



## 2.0 EXISTING CONDITIONS

The Transportation and Mobility Plan for Winter Park was developed based on a solid foundation of information about the existing conditions in the Fraser Valley and Grand County. This foundation included recent data about transportation activity, collected annually by the Town of Winter Park and Winter Park Resort, as well as economic and demographic statistics that were compiled in the Town of Winter Park's Economic and Fiscal Impact Study (prepared by EPS) which was conducted as a parallel study to the Transportation and Mobility Plan.

### A. *Economic and Demographic Conditions*

The Fraser Valley is situated in Grand County on the north side of Berthoud Pass. The Towns of Winter Park and Fraser are the primary population centers in the Valley. The Winter Park Resort serves as the primary attraction in the area, drawing skiers in the winter and hikers and mountain bikers in the summer (see **Figure 2.1**). The Town of Winter Park is a community of approximately 830 full-time residents, while the adjacent Town of Fraser is slightly larger with an estimated 1,020 residents (see **Table 2.1**).



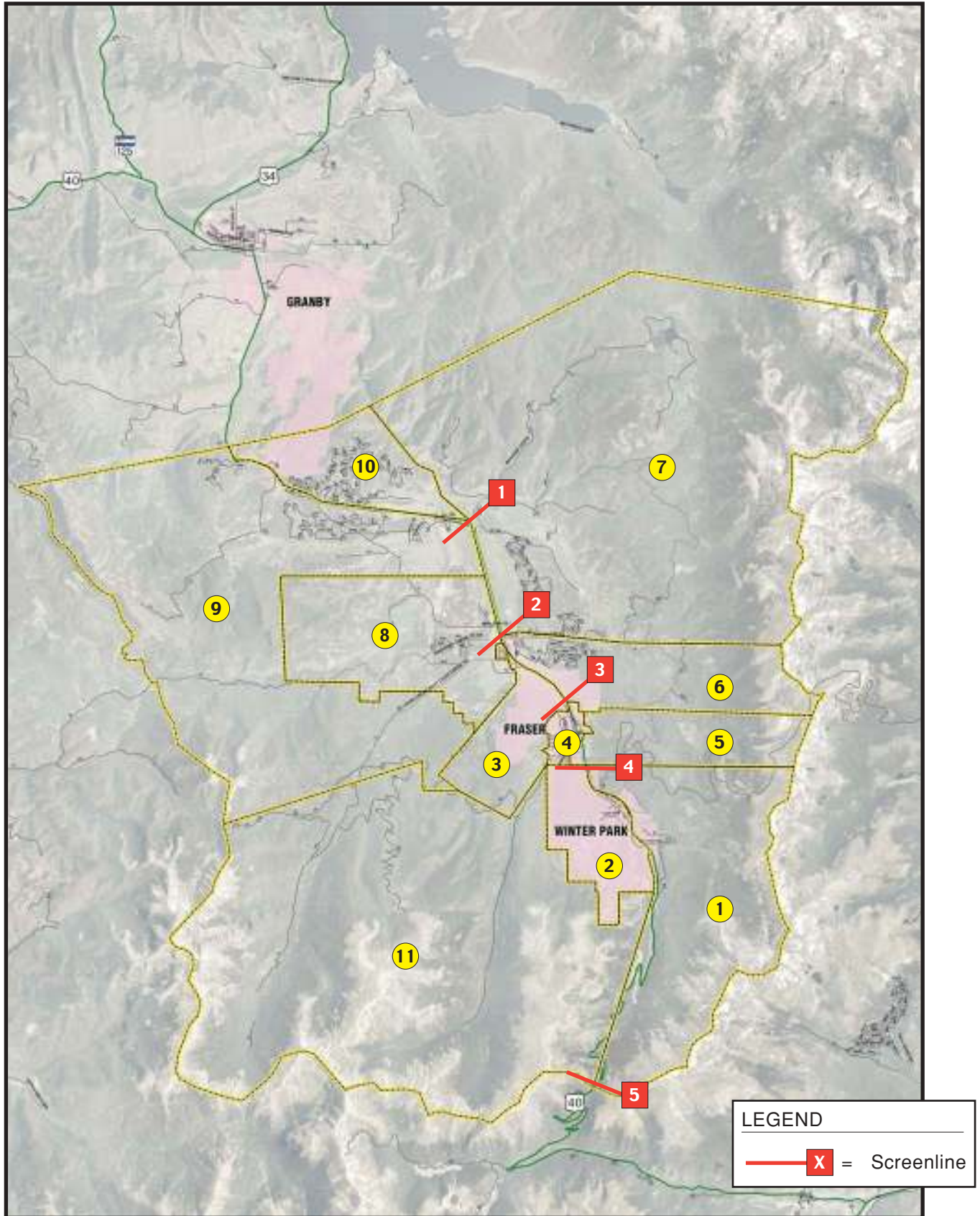
Combined, these two towns represent less than 15 percent of the population of Grand County, but they have a much larger impact on the county because of their status as resort communities in a tourist-based economy. This is evident in the housing demographics of each town; the number of housing units far exceeds the number of households (full-time residences) because of the large number of overnight accommodations and second residences. Furthermore, the popularity of the area for second homes has driven up housing prices throughout the Fraser Valley. As a result, many of the employees that work in Winter Park and Fraser commute daily from the Granby and Hot Sulphur Springs, where housing costs are lower.

Because of the resort nature of the area, the number and location of guest accommodation units is an important consideration for the transportation system. **Table 2.2** shows the location and number of lodging units in the primary study area. Winter Park Resort's base area currently has approximately 454 units (17 percent of the total inventory), while overnight accommodation units in the remainder of Winter Park (including Old Town) account for almost 40 percent of the total. If Winter Park Resort units are included, Winter Park represents approximately 57 percent of the Upper Fraser Valley total. In addition, **Figure 2.2** and **Figure 2.3** show the Skier Density Analysis Maps for the Base Area/Old Town area and downtown Winter Park, respectively. These maps graphically illustrate the number of potential skiers generated by accommodation on each building parcel. **Figure 2.3** also graphically illustrates the current proximity of skiers to the ski area staging lifts.



