

# Gorski Consulting Website

## Archived News - 2014 - October

October 28, 2014

### Poor Road Surfaces Not As Unsafe As Unexpected Road Surface Changes



A dangerous condition involves a road surface that is in good condition but contains a segment that is in poor condition while not detectable by the driver.

Drivers often complain that one road or another is in poor condition and therefore dangerous. Yet, when examining a collision history for the road, there may be very little evidence to warrant a correction.

In our experience, the collisions of focus in a roadway assessment are often those of a higher severity that are generally rare and susceptible to random fluctuation. Many near misses are unknown while many other minimal impacts are not officially recorded. Accompanied by this is the ability of most drivers to accommodate to poor road conditions when they are given sufficient warning. Thus, a road segment whose poor conditions are obvious and clearly visible, will cause most drivers to reduce their speed or increase their level of vigilance.

In our experience, the more dangerous scenarios are those where poor road conditions are not easily detected or clearly visible. An example of this would be a road that is in good condition but contains a spot defect for a short distance such as shown in the above photo. While the above photo might indicate that the spot defect can be seen from a substantial distance, that could change. For example snow cover might hide the defect. Other road traffic in front of a driver might also prevent the defect from being seen in a reasonable time. Drivers who continually travel over that same location become familiar with the reaction caused to the vehicle's motion and this becomes an additional advantage. However, a driver who is unfamiliar with the road, including novice drivers, may have an exceptionally higher likelihood of being adversely affected.

The roadside characteristics may dictate the severity of the consequences. The public generally does not appreciate that certain geometric characteristics along with features such as roadside streams or ponds can be as deadly as the presence of unprotected, immovable objects or opposing heavy trucks.



Horizontal and vertical curves along with standing water make for a dangerous combination that requires a proper barrier at a proper location.

These are complications that we have observed over the years.



**October 27, 2014**

## **Distraction Is Not Always About Cell Phones & Hand-Held Devices**



As drivers we are always “distracted” by many things in our environment. We sometimes cannot ignore looking up into the beauty of the fall leaves while failing to detect an important road sign.

It is as if distraction was something that was invented along with the cell phone when it comes to discussion about the importance of keeping one’s attention on the driving task. But distraction is not something new. The reality has always been that “distraction” is part of human behaviour in that we rarely focus our attention on only one stimulus for any length of time. In fact, safe driving requires that we shift our attention from stimulus to stimulus as there is never just one predominant one that we must attend to. Items that are meant to draw our attention can actually be dangerous as they can prevent us from detecting other important stimuli.



Too much of a good thing? Yes, undoubtedly you will not miss this vehicle travelling near you, but its ability to steal our attention may mean that we fail to detect other important facts around us.

We need to obtain a better understanding of what we mean when we discuss distraction. Rather, we need to discuss what needs to be attended to at what time and in what situation.



In specialized situations it is mandatory to focus our attention primarily in one direction while being cognizant of the possibility that danger can exist from unusual or unexpected directions and locations.



**October 24, 2014**

## **Parade of Defects Expands to Unheard of Proportions**



Inflation of an air bag should reduce the potential of injury, not increase it. However, Takata air bag inflators can cause “shrapnel” during an air bag’s deployment potentially strike an unsuspecting occupant.

Is it possible that over 30 million cars could be recalled for replacement of defective Takata air bag inflators? Would there be any vehicles left on North American roads without the defect?

Yet this is what is reportedly being proposed by two U.S. democratic senators as they question NHTSA’s actions with respect to maintaining vigilance over the automotive industry. The Takata air bag inflators reportedly exist in the vehicles of a large number of auto manufacturers including Honda, Toyota, GM and Chrysler. Apparently NHTSA has agreed to a regional recall of vehicles primarily in more southern states where the heat and humidity are believed to increase the likelihood that the inflators will malfunction. Reviewing the analysis that led to NHTSA’s decision the two senators believe there is no basis for the regional recall and the vehicles throughout the U.S., regardless of what state they are in, should be recalled.

This raises a serious question: Why are problems being discovered so many years after a product has penetrated deeply in the North America vehicle fleet? The vehicles involved are from vintages of 2002 to 2007, or almost 14 years after some of them entered the market. Could the defect have been detected earlier and corrected before it has resulted in the potentially massive one that might be needed today?

