

# CATHEDRAL GROVE

## Pedestrian and Traffic Safety Study

Engagement Summary Report - September 2019

### SPRING/SUMMER 2019 ENGAGEMENT

June 19, 2019 - July 31, 2019

### All Recorded Engagement Comments - September 2019

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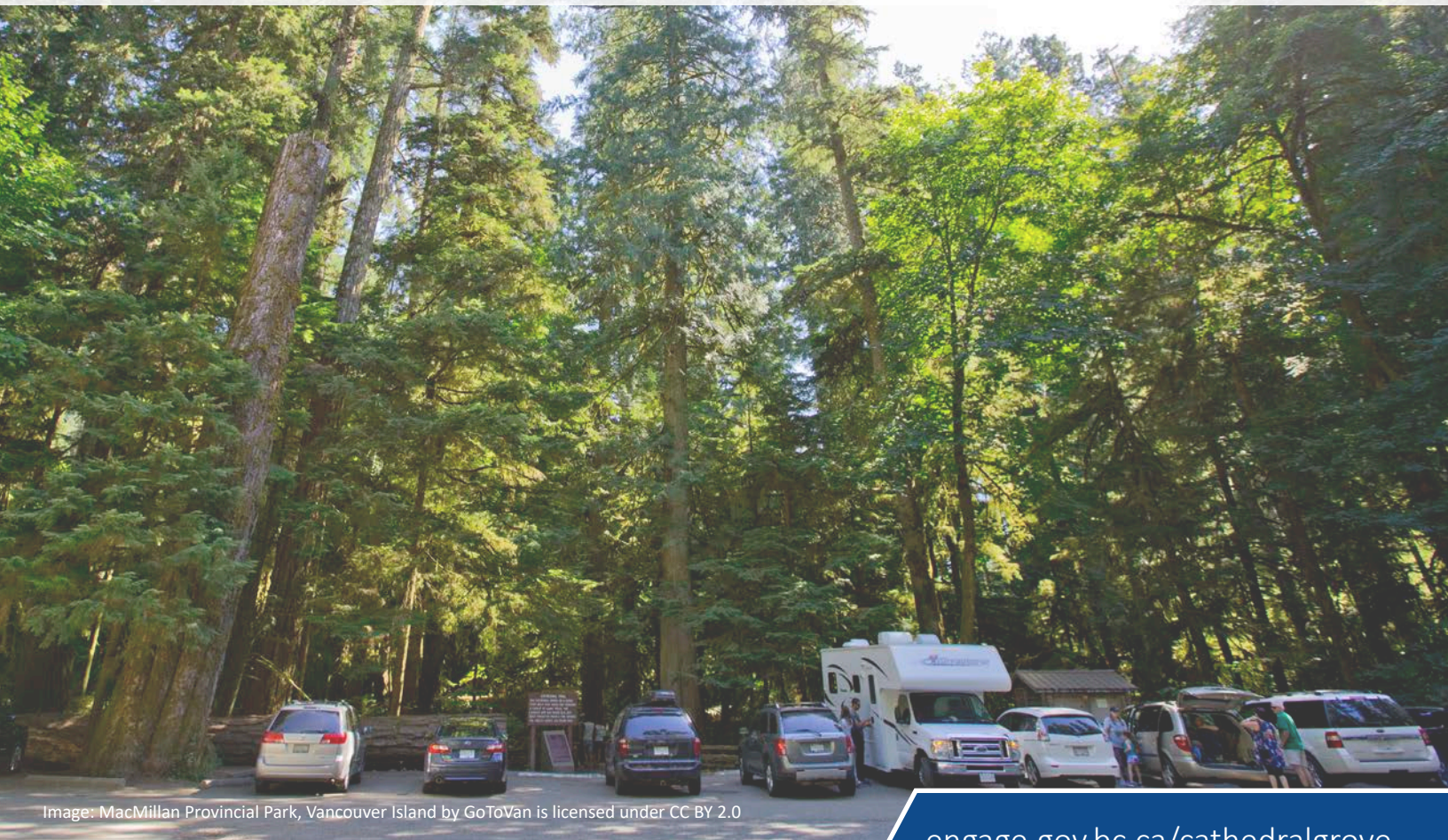


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[engage.gov.bc.ca/cathedralgrove](https://engage.gov.bc.ca/cathedralgrove)

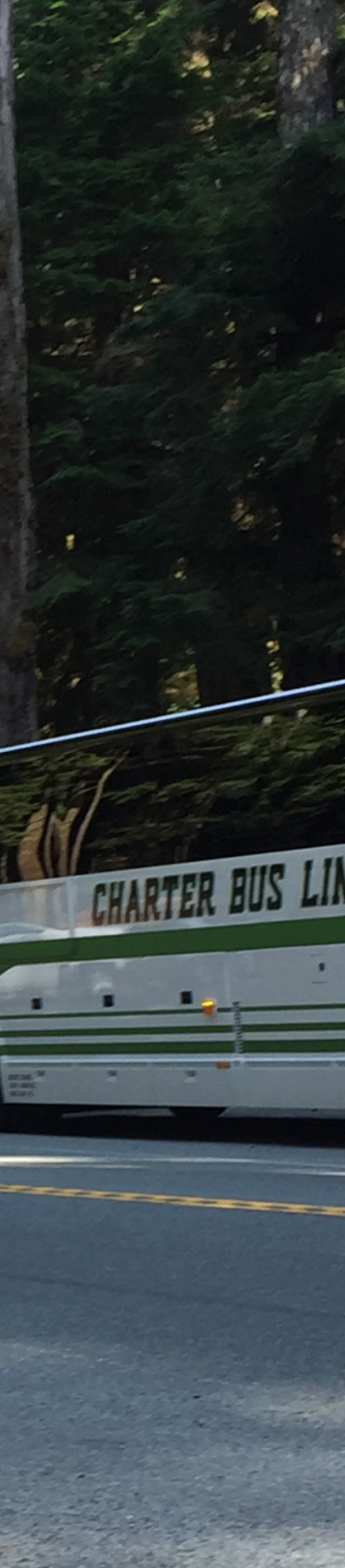


Ministry of  
Transportation  
and Infrastructure









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NOTE: The comments in this summary are as per written submissions from participants. Editing has not been completed with the exception of removing personal identifiers and/or language that could be considered inappropriate.

# 1 PUBLIC EVENT COMMENTS

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## COMMENTS GATHERED AT PHASE 2 PUBLIC EVENTS

The following comments and discussion points were gathered during the Round 2 public events in Parksville (June 19, 2019) and Port Alberni (June 20, 2019). Comments were recorded by both individual participants directly on interactive maps or by facilitators recording participant comments / discussions. This record represents the discussions / topics that were recorded at the meetings.

### Parksville Meeting – June 19, 2019

#### Options Discussions

Participants were asked to review maps of the study area that outlined the options under consideration and provide their thoughts / discussions on the following questions:

- ▶ Are there options you strongly support or do not support? Why or why not?
- ▶ What refinements would you suggest to improve the options shown?
- ▶ Are there other options not shown that you think warrant consideration?

TOPIC	COMMENTS / DISCUSSION
Parking Suggestions	<ul style="list-style-type: none"> <li>▶ Spread out trailheads and parking to minimize conflicts of highway crossing.</li> <li>▶ Lift road a little – enough to allow an underpass – above floodplain and roots.</li> <li>▶ Raise highway to make underpass at existing parking and build new parking elsewhere in small trees.</li> <li>▶ Create an overpass for the highway with parking and pedestrian movements beneath.</li> <li>▶ For parallel parking, need enough space to pull fully off highway before parking. Cars cannot be allowed to back up along the highway.</li> <li>▶ Paid parking for half of the parking. The first half of the parking is free, then once it fills up you must pay.</li> </ul>
Pedestrian Crossing	<ul style="list-style-type: none"> <li>▶ Hand crank elevator for overpass.</li> <li>▶ Pedestrian overpass into / through forest (canopy or less than 25'). With modern materials such as composite plastic. Incorporate interpretive panels.</li> <li>▶ Could the pedestrian overpass bridge be on a lift? This would allow it to be removed to accommodate oversize vehicles.</li> </ul>
U-Turns	<ul style="list-style-type: none"> <li>▶ U-turns will help.</li> </ul>
Traffic Calming	<ul style="list-style-type: none"> <li>▶ Big no to speed bumps.</li> </ul>

TOPIC	COMMENTS / DISCUSSION
Bypass Suggestions	<ul style="list-style-type: none"> <li>▶ Twin couplet – one way towards Port Alberni and one-way towards Coombs. Less disturbance compared to two way.</li> <li>▶ Comox Lake connector should be considered. Topography is easier.</li> <li>▶ Is it possible to force trucks to use an alternate route (e.g., Horne Lake Connector) instead of Hwy 4?</li> <li>▶ Could consider staying highway and connecting near Beaufort for bypass.</li> <li>▶ If you do a bypass, could have additional parking along it with hiking trails down to the grove.</li> <li>▶ Should use a one-way configuration for the bypass. Would allow the road to be narrower–meandering around obstacles, trees, terrain). Removes pressure, opens parking along Hwy 4.</li> <li>▶ Issue: Food security if highway is closed. Fresh food truck access and trucks from future Port Alberni deep sea port.</li> </ul>
Park Improvements	<ul style="list-style-type: none"> <li>▶ Increase use of park with large scale trail system.</li> </ul>
Park Expansion	<ul style="list-style-type: none"> <li>▶ Would be nice to add some additional park land between highway and railway – to include the old railway station (close to P1).</li> </ul>
Design Suggestions	<ul style="list-style-type: none"> <li>▶ Seashells in parking area surfacing.</li> <li>▶ Pedestrian overpass with “timber” character.</li> <li>▶ Use of fall down logs for lumber / timber within the park.</li> <li>▶ See innovationbc.com.</li> </ul>
Safety Concerns	<ul style="list-style-type: none"> <li>▶ Safety concerns regarding increased traffic. Aggressive driving is a concern to get a parking spot and use of u-turns to speed quickly back to the site to get a parking spot.</li> </ul>

## Port Alberni Meeting – June 20, 2019

### Options Discussions

Participants were asked to review maps of the study area that outlined the options under consideration and provide their thoughts / discussions on the following questions:

- ▶ Are there options you strongly support or do not support? Why or why not?
- ▶ What refinements would you suggest to improve the options shown?
- ▶ Are there other options not shown that you think warrant consideration?

TOPIC	COMMENTS / DISCUSSION
Parking Suggestions	<ul style="list-style-type: none"> <li>▶ Consider roadside parallel parking between old growth trees along existing road.</li> <li>▶ Keep new parking and trails to west side of highway – use existing road and fibre optic routes.</li> <li>▶ Consider closing park parking and then parking outside the park with a shuttle in.</li> <li>▶ Any parking lot should be designed to accommodate trailer / RV (pull-through).</li> <li>▶ Parking / trail options along fibre optic line in narrow cut. Year 2000 logging road cut above – it is a wide cut with a good road.</li> <li>▶ If you keep the main parking area, how do you convince people to park further and walk back?</li> <li>▶ Use blowdown area at west of lake (between trails and cabins) along cabin access road.</li> <li>▶ P2 to P6 are all in critical wildlife habitat. No development at all.</li> <li>▶ Additional parking capacity west of highway. Elk wintering location along river, estuary in P5, P6, P4 locations.</li> <li>▶ Consider parking on west side of highway and small roadside areas between trees.</li> </ul>
Pedestrian Crossing	<ul style="list-style-type: none"> <li>▶ Would like the pedestrian overpass designed for experience and aesthetics.</li> <li>▶ “Scramble” crosswalk with timed / pedestrian control light. Predictability!</li> </ul>
U-Turns	<ul style="list-style-type: none"> <li>▶ Is the east u-turn route as important? Most traffic will be coming from the east – perhaps visitors from west could go further before turning around.</li> </ul>
Alternative Transportation Modes	<ul style="list-style-type: none"> <li>▶ BC Transit services between Port Alberni / Qualicum Beach / Parksville / Coombs. Would help give non-car options plus benefit others.</li> <li>▶ RFP for shuttle services from Port Alberni Info Centre to Grove. Tours, business opportunity.</li> </ul>
Traffic Calming	<ul style="list-style-type: none"> <li>▶ Like rumble strips, tree height overpass, reconsider fences – people climb over.</li> </ul>



TOPIC	COMMENTS / DISCUSSION
Bypass Suggestions	<ul style="list-style-type: none"> <li>▶ Reconsider Option #3 of the Southeast Bypass options due to terrain and climb / curves regarding tracking and design speeds and reconsider intersection location for the Southeast Bypass options regarding river canyon and terrain bridges.</li> <li>▶ Horne Lake Connector would reduce commuter traffic substantially, reducing grove traffic to visitors only – safer. Improvements to grove needed anyway. Horne Lake Connector would improve commerce and tourism. Get with the program. We need to invest in safety and the future.</li> <li>▶ Horne Lake “A” doesn’t work well – too many driveways for houses on the lake.</li> <li>▶ Reduced traffic in grove with Horne Lake Connector would improve pedestrian safety. This should be part of the solution.</li> </ul>
Natural Values	<ul style="list-style-type: none"> <li>▶ Looks for elk tracks in the winter snow. They are there east of the highway.</li> <li>▶ Buffers between people / trails and elk – e.g., 200 m and elk eating old growth which has less toxins than young growth.</li> <li>▶ Identify ecosystem networks and corridors – e.g., up and down Cameron River Valley.</li> <li>▶ What is the role / history of Nature Trust in park expansion restrictions?</li> <li>▶ Lease the east side of the highway for critical / wildlife habitat.</li> <li>▶ Includes wildlife (deer) crossings, if a barrier is established across the road.</li> </ul>
Park Improvements	<ul style="list-style-type: none"> <li>▶ Add additional parking capacity and RV camping and tent sites. Connect to power (electric) from radio tower or the Cameron Lake cabins.</li> </ul>
Park Expansion	<ul style="list-style-type: none"> <li>▶ Are there park additions – e.g., east of the Cameron River? Mountain, valley, and areas that support wildlife movement.</li> </ul>
Other	<ul style="list-style-type: none"> <li>▶ The highway at Little Qualicum Falls needs improvements as well.</li> </ul>

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# 2 QUESTIONNAIRE COMMENTS

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## Question 5: How did you hear about this engagement opportunity?

### Comments on "other"

- ▶ AV Outdoor Club
- ▶ CTV News
- ▶ Local Radio News
- ▶ Alberni Valley Chamber of Commerce
- ▶ chamber newsletter
- ▶ Chamber of Commerce
- ▶ radio
- ▶ facebook
- ▶ Radio
- ▶ Radio
- ▶ Co-worker group email
- ▶ Radio
- ▶ At work
- ▶ colleague
- ▶ work
- ▶ CBC RADIO
- ▶ On CBC radio- interview
- ▶ cbc
- ▶ chamber of commerce
- ▶ CBC radio
- ▶ Radio reference
- ▶ Building Links Construction Report
- ▶ Via facebook
- ▶ radio
- ▶ radio
- ▶ Peak Radio
- ▶ Heard it on the radio peak93.3
- ▶ Fb
- ▶ Facebook
- ▶ 93.3 Peak radio
- ▶ local Radio station
- ▶ Can't stand the traffic when going through
- ▶ radio news article
- ▶ Radio
- ▶ the Peak fm
- ▶ radio station
- ▶ Radio
- ▶ Messenger from daughter
- ▶ Radio
- ▶ radio
- ▶ radio (peak)
- ▶ Radio
- ▶ Radio
- ▶ I work the local Provincial Parks and care about what happens greatly
- ▶ The Peak radio station posted on Facebook
- ▶ radio
- ▶ Local radio
- ▶ Radio
- ▶ radio
- ▶ Radio station; the peak
- ▶ check news
- ▶ Radio Ad
- ▶ AV Chamber
- ▶ Fb
- ▶ Radio. The Peak
- ▶ radio
- ▶ Found while looking for time change survey
- ▶ radio
- ▶ Radio
- ▶ Radio newscast
- ▶ Friend
- ▶ radio
- ▶ attended information session in Parksville
- ▶ Peak radio Port Alberni
- ▶ Peak Radio
- ▶ Lounge radio station
- ▶ radio
- ▶ Radio
- ▶ local radio station
- ▶ Radio announcement
- ▶ radio
- ▶ Facebook
- ▶ Facebook
- ▶ Coworkers emailing
- ▶ Radio
- ▶ the peak radio stn
- ▶ 93.3 Local Radio
- ▶ Local radio
- ▶ Radio
- ▶ radio
- ▶ radio
- ▶ radio
- ▶ Alberni valley Chamber of Commerce
- ▶ Chamber of commerce
- ▶ Radio
- ▶ Radio
- ▶ Radio
- ▶ was filling out the time change survey and saw this one
- ▶ Friend sent me the questioner link
- ▶ Facebook
- ▶ Link shared
- ▶ QB Res Assoc
- ▶ Family
- ▶ Local Resident Association (QBRA)
- ▶ Radio
- ▶ community group
- ▶ qb town website
- ▶ AV CofC
- ▶ facebook
- ▶ Qualicum Beach website
- ▶ Chamber of commerce

## Question 7: Do you have comments on or additions to the draft design and planning principles?

- ▶ Although I use the highway often, I'm willing to have more restrictions on traffic in order to make it safe and accessible.
- ▶ Use the existing parking lot for disabled people and build parking to the west outside the park. Build boardwalks for the rest.
- ▶ The most important consideration is to keep human intrusion as minimal as possible. People should be made aware that every footprint helps to destroy this magnificent "Cathedral." There are places that should be left to nature...we don't need to have access if nature is at risk.
- ▶ Is it possible to add an overhead walkway? I realize the optics won't be visually pleasing and stairs would still pose a challenge for some. Perhaps a traffic light with crosswalk or two or a traffic guard during daylight hours (like in Japan) during the 4-5 busy seasonal months? It is just a matter of time before someone is seriously injured in the overcrowded bottleneck of Cathedral Grove. How about a parking lot on the Port Alberni side of Cathedral Grove with trails well away from the road to the Grove?
- ▶ Building an over hwy walkway to protect pedestrians and keep traffic flowing would be ideal.
- ▶ Build a portion of through traffic around the Grove behind Cameron River that will eliminate current hazards to foot traffic. Existing highway to be used for the sole purpose of accessing the park. Until then use education and enforcement to get through traffic to observe the SLOW traffic signs and be patient with our guests.
- ▶ No crosswalk! Pedestrian overpass could work. Pedestrians would tie up traffic for long periods in peak season if a crosswalk was added. They are already brazen enough, have had people walk out right in front of my vehicle. Add parking on outskirts and let people walk in on paths. If they are not physically able then it is not the place for them. Hwy 4 is too narrow for cyclists! They should not be encouraged to cycle there.
- ▶ 3 things: more parking, overpass and road divider.
- ▶ If you build any parking lots or bypass between Highway 4 and Cameron River, I think you'll have protesters living in the trees again.
- ▶ Vehicles making left hand turn into main parking really slow/back up traffic (disobey the no left turn highway sign).
- ▶ Increase parking and adding an overpass for pedestrians, if not possible then build an alternate route for traffic to bypass the grove and avoid the congestion before someone gets killed. I myself have had to slam on my brakes a few times due to the fact that people ignoring traffic and walking out in front with no concern for their safety. (It's as if they figure that they have the right-of-way to cross in front of traffic, anyone driving through has to place their foot over their brake pedal to avoid hitting someone due to this.)
- ▶ Parking lot where the highway meets the river Port Alberni side of Cathedral Grove. It is a beautiful setting there. Or make that a turn around. Trail to the big trees. Immediately put center dividers between the parking lots to prevent cars and people from crossing the highway. More signage.
- ▶ While I am a long time resident living within 5 minutes of access to this park, I am also a commuter (Whiskey Creek to Port Alberni every day). I want to see this park preserved, but I do not think that it will be done by offering more opportunity to visit it, or by cutting into it enough to accommodate excessive visitation. Stricter rules limiting access to the park when full would alleviate most of the problems of congestion. A slow down in traffic is expected during peak tourist times, but dead stops for 20 minutes while one person tries to illegally turn left in order to secure the last parking spot need to be completely stopped. Barrier the centre of the road, provide a U-turn route further on, and have foot traffic go overhead or underground.
- ▶ My son drives this highway twice a day for work and we do at least twice a week. Safety is most important and this beautiful forest needs to be seen, how hard is it for an overpass, walking one, parking??? Let's make this possible without someone dying first, which will only happen eventually. Let's show what Port Alberni had to offer, lets have a beautiful tourist attraction safely
- ▶ No point in highlighting a natural environment if the parking solution overwhelms the forest.
- ▶ I believe that safety is the most important principle. I have witnessed so many near misses in terms of pedestrian and vehicle incidents. Countless times I have slammed on my brakes to avoid hitting a person who has decided it is an opportune time to cross the highway. This has got to change.

- ▶ The best solution is an alternate route over to the Horne Lake intersection and reduce the speed limit on the road around Cameron Lake and through the park for tourists and locals looking for an outing....All these other ideas are expensive fill-ins.
- ▶ Can't stop people and drivers being stupid.
- ▶ I am a resident of Port Alberni and I find the stretch of highway through Cathedral Grove very dangerous for the visitors and drivers using the corridor. This highway is my only option to get to appointments down island. We need enforcement of no parking zones, enforcement of crossing back and forth by people on foot and in vehicles. The danger of falling trees is critical as many trees are dead or dying. Note the death of a man and woman sitting in their vehicle a number of years ago. I am begging government to find a solution to this very dangerous stretch of highway.
- ▶ Signage for the people using the park to remind them that they are crossing an active highway and the dangers of walking out in front of traffic might be helpful. Also a very tall divider on the highway may help to stop left turns across traffic and people walking out in front of highway traffic.
- ▶ The goal should not be to make it easier for people to go faster through the Grove.
- ▶ Local people know the danger of this particular park. Tourists have no idea how much risk they take by getting out of their vehicles – they are typically distracted by the surroundings and their struggle to park and get where they want to be so they lose sight of the fact they are walking on the only highway connecting thousands of islanders to the rest of the island and mainland. Shuttling people in will not correct their assumption of safety – actually may even make it worse – the people wandering across and along the highway is terrifying for drivers
- ▶ Close the parking that is just off the highway, build a gravel patchwork parking (i.e., leave small groups of trees and vegetation throughout the parking area) build this parking area well off highway. Make it impossible to park on side of highway. Someone is going to get killed if left the same as is now. And please do it sooner than later.
- ▶ A few years ago there was talk of a parking lot with washrooms and a food outlet. Can this not be used?
- ▶ Build a new parking lot, off the highway, before someone gets killed.
- ▶ Overhead/underground walkway.
- ▶ I worked as a BC Parks naturalist in the park during the summers of 1979-1981 and have watched with interest as the yearly summer parking lot overuse and chaos has grown. At that time visitors stayed an average of 10 minutes in the park. This May long weekend I was aghast at the congestion. Why is there no option above to have traffic officers there to stop illegal left hand turns and other dangerous activities at peak times? Hire a flagging company to control the area during the summer months as BC Ferries does. Adding more parking alone will not solve the main issues of unsafe practices by tourists. The only silver lining to the increase congestion is that vehicles cannot travel at a high of speeds as they used to which makes dangerous road crossings safer.
- ▶ This is taking far too long for this government to fulfill this campaign promise. A walking overpass could have been put in place within the first year and yet here we are still talking about it.
- ▶ May I suggest a stoplight/crosswalk and creating a larger parking lot on one side further along the road. This would create safer crossing and improved flow through the area. There would be controlled exit from the parking lot for vehicles and pedestrians and none of the erratic and unpredictable vehicles backing up into traffic or sudden people in the road.
- ▶ The park is in desperate need of raised walkways as the roots and forest floor are becoming extremely damaged from the billions of footsteps.
- ▶ The best possible thing we can do is create a pedestrian overpass as well as wildlife overpasses that can be aesthetically integrated into the surrounding nature. Parking is another issue but for safety and the preservation of existing trees, an overpass is ideal. A roundabout in the area would also work wonderfully to a) slow down approaching traffic and b) allow parked vehicles to safely enter the roundabout and Highway 4.
- ▶ I believe that you can put a road in that would take people on the back side of the Grove...Thus safe parking!!
- ▶ A pedestrian bridge and highway crossing barrier seem essential, built with minimal impact to the existing old growth trees.
- ▶ Flagger to control pedestrians crossing highway, concrete barriers to prevent left hand turns, marked crosswalks with pedestrian activated lights.



- ▶ Although “distance” education (i.e. education via websites, social media and other methods at a distance from the park) about the challenges of visiting the park is a nice idea, I feel that it is a soft one. People may or may not review such educational material prior to their visit, and hence relying on this to affect their behaviours (choice of transportation; use of trails; time of week/day to visit) would not be an effective partial solution. Even if such material is reviewed, people will do what they want – it’s human nature.
- ▶ I travel through Cathedral Grove daily for work and appreciate the efficient and safe removal of debris in snow and wind conditions. In dangerous conditions, when traffic is stopped or re-routed, I am always reminded that there is only one route in and out of the region. I would recommend that the old Forestry road be reclaimed and upgraded for an alternate exit/entrance route in serious weather conditions and/or for accident, or earthquake safety. I don’t know what the implications of a pedestrian overpass would be on traditional habitat, but I think this would be the only public safety solution for the Grove.
- ▶ It’s highly dangerous driving through the area every day of the summer season, no one pays attention to the rules of the road or recognizes that it’s a highway. It’s a matter of time before someone dies
- ▶ I walk the area just outside of the park all the time. There is plenty of room for a decent parking lot without harming old growth. Yes you will need to remove the dead trees that have fallen but I would rather see that than a person being killed.
- ▶ Get the parking off the highway...it is an accident waiting to happen. It is not appropriate to have people running across a main highway. I hate the traffic and the impact on my travel.
- ▶ If you traveled this area you would realize the danger and it only becomes more dangerous as the traffic increases this area needs to change.
- ▶ Parking with a fence to keep people from running across the highway and to funnel pedestrians to use a walking overpass so pedestrians never walk on highway.
- ▶ A parking lot off of the hwy needs to be put in.
- ▶ It is not safe for people crossing or people driving. People don’t look and cross the highway and expect people going 50 to come to a sudden stop on a highway. A pedestrian overpass is a must!
- ▶ My preference would be to have a remote off site parking lot outside of the park connected to the park area with trails. Eliminate the current parking lot, or use it solely for authorized handicap visitors. Center highway divider and remote u-turn lanes outside of the park.
- ▶ Someone is going to get killed crossing at the grove if you don’t do something soon. It is ridiculous driving through there – the visitors think they are in a parking lot. They have their wives and children trying to stop traffic as they back up onto the highway. Yesterday I watched a family with 2 young children probably 4 and 6 years old walking down the edge of the highway where cars are actually parked on the road surface over the white fog line on both sides of the highway making the highway very narrow.
- ▶ An overpass is best, but would need to be hinged somehow to be removable in case of large objects being transported (i.e., large ships going to deep sea port in Port Alberni).
- ▶ The windfall trees along Cameron Lake and inside the park boundaries should be marketed and/or utilized to develop a similar experience as the Goldstream Park.
- ▶ Could use more parking keep in mind this is a highway not good having people and cars all over in such a small area. People are walking across a highway. Not just a road and a busy highway. Hope they come up with a better idea. One good thing would be an over the highway walkway to keep people off the highway or from crossing use the overhead walkway. That would be a good start.
- ▶ Parking should enter at one end and exit at the other. Dividers in the middle of the road for no left turns. No walking across the highway.
- ▶ There are some trees that look like they should be removed as they are right on the shoulder of the road. Something needs to be done as there are near misses with traffic trying to back out of the parking spots. The road is very busy with traffic going from Port Alberni to Qualicum Beach and beyond and visa versa. There also need to be better parking for RVs as they are the worst about backing out into traffic.
- ▶ This parking lot needs to be off the highway. I travel it regularly and it’s a disaster waiting to happen. People crossover the center line, turn across traffic and back into traffic. It’s not a matter of if a major accident will happen it’s when.

