

CATHEDRAL GROVE

Pedestrian and Traffic Safety Study

Engagement Summary Report - September 2019

SPRING/SUMMER 2019 ENGAGEMENT

June 19, 2019 - July 31, 2019

Engagement Summary Report - September, 2019

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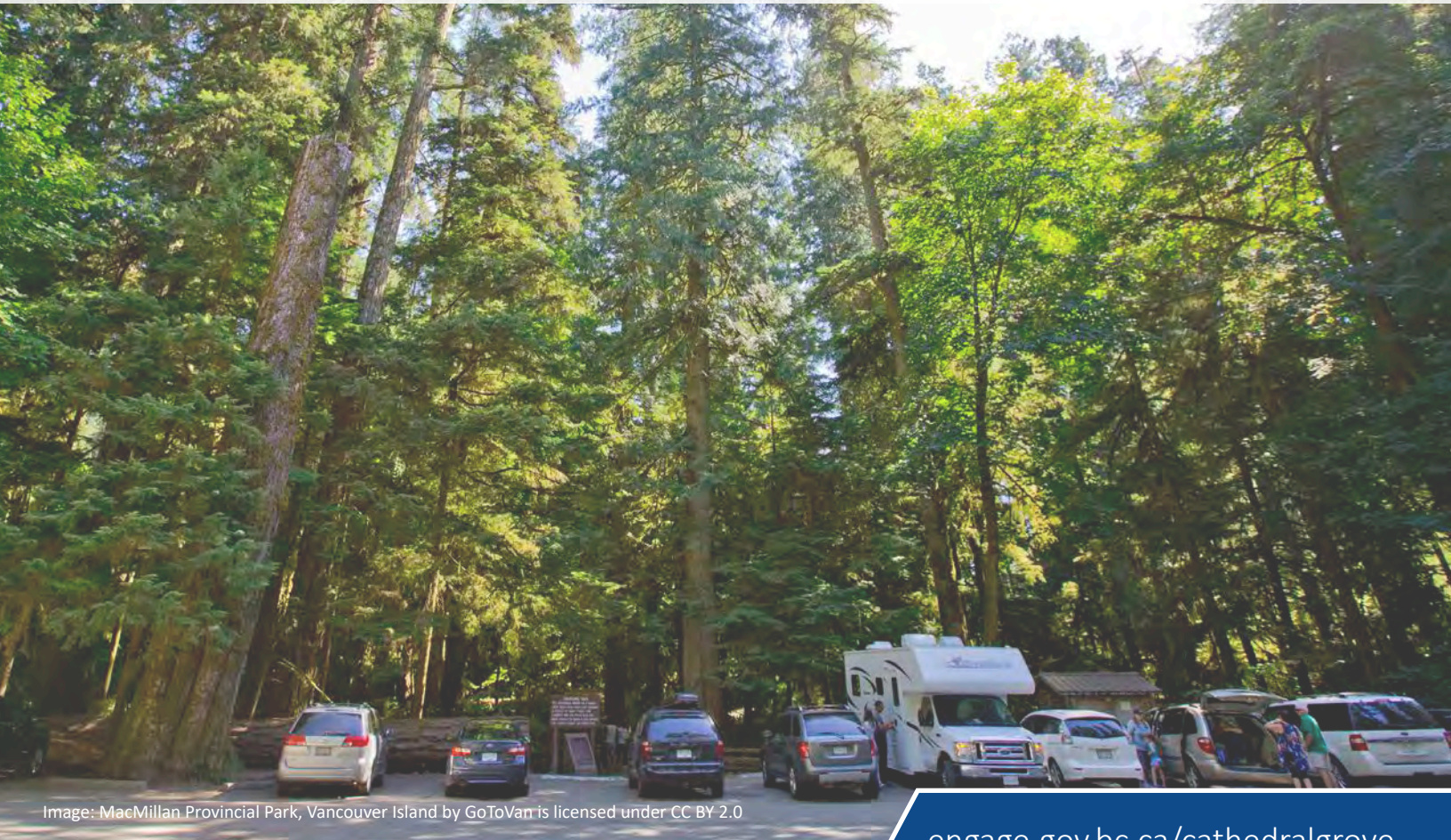


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engage.gov.bc.ca/cathedralgrove



Ministry of
Transportation
and Infrastructure





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AT A GLANCE

992

QUESTIONNAIRES
COMPLETED

83

PARTICIPANTS AT
PUBLIC EVENTS

2,916

VISITS TO THE
PROJECT WEBSITE

PARTICIPATION



MOST SUPPORTED DESIGN & PLANNING PRINCIPLES

- 1 Increase safety for all users
- 2 Provide trails that connect people from parking to the main grove without having to walk along or cross Hwy 4
- 3 Maintain efficient traffic flow on Highway 4
- 4 Where possible, avoid impacts to habitat that is important to species-at-risk and provide appropriate mitigation for any unavoidable impacts
- 5 Minimize visual impacts through thoughtful siting, retention of existing vegetation, and development of features that fit with the natural character of the area
- 5 Use permeable surfacing (i.e., gravel) where possible to support infiltration



PORT ALBERNI PUBLIC EVENT



PARKSVILLE PUBLIC EVENT



FEEDBACK ON OPTIONS

77% SUPPORT A NEW **PEDESTRIAN OVERPASS** WITH SUGGESTIONS TO DESIGN IT TO FIT THE PARK CHARACTER



+60% SUPPORT IMPROVEMENTS AT THE MAIN GROVE

- CENTRE BARRIER
- PARKING REDESIGN
- RV/BUS PARKING
- SHOULDER PARKING RESTRICTIONS
- TRAIL CONNECTIONS



44% SUPPORT U-TURN ROUTES BEYOND THE PARK BOUNDARIES TO ALLOW VEHICLES TO SAFELY TURN AROUND AFTER VISITING

73% SUPPORT A NEW **PARKING AREA**



LOCATED WEST OF THE MAIN GROVE AND DESIGNED TO SENSITIVELY FIT THE ENVIRONMENT



50-65%

SUPPORT FUTURE EXPLORATION OF A **BYPASS** AS A LONG-TERM OPTION (BEYOND THE SHORT-TERM TIME FRAME OF THIS STUDY)

MOST SUPPORTED MANAGEMENT & PROGRAMMING OPTIONS

- 1 Post information in the park and on BC Parks website to inform potential visitors about peak times and encourage off-peak visits.
- 2 Consider real-time webcams to allow people to see current parking conditions when preparing to visit.
- 3 Consider social media campaigns during key times to raise awareness, prepare visitors, and encourage people to care for a sensitive area.
- 3 Work with RCMP and CVSE to increase presence at Cathedral Grove during certain times to discourage speeding, illegal vehicle manoeuvres, illegal parking, and unsafe pedestrian behaviours.
- 4 Explore, with partners, opportunities to extend public transit services between Qualicum Beach and Port Alberni, with a potential stop in Cathedral Grove.
- 5 Consider adding more “No Parking” signs.

1 BACKGROUND

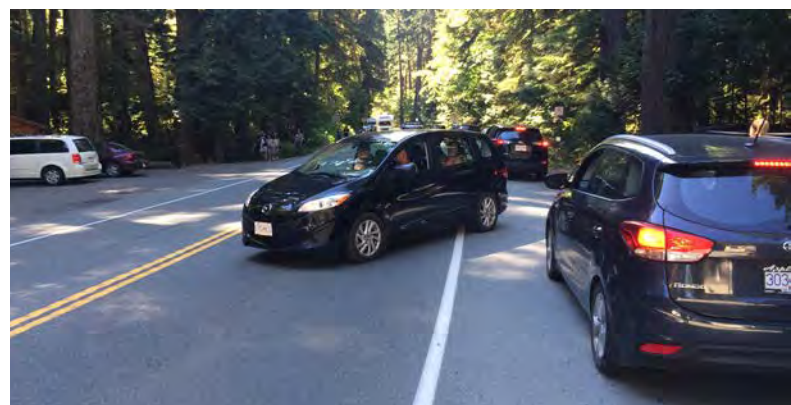
Each year roughly 500,000 visitors from around the world come to experience the old growth giants and unparalleled scenery of Cathedral Grove in MacMillan Provincial Park. Most visitors arrive by vehicle, parking along Hwy 4 and crossing the highway to visit trails on both sides of the park. During peak seasons and times, pedestrian movements can be unpredictable and parking demands often exceed capacity leading to unsafe driving manoeuvres. This contributes to safety concerns for both pedestrians and motorists. A concern about safety has existed for many years and continues to grow as traffic through and to the park increases.

The Ministry of Transportation and Infrastructure (MoTI) aims to build and maintain a safe and reliable multi-modal transportation system for British Columbians. The intent of the Cathedral Grove Pedestrian and Traffic Safety Study (“study”) is to identify and evaluate a range of potential pedestrian and traffic safety improvements and make recommendations that could be completed in a **short-term time frame**.

In late 2018, The Ministry of Transportation and Infrastructure initiated a discussion on how to address safety concerns at the existing Cathedral Grove park access while continuing to protect inherent environmental, social, and cultural values of the area. Participants shared extensive input on values and contributed a range of ideas that could be considered. Based on this initial input, a number of potential ideas were studied. The second phase of engagement has been focused on obtaining feedback on these emerging ideas to contribute to their evaluation, as well as identify refinements or additional ideas.

More information about the project can be found at engage.gov.bc.ca/cathedralgrove.

Below: Common conditions at Cathedral Grove during peak seasons.



2 ENGAGEMENT OVERVIEW

This summary documents the second phase of engagement which was focused on evaluating preliminary improvement options that could address pedestrian and traffic safety issues at Cathedral Grove. This step invited public participation in option review – working together to assess pros and cons of identified options, discuss refinements, and help focus in on those that appear to have the most merit to advance in the short-term. Further engagement steps will be defined based on the outcomes of this review.

