



LONE TREE OVERPASS

***Economic Impact Study &
Elden Corridor
May 24, 2022***



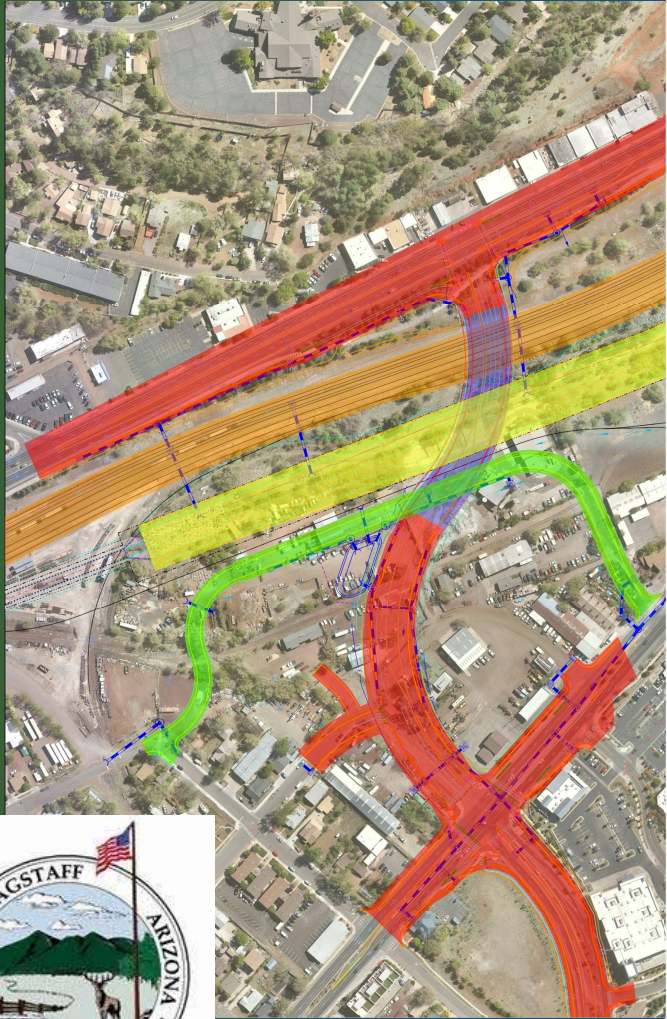


AGENDA

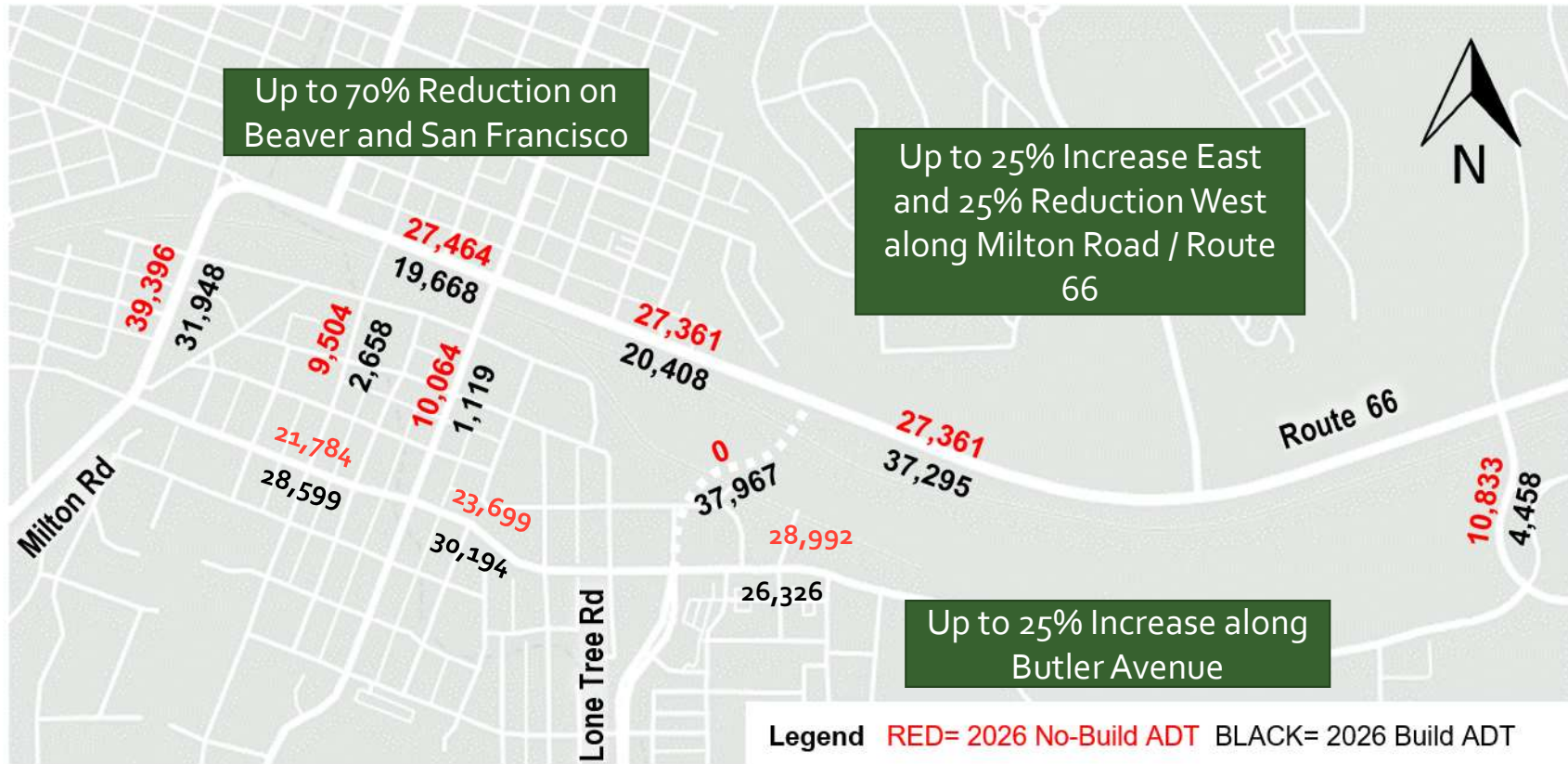
- ✧ Economic Impact Study
- ✧ Elden Corridor
- ✧ Street Calming

Economics

- ✧ Change in Traffic Patterns
- ✧ Approach
- ✧ Impacts
- ✧ Gentrification



Anticipated Changes to Traffic Behavior





Approach

✧ What impact will diversion of traffic have on key Southside commercial corridors?

- » San Francisco/Beaver – Reduction in vehicles
- » Butler/Lone Tree – Increase in vehicles
- » Milton/Route 66 – Increase East of Lone Tree / Decrease West of Lone Tree

✧ Key considerations

- » Vehicular traffic impacts – No impacts from multi-modal considered
- » Spending impacts
 - ☑ “Opportunity” vs. “destination” sales
 - ☑ Spending per trip



Traffic Impacts

