



Let's Talk
KAMLOOPS

Reimagine Downtown!

Turning Ideas Into Reality



Phase 1

Community Engagement Summary Report

SEPTEMBER 2026



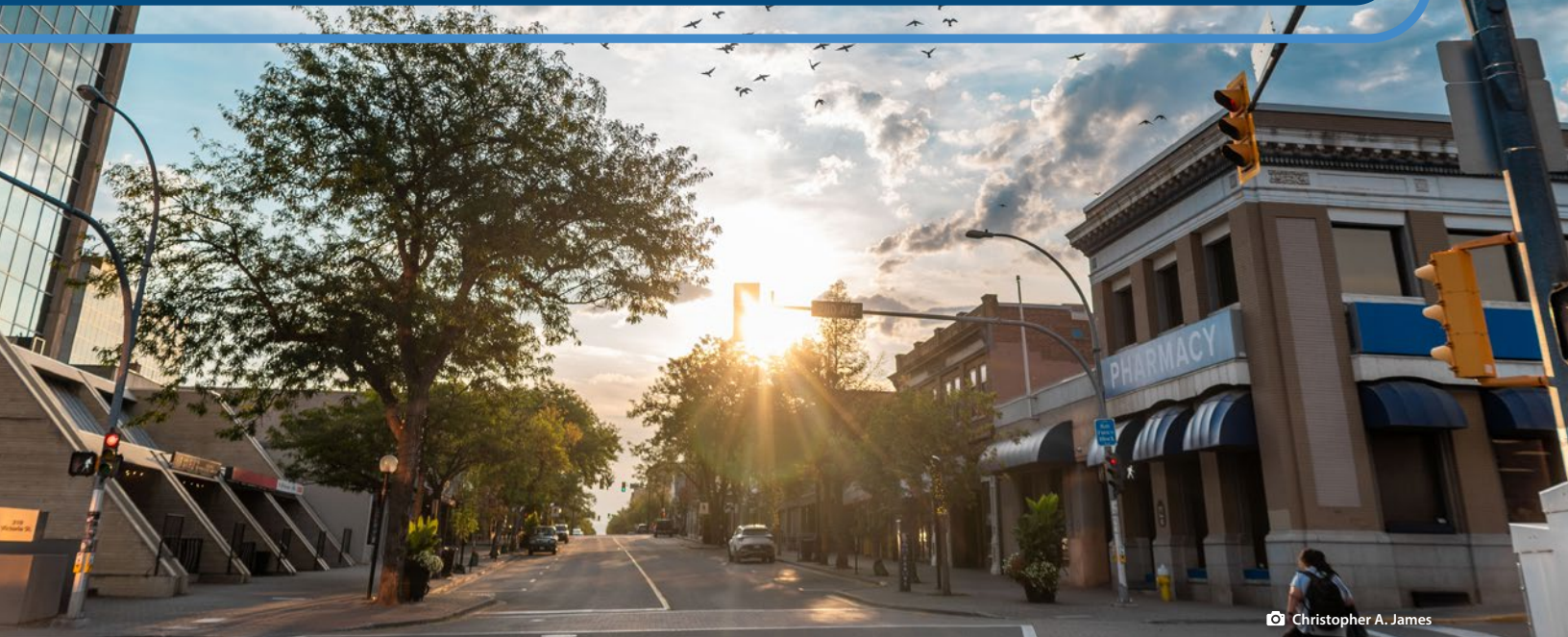
Canada's Tournament Capital



Reimagine Downtown!

Phase 1 Community Engagement Summary Report

SEPTEMBER 2026



Christopher A. James

Table of Contents

Introduction	2
Summary of Phase 1 Engagement Activities	3
Communication Outreach	4
Engagement Results	5
Appendix A - Who Participated?	23
Appendix B - What We Heard From In-Person Engagement	29
Appendix C - What We Heard From the Let's Talk Online Survey	55

Introduction

Reimagine Downtown! builds on past planning efforts—such as the 2019 Downtown Plan and 2025 Active Transportation Plan—and the Build Kamloops initiative by reviewing progress, identifying priorities, and developing a coordinated set of next steps for the downtown area.

Phase 1 of Reimagine Downtown! focused on gathering input from the community on the following topics as they related to the central area of Downtown Kamloops:

- Are the Vision and Principles of the 2019 Downtown Plan still relevant today?
- Places for People - what are your ideas and priorities for parks, plazas and gathering places?
- Mobility for People - what are your ideas and priorities for access and transportation?
- Experiences for People - what are your ideas for memorable places and amenities?

Based on input gathered during Phase 1 engagement and technical review, Phase 2 will develop policy and design options on the key themes and gather community to engage on the proposed options. In Phase 3, input from the public and interest groups will be used to develop an updated strategy outlining priorities for fostering a vibrant downtown Kamloops.

Reimagine Downtown!



Summary of Phase 1 Engagement Activities

Phase 1 Engagement - May to June 2026



ACTIVITIES WERE AS FOLLOWS:

Let's Talk Page and Online Survey

Project information and an online survey were provided at: [LetsTalk.Kamloops.ca/ReimagineDowntown](https://lets-talk-kamloops.ca/reimagine-downtown). The project page received 2,041 page views and 1,814 site visits by 1,349 separate visitors. The online survey received 157 survey contributions and 69 map contributions.

In-Person Engagement Events for the Business Community and General Public at the Delta Hotel

Nine attendees from the business community and 44 people responded to engagement materials using dotmocracy voting, providing comments on sticky notes, and communicating verbally with staff and consultants.



In-Person Engagement Event for the General Public at the May 9, 2026, Kamloops Farmers' Market

The Reimagine Downtown! booth at the market received 77 visitors and provided input using the same format as the Delta Hotel event.

In-Person Booth at the May 27, 2026, T'kemplúps te Secwépemc Open House at Moccasin Square Gardens

A scaled-down format was used due to space limitations during the event that was shared by several community groups. Staff had many discussions, and 27 comments on ideas and priorities for Downtown were submitted via sticky notes.



Presentation to Junior Council

Staff made a presentation to Junior Council. Students were directed to the online survey to provide feedback and asked questions and provided comments during the meeting.

Communication Outreach

The Reimagine Downtown! project was supported by a multi-channel communications and outreach approach to build awareness and encourage participation across the community.

To reach downtown businesses directly, a postcard drop was coordinated in partnership with the Customer Care and Patrol (CAP) Team through the Kamloops Central Business Improvement Association, ensuring awareness among local operators and staff.

TARGETED OUTREACH HELPED CONNECT WITH KEY ORGANIZATIONS AND COMMUNITY NETWORKS, INCLUDING:

- Neighbourhood Associations
- Kamloops Chamber of Commerce
- Kamloops Central Business Improvement Association
- Tourism Kamloops
- Kamloops Hotel Accommodators Association
- Tkemlúps te Secwépemc

These partnerships supported information sharing and encouraged participation from residents and businesses with a direct interest in downtown.



Engagement Results

This section provides an overview of input received during Phase 1 engagement activities described above. A record of verbatim comments and a breakdown of input received from individual engagement events and the online survey are available in **Appendices B and C**.

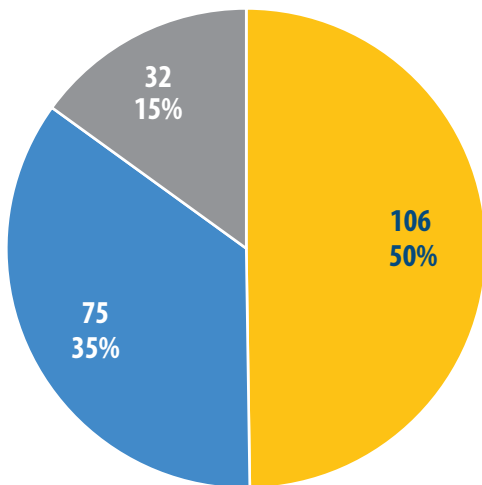
Downtown Vision and Principles

Are the Vision and Principles of the 2019 Downtown Plan still relevant today?

Engagement participants were asked to consider whether the 2019 Downtown Plan’s vision of Kamloops as “a vibrant, well-connected, and welcoming place to live, work, and play” and associated principles are relevant today. Most respondents indicated the vision is still relevant (50%) or “pretty close” (35%), with only 15% indicating the vision does “not really” represent the ideal future of Downtown.

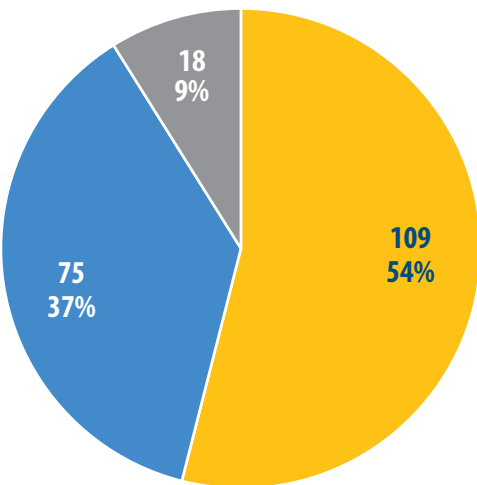
The plan’s key principles—compact mix of land uses, pedestrian first, neighbourhood connectivity, make downtown memorable, housing diversity, focused commercial activity, public gathering places, and attractive surroundings—were broadly supported by 54% of participants, considered “pretty close” by 37%, while only 9% of participants indicated the plan’s principles did “not really” support an ideal future for downtown.

Do you feel the 2019 Vision still reflects an ideal future for Downtown Kamloops?



- Yes! The vision is still looking good.
- Pretty Close. The vision is good, but perhaps some refinements.
- Not Really. Let's make changes to better reflect today's Downtown.

Do you feel the 2019 Principles will still support an ideal future for Downtown Kamloops?



- Yes! The principles still make sense.
- Pretty Close. The principles are good, but perhaps a few changes or additions.
- Not Really. Let's make changes to better reflect today's Downtown.

Comments regarding what might be improved in the vision and principles largely focused on related details or challenges to their implementation rather than changes to the vision and principles themselves. These comments have been grouped together with other engagement comments in the sections below.

What Makes a Great Downtown?

Below are the vision and principles from the **Downtown Plan**.

Vision

Downtown

Kamloops is a vibrant, well-connected, and welcoming place to live, work, and play.

Vibrant

Downtown is lively and eclectic with a thriving arts and entertainment district that celebrates and supports local businesses, restaurants, and cultural events and attracts residents and visitors of all lifestyles, ages, and abilities.

Connected

With its network of green streets, public gathering places, and active transportation corridors, downtown offers a walkable, bikeable, and accessible public realm that promotes sustainable and healthy living and conveniently links residents with surrounding neighbourhoods.

Welcoming

Accessible, safe, attractive, and affordable, downtown provides a diversity of housing types and public amenities that foster social interaction, inclusivity, and an enduring sense of community.



Do you feel the 2019 vision and principles still reflect an ideal future for downtown Kamloops?

► Add a dot to the area below that **best aligns** with your response.

Principles



COMPACT MIX OF LAND USES

A place where people can live, work, and play



PEDESTRIAN FIRST

A walkable community heart that is accessible, safe, convenient, and active



NEIGHBOURHOOD CONNECTIVITY

Key amenities and experiences are connected



MAKE DOWNTOWN MEMORABLE

Unique character, culture, arts, food, and events highlighted as key attractions for residents and tourists



HOUSING DIVERSITY

Homes for people of all walks and stages of life



FOCUSED COMMERCIAL ACTIVITY

A destination for shopping, dining, and employment



PUBLIC GATHERING SPACES

Places for markets, festivals, sitting, and socializing



ATTRACTIVE SURROUNDINGS

Full of greenery, public art, heritage, and character

Yes! These are still looking good.

Pretty Close. They're good, but perhaps some refinements.

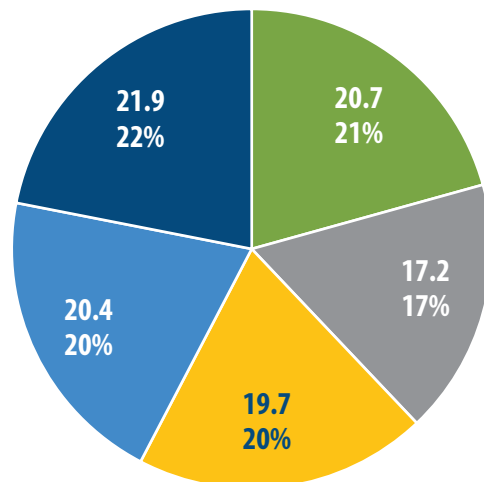
Not Really. Let's make changes to better reflect today's downtown.

Places for People

What are your ideas and priorities for parks, plazas, and gathering places?

Engagement participants were asked to indicate what type of new parks and plaza spaces should be prioritized in Downtown. Input was well distributed between the suggested interventions—parklets, alley activations, street closures, neighbourhood parks, and civic plazas—indicating public support for a variety of public space interventions in downtown Kamloops.

What types of new parks and plaza spaces should be priorities for Downtown?



- Parklet
- Alley Activation
- Street Closures
- Neighbourhood Parks
- Civic Plaza

Growing our Downtown Public Space

4th Avenue was envisioned for conversion to a pedestrian plaza in the Downtown Plan, but has since been confirmed as an essential transportation corridor for transit and vehicle access, including to the future Kamloops Centre for the Arts.

Let's explore alternate opportunities to improve public space downtown!

TODAY

- **Major parks** near downtown Kamloops line the riverfront and provide year-round activity.
- **Small plazas** like Gagliardi Square and Memorial Park provide gathering spaces downtown.
- **Select streets** are used for gathering with periodic closures for events like *Hot Nite in the City* and the Kamloops Regional Farmers' Market.

TOMORROW

- A strategic direction from the **Downtown Plan** is to identify specific locations for NEW parks, plazas, and public gathering places.
- These new spaces will increase opportunities for events and social connection, and support surrounding adjacent commercial uses.



What types of NEW parks and plaza spaces should be priorities for downtown?

► Add a dot to the ideas you like **MOST**.

Park and Plaza Spaces

Parklets



CAMPBELL STREET, TORONTO

Parklets are **small public spaces** that offer places to pause, relax, and enjoy greenery—often created by repurposing areas like sections of on-street parking.

- New public buildings, such as the Kamloops Centre for the Arts, create opportunities for parklets along edges and adjacent streets.
- Parklets are small scale, designed for informal use and greenery rather than large gatherings.

Like this idea? Add a dot...

Alley Activations



PINK ALLEY/ALLEY-ODD, VANCOUVER

Alley activations **transform existing alleys** from purely service or mobility functions into shared public spaces, often in partnership with nearby businesses.

- Art, lighting, and playful elements create a welcoming character.
- Collaboration with adjacent businesses is essential.
- Crime Prevention Through Environmental Design (CPTED) principles must guide design and operations.

Like this idea? Add a dot...

Street Closures



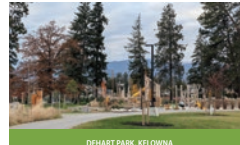
BELL STREET PARK SHARED STREET, SEATTLE

Street conversions **repurpose existing street corridors** to support community life, either through temporary closures or more permanent redesigns.

- Can be a cost-effective way to expand public space.
- Temporary closures can be seasonal or event-based.
- Permanent changes must align with long-term transportation planning.
- Pop-ups help test ideas before committing.

Like this idea? Add a dot...

Neighbourhood Parks



DEHART PARK, KELOWNA

New public parks add greenery and open space for people to enjoy, and can be integrated with initiatives like creek daylighting.

- Offer environmental and social benefits.
- Acquiring land for parks can be costly.
- Relationship to existing waterfront parks should be carefully considered.
- Locations should be focused in areas underserved by outdoor public greenspace.

Like this idea? Add a dot...

Civic Plazas



RAINBOW PARK, VANCOUVER

Civic plazas are **public gathering spaces** that often anchor a downtown. They offer room for people to meet, relax, and enjoy community events.

- Creating a new plaza may require costly land acquisition.
- Plazas work best in busy areas supported by cafes, shops, and daily activity.
- Can host music, markets, art, and other programming.

Like this idea? Add a dot...

PLACES FOR PEOPLE COMMENTS

Written comments on parks, plazas, and gathering places are summarized as follows:

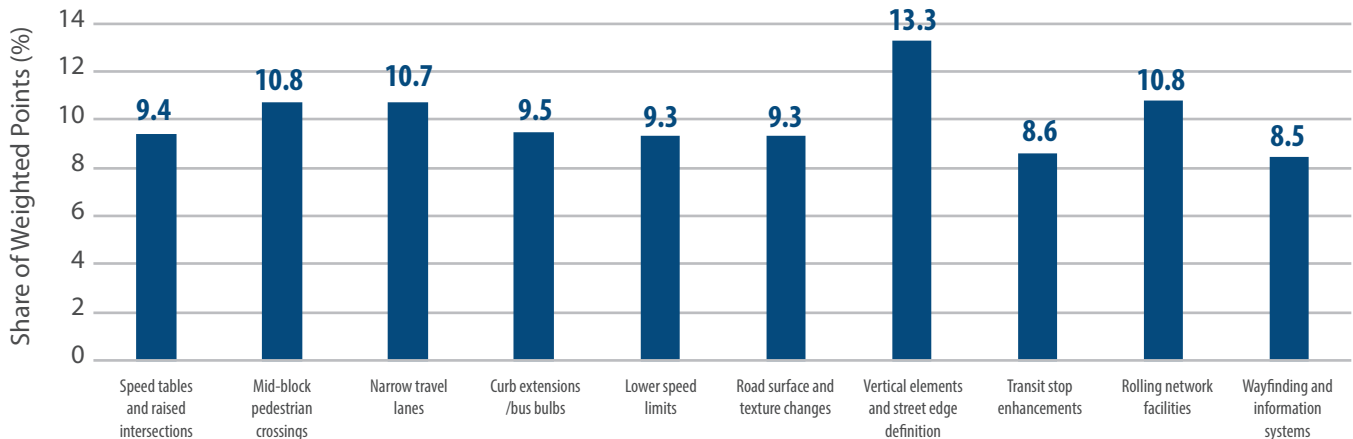
- Create more pedestrian-oriented public spaces by introducing seasonal or permanent street closures. Victoria Street received numerous separate comments as being a pedestrianized area. 4th Avenue and 5th Avenue also received support for seasonal closures.
- Increase the number of parks, plazas, and green spaces throughout Downtown, including small pocket parks and activation of vacant or underutilized land. Specific park space suggestions included the 600 block of Battle Street, closure of 7th Avenue for a linear park, naturalization of a portion of Peterson Creek, plaza space near the Thompson-Nicole Regional District library building, a parklet near the Kamloops Centre for the Arts, and the use of the Columbia Precinct.
- In the long term, explore the creation of a permanent town square or pedestrian area through street closure like Government Street in Victoria or Platzl in Kimberly.
- Activate underused spaces such as alleys, empty lots, and the riverfront with markets, art, seating, outdoor dining, and community events to create vibrant public destinations.
- Design public spaces to support year-round activity, with more winter programming, seasonal events, and inviting spaces that encourage people to gather in all seasons.
- Expand opportunities for community gathering and entertainment through public performance spaces, outdoor event areas, markets, and flexible multi-use civic spaces.
- Enhance the downtown experience with more places to linger, including sidewalk cafés, parklets, public seating, and comfortable “third places” for socializing and relaxation.
- Provide more dog-friendly amenities, particularly additional dog parks to serve downtown residents and nearby neighbourhoods.
- Consider opportunities for rooftop public places.

Mobility for People

What are your ideas and priorities for access and transportation?

Engagement participants were asked to indicate which of a variety of urban design tools might be used to create a safer, more comfortable, and more efficient downtown transportation system. Preferences were distributed across the options, with the highest ranked options being “vertical elements and street edge definition” (13.3%), rolling network facilities (10.8%), mid-block crossings (10.8%), and narrow travel lanes (10.7%)

Which tools do you prioritize to help create a safer, more comfortable, and more efficient downtown transportation system?



Reimagine Downtown! Turning Ideas Into Reality

MOBILITY FOR PEOPLE - ACCESS AND TRANSPORTATION

BOARD 7



Reimagining Downtown Mobility

- The **Transportation Master Plan** and **Downtown Plan** set clear direction: create a downtown mobility network that prioritizes safety and comfort for pedestrians, cyclists, and transit users while maintaining efficient use of the road network.
- Below are 10 tools that can advance this vision.



Green, Yellow, Red!
Which tools do you think have potential for downtown?



- Place your **RED** dot under a tool you are **less sure about**.
- Place your **YELLOW** dot under one you're **curious about**.
- Place your **GREEN** dot under a tool you think is **a must**.

Mobility Toolkit

Speed Tables and Raised Intersections

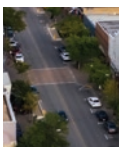


Elevated roadway sections that slow vehicles and highlight pedestrian priority

- Highly effective at intersections with heavy pedestrian activity
- Contrasting textures or colors reinforce the sense of entering a pedestrian-focused zone

Green, yellow, or red?

Mid-Block Pedestrian Crossings



Designated crossings between intersections to support natural desire lines

- Can be combined with raised crossings to slow vehicles
- Requires clear sightlines so drivers can see pedestrians
- Lighting and signage improve visibility

Green, yellow, or red?

Narrow Travel Lanes



Reduced lane widths to naturally discourage speeding and reclaim space for other uses

- Creates room for wider sidewalks, cycling lanes, or trees
- Can be achieved through curb realignment or low-cost treatments like paint, bollards, or textured surfaces

Green, yellow, or red?

Curb Extensions/Bus Bulbs



Curb areas extending into the roadway to shorten crossing distances, slow turning vehicles, and/or support transit stops

- Must be coordinated with cycling facilities
- Can incorporate stormwater features, transit facilities, etc

Green, yellow, or red?

Lower Speed Limits



Reducing posted speeds to align with pedestrian-oriented downtown environments

- Most effective when paired with physical design changes that reinforce slower speeds
- Limits determined on a street-by-street basis

Green, yellow, or red?

Road Surface and Texture Changes



Using patterned, coloured, or textured pavement to signal areas of pedestrian priority or transitions in street function

- Often paired with crossings, plazas, or shared-space zones
- Can incorporate public art or branding

Green, yellow, or red?

Vertical Elements and Street Edge Definition



Features, such as trees, shelters, lighting poles, and building edges create a **sense of enclosure**, encouraging slower driving

- Street trees enhance comfort, shade, and street character
- Planting strategies must account for long-term climate resilience

Green, yellow, or red?

Transit Stop Enhancements



Upgrades that improve comfort and accessibility for transit riders

- Shelters, lighting, seating, and real-time information increase safety and usability
- Art and signage enhance identity and wayfinding
- Better transit experiences can reduce car dependency

Green, yellow, or red?

Rolling Network Facilities



Improvements that make it easy and convenient to cycle and roll downtown

- Facilities can include bike and micromobility parking, repair stations, signage, and wayfinding
- Integrated with pedestrian and vehicle activity to reduce potential for conflicts

Green, yellow, or red?

Wayfinding and Information Systems



Clear, consistent signage helps people navigate safely and confidently

- Reduces conflicts by guiding pedestrians, cyclists, and drivers along appropriate routes
- Can be integrated with public art, lighting, and transit information

Green, yellow, or red?

Transportation Network: East-West Corridors

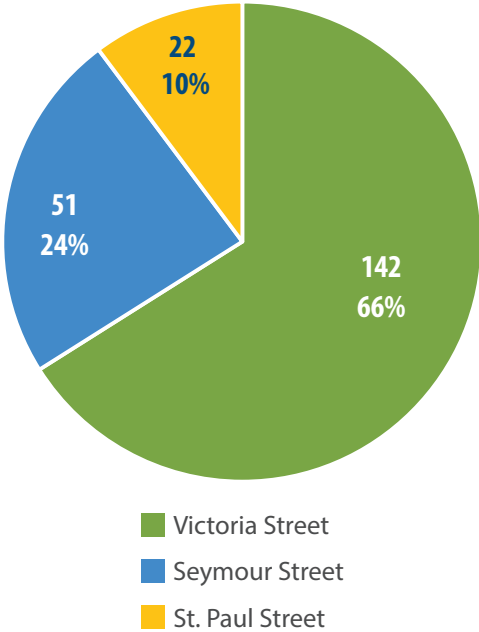
Engagement participants were asked to indicate which of three of the downtown's east-west corridors—Victoria Street, Seymour Street, and St. Paul Street—were best fitted for various street functions.

Victoria Street was participants' first choice for emphasizing pedestrian priority (wide sidewalks, commercial activity, and mid-block crossings), street life priority (expanded public realm to support retail and cafés), and event priority (street closures for events and gathering). Seymour Street ranked second, and St. Paul Street ranked third for pedestrian priority and street life, while St. Paul Street ranked second and Seymour Street ranked third for regular closures for public events and gathering.

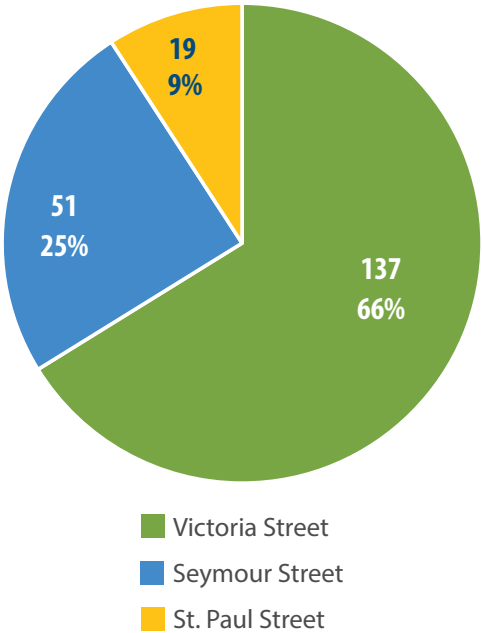
For rolling priority (protected rolling facilities for all ages and abilities), St. Paul Street ranked first (44%), Victoria Street ranked second (34%), and Seymour Street ranked third (22%). For vehicle priority (easy movement and access to convenient parking), Seymour Street ranked first (60%), Victoria Street ranked second (26%), and St. Paul Street ranked third (14%).

This quantitative data suggests public preference for refinement to the 2025 Active Transportation Plan Update, which identified Seymour Street as the protected east-west cycling route through the Downtown, with St. Paul Street as the location for a shared neighbourhood bikeway rather than a protected facility.

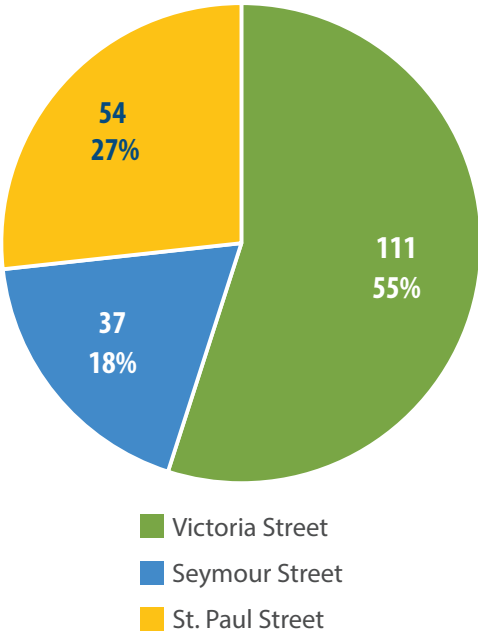
Which of the three streets is the best fit for emphasizing pedestrian priority: wide sidewalk, commercial activity, mid block crossings?



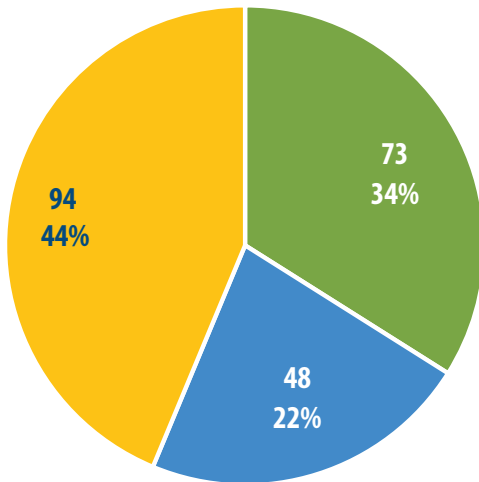
Which of the three streets is the best fit for emphasizing street life priority: Expanded public realm to support retail and cafes?



Which of the three streets is the best fit for emphasizing event priority: more regular closures for public events and gathering?

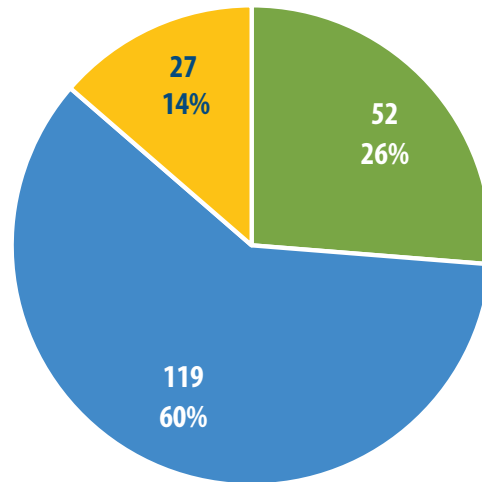


Which of the three streets is the best fit for emphasizing rolling priority: protected rolling for all ages and abilities?



■ Victoria Street
■ Seymour Street
■ St. Paul Street

Which of the three streets is the best fit for emphasizing vehicle priority: easy movement and access to convenient parking?



■ Victoria Street
■ Seymour Street
■ St. Paul Street

Reimagine Downtown! Turning Ideas Into Reality

MOBILITY FOR PEOPLE - ACCESS AND TRANSPORTATION

BOARD 8



A Future Network

A healthy, vibrant downtown depends on a transportation network that supports movement, safety, and street life. **Over time, every downtown street will be improved based on its unique function within the broader network.**

The **Transportation Master Plan** and the **Active Transportation Plan Update** identify the seven streets on this board as priority candidates for upgrades. Let's explore!

North-South Corridors - access and connection

- ▶ The north-south streets provide essential links into and through downtown.
- ▶ Today, **6th Avenue** provides one north-south active transportation connection.
- ▶ The **FOUR avenues below** are the **Active Transportation Plan Update** recommendations for walking and cycling improvements.



Which of the projects below would you like to see completed first?

▶ Please mark your **ONE top priority** with a dot.

IDENTIFIED PRIORITIES

1st Avenue Uji Way to St. Paul St
Multi-use pathway connecting Riverside Park, City Hall, and the western edge of downtown

2nd Avenue Uji Way to St. Paul St
Multi-use pathway connecting Riverside Park and downtown

4th Avenue Victoria St. to Columbia St
Sidewalk-level protected bicycle lanes connecting the Columbia Precinct and downtown

8th Avenue Victoria St to Columbia St (and beyond)
Multi-use pathway connecting downtown to Columbia St and addressing sidewalk gaps

East-West Corridors - multi-modal priorities

- ▶ The **THREE east-west Corridors of Victoria Street, Seymour Street, and St. Paul Street** work together as the downtown mobility core (see Board 6).
- ▶ All of these streets will continue to support multiple of the "seven street functions" (see below). However, all functions cannot fit on every street. To provide a complete, multi-modal network, certain functions will be emphasized on some streets, and not on others.
- ▶ For example, one street may prioritize wider sidewalks and pedestrian space, another a separated cycling facility, while another more on-street parking or loading.



What functions do you think are priorities for each east-west street?

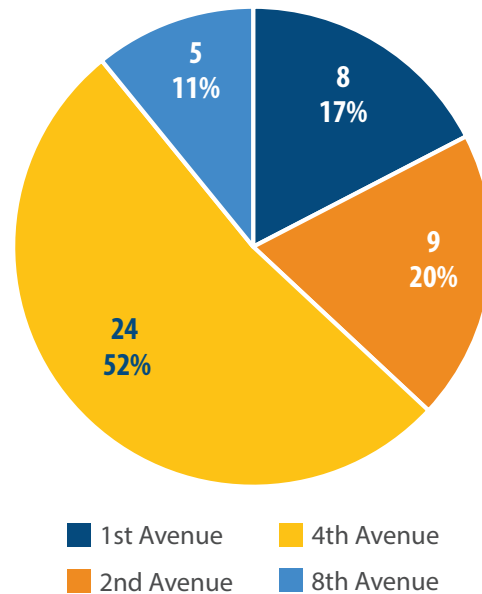
- ▶ Take **SEVEN dots**.
- ▶ Place **ONE dot** in each street function column.
- ▶ Every street function must have **at least ONE dot**. No single street can support all functions, so the key is to prioritize choices carefully.

