



CATHEDRAL GROVE

Pedestrian and Traffic Safety Study

WINTER 2018/2019 ENGAGEMENT

November 21, 2018 - January 4, 2019

All Recorded Engagement Comments - February 25, 2019

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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

COMMENTS GATHERED AT PHASE 1 PUBLIC EVENTS

The following comments and discussion points were gathered during the Round 1 public events in Port Alberni (November 21, 2018) and Parksville (November 22, 2018). Comments were recorded by both individual participants directly on the interactive displays and maps or by facilitators recording participant comments / discussions. This record represents the all discussions / topics that were recorded at the meetings.

PORT ALBERNI MEETING – November 21, 2018

What is on your Mind?

Participants were asked to respond to the following question: “Thinking about pedestrian and traffic safety at Cathedral Grove, what do you believe is the MOST IMPORTANT ASPECT for us to consider when planning improvements?”

Responses:

- ▶ Unless you close the park – trees will come down.
- ▶ Stop lights to allow people to safely cross.
- ▶ Build the parking lot that was designed 17 years ago. It’s the best option with the least amount of problems.
- ▶ Do not build the parking lot that was planned 17 years ago. It was a mistake then and it will be a mistake now.
- ▶ Reduce speed to 30 km until something more permanent is done.
- ▶ Give the park to local first nations, build the original parking lot and interpretive centre and allow commercial operations to set-up and sell souvenirs and art, ice cream, etc. Then something will get done.
- ▶ Add large foot traffic caution signs.
- ▶ Safety signs in different languages. Enforcing the speed limits. Consider the size of vehicles being allowed to park along the highway.
- ▶ Close the park – ecologically, it’s tired! Trees are rotting. Ground is over trampled. Elk habitat. Plants impacted.
- ▶ Parking lot for R.V. and handicap.
- ▶ Reduce pedestrian and traffic interaction – i.e., overpass/underpass/restricted pedestrian crossing.
- ▶ Have media be informed and ongoing information.
- ▶ It could be too dark in winter time, so I strongly recommend having lights to help drivers.
- ▶ #1 pedestrian safety – manufacture an under-road tunnel.
- ▶ Have the RCMP sit there for 1 hour and see what goes on.
- ▶ Existing parking lot to be for disabled only.
- ▶ A parking lot off the highway. Can’t wait until a child or adult is hit!
- ▶ Elevated walkway around the Cathedral Monarch.
- ▶ Pedestrians and traffic both are important.
- ▶ Widen road side at least 3 m from fog line.
- ▶ The forest is the most important aspect and safety/ education are important.
- ▶ Traffic flow.
- ▶ The use of “photo radar” enforcement.
- ▶ Pedestrian overpass for people walking stops people from crossing in traffic.
- ▶ Slow down signs sooner.
- ▶ No left turns unless dedicated left turn lanes are built.
- ▶ Regular updates on hwy websites about conditions through Cathedral Grove (MacMillan Provincial Park).
- ▶ Relocate 80 kmh to 60 sooner at 300 m before the Cameron east bridge.
- ▶ Spiral walkway at 5.6 m above the roadway.
- ▶ Pedestrian safety and preserving the forest.
- ▶ I believe it is most important to preserve and improve the ecological integrity of the park in this process.
- ▶ The overpass bridge for people to walk over and high enough for cars, trucks, buses, to go under.
- ▶ Put the traffic on a secondary road beyond the Grove for through traffic.
- ▶ Pedestrian safety, traffic flow, visibility of obstacles, more SAFE parking, photo radar, no left turns!

Values, Issues, Ideas, Precedents Discussions

Participants were asked to review maps of the Study area and provide their thoughts / discussions on the following questions:

- ▶ Where are key issues that need to be addressed?
- ▶ What is valuable and should be protected?
- ▶ What ideas do you have to improve pedestrian and traffic safety?

TOPIC	COMMENTS / DISCUSSION
VALUES	
Trees	<ul style="list-style-type: none"> ▶ Protection of the “Monarch” tree is important – perhaps with development of a raised boardwalk. ▶ It does not make sense to cut trees when that is what people come to see.
Wildlife	<ul style="list-style-type: none"> ▶ Elk commonly seen in the areas south of the park. Bear, otters, mink, marten, and wolves have also been observed. ▶ Cutthroat Trout, Rainbow Trout, and Dolly Varden have been observed in the watercourses (although Dolly Varden has not been seen recently).
First Nations	<ul style="list-style-type: none"> ▶ Need to understand how First Nations are currently using the area – for example, collecting medicinal plants, timber use.
Safety	<ul style="list-style-type: none"> ▶ People’s lives are more valuable than trees. It would be a tragedy to hit someone.
ISSUES	
Motorists	<ul style="list-style-type: none"> ▶ Motorhomes and oversized vehicles are an issue – these should park elsewhere with people shuttled in. ▶ Motorhomes should have a place to park if the area is advertised as a tourism destination. ▶ If a truck driver accidentally hit someone at the park, how could they live with that? ▶ Through traffic should be separated from park traffic. ▶ Road rage. Frustrated passing maneuvers could kill people. ▶ RV drivers are often unskilled with large vehicles. ▶ Commuters don’t enjoy the drive through the park.
Trees / Habitat	<ul style="list-style-type: none"> ▶ There are danger limbs on trees in the park (at least 3 observed), which should be addressed for safety. ▶ Taking down trees is likely to create a backlash. ▶ Carrying capacity of the park. Human/foot traffic impacting old growth trees. ▶ Relative value of the lake edge habitat vs. land-based trees? To avoid impacting one things or area, you may impact something else. ▶ Remove maples and other trees that came due to light in tree canopy. ▶ Trees have root rot due to a combination of high water table and clay soils.
Geography	<ul style="list-style-type: none"> ▶ There is significant steep terrain on the southeast side of the park which would be a complication for bypassing the highway.
Access	<ul style="list-style-type: none"> ▶ Hwy 4 is the only access to and from the west coast.
Pedestrian Behaviour	<ul style="list-style-type: none"> ▶ If you build a pedestrian overpass, will people actually use it (or will they continue to run across the highway)?

TOPIC	COMMENTS / DISCUSSION
IDEAS Pedestrian Crossing	<ul style="list-style-type: none"> ▶ Add traffic lights at both ends to stop traffic and allow pedestrians to cross. ▶ An underpass may be more accommodating for people with mobility limitations. ▶ Overpasses for people to cross the road. ▶ Spiral ramps to pedestrian overpass – both beautiful and accessible. ▶ Have a traffic light at grade to allow pedestrian crossings. Preferred to an overpass for accessibility (may restrict access). ▶ Create a walkway beneath the Cameron Bridge which would be open most times (even in winter, except during extreme storms). ▶ Have an “artful” overpass (timber, glu-lam). ▶ Extend trail from the south, under the bridge to the north. ▶ Underpass or overpass – consider disabled accessibility.
Existing Parking Area	<ul style="list-style-type: none"> ▶ Designate the parking lot at Cathedral Grove for use by people with limited mobility only. ▶ Implement a centreline barrier at the park to limit left turns. ▶ Centreline bollards to stop left turns. ▶ Add barriers at the parking lot to separate parking from the road and allow for one-way in and one-way out only. ▶ Highway control barriers for designated in/out to parking. ▶ After a new parking area is created and interpretive information added, close the existing parking area (barriers). ▶ Extend (widen) the area near the parking lot and let people walk on the “inside” of the park (alongside the road) – 200 feet on both sides.
New Parking	<ul style="list-style-type: none"> ▶ Opportunities to incorporate small parking areas between trees and along the existing road. ▶ Develop a parking area just outside the park boundary. ▶ Parking outside the park with hike-in opportunities would offer a new type of experience. ▶ Parking lot with a nearby roundabout that allows people to turn around if they miss it or want to go back the way they came. ▶ Parking area near the logging bridge over the Cameron River in the second Growth tree area with a shuttle or trail into park (~3 km to Cathedral Grove). ▶ Original parking lot location warrants reconsideration. ▶ Utility clearing on the west side of the highway provides an option for parking and trail connection. ▶ Hiking trail (2 km) from parking to Cathedral Grove trails. ▶ Disabled parking only at existing grove – new parking to south, trails connecting. ▶ Parking along the E&N rail ROW or the old telegraph line. ▶ Parking area near south boundary and use fibre optic route as trail. ▶ Sensor-controlled light to get in and out of new parking area. ▶ Add a “floating” parking area over the lake. ▶ Parking area outside the park at the west end of Cameron Lake (flat area). ▶ Keep parking in back – hiking trail for fit; shuttle for people with lower mobility (golf cart). Keep highway speeds up. ▶ Access road to cabins could provide an opportunity. ▶ Have larger parking and information centre in the small/young second growth. ▶ Re-use old logging road and gravel pit/clearing (new second growth) for parking. ▶ Take parking off the road (to second growth areas) and restore the 80 kmh speed limit.

TOPIC	COMMENTS / DISCUSSION
Parking on Shoulders	<ul style="list-style-type: none"> ▶ Minor widening to shoulders in key locations could allow more parking to fit along the highway. ▶ Widen the highway parking and have crossing guards and off-road trails. ▶ Stop parking along the highway – have a parking area back in the second growth and have an overpass at the park.
Traffic Management	<ul style="list-style-type: none"> ▶ Further reduce the speed limit so people “speeding” are still going slow. ▶ Increase police presence to enforce traffic speed (used to be, but doesn’t appear to be any now). ▶ Variable speed limits through the park – faster after dark? In winter? Slower during peak tourist times?
Alternatives to Personal Vehicles	<ul style="list-style-type: none"> ▶ Bus that provides an alternative to personal vehicles. It could be a bus that runs between Port Alberni and Qualicum with key stops along the way (e.g., Cathedral Grove, Cameron River, Coombs, etc.). Make it a multi-purpose bus. Likely more cost effective than building major infrastructure. ▶ Work with railway to create a train that runs to/from Cathedral Grove. ▶ Shuttle bus from Port Alberni and Coombs or Qualicum Beach (or even Whiskey Creek). ▶ West coast traffic BC Transit shuttle / link Port Alberni and RDN bus systems. ▶ Fix railway and divert heavy loads from trucks to rail to reduce traffic. ▶ Shuttle from off-road parking to “grove.” ▶ Shuttle bus for low mobility, or parking for low mobility users only at the grove.
Bypass	<ul style="list-style-type: none"> ▶ Extend highway from Horne Lake to Cherry Creek or Coombs Candy area. ▶ Realign roads – new road on the southwest side – could be two way or one-way to form a couplet. If a bypass is created, the existing road becomes a park road with integrated parking. ▶ Loop short bypass to a parking area south of the park. ▶ Start a bypass west of the MacMillan Park boundary. ▶ New route through Crown land around Mt. Arrowsmith. ▶ Hwy 19 (Island Hwy) – new bypass Coombs to Whiskey Creek (Melrose bypass). ▶ Bypass road should be considered. Once complete could use Hwy 4 as a one-way road using the other lane for parking.
Park Improvements	<ul style="list-style-type: none"> ▶ The ecological integrity of the park needs to be maintained and expanded – it will be important to strengthen this in the future. ▶ Close the park – avoid additional parking and associated left turns. ▶ Better orientation to the “big tree.” ▶ More trails and interpretive features, including in second growth areas. ▶ Let remaining second growth grow up on windward side that is now park to help protect the second growth.
Precedents	<ul style="list-style-type: none"> ▶ Denali Park in Alaska is an example of shuttle tours.
Other	<ul style="list-style-type: none"> ▶ Lighting should be considered to improve visibility in the area.
HISTORY	
Former Transportation	<ul style="list-style-type: none"> ▶ The former road used to be on the north side of Cameron Lake. ▶ There used to be an old log cabin at the creek where you could change horses to go over the hump – the “way station.”
Park History	<ul style="list-style-type: none"> ▶ Old timber signs used to mark the entry to the park. Could consider recreating these.

PARKSVILLE MEETING – November 22, 2018

What is on your Mind?

Participants were asked to respond to the following question: “Thinking about pedestrian and traffic safety at Cathedral Grove, what do you believe is the MOST IMPORTANT ASPECT for us to consider when planning improvements?”

Responses:

- ▶ Create a “park” accessible only by leaving the highway. BIG PICTURE... consider a bypass.
- ▶ It is unfortunate that there was not a transportation rep at the park this past summer to ask those who stopped what their safety concerns are. There is a need to incorporate a plan for Cathedral Grove, Cameron Lake + Little Qualicum Park!
- ▶ Bypass needed!
- ▶ Aim at diminishing vehicles and human impact. Control number of visitors.
- ▶ Have a separate road for west coast traffic and have Cathedral Grove be a destination park. When the parking lot is full, the park is full.
- ▶ Elevator up to pedestrian overpass. Left turn into interpretive centre. Accessible for handicap. Gentle ramp on overpass.
- ▶ Pedestrian overpass.
- ▶ Strategic removal of smaller trees for parking area – possible?
- ▶ This is a destination park. Get the highway OUT OF THE PARK!
- ▶ Improving pedestrian and traffic safety and saving the main attraction (old growth trees) are totally incompatible – get the road out of the park!

Values, Issues, Ideas, Precedents Discussions

Participants were asked to review maps of the Study area and provide their thoughts / discussions on the following questions:

- ▶ Where are key issues that need to be addressed?
- ▶ What is valuable and should be protected?
- ▶ What ideas do you have to improve pedestrian and traffic safety?

TOPIC	COMMENTS / DISCUSSION
VALUES	
Trees	<ul style="list-style-type: none"> ▶ Mental, physical, emotional, spiritual benefits of forest immersion. Supported by science, increasingly. ▶ Last remaining accessible old growth stand.
Wildlife	<ul style="list-style-type: none"> ▶ Canyon area at s-curve has substantial wildlife. ▶ Elk throughout the area especially in winter. Biggest group seen is 20.
ISSUES	
Motorists	<ul style="list-style-type: none"> ▶ Parking areas have difficulty with exiting safely back onto highway – e.g., Beaufort Park. ▶ Like Goldstream – many people travel through the park but don’t want to stop in the park.
Trees / Habitat	<ul style="list-style-type: none"> ▶ The “grove” is at high-risk now – something needs to change to protect it. ▶ Qualicum winds have blown for 1000s of years – but logging has opened areas to windthrow. ▶ Can there be a moratorium on logging – especially old growth – in a buffer around the park. ▶ Park crowding – would the increased parking lead to ever-increasing park crowding? ▶ Clearcutting has encroached all around the park – the “protected area” is getting smaller. ▶ Do younger trees absorb more carbon than older trees? Or give less oxygen? ▶ Flooding is increasing in the grove, potentially related to clearcutting in open watershed.
Geography	<ul style="list-style-type: none"> ▶ Qualicum winds are “like the nozzle of a firehose.” ▶ Tributaries and wetness make the ecosystems more fragile. ▶ Stability issues on north side of Cameron Lake – very steep.
Access	<ul style="list-style-type: none"> ▶ Eco-tourism companies get requests from Germany and Rhodes scholars specifically to go to Cathedral Grove. It is a recognized tourism destination and will continue to be visited.
Pedestrian Behaviour	<ul style="list-style-type: none"> ▶ If there was a pedestrian crossing, how would we get people to not jaywalk away from the intersection crosswalk? ▶ Demand from mobility-challenged to get access to grove with limited walking.
Other	<ul style="list-style-type: none"> ▶ Do the outhouses create their own traffic? Could there be a rest area outside the park? ▶ Recognize the attraction and importance of the park. All visitors go here.
IDEAS	
Pedestrian Crossing	<ul style="list-style-type: none"> ▶ Traffic light for pedestrians. ▶ Two crosswalks or larger crosswalk zone. ▶ Zebra lines on the road to highlight pedestrian area. ▶ Overpass would impact trees – not appropriate. ▶ Have a push-button signal (LED) for pedestrian crossing. ▶ Bridge utility power along railway and improve lighting and power a scissor lift to pedestrian overpass.

TOPIC	COMMENTS / DISCUSSION
Existing Parking Area	<ul style="list-style-type: none"> ▶ Pull-outs at existing parking lot separate from the highway with angle parking along. Re-merge onto highway. ▶ Minimize parking – shuttles and accessible parking only at the parking lot.
New Parking	<ul style="list-style-type: none"> ▶ Distance from former proposed parking lot to large trees was too far. ▶ Former forestry road was well established and could be used for parking. One-way in/one-way out. Hiking trail in or shuttle to main grove. ▶ Use the fibre optic line for trail. Culturally modified trees along it provide interest. ▶ Public parking lot in the area that was previously cleared.
Parking on Shoulders	<ul style="list-style-type: none"> ▶ Extend existing parking along highway. Add pedestrian crossing. ▶ Don't create more shoulder as it encourages parking. ▶ Keep roadway clear – no more signs or shoulder widening. Need a bylaw officer in place to enforce the existing signage and parking restrictions.
Traffic Management	<ul style="list-style-type: none"> ▶ When the parking lot is full, the park is full. ▶ Add bylaw officer enforcement of people illegally parking. ▶ Have cars/traffic stop in intervals – queue up 8 or more then send them through. ▶ Put weight restrictions on the road through park – put heavy truck route through Horne Lake Road – gets trucks off “hump”.
Alternatives to Personal Vehicles	<ul style="list-style-type: none"> ▶ Have a gathering point at Qualicum and/or Port Alberni – and shuttle to the park. ▶ Park in the gravel pit and shuttle to the park. ▶ Get trucks away and increase cycle facilities through the park. Cycle traffic is increasing.
Bypass	<ul style="list-style-type: none"> ▶ Route road out of park – e.g., railway alignment or through clear cuts back of Mount Arrowsmith or to Lake Cowichan. ▶ Make the road park use only – find an alternate road route – possibly to the clearcut valleys to the west. ▶ Re-route road to railway alignment; however, would need to study how to connect back at the south end of the park – grades may be an issue. ▶ Build a bridge at the bottom of hump and route trucks away from the park. ▶ Re-route trucks around parks – make park(s) a destination (quiet for tourism). ▶ Could forest mains be used for an alternate route? ▶ Study two alternate routes – Comox Lake or Horne Lake – for trucks. ▶ A bypass. ▶ Alternate (Comox Lake) route would increase tourism overall. ▶ Alternate route in for tourists. Potentially covert existing private road to public access? ▶ Truck bypass from ‘S’ bend through clear cuts and reconnect east of Cameron Lake – keep park road for park users / mobility restricted. ▶ Would bypass road be an issue for elk habitat? ▶ Ongoing slide on train ROW north of Cameron Lake – not a safe place for trails or a highway. ▶ Connector through Horne Lake or Comox Lake for commercial traffic, mainly semis. More direct and simple route to navigate, connected to Hwy 19.
Park Improvements	<ul style="list-style-type: none"> ▶ Visitor centre with washrooms built on a previously cleared area with shuttle to the grove. ▶ Diversifying recreation opportunities in the park could reduce impacts to the main park area – i.e., more hiking trails spreads out impacts. ▶ Need to protect trees outside park to protect old growth from wind.

TOPIC	COMMENTS / DISCUSSION
Precedents	<ul style="list-style-type: none"> ▶ California Redwoods – 101 is through route and there is a second park route. ▶ Pedestrian overpass like at Hells Gate on the Fraser.
Other	<ul style="list-style-type: none"> ▶ Develop a map showing additions to the park with dates. ▶ Opportunity for historical interpretation – e.g., railway, stage coach route. ▶ Consider plans for both the short- and long-term together. Perhaps small improvements to address some issues in the short-term, but with consideration for bigger changes (e.g., a bypass) in the long-term. ▶ Additional lighting along roadway – power can come in along railway.
HISTORY	
Former Transportation	<ul style="list-style-type: none"> ▶ When Angel Rock fell, they moved the road from the north side of the lake. ▶ At one point there was public discussion about NOT extending road from Coombs at all.
Park History	<ul style="list-style-type: none"> ▶ 1996/97 wind storm went through on New Year's Eve. Barn roofs blew off, power off, many trees lost in park.

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2 QUESTIONNAIRE COMMENTS

Question 3: How often do you travel on Highway 4?

Comments on "other"

- ▶ 5-6 times per year
 - ▶ 5 days a week, twice per day minimum
 - ▶ 12 to 15 times per year
 - ▶ More than several times a year
 - ▶ Used to police the area regularly
 - ▶ Prior to 2015 I traveled from Qualicum Beach to Port Alberni Mon-Fri and return for work
 - ▶ Once a week
 - ▶ Every day
 - ▶ More than 4-5 times a year to visit family. Originally from Port Alberni where I lived for 15 years.
 - ▶ Daily
 - ▶ 1 to 2 times yearly
 - ▶ up to 20 times a year
 - ▶ Once this year in October
-

Question 4: What is your primary reason for using Highway 4?

Comments on "other"

- ▶ Personal, shopping, etc, swimming at Cameron lake, travel to Points beyond Port Alberni
- ▶ all of the above
- ▶ Sports and dr appointments
- ▶ Holiday to Tofino
- ▶ Passing through to points beyond
- ▶ Business and Personal Trips
- ▶ Personal business And entertainment
- ▶ visit Tofino
- ▶ Same as previous answer
- ▶ Travel to Pacific Rim National Park
- ▶ Active transportation
- ▶ To attend kid's activities over the hump- soccer, cadets, skiing
- ▶ Last 2 option s
- ▶ to get to west coast of island
- ▶ work, appointments and travel
- ▶ All of the categories apply.
- ▶ business & personal
- ▶ both business and personal
- ▶ To visit Cathedral Grove
- ▶ Travel to Pacific Rim park
- ▶ Hiking and camping
- ▶ I go to Port Alberni a few times a month but I live just off Highway 4 about 5 km from Cathedral Grove
- ▶ I travel there for pleasure but sometimes for work
- ▶ Vacation
- ▶ We have a home in North Vancouver Island and one in Tofino
- ▶ sports
- ▶ Vacation in Tofino
- ▶ Going to Tofino
- ▶ To visit Port Alberni and/or Tofino and area.
- ▶ I live in Port Alberni, so I travel this road to commute to and from work as well as to larger centres for shopping and visiting family.
- ▶ Hiking, mushroom picking, visiting Tofino
- ▶ Hiking

Question 5: What is your primary mode of transportation when using Highway 4?

Comments on "other"

- ▶ Bicycle now (previously we owned a car)
- ▶ the first three answers above
- ▶ RV
- ▶ motorcycle
- ▶ Bicycle
- ▶ What about a bicycle
- ▶ Bicycle
- ▶ Bicycle
- ▶ Tow truck driver
- ▶ Ride a motorcycle
- ▶ Ride a motorcycle lots summer months
- ▶ Tour operator

Question 6: Do you have any specific comments or observations about your PARKING experience?

- ▶ This summer we went to visit the park but the parking lots was completely full. We ended up doing a U-Turn at a side road to turn around. Still nowhere to park so we went back to the hotel disappointed.
- ▶ Just being very careful, especially with children as the odd driver disregards all the speed warning and flashing lights.
- ▶ Summer it can get very busy for single vehicle parking.
- ▶ During busy hours it is an absolute nightmare for visitors & commuters alike. People stop randomly, looking for a spot; others can't back out or find a place to turn left across the road.
- ▶ People pulling off into the parking lot often caused traffic issues or were unsafe. Numerous times I have observed people trying to turn illegally across the double yellow line into the parking area. It is difficult to reverse out of the parking lot and safely pull back onto the highway when it is busy and there are people crossing. This has occurred from the spring time into the fall and at all times of the day.
- ▶ It was horrible. Proper parking area full. Summer. 3-4PM Somebody smashed their door into the side of my vehicle. Got yelled at. Three cars copped U-turns in front of me when I tried to leave.
- ▶ Parking on the shoulder and having to cross the highway is not safe. The reduction in speed limit helped but not everyone obeys the speed limit . Driving through the sections where people park on the side of the road is hazardous for everyone drivers and pedestrians. Vehicles backing onto the highway or turning around is very dangerous. The traffic calming concept works in neighbour hoods not on provincial highways with high volumes of traffic. Parking needs to be removed from the highway.
- ▶ Been twice. Was busy the first time (several years ago). On second visit (a couple of years ago) made sure I arrived early morning and still only JUST made it into the designated parking as someone else left. Crossing the highway is dangerous (especially with children or seniors)- really needs a pedestrian bridge or underpass.
- ▶ It's nuts. Thank goodness you don't allow left hand turns anymore.
- ▶ It's got busier over the years and seasons. No parking and no parking. Walking along the shoulder is not the safest. Especially with small children. No one drives the speed limit
- ▶ Unsafe situation parking and reentering highway in Aug. Motor homes, campers, and large vehicle like buses create major vision problems(stick out to edge of traffic). When they back out even worse conditions occur
- ▶ Speed of vehicles going by felt dangerous.
- ▶ Very dangerous situation. Very busy highway with too many people on the side of the road either trying to park or cross from one side to the other. Also cars backing onto the BUSY highway
- ▶ There are no places to turn around close to the park, so this encourages visitors to make risky decisions when it comes time to park.
- ▶ I went in August, late morning and it was difficult to find a parking spot. We had to park on the side of the road and we felt pretty unsafe to walk to the park. Also we had to turn around to go back home and it was quite difficult to do it.
- ▶ We go to Cathedral Grove in all seasons, several times per year, usually between 11:00 a.m. and 3:00 p.m. It is almost always busy, and we feel lucky when we can get a parking spot. We worry about oncoming traffic as we back out of our parking spot. Cathedral Grove is a real treasure, and should be protected as much as possible. Traffic should go slower--maybe 30 km.--through that area to avoid accidents and injury to pedestrians, especially older people and children.
- ▶ Many times when I have visited Cathedral Grove I have been able to park in a designated parking stall but it has required waiting or going past and coming back but it has been difficult. I have also witnessed others having to wait or have difficulty parking. It is also extremely difficult/treacherous trying to back out of a stall when there is oncoming traffic and they have no desire or patience to wait for you to safely enter the road.
- ▶ what's happening now is extremely dangerous. someone WILL get killed
- ▶ It was during the week around 5 pm on a cold wet day, so there were not many visitors
- ▶ Never plan on stopping because of congestion in Summer. Usually end up stopped when driving to Port Alberni.
- ▶ Summertime, around mid-day, the parking was fairly full but there were a few spots.
- ▶ Summer is a gong show

- ▶ Parking requires planning ahead. Example: we wanted to take our visiting granddaughter to this park in July, a busy time of the year. To increase our chance of getting a parking spot, we camped at Little Qualicum Falls the night before, then drove to Cathedral Grove very early in the morning; that strategy worked. On several occasions over the years, the parking area was full, so we did not stop, because we did not want to park on the shoulder.
- ▶ awful site lines, (in October) mid-week yet parking was FULL, mid-end of business day. I stopped to stretch and go to the washroom only because the trails were so full and traffic was insane. RV's double parked behind personal vehicles, tour busses pulled in parallel to highway also blocking personal vehicles.
- ▶ I was not concerned about parking anytime I have visited, yes it is busy but even parking further up and walking down is not an issue. I have visited in the summer and spring. I think it is completely ludicrous to even consider cutting one tree down to create additional parking! Consider having a shuttle bus from another location that people could pay a nominal fee for. It is the nature of the park that parking is limited, we need to preserve every last old growth tree we can!
- ▶ We parked mid-day during March Spring Break, 2018. It was busy but we were able to find a spot. My observation at the time was that it didn't appear very safe to cross the street in order to get to the park.
- ▶ Proper parking needs to be provided at the park. The last time I stopped was middle of September and was afraid I was going to get hit by a car.
- ▶ The whole thing is a mess
- ▶ Summer time, primarily July and August is horrendous for parking. 11 am to 5 pm I would say is the worst. Often don't stop as there is no room and dangerous when vehicles are up and down either shoulder.
- ▶ driving thru and people crossing the road , vehicles parked and stopped everywhere , basically an unsafe area to travel thru , no one follows the road rules , I am sure if this happens in Victoria or Vancouver THIS problem would of been fixed decades ago , BUILD a parking lot off the highway!!
- ▶ It was in May and the visitor season was not in full swing. But, still could not park in the parking lot. Truly insufficient space for the increasing growth of traffic from visitors. The walk from the side of the road was tricky as vehicles tend to park wherever they wish. A very dangerous situation which will probably only get worse if nothing is done.
- ▶ Choosing one option is silly if one has visited multiple times. On any one occasion, I would have done one of the above, or more often than not parked on shoulder and walked to trail entrance. Either way, all apply, and perhaps the ability to choose only one is laughable.
- ▶ I was there in the morning of April 2018, and there was some parking. I try to avoid going to Cathedral Grove during June-September, as this is probably the worst time to visit. There are often so many buses there and other large vehicles, and they take up alot of room. The previous summer I drove to Cathedral Grove in the early afternoon, and because there was no parking, I kept going.
- ▶ Ridiculous. Parking on the side of a major provincial highway (and the only route to the coast). There should be an off road parking lot on each side of the highway, which would eliminate left hand turns (obviously the signs do nothing to curb that safety issue, and not should they have been expected to), and a pedestrian under or overpass to allow people to cross from side to side.
- ▶ Most times travelling, I have had no problem finding parking. Peak summer it is more difficult to find designated parking and overflow tends to park on the roadside.
- ▶ I go in offseason to avoid craziness
- ▶ It was in the fall and if I had not found appropriate parking, I would not have stopped.
- ▶ Have not stopped here
- ▶ Arrived around 11am on a weekday in early summer after school was out. Parking was full. I parked a little bit west of the area where there is a side road. I didn't block the gate. A truck exited from that road while we were walking along it- I didn't want to walk my family on the highway. After our visit, we did walk back beside the road, but on the side of cars away from traffic as much as possible.
- ▶ I was able to park but it was late at night just to pull over. There needs to be more parking.
- ▶ Between 9am-11am or 6-7pm
- ▶ In the summer it is to busy for me to park so i park along the highway which is not really safe.
- ▶ It has been so dangerous in the summer months traveling through the "grove". I've had numerous instances of cars backing out in front of me. Or seeing near misses of people farting across the road. Please find a solution to this problem before something devastating happens. We need a safe place for visitors to park!

- ▶ I felt bad but really wanted my guests to see the park, thought I might get a ticket.
- ▶ During the summer weekends, people park along the highway unsafely far away from the park itself. There is nowhere safe to park.
- ▶ An absolute gong show! Parking is horrible, everyone walking around in the parking lot, people parking all over the side of the road, sometimes on the road, never knowing if you passed the last opportunity for an empty spot. Get the parking off the side of the highway so people don't have to take their life into their hands to get from their vehicle to the trail. Put in a proper parking lot with proper entrance/exit merge lanes off the highway! Right turns only! No lefts!
- ▶ Yes, cars and semis they were driving very fast. Never feel safe. Summer almost impossible to visit.
- ▶ Hwy 4 needs to be rerouted around this park. People are in great danger with through traffic.
- ▶ Winter is OK to park in supplied parking. Summer is problem season.
- ▶ mid week.....not summer
- ▶ The parking lot is always occupied and full in the summer.
- ▶ Terrible to try and park any time during the spring and summer months, between sunrise and dusk
- ▶ I would never ever plan on visiting the park during the busy summer times. That would be ridiculous.
- ▶ It's awful, dangerous .. people not paying attention when backing out of a spot
- ▶ The last time I visited was off season, no way I would stop in high season!
- ▶ There is not nearly enough parking. Pulling in can impede hwy traffic as you have to slow to find a place to park and often cannot get off the road as the parking area is full of pedestrians trying to cross the hwy. Pulling out is equally as difficult.
- ▶ Not enough room on the shoulder to park safely. But when the lot is full there are no other options. You park on the shoulder or leave.
- ▶ Not only was the parking lot full, the volume and speed of most of the through traffic discourages visitors due to the potential for accidents. The speed of vehicles also raises the noise level and is making visits to the Grove less enjoyable
- ▶ The road/pedestrian interface is very dangerous, especially at peak tourist times from spring to early fall. The word that comes to mind is terrifying.
- ▶ Trying to find parking in the late morning early afternoon is crazy. Cameron Lake is getting nuts too
- ▶ Parking is crazy in there. It is over packed with vehicles all over and people walking and/or running behind the vehicles. It is a dangerous location and it is dangerous to maneuver in there.
- ▶ It can be very hard to find a safe place to park.
- ▶ In many areas the shoulders need to be levelled and widened. I often visit the park in July & August in the late morning hours.
- ▶ Summer is busy. Worry about enlarging the parking lot and the Gov cutting trees.
- ▶ Bigger parking lot would be nice
- ▶ I never stop when I'm in my motorhome because I can't get it by myself, too long to back up without a spotter.
- ▶ summer very busy both parking and highway traffic. speed limit not followed.
- ▶ I drive a motorhome. A number of motorhomes are always parked where they shouldn't be parked, and are sticking out onto the highway. It is dangerous and there are people running across the street with no mind of the traffic.
- ▶ it was fall, very busy, early afternoon, it didn't feel overly safe
- ▶ Parking was informal and on the side of the road. There were insufficient traffic controls that made the area extremely dangerous for vulnerable road users. This was during daytime during the summer months.
- ▶ I was lucky that someone was pulling out as I arrived. Otherwise I would not have found parking in the lot
- ▶ I have lived in Port Alberni for many years, visited Cathedral Grove many times years ago, and now I usually just drive through on my way out of the valley. I have stopped in the parking lot, but not during the tourist season and so parking was not an issue. So that is Spring and Fall, usually in the afternoon.
- ▶ The parking does need to be able to handle a few more cars and quite possibly would be better if it was angle parking as that is easier to back out of.
- ▶ Easy to park if it's not a hot June July or August day, it's getting back on the road that's concerning
- ▶ Parking on the highway shoulder felt unsafe as roads feel narrow and minimal space to walk to the park along the road.
- ▶ I got lucky and took a spot that someone had just vacated. Otherwise the lot was full. This was on a Saturday afternoon in late May

- ▶ no standard parking, vehicles were taking up more than 1 space
- ▶ put in a parking lot before someone gets killed, also it is not a crossing path for the tourists that go in the middle of the road so they can direct the motor home out of the parking area, or cross with the 3 or more children while logging trucks and other vehicles are driving on the highway. It is a highway not a parking lot. It is a pain for the vehicles trying to watch people dodge in between cars to cross the road. One day someone will get killed
- ▶ The only time Parking is not horrendous is during the middle of winter! In the summer, all day is peak time. There are no “lighter hours of use”
- ▶ The load of people and busses causes it to be dangerous at peak times.
- ▶ Our last trip to Cathedral Grove was on a Friday morning (about 10 a.m.) in late June 2017 when we stopped in to walk the trails on our way to go camping in Port Alberni. We parked in the main lot on the north side of the road (right hand side heading to Port Alberni) and had no trouble finding parking.
- ▶ late spring parking is insufficient
- ▶ Early part of the tourist season in mid afternoon during the week.
- ▶ Parking is fine now (in November). I don't even try to stop in tourist season, as it is too crazy. The worst are the big RVs that stop- they block visibility for other people, and they stop traffic when they exit or enter the highway.
- ▶ Fall, Winter and Spring months during mid day hours I have no problem parking in designated areas.
- ▶ Parking was a challenge. This was the end of May before noon in a Saturday. Backing out was even more of a challenge as a huge motor home pulled parallel to the hwy blocking me from backing out in the space provided. The motor home then attempted to back out on an angle onto the hwy preventing two lanes of traffic of driving. Took about 5 minutes total time.
- ▶ If one visits the park in the morning (6 to 10 AM) parking is fine, after dinner time is okay too. Too many people there in the summer it's a horror show driving through there, I've had young children run in front of me more than once. A concrete barrier , on centerline, and a crossover pedestrian bridge would alleviate that very present danger, and a widening of shoulders 2 or 3 hundred yards either end would help immensely.
- ▶ I avoid parking in the area at peak season at all costs. The off season is far better to show it to visitors
- ▶ I only visit the park in shoulder season, I would never even attempt to park during the summer or on a sunny day any other time of the year
- ▶ As a local I purposely only visit in off season (oct/nov) in the morning 9-11am as There is little car/foot traffic and a more enjoyable walk.
- ▶ The shoulders are so narrow that vehicles are parking on the side of the road with a quarter of the vehicle sticking out into the road. Total chaos with cars, busses, and trucks parking all over the place. Visibility along the highway is hampered as well
- ▶ I'll visit generally when it is sunny out at any time of the year! Love this old forest! During the most busy time of summer, it is just too hard to find parking that will be easy to walk without fear of being hit.
- ▶ Very much overcrowding.
- ▶ In 2014 I had a small chartered bus full of relatives attending a family reunion in Port Alberni “doing Highway 4” (Cathedral Grove, Coombs, the Rescue centre, englishmas River Falls and Qualicum Falls). The bus was able to stop and double park in the parking area, let passengers off and wait for them to come back- about 45 minutes. The driver stayed with the bus so he could move it if the other drivers needed out. It wasn't ideal, but it worked out for us.
- ▶ The last time I tried to walk in cathedral grove with my family was during the summer mid-week after lunch. The parking lots were full. Cars and RVs were lined the side of the highways. I refuse to park on the side of the road as I feel it is dangerous for me and my children to enter and exit our vehicle- so we went home without enjoying the park.
- ▶ I only stop if there are only a couple of vehicles in the park lot; this would usually be during the winter months.
- ▶ Was very unsafe and scary
- ▶ It was over crowded and congested. People would cross highway and put themselves at risk to their safety.
- ▶ all summer there were lots of families walking on the roads edge , they had to step onto the road around poorly parked cars on the side of the road, traffic had to slow to a crawl to pass safely , many vehicles were parked on the roadside not quite off the road.
- ▶ Have to be lucky to find a parking spot ,sometimes had to wait
- ▶ I drive through more than stop, but it is very dangerous for people walking/crossing the highway. Cathedral Grove NEEDS a parking lot ASAP.

- ▶ Season may to September. No parking and people even in rvs park on the shoulder and walk down the highway with kids, dogs, wheelchairs etc not safe.
- ▶ Late spring to late fall it's busy
- ▶ I was last there in October and it was not busy but it was still extremely difficult to back out . The highway was still busy
- ▶ It is difficult trying to get back into traffic after parking because it is hard to see and there is a great deal of traffic. Summer 2pm.
- ▶ In the summer it is very busy and difficult to find a parking space. It can be scary trying to cross the highway. It does not feel very safe, stopping or driving by.
- ▶ I avoid visiting Cathedral Grove during July and august and on long weekends.
- ▶ Last time was in the fall and was very busy. We were lucky to get a spot mid-morning.
- ▶ Time of year: Fall
Time of day: afternoon
Parked on South side of highway at main entrance to trail.
Comments:
1) parking at trail entrance blocks access as many pedestrians mingle at that point- reading signage, gearing up etc;
2) backing out of parking (in general) is hazardous to pedestrians who walk behind cars
- ▶ In the mid-autumn, mid day- all the parking was full.
- ▶ I only visit off season during the week because it is too crowded otherwise. Last visit was in November 2017
- ▶ As a professional driver summer is the worse. The tourists that park on the shoulder then walk between vehicle and roadway and expect to not get clipped.
- ▶ Often it is difficult to get a clear view of oncoming traffic while entering or exiting the parking area because of pedestrians and other vehicles parking at the same time.
- ▶ Early summer early afternoon. We had to wait for a vehicle to leave to get a place. Large motor homes make for a dangerous situation blocking your view.
- ▶ Couldn't stop it was a zoo. Put the E&N back in service which solves a myriad of transportation problems saving the ministry infrastructure money while same time strengthening the economy. For more information <http://www.islandrail.ca/contact-the-foundation/>
- ▶ Crossing the highway was terrifying!
- ▶ Summer time. Backing out of the lot was very dangerous with people walking behind my car and having to obstruct others parking while i waited for traffic to pass to get back on the highway
- ▶ In the spring, fall and especially in the summer parking is hard to find in the designated area. Mostly we visit in the late morning or early afternoon.
- ▶ Parking is difficult turning the summer months on weekends turning the afternoon.
- ▶ Spring time parking did not feel safe. Observed foreign visitors very nervously leaving, and the traffic was reluctant to slow down. Pedestrians were having great difficulty crossing the road.
- ▶ We went there for a hike along the back of cameron lake this fall, no problem with parking, dash across from the car to to the washrooms. Several trips to the coast by RV spring, summer and fall , often use the parking lot as a slow vehicle pullout to let the traffic by. The 50 zone seems to be working well, and is only a minor inconvenience for thru traffic to preserve one of our few simple roadside stops that we still have.
- ▶ Visited mid morning in August. Only stopped because there happened to be a parking space in the lot. Would have skipped visiting the park otherwise as I refuse to park on the shoulder of the highway (just not safe and not worth the risk). We still had to run across the highway dodging traffic to get to the part of the park we were interested in visiting. Not a safe activity but something the government is currently encouraging with the layout of the parking and trail system in this park
- ▶ My last visit to Cathedral Grove was on Saturday, Nov. 17th, noonish. I was able to get a parking on the same side of the road [note parking was near full on both sides of the road, constant movement]. I was there for approx. 1 hour.
- ▶ I often pull over to park in off season with no problem during the week. During spring, summer and early fall I tend not to stop as there is no safe parking available and the area is very congested.
- ▶ Winter with eight inches of snow- I didn't park as a tree had fallen into the parking area from one side of the highway to the other and killed two people. I was approximately ten cars behind them. This highway and parking area is a deathtrap.
- ▶ We went in September the last time making it easier to find parking. The time before that when we went, it was July, and we had to park on the shoulder.
- ▶ summer time and the parking was full so did not stop

- ▶ Even for slowing down to let pedestrians cross is hazardous because I had somebody almost rear ended me. Since they didn't care about the watch for pedestrians crossing so even the letting people across is a hazard. I'm currently living in Tofino and travel the highways 5 times a month and all I can see is why haven't we looked at other Parks Canada options ... they do at other beaches. They have strict beaches with no RV and no tour bus signs it still works there why not here
- ▶ Middle of the day in September there was no parking so didn't stop wasn't willing to park on shoulder of highway too dangerous
- ▶ very congested, barely enough room to drive through park due to cars parked along highway 4
- ▶ I find it disgusting that we are having this conversation. It's a tiny little mini snippet of what was once rainforest and parking is what we are worried about. Make another park. Not expand parking.
- ▶ Since the through-traffic and visitor traffic was busy caution was needed. e.g. cars slowing down looking for parking, pedestrians crossing randomly, cars pulling out of parking spaces.
- ▶ No
- ▶ Parking would be better if people parked correctly leaving space etc.
- ▶ It was in the summer, maybe August... There was no parking and I had to park close to the first bridge.. I did NOT feel safe !!
- ▶ I note frequently that there is now more large camping vehicles parking taking up major room. This type of vehicle is becoming increasingly popular. As this is an ongoing and increasing problem the only remedy is to find land outside the Park where a parking lot can be established and then have passengers bussed to the Park entrance. This is done in many countries and is very successful. An electric vehicle with a continuous schedule means very little waiting so happy riders. Vehicle size and
- ▶ Aug 2018- during afternoon + Nov 23, 2018- afternoon - Both travelling from/to Victoria towards Ucluelet/ Tofino. Comments: 1) When it's busy and there is only one parking spot left on the other side of the road it's tempting to cut against oncoming traffic and claim that spot; not good, I know. 2) Getting from that parking spot (on the other side) back to the direction you need to go you need to turn into oncoming traffic again (180-turn)... Other cars will give the right of way :)
- ▶ You would have more luck getting additional old trees and forest habitat protected so there were more places to go to see big trees. Also highway 4 should have separate bicycle paths so people don't have to drive. Provide bicycle racks. Develop a bus system like King County does in Washington State to go to popular trail heads. <https://www.google.ca/url?sa=i&source=web&cd=&ved=2ahUKEwifkMTbOPPeAhUBCXwKHXLiCjgQzPwBegQIARAC&url=https%3A%2F%2Fwww.king5.com%2Farticle%2Fnews%2Flocal%2Fhikers-rej>
- ▶ Parking opportunities can vary widely depending on the time of day, day of the week and time of year. Because I am familiar with this area and these variances, I plan my visit to the park and can park in the designated lot, or on the side of the road. I have also been an "Ambassador" (a Chamber of Commerce program) in Cathedral Grove in the summer, I know many are concerned about the parking and walking public in the area during busy times is pretty scary and dangerous.
- ▶ TVs parked across the line on both sides...causing traffic on each side to cross the center line. Pedestrians jumping out in front of you. Slowing the speed will not solve this...divert traffic to some lot somewhere and put up barriers...I've seen the stupidest of actions and I'm shocked more people haven't died
- ▶ I have often not stopped because there was no parking or a safe place for my family to enter and exit the vehicle.
- ▶ I only go to Cathedral Grove during off-season- but finding an off-season is increasingly difficult these days- the parking lot seems to be full year round lately!
- ▶ I travel through that area approximately the same time every year- mid-November. The traffic and the visitors to the park are not as busy.
- ▶ Parking just off the highway seems dangerous, specially for family's with kids. Don't understand if park is always so busy why they don't build a parking spot off highway and make an underground or over highway walkway!
- ▶ Parking in the grove is inadequate by a long shot during weekends and all the way through the summer, for most of each day.
- ▶ It is both uncomfortable and unsafe to park along the highway due to speeds and room around vehicle. I.E. proximity to road.
- ▶ It's only super crowded July and Aug. Always somewhere along the roadside to park if need be.

- ▶ Free parking is helping kill the safety and sustainability of this area. Parking for visitors should be fee-based to encourage turnover and revenues generated should be re-invested in Cathedral Grove and vulnerable road user safety improvements. See 'High Cost of Free Parking' for more context <https://www.amazon.ca/High-Cost-Free-Parking-Updated/dp/193236496X>
- ▶ Horrible not enough parking spots It was in both spring summer and fall that I travelled by the park
- ▶ Parking should continue to be limited, and greater efforts should be made to encourage people to visit at off peak hours. Additionally, a "full parking" reader board at the intersection of Hwy 4 and Hwy 4A would ensure that people knew well in advance there was no available parking, and could consider other options. Otherwise, even if more parking is added and the problem is alleviated in the short term, we'll be in the same place again down the road.
- ▶ I normally visit cathedral grove when we have out of town visitors to show off the beauty. Invariably it's in the summer season. I am always apprehensive of parking, anticipating trucks behind me getting impatient. Not being able to see a space until I reach it, and then having to stop quickly. Try g to look for a space while also looking out for people crossing. And then backing out and u turning. Generally I get a pssenger to stand outside and guide me.
- ▶ I frequent the drive though Cathedral Grove as I'm a semi-driver, but I've also taken relatives to the park. I usually plan the trip to the park on low traffic days such as a Sunday afternoon during early spring or late autumn when parking is not an issue. But I have seen some hair raising episodes when driving through the park during my work driving a semi pulling a B-train of trailers. In my experience its only a matter of time before someone is seriously if not fatally injured.
- ▶ It was off-season
- ▶ It is usually a nightmare. People dont follow posted speed, people use the shoulder of road and dont pull over far enough so are sticking out on road, pedestrians crossing wherever.. I'd say nearly 3/4 of the year is like this
- ▶ Not parking, commuting through
- ▶ It was Spring of 2018, when my husband, MIL and I visited. We easily found parking and safely crossed the road (with elderly slow moving woman) by walking when there were no cars.
- ▶ Not really, I try to go at low use times. or park along the road when lot is full.
- ▶ Parking rules are never enforced. For example the highway is posted "No Left Turn" and is often ignored resulting in unnecessary delays. Also the parking lot is not built to handle large RV's or tour buses but they regularly plug the parking lot often blocking in smaller vehicles. It is common for large RV's to park along the roadsides and then the visitors walk immediately beside or partially in the roadside vehicle lane.
- ▶ The last time I visited, it was off season (February), so parking wasn't a problem. I normally would choose NOT to visit Cathedral Grove during the summer months solely because of the parking difficulties.
- ▶ Parking is easy. It is the difficulty in backing out and rejoining the traffic that causes me the main concern. In the summer pedestrians and vehicles trying to park are moving across the lot at odd angles.
- ▶ Too long ago to be relevant.
- ▶ never ever parked there no reason to
- ▶ people dangerously all over the place and vehicles making dangerous stops and turns overall it is usually a very dangerous time trying to park or drive through
- ▶ I don't stop here during tourist season
- ▶ It was mid-October on a Saturday at around 3 pm. The parking lot was mostly full. We witnessed a car stop on the highway to wait for a vehicle to reverse out and leave the parking lot. They waited on the highway for about a minute. I was loading our infant into a carrier and was worried the vehicle on the road could get hit and then hit us. We moved. There were 2 additional parking spots for this waiting car, but they were hidden behind larger vehicles. There is no space to wait without blocking
- ▶ Spring- mid-day
- ▶ I either park in the designated area, or I don't park at all. The way people park on the shoulder is a total hazard, I've seen too many people open their car doors into traffic and almost clip other vehicles passing by.
- ▶ Having recently moved from Ontario to Vancouver Island earlier this year, heard about Cathedral Grove, drove there on July 22nd! We were able to park on the opposite side of the Park where more parking spots are, and also the toilets. BUT when we were leaving, you have to back out of the parking spot onto the Highway, as there's no space to turn around. Luckily we had no one next to us, so were able to do this safely.
- ▶ Make parking area more clear. An exit lane for those parking. More spots. Good lighting. Traffic control signals for pedestrians.