- ▶ Use of shuttle. Stop pedestrians from stopping traffic flow, put a barrier to prevent illegal turns, etc.
- ▶ A divider down the centre line would prevent turning to opposite sides to park. Would prevent people from walking across the highway. Cheap and simple.
- ▶ Need to consider that this old growth is diminishing and whether or not there will be any old growth trees to see in the next 20 years – storms, climate change. But it is still a pretty spot that needs to be safe. Increase the size of parking lot. Pedestrian over/underpass. Traffic separation barriers.
- ▶ Support public transportation opportunities (i.e., bus stop at Cathedral Grove) / make the area cyclist friendly along the existing Hwy to provide alternatives to driving. (Idea is to reduce unnecessary traffic/ congestion if other options are available to the public.)
- ▶ Spend a day there to see the dangers presented by current parking situation.
- ▶ We drive both ways through Cathedral Grove on every work day. There should definitely be an overpass for Cathedral Grove visitors so that they do not need to cross the highway for access. Without this infrastructure it is only an accident or a fatality waiting to happen. After the December 2018 windstorm the roadside slash should have been removed to remove the fire hazard.
- ▶ It is extremely important to minimize the effects of any development on the natural state of the Grove and the Cameron River.
- ▶ Maintain current highway location as a secondary route which would allow traffic to leave and merge highway at alternate ends (East and West).
- ▶ Support opportunities to develop public transportation along Hwy 4 / carpooling / or cyclist-friendly lanes.
- ▶ It is dangerous to people and cars in its present state.
- ▶ Stop people from crossing the highway on foot, stop parking on the side of the highway, stop cars from backing into highway traffic. Surprised no one has been killed yet.
- ▶ It's time to build an alternate route to Port Alberni that bypasses the existing Highway 4 completely.
- ▶ A pedestrian overpass would save lives and keep the hwy safe.
- ▶ High priority on separating tourist traffic from through traffic on the highway.
- ▶ I would support the cycling infrastructure comment, however the rest of the highway is not conducive to cycle-travel, therefore the point becomes moot.
- ▶ Main 2 concerns are to preserve old growth and improve accessibility to all with safety in mind.
- ▶ Controlled and lighted pedestrian crosswalk. Relocate highway on to railway right of way.
- ▶ Traffic is now stopping to let pedestrians cross the highway. The most important things are having pedestrians cross safely and lessen the risk of collisions due to cars stopping on a highway and to have vehicles be able to park and pull out safely.
- ▶ Whatever you do, don't hinder the flow of vehicle traffic. It's slow enough on highway 4 already.
- ▶ I like options A and B. Unfortunately you cannot make people read. I think the physical barrier down the centre line needs to be high enough to discourage people from vaulting over it and should be conducive to the natural beauty of the area. The barrier should extend down the centre line within metres of the U-turn areas, otherwise people will try to make unsafe illegal u-turns at the first opportunity.
- ▶ Safety to the public should be the top priority. I have witnessed incidents from my travels through the park that put the public at risk to injury or loss of life due to traffic, congestion, and people's poor judgment in a congested area. Tourists are taking risks trying to cross the road in a steady flow of traffic and logging trucks, semi trucks and buses cannot stop their vehicles should they need to brake due to the weight they are transporting.
- ▶ I believe that accidents are being avoided due to individuals that drive the highway regularly knowing what to expect when entering that area, but cannot be said for the tourists that are renting the motorhomes traveling into unknown territory.
- ▶ Top priority and simple from my perspective is to create a parking area on the backside of the grove. The dirt road exists to gain access over the backside that has already been logged and make the parking lot ASAP. Create the walking trails to gain access to the park Similar to the other parks that operate the same way.
- ▶ Quickest solution to the problem to address the safety to the public.
- ▶ Charge for parking to reap some revenue for the future beautifying improvements to the park.

- ▶ Won't take long to put a parking area in the back and a few trails to connect to the existing area for public view. Doesn't have to look beautiful right off the hop but addresses the issues quickly and grow from there.
- ▶ Let's not wait till someone dies to move forward due to some of the other hurdles that need to be taken into consideration which in my opinion are secondary with the risk assessment.
- ▶ Getting the traffic off the main highway for parking should be the first step for due diligence as a safety issue that needs to be addressed and overdue. Some things may be compromised to create the safety for the public. That's where it needs to start. Everything else can be built, considered and constructed from that point.
- ▶ Hire people that take into consideration the environment when constructing the new parking area, to validate that care was given during a sacrifice choice that had to be made in the greater cause.
- ▶ I am waiting to see who will have to die in this situation to motivate the changes that need to happen.
- ▶ Stop all parking on Hwy 4 and keep Cathedral Grove's beauty. Easier access will increase foot traffic and damage park.
- ▶ This has always been an area of contention as there are Tourons (half tourist half morons) who pay no attention to others on the road and as a business person I find this situation a royal pain.
- ▶ It's about time. This desperately needs updating to accommodate 21st century traffic flows.
- ▶ A long term solution of the south east bypass must be started. This removes the risk and delay to truck and straight through traffic. A pedestrian overpass will not stop people from crossing the road unless there is a concrete barrier with fencing which would be unattractive and probably hinder snow removal and road maintenance. With the bypass scenic Hwy "4A" through the park could be made one way (east to west) and then one lane through out the park could be made into parking.
- ▶ I am not an expert nor qualified in planning or structural changes, but safety for all is paramount for me. Preserving the habitat as far as possible is also very important although I realize that there will have to be some clearing of vegetation, and a pedestrian crossing and barrier will change the visual of Cathedral Grove.
- ▶ Safety for visitors and traveling public is crucial.
- ▶ Add an inexpensive transit (bus) option. Bus could run from Canadian Tire in Port Alberni to the Civic Center in Qualicum Beach. Added benefit of providing a connection between the two cities.
- ▶ If an alternate route is off the table, alternate parking areas with shuttles would be ideal. Can use the driver as a guide to discuss the area's historical, environmental issues, etc. I do see the capital costs for an alternate route as small compared to one interchange on the South Island. There would be multiple benefits from reduced green house gas emissions as well as reduced traffic and another route for safety should "the big one" occur.
- ▶ So dangerous right now! This is the only way to Port Alberni and points west on the Island. Safe highway passage must be provided to drivers and pedestrian safety must be protected by any means possible. The only other solution, and maybe the best one, would be to provide an alternate route to Port Alberni. This has been discussed in the past but keeps getting turned down I'm thinking for financial/population reasons(?). May be time to reconsider once again? There is an existing old logging road from Horne Lake area to Port Alberni that takes 10 mins. So, if a line to Port Alberni could be added at Horne Lake off of Hwy 19A, it would be a much safer drive and provide an alternate route in the event of not uncommon road closures due to motor vehicle accidents, road hazards (falling rock, slides and downed trees) and inclement weather closures. Would also alleviate the traffic flow through Cathedral Grove. I always wonder how stable the mountainside is when driving Hwy 4 by Cameron Lake. Steep slopes to the highway. Slides on the other side of the lake are clearly visible from Hwy 4. I think about what I would do if a slide occurred when I was driving this road. I was born and grew up in Port Alberni and I currently live in Nanaimo (for 40 years). I regularly commute using Hwy 4, through Cathedral Grove, to visit friends and family in Port Alberni.
- ▶ As a cyclist who rides through the grove once or twice a year, adequate lane width for cycling safety is important. In addition to that, modifications that limit or prevent pedestrians from crossing the road should be a priority, such as lane dividers. This would limit visits to one side of the park in each direction, but would maximize safety.



- ▶ Everything you plan to save the environment is wonderful. However people are stupid, and from the horror shows I've seen at CG, are quite willing to risk life and limb to look at a tree. Eventually someone will get shmucked because they lost the race across the road and the semi won. You need to do what you can to save these idiots from themselves. Non-english speaking tourists appear to be more interested in a quick death as they are worse for watching for traffic and don't look when crossing a highway. Or they stand in the middle of the highway to stop traffic so they can back their winnebago in. How about a quick fix? Put up a sign that says all activity is recorded and traffic violators, driving OR walking will be heavily fined.. and then do it. You may not be able to stop stupid so you may as well benefit financially from it.
- ▶ There are many existing traffic control barriers. I think a barrier separating both sides of the existing parking area could deter so many tourists from venturing from side to side. As a quick solution. Also would allow time for new parking to be optimized. Tourists only have one way back out of Port Alberni / Ucluelet / Tofino area. They can visit either side regardless. There is no need for extra u turn routes. Easy solution.
- ▶ My main concern is for pedestrian safety well balancing with traffic flow.
- ▶ Someone is going to get killed or seriously injured if the highway isn't improved. Should not have pedestrians crossing a major highway without crosswalks or an overpass. Set up a set of temporary lights to control both the flow of traffic and pedestrians. Would be a temporary solution until a permanent plan can be made.
- ▶ Make sure there is no active logging behind the area to discourage loss and destabilization of old growth trees
- ▶ Although I understand the focus of this study, I feel as a local Port Alberni resident, this issue a subset of a much larger issue. I feel this issue would be better addressed by examining the larger issue. Please see the rate of traffic pattern increase on page 7 of "Cathedral Grove Pedestrian and Traffic Safety Study."
- ▶ I think an overhead walkway would be beneficial. Also angled parking along a widened highway with a walkway not along traffic flow.
- ▶ What about an overhead walkway to minimize the tourists scattering all over the road!
- ▶ I live immediately beside Alberni Highway. The amount of traffic and unrelenting traffic noise is literally unbearable. I am not exaggerating. I also regularly observe the issues outlined in your group's Cathedral Grove study. The points in the study that stand out the most are the significantly increased park visits in summer months, the rate of increase, the number of people crossing the highway at the C.G. parking location, and the back up of highway traffic as drivers slow to allow crossings. I've also noticed a bit of road rage or increased/unsafe driver speeds of some drivers after they "escape" the slow pace through the parking lot and try to pass. Given the above observations, and my own proximity, I have given considerable thought to what is needed, immediately. The parking area needs to be enlarged within or near the Cathedral Grove area; this includes extending trails out from Cathedral Grove to wherever parking may be found (yes the terrain is difficult to plan this – perhaps a raised narrow lot?). Immediately: There needs to be a designated crossing, and crossing signal, within the existing Cathedral Grove parking area for park visitors. The visitors are haphazardly "all over" the highway – not just in one spot. This study is evidence of the bigger issue that isn't being acknowledged. If that bigger issue were addressed it would mitigate the traffic/pedestrian issue in Cathedral Grove, and ensure money spent on Cathedral Grove is not spent in a redundant manner: The Alberni Highway is the only route into Pt. Alberni. An alternate commercial route in and out of Pt. Alberni is needed and long overdue. In my unprofessional opinion, it should connect south to Parksville and with a second (less traveled) route connecting North to Horne Lake. The commercial route would not only serve commercial trucks servicing the Alberni, Tofino and Ucluelet businesses, but also the heavy tourist traffic and surprisingly large number of daily workplace commuters. Many persons who work in Pt. Alberni do not live in Pt. Alberni. My thoughts are informed from experiences as a resident who lives immediately beside the Alberni Hwy, and who travels it both ways. I can attest to the extremely high volume of commercial traffic (semi tractor trailers), and the times they travel, and the times general traffic begins / ends its travel as well. There is only one period in 24 hours in which there may not be any continuous traffic: 1:30- 3 am. Commercial traffic starts at 3:30 am, increases at 4:30 am and is regular at 5:30 am, along with general traffic. I have missed days of work for lack of sleep. (Ear plugs fall out – no one should have to wear ear plugs to sleep

at home). When noise is so continuous and loud that it causes headaches, leading to missed work, that noise is literally defined as noise pollution. If the growing Alberni Highway traffic issue is mitigated first, then the Cathedral Grove issue will be addressed in the most economically and environmentally responsible manner.

- ▶ It seems like you want to achieve everything. I honestly hope that you can.
- ▶ Either a pedestrian crossing that pops up from the road (heavy metal barricades) or a foot bridge across (would need to be very high for trucks to go under and may be inaccessible to mobility challenged, but then the whole park is really not a great area if using a walker or wheelchair and I don't think we can fix that. What about a tunnel under the road and fencing so no one can cross at the road?
- ▶ The park experienced significant blow down over the winter. I think we can target parking expansion into these areas where there will be reduced impact to the current stand. Also, an overhead walking bridge to connect the two sides would reduce the number of people meandering across the highway. If the bridge was tastefully constructed, to fit the aesthetic of the park, it would add tourism value to the site as well.
- ▶ Parking on the highway has got to be eliminated. Enforcement is critical as many visitors have no concern about anything but themselves.
- ▶ Ambiguous questions! No more removal of trees and habitats.
- ▶ For everyone's safety, there needs to be parking available away from the through traffic. Safe places for visitors to get out and in their vehicles. I do not encourage adding cycling lanes this area is already unsafe as it is. There are ways to improve this attraction. I'd also encourage for better access to the Cameron River while they are at this topic. Provide safer areas.
- ▶ Please protect the old growth.
- ▶ Why are we not talking about the obvious best option here? Limit the demand for parking by having park users register to visit before they arrive. Similar to how "traffic" is managed at the beautiful park on Haida Gwaii.
- ▶ Create a second road into the Alberni Valley for increased safety, economic benefits and ease of travel for everyone.

- ▶ The way things are going on Hwy 4 if something is not done in the next year there will be a death in this location! I fully expect one this summer!!
- ▶ I live in Port Alberni, therefore Highway 4 is my only route to the east coast – through Cathedral Grove. It is an extremely dangerous road through the parking area especially during holidays, weekends and the late spring/summer months. We need an alternative route joining Port Alberni and the East Coast that avoids Cathedral Grove and Cameron Lake. Until this route is built, I feel visitors to the Grove should have access via shuttle vehicles from a safe area which would have no environmental impact on the area itself. Parking and shuttles from Port Alberni or from Whiskey Creek would be ideal with extremely clear signs that inform visitors where to go. Perhaps parking at the top of "the hump" would be possible too, but it shouldn't be anywhere near the Grove itself or Cameron Lake. Both areas are extremely dangerous traffic areas at any time and during holiday season chaotic!
- ▶ I feel by using the side of the road more efficiently and widening the road through that area you can take care of the parking problems without building a parking lot and I feel a bridge for people to cross the road is a waste of money. They will still cross because it is easier.
- ▶ I'm wondering about – why are we involving First Nations consultation, in this regard – is this considered part of their cultural heritage and lands? Or is it Gov't appropriated lands that belong to the Province of B.C. and all people of our Province?
- ▶ I have traveled through this park for over 60 years and cannot believe that our government has done nothing to protect it. The park is only a skeleton of its original self. There was a time when daylight did not strike the forest floor. The lack of interest and action to curtail logging adjacent to the park has led to its present demise. Please leave it alone!!!
- ▶ Put some gravel along the sides of the road to park and walk on and let the traffic slow down. Everyone should get to see the trees for free. Our gift to those who come through our area.
- ▶ No, but in the short term, the province should get RCMP or a flagging company in to do traffic and pedestrian control!
- ▶ Provide parking with in and out access for both directions of travel and close the current parking location.

- ▶ Don't penalize commuters to accommodate disrespectful tourists who park wherever they like causing congestion and road hazards. Overuse of park is affecting the health of the coniferous forest.
- ▶ There needs to be a way to not have traffic stopping on an active highway. There are no alternate routes between the west coast of the island to the east coast. For those of us who need to travel this highway to get to the airport or to access services not available on the west coast of the island it is extremely dangerous and problematic, especially in the summer, to have people crossing the highway and/or suddenly pulling off! I cannot count how many times I have witnessed almost accidents driving through this area.
- ▶ Adding long trails from new parking lots to main grove will be a waste of money. Cathedral Grove, while being a very important stop for many visitors, is still essentially a quick stop. New long trails will add to the stopping time. Many visitors will either not stop at all or try to get into spaces near in the main grove.
- ▶ It is so unsafe! Oh my gosh, please help.
- ▶ I've driven through the grove hundreds if not a thousand times throughout my life. Often I see near miss events which could result in traffic collisions, or pedestrian fatalities. Here are my recommendations/solutions.
  - 1) Put parking lots in away from the biggest, most impressive trees and ecologically sensitive areas on both sides of the highway.
  - 2) Install a pedestrian overhead walkway across the highway (or possibly an underground walkway (drainage may be a problem with this). This will completely eliminate the need for vehicles or pedestrians to cross an active highway.
  - 3) Install median with fencing to force pedestrians to use overhead or underground walkway instead of cutting across (problem seen in Nanoose.)
  - 4) Within 1 km each way, create a U-Turn route to allow for traffic to change directions after visiting the park.
  - 5) Return speed limit to 80k m/h (this is a highway after all.

I believe minimizing impact on the environment is important, but not at the detriment of safety of highway travelers and park visitors.
- ▶ This is a world class site. It needs serious upgrades to match that demand.
- ▶ No additional parking should be added. When the lot is full, the park is full. Increasing the lot will only increase the traffic, number of people crossing the highway and impact on the park.
- ▶ Something has to be done asap...
- ▶ Safety concern I have is careful removal of trees so that it does not run into them being windblown in winter spring and fall when we get the winds. That casualty that a windblown tree would kill someone is scarier risk than tourist season safety.
- ▶ Time to do something before there is a fatality, it's been way to long and too many studies time to act. Also there needs to be another way out Port Alberni so that may there isn't much of an impact on the old growth in the grove.
- ▶ Get it done!!
- ▶ Stop talking about it and do it. Been too many years waiting. Cut some trees down use them to make path ways or donated them to people for firewood. Make a huge parking lot charge people a dollar to park and make your money back. Stop talking start doing. Make a decision and stop wasting tax payers money
- ▶ I'm surprised no one's been killed yet. Pedestrian and driver safety should come before saving dead trees. Treat the road like a highway and get the tourists off of it!
- ▶ Build an overpass or walking tunnel.
- ▶ Barrier down centre of highway and more parking. Driving west, people can visit right side of grove. Coming out of Port Alberni, people can stop and visit the other side. No overpass or underpass. Too much room needed for these. Use the area for parking, instead.
- ▶ Traffic lights. Red, green, yellow. Pedestrian lights. Do not harm any existing trees.
- ▶ If possible a crossing bridge should be a possibility in the future as people mostly visitors don't comprehend how dangerous it is to cross the highway and sometimes are not that cautious because they assume because they are crossing they have right of way. It's a highway not a city. If you put in a crosswalk with lights it will just make everything congested during busy season from May – mid September. A bridge keeps crossing pedestrians off the highway and safe. Also helps drivers to be less nervous of pedestrians.



- ▶ I think it is ridiculous and dangerous that people slow on a highway for Cathedral Grove visitors. Some people even walk right out into oncoming traffic. I understand that they want to cross but as a commuter, it is dangerous for everyone and silly that this hasn't been rectified yet – someone is going to get seriously injured unless changes are made.
- ▶ Pedestrians need an overhead walk way for crossing the road. It's so dangerous there.
- ▶ Stop logging around the approaches to the area.
- ▶ I am from Port Alberni. The traffic has increased. I am fearful of hitting someone when they start across the road. Proper parking and an overhead bridge would be best. Shuttles are not as effective as most people are driving to Tofino and they stop at Cathedral Grove. Please keep in mind it often hundreds of motorhomes. They are not safe parked on the side of a highway
- ▶ I think most the traffic to the grove are travelers heading west – so shuttles wouldn't do much good unless they came from port. No matter what you do there will be some trees removed and changes to the area. Overpasses and tunnels sound good, but they mean even less parking.
- ▶ I believe we need to minimize the amount of people walking across the highway as that is how either people get hit or car accidents occur from people slamming on their breaks or illegally stopping on the highway. An overpass or some sort of trail to get people from one side to the other would be ideal. As a frequent traveler through the grove it is ridiculous and frustrating seeing people recklessly crossing the road and/or driving unsafely through most of my trips. Parking should be expanded and more accessible so that people are not having to park on the side of the road (especially with big trailers or motor homes) and walk along it, especially with small children and/or animals.
- ▶ For the safety of people traveling on the highway the trees nearest the road should be cut back or at least maintained as every year a great many branches and trees come down in storms with huge potential to kill. Also as tourists gather to see the park and the lake they often park in unsafe areas on the shoulder of the highway. We need to be able to stop this from being a problem. I have frequently driven this road and see great potential for possible danger that could lead to very deadly situations.
- ▶ I suggest a barrier down the center of the highway to prevent pedestrians from running across, pedestrian underpass would be way safer for everyone.
- ▶ For the love of God, please do something about the summer chaos. Pedestrians everywhere and frustrated commuters.
- ▶ RVs and buses need parking area ... overpass is definitely a must so that traffic follow is not affected and lives are not put in danger. Lots more parking is needed and road widened so vehicles are not hanging out on the highway and people are not walking out into the traffic on the highway risking theirs and our lives. Entry points with ease of access to the park from a few different locations in the new parking lots so there not congestion and confusion. Lives and safety are the most important issues here.
- ▶ Would like to see poplar trees planted near the logged area to be a windbreak and save trees.
- ▶ Providing BC Transit service between Port Alberni and either Qualicum or Parksville, giving people the opportunity to get off, and catch a return bus after their visit. Would cut down on vehicle traffic visiting the park if the schedule was fairly frequent. As well as cut down on vehicle traffic for locals traveling to and from the West Coast and Alberni Valley.
- ▶ I think a pedestrian overpass would be the best option if a new road (one that is already there but just needs to be finished) is not completed to get to and from Port Alberni around Cathedral Grove. The old road is there if that could be finished and traffic could go around Cathedral Grove that would be the best option. More parking lots are also needed and many of the dead trees or hazardous trees should be removed.
- ▶ Yes, my father has flown over the area many times and mentioned to me that the actual park is quite small. It would make more sense to me to create a bypass around the park, obviously on the side without the lake. This bypass would be for through traffic only and we could keep the current highway as a park access road and not have to change a thing there. The issue is with commuters and people like myself who are locals. We want to get to Qualicum, Parksville, Nanaimo, Courtenay, etc and then home as quickly as possible and not have to face the large tourist rental motorhomes, as well as pedestrians who just run out in front of traffic to cross the road. It's currently very dangerous.

- ▶ I think a crosswalk would be terrible for the flow of traffic. During peak times would be similar to outside the school when the dismissal bell rings. A never ending flow. Or we can compare it to pedestrians in a mall parking lot. They just walk without looking. A crosswalk would provide them a sense of false security.
- ▶ Don't spend a lot of time and money on surveys, etc. Everyone knows that Cathedral Grove is an accident waiting to happen. I know how angry I get going through there and people are crossing the highway like there's a crosswalk or vehicles crossing the double line to park on the other side!!!! Start charging people and it will cover the cost of finally fixing the annoying problem through there!!!
- ▶ At Sprout Lake there is an underpass. Why can't this be done here. Keep the visitors safe and the traffic flow doesn't have to worry about a terrible accident to happen. Most of the people I talk to said it is going to take someone being killed to finally do something. To me this seems like the solution. Thank you.
- ▶ I responded to the questions weighting safety for road users (vehicles and pedestrians) higher than other values. The compelling factors in design decisions is/ are how the highway can remain operational as a purpose-built highway, and how pedestrian exposure to highway traffic can to the greatest extent possible be eliminated.
- ▶ People do not pay attention, whether it's crossing, walking out on the highway, or turning right or left when there are specific signs saying don't cross over the center lane. I love the area but we need it stupid proof.
- ▶ My family lives in Port Alberni and I drive through the grove frequently. Summer is hell driving through there due to the amount of people and cars parked everywhere. Promoting shuttles would be an excellent idea to reduce the amount of cars parked but we need a tunnel or bridge to deal with the people who run across the road. Even adding in a light would be better than this. I am shocked no one has been killed or seriously injured crossing that road. Some people will just walk out in front of you and not look, it's scary.
- ▶ People do not need to cross. They should just put a barrier up in middle. They can always stop on the way back from Port Alberni.
- ▶ Provide parking in Port Alberni and shuttle people back and forth during the high use season.
- ▶ I wouldn't be opposed to having to stop occasionally when traveling along Highway 4 if it enabled safer crossing for people.
- ▶ Just that my biggest annoyance is people crossing the highway. It is illegal to cross the road in an unmarked area and it's illegal to stop for a pedestrian who is not in a crosswalk this causes so many near accidents.
- ▶ Need to preserve this great old growth asset for future generations. Find ways so human impact on the whole site is nonexistent.
- ▶ A pedestrian overpass to help people safely cross Highway 4.
- ▶ Listen to the locals and the people who travel the road regularly as they truly understand what is needed.
- ▶ Safety is a primary concern, both for pedestrians in the area who have exited their vehicles and for drivers.
- ▶ Don't beat this to death and take action! This has been an ongoing venture for too many years at the cost of tax payers money. All you do is study this to death and no action. And widen that highway with four lanes or another route!!! Frustrating.
- ▶ This is long overdue. The number of people crossing a busy highway people having to stop completely to allow an RV to back out safely really needs to be addressed asap. Loss of life is important as well as maintaining our beautiful forest gifted to us long ago.
- ▶ As a local Port Alberni resident me and my family want people understand that it's a highway through Cathedral Grove. Many people including my spouse use that highway to travel to and from work. Him getting to work on time and safely is very important to us. Not enough of the visitors to the grove understand that and that it's also our only way in and out of Port Alberni. I hope that this situation sees some major improvements soon because this has been an ongoing and worsening issue for many many years.
- ▶ Cement medians to prevent left hand turns critical and an overhead walkway the only way the current danger on that stretch of the road can be mitigated.
- ▶ I don't think the shuttle idea would be very valuable – only for those without transportation available to them. Many visitors during peak times are not local to the island and may not even know to stop until last minute driving by. Campers or oversized vehicles should have a designated parking area and if it's full too bad, must come back another time.

- ▶ I travel out of Port Alberni frequently. I often use Cathedral Grove parking lot as a pullover spot when it's not super tourist busy to either let tailgaters pass or evaluate bad weather conditions or delays caused by accidents. A place to pull over safely is very important. Also, walking access to the grove side of Cameron Lake was lost when roadside barriers were put in. It would be nice to see a parking area open up this access for those small lakeside fishing spots by the lake.
- ▶ Move parking away from the highway. Enable continuous traffic flow. Enable tourists to easily enjoy the park without impeding regular traffic (ie people traveling for work).
- ▶ We only have one entry/exit from the Valley so it is extremely important to maintain efficient traffic flow. The solution has to be safe for all users – which includes those who use the highway on a regular basis. In the excitement to see the trees, pedestrians walk into traffic, open doors into traffic, park half on/half off the shoulders of the roadway. There should be no left turns into the parking lots. This ties up traffic.
- ▶ Damn the creek that comes off Cameron river. Fill it in and turn it into parking as water only flows through it 3 months of the year.
- ▶ This section of Highway is very dangerous. It has a park like recreational feel lowering the perceived dangers of a highway putting pedestrians at risk. Thank you.
- ▶ I commuted this every weekday for years. The impact of tourists on the highway flow is a big part of the reason I moved out of the Alberni Valley to the Oceanside area. Selective old growth harvesting is essential for the sustainability of the park, and enhanced parking is necessary for human safety and highway efficiency. In short: a pedestrian overpass, a parking lot with traffic control/redirection and the removal of unstable trees, regardless of age or size, is a must in my opinion.
- ▶ Close park to all parking and shuttle visitors for a guided tour of forest.
- ▶ There needs to be an over or under walking solution that fits the 'forest aesthetic' – so traffic does not have to stop.
- ▶ Have it set up with food trucks picnic tables up closer to the hump with parking and trails towards present parking. It would be nice to have people spend more time to sit and enjoy.
- ▶ Cathedral Grove becomes very congested during the summer months, the signage along the route is either missed or ignored completely. There are too many incidents where pedestrians just walk out in front of traffic without caring if the driver sees them or not, as a constant user of this road it is difficult to see the pedestrians at times for all the cars parked in no parking areas along the route. Also there have been a number of close calls between vehicles making an illegal left turn in the Grove, causing close calls with traffic going both ways and pedestrians. A little more enforcement could help in the interim until more permanent solutions can be applied.
- ▶ The way it is set up now is completely unsafe to both visitors and traffic. Someone is going to lose their life. There are signs present telling people no left turns, and they still do it. There needs to be better parking and trails so both sides of Cathedral Grove can be accessed without visitors having to cross the highway. There needs to be more parking available because what there is now is not enough, and visitors end up parking along the side of the highway, hanging out onto the road where semis and larger vehicles drive by. The grove is a mess and needs to be dealt with, without affecting the local fauna and with minimal affect to the flora. What about making a larger parking area closer to the hump and having trails set up for people to walk through to the grove?
- ▶ I travel this road every day right now it's a nightmare. It's a highway. It needs a remedy soon or some one is going to get killed.
- ▶ Any other park in B.C. has sufficient parking away from the use of the highways so locals can still get through without the headaches and dodging tourists as they walk out in front of you without warning. Any other B.C. park I have been to has adequate motorhome and trailer parking. And parking for disabled people to easily access to the grounds. This is the most ridiculous park in B.C.
- ▶ Some parking (gravel) needs to be created with a pull out lane entering the parking area.
- ▶ No. More signage and a single simple tourism info hut is all that is needed. Keep it natural as much as possible. It's not a market place and people can get information easily online via the Parks Canada websites and apps.

