



COMMITTEE OF THE WHOLE AGENDA

Monday, December 11, 2023 at 6:30 p.m.

Council Chambers

325 Wallace Street, Hope, British Columbia

For those in attendance at District of Hope Open Council Meetings, please be advised that the Hope Ratepayers Association is recording these meetings. The District, in no way, has custody or control of the recordings. Therefore, all persons who do not want their presentation or themselves recorded, please approach the Clerk to declare same and the District will relay this to the Association so that you can freely speak.

1. CALL TO ORDER

2. APPROVAL OF AGENDA

Recommended Resolution:

THAT the December 11, 2023, Committee of the Whole Meeting Agenda be adopted as presented.

3. ADOPTION OF MINUTES

(a) Committee of the Whole Meeting (1)

Recommended Resolution:

THAT the Minutes of the Committee of the Whole Meeting held November 14, 2023, be adopted, as presented.

(b) Committee of the Whole Meeting (4)

Recommended Resolution:

THAT the Minutes of the Committee of the Whole Meeting held November 29, 2023, be adopted, as presented.

4. DELEGATIONS

**(a) TRUE Consulting
Re: Integrated Transportation Master Plan (12)**

Representatives from TRUE Consulting will be in attendance to present to Council regarding the Integrated Transportation Master Plan.

5. QUESTION PERIOD

Call for questions from the public for items relevant to the agenda.

6. CLOSE COMMITTEE OF THE WHOLE

MINUTES OF A COMMITTEE OF THE WHOLE MEETING

Tuesday, November 14, 2023
Council Chambers, District of Hope Municipal Office
325 Wallace Street, Hope, British Columbia

Council Members Present: Mayor Victor Smith
Councillor Scott Medlock
Councillor Angela Skoglund
Councillor Zachary Wells

Council Members Absent: Councillor Heather Stewin
Councillor Pauline Newbigging

Staff Present: John Fortoloczky, Chief Administrative Officer
Donna Bellingham, Director of Corporate Services
Mike Olson, Director of Finance
Kevin Dicken, Director of Operations
Branden Morgan, Deputy Corporate Officer/EA

Others in attendance: 4 members of the public

1. CALL TO ORDER

Mayor Smith called the meeting to order at 6:30 p.m.

2. APPROVAL OF AGENDA

Moved / Seconded

THAT the November 14, 2023 Committee of the Whole Meeting Agenda be adopted as presented. **CARRIED.**

3. ADOPTION OF MINUTES

(a) Moved / Seconded

THAT the Minutes of the Committee of the Whole Meeting held October 10, 2023, be adopted, as presented. **CARRIED.**

4. OTHER PERTINENT BUSINESS

(a) Report dated October 17, 2023 from the Director of Operations

Re: District of Hope Sanitary Sewer Regulation Bylaw No. 1563, 2023, Bylaw Notice Enforcement Amendment Bylaw No. 1566, 2023, and Municipal Ticket Information Amendment Bylaw No. 1567, 2023

The Director of Operations advised that the District's 2019 Sanitary Sewer Master Plan recommended the creation of a Sanitary Sewer Regulation Bylaw. He added that this bylaw will give the District the tools necessary to put measures in place to control what is being put into the sanitary sewer system.

The following points were discussed:

- Provincial and Federal Regulations
 - The District must be compliant with regulations from both levels of government, with the Federal regulations being more stringent.
 - Sampling is done on a regular basis for biochemical oxygen demand and suspended solids in the wastewater.
- Compliance Measures
 - Monitor industrial wastewater dischargers, such as the water bottling plant and breweries.
 - Promote voluntary compliance and work with entities to ensure they are following the guidelines.
 - Pollution Prevention Plan in place to improve the discharge that is put into the system.
 - Compliance Program setting out activities to undertake by the industry that will result in the prevention or reduction of non-compliant discharge.
- Reinforcing Current Practices
 - Require a service connection to be obtained before connection can take place.
 - Residential billing taking place annually, commercial and industrial being billed quarterly.
- Abandoned Buildings
 - Bylaw will allow the cutting and capping of lines on the District side for abandoned buildings to prevent misuse of the system.
- Sanitation and Septage
 - Septage receiving facility was built as part of the wastewater treatment plant in 1978, but it has not been used extensively in the last 10 years.
 - A fee was created in the *Fees and Charges Bylaw* in 2021 to support the Lytton recovery process, along with other septage.
 - Due to issues with contamination levels resulting from the increased usage, the usage of the receiving facility was discontinued.
 - Bylaw limits the usage of the receiving plant to those within the District's boundaries, with checks and balances in place including declarations to be signed by the property owner.
- Record Keeping and Sampling
 - Discharge permits for special circumstances where waste discharge is needed, with the bylaw providing authority to make that decision.

- Prohibited waste schedule
 - List of items that are not permitted in the system, and the parameters that waste must follow.
 - Reviewed by a third party and tailored for the District’s lagoon system.

Council inquired as to whether it would be a good idea to include an exception in the bylaw to allow for the disposal of septage in future situations such as the Lytton recovery process. The Director of Operations advised that it is difficult to define what an exceptional circumstance would be, and added that he believes the bylaw will provide a tool that supports staff in making decisions.

Council inquired as to whether new construction homes typically include garburators. The Director of Operations advised that you are still able to obtain them, but he does not know if they are standard. He added that organic waste should not be going down the drain, they should be going in the organics waste cart or in compost as it adds unnecessary volume and treatment needs to the system.

Council inquired as to how the District will be able to regulate the dumping of septage that has been brought in, such as companies coming from Chilliwack or Abbotsford who may have already completed jobs outside of the District. The Director of Operations advised that there may be ways around the regulations, but there are methods to ensure compliance such as tracking dumped volume and comparing to the number of jobs completed.

Moved / Seconded

THAT Council rise and report *District of Hope Sanitary Sewer Regulation Bylaw No. 1563, 2023, Bylaw Notice Enforcement Amendment Bylaw No. 1566 and Municipal Ticket Information Amendment Bylaw No. 1567, 2023*, to the November 14, 2023 Regular Council Meeting. **CARRIED.**

5. QUESTION PERIOD

There were no questions raised.

6. CLOSE

Moved / Seconded

THAT the November 14, 2023 Committee of the Whole Meeting adjourn at 6:51 p.m. **CARRIED.**

Certified a true and correct copy of the Minutes of the Committee of the Whole meeting held on November 14, 2023 in Council Chambers of the District of Hope, British Columbia.

Mayor

Director of Corporate Services

MINUTES OF A COMMITTEE OF THE WHOLE MEETING

Wednesday, November 29, 2023
Council Chambers, District of Hope Municipal Office
325 Wallace Street, Hope, British Columbia

Council Members Present: Mayor Victor Smith
Councillor Scott Medlock
Councillor Angela Skoglund
Councillor Pauline Newbigging
Councillor Heather Stewin

Council Members Absent: Councillor Zachary Wells

Staff Present: John Fortoloczky, Chief Administrative Officer
Donna Bellingham, Director of Corporate Services
Mike Olson, Director of Finance
Kevin Dicken, Director of Operations
Richard Zerr, Acting Director of Community Development
Thomas Cameron, Fire Chief
Branden Morgan, Deputy Corporate Officer/EA
Linda Goglin, Accounting Supervisor
Gurvinder Sodhi, Communications and Systems Analysis Advisor

Others in attendance: 1 member of the public

1. CALL TO ORDER

Mayor Smith called the meeting to order at 6:30 p.m.

2. APPROVAL OF AGENDA

Moved / Seconded

THAT the November 14, 2023 Committee of the Whole Meeting Agenda be adopted, as presented. **CARRIED.**

3. OTHER PERTINENT BUSINESS

(a) Council's Review of the DRAFT 2024 Financial Plan

The Director of Finance introduced the draft 2024 Financial Plan for Council's first review, and began by explaining the format of the meeting, listing each section of the budget that will be reviewed. He also noted that the following assumptions have been made:

- Wages increase will be per the collective agreement
- Construction inflation of 10%
- Overall inflation rate for 2023 – 4%

Highlights of the Property Tax Impacts:

- Average residential property values in Hope have declined by 11.21% on average; the average value of a residential home is approximately \$625,100.
- Based on the proposed property tax increase of 5.51%, the average home would see an increase of \$87.71, or 4.75%.
- Average business values in Hope have increased by 25.57% on average; the average value of a business is approximately \$982,727.
- Based on the proposed property tax increase of 5.51%, the average business would see an increase of \$374.64, or 7.36%.

Highlights of the Reserves:

- A new reserve has been implemented for the Coquihalla Campground, which will cover future expenditures related to capital and operating costs.

Council inquired as to whether the funding for the campground reserve is coming from the operator, the Director of Finance confirmed that the majority of funds, approximately \$110,000, are from the operator.

- Current reserves balance is \$11,823,383 with \$1,256,000 in contributions planned for 2024 for a total of \$13,079,383.

Highlights of the Budget Comparison:

- \$13,768,200 in revenue for 2024 as compared to \$11,990,600 in 2023.
- \$12,045,700 in expenditures for 2024 as compared to \$10,610,050 in 2023.
- \$510,000 in capital expenditures funded by revenue for 2024.
- \$43,500 deficit for 2024 to be covered by a transfer from surplus.

Highlights of the Capital Projects:

- Othello Road Upgrade is 80% funded by grants with the remainder coming from reserves.
- Richmond Hill Multiuse Pathway project will be tendered in early 2024.
- No new Operations vehicles are proposed for 2024, the current budget is for vehicles previously ordered that are yet to be fulfilled.

Council inquired as to whether the Silver Creek pedestrian crossing will be replaced with another overhead crossing. The Director of Operations advised that the intention is to replace it with a signaled crossing that will tie into the Richmond Hill Multiuse Pathway project. Council inquired as to the source of the estimate for the crossing replacement, the Director of Operations advised that it is an estimate that is pending a tender and the amount received from ICBC. Council inquired as to whether the amount received from ICBC will cover the replacement costs, the Director of Operations advised that he does not anticipate that it will, but noted that ICBC does offer funding for road safety improvements with the next intake happening in January.

Council inquired as to whether the roadway on Richmond Hill will be repaired as part of the Multiuse Pathway project. The Director of Operations advised that the 2024 Capital Paving will include funds to repave Flood Hope Road from the truck

pullout down to Exit 170. He added that repaving for the remainder of Richmond Hill has not yet been budgeted, as there is a potential future reservoir site in that area. Council inquired as to whether Trans Mountain would be paying for the removal of the remainder of the overhead crossing, the Director of Operations advised that Trans Mountain requested the remainder of the demolition go through ICBC.

Council inquired as to whether School District #78 would be willing to provide any funding towards the pedestrian crossing replacement as the main purpose of the crossing is for students. The CAO advised that the intention is to create a crossing that is usable by anyone, but he will reach out to the School District to pose that question.

- District Hall HVAC replacements, originally scheduled for 2023, will take place in Spring 2024 for the remaining four units at District Hall.
- Stormwater Upgrades will be funded by a \$2,250,000 Interim Flood Support Recovery and Resiliency Grant and take place over multiple years.
- Pollution Control Center upgrades will involve the purchase of replacement aerators and supplies to replace broken units and build a supply.
- Smartcover, a smart flow monitoring system, will be purchased to determine flow rates in different areas of town to enable the District to properly locate issues and make improvements.
- The 753 Water Amalgamation is in the consultation phase, utilizing a \$1,558,000 grant with the remainder being borrowed.
- A water tender that is passed its replacement period of 25 years will be replaced, with a wait time of approximately 20 months.
- Hall 3 will be receiving a wraparound driveway upgrade to mitigate safety concerns and increase the parking lot capacity.
- The Fire Department will be upgrading the Self Controlled Breathing Apparatus's to allow for higher capacity filling of bottles to better meet air requirements and increase the safety parameters.

