Pueblo Area COG Community Bicycle Audit Review

Drafted by Dylan Goodman

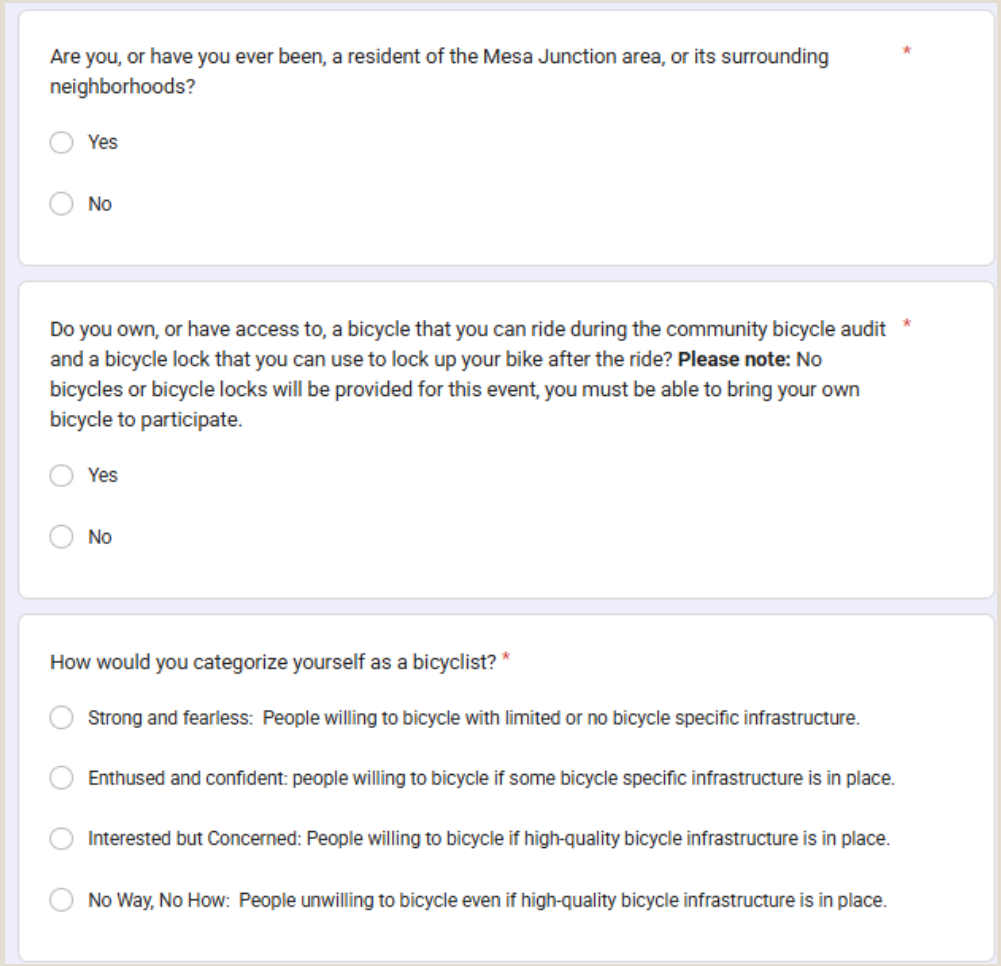
10/14/2026

Purpose

- The Bicycle and Pedestrian Masterplan (BPMP) needs to have a project-specific event
- Open-houses tend to be expensive, labor intensive, and unreliable
- Bicycle audits provide an innovative form of public engagement
- Provides experience to our consultant

Development Notes

- The MPO had a very quick 1-month turnaround to:
  - Distribute public-facing advertising, sign-up material, and finalize a route and stops
  - Develop workshop activities centered around BPMP goals
  - Organize ride safety protocols and how the event would be managed



Are you, or have you ever been, a resident of the Mesa Junction area, or its surrounding neighborhoods? *

- Yes
- No

Do you own, or have access to, a bicycle that you can ride during the community bicycle audit and a bicycle lock that you can use to lock up your bike after the ride? **Please note:** No bicycles or bicycle locks will be provided for this event, you must be able to bring your own bicycle to participate. *