		SEVEN STREET FUNCTIONS						
		Pedestrian Priority Wide sidewalks, commercial activity, mid-block crossings	Rolling Priority Protected rolling facilities for all ages and abilities	Transit Priority Transit route with accessible and attractive transit stops	Truck Priority Clear movement for trucks and emergency vehicles	Vehicle Priority Easy movement and access to convenient parking	Street Life Priority Expanded public realm to support retail and cafes	Event Priority More regular closures for public events and gathering
	SEYMOUR STREET							
	VICTORIA STREET			Transit will be prioritized on Seymour St as per the Transit Future Action Plan	Trucks will be prioritized on Seymour St as per the Transportation Master Plan			
	ST. PAUL STREET			Transit will be prioritized on Seymour St as per the Transit Future Action Plan	Trucks will be prioritized on Seymour St as per the Transportation Master Plan			

Transportation Network: North-South Corridors

In-person engagement participants were asked to prioritize active transportation projects on four north-south streets identified in the 2025 Active Transportation Plan. Of the listed projects, 4th Avenue ranked first (52%), followed by 2nd Avenue (20%), then 1st Avenue (17%). 8th Avenue ranked last at 5%.

Which of the projects below would you like to see completed first?



MOBILITY FOR PEOPLE COMMENTS

Mobility-related comments are summarized as follows:

Walking and Pedestrian Environment

- Prioritize people over vehicles with consideration made to establish pedestrian-only streets, car-free corridors, and seasonal street closures.
- Create inviting streets with wider sidewalks, trees, benches, patios, and active frontages.
- Improve lighting, visibility, and public safety to create welcoming walking environments.
- Make downtown walkable and accessible for people of all ages and abilities year-round, including building and maintaining sidewalks and addressing accessibility challenges on Victoria Street related to sidewalk slope and pinch points.
- Improve pedestrian safety with enhanced crosswalks, traffic calming, lower speeds, curb extensions, and better signal timing. Seymour Street and 3rd Avenue were highlighted as areas needing traffic calming and pedestrian improvements.
- Implement the “Taming Seymour Street” concept from the 2019 Downtown Plan to improve the streetscape for pedestrians in conjunction with the Kamloops Centre for the Arts. Improvements would create more pedestrian-friendly sidewalks similar to what is currently provided on Victoria Street between 1st Avenue and 5th Avenue through beautification, addition of street trees, and potential addition of a cycling facility on the street.
- Upgrade 4th Avenue from St. Paul Street to Lansdowne Street, creating a safe, beautiful, and welcoming walk between downtown destinations such as the Kamloops Centre for the Arts and the Thompson-Nicola Regional District library building.
- Expand the pedestrian-friendly treatment of Victoria Street between 1st Avenue and 5th Avenue eastward to 8th Avenue.
- Implement a sidewalk or multi-use path on Lansdowne Street between 6th Avenue and 8th Avenue.

Cycling Network

- Take a network approach to cycling, prioritizing a connected, safe, and convenient cycling network and ensuring routes connect key destinations including downtown, the North Shore, Riverside Park, Pioneer Park, Rivers Trail, Xget'tem'Trail, Peterson Creek, and neighbourhoods beyond the Core.
- Consider a variety of options for east-west cycling routes through downtown:
 - Enhance the St. Paul Street bike route, which could include a dedicated bike lane.
 - Consider establishing a dedicated protected bike path along Seymour Street to make the road more accessible and friendly.
 - Consider the development of commuter bike lanes on Seymour Street and Lansdowne Street.
 - Reconsider the multi-use pathway proposal on Lansdowne Street presented to Council in 2023.
 - Consider extending the Nicola Street bikeway westward to 3rd Avenue to provide connectivity to City Gardens.
 - Extend the St. Paul Street bikeway eastward to 10th Avenue.
 - Make Victoria Street one-way and provide angled parking and a bike lane.
- Consider options for expanding north-south cycling routes through downtown:
 - While the 4th Avenue route ranked as the highest priority north-south route in the quantitative survey, 5th Avenue could also be a potential cycling route from the Columbia Precinct to Downtown, as identified in the 2019 Downtown Plan.
 - Explore opportunities to provide additional cycling connectivity to the waterfront. In addition to connections to 1st Avenue and/or 2nd Avenue, consider extending the St. Paul Street bikeway eastward to 10th Avenue and north on 10th Avenue to Lorne Street/River Street, providing a multi-use bridge over the railway yard near 6th Avenue, or using 3rd Avenue as a connection to the waterfront.
- Consider cost-effectiveness in cycling facilities. Cycling facilities do not need to be fancy and expensive. Painted lines can be used. Quick-build facilities can provide cost-effective opportunities to trial cycling facilities. Use a less expensive format than was used on 6th Avenue for the next north-south cycling facility project.
- Consider potential for conflicts between faster cyclists and e-scooter users versus pedestrians on multi-use pathways. The needs of commuter cyclists and more casual or inexperienced cyclists differ and should both be accommodated to support recreation, shopping, and downtown exploration.
- Make the Rivers Trail cycle path from Downtown to the North Shore more beautiful and interesting.
- Review safety aspects of providing two-way bike lanes on busy one-way arterials such as Seymour Street.

Non-Linear Cycling and Rolling Infrastructure

- Improve Downtown bike parking and end-of-trip facilities by installing well-designed bike racks on every block, exploring opportunities to use underutilized lots for bicycle parking, or creating permanent downtown bike valet services and secure storage options.
- Encourage businesses to support visitors arriving by bike.
- Promote cycling through signage, route maps, and wayfinding improvements.

Parking and Vehicle Movement

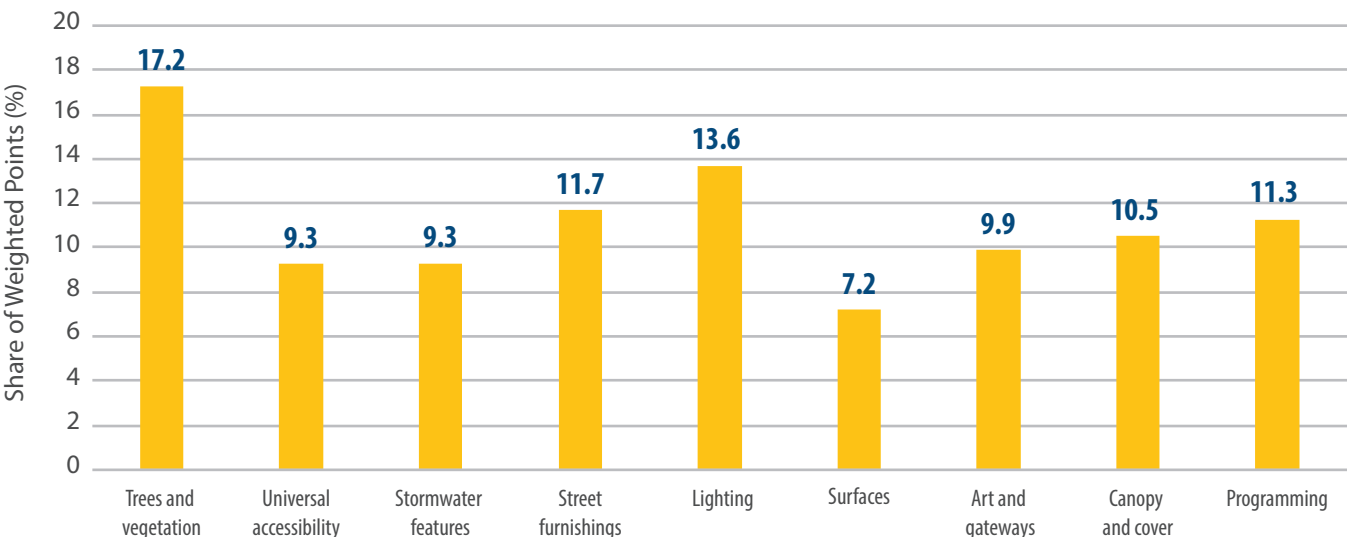
- Ensure downtown remains accessible for vehicles and, where possible, increase the amount of parking available throughout Downtown to better support businesses, residents, and visitors.
- Improve parking availability and management, which could include better enforcement, additional parkades, and more efficient use of existing parking spaces, including painting parking lines.
- Keep parking affordable, convenient, and easy to access by reviewing pricing, time limits, and enforcement.
- Do not remove existing parking until adequate alternative parking options are available.
- Consider improving traffic flow by considering converting key one-way streets, such as Lansdowne Street, Seymour Street, and 1st Avenue, to two-way streets.
- Where possible, reduce congestion by improving road connections, limiting heavy truck traffic, and minimizing unnecessary road closures.
- Expand accessible, customer, and business-friendly parking options, including more accessible parking stalls especially during major events.
- Facilitate the development of electric vehicle chargers downtown.
- Balance pedestrian-focused improvements with the need to maintain safe and efficient vehicle movement throughout downtown (e.g. variable speed limits depending on time of day).

Experiences for People

What are your priorities and ideas for memorable places?

Participants were asked to prioritize a series of placemaking elements to create beautiful streets and public spaces downtown. All elements received public support, with trees and vegetation ranked the highest (17.2% of responses), followed by lighting (13.6%), street furnishings (11.7%), and programming (11.3%).

What are your placemaking priorities?



EXPERIENCES FOR PEOPLE - MEMORABLE PLACES

Beautiful Spaces are Intentional

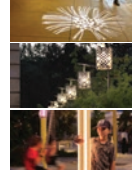
The design elements we choose shape streets and public spaces that are functional, sustainable, and true to the community's identity.



What are your placemaking priorities?

► Add a dot on up to **THREE** placemaking elements that you feel are **most important** for the future downtown.

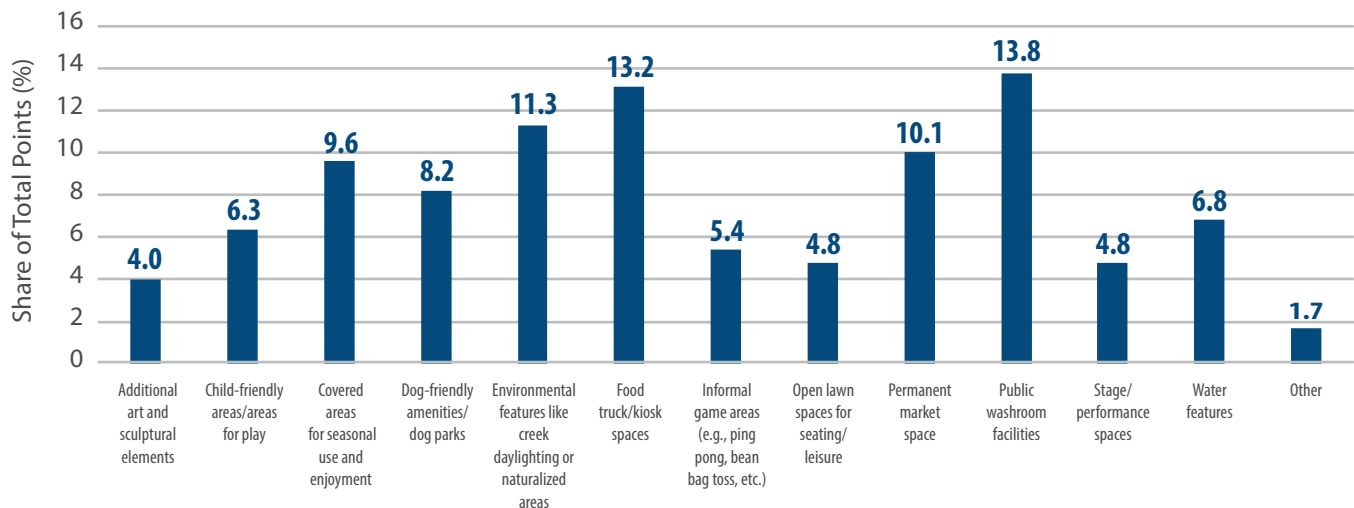
Placemaking Elements

Trees and Vegetation	Universal Accessibility	Stormwater Features	Street Furnishings	Lighting	Surfaces	Art and Gateways	Canopy and Cover	Programming
								
								
A lush tree canopy and ground-level planting can turn a hard streetscape into an inviting urban oasis • Provide shade, environmental benefits, and human-scaled comfort • Require climate resilient design and ongoing maintenance	Public spaces for all support safe, comfortable enjoyment by everyone • Serves people of all ages and abilities • Includes those with visual, cognitive, or physical limitations • Also considers people with pets, strollers, and other mobility needs	Features that capture and treat runoff support a regenerative urban environment • Boulevards, planting areas, and trees with soil cells can provide space to detain and filter runoff • These spaces need maintenance but can also reduce demand for costly hard infrastructure	The look and placement of furnishings shape the character of a space • Benches, recycling bins, and wayfinding signs shape everyday downtown experiences • Durable materials, consistent styles, and comfortable pieces are essential	High-quality lighting creates atmosphere, safety, and welcoming nighttime experience • Warm, inviting lighting is essential during long Canadian winters • Modern lighting comes in many forms, limited only by our imaginations	Ground surfaces shape how we interact, signaling priority, guiding movement, and defining different uses • Colour and texture express local character and identity • Choices influence comfort, accessibility, and feel of a place	Art brings visual storytelling into public space, sharing local narratives, sparking curiosity, and shifting perspectives • Art can range from iconic gateways to subtle paving details • May be temporary or permanent	Strategic overhead canopies make spaces more usable through the varied seasons • Canopies can provide both rain and sun protection • Can accommodate formal programming or day-to-day uses, like seating	Downtown public spaces are where city life unfolds, and events and activities help build social connection • Physical spaces and amenities support successful programming • Events draw people downtown and support businesses
Is this a priority? Add a dot...	Is this a priority? Add a dot...	Is this a priority? Add a dot...	Is this a priority? Add a dot...	Is this a priority? Add a dot...	Is this a priority? Add a dot...	Is this a priority? Add a dot...	Is this a priority? Add a dot...	Is this a priority? Add a dot...

What are your priorities and ideas for amenities?

Engagement participants were asked which amenities would be a great fit for future downtown public spaces. Some support was received for all proposed amenity types, with public washrooms receiving the most support (13.8%), followed by food truck/kiosk spaces (13.2%), environmental features like creek daylighting or naturalized areas (11.3%), permanent market space (10.1%), and covered areas for seasonal use and enjoyment (9.6%).

Which amenities do you think would be a great fit for a future downtown public space?



EXPERIENCES FOR PEOPLE - AMENITIES

Reimagining Downtown Amenities

Over the years, people have identified ideas for amenities in downtown parks, plazas, and gathering spaces.

Which ones do you think would be a great fit for a future downtown public space?

► Take **THREE** dots to identify elements that you feel are **most important** for the future downtown.

Amenities

Additional Art and Sculptural Elements



Like this idea? Add a dot...

Child-Friendly Areas/ Areas For Play



Like this idea? Add a dot...

Covered Areas for Seasonal Use and Enjoyment



Like this idea? Add a dot...

Dog-Friendly Amenities/ Dog Parks



Like this idea? Add a dot...

Environmental Features Like Creek Daylighting or Naturalized Areas



Like this idea? Add a dot...

Food Truck/ Kiosk Spaces



Like this idea? Add a dot...

Informal Game Areas (e.g. Ping Pong, Bean Bag Toss, Etc.)



Like this idea? Add a dot...

Open Lawn Spaces for Seating/Leisure



Like this idea? Add a dot...

Permanent Market Space



Like this idea? Add a dot...

Outdoor Fitness Stations



Like this idea? Add a dot...

Public Washroom Facilities



Like this idea? Add a dot...

Water Features



Like this idea? Add a dot...

DOWNTOWN EXPERIENCE-RELATED COMMENTS ARE SUMMARIZED AS FOLLOWS:

Art, Culture, and Heritage

- Strengthen Indigenous identity and culture by incorporating Secwépemc ways of knowing, language, art, history, and placemaking into downtown spaces.
- Expand public art and creative placemaking through more artwork, sculptures, interactive installations, murals, and artistic features in public spaces.
- Celebrate local history and heritage with storytelling, historic information, landmarks, and heritage-focused design elements.
- Create a stronger arts and entertainment district that supports performing arts, live music, events, galleries, and cultural activity downtown.
- Improve downtown public spaces with welcoming design, creative streetscapes, seating, pathways, lighting, and infrastructure that supports events and activity.
- Use art to enhance identity and wayfinding through gateways, signage, banners, themed districts, and visual elements that make Downtown more distinctive.

Place Making and Public Amenities

- Activate downtown throughout the year through events, winter programming, live music, public performances, markets, food trucks, and community activities.
- Prioritize seasonal pedestrianization of Victoria Street by closing sections of the street during warmer months to support patios, events, and pedestrian activity.
- Consider use of retractable bollards and streamlined community event approvals processes to support temporary street closures for public events.
- Provide more places for people to gather and stay Downtown by creating park or plaza spaces, increasing seating, benches, shaded areas, and comfortable public spaces.
- Improve accessibility and inclusivity through public amenities such as 24-hour public washrooms, hydration stations, and facilities that support seniors, people with disabilities, and families.
- Create spaces for youth that are financially accessible and meet the needs of youth that are not addressed by recreation centres.
- Enhance downtown lighting and nighttime experience through pedestrian-scale lighting to reduce light pollution and increase safety.
- Improve cleanliness and maintenance of public spaces through more garbage, recycling, and compost bins, better waste management, and ongoing upkeep.
- Strengthen connections throughout downtown by improving wayfinding, cycling and pedestrian routes, crossings, transit amenities, and connections between destinations.
- Encourage a mixed-use and active Downtown environment through live-work-play opportunities, cafés, patios, outdoor dining, cultural spaces, markets, and gathering destinations.
- Develop major destination amenities, such as a conference centre, an indoor/outdoor public market, and larger gathering spaces.
- Provide covered public areas to protect people from the elements, such as outside Sandman Centre.
- Continue to activate park space. Build upon positive feedback on the Riverside Park skating loop by programming other parks like Pioneer Park, Prince Charles, Gagliardi Square to bring activities and life to the community.
- Support the use of food trucks, interactive artwork, and busking to animate public spaces.

Green Space and Environment

- Increase greenery and climate-resilient landscaping through prioritizing native and drought-tolerant landscaping and xeriscaping.
- Expand the urban tree canopy to provide shade and cooling.
- Increase greening along Downtown streets and public spaces.
- Preserve and protect existing mature trees.
- Naturalize Peterson Creek as a key environmental and community asset.
- Integrate biodiversity into streets, plazas, and greenways.
- Transform underutilized spaces into vibrant parks and gathering places.
- Incorporate rain gardens and green infrastructure into streetscapes.

Feedback on Other Themes

Comments received that do not fit under the engagement themes of Places for People, Places for People, and Experiences for People are noted as follows:

ECONOMIC DEVELOPMENT AND BUSINESS VITALITY

- Support Downtown business growth and vibrancy by attracting more businesses, improving retail options, and creating a more active and appealing commercial core.
- Provide stronger support for local businesses and entrepreneurs through affordable commercial spaces, startup opportunities, and reduced barriers to business growth.
- Encourage diverse, street-oriented retail with more attractive shops, local services, and shopping options that meet community needs, including affordable local food.
- Create a more business-friendly environment by addressing regulatory challenges and supporting flexibility for businesses to adapt and succeed.
- Improve Downtown streets, public spaces, and overall experience through better street design, more community gathering spaces, and enhanced pedestrian-oriented activity.
- Address ongoing Downtown challenges by focusing on meaningful improvements that support long-term business retention, investment, and community confidence.

PUBLIC HEALTH, SAFETY, AND SECURITY

- Encourage the development of additional green space for public health benefits
- Provide public water fountains for hydration of people and pets, misting stations, and public washrooms for sanitation.
- Ensure public spaces are programmed to encourage positive social activity.
- Increase visible safety measures, including more police, bylaw officers, security, improved lighting, and application of Crime Prevention Through Environmental Design principles.
- Address concerns related to substance use and crime to improve both safety and perceptions of Downtown.
- Support vulnerable populations through services such as women's safe spaces and support centres.
- Align the 2019 Downtown Plan's vision with current realities. Some respondents noted that the perception of downtown safety does not match the Downtown Plan's vision and principles.

HOUSING AND LAND USE

- Maintain housing diversity, recognizing the complex social needs of the Kamloops population.
- Support the development of residential units on the ground floor, including within projects on commercial streets.
- Address homelessness as a priority to improve the overall Downtown experience.
- Support a diverse, complete Downtown neighbourhood with a mix of housing types, family-oriented housing, schools, child care, and active street-front residential uses.
- Retain and enhance community amenities, including replacing Memorial Arena, while recognizing its heritage value and maintaining downtown recreation and event spaces.
- Encourage thoughtful growth and density through high-density housing, inclusionary zoning, preserving existing neighbourhood character where appropriate, and gentle infill development.

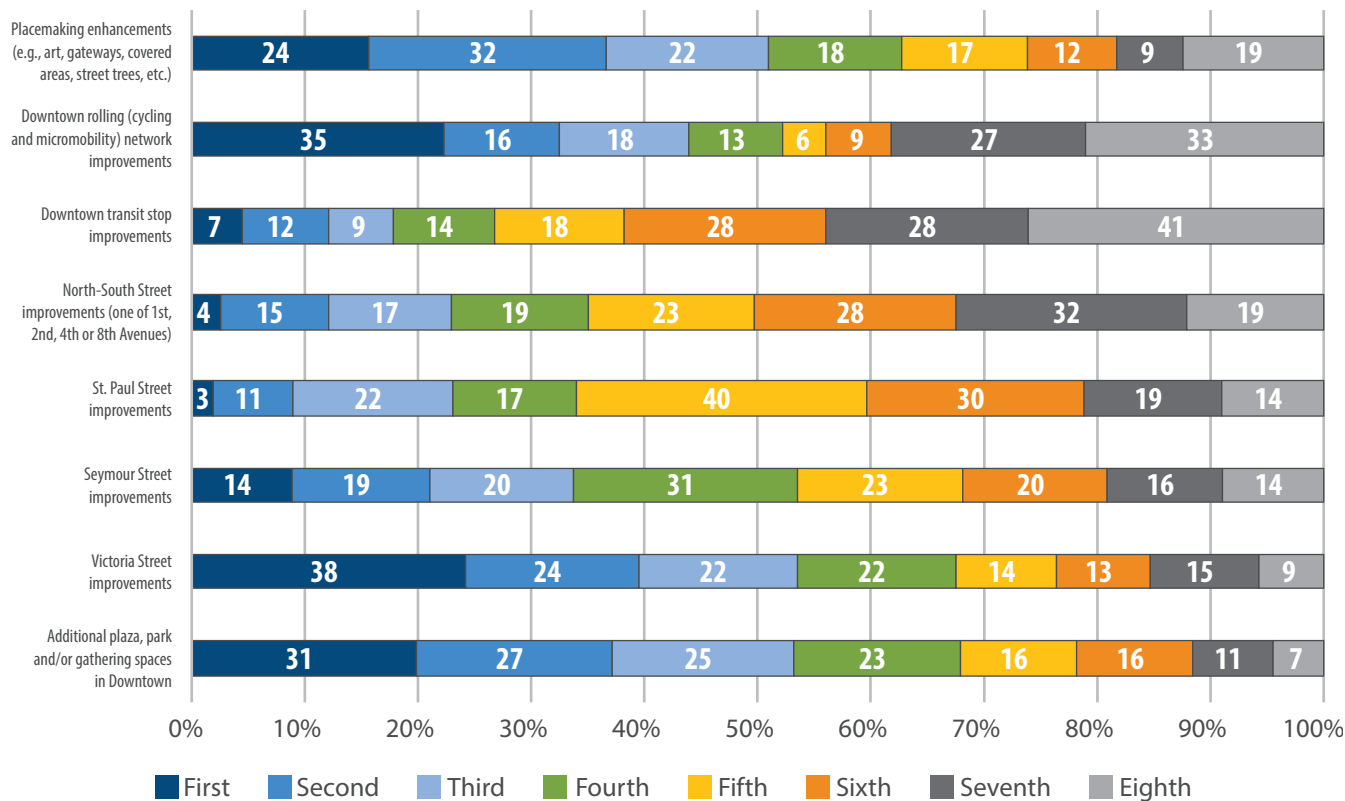
Overall Community Priorities and Location Suggestions

COMMUNITY PRIORITIES

Online engagement participants were asked to prioritize from most to least important various public space ingredients and mobility corridors. Overall, the top-ranking options were:

- 1. Victoria Street improvements
- 2. Additional plaza, park, and/or gathering space Downtown
- 3. Placemaking enhancements such as art, gateways, covered areas, and street trees
- 4. Seymour Street Improvements
- 5. Downtown rolling (cycling and micromobility) network improvements

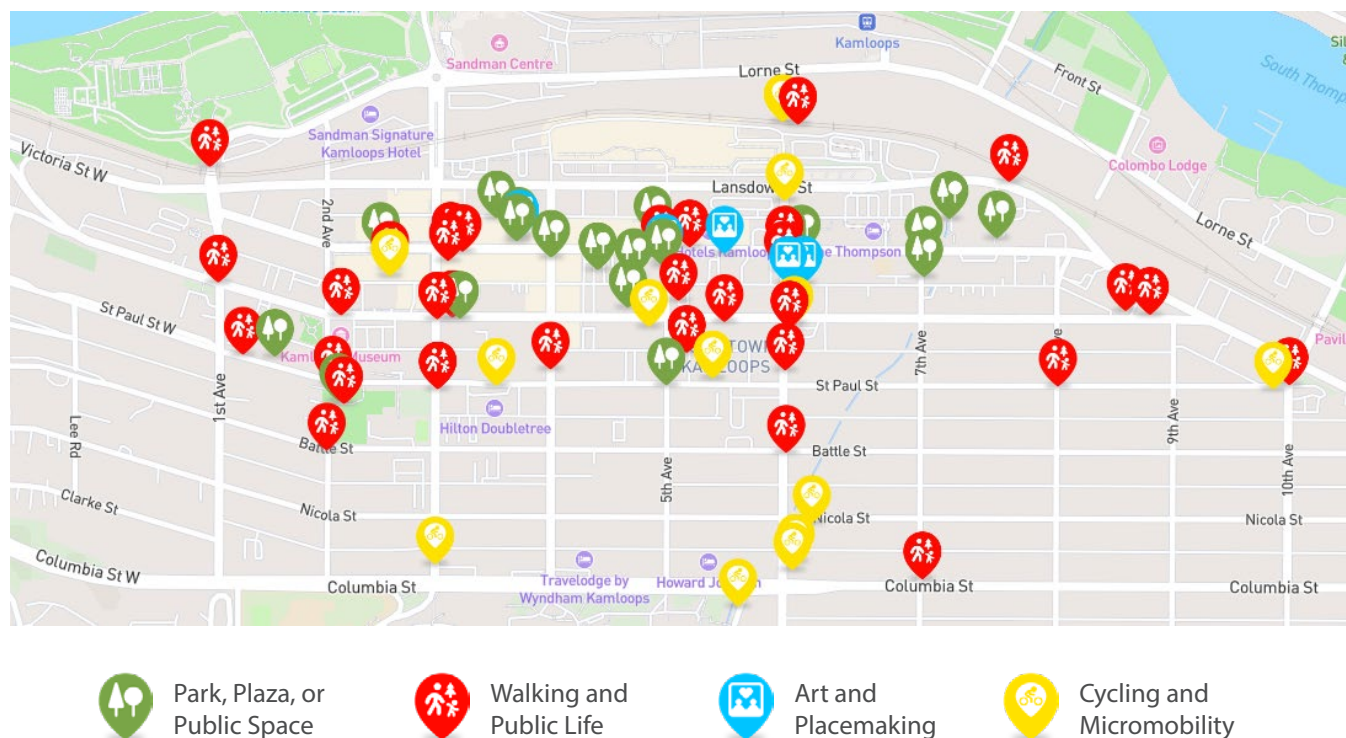
What are the most important priorities for public spaces and mobility corridors in Downtown Kamloops?



LOCATION SUGGESTIONS

Online and in-person engagement participants were asked to use coloured dots or pins to identify the potential locations for parks, plazas, or public spaces; streets that should focus on walking and public life; streets or connections that could fill a gap for rolling (cycling and micromobility); and public art and placemaking. Results are shown on the following graphics:

Location Suggestions: Online Engagement



TRENDS NOTED ON THESE LOCATION BOARDS INCLUDE:

Parks, Plaza, or Public Space:

Interest was expressed in park, plaza or public space at the site of the future curling and racquet sports complex, adjacent to the Kamloops Centre for the Arts, near the Thompson-Nicola Regional District library/Art Gallery building, and within and adjacent to the Stuart Wood school site (including parking lot sites) and The Hive building site on the 500 block of Lansdowne Street.

Walking and Public Life:

Interest was expressed in walking or public life on 4th Avenue, Victoria Street, Seymour Street, and on the 300 block of St. Paul Street as an extension of the farmers' market.

Rolling (Cycling and Micromobility):

Community interest was expressed in rolling facilities on 1st Avenue, 2nd Avenue, Lansdowne Street, Victoria Street, St. Paul Street, Battle Street, and Nicola Street.

Public Art and Placemaking:

Interest in public art and placemaking to be located adjacent to civic facilities such as the Thompson-Nicola Regional District library building, City Hall, Kamloops Centre for the Arts, the future curling and racquet sports complex, the transit exchange, as part of private developments, and at major intersections and gateways to the downtown.

See **Appendix B** for an annotated map of location-specific ideas.

Location Suggestions: In-Person Engagement



DEMOGRAPHIC CONSIDERATIONS

Online engagement participants were asked to provide demographic information and details including where they live, how they get to and move around Downtown, and how they feel about moving around there. Of survey respondents, 19% lived Downtown while most arrived Downtown from other neighbourhoods, with 66% visiting Downtown daily or multiple times per week. While 61% of Downtown visitors typically arrive by vehicle, once Downtown, 87% of respondents primarily travel around on foot. In terms of comfort in mobility choices:

- 83% of cyclists reported feeling uncomfortable or very uncomfortable.
- 41% of pedestrians reported feeling uncomfortable or very uncomfortable.
- 31% of drivers felt uncomfortable.

Detailed results on the demographic survey are provided in **Appendix A - Who Participated?**

Summary and Recommendations for Future Planning

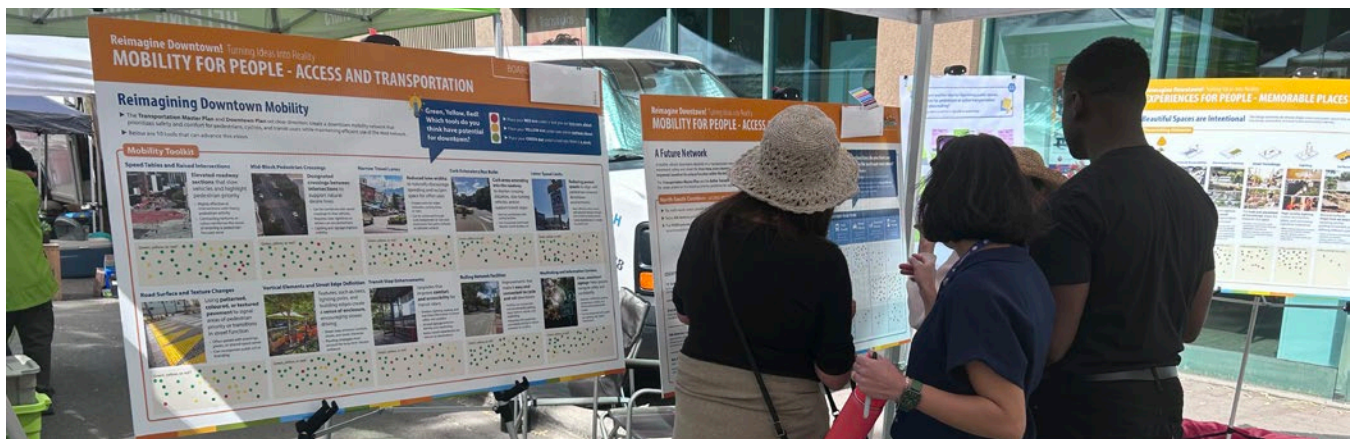
Phase 1 engagement indicated that the community is generally supportive of the overall vision of the 2019 Downtown Plan and the 2025 Active Transportation Plan Update but would like to see implementation of previously proposed ideas and refinement of some specific details in the plans.

