

# **Highway 97 – Peachland Transportation Study**

***Public Open House - June 21, 2016***

***Engagement Report***

---

Prepared by:  
Context Research & Jack Stuempel and Associates Ltd.  
September 27, 2016

## **Background**

The Ministry of Transportation and Infrastructure (the Ministry) has initiated the Peachland Transportation Study, designed to assess existing and future conditions on Highway 97 through Peachland, and determine future needs for the corridor with overall linkages to the Central Okanagan Planning Study.

The study will:

- Examine current transportation needs for the Highway 97 corridor through Peachland
- Identify future transportation needs through Peachland
- Identify and assess possible short, medium, and long-term solutions to address future needs through / around Peachland.

Ultimately, the study will identify two preferred solutions: one using the existing corridor and another using an alternate route.

The Ministry has committed to extensive public engagement as part of the study process, including:

- Direct consultation involving Ministry and technical staff at the local level
- Regular formal appearances before Council
- The formation and regular meetings of a Community Liaison Committee
- Additional public engagement including open houses and online dialogue

## **Open House Context**

The study has been analyzing existing conditions and corridor performance to develop an accurate understanding of transportation needs. Information has been collected through staff-level meetings with the District of Peachland and First Nations, and through the review of previous studies.

Stakeholder engagement has included meetings with:

- Peachland Council
- A Technical Advisory Group – that includes staff-level expertise from the District of Peachland, the Regional District of Central Okanagan, First Nations and BC Transit
- A Community Liaison Committee – members who reflect a cross-section of Peachland citizens and stakeholder groups

The open house was held on June 21, 2016. Citizens were presented with a summary of the analysis conducted to date. The event presented information on the project team's understanding of the corridor and addressed possible misconceptions surrounding the study. The project team also sought to identify feedback from participants regarding considerations that may have been overlooked in the technical data collection process.

A project website was launched to coincide with the public open house.

## **Open House Objectives**

- Provide study background, objectives, status and schedule
- Share findings on existing conditions and forecast future conditions
- Seek input on issues, opportunities and concerns to be considered when potential options are explored

- Develop awareness of the range of engagement activities related to the project
- Create awareness of the website as source of project information

## Open House Displays

The session featured 11 display panels:

- Welcome
- Open house purpose and objectives
- Study overview and objectives
- Where we are in the process
- The importance of stakeholder input
- Peachland’s unique travel patterns
- Population growth
- Future traffic volumes
- Identifying, developing and evaluating options
- How to provide input

A Consultation Companion document was developed to provide additional information on the display panels. Attendees were provided with a copy of the companion when they signed in.

## Target Audiences

- District of Peachland
- Central Okanagan Transportation Corridor Partnership
- Peachland Highway 97 Task Force Society
- Okanagan Valley Transportation Panel
- VIA97 Task Force
- Highway 97 In-Place Committee
- Central Okanagan Economic Development Commission
- Sustainable Transportation Partnership of the Central Okanagan (STPCO)
- Peachland Chamber of Commerce
- BC Transit
- Emergency Services
- Motorists, transit users, cyclists, pedestrians
- ICBC
- BCAA
- BC Trucking Association
- Environmental interests
- MP (Dan Albas)
- MLA (Dan Ashton)
- Media (via GCPE/Ministry Communications office)

## Publicity and Notification

The Ministry directly invited members of Peachland Council, while the general public was notified of the session via a public presentation to Council, paid print advertising, social media, news release, media advisories and roadside signage.

## Attendance

A total of 350 participants attended the open house. Comment forms were completed by 178 people at the venue, a completion rate of approximately 51%.

Following the event, six participants submitted feedback via the online comment form, two people provided feedback to the project team via email, and three mailed in their submissions.

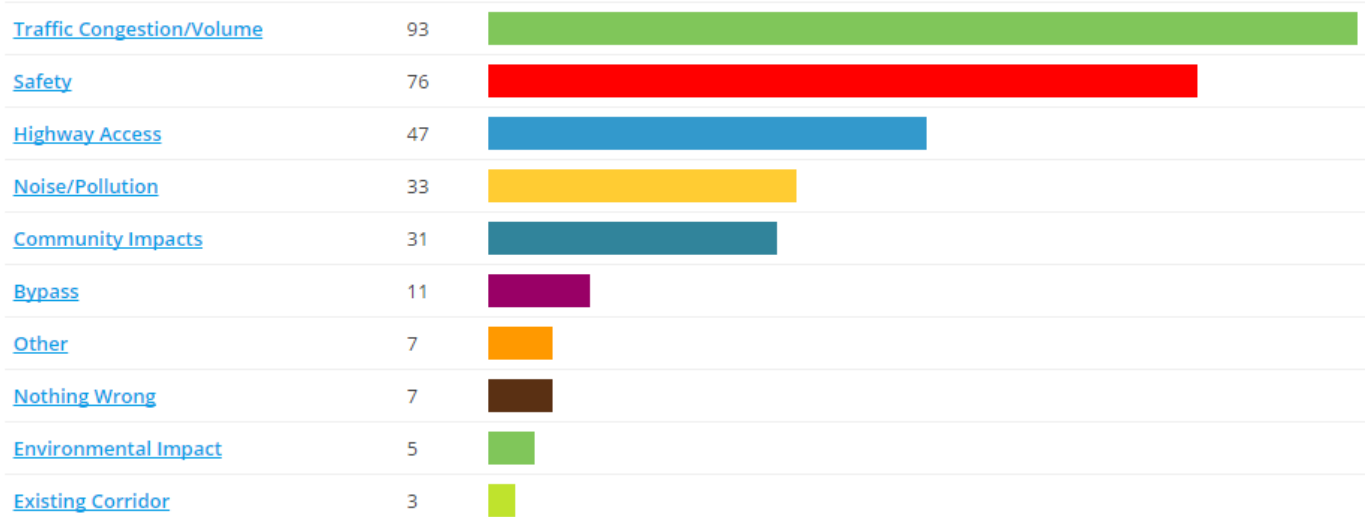
Attendance and Written Feedback Summary		
Attendees	Feedback Forms on Site	Total Feedback Submissions
350	178 (51%)	188 (54% of session attendance)

## Public Feedback

The results below incorporate the feedback provided. The comment form asked several questions, beginning with a request for input on the issues along Highway 97 near Peachland. The following questions provided insight into how people currently use the corridor and the status of their living situation in Peachland. There was also an opportunity for participants to note information they would like to receive at future events and make additional comments with respect to the project.

*Question 1: What do you see as the major issues on Highway 97 near Peachland between Greata Ranch (in the south) and Highway 97C (to the north)?*

The top three issues noted by respondents included traffic congestion and volume, safety concerns, and highway access considerations. Most respondents mentioned more than one issue with congestion and safety often being mentioned together.



In particular, respondents noted that congestion and volume during the summer months was a particular concern. Many related increased congestion and volume to safety considerations. Specifically, respondents noted concern for the speed of vehicles travelling through the community, the increased risk of accidents along the highway as traffic increases, providing safety accommodations for pedestrians and bikes, and concern over the safety of current intersections.

With regard to highway access, respondents felt that getting onto and across the highway, and accessing residential areas from the highway deserved consideration. Truck traffic was also noted as a concern in terms of both safety and noise impacts.

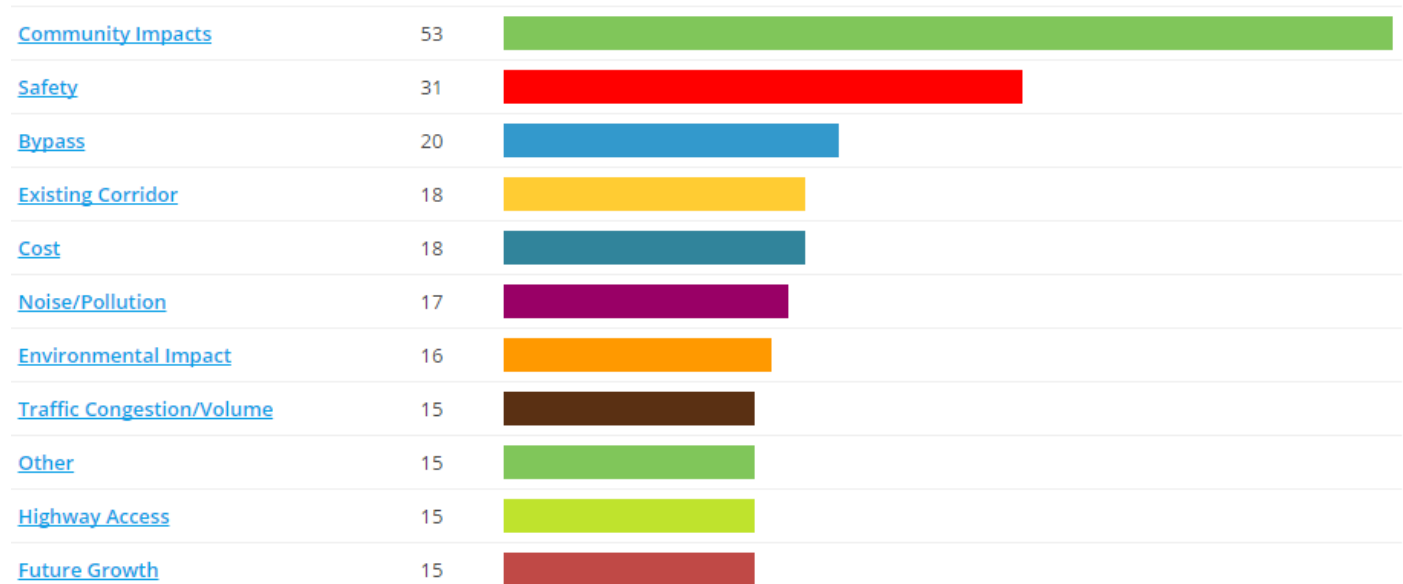
Community impacts were another important consideration including the noise and pollution generated by highway traffic, the division of the community by the highway corridor, disruption of quality of life for residents, and the effects of different route options on local businesses and the economy.

Although respondents were not directly asked about their preference regarding route options, support for both bypass and existing corridor options was expressed. There appeared to be a preference for a bypass option, with respondents feeling that a bypass would preserve community character.

A verbatim report of comments can be found in Appendix A.

*Question 2: In addition to the factors listed below, what should the Ministry consider before determining how it will make its investment in enhancing traffic movement along the highway through Peachland?*

Respondents noted that the impact of enhancements on the community and improving traffic safety were the top considerations when making an investment in the highway.



Respondents noted that the Ministry should consider the disruption to the small town community feel that they believe would be caused by highway improvements, in particular the expansion of the existing corridor. Likewise, there was concern over the potential need to acquire land and impacts on land value that might result from expanding the existing highway. In general, any impacts to businesses and tourism were felt to be important considerations as were increased levels of noise and pollution for residents.

Additionally, respondents felt safety was an important consideration. Safe access to the highway and the town for everyone was felt to be important, with particular consideration for children, seniors and those with disabilities. There was also a desire to have an alternate way out of the area in the event of an emergency.

