

HWY97 TASK FORCE SOCIETY

#30- 6711 Hwy 97 S, Peachland BC, V0H 1X9

March 12, 2013

Ministry of Transportation and Infrastructure

Okanagan Shuswap District

Attn: Mr Murray Tekano

cc Deputy Minister

Dear Sir:

Re Proposed Peachland Bypass Route for Hwy 97

Re Grant Main's letter of March 22, 2012, Ref 201780

Mr Main's letter mentions a meeting of Mr Tekano with the Peachland District Council held on Sept 16, 2011. An undated MOTI document entitled "Peachland Highway Planning Review" was a follow-up. This Review compares upgrading (4 laning) Hwy 97 through Peachland to a bypass and suggests that a bypass is much more costly. Regrettably, the most critical issue for Peachland is barely mentioned. There are drastic negative implications to a 4 lane thruway and they have never been addressed in any MOTI communications to date.

The critical issue is mentioned on page 4 "The community relies heavily on the existing highway". An included road system map portraying traffic volumes shows that reliance is in fact total. It is the only access to all of Peachland's many neighbourhoods and streets. A four lane limited access thruway would leave most of Peachland balkanized and cut off. A four lane multiple access upgrade with 5 sets of on and off ramps would not achieve the desired traffic flow results. As for the highway's role and function the review says "intended as an uncongested high speed route with limited delay through urban areas." Such an upgrade that separates local and high speed through traffic would involve an expensive construction program to recreate a functional, safe, local traffic capability, if that is even possible.

Since 2007, our Society has signed up well over 500 members. We used Ministry guidelines to prepare our "Peachland Perspective" document (Proposed Terms of reference for a Highway 97 Business Case). This document was endorsed by the District of Peachland Council and submitted to your Ministry in 2011. The District collaborated with UBCO in a Charrette process to define downtown planning guidelines. The community and Council now have a better understanding of the impacts of a 4 lane highway vs the significant benefits of a bypass route. At our recent AGM our Society's Mission Statement was harmonized with Council's "To advocate the routing of Hwy97 bypassing Peachland and the conversion of the existing highway to a local road that will enhance the beauty, livability and economy of Peachland."

Relative to size, topography, ratio of lakeshore and committed development in progress, Peachland has exceptional potential. However, given our internal road system, the negative impacts of a four laning upgrade are huge. We need to understand the Ministry's intentions and Peachland's options respecting these issues. I will call soon to request a meeting.

Yours truly



Bruce Letendre President

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