The Director of Finance noted that the intention is to apply for grants for the Fire Department projects, but if the applications are unsuccessful the funds will be pulled from the Fire Department reserve. He added that many of the highlighted capital projects are set to take place over multiple years with the funding carrying over until completion.

Council inquired as to whether the Coquihalla Campground capital requirements will begin to lower in future years as large projects are completed. The Director of Operations confirmed that a number of items have been upgraded, including the washrooms, playground, electrical, and picnic tables. He added that the intent behind the campground is to invest the funds received from the operator back into the campground to improve the quality of the facilities. As well, the reserves are being built up to enable major repairs and replacements that will be needed in the future.

Council inquired as to how many fire hoses will be replaced with the budgeted \$10,000. The Fire Chief advised that it will provide enough hose for a full

replacement on one truck and have a spare set. He added that the hose diameter is being upgraded from 1 ½ inch to 1 ¾ inch.

Highlights of General Government:

- Election reserves are being built up to ensure the District has funds available to cover potential by-elections and other related expenses.
- Legal expenses are expected to decline as many large projects have been completed.
- The Human Resources budget is higher than 2023 actuals as the position has been filled and budgeted for the full year.
- The Corporate Services budget is higher than 2023 actuals as the Records Coordinator position has been filled and budgeted for the full year.
- The Finance Operations expenses have increased this year due to the new Communications and Systems Analysis Advisor position and contract work for asset retirement obligations.
- Information Technology expenses have increased as the hardware replacement cycle continues, and new software is implemented.

The Director of Finance noted that in this budget, revenues and expenses for like items were grouped so that it is easier to identify the net amounts. The CAO added that the intention is to have the rent amounts be sufficient to manage the assets, and that the new 444 Park Street lease will adjust yearly for inflation enabling revenue generation.

- Victims Assistance budget was higher than actual costs for 2023 as the position was unfilled from February of 2023, and it has now been filled and budgeted for the full year.

Highlights of Fire – Protective Services:

- Fire Protection Agreement revenue has increased due to built-in escalators in existing agreements.
- Fire Protection Administration costs increased due to three new positions, including one position fully funded by a FireSmart BC grant, with the other two positions covering legislative requirements from WorkSafe BC.

Council inquired as to who is covered under the District's fire protection agreements. The Fire Chief advised that Chawathil First Nation, Yale First Nation, the Fraser Valley Regional District in Laidlaw and Othello, and one occupant on Union Bar Road. Council inquired as to how much grant funding the District is receiving from FireSmart BC, the Fire Chief advised that there is funding available up to \$200,000, with the District applying for approximately \$199,000.

Highlights of Public Works:

- Operations is looking to hire a Project Manager in place of an Engineering Manager to help manage the number of ongoing projects in the District.
- Expectation that an Occupational Health and Safety Advisor will be in place next in the first quarter of next year, as well as increased safety training, has resulted in a higher budgeted amount for safety in 2024.

- The 2024 Roads Maintenance budget is lower than in 2023 due to the completion of the Transportation Master Plan scheduled for the end of this year.

Council inquired as to the reason for the budget overage on dyke maintenance in 2023. The Director of Operations advised that due to the atmospheric river event in 2021, there was a greater need for dyke maintenance. He added that the District received grants that covered 90% of these costs, with the remainder coming out of the stormwater grant.

Highlights of Waste Management:

- The waste management contract is due for renewal in the middle of 2024.
- User fees remained the same for 2024 with revenues staying consistent, with a cost adjustment expected.

Highlights of Planning- Community Development:

- Due to changes in provincial and federal legislation and direction regarding housing, it is necessary for Council to look at the Official Community Plan and determine the District's direction.
- With large projects being planned in the District, the budgeted revenues are on the conservative side.

Council inquired as to how the current infrastructure in the District will hold up to an increase in development. The Acting Director of Community Development advised that there is work to be done between planning and operations with regards to what upgrades will be needed. He added that it may be necessary to review and update the Development Cost Charges; the District is 70-80% below what other communities are charging, he believes there is room to increase these charges.

The Director of Operations added that there are areas of the community where the water system is not conducive of development, such as the Silver Creek and some Kawkawa Lake areas. He noted that the Water Master Plan suggested the linking of these systems to the downtown area, but that it would be an expensive endeavor that may need to be shared with developers. The Director of Operations advised that when there is a development, the developer provides information on what demands will be placed on the system for utilities, and the costs to upgrade to meet that demand can be discussed and negotiated with the developers.

Highlights of Parks:

- Re-allocation of wages amongst the Operations departments resulted in more wages being allocated to parks to offset the work performed by other departments.
- Washroom expenses have increased due to increased maintenance and repair needs, as well as upgrades being performed to facilities.
- Cemetery expenses have increased due to higher demand from non-residence, resulting from lower prices.

Highlights of Cultural:

- Grants-in-Aid will be reviewed this year in order to have a process set for the 2024 application process.

Council inquired as to whether the District is paying for security at the current Station House location. The Director of Operations confirmed that the District is paying for security on the site through the current contract with the District's security provider. He added that the remainder of the costs are for materials and staff time to board up the Station House. The CAO added that there is a meeting scheduled for December 8th to review the moving process and the ongoing security responsibilities and costs.

Highlights of Water:

- Water services are currently fully funded by sale of services and parcel taxes with a small reserve set aside, with fees to be revisited for 2025 due to increasing costs.
- The bulk water fees revenue has been lowered due to the Trans Mountain Pipeline project ending and demand being lower.
- Water administration expenses increased due to the borrowing costs for the 753 Waterworks Amalgamation.

Highlights of Sewer:

- The budget reflects the sewer fees amendment that received three readings at the November 27th Regular Council Meeting.
- Increases in the budget for the Pollution Control Center have occurred due to increased staff time.

Highlights of RCMP:

- RCMP Detachment costs have gone up from \$2,914,100 to \$3,040,100 due to the expectation that we will have 14 members.
- A small transfer from prior surplus of \$123,000 is needed.
- The District will only be billed for the number of members that they have in the complement, however a full complement has been included in the budget.

Highlights of Revenue:

- Grant funds can be set aside as deferred revenue to be used for upcoming and future capital projects.
- Investment income is expected to increase to \$1,275,000 due to an increase in rates over the previous year.

Highlights of Property Tax Alternatives:

The Director of Finance noted that he has provided three option for consideration:

- 5.51%
 - 4.75% or \$87.71 for the average residential home
 - 7.36% or \$374.44 for the average business

- 6.09%
 - 5.32% or \$98.35 for the average residential home
 - 7.95% or \$404.66 for the average business
- 7.81%
 - 7.03% or \$129.90 for the average residential home
 - 9.70% or \$493.71 for the average business

The Director of Finance noted that in order to avoid utilizing previous year surplus for operational expenses, a 6.09% property tax rate increase would be needed. In order to avoid utilizing previous year surplus entirely, a 7.81% property tax rate increase would be needed.

Council inquired as to whether the property tax rate increase is always the same for both residential and business. The Director of Finance advised that it is typically applied to both at the same rate, but it can be separated. He added that the tax base for businesses is significantly smaller due to the District's demographics, so to see the same increase in revenue in terms of dollars, the tax rate would need to be raised significantly more. Council noted that the District's tax rate increase is not the only one that residents will see, so it is good to keep it to a minimum.

- RCMP accounts for 56% of the property tax rate increase.
- Operational considerations account for 44% of the increase.

Council inquired as to where the budgeted \$500,000 for the Silver Creek pedestrian overpass is coming from. The Director of Finance advised that the District will be seeking grant opportunities and working with ICBC for road safety funding. The Director of Operations advised that the replacement will be a complex crossing which could involve road widening, repaving, and the installation of a center median. He added that it may include costs for further deconstruction and elevated electrical costs and reinforced that the current figure is a placeholder until the project is put to tender. He noted that the District is currently waiting for ICBC to finish their claim investigation and hopes to tender the crossing project with the Richmond Hill Multiuse Pathway project.

Council inquired as to the breakdown of expenses allocated to Bylaw Services. The Director of Finance advised that Bylaw Services includes animal control services, which increased in costs as per the contract and additional usage, and bylaw enforcement wages. The Director of Corporate Services advised that the bylaw adjudication program fee is included, totaling \$2,500 a year resulting in significant savings for the District in court costs. She added that unsightly premises cleanups, involving the hiring of a contractor to clean a property, need to be paid upfront by the District and are later billed back to property owner.

Council inquired as to how often the bylaw adjudication process is utilized by the District. The Director of Corporate Services advised that it is not used very often, but that the cost of taking a ticket dispute through the court system outside of the adjudication and mediation process can cost upwards of \$50,000.

Moved / Seconded

THAT Council directs Staff to prepare the 2024 budget based on a 5.51% property tax increase. **CARRIED.**

4. QUESTION PERIOD

There were no questions raised.

5. CLOSE

Moved / Seconded

THAT the November 29, 2023 Committee of the Whole Meeting adjourn at 8:49 p.m. **CARRIED.**

Certified a true and correct copy of the Minutes of the Committee of the Whole meeting held on November 29, 2023 in Council Chambers of the District of Hope, British Columbia.

Mayor

Director of Corporate Services

Integrated Transportation Master Plan Update

District of Hope

The logo for TRUE, consisting of the word "TRUE" in white, uppercase, sans-serif font, centered within a dark blue square. The square is part of a larger graphic of several overlapping squares in white and dark blue, creating a stepped, architectural effect.

TRUE

ENGINEERING ■ PLANNING ■ URBAN DESIGN ■ LAND SURVEYING

DISTRICT OF
HOPE

012

Project: 1239-311

DECEMBER 11, 2023

Territorial Acknowledgement

The District of Hope is located on the eastern end of the Fraser Valley and the southern end of the Fraser Canyon and is a natural gateway between the Lower Mainland and the Okanagan / Interior regions of the province, which is the traditional, ancestral and unceded territories of the Stó:lō people, particularly the Chawathil, Union Bar and Yale First Nations.



Agenda

1. Project Initiation and Background
2. Project Road Map
3. Community Context
4. Stakeholder Engagement
5. Defining Goals and Vision
6. Findings and Plan Development
7. Plan Schedule and Finalization
8. Questions



Integrated Transportation Master Plan

Project Initiation and Background

The District of Hope (District) adopted its current Integrated Official Community Plan (IOCP) in 2018.

IOCP Vision Statement

In 2040, Hope will be a progressive mountain community offering a high quality of life, connecting people to nature, each other, and themselves.

With its natural amenities and scenic beauty, Hope will be a vibrant, healthy, and active community based on socially and environmentally responsible economic development.

Goal 8:

The District of Hope's transportation system:

- Moves people and goods safely and efficiently;
- Enables a shift to healthier modes of transportation, including accessible age friendly options;
- Is transitioning to more sustainable modes with reduced emissions.

Mobility Objectives and Policies

- Is livable, complete, and compact;
- Has well-planned, cost-effective infrastructure;
- Plans for transit connections to the various neighborhoods in Hope and to other communities in the Fraser Valley;
- Enables active transportation for residents to get around and for visitors to explore Hopes natural beauty and amenities.

