

Gorski Consulting Website

Archived News - 2015 - September

September 30, 2015

Police Provide Bazaar Explanation Why Muzzo Jeep Caught Fire While In Their Custody

While improbable things happen, it needs to be emphasized that the police explanation for how a Jeep being held in their custody accidentally caught fire leaves some obvious questions. This might be of minor consequence except that this Jeep belonged to Marco Muzzo, the alleged drunk driver whose vehicle struck and killed three children and their grandfather in Vaughan, Ontario on Sunday, September 27, 2015. The Toronto Star newspaper happened to mention this fire in a small article today, and most persons would find it difficult to detect the relevance because it did not mention in the article title that Muzzo was the person related to that vehicle.

The problem with the police explanation is that, whenever a major collision occurs, one of the first activities of fire-rescue personnel is to disconnect the battery of the damaged vehicle precisely to prevent the commencement of a fire. The Muzzo Jeep had significant front end damage thus it would be unusual for fire-rescue personnel to omit doing what they always do. If the battery was disconnected it becomes difficult to explain how a "minor electrical fire" could have taken place because there should have been no electricity available to commence that event.

Secondly, we question the information that the fire occurred "in the front grill of the Jeep". What does that mean? What electrical components are located in the front grill of Jeep that would ignite? The fire was "quickly extinguished and the integrity of the evidence was not compromised", and the fire occurred on Monday evening, according to a York police spokesman.

We find that difficult to imagine. As reported it would appear as if the Jeep was sitting isolated in the police compound for over 24 hours when it suddenly caught fire without any intervention by anyone. Does that sound logical?

After 35 years of examining thousands of collisions this is the first time we have come across such a reported incident. As we say, improbable things happen, however where are the news media to ask the important questions to determine whether this explanation is reliable?

Marco Muzzo Quadruple Fatality Crash In Vaughan Ontario - Emotions Spill Over Before Basic Facts Known

A tragic collision claimed the lives of three young children and their grandfather and the driver of the vehicle that struck them is facing multiple charges including impaired driving. As an example of the raw emotions that have surfaced as a result of the quadruple deaths that occurred on Sunday afternoon, September 27, 2015 in Vaughan Ontario, the comment below is taken from one of the responders to a news article about the incident:

"Muzzo should be charged with 4 counts of 1st degree murder & sent to prison for life with no parole ever! But of course some bleedin' heart lawyer will come up with some pitiful excuse why not & our useless justice system with (sic) concur!"

Accompanying the comment was a "thumbs up thumbs down" tally of who agreed or disagreed with this comment. Agree: 138, Disagree = 4. It would appear that the four who disagreed were in the extreme minority.

We at Gorski Consulting are no different is recognizing the frustration and tragedy when such events occur. However, our responsibility goes beyond seeking revenge and venting those frustrations. Amongst the hysteria there must be a reasoned head that recognizes the opposite tragedy when a lynching mentality overcomes reason and an innocent person falls victim to mob rule. As investigators who seek to uncover objective facts, we have seen in the past how making judgments with emotion is not a way to achieve the justice that must be achieved.

Fault and criminal action is not so cut and dried. The commenter above who refers to "bleedin' heart lawyers" has already made up his/her mind without knowing the facts and there is often little that can be done with an individual who has reached that mind set.

As an example, complications may exist that may not yet have been revealed to the public. The photo below shows a view in the direction from which the Muzzo SUV approached the area of impact. In other words the police likely determined that the Muzzo SUV was travelling toward the camera and likely passed through the stop sign before the crash.



Frame taken from one of the news media videos showing the view along Muzzo's approach to the stop sign.

Notice in the above photo that there are a number of additional signs posted along the right side of the road leading up to the intersection. From the context, we believe these signs are related to some road construction and a detour route that is illustrated in those signs. What no one has asked is whether any of those signs blocked the view of the stop sign. Such a blockage could have been a factor in Muzzo's passage through the intersection.

At this point many readers would comment: "So what, the man was drunk and should pay". While that might be so, the fact remains that "the man" was only charged and has not yet been convicted. There are many facts that do not become revealed until trial and those facts may become relevant. Alternatively, many facts are also hidden, even at trial.

Impaired driving that takes the life of innocent persons, especially such young children, is inexcusable because, as many have previously commented, it is a choice that a driver makes and by this day and age every driver's psyche has been bombarded with so many warnings about this dangerous activity. We do not defend such actions. Alternatively, we also do not defend rushes to judgment and mob rule.