Average Annual Change in Automobile Trips Stopping in Each Commercial District, by District and Year

COMMERCIAL DISTRICT	2026	2040
Beaver/San Francisco District	-505,370	-561,740
Butler/Lone Tree District	+239,010	+480,870

Source: WSP analysis

Spending Impacts

Estimated Total and Average Annual Change in Consumer Spending by Business Type, 2026 to 2040 (2021\$)

BUSINESS TYPE	BEAVER/SAN FRANCISCO DISTRICT		LONE TREE/BUTLER DISTRICT	
	TOTAL	AVERAGE ANNUAL	TOTAL	AVERAGE ANNUAL
Convenience Retail	-\$70,100	-\$4,700	\$167,500	\$11,200
Business Retail	-\$2,171,300	-\$144,800	\$1,482,800	\$98,900
Grocery Retail	-\$83,200	-\$5,500	\$198,900	\$13,300
Recreation	-\$10,500	-\$700	\$10,000	\$700
Food Services and Drinking Places	-\$2,455,300	-\$163,700	\$1,467,100	\$97,800
Personal Care Services	-\$270,200	-\$18,000	\$146,800	\$9,800
Auto Repair	-\$205,800	-\$13,700	\$0	\$0
Total	-\$5,266,500	-\$351,100	\$3,473,000	\$232,000

