

September 8, 2026

TO: Jeff Mihelich, City Manager

FROM: Bryan Barnett-Woods, AICP, Vision Zero Coordinator *BB*

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SUBJECT: Vision Zero Post-Crash Inspection – August 17, 2026, Twinbrook Parkway and Chapman Avenue

The purpose of this memorandum is to provide a report for the inspection conducted by City of Rockville (city) staff after the fatal pedestrian crash that occurred on August 17, 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.

The city's Department of Public Works (DPW) inspects the roadway pavement, sidewalks, curb ramps, signs, and pavement markings; confirms the traffic signals and pedestrian signals are operating as programmed, if relevant; and assesses whether the streetlights are working and whether lighting is sufficient. If deficiencies are found during the inspection, city staff will directly address the deficiency or will notify the appropriate agency. 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, bicyclists, 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.

August 17, 2026, Twinbrook Parkway and Chapman Avenue

On August 17, 2026, at approximately 8:25 PM, a motorist struck two pedestrians crossing Twinbrook Parkway at Chapman Avenue. The preliminary investigation, which is subject to change per the findings of the county CRU, indicates the motorist was making a right turn from northbound Chapman Avenue to eastbound Twinbrook Parkway. The pedestrians were traveling northbound in the crosswalk. The first pedestrian suffered severe injuries from the crash and was transported to the hospital, where she later died. The second pedestrian was also transported to the hospital and suffered non-life-threatening injuries.

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This section of Twinbrook Parkway is classified as an Arterial Road and Chapman Avenue is classified as a Business District Road. While the intersection is owned by the City, due to its proximity to the Rockville Pike (MD 355) and Twinbrook Parkway intersection, the traffic signal is operated and maintained by the Montgomery County Department of Transportation (MCDOT).

Post Crash Inspection Findings and Response

DPW staff completed its post-crash inspection between August 18, 2026, and August 31, 2026. Staff inspected the intersection and its surrounding area.

Traffic Signal – This intersection is a signal-controlled intersection on all four legs. Staff found the traffic signal and pedestrian signal displays, as well as pedestrian push buttons, to be operating as programmed. While the city's traffic signal technicians conducted the inspection independently, they also met with MCDOTs staff on site to review the signal timing and operation.

Signage and Pavement Markings – All signs at and approaching the intersection from all streets are in good condition, have good reflectivity, and are visible to roadway users.

The stop bars, lane divide markings, and transverse crosswalk markings at the intersection are visible and in good condition.

Roadway Pavement and Sidewalk – Both the asphalt pavement surface and sidewalks on Chapman Avenue and Twinbrook Parkway are in good condition with no obvious hazards.

Streetlights – DPW staff conducted a nighttime inspection of the intersection to evaluate the streetlights. All streetlights in the area are operating as expected.

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, on motorists yielding to pedestrians in the roadway and driving more attentively at night. These messages were released through the City's social media and other channels.

Enforcement – The RCPD has added the Chapman Avenue and Twinbrook Parkway intersection 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. RCPD will coordinate with the Montgomery County CRU when the CRU report is available.

Crash history at Chapman Avenue and Twinbrook Parkway

Under the city's Vision Zero program, neither Chapman Avenue nor Twinbrook Parkway is included in the High Injury Network (HIN).

Using data from the Automated Crash Reporting System (ACRS) from Data Montgomery, between January 1, 2021, and December 31, 2025, there were 21 crashes at or near the intersection.

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Of those crashes, four involved a pedestrian or a bicyclist. Only one crash (in 2021) was reported as a serious-injury crash, and this crash involved a pedestrian. There have been no fatal crashes at this intersection since 2015, when the ACRS data begins.

