



## REPORT FOR ACTION

## Feasibility of Rear Passenger Mirrors on City Vehicles

**Date:** March 9, 2017  
**To:** Government Management Committee  
**From:** General Manager, Fleet Services Division  
**Wards:** All

### SUMMARY

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The purpose of this report is to provide information on rear passenger mirrors used to prevent back seat passengers from opening a parked motor vehicle door into the path of a cyclist or other traffic. Based on the typical operational use of City fleet vehicles, combined with no reported back seat dooring incidents over the past ten (10) years, the installation and use of rear passenger mirrors is not expected to provide any beneficial impact. The continued execution of industry best practices, including the "Dutch Reach" will more effectively reduce the risk of "dooring" in the City's operational environment.

### RECOMMENDATIONS

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**The General Manager, Fleet Services Division recommends that:**

1. The Government Management Committee receive this report for information.

### FINANCIAL IMPACT

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There is no financial impact as a result of this report.

The Deputy City Manager & Chief Financial Officer has reviewed this report and agrees with the financial impact information.

### DECISION HISTORY

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At its meeting on November 14, 2016 Government Management Committee requested the General Manager, Fleet Services Division (FSD) to examine the feasibility of requiring rear door passenger mirrors on all City fleet vehicles and report back to the April 3, 2017 meeting. The link can be found at:  
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.GM16.19>

## COMMENTS

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"Dooring" refers to all vehicle occupants, including driver and back seat passengers, who open a parked motor vehicle door into the path of a cyclist or other vehicular or pedestrian traffic. Ontario Bill 31, enacted September 1, 2015, increased the set fine for incidents of "dooring" to \$365 + three (3) demerit points in an effort to promote road safety and sharing the road.

Typically, "dooring" incidents occur when drivers do not check their side mirror before opening their door, or rear passengers opening doors into a roadway without first looking back for oncoming traffic. The application for rear passenger mirrors has normally been focussed on the vehicle for hire industry (i.e.: taxis, limousines, and transportation network companies, including car sharing) that regularly offload rear seat passengers onto a roadway.

The City's on-road passenger fleet includes over two-thousand (2,000) pickup trucks, SUV's and cars and, while all have the capability of transporting back seat passengers, many operations regularly park in designated parking areas, or utilize only the front seat for passengers with the backseat often empty or used for transporting supplies. Few City vehicles regularly disembark passengers from the rear seat of a vehicle directly onto a roadway.

FSD reviewed records back to 2007 and found that there have not been any reported "dooring" incidents involving rear passengers exiting City fleet vehicles.

Based on the typical operational use of City fleet vehicles, in conjunction with no recorded rear passenger incidents, the installed cost of the mirrors of over \$140,000 - not including the impact of downtime to each Division, is not warranted.

FSD does recognize the inherent possibility of "dooring" incidents and, to the address the issue within City operations, FSD has a standard operating procedure incorporated into its training programs that instructs all vehicle drivers and front/back seat passengers to utilize the "Dutch Reach" approach to opening a vehicle door; that is to use the hand furthest from the door to reach across your body and open the door. This forces the trunk and head of a person to turn towards the door and the direction from which a cyclist, pedestrian or other vehicular traffic would be approaching.

The "Dutch Reach" practice is illustrated below in Figure 1:

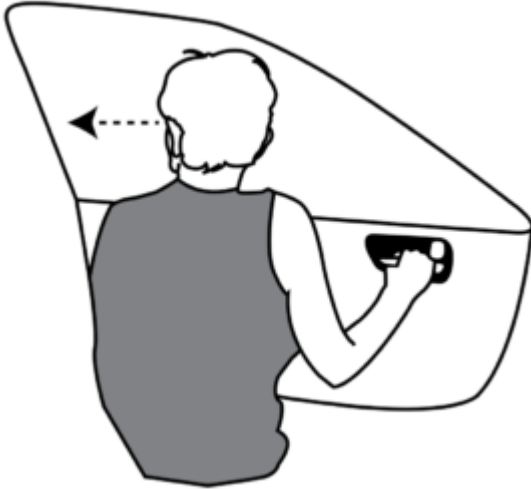


Figure 1: Proper Positioning of the "Dutch Reach". Image from: Dutch Reach Project <http://www.dutchreach.org/>

Further, FSD has begun installing illustrative stickers on both the driver's side mirrors and passenger door windows of its passenger vehicles to remind and instruct users to visually check for cyclists prior to opening their door.

The "Dutch Reach" industry best practice, is expected to effectively maintain the low risk of "dooring" in the City's operational environment.

## **CONTACT**

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## **SIGNATURE**

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