Source: WSP analysis of BLS Consumer Expenditure Survey and City of Flagstaff's Southside Community Plan data

Annual spending in Flagstaff in 2020 is estimated \$3.2 Billion per the Annual Comprehensive Financial Report

Economic Impacts

Estimated Economics Impacts (2021\$)

Commercial District	Type of Impact	2026	2040	Average Annual
Beaver/San Francisco District	Output	-\$384,000	-\$426,000	-\$408,000
	Employment	(4.0)	(4.4)	(4.2)
	Earnings	-\$121,000	-\$134,000	-\$128,000
Butler/Lone Tree District	Output	\$167,000	\$336,000	\$248,000
	Employment	1.8	3.6	2.7
	Earnings	\$52,000	\$104,000	\$77,000
Net Change	Output	-\$216,000	-\$90,000	-\$160,000
	Employment	(2.2)	(0.8)	(1.6)
	Earnings	-\$69,000	-\$30,000	-\$52,000

Source: WSP analysis of BLS Consumer Expenditure Survey and City of Flagstaff's Southside Community Plan data

Flagstaff employs 72,000 workers per the Bureau of Labor Statistics



Intersection Alternatives – Economics

- ✧ **General shift in projected consumer spending from Beaver / San Francisco to Butler / Lone Tree due to shift in traffic patterns**
- ✧ **Net change in spending is estimated equivalent of 1.6 jobs**
 - » Conservatively estimated, does not account for improved walkability/cycling on Beaver/San Francisco, construction job impacts, or Southside Community Plan improvements
 - » Does not account for increase in productivity due to decreased travel times



Mitigation Strategies

- ✧ Natural adjustment in business type may increase Destination Businesses (reducing impacts)
- ✧ Bike Corridors would increase Destinations for multi-modal (impacts were not included in study)
- ✧ Will be taking this information to the Public for other ideas



Lone Tree Overpass and Gentrification Risks

✧ Defining Gentrification

- » **Displacement** of existing residents or of certain demographics over long run
 - ☑ Typically caused by demand for housing exceeding supply, growth in housing costs, and/or an area becoming more desired by people with higher incomes/wealth
- » Change in **community character/culture**, represented by the social and built environment
 - ☑ May be caused by significant/rapid development activity, lack of legal and social protections, changes in demographics of residents/visitors, or external shocks
 - ☑ To our reading, this appears to be the primary concern in Southside Community Plan (and other materials on gentrification in Flagstaff)



Lone Tree Overpass and Gentrification Risks

GENTRIFICATION RISK	SUMMARY OF RISK IMPACT	LONE TREE OVERPASS CONTRIBUTION
Northern Arizona University growth and expansion	High. Increase in demand for student housing.	Mitigates by improving travel times.
Climate Migration, short-term rentals, and second homes	Medium. Increase in housing demand (primary, secondary, short-term rentals)	Improves access to Southsides facilitating risk.
Rio de Flag Flood Control Project	High. Reduces risk of flood impacts.	No impact.
Attractive neighborhood character	Medium. Desirable neighborhood.	May reduce cut-through traffic improving livability.
Demand for parking	Mixed. May require redevelopment to accommodate changing desires / car friendly infrastructure.	Low impact through improved network mobility for vehicles.
Property demolition and redevelopment	Medium. Changes neighborhood character and can have drive further redevelopment.	Lone Tree involves redevelopment and may contribute to this.
Lone Tree Overpass (overall)	<ol style="list-style-type: none"> 1. Overall impacts are considered Low. Project contributes and offsets, doesn't drive risk. 2. Gentrification is already at a medium/medium-high risk due to desirable location/characteristics 3. Area drivers are largest risks for gentrification (i.e. proximity NAU and downtown) 	