Figure 2.1

Traffic Analysis Zones and US 40 Traffic Screenlines





**Table 2.1 Study Area Demographics**

	1990	2000	2004	% of Total
<b>Population</b>				
Winter Park	528	662	830	6.0%
Fraser	573	910	1,020	7.3%
Grand County	7,966	12,442	13,943	
<b>Housing Units</b>				
Winter Park	1,361	1,231	1,846	13.3%
Fraser	577	622	746	5.4%
Grand County	9,985	10,894	13,871	
<b>Households</b>				
Winter Park	242	318	401	7.0%
Fraser	257	410	460	8.0%
Grand County	3,168	5,075	5,716	
<b>Vacant (Seasonal Use)</b>				
Winter Park	850	703	-	
Fraser	223	165	-	
Grand County	5,800	4,783	-	
Source: Technical Memorandum #1: Economic Base & Demographic Framework Economic & Planning Systems, April 18, 2006				

**Table 2.2 Lodging Inventory (2005)**

Location	Total Units	Percentage
<b>Winter Park Resort - Base Area</b>		
Vintage	117	4.5%
Zephyr Lodge	175	6.7%
Winter Park Mountain Lodge	162	6.2%
Subtotal	454	17.3%
<b>Other Areas in the Upper Fraser Valley</b>		
Winter Park	869	33.1%
Old Town	177	6.7%
Fraser	365	13.9%
Snow Mountain Ranch	749	28.5%
Tabernash	12	0.5%
Subtotal	2,172	82.7%
<b>Total</b>	<b>2,626</b>	<b>100.0%</b>
Source: Technical Memorandum #1: Economic Base & Demographic Framework Economic & Planning Systems, April 18, 2006		



Figure 2.2

Existing Skier Density Analysis - Old Town / West Portal

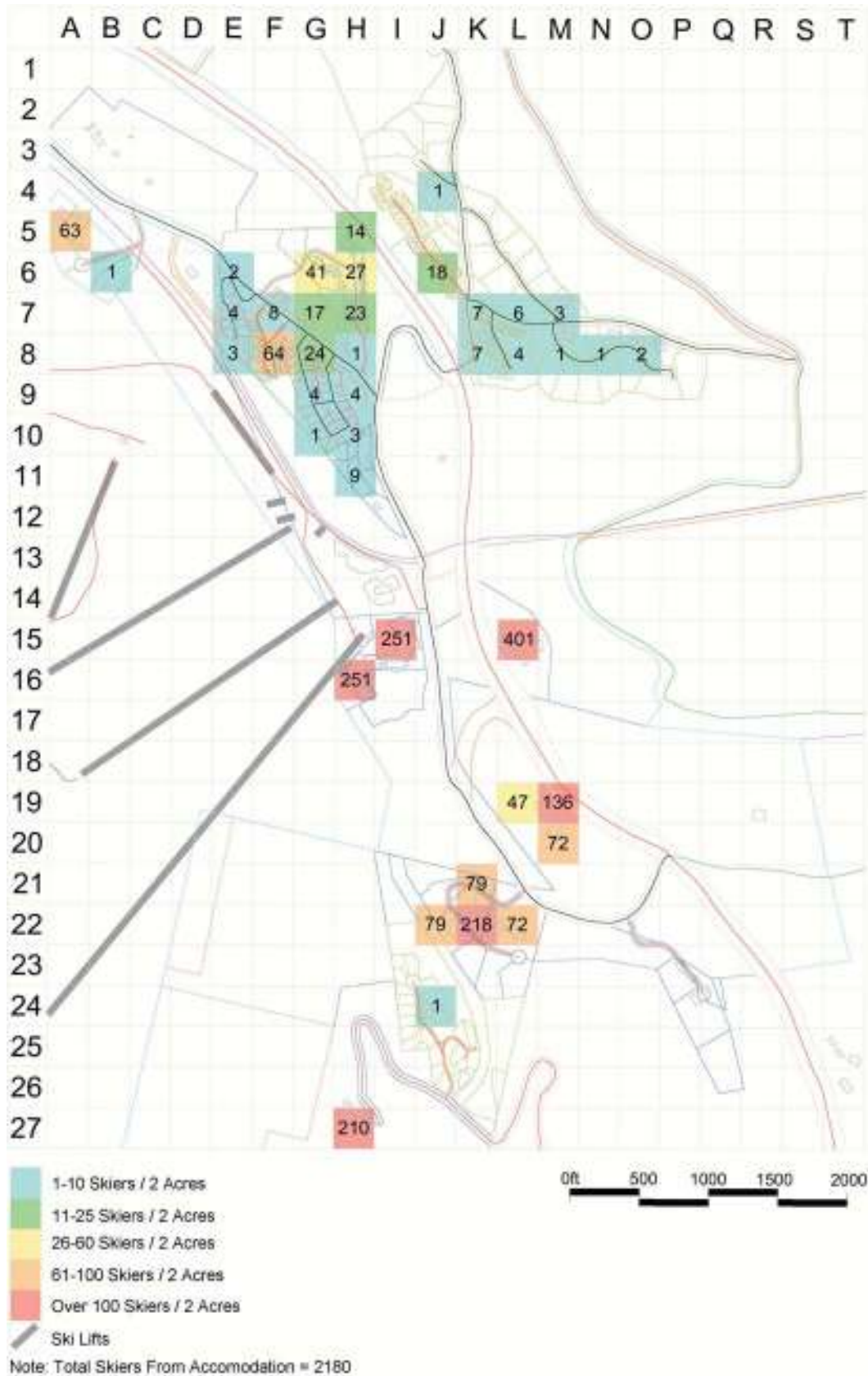
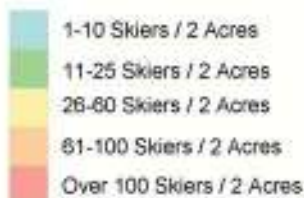
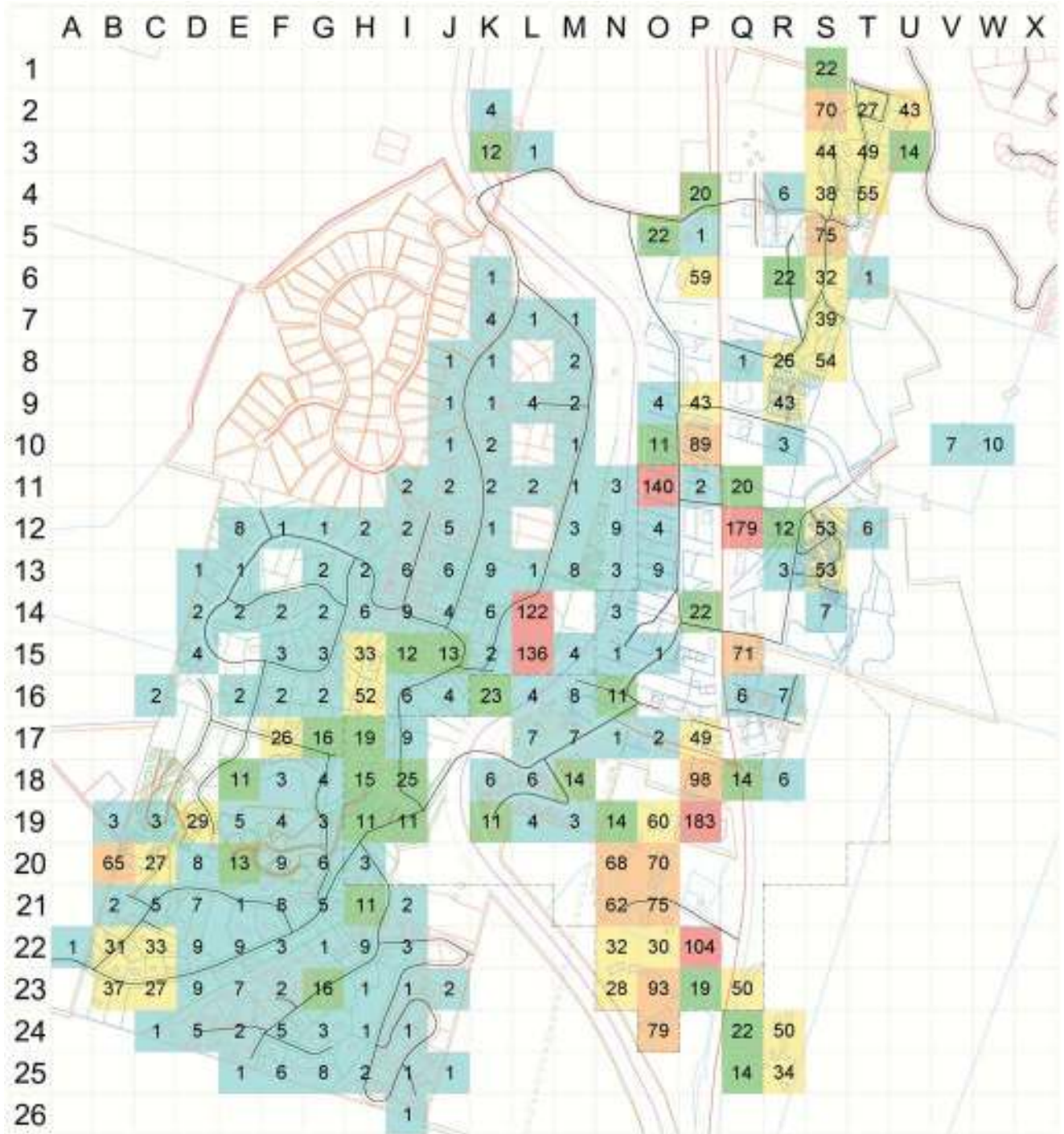