- ▶ Usually go a few times a summer, this year went 4 times, usually continuing to Tofino/Ucluelet, was only able to stop once because parking lot was too full. Seems to be quieter in the afternoon evening (4 or 5pm) and on weekdays, noticeably different.
- ▶ The parking areas do not have a good regular structure so people tend to park all over. This makes it less efficient, and leads to confusion when entering/leaving in trying to avoid other traffic. I visit CG in early morning or late evening to avoid the crowds.
- ▶ During the summer it is difficult and usually I will not stop. I find that people are extremely inconsiderate to other persons that wish to visit the park, example is motorhomes, etc., that are parked incorrectly or right in the front so that you have no access.
- ▶ Most of the time it was impossible to find a safe parking spot from the spring through summer, unless I went there in the middle of winter.
- ▶ A dangerous area to visit or transit due to the lack of proper parking areas plus at the same time you are competing with thru traffic on Hwy 4. As many have said “ An accident waiting to happen. Although many individuals are using the shoulders to park on some of them have campers and trailers which are quite wide and do not have adequate space on the shoulder, causing it to be unsafe to offload passengers.
- ▶ I live in Port Alberni, so I MUST use this highway to go anywhere. Starting Easter and ending October, there is virtually no parking. People are forced to park on the shoulder making it extremely dangerous for pedestrians and precarious for drivers.
- ▶ Very confusing as to parking allowability- frequently one sees vehicles making an illegal left turn or people walking out onto the main highway to guide a large rv onto the road, people frequently park large vehicles on the sides of the road or in the wrong direction (contrary to traffic flow for that side of the road) Its multiple potential fatalities waiting for a place to happen
- ▶ I know it is very busy so plan my visits for times I believe will be less busy.
- ▶ I live in Port Alberni & that highway is dangerous. sure hope you take suggestions seriously. 1) there should be a barrier so people can not cross the highway at the parking lot 2) an underground walkway should be established (like sproatlake park has) 3: no parking at all on the shoulders!!! 4) make a parking lot in the area of the two bridges 5) make a large parking lot near the river at bottom of hump and make a wood walk way up to main area of park. (this can be done quite nicely)
- ▶ It’s a poor experience in that it does not feel generally safe due to the highway traffic, other cars pulling in at a fast rate of speed, etc. It was rainy cold conditions the last time I parked there, mid-day.
- ▶ Parking is fine.
- ▶ Fall-lots of parking and you could pull out easily. Summer- way too many vehicles driving through and people trying to cross the road while you are trying to park and pull out.
- ▶ I never stop there July or August. I go at off peak times
- ▶ early spring afternoon
- ▶ The only time I can park in the designated area it’s during the shoulder season, never in the summer. In the peak season it’s always full.
- ▶ I drive past Cathedral Grove twice daily commuting to work. I sometimes stop to use the washrooms or allow other vehicles to pass. The parking lot, especially on the East side is in very poor condition- ruts and tears in the tarmac, and loose gravel. The entire surface needs to be repaved, and parking spots clearly designated. In summer months, the lot is overcrowded; people park on the highway shoulder, and there are numerous pedestrians walking on the highway. This is unsafe.
- ▶ It was mid September this year mid afternoon...we were lucky someone was leaving thereby providing us with a parking spot...
- ▶ I have only stopped there when there are few people at anytime of year as usually it is too dangerous
- ▶ Mayhem. Tourist have no idea of local laws and flood into the streets without looking, park half in the lanes or drive 15km/hr through the park. Disappointing because it feels like in the end locals won’t matter when it comes to “finding a solution” to this issue. The road is slow enough and any additional traffic delays make the drive to Port Alberni even more frustrating.
- ▶ The best time to go is in the off season. Summer is too busy and there’s not enough places to park.
- ▶ I don’t stop there just pass through
- ▶ Could have better parking control. Lined spaces, designated parking spots for oversize vehicles such as RVs Was there spring & summer around noon. Have driven through at other times, didn’t stop, still parking was pretty busy
- ▶ If I know I’m going to stop at the park, I try to go early in the day so I can avoid most of the heavy use times. I also often visit at “off times” during the year.
- ▶ Risky backing out of parking area and merging into traffic

- ▶ I have had several near misses through that stretch of highway. I have had vehicles cut me off & pull out in front of me. I have had pedestrians jump out in front of me & stop traffic for a stream of people. I have also, had to stop on the highway as a vehicle was parked on the side of the road hanging over the road & oncoming traffic would not allow me to cross the center line to pass the vehicle.
- ▶ The parking was awful, nowhere to park so we had to walk in to the trails from the shoulder of the highway. Late spring/early summer. Very dangerous even if cars are doing the speed limit, it IS a highway.
- ▶ Parking at Cathedral Grove becomes more problematic each year. I was led to believe that something was to be done last winter. I was a miracle, once again that no one was killed. Something must happen very soon. That something is to build a parking lot /visitor centre off the highway, which was begun a number of years ago, then was abandoned as the highway department gave in to a motley crew of paid protesters.
- ▶ 9 billions humans on this planet. The visitors to the West Coast all want to stop at Cathedral Grove. Tourists are increasing every year. So if you build a parking lot big enough to accommodate the need for all tourists, there will be NO MORE Cathedral Grove.
- ▶ Felt bad for tourists trying to navigate the park with cars zooming by.
- ▶ I personally have usually been able to find parking, but I needed to slow right down on the highway and wait for somebody to leave, potentially obstructing following vehicles.
- ▶ I haven't attempted to stop and park
- ▶ sure it's busy in the summer months, so i don't go then, let the tourists have their fun. I go all other times of the year and parking is great
- ▶ i know how this can be fixed at small expense and not cutting any trees. took my idea to mla gillian trumper many years ago and was shot down. then took it to scott fraser with same result. they both had their own ideas which was do nothing
- ▶ No problem
- ▶ The parking area is shallow, preventing a long wheelbase from turning to back in to park. Backing in allows forward egress, which is safer.
- ▶ I only stop at cathedral grove if there is parking in the designated parking lots. I typically stop at cathedral grove in the "off season" mid day.
- ▶ Spring, probably March. No problem parking.
- ▶ Parking is scarce. Many times RV s and other large trailers are stopped in area restricting visibility and making dangerous conditions.
- ▶ We tend to go in the slow season (winter) when one can actually park in the lot- too many lineups in the spring, summer, and fall.
- ▶ Summer 2018, approx time 3pm, parking areas over crowded as were the sides of road. Pedestrians walking on both sides of the highway, some were waiting to cross the highway. This has been the same situation anytime between April to Sept for many years.
- ▶ Summer of 2016: Tried to go to the Grove on 4 separate occasions, and only once could I find a legal parking space. Even then, there was so many pedestrians walking aimlessly around, paying no attention at all to their surroundings, it still took me over 10 minutes to be able to get in to the spot to park. The other 3 times, I just kept on going. It's not worth waiting half an hour for a parking space.
- ▶ We parked recently(November)on a Wednesday morning about 10am. We can choose the time because we live in Oceanside and know when it is too busy.
- ▶ I Have 3 suggestions:
 - 1) Put in a over pass walkway which must!! be used to cross the road.
 - 2) Put a new road down by the river going around the park and limit to visitor entry only (or people going to their cabin) .
 - 3) Have an alternate road into Port Alberni (Like Horn Lake Road) and limit access to the park. Mostly Spring, Summer & fall
- ▶ My visits occur mostly during the fall months, but there are still other cars and always traffic. I'm sure I will say this somewhere else in this questionnaire, but there is really only one solution: ban all parking. You shouldn't even be considering cutting down trees to make room for cars. There is land on each side of the grove. Open that up to developed parking lots and use shuttles. Use the spaces there for RVs and buses. Most of our congestion problems will disappear.
- ▶ November18, 2018. This was about 2:20 pm. Far to many cars making the distance to the trails too hazardous for my liking.
- ▶ Mid-September, around noon. Easy and safe walk on forest side of parked cars from spot on shoulder. Getting out of driver's door seemed safe.
- ▶ Backing out of the parking spot is uncomfortable.
- ▶ Not clearly marked and several others parked badly. taking up a generous amount of space.

- ▶ During the summer months May-Sept it is nearly impossible to find “ safe” parking. Far too busy and congested. Large motor homes taking up too much room and they also try to back up into traffic. I have seen the co-pilot get out and flag traffic themselves to stop so they can back out. I have no idea why anyone hasn’t died yet. Extremely dangerous.
- ▶ As a local I do not visit the Grove in the summer because the sheer number of idiotic things I see from the other visitors so I avoid it.
- ▶ We live in Port Alberni and last May we had company visiting. On our way to return our guest to the ferry we wanted to stop, but knowing how dangerous it is when it’s busy, we did not stop because the lot was full and cars were parked along the highway. We usually only visit in the Winter when it is safe.
- ▶ A pedestrian overpass or underpass would help keep pedestrians safe. A vehicle overpass with an entrance and exit may work with parking below. This place is an accident waiting to happen.
- ▶ Summer, weekend afternoon, meeting out of Province friends. I knew the parking lot would be nuts so had to park on the highway shoulder which I knew was unsafe. Felt I didn’t have a choice.
- ▶ Every couple of years we try to visit Cathedral Grove to check out the latest condition of the park and see any upgrades etc. However, we usually only can access the trails in early spring, late fall and wintertime due to the tourists who come to visit. The last time we actually stopped in August was in 2012. Since that time it is difficult so usually don’t stop.
- ▶ In 2012 since then no parking available in summer, early fall or late spring. If weather good, no parking available. Would like to use park more but not at the present time due to dangerous conditions.
- ▶ When I go there to park it is to do a hike up to Horne Mtn so it is not in a busy season/time. But in the busy season, I think there should be more vehicle parking available. Even by putting material on the shoulders of the highway into the bush so that vehicles can at least pull off a bit further where there isn’t mature trees & people can walk on the treed side of the car instead of the highway side. An overhead walkway can help the crossing of the highway & also be a great way to view the tr
- ▶ I had this experience in the morning on a weekday in late October 2018, when the road wasn’t very busy. We were one of two cars at Cathedral Grove.
- ▶ It’s on a highway, doesn’t work well.
- ▶ During summer the whole facility is inadequate. That’s parking, trails, maps, touring information, and especially, the toilet facilities. It leaves a shabby impression and reflects badly on the local community and its tourist facilities.
- ▶ very high hazard area. from spring to fall. need wider shoulders to separate from passing traffic. people crossing busy highway need a overpass .
- ▶ I have witnessed the dangerous driving behavior, and seeing no other choices have also done some of them. The most challenging is in the July/August time frame when we have taken visitors to Victoria to the site.
- ▶ I was able to park in the designated parking area because it was a time of year when visitation by tourists was slow.
- ▶ People seemed very careless when crossing the street or pulling out from parking spaces.
- ▶ My experience was in early September, in the mid-afternoon. The parking area was extremely congested, with all safe parking spaces occupied and many pedestrians throughout the area. It was not a very safe environment. Not all pedestrians offered the right-of-way to the through traffic.
- ▶ On our last visit to Cathedral Grove, which was in early September (daytime, mid-week), we had to park on the side of the road, behind all the other cars parked on the roadside, and walk for quite a distance with 3 young children. We were quite anxious for the safety of our children in having to do so, and have not stopped since. We would only stop again if we saw upon arrival that we could park and walk to trail entrances safely, and within a reasonable distance.
- ▶ people parking anywhere and not seeming to care. Walking on the hwy 4 and or crossing without due care. It is main highway, but no one follows the rules.
- ▶ While it can be busy I would be opposed to any changes that would involve the removal of any trees or an further alterations of the natural area.
- ▶ We were traveling on the Monday after the November long weekend on our most recent trip. The park was busy, but there was parking available when we drove through around 11am.
- ▶ In the summer the parking lot is very busy with people parked haphazardly, no order to it. Further there are people backing out into the highway as if they have the right of way. Very dangerous.
- ▶ Vehicle and pedestrian traffic often in conflict and dangerous

- ▶ middle of summer, is a total nightmare. there are people walking out into traffic to cross the highway, people think its their right to walk out into traffic and expect cars, transports, rv's and buses to stop in the middle of the highway... very dangerous situation , people parking on the shoulder hanging out on the highway and trying to get out of their vehicles on the main highway, huge motorhomes parking on the edge of the highway cause they have no choice ... accident waiting to happen
- ▶ Parking on the shoulder of the road should not be allowed. motorhomes parking on the road shoulder restrict the width of the traveled portion, this is a situation that happens during the peak period.
- ▶ No
- ▶ It is really hard to turn around to go back the way you come from.
- ▶ Good in the off season
- ▶ We visited in the Spring (April/May), late afternoon.
- ▶ Being a 'local' I generally avoid the park in the busy months completely. When I park in the off season getting in and out is obviously much less of a problem as is crossing the highway to get to trails on either side.
- ▶ During the summer it is packed. Last time I stopped for a walk was in Winter and wasn't an issue. It is usually packed for about 3 months out of the year which causes dangers on the road.
- ▶ Was over full and traffic was impeding the road
- ▶ Inadequate parking, should not be directly off major highway. Multiple vehicles crossing double solid line to try to find parking, pedestrians jaywalking. Extreme hazard!
- ▶ It was off season to walk my dog so parking was not a problem at that time but I will not stop if the lot is full.
- ▶ During summer months, it's busy, frustrating, and dangerous. It's not the type of welcome mat we want to present to residents and visitors to this area of our province. I note the high volume of recreational vehicle traffic, i.e. motorhomes, camper vans, tour buses, trucks towing boats on trailers, etc. and the challenges with parking, turning around, for all involved. Especially dangerous when you need to cross the road from parking to access the trails. Traveling with children/pets worse.
- ▶ I find it is a pretty dangerous area to leave from the parking area. Also once we didn't stop as the parking area was full. Have visited in Summer and Fall
- ▶ It's dangerous how people pull in and out. Someone will get hit one day
- ▶ Usually, there is a parking spot even though it is extremely busy, the turnover happens. Crossing the highway is a different situation. Cross with great caution, if traffic is too busy I only visit the one side I'm parked on.
- ▶ There have been times where it is a beautiful day and I do not stop because of the parking. However, I do not think that the way forward is expanding the parking area.
- ▶ Not enough parking in spring. We usually go in May or September.
- ▶ Ineffective to accommodate the numbers of visitors
- ▶ Congested and dangerous during summer months.
- ▶ Parking was getting quite full but I was lucky to find a spot. It was a challenge to get back on the road again as I was dodging pedestrian and vehicle traffic when trying to pull out of parking.
- ▶ We parked in designated area but it was in the off season so there was lots of room to park.
- ▶ I tend to visit during off season only, mid week. It's not worth stopping there otherwise.
- ▶ Very busy it was Sept. long weekend. People everywhere and lots of vehicles parked illegally. Time was mid morning
- ▶ A dedicated parking lot could easily be placed on the left side heading towards Alberni. This is not old growth and a lot could safely accommodate buses and rvs. A trail could loop back to the grove so visitors would not walk on the highway.
- ▶ I have a cabin in the area and constantly observe vehicles blocking gate and parked where it is very unsafe to do so.
- ▶ Need more parking on north side
- ▶ I'm adamantly against tree removal at Cathedral Grove for cars. This park has been severely damaged by logging at it's borders causing mass blow downs, logging upstream in the Cameron Valley causing, flooding in the park, weakening root systems. Population on the island has increased and will continue to increase. This is a narrow highway that has seen many accidents along Cameron Lake away from Cathedral Grove. A second hwy should be constructed and hwy 4 can be a secondary route.
- ▶ Parking here and driving through here is terrible in spring and summer vehicles are all over the parking area and shoulder of highway, buses and rv's have no where to park either. Surprised there is not more accidents in this area.

- ▶ I was one of many cars lined up along the shoulder of the road. Pedestrians we're walking on the highway, attempting to cross. It was tricky trying to park, watching for traffic, watching for other pedestrians and getting to the entrance(s) on either side safely. Also, because of the way we parked I had to back out which also made me nervous because of the amount of activity in the area. I was there around 2pm on a weekday during the summer.
- ▶ It was summer. Friends were visiting from Alberta so I took them to Cathedral Grove. Pedestrian safety is a huge concern at this 'on highway' tourist attraction. More off-highway parking and a pedestrian overpass or underpass are needed.
- ▶ It is a pain, but if aware of safety it is worth it.
- ▶ Although we pass through the park a few times a year, we haven't stopped in over a decade as we are always towing a small trailer and, due to lack of suitable parking, stopping is impossible/inconsiderate
- ▶ I have generally been able to find parking. The No Left Turn is problematic though. Everyone, except those traveling to or from Port Alberni, needs to make an illegal turn or u-turn in order to visit the park. Maybe a traffic circle?
- ▶ Crowded and unorganized
- ▶ I don't park but see many on the shoulders as well as in the lots
- ▶ parking with a small trailer is almost impossible, except in January
- ▶ Was during December
- ▶ Really dangerous to try and cross from the north side of highway across to the main park area Way too many big RV's parked obscure oncoming traffic , no cross walk or designated crossing area and many big trucks/ more RV's and lots of cars exceeding the speed limit through that area. Mentioned this to some people on duty there but they said they can do nothing to assist
- ▶ We generally drive through at peak holiday times to visit family. It is always contested and difficult, if not dangerous to park. We generally decide not to stop. (Although the pedestrians crossing tend to be a much worse issue)
- ▶ I think there should be more parking but the roadway blocked with large cement dividers so that people have to get off the highway to park. The current backlog slows down traffic pretty bad and is unsafe. I've seen ppl do U-TURN to get back where they were going.
- ▶ It's busy, not sufficient and quite dangerous as it is on the shoulder of the highway
- ▶ It was scary
- ▶ Parking in the summer is extremely busy and crossing the road is difficult because not all traffic will yield to pedestrians or drive the speed limit. July, around noon.
- ▶ The summer season is extremely dangerous as visitors still cross the highway even though there is signage telling them not to. With the increased traffic more people are stopping on the shoulder. There needs to be increased traffic enforcement to deter people from crossing the road and parking on the shoulder
- ▶ If the existing parking lot is full I would just come back in 30mins. I would think that most people are only there for about that length of time.
- ▶ Lower season- April I think. Early afternoon.
- ▶ Parking has been very difficult especially in poor weather with poor visibility. The combination of pedestrian crossing the road and vehicle congestion is a big concern
- ▶ Very busy. Was late summer. People all over
- ▶ We visited July 5, 2018 around 3:00 pm. We drove past the parking area several times, trying to find a place to park. The pedestrian traffic crossing the highway was extremely concerning, especially when a frustrated driver sped up to try and exit the area.
- ▶ EXTREMELY dangerous to park and depart
- ▶ I only go during off season, mid week.
- ▶ Never enough parking especially in the summer, have to drive circles if you want to park, adding to congestion. A highway bypass should be built, keep the Grove a turn off from bypass.
- ▶ Weekends in February or March, not a busy time of year, but the parking was still quite close to being full
- ▶ September around noon. Great weather. Parking space was nil. People crossing the road were assertive, almost aggressive and were sauntering across at several places. Very dangerous.
- ▶ September 2018. Was unable to find parking on the westbound side of the highway so had to go past Cathedral Grove, turn around and find parking on the eastbound side of the highway. Backing out of our parking spot was extremely dangerous and difficult as there was lots of traffic including large trucks and we were backing into oncoming traffic.
- ▶ Last used it in November and it was still busy but parking was available.
- ▶ Dangerous area for slow walkers and children. Stop light at busy times. Lower road and put pedestrian overpass walkway.

- ▶ They should have a bridge for walking across.
- ▶ Lots of parking on the outskirts of grove. Walk.
- ▶ Not peak time
- ▶ I went in the evening- lots of places to park.
- ▶ Difficult and nerve-wracking.
- ▶ Visitors came to see us but congestion stopped us from stopping plus witnessing a near miss of a pedestrian accident.
- ▶ Motorhomes are a big problem with backing up on the highway. Pedestrian xing hwy.
- ▶ I go through the park in off-season and don't try to park with tourists.
- ▶ I go at off peak times.
- ▶ I drive through it
- ▶ Just going to and from the east coast of the island.
- ▶ Vehicles drive too fast.
- ▶ Very good experience, crossed the road easily.
- ▶ It was in summer. I remember I and my family had an issue parking the care because there was a multitude of cars and people.
- ▶ I try to avoid stopping in the summer months.
- ▶ I was on my bicycle stopping in the grove for a snack break and had nowhere to lock my bike.
- ▶ Backing out into a travel lane and creating a driving hazard.
- ▶ Most of the tourists were gone (late Nov).

Question 7: Do you have any specific comments or observations about your PEDESTRIAN experience?

- ▶ Can be tricky as you don't want anybody to stop for you as they may be hit from behind, best to wait but in the summer that can be a long wait.
- ▶ It's like the video game Frogger. Accident waiting to happen, and unfortunately someone will get killed.
- ▶ I chose to stay on the one side of the road because it felt unsafe to walk across, even though many others were running/walking or trying to cross in an unsafe manner. Again, this was from spring to late fall and at all times of the day. I feel bad for the large semi trucks that are trying to get through and people cross without looking or cause back ups.
- ▶ Summer. Took my life in my hands. Approximately Noon - 1PM
- ▶ I'm amazed no one has been hit by a vehicle. I have crossed in all four seasons when visiting the park. None of it is safe.
- ▶ Summer, morning, crossing difficult and dangerous- have to be watchful and patient.
- ▶ The grove is getting more and more visitors each year. The area is not only congested during the summer it is starting to be busy during the off season as well.
- ▶ There needs to be a pedestrian overpass.
- ▶ Don't need a survey to tell anyone the issues in the Grove. Just go there and spend some time--the problem is very clear!!
- ▶ The parking area was full, so didn't stop.
- ▶ Very hard to cross the road and most cars don't stop for pedestrians
- ▶ We have visited often over the last 10 years, in all seasons. We are most worried about logging trucks that drive fast and can't stop quickly, but other traffic is also a concern. We always wait patiently for a break in traffic, and then try to signal to an oncoming driver to slow down to let us cross. Most are courteous, but not all.
- ▶ It doesn't really seem to matter what time of the year I visit there because it has always been busy even in the winter. It is sometimes quite risky trying to get across the highway especially when you have visitors with children or babies in strollers. I also find it difficult to run across a road now because I am 63 and have arthritis in my knees. I wish there was a safe way to ensure I could cross without danger.
- ▶ not a good feeling trying to cross busy highway with other vehicle's backing up in parking lots
- ▶ In summer in particular, this is a dangerous place for pedestrians. We feel somewhat threatened here, even though we are familiar with the set-up. For tourists, this place is hazardous: seniors, children, dogs, snapping photos of big trees with disregard to the fact that they are standing in the middle of a highway.
- ▶ I don't cross because it is a highway and feel it is unsafe to do so. This is not the normal procedure for tourists though. They often take risks and run out in front of the traffic on the highway.
- ▶ I think that putting in a couple of speed bumps to reduce driver speed, including a drop in the speed limit there, as well add either a traffic light with a crosswalk for people to initiate to cross or just a pedestrian crosswalk with flashing light to initiate crossing.
- ▶ would have felt more comfortable with an official way to cross (traffic light or pedestrian bridge)
- ▶ This is a highway and should not be used by pedestrians at all, it is only a matter of time before some one is seriously hurt or killed.
- ▶ Take your time crossing. It's simple. I know to stay out of Cathedral Grove during the height of tourist season. I don't mind that at all. Don't touch one tree in our old growth treasure of a park.
- ▶ Summer (July and August) from about 11 am onwards to I'd say 5 pm there is hardly a gap in traffic to cross the highway.
- ▶ the problem is driving thru the area!!!
- ▶ As a (healthy) adult to run across is doable, but if you have small kids then the danger rises.
- ▶ See my response above, it applies to this question as well.
- ▶ There are many gaps available in traffic for pedestrians to cross, but it is not appropriate to have pedestrians on a major highway. Build an overpass which would allow the speed limit to be returned to a reasonable 80-100kmh
- ▶ A traffic light may be an alternative to cross but in summer.
- ▶ Offseason so not as busy
- ▶ Often, there is a long wait for a break in traffic- at any time of year but it's particularly bad in spring/summer. A pedestrian controlled traffic light would help.

- ▶ Have never tried to cross the highway on foot
- ▶ Crossing the road in late May a few years ago, we had a group of cub scouts with us. Finding a safe gap in traffic was really difficult.
- ▶ Divided highway Overhead walkway Additional parking west on south/river side of the highway
- ▶ It is dangerous as a pedestrian crossing the highway. A barrier should be put up so people cant cross, or a pedestrian controlled crosswalk.
- ▶ It has occasionally been scary when a driver is upset when a vehicle in front of them stopped to let pedestrians walk across.
- ▶ There needs to be some sore of protected crossing above ground or below.
- ▶ This is a highway, and traffic does no stop.
- ▶ Early fall, mid-day. Prayed for God’s protection, that was about our only hope in getting across without getting flattened by a large truck. There needs to be a pedestrian overpass to allow the traffic to flow and people to cross safely.
- ▶ dangerous crossing anytime
- ▶ Hwy 4 needs to rerouted around this park. People are in great danger with through traffic.
- ▶ The solution seems to be enabling commuters to bypass the parking lot. This preserves the park for visitors.
- ▶ Again during the spring and summer months, trying to cross the busiest highway in the central Island is almost suicide.
- ▶ It’s like playing Russian roulette when crossing
- ▶ Off season
- ▶ It is difficult to see both sides of the park. The hwy is not safe to cross (nor legal), especially for children, pets, elderly or anyone with mobility issues.
- ▶ Ive seen so many stupid unsafe behavior at the grove it boggles the mind. I witnessed one fellow walk out to the centerline and hold traffic up in order to get a photo.
- ▶ Over the years it has been increasingly difficult to cross the highway due to traffic volume and speed.
- ▶ Trying to cross a busy highway in the summer with all the traffic is a nightmare. With all the cars parked it’s hard to see what’s coming. Saw a family of 7 step out onto the road behind a parked coach and they came close to getting wiped out
- ▶ Mid Day and Afternoon Visits. I think a whole different area should be set aside for parking. Its not safe to park right by the highway like that.
- ▶ As I mentioned above, I often visit the park in the summer months and are required to park on the shoulders. I usually have my young grandchildren with. Parking and crossing is fine with the exception of the times (which is almost every visit) when the cars and heavy trucks are obviously traveling well over the speed limit. This is especially scary when the grandchildren attend with me.
- ▶ If the Gov does not have enough money to build a Bypass on the East Side..... please make a few different level Speed Bumps. This is all what you have to do to slow the traffic down and make safe crossing.
- ▶ Put parking on one side only with turning lanes.
- ▶ summer traffic very busy . Some cars stop to allow the crossing. The speed limit to high 30 k like school zone might help. Speed bumps will help.
- ▶ It is very dangerous to be a pedestrian down there, it is dangerous for the volunteers that sit in the parking lot to help people as well. People have dogs and there’s no place for the dogs get out to safe area
- ▶ There was no traffic control to allow for safe crossing of the highway. The mixing of road user types was not recognized or supported by the design of the segment: there were no sidewalks, protected pedestrian areas, protected or signed crossings, or traffic control to slow down traffic (other than signage). This was a deeply unsafe and unpleasant experience during which my family and myself put our lives at risk to cross the highway without protection.
- ▶ In my experience which is often, visitors DO NOT respect the traffic rules. They dart out in front of vehicles which are commercial and trying to make a profit or local folks just trying to get home..!!
- ▶ I think it would be better for a pedestrian bridge, or even a tunnel for pedestrians.
- ▶ If you do try to cross it’s very unsafe and no traffic ever stops for pedestrians
- ▶ Waking along the highway feels unsafe.
- ▶ Seems fine for able bodied visitors in dry weather and good daylight but gets very sketchy if visibility is diminished, for children, or pedestrians that are not confident
- ▶ Saturday afternoon in late May. Traffic wasn’t too bad that day.

- ▶ Highway to busy to cross safely
- ▶ It's scary trying to cross the highway there
- ▶ I believe there should be a pedestrian overpass.
- ▶ Again, although summer is the worst, spring and fall are pretty busy too. This whole area is an accident waiting to happen. You are taking your life in your hands when you try to cross this highway. People are more important than trees. A safe crossing needs to be developed, even if it means cutting down some trees
- ▶ People should be encouraged to visit the side they park on and visit it when passing through in both directions. Pedestrians in my experience along that corridors take unnecessary risks.
- ▶ Our last visit to the park was about 10 a.m. on a Friday in late June 2017. We parked in the main lot on the north side of the road (right side headed to Port Alberni) and decided to only walk the trails on that side. We decided not to cross the highway to visit the trails on the other side, even though we like those trails better, mainly because we didn't have time to do both and with two young kids it was easier and safer to stay on the side of the road where we parked.
- ▶ A pedestrian overpass would make it safer for everyone
- ▶ Again, this time of year crossing the road is pretty easy. But from May through September in particular it can be very hairy, what with the transport trucks trying to get through the tourist congestion. Many vehicles ignore the posted speed limit, while many visiting pedestrians seem to assume they have the right of way, and dart out recklessly.
- ▶ Because of the time of the year the traffic was minimal
- ▶ I do not feel safe getting my young kids in and out of car even in off season (oct/nov) as traffic moves pretty fast with many commercial vehicles and people quickly and unpredictably pulling into the parking lot.
- ▶ I just avoided the busy time of year.
- ▶ As a pedestrian I am aware that this is a provincial highway where traffic does not expect to have to stop. As such I am aware that one should wait until safe and clear. As a professional driver passing through this park daily, I find common sense not that common amongst most visitors. Many just stroll out and cross with out worry expecting motorists to guess what the pedestrian is doing, causing near misses and verbal arguments between pedestrians and motorists
- ▶ I always warn visitors not to cross the highway. I tell them it's the same on both sides and not worth the risk. Actually I prefer the south side- but they don't need to know that.
- ▶ Again the peak season brings high traffic volume and makes the highway very unsafe to try and cross. So the off season does allow for less traffic and less vehicles parked obstructing the view of pedestrians and of on coming vehicles.
- ▶ We live in Port Alberni so when we go to the grove we visit the side we park on. I do not feel safe waiting in the parking lot for safe break in traffic or crossing the road with my children.
- ▶ I have never attempted to cross.
- ▶ Always unsafe and scary
- ▶ I was there mid day in the second week of august , there were many pedestrians looking to cross the highway from one side to the other, once someone stopped there was a stop for close to a minute for people to cross backing up traffic , it added close to 5 minutes to my trip to Alberni one way . the pedestrian crossing was not organized and when you thought you were good to go someone else ran across
- ▶ Having worked in the grove for more than 3 years as an ambassador we have seen many close calls. I think that there was not a day that did not have horn honking,brake squealing or shouting between pedestrians & traffic.
- ▶ This is a highway, during the summer it's crazy busy with pedestrians. Very unsafe.
- ▶ You have to be aware.
- ▶ See previous comment.
- ▶ Hair-raising, and high risk.
- ▶ Visit park in the summer months, usually in the afternoon, and find it quite a zoo in terms of safe highway crossing and pedestrian safety (as many will attest to i'm sure). Wonder why speed limit is not reduced on that stretch of highway and why there is not a marked crossing or overpass.
- ▶ It is a fatality waiting to happen
- ▶ I am a local people visiting the park have no idea how much local traffic passes through that area the park should be for visitors a bypass is the most logical we need to quite beating around the bush and build a bypass into Alberni plane and simple
- ▶ No
- ▶ Stopped, gave up too crowded and dangerous.
- ▶ I have never found it difficult to cross the highway.
- ▶ See above

- ▶ Summer. Crossing the highway is very dangerous with all the heavy traffic and no designated crosswalk with means to get to the other side. Vehicles are not required to stop as there is no signage or designated crosswalk
- ▶ There are times when the parking lot overflows, and it would be nice to have wider shoulders to walk back from roadside parking further along. There are also a few times where we have experienced busy traffic, and it would be nice to have a pedestrian underpass as opposed to overpass which would be visually prominent, and involves greater grade change. Underpass would require drainage and lighting but would be easy to use and unobtrusive.
- ▶ The weekend in mid November when I visited last, crossing would have been without issue, however, it's the crossing and looking out for cars backing out that poses a potential safety issue especially if you have kids and pets. During the summer it's busy all week long and three times + the traffic and usually larger vehicles (RV's etc. trying to find parking) so higher potential for accidents to occur.
- ▶ As a resident of the area I do not stop during peak times. I only stop during off season or in non peak times such as early morning.
- ▶ It should be illegal to cross this roadway.
- ▶ A lot of people think vehicles are going to or are supposed to stop for them. This is a highway and people have to cross when able to. Vehicles should not have to stop on a designated highway. I have come upon people walking down the lane of the highway thinking they have the right of way. Someone has to be killed before anything will be done.
- ▶ All I can see is vehicles that don't slow down and do not allow people to cross. And if you are the vehicle that allows pedestrians to cross as the sine state you might get rear ended or into a car accident For letting them cross. Without the tunnel system or getting rid of RVs / tour buses that take up a lot of the room/ have too many people without tour guides to help keep people safe by getting rid of the option for them to park there might make it safer for everyone
- ▶ There is no crosswalk or overpass but yet the flashing signs say to watch for pedestrians, too dangerous to cross road too many cars, semis going through there summer months
- ▶ I had my grandkids with me and I did not feel safe but they wanted to stop ..The traffic could have cared less . Barely slowing down to the 50 they were supposed to do .. Not Good !!
- ▶ With no parking at the grove crossing the road would be much safer. Enforcement of speed limit would also lessen the problem of crossing the road and slow regular traffic also. The time to drive through the Park at busy times would be reasonable.
- ▶ Afternoon (Approx. 14:00 hrs) (same dates). Many tourists stand alongside the road seemingly disoriented, trying to cross the road. Suggested: a very wide crosswalk (reflective white) connecting both entrances w/ or without lights. Put overhead circular, LED signs ("30 km/hr") on both oncoming sides. To avoid people turning 180 degrees let them know U-turn lanes are available 500 meters out from both sides of the park :)
- ▶ The biggest concerns involve, firstly, the public walking along the road to the parking lot. They are often walking on the road in the traffic lane, which puts them at great risk of being hit. Second issue is the crossing of the road in the parking lot or on the highway, while a large amount of traffic is also driving there. Thirdly, is the maneuvering of RV's, vehicles with trailers, and buses within the parking lot. The worst time for this is in the high tourist times, during the summer.
- ▶ I'm not a moron...I recognize a highway. Most morons don't...they back across both lanes to get out. They step literally into traffic on a whim. Fix this...and in a better way than just lowering speed limits. Build a proper access road to a parking lot on the hump side of the grove
- ▶ It feels unsafe just getting out of the car, as the parking lot is not far removed from the highway- let alone trying to cross the highway!!
- ▶ Its a highway and a busy on during the summer. They should move the parking away from the highway, closer to Port Alberni and make trails connect to original park trails, that way it's safer and does not slow the traffic. There is more than enough room to make turn-offs, parking area and maybe washrooms.
- ▶ Do not want to see more sensitive land used for parking
- ▶ I know it is a highway, so I am very careful with my kids and myself when crossing. Many visitors I witness are not nearly as aware, I have seen many near miss pedestrian vs car incidents.
- ▶ Sometimes you have to walk on a path to the entrance from the parking area. My elderly MIL found it difficult to walk on path in front of parked vehicles as it was uneven and obstructed by bicycles and other people. Make walking path safer.

- ▶ During July of 2018 i visited with my brother and niece. My brother had recently suffered a stroke and was not walking very well. There was no close up parking so we parked along the shoulder and walked. The pedestrian experience is difficult and scary as cars sometimes whiz by exceeding the speed limit and coming close to the shoulder we walk on due to oncoming traffic. Not a pleasant wilderness experience.
- ▶ If I stay on my side of the hwy..no prob.
- ▶ This roadway & Cathedral Grove itself, were built during car-centric times. As motorized traffic volumes to and from the area have increased exponentially over time, with growing resident populations on Vancouver Island and increasing tourist traffic, road safety and protections for vulnerable road users- essentially every visitor to Cathedral Grove once they are out of the vehicle that took them there- has not been increased to match. Risks of serious injury and death increasing.
- ▶ Crossing is particularly dangerous watching out for cars backing in and out and through traffic. I try to marshall our party and cross as a group with everyone watching out on all sides.
- ▶ I have seen so many dangerous instances of pedestrians attempting to cross the highway, like I stated it's only a matter of time before someone is fatally injured. I've driven through the park at different times of the day and it doesn't seem to matter people will still put themselves at risk just to get across the road.
- ▶ Need safe crossing that doesn't impedes traffic flow
- ▶ Commuter
- ▶ I live in Parksville and take visitors to Cathedral Grove about 3 to 4 times a year and usually mid day. I like the paths on the south side of the road better and so park and walk only on that side.
- ▶ It is not safe to cross the highway at certain times of day during peak visitor periods. You must stick to the side you are parked on or come back at another time during less busy periods. What many people fail to understand is that during sunny afternoon periods the sun and shade transitions on drivers west bound make certain areas almost blind to the driver to the peril of foot traffic.
- ▶ In the summer walking across the road is dangerous.
- ▶ Too long ago to be relevant.
- ▶ never ever stopped there
- ▶ i do not cross it is too dangerous
- ▶ You must be very cautious and aware when crossing
- ▶ I don't cross. Cars don't slow down, people run and it's just too dangerous.
- ▶ July 22nd, midday- Found a spot across from the Park entrance. When we were ready to cross the highway to go into the park, we couldn't believe there was no sign for the motorists to SLOW down and had to wait for a safe gap, then run across. (we even heard a motorist shout out to another pedestrian with kids "HIGHWAY!"). There should be maybe a crosswalk overpass.
- ▶ It's needs dramatic improvement. Anything is better than the current setup.
- ▶ April mid day. Raining and dark so not too many visitors. Enough gap to cross, but traffic doesn't slow to the posted limit unless forced to do so, so you have to be quick. July mid morning. Crowded and traffic chaos so didn't cross the highway.
- ▶ My advice is see and be seen when crossing the highway in the park.
- ▶ Every time I drive during the PEAK season (5-6 months), there are ALWAYS pedestrians trying to cross the road. As a driver, I never know if they are going to run across the highway. Very scary.
- ▶ Many persons walk out expecting traffic to stop for them as if they are in town and using a crosswalk
- ▶ This area is a death trap!
- ▶ people do not even wait for traffic to stop, they just walk like they have the right to walk. when they park on the shoulder of the highway.. they walk in the middle of the road to get to the mail park. again no parking on the shoulder. put two underground walkways across the highway.. the parking lot can be near the river at the access road!. then make two walk ways up the grove through the trees.. this can be done so nicely
- ▶ No comments, we did not cross the road. And luckily while we were walking in the parking lot did not have any close calls.
- ▶ I park on the side that I want to access. If I want to show someone the largest tree I park on the right. If I want to hike Mt Horne I park on the left.
- ▶ crossing is always stressful at any time of day or year
- ▶ it is super dangerous. I'm always nervous when I drive thru the grove in the summer.
- ▶ It's dangerous at anytime of year.
- ▶ Don't even bother stopping. Pedestrians just flood into the streets without considering traffic.

- ▶ Don't stop
- ▶ Very busy road (main hwy). Suggest marked crosswalks as a pedestrian, I would feel the desire to use one. On the other hand, crosswalks may give a false sense of security!
- ▶ I will not cross the highway as that is illegal.
- ▶ At all times these days, it is a risky business crossing the highway in the grove. Construction of an off-highway parking lot/visitor centre must begin immediately, since the tourist off-season becomes shorter each year.
- ▶ I never saw anyone pedestrians crossing the highway in an unsafe manner. Common sense seems to prevail. People are ABLE to look after their own safety. But once a tree is cut, it is cut forever.
- ▶ Highway should be moved to park border
- ▶ I haven't visited.
- ▶ i think an overpass for walkers would be a good idea but because it is only busy in the summer months not sure if worth the cost. Perhaps a slower speed limit 20 would help?
- ▶ put in an overhead walkway. but must install 6 ft. chain link fence down centre line this will make people use walkway and will stop illegal left turns
- ▶ I notice that visitors to the park are vigilant about when to safely cross the road.
- ▶ Inconsiderate pedestrians often cross without waiting for a gap in traffic, forcing vehicles to slow or stop as they cross.
- ▶ An overhead walkway or light controlled crosswalk would make pedestrians safer in area. Reducing speed limit and adding warning signs may help make this possible.
- ▶ Again, we tend to visit in the winter and stay to the side we parked on.
- ▶ Traffic is too heavy during peak seasons to cross the highway. Way too dangerous. Nobody drives the speed limit through the Grove anyway.
- ▶ Mornings are quieter.
- ▶ There needs to be a safer way of crossing the highway....perhaps an underpass.
- ▶ I won't try crossing the highway. I would wait for a future trip if I wanted to do the other trail.
- ▶ Mid-September, noonish. Pedestrians and drivers seemed relaxed and cautious. Proximity to moving vehicles has a calming effect on walkers. It makes them extra vigilant.
- ▶ My last visit by car was in the summer but on a weekday so both pedestrian and motor vehicle traffic were lighter than they might be on weekends.
- ▶ I dislike stopping for pedestrians on the highway who are trying to run out across the road. Usually a large motor home or other slow tourist will then pull out and drive below the speed limit for a very lengthy period as there isn't a passing lane for quite some distance if heading East. An overpass is needed for pedestrian traffic.
- ▶ As a commuter and commercial vehicle operator, I drove through the Grove 4 times a day for a year in the recent past, and seeing the unsafe behaviours of pedestrians and drivers, I do not walk on that highway with my family and I do not stop my vehicle in the middle of the highway for pedestrians. If a vehicle stops in front of me or a pedestrian starts to cross, I honk my horn steadily.
- ▶ I would never cross the highway. Drives me nuts when people just run across or whole families wait on the side of the highway for cars to stop. Always think I am going to get rear-ended when have to come to a complete stop on the highway.
- ▶ I realize I may be there for at leisurely really walk through the trees but when I cross the road I keep in mind it is a Highway not a back alley
- ▶ I answered the above about the 2012 visit which is the last time we stopped and actually visited and not just driven through.
- ▶ Summer 2012 highway busy traffic. Just visited the right hand side coming from Parksville.
- ▶ It's a tourist stop & should accommodate the volume of tourists safety & access.
- ▶ I had this experience in the morning on a weekday in late October 2018, when the road wasn't very busy.
- ▶ The hwy was very busy, a lot of the traffic appeared to be traveling faster than the posted speed limit and would not slow or stop to let people cross the road. My visits are in the spring and fall when the park is less busy
- ▶ Trails are too crowded and not extensive enough for such an international attraction
- ▶ in fall, still high hazard. need simple overpass.
- ▶ It did not feel comfortable crossing with an older person with us, even though there was a gap in traffic to do so.
- ▶ if it's really busy, we won't stop.. just not safe to be there.

- ▶ I didn't visit during high tourist season.
- ▶ During August (on a weekday) the highway traffic was very heavy, no doubt slowed down and bunched up by the speed zone. Upon attempting to cross, I was able to spot a small gap in traffic and dash across. The rest of my party, which included small children, were forced to wait until a large enough group gathered to intimidate traffic to stop or slow down.
- ▶ November 2018. Rainy day. The park paths were a mess of puddles and mud. They are overdue to be raised a few centimetres with stone dust. Shame on Parks maintenance for letting such popular paths deteriorate so badly.
- ▶ Other pedestrians trying to stop traffic so they can have the rest of the family members cross, including elderly, which are slower or handicapped. Visitors chasing after their kids or pets (dogs) running on or along the highway, most dangerous.
- ▶ The 50 k speed limit should suffice but I would not oppose a designated pedestrian crossing with flashing lights that could be activated by people wanting to cross.
- ▶ its out of control and super dangerous to cross in the busy season... any where from May to October is very dangerous.. and I have noticed a big interest into December this year... every year the situation gets worse
- ▶ I refuse to play chicken with the motorists, but this only happens during the June, July, August months
- ▶ Highly dangerous at any time of the year. There is no designated pedestrian crosswalk so people run across in between traffic, etc. Very unsafe situation.
- ▶ Traffic stop light needed, but not control by pedestrian. Timed stop light would be better by activation when pedestrian known. Makes for flow of vehicles and pedestrians crossing. Not when pedestrians want to cross.
- ▶ Always a driver who lays on the horn.....
- ▶ I didn't want to try to cross although it would have been cool to walk both sides
- ▶ In high season
- ▶ Very unsafe.
- ▶ Dangerous. Why not have an elevated walkway.
- ▶ When we visit as a family we usually only go to one side or the other and park accordingly. As mentioned before, we usually visit on the off season/shoulder season in Spring and Winter.
- ▶ There isn't a designated pedestrian crossing so regardless if people find a safe gap, or run across, or cars stopping, it still isn't legally safe.
- ▶ should be legal pedestrian crossing or overpass.
- ▶ As a driver I find too many pedestrians expect traffic to stop for them! I feel there needs to be a pedestrian only over or under pass. This is a hiway and only way in and out of the west coast of the island. I hate traveling this stretch of hiway cause of the parking and pedestrians in the grove.
- ▶ I can see people driving the cars were driving and speeding.
- ▶ It is always busy and hard to cross no matter what time of year
- ▶ Very dangerous, people speeding. Put a crosswalk in maybe?
- ▶ Usually mid-afternoon. Spring wait for a break and quickly cross. Which is sometimes hard for me, arthritic and slow. Summer, traffic usually stop to let pedestrians cross. Fall is more dangerous depending on the weather and traffic doesn't seem to be as aware of pedestrians. Winter, I don't usually.
- ▶ Extremely unsafe as a pedestrian to run across the highway when it appears safe. Some drivers going one direction may stop, but others coming the opposite direction might not stop.
- ▶ Really unsafe walking here to cross the road in spring & summer. Wish there was a pedestrian overpass and more parking with trails to the park.
- ▶ Roads need to be widened out providing additional parking possibly even a four lane section through the park
- ▶ Having to dodge the traffic diminishes the visitor experience.
- ▶ I visited in late September. It was a warm sunny afternoon so still very busy. It would be nice to see people be more respectful rather than having to impact the environment to improve safety.
- ▶ It's quite easy to cross the highway in the off season/a lot less tourists.
- ▶ My experiences are fine due to the time of year I go. I've seen some crazy pedestrian actions from others while traveling through.
- ▶ An underpass could provide safe access to both sides.
- ▶ We constantly hear loud honking and the screech of heavy braking while visiting. This has been a hazardous situation for years and needs a larger parking lot or at the least an over pass.

- ▶ Need pedestrian tunnel
- ▶ For the time being, until a new route can be constructed, there is a clear cut on either side of the park where a shuttle bus service could operate from in high season. This won't require cutting trees for a parking lot in a park that you are mandated to protect, not develop for parking.
- ▶ There should be an overhead walkway, so pedestrians can cross with out interfering with traffic.
- ▶ I stopped in Cathedral Grove twice, viewing one side only on each occasion. People risk their lives crossing this highway to see both sides of Cathedral Grove in a single visit, which SHOULD be possible.
- ▶ Being familiar with the roads and parking spaces, I know to continue up the road for another km and find a lovely place to stop and visit the big trees.
- ▶ Scary and cars and trucks are moving all the time on the roadway and in and out of parking spots.
- ▶ During the winter season more gaps as less visitors. During the summer months there is high vehicle volumes, high number of parked vehicles and high number of pedestrians creating lots of friction and need to be slow which limits gaps
- ▶ Pedestrians just run across. Especially large families and ones coming from tourist buses. Those should be restricted to one side of the highway. Use large cement blocks or a suicide type fence no one can climb over and force pedestrians to use a tunnel. A tunnel would be expensive but it would reduce impact on the highway and would prevent runners from dodging traffic when other pedestrians are at a designated at grade crossing. A tunnel would also help wildlife.
- ▶ As stated earlier no designated crosswalk . Really difficult when you have older visitors /people with disabilities trying to cross where no designated crossing or pedestrian light
- ▶ It is dangerous and it is only a matter of time before a tragedy happens.
- ▶ I do not cross the road to the other side when i visit. I only visit the side in which direction i am traveling. I feel it is unsafe for pedestrians and for drivers when people are crossing the road especially during the summer season. In the winter with lower visibility due to rain and darkness it is as much a hazard.
- ▶ Patience. Patience is all that is needed.
- ▶ I had 2 kids with me so it was a bit stressful
- ▶ We only saw the one side of the park, as drivers were agitated with the constant flow of pedestrians crossing the road.
- ▶ Extremely dangerous!!!!
- ▶ Cars are usually respectful of pedestrians but it gets congested. Perhaps a walkover bridge might work if highway bypass not a option
- ▶ It's dangerous. Cars traveling on that highway or any highway are using going at least 80km/hr regardless of time of year. It's hard to stop when a pedestrian runs across the road unexpectedly.
- ▶ It's good, some should slow down.
- ▶ Great lots lights. Lots of signs. Drivers slow down.
- ▶ Traffic is too congested. I either stop on one side and visit that side. Never try and cross the highway. Too dangerous.
- ▶ But others including children are xing at dangerous times.
- ▶ I have seen all kids of ways people try to cross.
- ▶ 10 am- 12 noon.
- ▶ Have always been able to cross. Sometimes wait a few minutes, nothing more.
- ▶ Most drivers are careful and polite when driving through the grave. A few speed.
- ▶ It is a good place to be a pedestrian in day light as there are lots of people. I wish there was better lighting for dark/rainy days.

Question 8: Do you have any specific comments or observations about your DRIVING experience?