With respect to the 2019 Downtown Plan's big moves and priorities, engagement feedback indicated that:

- Victoria Street was supported as Downtown's primary pedestrian, event, and placemaking corridor, reinforcing its role as the city's signature main street. The pedestrian-oriented character of the street between 1st Avenue and 5th Avenue should be extended eastward past the future curling and racquet sports complex development to 8th Avenue, and improvements should be made between 1st Avenue and 5th Avenue to support accessibility, cycling, and street closures for outdoor events.
- The Kamloops Centre for the Arts is seen as an opportunity to catalyze the development of public gathering spaces, placemaking, and stronger pedestrian connections between destinations (e.g. enhanced streetscape between the Kamloops Centre for the Arts and Victoria Street), which could be part of a broader cultural/entertainment district concept.
- The Taming Seymour Street concept was strongly supported and could be implemented through additional trees, landscaping, and streetscape improvements to enhance pedestrian comfort, and a potential commuter cycling facility.
- Parks, plazas, and gathering spaces continue to be needed throughout the downtown. While participants continued to support the Downtown Plan's 4th Avenue civic plaza vision, public gathering spaces could also occur in other formats such as:
 - seasonal or temporary closures on roads such as Victoria Street or St. Paul Street to support events using infrastructure such as bollards to support easier conversion
 - permanent public and pedestrianized spaces on closed roads, smaller plazas, or parklets on portions of roads or on underutilized parcels of land
- The Downtown Plan's proposal for additional park space in the east end of Downtown could take the form of greenspace near the future curling and racquet sports complex, which could include naturalizing part of Peterson Creek.

With respect to the 2025 Active Transportation Plan Update:

- While the Active Transportation Plan identified Seymour Street as the preferred protected east-west cycling corridor through downtown, engagement participants had a stronger preference for St. Paul Street as the location for a protected cycling and micromobility corridor, followed by Victoria Street, then Seymour Street. Participants also expressed interest in reconsidering the previously proposed Lansdowne Street multi-use pathway.
- 4th Avenue was ranked highest as the next priority for a north-south active transportation project, followed by 2nd Avenue, 1st Avenue, then 8th Avenue.
- A recurring theme was the importance of completing the network rather than focusing on individual facilities. Participants emphasized a need for:
 - better connections to Riverside Park and the waterfront, such as via 1st Avenue, 2nd Avenue, or 10th Avenue
 - improved neighbourhood connectivity including connections to the Rivers Trail and Xget'tem Trail
 - closing gaps between existing cycling facilities
- Participants advocated for cost-effective implementation approaches, including quick-build projects using bollards, low-cost separation treatments, and painted bike lanes where appropriate.
- Interest was expressed in providing separate facilities for commuters and higher-speed users versus facilities for more casual riders where possible.



RECOMMENDATIONS FOR PHASE 2 OF REIMAGINE DOWNTOWN! ARE:

- Provide preliminary design, high-level cost estimates, and cost-benefit analysis on different cycling network options for review and engagement, including:
 - options to connect the Rivers Trail termination at Lorne Street/Uji Way to the 6th Avenue cycle path:
 - o Lorne Street, 1st Avenue or 2nd Avenue, and Lansdowne Street
 - o Lorne Street, 1st Avenue, and Seymour Street
 - o Lorne Street, 1st Avenue, and Victoria Street
 - o Lorne Street to 2nd Avenue, 2nd Avenue to St. Paul Street
 - options to connect the various east-west corridor options to the Columbia Precinct and Xget'tem'Trail via 4th Avenue
 - different design options for each corridor, such as neighbourhood bikeways, protected two-way cycle tracks, protected multi-use paths, on-street one-way cycle paths, and climbing lanes (dedicated bike lane uphill with shared bikeway downhill)
 - extension of the St. Paul Street neighbourhood bikeway to 10th Avenue and Nicola Street neighbourhood bikeway to 4th Avenue
 - analysis to include cost, ease of implementation, safety, likelihood of use, impact on street parking and pedestrian realm opportunities
- Provide preliminary design, high-level cost estimates, and cost-benefit analysis on potential pedestrian realm and public space improvements for review and engagement, including:
 - Seymour Street from 1st Avenue to 6th Avenue
 - the 300 block of St. Paul Street behind the Kamloops Centre for the Arts
 - 3rd Avenue and 4th Avenue between St. Paul Street and Lansdowne Street
 - Victoria Street from 1st Avenue to 5th Avenue
 - Victoria Street from 5th Avenue to 8th Avenue, including the Memorial Arena area, and the Downtown gateway area around Victoria Street and 8th Avenue
 - different options for the various corridors, such as street design that supports events on Victoria Street or St. Paul Street, opportunities for wider sidewalks, a parklet, food trucks, vendors on St. Paul Street behind the Kamloops Centre for the Arts, use of street trees and landscaping to provide greening and shade, and narrower travel lanes and bulb-outs at intersections for traffic calming and pedestrian safety and comfort
- Provide preliminary design, high-level cost estimates, and cost-benefit analysis on potential green space options such as:
 - a gateway park at 8th Avenue and Victoria Street
 - a parklet adjacent to part of Peterson Creek (e.g. on Victoria Street, Seymour Street, St. Paul Street, or Battle Street)

Note: additional opportunities for incorporating plazas and greenspace within private developments were identified in the 2019 Downtown Plan (e.g. Kamloops Square, the Big Little Science Centre, and adjacent parking lots); park and place space may also be considered as part of the future Curling and Racquet Sports Complex development

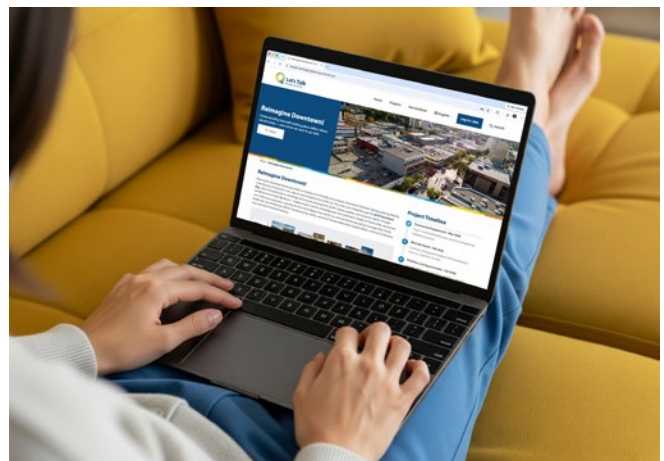


Appendix A - Who Participated?



In-Person Engagement

Participation included nine attendees from the business community, 121 from the general public, and approximately 20 from the T̓kemplúps te Secwépemc community.

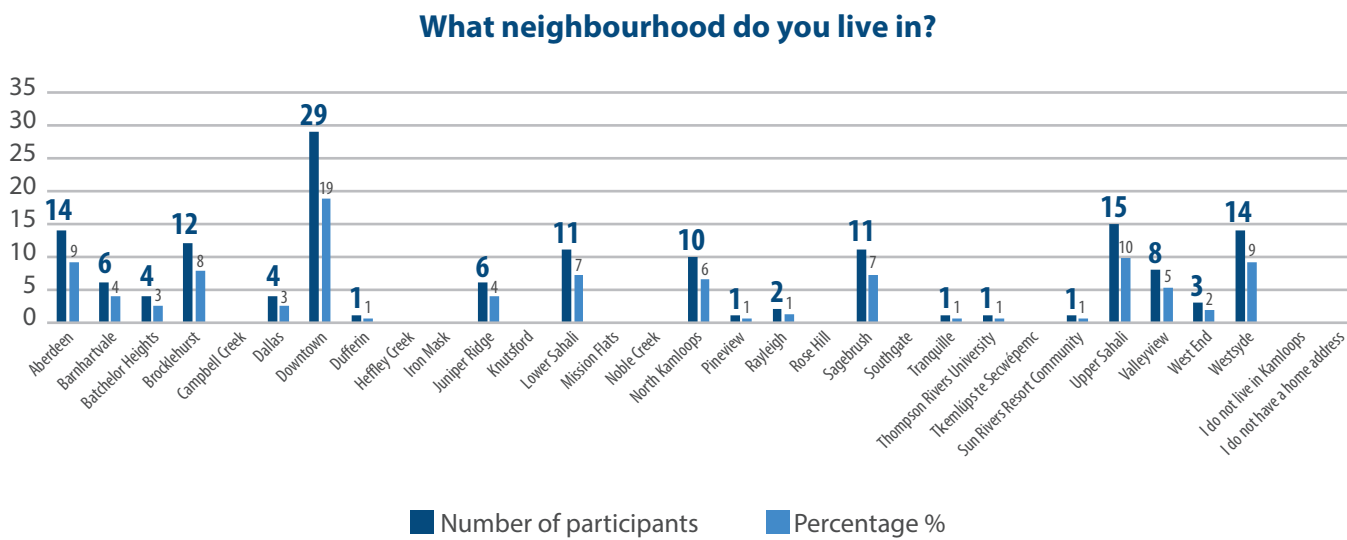


Online Survey

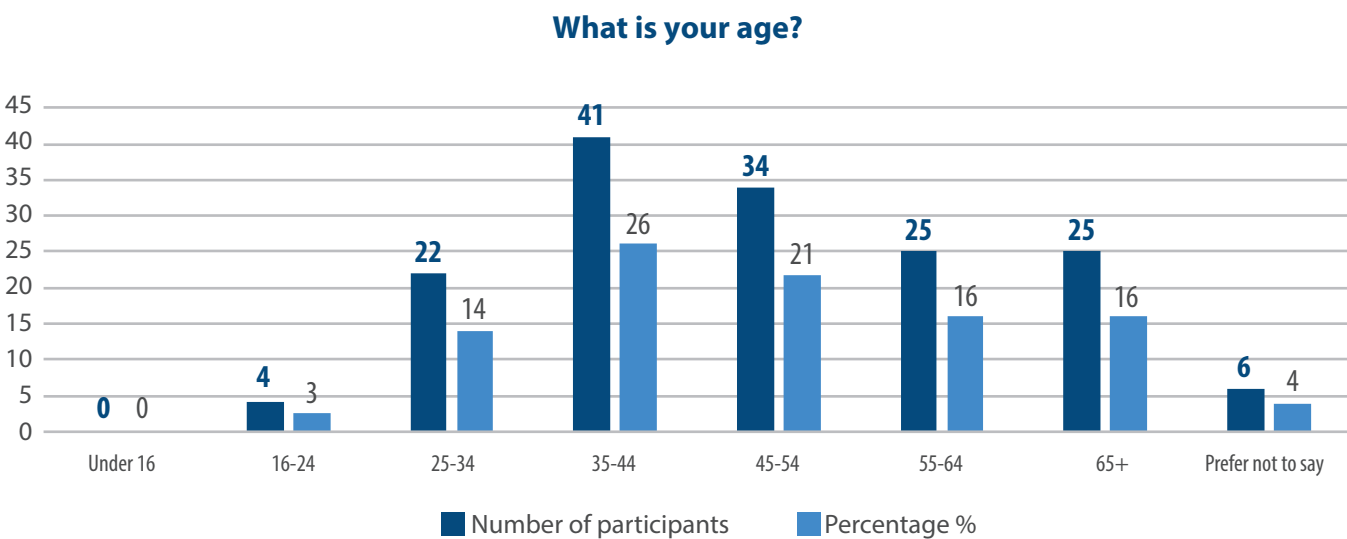
Community members were invited to participate in an online survey through the Let's Talk project page to provide feedback on key public space and mobility priorities. The survey remained open throughout the engagement period and received 157 survey responses and 69 map-based contributions. The project page recorded traffic, with 2,041 page views, 1,814 total site visits, and 1,349 unique visitors.

Demographics and Linkage to Downtown

Participants represented a wide range of neighbourhoods, with the highest levels of participation coming from Downtown (29 respondents,19%) or 47 participants (28%) when combined with the West End and Sagebrush. Upper Sahali (15 respondents, 10%), Aberdeen and Westsyde (14 each, 9%), and Brocklehurst (12 respondents, 8%) were also well represented.



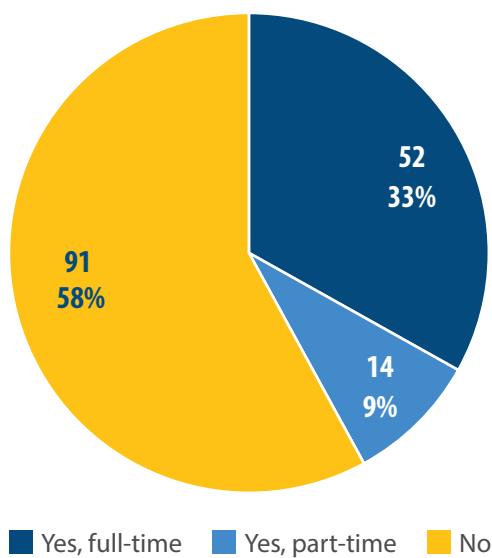
The age distribution of participants shows representation across a broad range of age groups, with the largest proportion of respondents aged 35–44 (41 participants, 26%), followed by 45–54 (34 participants, 22%).



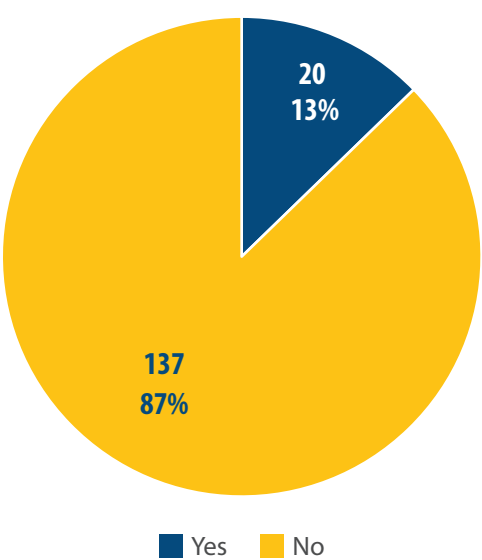
The demographic results indicate that most participants do not work or operate a business in the Downtown area, although a significant portion have a connection with the Downtown area through employment. Among respondents, 52 participants (33%) indicated they work Downtown full-time, while 14 participants (98%) work Downtown part-time. The majority, 91 respondents (58%), reported that they do not work Downtown.

In terms of business ownership, only 20 participants (13%) own or operate a business Downtown, while 137 participants (87%) do not. For those who identified a Downtown work location, Victoria Street was the most reported street, with 17 participants (28%). Other frequently identified streets included 5th Avenue and Seymour Street (12 participants each, 12%), followed by St. Paul Street (10 participants, 10%).

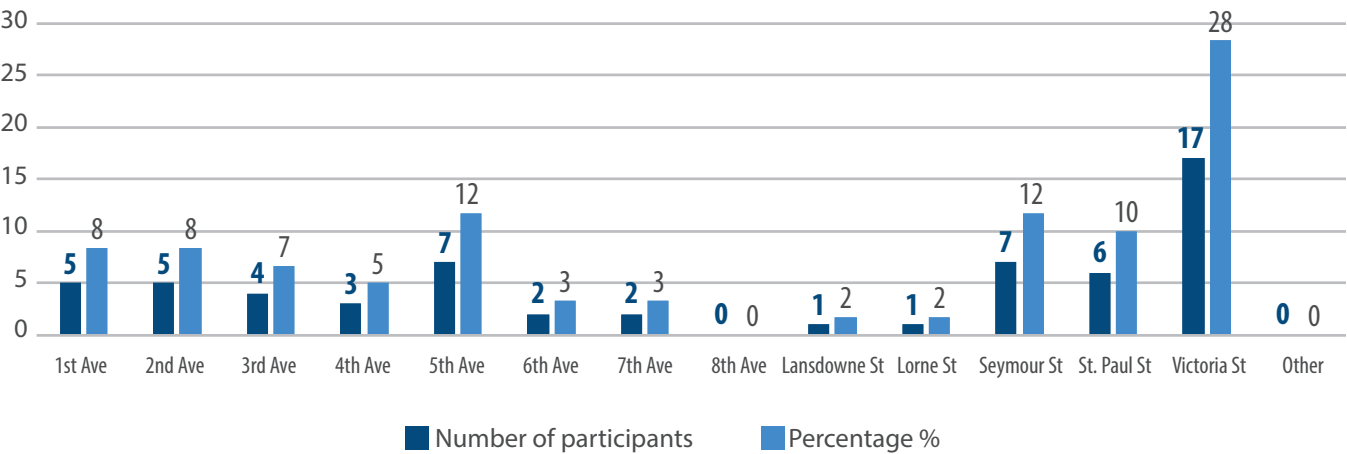
Do you work downtown?



Do you own or operate a business downtown?



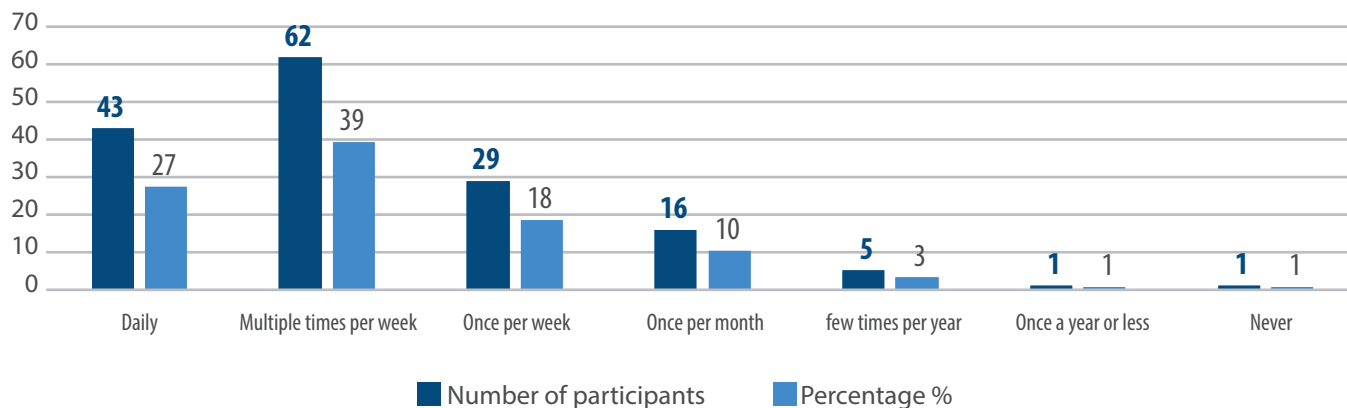
What street best describes your work location?



Downtown Usage and Access

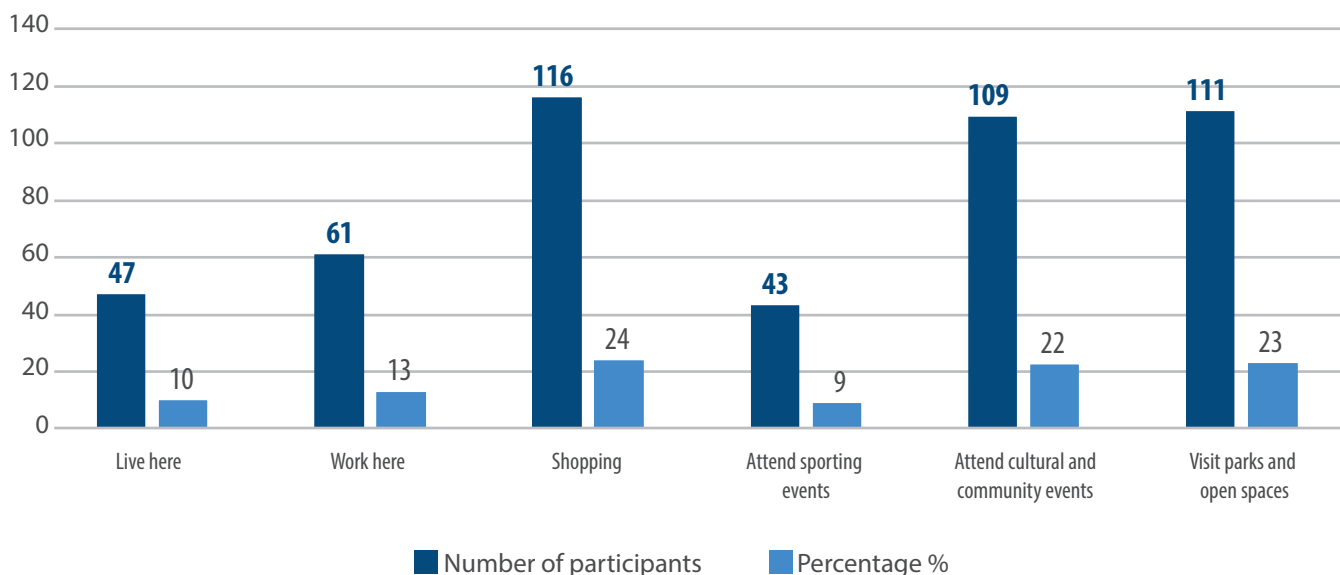
Downtown is visited frequently by most online survey respondents. Among participants, 62 respondents (39%) reported visiting Downtown multiple times per week, 43 respondents (27%) visit daily, and 29 respondents (18%) reported visiting downtown once per week.

On average, how often do you typically visit Downtown Kamloops?



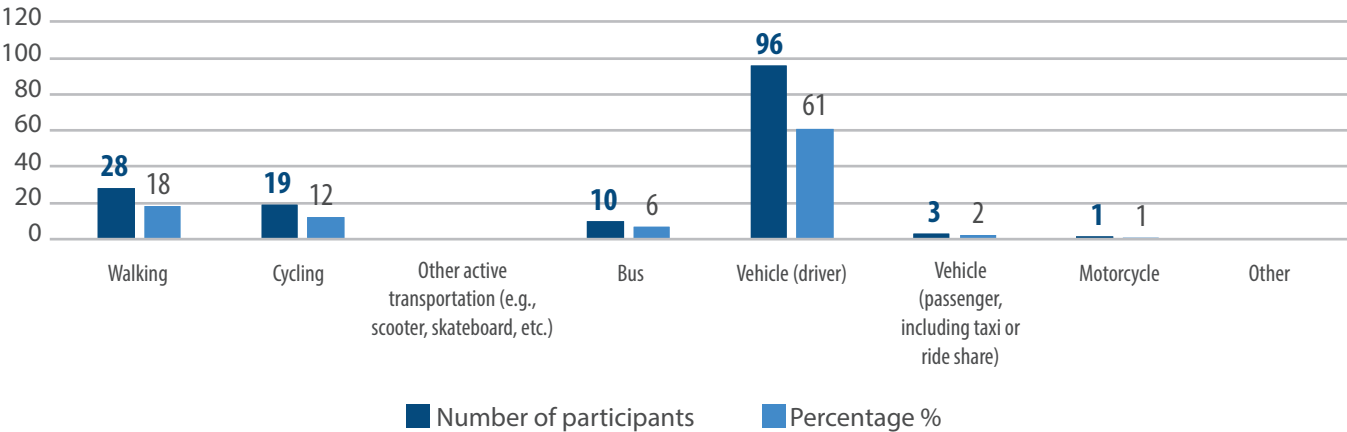
The importance of Downtown as a destination is strongly defined by its commercial, recreational, and social functions. Participants identified shopping as the main reason for visiting downtown (116 participants, 24%), followed closely by visiting parks and open spaces (111 participants, 23%) and attending cultural and community events (109 participants, 22%).

What are the main reason(s) you visit Downtown Kamloops?



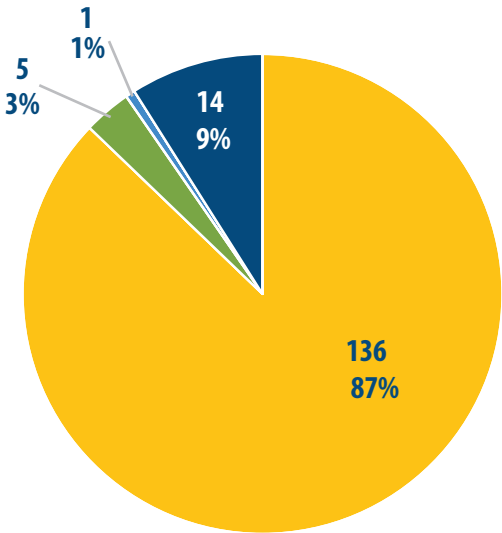
Driving is the primary mode of transportation for reaching Downtown, with most respondents travelling by car (96 participants, 61%). Walking, which accounts for a much smaller share of trips, is the second most common travel mode (28 respondents, 18%), followed by cycling (19 respondents, 12%).

When you travel to Downtown, what mode of transportation to you most typically use?



While using a private vehicle is the dominant mode of getting Downtown, walking is the most common mode to get around this area, with 136 respondents (87%) reporting that they typically walk and 14 respondents (9%) indicating that they drive within the Downtown area.

How do you usually get around downtown once you are there?



- Walking
- Cycling
- Bus
- Other active transportation (e.g., scooter, skateboard, etc.)
- Vehicle (driver)
- Motorcycle
- Other
- Vehicle (passenger, including taxi or ride share)

User Comfort and Mobility Experience in Downtown

Pedestrians

Regarding perception of pedestrian comfort, findings show a slightly positive perception of comfort, with 37% reporting feeling comfortable or very comfortable, while 41% reported feeling uncomfortable or very uncomfortable as a pedestrian.

Cyclists

For cyclists, the responses suggest a generally negative perception of comfort, with 83% of respondents reporting feeling uncomfortable or very uncomfortable, while only 17% reported feeling comfortable.

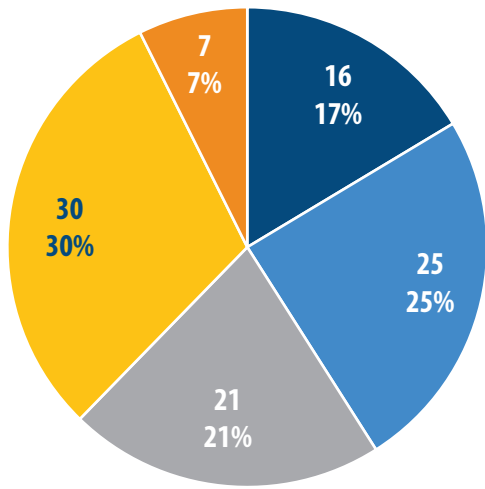
Drivers

For drivers, the responses indicate a moderately positive perception of comfort, with 53% of respondents reporting feeling comfortable or very comfortable, while 31% reported feeling uncomfortable.

Motorcyclists

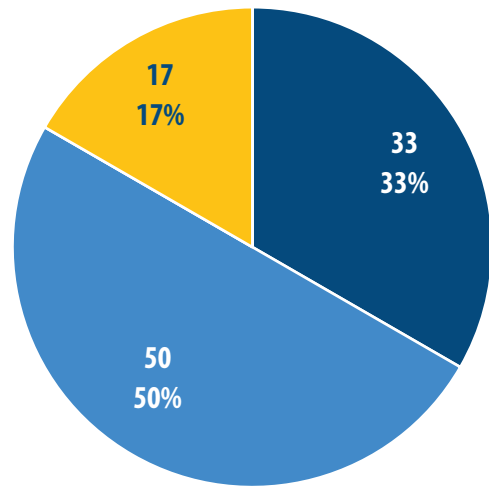
For motorcycle users, the findings show a slight tendency toward discomfort, with 42% of respondents reporting feeling uncomfortable or very uncomfortable, while 37% reported feeling comfortable or very comfortable.

How comfortable do you feel moving around downtown Kamloops as a pedestrian today?



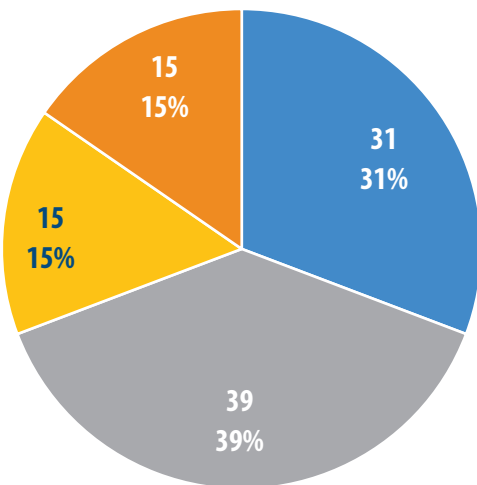
■ very uncomfortable ■ comfortable
■ uncomfortable ■ very comfortable
■ neutral

How comfortable do you feel moving around downtown Kamloops as a cyclist/micromobility user today?



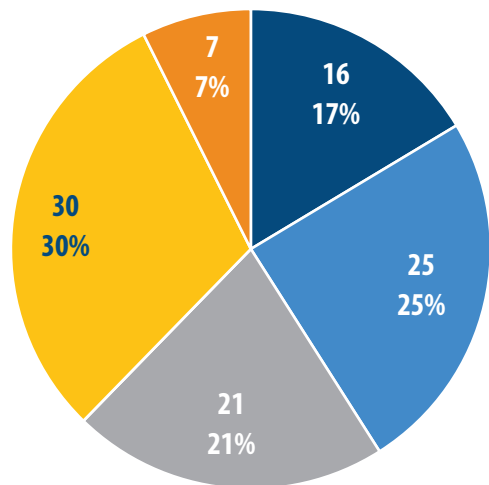
■ very uncomfortable ■ comfortable
■ uncomfortable
■ neutral

How comfortable do you feel moving around downtown Kamloops as a driver today?



■ very uncomfortable ■ comfortable
■ uncomfortable ■ very comfortable
■ neutral

How comfortable do you feel moving around downtown Kamloops as a motorcyclist today?



■ very uncomfortable ■ comfortable
■ uncomfortable ■ very comfortable
■ neutral



Appendix B - What We Heard From In-Person Engagement

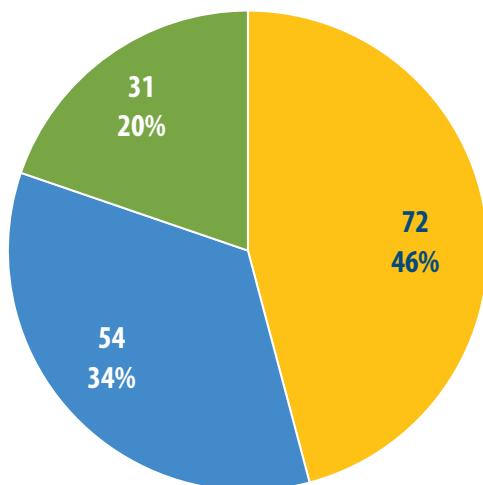
Participants were invited to contribute through in-person interactive activities, including interactive questions and social mapping exercises, to share their priorities related to public space and mobility in the downtown area. For activities where participants indicated their priorities using dots, the total number of dots placed for each option was calculated to identify the options that received the highest level of participant interest. As participation in these activities was voluntary, the findings are not necessarily statistically significant and may not be representative of city-wide perspectives.

Participants were also invited to share their ideas through comments. The comments were reviewed and categorized based on recurring themes. As some responses included multiple themes within a single comment, original comments may appear under more than one related theme where applicable. Some of the comments contained within this appendix have been edited to improve clarity (e.g. spelling out abbreviated terms) but strive to maintain the intent of the original input received.

Vision and Principles of the 2019 Downtown Plan

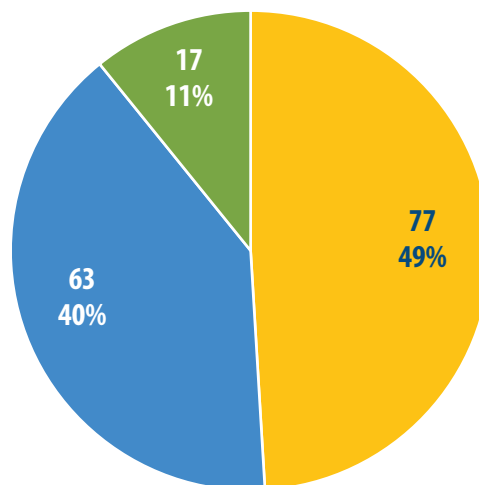
Participants indicated that the 2019 Downtown Vision continues to be viewed as a relevant and appropriate long-term direction by both the business community and the general public. Among business respondents (10 participants), 50% indicated that the vision still reflects an ideal future for Downtown Kamloops, while 40% felt the vision remains appropriate but would benefit from some refinements. Responses from the general public (46 participants) demonstrated stronger support, with 63% indicating that the vision continues to reflect an ideal future and the remaining 37% supporting the vision with the recommendation that it be refined. No respondents from the general public indicated that the vision no longer reflects the needs of today's Downtown.

Do you feel the 2019 Vision still reflects an ideal future for Downtown Kamloops?