September 28, 2015

Marco Muzzo Crash In Vaughan Ontario - A Lack of Focus on Important Issues Besides Impaired Driving

Police have reported that Marco Muzzo's driving was impaired in the collision yesterday, September 27, 2015, in which a grandfather, Gary Neville, 65, was killed, along with three children, Daniel Neville-Lake, Harrison Neville-Lake and Millie Neville-Lake. While that fact will be determined in a court of law, Gorski Consulting believes there are additional facts about this tragic collision that are not being discussed nor is that important information being released to the public in the same manner as the focus on the impaired driving.

When a vehicle is occupied by six persons and it is struck in the side in the manner shown in the photographs it would be an extreme rarity that all three children should perish, regardless of the collision severity. The photos show that this van in which the six occupants were seated was of relatively modern vintage, and thus would be equipped with many of the modern safety features of side air bags, curtains, controlled crush zones and interior padding. The children in such a vehicle should also have been sitting in child seats and booster cushions. Child seats, in particular, provide superior protection to children even above the protection provided by seat belts and air bags afforded to adults. Thus it is an unusual probability that all three children should perish in this collision.

These comments are not made in the defense of the accused but they are independent of that issue. Beyond the emotions held by all, it is important for objective investigators to document objective facts. Revelation of the cause of death in this tragedy is not just important to the present case but it matters because future such tragedies could be avoided if these objective facts are discussed, like they should be. At Gorski Consulting we have observed many instances over the years where opportunities existed to properly inform the general public but those opportunities were lost, resulting in needless deaths and injuries in future accidents.

September 23, 2015

Double-Decker Transit Buses on High Speed Hwy 401 - An Unidentified Death Trap



A double-decker Go-Transit bus travelling eastbound on Highway 401 on the western outskirts of Toronto, Ontario. These vehicles are taller than regular buses and pose an exceptional danger to passengers.

What are they thinking?

That is the question that should be asked when examining the fact that Greater Toronto Area (GTA) Go Transit, double-decker buses are being used on high speed highways such as Highway 401 to transport unsuspecting passengers in this sprawling urban area. Certainly some economy was achieved by the very tall buses allowing room to carry more passengers than the traditional, single decker versions. But economy must be compared with safety to evaluate what is the better good.

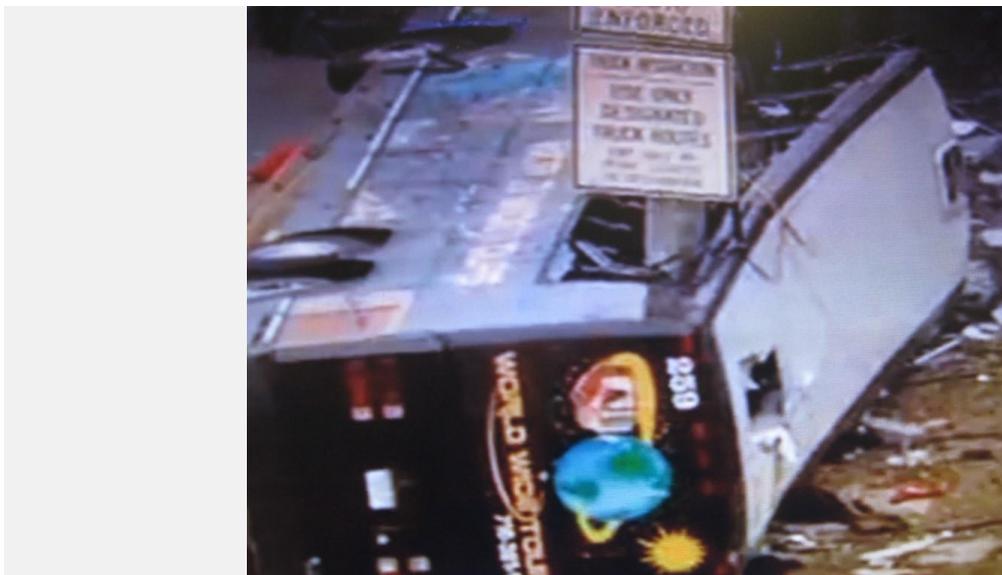
One need not look much into the past to recognize the dangers posed by the rollover of large buses and trucks along high speed major highways. On September 15, 2015 a school bus crashed through the railing of an overpass in Houston, Texas, killing two students. That school bus partially rolled over the railing exposing the roof to impact with the ground below. An example of that incident is shown in the photo below.



View shown from the top of the overpass in Houston Texas where a school bus rolled over the railing and fell to the ground below. Two students were killed.