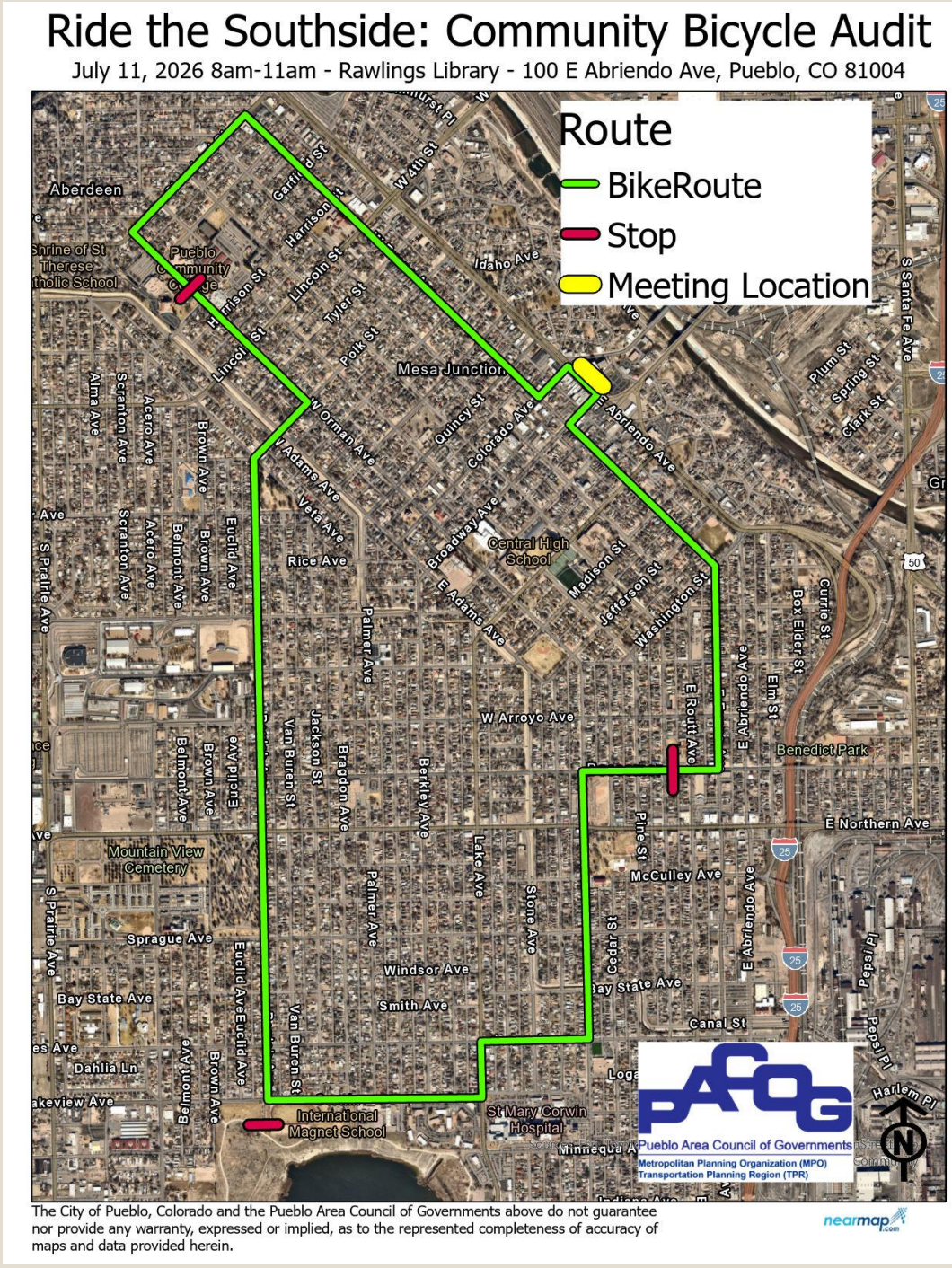
- Yes
- No

How would you categorize yourself as a bicyclist? *

- Strong and fearless: People willing to bicycle with limited or no bicycle specific infrastructure.
- Enthused and confident: people willing to bicycle if some bicycle specific infrastructure is in place.
- Interested but Concerned: People willing to bicycle if high-quality bicycle infrastructure is in place.
- No Way, No How: People unwilling to bicycle even if high-quality bicycle infrastructure is in place.

Development Continued:

- Council members representing the audited neighborhoods received direct invitations to the ride.
- Route considerations
  - Terrain variation
  - Reflective of on-street network
  - Notable locations
- Limited direct relationship between the plan and the ride
  - Two activities developed to discuss the ride and discuss the plan
- Limited to 20 participants



Pre-Ride Procedures

- Met at 7:45 a.m. in front of Rawlings Library
- Participants were required to sign a liability waiver
- Started with group introductions and an ice breaker
- Pre-ride informational:
  - Context for the ride and route
  - Information on core ideas of the ride and the scoring scale
  - Safety protocols for the ride



During the Ride Procedures

- Three staff members were on the ride
- Project lead from the Consultant joined
- Staff were equally divided into Lead, Middle, and Sweep assignments
  - Middle could act as secondary lead if group got separated



