



Lord Selkirk Year-Round School Street

PUBLIC ENGAGEMENT SUMMARY

SEPTEMBER 2025

Contents

Executive summary	3
Project overview	4
Our decision-making process	6
How we engaged the community	7
What we heard	8
Overall comfort	8
Approach 1	10
Approach 2 & 3	11
Feedback on public space elements	12
Student feedback	12
Who we heard from	15
Relationship to the area	15
Age	16
Ethnicity	16
Conclusion & next steps	17



Executive Summary

Lord Selkirk Elementary School's ongoing and expanding participation in the School Streets Program led to the consideration of a year-round school street (YRSS) on E 22nd Avenue between Welwyn and Commercial Streets. We engaged the community in person (pop-ups, door knocking), online (survey, emails) and more.

We proposed three designs for the YRSS:

1. Approach 1 – Full closure (preferred option)
2. Approach 2 – Hybrid closure
3. Approach 3 – One-way

Design details are available on page 5.

Overall, community comfort with the YRSS was medium to low across the three approaches.

Approximately 40% of survey respondents were very comfortable or comfortable with Approach

1. Approach 2 and 3 saw lower levels of comfort. Areas of support included improvements to road safety and an increase in public space for community gathering. Areas of concern included traffic diversion, reduced vehicle access and parking loss.

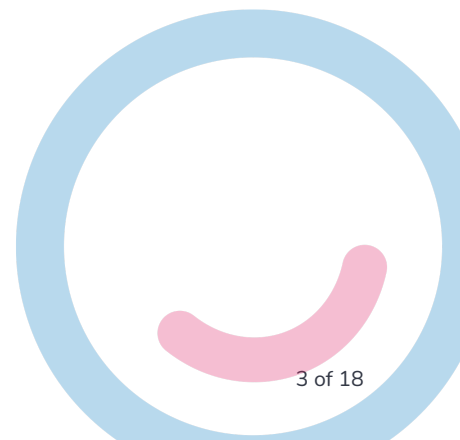
During engagement, feedback was also collected from students through stickering and drawing activities. Students felt that having a safer road and bigger public space was most important. They also felt vehicle access and parking was important, although to a lesser extent.

We plan to revisit the YRSS proposal in coordination with the upcoming Clark Park

Neighbourhood Traffic Management (NTM) project, scheduled for 2027–28. NTM projects aim to improve safety by reducing speeding and discourage shortcutting on local streets.

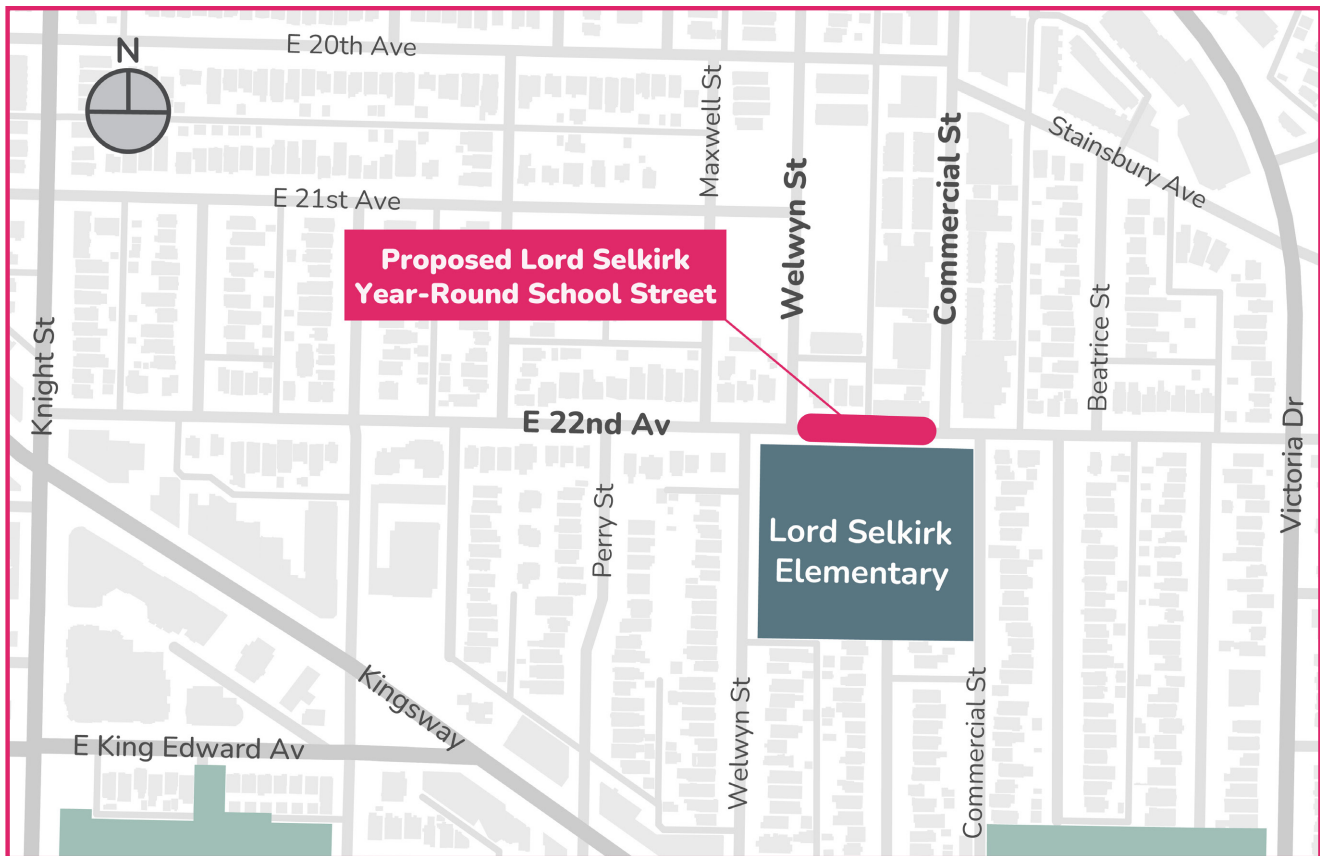
The benefit of incorporating a YRSS into the NTM project is that it allows the neighbourhood to evaluate traffic flow and access as a whole, leading to more informed discussions about potential trade-offs.

The current School Streets Program - pick-up and drop-off times only - continues to show safety and community benefits. For the 2025–26 school year, Lord Selkirk will keep running the daily timed program through the National Active School Streets Initiative. We will also look for ways to continue the program at Lord Selkirk over the next few years.



Project overview

Since 2023, Lord Selkirk Elementary School has been participating in the School Streets program, which creates a car-free block during pick-up/drop-off times for a few weeks each school year. School Streets help improve safety for students travelling to and from school, increase active travel for school trips and foster community connections. Lord Selkirk's ongoing and expanding participation in the program has been met positively by the school community, leading to the consideration of a year-round school street (24/7).

