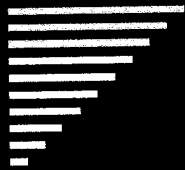


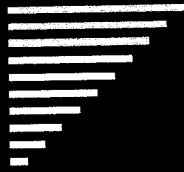
Bathurst-Finch Community Bus

Presentation to TTC
September 30, 2010



Contents

- Introduction
- Background and Needs
 - Bathurst Finch Network
 - Community Bus Sub-Committee
- Bathurst-Finch demographics
 - Age
 - Income
 - Ethnicity
 - Hospital visits
 - Bathurst-Finch crash statistics and high risk intersections
- Rationale to bring back the bus
 - Dense seniors population
 - Safety/ age-friendly communities
 - Cost effective method of transportation for those who don't need door to door
- Proposed Route
- Bus costing
- Next Steps/ Strategy

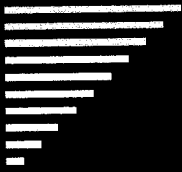


Introduction

The re-instatement of a Bathurst Finch Community Bus route will enhance the quality of life of senior residents in this vibrant community to continue to age safely within their own neighbourhood.

It supports a comprehensive community development approach that the City of Toronto; Neighbourhood Action strategy and local agencies are committed to providing for the residents of Bathurst and Finch.

Key to this initiative is the strategy that involves all sectors of the community working collaboratively to provide a higher safety standard of living within this vibrant community.

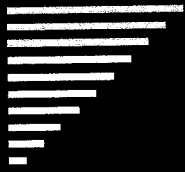


Background and Needs

The Bathurst-Finch Network (BFN) is a group of community workers and residents in the Bathurst-Finch neighbourhood. participation of more than 20 community agencies and groups staff from the City of Toronto and the TDSB many community members who participate in a general membership steering committee and several sub-committees including food, women, ESL and seniors.

A transportation Sub-Committee was established out of the Bathurst Finch Network. Representation includes:

Adam Silver, Bernard Betel Centre
Mort Weisberg, Circle of Care
Audrey Egan, City of Toronto
Sandi Pelly, UJA Federation of Greater Toronto
Stephen Adler, UJA Federation of Greater Toronto



Bathurst-Finch demographics

According to the Bathurst-Finch Community Profile, based on 2006 data:

There were 4,645 seniors age 65+
31% of residents were Jewish; 23% were Russian and 9% were Filipino

73% of the population had a mother tongue other than English – 32% spoke Russian

Nearly 80% of the population had an income less than \$35,000 per year

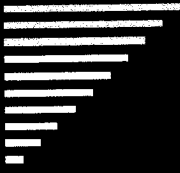
75% were immigrants

Central LHN data - Hospital visits in 2008, there were 15,914 ambulatory visits by people over age 60 to NYGH – Branson site

City of Toronto statistics

High volume of cars per hour (4358) per 24 hours within a 6 – 6.2 km range

Above average high risk intersections in neighbourhood



Rationale to bring back the bus

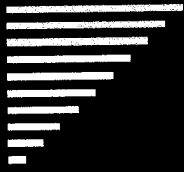
Dense seniors population

safety/ age-friendly communities

Cost effective / affordable method of transportation for those who don't need door to door

Current TTC route does not provide the accessibility required for the seniors population, nor do the buses offer ease of boarding and flexibility in stopping where required

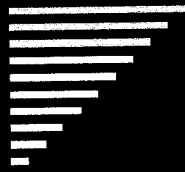
New Heights environmental scan identified 19 themes, including transportation and specifically, that seniors would benefit from improved transportation services



Proposed Route - Steeles to Sheppard Avenues

These are proposed stops to be finalized with community consultation sessions.

- B'nai Brith apartment buildings
- Earl Bales Park
- Metro at Bathurst and Sheppard
- Canyon Avenue apartment buildings
- Sherman Campus / Prosserman JCC
- NYGH - Branson site
- Bathurst Finch CHC
- Antibes Drive Community Centre
- Price Chopper/Shoppers/Tov Li
- Pride of Israel and food bank
- 6101 Bathurst Street and Good Food Market
- Bernard Betel Centre
- Centennial Library and Unison community health Centre and HUB
- Medical offices
- Other shopping (Bathurst Manor plaza, Centrepoint mall)
- Other apartment buildings
- Banks



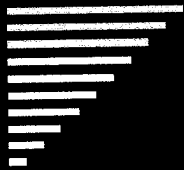
Bus costing

Re-instatement of the Bathurst Finch Community Bus will not have significant impact on TTC budgets.

Projected costs based on a similar route in operation provided by the TTC

Lawrence Manor Community Bus, which currently goes as far as Wilson Ave to the north
2009 ridership of 19,467

Costs to operate the route is approximately \$150K based on direct operator costs (calculated on service hours) including benefits, uniforms, safety shoes; maintenance, labour & materials, fuel and overheads.



Next Steps/ Strategy