

NOTICE AND AGENDA

PEDESTRIAN ADVISORY COMMITTEE  
CITY OF FLAGSTAFF  
THURSDAY, DECEMBER 11, 2025  
4:00 P.M.

HYBRID MEETING  
CITY COUNCIL CONFERENCE ROOM  
211 W ASPEN AVE

[Click here to join the meeting](#)

This meeting will be conducted both in-person in the Council Conference Room at Flagstaff City Hall, as well as online via Microsoft Teams. Members of the public are always welcome to attend and encouraged to participate. To join the online meeting, click on the meeting link above. To comment on a discussion item, please use the MS Teams Chat function: simply type in 'c' or 'q' to indicate to the Chair that you would like to comment. The Chair will then recognize you when it is time for public comment. Unmute yourself for your turn at public comment, then re-enable mute when finished. For those who are attending the meeting in-person, Committee members and staff are seated at the main table, while members of the public should be seated in the audience.

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1. CALL TO ORDER

2. ROLL CALL

*NOTE: One or more Commissioner may be in attendance through other technological means.*

Matt McGrath, Chair  
Shawn Bowker  
Melanie Colavito  
Jonathan Day

Ben Nicholas  
Ron Norton  
Jay Wellman

CITY STAFF:  
Jeff Bauman, City Traffic Engineer  
Martin Ince, Multimodal Transportation Planner  
Carlton Johnson, Transportation Planner  
Chris Phair, Transportation Planner

3. OPEN CALL TO THE PUBLIC

At this time, any member of the public is allowed three minutes to address the PAC on any subject that is not scheduled before the Committee on that day. The Arizona Open Meeting Law prohibits the Committee from discussing or taking action on an item that is not listed on the prepared agenda. PAC members may, however, respond to criticism made by those addressing the Committee, ask staff to review a matter, or ask that a matter be placed on a future agenda. To address the Committee on an item that is on the agenda, please wait for the Chair to call for Public Comment at the time the item is heard.

4. APPROVAL OF MINUTES

Regular meeting of March 27, 2025  
Regular meeting of April 24, 2025  
Regular meeting of May 22, 2025  
Regular meeting of July 24, 2025  
Combined meeting of October 23, 2025  
Combined meeting of November 20, 2025

5. ACTION ITEMS

- A. **Mode share report**  
Accept and forward to Transportation Commission

6. DISCUSSION ITEMS

- A. **Capital planning - pedestrian and bicycle projects**  
Information and discussion
- B. **PAC meeting dates for 2026**

7. REPORTS

- A. Safe Routes to School infrastructure study
- B. Safe Streets Master Plan
- C. Butler Ave Complete Streets Conversion
- D. Butler/Fourth corridor project
- E. Micromobility share
- F. Road Repair and Street Safety
- G. PAC/BAC vacancies and appointments

8. INFORMATIONAL ITEMS TO AND FROM COMMISSIONERS AND STAFF

9. NEXT MEETINGS

Pedestrian Advisory Committee: January 22, 2026  
Bicycle Advisory Committee: December 18, 2025  
Transportation Commission: February 4, 2026

10. ADJOURNMENT

CERTIFICATE OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Flagstaff City Hall on \_\_\_\_\_, at \_\_\_\_\_ a.m./p.m. This notice has been posted on the City's website and can be downloaded at [www.flagstaff.az.gov](http://www.flagstaff.az.gov).

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

Deeda Williams, COF Engineering Division

ADDITIONAL INFORMATION: In compliance with the Americans with Disabilities Act, if you need assistance to participate in this meeting, please contact Martin Ince at 928-213-2685 (774-5281 TDD). Notification at least 48 hours in advance will enable the City to make reasonable arrangements.



**Pedestrian Advisory Committee**

5. A.

**From:** Martin Ince, Multi-Modal Planner

**DATE:** 12/11/2025

**SUBJECT:** Mode share report

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**STAFF RECOMMENDED ACTION:**

Accept and forward to Transportation Commission

**Executive Summary:**

Review and discussion to update of Flagstaff's Mode Share Data and Trends report, which has been updated to include most recent Census data as well as results from MetroPlan's recent Trip Diary Survey Review.

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**Attachments**

Mode share data and trends report

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**Form Review**

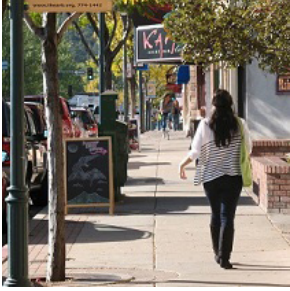
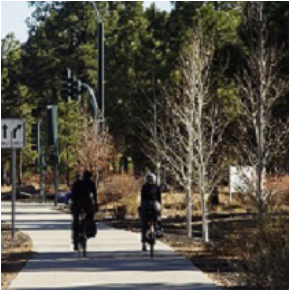
Form Started By: Martin Ince

Started On: 12/09/2025 07:44 AM

Final Approval Date: 12/09/2025

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# City of Flagstaff



## Mode share data and trends DRAFT

December 2025



*Prepared by*

**City of Flagstaff**

Transportation Section | Engineering Division  
Flagstaff, Arizona

[www.flagstaff.az.gov/ATMP](http://www.flagstaff.az.gov/ATMP)

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## 1 Introduction

This report provides information on mode share as an indicator of the status of walking and biking in Flagstaff. Mode share is a measure of the number or percentage of trips that are made by different modes of travel, typically private vehicles, transit, walking, and biking.

### Why measure

Mode share is a direct measure of the status of walking and biking in a community. As Flagstaff works to enhance the pedestrian and bicycle environment, it will be increasingly necessary to track pedestrian and bicycle activity via mode share, counts, and other measures:

- At the community level, monitoring trend data is the best indication of improvement in the overall environment for walking and biking.
- As funding becomes increasingly competitive, detailed bicycle and pedestrian data helps to build empirical support for additional investment in pedestrian and bicycle projects and programs.
- Tracking mode share helps measure progress and gauge the effectiveness of the City's efforts to implement the Active Transportation Master Plan (ATMP), as described in the section below.

It is anticipated that this report will be updated with current information every few years - as often as annually but at least every three years - as part of a regular overall assessment of the status of the ATMP and its implementation.

### ATMP outcomes, indicators, and targets

Chapter 4 of the ATMP lists a series of outcomes, indicators, and targets, which describe the desired results of the ATMP and how those results will be measured. Several of the outcomes, indicators, and targets directly reference mode share.

#### Outcomes and indicators

Outcomes describe desired results from implementation of the ATMP, while indicators are data points that help measure the results. The ATMP includes two outcomes and three indicators that reference modeshare:

*Walking and biking are frequently used transportation options for everyone*

- Mode share. The percentage of trips made on foot and by bicycle (mode share) is increasing, based on the MetroPlan Trip Diary Survey.

- Mode share for work trips. The percentage of work commute trips made by walking and biking is increasing, as reported by Means of Transportation to Work data from the American Community Survey.

*Walking and biking are enjoyed by everyone in the community*

- Mode share for specific populations. The percentage of trips made by walking and biking is increasing across age, gender, race, and income demographics.

## Targets

Targets are a subset of indicators that include specific milestones to attain within five and 20 years of plan adoption. The ATMP established six total targets, including two for mode share:

Target	Current 2022	5 years 2027	20 years 2042
Walk-bike-transit (all trips)	27%	38%	54%
Walk-bike-transit (work trips)	17%	24%	34%

## Organization of this document

**2 Summary of results.** Presents the highlights of the mode share data in this document.

**3 Mode share.** Summarizes the current status of walking, biking, and transit mode share in Flagstaff, including trend data from three different sources, mode share broken out by geographic area, and mode share among NAU students.

**4 State and national comparison.** Provides a comparison of Flagstaff's mode share numbers to state and national averages, and to Arizona's 24 most-populous cities.

**5 Peer cities comparison.** Compares Flagstaff's mode share to 19 peer cities across the West, which were selected based on their similarity to Flagstaff.

**6 Other demographics.** Includes mode share information for various subset populations, including gender, race, poverty status, and disability status.

## Data sources

Mode share information for Flagstaff comes from two primary sources, the MetroPlan Trip Diary Survey and the American Community Survey.

- The **Trip Diary Survey** is a detailed study of regional travel patterns. The survey asks randomly selected participants to keep a log or "diary" of their travel for one assigned day during the fall. The resulting data measures mode share for walking, biking, transit, and private vehicles. MetroPlan has conducted this survey three

times, in 2006, 2012, and 2018.

- The **American Community Survey (ACS)** is an on-going statistical survey conducted by the U.S. Census Bureau that collects detailed information about the population. One of the data points collected is means of transportation to work for workers over the age of 16, which can be used as a proxy measure for mode share in a community. Work commute mode share data is available for most communities, including peer cities, so it allows ready comparisons to other locations.

Two ACS time frames are included in this report:

- One-year estimates represent the most current information, but the data tends to exhibit more variability from year to year.
- Five-year estimates can be more accurate because they cover a longer time period, but the data is not as current.

## 2 Summary of results

### Mode share

- 27.0 percent of trips in Flagstaff are made by walking, bicycling, or transit, according to the 2018 MetroPlan Trip Diary Survey. Among individual modes, walking accounts for 14.3 percent of all trips, bicycling accounts for 7.8 percent, and transit accounts for 4.9 percent.
- Based on a composite of data from the Trip Diary Survey and American Community Survey, walking, biking, and transit mode shares in Flagstaff have been generally declining over time:
  - Walking mode share has declined since 2018, after showing steady increases prior to 2018.
  - Bicycling has been steadily declining since 2006.
  - Transit use grew between 2006 and 2014, then declined slightly and has been stable since.
- Residents of the central part of Flagstaff are much more likely to walk, bicycle, or use transit for transportation. The combined walk-bike-transit mode in the core area was 53.8 percent in 2018, compared to 15.6 percent for the rest of Flagstaff.
- Mode share over time indicates two distinct trends in Flagstaff based on geography. Between 2006 and 2018, all three active modes – walking, biking, and transit – increased in the central core but decreased in the rest of Flagstaff.
- Walking, biking, and transit mode share are much higher for NAU students than for the general Flagstaff population. For NAU students, the combined walk-bike-transit mode share is 42.8 percent, compared to 27.0 percent for the general population.

### State and national comparison

- The percentage of work commutes made by bicycling or walking is significantly higher in Flagstaff than in the Arizona and the US. Transit use in Flagstaff for commuting is slightly above Arizona but lags behind the rest of the country.
- At 13.9 percent, Flagstaff has the highest combined walk-bike-transit work commute mode share among Arizona communities with a population of 40,000 or more. For individual modes, Flagstaff has the highest walk share, the second highest bike share behind Tempe, and the fifth highest transit share.

## Peer cities comparison

- Among its peer communities – 19 other western cities with a comparable population and a large public university – Flagstaff falls in the middle-of-the-pack in work commute mode share for walking, biking, and transit. Flagstaff is above the average of our peer cities in walking mode share, but below average in bicycling and transit.
- Flagstaff's Walk Score ([www.walkscore.com](http://www.walkscore.com)) is below the average of our peers, but Bike Score and Transit Score are above average.

## Other demographics

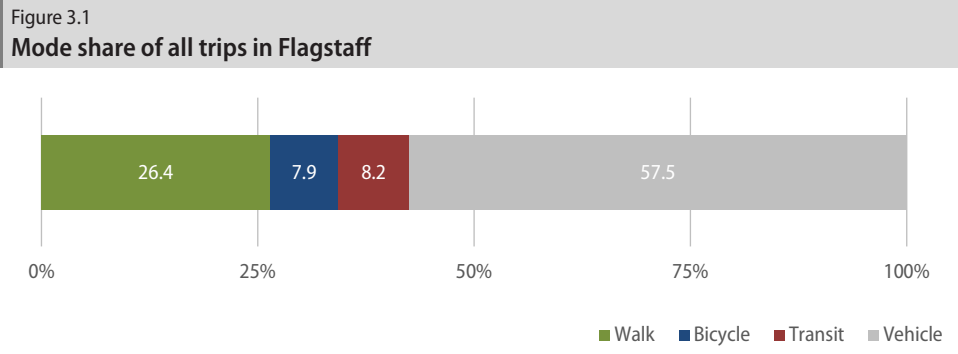
- Women walk to work more frequently than men, but bicycle less. Walking mode share for the work commute is 12.1 percent for women compared to 7.6 percent for men, and bicycle mode share is 1.6 percent for women and 3.1 percent for men.
- Flagstaff workers whose incomes fall below the poverty level are significantly more likely to walk, bicycle, or take transit to work. The combined walk-bike-transit share is 30.4 percent for those below the poverty level, but only 7.6 percent for workers above poverty level.
- Individuals who identify as having a disability also walk, bike, and take transit to work more frequently than those without a disability. The combined walk-bike-transit commute share is 17.8 percent for workers with disabilities and 10.6 percent for those without.

### 3 Mode share

#### Current status

The most comprehensive source for current mode share information in Flagstaff is the MetroPlan Trip Diary Survey. Mode share from the most-recent 2018 Trip Diary Survey is depicted below in Figure 3.1.

- According to the Trip Diary Survey, 27 percent of all trips are made by walking, bicycling, or transit, and 73 percent of trips are made by private vehicle.
- Within active modes, 14.3 percent of trips in Flagstaff are made by walking, 7.8 percent by bicycle, and 4.9 percent by transit.



Source: MetroPlan Trip Diary Survey 2024

## Trends

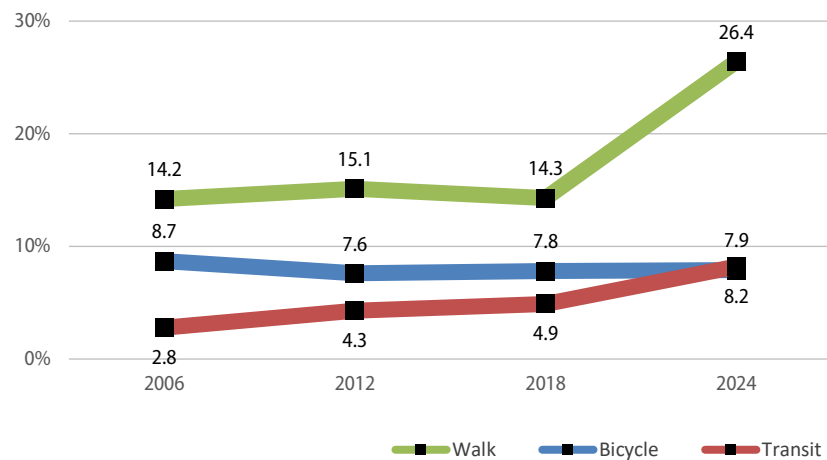
### MetroPlan Trip Diary Survey

Table-figure 3.2 shows mode share for 2006, 2012, and 2018 for all trips made by respondents who reside within the city limits of Flagstaff.

- The percentage of walking trips increased slightly from 2006 to 2012, then decreased in 2018.
- Bicycle trips dipped between 2006 and 2012, then improved slightly in 2018.
- Transit trips increased between 2006 and 2012 and again from 2012 to 2018.
- Combined walk-bike-transit mode share increased slightly, from 25.7 to 27.0 percent, between 2006 and 2012, and did not change from 2012 to 2018.