Objective 8.1: To provide a high standard of public roads to accommodate the needs of local residents, businesses and visitors;

Objective 8.2: Encourage local trips by foot and bicycle;

Objective 8.3: To support an accessible transportation system within Hope;

Objective 8.4: To improve connections between Hope and other communities;



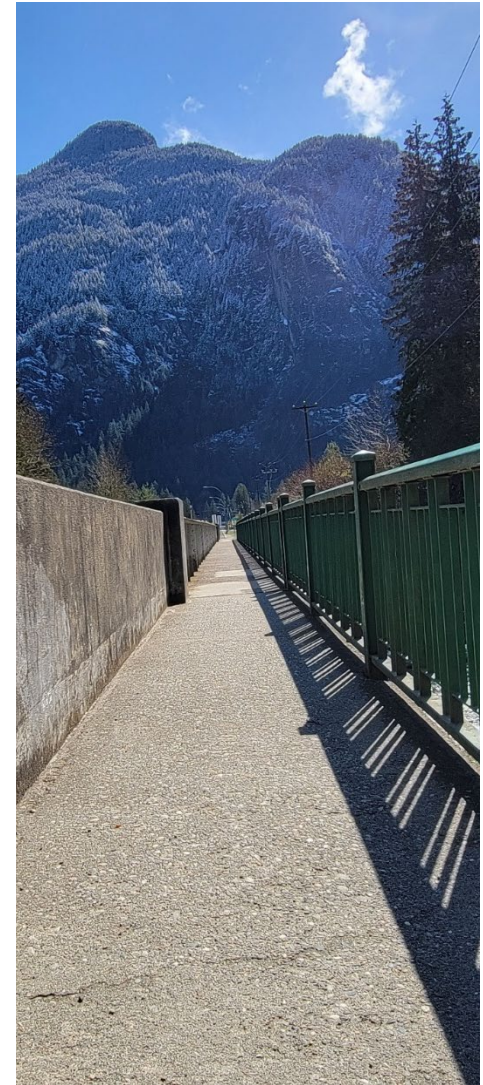
Integrated Transportation Master Plan

ITMP Purpose

The District of Hope is undertaking the development of an Integrated Transportation Master Plan (ITMP) to:

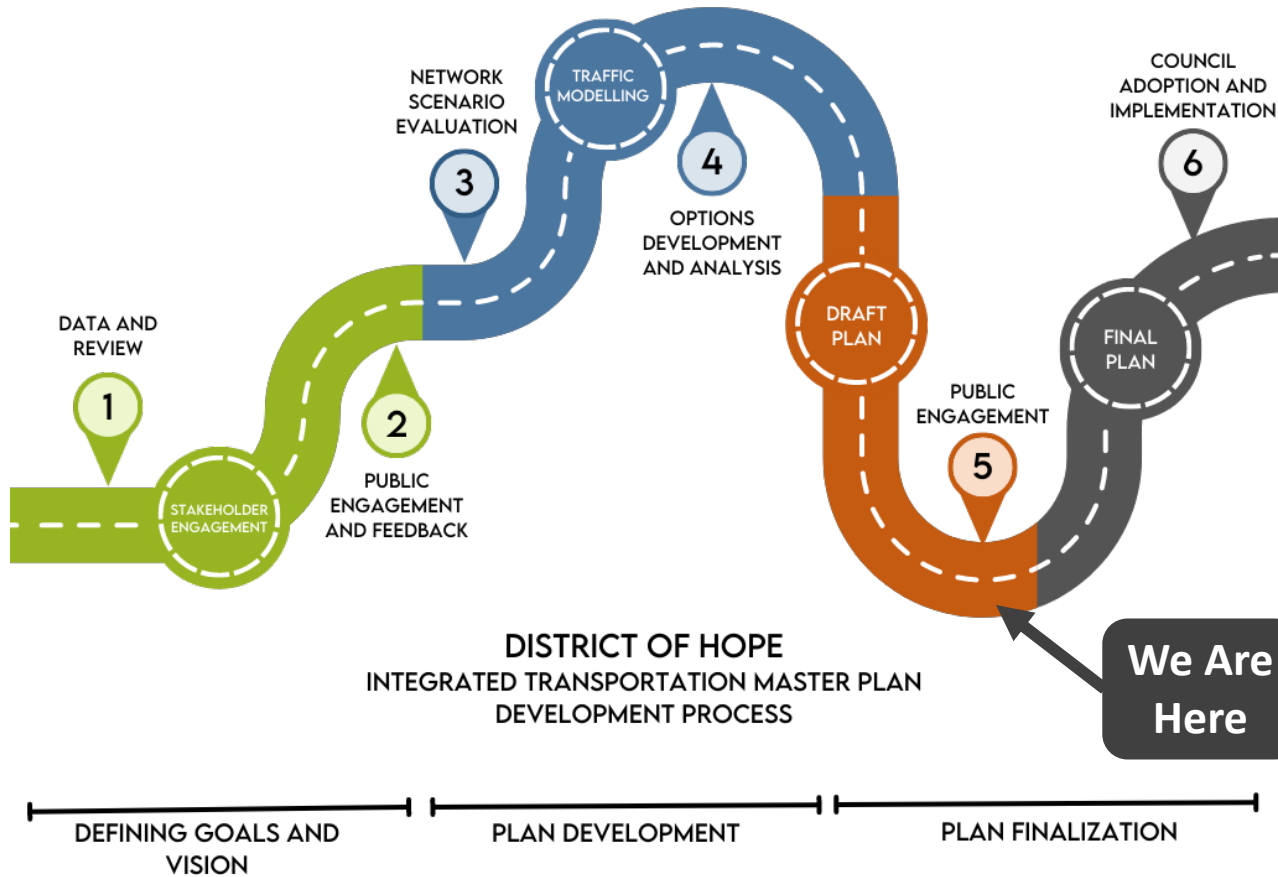
1. Review the existing transportation network and its future long-term goals, and;
2. Create the framework for a balanced mobility network that optimizes both the existing and proposed future transportation infrastructure.

Through the development of the ITMP, the District of Hope will be able to achieve or supplement the goals outlined in IOCP with respect to the transportation network.



Integrated Transportation Master Plan

Project Road Map

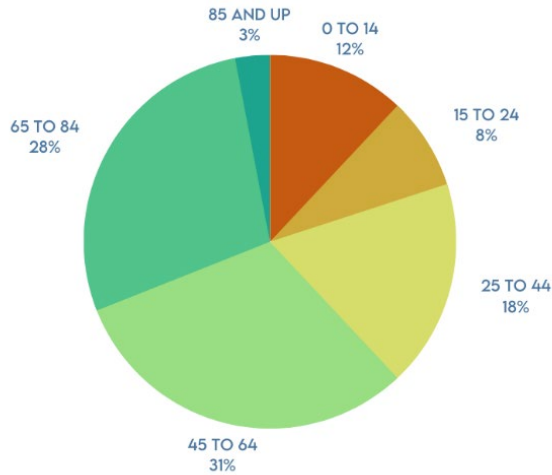


Integrated Transportation Master Plan

Community Context - Demographics

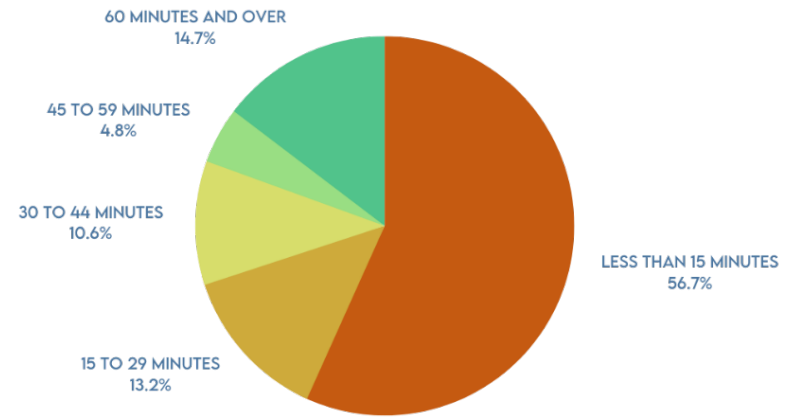
AGE DISTRIBUTION

% OF POPULATION BY AGE GROUP



COMMUTING DURATION

% OF POPULATION*



*STATS CANADA, 2021 CENSUS - 25% SAMPLE DATA



87% OF RESIDENTS
COMMUTE IN A CAR
TRUCK OR VAN*



9% OF RESIDENTS
COMMUTE BY WALKING*

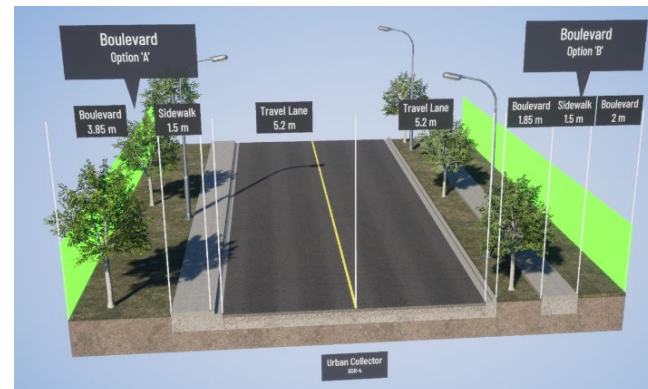
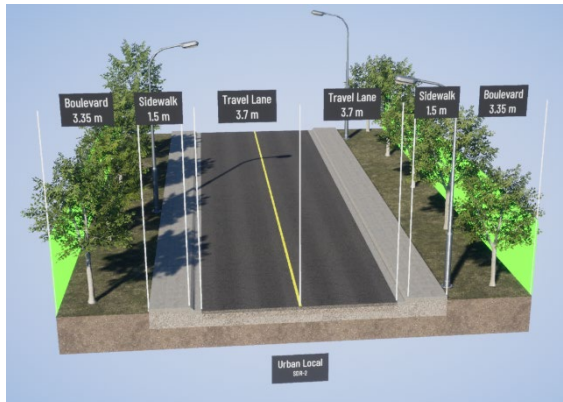
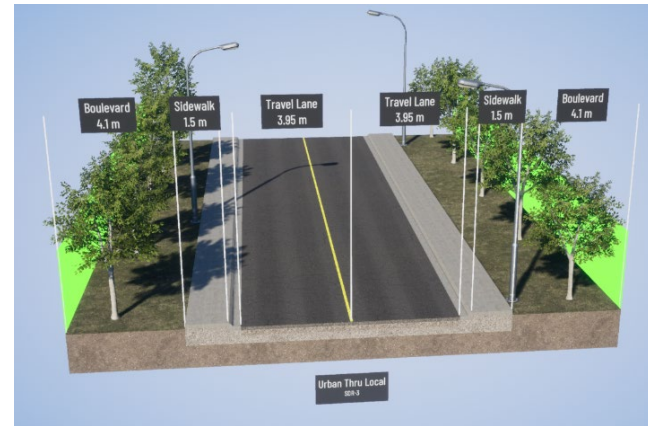
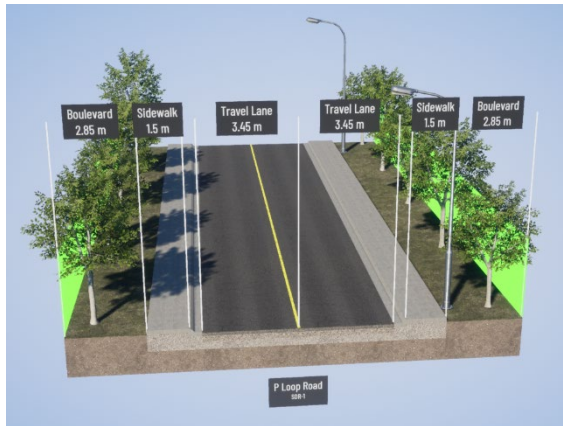
*STATS CANADA, 2021 CENSUS - 25% SAMPLE DATA



Integrated Transportation Master Plan

Development Guidelines

The *Subdivision and Development Servicing Bylaw No. 1058* provides guidance for new developments through the following four (4) design cross sections:



Integrated Transportation Master Plan

Road Network Classification Types

Road Network consists of approximately 80km of paved roadway, consisting of both:

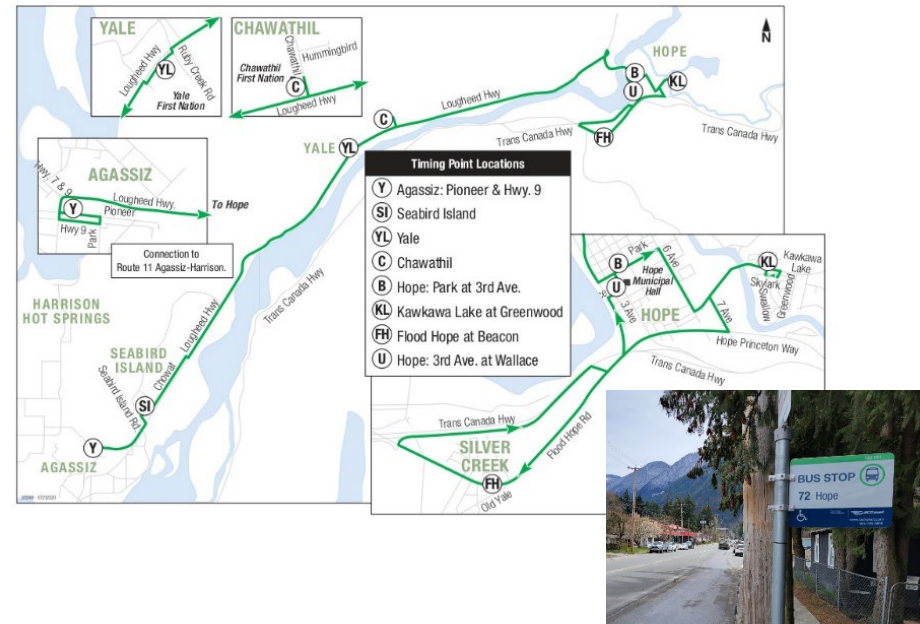
- **Collector Roads:**
These corridors are meant to carry a diverse mix of traffic including industrial, commercial, transit, active transportation, and personal vehicles.
- **Local Roads:**
Road corridors that are designed to provide direct access to residences and businesses within the community.

Urban vs Rural Context

- The transportation network within the District of Hope is made of a varying cross section of both urban and rural roads.
- The community has seen an increase in the number of urban road corridors as development and rehabilitation have occurred throughout the community in line with the District's existing guiding documentation.

Public Transit

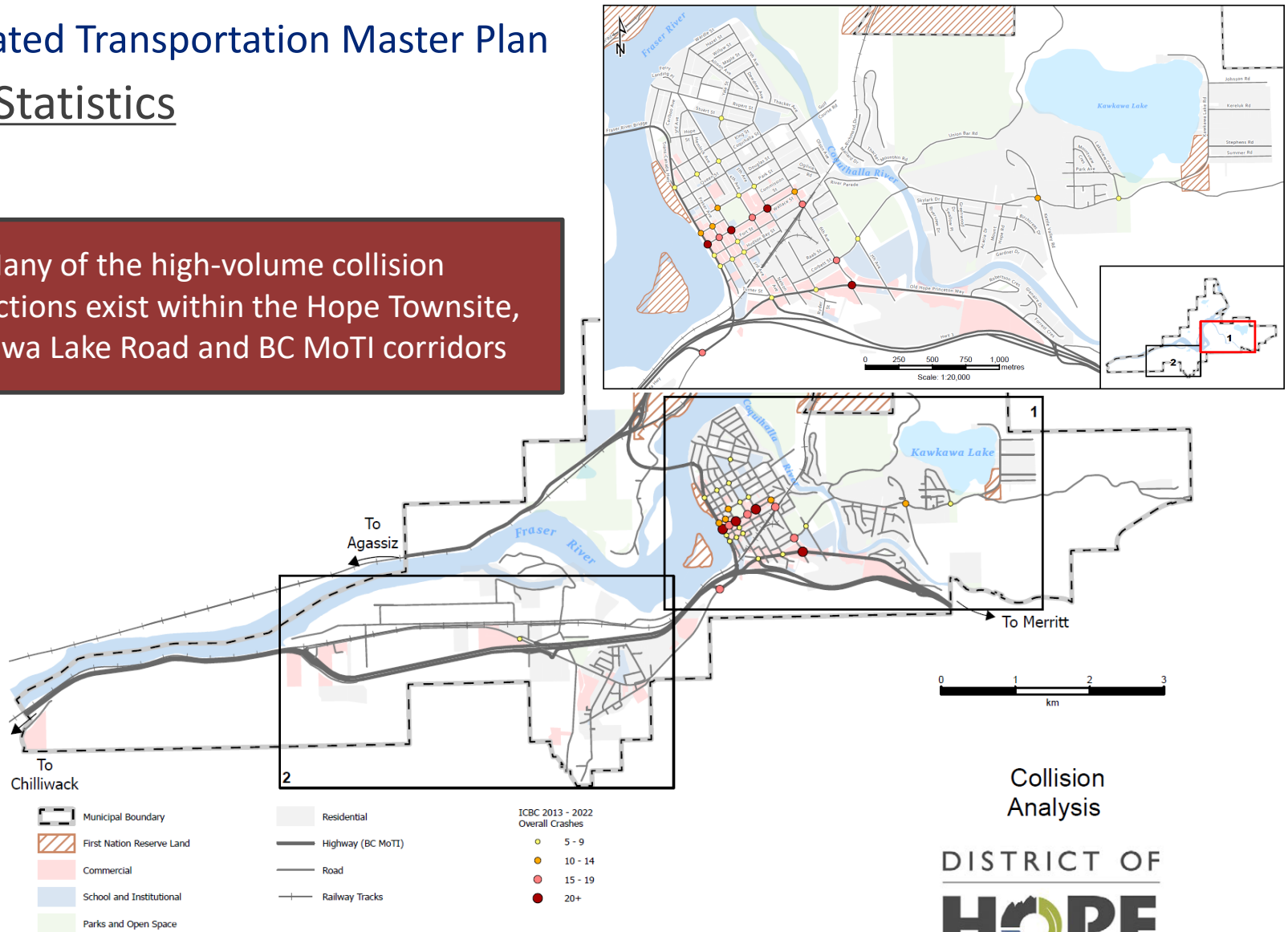
- The District of Hope is serviced by BC Transit through the Route 72 connection, which provides four (4) stops in the community with connection to Agassiz.
- BC Transit provides service 4 times a day on Monday to Friday and Saturday;
- There is no service from 8:30am – 4:00pm & after 6:00pm on weekdays;
- There is no service from 10:30am – 3:00pm & after 5:00pm on Saturday;



Integrated Transportation Master Plan

ICBC Statistics

Many of the high-volume collision intersections exist within the Hope Townsite, Kawkawa Lake Road and BC MoTI corridors



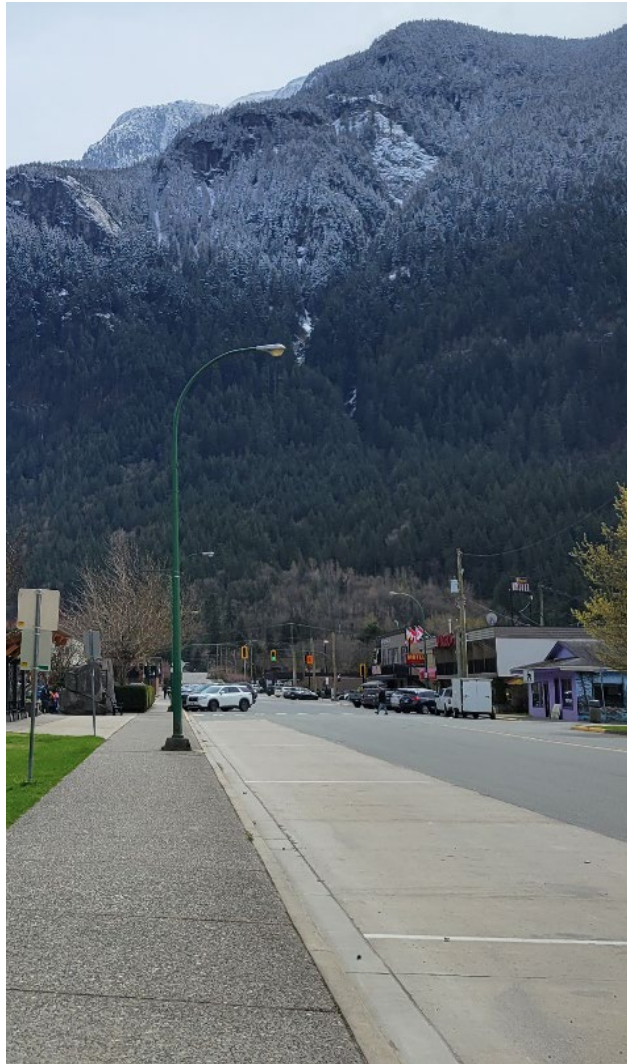
Collision Analysis

DISTRICT OF

HOPE



Integrated Transportation Master Plan



Data Review – Policy Framework

Community Strategic Guiding Documents

- Integrated Official Community Plan – 2016
- Subdivision and Development Servicing Bylaw No. 1058
- Zoning Bylaw No. 1324, 2012
- Traffic Bylaw No. C020

Regional Strategic Guiding Documents

- Fraser Valley Regional District OCP (Various)
- Fraser Valley Future 2050
- Move. Commute. Connect. – CleanBC - 2019
- Vision Zero
- BC Transit Future Action Plan



Integrated Transportation Master Plan



Data Review - Stakeholder Engagement

Initial community engagement for the ITMP was split into two (2) groups:

1. General Public (Residents);
2. Key Stakeholders Groups;

The purpose of the first phase of consultation was to help identify existing barriers, gaps and/or issues within the existing District of Hope transportation network.

The key stakeholders within the District of Hope included members from the following organizations:

- BC Ministry of Transportation and Infrastructure (BC MoTI)
- ICBC
- CNIB
- Fraser Health Authority
- Fraser Valley Regional District
- School District No. 78
- CN Rail
- CP Rail
- BC Transit
- Fortis
- BC Hydro
- Enbridge
- Trans Mountain Canada Inc.
- Advantage Hope
- Hope Chamber of Commerce
- Hope Mountain Center for Outdoor Learning
- Hope & Area Transition Society

The following First Nations communities were consulted:

- Yale First Nation
- Chawathil First Nation
- Union Bar First Nation
- Shxw'ow'hamel First Nation
- Skawahlook First Nation
- Peters First Nation

Integrated Transportation Master Plan

What We Heard - #1

Respondents indicated their concerns with the current transportation network were primarily with road conditions, followed by traffic volumes, lack of walking / cycling facilities and lack of public transit.

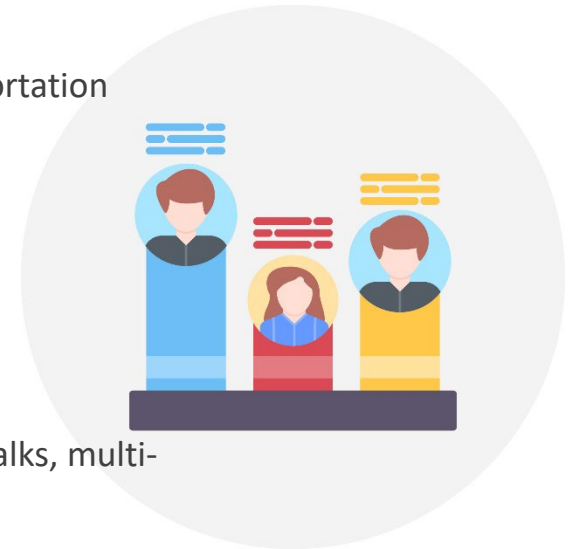
The following priorities, ranked by the respondents, for improving the transportation network (from highest to lowest) are:

1. Traffic safety
2. Access to transit
3. Driving and truck traffic
4. Walking
5. Cycling

Investment in intersection improvements, street lighting at crosswalks, sidewalks, multi-use trails and pathways is extremely important to the respondents.

