

Aug 2022 | VISION ZERO MONTGOMERY COUNTY



FATAL CRASH REVIEW TEAM

FINDINGS FROM REVIEW OF 2018 FATAL CRASHES

Contents

ABOUT FATAL CRASH REVIEW TEAM	1
TEAM RECOMMENDATIONS	2
2018 FATAL CRASH SUMMARY	3
CHARGES	10
2018 FATAL CRASH LOCATIONS.....	7
PEDESTRIAN FATAL CRASH SUMMARY.....	10
MOTOR VEHICLE OCCUPANT FATAL CRASH SUMMARY	17
MOTORCYCLE AND MOTOR SCOOTER FATAL CRASH SUMMARY	23
2018 FATAL CRASH DETAILS	27

ABOUT FATAL CRASH REVIEW TEAM

The Fatal Crash Review Team (Team) is a multi-disciplinary work group created by the County's [2018-19 Vision Zero Action Plan](#) to evaluate the engineering, environmental, vehicle, and behavioral factors for fatal crashes occurring in Montgomery County. The Team consists of municipal, county, and state employees that meet monthly to review fatal crash cases investigated by Montgomery County Police's Collision Reconstruction Unit (CRU).

The Team uses crash data to make recommendations for counteracting the factors identified to reach the Vision Zero goal of eliminating serious and fatal injury crashes. For each case reviewed, Team members were provided reports prior to the meeting date, the CRU investigator provided an overview presentation of the case, and members discussed the certain, possible, or probable factors leading up to the crash.

This report provides the recommendations and findings from the Fatal Crash Review Team's review of the 27 fatal crashes that occurred in Montgomery County and investigated by the Collision Reconstruction Team during 2018.

TEAM RECOMMENDATIONS

After reviewing and analyzing the facts for 27 fatal cases from 2018, the Team developed the following recommendations to counteract the crash factors identified.

Continue advancing recommendations from the 2017 case reviews

Finding: No additional data or trends from the review of the 27 fatal cases from 2018 changed the overall findings and recommendations developed during the first round of fatal crash case reviews.

Recommendation: The majority of the recommendations from the 2017 case reviews are on-going work and should continue to be prioritized to reach the Vision Zero goal. See [page 3](#) for progress on implementing the 2017 case review recommendations.

Site specific recommendations

For each fatal crash analyzed, the Team can make site specific recommendations based on their review. Recommendations were built either from the events of the fatal crash or the Team's review of the surrounding environment.

1. **Add a bus stop audit for Norbeck Road from East Gude Drive to Baltimore Road and other high speed roadways with bus service.** The Team reviewed two crashes along Norbeck Road between East Gude Drive and Baltimore Road. While people at the bus stop were not involved in either crash, the Team requested a future bus stop audit be planned for the area. The audit should also examine lighting at the intersections of East Gude Drive and at Avery Road. The Team also recommends examining the safety of bus stops on roads countywide with posted speed limits above 45 miles per hour and two or more travel lanes in each direction.
2. **Address south crosswalk leg at Hungerford Drive and Frederick Ave.** The Team requested the State Highway Administration review the south leg of the intersection for improved crossing opportunities for people walking.
3. **Examine lighting at Randolph Road and Goodhill Road.** The Team requested MCDOT examine the lighting in the area and determine any additional lighting needs.
4. **Examine traffic controls along South Summit Avenue between Olde Towne Road and East Diamond Avenue.** The railroad crossing creates complications along the road, but the City of Gaithersburg should review the use of beacons and traffic signals along the corridor.
5. **Examine pedestrian phasing at New Hampshire Avenue and Oakview Drive.** Pedestrian phasing will be addressed by the on-going [New Hampshire Avenue Road Safety Audit](#).

Status of 2017 Team Recommendations

Develop a comprehensive speed management program for multi-lane arterials

1. **Develop design standards and a recommended treatment toolbox for managing speeds along multi-lane arterials.** The Montgomery County Department of Transportation and State Highway Administration have utilized multiple “tools in the toolbox” to address speeding including reduction of posted speed limits, lane narrowing, repurposing travel lanes for other uses.
2. **Expand the hybrid (officer initiated and automated) approach to speed enforcement along arterial roads.** As part of Montgomery County Police’s creation of a Central Traffic Unit, the Unit focuses its high visibility enforcement efforts on arterial roads rather than acting on complaints. A new contract for automated enforcement will allow for more active enforcement across the county. The County is examining options for expanded placement authorization to propose for the 2023 state legislative session.
3. **Explore and make recommendations for vehicle technologies that provide in-vehicle feedback on speeding or speed governors that would prevent speeds above a certain threshold.** As of the publishing of this report, no recommendations from the County have been made. The [FY22-23 Vision Zero Work Plan](#) has scheduled a “Future Technology Task Force” for FY23 to tackle new vehicle technology.

Prioritizing access management along arterials

Develop an access management plan for arterials that are the “corridors” between the “wedges.”

- During FY22, the Montgomery County Department of Transportation completed an inventory of free left turns across the County-maintained portions of the High Injury Network and will prioritize these corridors for future modifications.
- The County and State continue to install traffic signals and beacons to create protected crossings across multi-lane arterials.
- Montgomery Planning completed an access management study in 2022 covering all streets with priority on the County’s High Injury Network.

Review policy for overnight flash for traffic signals

Reviewing traffic signal phasing with the speed management recommendation above for multi-lane arterial roadways could aid in reducing overnight speed-related crashes.

Currently, traffic signal phasing is reviewed during corridor safety projects in the [Vision Zero 2030 Action Plan](#). These corridor reviews along the High Injury Network are multi-lane arterial roadways such as New Hampshire Ave south of the Beltway, Georgia Ave and Connecticut Ave in Aspen Hill, and Shady Grove Road.

Prioritize lighting upgrades and installations at intersections

The Team noted that additional lighting, particularly at intersections along arterials, could greatly benefit and improve conspicuity for all road users. The [Vision Zero 2030 Action Plan](#) has prioritized improved lighting. The County [continues to upgrade corridor and intersection lighting](#) with new installations getting reliable LED lights. For the County's [central business district/town center project](#), the County is working on upgrades to the Bethesda central business district through fiscal year 2024.

Focusing design and outreach for an aging population

- 1. Prioritize outreach and engagement with people 60 and older, particularly around older driver safety.** As part of Older Driver Safety Awareness week in December 2021, Montgomery County Department of Health and Human Services [released a video series](#) about aging and driver safety. The County continues to [sponsor safe driving alternative programs](#) such as Call-n-Ride and Seniors Ride Free.
- 2. Design the roadway system and traffic signal timing to better account for an aging population.** Incorporating treatments for vulnerable roadway users are core to the County and State's Vision Zero efforts. In February 2021, the County approved the new [Complete Streets Design Guide](#) that sets the County's vision for streets that are safe and intuitive no matter how you choose to get around. In October 2021, the County released a [toolkit and pilot design](#) to help County engineers and planners better design roads and sidewalks to help those with a vision disability get around. The design for people with no and low vision accounts for an aging population as residents age 65 and over are the [most likely to have vision difficulties](#).

Addressing impairment for all road users

Develop a comprehensive anti-impairment campaign focused on curbing excessive consumption of alcohol that covers drivers and pedestrians. The Montgomery County Department of Transportation and Alcohol Beverage Services partnered to create coasters to place in bars across the County with a QR code with resources for a safe ride home. During times SoberRide is active, information about SoberRide appears on the page.

Continue bus stop audits with priority for stops with no protection along arterials

Continue the bus stop audit program and prioritize providing traffic signals or beacons along arterials where bus stops are currently not within at least 800 feet of a protected crossing. During FY22, MCDOT partnered with City of Rockville to perform a bus stop audit along Rockville Pike south of the Town Center. One of the first tangible results of the audit was a lower posted speed limit along the audit corridor.

Further review of motorcycle crashes and license endorsements

Further investigation for the potential relationship between motorcyclists involved in crashes and whether or not they have a valid motorcycle endorsement is warranted. The National Highway Traffic Safety Administration (NHTSA) provides information at the national and state level for motorcycle riders involved in fatal crashes by license compliance. In 2019, 49% of US motorcycle riders involved in a fatal crash had a valid motorcycle license. Maryland performed much better than the overall US with 82% having a valid motorcycle license. Maryland also offers [free or low cost training](#) to obtain a motorcycle endorsement.

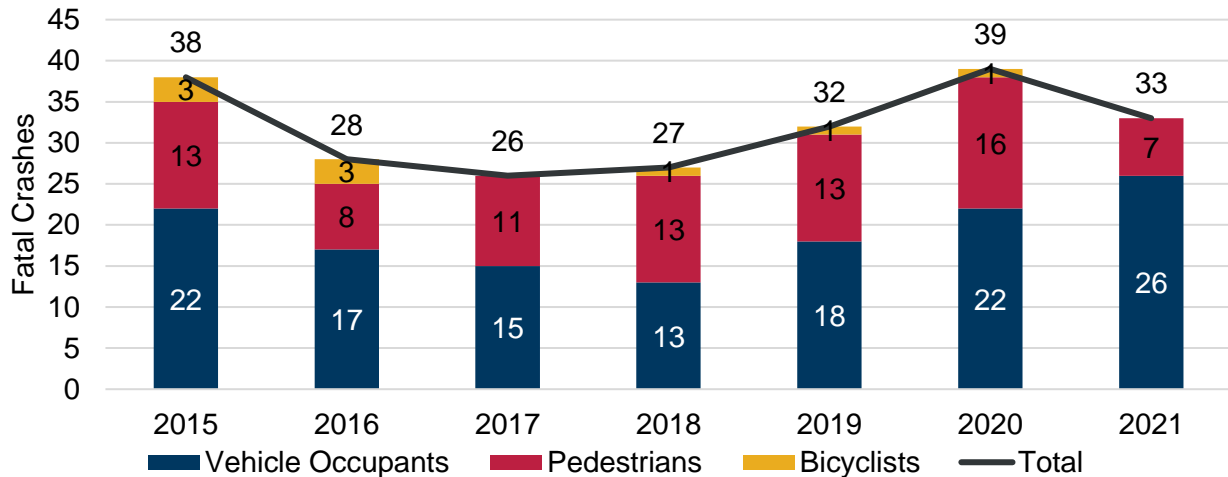
Standardize connectors and data retrieval from airbag control module

The National Highway Traffic Safety Administration (NHTSA) should require vehicle manufacturers to standardize connector cables to airbag control modules and ability to retrieve the data without having to purchase proprietary hardware and software from vehicle manufacturers. As part of USDOT's [request for comment on the New Car Assessment Program](#), the County Executive wrote to USDOT with this recommendation for standard connections.

2018 FATAL CRASH SUMMARY

Fatal Crashes by Year

Between 2015 and 2021, Montgomery County Police investigated on average 32 fatal collisions a year. By roadway user, the average was 19 motor vehicle occupants, 12 pedestrians, and 1 bicyclist fatal crash per year. Pedestrians and bicyclists represented 40% of fatal crashes.



2018 Fatal Crashes by Roadway User

The Fatal Crash Review Team examined 27 fatal crashes that were investigated by the Montgomery County Collision Reconstruction Unit during 2018.¹ Across the 27 crashes, there were 30 fatal injuries. The roadway users fatally injured in collisions were as follows:

- Occupants in motor vehicles (drivers and passengers): 8 crashes, 11 fatalities
- Motorcycles and motor scooters: 5 crashes, 5 fatalities
- Pedestrians: 13 crashes, 13 fatalities
- Bicyclist: 1 crash, 1 fatality

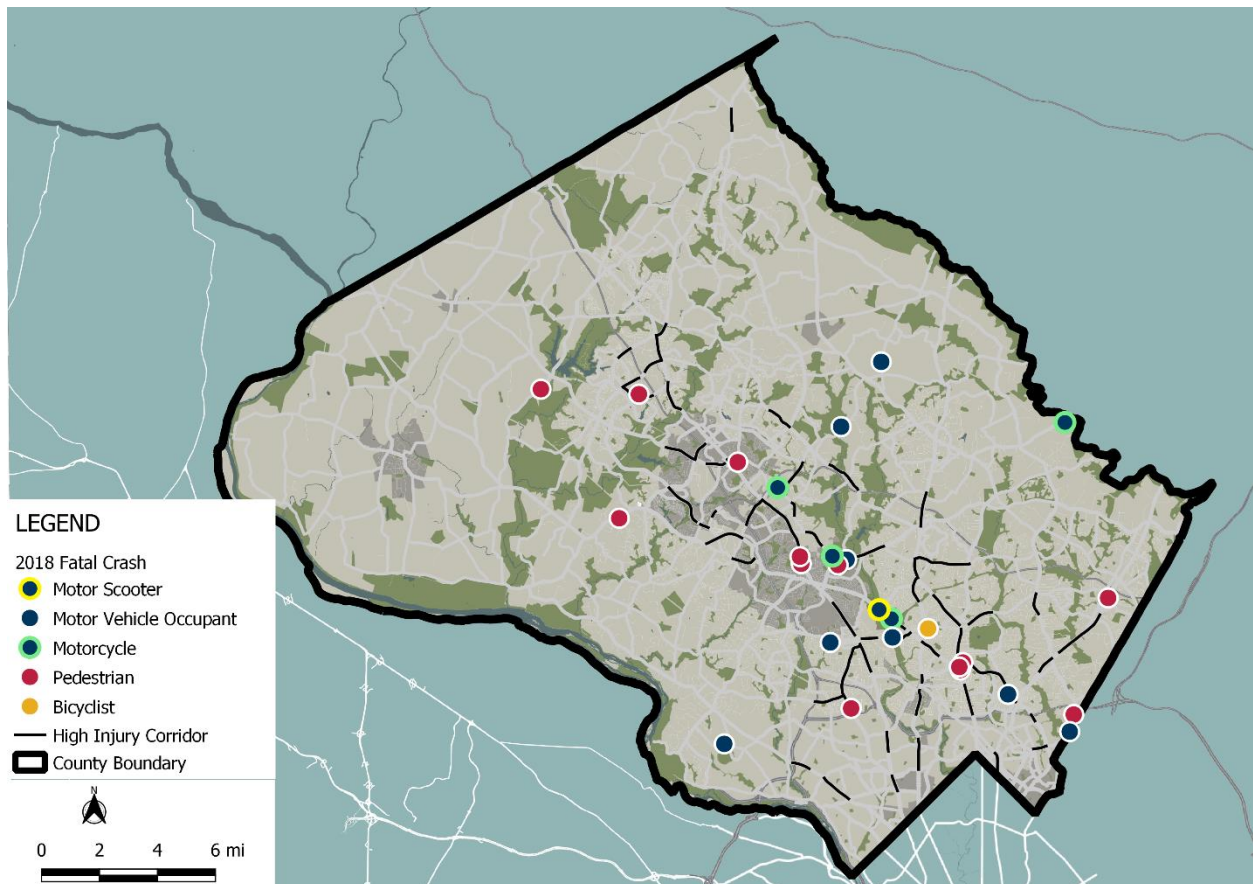
Vulnerable road users (people not in passenger vehicles) made up 70% of the fatal crashes in Montgomery County in 2018.

¹ Two cases from 2018 initially investigated as a potential fatal collision were ruled a homicide and death by suicide and are excluded from this report.