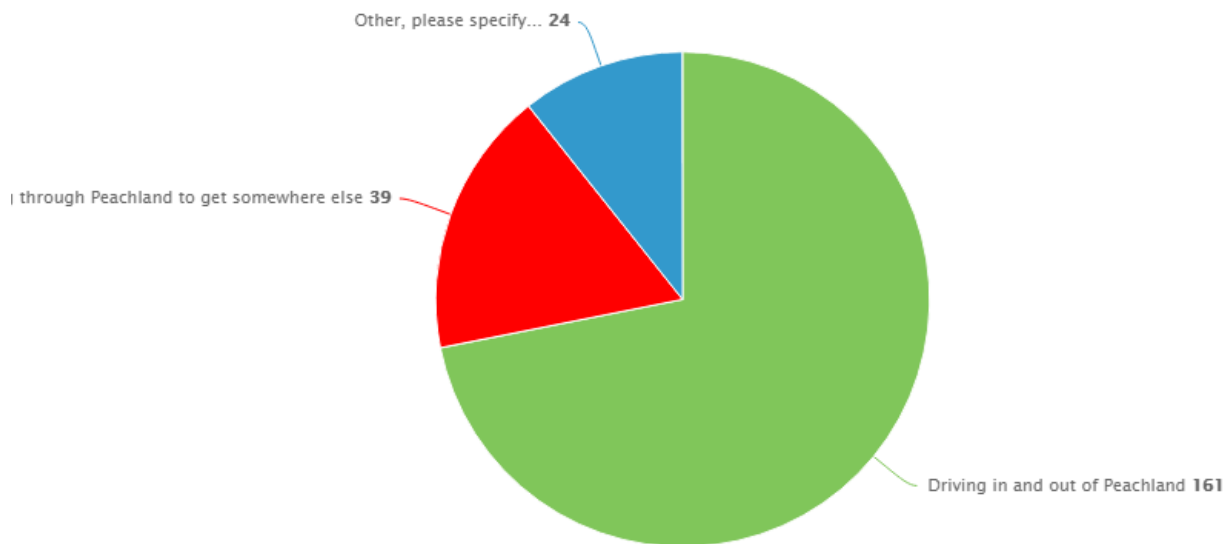
Respondents also noted that future growth was a consideration, including how the improvements on this section of highway would tie into the rest of the road network in nearby communities. Cost was a concern, with some respondents advocating that the added cost of a bypass would be worth the investment. Environmental impacts were also noted as an area for consideration.

A verbatim report of comments can be found in Appendix A.

*Question 3: What is your primary purpose for using Highway 97 near Peachland between Greata Ranch (in the south) and Highway 97C (to the north)?*

- Driving in and out of Peachland
- Driving through Peachland to get somewhere else
- Other, please specify...

The majority of respondents noted that they use Highway 97 between Greata Ranch and Highway 97C to drive in and out of Peachland. Other responses included commuting to and from work, accessing other communities, and pleasure trips.

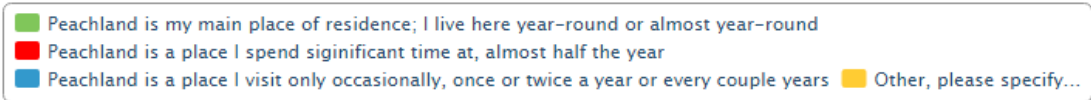
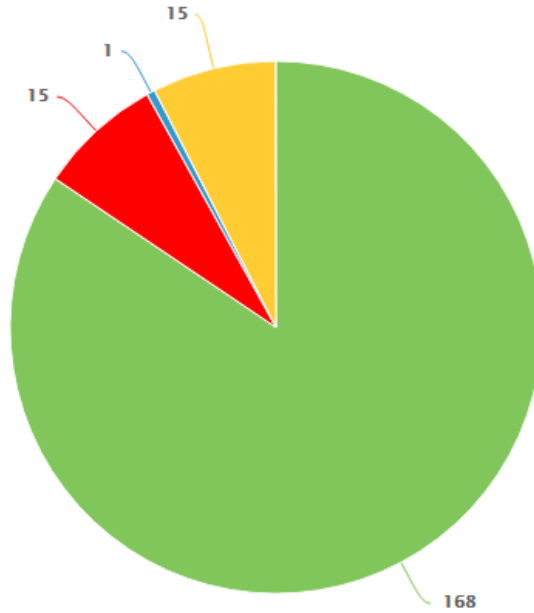


A verbatim report of comments can be found in Appendix A.

*Question 4: Which statement best describes your living situation in Peachland?*

- Peachland is my main place of residence; I live here year-round or almost year-round
- Peachland is a place I spend significant time at, almost half the year
- Peachland is a place I visit only occasionally, once or twice a year or every couple of years
- Other, please specify...

Nearly all respondents indicated that Peachland is their full time place of residence or that they reside in Peachland at least half the year.



A verbatim report of comments can be found in Appendix A.

*Question 5: Is there any specific information/research you would like to see presented at a future session?*

Many respondents indicated that they would like to see information regarding specific routes, plans, and timelines. There was also a strong desire to understand the impacts of the different options (existing corridor or bypass/alternate route option).

<a href="#">Routes/Plans</a>	58	
<a href="#">Community Impact Data</a>	49	
<a href="#">More Traffic/Study Data</a>	30	
<a href="#">Environmental Impact Data</a>	24	
<a href="#">Cost Assessment</a>	22	
<a href="#">Other</a>	6	
<a href="#">First Nations Engagement</a>	2	

Specifically, respondents were interested in seeing more detailed proposals for the existing and alternate route options, including a cost/benefit analysis for each and proposed timelines.

The information presented at the open house was based on 2013 census data and 2014/2015 traffic statistics. Respondents noted a desire for more up-to-date traffic and population projections,

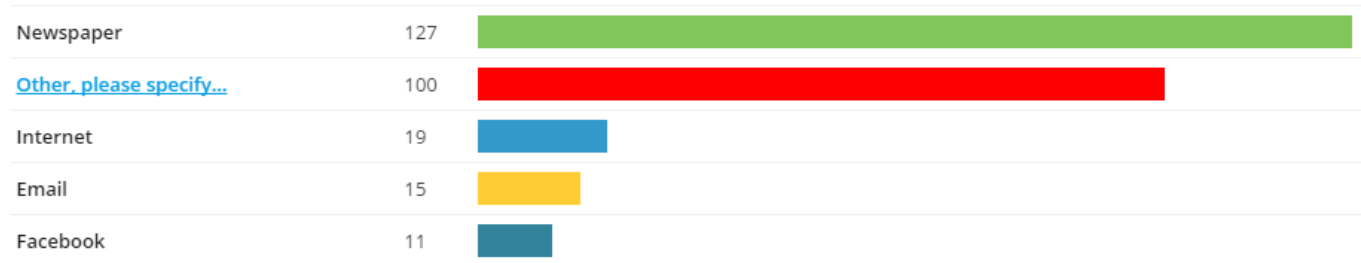
information regarding cycling route and rapid transit possibilities, and statistics on expected safety improvements for each potential route.

Likewise, respondents noted a strong desire to better understand the impacts of the different options on the community of Peachland and the surrounding environment. These included assessing the impact of the routes on liveability of the area using metrics like noise, exhaust, pollution, and socio-economic costs and benefits. Additionally the impact of construction on the community was felt to be important. Several respondents saw the value in case study examples of similar towns that have undergone projects like this and an analysis of the outcomes. A verbatim report of comments can be found in Appendix A.

*Question 6: How did you learn about this open house?*

- Newspaper
- Internet
- Facebook
- Email
- Twitter
- Other, please specify...









Most respondents heard about the event through the newspaper, with signs on the highway and word of mouth also ranking highly and comprising the majority of the “other” category. A verbatim report of comments can be found in Appendix A.



*Question 7: Do you have any additional comments?*

Although respondents were not asked about their preference regarding a bypass, many respondents spoke to this through this question. Many respondents indicated support for a bypass. The next most frequent comment for this question was about making sure community impacts were taken into account.



<a href="#">Bypass</a>	51	
<a href="#">Community Impacts</a>	49	
<a href="#">Environmental Impact</a>	6	
<a href="#">Existing Corridor</a>	21	
<a href="#">Other</a>	13	
<a href="#">Purpose of Study</a>	1	
<a href="#">Routes/Plans</a>	18	
<a href="#">Safety</a>	19	

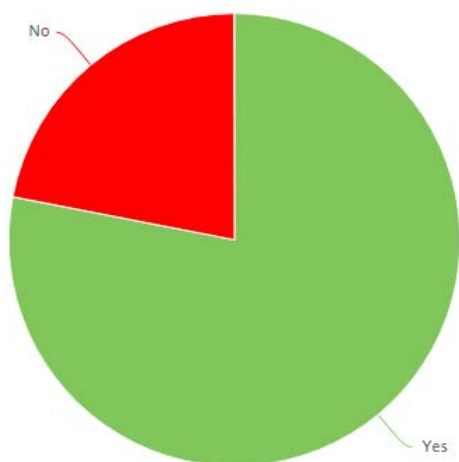
Of those people who indicated support for a bypass, many cited that this option would preserve the community feel and quality of life in Peachland, as well as being safer. Of those people who indicated support for using the existing corridor, many felt that Peachland businesses would benefit from the increased traffic. Some of these people also suggested that environmental preservation and less cost were benefits to maintaining the existing corridor.

Community impacts were a primary consideration for respondents. Considerations included access to downtown, shops, and the lake; maintaining peace and quiet of the community; safety for pedestrians and vehicles; encouraging future growth and development; and attracting tourism and residents to Peachland.

Respondents felt that the current state of indecision was impacting the town, creating divisions in the community and stalling potential development and economic opportunities. Respondents also felt a sense of urgency in making safety improvements to the existing infrastructure.

A verbatim report of comments can be found in Appendix A.

*Question 8: Would you like to receive email updates about the Peachland Transportation Study?*



## Appendix A - Verbatim Comments

*Question 1: What do you see as the major issues on Highway 97 near Peachland between Greata Ranch (in the south) and Highway 97C (to the north)?*

It appears that the study to date has focused on the Peachland population growth. I am concerned with the impact of travellers on 97 not planning a stop in Peachland, ie population growth in South Okanagan means more traffic on 97 heading to Kelowna and points north. Also tourism due to value of Canadian money has significantly impacted traffic on highway 97
OK the way it is
Destroy habitat destroy beautiful scenery
Speeding through traffic
Too much traffic for safe access and exits off the highway. A 2 lane highway cannot support the volume. Noise level is high
Traffic exceeding speed limit. Congestion
Major industrial development for Peachland using Hwy 97 as a direct route to the south. But only with close access to a throughway
Travel from Penticton to Kelowna or Kelowna to South it is slow going through Peachland and West Kelowna even a small accident nearly stops traffic
2 lanes only - risk of head on collisions
Congestion
Noise, congestion, speed
Big trucks; engine retarder brakes; highway noise; turning (exit) lanes; lack of merge lanes onto highway speeding
Antler's Beach intersection Drooght Hill lighting issue (dark, wet night) Speed on 97 from town to Antler's Beach
1. Current highway cannot safely meet even current needs 2. Extra lights are needed (eg. Trepanier Bench Rd) but that will further slow traffic
2 of the 3 traffic lights could be roundabouts (97/Princeton Ave and 97/Ponderose Dr) Speed control
Trying to turn on and off the highway intersections, with no turn lane, or without lights as traffic is not doing posted speed! eg. hardy St congestion at peak times in summer and hwy noise. Never seen police catching speeders along hwy
congestion - high traffic times
The highway is not pedestrian or bicycle friendly. A physically separated pedestrian/bicycle walkway is needed - similar to the new one that goes south from Summerland towards Penticton
Need decreased pollution, traffic volume, noise and stress levels