The issue is the high centre-of-gravity of many buses and large trucks and the lack of roadside barriers that can correctly contain these vehicles when they go out of control.

Again, one should not be reminded of the tragedy in March in 2011 when dozens of bus passengers were killed on Interstate 95 outside of New York City when a transit bus fell onto its side and collided with a roadside stantion. The fragility of the roof area of the bus was demonstrated when the pole sliced through it almost to the very back of the bus, as shown in the photo below.



Dozens of people were killed in March of 2011 on Highway 95 outside of New York City when a transit bus rolled over a low guardrail exposing the fragile roof area to roadside stantion. The pole ripped through the roof peeling it back to its rear as shown in this photo.

The obvious danger is that the high centre-of-gravity, combined with a high speed and mixed with poor roadside protections make travel in large inter-city buses more dangerous than it need be. The problem is obviously greater when a decision is made to send a double-decker bus onto a high speed roadway such as Highway 401.

While roadside barriers can contain many smaller vehicles, the very high centre-of-gravity of a double decker bus would undoubtedly cause such a bus to roll over such a barrier if an impact ever occurred. In that scenario the fragile roof of the bus would be exposed to impact with little protection to the occupants inside.



A Go Transit bus conducting a lane change while travelling eastbound on Highway 401 on the western outskirts of Toronto, Ontario. The relatively low median barrier to the bus's left would likely do nothing more than trip the bus onto its side, exposing its fragile roof area to further impact.

The question is , what are authorities thinking when they create such a dangerous situation without any warning given to the unsuspecting public.

September 22, 2015



While distracted drivers receive large publicity, many pedestrians are listening to their tech gadgets 24-7, sometimes in traffic, without our concern.

Distraction is the latest buzz word of our time. We are horrified at the number of drivers who are using their cell phones while driving. However, if we look at pedestrians, our informal survey suggests there are far more distracted pedestrians walking close to traffic, unable to hear important warnings because they are tuned into their tech gadgets.

September 20, 2015

Toronto Star Newspaper Investigation Claims More Than 60 Toronto Area Police Officers Disciplined for Drinking and Driving



Alcohol can create a monster out of anyone - including police.

It was shocking to some that a Toronto Star newspaper investigation revealed that in the last 5 years at least 60 Toronto area police officers have been disciplined by interval police tribunals since 2010 for alcohol impaired driving. An article written by Jayme Poisson and Jesse McLean in the September 20, 2015 edition of the Toronto Star also provided the names and detailed accounts of the actions of several police officers' actions that led to the disciplines. In an unusual approach, the investigative reporters actually attempted to contact a number of the disciplined officers, resulting in mixed reactions by the officers.

Like many persons in difficulty, police turn to alcohol, which in turn, leads to greater difficulties for them and to the public. It is a difficulty that must be understood and help should be made available to police when issues such as job stress cause them to turn to alcohol. This applies to persons in all walks of life.

In the view of Gorski Consulting the greatest issue of concern is not so much that some police drink and drive but that these incidents are poorly publicized via internal tribunals, possibly not revealed at all, or that other police officers retaliate against the police officer who arrests the drinking and driving police officer.

The incident that should have been of greatest concern involved a rookie Constable, Andrew Vanderburgh, who was reportedly called a "rat" and "harassed and berated" by fellow officers for charging off-duty Halton Constable Breton Berthiaume with impaired driving. The Toronto Star article noted:

"Vanderburgh's partner that night refused to take part in the arrest. Afterward, Toronto Constable James Little pulled over Vanderburgh, who was in a squad car, and ticketed him for allegedly running a red light. The charge was later thrown out. A witness told investigators that it was Little who ran the light with is emergency lights on while following the young officer.

"He abused his position to express his personal displeasure about his colleague's arrest of an off-duty police officer" said the presiding officer in Little's subsequent 2011 disciplinary tribunal, in which he was docked 20 days pay"

It is incidents such as the above where, in our opinion, police officers should have been immediately and permanently terminated. This, in our opinion, is where the problem truly lies; that the officials who are there to insure that police officers do not collude or lie would hide these issues and not deal with them with appropriate severity. It is of utmost importance that the public be made aware of any incident where police have colluded or lied to hide other officers' misdeeds. Drinking and driving, as inexcusable as it may be, should pale in importance to insuring that police act with honesty. It is only when police admit to their mistakes that they become good citizens and it is then that they truly deserve to wear a badge because of their honesty, despite those mistakes.

