

**DISTRICT OF SUMMERLAND  
GATEWAY**

**OPEN HOUSE  
EXIT SURVEY AND  
ONLINE SURVEY  
RESULTS**

**TABLE OF CONTENTS**

1.0 HOW LONG HAVE YOU BEEN A RESIDENT OF SUMMERLAND?..... 1

2.0 WHAT IS YOUR AGE?..... 1

3.0 WHO IS THE MAIN RESPONDENT TO THIS SURVEY..... 1

4.0 DO YOU SUPPORT THE UPGRADE OF PRAIRIE VALLEY ROAD AND ROSEDALE AVENUE?..... 1

5.0 ON WHAT STREET DO YOU RESIDE?..... 2

6.0 WHAT IS YOUR PRIMARY MODE OF TRAVEL WITHIN SUMMERLAND? ..... 3

7.0 WOULD YOU TAKE TRANSIT IF PROVIDED TO PENTICTON AND KELOWNA? ..... 4

8.0 WOULD YOU MAKE USE OF BICYCLE LANES ALONG THESE TWO ROADWAYS? ..... 4

9.0 DO YOU CURRENTLY WALK ALONG PRAIRIE VALLEY ROAD?..... 4

10.0 DO YOU CURRENTLY WALK ALONG ROSEDALE AVENUE?..... 4

11.0 DO YOU MAKE USE OF SIDEWALKS ALONG PRAIRIE VALLEY ROAD?..... 4

12.0 DO YOU MAKE USE OF SIDEWALKS ALONG ROSEDALE AVENUE? ..... 5

13.0 WHAT, IN YOUR OPINION, ARE THE MOST PROMINENT ISSUES ALONG THESE TWO ROADWAYS? ..... 5

14.0 DO YOU THINK IT IS MORE IMPORTANT TO PROVIDE THE FOLLOWING IN SUMMERLAND? (1 MOST IMPORTANT, 4 LEAST IMPORTANT)..... 6

15.0 IF YOU DRIVE, WHAT IS YOUR LEVEL OF COMFORT WITH ROUNDABOUTS? ..... 7

16.0 WHAT IS YOUR PREFERRED INTERSECTION CONTROL? ..... 7

17.0 IS IT BETTER TO MIX ..... 7

18.0 DO YOU THINK SUMMERLAND WOULD BENEFIT FROM A SIGNIFICANT LANDSCAPE FEATURE AT THE ENTRY POINTS ON HWY 97 AND ROSEDALE? ..... 8

19.0 DO YOU THINK SUMMERLAND WOULD BENEFIT FROM A SIGNIFICANT LANDSCAPE FEATURE AT THE ENTRY POINTS ON HWY 97 AND PRAIRIE VALLEY? ..... 8

20.0 SHOULD PRAIRIE VALLEY ROAD AND ROSEDALE AVENUE HAVE ENHANCED STREETScape AMENITIES? ..... 8

21.0 IF YOU BELIEVE IMPROVEMENTS ARE REQUIRED, WHAT ARE YOUR KEY PREFERENCES FOR IMPROVEMENTS TO THESE TWO ROADWAYS? (1 MOST IMPORTANT, 4 LEAST IMPORTANT) .....9

22.0 WOULD YOU LIKE TO BE INCLUDED IN THE SECOND OPEN HOUSE? .....9

23.0 HOW CAN WE MAKE THESE PUBLIC OPEN HOUSES BETTER FOR YOU NEXT TIME? .....10

24.0 ADDITIONAL COMMENTS .....11

### 1.0 How Long Have You Been A Resident Of Summerland?

Answer Options	Exit Survey	Online Survey	Combined Total	Combined Percentage
0 – 5 years	14	4	18	14.0%
6 – 10 years	20	3	23	17.8%
11 – 15 years	10	2	12	9.3%
More than 15 years	61	14	75	58.1%
Not a resident	1	0	1	.8%
<b>Answered Question</b>	<b>106</b>	<b>23</b>	<b>129</b>	<b>100.0%</b>
<b>Skipped Question</b>	<b>11</b>	<b>1</b>	<b>12</b>	

### 2.0 What Is Your Age?

Answer Options	Exit Survey	Online Survey	Combined Total	Combined Percentage
16 – 25	0	0	0	0.0%
26 – 55	27	7	34	26.0%
56 – 65	31	7	38	29.8%
66 or older	46	9	54	44.2%
<b>Answered Question</b>	<b>104</b>	<b>23</b>	<b>126</b>	<b>100.0%</b>
<b>Skipped Question</b>	<b>13</b>	<b>1</b>	<b>14</b>	

### 3.0 Who is the Main Respondent To This Survey

Answer Options	Exit Survey	Online Survey	Combined Total	Combined Percentage
Local home owner	94	23	117	85.5%
Local business owner	12	3	15	10.9%
Resident of Summerland, but not a home or business owner	3	0	3	2.7%
Other	1	0	1	.9%
<b>Answered Question</b>	<b>100</b>	<b>26</b>	<b>136</b>	<b>100.0%</b>
<b>Skipped Question</b>	<b>17</b>	<b>1</b>	<b>18</b>	

### 4.0 Do You Support The Upgrade Of Prairie Valley Road And Rosedale Avenue?

Answer Options	Exit Survey	Online Survey	Combined Total	Combined Percentage
Yes	67	12	79	77.9%
No	19	20	39	22.1%
<b>Answered Question</b>	<b>86</b>	<b>32</b>	<b>118</b>	<b>100.0%</b>
<b>Skipped Question</b>	<b>31</b>	<b>1</b>	<b>32</b>	

