

Crash Analysis Studio

Ottawa, Ontario

May 4, 2025

Today's Panelists

Matt Pinder

Tanu Verma

Lesley Millar

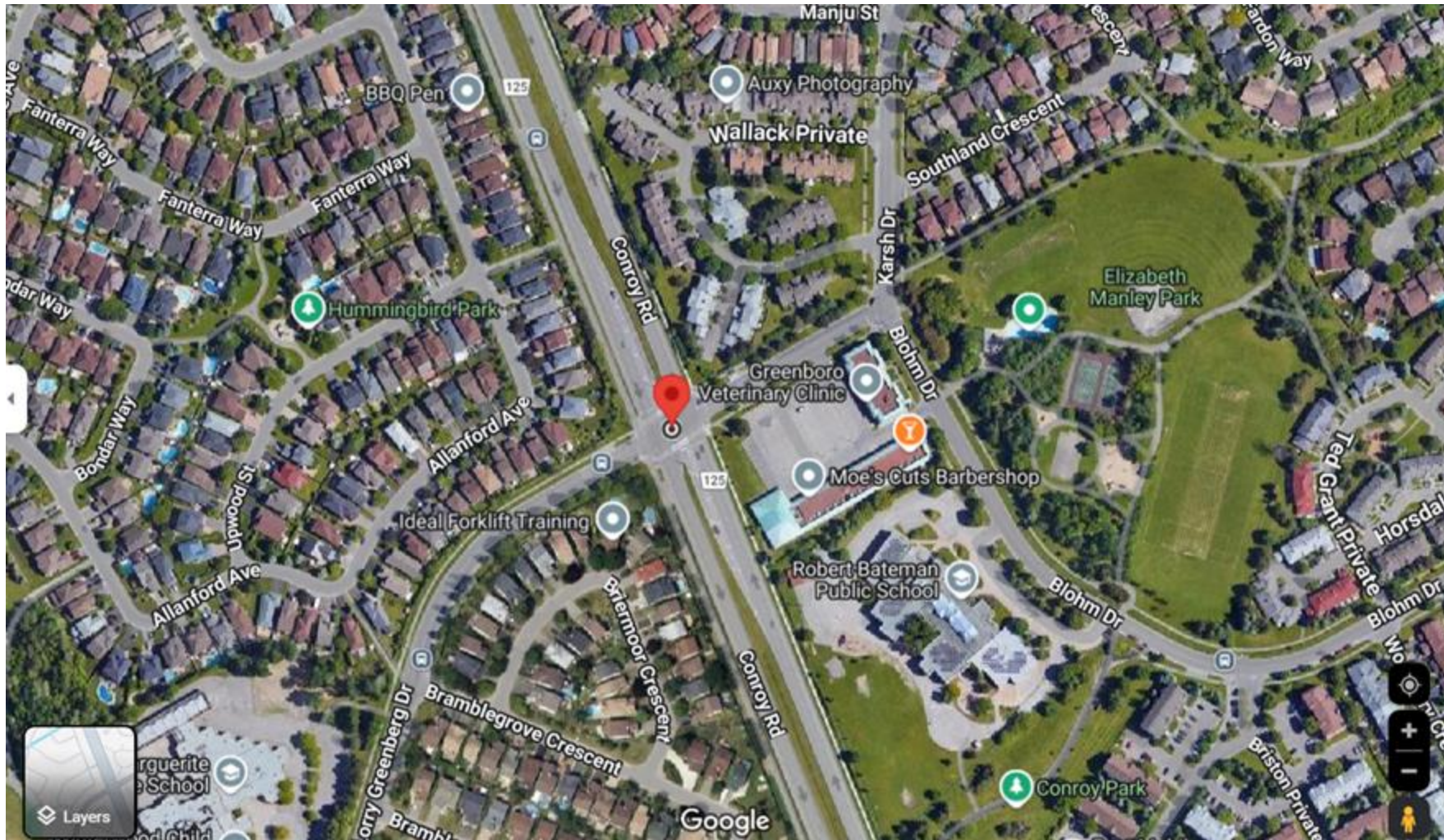
Crash Information

- A male and two females (family members) were struck by a Mazda 3 at the intersection of Conroy Road–Regional Road 125—and Lorry Greenberg Drive.
- Driver was traveling northbound on Conroy road, turning left onto Lorry Greenberg Drive. Family members were walking southbound on Conroy road in crosswalk.
 - Pedestrians had right of way.
- Crash occurred around 6:30PM on September 9, 2024
 - Victims received a crash report and their written witness statements.
- Pictures from scene suggest it was a warm sunny evening.

