

City of Page Small Area Transportation Study

Existing Conditions Report

Prepared for:



Prepared by:



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1. INTRODUCTION

1.1. Background

The Arizona Department of Transportation (ADOT) established a Small Area Transportation Planning Process to assist communities outside of the Phoenix and Tucson metropolitan areas in addressing transportation issues and identifying transportation improvements needed to accommodate future growth. Identified transportation improvement projects would then be eligible for future funding. The program has provided an opportunity for many areas in the State to address transportation issues in their communities that would not have had the opportunity had the program not been in place.

The purpose of this report is to document existing roadway characteristics and operations, land use and socioeconomic conditions, and other existing transportation modes, and to craft a long-range transportation plan to meet the transportation needs of the City of Page. A travel demand model will be created to forecast traffic volumes to assist in identifying the traffic impacts with the anticipated growth in and around the City.

Note that this study does not address recommendations for State facilities such as State Route (US-89). Improvements for this route will be achieved through another ongoing study conducted by ADOT; however, the impacts of any said recommendations will be considered in the study.

This study was conducted in cooperation with other agencies including Northern Arizona Council of Governments (NACOG), the National Park Service, Coconino County, and was jointly funded by the City of Page and ADOT. At the onset of the study, a technical advisory committee (TAC) was formed to guide the development of the SATS. Monthly TAC meetings will be held in addition to public open houses. TAC member input is an important element of this study and was considered in the preparation of this working paper.

1.2. Study Area

Study area extends beyond the City of Page boundaries to take into consideration the effect of surrounding development (Greenhaven and Lechee) and regional attractions such as Lake Powell and the Glen Canyon National Recreation Area. The Study area is generally bounded by the Utah/Arizona border on the north, the Navajo Nation on the east and to the south, and the Glen Canyon National Recreation area to the west. On the east the study area encompasses the Antelope Marina and the Navajo Generating Station to take into account their effect on the transportation system. Figure 1 illustrates the study area and vicinity map. Note that, although the study area extends beyond the incorporated area, this is not an annexation area or future planning area.

1.3. Key Issues

Through the input from Arizona Department of Transportation (ADOT), the City of Page staff, relevant studies and technical advisory committee (TAC) meetings, it was determined that increasing growth (both population and employment) and tourism were major issues in the City of Page affecting the transportation infrastructure and planning needs.

➤ Growth

Growth has remained relatively stable at approximately one percent per year for the past decade. This growth, although modest relative to statewide gains in population, has resulted in a greater demand on existing infrastructure and City resources. In addition, there are a number of planned and underway development projects that will affect circulation in the City. The City is currently updating the City of Page General Plan and the Airport Master Plan, and along with this study is planning to stay ahead of growth.

➤ Tourism

The City of Page is recognized as the gateway to Lake Powell. Page is the focal point of much activity in the region. Offering services, accommodations, and recreation amenities not provided elsewhere in the area. The region is home to a number of attractions, most notably the Glen Canyon National Recreation Area which attracts more than three million visitors annually.



Figure 1 Page and Vicinity Map

2. EXISTING TRANSPORTATION SYSTEM CONDITIONS

2.1. Previous and Current Studies

City of Page General Plan

The City of Page General Plan Update was developed to guide decisions about growth and development in the City. The City has focused its development efforts on diversifying the economy to include tourism, recreation and the hospitality industry. This plan was adopted in March 1996.

A goal of the City's is to create opportunities for developing additional quality accommodations for visitors along the U.S. Highway 89 corridor. In order to guide this development, the Gateway Area Specific Development Plan was prepared by the City of Page Planning and Building Departments and adopted August 1989, and amended in January 1992. The City is in the process of updating the 1996 Plan; information from the update that is made available will be integrated into the SATS to the greatest extent possible.

Coconino County Comprehensive Plan

The Coconino County Comprehensive Plan (2003) guides land use decisions and serves as a reference for community programs. The plan addresses conservation, the natural environment, circulation, community character, land use and growth. The circulation element of the Comprehensive Plan envisioned sufficient transportation infrastructure in rural areas to facilitate safe access for all modes of travel, while minimizing environmental impact. Policies focus on improving transit service in unincorporated areas, providing infrastructure for alternatives to motorized vehicle travel, and supporting the development of multimodal transportation corridors.

Navajo Route 20 Feasibility Assessment

A feasibility assessment for a 44-mile long corridor of Navajo Route (N-20) which documented that the N-20 Route Concept is not feasible due to the unresolved issues associated with route transfer, alternative N-20 roadway alignments, and easements (ADOT, 2005). The cost of constructing N20 improvements were estimated at approximately \$180 million in 2005 dollars but did not include expenses for studies, possible easement acquisition costs, and environmental impact mitigation.

2.2. Existing Roadway Characteristics and Conditions

This section presents the key physical and operating characteristics of major roadway network within the study area under existing conditions. Major roadway networks include US-89, SR-98, Lake Powell Boulevard, Coppermine Road, Indian Route 20 (N20), and Navajo Drive, besides various local streets linking important City nodes. The major existing roadways are summarized below.

US-89

US-89 is a major two-lane north-south roadway traversing the City on west, providing regional connectivity to adjacent cities and recreational facilities associated with Lake Powell. The posted speed limit on US-89 is 65 miles per hour (MPH) outside the City. Within the City it reduces to 45 MPH within the city limits with the exception of the stretch between Haul Road and Lake Powell Boulevard where it is 35 mph. US-89 has free flow with side-street stop control to adjacent streets. Few major commercial activity locations (Wal-Mart, Lake Powell National Golf Course Club House, the National Park Service headquarters, etc.) are established along US-89 within the City limits.

SR-98

Two lane SR-98 traverses east-west direction connecting US-89 to Navajo Indian Reservation and proceeds further east beyond the study area to US-160. the posted speed limit on SR-98 is 55 MPH, however, reduces to 45 MPH at intersections with US-89 and Coppermine Road. The intersection of SR-98 at Coppermine Road is signalized.

Lake Powell Boulevard

Lake Powell Boulevard is a major business loop bisecting US-89. This corridor is signalized at the intersections with Coppermine Road, North and South Navajo Drive and Elm Street. Lake Powell Boulevard has two thru-lanes in each direction with a center turn-lane having a posted speed limit of 30 MPH within the city downtown area. However, this roadway has two eastbound lane and one westbound lane with posted speed limit of 40 MPH east of US-89.

Coppermine Road

Coppermine Road is a north-south two-lane roadway having one lane in each direction. Coppermine Road is signalized at Lake Powell Boulevard and SR-98. Posted speed limit along this roadway is 40 MPH between Lake Powell Boulevard and SR-98, however, reduces to 35 MPH south of SR-98. This roadway is providing a link between the City of Page and Chapter of LeChee. South of SR-98, this facility turns into N20 as it enters the LeChee Chapter of the Navajo Nation.

Navajo Drive

Navajo Drive is another major loop within the City bisecting Lake Powell Boulevard. It has one lane in each direction with an additional center turn-lane with a speed limit of 25 MPH within the City. As mentioned earlier, North and South Navajo Drive are signalized at Lake Powell Boulevard.

Indian Route 20

Navajo Route 20 (N20) is a 44-mile roadway on the Navajo Nation between US 89 at The Gap (US 89 at Milepost 498.02) and the intersection of US 98 and Coppermine Road in the City of Page. N20

is part of the Navajo Nation Indian Reservation Road (IRR) system and is under the jurisdiction of the Navajo Nation and the Bureau of Indian Affairs (BIA). N20 is located within four Navajo Nation Chapters including the Bodaway/Gap, Coppermine, LeChee, and Tuba City Chapters. Within the study area, this is a two-lane route with 30 MPH posted speed limit.

2.3. Functional Classification

Functional classification is the grouping of highways, roads and streets into classes with respect to their service and purposes. It also serves as a basis for establishing speed limits, parking restrictions, design standards and access controls. Existing roadway system is categorized into the following functional classes:

- Arterial Streets (Primary and Minor)
- Collectors (Major & Primary)
- Local Roads

Figure 2 shows the existing roadway functional classification for the study area roadways. The following describes and define the roadway characteristics.

Principal Arterial

Principal arterial serves the majority of the trips entering and leaving the City of Page. It also includes the majority of the through traffic intending to bypass the central city area. State facilities such as US-89 and SR-98 are functionally classified as a Principal Arterial.

Minor Arterial

Minor arterial roadway system provides access to areas smaller than those served by principal arterials, while providing intra-community continuity without penetrating identifiable neighbors. Lake Powell Boulevard and Coppermine Road fall under Minor Arterial.

Major Collector

The major collector roadway system collects traffic from local streets and channels it into the arterial system. They also provide land access and traffic circulation within residential neighbors, commercial and industrial areas. Haul Road is classified as a major collector.

Minor Collector

Minor collectors also collect traffic from local roads and carry traffic into the arterial system; providing service to the smaller communities; and links the locally important traffic generators. Major streets within the City limit are classified as a minor collector under prevailing conditions.

Local Road

The local road system serves primarily to provide access locally and discourages through traffic. They provide service to travel over relatively short distances as compared to collectors or other higher systems.

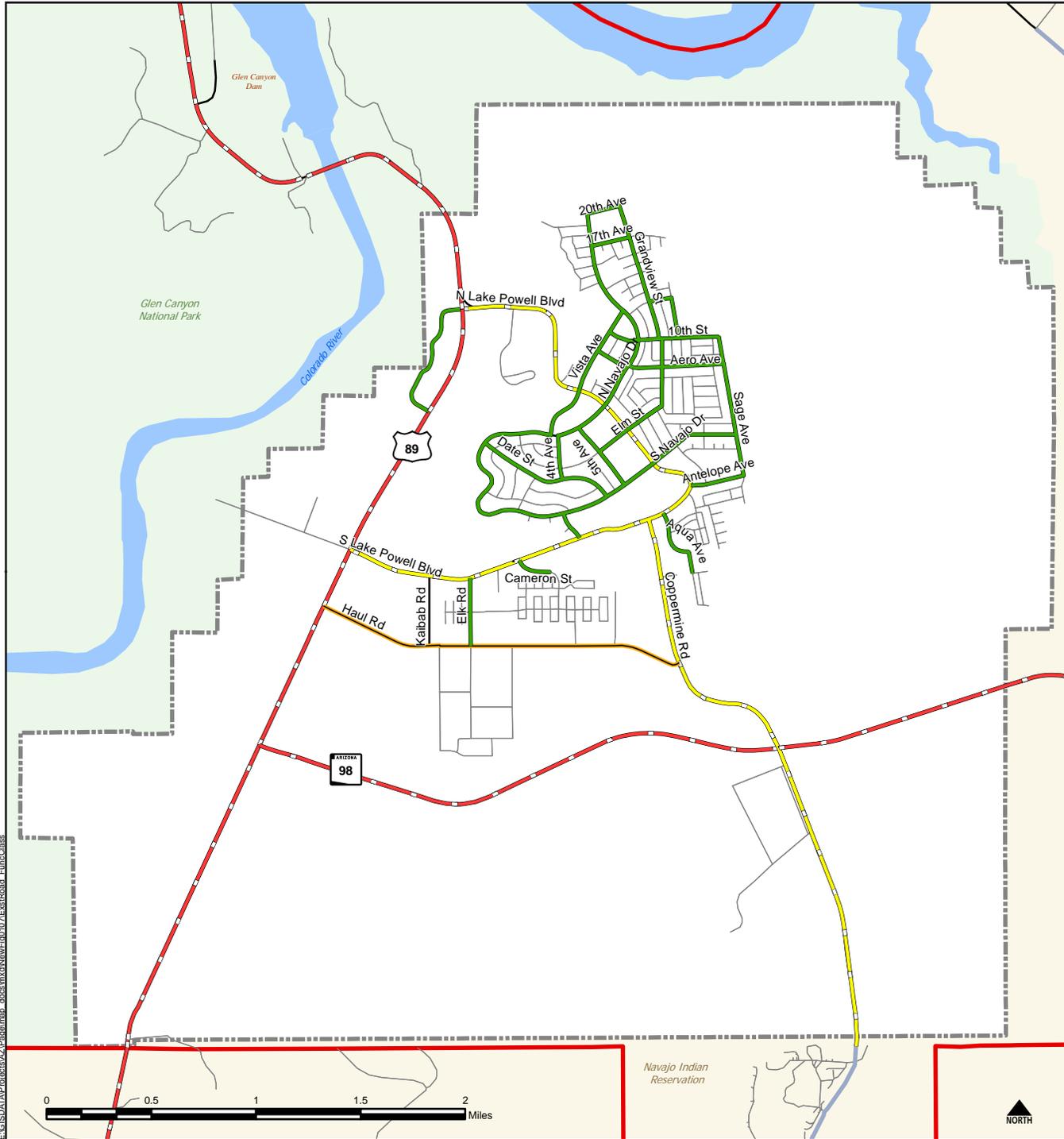
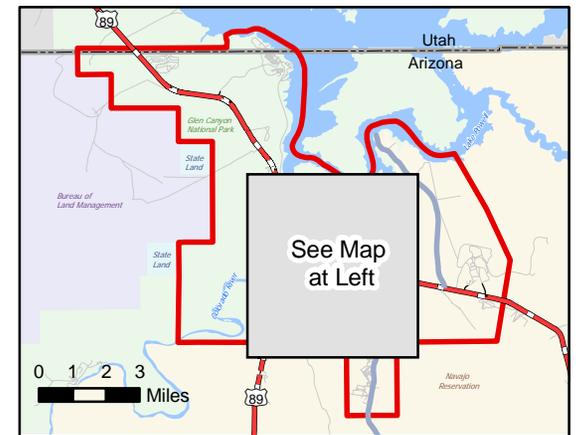


Figure 2 - Existing Roadway Functional Classification

Legend

- Principal Arterial
 - Minor Arterial
 - Major Collector
 - Urban Collector
 - BIA Route
 - Study Streets
 - Background Streets
 - Study Area
 - City of Page
- Land Ownership**
- Bureau of Land Mgmt.
 - Glen Canyon National Park
 - Navajo Indian Reservation
 - State Trust Land

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2.4. Roadway Characteristics

Existing roadway characteristics information was collected on the existing roadway system through site visits. All study roadways are paved under existing conditions. Roadway characteristics data included number of lanes, intersection control, surface type, speed limits, and are briefly described below.

Roadway Lanes, Intersection Control and Speed Limits

The number of travel lanes, and the type of intersection control are illustrated in Figure 3. Roadways serving within the central area have typically two-lanes. Lake Powell Boulevard has two-thru lanes in each direction with a center turn-lane within the downtown area. North and South Navajo Drive are two-lane roadways with a center turn-lane. US-89 and SR-98 consist of two-lane. Figure 3 also documents the signalized intersections within the City. A total of five signalized intersections are reported within the study area. The majority of the intersections are side-street stop controlled with several all-way stop controlled.

Lane configurations at major intersections within the study area are shown in Figure 4. Thru, shared, and exclusive turning lanes at all approaches for major signalized and unsignalized intersections are documented.

Figure 5 shows the posted speed limits that were also collected through field review. Posted speeds along US-89 within the urban area are primarily 45 MPH (with the exception of 35 MPH between Haul Road and South Lake Powell Boulevard) and increase up to 65 MPH in the rural areas. SR-98 has posted speed limits of 55 MPH, however, decreases to 45 MPH at the intersection with US-89 and Coppermine Road. The collector roadways speed limit within the City varies from 25 to 35 MPH with slower speeds through school areas.