## 5.0 On What Street Do You Reside?

Place	Exit Survey	Online Survey	Combined Total
Aileen Avenue	0	1	1
Barclay Street	3	0	3
Bathville Road	1	0	1
Beavis Place	1	0	1
Boothe Crescent	1	0	1
Bristow Road	1	0	1
Broad Street	1	0	1
Cartwright Avenue	1	0	1
Cedar Place	1	0	1
Croil Avenue	1	0	1
Cuthbert Road	0	2	2
Dale Meadows Road	2	0	2
Denike Street	1	0	1
Fudge Street	1	0	1
Garnet Valley Road	2	0	2
Gartrell Road	4	0	4
Giants Head Road	3	0	3
Gilman Road	0	1	1
Haskins Avenue	1	0	1
Hermiston Drive	1	0	1
Huddleston Road	0	1	1
Jones Flat Road	1	4	5
Jubilee Road	10	0	10
Lakeshore Drive South	2	0	2
Lipsett Crescent	1	0	1
Logie Road	1	0	1
Lumsden Avenue	1	0	1
Miller Street	2	0	2
Milne Road	3	0	3
Morrow Avenue	1	0	1
Nixon Road	2	0	2
Palmer Place	1	0	1
Peach Orchard Road	0	1	1
Prairie Valley Road	7	2	9
Purves Road	1	0	1
Quinpool Road	1	1	2
Rand Street	2	0	1
Richards Avenue	1	0	1

Place	Exit Survey	Online Survey	Combined Total
Saunders Crescent	2	0	2
Shannon Crescent	1	0	1
Sinclair Road	1	2	3
Snow Avenue	1	0	1
Steuart Street	1	0	1
Steven Avenue	1	0	1
Sumac Ridge Drive	3	0	1
Switchback Road	3	0	1
Tavender Court	1	0	1
Thompson Road	1	0	1
Tomlin Street	1	0	1
Turner Street	5	2	7
Victoria Road	7	0	7
Walters Road	2	0	2
Walton Street	1	0	1
Ward Street	1	0	1
Washington Avenue	0	1	1
Whitfield Road	1	1	2
Woods Avenue	1	0	1
Wright Avenue	1	0	1
<b>Answered Question</b>	<b>98</b>	<b>19</b>	<b>112</b>
<b>Skipped Question</b>	<b>19</b>	<b>5</b>	<b>24</b>

## 6.0 What Is Your Primary Mode Of Travel Within Summerland?

Answer Options	Exit Survey	Online Survey	Combined Total	Combined Percentage
Car-single occupant	87	16	103	77.0%
Car-Ride share, Taxi	12	2	14	10.6%
Bike	3	0	3	2.7%
Walk	8	3	11	7.1%
Other	3	2	5	2.7%
<b>Answered Question</b>	<b>110</b>	<b>23</b>	<b>136</b>	<b>100.0%</b>
<b>Skipped Question</b>	<b>7</b>	<b>2</b>	<b>9</b>	

Other:	School Bus driver
	Car - double occupancy
	Car – double occupancy
	Car – double occupancy
	Drive

### 7.0 Would You Take Transit If Provided To Penticton And Kelowna?

Answer Options	Exit Survey	Online Survey	Combined Total	Combined Percentage
Yes	64	9	73	62.7%
No	38	11	49	37.3%
<b>Answered Question</b>	<b>102</b>	<b>20</b>	<b>122</b>	<b>100.0%</b>
<b>Skipped Question</b>	<b>15</b>	<b>3</b>	<b>18</b>	

### 8.0 Would You Make Use Of Bicycle Lanes Along These Two Roadways?

Answer Options	Exit Survey	Online Survey	Combined Total	Combined Percentage
Yes	52	10	62	47.3%
No	58	12	70	52.7%
<b>Answered Question</b>	<b>110</b>	<b>22</b>	<b>132</b>	<b>100.0%</b>
<b>Skipped Question</b>	<b>7</b>	<b>2</b>	<b>9</b>	

### 9.0 Do You Currently Walk Along Prairie Valley Road?

Answer Options	Exit Survey	Online Survey	Combined Total	Combined Percentage
Yes	52	8	60	46.8%
No	59	14	73	53.2%
<b>Answered Question</b>	<b>111</b>	<b>22</b>	<b>133</b>	<b>100.0%</b>
<b>Skipped Question</b>	<b>6</b>	<b>2</b>	<b>8</b>	

### 10.0 Do You Currently Walk Along Rosedale Avenue?

Answer Options	Exit Survey	Online Survey	Combined Total	Combined Percentage
Yes	81	14	95	76.4%
No	25	8	33	23.6%
<b>Answered Question</b>	<b>106</b>	<b>22</b>	<b>128</b>	<b>100.0%</b>
<b>Skipped Question</b>	<b>11</b>	<b>2</b>	<b>13</b>	

### 11.0 Would You Make Use Of Sidewalks Along Prairie Valley Road?

Answer Options	Exit Survey	Online Survey	Combined Total	Combined Percentage
Yes	77	12	89	72.0%
No	30	10	40	28.0%
<b>Answered Question</b>	<b>107</b>	<b>22</b>	<b>129</b>	<b>100.0%</b>
<b>Skipped Question</b>	<b>10</b>	<b>2</b>	<b>12</b>	