2018 Fatal Crash Locations

Fatal crash locations by roadway user

The map below shows the locations of the 27 fatal crashes by the roadway user killed against the County's High Injury Network routes. Twenty-six crashes occurred on the roadway and one occurred in a parking lot. Of the 26 on the road, 10 (38%) were directly on the County's High Injury Network.²

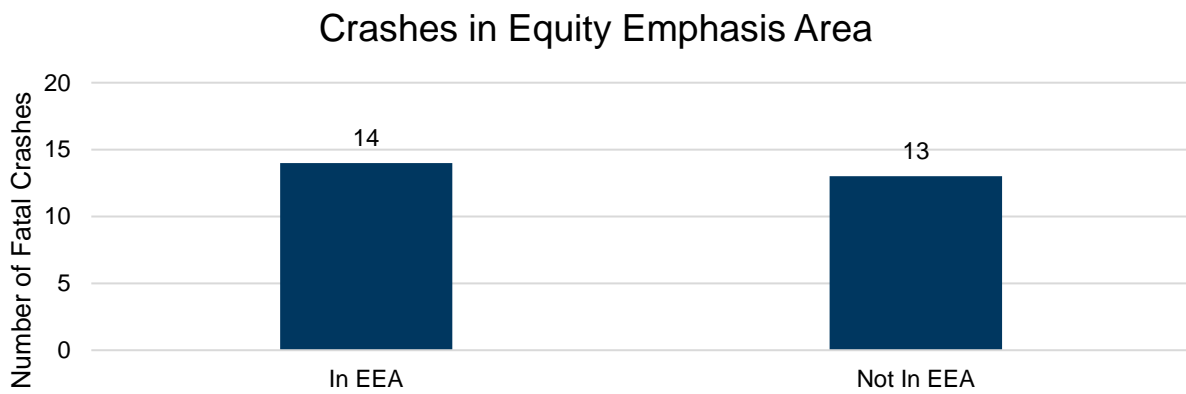
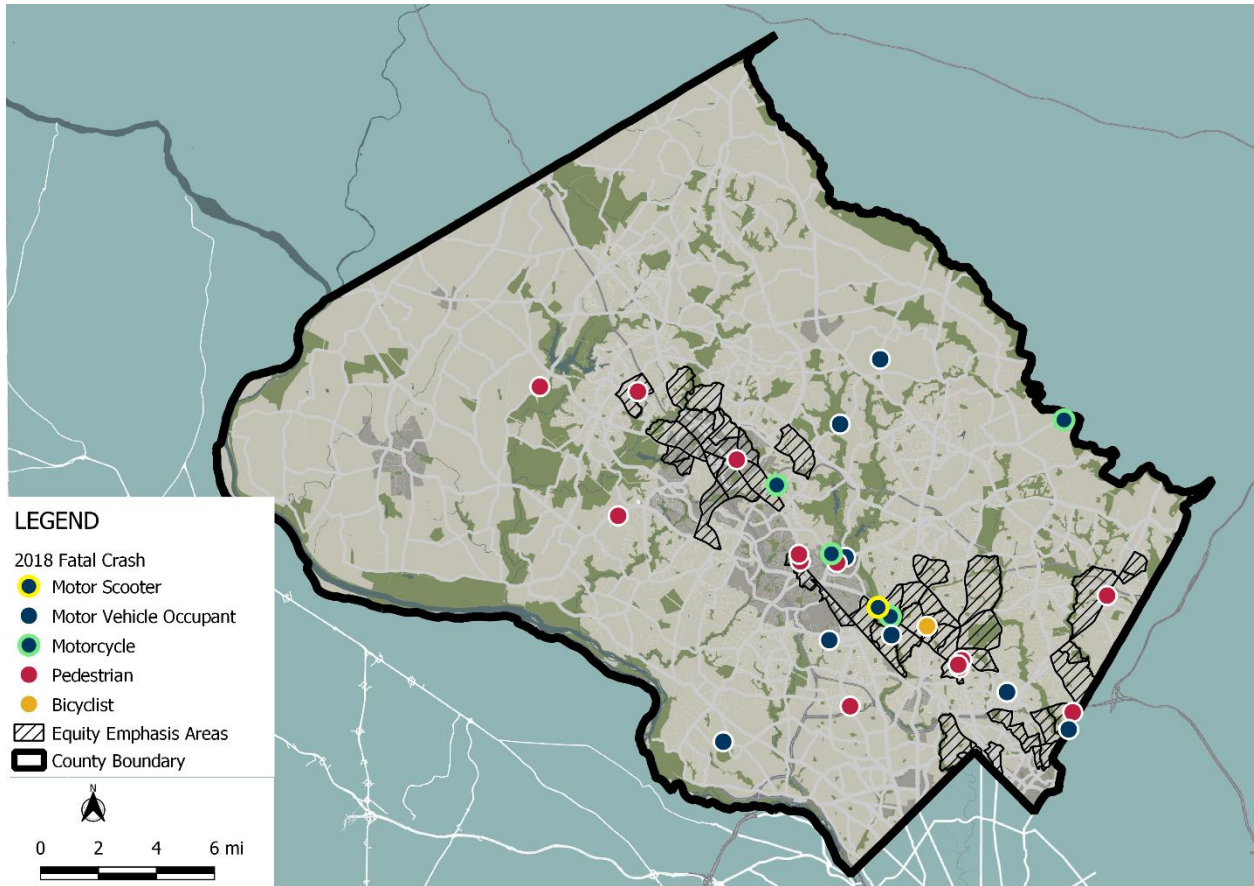


Fatal crash locations by equity emphasis areas

The Metropolitan Washington Council of Governments (MWCOCG) created [Equity Emphasis Areas](#) based on neighborhood demographics as reported by the US Census Bureau through its American Community Survey. Equity Emphasis Areas are small geographic areas that have significant concentrations of low-income, minority populations, or both. A [MWCOCG analysis](#) found that fatality rates (fatal crashes per 100,000 population) were higher in Equity Emphasis

² The High Injury Network shown in the map is the network developed for the 2018-19 Vision Zero Action Plan. An updated High Injury Network was released with the 2030 Vision Zero Action Plan.

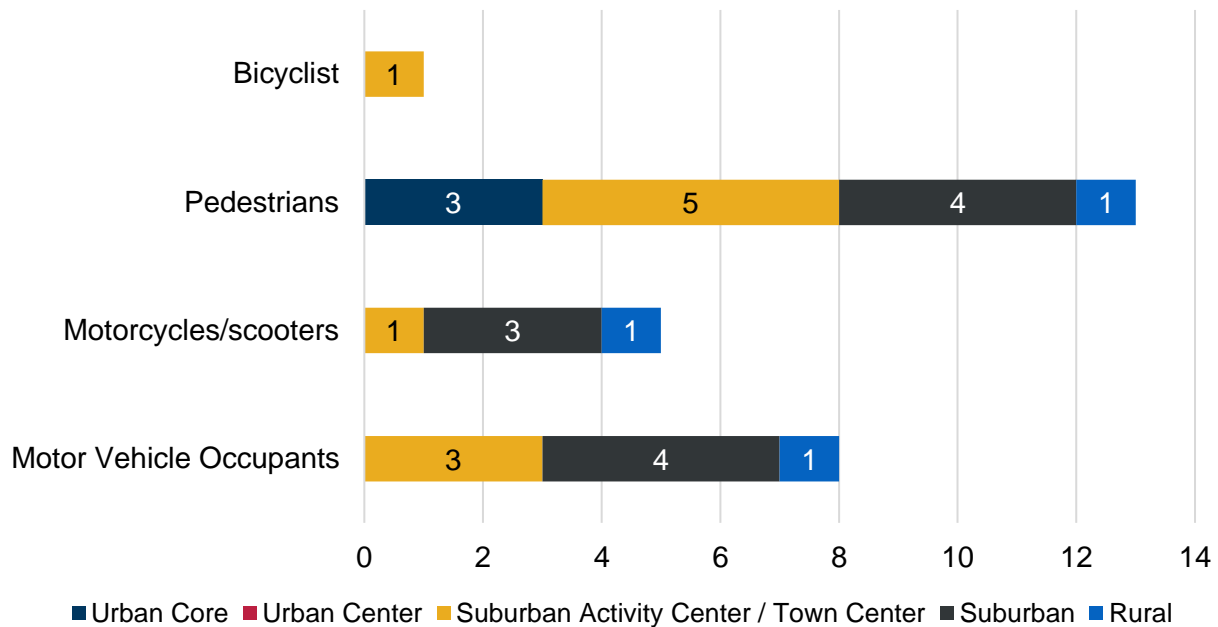
Areas compared to neighborhoods outside of Equity Emphasis Areas. For the 27 fatal cases reviewed, 14 (52%) were in an Equity Emphasis Area.



Fatal crash locations by context zone

The State Highway Administration divides Maryland's land-use into [five context zones](#) based on density of nearby development. The context zones range from Urban Core, places like Downtown Silver Spring and Bethesda, to Rural, places like Poolesville or Barnesville. For the 27 fatal crashes reviewed, the Team tracked which context zone the crash occurred. For crashes near the edge of a context zone, the crash was located to the higher, denser classification.

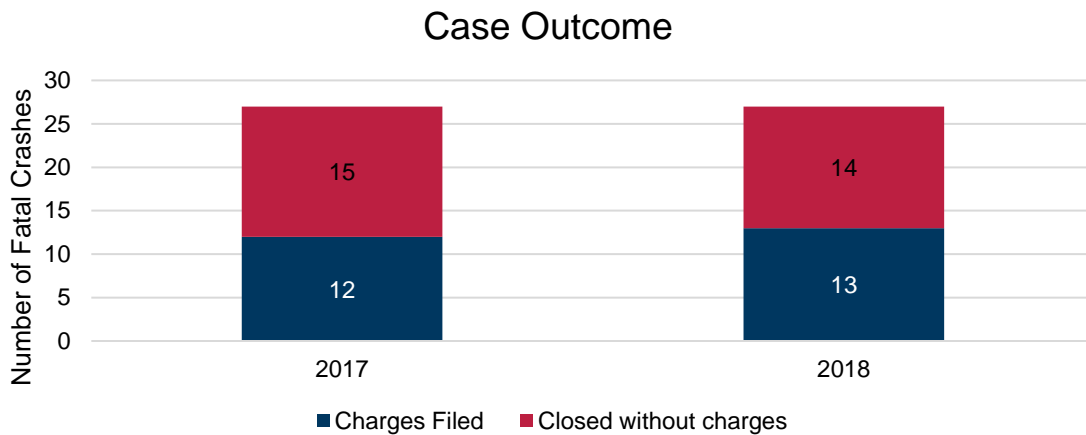
2018 Fatal Crashes by Context Zone



Eleven out of 27 fatal crashes in 2018 occurred in the Suburban zone and ten were in the Suburban Activity Center / Town Center zone. These zones also account for the two largest zones by land area in Montgomery County. Three pedestrian fatal crashes were in an Urban Core zone covering Downtown Wheaton.

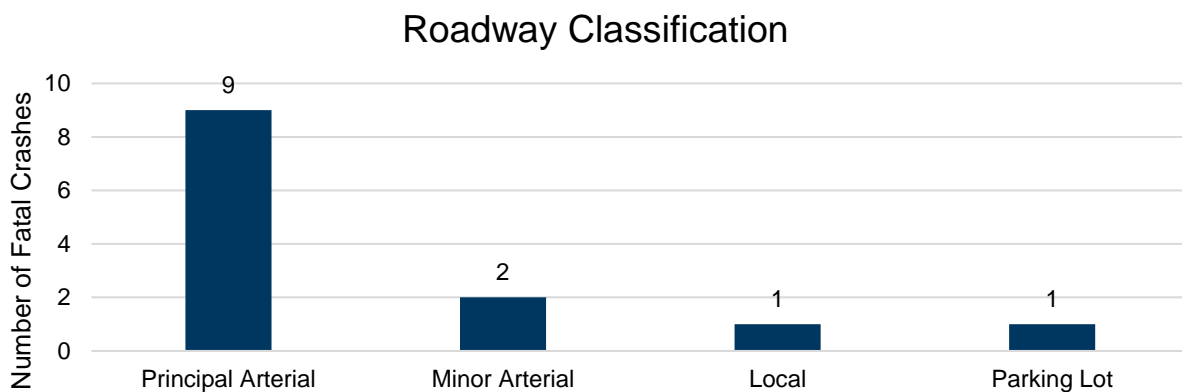
Charges

In 13 of the 27 cases reviewed (48%), the Montgomery County Police recommended, and the State's Attorney's Office charged, at least one party involved in the fatal crash. Six cases involved criminal charges of vehicular manslaughter while the remaining charges fell under the State of Maryland's transportation article. In cases closed without charges, the party deemed at-fault in the collision was also the person killed.

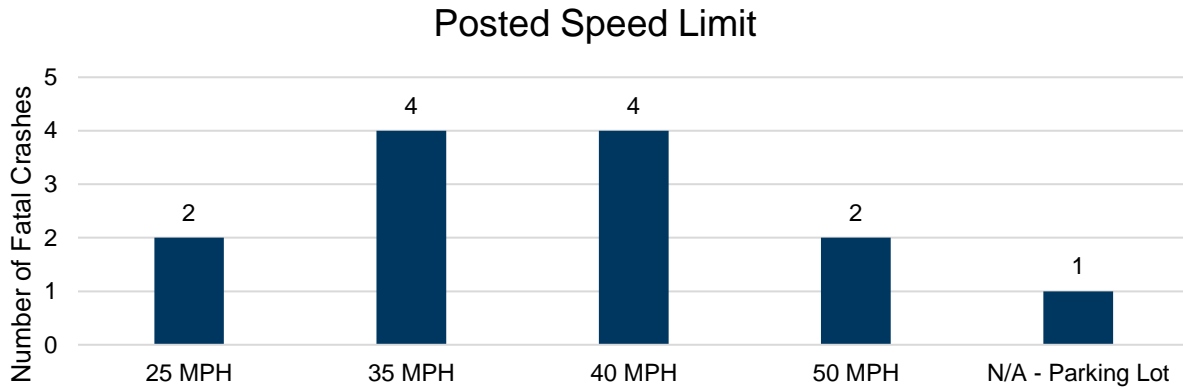


Pedestrian Fatal Crash Summary

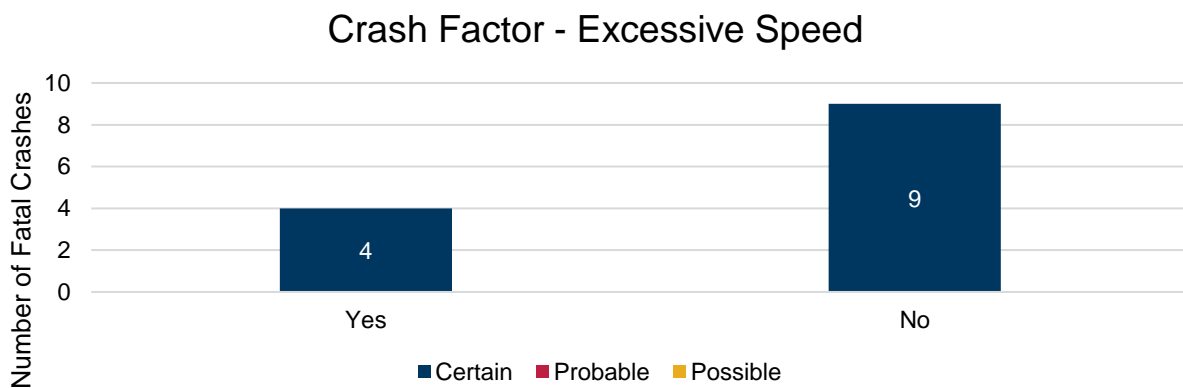
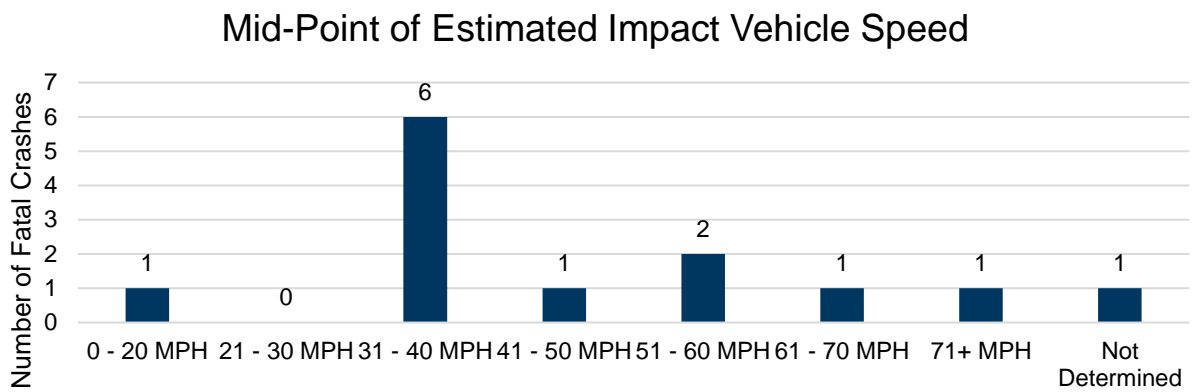
The following summarizes the data from the 13 pedestrian fatality cases reviewed.



