

JUNE 2021 | VISION ZERO MONTGOMERY COUNTY



FATAL CRASH REVIEW TEAM

FINDINGS FROM REVIEW OF 2017 FATAL CRASHES

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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 once a month 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. 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 then members discussed what were 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 2017.

TEAM RECOMMENDATIONS

After reviewing and analyzing the data for 27 fatal cases from 2017, the Team developed the following recommendations to counteract the crash factors identified.

Develop a Comprehensive Speed Management Program for Multi-lane Arterials

Finding: Twenty-three out of 27 fatal crashes occurred on a primary or minor arterial roadway in the county. Of the 23, 12 (52%) involved speeds in excess of the speed limit. The posted speed limits were typically 35 – 45 MPH and four cases along primary arterials found impact speeds greater than 70 miles per hour and two around 100 MPH.

Recommendation 1: The County Government and State Highway Administration need to develop design standards and a recommended treatment toolbox for managing speeds along multi-lane arterials. The guidance should build on recommendations in the County Government's draft [Complete Streets Design Guide](#) and the State's [Context Driven](#) guidebook. The guidance should include recommendations for managing speeds during overnight hours. Potential examples of treatments could include lane narrowing, road diet, dynamic speed display signs, pavement markings, and speed humps/tables.

Recommendation 2: Expand the hybrid (officer initiated and automated) approach to speed enforcement along arterial roads. The Police should partner with other government and community partners to raise awareness of the dangers of speeding and stepped up, high visibility enforcement. Review and recommend potential changes to Maryland Law that would allow automated enforcement based on speed and safety evaluations.

Recommendation 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.

Prioritizing Access Management along Arterials

Finding: Sixteen out of the 23 fatal crashes occurring along arterial roadways were at or related to an intersection. Of those sixteen crashes, 7 were at traffic signals, 2 were at overnight flashing signals, and the remaining 7 had either no controls or only stop sign control for the minor road approach. For these intersection crashes, 7 involved at least one vehicle involved making a left turn, 1 a right turn, and the remainder involving vehicles moving straight through (constant speed, accelerating, or slowing down).

Recommendation: Develop an access management plan for arterials that are the “corridors” between the “wedges.” A priority should be put on eliminating free left turns across multiple lanes. Treatments could include adding traffic signals and access restrictions (right in/right out, restricted median crossings), or intersection treatments such as roundabouts or “J” turns. Any

adjustments to intersection access, particularly restrictions, need to account for emergency management access and potential for U-turn conflicts when reviewing corridor access.

Review Policy for Overnight Flash for Traffic Signals

Finding: Two fatal crashes, one pedestrian and one motor vehicle driver, involved a traffic signal along an arterial roadway in an overnight flash operation where the side street flashes red and the mainline flashes yellow. In both cases, the drivers at-fault were impaired by alcohol, however this configuration may be confusing for non-impaired drivers as well.

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

Prioritize Lighting Upgrades and Installations at Intersections

Finding: Thirteen out of 27 fatal crashes, and 6 out of 11 fatal pedestrian crashes, took place in the dark.

Recommendation: While only one fatal crash took place at night with no streetlights, the Team noted that additional lighting, particularly at intersections along arterials, could greatly benefit and improve conspicuity for all road users.

Focusing Design and Outreach for an Aging Population

Finding: Fourteen of the 28 people (50%) killed in roadway crashes in 2017 were aged 60 or older.

Recommendation 1: Prioritize outreach and engagement with people 60 and older, particularly around older driver safety. For older drivers and pedestrians, focus on changes of perception and reaction as you age. The County can utilize existing County committees, Minority Health Initiatives, and non-government groups.

Recommendation 2: Design the roadway system and traffic signal timing to better account for an aging population. Prioritizing locations for improvements could include neighborhoods with a highly vulnerable senior population, as identified by [CountyStat's Senior Vulnerability Study](#) and MWCOC's [Equity Emphasis Areas](#).

Addressing Impairment for All Road Users

Finding: 8 out of 27 fatal crashes (30%) of fatal crashes reviewed involved at least one party to the crash impaired by alcohol.

Recommendation: Develop a comprehensive anti-impairment campaign focused on curbing excessive consumption of alcohol that covers drivers and pedestrians. Include groups such as boards/committees/commissions, non-governmental organizations, and County/State subject matter experts in developing the campaign.

Continue Bus Stop Audits with Priority for Stops with No Protection along Arterials

Finding: One pedestrian fatal case reviewed involved a bus rider leaving directly from the bus stop and crossing without any protection from a traffic signal or beacon. While this is only one case, the Team is aware of other cases outside of 2017 with a similar scenario.

Recommendation: 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. Use of lighting and outreach may also encourage bus riders to utilize existing marked, protected crosswalks.

Further Review of Motorcycle Crashes and License Endorsements

Finding: For the two motorcycle fatalities reviewed, neither rider had a valid motorcycle endorsement on his license.

Recommendation: While two cases is not enough to show a trend, further investigation for the potential relationship between motorcyclists involved in crashes and whether or not they have a valid motorcycle endorsement is warranted.

Standardize Connectors and Data Retrieval from Airbag Control Module

Finding: To retrieve data from vehicles involved in a crash, MCPD uses industry standard hardware and software to connect to the airbag control module (the main device in vehicles that record event data up to 5 seconds prior to a high impact crash) which supports download from over 50 vehicle brands. Data can be retrieved either through the data link connector (DLC) port located below the steering wheel or a direct connection to the airbag control module if the port or the vehicle's electrical system are damaged. While the OBD/DLC connection is standardized across vehicles, connections and the ability to download data from airbag control modules are not. The multiple types of connections require investigating agencies to have multiple cables to connect with different makes, models, and model years. The manufacturer of MCPD's hardware has up to 85 different cables that can be purchased to connect to vehicles, with each cable costing around \$165 each. Vehicle manufacturers such as Tesla, Kia, and Subaru have their own propriety event data retrieval hardware not supported by MCPD's current hardware.

In cases reviewed in 2017, MCPD was unable to retrieve data from vehicles when the vehicle was not supported for download by MCPD's crash data retrieval system either because it was not a vehicle supported by MCPD's hardware or software or an event was not created and stored in the airbag control module.

Recommendation: 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.

2017 FATAL CRASH SUMMARY

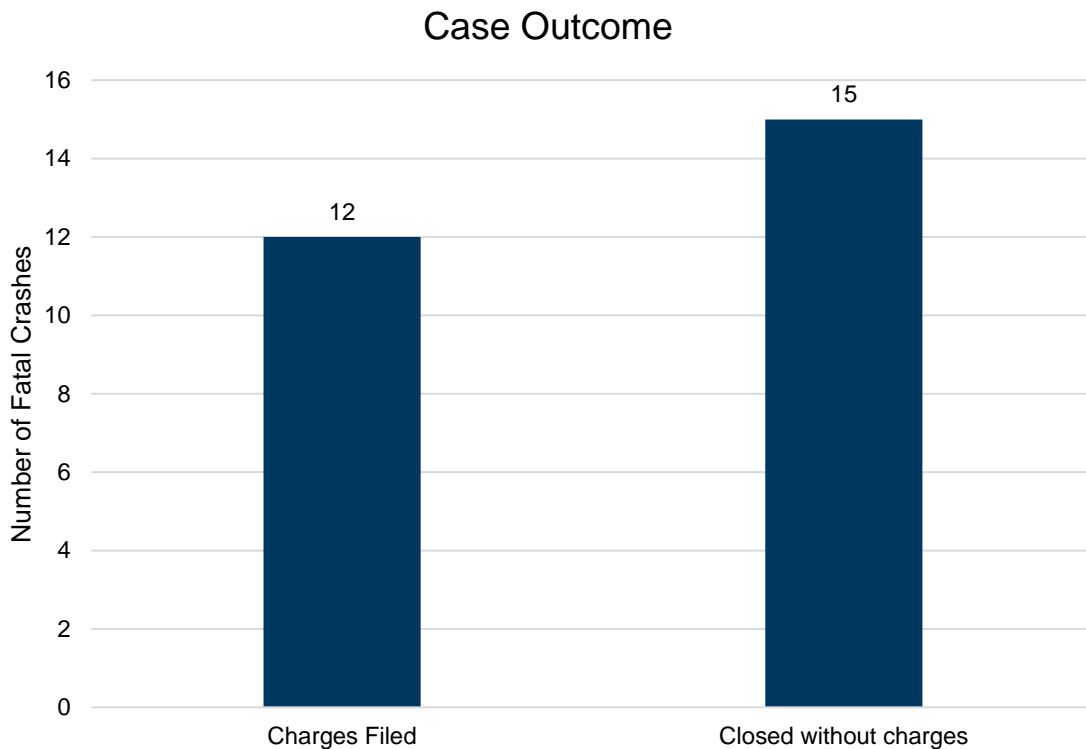
The Fatal Crash Review Team examined 27 fatal crashes that were investigated by the Montgomery County Collision Reconstruction Unit during 2017. Across the 27 crashes, there were 28 fatal injuries. The roadway users fatally injured in collisions were as follows:

- Occupants in motor vehicles (drivers and passengers): 12 crashes, 13 fatalities
- Motorcycles and motor scooters: 4 crashes, 4 fatalities
- Pedestrians: 11 crashes, 11 fatalities

Vulnerable road users (people not in passenger vehicles) made up 56% of the fatal crashes in Montgomery County in 2017.

Charges

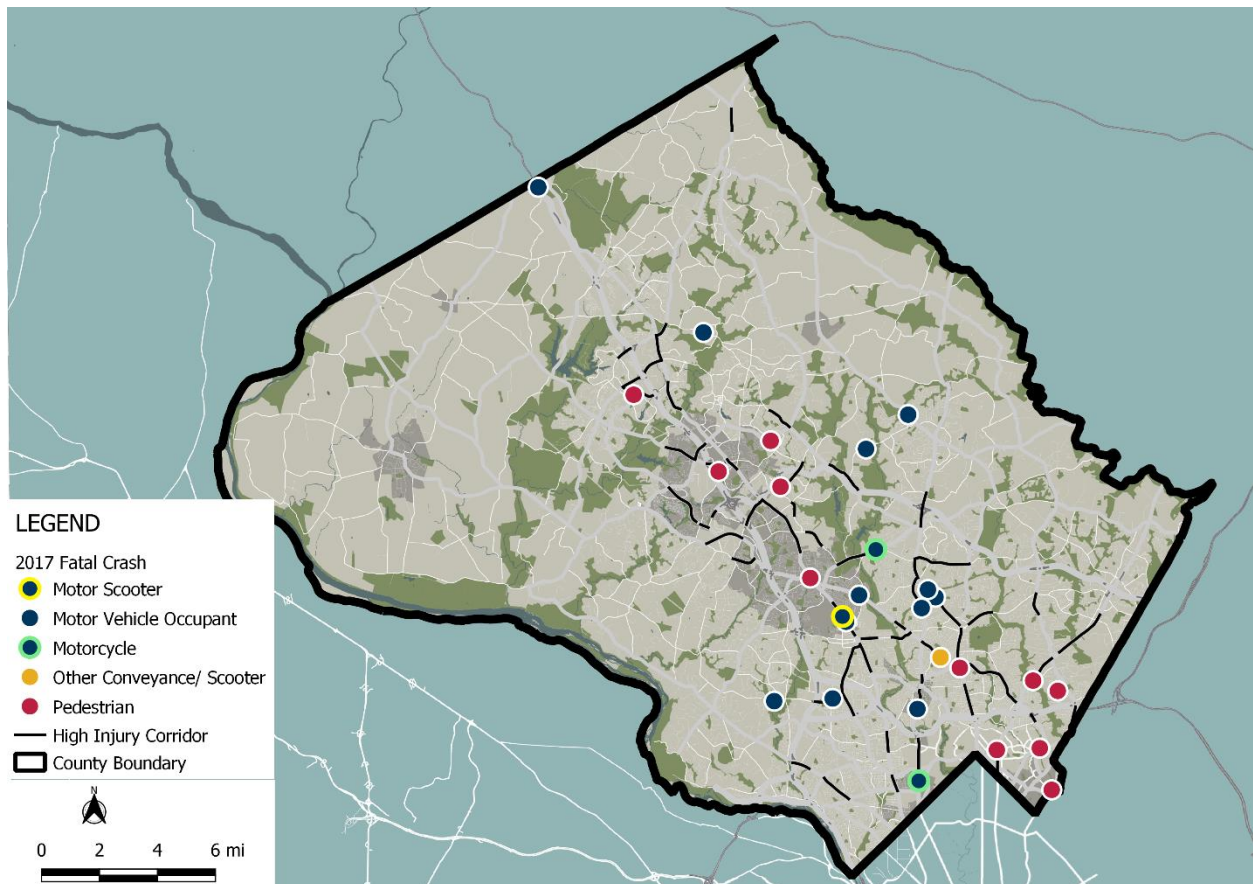
In 12 of the 27 cases reviewed (44%), the Montgomery County Police recommended and the State’s Attorney’s Office charged at least one party involved in the fatal crash. Two cases involved criminal charges of vehicular manslaughter while the remaining charges fell under the State of Maryland’s transportation article. In cases closed without charges, the party deemed at-fault in the collision was also the person killed.