Second Phase Engagement Objectives

Objectives for the second phase of engagement included:

- ▶ Share preliminary improvement options with the public
- ▶ Assess pros and cons of the preliminary options
- ▶ Identify refinements or questions that require further exploration
- ▶ Focus in on options that have the most merit for advancement

Second Phase Engagement Topics

The second phase focused on the following topics:

- ▶ Reporting on the outcomes of the first phase of engagement
- ▶ Sharing new information and analysis including high-level tree analysis and findings of an Environmental Overview Study
- ▶ Outlining preliminary improvement options for:
 - » Existing Parking Area Improvements
 - » U-Turn Routes (Outside the Park)
 - » Pedestrian Overpass
 - » New Parking Area(s) West of Cathedral Grove
 - » Management / Program Options
 - » Bypass Options that could be considered in the long-term (beyond the short-term scope of this study)

Notification & Outreach

The following notifications were used to raise awareness:

- ▶ **Notification to Government Representatives:** Outreach to First Nations, regional and local governments, and provincial and federal representatives within or near the study area.
- ▶ **News Release:** A release was issued on June 7, 2019. Coverage by local news outlets between June 7 and July 31, 2019 included, but was not limited to: CHEK News, CBC News, the Peak Port Alberni, Alberni Valley News, Cowichan Valley Citizen, Ha-Shilth-Sa Newspaper, and Nanaimo News NOW.
- ▶ **Project Webpage:** A project page hosted engagement materials and provided information about the project at: engage.gov.bc.ca/cathedralgrove.
- ▶ **Social Media Posts:** 3 posts on the [BC Transportation and Infrastructure Facebook Page](#) and 3 posts on BC Transportation [@TranBC](#) on Twitter and 19 posts on [@govTogetherBC](#) on Twitter.
- ▶ **Park Signage:** Signs posted on the bulletin boards at the Cathedral Grove parking lots (both sides) with information directing visitors to the project webpage.
- ▶ **Interest Group Emails:** Email notifications sent to known local interest groups to invite participation and encourage circulation of the notification to their memberships.
- ▶ **Project Updates List:** The project webpage provides an opportunity for participants to sign-up for email notifications related to the study. Participants who signed up received email reminders about the public events and questionnaire.
- ▶ **School Presentations:** Two presentations were made by project team members to the Port Alberni Secondary School Social Justice Class.

Engagement Materials

Materials used to engage the public included:

- ▶ A discussion guide containing details about the study, process, analysis of existing conditions, and preliminary improvement options (see Appendix A).
- ▶ Information display boards describing the study background, process, analysis, and preliminary improvement options (see Appendix B).
- ▶ A questionnaire collecting public input on preliminary improvement options (see Appendix C). The questionnaire was available online at the project webpage and in hard copy during the public events.



Above: Displays and discussions during the public events in Parksville and Port Alberni

Engagement Opportunities

Online Engagement

The engagement materials were available on the project website at engage.gov.bc.ca/cathedralgrove. There were 2,916 visits to the project website during the second phase engagement period, June 19 to July 31, 2019. 124 participants subscribed to the project updates list to request email updates about the project. During the engagement period 992 questionnaires were completed and submitted, either online or in hard copy at public events or by mail.

Participants were also invited to send written submissions to the project email at cathedralgrove@gov.bc.ca or to the Ministry of Transportation and Infrastructure offices or to contact the Ministry by phone.

Public Events

Two public events were held during the second round of engagement:

- ▶ **Parksville Session**
Wednesday, June 19, 2019
Parksville Community Centre
- ▶ **Port Alberni Session**
Thursday, June 20, 2019
Port Alberni Friendship Centre

Approximately 35 people participated in the Parksville session and 48 people participated in the Port Alberni session.

At each event, information posters were displayed around the room, including interactive maps for use in discussions and to collect input. During the event, study team members engaged with attendees one-on-one and in small groups to discuss their observations and feedback. Event participants were encouraged to complete questionnaires, either in hard copy or online.

3 FEEDBACK

The following summary represents the results of the feedback received from the 992 completed questionnaires, discussions and inputs during public events, and written submissions.

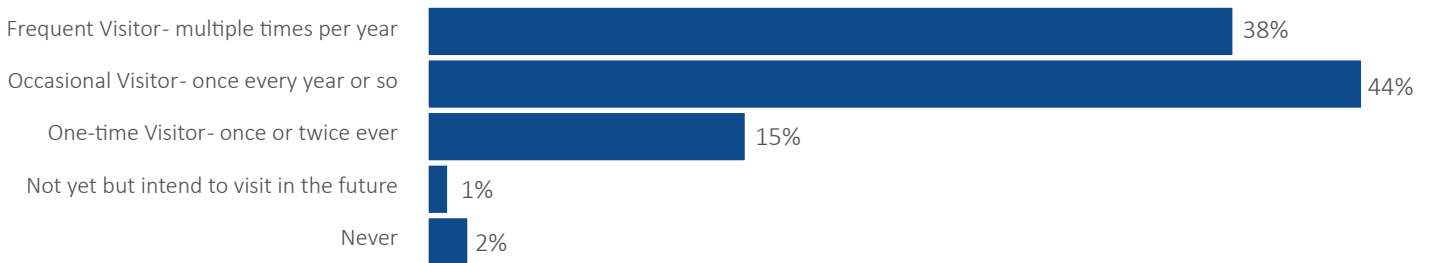
Section 1: About Participants

Five questions were asked to understand who participated in the questionnaire.

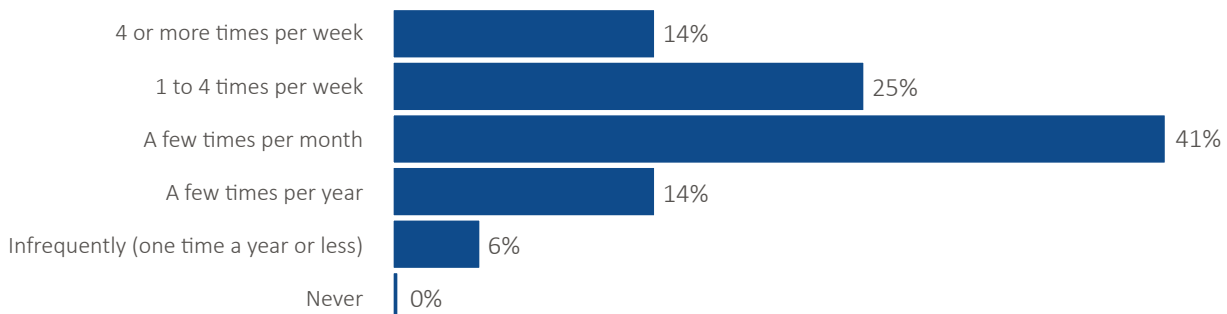
Q1 Cathedral Grove attracts both local visitors and those visiting from all over the world. Where are you from?
Total Responses = 984



Q2 How often have you visited MacMillan Provincial Park (Cathedral Grove)?
Total Responses = 984



Q3 How often do you travel on Highway 4 (the highway between Qualicum Beach and Port Alberni)?
Total Responses = 984



Q4

Did you participate in the first public engagement (Nov. to Dec. 2018) by completing a questionnaire, writing input, or participating in a public event?

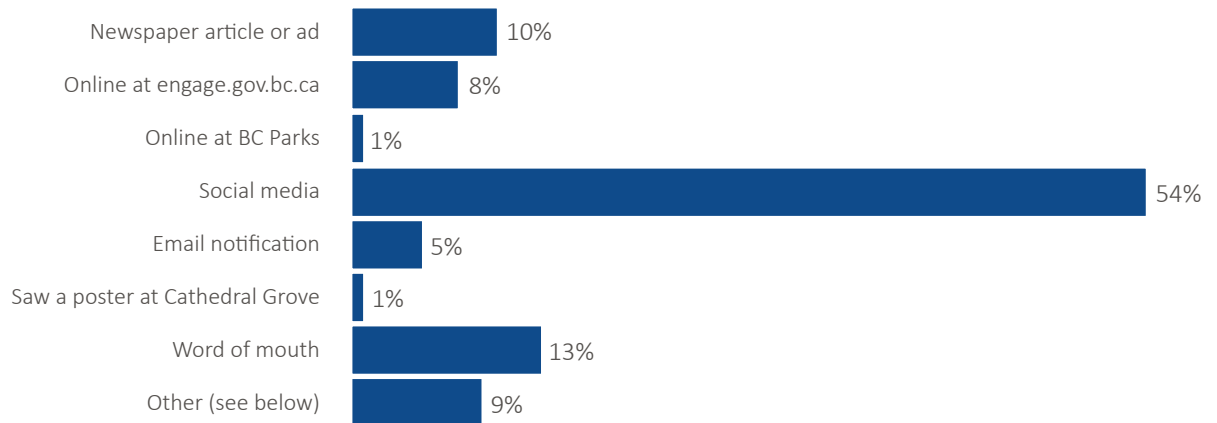
Total Responses = 985



Q5

How did you hear about this engagement opportunity?