- ▶ All of 2, 3 & 4. Pedestrians, people parked on the shoulder and people turning are all great hazards. Bad mix of some drivers being overly cautious and others overly careless.
- ▶ the traffic gets backed up half way around the cameron lake area some days, which can be dangerous (to come around a corner at 60- 80 km and meet an unexpected backlog of crawling cars, which only are backed up from the grove)
- ▶ I have seen pedestrians step onto the highway without looking. I guess people think they are invincible.
- ▶ Completely disgusted by the ridiculous set up there.
- ▶ In the fall, I parked there and watched tourists parking and exiting. IT WAS NERVE WRACKING! I'm amazed there aren't MORE accidents.
- ▶ I have had people judging into traffic where I've had to slam on my brakes. There are people parked that are taking up space on to my lane of traffic and I've almost been hit by a rig coming the opposite way. There needs to be parking lots on either side as well as in either walk over pedestrian walkway or walk under the highway
- ▶ Concerned about trucks and people in a hurry, it is a problem all the way along hwy 4 from Qualicum to PA
- ▶ left turns by visitors seeking parking in the designated area
- ▶ As a frequent driver thru the area I am always concerned about vehicles entering and exiting the highway. As well I am the same way with pedestrians. Or those stepping out and deciding to " stop or slow" traffic to back out there motorhomes or larger vehicles.
- ▶ All of the above
- ▶ people turning left illegally.
- ▶ All of the above.
- ▶ Stopped, kept going see above
- ▶ As i did not stop for pedestrians a group of them flipped me the finger.
- ▶ concerned about vehicles backing out onto the highway.
- ▶ I was concerned about cars not being able to decide which side of the highway to park on ... and cars stopped on the highway waiting for a parking spot to open up
- ▶ Concerned on all the RVs and buses just let people wonder without telling them the safety of the highway. Buy this happening it's been causing almost more accidents by not having to or guides to properly handle the amount of people in the grove if they take them by RV or a bus
- ▶ The most recent trip to Long Beach was no problem if a Bus system this would be more like summer as well. . I I
- ▶ I was concerned about the incredible stupidity repeatedly shown and the lack of police presence
- ▶ All of the above
- ▶ All of above
- ▶ the big trucks usually drive through this area too fast
- ▶ Emergency vehicle
- ▶ I am concerned about all of them except top one
- ▶ People are inherently stupid and careless. They cross expecting the cars to stop
- ▶ I was concerned about turning from the highway into the parking lot
- ▶ Campers
- ▶ All of above
- ▶ Traffic calming measure would make this less problematic
- ▶ Some vehicles were driving way too fast.
- ▶ All of the above
- ▶ I was concerned about backing traffic leaving parking
- ▶ Traffic crossing the center line to park on the other side of the parking lot ... holding up traffic to make the illegal turn.
- ▶ Speed limit should be low and enforced.
- ▶ I am also concerned by large trucks not slowing down through the park and the parking area specifically in both summer and winter.
- ▶ I have driven this highway hundreds of times. If everyone did the speed limit there wouldn't be much of a problem.
- ▶ I was also concerned for visitors with dogs and small children attempting to cross the road.
- ▶ Also concerned with how slow traffic goes for the only route back to the East.
- ▶ Just have to slow down, unfortunately a lot do not

- ▶ During slower times, many drivers- mostly truckers & logging truck drivers- barrel through that stretch like it's a racetrack.
- ▶ This year has been one of the busiest in the grove that I have seen over the past six years. Traveling to and from Port Alberni often, it is frustrating to see the numerous cars and people who take no notice of the cars driving through and are visiting the park in an unsafe manner. Driving through is frustrating for many reasons. At times there are even people who wander out into the middle of a highway to take photos.
- ▶ Summer spring and fall are all bad with summer months being the worst
- ▶ As a major tourist attraction it gives a very poor impression of BC road safety standards.
- ▶ Visitors are still in area at night. Very dark especially when raining.
- ▶ Summer particularly bad with cars and pedestrians in danger. But park busy later and earlier in season
- ▶ A walking bridge would help people cross over the road.
- ▶ Been an issue for decades. Only getting worse
- ▶ Passed through in September, around noon on the way in and around 7pm on the way back.
- ▶ I think I recall the speed limit of 60 km, but I go much slower as we enter Cathedral Grove to watch for cars pulling out, pedestrians and to begin to watch for a possible parking space. It is a busy, dangerous area, but we still love to visit because of the beauty of the park. Is there any way that thru traffic could be routed around Cathedral Grove, and only those visiting Cathedral Grove entering that area? I would not want any of the older trees cut down to accommodate this possibility.
- ▶ This is such a treasure for local residents and their visitors or other tourists. We are so lucky to have access to this beautiful place. It would be nice if it could be made safer to visit this area. Perhaps traffic could be rerouted around this area and have a separate access for the park area. A designated crosswalk with a light to stop traffic would be helpful for safety. I realize people/truckers need to get through this area but perhaps there could be a designated 2-3 minutes for crossing.
- ▶ The only solution is bypassing Cathedral Grove or closing access so there is no stopping.
- ▶ Follow the rules. Slow down. No problem.
- ▶ Over the years, we have driven this road many times, in all seasons (we lived in Tofino for two years). Whenever possible, we travel early morning. Summer afternoons are the worst for congestion and road rage. Our approach was to drive slowly through this area, even knowing that drivers behind us are anxious.
- ▶ Spring/Summer/Fall- morning commute is 45 mins-1 hour passing through the area between 6-8am. Evening commute takes 1.5-1.75 hours between hours of 3-7pm. Mostly this is due to the Grove traffic backup (there are many logging trucks in the am, so traffic is slow then too).
- ▶ Reduce the speed limit traveling through Cathedral Grove to help make it safer for people to cross and explore the park. Add a traffic light with a crosswalk or just a crosswalk flashing light to allow people to cross safely.
- ▶ I haven't driven through for a while, but the last time I did go through the Park, I remember there being a lot of cars and pedestrians on both sides of the road.
- ▶ It's extremely difficult especially in the summer when people walk out on short notice or back out without care for people who are traveling towing their recreational trailers, and with vehicles lined up on both sides of the roads it narrows the lanes !
- ▶ In the summer it's chaos, unsafe parking, unsafe crossing of the highway, difficult for large vehicles to stop quickly yet cars stop suddenly for pedestrians. The pedestrians are a hazard to themselves and drivers. An overhead walkway eliminates these issues.
- ▶ I have had people walk out in front of my car causing me to have to stop with a semi truck right behind me. I have also had a motor home back up into my lane and I had to swerve into the oncoming lane to avoid a collision. Fortunately the was no oncoming traffic at that moment. This was in the summer, lots of pedestrian traffic, little or no parking spots left.
- ▶ With no signage (for crossing protocols) , there are many times that indecision plays a key role when both drivers and pedestrians try to make a decision of when it is "safe" to cross.
- ▶ Whenever I drive on Highway 4, which is not often, I am very conscious of my approach to Cathedral Grove. I am fully alert to pedestrians, parked cars, and traffic. I slow down and even try to stay below the posted speed limit. It is only a few minutes of my time, and seeing the beautiful trees, feeling their presence, has a calming effect.
- ▶ It is too dangerous in summer and shoulder season

- ▶ There is difficulty for recreational vehicles, particularly when parking nose in and then trying to back out.
- ▶ This summer was the worst I can remember. A tour guide walked out in front of my moving car to hold her hand up to stop me and all the cars behind me so her busload of tourists could cross the road. Not in an efficient manner. But wandering across the road, taking photos as they're on the road and not paying attention. Also too many times having to stop, on a highway, for people to turn left when it's clearly marked they're not supposed to.
- ▶ The highway through Cathedral Grove is quite unsafe with everything going on there. Too many pedestrians going in every direction. Cars backing out without looking. Cars parked blocking a portion of the driving lane making me drive very close to oncoming traffic made me feel unsafe.
- ▶ It's a nightmare with tourists from other countries not following rules of the road or signs. Local drivers are very aware of the dangers of tourists in the Grove & drive very careful considering! Many close calls!! It's scary!
- ▶ I am so careful driving through the grove. I have seen so many just missed catastrophes. Cars backing up onto the highway, not looking. Pedestrians jumping in front of cars. Not to mention the congestion of cars in the lot. It is especially bad in the summer. There needs to be more parking taking cars and people off the highway. Make a trail and get people to walk a little.
- ▶ When the parking lot is full the small park is also full. My biggest concern is angry impatient drivers who don't like to slow down.
- ▶ Build an alternate route. If you make a parking lot and cut down more trees you will just make it unsafe by taking away the barrier. You could possibly just bypass the whole area. Otherwise close the area to only bus transportation. An overpass would not solve the traffic congestion. With no rail we already have so much industrial traffic. With all the highway closures due to accidents (Many) this is a very trying stretch of highway.
- ▶ I've come close to hitting pedestrians or parked cars numerous times during the summer months. Pedestrians treat the highway like a walking path and a parking lot. It's a miracle people don't get killed there every year.
- ▶ Happy to see visitors enjoying Nature and worry that the government is going to remove Trees to do parking.
- ▶ Hwy 4 needs to rerouted around this park. People are in great danger with through traffic.
- ▶ I drive year round and have seen an increase in pedestrians and parked cars in both the summer and winter months
- ▶ late morning....early November
- ▶ Driving all winter is fine. Beside the constant fear of being flattened by dead trees. Driving during tourist season is almost like you're targeting road kill.
- ▶ I have anxiety driving through the grove during snowfall, heavy rainfall and windy times. I have canceled trips because of weather. I was close to the people who were directly behind the couple and their dog who were crushed by a tree around Christmas time a few years ago. It is so dangerous driving through that grove.
- ▶ My husband and I drive through there every weekend from April to October with out RV.. I shutter every time .. people crossing .. cars stopping on one side to allow people to cross the other lane not stopping .. people parked on the side of the road covering the lane and making it very difficult for us to get through with our RV one road dangerous for all
- ▶ We have 3 logging trucks and travel through sometimes 4 times per day each truck. It is horrendous and dangerous.
- ▶ It is one of the most frustrating experiences in highway driving on the island. People are darting between cars, drivers are unexpectedly stopping on the hwy, cars are pulling out even if no safe place to do this, pedestrians just walk across the road expecting vehicles to stop.
- ▶ My most recent travel to the Cathedral Grove was in September of this year. It was the first time I did not stop and park in order to visit the site due to safety concerns. The Cathedral Grove is an outstanding natural experience. The value of that experience is decreasing due to the growing conflicts with the through traffic on Highway 4. The potential for serious vehicular and pedestrian accidents is going up. I do not think the status quo is an option.
- ▶ Vehicles making left hand turns
- ▶ Cathedral Grove is precious. To preserve it properly and ensure pedestrian safety the highway must be rerouted well away from this park. We walk regularly in the Englishman River Falls park and other similar parks. They are destination parks. That is, one must leave the highway to travel specifically to these locations. This is the proper model for Cathedral Grove.
- ▶ I had to slow my rate of speed to be considerate and safe as there was a great deal of pedestrian traffic and parked RVs encroaching close to the highway. It was the summer season mid day.

- ▶ Summer time is crazy and you almost have accidents daily. It's only a matter of time. Tourists don't seem to realize they are crossing a highway. Cameron Lake swimming area is the same. Drive that on a busy summer weekend and see how unsafe that is
- ▶ Too many people are jutting across the roads out of no where all along that area- it is very dangerous. They need larger parking designations further in on each side so that they are not parking all the way down the shoulder of that highway. Parking right beside the highway is not safe.
- ▶ Driving through the grove in November is perfectly fine.
- ▶ Build Speed Bumps like in Mexico. This works and is cheaper.
- ▶ In the summertime people are careless. As soon as they're in the grove they don't care it's a highway. People will cross in front of cars or will pull out over both lanes.
- ▶ Perhaps a cross walk would assist with cruising the road because vehicles would HAVE to stop.
- ▶ truck traffic
- ▶ On the south side of Cathedral Grove there needs to be a parking lot where then volunteers could bust people down to see the trees. There could also be a parking lot on the north side where Cameron lake is there is a flooded area that I could be backfilled and make that into a parking lot. There needs to be a walk over for pedestrians or during the summer seasons a walk under the highway but close it off due to flooding in the winter. We also need a second option of a highway to leave Port Alberni
- ▶ This segment needs to be strictly controlled with curbs, curb bulbs, medians that force traffic to slow down using curves, a speed limit no greater than 30km/hr to reduce risk of injury and/or death during collisions, signed pedestrian crossings (including zebra paint, and flashing lights), and room for only one narrow lane in both directions (no cut-arounds). This is regardless of time of day, month, or year.
- ▶ I notice drivers at all times of day and year drive much faster than the posted speed limits.
- ▶ I live in a community west of cathedral groove where there is no other passable road other than highway 4. It is chaos each and every time local inhabitants travel through this area. Most visitors are illegally parked from one end of the park to the other on the roadside making it a zone for a catastrophe.
- ▶ I have noticed an increase in what had been off season times. I travel it year round.
- ▶ I find traffic drives very slowly through the parking area of the Grove because of the pedestrians and cars pulling in and out. That is good, not an issue.
- ▶ No marked crossing no indication for traffic to stop for pedestrians trying to cross the hwy low visibility trying to get back on the hwy after parking
- ▶ Something really needs to be done to address the traffic and pedestrian issues. I have witnessed the problems with parking, traffic and pedestrians grow for many years. As a driver, I see too many people taking risks crossing the highway and too many tourists taking risks with parking and poor driving behaviour around the parking lot.
- ▶ Completely unsafe for both pedestrian and drivers. Tourist are looking around and not on the pedestrians who are trying to dodge traffic by running across the highway. Winter is the only time of year the road functions like a normal highway
- ▶ I am very uncomfortable driving or stopping there in the summer. The rented motor homes in particular concern me. The drivers of those are understandably unfamiliar with the road, the area and the vehicle, and drive slowly, which can make other drivers impatient.
- ▶ It gets bothersome in the summer months, people hanging a left and stopping when ,there are signs saying not to, the main problem is people crossing the highway.....almost hit people crossing MANY times ,more so on the motorbike....can we not look at Stanley Park as a Model? Small parking lots stretched out along the highway? hooking up to other trails?
- ▶ In summer mths it is awful with tourists disregarding cars. In winter mths (off season) it is better traffic wise. A pedestrian overpass is needed.
- ▶ Again summer is the worst. All day every day until late in the evening. As a driver I am always concerned passing through this area. It is dangerous for Drivers and pedestrians alike. Please do something to improve the safety of this route. Be stronger than the tree huggers who are going to tell you you cannot cut down any trees. Do what you need to do to make the area safer for all.
- ▶ My last driving experience through the park was on Sept. 13, 2018 heading to Port Alberni at around 8:30 a.m. and coming back from Port Alberni at around 4:00 p.m. Having traveled this route many times before, I am always very conscious of the potential hazards in the park including pedestrians crossing the highway, parked vehicles, traffic stopping and traffic turning. I find the electronic speed signs are very helpful to remind me to slow down through the park.

- ▶ I am always concerned about pedestrians on this stretch, although usually in November there are few cars so the people are easy to spot. Nowhere else are there so many cars and people to be found right next to a busy provincial highway. It is an accident waiting to happen.
- ▶ The signage to slow down and warning of pedestrians is helpful. I pay close attention to road and my driving when passing through this access area to the park. During the summer months, I expect more pedestrians and traffic and am not bothered to drive slowly through the tourist pedestrian area.
- ▶ Pedestrians run out into the hwy without waiting for a break in traffic causing drivers to slam their brakes on to avoid hitting anyone. Pedestrians expect drivers to allow them to cross. Drivers then get upset at others that have to stop which then creates a road rage issue. The cars parking on the side of the hwy are almost always over the white line which narrows the lanes further risking other drivers going both ways. This happened in October on a Sunday
- ▶ Driving through this area in peak tourist season is a nightmare! Something has to be done soon before so do e gets seriously hurt!
- ▶ I have had pedestrians hold up their hands to stop traffic. They always have small children with them. I have had the vehicle in front of me stop and back up so that he can get a parking spot. There are no signs in the park telling visitors that this is a working highway, and that a fully loaded logging truck cannot stop quickly.
- ▶ During the high season May-September there ate Way Too Many visitors to the park and through traffic to west coast for the highways design. July and august in particular there have been mid morning times when the road is dangerously impeded by rv's/suv's, buses parked on both shoulders while transport trucks/semi's are traveling through. Tourists also tend to walk on road side of parked vehicles as ditch is too steep/no trail on forest side.
- ▶ Lots of dangerous snags along the highway and overhanging alder and maple trees that always fall on the road during storms. The road here is too congested and dangerous now. Get the highway out of the grove onto the east side of the river and turn the current road into a tourist parkway/dead end road
- ▶ Traffic frequently slows to less than the posted speed limit regardless of whether there are pedestrians, most drivers tend to slow right down and not drive the speed limit. This happens in a daily basis, doesn't matter the time of day.
- ▶ While driving west approaching the park, I met a truck with a WIDE LOAD sign. I tried to pull over some to make room, but others behind me stayed in the lane, holding up the very large flat deck hauler carrying a large wide forest machine. This was very scary!!! Parked cars plus cars in both lanes???? That driver must have had to check his pants!!! September, this year.
- ▶ Daily park visitors take chances crossing the highway and interfere with the movement of vehicles through the park. An underpass for pedestrians with no post barriers on the centerline would alleviate and deter crossing on the traveled portion of the highway
- ▶ Summertime there is so much activity people parking, people leaving, people crossing the road on foot as well as the through traffic. Don not forget the buses that bring our much needed tourists we must care for their safety. No parking for buses.
- ▶ It always poses a risk in my mind. There is frequent accidents in that corridor. Summer brings more people and traffic, fall still has a strong stream of people. Plus changing weather winds. Rain. Etc. The winter always poses significant challenges with snow and wind. The road debris from falling trees and branches is always on my mind. Spring is a safer bet but can pose some challenges gets as well
- ▶ I'm usually traveling to a flute lesson in Nanaimo, or a doctor's appointment in Nanaimo- at least every 2nd week, if not more. If it's very windy I worry about tree limbs falling on the car. On occasion I have turned back when there's been a accident or a tree down across the road. In winter I check road conditions before heading out, and always get home before dark.
- ▶ I have witnessed a woman stand in the middle of the highway to stop traffic as her husband backed their giant RV across both lanes of traffic to turn around. I have witnessed families walking down the side of the road to their vehicles with children not holding hands and the kids in the road. I have witnessed a truck almost hitting a child under 10 that tried to run across the highway. The irresponsible behaviour of the visitors is always the cause of the near accidents I have witnessed.
- ▶ Dangerous, people everywhere, very unsafe and scary
- ▶ the drivers stopping traffic to park on the opposite side of the road really obstructed the traffic flow all summer long
- ▶ My last experience was watching a mom run across dragging her kids across the road

- ▶ There are many campers which are hard to see around. There are small pets and children which are harder to see when you are driving. People cross in large groups which takes more time and there are sometimes stragglers. Summer 2pm
- ▶ Try to treat the drive through as if you're driving through a school zone, mind your speed and keep your hand ready to blow your horn
- ▶ We love the park but I'm afraid it is a disaster waiting to happen. In the off season it easy enough to get across but in the summer it is very dangerous. I feel sorry for all of the out of town first time visitors.
- ▶ It's getting busier in the summer months.
- ▶ It's a mess.
- ▶ Approaching the park from East the parking lot appears quite suddenly in terms of view lines. This may be due to roadside foliage or the highway speed. Pulling off the highway into parking is hazardous due to many pedestrians walking between road and vehicles. People crossing and cars doing u-turns all add to the 'chaos' when going through the parking area (any time of year/any time of day)
- ▶ Any time we drive through the Grove it is risky and dangerous- mostly for the pedestrians.
- ▶ I drive through every day and it isn't bad in the off season. The answers above are for weekends and spring/summer- all day.
- ▶ Need a bypass
- ▶ I travel the area frequently as I live in Tofino. This area is a dangerous bottle neck. So many times having to avoid visitors to the park who are not paying attention to their driving being preoccupied with finding parking. Motor homes parked on the wrong side of the road.
- ▶ Driving through the grove when people are barely parked on the shoulder or there are big rvs parked on the shoulder which causes them to encroach on the roadway makes it difficult to stay within your driving lanes.
- ▶ Driving through this area is a nightmare. We need to get an alternative route for those not visiting the Grove. Driving through clear cut is preferable to people being hurt or killed.
- ▶ I find that the drivers always slow down. One must always watch for people running across the highway, but we all seem to be used to that part of the highway.
- ▶ Signs are insufficient- traffic 'calming' is needed.
- ▶ No problem, occasionally people backing out but ok with defensive driving. All times of year
- ▶ In a 50 zone, it is easy for polite drivers to allow pedestrians to cross most times, so to me it is acceptable, but as said above, and underpass would be nice to have.
- ▶ Pedestrians regularly run across the highway dodging oncoming traffic. Its and accident waiting to happen. There needs to be a way for pedestrians to cross above or below the highway. Vehicles park on the shoulder of the road, but it is too narrow in many places and they encroach into the traveling lanes. This further blocks drivers view of pedestrians attempting to cross.
- ▶ I did not have to stop for pedestrians or vehicles while driving to Port Alberni on Saturday, Nov. 17th, however, I was aware and prepared to stop, both because I am a local and know pedestrians often do cross and/or cars pull out or back into the hwy. while backing out of parking spot. Note the warning signs and blinking warning lights to slow down are a GOOD reminder. On my way back home, I stopped to take my dog for a walk and I did not have any issues then either.
- ▶ People are like sheep walking out oblivious to traffic, people stopping in the roadway starring at trees, everything that you already know.
- ▶ I know in the summer months, everyone needs to slow right down in the Cathedral Grove area because of tourists/pedestrians. I have never found this to be a problem.
- ▶ Every spring until fall there are tourists that turn left when they aren't supposed to, walk right in front of oncoming cars, and RV's backing out onto the highway. I've witnessed too many near misses.
- ▶ No matter the season or the weather this is always a pact area now that British Columbia government advertises the Grove on BC odd no matter the season or the weather this is always a park area now that British Columbia government advertises the Grove on BC Adds for tv. With the government advertising our island and this section it is increased the numbers of visitors and has increased the hazards on the road, Since they have been advertising it they should also be having a plan
- ▶ Very dangerous place for drivers and pedestrians. It is scary for a driver as people just run out in front of you or expect you to stop but there is no proper crossing destination. Overpass makes the most sense
- ▶ I noticed that people seemed to think they could cross anytime they wanted and the traffic should stop for them...Not remembering, its a highway !!!!

- ▶ I often find myself thinking about the amount of vehicle pollution is created in summer when lots of people come to visit. Organized parking would mean less pollution if outside the Park. It would mean work for Students during the summer and in winter the present parking would be adequate.
- ▶ As a driver you need to just slow down before you hit the park. I remember entering that area for the first time years ago and thought the area was a danger to pedestrians. However, if you have the intention to park there, slowing down is inevitable.
- ▶ Highway 4 is a challenge for many, during all seasons. The road is very narrow and windy around Cameron Lake, and then comes into the "Grove", where traffic is slowed to 50KM as traffic is again slowed and creates anxiety to drivers in a hurry. During windy times, it is also dangerous from falling trees and debris.
- ▶ Driving through Cathedral Grove is a significant stress at all times of the year but especially May to October. Pedestrians and people parking do not appear to be aware of how tight it is for large vehicles to safely fit through the road way. People often walk to wide on the side of the road or walk in front of traffic expecting vehicles to stop. Driving my RV through the grove I have had several close calls. I am terrified that some young child or a family will be killed.
- ▶ During the travel season, late spring to early fall you see people stopping to visit the park. Seeing people crossing the highway because the traffic is slowed, has made me witness some very scary situations specially with family. Its a hiway, not supposed to stop and yet people are everywhere. I'm scared one day I'll see an accident no one should see!
- ▶ It is good that the speed limit is lower here and speed signs are present along with a speed reader board.
- ▶ I find that when I slow down for the 50km/hour zone leading to the parking lot, many times the drivers behind me get quite aggressive. I usually use the parking lot in the quiet times as a pull out to let them past.
- ▶ During the winter months these days there are still frequent visitors to the park. I have found that i drive the posted speed limit i get tailgated a lot by drivers that don't like to go that slowly.
- ▶ Never had a problem except to slow down while people park.
- ▶ It is a dangerous park for pedestrians either walking along or crossing the highway. Even the parking is at a really dangerous level at the peak times during the spring, summer autumn.
- ▶ Cathedral Grove should be protected, there should be pay parking and a diversion for through-traffic. Speeds through Cathedral Grove should be reduced to 30km max with speed humps and enforceable with automated speed enforcement cameras. Woonerf-style.
- ▶ I dive this road every day for work. I am very surprised no visitors have been hit in the parking lot or on the side of the road. There are many semi trucks driving that road every day and many of them come very close to the pedestrians. It is simply not reasonable to have parking straddling that highway. I have seen pedestrians step out into traffic expecting everyone to stop as though there is a crosswalk.
- ▶ The constant stopping to allow access to parking and crossing road is a seriously frustrating experience. One group runs, you stop. Then suddenly another runs and you have to stop quickly. Or cars back utp traight into traffic. This is a HIGHWAY. Traffic flow should not be impeded continually
- ▶ The secret to driving through the Cathedral Grove stretch is to SLOW Down! It's a flat section, so not a big deal to control speed. Enjoy the magnificent trees! My main problem with Highway 4 is coming down the hump from the Pt. Alberni side and going through the curves. I anticipate and slow down but it's amazing how quickly one can overspeed without trying.
- ▶ People step out right in front of the car like it's a crosswalk. Summer parking along roadside is terrible as people just pull in/out without looking
- ▶ Pedestrians seem to be oblivious to their own safety and walk right out into traffic expecting vehicles to stop for them. I have seen pedestrians throw up their arms at vehicles that do not stop to allow the pedestrians to cross the highway. This occurred during the summer of 2017 and 2018 around mid-day. The number of pedestrians appears to be growing exponentially from year to year.
- ▶ Wind heavy rain snow and driving through old trees
- ▶ Even though the speed limit is 50 it is still a highway going through the grove. Many visitors seem oblivious to the fact this is a highway and do not pay attention to the traffic.
- ▶ I commute through the Grove around 730 am and return home at 430- 600 pm. The afternoon commute can be 10 minutes longer due to the state of the Grove. The frustration this causes drivers I believe translates into speeding in the passing lanes either side of the Grove as drivers try to make up for the time lost.

- ▶ Approx. 1 pm, 11/23/18, the vehicle in which i was a passenger and four other vehicles, was following a slow moving car. Just as we were about to reach Cathedral Grove, an ambulance siren sounded. The vehicle in front of us unsafely stopped at side of road. We were able to stop behind him but three other vehicles continued on, trying to find a place to pull over. Ambulance was successful in passing them. I was glad few vehicles & people in parking area. Plan for emergencies!
- ▶ Again, my most recent experience was in the shoulder/off season (last week); during Jun-Sept in the past, I've been concerned about all of the above!
- ▶ build a proper highway it is only a paved logging road
- ▶ traffic is very dangerous driving through
- ▶ I drive this 2 times a day 5 times a week I have been rear ended here for a car stopping to let people cross I have seen numerous cars turn left on a no left turn sign and vice versa I have seen lots of dangerous pedestrians crossings
Shoulder parking and walking along the should danger
Any numerous rv's trying to back out into the highway
- ▶ I drive this a few times monthly. Summer tourist season is ridiculously busy and the lines can wrap around the highway. Recently, two cars were parked side by side on the side of the highway! Cars cross the centre line to turn around, even though the sign says not to. Families walk down the highway with traffic whizzing by. Cars trying to leave get blocked in by cars waiting to park. It's dangerous for everyone and getting worse.
- ▶ Vehicles are parked all along the highway on both sides and there is always a lot of traffic. Pedestrians are walking beside the parked vehicles, often in the driving lane or very close to it. Always concerned a pedestrian may enter the driving lane accidentally or attempt to cross the highway when it isn't safe to do so. Motorhomes and other camping vehicles are often trying to back out into the driving lane and sometimes a pedestrian is trying to direct them.
- ▶ As a driver, the pedestrian traffic definitely needs to be addressed. I think an overhead walkway is necessary. There's no reason that traffic should come to a stop for pedestrians on a HIGHWAY with no crosswalk. When well-meaning drivers stop for pedestrians it creates a hazard and risks a vehicle getting rear-ended.
- ▶ May, mid afternoon. Bicycles on road stopping at CG. Backing out of parking space, with all the vehicles and pedestrians around, it was difficult to see and track the cyclists.
- ▶ Vehicles and campers parking on both sides of the road becomes extremely dangerous as visibility and passage becomes so restricted that its only a matter of time before someone gets injured or worse. Spring and summer right through fall is very congested the only safe time is in winter.
- ▶ Someone is going to get killed here. All times of the year. It was a crime that when there was a plan for a safe parking lot behind the grove so many people protested it because they might have to remove a few trees outside of the grove. Some would rather see someone get hit by a car than make it safe for everyone. I have had my child run onto a major highway lucky for me he was safe traffic was able to stop. Someone won't be as lucky one day.
- ▶ Driving through Cathedral Grove is always a little nerve-wracking. Between cars moving in and out of parking areas, or sometimes restricting visibility, and pedestrians dashing across the road, it is a place where an excess of caution is needed and it is really no place for a highway.
- ▶ yes ex: mom parks car on shoulder and takes the two year old out of his car seat. then she goes to the back of vehicle and get the buggy out then proceeds to take baby out of back car seat and the two year old is running around on the busy highway.. omg I am surprised not more people have been killed. see below and add this.. if required a smaller parking lot could be established near the two bridges there is a small area that could be developed. trees are starting to rot anyway..
- ▶ It is not safe, and is not a logical place to have a busy important highway on this cherished and important piece of land. There should not be a highway through Cathedral Grove. The highway should go around the old growth forest, such as using the rail line.
- ▶ In the tourist season it is hazardous to drive through there. Especially when the sun is shining at specific times so its eve harder to see. People running across the road, vehicles are parked and are impeding the driving lanes, etc.
- ▶ If I drive through there in the summer I crawl through that area. Children are the main problem darting out into the road. Mainly the summer months are the only time there is potentially a problem early
- ▶ Living in Port Alberni we are used to it. most traffic obeys the speed limits. However, in the past few years the number of visitors and parked cars has increased hugely. A driver has to be extremely watchful and prepared to stop.

- ▶ Typically drivers travel through Cathedral Grove faster than the posted 50 km/h, at all times.
In the afternoon / early evening, especially in the summer, traffic bottlenecks through Cathedral Grove. Also the proximity of numerous cars and visitors sometimes creates dangerous situations.
- ▶ Oversized campers often protrude onto Hwy 4 when they are parked in stalls meant for small cars... one cannot see past them for possible pedestrians, particularly children... this scenario happens mostly from June to September in the afternoon to early evening...
- ▶ I believe that with the increased demand on the park it is inevitable that there will be pedestrian fatalities and vehicle collisions if there is not increased safe parking as well as a pedestrian overpass.
It is very dangerous when traffic stops on this very busy road.
- ▶ Speed limits should be enforced for greater safety.
- ▶ The grove is so dangerous anytime during daylight hours and anytime of the year but more so spring, summer and fall. I have watched in horror as people cross the road, walk down the road and also backing out onto road. It is a horrific accident waiting to happen. Something needs to be done before someone loses their life and for the poor person who's life will be ruined because he or she took that person or persons life accidentally.
- ▶ Literally everything above is a concern.
- ▶ 1. People run across the road without warning, expecting people to stop. Even with the lower speed limits, I've had a couple of close calls with people who stepped into the road at the last second. 2. My biggest fear is cars or RV's pulling out of the parking lot, especially across the road / performing a "u" turn without looking. I ride a motorcycle during the summer to work and this section of road is where the most close calls happen for me.
- ▶ I appreciate all the signs, speed limit changes, speed reader sign to get drivers to slow down however it's still somewhat of a shock to come across so many pedestrians in the middle of nowhere
Suggest rumble strips similar to the entrance to Victoria Airport <https://www.google.ca/maps/@48.6384395,-123.4290954,3a,46.4y,3.99h,90.19t/data=!3m6!1e1!3m4!1sh5ldSEYx0qqmHT8pewmllgl2e0!7i13312!8i6656>
- ▶ I have had problems there at all times of the year but it is dangerous in the spring/summer season. Someone will be killed, it is just a matter of when not if.
- ▶ Any respondent who says they didn't have any concerns when driving through the parking lot and surrounding area shouldn't be allowed to have a drivers license. Good, safe drivers should always be concerned in such situations.
- ▶ This stretch of highway is so insane in the spring/summer/fall months. I have traveled it countless times in my life and have seen near accidents countless times between pedestrians and vehicles. Pedestrians who stand right on the highway or who dart out. Vehicles crossing the Center line to park or do a u-turn, and no one follows the rules of the highway. I am angry or frustrated at someone's actions almost every single time I drive through.
- ▶ I will say again: It is shameful that this issue wasn't resolved years ago. Highway 4 becomes busier every year; heavy truck traffic increases each year; park visitors increase each year. The situation is now ridiculously dangerous.
Shame on you! You must get that off-highway parking lot/visitor centre built now, complete with safe access into and out of that lot in both directions.
- ▶ My only concern is this: That only Ministry Highway will decide on the future of Cathedral Grove. AND we end up in Paving Paradise.
- ▶ Right after the parking lot and for a few kilometers is one of the prettiest parts of the drive to Port Alberni.
- ▶ Highway should be moved to edge of park, allowing safety for park visitors and travelers. World class trees deserve peaceful, quiet contemplation, not traffic noise and truck retarder brake noises. A coffee and ice cream kiosk would add to family pleasures during visit.
- ▶ Irrespective of the time of year I have driven through, vehicles have adhered to speed limits and given pedestrians access to cross the highway. The speed limits imposed allow drivers and passengers passing through to appreciate the beauty of the Grove.
- ▶ SUMMER months the speed limit should be reduced even more than it is now. Rest of the year keep the same
- ▶ my fix would repair it all
- ▶ I often pull over into the parking lot to allow vehicles to pass me, with nary a problem.
- ▶ I find it absurd that vehicles are forced to stop for pedestrians crossing a busy HIGHWAY. Also trying to navigate the highway with recreational vehicles parked on the roadway is appalling. Shoulders need to be wider, overhead walkway or tunnel installed.

- ▶ In the summer there are constantly people parking on the side of the highway. there are also people walking down the highway almost every time I drive through in the summer. It can be very hard to see these people when the sun is shining through the trees.
- ▶ I would hate to see trees come down to make way for visitors as that would be a contradiction. Keeping the area safe while preserving nature is the most obvious solution.
- ▶ I am extremely concerned, especially in the summer, that somebody is going to get killed-I don't think some people realize it is a highway. Somebody at some point will misjudge and a semi-truck will not be able to stop in time. Something needs to be done.
- ▶ A large concern is traffic crossing the flow of traffic to find a parking spot when it is busy. This could be solved by installing those cement abutments that are used around the lake. Leave one opening for pedestrians then they would all be crossing at the same place instead of the cattle crossing we now deal with. The signage now in place about not crossing the flow is ignored.
- ▶ This is a very dangerous section of highway.
- ▶ I drive this route year round. It is ridiculously dangerous through the section that is Cathedral Grove Park. Movement of vehicles comes to complete stops. Pedestrians are ignorant to the fact they are crossing a highway. Loitering, distracted, etc. Parking is totally inadequate and should be moved to inside the wooded area where there already exists open logging roads. Redesign the park's configuration could help. A pedestrian overpass?
- ▶ Spring, summer and Fall: time:- between 10 am and 6 pm. Driving at a speed of 30 K's as I would through a school zone makes more sense. Easier to make a sudden stop or stop to let pedestrians cross. During the busy season I do drive at that speed. I'VE NEVER SEEN ANYONE ELSE DRIVE AT 30Ks.!!!!. Drivers have the responsibility to make sure pedestrians are allowed to cross the road and cross safely. It's no difference from a marked crosswalk except there is NO MARKED CROSSWALK.
- ▶ It's a bloody mess! People parked in the road, pedestrians walking into traffic without a care in the world. People have to slam on their brakes to avoid these people. I shouldn't have to wait 20 minutes for pedestrians to cross a highway before I can drive.
- ▶ The people are oblivious to the fact that they are on a major highway! Somebody is going to get killed, it is ridiculous! A danger for pedestrians and drivers!
- ▶ This is basically a repetition of an answer above. There is really only one solution to parking and pedestrian congestion, as well as traffic halting unexpectedly: ban all parking. You shouldn't even be considering cutting down trees to make more room for cars. There is land on either side of the grove. Open that up to developed parking lots and use shuttles. Use large spaces there, as well, for RVs and buses. Most of our congestion problems will disappear.
- ▶ This area is an accident waiting to happen. Way too much congestion in the summer months, with tourists ignorant to BC driving laws, thinking that the highway must come to a standstill for them to cross. There needs to be a much larger parking lot AWAY from the highway that is safely accessible.
- ▶ People just get so involved in what they are doing they most often don't even look for traffic.
- ▶ Almost no-one speeds through the Grove when visitors are present. Wide, flat-topped speed bumps would slow down the few who speed when it's less busy.
- ▶ All summer, it is an absolute mess passing through Cathedral Grove. You have vehicles stopping because of pedestrians trying to cross, or cars trying to back out, or motor homes blocking multiple parking spots. Or you have people running across the road unsafely.
- ▶ Given that you didn't ask separately about cycling, I will assume that cycling is included under "driving". Cars blocking the shoulders and pedestrians waiting to cross and walking along the shoulders are additional concerns to those listed above which also pertain to driving a car.
- ▶ May-Sept:an absolute gong show. Families trying to dart across a busy highway. Vehicles pulling out into oncoming traffic. Passengers on road stopping traffic so motorhome drivers can reverse into roadway. Left hand turns. The congestion is frustrating. Cars going so slow to find parking; Then trying to parallel park on the highway shoulder. Families trying to walk on the nonexistent sidewalk where they are on the road side of the cars parked barely on the shoulder. Darting jaywalkers.
- ▶ Only now (end of Nov) has the craziness slowed down in the Grove. People will cross thinking the whole area is one big crosswalk; they will cross while not look or think they have the right to step out in front of traffic on a highway- they don't.
- ▶ I feel there should be signs warning the pedestrians that they are about to cross a highway and that they need to use caution in doing so

- ▶ Last Saturday, in November, the parking lot was not full, traffic was light. A family was waiting to cross the highway. They would not have had to wait long, but the vehicle three ahead of me decided to stop suddenly in the middle of the highway. Pedestrians should not be on that highway at all. It is a highway for vehicles, the speed limit should be 80 km/h right through.
- ▶ Not so long ago visitors to the Grove were sparse from Labour Day till May 24 weekend. Now it is continual chaos All Year from dawn to dusk. So very dangerous for visitors and so very risky for commercial and public drivers. I have seen many close calls. Semis being required to come to complete stops on a highway, pedestrians darting out in front of me, tourists standing in the middle of the road stopping all traffic to allow a motorhome to back up into the road.
- ▶ During the winter, the parking lot may be full if weather is good. During Spring, Summer and Fall, driving is horrible. The way people walk beside or on the highway either in the parking lot or on the highway, is an accident waiting to happen. Kids dart out between parked vehicles, (sometimes when very large trucks are passing through) car door open along the highway without warning. Tourists do NOT think about the fact that they are on a MAJOR BUSY highway. They use their holiday brain.
- ▶ Need Overpass for pedestrians to cross road
- ▶ I drove through on a weekend late morning/early afternoon in late October. There were many cars parked at Cathedral Grove.
- ▶ in spring summer or fall, this is a bottle neck. mostly caused by pedestrian traffic crossing or walk on edge of highway.
- ▶ As a resident of Port Alberni for 65 years I have seen the inception and growth of the Park and wonder why the provincial and Federal governments have not addressed the potential for fatalities occurring at the site. Several years ago an attempt was made to construct a proper parking area, but the government of the time was scared off the project by protesting, so-called environmentalists (Tree Huggers), and never returned to complete the project. Something must be done soon.
- ▶ Drivers seemed to be traveling fairly quickly approaching the parking area- despite the speed zone signs and warnings. Most were quite respectful and cautious when pedestrians were crossing.
- ▶ Commercial tour buses stopping ON the highway to disembark passengers tourist. Holding up traffic and causing anger for other drivers.
- ▶ It is a provincial park, as such the minor inconvenience of having to slow down and add perhaps four or five minutes to your trip is completely justified. I would support speed cameras there to enforce the speed limit with clear warning signs to drivers that speeders will be subject to fines if they fail to drive carefully through the area.
- ▶ it is very dangerous someone is going to get killed either parking on the side of the road or running out into traffic to get across the highway. this is a highway and people are taking their lives and our lives into their hands just to cross the highway..we need a proper parking lot and we need proper crossings for the visitors
- ▶ Yes the main point of the park are the old growth trees but some of those trees need to be inspected for fall hazards on a regular basis. Not just where the pedestrians walk, the whole hwy threw. Pretty scary when those trees fall in front of the semi on windy days.
- ▶ Very dangerous when vehicles stop for pedestrians. There need to be overhead walkway and more parking for better visibility
- ▶ Cathedral Grove is a busy place year round, whether it is a sunny or rainy day.
- ▶ It is really dangerous in the summer
- ▶ I have driven the road as a commuter for the past 13 years. (Back and forth to Parksville or Nanaimo). I do NOT:
Have a concern about snow. (Cameron Lake and Little Qualicum Falls area are most dangerous for winter conditions.. more so than the Hump)
Have a concern about falling trees.
Have a concern about being slowed by tourist traffic.
I DO:
Have a concern about overall traffic volumes.
Commuter, Tourism and Commercial all rising.
Have a concern of people parking along highway
- ▶ traffic congestion during summer months causes hazardous situations. should not be happening!
Should have proper turn off lanes and exit to dedicated parking area off the highway. should be light controlled pedestrian crossing or overpass.
- ▶ Again it is always busy but is much worse in the summer months.
- ▶ A tunnel underneath the highway might be the answer. I think a bridge way would take up too much room. Or another road to Port Alberni that would be designated for trucks and commuters especially.

- ▶ With the large volume of vehicles parked on the roadside due to overflowing parking area, visibility is made challenging. Not all vehicles slow down and drive to the conditions here. It's also tough to tell when vehicles in front will suddenly stop to let pedestrians cross, as they exit vehicles and cross in unmarked areas.
- ▶ At any time of the year when it is busy, just take your time and be courteous to all using the roads and the beautiful area.
- ▶ Summer.. very dangerous, people crossing, people turning, cars pulling out.
- ▶ I personally as a frequent driver NEVER stop for pedestrians because I am never sure if other vehicles traveling behind me or in the opposite direction will stop as well. Stopping to let people cross can be dangerous to them as they take it as a sign that it is safe to cross the street.
- ▶ The corners before and after make it very unsafe if cars stop for pedestrians. Should be 30 km/h through there.
- ▶ After driving this highway both as a driver and a passenger I've come to the conclusion that all the problems stem from the fact that people DO NOT drive the speed limit. The trucks and semi trucks are the worst, they are going at least 20 km over the speed limit and may try to slow down but instead barrel through the park. Even in the summer, drivers are not respecting the speed limit and are putting people at risk. It is such a short distance to respect the slower speed limit, it's sad.
- ▶ From spring to fall and now in the winter, it's crazy and almost non stop traffic on highway 4. Please note
- ▶ Very challenging area to travel through. People all over the road and very slow traveling through
- ▶ visited in 2009-2010 abouts, late august that year. Time of visit was around noon to 2 pm. I remember being frustrated since I was 21 at the time, but with a fresh L, and my parent refused to let me drive on the highway. They continually said it's because it's too dangerous.
- ▶ Summers are extremely dangerous due to tourists combined with commercial trucks.
- ▶ There was a recent storm and I was concerned of falling trees/branches not yet dealt with.
- ▶ Most problems occur during the busy times of year spring to fall.
- ▶ Commuters and truckers appear to be in a hurry. Many are angered by the slowdown, further endangering our tourists.
- ▶ This survey is incredibly limited, what was the point?? Priority: 1- center line barrier to stop left hand turning or u turns 2- stop pedestrians stopping traffic by pedestrian tunnel incl wheel chair 3- improve north side parking for equal volume #'s
- ▶ Driving on the narrow windy part before the park at Cameron lake , in the winter, is much more dangerous than driving through the park in tourist season. Especially now that more vehicles are traveling on hwy4. You know the area-where a few people have drown when they slid into the lake. A parking lot doesn't fix that!
- ▶ Continuous backing onto highway including across both lanes. Pedestrians get frustrated and just step into traffic to stop.
- ▶ Driving to commute is a totally different experience than being a tourist or visitor to the park. Those of us who are commuting should have a different road to cross that part of the island. It is ridiculous to have a beautiful place that we share with the whole world being a major highway as well. We need to be like other places with a feature that people come especially to visit. Make it a destination place, not a place to travel through. Otherwise in a few years it will be END of Park.
- ▶ Many drivers are impatient driving through the area with tourists crossing the road and vehicles pulling in and out of parking spots.
- ▶ We use this area at various times of the year when we have visitors Almost all the times we have been there/ hiked on Cameron Lake side the parking area is full and often RV's are parking length-ways taking up a few parking spaces
- ▶ The pedestrian concerns depend on the person. Normally it's fine, but occasionally there are people who don't seem to pay attention to traffic and walk out blindly.
- ▶ The trees and old decadent, limbs and trees are always falling onto the road, wind and rainy conditions and this happens all through the year. In the winter the snow falls off the limbs causing white out conditions.
- ▶ It would be nice to find a new place for the park instead of on the highway. Somewhere that park officials can manage poachers or plant cutters and visitors that leave dog poop bags and the tourist bus wear and tear. The highway should stay a highway. I really recommend the type of fencing seen on bridges. It will let people see the forest through it while driving by but also prevent pedestrians from crossing and prevent people parking on the side of the road.

- ▶ During the height of summer when there is an overload of cars and people parking. Due to the amount of people trying to cross the road they would cause drivers to have to stop on the highway or some drivers would stop to let people cross causing congestion through the park. This is a behaviour I do not think should be encouraged.
- ▶ I would be happy to drive at a lower speed if it would make people feel more safe. Just don't cut any trees down, pls.
- ▶ It seems crowded and dangerous in the summer.
- ▶ Lots of big trucks
- ▶ Extremely dangerous; especially with pedestrians crossing in front of numerous industrial trucks
- ▶ People have become careless and assume drivers see them or they have the right to walk in the road directly. Summer and fall are horrible and scary at times.
- ▶ Please get some people with signs in the Summer months to slow traffic so family's can safely cross the road. Also people need help backing out with their big rented motor homes some one is going to get hit soon walking across, I feel bad for all of these people on holidays just trying to see the trees. They have no idea how busy and dangerous that grove area is in the Summer!
- ▶ We travel through the area in the spring and fall seasons. Park traffic is present but not overwhelming. We slow down through that area for safety reasons. Reduced speed has seemed sufficient to mitigate any issues.
- ▶ Is there any available land for building a through road around the park?
- ▶ Be aware of your surroundings. Be patient, courtesy, not the speed limit is the max. and drive accordingly.
- ▶ They should have a bridge for walking across.
- ▶ Try not to travel in Dec, Jan, Feb- too icy on road. Lots of drivers should be sent to driving school safety.
- ▶ Too narrow with semis, motorhomes, big rigs, people backing out of the lot.
- ▶ People consistently making left turns across traffic causing congestion and stoppages. Plus pedestrian running out in front of transport trucks.
- ▶ Pedestrian stopping traffic so a motor home could back onto highway and exit the park. Hwy was extremely busy at the time.
- ▶ Lack of common sense after all it is a hwy. Speed and congestion.
- ▶ I slowed down and paid attention.
- ▶ Transport and work trucks are impatient to get to their destination.
- ▶ Vehicles drive too fast.
- ▶ It is always scary.
- ▶ Very congested at times- problem. It's not that there are too many people, it's too many cars!
- ▶ Some people don't look / wait. I am concerned about the large trailers that park, but it's ok.

Question 9: Do you have other comments or observations you can share about your experiences PARKING, as a PEDESTRIAN, or DRIVING at Cathedral Grove?

- ▶ Move the parking to an area outside of the park- a proper parking lot. Add a wooden pedestrian overpass over highway 4 to connect both sides of the park. Add median fence to prevent pedestrians from running across the highway.
- ▶ Dangerous for children and slow moving seniors
- ▶ Nights are generally ok.
- ▶ There needs to be more parking available, and there should be a pedestrian overheard walkway, or else a designated crosswalk with flashing lights. There should be no need for pedestrians to be crossing the highway any time they see fit, including in front of moving cars. There should be no parking along the sides of the road until there is more room provided for cars and walking.
- ▶ Other drivers often do not appear to slow down and once pass the grove will exceed the speed limits around the lake thus making the drive even more dangerous for everyone on the road.
- ▶ This location is only getting busier for more months of the year. In the summer, you worry about hitting someone else. In the winter you worry about a tree hitting you!
- ▶ Whoever is in charge of doing something about the issues has had decades to do something. Another waste of time survey.
- ▶ This area is a treasure and needs to be protected, and visitors need to have space to park and cross the highway safely. Slower speeds may help, a different thru road may help if it can be done without destroying old trees and habitat.
It is worth spending some taxpayer money to manage this area well--it is a treasure!!
- ▶ I realize people/truckers need to get through this area but perhaps there could be a designated 2-3 minutes for crossing every 10-15 minutes. It would also be nice if proper washroom facilities were provided given that so many people visit this area. It would be nice to give them a more positive opinion of the services we provide. The outhouses really can be quite gross in the summer.
- ▶ To put in more parking would just spoil the natural beauty of the forest, which is what most visitors come to see.
- ▶ Pedestrians should NOT be allowed to cross the road. There should be a median so they can't do so.
- ▶ You have not asked about cycling, so I will mention that here. We would like to cycle through this area. Since going car-free, we have been contemplating a cycle trip from Victoria to Port Alberni (and ferry to Ucluelet), but we need to consider whether/when/how we will approach this area, given that the shoulder is usually filled with cars. This means bikes and cars have to share one lane, and we know that makes drivers angry. Any changes/solutions should consider cyclists, please.
- ▶ People try to cross the road like its a normal street in a city. They walk right in front of semis, trucks, busses etc. they even try to put their hands out to stop traffic. The parking is a mess, it encroaches on site lines, the highway itself, leaving no room for corrections in case someone in the other lane has to make a maneuver to avoid a collision with a person pulling out or stepping in front of them, nor yourself. The bridge doesn't have a sidewalk so often people end up on the road
- ▶ This park contains some of the last old growth forest on the island and some of these are in close proximity to the road this is a fact and they should not be jeopardized to accommodate parking for tourists or residents of Vancouver Island. This is a sacred beautiful place and these trees deserve much more protection and respect than they are given. They are 1000's of years old, every single one left standing should be preserved. Add pedestrian crossing lights and reduce speeds, Save these trees
- ▶ Yes, I think Joni Mitchell's song Big Yellow Taxi comes to mind. Harvest all the trees, no trees, no parking or pedestrian problems. Manage it like the province manages the wildlife.
- ▶ I visit during off season times. I prefer it that way.
- ▶ We parked during the summer sometime in July in the late afternoon; the road was very busy and it felt very unsafe having to cross the highway to get to the main part of the park.
- ▶ the summer time is the worst with all the visitors in that area
- ▶ Please consider minimal expansion of available space and put in a pedestrian overpass. Thank you.
- ▶ This all happens mostly in the summer because that's when it's busy. Also RV trailers park along the side of the road where there is no room for them so they're half on the highway and half off the highway
- ▶ I went off season

- ▶ Usually fairly safe going through Cathedral Park with no delays for vehicles. Encouraging drivers to slow down and be observant helps. Also, pedestrians need to be observant and cautious. A light may help with pedestrians crossing. Regarding parking, consider having another area to park with a shuttle bus to and from the park in the summer months and when visitor traffic is high.
- ▶ With all the ships now not coming into Port Alberni we experience even more traffic in this area. an alternate route is needed. Not barriers. Poor resolve.
- ▶ This is such an unsafe park. For somewhere that sees some of the most tourist traffic in all of the province, having 20 parking spots is absolutely ludicrous. People need to be off the highway, there needs to be a parking lot and a pedestrian overpass, and there needs to be barriers preventing people from parking on the highway.
- ▶ It should be a bypass going the clear cut to the East side leaving the Park Wild and Free of cutting Trees.
- ▶ Hwy 4 needs to rerouted around this park. People are in great danger with through traffic.
- ▶ Summer all day, the pedestrians run across, rvs and car both stop to try to find parking. Some parked onto the road blocking semis, it's totally nuts
- ▶ Allowing people to park on the shoulder and then allow them to walk ON the road, and even dash out into traffic to cross the road is NOT necessary. Build an under pass, parking lot and a bypass/exit to accommodate tourists that wish to walk and view. Keep Them Off the highway!
- ▶ Another route would be the answer
- ▶ Do something now .. sooner rather than later .. a serious accident is going to happen .. not maybe .. going to ..a traffic light .. over pass .. crossing guard .. I don't know the answer but please do something
- ▶ Someone is going to get killed. Tourists don't understand that it is a main thoroughfare. No one would cross a freeway on foot, or very few would. The lanes are too narrow
- ▶ This is not safe for anyone the way it is. It should have been changed years ago.
- ▶ Spring, summer and fall are the worst times. You see stupidity every day when going through the grove.
- ▶ In the summer when the traffic is busy and parking is full there are lots of people walking along the shoulder that is blocked by more parked cars. One second of inattention could be disastrous. And then maybe someone in power will do something.
- ▶ Regardless of the time of year it is always dangerous. Even more so during the low light portions of the year. There is not sufficient lighting in that area. Parking should be further in the park away from the highway and well lit in there.
- ▶ My only observations are that in the tourist season we need the traffic to slow down. We also need more parking, this could easily be done by leveling and widening more of the shoulder areas.
- ▶ In the 25 years living here..... nothing happen for this area. Gov. just talks. Just do it! Build some Speed Bumps.
- ▶ cars, motorhomes, campers and pickups backing out of their parking spot to get back onto the highway.
- ▶ If you aren't dodging cars, pedestrians, and semi's in the Cathedral Grove you are hoping that a tree doesn't fall on you while you're driving during the winter months. It is very dangerous in there during the winter months and the dead trees need to be taken out for safety. Also we need a second Way out of Port Alberni and that would alleviate a lot of the traffic through there. And I did not find out about this and put until it was almost late and there should've been more notice of meetings
- ▶ See above
- ▶ The problem is becoming year round not just seasonal. However, once the weather becomes pleasant it is especially dangerous through the park. Let's do something before I have to drive past a roadside memorial!!!!
- ▶ No safe way to actually cross the hwy
- ▶ More parking and a pedestrian bridge or underpass.
- ▶ Dangerous , horrendous , unsafe ,huge potential for accidents. You don't need to study or a survey to know this. It is obvious to anyone who is driven through.
- ▶ In the past, I know we have disobeyed the "No left turn" signs and turned across traffic so we could park on the south side of the park where we wanted to walk the trails. This is because we thought it is safer to cross the road in our vehicle than it is to cross as a pedestrian.
- ▶ Drivers ignore the no left turn signs if parking on their side of the road is full and the other side has an opening. Most try to get their vehicle completely out of the lane of travel but some do not. Finally, the speed limit is a suggestion, not mandatory judging by the traffic flow.

