully using the intersection. An “immediate hazard” is defined as 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.

The proposed ordinance does not give bicyclists an unrestricted right to proceed through intersections. The bicyclist remains responsible for slowing, stopping when necessary to avoid an immediate hazard, yielding the right-of-way, and proceeding cautiously. The ordinance's

definition of “immediate hazard” focuses on whether approaching traffic presents a danger of collision or accident to a reasonably careful person.

The proposed ordinance mirrors the provisions of Oklahoma state law governing the operation of bicycles at stop signs and steady red traffic-control signals. The ordinance adopts the same requirements and standards contained in state law, including the provisions addressing an “immediate hazard,” yielding the right-of-way, and the circumstances under which a bicyclist may proceed through an intersection without stopping.

RECOMMENDATION:

Staff recommends adoption of O-2627-14 to conform with the provisions of Oklahoma state law governing bicyclist’s movement through intersections and provides a clear reference for bicyclists at stop signs and steady red traffic signals.