

JAN
29

2016 TRAUMATIC BRAIN INJURY CONFERENCE
McLeish Orlando was proud to be the platinum sponsor of Toronto Rehab Institute's 2016 Traumatic Brain Injury Conference. The conference was hosted by the University Health Network, and featured several notable speakers who are experts in the field of brain injury. McLeish Orlando partners, Dale Orlando and Alison Burrison, presented on the topic of Challenges of Litigating Mild Traumatic Brain Injury.

FEB
2-3

ONTARIO BAR ASSOCIATION'S (OBA) INSTITUTE
This year, McLeish Orlando attended the OBA Institute as an exhibitor. The event offered over 30 CPD programs, and allowed participants to learn from top leaders in the legal community.

FEB
24

BRAIN INJURY SERVICES CONFERENCE 2016
McLeish Orlando was excited to be gold sponsors of the Brain Injury Services Conference 2016. This year's theme was Ride the Rollercoaster: Managing Moderate to Severe Brain Injury. This conference hosted healthcare, social service and legal professionals from all across Ontario.

Brain Injury Services is a community-based rehabilitation service that provides many services, including residence, outreach and group programs.

FEB
25

BRAIN INJURY ASSOCIATION PEEL AND HALTON (BIAPH) 11TH ANNUAL BOWL –A-THON
The BIAPH Bowl-a-thon was a fun community event that helped raise funds for BIAPH support programs and their clients. McLeish Orlando was thrilled to sponsor a lane for the BIAPH 11th annual bowl-a-thon.

MAR
4

TORONTO INTERNATIONAL BICYCLE SHOW
McLeish Orlando, in conjunction with Bike Law Canada, attended the Toronto International Bike Show to educate cyclists on injury prevention and the legal process in Ontario.

The Toronto International Bike Show is one of the world's largest bike consumer shows and is a great event for cycling enthusiasts.

APR
9-10

MOTORCYCLE 26TH ANNUAL SPRING SHOW
Gearing up for Motorcycle Safety Awareness Month in May, McLeish Orlando attended the 26th Annual Motorcycle Spring Show.

APR
21

PIA LAW PRACTICAL STRATEGIES CONFERENCE – PAEDIATRIC TRAUMATIC BRAIN INJURY: PROTECTING OUR KIDS
The firms of PIA Law were pleased to present the annual PIA Law Practical Strategies Conference. This conference allowed participants to increase their awareness and understanding of paediatric TBI, develop advocacy protocols to support families affected by paediatric TBI and understand how the upcoming changes to the SABS will affect their patients following paediatric TBI.

For more information on upcoming events please visit: www.mcleishorlando.com

Lawyer Spotlight - Meet Joe Cescon, Partner at McLeish Orlando

McLeish Orlando LLP is pleased to announce that Joseph Cescon “Joe” has been made a Partner.

Joe joined the firm in 2008, when, after the loss of a family member he devoted his legal practice entirely to representing injured people and their families. A tireless advocate, Joe strives to assist his clients in both their recovery and the pursuit of their future goals.

Joe spearheaded the opening of McLeish Orlando’s Kitchener office in 2013, and is pleased to bring McLeish Orlando’s personal injury litigation expertise to clients in Kitchener-Waterloo and surrounding areas. He currently sits on the Board of Directors of the Brain Injury Association of Waterloo-Wellington.

Joe is an invaluable member of Dale Orlando’s team. “Starting with his days as an articling student, Joe has consistently brought a unique set of skills and abilities to the firm.

We are fortunate to have him as a partner,” says Dale Orlando, founding partner of the firm.

We look forward to Joe’s many years of continued success.

Joe can be reached at 519-957-9621 or via email at jcescon@mcleishorlando.com.



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SPRING 2016

IN THIS ISSUE

In the Community

P2

Your Kids at Risk: The Dangers of Drop-Off Areas

P2

The Petrova Family: A Story of Strength

P3

Event Calendar Lawyer Spotlight: Joe Cescon

P4

Pedestrian Crossovers: A Welcomed Change, Especially For Children

Effective January 1, 2016, drivers and cyclists are now prohibited from proceeding into pedestrian crossovers until all pedestrians have completely cleared the roadway. A driver or cyclist found breaking this new law may be subject to a minimum fine of \$150, and up to a maximum fine of \$500.