- ▶ On numerous occasions in the summer months I have seen Cathedral Grove absolutely bursting at the seams, with cars parked on both sides of the road along the shoulder, including large rv's. People get impatient waiting for a break in traffic, and will just head across, forcing traffic to halt. This is very frustrating for drivers, and dangerous for the pedestrians.
- ▶ There should be barriers that prevent people from parking on the sides of the hwy. and barriers in the middle of the lane throughout the parking lot area preventing people crossing the road on foot
- ▶ Place is a nightmare and could be turned into a viable tourist attraction with income generating properties of all kinds! Time for our Government to do something!!!
- ▶ During the summer and other busy days, I always drive under the posted speed limit. Too many times I have had the car in front of me do the unexpected- back up, decide to turn left to the parking lot on the other side, stop for pedestrians
- ▶ I have numerous concerns for safety. The promotion of the grove without needed capacity planning has created dangerous congestion. Even with traffic slowed to a crawl it is only a matter of time before someone gets "clipped" and serious injury occurs. Worst is May-September.
- ▶ This has become the most dangerous spot on the highway. It should never have become a parking lot. You wouldn't put a highway through a walmart parking lot but that is what it had become. The govt has made it worse by leaving no shoulders and encouraging pedestrians to cross willy nilly with a false sense of security. Time for a new highway that by passes the grove.
- ▶ Morning through to evening, from May to October.
- ▶ Daily, motorists visiting the park turn left at the designated parking area to find a vacant spot. Most times following traffic has to stop in order for this maneuver to take place while waiting for oncoming traffic to clear. Pedestrians need an underpass to cross from side to side. Over passes require people to walk up which most will not, electing to walk across the highway and cause interference with traveling vehicles. If we can't create another parking lot, widen the shoulders to accommodate
- ▶ The summer is busy but it is increasing in the off seasons now as well.
- ▶ That area is an accident waiting to happen. I've never gone to a popular attraction and felt so unsafe
- ▶ Need a bypass
- ▶ I would like to see a visitor's center further up highway 4 (closer to Port Alberni, before the S turn) where people could stop, park, and take a shuttle bus back to see the Grove with a guide. Buses would not turn onto the highway, but would enter the Grove from behind the trees. There would be clear signage saying "No stopping in Cathedral Grove- proceed to Visitor's Centre". There'd be proper bathrooms, a little gift shop and educational information about old growth forests.
- ▶ Does a child have to die before something is done? There should be barriers down the side of the road so vehicles are forced to park in the designated parking areas. There should be an increased parking area even if farther from the park.
- ▶ More than once I have seen tour buses trying to parallel park on the shoulder of the highway holding up traffic. this also leads to large groups walking down the side of the highway. This happens in the busy summer season
- ▶ All the time I've driven through Cathedral Grove it's overcrowded and dangerous both for pedestrians and drivers. The worst time of the year of course is the summertime through to the fall.
- ▶ drivers stopping in traffic and waiting to let someone else pull out from there parking spot , all summer long
- ▶ The road is quite windy so there are some blind corners as well as some blind driveway type areas which make it hard to see if someone is coming. There are also no crosswalks or bridges for tourists. Summer 2pm
- ▶ Unsafe area.
- ▶ Seems like an overpass would improve pedestrian safety. For those with mobility issues a marked crosswalk with flashing light would help greatly. Reducing the speed limit would also go along way to improving safety for all. A proper turn around point at either end of the parking area would limit the random u-turning done now.
- ▶ Tourists seem to think they aren't on a highway. Busy looking at trees and wandering into the road to take photos. I have almost hit a pedestrian who was trying to get around an RV parked on the shoulder. Very often end up at a dead stop for 10 minutes or more while an RV or bus tries to park or maneuver.
- ▶ I think some minor road widening and/or roadside trails to allow pedestrians to walk to parking areas further up the road, which should be roadside and not a huge parking lot, would be sufficient for quite some time. Shuttle service not necessary. Maybe allocate a few spots in the central parking area for handicaps.

- ▶ Something needs to happen before there is a serious accident.
Having an over/underpass and better parking even if it means cutting down some of the smaller trees. Or have the highway 4 part of the grove a parking lot like Stanley Park and build a road around McMillan for those who wish to bypass the tourist attraction. Residents and family of Alberni dread that road due to the unsafe conditions of pedestrians
- ▶ Thank you for this survey. Let's not spend valuable time dithering, let's take action.
- ▶ Every time we have driven through this area there has been hazardous behaviour
- ▶ In the summer there are many recreational vehicles using traveling through and trying to stop in the park. There is no adequate parking to accommodate trailers or 5th wheels and RV's try to squeeze into spaces designed for cars and then back out of the parking spaces into oncoming traffic on the highway as the parking lot does not have enough depth for the RV's to safely back out without entering the traveling lanes.
- ▶ In November, on Saturday when I stopped to walk for approx. an hour, I did not cross the highway and wished there was a way to travel to the other side along the river or without having to go back up to parking and without having to cross the highway.
- ▶ This has been a major concern for quite a few years and needs to have a concerted effort to improve. I know that there was a plan a few years ago which would have put in a parking lot on the Alberni side of the Grove with a road going into a parking lot closer to the Creek. I know that the road and parking lot would have had minimal impact as they were predominantly in a non old growth area of hemlock. Was stopped by protests from local environmental groups. Still a good idea!
- ▶ The whole issue is a gong show. The legion of misinformed misfits that stopped the parking lot being built in a slash several years ago should have been taken to court.
- ▶ Driving home to Port Alberni the area on the north side of highway just past the main parking area has designated signs specifying no parking as it is a small shoulder. People park here when the summer season is upon us. This practice narrows the road even more and my level of anxiety rises. There needs to be more of a police presence to combat this practice. Concrete barriers need to be placed along both sides of highway here. All in all, just build a parking lot in another area.
- ▶ You could make a parking lot next to Cathedral Grove more towards the lake park and get everybody walking, a 20min walk isn't that bad for safety of others to keep in mind that drive the highway everyday !
- ▶ Summer months are the worse as there is never enough parking and vehicles parked on shoulder are usually parked part way on highway. People run/jump out in front of vehicles and semis all the time causing dangerous situations
- ▶ Have had no problems with parking.
- ▶ Since there are only toilets on one side it's more likely that people that have to go are crossing the hwy. Maybe it's an idea to have toilets on both sides? Or a sign that says "Visit the other side on your way back". Good luck!
- ▶ I have no other observations, but I do have suggestions. Hope I can make these in another part of this questionnaire.
- ▶ Just leave it alone ! Less tourists would be great ! Do not keep accommodating tourists and wreck what is naturally beautiful here so they are happy
- ▶ Fix it!
- ▶ The grove is a major destination and people want to stop. During peak season it is rare for people to be able to safely park and access the site. Not stopping is not an option for tourists and the result is an unsafe situation.
- ▶ I drive from Victoria and usually leave first thing in the morning which puts me at cathedral grove around mid-day
- ▶ I have lived in the area all my life, its getting busier and with more tourists from other countries, we should offer a better, safer experience away from the highway, specially parking and access to both sides of the park. No where else in BC do you see traffic forced to slow for people like you do there.
- ▶ I feel the most permanent solution is to make the parking lot area of Cathedral grove and the immediate road to it an exit off the highway. This could be done by keeping the highway on the south side of the Cameron river before it gets to the boundary of Macmillan Park. There are logging roads already on that side, and that would solve the problem of having a highway run through the park itself.
- ▶ If a barrier were to be placed in the centre of the road, I believe for now it would solve many problems. Pedestrians wouldn't cross ...or vehicles...making everything safer. Easy peasy. Its not a problem for me to slow down a bit. Only a loss of 3 minutes. So what?

- ▶ I used to commute almost daily through this area, in the 1970s and even 1980s it was not a large problem but late 80s and 90s it was amazing how much of a dangerous bottleneck of traffic this has become. Even driving slowly past the parked cars in the summer I worry about little children or frail elderly stepping into the path of a vehicle. I really hope we can come up with offsite parking and shuttle. There is no room on site and it (ask the earlier protesters) tree removal not an option.
- ▶ Charge for parking- 30 minutes max each. Tour buses should pay more and have pull out areas for their size.
- ▶ During the tourist season two issues must be addressed. The first is the undersize parking lot. The second is a safe way for pedestrians to cross the highway (overhead or underground). As a daily drive I note that the biggest issues for safety are May to end of September.
- ▶ May-october is the worst but problems exist all year long
- ▶ Cathedral Grove is very popular and will get even more in the years to come, is the cost of the loss of a few old growth trees more valuable than a person(s) life, I don't think so. In order to accommodate the parking and pedestrian issues adequate parking and a pedestrian crossing has to be installed, before someone pays with their life.
- ▶ When the parking lot is full, people park on the shoulder along the highway. Again, they often don't seem concerned about their own personal safety let alone drivers going by. They open doors and step out onto the highway. It's a highly dangerous situation for everyone!
- ▶ Poorly lit at night. Need safe crossing for pedestrians that do not impede traffic. More parking
- ▶ I travel east through the grove at 6:00am, I travel west between 4:30pm and 5:15pm. Motorhomes and travel trailers often crowd the sides of the road especially during the summer season. Many visitors to the grove ignore the no parking signs, and this adds to the congestion.
- ▶ there should be a designated motorhome, trailer and camper area to park as cars cannot see past them when backing up to pull out of parking space
- ▶ In the Spring of 2018, the paths in front of some trees was a quagmire of mud. Elderly MIL had a very hard time negotiating. Would be nice if there was straw nearby that people could scatter.
- ▶ My worst experience involved two west bound tour buses parked parallel the highway blocking in many parked vehicles. Passengers offloaded single file and bunched between the tour buses when a young guide would jump into the lane of traffic forcing vehicles to halt while a flock of visitors crossed. There was little attention paid to drivers or personal safety not to mention the safety of the tourists. Utterly unprofessional and totally overloaded the facility at a very busy time of day.
- ▶ build a road around it for traffic that don't intend to stop at the grove
- ▶ needs serious upgrades to make things safer for pedestrian and vehicles. more parking and a crossing signal or an overpass for pedestrians
- ▶ I am looking forward to improvements and safety upgrades
- ▶ Cathedral grove is dangerous from long weekends to summer tourist season. I live close and only visit the grove itself during the Spring and Fall. I try to plan my trips out of town to avoid peak times. The highway is overwhelming enough without the hazard that is pedestrians, tourist traffic and an unsafe parking lot and crossing situation. There's motorhomes, campers, trailers and big rigs. Big rigs don't usually slow down for traffic or pedestrians here if they don't have to.
- ▶ Regardless of what time of year and during daylight hours, there are always vehicles and pedestrians at Cathedral Grove.
- ▶ CG needs a parking area away from the trees, and a walkway system that brings in pedestrians. Take away the direct access from the highway. National Parks have figured this out!
- ▶ I do not think that pedestrians should just walk out and expect you to stop when you are driving. This is a highway and you should act appropriately. It is the pedestrian's responsibility to make sure that they are not impeding traffic on the highway. Meaning, if there are cars coming, you do not walk.
- ▶ I have had pedestrians run out in front of my car from behind parked cars without even considering the consequences, this is in the peak summer season. Visitors from out of town have no idea how dangerous this is.
- ▶ Same answer as above!
- ▶ People love to walk under old growth forests. Saving old growth supports tourism but one tiny stand that is accessible is not sustainable. Expand eco tourism, not just this site.

- ▶ The highway should be moved out of the park areas for the safety of all concerned. This is no place to have a highway. The park is beautiful and the old growth trees magnificent. They need to be preserved and it is wonderful that people have this place to view old growth forest. But a highway running through the area is just bad all around.
- ▶ recap: parking lot near river at bottom of hump. install underground walk way across highway at this location. Install two boardwalks on both sides of highway through trees so it is scenic, up to main parking area and washrooms. a barrier should be put in middle of road at main parking area & if parking remains you can only go one way. at this location an underground walkway should be installed. people can access both sides safely. No parking on shoulder- this is our highway!
- ▶ Not safe. I also drove through here very early morning during a snowfall. It was incredibly dark and did not feel safe.
- ▶ Early morning or late afternoon are fine all year. July and August are a disaster when tourists are abundant. Tour buses are a real problem . People get off and just wander.
- ▶ it's always bad but especially april-september
- ▶ Have personally witnessed many very near misses for both pedestrians and vehicle accidents
- ▶ I have been lucky to be able to stop there before visitors arrive as live 15 min from it but driving through there in spring and summer during the day is nerve racking. This is a highway with large logging trucks etc that are having to come to complete stops as there is no safe place for people to walk or cross. It's only a matter of time before there is a horrific accident.
- ▶ In the summer it is always bad.
- ▶ Drivers stopping in the highway to wait for a spot to park THAT might be coming open. Pedestrians not watching traffic
- ▶ There needs to be a parking lot off the highway with a possible foot path/ tunnel to the other side of the highway.
- ▶ I am concerned about the number of people encroaching on the forest by parking on tree roots. Cement blocks on the edge of the highway need to make parking where it is not allowed impossible. Every single tree there must be protected. Extending the parking lot is NOT a solution. There will always be too many tourists for that small area of forests, which is also threatened by all the clear-cut logging happening all around it, and ends up in wing-blown trees.
- ▶ It is busy at every time of the day during the spring, summer and fall. There are now your buses and motor homes that frequent the parking lot blocking view and creating new safety hazards. Not to mention the annoyance of having to slow down on a highway - what other highway has you drop speed in case of pedestrians crossing? When you have one road out of the town you live in it is highly frustrating when you can't drive it 3/4 of the year without almost hitting pedestrians
- ▶ I have witnessed so many close calls in the grove as a result of your unconscionable complacency;they are too numerous to mention.
- ▶ Safety first- move the highway!! Pedestrians will not use an overpass or underpass. Likely fences will be set up to prevent people rushing into traffic, and safety concerns will continue. Make a proper plan for this beautiful park, including interpretation, food services, and trail development, linking into longer trails- not just a traffic plan!
- ▶ To my knowledge there has not been a pedestrian-vehicle accident in the Grove, which suggests that current measures are adequate.
- ▶ what people call busy here is not really busy, try driving into stanley park and see the congested traffic!!
- ▶ same as above
- ▶ I cannot count how many close calls or near misses I have witnessed. It's not if but when someone gets killed.
- ▶ There NEEDS to be better parking. This is a highway people shouldn't be running across the road, walking down it, parking hazardously on it etc.
- ▶ Dark, winding road, very little warning for people unfamiliar with the area that pedestrians and cars may be on road.
- ▶ I notice in the summer so many cars parked on the shoulder, in both directions. I am worried that as they walk to the park, they are going to get hit. At the very least, there should be a trail for them to walk on the park side.
- ▶ As far as the parking problem, the cheapest solution would be to add fill along the side of the road to allow a safe spot to get those vehicles out of the way of through traffic as they will be parking there anyways.
- ▶ Maybe have variable speeds through there, so night traffic can at least go faster. Or build an overpass. Definitely expand the parking. It is only a matter of time before someone dies in there.

- ▶ People should have the right to feel safe when crossing. Drivers have the responsibility to make sure pedestrians are able to cross safely. Drivers should stop. I have never seen a vehicle stop for pedestrians. If I had small children I wonder if I would even attempt to cross. Drivers have the right of way. UNSAFE FOR PEDESTRIANS. Don't install pedestrian push buttons lights unless they give cars a flashing yellow warning that a red light will come on. I DRIVE 30 K when lots of people are there.
- ▶ I may be beating a dead horse, but stop thinking about making "more" room for cars. Simply ban them altogether and open shuttled parking lots at either end of the grove. Isn't that what we're known for in BC- our abundance of land.
- ▶ There are such nice scenes and pictures to take during all the seasons, people seem to be filling the lot much more frequently throughout the year.
- ▶ I think additional parking off of the main road needs to happen or someone is going to be seriously hurt or worse. Tourism has continued to increase year after year. Its unfortunate plans for parking were previously stopped, as the situation has not improved. Safety is being compromised by the current situation.
- ▶ Pedestrians walk along the shoulders throughout the park, not only in the central section where designated parking is located. The shoulders provide access to some hiking destinations. Especially during the summer, some vehicles, especially larger vehicles like motorhomes, stop or park on the shoulders.
- ▶ Over a million+ cars go past. People are fighting for parking spots. Horns blaring... cars parking into the lot that is full and blocking cars already parked. It is insane and extremely dangerous
- ▶ Posting warning signs about pedestrians acknowledges the unsafe conditions present at this site. Pedestrians risking their lives to look at trees is ridiculous. Keep pedestrians off this highway and leave the highway for vehicles.
- ▶ A divider should be put down the centreline of the highway through the area where the present parking is located. This would stop the occurrence of illegal left turns and U-turns that block the road at peak times.
- ▶ In the summer it can be virtually impossible to find parking in the area. As a result, people end up parked on the shoulder, or pulling illegal turns, to find a space. I usually don't stop at the park in summer, though I'd like to, because there's no safe place to stop. It's better in the off season or during early morning, but it's been consistently busy these past few years.
- ▶ The government continues to do assessments on the amount of visitors and traffic on this section of highway and say it is not ECONOMICALLY feasible to construct another highway for the trucks, buses and other vehicles just passing through. The government is not looking ahead and no concern re: lives. There is more commercial traffic each year as well as more and more tourists. The highway will NOT get any cheaper as time passes especially when \$24MILLION has been spent on the upgrades.
- ▶ There should be paved marked parking, cement median along the parking areas to prevent cars from backing onto the hwy and to prevent pedestrians from crossing the hwy. There should either be a pedestrian tunnel or overpass
- ▶ widen shoulders of highway, block (with concrete barriers) the center line along parking lot. and please build a walking overpass.
- ▶ Both the forest trails and the parking lots are often overcrowded. Wear and tear on trails during fall visits are obvious.
- ▶ See my earlier comment about poor path maintenance.
- ▶ June, July and August are the worst months, many close calls observed. Truckers and locals are upset with long delays going thru the park.
- ▶ Sure it is congested but I fail to see how any major changes to available parking could not result in further destruction of an already fragile area.
- ▶ A location should be made for parking away from the road,
- ▶ I have seen vehicles cross the double line to race to a parking spot another vehicle is pulling away from on the opposite side of the road.
- ▶ Alternatives need to be developed/reinstated #1: Transit. Commuter, Tourism and Day-Trip traffic could be lessened if there was a BC transit link between the Regional District of Nanaimo Transit system in Parksville/Qualicum and the City of Port Alberni.#2: Ever since the Railway between Parksville and Port Alberni was shut in early 2000s, truck traffic has increased dramatically on the road. It is a safety and wear and tear issue. Tourism/Commuter potential Please invest in alternatives!
- ▶ I don't think there is a solution that will make anyone happy. Outdoor tourism is booming in BC and Cathedral Grove is one of many spots where tourists want to stop and visit. We want it to be safe for drivers and visitors but we also don't want to further impact the forest with cutting down trees for larger parking space. Tough call!

- ▶ parking is inadequate during summer months. Can't believe there aren't more accidents happening in the area.
- ▶ There are no crosswalks. It is a safety concern for both pedestrians and drivers
- ▶ I think that the way forward for the safety of pedestrians is to possibly widen the shoulders a small portion in order for vehicles to be able to safely parallel park, and for the pedestrians to safely walk from their cars to the trail entrance.
The way to handle the pedestrian safety issue should be the installation of an engaged pedestrian overpass. It will obviously need to be tall enough for logging trucks to go under, but having it all fenced in will prevent any possible falls from above.
- ▶ Very unsafe to cross the road as a pedestrian.
- ▶ Always a scary experience
- ▶ Parking in the summer months is congested. Every year seems a bit busier. Maybe, there should be volunteers that can help with the parking and with signs to slow down the traffic, especially in summer. Get rid of the 80 km zone, make it 60 or 70 km on the Port Alberni side and get people to slow down way before they get to the main area. People have to deal with it and realize that Cathedral Grove is a gem and worth slowing down for.
- ▶ People have become careless pedestrians.
- ▶ pedestrians forget that it is a highway and there is no crosswalk. They cannot expect traffic to stop for them. Pedestrians need to exercise more care when trying to cross the road.
- ▶ Poor parking practices, poor pedestrian crossings, unequal parking and left hand or U turners create the biggest problems to traffic flow and safety
- ▶ Although parking and pedestrians are only an issue from May through September, in light of how many trees fall and close the highway every time the wind comes up, I believe clearing the roadside trees to create safe parking and a pedestrian overpass is warranted and justified.
- ▶ There are always reasons to cut down trees but once down they can not be replaced
- ▶ Traffic on one road, side road for visitors. May take some bridges and travel across already logged lands, but could be done and save lives and save our PARK with it's tourism for the whole island.,
- ▶ Just plain scary area especially during the busy summer season.
- ▶ Every time we have driven through area/stopped in Karl pedestrians crossing road unsafely has been an issue
- ▶ I kind of wish it actually showed parking spots, only because people often leave weird width gaps between vehicles, which then makes it more difficult for others to park.
- ▶ If change doesn't happen soon, someone is going to get seriously hurt or killed. We don't need to study this problem again, it has been studied several times before, it is time to ACT!
- ▶ Patience.
- ▶ Either revoke status of the area as a park- including discontinuing its promotion as a tourism product- or make significant and immediate safety upgrades such as actual off highway parking and pedestrian over/underpass
- ▶ I have always valued the large trees in lieu of additional parking- even if this means we can't stop on a given day. I'd prefer to see less people be able to stop, rather than an expansion of parking areas if it were at the cost of cutting trees.
- ▶ During the spring summer and fall driving through here is very dangerous to vehicles and pedestrians.
- ▶ noon from May to October may require stricter and slower speed limits. Have park ranger in the busiest times.
- ▶ Tour buses blocking parked cars in lot and bus loads of tourists crossing in traffic.
- ▶ Less clear cut logging.
- ▶ Do something before someone gets killed.
- ▶ Summer is busy, slow down.
- ▶ Once parked in the lot and a bus parked behind me- hostage til tour was over.
- ▶ The traffic and pedestrian congestion now lasts most of the year. In fact I noticed on the Nov. long weekend the parking lot was completely full!
- ▶ Most congestion is from May to Oct weather dependent. But this year Nov has been very mild so congestion is present now.
- ▶ I have almost been rear ended because I've had to stop because someone ran across the road. Summer afternoon.
- ▶ Each and every year it is getting worse. Very dangerous section.
- ▶ I only stop in the off season- and have only had good experiences.

- ▶ Parking to begin a hike to Wesley / Horn Mt. with others. Lose contact in crowd.
- ▶ People with children tend to present bad habits to the children like running through on coming traffic.
- ▶ I visit in the out of tourist season period.
- ▶ I generally wander the Grove in the off-season months.
- ▶ Next time someone is going to get hurt or killed.
- ▶ There are cars parked there every day of the year. Very dangerous in the summer.
- ▶ Pedestrians are careful and most drivers are careful. Occasional angry drivers impatient at slowing down.
- ▶ I think it would be better for everyone if motorhomes did not park in Cathedral Grove.
- ▶ I love visiting Cathedral Grove. I nearly always take visitors to walk through.
- ▶ Every year it just gets busier.
- ▶ Biking should be included too. It is a great place to bicycle and I commute that way some days as well.
- ▶ I just expect it to be busy- so not a problem.
- ▶ Large rental vans backing out onto the hwy.
- ▶ I think about the trees that may come down. People have been killed by falling trees in the Grove.

Question 10A: Do you have comments on the identified park values and concerns?

- ▶ There has to be a balance but change MUST happen
- ▶ Understandably, there should be maximum effort in protecting the important environment, wildlife and traditional values of the area. However, the pedestrians crossing, cars turning across the double yellow, cars and pedestrians holding up traffic, lack of parking and safety need to be addressed.
- ▶ Parking on the road should be not permitted. Move the parking to another location nearby. The site originally identified for parking was in a second growth stand, not old growth. This is the most viable option for parking within walking distance. This will leave the old growth intact allow visitor to experience it safely and remove the risks that exist. We should not wait until there is a fatality. The park was created for people to see and enjoy old growth. That is what its prime purpose
- ▶ Don't cut any trees down to make a parking lot. Create another route for through traffic to avoid the area!!!!
- ▶ Preservation of overall forest environment should be #1 concern.
- ▶ This area should be watched carefully and those that do not park in designated parking areas should be ticketed and towed- there is no reason they "must" go visit the park at that time.
- ▶ this survey is a good start, and is addressing the key issues: protection of the uniqueness of this area/ the trees and habitat; pedestrian safety; parking availability; ability of thru traffic to avoid major congestion/delay;
- ▶ I really appreciate the seriousness that you are giving to this important issue.
- ▶ A bypass around the Mt. Arrowsmith side, or up the rail grade would remove the danger for visitors, commuters and heavy industrial traffic. It could also offer an alternative during windstorms where the grove itself is too dangerous due to falling trees and limbs
- ▶ These old growth trees are invaluable biologists are still trying to discover what biodiversity lies in the canopy of these magnificent trees. Not even one tree should be cut down to accommodate any visitor to this area. We do not have the right to cut these trees down for our entertainment. Sure put in reduced speed and traffic light or pedestrian crosswalk buttons to ensure safety but do not touch this forest!!!!!!
- ▶ I'm all for allowing lots of people to visit, but not at the cost of cutting old-growth trees in the centre
- ▶ keep the trees!!!
- ▶ The only real concern should be the safety of the people using the park.
- ▶ In whichever solution, utilize the existing highway right of way, do not expand the right of way by removing trees!
- ▶ just build a parking lot , all the studies have been done decades ago , make it a highway not a parking lot
- ▶ Why was the impact on motorists not considered? Oh wait. This government hates motorists, right.
- ▶ We cannot continue to sacrifice natural areas so cars can park
- ▶ If you need to create more parking spaces (it can be busy) ... that should be done OUTSIDE of the park/ nature preserve. You can always easily increase the size of the park/nature preserve; but you cannot bring back what is lost (like old-growth trees, streams, etc). Consider possible pedestrian bridge or underpass might help when traffic is high (for people to cross to get to both sides of park). Speed limit should be lowered for that one location in the highways (no one should be in a rush).
- ▶ Environmental concerns mean nothing if people are losing their lives. There's too many people visiting and too much pedestrian traffic to be concerned about blue/red listed species and ecosystems.
- ▶ If you build a bypass to the park, there is a clear cut East of the park this will avoid the drivers to go to The Park. Pedestrian will be safe.... trees will be saved and all of us will be happy.
- ▶ I don't believe there is any value to cutting anymore of the ancient trees....we've already cut too many.... this was done under the guise of them being 'danger trees'....I think we should leave them standing and close the park to pedestrians when it is very windy....
- ▶ It is impossible to balance everything other than build a road around it so those who want to stop take that road, those who don't go around!
- ▶ Peoples safety should Trump all. There are spots behind the park where safe parking could be developed. Island Timberlands owns the land but they'll probably never log it so buy the land and extend the trails. Would spread out visitors more and make the park much better
- ▶ The park is too small and important environmentally and economically to try to build parking within. Land must be acquired to expand with new walk in access.

- ▶ there should be a barricade between the parking lot and highway. Left side traffic enters on the left and right on right each with merging exit. and walking overpass between the two parking lots.
- ▶ Please make sure that something is done about this to make it safe in the summer as well as in the winter time, while keeping it beautiful and welcoming for tourists and safe for the environment
- ▶ If the park suffers human-caused damage or degradation, it should be shut to visitors until restoration and responsible stewardship can be established.
- ▶ Pedway needed and shuttle service
- ▶ I love visiting this park because my kids can experience the old growth and learn from it. As an adult with no mobility issues I can hike to other areas to gain a connection with the forest, but for kids and people with mobility issues this is an excellent place for them to connect with nature. All people need to connect with the land- it is an indigenous way of being and leads to citizens that are more engaged in protecting the environment.
- ▶ Unless Cathedral Grove is closed to the public, people are going to continue to want to visit the park and the numbers are only going to continue to increase. Knowing this, we need to ensure that the park is accessible to the public in a way that allows them to access the park safely but with as little impact as possible on the park and the species that inhabit it.
- ▶ Cathedral Grove provides excellent opportunities to be closer to nature and to be educated as to the threats to the flora and fauna of the region and throughout British Columbia.
- ▶ There need to be limits on how many people visit the park in summer, or it could get loved to death, degrading both the ecosystem and the experience of visiting it.
- ▶ Preservation of this rare old growth forest must be the priority. If it is the belief that there will be an increase in visitors to the park and traffic along Highway 4 in the future, closing access to the park, at least at the current access point, may be one possible action government may consider.
- ▶ Cathedral grove is actually very small in area and has been logged on the east side of the river. Fixing the problems will have little to no effect on the grove or the river.
- ▶ The only way to insure safety is to remove trees and that is unacceptable
- ▶ YES!! Take the pressure off highway 4 with a new Highway connecting Horne Lake and inland Highway. The train tracks would cross at some point and could be part of the plan to connect with Mclean Mill. Come on !!!!
- ▶ It is time that parking was created and alternatives were provided for crossing the highway.
- ▶ One side of the Grove should be shut down completely. The other should only be accessible from a purpose-built visitor's center, with controlled access by shuttle buses, restricted hours etc. to lessen the impact on the environment. People could still get out an walk. Paths could be made wheelchair accessible.
- ▶ The safety of people commuting through the park and visiting the park should be top priority. If a safe option for parking and crossing isn't found, the park should be closed to visitors. Risking someone's life isn't worth looking at the beauty we live in.
- ▶ Need a safe place to park a pull off the main road with proper crossings for pedestrians and if it means losing some trees so be it
- ▶ What ever the solution it should have low impact on the grove. I think having a reservation service for the time and day would be a great idea. If you go to Maui and visit the highest volcano for the view and hike you make reservations to do that. The money collected could be used to make a walking trail along the highway with minimal impact on the grove. Have the overflow parking on the left going towards port by the river and the trail going back to the grove.
- ▶ Every life affected by the current use of and/or changes made to this area are important whether it be plant, animal, or people.
- ▶ They are all important.
- ▶ The questions are oriented to my personal experience. I'm more interested in the educational opportunity for others, especially visitors to the area.
- ▶ 1) Signage in park does not mention that logging of surrounding areas contributes to wind-throw during extreme storm events.
2) Adjacent areas to park should be protected from all development and resource exploitation.
3) Recent research has found that salmon need intact old growth ecosystem watersheds.
4) The park is being overrun by visitors- there needs to be much more fencing along paths to restrict access as well as boardwalks to prevent soil compaction around trees.

- ▶ As visitor traffic continues to increase, I feel it is time to consider installation of more boardwalks to protect the forest.
- ▶ Safety, a pedestrian bridge is likely cheaper and safer than a tunnel.
- ▶ I think it is time for improvement to the pedestrian safety in regards to crossing the highway especially during the summer peak season, however, I am concerned of any potential damage, destruction or negative effects to the Grove and nearby river, lakes and feel this should be the priority when deciding on a solution.
- ▶ There must be a balance of concerns. A parking lot well placed off the main road along with some form of safe passage across the road must be considered to improve the safety of everybody involved. Simply doing nothing because of conflicting values is not good enough.
- ▶ All the environmental issues listed have already been negatively affected in this park. The tiny size of this park is the main limiting factor regarding all the species and issues listed. As the successive governments have already allowed the destruction of forest land throughout the island- this park should be re-branded as a museum of the past.
- ▶ Please do NOT consider cutting down any of the old growth trees.
- ▶ While the environment is very important, at this point it is more important to deal with the safety of drivers and pedestrians
- ▶ Safety is the most important issue. There are 2 options, existing parking should be made larger and only have one way in and one way out so as to prevent vehicles from backing out onto the highway and include a pedestrian tunnel or overpass. A second option would be to create a new parking area away from the highway, and close off the existing parking. To appease the environmentalists, the new parking does not need to be clear cut and paved, leave it gravel with trees throughout.
- ▶ It's super dumb to think that cutting down trees and improving the area of the parking lot will help for safety, by the government advertising this area for visitors is the reason it has gotten more dangerous. By having tour buses and RVs stopping with hundreds of people per load/ day is the reason the safety of the highway has dropped since RVs and buses cannot fit and they do not have tour guides to handle that many people in the area.
- ▶ Safety of people and vehicle safety are big concerns it's only a matter of time before something unthinkable happens. The habitat of animals and plants is of concern but also all the rotten trees and wind-blown trees are of concern and the maple trees with pounds of heavy moss on them overhanging the highway. The rotten trees falling on the highway are of concern as one fell just minutes before us passing through the grove last Christmas Eve
- ▶ Values should reflect the natural area as it is a park. That's what parks are for, not to be tampered.
- ▶ Since more and more tourists will visit the area the risk might not only be in traffic in the park but a devastating forest fire. It would be good to know for visitors to the area what they need to do when disaster strikes. Do they need to flee? Which direction? By car, by foot? Best is to prevent a fire of course but strangers to the area aren't as aware as locals. The other thing that might be needed is a proper parking lot with overflow parking elsewhere.
- ▶ This road is the primary link from Port Alberni to the East Coast communities for residents and visitors. It is used for transport of goods to and from our community. It is also the primary road for visitors to Port Alberni and the West Coast communities.
- ▶ Making a parking lot by some trees but preserving the natural beauty of the area, balance with nature... Not just an open square parking area void of nature. The Elk would not be impacted by a parking lot, the highway makes sure of that. Move people away from the highway, keep traffic flowing and make it a beautiful experience, both in parking, walking and travel. Those that pose a parking lot because of Elk traveling through the area should ask how they cross the highway?
- ▶ The way to keep the visitors safe and do minimal damage to the grove would be to continue the highway around the south side of Cameron river and make the whole section of Macmillan park a turn off from the Highway.
- ▶ I believe we can address all of the values by arriving at a good solution. Offsite parking with a shuttle (light golf cart or quads) and trail system. People would be more than happy to pay for a shuttle that gives safety and a unique park experience.
- ▶ Vision Zero first.
- ▶ Obviously, we need to balance road and pedestrian safety with protecting the environment while allowing people to enjoy Cathedral Grove. Providing parking in an area away from the highway would be safer.

- ▶ It's only a matter of time before someone is fatally injured in Cathedral Grove, we have been very lucky so far. I'm amazed it hasn't already happened, especially when I've seen so many close calls, it scares me to point where I don't recommend visitors visit the park except in the very early morning. There are two issues here parking and pedestrian crossing and they both need to be addressed, before someone pays the ultimate price for the sake of a couple of trees.
- ▶ There should be an alternative route for traffic, logging trucks and other industrial vehicles
- ▶ I like the fact that the parking lot features are in keeping with the natural forest
- ▶ The old growth is becoming susceptible to damage from storms particularly if fresh logging occurs adjacent a park boundary. Any development has to consider these factors in the development plan.
- ▶ Most of the environmental concerns probably can be handled easily with planning, but someone will always bring them up to try and stop development. The park was expanded to deal with this problem of parking, but once added to Park people did not want any use of new area, I expect the same will happen to any other area next to the park. Hope this will expose any other concerns.
- ▶ Obviously, we need to balance road and pedestrian safety with protecting the environment while allowing people to enjoy Cathedral Grove. Providing parking in an area away from the highway would be safer.
- ▶ Although I appreciate that tourism benefits our economy, I fear that expanding the Grove parking will just encourage more tourism and not really solve the problem. The first priority should be for regular traffic which uses the highway as a means of getting from Alberni to Qualicum (or vice versa).
- ▶ If new parking area is applied it should be out of sight and should be used for visitors to the site only. not for camping, or overnight or r v type camping. Access from parking should be on specific board walk to preserve surrounding forest , to funnel and control access. Dont make a parking lot on the highway, it will ruin the area.
- ▶ Really the best solution, but far, far the most expensive, would be to find a different route for the highway. Maybe a new highway corridor through Nanaimo Lakes and past Labour Day Lake? It will be difficult to provide a safe transportation corridor, preserve the old-growth, and allow public access using the existing road.
- ▶ Safety
- ▶ I would be very concerned if there was an interruption to the traffic flow. It is a highway and needs to be treated as such.
- ▶ Many other areas on Vancouver Island have highways that are reserved as scenic routes- and other routes that are for expedient efficient transport- this would be the most effective solution to this issue
- ▶ I grew up in Port Alberni and the Grove has always been an issue. I was here when greenpeace set up camp at the bottom of the hump and our government gave into them.. wimps (yes share my comment) those people should have been kicked off the road/area and access and parking should have proceeded at that time and we would not be at this predicament today. this time I won't be pregnant and I will do battle with any green peace asshole who protests a positive change!
- ▶ It is vital that we attempt to preserve wildlife and plant habitat in this area. They are facing other pressures that cannot be mitigated like climate change, and it's essential that we protect what we possibly can.
- ▶ The greatest safety threat is falling tree limbs- has resulted in deaths at this site. Little awareness of this risk with tourists- ie sleep in campers parked under trees
- ▶ I worry about what you will destroy. Very worried. The last idea to put in a parking lot was incredibly stupid and I worry about what else you'll think up. What will you destroy (and you will) trying to protect the public. Unfortunately it's nature that needs protection from government ministries.
- ▶ I feel that private vehicles should not be allowed to park here at all during the tourist season. It has become ridiculous and dangerous. Tours of the Grove should be booked and bus/minibus transport provided from a safe place with a proper off-road car park. There would be a charge for this service. Tourists would have a better, safe experience, and regular traffic would be spared anxiety.
- ▶ People died when tree fell on their car. Very worried when it's windy as I drive through the grove. Trees come down in the wind all the time. Worry about a major accident, see many people with road rage as cars back out onto hwy. or cross the road to park on the opposite side of hwy. people on a death wish leaping out into traffic to cross. Big trucks, buses, R. V.'s cannot stop quick.....someone is going to be hit...
- ▶ There is value and concerns to all of the above but if we have turned this into a park for people to enjoy then something needs to be done for the safety of the people.

- ▶ It is important to preserve our natural surroundings, already in the past year a great swath of beauty and wildlife habitat has been destroyed along Hwy 4... maybe a road could be constructed of that now barren land to prevent any further destruction...
- ▶ Cathedral Grove is a “world class” stop for many visitors. I’d like to see it remain accessible and safe to all
- ▶ If it is necessary to close Cathedral Grove to pedestrian traffic in the interest of traffic safety, then please do so immediately before someone is killed.
- ▶ Any concerns on pedestrian safety or parked vehicles backing up into the line of traffic CAN be EFFECTIVELY dealt with with preventive measures, such as consistent fines for speeding traffic, and a camera to check on traffic which will allow to supervised and give needed fines. If you build an extended parking lot, the extra visitors will not be able to enjoy the forest experience, as too many visitors means more noise.
- ▶ During the summer, many visitors seem oblivious that there is a busy highway bisecting the park. I have had to stop for groups taking photos in the middle of the highway.
- ▶ The highway needs to be moved to the park boundary, and accessibility, interpretation, and family amenities like food improved.
- ▶ It is vital to preserve this cultural and natural wonder, whilst also taking into account visitor and commuter (passing through) safety. One option would be to limit the number of visitors by a ticketing process (pre-book a ticket).
- ▶ people who commute drive way to fast on highway 4, they tailgate and once they can pass you go about 130-160, i think these are the people who complain about how slow it gets through the park. The slow speed limit through the Grove only lasts for 5 minutes. I can only imagine the terror tourists have when these speeders ride their tail until they pass or you pull over to let them by.
- ▶ They pander to special interest groups at without regard for the general public.
- ▶ It’s a difficult issue. The species are valued, but in its current state, someone is going to get killed. “Perhaps in the non-sensitive zone”, there could be a large parking lot, then a shuttle or a trail to get up to the park? Then have strict enforcement of no parking on the shoulder outside of the designated parking areas within the park. This way, the park is protected and there is increased economic opportunity (shuttle service, trail construction).
- ▶ For me what’s left of nature must be protected, particularly old growth trees. I would like to see MacMillan park expanded to protect the remaining trees against blowdown.
- ▶ Safety and the ability to use the highway unimpeded by park users. This is taking too long. Too much talk and not enough action. A half century without progress on the issues is unacceptable
- ▶ No more trees, in my opinion, need to be cut down just to make the park more safe for people and traffic. Cathedral Grove is already so vulnerable due to the human traffic it gets now. If destroying even more of this beautiful park is the only way to fix the issue of human beings safely making their way through, I think some new ideas need to be put down because that might not go over so well with the public.
- ▶ I gave a high-value score to everything listed. These concerns only arise if there is development within the grove. As I’ve stated several times above, have cars park at either end of the grove and people can shuttle in. Don’t charge for the parking. Make it all about preserving the grove as is- which is exactly what it should be about.
- ▶ I think the south side of the highway is more vulnerable than the north (railway) side. Any changes should be done accordingly.
- ▶ Need an education center where visitors can learn more about the forest ecosystem. Sell some seedlings! I am worried about driving through the park when it is windy. Need to have an alternative route to Port Alberni that goes from Loon Lake at the top of the jump to Qualicum... by pass the Grove
- ▶ Close the North side of the park and build a by-pass highway through there as far as possible along the existing highway and let the tourists do whatever unsafe things they want on the existing highway and parking lot.
- ▶ Visible logging takes away the pristineness of the area
- ▶ The park already looks like it’s in trouble with too much logging. Lots of blowdown now and the river is silted up. Every winter it gets worse. Soon there will be no trees to save. Ensure the safety of all and preserve the habitat. Expand the park boundaries to build proper parking areas and raised trails to access the park.
- ▶ I am least concerned out taking out trees to provide a safe environment for the visiting public ... take some out to making it safe for the public and make it big enough to provide parking for all types of vehicles ...

- ▶ Regarding impacts on the river, habitat and fish- as long as Big Logging is allowed to get away with its present logging practices, the river will continue to be turned into a muddy brown flood during storms. At the present rate of logging on the Island there is little hope of wildlife finding a place to feed and shelter. This little park is not going to be able to sustain any population on its own. There is a reason why there are so many deer and bear in our cities, clearcutting!
- ▶ Construction of more parking lots and trails will spoil the already damaged ecosystem. More parking lots will bring more buses with more people as well as vehicles. Construction of same brings more protests from environmental groups just like before, which give visitors a very poor opinion of British Columbia in general.
- ▶ Old growth forests have a natural cycle. This may be one of the last accessible examples we have to visit. I would hope that we could all agree to make changes to our visits, our driving, our pedestrian and parking behaviours BEFORE we talk about modifying the area to suit our needs.
- ▶ I consider the park overused in terms of the large numbers of visitors and the lack of supervision of their conduct. Clearly, the route of the highway through the centre of the park makes control of visitors, parking and use of the trails extremely difficult.
- ▶ Block off shoulder parking, and block off lanes, provide overpass for pedestrians. Buses and Handicap parking only in current parking areas, Enforce no parking signs. And go back to the 12 year old plan and build it. It was the best option, and now. Many of the trees are heavily infected with root and butt rot, need to continue with hazard tree inspections and removal.
- ▶ Obviously all those things are important so if traffic speed is what is the problem then don't mess with the other things, slow down the traffic.
- ▶ There are some areas just outside the park towards Port Alberti where a proper parking lot could be build and then people could walk in from there
- ▶ The integrity of the park and the old growth trees must be the highest priority. This is a uniquely accessible ecosystem in Canada. I have observed Roosevelt Elk in Cathedral Grove (just west of the park) personally.
- ▶ They are all very important, best to disrupt as little as possible while protecting people and the environment.
- ▶ People protect what they know and this park provides the publican opportunity to view old growth trees.
- ▶ BC Parks do not do enough when it comes to educating the general public on the park area, a proper visitor center is required, to offer a place of rest, directions, and to offer an educational component to the region. The education center does not have to be in the park itself, but in a suitable area near the park. Tourism Infrastructure is required.
- ▶ I am very concerned that trees will fall for the sake of drivers that won't slow down and because there are more tourists. In my opinion there should be walkways across the highway, wheel chair compatible, just like the one in Stanley Park that crosses the highway near the Lions Gate Bridge. Please don't cut any trees! Think outside of the box! Cathedral Grove needs to be protected, it's such a small park as it is.
- ▶ There's took much taking, and lack of respect for not only cathedral grove, but for Cameron lake, and the people that need to travel on this road out of necessity are not taken into consideration.
- ▶ When will our governments start listening to the people instead of corporate contributors when deciding to destroy our environment i.e. fish farms, pipelines site C, fracking and deforesting of old growth forests. When will they start to protect the future of our planet??
- ▶ tourism safety is important. losing a few dangerous or younger trees to provide safety is ok.
- ▶ Balance needs for corridor while respecting environment...tourism concerns are /should be bottom of list
- ▶ Your mandate is to protect this park. Not develop it. A 10-20 year traffic plan likely shows that with population increase, a secondary route will be required. That route was blueprinted when a coal mine project was being considered by Fanny Bay, with shipment potentially out of Alberni. So build a second route now and leave the park alone. Protect it as you are mandated to do. Further, remaining accessible old growth forests on Vancouver island require protection as a pathetic <1% remain.
- ▶ Site needs to be visitor friendly. Currently it is not. A marked well-lit crosswalk with flashing overhead lights is a minimum requirement, but this would badly impede traffic creating further hot heads driving this highway. An overpass is the way to go.
- ▶ The area is very sensitive and the heavy visitor use has cause impacts to the natural environment.

- ▶ I don't want to walk paved trails with guardrails. The point of getting out into nature should be that you're *in* nature. I'd love if there were more trails (if the park extended further). But as it is, even though it can get soggy when wet or slippery with snow, at least it's mostly maintained it's nature feel.
- ▶ Protecting and conserving the trees, plants, animals, and fish is far more important than allowing crowds to trample through the woods. Stopping and parking along the highway is dangerous both for the people and the ecosystem.
- ▶ Keep development to designated areas.
- ▶ Your question about development is loaded...as soon as you drive a few km past the park, there is a huge clear cut. The whole area should be protected. Seems foolish to only protect one part of the park and be 'concerned' about development, when a huge clear cut in the forest has been allowed
- ▶ We have very few low elevation parks and protected areas. I feel that ensuring conservation of these rare old forests should be a priority over visitor experience. These areas provide important corridors for wildlife - both known to be at-risk and those facing greater threats than ever before.
- ▶ Parking mayhem. People are trampling it to death. Trees are rotten and dangerous.
- ▶ Cameron River is full of gravel, no fish left. Remove gravel for trails. No more development other than existing parking. Keep people on the trails. Leave the nurse tree alone. In parking lot area 1000' each way.
- ▶ You need to separate the transport traffic and pedestrians. Potential for environmental damage the river is a salmon / trout stream.
- ▶ There will be an accident. People dart across the road or they back into traffic. Many people are not experienced driving RVs and they don't pay attention to what's going on around them.
- ▶ Get highway out of the park. No old growth trees should be removed. Protect the full riparian zone. Has there been an inventory of red-listed plant species? Trees have fallen on cars/people already. No commercialization of this park.
- ▶ I believe the statement "Loving our Parks to death" applies here.
- ▶ Do not attempt a parking lot/interpretive centre as was tried 15 yrs ago.
- ▶ Close the park.
- ▶ Opportunities to visit Cathedral Grove is good for tourists.
- ▶ Concerned that the park will always be accessible to people with mobility issues. The park is too fragile to stand any more trees to be cut down or to allow more people in this small fragile park.
- ▶ Make a huge wharf over the tail end of Cameron Lake for parking and make overpass for pedestrians.
- ▶ Pedestrians are crossing the road unsafely. Parking lots are risky because of lacking space.
- ▶ I'm not sure what blue-listed species are in the park.
- ▶ Cutting down trees makes the next tree vulnerable.
- ▶ Windthrow is a natural occurrence.
- ▶ Windthrow is a big time worry – last big storm and heavy snow many trees came down. Concerns there are too many people visiting at one time.

Question 10B: What other values are important to you?

- ▶ Pedestrian Safety
- ▶ This needs to be kept accessible as many could otherwise never experience this
- ▶ Highway use and access, incl. ingress & egress in case of emergency
- ▶ Pedestrians crossing unsafely
- ▶ Local traffic able to avoid the area altogether #6
- ▶ Safety
- ▶ health of the old trees
- ▶ Proper services provided for visitors
- ▶ Educational opportunities (for people to learn about or forests)
- ▶ having clear, separated commuting bypass alternative
- ▶ NOT cutting down one single old growth tree
- ▶ cutting of more trees for more parking-don't do it
- ▶ keeping the forest available for future generations to experience
- ▶ Safety of drivers
- ▶ Safety is # 1 concern. A walkway can be created as well as a second parking lot with minimal effects on the surrounding environment.
- ▶ Old growth example must stay
- ▶ In whichever solution, utilize the existing highway right of way, do not expand the right of way by removing trees!
- ▶ it is a highway not a walking or parking area
- ▶ Let traffic on a highway proceed without hindrance
- ▶ Vehicles driving too fast through that area.
- ▶ Not cutting down trees for parking, particularly within the grove.
- ▶ Making the park as accessible as possible while putting preservation of the ecology first.
- ▶ Balancing cutting down a few trees, selectively with saving multiple lives.
- ▶ Maintaining the natural ecosystem
- ▶ Traffic flow
- ▶ develop a bypass and harm trees
- ▶ Safety
- ▶ Public Safety
- ▶ People's safety
- ▶ The lives of visitors and drivers
- ▶ every thing thats already listed.
- ▶ The opportunity to experience the old growth forest
- ▶ Peoples safety
- ▶ Safety of Drivers and Pedestrians
- ▶ Adding parking without making a parking lot
- ▶ Accomplish something this time with this input , make it safe and accessible for tourists
- ▶ Forests and Watershed Health- This area should be a model, instead it is a model of what not to do.
- ▶ Traffic must be controlled, slowed down
- ▶ Taking down trees to make parking space bigger is concerning to how it will change the structure of the forest to withstand storms or be more vulnerable to damage
- ▶ Educational value for visitors
- ▶ degradation of values of the park from too many visitors
- ▶ Easy access to natural wonders for our children to experience and learn from
- ▶ Safety of drivers and pedestrians
- ▶ Safety
- ▶ Education
- ▶ more parking should not use park land
- ▶ Cathedral Grove is irreplaceable, and needs to be preserved in as wild a state as possible
- ▶ Concern that the Ministry is considering expanding parking area or encroachment into park land.
- ▶ Continued local enjoyment
- ▶ Getting through there as quickly as possible
- ▶ First and foremost, a second highway out!!!!
- ▶ Inability for people identify the danger they produce to others ,parking and crossing the highway
- ▶ Peoples lives are the #1 importance.
- ▶ Safety of people parking and crossing
- ▶ The speed of which the cars are allowed to drive (many cars drive way too fast on this highway
- ▶ Do not commercialize it. Keep it simple but safe.
- ▶ Preservation of old growth forests
- ▶ Keeping the old growth untouched
- ▶ a reliable road to work and home
- ▶ esthetics...