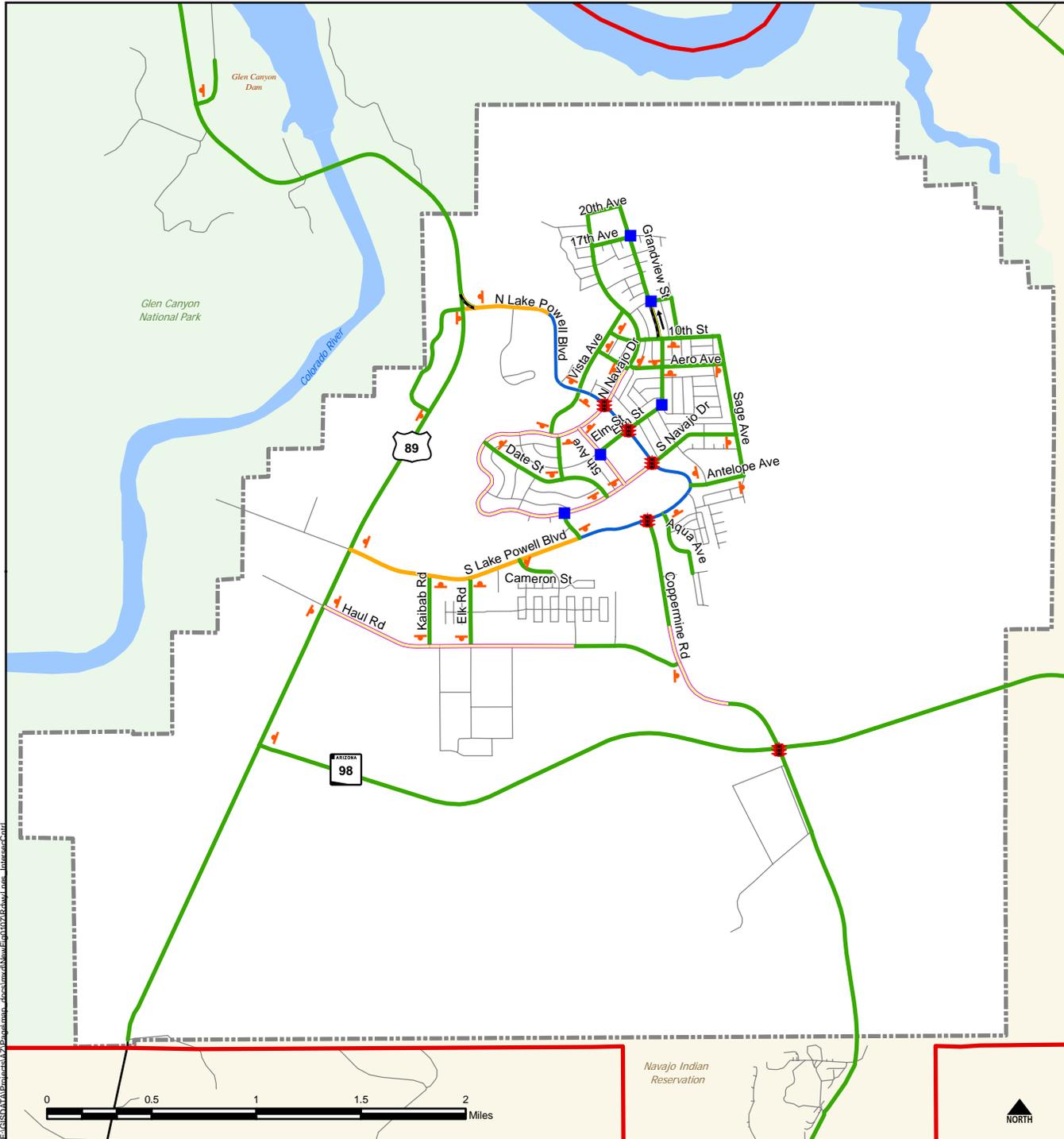


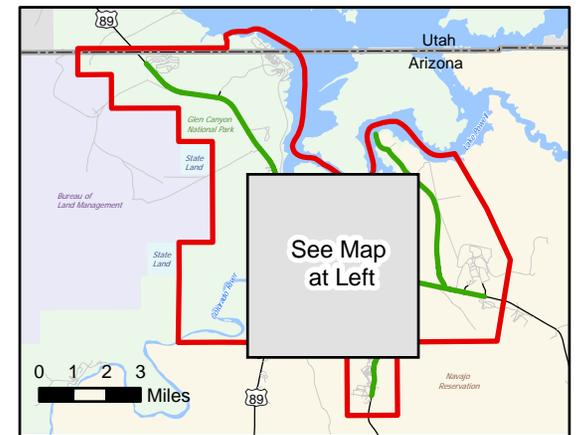
Figure 3 - Roadway Lanes and Intersection Control

Legend

- All Way Stop Control
- ⚡ Traffic Signal
- ▲ Stop Sign
- One Way
- 2 Thru Lane
- 2 Thru with TWLTL
- 4 Thru with TWLTL
- 2 Thru East bound / 1-Thru West bound
- Study Streets
- Background Streets
- Study Area
- City of Page
- Bureau of Land Mgmt.
- Glen Canyon National Park
- Navajo Indian Reservation
- State Trust Land

Note: TWLTL is Two-way Left Turn Lane

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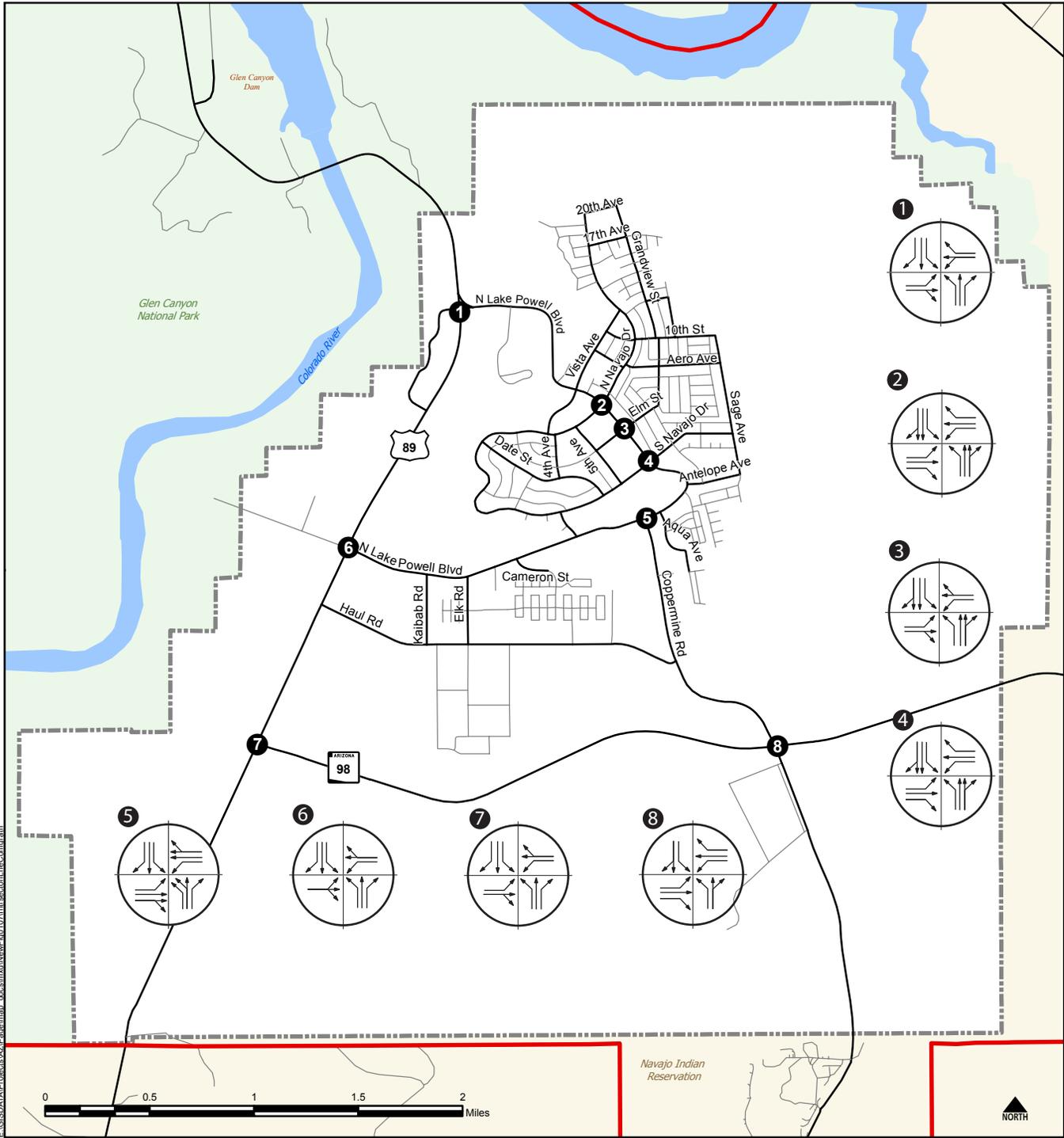
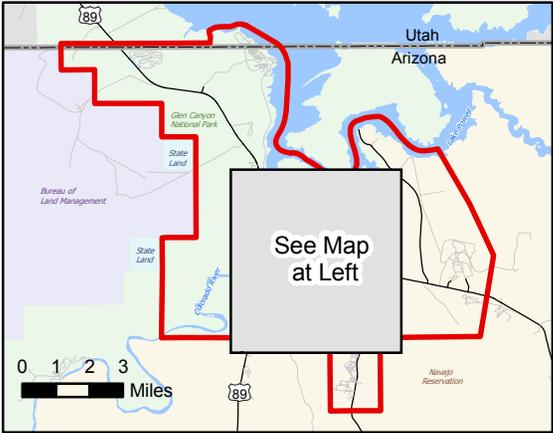


Figure 4 - Major Intersection Lane Configuration

Legend

- Study Streets
- Background Streets
- ▭ Study Area
- ▭ City of Page
- ▭ Bureau of Land Mgmt.
- ▭ Glen Canyon National Park
- ▭ Navajo Indian Reservation
- ▭ State Trust Land

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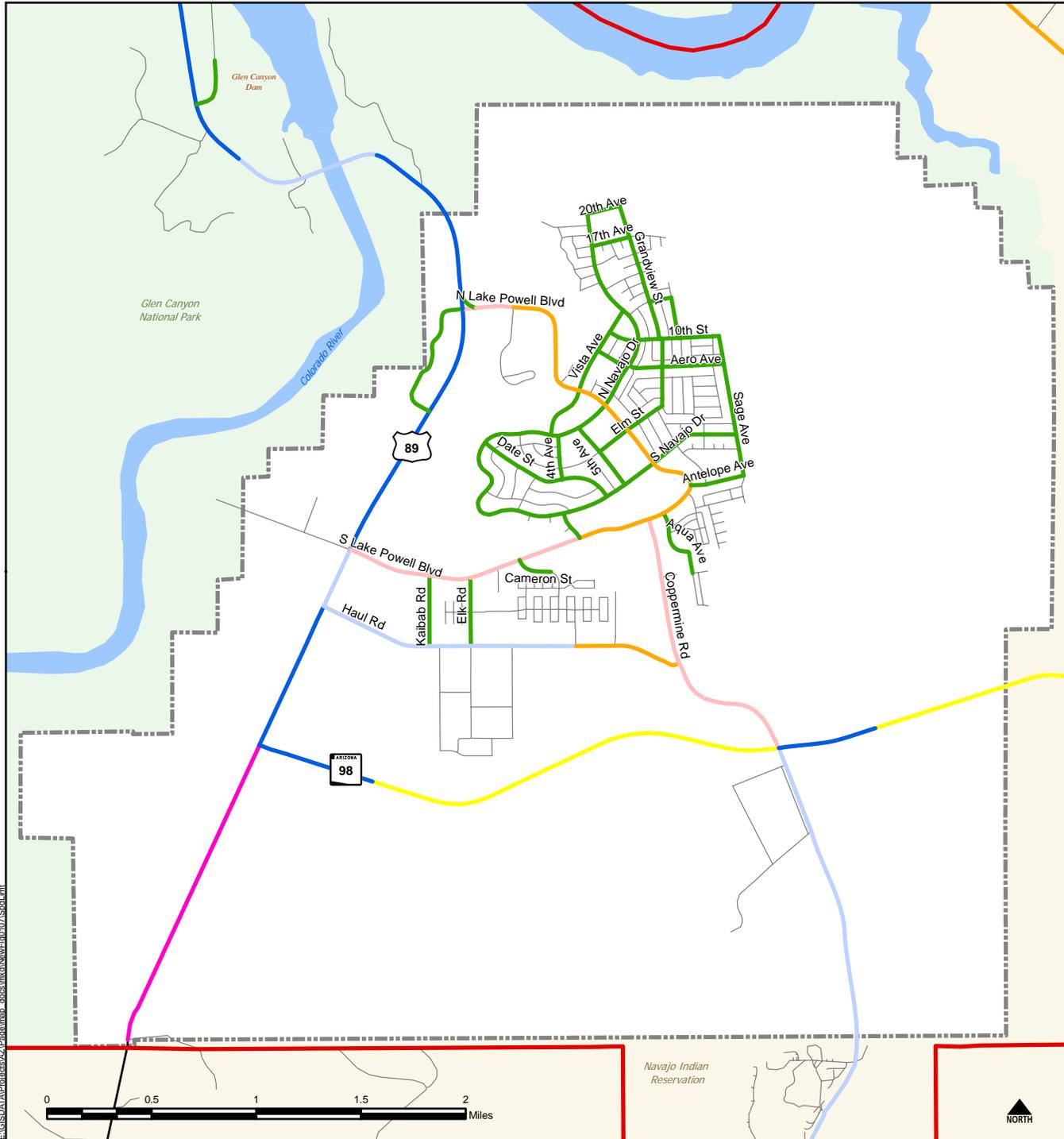
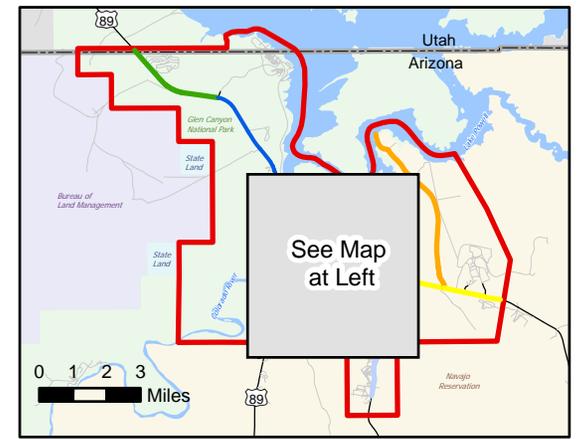


Figure 5 - Posted Speed Limit

- Legend**
- 25 MPH
 - 30 MPH
 - 35 MPH
 - 40 MPH
 - 45 MPH
 - 55 MPH
 - 65 MPH
 - Study Streets
 - Background Streets
 - ▭ Study Area
 - ▭ City of Page
 - ▭ Bureau of Land Mgmt.
 - ▭ Glen Canyon National Park
 - ▭ Navajo Indian Reservation
 - ▭ State Trust Land

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2.5. Existing Traffic Conditions

Documented existing traffic conditions are related to the City's existing daily and peak hourly traffic counts, as well as intersection and roadway traffic operations. This information will be used to develop, maintain, and enhance the City's database for conducting future analysis in evaluating the performance of the proposed roadway and transit improvements.

Traffic counts were conducted at five intersections during AM and PM peak hour. Twenty-four hour daily traffic volumes at fifteen minute interval at various locations within the study area were collected.

Average Daily Traffic

Average daily traffic (ADT) data was collected along major corridors throughout the City. The counts were collected from December 12, 2006 through December 13, 2006. Traffic volume fluctuates due to seasonal variation. The influx of summer visitors during the months of June, July and August results in increased traffic volumes. Therefore, a seasonal adjustment factor of 1.25 was used for the month of December to adjust the collected traffic volumes to annual average daily traffic (AADT) in accordance with *Arizona Department of Transportation (ADOT) Daily and Seasonal Factors Guidelines* for year 2005. Also incorporated where available are daily traffic counts from ADOT.

The traffic flow map for year 2006 with prevailing AADT volumes (adjusted for seasonal variation) along major corridors is shown in Figure 7.