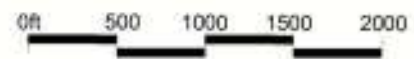


Figure 2.3

Existing Skier Density Analysis - Downtown Winter Park



Note: Total Skiers From Accommodation = 4056





For this study, the Fraser Valley study area has been divided into 11 traffic analysis zones (TAZs) (see **Figure 2.1**). This zone system allows for more precision and refinement in forecasting future levels of demographic and transportation-related activities. **Table 2.3** provides a summary of the inventory of residential and commercial properties for each TAZ. These activities have been grouped into general land use categories according to their trip generation characteristics. The Institute of Transportation Engineers Trip Generation, 7<sup>th</sup> Edition, 2003 was used to develop trip information for each category. As would be expected, most of the commercial development is retail-related and is concentrated in downtown Winter Park and Fraser. Support office and construction/manufacturing represent a much smaller portion of commercial development. On the residential side, there are nearly 2.5 times more short-term housing and second homes than primary residences.

**Table 2.3 Study Area Land Use by TAZ**

TAZ	ITE Land Use Code						
	110 Construction/ Support (ft <sup>2</sup> )	210 Full-time Residences (Units)	260 2nd Homes (Units)	310 Hotel/ Lodge (Units)	330 Short-term Rentals (Units)	710 Office (ft <sup>2</sup> )	820 General Retail (ft <sup>2</sup> )
1	-	6	35	162	-	-	-
2	-	51	118	152	317	-	18,500
3	10,224	31	31	39	143	8,420	127,493
4	6,826	279	279	286	583	15,578	275,074
5	-	132	132	-	-	-	54,528
6	20,218	652	979	39	143	18,180	88,150
7	17,871	235	101	-	-	-	-
8	-	103	155	-	-	-	1,581
9	58,969	277	92	-	749	12,660	20,835
10	86,183	403	134	7	5	2,400	19,759
11	-	-	-	-	-	-	-
<b>Total</b>	<b>200,291</b>	<b>2,169</b>	<b>2,056</b>	<b>685</b>	<b>1,940</b>	<b>57,238</b>	<b>605,920</b>

Note: Land Use Codes from Trip Generation, 7th Edition, Institute of Transportation Engineers, 2003

The most important economic force in the Fraser Valley is skiing at Winter Park and Mary Jane. **Table 2.4** shows that annual skier visits to Winter Park Resort have been approximately 1,000,000 skiers over this last 10 years. This is pattern of little growth is consistent with statewide Colorado trends.



Table 2.4 Winter Park Annual Skiers (1994-2005)

Season	Visits	Change	
		#	Percent
1994-95	986,077	-	-
1995-96	1,012,580	26,503	2.7%
1996-97	991,393	-21,187	-2.1%
1997-98	1,042,290	50,897	5.1%
1998-99	980,408	-61,882	-5.9%
1999-00	902,827	-77,581	-7.9%
2000-01	978,539	75,712	8.4%
2001-02	975,256	-3,283	-0.3%
2002-03	998,972	23,716	2.4%
2003-04	955,615	-43,357	-4.3%
2004-05	990,837	35,222	3.7%
11 Season Avg.	983,163		

Source: Technical Memorandum #1: Economic Base & Demographic Framework Economic & Planning Systems, April 18, 2006



In the course of normal business activities, Winter Park Resort keeps daily statistics of skier volumes at Winter Park and Mary Jane. This information is essential for the transportation plan since the system must be robust enough to handle high levels of activity. Daily skier statistics for both base areas are shown in **Table 2.5** for the 2003-04 and 2004-05 seasons when most of the transportation surveys were conducted. As expected, this table shows that peak activity generally occurs over the Christmas-New Years holidays, the Martin

Luther King and Presidents Day holidays, and during spring break in March.



**Table 2.5 Peak Daily Skiers**

Highest Day	2003-04 Ski Season			2004-05 Ski Season		
	Date	Day of Week	Skiers	Date	Day of Week	Skiers
1	2/7/2004	Saturday	15,120	12/30/2004	Thursday	14,600
2	12/30/2003	Tuesday	15,044	12/29/2004	Wednesday	13,902
3	12/29/2003	Monday	14,477	2/12/2005	Saturday	13,682
4	1/1/2004	Thursday	14,441	12/28/2004	Tuesday	13,386
5	12/31/2003	Wednesday	14,305	2/19/2005	Saturday	13,373
6	1/3/2004	Saturday	13,664	1/8/2005	Saturday	13,371
7	1/17/2004	Saturday	12,966	12/31/2004	Friday	13,305
8	1/10/2004	Saturday	12,928	2/20/2005	Sunday	13,213
9	2/21/2004	Saturday	12,766	1/15/2005	Saturday	12,961
10	2/14/2004	Saturday	12,734	12/19/2004	Sunday	12,833
11	2/15/2004	Sunday	12,703	2/5/2005	Saturday	12,542
12	1/2/2004	Friday	12,495	2/26/2005	Saturday	12,425
13	12/28/2003	Sunday	12,289	1/16/2005	Sunday	12,090
14	3/16/2004	Tuesday	11,848	12/27/2004	Monday	11,983
15	3/7/2004	Sunday	11,533	3/19/2005	Saturday	11,766

Source: Winter Park Resort

## B. Transportation Surveys

The capacity of transportation projects is typically designed to accommodate a high level of activity that will only be exceeded a few times during the year. For example, rural roadways are designed to have capacity for the 30<sup>th</sup> highest hour of the year. In the case of ski areas, the 10<sup>th</sup> highest day is frequently chosen as a basis for design. This has been the case at Winter Park Resort for previous transportation studies. The 10<sup>th</sup> highest day during the two recent seasons when the transportation surveys were being conducted had a skier total of approximately 12,800. Since complete transportation statistics were collected for the Saturday of Presidents Holiday (February 14th) in 2004, this date and the inventory information were utilized as the basis for this study.