- ▶ Parking right at Cathedral Grove is not important, there are better wise ways to use shuttle bus. Only shuttle bus can provide safe access and conserve existing Eco System of Cathedral Grove. Do not start any construction near Cathedral Grove, please. I am a Landscape Architect, greatly educated in Europe and I know how fragile such an Eco System is. Use whatever parking space there is now for shuttle buses and for educational kiosks. Make parking for cars near Qualicum Trading Post, and get some additional land/permit from Ozero Gravel near by for more parking. There is much room for cars, open, safe area to stop, and it is great place to shop for authentic local items. Small restaurant/food trucks there can serve people too. It will increase economy there, it will save you money on construction in fragile, complicated Eco System area. It will save Cathedral Grove. Arrange shuttle bus every half hour, you can even shuttle people from Qualicum Beach center. With car parking at Qualicum Trading Post you can increase local economy, you cooperate with Indigenous People of area, you decrease carbon footing, you create new stable jobs, you increase safety, education and you can make some money if shuttle/parking costs not too much (\$5.00 is a good start). With shuttle buses I see only positive change. With enlarging parking right beside Cathedral Grove there is too much risk and negativity. Choosing now to make stop center/shuttle bus pick up place near Qualicum Trading Post/Ozero Gravel will show/educate everyone (tourists, locals, Indigenous, children, etc) how dedicated you are to respect existing Natural Resources, which is very essential right now. Thank you for considering that option. I live in Nanaimo, with Family in Port Alberni and lots of tourist Friends from World, so I care a lot about Cathedral Growth.
- ▶ The most important considerations for Cathedral Grove need to be minimizing the impact to the environment, wildlife and natural habitat. There should be absolutely no cutting down of old growth trees or disruption of habitat to at risk species. Tourists being inconvenienced by lack of parking shouldn't even be a consideration – there's plenty of other places they can go visit.
- ▶ Build a pedestrian walkway overpass to cross the highway.
- ▶ Build an alternate parking zone, as well as a pedestrian overpass to stop the idiots who think it's ok to stop on the hwy and hold up traffic.
- ▶ A bigger parking space and a man bridge over the highway would be ideal to keep a steady flow of traffic as well as assist in the safety for those who visit and travel through the Grove, especially in our busy summer months!
- ▶ We would love to see an overpass walkway.
- ▶ Until these measures are taken, provide RCMP presence as many tourists take it upon themselves to be traffic directors, inconveniencing regular commuters by stopping traffic so they can get their big trailers out. Have RCMP on hand to ticket jay walkers and those not obeying signage. Honestly, I find the tourists a bit of a nuisance. This is a main highway, our highway.
- ▶ I'm not sure what the plan is, but this is vital. I drive a commercial truck. I drove through Cathedral Grove today, and people (with their children) run across the highway in front of semi trucks. There was a very pregnant woman and her husband trying to walk between the parked cars and the vehicles on the highway. They were parked over by the bridge. It genuinely scares me.
- ▶ Pedestrian overpass. Divided highway to eliminate left hand turns across traffic and to discourage pedestrians from crossing the highway (see pedestrian overpass). Satellite parking lot with walking trails to Cathedral Grove. Park and ride shuttle located outside park boundary.
- ▶ I think an overpass would be perfect.
- ▶ There should be an alternate route bypassing Cameron Lake and the Grove inclusively.
- ▶ For comments I would like to send in an email regarding these changes.
- ▶ Can you build a walk through tunnel like at Sproat lake so pedestrians walk under highway instead of over. Also make a parking lot with shuttle further down the highway like at Whiskey creek area or closer to Port Alberni. Just a thought.
- ▶ Original suggestion of an offsite parking lot further back towards Cameron Lake, with walking trails and blocking off the parking in the grove should have been looked into further and should be revisited now. Not only would that solve the problem in the grove, it would solve the parking issues for Cameron Lake. Overhead walkways or tunnels similar to the highway tunnel at Taylor Arm on Sproat Lake should also be investigated.



- ▶ Safety should be the priority here. The site is already established as a major tourist attraction and the current pedestrian routes from parking are extremely unsafe.
- ▶ As somebody who works in the local Provincial Parks I really care about what happens. Thanks!
- ▶ I think it's important to maintain habitat values as much as possible – what's the point of providing access to a "natural area" for people to enjoy if it negatively impacts the very thing people are wanting to "enjoy"? The reason people are so excited to see big trees is ... there's so few of them left already. I know this is hardly an old growth forest, but in general, preserving as much ecosystem value as we can, and especially not affecting fish habitat, is critical.
- ▶ I support adding parking improvements / overpass / additional parking that get people off the highway, and vehicles doing illegal / dangerous movements. From what I've seen around Joffre Lakes, when living in Squamish, and in the parks I've worked, if it's at all feasible to pull an illegal move, or walk on the roadway, people will, even if there's a path literally right beside them. I see it every day leaving my job in a park currently. So, I think there would have to be no shoulder parking, and barriers, etc to "herd" people effectively where they need to be safely walking.
- ▶ Public safety is number one. It surprises me how little accidents or deaths there are in this area.
- ▶ I visited several national parks in Utah recently. They have people park out of the park and they run daily shuttles into the park for free. This saves the park and the disturbances! It's a great idea.
- ▶ Get people off of the road.
- ▶ Build it and charge users. The Grove is a major hazard as it is. Consider extending and lowering the speed limit zone near the current parking lots.
- ▶ I drive this highway every day.. there needs to be an elevated walk way or pedestrian bridge.. cut the old growth down as needed.. there's lots of trees.. losing a few for public safety should be priority.
- ▶ Parking away from the highway!!!! Stop environmentalists from blocking safety issues.
- ▶ This is a highly dangerous stretch of highway for both drivers and pedestrians. The parking and crossing of the highway needs to be remedied before somebody gets killed.
- ▶ Reducing parking demand seems a good idea but I think this will prove to be difficult/impractical. You would need a good-sized parking lot nearby to run a shuttle service – Where would that go? It seems very hazardous around there with poor visibility as people back out of parking with incoming vehicles waiting and RVs parking in all kinds of weird directions while pedestrians meander and highway traffic speeds along the highway.
- ▶ Suggest removal of a few trees on each side of parking lot as well as along the length of highway where trees need not be removed, but simply grade further onto side of road. Install cement barrier on yellow line so no u turns or cross highway parking can occur. Build an overpass for foot traffic to cross to the other sides. Keep traffic safely flowing at a reduced highway speed of perhaps 60kmh. Thank you.
- ▶ For a born and raised on the island, it seems a no brainer. Build a connector to Hwy 19A west side of Cathedral Grove. I'm sure the cost would be no different than trying to build a parking lot, overpasses, shuttle buses, shuttle bus operators, etc, etc, etc. That way all through traffic, trucks, big RVs, buses and everyone just trying to get through to the other side, east or west, needing to catch ferries, doctors appointments, etc. would have a safe passage. Then tourists or anyone wanting to be a tourist can take their time and have a safe walk through our beautiful Cathedral Grove. The name says it all.
- ▶ A barrier to prevent idiots crossing the double solid line.
- ▶ Has the possibility of a pedestrian overpass been considered as a means of limiting pedestrians crossing the road in traffic?
- ▶ An underpass or overpass for pedestrians would be great.
- ▶ A pedestrian bridge across the Grove would greatly increase pedestrian safety and improve traffic flow.
- ▶ Do whatever is safe. Taking some trees down to do so is perfectly acceptable. Just don't go nuts and do as necessary only. Keep oldest trees at all costs. Keep it looking lush, not bare in appearance.
- ▶ A pedestrian bridge would help with cars stopping on the highway and unsafely waving people across.
- ▶ More parking and a bridge/walkway or something to get across the road safely.

- ▶ Making the park accessible to seniors and persons with disabilities is important to me. My commercial vehicle is large and cannot maneuver as well as a smaller vehicle. Turn around points after the hump and before Cameron lake would be nice. More paved or cedar planked walkways. More wheelchair accessible picnic tables. A crosswalk on a 4 or 5 minute automatic timer (peak visitor times only) to connect both sides of the grove would be great. Yellow lights to warn traffic that the crosswalk will activate. No pedestrian overpass needed.
- ▶ Nothing is more important or valuable than maintaining old growth, new growth, all vegetation and ecosystems. Yes it is a great tourist attraction and tourists generate income for small businesses in small towns. However it should not happen at the expense of our planet and climate change. If we are going to lose trees or and style of vegetation at all, then leave it as is. Do not change anything.
- ▶ Keeping pedestrians off the road is the most important part of this survey! I would suggest a tall divider down the center lane to prevent people jay walking across the road, thus maintaining traffic flow as well, and then a pedestrian overpass, or underpass.
- ▶ Add another connector to Port Alberni through the already existing logging road past Horne Lake to top of hump. We quad this road often and its already in place!!! Would reduce traffic through park considerably and add alternate route to Port Alberni. A no brainer!!
- ▶ Denmark has a wonderful project that lets people walk up in the trees. Check it out. Even had staggered seating to take it all in and hold classes if needed. It is a beautiful tall piece of art.
- ▶ I'm not sure gravel is the best surface on trails for wheelchairs.
- ▶ We need to preserve the grove and minimize the danger of tourists along the highway.
- ▶ Forget parking – post the entire stretch “no parking” and make sure it’s enforced. Put in a shuttle service instead.
- ▶ Impose new pedestrian avenues as to prevent pedestrian crossing of Hwy 4 and interfering with the continuous flow of traffic along Hwy 4.
- ▶ Way too dangerous there currently.
- ▶ Too technical to ask the public. What do I know about drainage?
- ▶ I have heard many of the old growth trees are not viable and many come down in wind storms – if there is a chance to make safety improvements and removing those hazards I think that is a good idea. People are terribly unaware of their surroundings when parking near/at, crossing the highway, and walking toward Cathedral Grove trails; as a regular commuter on the highway it is incredibly frustrating and worrisome to see people walk out into traffic, cars slamming on brakes to stop for people to cross or to turn into the lot, or people walking with kids essentially along the highway. Speed limit is already lower and regular users know to expect this, but it seems that at some point there needs to be something in place to encourage motorists and pedestrians alike to make better decisions.
- ▶ Paid parking in current parking lot. Shuttle service in Whiskey Creek and Port Alberni. Trail system that allows crossing method without stopping traffic on hwy. Serious fines for walking out in front of traffic causing traffic to stop on hwy. The old growth forest is so small that creating a larger parking at Cathedral Grove would take away from what’s actually attracting people there in the first place. Create free parking in Whiskey Creek and Port Alberni with low cost transportation. Possible hole in the wall + grove tour options from Port side and Cameron lake stop + grove tour from Whiskey Creek side?
- ▶ Phased approach to parking as needed tells me the person who put this question in has never been to the Grove. We need 3 times the parking currently provided just to start. Then consider adding more later. Fill the road shoulders along Hwy 4 so they are wide and level. People are trying to park on shoulders that slope 30% and end up half on the road surface with no safety margins.
- ▶ The park should continue to keep its minimal footprint and traffic flow must not be impeded as this is an artery. Increased parking will fill up immediately and not lessen the demand for more, so this must be carefully considered. I don’t know whether widening the road-margins is an option. I don’t believe cultural education is very important; the ancient trees speak for themselves. Thanks for this opportunity for feedback.
- ▶ Have an up and over crosswalk bridge rather than street level.
- ▶ Build highway to bypass the grove.

- ▶ Parking should be off hwy for safety for all. Off site parking lot best option with trails leading to park. Under or over road passage so none will have to dodge traffic changing sides. Removal of dead and dying old growth for public safety along hwy.
- ▶ Would like to see a pedestrian underground culvert for crossing Hwy 4 – not an overhead walkway.
- ▶ I live in Port Alberni but work on the mainland. Someone is going to get hit and killed by crossing the hwy. Kids run and on a few occasions have almost run over a few....I was going very slow, not everyone does. Provide sufficient parking, even if people have to walk, save the closer parking for handicap. If you're not changing anything put in speed cameras, and decrease the speed to 20 mph with a speed bump. Those three things will make it a lot safer.
- ▶ I believe a wooden pedestrian bridge with cement footings and metal supports would not intrude too much on the feel of the area and greatly improve the situation for everyone involved. I believe some trees/bushes/other vegetation will need to be removed in order to make the situation safe and accessible to all and to attract more visitors. Parking along a busy highway and forcing people to cross is not a reasonable long-term solution. Attractions like this are very important and help promote a thriving tourism industry as well as promoting education to people of all ages on local wonders such as this location. I do not believe limiting proper parking to minimize the impact on the area to be the proper course of action. As a person that drives through twice per day to get to work in Port Alberni I can tell you it is very unsafe right now.
- ▶ I think that to solve the pedestrian traffic crossing the hwy, a simple painted crosswalk would work well and have a lower environmental impact. This could have lights and timer, so that pedestrians wait and do not just cross randomly. A pedestrian/hwy intersection. This also makes it so that pedestrians are crossing at the same spot, improving safety for drivers and pedestrians alike. Signs directing pedestrians to the crosswalk can help encourage them to cross at the designated spot.
- ▶ It is a very dangerous situation, and pedestrian safety should be priority. An overhead bridge seems like a good answer. Parking is a huge problem, and should be resolved with the least amount of effect to the park.
- ▶ I think it is crucial to have a collection of approaches which fit together to meet the ultimate aims of the project. I am a strong proponent of a public bus that would run from Qualicum Beach to Port Alberni. I believe that a bus, with a regular stop in Cathedral Grove, would not only reduce the traffic through the Grove in terms of commuters but also would allow visitors to come, leaving their vehicle in Qualicum Beach without the need to drive in.
- ▶ Number one solution would be the bypass instead of throwing money at bandaaid solutions. It's not just the tourists at the grove, it's the tourists driving the road in campers doing 15 kph less than speed limit. But people at the grove simply run out and cross the road without regard for their safety or the cars traveling. Just yesterday there was a near miss because a pedestrian decided to cross assuming the car would stop. This has to be better managed and I don't feel 'signage' is the solution. Bypass, don't care where, Horne lake, through Nanaimo Lakes or from Lake Cowichan, and it's not just the summer months either. I'm a regular commuter every day and it's all year round. These studies need to stop and action needs to be taken sooner than later.
- ▶ I think it's important to keep as much of the environment as possible but as a daily commuter I can clearly see this will impact the area. As long as it's carried out carefully I think it can be done.
- ▶ Public safety is paramount. Shuttle service from Parksville, Qualicum and Port Alberni as the only way to visit the grove would cut down on the need for parking at the site and would certainly ease the problem of traffic congestion through the area. It would create business opportunities as well and cut down on the need to disturb the forest.
- ▶ An overpass for walking from one side of highway to the other would reduce the numerous near misses for pedestrians. It should be at the very edge of the existing pavement as to help cars that are parking on each side of the highway.
- ▶ Maintaining traffic flow and managing pedestrians are important to this bottleneck area.
- ▶ Build a overpass as they have in Banff National Park. That will stop all foot traffic from crossing back and forth, and make it a lot safer for everyone.

- ▶ My main concern is people trying to cross Hwy 4. Even yesterday I saw a group of seniors trying to cross Hwy 4 with tons of summer traffic. Please make this your number 1 priority. An overhead bridge/crosswalk would be ideal.
- ▶ Stop letting people cross the f\*\*\*\*g road.
- ▶ Stop people from crossing a highway. There's a high need for parking for safety.
- ▶ I am from Port Alberni and have moved to Victoria a few years ago. Since moving down island, I dread driving through Cathedral Grove during peak tourist season as it is very frustrating as a commuter on the highway to have to stop for other vehicles allowing tourists to cross a busy highway when it is not safe to do so. I think there needs to be a high priority on making an alternative route for pedestrians to cross the highway without affecting traffic. I also think there needs to be better strategies to not allow large RVs or vehicles to park on the narrow shoulder of the highway as I have had many close calls myself or watching others due to people opening their doors or going onto the highway without looking as they are parked too close to the moving traffic lanes. There needs to be more space created to accommodate the large amount of tourists visiting the park as parking on the shoulder is just not safe for anyone frequenting the park or for vehicles commuting through. I think more educational signage of where to park and basic etiquette of how to navigate around a highway would be useful as many people just do whatever they please to move around.
- ▶ My biggest issue is how fast people, especially the large trucks, travel over the speed limit. Just last weekend I was there the rig was going so fast when he slammed on his breaks to avoid the stopped truck I thought his trailer was going to disconnect. I would love it if there were a series of speed bumps through the park area to actually slow people down. And also to have a traffic crossing light. Too many people just run a-muck.
- ▶ The highway needs a center barricade to prevent drivers from turning left! Signage does not work!!
- ▶ Widening the shoulders of the road where possible would increase parking potential.
- ▶ A pedestrian "tunnel" would alleviate the need for an overhead walkway. Possibly easier to install at Cameron River bridge?
- ▶ Find a way to keep tourists off the damn highway.
- ▶ Partner with the forest companies and put the parking area on the backside of the park allowing the public to walk through the trees towards the highway. An educational building could also be built as well as restaurant or other food facilities. Take a good look at what Manitoba did with its restoration of the quarries into a wildlife / recreational facility. Fort Whyte.
- ▶ Someone is going to be killed as a lot of people just walk across the road as if it's all park instead of a busy highway and park all over the road.
- ▶ Prefer dedicated shuttle loop and parking away from Cathedral Grove, no parking other than for shuttles.
- ▶ Build a wall or barrier on highway so pedestrians cannot cross. Educate the visitors that the trees on one side of the road are just the same as the other side. You do not have to cross the road.
- ▶ Install a median to prevent traffic from turning against oncoming highway traffic.
- ▶ You need to remember this is a natural system that does change over time (remember that storm that blew down many of the old growth trees?). Keeping it as a static site is not the way to go, it should be allowed to change over time. The big concern now (and has been for many years) is the safety issues around people stopping to view the area and traffic driving through. Both the folks stopping and the drivers are not always proceeding safely given the congestion in the area.
- ▶ Maybe a side road for tourists to get off the Hwy or a locals only road.
- ▶ I think a stop light and crosswalk to allow visitors to cross the street would improve safety and traffic flow. Slightly expanding roadside parking and adding roadside trails to keep people off roads would also be ideal.
- ▶ We live 5 minutes from the park and often stop there for a visit, especially in the off-season. We drive past it on the way to Port Alberni multiple times each week. An overhead walkway would eliminate a lot of pedestrian safety and traffic issues. A separate parking area for buses and larger vehicles would help – nothing worse than having traffic backed up while a bus or motorhome waits to be guided to a parking spot. People need to recognize that this park has capacity limitations that are exceeded at times and so building more parking spots isn't going to help that.

- ▶ Get it done or make a new highway out of Port Alberni would be the easiest. Do what it takes. I have sat in line ups caused by accidents on that hwy. Stop procrastinating. As a taxpayer and paying my taxes get it done, create some jobs, meet the new highway out of town Port Alberni. It's only going to get busier.
- ▶ Parking is key to improve safety. Visitors with large RVs that impede visibility and children exiting vehicles directly onto the side of a highway are a very dangerous combination and a frequent occurrence.
- ▶ How about abandoning this road and turning it into a recreational road and sell summer homes along the road to pay for the new road.
- ▶ Love the Grove. Live in Port so drive through frequently. Fall/ Winter/ Early Spring not a problem. May to September is a disaster. Here are my thoughts:
  - we must share this beautiful piece of nature with everyone
  - we must make it a safe area. Someone is going to die!
  - This past winter was the perfect time to do something about parking and access. Leaving deadfall in place is ridiculous. The areas severely damaged could have been converted into safe parking and access. Who was the bright bulb who decided on the new ramp / walkway / toilets but left the danger to the public in place!!
  - Face it!! People coming to BC know about this beautiful spot. We must provide them with access and do this with sensitivity re the trees. The only other option is to close it off entirely.
- ▶ I have traveled to many countries and love visiting pristine, natural areas, that's the attraction. It only takes 30 seconds to drive through the current parking area, maybe 60 seconds at peak times, a proud 30-60 seconds for me. Everyone is in such a hurry these days, it's their impatience that causes accidents. I think an alternate highway is the only real solution but for the short term, I think the speed should be reduced to 30 km, just like school zones. Maybe post signs, reminding drivers the reduced speed will only take 30-60 seconds and to watch out for people crossing. The government wasted time and money and inconvenienced us locals and travelers alike, when they slightly improved the highway, that's now sinking and deteriorating around those curves. That money is better spent on an alternate highway. The longer it's left, the more it will cost. Use foresight and stop wasting money.
- ▶ The most important thing right now is finding a way for the pedestrians to safely cross the highway. Parking has become a joke, that is the secondary need, a place where people can go to be shuttled to the grove. We shouldn't build a larger parking lot in the grove. We should build one out of it and provide transport there. We do not need to make wider trails or damage the environment further.
- ▶ There needs to be a real parking lot, not side of highway parking spilling out in all directions. If a parking lot is installed there should be barricades to prevent side of highway parking.
- ▶ Put overhead walkway. Cut down some trees closest to road as people will always park along the highway. Put cement barrier so people can't cross
- ▶ The main reason to improve the parking area is safety for pedestrians and those in a vehicle. The entire road along Cameron Lake should have an additional lane, the Cathedral Grove main parking lot be expanded west which would not eliminate too many old growth trees and a crossway above the highway for pedestrians to cross safely. Or a new hwy from Beaver Creek over the mountain to Horne lake for through traffic to travel which would reduce traffic through Cathedral Grove. There is no major infrastructure from Beaver Creek to Horne lake, it is all dirt road and could be a second way into Port Alberni which would also provide another route home for those who travel over the hump and are forced to sleep in their vehicle or pay for a hotel because the hwy is shut down.
- ▶ So long as highway 4 runs through old growth public safety is paramount. Learn from the lessons of Dec 2018 in Little Qualicum Falls Park. Trees get old and die so Cathedral Grove improvements can be planned to enhance public access while improving safety to both park and highway travel.
- ▶ Restrict rv parking. Eliminate left turns and pedestrian highway 4 crossing. Living in Port Alberni that highway is the only non gravel route in/out. I travel for work and traffic delays in the grove and around Cameron Lake (and the hump) have had negative impacts to my fiscal status. My children even know to look for 'christmas plates' (red alberta, green sask. etc) and rental rv's.
- ▶ I recommend a pedestrian bridge.
- ▶ Limit visitors from off island by tickets, like west coast trail. Limit number of visitors at a time fire safety style.



- ▶ Definitely do not put a set of lights or a crosswalk right across the highway as that would slow things down so much. A crosswalk that goes over the highway or under the highway.
- ▶ Definitely need pedestrian crosswalks with lights and warning lights for traffic approaching i.e. big trucks so they can stop.
- ▶ To maintain original habitat and ecology and allow access to accommodate the increasing numbers of visitors I believe “shuttling” them in from parking areas about 1 or 2 km east and west of the existing main parking area is a viable solution. I would not like to see the current parking area expanded. Educational and cultural info, restrooms, picnic areas etc. could be made available at the off site parking areas.
- ▶ Please reduce any negative effects to the park, trees, animals and water as much as possible!
- ▶ A median set across the center line! The most dangerous part of this road is pedestrians jay walking, causing motorists to stop or motorists who stop voluntarily to let pedestrians cross. Also a parking lot/pull through for RVs. It is very dangerous to have these units backing up onto a highway, again causing traffic to stop. Thank you for listening.
- ▶ Leave it alone! It’s a park and needs to be respected! All these proposals to add visitors just increases the risks of removing trees to accommodate ... where does it stop!!
- ▶ This is a dangerous area for pedestrians and drivers. Perhaps seek what Hells Gate did and create a parking lot and walkway away from the congestion.
- ▶ I believe the safest and most cost effective solution would be for a parking lot with safe and comfortable walking paths to the park while saving as much of the old growth as possible.
- ▶ Yes. As a resident of the area I often travel this highway and have observed terrible mishaps and potential mishaps in this bottleneck. People dashing across highway in traffic ... or oblivious to it, and visitors trying to turn left (in either direction) are the 2 biggest concerns at present. A marked crossway, overpass, or flashing pedestrian crossing with some fencing to channel people through it and a center concrete barrier (even temporary in summer) could alleviate some of this.
- ▶ Some trees may have to be removed to improve safety.
- ▶ Build the alternate route and reduce the commercial vehicle, truck traffic around Cameron Lake and through Cathedral Grove!!
- ▶ Road and shoulder widths need to be improved if there is to be roadside parking permitted.
- ▶ This park is crazy dangerous for drivers and pedestrians. We go through every weekend with our RV and we cringe every time. The people walking are not paying attention they dart across the highway like it’s a street and not a highway.. cars stop on one side to let people cross and the cars in the other directions don’t always see why they are stopped. I think education for people walking is the number 1 thing to do. There is no crosswalk so people should not be stopping to allow people to cross. I think there needs to be someone to stop people from parking on the side of the road... it’s crazy dangerous for all vehicles traveling. 15 years ago the government tried to do something and the environmentalists stopped that by pitching tents and stopped it. I absolutely believe they will do it again.
- ▶ Any upgrade to the trails to eliminate pedestrians crossing the highway and causing traffic jams is crucial to any changes made to this park. Parking can be created as needed. Damage to some old growth and vegetation is expected. But safety for all using the park is most important. If this issue isn’t resolved, there is likely to be a fatal event that occurs in the future.
- ▶ Someone is going to get killed. More parking is needed. Cut some trees down!
- ▶ I find it most important to protect the park environment and the old-growth ecosystem, species at risk and provide a space to experience nature, as well as an educational experience to learn about old-growth ecosystems, e.g. for school groups.
- ▶ Permeable surface is generally a good idea, except pave the area from the handicap parking to the trail.
- ▶ It is important to prepare for future as well not just mitigate existing issues. This has been a big issue for years and discussed and studied to excess. It is important to make a decision and get on with it.
- ▶ Overhead walkway.
- ▶ Widen the shoulders to accommodate a motor home, improve the larger pull-outs to allow for safe turn-arounds.
- ▶ Not sure where people would shuttle to and from.