**October 23, 2014**

### **Where Are the Regulators? – General Motors and Trinity Highway Products Are Not The Only Villains In The Halloween Night**

A Gorski Consulting Editorial:

As many North Americans dress up their houses and themselves for the annual All Hallows Night festivities it is apparent that several real-life villains have been brought to their attention.

For example, General Motors announced a few days ago that their list of deaths that they will compensate with regard to their ignition switch defects has risen to 29. And that number is likely to climb substantially by the end of the campaign scheduled to end on December 31, 2014. Depending on how we define knowledge, GM “knew” of the defects, or should have known about them, for approximately 10 to 11 years before a recall was announced.

On another front, Trinity Highway Products of Dallas Texas was found liable of defrauding the U.S. government when they re-designed their ET-Plus guardrail end cap sometime in the years 2000 to 2005 and failed to notify the government even though a University of Alabama study found that the ET-Plus performance in the field was below that of its predecessor, the ET-2000, also designed by Trinity.

In both instances these very large corporations have been vilified for contributing to the injuries and deaths of an unknown number of users of North America’s vehicles and highways. And those criticisms would appear to be justified. However, there are additional issues that are not receiving their proper emphasis in the news media. The fact is that North American governments must also be responsible for looking out for the public’s safety. In the U.S. the National Highway Traffic Safety Administration

(NHTSA) and the Federal Highway Administration (FHWA) exist to provide that protection to the public. The public is taxed in part to maintain these agencies to protect the public from the defects that could be expected to exist if no oversight were to exist. It is akin to the days of the wild west where the towns' folk pay for the services of the Sheriff and then observe as the Sheriff sits back in a rocking chair, with a straw in his mouth, and watches the town bank being robbed. Does it make any sense?

Yet, the NHTSA and FHWA were those Sheriffs who should have been on their shifts for those many years when North American drivers and passengers were being injured and killed. Where were they when these corporations were “draggin their feet through town”? Where was the data collection and analysis that should have exposed these problems? Was it totally the responsibility of General Motors and Trinity Highway Products to police themselves? We do not believe so. While the actions of these corporations must be examined, the inactions of NHTSA and FHWA must also be taken into account, and the public needs to be aware of that.

Over-regulation can be a scary and frustrating thing and under-regulation can be an equal monster. We just need to take this Halloween time to bring these monsters into their proper place.

### **Gorski Consulting Continues Survey of Trinity Guardrail End Caps**

Gorski Consulting has continued our survey of guardrail end caps in the vicinity of South-Western Ontario. The latest article, Part IV, takes us to a total of 40 end caps that have been reviewed in the four articles that we have uploaded to this website.

While posting our articles we noticed a number of fast-moving developments. A U.S. federal jury apparently found Trinity Highway Products liable for defrauding the U.S. government as a result of its alternations to the ET-Plus end caps. Now, we understand that the Federal Highway Administration (FHWA) is requiring that Trinity recertify the ET-Plus end caps by providing additional test results that confirm that the ET-Plus meets the requirements of the NCHRP 350 guidelines.

The totality of the issue needs to be emphasized. Estimates indicate that there are in the neighbourhood of 500,000 ET-Plus end caps installed throughout the highways of the U.S. There is likely a similar concentration of the units in Canada. If the units are



defective then this creates a major problem. If the units are of such a deficiency that they need to be replaced in order to protect the public then this could be a major expense to many jurisdictions. Therefore, there is a large impetus to keep the units on the highways without making any changes. In the interplay of major players such as Trinity and the FHWA there has to be some assurance that the safety of the general public is safeguarded and that, if the ET-Plus end caps remain installed on the roadside, it is done because the public can be assured that they will not be a safety hazard.

We invite readers to visit the Articles webpage of this site and review the Part IV version of our survey.

**October 21, 2014**

### **Reports Indicate Jury Finds Trinity Highway Products Liable For \$175 Million Over ET-Plus Guardrail End Cap Defect**

Reports are emerging that Trinity Highway Products has been found guilty by a federal jury with respect to its actions in re-designing their ET-Plus guardrail end cap to the extent that it defrauded the U.S. federal government by not informing it of those design changes. Costs of \$175 million dollars have been awarded to Mr. Josh Marman, who was the individual who took Trinity to court with his allegations of the noted re-design. There are suggestions that Trinity will appeal the verdict.