The table below summarizes the crashes during this period:

	Property Damage	Injury	Serious Injury	Vehicle Only	Ped/Bike
2021	2	2	1	4	1
2022	3	0		2	1
2023	1	5		4	2
2024	3	1		4	0
2025	2	1		3	0
Total	11	9	1	17	4

Past and Future Intersection Improvements

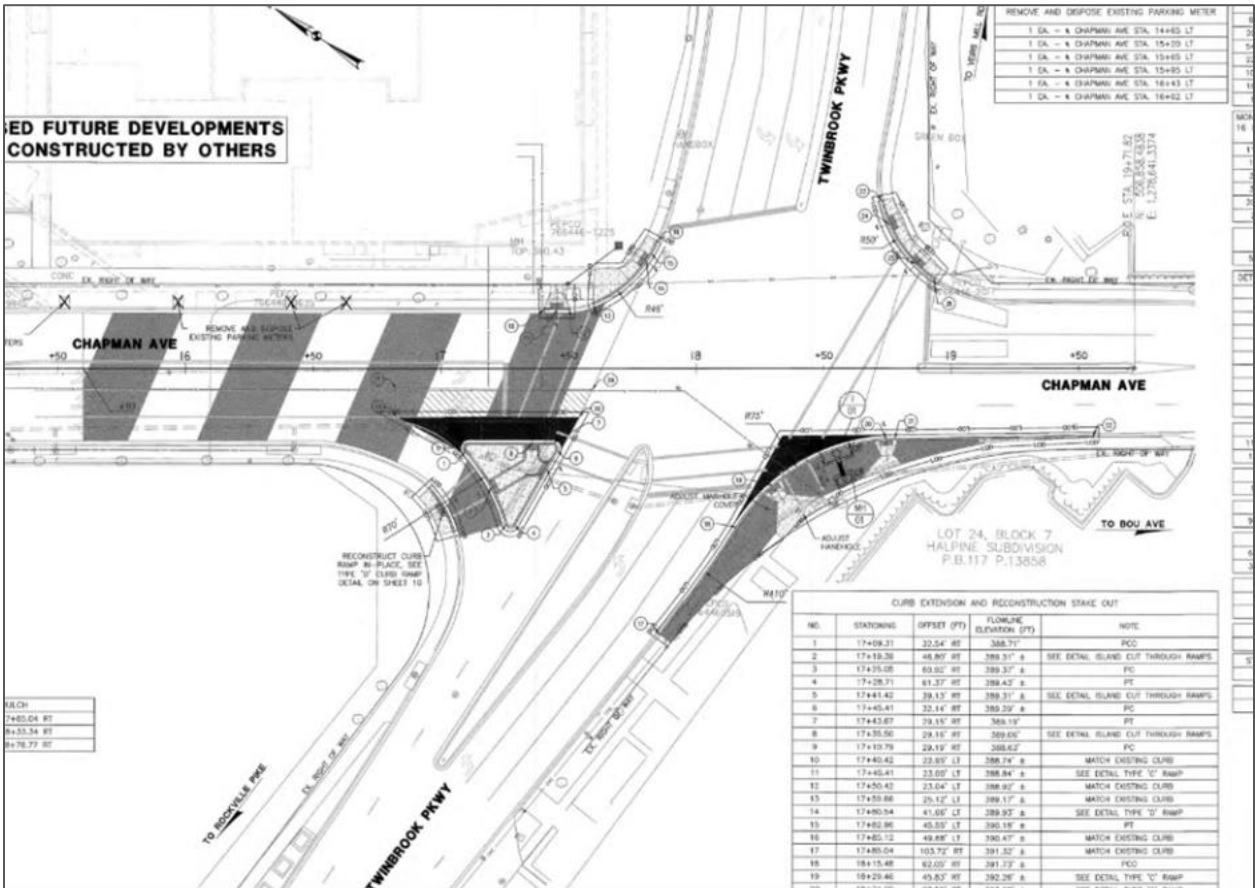
The City has already implemented several improvements to this intersection. In 2018, the City reconstructed many components of the intersection as a part of the Twinbrook Area Pedestrian Safety Improvements Project. This project was federally funded as part of the FY 2012 Transportation, Community, and System Preservation Program funds. The city was awarded a total of \$827,200 for this project as well as the S. Stonestreet Road Diet project for the purpose of improving pedestrian and bicycle accessibility to transit facilities near the Twinbrook Metro Station and the Rockville Metro Station.

