

Highway 97 – Peachland Transportation Study
Public Open House – November 21, 2016
Engagement Report

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Background

The appeal of the Central Okanagan area has been reflected in strong economic and population growth, accompanied by increased highway traffic volumes. The Highway 97 corridor is the only north-south link connecting Okanagan communities and is vital to the region's economy. The segment of this corridor through Peachland is the last remaining two-lane portion between Penticton and Vernon. The time for safety and mobility improvements is approaching.

The Highway 97-Peachland Transportation Study will result in the identification of preliminary options within two scenarios:

- one preliminary option using the existing route
- one preliminary option using an alternate route

The study will not choose between these scenarios; that choice will be made by the Ministry in the future following careful consideration of the study results and community input.

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 project team completed an existing conditions assessment and presented a summary of findings to the public during an open house held on June 21, 2016. A summary of findings can be found online at www.gov.bc.ca/peachlandtransportationstudy. After the June 21, 2016 open house the project team developed several options for the configuration of both alternate and existing routes. The process of exploring these different options included significant stakeholder engagement and public consultation, as well as considerable technical analysis and design.

The open house held on November 21, 2016 was a key engagement and consultation milestone, and was designed to present several possible options for each scenario and gather public input on the issues, concerns, and opportunities associated with each option. The input received will be included in the study team's evaluation and refinement of the routes down to one preferred option for the existing corridor, and one preferred option for the alternate corridor.

Open House Objectives

The open house event was designed to achieve several objectives:

1. Show how public input to date has been considered in the preliminary options and the options evaluation process
2. Present the preliminary options for both scenarios

3. Explain the options evaluation process
4. Capture any additional issues or concerns with the different options for each scenario
5. Communicate the different engagement opportunities available and explain next steps

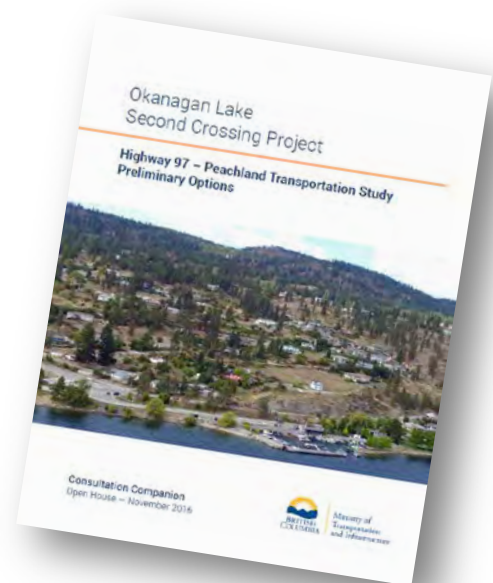
Open House Displays

The open house featured 21 display panels that presented project information and the different options for both alternate and existing routes. The information presented through the panels included:

1. Study purpose and objectives
2. Study overview and progress update
3. Recap of current and future conditions assessment
4. Recap of public input
5. Alternate route options
6. Existing route options
7. Multiple account evaluation
8. Next steps

Attendees also received a 32-page Consultation Companion document that provided additional information and detail about the project and the options for alternate and existing routes. Attendees were also provided with a four-page comment form to provide feedback on the options to the project team. Both the Consultation Companion and the feedback form were also available for download on the project website at

www.gov.bc.ca/peachlandtransportationstudy.



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/MOTI Communications office)

Publicity and Notification

The Ministry directly invited key stakeholders including members of local Councils, the Technical Advisory Committee and the Community Working Group. The public was invited to attend via paid print advertising, the project website, social media, a news release, media advisories and roadside signage.

Attendance

Approximately 640 people attended the open house. A total of 135 feedback forms were provided at the open house, and via mail and email.

Public Feedback

The information provided in the following section is a summary of the public input provided through feedback forms. The feedback forms requested input on both alternate route and existing route options, asking what important considerations people saw for each of the options presented at the open house.

Verbatim answers can be found in Appendix A at the end of this document.

Feedback on Alternate Route Options

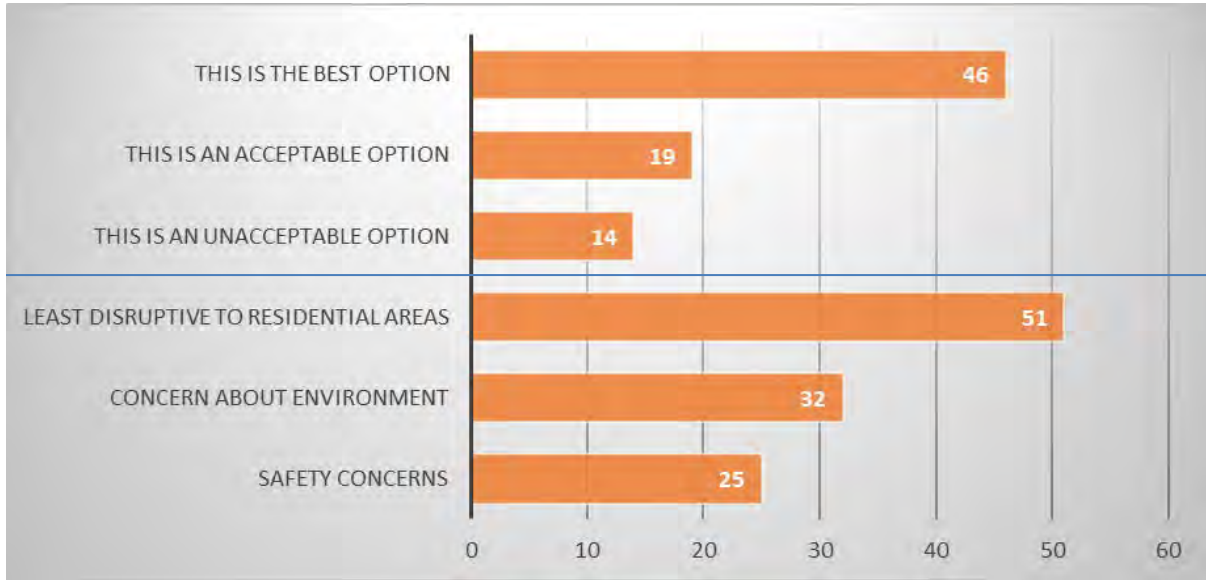


When assessing the alternate route options, respondents seemed most concerned with how each option would affect residential areas. For this reason, Option 1 was considered the best option by the largest number of respondents. Respondents found Option 2 to be unacceptable due to the potential effects on residential areas, as well as the height and the length of the alignment. Some respondents saw Option 3 as an unacceptable option, while many more saw it as either acceptable or as the best option. Finally, respondents largely felt that Options 4 and 5 were situated too closely to residential areas to be considered acceptable.



Alternate Route Option 1

For respondents who noted a favoured option, the greatest number saw Option 1 as the best option in comparison to other alternate route options, while the fewest number saw it as an unacceptable option.



Respondents favoured this option largely because of its relative distance from residential areas. Of all the alternate route options, Option 1 scored the highest in terms of being the least disruptive to residential areas.

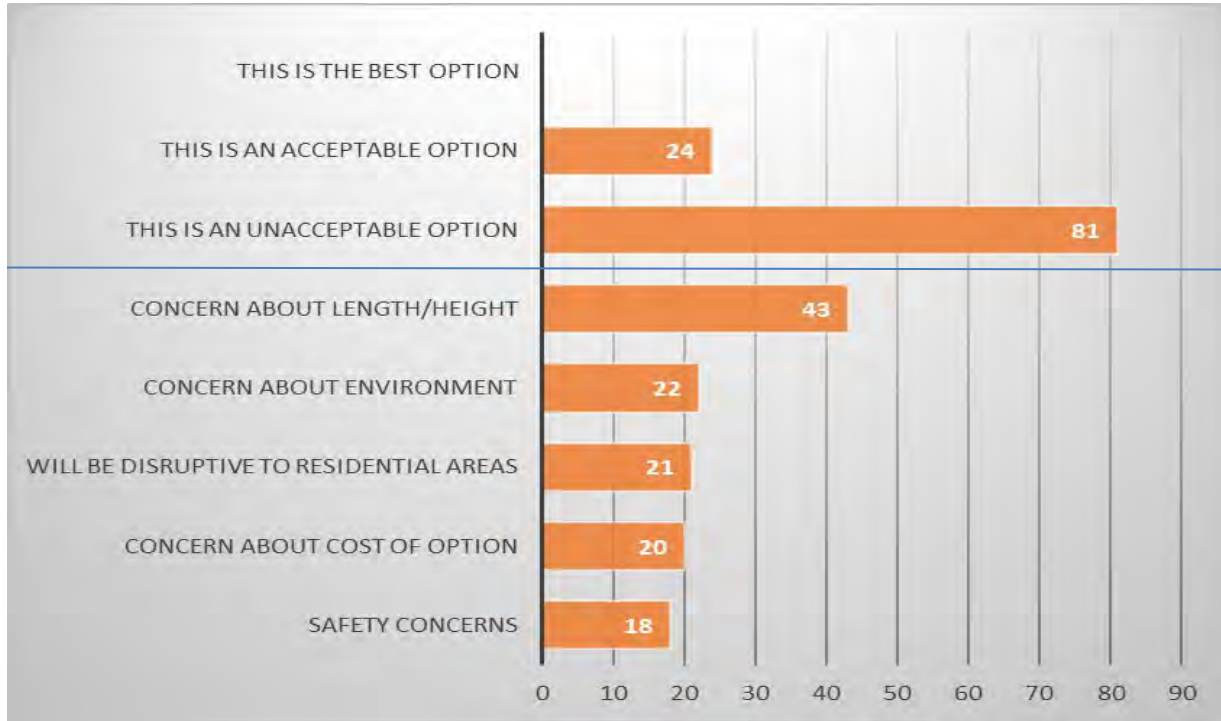
There were also a significant number of respondents who were concerned about the environmental impact of this option. This was a common thread with those who were against a bypass altogether. Moreover, many respondents were concerned about the safety of the option, noting its height in the winter would bring increased snow, and that it increased the risk of wildfire.

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



Alternate Route Option 2

For respondents who noted a favoured option none saw Option 2 as the best option, and in comparison to other alternate route options, the greatest number saw it as an unacceptable option.



Respondents noted the length and height of this option as primary concerns. A number of respondents noted that there would be a significant number of cuts required at the top. They also noted that the 6% grade may deter truckers and RVs from using it, meaning these users would likely continue using the existing route.

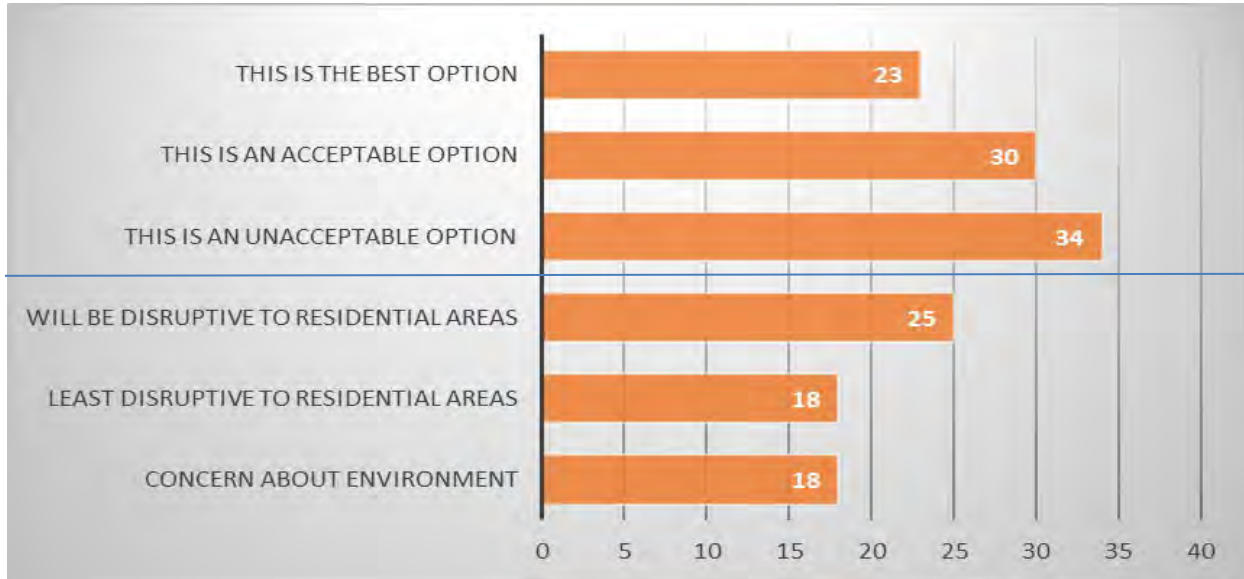
Related to concern about the length and height of Option 2, were concerns over the safety of the option due to the increased snow and fog that drivers would encounter in the winter. Beyond that, respondents were relatively evenly split in their concern about the environment, the costs involved, and the fact that it would be disruptive to residential areas – particularly to those in the vicinity of Pincushion Mountain.

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



Alternate Route Option 3

For respondents who noted a favoured option, a significant number noted that Option 3 was either the best option, or an acceptable option, while others felt that it was unacceptable.



Those who saw Option 3 as an acceptable option noted that it would be the least disruptive to residential areas and would account for the growth and future state of the community. However, some respondents also noted their concerns over environmental impacts. Some respondents who found Option 3 to be an acceptable option noted that they would prefer Option 1 instead.

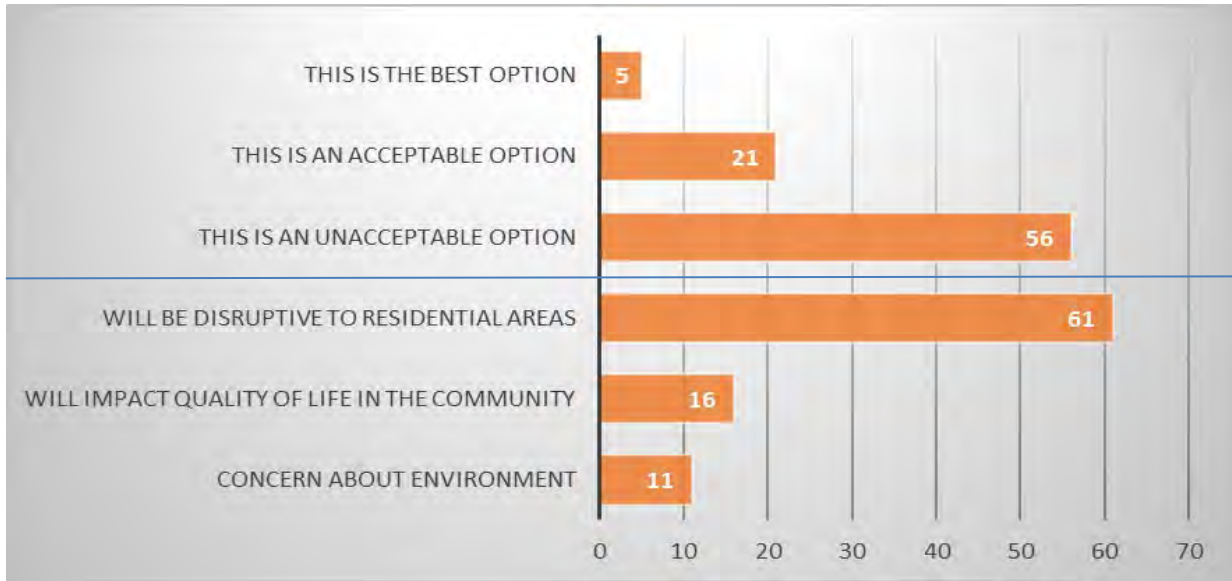
Conversely, those who saw it as an unacceptable option largely referred to its proximity to Pincushion Mountain and the disruption they felt that this option would cause to those living there.

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



Alternate Route Option 4

For respondents who noted a favoured option, only five noted that Option 4 was the best possible option, while 56 respondents noted it was unacceptable.



Respondents noted that they felt Option 4 would run too close to residential neighbourhoods and would therefore be disruptive to those areas. One respondent referred to Option 4 as a “bi-sector” rather than a bypass due to the fact that they felt it would divide neighbourhoods within Peachland. This comment was indicative of respondents’ general belief that Option 4 would impact the quality of life within the community. Many respondents noted this option as being “too close to residential”, “too close to homes”, “too close to town”, etc.

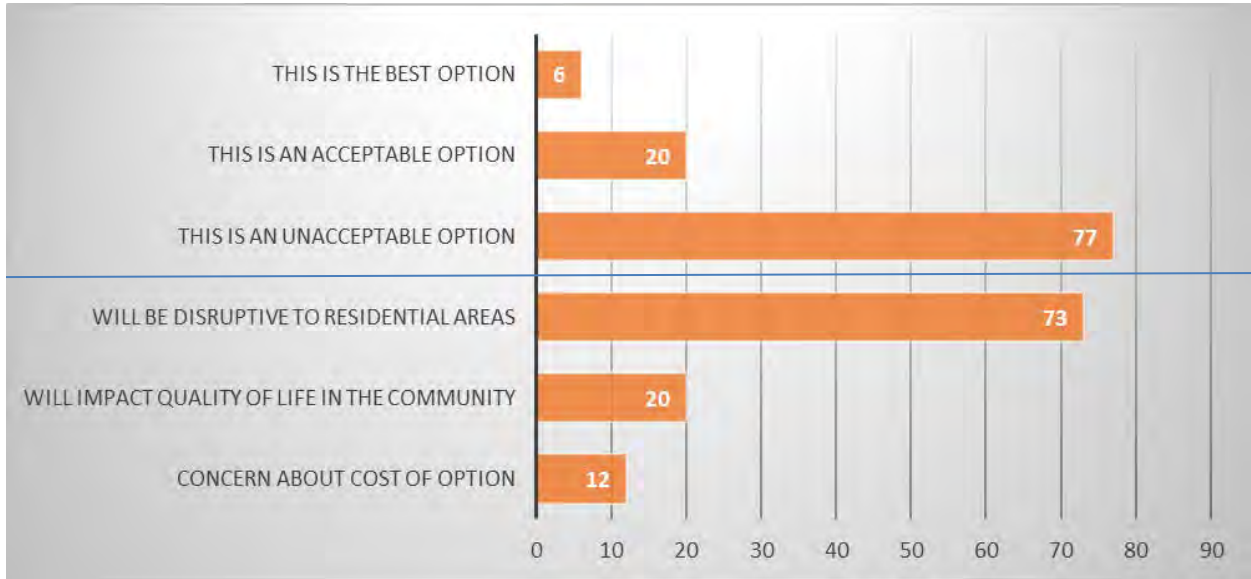
Among respondents who noted that Option 4 would be an acceptable option, many felt it was acceptable despite the fact that it would likely be disruptive to residential areas. Their reasons for finding it more acceptable were largely due to its shorter distance and flatter grade.

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



Alternate Route Option 5

For respondents who noted a favoured option, Option 5 was also largely noted as an unacceptable option. This option had the greatest number of people note it as an unacceptable option after Option 2.