### **Continued Survey of Trinity Guardrail End Caps**

It is because we recognize the importance of the issue that we have continued our survey of guardrail end caps manufactured by Trinity Highway Products in the vicinity of South-Western Ontario. It has been alleged that the ET-Plus end cap unit is defective and dangerous to the travelling public. This is a device that is attached to the end of a guardrail and is supposed to compress when it is struck by a wayward vehicle. It has been alleged that Trinity Highway Products made alterations to the original design of the units that cause the unit to fail to compress, thus causing a striking vehicle to experience an unnecessarily violent and potentially deadly outcome. Trinity has denied these allegations and a trial will commence in the U.S. in November of 2014 to determine the true facts of the matter. In light of the significance of the issue, Gorski Consulting has prepared a third article in this series, outlining our findings from

conducting surveys of the ET-Plus installations in South-Western Ontario and the status of those installations. This third article has now been uploaded to the Articles page of this website. We expect at least another, Part IV, article will be uploaded in the near future.

**October 19, 2014**

### **Continued Survey of Trinity Guardrail End Caps**



View of typical Trinity guardrail terminal (head or end cap) that is the source of several law suits in the U.S. alleging that they are defective and dangerous.

Gorski Consulting has continued its survey of Trinity guardrail end caps in the vicinity of London, Ontario. The latest sites that have been examined are in the vicinity of Highway 401 between Highbury Ave and Wellington Road in south London. An article describing the results of this survey can be found on the Articles page of this website.

Additional articles will be uploaded as further surveys are completed.

**October 17, 2014**

## **Questionable Reporting of Death of Timothy King In Impact of “Cut Out Section of Road”**

It was a strange report of facts, yet no news anchor blinked an eye, nor did any news reporter consider if the proper questions were asked, as to how a driver could die from a vehicle impacting a “cut out section of road”.



How did Timothy King die when his vehicle approached this road hazard?

Examining the collision site on October 16th, 2014, or barely 12 hours after the accident, one would have to scratch one's head and ask: how could a driver miss seeing all these enormous signs on approach to the area of impact? Even though the collision reportedly occurred around 2300 hours, or in night-time hours, one would expect that there would be flashing beacons and florescent signs making it easy to see the warnings.

The official news agencies reported that fog might have been a factor and that would appear to be correct. The closest weather stations with visibility data indicated reduced

visibility of about 400 metres at London at approximately 2300 hours and only about 200 metres at Kitchener at approximately 2200 hours (2300 hours data was missing). So all would appear to be in order. Perhaps just speed too fast for the conditions.

Then we approach the area where the impact occurred as shown in the site photos below.



View on approach to road block on Perth Road 135 at Line 49.



View of Road Closed sign just before the “cut out” area of the road.





View of the back side of the Road Closed signs and the “cut out” in the road just behind them.



View of far side of “cut out” section of road where the Volkswagen Beetle struck the embankment and Timothy King was killed.

So the official explanation would appear to be that Timothy King's vehicle passed through these large Road Closed signs and then his vehicle slammed into the back side of the "cut out".

This explanation would seem plausible until one looked closely around the area where the Road Closed signs were located.



Looking down on the pavement where the Road Closed signs are situated there is no evidence of any splinters of broken wood, scrapes in the pavement or tire marks, or anything what-so-ever.

We would have to believe that the roadway clean-up personnel did an absolutely meticulous job of picking up all the fine bits of debris relating the impact of Mr. King's car with the anchorages to the large Road Closed signs that were there at the time of the collision. And the metal wagon which supports the small Road Closed sign has a metal tongue resting on the pavement but there was no evidence of a scrape from such a tongue being dragged during an impact. This clean up would certainly fool us because, after 34 years of examining hundreds upon hundreds of collision sites, we were unable to find a speck of debris to indicate that a collision took place between a sign and the front end of Mr. King's VW Beetle before its travel into the "cut out".

Maybe there were some signs existing that were not struck. But certainly the signs that existed 12 hours after the crash did not appear to exist along the path of the VW Beetle. It would seem prudent, before concluding that fog and excessive speed were the only factors in this matter, that someone ask, and someone else explain, what signage and other warnings existed at this site and whether the warnings were appropriate.

**October 16, 2014**

### **Trinity Guardrail End Cap Survey Reveals Potentially Dangerous Contaminants Within Channels**



Gravel exists inside the channels of many Trinity end caps of guardrails surveyed along Highway 7 northeast of London, Ontario, Canada. There is an obvious concern that the end cap will not ride properly along the channel when struck by a vehicle and thus the system will not function safely.

While it will take several days before we can complete the articles relating to our further surveys of Trinity guardrail end caps we can indicate a significant finding of gravel existing inside the channels of many of the end caps. The end cap and its channel is designed to ride along the “W” rail of the guardrail when the end cap is struck by a vehicle. When a contaminant such as gravel become deposited within the channel there

is an obvious concern that this material will prevent the end cap from riding properly along the rail. It is this jamming of the system which has been an expressed concern when that channel's width was narrowed by Trinity from 5 inches to 4 inches. While the noted contamination by gravel may not be related to the alleged defective design change, it could be a related safety issue that might also work in concert with the narrowed channels to produce the jamming of the system that eventually leads to harpooning of vehicles.

The gravel contamination has been mostly found on end caps existing on the newly reconstructed portion of Highway 7 between Prospect Hill Road in Middlesex County and Oxford County Road 119. Further details will be provided in the upcoming articles that will soon be posted on the Articles page of this Gorski Consulting website.

**October 15, 2014**

### **Gorski Consulting Continues Survey of Trinity End Caps In Region**

As it is an important issue, Gorski Consulting has decided to continue its survey of Trinity End Caps in the vicinity of London, Ontario and beyond. We expect to have an additional article shortly that will provide additional pictorial documentations of ET-Plus installations. This is an important issue since there are a very large number of these installations in North America and this is reflected by the large numbers of installations that we see in the vicinity of London and Southern Ontario.



**October 13, 2014**

## **Danger of Passing Large Trucks on Two-Lane Highways**



A decision to pass a large, long, heavy vehicle can be deadly if the driver does not appreciate the complications and consequences.

The occurrence of the recent death of a young female driver during her attempt to pass a large truck on a two-lane rural highway has prompted Gorski Consulting to write an article discussing the dangers of attempting to pass large, heavy trucks on two-lane, rural highways. We encourage readers to examine our Articles page and review the article.

**October 9, 2014**



Will all these, numerous, installations of guardrail end caps in London and its vicinity need to be replaced if they are found defective by a U.S. Court?

### **Trinity Guardrail End Caps In & Near London Ontario – Survey of Locations & Condition**

A University of Alabama study ( “In-Service Evaluation of FHWA-Accepted Guardrail Terminals”, 2014) had the following observations regarding the functioning of Trinity Highway Products guardrail end caps:

*“...a statistical analysis was conducted to compare the distribution of end treatments involved in severe-injury or fatal crashes to an expected distribution, known as exposure. To date, Missouri and Ohio have been included, and in both states, it was found that the ET-PLUS placed motorists at a higher level of risk of both serious injury and fatality relative to its predecessor, the ET-2000.”*

Both the ET-PLUS and the ET-2000 were produced by Trinity however the newer ET-PLUS system was alleged to be defective and a U.S. court is to hear those allegations in November, 2014. This presents a huge exposure to many jurisdictions in North America that installed these end treatments based on the authority of the federal agencies. If these systems are found to be defective the question to be asked is whether all the thousands upon thousands of guardrail end caps will need to be replaced and who will pay for those costs. Numerous such end caps exist on roads in London, Ontario and in Ontario.

In light of this widening controversy, Gorski Consulting has continued its research on the issue by conducting a survey of ET-PLUS systems installed in the London, Ontario, Canada and its vicinity. The purpose of this survey was to provide a photographic documentation of the characteristics and condition of each installation. An article based on these findings is available for review on the Articles webpage of this website.

**October 6, 2014**

### **Fatal Collision on Medway Road Not Identified As A Loss-Of-Control Event**

While little information is made available when fatal collisions are reported in the news media, the scant information can still provide additional clues.

