

Existing Transportation Providers

This chapter provides an overview of the various existing transportation providers in the study area, whether they are public, private, or nonprofit. Not all the providers reviewed here are “transit agencies” in the traditional sense of the word. Rather, the various providers are entities that provide some type of passenger transportation. The services provided by these agencies are presented in the discussion that follows.

GRAND COUNTY

The Lift



The primary fixed-route service in the Fraser River Valley is The Lift. The Lift was established in 1975 by the Winter Park Resort/Winter Park Chamber of Commerce for the purpose of shuttling residents, workers, and visitors between the ski areas and the lodging areas in the valley. In 1978, it became apparent that the Resort Association was not

going to be able to continue to successfully operate The Lift. The Winter Park Recreational Association (WPRA) assumed administrative and financial responsibility for The Lift system.

Upon undertaking the administration of The Lift, WPRA entered into a contract with San Juan Tours, Inc. of Denver to operate the transit services. San Juan Tours operated the service for a few years, with WPRA providing administrative assistance, maintenance, bus storage facilities, and other maintenance equipment. Before the 1981 season, WPRA changed contracts to KAL Leasing to provide The Lift service. The service contract continued through the 1980s. In 1986, KAL was acquired by Ryder Corporation, which fulfills the current contracted service. However, in 1999, Ryder Corporation was purchased by First Group America.

Fixed Routes

The Lift provides free transit service during the day (8:00 a.m. – 5:00 p.m.) and nights (5:00 – 11:00 p.m.) during the ski season. In the winter, a total of eight fixed routes are provided during the day, plus the shuttle to Mary

Jane from the Winter Park Village. Day service focuses on transporting skiers staying in the valley from their residences to Winter Park and Mary Jane base areas. Normal headways are 30 minutes for all routes although there is more frequent, unscheduled service to handle peak periods. The evening has a more compressed peak period because of the lifts closing at the end of the day. As the base village develops, it is anticipated that the evening peak will spread out to some degree in the future. More evening entertainment, shopping, and restaurants will be available. The day service is primarily funded by WPRA and the Town of Winter Park. Last year (1998-99 Alpine winter ski season), approximately 925,713 daytime passenger-trips were given during the 157 days of operation. The previous year, approximately 675,000 trips were provided. The significant increase is due to employee shuttles and the Winter Park park-and-ride service, which are located near the ski area.

Night service is reduced to four fixed routes, which focus on circulation between residential developments and commercial establishments in Winter Park and Fraser. The night shuttle is funded by the towns of Winter Park and Fraser—with financial contributions from unincorporated lodging properties near Winter Park and Fraser. Approximately 60,000 nighttime trips (approximately 10 percent of the total) were given during the 1998-99 winter season. Figures IV-1 and IV-2 present the day and night transit service for The Lift.

The following is a description of each fixed route for The Lift. Before the 1999-2000 season, WPRA and Ryder changed the names of the fixed routes for easier schedule understanding. For example, last season they operated an Orange Line #1 and an Orange Line #2, which caused much confusion for passengers. This season, each route has a different color designation for easier understanding.

- **The Purple Line** operates from Winter Park Resort to Fraser and the Indian Peaks area. This route operates from 8:00 a.m. to 6:00 p.m.
- **The Red Line** operates from Winter Park Resort to Fraser and north and east of the Fraser Safeway. This route operates from 8:15 a.m. to 5:45 p.m.
- **The Black Line** also operates from Winter Park Resort to Fraser. This route serves the west side of Highway 40 in Fraser and operates from 8:30 a.m. to 6:00 p.m. This route serves the Fraser Amtrak station.



- **The Blue Line** operates from Winter Park to Beavers Lodge, Idlewild, and Hi Country Haus Condos. The route runs from 8:00 a.m. to 6:00 p.m.
- **The Orange Line** operates from Winter Park to Vasquez Road, serving Silverado and Kings Crossing Condos. This route operates from 7:20 a.m. to 6:00 p.m.
- **The Yellow Line** operates from Winter Park to Beavers Lodge, Beavers Condos, and Cooper Creek Square. The short route starts at 8:15 a.m. and ends at 5:45 p.m.
- **The Brown Line** operates from the Winter Park Ski Area to Vasquez Road, heading west to Hideaway Village and Woodspur. The route also serves the Elk Run Condos and Kings Crossing Condos. This route runs from 8:15 a.m. to 5:45 p.m.
- **The Green Line** operates from the Ski Area to Iron Horse to the Vintage Hotel and the Winter Park Mountain Lodge. The route operates from 8:00 a.m. to 6:00 p.m.
- **The Black Night Line** is the only night transit route operating between Winter Park and Fraser. The route serves the Beavers Condos, Cooper Creek Square, Hi County Haus, Fraser Tubing Hill, Alco, Safeway, and Kings Crossing Center. The route operates from 5:30 to 10:30 p.m.
- **The Purple Night Line** operates within the Town of Fraser. The route serves Safeway, Alco, Meadow Ridge Clubhouse, and the Indian Peaks area. This route operates from 5:45 to 11:00 p.m.
- **The Orange Night Line** operates within the Town of Winter Park. The route serves Cooper Creek Square, Hideaway Village, Woodspur, Creekside, Silverado, Kings Crossings Condos, and Hi Country Haus. This route operates from 5:30 to 11:00 p.m.
- **The Green Night Line** is the final fixed-route service serving Downtown Winter Park. The route operates from the Winter Park Ski Area to Iron Horse and the Winter Park Mountain Lodge and then to the Downtown area. The route starts at 5:30 and ends at 11:00 p.m.

DAY RESORT SCHEDULE SHUTTLE

PURPLE LINE Starts 6:00am
Fraser / Meadow Ridge

Winter Park Ski Area	:00 :30
Alco	:12 :42
Sawfay	:13 :43
Meadow Ridge Court 6	:17 :47
Meadow Ridge Clubhouse	:20 :50
Meadow Ridge Court 22	:21 :51
Summit	:24 :54
Lookout Hill / Indian Peaks	:26 :56
Lodge II	:28 :58
Sawfay	:30 :00
Alco	:31 :01
Kings Crossing Road	:34 :04
Cooper Creek Square	:37 :07

Last Run from the ski area: 6:00pm

RED LINE Starts 8:15am
Fraser / Meadow Ridge

Winter Park Ski Area	:15 :45
Alco	:27 :57
Sawfay	:28 :58
Pines Condos	:30 :00
SilverCrest	:32 :02
Sun Song	:33 :03
Upper Ptarmigan	:34 :04
Twin Rivers	:35 :05
Fraser	:37 :07
Divide	:38 :08
Alco	:41 :11
Kings Crossing Road	:45 :15
Cooper Creek Square	:48 :18

Last Run from the ski area: 5:45pm



LOOK FOR THIS SYMBOL FOR DESIGNATED STOPS ONLY



WINTER PARK

TIMES ARE MINUTES PAST THE HOUR
Times listed are for departures from designated stops only.

BLACK LINE Starts 8:30am
Fraser

Winter Park Ski Area	:30 :00
Old Town	:32 :02
Beavers Lodge	:36 :06
Stop & Save / Park Place	:38 :08
Snowcoats / Cozette Ranch	:39 :09
Fraser / Amtrak	:42 :12
Alco	:43 :13
Old Town	:56 :26

Last Run from the ski area: 6:00pm

BLUE LINE Starts 8:00am
Beavers & Hi Country Haus Condos

Winter Park Ski Area	:00 :30
Beavers Lodge	:06 :36
Idlewild	:08 :38
Hi Country Haus	:13 :43
Park Place	:15 :45
Visitor Center	:17 :47

Last Run from the ski area: 6:00pm

ORANGE LINE Starts 7:20am
Vasquez Bend / Silverado

Winter Park Ski Area	:00 :30
Miller's Inn	:07 :37
Creekside	:11 :41
Timber Run	:14 :44
Silverado I	:15 :45
Silverado II	:16 :46
Kings Crossing Condos	:19 :49

Last Run from the ski area: 6:00pm

YELLOW LINE Starts 8:15am
Beavers & Hi Country Haus Condos

Winter Park Ski Area	:15 :45
Beavers Lodge	:21 :51
Cooper Creek Square	:25 :55
Snowblaze	:30 :00
Beavers Condos	:35 :05