September 18, 2015

Toronto Police Shoot 14 Bullets Into Engine Compartment of Fleeing Vehicle - A Praise-Worthy Use Of A Gun As A Tool Rather Than As A Lethal Weapon

An unidentified Toronto police officer is receiving criticism from every direction as a result of his decision on Wednesday, September 16, 2015 to shoot 14 rounds into the engine of a fleeing vehicle that had been jammed into a stationary position by other police cruisers. In our opinion this is precisely what police should do and the officer's actions should be commended. The wrong action would have been to shoot at the driver, or to do nothing, leaving the possibility that the vehicle could accelerate forward and strike other police or pedestrians.

Make no mistake, Gorski Consulting has been critical in the past of police involvement surrounding chases and other high speed emergency actions. On a number of occasions police have over-reacted, or acted incorrectly, leading to needlessly dangerous situations. On occasions police have attempted to cover-up their own mistakes while their trainers have failed to properly train and inform new recruits on how to act under these situations.

While not previously disclosed, Gorski Consulting had been retained to review the tragic death of York Regional Police Constable Garret Styles from an incident on Highway 48, north-east of Toronto, Ontario on June 28, 2011. In that tragedy, Constable Styles partly entered the driver's compartment of a Dodge Caravan after the young driver failed to comply with surrendering his vehicle. The Caravan was accelerated while Constable Styles was still partially outside of that vehicle and he was subsequently killed after the vehicle reached a significant speed while exiting the roadway. This case emphasizes the danger police face when they are in the vicinity of a driver of a running vehicle who demonstrates a resistance to compliance with police commands. Similar incidents involving police have led to death and injury partially because police failed to recognize that a running vehicle can be as lethal as a loaded gun.

Thus, in the current situation, the officer who shot numerous rounds into the engine compartment of the running vehicle properly understood the danger had the driver decided to accelerate away from the partial barricade produced by the surrounding cruisers. This might have saved the life of the in-compliant driver and also possibly the lives of other officers and innocent bystanders. This officer should be praised for his quick thinking rather than face potential disciplinary action.

September 17, 2015

Corporate Individuals At General Motors Will Walk Away Unpunished Despite Causing The Deaths Of Potentially Hundreds Of Drivers

The tragic irony is that a single driver who is found criminally responsible in a fatal motor vehicle collision could be sent to life imprisonment. Yet, corporate personnel at General Motors knowingly hid a defect that possibly led to the deaths of hundreds of drivers, yet they will see no punishment.

The official news media claim that the GM ignition switch defect was the result of 124 deaths. But let's be clear about this. The 124 deaths are those that General Motors is admitting to within the compensation system that they set up that will never see the light of public review. In fact, by the time that the time limits were reached on that compensation system there had already been over 4300 registered claims. And who knows how many other incidents occurred that were not reported to the General Motors compensation system. So to say there were just a very small number of just 124 deaths is obviously an understatement by the media.

And obviously, if it is just 124 lives, it really does not matter, does it? Do 124 lives really matter? It would appear that U.S. federal prosecutors seem to feel that way as they will not prosecute a single individual for these 124 lost lives.

We cannot begin to appreciate how the families of all those lost lives must feel about this news.

September 16, 2015

Fatal School Bus Fall Off Of Highway Overpass In Houston Texas



The news media focused the attention of the public to the crushed shape of the damaged school bus beneath the overpass from which it fell while not addressing the obvious question whether it should have fallen in the first place.

Red herrings continue to persist in the news reporting as yesterday's fatal school bus crash in Houston, Texas reveals.

News media rightly reported how the collision events unfolded when a car struck a school bus causing the bus driver to steer away and into a guardrail of a highway overpass. The bus crashed through the railing of the overpass and fell down onto another highway below. Two students in the bus were killed and several others injured.

What was remarkable was the manner in which attention was drawn away from the most important evidence at the railing which had failed to prevent the school bus from falling from the overpass. Numerous news media were swarmed all over the resting location of the bus, questioning its maintenance, etc., yet no one brought a camera to the railing and asked "Should this railing have prevented the bus from falling off the overpass?"

Below is one of only a few of the photos that existed showing the type of railing that existed on the overpass. However we do not get a chance to see the portion of the railing that actually failed.



A distant view of the failed portion of the railing of the overpass is shown in this photo.

The photos above and below provide the only indications that news media made available to the public to evaluate the condition of the railing of the overpass.



A distant, overhead view of the failed railing does not provide enough information about how and why it failed to prevent the school bus from crashing through it.

More recent news postings are now focused on the issue of seat-belt use in the bus. While seat belts on school buses will likely always be a matter of debate, no debate has been raised about whether the overpass railing should have prevented this tragedy.

