



BICYCLE FRIENDLY COMMUNITY FEEDBACK REPORT 2016



Venice, FL



About the Bicycle Friendly CommunitySM Program

The Bicycle Friendly Community (BFCSM) program provides a roadmap to improve conditions for bicycling and the guidance to make your distinct vision for a better, bikeable community a reality.

The Bicycle Friendly Community program was created in 2003 and since that time more than 800 communities have applied for recognition and for feedback on how to improve their communities for people who bike. There are five award levels that communities can reach – bronze, silver, gold, platinum, and diamond. Regardless of a community's award level, each community receives feedback and a report card providing insights into how they can improve. Bicycle Friendly Community awards are recognized for four years and each community must apply every four years to maintain their recognition. Currently recognized communities can be found in our award database: <http://bikeleague.org/bfa/awards#community>.

About the Bicycle Friendly AmericaSM Program

The Bicycle Friendly CommunitySM, Bicycle Friendly StateSM, Bicycle Friendly Business and Bicycle Friendly UniversitySM programs are generously supported by program partner [Planet Bike](http://www.planetbike.com) and members of the League of American Bicyclists. To learn more about building a Bicycle Friendly America, visit <http://www.bikeleague.org/BFA>

The League of American Bicyclists is leading the movement to create a Bicycle Friendly America for everyone. As leaders, our commitment is to listen and learn, define standards and share best practices to engage diverse communities and build a powerful, unified voice for change.

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Congratulations! The League of American Bicyclists has designated Venice, FL as a Bicycle Friendly Community at the **Silver** level. Our Bicycle Friendly Community review panel was very pleased to see the current efforts and dedication to make Venice a safe, comfortable, and convenient place to bicycle.

We strongly encourage you to use this feedback to build on your momentum and improve your community for bicyclists.

There may also be initiatives, programs, and facilities that are not mentioned here that would benefit your bicycling culture, so please continue to try new things to increase your ridership, safety, and awareness.

The key steps for Venice, FL are on your Bicycle Friendly Community Report Card.

This Report includes additional feedback generated by the answers in your application and results from surveys conducted in your community.

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Engineering

The most visible and perhaps most tangible evidence of a great place for bicycling is the presence of infrastructure that welcomes and supports it. Survey after survey shows that the physical environment is a key determinant in whether people will get on a bike and ride. The most advanced Bicycle Friendly Communities have well-connected bicycling networks, consisting of quiet neighborhood streets, conventional and protected bike lanes, shared use trails; policies to ensure connectivity and maintenance of these facilities; and secure, convenient and readily available bike parking.

In this section you can find more information about how your community compares to other Bicycle Friendly Community applicants in various aspects of the Engineering category. Use this information to understand your community's strengths and weaknesses and the best places to invest in order to improve your community for people who bike.

Policies and Design Standards

Your community's score in this sub-category was **45%** of the highest community score in this sub-category. This subcategory is worth 12.5% of the points in the Engineering category. The recommendation(s) below would help you improve your score.

Adopt a Complete Streets policy and offer implementation guidance. 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. This means that every transportation project will make the street network better and safer for drivers, transit

users, pedestrians, and bicyclists – making your community a more desirable place to live and do business.

Adopt bicycle facility selection criteria that increases separation and protection of bicyclists based of levels of motor vehicle speed and volume.

Develop a design manual that meets current NACTO standards or endorse the NACTO Urban Bikeway Design Guide.

End-of-Trip Facilities

Your community's score in this sub-category was **41%** of the highest community score in this sub-category. This subcategory is worth 12.5% of the points in the Engineering category. The recommendation(s) below would help you improve your score.

Create regulations that require bike parking for new developments and major renovations of existing developments. Consider including provisions for assessing bike parking in communities that aren't currently slated for development or revitalization.

Pass an ordinance that would require larger employers to provide shower and locker facilities.