Last Run from the ski area: 5:45pm

BROWN LINE Starts 8:15am
Vasquez Bend / Elk Run

Winter Park Ski Area	:15 :45
Woodspur	:22 :52
Hideaway Village	:26 :56
Elk Run Condos	:29 :59
Talk Pines	:31 :01
Kings Crossing Condos	:33 :03

Last Run from the ski area: 5:45pm

GREEN LINE Starts 8:00am
Winter Park Ski Area

Winter Park Ski Area	:00 :30
Iron Horse	:03 :33
Vintage	:06 :36
Winter Park Mtn. Lodge	:10 :40
Trademark	:13 :43

Last Run from the ski area: 6:00pm

Shuttle service to the Mary Jane area leaves every 1/2 hour (-15 & :45) from The Village at Winter Park

Last Run from the ski area: 5:45pm

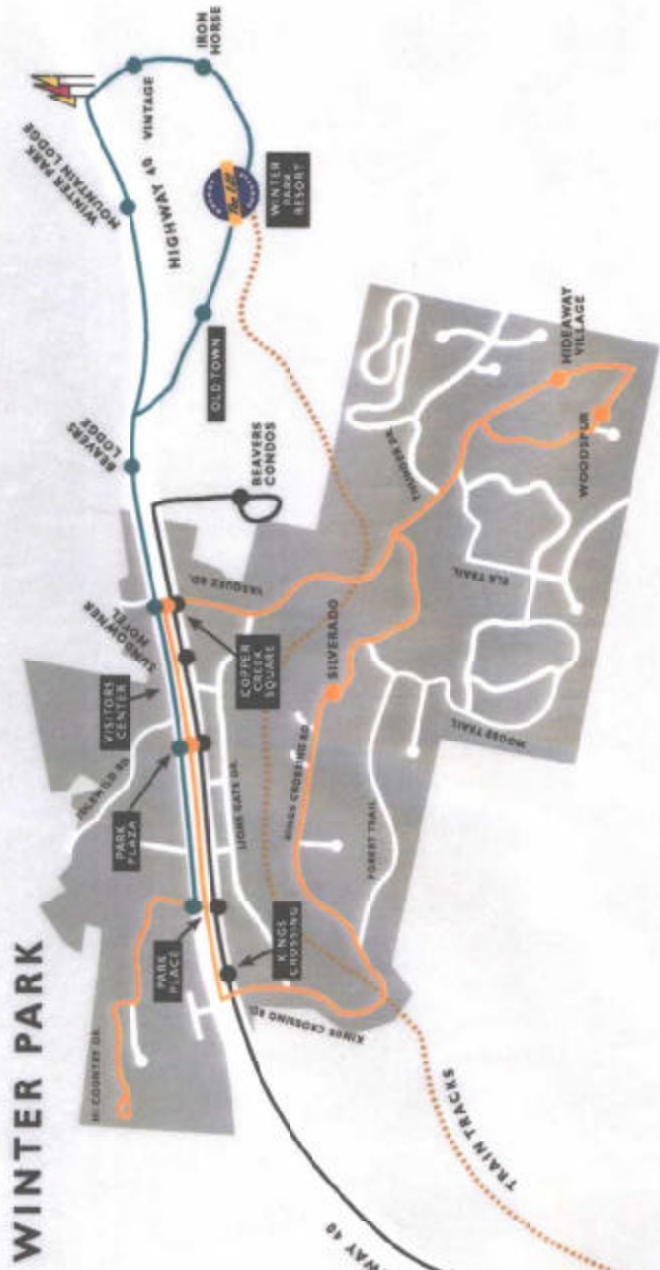
NIGHT SCHEDULE

RESORT SHUTTLE

BLACK NIGHT LINE
Starts at 5:30pm / Last Run at 10:30pm

Cooper Creek Square	:00 :30
Sundowner Motel	:03 :33
Park Plaza	:04 :34
Park Place / Hi Country Haus	:05 :35
Cottens Ranch / Liquor Barn	:08 :38
Fraser Tubing Hill	:11 :41
Alco	:14 :44
Safeway	:15 :45
Kings Crossing Center	:19 :49
Winter Park Post Office	:20 :50
Viking	:22 :52
Beavers Condos	:23 :53

Last Run from Crooked Creek Saloon at 11pm



TIMES ARE MINUTES PAST THE HOUR
Times listed are for departures from designated stops only.

PURPLE NIGHT LINE
Fraser / Meadow Ridge
Starts at 5:45pm

Safeway	:15 :45
Alco	:16 :46
Lodge II	:17 :47
Needles Eye / Court 9	:19 :49
Summit	:23 :53
Lookout Vill. / Indian Peaks	:24 :54
Meadow Ridge Club House	:25 :55
The Pines / Bavarian Vill.	:26 :56
SilverCrest	:28 :58
Piramigan Hill	:30 :00
Twin Rivers	:31 :01
Crooked Creek Saloon	:33 :03
Fraser Tubing Hill	:36 :06

Last Run from Crooked Creek Saloon at 11pm

ORANGE NIGHT LINE
Vesquez Road / Silverado
Starts at 5:30pm

Cooper Creek Square	:00 :30
Miller's Inn	:01 :31
Woodspar	:04 :34
Hideaway Village	:05 :35
Creekside	:08 :38
Timber Fun	:09 :39
Tall Pines	:10 :40
Silverado II	:14 :44
Kings Crossing Townhomes	:16 :46
Hi Country Haus/Park Place	:18 :48
Downtown Winter Park	:22 :52

Last Run from Cooper Creek Square at 11pm

GREEN NIGHT LINE
Downtown Winter Park
Starts at 5:30pm

Cooper Creek Square	:00 :30
Old Town (Slope)	:03 :33
Iron Horse	:05 :35
Village	:08 :38
Winter Park Mtn. Lodge	:11 :41
Beavers Lodge	:17 :47
Downtown Winter Park	:19 :49
Park Plaza	:22 :52

Last Run from The Slope at 11pm



LOOK FOR THIS SYMBOL FOR DESIGNATED STOPS ONLY



The Lift - Other Services

The Lift also provides a Summer Fun Bus for Winter Park with limited service. Approximately 2,500 patrons ride the bus during the entire summer season. Bus service is not provided during the fall and spring season.

Other services provided by Winter Park include shuttles from the park-and-ride areas. The park-and-ride service is fairly new for the resort and has proven to be successful according to The Lift passengers. Two routes are used at the Resort—Old Town Park-and-Ride and Village Park-and-Ride.



The Lift also provides employee shuttles between the ski area and Granby (via US 40) and Grand Lake (via US 34) twice daily during the peak Alpine ski season. Only recently, have Grand County communities been publicly notified that a few employee shuttles on particular routes at certain times of the day are available for use by the general public—non-skiers and non-employees. However, due to overcrowding, six of the routes are designated for employees only. The following list describes the employee shuttle times. The shuttle times in **bold** are available to the general public.

- Fraser shuttle leaves at 7:08 a.m. (not available to general public).
- Grand Lake shuttles leave at 5:45 a.m. (not available to general public), 6:30 a.m. (not available to general public), and **8:00 a.m.**
- Granby Shuttle leaves at 7:00 a.m. (not available to general public).
- Winter Park to Grand Lake leaves at 4:45 p.m. (not available to the general public), 5:45 p.m. (not available to the general public), **7:00 p.m.**, and **10:00 p.m.**



Additional specialized services provided by Ryder include the YMCA, which transports patrons between the Winter Park Ski Area and the YMCA located between Tabernash and Granby. The YMCA specialized service operates one morning and one afternoon route. The service is available to YMCA guests and employees with no intermediate stops between the YMCA and the Winter Park Ski area.



The Lift - Service Productivity Measures

Figure IV-3 provides annual ridership trends for The Lift since 1996. Over the past several years, ridership has increased. However, ridership for the current year, 1999-2000, is lower than 1998-1999.