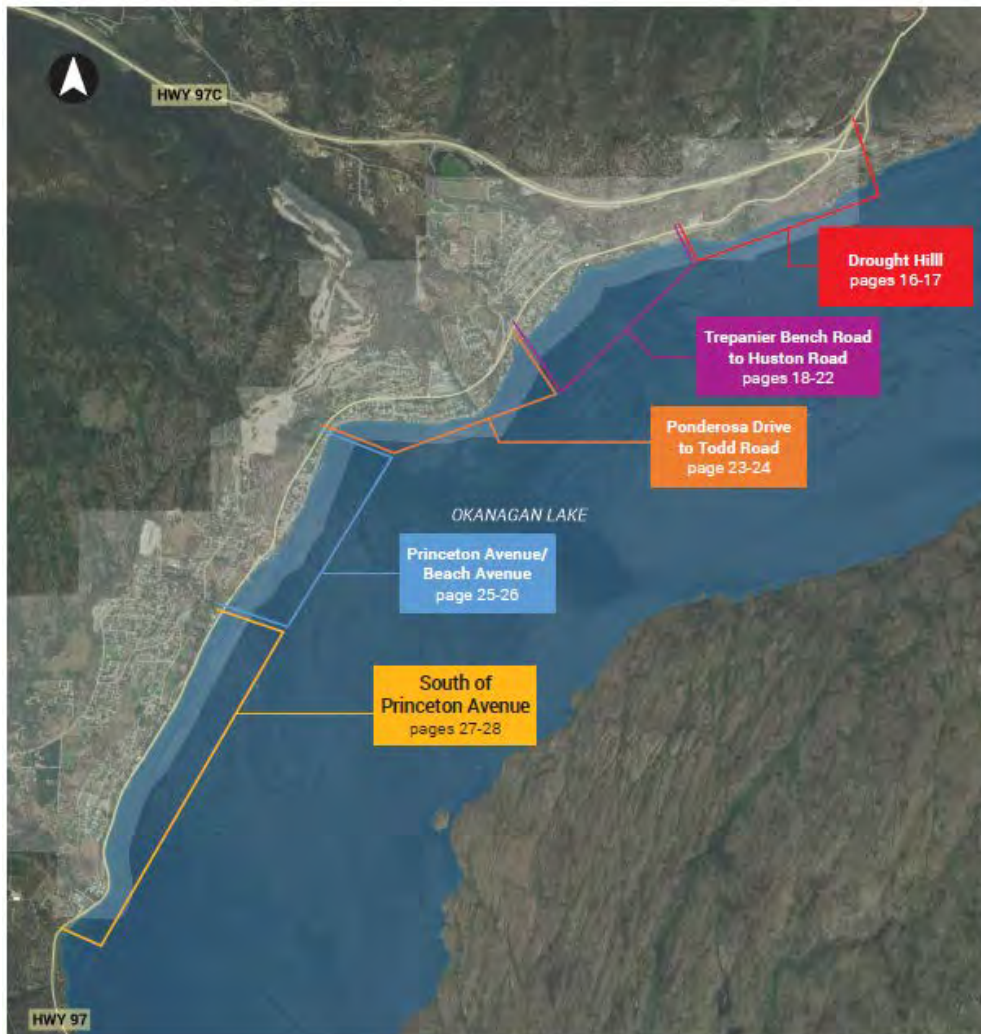


Respondents largely felt that Option 5 would be too close to residential areas to be considered acceptable. Many respondents also noted that Option 5 would have a significant impact on the quality of life in the community. Cost was also seen as a barrier to some respondents because they felt the cost of land acquisition near residential areas would be high.

Conversely, some respondents noted that this option provides the shortest and flattest route, and therefore would be safer and less costly than other alternate route options.

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

Feedback on Existing Route Options



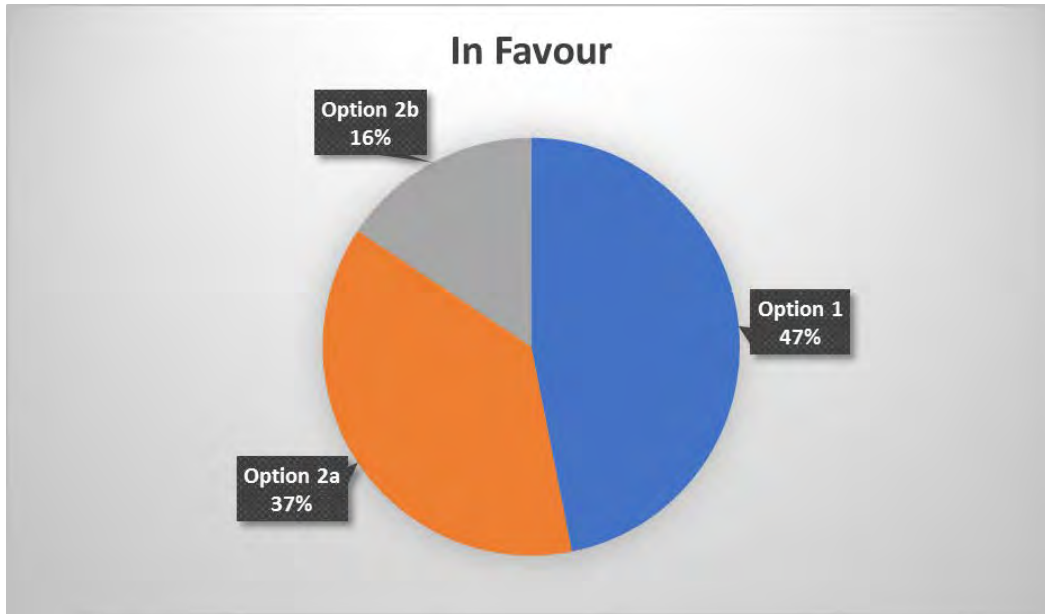
For the existing routes respondents had the opportunity to express their opinions on the different options presented for each section of the existing route. Each section of the route had as few as two proposed options, up to as many as five different options.

For each section of the existing route, respondents had a significant number of modification suggestions. For the Drought Hill (Seclusion Bay Road) section, as many as 23 respondents suggested modifications of one form or another.

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

Existing Route – Drought Hill (Seclusion Bay Road)

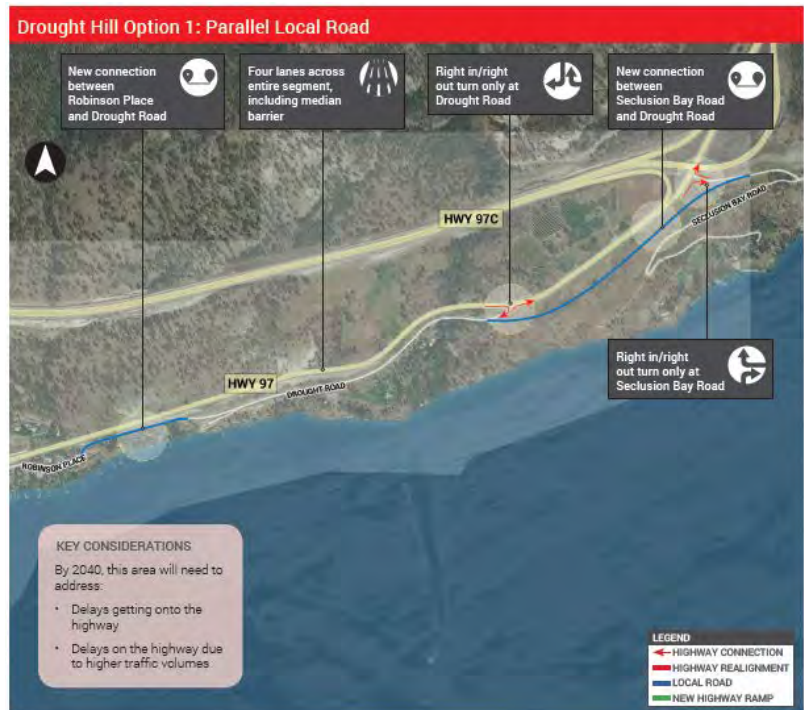
For the Drought Hill section of the existing route, respondents who noted a favoured option were more in favour of Options 1 and 2a when compared with Option 2b.



Results based on those respondents who noted a favoured option within their comments.

Option 1: Parallel Local Road

Option 1 proposes the building of a parallel local road that would run next to the highway. Of those respondents who noted a favoured option, this was the most popular option for this section of the existing route. Many respondents saw Option 1 as a good option due to the contingency of having a second route in case of a fire or severe accident on the highway. Respondents noted that other benefits of this route were that it would likely be the least costly and most efficient. However, they noted Option 1 may not address future transportation issues as well as the other options. Respondents also made modification



suggestions including straightening the highway and eliminating sharp turns to make this section of the route safer. Other respondents suggested lowering the speed limit and including a median (which is already proposed in all three options).

Option 2a: Drought Road Overpass

Option 2a proposes an overpass at Drought Road, to allow for local traffic to pass underneath the expanded highway and connect to the other side of the community. This was the second-most popular option for those respondents who noted a favoured option. Respondents felt this option allowed for the future growth of Peachland, as the community would not be bisected by the expanded highway. Respondents also liked that access to the recently completed New Monaco development would not be restricted.

Some respondents also noted that the connection of Seclusion Bay Road and Drought Road would bring an added element of safety, while others questioned if the lack of people living along the lake justified the potential added cost of this option.



Option 2b: Seclusion Bay Road and Drought Road Overpasses

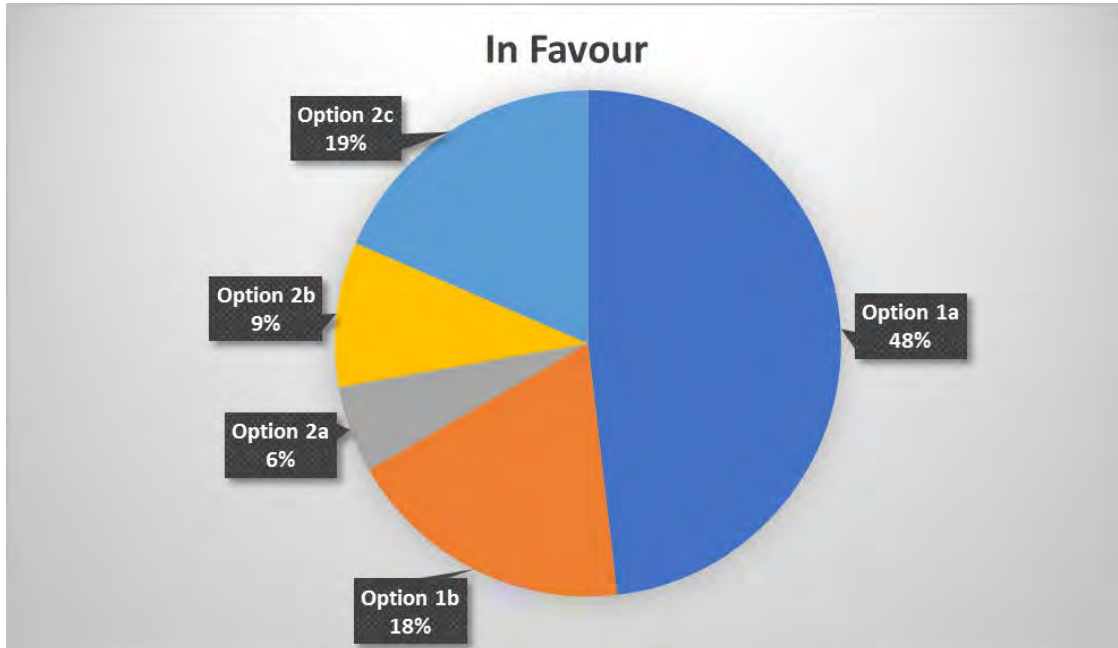
Option 2b proposes overpasses both at Drought Road and at Seclusion Bay Road. This differs from Option 1 and Option 2a in that the connection of Seclusion Bay Road and Drought Road would occur north of the expanded highway.

Respondents who saw Option 2b as the best option noted it would likely have the best traffic flow and felt it would be least intrusive to the status quo. Other respondents noted that this option would create awkward access for the New Monaco development. Conversely, those who opposed Option 2b noted it was the most intrusive, as it may require the most construction effort. Moreover, respondents noted Option 2b could be confusing for motorists, and questioned why right turns in and out of Seclusion Bay Road would be closed.



Existing Route – Trepanier Bench Road to Huston Road

Option 1a was most popular with respondents who noted a favoured option for the Trepanier Bench Road to Huston Road section of the existing route.



Results based on those respondents who noted a favoured option within their comments.



Option 1a: Signals at Trepanier Bench Road

Option 1a proposes putting in a traffic signal at Trepanier Bench Road at the far southwest end of this section. Respondents liked the increased safety they felt a light would bring at this intersection. They also liked that traffic going downtown from Trepanier Bench Road would not need to go as far away, and that they felt it was the most cost-effective option. Respondents noted the intersection was dangerous at present because of a relatively blind left-turn.



Option 1b: Signals at Huston Road / Buchanan Road

Option 1b proposes putting in traffic signals at Huston Road and Buchanan Road, which both run parallel to Highway 97. The signals would create one long intersection between Huston Road, to the north of Hwy 97, and Buchanan Road, to the south. Respondents hoped this option would increase safety by slowing traffic down as it enters residential areas on Huston Road. Other respondents noted that a traffic signal at the bottom of a highway could be dangerous, especially in winter. Moreover, others noted that a traffic signal could be difficult to engineer due to the convergence of five different roads.

Connection

Option 2a proposes building an overpass on Lang Road to connect the residential sections of Buchanan Road and Huston Road without the need for a signal. This was the option most often noted as least favourable for this section of the existing route. Respondents who favoured it did so because it would mean fewer traffic lights. Those who opposed Option 2a noted that they thought it would likely push too much traffic onto residential streets. Other drawbacks respondents noted included that they felt it would increase traffic on Huston Road and that it would make it difficult for residents of Trepanier Bench Road and Desert Pines to get downtown.

Option 2a: Lang Road



Option 2b: Shaw Road Overpass

Option 2b proposes putting an overpass over Shaw Road, so that this road connects Buchanan Road and Huston Road. This option was also not highly favoured by respondents. Respondents liked that this option would not require traffic

lights. However, they noted that they would like Trepanier Bench Road and Buchanan Road to retain their accesses to Hwy 97, so that residents would not have to backtrack to go downtown.

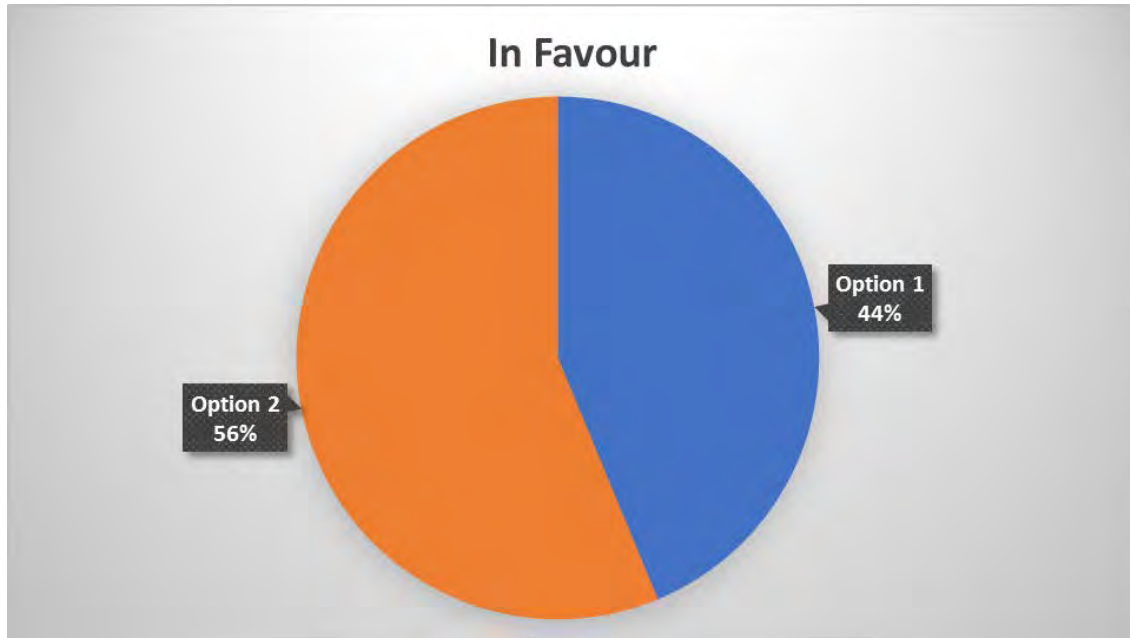


Option 2c: Trepanier Bench Road Overpass

Option 2c proposes overpassing Highway 97 at the southwest end of this section to connect Buchanan Road, Trepanier Bench Road, and Huston Road. Respondents liked the absence of new traffic signals, which they feel will improve traffic flow. Some liked that this option would cause the least disruption to residential areas. Many respondents also suggested modifications, principally regarding access to Hwy 97. Other comments included that Option 2c would be an inconvenient and expensive option and that it directs traffic into potential new residential developments.

Existing Route – Ponderosa Drive to Todd Road

Of those respondents who noted a preference, Option 2 was slightly more popular than Option 1 for this section of Highway 97.



Results based on those respondents who noted a favoured option within their comments.



Option 1: Retain signals at Ponderosa Drive and Clements Crescent

Option 1 proposes maintaining the existing traffic signals at both 13th Street and at Clements Crescent, and allowing for 'right in, right out' highway access at Todd Road.

Respondents in favour of this option noted that connecting Chidley Road to Clements Crescent, and the closure of the Chidley Road access to the highway may help protect the residential nature of this section of the route. Respondents also noted they thought the option would be safer and less costly. Other comments included concern over creating similar challenges for highway travel as those seen in West Kelowna.

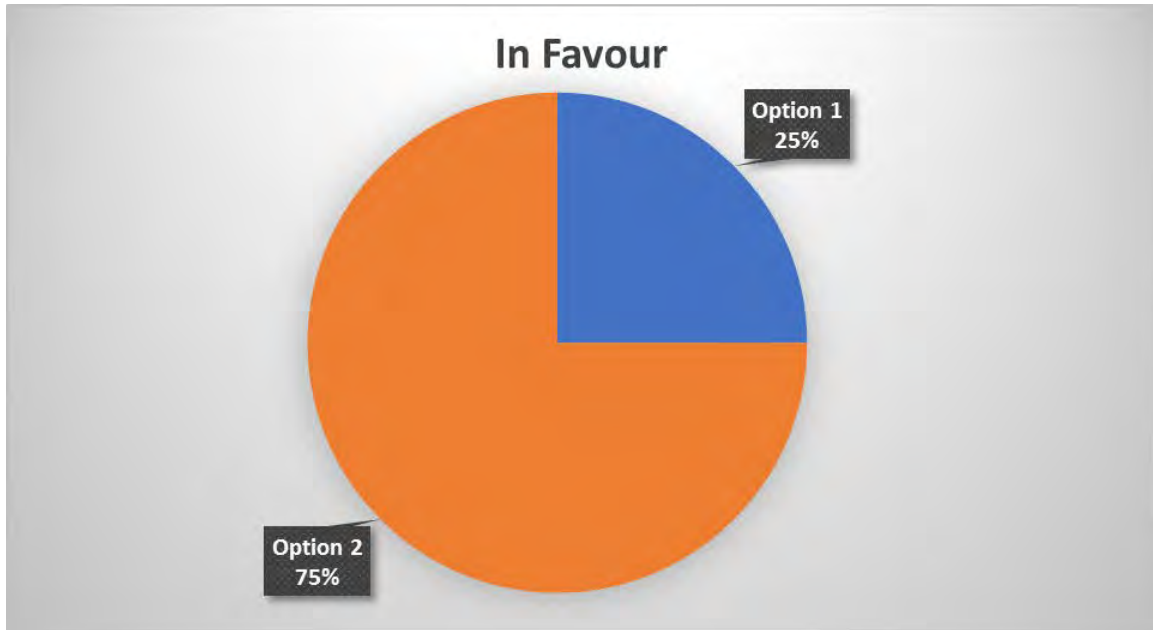


Option 2: Overpass at Ponderosa Drive

Option 2 proposes removing both of the existing traffic signals and installing two overpasses, one to connect Todd Road to Chidley Road, and the other to connect 13th Street to Ponderosa Drive. Respondents noted that an overpass would bring increased safety for those crossing the highway on foot, particularly from the skate park and shopping centres. They also noted that Option 2 was better for traffic flow and for the future development of Peachland. Those who were not in favour of Option 2 noted that it would require residents on Chidley Road to backtrack in order to go south on the highway and that it may improve traffic flow at the expense of safety.