It has been reported that an 18-year-old female driver of a westbound car was killed when her vehicle collided with an eastbound dump truck at about 1400 hours today on Medway Road east of Clarke Road on the northeastern outskirts of London, Ontario. It was reported that the collision occurred in the eastbound lane of the rural highway.

A photograph of the damaged car indicates to us that this was likely a loss-of-control on the part of the car yet this was not mentioned in any of the released information. We stress again that such facts are important. If the car crossed the centre-line due to a loss-of-control it needs to be identified how and why that occurred. Although the precise location of the impact is not identified we have performed a variety of testing on that stretch of Medway Road, some of which has been reported on this website.

If time permits we will likely examine the site soon to consider what collision evidence might still be left there.

#### **UPDATE: OCTOBER 7, 2014, 2015 Hours**

We have now had an opportunity to examine the site of the fatal collision on Medway Road. As we stated earlier the facts, as they began to expand, provided a much different scenario than what was originally reported. To emphasize the point we want to quote the news item from the London Free Press newspaper as they described the tragedy to the public:

*“Police say a westbound silver Chevrolet car collided with an unloaded dump truck travelling eastbound on Medway Road. The vehicles collided in the eastbound lane. The 18-year-old female driver of the car was transported to hospital with life-threatening injuries and has succumbed to her injuries. There were no passengers in the vehicle.”*

Yes, these facts are somewhat indicative of what occurred. However, from another viewpoint, the description is very misleading. And, before we proceed, we want to emphasize that we do not mean to be critical of the London Free Press. We suspect the London Free Press just reports what it knows, or what information it is provided. But the public deserves a better description as the reality is far different from the description. As no one has provided a clear photo of the vehicles involved we are also left at a disadvantage as we must base our comments based solely on the evidence that is available at the collision site.

Let us begin by stating that the evidence at the collision site was substantially more complex than what would typically occur. This is because, unlike what was originally reported, this was not a collision between a passenger car and an unloaded dump truck. There was a third vehicle involved. Now, is that not an important fact that should have been made clear at the outset? Also this scenario did not involve just a single, significant impact, but at least two significant impacts, as we will describe shortly.

The photo below shows a view looking west from east of the area of those impacts and we are trying to high-light a tire mark that exists in the eastbound lane which was caused by the deceased's vehicle which was travelling westbound.





View, looking west, in the eastbound lane of Medway road from a location east the impacts. In this photo one should be able to detect some light-blue crayon marks that we have produced to high-light the location of a tire mark, likely produced by the deceased's vehicle a few seconds before the impacts.

The tire mark starts approximately in the position if a vehicle was travelling normally in a travel lane and then it wanders toward the left (south) shoulder, as indicated by the light blue dots that we created on the pavement. The dark marks in the background is where the vehicles struck each other and we will discuss that shortly.

The next two photos will continue the view of that tire mark as we move further westward toward the south shoulder and toward the area of the impacts.



View, looking westward in the eastbound lane at the tire mark that this progressing toward the south shoulder. This tire mark was caused by the deceased's vehicle just before the impacts in the background.





View looking west along the south edge of the eastbound lane of Medway Road. The light blue dot on the edge of the pavement is indicating the location of a tire mark that eventually enters onto the south gravel shoulder in the background.



We appreciate that there would appear to be a maze of tire marks in the background, especially on the pavement, and this may be somewhat confusing, but we ask readers to ignore those for the moment as most of those were created after the fact, although some may still be relevant. What we ask is that you focus on the tire mark that is coming off the pavement edge, as indicated by the light blue dot, and try to follow that tire mark onto the south shoulder where you should be able to see it curve back toward the road surface again.

This curved tire mark is a yaw mark. It indicates the rotation of the vehicle about its vertical axis. To explain it a different way, imagine that we drove a pole into the roof of a vehicle and it passed through the floor boards into the ground. Yaw rotation is the rotation of the vehicle that occurs around that pole. This is something that is (almost) absolutely required when we talk of a vehicle that goes out of control.

What you should see in the photo is that the tire mark enters the gravel shoulder as a single mark and then it diverges into two marks. This is indicative of what happens to the two left side tires of a vehicle that is involved in clockwise rotation. The two left side tires begin to travel along different paths as the vehicle continues into its clockwise rotation.

The two photos below might help to visualize the yaw marks because, at this location, the two left side tires are already tracking along their separate paths and we can see that they curve back onto the paved road surface.