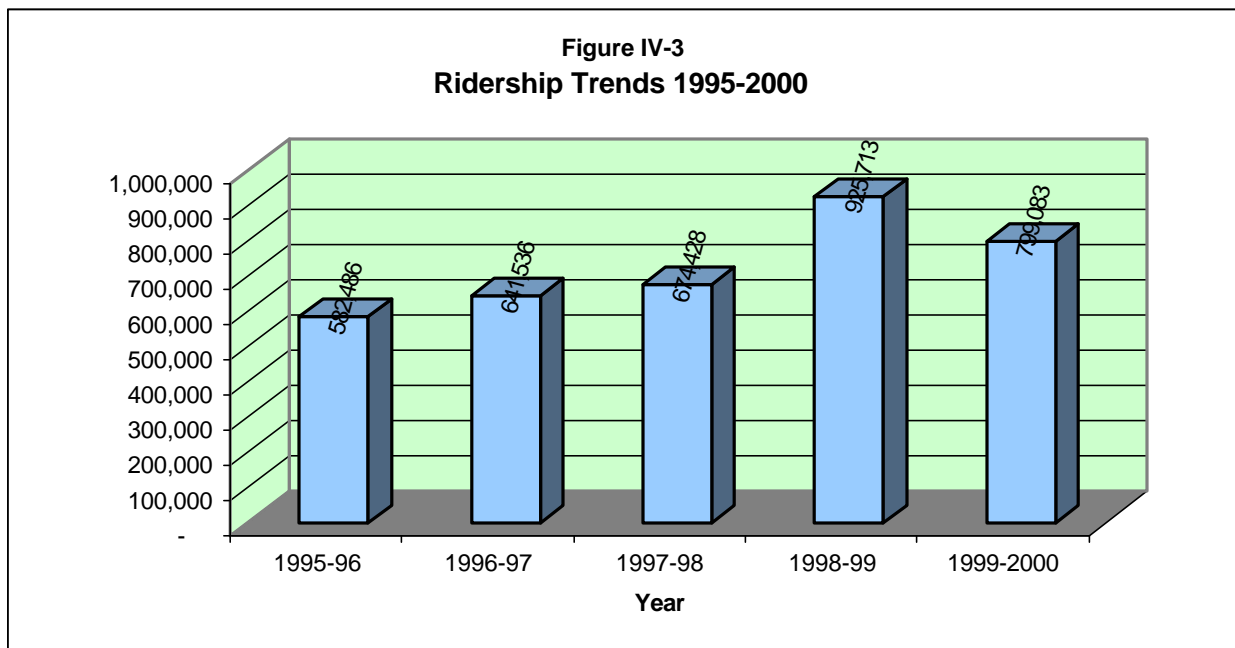


Table IV-1 shows the weekly variations in ridership for the past five years. These 1999-2000 variations are illustrated in Figure IV-4. The figure shows that overall ridership hit a peak during the third week of March 2000, with a total of 63,787 trips.

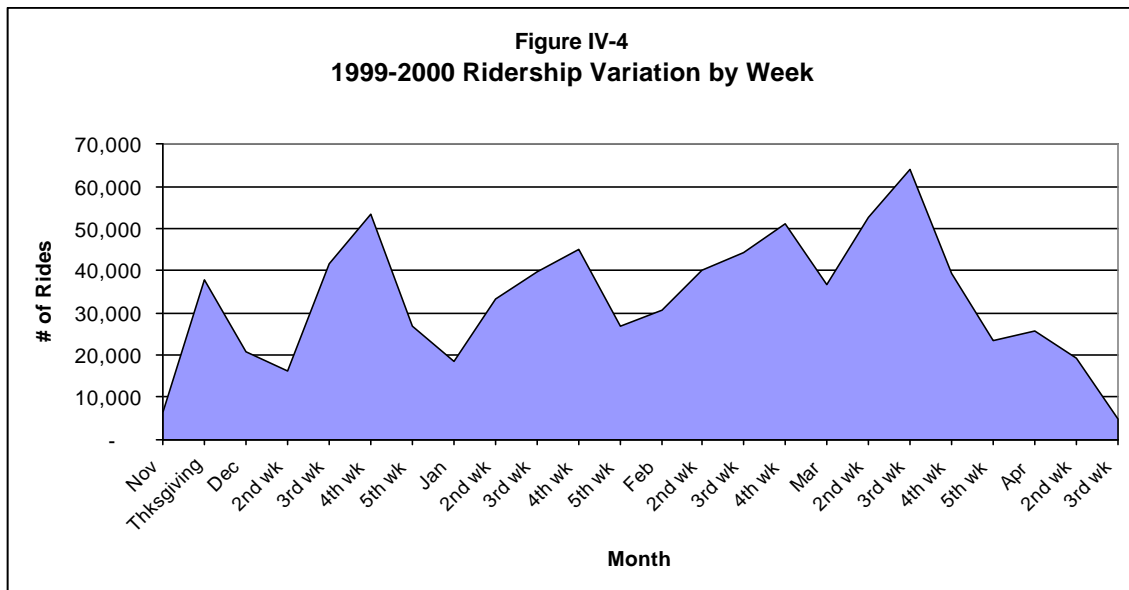
**Table IV-1
The Lift Ridership Trends**

	1995-96	1996-97	1997-98	1998-99	1999-2000
17-Nov	3,529	2,359	472	2,704	6,536
24-Nov	17,711	4,801	3,278	19,551	37,982
01-Dec	8,220	19,923	5,105	35,526	20,764
08-Dec	10,387	10,686	24,936	22,692	16,203
15-Dec	12,661	14,344	12,069	31,661	41,659
22-Dec	24,686	19,475	14,833	32,862	53,249
29-Dec	47,211	46,861	16,733	61,014	26,658
04-Jan	37,498	53,747	42,061	73,268	18,438
05-Jan	26,950	21,357	67,803	42,837	33,332
12-Jan	20,857	27,355	27,455	46,995	39,933
19-Jan	19,727	27,211	26,015	50,894	45,169
26-Jan	20,649	23,274	28,922	44,681	26,888
01-Feb	25,061	27,252	24,743	38,838	30,772
08-Feb	34,076	36,627	23,866	40,383	40,001
15-Feb	34,679	29,998	27,608	49,264	44,409
22-Feb	34,679	25,546	37,548	43,001	51,065
01-Mar	26,556	31,882	34,483	39,901	36,740
07-Mar	52,933	50,899	29,013	49,722	52,523
14-Mar	37,969	40,242	44,742	65,633	63,787
21-Mar	26,763	52,227	58,842	40,460	39,476
28-Mar	25,063	31,875	40,574	48,748	23,539
01-Apr	23,166	28,532	25,270	25,832	25,700 *
08-Apr	11,455	15,063	35,108	15,412	19,260 *
15-Apr			20,839	3,834	5,000 *
			2,110		
TOTAL	582,486	641,536	674,428	925,713	799,083

* = Estimate

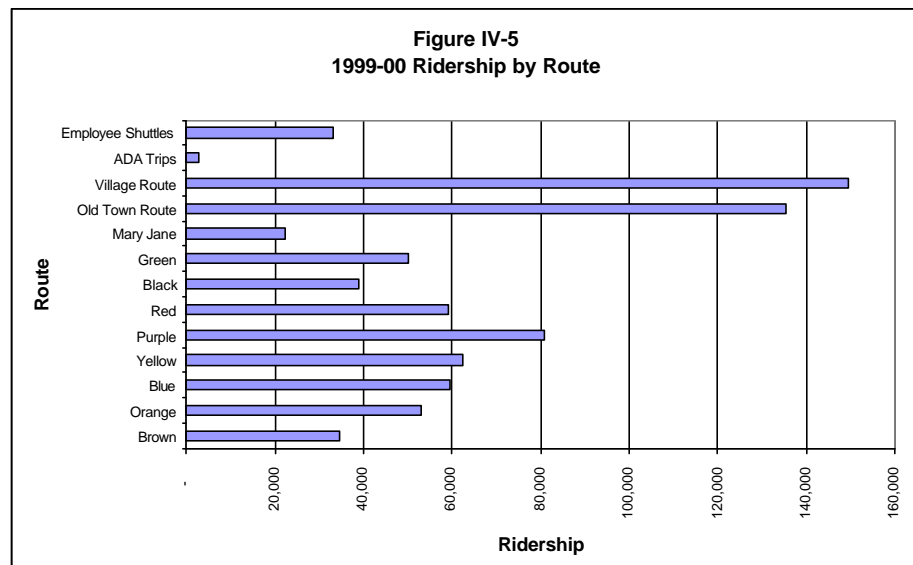
Source: Ryder, 2000.

