



HIGHWAY ACCIDENT BRIEF

Attachment 1 – State of Maryland Crash Report

Capitol Heights, Maryland

HWY16SH021

(16 pages)

Report Number:

DA3119000Q

State of Maryland Motor Vehicle Crash Report

Reporting Agency:

PRINCE GEORGE'S
COUNTY POLICE

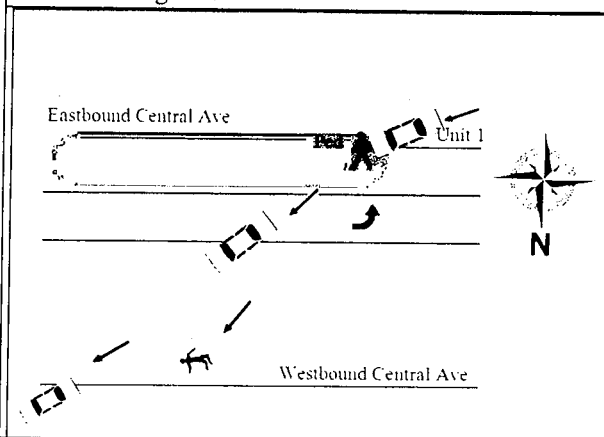
Case Information:

Report Type: **Fatal Crash** County: **Prince George's** Municipality: **N/A**
 Local Case No.: **PP16072000001626** Local Codes: Crash Date: **7/20/2016**
 Investigating Officer: **CPL M. Moyer - 3119** Crash Time: **04:19 PM** Photos Taken

Location:

GPS X-Coordinates: **-76.8962609767914** GPS Y-Coordinates: **38.8870577832647**
 Main Road: **CENTRAL AVE** Route #: **MD214**
 Intersecting Road: **ENT TO METRO STATION** Intersecting Route #: **UU0**
 Mile Point: **0.96** Mile Point Direction: **E** Distance: **0 F** Distance Direction: **E**

Accident Diagram:



Narrative:

INITIAL INVESTIGATION REVEALS THE FOLLOWING:

UNIT1(CHASE) WAS TRAVELLING EASTBOUND IN LANE#1 OF CENTRAL AVENUE, APPROACHING THE INTERSECTION WITH THE ADDISON ROAD METRO STATION. UNIT1, FOR REASONS UNKNOWN AT THIS TIME, LEFT THE ROADWAY AND STRUCK THE RAISED CONCRETE MEDIAN AND THE PED(FOX) THE PED WAS STANDING ON THE MEDIAN WHEN HE WAS STRUCK. UNIT1 ALSO STRUCK TWO TRAFFIC SIGNS AND THE MEDIAN FENCE BEFORE CONTINUING ACROSS THE FOUR WESTBOUND LANES OF CENTRAL AVENUE. THE PED CAME TO FINAL REST IN LANE #3 OF WESTBOUND CENTRAL AVENUE. UNIT1 CAME TO AN UNCONTROLLED FINAL REST ON THE SIDEWALK OF WESTBOUND CENTRAL AVENUE.

THE PED DIED FROM HIS INJURIES ON THE SCENE. HE WAS PRONOUNCED DEAD BY MEDIC CHAVEZ AT 1630 HOURS.

THE INVESTIGATION CONTINUES...

DAMAGE TO PROPERTY: State-STATE HIGHWAY ADMINSTRATION

Crash Type:

Collision Type: **Single Vehicle**
 Harmful Event One: **Fixed Object** Harmful Event Two: **Pedestrian**
 Fixed Object Struck: **Curb** School Bus Involved: **N/A**
 Const./Maint. Zone: **No** Const./Maint. Loc.:
 Workers Present: Const./Maint. Closure:

Road/Area:

Lane No.: Lane Dir.: **E** Lane Type: **Median Area**
 No. of Lanes: **3** Rd. Alignment: **Straight** Rd. Grade: **Grade Downhill**
 Rd. Division: **Two-Way, Divided, Positive Median Barrier** Traffic Control: **No Controls**
 Intersection: **N/A** Inter. Area: **Intersection**
 Junction: **Non Intersection**