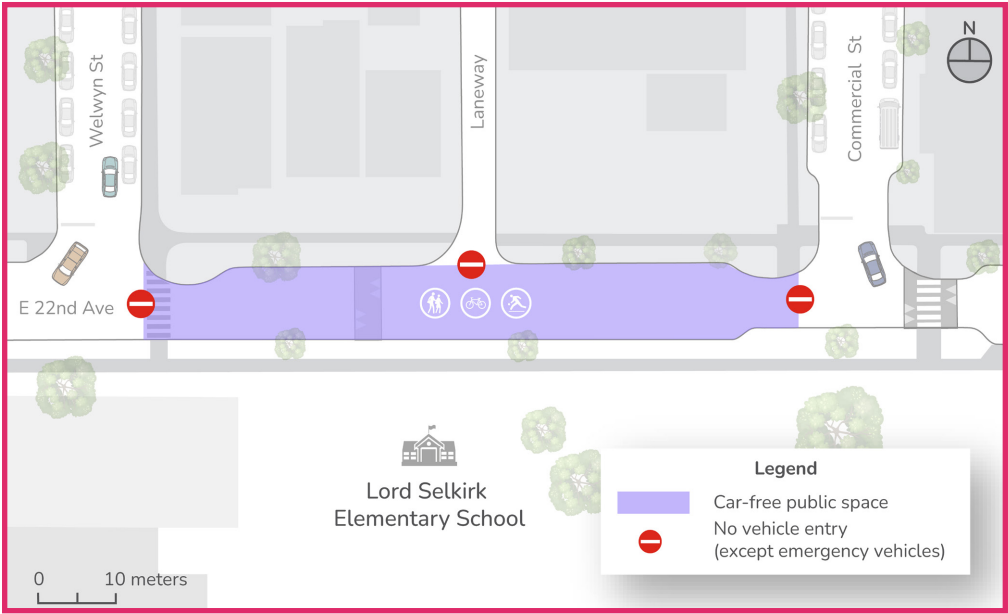


We proposed three different approaches for a potential Lord Selkirk Year-Round School Street (YRSS) focused on three project objectives:

1. Improve **safety for students** and encourage active travel and transit use to and from school.
2. Create a **public space** that is comfortable and welcoming to all.
3. Foster **community connection** within the neighbourhood and school community.

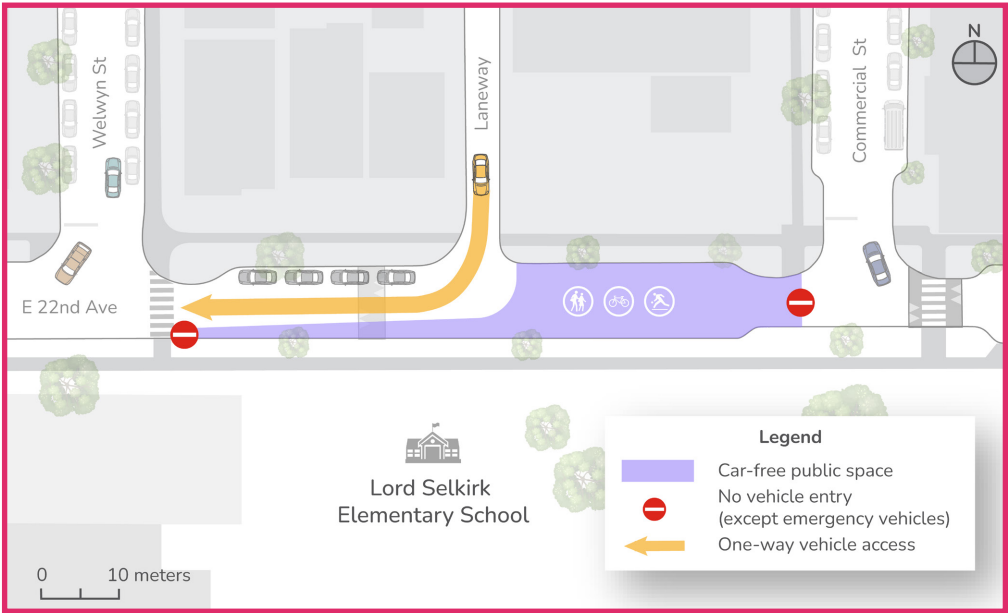
Each design approach presented trade-offs between public space, vehicle access, parking, and improved road safety. We reviewed road safety improvements based on reducing conflicts between drivers and people walking, biking and playing, and preventing shortcutting in the laneway and other violations. The three potential design approaches varied from a car-free street to a car-light street. Approach 1 was the City's preferred option as it had the greatest road safety and public space benefits.

Approach 1 - Full closure (preferred option)



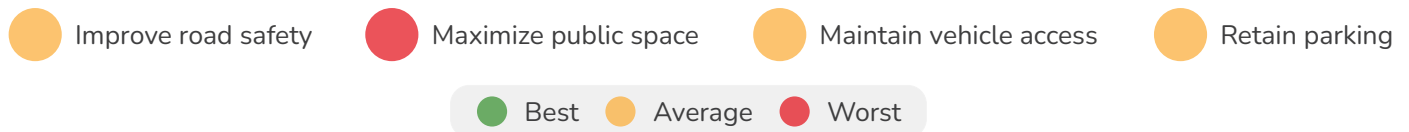
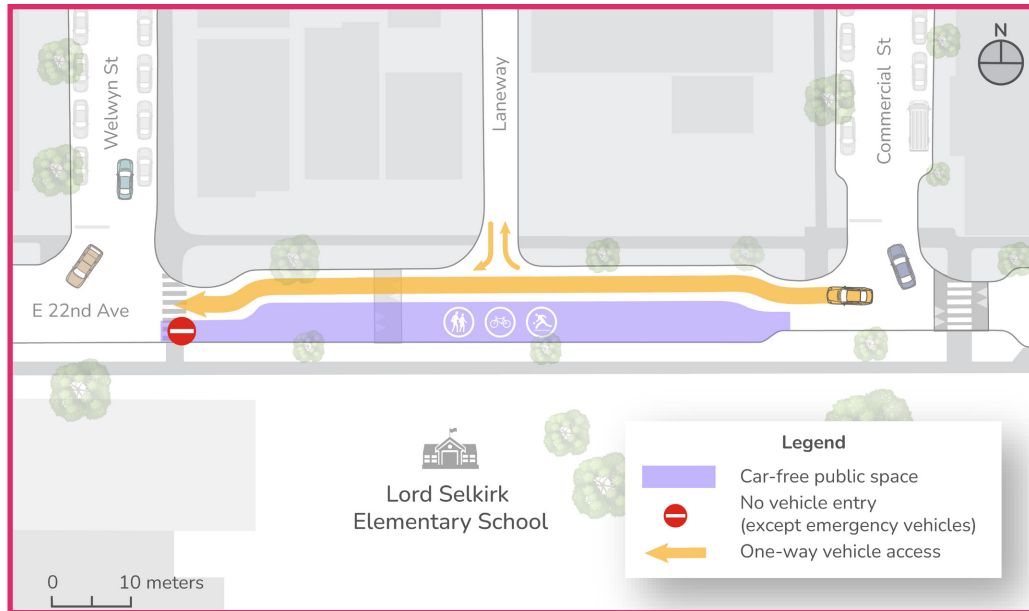
- Improve road safety
- Maximize public space
- Maintain vehicle access
- Retain parking
- Best
- Average
- Worst

Approach 2 - Hybrid closure



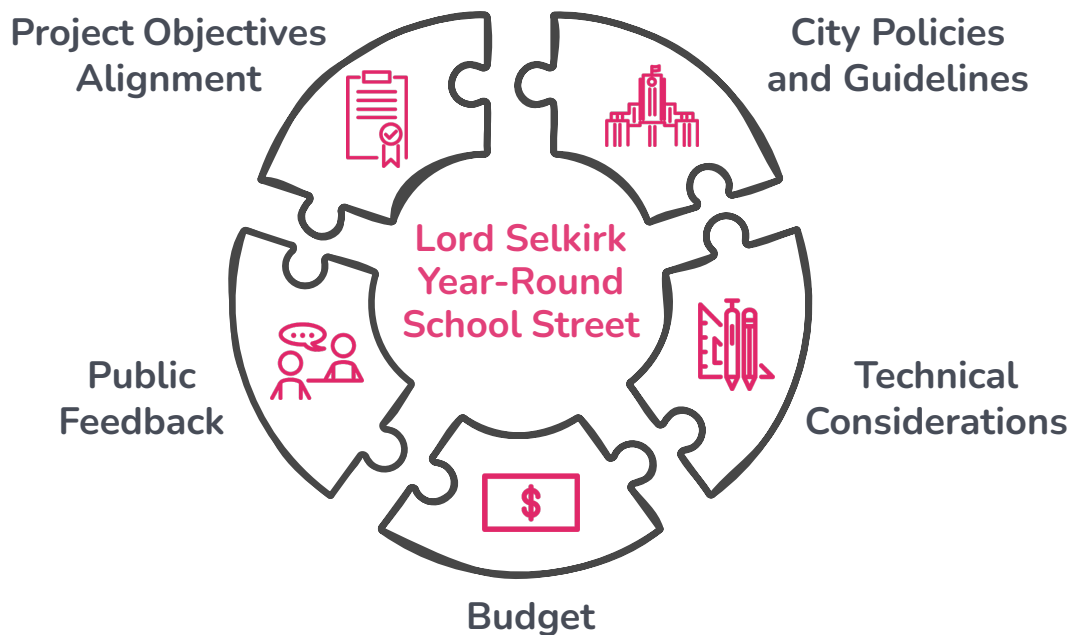
- Improve road safety
- Maximize public space
- Maintain vehicle access
- Retain parking
- Best
- Average
- Worst

Approach 3 - One-way



Our decision-making process

Several factors were considered in our decision-making process, including public feedback, project objectives, City policies, technical details, and budget.



How we engaged the community

From May 20 – June 13, 2025, we engaged with the community on three potential design approaches for the year-round school street (YRSS). The goal was to gather feedback on preferred design approaches and public space priorities.

We collected feedback on the YRSS approaches through several ways, including:

115

Pop-up attendees at two
pop-up events



15

Businesses and residents
engaged through doorknocking



46

Student drawing activities
completed



1,684

Notification letters sent



435

Surveys completed



17

Feedback postcards received



7

Emails recieved



266

Webpage views



What we heard

Overall comfort

Overall, comfort for the year-round school street was medium to low across the three approaches. Approximately 40% of survey respondents were very comfortable or comfortable with Approach 1. Approach 2 and 3 saw lower levels of comfort. Figure 1 shows survey respondents' comfort with each approach.

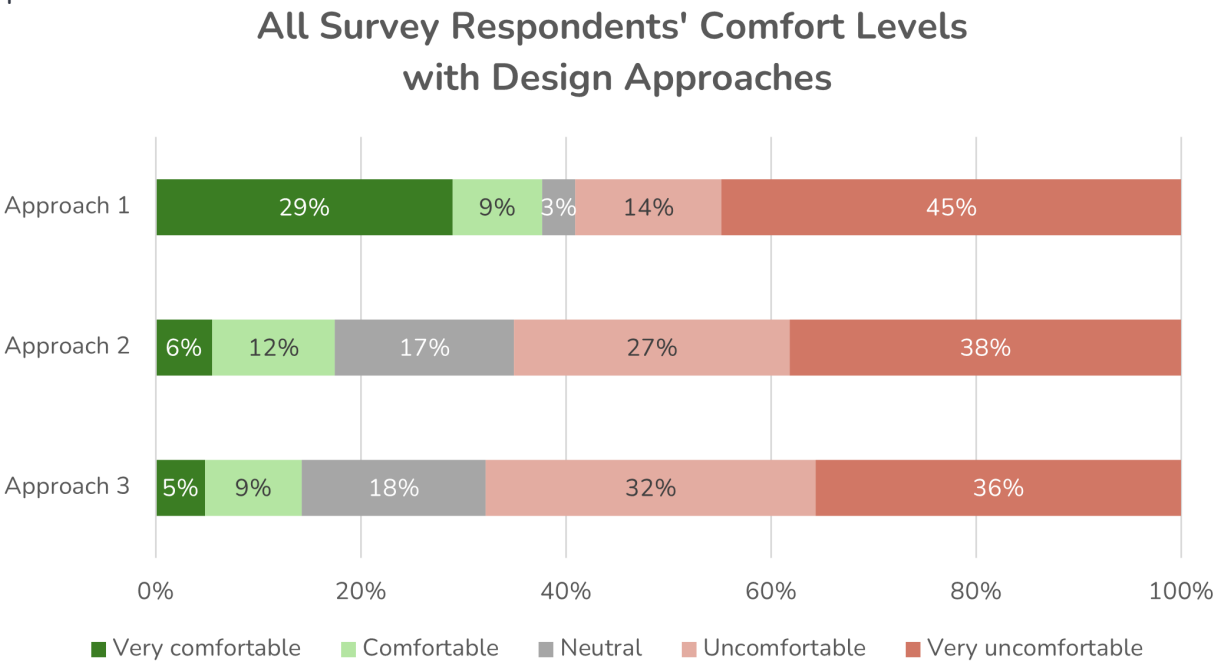


Figure 1. Survey respondents' comfort with each approach based on 435 survey responses

Through online and in-person engagement, we received over 1,000 comments about the proposed YRSS approaches. Several themes emerged from these comments.

Key themes: areas of support

Participants believe YRSS would lead to an increase in road safety

"This will definitely improve school zone safety. Our kids went to Selkirk and [I] am very concerned with the speed and volume of traffic through this area."

Participants believe YRSS would create community space for children, families, and community to gather, play and relax

"Keep our kids space and create an outdoor space for neighbours to gather!"

Participants believe YRSS would decrease volumes on E 22nd Ave and shortcutting through the neighbourhood

"We would like to see an overall change of the number [of] cars per day cutting down (very quickly) E22nd as a way to go west to east, and this would do it."

Participants also expressed desire for more speed control measures in the neighbourhood

"Speed bumps/[intersection] calming on surrounding streets are a must."

Key themes: areas of concern

Participants believe YRSS would divert traffic onto other streets

- Increases vehicle volumes on other streets like Welwyn Street, E 20th Avenue, and Commercial Street

"Drivers traveling west on 22nd will take shortcuts through Commercial Street and lane way."

Participants believe YRSS could decrease road safety due to higher volumes on other streets

"Diverting traffic down an alley is not an effective alternative and in my estimation would decrease safety with more cars coming through the lane which has two large townhouse complexes that back onto it."

Participants believe YRSS would limit vehicle access on E 22nd Avenue which is a desired route to homes

"22nd is the only main road across Knight to Victoria and should not be closed. This impact[s] residents of 22nd avenue by restricting home access from 22nd ave."

Participants believe YRSS would create unnecessary additional public space when there's already a playground nearby

"There is a huge playground/field space to use within the school that can and should be utilized instead of blocking off traffic 24/7."

Participants are concerned about parking removal within the proposed project area

"...parking is already limited in the neighborhood and this would likely have a negative [impact] on parking availability."

Some of the above concerns have been answered by our team in the Common Questions document.

Additional sentiments

Participants had a desire for more vehicle volume and speed control measures in the neighbourhood and a possible neighbourhood-wide traffic calming plan

"I like Approach 1. However, I would like it to be combined with other traffic calming measures within the area to ensure vehicle traffic doesn't overwhelm other streets (eg 20th and Stainsbury being used instead for E-W travel between arterials.)"

Approach 1 (preferred option) - Comfort levels among neighbourhood groups

Comfort varied for Approach 1 depending on the respondents' relationship to the neighbourhood. The Lord Selkirk school community had the highest comfort level (48%) with Approach 1. Businesses and residents had lower levels of comfort (34%) with Approach 1. Figure 2 outlines these differences.

Survey Respondents' Comfort Levels with Approach 1

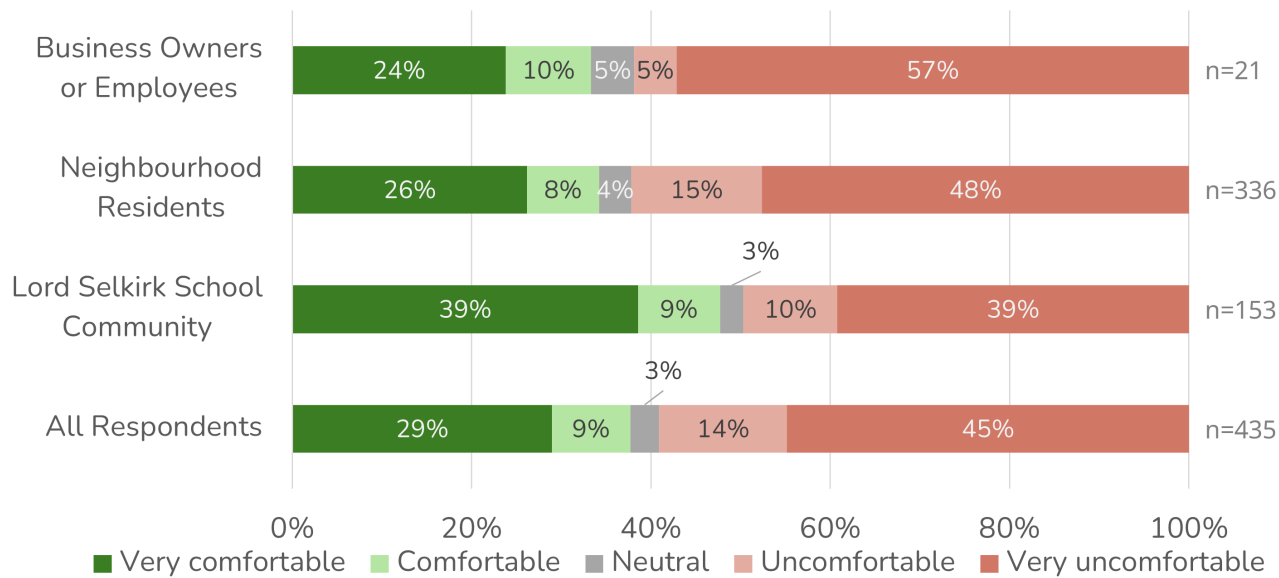


Figure 2. Survey respondents' comfort with Approach 1 separated by relationship to the neighbourhood

Approach 1 provided the greatest road safety and public space benefits but also more significant trade-offs with vehicle access and parking.

Those comfortable with Approach 1 appreciated:

- Additional public space for community gathering.
- Decreasing vehicle volumes and speeds.
- Increasing safety and comfort for children playing near the school.
- Increasing safety and comfort for all community members walking in the area.

Those concerned with Approach 1 noted:

- Concerns about traffic diversion onto other streets like Welwyn Street, E 20th Avenue, and Commercial Street, creating congestion and safety issues.
- Desire for vehicle access on E 22nd Avenue to get to homes more directly.
- Unnecessary additional public space given nearby school grounds.
- Concerns about resident parking removal.

Approach 2 & 3 - Comfort levels among neighbourhood groups

Approach 2 & 3 had low levels of comfort with engagement participants (see Figures 3 & 4). Participants felt that neither road safety or public space benefits were strong, yet vehicle access and parking were impacted. Other concerns included potential increases in shortcutting on nearby streets and through laneways.

Survey Respondents' Comfort Levels with Approach 2

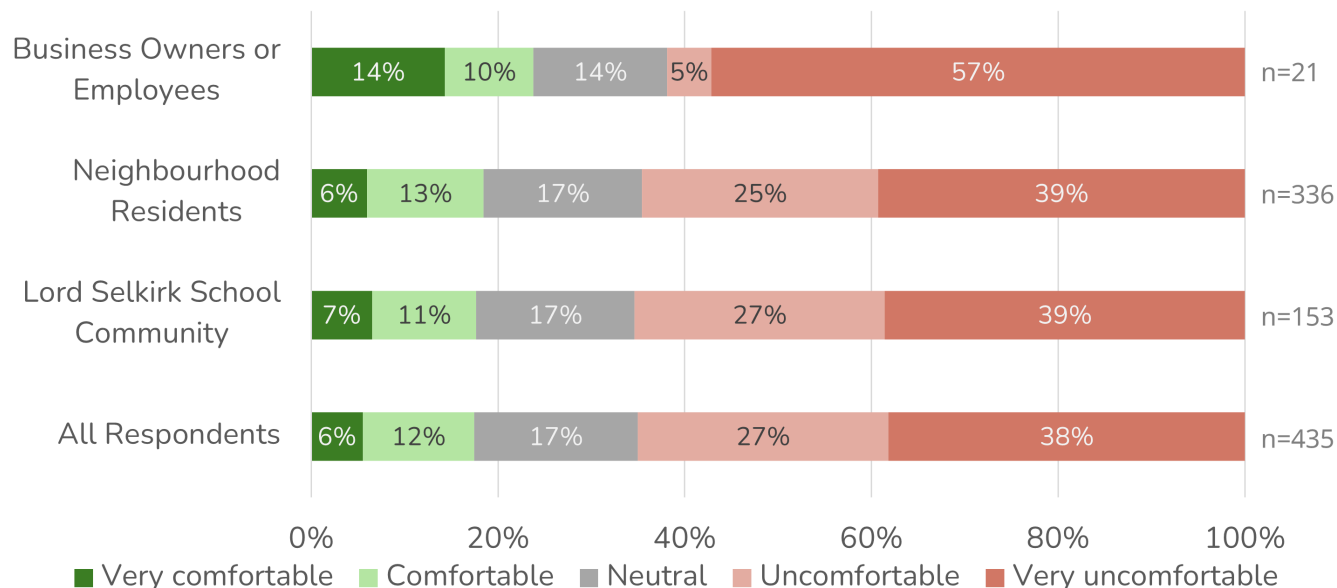


Figure 3. Survey respondents' comfort with Approach 2 separated by relationship to the neighbourhood

Survey Respondents' Comfort Levels with Approach 3

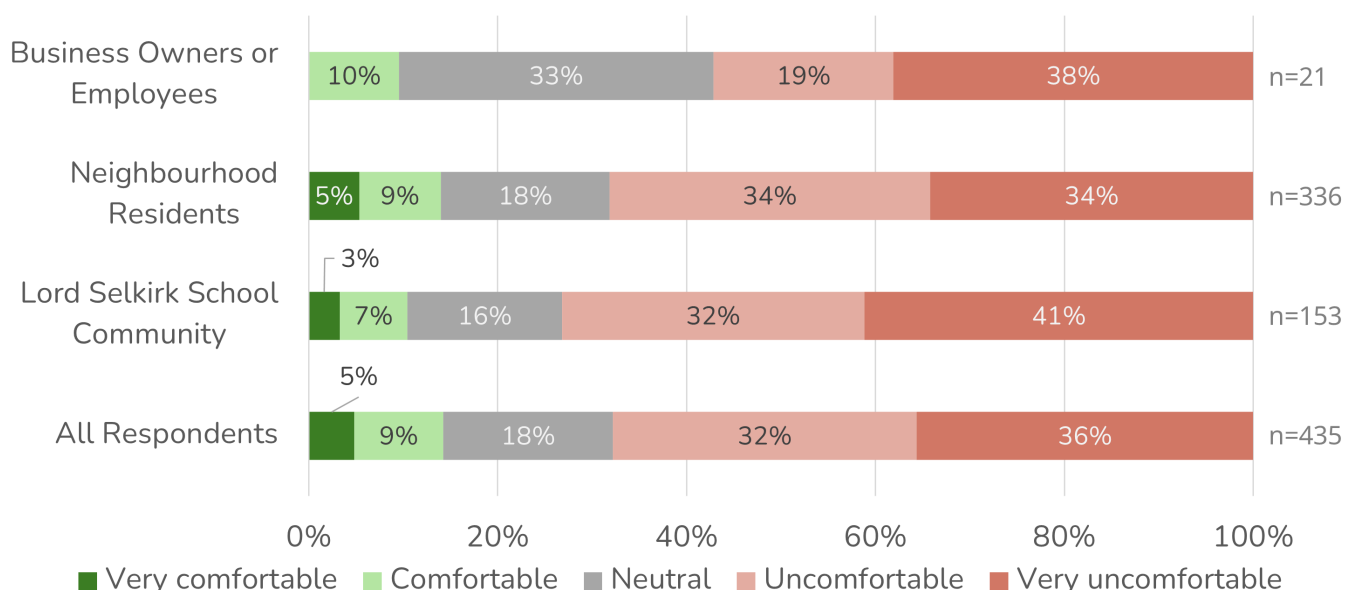


Figure 4. Survey respondents' comfort with Approach 3 separated by relationship to the neighbourhood

Given their lower road safety and public space benefits, and lower community comfort, Approaches 2 & 3 will no longer be considered in this project.

Feedback on public space elements

During engagement, we also asked community members about potential uses of a year-round school street (see Figure 5). Approximately 40% of survey respondents mentioned they'd be very likely or likely to use the space to gather and connect with others. About a third of respondents said they'd be very likely or likely to use the space for play and to relax. However, approximately 50% of respondents said they're unlikely or very unlikely to use the space for play, gathering or relaxing.

All Survey Respondents' Likelihood of Using the Public Space

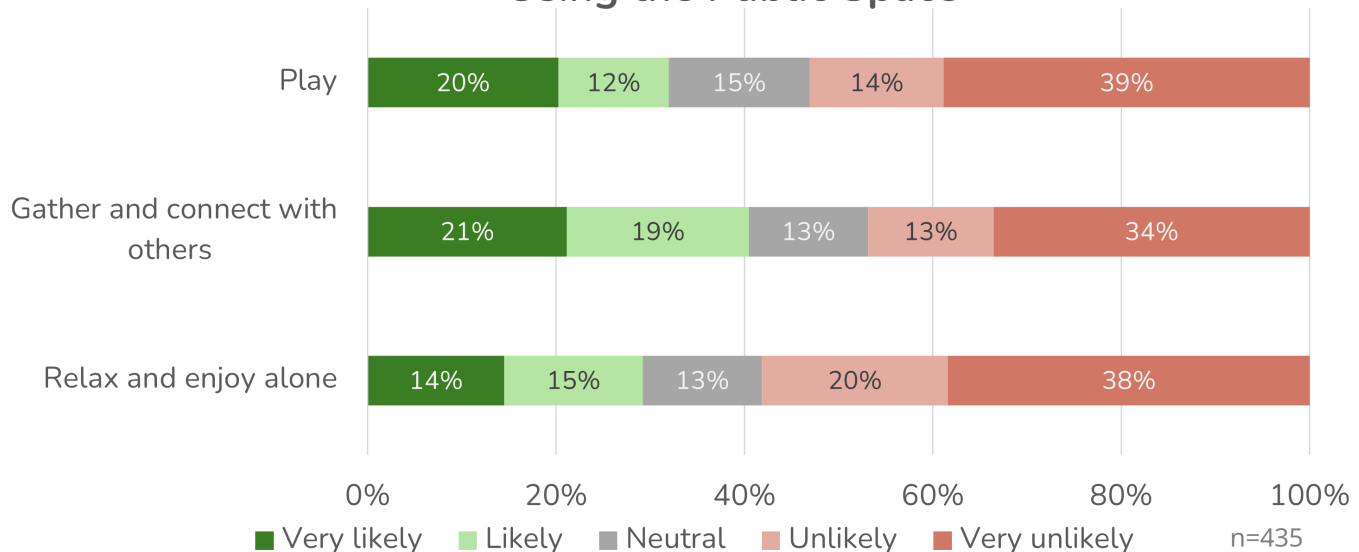


Figure 5. Survey respondents' likelihood of using the public space

Respondents also mentioned other potential space uses, including a farmer's market, performance space, block party and more.

Student feedback

It was important that we heard feedback from students about the potential YRSS as they would be one of the primary users of the proposed project.

Feedback was collected from students through stickering and drawing activities during our two pop-up engagements. Of the four design elements, students felt that having a **safer road and more public space were most important** for the project. They also felt vehicle access and parking was important, although to a lesser extent. In terms of potential uses of the space, **students valued a space for sports/play, enjoying food and creative expression**. Figures 6 and 7 highlight this feedback, along with a selection of student drawings.



Students' Opinions on YRSS Design Elements

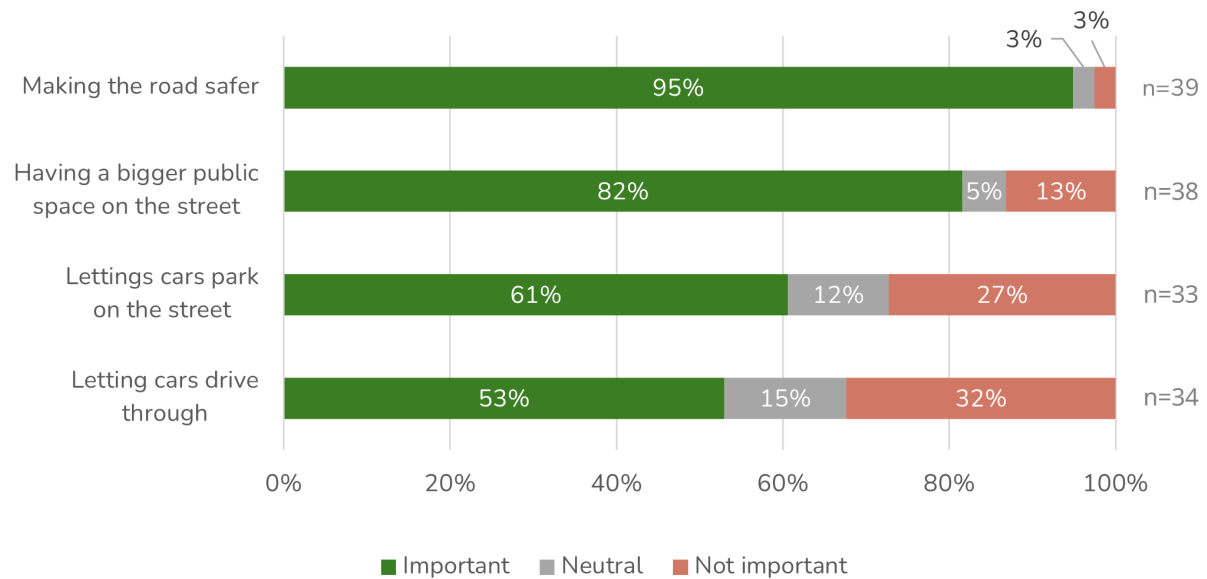


Figure 6. Student feedback on year-round school street design elements

Students' Vision for Year-Round School Streets

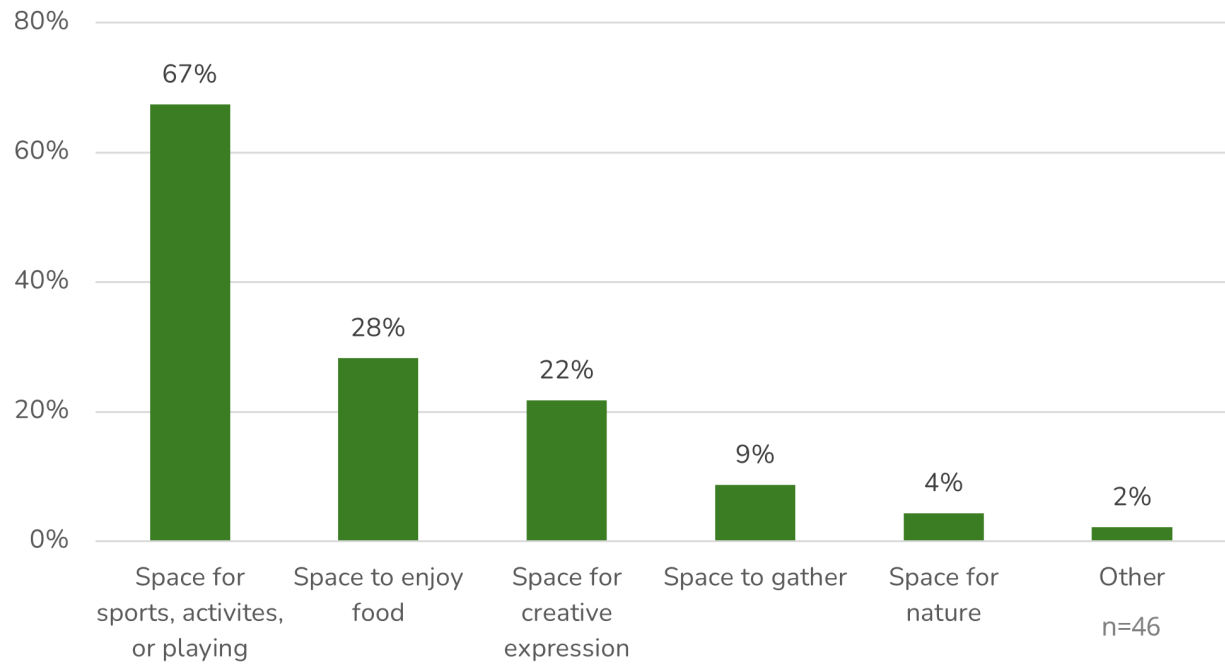
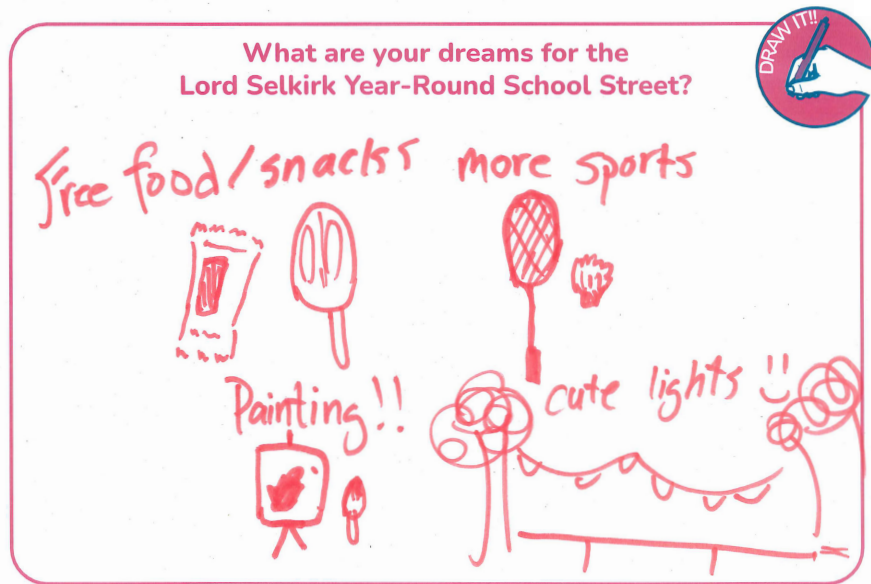


Figure 7. Key themes from student drawing activity



Student drawings



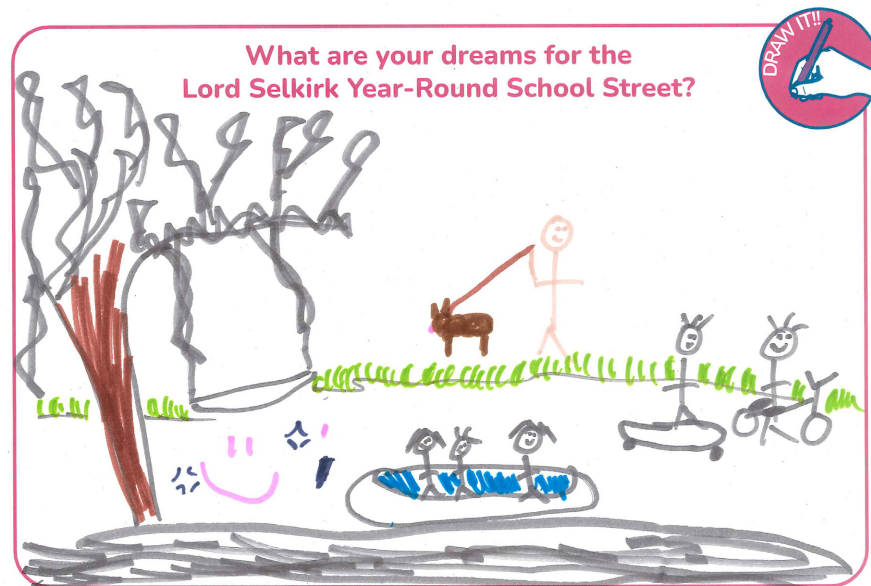
Name: _____ What is your drawing about? More sports