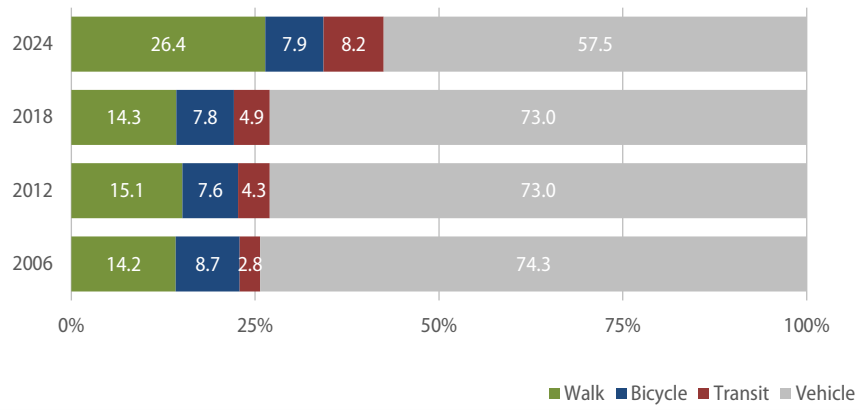
Table-figure 3.2  
**Mode share over time**

Mode	2006	2012	2018	2024
Vehicle	74.3	73.0	73.0	57.5
Walk	14.2	15.1	14.3	26.4
Bicycle	8.7	7.6	7.8	7.9
Transit	2.8	4.3	4.9	8.2
Walk-bike-transit	25.7	27.0	27.0	42.5



Source: MetroPlan Trip Diary Survey 2006, 2012, 2018, 2024

Table-figure 3.2  
**Mode share over time**



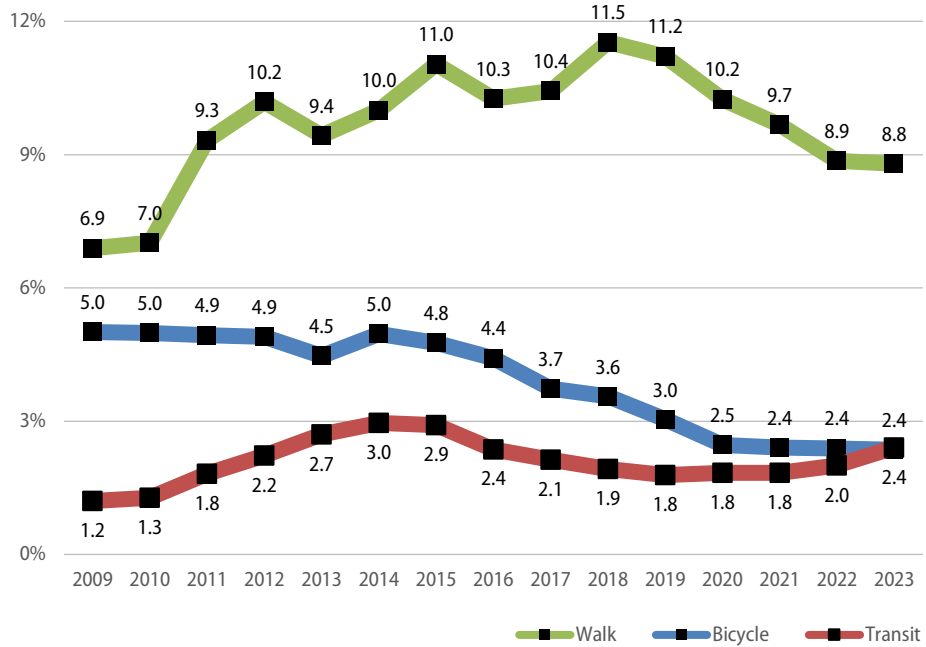
Source: MetroPlan Trip Diary Survey 2006, 2012, 2018, 2024

### American Community Survey

Mode share trends in Figure 3.3 are drawn from the American Community Survey’s five-year estimates for means of transportation to work for the city of Flagstaff. Data for each year represents a rolling average for a five-year period ending with that year; for example, numbers for 2021 represent the average of the five-year period from 2017 to 2021.

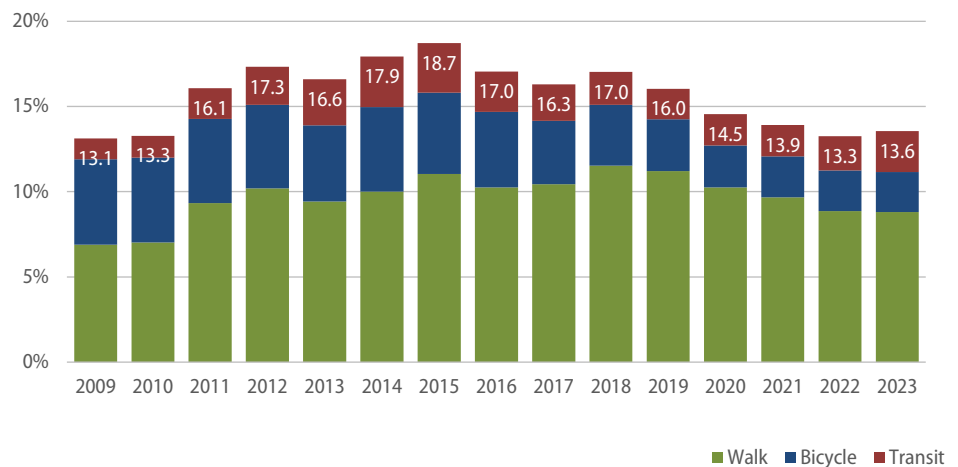
- Walking generally increased between 2009 and 2018 but has been declining since.
- Bicycle mode share has been in steady decline since 2014.
- Transit mode share increased steadily from 2009 to 2014, declined from 2015 to 2019, and has been steady since.

Figure 3.3  
**Means of transportation to work - 5-year rolling average**



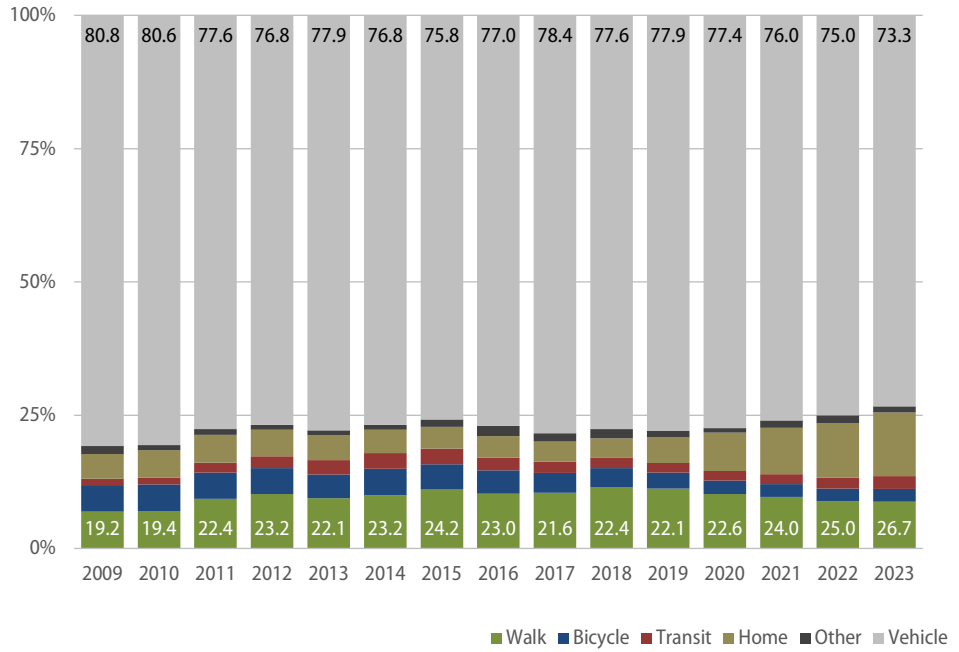
Source: American Community Survey 5-Year Estimates

Figure 3.3  
**Means of transportation to work - 5-year rolling average**



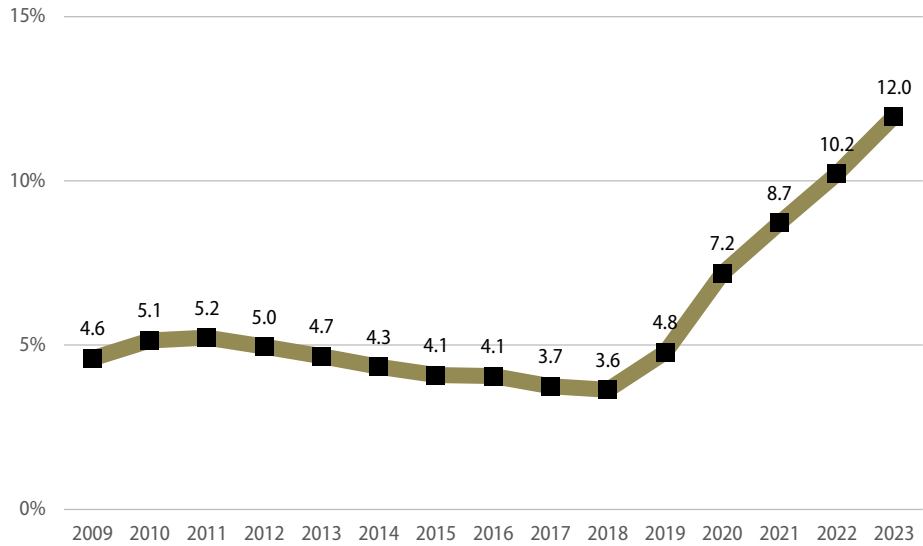
Source: American Community Survey 5-Year Estimates

Figure 3.3  
**Means of transportation to work - 5-year rolling average**



Source: American Community Survey 5-Year Estimates

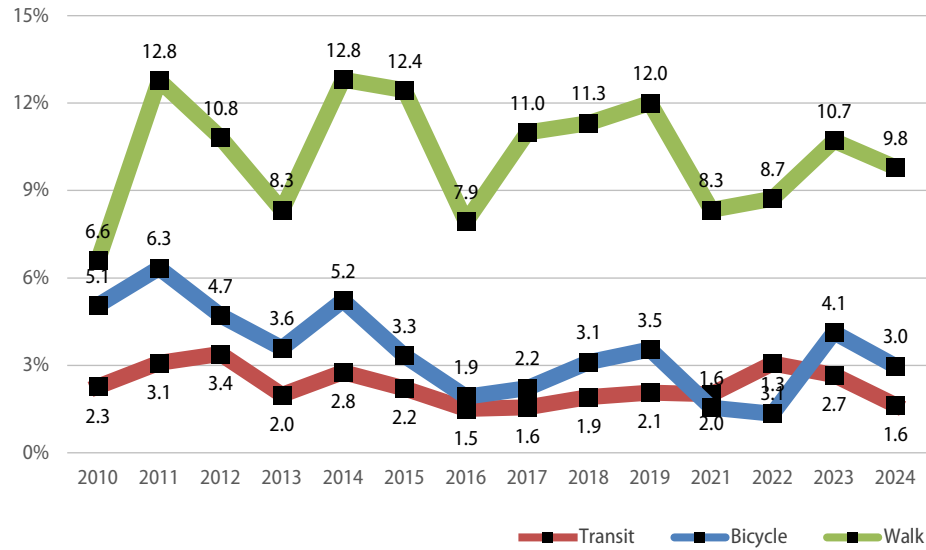
Figure 3.3  
**Work from home - 5-year rolling average**



Source: American Community Survey 5-Year Estimates

One-year ACS estimates for means of transportation to work for 2010 to 2021 are included in Figure 3.4. This data shows more variability from year to year than the five-year estimates but reflects similar trends.

Figure 3.4  
Means of transportation to work - 1-year estimates



Source: American Community Survey 1-Year Estimates

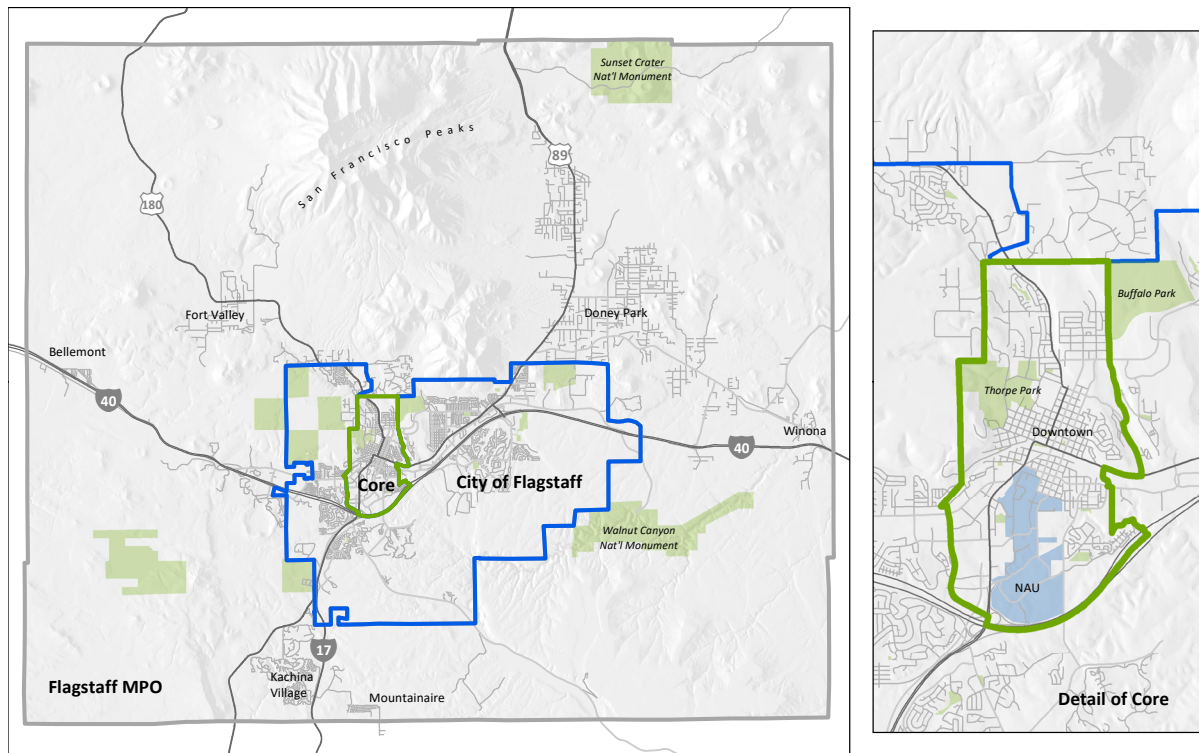
### Trips by geography

The MetroPlan Trip Diary Survey divides the region into geographic subareas based on the residence of respondents:

- The Core area generally covers neighborhoods in the central part of Flagstaff, including Downtown, Southside, NAU, Woodlands Village, and Noho.
- Rest of Flagstaff covers the remainder of Flagstaff within city limits but outside of the Core area.
- Rest of Region comprises the area within the MetroPlan boundaries but outside of city limits, including the outlying communities of Kachina Village, Mountaineer, Winona, Cosnino, Doney Park, Timberline, Fort Valley, and Bellemont.

The three subareas are illustrated on Map 3.5 below.

