

Gorski Consulting Website

Archived News - 2014 - April

April 30, 2014

The second article dealing with “Incomplete Road Repairs” and the depressions they create has now been uploaded to the Articles page of this website. It provides the data from testing we performed at each of the four sites in east London. This data helps to reveal that such depressions are not equivalent and that they require varying speeds in order to travel over them without consequence. Typical warning signs such as the standard “Bump” sign are not sufficient to inform a driver when depressions are unusually deep.



View of multiple scrapes on south edge of depression on Vancouver Street in London, Ontario on April 25, 2014. Road construction was temporarily filled to cause the depression likely leading to many incidents of damage to the vehicles of drivers passing over the depression.

April 22, 2014

First of Two Articles on Incomplete Road Repairs Uploaded to Articles Webpage

We have now uploaded the first of two articles (see the Articles webpage of this site) that discuss the existence of incomplete road repairs in London, Ontario. This article provides a pictorial description and history of each site. It also discusses a specific incident where a vehicle was damaged beyond repair as a result of impacting one of these depressions.

A companion article will be posted in the near future that will present the results of our testing as we drove an instrumented vehicle three times over each depression. The data will enable a comparison of the severity of the effect on the motion a vehicle and it will also be possible compare those results to the "Road Data" that we have uploaded on this website that compares one road to another in terms of its effects on the motion of our test vehicle.

April 18, 2014

Road Testing & Analysis Continue

Gorski Consulting has been busy in its testing and analysis these past two weeks. On April 5th we returned to Sunningdale Road to make another run of testing due to the fact that the winter freeze was releasing the frost upheaval of the road surface. This gave us an opportunity to document the degree to which this change in the road surface changed the motion of our test vehicle. The analysis of that data is essentially complete, with interesting results that we hope to post shortly.

In the meantime we have also conducted testing on April 16th at various locations in east London where we located a number of depressed road surface repairs. This was partly inspired by a CTV News report of April 14th wherein a female driver totalled her vehicle after the underside of her vehicle collided with a deep depression on the road surface on Vancouver Street in east London. The CTV News segment indicated that the City of London denied her claim for compensation. By coincidence we had been monitoring the depression in question and had a variety of photos and video that

documented the depressed surface where a previous repair had been made. The subsequent testing on April 16th included the site on Vancouver Street but also took in three other locations in east London where similar depressed areas existed after the City's road crews performed repairs beneath the road. The data is now being analysed and we can state that it will also contain some interesting results. Articles are now being prepared and will soon be uploaded to the Articles page of this website.

April 12, 2014

Driver Killed In Single Vehicle Rollover Near Blenheim Ontario

The Chatham Daily News newspaper reports that a pick-up truck was eastbound on Cundle Line, between Lagoon and Fargo Roads, east of Blenheim, Ontario on when it rolled over in a farm's field on the north side of the road. Emergency responders were called to scene at approximately 1930 hours on Friday, April 11, 2014. The 28-year-old male was reportedly alone in the vehicle. The pick-up reportedly struck a utility pole before the rollover events.

As the weather improves with higher temperatures historically this is the time when more serious and fatal collisions occur. It is a fact that should be publicized as a reminder to the public.

In the present case Friday was warm and sunny with above average temperatures. In early spring low volume roads often do not receive maintenance for any changes that might occur due to the cold and freezing of winter conditions. Thus dangers may linger ahead without a driver's knowledge. When drivers increase their speed these poor road conditions are more likely to destabilize a vehicle.

April 10, 2014

Additional Months of "Current News" Have Been Placed In Archived News Webpage

We have just completed transferring the August, September and October 2013 Current News to the Archived News webpage. If you are interested in older news items you will find them there.

April 9, 2014

Reported Near-Drowning in Flesherton Area Needs Clarification

No matter how you explain it, the results were happily successful, however a clarification is needed anyway.

It is reported that on Saturday, April 5, 2014, at approximately 0800 hours, OPP were called to an incident on Grey Road 4, just west of Flesherton, Ontario, where a female driver, Catherine Miller, 58, was trapped in her upside down Chevrolet SUV. Police were able to rescue her however their news release also reportedly indicated that the woman was saved by the fact that she was being restrained by her seat-belt.

While we agree with the general actions of describing the benefits of seat-belt use, the situation where a driver is upside down in water is not one where being “restrained” in a seatbelt is beneficial. It obviously does not make sense that being held in the upside down position while a vehicle is filling with water is helpful to the survival of that occupant. This is why such a situation is so dangerous and needs more publicity.

We have stated over and over again that areas of water alongside any highway are a great danger and barriers need to be considered between the road and that water. But rarely is this important issue ever brought to the public’s attention.

Describing a seat-belt as a life-saver in these circumstances is a dangerous misinformation to the public. A seat-belt will not save an occupant whose vehicle becomes submerged in water. The seatbelt will help in reducing the level of injuries to an occupant during collision events which could otherwise result in unconsciousness and disorientation. But once that benefit is extinguished and the vehicle is lying at its final rest position, the seat-belt becomes a detriment if that rest position is upside down, even in shallow water. The public needs to know the good and bad and there is no written guarantee that they will be protected from every eventuality by safety systems that otherwise work tremendously well in a vast majority of instances. Rather, we should be looking closely at these instances where a seat-belt may be a detriment to safety, and look at ways of preventing their occurrence.

In the many years that we have examined seat-belt effectiveness we have observed how seemingly well-intended publicity has been used to hide the problems that seatbelts create using the excuse that, preventing the publicity of these problems will encourage more seatbelt use. We think the opposite.

Vehicles were equipped with single-point lap belts for far too long because well-intentioned persons wanted to hide the injuries and fatalities that were being created. Children rode in these improperly fitted lap belts and were being killed because that publicity was hidden and it slowed the introduction of child seats and booster cushions. It is instances like these that highlight the importance of providing an open and honest explanation to the public so that safety can take its proper direction.

April 8, 2014

Is General Motors “Too Big & American To Fail”

The Cobalt ignition switch failures have been in the news for several weeks now and General Motors was found wanting as it would appear that they may have tried to hide the defect by altering the ignition switch while keeping the same part number.

So what happens now? Toyota was recently fined over 1 billion dollars for allegedly hiding their defects. Will the American Justice Department levy a similar fine on GM when, only a few years ago, the government used vast amounts of taxpayer's money to bail it out of a bankruptcy?

And what about the National Highway Traffic Safety Administration (NHTSA)? They did not discover the defect. Apparently it was a lawyer in a civil suit against GM that uncovered it. So what was NHTSA doing to protect the public?

Interesting questions...and we wait for solid answers.

April 2, 2014

Road Data From Southbound Wharncliffe Road Uploaded to Gorski Consulting Webpage

Gorski Consulting completed our testing on Wharncliffe Road in London, Ontario, on March 31, 2014 wherein we drove an instrumented vehicle southbound from Oxford Street to Campbell Street (Lambeth) and then returned northbound back to Oxford Street. As discussed previously, the lateral and longitudinal motions of the test vehicle were sensed and the data has been summarized in spreadsheets. We have now uploaded the data for Wharncliffe Road in the southbound direction and this can be found in the “City of London” link of the Road Data webpage of this site. We are now working on summarizing the data for the northbound testing and should have that uploaded in the next few days. We will not make any comments until the entire data for Wharncliffe has been uploaded.

**Gorski Consulting
London, Ontario, Canada**

*Copyright © Gorski Consulting,
All rights reserved*