

**REGION OF QUEENS MUNICIPALITY
COMMITTEE OF THE WHOLE
TUESDAY, APRIL 18, 2017
9:00 a.m.**

PRESENT: Mayor David Dagley, Chair
Deputy Mayor Susan MacLeod
Councillor Jack Fancy
Councillor Raymond Fiske
Councillor Gilbert Johnson
Richard MacLellan, Chief Administrative Officer
Christine Watson, Recording / Management Secretary

REGRETS: Councillor Heather Kelly
Councillor Kevin Muise
Councillor Brian Fralic

1.0 CALL TO ORDER:

Mayor Dagley called the meeting to order at 9:00 a.m.

1.1 Approval of Agenda

Councillor Johnston added Item 4.2 Procedural Issues to the agenda.

It was moved by Deputy Mayor MacLeod and seconded by Councillor Fiske that the amended Agenda be approved.

MOTION CARRIED unanimously.

1.2 Approval of Minutes – March 21, 2017

It was moved by Councillor Fancy and seconded by Councillor Fiske that the March 21, 2017 minutes be approved as circulated.

MOTION CARRIED unanimously.

1.3 Public Comment

Mary White – 1022 Beach Meadows Road, Beach Meadows – Ms. White commented that she was pleased on information received about the landfill and suggested the possibility of having tours to the facility from other communities, and youth, to be informed of the process and importance of the facility.

Leon Robertson – 45 College Street, Liverpool – Mr. Robertson agreed with Ms. White that the RQM landfill is a good operation.

2.0 RECREATION

2.1 Presentation: Geocaching

Mayor Dagley welcomed David Brown to Council to present on Geocaching in Queens. He explained that geocaching is a high tech treasure hunt using a GPS or an App on Smart phones. Information can be found on www.geocaching.com. Containers are hid throughout an area and each contains a log book. Once located, the finder signs the log book and enters the find on line.

Some highlights included:

- Geocaching offers free accounts, or paid accounts which have more functionality.
- Background history – Firsts geocaching was in Beaver Creek, Oregon on May 3, 2000.
- First geocaching in Nova Scotia was in East River on June 28, 2000.
- Geocaching.com was created on September 2, 2000.
- First geocaching meet was held in Austin, Texas on Mary 24, 2011.
- Oldest geocach in Queens is in Pine Grove Park and has been there since July 5, 2001.
- Approximately 800 hidden geocaches in Queens, and 3,000 in Nova Scotia.
- Approximately 30 active members in Queens.
- Future projects include GeoArt Project, which includes 65 geocaches that will form art and may tie in to events with other festivals, and in August a Geocaching Mega that will be held in Truro.

3.0 PLANNING

3.1 Presentation: Transportation Feasibility Study

Gary Jones, Queens Care Society, Richard MacLellan, CAO, Mike MacLeod, Planner, made a presentation to Council on the Region of Queens Community Transit Needs and Feasibility Study (copy of presentation attached to original set of Minutes).

This report was funded through the Nova Scotia Transit Research Incentive Program. It was researched and written by WSP Canada Inc. (WSP) at the request of the Region of Queens Municipality in partnership with the Queens Care Society. The objective of this report is to evaluate two critical questions:

1. How do we understand and articulate the need for community transportation in the Region of Queens?
2. How do we meet the community's transportation needs through a service that is feasible and sustainable?

The WSP team has undertaken the following deliverables:

Assessing Need:

- Analyzed the study area's physical geography and assets;
- Analyzed census data;
- Developed an understanding the likely potential users;
- Provided relevant case study examples from other rural public transportation systems;
- Developed an understanding of community needs through an online resident survey and a series of community meetings.

Assessing Feasibility:

- Created a preliminary route collaborative transportation scenarios;
- Conducted a high-level costing analysis; and
- Integrate community feedback to prepare costing and scheduling for the transportation service.

Although this Needs and Feasibility Report was initiated with WSP in the Fall of 2016, the need for a public transportation system within the area had been previously identified and the RQM was acknowledged as one of the most poorly serviced areas in Nova Scotia for senior wellbeing and lifestyle. As a result of these concerns, residents got together to form the Queens Care Society (QCS), a registered society whose goal has been to improve the lives of seniors living within the Region's communities.

In 2016, QCS and its partners commissioned Dalhousie University to do a resident survey to help develop an understanding of the community housing and transportation needs. This survey found that while the lack of public transportation may not be as pressing today, there will certainly be a need for it in the future as the population continues to age.