Peak Hour Intersection Turning Movements

Based on discussion with the TAC, five intersections were selected for the peak hour turning movement counts. Morning peak (7:00 to 9:00 AM) and afternoon peak (4:00 to 6:00 PM) intersection turning movement counts were conducted at these intersections during the mid-week workdays (Tuesday, and Wednesday) on December 12 and 13, 2006. Existing peak hourly turn traffic movements are shown in Figure 7.

Level of Service

Level of Service (LOS) grading system qualitatively characterizes traffic conditions associated with varying levels of traffic. LOS ranges from LOS A – representing free-flow traffic conditions with little or no delay experienced by motorists, to LOS F - describing congested conditions where traffic flows exceed design capacity, resulting in long queues and delays. LOS A, B, and C are generally considered to be satisfactory service levels, while the influence of congestion becomes more noticeable at LOS D. LOS E is undesirable and is considered by most agencies to be the limit of acceptable delay, and LOS F conditions are considered to be unacceptable to most drivers. Most jurisdictions strive to attain a LOS of at least D or better on all roadways and signalized intersections in urban areas, and LOS C is targeted for rural conditions.

LOS Analysis Methodology

Transportation system performance is commonly measured using planning level capacity analysis techniques using volume to capacity ratio (v/c) for roadway segments. Operational level capacity analysis is more detailed and requires extensive data collection.

The study intersections were analyzed using the Transportation Research Board's Highway Capacity Manual (2000) methodology as required by the ADOT. Tables 1 and 2 present the LOS criteria for signalized and unsignalized intersections, respectively.

Table 1 Signalized Intersection LOS Definitions

Level of Service	Description	Average Control Delay (second/vehicle)
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	0 – 10
B	Operations with low delay occurring with good progression and/or short cycle lengths.	> 10 – 15
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 15 – 25
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	> 25 – 35
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	> 35 – 50
F	Operations with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	> 50

Source: Highway Capacity Manual, Transportation Research Board, 2000

LOS at unsignalized intersections are calculated based on average control delay in seconds per vehicle for the worst approach, based on the methodology in the Highway Capacity Manual, Transportation Research Board, 2000.

Table 2: Unsignalized Intersection LOS Definitions

Level of Service	Description	Average Control Delay (second/vehicle)
A	Little or no delay.	0 – 10
B	Minor delays.	> 10 – 15
C	Average delays.	> 15 – 25
D	Moderate delays.	> 25 – 35
E	Lengthy delays.	> 35 – 50
F	Excessive delays/gridlock.	> 50

Source: Highway Capacity Manual, Transportation Research Board, 2000

Roadway LOS was also performed on segments based on the daily traffic flows, roadway capacity area type and functional classification. Typical roadway capacities in urban and rural areas based on roadway classification are shown in Table 3.

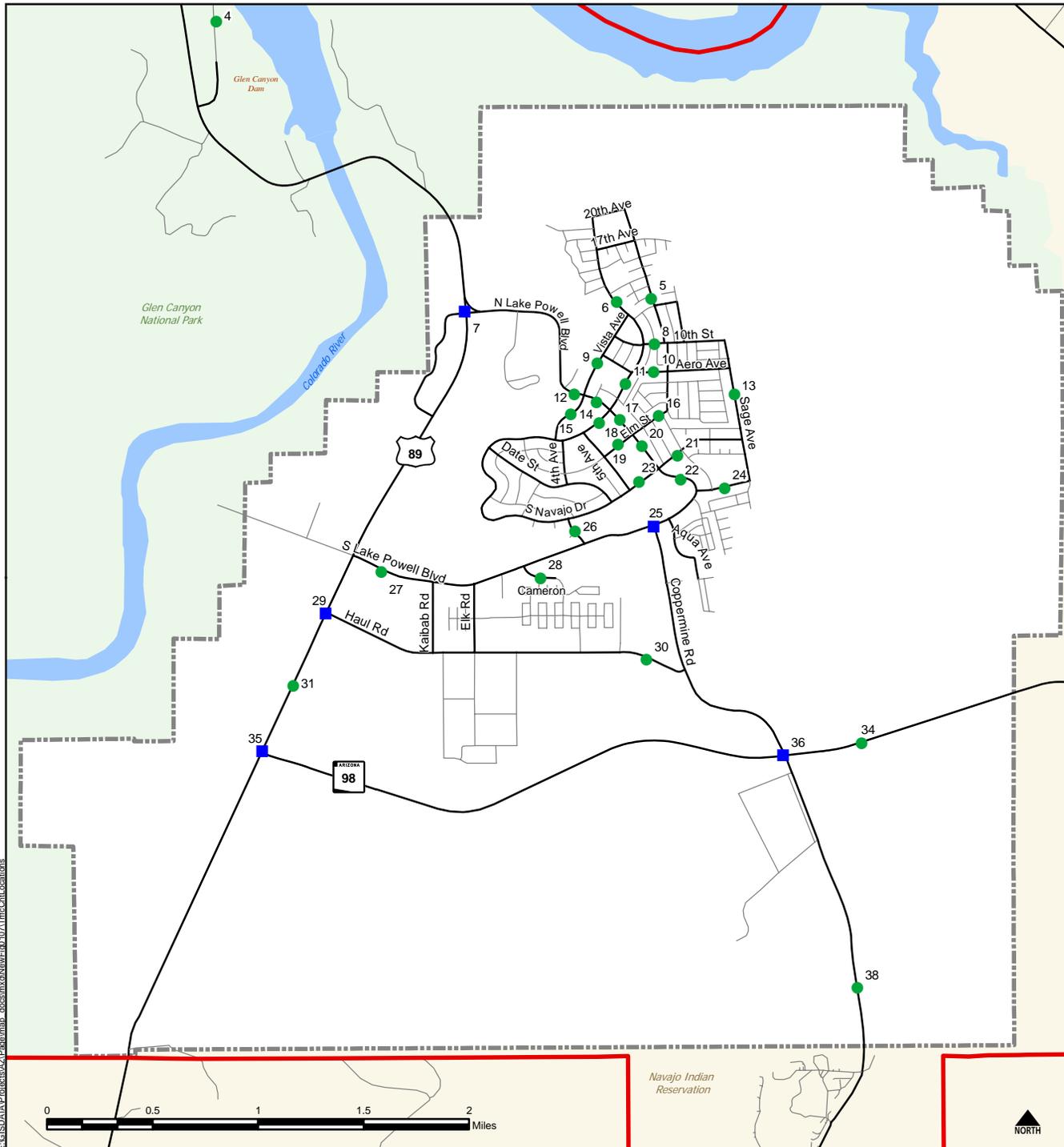
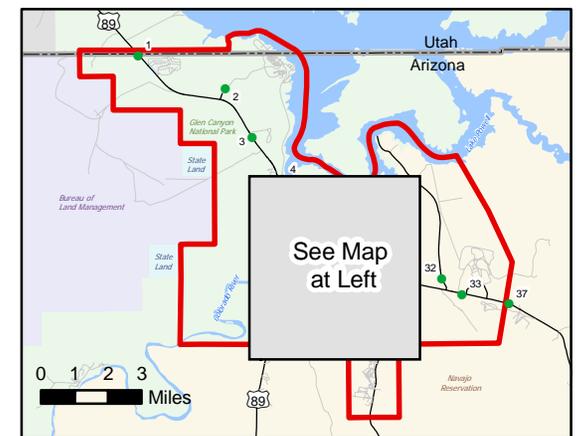


Figure 6 - Traffic Count Collection Locations

Legend

- 24- Hour Traffic Counts
- Peak Hour Intersection Turns
- Study Streets
- Background Streets
- ▭ Study Area
- ▭ City of Page
- ▭ Bureau of Land Mgmt.
- ▭ Glen Canyon National Park
- ▭ Navajo Indian Reservation
- ▭ State Trust Land

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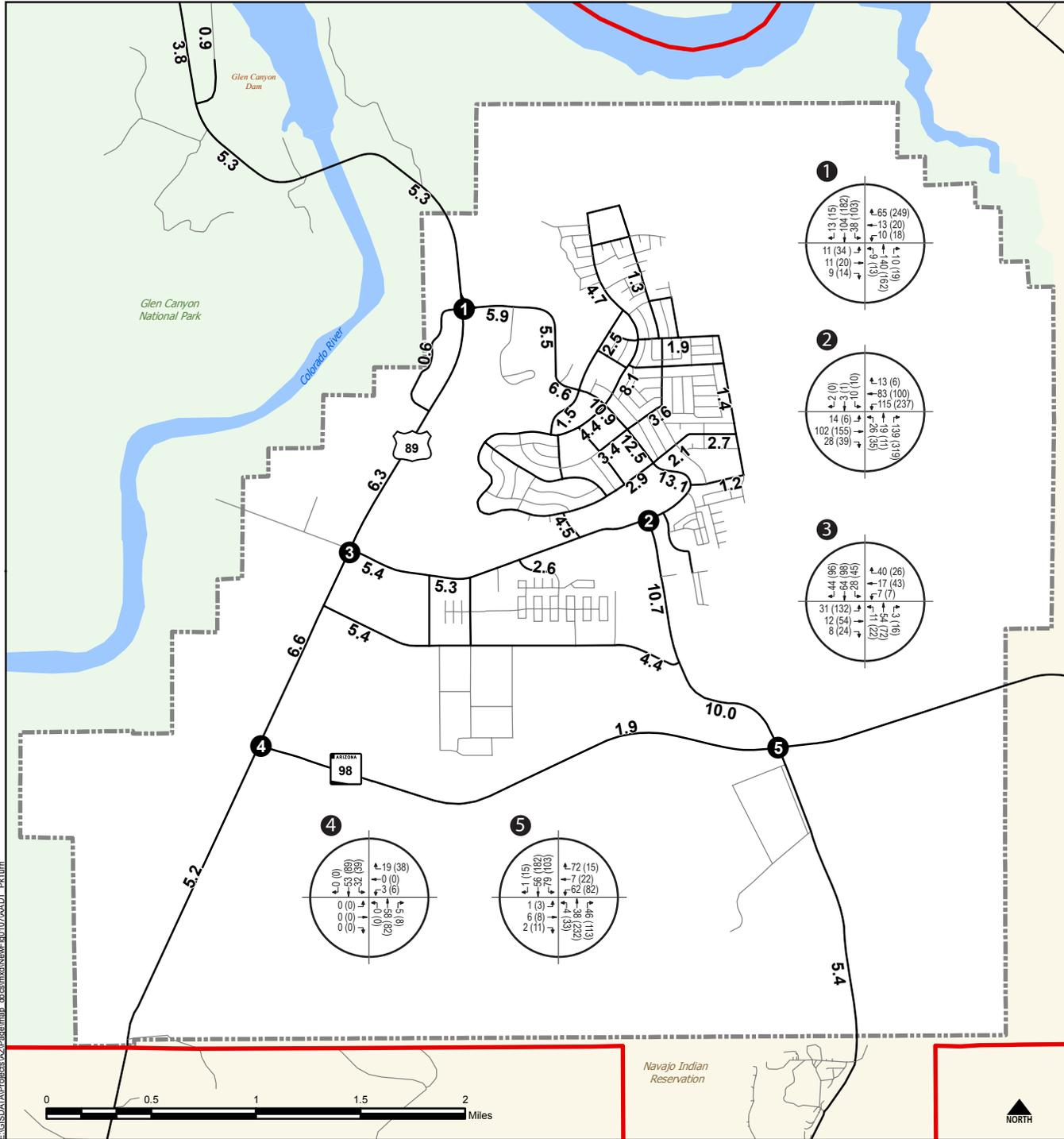
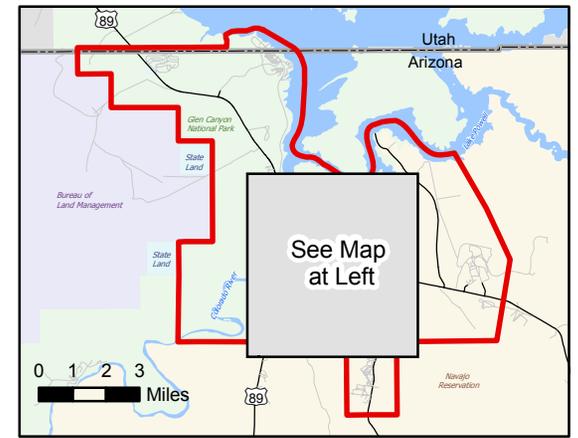


Figure 7 - AADT and Peak hour Intersection Turning Traffic Volume

AA/(BB) AM/(PM) Peak Hour Turning Movement
 #.# AADT (1,000's)
 — Study Streets
 — Background Streets
 ▭ Study Area
 ▭ City of Page
 ▭ Bureau of Land Mgmt.
 ▭ Glen Canyon National Park
 ▭ Navajo Indian Reservation
 ▭ State Trust Land

Note: AADT is the Annual Average Daily Traffic

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Roadway Classification	Area Type	Daily Lane Capacity
Principal Arterial	Urban	9,000
Minor Arterial		8,000
Collector		6,250
Local		5,000
Principal Arterial	Rural	9,500
Minor Arterial		8,500
Collector		6,500
Local		5,000
Unpaved		500

Source: HDR Engineering, Inc.

The stratification of roadway LOS using volume over capacity (v/c) ratios was derived using the threshold values presented in Table 4.

Roadway LOS	Volume Over Capacity (V/C) Ratio
LOS A – LOS C (Under Capacity)	< 0.80
LOS D (Near Capacity)	0.81 – 0.90
LOS E (At Capacity)	0.91 – 1.00
LOS F (Over Capacity)	> 1.00

Source: Transportation Research Board, Highway Capacity Manual, 2000

LOS Analysis Results

SYNCHRO models were developed for weekday AM and PM peak scenarios for the study intersections. SYNCHRO is a micro-simulation program based on the methods described in Highway Capacity Manual to evaluate traffic operations on roadway systems. Peak hour traffic volumes and peak hour factors, lane configurations, traffic control parameters, and free flow speeds were coded into SYNCHRO models. To replicate the lane configurations in SYNCHRO, a general assumption for storage lengths were made of 150-feet for unsignalized intersections and 200-feet for signalized intersection per standard engineering practice.

Figure 8 shows the existing level of service at traffic counted intersections for AM and PM peak hours, respectively. Intersection LOS analysis results under existing conditions show the study intersections operate at LOS B or better. As recommended in the Highway Capacity Manual, Transportation Research Board, 2000, level of service for signalized intersections are calculated based on average control delay per vehicle. For side street stop controlled intersections, LOS was calculated based on average control delay in seconds per vehicle for the worst approach. Study roadway segments operate at LOS C or better under existing conditions as shown in Figure 8.