Crash Information

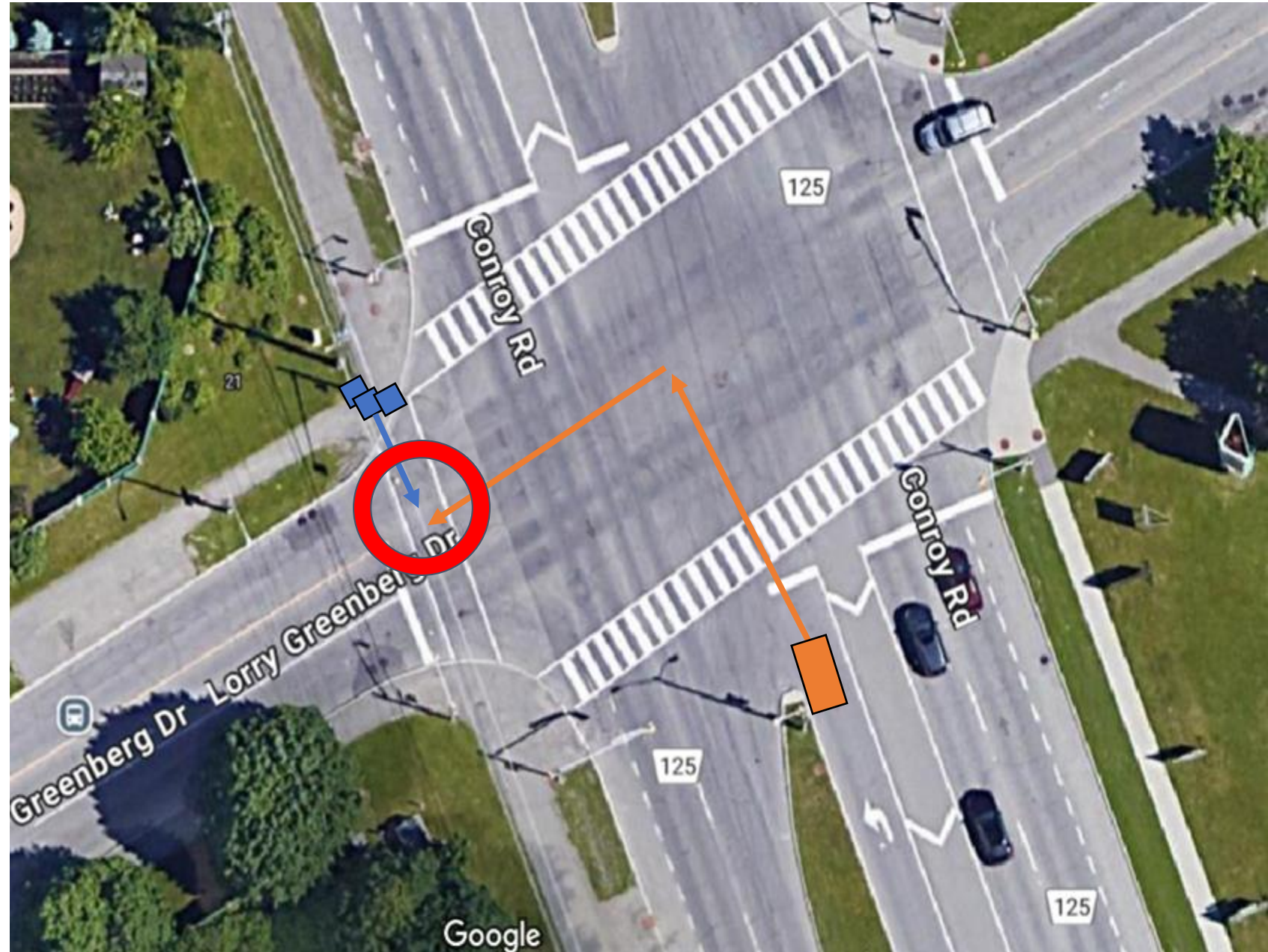
- One female was uninjured, the other suffered minor injuries. The male suffered serious but non life threatening injuries.
 - Police were dispatched at 6:31pm and arrived at 6:33pm.
 - Male pedestrian was transported to Ottawa Civic Hospital.
- Motorist stayed at the scene and cooperated with police.
- Motorist claims the sun was in their eyes.
- There were two other passengers in the car.
- No report of drugs or alcohol.