2017 Fatal Crash Locations

Map of Fatal Crash Locations by Roadway User

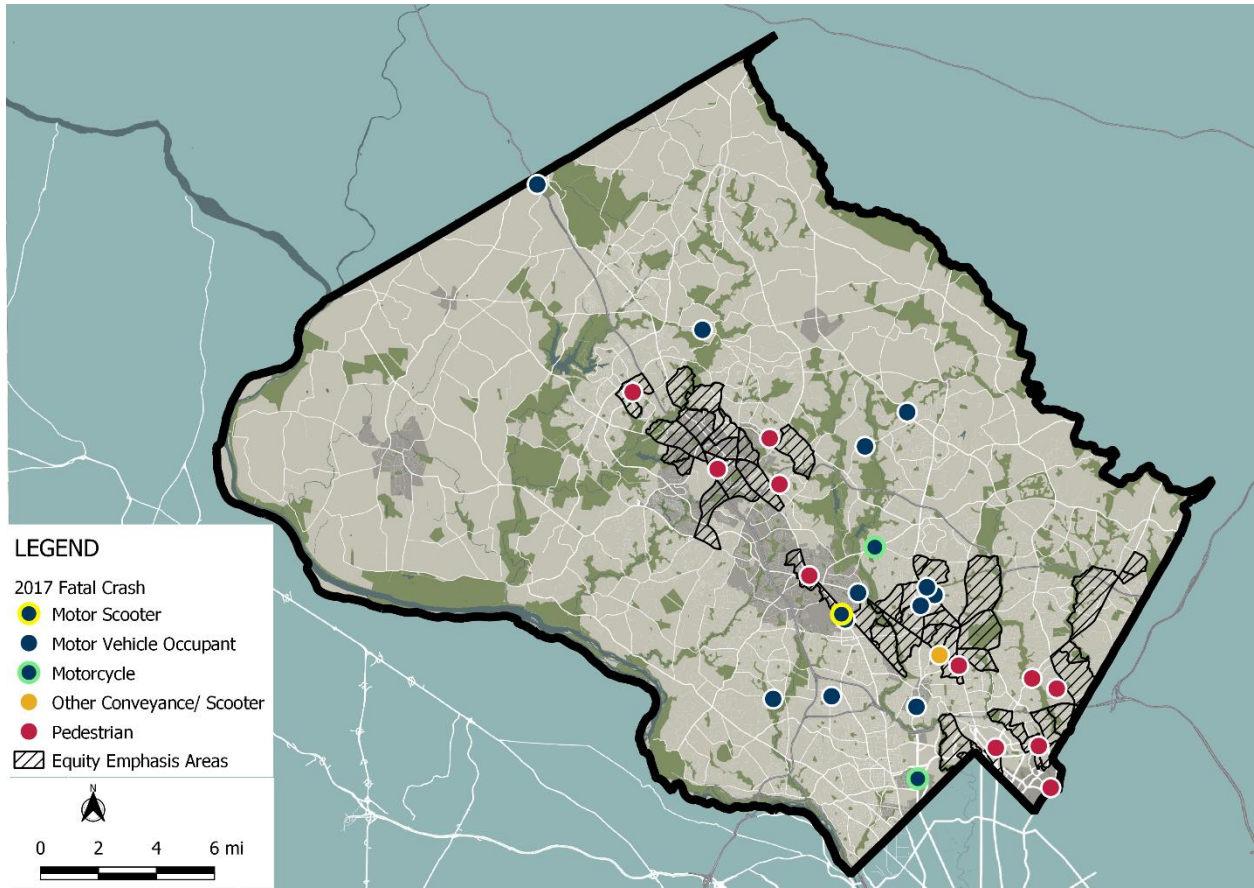
The map below shows the locations of the 27 fatal crashes by the roadway user killed against the County's High Injury Network routes. Twenty-six crashes occurred on the roadway and one occurred in a parking lot. Of the 26 on the road, 8 (31%) were directly on the County's High Injury Network.



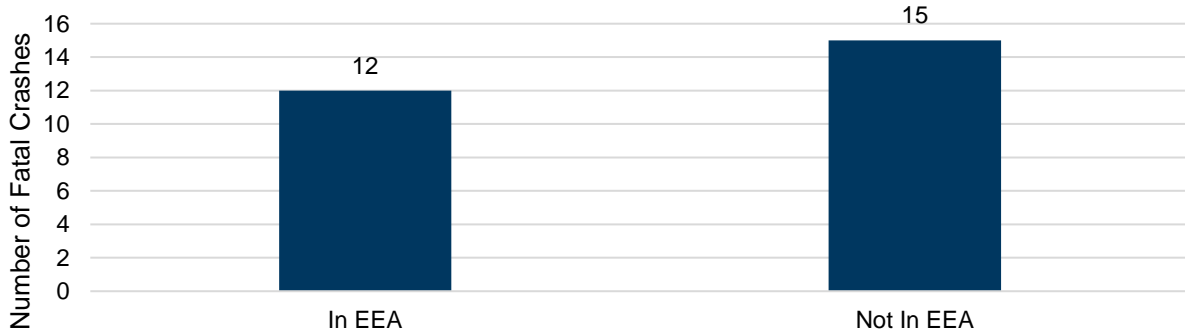
Crashes by Equity Emphasis Areas

The Metropolitan Washington Council of Governments 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. The 2018-19 Vision Zero Action Plan analyzed serious and fatal crash data against these areas and found that Equity Emphasis Areas “contained 6% of the County’s land area, 22% of the population, and 31% of all severe

and fatal collisions.”¹ For the 27 fatal cases reviewed, 12 (44%) were in an Equity Emphasis Area.



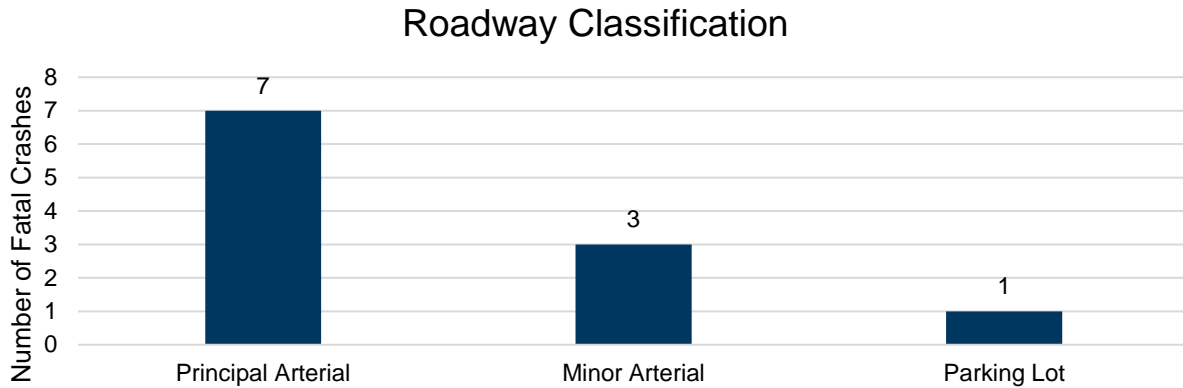
Crashes in Equity Emphasis Area



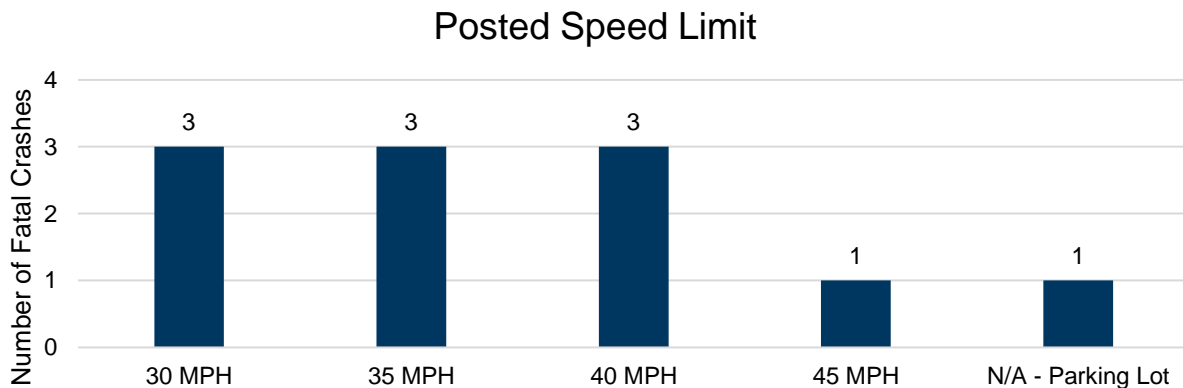
¹ The 2018-19 Vision Zero Action Plan used an older version of the MWCOC Equity Emphasis Area data. The Equity Emphasis Area boundaries shown in the map above are based on the 6/20/2018 release.

Pedestrian Fatal Crash Summary

The following summarizes the data from the 11 pedestrian fatality cases reviewed.

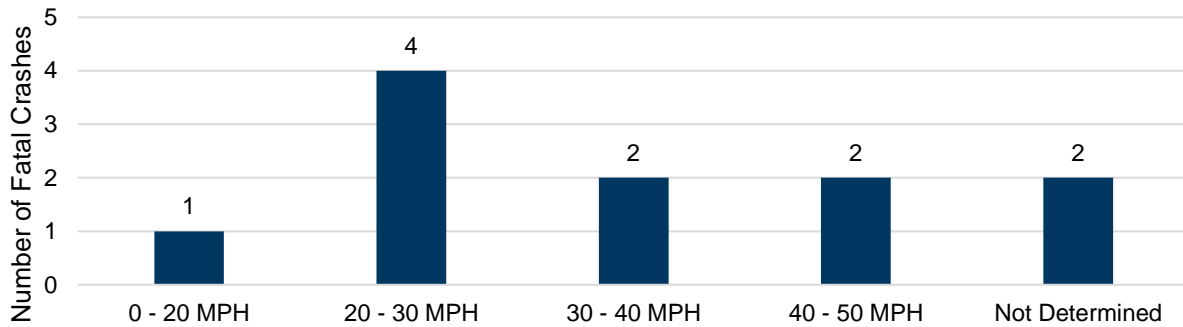


Except for one case in a parking lot, all pedestrian fatal cases reviewed were along arterial roads (highways) in the county. Seven crashes occurred on 6-lane arterials and 3 crashes on 4-lane arterials. Seven of the 11 crashes occurred on roadways maintained by the State Highway Administration, 3 by the Montgomery County Government, and the parking lot crash on Montgomery County Public Schools property.

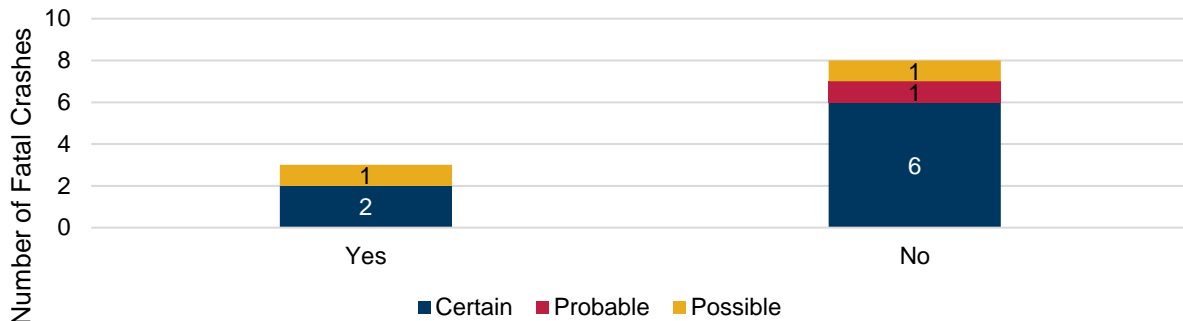


Excluding the case in a parking lot, all pedestrian fatal crashes occurred on roadways with a posted speed limit of 30 MPH or greater.

Mid-Point of Estimated Impact Vehicle Speed



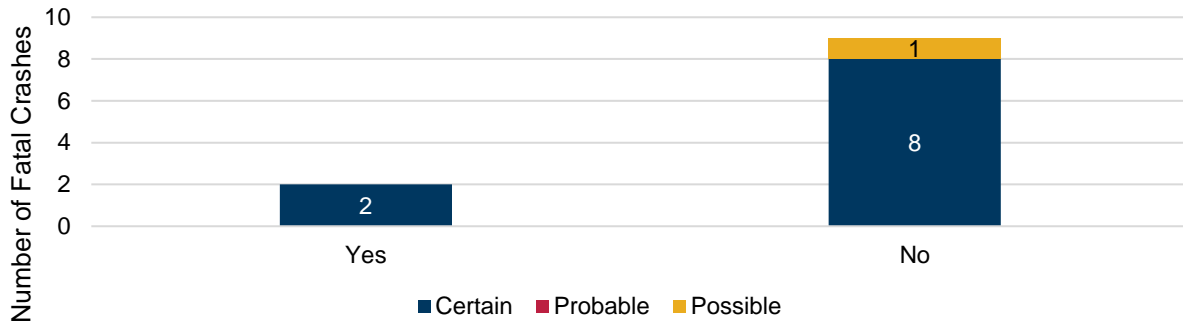
Crash Factor - Excessive Speed



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. Seven out of 9 crashes where the impact speed could be estimated occurred at 25 miles per hour or greater. In three out eleven cases, the driver was driving at an excessive speed compared to the posted speed limit.

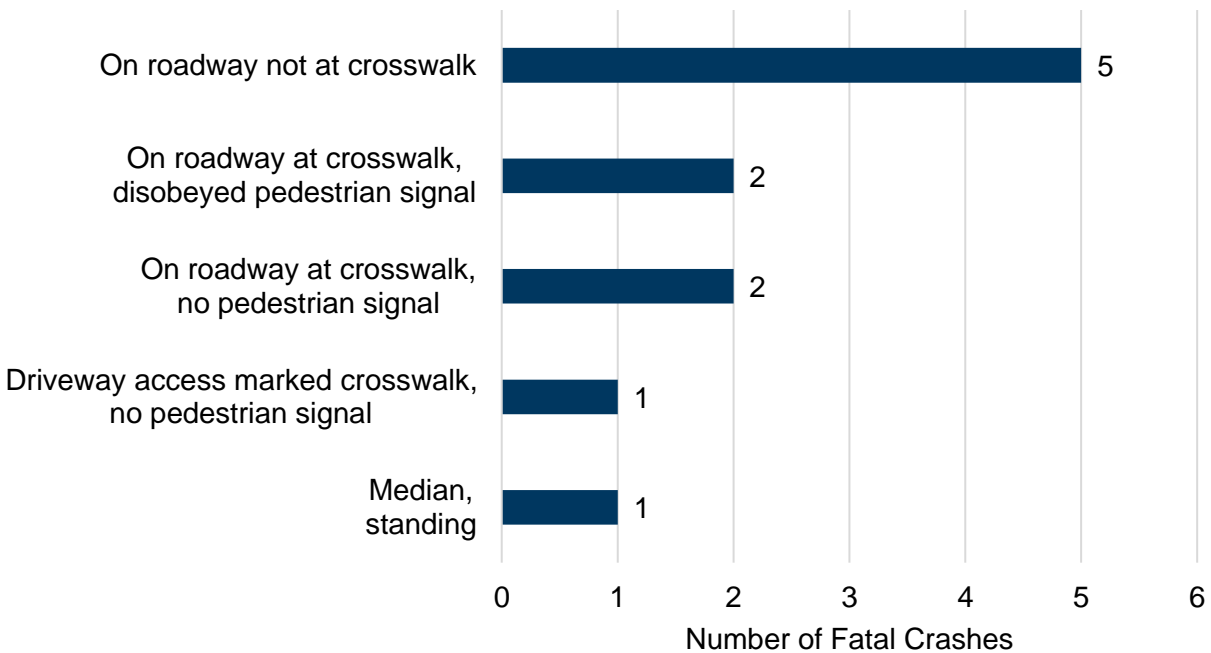
To estimate impact speed, CRU investigators use a variety of methodologies based on Newtonian (classical) physics. The exact method used depends on the availability of evidence at the scene of the crash. Relevant evidence to calculate the impact speed can include tire skid marks and the distance between 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



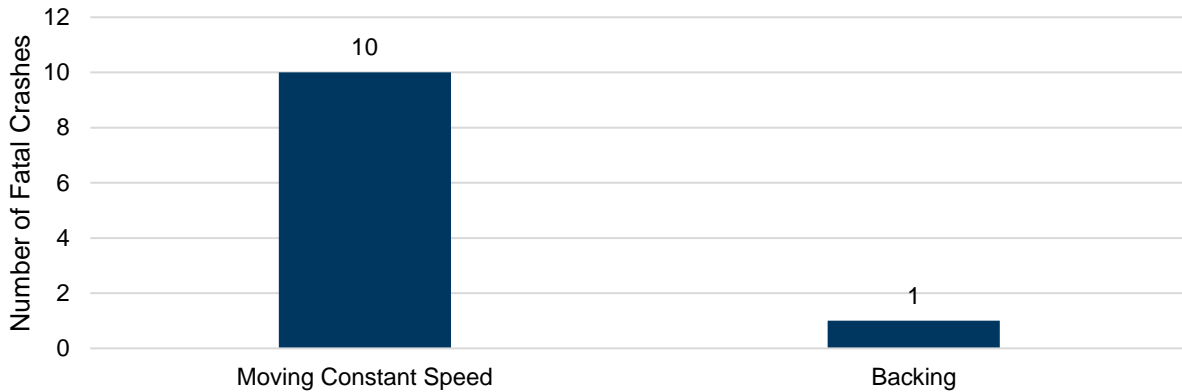
In two of the eleven cases, impairment by alcohol was a contributing factor. In one case, both the pedestrian struck and the driver had blood alcohol levels exceeding the legal limit. In the second case, the pedestrian was impaired by alcohol and controlled substances.