Speed. Very few obey signs including trucks. Sections at Drought Hill. Section below Hardy Falls
Feeder routes and side streets that connect into/out of the highway without any on or off ramps
Unable to get onto or across highway. Although traffic is not congested, it is steady
Lots of side streets feeding onto and off of Hwy 97 without any lights and high speeds. Large trucks running day and night continuously
Speed limit could be slowed thru Peachland - eventually widening hwy
Speeds need to be slowed down, hwy 97 needs to be 4 lanes with boulevard down the middle
Congestion during summer months and safety North and Southbound on Drought Hill
Traffic - bypass would normalize traffic in this area
None Accidents can happen 1- 2 - 4 lanes all speeds
Dangerous banked curves at Drought Hill Dangerous uncontrolled intersecting at side streets
Brent Road intersection Drought Road intersection Proper access lanes. merge etc
A large proportion of traffic is through community traffic. A bypass would allow the town to develop along a low moving (residential and small business and recreational bike and walking trails) streets that is present day highway...a beautiful lakeside promenade! We want Peachland to be a destination not a thoroughfare
Too much 'thru' traffic only -10% of the traffic stops in Peachland but we live with major pollution and noise from it
Safety - recent highway improvements increase speed Wildlife barrier (lost habitat) Need to protect/enhance deer winter/spring uphill of existing corridor Species at risk habitate along corridor
Danger
Too many trucks Too fast moving Exhaustion/fumes
A major traffic artery potentially passing through what will inevitably be the centre of Peachland. Do not want what Westbank did not, apparently foresee
Heavy traffic mainly large trucks
1. Traffic back up due to new lights on weekends in summer 2. Turning left onto hwy 97 in morning is becoming more challenging without a light - speed should be 70 through all of Peachland
OK the way it is. Leave it alone
Access to hwy 97 at major intersections during summer months No alternate route in case of accident
1. Volume has increased in summer 2. Accidents have increased 3. Time to get on hwy has increased 4. Through traffic has no reason to go through Peachland
Speed change and 4 lanes to 2
increased traffic, accidents, noise leles in town. The last section of hwy 97 that is not 4 lanes gives us the opportunity to get it right, bypass
Volume at peak times making it hard to join hwy from secondary roads also 90km is too fast up Drought Hill. Noise

Traffic congestion and thus more accidents as people rush to get from Penticton to Kelowna for work etc.
Traffic is terrible. Something has to be done soon
Speed limit too high; speed limits not enforced. Look at left turn lanes off of the highway
Congestion, road is not safe and major intersection that do not have a light. Peachland has good potential in destination tourist spot but need to get traffic away from town
Flow through truck/commercial traffic. Accessing the hwy safely from residential areas
heavy traffic flow - difficult to turn left onto hwy from intersections without lights
Not extensive traffic for most of the year. Might be beneficial for traffic to slow down for the few minutes it takes to drive in or through the present highway
increased traffic on this route will cause a decrease in property values as well as increased collisions with wildlife and cars
High traffic, unsafe, large trucks increasing risks of fatal accidents
Noise congestion, access from streets not equipped with traffic lights, pollution
The major immediate issue is congestion and high traffic periods due to THROUGH TRAFFIC. Long term issue is Peachland can only f-grow as a destination if there is no 4-6 lane hwy.
Unsafe driving conditions and congestion; present hwy divides our community; do not want Peachland to look like West Kelowna with 4 lane hwy through it; preserving our waterfront to Antler's Beach develop as a public walkway
Access to the hwy with no light
Congestion caused by timing of stop lights (do we need 3 ets where they are right now)? Drought Hill is a high-risk area for accidents
None
Moving from secondary roads onto the hwy - both directions. It's worse from Chidley-Huston and Buchanan (north end)
Traffic has become delayed due to the implementation of the traffic lights at Clements and Ponderosa/13th - we need a hwy that is going to move traffic, which means a hwy without traffic lights (bypass or overpass)
Heavy traffic but I would prefer the hwy remain the same than widening through Peachland. That would destroy the town. Bypass is the best option
Volume of traffic all trying to get tp work and back over existing 2 lane rd. Volume and speed becomes a very unsafe environment for seniors. And those who just use local roads during rush hour
Increasing traffic (my driveway goes directly off hwy 97). It is not unusual to see traffic backed up to the top of Drought Hillin the summer. Wait time to get onto the hwy is up to 10 minutes
I do not see any major issues. Traffic moves smoothly. i am 100% against a bypass hwy
Through traffic to have a safe through routing north and south
Heavy traffic, noise, safety, traffic travels too fast

Present hwy infrastructure has not kept pace with increasing traffic. Major road improvements south and north of Peachland have not been extended into Peachland which has now become a major bottleneck
Congestion/higher accident potential crossing 4 lanes if thats what is the outcome - speeding traffic and wildlife crossing loss of business (easier to remain on hwy)
A highway with high speeds that cuts our town in half - hard to build "community' when town is divided
Unsafe intersections to access hwy; too much traffic; to many stops and starts; no steady flow of traffic
Congestion, noise pollution. Widening would bring traffic nearer to private properties. Widening directly behind downtown Peachland would be felt more in the town area, noise etc
Improving hwy 97 in place 4 laning current hwy
lack of turning lane to our property at Hwy 97 south. There are 4 other residential homes on our access road (not officially) (private driveway) we are between Brent Rd and Antler's bench
Too many unknowns in the proposals we have had to date. eg alternative location for hwy, if downtown will there be overpass
Traffic congestion especially during tourist season Total lack of police traffic enforcement the number of cars and trucks not stopping ere but just pass through
Congestion now and worse in the future. get on with the bypass
That foicusing is on Peachland only. This needs to be an entire valley problem and it needs to be addressed now and not in 20 years
Slow traffic in summer
Too many lights. Cannot turn, dangerous! Traffic is backed up. Commute time getting longer and longer
Provide thru traffic. An efficient and viable thru-way and protecting the atmosphere of Peachland
Busy in summer because of traffic travelling through the valley
Amount of accidents. Increase in goods movement. Peachland would be a more peaceful, enjoyable place to live if traffic was routed by a bypass
Keep thr traffic out of Peachland
The insane amount of traffic on the hwy through Peachland affects those of us who live here/work here/play here
Noise, congestion and pollution
Noise especially motorcycles and congestion
Eventual increase in truck traffic to Kelowna doesn't stop (other than for coffee/rest break). These trucks are heavy and travel at a high speed
Growth, new hwy
Terrain for a bypass - through the preferred option Not enough land on present route to

accommodate 4 lanes
Traffic jams
Getting out onto hwy 97 is nearly impossible in the summer. We need to drive up to Princeton if we want to get onto Hwy 97 without waiting 5-15 minutes to get on
Traffic noise and accidents
1. Traffic accidents (people killed or hurt) 2. Animal fatalities 3. Traffic noise 4. Trying to enter or exit the hwy 5. Congestion during events and summer
Traffic backups, wait times to get on hwy (especially on Huston), noise, safety concerns, hwy also divides living in an area from downtown/waterfront
Getting onto the hwy safely from Trepanier. Visibility
The hard time we have to turn onto a Hwy that has a 80-90 km speed limit. With the amount of traffic people will take chances which could end badly
High traffic volumes - exiting off Renfrew in mornings and during summer and long weekend tourist season. Exiting to go north off of Houston is dangerous. Can take up to 5 minutes on a regular Saturday
Semis and the highway is not designed for the speed they drive, NOISE, a good sound barrier would help but not solve the problem
Entering the highway to make a left turn from uncontrolled intersection. I often enter at Huston Rd to go north. Wait time is long and people take chances as a result
Turning left off of Huston on the hwy 97 is very challenging, risky and frustrating. And this is not summer traffic! Someone will be killed at this intersection
Hwy access for locals
Hwy drainage - clean cement barriers and fix the lights so they are synchronized
Nothing has been approved or built yet!
The total division of the town by a hwy that carries lumber trucks, transport vehicles and fast driving vehicles. Safety is a big concern as hwy access is dangerous from side streets. Locals find it difficult to enjoy the town as a whole.
Having a highway through centre of town and great disruption of that highway if expanded
The lack of 4 lanes and dangerous access points onto the highway at Buchanan and Drought Road
Intersecting roadway traffic have to wait a frustrating long time incurring more and more risky chances taken to access or cross resulting in more and more accidents and death
Drivers attitude. Slow down and enjoy the scenery. A few minutes here and there should not be an issue
Smooth traffic movement and safety for locals to access
Noise from highway traffic, less use of areas by the lake eg. noise/traffic at Antler's beach, environmental impact of hwy next to lake, less opportunities for lakeside development, too much traffic, difficulty turning onto hwy, traffic accidents

Future traffic congestion and accidents
lack of an alternate route incase of emergency or damage to the hwy Access to existing side streets without traffic lights
Access from Hardy Falls area as well as Ponderosa will continue to be more difficult as population increases
Not much of an issue for me, drive daily from Princeton to West Kelowna and back, other than 2-3 days in summer or after an accident all is smooth sailing - even in snow
Not effective management of traffic during peak times. Co-ordination of lights to effectively move traffic.
Traffic and access
Blasting rocks up Drought Hill
hwy 97 runs straight through Peachland dividing the community, making it unsafe for families to walk/travel from upper Peachland to Lakeside
Turning left onto the hwy
Safety Speed/traffic Large trucks - shifting noise
I am concerned primarily about the current safety of this stretch of hwy; the flow of traffic is not efficient not only because of the 2 lanes but also the lights
Problems joining hwy from side roads. Speed in 90 km/hour should be 70. Too noisy. Accidents - some fatal caused by speed and congestion large trucks need a ring road bypass
Safety Sustain our business Getting on the highway in summer at 8am is a real challenge
1. Traffic congestion 2. Difficulty in accessing hwy 97 from Trepanier rd 3. Traffic noise from heavy vehicles such as trucks
Effect on residents, economy and traffic flow
Safety, congestion, vehicle speed, noise, local vs. through traffic
Safety
Noise and congestion; dividing the town
To promote safe traffic flow and to promote good cross flow
The amount of fatalities, motor vehicle accidents, noise level, trucks using jake brakes etc.
2 sets of traffic lights too close together Traffic turning off Huston onto hwy 97
Traffic; trucks and motorcycles, pollution, noise, accidents in hardy Falls, single lane - by Brent Rd
Safe access to places and attractions along Hwy 97
Access to hwy from cross streets
Too much traffic, cargo trucks, cars and vacation vehicles
Land development near hwy is frozen, nothing has changed for several years because of the uncertainty of the hwy. No one is spending money to build hotels, restaurants etc which would

enhance the economy
Resolve lake near development freeze due to hwy location status Unlighted intersection access safety Congestion incident paralysis Uphill noise from traffic
We have lived here for 14 years and now have a very difficult time getting out of intersections on to hwy. Sometimes taking chances
A fast moving hwy divides community; even more lanes will still need lights, stop/start traffic isn't good
Speeding, tailgating and overall aggressive driving. Also a lack of traffic control devices at Trepanier or Huston/Buchanan intersections
Traffic congestion and crossing the hwy
Congestion and slow down at the 3 traffic lights - especially in the summer. i don't see this alleviated by 4 laning present road - most traffic is through traffic and would be faster travel with bypass above
Summer congestion and noise
Single lanes. There is a speed factor on this road especially towards Peachland from West Kelowna. The single lanes cause frustration and people who take risks
Heavy through traffic
Nothing wrong
No major issues!
It's not safe
traffic congestion. Difficulty getting onto the hwy due to traffic volume and vehicles far exceeding the 70km/hour limit, creating safety issues
Trying to get out from Trepanier Bench Rd onto Hwy 97 northbound. The current speed limit
Speed limits Noise and environmental pollution Accessing entry on hwy
Safety with respect to single lane travel with high levels of traffic
Noise will increase; difficulty merging on to hwy
Safety - prevalence of MVAs Increasing traffic congestion making turning into Hwy 97 more difficult Reliance on route as only route through this area
We need a bypass. Hwy through Peachland too busy, especially through the summer
Bad drivers; slow down; traffic concerns in high accident area; always being pushed, tailgated coming through Peachland
Congestion from May-Oct Noise noise noise TRUCKS coming down Drought hill Speed
The major issue for me is the prospect of MOTI 4-laning the hwy in place of destroying the aesthetic of Peachland. Secondly, the current hwy can be dangerous in its crossing attempts
Need to widen road - 2 lanes either way If Peachland liable for maintenance cost of existing road, given a bypass, then there should be no bypass. Town won't be able to afford additional road maintenance. Already has pending water treatment costs to guarantee year round drinking water