- ▶ Safety
- ▶ Keeping the traffic moving through the park as this is a major hwy(and only) route through here for many residents of the area.
- ▶ Parking is a horror show. Buses are a menace, a train could alleviate parking and wear and tear.
- ▶ Education
- ▶ Try to find ways to provide some improvement without making it a big deal.
- ▶ Potential effects on Cameron Lake
- ▶ must look bad for tourists as it appears that we don't care about their safety
- ▶ My safety regarding danger from falling trees and other people driving and walking
- ▶ Keeping the trees/forest intact and healthy is the most important thing to me.
- ▶ Not to remove more forest to create more parking
- ▶ Nature of the land compared to human destruction
- ▶ Highway safety
- ▶ As above. Parking concerns are ridiculous.
- ▶ Maintaining and protecting the unique environment.
- ▶ Keeping this forest natural and protecting the smaller trees on the perimeter. Just keeping it as a small patch of forest does help flora and fauna
- ▶ It is important that visitors can see our wonderful trees..
- ▶ Because this area is very small and will be heavily always you can't save or protect everything without shutting the Park so do only what is practical.
- ▶ The vice versa principle. If you take away trees here, plant them somewhere else.
- ▶ Not enough old growth in the Province
- ▶ The need for timely traffic flow through the area
- ▶ Leave nature alone !
- ▶ People's safety
- ▶ Not having to enjoy natural surrounding when overcrowded by people
- ▶ Human safety
- ▶ protection of area and limit of use.....
- ▶ tourism friendly- bringing tourists from around world to see our beauty
- ▶ Fixing something too much
- ▶ Road Safety for Vulnerable Road Users should be prioritized over car-centric current status
- ▶ Driver safety!!
- ▶ Maintaining the uniqueness while continuing to make it fully accessible to visitors
- ▶ Traffic flow
- ▶ Injury to visitor to the park
- ▶ Don't cut down any more old growth trees!
- ▶ Old growth along highway should be assessed regularly to ensure there are no safety hazards from the old growth trees themselves, such as dead limbs or sick trees that could fall on vehicles.
- ▶ Maintain as much nature as possible
- ▶ value unpaved parking and natural look
- ▶ Keeping Highway 4 open during storm events
- ▶ Ease of travel- it is a major highway, and the only paved road connecting the West Coast to Hwy 19
- ▶ Concern that if not resolved there will be a negative effect on tourism industry locally
- ▶ having a decent road to access the tourist attractions past the cathedral grove should be another road to get to the pacific rim
- ▶ Road maintenance and upkeep
- ▶ that parking for vehicles will alter and change what up to now is natural forest.
- ▶ access for handicap people
- ▶ Protection of the character of the location--keep the forest experience with looming trees.
- ▶ I value my ability to drive to and from Port Alberni w/o being slowed down significantly by the visitors in Cathedral Grove; visitors especially hinder the daily commute for many drivers.
- ▶ Timely movement of people on highway through the area for medical appts and such
- ▶ Safety
- ▶ Habitat for diversity of species both plant and animal
- ▶ sometimes development in a natural area needs to happen to enjoy that area and make it safe
- ▶ Not having a thoroughfare through this important sensitive nature area.
- ▶ Sustainability
- ▶ People's safety

- ▶ This old growth forest is incredibly important not only for the visual factor but also education . Show folks the damage the forest industry has inflicted and continues to inflict on this island.
- ▶ Education for visitors about old growth forests.
- ▶ cutting old growth for parking. please dont do it
- ▶ Trees falling down
- ▶ I believe this park is very important.
- ▶ The people that could be killed
- ▶ Driving time #1
- ▶ Ability to enjoy what's left of that natural environment without turning it into a "theme park" with concomitant congestion.
- ▶ Traffic safety
- ▶ Concerns for pedestrians dealt with with fining speeding vehicles, not by building extended parking lots.
- ▶ We need more areas like cathedral grove
- ▶ another road is not necessary
- ▶ serious injury or death
- ▶ This remnant forest is more important than its visitors. Its protection should have priority
- ▶ More intelligent survey design- this survey does not allow people to discuss how to balance trade-offs between important values.
- ▶ Trusting people's ability to make good decisions with a lot of rules.
- ▶ Efficient use of public funds.
- ▶ Travel time through the area
- ▶ Avoiding removal of any trees.
- ▶ Get the highway out of the park., create new route
- ▶ safety for pedestrians
- ▶ Preserving the park.
- ▶ There need to be a safer parking area not on the main thoroughfare
- ▶ Too much concern for inconvenience. Make people park elsewhere and shuttle in.
- ▶ additional trails to spread out the walkers more improving the experience.
- ▶ Positive experience by all visitors
- ▶ Stress-free driving
- ▶ Public safety
- ▶ Keeping the forest in a naturally pristine condition (meaning that there's no human evidence that humans frequent there)
- ▶ Access to and from the west coast during road closures due to accidents, rock slides, tsunami and earthquakes.
- ▶ highway safety
- ▶ Overcrowding because of limited trails
- ▶ not spending great sums of revenue for studies and structures, when there are easy low cost solutions .
- ▶ Showing BC's ability and commitment to provide appropriate access to unique sites, in a sustainable way, that can provide a great BC experience.
- ▶ Public safety
- ▶ To preserve and protect the area
- ▶ No cutting of old growth trees
- ▶ safety on the Highway and unrestricted passage thru the park. Go back to the original 12 year old plan it was a good one.
- ▶ I think it's important for any developments to not slow down or impede traffic through this area
- ▶ Maintaining the ability to visit the park safely
- ▶ Safety to the public
- ▶ Safety for pedestrians as well as vehicle occupants
- ▶ Road safety
- ▶ Climate Change/Carbon Emissions reductions.
- ▶ Cost- don't start paid parking. It is rare to find tourist stops where you don't have to pay for parking or an entrance fee. Keep it accessible for all!
- ▶ Educational
- ▶ Maintaining a "wild", natural visual aesthetic in the park
- ▶ Try to protect the area but make it safe for those stopping to enjoy
- ▶ Keeping natural areas in a natural state for generations to enjoy
- ▶ Safe travel ,
- ▶ Preservation of ecological areas
- ▶ Not even one old growth tree should fall for the sake of the highway and parking.
- ▶ Clearcutting
- ▶ Timber companies exploitation of our natural old growth forests, if its forests forever why are they not harvesting what they planted by now?

- ▶ It needs to be properly equipped to deal with the tourism (ie garbage, washrooms, signage for hazards and education on how to preserve the area.
- ▶ cabin access
- ▶ Traffic flow
- ▶ Highly impacted park, already lost many trees to wind throw. More tree removal will create higher windthrow
- ▶ I think its important to make the park more friendly for all pedestrians, including those with strollers, dogs, wheelchairs etc.
- ▶ Safety
- ▶ Too much development in a natural area
- ▶ Provision of a safe crossing for visitors
- ▶ accessibility balanced with maintaining the nature feel of the park.
- ▶ Foot traffic should be minimized to avoid compacting issues
- ▶ Preservation of the forest.
- ▶ Keeping nature in its natural state
- ▶ Reducing traffic in sensitive areas
- ▶ Safety of people waking along side of road to the park.
- ▶ Highway going through park
- ▶ Conservation of low elevation ecosystems
- ▶ The overall safety for all who travel and visit this area- human and otherwise.
- ▶ Keep access
- ▶ Public safety
- ▶ Vehicle Safety
- ▶ If parking lots were built the wind damage could be very dangerous
- ▶ Tourism
- ▶ Cars crossing the double yellow line
- ▶ number and condition of bathrooms
- ▶ Long term protection of this national treasure.
- ▶ Promotion of public/self-propelled transportation
- ▶ better enforcement for not crossing highway as a pedestrian, parking and left turns
- ▶ Preserving the natural habitat of this area
- ▶ cutting down the forest for a parking lot would greatly effect the ecosystem
- ▶ Safety of pedestrians
- ▶ Keep the tourists on the path
- ▶ someone is going to get killed
- ▶ Certainly, do NOT add a crosswalk and force cars to stop
- ▶ Maintenance of natural areas.
- ▶ Biggest concern is for the safety of visitors as well as the vehicles that use the highway.
- ▶ Prioritizing the forest over tourism
- ▶ Conservation of the trees and fauna.
- ▶ Animal safety
- ▶ The long term protection of the natural and cultural resources of the Cathedral Grove
- ▶ Peoples safety
- ▶ Danger Trees by the highway should be dealt with - its not safe to have any danger trees so close to the highway
- ▶ Long Range Planning- Concern- There doesn't seem to be any
- ▶ Parking should never take precedence over any other consideration
- ▶ No foothold to logging companies should be created in this area
- ▶ Opportunities for less able-bodied visitors to be able to visit nature, since many parks are off-limits or very limited in their ability to enjoy
- ▶ potential removal of trees as a result of safety improvements
- ▶ Safety
- ▶ The experience of viewing Cathedral grove should evoke wonder and awe, not frustration
- ▶ Concern that Ministry has chosen not consider an alternative route around the park that would not impact the park.
- ▶ Historical story/context
- ▶ Make it round trip from Mclean Mill via train to Cathedral grove!!
- ▶ Maintaining the park so that future generations can see and understand what a heritage forest is.
- ▶ Concerned that trees may fall on people
- ▶ The amount of cars passing through or going to this area on a daily basis
- ▶ While allowing public access to understand need for preservation.
- ▶ Safety
- ▶ Smokers in summer.

- ▶ Access for disabled
- ▶ the safety of those other oblivious people driving and walking
- ▶ Keeping the river healthy
- ▶ Wildlife in the area to keep nature as nature, and not a tourist attraction for self gain benefit
- ▶ Pedestrian safety
- ▶ Protect this little snippet of forest.
- ▶ It is more important that the visitors be safe and the traffic flows better
- ▶ Temporary speed bumps that are removable before winter.
- ▶ Transportation should include all forms of transportation. In other places it's called multi-modal
- ▶ Too many tourists !
- ▶ Stupidity should not rule the roads as it does in this location
- ▶ Limited impact on traffic
- ▶ Financially responsible.
- ▶ safe parking areas off the road side
- ▶ This has become a drive-thru park, based on 1950's and 60's style motorist-first ideals. That has to change to encourage car-free trips.
- ▶ Don't cut down any more old growth trees!
- ▶ Respect the land but safety has to come first when it is the only way in and out
- ▶ Driver safety during storm events
- ▶ that parking should be hidden from the road.
- ▶ Consider all road users, especially bicycles.
- ▶ If events happen in this area the only access out of PA for residents and persons of west coast is closed for hours
- ▶ Safety
- ▶ board walks can provide safety to plants and fauna in the grove
- ▶ Reduce impact for alternate route.
- ▶ Branch falling risk
- ▶ People's safety
- ▶ Stopping traffic on a hwy.
- ▶ The person that hits and kills someone
- ▶ Traffic safety
- ▶ There is a huge value of family time experiencing nature- learning about the interactions and ecology in the forest, between all the plants, animals and past and present cultures.
- ▶ trails for people to walk on are protecting the plant species
- ▶ Drivers should either be re-routed, or re"programmed" to see Cathedral Grove not as a way to get from A to B, but as a unique experience
- ▶ Risk of highway closures
- ▶ Driving safety
- ▶ Limiting human use
- ▶ Get the park off the highway, create new route
- ▶ compliance of drivers
- ▶ Also need a safe crossing or overpass for pedestrians
- ▶ Education and fire safety. No smoking in park or cigarettes thrown from vehicles along highway.
- ▶ Someone is going to get run over
- ▶ No more visible logging in or around the area; no logging visible from the highway
- ▶ Safety and well being of the animals and trees that call this area home.
- ▶ In a medical emergency, every minute counts. Lives matter
- ▶ tourist safety
- ▶ Toilet facilities
- ▶ keeping it natural. eg gravel around trees to provide walkways to site,from parking areas(people are already walking up to site from down the road)
- ▶ Providing a safe venue for the increasing number of tourists wishing to safely stop and wonder at the beauty of the beautiful trees
- ▶ Danger tree assessments and remedy actions to be continued.
- ▶ Maintaining the well being of the plants & animals in the park.
- ▶ proper parking and crossing
- ▶ Maintaining the flow of traffic
- ▶ Efficient movement of people and goods (not necessarily fastest)
- ▶ Safe visitation of cathedral park
- ▶ Safety of visitors
- ▶ I am very worried that you will cut down trees to make way for vehicles.

- ▶ The effects of climate change on our rainforests.
- ▶ Destruction of our environment by greedy (usually foreign) corporations with government enabling.
- ▶ Pedestrian direction & behaviour
- ▶ This same project was highly protested and shut down in the past and WILL BE AGAIN
- ▶ Improve tourism/economy
- ▶ Safety of park visitors
- ▶ Provision of a safe area for RV's and bigger vans possibly further along
- ▶ Cars and large motor homes backing into the highway
- ▶ Clear cuts past park
- ▶ Make area safer
- ▶ Environmental education
- ▶ Safety- make it a drive through only
- ▶ No cutting of trees
- ▶ Preservation of remnant Old Growth Coastal Douglas-fir
- ▶ Don't expand too much. Don't expand into natural areas
- ▶ Accessibility
- ▶ Overuse of outhouses
- ▶ Fire
- ▶ If trees need to be felled for public safety, so be it
- ▶ This is a highway- needs to be used as one
- ▶ The park is so small as it is- needs expansion to try to maintain its integrity
- ▶ Maybe a first nations name added for a destination
- ▶ Protecting the old growth
- ▶ The portable toilets in the Grove were not emptied and that was not nice. Visitors were commenting on the odour!
- ▶ Potential educational value.
- ▶ Ecological integrity of the park. Perhaps expand the park to ensure greater chance of preserving the natural areas to which people want to come visit.
- ▶ This park is gem. I stop weekly with visitors, for cell service, or for a short break or breath of fresh air in the trees.
- ▶ Too many visitors impacting ecological integrity.
- ▶ Protection for the old growth.
- ▶ Have more and larger no smoking signs or manning park
- ▶ Foot traffic at base of the trees.

Question 11A: Do you have comments on the preliminary pedestrian & traffic safety improvement ideas?

- ▶ New parking lot outside of park. No trees should be cut down within the park for parking.
- ▶ There could be some widening along the shoulders without impacting the forest. A pedestrian overpass would be ideal.
- ▶ Any u-turn improvements should be further down the highway, NOT in the actual park. Do not tear down any trees or nature of any kind to put in parking! Use bus transportation if necessary.
- ▶ If they are combined with removing existing parking areas yes. If they use the existing configuration no.
- ▶ Parking lot should be behind the grove, even if you have to purchase land from island timberlands. No parking should be on the highway corridor, allowing the speed limit to stay at 80km. Access to the lakeside of Grove, overpass or underpass.
- ▶ You need to look at other old growth parks such as the one in the Old Forest in South Western Australia. Exactly same conditions as here with desire to avoid old trees, but they have parking among the old trees with only small trees removed.
- ▶ There should be an alternate route for those not wishing to stop!
- ▶ Close the parking areas in the park except for a few accessible spaces. Operate a parking lot outside of the park with a shuttle bus for access to the park.
- ▶ Do not cut down any old trees to increase parking!!!! Consider an alternate route for thru traffic around Cathedral Grove, if possible Lower speed limit through the area to 30 km or less (just in the actual park area)
- ▶ These are all very good and valuable ideas.
- ▶ No U-turns should be allowed unless there is an alternative road for commuters/industrial traffic. This is a HIGHWAY, not a residential roadway. Separate the two from each other like they do in the Redwood forest in California (the Highway of Giants)
- ▶ Do not cut any trees to accommodate improvements, especially old growth forest. Again put in reduced speed signage, and pedestrian button crosswalks.
- ▶ New parking and trails should be built on both sides of the highway and an overpass for pedestrians.
- ▶ Would want additional parking located to avoid cutting old-growth trees-- perhaps farther from the centre. Could have enforcement of minimum 4 people per vehicle parking in the centre to make people car-pool.
- ▶ I think during peak seasons there should be a parking lot further away with trail access to the Grove. Perhaps the existing lot could be used for people with mobility issues and for drop off and pick up. Perhaps a shuttle.
- ▶ A pedestrian underpass (tunnel) under the highway would be beneficial as well as additional parking located outside of the park with a trail system connecting the two and maybe a shuttle bus during the very busy summer months of July and August.
- ▶ new parking area off of the highway
- ▶ Some of the items listed above will be constrained by the available space for use- really don't want to knock down trees to make room. There are some areas on either side of the Grove that could be used for extra parking but distance is an issue.
- ▶ If any improvement includes cutting down old-growth trees, then I am against it. We have too few old-growth trees left, as it is. What might be an idea for visitor safety is a shuttle bus service from a suitable location not too far away.
- ▶ Do not impeded the highway in any way. Slowing to 50 on a major highway is already preposterous.
- ▶ I support improvements to existing parking, improved pedestrian movements and safety on hwy shoulders as long as it doesn't encroach on natural areas.
- ▶ I support all of the above ... but NOT at the expense of the old-growth park and forest. You can always create extra parking, and u-turn locations and such beyond the park (and increase the size of the park/nature preserve). Make it a win-win.
- ▶ An overhead walkway to cross the road and parking
- ▶ Cut out the parking altogether. Put a shuttle bus in service, with parking at either end (Qualicum and Port Alberni) for people who want to explore the Grove.
- ▶ I do not support anything that further degrades the integrity of the forest such as more removal of trees to build a overhead walkway, dumping of gravel onto forest plants to make a wider shoulder etc.
- ▶ Add a pedestrian activated traffic light to cross the highway. Add concrete barriers down the center of the highway and U-turn spots. Disallow buses and RVs from stopping at the main parking, and build a separate area a bit farther away.
- ▶ Move the whole parking location- it is not safe right there.

- ▶ If the bypass is done at the clear cut.... then only the traffic of visitors will come. No need to make fancy parking lots or turn around.
- ▶ Improve the muddy trails.
- ▶ Have a different parking area for rvs then a trail to connect to main area, and a flashing pedestrian controlled light crossing so it funnels them to one spot not the length of lot and not dashing when free
- ▶ How come building a road around the grove (an alternate route!!!) is not an option???? Also, it is difficult to support something when you don't know what it looks like although I support the concept.
- ▶ I think overpass with wheelchair accessibility would be a big plus. I also think a concrete median through the parking lot would stop people from driving over one lane to get to the other side. More safe parking for sure. That's a no brainer
- ▶ I do not think that the improvements suggested above will get at the root of the conflict between people wanting to visit the Cathedral Grove and the people who are the through traffic.
- ▶ the trail connections items and the u turn item need more explanation so we know what we are voting for Improve parking by building a large parking lot on the west end of the park with linking trails to the grove trails. Close the existing parking lots with barriers so people cant park there. If necessary use golf carts to transport handicap people
- ▶ I do not support increasing the parking areas that now serve the Grove. The highway must be moved. Cathedral Grove is not a shopping mall.
- ▶ I've driven in an old Island Timberlands road NE of the park that goes into some nice timber. Develop parking there and extend a trail. There is another site on the SE that could be developed. People camp there right now during the summer.
- ▶ You know all the good answer and you do nothing..... please just build Speed Bumps.
- ▶ I would not encourage more use. Especially by buses. Habitat destruction for parking is wrong
- ▶ walking overpass between the two parking lots. A barricade between the highway and parking lot, west traffic parks on the west side and exit with a merging lane onto the #4 west and the same for the east bound traffic.
- ▶ The survival and enhancement of this little patch of old growth is paramount, it precludes most, if not all of the actions listed above.
- ▶ Any new space for driving facilities should take away from existing highway land, and not from the surrounding forest. If necessary, narrow or remove vehicle lanes to offer facilities for vulnerable users.
- ▶ No more trees cut down for parking. Yes there are issues with vehicles and pedestrians but removing old growth trees for tourism is not the answer.
- ▶ Should be at least a marked crosswalk
- ▶ Should build a new highway out of Port Alberni, one connection to the rest of the island is not acceptable. We need a second route out in case of a Natural disaster or a possible Accident on HWY 4 that could cut ties to Alberni for a length period
- ▶ Some method for coordinating crossing of the highway would be useful, like a pedestrian-controlled light or a crossing guard at peak periods.
- ▶ I don't feel like this gave me enough information. It doesn't tell me the impact on the land plants and animals that different options would have.
- ▶ Install a large fence down center of highway to stop pedestrian crossing and improve parking area or make a new parking area behind park.
- ▶ Worth looking at new trail connections if it opens up access to additional parking. Consider placing barriers along the shoulder to prevent parking in unsafe areas while also providing a safe area for pedestrians to walk from designated parking.
- ▶ Upgraded / additional parking is required for the safety of everyone, and to keep vehicles from parking in areas that increase the danger to all.
- ▶ Signage needs to be in additional languages, especially Chinese. "No parking" areas need to be enforced, or they will continue to be ignored. If there was a way to reroute the highway away from the park, that would be ideal.
- ▶ Don't believe the public will use an overpass- too much effort. If there were a fence down the middle of the highway they will just walk around it or climb it
- ▶ Difficult answering the questions because it is unknown what is meant by "improvement" or "upgrade." If improvement means disrupting parkland by encroachment, tree removal, excavation, road widening, then I do not support that kind of infrastructure
- ▶ There is no way to properly improve existing infrastructure issues due to constraints of site size/ values. Park must be expanded to accommodate infrastructure.

- ▶ Get the highway traffic out of the grove onto a new road through the old clear cuts on the east side of the Cameron river on Island Timberlands property. Keep the current highway as a parkway for the tourists and looky loos.
- ▶ All vehicle parking should be at west end of the park where most wind damage has happened. A large cleared area opposite the Cameron river, high enough to be dry when the river floods. A main trail with food kiosks, washrooms and tram for seniors.
- ▶ additional parking could be made by extending the width of the shoulders on either side without removing trees. Signs indicating no RV's in the original parking areas.
- ▶ Highway border barricades would be a welcome addition. The use of a tunnel or overhead walkway would prevent people from highway crossing. Move the parking area to the west end where there was a large area blown down by the wind storm of 1996.
- ▶ Safe u-turn locations? Seriously?! I would only support improved parking if it was done outside the Grove, with the idea to bring people back by shuttle bus.
- ▶ Barriers should line the highway to stop people from parking on the shoulder. A timed crosswalk should be added to cross from one side of the park to the other. A larger parking lot should be created even if far from the main park.
- ▶ Put in an overhead crosswalk
- ▶ Having pedestrians crossing the highway by using the bridge as an underpass would reduce the amount of people crossing at the present parking area. By making the shoulders of the highway 8 to 10 feet wide with added gravel would allow people to park
- ▶ Reservations for time and stay. All money collected go to park improvements and promoting reservations on the ferries and media. It works for other places like Maui to explore our beautiful grove safely without impacting the grove.
- ▶ Over pass walkway. Widen the shoulder for parking and include a sidewalk
- ▶ The whole stretch of highway needs a lower speed limit, turn lanes for getting off the hwy and into parks or side streets, turn lanes in which to safely turn back onto the highway after visiting somewhere, and safe u-turn spots.
- ▶ No need to pave the parking. Keep it basic with a forest feeling.
- ▶ Parking should be made outside the park, with a traffic diversion.
- ▶ Short term improvements for safety are worthwhile but not at the expense of taking down more trees. As has been suggested rerouting the highway would be optimal and more parking elsewhere to preserve this special place.
- ▶ A proper crosswalk for those with mobility issues.
- ▶ 1) Pedestrians should walk between vehicles and bush/fence, not between vehicles and road.
2) Situate u-turn points at either end of parking areas.
- ▶ Don't really care for any of the above other than improved signage which is still difficult to enforce. Please consider my suggestion below.
- ▶ New parking outside park boundary with new trail connection. Pedestrian overpass or sensibly-timed lights. Cement barriers preventing shoulder parking and keeping pedestrians off the road. More signage for visitors to be careful of the highway.
- ▶ Need to bypass
- ▶ I support most as long as the traffic can keep moving through. I do not support controlled crosswalks of any kind! This would create too much congestion!!!
- ▶ Build a parking lot on the west side of the park like originally planned. Protesters stopped the last attempt. It is time to sacrifice a few second growth trees to prevent injury to our visitors
- ▶ There is no such thing as a safe u turn on that stretch of road. Seems a very redundant question.
- ▶ Really I Don't see much of a problem for the short time that it is busy.
- ▶ Try to provide additional parking at roadside in areas where it can be widened without too much impact on the forest. At busy times, people can walk alongside the road or on a roadside trail
- ▶ I do not support any additional or improved parking that requires trees to be cut.
- ▶ More parking is needed in a secondary location. Likely the Port Alberni end of the park where there are some large relatively flat areas along the river. This would also be a nice area for a picnic area or campground.
- ▶ Upgrade existing parking...: I do not want to see a larger parking area, better use of existing space is my preference (add lines), use existing pull outs along the hwy (MacMillan Pk to LQF), making these safer or designated parking would add space
- ▶ Parking is a problem as it sits along the highway. Off the highway parking must be looked at in some form. Also the uncontrolled pedestrian crossing is a problem for drivers as well as the pedestrians.

- ▶ Eliminate the existing parking area- Make parking off of the highway. Create trail networks from the new parking that do not allow pedestrians on the highway. There are already enough crazy signs.
- ▶ Please see previous written comment
- ▶ No rv's and tour buses in these areas they can park down the hwy and walk in. Tofino has many trails just like this so why can't we since it's a highway first not a Tourist attraction for self gain benefit.
- ▶ Speed signs flashing are a good addition.....I don't mind stopping to let pedestrians cross the highway....perhaps encouraging drivers to stop if required might help... would be even better to develop the alternate route to Port Alberni.
- ▶ An overpass or tunnel seem to be the only real options as too not disturb the traffic and semi trucks having to slam on brakes for pedestrians causing all sort of issues for them and others. Lots more safe parking needs to be put in place too.
- ▶ please relocate parking away from highway and add trail system to parking area
- ▶ Get another park.
- ▶ No taking down trees for parking. If necessary a parking lot outside the forest and a shuttle and a walking trail. This is a park not a parking lot
- ▶ We need a parking lot away from the highway !!!
- ▶ Take the parking lot out of the Park
- ▶ My suggestions are mostly what you suggested in the list above :) However, I would not ignore disaster management in case of a fire trapping visitors (on foot or by car) in that area. Some precaution signage might not be a bad idea.
- ▶ Residents already put up with motorhomes and cars doing 40-50 (80kmph zone) around the lake...do not slow traffic down further by implementing slower grove limits...it's unfair to us.
- ▶ Signage and marking will not do it. 1. Safe alternatives should be the first priority. When improvements are made I would also support more strict enforcement of those violations.
- ▶ New Parking lot inside the park with trails connecting, parking for buses and rv's. Barricades along highway and over/under pass for pedestrians.
- ▶ I believe the improvements above are band aids, as you have to separate the highway from the parking area in the first place, the Highway should run south of the Cameron river and the existing highway in MacMillan park should be a turnoff.
- ▶ offsite parking at foot of the hump with connecting trail for walking and light shuttle. Horse drawn logging style wagons?
- ▶ Driver education and awareness campaigns hold no value in the road safety literature. If that's where money will go, it will be loss leader and show no 'sticky' gains. What DOES work is reducing road speed, narrowing the lanes, fee parking.
- ▶ If the space can be found, Additional parking with easy pull off and enter access, with ability to make left turn on highway to return the way you came, would be ideal.
- ▶ There was a plan years ago to improve the parking area to the south of the highway, perhaps this could be revisited and updated. I would have solved the present day issues had it not met with "so called environmentalists" of the day.
- ▶ Put in stop lights and Ped Xing lights.
- ▶ How about installing metered parking spaces and when all the spaces are full, then have a big sign stating Parking is Full, Please Keep Driving and Try Again Later. Install No Parking signs along highway shoulders.
- ▶ Existing parking lot and highway is not in a functional location to allow for safe through passage for motorists traveling through the park and not wanting to stop. Current signage markers are difficult to spot particularly during afternoon sun.
- ▶ There should be NO parking allowed on shoulders, and much more visible and frequent signage to that effect, as well as better enforcement.
- ▶ Existing parking lot and highway is not in a functional location to allow for safe through passage for motorists traveling through the park and not wanting to stop. Current signage markers are difficult to spot particularly during afternoon sun.
- ▶ No access from main highway. Parking in new area. Footbridge across highway from one side to the other for people in the park- not access from the highway.
- ▶ I would like to see the discontinuation of the current parking lot for parking. A completely new parking area would be better.
- ▶ An overhead walkway for pedestrians to keep them out of highway traffic is my #1 concern.
- ▶ I do not support any visible parking or any large signage that makes the area into " an attraction" people should be prepared to walk to see the trees from hidden parking .

- ▶ improved safety along the highway shoulders - there should be no parking on the shoulders. the shoulders are small to protect the roots of the trees
- ▶ Additional parking--further away. Its a park. 1km walk each way should be acceptable. Turn existing parking into handicap only.
- ▶ I think that pedestrians need to be aware that traffic will not stop for them. maybe joining the trails under the bridge that is over Cameron river.
- ▶ Highway Shoulders. They need to be widened to allow for safe parking.
- ▶ I do not support most of the suggestions as most of the previously implemented ones have lacked any real effectiveness
- ▶ The best option for all concerned is to move the highway out of the park. Old growth forest, tourists and a highway do not make a good mix. If the highway was moved out of the park it would be much safer for vehicles, pedestrians and for the park.
- ▶ I think I have said my peace.. please consider underground walk ways.. they really are the answer and very safe
- ▶ I do not support this highway continuing to go through the park.
- ▶ Signage is already good
- ▶ Take the highway out of there!!
- ▶ Improved safety. Parking for booked bus visits only. Other holiday tour companies would also go through the booking system. This would avoid overcrowding and everyone would be happy.
- ▶ Would really like another route into the Alberni Valley that would connect to the inland hwy. so locals & freight trucks , buses, rv's etc. Avoid the grove all together
- ▶ Build an alternative route for "through traffic", as was proposed in 1991, and none of the above would need to be done!
- ▶ It was unclear what was meant by several of the options which made it difficult to answer meaningfully. e.g. does "improved pedestrian movements" mean overpass, tunnel, stoplight controlled crosswalk? What is meant by "additional parking"?
- ▶ There should be no u turns and signage is not going to help the current situation of parking and crossings
- ▶ Only viable option is a pedestrian overpass or underpass. Pedestrian controlled crosswalk will render this highway useless and traffic to and from Port Alberni will become a parking lot.
- ▶ All of these ideas will not help the situation other than more parking. There must be a way to allow visitors to cross over or under the highway without them crossing the road.
- ▶ It's difficult to know what exactly is meant by some of the choices; e.g., "improved pedestrian movements" and "improved safety along the highway shoulders." To some extent, I support, but I don't want that to mean extensive loss of trees, etc.
- ▶ Eliminate existing parking. Build off-highway parking, including safe entry and exit roads. . . . or close the park to tourism.
- ▶ Highway shoulders: Barriers to stop tourist from parking on the side of the road by placing cement barriers. Stop the encroachment of the forested areas by illegally parked cars by giving fines. In summer months, have a park guardian on site.
- ▶ Forget the signage. It is a feel good exercise. Most do not bother to read safety signage.
- ▶ While I support increased parking, my suggestion would be to do it BEFORE the parking lot, so as not to increase the shoulder width after the growth, since that's a very nice part of the drive.
- ▶ Highway should be moved to park boundary. Improved parking and u- turns would then be easier. Improve interpretation and amenities for families.
- ▶ Any changes should be sympathetic to the natural wonder of the grove.
- ▶ as mentioned previously in the summer months drop speed limit to 20km through parking lot at Grove.
- ▶ RVs should be discouraged from parking in such a way that they have to reverse onto the highway.
- ▶ Sanitary, Washroom improvements would be welcome.
- ▶ The existing setup with speed awareness will reduce the severity of the incident, but even at the posted speed limit, people will die. More needs to be done and all of the suggestions would be an improvement.
- ▶ A second route from the inland highway to Port Alberni is needed
- ▶ If vehicles are not allowed to cross the flow of traffic, there should be no reason to u-turn as they will continue on their original direction after visiting the park. If a u-turn is required it should not be in the congested parking area.
- ▶ I cannot answer these questions without knowing the implications of each choice for the trees of this forest.
- ▶ Another route.

- ▶ All of the above improvements are small bandaids that don't fix the real issue of the Highway being in the middle of the Park. We need another route that bypasses the park We need another access highway for Port Alberni.
- ▶ Wider shoulders and more parking are a must. A pedestrian overpass would be great.
- ▶ Need a different parking area, NOT on the main highway or give us a new highway and leave that highway for the visitors
- ▶ Too many of the "improvements" listed relate to making it more convenient to park. Ban all parking and open up lots outside Cathedral Grove and shuttle people in. This is a no-brainer.
- ▶ Re:parking issues. Imperative that there be no parking along hwy and a larger parking allotment away from the hwy...for the safety of both pedestrians, and drivers on the hwy.
- ▶ I agree with the idea to have additional parking but am concerned about where it could be developed without having an impact on Cathedral Grove. However, the parking congestion is a very real problem which needs to be solved somehow.
- ▶ Probably the overall best option that would benefit by far everyone involved including the government, but also probably the most expensive, would be to cross the waterway at the bottom of the Hump and rejoin where the mountain meets the lake again.
- ▶ Extra parking could be on the north side of the highway west of the Cameron Lake cabin access road. There's a dirt road there which is a short walk from the main attractions.
- ▶ Re new trail connections, hard to answer without knowing more specifics. I support trail connections that reduce the need for people to walk along the highway as long as they don't compromise the values listed earlier.
- ▶ Bypass the Grove; highway from Loon lake at the top of the hump to Qualicum. Park traffic only permitted. Alternatively, make parking and visitor education center at top of the hump and use the steam train to transport visitors down to park.
- ▶ Go with more parking outside the park. An overpass would effect the visual of the park as well as needing a large footprint. A tunnel could potentially effect the large root system of the trees
- ▶ Can't comment on your parking and safety suggestions as I don't know specifically how you plan to achieve safe u-turns and improved safety.
- ▶ Right now, Cathedral Grove is like a busy Walmart parking lot with a highway running through it. Parents, seniors, bicycles, RV's, tourists think they are in a provincial park, but commuters and locals know they are on a highway.
- ▶ If there are no protests and or the government does not back down like before and do nothing! are bandaid solutions! I would laugh if it wasn't so out of tune, 1. what ? Instruct visitors in "Improved Pedestrian movements"
- ▶ Need overpass for pedestrians
- ▶ widen shoulders on highway, walking trails to site (off highway),pedestrian overpass and highway divider on parking area
- ▶ Speed reduction on the highway using some automated/lighted signage that is adjustable to address only peak periods.
A pedestrian bridge over the highway. As long as does not impact the experience of the forest too much. I new view?
- ▶ Unfortunately, It will probably need to take a fatality to address the problem. If the park was situated on or near native designated land, an overpass would be built like the one over the Island highway near Nanoose Bay, probably starting tomorrow.
- ▶ what about a modular pedestrian overpass?
- ▶ If the traffic routing is not changed, the above improvements should be considered minimal.
- ▶ Low speed limit. Well marked pedestrian crossing.
- ▶ We should not be paving paradise just to put up a parking lot.
- ▶ look at the private land adjacent to the North end of the park by Cameron Lake for vehicle parking. Terrace the hillside for good RV parking at the bottom and car parking on top, with one way drive thru. Buses and handicapped vehicles use old area
- ▶ Again I would support measures that DO NOT involve altering the natural landscape within the park. A turn around outside the park, perhaps a shuttle service from Combs or Port Alberni to reduce parking might be an option for the busier times.
- ▶ yes, making a parking lot out of the area of the big trees and provide walking trails into the park .also incorporate a interpretation center and perhaps involve the local natives. if you build it they will continue to come and will be far safer
- ▶ I think the parking lot should go just past cathedral grove and people can walk in

- ▶ it seems to me that heavy traffic/visitation and improving parking/traffic flow without impacting the values of the forest are totally incompatible
- ▶ In my opinion no parking should be allowed near the highway, a gentle pull of the highway into a parking spot, just like into a lot of the rest areas in the province, Britton Creek, Zopkois, areas on highway 1
- ▶ I don't support any type of u- turn option. I see it being misused on a narrow highway and the potential for accidents increasing because of it.
- ▶ Any choices should not effect traffic flow
- ▶ Put a parking lot in the new forest and change trail head. Add pedestrian overpass and fencing
- ▶ Signage is pretty good as is
- ▶ Don't be afraid to create an entirely new parking area outside the current park boundaries that is safer and would preserve the Grove more directly. If people have to walk in further into the forest to get to the oldest trees, *they will*.
- ▶ for safety issues and to alleviate traffic congestion, parking should not be directly adjacent to the highway. Why are you not revisiting the previous plan/proposal for Cathedral Grove that was canceled in 2001. Surveys and research already done
- ▶ Improved signage and markings should be done with an eye to maintaining the natural aesthetic that the park provides. Not sure what this looks like on the ground- perhaps large reflective signs in a brown or muted colour?
- ▶ Please do all you can to preserve this area- even if it means limiting visitors!!
- ▶ I don't think there should be more parking. I think there should be better lineage, directing people so they don't back out onto the highway but do in the area available, one side could be for those headed to Port and the other for those headed the
- ▶ Improved pedestrian movements: speed bumps, flashing lights Add parking: not if it means any trees have to come down.
Much more signage and markings that encourage people to slow down. No U-turn locations if trees have to come down
- ▶ Dedicated parking away from the main grove and current parking areas. If you are not parking on the shoulder of a busy highway there is less temptation to cross. Particularly if there are safe well marked trails to the grove.
- ▶ Larger parking area and overpass would help the situation.
- ▶ Traffic must not stop or wait, no space you must move through
- ▶ Shuttle bus To the park. Areas on either side of the park, outside the park boundaries where clear cut logging has already happened and have parking there, then shuttle to and from the park. Leave the trees in the park standing.
- ▶ I think crosswalks with increased signage to watch for pedestrians would help, as well as a significant reduction in speed. Or perhaps move the parking lots to specific areas on either side to make it more manageable to pull in/back out safely.
- ▶ These ideas are way too limited in scope. All of the values listed, like protection, cannot happen when thousands of cars, trucks and people are passing thru the middle of a tiny forest. Make the tiny forest a destination place off the main road
- ▶ The best thing for this part of the park is to move the visitors away and allow it to return to its natural state. It would be nice to find another area that could be deemed Cathedral Grove within MacMillan Park.
- ▶ There is lots of signage in the area. More parking that is safely off the highway and ability for pedestrians to safely access trails and crossing the highway are critical
- ▶ Provide RV and large van parking away from regular vehicle parking , so dangerous trying to back car out between large RV's obscuring oncoming traffic
- ▶ The only way the safety measures and signs will work is if the visitors are forced to use them. Or is a significantly safer option.
- ▶ While additional parking sounds great, the trails often feel overcrowded as is. And more people just means more destruction on the site. Need to balance keeping it preserved and maintained with allowing access.
- ▶ The parking lot should be moved to an area off the highway that takes the visitors into an area that can give them access to trails without having to be on or near highway 4. In the past an area had been decided on that seemed to make sense.
- ▶ Do not let people park or walk along the HIGHWAY.
- ▶ the idea to build more parking areas away from the existing parking lot with new trail connections would be nice and offer the crowds of people more walking opportunities to see the park, and spreading people out
- ▶ Some kind of barrier preventing people crossing the road would be recommended. A deterrent is needed to stop people crossing and parking on the shoulders.

- ▶ Please make sure access is still available for wheelchairs and other disabled visitors.
- ▶ Would you consider a base for people to park their vehicles at farther away from the Grove (a place that is not as sensitive), and busing them in on a scheduled basis? Revamping the existing parking area to a drop off & pick up zone...
- ▶ Add more parking, add a separate area for RV's so they don't clog up the parking for cars
- ▶ I would like to see safety improvements that do not impact the ecological integrity of the area.
- ▶ At present people saunter across the highway at several locations. Restrict crossing to one or two areas and make it impossible to cross elsewhere.
- ▶ If the people are coming in masses, there has to be more parking space available. Other option is fence it off and drive through. Re: signs- got to be blind to miss it now.
- ▶ Build a walking bridge so people can walk across and car and trucks can drive under the bridge. Like an overpass bridge.
- ▶ Pedestrian overpass foot bridge. Upgrade existing parking to have wide side pull off for tour buses. Improve shoulders to be wide enough for cars to pull fully off road.
- ▶ Too many large trees. Move the existing parking area. Use new trail connections to guide people away from highway.
- ▶ Cross walk light for pedestrian improvements. Make existing parking a lot longer. Additional parking up and down the highway by widening, by removing alder, maple at the bottom of the widened road. Improve safety along the highway shoulders by widening the road with rock fill, river gravel for trail. Have some busy only spots on the widened road.
- ▶ If it is to remain- people / drivers need to accept the inevitable chaos.
- ▶ Widen shoulders for pedestrians and cyclists.
- ▶ Too many large trees. Move the existing parking area. Use new trail connections to guide people away from highway.
- ▶ You need to separate the foot traffic from the vehicles. Either upgrade existing parking or provide a different place for able bodied to park. U-turns should not be allowed. More signage in areas that allow for attention instead of "in the thick" of things.
- ▶ Underpass? The current parking areas are okay- there needs to be more parking. Need more parking for use. New trails could be used to tie together a larger area. I think the signage is good. When there is too many vehicles. People park in wrong areas including the road shoulders.
- ▶ Additional parking should be way down the road with shuttle bus.
- ▶ Build an underpass which could also be used by wildlife. The underpass would not take away the beauty of the grove.
- ▶ A footbridge?
- ▶ Maybe summer students could be employed as "crossing guards"
- ▶ Speed bumps
- ▶ I do not support especially if it means removal of trees to build an overhead walkway. No gravel in forest for wide shoulder.
- ▶ I don't see pedestrian movements as a big problem. Be careful to keep all trees when considering upgrades. Additional parking only on shoulder, no trees cut for parking. Keep shoulders around trees safe for small vehicle parking only. Signage and markings are fine now.
- ▶ Make overpass. Only improved signage and markings until something more permanent is made.
- ▶ I think U-turns could be hazardous.
- ▶ Additional parking outside of park at either end only from new parking lot. Make it a dead end.
- ▶ Additional parking must be outside the park or increase park size to accommodate it and ensure ecological integrity. Safe u-turn locations should be outside park area. Perhaps more entrances off the road and into the trail network. Together with signage this could result in less people walking right on the hwy.
- ▶ Forget about an overpass. Parking areas are good enough. No additional parking. U-turn locations would only add to the improvement idea. Improved safety along highway shoulders okay, as long as it doesn't impact the ecosystems.
- ▶ Spiral overhead walkway. Safe u-turns outside park boundary. At least a 3 m gravel strip on highway shoulders. More signs to slow traffic.
- ▶ Please don't enlarge the existing parking lot.

Question 11B: Do you have any specific ideas or suggestions for improving PEDESTRIAN and TRAFFIC SAFETY?

- ▶ Wooden pedestrian overpass to connect both sides of park. Median fence to prevent pedestrians crossing highway. Safe dedicated U-Turn area for cars.
- ▶ 1) Pedestrian overpass. 2) alternate route (road) in and out of Port Alberni.
- ▶ Increased parking, overhead pedestrian walkway
- ▶ Overpass similar to the Jingle Pot/Norwell intersection. Pay Parking during peak summer days.
- ▶ Move parking and pedestrians off the highway completely
- ▶ Pedestrian bridge or underpass
- ▶ Pedestrian overpasses! Don't cut down any trees in the park to make more parking lots.
- ▶ Off road parking. Continuation of above... the roads in and out wind among the trees with parking where ever possible. Motor home and bus parking further away where larger areas could be created. But, not one large area instead several smaller areas which did not impact old trees. Drop the square thinking of massive rectangular lots.
- ▶ Alternate route!!
- ▶ Could a traffic circle arrangement make it easier to navigate the area? Not sure.
- ▶ If there is anyway to make a pedestrian bridge to connect the parking/trail entry, that would be ideal as it would have no impact on traffic and pedestrians would be safe.
- ▶ As above
- ▶ Median so visitors cannot cross. Visit the other side when you leave instead.
- ▶ Ideally, the highway could be re-routed and the road through the park dead-end or local traffic only. I would really like to see a safe parking area elsewhere, with people walking by trail to the park or perhaps being shuttled by a shuttle bus. At the very least, I would like to see no parking on the shoulders of the road and a crossing light.
- ▶ Separate the highways- one for park access, one for through traffic. Otherwise, parking lots removed from the highway (down an access road) and underpasses OR do not allow access to the other side of the highway at all and ENFORCE the laws.
- ▶ Reduce speed signs, possible speed bumps, traffic light or pedestrian crossing walk/light.
- ▶ Either a button-controlled traffic light or a pedestrian bridge.
- ▶ I am not sure what the posted speed limit is through that area, but I would suggest the speed limit be decreased drastically to 20 or 30 km/hr with marked pedestrian crossings and traffic lights on each end. Maybe stop traffic completely for a duration of time to let pedestrians cross safely at crosswalks (much like a traffic light at an intersection)? Or build a pedestrian overpass that would NOT mean removing any foliage or trees.
- ▶ Overpass or underpass
- ▶ Overhead walkway!
- ▶ Perhaps designated entry and exits into the parking areas A foot passenger bridge
- ▶ Pedestrian over pass.
- ▶ at a 60kph speed limit it is rather easy to get around for able bodied people. Maybe a timed light? A pedestrian overpass?
- ▶ A pedestrian underpass (tunnel) under the highway would be beneficial as well as additional parking located outside of the park with a trail system connecting the two and maybe a shuttle bus during the very busy summer months of July and August.
- ▶ new parking area off the highway or a NEW route into Port Alberni
- ▶ Extra parking (RV/bus friendly)- have a shuttle service from extra parking areas. Look into an alternate route- specifically for large vehicles (tractor trailers) and those just wanting to travel to Port and to the West Coast. An alternate route will also avail the West Coast with an added emergency route.
- ▶ Pedestrian overpass.
- ▶ See above.
- ▶ An overpass or underpass should be built. Pedestrians do not belong on a highway. Period.
- ▶ In peak seasons have a parking area outside the park for visitors and a bus to transport into and from the park.
- ▶ See above ... and what I talked about lower speed limit and pedestrian bridge or underpass (nature should be allowed to cross highways safely too).
- ▶ Overhead walkway to cross street and parking that acts as turnaround

- ▶ Also, put in a pedestrian controlled traffic light and a well defined cross walk at the crossing point. Add signage to direct foot traffic to that point.
- ▶ Pedestrian overpass, a new parking lot, and barriers preventing access from the highway.
- ▶ I think the fastest, easiest and most cost-efficient thing to do in the immediate future is to put barricades down the center of the highway high enough so people can't climb over them or turn left on the highway. This would stop 90% of the issues. Barricades can still be moved by road officials if they need to for accidents or to get past downed trees.
- ▶ Build a traffic bypass. Heading west, the highway would curve north along the shore of the lake, and then west along the railroad grade. As the railroad is still considered "active", that section could be an elevated bridge structure over top of the railroad. Return the highway to the current alignment west of Cathedral Grove, possibly on one of the other roads or cuts through the trees that already exist. Road through the grove would then be 1-way with parking in other lane.
- ▶ Bus them in or an alternate route. It is a highway.. We need a highway . Not a tourist attraction. New Highway Highway.. Alternate route for people who are on a time limit.. Not a tourist. People live here.. Spend here. Pay taxes here.. Tourists are not here paying taxes. Cater to us. Not them. If you want them give us an alternate route.
- ▶ I think there should be a strict, enforced time limit per vehicle of 1 hour, that will keep the park with lower overall numbers of people and cars at any one time.
- ▶ Told you this before
- ▶ Hwy 4 needs to rerouted around this park. People are in great danger with through traffic.
- ▶ The best solution to pedestrians crossing the highway is a no post with a fence on top on the centerline of the highway and a tunnel under the highway for pedestrians. This also stops illegal left hand turns and u turns in the area
- ▶ I strongly suggest that a new main route be developed to the west coast bypassing the parkthere are routes for this that could be developed....including a bridge over the river...this would allow only visitors to the park on the road through the park....not all the rest of the traffic to the coast
- ▶ Construct a highway bypass.
- ▶ Lights .. over pass .. crossing guard
- ▶ The main access of the park needs to not be on the side of the hwy. Have a parking area just off the hwy.
- ▶ See above comments
- ▶ Consider relocating Highway 4 and making Cathedral Grove a park
- ▶ Traffic control officer/flagger in peak months
- ▶ Improve parking by building a large parking lot on the west end of the park with linking trails to the grove trails. Close the existing parking lots with barriers so people cant park there. If necessary use golf carts to transport handicap people
- ▶ Could a pay per use shuttle transport visitors from a good parking location in Port Alberni (mall?). The shuttle would generate revenue. Hourly departures?
- ▶ Moving parking out of the park. Buy Island Timberlands property on the western side. They can't log it and it would give them some great press if they donated or gave a deal. Swap them some timber somewhere else for it. I think Cameron Lake should also be looked at for parking. That's getting more popular every summer and the parking on a nice day is as bad as the grove
- ▶ Ensure that people do not have to cross the dangerous highway. Create a whole different parking area (on each side) that is large enough to accommodate up to 40-50 people at a time...so total of 100 people. They park on one side, enjoy the trails on that side. If they park on the other side, they park there and enjoy the trails on that side. Stop running back and forth across that highway.
- ▶ Expanding shoulders and getting the traffic to slow down.
- ▶ Honestly, build another road for local traffic. Another road would also facilitate a detour route when there is an accident or trees down.
- ▶ Trail access for wheelchairs as well, more washrooms, dog area
- ▶ Find a nearby route around the old growth for trucks and commuter traffic. Use land that has already been desecrated by clear cutting. While the development of this is taking place, close or limit visitors to the park. It will be safer for them not to be there.
- ▶ Thinking about cost, but also the safety of pedestrians crossing the highway, it might be a relatively cheap solution to provide tunnels under Highway 4 to connect both sides of the park.
- ▶ With the park being a narrow corridor of forest, reroute the highway around the park, with an exit into the park.
- ▶ Perhaps a crosswalk with a light would help and that would be the only place for pedestrians to cross rather

than anywhere. Can't help poor drivers but traffic is slow there and I've found most people driving through considerate.

- ▶ A pedestrian underpass would make it much safer to cross the highway while being relatively unobtrusive to the park aesthetically.
- ▶ Overpass/ tunnels. new Parking lots on both sides. Build a Highway by-pass around Cameron lake/ Cathedral grove, turn into a traditional provincial park with park enforcement and a Campground area
- ▶ Suggest adding a parking area outside the park boundary where it would have the lowest impact on the river and adjacent old growth (secondary growth, 30 m from water if possible). Adjust existing parking spaces for handicap and limited mobility only- some spots for permit only, some not for permits but labeled for young families and elderly. Everyone else can walk the 1.2 km or 700 m from the park boundary. Add a pedestrian section to the road within the existing ROW.
- ▶ construct an overhead pedestrian walkway to connect the two sides of the park place barriers down the middle of the highway to prevent people from crossing on the road
- ▶ I would prefer to see a park and ride where people can visit the park but only by a regular shuttle bus, with a parking lot built that does not affect old growth. Current parking could be for people with mobility issues only.
- ▶ Pedestrian overpass or underpass
- ▶ I believe the safest way for pedestrians to pass to the other side of the highway would be an underpass by the current bridge.
- ▶ Keep people on one side where parked.
- ▶ A pedestrian overpass would allow for improved pedestrian movement along with higher safety for pedestrians and drivers. This would also allow for a divider / barrier downtime centre of the road to prevent pedestrians from dangerous crossings and keep cars in defined lanes.
- ▶ Reroute highway 4 around the park and provide access to the park off the highway. Close the park at this location until a publicly acceptable alternative to pedestrian and traffic safety is found.
- ▶ SIGNS!!! Tell the public that traffic will not stop for jay walkers! Signs for both pedestrians and vehicles saying it is illegal to impede the flow of traffic, Make left turn illegal- either park on your side or not at all
- ▶ I think people need to be diverted in a way that they

don't have to cross the highway and interrupt traffic. There should be an underpass and barriers put up at the centre line of the road to discourage people crossing.