WSP has been working with a Steering Committee, (known as the Queens Transportation Working Group), that is led by members of the Queens Care Society. Other members in the working group include representatives of the Region of Queens Municipality, Victorian Order of Nurses, RCMP Senior Safety Program, NS Health Authority, and South Shore Helping Hands.

The geographic area under study is all of Queens County. This study identified five primary growth centers, being the most populated areas located throughout the Region. Liverpool is the most densely populated, Port Mouton and Port Medway are two other centres located 20 kilometres on either side of Liverpool. Greenfield and Caledonia are situated 30 km and 50 km north of Liverpool. These growth centers form the backbone for potential routing of a transit service.

The most recently collected data from 2016 national Census Survey shows the population for the RQM to be 10,307 individuals.

An analysis of the age structure for RQM indicates demographic trends that will affect delivery of services and market opportunities in the region. For all age cohorts 35 years and older, the RQM has higher representation than the province which has resulted in the Municipality's median age being six years older than the rest of Nova Scotia.

A summary of household income for the RQM shows the median household income (after tax) in the RQM was \$40,265. In comparison, Nova Scotia's median after-tax household income was higher at \$47,495.

The Victoria Order of Nurses (VON) offers individualized trips for residents who are elderly or ill within the RQM community and have volunteer drivers which operate 2 vehicles daily.

The North Queens Helping Hands (NQHH) is a volunteer-driven service that assists residents in North Queens by doing at home visits, prescription/grocer pick-ups, and minor house-hold repairs for members of their community.

South Shore Helping Hands (SSHH) is another volunteer-driven transportation service that has started to service the region and is primarily focused on assisting the seniors who are still independent, but need a helping hand getting to and from medical appointments or running errands.

Private Taxi Services are available in the RQM area. There are 3 companies that operate out of Liverpool, and 1 that operates out of Milton. An owner of a private taxi service has indicated the willingness to be a part of the overall scheduling and movement of passengers, particularly in the Liverpool area.

There are a number of schools buses and school bus routes that travel through the region on a regular basis. While these are resources that have been identified as a public transportation option for RQM in the past, school buses are typically not senior-friendly nor do they accommodate those who require accessible transportation.

The target user groups, we anticipate that this public transit service for the RQM would serve five distinct user-groups: Seniors, Person with Disabilities, Disadvantaged (low income), Students, and Shoppers.

Survey respondents identified medical appointments as the most desired destination for transportation services, with shopping and general errands as the second and third most common destination or trip purpose.

The cost to have a regional community transportation service will be approximately \$50,000.

4.0 CAOs OFFICE

4.1 Smoke Free Nova Scotia

It was moved by Deputy Mayor MacLeod and seconded by Councillor Fancy:

THAT to the next Council meeting that the Region of Queens Municipality support the advocacy request of Smoke Free Nova Scotia.

Richard MacLellan, CAO, stated a letter was received from Smoke Free Nova Scotia Society seeking support as part of the national campaign for plain and standardized packaging for tobacco products.

MOTION CARRIED unanimously.

4.2 Procedural Issue

Councillor Johnson stated that he has attempted to have an item added to the agenda since the first of March and enquired on the procedure to have it added.

Mayor Dagley stated that Councillors can speak to the CAO who will assist with the motion ahead of the meeting and as part of Bourinot's Rules of Order, Page 22 Section 8; it states that forty-eight hours' notice must be given prior to the meeting.

Mr. MacLellan stated that consideration is given to agenda items based on urgency and agenda content.

5.0 IN CAMERA

It was moved by Councillor Fancy and seconded by Councillor MacLeod that the proceedings go "In-Camera" at 10:30 a.m. to discuss the following:

5.1 Property Matter, MGA 22(2)a

5.2 Personnel Matter, MGA 22(2)c

MOTION CARRIED unanimously.

Council recessed for 10 minutes at 10:30 a.m.

It was moved by Councillor Fiske and seconded by Councillor Johnson that the proceedings exit the "In-Camera" session at 11:30 a.m.

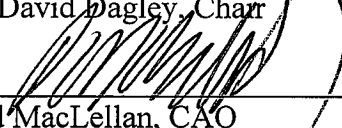
MOTION CARRIED unanimously.

6.0 ADJOURNMENT

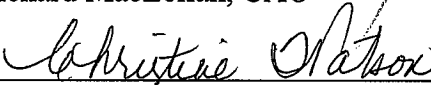
There being no further business, the meeting adjourned at 11:30 a.m.