**Figure IV-4
1999-2000 Ridership Variation by Week**



The Lift collects daily boarding counts by route. A comprehensive picture of The Lift ridership patterns is provided by route for Fiscal Year 1999-2000, as shown in Table IV-2 and Figure IV-5. The Lift ridership for the entire system typically ranges from 6,000 to 10,000 riders per day during the peak winter season. One of the heavily used day runs is the Purple Line, which provides between 200 and 900 rides per day during the winter season. The park-and-ride services near the ski area transport between 400 and 2,000 riders per day for Winter Park Ski area and are the heaviest used routes in the system.

Route	99-00	% of Total Ridership
Brown	34,561	4%
Orange	52,984	7%
Blue	59,589	8%
Yellow	62,403	8%
Purple	80,677	10%
Red	59,063	8%
Black	38,884	5%
Green	50,154	6%
Mary Jane	22,411	3%
Old Town Route	135,210	17%
Village Route	149,623	19%
ADA Trips	2,826	0%
Employee Shuttles	33,050	4%
TOTAL	781,435	
NOTE: Figures to 3/31/00		
Source: Ryder, 2000.		



The Lift - Vehicle Fleet

Ryder currently has 41 vehicles in its fleet. The majority of the fleet are late model school buses. The vehicle inventory is presented in Table IV-3. Each of the buses is equipped with two-way mobile radios. As shown in Table IV-3, there is a definite capital replacement need over the next six years and for the long-term future.



Because Ryder is a private company under contract, federal funding and guidelines (such as vehicle life expectancy) are not a primary concern for the company. Ryder has given the Winter Park Resort options for new equipment, but the cost of their transit service would also increase with the more expensive and newer vehicles. Using the current fleet, Ryder passes on the savings to the entities paying for the service.

Year	Quantity	Make	Capacity
1983	3	Blue Bird	65
1984	1	Blue Bird	66
1984	1	Blue Bird	71
1984	6	Thomas	59
1984	1	Thomas	71
1985	1	GMC	11
1985	2	Thomas	2
1985	1	Thomas	76
1985	1	Thomas	78
1986	9	Blue Bird	65
1988	4	Blue Bird	65
1988	1	Thomas	71
1989	1	GMC	19
1989	4	Thomas	71
1990	1	Blue Bird	71
1990	1	Thomas	71
1991	1	Ford Supreme	25
1992	1	Ford Truck	2
1994	1	Ford Supreme	25

Source: Ryder, 2000.

Ryder has recently changed the interior configuration of the buses to a perimeter seating versus the typical school bus style seating. Many positive comments were received regarding the seat changes. Also, Ryder painted the buses to give the buses a consistent image for the area. The newly painted buses also gave the transit system a new look. To sum-



marize, Ryder continues to improve the image of their transit service with the vehicles within their fleet. In the future, Grand County may want to see other types of transit vehicles for their service. The transit services within other areas of the state are upgrading equipment and services.

Vehicle maintenance is a challenge for the Ryder staff. The older school buses require more maintenance, and the Fraser Valley has a shortage of maintenance facilities and shops to keep up with the demands. Ryder performs continuous routine maintenance and inspections on the vehicles. The vehicles are fueled at the existing bus facility site in between the Town of Winter Park and Winter Park Ski area. The existing outdoor parking site for the fleet is not adequate for the number of vehicles due to the small area of the lot, with little expansion capability. Additional storage is needed for the fleet.



The Lift - Financial Status

The Lift had a \$1,500,000 operating budget for 1998-99. The Lift is a free service for visitors and residents of the area, which is offered during the winter Alpine ski season and a small amount of service in the summer. The summer service operates from 8:00 a.m. to 4:00 p.m., seven days of the week. Operations are funded by several different entities.

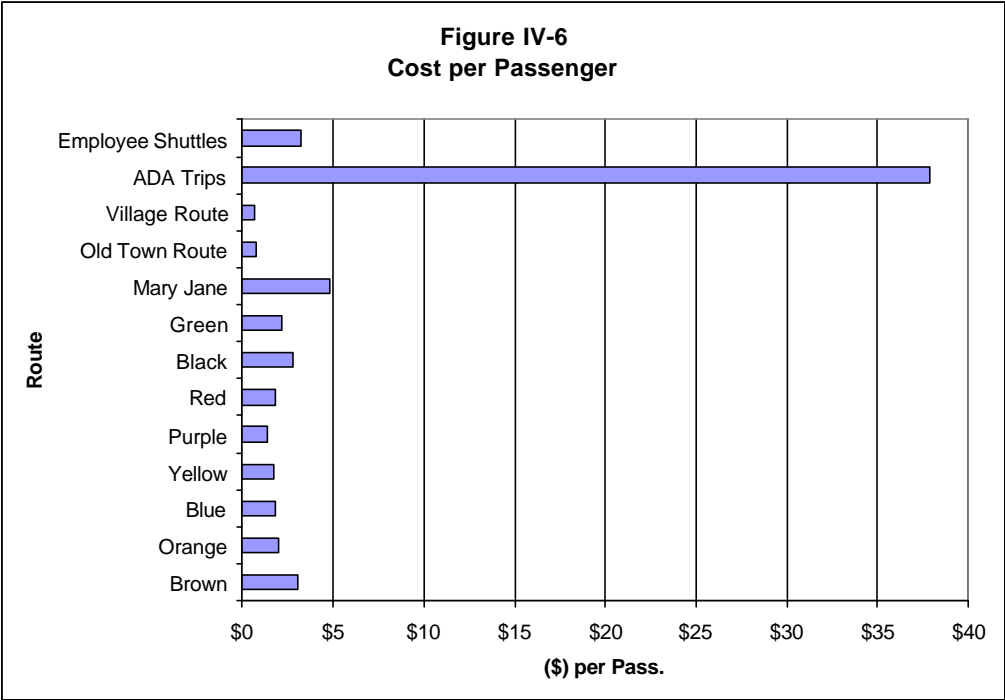
The Lift is administered and primarily funded (approximately 70 percent) by WPRA. The Town of Winter Park pays WPRA 7.5 percent (\$219,000 in 1999) of the annual local sales tax collection to assist with the operating of The Lift during the day. The Night Lift is funded by the towns of Winter Park and Fraser, with some financial contributions from unincorporated lodging properties near Winter Park and Fraser. Area businesses that own/manage lodging units in the area pay for the evening service. For example, Beaver Village Condos pay approximately nine percent of the cost. Other revenue sources for The Lift include the YMCA.

The Summer Shuttle service operates eight hours per day and is funded by three different entities—Winter Park Ski Area, Town of Winter Park, and Town of Fraser. Each pays a third of the total cost, which is approximately \$4,500 per month.

Ryder provided the following performance measure data for the 1999-2000 season. Ryder reports an annual cost of \$106,950 for each day route. The night routes cost approximately \$32,520 annually. Table IV-4 and Figure IV-6 show the cost per passenger for each route.



Table IV-4 1999-00 Performance Data per Route		
Route	99-00	Cost per Pass.
Brown	34,561	\$3.09
Orange	52,984	\$2.02
Blue	59,589	\$1.79
Yellow	62,403	\$1.71
Purple	80,677	\$1.33
Red	59,063	\$1.81
Black	38,884	\$2.75
Green	50,154	\$2.13
Mary Jane	22,411	\$4.77
Old Town Route	135,210	\$0.79
Village Route	149,623	\$0.71
ADA Trips	2,826	\$37.84
Employee Shuttles	33,050	\$3.24
TOTAL	781,435	\$1.78
NOTE: Figures to 3/31/00		
Source: Ryder, 2000.		



