



CHAPTER I

Introduction

The Community Transportation Association of America (CTAA), on behalf of the Quinault Indian Nation, contracted with LSC Transportation Consultants, Inc. to



complete a Technical Assistance project. The plan specifically focuses on public transportation issues for tribal members and the general public. The plan examines the transit needs, alternatives, and programs for the community. Through coordination, the plan also creates links to communities in the region and along US Highway 101 and State Route (SR) 109. This report combines the previous work developed for the Quinault Indian Nation transit planning effort. The report focuses on transportation for the general public, elderly, disabled, and school children.

PURPOSE OF THE STUDY

The purpose of this study is to analyze and recommend strategies for the Quinault Indian Nation which will affect the delivery of public transportation services over the next five years. This document describes the existing conditions in the region related to public transit services, discusses transit service and other alternatives for meeting public transportation needs into the future, identifies the locally preferred set of alternatives, and presents an implementation plan for the next five years. This document includes transportation alternatives that focus on linking the tribal members with employment and medical trips to and from the other communities in the region (Hoquiam, Aberdeen, and Ocean Shores). The last element of the study was to develop a marketing plan to aid in implementing the transit service.

REPORT CONTENTS

Chapter II of this document presents the mission statement, goals, and objectives of this planning process. Chapters III



through VII review the existing conditions for the study area including demographics, transportation providers, transit demand, a service gap analysis, and a peer community analysis. Chapters VIII through XII present coordination strategies, service alternatives, vehicle types, and organizational alternatives. Chapter XIII presents the preferred service and implementation plans.

STUDY APPROACH

As in many regions, the Quinault Indian Nation is taking a closer look at public transit services and is seeking to find the most effective means of providing those services. There is no traditional transit service on the Quinault Indian Nation Reservation. Currently, public transportation for the Reservation is provided by the following non-tribal transit programs—Jefferson Transit Authority and Grays Harbor Transit. The Quinault Indian Nation funds \$26,000 for limited service to the Reservation by Jefferson Transit Authority, but does not currently fund any service provided by Grays Harbor Transit.

A key element in the plan is to clearly evaluate the unmet transportation needs of the local residents and businesses. The study focuses on the feasibility of providing public transit services to meet the community's needs. One important step toward providing an integrated community-wide transportation system is involving key players such as the Tribal policy makers, Washington State Department of Transportation (WSDOT), local governments, transit providers, and human service agencies. Individuals from each key stakeholder agency served as members of the Transportation Advisory Committee (TAC) for this planning process.

Project Team

An initial “kick-off meeting” was held at the Quinault Indian Nation offices on April 8, 2008. The meeting was attended by key stakeholders of the Quinault Indian Nation, as well as other local agencies within the study area who have transportation concerns for the community. This project team met to discuss the project goals, priorities, and time line for completion of the final study. The project team also discussed the local stakeholders who would be critical in completing the transit study for the area.

The first TAC meeting was held on June 17, 2008. The purpose of the meeting was to discuss Technical Memorandum #1, provide feedback and comments to the LSC team, and conduct a work session regarding the possible transit service alternatives that can be developed.

The second TAC meeting was held on August 5, 2008. The purpose of the second meeting was to review the transit service alternatives and facilitate the selection of the preferred alternative. Based on the preferred transit service alternative selected at this meeting, the LSC team developed the service and implementation plan.

Stakeholder Meetings

The group of local stakeholders identified by the project team includes the following organizations:

- Bureau of Indian Affairs
- Catholic Community Services
- Coastal Community Action Program
- Grays Harbor Workforce Center
- Grays Harbor College
- Grays Harbor Council of Governments
- Grays Harbor County
- Grays Harbor Department of Social and Health Services
- Grays Harbor Transit
- Head Start - Quinault Indian Reservation
- Housing Authority of Grays Harbor
- Jefferson County
- Mobility Transport Inc.
- Quinault Indian Nation
 - Planning Office
 - Office of Self-Governance
 - Tribal Employment Rights Ordinance
 - Senior Program
 - Property Department
 - Division of Community Services
- Quinault Nation Enterprise Board
- Roger Saux Health Clinic
- Temporary Assistance for Needy Families
- Worksource Grays Harbor
- WSDOT- Public Transportation Division

These groups represent organizations that provide transportation services and those that may have a specific transportation need. These stakeholders were con-

tacted to provide input for the transit study and help identify the local transportation issues.

Opportunities for Public Involvement

Throughout the planning process, public involvement is key to the success of the transit plan for the community. At critical points during the process, public meetings were announced and held where citizen participation was openly welcome and appreciated.

Two public open houses sessions were conducted during the planning process. The open houses offer the community members an opportunity to provide public input regarding transportation issues which should be addressed as part of the Technical Assistance project. The public has been asked to comment on the existing and future transit services within the region. The public was also given the opportunity to state which transit services and alternatives they think are necessary in order to address the identified transportation issues and meet the established goals.

SUMMARY OF THE ISSUES

During the April 2008 meeting, the LSC team briefed the TAC members on the study process to be undertaken over the six-month period. The key stakeholders involved with public transit services were identified. The major issues and concerns regarding public transportation were discussed. These issues were again discussed at the June 2008 TAC meeting during the transit service alternatives work session. The transit service alternatives were developed to help solve these public transportation issues.

Following are summaries of the major issues:

- Transportation to and from places of employment on and off the Quinault Indian Nation.
- Mobility of the elderly and disabled to medical appointments, work, and shopping.
- Student transportation to and from the educational programs on and off the Reservation, as well as the Head Start program.

- Access to work, medical, and shopping locations for the low-income population due to the lack of private vehicles.
- Funding alternatives for the transit service.
- Sustainable long-term funding.
- Implementation of the transit service in the short term, and maintenance of the transit service over the long term.
- Coordination of the existing transportation service provided by Grays Harbor Transit and Jefferson Transit Authority with the other human service agencies in the region.
- The level of service on the Reservation by the existing transit providers.
- The length of time that a tribal member has to be on the bus to reach activity centers for the purposes of employment, shopping, education, and medical appointments.
- The lack of a good transportation link between the three villages on the Reservation.
- The lack of mobility for tribal members that do not have private transportation.
- Non-emergency transportation needs of the community members.
- The need to link the Reservation to medical service in Olympia, Tacoma, Seattle, and Portland.
- The need to identify long-term transit service that can aid in economic development on the Reservation.