Pedestrian Location



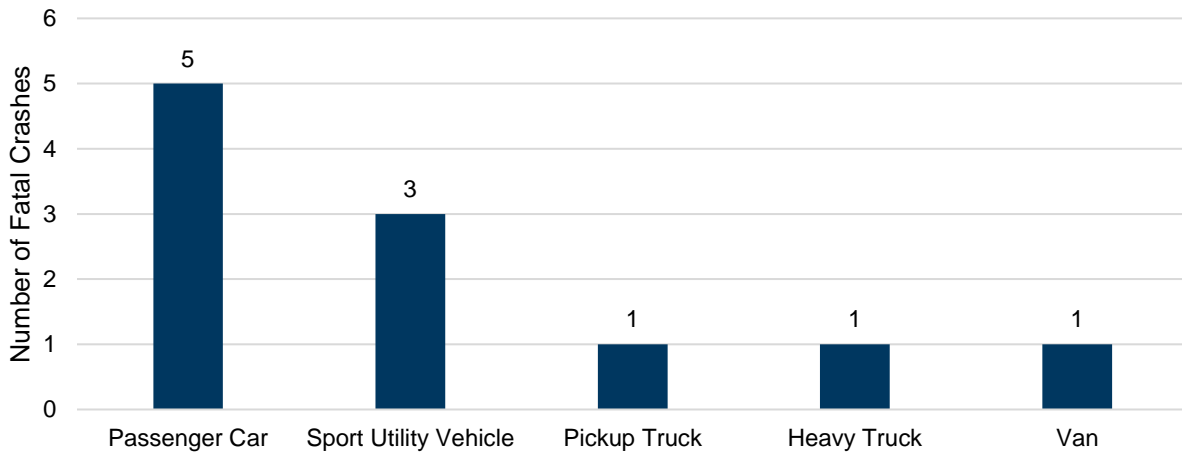
In five out of 11 cases reviewed, the pedestrian was struck outside of a marked or unmarked crosswalk. Of the five cases where the pedestrian was outside the crosswalk, two involved a pedestrian struck while laying in or partially in the travel lane, one involved a pedestrian leaving a bus stop and crossing north of an unsignalized intersection, and two with pedestrians crossing between 30 and 60 feet outside of a marked crosswalk that had a traffic signal.

Driver Movement



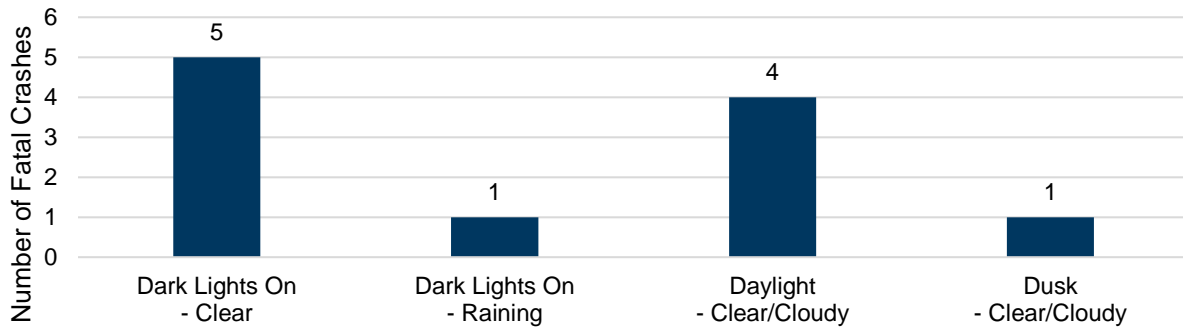
Ten out of 11 drivers striking a pedestrian were moving at a constant speed prior to impact. For these ten fatal cases where the driver was moving at a constant speed, the main impact on the vehicle was twelve o'clock (front hood) for 8 crashes and the vehicle underside for 2 crashes.

Vehicle Body Type



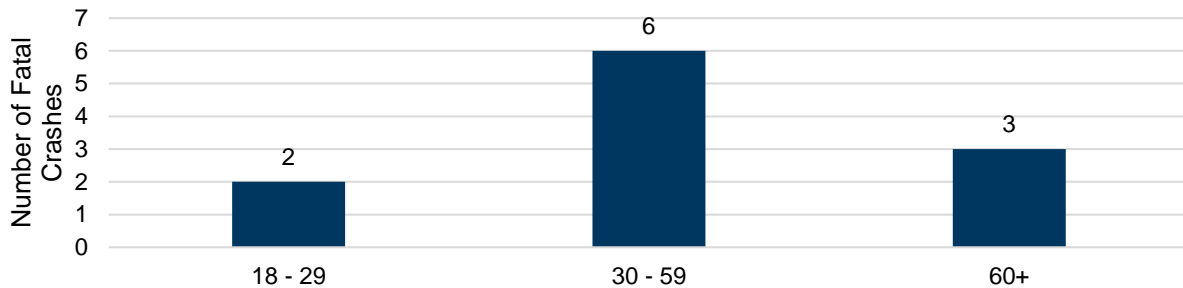
Ten out of 11 vehicles driven when striking a pedestrian were privately owned personal vehicles and one owned by a commercial business. Five out of 11 were sedans (passenger cars), 5 were passenger vehicles larger than a standard sedan, and one trash truck.

Lighting and Weather



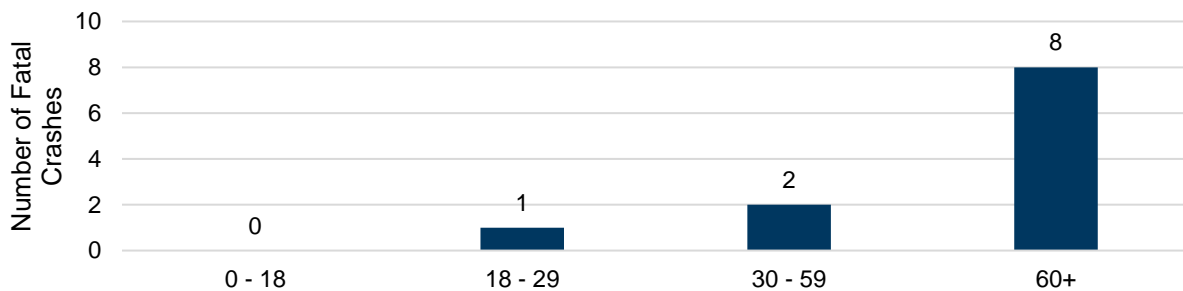
Six out of 11 pedestrian fatal crashes occurred in the dark. The majority of 2017 pedestrian fatal crashes occurring in the dark was consistent with the 2015-2019 trend for pedestrian fatal crashes. The streetlights were functioning and on, but the Team recommended further review of lighting adequacy at pedestrian crossings.

Age of Driver



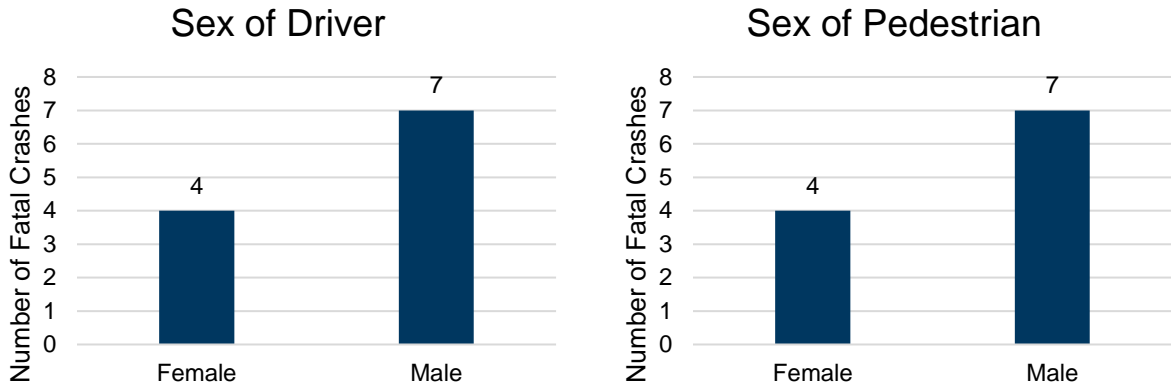
For drivers fatally striking pedestrians, 3 were above the age of 65 and none were below the age of 20.

Age of Pedestrian

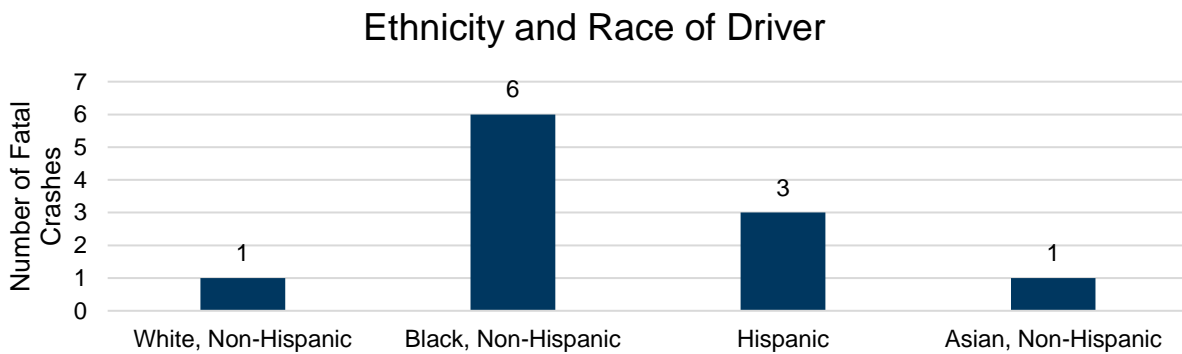
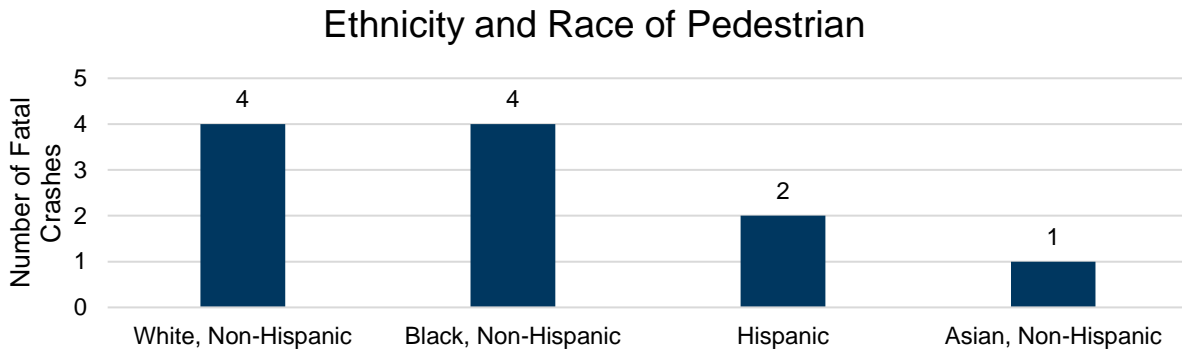


Eight out of 11 (73%) of pedestrians struck and killed were 60 years old or older. This was higher than the 47% of pedestrian fatalities involving individuals 60 years or older from 2015 to 2019 in Montgomery County, but highlights that this age group was disproportionately involved in fatal pedestrian collisions. 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.

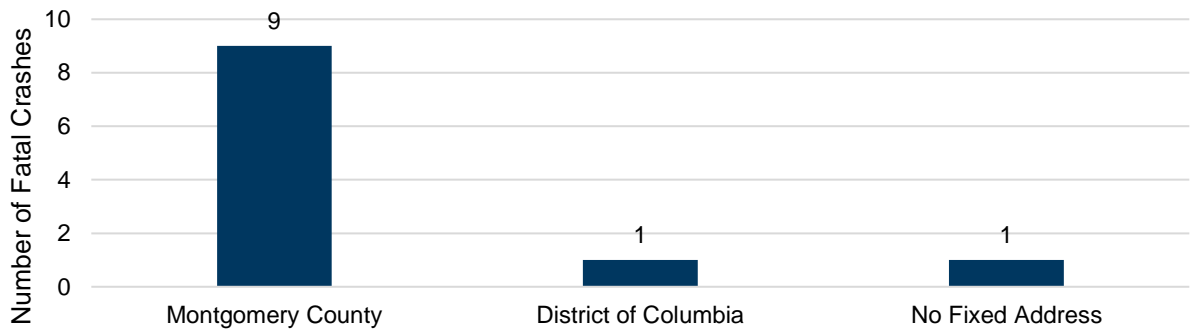


For the striking driver and the pedestrian fatally injured, 7 of the 11 crashes involved males. The County's overall population is 52% female and 48% male.