The project area for the Twinbrook Area Pedestrian Safety Improvements Project included several corridors including Halpine Road, Lewis Avenue, Chapman Avenue, and Rockville Pike. Proposed improvements for each corridor varied, and generally included crosswalk upgrades, curb bump-outs, traffic signal upgrades and modifications, intersection improvements, and bike lanes. Specific to the intersection of Twinbrook and Chapman, the improvements included:

- Elimination of the eastbound “hot right” at the southwest corner.
- Crosswalks at all legs of the intersection.
- Addition of a new pedestrian crossing of Twinbrook Parkway at the east leg of intersection.
- Accessible pedestrian signals, countdown signals, and new ADA ramps at all legs.
- Geometric modification at the southbound approach of Chapman Avenue to create double left to eastbound Twinbrook Parkway.
- Addition of bike lanes north of the intersection on Chapman Avenue.

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Construction took place from the Fall of 2017 to the Spring of 2018 – see exhibit below.



2017/2018 Intersection Improvements

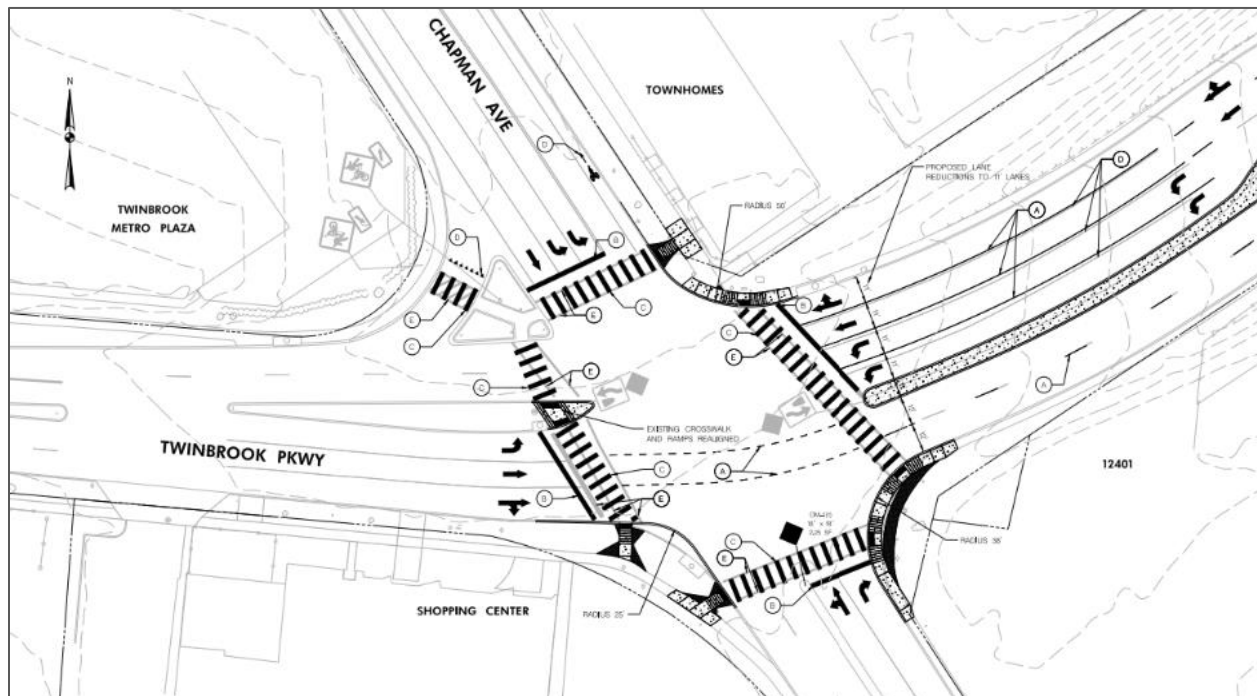
In response to additional concerns raised by the community, staff conducted field assessments in January 2022, October 2024, and January 2026. As a result of these assessments, additional improvements were implemented including a Leading Pedestrian Interval (LPI) for pedestrians crossing Twinbrook Parkway in January 2023. An LPI provides additional crossing time for pedestrians and initiates the pedestrian crossing phase ahead of the concurrent green signal, which helps better establish pedestrians' presence in the crosswalk. In February 2026, the city installed a "TURNING TRAFFIC YIELD TO PEDS" sign for northbound motorists on Chapman Avenue turning eastbound onto Twinbrook Parkway in February 2026.

