

C.R.A.S.H.

Coalition to Reduce Auto Size Hazzard

Stephen Laidlaw for City of Brampton Active Transportation Advisory Committee

August, 2024

C.R.A.S.H.

Toronto Community Bikeways Coalition (TCBC)

- C.R.A.S.H. is an initiative of of the Toronto Community Bikeways Coalition to report on and make recommendations to address the danger of pickups and large sport utilities vehicles to pedestrians and cyclists in Canada.
- The premise is that pickup trucks and SUVs pose acute danger to cyclists and pedestrians because of their weight, driver blind spots and front end vehicle height.
- The initiative was launched in August 2022 by an Ontario wide coalition of 16 road safety and community groups.
- In January of 2023, representatives of the coalition met with Ontario Chief Coroner, Dr. Dirk Hoyer to discuss the issue.
- Although Dr. Hoyer stopped short of a call for a death review, he did commit to work with the coalition to develop recommendations to curb the greater dangers of pickups and SUVs to pedestrians and cyclists.

Attention of A.T.A.C, Brampton

Coalition Members

- C.R.A.S.H. came to my attention recently in a emailed newsletter from Velo Canada Bikes, an organization that the City of Brampton Cycling Advisory Committee and staff at the City of Brampton has worked with, to produce their annual pedal poll. It is a national non-profit organization working to build a bicycle friendly Canada

A complete list of C.R.A.S.H. coalition members follows:

- Advocacy for Respect for Cyclists (ARC)
- Bike Law Canada, Bike Windsor Essex
- Bridging Overlea (Toronto)
- Citizens Environment Alliance (Windsor)
- Community Bikeways (TCBC)
- Cycle Toronto, CycleWR (Waterloo)
- Environment Hamilton
- Equiterre
- Friends and Families for Safe Streets (FFSS)
- Going the Extra Mile for Safety (GEMS)
- Guelph Coalition for Active Transportation (GCAT)
- Hub Cycling (Vancouver)
- London Cycle Link
- Movement: Metro Vancouver Transit Riders
- Piétons Québec
- Safe Parkside
- Safe Streets Halton
- TTC Riders
- Walk Toronto.

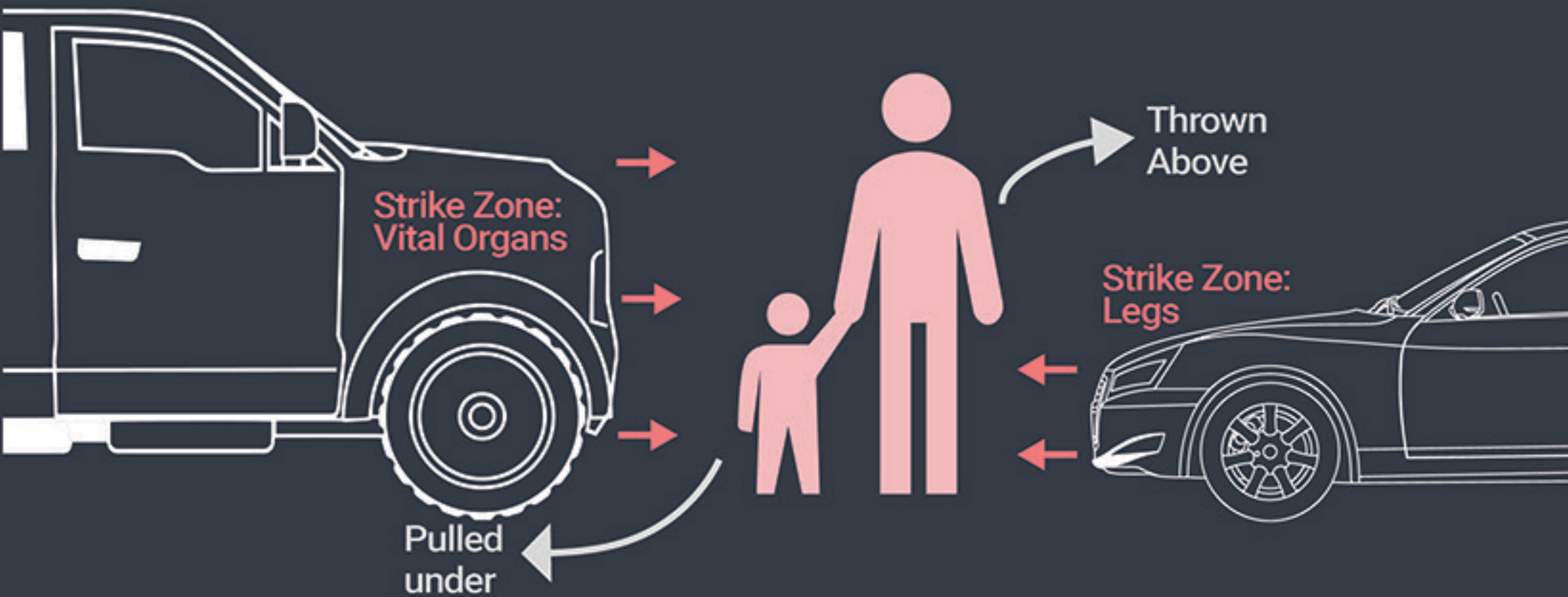
Facts and Figures

Pickups and large SUVs

- The best selling vehicle thus far, in 2024, remains the Ford F series pickup truck. Not only that, in the top 8 best selling vehicles are large vehicles - the Chevrolet Silverado, Dodge Ram pickup and the GMC Sierra. Sedans are nominally represented on this list.
- Ford Motor Company recently announced that they would delay the retooling of the Oakville plant, to produce more F series gasoline powered pickup trucks, as the demand was so great.

Pickup Truck: 6,000 lbs

Sedan: 3,000 lbs



Vehicle Size Growth and Effect

Pickup trucks and SUVs have grown over the last 25 years.

- Since the year 2000 hood heights for pickups and large SUVs have increased by 11%
- Between the year 2000 and 2018, pickups and large SUV weights have increased by 24%
- The result is that there are several factors that make these vehicles more dangerous to vulnerable road users - 1. higher hood height means larger blind spots. 2. Heavier vehicle weight means more kinetic energy and longer stopping distances. 3. Heavier vehicle weight means more substantial roof structure for roll over protection, which increase blind spots. 4. Impact area will be in the upper body of the pedestrian, causing injury to major organs.

Ultimate Result

Pickup truck and large SUV conflicts with pedestrians.

- The United States based Insurance Institute for Highway Safety released the figure, in November of 2023, that a collision with a pickup truck or large SUV was 43.6% more likely to cause the death of a pedestrian, than a standard sized sedan.
- The Ontario Ministry of Transportation found that a pedestrian is 3.4 times more likely to die in a collision with a light truck than a sedan.
- Professor Justin Tyndall of the University of Hawaii, found that a 10cm increase in vehicle hood height is associated with a 22% increase in fatality risk, in the event of a collision with a pedestrian.

The Answer

The C.R.A.S.H. coalition recommends a number of solutions.

- Among recommendations are a comprehensive 11 point strategy, with participation from Canadian federal, provincial and municipal governments.
- This strategy covers everything from federal transportation vehicle requirements, to provincial licensing requirements and restrictions, to municipal parking fine differentiations and Vision Zero considerations. There is also regard for all levels of government to recognize the climate crisis, in regard to these vehicles.
- Complete details, including the 106 page report, can be found at the link below.
- <https://www.communitybikewaysto.ca/oversized-danger-pickups-suvs>