

Learn these back-to-school driving rules

School days bring traffic congestion: School buses are picking up their passengers, kids on bikes are hurrying to get to school before the bell rings, harried parents are trying to drop their kids off before work. It's never more important for drivers to slow down and pay attention than when kids are present – especially before and after school.

Drop off and pick up

Schools often have very specific drop-off procedures for the school year. Make sure you know them for the safety of all kids. The following apply to all school zones:

- Don't double park; it blocks visibility for other children and vehicles
- Don't load or unload children across the street from the school
- Carpool to reduce the number of vehicles at the school

According to research by the United States based National Safety Council, most of the children who lose their lives in bus-related incidents are 4 to 7 years old, and they're walking. They are hit by the bus, or by a motorist illegally passing a stopped bus. A few precautions go a long way toward keeping children safe:

- Don't block the crosswalk when stopped at a red light or waiting to make a turn, forcing pedestrians to go around you; this could put them in the path of moving traffic
- In a school zone when flashers are blinking, stop and yield to pedestrians crossing the crosswalk or

intersection

- Always stop for a school patrol officer or crossing guard holding up a stop sign
- Take extra care to look out for children in school zones, near playgrounds and parks, and in all residential areas
- Don't honk or rev your engine to scare a pedestrian, even if you have the right of way
- Never pass a vehicle stopped for pedestrians
- Always use extreme caution to avoid striking pedestrians wherever they may be, no matter who has the right of way

Sharing the road with school buses

If you're driving behind a bus, allow a greater following distance than if you were driving behind a car. It will give you more time to stop once the yellow lights start flashing. It is illegal to pass a school bus that is stopped to load or unload children.

- Never pass a bus from behind – or from either direction if you're on an undivided road – if it is stopped to load or unload children
- If the yellow or red lights are flashing and the stop arm is extended, traffic must stop
- The area three metres around a school bus is the most dangerous for children; stop far enough back to allow them space to safely enter and exit the bus
- Be alert; children often are unpredictable, and they tend to ignore hazards and take risks

Sharing the road with bicyclists

On most roads bicyclists have the same rights and responsibilities as drivers of motorized vehicles but bikes can be hard to see. Children riding bikes create special problems for drivers because usually they are not able to properly determine traffic conditions. The most common cause of collision is a driver turning left in front of a bicyclist.

- When passing a bicyclist, proceed in the same direction slowly, and leave one metre between your car and the cyclist
- When turning left and a bicyclist is approaching in the opposite direction, wait for the rider to pass
- If you're turning right and a bicyclist is approaching from behind on the right, let the rider go through the intersection first, and always use your turn signals
- Watch for bike riders turning in front of you without looking or signaling; children especially have a tendency to do this
- Be extra vigilant in school zones and residential neighbourhoods
- Watch for bikes coming from driveways or behind parked cars
- Check side mirrors before opening your door

By exercising a little extra care and caution, drivers and pedestrians can co-exist safely in school zones.



Five Kia vehicles including the 2020 Telluride SUV (shown) now have a Top Safety Pick rating from the U.S. Insurance Institute for Highway Safety (IIHS).

Kia wins top safety ratings

Kia has more vehicles with Top Safety Pick (TSP) and Top Safety Pick Plus (TSP+) ratings than any other brand.

The new distinction was achieved when the U.S. Insurance Institute for Highway Safety (IIHS) recently awarded Top Safety Pick to the new 2020 Kia Telluride, which received "Good" ratings in all six IIHS crash-worthiness tests and an "Acceptable" rating for headlights.

To qualify for 2019 Top Safety Pick, a vehicle must earn good ratings in the driver-side small overlap front, moderate overlap front, side, roof strength and head restraint tests, as well as an acceptable or good rating in

the passenger-side small overlap front test.

It also must earn an advanced or superior rating for front crash prevention and an acceptable or good headlight rating.

To qualify for 2019 Top Safety Pick+, a vehicle must earn good ratings in both the driver- and passenger-side small overlap front, as well as in the moderate overlap front, side, roof strength and head restraint tests.

It also must earn an advanced or superior rating for front crash prevention and a good headlight rating.

Ratings are also dependent on specific "built after" date for each model.

VW moves forward on pedestrian monitoring

With millions of drivers and pedestrians sharing the road, it's more important than ever to help them do so safely.

That's why Volkswagen developed its Pedestrian Monitoring technology as part of its Front Assist system to help drivers stay aware of other road users.

The applied technology that makes Pedestrian Monitoring possible is a small radar, a narrow square a few inches on each side that discreetly fits behind the Volkswagen emblem on the front of the vehicle. Able to work in daylight or darkness, the radar sweeps points located in an area within about 35 degrees and up to about 400 feet ahead of the vehicle hundreds of times per minute.

The system then analyzes the data from the radar for the specific "signature" of pedestrians that are about to cross in front of the vehicle or walking away from the vehicle inside the vehicle's path.

If the car is travelling at a speed between about 4 and 18.6 mph, and the Pedestrian Monitoring detects movement in front of the vehicle, the system applies automatic braking to slow or stop itself to help avoid a collision, using a precise amount of braking force.

At speeds between 18.6 and 40 mph, the Pedestrian Monitoring system sends both audible and visual alerts to the driver – and if the driver does not respond, then automatic braking engages.

The system does not operate at speeds above 40 mph.

It is important to note that Pedestrian Monitoring may not work in all conditions and environments, for example when the radar sensor's vision is blocked by dirt or snow; it can only function within the laws of physics. Still, the radar technology can offer improved awareness of pedestrians in fog or harsh sun glare where a driver's vision might be hindered.

Currently, Front Assist with Pedestrian Monitoring is available on all 2019 Volkswagen models except the Beetle, Jetta and Passat.

It's standard on the Arteon, Atlas, Golf, Golf R and Golf Alltrack and included on all but the base trim levels of other models.

By 2022, Front Assist and autonomous emergency braking (AEB) are expected to be standard on nearly all Volkswagen models – an important step toward accident prevention.