- ▶ I reside in Port Alberni and travel to Nanaimo often. My husband travels to Nanaimo daily. Traffic is horrible through the grove. It comes to a standstill, and often a crawl. Pedestrians dart out and run across the road. Traffic stops very frequently to allow pedestrians to cross and with the high number of people visiting the grove you can be stopped for quite awhile letting the constant flow of pedestrians to cross. There is not enough parking and people park all over the place often blocking portions of the road and making it impossible to see people crossing. This is the only way out of port Alberni for us and it's a very busy highway that is already prone to numerous accidents. Something needs to be done to ensure the safely off all involved and create traffic flow. Besides needing more parking, an overhead pass for pedestrians may be an answer.
- ▶ If there is not something done very soon someone will be injured or killed. It is beyond unsafe for tourist and nature lovers and has been for years. It needs to be fixed or needs to be completely shut down for stopping until a decision and funding for a reasonable solution. It is an absolute public safety hazard and it is just a matter of time before something happens. So so dangerous.
- ▶ Build a large parking lot west of the park, more trails and walkways to keep cars and pedestrians off the road. Acquire the E+N railway to get bicycles and hikers off the highway.
- ▶ Limiting visitors and pets in the park due to the impact and devastation people have on the vegetation and old growth.
- ▶ Will be very difficult to accomplish the objectives without impacting old growth trees. Some will have to be taken out where absolutely necessary
- ▶ Should have a visitors center where people could learn more about the history etc of park. Place to buy some souvenirs, books, post cards etc.
- ▶ Build an overpass over the highway for people to use. If a ramp also have stairs on the sides for able bodied people or else they will continue to cross the road causing a risk of being hit.
- ▶ The top priority is protecting those trees.
- ▶ Leave the grove alone. We need a second crossing over the hump. This will do nothing to ease congestion on hwy 4 which is the problem we are facing!
- ▶ Yes I do! Think big! First thing that matters the most to a lot of local people not just Port Alberni residents, it is a highway!! The only road (almost) to Port Alberni. Port Alberni still has industry working in the town, a lot of people commute in and out of the Alberni Valley as well as all commercial and logging trucks hauling on that road. It scares a lot of incompetent drivers these days, people drive the 80 km sections at 60 km, I learned to drive that highway when it was 60 miles an hour, 96 km an hour. You want to make U turns and left hand turns to further impede the flow of traffic. Sorry I think Canadians, local citizens should come before tourists that don't obey traffic laws and traffic signs and why should they, the police do not enforce the traffic laws there, (wouldn't want to upset the tourist, right). Think big! Do something for Port Alberni and the mid island communities. For all of the tax dollars the government has collected from Port Alberni in the last 100 years, really how about something like my plan, I've been driving that highway for 44 years. My plan, split off Hwy 4 just before Cameron Lake with west bound traffic on to the railway grade to go around the far side of Cameron Lake using the old train rail grade as one way traffic to the top of the hump, (the footings for the trestles might even be good for a vehicle bridge). Where the highway and rail grade come close at the top of the hump make a connector to the two lane one way traffic heading east. Having only one way traffic through the Grove alone would make it much safer. Now it's easy to use the existing old logging roads with trails through the forest to the park to use for parking possibly. You could possibly use one lane for parking at the park site. I am sure almost no one wants a man made structure up in the air, made out of concrete and steel just so people can get across the road for maybe 6 months a year, might be better off to hump the road and put a 8 foot diameter culvert that people can walk through. Lots of truckers will be rolling through there, so here's where a lot of the local communities would benefit. From the top of the hump put another highway through Horne Lake way to the inland highway. This I think would change the trucking traffic somewhat going in and out of Port Alberni. I think if you don't want to screw over the local residents and cater to the all important tourists, then this is a good plan. The tourists and myself would love the drive around Cameron Lake, people commuting from town to town in this area of Vancouver Island would love the Inland hwy connector via Horne Lake road, tourists too.

- ▶ I recommend an overhead foot bridge high enough to accommodate high riding vehicles and covered so people can't cause damage to oncoming vehicles and can't cause accidents.
- ▶ My main concern is safety when traveling through the grove, i.e. Pedestrians trying to stop traffic so they can cross (No,no), and congestion at the parking site impedes the flow of traffic going through. Pedestrians visiting the park need to follow the rules of the road... It's a main highway and traffic must not stop to let pedestrians cross, but sometimes the pedestrians think they can walk out and stop the traffic. I believe the flashing sign warning of pedestrians sends the wrong message to the pedestrians. I'm leaning toward the solution of bypassing the park altogether. My concern with an overpass is that 1. Disabled folks may not be able to cross using an overpass, 2. Some mischievous sort would have a means of throwing heavy objects onto passing cars and 3. Most pedestrians would probably try to cross the road anyway as a short cut.... Unless it's heavily fenced so they would be forced to use the overhead. A highway bypass would allow for tourists to get off the main highway and wander at leisure through the park. I like to save old growth, and protect the wildlife to a degree, maybe some old growth would need to be removed for a highway bypass for the sake of safety and logistics for the park. I'm sure the tourists find the existing park a bit uncomfortable also.
- ▶ I think there should be a tube under the road or a pedestrian-controlled light (that only lets people cross every 10 minutes or so) to improve safety for people crossing. Otherwise I don't support any improvements. Who cares if tourists can't find parking? It's not like the park itself brings money to the local economy. People only stop there because it's on the way to Tofino. Also I think having less parking reduces the number of people in the park at any given time, which probably makes the experience more enjoyable once actually you're walking around. Either the parking will be hard to find, or the trails will be super crowded.
- ▶ Suggest larger parking areas on either side of Highway 4 with a walking tunnel built under Highway 4 to allow people access without crossing the highway. Also suggest barriers placed on the centre line of Highway 4 to stop vehicles from dangerously making u turns and stop pedestrians from crossing the highway.
- ▶ Hello, very nice to see public input happening. For the record I have been traveling this highway since a child... now 31. Anyway let's get to it. I see a bigger picture on this highway than just the massive summer pedestrian and parking issue of the park specifically. The highway is very outdated in some areas and these areas have consistent accidents yearly, Angel rock (narrow, winding, rocks, lake edge, sloughing shoulders), the Qualicum Falls park entrance (no turn lanes for campers and clueless tourists on a blind corner) Cameron Lake Park entrances and road shoulder parking... All contributing to these areas is the heavy traffic flow! The railway is done for good, the amount of semis on this highway is wayyyy higher than before. A lot more families commute to work because house prices are more affordable in Port Alberni. Of course it's tough to bite the bullet at times and have a much longer view on things beyond a term of policy. Putting a route from the brake check area other wise known as "the hump" east to the inland highway for one way south bound traffic could solve a lot of these issues. If traffic was one direction into port you have so many opportunities for safe enjoyable traffic flow for locals, tourists and businesses can operate economically.
  - » No old growth cutting in the park,
  - » way more parking available,
  - » possibly put an underground tunnel for a safe cross walk in the current parking lot
  - » 50% less traffic
  - » Opportunity for turning lanes where needed without costly reconstruction
  - » Angel rock is now to a modern lane size with shoulders
  - » Less annoyed locals (priceless for votes)
  - » Minimal disruption of park ecology
  - » Secondary route into Port for emergency
  - » Reduced first responder costs.
 Anyway that's how see it. Good luck.
- ▶ We drove past this area 3 days ago, traffic was very congested, and a pedestrian was nearly hit by a car. The current situation is very unsafe.
- ▶ What about a pedestrian overpass? I was surprised that this was not included in the above design questions as an option.

- ▶ It is a highway and people visiting the grove have zero respect for that fact and the fact that it is illegal to stop on a highway unless it's an emergency. Pedestrians do not have the right of way there. People parking on the sides of the roadway are making it hard for traffic to get thru. I drive this road 2 times a day 5 to 6 days a week. They need a pedestrian overpass and a shuttle service with a parking lot in Port Alberni or Whiskey Creek. No more parking period.
- ▶ Overhead walkway!
- ▶ There is enough clear cut behind the park on the Arrowsmith side that a road to the back could work to take pressure off the highway. Although this would involve cutting fewer trees if it was punched through where windfalls have happened it would reveal the true devastation of the logging practices in BC. The park gives a false illusion to what is really happening.
- ▶ I think a complete bypass for flow through traffic is the best solution.
- ▶ Several of the items are dependent upon further specifications, so are needed to be flexible, such as who will decide if more parking is required. Basically, I believe the forested area should not be disturbed. Tour companies and others would prefer a paved walkway, etc. so they can sell more tickets, but this should not be done. The Grove is what it is and should be accepted and protected in that form, even if that means paying for more enforcement. If we should do anything, it should be to expand the protective area so as to protect it even further.
- ▶ I drive through Cathedral Grover regularly...in my opinion the safety of pedestrians has been an issue for many years..and I believe this is simply being over-thought. We, at least in the interim, simply need a basic crosswalk from one side to the other of the highway, this would simply provide some order to the area. Right now, people are trying to run at different times, directions and areas. It is like running the gauntlet. As a driver it is difficult and as a pedestrian it is dangerous. A simple crosswalk would provide a great deal of safety and direction for all.
- ▶ By widening the shoulders on both sides of highway on the west side of main parking area for a long ways...so much new parking could be created without removing any trees..
- ▶ An overpass for pedestrians.
- ▶ Get rid of all roadside parking and make the highway straight through and put parking in a separate area. Many US parks use shuttle systems. After over 60 years of driving through this area I have seen so many crazy people and parking situations. Irrational pulling off, backing onto a highway – put up barriers along the highway and create an underground pedestrian walkway. The parking area should be located across the river when coming down the hump towards Cathedral Grove in the s turns. Make a bridge across. Build a pay parking area and maybe a few campsites. There will be no destruction of any old growth trees, the visitors would be off the hwy completely, so safety would be increased and then simply create more trails from the new parking/camping area into the old trails of Cathedral Grove (similar to Goldstream Park) and build an underground culvert crossing the hwy so people can get to both sides without having to cross the hwy. Also once done the old Grove parking lot could be turned into a chain up area from the commercial vehicles (how is it acceptable that the chain up area is on the top of the pass not before?) I think this plan would increase safety, expand the trails, and not harm the park in any way! It would also create revenue instead of having no financial gain currently!
- ▶ There needs to be a completely separate parking lot well off of the highway with access to vehicles in either direction (turning lanes off of the highway). Parking lots large enough to accommodate RVs. As well, a median down the center of the highway to prevent vehicles from backing out across both lanes of highway into oncoming traffic, doing a 'U' turn into oncoming traffic, and prevent park visitors from crossing into the traffic. No parking along the highway itself, at all! The current bathrooms should be moved into the parking lot and attached to a visitors information centre....all off of the highway. Visitors in the park should not be able to access the park from the highway, only the parking lot. It's a great tourist attraction, but currently is an accident waiting to happen unless someone steps in and makes significant changes to the area.
- ▶ I think a parking lot should be put in away from the park and people can walk to the main site. Road access needs to be completely cut off for all parking.
- ▶ Preservation of the natural environment should be the top priority. Active and public transportation (including cycling safety on Highway 4 and a shuttle to the Grove) should be prioritized over increased vehicle parking.

- ▶ During the summer months the congestion around the parking lot creates a high degree of risk. We have seen people run blindly across the road, as well as tour guides who actually stop traffic by holding up their hand to let an entire bus load of people cross the road. This is a major highway and in our view the issue is both parking and access for pedestrians to cross the road. If an overhead pass or walkway is constructed, we would hope that its appearance would blend in with the natural environment (ie wood or wood like, rustic appearance).
- ▶ No pedestrians should be stopping highway traffic to cross the road, people should not reverse into the highway and the parking lot should not need phasing because phasing will not get done in an efficient manner. I.e., currently Cathedral Grove has needed parking and pedestrian upgrades for many years and it is only now being done, which has caused lots of congestion and problems on the highway.
- ▶ Too many tourists cross the highway by foot and too many people just stop on the road if they are looking for a parking spot or let people cross the road. Maybe a barrier in the middle that makes it impossible to cross would help. Plus make it all wheelchair accessible. Gravel is super hard to push a chair so why not make wooden pathways like the bogwalk or the rainforest walk near Tofino (without the steps).
- ▶ I have been a part of discussions on this for 30 years. We have studied this to death and need to get something done that does its best to take everyone's concerns into consideration. At the end of the day one special interest group shouldn't always get its way. My parents in their 90s love the place but at most times of the year the risk factor of taking them there is too high. We need off site parking. There is a huge gravel pit behind the grove. Why is that not discussed?
- ▶ Need a new route to bypass Cathedral Grove.
- ▶ Clearcutting nearby to the park and others like it (e.g. Lighthouse Trail in Qualicum Bay) has increased substantially vegetation vulnerability to climate change impacts, strong winds and storms of all types. Consideration for faster replacement of trees for protection of park boundaries is also a high priority and should have been included on the questionnaire.
- ▶ Prioritize alternate highways to Port Alberni.
- ▶ Someone is going to die if you don't make appropriate parking or make a bypass.
- ▶ Cease advertising Cathedral Grove in all government publications. Advertise other areas where old growth trees may be viewed without disturbing the natural environment.
- ▶ Highway crossing is dangerous, especially during the summer. Cars don't slow. What about a "lead" car to control speed through the area. It can watch for pedestrians and stop as necessary. Building an overpass may present challenges for the physically challenged.
- ▶ A tunnel or an overpass walkway for pedestrians to get from one side of the Grove to the other. A median would also detract from people trying to cross the road. Do not implement a crosswalk with lights, this is a highway and must be treated as such.
- ▶ Make an overpass for people to walk. People think that they can just walk out on the highway and stop traffic for whatever reason. It's a highway, not a parking lot. People should not be walking out and holding their hand up to park an rv. People should not be backing out onto a highway. Put a cop in the grove and ticket all the people trying to mess with the flow of traffic. People should not be trying to cross the road with their car because the trees on the other side are the same as trees on the side they are already on. Put up blockades on the line so people can't drive across the road.
- ▶ Either an overhead walkway or underground walkway are needed. As a daily commuter, it is stressful driving in these summer months as some tourists are unpredictable and seem to forget they are crossing a highway which is extremely dangerous.
- ▶ The amount of cars that were parked on the side of the road today, Sunday July 28th was crazy. Cars parked straddling the line, so not even pulled all the way off the road. There is always people waiting to walk across the highway. There was a line of about 10 cars in front of us, and 20 behind. The pedestrians looked so impatient, throwing up their hands because nobody was stopping for them to cross the highway. Someone is going to get hurt or die crossing there.
- ▶ Quit taking down the no parkings along the highway every summer!!
- ▶ Tourists need to smarten up.
- ▶ Take Highway 4 out of the grove.
- ▶ Your first priority should be efficient traffic flow. Highway 4 is the only access to places like Port Alberni, Tofino, Ucluelet, Bamfield. Any solution should not negatively impact the traffic flow to these communities.



- ▶ Install a parking lot off the highway, barricade off the sides of the highway like around Cameron Lake to prevent parking on the highway,... turn our highway back into exactly that, not a crosswalk which it currently is.
- ▶ Parking should accommodate larger vehicles maneuverability e.g. tour bus parking, tourists with camping vehicles such as a motor home, truck and trailer, etc.
- ▶ As a resident of Port Alberni, I find this particular piece of road, quite dangerous,
- ▶ I'd like to get parking off the highway entirely and create a barrier to stop cars from stopping there, with parking just behind the barriers. I'd like to see a pedestrian overpass connecting the two sides of the road. I'd like to see the E&N line used for a bypass when it finally becomes available, to keep traffic from PA to QB moving. Many people in Port Alberni are employed on the East Coast of the island.
- ▶ Do not under any circumstances consider a surface controlled crossing. Traffic is slow enough already.
- ▶ Shuttle service is important versus cutting down trees and putting up a parking lot so people can walk amongst trees. Consider a reservation system as required for camping or the West Coast Trail so people have to plan ahead to visit the park.
- ▶ I don't think extra signage would be a very useful deterrent for people who have come all that way. Additionally, education on social media, etc., would likely not reach a lot of visitors. I do think shuttles are a good idea though – this is what they do at Lake Louise, and the shuttle is free. I found it much more convenient than driving and trying to find parking.
- ▶ Some of the above questions kind of go in circles. I strongly feel the people of Port Alberni and the West Coast of Vancouver Island are long overdue for improvements to Highway 4. Take a good look at the last improvements to Highway 4 on the Hump, somewhat of a waste of money. The lane heading east at the bottom of the Hump has strong indications of slipping over the edge, then what? I hope no lives are lost when that happens. I also feel the Horne Lake Connector will divert a larger percentage of traffic than you have indicated. The inland highway opened in 1997 and here it is 2019, 20 plus years and we still don't have a direct safe route to it. I travel a lot from Port Alberni to Nanaimo and Victoria and would welcome the idea that I could travel north on our good Inland Highway then on a good connector to Port Alberni and I'll bet 100% of the commercial traffic would feel the same way. We need a bypass route that is safer for all year around to travel than the Hump and Cathedral Grove. It's time to get on with it, it's not likely to get any cheaper in the long run. Leave beautiful Cathedral Grove to the tourists and the occasional drivers, that would help to make the situation way safer. Thank you.
- ▶ Due to the growing population and visitor traffic through the park and to Port Alberni and the West Coast, I feel it is imperative that traffic be diverted around the park via one of the proposed bypass options. I understand the safety issues that currently exist although I don't feel that the proposed short term 5 year quick fix option of a pedestrian overpass and barricades is a smart use of funds and it certainly does not mesh with how a park should look and feel or be utilized long term.
- ▶ I would emphasize limiting speed of traffic. Speed is the #1 cause of accidents. As a daily driver I see it every day. Don't be afraid to calm and control traffic through the park!

**Question 9: The concept shown on the previous page above maintains a similar number of parking spots to what currently is available at the main grove (approximately 50-54 spots). Do you generally support the strategy of keeping a similar number of parking spots as currently exists in this location?**

- ▶ Crossing the highway issues are a major concern as well as a u-turn option for travel back down Highway 4.
- ▶ Need way more, come on. Have any of you driven through there? Twice a day?
- ▶ I like the plans but how do we manage the need for 3x the current parking?
- ▶ Entry off highway via a separate exit lane- my concern is the re-entry into traffic- how will you address that issue and promote safety. Also, in conjunction with a pedestrian overhead walkway.
- ▶ Expanded parking is needed.
- ▶ The parking lot needs to be away from the highway.
- ▶ Another parking lot that you drive down a road so that you have traffic lights and a safe way to turn back/go home without having to driving a few km to do so.
- ▶ I would like whatever is ultimately least disturbing to the natural environment, especially the Old Growth trees.
- ▶ More are needed.
- ▶ It does not seem to be enough parking spots for the demand of people attending.
- ▶ As always with auto-related issues, the more surface area you provide for vehicles – be it roads or parking lots – the more vehicles will turn up. Adding more parking capacity sounds nice, but it will likely reach full levels immediately.
- ▶ Pedestrian overpass.
- ▶ Keeping people from crossing the highway when and wherever they want or parking so they block the highway.
- ▶ A separate parking lot with a shuttle would be better than the solution above.
- ▶ There needs to be probably more than 100 stalls needed.
- ▶ The grove park needs to have a bypass route for highway traffic.
- ▶ More spots are needed.
- ▶ I don't see how this improves safety. Many of the RVs are rentals and the drivers are not experienced enough to parallel park or back up.
- ▶ We need more stalls.
- ▶ Whatever increases public safety is priority.
- ▶ Prioritize public safety for all users.
- ▶ Make it bigger.
- ▶ Safety is more important than getting more visitors through.
- ▶ Make entry to parking spots one-way
- ▶ Avoid removal of old growth trees!
- ▶ Priority for smaller vehicles/more passengers.
- ▶ You need more parking, away from the highway.
- ▶ With measures to ensure people follow the rules of the road (ie: barriers).
- ▶ I think you have to move the parking completely to stop people from trying to park in the parking lots.
- ▶ If away from grove.
- ▶ If specific bus spaces are added.
- ▶ Need bigger space for RV and tourism buses.
- ▶ Whatever it takes to keep people that want to visit out of the way of the traveling traffic.
- ▶ Actually no I support removing the current spot all together and building a ring road with access from the rear of the park.
- ▶ If traffic cannot be slowed down for the few hundred meters of the parking area, we need better enforcement. If we wish to keep this for it's tourist value, hire traffic control officers.
- ▶ More safe parking is needed.
- ▶ Add more parking elsewhere, not along highway. This area is like driving through a mall parking lot in the summer, congested. Parking should be further way, accessible by trail and using proper traffic engineering practices.
- ▶ Safety over parking.
- ▶ Could use more, especially in summer.
- ▶ As long as other parking elsewhere is available.
- ▶ Just keep the trees safe.
- ▶ I feel more spots are needed.

- ▶ I do not agree with just a crosswalk. Must be an overpass.
- ▶ I think there needs to be more than 50.
- ▶ An alternate route for the people who have to commute east or west every day.
- ▶ There are some areas where there is already a clearing that can be turned into parking.
- ▶ Unclear.
- ▶ More parking is needed. Trees are less valuable than a life.
- ▶ As long as there is more parking available as this is not enough to support the traffic that stops there daily and it is dangerous the way it currently is so there needs to be more parking lots added to the area for at least 100 vehicles on top of this concept.
- ▶ For most of the year there is plenty of parking it just needs to be 'smarter.'
- ▶ If it's possible to add more safely and with minimal habitat disruption I would support adding 10-20% more stalls.
- ▶ With an overpass.
- ▶ No loss of strong trees with a good root support system. Unhealthy trees I believe should be removed for safety.
- ▶ If there is minimal affect on the trees.
- ▶ A new parking lot is absolutely necessary to keep public safe and maintain traffic flow.
- ▶ More would be preferred. People will still park stupid. And cross in front of you where they can.
- ▶ We clearly need more parking.
- ▶ An over or under walkway is needed. I am not sure this is enough parking.
- ▶ There needs to be a lot more parking. Up to 3 times as much.
- ▶ Add more parking away from the highway. This place is a death trap
- ▶ I love this design but there needs to be way way way more. Realistically you have 75-125 overall at high times, which is common. Even if you had 200 spots they'd all be full. Now is the time and we should make it count. This is positive change, but it will be foolishly not enough and that's all anyone will think.
- ▶ Need additional parking.
- ▶ If an alternative highway is built to reduce park traffic.
- ▶ Tunnel for pedestrians.
- ▶ Addition of alternative parking areas.
- ▶ Until the connector is built, then it won't be a problem
- ▶ Add more. Why not?
- ▶ Make additional parking elsewhere. We don't need more parking in the congested grove!
- ▶ Need additional.
- ▶ More and safer parking would be better.
- ▶ Yes, strongly support pedestrian overpass instead of crosswalk.
- ▶ No pedestrian crossing.
- ▶ Why would you add more parking and cut down trees if the outcome is the same number of parking spots that were originally there? I do not think there is a huge need for additional parking, as other than peak hours lots are often empty. I think parking is fine and pedestrian crosswalk is all that's urgently needed.
- ▶ Cars only.
- ▶ There's no way they have 50 spots right now. Maybe half of that. Ever try driving a loaded logging truck through? It's nuts!
- ▶ Only if available from October to end of March.
- ▶ With a spill over area clearly an option and from which one can comfortably walk.
- ▶ Overpass and or pedestrian walking light so no one has to run across highway.
- ▶ Marked stalls, entrance to parking lot, bigger marked stalls for buses and trails from parking lot so you don't have to walk along Hwy 4.
- ▶ If parking were added elsewhere and a shuttle service was provided.
- ▶ Adding an area for RVs and buses and creating small pockets of parking along the highway without taking old growth and large second growth trees. Also, without thinning out the area too much. Try to keep it pristine.
- ▶ Need more spots to prevent all the parallel parkers.
- ▶ Don't exactly understand the question. 100 percent we need more parking.
- ▶ There has to be forward thinking on the issue as 50+ spots will not be sufficient as population continues to increase on the island.

- ▶ Keeping these spots for year round use will allow other parking lots to be closed when not busy. These additional spots must be incorporated with highway improvements such as allowing vehicles to chain up for the hump drive when winter conditions dictate.
- ▶ It could do with a few more.
- ▶ If going to provide a tourist attraction then pay parking to support new parking area.
- ▶ If no trees are removed.
- ▶ Cut trees if needed for more parking.
- ▶ Clearly more spots are needed.
- ▶ Keep old-growth, don't erect barriers or features that don't fit in with natural surroundings.
- ▶ Bypass road.
- ▶ With one way traffic going east.
- ▶ Add more parking nearby.
- ▶ With added RV parking area.
- ▶ Additional parking elsewhere with trails. Overhead walkway.
- ▶ Increase the number for safety.
- ▶ More parking stalls without a safe uninterrupted path below or above the highway will increase illegal cross-walking.
- ▶ All parking should be removed from the highway altogether.
- ▶ Separate bus and RV parking added.
- ▶ If additional parking spots can be created without removal of old-growth trees.
- ▶ If some are designated for buses.
- ▶ If the shuttle services can be created and actively utilized.
- ▶ We need more parking!!! In a big parking area.
- ▶ All road side parking needs to be removed and parking specific area needs to be done off road so that highway traffic is not impeded.
- ▶ Move the parking lot up the road, make a trail to the park and use a tunnel to go under the road at the main area.
- ▶ The goal should be to have the least possible impact on the forest in this area. If you can built all suggested parking lots without cutting any tree, then go for it. Even if parallel parking is illegal along Highway 4, lots of vehicles were parked this way last weekend and it was pretty safe since traffic went by very slowly.
- ▶ With over highway walk-in bridge to get people off road.
- ▶ Need more parking.
- ▶ Improve cycling access to the grove possibly using the existing railway right of way.
- ▶ Timed parking so more visitors can come and go.
- ▶ If additional transportation methods (like shuttles) are also brought in.
- ▶ It needs more parking or people will continue to park illegally.
- ▶ More spots.
- ▶ Move highway 4 out of the grove.
- ▶ Only if you can maintain safety and ecological integrity.
- ▶ Is the 50 spots including what is currently taking place with the road side parallel parking now? if not I would suggest to lengthen the proposal to accommodate 15-20 more spots.
- ▶ More parking is required.
- ▶ This is a temporary measure and should only be considered if further work agreed to.
- ▶ I don't support further encroachment into the park widening highway because it will cause people to go faster in off season and enlarge impact in main season.

