

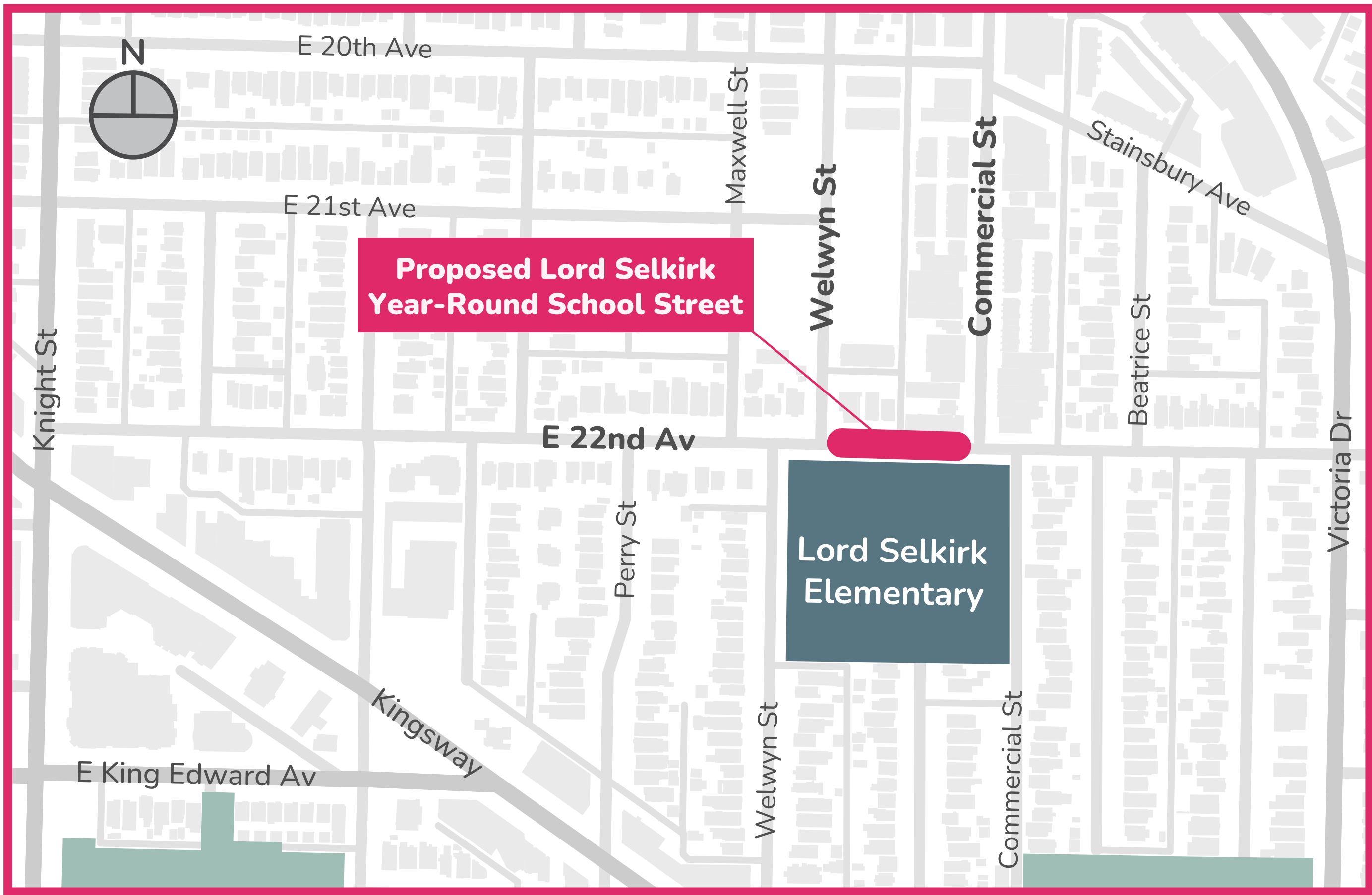
Lord Selkirk Year-Round School Street

What's happening?

A school street is a car-free block beside a school open to walking, biking, and rolling. It improves safety for students travelling to and from school, increases active travel for school trips and fosters broader community connections.




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. The school'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).

The year-round school street (24/7) would be in front of Lord Selkirk Elementary School on E 22nd Ave from Welwyn St to Commercial St. It would be installed using quick-build materials to create a car-free or car-light area that is always in effect. Implementation of the year-round school street (24/7) is anticipated to start in fall of 2026.



Get involved!

We're engaging the community on **potential design approaches for a year-round school street (24/7)**. Each approach presents benefits and trade-offs regarding public space, vehicle access, parking, and improved road safety. You can share your feedback by:

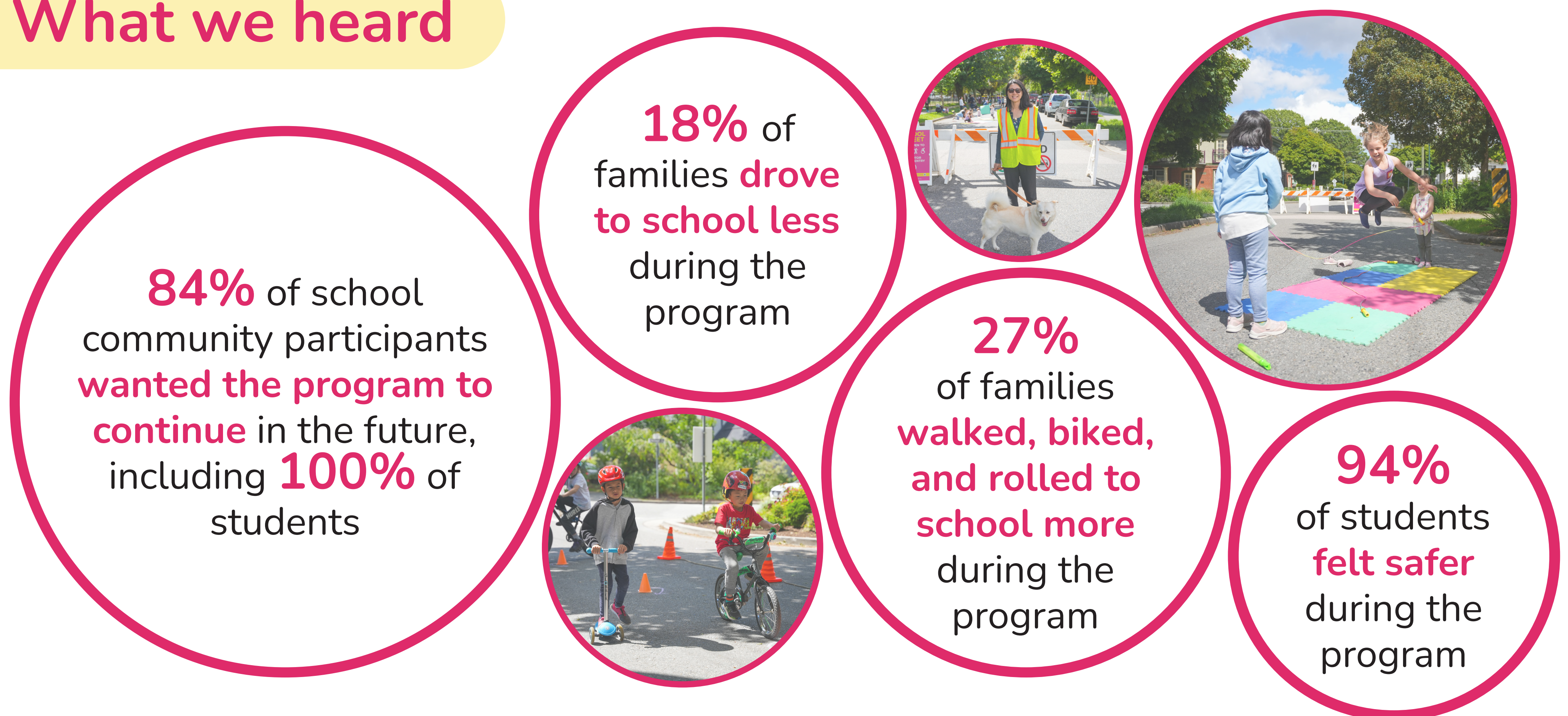
-  Attending one of our **pop-up booths**:
 - Lord Selkirk Elementary | Tuesday, May 27 | 2:45-4pm
 - Lord Selkirk Elementary | Sunday, June 1 | 11:30am-2pm
-  **Emailing us** at schoolstreets@vancouver.ca
-  Scanning the QR code to **take our survey** from **May 20 - June 13**



Why are we considering this?