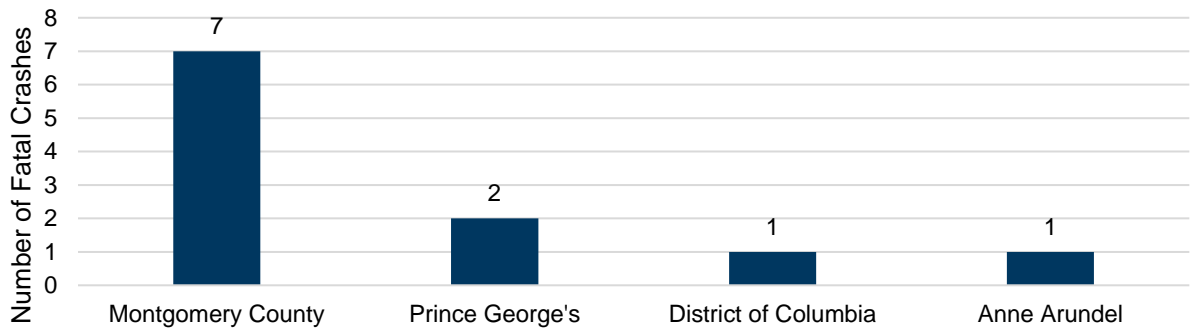
Four of the pedestrians killed were identified as White, Non-Hispanic and Black, Non-Hispanic. Black, Non-Hispanic drivers were 6 out of the 11 drivers that struck the pedestrian.

County Residency of Pedestrian



Only one pedestrian struck and fatally injured in 2017 lived outside Montgomery County.

County Residency of Driver

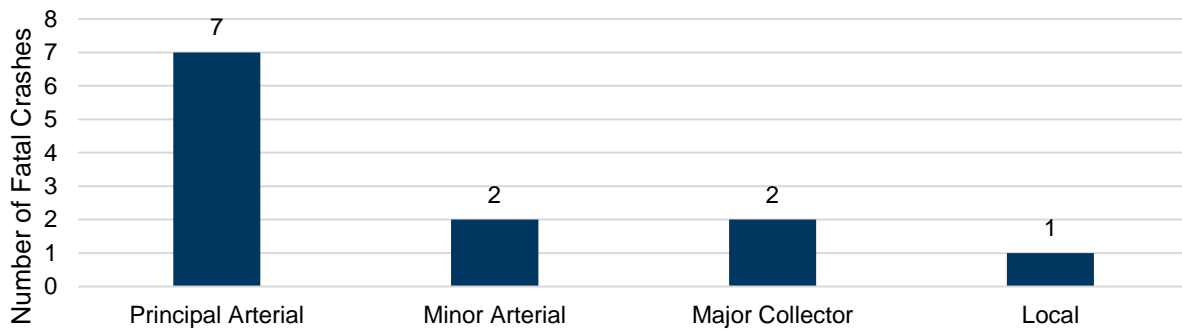


Seven out of 11 drivers (64%) were Montgomery County residents. Only one driver that struck a pedestrian was not a resident of Montgomery County or an adjacent county.

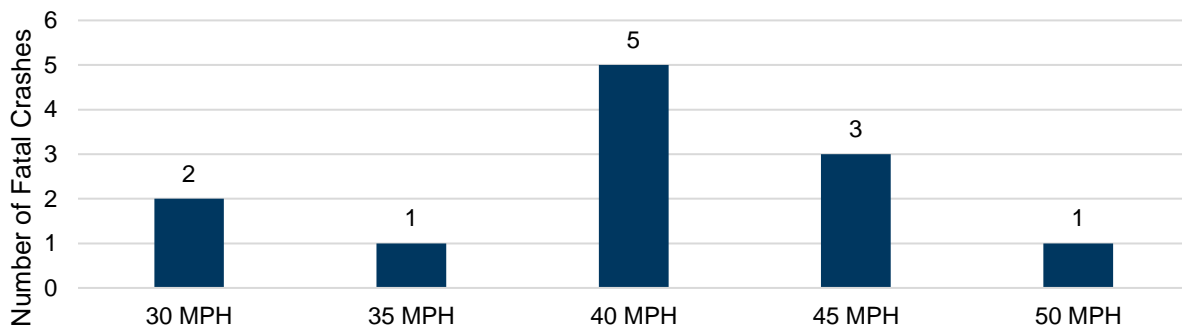
Motor Vehicle Occupant Fatal Crash Summary

The following summarizes the data from the 12 crashes where either a driver or passenger inside a motor vehicle died of injuries sustained in a car crash.

Roadway Classification

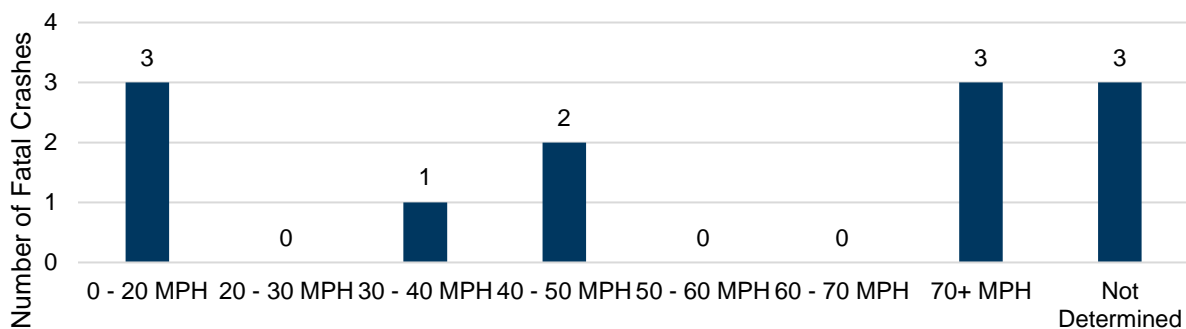


Posted Speed Limit

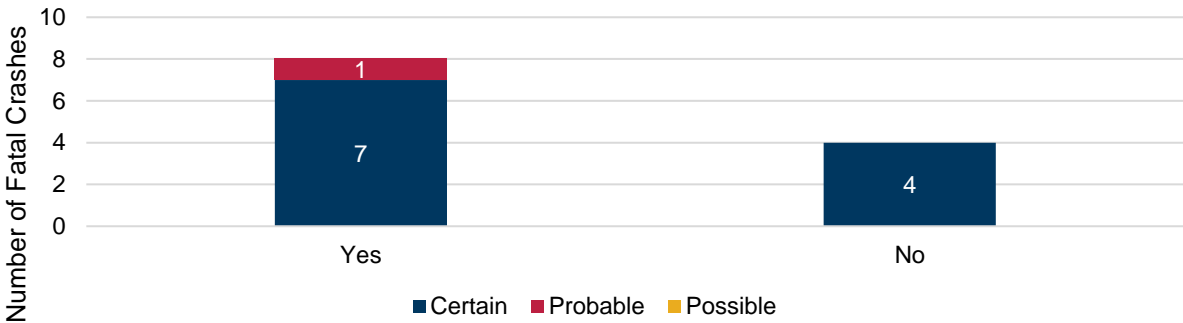


The majority of fatal motor vehicle occupant crashes, 9 out of 12, occurred on arterials (highways) with a posted speed limit at or above 40 miles per hour. Eight of these roads were maintained by the State Highway Administration and four by the County Government.

Mid-Point of Estimated Impact At-Fault Vehicle Speed

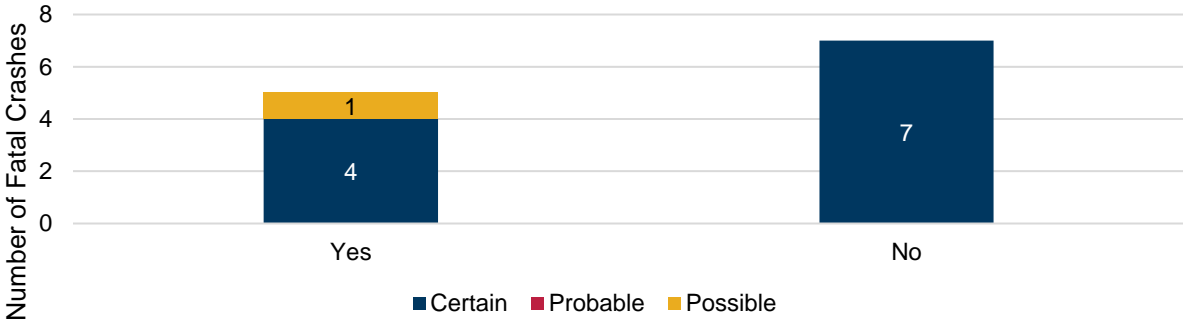


Crash Factor - Excessive Speed



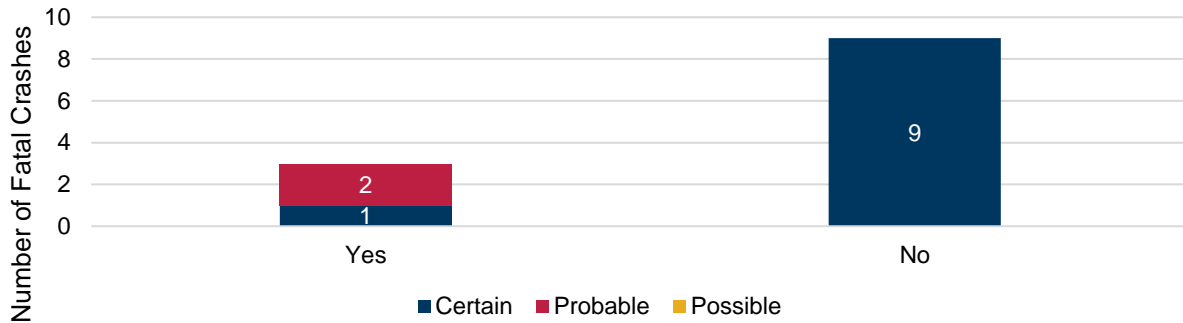
Overall, the Team found certain or probable evidence of excessive driver speed for 8 out of 12 motor vehicle occupant fatal crashes. Because the difference between low and high impact speed estimates can vary as much as 10 miles per hour, the mid-point between the low and high values for the vehicle deemed at-fault was used to generate the impact speed summary chart above. Mid-point estimates ranged from as low as 12 miles per hour to as high as 103 MPH. In one of the three cases where the impact speed was not determined, there was enough evidence from the vehicle damage that the Team determined high speed was a probable factor.

Crash Factor - Impairment



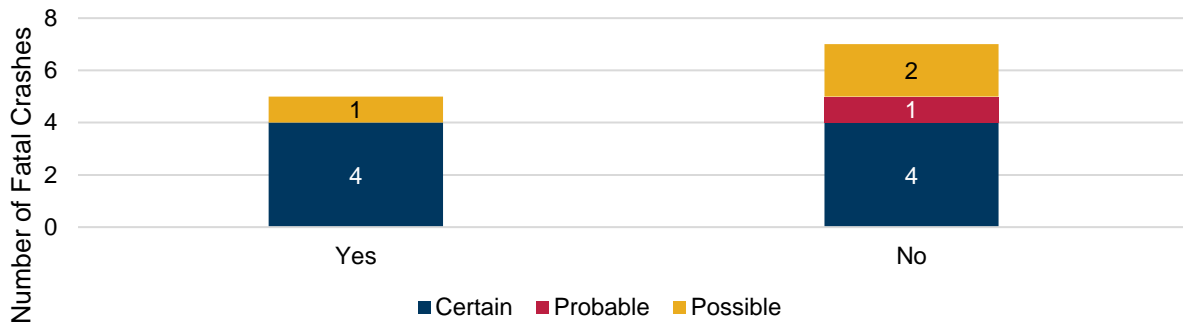
If five out of twelve cases (42%), there was certain or possible evidence of at least one driver involved in the crash being impaired by alcohol. Three out of the five impairment cases also involved a speeding driver.

Crash Factor - Distraction



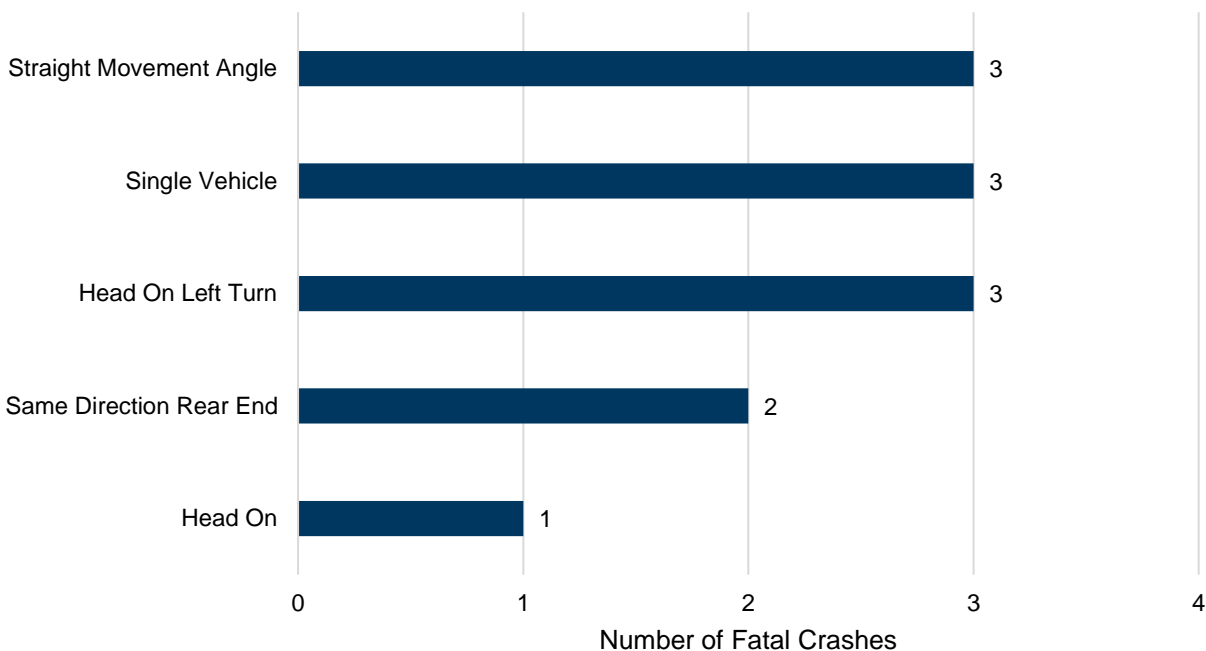
Three out of twelve case (25%) had certain or probable evidence of driver distraction. None of the three distraction cases involved distraction from a mobile phone. Of the three distraction cases, one was confirmed distracted by adjusting the air conditioning, one probable due to lost in thought, and one with potential distraction by unknown cause.

