

Highway 97 – Peachland Transportation Study

Community Guidebook

Summer 2020



Ministry of
Transportation
and Infrastructure



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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About this Community Guidebook

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



2017-2018

Technical assessment of data and corridor options refinement



2019

Phase I

- Long-term options analysis, and refinement with stakeholders, Peachland Council, Penticton Indian Band
- Phase I report release

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

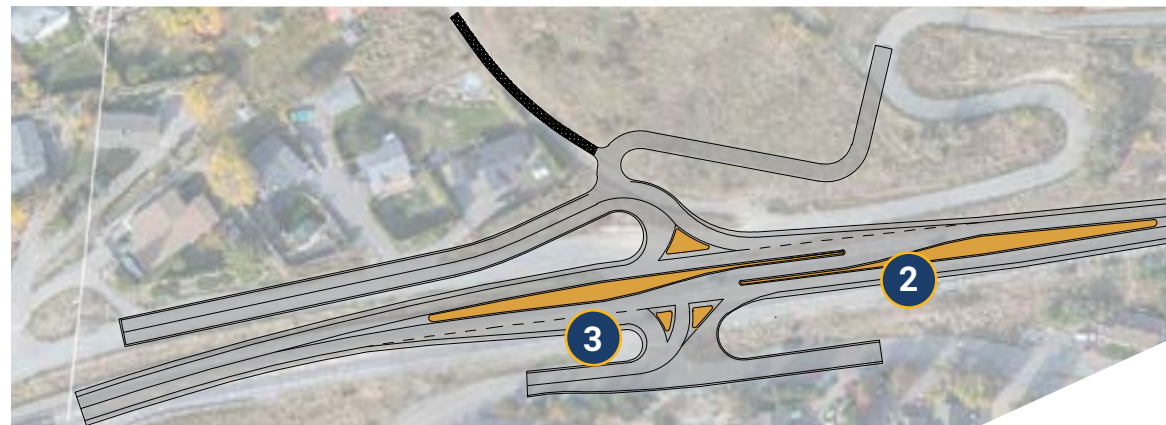
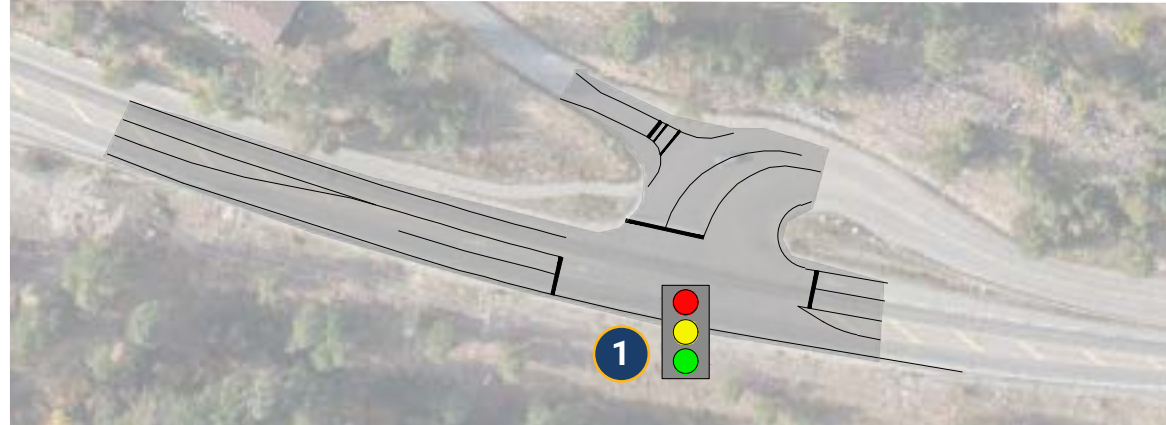
The short and medium-term improvements are intended to address safety issues along the corridor, and support transit service and active transportation options. Please take a look at our potential improvements below. You can match the list of numbers to the numbers on the maps to see how the proposed 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:

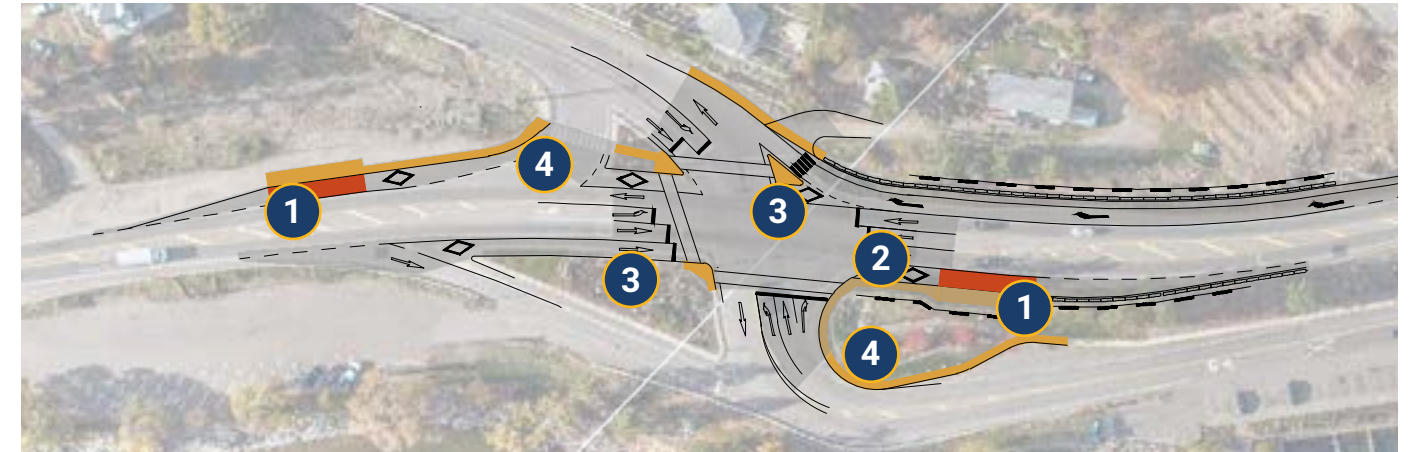
1. New traffic signal at Trepanier Bench Road
2. Eliminating higher traffic risk movements and providing safer southbound left-turn lane
3. Left-turn restrictions at Huston / Buchanan, and Buchanan West restricted to right-in only



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



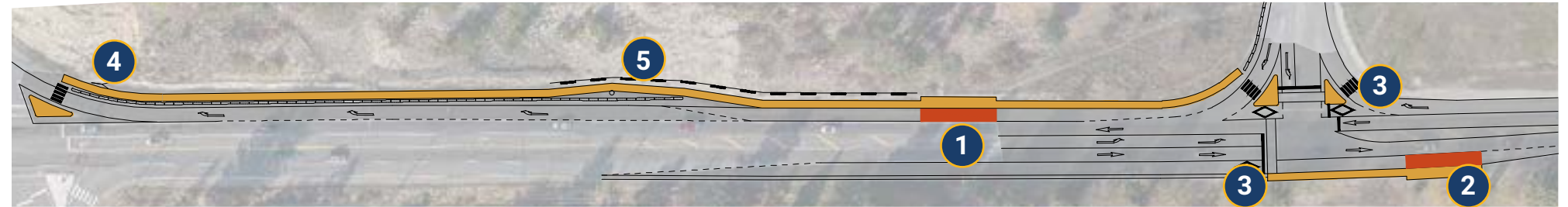
Short and Medium-Term Improvement Options

Potential Short-Term Improvements (0-5 years)

Transit and Pedestrian Connectivity Upgrades at Clements Crescent

Changes include:

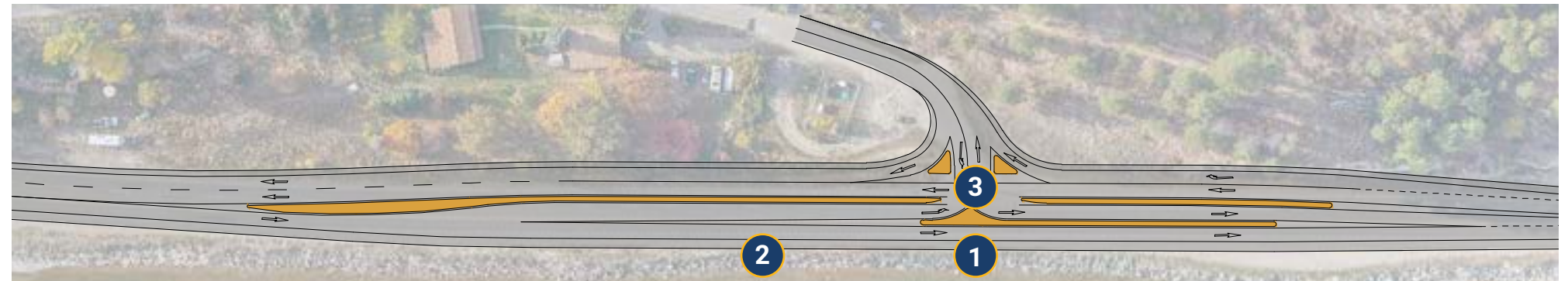
1. A new bus stop for Route 70, providing regional transit service
2. Increased connectivity with bus Route 22
3. Transit priority measures
4. New sidewalk between Ponderosa Drive and Clements Crescent
5. Safer and more direct pedestrian access from Ponderosa neighbourhood to school, shopping and bus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

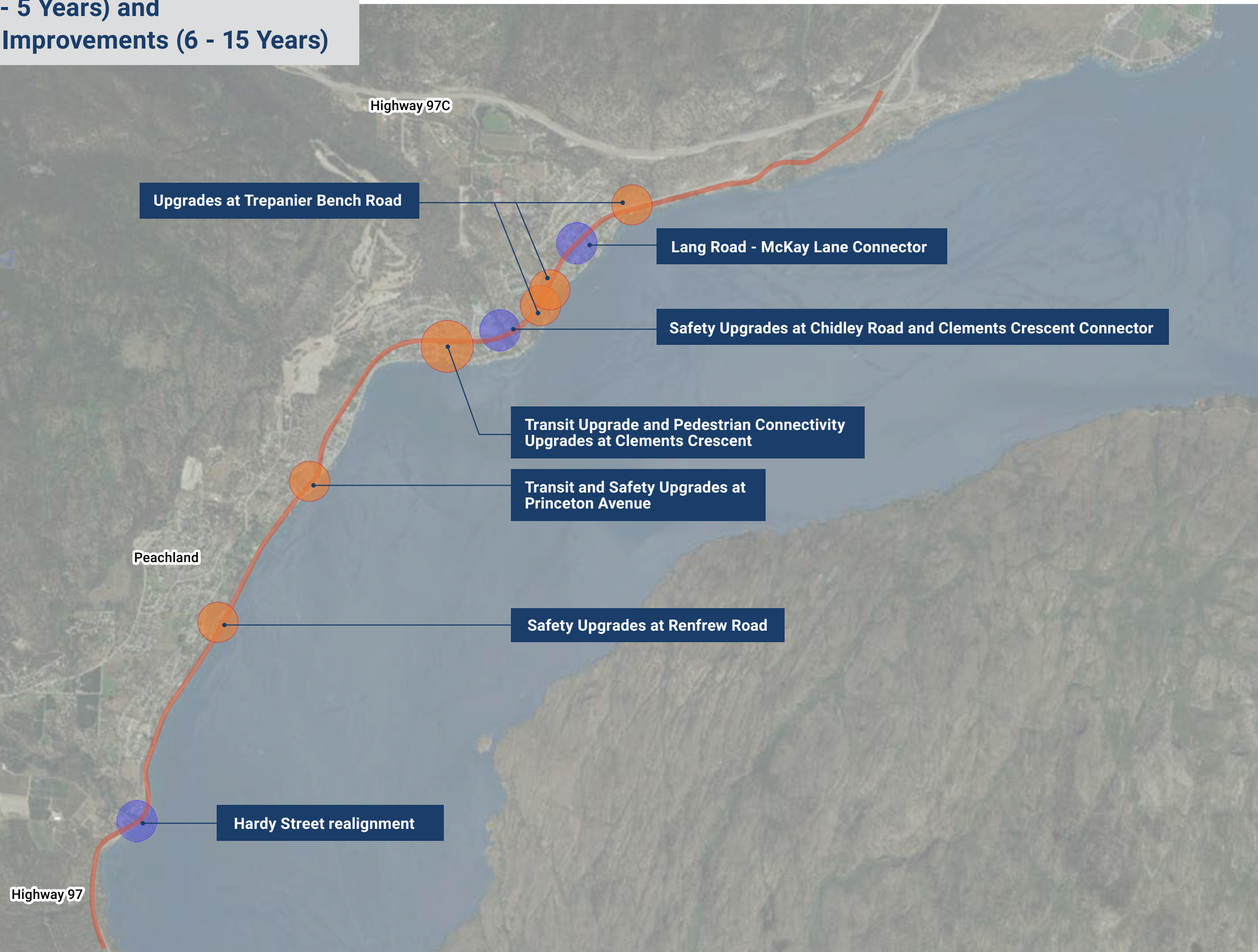
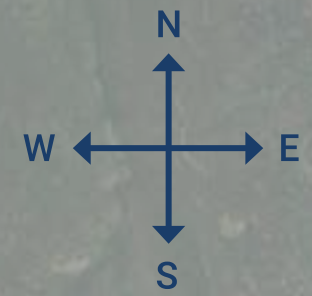
Hardy Street realignment

