

Selkirk Elementary School Active Travel Plan



November 28 – December 2, 2022

Project Background

The City of Whitehorse is developing an Active Travel Plan for Selkirk Elementary School. This will be the first plan of its type completed in Whitehorse.

What is a School Active Travel Plan?

A school active travel plan is a program to encourage and promote walking, cycling, and rolling to school. The project consults with the school, community and other stakeholders to help identify challenges and opportunities for school travel. The focus is to:

- Encourage more children and their families to walk, cycle, and roll to school
- Improve walking and cycling infrastructure to and from the school
- Increase education and awareness around active transportation

The project **aims** to:

- **Address safety concerns** around active routes to Selkirk Elementary School
- **Encourage** more children and their families to **walk, cycle, and roll** to school
- **Improve** walking and cycling **infrastructure** to and from the school
- **Increase education** and awareness around active transportation

The Active Travel Plan includes a list of infrastructure opportunities as well as initiatives and programming for school travel planning

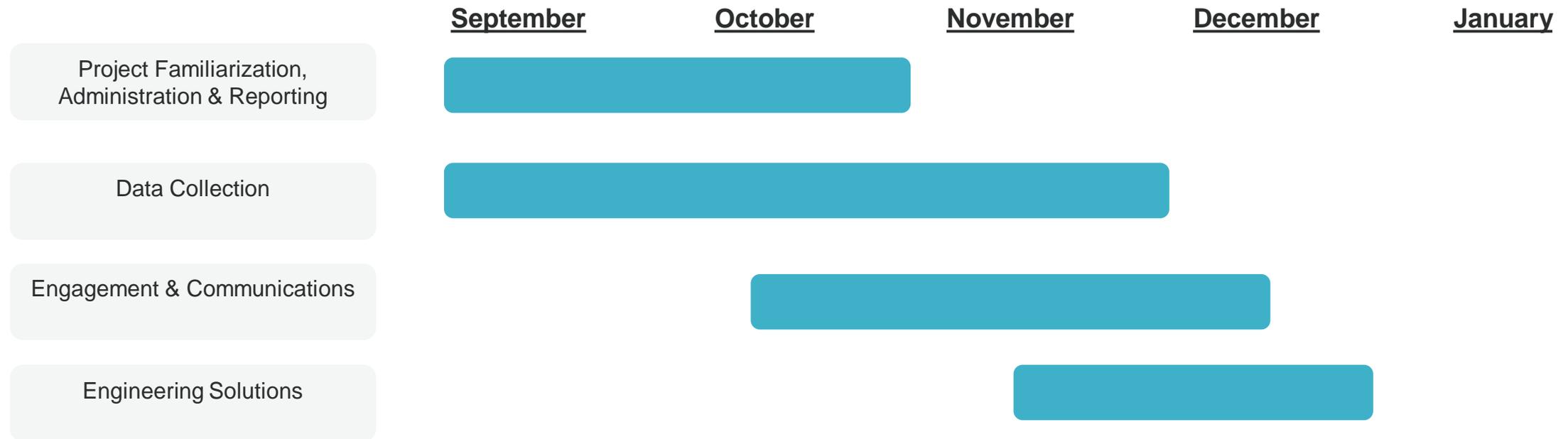
The **outcome** of this project will be used to:

- Inform active transportation **considerations** in the **YG parking lot detailed design**
- Inform **active transportation infrastructure improvements** prepared through the City capital budget submission
- Act as a **showcase project** for school active travel planning in the City of Whitehorse



Approach

Selkirk Active Travel Plan took place between September and December 2022. The process involved policy and plan review, on-site analysis, technical analysis, and various methods of engagement.



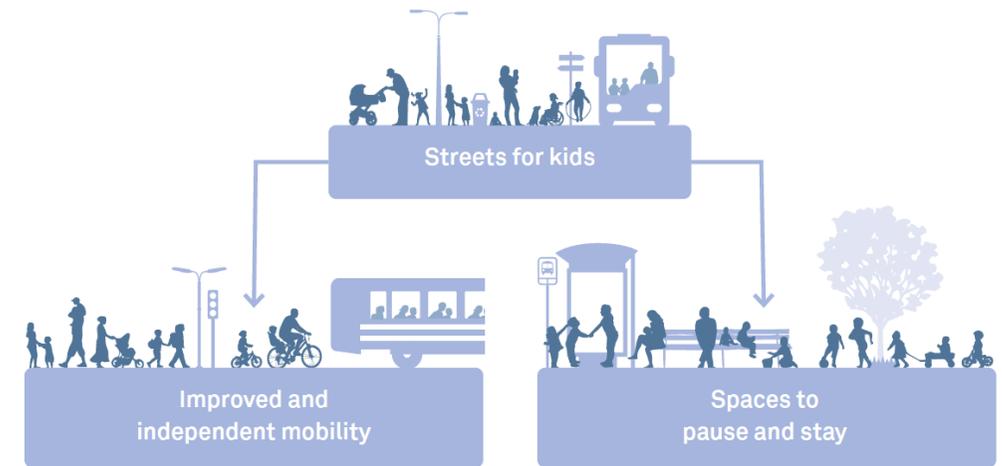
Selkirk Elementary School

- Selkirk Elementary School is a dual stream (French immersion and English) elementary school located in the Riverdale neighbourhood
- Location: Selkirk Street
- Enrollment 2021/22:
 - English: 177
 - French Immersion: 188

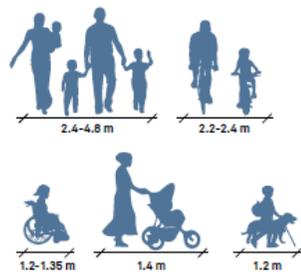


Streets for Kids Principles

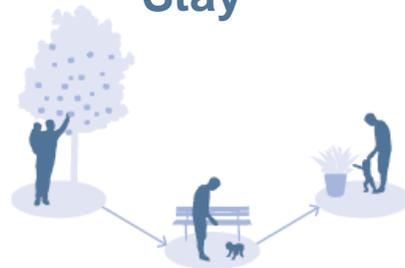
Several principles were used to frame the development of the Active Travel Plan, these are:



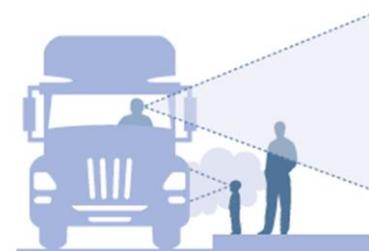
Space



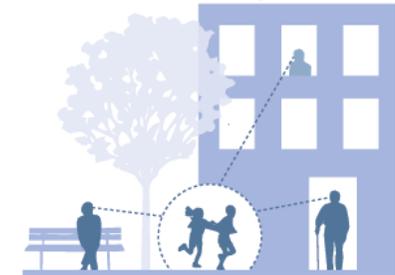
Places to Pause & Stay



Visibility



Security



Reliable mobility choice



Social Interaction



Play & Learning



Safe Environment



Source: NACTO

Engagement

Several engagement activities were used to capture issues, challenges and ideas for developing the Active Travel Plan. The engagement took place between November 21 – December 2, 2022. This included engaging school children , parents, teachers, school council , city staff, and stakeholders.



- 107 Responses -Online Survey*
- Classes - Pupil Hands-Up Survey*
- Pupil Grade 5 Issues and Ideas*
- 2 Parent & Teacher Workshops*
- 2 Stakeholder Meetings*

Issues & Challenges Summary

The key issues were identified through a review of City policies, plans, previous studies in Riverdale, on-site observations, teacher and parent survey, and charette workshops.

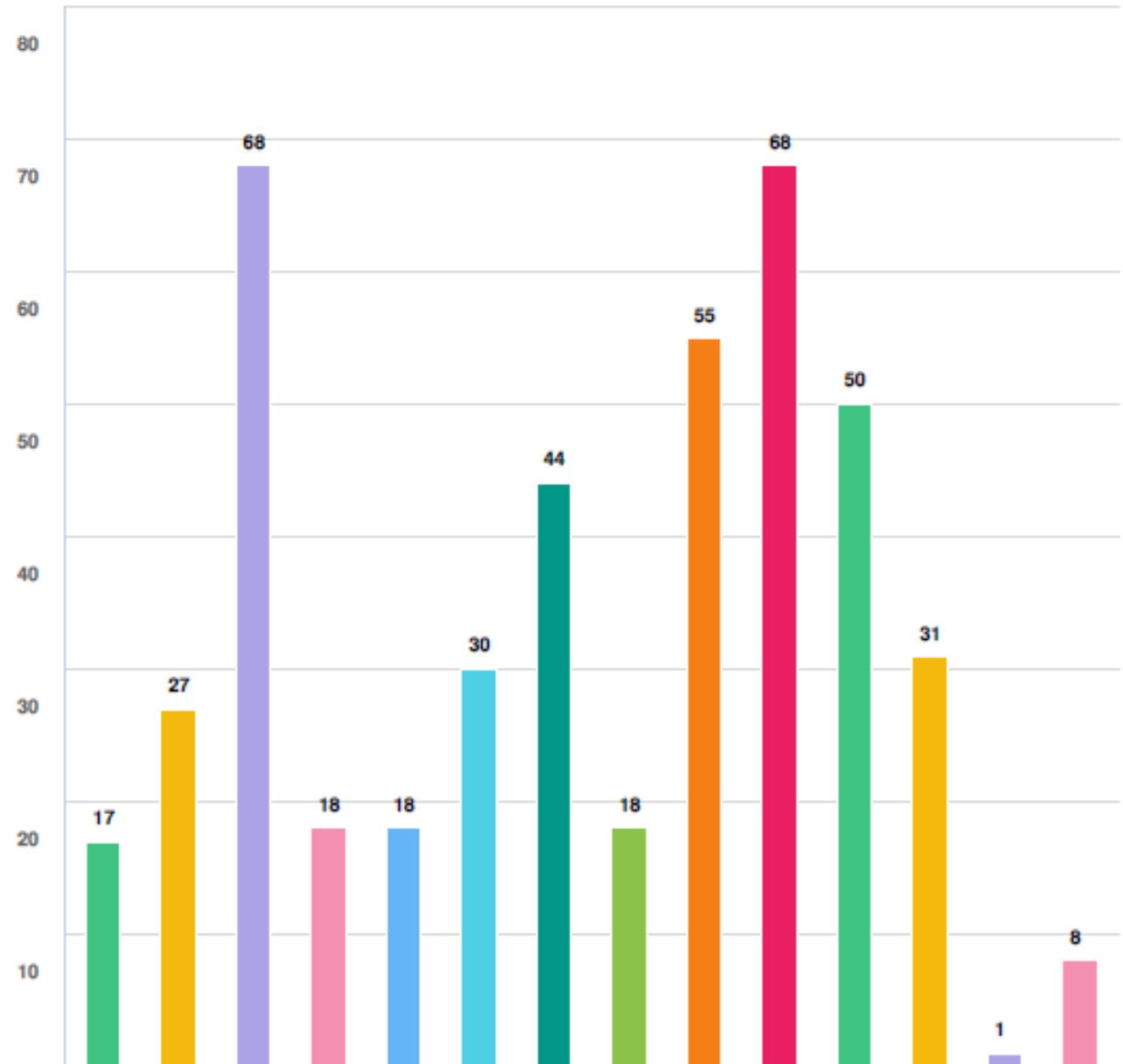
Top 5 Active Transportation Concerns - Online Survey