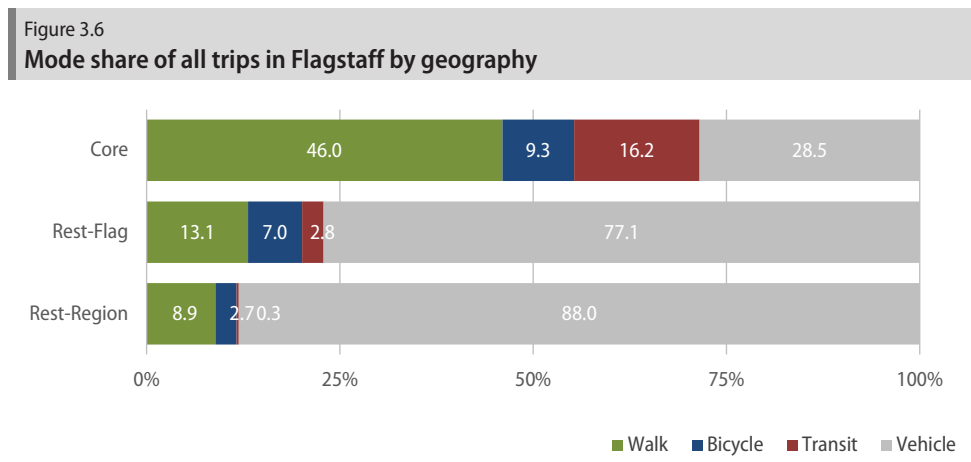
**Map 3.5**  
**Core, Rest of Flagstaff, Rest of Region boundaries**



### Mode share by geography

Figure 3.6 shows marked differences in mode share for the three geographic subareas, and clearly demonstrates how significantly mode share varies by urban, suburban, and rural context.

- Respondents who live in the Core area are much more likely to walk, bicycle, or take transit; the combined mode share was 53.8 percent in 2018.
- In comparison, the combined walk-bike-transit mode share was only 15.6 percent for the Rest of Flagstaff and 5.9 percent for the Rest of Region.



Source: MetroPlan Trip Diary Survey 2024

### Trends by geography

Change in mode share between 2006 and 2018 shows two divergent trends for the geographic subareas, as illustrated in Table-figure 3.7.

- In the Core area, walking, biking, and transit mode share all increased dramatically – by a combined 23 percent – while private vehicle use fell by a corresponding percentage.
- Conversely, mode share declined by a combined 7.7 percent in the Rest of Flagstaff for all three active modes, while private vehicle use increased.

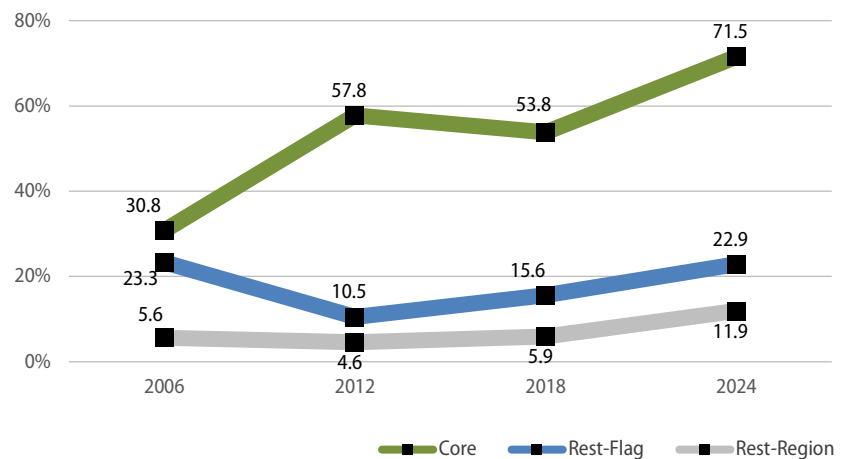
Gains in active mode share in the Core are attributable to several changes between 2006 and 2018, most notably doubling in NAU enrollment from about 11,000 to more than 22,000 students. This was accompanied by construction of almost 1,400 multi-family housing units in the Core area, most of which are student-oriented and in proximity to the NAU campus. Additionally, Mountain Link bus service was launched in 2010 and introduced high-frequency transit to the Core area.

Decreases in mode share for all active modes – walking, biking, transit – for the Rest of Flagstaff may be indicative of a concerning trend, and warrants further study and monitoring.

Table-figure 3.2

**Combined walk-bike-transit mode share by geography**

Geography	2006	2012	2018	2024
Core	30.8	57.8	53.8	71.5
Rest-Flag	23.3	10.5	15.6	22.9
Rest-Region	5.6	4.6	5.9	11.9



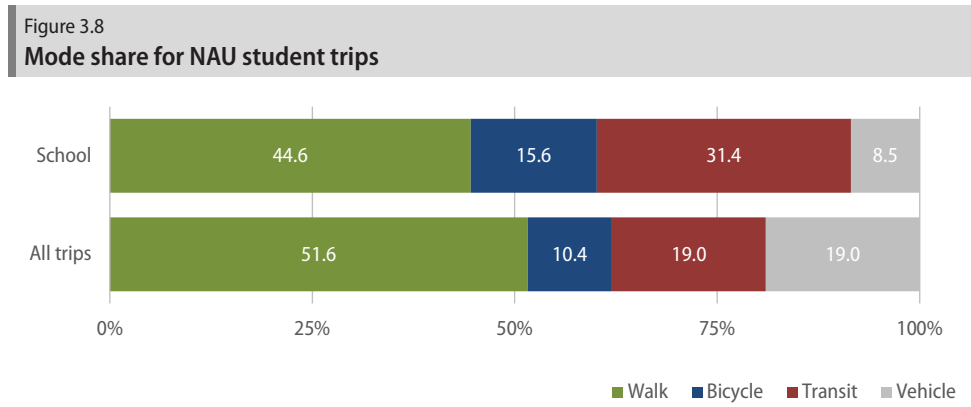
Source: MetroPlan Trip Diary Survey 2006, 2012, 2018, 2024

## NAU student trips

### NAU student mode share

Figure 3.8 shows mode share for NAU student trips, including all trips and their commute to school. Not surprisingly, walking, biking, and transit mode share are much higher for NAU students than for the rest of Flagstaff’s population.

- The combined walk-bike-transit mode share for all trips by NAU students is 42.8 percent, compared to 27.0 percent for the entire population.
- When considering just student commute trips to the NAU campus, active mode shares are even higher. The combined walk-bike-transit mode share for students’ school commute is 78.6 percent, which means that only a little more than 20 percent of student school commutes are made by private vehicle.



Source: MetroPlan Trip Diary Survey 2018

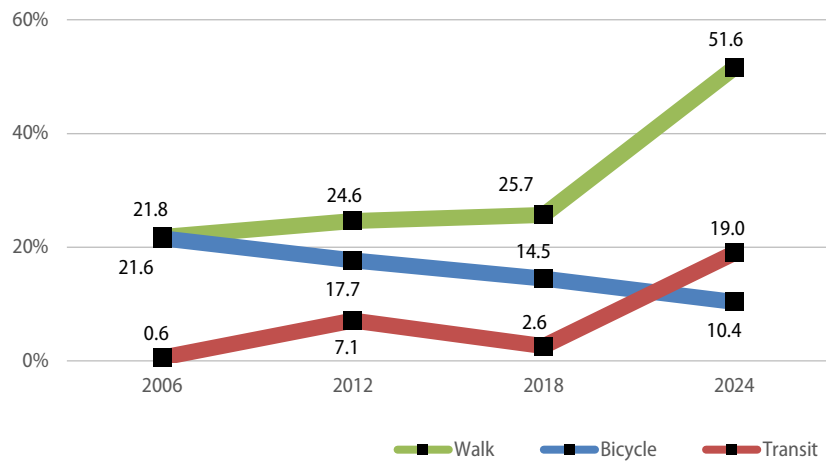
**NAU student trends**

Changes in NAU student travel patterns between 2006 and 2018 are shown below in Table-figure 3.9.

- The combined walk-bike-transit mode share for all NAU student trips decreased slightly, from 44.0 percent in 2006 to 42.8 percent in 2018.
- Among individual modes, walking and transit use both increased for students between 2006 and 2018, while bicycling declined.

Table-figure 3.9  
**Change in mode share for all trips by NAU students**

Mode	2006	2012	2018	2024
Vehicle	55.9	50.5	57.2	19.0
Transit	0.6	7.1	2.6	19.0
Bicycle	21.6	17.7	14.5	10.4
Walk	21.8	24.6	25.7	51.6
Walk-bike-transit	44.0	49.4	42.8	81.0



Source: MetroPlan Trip Diary Survey 2006, 2012, 2018, 2024

## 4 State and national comparison

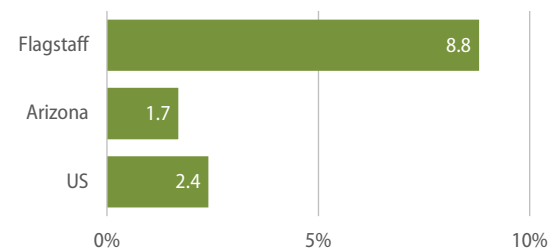
This section compares Flagstaff’s mode share to state and national numbers, using information from the latest American Community Survey five-year estimates for means of transportation to work.

### Arizona and the US

Figures 4.1 through 4.5 on the next several pages compares walking, biking, transit, and private vehicle mode share for Flagstaff to percentages for Arizona and the US. The percentage of work commutes made by bicycling and walking is significantly higher in Flagstaff than in the rest of Arizona and the rest of the country. Data for these comparisons are drawn from American Community Survey five-year estimates for 2017-2021.

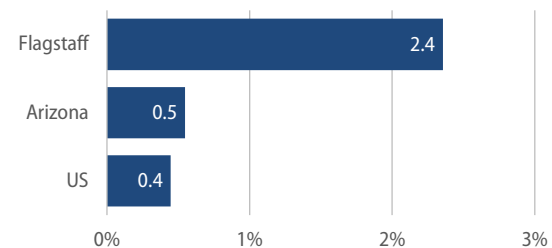
- Walking comprised 9.7 percent of all work trips in Flagstaff, compared to 1.8 percent for Arizona and 2.5 percent for the entire country.
- Bicycling to work was 2.4 percent in Flagstaff compared to 0.6 percent for Arizona and 0.5 percent for the country.
- Transit use in Flagstaff for the work commute is at 1.8 percent, slightly above the Arizona percentage of 1.4 percent, but well below the national average of 4.2 percent.
- Combined walk-bike-transit mode share is 13.9 percent in Flagstaff, compared to 3.8 percent for Arizona and 7.1 percent for the entire country.
- Private vehicle use for the work commute is 76.0 percent for Flagstaff, below Arizona average of 82.8 percent and the national average of 81.8 percent.

Figure 4.1  
**Walking comparison, Arizona and the US**



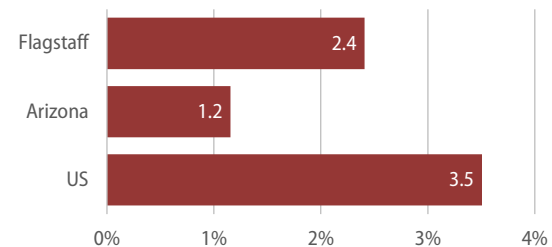
Source: ACS 5-Year Estimates 2019-2023

Figure 4.2  
**Bicycling comparison, Arizona and the US**



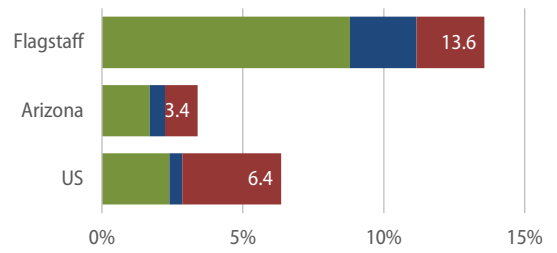
Source: ACS 5-Year Estimates 2019-2023

Figure 4.3  
**Transit comparison, Arizona and the US**



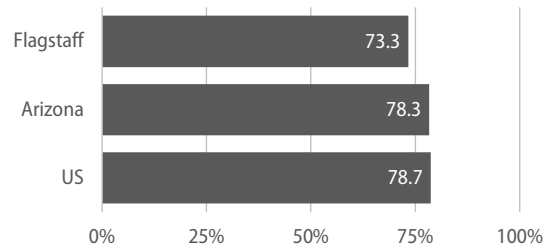
Source: ACS 5-Year Estimates 2019-2023

Figure 4.4  
**Walk-bike-transit comparison, Arizona and the US**



Source: ACS 5-Year Estimates 2019-2023

Figure 4.5  
**Private vehicle comparison, Arizona and the US**



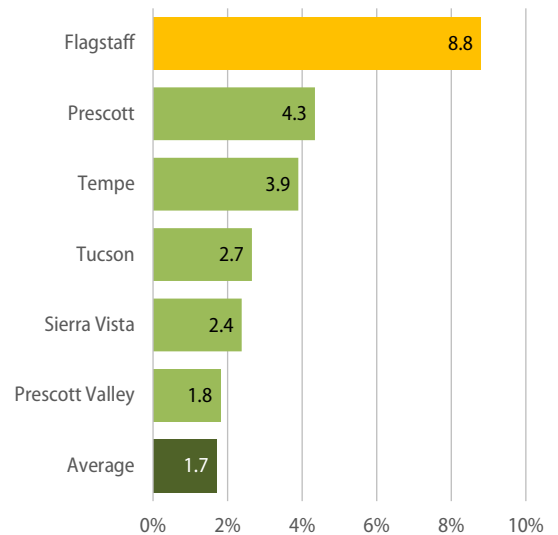
Source: ACS 5-Year Estimates 2019-2023

### Arizona cities

Flagstaff’s mode share data was also compared to mode share for 24 of Arizona’s largest incorporated cities and towns, using five-year estimates for means of transportation to work from the American Community Survey. All of the Arizona communities in this comparison have a population of at least 40,000 people.

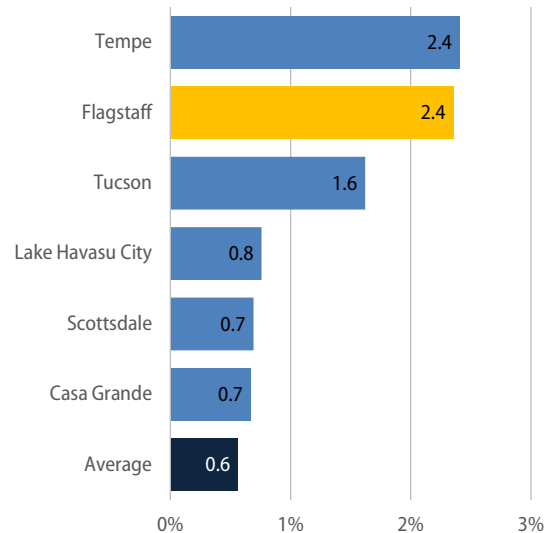
- Flagstaff’s walk share of 9.7 percent is well above the average of 1.5 percent for the 24 communities, and outpaces Prescott, the second-highest community in the state at 5.4 percent.
- Bicycle share at 2.4 percent in Flagstaff is also significantly higher than the average of 0.6 percent, but below Tempe’s 2.9 percent.
- Flagstaff’s transit share of 1.8 percent places it fifth among Arizona cities behind Tempe, Tucson, Phoenix, and Glendale, but above the overall average of 0.9 percent.
- Combined walk-bike-transit share for Flagstaff is 13.9 percent, well above other large Arizona cities and significantly higher than the average of 4.1 percent.
- Flagstaff’s private vehicle share of 76.0 percent is third lowest among Arizona’s 24 largest communities, behind Scottsdale and Tempe but higher than the average of 83.4 percent.