Peer Comparisons

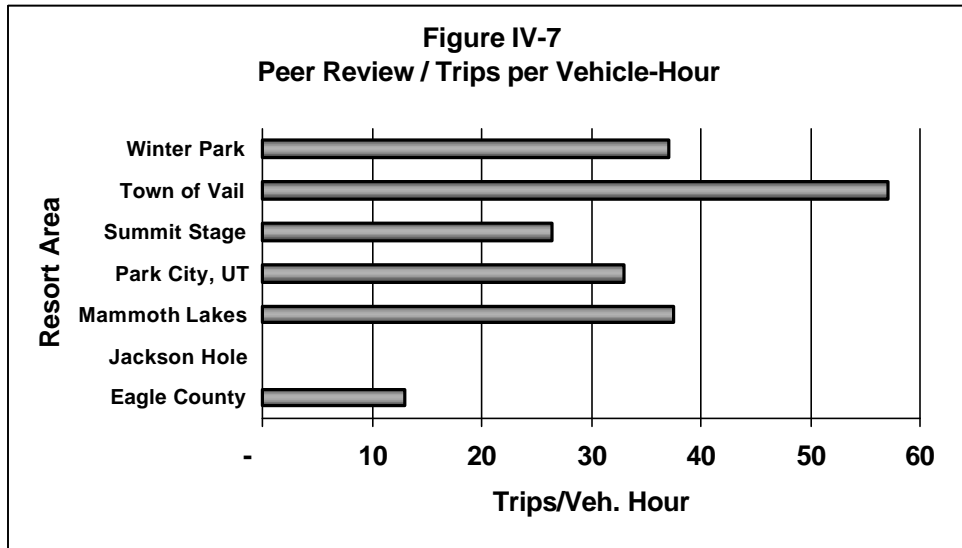
A good guide for any transit planning process is a comparison of the study area's characteristics with those of similar communities facing similar issues. While no two mountain resort communities are exactly alike, it is instructive to evaluate where The Lift at Winter Park stands in comparison with its "competitors" in the skier and tourism market.

Table IV-5 presents a summary of transit characteristics for Winter Park and six other mountain resort communities in Colorado and western North American. This data is generally for Fiscal Year 1998, with the exception of Winter Park, which is for 1999.

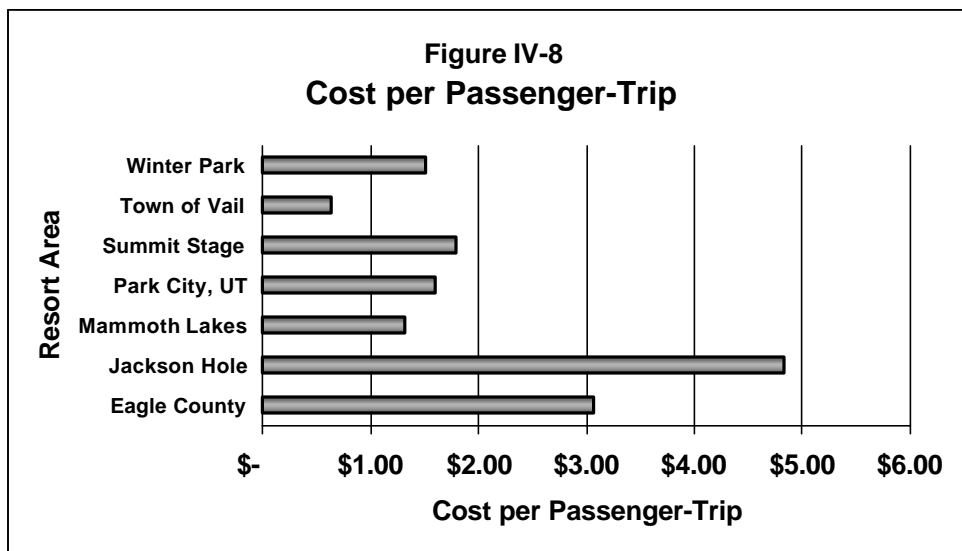
Peer Resort Areas	Annual Characteristics		
	Budget	Ridership	Veh. Hours
Eagle County	\$ 1,276,000	416,124	32,144
Jackson Hole	\$ 500,000	103,434	n/a
Mammoth Lakes	\$ 787,000	600,000	16,000
Park City, UT	\$ 1,600,000	1,000,000	30,312
Summit Stage	\$ 2,408,859	1,344,274	51,116
Town of Vail	\$ 1,964,000	3,099,986	54,404
Winter Park	\$ 1,390,000	925,713	25,000
AVERAGE	\$ 1,417,980	1,069,933	34,829
<i>Source: LSC, 2000.</i>			

- Based on these "straight" figures, Winter Park falls in the middle of the group. Winter Park is slightly lower than the average in all categories, but falls in the middle of the range of these resort areas.
- Winter Park transit services are particularly effective when considered in terms of passengers per vehicle-hour of service. As shown in Figure IV-7, Winter Park 's figure at 37 trips per vehicle-hour ranks third in the group and scores higher than the average of 31 trips per hour. This high effectiveness indicates that service expansion (which can be expected to reduce overall passenger-trips per vehicle-hour) can be accomplished, while keeping overall effectiveness at relatively good levels.





- The basic measure of financial efficiency is the total operating cost per passenger-trip. By this measure, of course, a lower figure indicates a more efficient system. Figure IV-8 shows Winter Park has a cost per passenger-trip at \$1.50, slightly higher than the peer average of \$1.33. However, Winter Park ranks third in the peer group for cost per passenger.



Observations from Riding

The LSC Team rode The Lift buses on several different days of operation. The bus drivers were very courteous and helpful to many of the “lost” visitors to the area. Several riders commented on the new peripheral seating and how much better and easier the seating made it for loading and unloading.

The drivers communicated well with dispatch. Several times dispatch sent another bus to pick up a route due to traffic delays, snow, or over-crowded routes. Schedule adherence for The Lift is a constant challenge, especially for the weekends with a high number of riders.

Grand County Council on Aging

The Grand County Council on Aging (COA) is based in Granby and is primarily targeted to seniors in Granby and Kremmling. The agency is a private nonprofit organization providing demand-response service. It offers a regular schedule on weekdays from 8:00 a.m. to 5:00 p.m. Advance reservation door-to-door transportation is available during these hours primarily for medical appointments. Approximately 240 clients use the COA services.

The Granby regular scheduled service is from 10:30 a.m. to 2:30 p.m., Monday through Thursday. The Kremmling scheduled service is Monday, Tuesday, Thursday, and Friday from 10:30 a.m. to 2:30 p.m. Infrequent weekend service is provided for special recreational outings. The COA travels primarily within Grand County, but they do have scheduled trips outside the area.

Federal laws do not permit the agency to charge a fee. However, donations are suggested, but persons aged 60 and over will not be turned away if they cannot make the donation. Disabled persons may use the service, but if they are under age 60, a fee is charged. Approximately 95 percent of the clientele are elderly and the remaining clients are disabled. Table IV-6 presents the suggested donation list.



Trip	Donation
Daytime trip w/in town (2 stops)	\$0.50
(> 2 stops)	\$1.00
Nighttime trips w/in town	\$1.00
Fun trips w/in County (outside town)	\$3.00
Denver trips Round-trip	\$16.00
One-way	\$12.00
DIA One-way	\$27.00
Planned fun trips (outside area)	\$16.00
Kremmling to Frisco	\$5.00
Granby to Evergreen	\$6.00
Granby to Grand Lake	\$2.00
Granby to Kremmling	\$2.00
Granby to Fraser	\$2.00
<i>Source: Grand County COA, 2000.</i>	

The COA has three vans used for meal sites, recreation and social trips, and two trips to Denver monthly. The agency has two 15-passenger vans that are not wheelchair accessible and one 12-passenger van with one wheelchair position. The Ford vehicles are reported in good and fair condition. The agency plans to replace their oldest vehicle (1988) in the coming year and the other two vehicles within the next five years. The Granby vehicle is stored on private property indoors and the Kremmling vehicle is stored outside at Cliffview Assisted Living. The average odometer mileage for all three vehicles is 68,000 miles. The agency anticipates retirement of the 1993 12-passenger vehicle to be in 2003. The 1994 15-passenger vehicle is anticipated to be replaced in 2004.

Council on Aging Ridership

The Grand County COA provided 11,248 trips in 1997; 12,282 trips in 1998; and 13,205 trips in 1999. Figure IV-9 illustrates the COA ridership trends for the past decade. As evident in the figure below, the transit demands for the COA continue to increase overall. The agency anticipates additional transit demand due to the population growth in the county.