- ▶ See above comments
- ▶ A traffic light.
- ▶ Use existing inland cutblocks behind the park, easy access from pre existing logging road just past the current lot. Lease/buy and build off highway rest stop/ parking lot/interpretative centre with new trails coming in back. No trees cut etc Block access along highway to allow through. Can double as a staging area in winter for snow clearing, rest area when highway closed, landing area for helicopters in medical emergency. Commercial activity (snack shack/first nations trinkets etc) in summer season
- ▶ Keep the highway traffic as priority. Put a 10ft fence down the middle of the highway from the bridges to past the parking lot to stop people from crossing. Widen the shoulders for parking
- ▶ Block both sides of highway through the Park to avoid pulling off to park in NO PARKING AREA!!!!!! Overpasses should be placed for people to cross over from side to side.
- ▶ Underpass for pedestrians, No post barriers on the centerline. This would allow for safe passage from side to side of the highway, and deter pedestrians from crossing the highway using the traveled portion of the road. Underpass would also be cheaper and easier to maintain, and be handicapped accessible . Over pass is less handicap accessible and would have to be very high to accommod^ate industrial loads.
- ▶ See my ideas about a visitor's centre and shuttle bus. I would shut down the Grove as it stands now, and control access with shuttle buses that bring visitors in from behind the Grove- not using highway 4- on one side only.
- ▶ Ramps needed at both sides of the west bridge to allow access to use the bridge as an underpass.
- ▶ A cross walk or crossing guard.
- ▶ Sidewalk and wider shoulder for parking
- ▶ I would think that some sort of footbridge that did not affect the trees or foliage surrounding the area would be best.
- ▶ Just doesn't seem sustainable in the long term to have highway bisect the park.
- ▶ There should be a pedestrian controlled light.
- ▶ A proper crosswalk for those with mobility issues

- ▶ Divert traffic and parking to areas outside the park and close the existing road.
- ▶ 1) Shuttle bus from parking a distance away might be feasible during high-traffic season.
2) Reduce speed on highway through park
- ▶ Chopping the trees is not acceptable to many and so it will be difficult to improve safety. Much better long term solution is to improve the logging road to the west of the park to bypass Cathedral Grove as a 2-way through highway. Turn the present road through the Grove into a ONE-WAY (direction from Parksville to Port Alberni) with angle parking spaces on both sides. The road should be a road strictly for slow moving tourists/park users which will then re-join back up onto the through highway
- ▶ Cement shoulder barriers. Pedestrian overpass or sensibly-timed crossing lights. More signage for visitors to beware. Maybe a shuttle service.
- ▶ Tunnel will only flood in fall/winter, ensuring wheelchair friendly overpass the best option but aesthetically pleasing built with timbers and logs...
- ▶ Need to bypass
- ▶ I think the ideal solution would be to have parking off the main highway and a pedestrian overpass for crossing the highway.
- ▶ Over head pedway and concrete barriers in the centreline to stop traffic from illegally turn left and stop pedestrians from crossing in front of traffic!
- ▶ Overpass
- ▶ The Premier meets with ICF next month to discuss a return of island rail service which will create jobs up and down the island. It will mitigate congestion on island highways and in particular Cathedral Grove. I really like this place, don't want more parking that bites into park area. By supporting rail you will increase safety in the park significantly.
- ▶ As stated earlier, construct a by pass with no impact on the Grove.
- ▶ Except for disabled, parking should be relocated away from the main area trails, with electric shuttle buses traveling back and forth to lots at each end of the park, avoiding turns in the middle. Pick-up should be available on both sides of the highway at all three locations, to avoid the need for pedestrian crossing. A median should be created with a crosswalk with traffic lights at the central area.
- ▶ Yes- what about a Pedestrian Suspended Bridge over the highway, suspended high in the trees. It would add a new experience to visitors, added trail and without having a big impact on Grove. Possibly over the river side.
Another option would be under the bridge similar to the Goldstream River near Victoria.
- ▶ Pedestrian underpass (Culvert) may require some drainage pumps and lighting, but less obtrusive than an overpass. Failing that, there could be a pedestrian activated crosswalk with flashing lights, but frequent drivers might complain. Personally, I could live with that. If an overpass was deemed more desirable, it could be combined with a walkway into the trees at the higher level, but I think the long ramps required for access would be hard to deal with.
- ▶ Pedestrian overpasses or underpasses required to safely get pedestrians across the highway. This is a highway not a county road, there should not be pedestrians walking across the highway.
- ▶ Off the highway parking and some means of safely crossing the highway. There is also another road coming in from the north side on the Alberni side of the Grove.
- ▶ Eliminate parking in the park- make a large parking area south of Cameron lake either near the gravel pits or at Englishman falls and have a shuttle service. As soon as you start charging people a fee to enter you will eliminate a huge portion of visitors, thus reducing the human impact to the environment and eliminate the parking issue.
- ▶ please see previous written comment
- ▶ Another way in or out of the Port Alberni will Cut the traffic in half. Since this is the only way to access that town or the whole West Coast So of course it's a highway first not a tourist attraction for self gain. If highways forgot that this is the only road in and out that would also be something to look at of why we have so much traffic only in that area
- ▶ An overpass or underpass make the most sense as not to disturb the traffic but precautions of an overpass need to be put in so no one can throw things on vehicles or no one jumps. More parking, no parking on the shoulder maybe barriers down middle of road so no one crosses the highway (pedestrians or vehicles) safe u-turn routes, pull out lanes
- ▶ See above, a shuttle and walking trail outside the park, keep it as a park not parking lot.
- ▶ Don't allow people to stop or cross the highway ,by building a parking lot behind the park

- ▶ Presuming there is electrical lines existing a controlled lights may be a option
- ▶ I have always loved the idea of LED signs above the road that can be adjusted from a distance (similar to what you do with the rectangular signs warning drivers for delays on hwy 4). E.g. circular max speed signs like this <https://www.telegraph.co.uk/news/2018/04/30/review-ordered-smart-motorway-speed-limits-record-fines-handed/> that can have different messages on them (too much reading distracts! So a number such as 40km/h would be sufficient).
- ▶ I feel the widening of the road shoulders leading to and from the entrances to the park to a width to accommodate cars, trucks, motorhomes etc. On the inside of these widened shoulders, pedestrian boardwalks should be installed, to get pedestrians off the highway.
- ▶ Make parking lot by logging roads at hump end of grove
- ▶ Overpass and increased parking particularly for RVs is key. The volume of visitors forces people to park encroaching on road way and walk unsafely along road way.
- ▶ Remove access to highway for pedestrians and make a larger parking lot. Make the parking lot look like it blends with nature, keep trees, make it only paved where it needs to be.
People can access both sides with a under or overpass that has barricades along highway to keep people safe. Let traffic flow. Make a turn off that does not allow traffic to access new parking lot.
- ▶ Keep the highway and visitor area separate. Develop a highway that runs along the south side of Cameron river.
- ▶ Do not allow parking along the shoulder of the highway as it will eventually lead to an accident as someone steps out of a vehicle or as they walk along the highway.
- ▶ Barrier kn the middle of hwy
- ▶ See the BC Community Road Safety Toolkit for improving safety for vulnerable road users & module 2 for all road users (PSSG RoadSafetyBC) <https://www2.gov.bc.ca/gov/content/transportation/driving-and-cycling/road-safety-rules-and-consequences/publications-legislation-and-data/bc-community-road-safety-toolkit>
- ▶ At the very least put in some sort of pedestrian crossing either over or under the highway. Plus you have to make another parking area and add trails to the existing trails.
- ▶ Not sure how without destroying precious forrest land or without traffic being constantly interrupted
- ▶ Follow up on the previous plans to have parking located away from the actual highway and have a pedestrian crossing elevated above or traffic lights of some sort.
- ▶ Put in stop lights and Ped Xing lights.
- ▶ Build a foot bridge over top of the highway between the parking lots. Place signs that prohibit pedestrians from crossing the highway road itself.
- ▶ Pedestrians should not be crossing the road. Above or underground pass
- ▶ Put in an overhead walkway to allow pedestrians to safely cross road. Great if access included both a ramp for wheelchairs, walkers & strollers as well as stairs for those who want to cross quickly.
- ▶ The pedestrians must be separated from the highway. Relocate a route around the park as previously proposed and redesign the parking lot zone. Ban tour buses from the current park until they can be safely accommodated without over taxing the facility.
- ▶ The pedestrians must be separated from the highway. Relocate a route around the park as previously proposed and redesign the parking lot zone. Ban tour buses from the current park until they can be safely accommodated without over taxing the facility.
- ▶ pedestrian overpass would be great and more parking
- ▶ Walking over pass may need to have a ramp entrance exit for wheelchair accessibility
- ▶ Angle parking. Large vehicle parking. No more crossing on the highway. Ease traffic flow areas for those entering and leaving the grove.
- ▶ An overhead walkway for pedestrians to keep them out of highway traffic is my #1 concern.
- ▶ I would strongly suggest an Overpass for pedestrians crossing from one side to another. This should not interfere with the forestry itself in the park area.
- ▶ If there is hidden adequate parking then there could be no parking at all on the shoulders. all traffic for viewing directed to a parking lot.
- ▶ make a pedestrian crossing underneath the bridge across the river to link both side of the park
- ▶ Either a traffic light, or an overhead walkway near to Cameron river bridge.
- ▶ This is a very unusual area, in that the thru traffic is competing with vehicles coming to park and visitors viewing the Grove. If the thru traffic could be

separated with a “flyover” then you instantly solve a lot of the present problems.

- ▶ my ideas are trough out this document.. did not realize I could put them down here! Just do something and now .. in the summer of 2019!! or the spring or fall just start so this can be resolved and safety can be had by all
- ▶ Perhaps a large parking lot at the summit of the hump with very low cost trolleys running down to the park and allow parking only in the lots and strictly enforce no parking on the sides of the roads- maybe a tunnel under the highway for pedestrians- maybe a bypass for people who are not stopping
- ▶ The highway should be moved, and the existing road could continue. The reduced traffic (only park traffic) would solve these problems, and more parking could exist without taking away any parkland (existing areas already paved could be used).
- ▶ I don't find pedestrian safety to be an issue. I am a parent and live in Port Alberni and find this site to be safer than other trails I regularly access- ie hole in the wall trail.
- ▶ As above. there would still need to be warning signs and a reduced speed limit.
- ▶ pedestrian bridge to cross the highway
- ▶ - Extend the parking lots
- Separate the parking lots from the highway with a barrier, and designated entrances / exits for cars
- Designate spot(s) for pedestrian crossing (to cut down on the people walking all over the highway)
- Pedestrian overpass / underpass- what about a tunnel connecting the trailheads?
- ▶ Separate the two... one road to Cathedral Grove for visitors, therefore pedestrians, a second new road for traffic, thought traffic... the second road could be paid for via a toll system payable by visitors to Cathedral Grove after all there is no fee for enjoying such beauty thus far..
- ▶ Reduce traffic through the Grove by constructing a Horne Lake Connector as studied in 2004. Create a linear parking area parallel to Hwy 4 on a previously cut area as proposed by FROG in 2005. Enforce reduced speed limits. Create a stoplight protected crosswalk area (wider than a normal crosswalk)
- ▶ More parking lots on either side if existing parking area and have trails in which people can walk down to either a over pass or a underground culvert to walk through so visitors can enjoy seeing both sides of the park in safety.

- ▶ Please no more delays to this highway, it is already bad enough as it is.
- ▶ A crossing either over or under the road is needed. Put a centre divider through this park and any “u” turn on the highway is unsafe in this area.
- ▶ Park staff enforcing pedestrians and parking.
- ▶ Increased advance warning signs from both directions; greater level of enforcement of speed limits on that stretch; traffic “wardens” to assist pedestrians to cross
- ▶ I think I have done that. You should even consider upgrading the status quo. It does not work now, nor will it in the future.
- ▶ Limit the number of tourists who stop there by refraining from adding to parking area, and start fining tourist who park on the edge of the road, thus encroaching on the forested areas.
- ▶ I would prefer an underground (tunnel) walkway under the road as opposed to an overhead on, to keep the view nice.
- ▶ Move highway to park border. Separate vehicular and pedestrian traffic. Study Milner gardens for examples. Improve accessibility and family amenities.
- ▶ Limit the number of visitors on a daily basis. Maintain the current speed limits. Have a pedestrian lighting system that provides regular crossing opportunities as required.
- ▶ commuters are the ones complaining as i said before, they want to drive 120km. SLOW DOWN and look at the trees
- ▶ An over pass to safely move pedestrians over the hwy instead of across the hwy, when you get that person that decides its ok to stop we are risking a major accident. I feel that if you were to open up a parking lot down at the other end of the grove and build atrial to get back to the grove it could make the adventure better for all
- ▶ Traffic lights in several locations along the strip
- ▶ My only suggestion is that speed bumps would be a further deterrent to the temptation to speed.
- ▶ Clear brush and trees to improve visibility. Widen shoulder.
- ▶ an overpass for people to safely cross the highway would be great!
- ▶ See above : shuttle and trails. The demand is there- let's turn it into an opportunity!
- ▶ Pedestrian crossing needs to be in ONE designated spot not all over the highway, this is the main highway

to the west coast, and needs to be respected as such! I don't think we need to build an over-pass, but have pedestrians cross in one spot when safe to do so. This will then let drivers know where to expect them.

- ▶ An overpass for pedestrians, a larger parking lot possibly behind or a new road for commuters and leave that road for the tourists and visitors!
- ▶ Any improvement that does not remove or damage the trees seems worth considering eg an overhead walkway, more parking in already cleared areas, diverting commercial traffic, stoplights.
- ▶ Build parking areas on both sides of the highway even if this means taking out some of the trees. There are quite a few that are not wind firm because of their age and condition. Have only one area to exit and one to enter the parking areas. Fine people for jaywalking, crossing to be done via one only well marked crosswalk.
- ▶ Reroute the Highway. Build a New Highway that avoids passing through the park
- ▶ Speed limit 20- 30 K. It's only for a short distance. 50 is too much.
- ▶ Another route.
- ▶ I think the park should have a bypass and access should be made from a different location ie away from through traffic. I don't think it is environmentally prudent to pave paradise for more parking!
- ▶ If the speed limit was lowered even to 40km/h instead of 50km/h, then people would actually go around 50km/h instead driving through at 60-65km/hr like they do now. With all the people crossing and cars pulling out, it'd be a much safer environment with a reduced speed.
- ▶ I Have 3 suggestions:
 - 1) Put in a over pass walkway which must!! be used to cross the road.
 - 2) Put a new road down by the river going around the park and limit to visitor entry only (or people going to their cabin) .
 - 3) Have an alternate road into Port Alberni (Like Horn Lake Road) and limit access to the park. Mostly Spring, Summer & fall
- ▶ See all above. Ban parking and shuttle people in from parking lots outside the Grove. Perhaps add a pedestrian bridge overhead. In this way, no matter which side of the Grove people are shuttled in from they get get to the other side of highway for a return trip. Alternatively have a wide marked crosswalk monitored by one employee and allow crossings every 10 minutes. That would reduce traffic stoppages.

- ▶ speed bumps on highway 4, and perhaps even a traffic light, although the latter would require a lot of warning in both directions, i.e. flashing amber lights, for motorists. For a lot more money, one could build a pedestrian overpass, although no doubt some people would continue to run across the road.
- ▶ The entire old roadway could have several new, smaller parking areas, with new trails to explore and include selective and suitable business options.
- ▶ Wide flat-topped speed bumps. A footbridge might be useful. The main parking lot is too compact, but there's room on the near bank of the first bridge.
- ▶ Maximize the width of shoulders within the park and remove rumble strips to optimize space for pedestrians and cyclists.
Provide designated crossing locations with appropriate controls, including waiting areas off of the shoulder. Ensure that vehicles leaving the parking area do not back across or onto the shoulder and the roadway. Enforce back-in parking if no other alternative.
- ▶ May-sept. Parking at top of hump. Steam train ride to Grove. Grove parking onsite reserved for handicapped/ mobility impaired.
- ▶ Go back to the old plan that had a large parking lot outside the park to the West then the could have a proper turns lane and increase the trail lengths along the creek and through the large trees. There is a large flat area that would work well.
Last time it was stopped by squatters; they were not environmentalists as they pooped everywhere and left their litter around. They hurt the land they were on.
- ▶ One through highway and a safe visitors area with no pedestrians running in front of vehicles.
- ▶ A new route from the West Coast for all commercial and commuter traffic. Parking lots on both sides of the road for tourists coming and going.
- ▶ Pedestrian overpass, and a concrete centreline divider to prevent illegal left turns, and U-turns.
- ▶ A new route for through traffic and emergencies, which includes a circle route for tourists coming from the northeast of Vancouver Island as well as southeast.
- ▶ at least widen the shoulders along the highway for pedestrian use on the tree side.
- ▶ As noted in previous comments
- ▶ wider shoulders, concrete highway dividers, pedestrian overpass.
- ▶ Ideally, in my mind, the highway should be split on

the west side of the two bridges approaching the park from the east, with the west bound traffic continuing along the present highway, allowing traffic to turn off and park safely on both side of the road. An east bound road would be cut along the west side of the river and join up again by the bridge, also allowing a turn off and parking on the west side of the road.

- ▶ 1. Work with local tourist info offices, hotels, motels, b&B to ensure the message goes out- slow down be careful or you will destroy what you've come to see
- ▶ 2. Post a digital sign, provide an app that allows people to know when the parking lot is full. Plan visit another time.
- ▶ 3. Enforce the rules with citizen warnings- ticket repeat offenders.
- ▶ 4. Provide safe turnarounds spots outside the Grove - where they will do the least damage. Make sure signs let drivers know they exist.
- ▶ The best suggestion would be a re-routing of the highway to the back or west side of the park near the E&N railway. Access would be much safer and, during the peak tourist season, it would be much easier to control or monitor access.
- ▶ shoulder barriers and center line barriers to prevent crossing the highway. Overpass for pedestrians.
- ▶ Speed cameras, flashing pedestrian crossing lights. Perhaps a pedestrian overpass if one could be build with minimal impact on the area. Shuttle service to a parking area away from the big trees.
- ▶ make an over pass at the existing lot and also provide additional parking out of the trees and make trails into the big trees from the new parking Large LOT
- ▶ limiting access to the park
- ▶ Traffic light for pedestrian crossing. But not totally controlled by pedestrian. Timed
- ▶ Overhead walkway. Filling ditches for parallel parking along highway safer
- ▶ An overhead pass for pedestrians and more parking or perhaps another highway access to bypass Cathedral Grove.
- ▶ There should be a pedestrian controlled light and just one place to cross
- ▶ Tunnel or bridge.
- ▶ Uturn locations out side of park where less sensitive to habitat disruption- look at pedestrian overpasses for crossing
- ▶ My suggestion which I believe would be different from others is the use of public transit for commuter,

tourism, and day trip. I believe we would see significant use of the system to visit the Park (and other points along Cameron Lake) if it was in place. It would also benefit growing the senior population many of whom are scared to drive Highway 4 and others. Also, investing in the railway and encouraging commercial traffic to use it would greatly reduce safety concerns through the park.

- ▶ There needs to be a real pedestrian crossing either with lights or something like that.
- ▶ Get it off the highway!
- ▶ Overpass or underground pass for pedestrians
- ▶ There needs to be either an overhead walk way or pedestrian controlled crosswalk with lots of notice to drivers. It is especially concerning as this is a major route for big rigs to and from the West Coast and there is no way around if there is a major accident of which there are many.
- ▶ Maybe put in a pedestrian crossing possibly with flashing light?
- ▶ Another road to Port Alberni designated for trucks and commuters, those that don't want the scenic route. Or an underground tunnel across the highway if it didn't take away part of the forest to accomplish, lights at both ends of Cathedral Grove.
- ▶ Caged pedestrian overpass and a median in the road to prevent road crossings at unsafe locations
- ▶ Walking overpass
- ▶ Widen the highway, install over/underpass' for pedestrians, separate parking area with shuttle bus service to park.
- ▶ Need a pedestrian tunnel under the roadway.
- ▶ Flashing lights to warn of pedestrians crossing
- ▶ Volunteers-I'm sure you'd have people happy to volunteer in order to protect the park. I would volunteer!
Walkways above highway. Signage Have police give out tickets to the incredible amount of people that speed through the park.
- ▶ Larger parking area and overpass would help the situation.
- ▶ No shoulder parking, no crosswalk, provide tunnel connecting limited parking and a trail from any new parking possible....if there is anyplace for that....cabin road on north aide?
- ▶ Pedestrian overpass
- ▶ Move parking and pedestrians away from the present parking lot area.

- ▶ Build a new hwy, as there is just as much concern driving by Cameron lake in the winter and with increased traffic. And in the summer, where the passing lanes end, is a nightmare. Hwy 4 can be the scenic route.
- ▶ Create raised wide (2m+) sidewalks from lots to crosswalk to improve safety and restrict parking in the shoulders
- ▶ At grade pedestrian cross walk with flashing lights with pedestrian ability to stop traffic by push button
- ▶ Designated crosswalk, instead of people just crossing everywhere up and down the road.
- ▶ A quick solution until a final decision can be made would be to put a culvert under the road connecting the existing parking lots, this would give pedestrian traffic safe passage. Note this is done at Sproat Lake Park, connects upper camp ground pedestrians to lake.
- ▶ Put up a very long fence that prevents people from parking and walking from outside the parking area. Also prevent u-turns as they are incredibly unsafe. Put a pedestrian tunnel in.
- ▶ Make a parking lot with proper exits 1-2km away with a trail (for able people) and fine/ticket people who jaywalk and park illegally. Stop promoting it to tour buses / big groups /etc.
- ▶ (Continuing from the above answer) having one single pedestrian crossing area implemented with lights so that both vehicle and foot traffic can cross. Busing in would improve safety overall.
- ▶ construct over or underpass and highway barriers that physically restrict people from crossing the highway
- ▶ Reduce traffic using that highway that are not there for cathedral grove.
- ▶ Build a foot Cross over bridge, don't make people run across the highway
- ▶ Reduced speed limit- as low as 30km/hr.
- ▶ Designate specific crossing areas and enforce them. Limit pedestrian traffic to one or two crossings.'
- ▶ Large tall overpass for foot pedestrians high enough for truck log loads to go under this which eliminates pedestrians crossing road. Pedestrian overpass costs lots. Best built before someone or kids get run over.
- ▶ Get the highway out of the park.
- ▶ Cross walk light for pedestrian improvements. Make existing parking a lot longer. Additional parking up and down the highway by widening, by removing alder, maple at the bottom of the widened road. Improve safety along the highway shoulders by widening the road with rock fill, river gravel for trail. Have some busy only spots on the widened road.
- ▶ Widen the road by cutting down alder, maples, 1000 feet each side of parking lot toward Port Alberni and toward Parksville. Don't cut any old growth unless a danger tree, move people off the road by trails at the bottom of the new widened area. Cross walk light, slow - 15-20.
- ▶ Why is there no mention of cycling? If Hwy 4 was a safer road- wider shoulders- more cyclists would probably use the hwy. Right now it is extremely dangerous for anyone hoping to cycle on the highway.
- ▶ Pedestrian bridge? Ban parking in present location. Have shuttle service from elsewhere.
- ▶ Improved pedestrian movements: overhead walkway - I'm very much against a cross walk or stop light. Upgrades to existing parking lot would be nice, but options are limited. I would put a barrier to only allow one way in and out of the parking areas. Consider additional parking accessed via existing spur roads to provide land- purchase private land for this purpose. "No post" barriers need to be installed along centre line to stop left turns and unsafe u-turns. Expand shoulders where possible to allow parallel parking. There are enough signs at the site. They are usually ignored (eg. no left turn, no parking). Enforcement by RCMP should be increased.
- ▶ During peak busy times maybe there needs to be time limits set on parking. There should be additional parking made available with a connecting trail to the main area. Perhaps an underpass could be an option.
- ▶ Make existing highway a "park-use only" road. Reroute Hwy 4 to other side of river.
- ▶ Overpass so that pedestrians are not allowed to cross the highway.
- ▶ Build highway bypassing Cath. Grove on the east side of park and limit the park to entry roads like Rathtrevor, Little Q, and Eng River Falls Parks.
- ▶ Make this a secondary, alternate road. Reroute #4- several options.
- ▶ Consider another road by-pass for thru traffic- it will cost \$ but the Grove could truly become a destination. Above all protect elk and fish habitat.
- ▶ Construct a through road in behind the Grove. You have to build one bridge. Heading to Parksville it would be on the right side. For the traffic going straight through to the east coast.

- ▶ I suggest that through traffic be rerouted around the park.
- ▶ Underpathway. Parking barriers. The existing parking for disabled only.
- ▶ If any consideration for stopping traffic for pedestrian crossing, perhaps a traffic light not less than every 10 minutes, stop traffic both directions, 1-2 minutes.
- ▶ Make huge wharf at tail end of lake over the wetland. Make trail from wharf to overpass for pedestrians.
- ▶ Although I know it would be costly to have a walking bridge to cross the street, I strongly recommend the walking bridge to ensure people's safety. As well, I suggest to have a real parking lot outside of the MacMillan Provincial Park.
- ▶ Slower speed limits.
- ▶ The park needs to be protected from more human destruction. It needs to be a destination, not a through road. The through road needs to go around the park, not through it.
- ▶ Bus- adding a bus from Port Alberni to Qualicum Beach could be very good for reducing the traffic on the hwy and reducing the need for parking. Together with Park and Ride stops, say near Walmart in Port Alberni and the hwy junction between Hwy 4 and Hwy 19, this could let people get to the park as well as would help commuters and those who hitchhike now.
- ▶ Low berm wide speed bumps. Lower speed limit to 30 kph.
- ▶ Please – no overpass walkway. It will be scary to drive under in the dark or ice and snow in winter.

Question 12A: Do you have comments on the preliminary parking capacity improvement ideas?

- ▶ Nobody is going to “Car pool” to this location, just ridiculous to consider it. Widen the shoulders and either a pedestrian overpass or designated crosswalks with a lot of warning both at the crosswalk and advance flashing lights.
- ▶ Park and Ride, except not using shuttle buses. Build a miniature railway that links parking lots east and west of the current parking lot by rail.
- ▶ Removing parking outside the park as long as its not too distant from the main grove is workable. Moving it a long distance means shuttle buses which unless they are subsidized wont get used reducing visitation
- ▶ Don't think enforcement will be effective unless on site 7 days a week 12 hours a day during the summer tourist season. It isn't as if occasional visitors will know that they might get ticketed if they choose the wrong half hour of the week.
- ▶ Build parking lot south east of existing parking lot in area that is second growth. Connecting with highway 4 with new road coming from south west.
- ▶ Encouraging carpool is ridiculous, look at who is using the park, where they come from or the demographics of the through traffic. Tourists are already “carpooling” and the through traffic has specific needs for a vehicle for any of 100 destinations
- ▶ As comments above, use the space between trees so only the smaller trees need removal
- ▶ Cathedral grove is not a car pool situation.
- ▶ No additional comments.
- ▶ All good ideas. Another idea to consider, although it might not be popular and would require staff: limit the number of people/vehicles per day, as is done on popular trails in Banff and other national parks.
- ▶ More parking spaces along the road/wider shoulders does nothing to help the congestion, more people will just stop along the route, and we'll have the exact same problems again. Move parking lots OFF the road and/or separate the highway from the park
- ▶ Widening the shoulder ONLY if they do not cut old growth forest to do so. “No parking” areas will not help as then people cannot park on the shoulder roads. Only create other areas to park if it does not impact existing forest. No cutting trees.
- ▶ widening shoulders of the road will increase number of cars parked there.
- ▶ Not one tree should be touched in the process of additional parking or widening the route
- ▶ A pedestrian underpass (tunnel) under the highway would be beneficial as well as additional parking located outside of the park with a trail system connecting the two and maybe a shuttle bus during the very busy summer months of July and August.
- ▶ I am strongly in favor of increasing parking for the park however, not at the expense of old growth forests. The whole reason we go to this park is for the trees therefore, any decision to cut down old growth forest I would strongly object to.
- ▶ As mentioned earlier, if extra parking should provide a shuttle service. This could be used to talk to the visitors on what to look out for within the Grove and the Valley and West Coast.
- ▶ Don't impede motorists ability to drive through without stopping
- ▶ As mentioned, have a parking area outside the park and a shuttle bus. That system is successful in other areas.
- ▶ Please do not remove forest for any development or improvement. That can be done beyond the park and then extend the boundary.
- ▶ Buses drop off with a drop off zone.
- ▶ Rules are great but only if you are prepared to put someone in place to enforce them. If you're just hoping people are going to follow the rules, then you're going to have the same issues that have been going on for years.
- ▶ More parking farther away should be strongly considered- the terrain is mostly flat, so building an Accessible trail from that parking to the Grove should be fairly easy.
- ▶ C.G. is small. When the parking lot is full, the park is full. To have parking area away from the park prohibits the people who need it the most...those with disabilities. Do not take access away to the big trees away from those with mobility issues
- ▶ Buses and RV parks outside MacMillan Provincial park
- ▶ Buses can drop visitors and wait far away for the time to pick them up. RVs.... if someone can not walk to much.... drop of area too.
- ▶ Hwy 4 needs to be rerouted around this park. People are in great danger with through traffic.

- ▶ a by pass route would eliminate the need for all of these
- ▶ RV parking and buses in designated areas
- ▶ Most of these ideas don't make sense. Most buses have limited mobility passengers of some sort- how would they go even further? And people are inherently lazy :)
- ▶ There absolutely needs to be an area appropriate for large vehicles- buses and RVs. It is not suitable at this time.
- ▶ you would probably need a shuttle of some kind for the buses.
- ▶ Buses and motorhomes are an added hazard. Shouldn't be allowed to park there.
- ▶ do not cut trees
- ▶ Create a car pooling place close to Coombs/Qualicum and maybe one at the Alberni end as well. Make it a no stopping zone without a permit
- ▶ Do not remove natural areas (forest or undeveloped land) for the sake of parking. Parking should not be developed.
- ▶ For limiting the amount of parking and enforcement... BC Parks could impose a time limit on parking, first to be self-enforced by people parking there. If self-enforcement doesn't work, perhaps Parks employees could start enforcing.
- ▶ My answers offer no room for solutions for the volume of traffic in this area, I know.
- ▶ Drop off zone for passenger vehicles parking further away
- ▶ Build a Highway by-pass around Cameron lake/ Cathedral grove, turn into a traditional provincial park with park enforcement and a Campground area
- ▶ Acquire adjacent land to the park to build a larger and safer parking area away from the highway. Ideally so that no old growth trees are removed for it's construction. Close the existing parking area and build overhead walkway there
- ▶ Buses and Rvs are the main issue in the summer. Moving there parking will help but all parking should be away from traffic flow.
- ▶ Handicapped parking
- ▶ Parking needs to be close enough to the park that people will use it. Once safe parking areas have been created/designated, greater enforcement of "No Parking" areas will be important to maintain safety.
- ▶ The need to improve safety should be done in so as to minimize or reduce the overall impact on the park and animals that use it as their habitat. Specific parking areas, especially overflow, outside the park boundary is better than wider shoulders.
- ▶ Again the questions don't identify the environmental damage associated with particular improvements.
- ▶ Creating spaces for for buses and RVs to park further away still has people walk g haphazardly with children down a hwy. not a good plan.
- ▶ Trying to limit parking will encourage continued unsafe access or environmental damage. Land should be acquired to provide safe access and improved experience.
- ▶ Widen shoulders, get highway traffic onto a new road on the east side of the river. Good luck getting more parking lots with all the do gooders out there.
- ▶ New Highway out is very necessary. Highlite the Valleys treasures, please!!!!
- ▶ I believe I have previously addressed these in comments
- ▶ The current parking area is very tight and should not allow large vehicles. The may be fixed with angled parking and barricades against the highway. It would prevent the backing out on the highway that currently exists.
- ▶ Good ideas.
- ▶ If RVs park farther away make trail to connect so they dont walk on side of highway
- ▶ Have an area on widened shoulders of the highway for bus & r.v. parking.
- ▶ Cross walks? Wider and protected shoulders for pedestrians?
- ▶ Reservation system.
- ▶ Parking outside the park makes a lot of sense.
- ▶ The above are overly optimistic. People are people and will continue on their present habits unless there is almost full-time enforcement. They really doesn't solve the real problem.
- ▶ Widening the shoulders would only encourage more parking. Best to get the parking out of the park.
- ▶ Have RVs only park further away, west of the park.
- ▶ Need a bypass for through traffic
- ▶ Widen shoulder if it improves safety if not no need it just eats up more park space.
- ▶ Have a shuttle for bus passengers or a drop off.

- ▶ Leave as is. We Don't need to cut down the trees just to make more parking. Again it is just for a short time & in the winter months the parking lot would be mostly empty. And the appearance of the grove would be forever changed.
- ▶ Limit the amount of parking and enforce no parking areas :
 - Marked line angle parking to Improve USE of Existing space
 - Create more safe areas to park within MacMillan Provincial Park:
 - ONLY where natural pull out currently exist or unused area
- ▶ Get vehicles and pedestrians off the highway- make sure any protesters are held personally liable for injuries or deaths caused by there actions to thwart safety improvements. Changes to this park are a public safety issue and not environmental.
- ▶ Do not cut down more trees to create more parking
- ▶ Can't enforce car pooling as tourists are a lot of the visitors and stopping on their way through. No posts down the shoulders to stop people from parking on shoulder
- ▶ How do you plan to promote car pooling? This should be part of an overall government strategy to reduce the impact of carbon emissions. BC tourism ads could encourage car sharing- minimize environmental impact.
- ▶ A parking lot behind the park would be the answer !!!!
- ▶ If you move buses further away from the trails make sure visitor do get on a (new) trail right away since having these people walk on the side of the hwy towards the entrance trails would be a disaster. :)
- ▶ Allow buses to drop off passengers in the Parking lot, but give them a place "down the road" to park while their guests are in the park, and allow them to return to the parking lot for pickup.
- ▶ Connecting trails will only work in my opinion if it is in conjunction with significant enforcement and signage. People will continue to do what they have out of convenience and not being aware of the safer alternatives if they are not in site.
- ▶ Pedestrian overpass
- ▶ Widening the shoulders will have impact to the surrounding habitat- I would need to evaluate the benefits and risks of doing so before offering an opinion. Also how would those benefits and risks compare to other proposed plans
- ▶ Lots of area for parking, trails so why not do it right and make it a great place to visit. Make it the best you can so all the people from around the world will enjoy the experience and the locals can continue to commute without any impediment.
- ▶ I feel these all miss the large point of separating the highway from the grove area. To make a permanent ongoing change, develop the highway along the south side of Cameron river, and keep the Grove for visitors only.
- ▶ As tourism increases; more people will be coming to visit the park and beautiful trees and trails. If we don't have a plan it will only become more congested and unsafe. Plan now and build soon.
- ▶ Prioritize PEOPLE and PEOPLE SAFETY above and well ahead of convenience for motorists, motorized traffic throughput volumes and speeds. PEOPLE visit Cathedral Grove, they just use motorized private property to get there.
- ▶ The biggest issue is pedestrian safety and if parking is limited or provided off sight there will still be an issue of safety as people will continue to park where they truly shouldn't be on the shoulder of the highway.
- ▶ Widen shoulders only if using for parking. Ideally just more parking and none along shoulder
- ▶ RVs & buses shouldn't park in the present area as they limit people walking & those in cars from seeing past them (to allow them to cross road). Tourists are often careless about personal safety as they are "having fun" & don't think enough.
- ▶ To protect the old growth you cannot cut any more down. You have to look outside the park for infrastructure improvements and design them to afford the old growth maximum protection.
- ▶ If parking is increased, do a good study of each tree that has to be cut. Preferably keep tree cookies to show the information and history to the public.
- ▶ To protect the old growth you cannot cut any more down. You have to look outside the park for infrastructure improvements and design them to afford the old growth maximum protection.
- ▶ I'm not really sure that expanding the parking will help. 'Build it and they will come'. If we expand the parking, I fear we will just get more tourists and the problem will need to be revisited in a few years.
- ▶ Protect this incredible resource. Allowing access , at all , in any form , gradually erodes what has stood for hundreds of years. There are millions of cars, people: ancient trees, not so many.

- ▶ Return to highway is a problem--vehicles back up through pedestrians and into traffic. A pull-through style parking similar to ferry drop-off area might be more effective.
- ▶ Have parking areas off the highway and pedestrian under or overpass .
- ▶ people will not carpool.. a shuttle bus sounds good but again people will drive around looking for a spot to park as it is easier than a shuttle. elderly people might like the shuttle.. again I have identified my ideas above.
- ▶ I do not support any expansion within the park. Outside the park, as long as it is the least impactful on wildlife and habitat as possible.
- ▶ Put barriers so people can not park on the shoulders.
- ▶ Buses and RVs need to park elsewhere but what on earth will to destroy to do that.?? Get the highway right out of there!
- ▶ Park cars and RV's in a designated place outside the park and passengers ride in on a shuttle bus.
- ▶ The answer is simple, no through traffic...
- ▶ Not enough information is provided about the possible options and their implications to allow meaningful answers. I do not support cutting down more old growth trees to provide parking so people can see the trees that are left.
- ▶ Anything but pedestrian controlled crosswalks or things that cause delays to commuters.
- ▶ Anything to eliminate traffic congestion on Highway 4 is welcome. There should be no parking along the highway allowed anywhere in Cathedral Grove.
- ▶ Limit the amount of parking and enforce no parking areas. That makes so much sense. Let's not pave paradise.
- ▶ If the shoulders are widened, would it allow safer bicycle travel?
- ▶ If buses and RVs are parked far away, an electric golf cart could take people to the Center of the park along a trail on the old highway in high season. A family food outlet on the park fringe, on the water, would bring in money to support golf cart
- ▶ Increase parking options outside McMillan Park.
- ▶ don't pave paradise and put up a parking lot, i often drive through the park in the summer and have always seen a spot to park, even if it's along the highway and with slower traffic through this 400m area people should be safe
- ▶ Please do not cut down, or further impact, this remnant grove of trees, which is already so impacted.
- ▶ the current arrangement, while far from formal, works very well.
- ▶ Again, the implications of each suggestion for the park and old trees must be presented in order for me to make a thoughtful response.
- ▶ If the shoulders of the highway are widened there will be more vehicles parking there. This does not fix anything. I would like to see parking lots, no parking on the side of the roads and no jaywalking.
- ▶ visitors mostly drive in their own vehicles. Very little car pooling would happen.
- ▶ While I absolutely support safe areas to park outside the provincial park, I don't think connecting trails are the full answer. What about people with disabilities, parents with small children, etc. Shuttles would be the best solution.
- ▶ Widening the highway shoulders may just encourage more people to park on the shoulder rather than making it safer for cars to enter and leave highway traffic. If they could be widened without causing more people to park on them, that would be fine.
- ▶ Creating more places of interest would spread out the parking and that whole area would become a destination with no highway traffic.
- ▶ Make a designated large vehicle park west of the Grove on the north side of the highway.
- ▶ car pooling is a nice idea but unfortunately not practical -- I believe most groups of visitors are not traveling in multiple vehicles to the site-- ie they don't know each other in order to car pool.
- ▶ Re create more safe parking within park: it's not clear what this means- create safer parking in the area where currently parking is less safe or create more parking elsewhere. I favour the former but not the latter.
- ▶ Parking/visitor center at top of hump. Steam train ride for fee to the Grove. Reserve Grove parking for handicapped/mobility impaired and bypass Grove. Build new highway from Loon Lake to Qualicum.
- ▶ We are catching people on their way through- pooling wouldn't work. We need to move the people off the highway; not add more.
- ▶ Wider shoulders will only create more of a problem with people opting for the closest place to pull over. Preserve park and have parking lots outside the park.

- ▶ Tourists are not going to carpool or park somewhere else and walk, they see something at the side of the highway and they stop to look. Make it an easy choice - drive through or stop way off the highway and do not walk near traffic.
- ▶ Do you really think the majority of visitors will be happy with these improvements?? You will be destroying what they have come to see! This will cause more disruptions with U-turns for shuttles for the handicapped, missed turns to parking lots etc
- ▶ People can manage their behaviours- we're an adaptable species. We just have to impress on visitors and drivers through this area that we value what is there and we want them to allow extra time for their commute or their visit.
- ▶ Re-activate the 12 year old plan and build it.
- ▶ See previous comments
- ▶ I love the idea of connecting trails to nearby parking spaces!
- ▶ find a way to route commuter traffic around the area
- ▶ Outside the park would be perfect
- ▶ Manage bus parking better.
- ▶ I believe I have already written relevant comments on these topics.
- ▶ We need to be careful not to "induce" demand here. It may be tough, but an ideal to shoot for- balance park use with protecting the park.
- ▶ Once again, make some improvements to ensure safety but don't compromise the beauty of the area.
- ▶ Shouldn't categorize RV's and buses together. The former is is space inefficient, while the latter is the opposite.
- ▶ Don't widen the highway shoulders if trees have to come down. Yes to Safe areas to park within park if it's created without trees coming down. Safe areas to park are fine outside of the park if no trees coming down, connecting trails would be great!
- ▶ We are the custodians of Earth, let's have a light touch. It's within our power. If improvements are made within park protected boundaries or surrounding, I implore you to always keep in mind the effects it could have on this areas' ecosystem.
- ▶ Again, busing people in would help with many of these issues. Change is difficult, but necessary to keep a place like this.
- ▶ Car pooling is not realistic for tourists. Safe adequate parking outside of the park with connecting trails would work. Also fencing along the highway to discourage pedestrians from using the shoulder to access areas.
- ▶ Additional parking supported only if land is even available so forest and creeks not impacted/ safe/a path for access away from road/rv parking must be away from primary access due to space use
- ▶ I'm opposed to further trails being constructed, as this means even more root damage to a highly impacted by logging windthrow and flooding forest. This postage stamp size bit of old growth needs protection, not further impact.
- ▶ Accommodating the buses and RVs is essential to promoting tourism. Do NOT require our groups of tourists to park further away than others. Fell the trees that would land on the highway, creating parking space and facilitating overpass construction.
- ▶ Maybe take down all the trees and put up a parking lot? The Park is already in a critical condition. If parking must be done and no new road will be put in for the travelers passing thru, then use the rr tracks or old telegraph line thru the Park
- ▶ Move the parking area away and build connecting trails. Charge for this parking to help offset the costs of building.
- ▶ Flashing lit cross walk at grade Lit signs showing crosswalk activated ahead similar to traffic light intersections so vehicles are aware the cross walk is about to be activated
- ▶ Having attendants on weekends and peak times that could maximize safe parking could help. Buses and RVs should have to park further away and then the shoulder needs to be safer.
- ▶ Widen the highway shoulder-this would be more for the safety of the drivers when driving through in bad conditions, not for more parking space or pedestrian traffic
- ▶ Extra parking outside the park with trail connectors would add recreation while giving people more room to park and spreading out the congestion
- ▶ Buses can drop off and then return to pick up. They take a whole lot of space!
- ▶ Protect the environment first.
- ▶ Limit environmental damage by limited the number of people. No tree cutting. Parking far away limits accessibility of physically handicapped. Many who arrive on buses have limited walking abilities.

- ▶ Widening highway shoulders would be very easy to do- widen with blast rock, rip-rap 8 feet. Other parking areas are going to take away more wild areas for elk. Maybe a drop-off zone for buses and RVs.
- ▶ Wherever this parking will be- left turns will occur and trees will come down.
- ▶ Create safe areas to park beyond the park towards Port Alberni. Offer shuttle service for buses and RVs parking further away.
- ▶ The number of tourists is increasing. You need to expand parking. I strongly support enforcement. Widening highway shoulders could be done selectively without impacting standing timber. Options for safe parking are limited or non-existent within the park boundary. There is some opportunity for safe areas to park outside the park. It will help relieve pressure from the current parking area. You need to ID the location for RVs and buses and enforce its use. I see this as a non-starter.
- ▶ Limit bus and larger vehicle access. Car pooling will not be successful- this route is a major thoroughfare- too much commuter traffic. Widening highway shoulders is a good idea.
- ▶ We should not limit the amount of visitors that are able to see it. Widening highway shoulders will only encourage more parking on the shoulders. Safe parking areas outside the park is a good idea, should have been done years ago. Buses usually double park and have to back up into traffic.
- ▶ Do not increase parking capacity at the expense of old growth forest.
- ▶ Don't allow parking of RVs etc. during tourist season.
- ▶ Create places to park without tree removal.
- ▶ Safe areas to park would depend if this impacts elk, fish, and old growth.
- ▶ I am not interested in any solution that takes more tree out of the park.
- ▶ Car pooling waste of time- won't work.
- ▶ Widen highway shoulders without cutting any trees. Bus can drop off, no RV parking.
- ▶ People won't car pool. Highway shoulders are an accident waiting to happen.
- ▶ Eliminate the current parking area and replace it with a new parking area to the west of the park. New parking lot in park expansion.
- ▶ We want the tourists. Limiting parking discourages them. Car pooling does not work for families on holidays. Widening highway shoulders or adding parking in the park would destroy more trees.
- ▶ In addition to carpooling, also get a bus to reduce # of vehicles. Do not widen shoulders as the pinch point helps people drive slower which actually increases safety.
- ▶ Create a shuttle service. Drop off and return to reload buses/RVs at a later timeframe.

Question 12B: Do you have any specific ideas or suggestions for addressing PARKING CAPACITY?

- ▶ New parking lot outside of the park
- ▶ Widen shoulders and possibly create a parking area (s) to the east and west ends of the park
- ▶ Park and Ride, except not using shuttle buses. Build a miniature railway that links parking lots east and west of the current parking lot by rail. The train drops passengers off at the Grove, then travels to the parking lot at one end of the line and picks up passengers (and drops others off who boarded at the Grove). Then the train reverses direction, stops and drops off people and picks up others heading back to their vehicle in the other parking lot.
- ▶ Charge a parking fee like the federal parks do in the peak summer season.
- ▶ Build a new parking .ot where originally proposed
- ▶ New parking lot should be able to accommodate today's traffic volumes. With plans for expansion if need be.
- ▶ When creating parking spots outside of the park; please consider a ""wind barrier"" for the park. Enough people have died already from trees falling in winter storms. In the summer, there may be a need for a park specific shuttle to bring people from other parking lots. If there was another route around Cathedral Grove, that would be a good spot for additional parking spots and possibly more trails."
- ▶ As above look at other parks like the one in an old forest South Western Australia. They had/have exactly the same issues as here and same rabid tree huggers
- ▶ Parking lot (where cars park in numbers safely)
- ▶ Perhaps create a larger parking area outside of the park and have buses bring people in at regular intervals for low or no fee.
- ▶ Decide the capacity for this park, and find a way to keep visitation at/below that level, even if it means charging fees, requiring reservations, turning people away.
- ▶ It is the responsibility of people to car pool and park safely. It is a fact that there is less parking but we should not even consider cutting one tree to create parking. The irony of doing this is not lost. People are going to see these forest because the human race has chosen to reduce them through greed. We need to stop putting our needs above the environments needs. This cutting of old growth needs to be abolished for any reason.
- ▶ Additional parking located to avoid cutting old-growth trees, outside the park. Could have enforcement of minimum 4 people per vehicle parking in the centre to make people car-pool more. Could also have shuttle bus from the farther parking, during peak times.
- ▶ Just like everywhere else in the world, if there's no parking available, you don't get to park! There's never any parking in downtown Victoria either, but we're not about to get rid of shops and green space to make more parking.. in fact, they're reducing parking with the addition of bike lanes!
- ▶ Additional parking located outside of the park with a trail system connecting the two and maybe a shuttle bus during the very busy summer months of July and August would be beneficial. NOTE: Beaufort Picnic area is a problem as well !!!
- ▶ More is definitely required- just would have to look at where they could be located. Top of the Hump, Little Qualicum Falls could be areas to look at.
- ▶ As mentioned above, I think a shuttle bus service might be a good idea. I believe that other parks throughout Canada use this service in order to protect the integrity of the area, and a small fee should not be a deterrent as people are very keen to see old-growth forest here at Cathedral Grove.
- ▶ Built a lot just outside the park, or in an area with few impacts to the park ecosystem
- ▶ Parking beyond the current park with connecting trails makes sense. Please do not remove forest for any development or improvement. This is a nature preserve ... not a human development, we have enough of those (called cities and towns and industry).
- ▶ Be creative!! Work with area you have to create more space
- ▶ As previously stated, the only real way to solve the parking problem while preserving the environment is to get rid of the parking altogether.
- ▶ Parking lot in behind the trees. Easy enough for people to use them. The second it's difficult for people to use parking lots is when they will not use them anymore.
- ▶ Without a bypass road, make sure there's no way to park on the shoulders to prevent people even trying. If that's not feasible, add walking paths on both shoulders so people don't have to walk on the road.
- ▶ Get the traffic to the west coast out of the park by building a road around the park.