Existing Route – Princeton Avenue / Beach Avenue

Of those respondents who noted a preference, 75% were in favour of Option 2 for the Princeton Avenue-Beach Avenue section of the Highway.



Results based on those respondents who noted a favoured option within their comments.



Option 1: Signalized Intersection

Option 1 proposes a traffic signal to maintain traffic at the convergence of Beach Avenue, Princeton Avenue, and Highway 97. Respondents noted that they thought this option would be less costly, less time consuming, and less intrusive to the community. They also noted potential drawbacks including the fact that it could divide the town from Hillside residents.

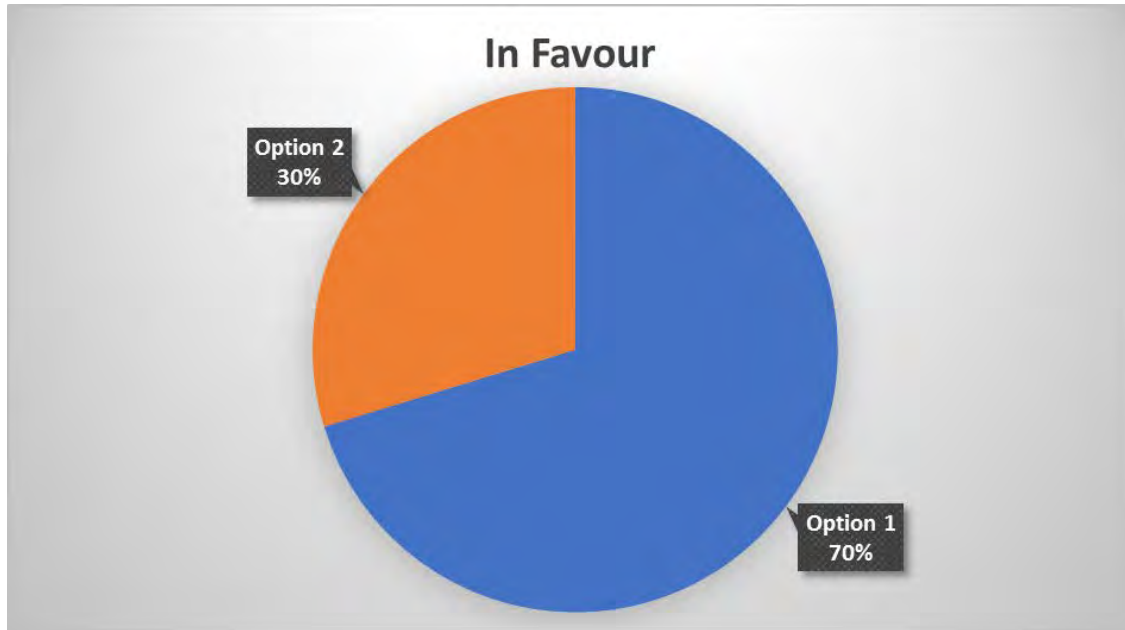


Option 2: Interchange

Option 2 proposes connecting Princeton Avenue and Beach Avenue underneath Highway 97. This option was popular with respondents who noted it would maintain traffic flow, especially in the summer. Moreover, respondents noted that it would be safer, as it would remove blind corners. Many respondents also noted that Option 2 would be more expensive, but nevertheless were largely in favour of it. The drawbacks respondents noted included that Option 2 may not be visually appealing, that it would eliminate Peachland’s primary boat launch and off-leash dog beach, and that it could push traffic into downtown and require the removal of certain buildings and businesses.

Existing Route – South of Princeton Avenue

Of the respondents who noted a favoured option most were in favour of Option 1 in the section south of Princeton Avenue of Highway 97.

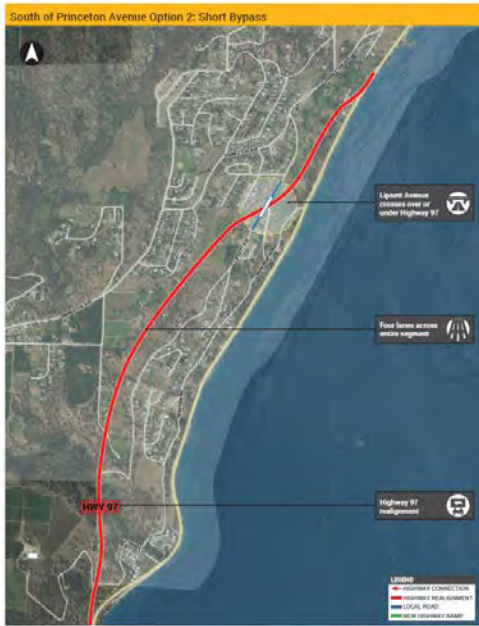


Results based on those respondents who noted a favoured option within their comments.



Option 1: Small Realignment at Antlers Beach

Option 1 proposes a small realignment of Highway 97 toward the southeast end of this section. This would effectively make the highway straighter. Respondents noted benefits to this option including the fact that it would be least intrusive to residents and that it would be safer than option 2. In general, respondents felt this option would be preferable to a short bypass (Option 2).



Option 2: Short Bypass

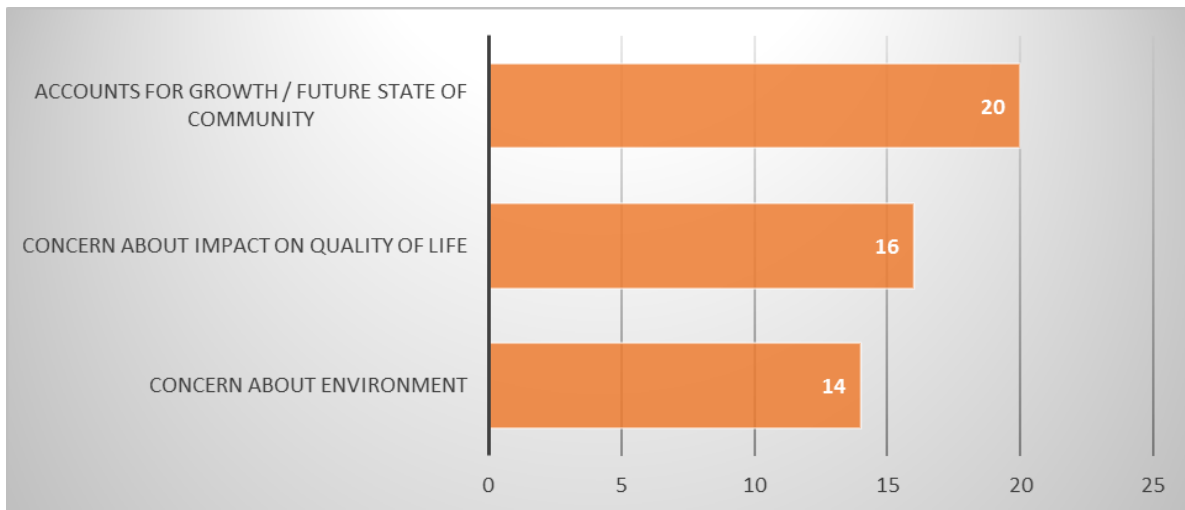
Option 2 proposes building a bypass to the west of the existing route. Respondents noted that they thought this option would increase safety by adding a secondary route in case of emergencies and it would allow the recreation area by the lake to flourish. Conversely, respondents felt this option would be disruptive to the community as well as being much more expensive.

Additional Feedback

The additional comments section allowed respondents to pass on any additional thoughts they may have had. This section had a broad variety of comments, however general themes did appear.

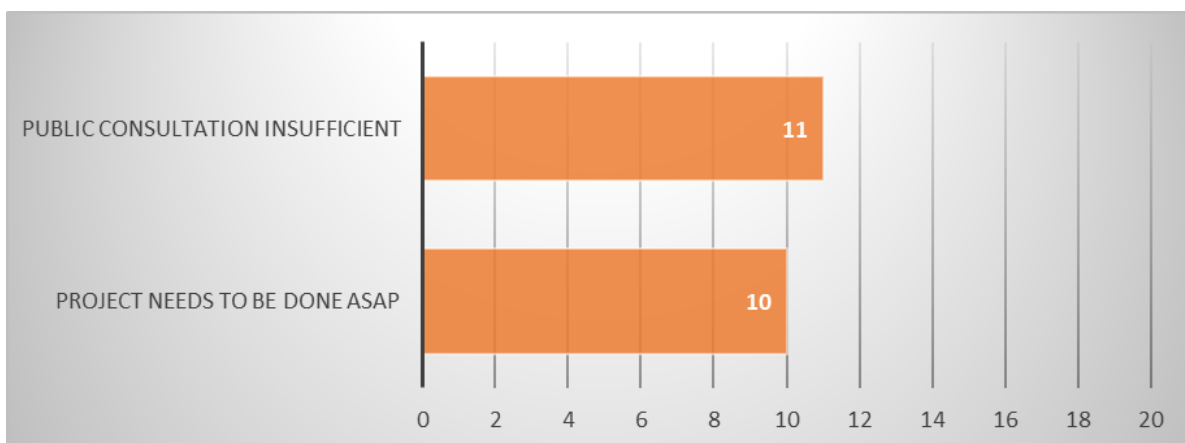
Community growth, quality of life, and environmental impacts

Overall, community growth, quality of life, and environmental impacts were the most prominent themes in the additional comments. Generally respondents noted that allowing Peachland to grow as a tourist destination and minimizing impact on the current residential areas were important considerations. Additionally, respondents noted that it would be important to consider the environmental impact of different options on sensitive areas and wildlife.



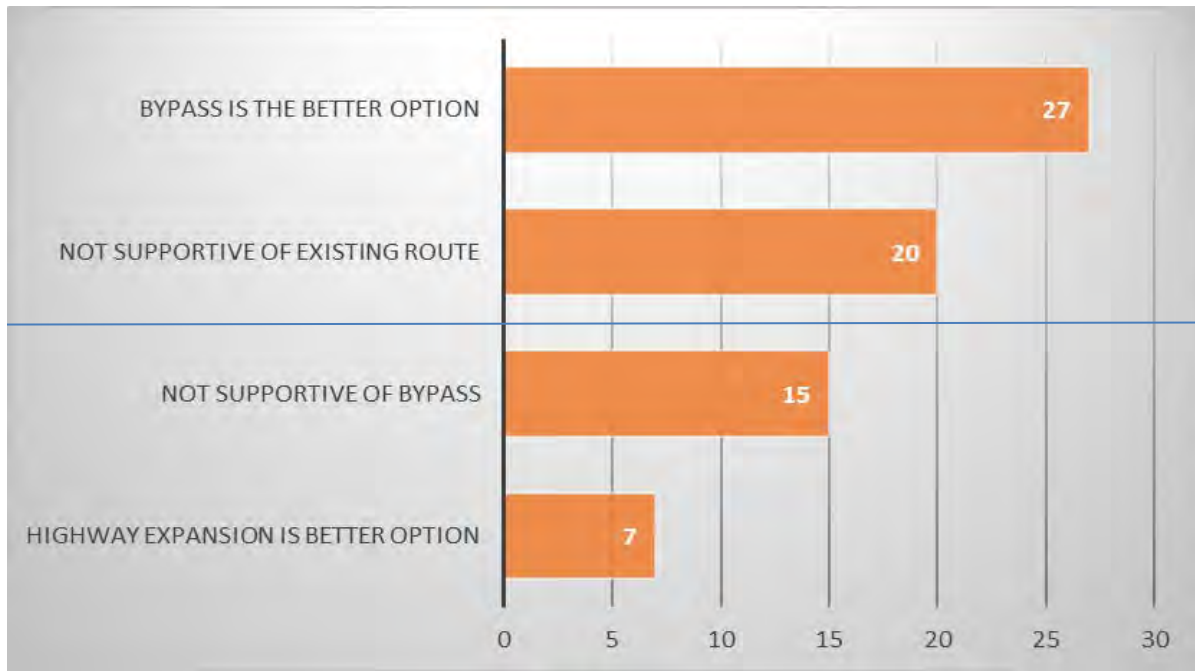
Public consultation and project timelines

A few respondents noted that they felt public consultation has been insufficient, and that the project should be done as soon as possible.



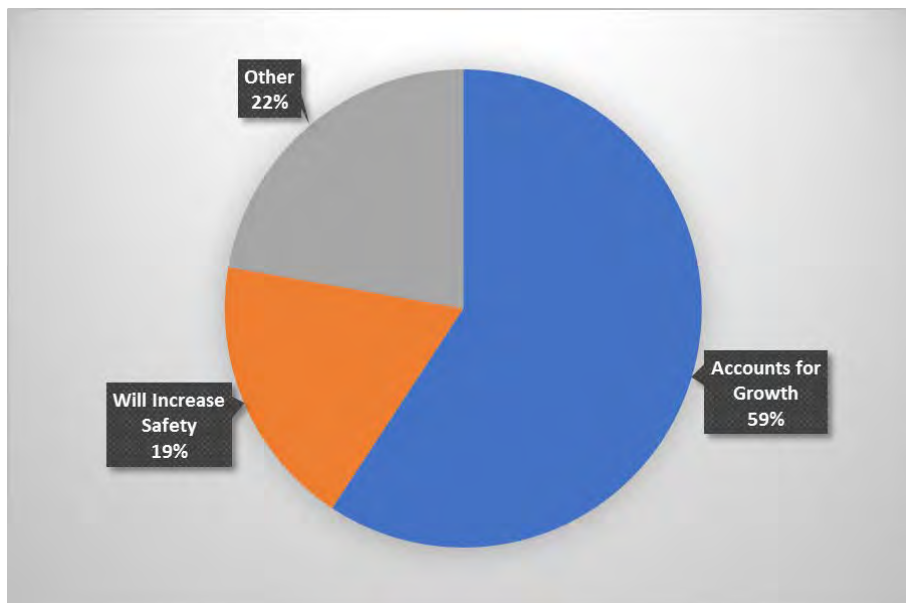
Bypass and existing route options

Sentiments in the respondents' additional comments were often focused on support or opposition to the bypass or existing route options.



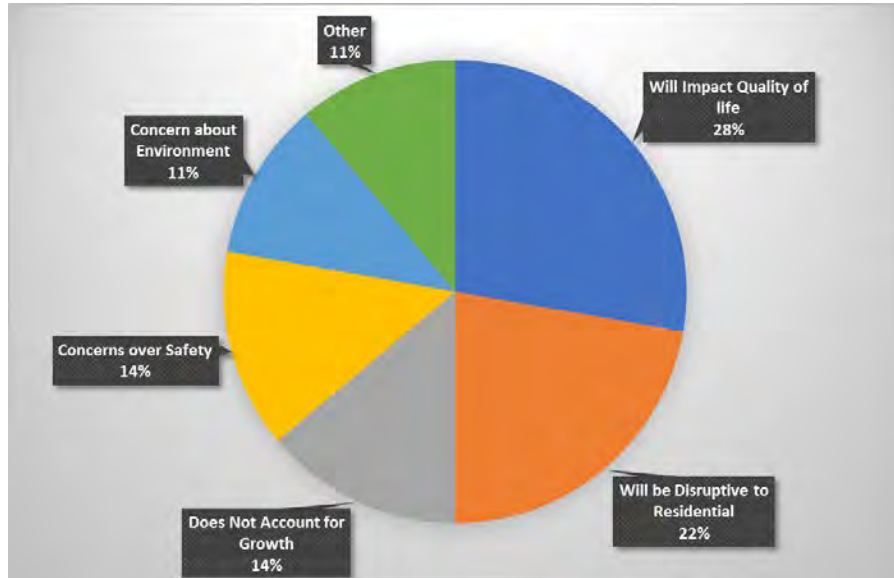
Bypass is the better option

Respondents who commented that a bypass is the better option namely noted that it would help to account for the future growth of the community. Other comments included that it would provide an escape route in case of fire and that it would improve safety in Peachland for pedestrians and cyclists.



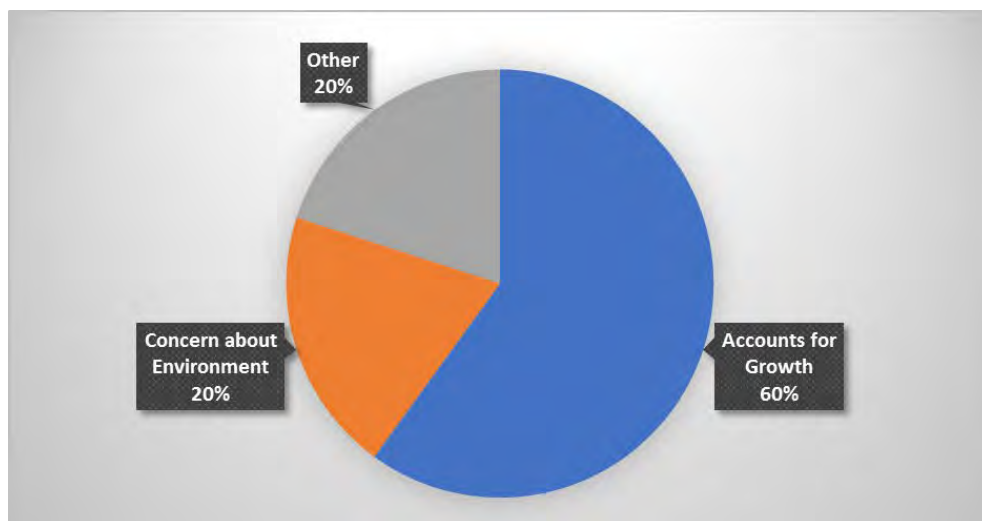
Not supportive of expansion of the existing route

Respondents who were not supportive of expanding the existing route noted that they thought it would impact the quality of life in the community, that it would be disruptive to residential areas, and that an existing route does not account for the growth of the community. Other comments included that it would increase traffic issues, cut off certain developments from the waterfront, and would be generally disruptive to Peachland as a whole.