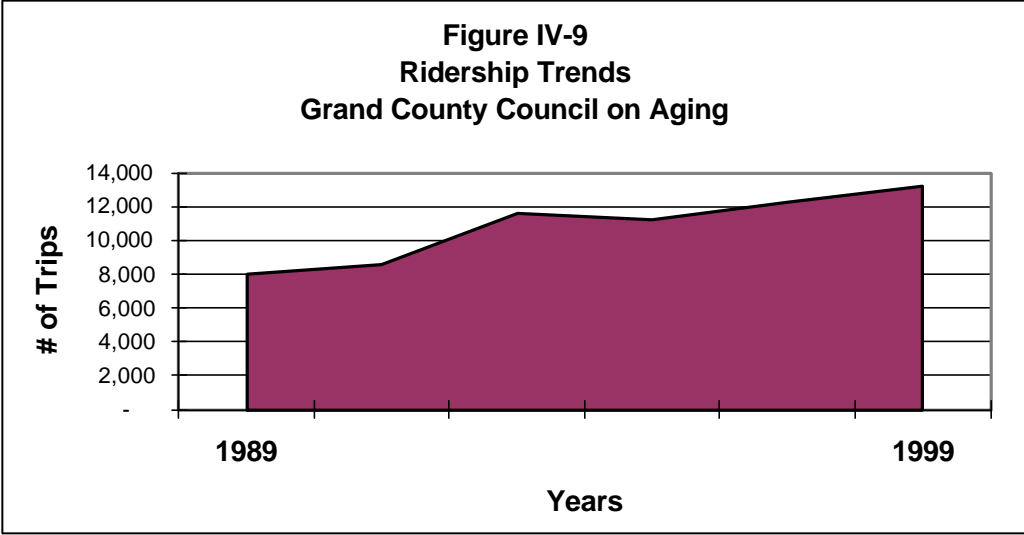
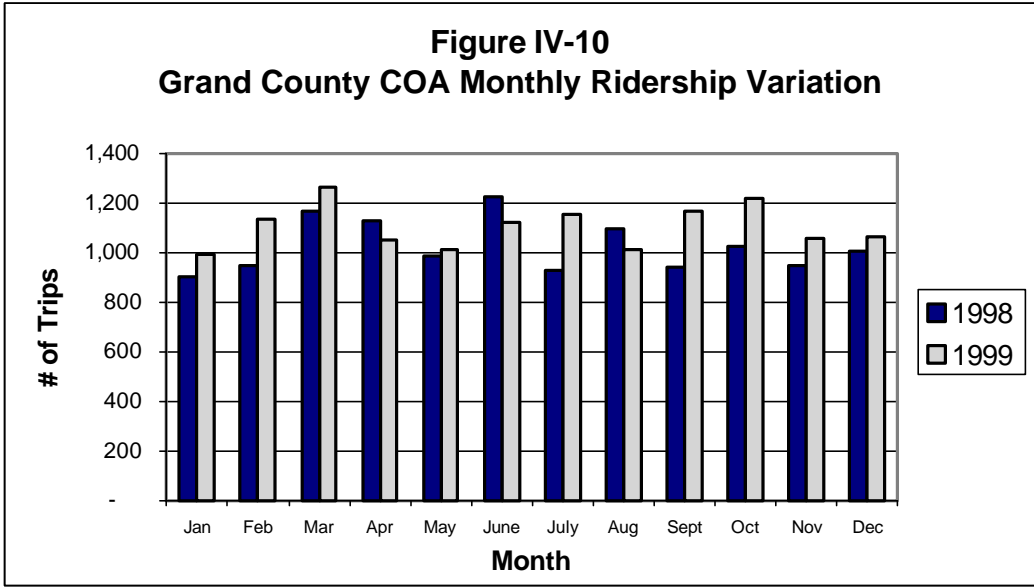


Figure IV-10 presents the 1998 and 1999 monthly ridership information for the COA. The highest ridership for 1999 was during the months of March and October with over 1,200 trips each month. The lowest ridership occurred during the month of January for both 1998 and 1999.



Council on Aging - Service Productivity Measures

The 1999 transportation budget for the agency was approximately \$56,300. Operating expenses were \$38,100 (68 percent of the budget) and administration accrued the remaining costs. The agency reported approximately \$35,000 for operating costs in 1998. The COA employs four part-time, year-round drivers and has three volunteer drivers. The Senior Coordinator is the administrative person available at the agency.

Approximately 23,200 vehicle-miles were reported for 1999 with 2,220 vehicle-hours. Using the operating cost information and these performance statistics, the LSC Team calculated several performance measures for the Council on Aging.

The number of one-way passenger-trips per vehicle service-mile for the agency is 0.57 for 1999. The COA has improved their performance over the last decade. The agency reported 0.22 trips per mile in 1989. This performance measure tends to favor regions where there is a greater proportion of short trips made.

The second performance measure is the number of passenger-trips per vehicle-hour. The agency reported 2,220 vehicle-hours of service. This results in approximately six trips per hour. This measure has also improved from a decade ago, when the agency reported 3.2 trips per hour.

The basic measure of financial efficiency is the total operating cost per one-way passenger-trip. A lower figure indicates a more efficient system. The COA has a cost per passenger-trip at \$2.89. As shown in the previous measures, the agency has improved their overall efficiency in the past decade. They reported \$3.13 as their cost per passenger in 1989.

The final and best measure of financial ability to provide transportation service is operating cost per vehicle-hour of service. The 1999 Council on Aging performed at \$17.16 in 1999. The cost per service-hour in 1989 was approximately \$10.20. The cost increases are attributed to increases in labor, maintenance, and other standard of living costs.

Council on Aging - Funding

The Grand County COA is funded by several sources. These include the Older Americans Act, Title IIIB funds, Grand County, and miscellaneous fares and donations. Revenues for 1999 totaled \$46,359. Grand County also provides the agency with gasoline at cost and carries the insurance on



its umbrella policy. Maintenance is performed by the Grand County Road and Bridge Maintenance Department.

The Ski Train

The Ski Train leaves for Winter Park and returns to Union Station in Denver on the same day. The trip takes approximately two hours from Denver. The passenger train seats 750 people. The Ski Train operates on Saturdays from mid-June through mid-August. Day trips are available Saturdays and Sundays from December 18 through April 2, and Fridays



beginning February 11, 2000. The train departs Denver at 7:15 a.m. and arrives in Winter Park at 9:30 a.m. The return trip leaves Winter Park at 4:15 p.m. and arrives in Denver at 6:30 p.m. The round-trip coach fare is \$40 per person.

The Ski Train administration reports that during the winter, the Ski Train runs 90 percent full occupancy. Forty trips are made in the winter. This calculates to approximately 27,000 annual winter passengers. The Ski Train makes 10 trips during the summer months and the Ski Train administration reports approximately 60 percent capacity during the summer season. Using these figures, there are approximately 4,500 summer passengers. Adding the summer and winter ridership, the Ski Train provides approximately 63,000 annual one-way passenger-trips (31,500 passengers x 2 trips = 63,000).

The cost per person is \$40 for the trip. However, the Ski Train staff reports that many of their passengers are booked with a group and will pay discount rates. Annual passenger revenue is approximately \$1,000,000. This calculates to approximately \$15.87 cost per passenger-trip.

The Ski Train staff reports that most of their travelers are from the Denver and Front Range area. The staff says approximately 60-70 percent of the riders are return passengers. The typical passenger rides the train once per year with a group. The Ski Train staff would like to see more bus service during the summer in the Winter Park area. Many passengers do not have transportation in Winter Park when the train stops at its destination.

East Grand School District

East Grand School District (EGSD) provides pupil transportation to school, the return trip home, and extra-curricular activities. Over 700 students, ages 5 to 18, are registered in the district. EGSD serves the area between Hot Sulphur Springs and Winter Park, and between Grand Lake and Granby. The buses travel on US 40 and US 34. School days are generally Monday through Thursday in the district. The morning bus routes operate from 6:30 to 8:30 a.m. The afternoon routes operate from 3:30 to 6:00 p.m. The district reports that transportation needs are being met by the current bus service. The EGSD buses transport approximately 580 students per day, which equates to approximately 172,000 annual school-year trips (not including special activities).

EGSD employs eight full-time drivers during the school year and nine part-time drivers. The transportation budget for EGSD is approximately \$258,000. The vehicle list for the 1999/2000 school year includes 13 buses, four trucks, four vans, two Suburbans, and three cars. The district has interest in coordination of a maintenance facility with other transportation providers in the county. Other efforts that might be of interest to other transportation providers include coordinated in-service training and driver training.

One need identified within the Grand County communities is activity buses for children before and after school. Several survey efforts have been recently conducted with similar conclusions from each survey effort. The conclusion of the surveys indicates a definite need for transportation to and from the before-school and after-school activities. Costs to provide the transportation have been analyzed and presented to the School Board with the passengers paying for half of the transportation costs. The Board has expressed both financial and driver availability concerns related to conflicts between activity busses and special events.