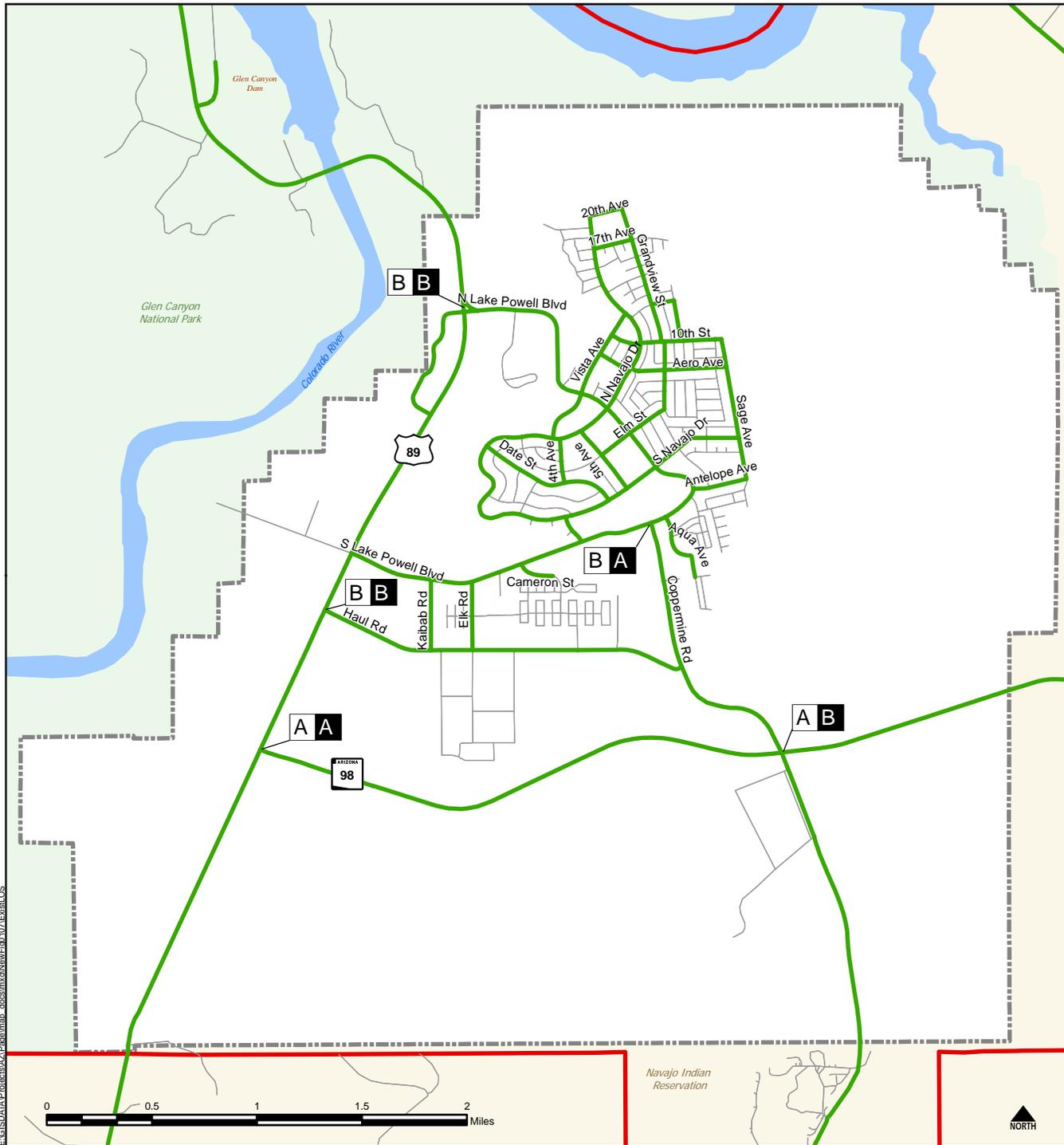
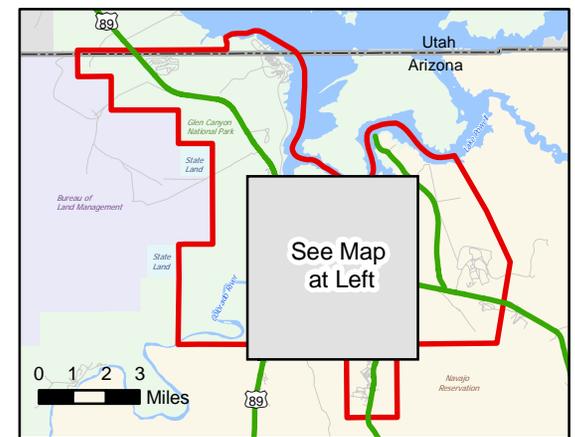


Figure 8 - Existing Roadway and Intersection LOS

Legend

- A.M. Peak Hour Intersection LOS
- PM Peak Hour Intersection LOS
- LOS A-C
- LOS D
- LOS E-F
- Study Streets
- Background Streets
- Study Area
- City of Page
- Bureau of Land Mgmt.
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2.6. Crash Data

A crash analysis was conducted for the Page Small Area Transportation Study project to identify crash patterns, trends and classifications during three years from March 1, 2003 through February 28, 2006. The purpose of pursuing this analysis is to determine whether there are sections within the study area that should be addressed to eliminate potential safety hazards and improve safety.

Crash Locations

A total of 322 crashes were reported within the City during the three years analysis period. During this time, 39% of the reported crashes occurred at the intersections, while 61% occurred at mid-block locations and driveway access points. Table 5 shows the crashes by location and percentage. Crashes occurring within 250-foot radius of an intersection were analyzed as intersection crashes; while mid-block crashes occurred along roadway sections, at driveway access and alleys. Mid-block crashes did not include the crashes that occurred at intersections.

Location	Number of Crashes	Percent of Crashes
Mid-Block	125	39%
Intersection	197	61%
Total	322	100%

Source: ADOT Traffic Safety Division

Figure 9 shows the crash locations within the study area for the analysis period. Major corridors such as Lake Powell Boulevard, Navajo Drive (North and South), Elm Street, U.S. Route 89 (US 89) and State Route 98 (SR 98), 6th and 7th Avenue attributed most of the crashes within the City. As presented in Figure 9, a higher concentration of crashes was observed in the downtown Page area.

Crash Trend

A steady state crash trend was observed during the analyses period. Chart 1 presents the yearly crash trend for years 2003 through 2006. Non-injury crashes slightly varied between years 2003-04 and 2004-05, however, they decreased during year 2005-06.

Crash Severity

There were two fatal crashes (one percent) during the analyses period. One fatal crash was reported at the intersection of Elm Street and 6th Avenue, whereas, another fatal crash occurred on US 89, approximately 1.2 miles south of SR 98. Out of the total 322 crashes, 97 crashes resulted in injuries (30%) at various levels. The remaining 223 crashes (69%) were non-injury or property damage only crashes. Table 6 illustrates the number of the crashes by severity.

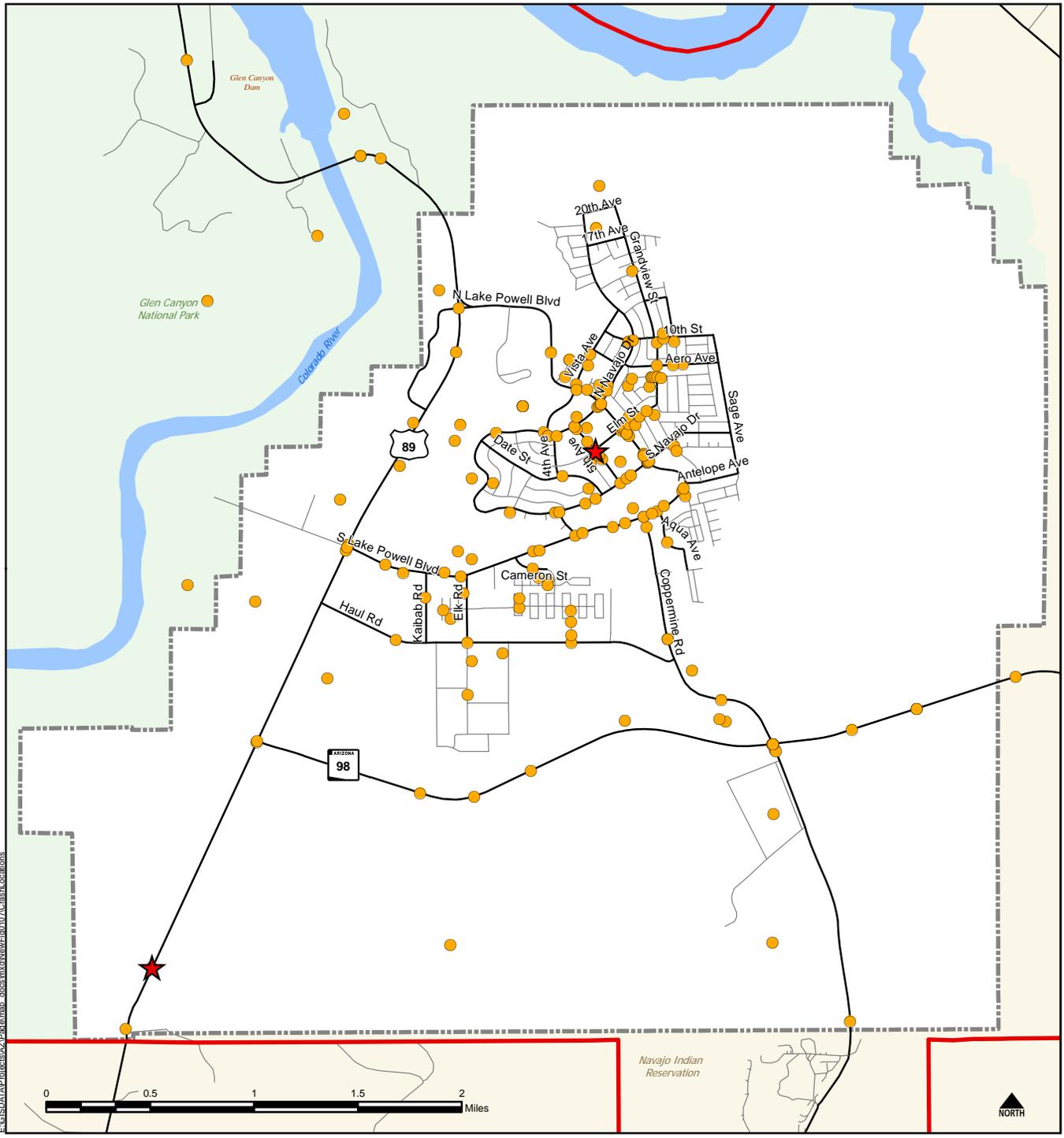
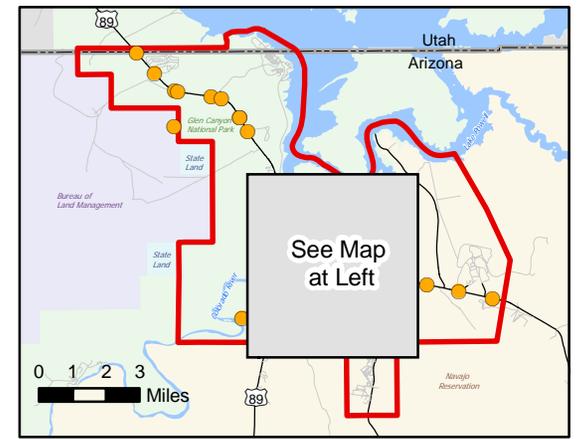


Figure 9 - Crash Locations

- Legend**
- Crashes
 - ★ Fatal Crash
 - Study Streets
 - Background Streets
 - ▭ Study Area
 - ▭ City of Page
 - ▭ Bureau of Land Mgmt.
 - ▭ Glen Canyon National Park
 - ▭ Navajo Indian Reservation
 - ▭ State Trust Land

Data Source: Traffic Safety Division, Arizona Department of Transportation
 Analysis Period: Between March 1, 2003 and February 28, 2006.

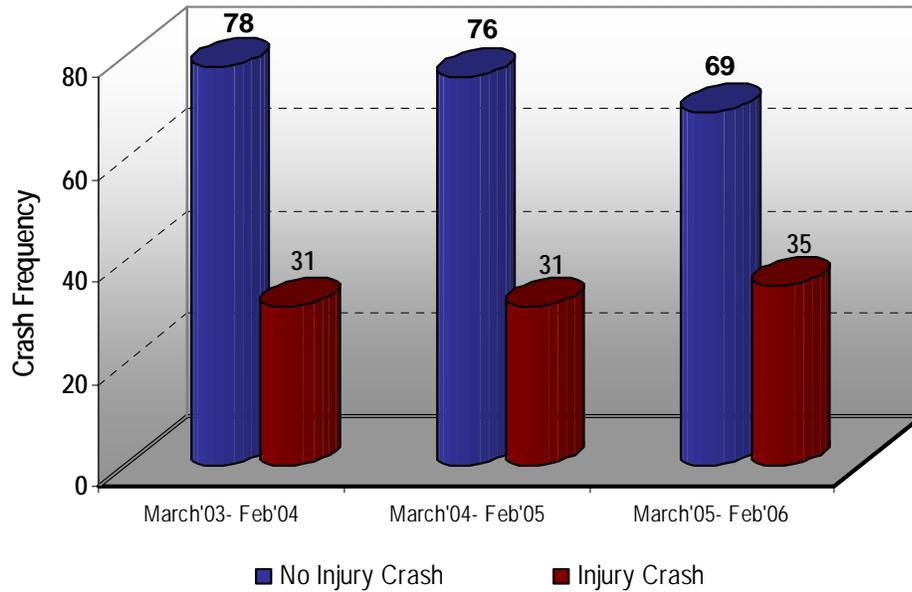
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Chart 1 Yearly Crash Trends for Years 2003 through 2006



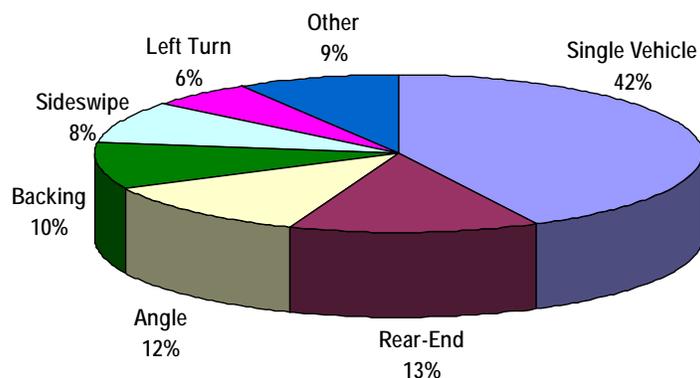
Severity	Number of Crashes	Percent of Crashes
Fatal Crash	2	1%
Injury Only Crash	97	30%
Property Damage Only Crash	223	69%

Source: ADOT Traffic Safety Division

Crash Classification

Crash classification based on crash type is shown in Chart 2. Single-vehicle (42%), rear-end (13%) and angle (12%) were the predominant crash types. During the analysis period the total number of crashes for various types include 137 single-vehicle, 43 rear-end crashes, 38 angle crashes, 31 backing-up crashes, 27 side-swipe (same and opposite) crashes, 18 left-turn crashes and 28 other types of crashes.

Chart 2 Crash Percentages by Collision Manner



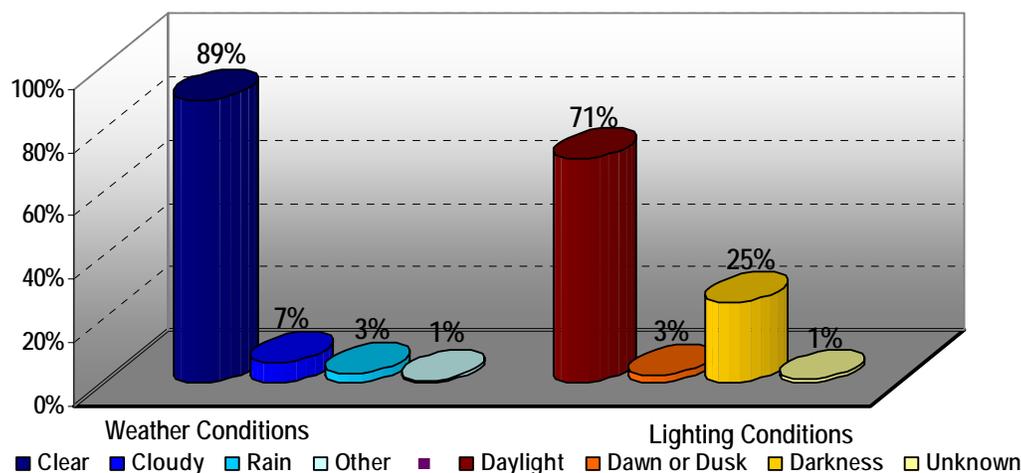
The majority of the objects that were first collided with were other motor vehicles (207 crashes, 64%), fixed objects (54 crashes, 17%), and non-collision (35 crashes, 11%). Table 7 identifies the number of crashes by the objects that were first collided with.