- Amount of traffic along their route (68)
- Safety of intersections and crossings (68)
- Lack of commuter friendly sidewalks and pathways (55)
- Speed of traffic along their route (50)
- Lighting (44)

107 Responses

'I think that active transportation facilities will benefit not only school kids, but also teachers and Riverdale residents on the whole'

'Re-routing of traffic through side streets my kids use to go to school'



Question options

- Risk of security, violence or crime along their route
- Age / maturity of my child
- Amount of traffic along their route
- Availability of adults to accompany them
- Added time it takes to use an active mode of transportation
- Distance between home, school and after-school activities
- Lighting
- Lack of crossing guards
- Lack of commuter friendly sidewalks and pathways
- Safety of intersections and crossings
- Speed of traffic along the route
- Temperature and weather conditions
- Fear of wild animal encounter
- Other (please specify)

Issues & Challenges Summary

Other common themes included:

- The conflicts that occur between people walking, cycling, and those picking up and dropping of their child at school
- Winter conditions and maintenance
- Disconnected bike routes
- Road safety

Issues tended to focus primarily around four corridors within Riverdale:

- Selkirk Street
- Lewes Boulevard
- Alsek Road
- Nisutlin Drive



‘Cyclists now either have to hop up onto the sidewalk or merge into the peak vehicular traffic, which is dangerous’



Missing Walking & Rolling Facilities along Selkirk Street



Lack of separated facilities for people walking, rolling and picking up and dropping of their children at school

Concept Ideas & Opportunities

Ideas were created through the following activities:

- Engagement: suggested solutions identified from the online survey and the parent and stakeholder meetings
- Streets for Kids principles
- On-site observations
- Industry best practice for school active travel planning, road safety, and active transportation design

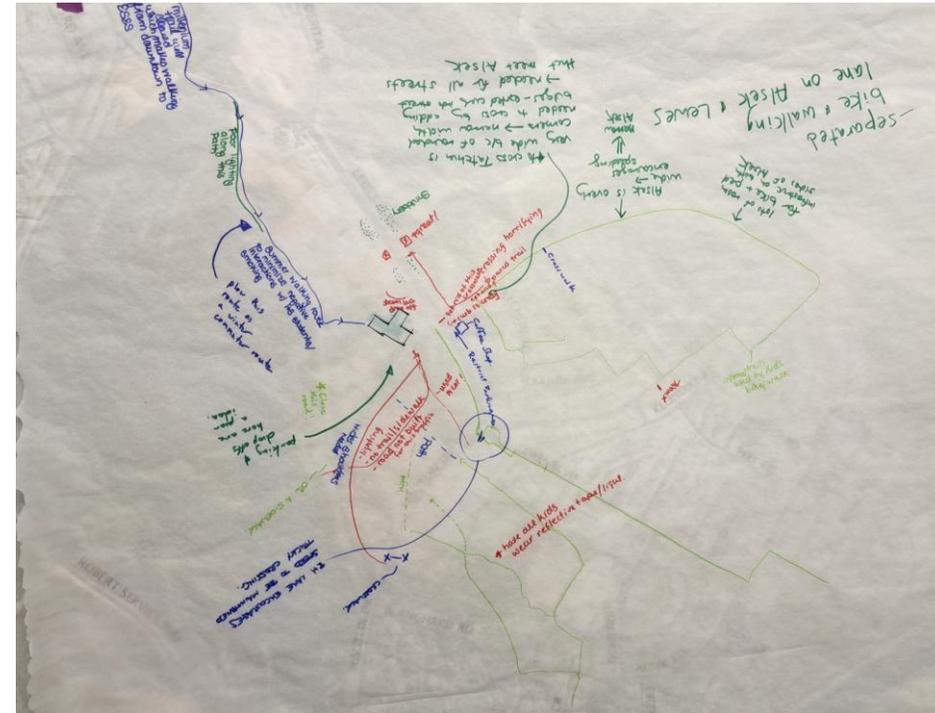
The ideas were further refined through a second round of parent and stakeholder meetings to develop a targeted set of opportunities for Selkirk Active Travel Plan, these were grouped into several themes:

 **Walking**

 **Rolling (Cycling, skating, scooting, sliding)**

 **Speed & Safety**

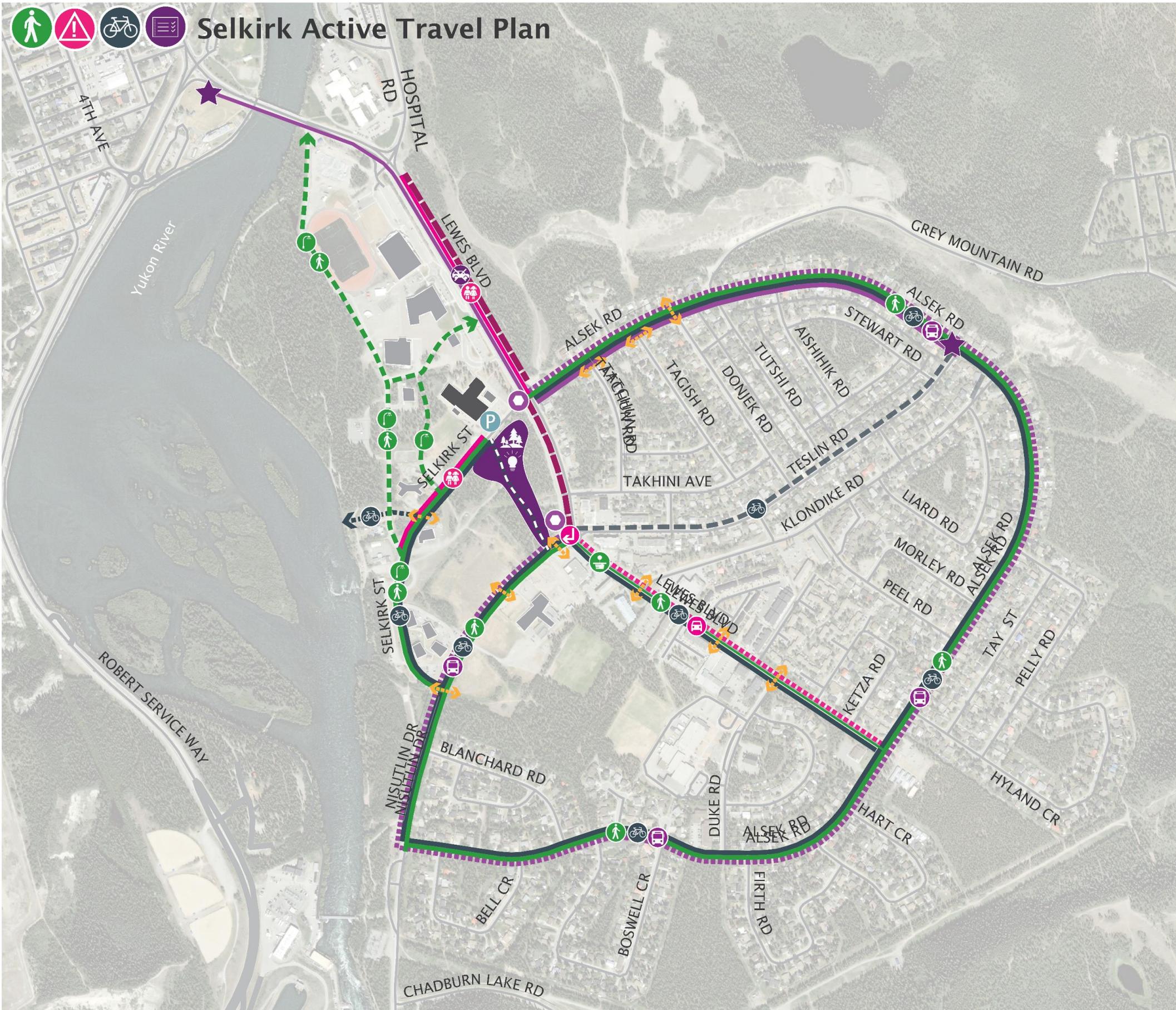
 **Procedures & Programs**



Please note that all the concepts, ideas and opportunities which evolved from the Selkirk Active Transportation engagement process will inform future transportation planning and capital projects through the City's yearly capital budget planning process. None of the following suggestions are currently a council adopted plan. All the exciting ideas that follow must be prioritized and reviewed in conjunction with the City's Transportation Master Plan, Official Community Plan and Strategic Priorities.