Crash Factor - Unbelted



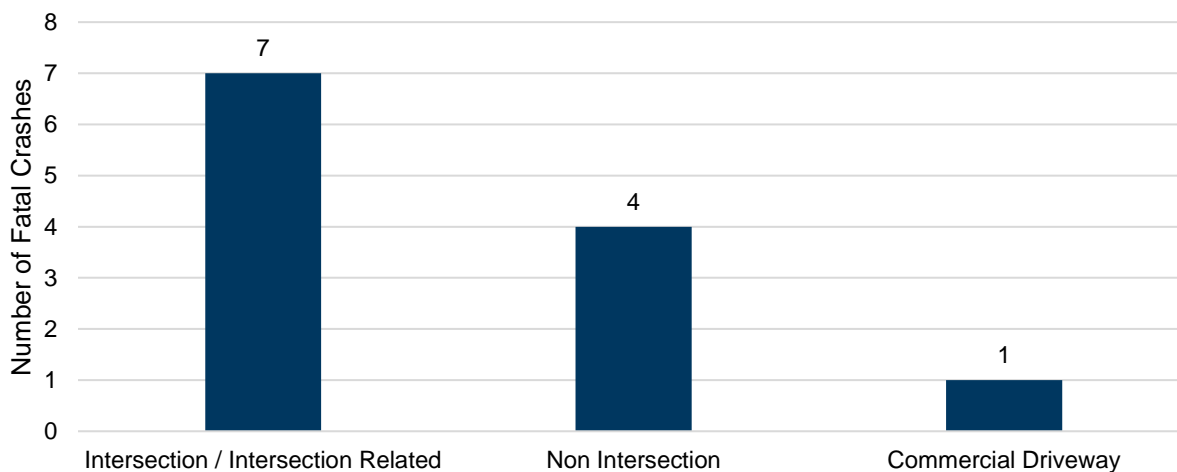
In five out of twelve cases (42%), the deceased driver or passenger was not wearing a seatbelt. In 3 of the five cases where a seatbelt was not in use, the driver was speeding. In two unbelted cases, the driver was also impaired. The 42% for 2017 was above the 2015-2019 average of 33% of drivers or passengers killed not wearing a seatbelt.

Crash Type



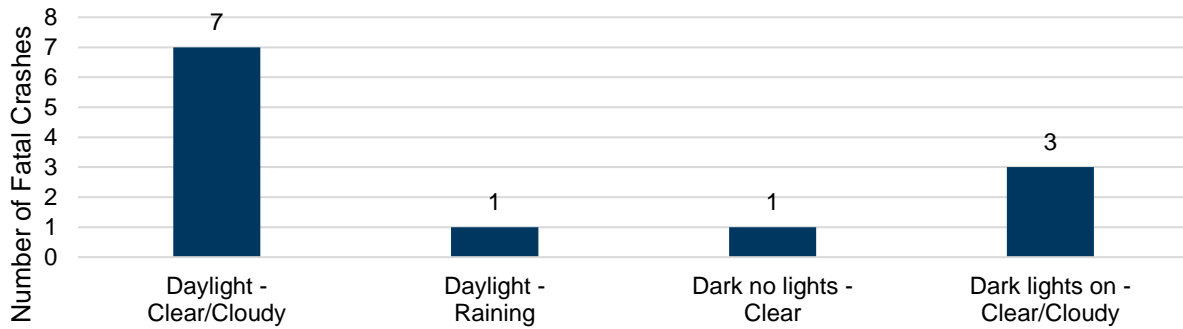
Nine out of twelve crashes involved at least two vehicles. For these multi-vehicle crashes, the at-fault vehicles were moving a constant speed (6), making a left turn (2), and entering the traffic lane (1). For the three single vehicle fatal crashes, the driver departed the roadway a struck a fixed object – 1 a private fence and two a light support or utility pole.

Relation to Intersection



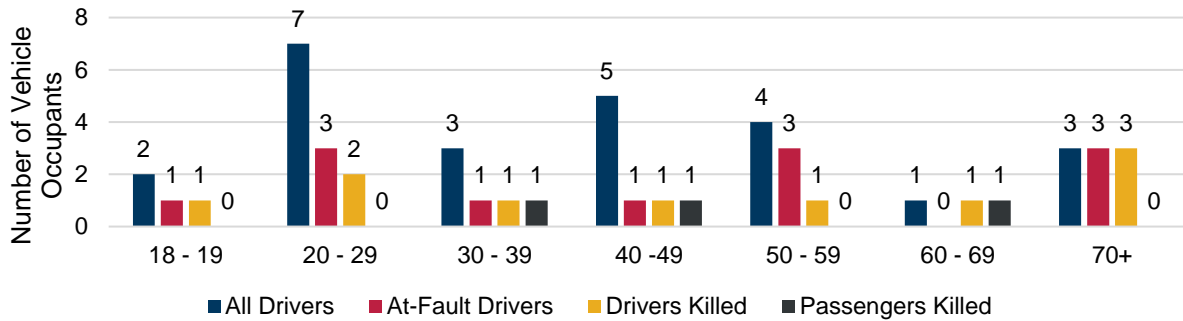
Seven out of 12 (58%) fatalities for motor vehicle occupants occurred at or related to an intersection. Of the seven at an intersection, 2 had a traffic signal, 2 had stop signs along the minor road approach but no stop control on the mainline, 1 with an overnight flashing traffic signal, and two with no traffic control.

Lighting and Weather



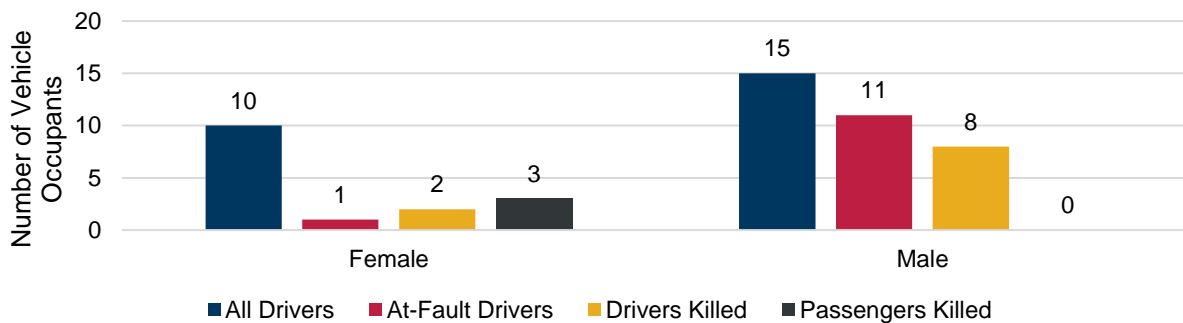
One crash occurred in unfavorable weather conditions and one with no streetlights available. The majority, 8 out of 12, occurred during daylight hours.

Age of Drivers and Passengers Involved



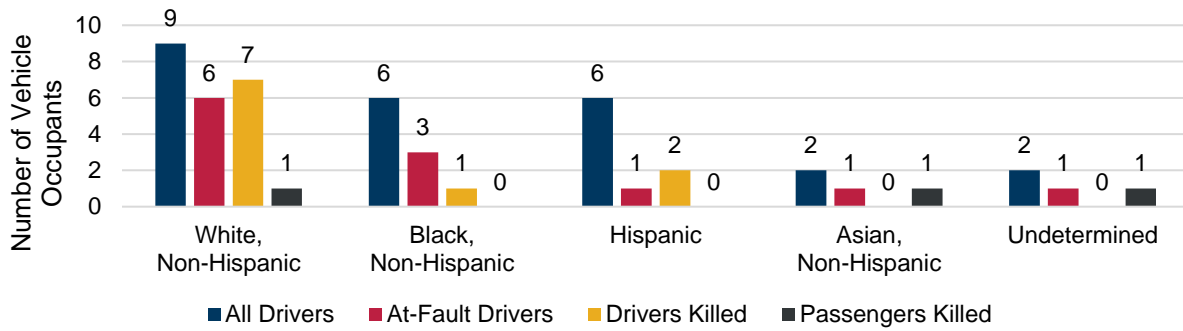
Four of the 12 at-fault drivers were under the age of 30 and three were above the age of 70.

Sex of Drivers and Passengers Involved



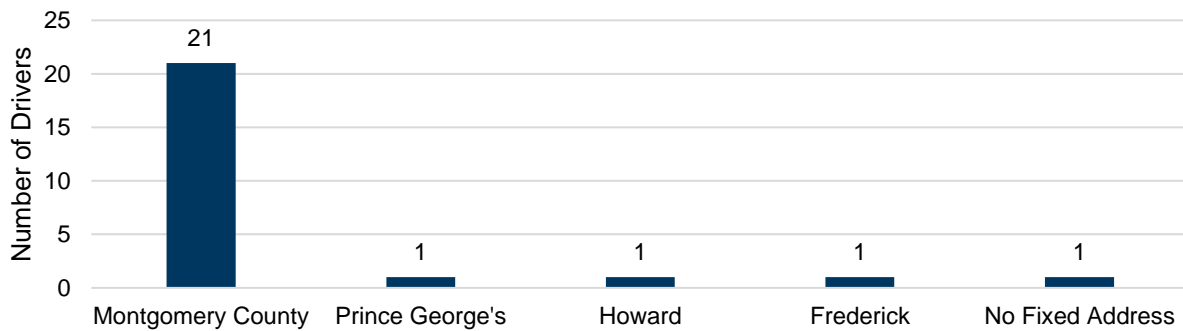
Males were the majority of drivers involved, drivers at fault, and drivers killed during 2017. Of the three passengers killed, all three were female.

Ethnicity and Race of Drivers and Passengers Involved

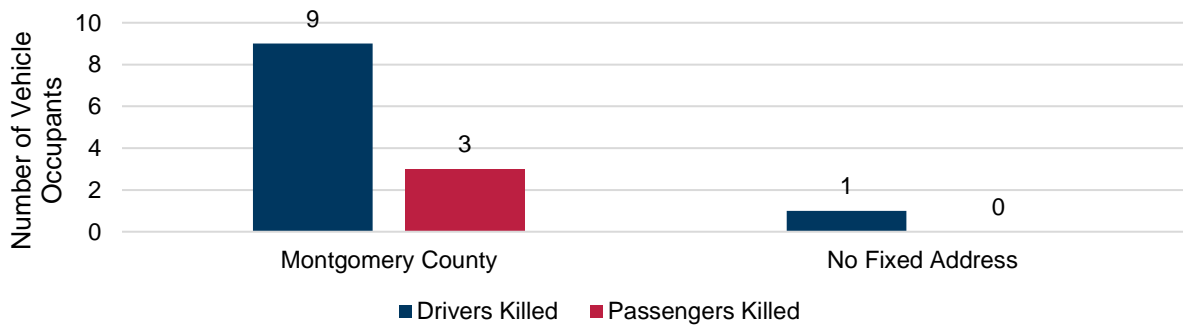


Half (6/12) of the drivers determined to be at-fault in these collisions were identified as White, Non-Hispanic, followed by Black, Non-Hispanic (3), then Hispanic, Asian, Non-Hispanic, and undetermined at one each.

County Residency of All Drivers



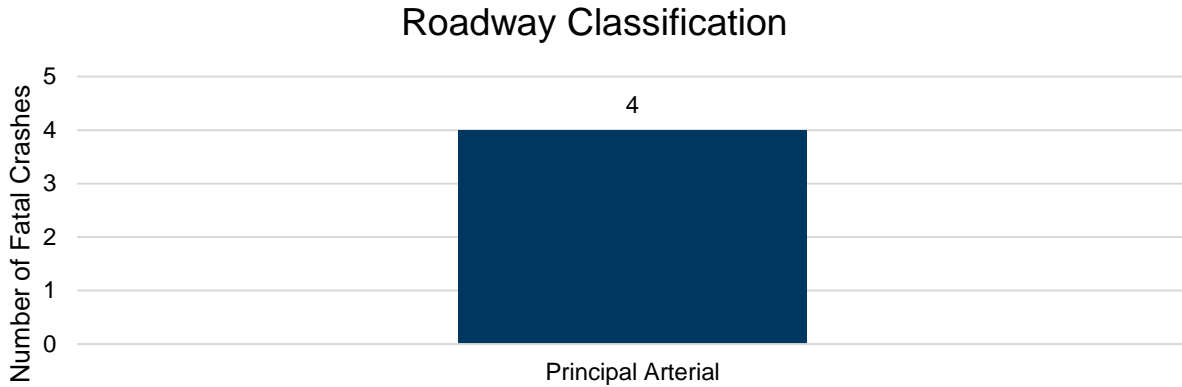
County Residency of Drivers and Passengers Killed



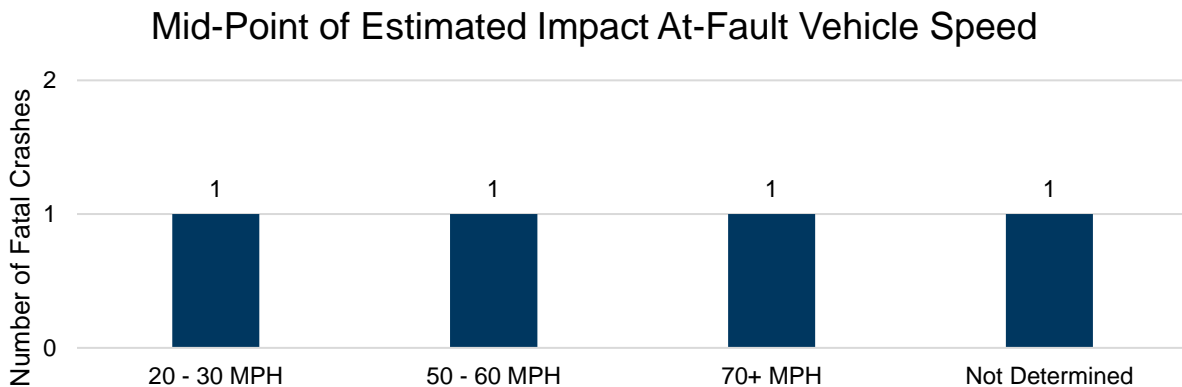
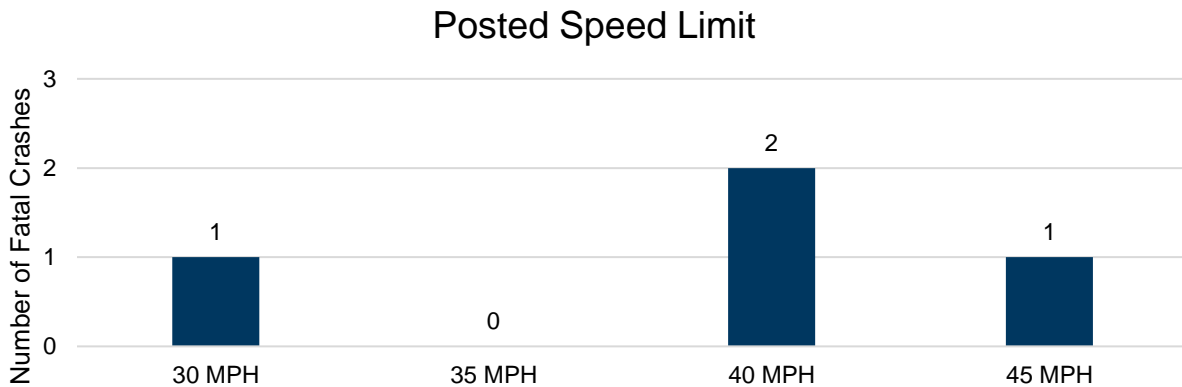
All drivers involved and drivers and passengers killed were from the State of Maryland. Twenty-one out of 25 (84%) drivers had a confirmed Montgomery County address. All the passengers killed had a Montgomery County address.