Total Responses = 1,204 (multiple responses)



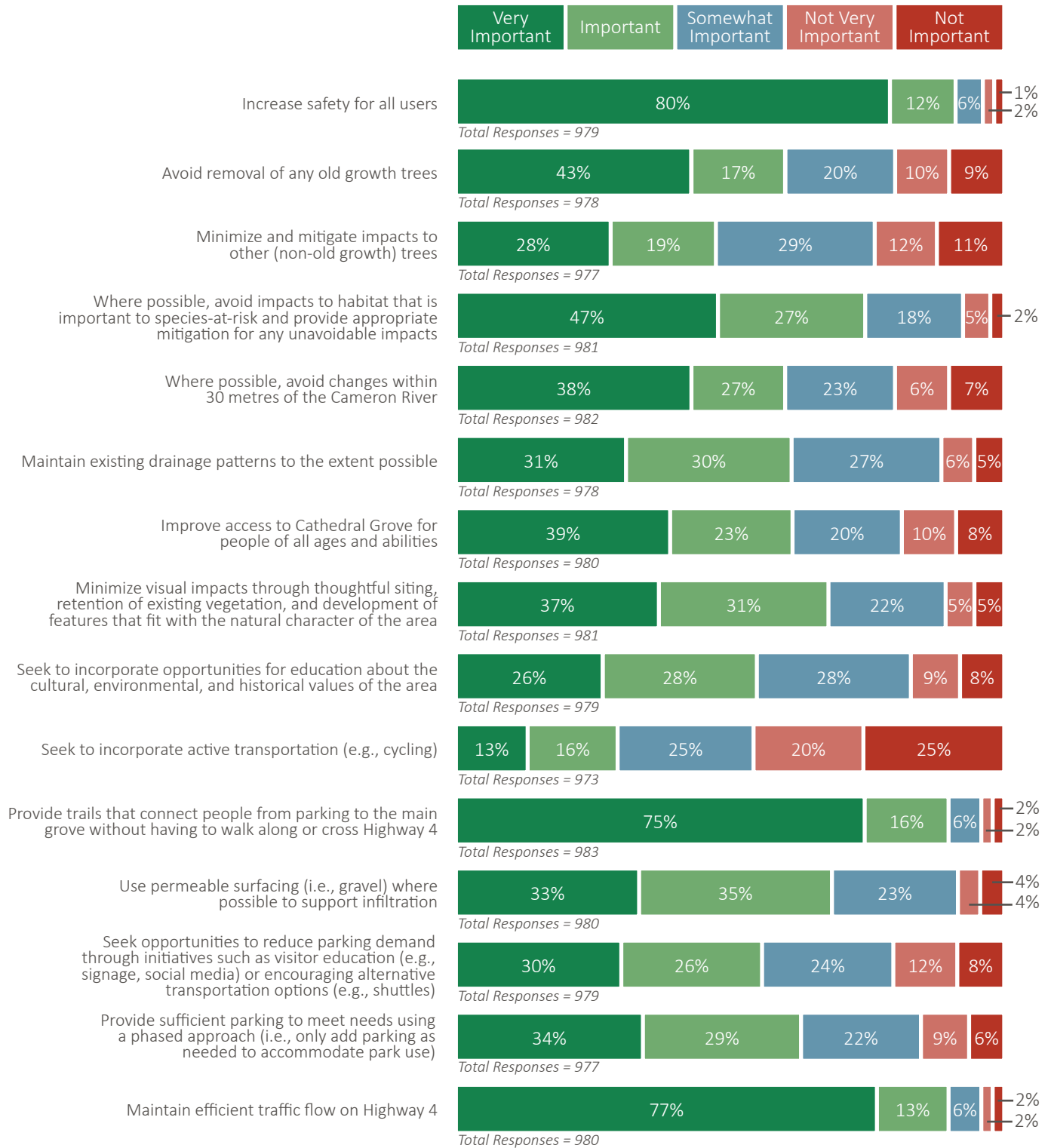
OTHER WAYS PEOPLE REPORTED HEARING ABOUT THIS ENGAGEMENT:

- ▶ Radio or television news coverage
- ▶ Stakeholder group communications (e.g., Chamber of Commerce, resident association, outdoor club)
- ▶ Work groups or colleagues
- ▶ Noticing it when accessing a different survey on the engage.gov.bc.ca website
- ▶ Information on a municipal website / newsletter

Section 2: Design and Planning Principles

Because Cathedral Grove and surrounding area is highly valued, planning and design principles are being developed and refined. These principles are based on input from the first phase of engagement and will help guide decision-making to help ensure proposed improvements fit the unique requirements of Cathedral Grove.

Q6 How important do you think each of the following draft planning and design principles are when planning future pedestrian and traffic safety improvements at Cathedral Grove?



Q7

Do you have comments on or additions to the draft design and planning principles?

THEMES FROM COMMENTS ABOUT DRAFT DESIGN AND PLANNING PRINCIPLES	NUMBER OF MENTIONS
Emphasis on improving safety both for pedestrians and motorists	98
Emphasis on protecting natural areas and old growth trees	35
Emphasis on maintaining traffic flow for residents and commercial drivers on Hwy 4	34
Sense of urgency and a need for improvements in the short-term	34
Desire to ensure that improvements align with the natural character of the area	10
Desire to ensure accessibility is maintained / provided at Cathedral Grove	6
Emphasis on celebrating Cathedral Grove and sharing the natural beauty of the area with visitors	3

Section 3: Preliminary Options

Based on input from the first phase of engagement and from technical analysis, a number of potential options were brought forward for further public engagement. These preliminary improvement options were explored to assess pros and cons, identify refinements, and help focus in on those that appear to have the most merit to study further. The options were not intended to be mutually exclusive – several could be considered together to improve pedestrian and traffic safety. Therefore, public feedback was gathered on each of the options.

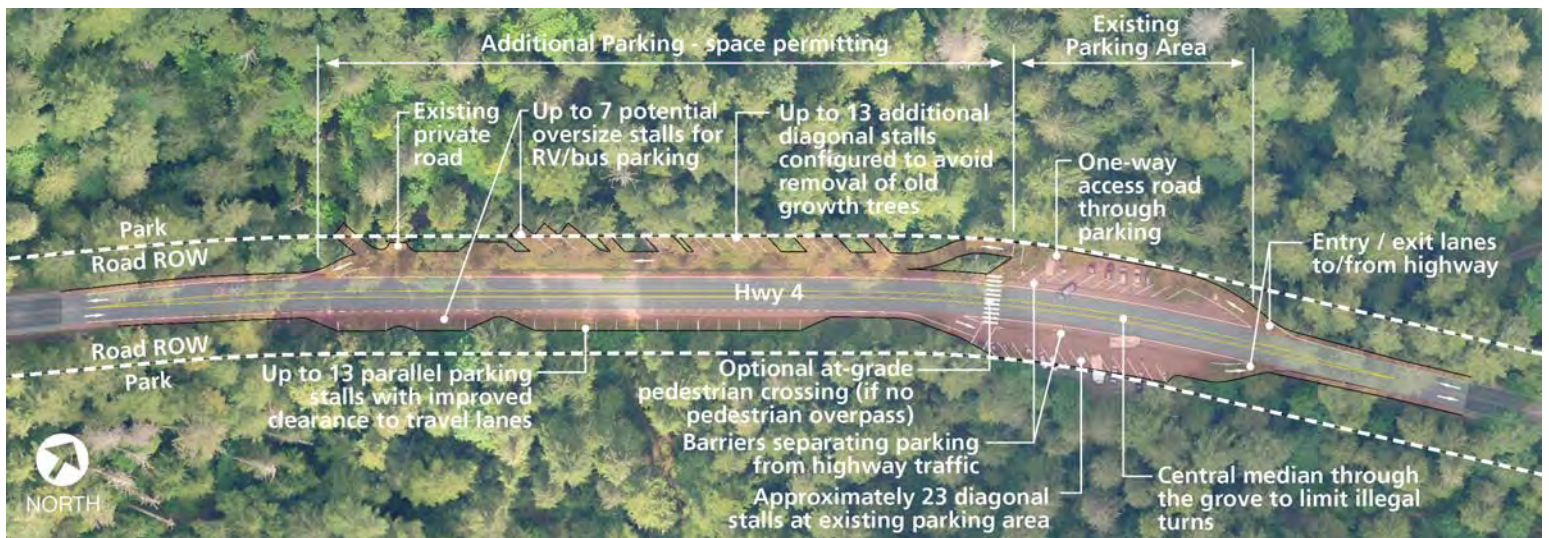
Six types of options were identified:

1. Existing Parking Area Improvements
2. U-Turn Routes (Outside the Park)
3. Pedestrian Overpass
4. New Parking Area(s) West of Cathedral Grove
5. Bypass Options that could be considered in the long-term (beyond the short-term scope of this study)
6. Management / Program Options

The following pages show the preliminary options that were shared for public review and summarize feedback received.

A. Existing Parking Area Improvements

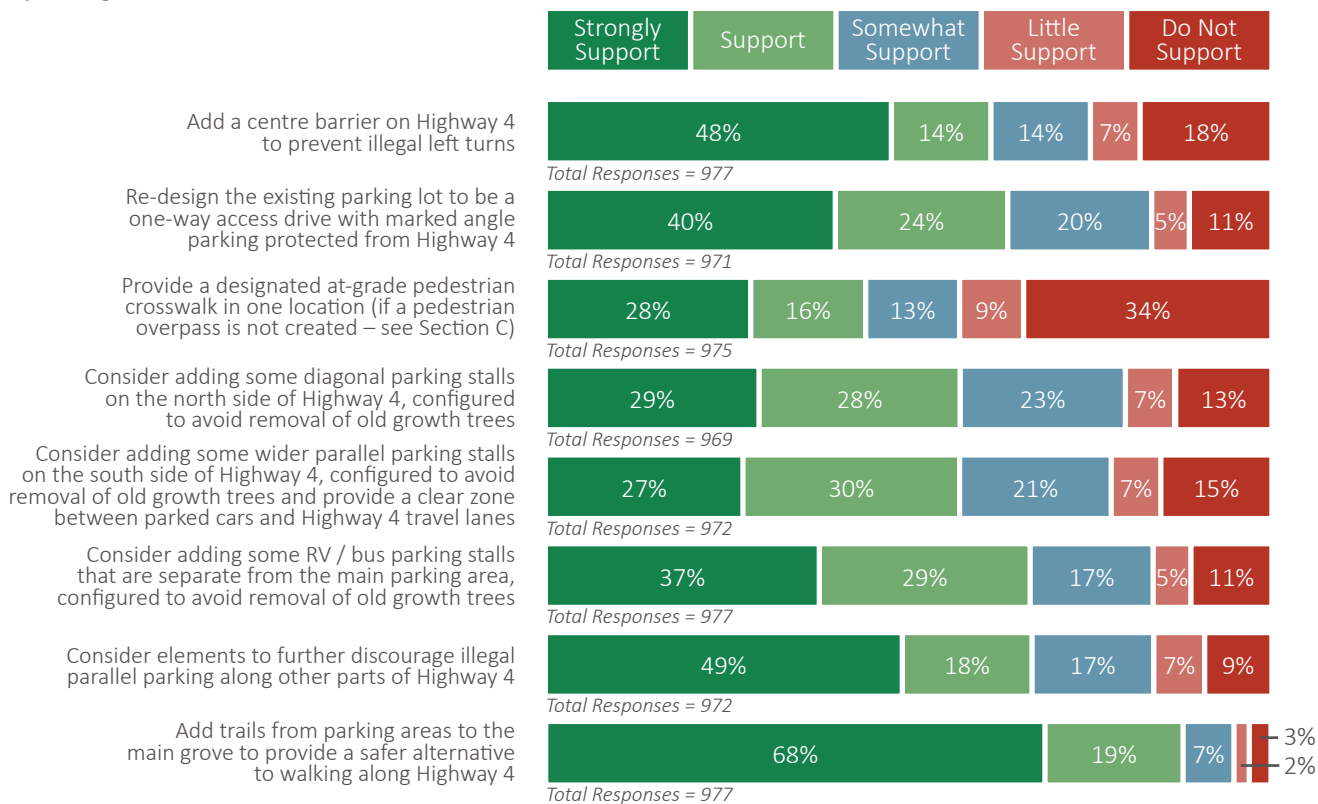
Existing parking area improvements are being considered to organize traffic movements at the main grove and improve separation between park visitors and traffic on Highway 4. Several options are described in the concept graphic below (the areas shaded red show potential parking changes).