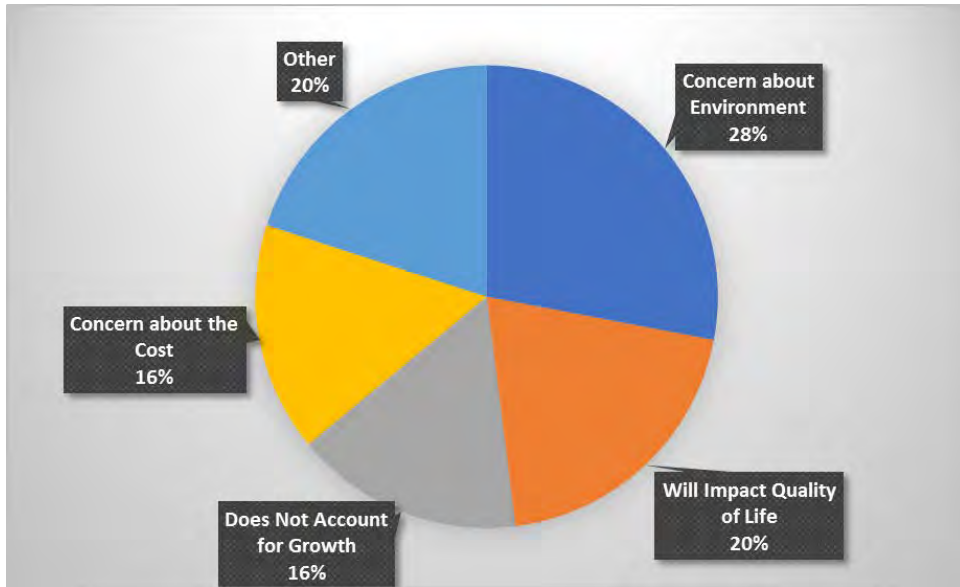
Existing route is the best option

Respondents who were in favour of expanding the existing route as the best option felt it accounted for growth in the community. However, they also noted their concerns over the environmental impacts the existing route could have. Other comments noted the fact that a 4-lane highway would eventually need to be put in regardless, so it would be best to do that now.



Not supportive of a bypass

Respondents who were not supportive of a bypass noted that they felt there would be significant impacts to the environment and to their quality of life if a bypass were chosen. They were also concerned with the cost a bypass would incur, and felt that a bypass would not account for the growth of the community. Other comments included reference to the fact that it would likely be more dangerous in the winter due to increased snow and fog, and that it could have a significant environmental impact on the watershed.



Appendix A - Verbatim Comments

Option 1
Furthest from residential areas. Room for Peachland growth
Room for growth; no noise for hillside homes. Best option
Preserves the value of the waterfront for further generations and allows for population expansion
1. Recreational disruption - God's country 2. Cost - very expensive 3. Time - too long to develop, every year someone dies
Completely bypasses all services and businesses; will ruin the driving experience, no view of lake or town; cold, impersonal route
2nd best option if #3 not viable due to environment
Takes traffic away from most housing
Too long and high
Steep grade/use of engine breaks will echo for all residents on Princeton/cost/bridges
Only option 1, start it where the divided hwy ends right now - proper animal fences over and underpasses for animals
The best. Minimizes accidents! Least impact on anyone anywhere. (take care to accommodate wildlife routes). Most cost effective. Can be done in one go. Best option to allow for visioning/growth for Peachland
We see a lot of opportunity for Peachland to grow. Within un-fill development. Keeping Peachland whole and not dividing it
Altitude/snow cost. Safety, environment and aesthetics
Snow covered highway
Looking at bypass options #1 is by far the most favourable
Dire effects on wildlife. Increase fire risk
This is the best option. Maintains the vibrancy of Peachland and creates the best flow through for traffic through the valley and to the connector
NA
Least disruption; needs pathways for wildlife; allows for residential growth with disruption
Least impact on residents of Peachland
Not an option too much loss of habitat and would make the noise from the traffic echo up the canyon towards all upper Princeton properties as well as lower
No. Against all of the alternative new routes. We need our highway fixed in place
Most distant from population which would be best for quiet

I see this as the best option because the distance is reasonable, the traffic is kept furthest from town and use of the valley above seems appropriate
Least population takes noise and traffic away from the peace of downtown. Best option overall
Best - keeps noise away, although, muffler bylaws should be enforced. Could join up with a Westbank bypass
Greater distance than 3 - but how do costs compare?
Watershed; future development expansion areas; cost, economical and new impact on residential
Trade route!! This is the best route as it allows for development on the hill which will be filled in by the time it's decided upon
This is the best option. It allows for the development in the hills as this is 20 years away
This route appears to be the furthest away from populated areas which I think is very important
Grade but seems feasible
Accommodates new development and allows for development of a tourist industry. Right now we have no developers and no tourism to speak of. This needs to change.
opposed to option
This one makes the most sense to me. in my opinion, traffic will be unmanageable in 10 years! Rather than study this to death spending exorbitant amounts of money (our money) on common sense solutions make a decision and get it done! Over 40 yrs we will have how many governments who each decide the prior study was flawed then doing their own study again. All this money spent on unnecessary studies could be designated for building a bypass within 10 years.
Too far back. Lots of snow removal
It goes through watershed. If it's possible to save it, animal crossings may need wildlife underpass or overpass to reduce collision. Would be better choice cause it would be scenic. population growth. This would be the best one
Only
Furthest away - tourists driving from Kelowna will not want to drive 8.5km west of 97/97C junction
Best! Away from town and takes advantage of valley
Away from town and take advantage of valley
Takes freeway out of already developed areas ensuring steady traffic flow and health and safety reasons
Winter driving; keeps traffic away from Peachland; room to grow for Peachland
Preferred. If you are going to bypass the community then bypass it. Not in favour of any bypass options
Unseen and away from populated area
Disaster and costs
Best as is furthest from populated areas, we don't need any more congested intersections
Too expensive and endangering wildlife. Peachland will suffer from lack of tourist stopping in

Love this route! Makes Peachland a destination town
Safer, quieter, faster commute. Three deaths within 500 metres of my front door in the last 2 years (Brent rd)
Wildlife, recreational trails, and peace and quiet will be destroyed by all the options for a bypass
This could be good but elevation could be an issue in winter
All options are good. ASAP!
Most feasible scenic and above population
Furthest from populated areas; though makes it a long route
Too long
Affects fewer property owners
Most direct, does not interfere with any existing development, more land for Peachland to grow. No matter what decision is decided this land should be secured to be used at a later date
Farthest from residential - great!
The grade and wildlife, effect on environment
Route is above fresh water intake of peachland
This is best. Forget the other options
Further from habitated area least steep climbs. Economical access to lands. Least visible from Peachland
Logical shortcut nut ? able to need has best proposal
This is the best option as long as you can get off and on the connector
Both good/best but #4 all things considered, would likely be the one that makes the most sense
Extra distance and elevation for travelers. Will this join up with another road bypassing West Kelowna
Less populated. Exits onto 97 near Greata Ranch. Fewer disruptions for population - this is my choice
Furthest from homes negative impact to wildlife
Making safe animal crossings. My favourite! Scenic. Does not interrupt scenic blissful Peachland life
Preferred option - it's out of the way, shorter, cleaner
Takes advantage of the valley west of McCall lakes. Further from populated areas.
Less disruption to homes and a flat route
Bad for environment
Will effect a large wildlife habitat and many recreational trails and areas as well as increase wildfires above Peachland. Also more dangerous in the winter.
It cuts through a lot of wildlife and hiking areas. Not a great idea
Effects wildlife. Into earths unreplaceable wilderness. Snowy, ice, foggy in winter
Best. Max grade 6% for most. Bypass is a good thing this option disrupts the fewest residents
Would be my first choice - fewest residents disruption
OK with

Remote, isolated lighting, snow services removal in winter? But best option for minimal impact on existing residential
Best option for peace and quiet in upper areas
This option effects the least amount of people and homes and 20 years from now would still be effective through town would require another update to 10 to 15 years
Cost/elevation; Watershed damage; distance
Any of these five options makes sense
Devastating to natural habitat - significant impact on land and upper neighborhoods. Terrible winter driving conditions too long and motorists take old 97 anyway
Simple construction of 97C but perhaps less attractive for southbound traffic on 97
Seems to be best bypass option
Best option, would have the least impact on town
Least disruption even if xxxx
Fire safety; grade; good option. It's the least disruptive and opens new areas
Less disruptive to town and residents
Existing route please!
A good option in that it is far from development
acceptable
Why is there no attempt to mitigate this plan (these plans) into a create Okanagan lake plan for transportation? Sorry this is not a stand alone plan?
Does NOT go through Peachland
N/A
Not in favour of bypass
Too long, weather problems, fog
Impact on wildlife and ecology
I prefer the option as it does not disturb current residential areas.
We have lived here for 20 years. The value of our property is the quiet and the beauty of the forest. We feel ambushed by any bypass that is close to our property. We prefer the Hwy 97 option (first choice). option 1 is also an option (second option)
I prefer either
Too long, grade too high for too long. Too high
Fast and direct - any consideration of rejoining 97 at Summerland instead of Peachland
Heavy trucks - logs/gravel/mining- can access Hwy in in xxx driving through Peachland
Gets through traffic away from Peachland and housing; provides for future expansion to 6 or 8lanes as needed; Does not divide the community; Wildlife crossings etc. can be mitigated easily
Is the bypass' intention to make Peachland safer, reduce speed and accidents? Then this is the best choice
#4. Better for cars south of Peachland wanting to go west on 97C. Least disruption to Peachland. Too high, more snow
Less traffic, safer and quicker
Best option!

Good
Good option, furthest from population
Too far xx of the way
All options end only at Antlers Beach, which would reduce the incentive from Kelowna (originating) south bound traffic to travel 3-4 miles up the Coquihalla for such a short bypass. Please redesign the bypass to end at Greata Ranch
Devastating for ecosystem. 22km of 6% grade is nasty. Too long - drivers will take existing route of 12 kms over 22 km bypass. Too high - elevation in snow zone, chain up area for truckers. It is very visible - a huge rock cut above ALR Fxxx
Winter maintenance; users not wanting to use - too high, snowy, long, far from amenities, no view of lake. Ruins environment and ecosystems
Best option - bypasses Peachland avoiding disturbing residential areas. provides an opportunity for commercial development along hwy`
Best option - away from existing properties
Allows people to have scenic lake driving; Allows for beautiful lakeside community; far from lake to promote nice quiet lakeside city of Peachland; far from houses as least impact to citizens; on Crown land so easier to develop as less disruptive for traffic during construction period
It would certainly avoid disruption to just about all Peachland residents however I feel that it intercepts Hwy 97C too far west to be a viable option for north/south commuters, therefore would not be utilized extensively unless it is to be tied into a future bypass route on the west side of OK Lake
This has least impact on people. Would not have traffic echo (Peachland shaped like a bowl) On this route existing traffic would not need to be managed. Good to add feeder roads to escape interface fire
This is my preferred option. I believe a true bypass is the best option for Peachland. Studying all the rest of the options, the each interferes with an area of Peachland already developed, At one meeting organized by the group believing in 'no bypass', some people who lived close to the imagined route became very upset and were ready to put their place up for sale

These are the longest route options and likely the most expensive to construct. Both require an expensive crossing of Peachland Creek and an overpass for the forest service road which connects to Princeton Ave. These 2 routes also have the greatest vertical profile requiring long adverse sections followed by corresponding favourable sections. This will result in the largest carbon footprint annually. More detail is provided on this at the end of the report on the carbon footprint of each option. They provide only marginal time savings at the highest peak times of traffic flow and during non-peak hours and months, these routes might actually take slightly longer than the existing hwy. These 2 options will also have the highest annual road maintenance costs due to their length and elevation changes. They will be subject to longer periods of winter conditions which will limit their especially in light of the fact that the existing hwy does not experience high traffic flows in the winter. It is likely in fact that north/south traffic may actually avoid these options in the winter. Given the factors listed above: highest construction costs, highest annual road maintenance costs, largest annual carbon footprint and uncertainty of cost. I would recommend that options 1 and 2 be rejected and given no further consideration

The first issue is the fact that a four lane highway through the centre of a small town is significant barrier. We like to walk and bike, as is common to small towns, but this is not compatible to highway development through town centre. Secondly the highway, four lanes, increasing volume and speed, is a hazard in terms of more and more critical accidents. (see additional comments #7 below)

option 1 should be the priority since it is furthest from populated areas and seems to follow the lay of the land.

Option 1 is the most viable option. As per the definition of "bypass," a bypass should circumvent the town instead of cutting through any part of Peachland. With government approved clear cutting of the forest to the west of Peachland (logging trucks every hour coming down Princeton Ave) the environmentally sensitive area has already been damaged and can be ready for a bypass. If the plans are to "bypass" the town of Peachland then "bypass" the entire town. Make option 1 the start of the planning process and do not make a "bypass" through the town. Do not disrupt current homeowners nor limit the potential for future residential growth of Peachland.

This is my preferred option by far. As this is a by-pass - then it should indeed bypass existing development, particularly existing residential areas. Wildlife over or underpasses should be part of the design. How does this tie to the future bypass around West Kelowna?

Elevation is quite high.

Too far west. Needs access to Princeton & Trepanier Too Long

would be my #1 choice, elevation is a concern for 3 months of the yr, intersection with Princeton ave. would be a benefit for industrial traffic and another access for upper Princeton residents. wildlife concerns would have to be addressed. The existing 97c went thru similar wildlife corridors and issues were minimized.

This is the only by pass option with merit. This does not disrupt any residents of Peachland

Great place for a high speed freeway and a nice straight route. It would make 97C a better route from Vancouver to the whole south Okanagan. It also makes sense as the first part of a Central Okanagan bypass and second lake crossing.

This is the preferred path as it is an actual bypass (i.e. goes around Peachland) that appears to impact residences the least. It is assumed that any bypass would be designed with wildlife protection and crossing allowances. All 5 Alternate Routes exit from the existing Hwy-97 in the south at approximately the same spot - indicating that it is expected that twinning the existing route between Greata Ranch and this take-off spot would be part of the cost of all Alternate Routes. It should be noted that the existing highway is at the edge of a precipice towards the lake, so all expansion would have to be away from the lake; for most of this portion of the highway that would require significant blasting as the mountainside of the road is extremely steep and close. A potentially less expensive alternative would be to start climbing the hill immediately at Greata Ranch (approx. 100m south of the end of the current 4-lane) and cross over the hill at the low point and follow up the valley meeting the original Option One route where it turned north. Although this path would represent more kilometers of new road, it is not much more considering that many kilometers of existing highway would need to be twinned (hence would add 1/2 the kms); plus it may actually be less expensive due to less blasting and hauling, plus it would definitely have less impact on the existing highway during construction.

This is the best route except for the destruction of wildlife wintering grounds and possible contamination of our water supply. Also a huge risk for wildfire. Why would taxpayers want to spend hundreds of millions of dollars here?

1) It is about the same length to build as the other options 2) Blasting would be easier and cheaper per volume of rock because of no close structures. There would be no blast vibration concerns and this would allow larger diameter drillholes and larger patterns. No preblast house surveys and no vibration monitoring would be required. There also would be no rolling rock danger to residences. There would be less headaches to project workers and also to homeowners. 3) Would the drive time on Option1 be the same as the Hwy97 route? Would people need to be encouraged to use the bypass? What about the idea of 2 tollbooths (north and south) that would charge non-locals \$2 to enter Peachland vs the bypass route. Peachland locals would have a drive through lane. This could help pay for the bypass. Just throwing this idea out there. 4) What about closing the bypass in the snowy months, maybe 3 months per year. Then no snow plowing would be required and traffic would use the lower and safer Hwy97 in the winter. The traffic is less in the winter on Hwy 97 anyways. Personally if I was the decision maker I would spend taxpayers money on the 4-lane Hwy97 option.

The length of these bypasses in options 1,2,3 is excessive and I could see a lot of traffic continuing to use the existing 97.

Too much blasting of rock. Too great a distance to travel to skirt the town.

Furthers from populated areas and generally not visible, protection of a unique ecosystem, negative impact on wildlife

This is the route that encroaches most on the wilderness. What is the % of wilderness that will be impacted from Peachland to Merrit. I do not see any valid loss of wilderness arguments against these routes.
good option as this is further from populated areas, requires protection of wildlife, possibly building some kind of overpass for animals crossing
Were the presented 5 alternate route options actually a sincere effort? The five alternate route options in this presentation are very limited in description. Little effort has been made to help us understand their actual implementation. Option 1 and 2 will be the least attractive to truckers and RVers due to the described 6% grade, and the most expensive to build. All these options also pose potential concerns for environmental impact, yet no data has been included in this presentation. In fact, 4-laning Highway 97 in place would have environmental impacts as well. We are worried that this presentation will add confusion and increase divisiveness in the community. If the bypass options had been developed with the same detail as the Existing Route Options, it might have been easier to discuss the pros & cons of both bypass and in-place developments.
All alternative route options, including Option One, will devastate a quiet way of life and recreational access for those Peachlanders who sought this out in the hills. With 12 children on our small street very near Option1, we know this area is about family life, keep families in Peachland!
expensive * cutting through nature - reducing wildlife habitat * reducing recreational possibilities-cutting off back country * very close to some people's backyards

Option 2
Preserves the waterfront for future generations but seems uneconomical due to elevation
1. Recreational disruption - God's country 2. Cost - very expensive 3. Time - too long to develop, every year someone dies
Completely bypasses all services and businesses; will ruin the driving experience, no view of lake or town; cold, impersonal route
Too similar to #3 but longer distance and still impacts Pincushion area
Takes traffic away from housing but is longer and more curves
Too long and high
Cost for bridges/wildlife/noise
No
option 2 looks more expensive with significant cuts at the top
Altitude/snow cost. Safety, environment and aesthetics, plus having a 4 lane hwy encircling a community of families with 24 children within 200 metres
Still lots of snow
6% grade dist. from pop. areas and less impact on Peachland
Ruin wilderness, local hiking areas, bad effect on wildlife
Second best choice - however, why cut apart Pincushion Mountain when there is option 1
NA

Not an option too much loss of habitat and would make the noise from the traffic echo up the canyon towards all upper Princeton properties as well as lower
No
longest
Too many deep cuts
More work and cost with not too much difference to option one
Too high
Height/curves/snow. Problems, maintenance expense
Watershed, cost and new impact on residential
No
Grade but seems feasible
probably the most expensive
opposed to option
Rather long route
Too high of elevation during winter would be needing plowing more, slippery condition would be more, if it can be made with safety measures it would work
No
Furthest away - tourists driving from Kelowna will not want to drive 8.5km west of 97/97C junction
2nd best. Road is high maybe poor winter weather
Road in high not good in poor/bad weather condition
Winter driving and expensive
Too many cuts required
Disaster and costs
2nd
Too expensive - wildlife?
OK
Wildlife, recreational trails, and peace and quiet will be destroyed by all the options for a bypass
Not an option
Too high
Too long
Too indirect
Affects too many property owners
Too long
Length of travel, amount of construction required and wildlife. Effect on environment
Route too long, travelers may opt to cut through town as a shortcut
Too close to peachland we will have to look at the scar
Logical as above but subject to difficult terrain
No

Both good/best but #4 all things considered, would likely be the one that makes the most sense
If accident closes Hwy 97 between 97C and Gellately Rd South there is no other route
Hwy cuts back into too populated area
Negative impact to wildlife
Too high - snow/fog? but scenic
No redeeming features
Intersects Hwy 97C at the same point as option 1
Too long
Putting a hwy over such a popular trail as Pincushion Mtn makes no sense! Will deter traffic coming to Peachland to enjoy our trails and natural habitat as well as the many wild animals in the area.
Effects Pincushion Mtn which is a great hiking spot and is a spot with lots of wildlife so would be ruining their homes
Pincushion Mtn is a beautiful hiking area, and huge Peachland attraction. There are goats and other wildlife on mountain
Good as well
Longest and highest - significant cuts
OK with
Impact to current residential (view? noise?)
Cost; Recreational use damage
Ditto => even longer. Motorists will choose shorter lower route over existing 97.
Better with option xx
no
too much grade
Cost and disruption to Pincushion hiking
height is a disadvantage due to weather
Acceptable
Does NOT go through Peachland
N/A
Not in favour of bypass
Much too long - high altitudes could mean weather problems and icy conditions
Length, impact on environment
Good option as well, could open land for commercial use
Any bypass that takes traffic from lowland people and puts that traffic in the backyard of highland people is unfair and a waste of money. Options 2, 3, 4, 5 are a waste of money. Nothing is accomplished
I prefer either
Too long, grade too high for too long. Too high
Possible but riding club trails are here near work yards
This would also work but is not as good as option 1. may limit future expansion to 6 or 8 lanes. Some wildlife mitigations