**12.0 Would You Make Use Of Sidewalks Along Rosedale Avenue?**

Answer Options	Exit Survey	Online Survey	Combined Total	Combined Percentage
Yes	95	15	110	85.6%
No	16	7	23	14.4%
<b>Answered Question</b>	<b>111</b>	<b>22</b>	<b>133</b>	<b>100.0%</b>
<b>Skipped Question</b>	<b>6</b>	<b>2</b>	<b>8</b>	

**13.0 What, In Your Opinion, Are The Most Prominent Issues Along These Two Roadways?**

Answer Options	Exit Survey	Online Survey	Combined Total	Combined Percentage
Traffic movement/safety	67	12	79	30.2%
Not pedestrian friendly	67	10	77	30.2%
Poor aesthetic / streetscape	24	7	31	10.8%
Poor lighting	10	3	13	4.5%
No bicycle lanes/paths	36	7	43	16.2%
Other	18	8	26	8.1%
<b>Answered Question</b>	<b>222</b>	<b>47</b>	<b>269</b>	<b>100.0%</b>
<b>Skipped Question</b>	<b>16</b>	<b>5</b>	<b>21</b>	

Other:	Poor condition, can't see lines
	Schools, school children
	Buses and trucks
	Road surface poor
	Cost
	Poor surface finishing
	Bad intersections
	Nil
	It's okay
	Winter maintenance (slippery)
	No sidewalks on Prairie Valley Road
	People travel too fast, don't abide by speed limit - need to slow them down
	Road surfaces are terrible
	Disrepair
	Not required during these poor economic times
	Really, really needs repaving, but no boulevards or medians
	Stop kids from crossing road everywhere
	Prairie Valley Road sidewalk (only one required)
	Sidewalks are needed

	Sidewalks are needed
	Very poor surface, urgent upgrade
	Road conditions poor
	Street surface – road surface is a mess
	Just repave the roads please
	Need combined walking and bicycle path on these roads
	Cost to taxpayer
	Traffic moves at excessive speed away from stop zones. Slow down
	Cars, trucks, school buses, everyone drives way too fast (at least 65 to 70 km)

**14.0 Do You Think It Is More Important To Provide The Following In Summerland?  
(1 Most Important, 4 Least Important)**

**THESE ARE COMBINED EXIT SURVEY AND ONLINE RESULTS.**

**NOTE: A LOWER "Rating Average" means greater support for that option.**

Answer Options	1	2	3	4	Total	Rating Average
Regional bus service	43	27	24	14	108	2.08
Alternate modes of transportation (e.g. scooters, electric vehicles)	16	26	28	22	92	2.61
Other					22	
<b>Answered Question</b>					<b>222</b>	
<b>Skipped Question</b>					<b>20</b>	

Other:	Walk or cycle
	Sidewalks, bike routes
	Better sidewalks
	Bike lanes
	Regional bus service is very important as many of us commute north and south
	Walking and bike paths (lanes)
	Maintenance of pedestrian walkways in-town (flat non-hill areas)
	Pedestrian pathways and trails
	Bike paths
	Bicycle
	Bus service to airports - YYF and YLW
	More sidewalks
	Bicycles
	Better pedestrian access
	Just the basics
	Bike lanes and pedestrian areas
	Walking

	Atkinson Road to Prairie Valley Road needs sidewalks
	Sidewalks
	Bicycle lanes
	Sidewalks
	Combined walking and bicycle path

### 15.0 If You Drive, What Is Your Level Of Comfort With Roundabouts?

Answer Options	Exit Survey	Online Survey	Combined Total	Combined Percentage
Never used one	2	0	2	1.8%
Not comfortable using roundabouts	22	2	24	19.8%
Don't mind using roundabouts	57	17	74	51.4%
Prefer using roundabouts	30	3	33	27.0%
<b>Answered Question</b>	<b>111</b>	<b>22</b>	<b>133</b>	<b>100.0%</b>
<b>Skipped Question</b>	<b>6</b>	<b>2</b>	<b>8</b>	

Comments:

If roundabouts are large enough and easy to drive through – the one on Railway in Penticton is good, but the one at Front Street is not good

### 16.0 What Is Your Preferred Intersection Control?

Answer Options	Exit Survey	Online Survey	Combined Total	Combined Percentage
4-way stop	20	7	27	18.7%
Roundabout	49	8	57	45.8%
Traffic signal	38	7	45	35.5%
<b>Answered Question</b>	<b>107</b>	<b>22</b>	<b>129</b>	<b>100.0%</b>
<b>Skipped Question</b>	<b>10</b>	<b>2</b>	<b>12</b>	

Comments:

Depends on type of road – highway?, motorway?, access?, arterial?, - hard to choose! Prefer 4-way stop, then traffic signal, then roundabout

### 17.0 Is It Better To Mix

Answer Options	Exit Survey	Online Survey	Combined Total	Combined Percentage
Vehicle and bike traffic	34	10	44	35.1%
Bike and pedestrian traffic	63	11	74	64.9%
<b>Answered Question</b>	<b>97</b>	<b>21</b>	<b>118</b>	<b>100.0%</b>
<b>Skipped Question</b>	<b>20</b>	<b>3</b>	<b>23</b>	

**18.0 Do You Think Summerland Would Benefit From A Significant Landscape Feature At The Entry Points On Hwy 97 And Rosedale?**

Answer Options	Exit Survey	Online Survey	Combined Total	Combined Percentage
Yes	62	9	71	55.4%
No	27	9	36	24.1%
Does not matter	23	4	27	20.5%
<b>Answered Question</b>	<b>112</b>	<b>22</b>	<b>134</b>	<b>100.0%</b>
<b>Skipped Question</b>	<b>5</b>	<b>2</b>	<b>7</b>	