The ideal vision for the transportation network in the District of Hope looks like:

- More and improved sidewalks;
- Better access to Transit and more transit routes;
- Safer active transportation corridors and infrastructure between Hope Townsite and the outlying neighborhoods (Kawaka Lake, Silver Creeks, Floods);



Integrated Transportation Master Plan

Defining Goals and Vision

- The ITMP's goals have been developed to be long-range and integrated with the overall goals of the District of Hope and the larger region.
- The goals and objectives were developed based on existing plans, policies and guiding documentation, along with feedback from City staff, council, key stakeholders and the general public.

ITMP Vision Statement

Empowered through sustainable and accessible transportation solutions, the ITMP envisions a future where equitable mobility enhances quality of life.

The District of Hope prioritizes accessibility, safety, and environmental stewardship, creating a connected and thriving community for all residents. The community aims to be a catalyst for a vibrant, accessible, and environmentally friendly community through innovative transportation planning.



Integrated Transportation Master Plan

ITMP Objectives

1. Improved Travel
Affordability

2. Improved
Accessibility / Equity

3. Improved Safety
for Users

4. Improved Health
and Sustainability
for the Environment
& Users

5. Enhanced Travel
Choices & Diversity

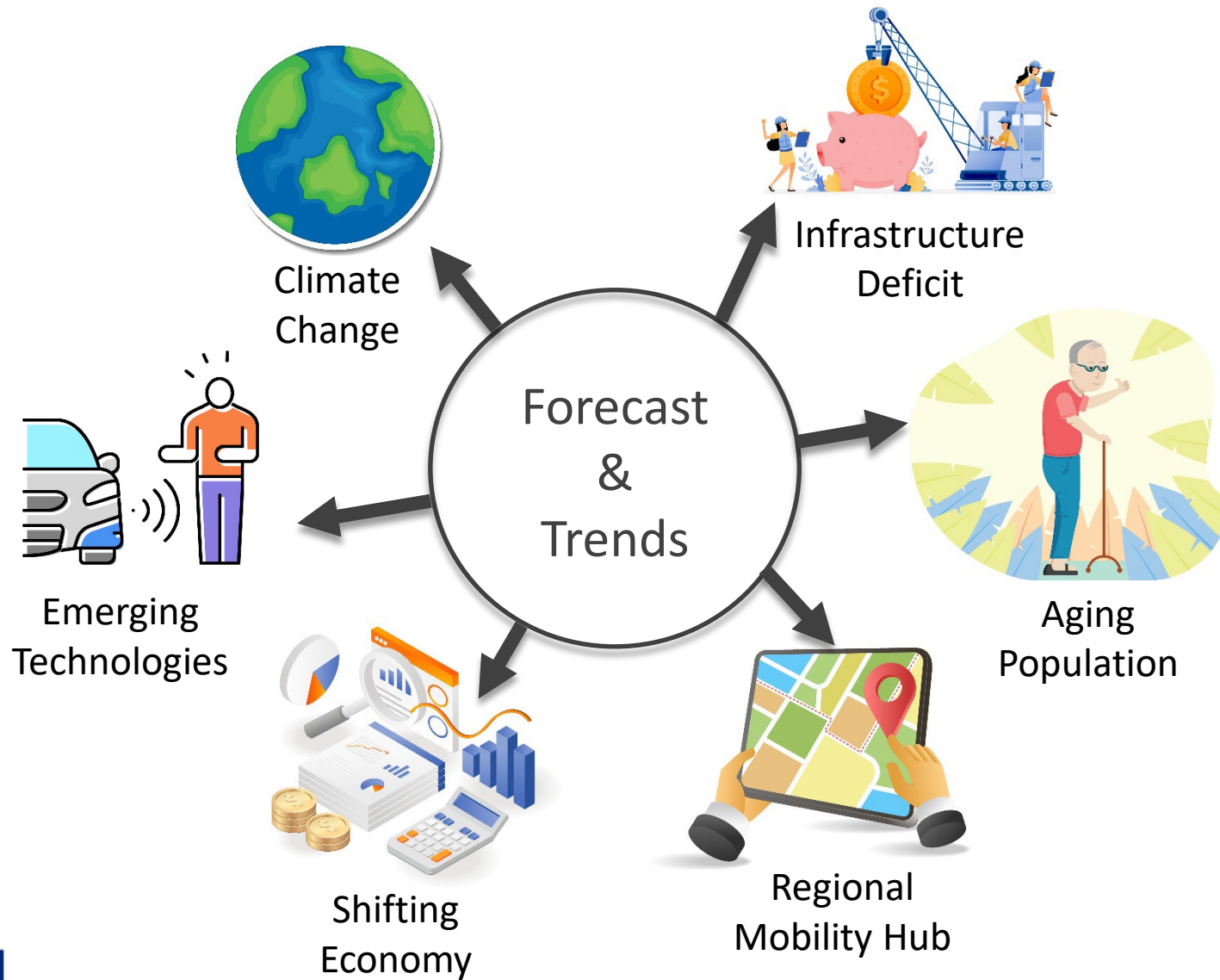
6. Enhanced
Community
Connectivity

7. Embrace
Changing
Technologies

8. Develop Key
Network Priorities
for Investment



Integrated Transportation Master Plan



Integrated Transportation Master Plan

Mobility Targets

Goal 1:

Increase the proportion of trips made by sustainable transportation by 50% by 2040.



Goal 2:

Provide a fully connected community through a sustainable transportation network of walkable and bikeable infrastructure by 2040.



Integrated Transportation Master Plan

Network Analysis and Modelling

A macro-level, city wide model was created utilizing VISUM modelling software.

The development and calibration of the traffic model was based on:

- Data collection program that involved collecting traffic data from fourteen (14) intersections;
- BC MoTI count stations along Hwy 5.

The District was then broken down into sub-areas (zones) with each zone being assigned population and employment levels.

These levels were based on:

- District information;
- BC Property Assessment Roll data;
- Census data;
- Future Growth Horizons based on growth and policy projections.

Each zone utilizes trip generation rates to project traffic volumes throughout the network.

Once developed, the model was calibrated by utilizing the data captured from the data collection program to ensure the accuracy of the results.

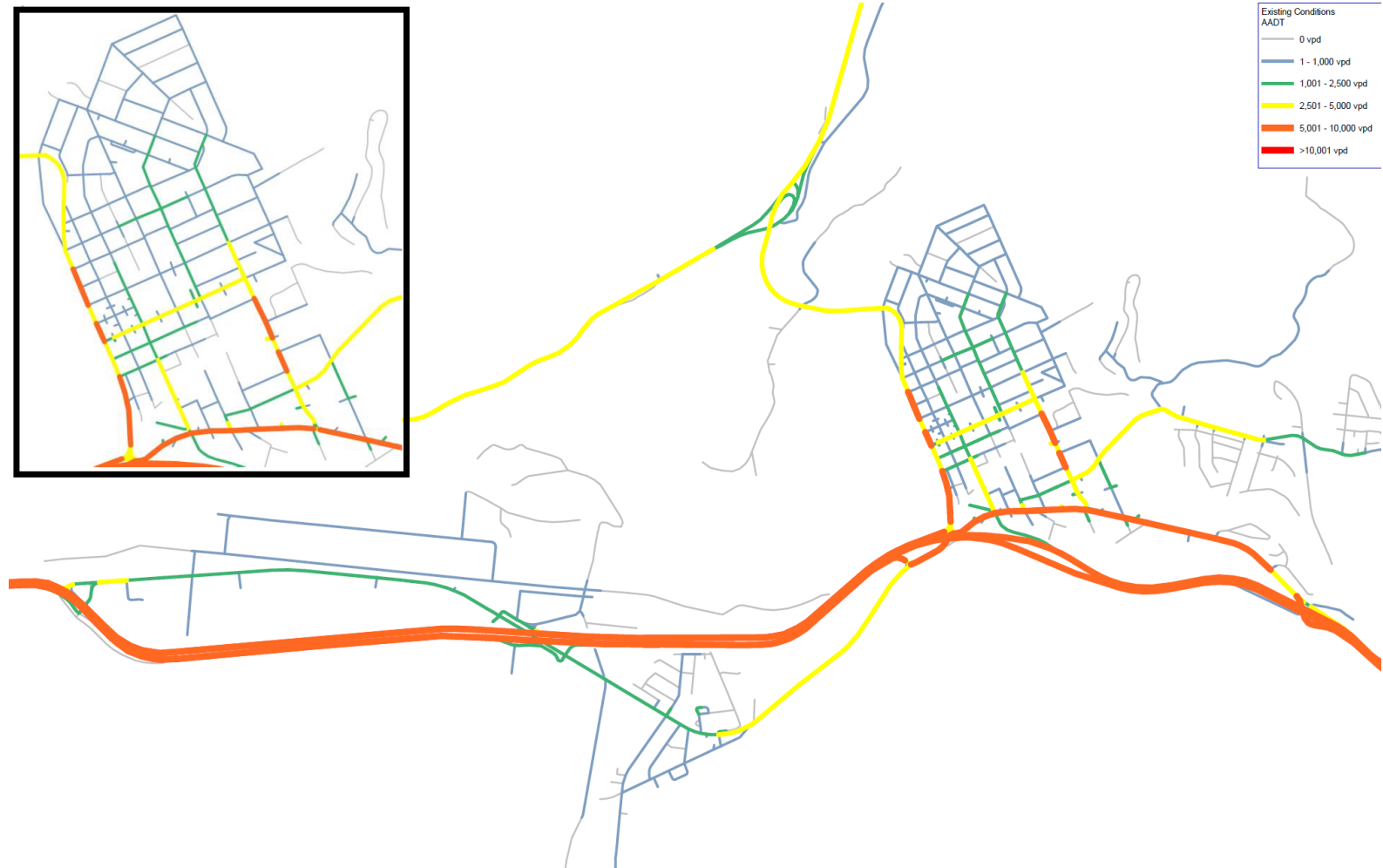


Using a **1.25% growth rate**, the model was used to evaluate the existing transportation network and forecast into the future, with a review of the following scenarios:

1. Existing conditions;
2. Future 5-year horizon;
3. Future 15-year horizon.

Integrated Transportation Master Plan

Existing Conditions



Hope ITMP - Existing model

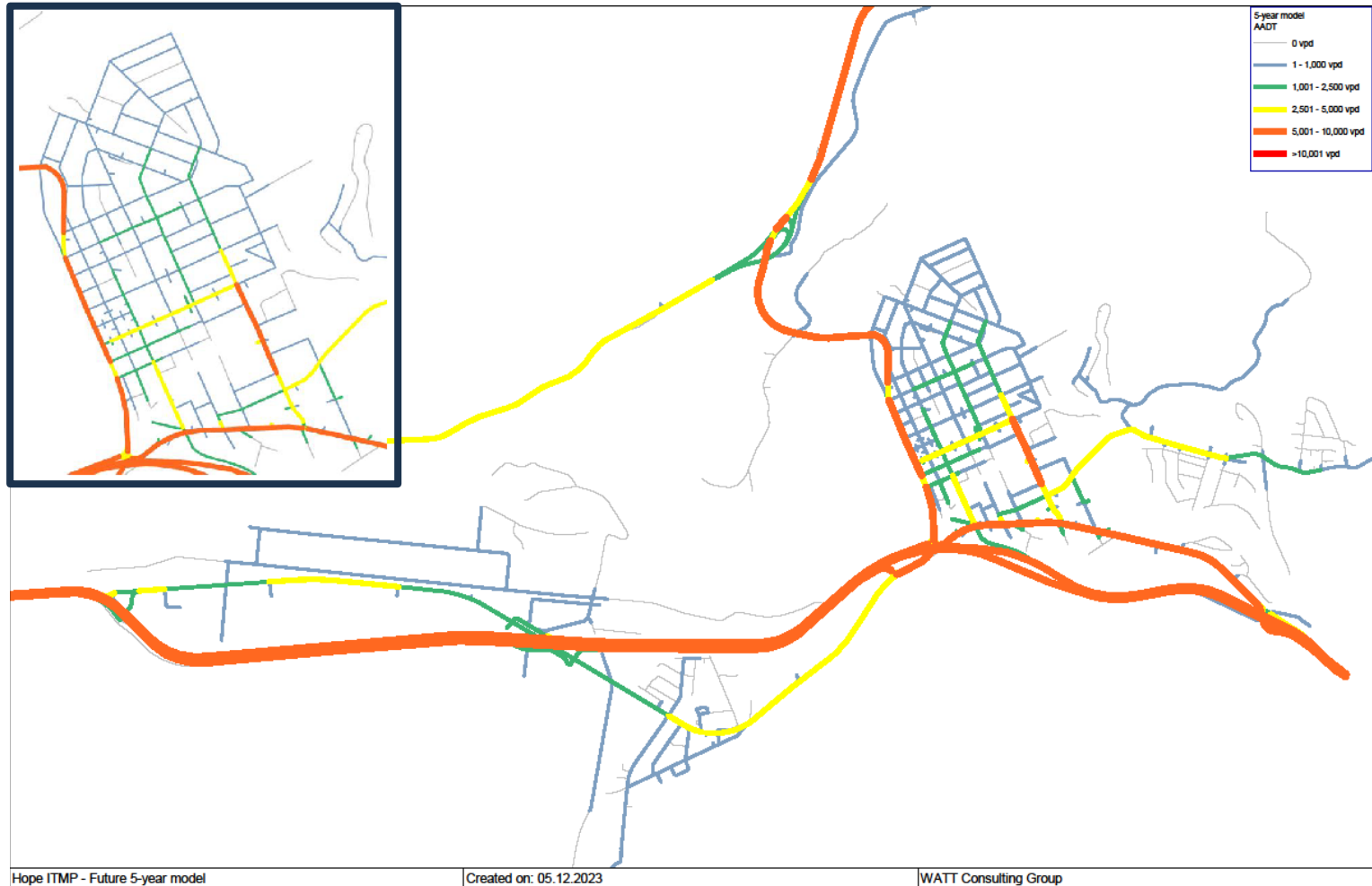
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WATT Consulting Group



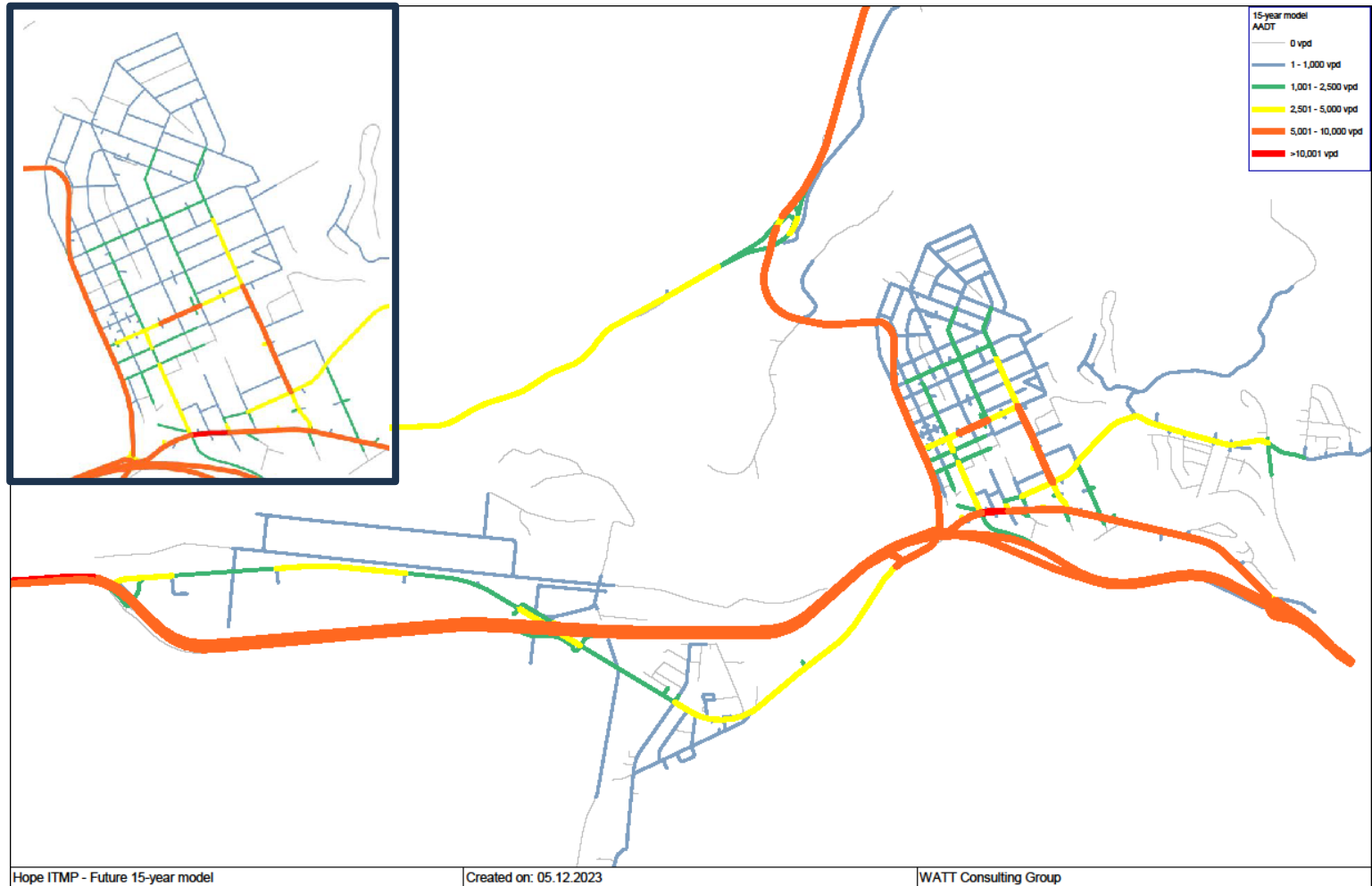
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5 Year Horizon – 1.25% Growth



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15 Year Horizon – 1.25% Growth



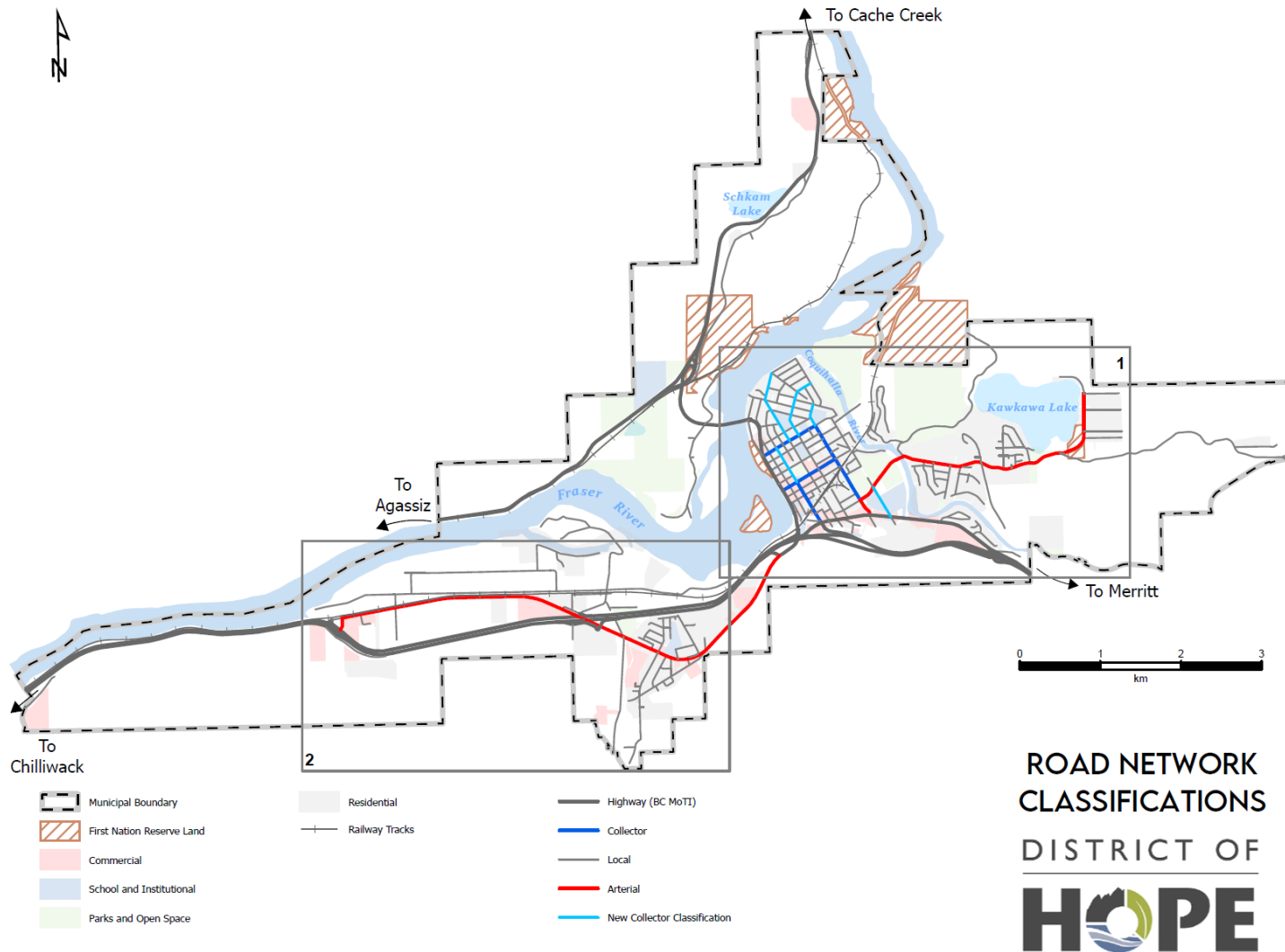
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Road Classification Review

- The existing roadway system is comprised of different road classes, each serving specific functions within the overall network;
- This classification system allows the District to manage its transportation network through variations in:
 - traffic volumes;
 - traffic speeds;
 - road cross sections;
 - transportation facilities;
 - prioritizing maintenance and improvement projects ;
 - access management;
- The District of Hope *Subdivision and Development Servicing Bylaw No.1058 – Section R - Road* states that the appropriate classification shall be consistent with the *Official Community Plan*;
 - The updated IOCP (2016) does not refer to the road classifications within the community.
- The Road Classifications were reviewed, and recommendations have been made as part of the ITMP.



Integrated Transportation Master Plan



ROAD NETWORK
CLASSIFICATIONS
DISTRICT OF
HOPE



Integrated Transportation Master Plan

Rural vs Urban Context Review

Through consultation with the community and key stakeholders, the following criteria was taken into consideration when determining the road standard (urban vs rural):

1. Safety Considerations;
2. Environmental Impact / Drainage Conditions;
3. Existing Conditions / Cost Effectiveness ;
4. Maintenance and Renewal;
5. Preservation of Rural Character.