#5. Too long/high
Viable
Viable option, elevation a minimal issue
Too high; too expensive; too long; traffic from Kelowna south to Penticton wouldn't take it
Too close to Pincushion Park and many Peachland residents, goes right through Peachland watershed and mule/deer habitat. Too long of 6% grade in snow zone 24 kms= double of existing route
Who would choose 2 24 km route over the 12 km existing road cuts right through watershed. Disrupts residents view with sound and xx
Not in favour of significant cuts to Pincushion
Too close - too many cuts
Longest distance and highest elevation; looks good at least not 4-5 lanes through community and by OK Lake; All routes for bypass allow easier access to Coq for residents of Summerland and Penticton
It would certainly avoid disruption to just about all Peachland residents however I feel that it intercepts Hwy 97C too far west to be a viable option for north/south commuters, therefore would not be utilized extensively unless it is to be tied into a future bypass route on the west side of OK Lake
Out of the way, would allow for growth between bypass and Peachland perhaps to introduce hotels, seniors residences, or light industry
I believe the whole route must be well away from the developed areas of Peachland
<p>These are the longest route options and likely the most expensive to construct. Both require an expensive crossing of Peachland Creek and an overpass for the forest service road which connects to Princeton Ave. These 2 routes also have the greatest vertical profile requiring long adverse sections followed by corresponding favourable sections. This will result in the largest carbon footprint annually. More detail is provided on this at the end of the report on the carbon footprint of each option. They provide only marginal time savings at the highest peak times of traffic flow and during non-peak hours and months, these routes might actually take slightly longer than the existing hwy. These 2 options will also have the highest annual road maintenance costs due to their length and elevation changes. They will be subject to longer periods of winter conditions which will limit their especially in light of the fact that the existing hwy does not experience high traffic flows in the winter. It is likely in fact that north/south traffic may actually avoid these options in the winter. Given the factors listed above: highest construction costs, highest annual road maintenance costs, largest annual carbon footprint and uncertainty of cost. I would recommend that options 1 and 2 be rejected and given no further consideration</p>
option 2 is also acceptable but would prefer crossing Princeton Ave higher up near option 1 crossing.
My second preferred option. Same comments as above. Feel it comes too close to residents at the top of Princeton.
Too long a distance.
Too far west. Needs access to Princeton & Trepanier Too Long

longest and highest in elevation, Option 1 looks better
Disruptive to Peachland rural residents
This is another genuine possible bypass route, and may be preferred over Option One if it impacts residences less (this information is not available from the provided images). Note that this route could also benefit from the suggested redirection over the hill from Great Ranch suggest above.
Again not cost effective for taxpayers return on investment.
The length of these bypasses in options 1,2,3 is excessive and I could see a lot of traffic continuing to use the existing 97.
Same as Option 1. Too much driving to skirt the town.
Longest and highest of the options, with significant cuts at the top required
as with all the bypass options there should be access points to allow alternative routes for people using Princeton and Ponderosa as their prime access as these are barely viable routes to the developments and a single point of failure for emergency situation.
This is possibly the worst option as this is the longest and the highest. there are significant cuts at the top required
Were the presented 5 alternate route options actually a sincere effort? The five alternate route options in this presentation are very limited in description. Little effort has been made to help us understand their actual implementation. Option 1 and 2 will be the least attractive to truckers and RVers due to the described 6% grade, and the most expensive to build. All these options also pose potential concerns for environmental impact, yet no data has been included in this presentation. In fact, 4-laning Highway 97 in place would have environmental impacts as well. We are worried that this presentation will add confusion and increase divisiveness in the community. If the bypass options had been developed with the same detail as the Existing Route Options, it might have been easier to discuss the pros & cons of both bypass and in-place developments., this option also adds an unattractive extra length as well as somewhat increased elevation for truckers & RVers.
All alternative route options, including Option One, will devastate a quiet way of life and recreational access for those Peachlanders who sought this out in the hills. With 12 children on our small street very near Option1, we know this area is about family life, keep families in Peachland!
expensive * cutting through nature - reducing wildlife habitat * reducing recreational possibilities- cutting off back country * very close to some people's backyards right through the area where many people hike and walk their

Option 3
Best of all. Preserves the waterfront yet allows access to Peachland business and general population
1. Recreational disruption - God's country 2. Cost - very expensive 3. Time - too long to develop, every year someone dies
very steep. Still follows the same essential route of the above options, same concerns
Like this the best, does not interfere with existing population
Best option - distance good if environmental concerns addressed

Very similar to one but closer to town population
Good option
Cost/interfere wit residential area
Possibly - but not as good as #1 - as it can impact future growth and hem Peachland in
Not much room for future development
3rd best
As option 2 plus desecration of iconic Pincushion Mountain
Looks viable - wildlife may be an issue
No
Ruin wilderness, local hiking areas, bad effect on wildlife
Third best choice but does not move traffic far enough away. Will cause disruption in Peachland
NA
Into 4 is also good. Definitely no bypass. Peachland will be ruined
Not an option too much loss of habitat and would make the noise from the traffic echo up the canyon towards all upper Princeton properties as well as lower
No
mirrors current
Second best option, the task force did an excellent job
Doesn't really solve problem so no sense in it
Too low
My preference - more direct and allows for subsequent access
Watershed, cost and new impact on residential
Another possible route
Grade but seems reasonable
Most preferred
opposed to option
Reasonable choice
Is the best one cause it stays away from populated areas, properties, it would be very scenic
No
Coming close to populated areas
Long grade; winter driving; closer to Peachland (bad)
Unseen and away from populated area
Looks to be the best option
3rd
Too expensive - wildlife?
Good
Wildlife, recreational trails, and peace and quiet will be destroyed by all the options for a bypass
Must be convenient for travelers or it will not be used

Reasonable option as it stays well above most populated areas and would not be such an issue in winter
Would be OK
Stays above most populated areas - long route through and high elevation
Most ideal, not a long route but not too close to homes. maybe continue onto the south part of option 5, more direct
Affects too many property owners
2nd choice
Wildlife and type of construction - effect on environment
Best option
We will see scar, interrupt Peachland
N/A - appears too small an advantage over present route
No
Don't like the idea the road cuts on to Trepanier
Sounds good
Seems like it's cutting everything too close to existing population. Population will grow by 2040
2nd preference - lower elevation, perhaps lower costs
Stays well above populated areas. Follows the same route as developed by Hwy 97 task force
The best option - above populated areas and hopefully does not negatively impact Pincushion Mtn
Looks the best but what do I know
This applies to option 3 as well. Putting two major roadways through Peachland does not make any sense and will endanger our wildlife and effect our trails
Goes along Pincushion which would be a disturbance if hiking the mountain and it ruins animals habitats and the beautiful view
We need to keep Pincushion Mtn safe and natural away from hwy and pollution so many animals including goats call Pincushion home
Would consider
OK too
Would be my second choice
OK with
Impact to current residential except worse (view? noise?)
Too expensive in winter too long too high and too costly
Devastating to natural habitat - significant impact on land and upper neighborhoods. Terrible winter driving conditions too long and motorists take old 97 anyway
Probably the best!
Well worth money, looking ahead away from Homes Crownland
Worth spending and best choice
no
too close to population
Provides additional exits to Peachland neighborhood; would help with forest fire control

I like this best because of the Trepanier exit is closest to the 97/97C junction. Advantage in that it is not overly close to development
This is my preferred option
Also good. Similar comments as option 4
acceptable
Does NOT go through Peachland
N/A
Not in favour of bypass
Compromise route between environ-neutral and urban impact - avoids town
May be OK but prefer further away
Any bypass should bypass all of Peachland, not just lower Peachland. So Option 1 accomplishes that.
No, not between Pincushion and the lake, as recreation land and homes
BEST CHOICE. Better than 1st or 2nd option. Shorter and lower. Stays away from developed areas
Possible - riding trails
Less desirable due to proximity to housing; very limited expansion; limited community growth and will possibly divide the community (again)
#1. Preferred. Allows for access from upper areas of Peachland so drivers don't have to drive down the hill. Less disruptive than 4 and 5
Excellent
Good option
Too close to houses
Maintenance of road. Costly once built. Wear and tear on vehicles high. Ruins Trepanier Park. Too close to Upper Princeton Ave residents. Cuts above environmentally sensitive areas
Cuts right across our recreational hikes, horseback riding areas, firewood collection areas, fishing lakes, motocross and ATV trail networks, hunting lands
Not clear this option would cut and disturb the base of Pincushion. Residents are situated along the base of Pincushion
Too close; property loss
Looks good far from the houses of Peachland; good distance and low elevation; my fave bypass route
Out of all of the available options, I feel tis to be the best. It affects the fewest residents of Peachland and intercepts Hwy 97C close enough to be a viable alternative for commuting north/south traffic
Like the mixed grade. Closer to town to save cost on length of feeder roads BUT hopefully not bringing noise because it is lower. Quicker escape in case of interface fire
Going through the edge of town is not a bypass

<p>All of the same concerns expressed for options 1 and 2 exist for options 3 and 4 but to a lesser extent. Construction costs will be similar for all 4 options. Annual road maintenance costs will be slightly lower and the carbon footprint will be less as these options reduce the travel on the connector by 2.5 kms. Options 3 and 4 offer only minimal time savings during peak hours and potentially none during non peak hours and months. Given that the negative aspects of options 3 and 4 and not significantly different from options 1 and 2, both of these options should be rejected and given no further consideration</p>
<p>option 3 less desirable since it is now encroaching on populated areas.</p>
<p>I do not support this option. The by-pass should be west of Pincushion. Far too close to residential areas. Too visible, too noisy. Will deeply affect the people that have lived there for a long time. This is not a by-pass - it is a pass through.</p>
<p>Most viable option, shorter distance and reasonable elevation.</p>
<p>Too far west. Needs access to Princeton & Trepanier Too Long</p>
<p>Alot of rock work on the north end to access Hwy 97c. Being south-east facing may keep clearer of snow during winter. The most scenic view of the valley.</p>
<p>Disruptive to Peachland rural residents</p>
<p>A reasonable route. I would rate it second place behind option one. This route would allow for better access to the top of Peachland. This would be a major factor if highway oriented services and industrial are to be part of the overall vision of upper Peachland. It is far shorter (for traffic, not for new construction) than 1 or 2.</p>
<p>This is not a viable option as it goes through residential neighbourhoods. It is not a bypass, it is a bi-sector. We do not want our town bi-sected.</p>
<p>Too close to developed residential areas.</p>
<p>The length of these bypasses in options 1,2,3 is excessive and I could see a lot of traffic continuing to use the existing 97.</p>
<p>Great option. My favourite. It has the least impact on existing residential properties.</p>
<p>stays well above most populated areas along the west and north sides of Pincushion Mountain</p>
<p>Which route would provide best access to fight forest fires from the ground?</p>
<p>good option, above most populated areas, does not require significant rock cuts, less influence on wildlife</p>
<p>If there truly is any serious consideration of an alternate route, Option Three would be our preference. It would allow for attractive future development, preservation of the spectacular and increasingly unique views of the lake, and the opportunity for the continued expansion of the downtown core of Peachland as a dynamic community centre and residential area.</p>
<p>All alternative route options, including Option One, will devastate a quiet way of life and recreational access for those Peachlanders who sought this out in the hills. With 12 children on our small street very near Option1, we know this area is about family life, keep families in Peachland!</p>
<p>expensive * cutting through nature - reducing wildlife habitat * reducing recreational possibilities- cutting off back country * very close to many people's backyards, including ours</p>

Option 4
Preserves the waterfront for future generations
1. Cost. Might as well go with existing because it will cost as much if not more as existing option and cause the same issues
If the goal is to bypass the town, this option fails as the town will grow in this direction
Worst option - too close to existing houses/development
Shorter route but comes close to existing housing
Good alternative but also close to existing development
Too close to residents that own property that didn't buy beside a hwy, noise. interferes with recreation, fire danger cost
No
Not much room for future development except for Ponderosa Drive which would bring people to Peachland. Would cut town into 2 zones
best
Altitude/snow cost. Safety, environment and aesthetics, plus desecration of pincushion mountain
Like this option depending on how close it is to houses
no
Too close to residential
Too disruptive to Peachland
NA
This seems the best for what I can see and doesn't encroach in people's property
Not an option too much loss of habitat and would make the noise from the traffic echo up the canyon towards all upper Princeton properties as well as lower
No
mirrors current
Too close to town
Doesn't get traffic far enough or let big trucks and vehicles bypass towns
Too low
Affects current homeowners
Watershed, cost and new impact on residential
No
Grade but seems reasonable
Too close to existing developments and possible golf course. We need to ATTRACT development not discourage with hwy construction.
opposed to option
either option 4 or 4 and 5 combined
Reasonable choice
No
Too close to housing
Too close to existing housing

Taking a freeway into housing development is a safety and noise concern as well as health issues with emissions
Too close to developed areas
Too close to populated area
too close to developed areas
No need to go up hill so high. Expensive
Good
Wildlife, recreational trails, and peace and quiet will be destroyed by all the options for a bypass
Too close to existing development
Getting into population, not good
Fairly low elevation; shorter than options 1, 2 and 3
Too close to homes
What is the point of running a bypass through a residential area when there are options.
Not bad, but impacts future residential
Wildlife and type of construction - effect on environment
Cuts through golf course, a major tourist attraction
Scar - break up Peachland
N/A - appears too small an advantage over present route
No
Appreciate all the great work MOTI is doing on this project. Please consider my thoughtful opinion that option 4 would be the best choice, all things considered. Thank you!!!
Too close to areas that are populated
Too close to homes
Existing population is very nearby
Way too close to developed property. No gains from this option
Too close to populated areas
This is so close to the hwy already in place. The cost to add a new hwy when the current one is there and can be improved is not cost effective
Goes by Pincushion Mtn which would make it very noisy and not a good place to be hiking it is ruining wildlife
We are directly above the houses instead of below. When below there is already a highway. Also along Pincushion hiking trails. Would take so long to make
Would consider
No - too close to development
OK with
Residential (view and noise)
Very close to residential
Parks - too long, high and costly
Second most sense
Why bother might as well expand 97 where it is - will impact even more neighborhoods
Nearly as good as option 3 but have residential encroachment with no apparent advantage

too close to home
too close to homes
too close to existing houses
no
too close to population
This option will likely bother those who live nearby
Lower cost - shorter distance avoids present development
acceptable
Does NOT go through Peachland
N/A
Not in favour of bypass
Better option if no property removal required. Flatter and not so high
Shorter distance but closer to town and property
No - bypass should not go through residential areas
How do you encourage the use of Option 1 if is built? maybe tollbooths on north and south to use the Hwy 97 route. You pay a toll to use Hwy 97 route or you go around on Option1.
No, I would rather have on the westside of Pincushion
Comes too close to residential areas
Too close to peachland - noise, homes
neither of those is desirable - too close to the community - not better at all. We all know that eventually option 1 will need to be built - just do it
#2. A bit closer to development than 3. Second choice
Viable
Good option
I like this one but through the good course then into option 5
Bite the bullet and repeat the Winfield project
Too close to residential areas; too much smell, noise; too close; too much fire risk from cigarettes and xx; still so much longer than staying along old Hwy 97 route, why would anyone take this road?
Not in favour of disturbing residential and altering our potential golf course
Too close; property loss
Good location easy access to future golf course; con- closest to houses
This option is about the same distance as option 3 and affects more residents as well as takes away any possible completion of a golf course and/or other development in that area. (I am still optimistic that something may become of that in the future)
Interferes too much and is too close to community
Too close to the community, not a bypass

<p>These are the longest route options and likely the most expensive to construct. Both require an expensive crossing of Peachland Creek and an overpass for the forest service road which connects to Princeton Ave. These 2 routes also have the greatest vertical profile requiring long adverse sections followed by corresponding favourable sections. This will result in the largest carbon footprint annually. More detail is provided on this at the end of the report on the carbon footprint of each option. They provide only marginal time savings at the highest peak times of traffic flow and during non-peak hours and months, these routes might actually take slightly longer than the existing hwy. These 2 options will also have the highest annual road maintenance costs due to their length and elevation changes. They will be subject to longer periods of winter conditions which will limit their especially in light of the fact that the existing hwy does not experience high traffic flows in the winter. It is likely in fact that north/south traffic may actually avoid these options in the winter. Given the factors listed above: highest construction costs, highest annual road maintenance costs, largest annual carbon footprint and uncertainty of cost. I would recommend that options 1 and 2 be rejected and given no further consideration</p>
<p>option 4 no. It now disturbs existing neighbourhoods.</p>
<p>I do not support this option. The by-pass should be west of Pincushion. Far too close to residential areas. Too visible, too noisy. Will deeply affect the people that have lived there for a long time. This is not a by-pass - it is a pass through.</p>
<p>Too close to existing residential areas</p>
<p>Could be acceptable if used with option 5. Requires access to Princeton & Trepanier.</p>
<p>controversial because of its proximity to developments, the north end rock cuts down to 97c challenging.</p>
<p>Disruptive to Peachland rural residents</p>
<p>For the people driving on Hwy 97 who simply want to get to Penticton or other points south quickly, this and option 5 are the best choice. It is also good for winter driving, as it is less steep than Drought hill, and stays below 700 m elevation. (Gormans mill and Summerland are both about 500 m)</p>
<p>This is not a viable option as it goes through residential neighbourhoods. It is not a bypass, it is a bi-sector. We do not want our town bi-sected.</p>
<p>Not an option should not even be on the table to discuss.</p>
<p>Too close to development.</p>
<p>This is a good option. It has minimal disruption to existing residential properties.</p>
<p>comes within 100m of existing development at the top of Ponderosa Drive</p>
<p>Options 4 and 5 seem to encroach on existing development. What is the proximity of to the highway of existing development. Houses with 100Meters, Houses within 200Metres? How does that compare to making the 4 lane highway over the existing route.</p>
<p>problem is that it comes within 100m of existing development at the top of Ponderosa Drive; requires sound barriers or some other solution to be accepted by people living in that area</p>
<p>Options 4 and 5 will add significant disruption to fairly populated areas. These two options seem to be poor suggestions and should be removed as options. They are simply inflammatory to present residents in that area.</p>

All alternative route options, including Option One, will devastate a quiet way of life and recreational access for those Peachlanders who sought this out in the hills. With 12 children on our small street very near Option1, we know this area is about family life, keep families in Peachland!