Objects First Collided with	Number of Crashes	Percent of Crashes
Collision with Other Motor Vehicle	207	64%
Collision with Fixed Object	54	17%
All Non-Collision	35	11%
Collision with Pedestrian / Pedalcyclist	23	7%
Collision with Animal	3	1%
Total	322	100%

Source: ADOT Traffic Safety Division

Statistics for the City’s crash data indicated that 89% of crashes occurred under clear weather conditions, whereas 7% and 3% crashes occurred during cloudy and rainy weather conditions, respectively. Approximately 71% of reported crashes occurred under daylight conditions and 28% occurred during dawn, dusk, or darkness conditions.

Chart 3 Percent of Crashes by Weather and Lighting Conditions



High Crash Locations

Crashes were analyzed at intersections as well as at mid-block sections to identify high crash locations triggering potential safety hazards within the study area. Figure 10 shows the intersections and mid-block locations with high crash frequencies. The highest number of crashes (14 crashes during three years) occurred at the intersection of Lake Powell Boulevard and South Navajo Drive. In addition, a high number of crashes occurred at the intersections of Lake Powell Boulevard with North Navajo Drive (10), Coppermine Road (8), Elm Street (7), Elk Road (6) and US 89 (5). The intersection of US 89 at Coppermine Road contributed eight crashes.

Table 8 Primary Collision Manners at High Crash Locations							
Location	Crashes	Rear End	Angle	Sideswipe (Same)	Single Vehicle	Left Turn	Other
Intersection Crashes¹							
Lake Powell Blvd./South Navajo Dr.	14	43%	14%	--	14%	14%	15%
Lake Powell Blvd./North Navajo Dr	10	10%	20%	--	20%	10%	40%
Lake Powell Blvd./Coppermine Rd.	8	25%	13%	--	25%	12%	25%
Lake Powell Blvd./Elm St.	7	14%	--	14%	29%	29%	14%
SR 98/Coppermine Rd.	7	29%	14%	--	29%	14%	14%
Lake Powell Blvd./Elk Rd.	6	--	50%	--	17%	33%	0%
Mid-Block Crashes²							
Lake Powell Blvd between North and South Navajo Dr.	23	18%	5%	23%	27%	14%	13%
Elm St between Gum St. & 9th Ave.	10	20%	--	--	20%	--	60%
7th Ave. between North and South Lake Powell Blvd.	7	29%	--	--	57%	--	14%
US 89 between North and South Lake Powell Blvd.	6	--	17%	--	67%	--	16%
6th Ave. between North and South Navajo Dr.	6	--	17%	17%	50%	--	16%
Thunderbird Ave. between Kachina St. & Grandview St.	6	--	17%	--	83%	--	--
North Navajo Dr. between Lake Powell Blvd. & 7th Ave.	4	--	25%	--	50%	--	25%
South Navajo Dr. between Lake Powell Blvd. & Aspen St.	4	--	--	--	75%	--	25%
1. Crashes occurred within 250-foot radius of an intersection 2. Crashes occurred at mid-blocks, at driveways, and alleys Source: ADOT Traffic Safety Division							

Lake Powell Boulevard experienced the highest number of mid-block crashes within the City. During the three years, there were 44 mid-block crashes reported along Lake Powell Boulevard corridor within the City limits. Approximately 0.40 mile section on Lake Powell Boulevard between North and South Navajo Drive experienced 23 reported mid-block crashes. Table 8 summarizes primary collision manners of the crashes at various high crash locations. Most predominant crashes within the study area included rear end, angle, sideswipe (same direction), single vehicle, and left turn types. Therefore, only these crashes are documented in Table 8 for analysis purposes.

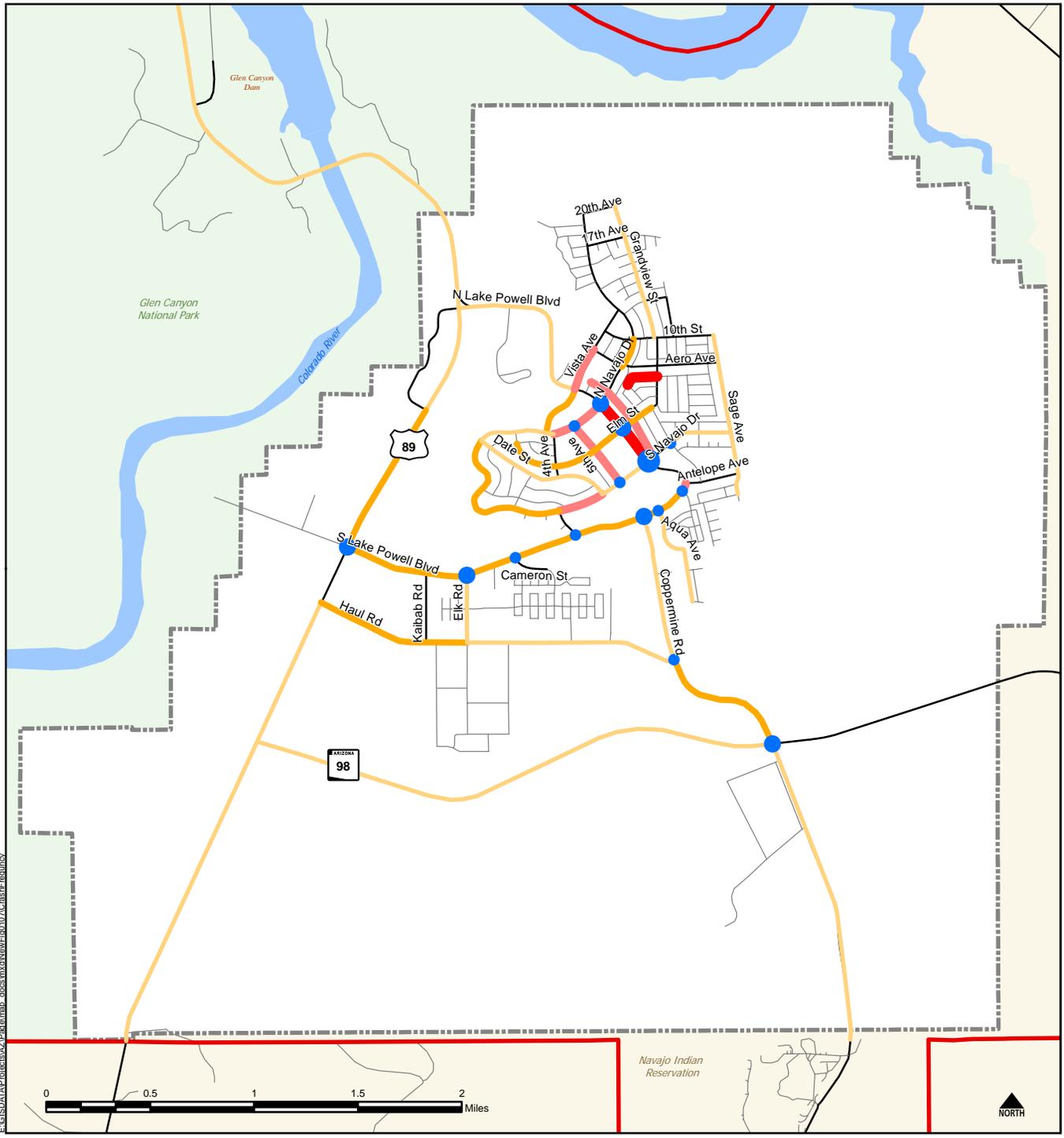


Figure 10 - High Crash Locations

Legend

Intersection Crashes

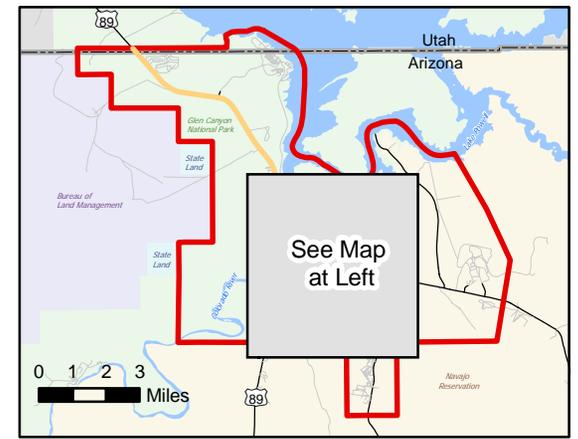
- >2 Crashes per Period
- 5 - 10 Crashes per Period
- >10 Crashes per Period

Crashes Per Mile

- 1 - 5.0
- 5.0 - 15.0
- 15.0 - 30.0
- 30.0 or Greater

- Study Streets
- Background Streets
- ▭ Study Area
- ▭ City of Page
- ▭ Bureau of Land Mgmt.
- ▭ Glen Canyon National Park
- ▭ Navajo Indian Reservation
- ▭ State Trust Land

Data Source: Traffic Safety Division, Arizona Department of Transportation
 Analysis Period: Between 03/01/03 and 02/28/06. Intersections and segments with one (1) or less crashes during the analyses period are not shown in figure.
 Draft: January 2007



City of Page

Small Area Transportation Plan



2.7. Transit and Non-Motorized Transportation

Transit

The Helping Hands Agency, Inc., is currently providing public transit in the Page area. The service, named the “Express” provides regular fixed-route transportation between major destinations throughout Page and local attractions. Figure 11 approximates the Express’ current routes. A copy of the June 2006 brochure for the Helping Hands Agency, Inc., Express is included in Appendix B.

The Express receives funding through the Section 5311 funds. The purpose of these funds is to provide capital and operating assistance for rural and small urban public transportation systems. The FTA Section 5311 program provides federal financial assistance for public transportation in rural and small urban areas. Section 5311 funds are apportioned by the FTA to states on a rural population-based formula. This program is intended to improve the access of rural residents to health care, shopping, education, recreation, public services and employment through human service and general public transportation services. Program funds are available for capital and operating assistance. Eligible recipients include state agencies, local public bodies, non-profit organizations, Indian tribes and operators of public transportation services. The Section 5311 systems are required to plan, market and provide for general public transportation.

Private transportation companies, private non-profit corporations providing public transportation services and private non-profit institutions of higher learning are eligible to receive Section 5311 assistance if their request is endorsed by the local public governing body. Funds may be awarded directly to private organizations or provided through a third-party contract awarded by the local public body. Funds are also available to provide technical and planning assistance to non-urbanized areas. The federal share of net operating costs cannot exceed 50 percent; the maximum federal share for capital costs is 80 percent.

The City of Page operates the Page Senior Transportation Program through the Page Senior Center. The services are funded by the City of Page, participating seniors and donations. Transportation for eligible residents is scheduled on-demand, Monday through Friday. The program operates two wheelchair lift vans, with major funding provided by NACOG and ADOT. Out of town trips, for shopping and medical needs, are scheduled once per month; special trips to regional destinations are planned throughout the year.

In addition to the above referenced services, there are several private transportation providers in the area. One of these providers, the Grand Circle Shuttle operates a fleet of vehicles for local and regional travel within a 300-mile radius of Page. Information on services can be found at The Grand Circle website, <http://www.grandcircle.org/>.

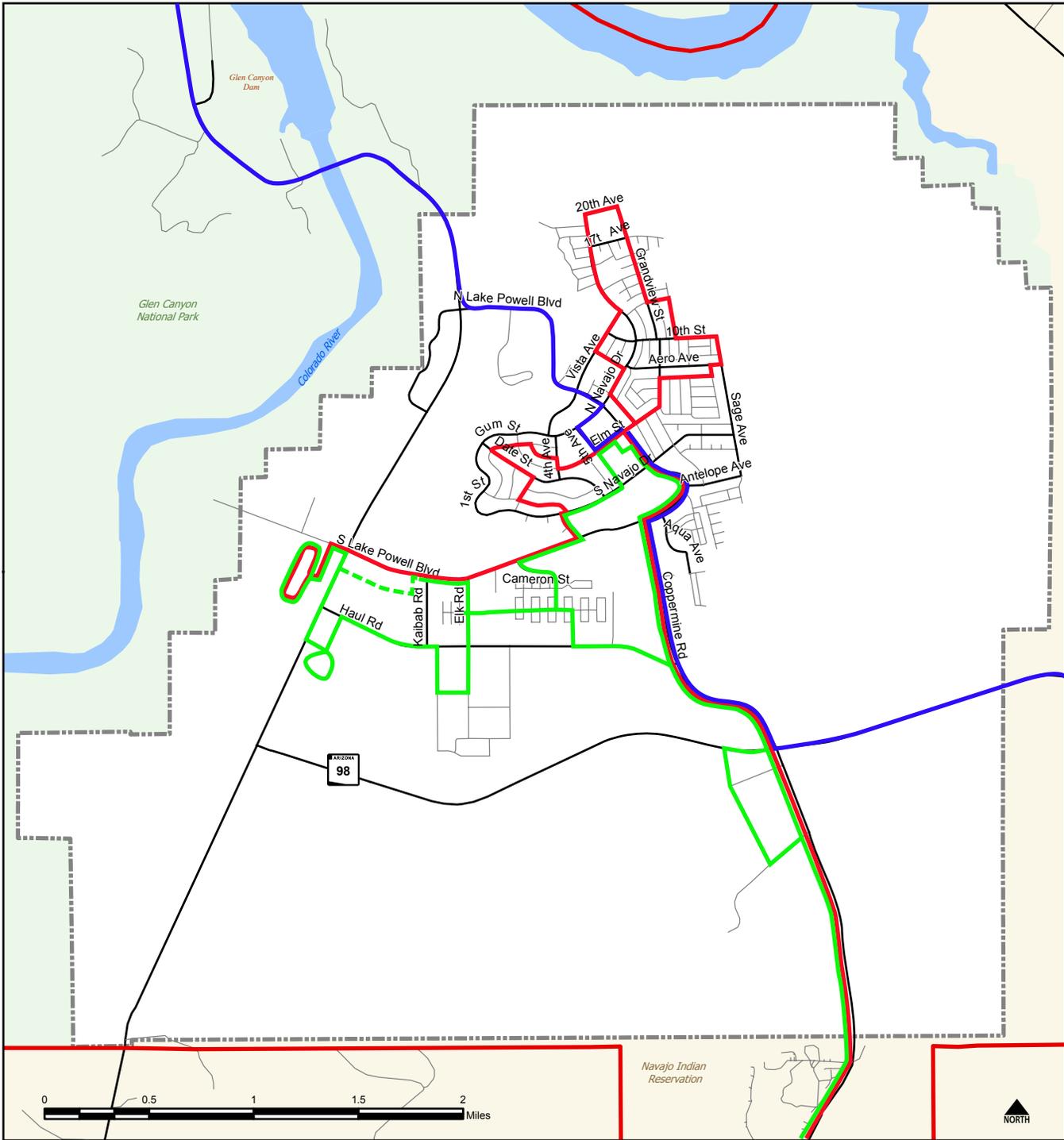
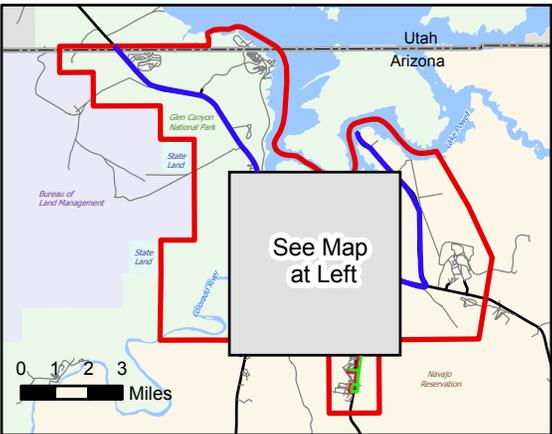


Figure 11 - Transit Routes

Legend

- Bus Routes
 - Blue Line
 - Red Line
 - Green Line
- Study Streets
- Background Streets
- Study Area
- City of Page
- Bureau of Land Mgmt.
- Glen Canyon National Park
- Navajo Indian Reservation
- State Trust Land

Draft: January 2007



City of Page
Small Area Transportation Plan



Non-Motorized Transportation

The City of Page's scenic setting and mild climate are extremely conducive to pedestrian, equestrian, and bicycling. Non-motorized transportation is not limited to walking or bicycling. Other modes include wheelchairs, horses, skateboards, scooters, and skates. In addition, new technologies are emerging (e.g., the Segway) and the City should continue to explore how these emerging trends can be accommodated on existing facilities or the feasibility of developing new facilities for them.