Note: The sketch shown is conceptual only and is provided for discussion. Design would be refined through detailed study and analysis.

Q8

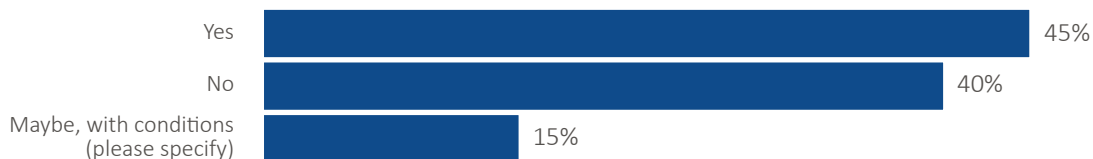
What is your level of support for the following potential improvements at the existing Cathedral Grove parking area?



Q9

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?

Total Responses = 982

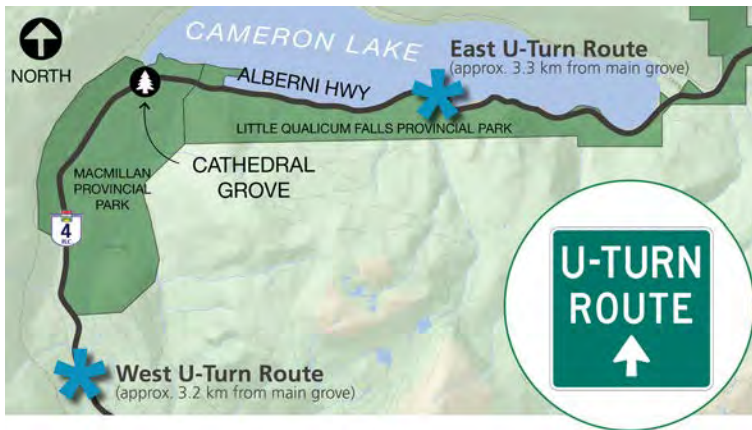


CONDITIONS PEOPLE SPECIFIED:

- ▶ Combined with addition of more parking at an alternate site (away from the highway).
- ▶ Combined with an improved pedestrian crossing (e.g., overpass) to keep pedestrians off the highway.
- ▶ Provided that existing trees are protected.
- ▶ Provided that safety is improved.
- ▶ Provided it is designed to safely accommodate large vehicles (e.g., shuttles, buses, RVs).
- ▶ Combined with a bypass route.
- ▶ Combined with alternative transportation options (e.g., shuttle, improved cycling accommodation).
- ▶ Combined with enforcement to reduce illegal parking, driving manoeuvres, pedestrian crossings.
- ▶ Provided there is improved access / egress to Hwy 4 and/or u-turn options that allow people to get on and off the highway safely.
- ▶ Suggestions that all parking should be removed from the main grove area.
- ▶ Combined with pay / time-limited parking.
- ▶ Provided aesthetics are considered so improvements align with the natural park character.
- ▶ Combined with removal of roadside parking / parallel parking that encroaches into the highway.

B. U-turn Routes (Outside the Park)

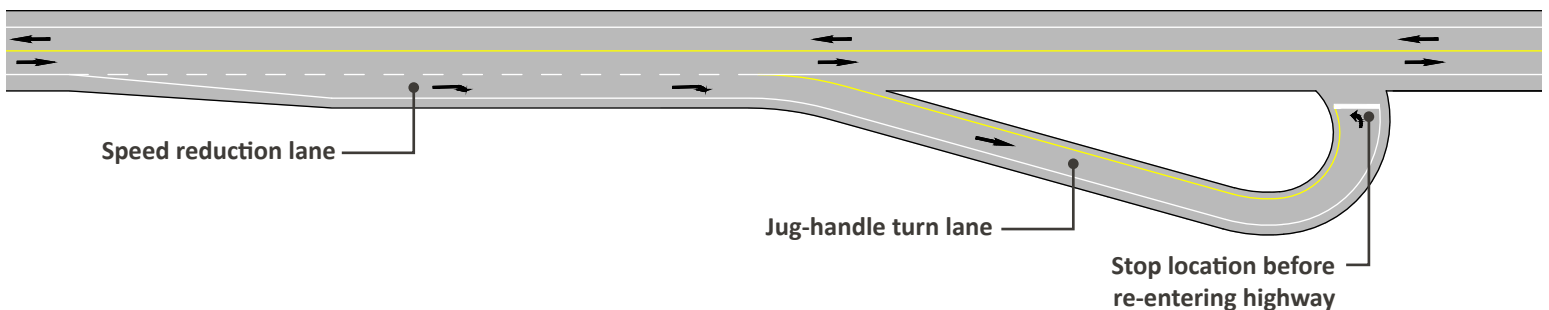
If a centre barrier is added at the main grove parking area to allow right in/out movements only and prevent illegal turns, u-turn routes would be required to allow visitors to legally turn around after visiting Cathedral Grove. The map shows two general locations for u-turn routes. Final siting would be determined through environmental assessment and detailed design.



Key Features:

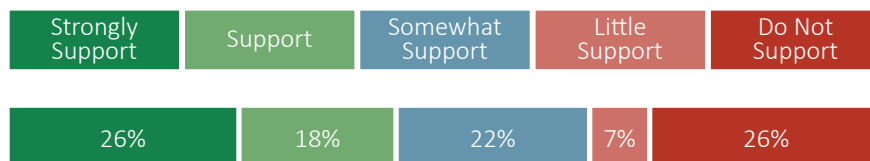
- ▶ U-turn routes on both sides of the grove, outside the park boundary, for motorists to complete a legal u-turn allowing them to return in the same direction of their arrival
- ▶ General locations selected based on adequate sightlines, opportunities to utilize existing infrastructure, and avoidance of large trees
- ▶ Potential to incorporate additional parking at u-turn route sites
- ▶ Potential to create a multi-functional site at the west u-turn route to include a truck chain-up area in winter (a chain-up area has been identified as a need for the area) and a bus / oversize parking area in summer

Typical U-Turn Route Characteristics:



Q10

What is your level of support for developing u-turn routes on either side of Cathedral Grove, outside the park boundary, to allow vehicles to safely turn around away from the main grove and return from their direction of origin?



Total Responses = 982

C. Pedestrian Overpass Options

A pedestrian overpass at the main grove is being considered to allow safe, separated pedestrian access across Highway 4. An underpass option was also initially reviewed, but was determined to have low feasibility due to susceptibility to flooding and impacts to existing tree roots. Three example ideas for an overpass are shown below.



Example A: Forest Walk Overpass



Example B: Parallel Ramp Overpass



Example C: Spiral Overpass

Key Overpass Design Features:

- » Connection from existing parking areas at the main grove
- » Universally accessible ramps
- » Sited to avoid removal of old growth trees
- » Materials and design that fits with the natural setting

Q11

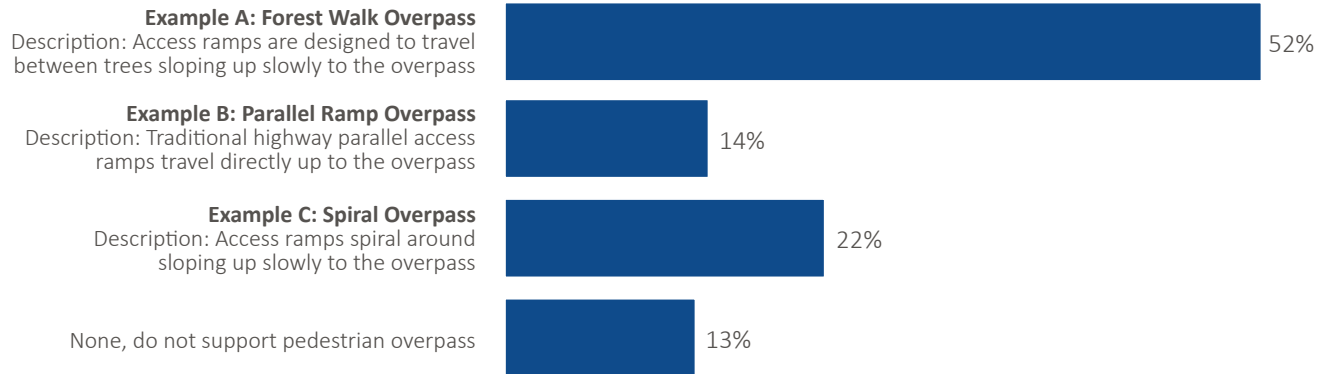
How strongly do you support or not support the concept of developing a pedestrian overpass at the existing Cathedral Grove parking area?



Q12

Three examples of potential overpass designs are shown on the previous page. Which design(s) do you think could have the most merit to consider further?