All but two pedestrian fatal cases reviewed were along arterial roads (highways) in the county. Eight crashes occurred on 6-lane arterials and 2 crashes on 4-lane arterials. Nine of the 13 crashes occurred on roadways maintained by the State Highway Administration, 2 by the Montgomery County Government, one by City of Gaithersburg, and the parking lot crash on private property.



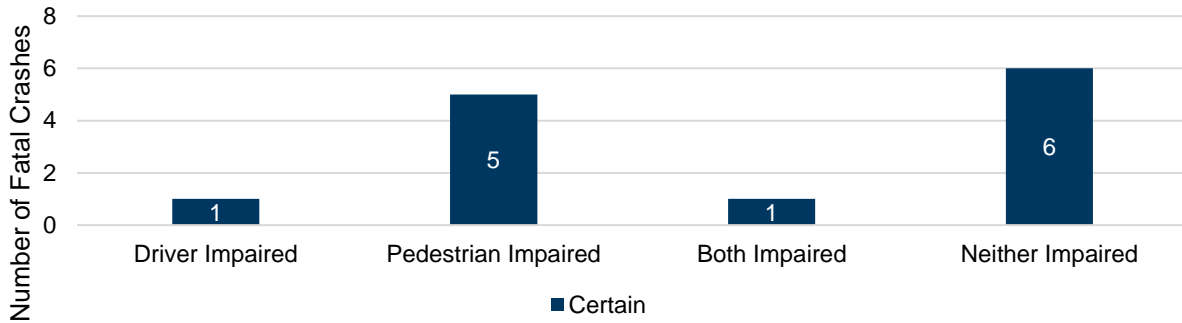
Ten out of 13 pedestrian fatalities occurred on roadways with a posted speed limit of 35 miles per hour or greater.



Because the difference between low and high impact speed estimates can vary as much as 10 miles per hour, the mid-point between the low and high estimates was used to generate the summary chart above. Eleven out of 13 crashes where the impact speed could be estimated occurred at 25 miles per hour or greater. In four out of 13 cases, the driver was driving at an excessive speed compared to the posted speed limit.

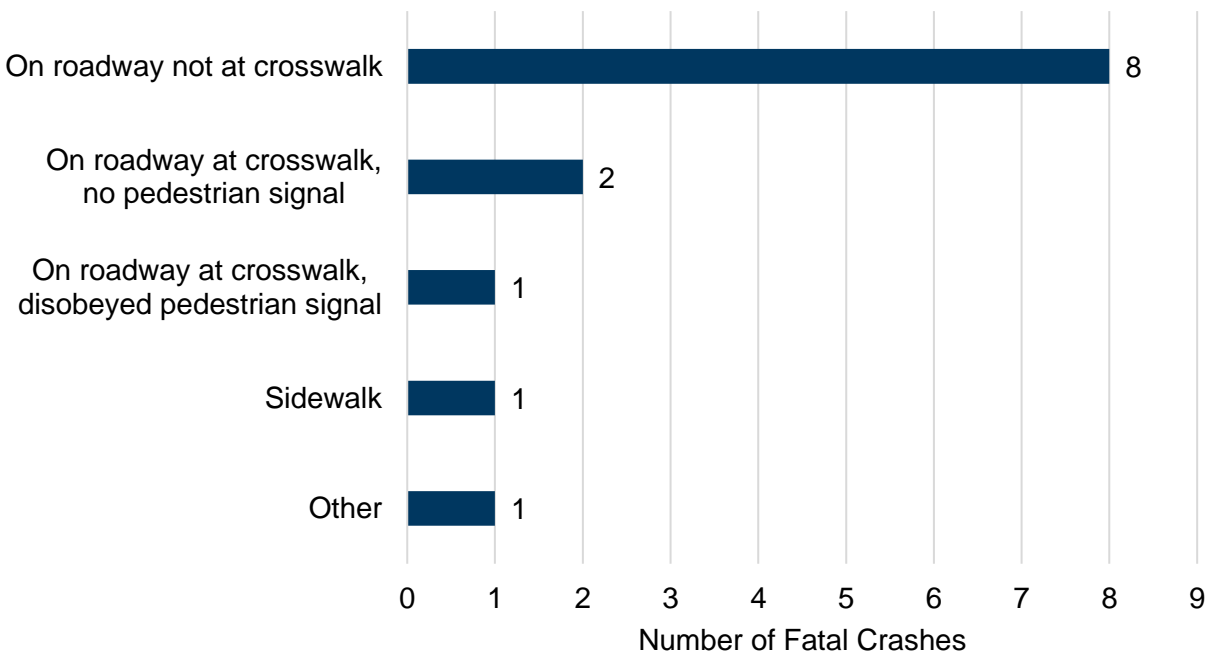
To estimate impact speed, CRU investigators use a variety of methodologies based on Newtonian (classical) physics. The exact method used depends on the availability of evidence at the scene of the crash. Relevant evidence to calculate the impact speed can include tire skid marks and the distance between where the pedestrian was struck and the pedestrian's final location. In the cases reviewed that involved a single vehicle striking a pedestrian, the vehicle's event data recorder did not store an event since the energy of the crash did not cause the airbags to deploy or the seatbelts to retract.

Crash Factor - Impairment



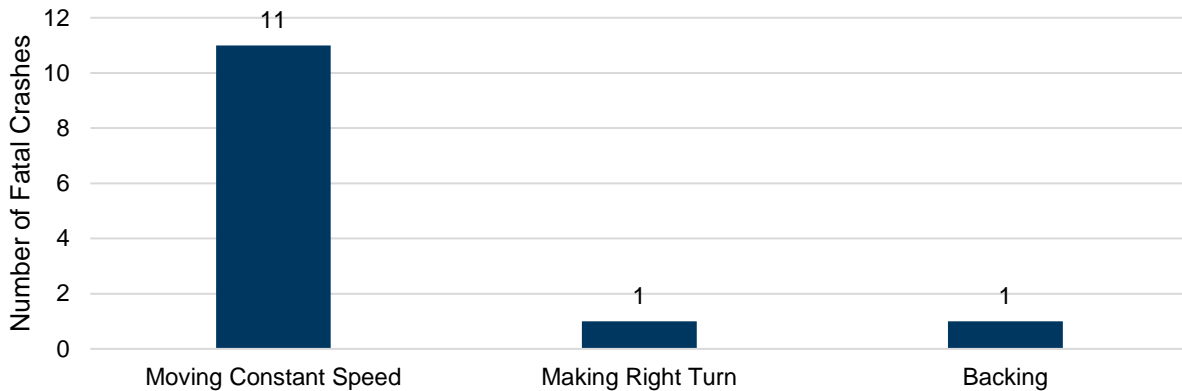
In seven of the thirteen cases, impairment by alcohol was a contributing factor. In one case, the pedestrian was impaired by alcohol and controlled substances.

Pedestrian Location



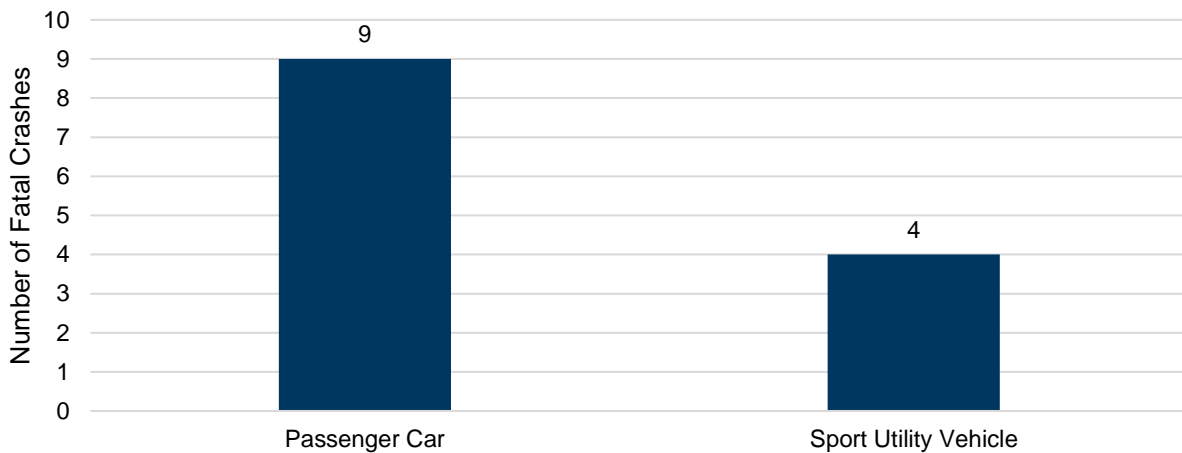
In eight out of 13 cases reviewed, the pedestrian was struck outside of a marked or unmarked crosswalk. For the sidewalk fatality, the pedestrian was impaired by alcohol, was laying on the sidewalk, then run over by an impaired driver. The “other” location was a person struck by her own vehicle in a private parking lot.

Driver Movement



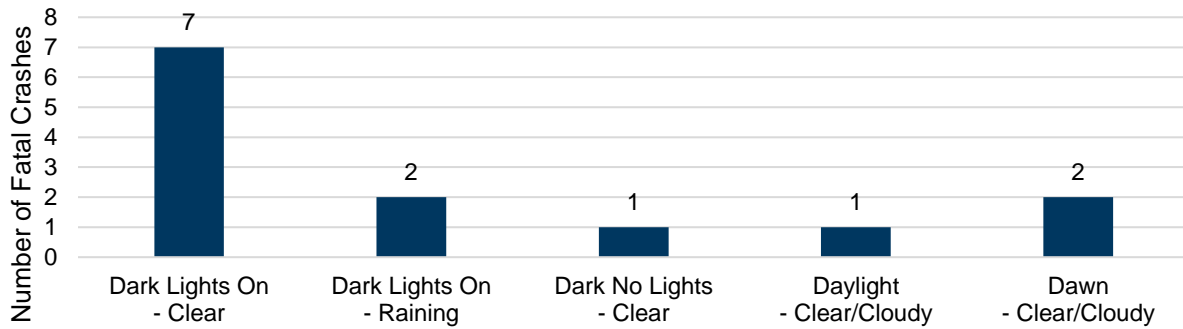
Eleven out of 13 drivers striking a pedestrian were moving at a constant speed prior to impact. For the fatal cases where the driver was moving at a constant speed, the main impact on the vehicle was twelve o'clock (front hood).

Vehicle Body Type



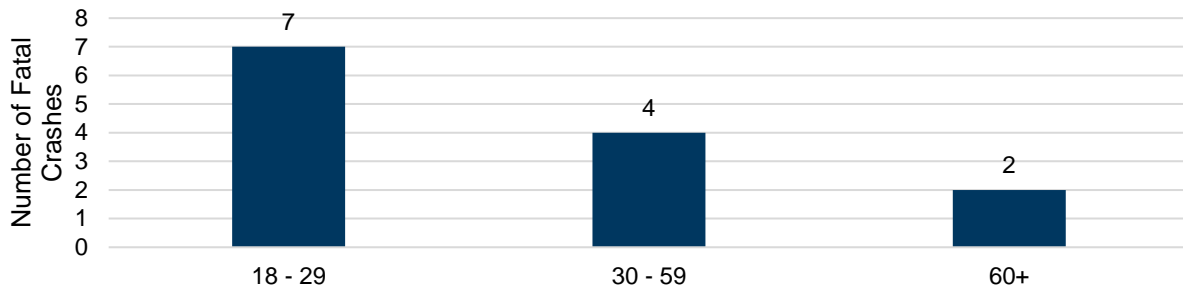
Nine out of 13 vehicles driven when striking a pedestrian were sedans (passenger cars) with the remainder labeled as sport utility vehicles (SUVs).

Lighting and Weather



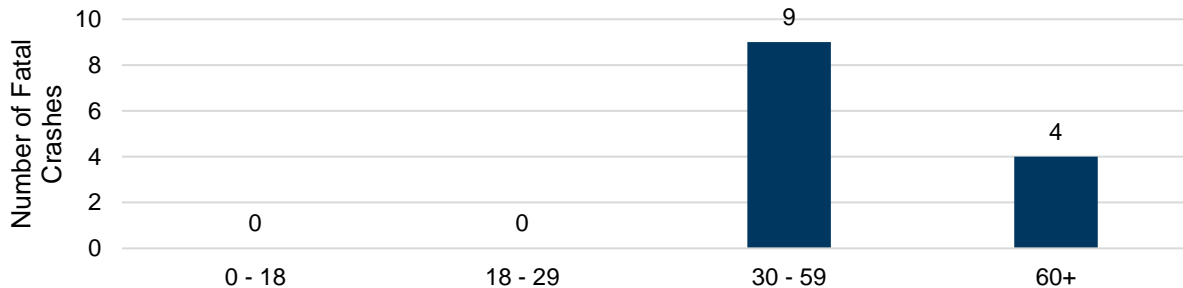
Ten out of 13 pedestrian fatal crashes occurred in the dark. The majority of 2018 pedestrian fatal crashes occurring in the dark was consistent with the 2015-2019 trend for pedestrian fatal crashes. The Team recommended further review of lighting adequacy at pedestrian crossings including areas where there are some streetlights along the corridor.