## Question 13: Are there other pedestrian overpass design parameters you'd like to suggest?

- ▶ Overkill. Impossible for many users to negotiate even the best designed overpass
- ▶ No. I'm no expert I'm sure you'll do the right thing.
- ▶ I do not agree with making any more man-made structures!
- ▶ Build a new highway off the inland hwy, just past Qualicum cut off. Leave Hwy 4 as a scenic route. No change to Cathedral Grove. Highway itself is getting busier and busier, Port Alberni is growing. A lot of trucks using this unsafe highway.
- ▶ There must be a median down the middle of highway or alongside of roadway to prevent J-walkers from ignoring the overpass.
- ▶ Now that you have suggested a Southeast bypass, don't think a pedestrian overpass is as necessary. In the meantime a walkway under the west bridge could accommodate pedestrians.
- ▶ Simple and inexpensive solution to Cathedral Grove traffic problem is to have speed bumps on both sides with advance speed bump, warning signs, plus vertical lane dividers to prevent vehicles from crossing to opposite side of highway for parking. These speed controls are successfully utilized in big cities with tourism of over 2 million a year. I.e: major hways in Mexico and Hawaii.
- ▶ Consider an artistic approach similar to the rattlesnake one in Tucson.
- ▶ Wide enough for five (5) adults to pass each other freely. A child handhold at the appropriate height. Considerations for the visually impaired.
- ▶ People are stupid and won't use it.
- ▶ No to overpass as it would only increase numbers by making it easier to access.
- ▶ I believe an overpass should only be considered on the west side of the park, not in the existing area.
- ▶ First Nations input and art as part of the design.
- ▶ Unable to actually organize the order of choices on iPad. 1. Aesthetics 2. Views/lookouts 3. Impact to vegetation 4. Accessibility (just put in a traffic light/crossing seriously less impact to everyone and is still less delay for commuters than the current mess. 5. Costs.
- ▶ A wildlife overpass should also be considered.
- ▶ Concerned about wind events destroying overpass.
- ▶ Should be designed so as to minimize diverting the attention of drivers not stopping at the park.
- ▶ Public safety with pedestrian overpass and clear sight lines for drivers.
- ▶ Look at summer season (low water levels) for visitors to gain access under Highway 4 at the two Cameron River bridges. This is good option for walking to either side.
- ▶ Needs to be done immediately.
- ▶ Visitor views should not be important as they are on their way to a destination. Crossing a highway one cannot expect beautiful views.
- ▶ Should have a draw bridge so large loads could still traverse hwy when necessary.
- ▶ Timberframe construction to mimic the trestles, etc. that are on the north side of Cameron Lake, utilizing fir timbers and cedar decking cut from the windfalls in the park. Put out RFPs for Alaskan Mill or portable mill cut lumber in a clearing for additional parking west of the park or in coordination with Mosaic Timber (formerly MacMillan Bloedel) and have them partner in an interpretive centre regarding forest!
- ▶ Build a bypass highway so the park can be a park.
- ▶ Skip it.
- ▶ Not at present time.
- ▶ Suggest fencing along highway so people have to use overpass, and they will still run across the road.
- ▶ Please add at least one bike rack for cyclist so they're not carrying their bicycles on the overpass / trails and congesting pedestrian traffic.
- ▶ Bike racks so cyclist will not bring their bikes onto the pedestrian overpass / trails and congest the walk-way.
- ▶ Do not support.
- ▶ Wheelchair friendly.



- ▶ Decreases some risks, but increases other risks. Measure the risks. Get people off that highway as people do not follow signage instructions. This does not take away the risks of people parking on the highway and masses of people along a main highway are not an option when measuring risk. The parking area is the highest risks and it allows people to park and become a traffic issue, no matter of putting a crossing. More people are coming and parking is an issue for safety and there is not enough of it there. Why would you put more parking spots for more people to be walking the highway. That would be increasing the safety risks!
- ▶ I do not support a crossing system of any type.
- ▶ Challenge is to make people use the overpass. Seniors and kids likely will but many other would just jump the barrier. Lookouts on a canopy walk would add interest and would enhance use. Add a second set of ramps to access the bridge from the west side so that additional parking would also have a canopy walk
- ▶ Added features to stop people from climbing and falling from the ramp. Fire-proof construction??
- ▶ Concerned about blowdown impacting the new overpass.
- ▶ Prefer design that can be constructed ASAP – traffic and safety issues are getting very dangerous.
- ▶ This is a major industrial road. Large wood chip trucks, logging trucks, lumber trucks and large boats pass through this area. The overpass must be high enough to accommodate all vehicle height requirements.
- ▶ Please!
- ▶ Don't build it
- ▶ Does not impede the flow of traffic underneath whatsoever.
- ▶ Whatever it took not to have pedestrians crossing a major highway and walking in front of on-coming traffic
- ▶ Needs to be least impact and safest option.
- ▶ An elevator for the physically challenged and stairs for everyone else?
- ▶ Overpass is designed so pedestrians are not able to drop or throw onto roadway below.
- ▶ I think you'd ruin the striking vista of the trees if you were to put a pedestrian overpass alongside the highway.
- ▶ Unless a barrier is erected between traffic lanes, an overpass should not be constructed.
- ▶ Keep the scattered tourists with their kids and dogs etc. off the road!
- ▶ This is a high tourist attraction, you need to think like how it would be for you if you were a visitor. Safe and attractive.
- ▶ Visitors with mobility issues. How does that work in the overpass. Will they cross the hwy at ground level, safety most important.
- ▶ I don't support any kind of overpass, but if an overpass is to be built anyway remember very large vehicles and very high vehicles often use Highway 4. I think any kind of overpass would look ridiculous and spoil the Grove completely. Any architect considered for the job needs to spend a day sitting in the present parking lot during a very busy summer weekend. Visitors have no idea how dangerous that area of Highway 4 is and walk across the road in front of traffic, pull out of the parking lot with traffic coming in both directions and turn around at the parking lot – crazy!
- ▶ Consideration to access by handicapped individuals.
- ▶ It would be less expensive to hire traffic control officers.
- ▶ Make it convenient or the only way to cross or they will still just run across the highway with their kids in the lead!!
- ▶ Could be like a sky walk and go around trees, not cut them down.
- ▶ Make a simple, cost effective structure (would be nice to use steel and wood for aesthetics). Install it where the existing parking lot is, move parking to further south of the grove with trails to access the grove.
- ▶ It would be sweet if a natural overpass made sense <https://www.nationalgeographic.com/animals/2019/04/wildlife-overpasses-underpasses-make-animals-people-safer/>.
- ▶ I strongly disagree with a pedestrian overpass in a park.
- ▶ Do it now. Put a temporary overpass over now. Like at the Pemberton festival. A temporary one that is removable.
- ▶ A centre barrier must be included to stop impatient crossers.
- ▶ Have the overpass above the highway enclosed for safety to cars. So no one can drop stuff off the overpass nor jump.

- ▶ I think it will get people kids and dogs off the side of the road. It is not safe having so many people on the side of a two lane highway.
- ▶ Chain link fencing on both sides and covered, so no one can climb over, jump, drop debris on vehicles going under it.
- ▶ I'm wondering if it's a dangerous idea. I have the December windstorm in mind and see it being destroyed soon after it would be completed.
- ▶ Pedestrian safety is what matters.
- ▶ There could be a few entry points added to the walk ways.
- ▶ My main concern is accessibility for seniors and people with mobility limitations, such as wheelchairs, walkers, etc.
- ▶ No, just put one in!
- ▶ Make sure it's high enough for the big rig trucks that pass through there.
- ▶ Measurement of any heavy/high loads that may be impacted by overpass which would eliminate the delivery to West Coast. (I.e: mobile homes, heavy equipment, etc)
- ▶ Barriers to stop people from jay walking.
- ▶ Stairs and an elevator like at BC Ferries terminal Horseshoe Bay.
- ▶ Maybe an underpass should be considered.
- ▶ I think there should be a pedestrian tunnel instead of an overpass.
- ▶ Just build it!
- ▶ Features which prevent people dropping objects onto the highway.
- ▶ An engineered aluminum bridge with aluminum walking surface will be excellent. Get donations and place advertising from the donors on the side of the ramp.
- ▶ Close all parking and bus people in.
- ▶ All important, can't add rank. Lookouts, etc. would be wonderful too, like Capilano.
- ▶ It is needed and should match the feel of the forest.
- ▶ Underpass.
- ▶ I am concerned that people could drop things onto cars traveling underneath.
- ▶
- ▶ As long as they have no other option but to use it. As if there is still room to run across the highway. They will.
- ▶ Probably stating an obvious, but oversized trucks will not have a problem getting under?? And, make sure the design is such that we don't have the same issue as the bridge in Vancouver with ice dropping causing damages to cars.
- ▶ Designed to prevent objects falling or being tossed from overpass onto highway.
- ▶ The existing parking needs to go. It's dangerous, abused, and no amount of overpasses will correct that. An overpass will work, in whatever design chosen, if you remove the parking, relocate it to another area, and provide either walking trails or shuttles.
- ▶ A over B, but B is great too. C is minimal impact but the general public using it won't prefer it. Pedestrian overpass would be super great for all, but a crosswalk is great too. If we had a solar timed crosswalk that changed every 4-5 minutes I think that'd be sufficient.
- ▶ Designed so people cannot jump off it.
- ▶ I am against a forest walk overpass. It sounds cool but it would intrude too much into the natural grove setting.
- ▶ Any of the above would only be a temporary fix as each year the problem gets bigger and bigger. Again the cost of all this could be put towards a connector which would also be a safety for all of the west coast with a secondary exit.
- ▶ Safety for the pedestrians and highway traffic. It is important that the section over the highway is entirely caged to prevent accidents and deliberate jumping, and/or throwing of items off the overpass into traffic.
- ▶ Don't.
- ▶ Two, widely separated, would probably be better than one, though cost prohibitive.
- ▶ No overpass. Just a crosswalk.
- ▶ It should be near wheelchair accessible parking. A strong roof to protect from falling branches after storms.
- ▶ It should only be done if there will be NO impact on vegetation. Cutting down old growth or new growth just for this safety feature is not worth it.
- ▶ While constructing the overpass please keep in mind windstorms and falling trees in the winter. The design should allow for easier repair/replacement of small sections, so to avoid the need to rebuild each year.

- ▶ Earn money with a lottery for when the first tree falls on the new ramps!
- ▶ I am 100% for an overpass if this doesn't involve cutting down additional trees.
- ▶ Just efficiency and minimizing impact including visual. Needed to prevent crossing highway. Picked spiral because it takes up less real-estate.
- ▶ Completely enclosed across highway.
- ▶ Yes – forget it – ban parking in the area altogether and start a shuttle service.
- ▶ Leave room for future development.
- ▶ This is required over the use of a crosswalk. As dangerous as having people run across the highway is, it's a lot less of an impact than a timed crosswalk that will be used over and over again. This walkway is the only viable option. By selecting option 1 or 2, you allow large groups to view from up high without negatively impacting the experience. I believe option C would become congested easily with strollers and wheelchairs.
- ▶ Just build it.
- ▶ Besides gently sloping ramps I would suggest stairs. If you make the process too slow for those that can use stairs many may decide to still cross the road. The spiral ramps can easily contain a spiral staircase in the middle of them. In Calgary at least one of the pedestrian overpasses have this type of ramp setup if you would like an example.
- ▶ There should be a bike rack positioned on both sides so that people traveling by bike have a place to lock their bike if they want to go into the park.
- ▶ Accessibility is essential
- ▶ If it is like a forest walk, board walk, amongst the trees, visitors would then not want to crush the vegetation below if the walk is built above the forest floor. What comes to mind is the forest walk just past the Ucluelet Tofino junction, heading Tofino way. It is on the right hand side, a raised boardwalk.
- ▶ Build it sooner than later!
- ▶ Look at what has been done in the city of Calgary, or Banff National Park, as some really good examples. Stay logical, not too intricate. People are coming to see the Grove, not the overpass.
- ▶ 50-100 year lifespan required!
- ▶ Make sure there is a barrier on Highway 4.
- ▶ I would consider an underpass at one of the bridges, even if access is only seasonal (closed during high water levels).
- ▶ Please make sure that it has easy access from the parking lot otherwise people won't use it. Accessibility, then cost were my 4th and 5th options.
- ▶ No overpass.
- ▶ Not specifically; however, if you go with one of these overpass options you will still have people crossing the road. So how do you factor that into these choices?
- ▶ Covered over highway so nothing thrown on traffic.
- ▶ Pedestrian overpass could be situated away from the main grove to avoid tree destruction.
- ▶ More information – signage – on top of overpass to keep people from crowding on road level trying to figure out where they are.
- ▶ Have 2 not 1, north and south sides.
- ▶ <https://drive.google.com/open?id=1CO3RuSjmG-RJUDg6mppeYS0cMmlkAOo&usp=sharing>
- ▶ Must be high enough to allow oversized traffic like cranes and heavy equipment to pass under so they can still be transported to Alberni.
- ▶ Just make an overpass already, quit wasting time and money. Cut down some trees, make more parking, and put in a cheap human overpass. How hard is that?
- ▶ I would like to see overpasses for wildlife (they are pedestrians too).
- ▶ With more parking available to both sides of the highway the overpass may not be required at all. If built it should be closed in the off season.
- ▶ Wheelchair accessible.
- ▶ Location is important so that people will not cross the highway rather than walk to the overpass.
- ▶ I chose "A" because it provides access from both the north and south ends with gentle sloping.
- ▶ What about when a tree falls on it? It will happen.
- ▶ Needs to be sufficient height for frequent passing oversized loads.
- ▶ Keep it short or people will climb the highway barriers instead of using the overpass.
- ▶ People will still cross the highway, especially in winter. Still need a pedestrian crosswalk.

- ▶ Strongly oppose a pedestrian overpass, as it will dissect the old-growth ecosystem even further than the existing highway. It will make it harder for animals to cross from one side to the other, and will make crossing more difficult for elderly, wheelchairs, families with small children etc.
- ▶ Put a pedestrian culvert beneath the road, even if you have to build the road up to do that. No pedestrian overpass, it's a forest, people want to see the forest not a bridge!! The next big wind storm the trees will wipe out the pedestrian bridge, what are you thinking, you want the bridge to come down on the traffic lanes in the future?
- ▶ Use local wood products if possible.... it is a forest, after all.
- ▶ Do not support.
- ▶ Cage it in to avoid jumpers and pumpkin tossing.
- ▶ Use Timber frame, trestle-type construction by milling some of the windfall trees that are in the Park. Large timbers could be milled and become part of the interpretive materials and educational value of the Park.
- ▶ Preservation efforts are valued but the park is a very decadent stand, so it is understandable that unsafe trees will need to be felled.
- ▶ Walkways under the bridges.
- ▶ People are lazy or possibly handicapped, they will still jaywalk vs walk up and down stairs. Put an underground tunnel from one parking lot to the other, \$300 000.00. Make it fancy with wood entrances and nice solar lighting. It could be a tourist info board at the entrance also.
- ▶ Bypass altogether. Alternate route.
- ▶ Overpass is not a good idea. Would have to be very high to allow any over height vehicles getting in and out of the valley. People would have to climb all the way up there just to cross the road while watching logging trucks whizz by underneath with tremendous noise. Really sends a bad message for the park. Also people will still cross the road and jump over the barriers, it will just be more dangerous for them then. Don't think that making a massive overpass is doing any service to the elderly and disabled by making them go all the way up and down to cross a simple road.
- ▶ No overpass. Waste of money. Build a 2nd crossing over the hump. It's what locals want. Why do visitors matter more?
- ▶ We should utilize the trees that fell during the big storm, and build a network of above-ground forest walks, similar to other forest destinations around the world. Remove the existing on-ground paths to prevent trampling and going "off-path".
- ▶ I still think visitors will walk across the busy road.
- ▶ It will not be used if designed as shown, thereby causing unnecessary destruction of the forest.
- ▶ I think in the interim, we simply need a crosswalk from one side to the other...also if this is made into to big a structure it will take away from the natural beauty of the park. Accessibility is important, but thoughtfully, the nature of this attraction will always be limited to physically challenged folks.
- ▶ Whatever design used there needs to be a stairway access, able bodied people will not walk the ramp they will continue to cross the road. Even if there is a barrier they will jump it. I do not believe a barrier is necessary.
- ▶ No removal of trees.
- ▶ Something that prevents objects from falling onto traffic.
- ▶ It should be an underpass not overpass.
- ▶ Don't support it, people won't walk the distance to use it and will still cross the road and climb over the median. Doesn't address vehicle traffic or pedestrians along the highway.
- ▶ Do not support an overpass at all! If you want to create access between the two sides; create a tunnel that goes under the road such as what is at Sproat Lake park or the Calgary Zoo.
- ▶ Yes— no overpass put it underground— it's a high danger zone with branches etc for an overpass.
- ▶ Wheelchair accessibility is a must.
- ▶ Just get on with it. We need to invest in infrastructure that supports our community, its values and tourism, our lifeblood.
- ▶ Keep traffic moving.
- ▶ Safety and damage vulnerability to falling trees and debris!
- ▶ No, but an overpass is the safest way to move pedestrians from one side of the road to the other side.

- ▶ What about the option of a pedestrian tunnel? Would it be more cost effective than an overpass? Like the one used at the Sproat Lake Provincial Park for pedestrians to access the upper campground to the lake under the highway.
- ▶ If an overpass is constructed it must be designed to allow bicycles to use it.
- ▶ It must be accessible to visitors with disabilities..... wheelchairs, walkers, etc.
- ▶ As someone who lives in Port Alberni and has driven this highway multiple times my comment would be that unless there is a barrier installed that significantly restricts humans from crossing the highway at ground level there will be poor use of the overpass. Human nature will see too many people hop a concrete barrier rather than use an overpass. I absolutely support the concept of an overpass but it must include a physical barrier that will force 99% of the visiting public to use the overpass.
- ▶ No, scrap the overpass!
- ▶ Don't build an overpass. Bypass all traffic except for park users or visitors.
- ▶ I don't like the idea of an overpass. I think that the bulk of traffic should be diverted around the park via bypass option.
- ▶ Please look at Tuscan and find their Rattlesnake overpass.
- ▶ The only one I could suggest would be a "tower" with an elevator for accessibility. The footprint of each "tower" would be in existing parking lot.
- ▶ Only support if Highway 4 is not moved.
- ▶ Though there may be a gradual grade to the walkway thought should still be given to a possible elevator for physically challenged.



## Question 19: Are there other Management or Program Options that you think warrant consideration to help improve pedestrian and traffic safety at Cathedral Grove?

- ▶ Put in a stop light.
- ▶ The park is being destroyed...limit the # of people.
- ▶ All of the above have significant expense, cost less than new highway long term.
- ▶ Encourage local traffic to consider the 'tourist season' and allow an extra 10 minutes of travel time for trips out of Alberni Valley.
- ▶ The only feasible answer is to build a bypass, that would solve most of the present problems.
- ▶ Just a comment on Horne lake connector. Now that you have established a price on that route, even though in the end Highway 4 may come in at a higher price, I think making improvements to Highway 4 will better serve Port Alberni, Qualicum Beach, Whiskey Creek, Dashwood, Meadowood, Coombs, Errington, Parksville, Nanaimo, Courtenay, Long Beach. Topping it off with a Melrose connector to Highway 19 and 19A.
- ▶ Timed pedestrian crosswalk > Timed meaning that the time between crosswalk activations is no less than "x" minutes.
- ▶ Plans to move forward need to minimize the congestion caused by tourism, and keep the daily commuter and transport traffic away from these vacationers, thus minimizing frustrations and the dangerous conditions created by volume and emotion.
- ▶ All of these are great ideas which I support however... the challenge becomes enforcement. Today people drive through the park as fast as they possibly can. Do they drive at 50k? Tourists perhaps but the general public does not. Extending that distance would, in my opinion, have little impact.
- ▶ Add info signs at the BC info sites, BC Ferries and other tourist info sites.
- ▶ Do nothing. Adding more capacity will only make the zoo there worse. You cannot fix stupid. A crosswalk may be a good idea but only install a light if a pedestrian has to wait 10 minutes after pushing a button otherwise continual button pushes will completely stop traffic. Since they won't wait they'll cross anyways and play chicken with vehicles. Best to leave the zoo as it is. Place is a disaster adding more tourist capacity will kill the reason they come there. Drivers on the highway will have to be careful and seriously just leave the mess alone.
- ▶ Closed parking lots that allow one way travel and barriers along the side of the highway. Also designated motorhome only parking spots so they don't overhang on the highway.
- ▶ Install traffic control at the Grove. Make the existing parking lot a "scramble" style crosswalk with traffic stopped at either end of the parking lot. It would be pedestrian controlled, but there would be a significant period (2-3 min) for traffic to move through before pedestrians could trigger the crossing which would also be a significant period of 2-3 min. I would even support a rail crossing style crossing guard barrier to ensure cars do not enter the Grove parking lot/crossing areas while pedestrians are moving. This would also allow people who are parked to leave the parking lot without conflicting with passing traffic and open up spots for traffic that is coming into the Grove.
- ▶ I am somewhat frustrated by the questionnaire in regards to the focus on adjustment of the highway condition. This is not a highway problem. The highway function is fine most times of the year. The problem is the park!!! The lack of parking. The safety of the visitors. They are where the problem lies. Traffic flow of the only artery to the rest of the world for islanders should not be slowed down by pedestrians. Get them off the highway, use any way possible and there is no more problem!
- ▶ Check out what Lake Louise and Moraine Lake do for visiting those lakes.
- ▶ The only sensible option is to build a new off highway parking area. All other options are basically trying to build a parking lot in the middle of a major highway which is absolutely ridiculous !!!
- ▶ Move the parking lot away from the highway before someone gets killed.
- ▶ Besides congestion, spring /summer mostly, the left turners seem to hold up traffic the most. I drive it daily spring time to 1 or 2 times fall/winter.
- ▶ Encourage visitors to stop on one side on the way to Long Beach and the other side on the way home from Long Beach. Inform people of the 2 different forest makeups and the value in visiting either side on outbound and inbound trips (rest and stretch on their road trip).
- ▶ I shall repeat my suggestion of traffic lights with a crosswalk light. These can be powered with wind and solar options.

- ▶ Has anyone considered a roundabout? There's more than enough space to accommodate a roundabout that large trucks can slip through. That will force people to slow down in order to safely enter, as well as guests leaving and entering the grove. It would mean not needing a 3 km u-turn route or a barrier for illegal turns.
- ▶ Perhaps implementing a pay-for-use program at peak visiting times would help spread visits over other under-used time periods.
- ▶ Please share summary findings widely and on social media, and encourage/allow consultation once results are in.
- ▶ More signage etc is a waste of money. People don't pay attn to what is there, why would they to new signs?
- ▶ The center traffic divide barrier with fence on top is a great option. Since both North and South side of the highway within the park are enjoyable, the public should plan ahead which side they wish to visit. This can be communicated on the BC Parks website.
- ▶ Drivers' speed may be a factor in a small percentage, the problem is stupid people who park unsafely, who walk across the highway regardless of traffic, open their doors into traffic while parallel parked on the side of the highway. We need a parking lot with added trail access so we don't have these people causing problems. I'd love to see a visitor/information centre with food too.
- ▶ This park is off a highway and speed is already reduced more than it should be.
- ▶ Build the Horne Lake Connector and mandate commercial traffic to use it rather than existing route. Problem solved!
- ▶ Get a bypass highway built ASAP.
- ▶ Narrowing the driving lanes will not make people drive slower. It could cause accidents as there are lots of transport trucks and logging trucks that use that road. The road is narrow enough.
- ▶ Posting signage stating that there are photo cameras on 24 hours a day monitoring speed violators. And post photos of the offenders.
- ▶ Education and share with the public information/statics of accidents along Hwy 4 and how to avoid it whether via news, newspaper, social media, community centers, or school. Prevent accidents through education.
- ▶ During high peak traffic times photo radar at both ends and police presence in daylight hours. I drove this road daily for 44 years with no problems by doing the speed limit. Chip trucks, lumber trucks and logging trucks are the worst offenders for speeding and not gaining very much time. Very slow drivers who do not pull over at safe locations drive people crazy and they then do very unsafe acts.
- ▶ I think most people are passing through so carpools and not visiting won't make a difference. We don't need more signs – the main thing is to make sure people cross the road in a single spot and that drivers are aware and not distracted. A traffic light may be a short term solution programmed based on season and visitor levels.
- ▶ Provide information/education on statistics of accidents around that area and how they can be avoid to the public either via the news, newspaper articles, or social media, community bulletin, schools.
- ▶ You can put up as much signage, (decreases risks, but does not remove the risks which is public parking along a main highway) organize bus tours, (decreases risks to the individuals that choose this option, but the safety risks increase as soon as the bus enters into the grove). Should public parking continue to exist as the risk is still present in that area. Parking cannot support the cars let alone any future bus parking for these future tours). Involve the police to enforce action, (decreases the risks in one area, but increases the safety risks in another area should the officer start taking enforcement action). The officer will have their vehicle pulling over another vehicle, stopping traffic and congested parking area to do his job. This would add more chaos to the area. Educate the public, (decreases risk, but does not address the main safety risk of the parking bringing the public to exit their vehicles along the main highway heavily congested). Education is always beneficial, but people are still left up to their own judgment and make decisions based on their level of education and retention. Small percent to reduce risk, but allowing people to park in an unsafe area is the biggest risk and it all starts where the public is able to park. Many suggestions have been a small band aid but does not eliminate the main risk.
- ▶ At some point in the future, would it be possible to consider a cycling trail along Highway 4 so that visitors could leave their cars at home and cycle to Cathedral Grove?

- ▶ Free shuttle service from potential new parking areas farthest from Cathedral Grove. Add several secure locked “optional” donation boxes at various locations throughout the park, with accompanying educational info to explain donations to be used to support the Park.
- ▶ Creating the bypass and making the park road one way would solve most issues by creating more parking, removing straight through traffic, as not main highway. People drive slower, easier to cross road as traffic only from one direction. With the addition of the Horne Lake (a or b) route a nice scenic loop would be created and also reduce tourist traffic on Hwy 4 for commercial and straight through highway flow.
- ▶ Try to aim for measures which will separate the “through traffic” (Port Alberni residents trying to get to work/home; or doctors’ appointments; or ferries) from visitors who are uncertain about the area but want to see this Gem of Vancouver Island. Large motor homes are among the latter and they take up a lot of space and involve several people in each vehicle. Online education will be a good addition so that the visitors can be forewarned and plan their trips. Perhaps those who see the Grove when going westwards, would use the alternative route on their return.
- ▶ The less human impact the better. Increased signage, cameras, rumble strips all clutter and take away from the natural beauty.
- ▶ Ensure that visitors know that Hwy 4 is quite active and they do not have the right-of-way (no crosswalks).
- ▶ Long overdue for bypass route that is also circle route for tourism. Start at Lake Cowichan, through to Nitinat lake, then on to Port Alberni. Connect Port Alberni to Comox Valley by taking roads from forestry company that already exist and using this connector.
- ▶ Be careful about webcams and privacy issues!
- ▶ Add an inexpensive transit (bus) option. Bus could run from Canadian Tire in Port Alberni to the Civic Center in Qualicum Beach. Added benefit of providing a connection between the two cities. Explore, with partners, opportunities to extend public transit services between Qualicum Beach and Port Alberni, with a potential stop in Cathedral Grove.
- ▶ Have it set up where people don’t cross a major highway. It is so frustrating having people run in front of you no matter how slow you are driving.
- ▶ Why are we not talking about the obvious best option here? Limit the demand for parking by having park users register to visit before they arrive. Similar to how “traffic” is managed at the beautiful park on Haida Gwaii.
- ▶ Encourage people more to ‘leave no trace’ when visiting the park and consider litter just as important an issue as any other illegal or unsafe behaviours. Put up signs to remind people to clean up after themselves and help protect the environment.
- ▶ Being realistic about traffic patterns and speed will help most in implementing something that will work.
- ▶ If still using a road level crosswalk (until the pedestrian bridge can be built) put lights in the road that light up big X’s all the way across the road, but don’t make them come on the second the button is pressed, need time for drivers to react. Pedestrians need signage to say stop, look and proceed with caution after the X’s light up.
- ▶ Whatever the solutions are you need to find ways to keep people and vehicles off of the highway, especially during peak visit times.
- ▶ Safety, parking needs to be away from the roadside. Keeping the visitors and motorists safe
- ▶ Having lived at Sproat Lake and traveling to Errington often, what I noticed was many visitors are in a single family car. Shuttling could be expensive for the average family. Best of luck with shuttles. I can see public transit that has a good bus schedule and reasonably priced. Thanks.
- ▶ This is a hwy with 10’s of thousands of vehicles passing through each day during the summer! Remote access and parking needs to be the answer. People’s safety will be absolute by removing this parking all together. If there is to be a crosswalk at grade then a significant period of time between crossings should be observed.
- ▶ Immediate employment of crossing guards for pedestrians and traffic controllers for vehicles leaving the parking areas. Immediate erection of signs warning of congestion / dangers in the Grove placed as you leave Port Alberni and at the junction of Highway 4 and Highway 4A. Immediate extension of the 50 km speed zone and the 60 km speed zone. The 60 km zone (west) is far too close to the 50 km zone.
- ▶ Have volunteers in the busy season act as tour guides to visitors, engaging them on highlights of the park as well as important safety information.

