Highway 97 – Peachland Transportation Study

Community Guidebook

Summer 2020
Land Acknowledgement

The Peachland Transportation Study area is on the traditional, ancestral, and unceded territory of the Syilx People of the Okanagan Nation, and the ministry is grateful to them for our ongoing dialogue and relations.

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Thank you for your ongoing participation in the Highway 97 - Peachland Transportation Study. We are continuing to explore ways to improve safety, travel times and congestion moving in and through Peachland.

We want to hear your feedback on:
• Short and medium-term safety improvements to inform their development and refinement
• Phase I results, to inform the ministry’s analysis of the long-term corridor options

To prevent the spread of COVID-19, the Ministry of Transportation and Infrastructure is collecting input online and by mail instead of hosting an open-house event.

Staying Engaged
Please share your thoughts by September 4, 2020. To stay involved and help plan for the future of Highway 97 through Peachland, you can:
• Visit our website for updates
• Provide feedback by participating in the online engagement platform: engage.gov.bc.ca/peachlandstudy
• Print out and mail in the feedback form found on Page 18 of this guidebook

Stakeholder Committee Meetings
We will continue to meet with your Community Liaison Committee and the Technical Advisory Committee. These groups help the ministry identify opportunities, considerations, and concerns for the short, medium and long-term improvement options for the corridor.

Background

Peachland Transportation Study Overview
The Peachland Transportation Study launched in 2015 and is part of the broader Central Okanagan Planning Study. Planning studies play an important role as they are required before any funding requests can be made for a project to proceed to further design and construction. The Highway 97 – Peachland Transportation Study is a long-term multi-phase study examining:
• Opportunities to improve transportation through the Peachland segment of Highway 97
• Constraints that may impact the options
• Solutions that are informed by technical data and community feedback

Our Timeline

- **Winter 2015**
  - Phase I study launch

- **2016**
  - Phase I findings and engagement, including:
    - Open houses (June and November)
    - Technical Advisory and Community Liaison Committee meetings
    - Peachland Council and Penticton Indian Band meetings
  - Technical assessment of data and corridor options refinement

- **2017-2018**
  - Phase I long-term options analysis, and refinement with stakeholders, Peachland Council, Penticton Indian Band
  - Phase I report release

- **2019**
  - Phase II
    - Launch of Phase II
    - Short and medium-term options development

- **2020**
  - Engagement on Phase I, and Phase II short and medium-term options
  - Phase II conclusion 2020
Short and Medium-Term Improvement Options

What We’re Doing

Phase I of the study was completed in 2019. Phase II will:

• Complete a comprehensive Multiple Account Evaluation to compare the route options
• Identifying short and medium-term improvements to the existing highway
• Gather public feedback on all options
• Support future funding requests both provincially and federally

The short and medium-term improvements are intended to address safety issues along the corridor, and support transit service and active transportation options. Please take a look at our potential improvements below. You can match the list of numbers to the numbers on the maps to see how the proposed improvements are being designed. To review the location of these options, please see the map on pages 7 and 8.

Potential Short-Term Improvements (0-5 years)

Trepanier Bench Road Signals and Access upgrades

Changes include:
1. New traffic signal at Trepanier Bench Road
2. Eliminating higher traffic risk movements and providing safer southbound left-turn lane
3. Left-turn restrictions at Huston / Buchanan, and Buchanan West restricted to right-in-only

Transit and Safety Upgrades at Princeton Avenue

Changes include:
1. A new bus stop for Route 70, providing regional transit service to Peachlanders and connectivity to Route 22
2. New southbound right-turn lane
3. Transit priority measures
4. Pedestrian improvements
Short and Medium-Term Improvement Options

Potential Short-Term Improvements (0-5 years)

Transit and Pedestrian Connectivity Upgrades at Clements Crescent
Changes include:
1. A new bus stop for Route 70, providing regional transit service
2. Increased connectivity with bus Route 22
3. Transit priority measures
4. New sidewalk between Ponderosa Drive and Clements Crescent
5. Safer and more direct pedestrian access from Ponderosa neighbourhood to school, shopping and bus stops