Selkirk Active Travel Plan



-  Selkirk Elementary School
- Walking & Rolling Opportunities**
-  Increase Sidewalk Width to Shared-use Path, or add Shared-use where Sidewalk is Missing
-  Formalize Walking Route or add Shared-use Path
-  Lighting Improvements
-  Back of Walk Delineation (Planter / Fence / Barrier)
-  Shared-use Path Connection to Mellinnium Trail
-  Shared-use Path though Enchanted Learning Forest
-  Neighbourhood Greenway - Low Speed, Shared between Cycling & Vehicles
-  Bike Parking - Additional Capacity & Weather Protected
- Traffic Calming Opportunities**
-  Riverdale Neighbourhood Speed Limit Review - 40kmh
-  Explore Traffic Calming Measures along Lewes Blvd
-  School Zone
-  Right Turn Lane Closure & Crossing Enhancements
-  New or Enhanced Crossing - Raised Crosswalk / Rapid Flashing Beacon / Curb Extension / Corner Radii Treatment
- Programs, Procedures & Play Opportunities**
-  Student or Volunteer Crossing Guard
-  Lewes Blvd Active Travel Event Closure
-  Enchanted Learning Forest with Lighting & Natural Play Items
- Other Programs & Procedures*





Walking Opportunities



Walking Opportunities

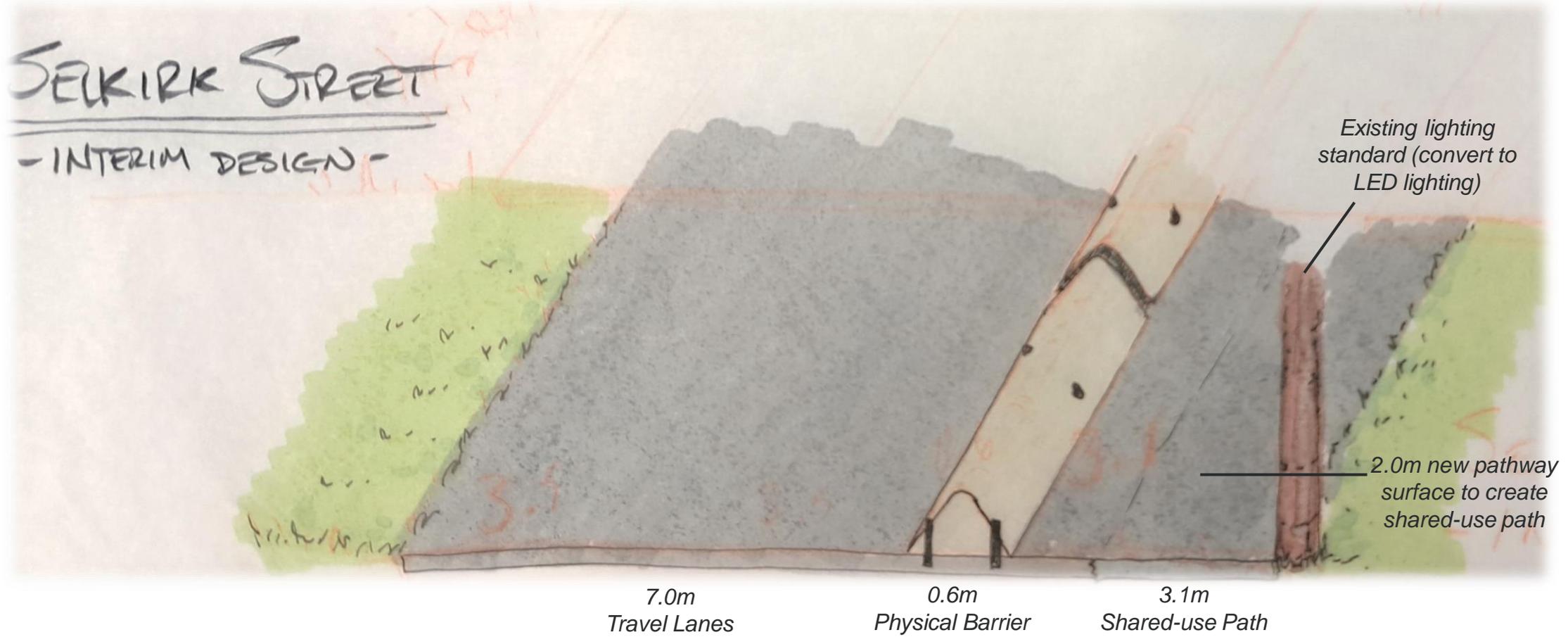
-  Increase Sidewalk Width to Shared-use Path, or add Shared-use Path where Sidewalk is Missing
-  Formalize Walking Route with Shared-use Path or New Sidewalk
-  New or Enhanced Crossing - Raised Crosswalk / Curb Extension / Rapid Flashing Beacon / Corner Radii Treatment
-  Lighting Improvements
-  Back of Sidewalk Delineation (Planters / Barriers / Fence)



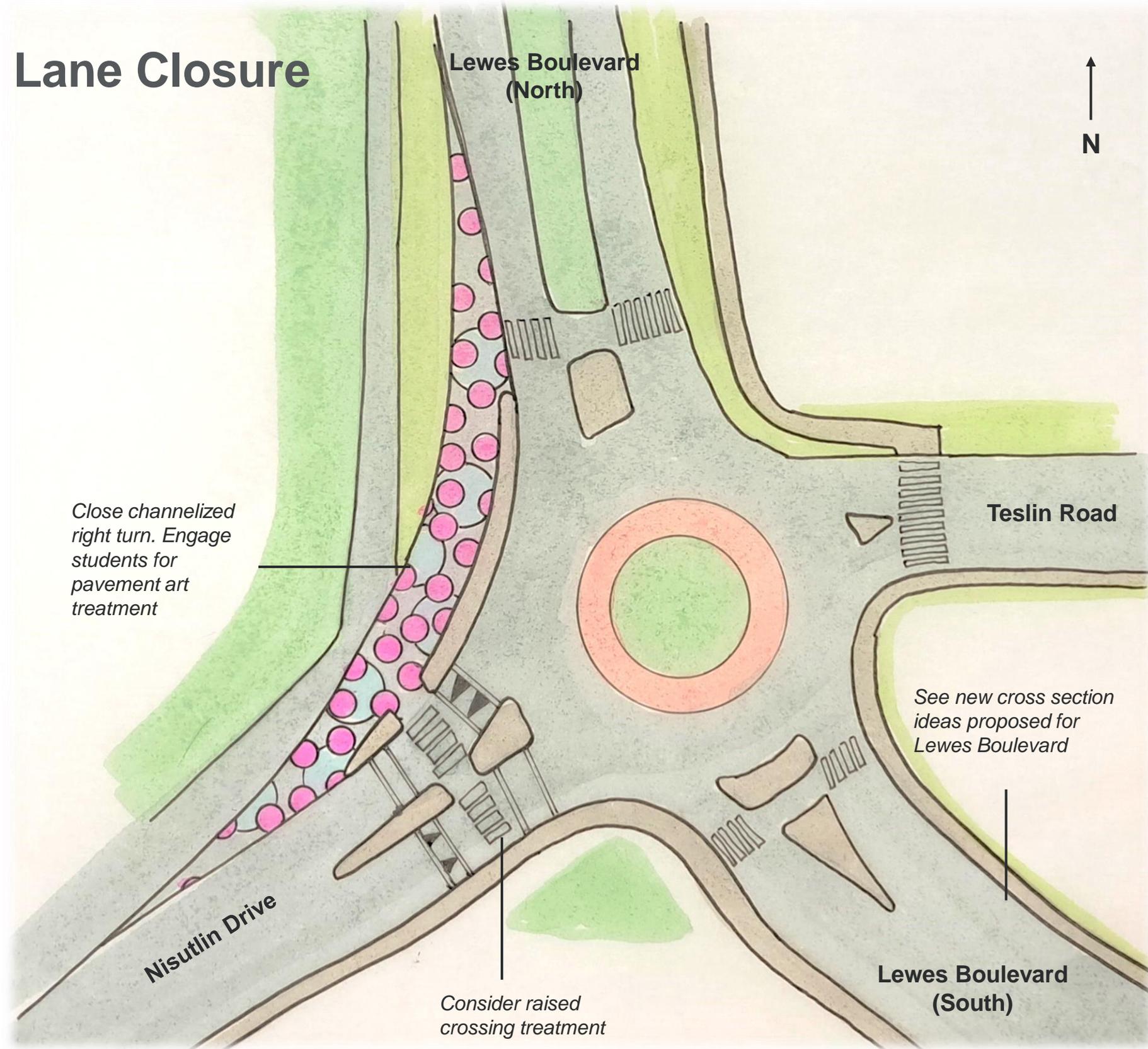
Walking Opportunities

Opportunity	Description	Timeline	Owner
Shared-use path – Selkirk Street	Create a new shared-use path on the east side of Selkirk Street. This would be an interim facility and would be placed within the R.O.W, occupying 1.1m of road space and 2.0m new road space. This would fill and surface the space immediately east of the existing street to create a uniform 3.1m wide shared-use path for people walking and rolling. Jersey barriers would provide a buffer between two 3.5m vehicle lanes. The shared pathway would be positioned next to the existing lighting and connect with the forest trails south of Selkirk School. A permanent facility could be explored in the midterm with curb, surface, and drainage reconstruction.	Short-term	City of Whitehorse
Lighting improvements – Selkirk Street	Upgrade the existing lighting along Selkirk Street to LED lighting. The gap in lighting from Gadzoosdaa Student Residence to Selkirk School could be addressed with interim lighting (e.g. string lighting) until the YG Parking lot design is complete.	Short-term	City of Whitehorse
Back of sidewalk delineation - Lewes Boulevard-	Mark the line between the sidewalk along Lewes Boulevard and the Super A Foods parking lot with a physical barrier. This would help better define pedestrian and vehicle space and help minimize conflict. This could be achieved through adding curb stops, extending the current planting bed on the corner of the parking lot, planter boxes, fencing, or a combination of these.	Short-term	City of Whitehorse / Super A Foods
Curb extension or corner radii treatment - Alsek Rd & Tatchun Road / Tagish Road	Implement a corner radii treatment or curb extension along Alsek Road at intersections with Tatchun Rd and Tagish Rd. Reducing the corner radius and shortening the crossing distance would help improve crossings and reduce vehicle turning speeds. An interim facility could include delineation through flex posts, planter boxes, paint, curb, or a combination of these. A permanent facility could then be explored in the midterm with permanent curb and drainage design.	Short-term	City of Whitehorse
Right turn lane closure - Lewes Boulevard & Nisutlin Drive Roundabout	Close the channelized right turn lane at the roundabout and add a curb extension (see concept design next page). This would mitigate conflicts between both right-turn vehicle movements and between people crossing and driving. The closure would be marked with jersey barriers with the option for decorative painting of the reclaimed road space – this could be an initiative combined with the school. The crossing could be further enhanced with a raised crossing treatment and widening to 3.0m crossing width. Note, vehicles would still be able to turn right from Lewes Blvd to Nisutlin Drive by turning right at the roundabout.	Short-term	City of Whitehorse
New Crossing – Nisutlin Drive & Selkirk Street	Add a new crossing at Nisutlin Drive and Selkirk Street. The crossing should be positioned on the north crossing arm to connect to the proposed Selkirk Street shared-use path. The crossing should consider a zebra crossing, curb extension, raised crosswalk, and lighting improvements for an interim facility. The inclusion of a RRFB or equivalent flashing crossing treatment could be considered in the short to midterm.	Short-term	City of Whitehorse
Crossing Improvement – Lewes Blvd & Klondike Rd	Enhance the existing crossing by adding a Rectangular Rapid Flashing Beacon (RRFB) or equivalent flashing crossing treatment.	Mid-term	City of Whitehorse

Selkirk Street



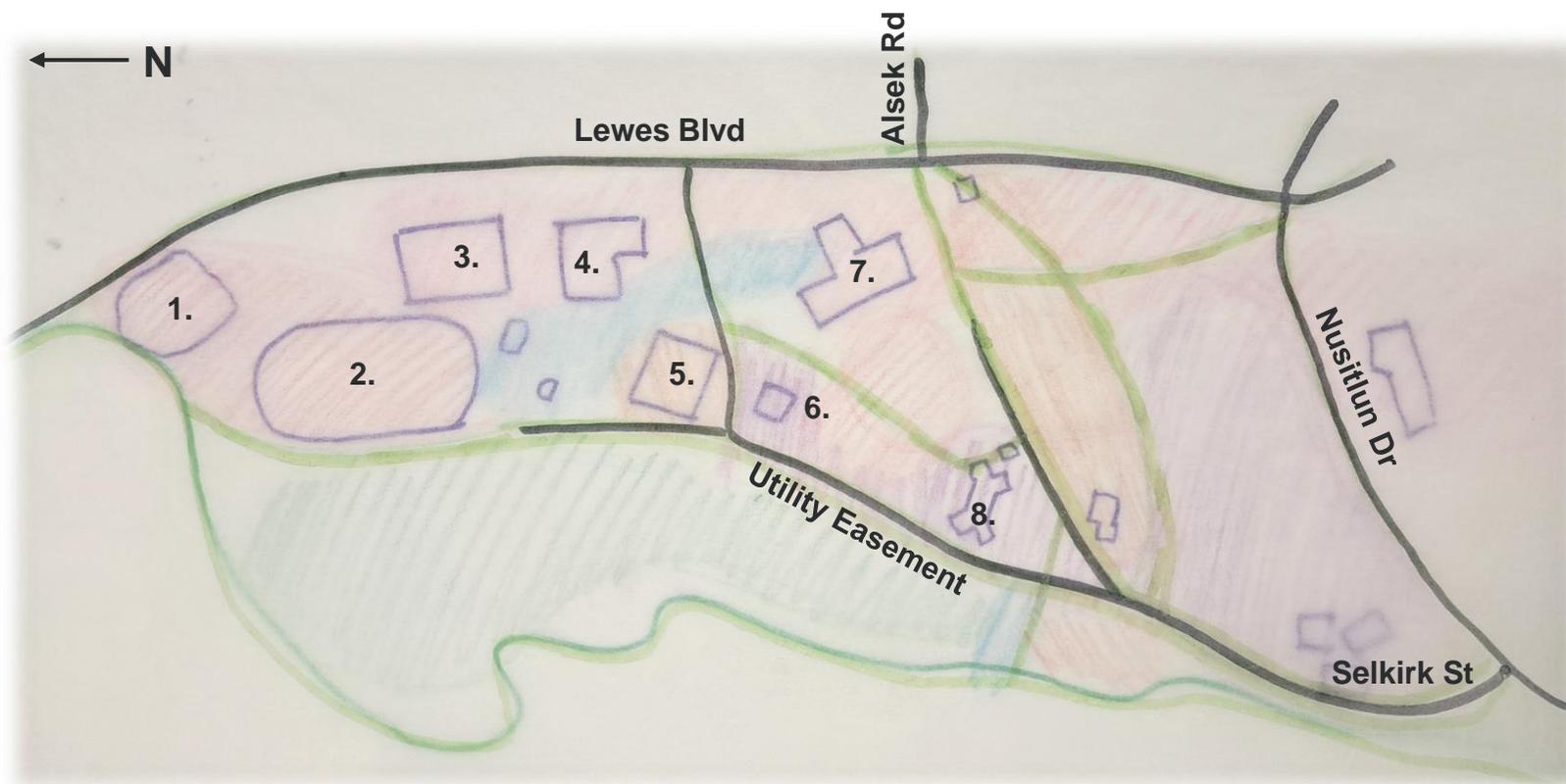
Right Lane Closure



Walking Opportunities

Opportunity	Description	Timeline	Owner
Walking & Rolling Improvements- Lewes Boulevard	See Rolling Opportunities for description and concept design.	Short-term	City of Whitehorse
Shared-use path enhancement - Nisutlin Drive	See Rolling Opportunities for description and concept design	Mid-term	City of Whitehorse
Crossing Upgrade – Lewes Boulevard & Duke Road	Upgrade the existing crossing to a RRFB or equivalent flashing crossing treatment. A curb extension could also be explored depending on the type of cycling facility selected for Lewes Boulevard (see Rolling Opportunities).	Mid-term	City of Whitehorse
New Crossing – 95 Lewes Boulevard (Mall)	Add a new crossing along Lewes Blvd adjacent to the mall to provide an improved crossing between retail, services, and housing. The crossing should consider the use of a RRFB or equivalent flashing crossing treatment, crossing median, or curb extension. The treatment will depend on the type of cycling facility selected for Lewes Boulevard.	Mid-term	City of Whitehorse
New Crossing – Alsek Road & Donjek Road or Tutshi Road	Add a new crossing along Alsek Rd at Donjek Road or Tutshi Road. Both locations were identified during engagement – a crossing in one of these locations could help provide a safe crossing point for school children travelling between the schools and their homes in north Riverdale. A crossing either side of Alsek Road would also provide a safe crossing point to the bus stop, trails to the north, and trails connecting from Grey Mountain Road.	Mid-term	City of Whitehorse
Campus Plan - The area bound by Lewes Boulevard, Hospital Rd and Selkirk Street	Develop a campus plan and walking network for the area bound by Lewes Boulevard, Hospital Road, and Selkirk Street (concept network shown next page). Opportunities would include new sidewalk or shared-use paths, off-street pathways, landscaping and lighting improvements. The network would look to provide safe and comfortable walking routes that can better connect Selkirk Elementary School, Gadzoosdaa Student Residents, the Teen Parent Centre, CSSC Mercier, FH Collins Secondary School, utilities buildings, sports and recreational facilities, and the Millennium Trail. Taking a campus approach would help develop a cohesive network that not only benefits Selkirk Elementary school, but also other school children, staff, residents and visitors in this area of Riverdale. The Campus Plan requires further concept development.	Mid-term	Yukon Government

Campus Plan – Concept Walking Network



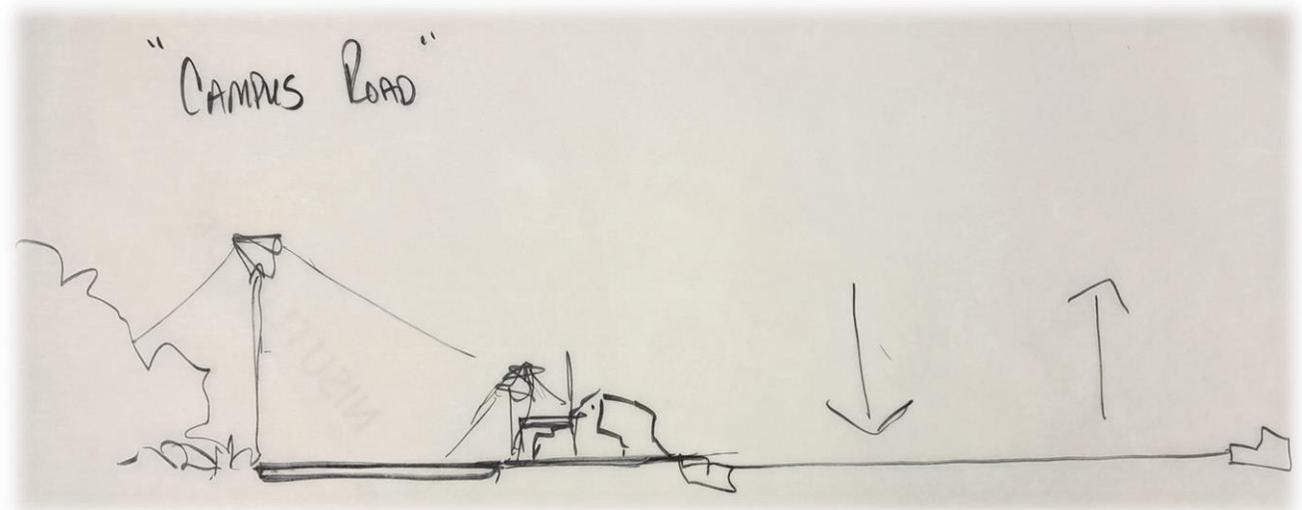
1. Skatepark
2. Sports Track & Field
3. FH Collins Secondary School
4. CSSC Mercier
5. Utilities
6. Teen Parent Centre
7. Selkirk Elementary School
8. Gadzoosdaa Student Residence

-  Campus Destination or Facility
-  Street Enhancement / Campus Road Conversion
-  Off-street Pathway Enhancement
-  Millennium Trail

There is currently a lack of walking routes between the various schools, trails, recreational facilities and utilities in this area of Riverdale.