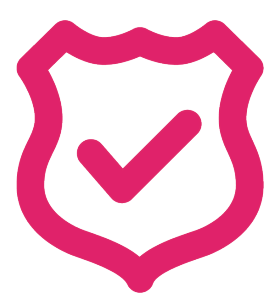
Lord Selkirk has been involved in the School Street Program since 2023 with significant enthusiasm from the school community. The idea of a year-round school street (24/7) was sparked by the school community, which is why we are now engaging on this project.

What we heard

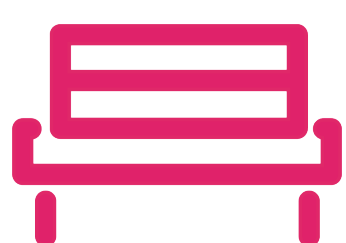


Project objectives

We are proposing a year-round school street (24/7) guided by **three objectives**:



Improve **safety for students** and encourage active travel and transit use to and from school.



Create a **public space** that is comfortable and welcoming to all.



Foster **community connection** within the neighbourhood and school community.

Other City projects coming to this area

Kensington-Cedar Cottage is a growing community. We're looking to support its sustainable growth and make the neighbourhood safer, livelier and more connected.

- Engagement on the **Commercial St & E 20th Ave Village** recently finished. We heard interest in new public spaces where people could dine, gather with others, and sit and rest. We also received feedback suggesting transportation improvements throughout the neighbourhood to make walking and biking safer. For more information, please visit shapeyourcity.ca/villages.
- The **Neighbourhood Traffic Management Program** aims to improve comfort and safety for people using local streets. We plan to engage the community on traffic calming needs in the Clark Park area in 2028.



schoolstreets@vancouver.ca



vancouver.ca/selkirk-school-street



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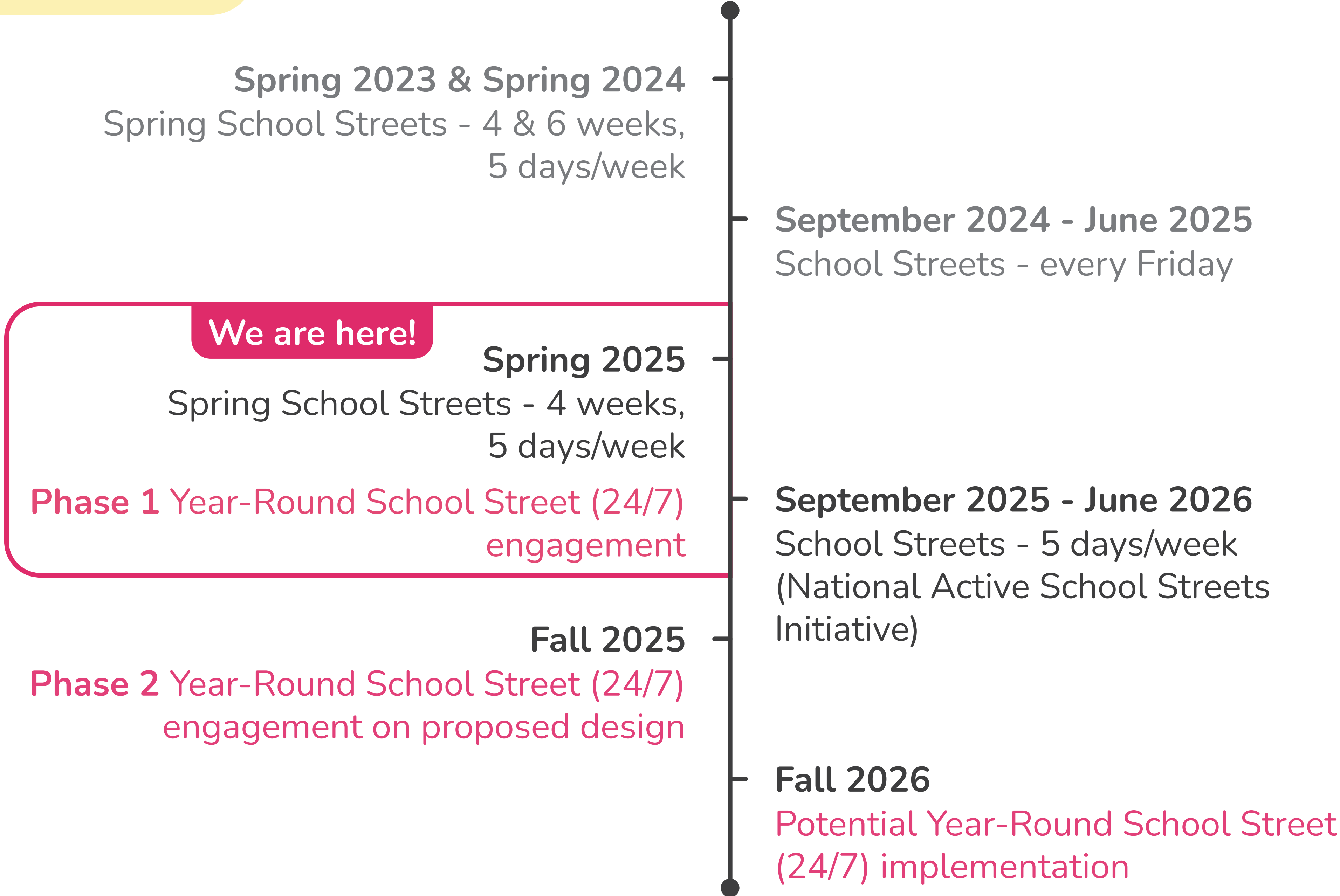
Walk Bike Roll

What are we engaging on?

We are exploring **potential design approaches for a car-free or car-light year-round school street (24/7)**. We want to hear from you about how these designs could support the needs of the community and how you'd like to use the public space.

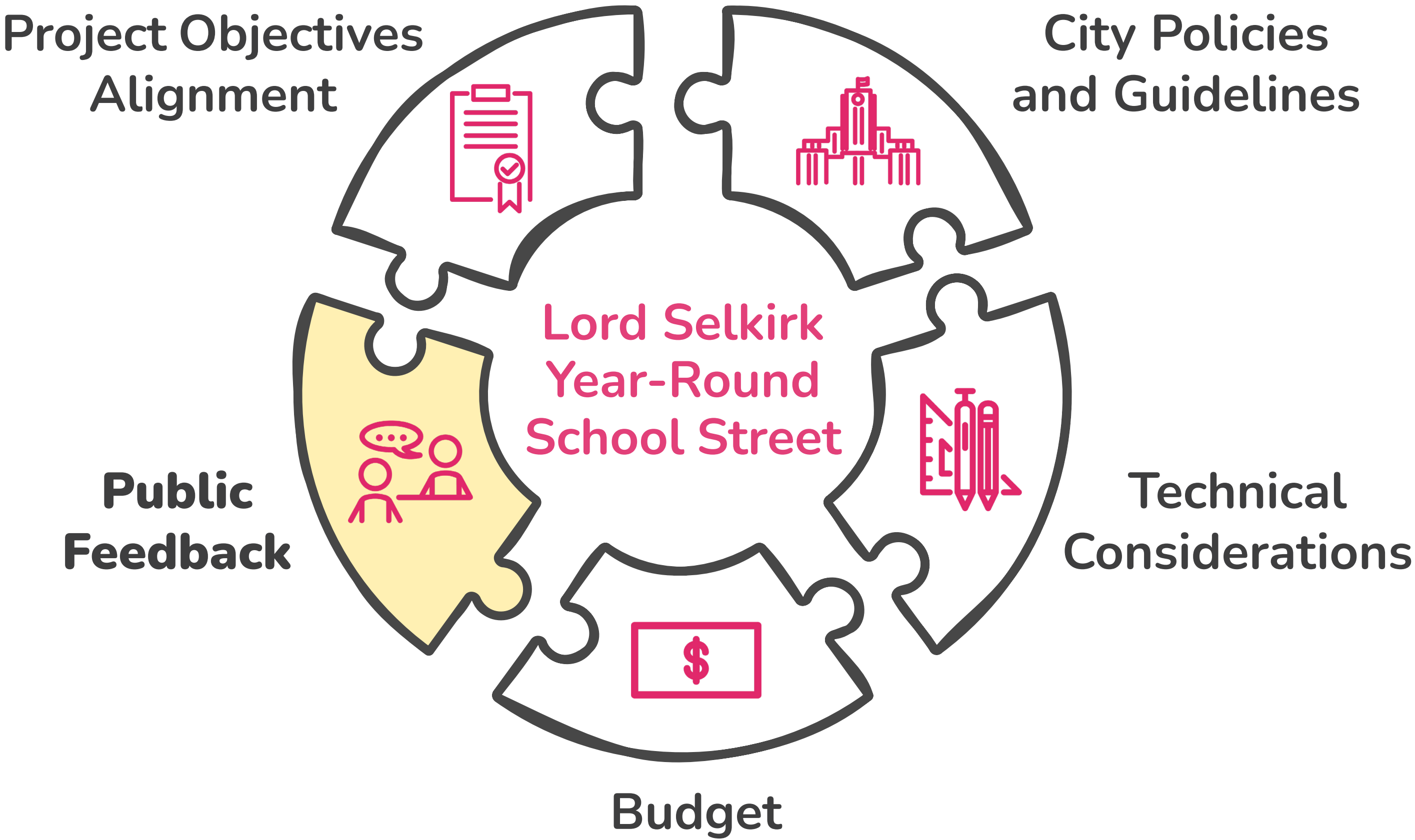
This summer, we'll share the feedback we heard with the community. In the fall, we'll share the proposed design of the year-round school street (24/7). Project implementation could begin in September 2026.

Timeline



How will a decision be made?

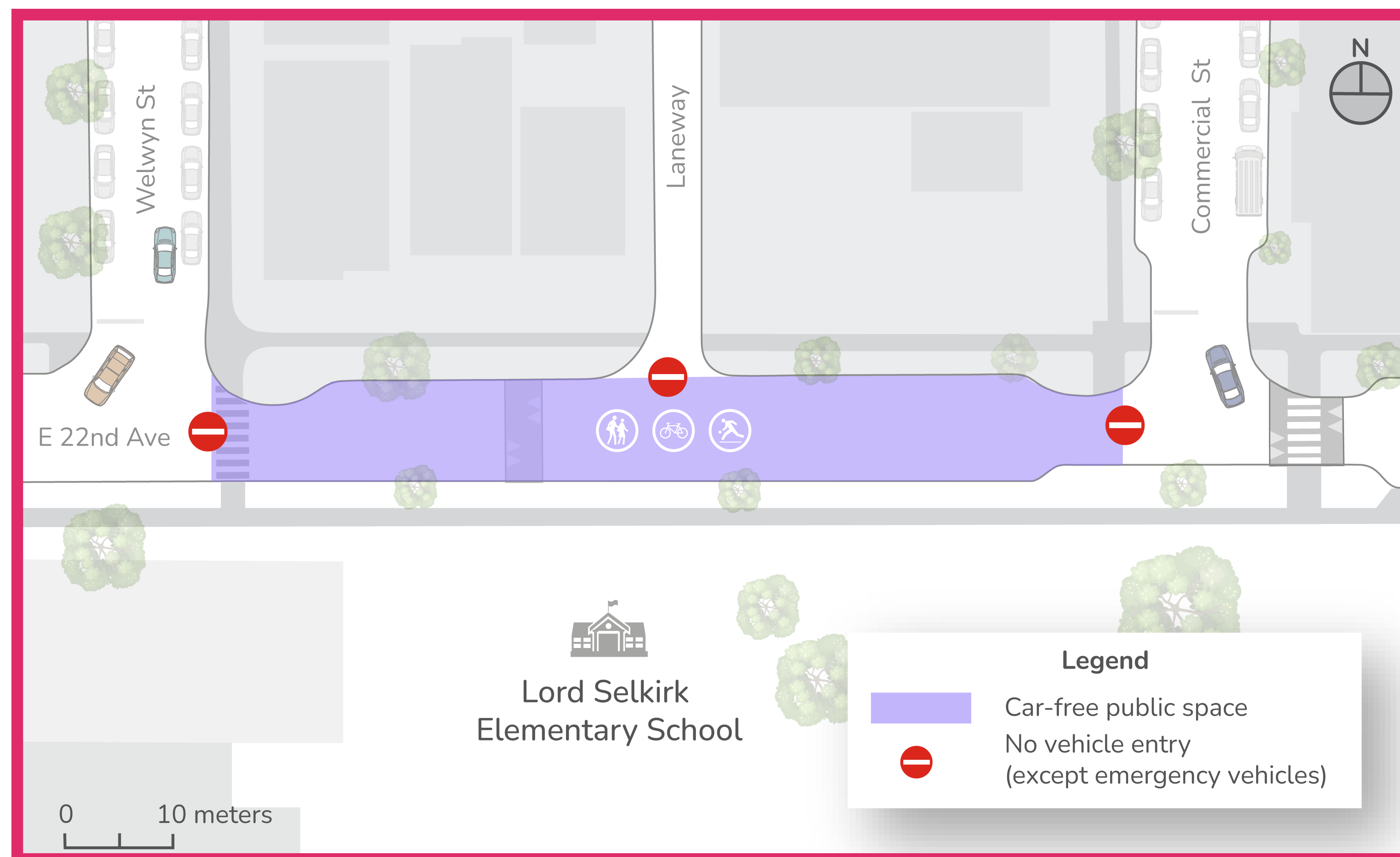
We will consider many factors in our decision-making, such as public feedback, budget, and technical details.



What design approaches did we review?

Staff evaluated **three design approaches for a year-round school street (24/7)**. Each approach presents benefits and trade-offs regarding 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.

Approach 1 - Full closure (preferred)



★ **Approach 1 is preferred** since it has the greatest road safety and public space benefits for the community.

Design evaluation

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

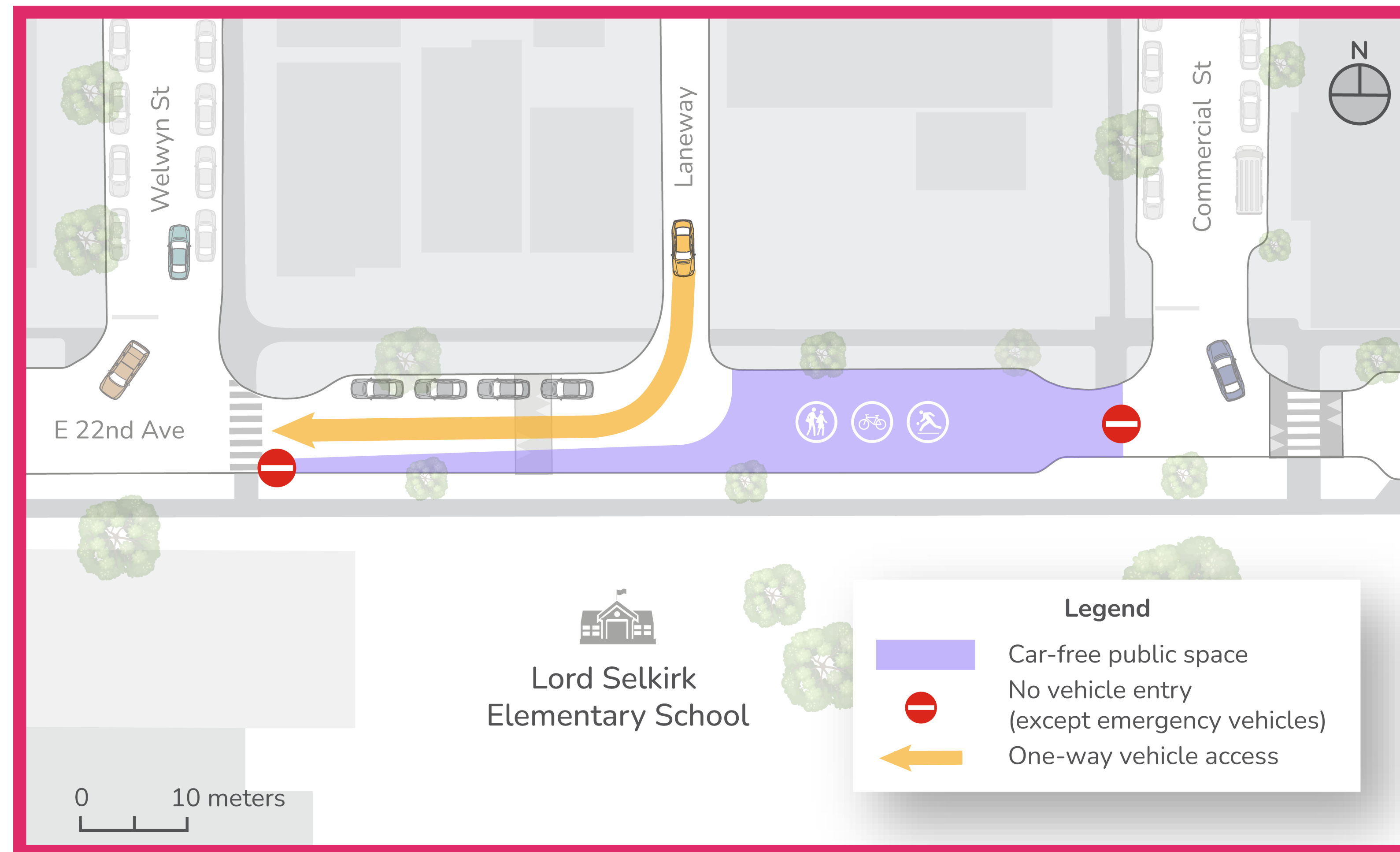
● Best ● Average ● Worst

💡 Emergency vehicles and bicycles can access the block in all design approaches.

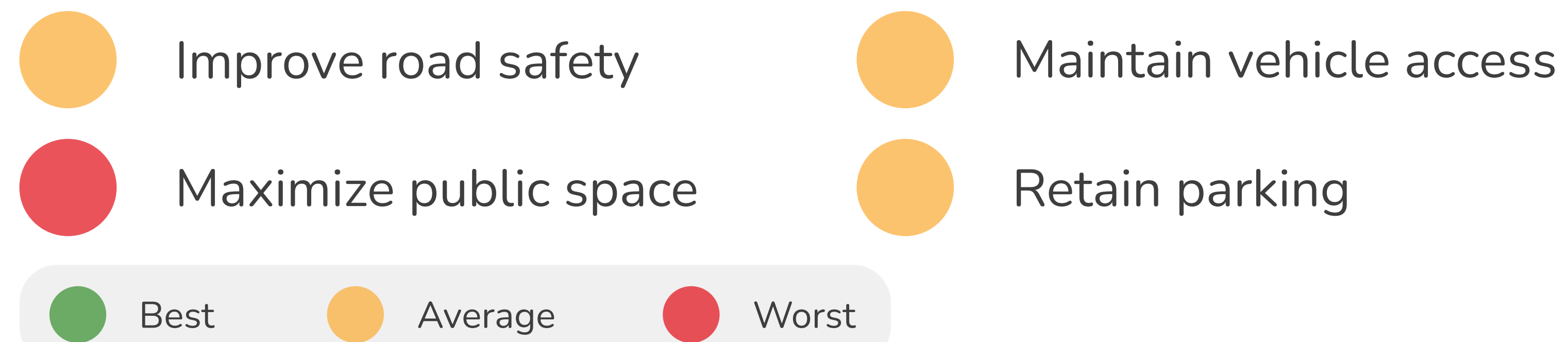
What design approaches did we review?

We also reviewed two other approaches (Approach 2 & 3) that allow more vehicle access and parking but don't provide the same level of safety improvements for people walking and cycling.

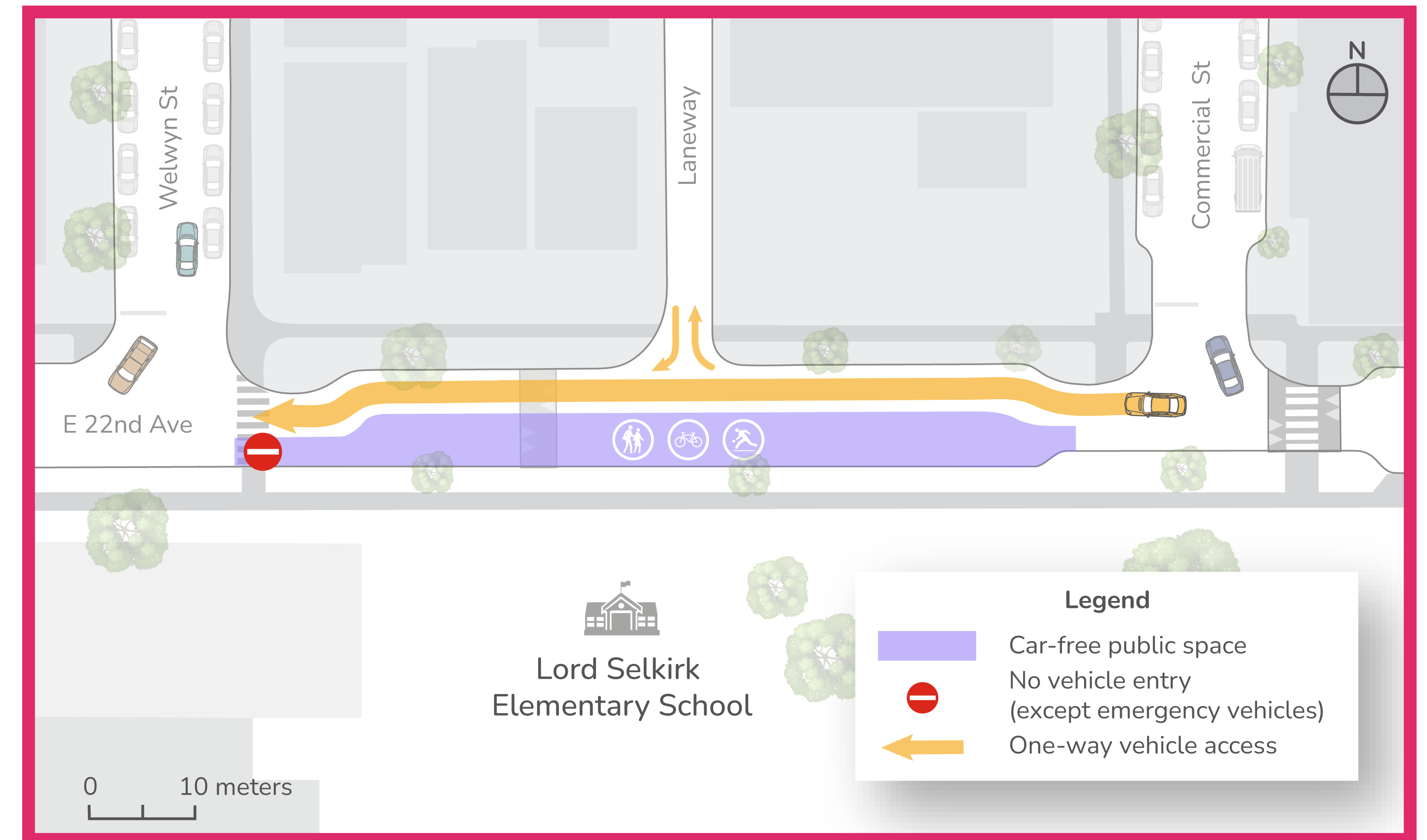
Approach 2 - Hybrid closure



Design evaluation



Approach 3 - One-way



Design evaluation