The inclusion of non-motorized routes in the City is increasingly important as development occurs to lessen on road conflicts and to ensure that pedestrians, bicycles and other non-motorized modes are accommodated. In addition to sidewalks, development of a non-motorized transportation system in the City of Page should include several other types of trails:

- Multi-purpose Paved Trail – to connect pedestrian use areas, designed for high traffic and good accessibility
- Multi-purpose Unpaved Trail – for medium-traffic, compacted crushed rock (gravel) surface
- Limited Purpose Unpaved Trail – for low traffic path, surfaced with compacted crushed rock (gravel) or other material, as appropriate

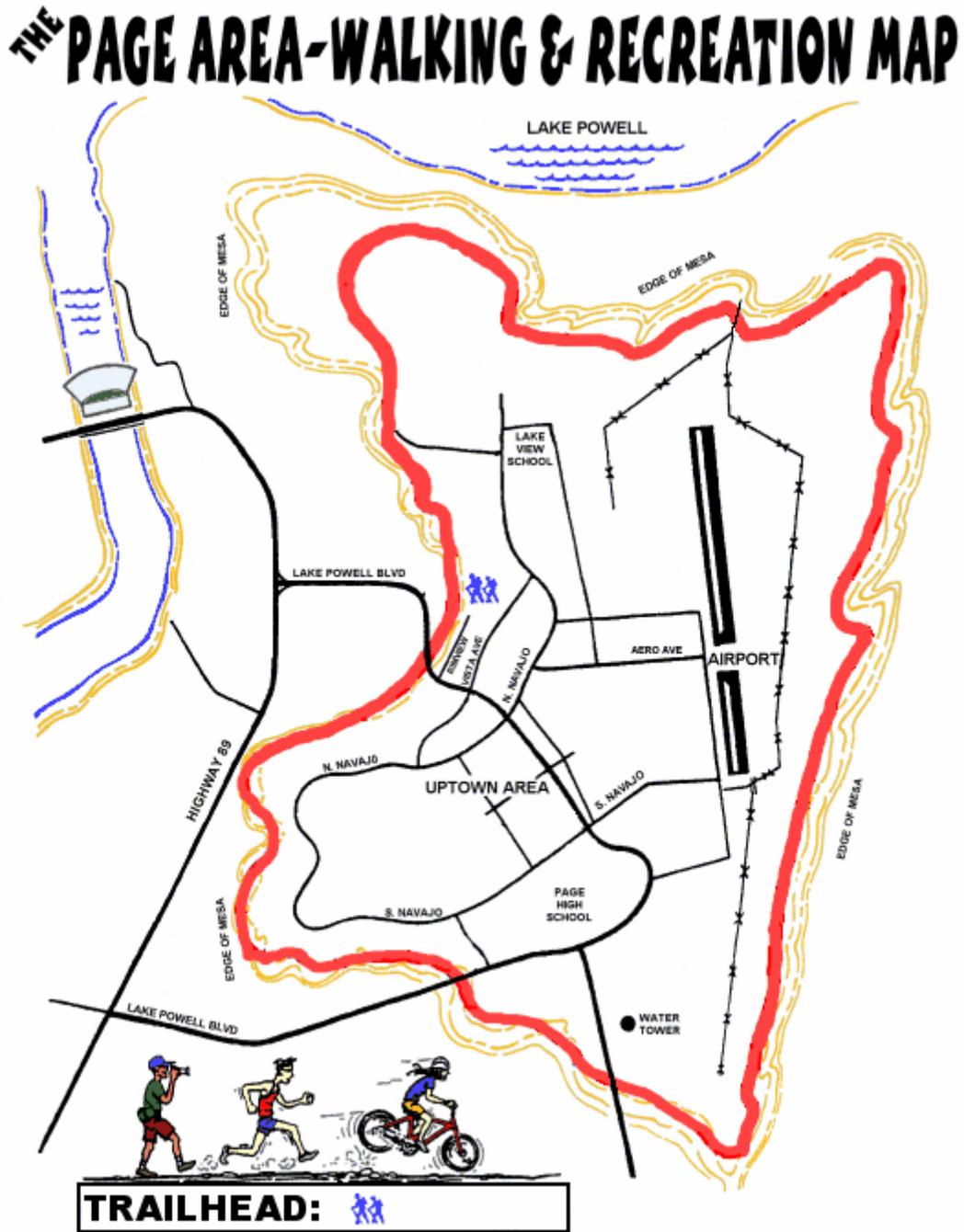
Bicycles are an important component of the non-motorized transportation system. Some of the bicycle conflicts that occur are due to their use on streets with inadequate right-of-way for bicycles and motor vehicles. To alleviate this conflict, three types of bicycle facilities should be considered in the Town:

1. Shared Use Trail – a multi-purpose paved or unpaved trail that is separated from a roadway and intended for shared use by pedestrians, equestrians, and cyclists. The Page Rim Trail is an example of a shared use unpaved trail.
2. Bike Lane – a portion of a roadway designated for the exclusive use of cyclists by signs and pavement markings.
3. Shared Roadway – lower traffic volume and slower speed residential street designated for non-motorized transportation use that does not have pavement markings or signage. Many roads serving as local streets in Page are appropriate for shared roadway designation.

The Rim Trail

The Rim Trail is an existing eight-mile long multi-purpose paved trail that circles Manson Mesa. Developed with Arizona Heritage Fund Grants and the efforts of numerous volunteers. It was developed with Arizona Heritage Fund Grants and the efforts of numerous volunteers. Because the trail is accessible from several locations around the City it is an important part of a non-motorized network, linking residential and tourist accommodations with many of the destinations in the City. The Rim Trail is shown in Figure 12 on the following page.

Figure 12 City of Page Rim Trail



Source: City of Page

3. LAND USE AND SOCIOECONOMIC CONDITIONS

3.1. Land Use

The City of Page is the only urbanized portion of the study area. South of Page, along Coppermine Road is the residential development of LeChee on the Navajo Reservation. Greenhaven, a developing residential community within the study area is located northwest of Page.

The City of Page was created in 1957 to house workers and their families during the construction of nearby Glen Canyon Dam on the Colorado River. Its 17-square-mile site was obtained in a land exchange with the Navajo Indian tribe. The town is perched atop Manson Mesa at an elevation of 4,300 feet above sea level and 600 feet above Lake Powell.

Page has developed with a compact form, with residences in close proximity to commercial services; the majority of commercial development may be found along SR 89, SR 98, and North Lake Powell Boulevard. A Walmart store located at Lake Powell Boulevard and SR 89 is a regional commercial center. Haul Road is developing as an important commercial corridor. A developing industrial park is located along Coppermine Road with several businesses recently established. The Page General Plan guides development in the City. The Land Use Plan Map is shown in Figure 13.

The Page Airport is situated on the mesa in the northeast section of the town. East of the town along SR 98 is the Navajo Generating Station. This coal-fired generating station has a capacity of 2,250 megawatts from three 750-MW units.

Northwest of the City of Page is the Glen Canyon Dam. The Dam was constructed and is operated by the Bureau of Reclamation, an agency within the Department of Interior. The Glen Canyon Dam is a 710-foot-high structure, rising 587 feet above the Colorado River. The Carl Hayden Visitor Center is located next to Glen Canyon Dam.

Table 9 shows the major landowners in the study area.

Table 9 Land Ownership in the Study Area¹

Landowner	Acres	Percent
Glen Canyon National Recreation Area	20,726	48%
Navajo Indian Reservation	11,422	26%
Private Land	10,971	25%
Bureau of Land Management	158	0.4%
State Trust Land	129	0.3%
Total	43,407	100%

Source: Arizona Land Resource Information System (2004)

Notes: ¹ Information provided for the portion of the study area within Arizona.

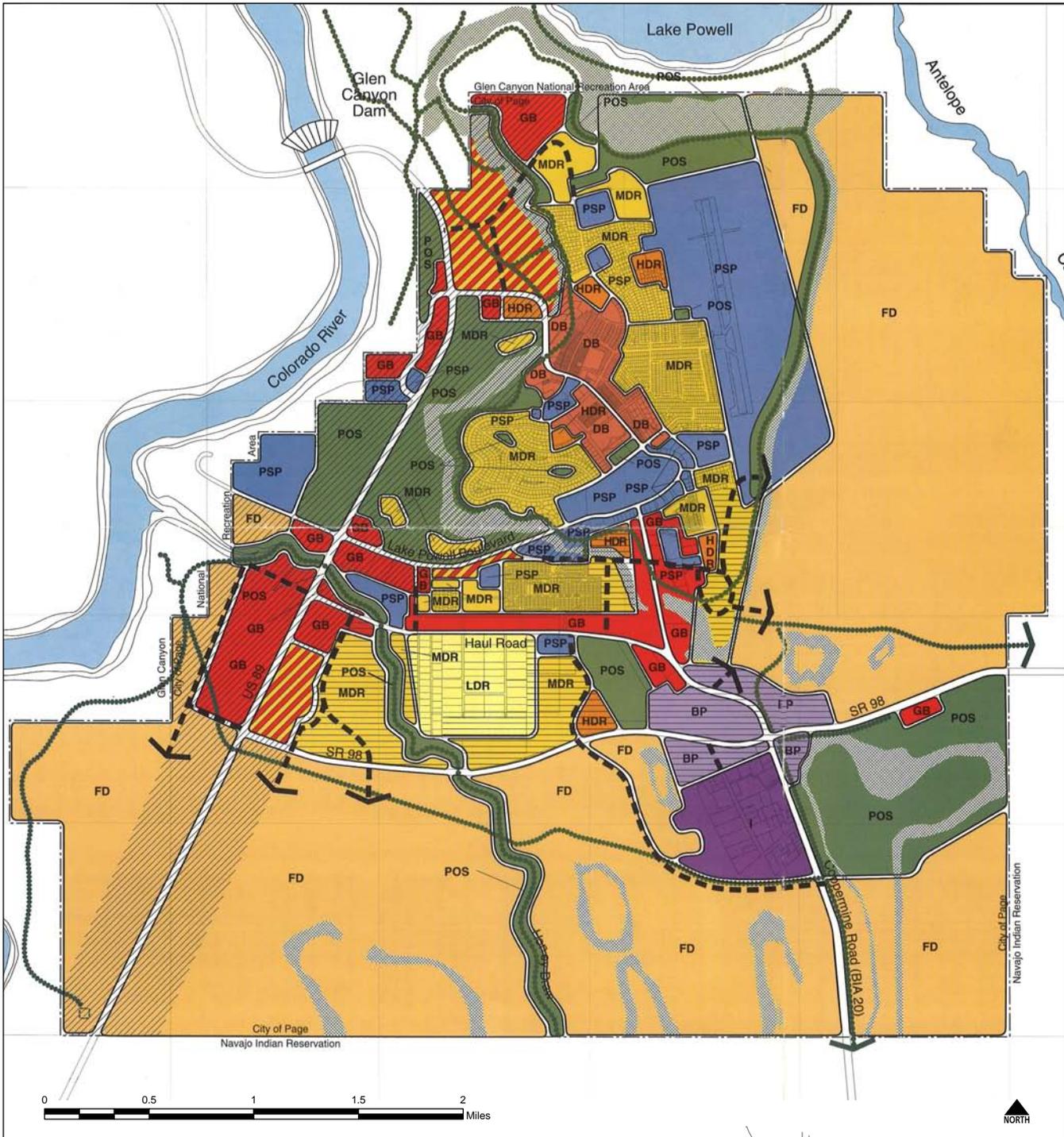


Figure 13 - City of Page Land Use Plan Map

CITY OF PAGE

GENERAL PLAN UPDATE

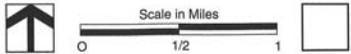
Land Use Plan Map

- LDR** Low Density Residential (0-2.0 DU/AC)
- MDR** Medium Density Residential (2.0-12.0 DU/AC)
- HDR** High Density Residential (12.0 or more DU/AC)
- GB/MDR/HDR Mix (Gateway PD)**
- GB** General Business
- DB** Downtown Business
- BP** Business Park
- I** Industrial
- POS** Parks/Open Space
- PSP** Public/Semi-Public
- FD** Future Development
- Planned Development: Gateway**
- Planned Development: Non-Gateway**
- Planned Roadway Alignments**
- Planned Trails**
- Steep Slopes/Escarpment**

Source: BRW, Inc., October 1995.



Sunregion Associates, Inc.



City of Page Small Area Transportation Plan



3.2. Socioeconomic Data

Population

The City of Page has an estimated 2006 population of 7,203. The study area has an estimated population of 8,909. Population estimates for the study area, City of Page, Coconino County and Arizona are found in Table 10.

	2000	2006 ¹	Average Annual Growth Rate (%)
Study Area	--	8,909	--
City of Page	6,809	7,203	0.9%
Coconino County	116,320	125,470	1.3%
Arizona	5,130,632	6,244,957	3.3%

Source: U.S. Census (2000), Arizona Department of Economic Security (2005)

Notes: ¹ 2006 Population estimates were developed by applying an average annual growth rate for the period 2000 - 2006 to the 2005 ADES population estimates.

Demographics

	Arizona	Coconino County	City of Page	Study Area ¹
Minority Populations	38.9%	43.7%	34.6%	48.2%
Hispanic or Latino ²	28.0%	11.6%	4.7%	3.8%
Asian ²	2.1%	0.9%	0.7%	0.5%
Black ²	3.5%	1.3%	0.4%	0.3%
Native American and Native Alaskan ²	5.0%	29.4%	26.4%	39.5%
Pacific Islander and Native Hawaiian ²	0.2%	0.1%	0.2%	0.1%
More than one race ²	1.5%	1.5%	2.3%	3.9%
Percent of Population in Poverty ²	14.2%	17.9%	13.9%	--
Disability ²	18.0%	16.3%	13.2%	--
Female Heads of Household with own children under 18 years ²	6.8%	12.2%	7.6%	--
Age 65 and Over Population ²	12.7%	7.4%	6.3%	--

Notes:

1 The study area population is approximated by the SAZ that are within two miles of study area roads.

2 Based on U.S. Census data, 2000

Traffic Analysis Zones

Traffic analysis zones (TAZ) are areas that are generally bounded by roadway network, political boundaries, or geographical constraints such as rail lines or major washes. Socioeconomic data is collected by these TAZ boundaries and with the model; traffic is generated by each land use within the TAZ, distributed, and then assigned to the roadway network. Subsequently, using assumed 2015

and 2030 projected land use data, traffic forecasts can then be derived. The socioeconomic data was then reviewed and refined by TAZ for each of the land use categories for 2006 conditions.

The land use categories and socioeconomic variables used in the development of the 2006 base year are shown in Table 12. Figure 14 presents the TAZ structure in which the socioeconomic data was collected. A listing of the 2006 socioeconomic data by TAZ is provided in Appendix A.

Socioeconomic Data	Units
Population	Persons
Single Family Residential	Dwelling Units
Multi-Family Residential	Dwelling Units
Mobile Home	Dwelling Units
2nd Residential or Seasonal Housing	Dwelling Units
Retail	Employees
Office	Employees
Walmart	Employees
Industrial/Manufacturing	Employees
Commercial/Non-Retail	Employees
Hotel/Motel	Rooms
Hospital	Beds
Antelope Point Marina	Employees
Wahweap Marina	Employees
Navajo Generating Station	Employees
Schools	Students
Tourist Facility (Glen Canyon Dam/Antelope Canyon)	Visitors
Airport	Deplanements

Base year 2006 estimated population and total employment density for the study area are shown in Figure 15 and Figure 16, respectively.