Formalizing existing utility easements into streets with dedicated walking facilities and creating well-lit, off-street pathways would provide a safer and more comfortable network of walking routes for the Riverdale community.

The upgrade of easements into a campus road design should consider a sidewalk (or shared-use path), with lighting and a hardscaped boulevard. There would also be space within the R.O.W for two-way vehicle access.





Rolling Opportunities



Rolling Opportunities

- Increase Sidewalk Width to Shared-use Path, or add Shared-use Path where Sidewalk is Missing
- Shared-use Path Connection to Mellinnium Trail
- Shared-use Path though Enchanted Learning Forest with Lighting
- Neighbourhood Greenway - Low Speed, Shared between Cycling & Vehicles
- New or Enhanced Crossing - Raised Crosswalk / Curb Extension / Rapid Flashing Beacon / Cross Ride
- Bike Parking - Additional Capacity & Weather Protected

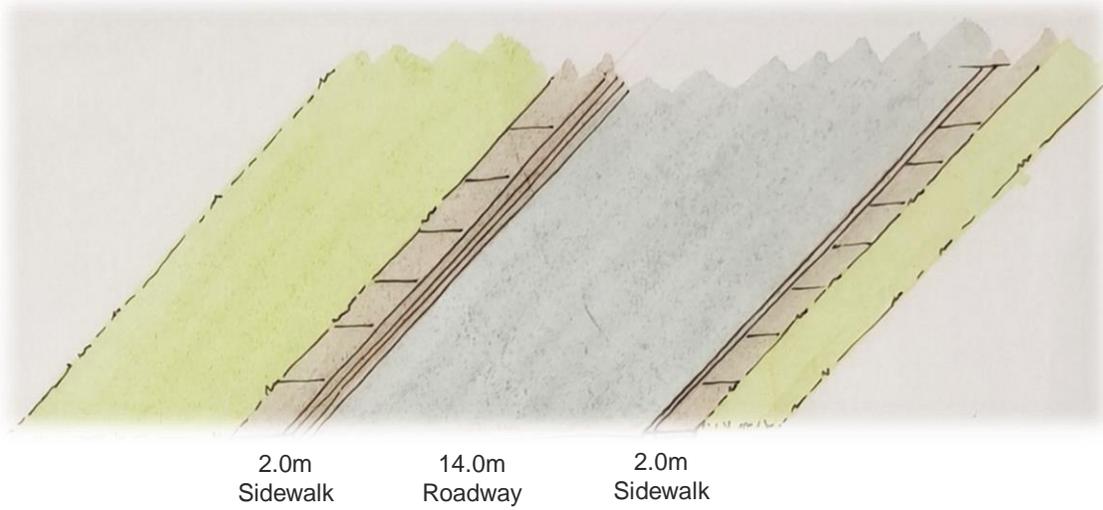


Rolling Opportunities

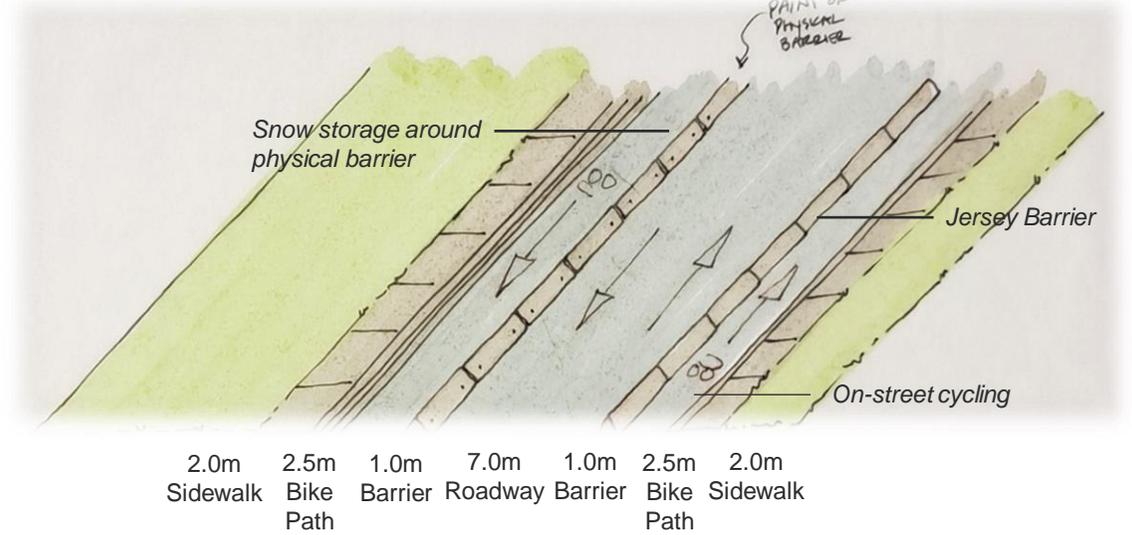
Opportunity	Description	Timeline	Owner
Shared-use path – Selkirk Street	Create a new shared-use path on the east side of Selkirk Street. This would be an interim facility and would be placed within the R.O.W, occupying 1.1m of road space and 2.0m new road space. This would fill and surface the space immediately east of the existing street to create a uniform 3.1m wide shared-use path for people walking and rolling. Jersey barriers would provide a buffer between two 3.5m vehicle lanes. The shared pathway would be positioned next to the existing lighting and connect with the forest trails south of Selkirk School. A permanent facility could be explored in the midterm with curb, surface, and drainage reconstruction.	Short-term	City of Whitehorse
Shared-use path – Enchanted Learning Forest	Formalize the existing forest route between Selkirk Elementary School and Nisutlin Drive roundabout. An immediate priority adding lighting to help provide a more comfortable off-street walking and rolling route. Lighting should be sympathetic towards its surroundings (warm tone LED lighting). Providing a 3.0m clear width shared-use path along this route would further improve accessibility and provide a more comfortable walking and rolling route along this key desire line. Using a granular surface like crushed gravel could help provide a more natural rolling route whilst mitigating accessibility impacts.	Short-term	City of Whitehorse
Bike Parking – Selkirk School	Upgrade existing bike parking and providing additional capacity which is weather protected and has good natural surveillance. Provide ample spacing between stands (0.9m preferred width between stands) and stands which are accessible to a wide variety of bike types (Inverted U stand preferred).	Short-term	City of Whitehorse
Cycling Route – Lewes Boulevard	Create a new all ages and abilities (AAA) cycling route along Lewes Boulevard. There are several options which could be explored for an interim AAA cycling facility, this includes: <ul style="list-style-type: none"> • Shared-use path on one side of the street • Shared-use path on both sides of the street • Bi-directional buffered bike lane • Uni-directional bike facilities on both sides of the street The options are shown on the next page. Each option would provide a rolling route that is physically separated from vehicular traffic and has the option for quick build. The rolling route would also be compatible with snow clearance and storage. A more permanent facility could be explored in the midterm which considers the construction/ reconstruction of the curb, utilities, and streetscape.	Short-term	City of Whitehorse
Neighbourhood Greenway – Teslin Road	Create a neighbourhood greenway along Teslin Road. Realizing this rolling route would help provide a more direct AAA route to Lewes Boulevard and Asek Road for the north of Riverdale. People cycling would share the road with people driving. This would be a low volume and low speed vehicle route. To maximize the comfort of the cycling and rolling route, a review of vehicle speeds and traffic volumes should be undertaken – the use of speed cushions, neighbourhood traffic circles, curb extensions may be needed to reduce vehicle speeds and volumes to help provide a AAA rolling route.	Short-term	City of Whitehorse