As you increase and improve bicycle parking consider how to increase the diversity of bicycle parking types, particularly to accommodate long-term and short-term parking at transit and commercial districts; larger bicycles, such as cargo bikes; and electrically-assisted bicycles.

Bicycle Access to Public Transportation

Your community's score in this sub-category was **74%** of the highest community score in this sub-category. This subcategory is worth 5% of the

points in the Engineering category. The recommendation(s) below would help you improve your score.

Work with the responsible entity to ensure that all transit vehicles that operate in or through your community accommodate cyclists, particularly during peak hours.

Off-Street Bicycle Facilities

Your community's score in this sub-category was **88%** of the highest community score in this sub-category. This subcategory is worth 22% of the points in the Engineering category. The recommendation(s) below would help you improve your score.

Adequately maintain your on and off street bicycle infrastructure to ensure usability and safety by sweeping them regularly. Debris, such as loose gravel and glass, can create unsafe conditions for people who bike, cause damage to bicycle parts, and make people leave bicycle lanes where they are provided.

On-Street Bicycle Facilities

Your community's score in this sub-category was **26%** of the highest community score in this sub-category. This subcategory is worth 28% of the points in the Engineering category. The recommendation(s) below would help you improve your score.

Develop a system of bicycle boulevards, utilizing quiet neighborhood streets, that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Bicycle Boulevards are similar to signed bike routes, but include more pro-active changes to the roadway to make the routes low-speed and optimized for

people who bike. Use the Bicycle Boulevards section of the NACTO Urban Bikeway Design Guide for design guidelines.

Create buffered bike lanes that provide additional protection for bicyclists by clearly demarcating areas to avoid, such as the "door zone," and providing increased separation on higher speed or higher volume roads. They are an important tool for creating a safe and comfortable bicycle network suitable for people of all ages and abilities.

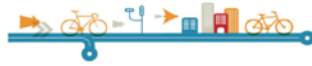
Build protected bike lanes where possible to provide a safe option for bicyclists on roads with higher speeds, high bicycle traffic volumes, and/or factors such as multiple lanes, high traffic volumes, high speed traffic, high demand for double parking, and high parking turnover.

Build raised cycle tracks where appropriate to provide a safe option for bicyclists on roads with higher speeds, high bicycle traffic volumes, and/or factors such as multiple lanes, high traffic volumes, high speed traffic, high demand for double parking, and high parking turnover.

Adequately maintain your on and off street bicycle infrastructure to ensure usability and safety by sweeping them regularly. Debris, such as loose gravel and glass, can create unsafe conditions for people who bike, cause damage to bicycle parts, and make people leave bicycle lanes where they are provided.

Other Bicycle Accommodations

Your community's score in this sub-category was **40%** of the highest community score in this sub-category. This subcategory is worth 10% of the points in the Engineering category. The recommendation(s) below would help you improve your score.



Implement road diets in appropriate locations to make streets more efficient and safer for all road users. Use the newly created space for bicycle and pedestrian facilities.

Bike Sharing

Your community's score in this sub-category was **0%** of the highest community score in this sub-category. This subcategory is worth 5% of the points in the Engineering category. The recommendation(s) below would help you improve your score.

We generally recommend bike share systems for communities with over 30,000 residents. The success of a bike share system often hinges on the density of bike share stations, potential users, and potential destinations. In smaller communities or more spread out communities it can be more difficult to have favorable conditions for a bike share system. With that said, many smaller, rural, or spread out communities have created bike share systems and providing bikes at low cost or on an as needed basis has great potential to allow more people to bike more often. Consider the needs of your community and whether a bike share system might be helpful.

Other Bicycle-related Amenities

Your community's score in this sub-category was **46%** of the highest community score in this sub-category. This subcategory is worth 2.5% of the points in the Engineering category. The recommendation(s) below would help you improve your score.

Provide adequate lighting along streets and key shared-use paths to allow for safer bike commuting before dawn and after dusk.