Mayor David Dagley, Chair



Richard MacLellan, CAO



Christine Watson, Recording / Management Secretary

Date Approved: May 16, 2017

Transportation Feasibility Study



Background

The Queens Public Transportation Service shall provide an inclusive, accessible, and effective transit service that is efficient and sustainable for residents year-round.

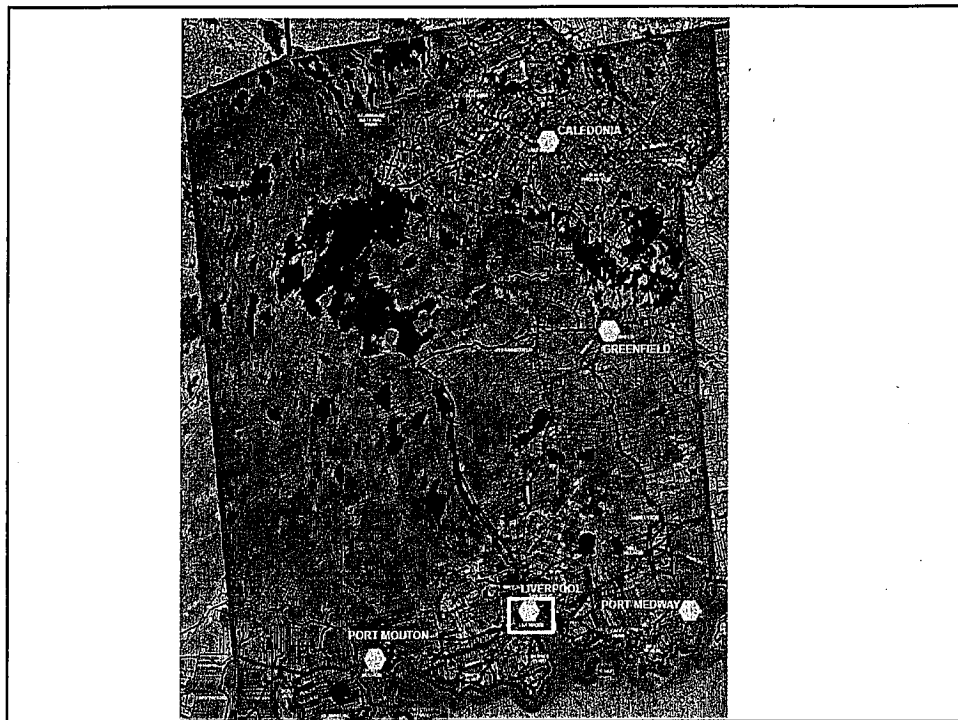


Table 3.1: Population Change for RQM in Comparison to the Province

Census Year	Region of Queens Municipality				Province of Nova Scotia			
	Total Pop.	Change (persons)	Change (%)	Trend	Total Pop.	Change (persons)	Change (%)	Trend
1996	12,386	-	-	-	908,007	-	-	-
2001	11,694	(-702)	-5.6%	↓	909,282	+1,275	0.01%	↑
2006	11,177	(-517)	-4.4%	↓	913,462	+4,180	0.05%	↑
2011	10,917	(-260)	-2.3%	↓	921,727	+8,265	0.10%	↑
2016	10,307	(-610)	-5.5%	↓	923,598	1,871	0.02%	↑

Data Source: Statistics Canada, 2001, 2011, and 2016 Census.

Table 3.2: Demographic Age Population of ROQM Compared to the Province of Nova Scotia