To better understand how the transportation system currently functions in the Fraser Valley today, Winter Park Resort conducted inventories of the existing system over the last several ski seasons. Information was gathered on the roadway network, transit system, and parking availability within the study area. A summary of the extent and nature of the inventories is provided in **Table 2.6**.



**Table 2.6 Transportation Surveys (2003-06)**

Date	Peak Hour Turning Counts		Vehicle Occupancy	Lift Bus Riders	Lodge Bus/Van Riders	Parking Lot Occupancy
	AM	PM				
Dec-03	√	√	-	-	-	-
Jan-04	√	√	√	√	√	√
Feb-04	√	√	√	√	√	√
Mar-04	√	√	√	√	√	√
Dec-04	√	√	√	-	-	-
Feb-05	√	√	√	-	-	-
Mar-05	√	√	√	-	-	-
Jul-05	√	√	-	-	-	-
Dec-05	√	√	√	-	-	-
Jan-06	√	√	√	-	-	-

Four reports were prepared for Winter Park Resort that provided a complete summary of the inventories and the data that was collected. These are:

- ▶ Winter Park Resort Transportation Survey, Felsburg Holt & Ullevig, April 2004 (2003-2004 season).
- ▶ Winter Park Resort 2004-2005 Transportation Survey, Felsburg Holt & Ullevig, July 2005.
- ▶ Summer 2005 Count Summary of Hawg Fest, Felsburg Holt & Ullevig, August 2005.
- ▶ Winter Park Resort 2005-2006 Transportation Survey, Felsburg Holt & Ullevig, May 2006.

### Traffic Inventories

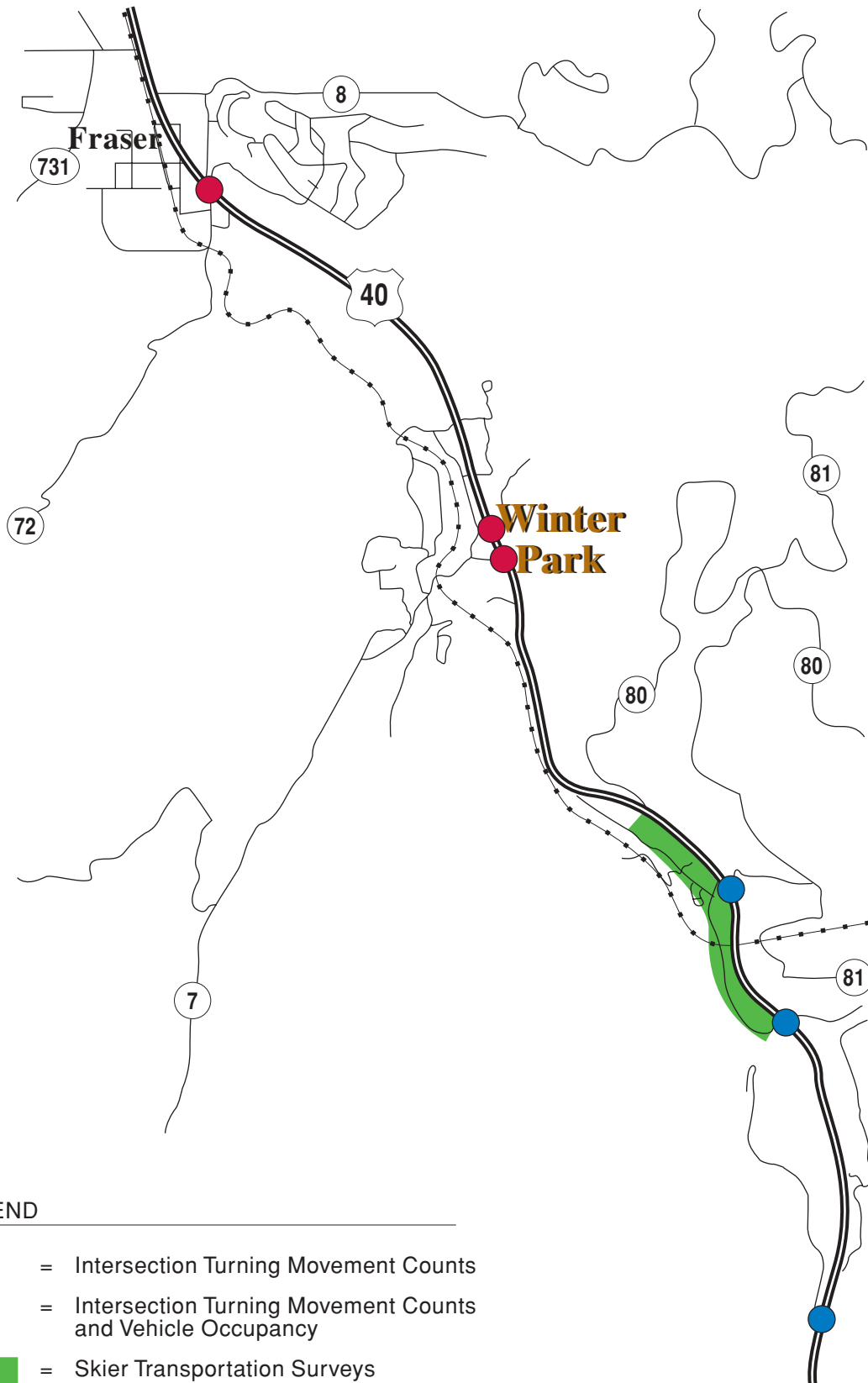
The transportation surveys primarily involved turning movement traffic counts and vehicle occupancy counts inventoried during the 2003-04, 2004-05, and 2005-06 winter seasons. Counts were also conducted during Hawg Fest in the summer of 2005. Ski season counts were planned to coincide with Christmas-New Years, Martin Luther King Day, Presidents Day and Spring Break. The locations of the count programs are shown graphically on **Figure 2.4**.








Figure 2.4

Counts and Survey Locations



LEGEND

-  = Intersection Turning Movement Counts
-  = Intersection Turning Movement Counts and Vehicle Occupancy
-  = Skier Transportation Surveys



Turning movement counts have been conducted at four intersections providing direct access to Winter Park Resort:

- ▶ US 40 / Mary Jane
- ▶ US 40 / Winter Park Drive South
- ▶ US 40 / Winter Park Drive North
- ▶ US 40 / Old Town Drive

Additional traffic volumes were counted at three signalized intersections during the most recent two ski seasons (2004-05 and 2005-06) - two in downtown Winter Park and one in Fraser:

- ▶ US 40 / Vasquez
- ▶ US 40 / Midtown Road
- ▶ US 40 / County Road 72 (Safeway intersection)

The analyses to determine the “design day” for the study were conducted in the fall of 2005, before the 2005-06 ski season counts were obtained. Thus, the design day calculations relied on the prior two seasons, and as mentioned previously, February 14, 2004 was the 10<sup>th</sup> highest day of that season and was selected for the design day. In order to determine turning movements for the design day, counts from the five holiday and/or holiday Saturday counts during these two seasons (12/31/03, 1/17/04, 2/14/04, 12/28/04, and 2/19/05) were considered. The other four days adjusted to the design day based on factors derived from the daily skier attendance. To be conservative, the four highest volumes of the five potential count days were averaged to obtain design day turning movements at each intersection. These turning movement volumes are shown in **Figure 2.5**. In addition, **Figure 2.6** shows the total number of existing design day skiers and what portion come from the base village, Fraser Valley, and Front Range. Traffic operations at these intersections have also been analyzed, and the levels of service at each are also shown in these figures.