Volume of traffic through Peachland or hwy 97 makes access from side roads not controlled by lights more dangerous. As volume of traffic increases noise becomes a factor in quality of life in Peachland
# of traffic lights and noise of traffic
Too much traffic
increased congestion and safety concerns
In future increased risk, increased noise
4 laning would stifle lake front development
Hwy 97 dangerous in sections and needs to be improved now, regardless of what happens in future. Consideration for bypass is premature!
1. Excessive speed 2. Crossing without lights esp Houston Rd and Hardy St but also Renfrew 3. Beachfront Princeton Rd to Hardy St cannot be developed for public use
heavy traffic, poor access in areas to 97
Dangerous joining Hwy 97 traffic splits community
1. Expropriation of land to widen hwy 97 in place 2. Turning onto the Hwy from uncontrolled intersections 3. Speed of traffic - it's already too fast and not enforced
1. safety - left turns on and off of the highway 2. development stagnation due to lack of clarity with respect to future plans 3. occasional congestion from high volumes of flow-through traffic
Volume of traffic during the summer months, and the amount of accidents that occur which often back up traffic for miles. Lack of decision around the proposed route has caused Peachland, especially the waterfront along Hwy97 to become rundown and under utilized. Turning on and off side roads is not only difficult but is dangerous. Road improvements to address this lack of turning lanes appears to always be on hold because of the highway improvement that will "one-day" happen. We have been waiting for 25 years for a safer turn off for Brent Road.
1. very heavy noisy traffic, in a truly beautiful area which should be used for tourism and nature lovers. 2. long waiting times @ intersection with Huston Rd and long weekend congestions 3. no intersection with local trafic e.g. Huston Rd and traffic lights 4. sidewalk between Huston Rd and shopping mole is ajusted the highway; scary to walk and it is hard to have a normal conversation 5. most cars/trucks drive over speed limits
My wife and I are very concerned about the safety of Hwy 97. We have a difficult time accessing Hwy 97 from Trepanier Bench Road, making a left hand turn and going into West kelowna. Drought Hill is a section that is dangerous, not necessarily because of the design but driver's habits; and very dangerous in winter. If it were 4 laned with a barrier down the centre on Drought Hill, I would suggest that it would be a lot safer. I assume 4 laning hwy 97 would mover traffic more efficiently.
Noise, congestion of traffic, jockeying of drivers to get through the area.....passing when unsafe to do so...speeding.
Bad accidents at Renfrew road and the highway. People are always passing on the right were the left turn lane only is at Renfrew road.
Noise pollution day and night from trucks and cars Very hard (and dangerous) to make left turns onto Hwy 97 from secondary roads in Peachland Hwy 97 bisects Peachland and makes access between

flatlands and hillside difficult
After reading the booklet I received at the open house, I was surprised at the small projected change in the amount of traffic up until 2040. It made me think that possibly with minor changes to the hwy, our present road could work. (The speed is lowered to 70km/hour through town) Most people I have spoken to, including myself, are worried about what the construction would do to the community we love so much. It is a real gem loved by many visitors as well.
Its significant disturbance negative impact on the residential quality of Peachland - the air, noise and light pollution it creates
My major concern is the lack of reasonably safe access to our property at 6865 Hwy 97 S. There are 5 properties with 7 families living along an unmaintained driveway that meets Hwy 97 at a sharp angle leading to the north. (Just south of Antlers Beach). The highway curves and is on a grade at this point. (90km) Collectively this small community has many visitors that are tasked with entering and leaving this narrow portion of the highway without holding up the traffic flow. I am asking that some consideration be given to our plight in your deliberations

*Question 2: In addition to the factors listed below, what should the Ministry consider before determining how it will make its investment in enhancing traffic movement along the highway through Peachland?*

Fish and wildlife cumulative impacts; carrying capacity; mule deer range and habitat; toxic road runoff; noise pollution; air pollution; wildlife corridors to mitigate vehicle animal collisions; conversion of pristine habitat to elk
The least amount of trauma to wildlife and habitat. Public safety and noise pollution
Positive impact tourism could make if we had a bypass
Future large industrial park on Peachland with good major highway access on route 97 through to a huge population markets in Washington, Oregon and California with over 40 million people!
Noise
Noise levels Bypass would be very detrimental to businesses
Think outside the box when considering 4-laning the existing hwy 97. Think of tunnels for example (noise reduction, gain of property when build with a lid on top of the tunnel)
costs to the taxpayer
Disruption to the community if the hwy is 4 laned in place
Real estate values and the impact on the large number of retired persons in Peachland area. How many homes, businesses, historic buildings will be affected. Will change the entire look of the community. Many will leave
Only one exit north in case of emergency as in 2009 fires or south as in rock slide when 4-laning in Summerland
Look long-term and frankly population projections and traffic extrapolations are NOT realistic. One major development will exceed the 2500 people projected in 25 years
Safety Justification for an increase of 2500 people by 2040 - cost per person and need for a hwy that

can handle that
Short term solutions: could turn lanes be added at Hardy St or RT hand turn lane at Princeton
consultations with people
Rather than "enhancing" traffic movement I would like to see options for reducing traffic movement eg more mini bus service, especially serving hillside residents Extend bus service to Summerland
Human safety
Preferrably not through Peachland. Living in and obscuring traffic. Majority goes past Peachland. This is a destination
Twinning will decrease property values, increase noise and generally change the reasons for making Peachland our home
Residence safety Population growth Divided city caused by high speed hwy
It is not an option to go up above with bypass - elevation is huge, cost, environmental issues
Peachland business relies on traffic whether local or tourist. A bypass is not cost effective and goes through beautiful natural areas
Based on population growth estimates of 7700-13,000, the Ministry needs to consider the peak congestion of Hwy 97 is only 2 months a year. Thus spending for improvements should reflect this data
Health and safety issues Natural disaster Forest fires
Don't burden tax payers more Leave 97 out of Peachlands control, we can't afford to maintain it
Hopefully the factors listed below will squash a bypass: cost; animal habitat, loss of business revenue (which could see closures of services available to seniors who are unable to commute)
Consider the upset to the community during construction if a 4 laner is built through the town. It won't be a destination for a considerable length of time!
Build a bypass off 97C so it will not destroy the community feel of Peachland
Urgency
All are important but those marked will affect the quality of life
All of these factors, when reasonably considered over time should indicate that a bypass is the only sensible long-term option. Expensive now but will only be more expensive later
Cost benefit ratio - going up around Pincushion to come down the other side - how much energy will be used? - Electric cars - will that challenge the distance you could travel between charging? Environmental protection - PL watershed and decreasing native surface area for groundwater recharge
Wild life corridor - make deer habitat a range. Fish and community toxic road run off - noise pollution and air pollution
Look at the long term solution and pay for it now not duplicating efforts at increased costs in the future
How many people have to die before improvements are made? eg traffic light at IGA

Noise impact and the look of our town
Lifestyle of residents and visitors limited. Limited prime land availability in Peachland. The limited economic impacts of local businesses will be outweighed by increasing tourism if we have a more pristine town
1. Look ahead to the eventual 2nd crossing and plan to have hwy meet it. 2. Having another exit out of town
If the highway goes through Peachland when it is now with interchanges etc. it will totally destroy our quaint little town
The sooner you do something the better. People are being killed on this dangerous highway
How any bypass would affect our watershed. If there is a bypass, how will the old highway be maintained? Wildlife habitat protection. Who will pay for this and bridge replacements?
Bypass in 50% build as 97C is complete to Pigeon Creek. Great spot for an interchange there, then go over top and down Deep Creek to join road to Summerland
Safety Noise pollution Air pollution Elementary school nearby
The factors below are of great importance and should all be considered. Another factor - also important to individuals is not to have their hopes and dreams destroyed by building a highway in their vicinity and thus destroy their retirement dreams!
W.W.J.D.
Fire protection. a bypass would create a fire break for all the community
That is the problem! Peachland does not need through traffic
Spending funds to do it right once! A bypass gets this solved now and for the future
4 lane would divide the town and remove the small town atmosphere
Over/Under passes to maintain traffic flow High cost of bypass vs improving existing hwy
None
Consider Huston and Buchanan to be one-way on/off access routes with one overpass from Huston - Buchanan. Or maybe one more light at Trepanier Bench.
Effect on landowners - we can hardly get out of the driveway in the summer as the hwy currently stands, we'll never be able to make it out safely if the hwy is 4-laned
Peachland has the longest waterfront of any town in the Okanagan. But it is only a narrow stretch and would be adversely affected by a wider hwy
The connector should not have been built without a bypass plan for all the Okanagan towns and cities, Peachland is not the only town that faces destruction of its town, Westbank, downtown as been destroyed by 4 laning
No alternate routes through Peachland during construction IF 4 lanes or the existing route is chosen - the construction period would be devastating to both the town and the through traffic
There is nothing wrong with the hwy as it is
Factors include my important topics

Safety and traffic and pedestrians
Long term maintenance costs of a bypass option in the mountains west of Peachland. Significantly different weather in the snow belt at 600m and above. Benign weather in comparison at lake level
Bypass allow through traffic easier access to connector, reduced congestion along hwy 97 through Peachland
Disturbance created by blasting - private property impacts vs public property impacts
Noice pollution
In order for locals to access a 3 or 4 lane hwy there would be more noise, stop and go due to traffic lights
Possible impact to upper Princeton Ave and is livability with a bypass
Resident access to the back country. Youth and Handicap person will be disadvantaged with a hwy between them and the wilderness
How to provide access to all the entrances and exits on the esisting highway without burying half of Peachland and cutting the town in half if existing route is to be 4-laned
What is the point of concentrating on Peachand when West Kelowna needs to be addressed as well
This Hwy is dangerous! 3 family members have had accidents turning onto the hwy
Changes in auto traffic because of electric and self driving cars/trucks
Should provide the public with cost, options for widening the bypass and plans for both
Future extension of Hwy 97 N to avoid Kelowna
Quality of life
Should take into consideration the residents of Peachland who live close to the highway and their quality of life
Future growth in traffic use through a provincial hwy route used from US border to Kelowna and other Okanagan north routes
Growth, people that live here, impact on landscape, affordable living
Concerns of Peachlanders
Traffic jams (nightmare); same as West Kelowna and Kelowna
A bypass would create a firewall and give us a second evacuation route should we need it. We saw how every one in Dawson Creek had to evacuate on only one route - not a good prospect!
Tourism
Tourism- what an opportunity for Peachland if the hwy was diverted! Good movement and community
Safety!
Just get it done
Safety #1 - We have very little of that except from golf course intersection to Princeton - no access

roads, so no problem - the rest is a big problem
I don't feel tourism will be impacted by having a bypass. They will come if this is where they want to holiday. Tourists don't just stop because they are headed south
A very high % of the traffic on the hwy is just passing through. Not supporting the town in any way
Use of existing highway will split Peachland (upper v. lower). It will become increasingly more dangerous getting onto the hwy!
Safety first - always. Congestion is rarely safe
The people who bought up the hill for quiet. Don't placate those who bought beside the highway now, they knew of the noise
Ask every Peachlander to vote. Give us a say
No high way traffic through a small town like Peachland makes more sense for the future. Tourism would be enhanced by a serene atmosphere not fighting traffic
Maintaining the pristine beautiful living conditions eg. air quality, water quality, noise reduction, road longevity by diverting heavy truck traffic
People's retirement homes
Plebiscite for the community. Mayor and council have no majority authority to declare bypass
Traffic levels creating increased levels of stress for people trying to commute through 4 lanes of highway traffic, difficulty for ambulances to travel to health centres. Life balance satisfaction!
Future growth of Peachland; hotels and motels
Traffic flow with intersections on to existing hwy 97. Lack of alternate route
Traffic noise where housing is close to road as noise travels up. And traffic is heard up on the side of hills
Peachland's watershed. The town says stay out of the water shed area but they want to punch a highway through it!
Firstly, enhance lane and passing lanes on Drought Hill Utilize electronic system for light coordination and lane movement re: accidents
Long term movement of traffic Noise pollution safety of citizens of Peachland Loss of small town feeling exhaust pollution
Wildlife
Safety and noise
The impact on adjacent communities that travel through Peachland. It is very unlikely they would want alternate routes
Future projects. A bypass joining the connector could eventually join a ring road above West Kelowna and on to another bridge crossing (in the future)
Carbon imprint - how long would it take to get to work with current route or bypass route
The Ministry ought to consider the overall Okanagan transport system from Peachland to Kelowna and

