



2.0 EXISTING SERVICES

Existing transit services include public and resort operated transit services, lodge shuttle services, the Ski Train, the Summer Fun Bus (a Winter Park Resort operated transit service), and the specialized services for seniors operated by Grand County Council on Aging.

A. *The Lift and Other Transit Services*

Transit Overview

The Lift bus service consists of eight routes that are named by color. In addition, other transit services include employee shuttles to Granby and a shuttle between Winter Park and Mary Jane. **Figure 2.1** shows the existing Lift system. US 40 is the backbone and most of the routes overlap along at least some portion in getting to the Resort. The eight Lift routes operate in the Winter Park and Fraser area from 7:30am to 5pm. In addition, they operate a demand response van (ADA accessible) from 8am to 5pm. In the evenings four fixed routes are operated 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 2.1**. 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.

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. 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 and 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.



Figure 2.1

Existing Bus Routes

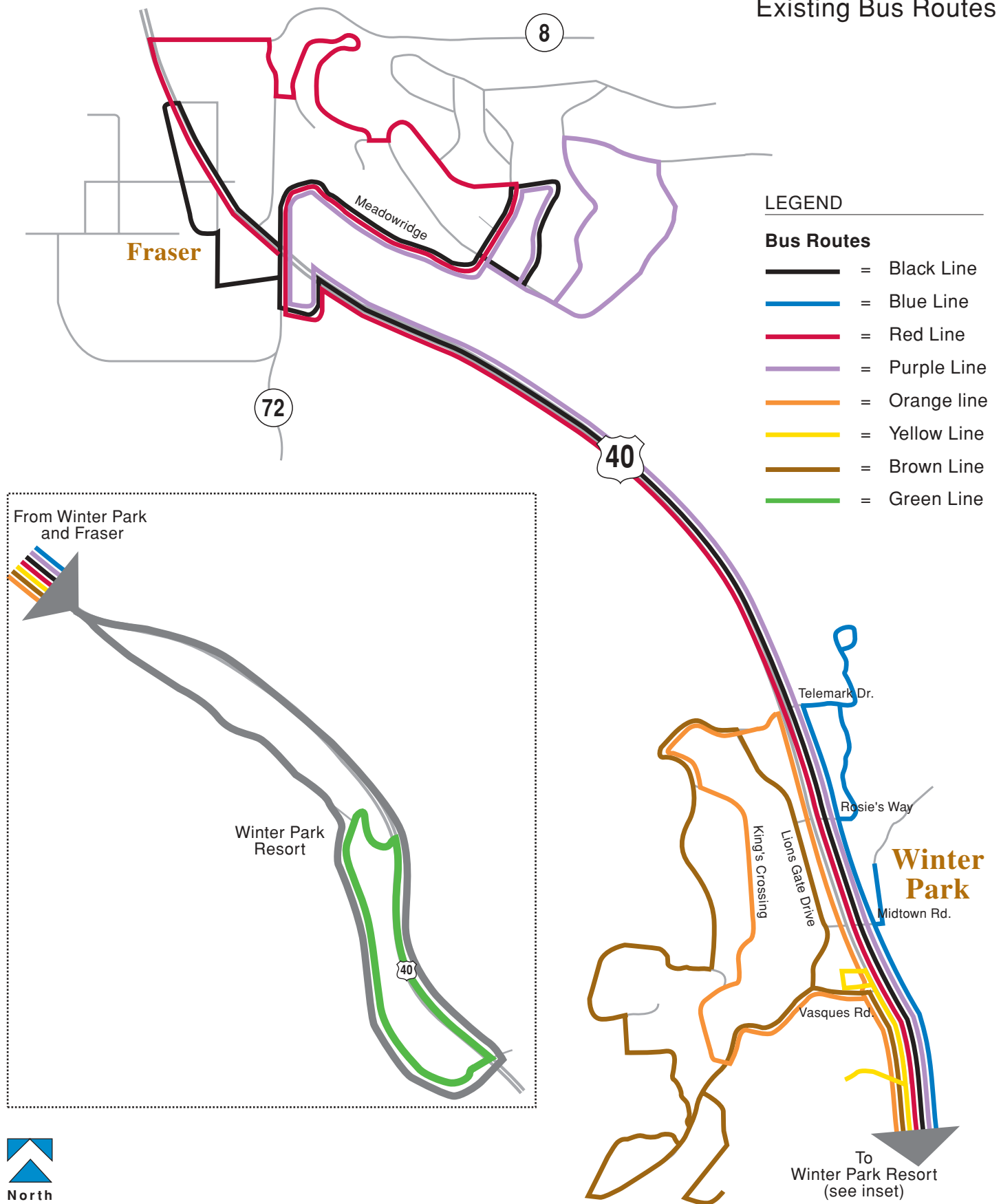




Table 2.1 The Lift Service and Route Characteristics

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	
TOTAL			397,946		26,254	18
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.						