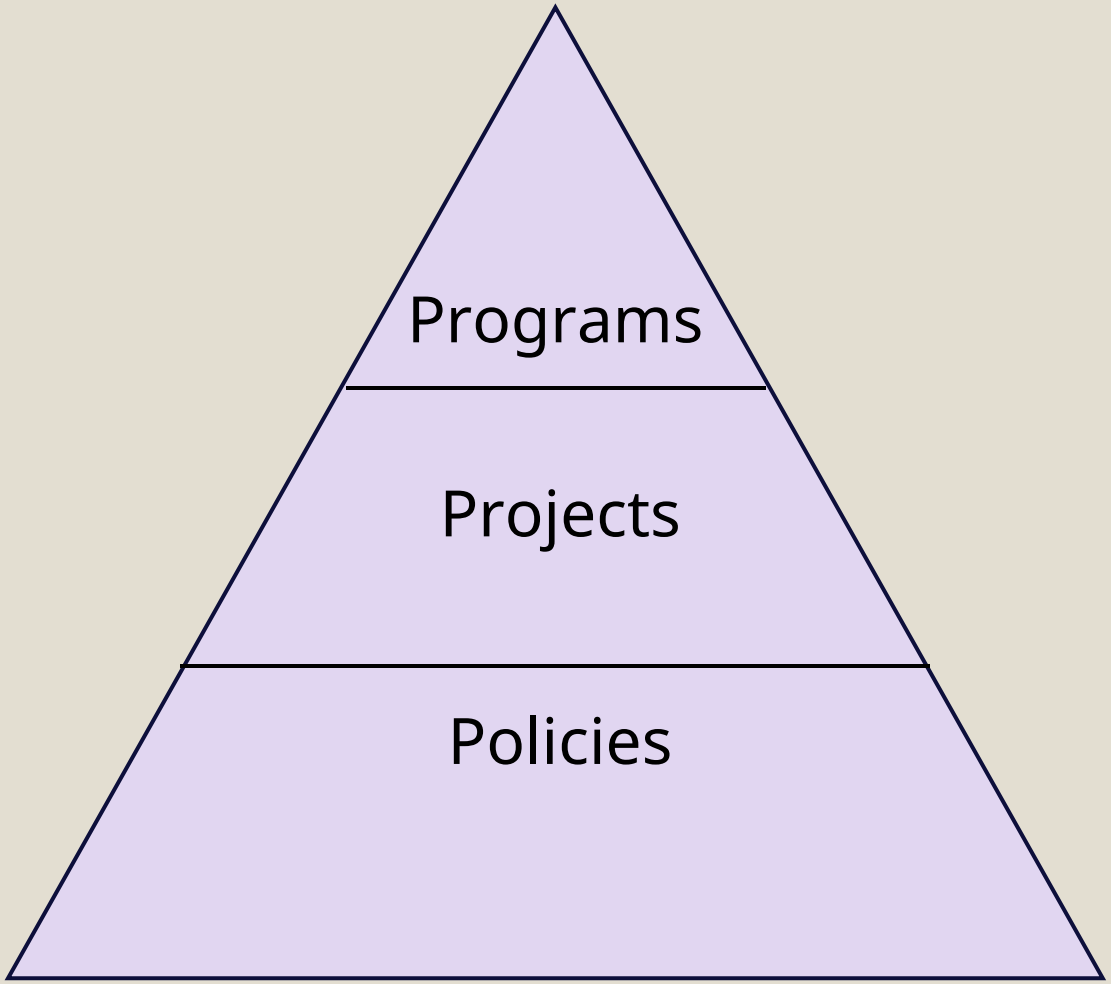
Procedure at Stops

- Participants were asked to rank the segments between each stop on a 1-10 scale
  - 1 – The roadway is actively dangerous
  - 5 – An adult rider would be comfortable riding off-peak hours
  - 10 – a child could safely ride with minimal supervision
- After ranking the segment, the group would discuss what factors contributed to that ranking
- This above ranking system helped experienced riders think outside of their skill level