how to improve vehicle traffic flows and avoid congestion on the hwy
Whether to invest for the short, intermediate or long term
Safety - Not mentioned in any information
Good pedestrian access one side to the other. Sound levels
Too completely - bypass Peachland is the answer!
Long term economic impact of lower Okanagan valley - Penticton to Oliver Impact of pollution on downtown Peachland - noise, CO2, tire shredding, brake dust
safety
safety
Safety of traffic and pedestrians
Understand the current inadequate road system beyond hwy 97 on the upper part. Many are just lanes and are not connected. This is an inadequate alternative for traffic
Practicality of widening considering: alternate detour traffic routing Maintaining fire-ambulance services Property valuation increases as an offset to relocation costs
Pedestrians (children playing alongside hwy)
Our community! Peachland should be a destination
Highway safety
Wildlife habitat and corridors Level crossings (danger of)
Population throughout Okanagan is only going to increase and the traffic will be mainly through traffic to major centres for work and commerce
Signage for lights and turnouts. Lots of warnings will prevent accidents. Info on alternate routes are useful
Long term planning
We need to protect our environment! Coq and the connector has decimated herds
The weather patterns in the higher elevations where one option for 97 is proposed. In winter, the connector is treacherous and dangerous. Moving the highway up in my opinion makes it unsafe
Local economy will suffer while/if hwy 97 is 4 laned. A bypass will create a more user friendly Peachland. Those who want to bypass and those who want to visit will do so. Everything will run more smoothly with a bypass
The number of fatalities and lives lost before something is done!
Quality of life Value of property - should be a community not divided by a by-highway
Increasing traffic (especially June-Sept) resulting in more accidents and no way around in case of road closures
We need another hwy for safety. When there are fires, the hwy gets closed. Dangerous with only one hwy

People have an agenda. They want to get from A to B whether a bypass or not with not intention of stopping in our village anyway. People who stop are mostly summer visitors
The impact on the hillside, the loss of natural beauty
Impacts on business and tourism Financial impacts on Peachland municipal taxes Maintenance costs for existing road if passed onto Peachland municipal tax base
As hwy 97 bisects most of the community where the housing is located. From the business and leisure area most people have to cross the highway to do business and enjoy the town. An increase in traffic going through Peachland will make this more difficult
Wishes of people living here
Expropriation of lands is not only costly but detrimental to the community
The destruction of a peaceful town that should promote peaceful destination
A bypass will open up a lot of upper bench lands suitable for residential, commercial and industrial development. Peachland is almost out of semi-flat developable land for expansion
Viewscape don't need another hwy in main valley
Climate change and the need to reduce vehicular traffic in general
Better access to 97 from connector roads
Danger of high speed traffic and noise. Splitting community traffic access. Build for future
safety construction process risks (impact of blasting, etc) wildlife movement as a specific component of "Environment protection"
The cost of doing nothing - this is actually costing the community in terms of development and much needed investment.
Peachland should be a very much wanted tourist destiny, a resort type for its beauty whole year round. High end tourist destination with an excellent positive economic impact; presently, noisy old highway is just a go through or a short stop for a walk & coffee, nothing else and only in summer time.
Safety and traffic flow would be two factors .
Safety...for not only drivers but pedestrians as well.
Wildlife crossing Hwy 97 to drink water Take into account negative impacts on Summerland Impact on encroaching 4 lane hwy on nearby homeowners, footprint is too large for small community Impact on Spawning Grounds (Hardy Falls)
Maintaining the community that we have now. I think of how narrow the strip of land where Beach Ave and surrounding streets are located that make up our downtown. We can not afford to have it compromised in any way!
there will be no going back once it's done - build a bigger road and get more cars or be stewards for the future. Stewardship



*Question 3: What is your primary purpose for using Highway 97 near Peachland between Greata Ranch (in the south) and Highway 97C (to the north)?*

- Driving in and out of Peachland
- Driving through Peachland to get somewhere else
- Other, please specify...
- 

although I live in Peachland, my primary use is to go to somewhere else rather than commercial areas of Peachland
As we live on Brent Road then the area of study is used to both access Peachland, West Kelowna, Kelowna and 97C (to the north) and Summerland and Penticton to the south. Every commute or trip we make uses this highway.
At present it is the only option to drive to Summerland, Penticton or West Kelowna, Kelowna
Attending community and club meetings; disabled fishing derby
Attending community club meetings; disabled fishing derby on Foreshore; working on Trepanier Creek improvements and duck derby
Bus driver for SD#23 - transport students to/from schools in town and West Kelowna
commuting to work from Peachland to Kelowna
Daily commute to and from Kelowna and West Kelowna
Driving around Peachland
driving south to Summerland and Penticton
Driving through Peachland is the traffic that needs to be diverted
Driving to Kelowna/W. Kelowna from north side of Peachland
Enjoying the beauty, the colourful town atmosphere
Go to West Kelowna and kelowna etc Go South (Summerland etc)
Go to Westbank and kelowna for shopping and go to Penticton for doctors and hospital
live in Peachland, want a safe way to get on the hwy and get access
local stores, beach, post office, etc.
main route home
main route home
Maninly to get to Westbrook or Kelowna northbound or Summerland/Penticton southbound
Often stop to use services in Peachland

Outside of leaving Peachland for work, a lot of our driving is within Peachland
There si no other way of getting in and out of Peachland - no safe walking trail to Westbank or south to Greata
We live here so in order to transit either south or north within Peachland we use the hwy

*Question 4: Which statement best describes your living situation in Peachland?*

- Peachland is my main place of residence; I live here year-round or almost year-round
- Peachland is a place I spend significant time at, almost half the year
- Peachland is a place I visit only occasionally, once or twice a year or every couple of years
- Other, please specify...

Spend time in Peachland attending different clubs and supporting the community
Once or twice a month. I support the 'community through volunteer work' (Peachland supports association and other groups
I have lived here over 30 years. In the past it was safe to walk to the lake (crossing the hwy) from my home. now it's unsafe to cross the present hwy
Live in Penticton
Since 92, have not noticed any increase in traffic to the point it is a problem. I am from the coast! Traffic is a problem in Kelowna
I work at coast but will retire in Peachland
I have lived here for 35 years and don't want the town to be surrounded by roads
We chose to live here because of the quiet lifestyle. Traffic has increased greatly since we moved here 8 years ago. Widening 97 will just mean more traffic running through our town
Been here 22 years, leave our recreational property alone
also business owner
also own a business
future main residence (as soon as can be arranged)
Hope to retire in Peachland within 2 years
But commute to Summerland for work
Because we are permanent residents we would like to see Hwy 97 upgraded.

*Question 5: Is there any specific information/research you would like to see presented at a future session?*

# of cars that stop when "driving through"; are most cars simply driving through and how many spontaneously stop?
1. Bicycle routes that connect to the new Kelowna/Vernon bike way 2. Different route options for a hwy 97 bypass - cost/benefit analysis 3. Cost/benefit of lowering the speed limit of existing 97 through peachland. What would be the impact on wait times, truck brake noise, collision rates etc.
1. impact study on fish and wildlife 2. water quality 3. maintenance costs 4. would truckers and/or truck drivers continue to use hwy 97 or would they use a bypass
1. possible routes for 4 lane bypass 2. impact analysis of 4-laning existing corridor 3. non 4-laning safety enhancement options
1. Study the impact on fish and wildlife 2. water quality 3. maintenance costs 4. if a bypass is done would truckers use it more or stay with lower elevations and be safe
1. The environmental impact of a bypass 2. Impact of 4 lane thre community - time frame etc. (I remember the difficulties encountered with 4 laning to Greata Ranch) 3. Noise and air pollution of 4 lane Hwy
1. What will happen to the 37 pr so old-growth heritage trees in Lambly Park now bordering the current thoroughfare? 2. Will there be sound baffles, pedestrian overpasses or cycle path creation with hwy 97 changes?
A definite plan and timeline for implementation
A full blown adequately funded environmental impact assessment with large community and First Nations active engagement - professionally facilitated Using the resources in the community both Lek and Tek from both UBC - O and OC
A list of facts debunking numerous bypass and 4 lane myths dividing this town
A right of way plan showing required space for widened Hwy Do not block lake access with barriers from Axtlers to Princeton Ave
access to primary schools for kids Access to Peachland mall
Accident statistics: we have 3 senior mobile home parks. Seniors cannot act fast enough to access hwy
Accurate maps of the two options presented with projected costs
Actual parts regarding impact on wildlife in the case of a bypass (not hype) Projections for traffic from Merritt to points south of Summerland. How much traffic from hwy 97C heads south?
Actual planned routes and a time-line of work. Proposals to improve the safety of the highway while the forever ongoing route planning is being reviewed, consulted, decided upon and approved.
Affects on homes/properties directly affected (physically) by road through Peachland environmental ie: lake impact
Alternate routing details
Alternative options when 4-laning existing hwy 97 (tunnel, 2-story lanes)
An alternate route to circumvene Peachland - in particular trucks!

Anything other than council or bypass committee propaganda
Better population extrapolation
Build a bypass!
Bypass alternatives. At present I strongly favour a bypass but want to see the options. I definitely am not in favour of 4 lanes on 97 through Peachland
Bypass through other communities what happened in 5, 10, 15 years
Bypass vs widening in place Costs Environmental issues Endangered species Pollution
Comparisons from other cities who have had a bypass vs. those who didn't
Concerned about losing home due to Hwy 97 being widened!
Cost and impact studies on bypass as well as widening of 97S
Cost comparison including cost of acquiring property Also the tax in to a bypass road through Kelowna
Cost comparisons to build an extra route in the upper benches to reroute all pass-through traffic going to southern points and back, even if more expensive it'll be worth it to lessen noise, wear and tear, injuries, deaths, waiting times, nerves, tension, etc. which would cost more to add to cheaper solutions
Cost of acquiring land along existing corridor. Cost of human injury and death at uncontrolled intersections. Cost to town businesses if a 4 lane through town is built vs. bypass
Cost of bypass which I would prefer instead of more lights and congestion
Costs and environmental impact
Costs of maintenance for proposed options Environmental impact of the proposed bypass
Costs What are the environmental concerns on each route
Detailed drawing of proposed bypass
Detailed map of bypass option
Detailed map showing both proposed routes and access roads (including ours)
Detailed route of bypass proposal. I lived near a small town called Maidstone, SK. They went through a similar scenario with a proposed highway bypass. After a few years of public meetings and a town that thought it would be devastated by a bypass, the town was bypassed anyway and is now a quiet, thriving and growing community. Some of that information could be obtained to ease concerns over businesses suffering
Economic study of businesses that have a bypass around their town ie Malahat Hwy on Vancouver island and I also understand this has happened in other parts of the world ie Australia
Energy costs in building either option Energy cost for use of each option Can we not have more overpasses in the existing highway?
Environmental impact Interference in community - resentment of relocating those whose property will be affected. First Nations lack of engagement
Environmental impact of bypass Actual route (possible) of bypass Cost of bypass vs. improvements in

place Study of impact on upper Princeton Ave of bypass
Environmental impact studies for both options Cost analysis study for both options Local economy and liveability impact studies for both options Exact locations of both options All studies available to the public before any decisions are made
Environmental protection details (both potential corridors)
Estimated cost of both options
Exact routes
Examples of other tiny, quaint towns that have been totally changed for the worst due to road expansion, devastation of the natural beauty of the downtown heart
Exhaust pollution study Noise pollution study Plan for proposed alternate route
Footprint of widening option Consequential town road development to replace local traffic function of existing hwy Impacts of widening on existing amenities (tennis, beaches etc) Sound pollution widening mitigation An estimate of the increased tax base if the hwy is relocated
Forget about the formality - get real. Look into the future. Let's get the bypass done
Forget the research and get the hwy 4 laned ASAP. Hwy 97 is a major thoroughfare and Peachland is the only place in the central Okanagan where it isn't 4 laned. Need to reduce speed limit to 50kmph through town
Future expansion is on the north side - need for expansion of highway through entire Peachland? Wildlife and environmental impact Noise from bypass towards residential areas impact on local businesses tax increase pp for maintenance of bypass
health and safety issues with forest fires It would act as a fire guard We don't need a similar situation that happened in Fort Mac
Highlight the socio-economic benefits (plus and minus): If the hwy was widened If a bypass was considered
How does our situation relate to the overall scope of the central okanagan system, including a second crossing
How it fits with option for Kelowna-Peachland corridor Rough cost estimate Travel time estimate if light added at all intersections in Peachland versus bypass time
How the possible construct would affect Peachland while underway
How would a widening of 97 look, noise level, exits onto Hwy more info on other factors affecting deer, logging, ATV's, habitat destruction, soon the deer will be gone More info on how a bypass will affect Peachland in a positive way
hwy 97 is bad already. if population increases to 21,000 it will be horrific
Hwy bypass route; costs for and against reroute; studies from areas that have been through this (island hwy); benefits to Peachland being destination location
I believe your estimates at future traffic in 26 years is too conservative. Peachland population alone is expected to more than double in that time. Add future increase in tourism and I expect the traffic to double