Lewes Boulevard Rolling Options

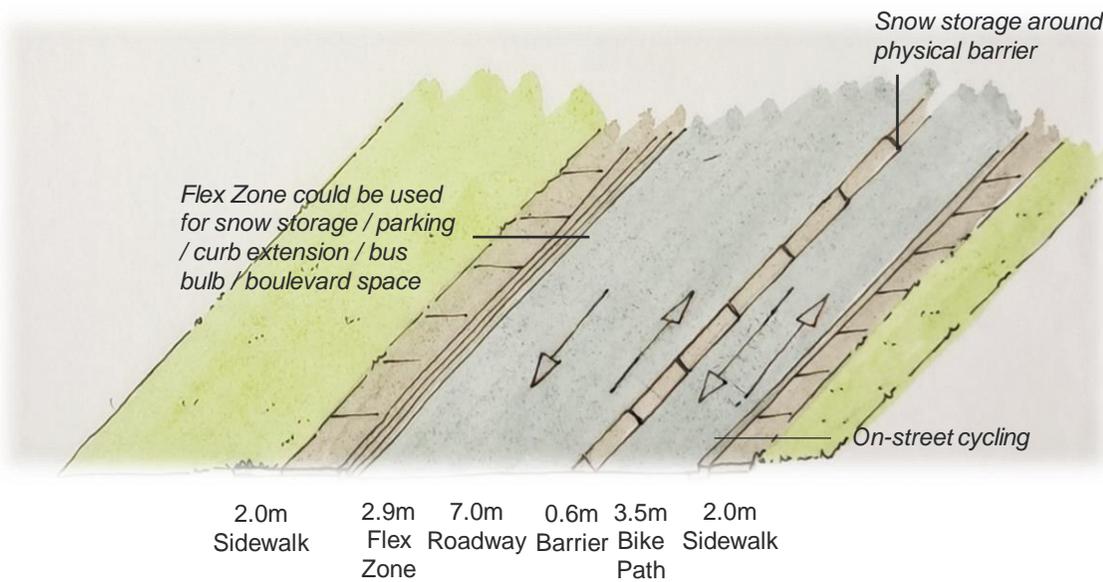
Existing



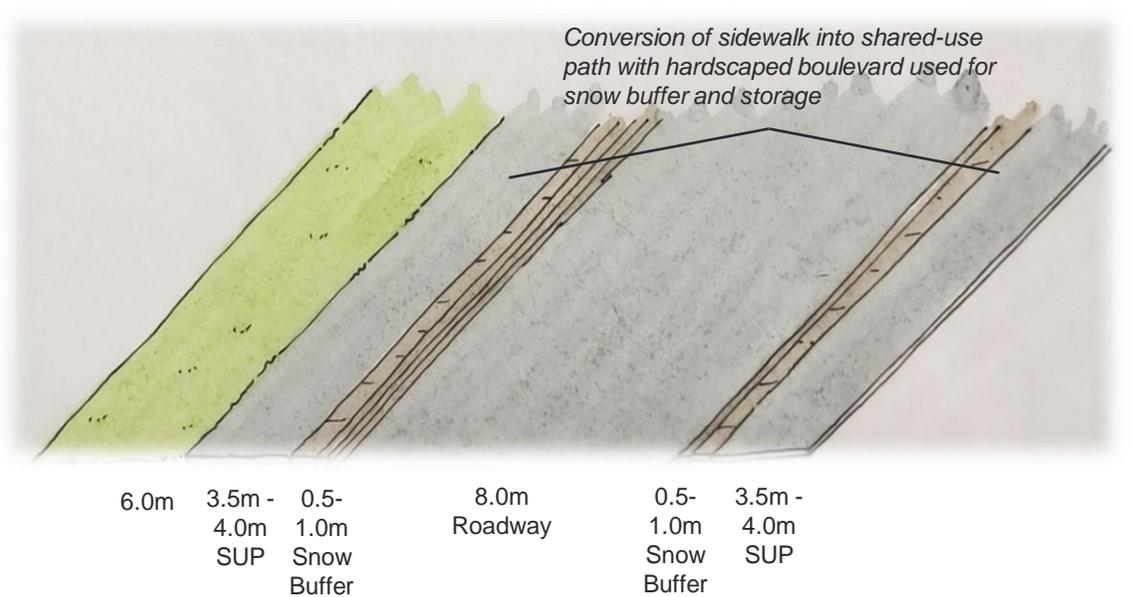
Uni-directional Protected Bike Path Both Sides of Street



Bi-directional Protected Bike Path South Side of Street

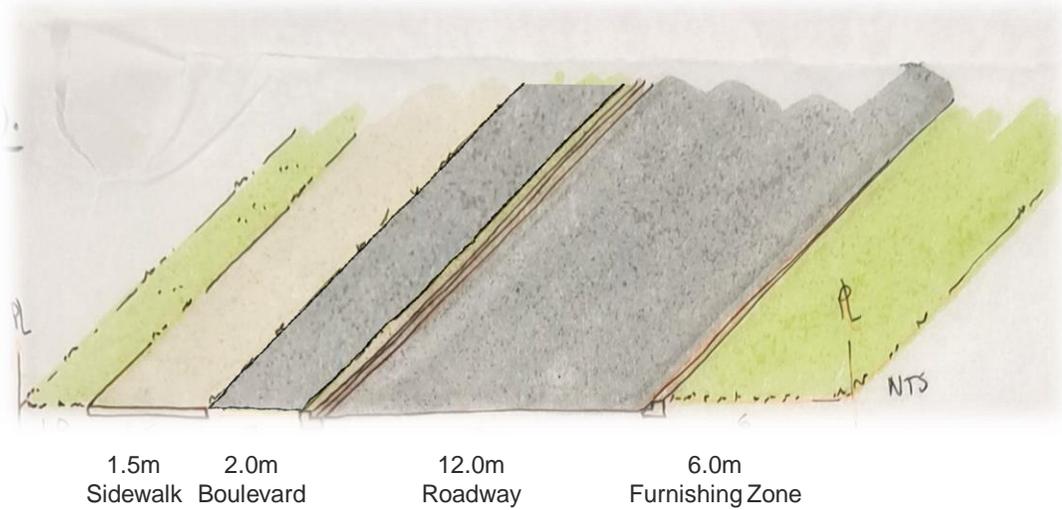


Shared-use Path Both Sides of Street

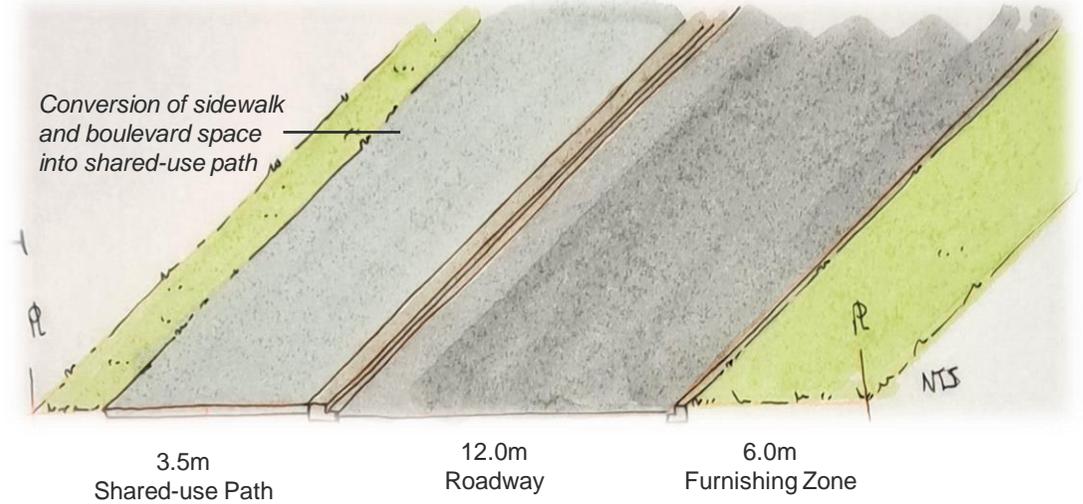


Alsek Road & Nisutlin Drive Rolling Options

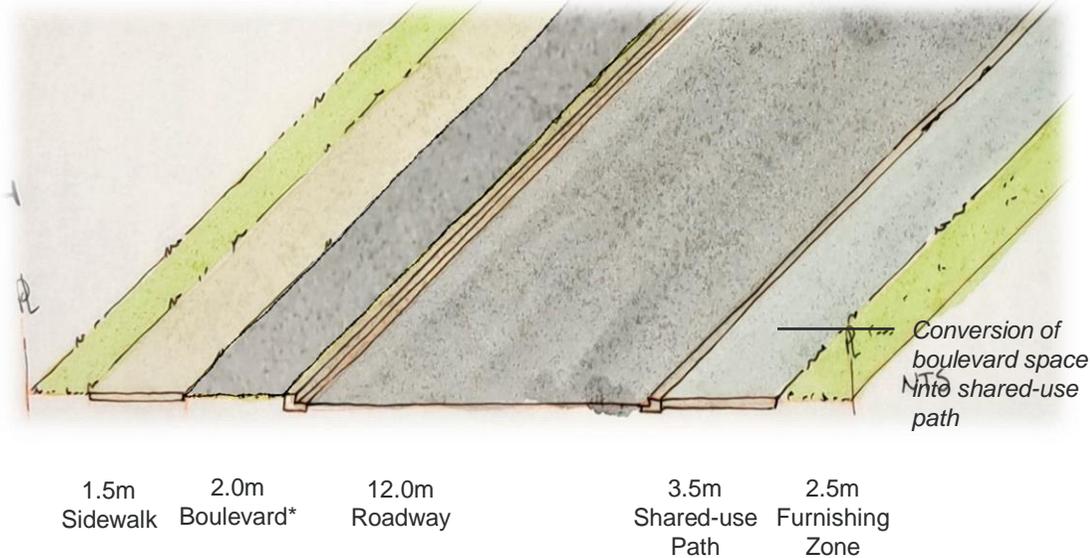
Alsek Road - Existing



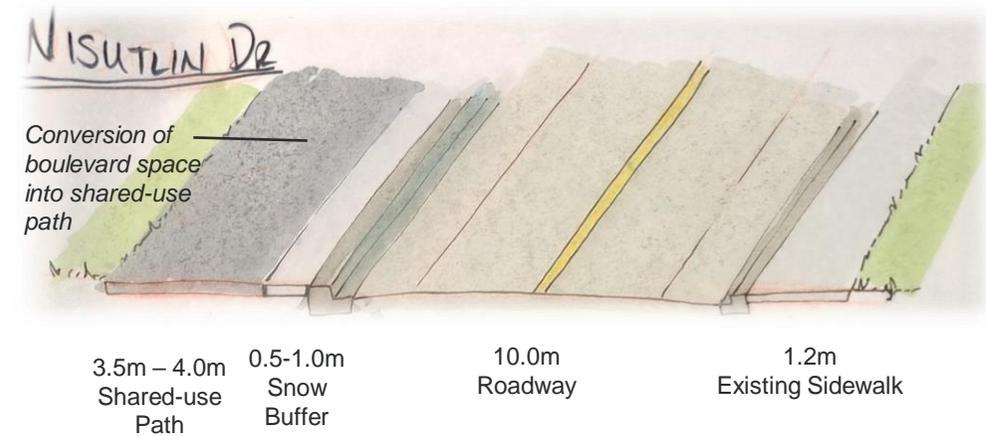
Alsek Road - Shared-use Path Inner Loop (Existing Sidewalk Side)



Alsek Road - Bi-directional Protected Bike Path South Side of Street



Nisutlin Drive - Bi-directional Protected Bike Path South Side of Street



* Recommend a review of existing Bylaw to reduce parking on boulevard and to encourage parking on-street