This new law only applies to crossovers, not crosswalks. As many are currently wondering, what’s the difference? A pedestrian crossover is a crossing specifically indicated by signs, pavement markings, pedestrian push buttons, and illuminated overhead lights. A pedestrian crosswalk is typically part of a roadway at an intersection, indicated with traffic signals, pedestrian signals, or stop signs. This means that drivers at regular crosswalks, like those found at intersections, are still able to proceed through the crosswalk after pedestrians have safely cleared their vehicle.

Unfortunately, injuries to pedestrians are often severe, and children are particularly vulnerable to such pedestrian injuries. Child pedestrian injuries

are a “leading cause of injury-related death for Canadian children aged 14 years or younger.”[1] “On average, 30 child pedestrians younger than 14 years are killed and 2, 412 are injured every year.” In an effort to keep children safe, this new law also prohibits drivers and cyclists from proceeding through a school crossing until all pedestrians, including the school crossing guard, have completely cleared the roadway.

As always, teaching pedestrian safety, particularly to children, is the best safeguard in preventing pedestrian injuries. Now that kids are back at school, it is important for drivers to be vigilant of children in and around the roadways and it is important for parents to reiterate road safety rules to their children: “look, listen, and be aware”.

[1] Safe Kids Canada, “Child Pedestrian Injuries Report” (2007-2008) Parachute Canada (6 January 2016), online: Parachute Canada <http://www.parachutecanada.org/downloads/injurytopics/ChildPed_Report_07:08.pdf>.



In the
Community

McLeish Orlando
Supports Syrian
Refugees



When Syrian refugees began arriving in Canada during December of 2015, we started to ask ourselves, ‘What can we do to make this daunting transition easier for these individuals who are yearning for freedom, peace and safety?’ After some brainstorming, we decided to host our first-ever McLeish Orlando clothing drive entitled, ‘Share the Warmth.’

Donations for ‘Share the Warmth’ came pouring in at a steady rate, and within two and a half weeks, the amount of goods collected exceeded our expectations. We were able to fill twenty-four boxes and bags filled with men’s, women’s and children’s clothing, as well as, shoes, boots, and winter accessories! How amazing is that?!

The donations were given to an organization called New Circles, which was recommended to us by Lifeline Syria. The organization’s GLOW program (Gently Loved Outfits to Wear) provides an incredibly unique shopping experience for their community members. By setting up their donation centre to resemble a

real store, it takes away the stigma that is attached to second-hand clothing stores. They provide shoppers with a respectful and welcoming environment free of any judgment.

The GLOW program currently serves 13,000 individuals and families per year, with nearly 40% of those being children and youth. That being said, we would like to extend our gratitude to this organization and their volunteers for the long hours they willingly put in over the holiday season, in order to make sure that Syrian refugees coming to Canada were ready to tackle our cold winter.

We are happy that we were able to help and would like to thank our staff and community members for their generosity towards ‘Share the Warmth’. We looking forward to doing another community clothing drive in the near future.



McLeish Orlando Supports
Toronto Lawyers Feed the
Hungry Program

McLeish Orlando is proud to sponsor the Toronto Lawyers Feed the Hungry Program. On February 10th, the lawyers and staff of McLeish Orlando volunteered for the second year in a row at the Law Society of Upper Canada’s cafeteria. Volunteers rolled up their sleeves and threw on some aprons to help support and serve some of Toronto’s neediest residents.

The Toronto Lawyers Feed the Hungry Program provides warm and nutritious meals to more than 60,000 Torontonians in need. We had a great time and are happy to support this wonderful program.

If you would like to read more about this program, visit the Lawyers Feed the Hungry website, www.lawyersfeedthehungry.ca.

The Petrova Family:
A Story of Strength, Pride
and an Unwavering Pursuit
of the Canadian Dream



Jadranka and Donco Petrova met in high school in Macedonia and fell in love. After high school, they married and had two children, Tose and Irena. Jadranka and Donco worked hard to provide for their family and started their own importing and exporting business in Macedonia, but they still dreamed of a better life. They longed of moving to Canada and starting a new life.

Donco arrived in Canada in 2006. Jadranka followed him in 2009. They left Tose and Irena behind in Macedonia, so that the children could complete their schooling, and so Jadranka and Donco could try and establish a new life in Canada before Tose and Irena joined them. Irena arrived in 2010.