Comments:

We already have the three plantings done in early 90's that need to be cleaned up – that's all we need

**19.0 Do You Think Summerland Would Benefit From A Significant Landscape Feature At The Entry Points On Hwy 97 And Prairie Valley?**

Answer Options	Exit Survey	Online Survey	Combined Total	Combined Percentage
Yes	53	10	63	48.6%
No	29	8	37	26.6%
Does not matter	27	4	31	24.8%
<b>Answered Question</b>	<b>109</b>	<b>22</b>	<b>131</b>	<b>100.0%</b>
<b>Skipped Question</b>	<b>8</b>	<b>2</b>	<b>10</b>	

**20.0 Should Prairie Valley Road And Rosedale Avenue Have Enhanced Streetscape Amenities?**

Answer Options	Exit Survey	Online Survey	Combined Total	Combined Percentage
No improvements	12	5	17	11.4%
Minor improvements	48	7	55	45.7%
Similar to Main Street	28	5	33	26.7%
Similar to Lakeside Commercial District	17	4	21	16.2%
<b>Answered Question</b>	<b>105</b>	<b>21</b>	<b>126</b>	<b>100.0%</b>
<b>Skipped Question</b>	<b>12</b>	<b>1</b>	<b>13</b>	

Comments:

We need to look different than other communities, too much commonality of lights, trees, landscape

**21.0 If You Believe Improvements Are Required, What Are Your Key Preferences For Improvements To These Two Roadways? (1 Most Important, 4 Least Important)**

**THESE ARE COMBINED EXIT SURVEY AND ONLINE RESULTS.**

**NOTE: A LOWER "Rating Average" means greater support for that option.**

Answer Options	1	2	3	4	Combined Total	Rating Average
Sidewalks	97	10	6	4	117	1.29
Crosswalks	76	17	14	5	112	1.54
Landscape/Trees	21	28	22	35	106	2.67
Street lights	42	37	16	9	104	1.92
Street furniture (benches, bicycle racks, etc.)	8	27	31	40	106	2.97
Public art	8	18	31	44	101	3.10
Intersection control	47	27	22	11	107	1.97
Road surfaces	70	24	12	2	108	1.50
Cycle lanes	34	35	22	13	104	2.13
Signals (directional)	42	36	10	11	99	1.9
Other					12	
<b>Answered Question</b>					<b>1076</b>	
<b>Skipped Question</b>					<b>7</b>	

Other:	Roundabout
	Speed limits
	There is no need to cut back on number of lanes on Prairie Valley Road
	Do as much as economically possible
	Move traffic
	Scooter friendly
	Access to new development on Rosedale
	Need to look different than other communities
	Move traffic
	Garbage containers
	Speed control
	Combine bike and walking lane
	Reduce the speed limit, have speed signs, enforce it

**22.0 Would You Like To Be Included In The Second Open House?**

Answer Options	Exit Survey	Online Survey	Combined Total	Combined Percentage
Yes	69	17	86	90.8%
No	7	4	11	9.2%
<b>Answered Question</b>	<b>76</b>	<b>21</b>	<b>97</b>	<b>100.0%</b>
<b>Skipped Question</b>	<b>41</b>	<b>4</b>	<b>42</b>	

### 23.0 How Can We Make These Public Open Houses Better For You Next Time?

Please note that words which could not be deciphered have been substituted with "???".

Comments
Perhaps more notification earlier and possibly through the media sources.
This is a good location.
Monday and Tuesday nights are better, Thursdays interfere with Survivor night - just kidding.
Make things a little less detailed.
Sandwich boards out a bit earlier and in high traffic areas.
Better? not sure - but don't restrict participation. Regarding support of upgrade: I think it would be foolish to reduce the lane use along Prairie Valley with meridians.
More tables to fill in these forms. One interpretive person at each wall chart.
It's Okay the way it is.
I think this questionnaire could be easily misleading. It also regards Municipal Government's prime ??? for its citizens is safety and Prairie Valley Road is an example of that ??? without having sidewalks.
Just keep on having them.
This was good - thank you. Except it shouldn't have been scheduled for same night as all other activities (special activities at Art Gallery & IOOF).
You are quite well.
Do it BEFORE drawing up detailed plans.
Have the entrance better marked. One of the signs at the entrance would have been nice.
A good exchange of opinions. Need to know that opinions are already formed with ??? views.
Restrict applause.
Restrict joking around. If meetings are to be taken seriously, a more serious approach is needed.
Need to deal with complete detail in dollars, also deal with pedestrians more comprehensively.
I know it's hard, but try to get people to go to a microphone with their comments. Have it ready beforehand and instruct people in advance. Thank you.
1 Please give traffic and pedestrian factor full priority. 2 No fancy statues or other artwork or landscaping - SAFETY FIRST any roundabouts to be completely clear of trees, bushes and artwork.
Sandwich boards at main intersections are good, but please print the time and place in larger print so you can actually read them from a car.
Get working wisely instead of backwards as you in this town usually do, such as paving streets, then you dig them up for sewer or water. NOT ENOUGH ROOM FOR ROUNDABOUT, BE SENSIBLE.
7 pm is a good start time. Gives you time to get home and eat.
Listen! Come with an open mind - it always feels like you are wasting your time coming because everything is a done deal!
Hold Open Houses in the Spring and Summer.
We have always found previous open houses very informative but have often felt that the outcome was a forgone conclusion, no matter what input was received from the public forum.
Make them well publicized.
I was out of town during the rescheduled Open House but was in town for the original one that had to be cancelled. I think there should be a separate meeting for those that own property on these affected roads.
I would like to know how much of the existing greenery is going to be affected by the road

Comments
work and why the developers on Wharton Street are not being held more financially responsible for the road improvements. I also do not feel that a 7 storey apartment building is appropriate for Summerland. Four would be significant, who's city is this the residents or the developers of Wharton Street? Why do they get special treatment?
I thought the Public Open House was good as it was.
Questions asked at the mike only – none from the floor. Questioners should indicate where they live in Summerland.
Be more specific on reason for these i.e. costs? safety? better planning?, etc.
Same format – well attended by all parties involved.