Total Responses = 970



Q13

If a pedestrian overpass is advanced, further design will be completed. Through the design process, a number of key parameters will need to be considered. Please rank the following design parameters in order from what you believe is most important (1) to least important (5).

Total Responses = 856

RANKED LIST OF PARTICIPANT PRIORITIES:

1. Minimizing impacts to trees or vegetation
2. Accessibility (i.e., gently sloped ramps)
3. Aesthetic quality (i.e., use of materials and design that fit with the natural setting)
4. Visitor experience (e.g., views, lookouts)
5. Construction costs (i.e., cost to build)

OTHER DESIGN PARAMETERS IDENTIFIED:

- ▶ Include a median barrier on Highway 4 to ensure people use the overpass (limit jaywalking).
- ▶ Use structural engineering design that will withstand potential wind / tree falling / fire impacts and allow for efficient repair / replacement if needed.
- ▶ Maintain clear passage beneath the overpass by all types of transport loads, including oversize loads.
- ▶ Provide protections to prevent dropping of items from the bridge to the highway below.
- ▶ Provide sufficient crossing width to allow multiple groups to pass comfortably.
- ▶ Accommodate users with visual impairment.
- ▶ Encourage First Nations input to design.
- ▶ Include bike racks at the bottom.
- ▶ Further consider an underpass or at-grade crossing (rather than an overpass) to reduce visual impact, limit risk of damage from falling trees or high winds, support wildlife access, etc.
- ▶ Consider alternative access options including ramps, stairs, and/or elevators.
- ▶ Consider a wildlife overpass.
- ▶ Consider multiple overpasses to loop or provide more convenient access.

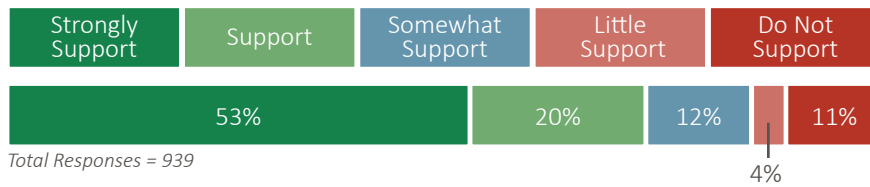
D. New Parking Area West of Cathedral Grove

The existing main grove does not currently have parking capacity to meet demand and there is limited potential for expansion near the main grove due to extensive old growth. Public input suggested that creation of a new parking area to the west of the grove may have merit. New parking would need to be strategically sited to avoid removal of old growth trees and minimize impacts to valuable ecosystems. Seven sites with potential merit for new parking were identified based on: an Environmental Overview Study, tree height analysis, terrain analysis, identification of previous disturbance (e.g., forestry roads, utility corridors, tree loss from previous windthrow or forestry activities), public input, and preliminary site visits. If a new parking area is advanced, the sites that appear to have the highest merit, including public support, would undergo a detailed assessment of environmental, cultural, and physical characteristics to determine suitability and inform design.

Q14

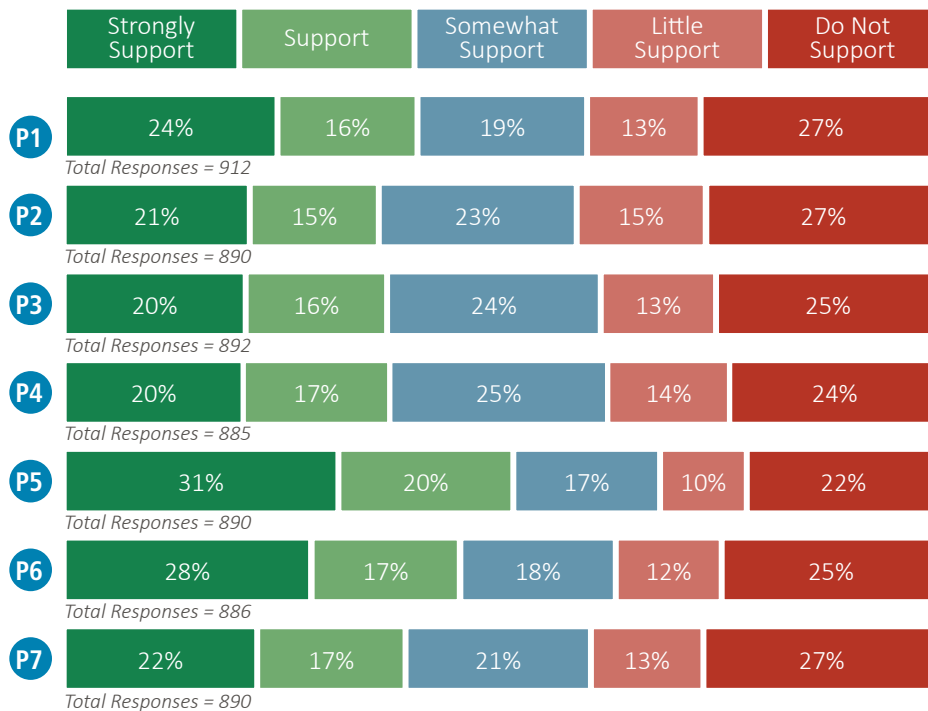
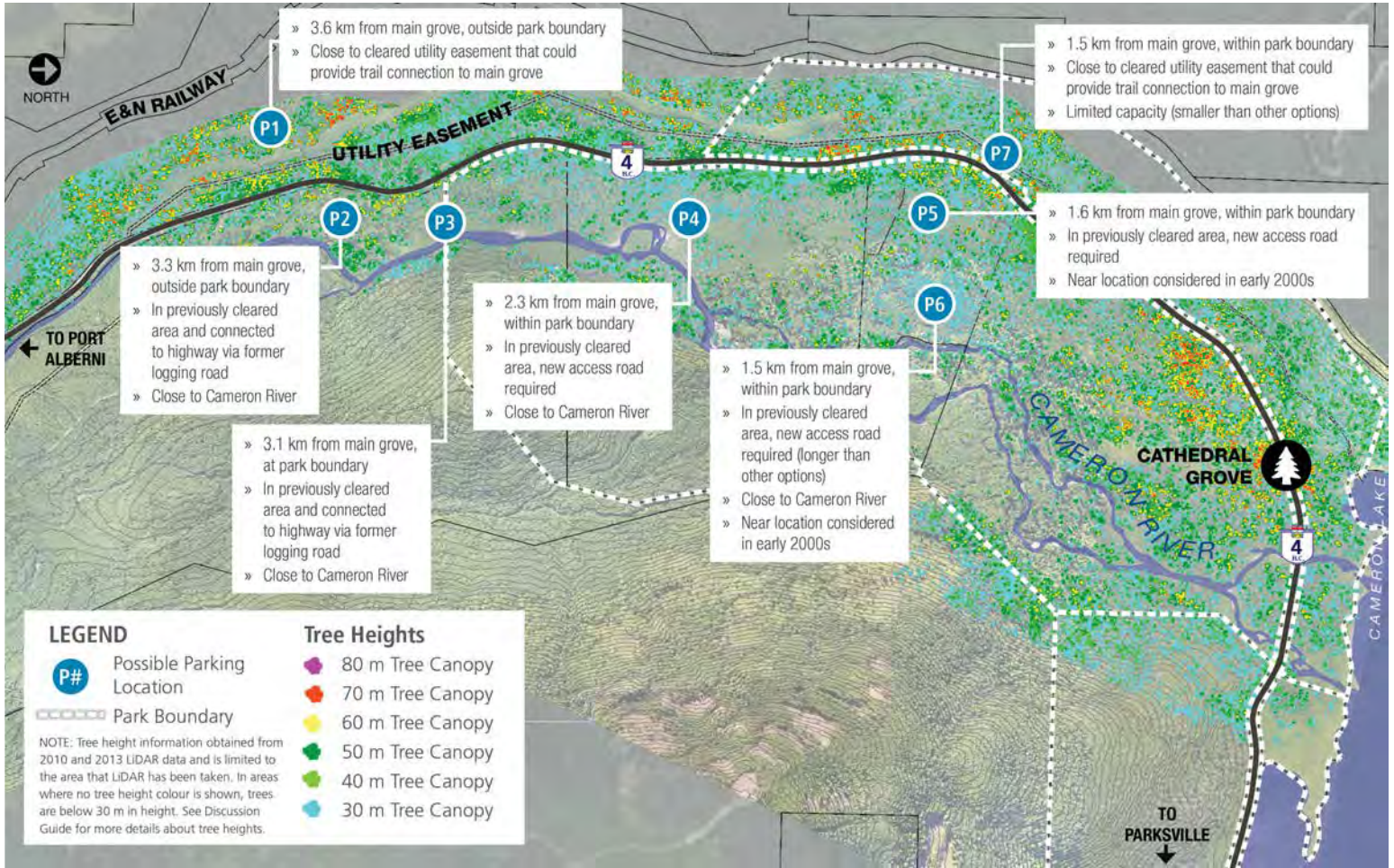
What is your level of support for developing a new parking area west of Cathedral Grove if:

- » it is carefully sited to avoid removal of old growth trees, and
- » it has minimal environmental impacts?



Q15

The map below shows seven sites with potential merit for future parking. They have been selected to avoid likely locations of old growth trees and focus on areas that have been subject to previous clearing. Based on the preliminary descriptions on the map, what is your general level of support for investigating each of the seven candidate sites further?