Safety Upgrades at Renfrew Road
Changes include:
1. Conversion into a Protected-T intersection
2. Addition of northbound left turn lane to improve safety and reduce delays
3. Addition of a two-stage eastbound left turn option to improve safety and highway access

Potential Medium-Term Improvements (6-15 Years)

Medium-term options are in the conceptual stage of design. As a result, no design drawings are available at this time. However, we have provided an outline of potential improvements being developed for each option. To review the location of these options, please see the map on pages 7 and 8.

Lang Road - McKay Lane Connector
- New pedestrian and cycling overpass between Lang Road and McKay Lane
- Improved connectivity and safety for walking, cycling and access to bus Route 22 bus stops

Safety Upgrades at Chidley Road and Clements Crescent Connector
- Closure of Chidley Road at Highway 97 to reduce conflicting intersection movements
- Provide new road connection between Chidley Road and Clements Crescent
- Consideration for Orchard and property impacts
- Potential for minor increase in traffic near Peachland Elementary School

Hardy Street realignment
- Relocate the Hardy Street intersection further south on Highway 97 to improve sight lines
- Relocated intersection allows space to develop new turning lanes which will improve safety and reduce risk of collisions
Potential Short-Term (0 - 5 Years) and Potential Medium-Term Improvements (6 - 15 Years)

Highway 97 Options

- **Short-Term Options**
- **Medium-Term Options**

**Highway 97 Options**

- Lang Road - McKay Lane Connector
- Upgrades at Trepanier Bench Road
- Safety Upgrades at Chidley Road and Clements Crescent Connector
- Hardy Street realignment
- Transit Upgrade and Pedestrian Connectivity Upgrades at Clements Crescent
- Safety Upgrades at Renfrew Road
- Upgrades at Clements Crescent
- Transit and Safety Upgrades at Princeton Avenue
What We Did

In Phase I we studied conditions along the current highway and future transportation needs around Peachland to develop an understanding of the transportation priorities and constraints in the region.

As part of the ministry’s long-term options development, we examined five alternate route options and three existing route segment package options. We also confirmed that the two-lane section of the highway is not anticipated to reach capacity until 2040.

Assessing the Alternate and Existing Route Options

The ministry evaluates and assesses transportation in several ways. In Phase I of the study, we completed technical screening and applied a Multiple Account Evaluation (MAE) process. Community engagement was also an important part of this process. To learn more, please refer to the Phase I Report.

Route Options Map
### Alternate Route Options

The ministry studied each alternate route options using the MAE process. Below are the high-level results based upon the following four MAE categories:

<table>
<thead>
<tr>
<th>Route</th>
<th>Description</th>
<th>Environment</th>
<th>Social &amp; Community</th>
<th>Customer Service</th>
<th>Financial</th>
</tr>
</thead>
<tbody>
<tr>
<td>AR-1</td>
<td>Far Most Westerly Route (Option 1 – Yellow)</td>
<td>Highest impacts</td>
<td>No travel time savings</td>
<td>Moderate cost</td>
<td></td>
</tr>
<tr>
<td>AR-2</td>
<td>Westerly and High Elevation Route (Option 2 – Blue)</td>
<td>High impacts</td>
<td>No travel time savings</td>
<td>Highest cost</td>
<td></td>
</tr>
<tr>
<td>AR-3</td>
<td>Central and High Elevation Route (Option 3 – Green)</td>
<td>High impacts</td>
<td>Small travel time savings in PM only</td>
<td>High cost</td>
<td></td>
</tr>
<tr>
<td>AR-4</td>
<td>Immediately West of Existing Development (Option 4 – Purple)</td>
<td>Lower impacts</td>
<td>Small travel time savings in PM only</td>
<td>Lower cost</td>
<td></td>
</tr>
<tr>
<td>AR-5</td>
<td>Lower Elevation Route (Option 5 – Orange)</td>
<td>Lowest impacts</td>
<td>Greatest travel time savings</td>
<td>Lowest cost</td>
<td></td>
</tr>
</tbody>
</table>