Rolling Opportunities

Opportunity	Description	Timeline	Owner
Cycling Route – Alsek Road	<p>Create a new AAA cycling route along Alsek Road. There are several options which could be explored for an AAA cycling facility – this includes:</p> <ul style="list-style-type: none"> • Upgrade the existing sidewalk and boulevard on the inner loop to a shared-use path • Add a shared-use path on the side of the street which currently has no sidewalk • Add a shared-use path on both sides of Alsek Road <p>The route would provide a physically separated rolling route and would provide a vital connection with other cycling routes: Lewes Boulevard, the Millennium Trail, the proposed Selkirk Street shared-use path, and other trails in north Riverdale. The rolling route would also be compatible with snow clearance and storage.</p>	Midterm	City of Whitehorse
Shared-use path - Nisutlin Drive	Add a shared-use path to the west side of Nisutlin Drive between Lewes Boulevard to Alsek Road. This would add a 3.5-4.0m shared-use path in the boulevard space and include a flush 0.5-1.0m hardscaped buffer that would include space for snow storage.	Mid-term	City of Whitehorse
New Crossing – Nisutlin Drive	Add a new midblock crossing along Nisutlin Drive, proximate to Christ the King Elementary School. The crossing would help school children access Christ the King Elementary School as well as enabling others connect with the rest of the rolling network. The crossing should consider a zebra crossing, curb extension, raised crosswalk, lighting improvements and/or an RFFB or equivalent flashing crossing treatment.	Mid-term	City of Whitehorse
Shared-use path – Selkirk Street to Millennium Trail	Add a 3.0m shared-use path connection from the proposed Selkirk Street shared-use path to the existing Millennium trail. This would help provide a continuous walking and rolling route that connects the rolling network along Lewes Boulevard – Selkirk Street – Millennium Trail. This could provide a new recreational walking and rolling loop.	Mid-term	City of Whitehorse
New Crossing – Nisutlin Drive & Selkirk Street	See description in Walking Opportunities.	Short-term	City of Whitehorse
Crossing Improvement – Lewes Boulevard & Klondike Road	See description in Walking Opportunities.	Mid-term	City of Whitehorse
Crossing Upgrade – Lewes Boulevard & Duke Road	See description in Walking Opportunities.	Mid-term	City of Whitehorse
New Crossing – 95 Lewes Boulevard (Mall)	See description in Walking Opportunities.	Mid-term	City of Whitehorse
New Crossing – Alsek Road & Donjek Road or Tutshi Road	See description in Walking Opportunities.	Mid-term	City of Whitehorse



Speed & Safety Opportunities



Speed & Safety Opportunities

Riverdale Neighbourhood Speed Limit Review - 40kmh

-  Explore Traffic Calming Measures along Lewes Blvd
-  School Zone
-  New or Enhanced Crossings - Raised Crosswalk / Curb Extension / Rapid Flashing Beacon / Corner Radii Treatment
-  Right Turn Lane Closure & Crossing Enhancements



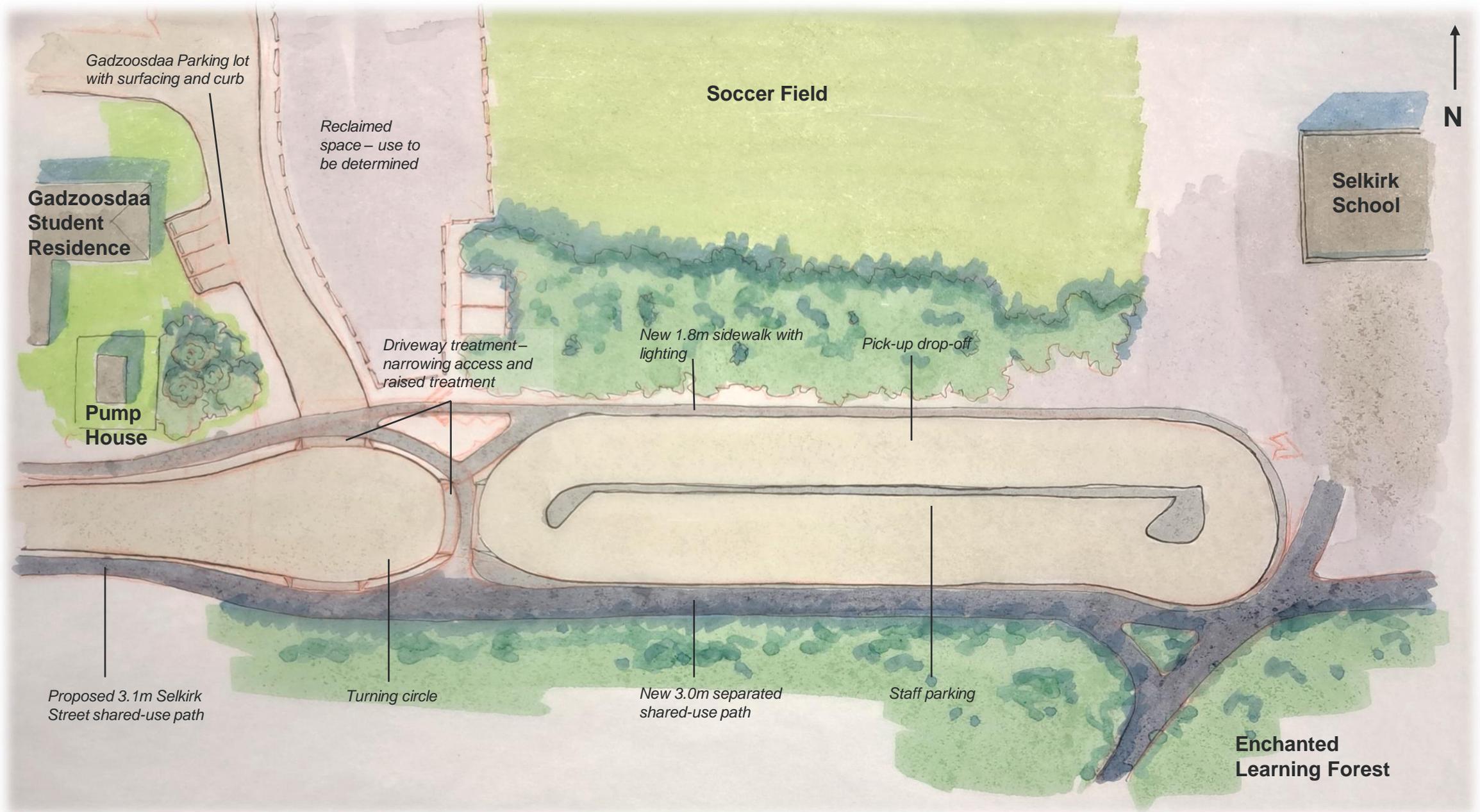
Speed & Safety Opportunities

Opportunity	Description	Priority	Owner
Speed limit review - Riverdale Neighbourhood	Review the speed limit for Riverdale neighbourhood. This would help provide alignment with speeds across the neighbourhood and downtown. Slower vehicle speeds across the neighbourhood would help provide a safer and more comfortable walking and rolling environment.	Short-term	City of Whitehorse
Right turn lane closure - Lewes Boulevard & Nisutlin Drive Roundabout	See description in Walking Opportunities.	Short-term	City of Whitehorse
Traffic calming – Lewes Boulevard, between Nisutlin Drive and Alsek Road	Review traffic speeds along Lewes Boulevard and the need for further traffic calming measures. This would help provide a more comfortable walking and rolling environment. Treatments could include raised crosswalks or speed cushions with axle space for transit vehicles. This may help reinforce actual traffic speeds with new revised Riverdale posted speed limits.	Midterm	City of Whitehorse
School zone extension – Lewes Boulevard & Selkirk Street	Extend the 30km/h school zone to help encourage lower traffic speeds around Selkirk School and other schools along Lewes Boulevard.	Short-term	City of Whitehorse
Selkirk Parking Lot Design	Add a separated 3.0m shared-use path on the east side of Selkirk Street. This would connect with the proposed Selkirk Street shared-use path as well as the trails through the learning forest. Adding a sidewalk with lighting on the west side of Selkirk Street. This would provide a walking connection to Gadzoosdaa. Add a turning circle for service vehicles before Selkirk School Parking lot. This would be encompassed by a sidewalk with three raised access treatments for Gadzoosdaa, Selkirk School, and utilities access.	Short-term	City of Whitehorse