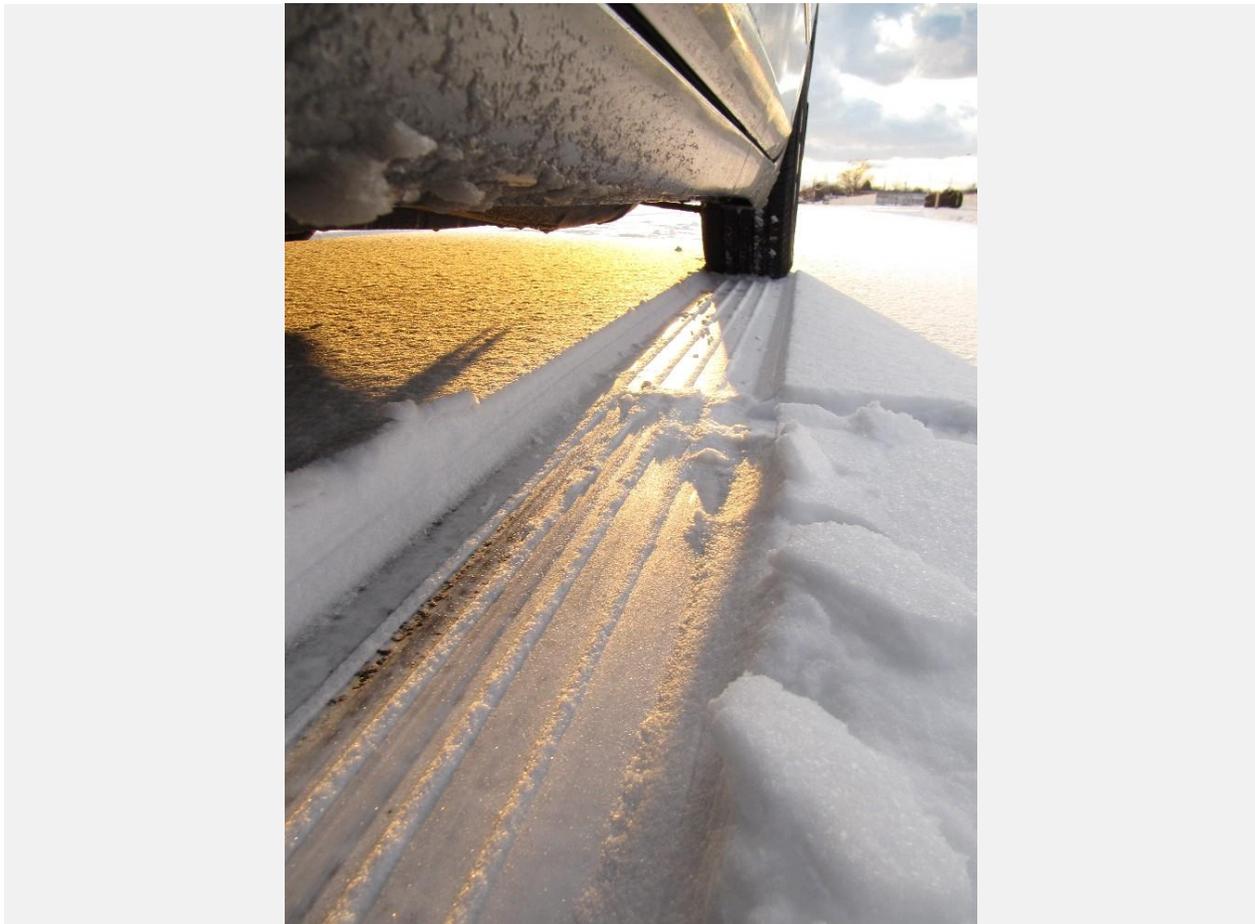
Gorski Consulting continues to express concern over the lack of knowledge surrounding the dangers posed to occupants of heavy trucks and buses when they encounter roadside

barriers. Roadside barriers are primarily designed to contain the motions of smaller passenger cars and light trucks. Impacts by large trucks and buses often result in these vehicles being "tripped" by the relatively low barriers. This is particularly dangerous with large buses that can potentially carry dozens of passengers.

Recent bus collisions demonstrate that the upper structure of large buses are extremely fragile and provide minimal protection to occupants once the bus falls onto its side or roof. When roadside barriers increase the potential for bus rollovers the potential for disastrous consequences is always present. Yet this situation is not reaching the consciousness of the general public.