Crash Location



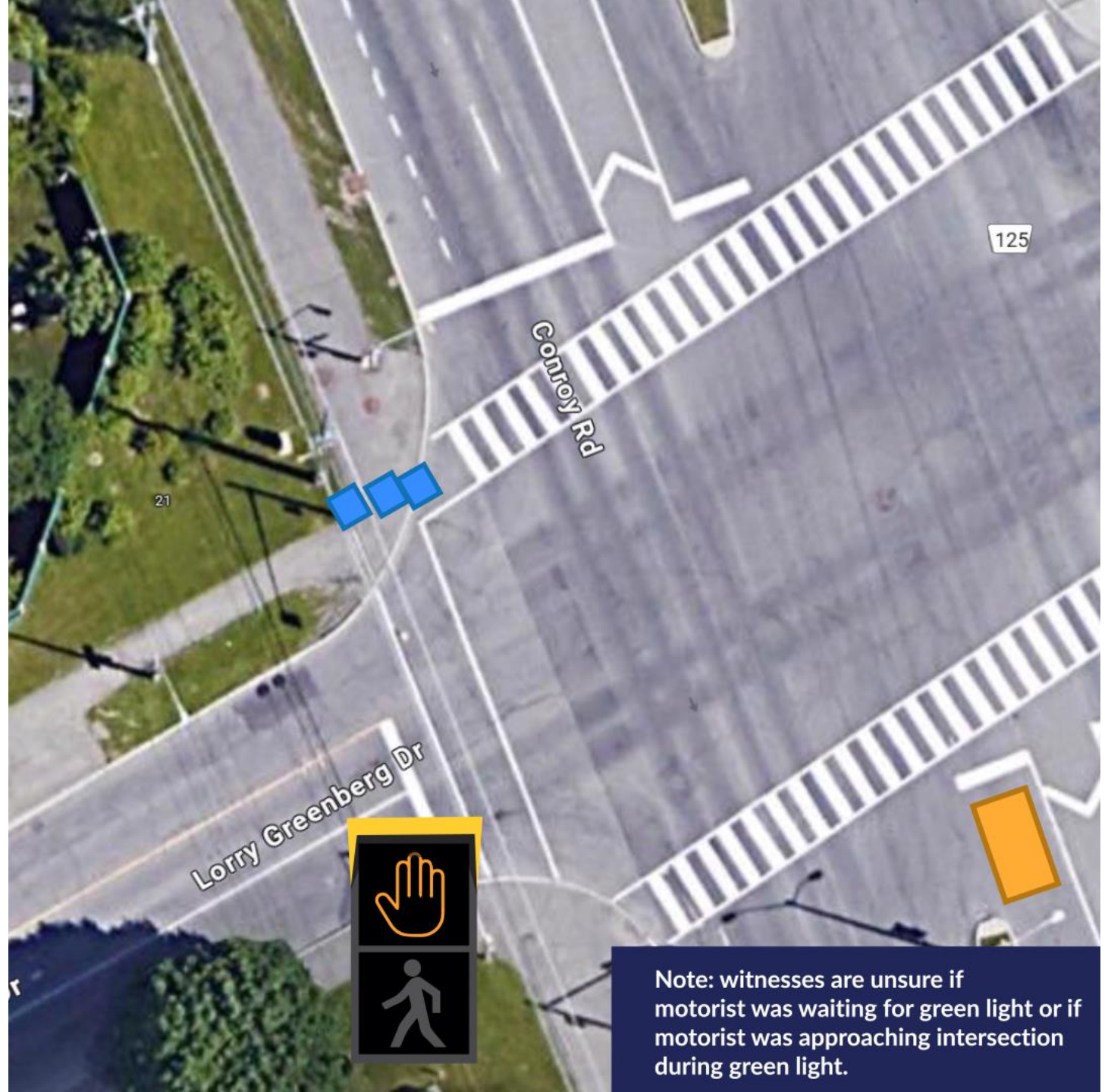
Pre-Collision

- Male and two females waiting on sidewalk for green light to cross crosswalk
- Car either waiting for green light or approaching intersection



Collision

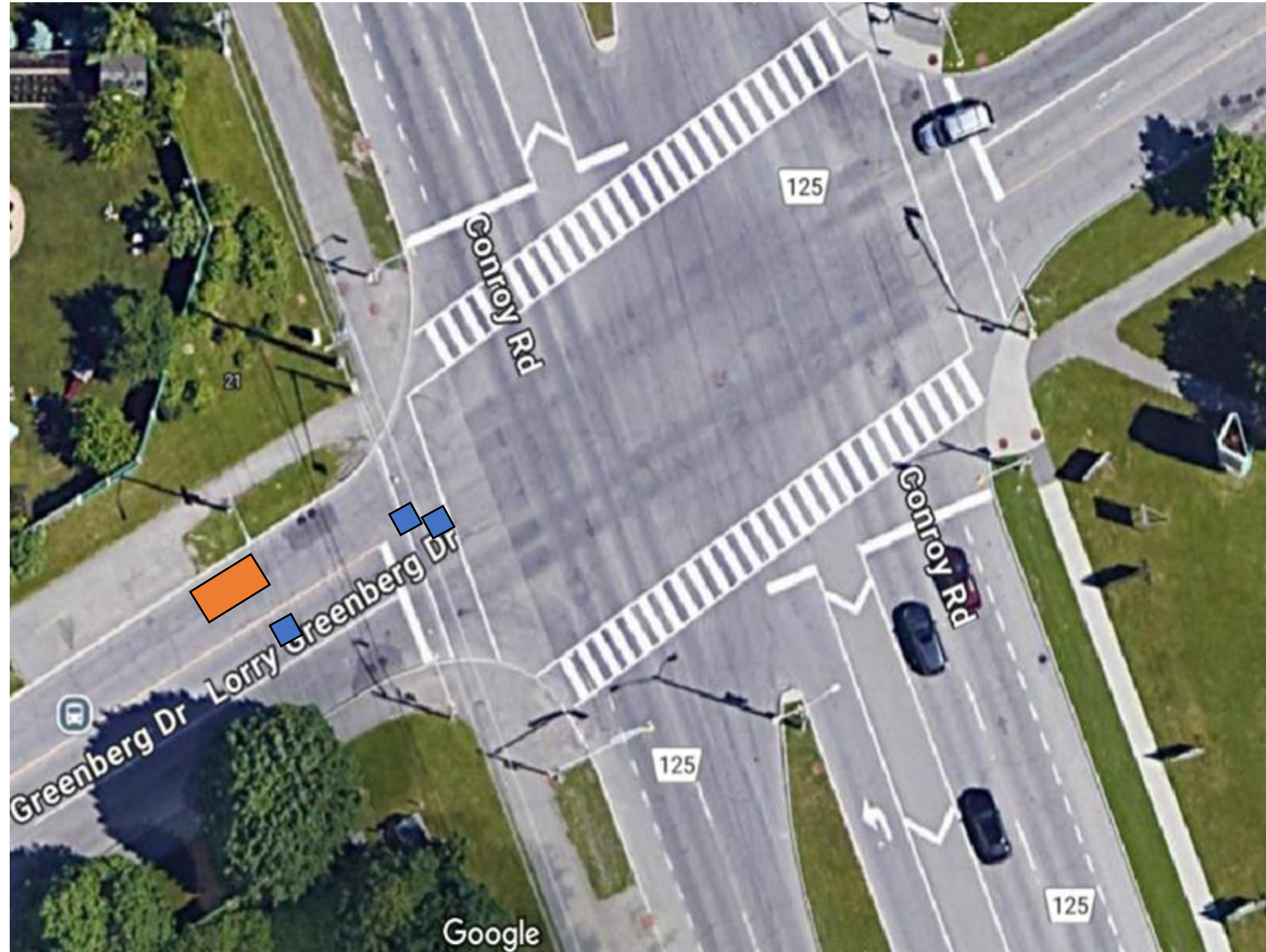
Male was hit by the hood of the car and went unconscious.
One female was skinned by the side of the car and fell.
They did not have time to react.