I disagree with the population projections. Would like to see where these figures come from. There is a LOT of confusion over where the possible route for a bypass would be. It would help clarify this if the route was roughed out. Some sort of timeline when things could possibly happen.
I don't care if you bypass or 4 lane existing highway. I moved here 30 years ago when you were 4 laning the highway. I think you should do something soon!
I live 1 block off hwy 97 and the speed and noise can be overbearing. M/c and semis LOVE Drought Hill up and down! Noise is a huge issue
I would like to know how many people would be impacted by widening hwy 97. Numbers not houses. What will the compensation be to those individuals
I would like to preserve Peachland and its unique waterfront as much as possible. I know there is no perfect answer but I believe a bypass route would bring the greatest benefit to the majority of Peachlanders and the many who visit us year round
I would like to see a comparison of some other similar destinations like Peachland that have a bypass and what economic impact on them. Through our travel in different places in the world, we have seen locations with very vibrant communities that have a great living from location and tourists; not just from over taxed locals.
I would like to see stats regarding the impact of 4 laning the hwy from Summerland to Greata Ranch and compare them when it was 2 lanes. And then project that to 4 laning from Greata ranch to the dangerous Drought Hill
I would like to see what will be the route of the bypass Also an accurate costing of both options including all on and off ramps, bridges, intersections and overpasses Also how many people that have to be bought out including the cost
I have lived here for and my family is 4th generation on our property - for 71 years and I do not want to see our town destroyed by a 4 lane through town Yes, a proposed bypass route as the people have put out a map (the ones against the bypass) that is inaccurate and goes through the trailer park - ridiculous! Info not accurate. So if a route could be shown it would help!
Impact in Lake Okanagan and tourism
Information on intersection entering and exiting the Hwy. And just what is proposed overpass, underpass, more lights? (horror)
Is there a possibility of a rapid transit system operating between Vernon and Kelowna. Peachland and Summerland, Penticton and further south?
Lake country Hwy 97 bypass is similar to ours. Why was the higher line used compared to 4 laning the original road?
Lights? Over or under passes. Merge lanes Safely cross hwy? Reduce speed limit to 50 kph
Link lights to computer/camera system to maximize movement during peak intervals
Location of alternate route
Location, cost, access, interchanges, wildlife fencing, crosswalks and traffic signals
Long term impacts of bypasses in other communities
Map of proposed bypass, even if there is more than one plan (route)

Meteorological analysis of any planned bypass route in the mountains west of Peachland
More details on what the potential options are for a bypass and projected costs vs. 4 laning the existing highway
More focus on impacts faced if we do a bypass. A more thorough survey of Peachland residents on which course they support City of Peachland or referendum?
More information on a 'proposed' bypass route AND existing corridor route. It's hard to form an opinion without a design option. Need to visualize Regardless of lack of information at this stage in study - all factors being considered point to improving the existing corridor
More research into mountain bypass - do not spoil our downtown by widening Hwy 97
Moved from large city to Peachland to find quiet, peace and tranquility away from traffic noise. Chose a home as far as possible from present highway. The bypass would bring the highway almost to my home. I would need to move! Would Peachland residents have to pay for the present hwy 97 if a bypass is constructed? By approximately how much would their taxes increase?
Need to show us some design - lights, access, exits Need to know more before can decide route
New traffic lights to control access to the Hwy
no
No exit from bypass to Princeton Ave. once on the bypass, must go to 97C If a bypass is chosen, how much will it cost Peachland and its residents to maintain? The old hwy? and the bridges at either end? Talk to Oyama residents and see how their bypass affected their community (negatively)
No more studies please. Re-route the hwy
Noise levels
None - wouldlike the changes made one way or take the other while I am still alive to enjoy living in Peachland
Options through Kelowna
Our familyowns a home along the hwy and all we hear is traffic - all day long
Peachland is a bedroom community and should be developed as one - not commerical. Proposed routes and design of both roads
Percentage of traffic that actually stops in Peachland vs. driving through Future increases in pollution forecast with moe traffic Noise study on Hwy 97
Potential light industry above Peachland/connector. Potential tourism development on land taken by 4 laning! and tax dollars cost Axle weight limits imposed on trucks using Princeton Ave and if bypass approved on Hwy 97 between Greata and Drought
Potential route of bypass
Proposed bypass route
Proposed bypass route from Hwy 97C to Greata Ranch
Proposed bypass route leave Peachland alone!
Proposed bypass route proposed upgrade to existing hwy

Proposed routes and costs; economic and social and environmental impacts. How this is to be integrated into the transportation planning of the whole region
Proposed time frame for new road and diagram of connections between Summerland and Hwy 97C
Q and A session FAQ handout Dispell the '4 lane' myths like: Huston will disappear; Buchanva (sp?) will disappear 120 homes will go expropriated says "Marilyn Dodd"
Relative costs to Peachland tax payer of a bypass vs. widening existing road
Route options....timeline to complete
Routes
Routing options Economic impact Traffic control with the existing road option (lights/lanes etc) Land to be used
Safety considerations. WE think that by upgrading Hwy 97, safety would improve. Are there any studies that would support that? It would be useful to see some statistics on this. We have to assume any upgrading of Hwy 97 would male it safer; simple logic!
Similar towns and impact of putting a 4 lane highway through the middle of it with an area not very wide
Specific possible routes
Statistical information on how a bypass has effected other communities ie. the island hwy
Statistics on number of people who actually stop in Peachland instead of bypassing
The costs and benefits of different options. The costs and benefits should consider both quantitative and qualitative factors
The detail of the two alternatives and a projected current cost of each. Details of supposed environmental impacts of each. On page 7 of the Peachland Transportation Study fact-finding you are using outdated information (traffic growth has been slow) as you obviously (from page 6) have more current data. The graphs on page 5 confirm this
The effect of a highline highway on Mule deer and wildlife that live in our area
The future of the Okanagan as to industry, light and heavy and a direct route to the huge market to the south using highway 97 that connects onto I-5 in northern California
The high level of traffic and noise it brings to us as Peachlanders. If this hwy 97 is just widened it will not solve anything
The possibility of re-routing heavy trucks along an alternate route
The timing of the Ministry's decision on what recommendation it will ultimately be implementing - I thought the Ministry was going to make a decision in this process, but just found out that they will only be narrowing it down to two options. I was hoping for a bit more insight than that. If the hwy is expanded in place, how would the construction effect the exisiting traffic flow? Would it be limited to evenings? Single-lane alternating traffic?
The viability of a cycling path from Peachland to west Kelowna and Summerland
There is not enough land to 4 lane Hwy 97 and have approaches and intersection in town. Peachland will cease to exist. Just as on ramps, no more parks, no more old school. xxx. nomore 8 sided church



and most houses and properties against existng Hwy with BK taken out
This decision should be fast tracked. The town is becoming divided into different camps, each camp has their own ideas but nobody has the information to make a decision
Timeline associated with either option ie. start date, construction timeline, completion date Compare your user of hwy 97 with that of Highway Task Force of Peachland The economic impact on Peachland - we wait and wait for a decision - this community is stagnating as no one is attracted to invest/develop when no one knows what is going on Clearly stating any lands/houses need to be expropriate for devolping either option
Timeline of proposed construction of either route decided upon. Environmental impact!
To reduce traffic on Princeton the rsidents of that area should have the choice: 1. No connection to new Hwy 2. Traffic up Princeton can connect to Hwy. But hwy traffic can't come down Princeton
We have a perfect example for us in Westbank of what will become of Peachland in the future. Westbank waited too long to react. We have the chance to avoid that nightmare!
What can be done to improve safety at Hardy St as highway goes from 90 to 70 km but people speed at about 100 km. There is also a beach with a lot of traffic trying to pull in and out and we always hear horns honking assuming there was a close call with people turning
What has been the business and residential implications on other BC towns when routes have been established ie Chemainus and towns bypassed by the Malahat Hwy bypass route
What interruption would occur with expanding 97. How long would this be? Where would thru traffic be routed?
What will the new town look like? What will happen to the downtown? What will happen to Hardy Falls? What will happen to Antler's Beach? How many homes will be destroyed? So many homes along Renfrew Rd - will they all be destroyed?
When I am driving to verson, I enjoy the new bypass near Winfield. It seems to me that their situation is somewhat like ours with the lake so very close. I believe that the hwy construction should not interfere with the peoples enjoyment of the lake or the wider community
Where overpasses could be placed Where a proposed bypass would go
Where would the bypass be if that decision is made?
Which alternate routes are being considered to widening hwy 97?
Widening hwy makes sense down the road. i don't think we need it right now
Wildlife crossing Hwy 97 to drink water Take into account negative impacts on Summerland Impact on encroaching 4 lane hwy on nearby homeowners, footprint is too large for small community Impact on Spawning Grounds (Hardy Falls)
Yes, an overlay of the widening inplace of Hwy 97
Yes, more up to date traffic stats than 2013 and 2014. We noticed a huge increase by fall of 2015 Expand population studies to include all of South Okanagan Look at tourists
Yes, the actual costs to build the highline and to widen



hwy sign
Hwy sign
hwy sign
hwy sign
hwy sign
hwy sign
hwy sign
hwy sign
hwy sign
hwy sign
hwy sign
hwy sign
hwy sign
hwy sign
hwy sign and district office
hwy sign and local conversation
hwy signage
hwy signs
Hwy signs
hwy signs
hwy signs
hwy signs
hwy signs
hwy signs
hwy signs
landlord
local signs
mall signage
meeting (open house) discussing future infrastructure development
my sister heard it from someone
phone call from friend in Peachland
road sign
road sign

road sign
road sign
road sign
road sign
road sign
road sign
road sign
road sign
road sign
road sign
road signs
road signs
road signs
roadside signs
sign
sign
sign
sign
sign on highway
sign on highway
sign on hwy
sign on hwy 97
sign on road
signage
signage
Signage on Highway 97 South entering Peachland
signs
signs
signs
signs beside the roads
signs on hwy
signs on hwy

signs on road
signs/radio
sister
specific signage
traffic signs
traffic signs
word of mouth
word of mouth
word of mouth. Against a bypass so feel the need to be heard
your sign