- ▶ Limit the time allowed to park by charging and have a maximum of 1 hours, that is all anyone really needs, they can eat somewhere else.
- ▶ No, leave it as is and do a bypass away from the park.
- ▶ a bypass route would mean way less pressure on existing parking as only those who wish to visit the park would be there taking most of the traffic away.....would not get the casual...stop for a minute...folks who aren't interested in a walk on the trails.....
- ▶ Do NOT increase parking. The problem is that this park is on a highly traveled route. This creates a) impulse visitors who would not visit except that the highway passes by and b) conflict between commuters and visitors. The highway must be moved.
- ▶ The way the park is now people shouldn't be allowed to park on the shoulders. You have a narrow road to start with, then have motorhomes and cars parked on the shoulder and then people walking dodging the obstacles. I person slipping or a child suddenly darting out and there will be a nightmare. Where else do you see that situation on a busy highway. It's nits that we're still talking out this
- ▶ Again, the shoulders need to leveled and widened.
- ▶ As I have said in the previous suggestions, if the parking lots are located at the north and south end, people can be bused on the back road behind Cathedral Grove instead of using the highway
- ▶ Do not change the capacity...only busing, car-pooling & other mass transit options should be considered.
- ▶ Accessing the park is a privilege. Parking is the last of the amenities that should be expanded. Instead, spend money on natural conversation or other environmental stewardship objectives.
- ▶ Rerouting the highway around the park would enable the current highway within the park to become additional parking.
- ▶ Sometimes there is no parking at a tourist site and people have to wait. There are places to get off the road to wait for parking. I can actually only say I don't know.
- ▶ Pay parking for stays longer than 15 min
- ▶ smaller parking spots along the highway....hooking up to other trails...so it would be never ending and of course an overpass for pedestriansand most important, concrete dividers in the middle of the highway in the grove.
- ▶ Large vehicles/buses and overflow parking should be available on park fringes, with connecting trails.
- ▶ Acquire adjacent land to the park to build a larger and safer parking area away from the highway. Ideally so that no old growth trees are removed for it's construction. Close the existing parking area and build an overhead walkway there connecting the two sides of the park. Place barriers along the highway to prevent pedestrians from crossing on the road
Close the highway shoulders to parking and enforce it
- ▶ For existing parking lots, paint lines to ensure most efficient use of existing parking space.
- ▶ Consider pay parking
- ▶ Re-route highway 4 around the park. I think there are some clear cut logged areas outside park boundary, that may be turned into parking areas.
- ▶ Build new parking lots away from highway
- ▶ Build mega lot on nearby cutblock
- ▶ Widen shoulders
- ▶ Have a max limit at the current location and force large vehicles to an alternate spot. Or just close the current spot and have one large parking area at the west end
- ▶ More enforcement is needed!
- ▶ Charge for parking
- ▶ By widening the highway shoulders west of the parking area much safe parking could be provided & pedestrians could walk on the passenger side of their vehicles.
- ▶ Clearer marked parking stalls. Better signage regarding NO parking.
- ▶ Reservations
- ▶ As mentioned- reroute highway for parking. Would make a more enjoyable nature experience.
- ▶ Charging parking fees at main lots would reduce usage.
- ▶ Parking capacity is limited to the present space available which does not work.
- ▶ Park outside of park. Connecting trails. Shuttle bus in peak season. No parking in the park.
- ▶ Bypass
- ▶ Dayliner to Port Alberni
- ▶ Road widening where possible further up the road.
- ▶ As per earlier comments
- ▶ stated previous
- ▶ Some visitors/tourists are interested in stopping for a short time. Other visitors want to stay longer and explore Cathedral Grove. I suggest that parking is identified for Short Stay and Long Stay.

- ▶ - Limit parking time during Summer peek season to 2 hours
- Marked parking lines to improve use of space and extending current parking area as far as possible without effecting area, ie use unused areas closer to bridge , pull outs along Hwy along MacMillan Park and towards Little Qualicum River
- Limit large vehicle (RV's etc.) parking and provide shuttle drop/pickup area or connecting trail from Cameron Lake parking and/or Little Qualicum River
- ▶ Make parking farther away with new connecting trails
- ▶ relocate parking
- ▶ Charter buses to take people in instead of private vehicles.
- ▶ If we had a designated parking lot away from the highway ,there would be no issues !!
- ▶ Only outside of the Park and all vehicles, doing it half way example just buses and camping vehicles. Cars can be problems as well.
- ▶ Think ahead. 20 years from now you will have double the number of visitors, prepare for that. The current capacity is not sufficient IMHO.
- ▶ <https://www.google.ca/url?sa=i&source=web&cd=&ved=2ahUKEwifkMTb0PPeAhUBCXwKHXLiCjgQzPwBegQIARAC&url=https%3A%2F%2Fwww.king5.com%2Farticle%2Fnews%2Flocal%2Fhikers-rejoice-buses-from-seattle-to-trailheads-now-go-to-mount-si%2F281-535345624&psig=AOvVaw0FjU6Eg2ih-JG6EZG1JgcX&ust=1543375715599741>
- ▶ Increase width of shoulders on the road to get vehicles off the highway. Build a parking lot West and South of the current parking lot, that is connected by trails to the park.
- ▶ Larger parking area that removes people from side of highway.
- ▶ If the grove was a pull out/exit off the highway going along the south side of Cameron river, parking along the roadside would be safe and there would be no issues
- ▶ Top of the hump parking lot with Shuttle buses to the grove parking lot.
Bottom of the hump parking lot with trail connections and light weight quads or golf carts on chip trails.
Existing grove parking lot used only for shuttle buses etc No parking on shoulders
- ▶ Pay parking
- ▶ Provide parking off site or even within the park but enforce no parking on the shoulder of the highway.
- ▶ Create another parking area
- ▶ Post info on number of visitors/best time to come (based on less people visiting) to encourage people to come throughout the year, reducing congestion.
- ▶ Running a busy highway through a parking lot simply does not work. There needs to be parking lot attendants and fixed parking with limited capacity. Erect Parking Lot full signs to advise tourists when there is no room so they can drive past the park.
- ▶ What about planning it upslope in an area with fewer old-growth trees. Is there a map indicating locations of previous concerns? Probably the connecting trail will need a pedestrian under/over pass across highway 4.
- ▶ Make a new parking lot outside of the park with trails to connect to existing trails. Use existing parking lot for handicap parking only
- ▶ Move most of parking outside park. Provide safe trail to walk in. Then eliminate shoulder parking.
- ▶ An alternate route for those not stopping
- ▶ I think you might be on track with the same thoughts I have suggested. just don't let protesters get in the way..
- ▶ Move the highway outside the park, and utilize the current road for park use (parking, etc)- areas that are already paved.
- ▶ Do NOT cut any trees there to do it! Ever. Anywhere near Cathedral Grove. There's been enough damage done.
- ▶ As above. Absolutely no cars, RV's etc. in the Park. Controlled access via shuttle bus from Qualicum area. This in effect during the high tourist season and shoulder season.
- ▶ Create a linear parking area on an already logged area parallel to Hwy 4 as suggested by FROG in 2005.
- ▶ More parking areas
- ▶ The parks should be bicycle accessible as well.
- ▶ Follow through with the off-highway project that you began a number of years ago. This is your responsibility!
- ▶ Protect every single tree of the Grove. A summer small bus tour operation can be made to happen, for tourists who were unable to stop and park due to limited parking space and still wish to visit Cathedral Grove. This would help develop Port Alberni tourism industry.
- ▶ I don't think it will work. It will fill and people will still park on the shoulders. Need enforcement. Also a waste of money as it is an issue for only a few months.

- ▶ Move highway, u-turn, and parking to edge of park. Adequate parking to support summer high tourist traffic should be planned.
- ▶ Prioritize parking within the park for visitors with disabilities.
- ▶ during the winter the lots sit empty, don't need more
- ▶ Direct parking to the clearcut areas outside of the park and make the highway into a no-stopping zone. That way everyone will have use the new parking lots.
- ▶ Add parking enforcement to keep people from taking unsafe measures.
- ▶ Limit the capacity in the park, have huge parking lots in an area where environmental impact will be minimized.
- ▶ That would be a problem as some tourists are stopping in on their one and only trip to the coast.
- ▶ Increase the size of MacMillan park and use already cleared areas for parking.
- ▶ Build parking lots, when full those not able to park should have to return at a later time. Please no paid parking.
- ▶ use an area where the most blow downs have occurred
- ▶ See all above. Ban cars and create parking lots with shuttles.
- ▶ More stops of interest within the newly developed area.
- ▶ Need an off ramp, and parking off of the main highway. Enforced no parking along the highway. Need overhead pedestrian crossing.
- ▶ Tons of space and already cleared at the top of the hump. Park there and steam train down to the Grove for a small fee during busy summer months.
- ▶ Go back to the old plan that had a large parking lot outside the park to the West then the could have a proper turns lane and increase the trail lengths along the creek and through the large trees. An overpass would effect the visual of the park as well as needing a large footprint. A tunnel could potentially effect the large root system of the trees.
- ▶ The traffic survey counted 111 cars along the highway, but what about the RV's and vehicles that decided it was too busy to stop? 500 parking spaces are needed.
- ▶ Another highway which will avoid a lot of congestion
- ▶ same as stated before in above sections
- ▶ There is no way to satisfy the demand that I can see. Populations continue to increase. Making it easier to park would only change things temporarily.
- ▶ with increasing number of tourist to the West Coast, this parking problem at the Grove will only get worse, need to build the new parking area this summer.
- ▶ See previous comments
- ▶ A secondary lot just before/after the park for overflow, with a wider safer should to walk back along or a connecting trail, would be great. Or have an alternative lot for big vehicles like RVs or buses.
- ▶ park elsewhere in Port Alberni or Coombs and bus people in to see the park
- ▶ The idea of more trails with parking further away is a great idea as areas further away from main park have smaller trees. Less impact for removal.
- ▶ Capacity is full. That's OK!
- ▶ Revisit the previous study canceled in 2001!
- ▶ Displace peak demand- can offer incentives to visitors to visit during non-peak periods of year, time of day, etc. Advertise "best time to visit the park" so people know when it's safer/less crowded and will offer a quieter, more relaxed experience.
- ▶ A better parking plan would be much safer. eg as said above: Create safe areas to park outside MacMillan Provincial Park with connecting trails
- ▶ I don't think there should be more parking. The amount of parking limits the number of people also saving the forest and pathways.
- ▶ The parking shouldn't be expanded because the grove can't handle any more at park times.
- ▶ Overflow parking only if easy and available, not at risk or impacts on creeks/trees areas and parkland....and if provided with access trail away from road
- ▶ I like the idea of parking areas outside of park and creating trails to the main area. A lot of the younger generation would be fine with walking trails to get to the main area if that means the park remains as is. There is a need for volunteers to help with parking. The shoulders of the highway could be widened in certain areas, as long as no trees come down!
- ▶ I like the idea of parking farther out, and encouraging people to hike to the grove. I could see many tourists who are big outdoorsy people really enjoying visiting this space for a long stroll into a beautiful forest. In this case as well, you may want to subtract some regular spots already near the groves' main entrances; transform them into handicapped parking for visitors who feel they couldn't enjoy a long trek. Signage about local wildlife and safety on the trail. Signage about littering.

- ▶ Create parking outside park and bus people back.
- ▶ Phase one, shuttle bus from parking in already clearcut areas outside the park. You can even have an informative sign saying this clearcut area over the years is a direct result in heavy windthrow damage to the park. Phase 2 new secondary Hwy so that hwy4 becomes a tourist route.
- ▶ Reduce the number of vehicles passing through. It's the only way.
- ▶ Yes, fell the trees adjacent the highway as 64 landed on the hwy between Cathedral Grove and Mt. Arrowsmith in most recent Dec. 2018 windstorm.
- ▶ People who are tourists are not often ready to walk very far, so either new parking on telegraph trails or rr tracks possible with some new trails, but better yet, dont have the commuters and trucks driving thru the Park. Where else in the world do commuters go straight thru a protected Park.
- ▶ An area of second growth timber close by can be used as a parking lot. Significant upgrades to the road would be required however the safety of visitors and impacts to the existing Cathedral Grove would out way the costs.
- ▶ Some extra RV parking further along road towards Port Alberni with safe off road pathway to connect back to main. Grove
Only one crosswalk so that vehicular traffic not stopping twice
- ▶ Enforce it.
- ▶ Old parking lots should be taken out and replaced with a safe parking lot located in another safe area
- ▶ Pave the parking area and add painted lines to maximize the usable space. People don't park efficiently without painted lines.
- ▶ Extra parking on either side would be great if there are suitable areas and only if trail access can be connected to get people off the highway.
- ▶ Put up a sign/light outside the park area telling drivers when the lots are full during peak time
- ▶ More safe areas along road side wider for a car and wide pull off for tour bus. Have a pull off for buses to get off the road.
- ▶ Support car pooling if you mean to the park.
- ▶ Get the highway out of the Park. Bypass through clear cuts on south side or expand the width of the railway grade.
- ▶ Widen the road to 66 feet by rip-rap legal width of highway.
- ▶ Do a route around and turn existing parking into handicap parking only. Other more mobile people can walk. Designated bus/RV parking in areas that will accommodate the size of vehicle.
- ▶ An underpass could be created easily with minimal disruption to traffic which would eliminate most of the pedestrian crossing the street issues. Visitors are increasing every year and we should encourage this. There is a way to improve the site with minimal disruption to the environment and ecosystem. I think additional parking is a necessary and long overdue step. This is a busy road that is used by many people, not just those visiting Cathedral Grove. Many times I have seen people just dart across the road when it is not safe. An underpass or overpass would eliminate this concern. Perhaps we could make a cool suspension bridge and make it a tourist attraction itself, while conforming to the natural beauty of the area.
- ▶ Look at area north of park along Cameron Lake for additional parking (private land) and build a new multilevel parking, buses and motorhomes at the bottom and cars at upper slopes.
- ▶ Build bypass highway on east side of Cameron from bottom of the hump back to Hwy 4 west of the "cliffs."
- ▶ Set up a system of shuttle buses during the peak tourist season.
- ▶ Put the parking in the back.
- ▶ Shuttle bus fro Walmart during July & August, more if needed.
- ▶ Bus and promotion of cycling.
- ▶ There is no easy answer to this. Where most of the cars park? Traffic slow to 30 k per hr and have respect for the tourists. In my experience the tourists have been very polite and it is really nice to see them. Smile and wave when you stop for them. I personally don't mind seeing them in such a large number.

Question 12C: As a driver on highway 4, are there any improvements that could be considered to improve driving and safety conditions around Cathedral Grove?

- ▶ Even more signage and flashing radar warnings “Your speed is” Widen as much as possible without losing trees.
- ▶ Stop people from crossing the road or turning illegally.
- ▶ Lower the speed limit, then enforce it..!!
- ▶ Remove parking and pedestrians from road shoulders
- ▶ Better reflective highway lines and side of the road markings. Hard to see at night and in the rain, especially with oncoming headlights.
- ▶ Make another route around Cathedral Grove. Such as the Horne Lake bypass. Having everyone headed to Port Alberni, Bamfield, Ucluelet and Tofino squeezes through that one tiny area and it has created a nightmare. There was a bypass route on the books with the previous NDP government and the Liberals shelved it. Dust those plans off.
- ▶ Off road parking
- ▶ Drive around it!
- ▶ Lower the speed limit to 30 km or less in the park area
- ▶ Same as I said before
- ▶ A new Highway to Port Alberni that bypasses Cathedral Grove.
- ▶ Re-route the highway is the only thing that would make a big difference. Lowering speed, more enforcement, better signage: these could help, but they are tinkering.
- ▶ separate highway and the park like they do in the redwood forest in California. The Highway of Giants is for tourists and park users, the 101 bypasses it completely. This could be achieved on either side of the park through the already logged crown land sections.
- ▶ extremely reduced speed limits. 20 km/hr.. it’s a small amount of highway that would be impacted by the reduction of the speed limit.
- ▶ Rumble strips entering the park to get people to slow down
- ▶ Yes... overhead walk way to keep pedestrians off the highway.
- ▶ Put up barricades down the center of the highway through the park to keep people off the road.
- ▶ I find the travel exceptionally easy through Cathedral Grove.
- ▶ Flashing lights and speed monitor boards work very well; these could perhaps be augmented.
- ▶ Additional parking located outside of the park with a trail system connecting the two and maybe a shuttle bus during the very busy summer months of July and August would be beneficial. NOTE: Beaufort Picnic area is a problem as well !!!
- ▶ Better signage for pedestrians as to the dangers of an active highway which is used by lots of commercial and recreational traffic.
- ▶ Remove all hazards that necessitate slowing down to the ridiculous 50. Move parking areas off of the highway
- ▶ Better speed control would be helpful. Placing interval cameras (not photo radar) on each side of the park, would help reduce speed.
- ▶ Enforcement enforcement enforcement! Cameras for speed, cameras for license plates for those that are breaking the rules, and follow-up enforcement. You have to start hitting people in their wallets because nothing else is going to work.
- ▶ Build a Bypass for through traffic. As described above, go around the grove to the north. That side already has a cut through the forest for the railroad. Or find a way to go around to the south but that would require more tree cutting.
Don’t be afraid to try something innovative and build a bridge out over the edge of the lake if necessary to make a bypass that minimizes tree cutting.
Do something that showcases BC’s love for the environment while solving the traffic problems.
- ▶ See above comments
- ▶ Alternate Route
- ▶ Keep highway drivers on the highway. Parking on the shoulder encourages pedestrian and traffic mixing, which is dangerous.
- ▶ It is a HIGHWAY, get the people and parking off the road to a safer location. The HIGHWAY is the lifeline for multiple towns past, and the only link they have. Have people turn off to a proper parking area that has one road in and out of the parking area, not a huge glob on the side of the road. Get the speed back up to highway speed and get rid of the congestion.
- ▶ Yes, a bypass
- ▶ Hwy 4 needs to be rerouted around this park. People are in great danger with through traffic.
- ▶ Build a cathedral Grove bypass or alternate route out of port alberni

- ▶ Greatly enlarge both parking lots and construct a safe pedestrian overpass above the highway
- ▶ widen the roadway. Push back the trees a little. How many cars have been smashed by falling trees? Put in a bypass to go around the “sensitive” area
- ▶ Get rid of the cars in the side of the road .. that is a must
- ▶ Build a new road around! Every issue solved. Cost out how much it would be to put in some sort of pedestrian walkway, improve the shoulders and build another parking lot. Compare it to the cost of a new road! A new road is pricey but we currently only have one way in and out. A new road would ease the issues in the Park, save the old growth integrity and increase safety for residences if there is another way. Not to mention all the other benefits. Just buck up and build the damn road!
- ▶ The hwy needs to be able to flow easily and be free from visitors dating across the hwy. Relocate the main visitor area away from the hwy.
- ▶ Speed limit could be enforced with photo radar. Follow up on the other many studies that already have been done.
- ▶ Actually enforce the existing speed limits in the Cathedral Grove area.
- ▶ Move the parking to a suitable location where it’s safe for the people.
Or build a bypass. The road is narrow there. Traffic is not going to decrease. There’s always the risk of trees coming down and blocking the highway as it is, or worse falling on a vehicle and killing people.
- ▶ Move that parking area away from the highway inside the park further. That area is more suited as a temporary pull out for vehicles and not a place to stay parked. Its a dangerous area to overpopulate with vehicles and people right beside the highway.
- ▶ RCMP presence for tailgaters and speeders!
- ▶ -Parking lots
-More police presence
-2nd highway to limit semi traffic through cathedral grove
- if no pedestrian walkway or under highway walkway, then signage states no crossing the highway
- ▶ Identify the peak times for visitors (summer, holidays etc.) and have traffic control people in place.
- ▶ Lower the speed limit to a maximum of 30km/hr to reduce the risk of injury or fatality during collisions where there are vulnerable road users involved.
- ▶ If cars continue to park on the shoulder, the roads must be widened. My biggest concern has been when driving, the trees cast significant shadows making it nearly impossible to see pedestrians at some points during the day!
- ▶ It would be fantastic if we (the people who live on the west side of the island) had an alternate route to avoid the park). Sorry. I know it’s expensive, but without taking into considerate the cost it is a dream we have had for years.
- ▶ More lights, lower speed to park zone speed of 30 kph during daylight hours during peak months
- ▶ urban style design with, curbs, sidewalks, narrower lanes, smaller clear zones, multiple pedestrian crossings, to better indicate to drivers to reduce speed
- ▶ Make it a proper highway. Reroute road or pedestrian traffic to allow vehicles to maintain traffic speed and flow. This road is treated as a side road and not a highway. 20 years ago it was ok but it is overdue for upgrade
- ▶ The biggest safety issue to me is the people crossing the highway. So once again an underpass so they can safely cross and we can safely drive through.
- ▶ at least make the highway wider on the shoulders
- ▶ There should be no parking on shoulders.
- ▶ Barriers along side the roadways so that at least there is something to protect pedestrians. Often you see parents who are allowing their children to walk alongside the road. Being children they are often not being careful and getting far too close to the traffic
- ▶ A barrier / fence between opposing lanes would prevent dangerous pedestrian crossings and drivers wandering over into the oncoming lane. This would need to be supported by a pedestrian overpass (or possibly tunnel).
- ▶ Stop people from parking on the shoulders. Improve lighting. Build an overpass or tunnel.
- ▶ Could lower the speed limit again down to 40 or 30 miles an hour through the congested area.
- ▶ No parking on the side of hwy. barriers placed to ensure no parking there. Barriers also down Center line preventing pedestrians from crossing the hwy
- ▶ Get this under control by increasing parking and an overhead walkway so pedestrians don’t stop traffic on a major highway
- ▶ Signs
- ▶ Remove all grove parking from highway area.

- ▶ Get the highway out of the grove and onto a new road on the east side of the river. Block pedestrians from crossing from one side to another. Too many people stopping to let people cross and causes a traffic jam
- ▶ Nothing will change as is!!
- ▶ An article in the news claimed 500 thousand vehicles a year travel the highway and will only increase as time goes by. How much difficulty would there be to activity the railway from Parksville Qualicum to Port Alberni. The rail line is already in. This would be a huge tourist draw and it seems the ridership is already there for workers and tourists.
- ▶ Parking enforcement, divert pedestrians and discourage them from crossing the highway disrupting traffic
- ▶ Proper parking lots ignoring environmental concerns before there are fatalities and thane something finally gets done
- ▶ Make a road go around the park
- ▶ Keeping pedestrians OFF the highway. Its bad enough we have to watch for wildlife jumping out but through here we also have to watch for dogs and kids running out too.
- ▶ The light up speed sign is very useful
- ▶ Speed limit reductions, turning lanes to get back onto and off the highway, safe u-turn spots, crosswalks for pedestrians
- ▶ Cement barriers on shoulder. Prevent parking on shoulder, give pedestrians a safer place to walk on the road. Remove existing lot completely.
- ▶ Use cedar fencing on the road shoulder a 100 meters before/after pedestrian overpass, to keep looky-loos off the road. RV parking along the old logging road/spur west side of the park is a great idea... their on vacation and have all the time in the world.
- ▶ Bypass at whiskey creek top of Alberni hump
- ▶ Stop allowing parking on the shoulders and stop pedestrians from crossing the highway. Have enforcement officers on site to ticket drivers illegally turning left
- ▶ A parking lot with trails keeping people off the busy highway
- ▶ Digital signage informing drivers how busy the park is well ahead so they adjust their speed accordingly.
- ▶ By pass
- ▶ Yes...dedicated turning lane into a parking area away from current spot
- ▶ As a driver, I am willing to put up with minor inconvenience for the present informality of the place, and would like to see that retained as much as possible.
- ▶ I feel the current signage and lights are very effective, plus the slower speed all help. Those who travel on a regular basis have become a custom to the slower traffic and congestion around Cathedral Grove especially during the peek summer season.
- ▶ Wider shoulders and turning lanes into parking areas or roads leading to the parking area.
- ▶ Because of the inherent safety concern of falling trees i would move the highway outside the park. That would require a bridge over the Cameron at the big left hand corner at the bottom of the hump and major road construction. Or utilize the now defunct rail corridor above and behind Cameron lake. I would bet this stretch of highway carries the largest vicarious liability in B.C. People can't see the forest from the trees but they will get a good look when one comes through the windshield.
- ▶ improve the parking and it will automatically improve the driving and safety concerns
- ▶ Better parking and barriers down middle of highway so no pedestrians or vehicles can cross highway. No parking down sides of highway as cars are parked on highway and people are walking on the highway
- ▶ Advance real-time info signs advising visitors of % parking availability. Install pedestrian crosswalk and lights if not currently in place.
- ▶ Enforce a speed limit, it's a small piece of road so drivers need to be patient, tourism is important so share the road.
- ▶ Don;t allow parking on the shoulders and implement another parking lot behind the park so no one has to be walking on the highway,thus safer !!
- ▶ In summer all vehicles must be taken out of the Park
- ▶ See my LED signs suggestion. Two more signs before the signs that are there already so people start slowing down but are also aware of what they can expect if they are new to the area.
- ▶ Put in a crosswalk in the current parking lot (between the north and south sections), with a pedestrian controlled crossing light, properly timed to not impede traffic flow unnecessarily.
- ▶ Not other than are listed.
- ▶ Divert traffic away from Cathedral Grove. Reduce speeds to 30km max through the park. Enforce with cameras. Create LIT, pedestrian controlled crossings.

- ▶ Remove the parking that is there now and move it away from the highway. Make mire trails to connect it to existing trails. Barricades to keep people away from highway and an over/underpass to access both sides. Walls along highway through the old trail/parking area would help to keep people from walking across highway and use over/under pass.
- ▶ Separate the highway from the tourist area. Divert the highway along the south side of the Cameron river.
- ▶ Further reduce speeds to 40 K during summer months. People are more important than a few minutes of driving. Once proper shuttles and parking in place consider the speeds again.
- ▶ Better signage to enforce no turning or no pedestrian crossing
- ▶ Yes stop people running across the road
- ▶ Reduce the speed limit through the park and enforce the no shoulder parking at all.
- ▶ Vehicle barrier/divider at parking and a pedestrian overpass along with widened road before and after would solve everything.
- ▶ Better lighting, pedestrian safety and parking
- ▶ An alternate route to the west coast would greatly improve the safety of all concerned. Taking the commercial traffic off this route would improve safety for all involved.
- ▶ Have enforced truck speeds
- ▶ The road through the old growth is becoming very overgrown and dark during the night and during winter months. Speed and drivers cutting across the centre line are becoming an extreme hazard. Roadside debris is not being cleared far enough back making the road look like a logging slash in places. This also provides cover for game and it is a wonder that more ungulates are not struck.
- ▶ a pedestrian under/over pass across highway 4.
- ▶ Put in pedestrian overpass and/or provide alternate route for through traffic.
- ▶ Pedestrians do not cross the highway. Vehicles do not stop on the highway to park or wait for parking.
- ▶ Traffic lights at each end of the current parking area that have the same regular cycle and are not controlled by pedestrians. If traffic was stopped from both ends of the parking area at the same time, it would allow vehicles to depart the parking area and pedestrians to cross safely.
- ▶ Reduce the speed limit.
- ▶ underpass or overpass for pedestrians, shuttle service in the summer
- ▶ Remove the parking as exists and replace with a standard parking lot with a road access. Then get the pedestrians off that section!
- ▶ stop pedestrians from wandering on the highway.
- ▶ The road is good as long as the parking off highway and pedestrian passes are put in place.
- ▶ The cars that park along the shoulder of the highway are really scary during peak hours. I foresee an accident in the future. (Parking on the shoulder should be prohibited.) We really need certain parking areas designated that don't really take away from the forest, but that allow people to park safely.
- ▶ Another route
- ▶ As above. Move Highway 4 out of the park.
- ▶ The road needs better lighting and reflectors for when there is heavy snowfall or stormy conditions. Driving this general highway was terrifying in certain regions at dark in snowy/stormy conditions.
- ▶ Lol that's the safest part of that road.
- ▶ If you won't move the highway slow the traffic with speed bumps in place during the summer months. Have officers on duty at the parking area to assist with crossings and enforce parking procedures. Have tourist folks there to assist with information. Make sure tourist buses inform their passengers of the dangers of crossing before it's safe. Signage saying "you are responsible for your behavior".
- ▶ Generally speaking, Highway 4 needs more opportunities to pass (especially given the slower traffic - lots of logging vehicles, trucks etc.) There is a 14km stretch between the passing lanes at the "hump" and after Cameron Lake; Cathedral Grove is right in the centre of this. Consequently, there are often convoys as traffic bunches up behind slower vehicles. People also become impatient. If it is not feasible to widen the Highway at any point, at least consider some pullouts for slower vehicles.
- ▶ A separate road for those of us, plus logging trucks, who are passing through... the traffic, both vehicular and pedestrian is only going to increase as time goes on... if we had bitten the bullet and built the second road in 1991 when it was first proposed we would not be facing this dilemma today...at this rate we will be facing this same dilemma in another 27 years except there will be blood on our hands by that time.
- ▶ Overpass or underground culvert to walk through.

- ▶ Pedestrian overpass
- ▶ Pedestrians should not be allowed to cross the road. A centre divider through this park so “u” turns can’t take place.
- ▶ Previously mentioned in an earlier question/response.
- ▶ No parking along highway within the grove--please!
- ▶ Consistent fining of tourists who park outside of designated parking areas.
- ▶ Enforcement of pedestrian crossing.
- ▶ Move highway, parking, and u-turns to edge of park. Separate fast moving vehicles and pedestrian traffic entirely!!!!
- ▶ drivers need to slow down!!
- ▶ maybe not have the hwy going straight through the center of it, it has become a menace to my safety
- ▶ Only small vehicles can park. Large vehicles cause too much trouble turning and reversing
- ▶ Keep pedestrians off of highways. The purpose of a highway is for vehicles to travel on at high speeds. Slowing to city speed limits and stopping is ridiculous.
- ▶ Pedestrian Overpass, Improved Visibility. Pre-emptive tree removal.
- ▶ Lighting
- ▶ Put in a route from Horne Lake area to highway 4
- ▶ As stated before, the problem is vehicles and pedestrians crossing the flow of through traffic. Signage has not worked in the past so physical barriers need to be in place with only one opening to allow pedestrian crossings.
- ▶ Enforce reduced speed limits, add a stoplight for pedestrians to cross safely.
- ▶ No pedestrian jaywalking, crossing to be only at a designated crosswalk. No roadside drop offs allowed.
- ▶ Reroute the highway. Build another highway the allows access for Port Alberni to Highway 19
- ▶ slower speed.
- ▶ See above. Ban cars and put a pedestrian walkway overhead so visitors can get to the other side safely for their return shuttle.
- ▶ See previous suggestion about speed bumps and traffic signals.
- ▶ Just what I have already included. New places of interest. New Business opportunities without damaging the natural area. New tax opportunity. New reasons to draw people to the area.
- ▶ A new highway out of Port Alberni. If this were a problem anywhere else, the money would be found instantly.
- ▶ Need an off ramp, and parking off of the main highway. Enforced no parking along the highway. Need overhead pedestrian crossing.
- ▶ Maximize the width of shoulders within the park and remove rumble strips to optimize space for pedestrians and cyclists. Provide designated crossing locations with appropriate controls, including waiting areas off of the shoulder. Ensure that vehicles leaving the parking area do not back across or onto the shoulder and the roadway. Enforce back-in parking if no other alternative.
- ▶ Bypass the Grove! Crappy single lane old highway and dangerous around the lake anyways falling row know and people parking at Cameron lake is another safety issue. Highway should Go from top of the hump by Loon Lake to Qualicum. Park/lake traffic only on the old highway. You can’t cut down any old growth trees in the park to make more parking. Bypass the Grove
- ▶ Make it clear that stepping out in to highway traffic is not okay.
- ▶ Dedicated express route around the tourists.
- ▶ Trees and branches are falling more often in recent years. Highways and Parks ministries need to be more proactive in identifying danger trees and eliminating them safely before they fall on their own.
- ▶ More improvements = More Bandaid Solutions. You have done improvements but they have not really helped just delaying tactics. Another highway NOW is a better solution and will not get any cheaper as time goes by
- ▶ Stronger enforcement of the speed limit through the park
- ▶ Pull out lanes for slow hazardous drivers and RVs
- ▶ Consider re-routing of the highway, as I stated earlier.
- ▶ The Grove is heavily used, and yet no parks personnel are on site to deal with any issues, or enforcement. Best to build off highway parking and trails so that the highway remains unobstructed before injuries or deaths occur.
- ▶ Again speed cameras, pedestrian lights
- ▶ The new lighting and warning signs has been a huge improvement! Perhaps adding a safe u-turn area for folks who want to park on the opposite side of the highway and an overpass for pedestrians?

- ▶ get us another highway that by passes the grove it is dangerous in the winter with trees falling and high winds. in the past few years the accident rate has gotten out of control.. when there is an accident or tree down there is no other way in or way out ... we need another road... I sat in traffic today for 2 hours due to an accident today and once your stuck you have no way around and accidents are on the rise due to higher volumes of traffic on these roads.
- ▶ Tree hazards checked regularly after windy storms and snow fall. For hwy traffic safety.
- ▶ Stopping pedestrians from crossing which cause vehicles to stop. It is a highway with many areas that cause traffic build up, no more delays need be created.
- ▶ Making U turn routes outside the park with clear signage. Control side of the road parking and pedestrian movement.
- ▶ Encourage people to get out of their cars through alternative means. Develop rail alternatives for commercial, commuter and tourism potential! (An entrance is possible from the railway down into the Grove).
- ▶ get rid of traffic and pedestrian congestion on the highway.
- ▶ Enforce the speed limits and warn drivers that they are approaching Cathedral Grove.
- ▶ Lower speed limit
- ▶ Should have a median barrier to limit pedestrian crossings.
- ▶ Signage well before the park. Limit speed.
- ▶ Controlled crossings or raised crossings should be looked at
- ▶ Change the highway speed before the park and slow everyone down before entering the main area. People just have to deal with it and realize they are protecting Cathedral grove by doing so. More signage to slow people down and maybe say something on the sign regarding the precious forest we are all protecting.
- ▶ Shuttle buses now, and build a new route to Port Alberni. Leave the park alone.
- ▶ Pedestrian overpass and off-road parking lots.
- ▶ Provide more passing lanes before the park, widen the road through the park or find another route to replace this highway.
- ▶ Lit signage and a cross walk
- ▶ I don't think tourists get just how windy that road is along cameron lake. Signs? Info?
- ▶ Snag trees and risky trees need to be taken out sooner. Trees all along Highway 4 between Port Alberni and Coombs are an issue.
- ▶ Install a pedestrian traffic light (Coombs needs one of these too!)
- ▶ Build a new highway that would allow people going to Port Alberni, Tofino to bypass the grove. Bear in mind that Cameron lake has seen huge growth in visitors as well, and is just as daunting to drive at times.
- ▶ 4 lane highway bypass, make the Grove a turn off from the highway

Question 13: Do you have any additional comments or ideas regarding pedestrian and traffic safety at Cathedral Grove?

- ▶ Park and Ride, except not using shuttle buses. Build a miniature railway that links parking lots east and west of the current parking lot by rail. The train drops passengers off at the Grove, then travels to the parking lot at one end of the line and picks up passengers (and drops others off who boarded at the Grove). Then the train reverses direction, stops and drops off people and picks up others heading back to their vehicle in the other parking lot. It would look cool, it would attract more visitors and would limit the impact / footprint of human activity in the Grove. Then you could free up the current parking lot to become a seasonal home for things like a visitor's centre, food trucks and maybe even a small stage for events..?
- ▶ By posting this questioner I take it your focusing on this corridor vs Horne lake route. I did like all the drawings you made on this corridor from Whiskey creek to top of the Hump. Would like to see a highway connector from Whiskey creek to the inland Island highway via Melrose road to give better access for those travelers coming from Courtenay and the North Island.
- ▶ Option of purchasing land in area 6 for parking. There are logged areas and blow down areas
- ▶ This is a very difficult issue and I can't add anything further but thank you for trying to make this better.
- ▶ I know that cyclists are few on this highway, but in the future it could increase and should be encouraged. Engage a cyclist or cycling advocacy group in your planning. Thank you!
- ▶ Follow either park boundary (railway or the one with 6 on it) and have the highway bypass the park. Minimal tree loss, less risk to visitors, less traffic backed up for commuters, and an additional route in bad weather.
- ▶ Area 3 needs a pedestrian flashing crosswalk for safety, reduced speed limits, and speed bumps this will create safety without adversely affecting the old growth forest or forest.
- ▶ Additional parking located outside of the park with a trail system connecting the two and maybe a shuttle bus during the very busy summer months of July and August would be beneficial. NOTE: Beaufort Picnic area is a problem as well !!!
- ▶ Perhaps increase parking density around the existing parking, #3. I don't know if this is possible but I would be in favor of a pedestrian overpass or a pedestrian controlled crossing on Highway 4.
- ▶ just get on with it , decades too late already
- ▶ I do not believe that a pedestrian overpass/tunnel is an option as this would (probably) cut down on the available parking space. Shuttle service from extra parking would employ people and be used as a talking platform for the areas to visit while in the Valley/West Coast. In the off season, this service would probably not be required as there are limited visitors to the area.
- ▶ Please do not touch old grown forest (like 5). Increase size of both parks if you can. Existing parking 3 can be made to be more than one level, or add new parking area beyond the park that doesn't impact old grown. Safe pedestrian crossing if Hwy 4 at 3 makes sense too.
- ▶ Please do something about this sooner than later. As I mentioned the barricades down the center of the road are cheap fast and efficient until you can figure out a longer more permanent thing to do. But it's a nightmare mess in the summer and why wait for some people to die before doing something about it.
- ▶ Bus people in. Or an Alternate route.
- ▶ 2 and 1 are already degraded enough due to neglect to be of any ecological significance. 5 could be an opportunity for new trails connecting to Cathedral Grove.
- ▶ Hwy 4 needs to be rerouted around this park. People are in great danger with through traffic on present road . May be along 6 east boundary with no parking on new highway.
- ▶ The highway should not slow down to 50km/h and have proper turn and exit lanes. Too many times people have spiked the brakes to let someone pull onto the road or let pedestrians cross. Last I checked j walking was illegal and that highway is far too busy to be safe to cross at anytime.
- ▶ Look into the second highway option. Put in another highway that doesn't go through the Cameron lake area. Like Route 66, give drivers an option of which way to go
- ▶ The whole road is unsafe for the amount of traffic on it!
- ▶ I think you need to include Cameron Lake swimming area too. Send someone to drive by it on a hot summer's day and take a video. The one corner by the swimming area is an accident waiting to happen. Tourists stopping there don't seem to realize they're walking onto a highway

- ▶ Thank you for allowing me to express my ideas. You do not have money for a safe no Tree cutting bypass..... build a few different level of Speed Bumps. No more parking, no cutting trees please.
- ▶ #2 Backfill this area, making it safe for the fish but this will be a perfect area for a parking lot
#4 Pedestrian overpass walkway
#6 Perfect spot for a parking lot, pedestrians can be bus down to the Grove
- ▶ Highway 4- Find an alternate route around the old growth for trucks and commuters that follows already clear cut land.
Park Boundary- Expand the park boundaries.... complement the old growth with inclusion of a Forest Regeneration Project, Cameron Canyon.....find any other old growth or sensitive ecosystems to protect and enhance.
- ▶ Having a large parking lot out side park boundary's on the lakeshore as you enter from the lake side on your right with little to no trees. Then pedestrians can walk a short distance over 2 river foot bridges into Park. That's the best place for one.
- ▶ 1.Protect. 2. Protect 3. They're fine. 4. Too busy 5.PROTECT 6. Save and protect
- ▶ Build a new parking area at area number 6
- ▶ Just north of number 5 widen highway 4 and create long left turn lane directing traffic west/inland, build two lane road cutting across/through park past park boundary (6) to private forestry land behind. *Currently gated logging rd access from highway right to park boundary not shown on your map.* Lease/buy large area directly bordering cathedral park. Build large, removed, rest stop parking lot. Add foot trails to connect to current trails/park area.
- ▶ New highway
- ▶ My suggested parking should be west side of HWY 4 where it is marked on the map.
- ▶ Put the parking lot where the trees are smaller and not affecting the old growth number 6 area
- ▶ The trails on both sides of the highway are within 100 feet of the bridge These could easily be extended to the bridge to allow access to a 15 by 15 foot underpass away from the traffic. The area under the bridge & on both sides is gravel & easy to walk on. Additional problems have been created by eliminating parking along the lake. Some of this could be remediated by moving the gate on the access road to the houses on the lake to the other side of the old boat launch. This would give back some access to the lake & allow some additional parking.
- ▶ Use parking available as a reservation system build raised walkways along the highway. Minimal impact on the grove and use money raised to improve the park.
- ▶ First off I think the problem begins at Cameron Lake Picnic Area where there is no safe turn off in which to turn into the parking area. With the speed limit being 80 km/hr it is hard to safely make the sharp turn off the highway without fear of being hit from behind, the same goes for Cameron Lake Beaufort Area. Both these areas are hard to get back onto the highway going the opposite direction being that there are corners close by them, the speed limit is quite high and you need to turn right into traffic. Having a turn lane to get into or a u-turn spot would be safer than crossing across oncoming traffic and trying to get back on the road. Also in the area of #2 I believe there needs to be a better parking lot because it gets quite congested here and it is hard to get out of the little side road. As for #3 I think a foot bridge for pedestrians to cross would be beneficial.
- ▶ There should be a highway built via Horne lake and another one from Courtney via Comox Lake and Beaver Creek.
- ▶ Develop another section of 5- OLD GROWTH FOREST - with trails to disperse the numbers of visitors away from Cathedral Grove. Utilize the railway line for bicycle trail/walking path.
- ▶ The logging road to the west of the park is not shown so it is difficult to add more comments. Other than, of course, that my suggestion would more expensive no question. But it is a long term solution that addresses a problem that is bound to get even worse as Vancouver Island population and tourism grows. People go to the park for the TREES don't repeat the fiasco from the last study suggesting 'cut trees down and pave more of the park'
- ▶ Park outside park boundary. Shuttle bus in peak season, or more extensive trails.
- ▶ Make smoking illegal in park with a significant fine. Cathedral Grove is much to valuable to fall prey to a careless smoker.
- ▶ Construct a highway which by passes the park.
- ▶ The shuttle bus mentioned above could be extended to run along Cameron Lake with parking at the east end as well as the west, Perhaps BC Hydro could contribute the electric bus service.
- ▶ A great solution long-term would be splitting the road into two one ways, with one of them along the east side of the park (6), but this would probably be too expensive and disruptive.

- ▶ I'm all for tourism, it's our most valuable resource, we are so fortunate to live in such a beautiful environment and because of this we need to take care of it. Improving safety to pedestrians is important, but adding more parking is not. Making better use of the existing parking and existing pull outs or unused areas without cutting or infringing on the forest/park/river/lake in any negative way is vital!
- ▶ In summary, I think there should be parking areas off the highway with access coming from further up the highway around your number 4 and 5. There is an old blowdown area closer to Cameron River. This option should be revisited and should look at whether this is a viable option to consider.
- ▶ Sell the decisions on safety- options, move the highway, log the trees back to a safe distance from falling into the highway. Or do like they did in Tofino with the large Cedar tree and cable all the trees to the ground so they can;t fall.
- ▶ Widen the Road Enforce parking
- ▶ Leave the whole forest alone. Emissions will kill the trees fast enough.
- ▶ If a parking lot was constructed around #6, then make a trail into the park,that would take the danger away for pedestrians and traffic..
- ▶ (3) Visitors come for the big old trees (period). Think from a client's perspective. He/she might even want a coffee or be guided by some Parks / Native people! A visitor wants quick access, convenience, a snack/drink, take a funny or amazing picture/selfie. I think they wouldn't mind taking a trail to get to the current park if it's not farther than 5 minutes away by foot. So adding parking and adding access trails go hand in hand.
- ▶ The first way to deal with this is to provide a different route in and out of Port Alberni and surrounding areas. Several suggestions have been made on a alternative route. This would take the pressure off the current parking/traffic volumes, to allow for a better situation. Despite the thinking that this is a highly dangerous situation, it must be said it is also relatively efficient given the volumes of people and vehicles. As a result most people are very careful. I feel an over pass is a non starter as the current parking lot would be eliminated because of the need to have wheel chair accessible ramping, and I suggest people would take the "easy route" across the road at ground level.
- ▶ Put parking in at 6 or even 5
- ▶ More parking in 3 RV parking in 4 Safe pedestrian walkway above or below ground in 3
- ▶ Parking built between #3 and #4 with new trails to join to existing trails. Widen the highway at #4 for a turnoff with new signage. Remove old parking lots and make over/under pass with highway barricades to stop parking and people walking on highway.
- ▶ run the highway along the south/east side of the park boundary.
- ▶ Parking could be made available in the area to the NW of 3 and incorporate new trails to the Grove. Limit or remove the present parking allowed at the present day parking and also have a pedestrian crossing. You are not going to make everyone happy about any changes to the area, but you will save someone's life by providing parking away from the highway altogether. Especially RV parking, this should never be allowed in the present parking lots, this is a disaster waiting to happen.
- ▶ It is a miracle that there has not yet been a major accident, with many deaths, at this site. What will compound a future accident is the speed at which the big trucks drive through this area. While drivers of cars, motor homes and campers all hold some responsibility to keep this area safe, so do the truck drivers and companies that own the trucks! This has always been a main trucking route which the east ""hump"" upgrade supported not that long ago, however the trucks now need to safely share this area with the visitors.
- ▶ You should increase time allowed for inputting info into each page. I was kicked out of session after spending a thoughtful time entering suggestions. It was not because I was sitting there not entering info.
- ▶ It is likely too steep to build the highway upslope south of its current location. There is room to cross the Cameron River and parallel the rail grade and meet up with the west passing lane going up the Hump. This will allow a pull over parking area to be designed with safe access to Highway 4.
- ▶ It is likely too steep to build the highway upslope south of its current location. There is room to cross the Cameron River and parallel the rail grade and meet up with the west passing lane going up the Hump. This will allow a pull over parking area to be designed with safe access to Highway 4.
- ▶ Put parking in area 2. Build trail along river (area 1) including pedestrian underpass under bridge. Look at using rail corridor for west bound road, and make existing highway 4 east bound only.
- ▶ parking should be south of number 5 where the old logging road accesses the highway.

- ▶ parking lot, underground walkway around the HWY 4 sign and the boardwalks will go from that area up towards the #5 finally ending around the #3... they could go around further and add to the walking experience this could be done on both sides of the highway with the other underground walk way installed around the #3 sure hope this makes sense
- ▶ Move the highway to the railway, change the current roadway to park-use only. Utilize the roadway for whatever expansion so no habitat needs to be further destroyed.
- ▶ Take the highway on the other side of Cameron Lake following the railroad then bring it back to the highway at number 4.
- ▶ people should park farther and long. maybe have a trail the lead to the grove instead of parking right next to the old growth. and have more no parking sign where it's dangerous to park.
- ▶ Visionaries we are not...
- ▶ Expand the park by adding the areas suggested by the Western Canada Wilderness Committee to create a wildlife corridor connecting nearby protected areas. Ban commercial trucking from the section of Hwy 4 running through the park. Build an alternative highway as examined by the 2004 Horne Lake Connector study.
- ▶ Moving away from highway seems like a good idea.
- ▶ I would like to see a comprehensive survey on WHY people visit that park; what are their expectations? I would also like to see a qualified naturalist/interpreter on site. I'm concerned that many park visitors are just "consuming" the experience without actually learning anything of value. Putting the park into its cultural and ecological context would also help more "local" people appreciate the park more and be less likely to want to turn it into a parking lot/tourist trap.
- ▶ If you build an overpass, it's use must be enforced.
- ▶ Move highway, parking and u-turns to edge of park. Separate high speed traffic and pedestrians entirely. Improve interpretation and family amenities in park. Integrate traffic planning, ecological planning, park interpretation and cultural awareness into one complete plan- not in isolated bits!!!!
- ▶ 20k during the summer months for the 400 m Grove area.
- ▶ I feel preserving nature is more important than accommodating humans. We should respect what we have while keeping people who visit safe.
- ▶ Area 5 or 6 surely have room for more parking without disturbing too much of the old growth!
- ▶ The questions in this survey are not comprehensive. Leading only to responses that suggest minimal and temporary improvement. The true issue is; the Highway is in the wrong place. What is needed is a reroute of the Highway. Or a complete New Highway.
- ▶ Not familiar with the distances between 1 and 6 in relation to #3-the trails in C.G. Must be easily accessible or have a wheelchair/walker path . Not familiar with distances # 2 to #3
- ▶ If money were no object, one could build a road and parking lot outside the park to access the old growth forest from the other side of the Cameron River.
- ▶ Expand the park boundary to the bottom of the hump and roughly have the new highway section follow the actual park boundary.
- ▶ My idea for a large vehicle parking lot might be possible at #4 on the north side of the highway. Maybe there's also room there for small car spillover. In general, just how dangerous is Cathedral Grove? I can't recall any injuries or accidents being reported in the local media. It can be frustrating for some, but most people observe the speed limits and there's no carnage on the highway. Parking is the issue for a few months of the year, and overreaction could do damage to what we're all there to see and lessen the impact of the experience.
- ▶ Bypass the Grove! Loon Lake to Qualicum should be the new highway. Thus leaving the old highway for park visitors and Lake visitors
- ▶ 5 is the only location off the highway in an area that would have the least environmental impact.
- ▶ Keep pedestrians off the highway. Keep Cathedral Grove separated from highway 4. "Pave paradise, put in a parking lot." "Take all the trees, put them in a tree museum, charge the people a dollar and a half just to see them." Admission charge or parking lot fees would probably keep 90% of tourists away!
- ▶ Leave Cathedral Grove alone it was first ruined when they put the highway through then worked even more when they put in a parking area. Any additional parking areas or widening of shoulders will just destroy the area which I'm strongly against
- ▶ No Post barriers were placed along Cameron Lake to prevent vehicles from entering the lake. Insufficient drainage was designed into these barriers, as a result they are plugged up with debris, and road flooding occurs. I pity the poor Highways worker who I have seen trying to unplug the holes underneath these barriers, when it's flooded and traffic is passing by.

- ▶ Another highway to the eastern part of the island. Will you wait or do improvements just like the Malahat or find a REAL SOLUTION that makes sense logically if not financially. People's lives matter!
- ▶ Best of luck in finding a creative solution! Thank you for soliciting this type of feedback.
- ▶ I do think that splitting the highway would be the best, but unfortunately the costlier, way to address the problem. Visitation to the Park increases yearly and we must act soon. I believe that the highway should split on the west side of the west Cameron River bridge, with the west bound traffic continuing on the present route, allowing visitors to safely park on either side of the road without impeding traffic flow. Constructing an east bound lane/lanes alongside the Cameron River, for as short a distance needed to get by the Park would make sense. Cars could pull off safely to a parking area on the left side of the road and adjoining trails, and the road would join back up with the highway by the bridge. Surely money should be accessed through Federal and Provincial coffers.
- ▶ Area above 3, private land outside the part between the Railroad track and Cameron Lake to be looked at for any vehicle parking, RVs and buses at the lower elevations, cars and trucks on terraces upslope with one-way driving. Plus the existing parking along the highway to be used only by Buses, and Handicapped vehicles.
- ▶ Just a thought, it wouldn't solve any of these problems but it would be great to be able to ride your bike from The Little Qualicum Falls parking area to Cathedral Grove and beyond via the Railway line that will never ever be in use again.
- ▶ Re-Emphasizing that the integrity of the unique and accessible ecosystem must be the top priority. Expand the footprint of the park. Guard the ecosystem. Spread out the human impact by creating longer trails. Even closing the existing access point would not be a bad thing in the long run and would be supported in the long run by the public. The park needs protection in the form of forest barrier from the strong winds that blow through the Valley. Climate Change will make rainfall and windstorms more intense. More protection from intact forest surrounding the park (or included!) would benefit all aspects. There is no need for a "second route/highway". There is a need for alternatives to personal vehicles.
- ▶ A pedestrian tunnel under the road To connect both sides
- ▶ Approach to and leave Cathedral Grove on #4 at 30mph. Maybe summertime traffic patrol to help visitors cross the road safely, great job for a student.
- ▶ I can't stress it enough, slow the people down before entering the main area. Speed bumps in the main area. The more I think about it overhead walkways may encourage drivers to think they can drive faster through the park so I'm not sure how that would work. Speed bumps would definitely slow everyone down. Flashing lights, signage. Parking outside of park and connecting trails would be awesome. Even free buses from outside parking lot to main area in the summer months would be amazing. And don't forget to allow volunteers to help, you'd be amazed how many people would want to help. Do whatever it takes but do not cut any old growth trees down. People need to respect this area. Thank you.
- ▶ Parking lot outside of the old growth area heading towards Alberni.
- ▶ How about a pedestrian bridge or tunnel at #3, the Cathedral Grove Parking and Trails?
- ▶ -Center Divider
 - Absolutely no stopping or curb parking or walking
 - provide tunnel for pedestrians and stop cross walking
 - limit park use, when it's full....guess what? Come back!
 - enforce speed/parking/ stopping traffic at peak times, issue fines
 - any new parking at less sensitive areas and not a priority
 - no u turns or left hand turns
- ▶ There is less than 1% old growth left on this island and Cathedral Grove a postage stamp size example of old growth forest. This park has been so devastated by logging up to its borders and upstream in Cameron River Canyon, that it has a fraction of the trees now from what it used to be. Tree removal within the park for a more parking is ridiculous and does not fall within the mandate of protection of a Provincial park. I have to question why MOT and not Env. or Parks is doing the study? I'm not seeing any questions on enviro impact or park protection in this survey. The park is not the only concern on this highway. With more traffic now the narrow two lane winding area beside the lake and areas where passing lanes end are more dangerous areas too, with fatalities. All outside park boundaries. It's time for a new route to PA. Leave the park alone.
- ▶ Telegraph lines run rather close to the rr lines but are not the same lines. Those telegraph lines are not likely in use at all any more and probably 30 feet wide.