Motorcycle and Motor Scooter Fatal Crash Summary

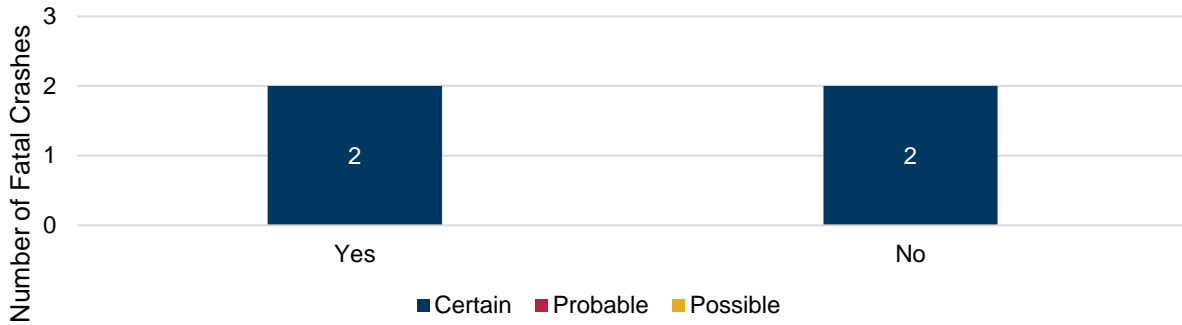
The following summarizes the data from the 4 fatality cases reviewed where the deceased was driving a motorcycle or a motor scooter.



All four crashes involving a motorcycle or motor scooter occurred on a principal arterial road. The crashes were on roads maintained by the State Highway Administration.

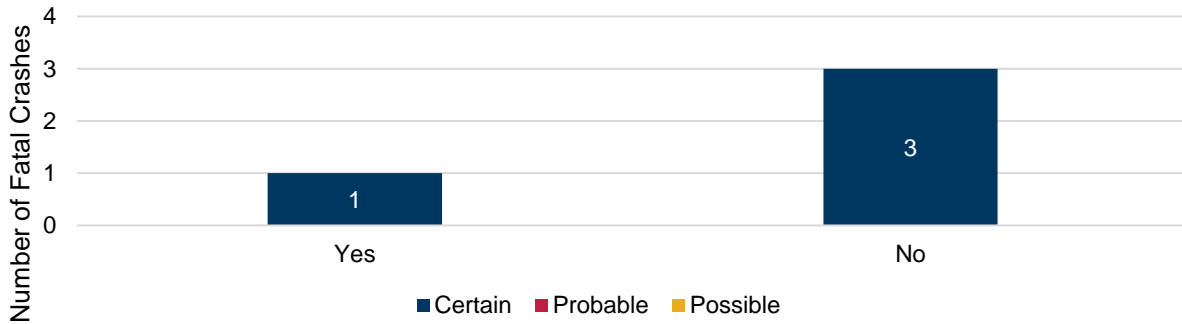


Crash Factor - Excessive Speed



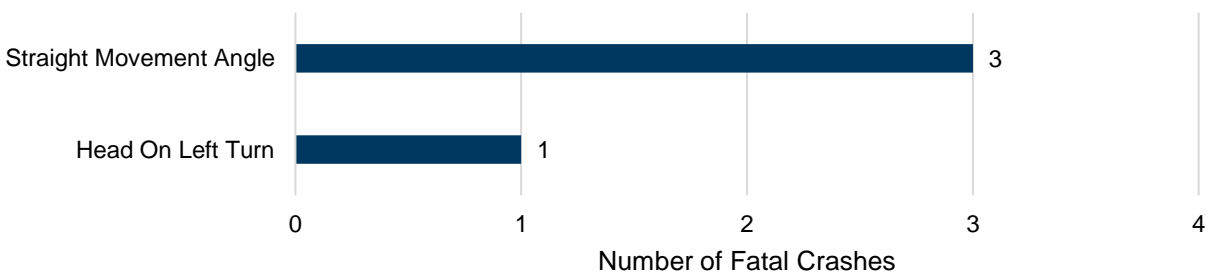
Two of the four motorcycle/scooter cases involved excessive speeding. One was speed of the passenger car striking the motorcyclist and the other the speed of the motorcyclist striking another vehicle.

Crash Factor - Impairment



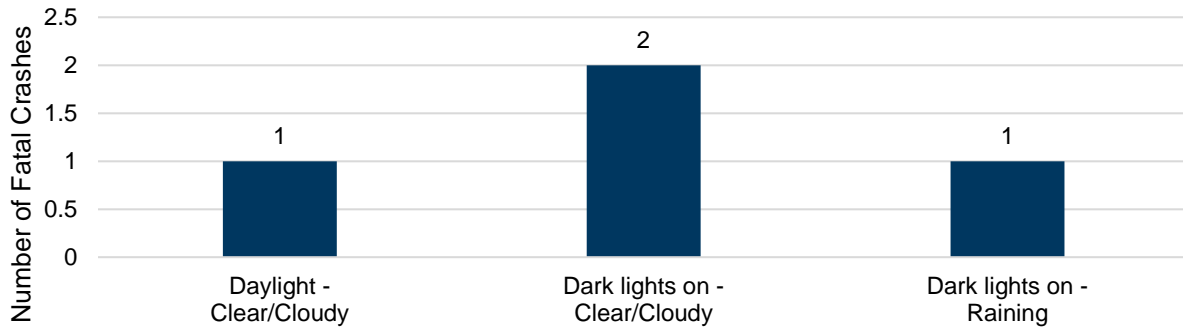
In the one case with impairment by alcohol, the driver of the striking passenger car was impaired.

Crash Type



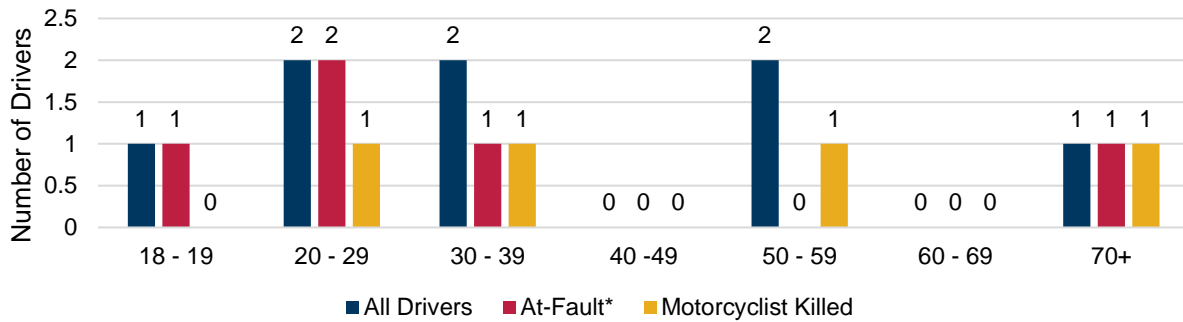
In all four motorcycle/scooter fatal cases, the crash involved hitting another vehicle in an intersection. Three of the intersections had stop signs for the approaching streets, but no controls for the main road. One crash occurred at a signalized intersection.

Lighting and Weather



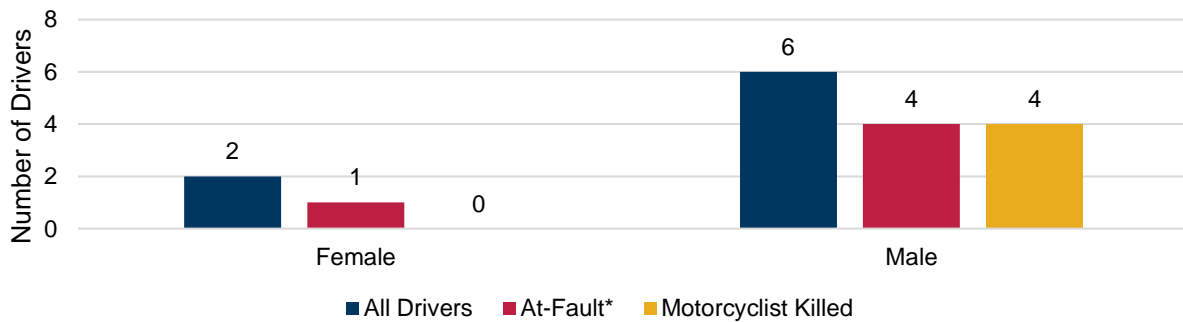
Three out of four motorcycle/scooter crashes occurred in the dark. It was noted that the crash involving the e-scooter that the device had substandard lights not suitable for traveling at night on the roadway.

Age of Drivers Involved



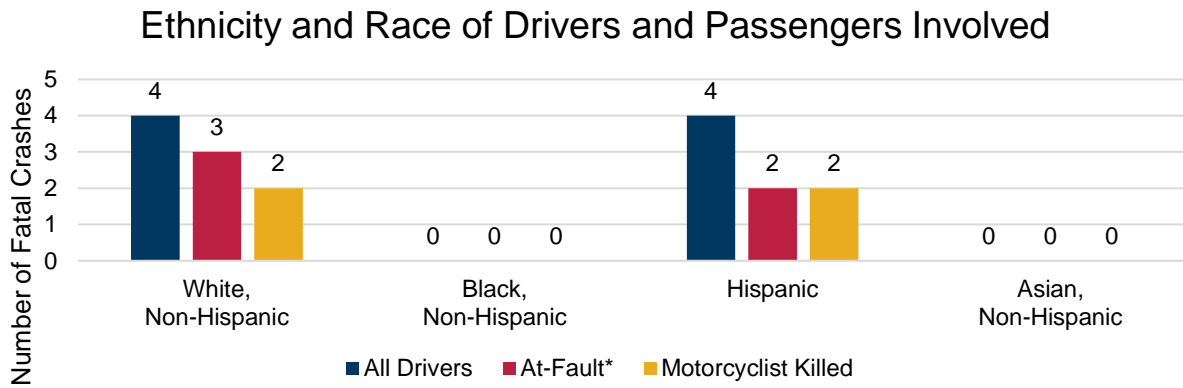
*There are five parties at fault since one case held both crash parties involved as at-fault.

Sex of Drivers Involved



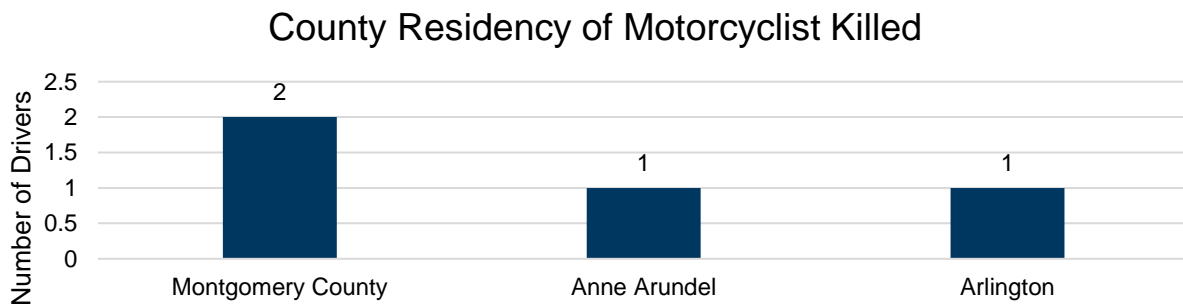
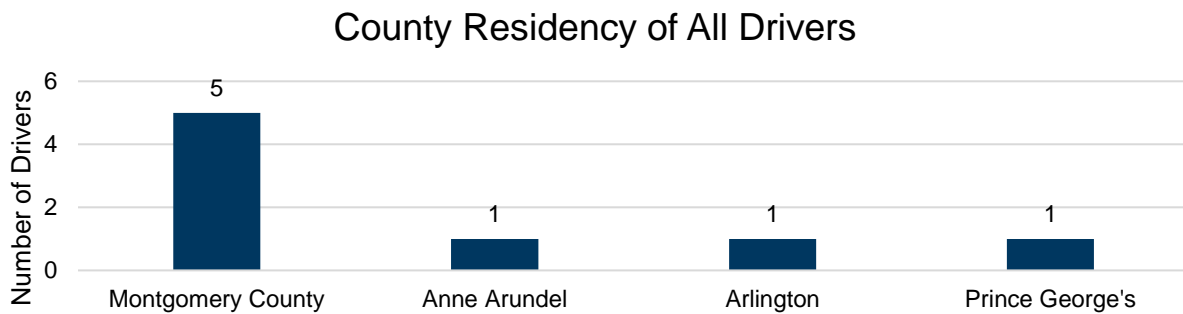
*There are five parties at fault since one case held both crash parties involved as at-fault.

All motorcyclists and motor scooter riders killed in 2017 were males.



*There are five parties at fault since one case held both crash parties involved as at-fault.

Of the motorcyclist and motor scooter riders killed in 2017, two were White, Non-Hispanic and two were Hispanic.



Five out of 8 drivers involved in a crash with a motorcycle or motor scooter resided in Montgomery County. Half of the motorcyclists and scooter riders were county residents.

2017 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: MCP1301000R

1/15/2017 at 11:49AM, Pedestrian Fatal, Georgia Ave & Reedie Dr

On Sunday, January 15, 2017, at approximately 11:49AM, Montgomery County Emergency 911 received a telephone call. The complainant advised that a personal injury collision had occurred near the intersection of Georgia Avenue and Reedie Drive in Silver Spring, Montgomery County, Maryland. The collision involved a 21-year-old male driver of a 2007 Chevrolet Impala and an 80-year-old female pedestrian. The pedestrian was seriously injured in the crash and was transported to a local hospital then later transported to a shock trauma center. The driver, who was uninjured in the collision, remained on the scene. The pedestrian was ultimately transported to hospice care where she died from her injuries on January 29, 2017.