Conditions:

Road Condition: **No Defects** Contrib - Road: **N/A**
 Weather: **Clear** Contrib - Environment: **N/A**
 Surface Condition: **Dry** Light: **Daylight**

Vehicle 1 ([REDACTED]):

Basic Information

Registration: [REDACTED] Tag State: MD Exp Year: 2018 VIN #: 3VWD17AJ7FM [REDACTED]
Year: 2015 Make: VOLKSWAGEN Model: JETTA Body Type: Passenger Car
Insurer: GEICO Policy #: [REDACTED]
Towed Vehicle: N/A

At Fault/Citation(s)

At Fault: Yes Citation Issued: No Citation Code:

Owner

First: JOSHUA Middle: ISIAH Last: CHASE
Street: [REDACTED] Home Phone:
City: [REDACTED] State: [REDACTED] Zip: [REDACTED] Other Phone:

Driver:

DL#: [REDACTED] DL State: MD DL Class: C CDL: No
First: JOSHUA Middle: ISIAH Last: CHASE
Street: [REDACTED]
City: [REDACTED] State: MD Zip: [REDACTED] Home Phone:
DOB: [REDACTED] Sex: M Other Phone:

Safety Equip.: Shoulder/Lap Belt(S) Equip. Problem: No Misuse Airbag Deployed: Deployed - Front

Alch. Test Given: N/A Alch. Test Type: BAC:
Substance Use: None Detected Drug Test Given: N/A Drug Test Result:

Condition: Apparently Normal Ejected: Not Ejected/Trapped
Injury Severity: Possible Injury EMS Unit: EMS Run Number:

Occupant:

First: DAKOTA Middle: LESHAE Last: WATTS
Street: [REDACTED]
City: [REDACTED] State: MD Zip: [REDACTED] Home Phone:
DOB: [REDACTED] Sex: F Other Phone:

Safety Equip.: Shoulder/Lap Belt(S) Equip. Problem: No Misuse Airbag Deployed: Deployed - Front

Seat: Right Seating Location: Right Front Seat Seating Row: 1

Injury Severity: No Apparent Injury Ejected: Not Ejected/Trapped
EMS Unit: EMS Run Number:

Impact & Damage

First Impact: Underside Areas Damaged: Twelve Oclock, Underside
Main Impact: Underside
Most Harmful Event: Fixed Object
Damage Extent: Disabling Fire: No

Circumstances

Going Direction: E Continuing Direction: E Vehicle Movement: Leaving Traffic Lane Speed Limit: 30
Left Scene: No Driverless Vehicle: No Emergency Vehicle: No
Special Function: N/A

Contrib. Circumstances Person: Exceeded The Speed Limit
Driver Distracted By: Unknown Contrib. Circumstances Vehicle: N/A

Sequence of Events: Ran Off Road Left, Curb, Cross Median, Traffic Sign Support, Struck Non-Motorist, Curb, Traffic Sign

Support, Fence, Reentering Roadway, Ran Off Road Left

Towing

Towed: Yes

Removed By: RYON'S TOWING

Removed To: DILLE TRACT

END - Vehicle 1 ([REDACTED])

Non-Motorist FOX DAIQUAN:

DL#: _____ DL State: _____ DL Class: _____
First: **DAIQUAN** Middle: **ERNEST LEVELLE** Last: **FOX**
Street: [REDACTED]
City: [REDACTED] State: **MD** Zip: [REDACTED] Home Phone: _____
DOB: [REDACTED] Sex: **M** Other Phone: _____

Citation Issued: **No** Citation Code: _____

Type: **Pedestrian** Condition: _____ At Fault: **No**
Safety Equip.: **N/A** Injury Severity: **Fatal Injury**
EMS Unit: _____ EMS Run Number: _____