## 24.0 Additional Comments

Please note that words which could not be deciphered have been substituted with "???".

Comments
I think this is a great idea, especially the roundabouts. Also, the proposal keeps up with the quaintness of our downtown.
The whole world has roundabouts and they work extremely well - don't let the naysayers prevent them - people can learn and adapt!!
Fix the water system before you spend money on a roundabout and a boulevard.
I do not like the shared car/bike lanes. I want dedicated bike lanes or alternative bike routes.
Don't spend the dollars on a roundabout!
No roundabout at Peach Orchard intersection.
Get it done!
Do not like the Jubilee/Peach Orchard roundabout. No left turn access for residents west-bound on Prairie Valley. Don't like grass medians.
You have gone overboard in design: 1 Prairie Valley only needs one sidewalk on north side of road. 2 Road needs repaving. 3 Roundabouts are fine at both locations.
I think the idea of roundabouts is an excellent idea! It moves traffic quickly and safely. I also think it would be an excellent idea to allow alternative modes of transportation, such as golf carts, scooters or electric vehicles.
Does the roundabout at Prairie Valley and Rosedale require that there only be one lane each way on Prairie Valley? In other words, if there is no circle can you still have two lanes into town?
A petition was recently presented stating that we do not want these fancy upgrades. The money would be better spent on repaving other roads in town.
I live in Lower Town and often have difficulty crossing Rosedale at the top of Peach Orchard. I would like to see a 4-way stop there. That could be done immediately at little cost. Thanks.
Make this community what it has the potential to be - FABULOUS. We are blessed with natural beauty and climate. Let's make it livable.
Need more control of vehicle parking on Jubilee Road East. Need pedestrian area - free of trucks, etc.
I would like to see the roads fixed, but no roundabouts. Summerland is a great place to live, let's keep it that way.
Top priority - separate bike lanes, even at the expense of eliminating the medians.
The Main Street/Rosedale Ave intersection is the most dangerous intersection in town.
Pave or fix the roads. Leave the beautification until later.
No referendum is necessary if you listen to what we are saying.

Comments
Prairie Valley needs repair - get on with it.
Roundabouts are the way to go.
I don't understand why we are pushing ahead with this project when we ought to be checking our spending habits, we are in a financial restraint. We the people of this town are having to cut back on our spending habits, why is the City not doing this?
Why are we making our intersections larger to accommodate larger trucks when we should be using smaller trucks for in town delivery?
Street parking is important for emergency vehicles. If no parking is available - it creates a hazard to park on the travelled section of the road - both for emergency workers, patients, and traffic.
Street parking for handicapped is also important near typical destinations such as churches, clinics, restaurants, etc.
<ol style="list-style-type: none"> <li>1 Has anyone conducted a traffic count of vehicles and pedestrians over a long period - including many days and nights, times of day, and days of the week?</li> <li>2 Who decided that we have a traffic volume?</li> <li>3 Why are roundabouts seldom used in other small towns and cities?</li> </ol>
Option #2 on Prairie Valley Road would have the most negative impact on the residences of Hillside Village townhouses. It will place the road right in front of their doorsteps and not to mention the removal of the park-like setting in front. Several well established trees would have to be removed with this option.
Definitely a NO to Option #2.
I am not in favour of the Prairie Valley Road upgrade because it eliminates one lane of traffic. Why change something that works well? Eliminate the medians and sidewalks on both sides, which can be done.
I like the roundabouts, provided it will handle the big semis with trailers in tow. Europe has them and they work well there. Rosedale upgrade looks Okay.
We do not need a fine entrance roundabout. The extra should be the ??? with the emergency services having a key. I strongly dislike roundabouts. They do the ??? in Victoria, Vancouver, and White Rock.
I do not want the road to be only two lanes. This Council has approved 1,500 more homes at the proposed golf course. There is a lot more residents coming as well. If it is built it should not be fine entrances. No decorations, concrete, etc. in the middle of the new road.
Victoria had a fine entrance roundabout at Government and Douglas, a very busy street. They took it out a few years ago and put it back to street lights. How are B-trains and large trucks going to manage a roundabout?
<ol style="list-style-type: none"> <li>1 Re: Your traffic circle design. (See drawing attached)</li> <li>2 We need a "Patient Drop Off" area in front of the Rosedale Medical building, it is well used already and will continue to be used even if not planned for.</li> </ol>
I think too much is made of elaborate improvements to simple problems.
I think Cartwright is a bad idea for a highway. Residences would go down in value.
Prairie Valley Road is not a truck route. It goes through hills and sharp bends which are dangerous. It passes in front of Giant's Head school. A better route would be by Dale Meadows to come out behind the Anglican Church by chopping the foot hill of Giant's Head Mountain.
Why weren't residents and business owners who live and do business on these roads contacted for their input?