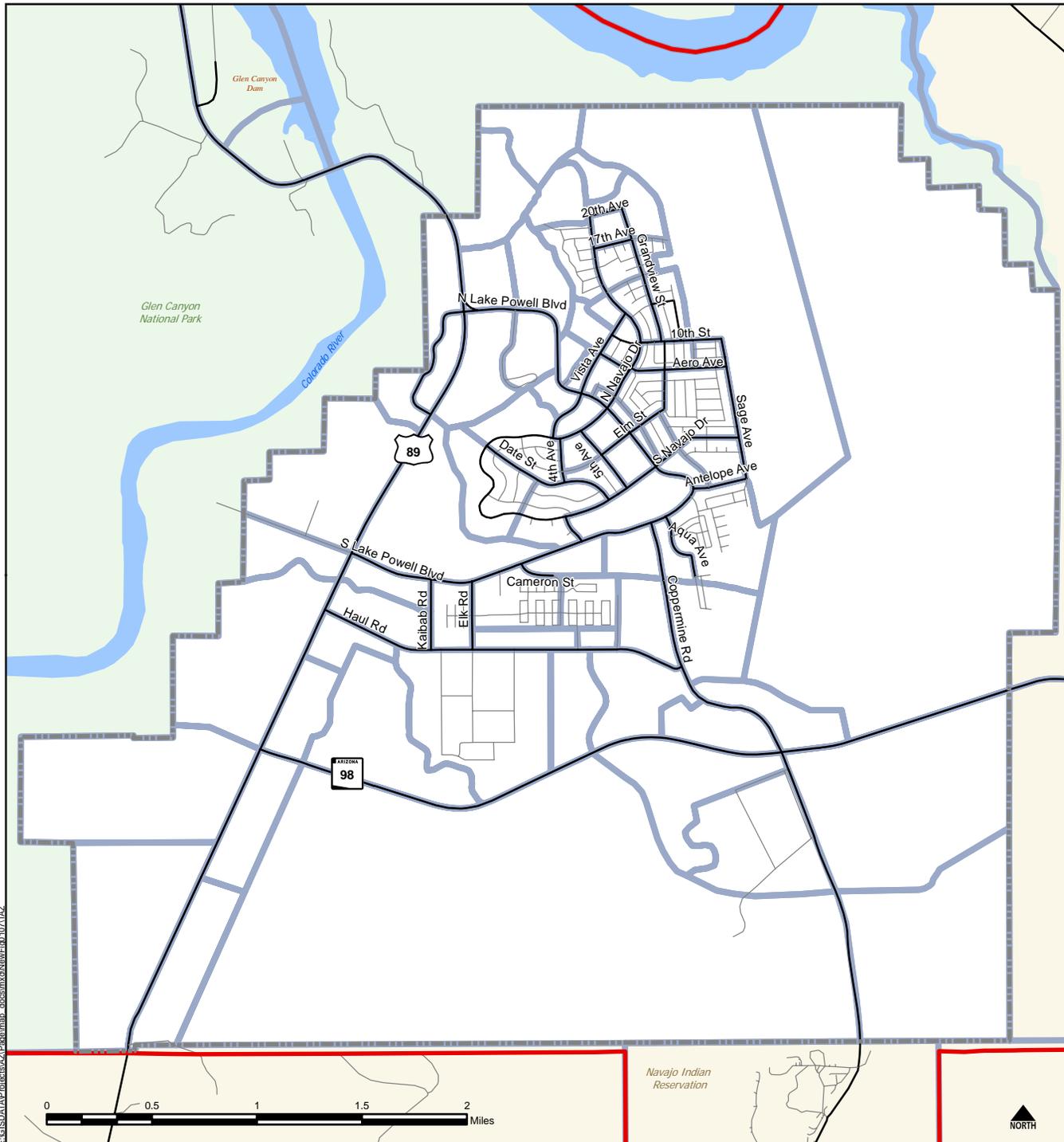


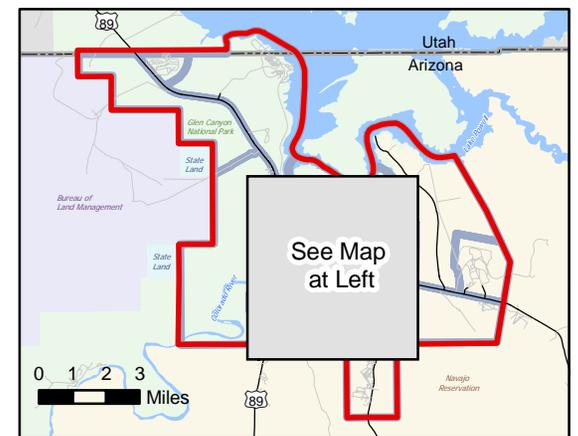
Figure 14 -Traffic Analysis Zones

Legend

- Study Streets
- Background Streets
- ▭ Traffic Analysis Zones
- ▭ Study Area
- ▭ City of Page
- ▭ Bureau of Land Mgmt.
- ▭ Glen Canyon National Park
- ▭ Navajo Indian Reservation
- ▭ State Trust Land

The TAZ is the basis of the transportation model. A TAZ is the unit of geography most commonly used in conventional transportation planning models. The size of a zone varies, ranging from very large areas in rural, undeveloped areas, to as small as city blocks in the City core.

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City of Page
Small Area Transportation Plan



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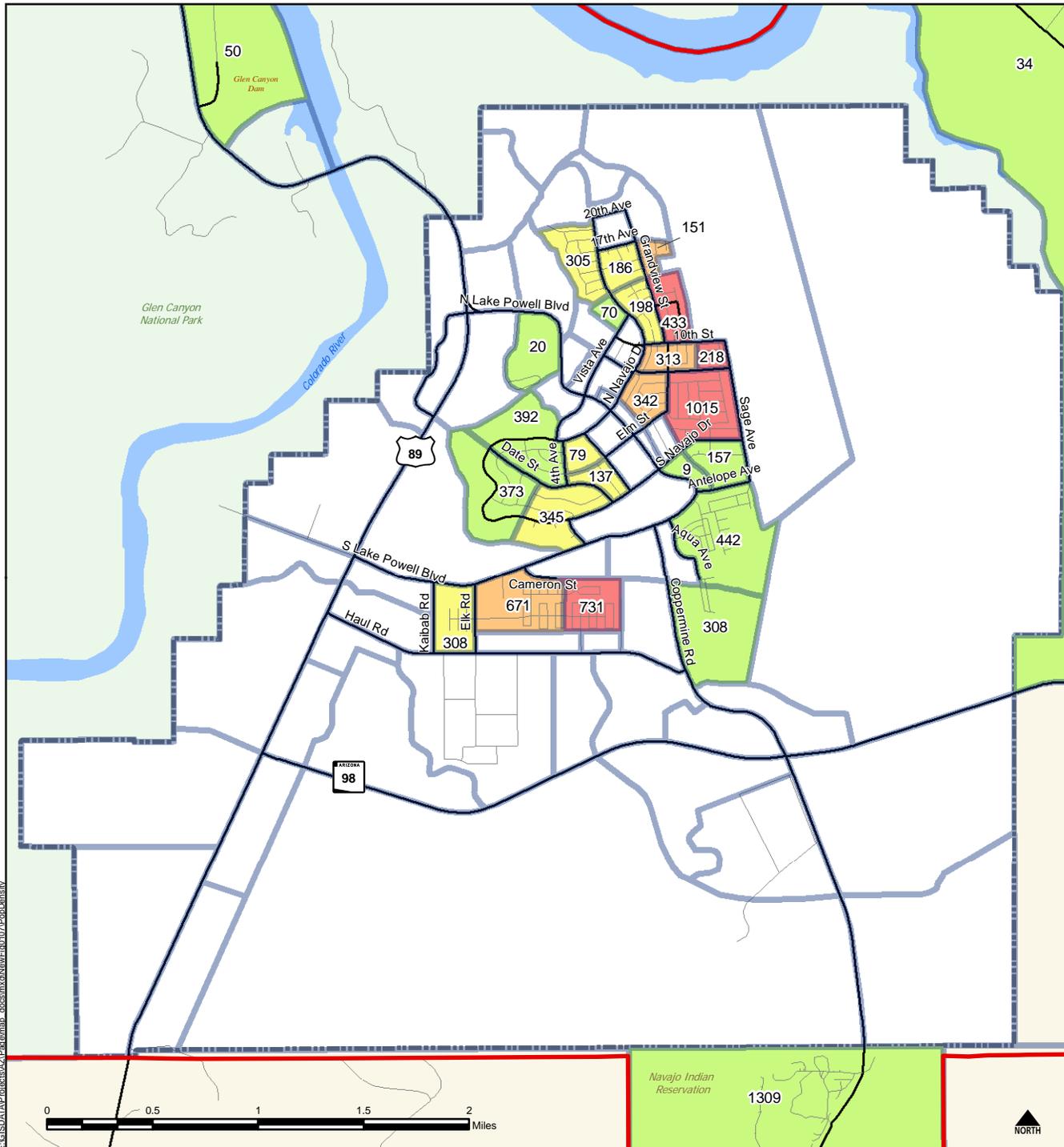
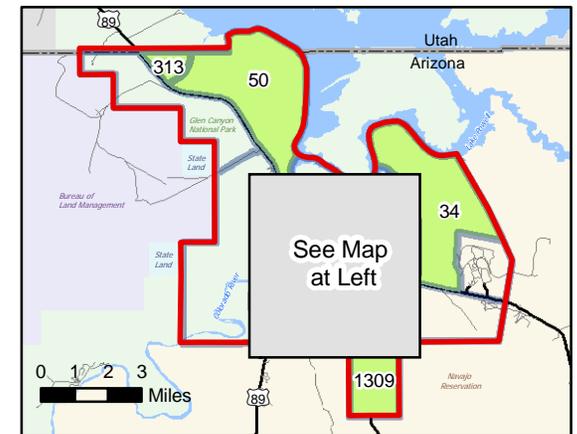


Figure 15 - Existing City of Page Population Density

Legend

- Study Streets
- Background Streets
- Population Density per Square Mile**
- ### Number indicates population of TAZ
- 0.1 - 3500
- 3501 - 5133
- 5134 - 7825
- 7826 - 10900
- Traffic Analysis Zones
- Study Area
- City of Page
- Bureau of Land Mgmt.
- Glen Canyon National Park
- Navajo Indian Reservation
- State Trust Land

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City of Page
Small Area Transportation Plan



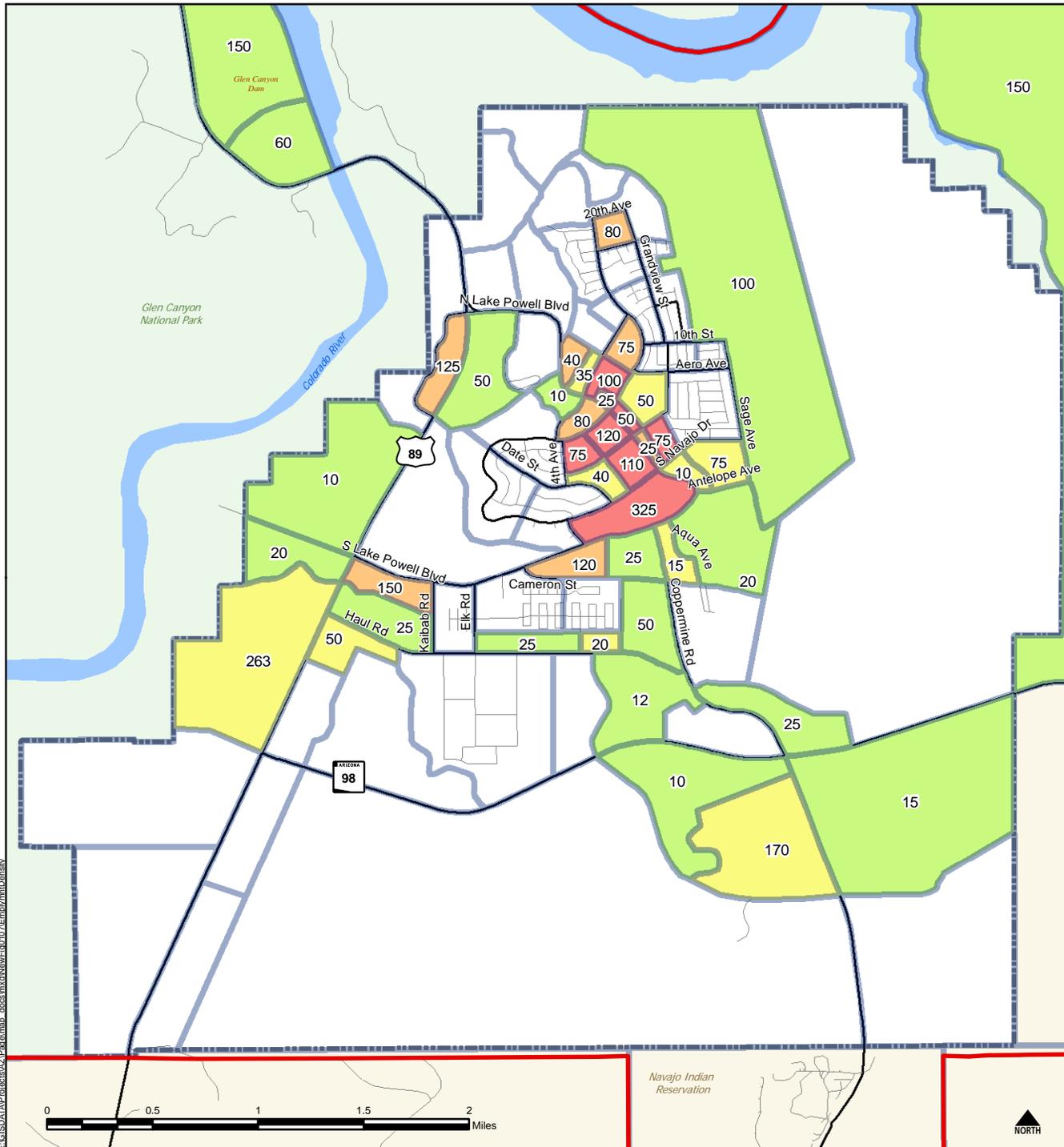
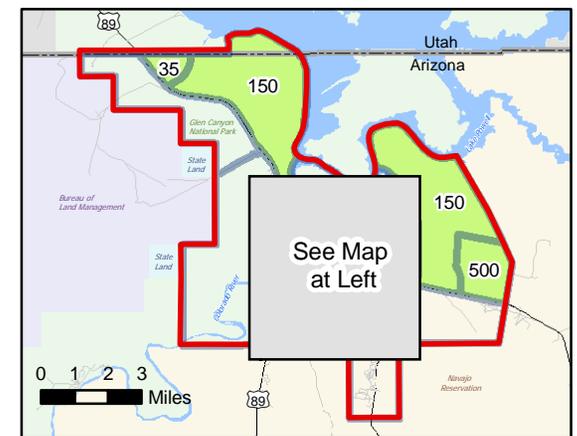


Figure 16 - Existing City of Page Total Employment Density

Legend

- Study Streets
- Background Streets
- Employment Density per Square Mile**
- ## Number indicates total employment of TAZ
- 0.1 - 500
- 500 - 1750
- 1751 - 3000
- 3001 - 5000
- Traffic Analysis Zones
- Study Area
- City of Page
- Bureau of Land Mgmt.
- Glen Canyon National Park
- Navajo Indian Reservation
- State Trust Land

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City of Page
Small Area Transportation Plan