Education

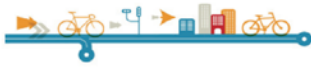
Offering a lot of ways for people to get the skills and confidence to ride is a key part to building great places for bicycling. At the community level this begins with bicycle-safety education being a routine part of public education. Communities should also offer options for adults looking to improve their biking skills with everything from online tips, brown bag lunch presentations and in-depth on-bike training opportunities. The League's Smart Cycling program, with more than 2,000 League Cycling Instructors around the country, is a great resource in delivering high quality education programs. It is also vital to make motorists and cyclists aware of their rights and responsibilities on the road through public education campaigns that promote the Share the Road message.

In this section you can find more information about how your community compares to other Bicycle Friendly Community applicants in various aspects of the Education category. Use this information to understand your community's strengths and weaknesses and the best places to invest in order to improve your community for people who bike.

Youth Bicycle Education

Your community's score in this sub-category was **57%** of the highest community score in this sub-category. This subcategory is worth 35% of the points in the Education category. The recommendation(s) below would help you improve your score.

Work with local bicycle groups, interested parents, and the school district(s) to ensure that bicycle education is available in more public and private elementary schools. The ability to ride a bicycle as a child can have a profound positive impact on the physical activity and mobility of a



child. Learning this skill at an early age also provides a basis for a life that integrates physical activity and helps prevent obesity-related health problems.

Work with local bicycle groups, interested parents, and the school district(s) to ensure that bicycle education is available in more public and private middle schools. The ability to ride a bicycle as a young adult can have a profound positive impact on the physical activity and mobility of a young adult.

Work with local bicycle groups, interested parents, and the school district(s) to ensure that bicycle education is available in more public and private high schools. The ability to ride a bicycle as a young adult can have a profound positive impact on the physical activity and mobility of a young adult.

Provide on-bicycle education opportunities in schools. There is no better way to learn to ride than to experience riding a bicycle in a controlled setting with a trained instructor. Providing on-bike instruction to all students ensures that all students are able to learn to ride in the best possible setting regardless of the availability of a bicycle in their household.

Provide bicycle education opportunities focused on the needs and concerns of parents and families. Parents play a key role in whether and how often children and youth ride. By providing family-oriented classes parents and children can learn safe riding practices and other bicycle-related skills together and become more comfortable riding as a family and individuals.

Adult Bicycle Education

Your community's score in this sub-category was **74%** of the highest community score in this sub-category. This subcategory is worth 30% of the

points in the Education category. The recommendation(s) below would help you improve your score.

Ensure that there are classes for adults that include on-bicycle instruction. Classroom-based classes can be effective for teaching some skills, such as bicycle maintenance, but should be complemented by on-bicycle instruction.

Ensure that there are classes for adults that include on-bicycle instruction. Information sessions and workshops can be appropriate for teaching many skills, such as commute/trip planning and answering common questions about perceived barriers to riding, but should be complemented by on-bicycle instruction.

Create a Bicycle Ambassador program in your community. These programs a great way to normalize bicycling for transportation and recreation with the goal of getting more people to consider bicycling more often. Bicycle Ambassadors programs should contain at least 2 of the following elements: 1) Ambassadors are trained on safe bicycling practices, 2) Ambassadors are present at community events, 3) Ambassadors can be requested for private events, 4) Ambassadors model good behavior by riding with highly visible signage to identify themselves as ambassadors, and 5) Ambassadors are trained on public engagement to welcome questions from potential bicyclists.

Provide a variety of targeted bicycle events to engage women, people of color, and other demographic groups that may benefit from non-traditional or group-specific bicycle events. Targeted events may help to encourage groups that have specific concerns about bicycling or which have not previously been engaged in supporting bicycling improvements.

Motorist Education

Your community's score in this sub-category was **72%** of the highest community score in this sub-category. This subcategory is worth 25% of the points in the Education category. The recommendation(s) below would help you improve your score.

Create a community-wide public education program that is aimed at normalizing bicycling, making the public aware about proper behavior around bicyclists, and increasing empathy between bicyclists and drivers.