The HWY bypass could have exits to arterial roads that connect it to the Peachland amenities. See Bellingham WA as a precedent where the HWY sits above the historic town; the town can still enjoy the economic benefits of people stopping in Peachland on their way between Kelowna and Penticton

expensive * cutting through nature - reducing wildlife habitat * reducing recreational possibilities- cutting off back country * very close to many people's backyards, including ours * right through the area where many people hike and walk their

Option 5
Preserves the waterfront for future generations
1. Cost. Might as well go with existing because it will cost as much if not more as existing option and cause the same issues
This option still bisects the town and brings heavy traffic through residential areas
Worst option
Shortest route but comes closer to homes
No
not a very long term solution that would interfere with residents already established. Would cut town into 2 zones
2nd best
As option 1 - All options are way too high in altitude and will increase risk of snow/ice related accidents and mean all Okanagan residents will now require snow tires to travel the valley
Too close and may be an obstruction to future planning
No
Too close to residential; will destroy the cemetery; destroy local orchard
Too disruptive to Peachland
NA
Totally unacceptable
Closest to residents. Likely to increase volume of traffic down Princeton
Not an option too much loss of habitat and would make the noise from the traffic echo up the canyon towards all upper Princeton properties as well as lower
No
mirrors current
Also too close
Same as 3 and 4 - doesn't really solve problem
Not solving the problem
Also affects current homeowners
Watershed, cost and new impact on residential

No
Grade but seems reasonable
Too close to existing developments and possible golf course. We need to ATTRACT development not discourage with hwy construction.
opposed to option
Goes through too much existing residential areas
No
Least amount of disruption relating to construction. Least distance
Not through existing housing
Not through existing development
Too close to developed areas
To close as #4
Too close to existing developments
Too close to residential areas
Realistic good plan
OK
Wildlife, recreational trails, and peace and quiet will be destroyed by all the options for a bypass
This would probably be the most economic route but again would infringe on community development
Definitely the shorter and cheapest. be OK
Shortest route, lowest elevation, yeah!
I like the south end
Way too close to people and land owners. people matter and need to breathe clean air. Wildlife have millions of hectares to exist in
Bad - impacts current residential
going through populated area
Too many residential and ALR impacts
Too much interruption of Peachland
As of 4 and 3
No
Too close to residential areas
Cuts the town in half
Right behind my home too close to development and fish habitat
Way too close to existing development
Too close to the beautiful little town!
stupid plan
This option also is not necessary when the current hwy can be improved. We do not need 2 major roads going through Peachland
Cuts through houses and then what are you going to do when all the houses are ruined plus ages through an amazing waterfall area

This also invades Peachland and Pincushion wildlife. It also invades houses with major road on either side
No! Residential impact too high
No - too close to development
too residential
My concern with option 5 is the impact to local residents. Adding 4 lane hwy to a nice quiet residential area doesn't seem to make sense
Residential (view, noise, have to buy existing properties)
Close to residential
Parks - too long, high and costly
Makes the most sense
Why bother might as well expand 97 where it is - will impact even more neighborhoods
Shorter for southbound 97 traffic but more residential encroachment and noise etc.
too close to existing houses
no
no, too close
Not good. Noisy to entire town. Disruptive to existing neighborhoods
This option will likely bother those who live nearby
Too close to existing development
too close to town
Does NOT go through Peachland
N/A
Not in favour of bypass
Best option but depends on how much property is effected. Shorter, flatter, closer to Peachland businesses
Close to property - short distance - future impact on development but less environment
No - bypass should not go through residential areas
At the toll booth you have a "local lane" for locals to drive through for free. the tollbooths would help pay for Option 1.
No, I would rather have on the westside of Pincushion
Shortest and lowest option but passes through residential area
Too close to peachland - noise, homes
neither of those is desirable - too close to the community - not better at all. We all know that eventually option 1 will need to be built - just do it
#3. Most disruptive. Too close to xx xx
Good
Good option. Short distance - low elevation. Some concern over populated area
The only sensible route. Possibly elevated in some areas instead of widening
This route is as disruptive to local community as realigning correct Hwy 97 just with double the blasting. Why not increase a 2 lane to a 4 lane, got to be cheaper
How many properties and parks will be disturbed and expropriated - never mind the cemetery
Not in favour as previously mentioned

Too close; property loss
Most direct and shortest route; con- closest to houses; least elevation. Would have been nice to have had some preliminary cost analysis done on the 5 bypass options
This option is the worst of the 5 as it would affect just about all residents in the southern half of Peachland as well as those in the northern part of option 4. I do not consider this as a bypass but more of a divide
Much too close to existing development. More quality of life issues - expensive acquisition and expropriation. Would offer property values and change feel of the town
Too close to the community, not a bypass
This will require a smaller bridge over Peachland Creek but will require a tunnel or overpass where it crosses Princeton Ave. Notwithstanding the cost of private property expropriation, this option will probably be the least expensive to construct as it is significantly shorter than the other 4 options and is constructed through less difficult terrain. It does provide potential time savings at all times throughout the year and it will have less annual maintenance costs compared to the other 4 options. The most significant drawback to this option is the disruption that will be caused in the existing neighborhood. It is likely that this option will cause long term animosity within the community as homes would have to be surrendered for the construction of the bypass. This alone may make this option unacceptable. Four Lane Highway 97: 12.1 kilometres This is the best option for a number of reasons. • lowest construction costs. -only widening required for some sections - shortest route overall • lowest long term road maintenance • smallest carbon footprint • may be the quickest: all traffic lights are eliminated
option 5. NO. It carves across town causing too much disturbance. There is no mention of where or how the interchange will look near Antlers Beach.
My house is at 6536 Bulyea, just completed four months ago. This option has the bypass running directly through my new property and through my neighbours houses. This completely left me distraught and in tears. I thought we were going to view in place or bypass options - not options that destroy neighbourhoods. Even if this is to happen decades from now - it would completely destroy our property values and leave me destroyed. This is my dream house in a quiet town. I did the due diligence when we purchased the property - there were no suggested plans for this in any form. Please, do not consider this as a viable option.
Too close to existing residential areas.
With option 4 shortest distance. This could act as second linear road parallel to 97.
not an acceptable option as it cuts thru neighbourhoods.
Very disruptive to Peachland rural residents
Great from the highway perspective, but impacts a lot of residents.
This is not a viable option as it goes through residential neighbourhoods. It is not a bypass, it is a bi-sector. We do not want our town bi-sected.
Even worse than option four. Totally devalues huge developed housing areas and should not even be on this list.
Too much intrusion on existing development. Expensive expropriations would be required.

Worst option of all. Option 5 cuts and dices the community. The noise and visuals related to this option are horrible. Evictions and expropriations will be a cruel blow to the community.
the southern portion passes through areas of existing development, particularly as it crosses Princeton Avenue below Vemon Avenue Flattest and shortest of all options, with least amount of rock cut required
How would the land acquisition costs compare to the other alternatives?
passes through areas of existing development, this can be a big problem. option all together is good cause is short, probably more flat than any other option. it does not require lots of amount of rock cuts
This option is an even more unpleasant and intrusive option to the present and future development of the Peachland area than Option #4. Option #3 remains the best choice of those presented.
All alternative route options, including Option One, will devastate a quiet way of life and recreational access for those Peachlanders who sought this out in the hills. With 12 children on our small street very near Option1, we know this area is about family life, keep families in Peachland!
The HWY bypass could have exits to arterial roads that connect it to the Peachland amenities. See Bellingham WA as a precedent where the HWY sits above the historic town; the town can still enjoy the economic benefits of people stopping in Peachland on their way between Kelowna and Penticton
expensive * cutting through nature - reducing wildlife habitat * reducing recreational possibilities- cutting off back country * very close to many people's backyards, including ours

What important considerations do you see for each section of the existing route?
Drought Hill (Seclusion Bay Road)
1
1
N/A increased traffic in a prime environmentally beautiful area
Most dangerous section - if this is the option it must take priority
Option 2b - this option seems the least intrusive, lots of improvements for the amount of work required
Would like to see this dangerous hill improved - widening - lighting possible
When work is done, hwy will need to be closed and for long periods of time. With difficulty in redirecting traffic
Extensive construction and interruption
slow speed to 70 to top of hill
No/against

No, I would prefer to move roads near beachfront. It is a jewel as it stands now
Lighting and lack of sufficient hard shoulder and width, needs widening slightly
Need to get xxx right in/out at Wrought Rd and move them up to Seclusion Bay
The existing route is NOT an option. the traffic will destroy Peachland. It is way too dangerous to run all of the traffic through 2 lanes
Opt 2a
Do not want 4 laning period. Get traffic to a bypass
Widen road, add lanes for safety. Dividers
Widening, highway dividers
Constructability - detours a huge issue, economic impact on the highway closures, environmental impact on the lake
With Grand Monaco, too much traffic when it goes ahead
Band-Aid only
looks good and economical in scale
Do not want this affected - do a bypass. I am opposed to 4 laning the hwy through Peachland and destroying our beautiful town
Do not 4 lane the hwy in the middle of our town
We need to give through traffic a through route (bypass). 2/3 of the traffic is long distance through traffic of travelers and freight. We need new people to visit Peachland and to move to Peachland. We have a unique community on the lake. Please do not destroy it with a 4 lane hwy. See Summerland - a lakeside community with no tourist income. We don't want that
4 lane right through. eliminate sharp corners (straighten road)
2a or 2b
The existing underpass and protected T works well
Exits and entering lanes
No
Do not like
Don't like at all
No widening - I will move any option for bypass
No 4 lane widening to 97 - kills the existing town. The existing road is no where near capacity - need to get pollution (noise and fumes) - the majority, 99.9%, of 97 traffic is through traffic. bypass is the only solution
Do not want any 4 lane options!
Sounds good
Existing route makes no sense to me
I like the option of connecting Drought Rd to Seclusion Bay Rd . one intersection for both roads would be much safer
None of these. Think about the future
No matter what option is finalized, make the speed limit 80 km/h all through town
Need lighting
I prefer option 2A
Not sure but appears to make good sense

Option 1 is OK for now but 2A addresses future
Option 1 seems to be the most common sense approach over 2a and 2b
Option 1 - No southbound route; option 2B - confusing for motorists
Please please reroute the hwy. the problems at these other locations will disappear
Awkward break up of our community, no
No
No way
Entries and exits - very congested in summer
Lower speed limit and put barriers up - eliminate sharp corners
Any improvements to the existing route make the most sense for our community, the local recreational areas, our local wildlife and financially. Overpasses over the major intersections would be a great improvement
Any existing route option would be better. Using the highway we already have made will prevent extra damage to earth and be cheaper. We can improve as necessary and keep animals and wilderness safe
Not an issue
Four lane through our town is not a good option
4 lane highway through our town is unacceptable!
No opinion
Widen bank road correctly
Robinson Lane is entirely private property as well as steep slope
Eliminating street hwy signals will xx to summertime traffic back ups - a major complaint by Peachlanders and other local commuters. MOTI needs to budget for the special road surface that absorbs road noise this investment will address the households concerns who border existing hwy vis a vis noise
Lots more traffic through side streets. Danger to pedestrians and residents
Waste of money
Band-Aid waste of money
Not in favor of existing but option 2a seems to serve development at Hwy 97 and 97C
No change, do bypass
leave existing route as it is - and build a bypass
Lack of pedestrian and bike route; lack of divided highway; distracted driving with view
2a
Median barrier is essential
major rock xx
Too noisy
2b best. Extra access for Seclusion bay. Good traffic flow
2A is better
option 2a - this seems to be best considering the future developments proposed for Peachland
1 - Good option. Traffic turning left could use parallel road to Huston/Buchan traffic light
A good solution - parallel xx. A problem needing to be solved the sooner the better

Maybe in the winter, toll booths could be left open for everyone because there is less traffic in the winter.
What about the new Monaco development - approx. 2,000 people plus tourists
Access for more xx onto 97; the curves are extremely tight and will require SIGNIFICANT mitigation to make safe
Bypass is better choice short sighted
Too costly and too many delays
Cost - rock blasting; huge delays; not viable option
Option 2B
Seems OK now
Insufficient row for twinning; difficult/dangerous off turning;
Parallel road good for fire or accident as a 2nd access. Safer to have right/in/out only areas off Drought and Seclusion
Like the parallel road residents (all 6!!) will complain
Limited visibility; traffic speed is too fast and drivers are impatiently tailgating
Option 1 looks efficient and less cost than options 2/3
No/Bypass
Option 1 gives no access to Seclusion Bay nor Drought road southbound until one goes to the bottom of the hill and backtracks along Robinson Place. there is also no access in or out for future development on the west side of the hwy. Option 2a and 2b gives you this access to Drought Rd but why close right turns into and out of Seclusion Bay?
Blasting: Concern for uranium exposure! Still no alternative routes re: interface fire. Seems costly, why make expensive changes, just build a bypass
I do not believe that improving the traffic flow through Peachland is a wise choice for the future. The traffic is disruptive to the peacefulness of this place. It is a gift Peachland has to offer residents and visitors alike (which we get many in the summer)
A) There are many residential driveways and side streets that access directly onto Hwy 97, and making it into a 4 lane or divided highway will no doubt contribute to serious accidents.
In your traffic study 30 % of traffic is local. Looking at all options shown, it will be more difficult for locals to drive around town. Local roads are closed and those that remain open are restricted to right turns only meaning circuitous routes everywhere. Trepanier to Hwy 97 will become Trepanier to Huston to Buchanan to go west into town and Trepanier to Huston to Lang Rd to Buchanan to Robinson to go north to W. Kelowna. These designs may meet the needs of through traffic but will kill our town. There is no mention in the study of what the expected posted speed limit will be. I suspect the current 70 k/hr will be replaced by 90 or 100 if the entry and exit ramps appear.
No comment - I leave this to the residents in that area.
Option 2b is preferred.
Acceptable, option 1.
option1; access to and from Selcusion Bay Rd having to drive 3 extra KM to access it from the east?Option2a;makes sense for this area also providing an access for the New Monaco development. Option2b; awkward for New Monaco access- how about a full blown overpass?

Parallel Road option 2a is the best .This is a dangerous section of the highway and a four lane with median would address the issue. The overpass will allow further development of Peachland without the added cost of another overpass at Seclusion Bay road
Option 1 has no access to New Monaco. All three options show a parallel local road, which is great if the traffic is kept low on it. This will be a good cycling and walking route, and also an emergency second route. The current highway is a complete disaster for cyclists and pedestrians.
Option 1 is clearly the least expensive option that provides safe north and south highway access to all, although it does require non-highway travel down the hill for all southbound access (a minor inconvenience). Options 2 and 3 remove this inconvenience - if this inconvenience is deemed high enough, the lower cost of these two options should be chosen.
Widen existing route and straighten by blasting the rock faces and using it as fill. Connect Robinson Place to Drought Road and change Drought to right in / right out or connect to Suclusion Bay Road.
I prefer option 2a.
Good plans.
I would consider only improvements that would improve safety for local residents e.g. sidewalks. I'm not considering 4 lane hwy 97 as a suitable option: traffic control, such as detours, traffic noise, time given to complete construction, affect local communities' core values
Robinson lane is little more than an alley. Is it reasonable to make it into a Hwy access feeder. If Robinson Ln can be joined with Drought road why isn't there a trail there now?
Consider just improvements that would improve safety for local residents.
ALMOST ALL the existing route options are only necessary, if the present Highway 97 is 4-laned. It is clear to us that all the monies available should be directed toward the bypass planning. The three options presented for Drought Hill do not seem to be exclusive. They might actually be implemented gradually, as the impact of each is observed and the need develops. The idea of a frontage road seems promising. A real problem with these options is that it does not account for the New Monaco development, depending on where the frontage road is placed. How will that development even relate to Peachland, other than for utilities and police/fire services, etc?
All existing route options and four laneing just make sense, from a financial, business and safety point of view. Drought Hill is dangerous, a barrier is needed as northbound traffic often crosses the middle line.
* option 1 will be the cheapest and probably takes care of any problems * option 2a would be nice, but not sure if number of people living along the lake justifies costs

Trepanier Bench Road to Huston Road

N/A

There are benefits and downfalls in each option. there are 3-4 connections to the hwy but all the options address only one access point. Overpasses and lights seem to be the best options
Same traffic issues only more housing involved
Light at Trepanier Bench Rd
No/against
No new roads along beachfront
Lighting
Has needed a traffic light for a long time
Also, Peachland is at risk because there is only one road out in cases of emergency. the traffic is already so high that people turning onto the highway are often at risk
Short term signals at opt 1a. Long term - option 2c with right in and right out of both Trepanier and Huston
No 4 laning but signals essential at Trepanier. Preferred option. Huston Rd too narrow to accommodate more traffic to a light at Huston/Buchanan. have signals at Trepanier. 2a. No. All traffic on Huston to get to downtown does not make sense. Peachland Mall becomes too far away
Needs a light and better sight lines
Needs a new light and lower speed
Who would want to live there?
looks good and economical in scale
No - bypass
Do not 4 lane hwy through our town
Overpass entrance and exit
option 1a with synchronized lights with existing light at 13th and Clements
Need traffic light at Trepanier Bench rd and hwy 97
Not bad here as it is
No
We live on Huston and take our life into our own hands when we attempt to get onto the hwy
Need lights at 97 at Trepanier
Lights at Trepanier Bench Rd should be a consideration
existing routes not an option. Money spent for too short a fix
Sounds good
One traffic light, I can agree would be nice but the hwy doesn't need to be any slower
None of these. Think about the future
We do need lights
The signalization there recommended by council should have the intelligence built into the light so that it doesn't impede traffic on Hwy 97 unless there are vehicles waiting on Trepanier
I prefer option 1a, traffic going from downtown to Trepanier doesn't need to go as far out of the way. option 2A is good for long term
Not sure
1B trepanier residents are MANY and need the lights more than Buchanan

More signals? The current hwy 97 signals are already causing congestion on hwy 97 from Gorman's to Princeton Ave in the summer of 2016
Less lights = less congestion; option 2C = best choice, less houses disturbed
No
No
No way
Definitely need to make left turns safer. Buchanan Rd has been used as a temporary bypass when accident closes 97C. Would suggest keeping this option open at Buchanan South and Trepanier Bench Rd
Needs changes - LIGHTS? Very congested. Under/overpass? Definitely something
Avoid overpasses, prefer underpass
Light at Buchanan Rd. and Hwy 97
Would need to have a twinned road and then this would work. A light could be 1 option. Another a merge to go north from Huston (i.e.. like south Summerland to Penticton)
Also improve intersection (Desert Pines and Trepanier, Trepanier and Huston)
Overpass. Leave hwy 2 lanes
Wider, no curve
Safer access with multiple entrance and off ramps. Would needs defer to neighbors in that area to discern best option
Traffic on side streets
Waste of money
waste of tax money
Not in favor of existing but 2c serves Trepanier access
No change, do bypass
Very dangerous intersection and difficult highway access
2b
4 laning will have adverse effect on community west of the highway, especially along Huston rd. Lights on Buchanan will adversely effect community along Huston rd. Option 2A will adversely increase traffic on Huston rd. option 2C looks best
I do not think option 2 a is a good plan - it brings traffic too close to residential area
xx need light ASAP. Signal at Huston preferable as better vision
Same as A
2c. best option for traffic flow and future considerations
1A is better
option 1a - seems easiest for all directions
Option 1b - traffic turning right unaffected at both intersections. trepanier traffic can use Huston to access lights at Huston/Buchanan but properties north of Trepanier will have to travel south on Huston to trepanier lights and then retrack north on the 97
traffic speeds down Drought and around the corner from Trepanier - needs slowing down Huston. Traffic lights better option to slow traffic down at bottom of hill and from Trepanier. trepanier lights would be too close to Clements

Signal light should be installed at Trepanier Bench rd. Lights can be times so that flow is continuous through area
Maybe Option 1 could be closed on the snowy months? Say for 3 months?
Place traffic signal at Huston Rd to slow traffic before it enters residential area. Huston light would stop traffic from travelling onto Huston Rd without slowing down. Presently traffic travelling down Drought Hill uses Huston Rd as an Off ramp and continues travelling at 90 km/hour. Huston light will allow for pedestrian crossing. Huston light would space out lights as distance from Clements light would be increased
Need new lights which would also cause more traffic problems and frustration
This drives through the heart of the north Peachland community, increasing pollution of all types (exhaust, noise, light etc.)
Bypass is better choice; band aid; short sighted
Not address issues
Bypass!
Option 1B
Limited row width here, left turning will require expensive overpasses or become very difficult and dangerous
Closing Buchanan makes things safer; option 2a - like the idea of Trepanier closed
A frontage road makes sense; no more lights
The left turn from trepanier onto 97 is dangerous as visibility is limited due to curves in 97. The speed of the traffic in both directions exceeds the posted 70kmph
Signal needed at Trepanier soon. We live in view (perfect view) of this intersection. Vehicles, especially heavy trucks do not slow down at the southbound 90 to 70km change north of intersection. Most big rigs use this slight downgrade to shift down and allow the truck to achieve the required 70 km limit south of Todd Rd or on the flat road south of Trepanier Creek bridge. Vehicles travelling north anticipate the increased change from 70 to 90 kph and accelerate long before the Trepanier/Hwy 97 intersection. This issue is announced hourly by the horn blast of the unhappy, but illegally speeding, driver as another vehicle turns left from Trepanier onto the Hwy. This turning driver has limited visibility south (to his right) and this situation is grave if the approaching northbound vehicle already at 90. I think this stretch from Trepanier Bench Rd to Huston should be at 70 kmph as the city officials suggest. Note - even with the intersection signaled the northbound driver approaching the intersection from the south will still anticipate the speed increase on the north side of the intersection and will now be accelerating into this difficult area
No/Bypass

If you were to 4 lane the existing route then option 1a would be by far the least of all evils, although it is starting to look a lot like West Kelowna all over again. i can't imagine how many homes and properties you will have to expropriate, nor at what cost, in order to complete this route. Again, why close Buchanan Rd to right hand turns? Option 1b. A signal at the bottom of a Hwy is not a good idea at the best of times, least of which in the winter. option 2a. In order for residents on Trepanier Bench and Desert Pines to go to downtown Peachland and they either have to go to the end of Huston Rd and try to merge onto the hwy or corssover at Lang Rd and turn left on Buchanan then right on beach (which is totally inadequate road in that area) to get into town. To go north towards Kelowna they would also have to go along Buchanan to the hwy intersection. This would make Buchanan a very busy primary road. Again, why close Trepanier and Buchanan to right hand turns? Option 2b. This is better that 2a but same issues with right hand turn closures at Trepanier and Buchanan as well as backtracking to get to downtown Peachland. option 2c. This is the worst of any of these options for this section for the same reasons explained in options 2a and 2b not to mention again the amount of land expropriation required for any of these options.