Figure 4.6  
**Walking comparison, Arizona cities**



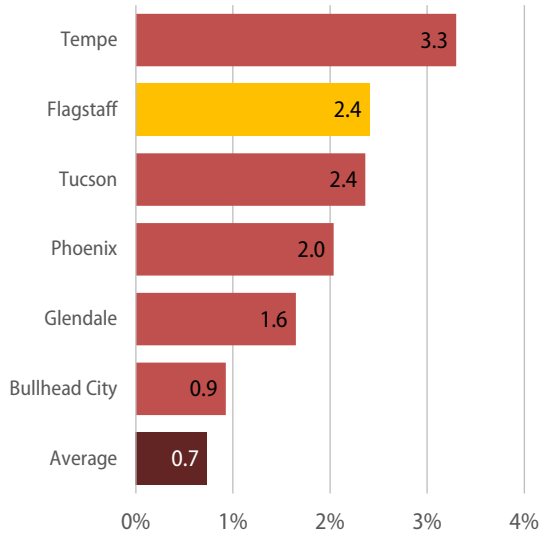
Source: ACS 5-Year Estimates 2019-2023

Figure 4.7  
**Bicycling comparison, Arizona cities**



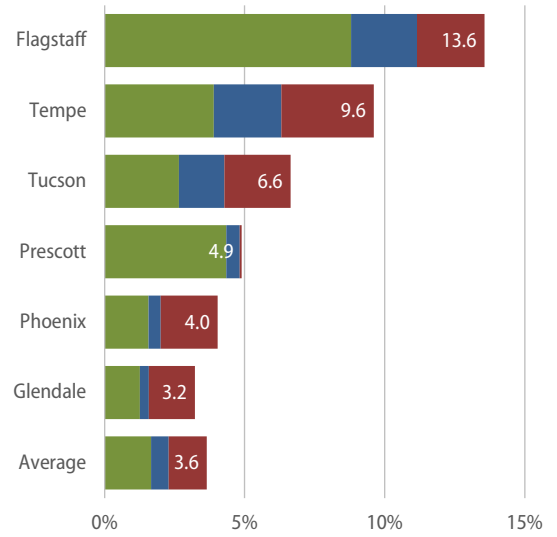
Source: ACS 5-Year Estimates 2019-2023

**Figure 4.8**  
**Transit comparison, Arizona cities**



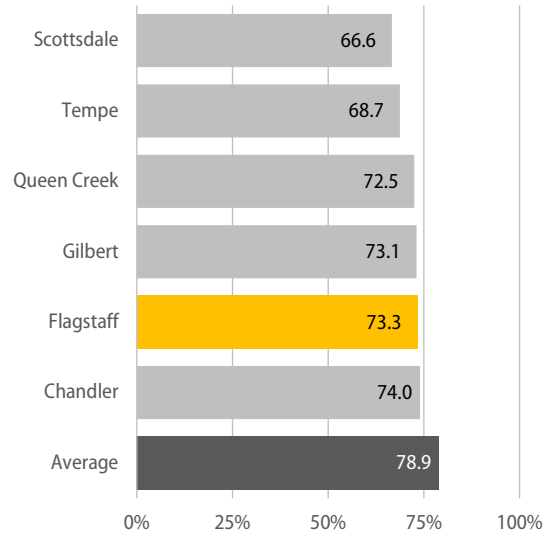
Source: ACS 5-Year Estimates 2019-2023

**Figure 4.9**  
**Walk-bike-transit comparison, Arizona cities**



Source: ACS 5-Year Estimates 2019-2023

**Figure 4.10**  
**Private vehicle comparison, Arizona cities**



Source: ACS 5-Year Estimates 2017-2021

## 5 Peer cities comparison

### Peer cities

To provide a wider context for Flagstaff’s mode share numbers, a group of 19 peer cities was selected for comparison. The communities were chosen based on several factors that make comparison to Flagstaff relevant:

- Located in the western United States
- Population generally between 25,000 and 110,000
- Home to a large public university, with an enrollment of at least 8,000 students
- Geographically free-standing community, rather than a suburban community in a larger metro-politan area.

City	Population	University	Students	Walk	Bike
<b>Flagstaff</b>	<b>76,831</b>	<b>No Arizona Univ</b>	<b>28,194</b>	<b>Bronze</b>	<b>Silver</b>
Bellingham, WA	91,482	Western Washington Univ	14,747	--	Gold
Bend, OR	99,178	Cent Oregon Comm Coll	15,701	Silver	Silver
Boulder, CO	108,250	Univ of Colorado	38,808	Gold	Platinum
Bozeman, MT	53,293	Montana St Univ	17,165	--	Silver
Cedar City, UT	35,235	So Utah Univ	14,330	--	--
Chico, CA	101,475	Cal State Chico	13,392	--	Gold
Corvallis, OR	59,922	Oregon St Univ	37,121	Gold	Gold
Davis, CA	66,850	Univ of California Davis	40,848	--	Platinum
Grand Junction, CO	65,560	Colorado Mesa Univ	9,785	--	Silver
Greeley, CO	108,795	Univ of No Colorado	8,869	--	Bronze
Laramie, WY	31,407	Univ of Wyoming	10,813	--	Bronze
Las Cruces, NM	111,385	New Mexico St Univ	15,408	--	Bronze
Logan, UT	52,778	Utah St Univ	29,831	--	Silver
Missoula, MT	73,489	Univ of Montana	11,064	--	Gold
Moscow, ID	25,435	Univ of Idaho	12,383	--	Bronze
Pocatello, ID	56,320	Idaho St Univ	12,614	--	--
Pullman, WA	32,901	Washington St Univ	20,976	--	--
San Luis Obispo, CA	47,063	Cal Polytechnical St Univ	22,842	--	Gold
Santa Cruz, CA	62,956	Univ of Cal Santa Cruz	19,938	--	Gold
St George, UT	95,342	Utah Tech Univ	12,556	--	Silver
Average	69,331		19,399		

Sources: U.S. Census Bureau, Wikipedia, Walk Friendly Communities, Bicycle Friendly Communities

A peer cities comparison puts Flagstaff’s mode share numbers in context with similar communities, and it allows establishment of realistic performance targets for modal split based on what Flagstaff’s peers have been able to achieve. The information also provides direction where to find successful programs to emulate to increase walking, biking, and transit in Flagstaff.

Walking and biking are important for many of these communities. All but three have been designated as Bicycle Friendly Communities, including two at the platinum level, five at the gold level, and four at the silver level. Three peer cities have been designated as Walk Friendly Communities, two at the gold level and one at silver.

Flagstaff has been designated as a Bicycle Friendly Community at the silver level and a Walk Friendly Community at the bronze level.



### Mode share comparison

Figures 5.3 through 5.7 on the following pages rank Flagstaff’s mode share relative to the 17 peer cities. All of the information provided for this comparison was drawn from American Community Survey five-year estimates for means of transportation to work for the five-year period ending at the close of 2018.

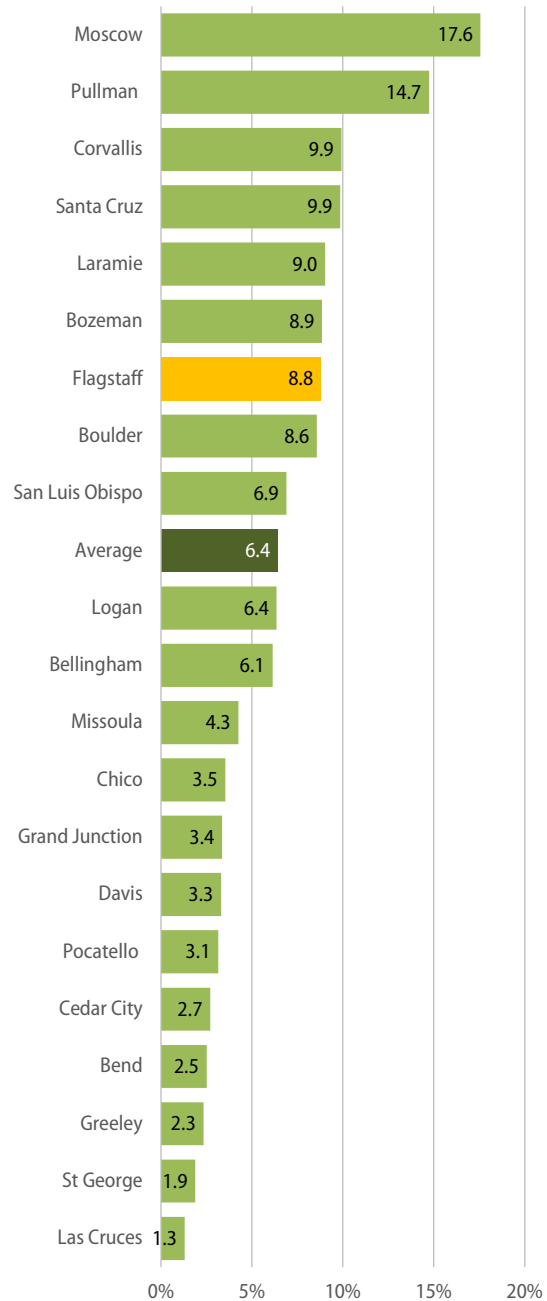
Flagstaff rankings are consistently middle-of-the-pack, and its mode share numbers are below the average of its peer communities in all modes but walking.

- For walking mode share, Flagstaff ranks third behind Pullman and Moscow. Flagstaff’s walking percentage of 11.5 percent is higher than the average of 7.9 percent for all 20 communities.
- Flagstaff’s biking mode share of 3.6 percent places it 12th out of 20 communities, and somewhat below the average of 5.1 percent.
- Transit mode share in Flagstaff is 11th of 20 communities, and at 1.9 percent is less than the average of 2.8 percent.
- Overall, Flagstaff’s combined walk-bike-transit mode share of 17.0 percent is ninth highest among the 19 peer communities, and above the average of 15.8 percent.

This analysis indicates that there is an opportunity for Flagstaff to grow mode share to levels that are more closely aligned with the higher performers among its peer communities:

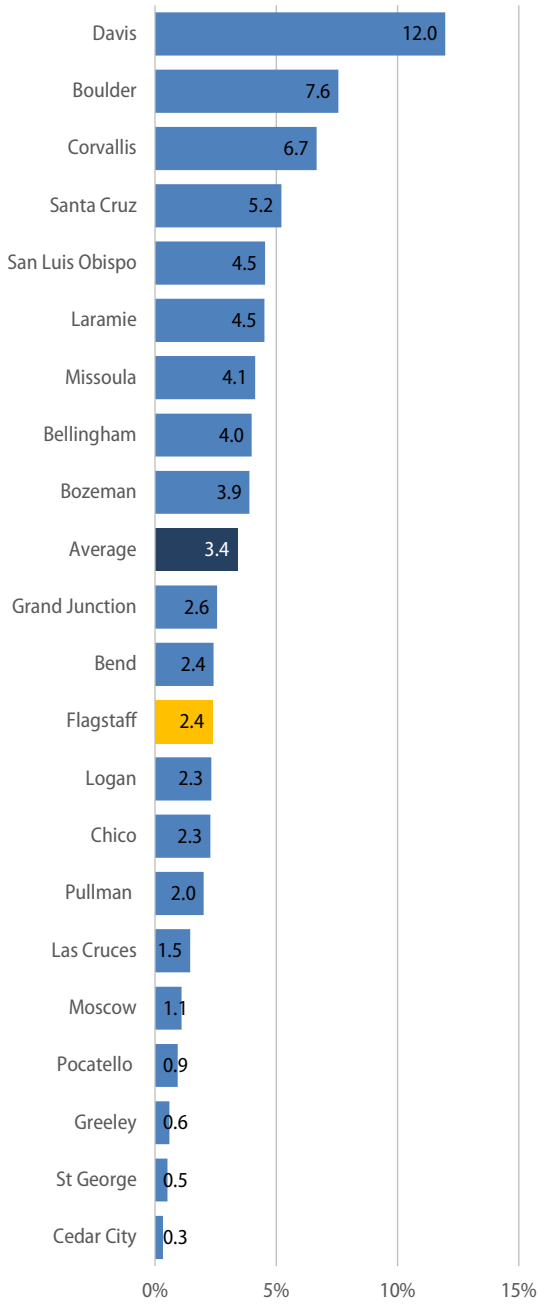
- If Flagstaff’s walking mode share remained constant, and bicycling and transit increased to the averages of its peers, the combined walk-bike-transit mode share in Flagstaff would grow from 13.9 to 16.0 percent.
- If Flagstaff were in the top five of its peer communities for all modes, the combined walk-bike-transit mode share would climb from 13.9 to 18.8 percent.