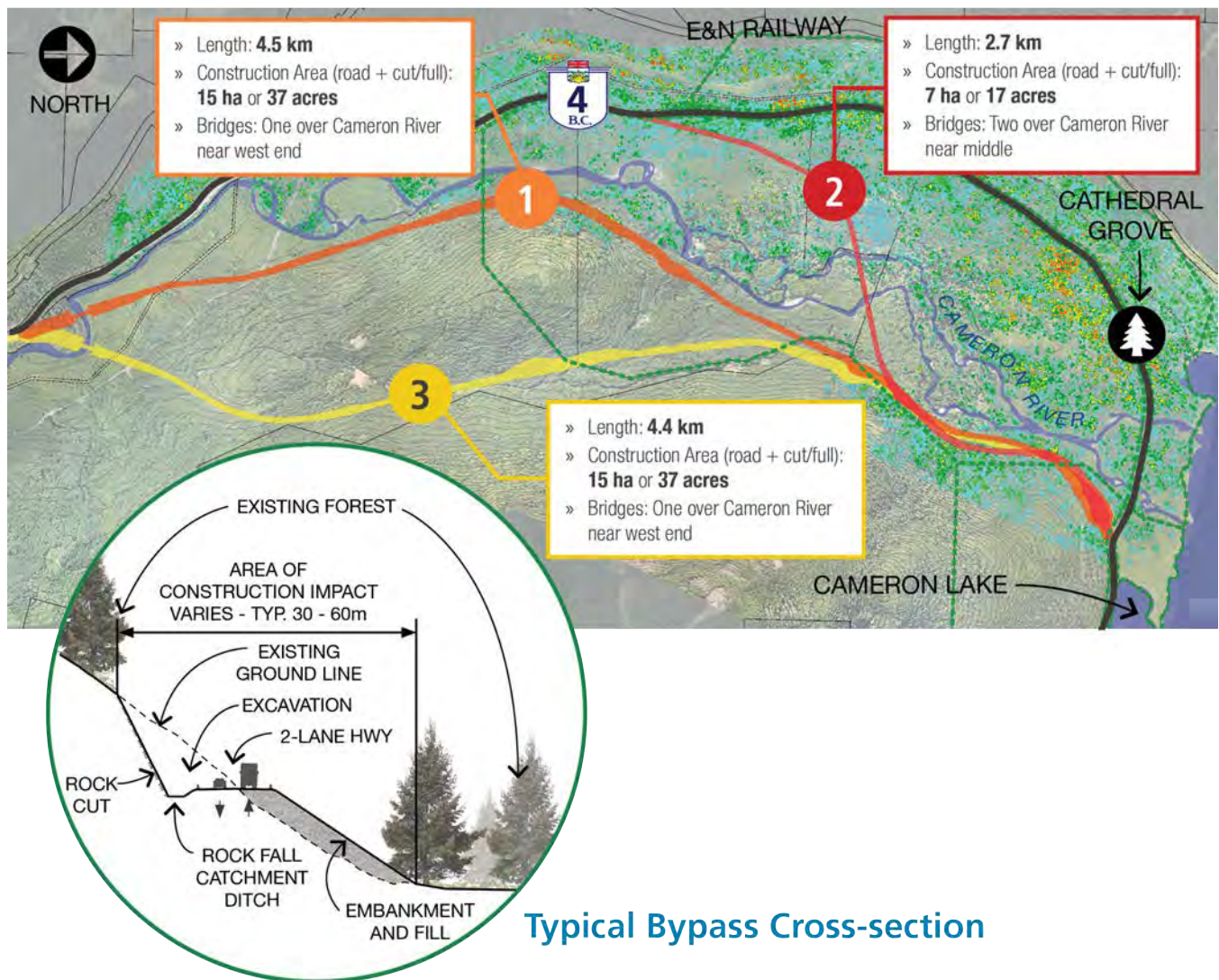


E. Long-term Bypass Ideas (for future consideration)

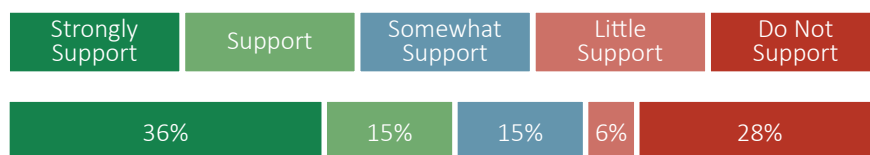
During initial engagement, participants suggested a bypass may be a desirable long-term consideration. The scale, complexity, and cost of a bypass means the options do not meet one of the key study objectives: to identify projects that could be completed in a short-term time frame. Therefore, while bypass options were shared with the public to receive initial comments and inputs are recorded for future planning efforts, they will not form part of the short-term recommendations of this study.

Cathedral Grove Southeast Bypass (Long-term)

If a bypass was explored in the long-term, a Cathedral Grove Southeast Bypass could be considered to move Hwy 4 away from the immediate vicinity of Cathedral Grove. Initial analysis identified three potential route options that avoid extreme terrain and minimize, to the extent possible, the cut and fill that would be required to build a two-lane highway. Each option would have a number of impacts and challenges, including: a large area of construction impact, removal of existing and mature trees, crossing of the Cameron River, and mitigation of potential habitat impacts.

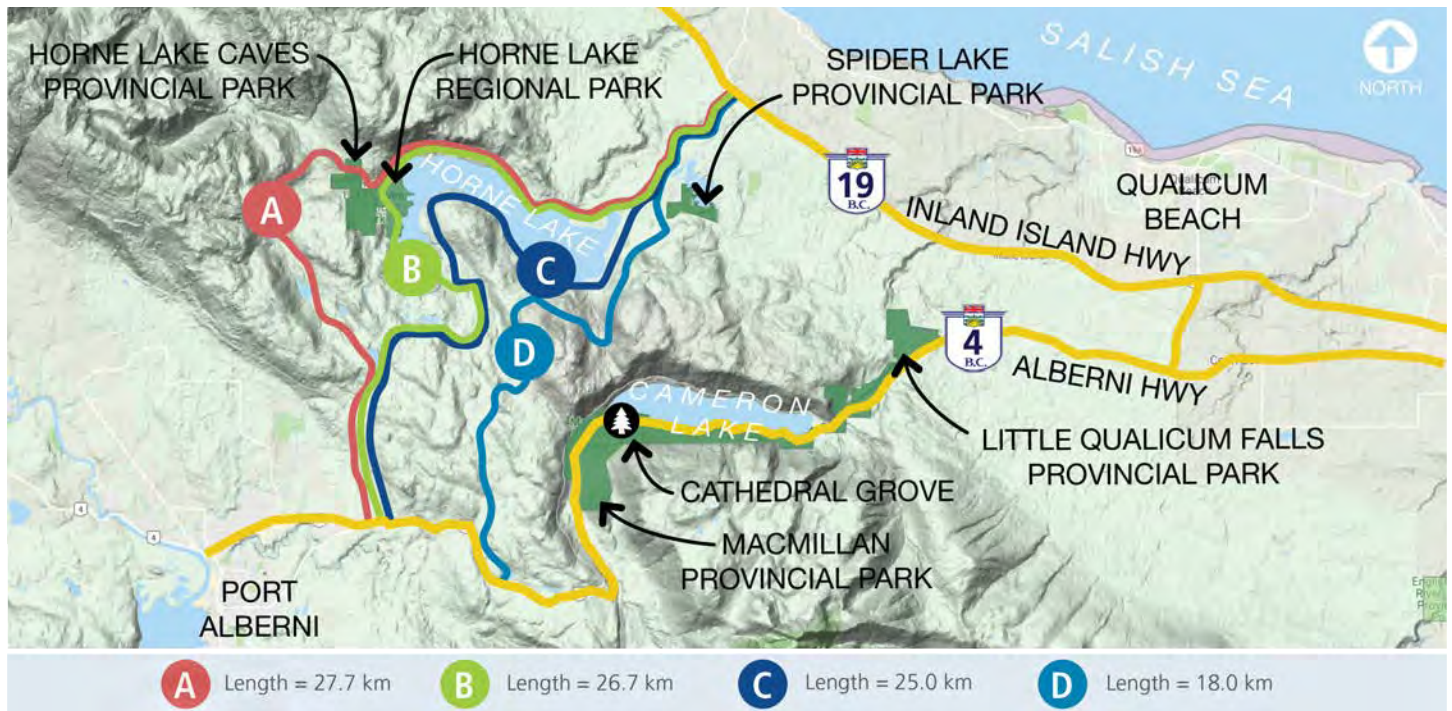


Q16 Based on the preliminary options outlined above and recognizing this is a long-term option only, what is your level of support for investigation of a Cathedral Grove Southeast Bypass in the future?



Total Responses = 948

Horne Lake Connector (Long-term)



Over the years, several potential routes have been studied for a Horne Lake Connector between Hwy 19 and Hwy 4. If a bypass was explored in the long-term, a Horne Lake Connector would provide a shorter route between Port Alberni and the Comox Valley and provide an alternate route should Highway 4 be closed.

Previous study findings suggest key benefits of a Horne Lake Connector would include:

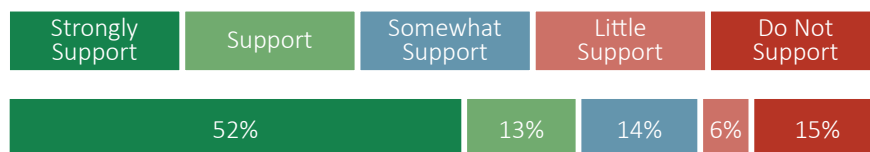
- ▶ Improved travel times for traffic to/from the north (Comox Valley or north)
- ▶ Additional reliability if Hwy 4 is closed

Previous study findings suggest key challenges of a Horne Lake Connector would include:

- ▶ Challenging terrain and significant rock and soil excavation
- ▶ Potential impacts to Horne Lake Caves Provincial Park and Horne Lake Regional Park
- ▶ Potential environmental and archaeological impacts
- ▶ High capital costs to build (estimated at \$91.8 M in the 2016 Study)
- ▶ Ongoing operations and maintenance costs for a new highway
- ▶ Limited diversion of vehicles on Hwy 4 (estimated that only 10%- 20% of Hwy 4 traffic would be diverted; pedestrian and traffic safety at Cathedral Grove would remain largely unchanged)

Q17

Based on the preliminary options outlined above and recognizing this is a long-term option only, what is your level of support for investigation of a Horne Lake Connector in the future?