## Comments

Constricting Prairie Valley Road, eliminating parking spaces in front of the Anglican Church and unnecessary roadblocks (roundabouts) for industrial traffic is bad for business.

How can Council propose significant landscaping while asking residents to xeriscape?

Significant landscaping at the entrances to town is like putting lipstick on a pig! There is no point in attracting tourists into town only to find there is no place to park. Tourists will not stay because of landscaping.

Council should focus on providing basic necessities, not bells and whistles. Federal and provincial funding is still taxpayer money, treat it with respect! It is NOT free money!

Prefer to sacrifice landscaped boulevards for bike lane and pedestrian sidewalks.

Four-way stop is very dangerous at Jubilee Road and Victoria (post office corner).

Please use funds for functional improvements - not for beautification or landscaping.

First priority for our public infrastructure funds should be addressing our water treatment plant.

Main Street and Rosedale is also a dangerous corner for pedestrians - needs control; crossing or traffic light.

Two schools (Giants Head and Middle School) crossings are also very dangerous.

Main Street and Rosedale - a light at this intersection will potentially back up traffic in the roundabout.

I feel I want to see good pedestrian and bike access and safety is paramount on both Prairie Valley and Rosedale.

Very concerned about cost of draining down of reserves.

We should be ready and willing to go to referendum – appropriate, and complete public participation will allow for the right result (yes or no) on the question.

The suggestion of lights on Main Street and Rosedale intersection is something that should be looked at and considered in future planning.

The other suggestion about no left turns onto Main Street from Rosedale and no left turns from Main Street onto Rosedale appears to be a good idea.

Crosswalks should be made safer by painting them or using a different surface. As a pedestrian, I have noticed that a lot of cars (drivers) do not stop for pedestrians waiting to cross Rosedale, on a crosswalk.

In my opinion roundabouts are too expensive and take up too much space for what they accomplish. I'm sure truckers hate them! Four-way stops are very efficient and economical - space wise as well as financially. Roundabouts - I still need to be convinced. Re: bike lanes - separate lanes would be better. Do we really need landscaped meridians/boulevards? Bike lanes are certainly more important.

Roundabouts - wouldn't that be using land that could perhaps be used for parking. I am greatly opposed to roundabouts.

Four-way stops seem to be working just fine, why change. If it's not broken, don't fix it.

I haven't heard of accidents at either place you plan for roundabouts except the one the

## Comments

Mayor mentioned and we have been here for six years plus.

They don't appear necessary at all.

Roundabouts - I do not believe will prevent accidents. They are very confusing and probably cause more accidents.

What about seniors crossing the street at a roundabout - some have poor vision, some have walkers, scooters, etc?

The cost is too great with roundabouts. There would be such a waste of land, why spend this money on roundabouts when the economy is so poor and this will raise our taxes again!

Why not finish the water project and fix the roads without roundabouts.

This is a small pretty town and does not need to be like the bigger cities. Roundabouts will probably confuse the tourists - people come for small town atmosphere not big town roads.

I wonder why the public is not included in making such a decision. It seems Council has already made up their minds on what they are going to do. Then as an afterthought they ask the public, then go ahead with their original plan.

Please consider this great cost to our citizens and don't have roundabouts.

Desperate need for Council to make up its mind - too much ??? on this road issue - we moved to Summerland for small town atmosphere - no wish to see competition with big city ideas by ??? and developers - get the adequate roads and sidewalks built!!

I like to walk in town and I am very careful to watch the icy pavement - sidewalks (if any). Despite my care, I slipped on the ice and tripped face forward on Victoria Road North last Saturday. Needed the ambulance to be called to take me to Penticton Hospital - four stitches on my face and other minor cuts and bruises. Where are the sidewalks! Get them built now - whatever design for the roads is finally adopted.

Pleased to see effort to create a safer access/exit for shopping centre (IGA) too much ??? talk - not enough action!!!

I live on Prairie Valley Road - Option 2 shows the placing of Atkinson Road and all traffic entering the mall along a new segment which enters our property and runs across our front lawn - removing these old trees and running parallel to the driveway of our level 1 condos - with no space between that driveway and the proposed public road. Increased traffic (all entering the mall from up town and all leaving the mall via a left turn uptown!!) would then pass immediately in front of our condos - only the width of a driveway away!! No other property is so mutilated along either Prairie Valley Road or Rosedale. Traffic is bad enough with our lawn and trees acting as a buffer for noise and dust, it would be ridiculous without it!!

I am vehemently opposed to the elimination of one of the two uphill lanes on Prairie Valley. This would be a MAJOR backward step!

You need to improve traffic movement, not restrict it!

If you are worried about high speeds, use some other methods than lane elimination.

Bike and pedestrian paths - these work very well - paved - lined - small stop signs for bikes or caution signs - much safer than bike path on road. We have lived where bikes and pedestrians paths were used.

Rollerblades Okay, but no motorized vehicles such as quads, etc. The City of Cold Lake has

## Comments

made the bike paths as park and therefore the only other problem could be ticketed. Cold Lake put in 11 kms of bike/pedestrian paths which was fantastic and separated from car road by green space - benches, etc.

Main Street and Rosedale needs improvement – have seen many near accidents, perhaps pedestrian activated light or regular traffic light for cars.

Hope this is a go ASAP.

We need this improvement to compliment our town.

The IGA mall should be made to improve, most people think when they are going down Hwy 97 that this area is all there is to Summerland.

New welcome signs to downtown entrances need great improvement.  
No referendum - JUST GO.

Suggestion - make Wharton Street and Main the other one-way to alleviate Main and Rosedale problem. Left turns are a real problem - no left turns onto or off Main Street.