Integrated Transportation Master Plan



- | | | |
|---------------------------|--|--|
| Municipal Boundary | Existing Network Classification | Future Network Development Classification |
| First Nation Reserve Land | Urban | Circumstance Based Standard (Urban or Rural) |
| Highway (BC MOTI) | Rural | Rural Standard |
| Road | | Urban Standard |
| Railway Tracks | | |

**URBAN / RURAL
STANDARD**



Integrated Transportation Master Plan

Active Transportation Network Review

From the review of the existing conditions, the inventory data was analyzed ('Gap Analysis') to assess the ability of the network to meet the needs of all network users.

This analysis identified the following types of gaps in the network:

- Spot Gaps:** Specific locations with missing infrastructure
- Connection Gaps:** Missing connection between routes / different land uses
- Lineal Gaps:** Missing links / barriers along a connected route
- Corridor Gaps:** Missing connections between routes / land uses that span a longer distance along a desired active transportation path
- System Gaps:** Larger areas (i.e. neighborhoods) where no active transportation infrastructure is present



Integrated Transportation Master Plan

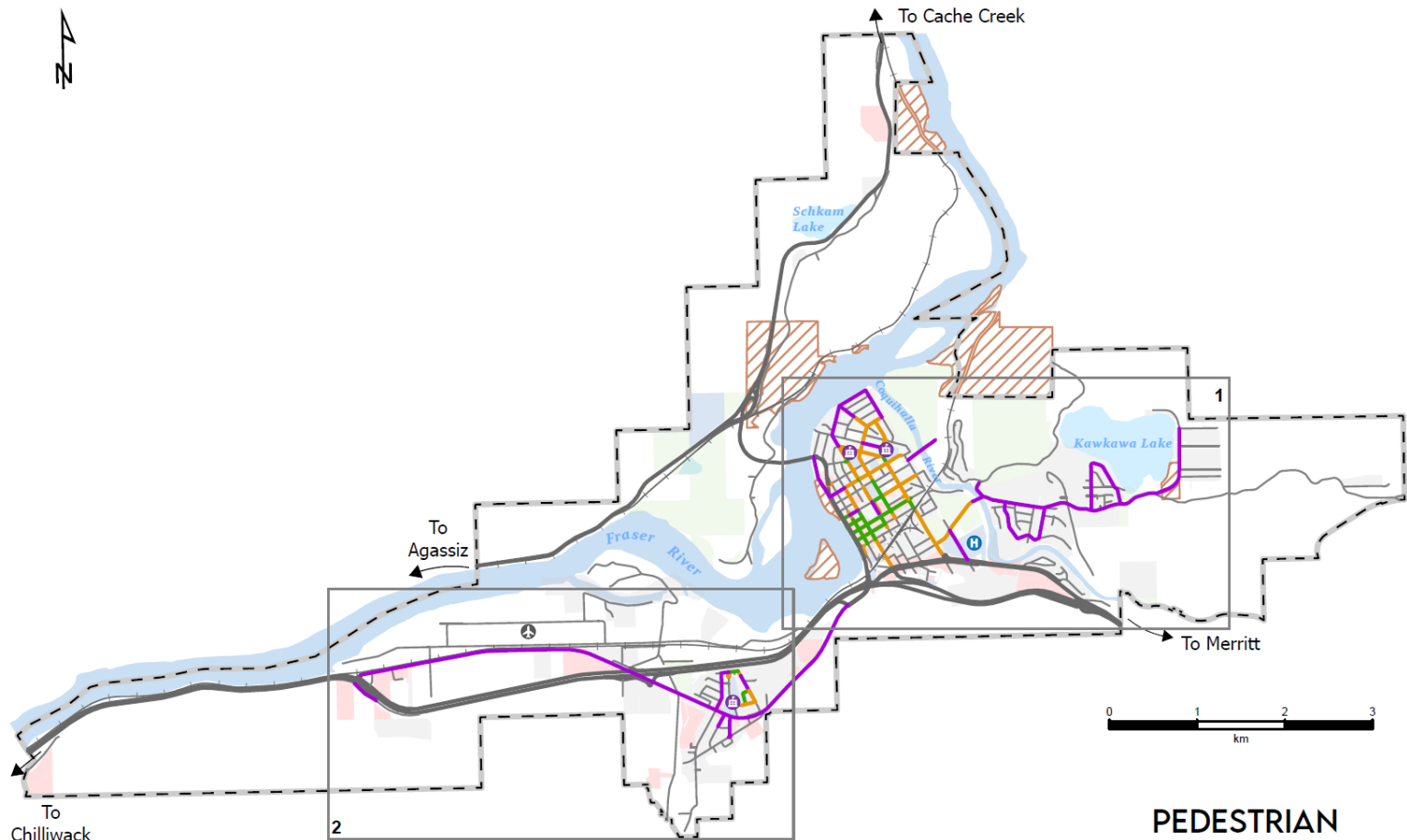


Pedestrian Network

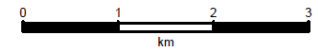
- The District of Hope has constructed pedestrian infrastructure primarily within the Hope Townsite (Downtown core) area of the community;
- This provides increased walkability within the Townsite area, but pedestrians face the following barriers, as identified by the gap analysis, when travelling outside the established walkable areas;
 - Lack of connectivity (System and Corridor Gaps) throughout the community;
 - No connectivity to Kawkawa Lake area;
 - No connectivity to the Silver Floods area;
 - No connectivity to Lake of the Woods area;
 - Spot gaps within key areas of the community;
 - Lack of crossing control at key intersections / road crossings;



Integrated Transportation Master Plan



- | | | |
|---------------------------|-------------------|--|
| Municipal Boundary | Residential | Existing Pedestrian Network 1 Side |
| First Nation Reserve Land | Highway (BC MoTI) | Existing Pedestrian Network 2 Sides |
| Commercial | Road | MOTI Pedestrian Network |
| School and Institutional | Railway Tracks | Future Pedestrian Network |
| Parks and Open Space | | |



PEDESTRIAN NETWORK

DISTRICT OF

HOPE



Integrated Transportation Master Plan



Cycling Network

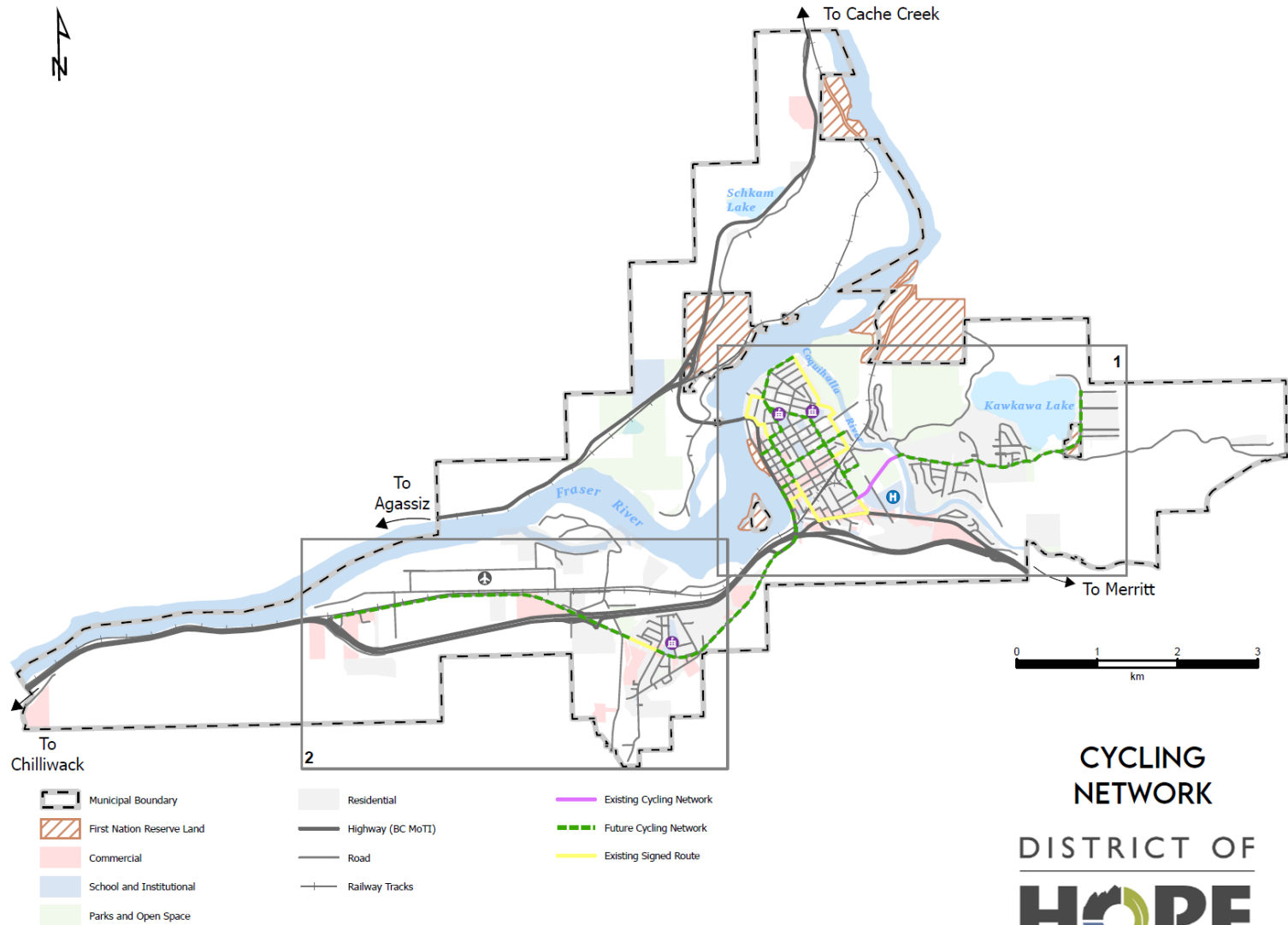
- The District of Hope has a signed cycling route throughout the Townsite area of the community;
- This route was established to provide users with a signed (for information purposes) route around the community;
- The community does not contain dedicated cycling facilities (not including small sections of MUP infrastructure) within the community.