Bicycle Safety Education Resources

Your community's score in this sub-category was **63%** of the highest community score in this sub-category. This subcategory is worth 5% of the points in the Education category. The recommendation(s) below would help you improve your score.

Your responses did not trigger any feedback for this subcategory. Our feedback is based upon your answers in the application. To improve your score for this subcategory please refer to your application and see where you may be able to improve or contact us at bfa@bikeleague.org with any questions.

Encouragement

Communities play a critical role in encouraging people to ride by giving them a variety of opportunities and incentives to get on their bikes. This can be done through the celebration of National Bike MonthSM and Bike to Work Day, producing community bike maps, route finding signage, bicycle-themed celebrations and rides and commuter challenges.

In this section you can find more information about how your community compares to other Bicycle Friendly Community applicants in various aspects of the Encouragement category. Use this information to understand your community's strengths and weaknesses and the best places to invest in order to improve your community for people who bike.

Encouragement Policies, Programs and Partnerships

Your community's score in this sub-category was **72%** of the highest community score in this sub-category. This subcategory is worth 10% of the points in the Encouragement category. The recommendation(s) below would help you improve your score.

Your responses did not trigger any feedback for this subcategory. Our feedback is based upon your answers in the application. To improve your score for this subcategory please refer to your application and see where you may be able to improve or contact us at bfa@bikeleague.org with any questions.

Route-Finding Support

Your community's score in this sub-category was **78%** of the highest community score in this sub-category. This subcategory is worth 5% of the points in the Encouragement category. The recommendation(s) below would help you improve your score.

Design and publish a local bike map focused on safe routes to school, giving priority to low-stress and separated routes that are suitable for children and families. The map should outline the existing on and off-road bicycle network by infrastructure type and could mark the locations of landmarks, public restrooms, water fountains, bike repair stations and bike parking.

Bicycle Culture and Promotion

Your community's score in this sub-category was **39%** of the highest community score in this sub-category. This subcategory is worth 75% of the points in the Encouragement category. The recommendation(s) below would help you improve your score.

Create an Earn-a-Bike program that teaches essential bicycle repair skills to youth and adults. In an Earn-a-Bike program participants learn about bicycle parts and how to make necessary repairs to their own bicycle. At the conclusion of the program, participants take home their newly refurbished bicycle as well as many lifelong skills.

Create challenges for students biking to school such as intra- or inter-school competitions for the number of trips by students. Challenges could also feature different types of bicycling, such as BMX or mountain biking.

Encourage local businesses to provide discounts for customers arriving by bicycle or promote existing bicycle discount programs.

Draw attention to community investments in bicycling by hosting a community celebration or ride for new bicycle projects. This can be useful to build public support for bicycling projects, highlight new traffic patterns, and help educate the public about the use of a new facility.

Offer a Ciclovía, Open Streets, or Sunday Streets type event, where a major road corridor is closed to auto traffic and that space is made available to the community, including people biking and walking. This event can also be a great place to engage people about improvements they would like in their community and barriers to biking more often that they experience.

Promote cycling throughout the year by offering or supporting more family-oriented community rides, and bicycle-themed festivals, parades or shows.

Organize events for people who bike in your community. More than 50% of communities that apply to the Bicycle Friendly Community program indicate that they organize bicycle events in their communities. Bicycle events are crucial to promoting bicycling and it can be helpful for a community to organize an event so that they are familiar with community processes related to bicycle event organization. Staff understanding of what it takes for private groups to organize bicycle events can be helpful for improving those processes or understanding how to foster more privately-organized bicycle events.

Fund events for people who bike in your community. More than 40% of communities that apply to the Bicycle Friendly Community program indicate that they directly fund bicycle events in their communities. Direct funding can be incredibly important for creating bicycle culture by fostering the creation of new bicycle events. A little direct support can be the seed funding for a strong bicycle culture.