Note: witnesses are unsure if motorist was waiting for green light or if motorist was approaching intersection during green light.

Post-Collision

- Male was hit and fell 5-10 meters away from crosswalk



Crash Details

- The speed limit on Conroy Road is posted at 60km/h (about 37 mph).
- The speed limit on Lorry Greenberg is posted at 50km/h (about 31.1 mph).
- Driver was travelling northbound on Conroy road, turning left onto Lorry Greenberg.
 - Pedestrians were walking southbound on Conroy road, in crosswalk, had right of way.
- As of November 30 2024, there are plans to sue driver for pain and suffering.

Overall Site Conditions

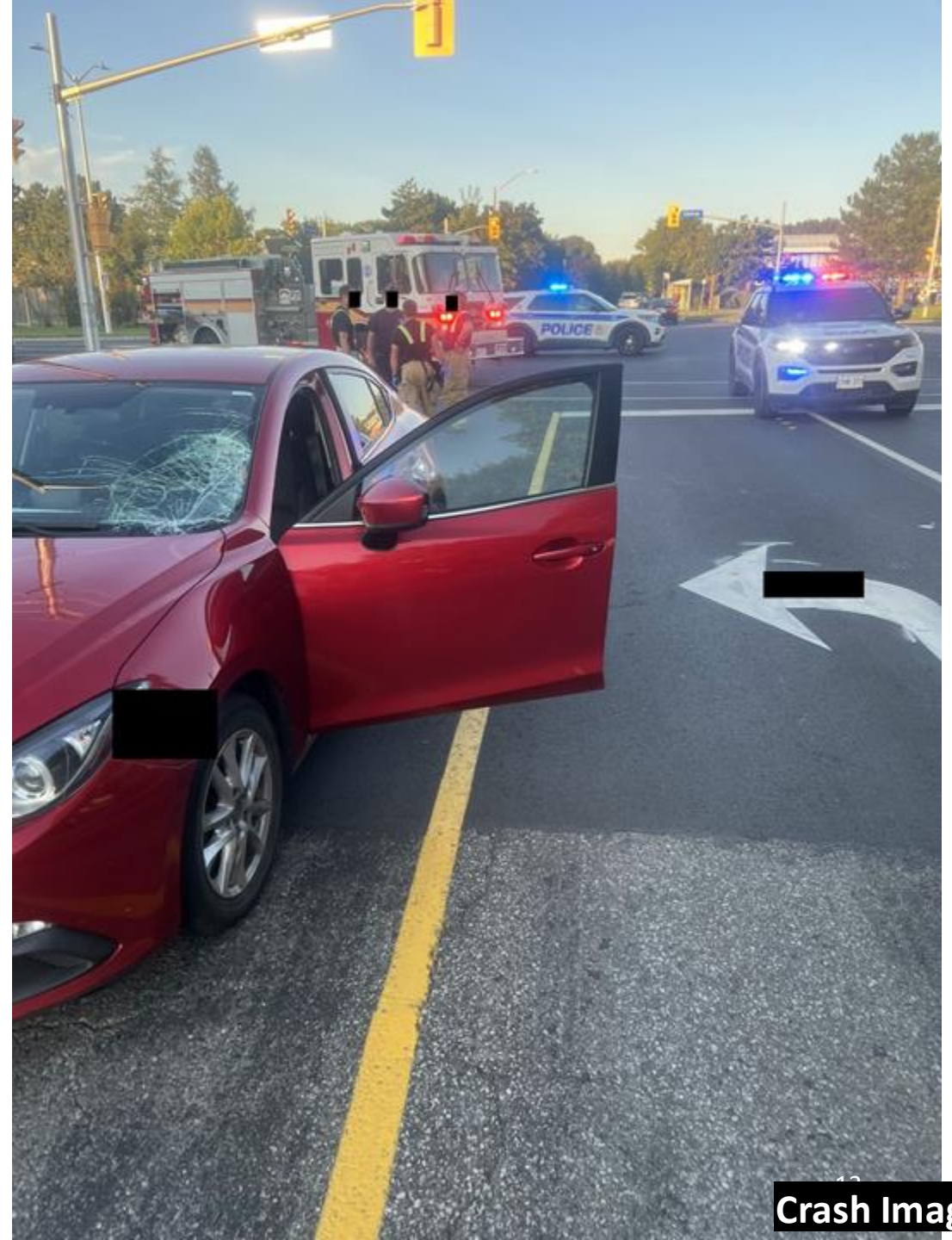
- Conroy Road consists of
 - Sidewalks on either side
 - Through traffic lane (4)
 - Center lane for left-hand turns (**no northbound advanced green**)
 - Bike lanes on outer edges of road
- Lorry Greenberg consists of
 - Through lane traffic (2)
 - Center lane for left-hand turns
 - Sidewalks on either side (southbound sidewalk adjacent to road)
- Intersection is surrounded by multiple destinations, including schools and parks. Flow of humans consists of children and parents walking, biking, or driving to areas of interest.



Crash Location - Walker Vantage Point

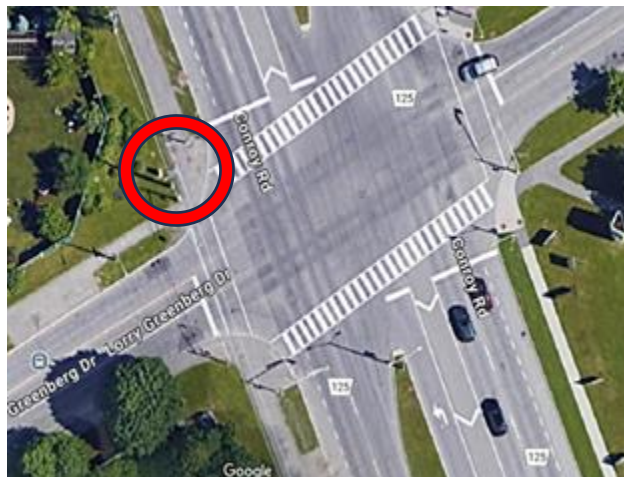


Crash Location



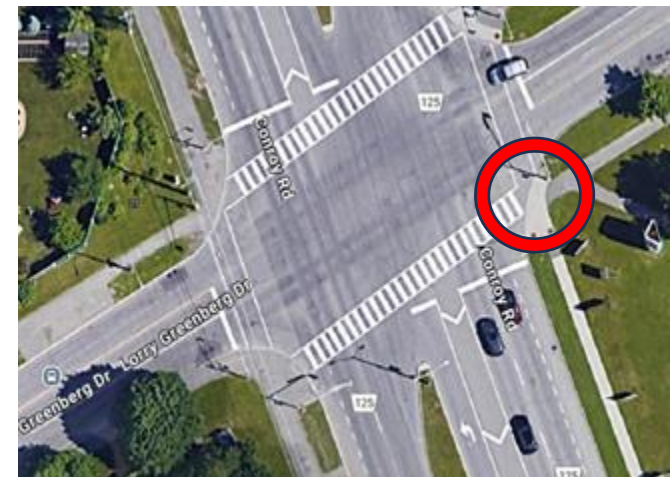


Full Intersection 1



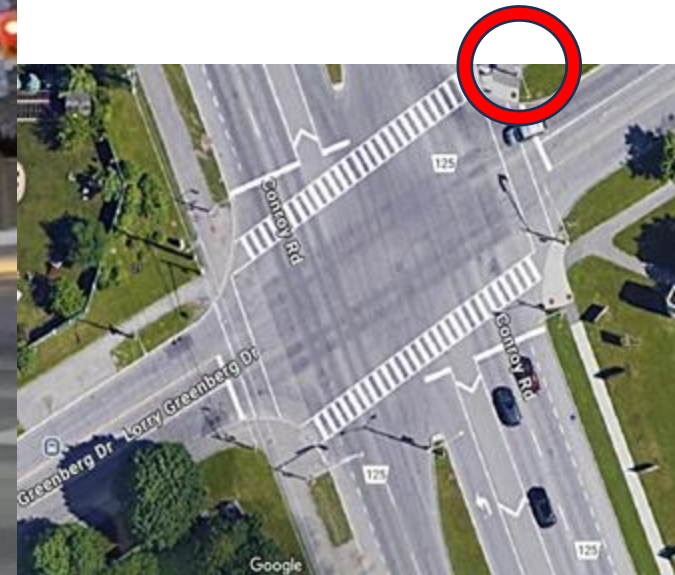
Full Intersection 2

Travelling Northbound on Conroy -
no advanced green light.





Travelling Southbound on Conroy has an advanced green light



Intersection Sides and Corners



Intersection Sides and Corners



Intersection Sides and Corners



Intersection Sides and Corners



This is
ironic



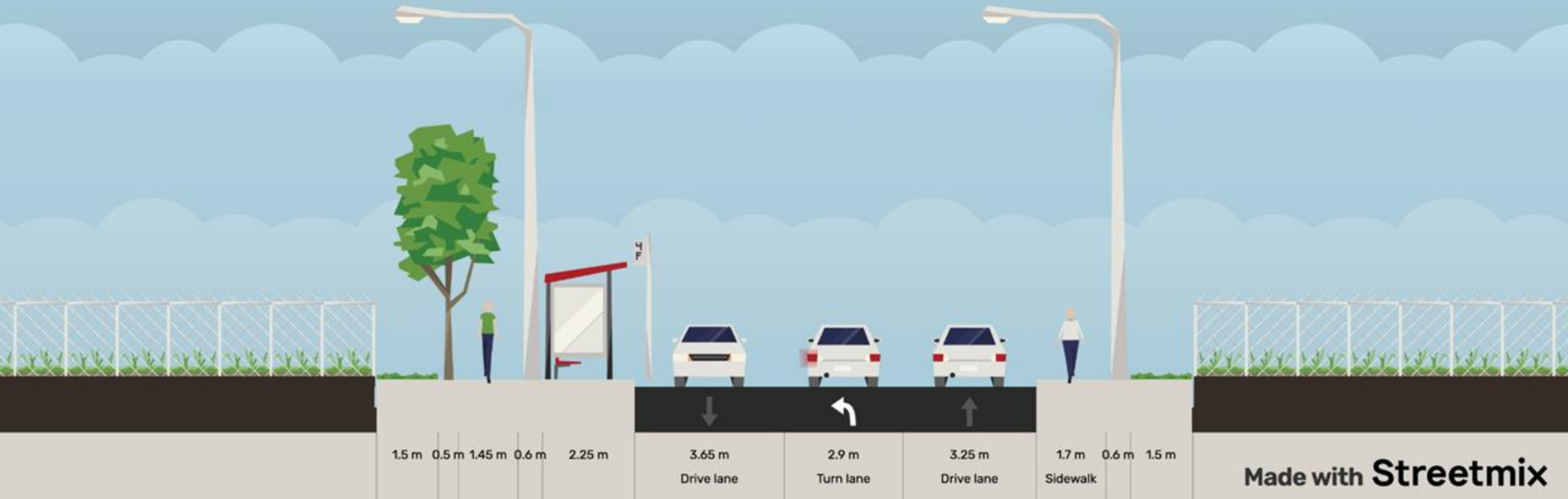
Surrounding Area

Conroy Road



60km/h (37mph)
Total width: ~ 43m

Lorry Greenberg Drive

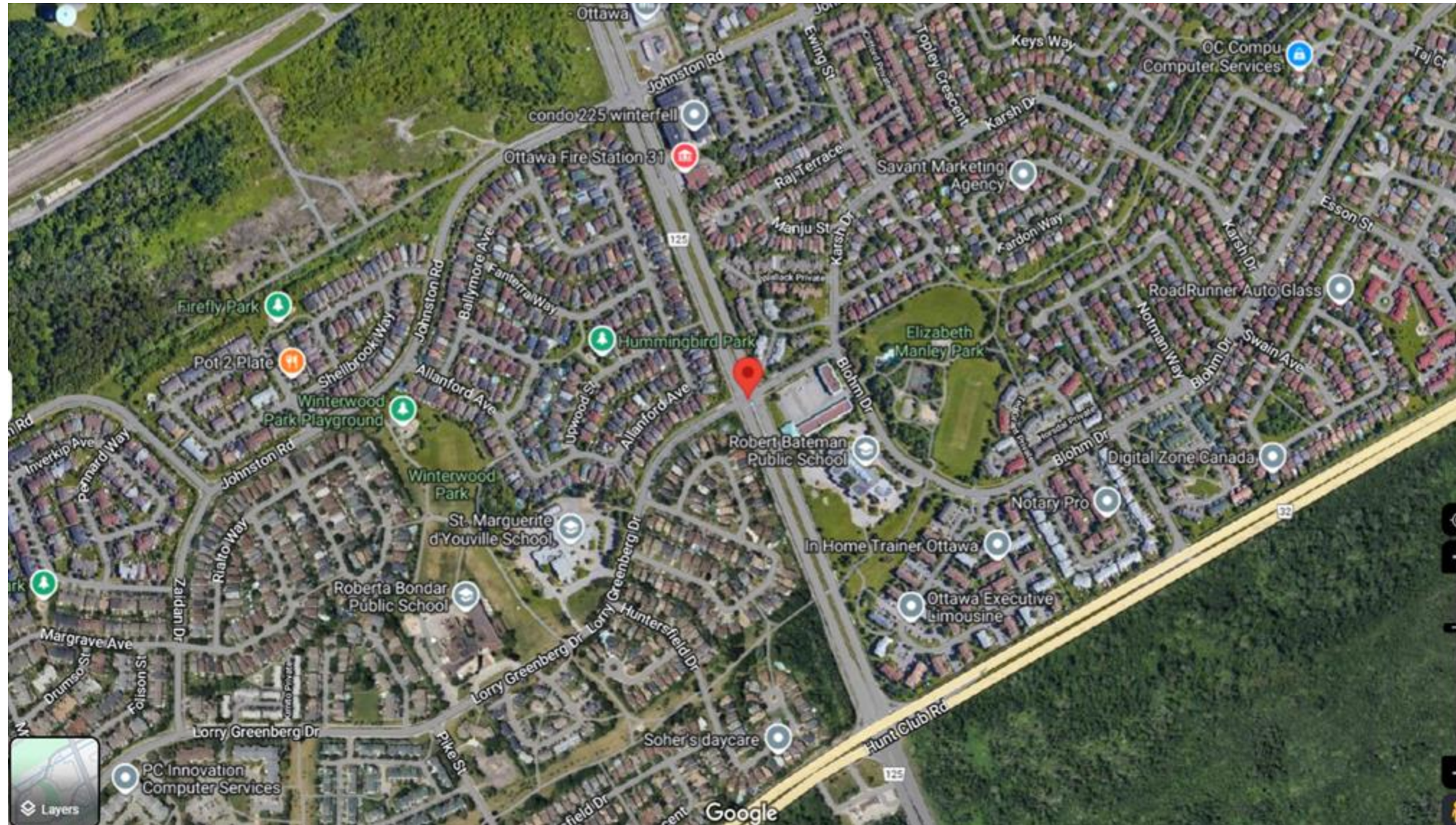


50km/h (31mph)
Total width: ~ 20m

Overall Site Conditions

- Conroy Rd is perpendicular to Hunt Club Rd (80km/hr = 49.7 mph)
- Intersection is surrounded by
 - 3 schools
 - Nearby children's parks (play structures, fields, wade pools)
 - A plaza on Lorry Greenberg. Has youth programs (karate, tutoring, etc).
 - SFH neighbourhoods

