Big Mountain Ski Resort

Ticket Pricing Model

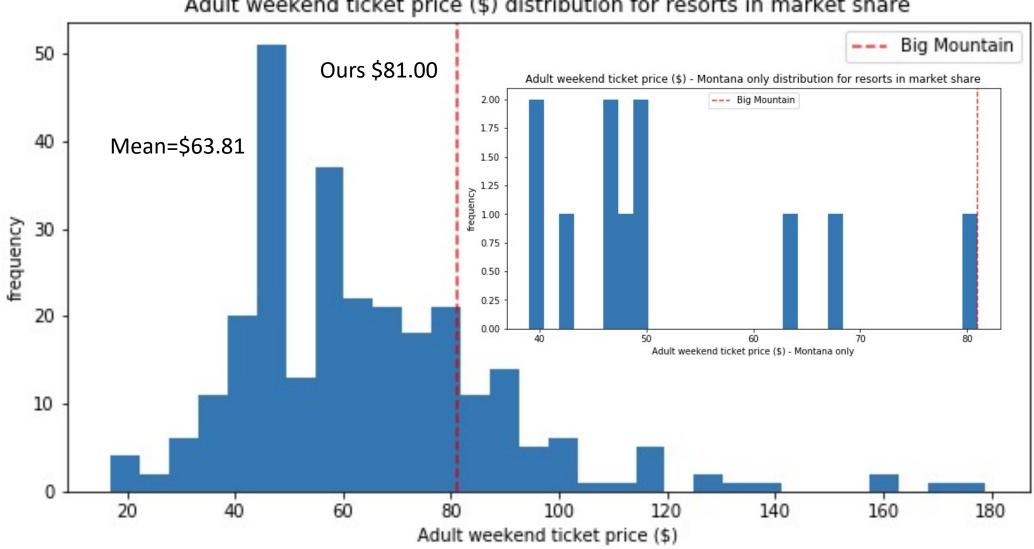


Tasks:

- Suggest a new pricing and future facility investment
- Building a pricing model for ski resort tickets within their market segment.
 - Build a predictive model for ticket price
 - Number of facilities or properties at resorts
- Provide insight into what facilities matter the most
 - Which facilities visitors are most likely to pay for
 - Which Data We need to improve our Model

Big Mountain Resort, Current Ticket Price



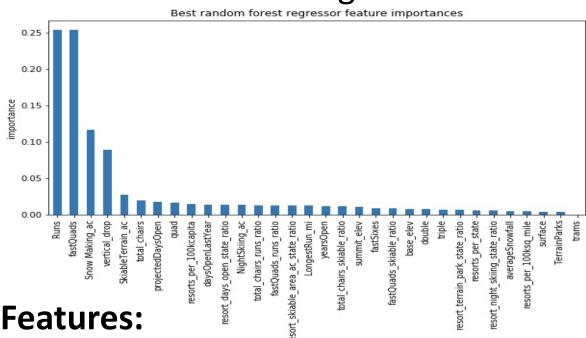


Feature Importance Across Models

Linear Regression Model

vertical_drop	10.767857
Snow Making_ac	6.290074
total_chairs	5.794156
fastQuads	5.745626
Runs	5.370555
LongestRun_mi	0.181814
trams	-4.142024
SkiableTerrain_ac	-5.249780

vs. Random Forest Regression Model



Models Agree on most important Features:

#Runs (variety)

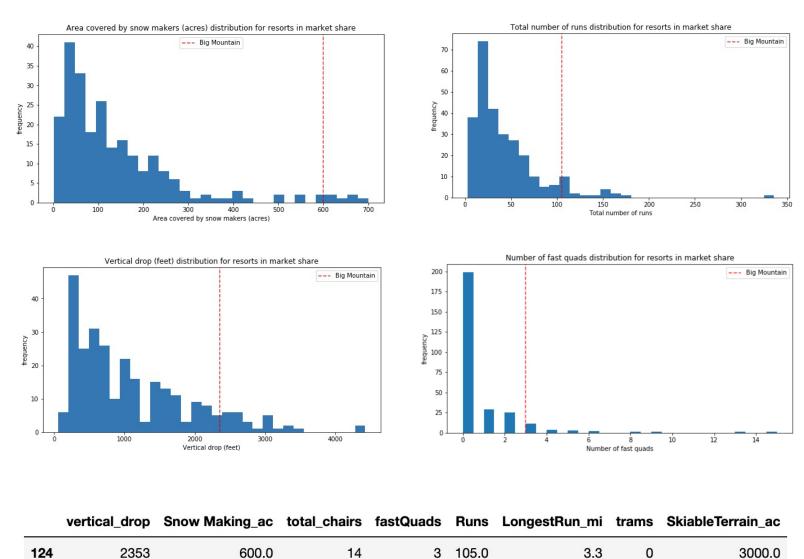
#Fast Quads (convenience)