Alch. Test Given: **Other** Alch. Test Type: **Blood** BAC: _____
Substance Use: **None Detected** Drug Test Given: **Other** Drug Test Result: **Unknown**

Unit (Vehicle) Number that Struck: **1** Movement: **Standing**
Location: **Median** Visibility: **Mixed Clothing**
Obey Traffic Signal: **No Ped. Signal** Actions: **No Improper Actions**

State of Maryland Motor Vehicle Accident Report

Report No.	Page of	Accident Date	Accident Time	Report Type	Local Case Number	Photos
DA3119000Q	1 of 13	07/20/2016	1619	Fatal	PP16072000001626	Yes

Investigating Officer ID	Agency and Area	Supervising Officer ID	Code and Municipality	County
Cpl M. Moyer #3119	DA G1	Sgt. J. Ianni #1192	000	16



Reconstruction/Report of Investigation



LOCATION:

Central Avenue (MD0214) in the intersection with (UU0) Entrance to Metro Station, Capitol Heights, Prince George's County, Maryland

DATE/TIME:

Wednesday, July 20, 2016 at approximately 1619 hours/4:19pm

TYPE OF COLLISION:

Collision with Pedestrian (MAARS Type 03)

SUBSEQUENT EVENTS:

Collision with Fixed Object (MAARS Type 09) Fence (MAARS Type 07)

WEATHER:

Cloudy, approximately 83 degrees Fahrenheit

ROAD TYPE:

Central Avenue at the intersection with the entrance to the Addison Road Metro Station is an eight lane roadway of asphalt construction with a posted speed limit of 30 miles per hour. Central Avenue at the scene of the collision has three westbound lanes with a left turn lane and three eastbound lanes with a left turn lane; divided by raised concrete medians. The entrance to the Addison Metro Station at the scene of the collision has two southbound lanes and one northbound right turn lane; divided by a set of double-yellow solid lines. The intersection is controlled by a single stop sign at the exit to the Metro station, giving Central Avenue the right-of-way through the intersection. There are pedestrian crosswalks present at the entrance to the Metro station and across Central Avenue east of the intersection. The area of the collision is a straight roadway with a downhill grade while travelling east.

IDENTIFICATION:

PEDESTRIAN:

Daiquan Ernest Levelle **FOX**

[REDACTED]
[REDACTED]
[REDACTED]

Condition at time of collision: Apparently Normal (MAARS Type 01)

Pedestrian Visibility: Mixed Clothing (MAARS Type 03)

Fatal Injuries Sustained (MAARS Type 05)

*A post-mortem examination was conducted at the Office of the Chief Medical Examiner, State of Maryland. **FOX** tested negative for alcohol and drugs.

Next of Kin:

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Date Notified: 07/20/2016 by Cpl. Moyer #3119

DRIVER #1:

Dakota Le'Shae **WATTS**

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Soundex: N/A

Licensing State: N/A

License Status: No License

Condition at time of collision: Apparently Normal (MAARS Type 01)

Shoulder/Lap Belt/Airbag Use (MAARS Type 32)

Not Injured (MAARS Type 01)

WATTS remained on the scene where she provided a written statement.

In her statement, **WATTS** said that she was sitting in the front passenger seat while **CHASE** was driving the vehicle. **WATTS** said that they were travelling in the far left lane on Central Avenue, "headed towards FedEx Field." She stated that a black, tinted four-door SUV "approached my side of the car" and "the driver got closer and closer to my side of the car (right side). Joshua had no choice but to move over more or my side would get hit. The car

went through the middle of the crossing way for pedestrians onto the other side of the road.”

VEHICLE #1:

2015 Volkswagen Jetta

VIN 3VWD17AJ7 [REDACTED]

Maryland Registration [REDACTED]

OWNER VEHICLE #1:

Same as Passenger #1

PASSENGER #1/VEHICLE #1:

Joshua Isiah **CHASE**

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Seating Position: Right Front Seat

Airbag Use Only (MAARS Type 31)

Possible Injuries Sustained (MAARS Type 02)

CHASE remained on the scene where he provided a written statement.

In his statement, **CHASE** said that he was driving on Central Avenue, going to Southern Maryland Hospital. He said that he “got in the far left lane because a truck was trying to come over and we went over the curve. We landed on the other side of the street because we crashed into the gate.” **CHASE** said that he thinks the truck was a sport utility vehicle with four doors.

I met **CHASE** again on 08/01/2016 at PGPD SOD building, 6700 Riverdale Road, where he provided another written statement.

In this statement, **CHASE** said that **WATTS** was driving the vehicle when the crash occurred. **CHASE** stated, “I wasn’t feeling good the night before. The next day (that Wednesday) we decided to go to the hospital. We was walking to my car I gave her permission to drive me there. We was driving on the road and we made it to Central Ave. We was coming up Central and we was listening to music, I had a pain in my stomach and I made like a grunt sound. She checked on me and that made her take her eyes off the road and we ran through the gate. The airbags came out and we couldn’t see anything. We landed on the other side and when we got out of the car we saw the body in the street.”

WITNESSES:

WITNESS #1

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED] remained on the scene where he provided a written statement.

In his statement, [REDACTED] said that he responded to the scene and that he observed **FOX** in the roadway with “no signs of life.” [REDACTED] then called for medical personnel. [REDACTED] also identified witnesses.

WITNESS #2

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED] remained on the scene where he provided a written statement.

In his statement, [REDACTED] said that he was traveling westbound on Central Avenue we heard “screeching” brakes from the eastbound lanes. [REDACTED] then noticed a black Volkswagen, being driven by a female with red hair, crash into the black gate and then come into the westbound lanes. [REDACTED] stated that **FOX** was “partially under the front of the car while being dragged across three lanes of traffic in the westbound lane.”

WITNESS #2

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED] remained on the scene where she provided a written statement to the initial responding officers.

In her statement, [REDACTED] said that she was “exiting the Addison Metro onto Central Ave, noticed vehicle at high rate of speed. I paused. Vehicle then went across the median, airborne, and stopped on opposite side of Central Ave. I u-turned to help with CPR/First Aid- none was needed.”

SITE EXAMINATION:

I was notified of the collision at approximately 1634 hours and immediately responded to the scene. I arrived at approximately 1730 hours. The scene of the collision had been secured by patrol officers. Traffic had been diverted to preserve roadway evidence and later facilitate the on-scene investigation. The scene was photographed in digital format. The locations of items important to this investigation were marked with orange spray paint. Measurements that accurately represent the collision scene were taken at this time. During the direct examination of the scene the following observations were made:

General topographic observations as described in ROAD TYPE.

- Vehicle #1 came to final rest on the sidewalk off the westbound lanes of Central Avenue facing east.
- There was a section of the black metal median fence underneath the right side of Vehicle #1.
- There were tire marks from the left and right from tires of Vehicle #1 leading to the westbound lanes of Central Avenue.
- There was an automotive fluid trail from below the engine compartment of Vehicle #1 leading to the westbound left turn lane of Central Avenue.
- **FOX** came to final rest in lane #3 of westbound Central Avenue.
- There were two gouge marks and several scrape marks in lane #1 of westbound Central Avenue.
- There was a gouge and a tire mark in the westbound left turn lane of Central Avenue.

- There was a broken yellow pedestrian crossing sign and a broken white traffic island sign lying in the westbound left turn lane of westbound Central Avenue.
- There was a black metal post from the median fence that was still in place in the median but bent towards the westbound lanes of Central Avenue.
- There was a wooden sign post base still in place in the median that was broken off just above the ground that originally was attached to the yellow pedestrian crossing sign.
- There was a tire mark on the eastern curb of the median that marks the pedestrian crossing within the median.
- There was a wooden sign post base still in place in the median that was broken off just below the ground that originally was attached to the white traffic island sign.
- There were three tire marks and gouge marks on the western curb of the median near the eastbound lanes of Central Avenue, indicating the location of where Vehicle #1 left the roadway and entered the median/pedestrian crossing.