Access to Bicycle Equipment and Repair Services

Your community's score in this sub-category was **70%** of the highest community score in this sub-category. This subcategory is worth 5% of the points in the Encouragement category. The recommendation(s) below would help you improve your score.

Your community may have areas that are "bike shop deserts." Bike shops are an important part of the "human infrastructure" that makes bicycling an attractive option for people in a community. Within "bike shop deserts" residents may lack access to the services and expertise needed to properly maintain their bicycles. Without these retailers bicyclists need to be entirely self-sufficient for their bicycle maintenance, a requirement that

would never be expected of people who use cars or transit. Consider ways to make basic parts and services available throughout your community.

Enforcement

Communities have an essential role in creating safe places to bike by setting clear rules of the road to ensure safety for all road users; ensuring that law enforcement officers are knowledgeable about traffic laws related to bicycling; and setting enforcement policies that prioritize traffic safety. A good relationship between the bicycling community and law enforcement is important and can be accomplished by having a police representative on your Bicycle Advisory Committee, having police officers on bikes, and proactively addressing issues important to the bicycling community, like bike theft.

In this section you can find more information about how your community compares to other Bicycle Friendly Community applicants in various aspects of the Enforcement category. Use this information to understand your community's strengths and weaknesses and the best places to invest in order to improve your community for people who bike.

Public Outreach

Your community's score in this sub-category was **69%** of the highest community score in this sub-category. This subcategory is worth 15% of the points in the Enforcement category. The recommendation(s) below would help you improve your score.

Identify a law enforcement officer who would like to be a representative of the police department to the bicycling community, including engaging with

city staff and bicycle advisory committee members on bicycling-related issues.

Identify a law enforcement officer who would like to be a representative of the police department within your Safe Routes to School program. This may include engaging one or more law enforcement officers in safety presentations and/or on-bicycle education classes in school.

Increase the use of bikes as a patrol or public safety tool for your community. Bicycles can increase interaction between police officers and the community and allow police and other public safety personnel increased mobility at events or in urban areas.

Bicycle-Related Training for Law Enforcement Personnel

Your community's score in this sub-category was **29%** of the highest community score in this sub-category. This subcategory is worth 10% of the points in the Enforcement category. The recommendation(s) below would help you improve your score.

Continue to ensure that police officers are educated on traffic laws as they apply to bicyclists and motorists and bicycling skills. Ensure that law enforcement officers who are not certified or trained as bicycle patrol officers nevertheless have basic training or experience with bicycling in your community in order to foster great interactions between bicyclists and police officers.

Ensure that police officers receive training on racial profiling awareness in multimodal transportation enforcement. Racial profiling awareness or similar training can be helpful for community-oriented policing and increasing the legitimacy of traffic enforcement.

Bicycle-Related Laws

Your community's score in this sub-category was **93%** of the highest community score in this sub-category. This subcategory is worth 35% of the points in the Enforcement category. The recommendation(s) below would help you improve your score.

More than 40 states have passed laws that prohibit opening a car door into the path of a bicyclist. If your state has not passed such a law, see if you can pass a local ordinance that provides this protection to bicyclists and promote your local law so that people look before opening their doors. It is unfortunately fairly common for bicyclists to be injured by opening car doors. People who choose to ride far to the right or in bicycle lanes adjacent to park cars need to be aware of this danger, but it should ultimately be the responsibility of people in cars to look before opening their doors.

There are 9 states that have passed laws that define a group of "vulnerable road users" and create penalties for seriously injuring or killing people within that group. These laws work on the idea of general deterrence - that if people know that they might suffer a harsh penalty for an action they will be more likely to avoid doing that action. If your state has not passed this type of law consider what actions affect the safety of bicyclists in your town and how you can create a local ordinance that deters people from taking those actions.

Create or pilot a photo enforcement effort to promote safe driving behaviors. It is important that photo enforcement is deployed in a transparent and legitimate manner so that the public understands that it is used for safety, not revenue creation. School zones can be a good place to pilot photo enforcement. According to the Insurance Institute for Highway Safety, there were 430 communities with red light camera programs and 141 communities with speed camera programs as of June 2016.