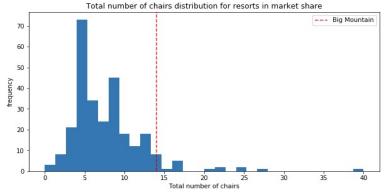
Vertical Drop (entertainment)

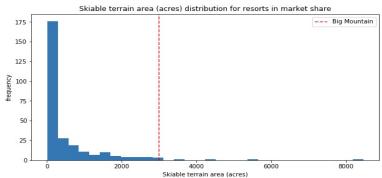
Snow Making Area (Guaranteed skiing)

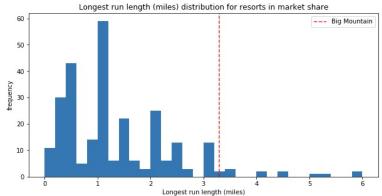
as well as Skiable Terrain; Total Number of Chairs; and Length of the Longest Run

Feature Comparisons









Comparing Models:

Linear Regression Model vs. Random Forest Regression Model

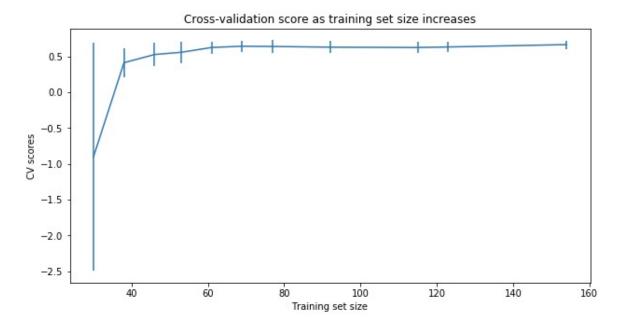
MAE_test (MAE, std)_train MAE_test (MAE, std)_train

\$11.79 (\$10.50, \$1.62)

VS.

\$9.53 (\$9.65, \$1.49)

Adequate Resorts Data for Model:



Yet Need Data on:

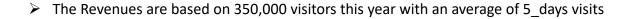
Number of visitors, Operation Costs

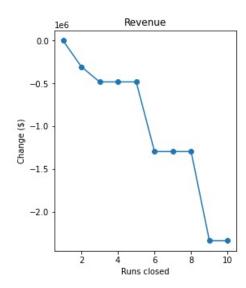
Adjusted Price

- Modelled price is \$95.88 (vs. actual price of \$81.00)
 - MAE = \$10.36 convinces further there is room for an increase
 - With estimated 350000 visitors with 5 day average visits, Total revenue increase of \$26M to total annual revenue of ~\$168M
- Pricing Assumptions
 - Other resorts set their prices according to the market
 - Big Mountain appears to be charging much less than prediction suggests
 - Is Big Mountain undercharging?
 - Are other resorts overpriced?
 - Is our model lacking some key data
 - Operating Costs
 - Visitors number

Explored Scenarios: (To cut the Cost/increase Revenue)

- 1. Permanent closure of up to 10 of the least used runs
 - Can close, up to 5 runs results in slight drop in ticket prices and revenue
- 2. Increase vertical drop by 150ft and addition of a chair lift
 - Justifies ticket price increase of \$1.61 and additional revenue of \$2.8 million
- 3. Number 2 plus the addition of 2 acres of snow making
 - No change from number 2
- 4. Increase the longest run by 0.2 miles (boasting the longest run) and additional snow making of 4 acres
 - Results in no change in ticket price
- 5. Closing the 6 least popular runs, but add a run as stated in scenario 2, but instead of chair lift adding a fastQuad!
 - Results in \$21.85 change in ticket price +\$38.2M in Revenue





Recommendation

Increase vertical drop by 150ft with the installation of a chair lift, (without additional snow making coverage).

 Justifies ticket price increase of \$1.61 and will generate additional revenue of \$2.8 million/year

Increase vertical drop by 150ft with the installation of a Fast Quad, And closing 6 least used Runs

- Justifies ticket price increase of \$21.85 and will generate additional revenue of \$38.2M /year
- Though as only very few high-priced resorts have more than 3 fast quads we might be biased.
- More data on visitor's number and facility operation and maintenance costs can help improve on these scenarios

Summary

- Big Mountain Currently ranks among the top resorts
 - Skiable terrain
 - Number of Runs
 - Snow making capacity
 - Number of Chairs
- Proposed Scenarios
 - Closure of 6 least used runs
 - Increase vertical drop with and without snowmaking and adding chair lift
 - Increase longest run with snowmaking
- By increasing the vertical drop either with or without snowmaking will provide the opportunity to increase revenues by \$15-\$18 million, however the increase cost of tickets must be considered.

Thank you

Selecting Target Price:

