

School Safety Committee Meeting

April 1st, 2015

180 Derry Road East, Community Room

1. Introductions

- Representation from the following agencies;
Dufferin- Peel Catholic District School Board, Peel District School Board, Region of Peel Sustainable Transportation, Safe City Mississauga, , CAA South Central Ontario, City of Mississauga Traffic, City of Mississauga Parking Enforcement, City of Brampton Recreation, City of Brampton Crossing Guard, City of Brampton Traffic Engineering Services, Switzer Carty Transportation, Region of Peel Public Health, Bike Brampton, Brampton By-Law, Brampton Safe City, City of Mississauga Corporate Service Department, , Insurance Bureau of Canada, 11 Division NPU, 12 Division NPU, PRP Road Safety, PRP Field Support Services, 21 Division Administration, Youth Education, 22 Division Administration

2. Statistics – PRP

- Statistics were collected by PRP 22 Division Crime Analyst and presented at the meeting.
- Highlights included;
 - o In 2014, 1003 collisions in Brampton and Mississauga occurred within 50 meters surrounding a school lot/parcel
 - o 263 schools were identified, of the schools identified; most (38%) only had one collision occur within the specified buffer.
 - o Most collisions occurred during a weekday from 8am – 9am and from 3pm – 4pm
 - o Further examination of collisions during peak times (which more accurately addresses the issue of child pick-up/drop-off) reveals the following:
215 collisions occurred in proximity to 114 schools during peak periods (pick up/drop off times), 21 involved a non-fatal injury

3. Police Services other Jurisdictions

Toronto Police Service

- Each division has a School Liaison Officer that is assigned to each junior school in their division. That officer speaks to the kids about pedestrian safety, etc.
- TPS runs a CAA - Safety Patroller Program. About 2500 kids are involved and it is up to the individual school principal to participate.
- School Crossing Guard program and have about 700 Crossing Guards.
- The City is currently running a School Zone Safety Committee, comprised of people from lots of different groups. Transportation, school boards, public health, CAA, universities, parking enforcement, traffic services, others. Look at all of the different strategies that are used by the city and come up with ways to improve safety in school zones.
- One strategy that is underway is a school zone speed project. 10 schools were selected and pole mounted radar signs were mounted. Data is being tracked to determine if speed is a safety factor in these areas.

- Parking enforcement responds to parking complaints around school zones.

Halton Regional Police Service

- Every September they do a back to school project, 2 weeks of enforcement
- They have District Response units (traffic units) that monitor the situation
- Many of their complaints stem around parents stopping in the middle of the street to drop off their children
- The district traffic units will respond to issues around the schools, they do not have a centralized traffic unit.

York Regional Police Service

- Work with schools and community partners, Active Transport Committees – Safe Cycle/Pedestrian – 2 committees – public health involved.
- Internal walk program fall and winter campaign work closely with the Region to organize.
- Produce communication material for kids and parents. The information is also posted on the school websites.
- Have a diverse group in the Region, often times it is grandmother or grandfather dropping off the kids, need to have print material in different languages. Improves knowledge of the issue.
- They do some enforcement but in a broader sense. They have a “Cut Through” initiative. Often times traffic is as a result of drivers using side streets to avoid the main roads for traffic, example Bolton express way, same aggressive drivers in morning and afternoon.
- Work with school crossing guards, Road Watch Program. The school officers will educate the crossing guards and others in the community about the program.
- CPTED officer works with City to design new schools

Durham Regional Police

- They send letters home to parents regarding better routes.
- They try to work with the schools as much as they can, however, they do not have a plan in place.
- They do subscribe to Road Watch
- After every break they do one week of enforcement, target speed and pedestrian safety
- Their by-law is taxed, very few by-law officers but they will come out for a day for enforcement
- Their school officers and Regional Traffic get involved in future school designs with the city.

4. Challenges – Round Table

- Most of our efforts are reactionary, as a result of traffic complaints. Enforcement alone is not the answer.
- Population density, speeds and congestion in school zones.
- Some parents will park on school lot for hour and a half before pickup times.
- Parents must escort Kindergarten students into the school creating congestion in Kiss & Rides.
- Most schools were not designed for parent drop off/pickups, they were bus only schools.
- The problem is systemic, need to have a more collaborative solution.

- Are students attending the appropriate schools? No real form of regulation. A lot of choice due to specialized programs.
- There needs to be a culture shift, get parents more involved, representation at the table. Go where they are, churches, Kindergarten orientation
- Need to have parents volunteering at Kiss & Rides
- Schools have limited staff for Kiss & Rides
- The message need to get to the parents have them engaged, appropriate literature, PowerPoint presentations
- Parents are concerned for the safety of their children, ie: abduction, need to change that mindset through education. Work with the media to get the message out. 6% children walk to school
- We need champions from the School Boards to work with parents and students
- Reduce transportation to schools with walk/bike to school programs
- High rates of obesity/diabetes among young people due to inactivity. Further promote active living
- By-Law enforcement at 90 schools in 2015, no improvement
- Need safety messages through social media.
- Increase profile beyond our Region, "ParticipACTION" pulling in established programs
- Walking school buses
- Bus and driveway supervision, active school boards
- Engineering site plan issue and modification to schools.
- Extreme weather conditions add to the problem
- Need to develop educational signs that are clearly visible

5. Existing Committees/Programs

- Peel District School Board – Kiss & Ride Program – targeting aggressive drivers working with Staff
- Peel Safe and Active Routes to School Committee (PSARTS) – supports education, outreach strategies, policies and programs
- CAA - School Safety Patrol – educate, brochures in 2 languages, foot patrol and working with crossing guards
- Active School Bus – Partnership
- Walking School Bus – DPCDSB
- City of Mississauga Walk to School Program – 4 members, 24 schools
- Active Transportation Committees
- Education on Pedestrian Safety – PRP – starting September
- Walk to School Program
- Bike Brampton - Brampton Bicycle Advisory Committee
- School Zone Enforcement Committee
- City of Mississauga Traffic Safety Council - Site Inspection Sub-committee/Walk to School Sub-committee

- Brampton School Traffic Safety Council
- Road Watch – PRP
- In September 2014 City Mississauga Council – school boards are required to be responsible for their Kiss & Rides and to make the necessary modifications to make them more effective

6. Campaign Development – 2015

- Key focus
 - o Education – Fear/Promoting Healthy Life Style/Alternatives to Drop off/Pick up
 - o Messaging
 - o Parental Involvement
 - o New Solutions
 - o Kiss & Ride Management

Next Meeting to be Announced