



THOUSAND OAKS, CA

TOTAL POPULATION

129349

POPULATION DENSITY

2309.8

TOTAL AREA (sq. miles)

56.0

OF LOCAL BICYCLE FRIENDLY BUSINESSES 0

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES 0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Thousand Oaks
High Speed Roads with Bike Facilities	47%	46%
Total Bicycle Network Mileage to Total Road Network Mileage	51%	24%
Bicycle Education in Schools	GOOD	AVERAGE
Share of Transportation Budget Spent on Bicycling	14%	22%
Bike Month and Bike to Work Events	VERY GOOD	ACCEPTABLE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS EVERY TWO MONTHS
Bicycle-Friendly Laws & Ordinances	AVERAGE	AVERAGE
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 89K	1 PER 259 K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	4 / 10
EDUCATION <i>Motorist awareness and bicycling skills</i>	2 / 10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	3 / 10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	2 / 10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	3 / 10

KEY OUTCOMES

	Average Silver	Thousand Oaks
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.8%	0.6%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	498	1648
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	8	23



KEY STEPS TO SILVER

- » Increase the amount of staff time spent on improving conditions for people who bike and walk. It may be important to ensure that there is Mayoral or other executive support to increase staff across all relevant city agencies or departments so that all "E"s are addressed.
- » Ensure that high speed and/or high volume roads do not pose a barrier to bicycling in your community. Your application indicated that a higher than average percentage of your road network is composed of high speed roads. Road and/or lane diets may be appropriate for calming traffic while providing safe and comfortable places for people to bike and walk.
- » Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide. This will make it easier for city staff to propose and implement bicycle facility designs that have been shown to improve conditions for people who bike in other cities throughout the United States.
- » Offer regular bicycling skills training opportunities for adults or encourage your local bicycle advocacy group or bike shop to help. Classes that teach skills



that improve bike commuting can help people make what is possible practical. Education can also be helpful for adults who are recommended exercise by health care providers, check to see if any area doctors or hospitals are interested in partnering for education programming.

- » Adopt policies that promote shorter trip distances between housing, commercial areas, and workplaces such as mixed use zoning, street connectivity policies for developments, Form-based Codes, or other land use regulations that allow compact development that support people biking and walking.
- » Level of Traffic Stress analysis measures low-stress connectivity, defined as "the ability of a network to connect travelers' origins to their destinations without subjecting them to unacceptably stressful links." This type of analysis is suitable for all communities, but is particularly useful for communities that have goals to increase bicycle use or encourage more interested but concerned" riders to bike more often. Targeting investments to increase low-stress connectivity is likely to address concerns of those riders and increase their mobility to more community destinations.