Surrounding Area Map

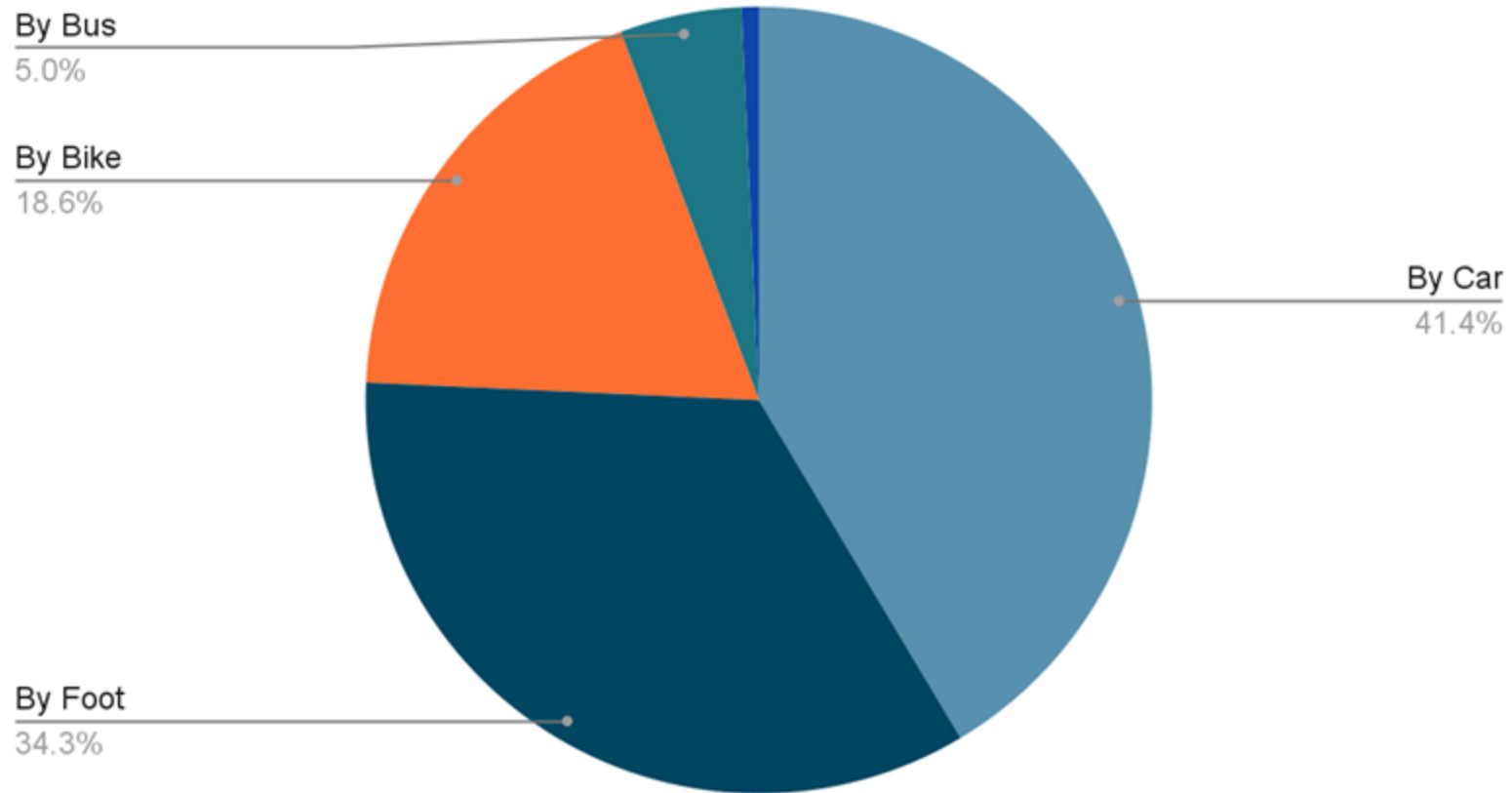


Survey Findings

Survey distributed by Strong Towns Ottawa

- 63 survey responses
- Time period: March 9 - May 2, 2025

Modes of Travel through Intersection



Survey Findings cont.

- **No protected left turn** (NB on Conroy Rd, including Conroy/Johnston intersection); drivers often increase speed to avoid oncoming traffic
- **Bus stop placement blocks intersection** and causes traffic. Cars driving around the bus experience close calls and collisions with oncoming traffic or cars leaving the plaza. Respondents reported lack of clarity about wait v. pass.
- **Cars speeding** down Conroy Rd and **not yielding to pedestrians** or not stopping when turning right at a red light.
- **Pedestrians walking slowly or during “Don’t Cross” light**, indicating ped-x signal not long enough along Conroy.
- **Cars crossing crosswalk** while Crossing Guard is still ferrying pedestrians
- **Bike path confusion** (Do bikers have right of way? Should they dismount when crossing? Multi use path isn’t obvious)
- **Some visibility issues** (lighting and snow banks blocking views)

Survey Findings cont.

Selected quotes from Respondents:

“Even when we cross with a crossing guard, we have cars not yielding to us (me and my 2 children) [for] both left and right turns. We've had **a near miss where a car has almost hit our kids twice.**”

“My childhood friend passed away [at] this intersection while riding her bike to [the plaza]. It has been almost 20 years and it still angers me that **nothing has been done about the safety of this intersection.**”