Funding for the service comes primarily from Intrawest. 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, season pass for each employee, and staff for contract administration. The Towns of Winter Park and Fraser



fund night service. Some management firms also provide limited funding for service in specific subdivisions that might otherwise not be served. The County also funds some services.

Table 2.2 shows peak 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 2.2 Lift Bus Ridership

	Design Day Peak Period						Design Day Peak Hour	
	1/17/2004		2/14/2004		3/15/2004			
	AM	PM	AM	PM	AM	PM	AM	PM
Brown	139	133	243	250	186	163	51	131
Orange	115	144	124	112	130	164	0	50
Red	75	167	137	326	153	115	20	242
Purple	244	193	284	115	121	293	111	38
Black	158	106	140	123	155	152	43	88
Yellow	99	377	198	350	332	491	110	169
Blue	254	214	210	333	257	542	54	158
Green	323	279	253	293	482	344	73	161
Total	1407	1613	1589	1902	1816	2264	462	1037

Because of the overlap between routes on US 40, skiers may ride one of several routes from the ski area to downtown. It is common for people to take advantage of this and may result in different peak load patterns in the afternoon than in the morning.

Vehicle Fleet

The contract requires First Student to provide a minimum of 38 buses. They 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 very 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 lift-equipped.



Staffing

In the 2005-06 season the staff included 53 drivers (of those 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 employees 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.

B. Private Shuttles and Buses

Private shuttles and buses provide an important of the transportation network. This includes local hotels, motels, and lodges that provide private bus and/or van service to the ski area for their guests and charter buses that bring skiers from the Front Range. Inventories of these activities were conducted at the resort during the 2003-2004 season.

Lodge buses and vans 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. 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 2.3** shows passenger arrival and departure data for these private services during the survey period. As the table indicates, these services transport a significant number of skiers that would otherwise need to use automobiles or The Lift.

Table 2.3 Private Transportation

	Peak Period			Design Day Peak Hour
	1/17/2004	2/14/2004	3/15/2004	
Buses/Vans (Morning)	685	508	1192	200
Buses/Vans (Evening)	466	391	561	107
Charter Buses	1,156	593	-	593
Ski Train	450	450	-	450

Home James is the local provider of taxi and airport shuttle services.

Table 2.4 summarizes the modes of travel for people entering the Winter Park Resort during the morning 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 2.4 Winter Park Guest Arrival 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%
Total Entering	8,213		2,748		10,961	

C. 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 at times get out of the van to accompany passengers to the grocery store or doctor’s office. COA’s service operates Monday through Friday from 8:00 am to 5:00 pm, however they only visit certain parts of the County once or twice per week when their focus is on transporting seniors to nutrition sites. Their schedule includes service in Grand Lake on Mondays; Fraser and Winter Park on Thursdays; and Kremmling on Fridays. Most COA trips are to Kremmling Hospital and medical facilities in Granby. In addition, there are some trips to Summit County to Wal-Mart and Target. 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 (\$2 for in-county, \$25 to/from Denver). Their current agency budget is \$220,000 with nutrition and transportation services the largest expense items. The 2006 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 – and a seventh vehicle, a van, is used for back-up. Three vehicles are stationed in Granby, two in Kremmling, and one in Grand Lake. A vehicle roster is included as **Table 2.5**. Vehicle replacement requests are included in the short-term project list included in **Appendix B-I**.



Table 2.5 Grand County Council on Aging Vehicle Roster

Make/Model	Year	VIN	Status	Mileage	Capacity	Condition
Ford E350	1993	8998	Back-up	186,000	11-person van, w/c	Frequently needs minor repairs (3)
Ford Taurus	1986	0610	Regular use in Granby	145,000	Station wagon	Infrequent minor repairs (4)
Chevy Venture	2001	1294	Regular use in Granby	8,184	7-person van	New, no problems (5)
Chevy Venture	1997	8346	Regular use in Kremmling	30,593	7-person van	Infrequent minor repairs (4)
Ford Minibus	2003	6564	Regular use in Kremmling	1,220	15-person bus, w/c	New, no problems (5)
Ford Candidate	2006	9079	Regular use Grand Lake	1,292	10+2 w/c minibus	New, no problems (5)
Goshen	2004	5347	Regular use Granby	1,410	9+2 w/c minibus	New, no problems (5)

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. Consideration could be given to including the regular service provided by the Council on Aging between Granby and Winter Park as part of the overall public transit service plan.