Another important consideration in analyzing the transportation system is to determine the number of people in the vehicles that are being surveyed. Occupancy counts were conducted simultaneously with the turning movement counts at the three primary intersections serving Winter Park Resort to determine the average number of resort guests in each vehicle. These counts were conducted as follows:

- ▶ US 40 / Mary Jane (2004-05 and 2005-06 seasons)
- ▶ US 40 / Winter Park Drive South (2004-05 and 2005-06 seasons)
- ▶ US 40 / Old Town Drive (2004-05 season only)



Figure 2.5

Existing Design Day Traffic Volumes and Levels of Service

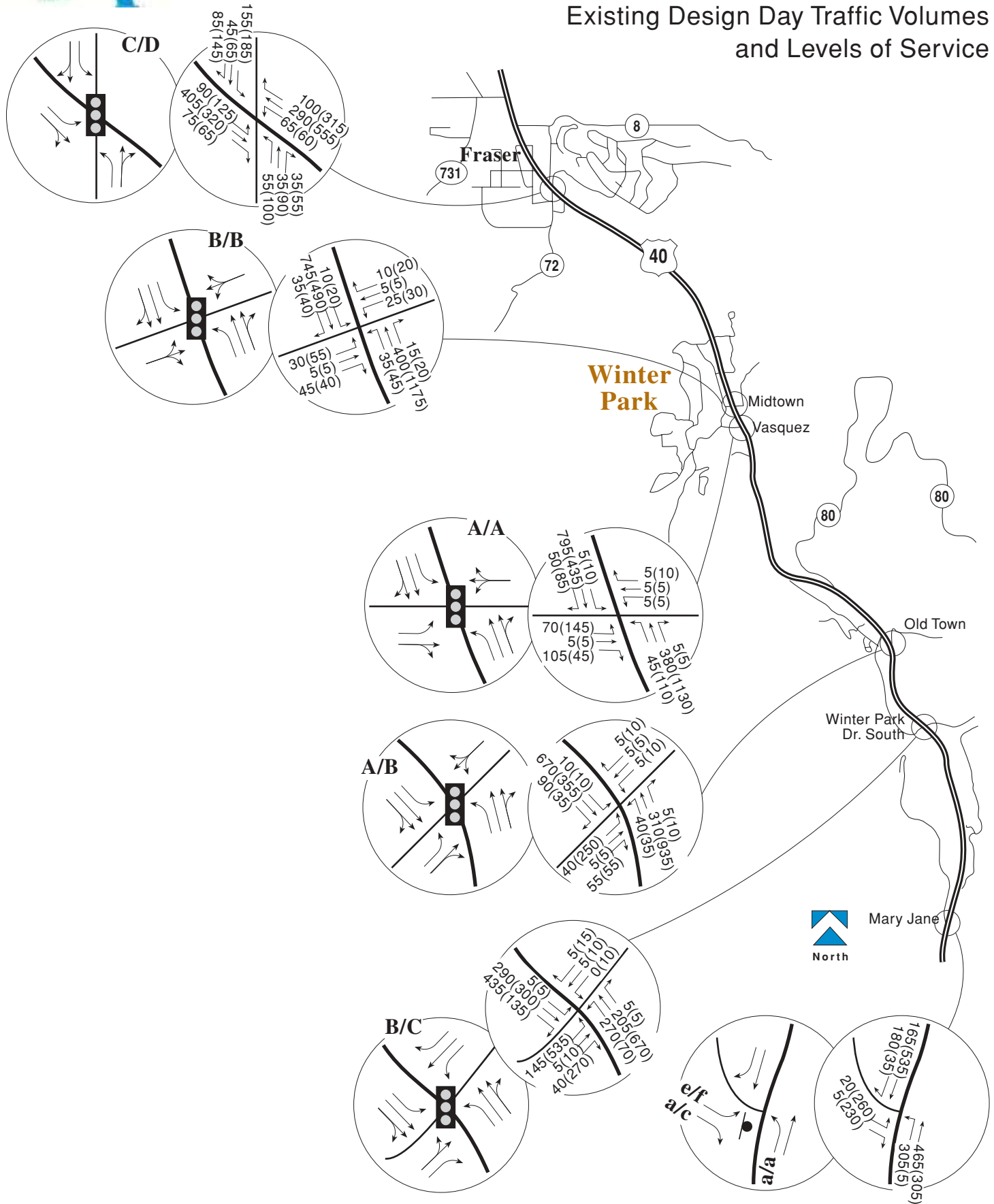
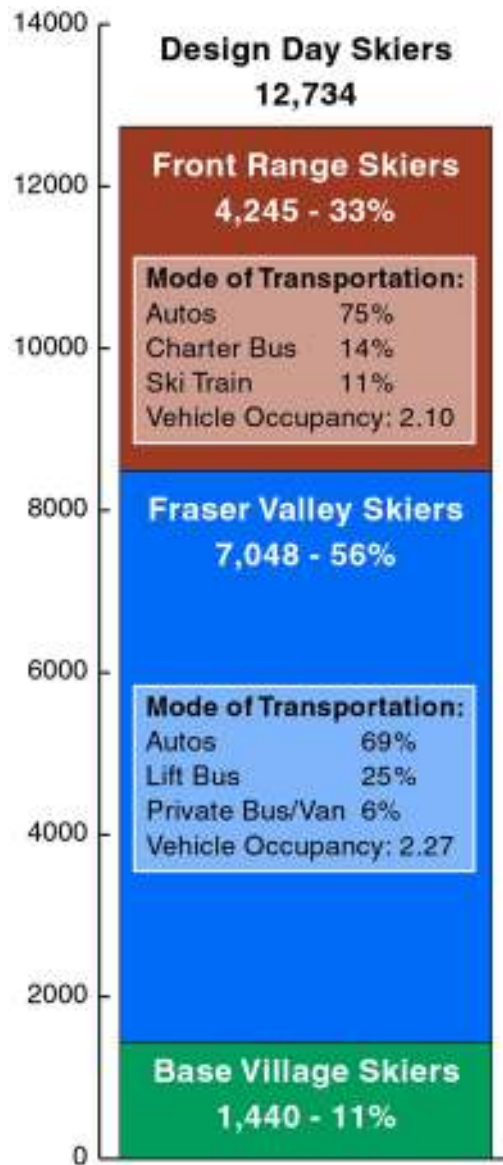




Figure 2.6 Existing Design Day Skier Transit Mode and Origin/Destination





During these surveys, Fraser Valley skiers (southbound right-turns) were counted separately from Front Range day skiers (northbound left-turns). **Table 2.7** summarizes the vehicle occupancy information. As the table indicates, Fraser Valley skiers entering at the Winter Park portal have the highest vehicle occupancy, while Front Range skiers entering the Winter Park portal have the lowest vehicle occupancy; vehicle occupancy at the Mary Jane Portal is generally the same for both Fraser Valley and Front Range skiers. Old Town Drive has the lowest vehicle occupancy, but it is a secondary access point to the Winter Park base and also includes vehicles not destined to the resort.

