



June 18, 2026

TO: Jeff Mihelich, City Manager

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SUBJECT: Vision Zero Post-Crash Inspection – April 16, 2026, N. Horners Lane and Southlawn Lane

The purpose of this memorandum is to provide a report for the inspection conducted by City staff after the fatal pedestrian crash that occurred on April 16, 2026. After a fatal crash in Rockville, the Montgomery County Collision Reconstruction Unit (CRU) manages the crash investigation and prepares the CRU crash report. Unlike property damage or minor injury crashes, this process can take several months to complete. While the CRU prepares its report, the City conducts a Vision Zero Post Crash Inspection shortly after a fatal crash is reported. While this memo has been submitted several weeks after the crash, the data was collected shortly after the crash occurred. Presently, the Montgomery County CRU investigation is still ongoing.

The City's Department of Public Works (DPW) inspects the roadway pavement, sidewalks, curb ramps, signs, and pavement markings; confirms that the nearest traffic signals and pedestrian signals are operating as programmed, if relevant; and assesses whether the streetlights are working and whether lighting is sufficient. Additionally, the Communications and Community Engagement Department (CCE) posts Vision Zero safety messages relevant to all modes of travel. Lastly, the Rockville City Police Department (RCPD) determines whether additional enforcement for pedestrians and motorists is necessary.

This memo, and subsequent Vision Zero post-crash inspection memos, will be posted on the City's Vision Zero webpage and be accessible to the public.

Additionally, as part of state legislation, the Maryland Department of Transportation State Highway Administration (MDOT SHA), will prepare a "Pedestrian and Bicycle Fatality Infrastructure Review" for crashes occurring on state-owned and maintained roadways. This review will be posted on the MDOT SHA website within six months of the crash.

April 16, 2026, N. Horners Lane at Southlawn Lane

On April 16, 2026, at approximately 3:40 PM, a motorist struck a pedestrian crossing N. Horners Lane at Southlawn Lane. The pedestrian suffered severe injuries from the crash and was transported to the hospital, where they later died. The preliminary investigation, which is subject to change per the findings of the county CRU, indicated the pedestrian crossed the northern leg of N. Horners Lane while traveling westbound. N. Horners Lane is a City-owned and maintained road, classified as a Primary Residential Road. Southlawn Lane is also a City-owned and maintained road, classified as a Primary Industrial Road.

Jeff Mihelich, City Manager
June 18, 2026
Page 2

Post Crash Inspection Findings and Response

DPW staff completed its post-crash inspection between April 17, 2026, and April 20, 2026. Staff inspected the area surrounding the intersection of N. Horners Lane and Southlawn Lane.

Signage and Pavement Markings – This intersection is an all-way stop intersection with a stop sign at all three legs. The stop sign on Southlawn Lane was leaning and has since been straightened. All other signs are in good shape and have good reflectivity.

The crosswalk crossing N. Horners Lane is visible, but in poor condition. The stop bar on the south leg of N. Horners Lane is also visible, but in poor condition. The other stop bars, double yellow lane dividing lines, and sharrow markings are in good shape.

Staff has scheduled to replace the existing crosswalk and stop bar in poor condition.

Roadway Pavement and Sidewalk – DPW staff has reported that the pavement surface on N. Horners Lane and Southlawn Lane are in good condition. There is sidewalk along the south side of Southlawn Lane between N. Horners Lane and Mason Drive; there are sidewalks on N. Horners Lane south of Southlawn Lane and Lincoln Avenue, and there is a sidewalk on the west side of N. Horners Lane north of the intersection, between Southlawn Lane and Dover Road. All existing sidewalks are in good condition.

There is a sidewalk gap on the north side of Southlawn Lane, which is ranked as a Priority D sidewalk gap, and a gap on the east side of N. Horners Lane, which is ranked as a Priority B sidewalk gap. However, there is insufficient right of way to install complete sidewalk along either entire gap.

Streetlights – DPW staff conducted a nighttime inspection of the intersection to evaluate the streetlights. One streetlight on N. Horners Lane approximately 115 feet north of the intersection was not functioning and one streetlight on Southlawn Lane, approximately 90 feet east of the intersection was cycling on and off. City staff reported both streetlights to Pepco for repairs and both lights are currently operating properly. It should be noted that the streetlights did not have an impact on this crash which occurred during the daylight.

Public Outreach – The CCE Department prepared and posted Rockville Vision Zero Public Safety Announcements for pedestrian and motorist safety. These messages focused on pedestrians using marked crosswalks and on motorists yielding to pedestrians in the roadway. These messages were released through the City's social media and other channels.

Enforcement – The RCPD has added this section of N. Horners Lane to its patrol list for additional traffic enforcement. Since the crash investigation is still ongoing, the RCPD is not specifically targeting any violation type, but conducting increased enforcement all around.

Crash history at N. Horners Lane and Southlawn Lane

Under the City's Vision Zero program, neither N. Horners Lane nor Southlawn Lane is included in the High Injury Network (HIN). Using data from the Automated Crash Reporting System from Data Montgomery, between January 1, 2021, and December 31, 2025, there were 10 crashes at or near the intersection. Of those crashes, six were classified as "property damage only," and four of the crashes were classified as "Possible Injury," or "Suspected Minor Injury." Three of

Jeff Mihelich, City Manager
June 18, 2026
Page 3

these crashes involved pedestrians or bicyclists; these crashes also resulted in possible or suspected minor injuries.

Future planned improvements

The intersection of N. Horners Lane and Southlawn Lane is not part of any larger upcoming capital improvement projects. However, DPW staff is going to provide two new marked crosswalks at the intersection, so that all crossings will be marked. There are existing curb ramps on the Southlawn Lane crossing. DPW will add a continental style marked crosswalk to cross this east leg of the intersection.

The north leg of N. Horners Lane will require new curb ramps, ADA detectable warning surfaces, and a small section of sidewalk. Once these improvements have been verified in the field and designed, they will be added to the list of concrete improvement projects carried out by DPW over the course of the year. These improvements will help increase pedestrian visibility and will help clarify the best and direct routes across the street for pedestrians.

Conclusion and Next Steps

DPW staff completed its Vision Zero post-crash inspection for the fatal pedestrian crash that occurred on April 16, 2026. DPW staff has submitted the streetlight requests to Pepco and these have been addressed. DPW staff has scheduled to refresh the existing crosswalk and stop bar which are visible, but in poor condition. DPW will also add two new marked crosswalks at this intersection.

Additionally, DPW and RCPD staff will coordinate with the Montgomery County CRU to obtain the crash report when it is available. Lastly, DPW staff will continue to track transportation safety concerns raised by the public regarding this intersection.

BBW/ktt