Total Responses = 972

F. Management / Program Options

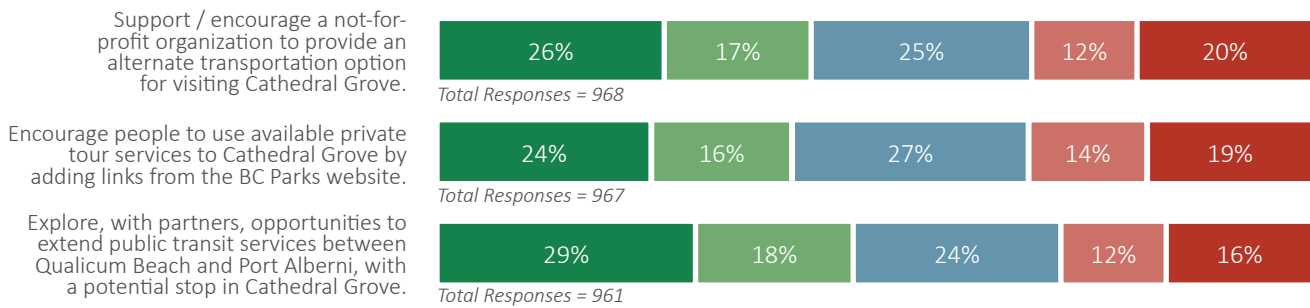
A number of programs could be used to help reduce or manage traffic activity at Cathedral Grove and raise awareness of both park visitors and Highway 4 users. Programs would be executed in partnership with other agencies and organizations.

Q18 Based on the preliminary descriptions below, what is your general level of support for the following management / program options?



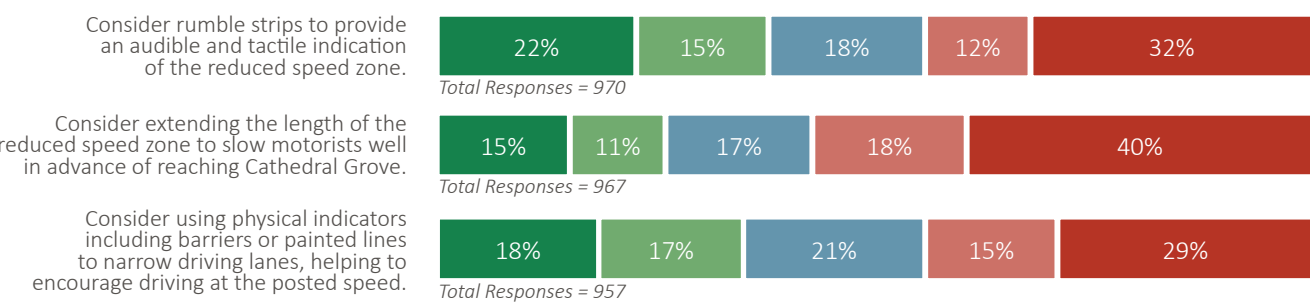
SHUTTLE OPTIONS

A shuttle between populated areas and Cathedral Grove would provide an alternative to personal vehicle use. Most often these services are provided through private operators or are sponsored through not-for-profit organizations. A key to success of these operations is sufficient demand and funding to offset service costs.



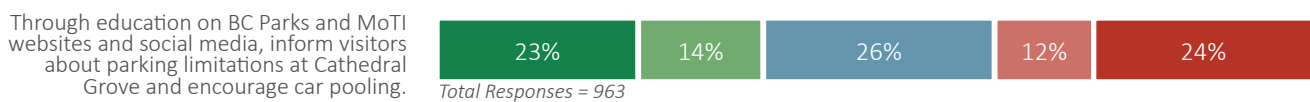
TRAFFIC CALMING

Rumble strips may be considered to provide an audible and tactile indication of speed reductions. Other traffic calming measures such as narrowing traffic lanes using paint or barriers or further speed limit reductions could also be considered.



CAR POOLING

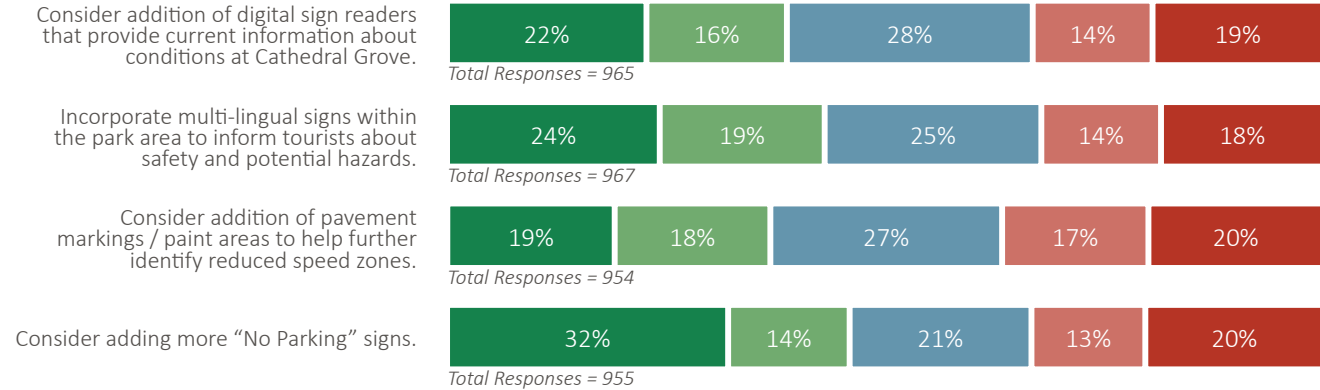
As part of an educational strategy, BC Parks can post information about parking limitations at Cathedral Grove and encourage visitors to share rides or choose alternative modes of transportation as they become available.





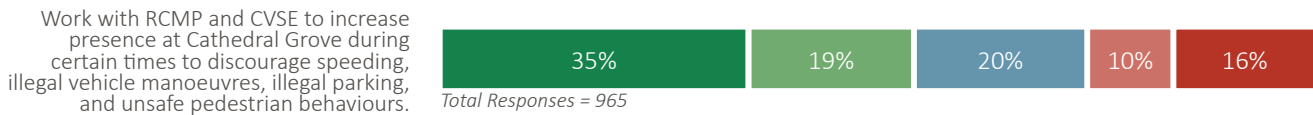
ADDITIONAL SIGNAGE

Placement of additional signs could help raise awareness of both motorists and pedestrians. As an international tourism destination, multi-lingual signs could be used to convey critical information to park visitors.



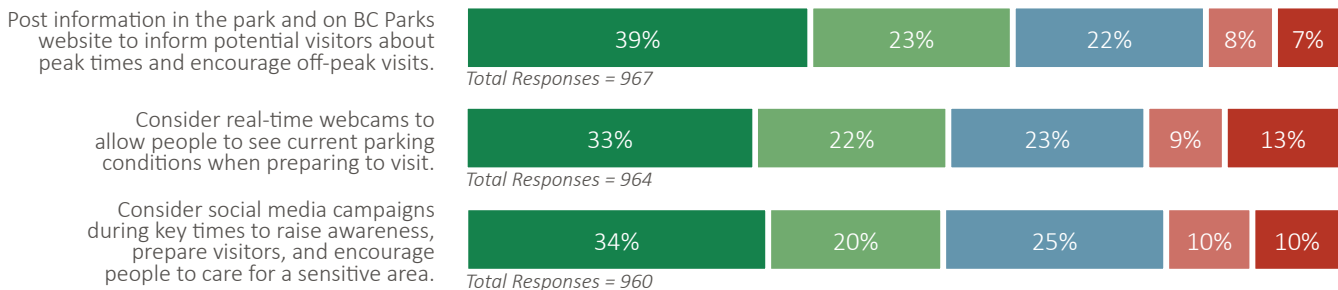
ENFORCEMENT

Working with local enforcement to identify and plan programs that increase presence at the park during certain times can help encourage responsible driving and visitor behaviors.



EDUCATION

Information can be posted in the park and on BC Parks website to inform potential visitors about peak times and encourage off-peak visits. Technology, such as real-time webcams, can allow people to see current parking conditions when preparing to visit. Social media campaigns can be used during key times to raise awareness, prepare visitors, and encourage people to care for a sensitive area.



Q19

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

THEMES FROM COMMENTS ABOUT MANAGEMENT / PROGRAM OPTIONS	NUMBER OF MENTIONS
<ul style="list-style-type: none"> ▶ Preference to focus on physical improvements including alternative parking, separate parking for buses / RVs, pedestrian overpass / underpass, barriers to separate parking from traffic flow and reduce illegal manoeuvres. 	51
<ul style="list-style-type: none"> ▶ Preference to focus on long-term bypass options. 	28
<ul style="list-style-type: none"> ▶ Support for all initiatives that will keep pedestrians from accessing the highway. 	13
<ul style="list-style-type: none"> ▶ General concerns that management initiatives may not provide sufficient improvement. 	12
<ul style="list-style-type: none"> ▶ Support for educational efforts, notably: <ul style="list-style-type: none"> » Raising public awareness around summer conditions and a need to allow for longer travel times. » Clarifying rights-of-ways for all users (pedestrians and motorists). » Suggesting visitation to one side of the grove when traveling east and one side when traveling west (rather than crossing the highway to see both sides in one visit). » Sharing of accident statistics. » Increased online information. 	12
<ul style="list-style-type: none"> ▶ Increased signage including more “No Parking” signs, speed limits painted on road, signs that indicate when parking areas are full. 	11
<ul style="list-style-type: none"> ▶ Increased enforcement, including ticketing for speeding and jay-walking, towing of illegally parked vehicles. Some mixed feedback that enforcement may be difficult / undesirable in this location as it would further slow traffic. 	11
<ul style="list-style-type: none"> ▶ Use of traffic control such as flaggers or crossing guards during busy times. 	9
<ul style="list-style-type: none"> ▶ Support for alternative transportation ideas including shuttling, implementation of a public bus connection, and long-term improvements to accommodate cycling on Hwy 4. 	9
<ul style="list-style-type: none"> ▶ Suggestions to limit the number of people accessing the park by reducing promotion, requiring pre-registration to visit, reducing parking, or requiring payment for parking. 	6
<ul style="list-style-type: none"> ▶ Support for traffic calming measures such as reduced speed limits, narrower lanes, speed bumps. 	6
<ul style="list-style-type: none"> ▶ Non-support for additional signage due to concerns about visual clutter and ineffectiveness. 	5
<ul style="list-style-type: none"> ▶ Non-support for traffic calming measures in order to maintain traffic flow and limit snow-clearing issues. 	5
<ul style="list-style-type: none"> ▶ Pay-for-use to reduce time spent in the parking area and generate revenue for improvements. 	5
<ul style="list-style-type: none"> ▶ No change / keep as is. 	5
<ul style="list-style-type: none"> ▶ Incorporate cameras / radar for speeding / unsafe manoeuvres. 	4
<ul style="list-style-type: none"> ▶ Other suggestions including: information posted at other locations – e.g., BC Ferries, tourism offices, Hwy 4 access points; additional park amenities; management of trees for safety; attractiveness of any additions. 	14

Section 4: Your Comments

Q20 Do you have any comments about Cathedral Grove Pedestrian and Traffic Safety at this time?