- Yes! The vision is still looking good.
- Pretty Close. The vision is good, but perhaps some refinements.
- Not Really. Let's make changes to better reflect today's Downtown.

Do you feel the 2019 Principles will still support an ideal future for Downtown Kamloops?

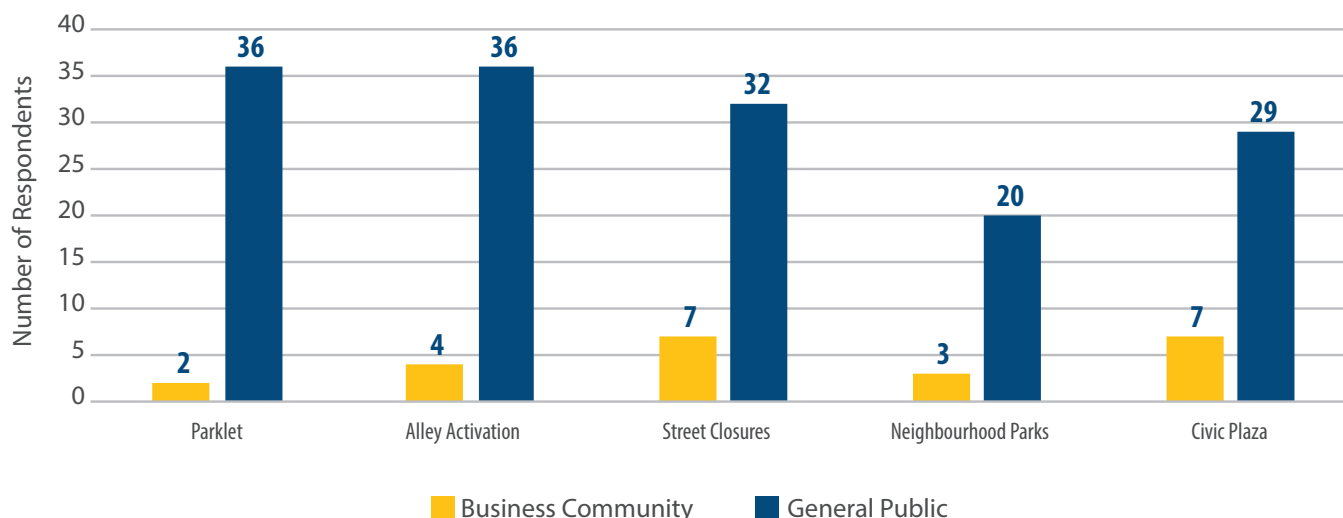


- Yes! The vision is still looking good.
- Pretty Close. The vision is good, but perhaps some refinements.
- Not Really. Let's make changes to better reflect today's Downtown.

Priorities for New Types of Parks and Plazas

Among the general public (46 participants), parklets and alley activation each received support from 36 respondents, followed by street closures (32 respondents), civic plazas (29 respondents), and neighbourhood parks (20 respondents). Business community responses (10 participants) showed street closures and civic plazas were identified as the highest level of support, followed by alley activation, neighbourhood parks and parklets.

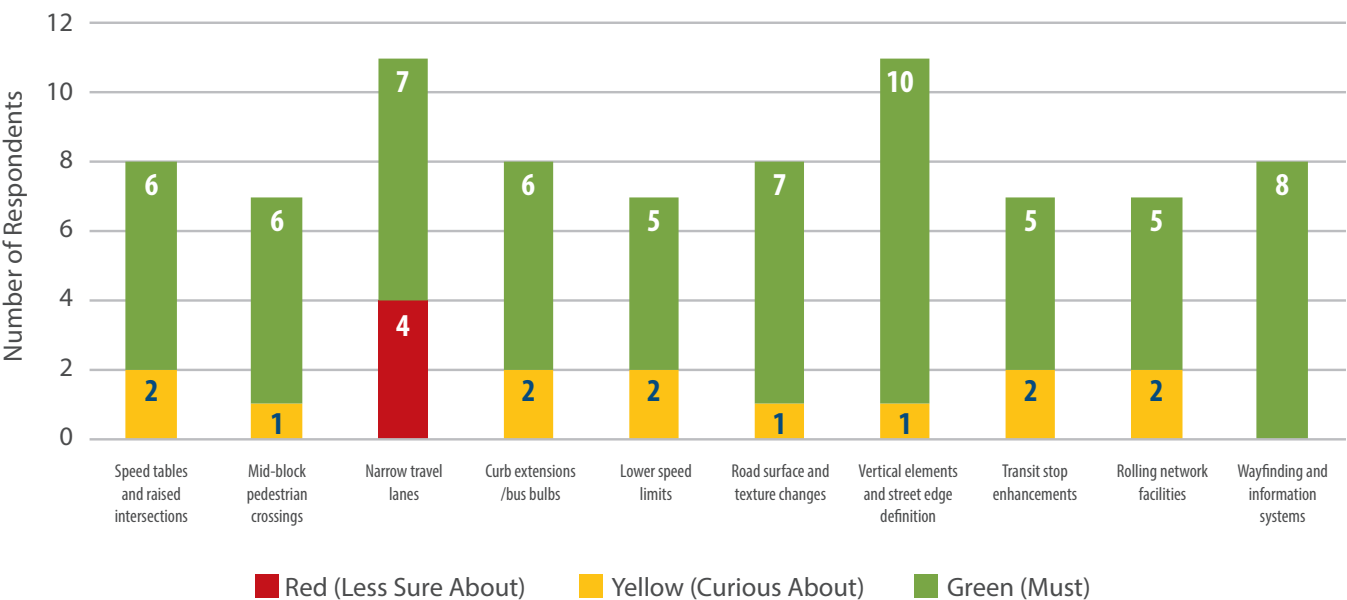
What types of new parks and plaza spaces should be priorities for Downtown?



Tools for Access and Transportation

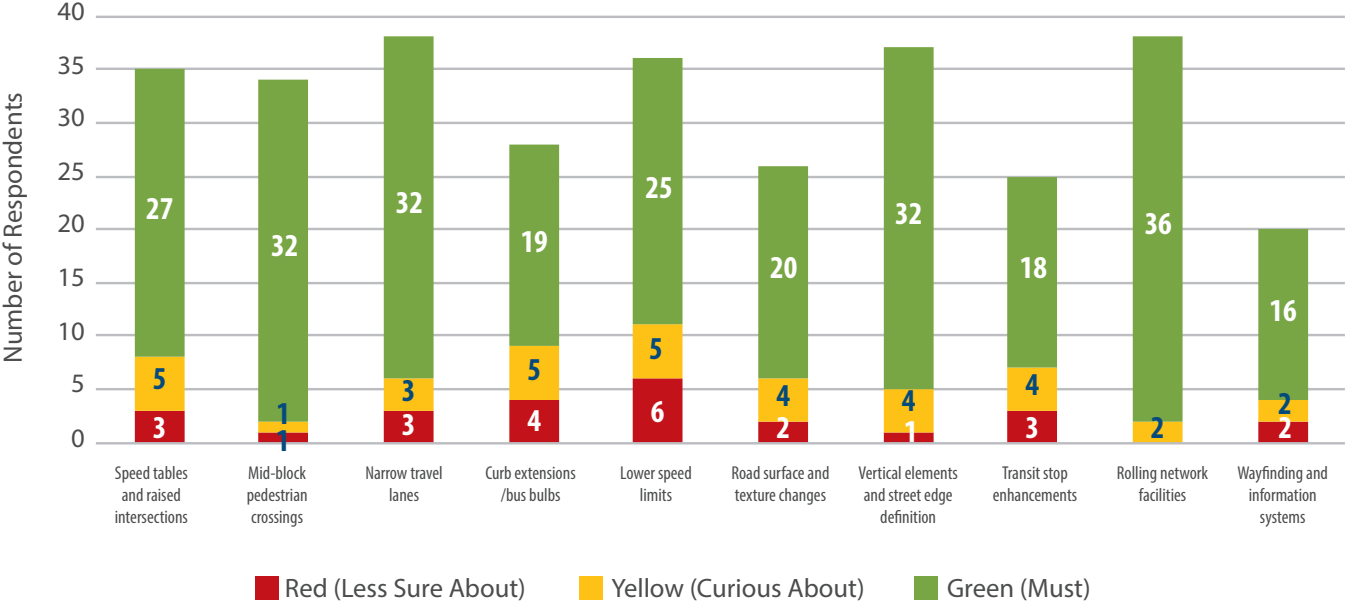
From the business community, the highest level of support was expressed for vertical elements and street-edge enhancements, which received a “Must” ranking from 10 respondents, followed by wayfinding and information systems (8 respondents), then narrow travel lanes and road surface and texture changes (7 respondents each).

Which tools do you think have potential for downtown? (Business Community)



From the general public’s perspective, the highest levels of support were recorded for rolling network facilities (36 respondents), narrow travel lanes (32 respondents), and vertical elements and street-edge enhancements (32 respondents).

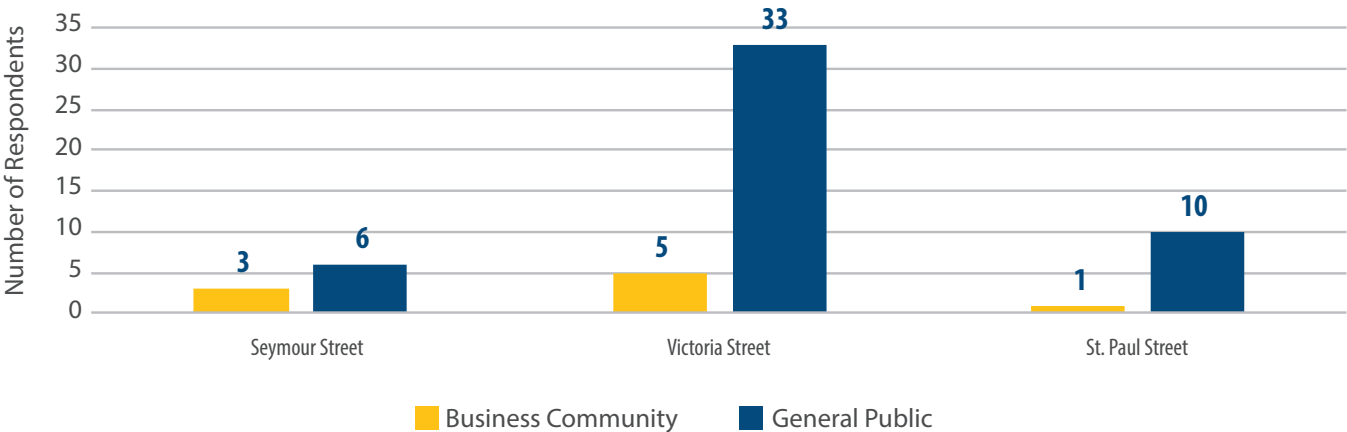
Which tools do you think have potential for downtown? (General Public)



East-West Corridors - Modal Priority

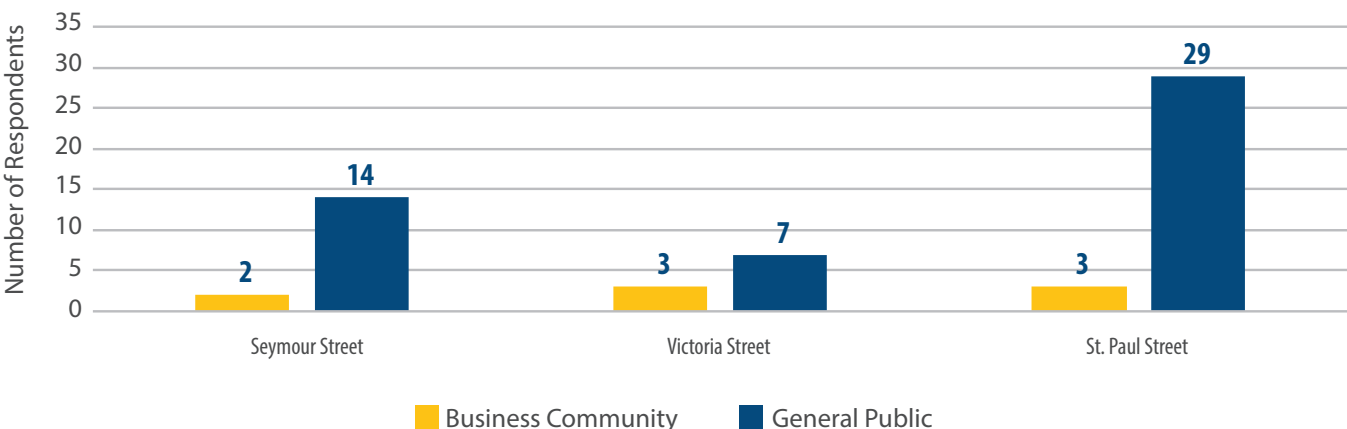
Participants from both the business community and the general public identified Victoria Street as the preferred corridor for emphasizing pedestrian priority features, including wider sidewalks, active commercial frontages, and mid-block crossings.

Which of the three streets is the best fit for emphasizing pedestrain priority: wide sidewalk, commercial activity, mid-block crossings?

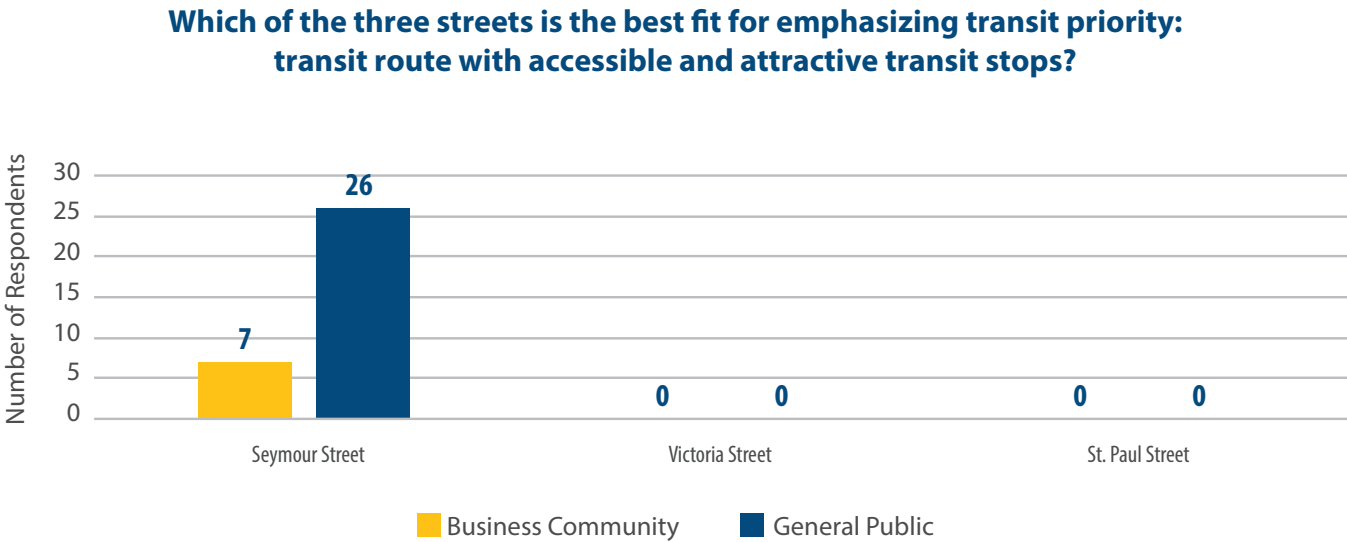


Participants indicate that St. Paul Street is the preferred corridor for prioritizing rolling infrastructure. Among the general public (50 respondents), St. Paul Street received the strongest level of support, with 29 respondents identifying it as the most suitable corridor, followed by Seymour Street (14 respondents) and Victoria Street (7 respondents). Business community responses (8 respondents) were more evenly distributed, with St. Paul Street and Victoria Street each receiving 3 votes.

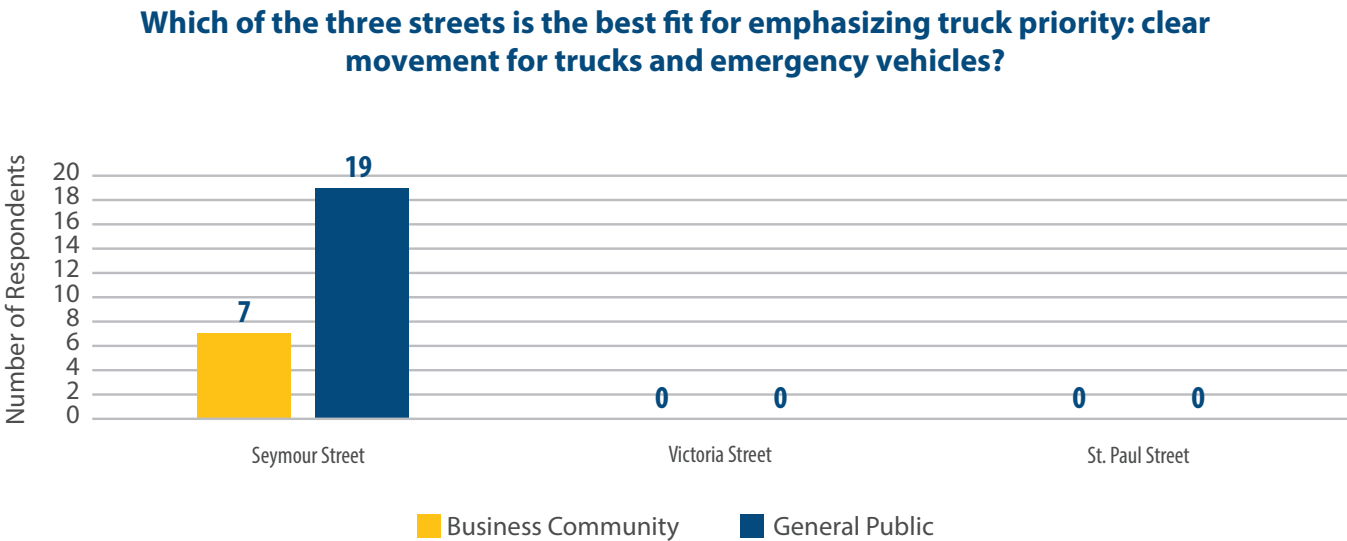
Which of the three streets is the best fit for emphasizing rolling priority: protected rolling for all ages and abilities?



Among survey participants, there was a strong consensus that Seymour Street is the preferred corridor for emphasizing transit priority within Downtown Kamloops.

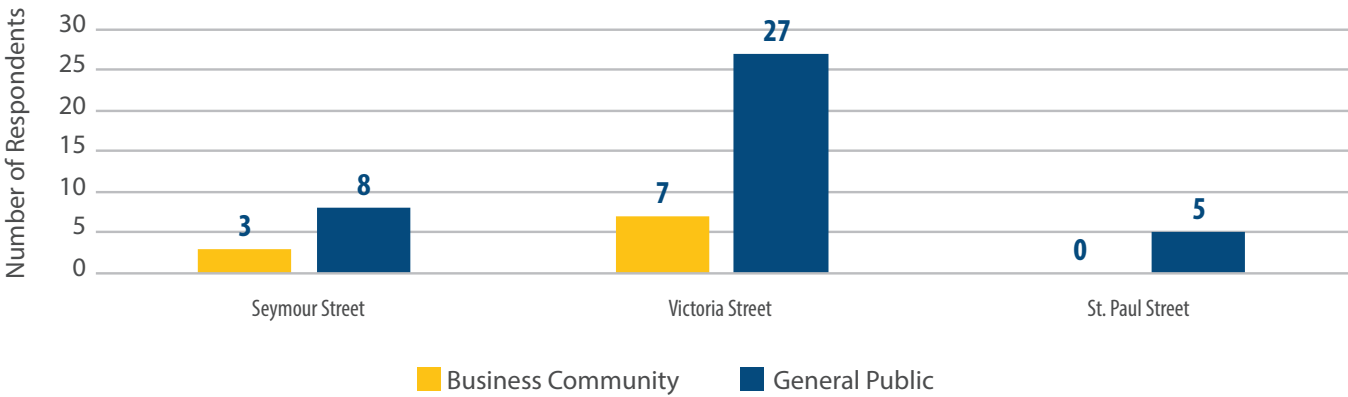


Both business community and general public agreed that Seymour Street is the preferred corridor for accommodating truck movement and emergency vehicle access.



Findings indicate that Victoria Street is the preferred corridor for emphasizing street life and expanded public realm functions to support retail and cafes. Among the general public (40 respondents), Victoria Street received the strongest support, with 27 respondents selecting it as the most suitable corridor, followed by Seymour Street (8 respondents) and St. Paul Street (5 respondents). Business community responses (10 respondents) showed a similar pattern, with Victoria Street receiving the highest support (7 respondents), followed by Seymour Street (3 respondents), while no respondents selected St. Paul Street.

**Which of the three streets is the best fit for emphasizing street life priority:
Expanded public realm to support retail and cafes?**



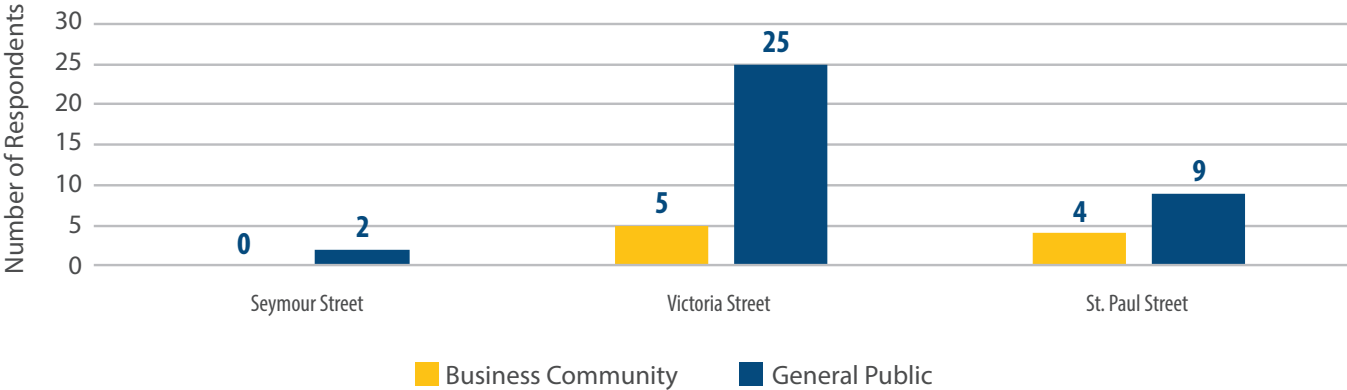
Seymour Street is the preferred corridor for prioritizing vehicle movement and convenient access to parking. Among the general public (33 participants), Seymour Street received the strongest support, with 29 respondents identifying it as the most appropriate corridor for vehicle priority functions, compared with 4 respondents who selected St. Paul Street and none who selected Victoria Street.

**Which of the three streets is the best fit for emphasizing vehicle priority: easy
movement and access to convenient parking?**



Among the general public (36 participants), Victoria Street received the strongest support for event priority, with 25 respondents selecting it as the most suitable corridor, followed by St. Paul Street (9 respondents) and Seymour Street (2 respondents). The business community (11 respondents) showed a similar pattern, with Victoria Street receiving the highest support (5 respondents), followed by St. Paul Street (4 respondents), while no respondents selected Seymour Street.

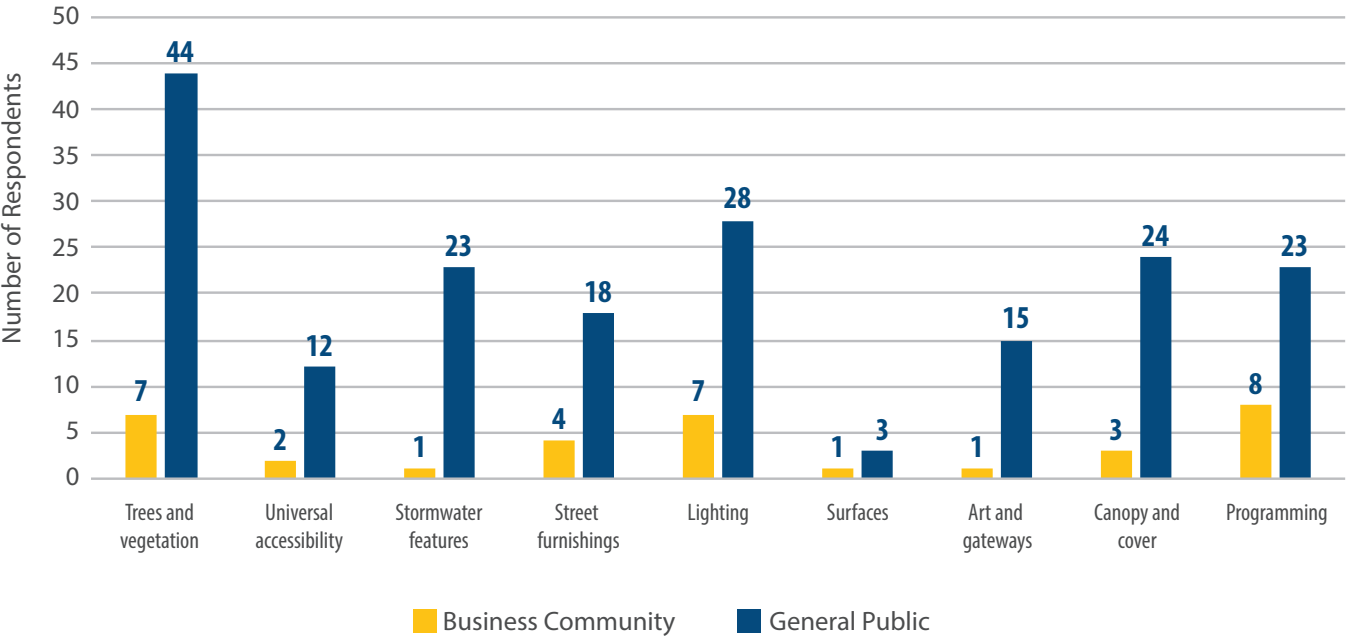
Which of the three streets is the best fit for emphasizing event priority: more regular closures for public events and gathering?



What Are Your Placemaking Priorities?

Responses indicate that the top placemaking priority across both participant groups is trees and vegetation. Among the general public, this received the highest level of support with 44 respondents, while it was also the most selected priority among the business community with 7 respondents.

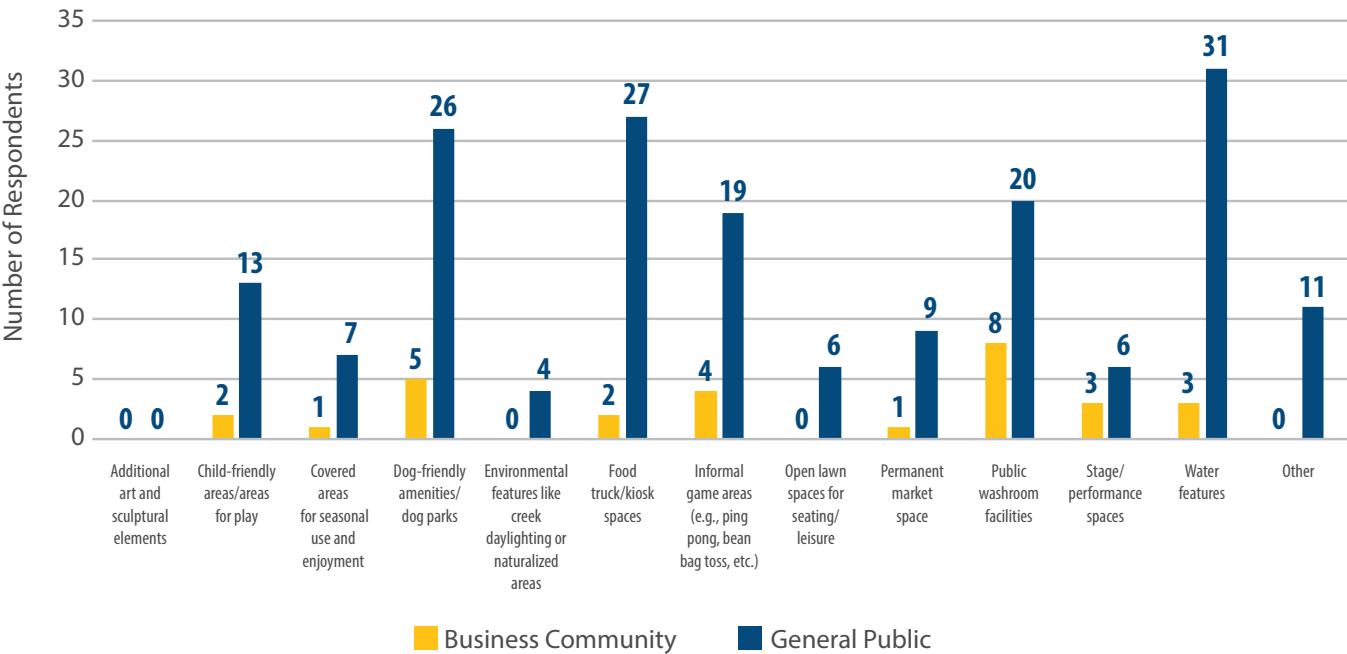
What are your placemaking priorities?



Which Amenities Do You Think Would Be a Great Fit for a Future Downtown Public Space?

Among the general public, water features (31 respondents), food truck/kiosk spaces (27 respondents), and dog-friendly amenities (26 respondents) were the most preferred options. Among the business community, public washroom facilities, dog-friendly amenities, and informal game areas ranked highest among the proposed amenities.

Which amenities do you think would be a great fit for a future downtown public space?

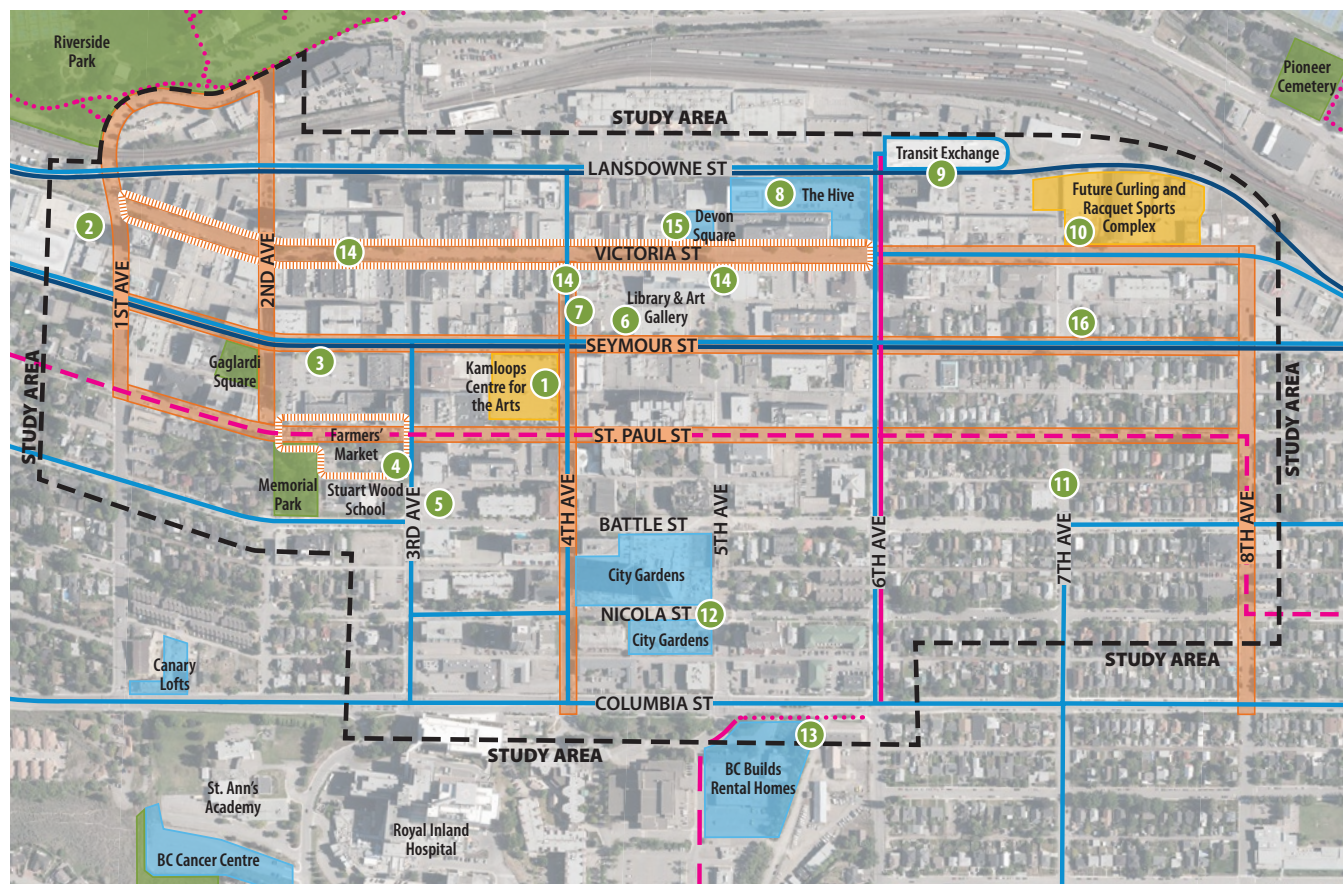


Location Suggestions

Parks, Plazas, and Public Spaces

In-person participants were invited to suggest potential locations that might be great for a park, plaza, or public space. The numbered points on the map represent the general areas identified through this input. These markers are approximate and do not indicate confirmed or final sites. As the project moves forward, specific locations and concepts will be refined and evaluated in more detail.