Figure 5.3  
**Walking comparison, peer cities**



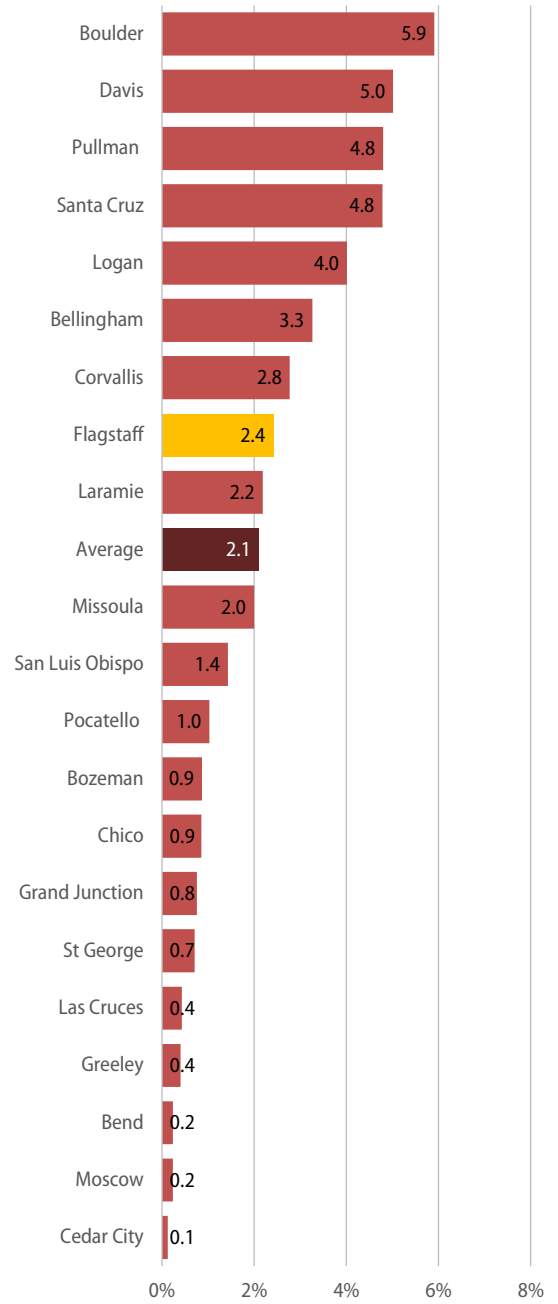
Source: ACS 5-Year Estimates 2019-2023

**Figure 5.4**  
**Bicycling comparison, peer cities**



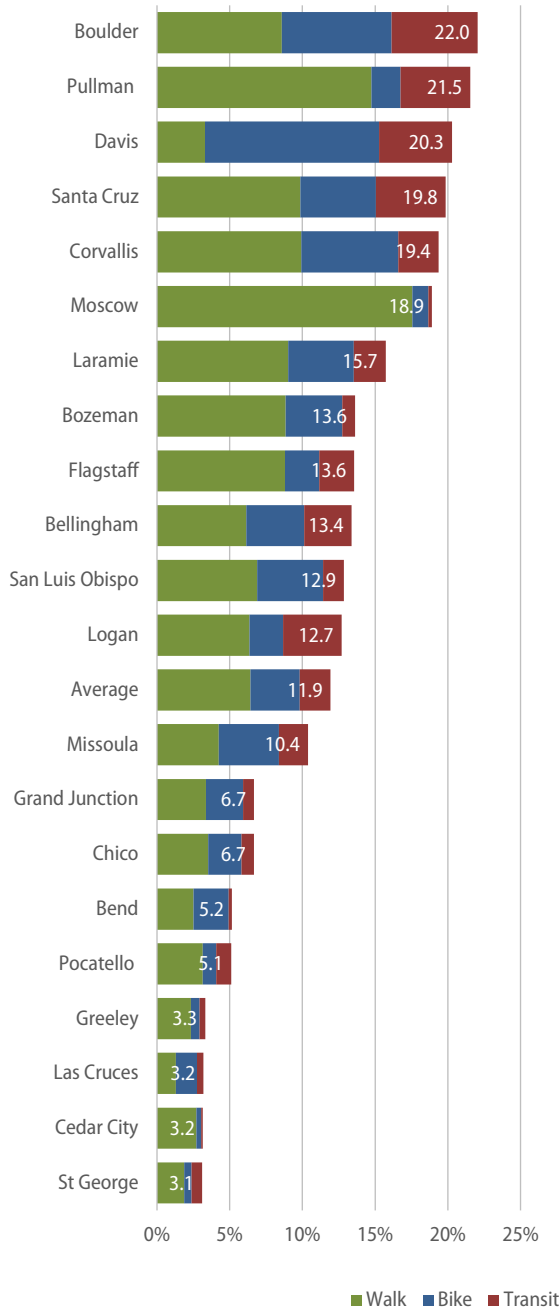
Source: ACS 5-Year Estimates 2019-2023

**Figure 5.5**  
**Transit comparison, peer cities**



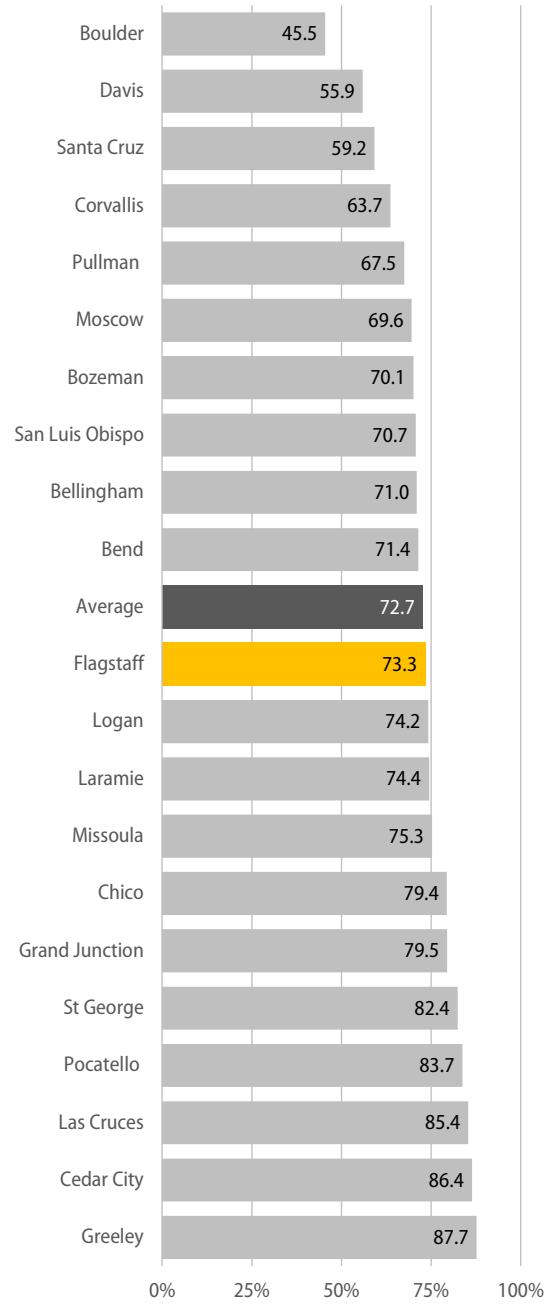
Source: ACS 5-Year Estimates 2019-2023

Figure 5.6  
Walk-bike-transit comparison, peer cities



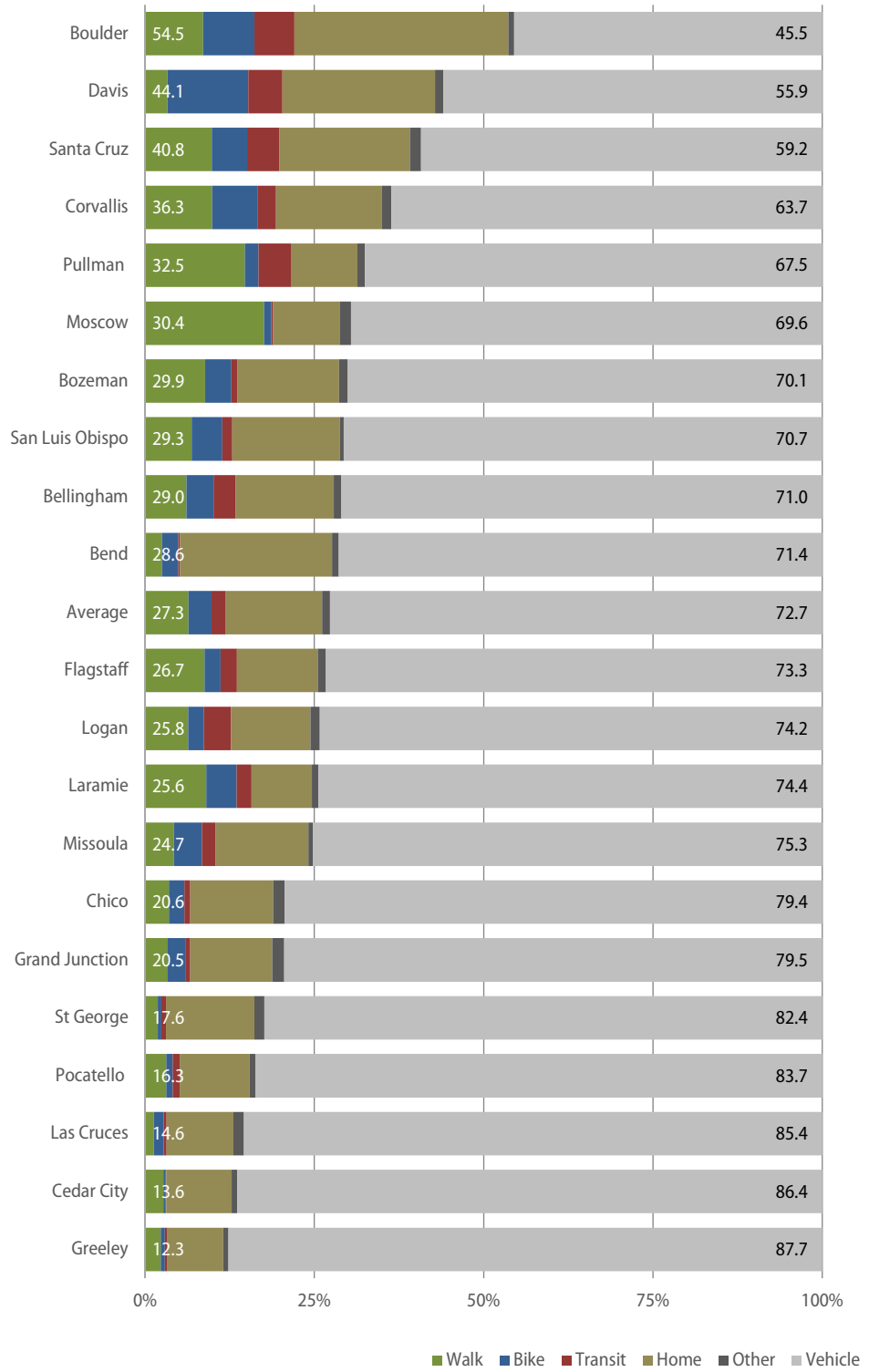
Source: ACS 5-Year Estimates 2019-2023

Figure 5.7  
Private vehicle comparison, peer cities



Source: ACS 5-Year Estimates 2019-2023

Figure 5.8  
**Mode share comparison, peer cities**



Source: ACS 5-Year Estimates 2017-2021

### Walk - bike - transit score

Walk Score, Bike Score and Transit Score (walkscore.com) are online rating services that measure the walkability, bicycle friendliness, and transit access of a community or neighborhood. The score provide another way for Flagstaff to evaluate its active transportation status against its peer cities.

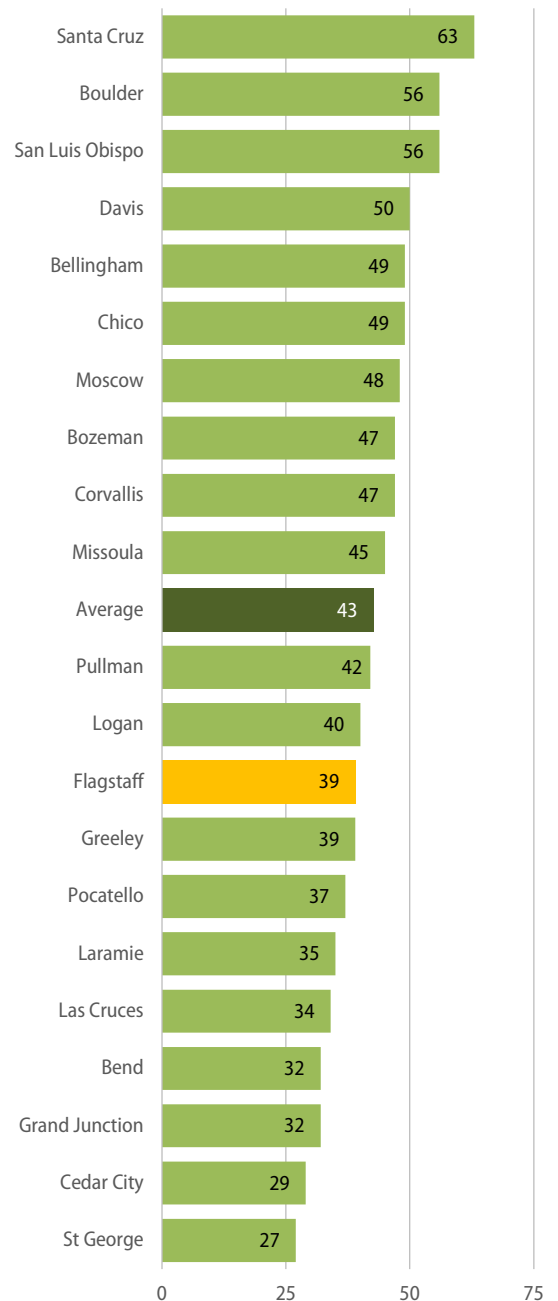
#### Walk score

Walk Score measures walkability based on several factors, including the number and density of destinations and amenities within a five-minute walk, population density, and street characteristics like block length and intersection density.

- Flagstaff’s community Walk Score is 39 out of 100, which places us in the Car Dependent category and indicates that most errands require a car.
- Most of our peer cities are also in this category; only four (Santa Cruz, San Luis Obispo, Boulder, and Davis) score above 50 and fall into the Somewhat Walkable category.
- A Walk Score of 39 places Flagstaff at 14th in the list of 20 peer cities, and below the average Walk Score of 43 for these communities.

This score may seem somewhat inconsistent with the fact that other mode share measures indicate that walking may be our most robust active transportation mode. However, the contradiction may be explained by the difference in walkability and walking mode share numbers between the core area of Flagstaff and the rest of the city. This explanation is supported by Walk Score of 89 for downtown Flagstaff and 93 for the Southside.

Figure 5.9  
Walk score, peer cities



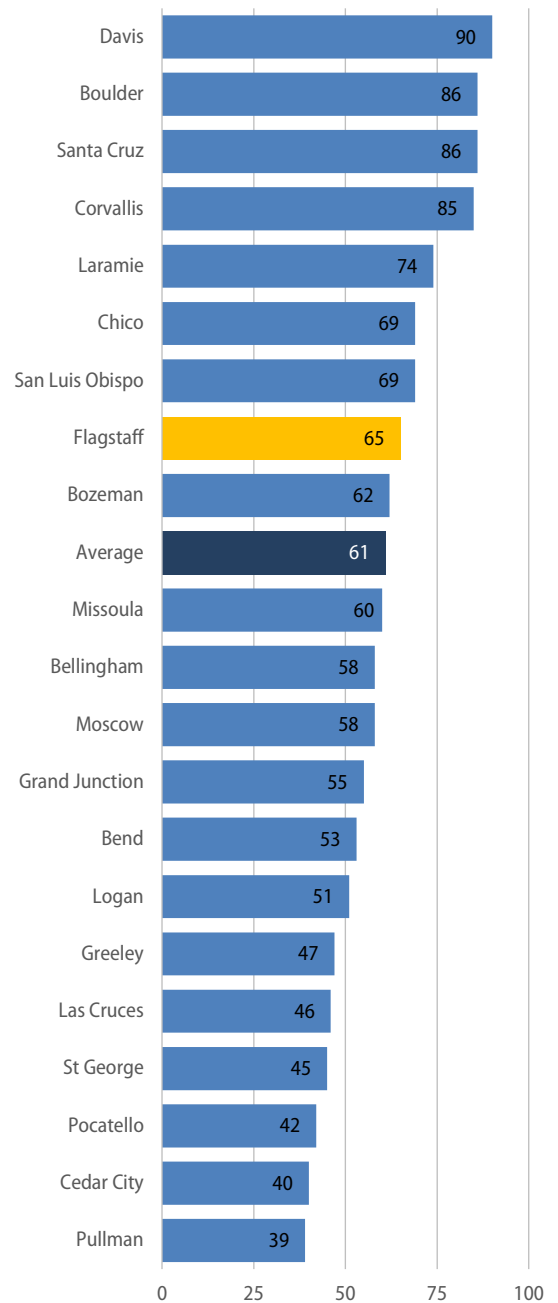
Source: walkscore.com

### Bike score

Bike Score, as a measure of bicycle friendliness, takes into account bike infrastructure like bike lanes and trails, the density of destinations and amenities, hills, and the number of bicycle commuters.

- Flagstaff’s bike score is 65 out of 100, which places us in the Bikeable category and means Flagstaff has some bike infrastructure available.
- Flagstaff’s Bike Score is eighth out of the 20 peer cities, and just above the average of 61 for all 20.
- Four peer cities (Santa Cruz, Boulder, Corvallis, and Laramie) score between 70 and 89, which falls in the Very Bikeable category. Davis scores 90 which places it in the Biker’s Paradise category.