View, looking west along the south shoulder of the Medway Road and showing yaw marks in the gravel caused by the deceased's vehicle as it rotated clockwise and curved back onto the paved road surface.





View of the yaw marks heading back toward the road surface as the loss-of-control vehicle continues to rotate clockwise.

Instead of the vehicle being struck by an eastbound vehicle, it was actually, initially, struck by the westbound vehicle that the deceased driver was reportedly trying to pass. Thus we see deep gouges in the westbound lane in the location where the loss-of-control vehicle progressed during its clockwise rotation. The gouges in the westbound lane are shown in the photo below.



View, looking east, in the westbound lane where deep gouges indicate the location of the initial impact between the deceased's loss-of-control car and the westbound transport truck that it was reportedly passing.



It would seem that police have no problem with this occurrence, or so it appears that way from the manner in which the facts were reported. However, we have some reservations that we will not go into at this point as we want to continue to identify the rest of the evidence.

So, the initial impact occurs and the car is redirected into the eastbound lane where it is struck by an eastbound dump truck. The gouges that indicate the location of this second impact are shown in the photo below.



View, looking eastward at the south portion of the eastbound lane where the deceased's car was reportedly struck by an eastbound dump truck.

After the second impact in the eastbound lane the deceased's vehicle was pushed back, in a north-easterly direction, toward the north shoulder where it came to rest, as indicated by the fluid trail in the photo below.





View, looking west, at the fluid trail exiting the area of the second impact in the background toward the final rest position of the deceased's vehicle on the north shoulder, in the foreground.

The evidence at the collision scene is somewhat complex. The loss-of-control vehicle was originally westbound and was in the eastbound lane where we first located its tire mark as it exited onto the south shoulder. It then rotated out-of-control back onto the pavement where it was struck by the westbound transport truck that it was passing. The car was then deflected into the eastbound lane where it was struck again by the eastbound dump truck and redirected once more, to the north-east, where it came to rest on the north shoulder.

As indicated earlier, we have some reservations about this sequence of events and how the police might have interpreted the evidence. For now we intend to allow an opportunity for the police to consider the evidence and await what their decisions might

be regarding any charges. Obviously we have no input into how this unfolds other than to express our opinion here on this website.

**October 4, 2014**

### **Development of Wobble in Pavement Surface of Highbury Ave South of Wilton Grove Road**

In the last few months we have been observing the development of a “wobble” in the pavement surface of Highbury Ave just south of Wilton Grove Road in south London, Ontario, as shown in the photo below. This development is similar to the more extreme conditions we have been documenting on Sunningdale Road.



View, looking north, toward the development of a wobbling of the pavement surface of Highbury Ave just south of Wilton Grove Road.



The conditions are similar to other similar developments that occur in low-lying areas of a road surface where the water table would be expected to be high. The two additional photos below provide closer views of the area of concern.



Northward view of wobbling section of pavement on Highbury Ave.





Northward view of the wobbling section of road surface on Highbury Ave.

We have observed in the past that road works departments have been slow to recognize that such unevenness of the pavement can become a problem during environmental conditions producing a slippery road surface resulting in an increased likelihood of a vehicle entering into a state of loss-of-control. As we have no control over the actions of these departments we can only document these facts and observe the response to the deteriorating conditions.

## Are Trinity Guardrail End Caps Defective and Dangerous?



The end of a guardrail should not act as a harpoon that spears a vehicle that makes contact with it. When such a harpooning takes place it needs to be identified if there was a defect in the design of that system.

There has been recent publicity regarding the “harpooning” of vehicles by guardrails designed by Trinity Highway Products of Dallas Texas. Allegations have been made in court that a redesign of their guardrail end caps (ET-Plus) has created a hazard whereby the guardrail system turns into a harpoon when struck by a vehicle. If these allegations are proven to be correct then this poses a tremendous problem as Trinity is reported to be a global manufacturer whose products are installed all over North America and beyond. As the court case regarding these allegations proceeds Gorski Consulting has conducted a brief examination of a guardrail system in London, Ontario which has the characteristics of the defects being discussed. Our article provides some illustrations of what the defect allegations are about. We invite readers to visit our Articles webpage and review the article.