- ▶ The option of another route in to Port Alberni has been tossed about for many many years. I understand that this was the plan when the inland Island Highway was built 20 years ago. This still maybe the best option even though the environmental impacts would be greater than doing something along Highway 4. There will continue to be increased traffic pressures to Port Alberni and the West Coast and now it the time to think of future options that will handle all future traffic. The road along Cameron Lake can not handle the traffic now and is dangerous too and this will also need to be addressed soon as widening that road is out of the question as the environmental impacts would be substantial, not to mention that the south side of the lake is Little Qualicum Falls Park.
- ▶ Lit/pedestrian activated/ at grade / Cross walk situated at 3
- ▶ If a large parking lot could be located on the Old Growth Forest side of the highway, people would have access to the main trails and trees. If developed correctly, access to the other side of the highway could be restricted. The parking lot should also accommodate buses and motor homes so they don't park on the highway. Trails should be developed to restrict pedestrian traffic in areas that have been impacted by past foot traffic.
- ▶ There are hundreds of people moving to the island all the time. Highway four is highly traveled. Make it a tourist draw and a secondary route out of the valley. As witnessed by the windstorm in December, cathedral grove must not be considered a primary route in the event of a disaster. The government must invest in a primary route that circumvents the grove, Cameron lake, and little qualicum falls. Stop playing with the lives of people that actually live in the affected area. Don't they say that Tofino sees hundreds of thousands of people annually...and they all travel that road. At some point, there will be a huge problem.
- ▶ 6. Build highway bypass around park to protect park and pedestrians
- ▶ More and more trees are coming down with climate change being the main reason. This might make it possible to put more trails in and move the parking further away (west towards the end of the park). What would be the possibility of a tunnel under the road for pedestrian traffic?
- ▶ Build a by-pass road and have existing highway a one way (use extra lane for parking). Build spiral stairs up a large tree and suspension walkway across highway to another tree (very appealing to tourists).
- ▶ The RCMP need to enforce speeders to slow down. Ticket bad drivers. You get in car accident that is your fault you should be sent to safe driving school before you are getting behind the wheel again. The world moves far too fast in everything we do now. Everyone is in too much of a hurry, slow down enjoy the journey. The best way to prevent any accidents is ticket bad drivers pull their license. There is nothing wrong with grove now, just the drivers in too much of a hurry. Build a pedestrian overpass!
- ▶ Build the previously introduced parking lot and interpretive centre. Allow the program to be run and administrated by the local first nation groups. To create employment, sell native art, set-up souvenir and convenience store. Get this parking lot built before someone gets killed.
- ▶ Bypass the park with the highway- result would be adequate parking with existing parking lots.
- ▶ Widen the highway and put pedestrian below the new widened area on new trails to the existing parking lot. Take out all deciduous trees and widen road.
- ▶ If the rail corridor was ever utilized for train service, perhaps access to the park could occur from the rail corridor. The Ministry of Transportation and Infrastructure should be looking at the corridor through the valley from all aspects of transportation- i.e., rail, cycling, walking- not just cars / trucks. MOTI spends way too much time focusing on how to improve access for motorized vehicles- not other types of transportation. Look at the situation in Washington State where WSDOT is truly a multi-modal gov't service for transportation- not just promoting highways. How about improving the shoulders on Highway 4 from the Parksville area all the way to the west coast. This would allow more cyclists to safely travel on this route. Right now it is extremely dangerous to cycling this route!
- ▶ Area shown as X on map below may be suitable for a parking lot. It's outside the park boundary, yet still closely accessible.
- ▶ These discussions have been ongoing for a number of years. I am hopeful that if Cathedral Grove remains a topic that solutions can be found (even if they are middle of the road / compromises).
- ▶ Build the previous approved parking lot from 17 years ago.
- ▶ Declare all the lands in McMillan Park and the Nature Reserve lands as a Class A Park and have ministry responsible for Parks exert its authority to protect full park values.

- ▶ I think hiring students to be safety officers and participate in speed and parking violations. I think we should have concession booth to sell souvenirs to have money for maintenance and put some earning back into local programs in Port Alberni. I am totally against an overpass because it would take away from the beauty of the Grove, plus many visitors have some form of physical reason making it hard to climb stairs or ramps.
- ▶ This park is being stressed out by human impact. The natural and wildlife values are under threat. We need less human visitation. To diminish the impact of visitors and vehicles, if shuttle buses were implemented between Alberni and Qualicum Beach this would act as a calming mechanism.
- ▶ The safest way to have people cross the Hwy (4) is to have an underground pedestrian tunnel. An overhead Hwy bridge could be handicap and elderly inaccessible.
- ▶ Consider thru road for commercial and thru traffic- elk habitat would have to be considered. Speed bumps. The grove is already stressed and needs additional buffer areas around it. If an alternate, enviro sensitive route could be found, perhaps pay parking for a time to help pay for that building. BC Parks should be a part of this process.
- ▶ Educate the people that stop at the park on the safety of road and traffic- e.g., do not cross the road or die.
- ▶ I suggest that a bridge be built at the bottom of the “hump” to cross the river and reroute through traffic around the park.
- ▶ It is not compatible to increase pedestrian and traffic safety and still have Cathedral Grove survive any more removal of trees. Cathedral Grove the main attraction of big trees cannot handle any more people than it already holds. More parking will make the park over crowded.
- ▶ Make large parking lot in the second growth timber near the park.
- ▶ I would like stop lights immediately that allow people to cross from one side to the other, i.e., stop traffic on both sides of the parking lot. Is it possible to create a pedestrian overpass either at the current parking lot or the western most bridge over Alberni river.
- ▶ This is much bigger than a parking issues and pedestrian safety issue. We are losing all of our old growth- protection for this “accessible” stand must be permanent. Where is the Ministry of the Environment on this issue?
- ▶ Cathedral Grove is a one of a kind jewel that you will not find anywhere else in the world. The population of the Island has increased considerably with baby boomers retiring. Our tourist industry is climbing. The plan to preserve this “jewel” has to be looked far into the future to the increase of humans visiting it.
- ▶ Have trained parks personnel control parking and not contract company people. There are no easy solutions. It will be a trade-off of people, parking, policing, etc. Have B.C. Hwy web site inform of traffic conditions through Cathedral Grove in real time on a daily basis. Have ongoing media information giving updates, etc.
- ▶ Thank you for doing this engagement! This park is a high point of the region and some of the last accessible old growth. We must maintain and increase the area so people will be able to visit the park and take in the vibe for generations to come.
- ▶ Re: Traffic. A lot (too many) people are in such a hurry to get nowhere- they rush by the scenery. Lowering the speed limit through the parking lot during high tourist season sounds good. Please don't create a big parking lot or it will be depressing. Leave it as is! Thank you.

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.

3 WRITTEN SUBMISSIONS

Whatever is decided, it must be for the long term, it must consider the future.

What will Port Alberni like in 2050, will whatever is done accommodate growth? How do you manage transportation in the future? Rail? Another hwy from Horne Lake? A bypass on the other side of the valley?

Plan for the big picture, not the small stuff like this.

Hello- I have been reflecting on the Cathedral Grove traffic and safety issues and have checked out the engage.gov.bc.ca/cathedralgrove website.

My suggestion is fairly radical, which is to eliminate public parking at the Cathedral Grove site itself by the provision of "Park and Ride" facilities. This would require significant study of the highway surroundings to both the east and west of Cathedral Grove, to see if one or two suitable areas can be located that have the potential for development of the Park and Ride lots. Ideally such lots would offer safe traffic crossings of Highway 4 for those exiting them, and reassurance for travelers such as CCTV monitoring of their vehicles, and toilet facilities. If both west and east lots were feasible then a single (wheelchair accessible) 'bus could serve both lots, stopping eastbound on the South Side of the current Cathedral Grove parking lot, to discharge and load passengers, and westbound on North side- this would eliminate the need for the bus to turn around in the immediate Cathedral Grove vicinity. To prevent pedestrians from crossing the highway, a "carrot and stick" approach is proposed, with a wheelchair accessible pedestrian bridge and a tall central highway barrier (or fencing completely preventing pedestrian access to the highway). The space vacated by currently parking traffic would allow for a gentle rise of the pedestrian bridge approaches. A nominal charge would need to be levied, of course, and this could help defray the costs of operating the proposed facilities.

It sure would be nice if you would host a public information session on the west coast. The double whammy of Highway 4 construction delays and Cathedral Grove slow downs have added at least an hour to the trip for Tofino & Ucluelet residents to the east coast of the island.

The best solution would be another route that bypasses Cathedral Grove (the Horne Lake turn off?) for through traffic/truck traffic. There are lots of reasons why this is good.

A temporary solution while the bypass route is being built is a pedestrian overpass.

Don't cut down anymore trees.

As a driver who has to pass through the park regularly I find the parking at the grove to be quite a nuisance. It is a highway and we have to slow down to at least 50 and watch for pedestrians and cars, trucks etc backing up and entering the road. I'd rather see a very tall bridge over the highway that pedestrians could use to cross the road. The bridge would have to be caged so the bozos don't throw things down on the traffic below. Glass windows with human driven windshield wipers for the rain and a caged in top to detain the goofs from throwing things on to the passing traffic below. I know it is mostly a beauty strip and we don't want to widen the parking anymore than it already is but it is quite packed during the summer. Something has to be done.

This is a topic that comes up often in our family. We moved to Port Alberni 7 years ago from Alberta/Saskatchewan. Such an amazing and lovely community. However, the grove is ever a concern when it comes to pedestrians crossing. As a family we debate the issue and all would love to see a nature overpass for foot traffic and wildlife traffic. They are fairly non invasive and provide safe crossing to both pedestrians and wildlife thus allowing flow of traffic through the grove with less potential for serious harm to come to pedestrians.

A second access to the west coast via Horne lake would divert all truck, commuter, and through traffic away from this area. All the blocked pullouts and accesses to Cameron Lake could again be utilized for recreational purposes with a new speed limit through the whole zone.

As far as parking goes: we should look at the gated roadway access to the north shore of Cameron lake. Widen the roadway and move the gate deeper into the road allowance. This could create angled parking on each side with minimal disruption in good location.

The existing highway to Port Alberni has been neglected by successive governments over many years throwing good money at patching up a secondary road. The Cathedral Grove situation will continue to fester until a realistic access to the growing west coast is provided.

Thanks for your consideration

Response as per article in the Parksville Qualicum Beach News Nov 27/18.

I drive that stretch of road several times per year on my way to/from Sproat Lake and yes it is an accident waiting to happen with all the tourists stopping to enjoy the walk through the forest.

My hope is the province upgrades the stated existing logging road as a highway route around the grove vs a parking lot. Get all that heavy traffic off the existing road through the park and divert it around at normal hwy 4 speeds. The current slowing down through the existing route is not working long term. People being people with all their distractions (kids, pets, cell phones) just willy nilly walk out into traffic. The more the speed limit is reduced just causes people to lower their personal safety guard even more and then someone will get run over. Lots of heavy transports going through there all day. They can't stop on a dime for the morons that think their personal safety is solely the drivers responsibility. The continuation of further lowering the speed limit or heaven forbid installing traffic lights is not the answer. Traffic backs up enough yielding to the morons that just walk out on the hwy. That spot is a real choke point on an already overloaded route so I suggest make the proper fix the first time as it will be more cost effective in the long run.

If some trees need to come down for this fix then so be it. If the tree huggers repeat their tree sitting stunt of years ago, don't be deterred. Send in the RCMP to clean house and get on with it!! Human safety over trees any day.

Somewhere, somehow the government needs to increase the parking for this park, and take the pedestrians off the road. It's dangerous for the public and drivers.

This is a highway! Not a place where people continually walk back and forth. Drivers who stop on the highway are wrong to do so!

Build a walkway under the road, because if you build it over the highway, people with mobility issues won't be able to get to the other side.

Tourist season is crazy busy now, and it's not just summer anymore. Have another entrance, 2 roads, one to bypass and to directly see the trees. I'm sure someone can figure this out without taking down those amazing trees! We are not the first ones in the world with this problem.

Please widen the shoulders so people can park safely when parking lots are full, and add an over-head pedestrian walkway so they can enjoy both parts of the park.

As the only route connecting Port Alberni and the Island's west coast to the rest of the province, Hwy 4 is an important road for all users, including people on bicycles; however, the public information and survey connected with this study don't appear to consider cycling. I have personally cycled this highway as part of a tour group, as a participant in cycling events and simply to access Port Alberni. Cathedral Grove presents specific challenges to cyclists, including:

- » people standing on the shoulders waiting to cross the road
- » people walking along the shoulders.
- » motor vehicles stopping and parking on the shoulders
- » motor vehicles backing onto or across the shoulders when pulling out of parking spaces

It's good to hear that upgrades are planned for this often congested and challenging area. Following are recommendations to improve conditions for all users, especially those on foot and bicycle who are at greatest risk.

Recommendations:

- » Provide clearly defined pedestrian crossing locations, including waiting areas for pedestrians that do not encroach on the shoulder. Consider using pedestrian signals, activated flashing beacons (special crosswalks) and/or median refuges to assist pedestrian crossings.
- » Maximize the width of paved shoulders to better enable sharing between people walking and cycling
- » Remove rumble strips to optimize the usable width of the shoulder and to enable cyclists to leave the shoulder to avoid pedestrians when necessary
- » Prohibit stopping on the shoulders within the park
- » Require back-in parking or parallel parking that does not encroach on the paved shoulder to obviate backing across the shoulder and into traffic

On the subject of rumble strips, these can be very hazardous for cyclists, especially on downhill sections. There are several places on Hwy 4 where rumble strips appear not to meet Ministry of Transportation guidelines, either failing to provide gaps by which cyclists can get around obstacles or failing to leave sufficient clear space on the shoulder. It should be noted that debris is frequently encountered on the shoulders and shoulder clearing appears to be very infrequent. I realize that outside of the Park these issues may be beyond the scope of this project but I mention them here to draw them to the Ministry's attention with the hope that they can be rectified in the near future.

Thanks for your consideration of this input.

This is the most dangerous section of any highway I have ever driven on! I travel from Port Alberni to Nanaimo often in the summer and I have seen many near accidents caused by the stupidity and arrogance of the pedestrians attempting to cross the highway. I have seen tourists open the back door of their vehicles along the side of the road and their dogs jump out on the road while cars are forced to crawl past. As a resident I feel that I am forced to put myself and the visitors in danger every time I drive in my own neighbourhood. I suggest that paid parking be enforced to finance a walk over a pedestrian bridge. Please consider the people who chose to live here and not just the visitors' needs.

I think the best way to protect the public at Cathedral Grove would be to an actual stop light with a pedestrian crossing activated by the highway traffic. As it is people wander across the highway thinking they have the right at all times. I've seen 20 vehicles lined up trying to get through a steady stream of people. Very frustrating for vehicles and dangerous for pedestrians. It could be set to deactivate between during the hours of darkness because no one should be there at that time.

I own a transportation company and have been driving the highway through Cathedral Grove personally and for work for my lifetime.

I travel through the grove numerous times in our busiest tourist season and witness the high risks to traffic and the public regularly and await for a serious accident to occur in creating the changes necessary to address this long overdue safety concern.

I am so happy to see this issue addressed.

My suggestion to creating a solution to the safety issues along that highway in keeping traffic and pedestrians safe are:

Safety. Public access/parking.

Eliminate the parking area completely along the highway so there is no risk to having any traffic stopping along the highway and allow the congested traffic to flow without any additional risks. Make the safe necessary pull out highway turns to the future planned parking areas so that it does not interrupt the flow of traffic. Plan for the future traffic growth and financially invest once, do it right so as to not waste funds and have to redo because it still creates a safety issue to traffic and traffic flow.

This safety problem needs to be fixed, and not relocated into another area with the same issues down the road!.

Along the highway heading Northwest to Port Alberni, there is a gravel pull out,(leftside) and a road with a gate, that if possible and the government could gain road access, as far back possible to the backside of the grove, make a large parking area and nice trail ways so that the public can walk by foot to view the grove. Once in the grove, in the summer months, when the creek bed is on the driver side, a walkway can easily be constructed under the existing bridge for the public could safely access the opposite side without entering the highway area.

Create more hiking trails in the area as well as a Mt Arrowsmith hiking trail as a lower extension of the trail that people usually drive to, to start the hike.

If the government could access more land on the backside of Cathedral Grove, it would make a prime location for a provincial campground generating jobs in the area. The people want to stop and the area is not being utilized to its fullest potential.

Excited to see this issue being addressed. I think about it every single time I drive through the area about problem solving this safety issue.

Hello and thank you for this convenient opportunity to provide suggestions.

Last year, the provincial government shelved the idea of building a four lane highway from the inland highway near Qualicum Beach to Port Alberni. Given the amount of traffic on that important link to the Pacific Coast, this project will resurface, probably sooner than later. With this in mind, and given the physical restrictions due to the terrain in the park (the road has to go through this valley), and widening the road is out of the question without taking down old growth trees, my preference would be a road built on a new path following the edge of the park. This option would leave the existing road path available for a dedicated parking lot in the heart of the park, with minimal encroachment. This would imply having a traffic light for vehicles turning off or going back on the Alberni highway during tourist season.

Other option, the road stays where it is, parking lots are carved in the forest and an overpass is built for pedestrians. A 3-4 feet high wall made of moveable blocks is provided along the road to prevent people from crossing on foot willy nilly, as is the case now.

I am against a controlled pedestrian crossing in that park, as it will inevitably end in a tragedy, with the increasing amount of distracted driving seen on highways.

So as to not go through a very similar consultation exercise in 6 months, include the Goats on the Roof tourist magnet in Coombs, which has the exact same problem of cars and RVs parking across the road, at an angle backing on the highway, strollers, aging visitors unable to walk fast crossing in front of logging trucks.

I am not in favour of destroying the Grove. We must protect this precious place, and keep it for future generations to enjoy and to learn from.

The alternative of changing the road to go around the Grove is most promising. That way, the integrity of the Grove will be better preserved. Over time, the traffic will only get worse. Moving the road allows for superior longer-term planning, including when the roads need to get widened.

Also, in some parts of the world, such as Costa Rica, there are limitations to the numbers of visitors at one time. I believe this option must be also considered, especially as the Grove becomes more and more popular.

I fought to preserve the Grove, many years ago. Today, I ask that we stop destroying it now with vehicle traffic, perceived need for parking, and human activity.

Thank you.

- ▶ consider a new route that would not have similar environmental concerns. There are advantages to this approach. There would be no traffic to contend with, which is always a huge concern;
 - ▶ determine where the high frequency accident locations are and concentrate efforts to make those areas more safe;
 - ▶ where the rock structure hovers above the highway and allows water to flow onto the road, drill and blast the rock structure to remove it as a hazard;
 - ▶ plan work to avoid as many environmental impacts as possible. There are only certain times of the year, known as windows, when work can occur, especially if bird nesting season is in effect, fish are spawning, eggs not hatched, and other amphibian protection windows are identified;
 - ▶ in areas where there may be wildlife impacts, wildlife exclusion fencing and roadway crossings, either overhead or underpasses, should be considered;
 - ▶ in Cathedral Grove, where there are always tourists and visitors moving about, consider a pedestrian overpass;
 - ▶ if there are access roads without dedicated turn slots, and there is not sufficient space to construct dedicated turn slots, consider widening the shoulders. These are known as “slide by’s”;
 - ▶ if a four lane roadway cannot be constructed due to limited space, consider some passing lanes;
 - ▶ if possible, perhaps a collector road could be constructed to concentrate access and egress from the highway in safe locations where an intersection could be constructed.
-

I am a volunteer with the Port Alberni Chamber of Commerce and spend three hours weekly at Cathedral Grove as an ambassador. There are hundreds of people stopping at the grove, many times pulling into and leaving the parking area in a very unsafe manner. They also cross the road with little regard to the traffic flow. My concern is the local truck traffic drivers that are not adhering to the speed limits. Many logging trucks and chip trucks speed through the pedestrian area honking their horns. Last year a small child attempted to run across the highway before I managed to grab him, it would have been a tragic accident. Could the RCMP traffic div. have a presence in the area sometime late morning or afternoon to monitor the speed of traffic. There is a video regarding unsafe traffic at Cathedral Grove on the website albernichamber.ca regarding this problem. Thank you.

If you concerned about the people just close off that area, close of both sides of the road NO PARKING NO STOPPING and have a center way after the stand of trees.

I am submitting my concerns about Grove traffic.

I for one, would be completely against putting a traffic signal up in the Grove.

I was born and raised in Port Alberni. Driving through the Grove has always been a treat. To think that major changes could be made to accommodate a few people – compared to the rest of the world – and for it being a very short period of time each year – does not seem fair or right to me.

It must be remembered that this is a highway, not some country road. It is the only route to and from southern parts on the Island, and should be preserved as such, at all cost.

The fact that we would have to stop, in the middle of a highway, to allow a few people at a time, to cross the highway, makes no sense to me whatsoever. I find it especially dangerous right now, for those folks travelling behind a driver that decides to stop for people, puts everyone behind that driver in danger, as they would not be expecting to stop on a highway.

A very important fact that must not be overlooked is, people travelling out of Port Alberni, or from other northern destinations, can only use this highway to 1) get to the ferry, or 2) get to a doctor's appointment, or 3) perhaps they're catching a plane out of Nanaimo or Victoria. Having a traffic signal could hamper this tremendously.

My preference, if anything must be done, would be in the following order:

1) re-route traffic and parking – away from the highway as possible, so as to not take away from the natural beauty of seeing the trees as we drive through.

2) an overhead walkway – keeping people off the highway completely

3) perhaps an underground parking area, with access to either side of the Grove

Having a parking area would simply invite people to camp overnight; why wouldn't they? and who would police this? and what would happen when and if a tree was to fall on them? who would be responsible for that catastrophe? the idea of making space for people to park, is just wrong in so many ways; at least right now, having people park on the side of the highway, makes the time they spend in the Grove limited; having an overhead walkway keeps people off the highway – with a fine for those that refuse to use it.

I would absolutely hate to see any part of the Grove, dismantled to allow a few amount of people, over a small amount of time in the summer, be able to access the Grove. This would be tragic.

Let the folks that live on the Island unfettered access to this one highway; it's our right.

Thank you.

My suggestion is that an access be built close to the bottom of the hump by the logging road that crosses the Cameron River.

There is a bridge crossing the Cameron River on left side of highway as you head from Cameron lake to Port Alberni. This provided access to the logging company when they logged this area. It is clear cut and relatively level.

Once you cross the bridge, go downstream as far as you can to get as close as you can to Cathedral Grove. Build a parking area big enough for RV's to access park, and turn around.

Build a pedestrian bridge across Cameron River to access the Grove and whatever length of trails necessary for good access.

Build an overpass for pedestrians over highway 4 at the existing parking lot at Cathedral Grove. This will provide for access to the other side of highway.

May have to build new bridge for vehicles to cross Cameron River, not sure if logging bridge would be safe. Probably would as it had large logging trucks going over it in the past.

Advantage is no old growth trees need to be cut. Enhances trail system. Gets all vehicles off highway 4.

Value added make a campsite additional to parking lot along the River. Could make this a destination for tourists. Swimming in river. Picnic site etc.

A good idea could be a pedestrian overpass. With parking on either side. Also a parking lot with a short walk via pedestrian walkway.

I believe we need to put up a median barrier in the middle of the highway where the parking lots are in the grove to stop people from illegally turning left into the existing parking lots.

I believe an elevated (overhead) pedestrian walkway should be put in as well to stop people from crossing in traffic. This is a major highway after all!

Installing a crosswalk with lights is not acceptable as this would cause major traffic tie-ups on the highway

It is amazing that someone hasn't been killed or badly injured yet.

I believe it is just a matter of time that this will happen if something is not done.

I have only lived in the PA Valley for three years but have had occasion to travel Highway 4 to the Inland highway many times throughout those three years. It is only a matter of time before someone is either seriously hurt or killed while traversing the highway at Cathedral Grove.

I am amazed that the situation has been allowed to continue for so long. A pragmatic solution was brought forward in 1991 making a secondary "through traffic" highway to the north of the Grove, that is twenty seven years ago. The cost of building a new road at that time would have been considerably less but many advances in engineering have occurred making the proposal more viable. A nominal toll fee could be charged for those visiting Cathedral Grove to pay for it.

Let us not wait until there is a death on that road before acting: too much time has passed already. An overpass for pedestrians would create safe passage from the main parking lots, however, that does not begin to address the kilometre of pedestrians walking along the road from their cars to the Grove.

I have never seen a more dangerous situation as we witnessed last summer. Cars and wandering people lined past the two Cameron bridges all day, each day.

Years ago there was a "Master Plan" that included a parking area for cars and buses, underpass and an eatery/information centre.

Let's build it!

My opinion on this issue of Cathedral Grove and parking is tourists have no respect for the fact that the highway goes through the middle of the grove. I've witnessed woman getting out of their 5th wheels and trailers stopping traffic so their husbands can park their monstrous RV. Pedestrians cross the highway without looking and make left hand turns over a double solid to park. This driving behaviour is all completely unacceptable.

I am NOT in favour of any trees being cut down to accommodate parking. And I mean NO trees to be sacrificed for this.

I would like to see some sort of an overhead pedestrian cross walk, like they do in Nanaimo on the Inland Island Highway where a pedestrian has to walk upwards, over and downwards to get to the other side. Imagine the photo opportunities from above. This will not provide more parking but will enable safer crossings.

I would also like to see RCMP enforcement in the Grove for speeders, jaywalkers, and those people who feel its their duty to act as traffic controller for their big rigs. Time for some tickets to be handed out.

Thank you in advance for this consideration and the opportunity to provide input.

Alternate route around the north side of Cameron Lake by using the rail way line that is not being used. Rejoin hwy 4 at the bottom of the Hump east side. A lot less costly than Horn Lake route.

With the problems arising at the lack of parking spaces for the 500,000 visitors expected each year at Cathedral Grove, here are my comments.

This Ancient Forest has been set aside, in perpetuity, as a remnant statement of what was.

It is to be protected and maintained au naturel.

It was heavily impacted a few years ago by logging interests who removed what might have been a buffer zone. Accumulating in a loss of hundreds of the Ancient giants. This indicates the fragility of this forest to outside influences.

A former plan to clear forest to accommodate a parking area and concession stands was absolutely a non starter

Subsequently, to anticipate accommodating more parking spaces somewhere within or surrounding this park is a poor choice

What to do then to accommodate the masses during the approximately 6 month tourist season?

Set up a system of Shuttle buses between Qualicum Beach and Port Alberni, under the governance of Parks Canada.

This is not a new concept. Lake Louise is a demonstrable example of the benefits of this system.

It is our duty and every effort is required to safeguard our Island treasures from excessive human impact.

And then there is Goldstream National Park etc!

This may be difficult to accomplish without removing &/or destroying trees which I am certainly not in favour of but could a larger parking lot not be put in somewhere close by to alleviate this major plus safety problem. We recently were in Port Alberni & planned to stop by Cathedral Grove on the way home to Nanoose Bay to take photos but not a single place to park so gave up very disappointed!

Hope a solution can be found soon but no doubt there will be a cost involved but if it saves a life, serious consideration should be given to this.

I'd like to see a stop light cross walk there for people. No more parking in the park but on the outskirts maybe.

Please for the love of all that is right and beautiful in this world don't cut down any of these amazing trees unless they are going to fall down on their own. Thank you.

I would like to recommend that you look into doing an underpass (large culvert style) maybe close to the bridge ...or where ever is best location and also explore more small parking among the trees as long as it doesn't impact the roots . Also the road into the cabins should be used for parking among the trees .

Hope this is useful.

Suggestion for parking upgrade at Cathedral Grove Park:

- ▶ Note, major wind storms come from the west so extra parking should be on the east (Cameron lake side) of the park to lessen risk of tree blow down.
- ▶ Note, main tourist traffic comes from the east, not the west.

There is an Island just to the East of the main parking area which has the river split around it prior to entering the lake .

Place extra parking on this island with foot bridges over the creek/river into the main part of the park .

Selectively log the island to remove those trees required to create parking. Leave as many trees as is reasonable but have them topped to minimize risk of blow down, and de-limb them of any dead branches.

Do not pave the parking lot with blacktop. Use gravel only to insure proper drainage and esthetics- It rains a lot there, and the river does on occasion overflow (but not during tourist season. The use of log barriers to define the parking lines and lot would also be appropriate

Should at any time in the future plans be made for a public boat ramp for Cameron Lake it could also be accommodated on this island .. You often see kayaks, canoes, etc being launched along hwy 4 with people just parking beside the road, or at the picnic site half way down the lake.

I have lived in the Port Alberni / Qualicum Beach area for most of my life. I have traveled the highway for 70 years and have grown up with the ever increasing traffic on the road. There have been lackluster attempts to improve the parking problem at McMillan Park to a point that is becoming very dangerous for pedestrians as well as vehicles. This should not be any surprise to the Highways Dept.

The environmentalists have raised such a fuss over taking down a few trees to make room for a parking area that they should be held responsible for any deaths or injuries that are the result of this problem. There were 2 people killed from a tree that fell on their vehicle while they were parked in the present small parking area. There are many trees in the Grove that are over mature and are already a hazard. A serious study should be done

to identify an area that contains a volume of trees that could be taken down that are in their last few years of life. The parking area should be able to accommodate Rec Vehicles as well as small vehicles as there is a growing number of them in recent years.

In the short term there is lots of places along the highway that could be filled with material to make parking much easier and safer. This would help a lot so that people could enjoy a very popular tourist stop.

I have been to the Redwoods in California several times and they have done a fine job of looking after parking needs and protecting the trees. We could take a page from their book.

As far as dealing with the environmentalists that the government seems hesitant to challenge, I would gladly be a part of a group to move them over and get on with what is needed for public safety.

simple and safe solution a tunnel under, like at goldstream to get to the trestle..... very simple solution.

I live in Port Alberni and have driven through the grove for 18 years. It is definitely a public safety issue. I know a parking area is primary in managing the highways safety but my thoughts lean more to the issue of pedestrians wanting to cross the highway. I think the natural beauty shouldn't be spoiled with more man made features than necessary. A pedestrian underpass would be a perfect solution to keeping people off the highway and the stunning view as you drive through the big trees would remain unimpeded.

I've seen these underpasses used in Calgary and they are amazingly cheap compared to many other options and totally safe!

I attended yr presentation yesterday evening at Parksville.

Firstly, thank you for allowing me a chance to input my thoughts and ideas, I thought it was a very useful exercise.

Although I filled in the survey form provided, in retrospect I feel there was an important point that I should have emphasised.

I was involved with safety for most of my working life and I feel a major consideration going forward with this project is the safety of pedestrians crossing the road.

A footbridge for passengers at this stage I consider essential.

Apart from the safety aspect, with no pedestrians crossing, traffic would flow much better.

I wish you well with yr poisoned chalice!

As a former Vancouver Island resident, and now tourist, I had one thought on how to address safety concerns in Cathedral Grove.

This fall, I drove through Flathead National Forest in Montana along highway 2. This is a very narrow road, barely two lanes, with lots of tourist traffic and numerous lookouts with parking lots to stop and enjoy the views. I noticed quite a few small tour buses along the route. They picked up people in a nearby town, and dropped them off at the lookouts. People could stop and admire the views, and then hop on the next bus and travel on. When they were done, they could hop on a return bus and ride it back to town and their vehicles. Perhaps a similar service could be offered for Cathedral Grove- the drivers might also provide a running commentary on the area.

I really think there should be a large parking area just below the hump on the east side of the highway, across from the Cameron river. Making it accessible to both east & west bound lanes. Trails from there to the actual park, possibly with food & drink kiosks, plus washroom facilities. The areas along the roadsides that are a real danger should be blocked off to stop the parking and causing traffic jams and frustrations. Also, an overpass should be built at the main entrance of the park. Would be nice to have two overpasses!!! Give the tourist a different perspective from up there!!!???

I just came across the article on the MOTI website regarding the issues with the Cathedral Grove corridor.

Without delving into too much detail, the first thing that comes to my mind for a way of solving the problem would be to acquire the abandoned railway right-of-way & reroute the highway along the hillside to the north & west of the park following the old railway corridor. This would involve a challenging diversion from the existing Hwy 4 corridor alongside the west end of Cameron Lake & up to the railway grade, but it could potentially be feasible. Then the old highway route could be converted to a one-way parkway with roadside parking & a 30km/h speed limit. The roadside parking along the length of the corridor would provide enough parking to handle the visitors & possibly encourage the development of a few new trails in the grove.

Better yet, the old E&N railway grade could be used as the new highway corridor to go around both the park & Cameron Lake. The north route around Cameron Lake could potentially be a better route for the highway than the existing corridor as it would avoid the sharp corners & rock overhangs that are present. Obviously this is just conjecture & would require further study to justify whether or not it's appropriate. Although far more costly, the total realignment around the park & the lake could result in longer term value with less maintenance & less accidents should the route approximate the softer curves of the railway corridor. The resulting parkway left by the old route would make for a very pleasant scenic drive at very low speeds reminiscent of Avenue of the Giants in Northern California or the one way Stanley Park Drive that encircles Stanley Park in Vancouver.

Whatever option is chosen, hopefully it will result in a safer traverse for Hwy 4 travellers as well as good access for people that want to enjoy the park. I love that part of the world & look forward to travelling there again soon.

Put rumble strips across the road in several areas. That should make drivers aware of their speed.

My idea is simple build over head walk ways just like the one the Canada #1 on the out skirts of Duncan that way there would be no reason for any one to cross the high way and risk being hit.

I've lived on this side of the Island for 59 years. People are going to say overhead walkway. Great until our first big wind storm, one tree and its toast. IMHO, I think to open up the road on your left hand side, closest to the bottom of the hump heading west, the one with the yellow gate. Proper turn in, build a small bridge over the river and into a parking lot in the second growth behind the park and out of view. Have one or two walkways over the river to connecting trails. No more people or cars parked where they all are now, wouldn't that be nice, and safe.

Definitely there are safety issues driving through Cathedral Grove, both with pedestrians crossing the highway as well as traffic congestion- cars parking and exiting the allotted parking spaces, as well as cars parallel parking alongside both sides of the highway causing further traffic congestion.

This highway is a gateway between Qualicum Beach, Parksville and Port Alberni, Tofino and Ucluelet

Addressing safety and parking issues while protecting environmental issues is long overdue.

What is needed:

1. Overpass for pedestrians to cross the highway both ways or underground tunnel (most environmentally friendly choice).
2. Divider/barrier on middle of highway so cars can pull over to park only on their side of highway.
3. Overflow parking to be located at previously logged land nearby with shuttle bus/trail to Cathedral Grove (most environmentally friendly choice)

I grew up in Port Alberni and drove through Cathedral Grove often, worked in the lower mainland visiting the island regularly travelling through the Grove, and retired to Parksville, where I still travel through this beautiful stand of trees.

The safety and parking issues are very dear to my heart. I hope this will be resolved quickly before a tragedy happens...it is only a matter of time.

I think, if this project is thought out clearly it could work. A new road from Horne Lake to Cherry Creek is the best answer. We have millions of tourist going through our roads & it's time to upgrade. We are last to have anything done so let's do this right. Thank- you

I am writing in response to the meeting being held on the park. This park needs a proper parking lot and over pass for tourists. After all this is the main highway off the west coast of Vancouver island not some secondary road. I sat on the committee for a secondary route out of Port Alberni and that fell upon deaf ears. So hopefully this topic will receive some action. I suggest the minister of highways and safety spend a week there to observe the chaos and lunacy that occurs when tourism meets residents and the large trucks feeding the economies of the west coast. I have had close calls in regards to an accident including someone backing up on the highway towards me as well as witnessing accidents after they have occurred. Hopefully this does not once again fall upon deaf ears.

Two or three things occurred to me as ideas. First, recognize that it is a tough nut to crack. Preservationists must realize that the population of the west coast will continue to grow. And therefore food, fuel, furniture, housewares, building supplies etc all have to pass through Cathedral Grove until another route is created. Any “fix” is bound to be a temporary one until a satisfactory alternative is found. To me alternatives are Haggard’s highway from Horne Lake, a bypass on the east or south side of the Cameron river that I have talked about before, or rehab the rail line on the other side of the lake. It must be one of them.

Until then, I think there are three temporary fixes that could be used. First, there is very little messaging telling the visitors that the road they arrived on is a highway and can be dangerous. The messaging has include languages other than English. Second, despite it being a highway, some gentle form of speed bumps needs to be put in place. Mexicans use old anchor ropes across the roads. They are VERY effective. You learn very quickly to watch out for them. But they are hard on vehicles. So make them gentler. Third, and purchase some Island Timberland property and create an overflow parking area on the other side of the river further upstream on the other side of the river where a bridge currently exists. I heard that this was an option in an earlier attempt to resolve the issue and that IT had rejected the idea outright. That was then. Things have changed. There is more traffic, there is different management, and they may be more amenable to the idea.

I think a fairly low cost solution would be to build a pedestrian walkway over the road so that people parked on the north side of the park can safely cross the road. Please don’t take down anymore trees as it will affect the lifespan of the very old trees.

It seems to me that if the general idea behind Cathedral Grove is to preserve and appreciate the ancient, natural ecosystem, then intruding on that ancient, natural ecosystem to expand parking capabilities is probably not a wise strategy.

The irony of tearing down part of the forest so more people can come to appreciate the forest is already obvious enough on its own, but on top of the comedic irony of an obvious misstep like that, there’s also the consideration that facilitating an increase in traffic through the park would result in further deterioration of the surrounding ecosystem. (More exhaust fumes, more trash, more chances for people to hop off the trail and take a souvenir “because it’s no big deal if just one person does it”, etc.)

The whole point of Cathedral Grove is that it’s a beautiful, unspoiled window into the ancient landscape. It’s cool that so many people are interested in it, and the tourism is of course good for our economy. But if we want to keep it unspoiled, then our aim should not be to facilitate the expansion of traffic going through the area, our aim should be to reduce the amount of traffic we allow to go through the area at all in the first place.

Instead of thinking in terms of “how can we accommodate all this extra traffic?” we should be thinking in terms of “how can we mitigate all this extra traffic?”

Perhaps it would be a good idea to make the park accessible by admission only from March through October, as both a traffic deterrent, and as an additional revenue stream to help maintain/patrol the park.

We could even have free admission every Sunday or something like that, and then use the revenues from the other 6 days a week to pay for staff to act as traffic control and parking attendants on the free days, so that we don’t end up with a cycle of every Sunday being extra crowded.

But whatever approach we take, it seems to me rather than taking it with the mentality of managing an ever-increasing amount of traffic to the site, we might be better to take it with the mentality of limiting traffic to the site and increasing the value of the existing traffic.

As the popularity of the site grows, our aim should be to grow the amount of revenue the site generates, not the amount of traffic the site generates. In fact, limiting the amount of traffic the site generates would seem to be a crucial factor in preserving the site and its popularity.

Just my two cents.

Kind regards.

Parking lots need to be established on both sides of the road- the exits after people have driven through and decided they want to stop. This deals with the people who say “oh no if only we had known about this” and then make a dangerous turn somewhere to come back at it. Also sign this well- so that everyone knows that there will be an opportunity to park and walk through the grove. The parking lots do not have to be built in the protected “grove” - I don’t know who has rights in the adjacent land but even if it is the logging industry, I am sure they want to do the right thing and donate the land as long as they can take the trees on it to help save the lives of people. If they can’t think that way, then I would not be above telling them that poor citizens would go to the end of the line when new tree cutting permits are given out. Think of the great publicity they would get by putting people’s lives first. Given human nature, people will also want to see what is on the other side of the road- so do not give in to the people who call for dividers down the middle of the road. To believe that people will not climb over the barriers is delusional thinking by people who know nothing about human nature. So- the obvious answer is to build an elevated walkway- a pedestrian bridge- from one side to the other. This will also give people lots of opportunity to take pictures- instead of standing in or near the highway. Make sure to make the bridge wide enough- tourism is going to increase in Canada, not decline.

Of course people will be against this idea. If you closed the grove, people would be against that too. Some people don’t like any change at all but obviously those are people who might a) not live here or b) not care enough about people’s lives. These are not new ideas- people have blocked it before. The political iron will of government needs to be put into place to deal with this situation before people are killed. Because you can be sure, when that happens, and it is when, not if, the first to be blamed will be the governments.

Hope you have a lovely weekend.

Kindest regards

The 1/2 million people that want to experience Cathedral grove each season are having a hard time doing so with the lack of proper parking. The huge impact that amount of people has on such a small area will no doubt lead to the trees dying . So lets lead them west down the road to the far end of the park. Outside park boundaries .Go into a partnership agreement with Island timberlands.. punch in a huge parking lot with trails heading towards our park..Maybe a campsite so all these people can enjoy our park and areas surrounding park. No loss of forest in park Government looks good , Island timberlands looks good..Maybe use the trees dropped for parking lot to built . structures .. As with any idea we must have first nations on board .and again Government looks good .jobs could be created .Government looks good for more great ideas

Treat it as a School Zone. After all it does include lots of kids

That way we are not taking the special beauty of being out in the trees and turning it into an overpass..

Good idea to begin implementing the cheapest, most natural way, to solve people problems. They work best in the long run and are maintenance free.

If not that you will have to put in lights to STOP the traffic so the people can cross the road safely.

The parking lot was protested for a grueling two years, and they won. If it comes to the people being in too much danger crossing the road I vote for closing the park in favor of cutting the trees. Cutting the trees is an outrageous act since it’s the trees that are the attraction, not to mention that they give us the air we breathe ! Access is a privilege but is secondary to saving this sacred forest. Respect and love the tree Elder’s.

I took some visitor's from New Zealand to the Grove early September of this year. I must say I was embarrassed at the state of the paths and the dire parking situation. No crosswalks! It's just a matter of time until someone gets killed. But, on that note I am NOT in favour of any trees being cut down. We lost too many in 2006. I would be very much in favour of closure of all paths or wooden walkways being built in order to save the soil and the tree roots. The ground is like concrete. It's over run with too many folks. Perhaps guided tours and an "entrance" fee to cover costs.

Thank you for asking for public comment on this important issue.

- Sharing your experiences using Highway 4 and traveling through the park.

At the individual level I love driving through the park. It is the best part of the entire drive from Port to Nanaimo. I slow down and go the speed limit, undo my car windows and enjoy the wonderful smells. Sometimes I even hear a bird or two. I stop and get out – usually in the winter when there are no cars there.

I have been driving there the park for over 50 years. In high school I had friends who killed themselves in the park by driving too fast for the road conditions. I too have scared myself doing the same.

At the ecosystem level new science has clearly shown that in our west coast temperate forest trees do not stand on their own. Trees, soil, other plants, animals and fish (aquatic species) are all interconnected. Removing one tree, 10 trees, 200 m² of trees and soils and bacteria is harming far more than what you can see. The cumulative impact will last for centuries, possible for ever.

We, today's stewards of this stand, civil society, have the power to remove or harm; but, do we really need to harm something over 1000 years old, so special, to accommodate humans' 15-30 minute experience in this revered spot. Yes, it attracts approximately 500,000 human visitors annually – but I have noted that it is only for a fleeting moment in a tree's life.

I say NO.

- Sharing your experiences as a visitor to the park.

One of the reasons I became a professional natural resource manager is because of my experiences in the park: going from enjoying the trees to wanting to understand their ecosystem and then to assisting nature to function.

Over time I have witnessed ecosystem damage from excess human use. I have witnessed human encroachment into a now rare ecosystem, a mere postage stamp of beauty, a remnant to remind us of what indigenous people valued and early settlers thought of as obstacles then economic opportunity.

You can see this as you stand there.

- Considering potential improvements that could improve safety while protecting the park.

The road does not need to be widened, the traffic speed needs to be slowed and enforced. MoTI has variable speeds on the Coquihalla Hwy. and this could be applied in the grove to slow folks down.

Visiting the park is a privilege. When it is busy everyone cannot be accommodated, just like a concert or airplane. It is not a right.

Banning tour busses is another option. Maybe smaller 15 person busses pick up members of large tours from Port or Hilliards Crossing or Coombs and they have a small special experience. This may take longer than a quick stop on the way to a destination, but this would be better for traffic safety and the park and provide an additional opportunity for the tourism industry to make a few more dollars as folks will be in Coombs or Port for an extra ½ day.

Try reducing the visitations to 200,000 per year. I will pay higher taxes to protect places like this.

Thank you for asking.

I would like to say that during the summer this place is a gong show with people running across the highway. In other situations fences and other barriers are being utilized to try to prevent pedestrian casualties by stopping uncontrolled crossing. It is time to deal with this, obviously people want to stop and there is inadequate safe and regulated parking. The situation can only get worse as tourism continues to grow on the west coast. A well thought out parking area with the minimum tree loss is the only way. It is a parking lot, not a pipeline. I have seen people send out a family member to stop highway traffic, so another person can back up their motorhome onto a busy roadway. The silent majority want you to deal with this issue and do the best thing for everyone including locals and tourists. Put in a proper parking area.

Just completed a trip across Canada & back and all tourist attractions have parking available to remove pedestrians off the highway. The same should be done at Cathedral Grove as was planned years ago. Then a pedestrian overpass installed to allow access to both sides. What is there now is a disgrace & an accident waiting to happen.

As for the tree huggers, to get more people to appreciate our forests you have to give them access to them so they can see why they're worth saving.

Dear public servants and elected representatives,

I would imagine that all of you have walked through the ancient trees known around the world as 'Cathedral Grove.'

The idea that a major highway, in fact the only highway accessing Port Alberni and beyond, running through a national treasure, such as Cathedral Grove, needs a solution that far exceed widening the road and pushing in some more parking. First the trees will continue to die at an accelerated rate as roads are widened and more traffic is brought to bear on their root systems, this includes foot traffic. Second, the capacity of this highway will never keep up with the increased in traffic anticipated by development and therefore an alternate highway is inevitable to provide safe passage for locals, tourists, and freight.

Many jurisdiction around the world have protected parks by limiting access to vehicle traffic. British Columbia should consider this for highway safety as well as protection of the park.

The plans which I am putting forward provide opportunities to diversify the footprint that damages the trees everyone comes to see, while allowing the growth of an tourism industry that clearly needs more vision for it to grow and flourish while protecting the park it relies upon.

It is troubling that the public meetings held on November 21 and 22 of this year were presented solely by the BC Ministry of Transportation and Infrastructure with a minimal presence from BC Parks, while four extremely important ministries, in relation to this provincial park, were not present or represented; BC Ministry of Environment & Climate Change Strategy, BC Ministry of Tourism, Arts & Culture, BC Ministry of Forests, Lands, Natural Resource Operations & Rural Development, BC Ministry of Indigenous Relations and Reconciliation. In order for major decisions to be made regarding Cathedral Grove, all of these Ministries need to be at the table along with representatives from private groups including First Nations, Tourism, Environment organizations, Chambers of Commerce, and other public representatives. It is no longer enough for the Ministry of Transportation to simply state that First Nations and other groups have been consulted and then move forward with highway concerns as the only real motivation for changes that effect all of the above.

Please find attached my text proposal as well as a map (see next pages).

Alternative Concepts for Cathedral Grove

Presented by [REDACTED] - December 2018

First, all of the old-growth Douglas fir forest-land adjacent to Cathedral Grove needs to be added to the Provincial Park. This land, to the south of the park and west of the highway, is currently owned by Island Timberlands but contains many of the ancient trees that make Cathedral Grove. If these trees are allowed to be logged, as IT plans, then the trees in Cathedral Grove will be further compromised by high winds and this will greatly impact the safety of travelers on the highway. To this end protecting these trees is imperative. The entire valley has already been heavily effected by logging and the trees that remain standing depend upon each other as forest structure to withstand wind storms.

Once this land has been secured as part of the Park plans can be made to diversify the footprint upon the ancient forest that is a national treasure and visited by millions from around the world. Cathedral Grove is the last stand of Coastal Douglas fir trees in Canada that is easily accessible to the public.

The ballast of the logging road blasted into the forested hillside is such that it should allow for a single lane plus parallel parking at many points along the 2km of existing roadbed. This new 'parking' roadway could be maintained as a one-way loop heading west, allowing for the majority of traffic to turn right off highway 4A and then making another right to continue towards Port Alberni and the west-coast. Other traffic would need a turning lane to make a left into the same 'parking' roadway loop and then turn left at the far end to continue towards Oceanside and beyond. A secondary logging road was blasted in almost up to the railway tracks where a station/platform could be constructed if the Alberni vision of a steam engine train ever materializes. Many in Port Alberni have visions of a train to Coombs for tourists to enjoy the view and a stop in Cathedral Grove would fit right into these plans. All of these vehicle parking locations would be connect by a pedestrian only walk-way (much more than a rugged path) along what is now the fibre-optic line. Smaller connecting trails would bring people to and from this major artery for people to walk through-out the expanded park. There are several locations along the 'Weyerhaeuser' logging road where significant stands of ancient Douglas fir, Western Red Cedar, and Culturally Modified Trees altered by Indigenous People hundreds of years ago, that might provide locations for well planned trails. This new trail system would help to reduced the impact from over-use on the existing 'Grove' where all tourist traffic is currently limited. Those who still want to make the trek to this 'Grove' would be able but other who have mobility issues would be able to make use of a shuttle bus service run between the 'parking' roadway and the current parking lot inside the 'Grove.' All other vehicle traffic would be prevented from stopping at the 'Grove' with concrete barriers and a steel gate system which would allow access for shuttle buses, park maintenance, and emergency vehicles.

Please see attached Google Earth Map highlighted with Sticky Notes:

#1-Limit access for shuttle buses, handicapped, emergency access, and parks vehicles.

#2-Access from highway onto 'parking' roadway.

#3-Access from highway onto 'parking' roadway.


#4-Fiber Optic corridor becomes primary hiking trail back to current center of Grove.

#5-Access to park via railway.

Cathedral Grove

Legend

 Provincial Park

 Cameron Lake

#1 - Limit access for shuttle buses, handicapped, special permission.

#2 - Access from highway onto 'parking' roadway.

#4 - Fiber Optic corridor becomes primary hiking trail back to current center of Grove.

#3 - Access from highway onto 'parking' roadway.

#5 - Access to park via railway.

Google Earth

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2 km