Bicycle-Related Enforcement Practices and Programs

Your community's score in this sub-category was **31%** of the highest community score in this sub-category. This subcategory is worth 15% of the points in the Enforcement category. The recommendation(s) below would help you improve your score.

Consider whether a ticket diversion program makes sense for your community. A ticket diversion for bicyclists allows bicyclists who are ticketed to receive safety training in lieu of paying a fine or as a condition of a reduced fine. This allows bicyclists who may not have previously received safety training to learn about proper riding techniques and hopefully correct poor behavior.

Consider whether a ticket diversion program makes sense for your community. Ticket diversion programs for motorists should incorporate training on sharing the road with bicyclists and pedestrians. In some cases, educational programs can supplement other traffic citation punishments; for example, drivers who are convicted of DUI or have a suspended license can be educated on transportation alternatives, such as transit and biking, to facilitate their mobility.

Publish raw data on traffic enforcement citations and make it available to the public on a regular basis. Transparency is important so that the public understands traffic enforcement and it can help ensure that traffic enforcement is seen as legitimate and in service of public safety. Regularly available raw data allows the public, as individuals and through organizations, to understand traffic enforcement and how the community promotes traffic safety through enforcement.

Bicycle Safety Policies and Programs

Your community's score in this sub-category was **0%** of the highest community score in this sub-category. This subcategory is worth 5% of the points in the Enforcement category. The recommendation(s) below would help you improve your score.

Adopt a Vision Zero plan to improve road safety for all road users. A Vision Zero plan should articulate a goal year for reaching zero traffic fatalities and the investments that your community will make in order to achieve that goal. To learn more about Vision Zero, visit visionzeronetwork.org.

Crash and Fatality Reporting

Your community's score in this sub-category was **14%** of the highest community score in this sub-category. This subcategory is worth 15% of the points in the Enforcement category. The recommendation(s) below would help you improve your score.

Our points based upon crashes and fatalities are a function of the annual reported crashes and fatalities and your community's estimated number of bicycle commuters, as estimated in the most recent U.S. Census Bureau American Community Survey 5-year estimate. To gain points in this subcategory you should focus on reducing crashes on an absolute basis or reducing crashes relative to the number of bicyclists in your community. Improving bicycle routes to major community destinations is likely to address both crashes and increase the number of bicyclists, providing two positive changes in this subcategory.

Evaluation & Planning

Metrics are essential. A comprehensive bicycle master plan, in combination with dedicated funding and active citizen/organizational support is the foundation of a great bicycling community— indeed, progress without these elements is difficult. A successful plan focuses on developing a seamless cycling network that emphasizes short trip distances, multi-modal trips and is complemented by encouragement, education and enforcement programs to increase usage. A dedicated Bicycle Program Coordinator and an effective Bicycle Advisory Committee play an important role in helping decision makers create, implement, and prioritize those bicycle programs and policies.

In this section you can find more information about how your community compares to other Bicycle Friendly Community applicants in various aspects of the Evaluation & Planning category. Use this information to understand your community's strengths and weaknesses and the best places to invest in order to improve your community for people who bike.

Staffing and Committees

Your community's score in this sub-category was **53%** of the highest community score in this sub-category. This subcategory is worth 20% of the points in the Evaluation & Planning category. The recommendation(s) below would help you improve your score.

Your application indicated that your local government does not have an internal equity, diversity, and inclusion (EDI) initiative, committee, or position. The League of American Bicyclists' mission is to create a Bicycle Friendly America for everyone. EDI is an important part of ensuring that community investments and practices related to bicycling work for everyone and are not distributed disproportionately to a particular demographic of your community. Everyone deserves safer streets, better mobility, and improved access to community resources and opportunities.

Planning, Funding, and Implementation

Your community's score in this sub-category was **56%** of the highest community score in this sub-category. This subcategory is worth 35% of the points in the Evaluation & Planning category. The recommendation(s) below would help you improve your score.