The city applied for, and was awarded, a Transportation Alternatives Program grant in FY 2023 to evaluate the feasibility of constructing sidewalks along seven gaps in the Twinbrook community as well as evaluating eight intersections for multimodal roadway improvements. The sidewalk segments and intersections selected for inclusion in the grant were reviewed and approved by the Twinbrook Community Association.

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In January 2025, a city consultant, completed a study of potentially feasible sidewalk alignments and intersection improvements. Staff facilitated seven "walk-n-roll-the-block" style meetings with residents and interested stakeholders in May 2024. Staff also hosted a public meeting on June 27, 2024, to discuss the eight intersection improvements. Public comments and suggestions were incorporated into the intersection improvements and considered in determining sidewalk construction feasibility.

At the intersection of Twinbrook Parkway and Chapman Avenue, the study recommended upgrading the curb radii to 25-feet, adding continental style crosswalks, evaluating the traffic impacts of removing the free right turn at the northwest corner, and conducting a lighting survey (see plan below). These improvements will be considered along with other feasible improvements identified after assessing the Montgomery County Crash Reconstruction Report and implemented using FY 2027 CIP funds..



Planned Improvements Identified in the Transportation Alternatives Program Project

Staff conducted an analysis for a "No Turn on Red" sign at Twinbrook Parkway/Chapman Avenue in late 2024, and determined it was not warranted based on the criteria in the Maryland MUTCD.

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Below is the summary table showing the evaluation

According to MD MUTCD Section 2B.54, a No Turn on Red sign should be considered when an engineering study finds that one or more of the conditions below exists:

MUTCD Criteria for a No Turn on Red sign for NB	Is Criterion Met? (Y/N)	Remarks
A. Inadequate sight distance to vehicles approaching from the left (or right, if applicable).	N	
B. Geometrics or operational characteristics of the intersection that might result in unexpected conflicts.	N	Bikers present. Heavy NB right turn traffic, but no conflicts observed.
C. An exclusive pedestrian phase.	N	
D. An unacceptable number of pedestrian conflicts with right-turn-on-red maneuvers, especially involving children, older pedestrians, or persons with disabilities	N	Three pedestrians/hr. crossing south leg and 18 pedestrians/hr. crossing the east leg in the morning. No pedestrian conflicts observed with NB NTOR maneuvers.
E. More than three right-turn-on-red crashes reported in a 12-month period for the particular approach.	N	Only one reported crash in November 2022 during three-year period (2021, 2022, 2023).
F. The skew angle of the intersecting roadways creates difficulty for drivers to see traffic approaching from the left.	N	Skewed, but NB drivers can see traffic approaching from the left (MD 355).

Conclusion and Next Steps

DPW staff completed its Vision Zero post-crash inspection for the fatal pedestrian crash that occurred on August 17, 2026.

RCPD has added this intersection to their list for additional traffic enforcement and it will be investigated for red-light enforcement. Additional education will be also beneficial and implemented in the near future.

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

Finally, city staff will conduct a comprehensive review of the intersection and identify improvements, incorporating the results of the Montgomery County Police crash report, the recommendations from the Transportation Alternatives Program study (to include evaluating traffic impacts of removing free right turn at the northwest corner and conducting a lighting survey), and community input.