

Gorski Consulting Website

Archived News - 2017 - January

January 29, 2017

How Many Incidents Do Not Become Reported in Official Police Collision Data? – Part 3

Action is moving rapidly toward analysis of police collision data that is being matched with data obtained by Gorski Consulting at the S-curve of Clarke Road north of Fanshawe Park Road in north-eastern London, Ontario. The latest preliminary data suggests somewhere between 34 and 50% of actual collisions are not found in police data. This does not include the additional numbers of loss-of-control incidents that do not result in collisions. The latest (3rd) article based on a review of data from the year 2013 has now been uploaded to the Gorski Consulting website. As usual we welcome readers to examine the data and conclusions and contact us if you have any further questions. The analysis is still ongoing and will include data up to the latter part of 2016. ...stay tuned!

January 27, 2017

How Many Incidents Do Not Become Reported in Official Police Collision Data? – Part 2

Time has permitted the analysis of the 2012 London City Police collision data for the S-curve of Clarke Road in the north-east corner of the City of London, Ontario, Canada. The latest results, still preliminary, suggest that about 32% of collisions that occur at rural curves may not be reported in police collision data. This does not include the many loss-of-control collisions that do not result in a reportable collision. The latest article discussing this analysis has now been posted to the Articles page of this website. The analysis will continue with the remaining data from 2013 to 2016 as time permits.

January 26, 2017

Please Contact Us Again!

We received a message detailing additional evidence with respect to a fatal collision that occurred in the year 2010. Unfortunately the communication could not be fully understood, the contacting person was unable to complete their comments and did not leave any way to contact them. We do not post information or comments about cases in which we are formally retained thus the case in question was one in which we were peripherally involved. However we endeavor to help anyone who may need help even if not officially retained. **If you are the person who tried to contact us** please consider contacting us again as we did not fully decipher what was noted in the attempted communication.

January 25, 2017

How Many Incidents Do Not Become Reported in Official Police Collision Data?

Preliminary estimates determined from research conducted by Gorski Consulting indicate that as much as 42 percent of collisions at curves of rural highways may not be reported in official, police collision data. This research is still on going however an article detailing the 7-year research study has been uploaded to the Articles page of this website. We encourage readers to review the data and contact us if you have any further questions.

January 12, 2017

Steering Wheel Rotations – A Basis For Evaluation Horizontal Curve Characteristics and Safety



Was a curve in this road a factor in this collision? How would one find out?

A new article has been posted to the Articles page of this website describing testing that was performed exploring steering wheel rotations while travelling through roadway curves. This is a continuation to previous articles and testing. We invite readers to check this out at the Articles page of this site.

January 10, 2017

Distraction or Alternating Attention – Do We Know The Difference And Does It Matter?



We are distracted to look in the direction of a fire truck passing through a red traffic signal. Is that the same as being distracted while texting on our smartphone?

With the advent of various technological devices in modern vehicles the word “distraction” has become a popular buzz word used to describe situations where humans involved a traffic incidents are alleged to be guilty of performing something illegal. As an example the allegations may involve someone texting on a smartphone while driving and causing a head-on collision.

However do we apply the same amount of guilt to this person if his/her attention becomes focused on a fire truck passing through a red traffic signal?

How about a situation where a prank has been set-up where a pedestrian appears to point a gun at the passing motorist. Would we find the driver guilty of focusing attention on the prankster when passing through a red traffic signal?

Do we appreciate that, as human beings, we cannot focus our attention on two things at the same time? Do we understand that attention is often moved quickly from one object/location to another and that this is a natural process of driving? Do we understand that selection of where we focus our attention is a complicated issue that may involve what we are thinking about and why we are thinking about it?

Many of us work on a closed circuit system of beliefs that cannot be penetrated by an original thought.



“Your honor, I submit to you that the danger was so obvious that even the smallest child could have recognized it!”

January 5, 2017

Transportation of Nuclear Waste – An Issue of Importance to All Mankind

A “while ago” Gorski Consulting was invited to join a group of experts and scientists to study the issue of transportation of nuclear waste to a permanent repository to be located somewhere in Ontario. Given the sensitivity of the issue we will discuss this in broad terms. While being quite familiar with roadway transportation risk the invitation was unique and provided us with an education about the issues involved.

A study was eventually completed for Ontario Power Generation (OPG) by another group that did not involve our competing group of experts. We have had a chance to examine some of that report on the OPG website and can state the following, non-confidential facts.

The report indicates the following:

“approximately 11,000 to 12,000 outbound shipments would be required over more than a 30 year period to package and transport the entire inventory of L&ILW from the WWMF to an alternate location as well as 11,000 to 12,000 inbound shipments (to return the empty reusable transport packages to the WWMF”.

The report also makes the following comment:

“Similar to the manner in which operators of transportation vehicles are exposed to ionizing radiation emanating from external surfaces of the transportation packages, members of the public who are in proximity to the transportation vehicles are also subject to exposure.”

Finally, the report estimates:

“Extrapolating the MTO baseline statistics, OPG estimates that for the transportation campaign of approximately 22,000 – 24,000 shipments over 35 years, statistically between three and 69 collisions may be predicted with less than one fatality resulting from those collisions...”

We do not need to be alarmists. Our own evaluation is that transportation of nuclear waste is conducted under extremely safe conditions. However the facts speak to the risks involved.

There are many in the Great Lakes region from both the U.S. and Canada who have expressed their opposition to the creation of the permanent repository of nuclear waste near Kincardine, Onatrio and “close” to the shore of Lake Huron. We understand and are sympathetic with those concerns.