Age: 10



Name: _____ What is your drawing about? Scootering on the street

Age: 6



Name: _____ What is your drawing about? Swing, pool, biking, skateboarding, animals, chalk

Age: 9



Name: _____ What is your drawing about? Frisbee with friends

Age: 8/9

Who we heard from

Our outreach efforts focused on engaging community members in the project area bounded by Knight Street, E 18th Avenue, Victoria Drive and Kingsway. A range of people participated through our engagement efforts. We analyzed demographic factors by comparing our survey data with the 2021 Census data for the project area.

Ethnicity

Survey participants were asked their main ethnic origin or that of their ancestors. This data was compared to the 2021 Census Visible Minority and Indigenous Identity questions. Categories with fewer than five people were combined into 'Other' (this is the minimum threshold of the Census). Figure 10 shows the ethnic or cultural origin of survey participants compared to Census data.

Our survey showed that people with white/ European origins were overrepresented at 60% of survey respondents. Other groups, like South Asians, Filipino/a, Chinese and Southeast Asian were underrepresented in the survey.

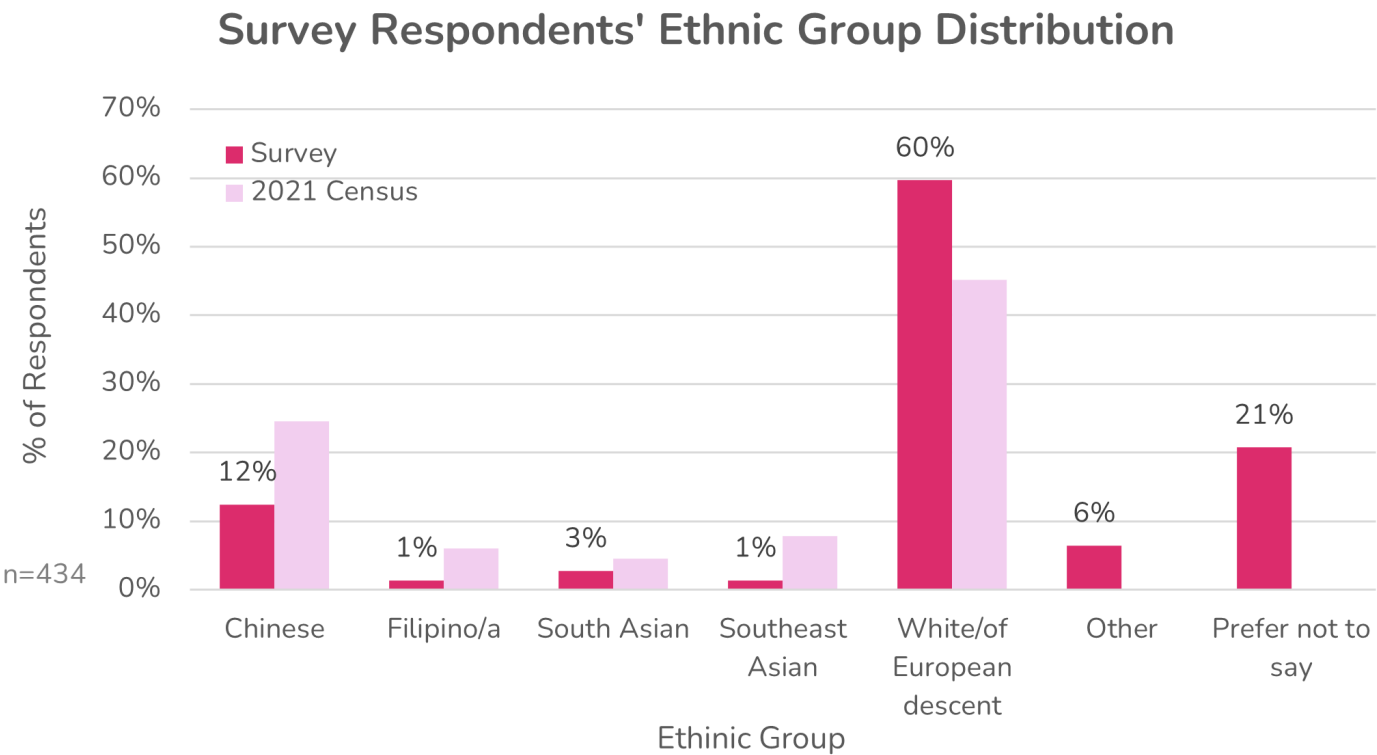


Figure 8. Survey respondents' ethnic origin and Census data

Age

In our survey, we found that ages 30 – 59 were overrepresented, making up 86% of respondents. This is compared to 49% of the population in the area, according to 2021 Census data. Figure 9 shows this information.

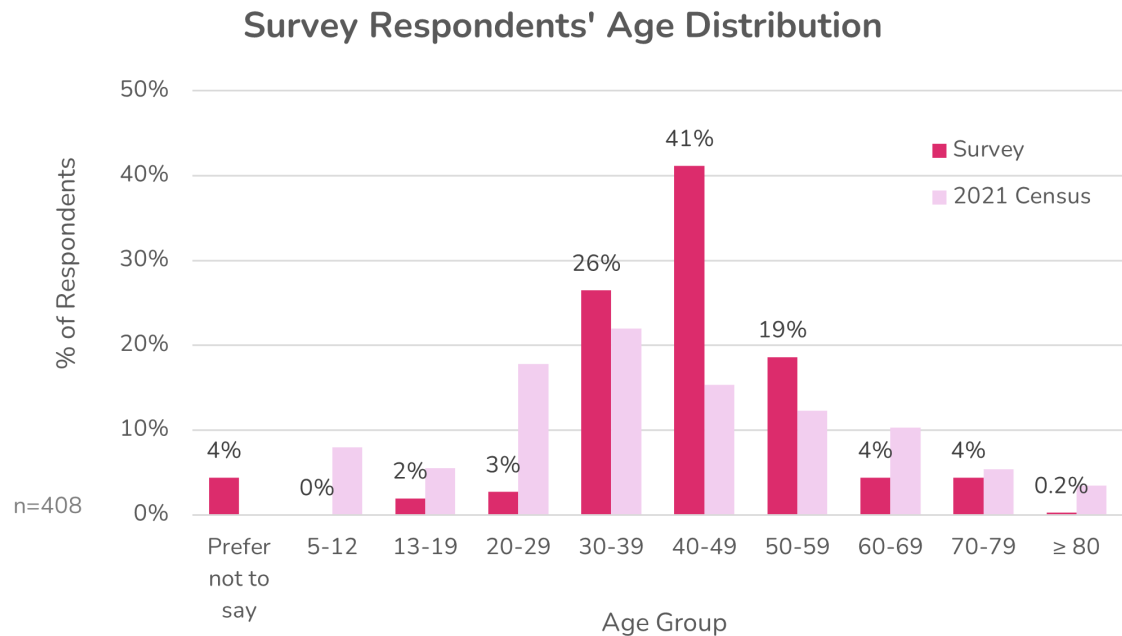


Figure 9. Survey respondents' age and Census data

Relationship to the area

Survey respondents were asked to identify their connection to the year-round school street. Approximately 80% of respondents indicated they were a resident within the project neighbourhood (see Figure 8). In total, 435 people answered this question and respondents were able to select more than one option.