Age of Driver



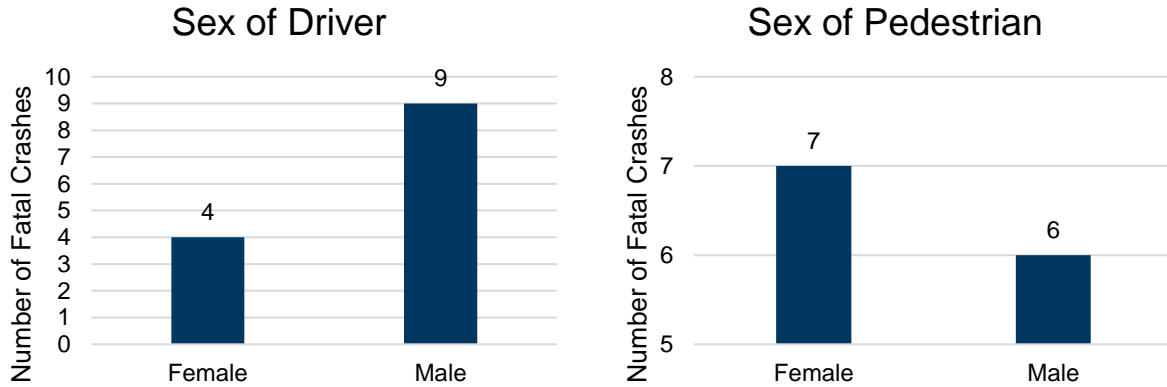
For drivers fatally striking pedestrians, 7 out of 13 were in their 20s. The age of drivers fatally striking pedestrians skewed younger in 2018 compared to the 2015-2019 average of 23% of drivers fatally striking pedestrians in their 20s.

Age of Pedestrian

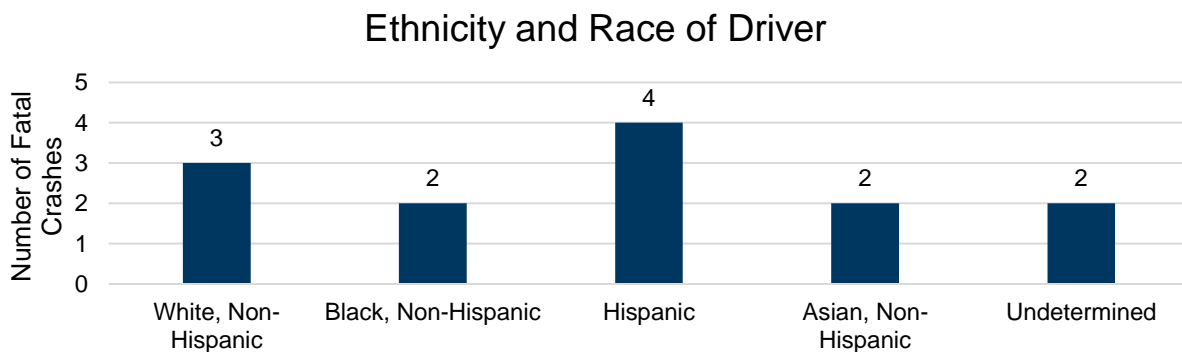
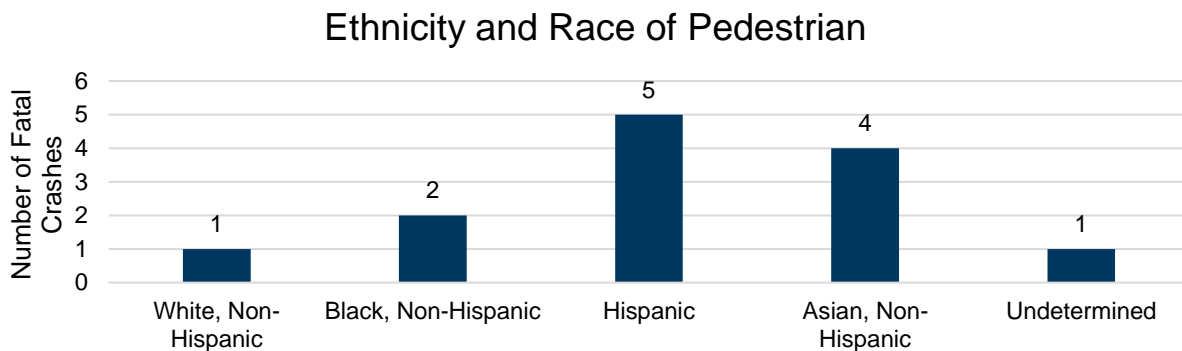


Four out of 13 (31%) of pedestrians struck and killed were 60 years old or older. This was lower than the 47% of pedestrian fatalities involving individuals 60 years or older from 2015 to 2019 in Montgomery County, but highlights that this age group was disproportionately involved in fatal

pedestrian collisions compared to younger people. According to the [US Census Bureau's American Community Survey](#), 21.2% of Montgomery County residents are aged 60 years and over. The [Maryland Department of Planning estimates](#) the 60+ age group will grow as a proportion of the county to 27% by 2045.

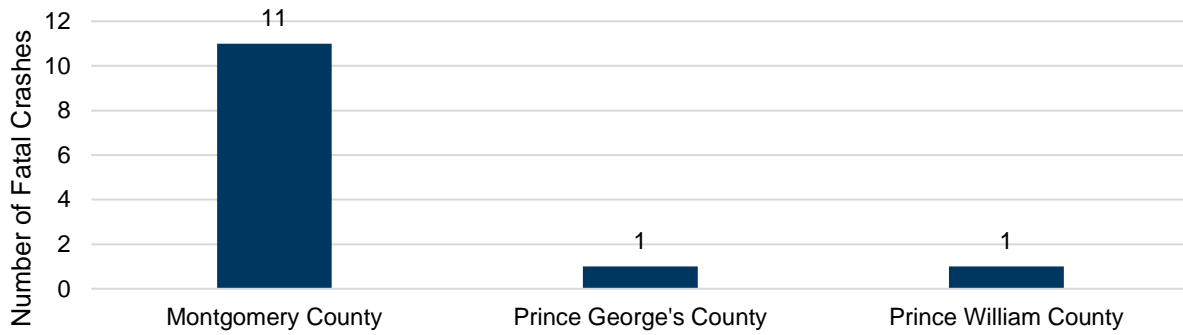


In 9 of the 13 crashes the striking drivers were males. The County's overall population is 52% female and 48% male.



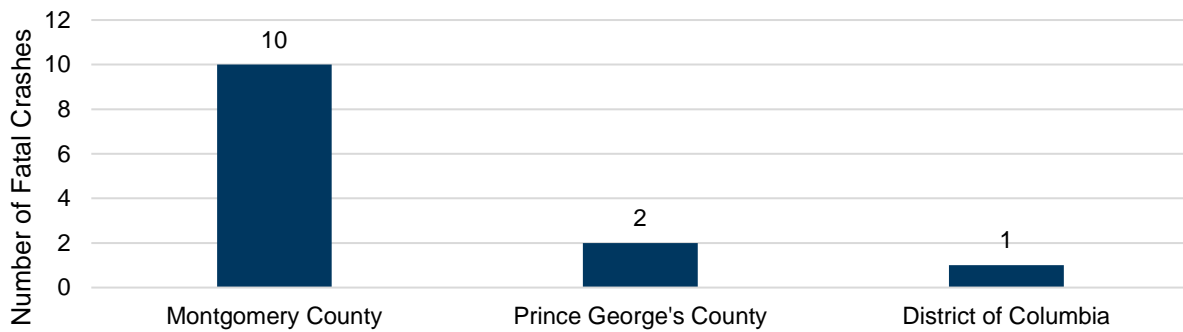
Five of the 13 pedestrians fatally struck 4 of the drivers were identified as Hispanic. The number of Asian, Non-Hispanic pedestrians fatally struck was above the 2015-2019 average.

County Residency of Pedestrian



Only two pedestrians struck and fatally injured in 2018 lived outside Montgomery County.

County Residency of Driver

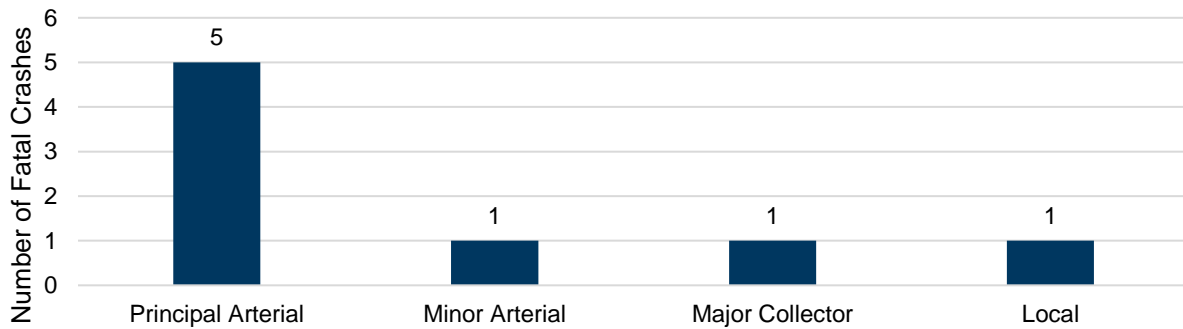


Ten out of 13 drivers fatally striking a pedestrian (77%) were Montgomery County residents. All drivers either lived in Montgomery County or an adjacent county/city.

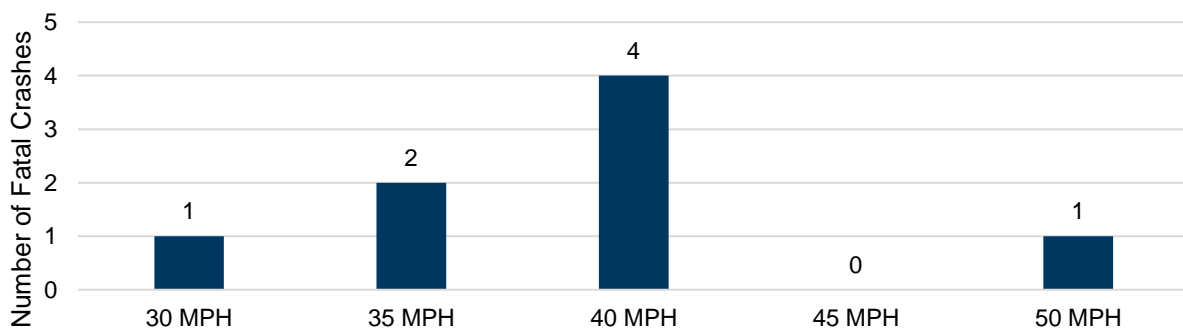
Motor Vehicle Occupant Fatal Crash Summary

The following summarizes the data from the 8 crashes where either a driver or passenger inside a motor vehicle died of injuries sustained in a car crash. The next section describes fatal crashes for people on motorcycles and mopeds.

Roadway Classification

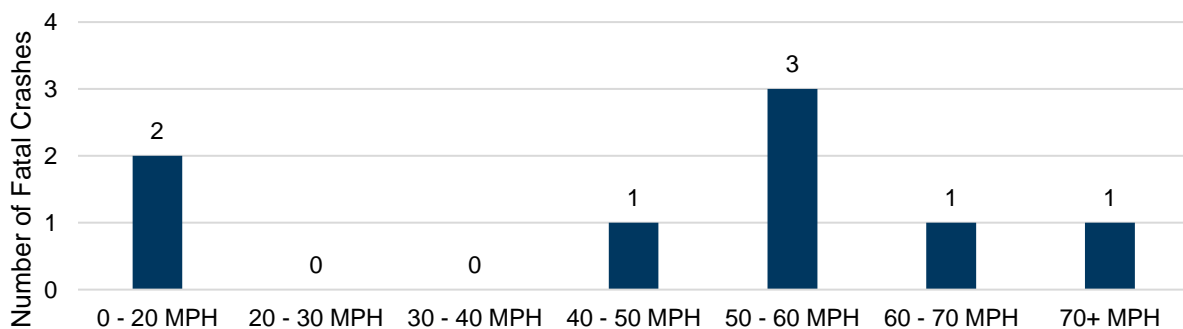


Posted Speed Limit

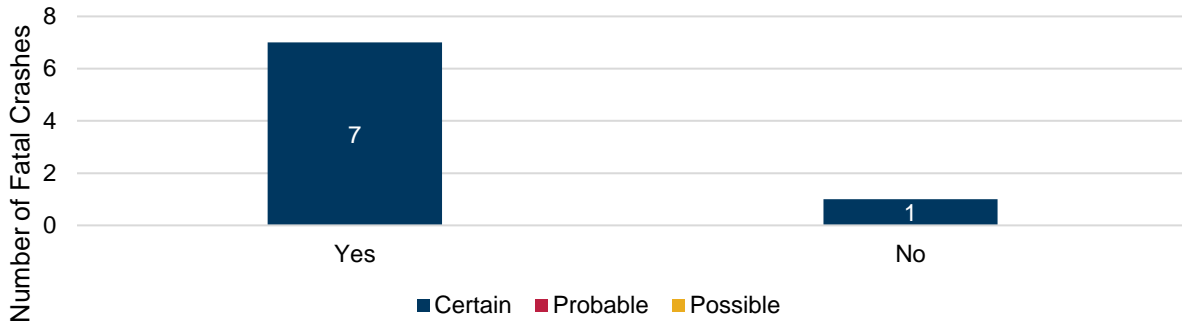


Sixty-two percent of fatal motor vehicle occupant crashes, 5 out of 8, occurred on arterials (highways). Three of these roads were maintained by the State Highway Administration and five by the County Government. Five out of eight crashes were on roads with a posted speed limit at or above 40 miles per hour.

Mid-Point of Estimated Impact At-Fault Vehicle Speed

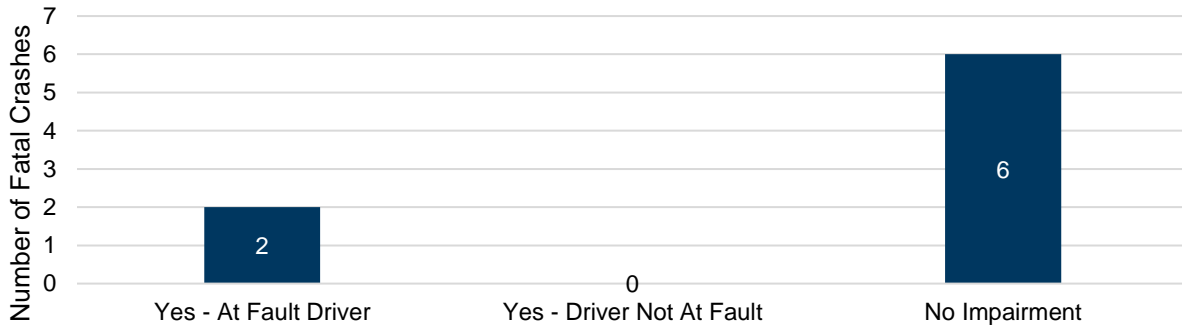


Crash Factor - Excessive Speed



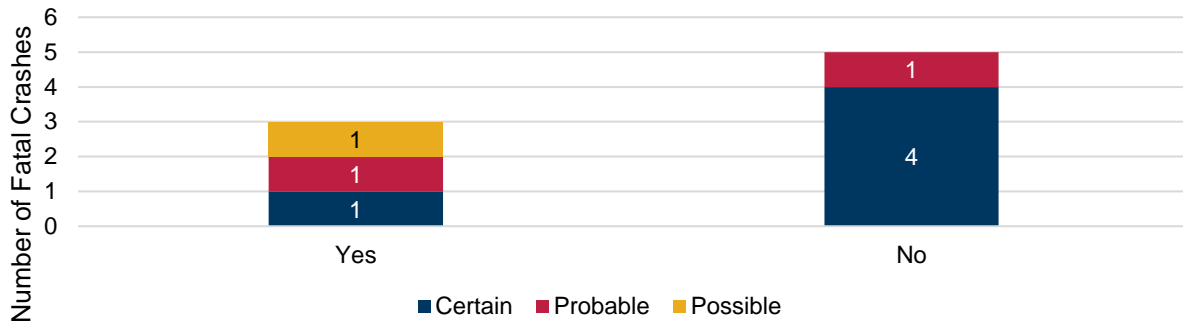
Overall, the Team found certain evidence of excessive driver speed for 7 out of 8 motor vehicle occupant fatal crashes. Because the difference between low and high impact speed estimates can vary as much as 10 miles per hour, the mid-point between the low and high values for the vehicle deemed at-fault was used to generate the impact speed summary chart above. Mid-point estimates ranged from as low as 15 miles per hour to as high as 81.5 MPH.

Crash Factor - Impairment



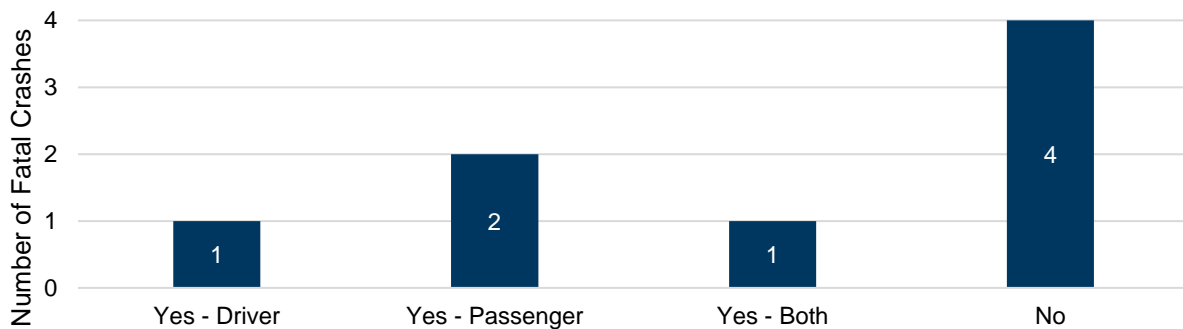
If two out of eight cases (25%), there was certain or possible evidence of at least one driver involved in the crash being impaired by alcohol. Speed was another contributing factor in both impairment fatalities and one involved an unbelted occupant. The 25% for 2018 was below the 42% of motor vehicle occupant fatal crashes involving impairment found by the Team for 2017.

Crash Factor - Distraction



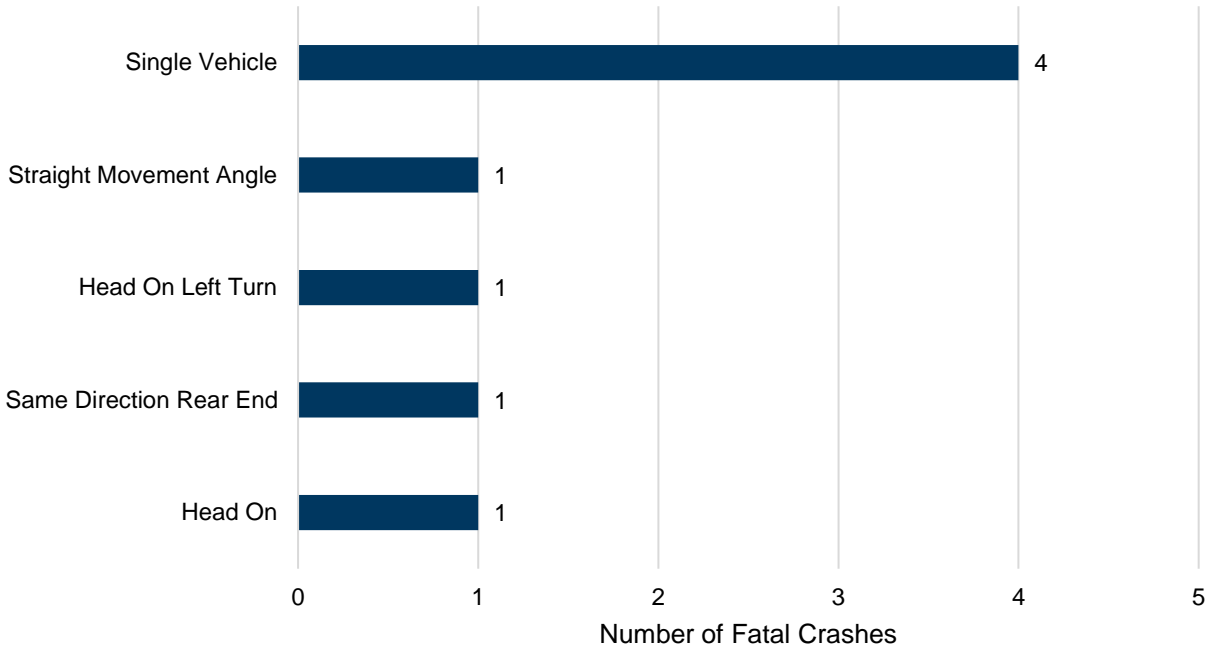
Three out of eight cases (38%) had some evidence of driver distraction. For the one case where the Team was certain of distraction, a Ride On bus camera shows the driver using his mobile phone prior to impact with the back of the bus.

Crash Factor - Unbelted



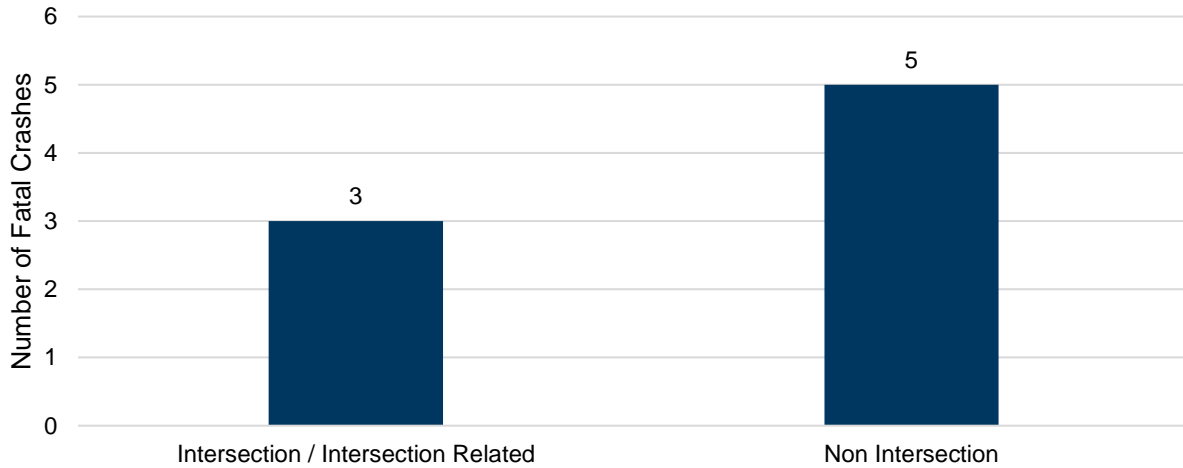
In four out of eight cases (50%), the deceased driver or passenger was not wearing a seatbelt. In 3 of the four cases where a seatbelt was not in use, the driver was speeding. In one unbelted cases, the driver was also impaired. The 50% for 2018 was above the 2015-2019 average of 33% of drivers or passengers killed not wearing a seatbelt.

Crash Type



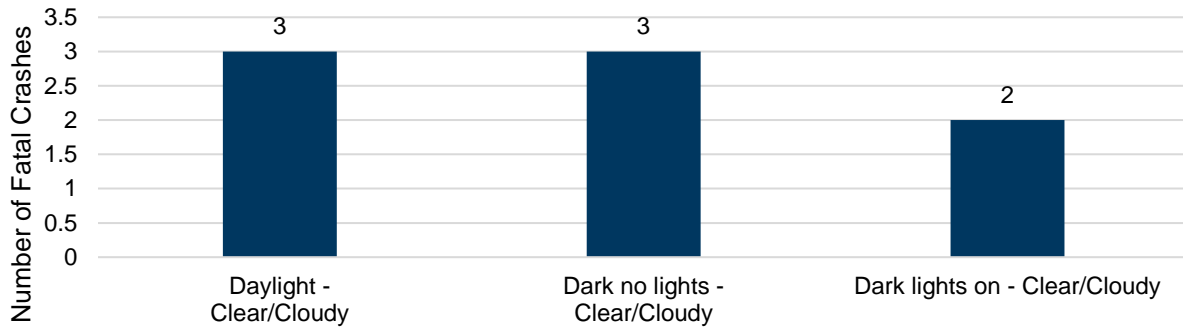
Half (4 out of 8) motor vehicle occupant fatalities in 2018 were single vehicle crashes. For the four single vehicle crashes, all four involved speeding and 2 involved an impaired driver.

Relation to Intersection



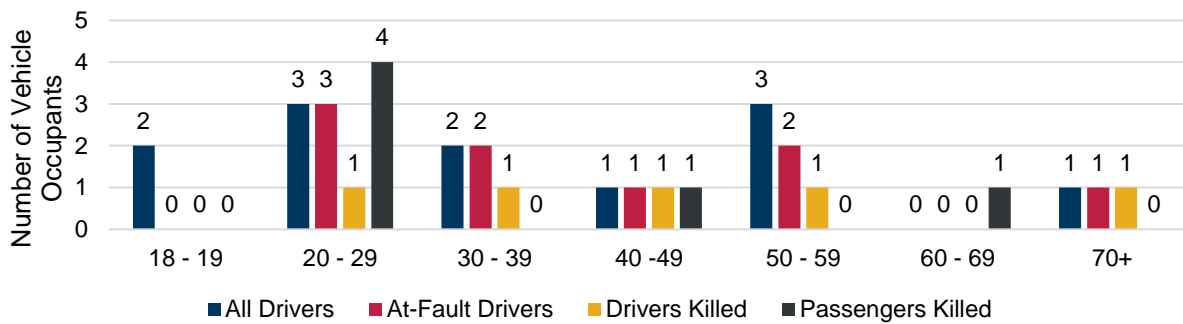
Five of eight (63%) fatalities for motor vehicle occupants were outside of an intersection in 2018. Of the five non-intersection crashes, 4 were along curves in the road and the vehicle left the roadway.

Lighting and Weather



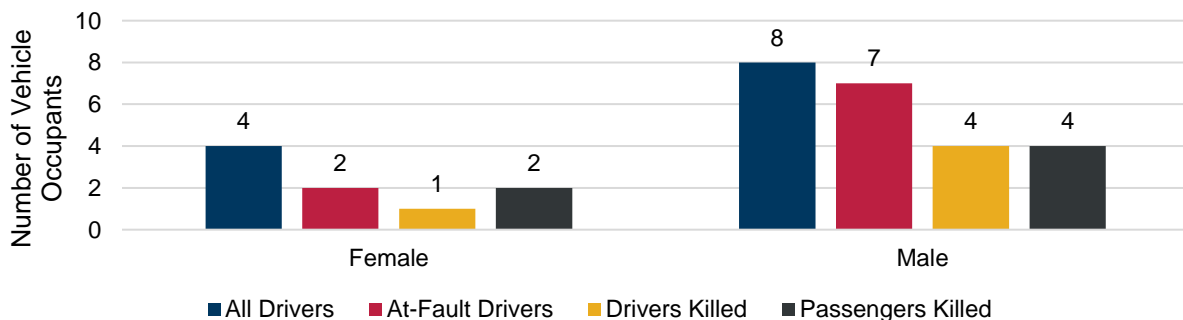
For 2018 motor vehicle occupant fatal crashes, no adverse weather conditions were underway at the time of the crash, but in one case the road was wet from an earlier rainfall. Five out of eight occurred between dusk and dawn.

Age of Drivers and Passengers Involved



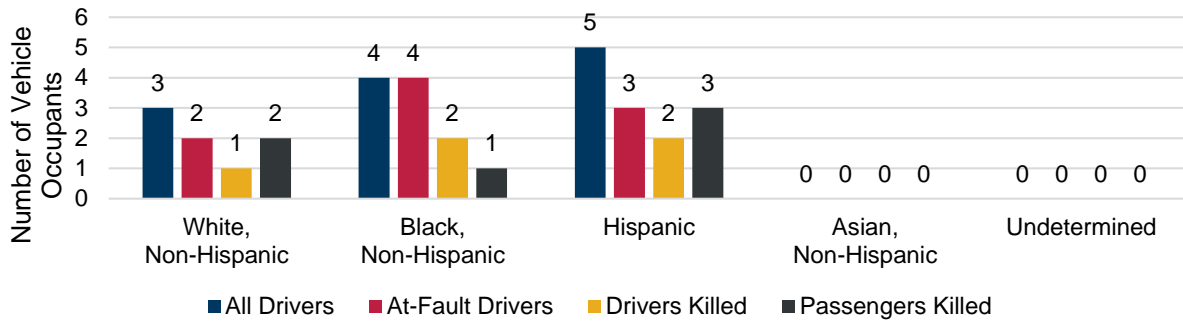
For 2018, no particular age group stood out for driver and passenger fatalities. The number of passengers in their 20s was elevated due to two passengers in the 20s dying in the same crash.

Sex of Drivers and Passengers Involved



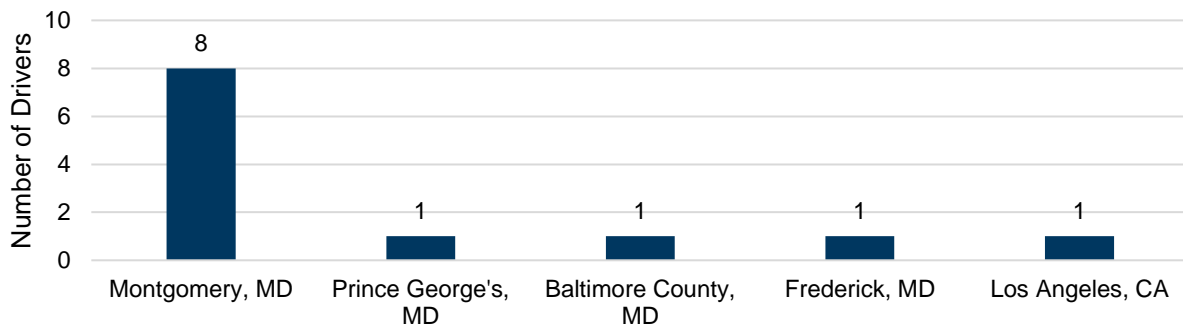
Males were the majority of drivers involved, drivers at fault, drivers killed, and passengers killed during 2018. The male majority for at-fault and fatally injured is consistent with the 2015-2019 average.