September 14, 2014

Automatic Emergency Braking (AEB) Is Only As Good As How It Is Revealed When It Is Bad



Automatic Emergency Braking may prevent many rear-end collisions however its proper functioning in differing weather conditions and after prolonged aging are just some of the concerns.

Propaganda regarding advances in automotive safety is sometimes genuine. Seat belts and air bags for example have saved innumerable lives. However many of these advances also come with a negative side when they (infrequently) perform poorly. As has happened in the past, various governments and researchers have hidden the negative side of these advances in the past with the belief that their revelation would hinder their acceptance.

The U.S. National Highway Traffic Safety Administration (NHTSA) has announced an agreement along with the Insurance Institute for Highway Safety (IIHS) with 10 large manufacturers of automobiles, to make Automatic Emergency Braking (AEB) standard equipment on all future automobiles. The 10 manufacturers (Audi, BMW, Ford, General Motors, Mazda, Mercedes Benz, Tesla, Toyota, Volkswagen and Volvo) are said to represent about 57 percent of the light-duty vehicles sold in the U.S. in 2014.

Evaluation of these technologies must be performed not only in controlled conditions but also through review of their performance in real life events. It is not known how this can be achieved if indeed a collision is completely avoided through the use of AEB as there is unlikely to be any record of it in terms of a police collision report. Possible poor performance however might result in a collision however it is questionable whether any poor performance could be detected by a typical investigator.

It also remains to be seen how these advanced systems will perform after extensive aging and under conditions where a driver might continue to drive a vehicle for economic reasons while being warned that the braking system might be malfunctioning. It is also unlikely to be determined if differing environmental conditions might be a cross-correlation with aging to produce undesirable results.

In all, the technology promises some hope for reducing collisions but the full benefit may not be known for a number of years into the future.

Traffic "Wild Wild West" As No One Investigates Most Collisions



Increasingly, the presence of objective investigators such as police at accident sites is becoming a rarity along with the objective documentation of how the collision occurred.

As Ontario's public is out of touch with out-of-control government debt its effects are increasingly reducing basic services such as policing. With respect to traffic operations, public debt means that the borrowing costs that are automatically removed from public budgets to be paid to creditors take away from the public's ability to receive proper evaluation of their collisions. Just this month a new policy came into effect in Ontario that set the threshold for reportable collisions at \$2,000. That may mean nothing to the average citizen until they are involved in an unfortunate traffic accident that is deemed too trivial for proper documentation.

A number of years ago a clever scheme of implementing Collision Reporting Centres was sold to the public as a cost-saving measure that would benefit all. The general public are not experts in understanding the repercussions of these changes. However, this meant a loss in the attendance of an impartial party, the police officer, who was assigned to the task of documenting objective evidence. Important documentations such as indications of an area of impact, vehicle final rest positions, existence of tire marks, and so on. Such investigations were imperfect however, in most instances, reconstruction experts, such as Gorski Consulting, could use the data to correctly identify what occurred.

However, when these collisions became reportable only to a Collision Reporting Centre, much of that objective evidence was lost. For example there were no measurements or photos taken at the accident site. In theory, if both parties in a reported collision colluded between them, it could be possible for a collision to be reported at another location other than the actual one because there was no way for personnel at the Collision Reporting Centre to know otherwise. In practice this does not occur, but it illustrates the fragility of the information when the primary source is from statements made by the involved drivers. The public is given the impression that some kind of advanced experience and technology resides at these centres whereby the truth will somehow be revealed. The reality is simply not the case.

In the end, another clever scheme was introduced: The Provincial At-Fault Determination Rules. This set of diagrams show vehicles in a select number of geometric orientations at impact: rear-end, head-on, angle, sideswipe and so on. Based on these geometric positions insurers are allowed to apply rules that apply a percentage of fault to the drivers.

In our opinion this is an incredible leap toward desolation of citizens' rights. As reconstructionists of such incidents we are fully aware that "less severe" collisions result in the creation of less objective evidence and therefore it becomes more difficult to determine fault or liability. The defense for using Provincial At-Fault Determination Rules in motor vehicle collisions is equivalent to arguing that fault in the crash of Boeing 747 with hundreds of fatalities can be determined simply by examining the geometric position of the plane upon its crash landing. The attendance of investigators at the crash site is just a waste of public funds. The difference is in the determined importance of the event, and in the importance of bringing a just resolution to how it happened. It has nothing to do with the rights of average citizens who are deemed guilty without just cause.