THEMES FROM COMMENTS	NUMBER OF MENTIONS
<ul style="list-style-type: none"> ▶ Support for a pedestrian overpass to connect both sides of the park and prevent pedestrians from crossing the highway. Key design considerations identified include: <ul style="list-style-type: none"> » Design that integrates with the natural forest character. » Design and siting that minimizes potential impacts to old growth trees. » Maintenance of safe access for all types of vehicles beneath, including oversize commercial loads. » Safety elements (e.g., netting) that minimizes potential for objects falling from above to the road. » Accessibility considerations such as gentle ramps or elevator access. 	117
<ul style="list-style-type: none"> ▶ Support for new parking areas that are fully separated from the highway to help reduce vehicle manoeuvres within travel lanes. Key design considerations identified include: <ul style="list-style-type: none"> » Siting that utilizes areas where previous tree removals / blow downs have provided clear areas. » A general preference to site parking away from the Cameron River / more sensitive areas. » Suggestions that a 1.5 to 2.0 km walking distance may be acceptable for many users, especially with incorporation of new trails / interpretive elements that add to the park experience. 	115
<ul style="list-style-type: none"> ▶ General concerns about unsafe pedestrian and motorist behaviours (pedestrians walking on highway, illegal manoeuvres, lack of awareness) and a need for measures that reduce potential for conflict. 	104
<ul style="list-style-type: none"> ▶ Support for long-term consideration of a bypass to provide an alternate route to/from communities in the west. 	104
<ul style="list-style-type: none"> ▶ Support for improvements at the existing grove to increase safety including a centre barrier, barriers between parking and the highway, changes to / removal of shoulder parking, reorganization of existing parking. 	69
<ul style="list-style-type: none"> ▶ General comments about urgency and a desire for action to proceed quickly. 	58
<ul style="list-style-type: none"> ▶ Support for alternate modes of transportation including shuttle services, public transit options, or cycling options. 	36
<ul style="list-style-type: none"> ▶ Suggestions for adding restrictions / limitations to visitation to help manage issues and help protect Cathedral Grove, including: <ul style="list-style-type: none"> » Maintaining a limited parking area to manage visitation. » Paid parking to manage traffic and raise funding for the park. » Restriction of parking to shuttles or tourist buses. » Enforcement of parking rules to discourage illegal stopping / parking when the park is full. » Pre-registration of park visitors. » Closure of the park to visitors to protect environmental values. 	29
<ul style="list-style-type: none"> ▶ More enforcement to reduce illegal manoeuvres by both motorists and pedestrians. 	27
<ul style="list-style-type: none"> ▶ Suggestions for further traffic calming considerations including narrower drive lanes, speed bumps, rumble strips, or speed limit reductions. 	27
<ul style="list-style-type: none"> ▶ Suggestions to consider a controlled pedestrian crosswalk (rather than a pedestrian overpass) to reduce costs and tree impacts. Time controls would be required to limit disruption to traffic flow. 	26
<ul style="list-style-type: none"> ▶ Encouragement for protection of trees and forest, both at Cathedral Grove and in surrounding areas to help maintain existing old growth trees and support ongoing regeneration of natural areas. 	26

THEMES FROM COMMENTS	NUMBER OF MENTIONS
<ul style="list-style-type: none"> ▶ Suggestions for consideration of additional park improvements (potentially within or outside the park and in alignment with other improvements such as new parking, shuttles, or a bypass) including picnic sites, campsites, interpretive centre / educational kiosk, food / souvenir sales, etc. 	22
<ul style="list-style-type: none"> ▶ Desire to maintain traffic flow on Highway 4, emphasizing it is the only route for residents and commercial trucks traveling between the east and west of the mid-Island. 	20
<ul style="list-style-type: none"> ▶ Support for development of trails that safely connect to parking areas and a desire for interpretive opportunities and points of interest to expand the park's interpretive opportunities. 	19
<ul style="list-style-type: none"> ▶ Suggestions to reconsider a pedestrian underpass (rather than an overpass), potentially by elevating the highway to address water table challenges. 	14
<ul style="list-style-type: none"> ▶ Suggestions to include parking solutions that safely accommodates large-scale vehicles (buses, RVs) without a need for them to back into traffic or block access. 	14
<ul style="list-style-type: none"> ▶ Concerns about the long-term health of the forest related to age, climate change, and impacts and potential risks of blow-down or tree fall damage. 	13
<ul style="list-style-type: none"> ▶ Desire to ensure that any improvements incorporate aesthetic considerations that fit with the natural character of the area. 	13
<ul style="list-style-type: none"> ▶ Suggestions to ensure improvements incorporate accessibility considerations. 	9
<ul style="list-style-type: none"> ▶ Suggestions for additional signage including more clarity around highway rules for both drivers and pedestrians (e.g., who has the right-of-way). 	9
<ul style="list-style-type: none"> ▶ Concerns that potential changes may be blocked by interest groups. 	8
<ul style="list-style-type: none"> ▶ Suggestions for other Highway 4 improvements including passing lanes / slow vehicle pull-outs, improvements to low visibility areas (e.g., Angel Rock), and other locations where vehicles park along the road (e.g., Cameron Lake Picnic Area). 	8
<ul style="list-style-type: none"> ▶ Support for u-turns, notably west of Cathedral Grove that allows visitors from the east side of the Island to safely turn around after visiting. 	7
<ul style="list-style-type: none"> ▶ Suggestions for on-site trained safety staff to help direct pedestrians and traffic during the busiest times. 	7
<ul style="list-style-type: none"> ▶ Support for education, including for: <ul style="list-style-type: none"> » Visitors – to be safe and respectful when coming to the area. » Residents – to slow down at the grove and follow posted rules. 	6
<ul style="list-style-type: none"> ▶ Suggestions that there should be no change at the Cathedral Grove area. 	5
<ul style="list-style-type: none"> ▶ Desire to ensure changes support tourism for the region. 	4
<ul style="list-style-type: none"> ▶ Suggestions for seasonal management such as slowing speed limits during busy times of year. 	4
<ul style="list-style-type: none"> ▶ Non-support for an overhead walkway due to cost or visual concerns. 	3
<ul style="list-style-type: none"> ▶ Other suggestions including: roundabout, concerns about impacts to Chalet Rd, rail service, allowance for wildlife overpasses, consultation, cost concerns. 	8

General Themes

Throughout the engagement, several notable themes could be observed and may warrant consideration during advancement of future projects:

- ▶ Many comments placed a strong emphasis on safety and a need to help reduce risk and points of conflict between Highway 4 through traffic, traffic stopping at Cathedral Grove, and pedestrians.
- ▶ A sense of urgency was communicated throughout the feedback suggesting most participants wish to see short-term actions leading to next steps.
- ▶ Numerous concerns about human behaviours and a need to manage potential points of conflict to the extent possible, but with a recognition that infrastructure or management cannot control all human behaviours.
- ▶ A strong voice from residents living west of Cathedral Grove who are most impacted by travel issues on Highway 4. Many participants emphasized a need for smooth traffic flow on Highway 4 to allow residents to connect to employment, services, and transportation located on the east side of Vancouver Island.
- ▶ General support for further exploration of a long-term bypass option. Much of this feedback indicated the primary need for a bypass is based on developing alternative access options between communities in the east and west. While a bypass may provide modest traffic reduction through Cathedral Grove, the primary benefits identified by participants would be provision of an emergency access route and a more streamlined commuter / trucking route option to/from communities west of Cathedral Grove.
- ▶ General support for sensitive trail and interpretation enhancements outside the main grove that spread out the visitor footprint, while carefully preserving old growth areas.
- ▶ Emphasis on a need to develop changes that align with the character of the area. Concerns about the visual impacts of large expanses of paved areas, unattractive infrastructure (e.g., highways-style overpass), too much signage, or other elements that could detract from the natural character of Cathedral Grove.
- ▶ Concerns about the health of Cathedral Grove and its long-term sustainability. Some participants expressed concern that continued decline would lead to loss of both natural values and loss of tourism in the area. If decline occurs, visitation will also decline, reducing the need for infrastructure improvements in the area.
- ▶ Broad concerns about the ongoing impacts of tree loss in the region and a desire for further protection of forested lands.
- ▶ Suggestions to carefully consider costs of options, potentially focusing on more large-scale options that provide significant change rather than incremental spending on smaller-scale improvements that may have a less benefit.
- ▶ Suggestions about improvements to Highway 4 overall, including more traffic pullouts to limit large convoys from forming and improvements to other destinations including the Cameron Lake Picnic Area and the Beaufort Picnic Area.
- ▶ A number of examples were identified as precedents to be considered for developing ideas at Cathedral Grove. These examples will be considered by the design team during project development.
- ▶ Appreciation for opportunities to participate in the process and desire for continued involvement as specific projects are progressed.



APPENDIX A: DISCUSSION GUIDE

APPENDIX B: DISPLAY BOARDS

APPENDIX C: INPUT QUESTIONNAIRE



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