



July 17, 2026

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SUBJECT: Vision Zero Post-Crash Inspection – March 22, 2026, Norbeck Road (MD 28) and E. Gude Drive

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 March 22, 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 much later than standard practice, the data was collected shortly after the crash occurred and identified issues have been addressed.

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.

March 22, 2026, Norbeck Road (MD 28) at E. Gude Drive

On March 22, 2026, at approximately 3:10 AM, a single vehicle left the roadway nearly 650 feet west of E. Gude Drive, continued to travel on the median, and crashed into the bushes at the northeast corner of Norbeck Road (MD 28) and E. Gude Drive. Two people in the vehicle died at the scene of the crash. A third person in the vehicle was transported to a hospital. E. Gude Drive is a city-owned and maintained road, classified as a Major Road. Norbeck Road (MD 28) is a state-owned and maintained roadway and is classified as an arterial road.

Vision Zero Post Crash Inspection – March 22, 2026, Norbeck Road (MD 28) and E. Gude Drive

Page 2 of 3

Post Crash Inspection Findings and Response

DPW staff completed its post-crash inspection between March 23 and April 7, 2026. Staff inspected the area surrounding the intersection of Norbeck Road (MD 28) and E. Gude Drive.

Signage and Pavement Markings – The three “Keep Right” signs were leaning slightly. A “Pedestrian Crossing” sign was knocked over during the crash. The crosswalks and stop bars at the intersection are visible and in good shape. The lane divide lines and skips are also visible and in good shape.

Staff has shared this information with MDOT SHA and requested they fix the leaning “Keep Right” signs and replace the knocked down “Pedestrian Crossing” sign.

Roadway Pavement and Sidewalk – DPW staff has reported that the pavement surface on E. Gude Drive and Norbeck Road is in good condition. There are no potholes or utility patches. The sidewalk on Norbeck Road, east of the intersection is also in good condition.

Recreation and Parks staff evaluated the Carl Henn Millennium Trail, which runs parallel to the crash location. Staff observed and cleared dirt and debris along the path.

Streetlights and Intersection Signals – DPW staff conducted a nighttime inspection of the intersection to evaluate the streetlights. The streetlights are in working order. City staff also confirmed with Montgomery County Department of Transportation that the intersection’s traffic signal is operating as programmed.

Public Outreach – The CCE Department prepared and posted Rockville Vision Zero Public Safety Announcements regarding motorist safety. These messages were released through the city’s social media and other channels.

Enforcement – The RCPD added this section of Norbeck Road (MD 28) 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 Norbeck Road (MD 28) and E. Gude Drive

Under the city’s Vision Zero program, this section of Norbeck Road (MD 28) 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 24 crashes in the same area as this crash. Fifteen of the crashes were property damage only crashes and the other nine crashes were reported as a possible injury or minor injury. None of the reported crashes during this period resulted in serious injuries or a fatality.

Future planned improvements

Norbeck Road (MD 28) is owned and maintained by the Maryland Department of Transportation State Highway Administration (MDOT SHA). The posted speed limit on Norbeck Road (MD 28) near the intersection with E. Gude Drive was reduced last year to 40 MPH. There are no planned improvements along this section of Norbeck Road (MD 28).

Vision Zero Post Crash Inspection – March 22, 2026, Norbeck Road (MD 28) and E. Gude Drive

Page **3** of **3**

DPW staff has sought funding for a feasibility study to construct a sidewalk along the east side of E. Gude Drive between Norbeck Road (MD 28) and Taft Court.

Conclusion and Next Steps

DPW staff completed its Vision Zero post-crash inspection for the fatal pedestrian crash that occurred on March 22, 2026. Staff shared the inspection results with MDOT SHA and has requested the state take the following actions:

1. Repair the three “Keep Right” signs at the intersection from leaning.
2. Replace the “pedestrian crossing” sign that was knocked over.

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.