Make one-way now!!

I initially did not support roundabouts, however after having used the one in Penticton (by the arena) almost every day, I now feel they are a good solution.

As long as they are single lane only - more than that would not work, I believe - too confusing.

Also - sidewalks MUST be installed. As it currently stands, Rosedale Avenue is dangerous on the east side between Angus Street and Prairie Valley Road. Seniors frequently walk from Angus Place to the medical centre and if they choose to walk on the sidewalk they must now cross busy roads three times in a one block distance to stay on sidewalks. A painted line on the side of the road is not safe enough - cars park over them.

I totally support designated bike lanes. I can't think of one road currently in Summerland that is safe to ride a bike on.

It's time to beautify Summerland into a place we can all be proud of.

Thank you for allowing us the opportunity to give our opinion. I hope though, this isn't "referendum" to death.

My biggest concern is to have clean clear roadways.

- 1 Median decorations are not important – costs money to maintain.
- 2 More important to have bike lanes and sidewalks.
- 3 Build left turn lanes now.

Make sure roundabouts can accommodate logging trucks. Prairie Valley Road as a number two Hwy.

Why have Victoria draw up some town they don't know anything about, that's like night and day.

Nobody here has any knowledge

Put it to referendum, let people speak.

The residents of Cartwright Avenue have significant concerns that these roundabouts will lead to our street becoming the alternate truck route.

## Comments

Cartwright is a residential area with many young families. Home values would be impacted, noise and traffic would increase and our air quality would be impacted. Pedestrian and children safety would be compromised in our neighbourhood.

I would normally support these roundabouts, but not at the expense of my neighbourhood on Cartwright.

- 1 The people on Prairie Valley Road were not consulted regarding this plan - we're the ones affected.
- 2 How will pedestrians ever get across the street at Main Street? It's impossible now without taking your life in your hands.
- 3 Who pays for removing the driveways and what goes in their place? Some retaining walls?
- 4 What happens if there's an accident in one of the two lanes on Prairie Valley? How does the traffic proceed or are they stuck until the traffic moves.
- 5 All we need is to have Prairie Valley Road repaved and sidewalks added - not this fancy plan that we can't afford. What about the upkeep on all these plantings?
- 6 The four-way stop at Prairie Valley and Rosedale has worked perfectly well - no need for roundabouts at all.
- 7 The big trucks that go past our house (semis with an extra trailer will never make the turn) - they can barely make it now with two lanes to maneuver. I feel this is a done deal and that this meeting is just public relations to convince us that we need it when really its a WANT - the need only pertains to repaving!!

The lanes are very narrow with all the snow in winter - the cycling lane will be full of snow or is that acceptable?

I think Prairie Valley Road needs ONE sidewalk. My view is that most who use Prairie Valley Road are Summerland residents. Certainly, when walking they need to be safe. They don't need to walk through a forest of high maintenance landscaping - all requiring water - another issue. Who walks on Prairie Valley Road now? Count them - hardly anyone. It's a commuter route to the highway.

Rosedale pavement needs upgrade for sure, but it already has sidewalks. Again, where is the need for high maintenance landscaping?

We have this beautiful little town already. Economic times have changed (Note: Wharton Street development on hold). Why would the District carry on like nothing has happened? To suggest this is good use for RESERVE funds is ridiculous. Real estate prices are decreasing - rates are already going to have to rise to keep us even.

Thank you for the open house and the survey. Although I feel the survey could be open to interpretation, some questions I felt were a little leading.

I am somewhat disappointed that after a strong counter petition against the initial project that the same proposals are once again presented, albeit in a different method and venue. As a matter of interest, I was not one who signed the counter proposal, but those who did deserve to be listed to. I would have thought that a number of options would have been made available at the viewing.

There is little doubt that sidewalk and resurfacing issues need to be addressed, but the focus should be on safety - moving traffic into and through our community. Having our community situated off the highway adds to the charm of Summerland, but past decisions have also created some real issues that we are dealing with today:

- 1 The passage of heavy truck traffic to the James Lake Industrial Park
- 2 Potentially, the increased through traffic from the Summerland Hills area
- 3 The positioning of the two schools on the route

## Comments

4 The limited access to the downtown core by delivery vehicles

5 The bottleneck at Jubilee and North Victoria, should you try to route traffic in that direction

In short, I do not believe that we need to boulevard and tree line the entrances, the result of which will reduce the traffic lanes, add to the initial cost and definitely impact our yearly maintenance expenses. I fail to see where this will aid the flow of traffic. I have lived in cities where traffic circles have been used, but I have also seen a number of them revert to standard control methods for better traffic movement. Yes, they are appealing to the eye and they have become a real "fad" of late, however, the reality is that we are a rural community that depends on vehicles and I do not see that changing for quite some time. At this point in our development, I think we need to stress safety (sidewalks) and access.

I realize that this survey is only about the two areas, but extrapolating the issue; by taking an economical approach to this area we could free up funds for badly needed sidewalk improvements to other parts of our community. Please do not get fixated on one solution, look openly at all the options.

When it comes right down to it the "City" itself is quite ugly, and unappealing especially during winter. Due to our aged population, some of these innovative remedies will likely only cause more traffic grief and accidents.

