



Key Person Interviews

INTRODUCTION

The purpose of this chapter is to present an analysis of the key person interviews conducted during the week of December 10, 2007. Key person interviews are part of the public input plan being used in this study. The LSC Planning Team—with support and input from the Mt. Si Senior Center, the Snoqualmie Indian Tribe, and the City of Snoqualmie—developed a list of individuals that represent private and governmental agencies that may be interested in investigating increased transit service in the region.

LSC staff interviewed six individuals. The individuals interviewed are key decision makers in the community and represent private business, local government, and civic and business organizations. The interviews were conducted in person by the LSC Senior Transit Planner. Additional interviews may be conducted via telephone and will be included in an updated version of this chapter in the Final Plan. Each person was asked the same questions and given the opportunity to provide additional insight or information. A list of those interviewed can be found in Appendix E. Below is a summary of their comments.

Question 1: In your opinion, what are the major issues facing the Snoqualmie Valley Region?

Answer: The main concern of the individuals interviewed was the issue of rapid growth occurring in the Valley and how this growth affects existing infrastructure such as highway congestion.

Question 2: What are the major transportation issues facing the region?

Answer: The responses to this question centered around road congestion and the need for transit service to individuals that are dependent on transit.

Question 3: What are the needs of the region for local and regional transit service?

Answer: Several individuals expressed the need for additional transit service to meet the needs of the transit-dependent. Other needs expressed were:

- Shuttle service between the new casino, North Bend, and Snoqualmie.
- Additional ride share services.
- Additional park-and-ride facilities.
- Fixed-route service in the Upper Valley.
- Need for more commuter service to Seattle, especially express service.

Question 4: What benefits do you think improved transit service would bring to the region?

Answer: The overwhelming response to this question was that improved transit service would allow for better intra-valley movement, especially for the transit-dependent.

Question 5: What areas of the region should be given priority for local transit service?

Answer: All those interviewed expressed the need for the Upper Valley to be given priority for expanded transit service.

Question 6: What should be the hours of service? Should weekend service be provided?

Answer: The general consensus is for 12 hours of service per weekday with weekend service that operates at least eight hours per day.

Question 7: What do you think would make transit service succeed?

Answer: Most individuals stated that the service needs a strong marketing plan that conducts serious market research. Another response was to develop strong public-private partnerships and utilize successful marketing strategies developed

by the private sector. It was also recommended that Mt. Si needs to manage all the drivers and vehicles.

Question 8: What do you think is the greatest barrier to new public transit in the region?

Answer: Several answers were given to this question:

- Lack of local, state, and federal funding for public transit.
- Lack of control of all transit assets in the region by one entity.
- Not having the expertise to market the service and limiting the time of operation.
- Not knowing the real need for transit service and relying only on the perceived need.
- Small population densities in the Valley.

Question 9: Who do you think should operate the service?

Answer: Several individuals were not sure who should operate the service due to unfamiliarity with proper transit operational techniques. Some thought it should be operated by Mt. Si, while others thought it might be best if the service were operated by the Snoqualmie Tribe or one of the local city governments.

Question 10: How should it be funded?

Answer: The majority of those interviewed believe that the service should be funded using public transit funds and perhaps private sector and local government general fund contributions.

Question 11: Do you think that the region would support the development of a public transportation benefit area (PTBA) which would increase funding to improve public transportation services?

Answer: All those interviewed were unsure about the community supporting a PTBA.

Question 12: Are there specific issues which should be addressed in our transit study?

Answer: There were two responses to this question—the first was to focus on developing fixed-route service for the Upper Valley, and the second was to make sure that the region was involved in the development of expanded service.

Question 13: Do you have any comments you wish to add on the topic of public transportation?

One individual commented that the focus of this study should not necessarily be only on rural transit, but should take into consideration the growth that is occurring in the region.

SUMMARY

The responses given to these questions shown an interest in enhancing SVT to help with the extensive growth being experienced in the Snoqualmie Valley. Many view an expanded SVT service as a means to decrease congestion on the roadway network. Several respondents relayed a willingness to coordinate community projects with transit enhancement. Finally, no person interviewed had any negative comments about enhancing and enlarging SVT operations.