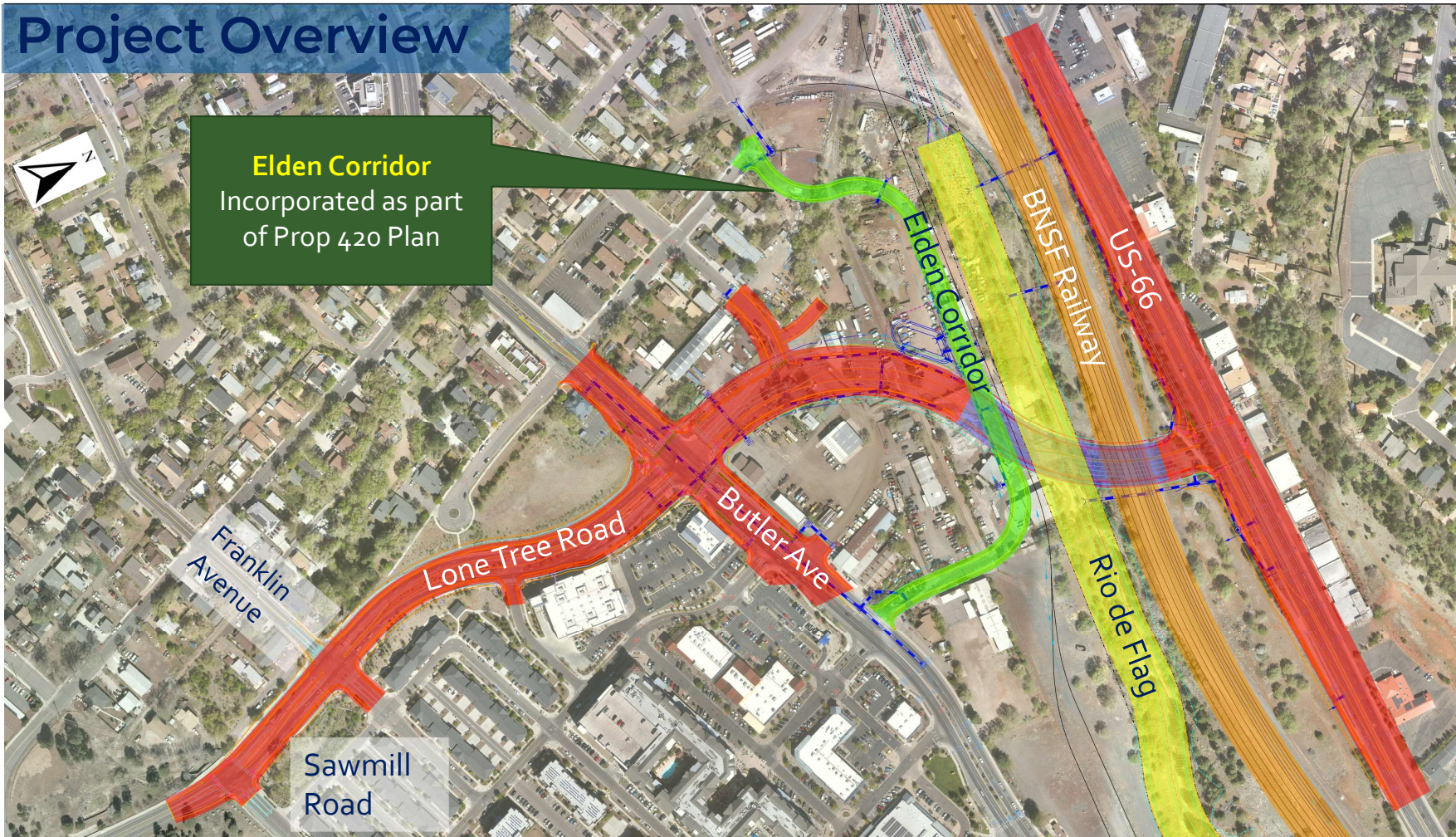


Elden Corridor

- ✧ Review Concept
- ✧ Identify Concerns
- ✧ Discussion Mitigation
- ✧ Identify Path Forward



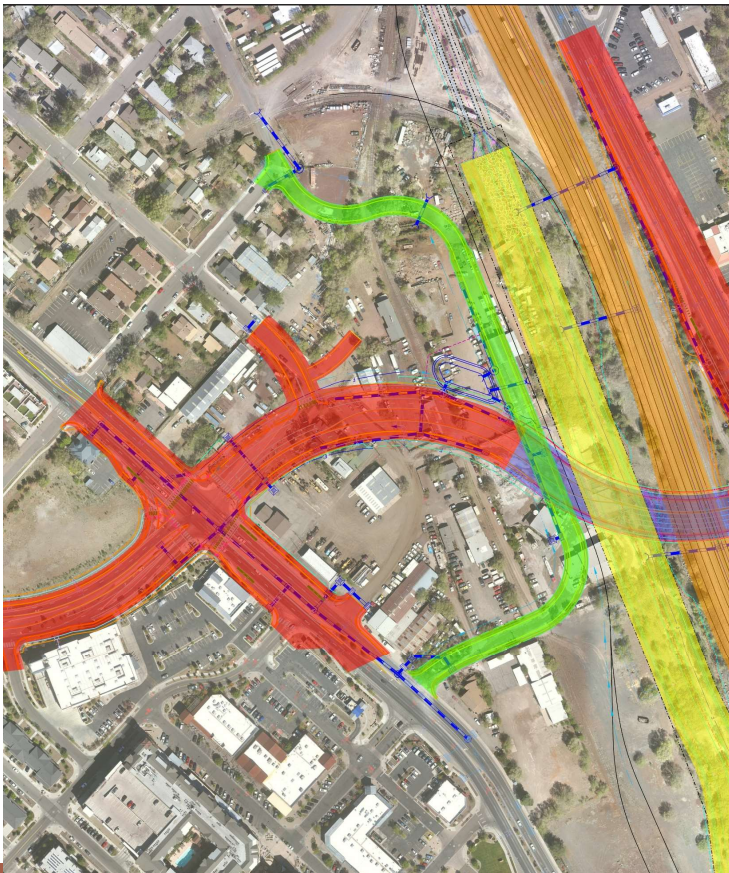
Project Overview



Elden Corridor
Incorporated as part
of Prop 420 Plan



Corridor History

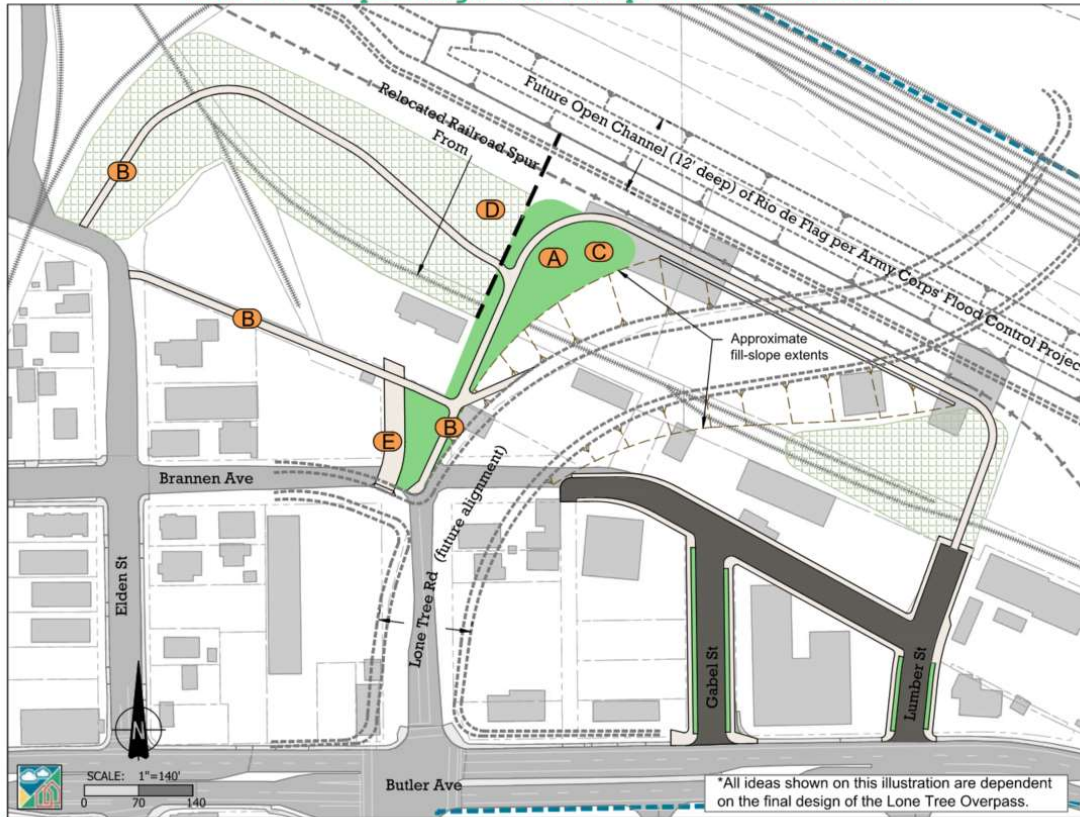


Elden Corridor History

- ✧ **2010 Project Assessment**
 - » Roadway Only, no sidewalk
- ✧ **Integrated into Prop 420 Language 2018**
 - » Roadway with FUTS trail on north side (not part of Prop 420, but developed during schematic design)
- ✧ **Southside Community Plan 2020**
 - » Local paths only

Southside Community Plan

Lone Tree Overpass Larger Park Concept Illustration Scenario 1

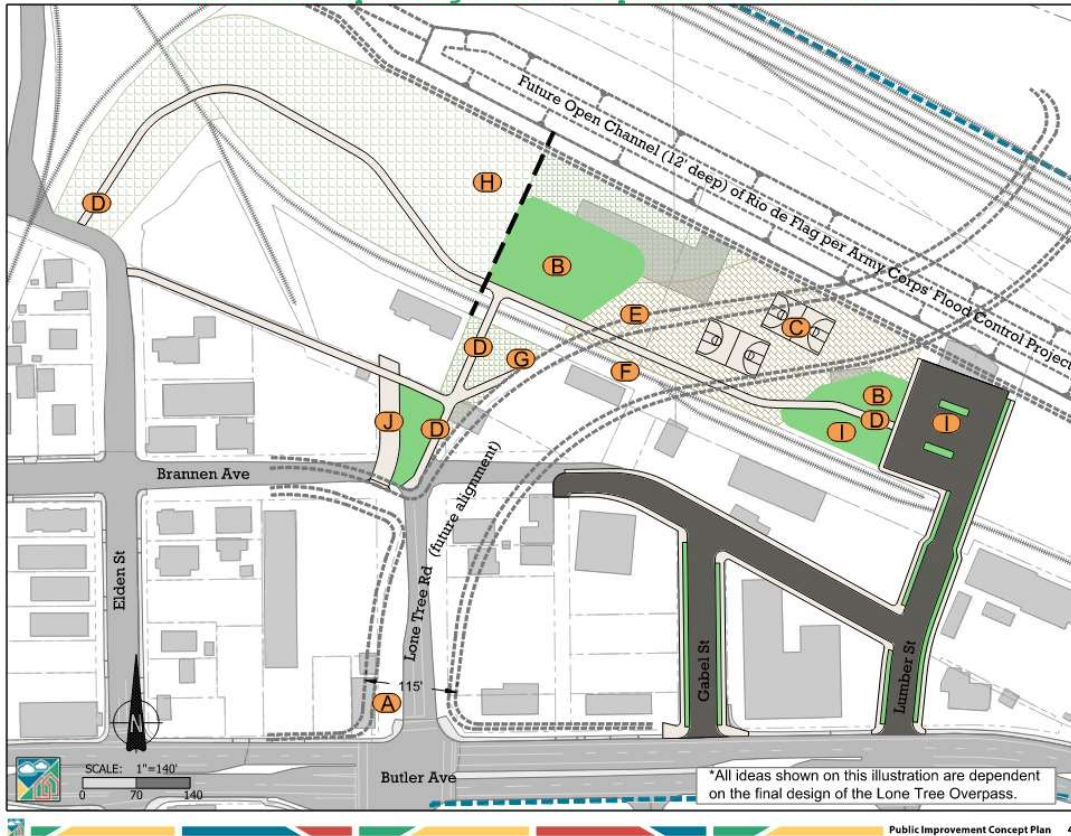


Plan Concepts

- ✧ Ends at Elden Street and Lumber Street
- ✧ Utilizes Trails / Paths

Southside Community Plan

Lone Tree Overpass Larger Park Concept Illustration Scenario 2

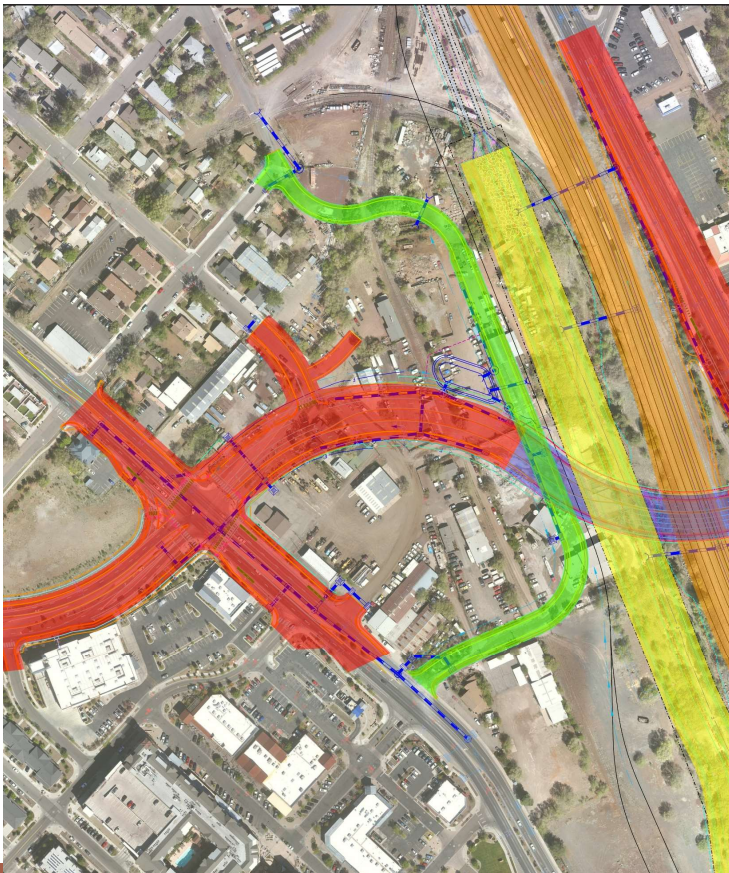


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Community Benefits

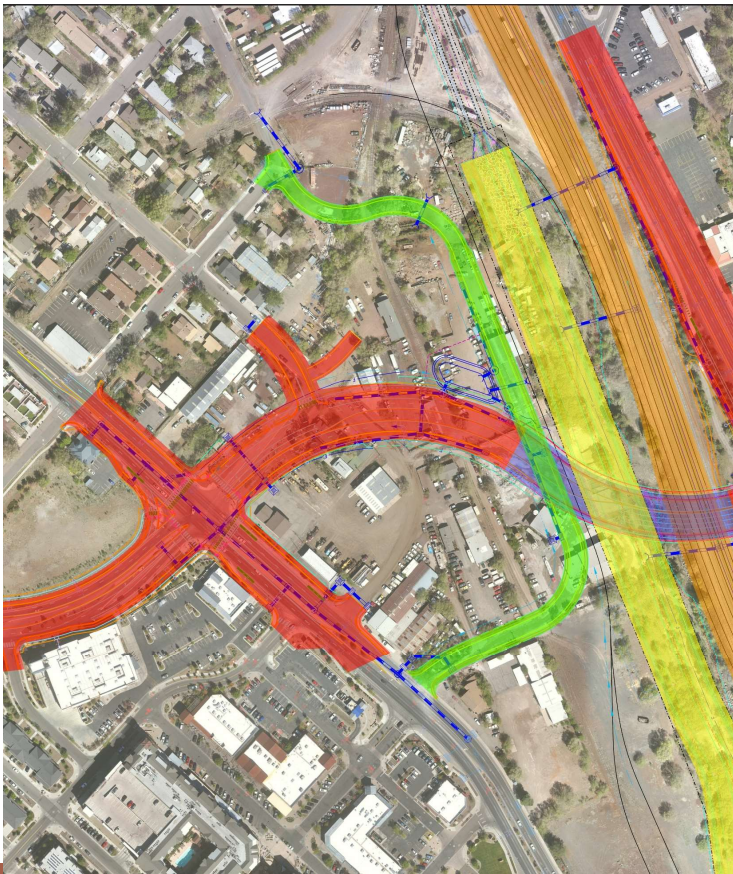


Community Benefits

- ✧ Provides access for properties east of Lone Tree to EB Butler Avenue