*Question 7: Do you have any additional comments?*

1. Although this study may propose a non 4-laning option as the best way to deal with projected future traffic loads in the existing corridor, it really must also answer the question "what path will the 4 lane 97 take WHEN it is built, existing corridor or bypass". The lack of clarity on this question is currently having economic and cultural impact on Peachland. 2. The stretch of highway between Greata Ranch and Highway 97-C is the last portion of Highway 97 between Okanagan Falls and Armstrong that is not 4 lane. Adequate transportation infrastructure (under which 4 lane highways fall) are recognized politically as a driver behind economic development. Even if traffic studies conclude that a non 4-lane option could deal with all projected volumes, the completion of the 4-laning will happen for political and economic development reasons; just consider that 99%+ of traffic between Summerland and Great Ranch is either going into or coming from Peachland, on the pure traffic volume analysis then the stretch between Summerland and Great would never have been 4-laned. 3. In my opinion, the answer to existing corridor or bypass must be bypass for these reasons: a) most of the highway between Great Ranch and Hardy Creek could not be widened in place, effectively requiring a bypass similar to that around Oyama, which would likely be at least if not more difficult than a full Peachland bypass b) since the highway can not encroach into the lake for environmental reasons, the stretch between Hardy Creek and Princeton Ave will require significant blasting into the hill which is likely to effect every house on the east side of Renfrew Rd c) most of the stretch between Princeton Ave and Ponderosa Dr will be extremely difficult if not impossible to build on the hill side requiring expansion to happen on the lakeside; this would likely necessitate demolishing multiple buildings including the Peachland Museum; the impact of this on the picturesque status of the Beach Ave strip (which is the largest attractor for the town) would be devastating d) the risks associated with the blasting required for the Drought Hill section to all of the houses below is very high A full risk analysis of 4-laning the existing corridor would make all of these items quite clear and lead any reasonable person to conclude that the only 4 lane option is a bypass. And given that 4-laning will happen for political and economic development reason (regardless of projected traffic volumes) then declaring this will happen would allow: - detailed planning/engineering for the bypass route to happen (route design for minimal residential impact, animal bridges/tunnels/fencing, etc) - measures to enhance safety through Peachland (discussed below) that would not be compatible with future

<p>incorridor 4-laning to proceed - development along the stretch between Hardy Creek and Princeton Ave d proceed with certainty that expropriation for 4-laning would not happen 4. Given that 4 laning WILL happen, and that it SHOULD be a bypass, the three key areas of the existing corridor that need safety enhancement are: a) Trepanier Bench Rd - this intersection could be improved by building an overpass/turnaround north of the existing intersction and only allowing right turns on and off the highway; there is both open land and compatible elevation change to support such construction; existing left turn ;lanes would be removed allowing for entering merge lanes b) Buchanan and Huston Rd - this intersection could be enhanced similarly to the suggestion for Trepanier with an overpass to the south of the existing intersection and restricting to right turns only c) Greata Ranch to Hardy Creek - the safety issues of left turns in this stretch will be more difficult to address, likely with right turns only and 2 or 3 turnaround overpasses (this technique is used in many places like Hwy 400 north of Barrie)</p>
<p>1. Are we looking at a bypass to O'Keefe ranch? 2. Would the above save an additional bridge crossing? 3. Could we have a light at Hardy now? 4. Could we have median dividers now? 5. Could we have protection from going into the lake?</p>
<p>1. Demographics - would this be different by the time it is completed 2. Capability of current drivers - accidents - what age are the people involved? Why ther happened? Is it because of the current road?</p>
<p>1. Making a left turn going north on Huston and Trepanier is dangerous with 2 lanes it would be fatal. 2. The traffic going through Peachland has no business neing there. Re-route it on the bypass. Hwy 97 traffic going through West Kelowna and Kelowna is a major problem and they are looking to bypass parts of them both. We can avoid the same situation here by building the bypass now</p>
<p>A bypass highway could be built without interruption to traffic except for final connection to existing roadways. This is a huge savings in terms of traffic control personnel and cost of sitting in traffic as work is being done. This should be a no brainer</p>
<p>A bypass is the best solution for Peachland. The town would retain its current character. More tourists and visitors and value of houses would likely increase</p>
<p>A bypass is the only way to make this town a destination point. Four laning will ruin the town</p>
<p>A bypass now will only get more expensive - do it now!</p>
<p>A group of us are working on an overlay of existing/enlarging hwy 97 and it's quite frightening the results</p>
<p>A widening of the existing hwy 97 will kill the community feel of Peachland and will deter people from moving to Peachland. People will move away from Peachland. It will reduce tourism. A bypass is definitely the best solution</p>
<p>As a retired consulting engineer, I feel a lot of problems would be reduced if existing hwy 97 upgraded, lights computer controlled off camera system/software, Drought Hill would be windened to have capability of switching lanes to bypass accident areas etc. for emergency services ie. police, hwy maintenance</p>
<p>As in the past when traffic increased and the current bypass was out in to take the traffic out of downtown Peachland the time has come to bypass the town higher up in order to maintain traffic flow to the major centres as most of the traffic on this section of hey is through traffic - then our local traffic would easier access to downtown, shops and the lake. With lower speed on current road in the future there is potential for more utilization of lake from Peachland proper to Antler's</p>

Being a homeowner on 97S can be challenging now. With traffic going by as noise and accessibility can be a problem. Also doubling or 4 laning the highway near Hardy Falls as well as on other areas would put the traffic even closer to our home and disrupt our peace and quiet. I suggest a bypass if the best option
Believe a bypass will affect fewer homes, people, downtown, living areas for the residents of Peachland. I don't want to lose the face of this town and community. Having a massive busy highway going through town will destroy more than most residents are willing to lose
Bring on the bypass
Build a bypass now - it will just cost more later
Bypass first What is the First Nations interest in this study
Bypass is a better option for long term future of the town
Bypass is essential to the survival of Peachland
Bypass routes proposed in the area west of Peachland by the Hwy 97 Task Force Society appear to have no understanding of the significant operational, geographic and environmental challenges such routings would present. As a resident of Peachland at 6700m elevation I find most Peachland residents at lake level have no idea how different the weather is in the mountains west of Peachland
Bypass, bypass, bypass please Think of the future! We don't need to a Autobahn through Peachland!
Construction of a bypass would destroy the natural beauty that surrounds Peachland Bypass would destroy animal habitat and kill many species Would be a permanent ugly cement scar in a beautiful landscape Would be too costly in every way!
Construction on the expansion of the existing road will cause huge disruption. I do not believe that 4 laning the existing hwy will bring more business to Peachland. People will drive then at a higher rate of speed
Council has a reputation for killing all the development proposals for Peachland. I don't know what the future holds for this town, but Hwy 97 has to be moved for the safety and wellbeing of the tax paying citizens of our town
Currently in favour of bypass to promote Peachland as lakeside destination vs. noisy 4 lane hwy running through city. Currently too many lights and in future even more likely for hwy
demographics of the community should be considered as to current usage and predicted usage Check on the capability of the current drivers using the streets of Peachland and crossing the hwy
Do not put 'second' crossing over lake into Kelowna - it is far too congested rather bypass Kelowna and extend bypass from Peachland, above West Kelowna and up westside of Okanagan Lake Keep the unique travel patterns in Peachland safe and divert all other traffic above our town. The majority of traffic goes through Peachland presently. Your population estimates are funny on p.4, developments B & D aren't happening, A is very slowly progressing and E will not happen if the present Hwy footwork expanded - uncertainty is stalling/halting these and other projects
Do not settle for just a group of people who have not lived here but only a few short years. Tired of newbies who move here and try to change what wasn't broken
Do what's safest and cheapest for users and taxpayers

Don't build hwy through centre of Peachland! Please build a bypass
Don't waste our tax payer money on more studies! We have lived in Peachland for 25 years. Out only exit onto Hwy 97 is by Trepanier Bench Rd. It is becoming impossible to make a left hand turn onto the hwy. No one goes the speed limit and the number of cars is ridiculous. We need the hwy widened now. Forget bypasses and more studies. The hwy goes through every town in the valley - why should Peachland be exempt?
Favour a bypass which I feel will serve the community much better long term and given I believe population will at least double in next 25 years. Attempting to fix up highway 97 is only a temporary patch
For the time being, we need to increase safety: Getting out of Huston, Trepanier and Renfrew with traffic lights. Lighting in particular Drought Hill Reduce speed (will be helped by additional traffic lights)
give us a long term overview/plan
Have you asked the questions: Where would Peachland like the hwy to be? Where would the hwy like to be? What will Peachland be like in 5, 10, 20, 50 100 years with the change?
How does this study tie into planning for transportation for the whole Okanagan valley? What will be the impact of electric vehicles and driverless cars? What will be the implications for an aging population? What will be the impact of alternate ways of moving freight - drones lake water transportation possibly?
I am 100% against a bypass hwy. I often have tourists that are heading to Osoyoos who stop for a coffee in Peachland (unplanned) and end up shopping in my store as well I think it is unfair to residents on the new route the hwy would take The new route (bypass) has significant environmental impact as well
I am a Peachland homeowner and my family has lived in Peachland for more than 100 years. millions will be looking at making the Okanagan their home over the next 20 years. You need to bypass all Okanagan towns now!
I am a strong supporter of the new hwy going around Peachland instead of going other route of expanding existing
I am of the opinion that the bypass access would be more desirable than widening the existing Hwy 97. My reasons are based on the following: 1. Enhanced living conditions for the residents of Peachland 2. Reduce noise and traffic congestion problems and 3. Improved hwy system for vehicle traffic system from Peachland to Kelowna
I am very pleased we are moving to a stage where community groups do not have to worry, representative government personnel can now lead the way
I believe a bypass is the only way to preserve the beauty and tranquility of peachland. i can not imagine trying to enjoy a meal on any of our patio restaurants with a 4 lane less than a block away. i also understand that the Ministry's right away will cause about 10 homes to be expropriated along Beach Ave North of Cousins park which is prime real estate for a highway not to mention the devaluation of other properties
I believe that a 4 lane highway would do nothing (it would be a detriment) for the people of Peachland



I do not want a bypass. Weather is a big issue, huge cost etc. It is not necessary
I do not believe a bypass would be detrimental to the businesses. Peachland is a destination for many
I feel the Hwy 97 group were organized and made their feelings known to the City. It was then put on our Concil as a committee to push this bypass through to the government. I do not feel I have been given the same voice - against
I feel we would benefit from the bypass. Would make intersections safer for crossing. Less noise if you 4 lane the hwy it will ruin the tranquility of the community and encourage speeding with unsafe crossing for vehicles and pedestrians. The populations of the valley is only growing expidientially
I have a very serious concern that if there is a 4-6 lane hwy through Peachland, the town will die a slow painful death from lack of interest from developers and businesses. We do not wish to become Summerland or Westbank
I have lived in Peachland for most of the last 45 years and absolutely feel that the best solution is a bypass for the future of our community
I hold my breath everyday as to turn onto or off of hwy 97 at Hardy St due to limited visibility and speed
I hope the Ministry will opt for the bypass. Enlargibg the current hwy will be a nightmare during construction and would split the town. We would lose a park that is well used in front of the IGA/Shopping mall. It would be a safety hazard for kids to get to school as well as where and how will we access a 4 lane road when it is difficult to currently access a 2 lane road
I moved here to retire. I am now very concerned that the peace and quiet of Peachland will be destroyed and business will no longer be able to exist. Bypassing Peachland up the mountain is not the answer. Wildlife desconeation is also a very real concern. People want to bypass Peachland only to drive a few minutes to get stuck in traffic from Westbank to the bridge every day, not just occasionally
I personally believe that people are not driving from another city/town and suddenly decide to shop in Peachland. This has definitely become a true destination. We have many visitors through our visitor's centre from international areas. I would hate to see the results of a 4 lane highway
i prefer the bypass option
I strongly support a bypass around Peachland enabling Peachland to develop an enhanced tourist destination and protecting the lake by lessening the volume. An enhanced hwy through Peachland would split the town. Peachland would grow if the transportation issue was planned and acted upon
I support the bypass around Peachland and use of Hwy 97 for local traffic and tourism and visitors
I think that the preferred method of creating an alternate route would be better for the community of Peachland. It would create a safer, quieter environment and by diverting large commerical trucks to an alternate route property values for houses along Hwy 97 will likely increase
I would like a decision to be made so we can all get on with things. Dangerous the way it is. I don't believe a bypass would effect business. People come here because they want to.
I would like to see a bypass built as soon as possible
I would like to see a bypass from Greata Racnh to the connector. Traffic in summer to downtown area or on highway is so congested