Locations that might be great for a park, plaza, or public space:



LEGEND

X LOCATION IDEA FOR FUTURE PARKS, PLAZAS, OPEN SPACES IN DOWNTOWN

Public Spaces & Features

EXISTING PUBLIC PARK
 EVENT STREET (TEMPORARY CLOSURES)

Downtown Building Projects

PUBLIC FACILITY SITE
 PRIVATE REDEVELOPMENT SITE

Mobility Features

TRANSIT ROUTE
 TRUCK ROUTE
 PROTECTED ACTIVE TRANSPORTATION FACILITY
 ON-STREET BIKEWAY
 MULTI-USE PATHWAY
 CORRIDOR BEING STUDIED IN REIMAGINE DOWNTOWN!

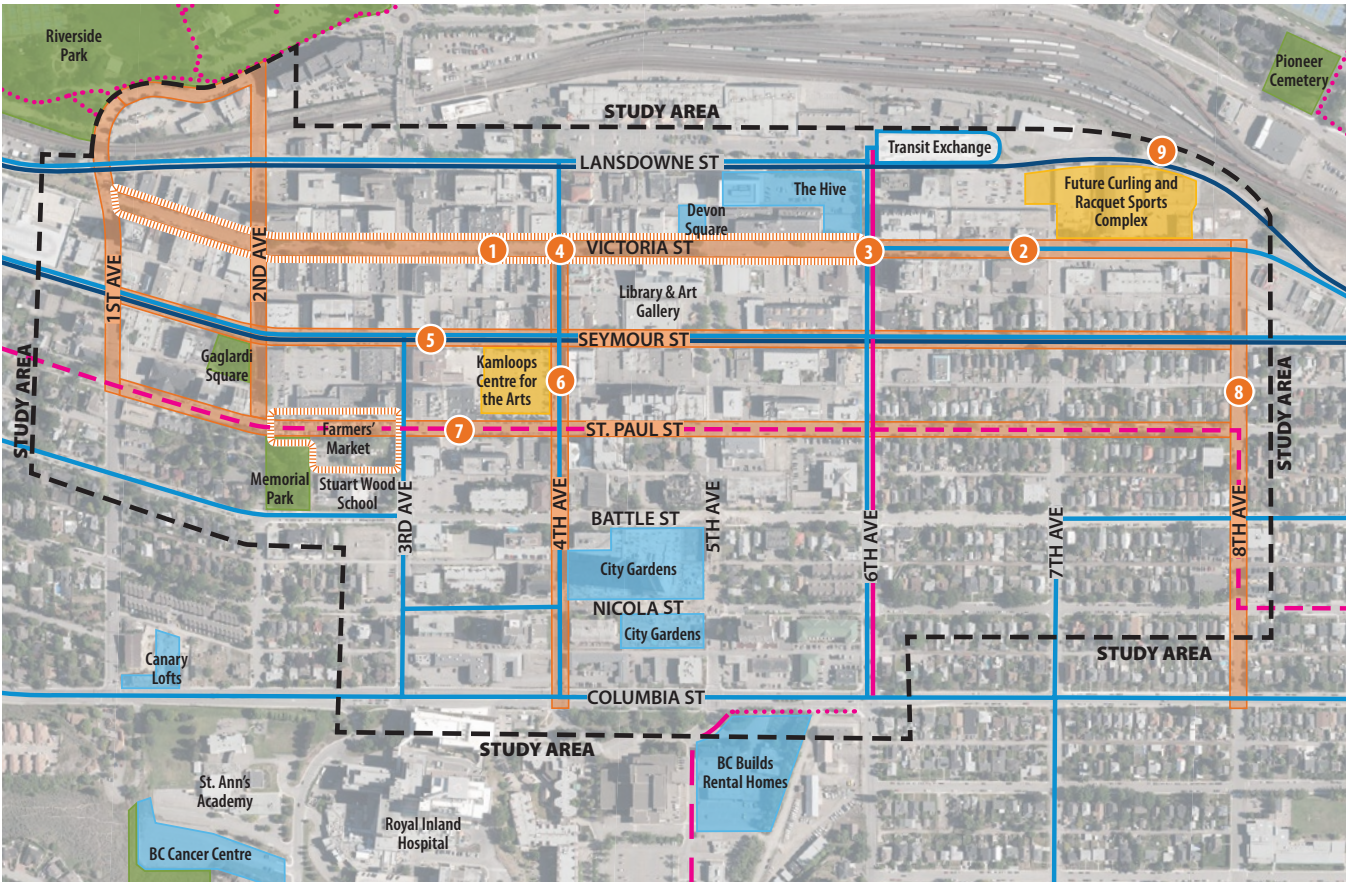
In addition to location-specific ideas, participants also shared the following general ideas for parks, plazas, or public spaces in the Downtown:

- Review existing surface parking lots throughout Downtown to identify potential opportunities for parks/plazas.
- Prioritize addition of mid-block walk-throughs/alleys with public space functions.
- Add more sidewalks, benches, parks, automatic walking lights, etc. Benches are especially essential for people with mobility limitations.
- Thoughtfully design all public spaces, including temporary parklets or features. As an example, the temporary parklet at 6th Avenue and Victoria Street had poor drainage, trash accumulation, and was underutilized.
- Increase access to public washrooms throughout Downtown.
- Improve access to nature and open space near the hospital to support health and well-being.
- Make Kamloops "Kamsterdam."
- Continue to invest in horticultural displays that bring beauty to the Downtown.
- Explore and experiment with alley conversions. For example, focus deliveries to alley businesses within a certain window outside main public activity times.
- Explore ways to create elevated spaces for public enjoyment (e.g. The High Line in New York as a potential model for a walking path over the rail yard).

MAP NO.	IDEA DESCRIPTION
1	Create an outdoor space connected with the new Kamloops Centre for the Arts. Example: Windspear Centre expansion, Edmonton)
2	Improve the park area around City Hall to create a place where people meet and relax. In other communities, areas around government buildings are often great public spaces.
3	Transform surface parking areas into useable public spaces.
4	Undertake permanent park/street enhancements around the location used for the Kamloops Farmers' Market.
5	Consider opportunities to expand out from Stuart Wood School across 3rd Avenue to increase market area and public space.
6	Increase public space and street life around the Library and Art Gallery. Example: Gagliardi Square
7	Create a great public space experience that links the new Kamloops Centre for the Arts with the Library/ Art Gallery and Victoria Street. It should be a safe, beautiful, and welcoming walk between these Downtown destinations.
8	Consider a public plaza or pedestrian walkthrough associated with the Hive development site.
9	Improve public open space/quality of experience at the Lansdowne Transit Exchange.
10	Integrate public open space and/or park space with the future curling and racquet sports complex, including consideration for creek daylighting.
11	Seek opportunities to add neighbourhood park in the southeast of the study area, recognizing the limited existing green space in this area.
12	Encourage plaza/public space associated with the City Gardens development.
13	Encourage plaza/public space associated with the BC Builds housing development site and within the Columbia Precinct overall.
14	Consider transitioning select Downtown streets to car-free spaces to encourage events and expanded restaurant patios. Specific location ideas include: • 4th Avenue between Lansdowne Street and Seymour Street • 5th Avenue between Victoria Street and Seymour Street • Sections of Victoria Street (e.g. 1st Avenue to 6th Avenue)
15	Consider Devon Square or nearby areas for a plaza with park benches, tables for lunches, etc.
16	Convert the channelized portion of Peterson Creek into a natural waterway park to turn the area near Victoria Street and Lansdowne Street into a beautiful natural green space, enhancing the area.

Walking and Public Life

Participants were asked to consider if there are streets that should focus more on walking and public life. The numbered points on the map represent the general areas identified through this input. These markers are approximate and do not indicate confirmed or final sites. As the project moves forward, specific locations and concepts will be refined and evaluated in more detail.



LEGEND

 LOCATION IDEA FOR MORE FOCUS ON WALKING AND PUBLIC LIFE

Public Spaces & Features

-  EXISTING PUBLIC PARK
-  EVENT STREET (TEMPORARY CLOSURES)

Downtown Building Projects

-  PUBLIC FACILITY SITE
-  PRIVATE REDEVELOPMENT SITE

Mobility Features

-  TRANSIT ROUTE
-  TRUCK ROUTE
-  PROTECTED ACTIVE TRANSPORTATION FACILITY
-  ON-STREET BIKEWAY
-  MULTI-USE PATHWAY
-  CORRIDOR BEING STUDIED IN REIMAGINE DOWNTOWN!

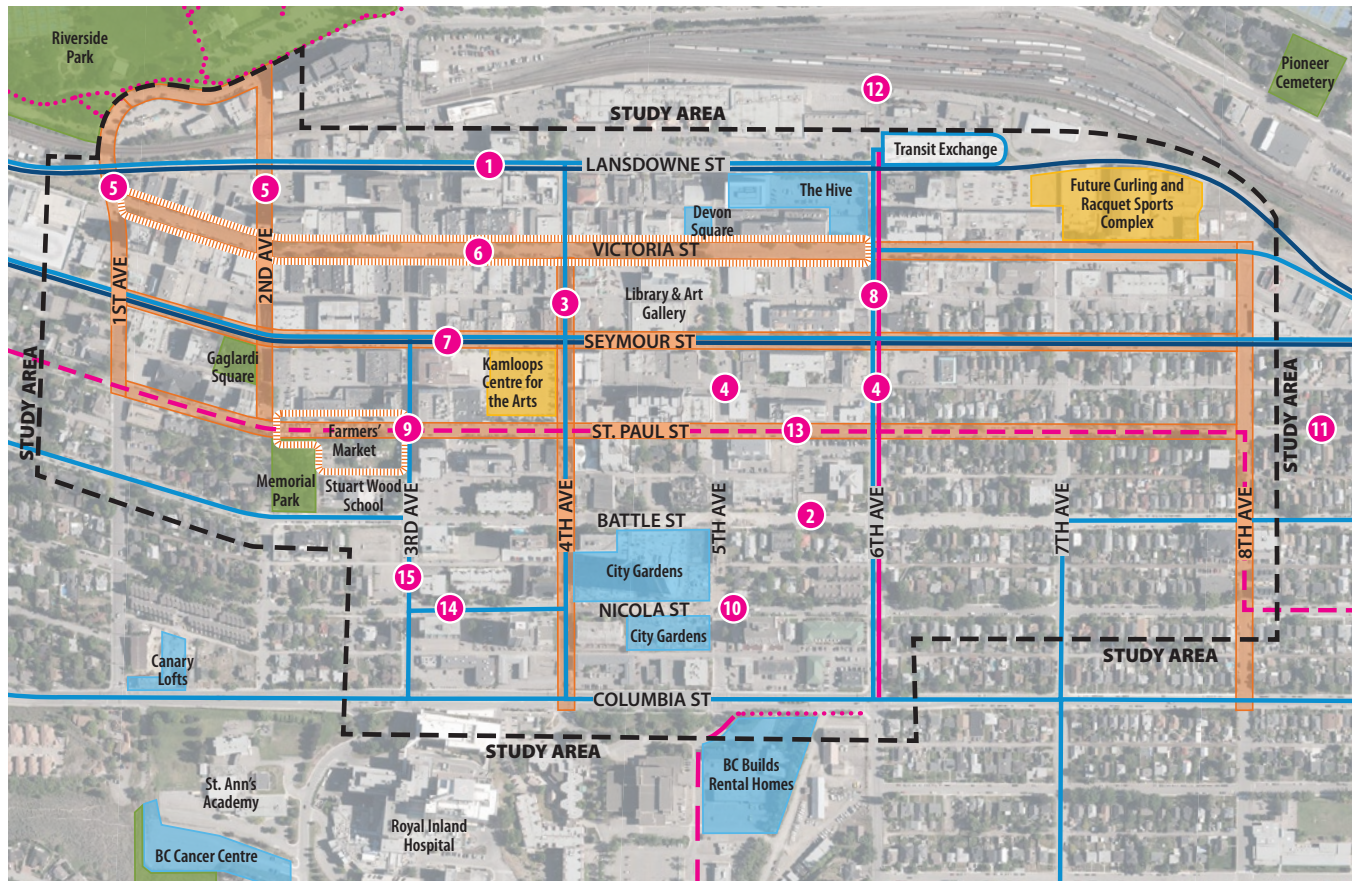
MAP NO.	IDEA DESCRIPTION
1	Victoria Street overall: • Make Victoria Street into the jewel of the City, with proper investment to make it a “great street” (e.g. Bernard Avenue, Kelowna) • Consider making sections of Victoria Street walking only. • Consider reducing Victoria Street to one-way traffic with angle parking and bike lanes to improve experience without losing parking.
2	Prioritize improvements to Victoria Street from 6th Avenue to 8th Avenue. This section currently does not have the same treatment as the rest of Victoria Street.
3	Make the pedestrian crossing at Victoria Street and 6th Avenue fully automatic (rather than push button).
4	Enforce traffic at Victoria Street and 4th Avenue to improve safety.
5	Make Seymour pedestrian-friendly, even if it’s not the “pedestrian high street.” Add elements like shade trees and utilize existing opportunities (e.g. street corners) for greening and beautifying. Add bulb-outs to reduce crossing distance and reduce travel speeds and make a more comfortable pedestrian environment.
6	Upgrade 4th Avenue between St. Paul Street and Landsdowne Street.
7	St. Paul Street, notably between 2nd Avenue and 4th Avenue, including upgrades around the new Kamloops Centre for the Arts.
8	Upgrade 8th Avenue to address gaps, support continuous route.
9	Add a sidewalk along Landsdowne Street connecting the Lansdowne Transit Exchange to 10th Avenue.

In addition to location-specific ideas, participants also shared the following general ideas for walking and public life:

- Enforce/manage people using transit shelters for sleeping.
- Include cars in planning. Removing parking without a plan is problematic.
- Street designs should incorporate sustainability (e.g. rainwater run-off, materials, etc.)

Rolling (Cycling and Micromobility)

Participants were asked to consider streets or connections that could fill a gap for rolling (cycling and micromobility). The numbered points on the map represent the general areas identified through this input. These markers are approximate and do not indicate confirmed or final sites. As the project moves forward, specific locations and concepts will be refined and evaluated in more detail.



LEGEND

X LOCATION IDEA FOR ROLLING IMPROVEMENTS

Public Spaces & Features

- EXISTING PUBLIC PARK
- EVENT STREET (TEMPORARY CLOSURES)

Downtown Building Projects

- PUBLIC FACILITY SITE
- PRIVATE REDEVELOPMENT SITE

Mobility Features

- TRANSIT ROUTE
- TRUCK ROUTE
- PROTECTED ACTIVE TRANSPORTATION FACILITY
- ON-STREET BIKEWAY
- MULTI-USE PATHWAY
- CORRIDOR BEING STUDIED IN REIMAGINE DOWNTOWN!

Streets or connections that could fill a gap for rolling (cycling and micromobility):

MAP NO.	IDEA DESCRIPTION
1	Revisit the previous concept to incorporate a multi-use path on Lansdowne Street.
2	Consider Battle Street for a potential rolling connection.
3	Prioritize addition of rolling to 4th Avenue.
4	Shift the 6th Avenue cycling route to 5th Avenue (but only remove the 6th Avenue route once 5th Avenue is fully operational).
5	Develop a linked rolling route on 1st Avenue and/or 2nd Avenue as a priority to improve connectivity from Riverside Park into Downtown.
6	Consider a "slow" rolling route on Victoria Street (not a commuter route).
7	Provide a designated bike path with concrete barriers on one side of the street would make this road a lot more accessible and friendly feeling. However, we should be cautious about adding a bidirectional cycle route on Seymour alongside the existing one-way vehicle traffic (concerns about safety issues at intersections).
8	Address issues with the 6th Avenue bike lane (e.g. vehicle right turns through bike route, alleyway dumpsters blocking sight lines).
9	Add bike signals at busy intersections, for example, St. Paul Street and 3rd Avenue.
10	Slow Nicola Street to a 30 km/hr speed limit and add reverse stop signs so bikes can continue through intersections.
11	Extend the St. Paul Street cycling route east to 10th Avenue and north under the railway bridge to provide a connection to the parks along the river.
12	Provide an active transportation connection from Downtown to the parks and river between 3rd Avenue and 10th Avenue, such as a bridge over the railway between the 6th Avenue bike path and the Rivers Trail.
13	Add a dedicated cycle lane on St. Paul Street like 6th Avenue. Parking on one side of the street only could open space for a bike lane.
14	Align Nicola Street bikeway to extend to 3rd Avenue to provide cycling connectivity to the 6th Avenue bikeway and City Gardens
15	Replace parking on one side of 3rd Avenue with a bike lane to provide connectivity to Riverside Park and address dangers and slowdowns associated with parallel parking.

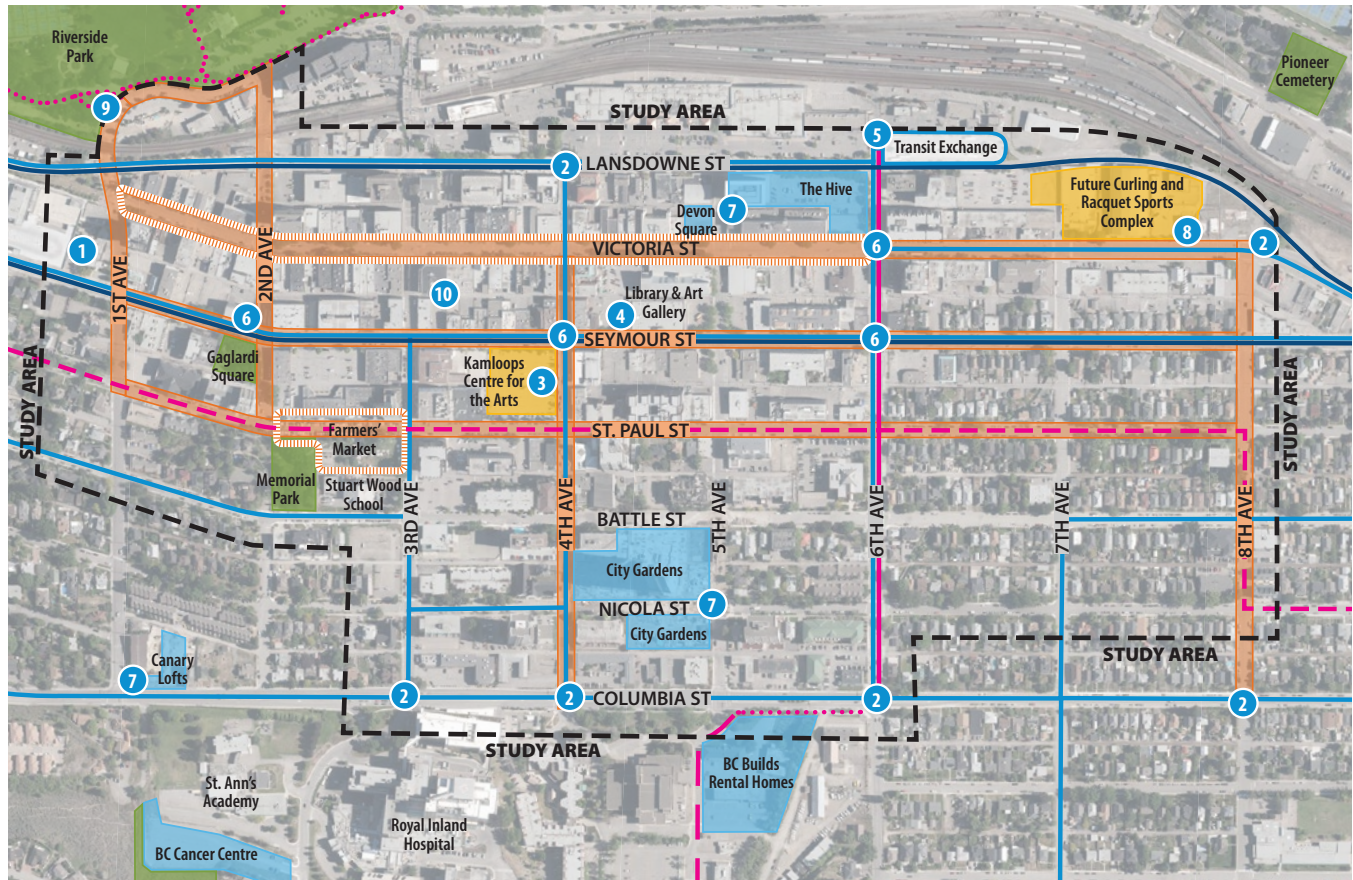
In addition to location-specific ideas, participants also shared the following general ideas for rolling:

- Connect bike routes throughout the Downtown. The current pieces don't support safe and continuous connections.
- Create both a commuter route for cyclists travelling through Downtown and a "dawdler" route with slower speeds. These should be two different routes.
- Prioritize "quick-build" projects as a way to trial routes and design, rather than waiting for more costly "full package" projects. Varied opinions on whether quick build projects should be seasonal or permanent.
- Complete active transportation projects identified in previous plans (e.g. Lansdowne multi-use pathway). Plans and committee recommendations should be trusted. Prioritize development of another north-south bike lane, but at less expense than was done on 6th Avenue.
- Ensure bike lanes have a barrier to vehicle traffic for the safety of riders (e.g. Penticton). Bollards, raised grades, etc. are options.
- Prioritize safe and secure bike parking throughout the Downtown in addition to continuation of the bike valet program. Secure bike parking inspires confidence to ride Downtown.

Placemaking

Participants were asked to consider locations where art or placemaking should land. The numbered points on the map represent the general areas identified through this input. These markers are approximate and do not indicate confirmed or final sites. As the project moves forward, specific locations and concepts will be refined and evaluated in more detail.

Spots that art or placemaking should land :



LEGEND

X LOCATION IDEA FOR ART OR PLACEMAKING

Public Spaces & Features

- EXISTING PUBLIC PARK
- EVENT STREET (TEMPORARY CLOSURES)

Downtown Building Projects

- PUBLIC FACILITY SITE
- PRIVATE REDEVELOPMENT SITE

Mobility Features

- TRANSIT ROUTE
- TRUCK ROUTE
- PROTECTED ACTIVE TRANSPORTATION FACILITY
- ON-STREET BIKEWAY
- MULTI-USE PATHWAY
- CORRIDOR BEING STUDIED IN REIMAGINE DOWNTOWN!

MAP NO.	IDEA DESCRIPTION
1	City Hall area.
2	Entrances/gateways into the downtown core.
3	Integrated with the new Kamloops Centre for the Arts.
4	Around the Library and Art Gallery.
5	Lansdowne Transit Exchange.
6	Major Downtown intersections.
7	Part of new developments (e.g. Canary Lofts, City Gardens, Devon Square, The Hive).
8	Integrated with the future curling and racquet sports complex.
9	Riverside Park gateway.
10	Select alleyways (as part of alley activations).

In addition to location-specific ideas, participants also shared the following general ideas for placemaking:

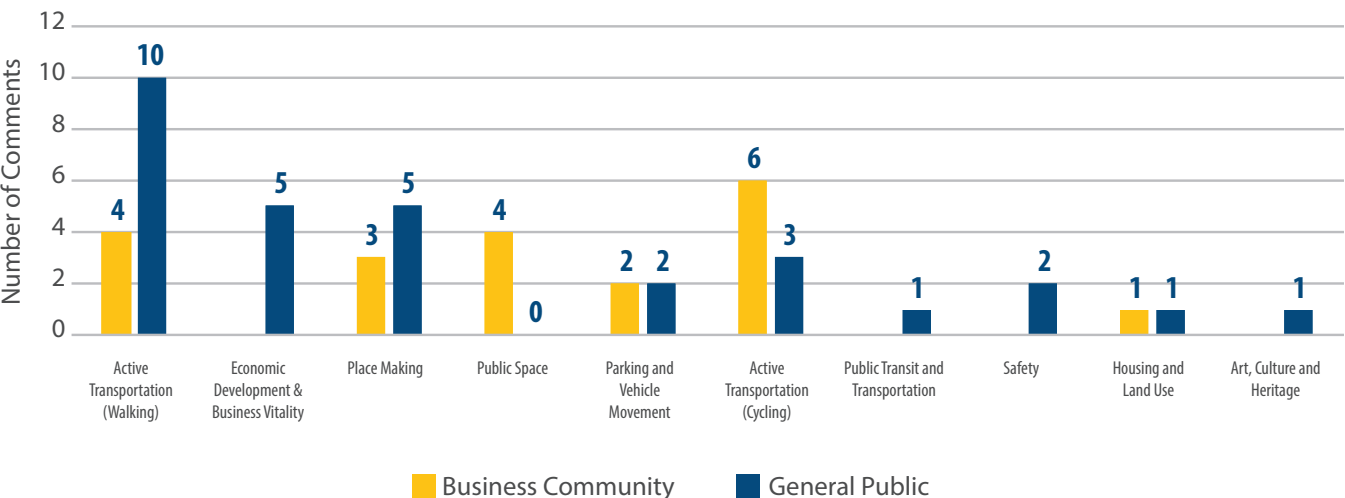
- Improve existing wayfinding information (currently not intuitive without north orientation).
- Continue to consider ways to encourage people to come to and stay downtown (e.g. places to hang out, experiences, music, etc.)
- Add more public art throughout Downtown.
- Integrate public art within future parks/plaza spaces.
- Add more shade-producing trees throughout Downtown as soon as possible.

Discussion

How Could We Improve the Vision and Principles - Potential Refinements, Additions, or Other Changes?

The general public thought that improvements should be made to the vision and principles related to walking and pedestrian experience, while feedback from the business community showed that cycling is the area that should be improved in the Downtown Plan Vision and Principles.

How could we improve the vision and principles - potential refinements, additions, or other changes?

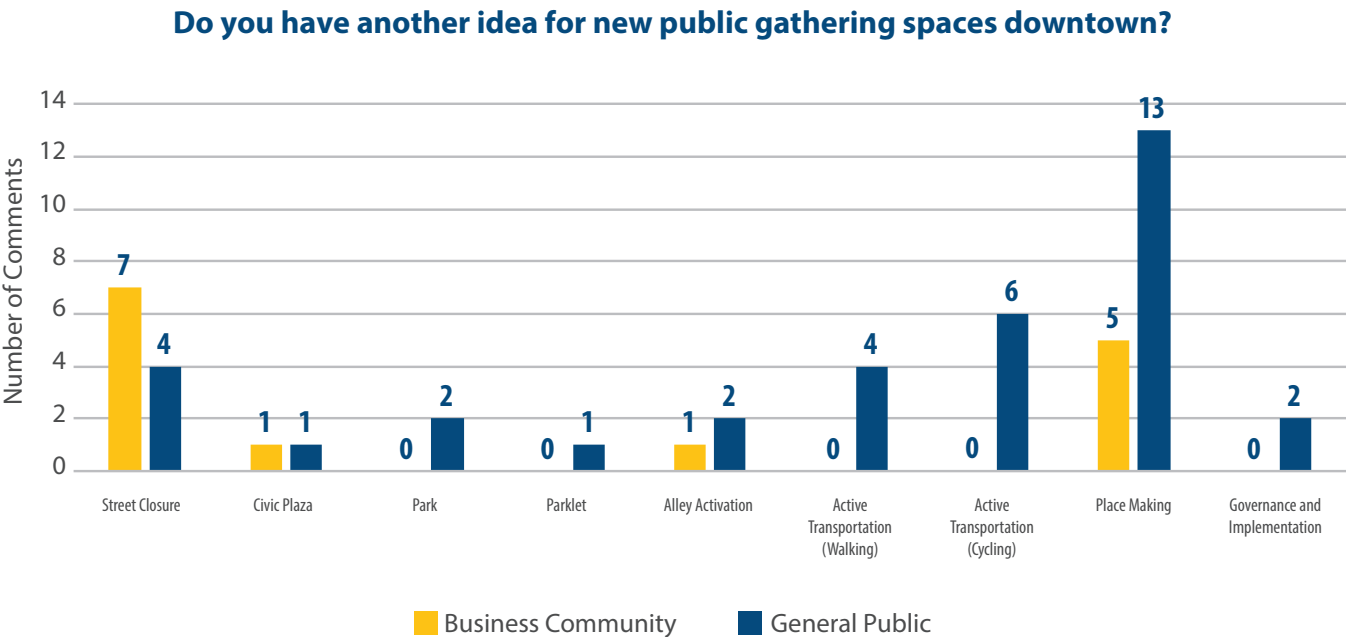


MAIN THEMES	IDEAS FROM BUSINESS COMMUNITY	IDEAS FROM GENERAL PUBLIC
Active Transportation (Walking)	• More emphasis on walkable. • Make Victoria Street walk only in summer. • Continue vibrant sidewalks and walkways. • Pedestrian safety - improve social disruption/crime.	• More pedestrian car fee spaces. • More emphasis on pedestrian first, create car-free corridors. • All sidewalks with let downs for easy walking/access. • Prioritize pedestrian corridors over vehicles. • Overpass 6th Avenue to the Red Bridge. • Crosswalk on Seymour and 7th Avenue • Victoria Street walk only. • Crosswalks when all traffic stops then people walk in all directions (scramble crossing). • Less car focused infrastructure. • All sidewalks with let downs for easy walking/access.
Economic Development and Business Vitality	• Supports commercial vibrancy. • Limit home-based business and increase vibrancy of Downtown.	n/a

MAIN THEMES	IDEAS FROM BUSINESS COMMUNITY	IDEAS FROM GENERAL PUBLIC
Placemaking	• Beautify Seymour Street and create vibrant sidewalks and more vibrancy beyond Victoria Street. • More public waste bins on sidewalks. • More events in winter. • Live work play.	• Encourage landlords with empty buildings to keep them tidy and not eyesores. • Beautify Seymour Street and create vibrant sidewalks and more vibrancy beyond Victoria Street. • Love Downtown! Hope happening places stay off a little longer. Not affecting work-life balance of others. • Accommodate public performance space (busking). • Washrooms, older people, walk experience, benches.
Public Space	• Improved pathways for lease held improvements. • Plaza kind of area near Lansdowne bus depot. • Accessible public gathering spaces for visitors and organizers.	n/a
Parking and Vehicle Movement	• More parking options for small business clients.	• Scrap the 10-year development tax exemption. • Free parking but timed. • People avoid coming downtown because of parking issues. • Parking issue due to the art centre. • Two-way traffic on Lansdowne Street and Seymour Street.
Active Transportation (Cycling)	n/a	• Safe bike lanes should be a priority. • Parking issue due to the art centre . • Council erred in turning down the Lansdowne Street multi-use pathway without an alternative. Now we are being offered compromises that are less efficient. • Parking issue due to the art centre.
Public Transit and Transportation	n/a	• Free buses.
Safety	n/a	• More CPTED (Crime Prevention Through Environmental Design) focused design. • Peterson Creek to Curling Club lighting.
Housing and Land Use	• Street front residential.	• Housing diversity is maintained but needs priority to recognize complex social needs - they're not leaving.
Art, Culture, and Heritage	n/a	• Rooted in Secwépemc ways of knowing and being.

Do You Have Another Idea for NEW Public Gathering Spaces Downtown?

Placemaking received the highest level of attention in the ideas shared by the general public, while the business community’s feedback focused primarily on street closures.

