

MINUTES FROM PUBLIC CONSULTATION MEETING
TUESDAY, OCTOBER 28, 2003
JUAN DE FUCA LIBRARY

Commission Members attending: Mayor Don Amos, Chair
Mayor Christopher Causton
Mayor Frank Leonard
Councillor Jackie Ngai

Meeting commenced at 6:15pm

1. Presenter #1 (Submission attached)

Thanked the Commission for putting on this process, and stated the format is good. He suggested nailing down the vision first. Submission attached with further suggestions (attached).

2. Presenter #2 (Submission attached)

View Royal resident and a regular transit user. She suggested to increase service through fares and property taxes. She would also like to see the Fairfield/Oak Bay routes restored; the airport service dropped, and would like to see the #70 Pat Bay Highway ferry connections to actually connect. The Commission needs to think outside the box, suggested bus fares included in event tickets, and raise advertising rates. The following questions were asked: Why was there no mention of future capital costs? how long before new vehicles will be ordered? and why \$1.3 million for a transit exchange in the Royal Oak area? All of this should not be on the backs of the people who ride the bus everyday.

Staff responded that capital costs are through financing of operating figures which includes debt reduction over next 5 years. The Royal Oak exchange is on the capital list and the concept plan is out for detail work. We have a fleet replacement plan which replaces oldest equipment and our renewal process is to replace 40 ft older buses with more double deck buses.

3. Presenter #3

Colwood taxpayer and transit operator, he expressed concern with a recent news story on transit. Why is it always service that is cut back? Why spend \$6 million on the new JD Edwards computer system? Rather than cutting service why not look at administration, why do you need 4 graphic artists, a head of Safety and 7 part time transit supervisors? It is always service that is cut, if the money that is coming in was spent better, you would not have to cut back.

Staff responded there will be a retraction on the news store on Friday. The graphic artist's are not just working for Victoria, but there are 500 buses across BC and 75% of their time is spent on Municipal Systems work and they are paying us to do that work for them. The new JD Edwards computer system is \$2 million, not \$6 million and a lot of that money is in the cost of software licenses. Our old Cobalt system had to be replaced. It was the current market rate and we fully expect over the course of time it will pay out.

4. Presenter #4

Student living in Langford and rides the #57 bus route. Suggested money should come out of fares. The UPass is an appropriate price. He expressed concern with transfers, they do not work and explained there are excessive waits on the #50, 51 & 57. The fuel tax is reasonable.

5. Presenter #5

Recently moved to Victoria and had worked overseas and also in Atlanta. She owns a car, but takes the bus. The #6 is a fantastic route. Would like to thank the transit operators who are kind, patient and very courteous. It is a mistake to reduce service, as the baby boomers become seniors and retire they will not be on the road, but will require really good bus service to maintain their independence. Don't reduce service.

6. Presenter #6

Rides the #24 route. Why change the service every September? He has no problem with the riders or drivers. Why shut down the service at 11:00pm? We need more late night service. More people would go downtown if there were more late night service. Why not cut the price on Friday and Saturday night which would also encourage people to go downtown. More people downtown would mean less crime and would also get rid of drunk drivers.

7. Presenter #7

Transit operator and member of the CAW Union, he expressed concern that everyone in the James Bay/Fairfield and all areas need a schedule that is simple to read. There needs to be a constant level of service and stability. He expressed concern with spareboard, scheduling and dispatching. The Oak Bay bus is an issue, there is confusion for riders on which bus to catch. The Commission needs to look at the way BC Transit is structured, look at base service, dispatching service through dispatch office, supervisors don't have authority if problem for quick decisions to be made. For example, bus service is duplicated that is unnecessary. We can't get our message through to the Commission and we are frustrated with the process, if we have a problem nothing happens upstairs.

Meeting ended 6:45pm