Figure 5.10  
**Bike score, peer cities**



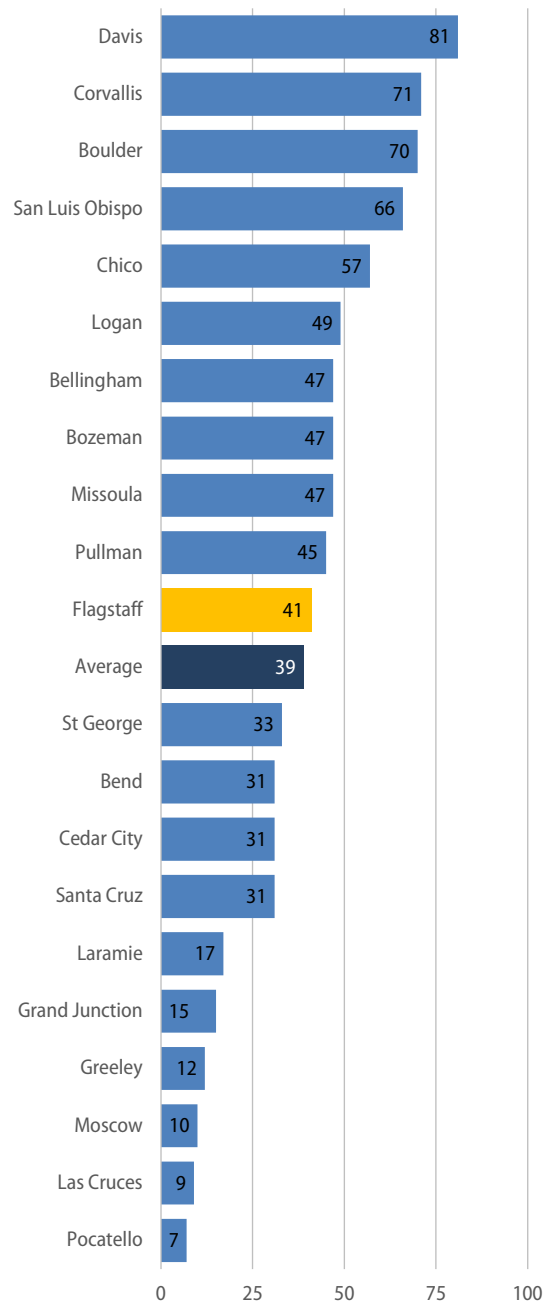
Source: walkscore.com

### People for Bikes City Ratings

People for Bikes ([www.peopleforbikes.org/](http://www.peopleforbikes.org/)) annually rates almost 1500 communities across the country as part of its City Ratings program. Each community is given a score of 0 to 100 to indicate the quality of the bicycle network; a high score indicates that most common destinations are accessible by safe, comfortable bike routes that serve people of all ages and abilities.

- City Ratings are available for all of Flagstaff’s peer communities and range from a low of 6 to a high of 77.
- Flagstaff’s score of 40 places it eleventh of the 20 peer communities, just above the average score of 37.
- There are four communities at the top of the list with a score of 62 or higher, led by Davis with a score of 77, and followed by Boulder, Corvallis, and San Luis Obispo.

Figure 5.12  
**People for Bikes City Ratings, peer cities**



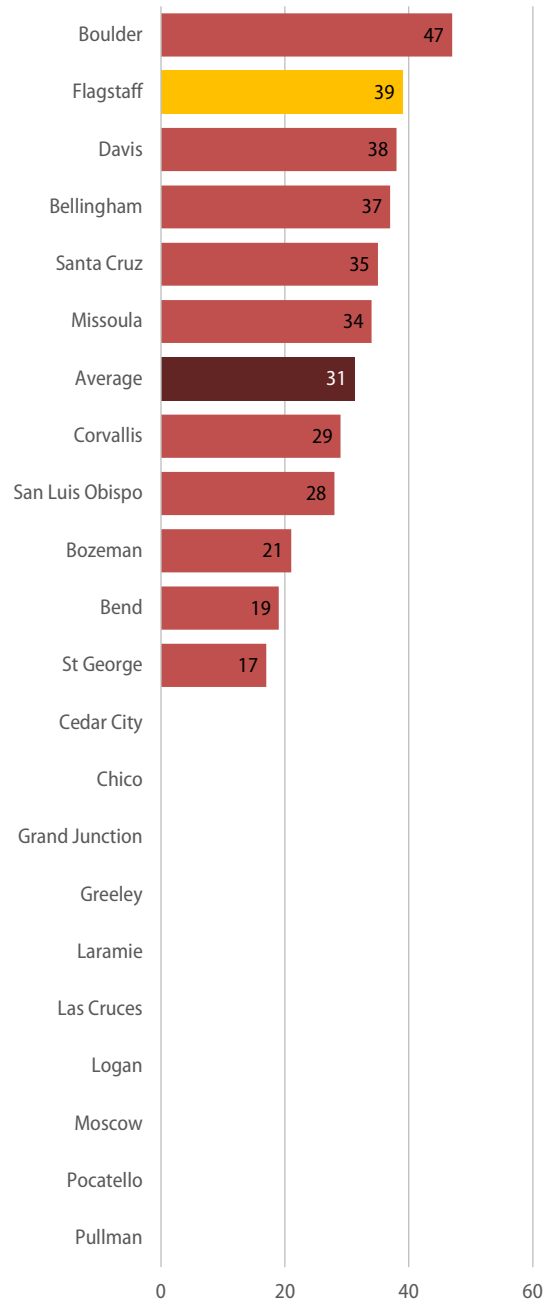
Source: People for Bike City Ratings 2023

**Transit score**

This score is a measure of how well a community or neighborhood is served by transit, and includes factors such as the frequency of buses and the distance to stops. A Transit Score is available for only 11 of the 20 peer cities.

- Flagstaff’s Transit Score of 39 of 100 places us second on the list of 11, above the average of 31.
- A score of 39 falls within the category of Some Transit, meaning that there are a few nearby public transportation options.
- Most of our peers (for which a transit score is available) also fall into this category. Boulder is somewhat of an outlier at the top of the category with a score of 47. Three cities at the bottom of the list fall into the Minimal Transit category.

Figure 5.11  
**Transit score, peer cities**



Source: walkscore.com

## **6** Other demographics

This section examines mode share information for several specific demographics in Flagstaff, including gender, race, poverty status, and disability status, to discern trends or patterns in active mode use among these groups. This data can better inform our transportation policies and practices and help enhance mobility for all residents, regardless of circumstance.

The mobility needs and interests of all segments of the population are not always represented in transportation planning, even though some populations and demographics may be more reliant on active modes and are more likely to be affected by variations and disparities in transportation services.

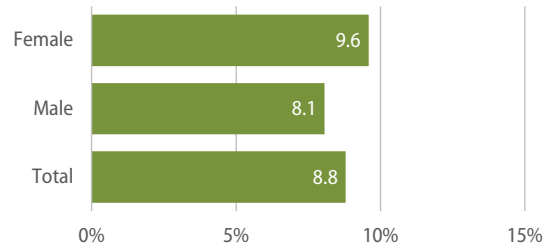
Mode share data collected for this section is not as consistently available as previous sections in this document. All of the information presented below is drawn from American Community Survey means of transportation to work data, however there are variations in time frames, geography, and organization of the data for each of the demographics. More detail about the source and nature of the information is included below for each topic.

## Mode share by gender

Mode share information by gender is gathered from the American Community Survey five-year estimates from 2017-2021 for the city of Flagstaff.

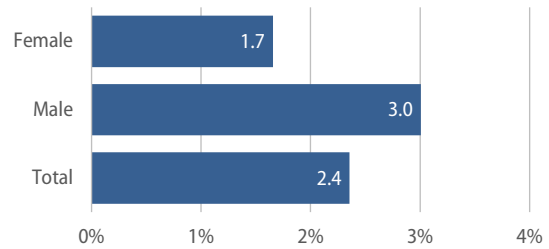
- Overall, women are much more likely to use active modes for their work commute. A total of 15.4 percent of women's work trips are made by walking, biking, or transit, compared to only 12.6 percent of the work trip for men.
- Women are more likely to walk to work than men. Among women, 12.1 percent walk to work, compared to only 7.6 percent of men.
- Conversely, women bike to work at a significantly lower rate than men, 1.6 compared to 3.1 percent.

Figure 6.1  
**Walking by gender**



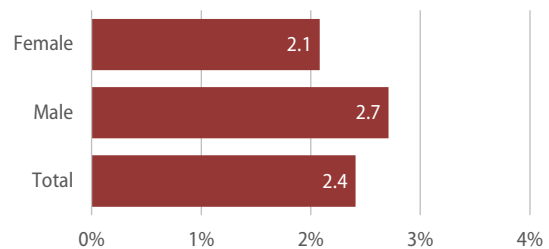
Source: ACS 5-Year Estimates 2019-2023

Figure 6.2  
**Biking by gender**



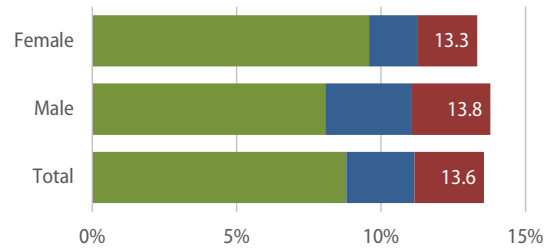
Source: ACS 5-Year Estimates 2019-2023

Figure 6.3  
**Transit by gender**



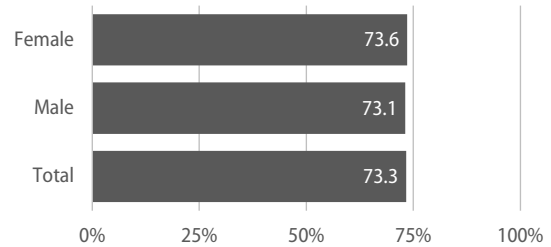
Source: ACS 5-Year Estimates 2019-2023

Figure 6.4  
**Walk-bike-transit by gender**



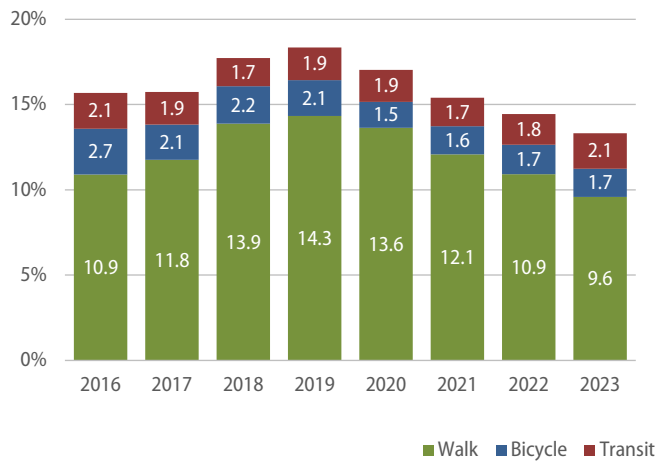
Source: ACS 5-Year Estimates 2019-2023

Figure 6.5  
**Private vehicle by gender**



Source: ACS 5-Year Estimates 2019-2023

Figure 6.20  
**Mode share over time for women**



Source: ACS 5-Year Estimates 2019-2023 (Coconino County)

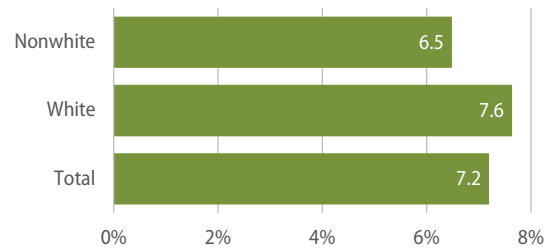
## Mode share by race

Data on mode share broken out by race is taken from the American Community Survey five-year estimates for 2017-2021. This information is available for all of Coconino County but not for the city of Flagstaff alone. In rural portions of the county outside Flagstaff, mode share numbers tend to be significantly lower.

For this analysis, white includes any individual whose race is listed as white-alone, while nonwhite is an aggregate of Census categories for Black or African American, American Indian or Alaska native, Asian, native Hawaiian or other Pacific islander, two or more races, or other race.

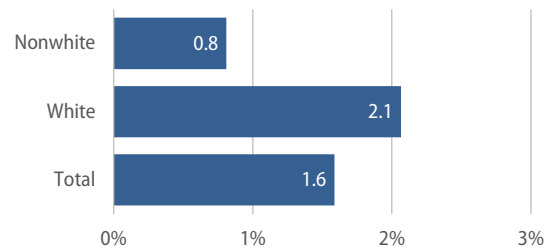
- Nonwhite individuals are less likely to bike to work; 1.9 percent of white workers in Coconino County bikes to work, but only 0.8 percent of the nonwhite work force.
- Nonwhite commuters are slightly more likely to walk to work than white workers, 8.3 to 7.8 percent.
- Overall, the nonwhite population is somewhat less likely to use active modes; 10.8 percent to 11.4 percent for commuting to work.

Figure 6.6  
**Walking by race**



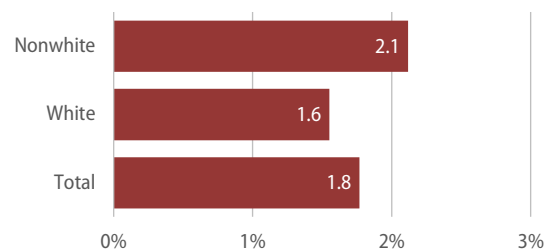
Source: ACS 5-Year Estimates 2019-2023 (Coconino County)

Figure 6.7  
**Biking by race**



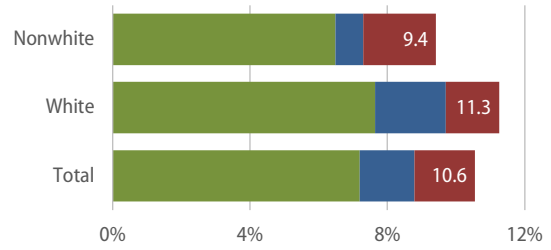
Source: ACS 5-Year Estimates 2019-2023 (Coconino County)

Figure 6.8  
**Transit by race**



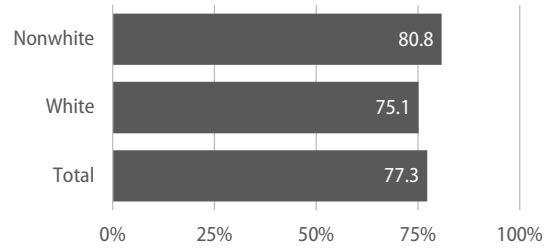
Source: ACS 5-Year Estimates 2019-2023 (Coconino County)

**Figure 6.9**  
**Walk-bike-transit by race**



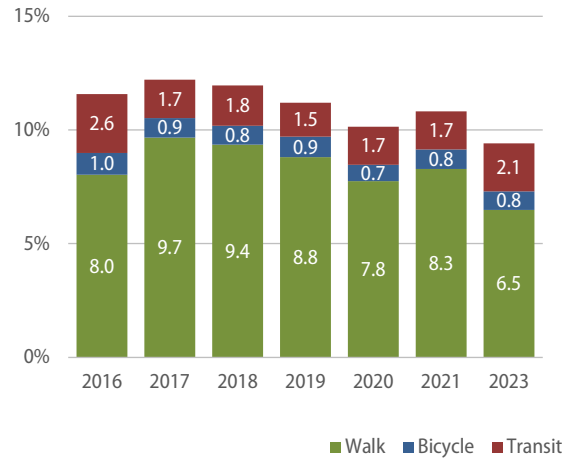
Source: ACS 5-Year Estimates 2019-2023 (Coconino County)

**Figure 6.10**  
**Private vehicle by race**



Source: ACS 5-Year Estimates 2019-2023 (Coconino County)

**Figure 6.20**  
**Mode share over time for nonwhite individuals**



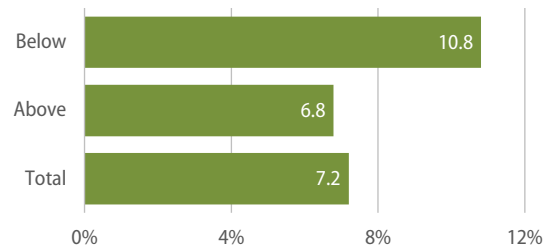
Source: ACS 5-Year Estimates 2019-2023 (Coconino County)

### Mode share by poverty status

Mode share data for poverty status is taken from the American Community Survey five-year estimates (2017-2021) for Coconino County. Poverty status is defined in the American Community Survey as having an income below 100 percent of the defined poverty threshold.