West Grand School District

The West Grand School District (WGSD) also provides pupil transportation to school and to extra-curricular activities. Approximately 515 students, ages 5 to 18, are registered in the district. The morning bus routes operate from 6:30 to 8:00 a.m. The afternoon routes operate from 3:30 to 4:00 p.m. from Monday through Friday. The district reports that transportation needs are **not** being met by the current bus service. The WGSD administration states that needs are not met due to lack of drivers. The lack of drivers is because there is not enough money in the budget to pay more



drivers. WGSD employs four full-time drivers during the school year and four part-time drivers.

The transportation budget for WGSD is approximately \$195,000 with an additional \$44,000 for capital purchases. The vehicle fleet at the district includes ten buses, two trucks, five vans, one Suburban, and two cars. Approximately 150 bus trips are provided each year and approximately 450 trips are taken in the smaller vehicles.

Young Life Crooked Creek

The primary purpose of the Young Life complex is a youth camp for Young Life guest groups. The majority (80 percent) of guest groups are youth. Young Life coordinates and contracts transportation services for guest groups for off-site recreation trips. During the winter ski season, transportation is needed on weekends and around holiday and school vacation dates. During the summer months, local transportation needs are less because many of the activities are located on-site.

Transportation fees are included in camp fees for guest groups. Under the current Special Use Permit, Young Life is required to use buses that are no larger than school buses for off-site excursions to access recreational facilities. The buses transporting guests are also limited in the number of round-trips they make from the Young Life complex. Due to these limitations, Young Life contracts with local transportation providers for off-site excursions. Young Life administration is currently experiencing some pressure with local contracted services to provide needed transportation services due to the already great pressure on available providers.

Kremmling Commuter Connection to Summit County

In 1998, the Summit Stage, based out of Summit County, completed a Commuter Connections Project, which focused on travel patterns of employees within and outside of Summit County. The report identified approximately 10 percent of the out-of-county workers live in Kremmling. The commuter van service began this winter season (1999-2000). One van was very successful for the first part of the season and a second van began in March 2000. The van operates Monday through Friday, leaving Kremmling at 6:45 a.m., running to Frisco, and leaving Frisco at 4:30 p.m. to return to Kremmling. The cost is based on the number of passengers and the destination. The LSC Team has contacted the Summit Stage for cost information and passenger data. However, to



date, the data have not been received. This provider data will be updated in the Final Report as information is received.

Silver Creek Golf & Ski Ranch



Silver Creek resort owns and operates Silver Creek Resort, Berthoud Pass Ski Area, Black Dog Mountaineering and offers employee and visitor transportation to Grand Lake, Granby, Fraser, Winter Park, and Berthoud Pass. Silver Creek has a published schedule for their visitors.

The Inn at Silver Creek Granby Shuttle operated daily during the winter season every hour from 7:30 a.m. to 4:30 p.m. On Thursdays through Saturdays (due to the evening skiing), the Granby Shuttle runs from 5:30 to 8:30 p.m. There are no designated bus stops between the Inn and Granby—riders just need to wave at the driver for a pick-up.

The Intermountain Shuttle operates daily during the winter season every half-hour from 7:30 a.m. to 4:30 p.m. This shuttle also operates in the evening from Thursday through Saturday and on holidays every hour from 5:30 to 8:30 p.m. This shuttle travels within the Silver Creek complex. A round-trip on the route is from Silver Creek base lodge to Mountainside, Summit, Lakeview, Innsbruck, and the Inn at Silver Creek.

Silver Creek offers the night skier late-night shuttles that leave Silver Creek at 9:15 p.m. and travel to Grand Lake or Beaver Village. The Beaver Village Shuttle leaves the Silver Creek Base Lodge and travels to YMCA, Fraser Alco, Winter Park Visitor Center, and ends at the Beaver Village Lodge. The Grand Lake Shuttle leaves the Silver Creek Base Lodge and travels to each of the intramountain locations, Granby, and then to Grand Lake.

Silver Creek reports approximately 65 percent of their riders are skiers, 20 percent are disabled passengers, and 15 percent are the general public. Silver Creek reported approximately 4,400 trips recorded in 1999. Approximately 130,000 vehicle-miles were driven in 1999 with 8,500 vehicle-hours. Ridership for 1998 was approximately 3,400 trips, and 3,000 trips were reported for 1997. Ridership has increased for Silver Creek due to expanded services to Black Dog and the Berthoud Ski Area. Silver Creek has one full-time driver, seven full-time seasonal drivers, and five part-

time seasonal drivers. One administrative staff and two maintenance persons are available at Silver Creek.

The Silver Creek overall 1999 transportation budget was approximately \$83,000. The operating budget was approximately \$75,000 (90 percent). Silver Creek operates four buses and two vans on an average weekday. Eleven vehicles are available for transportation service. Table IV-7 presents the Silver Creek fleet inventory. Silver Creek has a small, designated area for parking the buses on-site. The maintenance shop is located on-site near the Base Lodge and has one bay.

Table IV-7				
Silver Creek Fleet Inventory				
Year	Model	Capacity	Tie-downs	Condition
1998	Bluebird Bus	42	Yes	Excellent
1982	International Bus	42	No	Poor
1981	International Bus	42	No	Poor
1981	Loanstar Bus	42	No	Poor
1981	Ford Bus	22	No	Poor
1996	Ford Coach	22	No	Fair
1996	Ford Coach	22	No	Fair
1984	Thomas Bus	14	Yes	Poor
1996	Ford Van	14	No	Good
1995	Chevy Van	14	No	Poor
<i>Source: Silver Creek, 2000.</i>				

Performance measures for the 1999 year for Silver Creek result in the following:

- \$18.86 cost per passenger
- 0.03 passenger-trips per vehicle-mile
- 0.52 passenger-trips per service-hour

Silver Creek plans to expand their facility and will have a need for additional employees during the peak season. Affordable employee housing and transportation will continue to be needed for the Silver Creek resort area employees. The Silver Creek staff identified the needs for a new maintenance facility and a replacement plan for newer buses. They would also



like to have transportation routes year-round as the demand is needed and expand to Jackson County.

Greyhound

Greyhound provides intercity transit service in Grand County. Jackson County is not served. The station locations within Grand County are Winter Park, Fraser, Tabernash, Granby, Hot Sulphur Springs, and Kremmling. The LSC Team has contacted Greyhound corporate offices and has yet to receive any data. This provider will be updated with information received for the Final Report.

Grand Lake Metropolitan Recreation District

The Grand Lake Metropolitan Recreation District provides recreational opportunities for youth and adults within the community. The Recreation District provides limited transportation to members of the community. The transportation service is primarily used in the summer, when students are not in school and the district has many activities for individuals.

The Recreation District has three vans available for transportation and is willing to coordinate with other agencies, as long as the borrowing agency provides an insured driver. The vehicles available are 1987, 1992, and 1996 vans. The 1996 van has 14-seat capacity, and the older vans have an 11-seat capacity.

The Grand Lake Metropolitan Recreation District would like to see a regular scheduled route available to community residents to the facility. The community would have an opportunity to become more involved with activities at the Recreation District. The district would also like to see a transportation provider for before- and after-school activities that travels between the towns.

Home James Transportation

Home James Transportation provides airport shuttle service, local taxi service, and charter service in the Winter Park and Grand County area. Home James is the primary service from the Denver International Airport (DIA) to Winter Park.

The scheduled service during the low seasons (November – December 15 and April 4 –17) departs DIA at 9:00 a.m., 11:00 a.m., 1:00 p.m., 4:00 p.m., 7:00 p.m., and 10:00 p.m. During high season (December 15 – April 3), shuttles depart at 9:00 a.m., 10:00 a.m., 11:00 a.m., 12:00 p.m., 1:00

p.m., 2:30 p.m., 4:00 p.m., 5:30 p.m., 7:00 p.m., 8:30 p.m., and 10:00 p.m. One-way prices range from \$37 to \$58 for the shuttle service.

Home James operates approximately 16 vehicles on the average weekday in the winter and approximately seven in the summer. Three full-time drivers, 15 seasonal full-time drivers, 18 part-time seasonal drivers, and eight administrative staff are employed by Home James.

Home James reported approximately 650,000 vehicle-miles for 1999. The agency has seven 14-passenger 1999 Ford vans, eight 14-passenger 2000 Ford vans, and one 1997 Ford minivan with seating capacity of seven passengers. All these vehicles will be replaced by 2001 according to Home James.