Jadranka, Donco, and Irena worked hard to become contributing Canadian citizens. They volunteered at St. Clements of Ohrid Macedonian Orthodox Cathedral in Toronto, and took weekly ESL classes.

Plans were made for Tose to join the family in

Canada as soon as he completed his Masters in film-editing at the University of Bulgaria. On August 30, 2011, before Tose arrived in Canada, tragedy struck. Jadranka was a passenger on a TTC bus, returning home after registering for her Ontario driver’s license road test. In the course of changing lanes, the bus driver collided with a crane truck. At the time of the collision, the bus driver had marijuana with him on the bus.

Jadranka was seated at the back of the bus on a raised seat. The force of the impact was severe. She was thrown out of her seat and hit her throat against the horizontal barrier in front of her. Jadranka staggered out the rear exit of the bus, clutching her throat and struggling to breathe. Just outside of the bus, she collapsed and died.

The family was devastated by Jadranka’s death. Tose came to Canada as quickly as he could, to be with his father and sister.

Donco, Tose and Irena are fulfilling the

family dream of a better life in Canada. They have gained permanent residence status, and continue to give back to their community through volunteering. Despite losing their mother, both children have embraced the opportunities their parents fought so hard to provide them with in Canada. Irena has enrolled at George Brown College, while Tose followed in his parents entrepreneurial footsteps by opening his own trucking company. He is now in the process of expanding his business by buying additional trucks and hiring more staff.

The family had Jadranka’s remains buried in Macedonia, and built a monument to commemorate her life. Tose and Irena are thankful for the opportunities Canada has given them. Donco, Irena, and Tose miss Jadranka, and the huge part she played in each of their lives. They find strength in knowing how proud Jadranka would be of everything they have accomplished here in Canada.

Your Kids At Risk:
The Dangers Of
Drop-Off Areas

You pack your kid’s lunches, get them in their snow gear and drop them off at school; a normal routine for many households. However, what you may not know is that this could be the most dangerous part of their day. With the rush of the mornings, parents zipping in and out of the drop-off zone at your child’s school and parking in the middle of the road, kids are forced to

jaywalk in between the traffic. A study by York University and the Hospital for Sick Children showed that this puts young pedestrians at an increased risk of being struck by a car.

Over the 12-year study, it was found that cars within only 200 meters of the school had hit 411 people, and 45 of those were during the busiest times. Unfortunately, 29-64% of these students were rushed to the hospital. The study also showed that there was a 45% increase in collision rates in the drop-off school zones, and students that lived in areas that were affluent were more likely to be exposed to dangerous driving.

Some of the common behaviours observed included:

- Parents doing illegal turns in front of the school.
- Blocking wheelchair-loading zones.
- Parents not fully stopping or putting their car in park while their kids get out of the vehicles.
- Parents becoming agitated with traffic officers or principals that don’t condone their behaviour.

In the Toronto Star, York University health professor Alison Macpherson stated, “It’s a bit tough because we are not trying to put the blame on everybody, but people don’t stop to

think about what the consequences of what they are doing will be — ‘it’s my child, I’m just stopping for a minute, I’m just double parking for a minute.” She then added, “We are busy, we are stressed, especially in the morning — people have to get to work and I understand that, I’m a working parent, too, but we have to do whatever we can to make roads safer for everybody.”

“Last year, in Bloor West we installed a flashing sign that said when it is flashing the speed limit is 40 km/hr, not 50” during the school day, said the City of Toronto’s director of transportation services, Myles Currie. Macpherson noted that parents followed the road rules at about 12

percent of schools, “so it’s a modifiable risk factor,” she added.

Although Currie at Toronto traffic services say that car accidents involving pedestrians are down, researchers say the numbers have actually gone up for kids between the ages of 4 and 13. Experts recommended reducing the number of cars and congestion in front of schools by encouraging more children to walk to school. City officials recommend using things such as speed bumps and fluorescent school zone signs to calm the traffic. In the meantime, The Toronto Catholic District School Board and the region are implementing projects that

designate safe drop off zones that are away from the schools to cut down on the congestion, and get kids walking a bit more. An orthopedic surgeon at the Hospital for Sick Children, Dr. Andrew Howard, who was also involved in the study said because kids are vulnerable, “we want to make sure the environment is safe. This is fixable,” he added. This issue can be corrected from home, raise awareness of the issue and spread the word. If everyone bands together and makes a change, we stand a chance of seeing the number of pedestrian collisions reduced.