	Region of Queens Municipality (2006)		Region of Queens Municipality (2011)		Nova Scotia (2006)		Nova Scotia (2011)	
	Population	%	Population	%	Population	%	Population	%
0 to 4 years	430	3.8%	400	3.7%	42,040	4.6%	43,985	4.8%
5 to 9 years	500	4.5%	455	4.2%	48,145	5.3%	44,425	4.8%
10 to 14 years	635	5.7%	545	5.0%	56,245	6.2%	49,810	5.4%
15 to 19 years	675	6.0%	625	5.7%	61,440	6.7%	57,440	6.2%
20 to 24 years	475	4.3%	435	4.0%	56,775	6.2%	59,620	6.5%
25 to 29 years	470	4.2%	355	3.3%	50,595	5.5%	51,920	5.6%
30 to 34 years	565	5.1%	470	4.3%	54,635	6.0%	51,545	5.6%
35 to 39 years	715	6.4%	610	5.6%	60,935	6.7%	56,380	5.1%
40 to 44 years	865	7.7%	760	7.0%	75,720	8.3%	62,115	5.7%
45 to 49 years	940	8.4%	890	8.2%	77,205	8.5%	74,275	8.3%
50 to 54 years	895	8.0%	965	8.8%	71,705	7.8%	77,465	8.4%
55 to 59 years	1,000	8.9%	940	8.6%	67,880	7.4%	70,960	7.7%
60 to 64 years	810	7.2%	1,005	9.2%	51,920	5.7%	66,425	7.2%
65 to 69 years	645	5.8%	790	7.2%	40,155	4.4%	48,920	5.3%
70 to 74 years	510	4.6%	610	5.6%	33,140	3.6%	36,395	3.9%
75 to 79 years	410	3.7%	460	4.2%	26,435	2.9%	27,655	3.0%
80 to 84 years	300	2.7%	290	2.7%	19,870	2.2%	20,015	2.2%
85 and over	320	2.9%	315	2.9%	18,610	2.0%	20,385	2.2%
Total	11,175	100	10,920	100	913,460	100	921,730	100
Median Age	46.3		49.6		41.8		43.7	

Data Source: Statistics Canada, 2006 and 2011 Census.

Figure 3.1: Age Demographics of RQM and Nova Scotia (2011)

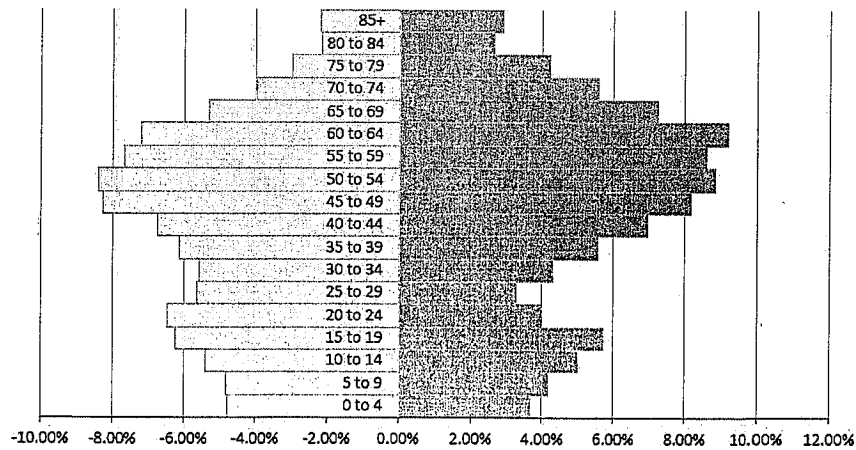
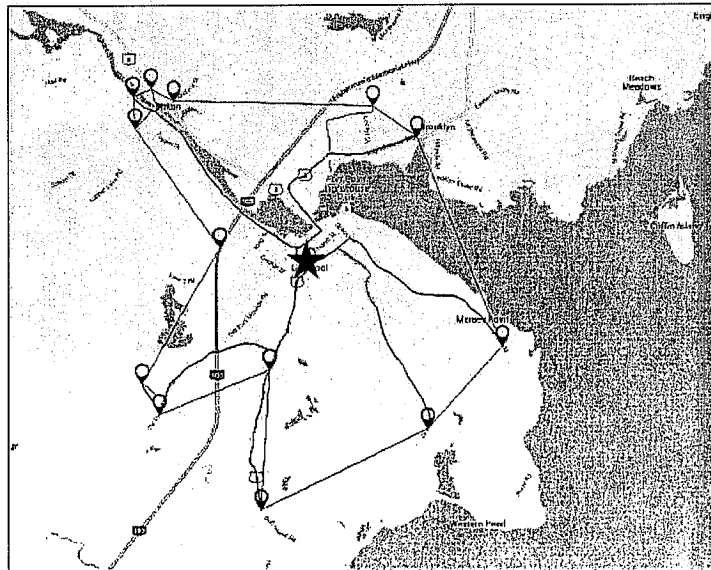


Table 3.3: Median household income (after tax) in the RQM and the province of NS

Income Bracket	Region of Queens Municipality (2010)	Nova Scotia (2010)
Under \$5,000	2.9%	2.6%
\$5,000 to \$9,999	3.4%	3.2%
\$10,000 to \$14,999	4.5%	3.5%
\$15,000 to \$19,000	9.9%	6.8%
\$20,000 to \$29,999	11.6%	12.3%
\$30,000 to \$39,000	16.9%	12.9%
\$40,000 to \$49,999	11.1%	11.5%
\$50,000 to \$59,999	11.8%	10.1%
\$60,000 to \$79,999	14.6%	15.7%
\$80,000 to \$99,999	7.2%	9.7%
\$100,000 to \$124,999	4.2%	6.4%
\$125,000 and over	1.9%	5.3%
Median Household Income (after tax)	\$40,265	\$47,495