**October 3, 2014**

**Willie (In Exeter, Ontario) Leading Polls By A Whisker**



A view of Willie on the campaign trail.

Mr. Willie Squirrel is said to be leading the polls for Deputy Mayor in Exeter, Ontario. Willie runs on a platform of growing trees while his opponents say his ideas are just nuts. Obviously the residents of Exeter disagree and, with such credentials, they hope he will run after the Mayor in the larger metropolis of London.

**October 2, 2014**

**Our Opposition To Attempts To Direct Emergency Patients for Home Treatment**

We must express our concern and opposition to the latest attempts by Ontario's Government to reduce health costs by what we see as an endangerment of the public's health and lives through potential new regulations governing the actions of Paramedics when they are called to an emergency and would normally transport an individual to a hospital emergency department.

We have observed a news item in the London Free Press of October 2, 2014 entitled "Province Urged to Unleash Paramedics". In that article a proposal is made for Paramedics to be given a choice whether they deliver patients to an emergency department or whether they can choose an alternative, including keeping the patient at their home, delivering them to a mental health institution, or other clinics.

While this issue is only partially related to matters of motor vehicle accidents, we have long been aware of the need for speedy emergency treatment as this can be a matter of life and death in serious motor vehicle accidents. What we have observed over recent years is the steady reduction of first line support of emergency health services to the public. Government and Administrators always talk about deficits while not revealing the reduced financial support as the reasons for those deficits. While emergency departments are chronically under-staffed financial support continues to be reduced. In that vein, imaginative ways are devised to disguise that reduced financial support through numerous programs such as this latest one involving "more freedom" to the paramedics. We see this as what it truly is: another failure to address the lack of support to vulnerable persons who need emergency health care.

With this, we officially note our stance on this issue.



**October 1, 2014**

## **Loss-of-Control Remains A Prominent Factor in Region's Collisions**

It does not require a detailed search to uncover that loss-of-control of a vehicle remains a prominent factor in the causation of collisions in Southern Ontario. This can be determined from examining a few of the fatal collisions that occurred in the area in the last few days.

At approximately 1030 hours on Monday, September 29th, 2014, a Ford pick-up truck reportedly rolled over on Knapdale Drive, west of Pratt Siding Road, west of Glencoe, Ontario. This resulted in the death of a 27-year-old male passenger while the 29-year-old male driver reportedly sustained non-life-threatening injuries.

In an unusual display of honesty and frankness investigating police reportedly admitted that it was not clear why the vehicle left the roadway. The reality is that vehicles with a structure such as a pick-up truck will commonly enter into a loss-of-control on a gravel-covered roadway. Yet, on a majority of such gravel roadways it is difficult to see the loss-of-control yaw marks that would normally be seen on a hard-surfaced road. With a lack of objective evidence investigations have historically been poor in such instances. So it is refreshing to see investigators willing to disclose that their knowledge of what occurred may be incomplete.

In another instance, on Sunday, September 28th, 2014 at approximately 1840 hours a pedestrian was reportedly struck by a Pontiac car on Indian Line in Haldimand County. The Pontiac had reportedly been travelling eastbound when it "...travelled off the paved portion of the roadway...The vehicle came back onto the road crossed to the north side and struck two of four pedestrians walking eastbound along the shoulder" (CTV News London).

If the description is correct, then the pedestrians were walking along the correct side of the road, facing traffic, while the striking vehicle approached them from behind. However, in our experience, what actually occurred could be very different from what has been officially reported.

The likely factor in this second collision also has a loss-of-control component since the motion onto the right shoulder, followed by the travel back across the road is a typical indicator of a loss-of-control event. Here the public is simply informed that a pedestrian was killed yet there is no mention that a loss-of-control occurred or why it occurred.



Loss-of-control tire marks on a freshly re-graded gravel shoulder leading to a rollover in grassy roadside of a rural highway.

These events high-light the point that the evidence of vehicular travel on gravel surfaces is an important issue that needs to be studied if we are to obtain objective evidence of how and why a loss-of-control leads to a serious collision. Yet, if one were to examine the contents of any accident reconstruction courses in North America, there is no mention of any instruction for potential investigators to be able to detect and interpret this evidence. And this has always been the case.

# Gorski Consulting

## London, Ontario, Canada

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