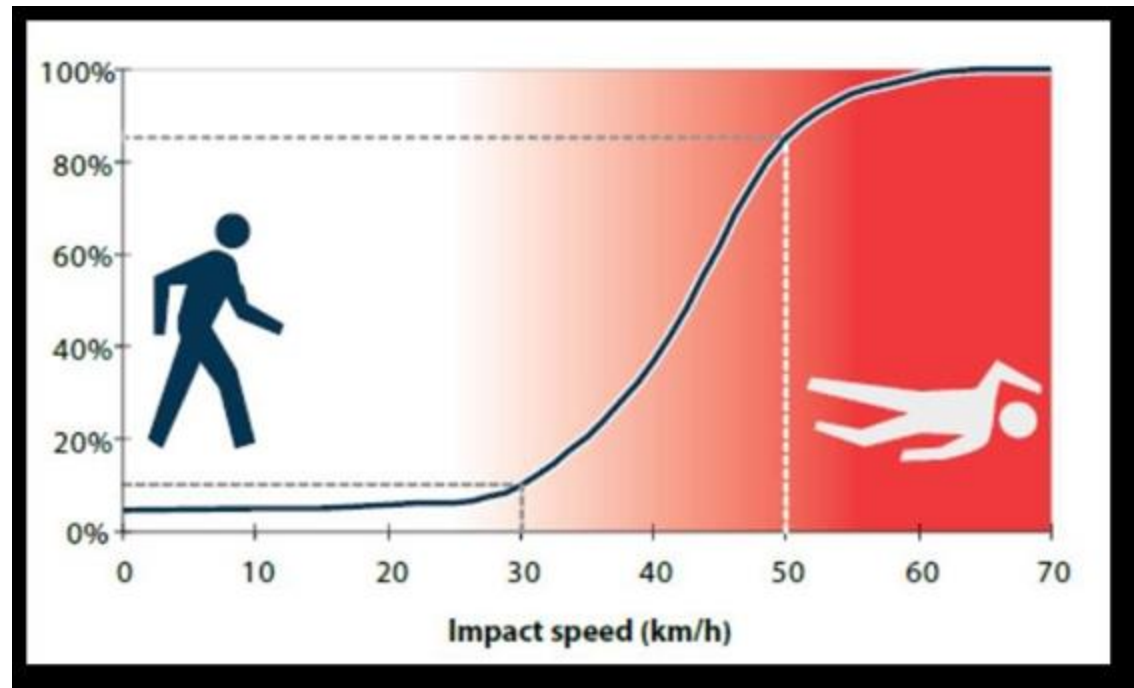
“I've lived here [for] over 25 years and I've noticed an increase in close calls since the opening of the highway entrance/exit at Hunt Club, as well as the increase traffic from Findlay Creek. We need an **advance green at the light** which i think will decrease the amount of accidents and close calls.”

Overall Site Conditions - Speed Data

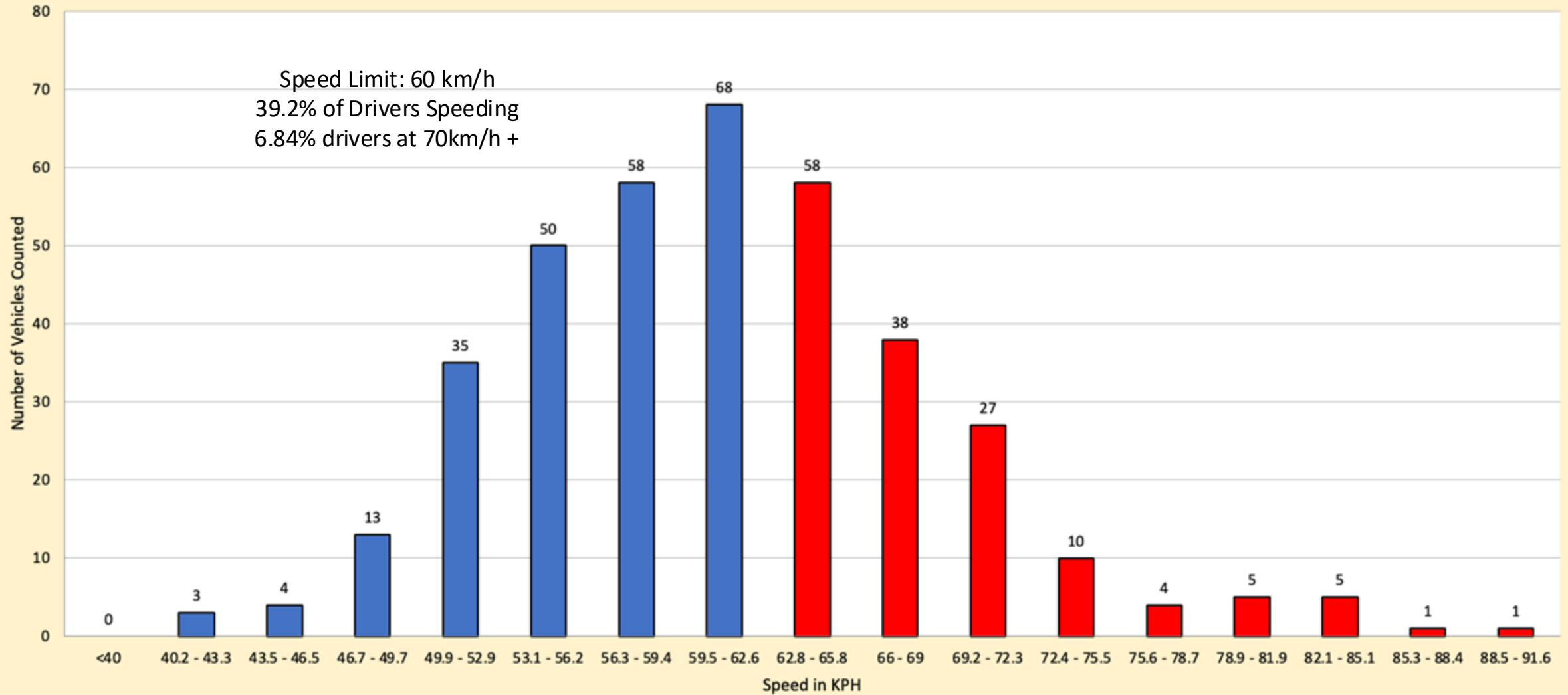
- Preliminary Speed Study indicates significant number of automobiles traveling at fatal speeds

The effects of higher speed limits on traffic fatalities in the United States, 1993–2017.

-Insurance Institute for Highway Safety



CONROY ROAD
of Vehicles Driving at Each Speed



380 cars tracked
85th percentile speed = 62.8 - 65.8 km/h

Acknowledgements & Special Thanks

- Our panelists Matt, Tanu, and Lesley
- Our applicant and information gatherer
- The Ottawa Local Conversation group, other helpful community members, and Strong Towns staff