

# Gorski Consulting Website

## Archived News - 2017 - April

April 15, 2017

### Lamborghini Definitely More Valuable Than Human Life



This Lamborghini fire on Lakeshore Blvd in Toronto was photographed by Koohyar Deylamsalehi.

Fortunately the high price of a Lamborghini was sufficient to warrant the attention of news media as it burned on Lakeshore Blvd, in Toronto, Ontario on Friday night, April 14, 2017. Otherwise attention to the fire would have been non-existent. The fact that the vehicle caught fire after striking a guardrail seemed to be a trivial matter as no one was reportedly injured. Yet if four children were trapped and died in the fire there would be a national uproar. Even then blame would be focused on the speed of the vehicle because of its make. Rarely would anyone consider whether the interaction between the roadside barrier and the vehicle was appropriate or whether a fire of this nature should be acceptable.

**April 13, 2017**

## **25-Year-Old Female Driver Killed Likely Due to Improper Attachment of Guardrail to Bridge Abutment in North York (Toronto)**

An unidentified female driver of a Mazda SUV was killed this morning (April 13, 2017) when her vehicle left Cummer Avenue in North York (district of Toronto, Ontario) and struck a guardrail. The collision could have resulted in relatively minor injuries if the guardrail had been properly attached to the concrete abutment of a bridge thus allowing the vehicle to slide along the rail and then along the bridge railing. However, as the guardrail was struck it separated from the concrete abutment and moved out of the way, thus allowing a central impact of the abutment. This caused a severe deceleration with massive crush of the vehicle.

The result was more tragic as a news representative interviewed an investigating police officer at the area of impact and the discussion was centred on the importance of identifying when the collision occurred. The police officer described how it was obvious that the fatality occurred due to excessive speed. Meanwhile, as the discussion was carried out, the camera's view showed the guardrail and concrete abutment in the background, on the opposite side of the road, that was not struck and here it could be easily seen how the end of the guardrail did not overlap the concrete abutment like it should have, but simply came to an end against the side of the concrete. Even if the vehicle had been travelling very quickly, a scant examination (via Google Maps) of the angle of approach (as evidenced by the pre-crash tire marks) toward the guardrail would demonstrate to anyone that the angle of approach was at about 15 degrees: shallow enough that a properly installed guardrail should not have separated from the abutment even at tremendous speeds.

This is tragic on many levels. A police officer who apparently does not understand proper and safe roadside barriers is given the stage to pronounce to everyone that the young driver was at fault for her own death while failing to understand, and failing to report to the public, that a barrier failed and likely caused the young woman's death. It is also tragic that, when this defect is not identified, it is not corrected, allowing for the possibility that other similar structures may exist and could cause future fatalities.

**April 7, 2017**

## **Police Reported Collision Data – Communications to Obtain Accurate Reporting**

It has been over six months that Gorski Consulting has been working on the revelation of the completeness of police reported collision data based on our collision data at Clarke Road in London, Ontario. The sixth and final article on this issue has now been uploaded to the articles page of this Gorski Consulting website.

The article discusses the process of communications that occurred with the London City Police Freedom of Information office and the corrections that were made to the originally-reported police data. The final comparison led to the conclusion that over 80 percent of the collisions and incidents documented by Gorski Consulting at the S-curve of Clarke Road were not officially documented by police and therefore no official knowledge exists of their occurrence. The ramifications of this missing data are discussed in this final article.

**April 5, 2017**

## **Peel Regional Police Fail to Protect the Public By Not Revealing Danger of Malfunctioning Street Lights**

The lack of accountability of Peel Regional Police is unacceptable. Whatever the danger, from whom, or from what, police should be obligated to protect the public. When police become “cherry pickers” and select what dangers they are willing to act against, that becomes highly inappropriate.

It was revealed by news media today that a 15-year-old female pedestrian, Madeleine Petrielli, was killed when she was struck by a vehicle “near Glen Erin Drive and Britannia Road” in Mississauga, Ontario on December 2nd, 2016. The fact that the girl was jay-walking appeared to be the only matter of concern to investigating police since, at no time, was it revealed that “five of the street lights at the intersection were out that night”. An engineer’s report concluded that “the intersection was lit to less than a third of the city’s own minimum safety standards”.

Since the present status of collision investigation in Ontario is such that police are the only ones who conduct an investigation while all the evidence is there to be documented, what can be said to the situation where police ignore critical evidence with respect to a fatality? When a murder is committed does that mean it is OK to not document the presence of a bloody knife at the crime scene because the deceased was known to be a criminal, or perhaps just of a bad reputation? Surely not. Then why is it not right to hold back evidence that a row of street lights were not functioning and this fact could have been critical to whether a jaywalking pedestrian could be seen in time to avoid a fatality?

In our mind this is incredibly inappropriate.

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