- ▶ As Cathedral Grove is subjective to wind blow down factors, all above ground considered constructive objectives must be assessed accordingly. It's wonderful to think of Forestry Walkways, built like tree fort accesses high among the branches – only to have the next downed tree, wipe all of this out!---- a very costly replacement proposition---- underground, is safer but vulnerable as your questionnaire explains---- a highway overpass (high above big truck & logging truck traffic ) is probably advisable, built in various section components, that replacement could be easily accomplished if one sector should be damaged by a blow down situation.
- ▶ The Alberni Valley needs a second connection through to the Island Hwys bypassing Cathedral Grove – not only for public safety of the pedestrian traffic in the park area but for the quicker response times of emergency vehicles to mishaps along the Island corridors. It's time the Provincial Gov't started to recognize these other extenuating factors.
- ▶ Unfortunately it is a small area that is more popular than it is large!
- ▶ Maybe enforce slowing down.
- ▶ Immediate placement of traffic control, either RCMP, CVSE or one of the flagging companies. That should be in place from (at least) early April till end of October. Traffic has increased significantly overall, and during “tourist” season, it is unbearable. Locals traveling that road experience frustration, as do visitors. The immediate solution is as I mentioned above.
- ▶ Park ranger presence.
- ▶ The problem is the pedestrians not the drivers. Focus the situation on that.
- ▶ Tow away zones, and enforce it. Too dangerous, as it is. Speed bumps, rumble strips and center barriers.
- ▶ More signs just causes distracted driving and is visual pollution. I say no to the signage especially digital ones.
- ▶ Speed bumps...a lot....
- ▶ I think a tunnel under the road and a barrier in the center of the road.
- ▶ Slowing the road down makes crossing the highway more safe for pedestrians. Encouraging them to illegally cross the highway. Not only that, but commercial vehicles will be slowed down and cost more to operate.
- ▶ Put in pay parking for the new parking.
- ▶ Quit talking and start doing.
- ▶ No parking on the Highway. If you create more parking what is the environmental impact on the area? Pedestrians need to understand they do not have the right of way on a provincial highway, the same for drivers as I have just about been in an accident because a driver comes to an immediate stop for a pedestrian.
- ▶ Without the removal of some of the old growth trees there will remain a very real danger that anything built will be damaged or destroyed in one of the frequent wind storms.
- ▶ Why not a pedestrian tunnel under the road, instead of an overpass?
- ▶ A full time patrol of the area especially during summer months when visitation is high.
- ▶ Clearer and more signage of rules of where not to park, not to turn, not to cross white right line on a highway. Bottom line is that this is the Trans Canada Highway and we shouldn't have to worry about fitting in our own lane when towing a trailer through because of illegal parking. We shouldn't have to come to a stop waiting for people to park while driving on a highway.
- ▶ The location of alternative transportation options outside the park boundaries but close to the park to encourage use of the service without having to go into Port Alberni or Qualicum/Parksville and then having to backtrack to visit the park. Once you have lost the opportunity to get someone to visit, you often cannot regain that opportunity.
- ▶ Add more lighting. Fence/mark park boundaries. Add a public boat launch and public beach access with a fisherman's wharf. Add a commercial kiosk kitchen like Parksville beach park to offset management cost to the Park.
- ▶ Close all parking.
- ▶ No one will use any of these features. They drive through. They don't check webcams and Facebook before hand.
- ▶ Parking alongside the highway, not in a designated parking lot should be prohibited and should be enforced. In Pacific Rim National Park there are no parking signs along the hwy and they have a huge volume of visitors each year. I have never seen anyone in violation of the no-parking rule there. Why should it be any different at Cathedral Grove?
- ▶ Horne lake pass!!!! Yes!!!!

- ▶ Park ambassadors program with volunteers trained in safety awareness and park history.
- ▶ Those commuters working in Nanaimo and such are already commuting. This is a no brainer as it saves on gas and wear and tear to our vehicles. However, the other ideas can be done immediately until construction of the other initiatives is complete.
- ▶ Get the parking out of the grove.
- ▶ People speed and people jay walk there is no ending that. The crosswalk and some paint is enough.
- ▶ I like that the management or program options are not very expensive to implement..... however, I've visited and worked in a number of parks, and, basically, the vast majority of people completely ignore more posted warnings, signs, etc. I've even seen it happen when they are standing right beside the sign. It seems a large majority of people are compliant only when forced to do so through enforcement. In addition, it seems increasingly (and surprisingly, given the ease of accessing information nowadays) many people don't bother do research ahead of time. For example, I was asked (in the parking lot of the park) by a couple about camping in their RV at Garibaldi Lake (a many km hike up a steep trail) and they seemed shocked and angry to learn they couldn't camp in their RV there, because maps and highway signs said it was a campsite. Another example, I work at a salmon hatchery, and we constantly have people asking trip planning questions via phone or in person that is readily available on our website. So, I would just point out, it's great to put information on a website, but don't expect that people will read it, and I don't find it's necessarily all that effective. Also, (since I couldn't comment on the other page) – I strongly support building more parking, if it is necessary.
- ▶ In the long term, the entire highway, presuming a bypass is constructed, should be at least three lanes, with alternate passing zones.
- ▶ Concern should be kept for commuters traveling to and from work in Port Alberni or the Oceanside area.
- ▶ Be proactive and adaptable.
- ▶ As a previous commuter to VIU from Port to Nanaimo, I think it might be an idea to educate drivers that it is a very short, beautiful section of our highway, and to slow down and enjoy the scenery, and appreciate the tourists in BC is not a bad thing!
- ▶ Timed pedestrian crosswalk.
- ▶ Something has to be done to discourage tourists from parking their RVs and vehicles on the side of the highway where their vehicle is on the white line. Too dangerous to drive by and then you have pedestrians walking on the highway. No parking signs need to be posted where the shoulder is too narrow for parking.... this can be done now.
- ▶ Don't encourage tourists to stop at the grove. It's not like we make any money off it. If anything it increases our cost! Keep BC beautiful.
- ▶ Now you're talking. Horne Lake connector (D) would be my choice. But get it done. Every delay and the price goes up. The work they did a few years ago on the east side of the "hump" did absolutely nothing. A relatively short passing lane going up so the line of cars can get past the big trucks that have held everyone up all around the lake. But the main corner is probably worse not better and the traffic was held up mercilessly. Which would also happen if any of the work that was suggested above was to be done in the grove. You can imagine how cost effective it would have been if this was done 10-15- 20 years ago. Any of the other ideas to be done in the grove would be expensive and maybe only fix for a few years. What makes the Grove so amazing is that you can stop, right there, while looking up at all this beauty and start to walk through. Not find a parking lot (how urban) then find your way to the main Grove. And if you did a parking lot, it wouldn't be long before they would be charging to park to cover costs of upkeep, snow removal, etc. Yuck No!!
- ▶ Why not encourage for profit companies? i.e. cruise ship tours for one. Charge a fee for every bus.
- ▶ Make a highway to go around the grove so commuters/ local traffic don't have to deal with it.
- ▶ Posted reminders to pedestrians, tourists, and Highway 4 users that this road is a highway and speeds and traffic laws apply (no courtesy stops for pedestrians when more than two cars behind you) a new traffic rule advising to reduce speed when vehicles are parked in spaces provided on the roads shoulder. I do not like the idea of an uncontrolled painted pedestrian crossing because pedestrians forget it is a highway and a primary truck route. Right of way does not mean trucks can stop quickly, even when traveling slowly. Painted cross walks provide a false sense of safety.
- ▶ Increase enforcement for illegal left hand turns into parking lot and illegal stopping on highway to allow pedestrians to cross!



- ▶ These options may help in conjunction with other proposals, but alone I think the impact of them will be minimal, as most travelers stop as they drive by. Setting up a car pool on a vacation isn't realistic. A shuttle from Port Alberni would be a long drive for a short trail. More trails and activities would need to be added to promote the shuttle.
- ▶ I'd rather see a pedestrian crosswalk over most of these suggestions.
- ▶ Grants from the Port Alberni Tourism fund should be used to facilitate local residents to start "Cathedral Grove tours" or ways that local residents can leverage the traffic/tourism to Cathedral Grove. This is the only way Port Alberni will actually succeed if more time and money is put into tourism than the logging industry.
- ▶ Short barriers / paint between parking and road. Stop impeding traffic and find other options (overpass). People more likely to be crushed by falling tree than hit by traffic here. People naturally slow down anyway. Heavy traffic will get backed up. Speed limit is fine, painted on road would help.
- ▶ Having a police presence will not discourage people. Ticketing and harassing people will only discourage use. Put in the barriers and signs and speed cameras and overpass. That is a long term solution
- ▶ By making parking stalls lined and more obvious and making the lots one way will reduce the general chaos of someone blocking the lot and trying to cross the wrong way thus delaying everyone else. People can't park well enough as it is without lines and end up taking up so much space fewer people can park there as it is. Enforcement of both parkers and drivers is crucial. By making parking paid (even \$2 or \$1) would help generate a lot of income. I would be curious to see what the average visit time is. By creating the parking lots 3.3+ km away you can create a new set of hiking trails, possibly seasonal market or food stands which would draw more tourists and increase the number of hikers which would could also generate more parking revenue. By keeping the cost low for the average visitor, you increase the number as well as give them a place to buy chips and water (or an enclosed location with vending machines similar to some rest stops).
- ▶ Be careful about narrowing the roadway or putting center barriers without u-turn routes as there is a lot of snowplows through there and turning around in the park throughout the winter.
- ▶ These don't seem like options that will make much of a difference.
- ▶ I think the idea of a public bus through BC transit is the best option going. As well as encouraging cycling to the park through ensuring safe cycling infrastructure. Any road changes should keep this top of mind.
- ▶ Tourist education to keep their kids and pets under control!
- ▶ It seems that no matter what signage etc. is used people continue to ignore them and more enforcement is needed. I am amazed there have not been more serious accidents in this area due to the stupidity of many people.
- ▶ Crosswalk railway like barriers seem to have been rejected. Why? Cost and safety are both positives. Also using lane barriers staggered about 40 meters apart, allows for passage of emergency vehicles when barriers down, plus a significant cross area. Controlled electronic visual and audible signals, could provide time info re when barriers down and time remaining before up.
- ▶ Please don't add more parking spaces. This will induce demand and will do nothing to ease the congestion long term.
- ▶ These are all great ideas. Anything at this point in time will help.
- ▶ More parking. Overpass for pedestrians.
- ▶ Signs don't work. People are ignorant to the fact that they are on a highway! Speed enforcement is not the issue. Pedestrians meandering all over the highway like they are at Disneyland, drivers that stop in the middle of a highway and turn left across traffic or back up into traffic, is the issue!!! Where else on this planet has somebody built a parking lot and then put a two lane highway through the middle of it !??
- ▶ Put no parking signs along highway.
- ▶ I don't know that signage is going to do anything to encourage people to slow down.
- ▶ None I can think of at the moment.
- ▶ Some type of lights system – either a digital board ahead of the grove saying "no parking available – no stopping" or a green yellow red lighting system when cars are pulling out of parking areas.
- ▶ Pedestrians crossing highway, motorists making left hand turns into grove. These are the problems.

- ▶ Road signs to slow drivers down, hopefully 30 km, and remind them it's only for 30-60 seconds and thanks for your patience. Let's get the Horne Lake Connector built. Enough highway closures due to trees falling in the grove. Creating more parking and taking down more trees, will likely cause more trees to fall. We also don't need to take more trees down within the grove, it's thin enough already.
- ▶ <https://drive.google.com/open?id=1CO3RuSjmG-RJUDg6mppeYS0cMmllkAOo&usp=sharing>
- ▶ A traffic officer permanently stationed at the grove on weekends during the summer.
- ▶ Make the parking area larger is all that is needed at the bare minimum. Start with that and see how it goes.
- ▶ Shuttling works at Lake Louise.
- ▶ Strongly support the Horne Lake Connector strategy so Cathedral Grove Route could be tourist only. The whole Cameron Lake route should be slowed down and not be a commuter run! It is lethal!!!!
- ▶ Shuttles will eventually fail due to lack of use, rising fuel costs, etc. Tours may work provided additional parking space for buses is developed. Rumble strips and reduced speed on a major public highway is ludicrous. They would be barriers for efficient snow plowing in winter. If you need this it only proves a bypass route is required. Increasing signage beyond what is currently there will not improve anything. Public disobey what is there now so why increase it. Enforcement is only a short term measure until proper improvements are constructed so the park can be self maintaining. Banning bus parking immediately is urgently required.
- ▶ I believe that just widening the shoulders would help greatly with the parking problem.
- ▶ Limit visitors, have to pre-register to visit park. All these visitors is putting a strain on an environmentally sensitive eco sensitive area... enough already!
- ▶ This is a highway. It is also a major tourist attraction. Getting tourists off the highway and allowing the highway to free flow should be number one priority. You can't have both a highway and a major attraction flow properly. It isn't and won't work. Get tourists safely off the highway in a prompt manner so traffic is not halted or interrupted. Remove the need for pedestrians to cross a highway in the height of summer when so many people are traveling to Tofino and Ukee.
- ▶ Flaggers to direct traffic and parking..... some tourists are clueless... they need direction.
- ▶ Create a gravel parking lot for buses and RVs.
- ▶ Possibility of more pedestrian crossings or traffic lights for pedestrians. Speed bumps could help slow down traffic, as well as narrowing the road using a landscaped road-narrowing approach
- ▶ Unless you want to ruin the forest atmosphere for the sake of tourists' safety, what you are suggesting for options sucks. You built the sea to sky highway from all of our tax dollars and no toll both for those whom use it. How about something big for the mid island for a change, one way west, one way east and a connector to the inland highway. The costs didn't seem to matter for Whistler's and the Olympics.
- ▶ This is a traffic safety issue with people trying to cross a highway. Build the overhead pedestrian walkway, install a median to stop jay-walking, make more parking stalls, install "no parking" signs and barriers where people can't park. We don't need reduced speed or speed enforcement, we need people to stop crossing a highway.
- ▶ Traffic cam... with notice you are being watched... even if it's not on... discourages illegal moves in traffic.
- ▶ Carpooling is ineffective. I had a van full of kids and we couldn't stop because the lot was full.
- ▶ Construct the Horne Lake Connector and improve attendance at the other major Provincial Parks, Horne Lake Caves.
- ▶ Underground pedestrian tunnel from one side to the other while keeping the park free of a large expensive structure that could be wiped out by a tree branch or tree. Also putting some kind of divider down the yellow line to stop the uturns and illegal crossing.
- ▶ If you look at the lidar image you will see a roadway that was built by Weyerhaeuser that is on the west side of the highway starting just south of P1. This may have opportunity for parking development with a trail leading from the roadway along the west side of the highway.
- ▶ Get rid of roadside parking all together and get the highway speeds back up. Move all parking to offsite option and put an underground tunnel in to get from one side of park to the other. Barrier the road so no one can park there.

- ▶ At the location of the proposed U-turn location, or other out-side-the-park location where it would be best suited, situate a parking lot, and a building in the form of a train station on the E&N rail line. Reactivate the track from there to the lake, which another station. From there, have raised forest walkways throughout the park to eliminate trampling and going off-path, while allowing for educational signage, drainage (through wood planking/metal grating for slip control), and controlled slopes. The “stations” will allow for sales of souvenirs to support the ongoing maintenance. The train ride from parking lot to the grove would allow for educational narrative on the way there, and questions asked on the way back. The only challenge to this is a) power b) grade c) accessibility:

- » a) As there is no power to the grove, solar would be needed for powering the stations/stores, with a natgas generator for backup. As the stations would be mostly oriented to the south, a high roof would be ideal for solar collection.
- » b) The E&N railway is on average 100m above the road, though there are places further out where its on about the same grade. If the parking lot was selected near the summit, it would both provide more space for parking and no grade issues, but would make for a longer train ride. Choosing a closer location would allow for a shorter train on a flatter grade (allowing electric tram train to be viable), but would require fill for the parking lot to be built closer to the station.
- » c) If the parking lot is at a lower grade, a solar powered counter-weight style elevator with natural-gas generator for backup would suffice. The platform at the stations would have to allow entry to the shuttle train in a similar level entry to the skytrain stations.

This would elevate Cathedral Grove, figuratively and literally, into a world-class destination, while keeping the forest pristine and protected. While this does cost money, all the other proposals don't make any money. This would allow a) a tourist info centre at the park in the form of an attractive chalet/station that can sell souvenirs, educational videos and guided tours, as well as optionally sell train rides (Hell's Gate currently has \$30 return on their tram, and has no shortage of people paying that).

- ▶ A crosswalk!
- ▶ Leave the grove alone. Horne lake crossing!

- ▶ Building parking areas 1-7 to seven remote to the main area might not be practical as most people are not interested in walking very far. I like to hike many don't. The bypass around the park is the most practical and safest. Route #3 going around the whole park to avoid the chance of more blowdown is best. Have one access to the park at the Cameron Lake end improves safety. Roads should not go through parks anywhere. We have a chance to make this world class park really safe with this bypass option. The cost is minor when you consider the importance of this park to many.

- ▶ Overhead walkway.
- ▶ Many of the suggested ideas avoid the problem which is reflected anywhere in the province. Enforcement is not there. Quit spending money and time on things which are the easy way out. Someone driving on the road will be driving on the road no matter what a website states and I would hope they would not consult said website while driving. Again, enforcement is what is required.

- ▶ Appreciate that many efforts on many fronts might work best.

- ▶ The only option is to completely remove parking and park visitors away from the highway....this needs to happen as well as a creating a second route that services the west coast and Port Alberni.

- ▶ All of the other solutions are 'band aids' that add up to a lot of money, without solving the actual problem of safety for the public. My husband and I just drove back from the interior of B.C....and on both of the large highways (Coquihalla and the Okanagan connector) had large rest stops well off of the highway, with big parking areas to accommodate commercial trucks, RVs and vehicles. These rest areas had tourist information, trails, washrooms, picnic tables, Telus hotspot offering wifi, and some offered food trucks.....there is so much that can be offered to the public in Cathedral Grove.

- ▶ All of the above are bandages to the problem and will only clutter the place with more rubbish, both visually and in sound. The last thing we need are pictures of tourists being given tickets out of frustration in a mess we have failed to deal with for over 30 years.

- ▶ Cease advertising Cathedral Grove as a tourist attraction. Also consider roads from Port Alberni to Comox through Beaver Creek and from the south by improving logging roads, thus giving tourists alternative routes to Tofino.

- ▶ While I strongly support improvements to improve adequate parking and make the area more safe, I do not support cluttering the area with more signs (especially not digital signs) and barriers. Whatever is constructed or added to the area should be attractive and blend in with the natural environment. An overpass is a great idea but it should be constructed in such a way that it appears to be made out of wood. If the overpass is covered, perhaps the covered area could be a rooftop garden area with ferns and other naturally growing species. Please do not junk up the area with man made signs and barriers.
- ▶ Make it a highway again with highway speeds, no parking anywhere along the highway, off site parking only using digital boards to let people know if there is space. No shuttles – it's a short walk to support heart health. Remove some wood, sell it in rounds or similar to support parking initiatives. My dad says open the road on the other side of Cameron Lake.
- ▶ Well it's already too slow going through cathedral for the locals because of people stopping for tourists trying to cross the highway. No rumble strips needed. What we need is a solution after all it is a highway and not "I have all the time in the world waiting for tourists" road. Clear signs and a center barrier so people can't cross. Enforce tourists to abide the laws and don't make the locals suffer.
- ▶ I am not sure if you people are aware that the grove is slowly dying. Each year we lose a number of trees due to weather or age even worse if there is any windy conditions. In 50 years, there is not going to be much left, especially if we start digging parking areas expanding the road building overpasses, etc. I strongly support an alternate route out of Port Alberni. It is long overdue.
- ▶ This document (<https://engage.gov.bc.ca/app/uploads/sites/416/2019/06/Cathedral-Grove-Public-Event-2-Discussion-Guide-FINAL-2019.06.12.pdf>) only lists a potential safety hazard on traffic safety through pedestrians in/near Cathedral Grove. This sounds as if no collision involved a pedestrian in this area yet – fortunately. I cannot see why an overpass is needed. I do not think that any traffic situation was unsafe while I have been there during an afternoon on a weekend.
- ▶ Encourage use of other forested parks along Highway 4. Create a park at the top of the hump. Create a trail along the old rail grade. Put an information board and more parking at the east end of Cameron Lake.
- ▶ More and more people are commuting between Port Alberni and Parksville/Qualicum and Nanaimo. That, in addition to logging/commercial traffic and tourists, makes for a long frustrating drive leading some drivers to act aggressively. People farting out and not realizing or paying attention to the fact they are on a highway is maddening and dangerous.
- ▶ Education in local schools in the plans, proposals and challenges. Hopefully this will be relayed to the parents and students themselves as they grow older.
- ▶ People visiting the area will likely not be discouraged from visiting the grove as part of their trip, regardless of the parking conditions, as they will have planned for this as part of their trip. Perhaps a shuttle from Coombs or an park and ride during peak hours outside the park area.
- ▶ As a volunteer Ambassador with the AV CofC for the past seven years I have spent most Mondays at the Grove greeting visitors from all over the world. Their major comments have been the safe crossing Highway 4 and parking that we are addressing with this questionnaire. I have seen too many motor homes pull off and stop to find no place to park. They then pull back onto the highway and continue on without getting to experience the Grove.
- ▶ Increased safe parking and pedestrian safety measures on site are the only way to improve safety for the actual visitors or traffic that has to travel through the park. People who wish to visit will do so regardless of difficulty in doing so. An alternate route around Cathedral Grove would also help regarding safety in the event of a strong wind storm with the potential of trees falling across the highway or in the trails or parking lot.
- ▶ A Horne Lake Connector.
- ▶ Bypass option!
- ▶ Move forward with the Bypass. This would be the best for traffic to the west coast and park users. Potential for income producing options within or just outside the park boundary would be considerable.
- ▶ Please seriously consider traffic lights to ensure safe time for pedestrian crossing and vehicle exit. Even rail crossing style arms to prevent cars from entering the Grove area on each side.
- ▶ Have RCMP radar training at grove.

## Question 20: Do you have any comments about Cathedral Grove Pedestrian and Traffic Safety at this time?

- ▶ Most of the options will create new intersections, each of which will increase safety issues. All of the 'hard' treatments of the area would decrease the flexibility of the way people use the area and will create new problems. I support a traffic light, offsite parking, trails to get people off the highway. Congestion is the best traffic calmer. Reducing congestion will increase speeding. Another couple of storms and people will stop visiting Cathedral Grove. And given that BC is cutting almost all its old growth forests, there won't be any place to replace it.
- ▶ I'm Jo Public I got all the answers . Ha ha ha. No, it's too complex for Jo Public.
- ▶ Overpass walkway is high priority. Keep traffic flowing! It's a hwy!!
- ▶ Do not look at short term solutions or band aid. Leave as is and build new highway. New highway has been on going for 25 years. Catastrophic incident is going to happen before action happens, be preventative.
- ▶ This is the only road access to Port Alberni and on to Ucluelet and Tofino. It has large commercial vehicles, emergency vehicles, locals and tourists. Traffic flow is priority over pedestrians. A crosswalk would seriously impede traffic when the park is busy as many pedestrians with the right of way would not consider traffic flow and tie it up. Education for visitors to stay off the highway should be a priority. Parallel parking along the highway is also dangerous. When on vacation people do not always pay attention and I have seen vehicles pulling out of parallel parking without looking to see if traffic is coming. For safety and preservation of the paths and forests cyclists should not be encouraged in the park.
- ▶ It's time something is done before someone is killed. The second way out of Port Alberni should be through Lake Cowichan, already built just needs upgrading. Highway 4 can be improved just by adding passing lanes in areas where the costs would be low i.e. where no blasting is required. A connection north could be added from Whiskey Creek at a reasonable cost.
- ▶ As stated earlier, a bypass should resolve most of the issues concerning public safety. Instead of 100 solutions over a long period of time and cost, it could pretty much be rectified with building a bypass in one move.
- ▶ More parking area = more people stopping. Do not over build parking.
- ▶ Further traffic calming elements: Formalized shoulder parking (don't need 3.6m lanes + clear zone). More crosswalks.
- ▶ In your original Questionnaire had suggested a parking lot on the East side of Cameron River in second growth trees with a new road coming from the South. You have taken it even further by making it a complete bypass of Cathedral Grove, very impressed. My preferred option is bypass route number 3. My other thought is that this area on the east side of Cameron River is a good place for Mosaic forest management to build a camp site. Thanks for letting me give my two bits.
- ▶ I do have some concerns regarding Chalet Rd (connecting to the cabins on the backside of Cameron Lake). Hopefully will not impact the access and turning left from the road for cabin owners.
- ▶ Only that something needs to be done as quickly as it can be done – signed by a “tired of being patient for those with the privilege of a vacation” working commuter, who after 7.5 years of making this commute, is also tired of taking the blame for a lot of idiotic moves made by inconsiderate visitors.
- ▶ A huge problem. I'm pleased that MoTI is looking into this and I hope that money is set aside for a proper fix both for the short term and longer term. Your own data shows a significant increase in traffic volume and that's only going to continue. Thanks for the efforts so far!
- ▶ Speed bumps with advance warning signs and lane divider posts to prevent vehicles crossing over to opposite side for parking. Simple and inexpensive compared to all your other proposals that tax payers will be burdened with! Very successful in big cities and on major highways in other countries already!!! Keep it simple sensible and sustainable financially!!!
- ▶ It is a horrifying experience driving through there from April to late October with the summer months being the worst. You need to address the safety issue promptly – it is a matter of time before there is a major catastrophe. One of my concerns with the bypass options is the river and flooding potential ...aside from the impact on existing forest areas.
- ▶ Most semi-trailer drivers are very cognizant of the danger posed by the tourist activity in the Grove. However, not all! Contact their umbrella organization etc.
- ▶ Something has to be done quickly before there is a loss of life.