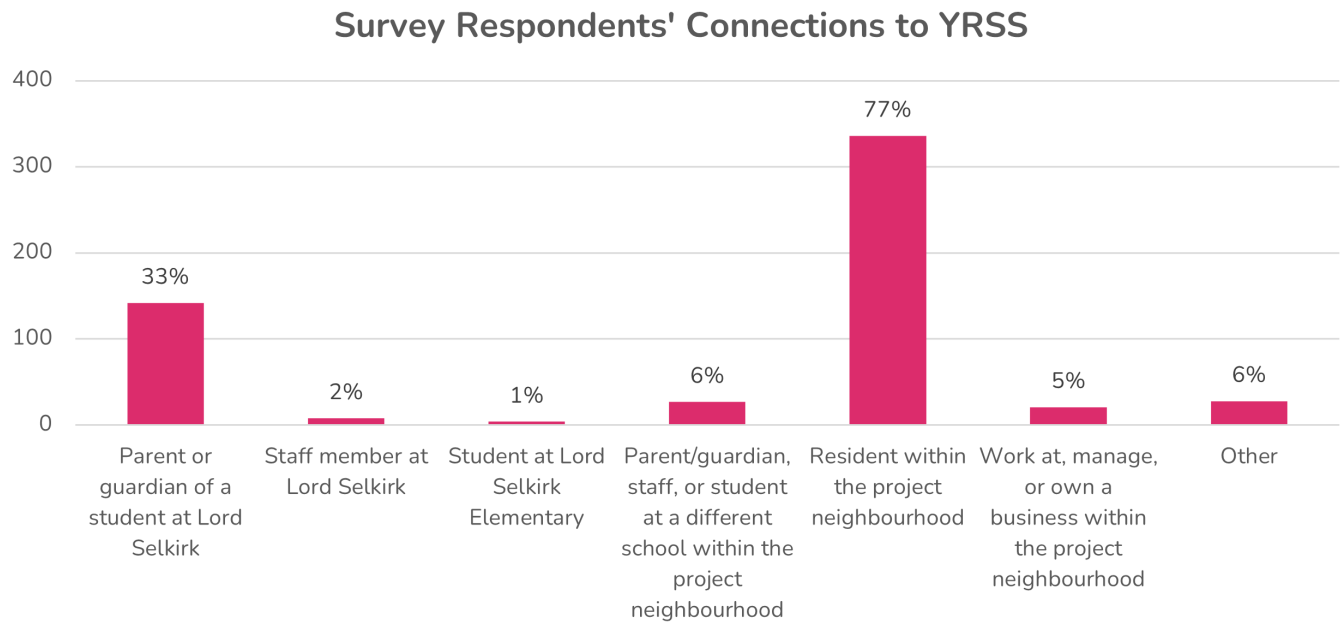


Figure 10. Survey respondents' connections to YRSS

Conclusion and Next Steps

Based on the feedback and data we collected, overall comfort for the YRSS was medium to low across the three approaches. Areas of support included improvements to road safety, an increase in public space for community gathering and volume/shortcutting reduction effects in the area. Areas of concern included traffic diversion, reduced vehicle access and parking loss. Throughout the process we also heard a desire for more vehicle volume and speed control measures in the neighbourhood.

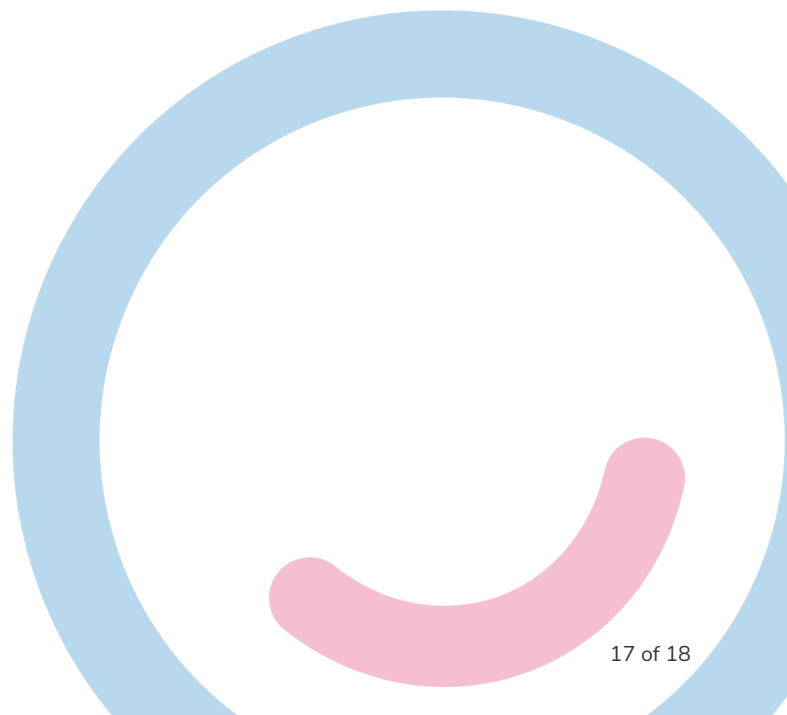
We considered several factors in our decision-making process, including public feedback, project objectives, city policies, technical details, and budget.

Given the project's objectives - student safety, public space, and community connections – along with supportive City policies, the YRSS project remains a future consideration. A preliminary engineering study showed that a full closure at this location is feasible from an operation and vehicle circulation standpoint. In addition, we have the unique opportunity to coordinate with another City project, access additional budget, and address community feedback.

We plan to revisit the YRSS proposal in coordination with the upcoming Clark Park Neighbourhood Traffic Management (NTM) project, scheduled for 2027–28. NTM projects aim to improve safety by reducing speeding and discourage shortcutting on local streets.

The benefit of incorporating a YRSS into the NTM project is that it allows the neighbourhood to evaluate traffic flow and access as a whole, leading to more informed discussions about potential trade-offs.

The current School Streets Program - pick-up and drop-off times only - continues to show safety and community benefits. For the 2025–26 school year, Lord Selkirk will keep running the daily timed program through the National Active School Streets Initiative. We will also look for ways to continue the program at Lord Selkirk over the next few years.



For more information:

Email: SchoolStreets@vancouver.ca

Website: vancouver.ca/selkirk-school-street

City of Vancouver
Engineering Services
Community Transportation

The City of Vancouver acknowledges that it is situated on the unceded traditional territories of the xʷməθkʷəy̓əm (Musqueam Indian Band), Skwxwú7mesh Úxwumixw (Squamish Nation), and səliłwətał (Tseil-Waututh Nation).

