

SAFETY MEETING: TRAFFIC HAZARDS ON YOUR CHILD'S WALK TO SCHOOL

MAY 29th 7-9 PM
2174 Danforth Avenue

City Councilor Janet Davis has arranged for Toronto's Manager of Transportation Services to hold a "Vision Zero" meeting with parents in our part of the City.

Many of us are concerned about unsafe road conditions on our children's walk to school. This will be a great opportunity for parents and school councils to bring road hazards in our own school catchments to the city's attention en masse.

To take full advantage of this opportunity we encourage East-End School and Councils (along with individual parents) to prepare now. Get together and list any **hazards you feel make it unsafe for students in your catchment to walk or cycle to school.** The attached list of questions can help you identify hazards.

Regardless of whether you can attend, please send us your list of results by May 25th. We hope to create a combined list.

Phil.Pothen@safetoschool.ca

FLAG POTENTIAL HAZARDSON YOUR CHILD'S WALK TO SCHOOL



Formal Pedestrian Road Safety Audits involve multidisciplinary teams of professionals. However, it may be obvious from your experience that some hazard's should be brought to the City's attention. Some others may be revealed with some simple questions:

GENERAL

What is the most direct route between your child's school and your home?

Do you feel comfortable letting your child walk and cycle this most direct route alone? Is this the route your child prefers to use? If not, why? Does the most direct route seem unsafe?

Is any part of this most direct route missing a sidewalk or pedestrian path, or is the sidewalk broken up by driveways and curb cuts?

Are any of the intersections or mid-block crossings on this most direct route to school missing controls (e.g., a stop sign, traffic lights, or pedestrian crossover) or markings (i.e., "zebra" markings)? Do any fail to provide enough visibility?

CROSSING MAJOR STREETS

Does this most direct route involve crossing an arterial or collector road¹? If so, Do electronic signals provide insufficient time for children to cross? Does it take too long for "beg buttons" to activate the stop light or pedestrian crossover?

Are motorists failing to stop or check for pedestrians at the intersection?

Is the motor vehicle portion of the street too wide?

Do motor vehicles turn at an oblique angle? Are the corners of the curb too rounded, so that motorists aren't forced to slow down significantly when turning?

Is the intersection missing the "bike boxes" needed to allow students to turn left on their bikes without riding into the fast-lane?

WALKING OR CYCLING ALONG MAJOR STREETS

Does any of this most direct route run along an arterial or collector road¹? If so, Is the sidewalk narrow or interrupted by commercial curb cuts and parking entrances?

Is there enough physical space and/or a physical barrier between the sidewalk and motor traffic?

Are students on bicycles required to share the lane with motor vehicles?

Is the posted speed limit or observed speed of motorists too high?

Does the streetscape encourage speeding with automobile lanes that are wider than necessary?

Our meeting with Toronto Transportation Services will happen May 29th, 7-9pm, 2174 Danforth Avenue. Even if you cannot attend in person, please submit your list of potential hazards to lead parent organizer:

Phil Pothen (School Council): phil.pothen@safetoschool.ca