The pedestrian was crossing approximately 30 feet north of the marked crosswalk and crossing when traffic on Georgia Avenue had the right of way. The driver was speeding and driving 51 miles per hour in a 35 MPH zone (since lowered to 25 mph). The driver was charged with "Exceeding Maximum Speed Limit: 51 MPH in 35 MPH zone" and "Negligent driving."

Report: MCP2001000N

2/1/2017 at 5:00PM, Pedestrian Fatal, Parking Lot of Cresthaven Elementary School (1234 Cresthaven Drive, Silver Spring, MD)

On Wednesday, February 1, 2017, at approximately 5PM, Montgomery County Police and Montgomery County Fire and Rescue Services responded to a vehicular collision in the parking lot of Cresthaven Elementary School (1234 Cresthaven Drive, Silver Spring, Montgomery County, MD). The collision involved a 2000 Mack Front Loader trash truck operated by 48-year-old male driver a and a 66-year-old male pedestrian.

The driver of the trash truck was backing out of a service alley of the elementary school and struck the pedestrian while he was crossing the service alley in a marked crosswalk. The pedestrian was using a walker at the time of collision. The pedestrian was struck and knocked down by the rear bumper and run over by the left, rear tires. The reconstruction of the crash found that the trash truck driver had sufficient field of view from the side mirrors to observe the entirety of the alleyway and the crosswalk where the pedestrian was crossing. The driver was charged with "Driver failure to exercise due care to avoid pedestrian collision," "Driver failure to stop at stop sign before entering crosswalk," "Negligent driving vehicle in careless and imprudent manner endangering property life and person," and "Unsafe backing of motor vehicle."

Report: MCP2116005Q

2/9/2017 at 10:25 AM, Driver of Motor Vehicle Fatal, Veirs Mill Road & Atlantic Ave

(NOTE: Because the time between the crash date and date of death was greater than 30 days, this crash is not in the National Highway Traffic Safety Administration's Fatal Analysis Reporting System (FARS).)

On Thursday, February 9, 2017, at approximately 10:25AM, a personal injury collision occurred on Veirs Mill Road, east of Atlantic Avenue, in Rockville, Montgomery County, Maryland. A 19-year-old female, operating a 2016 Honda Civic, was traveling eastbound in lane one of Veirs Mill Road, near the intersection of Atlantic Avenue. An 87-year-old male, operating a 1994 Ford Tempo westbound on Veirs Mill Road was attempting to make a left turn to Atlantic Avenue. The two vehicles collided in the intersection. The Honda struck the rightmost curb, before coming to rest on Veirs Mill Road. The Ford Tempo driver was transported to a local hospital with life-threatening injuries and passed away from his injuries months after the collision.

Collision reconstruction found the driver of the Civic was traveling 62 miles per hour prior to the collision and was driving on a suspended license. In addition to the existing suspended license, the driver was charged with driving vehicle on highway at speed exceeding speed limit by 20-29 MPH (21-801.1) and negligent driving (21-901.1(b)).

The intersection is controlled by a traffic signal. The traffic phasing had exclusive and permissive left turn phases from Veirs Mill Road to Atlantic Avenue.

Report: MCP2563000J

2/13/2017 at 3:57PM, Driver of Motor Vehicle Fatal, Olney Laytonsville Road & Olney Mill Road

On February 13, 2017, at approximately 3:57PM, a collision occurred near the intersection of Olney-Laytonsville Road and Olney Mill Road in Olney, Montgomery County, Maryland. This single vehicle collision involved a 2007 Honda Accord operated by a 60-year-old male, who was pronounced deceased at 1827 hours. The investigation revealed that he was driving eastbound on Olney-Laytonsville Road when his vehicle left the right side of the roadway and struck a utility box and pole. The driver may have lost consciousness since roadway evidence showed tire marks with a gradual drift off the roadway with no braking or swerving, even after striking the curb. It was not determined if the driver had a medical event prior to losing control of the vehicle.

Report: MCP2001000P

3/3/2017 at 9:30AM, Motor Vehicle Passenger Fatal, Old Hundred Rd & Ramp to N/B I-270

The 57-year-old male driver of a 2013 Jeep Wrangler was driving straight along Old Hundred Road when he struck a 2012 Volkswagen Jetta driven by a 22-year-old female with a 69-year-old female in the front passenger seat. The driver of the Jetta was traveling northbound (opposite direction of the Jeep) and attempting to turn left to the ramp to get on northbound Interstate 270. The two vehicles collided near the entrance to the ramp and the Jeep struck the passenger side of the Jetta. The 69-year-old female passenger was transported to the hospital where she was later pronounced deceased. The driver of the Jeep was determined to be traveling above the posted speed limit of 30 MPH and was traveling at 57 MPH at least 2-3 seconds prior to the collision. Had the Jeep driver been traveling at the posted speed limit, the collision would have been avoided. The Jeep driver was charged with speed greater than reasonable (21-801(a)), failure to control speed to avoid collision (21-801(b)), driving vehicle on highway at speed exceeding limit (21-801.1), and negligent driving vehicle in careless and imprudent manner endangering property, life, and person (21-901.1(b)).

Report: MCP2492000S

3/4/2017 at 2:30AM, Pedestrian Fatal, Colesville Road & Fenton Street

On Saturday, March 4, 2017, at approximately 2:30AM, a collision occurred in the intersection of Colesville Road and Fenton Street, in Silver Spring, Montgomery County, Maryland. The 30-year-old female driver of a 2015 Honda Accord was traveling northbound on Colesville Road in lane two. Two people were walking eastbound across Colesville Road at the intersection of Fenton Street in a marked crosswalk. The driver of the Accord failed to yield to the pedestrians in the intersection and struck a 64-year-old male. The second pedestrian was not struck by the driver. The driver initially stopped her Honda north of the intersection and exited her vehicle, but subsequently fled the scene northbound on Colesville Road, without providing aid or contacting the police. The struck pedestrian was transported to a local hospital where he was pronounced deceased.

In addition to not yielding right of way to the pedestrians, the driver of the Accord was found to be driving under the influence of alcohol. The driver was indicted for failure to immediately return and remain at scene of accident involving death, homicide by motor vehicle while under the influence of alcohol per se, and homicide by motor vehicle while impaired by alcohol.

At the time of the crash, the traffic signals were in an overnight flash pattern.

Report: MCP1301000S

4/11/2017 at 7:58AM, Driver of Motorcycle Fatal, Connecticut Ave & Thornapple St

On Tuesday, April 11, 2017, at 7:58AM, Montgomery County Emergency 911 received a telephone call and advised that a personal injury collision had occurred at the intersection of Connecticut Avenue and Thornapple Street in Chevy Chase, Montgomery County, Maryland. The collision involved a 2008 Triumph motorcycle, operated by a 24-year-old male lacking a

motorcycle endorsement on his license, and a 2005 GMC Yukon, operated by a 50-year-old female. The motorcyclist was traveling northbound on Connecticut Avenue when he struck the passenger side of the GMC as the GMC was attempting to turn left on to Thornapple Street from southbound Connecticut Avenue. The motorcyclist suffered life-threatening injuries and was transported to a local hospital where he was pronounced deceased. The driver of the GMC and her passengers were not injured in the crash.

Estimates place the impact speed of the motorcycle at 82 miles per hour and at a top speed of 95 miles per hour prior to taking evasive maneuvers to avoid hitting the SUV.

This stretch of Connecticut Avenue had a posted speed limit of 30 miles per hour and narrow travel lanes. There are stop signs and bars for Thornapple Street. Left and right turns from Connecticut Avenue are made from the travel lanes (i.e., no turn bays).

Report: MCP2001000Q

5/5/2017 at 8:15AM, Motor Vehicle Driver Fatal, Georgia Ave & Regina Dr

Unit 1, an 81-year-old female driving a 2009 Honda Accord, was westbound on Regina Drive attempting to cross the northbound lanes of Georgia Avenue, to then turn left onto southbound Georgia Avenue. Unit 2, a 26-year-old female driving a 2005 Honda Accord, was northbound on Georgia Avenue in lane 1 approaching Regina Drive. Unit 3, driving a school bus, was stopped on southbound Georgia Avenue waiting to turn left on to Regina Drive. Unit 2 struck Unit 1 within lane 1 of northbound Georgia Avenue. Unit 1 rotated counterclockwise striking Unit 3 before coming to final rest. Unit 2 came to final rest within the grass median. Driver of Unit 1 was transported to a local hospital where she was pronounced deceased.

At the time of collision, there was a downpour of rain.

At this intersection, a stop sign is posted on Regina Drive approximately 26 feet from the intersection of Georgia Avenue on the right side of the westbound lane of travel, as well as a painted solid white stop line on the roadway six feet beyond the stop sign. A wooden fence, as well as dense brush and foliage line the right side of northbound Georgia Avenue, south of Regina Drive. The speed limit at the time of the crash was 45 miles per hour and has since been lowered to 35 miles per hour. Southbound Georgia Avenue has a single designated left turn lane to turn onto eastbound Regina Drive. Northbound Georgia Avenue has a single designated left turn lane to make a U-turn onto southbound Georgia Avenue. Each turn lane is separated from the respective lanes of travel by a painted solid white line. Both turn lanes merge into an approximately 60-foot-wide crossover lane between northbound and southbound lanes of Georgia Avenue.

Report: MCP21340010

5/18/2017 at 6:27PM, Pedestrian Fatal, Woodfield Road @ Emory Grove Road

On Thursday, May 18, 2017, at approximately 6:27PM, a fatal pedestrian collision occurred at the intersection of Woodfield Road and Emory Grove Road in Gaithersburg, Montgomery County, Maryland. The collision involved a 58-year-old male driver of a 2011 GMC Sierra and a 76-year-old female pedestrian. The pedestrian was crossing northbound Woodfield Road on the south side of the intersection in a westerly direction when she was struck by the driver, which was traveling northbound in lane 1 of Woodfield Road. The driver was travelling between 18 and 30 miles per hour, below the posted speed limit of 35 MPH. The driver of the truck was traveling through the intersection with a steady circular green signal at the time of collision while the pedestrian was crossing with a “red hand” signal.

Report: MCP2563000L

6/9/2017 at 6:05PM, Driver of Motor Vehicle Fatal, Connecticut Ave & Franklin St

On June 9, 2017, at approximately 6:05PM, a collision occurred in the intersection of Connecticut Avenue and Franklin Street in Kensington, Montgomery County, Maryland. This collision involved a 2014 Toyota Camry operated by a 21-year-old male and a 2014 Ford C-MAX operated by a 62-year-old female. Both drivers were transported to a local hospital, where the driver of the C-MAX died of injuries sustained in the collision.

The investigation revealed that the driver of the Camry was traveling northbound on Connecticut Avenue at 80 to 90 mph when the C-MAX driver attempted to turn left from southbound Connecticut Avenue to eastbound Franklin Street. The Camry struck the C-MAX on the passenger's side as it was crossing lane 3. At this intersection, there were no traffic signals and the intersection has stop signs at Franklin Street. The driver of the Camry was charged and indicted for violation of Criminal Law Article 2-209: manslaughter by vehicle or vessel – gross negligence.

Report: MCP1301000T

6/20/2017 at 10:44AM, Pedestrian Fatal, Middlebrook Road & Great Seneca Highway

On Tuesday, June 20, 2017 at approximately 10:44AM Montgomery County Emergency 911 received a telephone call. The complainant advised that a personal injury pedestrian involved collision had occurred near the intersection of Middlebrook Road and Great Seneca Highway in Germantown, Montgomery County, Maryland. This collision involved a 2003 Toyota Sequoia, operated by a 55-year-old female, a 1998 Ford Expedition, operated by a 32-year-old male, and 63-year-old male pedestrian. The Toyota was traveling west on Middlebrook Road when it left the traveled portion of the road approximately 270 feet prior to the intersection and on to the raised concrete median. The pedestrian, who was panhandling at the end of the median, was struck by the Toyota which continued into the intersection and struck the Ford. The Toyota then struck a tree on the eastbound side of Middlebrook Road where the pedestrian was ejected. The pedestrian died at the scene.

In consultation with medical staff and roadway evidence showing no braking or steering at the start of the event, it was determined the driver of the Sequoia suffered a medical event causing her to lose control of the vehicle, which then mounted the median and struck the pedestrian. The driver was charged with failure to drive on the right half of the road when required (21-301(a)), failure to control speed on highway to avoid a collision (21-801(b)), driver failure to stop at steady circular red signal (21-202(h2)), and negligent driving (21-901.1(b)). Investigators also submitted a request to the Maryland Motor Vehicle Administration to have a reexamination for her license to drive.

Report: MCP2546002B

7/16/2017 at 10:26AM, Passenger of Motor Vehicle Fatal, Bowie Mill Road near Fraley Farm Road

On Sunday, July 16th, 2017, at approximately 10:26AM, Montgomery County Police and Fire/Rescue were dispatched to a personal injury collision that occurred on Bowie Mill Road in the area of Fraley Farm Road, Derwood, Montgomery County, Maryland. A 2012 Honda Accord, operated by a 51-year-old male driver, collided with a 2015 Ford Mustang GT, operated by a 22-year-old male. The driver's side rear passenger of the Honda Accord, a 45-year-old female, was transported to a local hospital where she was pronounced deceased. Both vehicles were traveling at the posted speed limit of 40 MPH prior to the collision. At the collision location, the roadway curves and had curve warning signage on both approaches. The driver of the Accord crossed the double yellow line and struck the Mustang. The deceased passenger in the Accord was also unbelted. The driver of the Accord was charged with failure to drive vehicle on right half of roadway when required (21-301(a)) and negligent driving (21-901.(b)). The driver of the Mustang was charged with an unrelated charge of driving on suspended license and privilege (16-303(c)).

Report: MCP2848004W

7/19/2017 at 11:11AM, Driver of Motor Vehicle Fatal, Rockledge Drive near Democracy Boulevard

On Wednesday, July 19, 2017, at approximately 11:11 AM, a personal injury collision occurred on Rockledge Drive, north of Democracy Boulevard, in Bethesda, Montgomery County, Maryland. A 92-year-old male, operating a 1997 Chrysler Concord, was pulling out of the driveway located at 6410 Rockledge Drive. For reasons unknown, he crossed the median and entered the northbound lane of Rockledge Drive. A 55-year-old male, operating a 2018 BMW had just turned onto northbound Rockledge Drive from Democracy Boulevard and was struck by the Chrysler. The Chrysler then crossed the median back into the southbound lanes and came to rest after striking a curb on the right edge of the roadway. The BMW was pushed into a 2011 Nissan Maxima that was legally parked along Rockledge Drive. The driver of the BMW and his passenger were transported to a local Hospital with minor injuries. The driver of the Concord

and his passenger were also taken to a local hospital with suspected serious injuries. On July 28, 2017, the driver of the Concord was pronounced deceased from injuries related to the collision. The impact speed was calculated to be approximately 16 MPH for the Chrysler.