- ▶ After years of study on this subject the only feasible solution for the Alberni Valley and north is the Horne Lake Connection. This is not favoured by the Ministry Staff for, I believe, personal reasons. No Minister has so far had the guts to stand up to them.
- ▶ Waste of time and taxpayer money. Leave the zoo alone to sort itself out. Anything you do will only make things worse for everyone. Increased tourist use will destroy the reason they go there. Must be over 20 years since I've stopped in the park but I've drive through lots. You might be surprised how many people would stop driving through there if there was the option of the Horne lake road. With equalized travel time between Courtenay and Nanaimo I'd always go to Courtenay to outside shop. It is well known that all improvements to traffic and parking are only temporary as increased use immediately takes away the benefit of having made the changes and the zoo you were trying to solve immediately re-establishes itself and is often worse for everyone. Making changes will only cost huge amounts of money for zero gain. Doing nothing is sadly the best solution. Either do nothing or create the Horne lake route making it as short as possible.
- ▶ Something serious and long term needs to be done. It's an active highway and it is a kill zone for tourists. I've lost count how many times I have had tourists step out in front of me and almost get hit, and lost count of the number of times I have been yelled at for not stopping on a highway (which is illegal to do). In the summer you can expect to go as slow as 10km/hr through the grove and an average of 25 to 30km/hr. There needs to be increased police presence to deal with all the illegal movements that the pedestrians and tourists are doing that can cause serious injury or death, and to be able to tow the vehicles that are parked in a manner that constantly obstructs the flow of highway traffic and blocking the fire lane to the cabins.
- ▶ It is a miracle that no one has been injured or killed by traffic in the Grove. I urge you to make every effort to ensure that continues. A pedestrian overpass is far too disruptive to the forest that is left. With more and more wind blow downs, it is imperative that the forest is left intact and that more effort is taken to actually grow the forest out on the borders to protect it from future storms, fire, etc.
- ▶ Better enforcement of No Left Turn at existing parking areas.
- ▶ I have lived in Port Alberni most of my life – have traveled a bit and find it absolutely amazing that this problem has been left for so long. I have videos of how reckless pedestrians are on this particular stretch of highway and yes it is a highway, that under any other circumstances, the parking and loitering would be a criminal offence. I am terrified all summer long as I drive through, am I going to hit someone, will I see someone get hit, how long will the back up be for locals if something was to occur. The lawsuit would be inevitable. All I have to say, is please, please, please get the pedestrians off the road and make it so drivers do not cross the double lane.
- ▶ Please do something sooner than later.
- ▶ It needs to be dealt with very soon.
- ▶ Immediately hire a flagging company to control the peak traffic and provide a crossing guard for safe crossing!
- ▶ Thank you for the opportunity to have input!
- ▶ Overpass and roundabout!!!!!!!!!!!!!!!!!!!!!!
- ▶ If they do decide to build a parking lot in the same place they were going to in the first place and they are met with so call protesters call social services and ask them to came down check the living conditions of the families and their children. Also if comes down to the last time this happened and it ends up in meetings I hope a lot of people come and voice their options on this park. I will be there for sure.
- ▶ A park ranger should be patrolling Cathedral Grove frequently or add manned gates to each end of the park to make people slow down.
- ▶ I believe that a parking lot behind the grove would answer all these questions and keep people safe and yet give them great access to our trees!!!
- ▶ It might be a good idea to encourage people to take advantage of Port Renfrew's hospitality, as this town also has many old growth trees and walking areas through the forest. This would reduce some of the pressure on Cathedral Grove.
- ▶ Do something. Make a decision and get it done. The Cathedral Grove situation has been horrendous for far too long.
- ▶ Please pursue pedestrian overpass and alternate exit route (to allow passage when Hwy 4 is blocked or impassable).
- ▶ Long overdue.

- ▶ I drive through the park multiple times a day. People parking or walking do not pay attention to signs, park wherever they like, do not obey traffic laws, and are a general danger to themselves and others. Adding painted lines, more signs, more signage, will not prevent people from wandering across the road or walking beside the highway. Last week I nearly killed an old man as he tried to run across the highway and get out of my way. Someone is going to be killed in this park because of its location and the stupidity of the people visiting who think cars can just stop on a dime. So my question to you is, how many people have to die before you do something?
- ▶ Keep in mind that the road going through the Grove is a Highway and remind visitors of that fact. You don't see people sauntering across Highway 1 on the mainland. Do not put a level crosswalk. Start enforcing no parking on the side of the highway by issuing tickets.
- ▶ The process to date has worked fine. Now make a decision and "get her done."
- ▶ I want to see it gone...it is just stupid to have people crossing a main highway!
- ▶ Create better parking sooner than later or someone is going to get killed there.
- ▶ Many ideas were given. It is nice to see the brain storming going on to fix this awful area of the highway.
- ▶ Do something before there is a fatality. In the current condition, it is only a matter of time.
- ▶ It is an accident waiting to happen and should have been addressed in 2000!!
- ▶ The best way to improve safety for park visitors is to build a highway bypass for the traveling public. If it was the road to Whistler it would have been done years ago. Please get building before we have a major accident.
- ▶ I think it's absurd that we haven't dealt with this already. The current arrangement is dangerous, risky and frustrating. I know of no other place where people think it's okay to block the highway or walk out without looking. Parking is abused and I don't think it's safe or good for conservation.
- ▶ Please do something soon to reduce the risk of accidents and potential fatalities. Thanks.
- ▶ Should have an over the road crossing to keep people off the highway.
- ▶ I travel to Port Alberni and back to Nanoose Bay a couple times every week for work. The chaos that happens at Cathedral Grove in the summer months is crazy. It is amazing that there are not more accidents. I have seen a motor home back out onto the road and just miss a loaded logging truck! Also people just walk out onto the road to cross to the other side. Also they will just stop their car on the road to wait for a spot!! If a few trees need to be taken down to maybe save a life then that should be done.
- ▶ Build a giant parking lot rest stop outside the old growth and be done with it. If anyone I know is injured there I'm going to be sure they look into suing the gov for wasting 20 years fixing a safety issue.
- ▶ Wide dedicated cross walk with rumble strips and signs and flashing lights.
- ▶ If a centre barrier was placed, drivers would not hold up traffic trying to turn illegally. Pedestrians wouldn't cross the highway. You would see one side of the park and God forbid if you'd have to see the other side, do so on the way back. Common sense.
- ▶ I think the parking at Cameron Lake should also be considered. There is a corner by the swimming beach where lots of people park on a hot summers day and there are small children that get really close to the road, and other people that just seem unaware that there is a highway there and there are no warning signs or speed limits... Just a matter of time before someone is killed there.
- ▶ Please try to provide the public with alternative options to driving i.e. public transportation or cycling program and perhaps a way to redirect RV traffic (which most likely induced road rage along the dangerous section of Hwy 4).
- ▶ Solution needed soon, fatality is inevitable if something isn't done regarding illegal parking on narrow highway.
- ▶ This is a significant issue at certain times of the year and the status quo is not acceptable.
- ▶ Horne Lake connector is my option for the best long term solution to the congestion issues in the Park. The highway by-pass route to the South of the Park is my alternate solution (road option 1).
- ▶ Someone's going to die soon.
- ▶ Quickly build bypass around Cathedral Grove to minimize vehicle/pedestrian congestion.

- ▶ Something needs to be changed before someone is killed attempting to cross the highway.
- ▶ Please support public transportation or carpooling programs along hwy 4 or cyclist friendly lanes to provide alternatives to driving. If possible manage/redirect RVs along the hwy to reduce aggressive driving associated to impatience (this is important along the blind corners/dangerous section of hwy 4).
- ▶ Measure risk. No permissible parking along the highway in the grove takes away 99% of all the risks to public safety. If you build a parking area, they will park. Get the people off the highway and give them a safe place to park. If you have multiple parking areas make sure there are barriers to prevent cars from crossing over the highway. No u turns. Force cars to stay on the side of the road they are traveling. Keep it simple with safety as the top priority, you can't please everyone or group, but safety is a universal language and we cannot ignore the issue. Decisions have to be made.
- ▶ Keep foot traffic small. Encouraging more foot traffic will have its impact on the area if access is widened.
- ▶ Safe viable solutions need to be implemented "immediately" due to major safety concerns, as the risk is extremely high for loss of life.
- ▶ More traffic = more issues.....business operators and their employees get very frustrated with Stupid.
- ▶ Creating the bypass and making the park road one way would solve most issues by creating more parking, removing straight through traffic, as not main highway people drive slower, easier to cross road as traffic only from one direction. While more expensive it will need to be done at some time, so might as well start it now. This will protect the forest as less changes would be needed to be made at the forest heart like overpasses and parking lot changes. Adding more parking at spots 5,6,7 with additional trails would also be good. As more opportunity to educate, decreases road parking, gives RVs a better spot. Picnic sites could also possibly be added at these parking lots. Optional: With the addition of the Horne lake (a or b) route a nice scenic loop would be created and also reduce tourist traffic on Hwy 4 for commercial and straight through highway flow.
- ▶ Not safe to back into traffic, take left turns across double yellow lines and scary to watch people walk across the highway.
- ▶ I came through yesterday. It was crazy with vehicles trying to manoeuvre in and out of parking spots; people running across the road; and vehicles parallel parked for several kms beyond and before the Grove. So dangerous.
- ▶ Change needs to happen.
- ▶ Next time the whining wanna-be hippies start a protest, arrest them. Their protest camp did far more damage to the trees than a parking area ever would have, not to mention that human safety trumps everything else.
- ▶ It's a beautiful place, and wonderful that so many people are interested in visiting...but the real tragedy that goes unmentioned in this questionnaire is the fact that so much of the rest of the region (and the province) has so little old growth forest left at this point – valley bottom old growth in particular. A much more meaningful gesture would be a wholesale ban on logging old growth forest in BC, and working to establish accessible visitation to the tiny fraction that is still left (done in such a way as to minimize visitor impacts as much as possible). It's clear from the issues experienced at Cathedral Grove that citizens of British Columbia and the world are very interested and enchanted by forests like Cathedral Grove. We could (and should) be world leaders on old growth conservation, and if we were, word would quickly get out to the rest of the world, and tourism to old growth parks would undoubtedly rise dramatically. Thank you for the opportunity to provide this opinion.
- ▶ Have a fee for parking.
- ▶ Absolutely install cement barricades including double solid (yellow) lines to prevent left turns. Signage to stop pedestrians from crossing highway – these suggestions implemented in the main, congested area of the Grove. Stopping traffic on a highway to let pedestrians cross over to the other side is ridiculous!!!
- ▶ I support all changes to the grove area as long as they keep the traffic flow. I believe all three options should be adopted – a pedestrian overpass, parking lots and center barriers. Everywhere else it is illegal to stop on a highway, but here we are forced to by the tourists who just step out into traffic constantly. I despise driving through the grove most of the year and feel so angry that it is taking this long for changes to even be talked about. Do something to keep people safe! The pedestrians and the drivers!!!

- ▶ Most visitors will not research in advance warnings or directions on how to access the Grove. They just come and figure out where to park when they get there. So advanced education is only going to help local people who already know what to do. I believe the current parking lots on each side of the grove should be totally blocked off or gated off to only allow food trucks, atco washrooms and interpretive centre (trailer) to park in those areas..facing the forest to provide park visitors with a great experience. Parking lots on both sides of the Grove would handle traffic without left hand turns and visitors can use the pedestrian overpass to access both sides.
- ▶ I have noticed that it doesn't matter whether you have or don't have signs saying not to park in the grove because people do what they like and park anyway possible at the last moment. We already go as slow as possible through the park and that doesn't change anything it just makes the people walk out in front of you when they feel like it so they can cross the road.
- ▶ Meanwhile immediate action must be taken to increase pedestrian safety.
- ▶ Submitted earlier. Please deal with limited access to Pt. Alberni, Tofino and Ucleulet. The bypass is a good idea, but does not address the bigger issue. Address the bigger issue and reduce short sighted expenditures.
- ▶ This initiative is way over-due. Hopefully this questionnaire is going to be used to make a decision/ take action soon, without negatively impacting tourism to this area and still protecting the forest within reason; let common sense prevail.
- ▶ It is horrible to drive through in peak summer. As mentioned earlier it is the only route to get through to the east side of the Island when we live on the west. The summer is scary watching tourists dodge out in front of traffic – it is still an active highway and when the west side of the island is increasingly becoming popular it is only a matter of time before there is a fatal accident without plans being put into action.
- ▶ Highway 4 is a commercial and commuter thoroughfare. Further disregard to this makes it hard for working people and residents using the highway. If you want a real solution, have rail service to Port Alberni with a stationary Cameron Lake and McMillan Park. If smart, run passenger rail to Tofino and eliminate the traffic hassle and have a real attraction for tourists.
- ▶ More parking is definitely needed and if we have to remove a few trees to accomplish this a life is worth more than a couple trees.
- ▶ Something needs to change as it is getting so much more congested and dangerous through the area.
- ▶ Please do something other than talking before somebody gets killed.
- ▶ Start taking enforcement action now to enforce existing regulations. I went through yesterday, June 26 and it was uncontrolled chaos....
- ▶ Based on the increased traffic, increased usage of the park, climate change (serious blowdown from the December 2018 storm), and continued logging the watershed, I would say that this Grove is under serious threat. The best option is a bypass road, but that would have to be done in concert with a long term plan to manage the forest values and increase the amount of protected land around the Grove. This should be either a National Park or a much larger Provincial Park/ Protected Area. We need the larger vision around this special place. This would suggest not spending too much money on short term improvements, and also not doing anything that would further compromise the existing forest and watershed values.
- ▶ Develop the area to become attractive for tourists and safe.
- ▶ As I went through the questions, I felt better about a shuttle service from far outside the park to bring visitors to the grove during peak times. The parking lot could even be in Port Alberni.
- ▶ Safety is the top priority. I have seen so many near fatalities due to drivers going too fast and pedestrians running out in front of cars to get to the other side. I look forward to the final decisions. Thanks.
- ▶ Get the pedestrians out of the way of the highway traffic. Keep the traffic moving quickly just like Goldstream Park. It's a highway, we want to do highway speed.
- ▶ Some things need to be done immediately before there is a serious accident causing death. The Grove is chaotic in the summer. Please, Please, Please act now. Signs, cameras, staff, and calming strips. In England they use calming "pillows." I defy anyone to drive over them at speed without taking out the underside of your vehicle!

- ▶ Cathedral Grove is getting busier each year – it’s not only seasonal – it’s becoming well used year round. Professional truck drivers, I know, are having a nightmare going through there.
- ▶ This area is a major tourist destination for many visitors to Vanc. Island-- it should be preserved, respected, and environmentally protected in all ways (this means keeping it pristine with less traffic flow.) This should be strictly a scenic, off route, venture into the wonders of the Province of B.C.-- part of the trail to Pacific Rim Park.
- ▶ This is not politically oriented, in any sense, and the Political Party that recognize same – will be doing the Province of B.C. a creditable service in all respects. A secondary road out and into Port Alberni (Horne Lake Bypass) is a priority #1.
- ▶ Yes. Traffic calming and enforcement.
- ▶ Something needs to be done sooner rather than later because if the government changes again Port Alberni will never see any improvements to anything under the BC Liberals!!
- ▶ People and cars sort themselves out. They all want to see our beautiful trees.
- ▶ Please have RCMP posted there as much as possible, either to ticket or warn visitors to the grove, or to direct traffic so nobody has to guess!
- ▶ I cringe to think that someone will die as a result of lack of traffic and pedestrian management, because we are too worried about affecting the environment. Since when does a tree’s value trump a human life? Let’s keep it reasonable, provide proper parking and safe highway crossing, all while allowing traffic to flow as it should on a highway.
- ▶ This is a highway and fine that it is a reduced speed zone. Pedestrians need to realize it is a highway and drivers also need to be aware and not stop to allow pedestrians to cross this highway
- ▶ Steeper incline could be considered for pedestrian overpass bridge. Universal accessibility can be achieved with the u turn routes. Handicapped visitors could use u turn routes to get to side of highway most appropriate for their visit.
- ▶ Shuttles are a good solution. I strongly disagree with increasing parking for this sensitive area.
- ▶ Lights. Lights. Lights. Traffic lights are your friends.
- ▶ Bottom line is we need more parking as close as possible so it’s accessible for all, and a walking overpass.
- ▶ Stop talking start doing. This is the government’s problem. Wasting all my money on talking about it.
- ▶ Long overdue! Please don’t let a bunch of tree huggers stop you again before someone gets ran over.
- ▶ Many pedestrians are far too complacent and rude, when in the park. They should never be permitted to cross the highway, obstructing the traffic. High barriers would hopefully prevent this. No parking, is no parking...tow away zones, for the safety of the through traffic.
- ▶ We need a route from Horne Lake into Port Alberni. Storms are just getting worse and the whole west coast is blocked from leaving the area when trees are down. We know we are overdue for a massive quake and no way to get to the east coast. Not unreasonable to lose a few trees to upgrade access and parking at the Grove.
- ▶ Safety is key. I do think as a person that was born and raised in Port Alberni an alternate route out of town and to town is important. There are many times there is an accident or a tree is down and the road is closed. Leaving people trapped.
- ▶ Pedestrians are dummies.
- ▶ It can be frustrating to travel through Cathedral Grove during peak times, and my biggest concern is people with children not taking care of their safety, understanding that this is a highway. I love the idea of a pedestrian overpass that encourages people to walk above, and highly support the u-turn options. Also, the signage on the highway could be clearer – the sign shows caution for pedestrians, but it’s not an actual pedestrian crossing, but people walk across expecting vehicles to stop. Signage for pedestrians and traffic could be clearer, and if nothing else a pedestrian crossing with flashing lights and good signage.
- ▶ The highway traffic must not be impeded. All park access and parking need to be separated from the highway.
- ▶ Definitely need a designated parking area people are going to be killed sooner or later.
- ▶ Definitely no crosswalk as this is a highway and vehicles need to move through without much impediment.
- ▶ It needs more policing and an area for tour buses and RVs to get right off the road.



- ▶ We are lucky more people don't die there. Build the Horne Lake connector. Port Alberni and the west coast residents are repeatedly trapped on either side of the grove in the winter months. Those 'beautiful trees' are a death trap in the winter. Driving through that stretch of road in any kind of wind is like rolling the dice. Build the connector and turn the Grove into a scenic route.
- ▶ It is highly necessary to get safety in place ASAP...before a life is lost.
- ▶ Pay parking or an annual park pass fee.
- ▶ If all this was under consideration in 2000, and it's now 2019, I think it might be time to actually do something about what is referred to as 'the Grove Nightmare'.
- ▶ Serious! Bypass is the way to go!
- ▶ There is no safety.
- ▶ This process has taken far too long. Someone will have to die before anyone takes this seriously. An overpass could have been installed within months of all this public input starting but instead we keep doing survey after survey then there will be another election and a new government will have to start all over because they will not use old info from past governments.
- ▶ Add some revenue and employment generating venues.
- ▶ Think about the bigger traffic picture including the stretch along Cameron Lake to Little Qualicum Falls and on the other side towards the Hump. Too many people drive less than the speed limit that entire stretch and it causes frustration with the lineup of vehicles behind them. Consequently, people tend to drive and pass dangerously in other stretches of the road to get ahead of these slow drivers, including through Cathedral Grove. Ticket dangerously slow drivers. Get them off the road, and build mandatory "slow vehicle pullover" spaces for them.
- ▶ Side of highway illegal parking is a very real problem. Also many tourists do not realize that there is a busy highway through the grove and so wander across the road or walk on the road.
- ▶ I care about the impact of more pedestrians in the park and potential of people getting hurt by cars. Perhaps closing it so people drive through ends an ongoing problem and the environment wins.
- ▶ Very dangerous location. More parking in safer locations is needed.
- ▶ Something needs to be done in this area and these are good ideas that should come back for consultation once the options have been narrowed based on the survey.
- ▶ I just hope this gets done this time without greenpeace stopping the movement for change. The swatted camp was terrible.
- ▶ It's out of control and action must be taken ASAP.
- ▶ I was unable to complete my ranking of the pedestrian overpass on my phone. I tried several times but it would not allow me to put them in order of importance as the screen would slide.
- ▶ You can't fix ignorance. We travel every weekend through the grove to take our kids to sports. The people we see dodging traffic pulling their little children with them and cars/rv's backing out into traffic is ridiculous. No fancy studies are going to factor in ignorant human behaviour. All the signs in the world are not going to stop that. The grove needs a complete redesign with a designated parking area, accessible pathways and either an overpass/underpass to provide safety for pedestrians and drivers. I would rather park a little safer, walk a little farther than be caught up in that mess that is in the grove every summer. There is enough nature, space and imagination to make a parking lot and trails absolutely beautiful. Interactive displays connecting into the grove from trails off a parking lot would make the walk interesting. So many ideas are available. This does not have to be a cut it, burn it, pave it scenario. I fully support and would only support a designated parking area.
- ▶ Some one will get killed in that park. People who are driving through are in a hurry. People who stop to visit the park do not have a clue that they are putting their lives in danger by crossing the highway, backing up into traffic to get the whole tree in the picture, turning left and holding up traffic going both directions, backing up into traffic to exit a parking spot.
- ▶ This is a highway first and park second. Highway safety and transit are the top priority!
- ▶ Someone is going to get hurt. I believe more than 10-20% of traffic would use a Horne Lake connector, even if just to avoid Cathedral Grove, Little Qualicum Falls, Whiskey Creek and Coombs tourist traffic.
- ▶ Just that we have to do something soon, before people get killed. It's a beautiful area and all should enjoy it safely!

- ▶ Thank you for asking public input. We use it, so we know what is difficult, what is not. Cathedral Grove is educational area on all levels. By making it use shuttle, you give educational message that trees are important and that Canada respects nature. Parking right at Cathedral Grove is not important, there are better wise ways to use shuttle bus. Only shuttle bus can provide safe access and conserve existing Eco System of Cathedral Grove. Do not start any construction near Cathedral Grove, please. I am a Landscape Architect, greatly educated in Europe and I know how fragile such an Eco System is. Use whatever parking space there is now for shuttle buses and for educational kiosks. Make parking for cars near Qualicum Trading Post, and get some additional land/permit from Ozero Gravel near by for more parking. There is much room for cars, open, safe area to stop, and it is great place to shop for authentic local items. Small restaurant/food trucks there can serve people too. It will increase economy there, it will save you money on construction in fragile, complicated Eco System area. It will save Cathedral Grove. Arrange shuttle bus every half hour, you can even shuttle people from Qualicum Beach center. With car Parking at Qualicum Trading Post you can increase local economy, you cooperate with Indigenous People of area, you decrease carbon footing, you create new stable jobs, you increase safety, education and you can make some money if shuttle/parking costs not too much (\$5.00 is a good start). With shuttle buses I see only positive change. With enlarging parking right beside Cathedral Grove there is too much risk and negativity. Choosing now to make stop center/shuttle bus pick up place near Qualicum Trading Post/Ozero Gravel will show/educate everyone (tourists, locals, Indigenous, children etc) how dedicated you are to respect existing Natural Resources, which is very essential right now. Thank you for considering that option. I live in Nanaimo, with Family in Port Alberni and lots of tourist Friends from World, so I care a lot about Cathedral Grove. Thank you.
- ▶ This entire consideration is a waste of taxpayer money. If people can't manage to cross the street without dying, that's called natural selection and we need to weed those idiots out.
- ▶ All ideas are good, thank you for the research, finally! Don't mess this up. Make sure no matter which government is in power, this project is considered priority and completed.
- ▶ Having to travel anytime of year through the Grove can be a hazard. Snow, rain, wind, can all close the highway. Cars and people all over the sides of the roads .. knuckleheads parking long motorhomes in the angle parking meant for a small car with the back end sticking out dangerously close to the highway ... shall I go on?
- ▶ There needs to be more information posted on site. This is a busy highway, left turns and pedestrian crossing are both unsafe and illegal.
- ▶ As a Port Alberni resident we need to consider our safety as well as the safety of visitors. Why is everything geared to tourist and not us???? Build the parking lot and an overpass don't take the RCMP away from their jobs and make them babysitters for the people that only come through during 2 months of the year. Wake up and stop wasting our tax dollars.
- ▶ A pedestrian foot bridge, extra parking hidden away and an alternate route from Port to Whiskey Creek in case of road closures and emergencies! I've lived in Area F most of my life (40 years) and can't count the times I've traveled over the hump but have always recognized the need for more change along that stretch of hwy so many accidents and lives lost it can be scary and hindering at times!
- ▶ I think it is a miracle nobody has been in a serious accident or killed. Just yesterday we were driving home to Port Alberni and there were three big motorhomes pulled over on the side of the hwy past the designated parking. I actually took pictures of this. Also another motorhome trying to parallel park on the side of the highway!! There were pedestrians waiting to cross at the main parking lot..people were double parked there. It was shockingly overcrowded. Something needs to be done immediately to enforce parking limits and dangerous behaviours.
- ▶ Something needs to change with the amount of people just running out into the highway/road without even looking for on coming vehicles. I drive this road often and it is scary even going under the speed limit people just step into traffic as well as RVs just back out without looking or stopping. It is a horrible stretch of road that I would avoid all together if there way another way out/in of Port Alberni.
- ▶ Build it and they will come.
- ▶ Yea it's bad.
- ▶ Just that it is safe for everyone! Drivers as it is a hwy and pedestrians.

- ▶ My many many experiences at Cathedral Grove as a driver is that there is not any speed issues here. I've never been behind anyone that was driving faster than the speed limit. From my perspective, the danger is caused by the unsafe pedestrian routes. They are crossing a highway and walking with children along a highway. It doesn't matter how slow the drivers go...the pedestrians are too close and unorganized.
- ▶ Just drove through Cathedral Grove today and it was normal traffic mayhem for this time of year. Many tourists are foreigners and we should do our best to ensure their safety and that they have easy access to this beautiful area. We must act before another life is lost. The time has come to act on an agreed to plan.
- ▶ Instead of Horne Lake connector please consider a Beaver Creek/Comox Lake connector.
- ▶ Thank you for exploring this. We need to address the pedestrian and traffic issue as it is getting so busy and we don't want to discourage people from visiting.
- ▶ I'll send you an email soon!
- ▶ Yes it really needs to be improved.
- ▶ This study should have been allowed to proceed 15 years ago. Then we wouldn't be in this mess of near misses. I can't count high enough to verbalize how many idiotic stunts I've seen from traffic or pedestrians alike. Parking and bypass improvements cannot come soon enough.
- ▶ Anything is better than what is happening now! All options are an improvement, none are wrong!
- ▶ I would like to go through without having to deal with this, so going around would be amazing!
- ▶ Why not for profit tours like cruise ships? Charge a fee for person from the ships. Huge boost to island tourism.
- ▶ There's too many people jay walking with no enforcement. It's a highway and people are darting out in front of traffic. Make an alternate route for commuters.
- ▶ I highly support an overhead pedestrian cross and an enlarged offsite parking lot. The current situation is not good and it's only a matter of time before someone dies or is seriously injured.
- ▶ I think that the speed limit should be dropped to 60 as soon as the highway reaches Cameron Lake well before one reaches the park. The current speed limit is unsafe for much of that stretch anyway.
- ▶ Something needs to be done, anything will be an improvement on what currently happens there. As a former resident of Port Alberni who goes back to visit frequently, I have seen a lot of dangerous driving and pedestrian behaviour there. Someone or something is going to get hit there eventually if nothing is done.
- ▶ Stop putting pumpkins there in winter. Attracts deer and causes accidents. Should be fined for littering if caught. No overpass.
- ▶ Too much details. Pick one fix the problem before someone is hurt.
- ▶ Safety with heavy truck traffic and tourists that cross the road and park poorly needs to be fixed.
- ▶ I think the Grove is overrated and a serious hazard to everyone that has to use it. As a backcountry tour operator I find it a shame that this park is allowed in such a vital area to locals and visitors to access sides of the Island...stop playing god and let it be.
- ▶ The current conditions are a barrier for those of us that commute daily to work. It's a highway yet an accident waiting to happen with pedestrians crossing at will and traffic impeded by vehicles and people. We work and pay taxes, the least you can do is provide us a way to get to work with reduced stress and risk. The Horne Lake connector is a must as well! I want my tax dollars contributing to this!
- ▶ Do whatever logically necessary.
- ▶ Please fix this problem sooner than later.
- ▶ I feel the problems with the park is with tourists trying to get to the other side. Cars go slow through there it's the people just walking across a highway. There are no problems besides high winds in the winter. So you have to be careful of tree removal because it could create stronger winds.
- ▶ This is a critical need. I travel through frequently for work and unsafe pedestrian crossings are omnipresent. Children, pets, elderly, all dodging traffic to cross the highway.
- ▶ The rate of speed some of those big rigs go, it's just a matter of time before there is a tragedy. Rerouting local traffic will reduce the amount of traffic potentially and hopefully save lives. There is more than one solution I am sure, but getting people off the road and having alternative routes for local traffic is essential.
- ▶ Parking and pedestrian traffic seems to be the biggest problems. These need to be addressed.