The barriers facing the District's cycling community, as identified by the gap analysis, are:

- Inadequate cycling facilities that do not meet the needs of all ages and abilities;
- Lack of connectivity (System and Corridor gaps) throughout the community;
 - No connectivity to Kawkawa Lake area;
 - No connectivity to the Silver Floods area;
 - No connectivity to Lake of the Woods area;
- No delineation or guidance for cyclists at intersections / road crossings;



Integrated Transportation Master Plan



CYCLING
NETWORK
DISTRICT OF
HOPE



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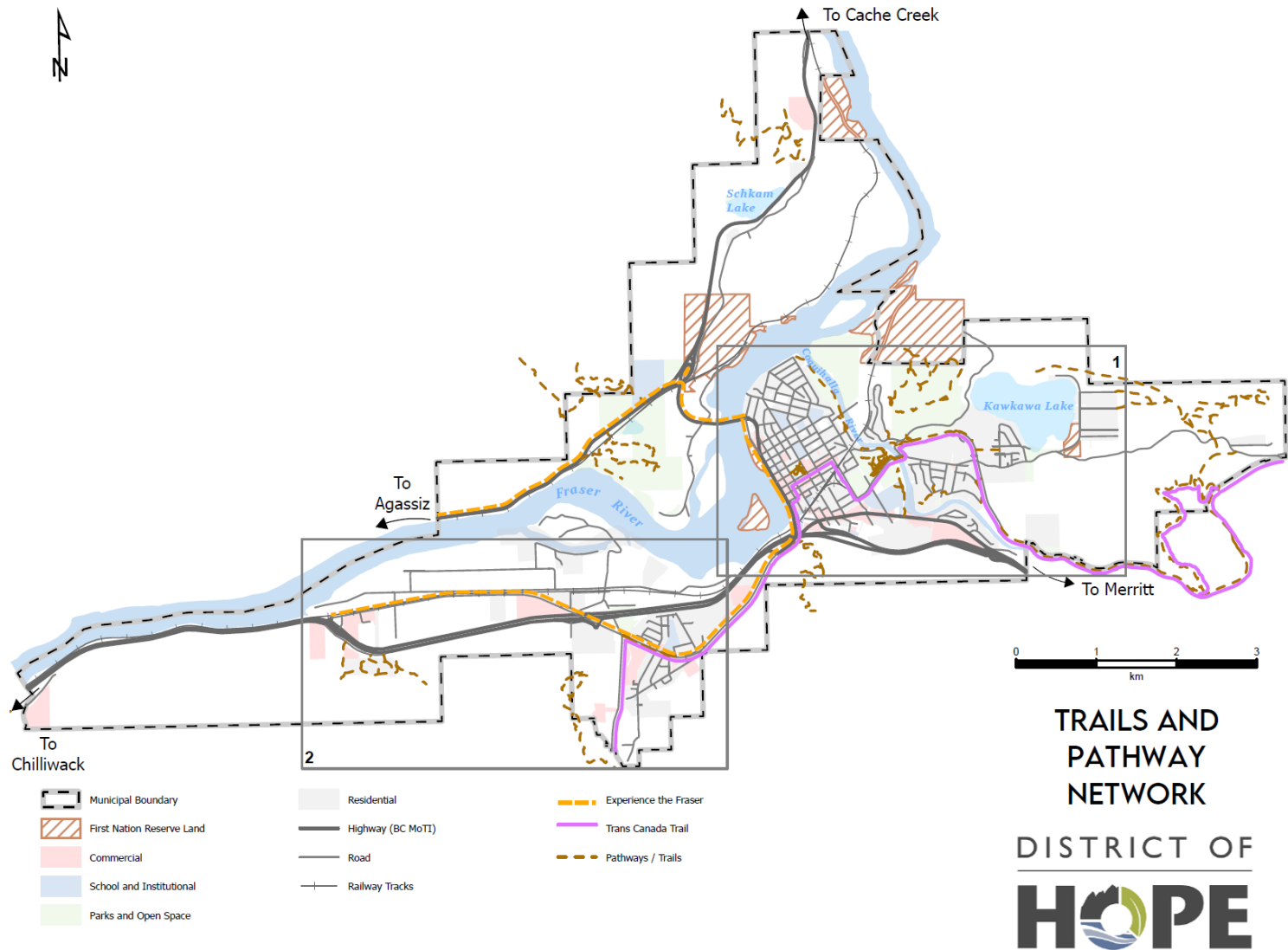
Trails / Pathways Network

The District of Hope trails network is sporadic and intertwined through all parts of the community but faces barriers such as:

- Trail networks run through private land in areas of trespass;
- Lack of connections from trailheads to existing urban active transportation facilities;
- Lack of integration with regional / provincial sustainable transportation networks:
 - Experience the Fraser Trail Plan;
 - The Canada Trail Plan;



Integrated Transportation Master Plan



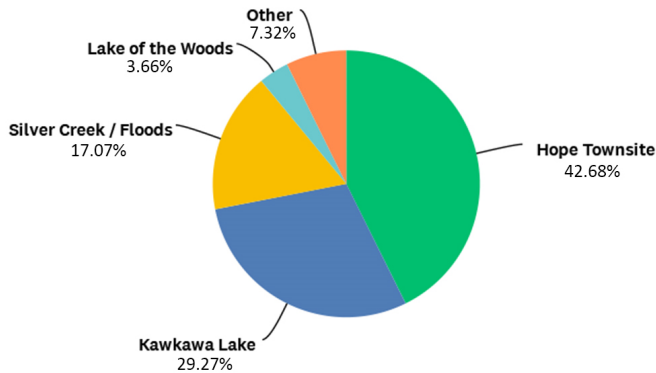
TRAILS AND
PATHWAY
NETWORK

DISTRICT OF
HOPE

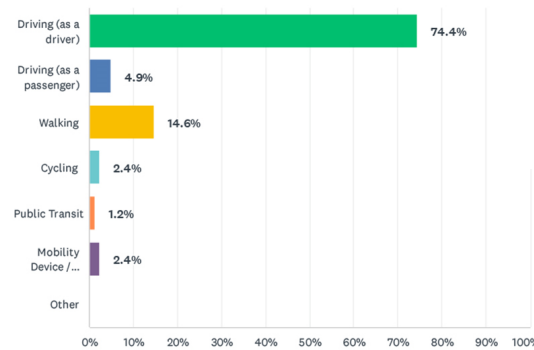
Integrated Transportation Master Plan

What We Heard - #2

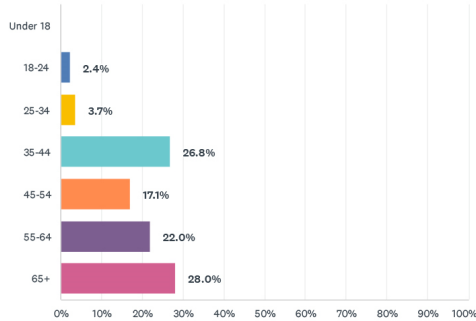
Where do you live?



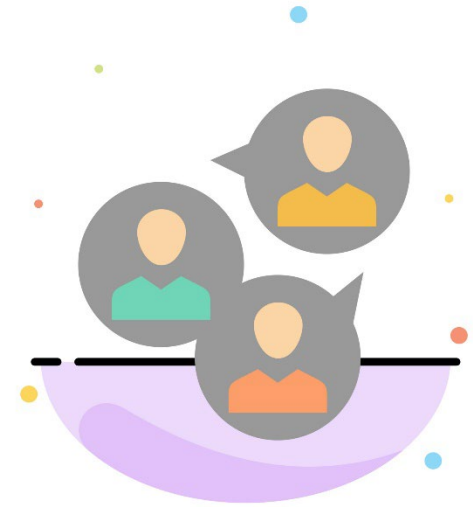
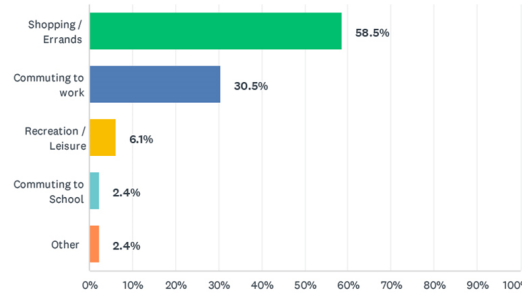
The most common mode of travelling in/around town



Age group of the participants

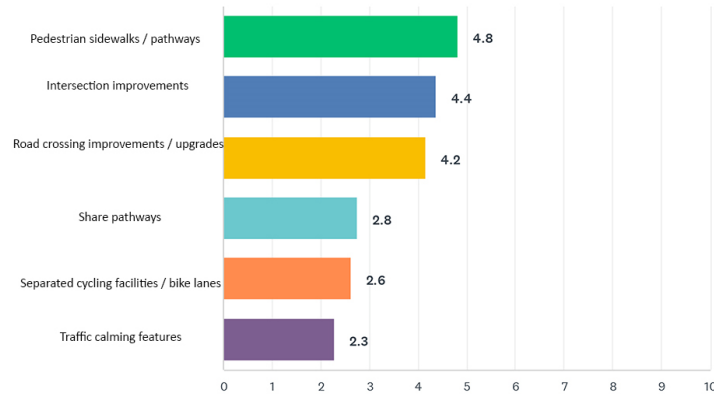


The most common reason for travelling in/around town

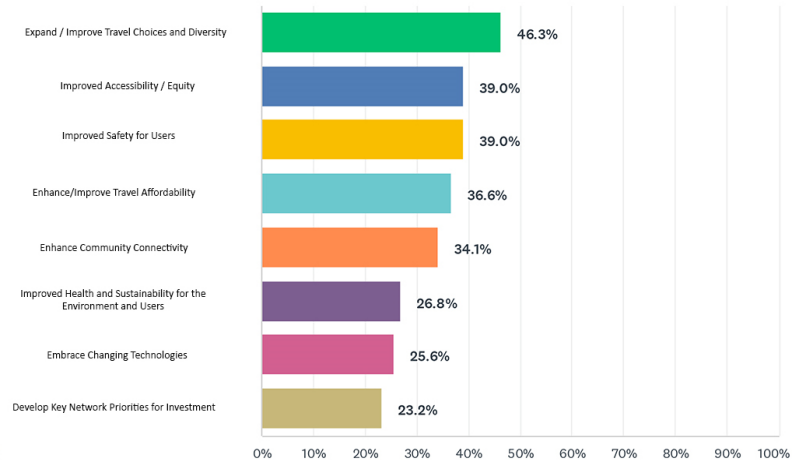


Integrated Transportation Master Plan

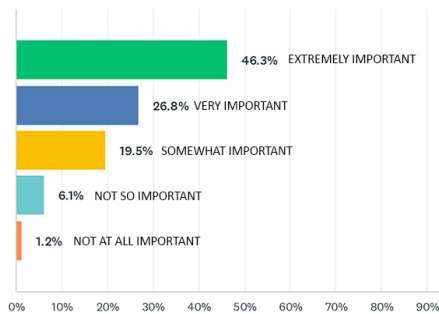
The following six (6) infrastructure IMPROVEMENTS have been identified as part of the Integrated Transportation Master Plan and ranked based on priority/needs by the participants.



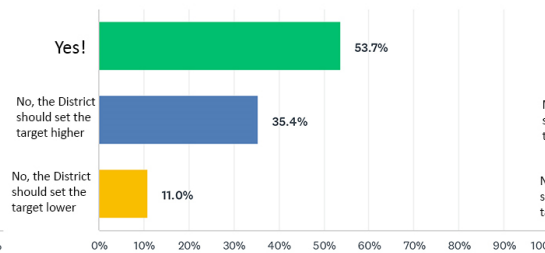
The following eight (8) GOALS have been identified in the Integrated Transportation Master Plan and ranked based on priority/needs by the participants.



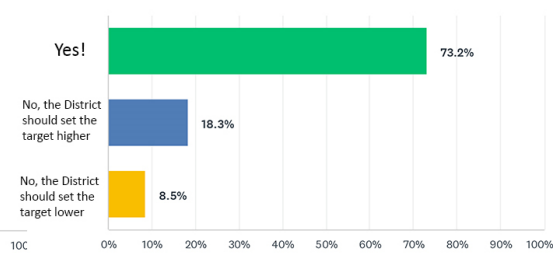
How important is it for the District to invest in its Integrated Transportation Network (e.g., vehicle, pedestrian, cycling, transit) over the next 15-20 years?



Do you agree with Target #1, which is to increase the proportion of trips made by sustainable transportation by 50% by 2040?



Do you agree with Target #2, which is to provide a fully connected community through a sustainable transportation network of walkable and bikeable infrastructure by 2040?



Integrated Transportation Master Plan

Next Steps & Schedule

| | |
|--|---------------|
| Completion of Modeling Analysis | December 2024 |
| <ul style="list-style-type: none">▪ Intersection / Multi-Model analysis; | |
| Recommended Actions | December 2024 |
| <ul style="list-style-type: none">▪ Road Cross Section Recommendations;▪ Policy and Standards Recommendations;▪ Infrastructure Implementation Recommendations; | |
| Implementation Plan and Cost Estimates | January 2024 |
| <ul style="list-style-type: none">▪ Based on project priority and mobility targets; | |
| Draft Report for Council Review | January 2024 |
| Final Report for Council Adoption | February 2024 |



Integrated Transportation Master Plan

Questions?