- 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





Long-Term Options

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:







				
AR-1: Far Most Westerly Route (Option 1 – Yellow)	Highest impacts	Lowest impacts	No travel time savings	Moderate cost
AR-2: Westerly and High Elevation Route (Option 2 – Blue)	High impacts	Low impacts	No travel time savings	Highest cost
AR-3: Central and High Elevation Route (Option 3 – Green)	High impacts	Low impacts	Small travel time savings in PM only	High cost
AR-4 Immediately West of Existing Development (Option 4 – Purple)	Lower impacts	Moderate impacts	Small travel time savings in PM only	Lower cost
AR-5: Lower Elevation Route (Option 5 – Orange)	Lowest impacts	Highest impacts	Greatest travel time savings	Lowest cost

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:




				
ER-A: Maintain At-Grade Intersections	Moderate impacts	High impacts	Smaller travel time savings	Moderate cost
ER-B: Create Grade Separation with Shorter Bypasses	Moderate impacts	High impacts	Small travel time savings	High cost
ER-C: Create Grade Separation with Larger Bypasses	Moderate impacts	Highest impacts	Small travel time savings	Highest cost

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.

Impacts and Considerations for the Study



Climate change



Changing technologies – including electric and autonomous vehicles



United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) Act



Penticton Indian Band South Okanagan Commonage Specific (Land) Claim



Transit and Active Transportation



Funding availability



Changing traffic or travel patterns



Local development

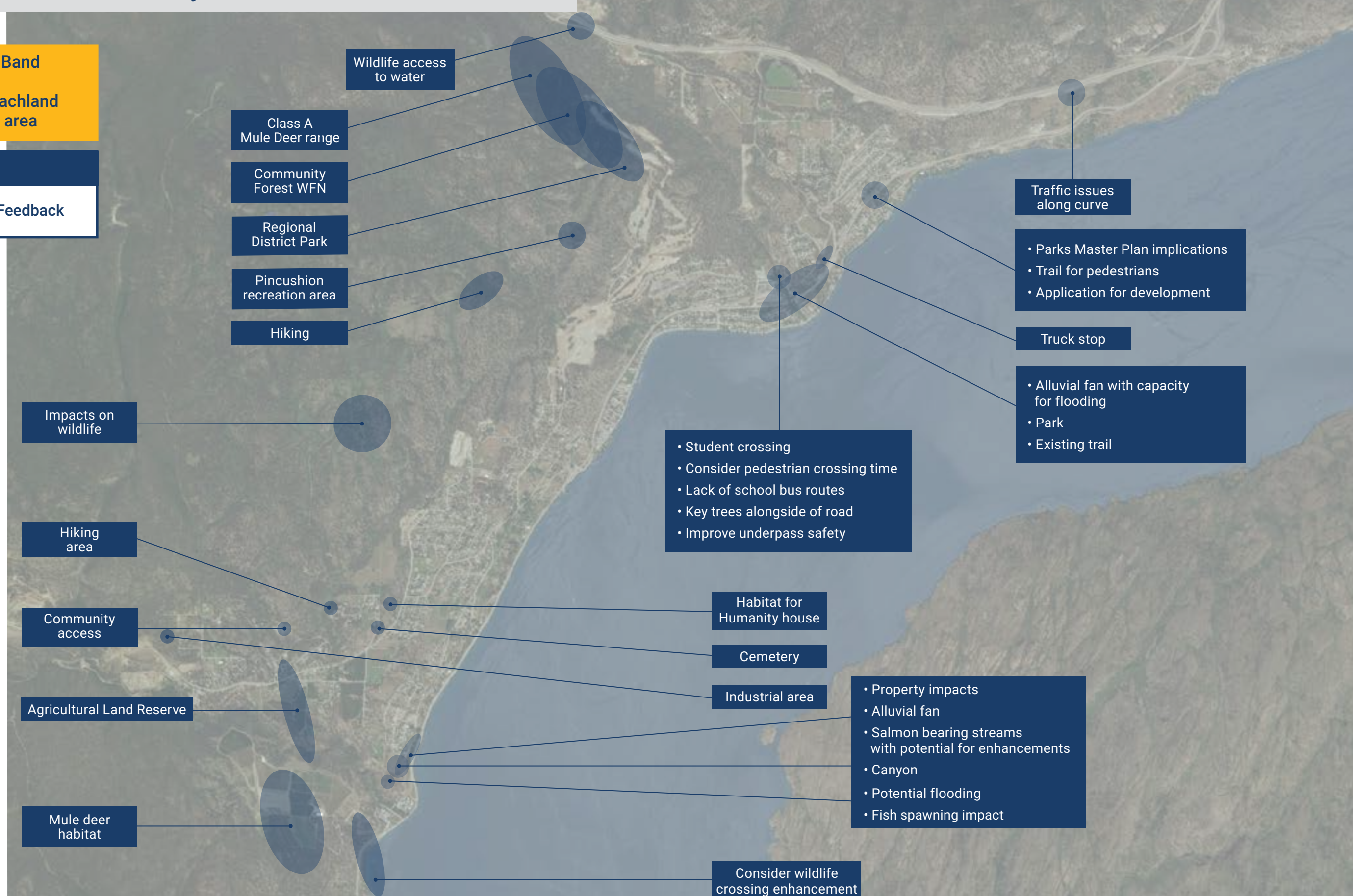
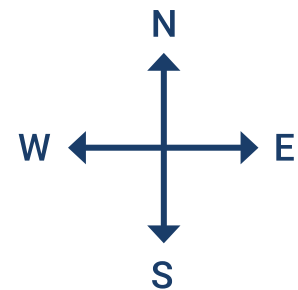
As a result of these findings and key considerations moving forward,, the ministry is deferring its recommendation for a long-term option in the Peachland area. We will continue to work with local residents and government should the study move forward in the future. Community feedback is essential to the ministry's planning work, and we greatly appreciate the attention and input community members have provided the study team over the years. A summary of some of your feedback is highlight here, and captured on the map on the following pages.

Community Feedback on the Study Corridor

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

Legend

Community Feedback



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.



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.

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.

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 : _____

Concerns: _____

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.



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