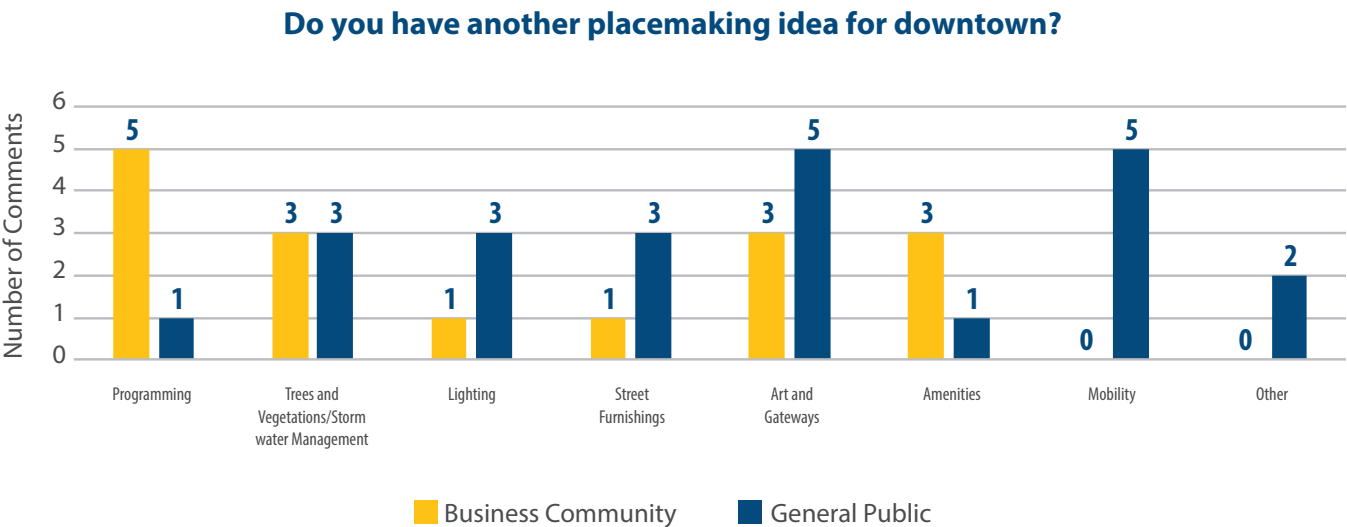


MAIN THEMES	IDEAS FROM BUSINESS COMMUNITY	IDEAS FROM GENERAL PUBLIC
Street Closure	• Street closures: use temporary bollards like 4th Avenue or 5th Avenue for summer. • Street closures in 4th Avenue intersection. • On the closed streets like Government Street in Victoria. • Bollards for street closures and events. • Trial temporary seasonal street closures. • Small public places in West End of Downtown. • Public parks - Columbia Precinct.	• Close Victoria Street between 2nd Avenue and 4th Avenue. • Street closures - 4th Avenue and 5th Avenue between Victoria Street and Seymour Street. • Interior spaces - art venues and multi-use space. • A town square - closing a block.
Civic Plaza	• Civic plazas - 4th Avenue/Victoria Street or 5th Avenue/6th Avenue.	• Public square in vacant lot between the Library and plaza.
Park	n/a	• Dog parks in outside areas not Downtown. • Skating in Riverside Park is a successful space.
Parklet	n/a	• Parklet day like Portland.
Alley Activation	• Alleys with lights and markets that are temp activations.	• Alley activation. Look at Revelstoke. • Alley activation behind the art gallery between 4th Avenue and 5th Avenue.

MAIN THEMES	IDEAS FROM BUSINESS COMMUNITY	IDEAS FROM GENERAL PUBLIC
Active Transportation (Walking)	n/a	• An elevated boardwalk. Like the yellow walking bridge on 3rd Avenue but across the whole downtown (High Line Park in New York). • Victoria Street 400 block - level the sidewalk. • Scramble crosswalk!!! • Make Victoria Street a desirable destination by closing it to all by transit, pedestrians, and traffic
Active Transportation (Cycling)	n/a	• Bike racks of a good design properly placed on every downtown block (not like the library one which is too close to the building). • Making the bike path to Schubert Drive a beautiful and interesting path across the bright connect the North Shore and Downtown. • Safe bike racks 1st Avenue to 8th Avenue. Four per block, two on each side. • Utilize Impark and Indigo lots for bike parking. Four bikes vs. one car. • Bike racks at transit hubs. Utilize transit security that's already there. • Make most trucks use Lorne Street.
Place Making	• Proper waste bins - recycling, bottles, garbage. • Public water fountain for hydration - humans and pets. • Close to amenities like the art centre. • Lighting! It creates atmosphere and enjoyment (also contributes to perceived safety and well-being). • Greenery, research for healthy lifestyle; 20 minutes in greenery per day.	• Rooftop areas for the public. • Shade for tennis stations. • Covered area while waiting to enter Sandman Centre to protect people from sun, rain, snow. • Misting stations please! • Impressed by washroom on Victoria Street. • Outdoor swimming pools, not just Downtown. • Water feature in Riverside Park. • Garbage in parklets and lighting - not to make them useless. • Visual beautifications of the Downtown. • Green space in residential area. Day Park (e.g. 600 block of Battle Street). • Close 7th Avenue. Turn into a linear park and Peterson Creek naturalized and daylighted. • Only if you use native plants for naturalized areas. • Maintenance of naturalized areas - native plants.
Governance and Implementation	n/a	• Townhall meetings for each neighbourhood. • Reduce homelessness.

Do You Have Another Placemaking Idea for Downtown?

In terms of placemaking ideas, the general public shared the most ideas about mobility, as well as public art and downtown gateways. The business community shared the most ideas about programming, trees and vegetation, public art and gateways, and amenities.

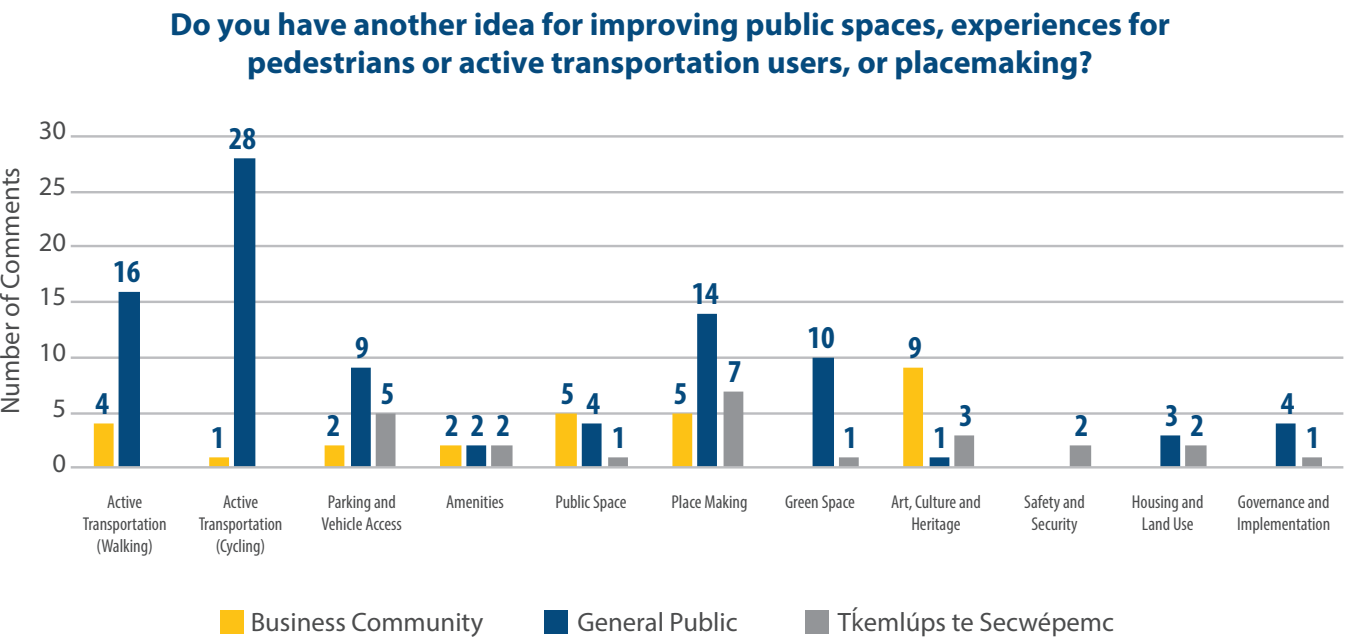


MAIN THEMES	IDEAS FROM BUSINESS COMMUNITY	IDEAS FROM GENERAL PUBLIC
Programming	- Bollards that raise up and down for easy event street closure and activations - Bollards! Plaza space for pop-up events and live music. - Indoor/outdoor public market at convention and destination centre. - Programming that aligns with Boards 5, 7, 8. - Food trucks welcome but in spots that are designated. Maybe a food truck plaza at the edge of Downtown.	Utilize existing downtown parks beyond Riverside for programming or destinations to bring more activities and life to these places - Pioneer Park, Prince Charles, Gaglardi Square.
Trees and Vegetation/ Stormwater Management	- Improved xeriscaping along streets to survive droughts (in pots) like grasses. - More trees and lighting on Columbia Street, Seymour Street, Lansdowne Street. - Naturalize corridors to correct developments.	- Rain garden on 1st Avenue, including plants and a waterway that flows when raining. - Heat mitigation for sidewalks. - Need to include Sustainable Kamloops.
Lighting	Lighting and garbage and furnishing combined.	- Use sunlight to generate electricity. - Street lights too light! Blinding light pollution - you see the light not what is being lit. - Light pollution in the Downtown.

MAIN THEMES	IDEAS FROM BUSINESS COMMUNITY	IDEAS FROM GENERAL PUBLIC
Street Furnishing	• Conversational street furniture for events and all.	• More pedestrian park/plaza locations with trees, benches, cafe, food trucks. • Benches, there is no place to sit. • Remove bench at top of 2nd Avenue and St. Paul Street. The elderly want to sit but the drug users monopolize it or more foot patrols.
Art and Gateways	• Neighbourhood wayfinding art and banner. • Include Tkemlúps art, language, historical landmarks in public planning and shared spaces. • Art and sculptural elements matter.	• Public art. • Historic info at historic sites. • Interactive artwork or music (e.g. sea organ in Croatia; walkable giant piano). • Steam clock like Gas Town or other structure like a train. • Live music! Buskers not just for an event.
Amenities	• Washrooms please. It is such an issue! • Covered public spaces with small seating with boardwalks in park for cool accessible enjoyment. • Public spaces that work for a diverse city for multiple amenities.	• Downtown needs more electric vehicle chargers from the City. • Viewpoint of some kind. We have a dock in Riverside Park and restaurants up the hill with viewpoints but something from a high vantage point that's footprint is Downtown would be cool.
Mobility		• Lansdowne NEEDS a sidewalk multi-use path 8th Avenue to 5th Avenue. • Car free zones. • More car free zones. • 1st Avenue NEEDS to be changed to two-way street to help traffic. • More parking, more street. DO NOT remove parking.
Other		• No gas, no LNG!

Do you Have Another Idea for improving Public Spaces, Experiences for Pedestrians or Active Transportation Users, or Placemaking?

Participants had the opportunity to share their ideas across a range of topics. Among the general public, active transportation, including walking and cycling infrastructure, and placemaking generated the greatest number of ideas. Within the business community, the most common ideas focused on arts, culture, and heritage, as well as public spaces and placemaking. Tíkemlúps te Secwépemc members also shared ideas mostly on placemaking, parking, and vehicle access.

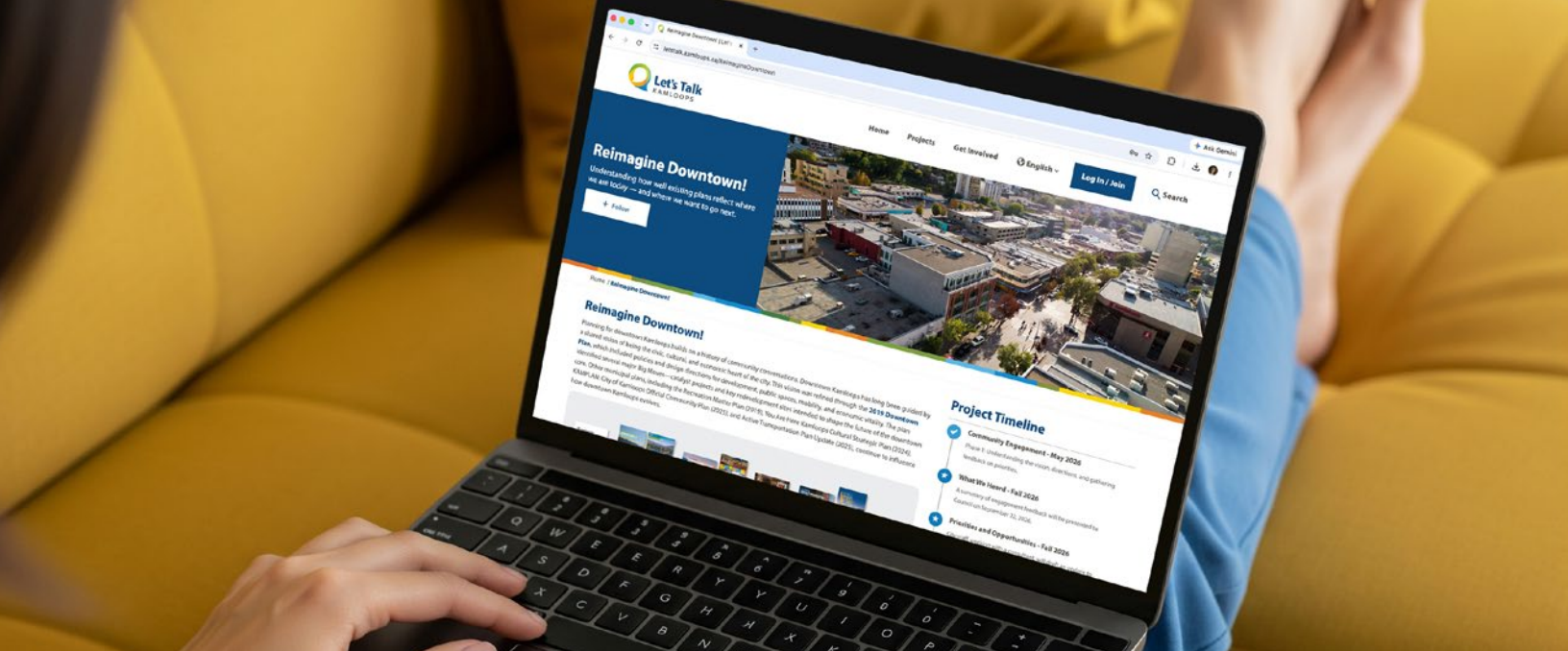


MAIN THEMES	IDEAS FROM BUSINESS COMMUNITY	IDEAS FROM GENERAL PUBLIC	IDEAS FROM TÍKEMPLÚPS TE SECWÉPEMC
Active Transportation (Walking)	• Pedestrian priority in key areas on streets, not entire streets. • Pedestrian only street, expanded patios (maybe summer only for tourist season). • Tram (streetcar) with wide sidewalks on Victoria Street. • Mid-block pass thoughts (e.g. at The Hive development).	• More sidewalks, benches, bike paths, parks, auto walk lights. • Sidewalk/multi-use pathway from Memorial Arena to Lansdowne Street/ transit exchange. • Sidewalks on 7th Avenue! • 4th Avenue important pedestrian link between the Kamloops Centre for the Arts and Victoria Street. • Make pedestrian crossings on Victoria Street (Kelly O's) more distinct. Cars don't know its a crossing. • Make the leading pedestrian interval Victoria Street crossing on 6th Avenue automatic (i.e. don't make people push the button). • Victoria Street is not friendly to those with mobility issues - the sidewalks are too angled or trees/large rocks create pinch points.	n/a

MAIN THEMES	IDEAS FROM BUSINESS COMMUNITY	IDEAS FROM GENERAL PUBLIC	IDEAS FROM T'KEMLÚPS TE SECWÉPEMC
Active Transportation (Walking) Continued...		• New pedestrian bridge between Lansdowne Street and Lorne Street. by Tim Hortons. • Bury the train! Would improve accessibility. • Seymour Street make it pedestrian friendly - trees use existing spaces for greening. • Car free spaces: 4th Avenue-Lansdowne Street-Seymour Street; 5th Avenue-Victoria Street to Seymour Street. • Sections of Victoria only walking. • Permanent pedestrian street on one of the downtown streets. • Victoria Street - remove one lane (make one-way), angle park cars, and put in a bike lane and wide sidewalk. • Separate wheeled vehicles from pedestrians. • Multi-use pathways people move too fast for pedestrians. • Victoria Street. angle parking, one-way, bike lane.	
Active Transportation (Cycling)	• Two-way Seymour Street and Lansdowne Street and have active transportation lane for scooters and bikes.	Protected Bike Infrastructure: • Swap 6th Avenue bike lane to 5th Avenue (but build 5th Avenue first) physical separation. • Safe commuter cycling lane on Seymour Street and Lansdowne Street. • Need physical barriers to ensure vehicles respect bikes. • Use bollards to create safe separated bike routes. • Bring back Lansdowne Street bike lane. • Do the next north south protected bike lane for less cost. • Safe bike lanes means barriers between lane and traffic - like Penticton. • Bike routes need to be connected. • Biggest need is connectivity of the bike network. • Need bike connection from the North Shore. • There needs to be a commuter route for cyclists through Downtown as well as a "dawdler" route. Two different routes. • Bidirectional bike travel on Seymour Street is challenged by one-way traffic.	• Better buses on the reserve. • Need more bike lockers/ scooter lockers. • Better access via alternate bike /Scott routes.

MAIN THEMES	IDEAS FROM BUSINESS COMMUNITY	IDEAS FROM GENERAL PUBLIC	IDEAS FROM T'KEMLÚPS TE SECWÉPEMC
Active Transportation (Cycling) Continued...		Bike Parking and End-of-Trip Facilities: • Put a couple secure bike racks per block. People like bike valet have it in the centre of Downtown. • Bike parking in every block of a type that inspires confidence. • Rode my bike to this meeting but had to park in the hotel storage room in the garage because there was nowhere outside. • Safe bike parking with the downtown core in addition to bike valets in park. • Make the bike valet downtown permanent. Bike Operations and Safety: • Slow Nicola Street to 30 km/hr. Change stop signs opposite so bikes can go straight through. • Add bike signals at busy intersection (e.g. St. Paul Street to 3rd Avenue). • 6th Avenue bicycle and vehicle right turns concerns vs bikes. • Make bike stencils more visible and bike route signs much better. • Quick build bike lanes. Way to trial - discussion on seasonal or permanent. • Disappointed that multi-use path didn't go through. • Trust your committees when recommendations are made to Council (e.g. disappointed that Lansdowne Street multi-use pathway rejected). • Stick to plan when it comes to active transportation. Lansdowne Street multi-use pathway should have gone ahead. • The next Council should revisit the bad choice made by this one on Lansdowne Street. • Improving Seymour Street at the same time as the Kamloops Centre for the Arts is a big opportunity.	

MAIN THEMES	IDEAS FROM BUSINESS COMMUNITY	IDEAS FROM GENERAL PUBLIC	IDEAS FROM TĶEMLŪPS TE SECWÉPEMC
Parking and Vehicle Access	- Remove heavy trucks from Lansdowne Street and Seymour Street. - Two-way Seymour Street and Lansdowne Street.	- Removing parking without a plan is problematic. Cars need to be included. - Provide more parking for Downtown. Enforcement by City, not Indigo. - Slow streets down. - Reduce speeds and enforcement (both together). - Traffic enforcement at 4th Avenue and Victoria Street. - Variable speed limits - depends on time of day. - No curb extensions on Seymour Street. 1st Avenue should be a two-way.	- Free parking 24/7. - More parking. - Change one ways like 1st Avenue and fix hospital entryway - Replace the Red Bridge. It doesn't have to be red. - Open train crossing over by Buzz's Autobody.
Amenities	Cultural precinct developing around the Kamloops Centre for the Arts, including a conference centre.	- Public washrooms. - Think about ways that people stay downtown - connecting people in and encouraging them to stay.	3 x 3 basketball space downtown. - Public women's health info and resources.
Public Spaces	- Previous event in alley behind Pizza Pie great idea to build on. - Take advantage of empty lots/underdeveloped space in 100 block of Victoria. - Columbia Precinct doesn't have a lot of park space. - Public spaces should be accompanied by a strategy to manage negative activity. - Have public spaces associated near transit exchange.	- Alley conversions. Manage timing for deliveries. - Parklet at corner of Seymour Street and 4th Avenue - create experience for people coming in (e.g. Windspear Centre in Edmonton) - Temporary parklet at 6th Avenue and Victoria Street didn't work well. - Make City Hall a place you want to hang out in front of.	Activate the riverfront. Not just Riverside Park.



Appendix C - What We Heard From the Let's Talk Online Survey

The online survey was intended to gather public input and identify themes and priorities. Survey responses include quantitative and qualitative feedback. Quantitative survey responses were analyzed using methods appropriate to the question type, including ranking and choice questions to identify overall trends and priorities.¹

For open-ended questions, participants' comments were reviewed and categorized into common themes based on the ideas shared. Since some comments include a variety of themes within a single response, the original comments may be repeated under another related theme where applicable. A quantitative analysis was also conducted to reflect the relative attention each theme received, as participants could support or oppose comments through upvotes and downvotes. For comments that received feedback from other participants, the overall support is displayed as a number in front of the comment.

As participation was voluntary and self-selected, the results are not necessarily statistically significant or representative of the views of all city residents. Some of the comments contained within this appendix have been edited to improve clarity (e.g. spelling out abbreviated terms) while striving to maintain the intent of the original input received and may contain some of the authors' original spelling mistakes and/or grammatical errors.

¹For ranking questions, participants ranked each option in order of priority. The average rank of each option was then calculated. For example, if there were five options, a rank of 1 represented the highest priority, while a rank of 5 represented the lowest priority. To make the results easier to interpret and ensure that all findings were presented where higher values indicate higher priority, the average rankings were "reverse scored".

The standard deviation, which is a measure of how spread out a set of numbers is from the average, was also calculated for each option to measure the level of agreement among respondents.

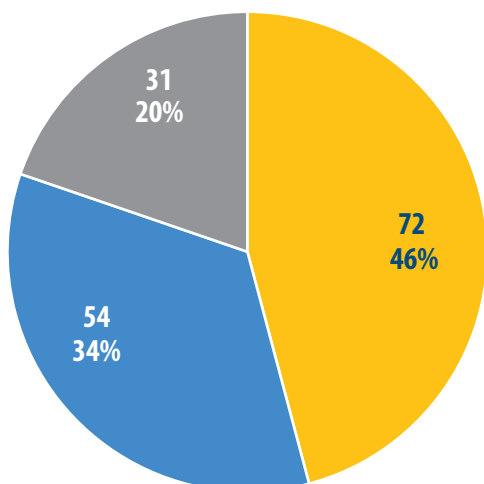
For multiple-choice questions in which respondents selected one or more priorities, the total number of responses and the percentage of respondents selecting each option were calculated.

Vision and Principles of 2019 Downtown Plan

Survey results indicate that the 2019 Downtown Vision continues to enjoy broad community support. Nearly half of respondents (46%) believe the Vision remains appropriate, while an additional 34% support the Vision with some refinements, and 20% feel the Vision should be significantly changed.

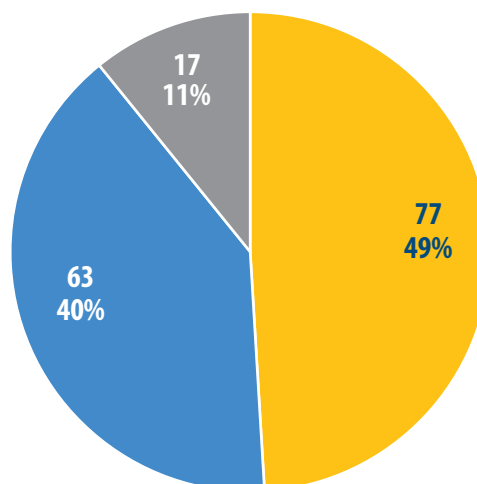
Nearly half of respondents (49%) believe the 2019 Downtown Plan Principles remain fully relevant, while an additional 40% support them with only minor updates or additions, and 11% feel the Principles require significant changes.

Do you feel the 2019 Vision still reflects an ideal future for Downtown Kamloops?



- Yes! The vision is still looking good.
- Pretty Close. The vision is good, but perhaps some refinements.
- Not Really. Let's make changes to better reflect today's Downtown.

Do you feel the 2019 Principles will still support an ideal future for Downtown Kamloops?

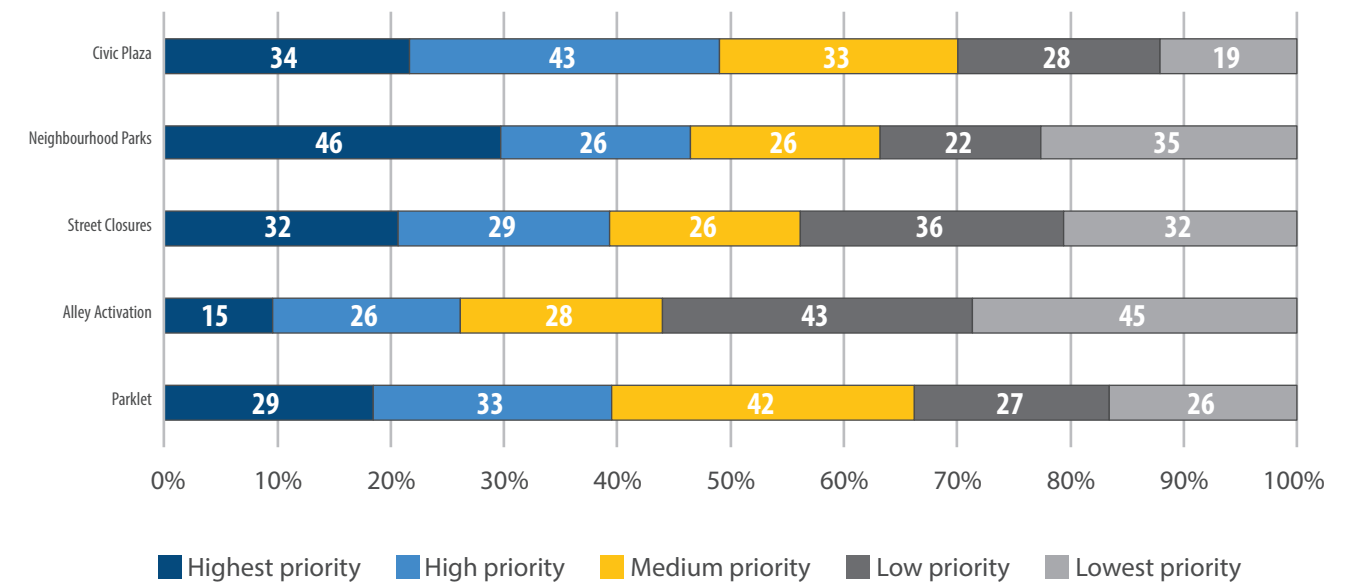


- Yes! The principles still make sense.
- Pretty Close. The principles are good, but perhaps a few changes or additions.
- Not Really. Let's make changes to better reflect today's Downtown.

Priorities for New Types of Parks and Plazas

Respondents were asked to rank five types of parks and plazas. Each type was ranked on a scale from 1 (highest priority) to 5 (lowest priority). The raw data on participants' rankings and the overall average score are presented below:

What types of new parks and plaza spaces should be priorities for Downtown?



What types of new parks and plaza spaces should be priorities for Downtown?

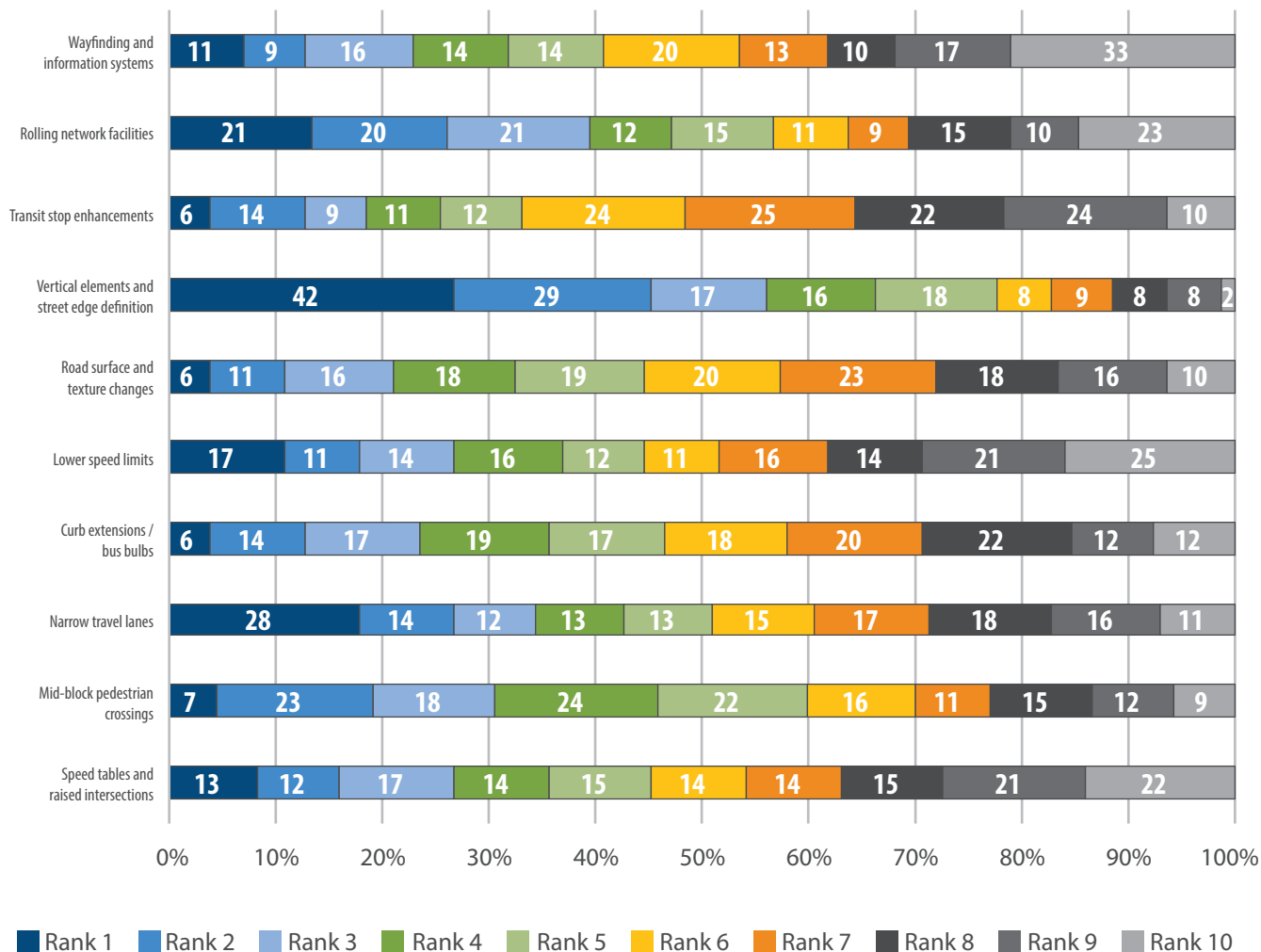


The overall average score showed that civic plaza, neighbourhood parks, and parklets received the highest priorities, respectively. Survey findings also indicate a moderate level of consensus among respondents regarding the rankings of the options.

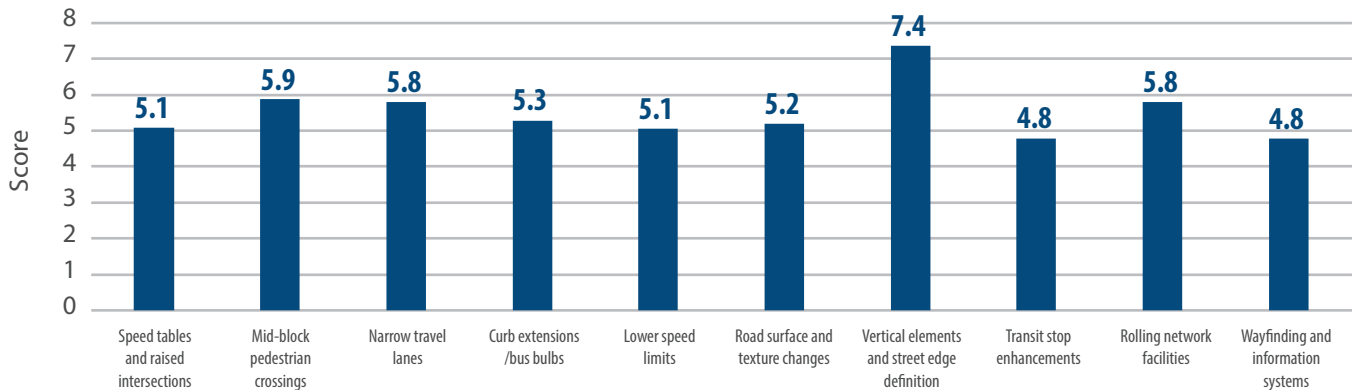
Tools for Access and Transportation

Respondents were asked to rank 10 tools to improve access and transportation. Each type was ranked on a scale from 1 (highest priority) to 10 (lowest priority). The raw data on participants' rankings and the overall average score are presented below:

Which tools do you prioritize to help create a safer, more comfortable, and more efficient downtown transportation system?



