Lived Experiences with Disabling Infrastructure in Childhood

Ron Buliung
Professor
Geography and Programs in Environment
University of Toronto Mississauga
E-mail: ron.buliung@utoronto.ca

UNIVERSITY OF TORONTO MISSISSAUGA

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Questions and Concerns

- Initial review of injury literature indicates greater focus on acquired “disability”.
- What about Lifetime/Congenital/Developmental disability?
- Disability is absent or poorly articulated within many injury and active transport policy documents & programs that I’ve looked at.
- What about the disabling effects of infrastructure and/or disabling infrastructure?

Libya

TDSB Charter for Active, Safe and Sustainable Transportation

Students and staff get to and from school every day by walking, cycling, mobility devices, and many other forms of human-powered transportation. Research shows that those who use active and sustainable modes of transportation experience benefits to mental and physical health and well-being, are better prepared to learn and work and are more connected to their communities. At the TDSB we support and promote safe, active, and sustainable transportation and our charter reflects the principles of Ontario's Foundation for a Healthy School.

Charter for Active, Safe and Sustainable Transportation

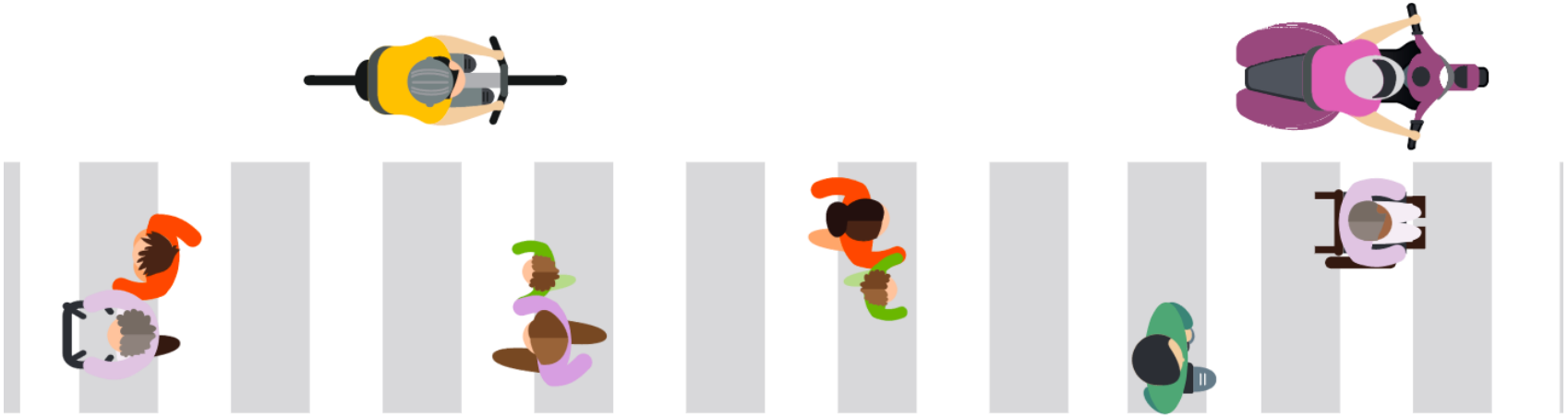
The TDSB will:

- invest resources to support active, safe and sustainable transportation to and from school, including efforts made within the school itself;
- identify and remove barriers to getting to and from school actively by partnering with stakeholders to work as a coordinated team;
- connect students' active transportation to and from school to their learning in health, environmental, technological, and physical education, and other curriculum areas;
- collaborate with internal and external partners to facilitate the implementation of school travel plans and road safety education along with other measures to expand on existing programs within schools and;
- increase students' overall physical activity and mental health through positive interactions with peers, parents, and staff.

TORONTO

ACCESSIBILITY IMPROVEMENTS

A review of intersections and mid-block crossings will be conducted to identify locations where new City standards can be implemented. This will improve accessibility for people with disabilities.