Ethnicity and Race of Drivers and Passengers Involved

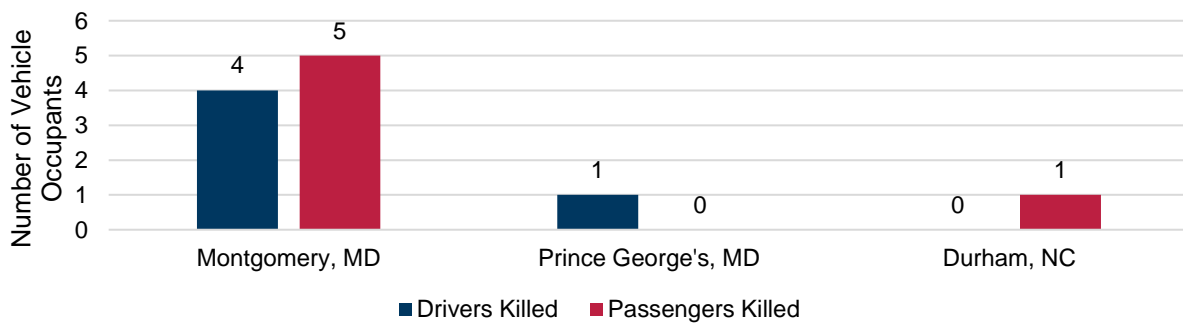


There was no particular trend for drivers and passengers involved in fatal vehicle occupant crashes by race and ethnicity for 2018. There were no Asian, Non-Hispanic drivers or passengers involved in 2018 occupant fatal crashes.

County Residency of All Drivers



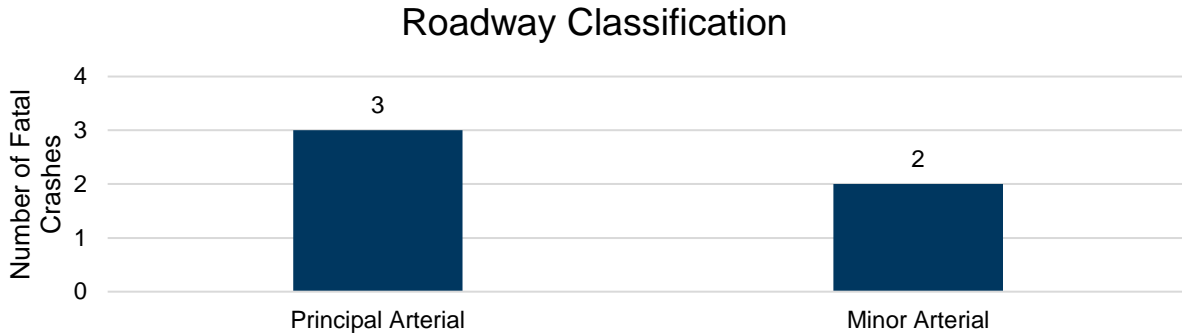
County Residency of Drivers and Passengers Killed



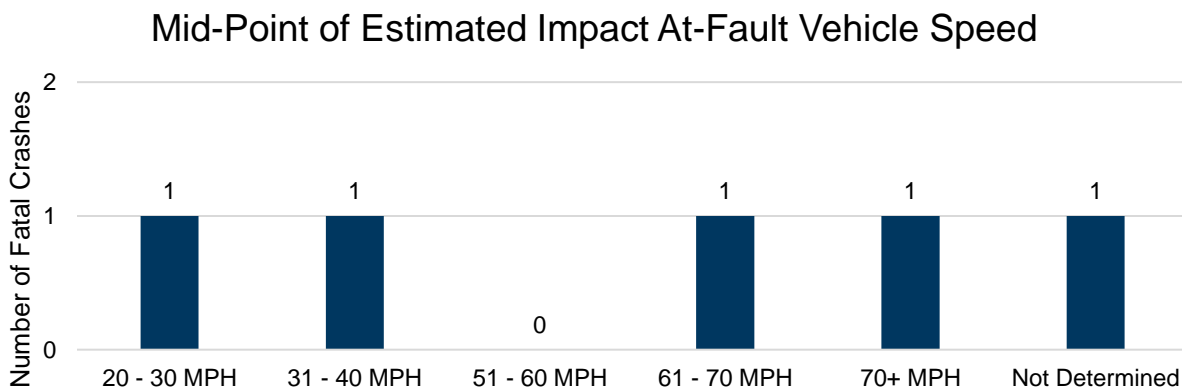
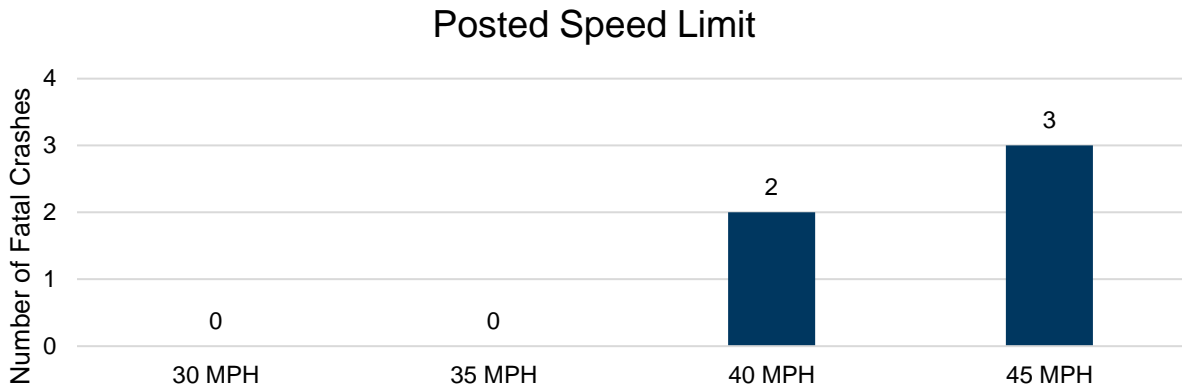
All but one passenger and one driver were residents of Maryland at the time of the crash. For the one driver outside of Maryland, the driver was originally from Montgomery County.

Motorcycle and Motor Scooter Fatal Crash Summary

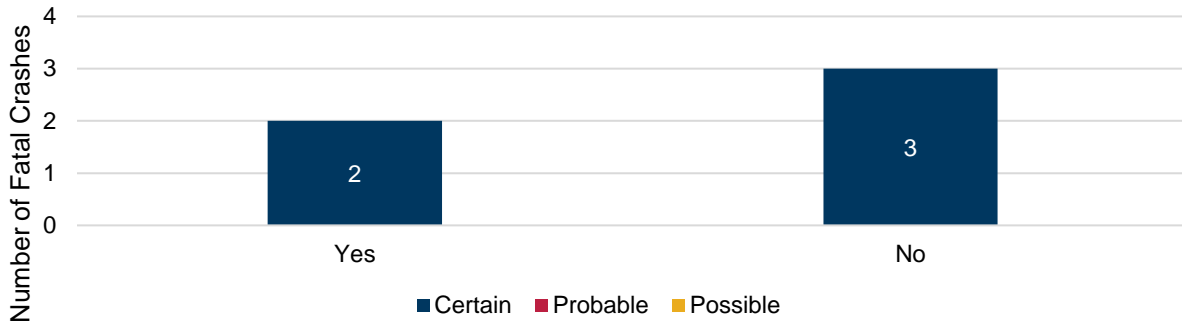
The following summarizes the data from the 5 fatality cases reviewed where the deceased was driving a motorcycle (4) or a motor scooter (1).



All five crashes involving a motorcycle or motor scooter occurred on a principal or minor arterial road. Three of the crashes were on roads maintained by the State Highway Administration, one by Montgomery County, and one by City of Rockville.

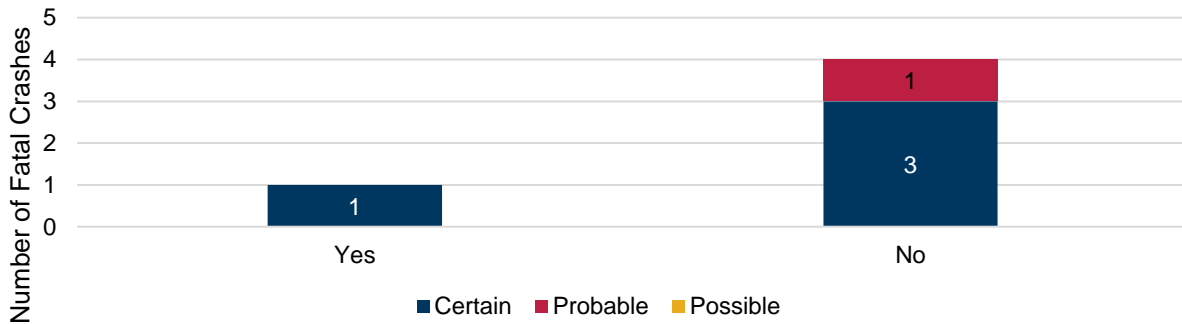


Crash Factor - Excessive Speed



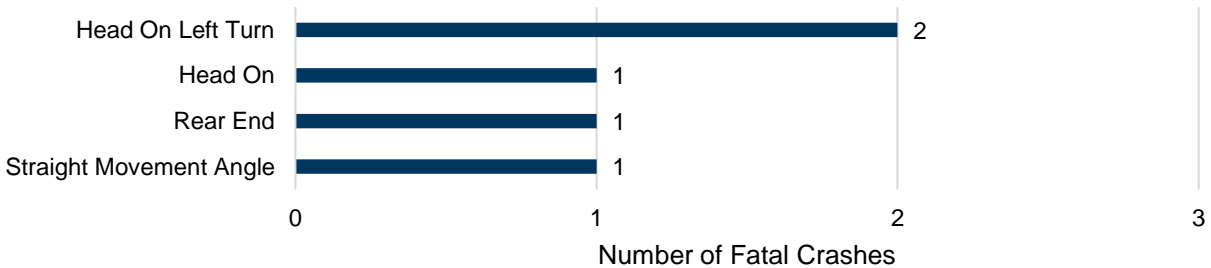
Two of the five motorcycle/scooter cases involved excessive speeding. The speeds of the at-fault vehicles ranged from a low of 18MPH to a high of 80MPH.

Crash Factor - Impairment



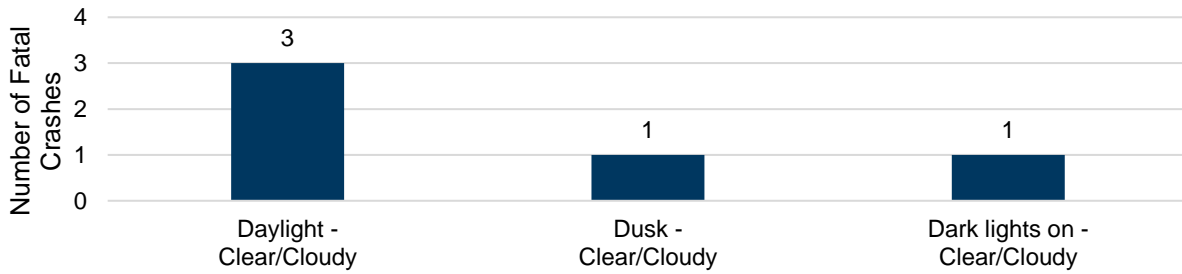
In the one case with impairment by alcohol, the driver of the motorcycle was impaired by alcohol and other drugs.

Crash Type



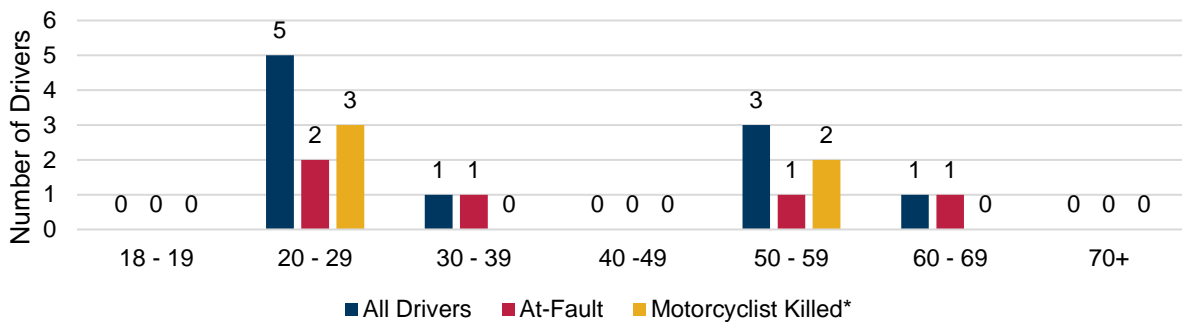
Three out of five fatal motorcycle/motor scooter crashes were head on crashes. Two of the head on collisions were at an intersection and one along a curve in the road.

Lighting and Weather



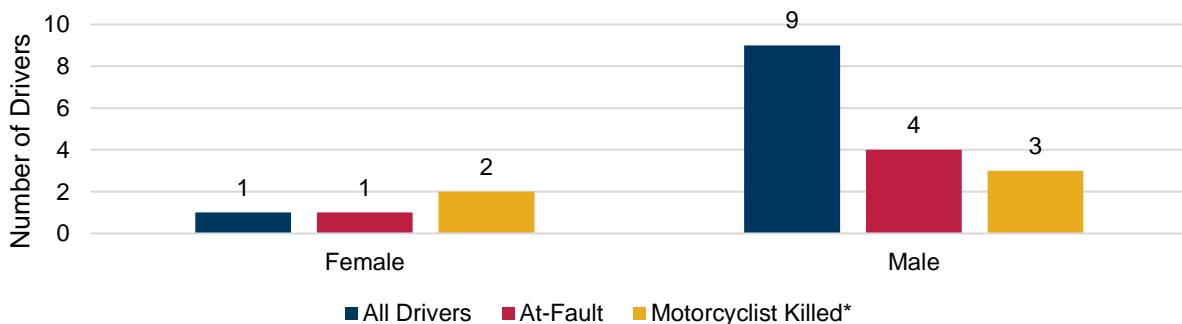
Three out of five motorcycle/scooter crashes occurred in the daylight with no precipitation and dry road surfaces. The majority of crashes occurring in daylight in 2018 was similar to the overall 2015-2019 average of 56% of motorcycle/scooter fatal crashes happening in daylight.

Age of Drivers Involved



*Includes one crash where passenger on motor scooter was fatally injured.

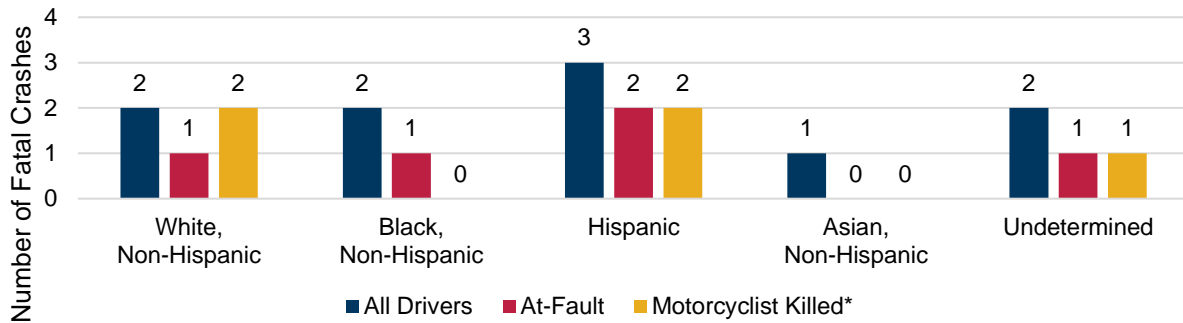
Sex of Drivers Involved



*Includes one crash where passenger on motor scooter was fatally injured.