Report: MCP2563000M

9/6/2017 at 9:43PM, Other Conveyance/Scooter Fatal, Veirs Mill Road & Norris Drive

On September 6, 2017, at approximately 9:43 PM, a collision occurred at the intersection of Veirs Mill Road and Norris Drive in Silver Spring, Montgomery County, Maryland. This collision involved a 2012 Dodge Charger operated by a 36-year-old male Montgomery County Police Officer and a SunRa Miku electric motor scooter operated by a 74-year-old male. The electric scooter operator died of injuries sustained in the collision. The investigation revealed that the Charger was traveling eastbound on Veirs Mill Road when the scooter emerged from Monterrey Drive and attempted to cross Veirs Mill Road. The scooter driver failed to stop and yield to approaching traffic as required, and the scooter bore insufficient lighting. The driver of the Charger was also driving at a greater speed than reasonable and prudent under the conditions and failed to reduce his speed in the dangerous weather conditions. The driver of the Charger was charged with failure to reduce speed in dangerous weather (21-801(h)) and negligent driving (21-901.1(b)) but was found not guilty of both charges at trial.

At the time of the collision, it was raining. The intersection had a stop sign for vehicles coming from Norris Drive, but no traffic control devices for vehicles on Veirs Mill Road. The lighting at the intersection is over the westbound lanes.

Report: MCP2492000T

9/9/2017 at 8:30PM, Motor Vehicle Driver Fatal, Rockville Pike and Halpine Road

On Saturday, September 9, 2017, at approximately 8:30PM, a collision occurred near the intersection of Rockville Pike and Halpine Road, in Rockville, Montgomery County, Maryland. A 2014 Gillig Ride-On Bus, operated by a 48-year-old female with a valid CDL license, was in lane three of northbound Rockville Pike slowing for the red signal at Halpine Road. A 1995 Honda Accord, operated by a 23-year-old male, was also in lane three of northbound Rockville Pike. The Honda collided with the rear of the Gillig. The driver of the Accord was transported to a local hospital where he succumbed to his injuries.

The driver of the Honda was not in possession of a driver's license, operating a vehicle using stolen registration plates, likely impaired by alcohol, and not using a seatbelt at the time of the collision. No one was injured on the Ride-On bus.

Report: MCP2546002C

9/16/2017 at 9:16PM, Driver of Motorcycle Fatal, Norbeck Road and Nadine Drive

On Saturday, September 16th, 2017, at approximately 9:16PM, Montgomery County Police and Fire/Rescue were dispatched to a personal injury collision that just occurred on Norbeck Road at Nadine Drive, Rockville, Montgomery County, Maryland. A 2004 Harley Davidson Sportster, operated by a 34-year-old male with no motorcycle endorsement on his license, collided with a 2011 Toyota Camry, operated by a 17-year-old female. The Harley Davidson was travelling on Norbeck Road at 38-41 MPH at impact and 49-51 MPH prior to impact in an area with a 45 MPH speed limit. The driver of the Camry was attempting to cross Norbeck Road, but failed to safely yield to the motorcycle. The Camry driver was charged with failure to stop at intersecting highway and yield right-of-way (21-403(c)) and negligent driving (21-901.1(b)).

Report: MCP2001000S

9/26/2017 at 7:56PM, Pedestrian Fatal, Muddy Branch Rd & Harmony Hall Rd

The 28-year-old female driver of a 2008 Lexus ES330 was traveling southbound on Muddy Branch Road approaching Harmony Hall Road. At approximately the same time, a 78-year-old female pedestrian had just crossed over the northbound lanes of Muddy Branch Road and attempted to cross the southbound lanes of travel within a marked crosswalk. The pedestrian was struck within lane 1 of southbound Muddy Branch Road by vehicle 1 and was pronounced deceased at an area hospital.

The driver was traveling slightly under the posted speed limit of 45 miles per hour. There was also a tall bush along the roadway near the crosswalk that may have obscured the driver's view of the crossing. The bush has since been removed and a pedestrian hybrid beacon was installed to create a protected crossing.

Report: MCP1301000V

10/18/2017 at 11:39PM, Driver and passenger of motor vehicle occupant Fatal, Democracy Boulevard near Gainsborough Road

On Wednesday, October 18, 2017, at approximately 11:39PM, Montgomery County Emergency 911 received a telephone call. The complainant advised that a personal injury collision had occurred near the intersection of Democracy Boulevard and Gainsborough Road in Potomac, Montgomery County, Maryland. This collision involved a 2011 Audi S4 operated by a 30-year-old male. A 33-year-old female was a front seat passenger in the Audi. The Audi left the roadway and struck a fixed light pole and two trees causing the vehicle to split in half. The rear portion of the Audi was redirected across Democracy Boulevard and caught fire. The driver and passenger were pronounced deceased at the scene.

The operator of the Audi was determined to be impaired by alcohol at the time of collision. The roadway evidence showed no attempts to slow or steer the vehicle to avoid crashing and no evidence that the driver was attempting to avoid an object or animal in the roadway. A final speed was not determined, but based on the energy required to split a vehicle in half speed was believed to be a major factor.

Democracy Boulevard is a Montgomery County Government road. The roadway has two lanes of travel: one eastbound and one westbound. The opposing lanes of travel in the area of the collision are separated a painted solid double yellow line. The area around the collision scene is predominantly wooded with homes approximately 200 feet from the roadway. There are several streetlights affixed to aluminum poles in the area for nighttime illumination of the roadway. Eastbound, approaching the collision scene, the roadway has a slight curve to the left.

Report: MCP21340016

10/21/2017 at 2:33AM, Pedestrian Fatal, Shady Grove Road near Crabbs Branch Way

On Saturday, October 21, 2017, at approximately 2:33 AM, a fatal motor vehicle collision occurred on southbound Shady Grove Road prior to Crabbs Branch Way in Derwood, Montgomery County, Maryland. The collision involved a 50-year-old male driving a 2013 Hyundai Santa Fe and a 19-year-old male pedestrian. The driver struck the pedestrian as he was laying in the roadway between the outer travel lane and the bike lane. In the southbound lanes of Shady Grove Road where the collision occurred, there are three through lanes, a left turn lane, a painted bike lane without a buffer, and no sidewalk present. There is a buffered shared use path on the northbound side of the road. It was not determined why the pedestrian was laying in the travel lane as the pedestrian tested negative for drugs and alcohol and there was no evidence of a prior vehicle striking the pedestrian. An analysis of stopping distances and a visibility study determined the driver had enough time and distance to either stop or change lanes and therefore held at-fault in this collision.

Report: MCP1227000N

11/1/2017 at 7:49PM, Pedestrian Fatal, New Hampshire Avenue near Larch Avenue

On Wednesday, November 1, 2017, at approximately 7:49PM, a pedestrian involved collision occurred on New Hampshire Avenue, near the intersection of Larch Avenue, in Takoma Park, Montgomery County, Maryland. A 73-year-old male operating a 2004 Cadillac Escalade, was traveling southbound in lane two of New Hampshire Avenue, near the intersection of Larch Avenue. A 79-year-old male pedestrian was attempting to cross the southbound lanes of New Hampshire Avenue in an easterly direction and was struck by the Cadillac. The pedestrian was transported to a local hospital with life-threatening injuries, and later died from his injuries. The pedestrian was struck outside of a marked or unmarked crosswalk. The driver of the Escalade was traveling between 26 and 29 MPH, near the posted speed limit of 35 MPH.

Report: MCP2492000V

11/9/2017 at 6:40PM, Pedestrian Fatal, Columbia Pike near Hillwood Drive

On Thursday, November 9, 2017, at approximately 6:40PM, a collision occurred near the intersection of Columbia Pike and Hillwood Drive, in Silver Spring, Montgomery County, Maryland. The 75-year-old male operating a 2010 Ford E250, was traveling southbound at approximately 43 MPH on Columbia Pike in lane three. A 71-year-old female was walking westbound across Columbia Pike approximately 50 feet north of the intersection with Hillwood Drive after coming off a MetroBus. There were no marked crosswalks, unmarked crosswalks, or pedestrian signals in the area the pedestrian was attempting to cross. The intersection of Columbia Pike and Hillwood Drive lacks stop controls for traffic along Columbia Pike and only a stop sign for vehicles coming from Hillwood Drive. While crossing Columbia Pike, the pedestrian fell to the ground, was struck by, and subsequently run over, by the Ford. The driver stops the Ford and remains at the scene of the collision. Despite immediate assistance from witnesses, the pedestrian was pronounced deceased at the scene.

Report: MCP2546002D

11/29/2017 at 7:46AM, Driver of Motor Vehicle Fatal, Connecticut Ave & Dean Rd

On Wednesday, November 29th, 2017, at approximately 7:46AM, Montgomery County Police and Fire/Rescue were dispatched to a personal injury collision that occurred on Connecticut Avenue at Dean Road, Silver Spring, Montgomery County, Maryland. A 2016 Honda Civic, operated by an 18-year-old male, collided with a 2009 Nissan Maxima, operated by a 30-year-old female. The Honda Civic then continued and collided with a 2004 Mazda 3, operated by a 22-year-old female. The Honda Civic then collided with a 2006 Nissan Murano, operated by a 33-year-old female. As a result of the collision with the Honda, the Mazda then collided with a 2012 Toyota Venza, operated by a 42-year-old female. The driver of the Civic was transported to a local hospital and pronounced deceased. The Civic driver was found to be driving 99 miles per hour five seconds before the crash and struck the Nissan Altima, who was attempting to turn right from Dean Road to continue northbound on to Connecticut Avenue, at 74 miles per hour. The Civic driver and his passenger were both unrestrained by seatbelts, but the airbags did deploy.

This stretch of Connecticut Avenue had a speed limit of 45 miles per hour. There were stop signs and stop bars on the side street (Dean road), but not on the mainline (Connecticut Avenue).

Report: MCP1301000W

12/6/2017 at 1:49AM, Driver of motor vehicle Fatal, Georgia Ave and Hewitt Ave

On Wednesday, December 6, 2017, at approximately 1:49AM, Montgomery County Emergency 911 received a telephone call. The complainant advised that a personal injury collision had occurred near the intersection of Georgia Avenue and Hewitt Avenue in Silver Spring, Montgomery County, Maryland. This collision involved a 2017 Toyota Takoma operated by a 40-year-old male and a 2007 Nissan Frontier operated by a 28-year-old male. The Takoma driver was westbound on Hewitt Avenue attempting to turn left on to southbound Georgia Avenue when he was struck by the northbound driver of the Frontier. Both men were transported to a local hospital where the Nissan driver died from the injuries sustained in the collision.

Collision reconstruction found the driver of the Nissan Frontier was driving in excess of 100 miles per hour prior to the collision, driving while impaired by alcohol, and unrestrained by a seatbelt.

At the time of collision, the posted speed limit on Georgia Avenue was 40 miles per hour. The intersection was controlled on all approaches by a traffic signal, but was in an overnight flash operation at the time of collision with a flashing red light on Hewitt Ave and a flashing yellow light on Georgia Ave.

Report: MCP21340019

12/13/2017 at 11:22PM, Pedestrian Fatal, Rockville Pike @ Church St

On December 13, 2017, at approximately 11:22 PM, a fatal pedestrian collision occurred on Rockville Pike at Church Street in the City of Rockville, Montgomery County, Maryland. The 83-year-old male driver of a 2017 Nissan Armada SUV struck a 61-year-old pedestrian while he was attempting to cross the northbound lanes of Rockville Pike in the marked crosswalk while in violation of the pedestrian signal. The driver was estimated to be travelling between 35 and 44 miles per hour in an area with a posted speed limit of 30 MPH.

Report: MCP2492000W

12/16/2017 at 11:14PM, Driver of Motor Scooter Fatal, Rockville Pike & Congressional Lane

On Saturday, December 16, 2017, at approximately 11:14PM, a collision occurred in the intersection of Rockville Pike and Congressional Lane, in Rockville, Montgomery County, Maryland. A 24-year-old male operating a 2008 BMW 335xi, was traveling northbound on Rockville Pike preparing to make a left turn onto westbound Congressional Lane. A 56-year-old male operating a 2014 Tao Tao Powennax 150, was traveling southbound in lane one of Rockville Pike. Both vehicles were facing solid green traffic signals. The driver of the BMW failed to yield the right of way and turned into the path of the scooter. In an attempt to avoid the collision, the scooter driver began braking and subsequently, the Tao Tao began sliding on its right side. The Tao Tao collided with the BMW in the intersection. The BMW driver stopped approximately 274 feet from the area of impact, and initially walked back towards the scene, but

subsequently left the area without providing aid or contacting the police. The scooter driver was transported to a local hospital where he was pronounced deceased.

The BMW driver was impaired by alcohol at the time of the collision and subsequently pled guilty in a pre-indictment plea in Circuit Court to Criminal Law Article 2-210(b): Criminally negligent manslaughter by vehicle and Transportation Article 20-102(b)(2): Failure to immediately return and remain at scene of accident involving death.

Report: MCP2563000P

12/16/2017 at 1:07AM, Pedestrian Fatal, Piney Branch Road near Garland Avenue

On December 16, 2017, at approximately 1:07AM, a collision occurred approximately 180 feet east of the intersection of Piney Branch Road and Garland Avenue in Silver Spring, Montgomery County, Maryland. This collision involved a 30-year-old male pedestrian and a 2009 Toyota Corolla operated by a 40-year-old female. The pedestrian died of injuries sustained in the collision. The investigation revealed that the pedestrian was lying down in lane 2 of northbound Piney Branch Road when the Corolla struck him. The pedestrian had a blood alcohol content three times the legal limit as well as positive tests for various drugs. The driver of the Corolla was estimated traveling at or slightly above the speed limit and showed no evidence of attempts to avoid the collision by breaking or swerving. The driver was charged with failure upon seeing incapacitated person to exercise proper caution (21-504(c)) and negligent driving (21-901.1(b)).

Report: MCP1227000P

12/28/2017 at 9:30PM, Driver of Motor Vehicle Fatal, Brink Road near Cog Wheel Way

On Thursday, December 28, 2017, at approximately 9:30PM, a 42-year-old male driving a 2015 BMW 328i eastbound on Brink Road lost control of his vehicle, drove off the right edge of the roadway, struck a downed tree, and struck portions of a wooden fence before coming to rest. The driver and his passenger, who was in the front passenger seat, were transported to a local hospital with life-threatening injuries. On January 3, 2018, the driver succumbed to his injuries.

The driver was determined to be impaired by alcohol and exceeding the posted speed limit of 40 miles per hour by at minimum 4-5 miles per hour.