However “the cat is already out of the bag”. What we mean is that the nuclear waste already exists and it has to go somewhere. When nuclear power stations were created they provided a source of energy that was sold to our society as a much cheaper alternative. But were all the factors taken into consideration? Now we see what that “cheap alternative” has created: 11,000 shipments of nuclear waste being transported through populated areas. Safe transportation? Yes, but what if something unforeseeable were to occur? The consequences would be beyond deadly. This is the additional factor that is coming into the public’s view.

So, we have no alternative. The nuclear waste is there and it has to go somewhere. It may be more risky to keep in at the nuclear plants where it currently rests waiting for a permanent home. So we must think clearly about the discussion and solutions.

In our mind we must also think about the creation of nuclear waste and its danger to all life on our small planet. There are bright orange nuclear carrots being waved in front of our noses. They may have some benefit and we need to think clearly from all sides of the problem. But let us also understand the politics and propaganda and not allow it to deaden our common senses.

January 3, 2017

**Fatal Head-on Collision on Longwoods Road West of London,
Ontario**



OPP Twitter account photo of site of fatal, head-on collision on Longwoods Road, west of Wardsville, south-west of London, Ontario.

Recent collisions demonstrate the complexity of occupant protection from head impact.

As shown in the above photo, released by the Ontario Provincial Police (OPP), a fatal collision occurred on Longwoods Road west of Wardsville, south-west of London, Ontario, at approximately 0640 hours this morning, January 3, 2017. The photo shows that an eastbound pickup truck crossed the roadway centre-line and collided with a westbound car. It may not be fully apparent however the truck had an elevated suspension and the car driver likely steered toward the right shoulder in an attempt to avoid the collision. The result was that the front end of the truck drove into the left front of the car and into the driver's door. This would have resulted in massive intrusion into the driver's space and undoubtedly the deceased was likely the driver of that car.

While multiple injuries would be expected, the primary issue is that head injuries often occur when the grille of a higher vehicle enters into the driver's side window area. This is often seen in side impacts at intersections. The problem has been known for many years and side curtain air bags have been installed on new vehicles to attempt to prevent such an injury. However, that design has its limits.

A similar situation occurred yesterday, January 2, 2017 on Highbury Avenue in London, Ontario when a car was struck in its driver's door by the front end of a tractor-trailer. Although there was not much crush to the vehicle, the problem was that the crush was located precisely at the driver's door meaning that the grille/bumper area of the truck would have been against the door and window of car. Again, it is likely that this driver also suffered major head injuries although that was never officially disclosed.

While these matters are difficult and upsetting to discuss they are never-the-less a needed education to the travelling public. Occupants of any vehicle must become educated to the precise details of events that could take away their lives in the future. Such an education could mean a selection of actions that could prevent their own demise.

While it has not been officially revealed, there was substantial rainfall in southern Ontario this morning. The truck with its high centre-of-gravity was a large candidate for a potential loss-of-control event on the curve. Again, this is a choice that persons can choose to make when they understand that a pleasure craft can also be deadly in certain circumstances. Modifications to a vehicle can produce safety-related problems not only to the driver of the vehicle but also to persons whose vehicles collide with those modified vehicles.

While we live in a society that values its freedoms we also must know the cost of those freedoms and the repercussions. If all vehicles were precisely configured with safety in mind there could be many more lives saved, but our freedoms would be restricted. These are not easy cure-alls and there are always trade-offs to be considered. At Gorski Consulting we hope that a discussion of these trade-offs will lead to a more educated public.

January 2, 2017

“Driverless Vehicles” Mean That You Will Know Less About A Crash



What happens if sensors and modules cannot be trusted to explain what happened?

As we roll into 2017 the world of collision investigation and reconstruction has become dominated by analysis of computers, sensors and modules. In the past a driver was available to provide an account of what happened or what they did or did not do. While this information was often flawed, imprecise and often a lie, it was never-the-less available for consideration.

Many now believe that the age of driverless vehicles will mean a vast improvement by removing the human culprit from the collision-causing equation. Thus we should see (at least) at 90% decrease in collisions since it is argued that such a percentage can be attributed to human error. No one truly believes this will be the case. While benefits will be realized the question is whether the age of the driverless vehicles will also involve new challenges.

In the past the fault of a vehicle, as per a safety defect or maintenance issue, could be determined by an independent trained “mechanic” who had no real association with a

manufacturer. That has now changed. With the advent of computers, sensors and modules, the analysis and interpretation of what happened is never independent of the manufacturer who has installed those computers, sensors and modules. In many cases an independent assessment cannot be made without the cooperation of that manufacturer who possesses the “magic key” to what is stored.

While, in theory, many of these devices can be downloaded by the general public that owns the vehicle, the reality is far different. Only specialized analysts and reconstructionists have the hardware to provide that service and in the vast majority of cases these downloads are only available to major entities such as police, insurance companies, manufacturers and researchers. While the federal governments in North America have provided legislation that requires public access to the public’s own data, the reality is that many manufacturers still have their own specialized equipment that has to be bought or used and the costs for such use is in the thousands of dollars. This is hardly what is meant by true access by the public.

Even the downloads themselves are not true downloads. While a significant amount of data is translated by the hardware, there is still other data that is not translated. Whether the remaining data is relevant to an investigation is determined by those who developed the downloading hardware, which is the manufacturer.

When vehicles become “driverless” and a critical incident occurs, very little objective information will be available that is not tied to the computers, sensors and modules of the vehicle. The analysis of what happened and how the data will be interpreted will be left to a small pool of specialists who are unlikely to be fully independent of one entity or another who has a vested interest in what the outcome will be.

So are we headed toward an new sun-lit horizon of good, or a myriad of chicanery and deceit? It may depend on whether your cup is half full or half empty, but it will soon reveal itself.

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