The additional reason for concern is that in recent years we have noticed cases coming to our attention from legal firms who ask us to evaluate old cases that have not been resolved. Upon obtaining the file documentation it becomes apparent why these cases could not be resolved. It was because essentially no investigation was carried out to document any of the objective evidence. The only documentation, even in incidents that involve claims of hundreds of thousands of dollars, is in the form of a report from a Collision Reporting Centre, which only provides brief statements from the involved drivers. There could be some photos of the damaged vehicles but these are standardized, generic ones produced by a bored photographer who does not understand what photos are important to the resolution of the matter.

When we request to see the investigative documentation produced by the insurers we are told there is no information available. An insurance adjuster did not attend at the collision site so there are no photos of the site. The same adjuster did not attend at the towing yard to document the vehicle damage. The insurer did not call in an expert to document any of this objective evidence. Similarly the insurer has not obtained any statements of the drivers or any witnesses. The bottom line is that both insurers have done absolutely nothing in investigation.

It is mandatory for drivers in Ontario to possess auto insurance. That mandatory contract between the insured and insurer states that the insured surrenders all his rights of action to the insurer whose obligation it is to defend that insured in the event of a claim. That is the theory, but that is not the practice. Insurers are taking that insurance premium but then they conduct no investigation to defend the insured. The case is assigned to a lawyer who must now engage in a poker match with their counter-lawyer, each bluffing that they will take the matter directly to trial. However, as both lawyers and both insurers know, in most cases no objective evidence has been gathered by either side. This is a cost saving to both sides however the resolution of the matter is based on imaginary facts and evidence.

Even in those very rare cases when a matter ends up before the courts judges do not question why there is so little, if any, objective evidence to be used. In fact, this is often a benefit to the judge as, very often the objective evidence cannot be interpreted by a person who is inexperienced determining the meaning of that evidence. Experts need to be called in to provide their expert opinion and this dilutes the authority of the judge who often does not understand or trust that opinion, and would prefer to make a judgment based on the content of the driver statements.

As experts in the reconstruction of motor vehicle collisions we have known early in our career that statements from drivers and witnesses are often inaccurate and in many instances, purposely false. While there are many who claim to have the gift of deciphering who is telling the truth and who is lying, we notice that these same individuals are not winning millions of dollars in poker games. An essential part of the game of poker is to bluff an opponent into thinking that you have a great "hand" and it is best to release your money before the stakes become too high.

We understand that most judges and even some juries can become quite good at recognizing falsehood but, in our experience, the percentage of error is too high. The recognition that a judgment must be based on solid, objective evidence is too often missed, and unacceptably too often for our advanced and sophisticated age.

Thus when a few in our society suffer because the rest do not see the reason to defend their rights, we all suffer. Justice mis-applied in justice denied. As we proceed further in failing to document the objective facts in motor vehicle collisions we fall further into that wild, wild west where anarchy, not justice, prevails.

