

I am Nancy McSloy, 423 Kathleen Ave. and I want to say thank you for the opportunity to speak today. I am very impressed and supportive of the plan and commend the many people who have participated. My comments are on Public Transit.

For years I worked downtown. I was very fortunate as the Dundas bus passes by my house and my hours were always conducive to the bus schedules. Economically and environmentally it was very feasible. I bought my bus pass every month and was eventually able to claim it on my yearly tax return.

During the past several months I have had the opportunity to work with clients who are very diligently job searching. Many of these clients have exhausted their Employment Insurance benefits and have had to depend on Ontario Works. Many of these clients do not have transportation; however they are able, willing and very keen to join or get back into the workforce.

Factory jobs become available and my clients are ready to work. The problem is that there is not public transit to many of the industrial areas, especially in the east end of London. In some areas there is limited transit service. However if a shift at a factory starts at 7:00 a.m. an employee cannot arrive at 7:10 (for example) to start their shift. Sovereign Rd. is a prime example of this. Some other areas that are affected are Robin's Hill Rd. and the streets behind the Flying J. Both areas have many factories, thus providing employment opportunities but without public transit. I can attest to this as I have been told by community members who have family members who do not drive and even if they did they cannot afford a car. They find themselves driving their kids to work for early morning and late night shifts, often picking up his coworkers along the way.

The lack of transit is not the only issue. In many cases two to three transfers are required in order to get to one's workplace. In the case of late evening and midnight shifts, transit is not available even on the primary routes. In many cases new employees are the ones who get these shifts. I know of a young man in the community who has a minimum wage, four hour per day job. He has to leave his house shortly after 6 a.m. to get to work for 8 a.m. therefore his 20 hour per week job totals nearly 40 hours when the transit time is factored in. In other words this young man is averaging about \$5.50 per hour.

My feedback on The London Plan is positive; I feel that this document is a massive step forward over anything we have ever had. However, in terms of transit planning, I still feel there are a few tweaks that need to be made to it.

In the plan, it details transit villages, such as Masonville and Oakridge that reside along the BRT corridors. Why then, does the BRT corridor end at Fanshawe College, when Argyle, and it's entire commercial and community base, lies only one stop further down the road? Argyle has already been built as a transit village, and is one of only three shopping centers in the city with a stand-alone transit hub.

Additionally, can we expect some more details on industrial route planning, so that not only can we continue to attract employers to London, but also ensure that the employees they hire can get to work?

With our unemployment rate being at an all-time high, I feel that it is time to not only address these issues, but to act on them in a very timely manner. The London Plan is put together in such a way to allow for this change to happen, and I greatly support it.

However I ask of you to kindly include slightly stronger language for transit development, as well as expanding the BRT to Argyle. Thank you.

Nancy McSloy

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