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A systematic review on the influence of pre-existing disability on sustaining injury

A. Yung[a,b,*], J.A. Haagsma[c], S. Polinder[c]

[a] Netherlands Institute for Health Sciences, Erasmus University Rotterdam, Rotterdam, The Netherlands
[b] Centre for Health Protection, Department of Health, Hong Kong Special Administrative Region
[c] Erasmus MC, Department of Public Health, Rotterdam, The Netherlands

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ABSTRACT

Objective: To systematically review studies measuring the influence of pre-existing disability on the risk of sustaining an injury.
Design: Systematic review.
Data sources: Electronic databases searched included Medline (Pubmed), ProQuest, Ovid and EMBASE.
Inclusion criteria: Studies (1990–2010) in international peer-reviewed journals were identified with main inclusion criteria being that the study assessed involvement of injury sustained by persons with and without pre-existing disability.
Methods: Studies were collated by design and methods, and evaluation of results.
Results: Twenty-two studies met the inclusion criteria of our review. All studies found that persons with disabilities were at a significantly higher risk of sustaining injuries than those without. Persons with disability had a 30–450% increased odds (odds ratio 1.3–5.5) of sustaining injury compared to persons without disability. Among persons with pre-existing disability, the high risk groups of sustaining an injury are children and elderly.
Conclusions: People with disabilities experience a higher risk to sustain an injury in comparison to the healthy population. There is a high need for large epidemiological studies of injury among persons with disability, to better address these unique risk profiles in order to prevent additional disability or secondary conditions.

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Risk of vehicle–pedestrian and vehicle–bicyclist collisions among children with disabilities

Huiyun Xiang [a,d,*], Motao Zhu [b], Sara A. Sinclair [a], Lorann Stallones [c], J.R. Wilkins III [d], Gary A. Smith [a]

Adolescents with disability report higher rates of injury but lower rates of receiving care: findings from a national school-based survey in New Zealand

Roshini Peiris-John,[1] Shanthi Ameratunga,[1] Arier Lee,[1] Haya Al-Ani,[1] Theresa Fleming,[2] Terryann Clark[3]

Unintentional injuries among youth with developmental disabilities in the United States, 2006–2007

Ruth A. Brenner[a]*, Gitanjali S. Taneja[a], Thomas J. Schroeder[b], Ann C. Trumble[c], Patricia M. Moyer[c] and Germaine M. Buck Louis[c]

Disability status: a risk factor in injury epidemiologic research

Huiyun Xiang MD, MPH, PhD [a,*], Krista K. Wheeler MS [a], Lorann Stallones MPH, PhD [b]

Virtual street-crossing performance in persons with multiple sclerosis: Feasibility and task performance characteristics

M. E. Stratton, L. A. Pilutti, J. A. Crowell, H. Kaczmarski & R. W. Motl

Pedestrian Safety and the Built Environment: A Review of the Risk Factors

Philip Stoker[1], Andrea Garfinkel-Castro[1], Meleckidzedeck Khayesi[2], Wilson Odero[3], Martin N. Mwangi[4], Margie Peden[2], and Reid Ewing[1]

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Traffic injuries are the second leading cause of death worldwide for young children (Peden 2004) and are the leading cause of childhood disability worldwide (Peden et al. 2008).

Research on disabled pedestrians aged five to seventeen found they were five times more likely to be involved in a collision compared to those without a disability (Xiang et al. 2006).

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WALKING

REID: To press or not to press: a guide to pedestrian buttons

DECEMBER 10, 2014 | BY DYLAN REID

DYLANREID


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What should we do?

- A problem of unimaginative & poorly informed design and engineering?
- Limitations and Possibilities.
- Instead of conceptualizing disability as a problem, think of it as an opportunity!
- Universal design is for everyone.
- Of course we have AODA but it’s no panacea.