Expensive acquisition and expropriation needed. Residents of Buchanan Rd and Robinson place have inconvenient way to get back into Peachland to get to IGA, library and PO

We currently have loaded logging trucks (this morning several double trailer units) moving down Princeton and then along Hwy 97; the logging industry has ups and downs, in the future it may boom, leading to increased traffic down steep Princeton, and through the centre of Peachland

No comment - I leave this to the residents in that area.

Option 2b is preferred.

Option 1b acceptable

Option 1a; signals at Trepanier Bench should be done immediately, the notation throughout the study that "by 2040 the the area will need to be addressed ' in incorrect if you ask any local resident that has the need to turn left onto Hwy97 during peak periods! Option 1b;A traffic signal at Huston would be difficult to engineer because of the 5 roads converging on that intersection- Huston/Walker/Hwy97/Buchanan/Robinson Place. By eliminating left in/left out of Trepanier Bench would force all Trepanier traffic onto Huston or Shaw/Clarence Rd which were never designed to be a collector rd to Trepanier Bench Rd. Option 2b; Parts of this works but Trepanier Bench and North end of Huston needs to remain open, option 2b; this makes sense but Trpanier Bench needs to be open. Is MOT prepared to upgrade all side streets to present day collector status? Option 2c; Would work if grades could be met, but why not put in a full blown overpass to take care of this area?

Option 1a would eliminate the dangerous intersection at Trepanier Bench yet maintain the normal traffic flow. This would also be more cost effective than the other options.

<p>Option 1b or 2b are best. 2c is an expensive eyesore and inconvenient for all. Option 1a provides no way for Buchanan/Robinson/North Beach residents and visitors to turn left off Hwy97 heading south. This flaw is lessened if the parallel local road beside Drought hill is put in, properly signed, and fully maintained in the winter. The light in Option 1a is horrible for pedestrians and cyclists crossing the highway as there is no adjoining street or path on the lake side of the highway. There is a very narrow shoulder, concrete barrier, and a gravel cliff with not even inches to walk in some spots. This intersection is also discussed in the other study</p>
<p>Options 1a and 1b have the disadvantage of slowing highway traffic with another light, plus significantly adding traffic on Huston (especially after more development up Trepanier). Option 2c would cause the least neighbourhood disruption (with the addition of right on/off for Trepanier).</p>
<p>Great option here in 2c but will need a run in / out lane connected to existing route. Do not funnel traffic onto Buchanan or Houston.</p>
<p>Allow rt in/out at Trepanier. No Lt out at Trepanier. Build Lt lane into Trepanier from 97 N. Overpass 97 at either Lang or Shaw roads. Build Lt merge lane onto 97 N at Huston. Allow rt in/out at Huston.</p>
<p>Good plans.</p>
<p>1a - this is necessary option at this time although this will increase traffic on Huston Road; so consider building a sidewalk and speed bumps to make it safe; drivers would use it as "bypass" if there is traffic jam on hwy97 Note: I'm not considering 4 lane hwy 97 as a suitable option: consider detours, time to complete construction, traffic noise, affect local residents' core values</p>
<p>with the increased traffic lights will the speed limit be the 60 km/hr for the length of the widened 97 thru Peachland?</p>
<p>This is 1a option-installing signal lights is a must and should be done right now. This will significantly increase traffic on Huston Road, so building a sidewalk on one side and installing speed bumps (as speed limit is completely ignored right now) is required. Many people walk Huston Road and upon building 50 new townhouses next year, it will be dangerous road to walk without sidewalk, at least.</p>
<p>This bench does need a light or something. There are two increasingly risky exit/entries. Once again, a frontage road seems to be a promising notion. The present exit at Trepanier Road definitely needs to be upgraded regardless of 4-laning. Closing this exit would be pretty inconvenient. As well, a light set at the Trepanier exit would slow down traffic ... most drivers seem to be still traveling at 90+kph at this point (... which would be a good thing). Options 2a, 2b, & 2c appear to direct traffic into the lower part of residential Peachland. What happens if the Trepanier development is reactivated? These options seem to put additional stress on residential areas and make going into Peachland less attractive.</p>
<p>See comments in 2 a)</p>
<p>* rather no more signals, because these are the main cause of delays and traffic jams on busy days * prefer 2c with overpass and direct access to highway 97, so Huston and Buchanan roads don't get much busier than they are</p>

Ponderosa Drive to Todd Road
N/A
option 1 seems to be the safest and least invasive to the community
Housing issues with dirt/dust/noise and rerouting
No/against
No new roads along beachfront
Could not see how to get northbound to Hwy 97 coming from Ponderosa Dr.
No concerns
very concerned with slope/instability with connecting road between Ponderosa and Clements. Too close to current homes!
opt 1
poster didn't explain how to go north on 97 from Ponderosa Dr with the interchange option
No 4 laning
Pedestrian overpass def needed closer to the skate park and gas station the kids are too lazy to walk down to the existing underpass
Need a pedestrian overpass from the skate park to the gas station and school
Again why?
looks good and economical in scale
Bypass
Do not 4 lane hwy and divide town
Pedestrian overpass. Skateboard park and school safety crossing
option 2
option 2
I would leave it as is but should be a better access; signage to Todd RV the only RV park here in Peachland
No
Sounds good
Connecting Chidley rd to Clements is a no brainer for me
None of these. Think about the future
Option 2 is good for long term
Do not consider interfering with the lake. We are the jewel of the Okanagan and a tourist town accessed from 97 and the lake
Option 1 is OK
No comments other than the above
Needs northbound @ 13th St or traffic diverts down beach
No
No
No way
Like the idea of alternate access to Chidley Rd - seems a dangerous spot - near a corner on 97. 13 St traffic lights vs. overpass - overpass seems much safer

The ONLY RV park in Peachland needs a better access. signage. Visitors constantly ask us - we have Junior Rodeo people too - not only beachgoers need something better!
Overpass or underpass needed
No opinion
Overpass
Frontage Rd. Take out Ponderosa light (too close legally according to MOTI) to the IGA Clements light
Get rid of the signals. Two makes sense
Turns Peachland into a traffic dense village on side streets
Waste of money
waste of tax money
Not in favour of existing but option 2 serves best access at Ponderosa
No change, do bypass
Lack of bike signal on 13th at Ponderosa
option 2
Same as A
2. best option for traffic flow and future considerations
option 1 is better
option 1 - good idea to closed Chidely and access from Clements
Option 1 - This option would work provided Hwy 97 is not 4 laned. traffic moving slower is good for Peachland
Don't see a problem
Elementary school in this location; also skate park and tennis courts; 4 lane hwy would be a problem for kids, also a problem for school buses coming and going to school and their stops. Children do not use tunnels or walkways over hwy
This includes tennis courts, skate park and high density of school children on a daily basis - the parks and children would be put at considerable risk
Band aid solution; short sighted; bypass better choice
Not viable
Bypass!
Option 2
Definitely support closing Chidey Rd
Take out either Ponderosa or Clements Cres (IGA) lights, use frontage roads. Those 2 lights erected too close for MOTI standards on Hwy 97
No problem as the traffic is controlled by traffic lights. The volume is heavy in high season
No/Bypass

<p>Option 1. Again, if this is the route chosen then this option would be the least of all evils. Although it again is shades of West Kelowna it would be the least disruptive option in this section. Option 2. This would require all traffic from the Ponderosa and Clements area to crossover to Beach Ave then turn left to get to Todd Rd in order to go north to Kelowna. Residents on Chidley would have to do the reverse and then backtrack to Clements to head south on the hwy. Beach Ave east of 13th would become a very busy and congested road, particularly in the summer months. Depending on which option was picked for the previous section it could become a nightmare</p>
<p>Chidley Rd area was flooded one year with spring run off. Elderly people driving to their only grocery store on a 4 lane hwy. These people avoid Kelowna for that reason and there are huge numbers of them!!</p>
<p>We already have an approval for the development of a gravel pit in the industrial area of Princeton Ave, and although it has not started operation, this also will send heavy loaded trucks down a steep residential street and through the town centre. This industry also has variable swings and may include more similar industry and significant truck traffic increase.) There is a closed mine north of Peachland, (Brenda Mines) with road access directly through Peachland. Although the mine is currently closed, there is the potential for renewed interest in the operation or development of new sites in the area. Again this industrial traffic could be diverted with a bypass. With regard to these concerns the bypass would benefit both residential and industrial users.</p>
<p>No comment - I leave this to the residents in that area.</p>
<p>Option 2 is preferred.</p>
<p>option 1 acceptable</p>
<p>Option1; good idea to solve Chidley rd access. Option 2; good idea to eliminate 1 light at Clements but please keep the signal at 13th st/Ponderosa dr. Or a full blown overpass! Chidley to Todd Rd works. Beach Ave is very busy in summer months, adding thru traffic onto it should not be encouraged.</p>
<p>Option 1. Least disruption, least cost</p>
<p>Why can't the through Hwy97 traffic in Option 2 be restricted by signage and medians to just two express lanes in the middle? The two new lanes on each side could then be 50 km/h local access roads with sidewalks.</p>
<p>Clearly Option 1 is both less expensive and less intrusive in terms of potential expropriations or removal of private property (both good things to achieve). It also helps control speeds through the skateboard park and shopping centre area (also a good thing to achieve). Option 2 enhances traffic flow, but at the expense of safety and greater bi-section impact. Option 1 is preferred.</p>
<p>Option 1 is best here.</p>
<p>Option 2 - Overpass Ponderosa but also have northbound on ramp 97 from 13 st.</p>
<p>Good plans.</p>
<p>too many local improvements, I'm not considering 4 lane hwy 97 as a good alternative to the bypass: detours, bridge construction, time to complete construction, impact on local residents, traffic noise, affect local communities' core values</p>

I am not very familiar with this roads, but see that this will require many improvements. I believe that only safety related improvements, and not related to 4 lanes on hwy 97, should be considered. I believe that there is no alternative to the bypass
The present Option 1 is working well at the moment. It only becomes a problem if the 4-lane concept is implemented. The Option 2 proposal would hinder entrance from Ponderosa Drive onto 97 going toward West Kelowna. It would push traffic off the Ponderosa Bench and Chidley Road into residential areas. It would also isolate the IGA Plaza and surrounding Clements Drive residential area. What happens when the proposed upper Ponderosa (Golf Course?) development gets reactivated? There were promises of another road leading over to Princeton Avenue being developed to compensate for the increased traffic on Ponderosa Drive (which has already increased significantly). This will push more traffic onto Princeton &/or down into the downtown area of Peachland.
See comments in 2 a)
* would it be possible to put a roundabout at Ponderosa Drive; that would improve traffic flow. The lights are not synchronized, which causes traffic to back up when it is busy. * option 2 seems quite expensive and may divide the areas on both sides of the highway more

Princeton Avenue - Beach Avenue
N/A
Seems like it will be expensive with widening
option 2 would improve traffic flow and be the least invasive
Very congested area; light after blind corner when going south
traffic would need to be rerouted downtown causing huge traffic jams and access issues
No/against
No new roads along beachfront
No concerns
opt 2
Seems to be the same issue as for Ponderosa. Most traffic seems to turn north
Right hand turn lane def needed at Princeton Ave, one vehicle should not be able to hold up all people who want to go up the hill
Right hand turning lane going up Princeton Ave
Why?
looks good and economical in scale
Bypass
Do not 4 lane hwy through town
4 lane - right hand turn lane to access Princeton Ave heading south
option 2
option 2 interchange
It's very congested, it would help to put a overpass and ramps to hwy 97
No
Sounds good

I love the options for Princeton - beach. get rid of any traffic lights possible
None of these. Think about the future
Option 2 is good for long term
Just do not interfere with lake and tourism
Option 2 is needed
Princeton Ave signals should be reconfigured to allow for right hand turns from beach Ave north onto hwy 97. Conflicts with advance green from Princeton on hwy 97 north. Option 2 might help here
Option 2
No
No
No way
Overpass expensive! But would work nicely
Overpass would be nice with LONG ramp to enter onto 97, it is so bust here!
Fine the way it is until you 6 lane and spoil out beautiful little town
No opinion
Overpass
Overpass needed
Great idea to create an underpass. Get rid of traffic signal.
Option 1 probably less intrusive - just divides the town from Hillside residents (many!). Option 2 - visually grotesque
Waste of money
waste of tax money
Not in favour of existing but option 2 serves Princeton best
No change, do bypass
Blind intersection
option 2
Same as A
2. best option for traffic flow and future considerations
Option 1 better
Option 1 - Seems to be working. Best option
Option 1
Don't see a problem
Again through the heart of peaceful, tranquil downtown Peachland - which would suffer noise and exhaust pollution to one of the most beautiful towns in Canada
Band aid solution; short sighted; bypass better choice
Not viable
Not viable option. Disruptive
Option 1 but with LH turn signal heading N on Hwy 97
Lights now are misleading, people waiting to cross and go up Princeton don't realize there's an advance green on the other side R turn on red could be fatal

I live on Princeton - do not find it a problem ave but would support new off ramps
Overpass or tunnel good should be a right turn lane now at light heading south so locals can turn up Princeton Ave at red light and not tie up traffic further
The left turn from 97 onto Beach needs a delayed turn as heavy thru traffic on 97 doesn't allow left turns on green
No/Bypass
Option1. Nit much to say here excet how many peple are going to have their homes and property taken away in order to make roomfor 4 lanes? Option 2. This would eliminate Peachlands primary boay launch and boat parking area as well as their only off leash dog beach/area. Where will boaters launch and then park their trailers? Neither of these issues are citizen nor tourist friendly
B;asting and expropriation of some new homes. Why have a 4 lane hwy so close to the water and the Hrdy Falls rec area and fish habitat. One of our treasures, Antler's Beach, area could be developed as another beach area for a larger population
Option 2 is preferred.
option 1 acceptable
Option 1; It works. Option 2; would move traffic efficiently as long as Hwy 97 speed limit was reduced to facilitate merging. Princeton Ave has a lot of industrial traffic coming and going.
Option 1 four land highway and maintain signal.The wait time at the signal is acceptable.
The Hwy 97 to Princeton connection would be tough in the winter as it requires a left or right turn onto Princeton at a stop sign on a steep hill. If this connection is done right, option 2 interchange is good.
Similar comments to section c. Option 1 achieves lower cost, less area impacted, better speed control and less bi-section.
Option 2 looks good here also four lane existing route north of Princeton.
Option 2 - Interchange
Good plans.
existing signal - highway should not have signals, it would slow traffic, and make is unsafe, 4 lane hwy still divides community. I'm not considering 4 lane hwy97 as a suitable option: detours, time to complete construction, traffic noise, affect local communities' core values
The Peachland Museum will have to be torn down/moved .. what other current buildings will be impacted by the widening and access ramp at Princeton?
Once again, I'm completely against 4 lane hwy97. Make it safe for people to cross. I guess signal lights will work.
Option 1 continues to be workable at the moment. Obviously Option 2 would not be implemented without 4-laning the highway. Again, it appears that traffic could be pushed into the downtown. I am not sure how many present buildings and businesses might need to be moved for this to be implemented.
See comments in 2 a)
* this is my exit/entrance to the highway * I don't mind the traffic light, but if not too expensive the overpass would be great

South of Princeton Avenue
N/A
A new bypass is invasive on the town, limiting turn directions. Looks to be the safest and least invasive
Many homes and property already too close to hwy with no where to go and also same issues
No/against
No upgrades to Princeton. Too much congestion at the lights
Widening and traffic awareness at Brent Rd where 4 lane becomes 2
opt 1
Widen and dividers
Widening, highway dividers
looks good and economical in scale
Bypass
Do not 4 lane hwy through town
Safe entrance and exit at Hardy Falls/Deep Creek
option 2 with short bypass
option 1 - except there needs to be access to hardy St for northbound traffic
Too much congestion in the spring, summer, fix the bridge or replace it. Put in twin lanes, parking area for Antler's beach
No
Sounds good
Leave where the hwy is just try to 4 lane
None of these. Think about the future
Not sure which option I prefer, if option 1 needs houses along cliff to be demolished, then go with option 2
Not sure
option 2 makes sense here
Waste of money
No
No
No way
Fix Antler's Bench - too many cars halt traffic trying to go to the Antlers bench area
?
No opinion
Overpass
Don't let our muni get its hands on this land, they have a bad record for development. Ugly as is, leave it alone
Bad idea to put in bypass. Do not put a bypass in when you can simply expand Renfrew. It impacts lots of neighbors and more
Option 2 - why not just bulldoze this half of town this option surely destroys it!
Waste of money

waste of tax money
Short bypass goes way too close to houses. Not in favour of existing but option 1 serves this area
No change, do bypass
Lack of barriers along lake
option 1
Same as A
2. best option for traffic flow and allowing the recreation area to flourish
Option 1 better
Option 1 - least invasive and most parts are in place
Any impact on creek and hardy Falls?
This is one of the best scenic drives in Canada. To make this into a 4 lane safer highway would be a travesty
Band aid solution; short sighted; bypass better choice
Not viable
Bypass!
Option 1 - Least intrusive to existing
Support any secondary route or bypass for fire. Emergency and accident bypassing
Ugly! Who cares, frontage road - 4 lane bridge, barriers in centre, cycle path!!
Impatient drivers increase the risk and stress of accessing Antler Beach
Too short of a bypass; has 4 lanes by the lake - not a great environmental choice
Option1. Why realign the hwy through over one of only two mobile home park areas in Peachland where many low income and/or senior citizens live? it looks like the whole area would be taken up by on and off ramps. Where would these people be displaced to? Option 2. This is totally ridiculous!! Now, not only are you proposing to 4 lane through the heart of Peachland but also create a short bypass through themiddle of the southern part of Peachlands residential area. What good is that going to do anybody and at what cost? It is not even 1 km shorter than the existing hwy and is all through private land. The only reason i can fathom why you even included such a route is incase of the scenario where it is decided to 4 lane the existing route and use option 1 for this area, you can then always say 'well it could have been worse'.
Ramps can be a problem in icy weather especially at bottom of hill (Princeton). We desperately need another way out in case of interface fire.