I would like to see a bypass so that traffic going through will not be hampered with lights
I would like to see Peachland develop it's waterfront to Antler's without a 4 lane hwy on the shore front
i would like to see Peachland maintained as a tourist destination with local traffic through town only. As someone who commutes south for work, I would like to see a secondary route ie. bypass, in case of road closures due to MVAs, rock slides etc
I would prefer to see a bypass where traffic is routed around Peachland. A bypass should go from Vernon all the way to Penticton
I would prefer to see Hwy 97 from Greata Ranch to Drought Hill 4 laned for safety and to facilitate traffic flow. Reduce the number of traffic lights through Peachland
I would rather see the bypass away from the downtown area!
If hwy 97 speed does not get reduced we will see more deaths. From Bennett Bridge to oosoyoos every community has speeds of 50,60. Why is Peachland 70 and 90 kph which is 90-125kmph
If Peachland was physcially much larger, it could maybe support a larger hwy 97 but it is not and a larger highway bisecting it would be shameful
If Peachland were in Europe, it woukld be considered a UNESCO world heritage site! A 4 lane hwy increasing vehicle volume through the heart of thislakeside community will be a tragedy. "They paved paradise and put up a parking lot" Joni Mitchell
If the highway is keep in place will sound barriers be put in place, and how much closer would it come to the houses in lower Peachland. Beach avenue is the main asset that peachland has as well as the lake is people see it as a nice place to stop business will be better for Peachland
If the hwy gets expanded, what portion of the properties with hwy frontage will be expropriated? What is the process?
If we are going to spend a great deal of money to do this please make the best long term solution. How much gas and Co2 emissions are racked up each year driving down to Merritt and then back up to the connector. We really need a convenentl light rail from Penticton to Vernon. Some seniors are leaving Peachland because services are not easily accessible esp when they can't drive anymore.
If you look at the Island hwy - we have family who live on the island hwy and they say it is so nice to drive along the old route and it is busy and merchants all them are just as busy as before the bypass. Duncan sorry they did not get in on it and want one now!
I'm an elderly senior and I won;t be around to see either happen. Please no route through Peachland Cemetery!
In order to keep the pleasure of Peachland we need a bypass. Already there is too much thru traffic. Only a bypass will protect the town of Peachland
It would be a traffic nightmare to widen existing hwy. If you're going to do it, do it right
Just get it done. I lived here in 1981 and they were hashing it out then
Lets do Peachland right. Most cities where possible have ring roads. It is possible for Peachland to do this
Let's get going on this!

Lets make Peachland a destination instead of a traffic route
Let's make this happen sooner than later. We need a safe way to move onto the hwy and on the hwy. Today i came home from Kelowna behind a moving van braking to 50 km down Drought Hill!. In an emergency traffic is at a stand still
Listen to the accolades of visitors who rave about the beauty and peacefulness of Peachland. I'm sure tourism bureaus would like to be counted
Looking foward to the next open house Do what is best for the town vs. special interest groups
Major concern about what would happen to Peachland during construction if the 4 lane on existing route happens (where would the traffic go during construction). It is critical to the Municipality for a decision to be made ASAP whether there will eventually be a bypass-or the existng hwy will ne 4 laned. We are in the midst of redoing our OCP - but no meaningful planning can be made until this is decided - regardless of when the upgrading will eventually be done. WE NEED A DECISION!
Most studies that any bypass may impact business on the short term, but as years go back, they have found as you move forward the same business flourish, as people that are more likely to stop at a town rather than being held up in traffic jams
much work to be done good information provided to kee us informed. Much appreciated
My additional comments are in the body of the email sending the form.
My present leaning is towards widening the existing road: less costly Less environmental impact Less tax impact on Peachland residents Less impact on Peachland businesses So no real benefit to a bypass road In addition, there should be off and on ramps to and from Peachland at 13th and Princeton instead of traffic lights, this will allow smoother uninterrupted traffic flow. plus, perhaps there could be a review of the current programming of the 3 traffic lights in Peachland. Sometimes, it appears the light east/west changes to green when there are no cars there. It just backs up the north/south traffic. Review of all intersections would be prudent
Need to decide soon. Peachland residents becoming very concerned
No
No
NO BYPASS! We live up Princeton Rd. The conditions from our house on Pineridge are winter roads 4-5 months of the year. Not a spot for a bypass. Widen 97 slow the traffic. Keep Peachland viable
not yet
page 4 of "Fact" finding as regards to poulation growth quotes the Peachland OCP as forecasting slow growth. The OCP was written in 2004 and has little validity in 2016. Peachland is in the process of doing a new OCP which will undoubtedly forecast higher growth rates. The fact that the number of residents over 65 exceeds the BC and RDCO avergaes means that growth will probably be higher in the future as the overall population ages
Peachland and westbank - West Kelowna transportation and improvements should be developed together for a truly effective solution to our transportation needs A bypass through Glenrosa and Westbank and another powers creek bridge would provide a much needed alternative route in case of emergency

Peachland cannot plan, develop or use its OCP. Until a Hwy 97 decision is made
Peachland is a beautiful lakeside community. Tourism would be enhanced by keeping small town atmosphere. Tourists look for services on the internet not while driving along the highway
Peachland is a beautiful little town important to the Okanagan for the tourist industry. Putting a 4 lane hwy will ruin it economically and environmentally. Will deter tourists and new residents and negatively impact Peachland and the OK's economic future
Personally, I would like a bypass
Please bypass our downtown; social cohesion; noise; mobility across the Hwy; use of lakeshore
Please bypass the city
Please consider this decision in the context of a long term Okanagan transportation plan. IMHO sending through traffic into a seemingly endless series of traffic lights from Princeton Ave to Occola Rd is insane. Create a bypass to allow through traffic to move
Please do not expand the 97 through Peachland You will kill Peachland if the hwy goes through
Please do not twin the existing highway We are in favour of bypassing our lovely town
Please put this town out of its divisive misery ASAP and make an announcement either 4 lanes, bypass or leave be. Shame, shame, shame on the municipalities or Peachland for choosing a side
Plebiscite a must
Short term solutions for traffic safety have to be dealt with before long term solutions can be generated
Slow the traffic down. 4 lanes will only increase speed and recklessness through Peachland
Start enforcing the speed limit. Get it done now! (forget the high road) Permanent sign showing the speed of vehicles
Stand on the boardwalk and look towards the hill and imagine what a 4 lane highway would look like that close to town and the lake
Strongly support a bypass. This will improve safety as well as keep Peachland as a true destination stop for tourism
Thank you!
The reason I bought up the hill 35 years ago was because of accessibility to wilderness and places where we could walk to and our family could enjoy without having to cross a fenced highway. My home could possibly be within 300 yards of my home
The town is waiting for the decision. The future of our town can't grow because we don't know what will happen. Businesses won't grow until they know. many plans are on hold
The traffic can get very bad through the summer. I am worried more accidents will happen because of frustrated drivers having to go so slow through Peachland.
The two critically dangerous areas (Antler's Bench and Drought Hill) should be considered a priority. Although not always a quick trip through Peachland, adding lights did make getting on hwy much safer
There has been a vocal, organized group in Peachland that has skewed the picture to support a bypass. However, since our elected officials have taken a less neutral stance and have gone on record as

<p>supporting a by-pass, there have been a significant number of Peachlanders that are organizing to support the upgrading of Highway 97 and NOT the by-pass. You will become MORE aware of this in the near future. We would suggest that a majority of Peachlanders will support the upgrading of Highway 97. The 'squeakeywheel' aka the by-pass group, does not present the picture here in Peachland.</p>
<p>This is a small valley, a very important and precious ecosystem. Hwy 97 is already in place. The 97 connector did lots of damage, we don't need anymore major road building, no matter how short, to damage this valley. If any thing, we need to discourage more development and more roads and hwy's. protect what we have</p>
<p>Time is of the essence.....infrastructure has not kept up with population growth in the area (Highway 97 in general is not adequate to handle the traffic flow from Sicamous to Greata Ranch).</p>
<p>Time to do something now! Before more people are killed or injured</p>
<p>To date, meetings have been more of a personal nature on selecting a route. "NIMB" rather than what is best for Peachland and the Okanagan as a whole. For Peachland, I am for growth re: Industrial Park on upper Princeton Ave with connection to a main highway. Great potential the Province should look at and not miss out, for the future of our young generation</p>
<p>To widen the hwy through Peachland and build it to safety standards would ruin our town. You need minimum 4 lanes, turn out lanes - at least 4 traffic lights and frontage roads to collect traffic to keep from having people turning into high speed traffic. Slow the traffic to 60 km - I don't think so</p>
<p>Too much money to be spent to have people bypass Peachland. Stupid! Westbank and Kelowna needs roadwork and bypass more</p>
<p>Twinning the hwy is short sighted. For Peachland to prosper and grow we need the hwy to be diverted. Thank you</p>
<p>Unless the tax base increases significantly, Peachland will need to consider amalgamating with west kelowna. I doubt whether this will be popular with most Peachlanders! And the potential of a special tourist destination will be forever lost</p>
<p>Very disappointed with study to date - issues aren't about locals - is offering another option for those not planning a stop No where to travel another route if accident on hwy</p>
<p>Very pleased that an alternate route is finally getting a serious (genuine?) comparison</p>
<p>We can only stress that it is necessary for Peachland to have this issue resolved and a decision actually made with a time-line of work. And, until that time improvements to the existing highway must be done were possible. A case in point is a turn off for Brent Road. There is space to the right side of the highway that could be used to re-align the road to accommodate a left turn lane. We realize that being residents of this area we are bias but turning becomes more and more dangerous each year, especially in the summer months. Cars see the straight stretch and pull out to pass or fail to see that you have slowed down and indicated. From our experience more accidents happen here than reported (based on the figures present at the open house).</p>
<p>We feel it is important to keep the peaceful and small town community feel of Peachland</p>
<p>We have listened to the noise, bikers, trucks, ambulances, holiday traffic for far too long. It is time to move this traffic problems of Peachland around and bypass this community once and for all!</p>

We need hwy 97 in place fixed now, not later
When we purchased our land we were promised an access road and turning lane in return for giving up the top part of our property. we still do not have a turning lane!
Why bypass Peachland when Oliver, OK Falls, South of Penticton need 4 lanes because of volume Right now traffic lights are the major problem in Peachland - timing, duration, and why the one at 13 St
Why this? Why now? Who is the driver and what are their motives?
Widen in place!
With turning lanes at several intersections, 4 laning actually means 6 laning. For businesses, residents, and tourists, a 4 lane hwy means Peachland becomes actually 2 zones separated by a hwy, not beneficial to anyone. Concern that businesses in the IGA mall will not survive the 2 plus years of construction upheaval. Lakeshore businesses, residents, wildlife and tourists will suffer with beach Ave being used as a bypass for Hwy 97 4 lane construction. The 4 lane hwy in Summerland did not add to business sustainability, tourism, natural beauty or recreational access to that community. Peachland has a unique positioning on the lake, breathtaking views, access to 11km of lake shore, great shops and restaurants and with a bypass will be even more of a thriving destination for everyone. 4 laning hwy would destroy Peachland's ability to develop valuable lake front property from Princeton to Antler's Beach. Please note, this form represents 3 adults
Yes I would like to see more discussion on a plan for the next 50 or more years not just 20
You have ruined Westbank with the couplet. Don't do the same to Peachland. Look ahead to the future