### Existing Route Package Options

Technical evaluation of the existing highway produced a number of options for different segments along Highway 97 through Peachland. Those segment options were combined to create Segment Package Options. The ministry studied Segment Package Option using the MAE process. Below are the high-level results based upon the following four MAE categories:

<table>
<thead>
<tr>
<th>Route</th>
<th>Description</th>
<th>Environment</th>
<th>Social &amp; Community</th>
<th>Customer Service</th>
<th>Financial</th>
</tr>
</thead>
<tbody>
<tr>
<td>ER-A</td>
<td>Maintain At-Grade Intersections</td>
<td>Moderate impacts</td>
<td>High impacts</td>
<td>Smaller travel time savings</td>
<td>Moderate cost</td>
</tr>
<tr>
<td>ER-B</td>
<td>Create Grade Separation with Shorter Bypasses</td>
<td>Moderate impacts</td>
<td>High impacts</td>
<td>Small travel time savings</td>
<td>High cost</td>
</tr>
<tr>
<td>ER-C</td>
<td>Create Grade Separation with Larger Bypasses</td>
<td>Moderate impacts</td>
<td>Highest impacts</td>
<td>Small travel time savings</td>
<td>Highest cost</td>
</tr>
</tbody>
</table>
Feedback on the Long-Term Options

The ministry heard feedback from stakeholders, and local and Indigenous governments during meetings held in 2019. Key highlights of what we heard is summarized on the map on pages 15-16. Thanks to this community feedback, the ministry has also investigated and implemented a number of refinements to the design concepts for the long-term options, including:

Minimizing community impacts, including to property, community connection and noise
- Concerns were expressed regarding the potential impacts of the alternate route option (AR-C/AR-5) to the Upper Princeton neighbourhood
- The existing route option (ER-A) in the vicinity of Peachland Creek has been realigned to reduce impacts to the mobile home parks and environmentally sensitive areas
- Concerns were also expressed regarding the potential impacts of alternate route options (AR-4 and AR-5) have potential impacts on the Habitat for Humanity site as well as the Agricultural Land Reserve

Minimizing environmental impacts, including to mule deer and fish streams
- Realigned bridge and overpass spans to minimize impact to waterways, and enhanced consideration for wildlife underpasses

Concerns were expressed that the alternate route options would obstruct access to mountainside trails and recreational areas
- The alternate route concepts were updated to incorporate pedestrian underpasses in order to maintain connectivity to trails such as the Pincushion Mountain Trail and Gladstone Trail

Improving access to transit services
- Potential bus stops for the Route 70 service (as well as the Route 22 service) were incorporated into Option ER-A

Potential impacts to Sanderson Park and Lambly Park
- Although impacts cannot be fully avoided, the alignments for both Option AR-4 and Option AR-5 were refined to reduce impacts
- The alignment for Option ER-A was shifted slightly further away from Lambly Park to avoid impacting the row of trees adjacent to the highway

The ministry heard feedback regarding the need for more immediate improvements to address safety concerns
- A series of potential short and medium-term improvements have been developed for the existing highway corridor to address immediate safety concerns

The highway obstructs access between trails on McKay Lane and Lang Road identified in the District of Peachland Parks and Recreation Master Plan
- A walking and cycling overpass was included to connect Lang Road to McKay Lane.