There was an Option #2 that was displayed at the last meeting which puts a very negative impact on Hillside Village. This option would have all traffic coming and going from the mall directly in front of the first level units within meters of their doorsteps. We live at these townhouses and this would devalue our property. Removing the well established trees and all the grass area in front of the first level of our townhouses would have a very negative impact on us as a whole strata. This park like setting has an attractive curb appeal and gives us privacy and also is a buffer for the traffic noise from Prairie Valley Road and the highway. We feel this option wouldn't solve the traffic issues at the intersection of Prairie Valley Road and Atkinson Road. The biggest issue is speed as everyone is still trying to do highway speed coming onto Prairie Valley Road and the ones heading to the highway from Prairie Valley Road are trying to get up to highway speed before they get there. If traffic could be slowed down and proper turning lanes put in then this would make pulling in and out of traffic much safer without impacting the value of our property in a negative way. I believe Option #1 will do this.

Please combine walking and biking lanes and give us trees.

We regret that a previous engagement prevented us from attending the Open House last week. We therefore welcome the opportunity to table our opinions and hope to be able to attend the next Open House. We agree the proposed upgrades would look very attractive but think Council seriously need to consider the expenditure obligation the community would need to accept if this project goes ahead as currently envisaged. With special focus on the current economic situation, possible job losses, and financial hardship we should not be committing community funds for anything other than the essentials. Road repairs and maintenance are essentials, landscaped sidewalks are luxuries. Also, as drivers who have previously resided in the UK, we are well used to roundabouts and are not intimidated by them, however, we feel that the four way system is far superior and generally very well observed by motorists in Canada. We can see absolutely no advantage in changing from a well understood and known method of junction control to a far more expensive and not necessarily more effective method of junction control. We do strongly agree there should be a form of junction control at Rosedale/Peach Orchard/Jubilee North: a four-way would be easy and cheap to introduce, a roundabout would be very expensive, disruptive and time consuming to introduce. At the end of the day Councillors and Municipal Managers need to hold full accountability for how our money is spent. As a community, we currently have to live with the disastrous aftermath of the new Water Treatment Facility. Hopefully lessons have been learnt and, for all future projects, community money will be committed more wisely, with less panache and sustainable guarantees will be obtained from contractors for all work undertaken.

Comments
At this time, restraint in spending is best.
Do not design traffic features to increase volume, flow, intensity. Do traffic design to slow it down. This is a bedroom community, not a commuter high movement place. Slow down and live well.
I think sidewalks are top priority but also if you slow down the traffic. I would never let kids walk down this road without an adult, it's beyond dangerous. Someone is going to get killed, even school buses speed down this road. Maybe 30 km or 40 km an hour would be better especially during school hours when kids are walking. The local dump trucks and large semi-trailers should have to go slower. Please control the speed before someone gets killed.
In general I like the idea of upgrades, but in the current economic condition I think it is a bad idea to be going into such debt for something that is only going to be affecting a small percentage of Summerland residents. From the meetings I have been to and the people I have talked with, it is quite evident that it is the minority of residents, that is the downtown business owners and developers, who want to spend all of our tax money to benefit themselves. Most residents don't seem to see any need to try to draw more tourists into our town. Perhaps those people who want to turn Summerland into a big town should simply move to Kelowna or Westbank or Penticton and let Summerland be Summerland.
With the large number of seniors in Summerland, it would be nice to have safe lanes or sidewalks for scooters, electric vehicles, bikes, etc.
Also, it would be nice to have some of the other roads in Summerland improved before spending a lot of money on a road that is already fairly decent. Look at Blair Street, Dales Meadows Road, Giants Head Road, by and around Gartrell Road, etc.
Prairie Valley Road is littered with trash especially from Tim Horton's and McDonalds. We have picked up the garbage many times, but it always proliferates. We need garbage cans/bins close to both businesses on Prairie Valley Road, approximately in locations where customers have had time to drink or eat (whilst walking up Prairie Valley Road) what is in their cups and containers, and then throw them beside the road. We know that even if a can is provided, people still throw garbage on the street – Main Street especially by the School is a good example, but even if some people would use cans provided, strangers would find their first impression of Prairie Valley Road a little more enticing.
Thank you for the chance to comment, we love living in Summerland.
<ol style="list-style-type: none"> <li>1 Site Design – I think many of the upgraded designs are too similar between communities (i.e. Tower Ranch looks like Prairie Valley Road – looks like Lake Country roundabout). Communities lose their identity when they all look the same.</li> <li>2 Existing Landscape Elements – What does Summerland have that we could emphasize to exhibit these differences (between communities)?</li> <li>3 Prairie Valley Road/Highway 97 to Anglican Church – A year round fish bearing stream is culverted under the existing roadway. <ol style="list-style-type: none"> <li>a. What is the current lifespan remaining for this infrastructure? It has not been upgraded for 35 years that I have lived here.</li> <li>b. How will changes in hydrology (i.e. more rain due to climate change) affect channel capacity?</li> <li>c. Will storm drains be upgraded to current engineering standards for fish bearing waterways (i.e. sediment traps built in)?</li> </ol> </li> </ol>
These roads have not been well maintained – rough and bumpy. What happened to the maintenance funds which obviously were not put to proper use over the years?
Now one is faced with massive upgrade costs.
I am not in favour of a “Referendum”.
Proper authorities govern well with advice from professionals – engineers/planning/health,

## Comments

etc.

Roundabouts usually work well, but not sure if pedestrian crossings can be a safety issue when put in the design?

Hopefully, this project will be done well and as soon as possible.

Roundabouts – please no artwork on them, waste of dollars and are distractions.

The time has never been better for getting help from senior governments which is essential for a small community to be able to pursue these improvements. Go for it!

Another small roundabout for Main Street and Rosedale Avenue.