Speed & Safety Opportunities

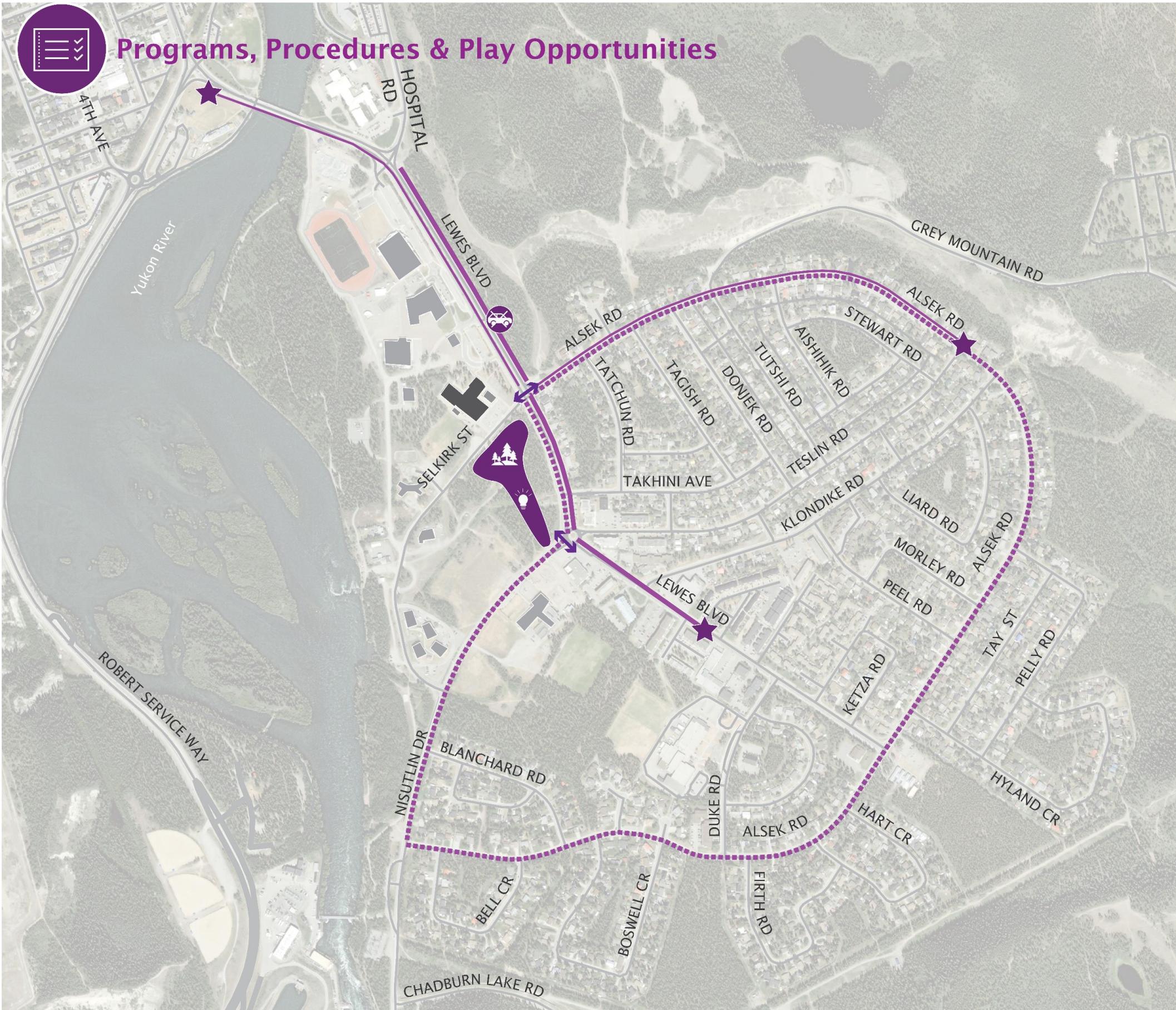
Opportunity	Description	Priority	Owner
Curb extension or corner radii treatment - Alsek Rd & Tatchun Road / Tagish Road	See description in Walking Opportunities.	Short-term	City of Whitehorse
New Crossing – Nisutlin Drive & Selkirk Street	See description in Walking Opportunities.	Short-term	City of Whitehorse
Crossing Improvement – Lewes Boulevard & Klondike Road	See description in Walking Opportunities.	Mid-term	City of Whitehorse
Crossing Upgrade – Lewes Boulevard & Duke Road	See description in Walking Opportunities.	Mid-term	City of Whitehorse
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New Crossing – 95 Lewes Boulevard (Mall)	See description in Walking Opportunities.	Mid-term	City of Whitehorse
New Crossing – Alsek Road & Donjek Road or Tutshi Road	See description in Walking Opportunities.	Mid-term	City of Whitehorse

Selkirk Street Parking Lot Design





Programs, Procedures & Play Opportunities



Program Opportunities

- ★ Pilot Walking School Bus
- ↔ Student or Volunteer Crossing Guard
- ⋯ Alsek Winter Bus Loop
- 🔒 Bike Lock Library
- 🧢 Touques & Mittens Library
- 🚲 School Bike Safety Training
- 🌟 Walking & Cycling Incentive Program
- 📖 Reflective Sticker Program
- 🚶 Walk & Cycle to School Day Events

Play Opportunities

- 🌳 Enchanted Learning Forest with Natural Play Items
- 💡 Lighting

Procedure Opportunities

- 🚌 Arrival Dismissal Plan
- 🚶 Lewes Blvd Active Travel Event Closure
- 📋 Annual Hands-Up Surveys



Program Opportunities

Opportunity	Description	Priority	Owner
Pilot Walking School Bus – Alsek Road, Lewes Boulevard & SS Klondike	Develop a pilot walking school bus. The walking school bus is a planned route with scheduled stops and is supervised by adult volunteers. The program has flexibility to be loosely structured or very organized. Potential corridors could include Alsek Road, Lewes Boulevard, and across the bridge at the SS Klondike parking lot due to their catchment area. However, the routes will ultimately be identified by the group of volunteers. The next stages of planning would involve identifying a program lead, forming a committee, route planning, volunteer recruitment, training, management, and participation. See Canadian Cancer Society for further best practice and organizing resources.	Short-term	Selkirk Elementary School
Volunteer Crossing Guard – Lewes Boulevard & Alsek Road, & Nisutlin Road	Continue the volunteer crossing guard program for Lewes Boulevard & Alsek Road, as well as creating a new volunteer program for Lewes Boulevard & Nisutlin Drive. This would help encourage road safety awareness. The program could include the training and involvement of older students from Selkirk School (or other nearby schools) as well as an incentive program to encourage participation.	Short-term	Selkirk Elementary School
Touques & Mittens Library	Maintain a library of touques and mittens available to school children to borrow during cold weather. The library could also include items that have not been claimed from lost property after a certain time period. Having this option available could help maintain walking and rolling as an option during colder spells for children who misplace warm weather clothing.	Short-term	Selkirk Elementary School
Bike Lock Library	Maintain a library of bike locks for school children to rent out during the day. This can help make walking and rolling an option for children who do not own their own lock and reduce the risk of theft.	Short-term	Selkirk Elementary School
Walking and Biking Incentive Program	Create an incentive program for school children who walk, bike or roll to school. This could be an individual reward-based program, or class-based program during an individual or on-going program.	Short-term	Selkirk Elementary School
Reflective Sticker Program	Continue the annual program which distributes reflective stickers to school children – these could be stickers that attach to school bags or clothing. Consider using this as a reward for active travel.	Short-term	City of Whitehorse
Walking & Cycling to School Day Events	Participate in national walk and bike to school day events. International walk to school day is usually held in October and international bike to school day usually in May. This could be coordinated with other road safety awareness activities and incentive programs to encourage participation. The events would help generate enthusiasm and community awareness for walking and cycling.	Short-term	City of Whitehorse
Winter School Bus Loop	Create a winter school bus service which operates along the Alsek Road loop during the winter months. This could offer additional mobility choice for school children who live further away from Selkirk School in Riverdale and may consider walking too far during extreme cold weather.	Short-term	Yukon Government
Pedestrian & Cycling Safety Education	Create a program for walking and cycling safety education. The program would help teach children safety skills and establish habits for active travel. This could be coordinated during physical education classes and carried out on the school playground. The fire access in front of the school could be an opportunity to paint a ‘cycling’ course to practice road safety and cycling skills.	Short-term	Yukon Government / Selkirk Elementary School

Walking School Bus



Cycling Training



Committee Training
Walking School Bus



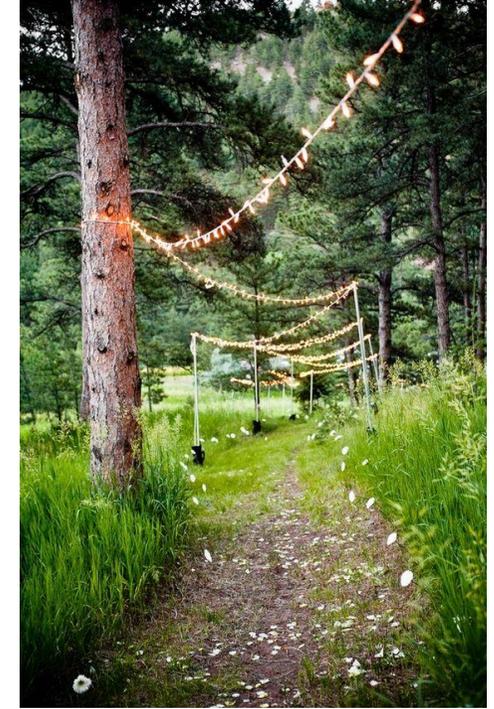
WALKING SCHOOL BUS |  Canadian Cancer Society

Source: <https://cancer.ca/en/get-involved/volunteer/the-walking-school-bus>

Play & Procedure Opportunities

Play Opportunity	Description	Priority	Owner
Enchanted Learning Forest	Formalize the play space in the forest immediately south of the school. The use of string lighting and natural outdoor play items (logs and boulders) would create an alternate play space with a different feel to the hardscaped playground. Logs and tree stumps could be placed in a way that creates a climbing obstacle course.	Short-term	City of Whitehorse / Selkirk Elementary School
Procedure Opportunity	Description	Priority	Owner
Arrival and dismissal plan	Create and distribute an arrival and dismissal plan to reinforce pick-up drop-off arrangements for the new Selkirk Street parking lot design. This could include a circulation plan / flyer denoting walking routes, bike parking, pick-up drop-off zone, park and walk areas, crossing guards, school bus only, and prohibited access and places to pick-up drop-off.	Short-term	City of Whitehorse / Selkirk Elementary School
Lewes Boulevard Active Travel Closure Event	Trial and organize an active travel street closure event along Lewes Boulevard between Hospital Road and Alsek Road during one weekend day in the year. The closure would be one side of the road and still enable 2-way vehicle movements on the other side of the street. This temporary transformation of two vehicle lanes into an open street could include event space, arts and activities, bike repair services, walking and rolling space. The event would look to demonstrate how road space can be used differently as well as generating enthusiasm and community awareness for walking and cycling.	Midterm	City of Whitehorse / Selkirk Elementary School / Yukon Government
Annual Hands Up Survey	An annual class survey which records how children travel to school. This can help monitor the success of recent projects as well as adjusting current active plans and identifying new opportunities for further walking and rolling measures.	Short-term	Selkirk Elementary School

Precedents for Enchanted Learning Forest



Source: Pinterest