



VENICE, FL

TOTAL POPULATION

23,985

POPULATION DENSITY

1441

TOTAL AREA (sq. miles)

16.64

OF LOCAL BICYCLE FRIENDLY BUSINESSES **2**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **0**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Gold	Venice
High Speed Roads with Bike Facilities	35%	56%
Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage	76%	96%
Bicycle Education in Schools	GOOD	AVERAGE
Share of Transportation Budget Spent on Bicycling	14%	2%
Bike Month and Bike to Work Events	VERY GOOD	GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS AT LEAST MONTHLY	MEETS EVERY TWO MONTHS
Bicycle-Friendly Laws & Ordinances	GOOD	GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 33K	1 PER 24K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	4.08 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	5.28 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	4.49 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	4.38 /10

KEY OUTCOMES

	Average Gold	Venice
RIDERSHIP <i>Percentage of Commuters who bike</i>	5.1%	1.71%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	287	952
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	2.2	38.1



KEY STEPS TO GOLD



- » Upgrade to a Complete Streets policy and continue to close gaps in the low-stress bicycling network. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation. A Complete Streets policy should prompt the community to consider lane and/or road diets when repaving or otherwise doing major maintenance on roadways. Striping bicycle lanes as part of repaving operations can save 40% of the cost of adding a bicycle lane.
- » 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. Ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume.

- » Adopt a bike parking ordinance for new and existing buildings that specifies standards for the amount and location of secure, convenient, APBP-compliant bike parking available.
- » Expand bicycle safety education to be a routine part of education for students of all ages, and ensure that schools and the surrounding neighborhoods are particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to create Safe Routes to School programming for all K-12 schools.