- ▶ I know that cost is a large deciding factor on this project, but looking over the discussion guide I think using a combination of multiple ideas would be best. At the same time we must keep in mind that the population is growing exponentially and the need for future expansion should also be in our plans moving forward. A combination of existing parking improvements (mainly handicap spots) with an overpass and a small parking area such as P7 (maybe a future planned project) with one u-turn on the Cameron Lake side (as you can use the parking lot as the second) would be the right way of going. Also, I do support the Horne Lake connector, but not for this project. Its effect on the grove would be minimal. However and secondary roadway in/out of town would be safer for all citizens (wild fires, earthquakes, etc) and promote growth in the Alberni Valley as being closer to fast expanding city like Comox, Courtenay and Cumberland would help our city grow as well.
- ▶ Keep pedestrians off the highway, keep parking off the highway, build a bypass now. Who really benefits from this attraction? It's not a destination, it's a 15 minute stop on the way to Long Beach. Make tourists pay for the upgrades.
- ▶ Thanks for opening this up to public opinion. Cathedral Grove is a natural point of interest not an attraction, and it's unfortunately situated on either side of a major artery. The Horne Lake connector would ease traffic and open up the Island.
- ▶ Again – ban parking – put in a shuttle service instead. Make sure there is a constant surveillance/enforcement of parking ban.
- ▶ Fix it quick before someone gets killed.
- ▶ As much as we don't want to disturb the beauty of Cathedral Grove, human lives are much more important. We need to address the safety issues that arise in the summer during tourist season making it unsafe for visitors and everyone driving Highway 4. Let's look into long term solutions. It's going to get busier every year. Lets do something! Overpass YES. Additional parking YES – even better – reroute the highway for a longterm solution.
- ▶ Getting parking off hwy removed into a lot is best. Overpass is 100% needed for safety. Bypass long term goal needed for more then just traffic. We need a secondary route out of Port Alberni. Just do it!!!
- ▶ It is an extreme hazard as it stands. Fix it!!
- ▶ Don't cut down any trees, people are coming to enjoy the trees.
- ▶ Definitely need an overpass as pedestrians have “no brains” and walk out into traffic without thinking that vehicles on a highway have right of way!
- ▶ It's a horror show driving through the grove during tourist season. People backing into on coming traffic, parking along the side of the highway. Signage is already in place but it does not help.
- ▶ I think that the traffic is naturally slowed by the cars and people on the road. I think that is a good thing. Ultimately design speed is the most efficient way to limit speeds. Finding alternative ways (other than single occupied vehicle) to get people to the park is the best approach as far as I am concerned. And I'm saying that as a frequent park visitor, hiker, cyclist, and regular commuter through the area.
- ▶ It's unfortunate that tourists don't visit one side on their way to the coast and the other side on their way back. It would solve the problem of them crossing the highway. There is only one highway back... It's not like they aren't making a return trip.
- ▶ I travel through Cathedral Grove twice a day on my commute for work. I strongly advocate for an overpass – I find the pedestrian traffic much, much worse than the vehicle traffic at the parking areas – they walk abreast in the road traversing from parallel parking by Cameron East, watching their phones, not their children. Cathedral Grove is a treasure and is dying from its popularity.
- ▶ Thank you for the opportunity to participate. I was impressed with the people who conducted the session in Parksville as they were very professional and helpful.
- ▶ In my previous note I commented on safety. I also believe the town could benefit by offering tourists souvenirs for the grove, and info about our town to show what our town offers.
- ▶ Do something soon and speed up bypass. Bypass issue missed by a lot of people. Build it and it will be used!
- ▶ Build remote parking lots. Keep vehicles and people away from the highway.
- ▶ Keep it simple. Overpass not needed to get people safely across traffic flow. If stopping traffic for a few minutes is a deterrent then your priorities are in question.

- ▶ A railway style lane barrier seems to have been rejected. Why. If stoppage of traffic is a priority, then your priorities are in question. Design, visual and audio signals, easily provide safe crossing plus ability to allow for emergency vehicle passage when barriers (lane vs full road barriers) down. Cost a major benefit as well. Keep it simple.
- ▶ Traffic at the Grove is crazy! The population explosion on Vancouver Island has added stress on this portion of the highway. People running across highway when big trucks are coming through, not to mention the cars is so dangerous. Visitors in their big 5th wheels, etc. have a terrible time pulling out of the existing parking lot trying not to hit people or cars driving on the highway. After the last wind storm brought down lots of trees, visitors did not respect the tape put up to keep them out of danger areas! Visitors don't seem to care about the danger they are putting themselves in. We have seen over the years you cannot tell when a tree is going to come down as many are rotten. Over the years people have died summer and winter by a rotten tree. I think big signage needs to address this. This area for locals to pass through is getting scarier every year. Any change made at this point will be a help.
- ▶ I'm not exactly sure what can be done to alleviate the problem in Cathedral Grove but I just know that something has to be done before a tragic accident happens.
- ▶ Pedestrians need to be educated more – not so much drivers.
- ▶ More bigger signage indicating left hand turn into parking lot is illegal and stopping for pedestrian to cross on highway is illegal! Traffic barriers along centerline of highway to prevent left hand turns.
- ▶ Thank you for the opportunity to provide input.
- ▶ I support having alternative route. That might be expensive but most beneficial in a long run.
- ▶ Definitely another route out of PA would be the right way to go. The highway is constantly closed due to accidents; which results in people stranded on either side.
- ▶ Thanks for valuing opinions...!
- ▶ Love the park. Cannot believe the absolute joke our government's have allowed it to become!! Fix it!!! Before people die.
- ▶ I would like to see the Grove to be actively managed by people during peak periods or high volumes. The cost of large infrastructure changes to the park is enormous. I don't want to see an overpass that would rarely be used. I don't want to see huge barriers to ensure that no one crosses the highway. I don't want to see more signs that people will ignore. I think with trained safety staff in the park the visitor traffic could be managed. I think this system could be implemented almost immediately (or at least given a trial period). Whereas bypasses, overpasses, parking and road access will take years and big \$\$\$ to take effect.
- ▶ Many options well-considered will result in a safe and welcoming solution.
- ▶ I grew up in Port Alberni and now live in Parksville. It's wonderful to see how much appreciation there is from both tourists and locals for these magnificent trees however the steady commuter traffic makes it a dangerous place for tourists. I don't believe that signage is going to have any impact on the regular highway drivers.....there needs to be a better deterrent. I love the idea of a Horne Lake connector for many more reasons than Cathedral Grove and would love to see that happen. I quite like the rumble strip idea too as it would force drivers to slow down.
- ▶ Current situation is not sustainable, and presents serious safety concerns for both drivers and pedestrians.
- ▶ I am glad you are seriously looking into this. There will always be people who will not follow the rules or proceed in a safe manner, so you will not be able to totally solve the issues at Cathedral Grove. But vastly improving the situation is a great start.
- ▶ Hope we can find a long term solution.
- ▶ It is a beautiful spot and I typically always use it for the port a potties – perhaps more rest areas before and after the grove to decrease less pulling in and out of rest areas in both directions.
- ▶ Safety on Highway 4 would be improved if both the maximum and minimum speed limits were enforced. Local people are trying to get home or get to work while tourists are rubbernecking along at 60 km in an 80 km zone, all the way from Goats on the Roof to the Grove. It's a toboggan ride to tourist hell.
- ▶ Three tunnels allow for the animal overpasses. <https://drive.google.com/open?id=1CO3RuSjmG-RJUDg6mppeYS0cMmlkAOo&usp=sharing>



- ▶ Yes, as a resident of Port Alberni that travels this highway the congestion in Cathedral Grove is an accident waiting to happen, people it's a highway get those people off the road for their safety and ours. Don't wait till someone is killed or badly hurt it's going to happen I can't believe it hasn't already!!
- ▶ Don't waste valuable police time for Cathedral Grove. We have too much crime and drives for the cops to deal with in Port Alberni.
- ▶ Plastic lane dividers so no one makes left turn, will also deter pedestrians from crossing.
- ▶ Yes, like my previous comments, please make people drive 30 km, maybe speed bumps. If you build a new Horne Lake Highway Connector, it will ease the burden and keep it a quaint, natural place that will continue to draw tourists. A small pocket of parking for RV's and buses. There can be a pedestrian crossing with light in the meantime but there should also be warning lights that the pedestrian crossing has been activated ahead.
- ▶ Too much too list.....need to stop people from crossing...and u turns!.....divider in middle of highway...not concrete blocks...thick cable ..like out at Chilliwack highway.
- ▶ A pedestrian overpass is required in conjunction with additional parking areas linked with pedestrian trails. Horne Lake Connector does not help south bound traffic.
- ▶ Something absolutely needs to be done and soon. I was born here and have lived here for almost 50 years and this spot is incredibly dangerous for everyone. Please, please, human life is way more important than taking down some trees!
- ▶ It is a major concern to me any time I drive out of Alberni in the summer. I have seen some reckless and stupid things done in the middle of that highway. I watched two tourists stand in the middle of the road trying to conduct traffic while another tried to back their RV out to turn around in the middle of Highway 4.
- ▶ Again, make more parking! Even if gravel was added on the shoulder for people to pull over more would help. It doesn't have to be uniform, any area lacking trees right off the hwy can be filled and leveled to road height to increase parking spots. No lights or pedestrian buttons or rumble strips. It is a hwy before it is a park.
- ▶ I don't want to support or encourage more pedestrian traffic through the park trails. I was very disappointed during my last visit to see how overused the area looked ie: broken fences, areas off the marked path that had been trampled down by human activity. I would like to see more overall enforcement and monitoring in the park.
- ▶ I have twice been in lineups caused by fatalities from falling trees. The removal of unhealthy old growth to make improvements has to be considered. What is also happening is the winds funneling through this valley will increase pressure on Cathedral Grove as they are opening up the forest canopy both west and east of the park. The West Coast deserves a safe highway to service residents and tourists. This site is only one area that requires immediate attention but is a step in the right direction. Unless a proper plan can be designed and implemented within 3 years, this park should be closed as I have already seen two close calls since the Port Alberni open house and one involved a tour bus.
- ▶ User beware. It's a highway.
- ▶ Just build a bridge.
- ▶ Build an overhead walkway and connect Horne lake to Port Alberni!
- ▶ Have all non van isle residents pay for parking.
- ▶ It is a highway. Keep traffic flowing and people away. Overpass, center barriers and more parking area should be priorities.
- ▶ No thank you. I just hope it can be protected.
- ▶ You can't fix stupid... limit the amount of vehicles and types. No parking of larger trailer camper, etc. type of vehicles...
- ▶ I commute to Parksville from Port Alberni. Going through the Grove is my ultimate frustration. Watching people with heads up not even consider stepping into traffic. This is so unsafe and I am shocked nothing has been done this long. It is getting busier and busier over the years. I feel they need a parking area similar to Hells Gate. After the storm a lot of trees were knocked down. It is natural but a mess and maybe an indicator of a space for a parking lot! Clean up, remove dead trees, make a parking lot and an overpass.
- ▶ I believe that increased parking closer to the park would provide the safest option for visitors and traffic in the grove area.

- ▶ This needs to be fixed sooner rather than later. My husband and I drive through there every weekend with our RV. We are always having issues getting through because of cars parked on the side of the road. People walking along the road. I swear they have no idea the danger they put themselves in. The government tried 15 years ago to make this safer but it was stopped by environmentalists. So I really hope there is a better plan to avoid wasting more money on studies and more money on actually fixing this issue before there is a tragedy, because there is going to be one sooner rather than later.
- ▶ The shortest option for the second connector to bypass the Grove and to offer a secondary route out of Alberni Valley is a must. That highway is closed on a regular basis due to accidents or other natural disasters. I know the cost of that route is the main factor but there would be a big economic boost to the area as a lot of those main shops would be much closer as well as the hospital for people from the east side of the island. Driving the Highway 4 is not a relaxing drive. With locals that speed and endless logging and other transport trucks, there is not any time to look around or enjoy the winding road and scenery. I am shocked there are not more accidents as cars and trucks speed through the Cathedral Grove area.
- ▶ I think that given some of the driving and pedestrian behaviour that is currently taking place we are lucky that the collision rate is so low.
- ▶ Pedestrian and traffic safety is certainly an important issue that has to be addressed at Cathedral Grove. Of equal importance, however, should be the preservation of an intact old-growth ecosystem. Cathedral Grove as a flagship BC Provincial Park with a very accessible old-growth ecosystem has tremendous environmental (ecosystem, climate change mitigation, flora+fauna), educational (future generations and worldwide visitors learning about old-growth ecosystems), cultural (First Nations, cultural heritage) and economic (major source of tourism income) value and preserving it should be the main target.
- ▶ Do something as soon as possible.
- ▶ What can you do? No matter what you do someone is going to think they can take a short cut. A barricade divider down the middle of the road maybe. That alone I would hate to see in the park.
- ▶ As much as possible, we should be trying to accommodate peoples' goals and mitigate their impact, rather than trying to control their behaviour and thwart their attempts to achieve those goals.
- ▶ I have just traveled through the Cathedral 2 times in the last week, and it was mayhem both times. People parking where ever they can and walking dangerously close to traveling vehicles. This has been discussed and studied to death. Let's make a decision and get on with it before tragedy happens again.
- ▶ Keep up the good work!
- ▶ Yes. Most were posted above. Cars and commercial trucks frequent this site so much that something needs to be done in tourist times. You can go there in winter and there is not a soul, traffic flows freely and most ignore that posted park speed. This can lead to expectations in time and speed during peak use times being unrealistic. Tailgaters are a huge problem, year around..... especially commercial vehicles (forestry company pick ups are the worst) trying to hurry you along despite the road conditions or safety concerns.
- ▶ One of the limitations of the additional parking zones indicated was a decrease in accessibility; this could be mitigated by making 1/2 or more of the spots available right along Hwy. 4 as designated "handicap" spots, and encourage vehicles to utilize the off-highway parking zones.
- ▶ No matter what you do to improve traffic flow and pedestrian safety at Cathedral Grove, the bigger issue would be continuing big tree blow downs and Angel Rock areas closing the road. Build the Horne Lake connector and watch 50% of the traveling locals avoid the Grove and resolve the traffic issues. Mandate the Horne Lake route as the large commercial and industrial route.
- ▶ Bypass option is by far the best strategy that works for the park, wildlife, visitors and commuters. The bypass should have double lane passing zone for people coming from Port Alberni so they are not stuck behind slow trucks all the way from the top of the hump to the end of the lake. Bypass should include a wildlife corridor to allow animals to access the Cameron river from Arrowsmith.
- ▶ Please do something before an election tosses all this money and time spent into question.
- ▶ Alternate route.

- ▶ I support many of the options to a degree, but strongly feel a bypass of the park the most feasible. There is a lot of through traffic everyday, including many transport trucks and RVs. Many transport vehicles are on a time crunch, as well as people trying to get to the ferries on time, so the option to slow down traffic for a longer period doesn't seem a good fit. I've always thought a route through Horne Lake would be a good option for Port Alberni and West Coast to have the alternate route in case of emergency, such as forest fires or other disasters, and I think the percentage of vehicle use through Horne Lake would be much higher than mentioned, and would alleviate the traffic through the grove.
- ▶ We need a solution that works for locals and visitors... Year round! The only option that does this is the 2nd crossing to Horne Lake. Leave the grove alone. Put the money where it will help the most people year round. Not just summer visitors.
- ▶ We need to protect more of the forest around Cathedral Grove – there has been too much clear cutting in the Alberni area.
- ▶ Building parking areas 1-7 remote to the main area might not be practical as most people are not interested in walking very far. I like to hike many don't. The bypass around the park is the most practical and safest. Route #3 going around the whole park to avoid the chance of more blowdown is best. Have one access to the park at the Cameron Lake end improves safety. Roads should not go through parks anywhere. We have a chance to make this world class park really safe with this bypass option. The cost is minor when you consider the importance of this park to many.
- ▶ Hwy 4 is not adequate as it is to support the amount of vehicles traveling the road, and during summer season it is worse.
- ▶ As a commuter I am minorly annoyed by traffic delays. Of greater concern to me is damage to the area and increasing visual disturbances, as I really enjoy driving through this section of hwy 4 as it is now. Don't want to be looking at a bunch of new infrastructure in addition to all the stupid rvs. It's important to consider the people who enjoy this area year round, not just the summer tourists.
- ▶ Overhead walkway.
- ▶ Thank you for the opportunity to input on the future of pedestrian and traffic safety at this provincial treasure.
- ▶ Protection of the existing environment is what should be the main consideration. Over the years people have caused much damage, both in and outside the Grove. Enforcement of speed and driving and parking will make it safer for visitors but we should not be encouraging distracted driving and bad habits such as U-turns.
- ▶ Just add a crosswalk...
- ▶ Think immediate hwy access should be for disability parking only and a 1.5 trail walk in sounds reasonable for the rest of healthy and able bodied people to walk into a magnificent park like the Grove. And that the parking would then be monitored for proper disability tags from any licensed care from BC or other states or provinces. Nobody in a wheelchair should have to be pushed a 1.5 walk to see the beauty of the Grove. Some caregivers cannot push a chair that far or help somebody with a cane that far.
- ▶ Social media campaigns to educate people to use caution and courtesy when using or traveling through the grove. Tourists are at the biggest risk they do not know the area and get impatient
- ▶ Do not cut down the trees or allow logging close by that would subject them to wind damage.
- ▶ I strongly support change in parking at Cathedral Grove. I am surprised that there hasn't been a death or bad accident at that site.
- ▶ Again, it is an accident waiting to happen. The solutions regarding more marking of the highway, increased signage, rumble strips, etc, etc. are temporary measures only and don't address the issue of removing the visitors, public, and parked vehicles off of the highway.
- ▶ The conditions are terrible for drivers and parking is crazy. Move the parking all together.
- ▶ The problem with traffic in Cathedral Grove occurs mostly during the summer months. In terms of any physical changes my preference would be the addition of one new parking area, pavement marking for stalls on the side of the road, and an overhead walkway.
- ▶ Give us back our highway, remove all parking from the lots and anywhere someone thinks is okay. The situation is crazy for most of the summer!!! Highway speed returned please – use underpasses only in the area between the parking lots.
- ▶ Needs to be improved.

- ▶ Believe you have covered all aspects.
- ▶ Needs attention as soon as possible. Thank you.
- ▶ In all the options being explored, no mention is made of seasonal considerations. Are improved parking and other considerations only needed in the July- August or say the May Victoria Day to post Labour Day and is this being factored in when looking at the cost and sensibility aspects of various options? All options should be tested for seasonal traffic and visitor level considerations.
- ▶ Just get on with it. Just look at Little Qualicum Falls this year. Half of it is still closed 8 months after the wind storm. We can clear cut a mountain in weeks with helicopters yet the Ministry decided to use an inexperienced but cheaper quote and look what we got. Frustrated and tired of talking about it as it usually means no one wants to make a decision. Just talk about it till we all go away for another 10 years.
- ▶ As I mentioned last comment section, we need to leave Cathedral Grove as it is. We really need to build an alternate route in and out of Port Alberni to elevate the pressure in Cathedral Grove. The Grove is dying. We lose more trees every year. If we have an alternate route, it could be utilized and advertised as a circle route in and out of the west coast. No one really likes to back track and personally I am tired of driving through the grove and Cameron lake in the summer. It's a nasty source of stress and aggravation. Look how an alternate route changed Coombs. It still gets busy but you don't have regular traffic traveling through there all day. I would much prefer the government to build an alternate route out of Port Alberni to help lessen the traffic flow through Cathedral Grove. It's long overdue. Look at the millions being spent at the Kennedy lake cliffs! That stretch of highway was nowhere near as bad as driving through Cathedral Grove. I commuted for years to the West Coast!
- ▶ I do not think that any traffic situation was unsafe while I have been there. The parking alongside the road was used together with the lots next to the entrance. Re-routing the Highway would cost a lot of resources and money and may not be feasible. So if the road stays there vehicles should be slowed down during the peak visitor times if there is any safety concern that I did not witness during my time there. Speed limitation, a crosswalk or even a traffic light may work to let pedestrians pass.
- ▶ It is annoying.
- ▶ Why were we shown a map of 4 possible alternate routes but only able to vote/or answer one question on one route? Why can you not go back to change an answer?
- ▶ We need to know development plans for Port Alberni and the west coast to assess both increase traffic demands and leisure needs.
- ▶ I wonder about the wisdom of any heavy financial investment in this area, given the damage caused by storms over the past few years. In the 20 years I have lived in Oceanside I have observed considerable change in the appearance of the grove and most of that, negative. Cathedral Grove retains only a shadow of its former grandeur. It is important to remember that this loss is a natural process.
- ▶ A pedestrian overpass sensitively designed and built is long overdue as is another route to Port Alberni. Given the over logging of old growth... the younger trees need to be left in place to help support the remaining old growth. Just focusing on old growth not enough to protect the remaining giants.
- ▶ Cathedral Grove is a small area. Create new tourism opportunities by improving road access to Port Alberni and Comox and Cowichan Lake.
- ▶ Any changes that can be implemented are worth doing as it is a popular area and the issues will only become worse over time.
- ▶ Do it sooner than later...it's a mess the way it is... widening the shoulders on both side of highway on west side will give immediate relief for parking. Get on with it.
- ▶ In visiting the park, these are all active concerns. I favour the accessible walkway to deal with pedestrians trying to see both sides of the park, a u-turn route outside the park, clearly signed, to avoid three way turns in unsafe conditions, and additional parking outside the main grove area to handle peak time overflow.
- ▶ Cathedral Grove is not sustainable as a major tourist attraction. Already because of the permitting the clearing of forest which protected the forest, there are fewer trees as the winds have had access to knock down trees. Opening more areas and having more visitors will only increase the rate at which it is destroyed.
- ▶ Something needs to be done before someone gets killed.

- ▶ I feel that this issue is not as big a problem as it is made out to be. How many accidents have there been due to traffic in last 20 years? .....I can't recall any. I believe the current system is just fine ...it is self limiting ...we don't need more people in this park ...it is getting worn out as it is. An over pass would be nice but I would like BC Parks to put more money and energy into acquiring land next to the park. Areas like Mt Horne and other old growth areas that are under threat because they are on private land. Parks should be for wildlife first ...people second.
- ▶ All decisions about the grove should be made with a view towards long-term sustainability of the region.
- ▶ During peak tourist season have crossing guard with sign to let people cross every ten minutes until plan put in place.
- ▶ Consultation with local First Nations should play a key role in the decision making process.
- ▶ It is ridiculous and unsafe. It is a highway that is the only through way to the west. Vehicles parked and pedestrians hinder the traffic and there is a lot of road rage from locals. Something needs to be done now – not in 2-10 years. The government should be held responsible for any accidents not on the drivers. They should have done something 20 years ago!!!
- ▶ It definitely needs improvement.
- ▶ Maintaining traffic flow is my foremost concern. Tourism concerns should be secondary to the reality that this highway is vital to the population of the West Coast.
- ▶ It is frustrating to see people blocking the flow of traffic by holding up traffic in order to cross the highway or for pulling out of the parking area. People walking along the highway from and around parked cars creates a distraction and safety hazard for the traffic passing by. To go back to the long term Horne Lake Connector map I strongly support Option D, keeping traffic away from the actual Lake. Option A would especially be impacted by the driveways of people living at the lake and who would be trying to access the road. Commercial traffic especially would tend to use an alternate route.
- ▶ Pretty dangerous right now. The government needs to think long-term and build a bypass for regular traffic and safer access to parking for tourists. And look after the trees. A real challenge!
- ▶ I think the first step while others are being evaluated would be to immediately implement a police presence. This would curb vehicle speeding and those pedestrians who have a sense of entitlement or are risk takers think highway traffic should stop for them when they step into it. A working schedule between Port Alberni and Qualicum detachments would go a long way to help with safety in the area. As well this would also expedite attendance at those vehicle accidents that occur on either side of the park.
- ▶ Should be more like Redwood Forest in the States. They also get a half million visitors but have an entire tourist industry around the park. In CG there is not even one camp spot. Cameron Lake and Cameron River along with Arrowsmith and Little Qualicum make up a big beautiful park which has huge touristic merit that is not being exploited. Should have a RV park.
- ▶ As stated above I live in Port Alberni and have driven Hwy 4 regularly over the last 20 years. Additionally I have been visiting Cathedral Grove for over 50 years. Evidently the efforts made to date in analyzing the pedestrian/traffic/parking related issues recognize the escalating hazards associated with the increasing visitation and parking congestion the popular park is generating. I'm a retired provincial government employee who has driven this stretch of highway regularly for work. I'm thankful for the defensive driving courses I was provided by my employer. I was traveling through the grove parking area shortly before I retired and due to excessive illegal parking, people walking on the edge of the highway and pedestrians crossing everywhere I slowed way down in reaction to the conditions. As I entered the legal parking area a family was looking to cross the highway, one of the young children darted out in front of me. Thankfully I was going slow enough that I was able to react in time and I'm not having to live with a different outcome. Recent years have seen drivers actually stopping on the highway to allow pedestrian crossings, often this involves masses of pedestrians crossing in multiple locations. Personally I think this unfair to drivers that are not expecting to stop on a provincial highway that is not marked as a pedestrian crossing.
- ▶ The volume of traffic needs to be reduced. An alternate route to bypass the Grove and the Hump!
- ▶ The bypass option is the best idea to calm traffic within the park and deal with safety issues.



- ▶ I fully support any improvements that will alleviate or reduce the ever increasing hazards that are present during high visitation periods. I think a pedestrian overpass is a must, but as I stated above it must involve some form of pedestrian barrier that pretty much forces the use of the overpass otherwise human nature will see a high percentage of people simply hopping over a concrete bullrail and continuing the mad dash across the highway rather than taking the time to use the overpass. I'm a professional forester who has led tours of the grove and love the majestic trees as much as anyone but time is long past that the parking needs to be addressed. My thought is that the main parking area needs to be located away from Highway 4. Making use of the existing cleared area makes sense to me even if it involves careful and thoughtful removal of existing trees to make it happen. The level of concentration being required by drivers to travel through the park area is getting to be extreme and that is likely not recognized by drives traveling the area for the first time. It is imperative that changes need to be made. I hope that the decision makers can move forward with effective improvements in the face of the opposition that will inevitably be generated before we witness a tragedy.
- ▶ We can't accommodate all the people who want to visit the park at the same time so we need to regulate the amount of visitors in the forest by private guides/ tours, shuttles or a reservation system. No one wants to go walking through Cathedral Grove if it is as busy as a shopping mall. We can't succumb to the selfie age which is all about getting a photo and not really being in the moment in the forest.
- ▶ The RCMP/CVSE do not have time or the funding to monitor the road. Tourists are on holiday – they are carpooling with their families already.
- ▶ Look at the pedestrian overpass in Tucson Arizona. Amazing piece of artwork and functional too.
- ▶ If you can understand my terrible drawing of a scramble crosswalk with lights on each side of the lot, you win :) Thank you.
- ▶ I would like to see parking widened from the west to the east all the way to Cameron Lake and just past Cameron River East. Cut down maples and alder, some hemlock to basically widen Hwy. Don't spend too much money, walkway below widened Hwy. Make walkways on bridges. Just don't turn it into a hassle to drive from Port Alberni to the east of the island.



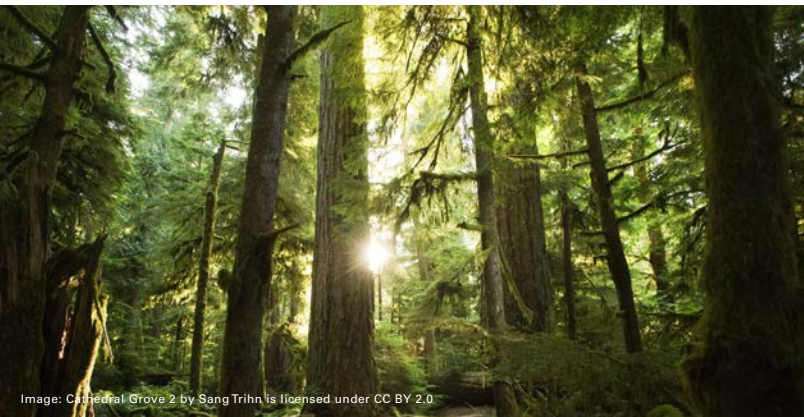


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