- ✧ Simpler access for properties west of Lone Tree to Lone Tree Road
- ✧ Access to public areas shown in Southside Community Plan
- ✧ Access for redeveloped parcels east of Lone Tree



Community Challenges



Community Challenges

- ✧ Allows cut-through traffic through Southside Community
- ✧ Truck traffic may be brought into the neighborhood



Traffic Calming Strategies

Dynamic Speed Display Sign

- Pro – Direct Feedback on Speed
- Con – Maintenance/Solar-Battery

Speed Table / Crosswalk

- Pro – Increased visibility to Pedestrians
- Con – Possible Drainage/Maintenance

Curb Extensions

- Pro – Shortens crossing distance
- Con – Possible drainage issues

Speed Hump – 4" Max

- Pro – Self Enforcing
- Con – May impact long wheelbase vehicles

Raised Median Island

- Pro – Opportunity for Landscaping
- Con – Maintenance

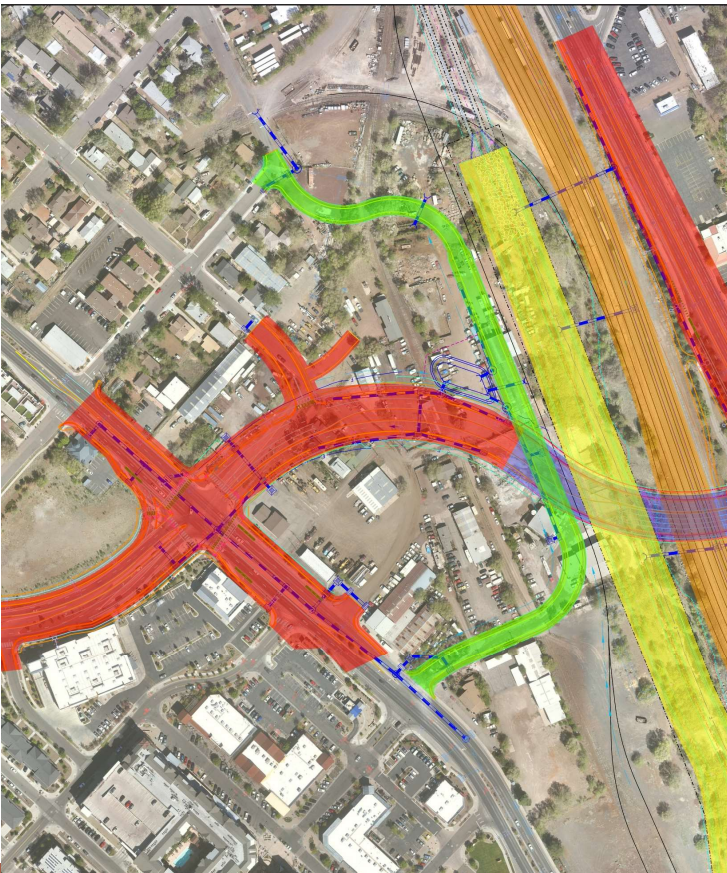
Pinch Point

- Pro – Shortens Crossing Distance
- Con – Possible Drainage Issues





Project Impacts



Elden Corridor Impacts

- ✧ Drainage Design
- ✧ Roadway Design
- ✧ Utility Design

Options

- ✧ Proceed Elden Corridor
 - » Evaluate Traffic Calming
- ✧ Remove Elden Corridor Project