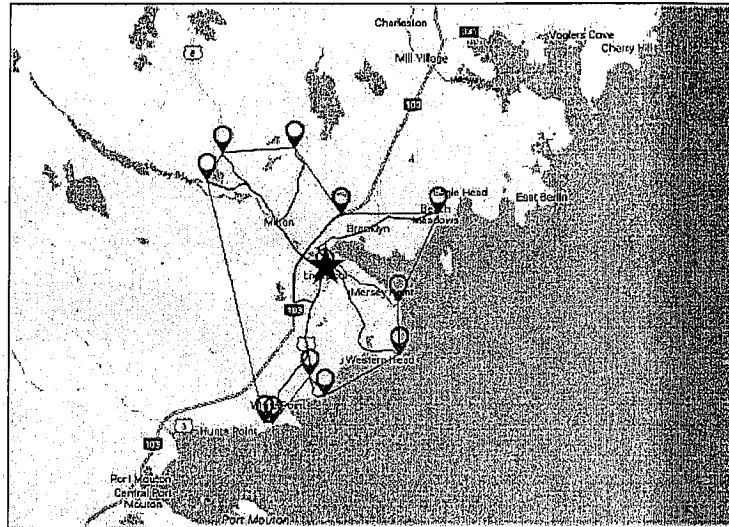
Data Source: Statistics Canada, National Household Survey (2011)

Figure 3.2 – Drive distances 5km from Liverpool Centre



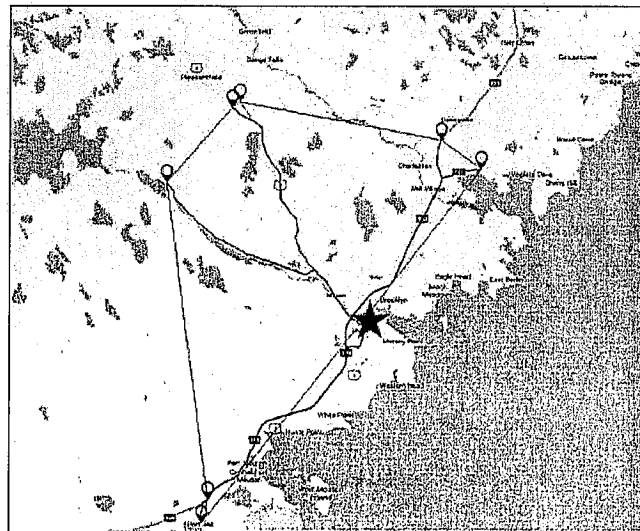
Time to travel (by car) = 0 – 5 mins. Approximate population = 5,104

Figure 3.3 – Drive distances 10km from Liverpool Centre



Time to Travel (by vehicle) = 5 – 10 minutes. Approximate Population = 7,018

Figure 3.4 – Drive distances 25km from Liverpool Centre



Time to Travel (by vehicle) = 15 – 20 minutes. Approximate Population (RQM only) = 8,843

Existing Transportation Services

- Victoria Order of Nurses (VON)
- North Queens Helping Hands
- South Shore Helping Hands
- Private Taxis
- School Buses

Potential Users

- Seniors
- Persons with Disabilities
- Disadvantaged (Low Income)
- Students
- Shoppers

Service Options

- Potential service options for a rural community transportation system include:
 - Fixed Route Service – predetermined route, stops and pickup / destination times;
 - Door-to-Door Service; advanced notification of pickup time, location and destination;
 - Fixed Flex-Route Service – utilizes a regular scheduled route with the ability to make minor deviations for pickups and drop offs; and
 - Scheduled Zone Service – form of door-to-door - start at fixed location and time and travel along main route with ability to deviate to pre-book locations.