September 11, 2015

New, Tougher Driver Anti-Distraction Penalties - All Our Worries Behind Us



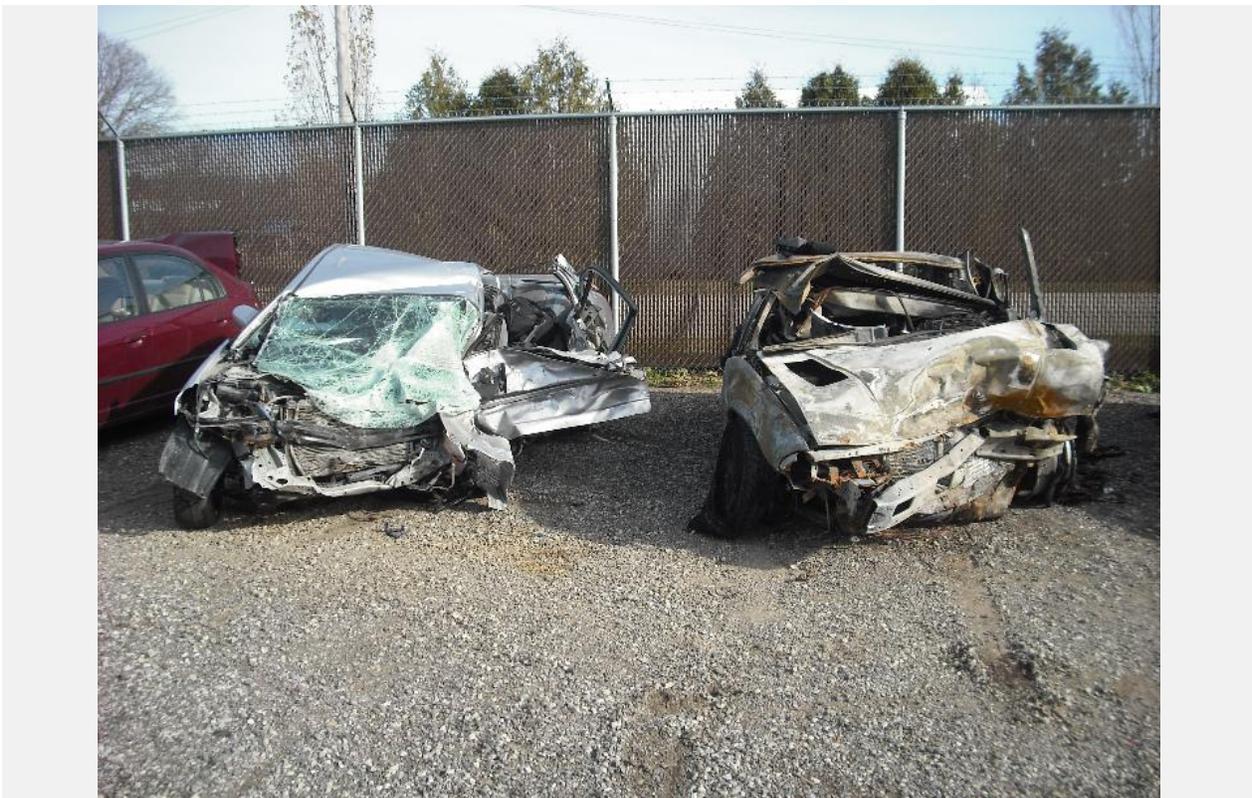
One gets a warm, cozy feeling, knowing that the next time a driver even looks toward a cell phone in the glove compartment, he or she could face the "electric chair". Problem solved.

Thank You Mr. Andre Marin

It is with regret that we acknowledge the departing of Mr. Andre Marin as Ontario's Ombudsman. While the media glorifies various heroes, it takes a special individual of courage to prepare objective, factual reports that are not popular, especially to his own bosses. It is no small wonder that many persons would be happy to see Mr. Marin go with the possibility that a person of weaker standards might be willing to fill his shoes.

As to us, we salute Mr. Marin for a job well done.

Fire - The Silent, Roadway Killer



Two vehicles in a severe, head-on collision: the driver on the left survived; the driver on the right died. The only difference is the presence of post-impact fire.

Another news media notification today, September 11, 2015: "One person is dead after a single-vehicle crash on Highway 404 in Markham Thursday evening...The car was travelling southbound when it struck a light pole and then burst into flames..." (Toronto Star Newspaper)

The above is the extent of what the public receives in terms of hard facts about a driver that may have survived if only for the fact that a post-impact fire engulfed a vehicle. This is a routine occurrence.

Never mind that federal safety standards throughout North America go to great lengths to create "safe" vehicles. Air bags, seat-belt pre-tensioners, energy-absorbing crush zones, designs that prevent structural intrusion into the occupant space. Everything created to increase the likelihood that the occupant will survive the impact force. And then, after all the impact force is dealt with, the "safe" occupant is burned to death and we walk away with satisfaction. Is that the way we envisage our transportation system of the future?

The public needs to be reminded that every life matters. And every manner in which that life is taken away is equally important. Whether by impact force, intrusion, fire or flood, all are deadly.

On Friday, September 4, 2015, a young female driver was killed when an undisclosed object entered her vehicle through her windshield and apparently struck her while she was driving on Highway 24 south of Brantford, Ontario. Similarly, on August 10, 2015, a pick-up truck entered a water-filled roadside ditch on Maple Line Road, north-west of Chatham, Ontario and the male driver was dead, possibly by drowning, although that mechanism was not revealed. Neither of these mechanisms of death is being acknowledged or discussed, much like post-impact fires. The question that is not being asked is if any of these fatalities were unavoidable.

At Gorski Consulting we continue to bring these unpleasant matters into the public's focus. The public needs to face these issues up front and ask informed, reasoned questions about what is occurring on roads and what can be reasonably corrected.

September 4, 2015

Triple Fatal Motorcycle Crash On Wellington Road And Ferguson Line South of London Ontario - Moved to Articles Webpage

The news item discussing a triple-fatal motorcycle collision that occurred on August 30, 2015 on Wellington Road and Ferguson Line has been moved to the Articles page of the Gorski Consulting website because it had become too lengthy. We invite readers to review that discussion in the Articles webpage.

Gorski Consulting
London, Ontario, Canada

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