Which tools do you prioritize to help create a safer, more comfortable, and more efficient downtown transportation system?

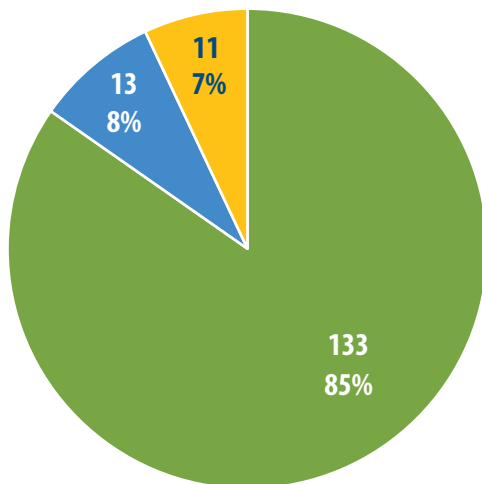


The overall average score showed that vertical elements and street edge definition received the highest priority (7.4). Mid-block pedestrian crossings (5.9), narrow travel lanes (5.8), and rolling network facilities (5.8) were also relatively highly prioritized. In contrast, transit stops enhancements (4.8) and wayfinding, and information systems (4.8) were perceived as the lowest priorities. For vertical elements and street edge definition, respondents showed relatively strong consensus in ranking this option as the highest priority.

East-West Corridors - Modal Priorities

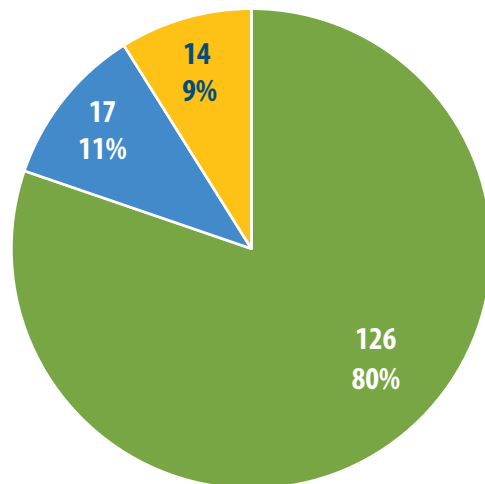
Survey results indicate that Victoria Street is the preferred corridor for pedestrian priority (85%), street life (80%), and events (69%).

Which of the three streets is the best fit for emphasizing pedestrian priority: wide sidewalk, commercial activity, mid block crossings?



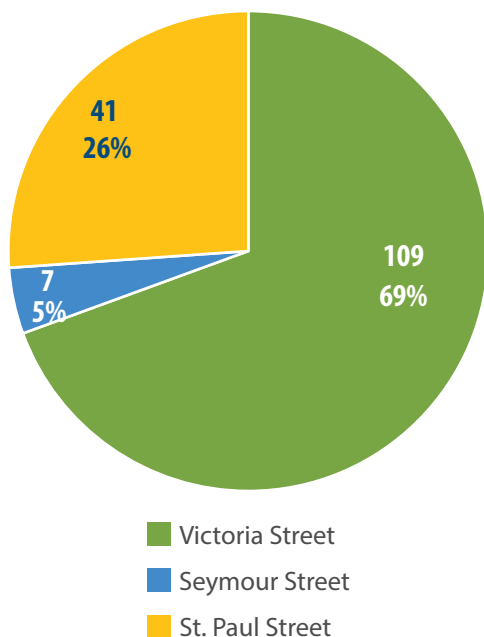
■ Victoria Street
■ Seymour Street
■ St. Paul Street

Which of the three streets is the best fit for emphasizing street life priority: Expanded public realm to support retail and cafes?



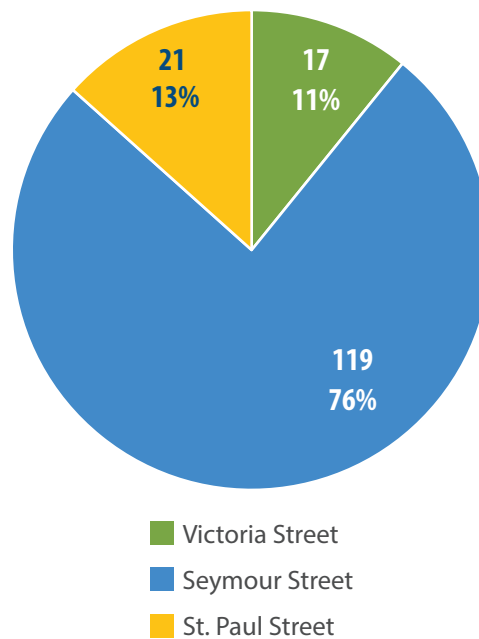
■ Victoria Street
■ Seymour Street
■ St. Paul Street

Which of the three streets is the best fit for emphasizing event priority: more regular closures for public events and gathering?



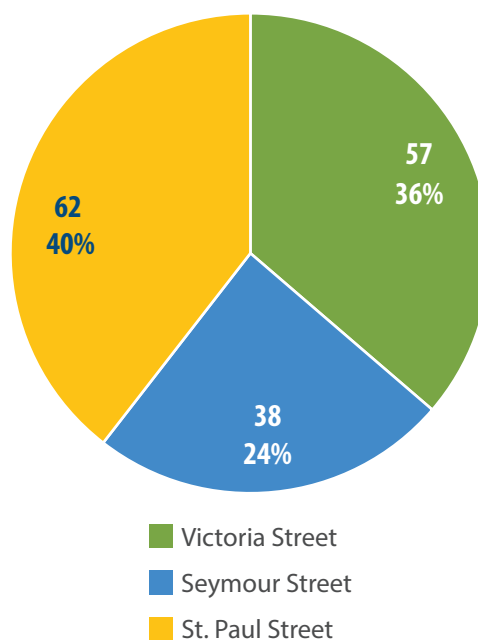
Seymour Street was identified by 76% of votes as the preferred corridor for vehicle priority, appropriate for efficient movement and convenient access to parking.

Which of the three streets is the best fit for emphasizing vehicle priority: easy movement and access to convenient parking?



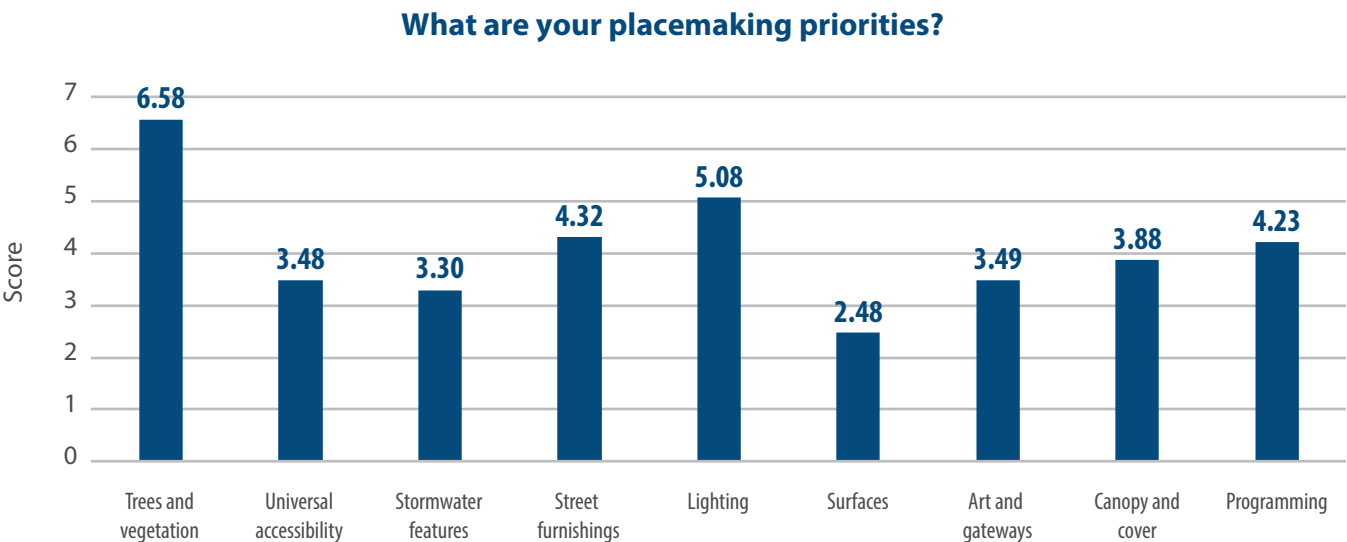
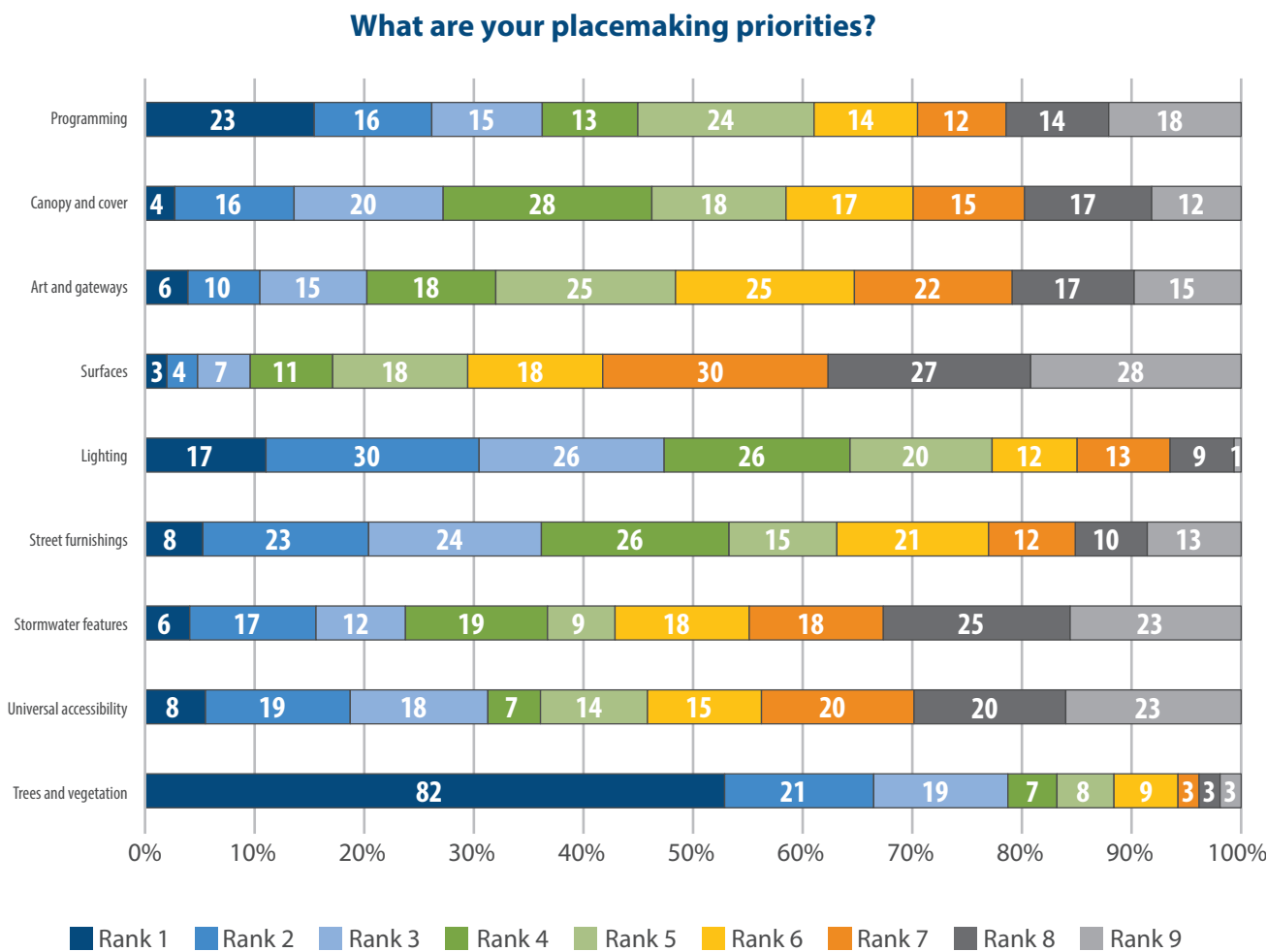
Regarding rolling priority, St. Paul Street received the highest share of votes (40%), identifying it as the preferred corridor for rolling priority with protected facilities supporting people of all ages and abilities. Victoria Street followed closely behind (36%) and was also perceived as a suitable corridor for rolling. Seymour Street received 24% of the votes, indicating a comparatively lower perceived desirability for this function.

Which of the three streets is the best fit for emphasizing rolling priority: protected rolling for all ages and abilities?



What Are Your Placemaking Priorities?

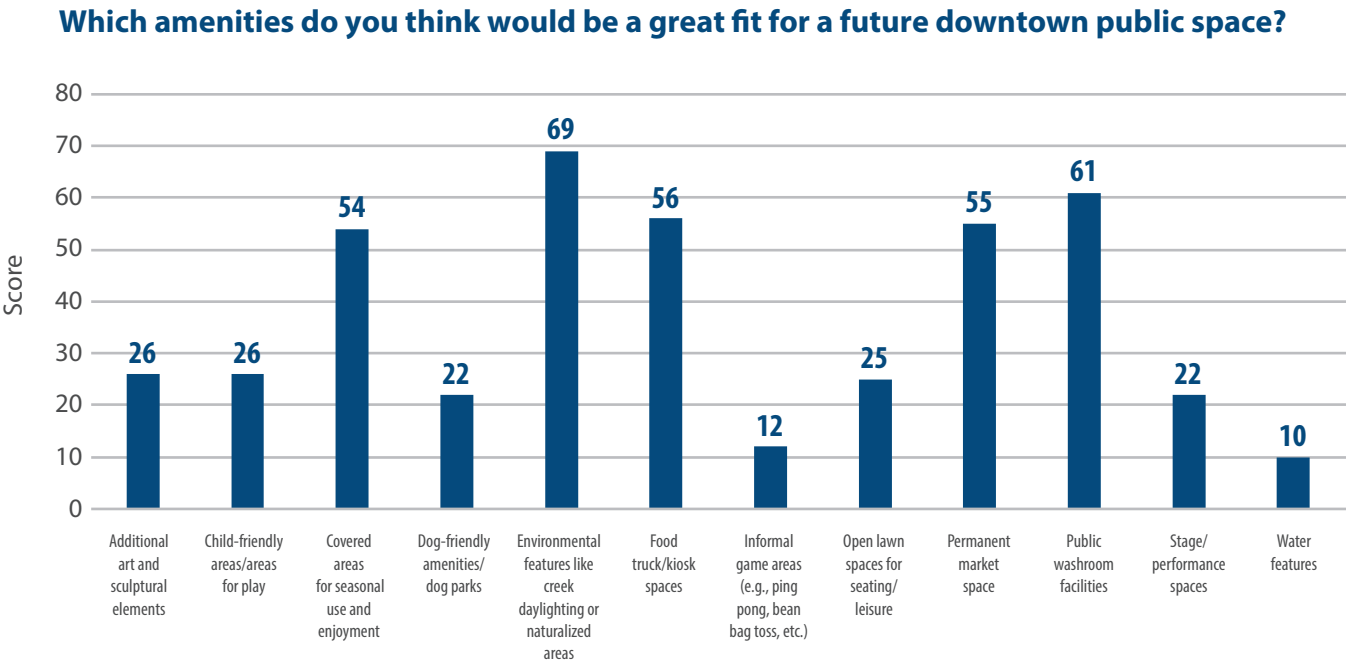
Respondents were asked to rank nine placemaking tools. Each tool was ranked on a scale from 1 (highest priority) to 9 (lowest priority). The raw data on participants’ rankings and the overall average score are presented below:



The rankings showed that trees and vegetation are perceived as the most needed placemaking tool in the Downtown area. Lighting, street furnishings, and programming are identified as next steps for enhancing placemaking in the downtown area. The results also indicate a relatively strong level of consensus among respondents, with trees and vegetation identified as the highest priority for placemaking in downtown Kamloops.

Which Amenities Do You Think Would Be a Great Fit for the Future Downtown Public Space?

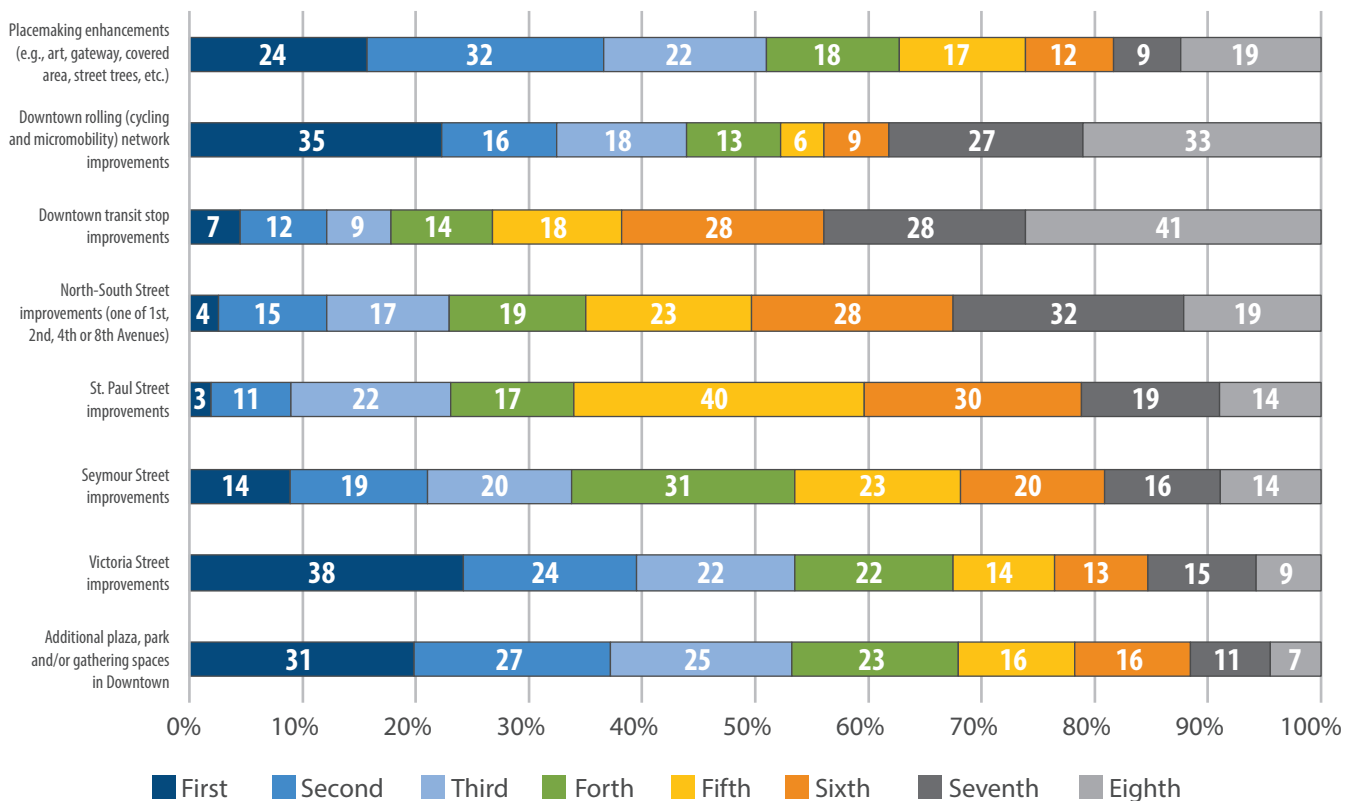
Participants were given three options to select the most prioritized public amenities in the Downtown area. Findings show that environmental features like creek daylighting or naturalized areas and public washroom facilities are the two main amenities that participants prioritized. Food truck/kiosk spaces, permanent market spaces, and covered areas for seasonal use and enjoyment are also identified as needed community amenities.



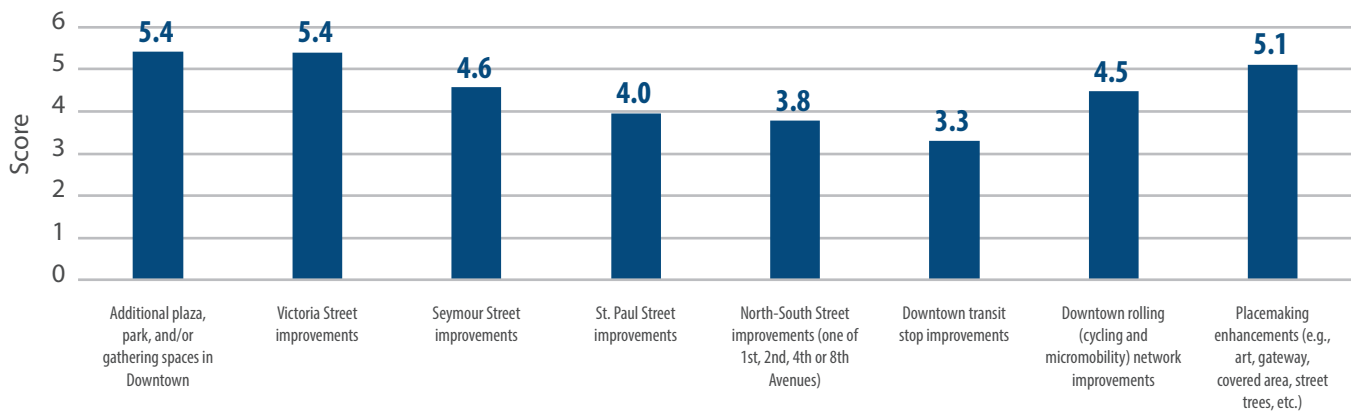
What Are the Important Priorities for Public Space and Mobility Corridors in Downtown Kamloops?

Respondents were asked to rank eight tools to improve public space and mobility corridors in the downtown area. Each tool was ranked on a scale from 1 (highest priority) to 9 (lowest priority). The raw data on participants' rankings and the overall average score are presented below:

What are the most important priorities for public spaces and mobility corridors in Downtown Kamloops?



What are the most important priorities for public spaces and mobility corridors in Downtown Kamloops?

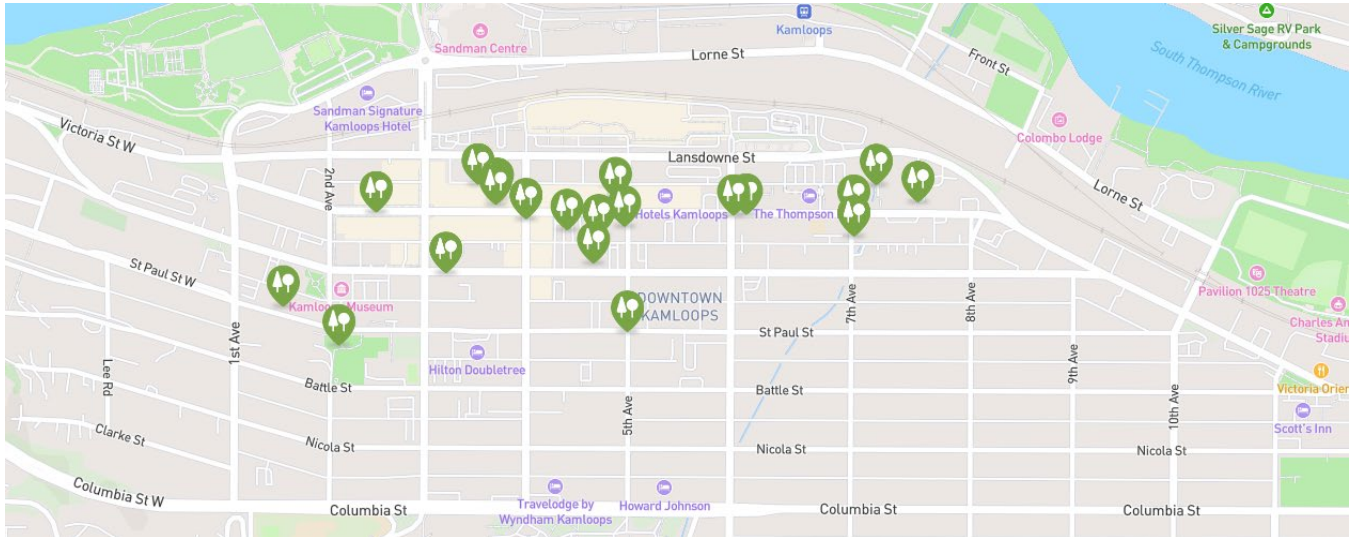


The overall average score indicated that downtown needs additional plazas, parks, and gathering spaces as well as improvements to Victoria Street. Placemaking enhancements, such as public art, gateways, covered areas, and street trees, are also identified as a key priority for public spaces and mobility corridors in Downtown. There is relatively moderate agreement among respondents regarding improvements to Victoria Street and a moderate to high level of agreement on the addition of plazas, parks, and gathering spaces in Downtown.

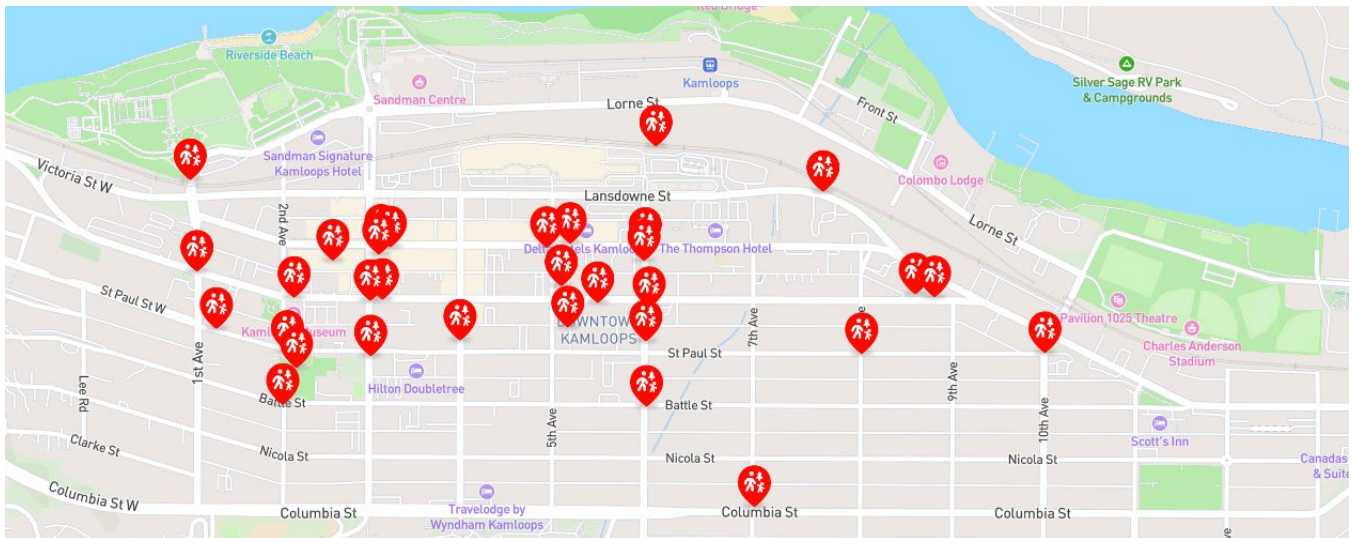
Location Suggestions

Online participants were asked to share their ideas for improving places for people, mobility for people, or experiences for people in downtown Kamloops. Ideas included improvements to existing streets or open spaces, or suggestions for new programs or elements.

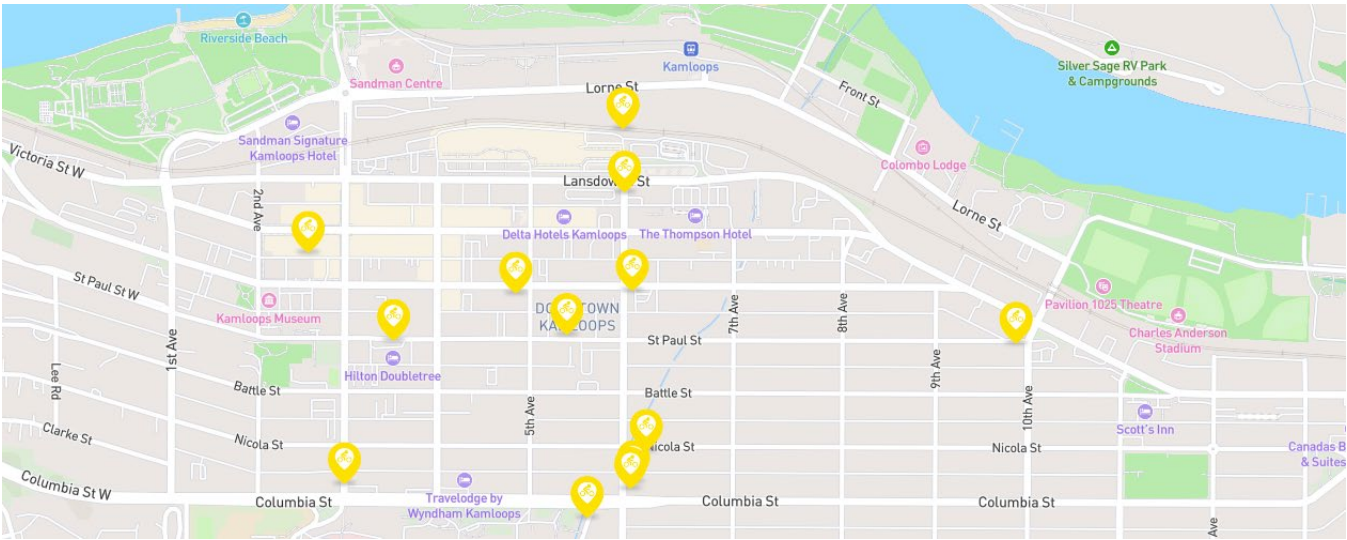
Ideas for Location of Park, Plaza, or Public Space



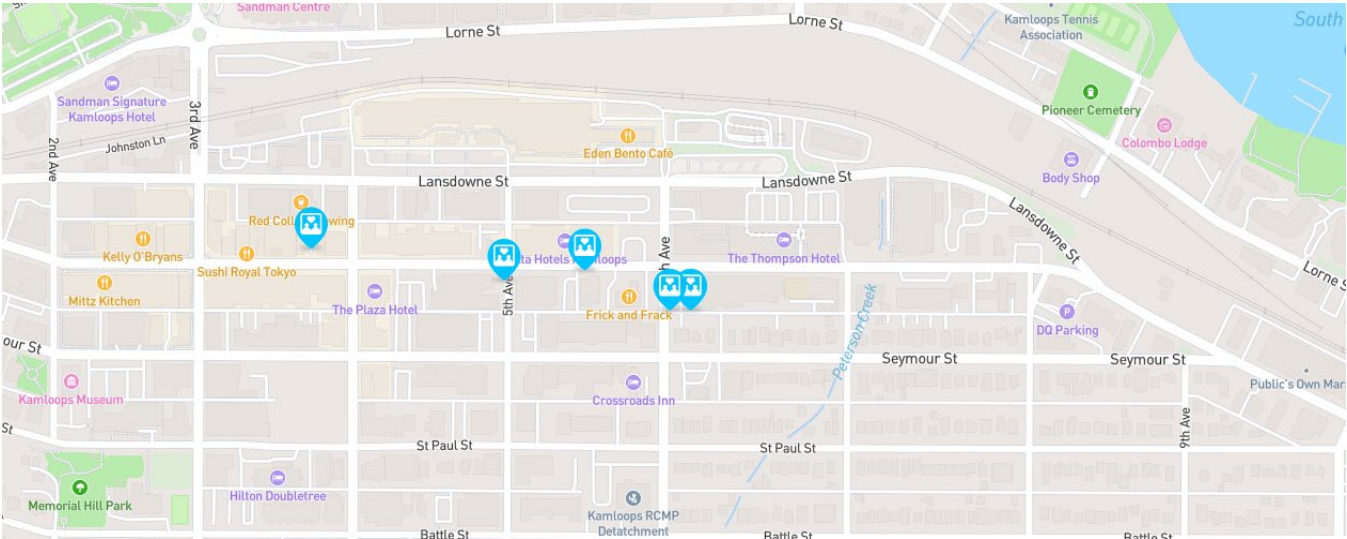
Ideas for Location of Walking and Public Life Improvements



Ideas for Location of Rolling, Cycling, and Micromobility Improvements



Ideas for Location of Art and Placemaking

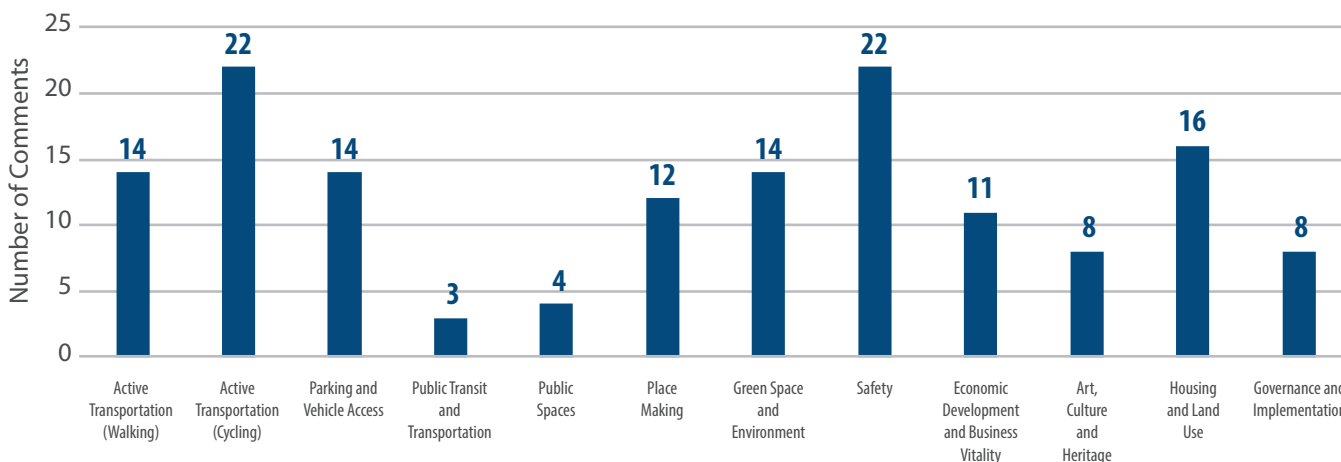


Discussion

Vision and Principles of 2019 Downtown Plan

The highest number of comments focused on cycling and safety (22 comments each). Housing and land use (16 comments), walking, parking and vehicle access, and green space and environment (14 comments) also received substantial feedback.