Consultation Results

4.1.3 RIDERSHIP

Although 80% of respondents did identify frequent access to a vehicle (either as a passenger or as a driver), over half (57%) indicated they would use a community-based transportation service if it were available. An additional one quarter said they may use the transportation service, however it would depend on the following:

- | | |
|--|--|
| <ul style="list-style-type: none"> • Cost/fares • Time of day • Trip frequency • Duration of trip • Transit route • Type of transportation | <ul style="list-style-type: none"> • Convenience • Failure of personal vehicle • Decline of health • Change in personal financial circumstances • Other unexpected reason for need of the service |
|--|--|

Table 4.2 – Ridership Interest

Would you use a community-based transportation service in the RQM if it were available?	
Answer Options	Response Percent
Yes	57%
No	17%
Maybe, would depends on the following:	26%

For those respondents that said they would not use the community-based transportation service, their primary reasons were because their household currently had regular access to a car, and the inconvenience of being on a bus' schedule and not their own.

Figure 4.4 – Key Destinations

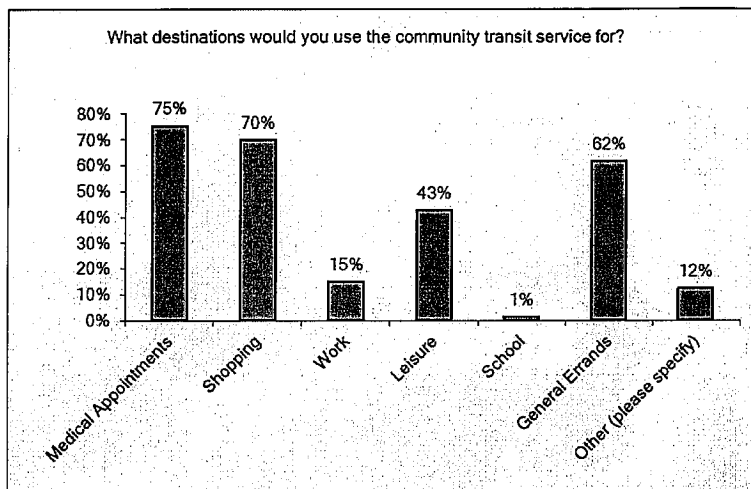


Figure 4.6 – Travel Frequency

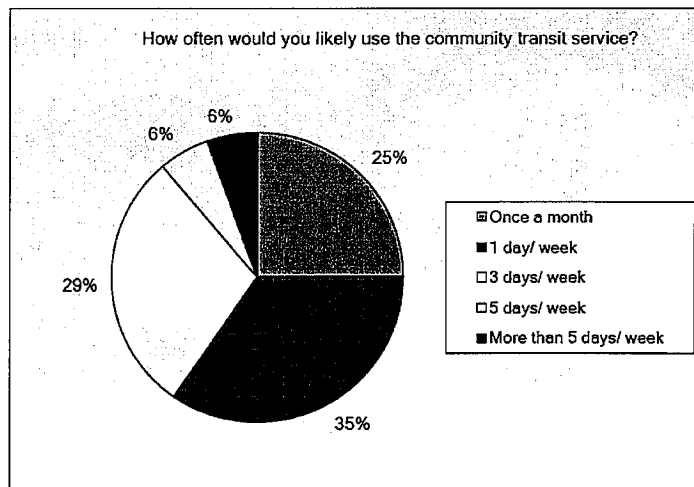


Figure 4.7 – Preferred Departure Times

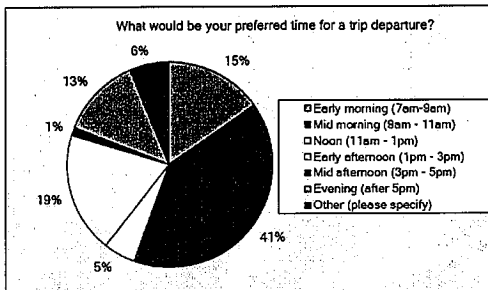
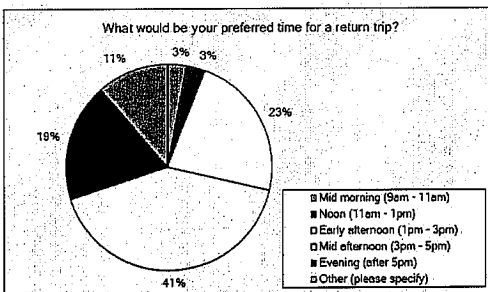


Figure 4.8 – Preferred Return Times



SERVICE DELIVERY

Analysis of both survey results and public meeting notes seems to indicate that while members of the community do favour a door-to-door service delivery, there is support for having designated transit stops along the roadside as well as having designated "Park and Ride" locations across the neighbourhood. The response provided in the "Other" category indicated they simply wanted the service in close proximity to their home.

Figure 4.9 – Pick Up and Drop Off