Summary

Phase I confirmed a number of key considerations for the study:

1. The existing two-lane section of Highway 97 through Peachland is not anticipated to reach capacity until 2040.
2. The alternate and existing route options have significant environmental, social and economic impacts that will require further study.
3. A number of future factors will impact plans and decision making that must be understood before a final decision on the long-term corridor recommendation can be made.
Community Feedback on the Study Corridor

The Penticton Indian Band Commonage Claim encompasses the Peachland Transportation Study area

Legend

- Community Feedback

Wildlife access to water

Class A Mule Deer range

Community Forest WFN

Regional District Park

Pincushion recreation area

Hiking

Impacts on wildlife

Hiking area

Community access

Agricultural Land Reserve

Mule deer habitat

Wildlife access to water

Habitat for Humanity house

Cemetery

Industrial area

Consider wildlife crossing enhancement

Traffic issues along curve

- Parks Master Plan implications
- Trail for pedestrians
- Application for development

Truck stop

- Alluvial fan with capacity for flooding
- Park
- Existing trail

- Student crossing
- Consider pedestrian crossing time
- Lack of school bus routes
- Key trees alongside of road
- Improve underpass safety

Property impacts
- Alluvial fan
- Salmon bearing streams with potential for enhancements
- Canyon
- Potential flooding
- Fish spawning impact

Traffic issues along curve

- Alluvial fan with capacity for flooding
- Park
- Existing trail

- Student crossing
- Consider pedestrian crossing time
- Lack of school bus routes
- Key trees alongside of road
- Improve underpass safety

Parks Master Plan implications
- Trail for pedestrians
- Application for development

Truck stop

- Alluvial fan with capacity for flooding
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Property impacts
- Alluvial fan
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Traffic issues along curve

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- Consider pedestrian crossing time
- Lack of school bus routes
- Key trees alongside of road
- Improve underpass safety

Property impacts
- Alluvial fan
- Salmon bearing streams with potential for enhancements
- Canyon
- Potential flooding
- Fish spawning impact
Next Steps

The Peachland Transportation Study will wrap up in 2020. The ministry thanks you for your ongoing interest, patience and participation through the course of the study. Your feedback has been vital to helping inform this process. Following this engagement, we will share a What We Heard Report with you. Based upon your feedback, the ministry will complete additional technical refinements before Phase II concludes. This study will play an important role in the ministry seeking future funding opportunities.

What We Heard Report released later this year

Further technical refinement of short and medium-term improvements

Phase II next steps

Final Phase II report

We Want to Hear From You

As a key part of the study we want to hear your feedback on:
• Short and medium-term improvements
• Phase I results to inform the ministry’s analysis of the long-term corridor options

You can complete the online engagement by visiting: engage.gov.bc.ca/peachlandstudy.

Alternatively, please print and complete the survey on the opposite page and mail it to:

Highway 97 - Peachland Transportation Study
Attn: Ministry of Transportation and Infrastructure
#300 – 1358 St. Paul St.
Kelowna, BC V1Y 2E1

Please note, your comments and feedback are collected by the Ministry of Transportation and Infrastructure under sections 26(c) and 26(e) of the Freedom of Information and Protection of Privacy Act (FOIPPA) for the purposes of soliciting the public’s feedback on the Peachland Transportation Study. Should you have any questions about the collection of this information please contact Jeff Knight, Ministry of Transportation and Infrastructure at 250 371-3861. To protect your own privacy and the privacy of others, please do not include any personal information including phone numbers and email addresses in the body of your comments. Please do not share personal information about others. This survey is voluntary, and a response is encouraged, not required.

Survey

Please provide your feedback by September 4, 2020.

Short and Medium-Term Options

As part of Phase II, we want to hear your feedback on the potential short and medium-term safety improvement options. Please refer to page 3 to review the short-term options, and page 5 to review the medium-term options.

Potential short-term safety improvement options

1. Thinking about improving safety and access within Peachland, please rank the potential changes that are most important to you.

Potential short-term options include those projects that could be completed within five years of funding approval. (Please note, at this time the ministry has not approved funding for any of the short-term options).

CHECK ALL THAT APPLY

• Upgrades at Trepanier Bench Road:
  Thinking about improving safety and access within Peachland, please rank the potential changes that are most important (1) to least important (3) to you.
  
  - New traffic signal at Trepanier Bench Road
  - Eliminating higher traffic risk movements and providing safer southbound left-turn lane
  - Left-turn restrictions at Huston / Buchanan, and Buchanan West restricted to right-in only

• Transit and Safety Upgrades at Princeton Avenue:
  Thinking about transit and safety along the highway, please rank the potential changes that are most important (1) to least important (4) to you.
  