Fraser Valley Metropolitan Recreation District (FVMRD)

The Fraser Valley Metropolitan Recreation District provides recreation activities and facilities that address leisure and cultural needs of the citizens and guests of the communities (Winter Park, Fraser, Tabernash area). The district provides transportation for program participants by chartering trips for events with over 25 participants. These are primarily during the summer months from Monday through Friday. Approximately 500 participants are signed up at the district. The majority of passengers are between the ages of five and thirteen.

Transportation costs are added into the program costs at the Recreation District. The district reports that transportation needs are being met with the current services. They are looking into buying a small bus for program trip purposes in the next five or ten years.

The district currently has two vans available. The district employs two full-time drivers and five full-time seasonal drivers. The Pole Creek mechanic is used for any vehicle maintenance. The Recreation District is willing to coordinate their vans with other agencies, as long as the borrowing agency provides insurance and a driver with a valid license. Approximately 9,000 vehicle-miles were reported for 1999 with approximately 120 service hours. The transportation operating budget was approximately \$3,500.

YMCA/Snow Mountain Ranch

Snow Mountain Ranch is a year-round conference center and family resort. The YMCA charters buses from Ryder Transportation for most of their guest needs. During the winter season, one daily shuttle operates between Snow Mountain Ranch and the Winter Park Resort. Two daily



shuttles run to the Silver Creek Ski Area during the winter season. The YMCA reports that up to 40 percent of their guests take their own cars to the ski areas.

Snow Mountain Ranch operates a Nordic Ski Center that attracts up to 700 skiers per day. No public transportation is available to the center. The YMCA would like to see a shuttle from the Winter Park Resort to the Nordic Center.

Most employees of Snow Mountain Ranch live on the property. Most of the YMCA employees do not have vehicles. The YMCA arranges trips to the local towns to get to the library, movie theater, or Safeway in the YMCA vans on most weeknights. The YMCA feels strongly that they would benefit from a regular shuttle to the towns.

In the past, the YMCA expressed interest in a maintenance facility, possibly on their site. The YMCA administration is currently planning to address the YMCA Board members in May 2000 for the status of this project and will inform the Transit Advisory Committee of the situation.



AMTRAK

Chapter II provides a complete description of Amtrak services within the study area. The LSC Team contacted the Amtrak corporate office and received the following information. The Fraser Amtrak stop reported 15,421 boardings in 1998 and 16,629 boardings in 1999, a seven percent increase. The Granby station reported 3,098 boardings in 1998 and 3,796 in 1999, an 18 percent increase in activity.

JACKSON COUNTY

Jackson County currently has one transportation provider. A second private company will be operating in the near future. The text below presents information on the providers.

Jackson County Council on Aging (OATS)

Jackson County Council on Aging, based in Walden, provides regularly scheduled trips for physician appointments and shopping for seniors in Jackson County. The agency provides scheduled trips to Laramie, Wyoming and to Fort Collins. OATS reports that the current transportation needs are being met for the seniors, but indicates that non-senior disabled persons may have a need within the community.

The dates and times of the trips are announced well in advance so that senior citizens can make medical/dental appointments on these days. Escort trips for special tests and appointments that cannot be made on scheduled days can be made by appointment. These services are available to seniors only. However, because OATS has the only accessible vehicle, exceptions are sometimes made with a higher fare charged for the non-elderly. No local service is provided by the agency. The current fares are listed in Table IV-8.

Table IV-8			
OATS Fare Schedule			
Location	Fare (\$)	Location	Fare (\$)
ESCORT TRIPS		REGULAR TRIPS	
Local Errands	\$5	Laramie, WY	\$7
Denver	\$35	Fort Collins	\$10
Fort Collins	\$25	Denver	\$15
Granby	\$20	Local	\$2
Kremmling	\$20		
Laramie, WY	\$20		
Longmont	\$28		
Loveland	\$27		
Saratoga	\$20		
Steamboat Springs	\$20		
<i>Source: OATS, 2000.</i>			



The agency employs two part-time drivers and one administrative person. OATS has one 1993 Ford van available for service. The van has an 11-passenger seating capacity and is in good condition. OATS plans to replace the van in the next five years and looks to the LSC Team for assistance with funding options. OATS reported approximately 9,700 vehicle-miles in 1999 and 600 vehicle service-hours. The number of annual one-way passenger-trips for 1999 was approximately 1,450. The cost per hour for OATS is approximately \$20.83.

The total budget for 1999 was \$12,500. Operating expenses were reported at \$4,500, and administration costs made up the remaining amount. The OATS service is funded by fares, advertising, and local grants. These sources include the City of Walden, Jackson County, Alpine Area Agency on Aging, and other donations and fares. The agency does not currently receive funding from Title III (Older Americans Act) or other federal funds.

Sage Brush Tours

Sage Brush Tours is a private company just forming in Walden. They are currently waiting on the Public Utilities Commission (PUC) for their license and plan to be in operation by summer of 2000. They are interested in employee shuttle coordination between Grand and Jackson Counties. They have one 18-passenger vehicle available.

North Park School District

At the time of this printing, the LSC Team has contacted the North Park School District, but has not received any transportation data. This provider will be updated in the Draft Final Report.

SUMMARY

Table IV-9, on the following page, presents a summary of existing transit providers within Grand and Jackson Counties. The notes on the right-hand side of the table provide further information for those agencies without data. The LSC Team will update the table as the study progresses with any other information received.

**Table IV-9
Transit Provider Data**

Grand County	Pass. Trips	Veh. Miles	Vehicle Hrs	Revenues	Expenditures	# of Pass.	Pass./Mile	Pass./Hr	Cost/Pass.	Cost/Mile	Cost/Hr	NOTES
Amtrak	20,425	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	1999 data
Commuter Connection	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	contacted, no response yet
East Grand School District	172,000	n/a	n/a	n/a	\$ 258,000	580	n/a	n/a	\$ 1.50	n/a	n/a	1999 data
Fraser Valley Recreation District	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	do not track this type of data
Grand County COA	13,205	23,200	2,220	\$ 46,359	\$ 38,100	13,205	0.57	5.95	\$ 2.89	\$ 1.64	####	1999 data
Grand Lake Metro Recreation Dist	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	do not track this type of data
Greyhound												contacted, no response yet
Home James	n/a	650,000	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	data not tracked
Silver Creek	4,400	130,000	8,500	\$ -	\$ 83,000	4,400	0.03	0.52	\$ 18.86	\$ 0.64	\$ 9.76	1999 data
Ski Train	63,000	n/a	n/a	#####	n/a	63,000	n/a	n/a	n/a	n/a	n/a	1999 data
The Lift	925,713	579,240	25,000	\$ -	\$ 1,390,000	925,713	1.60	37.03	\$ 1.50	\$ 2.40	####	1999 data
West Grand School District	n/a	150,000	n/a	\$ -	\$ 195,000	n/a	n/a	n/a	n/a	\$ 1.30	n/a	not all data tracked
YMCA												missing financial & ridership d
Jackson County												
Jackson County COA	1,450	9,700	600	\$ 15,590	\$ 4,500	162	0.15	2.42	\$ 3.10	\$ 0.46	\$ 7.50	1999 data
North Park School District												contacted, no response yet
Sage Brush Tours	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	no operating data yet

LODGING UNIT TRANSPORTATION

The final section of this chapter discusses transportation at local lodging units. It was requested by the Advisory Committee to survey all lodging units within the area and collect transportation data. The LSC Team received a list of subscribed hotels from Winter Park Central Reservations and contacted each facility. Problems encountered with the lodging units included no tracking of data and no consistent service schedules.

The LSC Team contacted 24 lodging units in the Fraser Valley area and received 19 responses. Eleven of the lodging units provided transportation for their visitors. Eight did not provide any information. The majority of properties with transportation service do not track any data and offer no set schedule for guests. Most provide service “as needed.”

EVALUATION SUMMARY

This chapter includes a summary of transit providers within the study area. The Advisory Committee requested an overall evaluation of transit for each county. Grand County has good service within the Fraser Valley area. The remaining part of Grand County has limited transit service available to seniors and some resort area employees. Jackson County has good service for the seniors in the county. Other market segments are not served. Jackson County does not provide alternative modes of transportation to residents or visitors, except for seniors. Sage Brush Tours will serve tourists and possibly employees, once all licenses have been received.