**Table 2.7 Summary of Vehicle Occupancy Counts**

	Winter Park Drive South			Old Town Drive			Mary Jane		
	SB	NB	Average	SB	NB	Average	SB	NB	Average
12/28/2004	2.37	1.94	2.20	1.32	1.33	1.99	2.22	2.00	2.07
2/19/2005	2.32	1.81	2.13	1.92	1.87	1.90	2.10	1.94	2.01
3/21/2005	2.35	2.14	2.29	2.04	2.28	2.08	2.08	2.15	2.11
12/27/2005	2.53	2.05	2.35	-	-	-	2.30	2.25	2.27
1/14/2006	2.30	2.25	2.27	-	-	-	2.17	2.36	2.28
<b>Total</b>	<b>2.37</b>	<b>2.04</b>	<b>2.25</b>	<b>1.76</b>	<b>1.83</b>	<b>1.99</b>	<b>2.17</b>	<b>2.14</b>	<b>2.15</b>

Combining the traffic counts with the vehicle occupancy provides an interesting perspective on the patterns of traffic and access to the Resort. As can be seen in **Table 2.8**, vehicle traffic at the two main entrances into Winter Park is fairly directional in nature. The majority of motorists and passengers entering Mary Jane and Winter Park Drive South come from the north (Fraser Valley).

**Table 2.8 Skier in Automobiles (PM Peak Period 2/14/06)**

	# of Vehicles	% of Total	Average Occupancy	# of People	% of Total
<b>US 40 / Mary Jane</b>					
To the Front Range (SB)	634	49%	2.14	1,357	49%
To the Fraser Valley (NB)	641	51%	2.17	1,391	51%
<b>Total Exiting</b>	<b>1,275</b>			<b>2,748</b>	
<b>US 40 / Winter Park</b>					
To the Front Range (SB)	675	31%	2.04	1,377	28%
To the Fraser Valley (NB)	1,477	69%	2.37	3,500	72%
<b>Total Exiting</b>	<b>2,152</b>			<b>4,877</b>	

## Transit and Private Shuttle Services

Transit and shuttle services represent a significant element of the transportation system in the Fraser Valley. The Lift bus service is funded primarily by Winter Park Resort (daytime operations) and by the Town of Winter Park (nighttime operations), and provides regularly scheduled service between the Resort, Winter Park, Fraser and major residential developments in the valley. In addition, there are a number of hotels, motels, and lodges that provide private bus and/or van service to the ski area for their guests. Inventories of these activities were conducted at the resort during the 2003-04 season.

Together these services are an important component of how visitors and workers arrive and depart the ski base. Counts of passengers using each mode were conducted as part of the data collection efforts.

**Figure 2.7** shows the route structure for the existing transit system, and **Table 2.9** shows ridership by route at the Resort during the three days when detailed counts were taken. The table provides a summary of the total activity during the 3 ½ hour peak period in the morning (7:30 am to 11:00 am) and during the 3 hour peak period during the afternoon (2:30 pm to 5:30 pm), as well as the morning and evening peak hour volumes for the design day. As the table indicates, far fewer riders arrive at the Resort during the morning peak hour than leave during the evening peak hour, which is to be expected since it is common for skiers to arrive throughout the morning, but all leave at the same time when the ski lifts close at the end of the day.



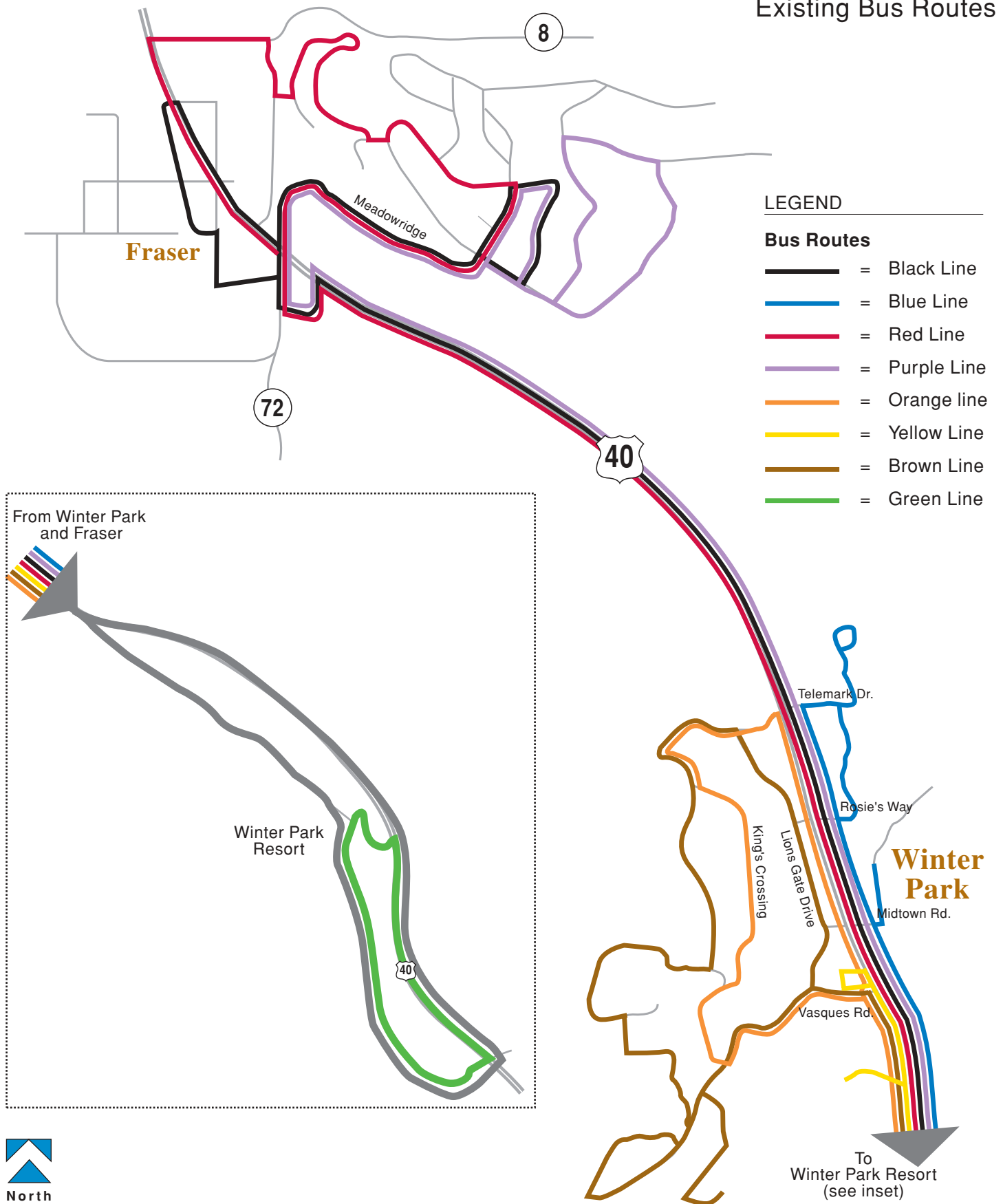
**Table 2.9 Lift Bus Ridership**

	Design Day Peak Period		Design Day Peak Hour	
	AM	PM	AM	PM
Brown	243	250	51	131
Orange	124	112	0	50
Red	137	326	20	242
Purple	284	115	111	38
Black	140	123	43	88
Yellow	198	350	110	169
Blue	210	333	54	158
Green	253	293	73	161
<b>Total</b>	<b>1589</b>	<b>1902</b>	<b>462</b>	<b>1037</b>