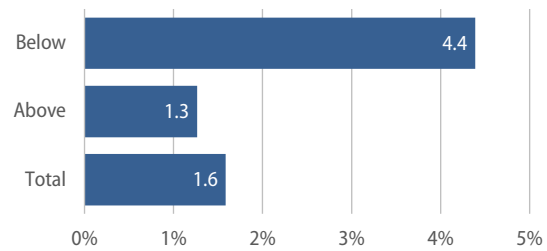
- Workers with incomes below the poverty level are significantly more likely to walk, bike, and take transit to work: the combined walk-bike-transit share is 30.4 percent for those below the poverty level, but only 7.6 percent for workers above poverty level.
- 23.6 percent of workers below the poverty threshold walk to work, compared to only 5.0 percent of those above.
- For biking to work, 2.5 percent of workers below poverty level use a bike versus 1.3 percent of workers above poverty level.
- Transit use also shows a significant disparity in the work commute; 4.3 percent of those below the poverty threshold take the bus to work, compared to only 1.3 percent of those above.

Figure 6.11  
**Walking by poverty status**



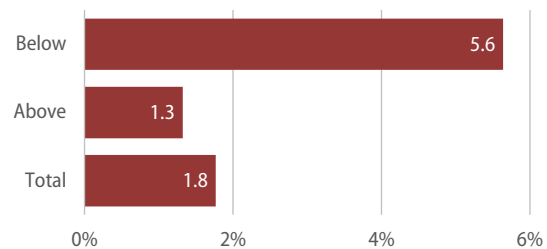
Source: ACS 5-Year Estimates 2019-2023 (Coconino County)

Figure 6.12  
**Biking by poverty status**



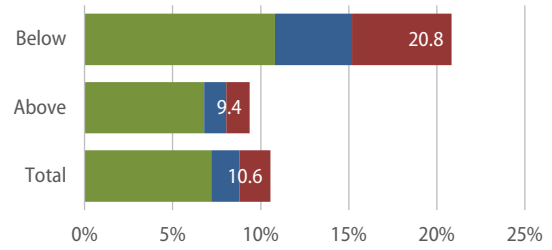
Source: ACS 5-Year Estimates 2017-2021 (Coconino County)

Figure 6.13  
**Transit by poverty status**



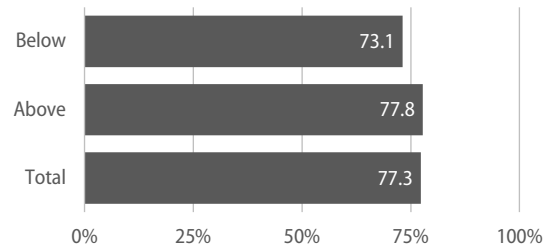
Source: ACS 5-Year Estimates 2019-2023 (Coconino County)

Figure 6.14  
**Walk-bike-transit by poverty status**



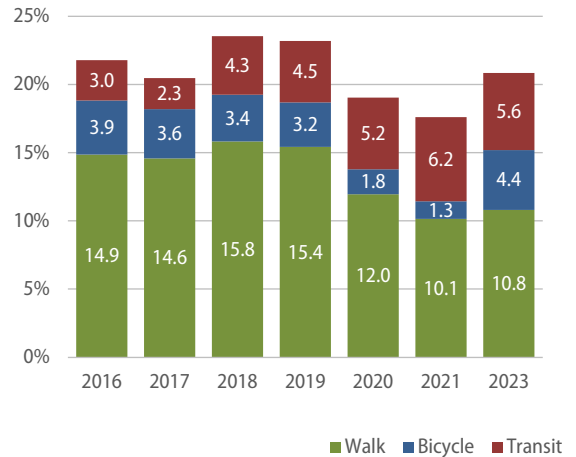
Source: ACS 5-Year Estimates 2019-2023 (Coconino County)

Figure 6.15  
**Private vehicle by poverty status**



Source: ACS 5-Year Estimates 2019-2023 (Coconino County)

Figure 6.20  
**Mode share over time for individuals below the poverty level**



Source: ACS 5-Year Estimates 2019-2023 (Coconino County)

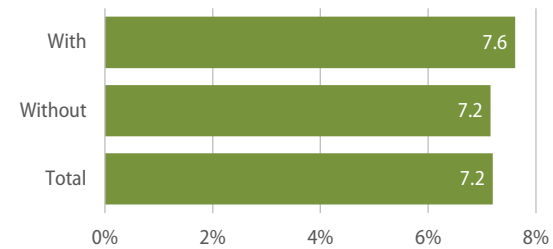
### Mode share by disability status

Information on mode share and disability status is drawn from the American Community Survey five-year estimates for 2017-2021. Like race and poverty data, means for transportation to work data by disability status is only available at the county level.

Disability status for Census purposes includes individuals who identify as having serious difficulty with basic functioning, and is measured across six aspects of disability, including hearing, vision, cognitive, ambulatory, self-care, and independent living. According to the latest American Community Survey five-year estimates (2017-2021), about 13 percent of the civilian noninstitutionalized population of Coconino County has a disability.

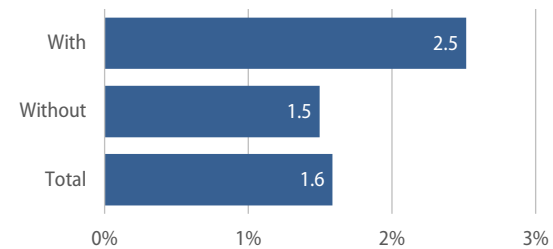
- People who identify as having a disability are significantly more likely to walk, bike, or take transit to get to work. The combined walk-bike transit commute share is 17.8 percent for people with disabilities and 10.6 percent for workers without a disability.
- The walk share for workers with a disability is 11.6 percent, compared to 7.6 percent for workers without a disability.
- The percentage of disabled people who bike to work is double the percentage of workers without a disability who bike: 2.8 to 1.4 percent.
- 3.4 percent of disabled workers take transit to work, compared to 1.6 percent of workers without a disability.

Figure 6.16  
**Walking by disability status**



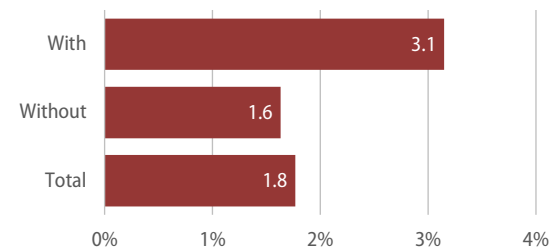
Source: ACS 5-Year Estimates 2019-2023 (Coconino County)

Figure 6.17  
**Biking by disability status**



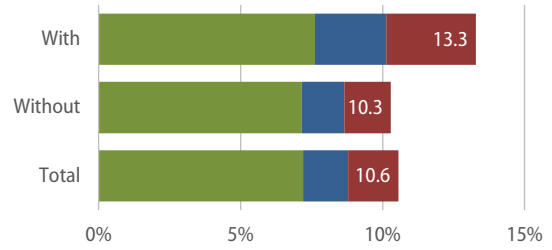
Source: ACS 5-Year Estimates 2019-2023 (Coconino County)

Figure 6.18  
**Transit by disability status**



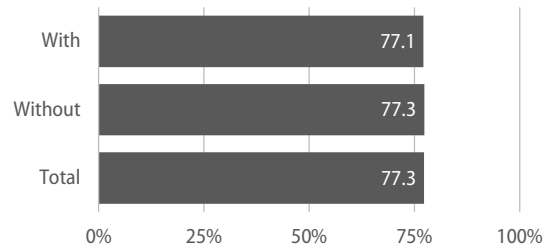
Source: ACS 5-Year Estimates 2019-2023 (Coconino County)

Figure 6.19  
**Walk-bike-transit by disability status**



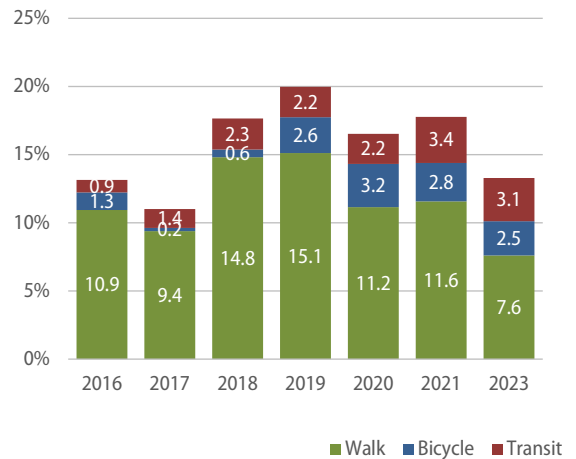
Source: ACS 5-Year Estimates 2019-2023 (Coconino County)

Figure 6.20  
**Private vehicle by disability status**



Source: ACS 5-Year Estimates 2019-2023 (Coconino County)

Figure 6.20  
**Mode share over time for individuals with a disability**



Source: ACS 5-Year Estimates 2019-2023 (Coconino County)



**Pedestrian Advisory Committee**

6. A.

**From:** Martin Ince, Multi-Modal Planner

**DATE:** 12/11/2025

**SUBJECT:** Capital planning - pedestrian and bicycle projects

---

**STAFF RECOMMENDED ACTION:**

Information and discussion

**Executive Summary:**

Discusison with the PAC and BAC on the capital planning process for pedestrian and bicycle projects. The capital planning process will run through the end of the year.

Links:

[Pedestrian and bicycle capital planning map](#)

---

**Attachments**

*No file(s) attached.*

---

**Form Review**

Form Started By: Martin Ince

Started On: 12/09/2025 07:44 AM

Final Approval Date: 12/09/2025

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**Pedestrian Advisory Committee**

6. B.

**From:** Martin Ince, Multi-Modal Planner

**DATE:** 12/11/2025

**SUBJECT:** PAC meeting dates for 2026

---

**STAFF RECOMMENDED ACTION:**

**Executive Summary:**

---

**Attachments**

PAC meeting dates for 2026

---

**Form Review**

Form Started By: Martin Ince

Started On: 12/09/2025 03:58 PM

Final Approval Date: 12/09/2025

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**City of Flagstaff**  
**PEDESTRIAN ADVISORY COMMITTEE**

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## Meeting Dates for 2026

The City of Flagstaff's **Pedestrian Advisory Committee** meets the fourth Thursday of each month at 4:30 pm. Meetings are conducted both in-person in the Council Conference Room at Flagstaff City Hall, 211 West Aspen Avenue, as well as online via Microsoft Teams [at this link](#). Members of the public are always welcome to attend and encouraged to participate.

In 2026, regular meetings are scheduled for the following dates:

- **January 22, 2026**
- **February 26, 2026**
- **March 26, 2026**
- **April 23, 2026**
- **May 28, 2026**
- **June 26, 2026**
- **July 23, 2026**
- **August 27, 2026**
- **September 24, 2026**
- **October 22, 2026**
- **November 19, 2026** (combined meeting with Bicycle Advisory Committee)
- **December 10, 2026** (rescheduled from December 24)

For further information, or to receive PAC agendas by email, please contact:

**Carlton Johnson**, Multimodal Planner  
[carlton.johnson@flagstaffaz.gov](mailto:carlton.johnson@flagstaffaz.gov)  
928 213 2694

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[christopher.phair@flagstaffaz.gov](mailto:christopher.phair@flagstaffaz.gov)  
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**Pedestrian Advisory Committee**

7. A.

**From:** Martin Ince, Multi-Modal Planner  
**DATE:** 12/11/2025  
**SUBJECT:** Safe Routes to School infrastructure study

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**STAFF RECOMMENDED ACTION:**

**Executive Summary:**

MetroPlan, the City of Flagstaff, and Mountain Line are partnering on a project to create preliminary designs for infrastructure to improve multimodal access to schools. The overall objective is to make it comfortable for people to get to school by walking, biking, or other non-vehicular means from surrounding neighborhoods within three different project areas. For the phase of work, alternatives will be identified and selected with community input.

The three projects include:

**Pine Cliff Left Turn Lane Project:** this project will explore the feasibility of adding a left turn from Pine Cliff Dr. onto Forest Avenue to better serve the surrounding schools and neighborhoods and improve efficiency of Mountain Line's Route 2.

**Knoles Elementary School and Sinagua Middle School Area Improvement Project:** This project aims to make walking, biking and other non-driving options safer, more comfortable, and easier for students and families to reach Knoles Elementary and Sinagua Middle School through an engineering study looking at crossing, sidewalks, etc.

**Northeast Schools Area Improvements Project:** This project will develop ideas for increasing safety and comfort for students and families walking, biking, or using other non-driving options to get to schools in northeast Flagstaff, including Coconino High, Mount Elden Middle, Puente de Hozho, Pine Forest Charter, and Killip Elementary.?

A survey for the Northeast Schools project is open and intended particularly for anyone with children who attend schools in the area: [Northeast Schools Community Survey](#)

Links:

- [Safe Routes to School project web page](#)
- [Northeast School Community Survey](#)

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**Attachments**

Survey flyer

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**Form Review**

Form Started By: Martin Ince

Started On: 12/09/2025 01:24 PM

Final Approval Date: 12/09/2025

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SAFE ROUTES  **TO SCHOOL**

# Community Questionnaire

**MetroPlan, the City of Flagstaff & Mountain Line** have partnered to study safety and the way we move around in the Sunnyside neighborhood.

What would make your neighborhood easier to get around on bike, foot or bus?

**Share your thoughts!**

## WHY IS YOUR FEEDBACK NEEDED?

You know your neighborhood best! Your insight about safety along your daily route is key to making meaningful improvements.

## HOW WILL YOUR FEEDBACK BE USED?

Your comments will inform the partner organizations of the most useful improvements to roads, crosswalks and bike lanes.

**Complete the questionnaire today!**



**METROPLAN**  
GREATER + FLAGSTAFF

<http://s.alchemer.com/s3/Northeast-Schools-SRTS>



**Pedestrian Advisory Committee**

7. B.

**From:** Martin Ince, Multi-Modal Planner

**DATE:** 12/11/2025

**SUBJECT:** Safe Streets Master Plan

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**STAFF RECOMMENDED ACTION:**

**Executive Summary:**

Preparation of a comprehensive complete streets/safe streets master plan for Flagstaff, using grant funding through the Safe Streets for All grant program.