  - A new bus stop for Route 70, providing regional transit service to Peachlanders and connectivity to Route 22
  - New southbound right-turn lane
  - Transit priority measures
  - Pedestrian improvements

• Transit Upgrade and Pedestrian Connectivity Upgrades at Clements Crescent
  Thinking about improving transit, connectivity and safety, please rank the potential changes that are most important (1) to least important (5) to you.
  
  - A new bus stop for Route 70, providing regional transit service
  - Increased connectivity with bus Route 22
  - Transit priority measures
  - New sidewalk between Ponderosa Drive and Clements Crescent
  - Safer and more direct pedestrian access from Ponderosa neighbourhood to school, shopping and bus stops

• Safety Upgrades at Renfrew Road
  Thinking about improving safety, please rank the potential changes that are most important (1) to least important (3) to you.
  
  - Conversion into a Protected-T intersection
  - Addition of northbound left turn lane to improve safety and reduce delays
  - Addition of a two-stage eastbound left turn option to improve safety and highway access
Survey (Continued)

2. Tell us about any benefits you see or concerns you have with the short-term corridor safety improvement options, or if we’ve missed any key considerations.

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Potential medium-term safety improvements options

3. We are drafting a number of medium-term improvements to the existing corridor as part of Phase II. Please select the change(s) that are most important to you.

Potential medium-term options include those projects that could be completed within six to 15 years of funding approval. (Please note, at this time the ministry has not approved funding for any of the medium-term options.)

CHECK ALL THAT APPLY

- Safety Upgrades at Chidley Road and Clements Crescent Connector
  Please rank the potential safety changes that are most important (1) to least important (2) to you.
  - Closure of Chidley Road at Highway 97 to reduce conflicting intersection movements
  - Provide new road connection between Chidley Road and Clements Crescent

- Lang Road - McKay Lane Connector
  Please rank the medium-term safety, active transportation and transit upgrades that are most important (1) to least important (2) to you.
  - New pedestrian and cycling overpass between Lang Road and McKay Lane
  - Improved connectivity and safety for walking, cycling and access to bus Route 22 bus stops

- Realign Hardy Street
  Please rank the potential safety changes that are most important (1) to least important (2) to you.
  - Relocate the Hardy Street intersection further south on Highway 97 to improve sight lines
  - Relocated intersection allows space to develop new turning lanes which will improve safety and reduce risk of collisions

4. Tell us about any benefits you see or concerns you have with the medium-term corridor safety improvement options, or if we’ve missed any key considerations.

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Long-Term Options

5. Phase I of the Peachland Transportation Study confirmed that a four-lane corridor option will not be required until 2040. As part of the ministry’s long-term decision making, we want to ensure we understand your community. Please tell us if we’ve missed any key considerations. Specifically if you see any benefits or concerns with any of the long-term options that we have not captured yet.

Benefits

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______________________________________________________________________________________________________________
______________________________________________________________________________________________________________
______________________________________________________________________________________________________________
______________________________________________________________________________________________________________

Concerns:

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______________________________________________________________________________________________________________
______________________________________________________________________________________________________________
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6. Do you have any questions that our community guidebook didn’t address? If so, please list them. Questions we receive in the feedback forms will be compiled into a Frequently Asked Questions document that will be answered and posted on our project web page. If you have a specific question that requires discussion, please explain below and leave a phone number for the project manager to call you.

______________________________________________________________________________________________________________
______________________________________________________________________________________________________________
______________________________________________________________________________________________________________
______________________________________________________________________________________________________________

Thank-you for your participation.
Contact Information:
Highway 97 - Peachland Transportation Study
#300 – 1358 St. Paul St.
Kelowna, BC V1Y 2E1
Email: peachland97study@gov.bc.ca
Phone number: 250-712-3660

All of the information provided in this Community Guidebook is based on the most recent complete data available.