Figure 2.7

Existing Bus Routes



Similar inventories were conducted for the lodge buses and vans. These vehicles carry skiing guests from hotels, motels, lodges, and resorts in the Grand County area to Winter Park Resort. Snow Mountain Ranch on Red Dirt Hill is one of the larger properties transporting guests in this fashion. Private groups along the Front Range charter buses to transport their members to the ski area. The Eskimo Ski Club is one of the larger users of charter buses. **Table 2.10** shows passenger arrival and departure data for these private services during the design day. As the table indicates, these services transport a significant number of skiers that would otherwise need to use automobiles or The Lift. Finally, the Ski Train operates a passenger train from Denver Union Station on Fridays, Saturdays, and Sundays in January, February, and March. The train has a capacity of approximately 750 passengers, and the operator estimates that approximately 60% of the passengers are skiers.



**Table 2.10 Private Transportation**

	Design Day Peak Period	Design Day Peak Hour
Buses/Vans (Morning)	508	200
Buses/Vans (Evening)	391	107
Charter Buses	593	593
Ski Train	450	450

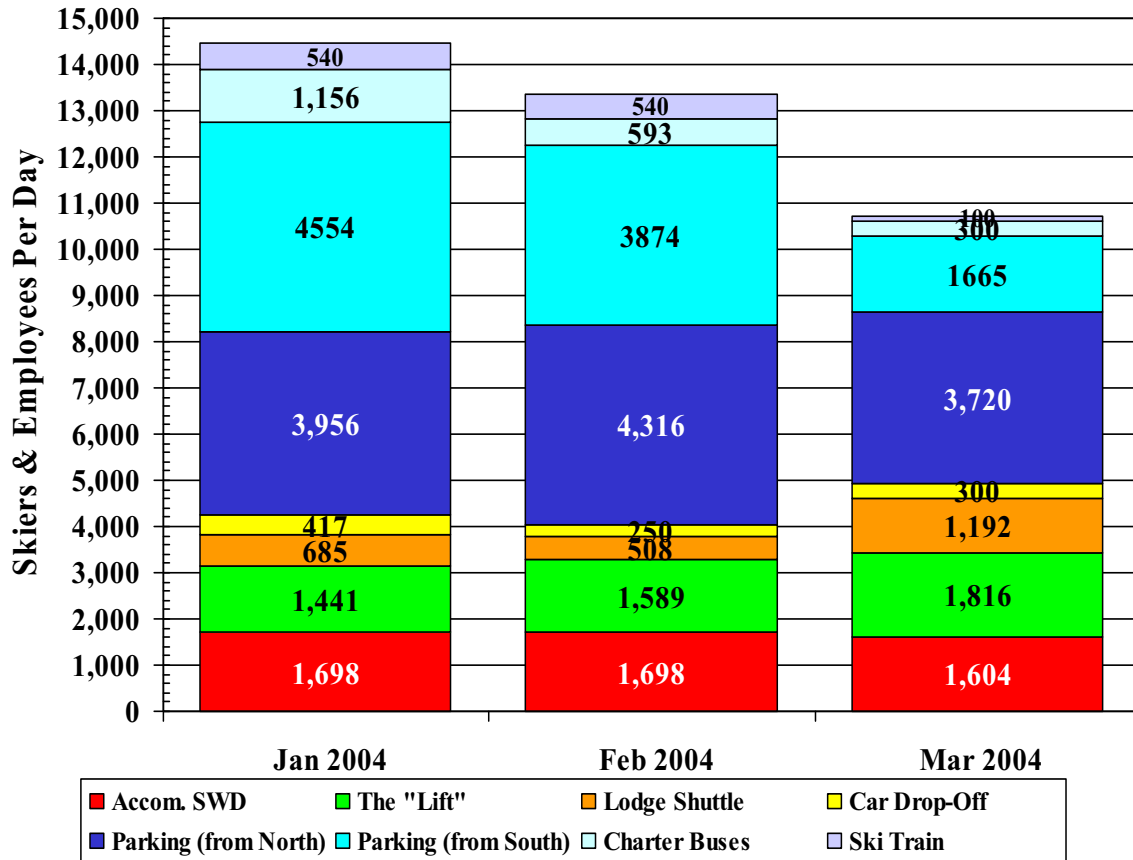
### Valley Skiers & Employees

The number of Valley skiers was determined by using data from the Transportation Surveys performed by Felsburg Holt & Ullevig in 2004 and 2005, from a parallel economic study by EPS, from the Winter Park Resort 2005 Master Plan Development (by Ecosign), and from information provided by the Town of Winter Park.

**Figure 2.8** summarizes skier arrival data surveyed for the 2004 Transportation Survey and includes the number of skiers accessing the base areas and their modes of arrival. This figure also implicitly illustrates the traffic loads on the highway generated by the skiing activity. It should be noted that the bars have been organized to illustrate the split between the Front Range (day) skiers and Fraser Valley skiers. Day skiers are shown at the top of the bars, consisting of the Parking (from South), Charter Buses and Ski Train classifications. The lower part of the bars shows the number of people arriving from the Valley, which includes both skiers and employees. It is interesting to note that the number of people arriving from the Valley is relatively constant over these 3 days, at a level of 8,200-8,600 people. This level is consistent with the estimate (approximately 8,500 skiers) shown in **Figure 2.6** for the design day.



Figure 2.8 Skier Arrival Data





**Table 2.11** summarizes the modes of travel for people exiting the Winter Park Resort during the evening peak period on the design day. As the table indicates, overall, approximately 65 percent of Resort guests arrive from the north and 35 percent from the south, with a stronger north orientation at both the Winter Park and Mary Jane portals.