How could we improve the vision and principles potential refinements, additions, or other changes?



MAIN THEMES	IDEAS FROM GENERAL PUBLIC
Active Transportation (Walking)	• Pedestrian first is good, could be supported by access to transit and bike infrastructure. • Since Riverside Park and downtown are so close together it would be nice to connect both with a car free corridor. • No traffic and walking corridor between 2nd Avenue and 5th Avenue. • The Downtown needs to not be car-centric. Make it people-centric. • Downtown's great. Parking's bad unless you can walk far. Love new walkways! • Public pedestrian only areas and more sidewalk cafes make for more vibrant spaces. • Why not connect the access to Riverside and Pioneer parks from St. Paul Street down 10th Avenue? Are we not aiming for pedestrian first? • Perhaps closing part of, say Victoria Street, to traffic somewhat akin to the Platzl in Kimberley. Very pedestrian focused. • Pedestrian crossing above the Farmers' Market with speed limit. Dog park below cenotaph or somewhere!! Resolve Stuart Wood plans! • The downtown core needs to do more in order for pedestrians to feel safe. • Pedestrianize Victoria Street, shuttle between Sahali and downtown. More dog parks, Pedestrian bridge linking Pioneer Park to Downtown, pedestrian bridge linking Pioneer Park to Downtown. • More emphasis on active transportation in general. I like the "pedestrian first" principle, but what about cycling? • Pedestrian only space along some section of Victoria Street so restaurants and cafes can expand patios, maybe some vendors. • Make Victoria Street carless. 2nd Avenue to 5th Avenue. We have one ways already. Parking on the outskirts and free shuttles in.

MAIN THEMES	IDEAS FROM GENERAL PUBLIC
Active Transportation (Cycling)	• Safe travel for bicycles as well as pedestrians to encourage alternative travel. • connect cyclists bring shopping and dining to downtown stickers for hotels advising people to LOCK bikes, inside hotels • Improve public and active transport options to get downtown. • Proper bike path or route from the Riverside to the Xget'tem' Trail in Peterson Creek. Doesn't have to be fancy. • Reduce speed limits, regulate and monitor noise pollution and idling to improve safety, and encourage socializing. • Bike lanes not connected (afterthoughts). • Include more other active modes of transportation and walking. Recognize the continued increase of scooters and e-bikes. • Need more bike lanes. Rivers Trail does not get you Downtown. It gets you to Riverside Park. We need easy connectivity • BICYCLE lanes that are actually usable and don't cost millions of dollars (paint them). • I don't feel Downtown is safe. I also don't see the bike lanes being utilized. • Why not connect the access to Riverside and Pioneer Parks from St. Paul Street down 10th Avenue? Are we not aiming for pedestrian first? • These principles are exactly what I want in my downtown, but I worry we are prioritizing parking and the wishes of developers. • Still need more focus on cycling. • There needs to be more biking infrastructure and third spaces. Also, some micro-shops for startup businesses to rent! • I tend to stay clear of Victoria Street. Less vehicle access and more walking and biking. No vehicles ideal, one lane acceptable. • Integrate a central attractive transportation hub that conveniently brings people into/out of downtown; not on the margins. • 1) better cycling access, bike lanes and end of trip storage/lock up points; 2) major improvements to unhoused chaos. • Increasing connectivity Downtown, the railway, Columbia Street and Seymour Street are barriers to walkable/bike connectivity, the railway, Columbia Street and Seymour Street are barriers to walkable/bike connectivity. • Pedestrianize Victoria Street, shuttle between Sahali and downtown, more dog parks, pedestrian bridge linking Pioneer Park to Downtown. • We need to envision ways to drastically reduce car traffic and increase public transit/cycling.

MAIN THEMES	IDEAS FROM GENERAL PUBLIC
Parking and Vehicle Access	• Greener, safer, better parking, more gathering/seating, better shops, more attractive, better public transport. • PARKING, there is not enough. • Downtown needs to still be accessible to traffic. Housing - don't build shelters near parks. • Prioritize high density housing. • Balance pedestrian and vehicle access. Tourists and residents need to drive. Centralized parking. • #2, 6,7 [Refer to principles of Pedestrian First, Focused Commercial Activity, and Public Gathering Spaces] parking must be available for another 30+years. I look for a parking space and often give up and leave Downtown. • Adequate parking and efficient traffic flow. • Between constant road closures, the lack of parking, and the insane pricing for parking. I will not go downtown unless I have to. • Parking or lack of it is still an issue. • Parking meters are the reason I avoid Downtown. With the suggested increases, I will take extra effort to avoid Downtown. • Limited mobility parking, especially during major events Downtown - improve through extra handicap parking at key locations. • Better parking. More to follow if space available. • Safety is still a concern. Parking is an issue as well. • Amend bylaws (remove mandatory minimum parking requirements). Mandate inclusionary zoning, emphasize street-oriented retail.
Public Transit and Transportation	• Greener, safer, better parking, more gathering/seating, better shops, more attractive, better public transport. • Downtown's great. Parking's bad unless you can walk far. Love new walkways! City is so spread out could still use more buses. • Access to support services for vulnerable populations, low income housing, public transit and bike lanes, community/public art.
Public Space	• Add the availability of affordable, local food shopping. • Stress YEAR-ROUND walkability, public gathering spaces and attractive. • Pedestrian crossing above the Farmers' Market with speed limit. Dog park below cenotaph or somewhere!! Resolve Stuart Wood plans! • There needs to be more biking infrastructure and third spaces. Also, some micro-shops for startup businesses to rent! • More dog parks.

MAIN THEMES	IDEAS FROM GENERAL PUBLIC
Placemaking	• More gathering/seating. • More sidewalk cafes make for more vibrant spaces. • Maintain effort into #4 [<i>Refers to the principal of Make Downtown Memorable</i>] to keep Downtown a unique and lively place. More events would never be remiss. • Allow street closure on Victoria Street between 3rd Avenue and 4th Avenue in the summer months. This would attract pedestrian activity. • Kamloops has a lot of light pollution. Let's embrace dark sky principles. In Downtown, keep lighting at a pedestrian level. • Flowers, patios and live music. • Beautify the streets with lights, colours and murals. Try to be unique and not make it look like another city. • We still have a long way to make our Downtown welcoming. • It would be so wonderful to see our Downtown thrive outside of standard office hours. • Sidewalk bricks are old and dingy. • More benches to rest. Coordination of utilities. • Create a truly pedestrian-friendly Downtown by limiting parking, allowing COVID-style outside dining, adding benches, parklets.
Green Space and Environment	• Greener, safer, better parking, more gathering/seating, better shops, more attractive, better public transport • Need for grassy treed areas. Many seniors can't walk to Riverside Park. Currently, walk dogs in on the unsafe alleys. • More preservation of current trees for climate change. This says "when possible" but needs to be more detailed to work. • Urban biodiversity is important - exists along Peterson Creek (keep!), can be layered into streetscapes, greenways, plazas • Public washrooms, more green spaces, shade and seating! GARBAGE CANS/recycling on every street. • Peterson Creek is a wasted resource. Create a green space around running water where people can walk, sit, enjoy life! • Kamloops public spaces need naturally occurring vegetation like native grass, trees, plants, etc. to be reintegrated throughout. • Sustainability and inclusivity! Provide public washrooms, garbage, compost, etc., plant native and daylight our water sources. • More green spaces if possible, and a more visible presence of bylaw officers or the equivalent of what they are called now. • HOUSE the unhoused. More trees and BICYCLE lanes that are actually usable and don't cost millions of dollars (paint them). • Where we need to make huge improvements: 1. Safety. 2. Heritage. 3. Environment/green spaces. • Native plants and trees not for "attractive surroundings" - for sustainability and cooling the cement streets. • Consider increasing tree and shrub canopy cover, daylighting and naturalizing the lower part of Peterson Creek. • Hearty landscapes rather than watering grass especially when with droughts. More benches to rest. Coordination of utilities.

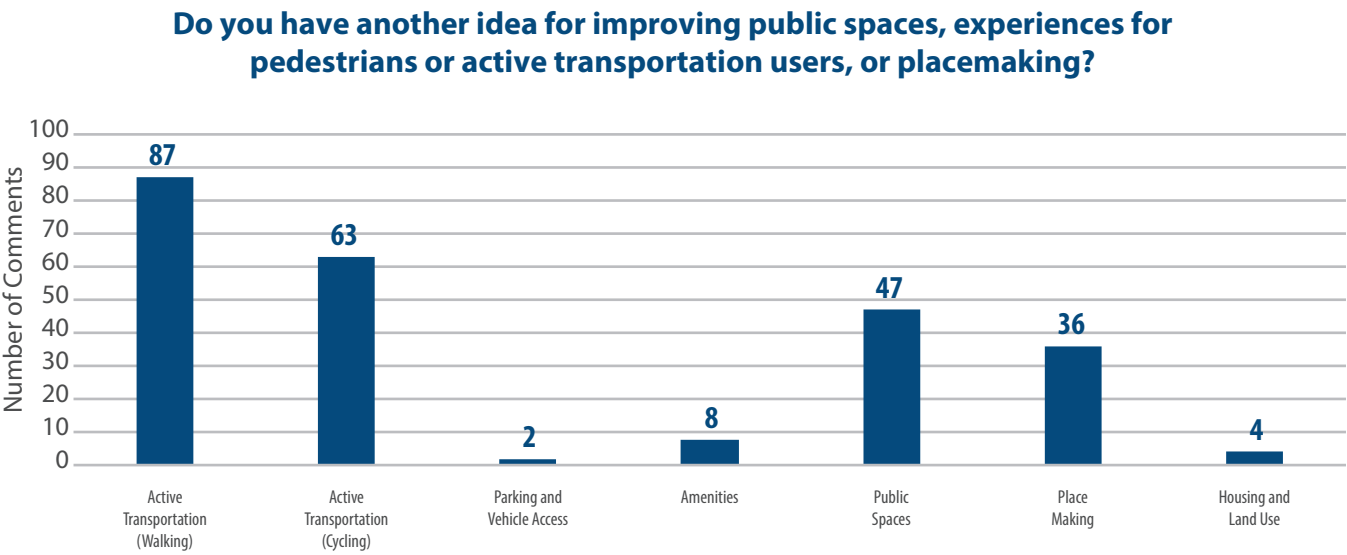
MAIN THEMES	IDEAS FROM GENERAL PUBLIC
Safety	• Greener, safer, better parking, more gathering/seating, better shops, more attractive, better public transport • Vision includes safe, but none of the principles align with that. Safety is key to making Downtown more accessible. • A vibrant downtown must also be safe, clean, accessible, and welcoming to businesses and families. • Emphasize safety and economic development to address concerns and ideals from businesses and visitors • Adding something about safety? There is a feeling that the area isn't as safe as it used to be, so it feels less welcoming. • Bike lanes not connected (afterthoughts). Old people, stores, and drug addicts everywhere don't meet vision or purpose. 125? • Downtown needs to be cleaned up, not reimagined, in order to be welcoming again. Address homelessness and drug use. • Getting rid of crack heads and criminals is the only way to make actual improvements. • Safe and secure spaces free from unhoused and addicted individuals. • Remove homelessness, crime, garbage from neighbourhoods. • Safety needs to be a priority. Many people (especially females and young families) don't feel safe walking the streets. • More green spaces if possible, and a more visible presence of bylaw officers or the equivalent of what they are called now. • Greater focus on safety and homelessness in the downtown core. The perception of the Downtown doesn't match the vision. • I love the aspiration, but we need to acknowledge the biggest barrier which is people using drugs and making it unsafe. • I don't feel Downtown is safe. I also don't see the bike lanes being utilized. • Seriously clean up the druggies and the homelessness like now • Where we need to make huge improvements: 1. Safety. 2. Heritage. 3. Environment/green spaces. • Need to call out safety and the cleanup of the homeless population. Downtown has become disgusting. • Safety is still a concern. Parking is an issue as well. • I'm not sure diverse housing should still be the focus. Need greater focus on business support and public safety. • First of all, take care of the homeless/junkie issues in order for the vision and principles to apply.

MAIN THEMES	IDEAS FROM GENERAL PUBLIC
Economic Development and Business Vitality	• Greener, safer, better parking, more gathering/seating, better shops, more attractive, better public transport. • Add the availability of affordable, local food shopping, stress YEAR-ROUND walkability, public gathering spaces and attractive • Only 125 characters... not enough to get two sentences. Basically too much regulatory pressure, market can't move freely. • Hello Stephen, what did downtown look like 30 years ago compared to today? Businesses left, and more leaving. Hopeless! • I'm not sure diverse housing should still be the focus. Need greater focus on business support and public safety. • Amend bylaws (remove mandatory minimum parking requirements). Mandate inclusionary zoning, emphasize street-oriented retail. • Stop spending money on a layer of pretty over Downtown's street people issue. Business is leaving Downtown. Pretend to care!! • There needs to be more biking infrastructure and third spaces. Also, some micro-shops for startup businesses to rent!! • Change Lansdowne and Seymour Streets to two way - one ways were fun in the 60s but not now. • Sidewalk bricks are old and dingy. • More indoor public spaces are needed for functions organized by volunteer groups -- space for regular meetings, classes, etc.
Arts, Culture, and Heritage	• Include something about being an entertainment hub given the new performing arts facilities and other entertainment options. • Extend museum/gallery hours into evenings May–Oct to boost Downtown nightlife and attract tourist foot traffic for business. • Integrate local history. • No arts centre. Waste of taxpayers dollars. You need to clean up the homeless first. • Access to support services for vulnerable populations, low income housing, public transit and bike lanes, community/public art • Where we need to make huge improvements: 1. Safety.2. Heritage.3. Environment/green spaces • Remove hostile architecture, it is ugly, expensive and goes against policies 1-4 and 6-8 [2019 Downtown Plan policies related to encouraging mixed-use development, economic activity, commercial activity, and pedestrian-oriented commercial retail uses, accessible and inclusive public realm and discouraging auto-oriented uses]. Make Kamloops shine instead. • I believe the definition of a thriving downtown arts district and what is being built are two VERY different things.

MAIN THEMES	IDEAS FROM GENERAL PUBLIC
Housing and Land Use	• Downtown needs to be cleaned up, not reimagined, in order to be welcoming again. Address homelessness and drug use. • No traffic and walking corridor between 2nd Avenue and 5th Avenue flowers, patios and live music. Move along unhoused. • Remove homelessness, crime, garbage from neighbourhoods. • Need to call out safety and the cleanup of the homeless population. Downtown has become disgusting. • First of all, take care of the homeless/junkie issues in order for the vision and principles to apply. • 1) better cycling access, bike lanes and end of trip storage/lock up points; 2) major improvements to unhoused chaos. • Downtown needs to still be accessible to traffic. Housing - don't build shelters near parks. • Prioritize high density housing. Balance pedestrian and vehicle access. Tourists and residence need to drive. Centralized parking. • HOUSE the unhoused. More trees and BICYCLE lanes that are actually usable and don't cost millions of dollars (paint them). • The 4th Avenue precinct needs specific attention, the provincial plan for complex care home/shelter blows this idea up. • A daycare for Royal Inland Hospital and is better land use due to densification downtown, rather than a shelter. Short range planning! Fail!! • More housing for disabled and seniors. • Access to support services for vulnerable populations low income housing, public transit and bike lanes, community/public art. • I'm not sure diverse housing should still be the focus. Need greater focus on business support and public safety. • Amend bylaws (remove mandatory minimum parking requirements). Mandate inclusionary zoning, emphasize street-oriented retail.
Governance and Implementation	• These are still relevant for sure but the City has not really done much to implement anything since 2005. • The vision and principles are great. Any assessments since 2019 that grades how the Downtown meets the vision and principles. • Action through a BC/Cities Govt Advocacy Team through www.research-based decisions overall health and AG office-RCMP feels useless. • A lot has happened since 2019. I am curious if there is an opportunity to review this with where we are at now (2026). • Adjusting plans without doing anything, the illusion of doing something without doing anything. • Recognition of First Nations and implementing a spoke network of services for vulnerable persons versus concentration. • Don't have ideas for improving the Vision/Principles, but the Visions that haven't been addressed since the plan was created.

Do You Have Another Idea for Improving Public Spaces, Experiences for Pedestrians or Active Transportation Users, or Placemaking?

The distribution of comments indicates that participants prioritized improvements to active transportation, particularly walking (87 comments) and cycling (63 comments), making these the most frequently discussed themes. Public space (47 comments) and placemaking (36 comments) were also prominent.



MAIN THEMES	IDEAS FROM GENERAL PUBLIC (INCLUDING THE VOTES FOR EACH COMMENT)
Active Transportation (Walking)	• Crosswalk to connect Downtown to the park especially during Music in the Park and now the new ice-rink, plus Canada Day, and other major events. Many cut across to the Rose Garden. • Too many pedestrian accidents. Investigate into technology embed forks that come up with walk sign. For all popular pedestrian intersections, downtown. • Sidewalk from bus exchange to 10th Avenue to connect downtown to parks safer than Seymour St. X walk, vehicle Do Not STOP. Then 10th Avenue intersection pulling two kids in a wagon with fear of vehicle running traffic light. • The Thompson-Nicola Regional District (TNRD) building/library on Victoria Street is a barren windowed wall. This building should have had multiple Victoria Street street level store fronts that would add to a more inviting walk (similar encourage developing parking lot between TNRD building and hotel). • Invite and encourage pedestrians to wander the downtown. And allow them equal opportunity to cross the streets; our countdown lights give a big red hand for more than half of the green light. A walkable neighbourhood should not prioritize cars over people, especially given we have four one way streets that are all about moving cars through, not inviting people to stay. • Snow removal on sidewalks. Particularly at intersections, the windrows from the street snow need to be cleared. The Downtown needs to be walkable year-round. This is Canada, we must figure out and budget for snow removal. They do it in the Dufferin neighbourhood. • This crosswalk is the worst downtown, maybe because of the car infrastructure, timing of turning lanes and traffic light control - We can improve this! (+1) • Make Victoria Street walking only from 2nd Avenue to 5th Avenue. (+2)

MAIN THEMES	IDEAS FROM GENERAL PUBLIC (INCLUDING THE VOTES FOR EACH COMMENT)
Active Transportation (Walking) Continued...	• Please join Rivers Trail into the plan. It is a great walk to walk thru town and return by Rivers Trail. (+2) • I know it would be near impossible to fix but the sidewalks on Victoria Street are a hazard for anyone but particularly anyone with mobility issues. The bumps, slopes to the middle of the sidewalk and all the things you have to navigate around make it a bit tricky. Also, the brick is looking tired. (+1) • Victoria Street (esp. 2nd Avenue-5th Avenue) would be great to make more pedestrian friendly. Larger sidewalks, street shut down etc. (+5) • Please reimagine Seymour Street. Take it from a multi-lane thoroughfare dominated by faceless buildings and concrete to a complete street that adds vitality to the downtown. Cycleways, traffic speed reduction, and TREES! (+12) • Make Victoria Street strictly for pedestrian and bike traffic only from 1st Avenue to 5th Avenue. Vehicles can still cross at major intersections but block all access to Victoria Street itself. This would bring more events to the heart of downtown and encourage restaurants to expand their patio areas. (+11) • The retaining wall at the Courthouse can easily block pedestrians crossing 1st Avenue from the line of sight of drivers turning right onto 1st Avenue from Seymour Street. (+3) • Better visibility around this crosswalk [at St. Paul Street and 2nd Avenue]. It is a busy intersection and cars going along St. Paul Street or turning left onto St. Paul Street from 2nd Avenue often don't see pedestrians trying to cross due to cars parked on the street. (+6) • Need curb bulb-outs at each intersection in downtown but particularly along Seymour Street - it would reduce the crossing distance and reduce travel speeds making it a much more comfortable pedestrian environment. (+3) • 4th Avenue, 5th Avenue should have 4 way stops at each intersection to enable easier and MUCH safer north-south movement for pedestrians. We had this for a short period of time and it made walking feel so much safer and then it was removed which was really frustrating. (+2) • Both 3rd Avenue and Seymour Street through downtown are designed in such a way to promote high speed driving. This makes it a very hostile environment to pedestrians, especially relative to other streets (like Victoria Street). Would love to see more traffic calming measures and ideally reducing both streets to only a single lane of through traffic. (+11) • Repair and maintain the pathway down 2nd Avenue and through Memorial Park. Crosswalk on Battle Street and safe stairs and pathway down to St. Paul Street. It is well used and often in poor shape, (gravel on the stairs and pathway; ruts and uneven surfaces on the gravel path). (+2) • Crosswalk for street with bus stops on either side of 1st Avenue (+1) • Pedestrian crosswalk for market, park and pathway use. (+3)

MAIN THEMES	IDEAS FROM GENERAL PUBLIC (INCLUDING THE VOTES FOR EACH COMMENT)
Active Transportation (Cycling)	• Drivers say bike lane makes 6th Avenue more dangerous. • St. Paul Street should be another cycle lane like 6th Avenue. Parking only on one side of the street would open up space for a designated cycle lane. (+1) • Consider replacing parking on one side of 3rd Avenue with bike lane to connect through to Riverside Park, reduce traffic dangers and slowdowns caused by people parallel parking. (Target to have slower but more consistent vehicle speeds). Could also be an opportunity for streetside seating. • It would be great to see dedicated bike or bike/pedestrian lanes down St. Paul Street connecting downtown in an east-west direction for bikes/pedestrians and thereby relieving the demand for parking. If we could do this using boulevard space, rather than eliminating parking, it would be a more painless transition. (+1) • If 7th Avenue becomes a greenway/multi-use corridor (separate comment), the two-way cycle lane of 6th Ave could become a seasonally evolving linear market - farmers market in warmer months, Christmas Market in the winter, semi-permanent stalls for approved vendors (food, crafts, etc.) (+1) • The bike lane abruptly ends at one of the busiest downtown streets - can improving this area help bikers safely cross and continue using their bike? Can we direct them to other parts of downtown via additional bike lanes? (+3) • Create secure/more bike parking and create a bike lane through the downtown. (+2) • Connection from 6th to Xget'tem' trail would be great. Glenfair is wide enough to have a separated bike path that would get you there. (+2) • Connection between downtown and the parks/river. It is a long stretch between 3rd Avenue and 10th Avenue to access the north side of the railway. It would be great to get some sort of pedestrian/cycling infrastructure that would allow downtown users to access the parks and river. (+6) • Need connection from the 6th Avenue bike infrastructure to Riverside Park - it doesn't have to be at 6th Avenue and Lansdowne Street, but somewhere to direct users to the river would be great. The infrastructure ideally would be more than just paint on the road and few signs, but it most definitely doesn't have to be as elaborate as 6th Avenue. (+6) • Having a designated bike path with concrete barriers on one side of the street would make this road a lot more accessible and friendly feeling. Seymour Street is dominated by cars driving well above 50 km/h, turning on and off the road, and parallel parking. As a citizen, it is hard to imagine coming down Seymour Street in anything but a vehicle because of this. Introducing a safe, multi-sport path (similar but scaled appropriately to the Queens Quay path in Toronto) would be encouraging to use other forms of transport. (+4) • A shared cycling and walking bridge crossing the railway at 6th Avenue would be a great way to better tie Downtown to the riverfront. The lack of any crossing between 3rd Avenue and 10th Avenue is a severe limitation for anyone walking or rolling, particularly notable as the number of residences in the Station Plaza area grows. Would also allow the 6th Avenue cycleway to actually connect somewhere, and would make a viable connection to the north shore via Lorne Street and the Rivers Trail. Also would connect any future Red Bridge rebuild. (+10) • I think it would have only made sense to extend the St. Paul Street plan to 10th Avenue. It is the gateway to the parks all along the river. (+5) • Please realign the Nicola Street bikeway to run all the way along Nicola Street to 3rd Avenue. This would allow 6th Avenue cycleway to be the connection headed north-south, and also connect City Gardens to the cycleway network. (+6) • I think there's also a lot of space to add more cycling infrastructure and improve connectivity between the Xget'tem' Trail and trails. There's a lot of really valuable space here that's being used just to get people through Downtown, but I think it would serve us better if we could turn those places into destinations instead.

MAIN THEMES	IDEAS FROM GENERAL PUBLIC (INCLUDING THE VOTES FOR EACH COMMENT)
Active Transportation (Cycling) Continued...	• Add public bike storage. Nearby apartments do not provide this basic amenity. Sucks to bring down bike from elevator/stairs. • A button for the cyclists on the cycle path to control the light at Columbia Street. Currently we have to ride onto the sidewalk to get to the pedestrian button. / create secure/more bike parking
Parking and Vehicle Access	• I would like to see a couple more parkades downtown and for them to be a fair amount cheaper than street parking to reduce congestion on the street as people drive around finding parking spots. Limit the on street parking to primarily to handicap, and loading so we can have a more walkable Victoria Street, more patio and event spaces and pocket parks. • As parking in residential areas is at a high demand could lines be painted to designate vehicle placement. Expand the metering to generate revenue and discourage day parking on street level spots.
Amenities	• 24 hour public washroom in the form of a Portland Loo. The lack of public washrooms downtown is a barrier for people with incontinence, especially those who do not have their own vehicles. (+2) • I understand the hesitancy around public washrooms since they are frequently misused, but a lack of public washrooms makes downtown inaccessible to disabled people, seniors, and anyone else with incontinence. The library washrooms are limited by library hours. • Conference centre! (+3)
Public Spaces	• I feel, and many of my colleagues agree, that a public greenspace area is needed near the Civic Building. A place to eat lunch. We have no nearby parks that can be reached during lunch time on that end of Downtown. Riverside Park is a bit too far to walk during the time constraints we have for lunch. (+ 2) • Dog park on Memorial Park hill to accommodate the new developments in area. • Space for public park/entertainment / pedestrian walk through. (+2) • Great area to make into pedestrian pass through/park/outdoor entertainment area. (+3) • Make this small parcel of land into a mini park with a 24 hour Portland Loo. (+2) • This parking area is a waste of valuable space. Public park, conference centre, permanent market, ground level retail with housing or a hotel above, anything would be better than the large concrete space in the heart of Downtown. (+5) • Dog park. • Pedestrian plaza on 4th Avenue. (+7) • Would be great to have a park or something here. (+1) • Make the back alley into an interesting space. Install cobblestone, art, shading and allow the block restaurants and bar seating outdoors. Use it as permanent space for the farmers' market and turn old HSBC building into the long imagined public market or music venue. (+6) • The Peterson Creek waterway in this area is a wasted opportunity. It could provide a natural waterway park that would make an otherwise desolate area around Victoria and Lansdowne Streets into a beautiful natural green space that would enhance the arenas and the entire area. (+5) • Peterson Creek is a highly valued artery for this neighbourhood...keep it as a biodiversity corridor and divert flood overflows to 7th Ave. Use the wide right-of-way to create a greenway complete with cycling/pedestrian/lane access, thus avoiding property impacts related to "upgrading" Peterson Creek. See Vancouver precedent re: Lost Creek here: https://www.csla-aapc.ca/events/st-george-rainway-blue-green-systems-climate-adaptation-and-livability (+2)

MAIN THEMES	IDEAS FROM GENERAL PUBLIC (INCLUDING THE VOTES FOR EACH COMMENT)
Place Making	• Additional boulevard trees would be great along Seymour Street - I know it is in the plan around the arts centre - but the entire length from 1st Avenue to Victoria Street would be great. (+7) • Would like to see Victoria Street to be closed to traffic between April and October. Providing opportunities for larger cafe patios and events. (+6) • So much more could be done with this lot - a couple of years ago a popup Tourism Kamloops (I think) was placed here and it was much improved. Can we have some trees and benches and a comfortable place for people to just be? (+1) • The area could be a space that welcomes idling with benches, and plants. • We need some benches along Victoria Street. Place for people to be and connect. (+3) • Streetscape like 1st Avenue - 5th Avenue. • Decorate dumpster and move it against wall for safer vision of vehicles, pedestrians, cyclist, and strollers. • Beautiful BIG colourful meaningful mural cuts down tagging and beautifies crazy busy part of Downtown. • All the trees on Victoria are dying or dead and very sad looking :(Let's intentionally design for trees to last and live happily where they're planted! And native trees! :) (+2) • Public garbage cans, compost, recycling would be WELL utilized every few blocks! please! (+3) • Additional streetscape upgrades like 1st Avenue - 5th Avenue on Victoria Street. (+1) • I think the public art downtown and the lighting of the trees at night are fantastic and I hope we can expand on both of these over time. (+2)
Housing and Land Use	• Replace Memorial Arena with another rink. Honouring heritage of Memorial Arena and providing another rink downtown and area to host shows/concerts. • Huge opportunity to increase setbacks for new/redevelopment as this gateway to downtown - wide sidewalks with site furnishings, accent lighting, street trees, public art/signage, curb bulb-outs/crosswalks as part of new arena/curling facility. • Huge opportunity for wider sidewalks, street trees, accent lighting, site furnishings, curb bulb-outs/safe crosswalks, signage and public art as part of gateway to downtown and arena/curling facility redevelopment. So much of Victoria St is constrained by existing buildings/ right-of-way but setbacks for new development could balance needs for parking AND pedestrian safety/amenities. • Reduce the amount of homeless people in the area. Does not feel safe for those living downtown. Might get stabbed or robbed, or car broken into is a lingering fear.



SCAN ME



Visit **LetsTalk.Kamloops.ca/ReimagineDowntown**
to be part of the conversation and help reimagine downtown!



Canada's Tournament Capital

City of Kamloops 🍁 British Columbia, Canada

Development, Engineering, and Sustainability:
105 Seymour Street, Kamloops, BC, V2C 2C6
250-828-3561 | devadmin@kamloops.ca

Stay Connected @CityofKamloops       

Kamloops.ca | LetsTalk.Kamloops.ca