This Proposal should never be considered. The proposal to develop the Existing 97 bypass as shown in segment 5, south of Princeton road, will directly impact residential and future residential properties. By interrupting the entire town with a road through the middle, the forecasted population growth to 7200 for 2014 may not materialize as those seeking a beautiful place to retire will seek other towns and cities. A small town of Peachland requesting to build a 4 lane road, cutting up-hill through rock, through residential land, and future Peachland growth just to accommodate interest groups concerned with developing Antler Beach is ridiculous. The two issues are somehow becoming entwined and have little to do with each other. The "bypass" is for those travelling without intention of visiting Peachland. A benefit is the reduction of noise and traffic for local residents of Peachland. Antler Beach development needs to be addressed by Peachland and not taken to the entire population of BC as an urgent issue. Once the "bypass" is in place, then, Antler Beach and the local roads can be adjusted at a Municipal level. As recent land-owners, in the process of building a home which would need to be purchased to accomadate Existing Route, Segment 5 Bypass, (south of Princeton Road). It is unclear how a small town of 5200 members, believes that a "bypass," which actually continues the same route just 500 feet further up-hill, is an improvement. This is technically not a "bypass" but a "pass-through." Having lived for 18 years in the Fraser Valley, any of these options which ask for tax dollars from ALL BC residents which does not provide a true "bypass" should be met with disgust. The only way that ALL BC residents will see the "bypass" as worthy of provincial consideration, will be by demonstrating advantages for more than a local group wishing to develop Antler Beach. Thus, a true "bypass" would be welcomed by ALL those who vacation in the Okanagan. If the municipality of Peachland, along with special interest groups, wish to develop Antler beach, do not try to hide the notion under the guise of a "bypass." The potential to fail is high. We only need look around and view the Ponderosa Golf course and other stalled developments. Interest groups and strong lobby groups should not bully the Peachland community and push their agenda. Residents are not interested in the profits for a few, while they suffer the loss of their own property. It is immoral to move the highway from Antler Beach to my backyard so that a few can profit. This mega project should not burden the local residents nor BC tax payers. One HUGH negative for not going with Existing Route Bypass south of Princeton Road is the cost. Building a bridge approximately 800 meters, close to the size of the Golden Ears Bridge with a span of 976 Meters could potentially be a BILLION dollars. The golden ears bridge had a fixed total construction cost of \$808 million at completion in 2009, well over the initial budget of \$600 million. Maybe tax payers should just "gift" a pay-out to the "interested parties" of Antler Beach. A facetious idea but surely more cost-effective!!! The environmental impact is always a concern. The Kokanee spawning grounds and the only waterfall attraction in Peachland will both be effected. It all comes down to BC highways future budget. The cost of existing highway verses the town ship bypass is the bottom line.

Option 1 - Right in / Right out at Renfrew should happen now. All else is unnecessary or overkill. A 70km zone at Antlers would render this unnecessary (there are these zones in many location on Highway 97). Option 2 leaves me completely distraught. I have no words for how upset this leaves me. The road is drawn across my property. Why would this option be even considered? What is the merit? The potential for a few expensive houses on the lake in trade for the destruction of all of our entire neighbourhood? We just moved into our dream house four months ago. Why would an option be put forward that destroys this entire area, put a bridge ovetop of Hardy Falls, upset hundreds of people - just because the land is "flatter"? This can't be serious. Did the planners even visit the area to see what this meant or were they just looking at contours on a map? I will work as hard as I can to enlist the neighbourhood to protest. This is sickening.

Option 1 is preferred.

option 1 acceptable

Option 1; Renfrew Rd is a well used access to northbound on Hwy 97. Hardy St requires northbound access as well, It is a Provincial Picnic area, Hardy falls, Trailer park, subdivision, Option2; Not an option as it further divides our community and means expropriation of homes and farms. Hwy 97 as it is now parallels Okanagan lake is difficult to widen without dumping rock into the lake.

Option One best least disruption Least cost. Adequate for traffic flow

A full bypass around all of Peachland is much preferred, but if not, then Option 2 is the best. This would make the entire stretch of old Hwy from downtown Peachland to Antlers beach into Beach Avenue south. It would literally double the publicly available and pedestrian friendly waterfront, which is what makes Peachland such a jewel. It could also allow some commercial zone south of Princeton.

Option 1 is the only Existing Route Option - option 2 is a poorly conceived rerouting of a 4-lane highway through a residential neighbourhood that should never have left the discussion board let alone be presented in a public forum. The only possible reason for it to exist is to propose something that would allow development along the waterfront; if this is a goal then only Alternate Route Option 1 or Alternate Route Option 2 should be considered at all. Option 1 need not require going through both trailer parks, it certainly should follow the existing route and would have no problem doing so at 70 km/h. The only reason to consider doing so would be to allow speeds to stay at 90 km/h for those traveling through; again, if this is the goal then only Alternate Route Option 1 or Alternate Route Option 2 should ever be considered. With Option 1, a pedestrian overpass would be needed to allow safe access to Antler Beach.

Option 1 is the best here but displacing the age 55 plus home owners in these mobile home parks is not a short term process. Many of these home owners are retired and finding affordable housing will be a big concern not to mention stressful. Option 2 should not even be on the list, who would put a road through some of the most expensive developed housing in Peachland? This route also passes through Hardy Falls a huge tourist attraction and fish spawning habitat. It is ridiculous to even be on the information sheets

<p>Close Hardy street for LT onto 97 N. Allow Rt onto 97 S. Build a Lt lane from 97 N into Hardy St. allowing northbound traffic by. Build a Lt merge lane onto 97 N on the vacant land south of the abandoned restaurant. Access here via Renfrew Road and intersection of Renfrew and Hardy Street across bridge (always wondered why that bridge was recently widened....Hmmm...) Allow Rt in/out at Antler Beach Estate entry road.</p>
<p>Good plans.</p>
<p>highway 97 needs to be realigned, I'm not considering 4 lane hwy97 as a suitable option: detours, time to complete construction</p>
<p>Resurface where necessary, but no overpass for this section and no 4 lane highway at all</p>
<p>I really don't understand Option 1. It appears to go right through the present trailer parks. What happens to Hardy Falls and the Kokanee Salmon spawning grounds? Option 2 takes a path through residential areas.</p>
<p>See comments in 2 a)</p>
<p>If the HWY remains in its current location: -The lakeshore remains completely inaccessible and sacrificed - Environmental impacts on the lake and foreshore are irresponsible -HWY traffic does not contribute to the local economy in this section -Creates a barrier to any commercial growth south of Princeton Ave -Cont. of pedestrian walkway south of Princeton Ave impeded. -A dangerous vehicular corridor will be maintained</p>
<p>* I think option one has the least impact on people's current situation * I can imagine people living along the proposed short bypass won't like getting a highway through their backyards</p>

<h2>Additional Comments</h2>
<p>Do not wish to have the Hwy through town in future. Population #s are going up, increased traffic/noise/safety issues</p>
<p>Destination Peachland would be able to grow and have no negative effects</p>
<p>please plan to preserve a beautiful part of our world rather than thinking only of efficiency and cost. We owe it to future generations</p>
<p>We are a family of 5 that are very active in the community. We moved up Princeton Ave to take advantage of the unbelievable recreational activities right in our backyard. Please consider all the wonderful neighborhoods up around Pincushion before you put a 4 lane hwy in our backyard. Especially when you already have one in place.</p>
<p>A very well prepared presentation. As a business owner, I have concerns about a complete bypass</p>
<p>Public transit route between Peachland and Penticton. I work 8-4 and would love to decrease my reliance on a personal vehicle</p>

Bypass of some kind is the only logical course of action to keep Peachland - Peachland traffic issues on 97 now are difficult enough now without adding to it with what problems a doubling of existing hwy would cause
Bypass would give alternative route in emergency and fire. Also quicker for emergency vehicles
Talk more with local people of Peachland and not with business and developers
Peachland is a quaint small town. A jewel on the lake. An overpass high above Peachland would work to build the town while still keeping the beach road as is
Bypass is a terrible option. Way too expensive. environmentally and socially disastrous. Disastrous for business. Dangerous in winter
Need this ASAP
Seems like a "brainstorming" MOTI session with little concrete engineering behind some options. I think MOTI has already made their decision
Leave present highway in place with addition of needed traffic lights, increased signage at Brent rd, turn lanes, lights indicating change from 4 lanes to 2, increase safety at Antler's, flashing lights at dangerous turn and improve black top
The best long term decision is a total bypass such as option 1 or 2. Any other choice will be very short sighted and result in increase costs in the future
Vague. Diagrams confusing
Short term solution is to widen existing hwy to 4 lanes with interchanges. Long term option is the most viable, allowing for residential growth
Closing off Chidley and putting another bridge in and another route in past the school is awful. There has been no thought about the people that live in the MHP or the school that would have to put up with traffic. This needs a lot more thought. Think of the people!
Options pp 16-28 assume 4-laning which appears the decision has already been made
Regardless of a bypass the existing highway needs to be upgraded. So do that first and then reassess a bypass
We do not need to ruin our wildlife habitat for a highway when we have a perfectly good one that needs upgrades. Our businesses will suffer
This is a valley issue. Keep everyone informed
Option 1 would be best because it isn't the longest option and it's furthest away from population. options 3 and 4 are almost mirrors of current road and option 2 is too long
Please continue to work with the public and encourage sensible options which provide better quality of life for Okanaganites, even if the cost is higher - it's worth it
Peachland is a beautiful place to visit and relax. Having through traffic and noisy big trucks bypass will create even more appeal to tourists
We need to work with Westbank to meet up with an Upper Glenrose exit (emergency) and then join up with a Glenrose/Westbank bypass (Highline) above Shannon Lake Estates
Please think about pedestrians and bikes crossing the highway on the north end. Currently, no safe way to cross north of the bridge by Todd Road
Why is this not incorporated with a much needed second crossing?

I hope the most important factor for a decision on a route is taking care of our most valuable resource, our watershed intake and attributes. Why impact it with new alternative routes when we already have a route ready for the expansion
Only option I see is to lift hwy over intersection to keep flow going. No lights except for crossing under hwy
Lets get this done ASAP
Lets get this done ASAP!
This is a hard decision - I would rather the hwy remain the same but traffic is getting heavier so that means a bypass will be the inevitable choice
Why does anyone want to turn our lovely town into the disaster that is West Kelowna?
YES. Right now, we have a town council asking for more \$ for infrastructure and maintenance in addition to a levy of \$350/year each for a water plant that they don't even talk about. Peachlanders cannot support this. We NEED developments, developers and tourism. A 4 lane hwy will not do this.
Upgrade hwy 97 in place
Peachland has an aging population. These open house sessions are a good way to present the TRUE FACTS rather than what is read in the press. Thanks
Peachland residents would like to see some action now! Cause every year traffic gets worse, media information so we could help us to know that action on this project is happening. Please what decision you make for our town of Peachland is best one for years to come. We love Peachland. Please give here love too
Over and underpasses send noise up or down the slopes. Peachland is on the slope so the noise would transfer up and down to different areas
Personal preference is hwy bypass due to experiencing the Island hwy
Would like to see a Peachland as a summer tourist destination with resort amenities and less traffic
To me it comes down to whether the majority of residents want to keep Peachland "small town" or just become another West Kelowna with multi-lanes and traffic lights!!
Traffic flow is major consideration however, health = emissions, safety = accidents; winter are also issues
Route 1 my preferred option. Best long term solution
Prefer existing route - 3 min additional travel time in 25 years is of no consequence. if bypass, option 1 only. All other options dissect the town again.
I will sadly move out of Peachland if Ponderosa Dr. is cut off from Beach ave. I love our town. Please a bypass or status quo
No widening - the only solution is a bypass - least distance/cost - not too close to existing town development
What an opportunity for Peachland. Please push for the bypass
Four laning the hwy is the only sensible option. People crying for a bypass have no idea how that would affect wildlife, recreation and property values and peace and quiet. Not everyone hangs out downtown. People love hiking/ATV'ing, hunting, fishing in the proposed bypass locations

Don't make another nightmare like West Kelowna
If intersections are often the first place for problems - then the alternate route is the only logical solution. Create a wider Hwy 97 with more intersections. This is only a situation for more problems. Widening current hwy is not a safe option
Upgrade and widen hwy 97 - do not build a bypass until West Kelowna and Kelowna have a second crossing of the lake
1. Safety on how we get out of Peachland in a fire situation 2. How can we plan for the future with just 1 route 97. We need a bypass
If it's to be done, be quick, it's getting too old
Build a bypass!
Bypass is overkill at this point. 4 laning current alignment is best option, it will need to be done in the future anyway
It is imperative that Peachland maintain its village atmosphere. Paving paradise to make it faster for people to get around is nonsense. Build the bypass sooner. Do not destroy existing residents peace.
hwy 97 corridor has to be improved much sooner than later
Start property acquisition ASAP
educate pedestrians and cyclists. Bypass Peachland
I would like to see a bypass so as not to interrupt Peachland
Huston - Buchanan - Drought are well established, very eye appealing and should not be altered to accommodate a minimal advantage
Option 1 bypass
The ultimate goal of MOTI should be to improve the quality of life for people in BC. 4 laning the hwy through town will greatly DECREASE the quality of life for people living in, or visiting, Peachland. The bypass route is safer and faster for traffic to get where they are going and makes Peachland a better community. NO BRAINER. The bypass route is best, and the further from town the better, so option 1 or 2 is best
Would like to receive a hard cover of booklet distributed at Nov 21 meeting.
Dislike the idea of second hwy running down Drought then Buchanan and Beach. The most beautiful upscale area will lose it appeal and turn that corridor into a race track. Take a page from NFL is Ring Road around Cornerbrook. If Newfoundland can afford it why can't we?
If you can create a left turn lane onto Hardy St off hwy 97 as on numerous occasions 2 have had close calls of being rear ended or reduce speed to 50 instead of 70 as everyone does 100km anyways
Maybe some action now - this summer was horrific. Traffic was backed up every day. It doubled our travelling time and exasperated tourists. Great displays and explanations - I appreciate that!
I strongly prefer a bypass. Longer term it facilitates transit through the valley. Peachland isn't the only community with a stake in this decision.
Please please do not destroy our quaint, beautiful little town - a freeway through where the existing hwy is now would destroy what we hold dear. The traffic now is hard to listen to day and night and increases each year

As it gets closer to a decision, there needs to be a disclosure of cost and who is going to pay for what
Just get it done!
Best idea is to do one of these options (existing route) it will be a lot easier and won't ruin the animals habitats. It is a way better option and we should not make an overpass as it would be a lot harder and destroy a lot of natural resources. Please consider the animals too!
I am scared. Scared for the animals, the beautiful earth and wilderness she has given us. Once we destroy this it is gone. Any alternate route option will destroy nature, the wildlife, the hiking trails the lakes, the camping. There is already a hwy we can improve as necessary, where impacts to help will be seen
This road lasts a long time! We should not vote for a 4 lane (fast moving) highway through our town. Future generations do not want it. We should not have a hwy along lake front - it should be mentioned for the enjoyment (development) of future residences and visitors
When you consider safety, traffic congestion and impact on our community, it is quite obvious that a bypass is not the best option
Favour the traffic light at trepanier, Bench Rd - synchronize with next traffic lights going south. Ensure appropriate lighting. Current 70kph speed zone is seldom observed, except when traffic backed up in summer. Inconsistent speeds during non-tourist season makes it hard to estimate if traffic gap is appropriate to turn onto highway
I don't see a need to 4 lane existing hwy. Overpass for local traffic and free flowing 2 lanes for 97 will do
Yes, tell those poor souls on the Hwy 97 Task Force that need to back a new cause, this one is a dead end! Bye Bye Bypass
Alternate route options are the only ones that make sense, A hwy running through the centre of town should not be an option.
Perhaps just have things as they are with a traffic light at Huston/Buchanan. Traffic congestion easier to live with than most of these options and cheaper too
Well worth the money making xx fix
Think ahead for once!
Bypass has the best long term solution to eventually link up to Westbank bypass and 2nd bridge. Not in favour of upgrade and existing if that is direction then use overpasses to handle local traffic which also eliminates lights. These can be phased in over time but if delayed too long will end up being more expensive
Must have a bypass! Will destroy Peachland if highway is widened. Peachland will become a popular tourist destination, real estate values will increase. The hwy between peachland town and deep creek will become bike, walking path and the property above will be more desirable. Pollution and Peachland will decline
Do not under any circumstances widen the existing highway 97!!
A bypass would help with development both by the lake and in the hinterland
I'd like to see a bypass. I'd use the existing highway xx xx xx. Peachland would become a series of overpasses and roads

No bypass! Thru Peachland please! e.g.. Summerland Over/under pass to connect east/west peachland
There seems to have been no consideration of the development of an industrial zone on any of the bypass options
Strongly opposed to a bypass as I believe it would be detrimental to businesses in Peachland
Wildlife and water concerns if new bypass is implemented. Costs to be incurred by a bypass not justified by predictions of increased population and traffic flow
The cost to do a bypass would not be justified as to the predicted population growth. The improvement of hwy 97 in place is more economical and least invasive
Well publicized, displayed and presented. A balanced presentation
I think the bypass around Peachland rather than twinning the highway would ensure that the tourists to this area have a better stay and safer travels. The area relies on tourism and BC should focus on the area as a wonderful representation of BC
What about the school buses who need to stop on Hwy 97 - very dangerous if 4 lane hwy. Purpose of a highway is to get people where they are going quickly/stop lights school zones and pedestrians etc. cause traffic jams, frustration etc. leading to dangerous situations. People need a direct route, most cars and trucks driving through
Paving Hwy along waterfront kills potential development
Option 1 - just do it
Option 1 will create new business and development opportunities and is a better place for a truck stop. Making a 4 lane highway where it is now will kill Peachlands appeal and lake frontage
A bypass is a much better choice. Option 3 best with access provided to upper areas Princeton/Ponderosa/Trepanier. Most traffic is xx give them a better, faster route. Keep existing 97 for local traffic
We need the bypass for future growth and safety. Can connect to second bridge!!
Would love to see bypass proceed and continue to second crossing of OK Lake at earliest date!
Widening of Hwy 97 appears to be the only feasible, less costly. less environmental impact
Do not please - consider widening the highway - it would take years of disruption - if talks think traffic tie ups are bad now - let them see it then! Too many houses ruined!