Ensure that there is dedicated funding for the implementation of the bicycle master plan. Ensure to specifically allocate bicycle-related funding to low-income/minority communities.

Work with your local transit agency, or agencies, to coordinate bicycling improvements around fixed route transit stops. It is very important that bicycling plans and transit plans are coordinated so that people can use bicycles to access transit and bicycle-transit conflicts can be minimized. Transit is often a great complement to bicycling by providing a backup transportation option and by extending the range of a person bicycling.

Ensure that bicycle planning pays special attention to schools so that students and parents have safe routes to schools. Effective bicycle planning can reduce traffic associated with schools, reduce the need for buses, and provide students with physical activity.

Evaluating Ridership

Your community's score in this sub-category was **52%** of the highest community score in this sub-category. This subcategory is worth 20% of the points in the Evaluation & Planning category. The recommendation(s) below would help you improve your score.

Conduct regular statistically-valid community bicycle surveys to understand the needs of bicyclists in the community and what sort of

investments might entice people to bike more often or fix barriers that currently prevent them from biking more.

Conduct a travel diary survey or ensure that community over-sampling occurs in a national or state travel diary survey in order to get a statistically valid understanding of how all residents move around your community. This information is great for monitoring changes in how people move around and community goals related to active transportation.

Ensure that your bicycle counts capture the gender of cyclists. If women ride significantly less than men, this gender gap may be addressed through infrastructure improvements, and targeted education and encouragement efforts.

Evaluating the Bicycle Network

Your community's score in this sub-category was **82%** of the highest community score in this sub-category. This subcategory is worth 20% of the points in the Evaluation & Planning category. The recommendation(s) below would help you improve your score.

Conduct a "Level of Traffic Stress" bicycle network analysis. "Level of Traffic Stress" analysis focuses on low-stress connectivity, defined as "the ability of a network to connect traveler' 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 "interested but concerned" riders and increase their mobility to more community destinations.

Feedback from Local Reviewers:

In this round we provided a survey that could be distributed by your community. This survey was entirely voluntary. If you chose to take advantage of it then you will receive additional information about how the public responded to that survey.

For all communities, we distributed surveys to organizations listed in your application and members of the League of American Bicyclists, both individuals and organizations, that our data indicated might be knowledgeable about your community. The information below reflects both the public survey distributed by your community and surveys distributed by the League.

Number of Local Respondents

44 people responded to surveys about your community

Top 3 Changes that local respondents would like to see in Venice

1. More bike paths - 18.2%
2. Increase police enforcement of traffic laws for drivers - 18.2%
3. More bike lanes - 13.6%

Average Top 3 Changes from all Bicycle Friendly Community applicants (nationwide)

1. More Bike Lanes – 22.2%
2. More Bike Paths – 21.8%
3. Improved Public Decision-making processes for Transportation Improvements – 7.6%

Other Suggested Improvements

- » "Continually improve bicycle lanes, clearly marked and clean of debris."
- » "Reduce speeds on roads"
- » "Education for motor vehicles, laws regarding bicycles on the road and the rights cyclists have."

Barriers and Hazards

- » "We need more local signage to direct cyclists to safe routes. We have lots of winter visitors and many time we see them riding in places where there are safer alternatives."
- » "The bike lane on Rte 41-Tamiani Trail leading into the Venice bridge is wrought with road imperfections. Needs resurfacing."
- » "We need more police enforcement for both motorists and cyclists"

Keep up the good work on...

- » "Weekly and or monthly community rides need to be promoted."
- » "The Bike Walk Venice group has been in large part responsible for the application process. This group is basically the efforts of 2 or 3 people. It needs to be re-energized by getting more people involved."
- » "A commitment to increase bike lanes."

For more ideas and best practices please visit the [Bicycle Friendly Community Resource Page:](http://www.bikeleague.org/content/resources)
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