Nine out of the ten drivers involved in a 2018 fatal crash involving a motorcycle/scooter were male.

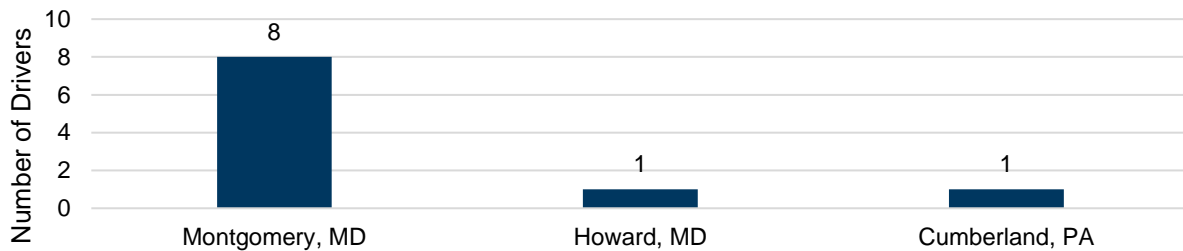
Ethnicity and Race of Drivers and Passengers Involved



*Includes one crash where passenger on motor scooter was fatally injured.

Of the motorcyclist and motor scooter riders killed in 2018, two were White, Non-Hispanic and two were Hispanic and one was not determined.

County Residency of All Drivers



County Residency of Motorcyclist Killed



Eight out of 10 drivers involved in a crash with a motorcycle or motor scooter resided in Montgomery County. Four out of 5 motorcyclists, scooter riders, and passengers killed in a crash were county residents.

2018 FATAL CRASH DETAILS

The following section provides a summary of the 27 crashes reviewed by the Fatal Crash Review Team and listed in chronological order.

Report: MCP2001000V

02/04/2018 at 02:30 AM, Motor Vehicle Driver and Passenger Fatal, University Blvd W & Dennis Ave

On Sunday, February 4, 2018, at approximately 0230 hours, Montgomery County Police and Fire and Rescue Services responded to a single motor vehicle collision on eastbound University Boulevard West (MD 193) at Dennis Avenue. The collision involved a 2015 Lexus RX350 travelling eastbound on University Boulevard West, having passed through the intersection of Dennis Avenue, when the Lexus entered into a clockwise rotation within lane 2. While travelling sideways, the Lexus struck the right curb of lane 3 and then a grass berm. The Lexus continued in a clockwise rotation striking a metal pedestrian signal pole along the rear bumper. The Lexus then struck a wooden utility pole along the front passenger side door and roof, before coming to final rest within lane 3 of the roadway and the adjacent sidewalk. Both the driver and front seat passenger were pronounced deceased at the collision scene.

The Lexus was traveling at a speed of 92 miles per hour 4.45 seconds prior to the crash. The posted speed on University Boulevard West in the area of the collision is 35 MPH. A post-mortem toxicology report also showed the driver was under the influence of alcohol above the legal limit.

Report: MCP2546002F

03/15/2018 at 08:02PM, Motor Vehicle Driver Fatal, Norbeck Rd & Avery Rd

On Thursday, March 15th, 2018, at approximately 08:02PM, Montgomery County Police and Fire/Rescue were dispatched to a personal injury collision that just occurred on Norbeck Road at Avery Road, Rockville, Montgomery County, Maryland. A 2009 Honda Element, operated by a 49-year-old male, collided with the rear of a stopped 2017 Gillig Ride-On Bus. The operator of the Honda Element was reading and sending text messages from his cellular phone prior to the collision and failed to perceive the flashing lights on the Ride-On bus that was stopped at a bus stop to pick up a passenger on Norbeck Road. In addition, the driver of the Honda Element was unrestrained by a seatbelt. No injuries were reported from the driver or riders on the bus.

Report: MCP1301000X

03/23/2018 at 07:55PM, Motor Vehicle Passenger Fatal, Oaklyn Dr near Deer Hollow Ln

On Friday, March 23, 2018, at approximately 07:55PM, Montgomery County Emergency 911 received a telephone call. The complainant advised that a personal injury collision had occurred near the intersection of Oaklyn Drive and Deer Hollow Lane in Potomac, Montgomery County, Maryland. This collision involved a 25-year-old male operator of a 2015 Mercedes CLA45 and a 16-year-old female operator of a 2012 Ford Expedition EL. The investigation determined that the Mercedes crossed the centerline of Oaklyn Drive and into the path of the Ford. Seven occupants (including both operators) were injured in the collision and were transported to local hospitals. Two rear seat passengers in the Mercedes suffered severe injuries and were pronounced deceased shortly after arrival at the hospital. Both passengers with fatal injuries were unbelted and fully ejected from the Mercedes. The remaining five victims were treated for non-life-threatening injuries. The driver of the Mercedes was traveling at 101 miles per hour prior to the collision and was charged with two counts of manslaughter by automobile.

At the crash location, Oaklyn Drive starts to curve. Along the curve, there are painted double yellow lines and white edge lines as well as raised pavement markings.

Report: MCP2134001G

04/13/2018 at 10:46AM, Motorcycle Rider Fatal, Veirs Mill Rd & Robindale Dr

On Friday, April 13, 2018, at approximately 10:46AM, a fatal motor vehicle collision occurred at Veirs Mill Road at Robindale Drive in Rockville, Montgomery County, Maryland. The collision involved a 2003 Honda CR-V operated by a 66-year-old male, and a 2012 Honda CBR 600 RR motorcycle operated by a 21-year-old male. The driver of the CR-V was turning left from Veirs Mill Road causing a collision with the motorcycle operator. The operator of the motorcycle was transported to the hospital with life-threatening injuries and was later pronounced deceased from injuries sustained in the collision.

The intersection allows for permissive left turns, meaning drivers are allowed to turn left on a green light, but must yield to oncoming traffic. The driver of the CR-V failed to yield to the motorcycle rider and was charged with negligent driving (21-901.1(b)) and vehicle failing to yield on a left turn (21-402(a)).

Report: MCP2563000Q

05/06/2018 at 03:04AM, Pedestrian Fatal, Columbia Pike & Fairland Road

On May 6, 2018, at approximately 03:04AM, a fatal collision occurred near the intersection of Columbia Pike and Fairland Road in Silver Spring, Montgomery County, Maryland. This collision involved a 2006 BMW 325i operated by a 29-year-old male, a 2006 Honda Pilot, and a 2014

Honda Pilot. A 40-year-old female pedestrian, who was previously an occupant in one of the Honda Pilots, was struck by the BMW and died of injuries sustained in the collision.

The investigation revealed that the two Honda Pilots had been involved in a collision and were stopped in the travel lanes of southbound Columbia Pike when the fatal collision occurred. The driver of the 2006 Pilot had struck the 2014 Pilot from behind and then stopped in Lane 2. Three people exited the 2006 Pilot while the front passenger remained inside. At approximately 03:04 AM, the driver of the BMW approached on southbound Columbia Pike, striking the pedestrian (previously in the vehicle) and the 2006 Pilot. The 2006 Pilot rotated counterclockwise, striking the rear of the 2014 Pilot again. There was also a secondary impact between the 2006 Pilot and the BMW. A passenger in the 2006 Pilot was ejected from the vehicle, and a passenger of the BMW suffered life-threatening injuries in the collision.

The driver of the BMW was traveling over 61 mph on southbound Columbia Pike when he failed to observe and avoid the pedestrian standing outside the vehicle and the disabled 2006 Pilot in Lane 2. The driver of the BMW struck the pedestrian and caused her death.

The BMW driver was found to be under the influence of alcohol, with a BAC twice the legal limit more than 2 hours after the collision. The BMW driver was charged with homicide by motor vehicle while under the influence of alcohol and two counts of causing life-threatening injury by motor vehicle while under the influence of alcohol.

Report: MCP2492000Y

05/19/2018 at 01:42PM, Motor Vehicle Passenger Fatal, Montrose Pkwy near East Jefferson St

On Saturday, May 19, 2018, at approximately 01:42PM, a collision occurred on Montrose Parkway, between the intersections of Montrose Road and East Jefferson Street, in Rockville, Montgomery County, Maryland. The 30-year-old female operator of a 2012 Toyota Highlander was traveling eastbound on Montrose Parkway, towards East Jefferson Street. The vehicle had six passengers. The driver was traveling above the posted speed limit on a wet roadway in a vehicle equipped with unsafe tires. The Toyota struck the right curb, left the roadway, and struck a light utility pole. All occupants in the Toyota sustained some level of injury. The front seat passenger, a 79-year-old female, was transported to the hospital where she was pronounced deceased. The driver was charged with exceeding the posted speed limit: 52 MPH in a 40 MPH zone (21-801.1), driving vehicle in excess of reasonable and prudent speed on highway (21-801(a)), person driving motor vehicle on highway without tires in safe operating condition as required by administration (22-405(a)), two counts of failing to secure child under age 8 in child seat when transporting in motor vehicle (22-412.2(d)), and negligent driving (21-901.1(b)).

Since this crash, new warning beacons were installed to alert drivers to slow down when approaching the curve.

Report: MCP3096000S

05/21/2018 at 01:36PM, Motor Vehicle Driver Fatal, Randolph Rd & Rocking Horse Rd

On Monday, May 21, 2018, at approximately 01:36PM, a personal injury collision occurred on Randolph Road, east of Rocking Horse Road, in Rockville, Montgomery County, Maryland. The 20-year-old male operator of a 2009 Acura TSX was traveling eastbound in lane one of Randolph Road, near the intersection of Rocking Horse Road. The 81-year-old operator of a 2005 Honda Civic was westbound on Randolph Road and attempting to make a left turn onto Rocking Horse Road. The Honda was struck by the Acura in the intersection. The Honda struck the rightmost curb, then traveled along the grassy area and sidewalk before entering back onto the roadway, coming to rest on Randolph Road. The driver of the Honda was transported to the hospital with life-threatening injuries, and later died as a result of those injuries. The operator of the Acura was traveling near 50 MPH in a 35 MPH zone and was charged with driving at a speed greater than reasonable (21-801(a)).

The intersection was controlled by a traffic signal that provides for exclusive and permissive left turns off of Randolph Road. The investigation revealed the crash occurred during the permissive phase where drivers intending to turn left shall yield right-of-way to any vehicle approaching from the opposite direction.

Report: MCP2001000X

06/02/2018 at 09:50PM, Pedestrian Fatal, Hungerford Dr near North Washington St

On Saturday, June 2, 2018, at approximately 9:50PM, Montgomery County Police and Fire and Rescue Services responded to a vehicular collision in the 500 block of northbound Hungerford Drive. The collision involved a 66-year-old male driver of 2008 Lexus RX350 and a 43-year-old male pedestrian. The Lexus was traveling northbound in lane one of Hungerford Drive approaching the intersection with North Washington Street. Witnesses observed the pedestrian pacing within the raised center median prior to entering into lane one of northbound Hungerford Drive and being struck by the Lexus. At this location, there is not a marked or unmarked crosswalk. The pedestrian's intoxication levels were elevated at the time of the crash. At the BAC level found for the pedestrian, it typically requires assistance in walking and suffering from total mental confusion and nearing total loss of consciousness.

Report: MCP2134001J

06/09/2018 at 03:23AM, Pedestrian Fatal, University Blvd W & Fern St

On Saturday, June 9, 2018, at 03:23 AM, a Montgomery County Police Officer observed a white 2005 Toyota Camry operated by a 25-year-old female on eastbound University Boulevard West between Fern Street and Amherst Avenue. The Toyota was stopped in lane 3 and it appeared to have an unknown object underneath. The officer stopped his police vehicle and the Toyota

subsequently accelerated, while dragging the object. As the Toyota entered the intersection with Amherst Avenue, a body, later identified as a 39-year-old male, dislodged from under the Toyota. The operator of the Toyota continued driving and turned into a nearby business where she parked her vehicle in the rear parking lot. A short time later, the officer made contact with the driver, who showed signs of intoxication. Following the administration of the standardized field sobriety tests, the driver was placed under arrest. The pedestrian succumbed to his injuries on Monday, June 11, 2018.

The investigation revealed that the pedestrian was lying on the sidewalk near the eastern driveway to the gas station when the driver of the Camry deviated from the driveway and ran over him then dragged for nearly 150 feet. The Camry driver was charged with homicide by motor vehicle while under the influence of alcohol (2-503.a(1)) and reckless and negligent driving (21-901.1(b)).

Report: MCP2492000Z

06/21/2018 at 11:19PM, Pedestrian Fatal, New Hampshire Ave & Oakview Dr

On Thursday, June 21, 2018, at approximately 11:19PM, a collision occurred at the intersection of New Hampshire Avenue and Oakview Drive, in Silver Spring, Montgomery County, Maryland. The 22-year-old male operator of a 2005 Ford Mustang was traveling northbound on New Hampshire Avenue approaching the intersection with Oakview Drive in lane one. Two pedestrians were attempting to cross the northbound lanes of New Hampshire Avenue in a westerly direction. One person walking was able to reach the center median, but the second, a 37-year-old female, was struck by the Ford in lane one. The two pedestrians began crossing when the pedestrian crossing signals indicated it was unsafe to do so. Though the two pedestrians were crossing against the walk signal, both would have safely made it to the median had the driver of the Mustang been traveling at or below the posted speed limit. The driver of the Mustang was charged with driving vehicle in excess of reasonable and prudent speed on a highway (21-801(a)) and driver failure to exercise due care to avoid a pedestrian collision (21-504(a)).

Report: MCP2563000R

07/15/2018 at 08:48AM, Pedestrian Fatal, Parking Lot of 19620 White Ground Road

On July 15, 2018, at approximately 08:48AM, a collision occurred in the parking lot of 19620 White Ground Road in Boyds, Montgomery County, Maryland. This collision involved a 2006 RX 330, which rolled backwards through the parking lot driverless. The vehicle owner was struck by her vehicle and died of injuries sustained in the collision. The investigation revealed that vehicle owner placed the vehicle in reverse rather than park before exiting, causing the vehicle to roll backwards and fatally injure her.

Report: MCP1366007V

07/27/2018 at 01:35PM, Motorcycle Rider Fatal, Shady Grove Rd & Crabbs Branch Way

On Friday, July 27, 2018, at approximately 01:35PM, Montgomery County Police and Fire and Rescue Services responded to a vehicular collision at Shady Grove Road and Crabbs Branch Way. The collision involved the 30-year-old male driver of a 2002 Chevrolet Trailblazer and a 55-year-old male operator of a 2008 Suzuki 650 motorcycle. The Suzuki was traveling southbound in lane one of Shady Grove Road, crossing through the intersection of Crabbs Branch Way. The Chevrolet was attempting to turn left onto Crabbs Branch Way from the left-turn lane of northbound Shady Grove Road. While the Suzuki was crossing through the intersection, the Chevrolet entered into the Suzuki's path of travel. The Suzuki struck the front of the Chevrolet within lane one of southbound Shady Grove Road. Both operators were facing solid green traffic signals. Per a witness, a tractor-trailer combination was attempting to turn left onto eastbound Crabbs Branch Way, directly across the intersection from the Chevrolet. The position of the tractor-trailer on the roadway would therefore potentially decrease the Chevrolet driver's field of view of vehicles approaching the intersection in a southbound direction.