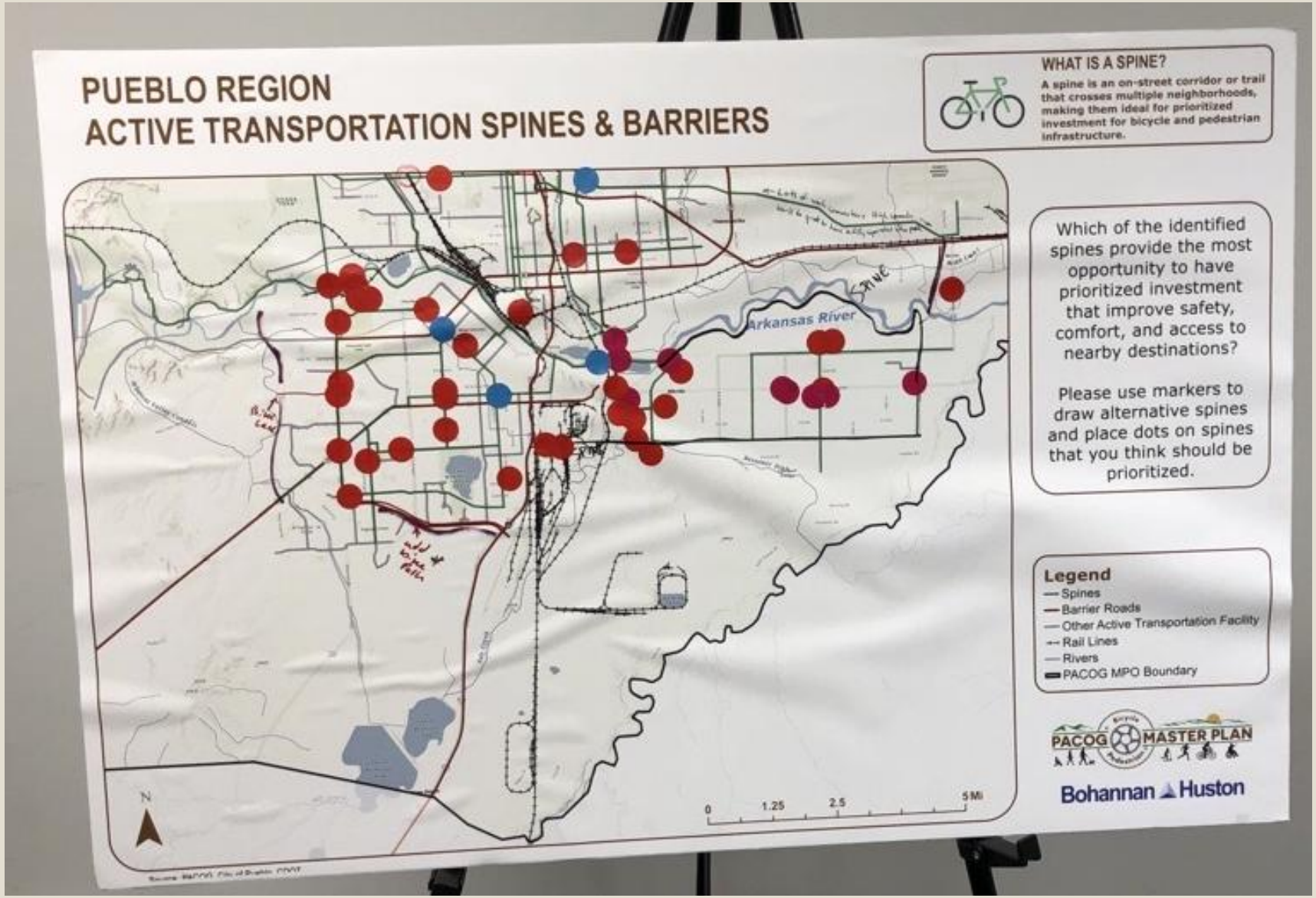


Workshop

- Broken up into two activities:
  - A group discussion reflecting on the ride and identifying Programs, Policies, and Projects (3 P's)
  - A map activity where attendees identified priority investment corridors (spines) on three maps



Spines


PUEBLO REGION
ACTIVE TRANSPORTATION SPINES & BARRIERS
WHAT IS A SPINE?
A spine is an on-street corridor or trail that crosses multiple neighborhoods, making them ideal for prioritized investment for bicycle and pedestrian infrastructure.
Which of the identified spines provide the most opportunity to have prioritized investment that improve safety, comfort, and access to nearby destinations?
Please use markers to draw alternative spines and place dots on spines that you think should be prioritized.
Legend
Spines
Barrier Roads
Other Active Transportation Facility
Rail Lines
Rivers
PACOG MPO Boundary
Arkansas River
N
0
1.25
2.5
5 Mi
PACOG MASTER PLAN
Bohannan Huston

Lessons Learned: Preparation

- Plan for the event to take 3-3.5 hours
- Most attendants came from interpersonal and professional networks
  - Potential to partner with neighborhood groups
- Partnering with local elected officials early on could be a draw for participants
- Be communicative with participants
- Weekend rides provide significant opportunity for participation