**Table 2.11 Winter Park Guest Departure Mode Summary**

	Winter Park		Mary Jane		Total	
	North	South	North	South	North	South
Cars	3,500	1,377	1,391	1,357	4,891	2,734
The Lift	1,902	-	-	-	1,902	-
Buses/Vans	391	-	-	-	391	-
Charter Bus	-	593	-	-	-	593
Ski Train	-	450	-	-	-	450
Total by Direction	5,793	2,420	1,391	1,357	7,184	3,777
Percent of Total	70%	30%	51%	49%	65%	35%
<b>Total Exiting</b>	<b>8,213</b>		<b>2,748</b>		<b>10,961</b>	

### C. Transit Overview

The Lift bus service consists of eight routes that are named by color (see **Figure 2.7**). In addition, other transit services include employee shuttles to Granby and a shuttle between Winter Park and Mary Jane. US 40 is the backbone and most of the routes overlap along at least some portion in getting to the Resort. The Lift operates eight routes in the Winter Park and Fraser area from 7:30am to 5pm. In addition, there is a demand response van (ADA accessible) from 8am to 5pm. In the evenings, four fixed routes operate using all ADA accessible vehicles.

The transit service plan – the routes, days and hours operated, and frequency of service provided on each route – describes the transit network. Key characteristics of the routes and service are listed in **Table 2.12**. The Lift only operates in the winter, with a lower level of service in the first month of the season than in the main winter season. A Summer Fun bus operates in the summer, provided by the Resort.



**Table 2.12 The Lift Service and Route Characteristics**

Service Characteristics						
Service Period in 2005-06 Season		Frequencies			Peak Vehicles	Ridership
		Peak	Base	Night		
Early Season	Nov. 16 - Dec. 16	60 min	60 min	60 min	9	
Main Season	Dec. 17 - April 16	30 min	60 min	30 min	15	
Paratransit	Nov. 16 - April 16	Reserve 1 day in advance			1	
Route Characteristics						
Route	Hours of Operation	Round Trip Miles	Annual Route Miles	Running Time	Annual Service Hours	Peak Vehicles
Purple	7:30 am - 5:30 pm	15.2	35,978	60	2,367	2
Purple Night	5:45 pm - 11:15 pm		0		0	n/a
Red	8:15 am - 5:45 pm	15.4	34,111	60	2,215	2
Black	7:50 am - 5:20 pm	15	33,225	60	2,215	2
Black Night	5:30 pm - 11:00 pm		0		0	n/a
Blue	7:30 am - 5:30 pm	8.8	20,830	30	1,184	1
Yellow	7:45 am - 5:30 pm	8.3	18,385	30	1,108	1
Orange	7:30 am - 5:30 pm	9.2	21,776	30	1,184	1
Orange Night	6:00 pm - 11:30 pm		0		0	n/a
Brown	8:15 am - 5:45 pm	10.3	22,815	60	2,215	2
Green	8:00 am - 5:30 pm	6.6	14,619	30	1,108	1
Green Night	5:30 pm - 11:00 pm		0		0	n/a
Mary Jane	8:15 am - 6:00 pm	18.2	55,328	60	3,040	2
Old Town	7:30 am - 5:30 pm	6.2	14,675	30	1,184	1
Employee Shuttles*	6; 6:45 (2); 9:15 am; 1; 4:45 (2); 5:45; 7:10 pm	48	71,472	120	2,978	3
Overload Service	As needed in peak periods		15,000		1,000	
<b>TOTAL</b>			<b>397,946</b>		<b>26,254</b>	<b>18</b>
Parking Lot Shuttles* (Not Lift Service)						
Village	7:30 am - 5:30 pm	5.8	13,729	30	1,184	1
Overload Service	As needed		15,000		1,500	
			583,150		37,139	
* These are the responsibility of Intrawest. It is noted here because a regular employee shuttle will be needed. It would likely need to be expanded as it would serve all employees, not just those of the resort.						

The Lift day routes carried 474,574 riders in the 2005-06 season. The night service carried 92,668 riders and the employee shuttle carried 35,402 riders. The total system carried 602,644 riders. Parking lot shuttles carried an additional 412,995 passengers.



The present service, operated only in the peak periods, is very productive. The Lift averaged approximately 16 passengers per hour in the 2005-06 season, and the employee shuttles averaged 24 passengers per trip. These regional employee routes are often measured on the basis of the number of passengers per trip, indicating how full the buses are on average. Since the employee shuttles are only full one way and riders travel long distances, it is expected that the number of riders per hour is lower than on local routes.

The transit infrastructure also includes the fleet and facilities, such as the maintenance and operations facility, bus stops, shelters. It includes the people required to operate the network such as the drivers, mechanics, and management. First Student, Inc. has operated the service since 1999 under a contract that includes The Lift daytime service, the four night bus routes, YMCA buses, a Meadowridge employee shuttle and three employee shuttles to Granby.



Funding for the service comes primarily from Winter Park Resort. In 2005-06 Intrawest paid approximately \$1.25 million annually in operating costs for The Lift, as well as providing a maintenance facility and parking for vehicles, 6,000 gallon fuel tank, communications equipment, utilities, a season pass for each employee, and staff for contract administration. The Towns of Winter Park and Fraser fund night service. Some accommodations management firms also provide limited funding for service in specific subdivisions that might otherwise not be served. The County also funds some services.

## Vehicle Fleet

The contract requires First Student to provide a minimum of 38 buses. These are either 44 passenger school buses or 59 passenger transit buses. As these buses are provided by the contractor, they are not an existing system asset. In the past, all were fully depreciated in other systems so the overall condition of the fleet was fair to poor. For the 2006 season, six new buses have been leased as part of the contract. Two body-on-chassis vehicles are also part of the First Student fleet and are used for providing the paratransit service.

The older buses are mostly configured for school bus service, resulting on seats that are close together, especially for adults with ski gear. The ski racks do not hold snowboards so these are carried inside the vehicles. Some of these vehicles have only one door, slowing access and egress. Not all vehicles are ADA lift-equipped.



## Staffing

In the 2005-06 season the staff included 53 drivers (19 are full time), two mechanics, a Safety Manager, a Technician in Charge and a Transit Manager. A total of five employees are year round and the other positions are seasonal. In the summer, First Student employs 15 part time drivers to operate rafting service as a separate contract. First Student, like most resort transit systems in Colorado, was unable to hire as many full-time drivers as they would have liked to hire.

## Grand County Council on Aging

In addition to The Lift services, Grand County Council on Aging operates demand response services in the County, targeted to seniors. The Council on Aging would like to coordinate their services with any public service that is developed for the Fraser Valley.

The COA drivers provide door-to-door service, and most trips are to Kremmling Hospital and medical facilities in Granby. In addition, there are some trips to Summit County for shopping. They also provide two trips per month outside the County, usually to medical facilities in Denver.

The Council on Aging is a non-profit organization, and their service is operated from donations and grants. No fare is charged for the transportation service; however donations are suggested. The 2006 agency budget includes \$70,000 for drivers and van supervisor, fuel, and maintenance. Other expenses (such as a portion of the director's time, office costs, and communications) would need to be added to provide a complete picture of program costs.

Six vehicles are operated in regular service – one station wagon, two vans, and three minibuses. A seventh vehicle, a van, is used for back-up. Three vehicles are stationed in Granby, two in Kremmling, and one in Grand Lake.

Access to medical services is an important issue for rural residents, especially for people who are elderly or have disabilities. Providing year-round services is important to this population as well. The Council on Aging believes coordination on paratransit services, particularly in the US 40 corridor between Winter Park and Granby, would provide significant benefits to residents.