Updates:

- The official project management kickoff meeting was held on December 3rd with Kittelson & Associates. We initiated work on the first group of subcomponents. This will include detailed review of existing plans and policies as well as extensive visioning.
  - A more detailed presentation was given to Transportation Commission on December 3rd.
- 

**Attachments**

*No file(s) attached.*

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**Form Review**

Form Started By: Martin Ince

Started On: 12/09/2025 01:24 PM

Final Approval Date: 12/09/2025

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**Pedestrian Advisory Committee**

7. C.

**From:** Martin Ince, Multi-Modal Planner  
**DATE:** 12/11/2025  
**SUBJECT:** Butler Ave Complete Streets Conversion

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**STAFF RECOMMENDED ACTION:**

**Executive Summary:**

This project will add separated bike lanes/sidewalk along both sides of Butler Ave between Milton and Sawmill. Other project components include protected intersections at Beaver, San Francisco, and Sawmill, an upgraded beacon crossing at Humphreys, and a new beacon crossing at O'Leary.

Updates:

- In a recent team meeting, the WSP environmental team informed us that environmental clearances are moving along as scheduled - with a goal of completion by February 2026
  - 30% design also underway as part of phase 1 work
- 

**Attachments**

*No file(s) attached.*

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**Form Review**

Form Started By: Martin Ince

Started On: 12/09/2025 01:24 PM

Final Approval Date: 12/09/2025

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**Pedestrian Advisory Committee**

7. D.

**From:** Martin Ince, Multi-Modal Planner

**DATE:** 12/11/2025

**SUBJECT:** Butler/Fourth corridor project

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**STAFF RECOMMENDED ACTION:**

**Executive Summary:**

This project consists of widening Butler Avenue generally between the I-40 interchange and Sinagua Heights. Project components include a protected roundabouts at Butler Ave/Fourth St and Butler Ave/Heraold Ranch Rd, separated bike lanes and sidewalks along the length of the corridor, continuation of the Fourth St FUTS Trail through the Fourth St roundabout, a ped/bike tunnel at Butler/Fourth, and a pedestrian beacon crossing midway between the roundabouts.

Updates:

- 30 percent plans for the project have been completed
- The City received a federal RAISE grant of \$19m for the project
- A designer has been engaged for final design
- The section of Butler Ave within the interchange of I-40 has been added to the project. Plans call for widening this segment of roadway to 6 lanes, and adding sidewalks/separated bike lanes to the outside of the abutments through the interchange
- The schedule shows completion of design by late Fall 2026, and construction beginning in Spring 2027

Links:

- [Butler-Fourth Project website](#)
- 

**Attachments**

*No file(s) attached.*

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**Form Review**

Form Started By: Martin Ince

Started On: 12/09/2025 01:24 PM

Final Approval Date: 12/09/2025

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**Pedestrian Advisory Committee**

7. E

**From:** Martin Ince, Multi-Modal Planner

**DATE:** 12/11/2025

**SUBJECT:** Micromobility share

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**STAFF RECOMMENDED ACTION:**

**Executive Summary:**

The City is working with MetroPlan and NAU to explore options for implementing a scooter/bike share program in Flagstaff.

Updates:

- The project team is continuing research for potential vendor fees and beginning discussions around procurement with the City's purchasing team.

Links:

- [City Council item](#)
- 

**Attachments**

*No file(s) attached.*

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**Form Review**

Form Started By: Martin Ince

Started On: 12/09/2025 01:25 PM

Final Approval Date: 12/09/2025

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**Pedestrian Advisory Committee**

7. F.

**From:** Carlton Johnson, Transportation Planner

**DATE:** 12/11/2025

**SUBJECT:** Road Repair and Street Safety

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**STAFF RECOMMENDED ACTION:**

**Executive Summary:**

Pavement preservation, mill and overlay on collector streets at Lockett Rd and Linda Vista, and some street rebuilds at Piute Rd, Aztec St, and Dodge Ave.

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**Attachments**

*No file(s) attached.*

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**Form Review**

Form Started By: Carlton Johnson

Started On: 12/09/2025 03:14 PM

Final Approval Date: 12/09/2025

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**Pedestrian Advisory Committee**

7. G.

**From:** Martin Ince, Multi-Modal Planner  
**DATE:** 12/11/2025  
**SUBJECT:** PAC/BAC vacancies and appointments

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**STAFF RECOMMENDED ACTION:**

**Executive Summary:**

Updates:

- At the Transportation Commission meeting of December 3, 2025, two new members were appointed to the BAC, and one new member was appointed to PAC
  - PAC has one member who is termed-out; and no current applications
  - BAC has no vacancies; and several current applications
  - The next opportunity for appointments is the Transportation Commission meeting of February 4, 2026
- 

**Attachments**

PAC appointments and terms  
BAC appointments and terms

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**Form Review**

Form Started By: Martin Ince

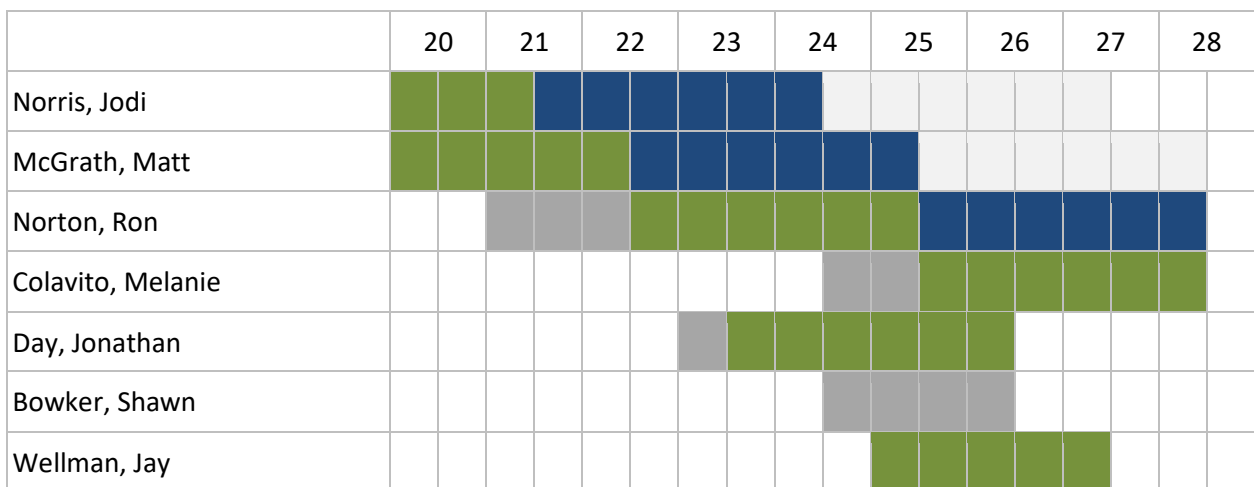
Started On: 12/09/2025 01:24 PM

Final Approval Date: 12/09/2025

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Pedestrian Advisory Committee appointments					
<i>Name</i>	<i>Appointed</i>	<i>Reappoint</i>	<i>Expires</i>	<i>Term</i>	<i>Remaining</i>
Bowker, Shawn	Sep 2024		Jul 2026	1	1
Colavito, Melanie	Sep 2024	Oct 2025	Jul 2028	1	1
Day, Jonathan	Feb 2023	Jun 2024	Jul 2026	1	1
McGrath, Matt	Aug 2019	Dec 2022	Jul 2025	2	0
Norris, Jodi	Feb 2017	Aug 2022	Jul 2024	2	0
Norton, Ron	Feb 2021	Oct 2025	Jul 2028	2	0
Wellman, Jay	Dec 2024		Jul 2027	1	1

Pedestrian Advisory Committee terms			
<i>Name</i>	<i>Partial</i>	<i>First</i>	<i>Second</i>
Bowker, Shawn		Sep 2024 – Jul 2026	
Colavito, Melanie	Sep 2024 – Jul 2025	Jul 2025 – Jul 2028	
Day, Jonathan	Feb 2023 – Jul 2023	Jul 2023 – Jul 2026	
McGrath, Matt		Aug 2019 – Jul 2022	Jul 2022 – Jul 2025
Norris, Jodi	Feb 2017 – Jul 2018	Jul 2018 – Jul 2021	Jul 2021 – Jul 2024
Norton, Ron	Feb 2021 – Jul 2022	Jul 2022 – Jul 2025	Jul 2025 – Jul 2028
Wellman, Jay		Dec 2024 – Jul 2027	



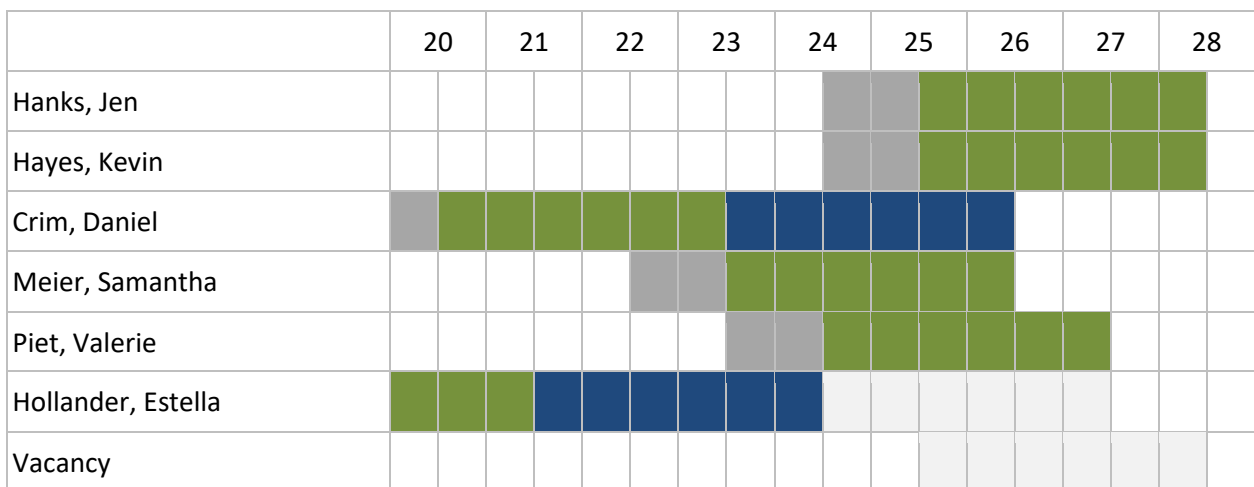
PAC members since 2007

<i>Name</i>	<i>From</i>	<i>To</i>
Austin, Kim*	May 2008	Jan 2017
Bowker, Shawn	Sep 2024	
Browning, Joyce	Dec 2008	Aug 2016
Colavito, Melanie	Sep 2024	
Cruickshank, Brandon*	Dec 2015	Jan 2022
Daggett, Becky	Jul 2007	Sep 2007
Day, Jonathan	Feb 2023	
Duncan, Georgia*	Jul 2007	Sep 2015
Grasso, Sharon	Jul 2007	Mar 2010
Hagerman, Nancy	Apr 2023	Oct 2024
Holeva-Eklund, Whitney	Feb 2021	Nov 2022
Hosterman, Megan	Aug 2018	Aug 2019
Huerta, Tahany	Feb 2021	Aug 2023
Junk, Alexis	Apr 2023	Jun 2024
Langford, Adam	Aug 2014	Sep 2015
LeBlanc, Cecile	Dec 2008	Aug 2016
McDonald, Mike	Jul 2007	Apr 2008
McGrath, Matt*	Aug 2019	
McMillan, Tracy	Jan 2018	Apr 2018
Norris, Jodi	Feb 2017	
Norton, Ron	Feb 2021	
Oehme, Kathy	Jul 2007	Jul 2008
Schwartz, Zach	Aug 2016	Sep 2022
Snow, Rebecca	Apr 2009	Sep 2010
Stearns, Stephanie	Dec 2015	Dec 2016
Taylor, Heather*	Jul 2007	Jun 2016
Tuck, Jim	Jul 2011	Feb 2016
Tuck, Jim	Aug 2007	Oct 2008
Welch, Jack*	Jul 2007	Oct 2011

Welch, Jack	Aug 2016	Feb 2021
Wellman, Jay	Dec 2024	
White, Cynthia	May 2008	Aug 2008
Wynne, Denise	Apr 2016	Oct 2018
Young, Amy	Aug 2016	Sep 2018
Zimmer, Shay	Aug 2019	Jul 2020
*Chair		

Bicycle Advisory Committee appointments					
Name	Appointed	Reappointed	Expires	Term	Remaining
Crim, Daniel	Feb 2019	Jun 2024	Jul 2026	2	0
Hanks, Jen	Jun 2024	Oct 2025	Jul 2028	1	1
Hayes, Kevin	Jun 2024	Oct 2025	Jul 2028	1	1
Hollander, Estella	Jan 2018	Aug 2022	Jul 2024	2	0
Meier, Samantha	Aug 2022	Jun 2024	Jul 2026	1	1
Piet, Valerie	Dec 2022	Jun 2024	Jul 2027	1	1
Vacancy			Jul 2028		

Bicycle Advisory Committee terms			
Name	Partial	First	Second
Crim, Daniel	Feb 2019 – Jul 2020	Jul 2020 – Jul 2023	Jul 2023 – Jul 2026
Hanks, Jen	Jul 2024 – Jul 2025	Jul 2025 – Jul 2028	
Hayes, Kevin	Jul 2024 – Jul 2025	Jul 2025 – Jul 2028	
Hollander, Estella	Jan 2018 – Jul 2018	Jul 2018 – Jul 2021	Jul 2021 – Jul 2024
Meier, Samantha	Aug 2022 – Jul 2023	Jul 2023 – Jul 2026	
Piet, Valerie	Jan 2022– Jul 2024	Jul 2024 – Jul 2027	
Vacancy		Jul 2025 – Jul 2028	



## BAC members since 2007

<i>Name</i>	<i>From</i>	<i>To</i>
Austin, Kim	Feb 2017	Jul 2024
Blackman, Jan	Jul 2007	May 2011
Blanchard, David	Jul 2007	Aug 2016
Crim, Daniel*	Feb 2019	
Goulden, Jeff	Jan 2018	Jun 2022
Hall, Richard	Jul 2007	Aug 2016
Hanks, Jen	Jul 2024	
Haughwout, Mark*	Aug 2016	Jun 2021
Hayes, Kevin	Jul 2024	
Hollander, Estella	Jan 2018	
Hueftle, Susan*	Aug 2016	Jul 2024
Kelly, Kainoa	Jul 2024	Aug 2025
Lane, Ken*	Jul 2007	Dec 2015
McGhee, Joseph	Dec 2015	May 2016
Meier, Samantha	Aug 2022	
Melis, Lizette	Jul 2007	Sep 2009
Mitchell, Matthew	Aug 2016	Jul 2024
Norris, Jodi	Jul 2007	Aug 2016
Owen, Paul	Aug 2014	Sep 2015
Parkes, Kevin	Jul 2007	May 2011
Penado, Margaret	Aug 2016	Jun 2018
Piet, Valerie	Jan 2022	
Richard, Steven*	Dec 2015	Dec 2016
Sheridan, Katie	Jul 2011	Oct 2013
Sherman, Kent	Jul 2011	Jul 2012
Stevenson, Jeff	May 2013	Apr 2017
Street, Melanie	Jul 2011	Feb 2014
Street, Melanie	Aug 2016	May 2017
Welch, Jack	Aug 2014	Aug 2016

*Chair		
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