Lessons Learned: Ride

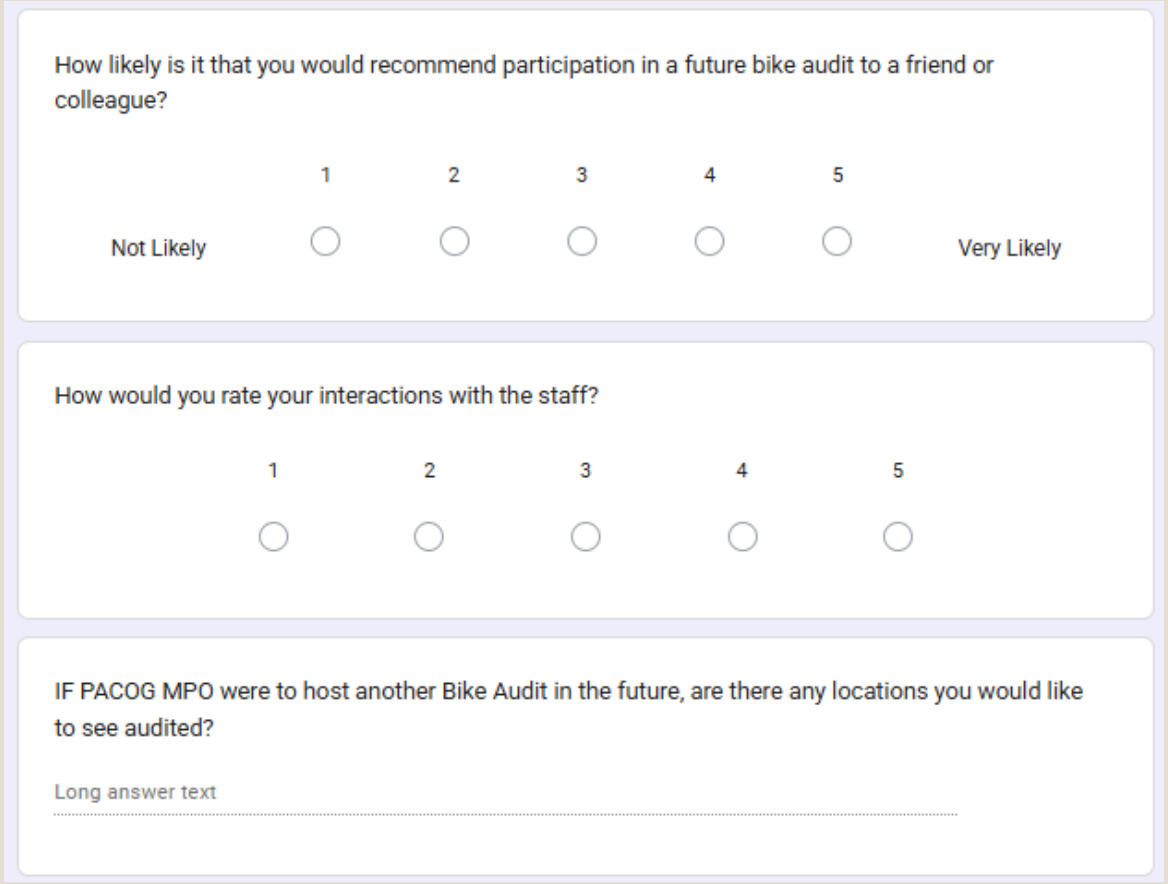
- Bicycle Audits work well with a 7-mile distance
- Stops should be easily accessible from the route and be located at shaded areas
- If possible, have a bathroom accessible at one of the stops.
- Morning is an ideal time for an audit in the summer to mitigate heat
- Have at least 4 staff on the ride, or more if larger group.

Lessons Learned: Workshop

- Having 1 hour set for two workshop activities was not enough
- Activity tied directly to the ride received the most varied engagement
- Audit should aim to identify at least one achievable short-term action that can be performed
- Have staff ready to watch bicycles

Feedback from Participants

- Longer workshop portion
- Asked for addition of a paper or digital questionnaire
- Expand the pre-ride discussion on the route to frame the experience
- Involvement of local politicians was appreciated
- Desire for more varied involvement
  - Ex. Police, Fire, ADA commission, Transit officials, etc.



How likely is it that you would recommend participation in a future bike audit to a friend or colleague?

	1	2	3	4	5	
Not Likely	○	○	○	○	○	Very Likely

How would you rate your interactions with the staff?

1	2	3	4	5
○	○	○	○	○

IF PACOG MPO were to host another Bike Audit in the future, are there any locations you would like to see audited?

Long answer text

Thank you!

Please feel free to ask questions now, or reach out to me at:

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