Appendix A

Socioeconomic Data

TAZ	COP	Population	Single Family Residential	Multi-Family Residential	Mobile Home	Retail	Office	Walmart	Industrial/Manuf	Commercial/Non-Retail	Hotel/Motel	Hospital	Antelope Point Marina	Wahweap Marina	Navajo Generating Station	Schools	Tourist Facility (GCD/ Ant Cnyn)	Airport
		Persons	Dwelling Units	Dwelling Units	Dwelling Units	Employees	Employees	Employees	Employees	Employees	Rooms	Beds	Employees	Employees	Employees	Students	Visitors	Departments
1	0	0	50	3	24									150				
2	0	0	34	3	15								150					
3	0	0	0															
4	0	0	0															
5	0	0	0															
6	0	0	0															
7	1	0	0															
8	1	0	0															
9	1	0	0			10			5									
10	1	0	0															
11	1	0	0	35														
12	1	0	0															
13	1	0	0															
14	1	0	0			263												
15	1	0	0			10			10									
16	1	0	0															
17	1	0	0			25												
18	1	0	0															
19	1	0	0			4	4		4	4								
20	1	0	0						25									
21	1	0	0															
22	1	0	0			150					200							
23	1	0	0															
24	1	0	0															
25	1	0	0															
26	1	0	0															
27	1	0	0			20												
28	1	0	0			50												
29	0	0	0			10	25		25									
30	0	0	1309	271														

TAZ	COP		Population	Single Family Residential	Multi-Family Residential	Mobile Home	Retail	Office	Walmart	Industrial/Manuf	Commercial/Non-Retail	Hotel/Motel	Hospital	Antelope Point Marina	Wahweap Marina	Navajo Generating Station	Schools	Tourist Facility (GCD/ Ant Cnyn)	Airport
			Persons	Dwelling Units	Dwelling Units	Dwelling Units	Employees	Employees	Employees	Employees	Employees	Rooms	Beds	Employees	Employees	Employees	Students	Visitors	Deplanements
31	1	0	0	0			10	10		150									
32	1	0	0							10									
33	1	0	0																
34	1	0	0																
35	1	0	0					100											
36	1	0	0																
37	1	0	0																
38	1	151	151	52															
39	1	305	305	105															
40	1	186	186	64															
41	1	442	442	80		105		20											
42	1	0						20				30							
43	1	373	373	129															
44	1	0								40									
45	1	0					50	25		50									
46	1	0						325											
47	1	731	731	252															
48	1	0						120											
49	1	345	345	119															
50	1	137	137	35			20	20											
51	1	79	79		27		25	50											
52	1	0	0				30	50				25							
53	1	70	70		24														
54	1	0	0				25	75											
55	1	0	0				100	20											
56	1	0	0				15	10											
57	1	0	0				10	5		10									
58	1	308	308	45	61														
59	1	671	671	231															
60	1	0	0				25	100											

TAZ	COP	Population	Single Family Residential	Multi-Family Residential	Mobile Home	Retail	Office	Walmart	Industrial/Manuf	Commercial/Non-Retail	Hotel/Motel	Hospital	Antelope Point Marina	Wahweap Marina	Navajo Generating Station	Schools	Tourist Facility (GCD/ Ant Cnyn)	Airport	
		Persons	Dwelling Units	Dwelling Units	Dwelling Units	Employees	Employees	Employees	Employees	Employees	Rooms	Beds	Employees	Employees	Employees	Students	Visitors	Deplanements	
61	1	0	0			25	25			25	153								
62	1	392	392	135															
63	1	20	20	7															
64	1	0	0			40					103								
65	1	0	0				10				232								
66	1	0	0				10		25		100								
67	1	308	308		106					25									
68	1	0	0			10	30		10										
69	1	0	0				10		5	15									
70	1	0	0				25												
71	1	218	218	0		75													
72	1	1015	1015	350															
73	1	157	157	54			75												
74	1	342	342	118		25	25												
75	1	9	9	3		5	5				74								
76	1	0	0			50	25				150								
77	1	0	0			50													
78	1	0	0			25					175								
79	1	0	0			100	10												
80	1	433	433	68	108														
81	1	313	313	108															
82	1	198	198	68															
83	1	0	0																
84	1	0	0																
85	1	0	0				80												
86	1	0	0																
87	1	0	0																
88	1	0	0																
89	0	0	313	157		25	10												
90	0	0	0												500				
TOTAL		7,199	8,905	2,491	259	286	1,207	1,319	0	269	169	1,217	25	150	150	500	0	0	0

Appendix B

Express Public Transportation Service Brochure



WELCOME!

The **EXPRESS** bus is the perfect way to get around Page! If you are just visiting and want to see what Page has to offer, just hop on the bus and take a spin around town! If you've been out on the lake all day, leave your boat or trailer hitched up and ride the **Express** into town to eat dinner and enjoy a movie. Parking is very limited in town, so ride the bus from your campground or hotel to get your groceries or do your laundry! Our buses circulate throughout the town all day and evening every hour, so you have plenty of time to shop or eat and catch the next bus back to wherever you started from.

PRICING

- Tokens: \$2.50 each
- Bulk Rate: 25 for \$50.00
- Tokens can be purchased at our office and select locations**
- Token Fares**
- 1 one-way local (Page & Lechee) fare.....=1 token
- 1 fare from Greenhaven to Big Water..... =1 token
- 1 fare from Page to ADOT.....=1 token
- 1 fare from Big Water or Greenhaven to Page.....=2 tokens

Cash Fares

- No student or senior discount for cash fares**
- Local or Lechee: \$3.00 each way
- Big Water to Greenhaven: \$3.00 each way
- Page to ADOT: \$3.00 each way
- Page to Greenhaven or Big water: \$5.00 each way

1 Month Passes

All passes expire at the end of indicated month

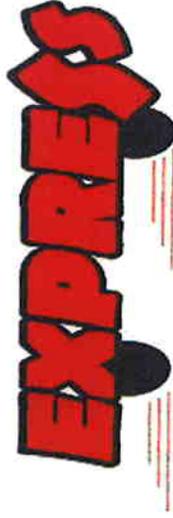
	Page Local/Lechee	Big Water
Adult:	\$50.00	\$75.00
Student*:	\$30.00	\$55.00
Seniors**:	\$30.00	\$55.00

Passes are only available at our office
Blue line passes are valid for all routes
Please call 928-645-9596 M-Th 8-5; F 8-3 for more information

Children 9 and under ride free with a paying adult. (Limit 2 children)
*Students are 15 and under or with student I.D.
**Seniors are over 60 years of age. Must have I.D.

Fare Media Policy

All pass sales are final and non-refundable. The Helping Hands Agency is not responsible for lost or stolen passes. Passes are not valid if torn, defaced, or damaged. The reproduction of an Express bus pass is illegal and anyone using a reproduction shall be subject to criminal prosecution. All passes are the property of The Helping Hands Agency, Inc.



PAGE'S FINEST TRANSPORTATION SERVICE

USE THE EXPRESS TO SEE THE TOWN OF PAGE AND SEE THE FOLLOWING LOCAL SIGHTS:

- GLEN CANYON DAM VISITORS CENTER
 - GRAND STAIRCASE ESCALANTE NATIONAL MONUMENT
 - UPPER & LOWER ANTELOPE CANYON
 - JOHN WESLEY POWELL MUSEUM
- ASK YOUR DRIVER HOW TO GET THERE!**

CODE OF CONDUCT

- Pay correct fee
- Do not cause safety problems
- Do not distract your driver
- No eating, drinking, smoking, or littering on the buses
- Only service animals allowed on buses
- No flammable fueled vehicles allowed on the buses or on the bike racks (i.e. scooters or weed eaters)
- Respect your bus driver
- No panhandling

We will not tolerate acts or comments that could be perceived as threatening to another customer or bus driver. Our drivers will contact the authorities for assistance if they deem it necessary. Your privilege to use the bus may be revoked at any time for violation of our code of conduct. You must have a valid pass and present it each time the bus is boarded.

WE'RE GOING YOUR WAY!

Green Line 6:30am-7:30pm *First bus leaves at 6:30am *Last bus leaves at 7:30pm ***Bold** indicates PM times.

Monday-Friday

Kiosk #29	6:30	7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30	7:30
Lake Powell Campground	6:35	7:35	8:35	9:35	10:35	11:35	12:35	1:35	2:35	3:35	4:35	5:35	6:35	7:35
Big Lake Trading Post	6:37	7:37	8:37	9:37	10:37	11:37	12:37	1:37	2:37	3:37	4:37	5:37	6:37	7:37
Industrial Park	6:40	7:40	8:40	9:40	10:40	11:40	12:40	1:40	2:40	3:40	4:40	5:40	6:40	7:40
LeChee	6:50	7:50	8:50	9:50	10:50	11:50	12:50	1:50	2:50	3:50	4:50	5:50	6:50	7:50
Industrial Park	6:55	7:55	8:55	9:55	10:55	11:55	12:55	1:55	2:55	3:55	4:55	5:55	6:55	7:55
Big Lake Trading Post	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00
Ranchettes														
Appaloosa/Clydesdale	7:02	8:02	9:02	10:02	11:02	12:02	1:02	2:02	3:02	4:02	5:02	6:02	7:02	8:02
Elk/Mustang	7:04	8:04	9:04	10:04	11:04	12:04	1:04	2:04	3:04	4:04	5:04	6:04	7:04	8:04
Pinto/Morgan	7:05	8:05	9:05	10:05	11:05	12:05	1:05	2:05	3:05	4:05	5:05	6:05	7:05	8:05
Morgan/Haul Rd.	7:06	8:06	9:06	10:06	11:06	12:06	1:06	2:06	3:06	4:06	5:06	6:06	7:06	8:06
Days Inn	7:10	8:10	9:10	10:10	11:10	12:10	1:10	2:10	3:10	4:10	5:10	6:10	7:10	8:10
Wal-mart	7:12	8:12	9:12	10:12	11:12	12:12	1:12	2:12	3:12	4:12	5:12	6:12	7:12	8:12
Gateway Plaza	7:16	8:16	9:16	10:16	11:16	12:16	1:16	2:16	3:16	4:16	5:16	6:16	7:16	8:16
Super 8 Motel	7:17	8:17	9:17	10:17	11:17	12:17	1:17	2:17	3:17	4:17	5:17	6:17	7:17	8:17
Motel 6	7:18	8:18	9:18	10:18	11:18	12:18	1:18	2:18	3:18	4:18	5:18	6:18	7:18	8:18
Vermillion Apartments	7:20	8:20	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:20	5:20	6:20	7:20	8:20
L.P.M.H.V.	7:22	8:22	9:22	10:22	11:22	12:22	1:22	2:22	3:22	4:22	5:22	6:22	7:22	8:22
Kiosk #29	7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30	7:30	8:30

- Transfer Policy**
- One transfer will be issued free with a paid fare when needed to reach your primary destination.
 - When transferring from a local route to the Blue Line, full fare for the Blue Line MUST be paid to the local route driver. A transfer slip for the Blue Line will then be given to the rider.
 - Transfer slips good only to board bus matching slip.
 - A transfer slip is only valid for the date on the slip.
 - A transfer slip may ONLY be used once.

Red Line Local Route 7a-5p Mon-Fri Sat 11a-5p

- Red Line route starts at 7:00 am
- These stops are picked up every hour at the time shown
- Arrival times may vary within 5 minutes
- Last bus leaves Canyon Lake Apts at 5:00 pm

#	Location	Time
29	Kiosk/Bus stop Elm by Safeway	:00
30	Canyon Lake apts. 4 th st. near Elm	:01
1	Elm St. Between 8 th and 9 th	:04
---	Grandview/Red Mesa/Red Mesa/Kachina	:04
---	Kachina/Turquoise-Turquoise/Grandview	:05
---	Grandview/Thunderbird	:06
---	Thunderbird/Crestview	:06
---	Crestview/Towerbutte-Towerbutte/Colorado	:07
---	Colorado/Aero/Redrock	:07
5	10 th St. at Goliard Park	:07
---	Glen Canyon at 11 th st.	:08
6	Beehive Home, Grandview	:10
8	Rimview Trailhead at 20 th St.	:12
9	Escalante Apts. North Navajo side	:14
11	Powell Museum	:15
7	Helping Hands Agency	:16
10	Blair's Trading Post	:18
26	Oak street	:20
25	Library/College/C.B.H.S.	:21
20	Vermillion Apts. Bench on Elk Rd.	:23
21	L.P.M.H.V. at Office	:26
---	Lake Powell Lodging	:27
---	Super Wal-Mart	:28
22	Sports complex at Newburn Rd	:29
28	Lake Powell Campground	:32
29	Kiosk/Bus stop Elm by Safeway	:36
4	AIRPORT TERMINAL	:40
---	Page Boy Motel	:42
12	Best Western @ Lake Powell	:43
---	Marriot Hotel	:45
---	Golf Course	As Needed
---	Quality Inn	---
27	Holiday Inn Express	:48
---	---	:53

PRIVATE CHARTERS ARE AVAILABLE TO NORTH RIM, SOUTH RIM, MARBLE CANYON, AND LEE'S FERRY. CALL (928) 645-9596 FOR MORE INFORMATION

Major funding provided by:
VR/rsa, DDD, DES, and ADOT

Blue Line 5:30am-8:30pm Mon-Fri

- Bold indicates PM times
- First Bus leaves Kiosk at 5:30a
- Last bus leaves Kiosk at 7:30p
- These are departure times

Blue Line to Antelope

Kiosk #29	5:20	7:30	10:30	1:30	3:30	4:30
Big Lake Tr. Post	---	7:35	10:35	1:35	3:35	4:35
N.B. Church	5:25	---	---	---	---	---
L.P. Lodging	5:27	---	---	---	---	---
Le Chee	5:40	7:40	10:40	1:40	3:40	4:40
Big Lake Tr. Post	5:45	---	---	---	---	---
Power Plant	5:50	---	---	---	---	---
Antelope	6:00	8:10	11:10	2:10	4:10	5:10
Kiosk #29	6:30	8:30	11:30	2:30	4:30	5:30

Blue Line to Wahweap

Kiosk #29	6:30	8:30	11:30	2:30	---	7:30
Wahweap	6:45	8:45	11:45	2:45	---	7:45
Wal-Mart	7:00	9:00	12:00	3:00	---	8:00
Le Chee	7:15	9:15	12:15	3:15	---	8:15
Airport	---	---	12:25	3:25	---	8:25
Kiosk #29	7:30	9:30	12:30	3:30	---	---

Blue Line to Big Water

Kiosk #29	---	9:30	12:30	5:30	6:30	---
Big Water Store	---	9:50	12:50	5:50	6:50	---
Big Water P.O.	---	9:52	12:52	5:52	6:52	---
M & M Auto	---	9:55	12:55	5:55	6:55	---
Greenhaven	---	10:00	1:00	6:00	7:00	---
G.H. Sales Office	---	10:02	1:02	6:02	7:02	---
Wal-Mart	---	10:15	1:15	6:15	7:15	---
Kiosk #29	---	10:30	1:30	6:30	7:30	---

Saturday, Sunday, & Holidays 8a-5:30p

- Bold indicates PM times
- First bus leaves at 8:30a
- Last bus leaves at 4:30p

Kiosk #29	8:30	11:30	2:30	---
Big Lake Tr. Post	8:35	11:35	2:35	---
Le Chee	8:40	11:40	2:40	---
Big Lake Tr. Post	8:45	11:45	2:45	---
Wal-Mart	8:50	11:50	2:50	---
Antelope	9:05	12:05	3:05	---
Kiosk #29	9:30	12:30	3:30	---
Wahweap	9:45	12:45	3:45	---
Wide-Mart	10:00	1:00	4:00	---
Le Chee	10:15	1:15	4:15	---
AIRPORT	---	---	4:20	---
Kiosk #29	10:50	1:30	4:30	---
Big Water Mkt.	10:50	1:50	4:50	---
Big Water P.O.	10:52	1:52	4:52	---
M & M Auto	10:55	1:55	4:55	---
Greenhaven	11:00	2:00	5:00	---
Wal-Mart	11:15	2:15	5:15	---
Kiosk #29	11:20	2:20	5:20	---