The driver of the Chevrolet Trailblazer was found at fault for not yielding to the motorcycle operator and was charged with not yielding right-of-way to any other vehicle that is approaching from the opposite direction (21-402(a)) and negligent driving (21-901.1(b)).

The traffic signals at the intersection allowed for exclusive and permissive left turns off Shady Grove Road. As part of the County's Vision Zero Action Plan, this and adjacent signals along Shady Grove Road were recommended to change to only allowing exclusive left turns.

Report: MCP2546002H

08/11/2018 at 11:30PM, Pedestrian Fatal, Georgia Ave near Veirs Mill Rd

On Saturday, August 11, 2018, at approximately 11:30PM, Montgomery County Police and Fire/Rescue were dispatched to a pedestrian struck that occurred on Georgia Avenue near Prichard Road, Silver Spring, Montgomery County, Maryland. The body of a 58-year-old male was in lane two of southbound Georgia Avenue, north of the intersection with Veirs Mill Road.

It was determined that the pedestrian was attempting to cross the southbound travel lanes of Georgia Avenue in an easterly direction and was struck by a 2016 Nissan Rogue, operated by a 49-year-old male. The crossing location was outside of a marked or unmarked crosswalk. At the time of the collision, there were 3 streetlights out along the corridor.

Report: MCP1227000R

08/16/2018 at 04:01PM, Pedestrian Fatal, Norbeck Rd & East Gude Drive

On Thursday, August 16, 2018, at approximately 04:01 PM, a pedestrian involved collision occurred on Norbeck Road, at the intersection of E. Gude Drive, in Rockville, Montgomery County, Maryland. The 68-year-old male driver of a 2016 Jeep Cherokee was traveling eastbound in lane one of Norbeck Road, near the intersection of E. Gude Drive. A 34-year-old male was attempting to cross on foot the eastbound lanes of Norbeck Road in a southerly direction and was struck by the Jeep in lane 1 at the edge of the crosswalk at E. Gude Drive and eastbound Norbeck Road. The pedestrian crossed Norbeck Road against the pedestrian crossing signal and entered the roadway when it was unsafe to do so. The driver operating the 2016 Jeep Cherokee eastbound on Norbeck Road was facing a steady green traffic signal when the driver entered the intersection and struck the pedestrian. It was likely that the pedestrian was crossing Norbeck Road to reach the eastbound bus stop.

Report: MCP2563000S

08/24/2018 at 04:05AM, Pedestrian Fatal, Georgia Ave near Reedie Dr

On August 24, 2018, at approximately 04:05AM, a collision occurred near the intersection of Georgia Avenue and Reedie Drive in Silver Spring, Montgomery County, Maryland. This collision involved a 2005 Ford Mustang, operated by a 21-year-old male, and a 41-year-old male pedestrian. The pedestrian died of injuries sustained in the collision.

The investigation revealed that the pedestrian was crossing Georgia Avenue from east to west, approximately 100 feet north of the intersection with Reedie Drive, when he was struck by the Mustang driver. The driver was operating the Mustang at a high rate of speed (nearing 70-80 miles per hour) and participating in an impromptu race when the collision occurred. The Mustang driver was charged with criminally negligent manslaughter.

Since this collision, Georgia Avenue in this part of Wheaton had the speed limit lowered to 25 miles per hour, added off-peak parking in the outside lanes, and installed a non-traversable median. A new traffic signal is planned for the intersection of Georgia Ave & Price St, the unsignalized intersection between Reedie Dr and University Blvd.

Report: MCP2134001L

09/19/2018 at 06:49PM, Motor Vehicle Driver Fatal, Zion Rd near Brookville Rd

On Wednesday, September 19, 2018, at approximately 06:49PM, a fatal motor vehicle collision occurred in the 20400 block of Zion Road in Gaithersburg, Montgomery County, Maryland. The single vehicle collision involved a 1995 white Cadillac Eldorado operated by a 53-year-old male. The Cadillac, which had been traveling northbound on Zion Road, left the roadway along the

southbound side of the road, traveled off-road for nearly 350 feet before going airborne and striking a chain-link fence and a tree while in flight. The Cadillac then rolled over and came to final rest on its roof with the driver trapped inside. The driver was pronounced deceased on the scene. The driver was severely impaired by alcohol and traveling approximately 66 miles per hour prior to departing the roadway.

Report: MCP1227000S

10/01/2018 at 11:42PM, Motor Scooter Fatal, Veirs Mill Rd & Entrance to Parklawn Soccer Fields

On Monday, October 1, 2018, at approximately 11:42PM, a collision occurred on Veirs Mill Road, near the Parklawn Soccer Fields, in Rockville, Montgomery County, Maryland. The 21-year-old male operator of a 2018 Toyota Corolla iM was traveling eastbound in lane 2 of Veirs Mill Road east of Aspen Hill Road when he struck a 2015 Tao Tao Zurnner 50 scooter. The Tao Tao scooter was also traveling eastbound in lane 2 of Veirs Mill Road. The 27-year-old operator and 24-year-old passenger were ejected off the scooter from the rear-end impact. The scooter passenger struck the raised curb of the center median before coming to rest and later died from these injuries.

The operator of the Toyota Corolla was driving 100 miles per hour prior to impact and was charged by the State's Attorney with manslaughter by vehicle and assault in the second degree.

Report: MCP24920010

10/01/2018 at 06:42PM, Motorcycle Rider Fatal, E Gude Dr & Taft St

On Monday, October 1, 2018, at approximately 06:42PM, a collision occurred at the intersection of East Gude Drive and Taft Street, in Rockville, Montgomery County, Maryland. The 26-year-old female operator of a 2015 Honda CBR300R motorcycle, was traveling eastbound on East Gude Drive approaching the intersection with Taft Street in lane two. The motorcycle operator was attempting to proceed straight through the intersection and continue east on East Gude Drive. The 27-year-old driver of a 1999 Lincoln Navigator was traveling westbound on East Gude Drive approaching the intersection with Taft Street in the left turn lane and was attempting to make a U-turn. The Honda and the Lincoln collided in the intersection. The motorcycle operator sustained life-threatening injuries and was transported to hospital and later pronounced deceased. The investigation revealed that the driver of the Navigator had entered the intersection legally and was waiting for traffic to clear before making his U-turn. The motorcycle operator was traveling above the posted speed limit and entered the intersection after her traffic signal had turned red.

The Crash Review Team asked the Montgomery County Department of Transportation to review the yellow and red-light clearance timing. The County DOT review found no evidence of timing issues at this intersection.

Report: MCP1301000Z

10/13/2018 at 06:59PM, Motorcycle Rider Fatal, Ashton Rd near Tucker Ln

On Saturday, October 13, 2018, at approximately 06:59 PM, Montgomery County Emergency 911 received a telephone call. The complainant advised that a personal injury collision had occurred on Ashton Road near the intersection with Tucker Lane in Ashton, Montgomery County, Maryland. This collision involved a 1995 Harley Davidson motorcycle, operated by a 56-year-old male, and a 2018 Toyota RAV 4 sport utility vehicle operated by a 59-year-old male. The rider of the Harley was eastbound on Ashton Road approaching Tucker Lane when his motorcycle crossed the double-yellow center line into the path of the Toyota. The force of the collision caused the motorcycle operator to be ejected from the motorcycle.

The operator of the Harley Davidson was eastbound on Ashton Road when he failed to negotiate a right turn in the roadway and crossed the double-yellow centerline of the roadway into the path of the westbound Toyota. The motorcycle operator tested positive for alcohol and cocaine, which may have contributed to crossing the centerline.

There were directional arrow signs posted on the westbound shoulder of the road warning motorists in both directions of a curve in the roadway.

Report: MCP2134001N

10/18/2018 at 06:15AM, Pedestrian Fatal, Hungerford Dr & Frederick Ave

On Thursday, October 18, 2018, at approximately 06:15AM, Montgomery County Police and Fire Rescue personnel were called to the intersection of Hungerford Drive and Frederick Avenue, in Rockville, Montgomery County, Maryland for a motor vehicle collision involving a pedestrian. The collision involved a 2003 Lexus ES300 operated by a 56-year-old female and a 61-year-old male pedestrian.

The investigation showed that the pedestrian was attempting to cross the southbound lanes of Hungerford Dr within the intersection, between two crosswalks, in a westerly direction when he was struck by the driver of the Lexus.

In review of the surrounding environment, the Crash Review Team has requested the State Highway Administration review the south leg crossing for possible safety enhancements.

Report: MCP2001000Y

11/07/2018 at 06:26PM, Bicyclist Fatal, Randolph Rd & Goodhill Rd

On Wednesday, November 7, 2018, at approximately 06:26PM, Montgomery County Police and Fire and Rescue Services responded to a vehicular collision on Randolph Road at Goodhill Road. The collision involved an operator of a 2019 BMW M240i driven by a 57-year-old male

and the 47-year-old male operator of a bicycle. At the time of the collision, the BMW was traveling in lane one of westbound Randolph Road approaching Goodhill Road. The bicyclist was traveling westbound on Randolph Road at Goodhill Road, transitioning from lane two to lane one. The BMW struck the rear of the bicycle in lane one, within the intersection. It was dark at the time of collision and the bicycle being operated was not equipped with any form of reflector or lighting. The bicyclist was not wearing any form of helmet or safety device.

Report: MCP2563000T

11/10/2018 at 05:43AM, Motor Vehicle Driver and Passenger Fatal, New Hampshire Ave & Northampton Dr

*Note: This crash took place along the Montgomery and Prince George's County lines. Though it falls within feet of the Prince George's County side of the border, the collision investigation was conducted by Montgomery County Police.

On November 10, 2018, at approximately 05:43 AM, a collision occurred at the intersection of New Hampshire Avenue and Northampton Drive in Silver Spring, Prince George's County, Maryland. This collision involved a 1997 Toyota Corolla, operated by a 37-year-old male and a 2018 Freightliner MT45, operated by a 54-year-old male. The Freightliner was operating as a grocery delivery truck. The driver and 41-year-old passenger died of injuries sustained in the collision, and rear passenger suffered serious injuries.

The investigation revealed that the Freightliner operator was driving south on New Hampshire Avenue when the driver of the Toyota turned left from northbound New Hampshire Avenue towards Northampton Drive. The investigation determined that the Corolla driver failed to yield the right-of-way and that the Freightliner operator was exceeding the posted speed limit. The signal was in full operation at the time of the crash. The intersection has a left turn arrow and left turns are allowed with a green light. The driver of the Freightliner was charged with exceeding the posted maximum speed limit: 58 MPH in a posted 40 MPH zone (21-801.1) and negligent driving (21-901.1(b)).

Report: MCP13010010

11/18/18 at 10:09PM, Motor Vehicle Passenger Fatal, Muncaster Rd & Beechdale Ct

On Sunday, November 18, 2018, at approximately 10:09PM, Montgomery County Emergency 911 received a telephone call. The complainant advised that a personal injury collision had occurred near the intersection of Muncaster Road and Beechdale Court in Derwood, Montgomery County, Maryland. This collision involved a 2006 Chevrolet Cobalt operated by 24-year-old male. The right front passenger, a 23-year-old male, was also in the Chevrolet. The driver of the Chevrolet left the traveled portion of the roadway and struck an embankment. The force of the impact with the embankment caused the Chevrolet to rollover multiple times. At the time of roll over, the vehicle was traveling between 49 and 57 miles per hour. During the

rollover, the unbelted passenger was ejected from the vehicle and seriously injured. Both occupants were transported to the hospital for treatment. The passenger succumbed to his injuries on November 23, 2018, and the driver suffered minor injuries.

At the crash location, the road has a gentle curve. The roadway has raised pavement markers, double yellow center line and white edge lines to help drivers identify and navigate the curve.

Report: MCP2134001R

11/20/2018 at 06:44AM, Pedestrian Fatal, S Summit Ave & Wells Ave

On Tuesday, November 20, 2018, at approximately 06:44AM, a fatal motor vehicle collision occurred on northbound S. Summit Avenue near the intersection with Wells Avenue and the Gaithersburg MARC train station in the City of Gaithersburg, Montgomery County, Maryland. The collision involved a 2011 Nissan Rogue operated by a 29-year-old female and a 52-year-old pedestrian. The woman walking was fatally injured in the collision. The pedestrian was attempting to cross northbound S. Summit Avenue in an easterly direction within the marked crosswalk, when she was struck by the driver of the Nissan driving between 41 and 51 miles per hour in a posted 25 miles per hour zone. The driver stopped her vehicle immediately after the collision, checked on the woman struck, and then left the scene. The driver was charged under the criminal article 2-210(b): manslaughter by vehicle or vessel – criminal negligence.

Report: MCP2001000Z

11/27/2018 at 05:25PM, Pedestrian Fatal, Old Georgetown Rd & Kingswood Rd

On Thursday, November 27, 2018, at approximately 05:25PM, Montgomery County Police and Fire and Rescue Services responded to a vehicular collision on Old Georgetown Road at Kingswood Road. The collision involved the 45-year-old male operator of a 2017 Jeep Grand Cherokee and a 74-year-old female pedestrian. At the time of the collision, the Jeep was traveling in lane two of northbound Old Georgetown Road approaching Kingswood Road. At the same time the pedestrian was attempting to cross the northbound lanes of Old Georgetown Road just north of Kingswood Road in an eastbound direction likely to reach the bus stop. The Jeep struck the pedestrian within lane two.

At the time of the collision, the streetlight closest to the bus stop was not functioning. The intersection of Old Georgetown Road and Kingwood Road does not have a traffic signal or beacon to allow for a protected crossing. The nearest traffic signal was over 650 feet to the south or 1,000 feet to the north on Old Georgetown Road.

Report: MCP2563000V

12/14/2018 at 05:19PM, Pedestrian Fatal, Darnestown Rd & Ancient Oak Dr

On December 14, 2018, at approximately 05:19 PM, a collision occurred near the intersection of Darnestown Road and Ancient Oak Drive in Gaithersburg, Montgomery County, Maryland. This collision involved a 2015 Acura TLX, operated by a 21-year-old male, and an 87-year-old female pedestrian. As a result of the crash, the pedestrian suffered life-threatening injuries in the collision and was pronounced deceased on December 16.

The deceased was crossing Darnestown Road from north to south outside of a marked or unmarked crosswalk after disembarking a Ride On bus. The intersection does not have a stop sign or traffic light along the mainline (Darnestown Road). At the time of the crash, it was dark and had been raining. The driver of the Acura was driving at or below the posted speed limit at the time of the crash.

Report: MCP2546002M

12/19/2018 at 08:17PM, Pedestrian Fatal, Middlebrook Rd near Ridgecrest Dr

On Wednesday, December 19, 2018, at approximately 08:17PM, Montgomery County Police and Fire/Rescue were dispatched to a pedestrian struck that just occurred on Middlebrook Road at Ridgecrest Drive, Germantown, Montgomery County, Maryland. A 50-year-old female was found after being struck in lane 1 of eastbound Middlebrook Road. The pedestrian succumbed to her injuries on December 20, 2018.

It was determined that the person walking was attempting to cross the eastbound travel lanes outside of a marked or unmarked crosswalk of Middlebrook Road in a northerly direction and was struck by a 2010 Volkswagen Jetta, operated by a 20-year-old male. The intersection of Middlebrook Road and Ridgecrest Drive does not have stop control, traffic light or stop sign, for people driving on Middlebrook Road.