MEASUREMENTS:

Measurements were taken using the coordinate method. The white traffic island sign on the westbound lanes of Central Avenue was used as a reference point. A base point was established 2 feet north of the reference point at the end of the yellow center line of westbound Central Avenue. A line was extended east from this point to and along the solid white lane line marking the left turn lane into the Addison Road Metro Station from westbound Central Avenue. All measurements were taken perpendicular to this line. Measurements are depicted on the DIAGRAM OF FINAL REST.

- | | |
|-----------|-------------------------------------------|
| Point 1: | Base Point |
| Point 2: | Curb Strike |
| Point 3: | Curb Strike |
| Point 4: | Curb Strike |
| Point 5: | White Traffic Island Sign Post Base |
| Point 6: | Curb Strike |
| Point 7: | Yellow Pedestrian Crossing Sign Post Base |
| Point 8: | Median Fence Post |
| Point 9: | Gouge 1 (Beginning) |
| Point 10: | Fluid Trail (Beginning) |
| Point 11: | Gouge 1 (End) |
| Point 12: | Scrape 1 (Beginning) |
| Point 13: | Scrape 1 (End) |

Point 14: Scrape 2 (Beginning)
 Point 15: Scrape 2 (End)
 Point 16: Scrape 3 (Beginning)
 Point 17: Scrape 4 (Beginning)
 Point 18: Scrape 3 (End)
 Point 19: Tire Mark 1 (Beginning)
 Point 20: Scrape 4 (End)
 Point 21: Fluid Trail (Continued)
 Point 22: Tire Mark 1 (Continued)
 Point 23: Fluid Trail (Continued)
 Point 24: Tire Mark 1 (Continued)
 Point 25: **FOX's** Final Rest
 Point 26: Tire Mark 1 (Continued)
 Point 27: Vehicle #1 Right Rear Tire
 Point 28: Vehicle #1 Left Front Tire
 Point 29: Vehicle #1 Right Front Tire

Point 1 to Point 2: 20' South, 3' East
 Point 1 to Point 3: 13' South, 4' East
 Point 1 to Point 4: 23' South, 4' East
 Point 1 to Point 5: 18' South, 10' East
 Point 1 to Point 6: 18' South, 25' East
 Point 1 to Point 7: 15' South, 28' East
 Point 1 to Point 8: 15' South, 29' East
 Point 1 to Point 9: 5' South, 52' East
 Point 1 to Point 10: 5' South, 63' East
 Point 1 to Point 11: 1' South, 64' East
 Point 1 to Point 12: 3' South, 68' East
 Point 1 to Point 13: 2' South, 70' East
 Point 1 to Point 14: 5' North, 82' East
 Point 1 to Point 15: 6' North, 86' East
 Point 1 to Point 16: 5' North, 97' East
 Point 1 to Point 17: 4' North, 103' East
 Point 1 to Point 18: 6' North, 106' East
 Point 1 to Point 19: 11' North, 109' East
 Point 1 to Point 20: 6' North, 110' East
 Point 1 to Point 21: 12' North, 127' East
 Point 1 to Point 22: 17' North, 127' East
 Point 1 to Point 23: 24' North, 171' East
 Point 1 to Point 24: 28' North, 171' East
 Point 1 to Point 25: 31' North, 171' East
 Point 1 to Point 26: 41' North, 208' East
 Point 1 to Point 27: 37' North, 214' East
 Point 1 to Point 28: 44' North, 221' East
 Point 1 to Point 29: 39' North, 222' East

VEHICLE EXAMINATION:

VEHICLE #1:

Vehicle #1 sustained disabling damage in the collision. I conducted an examination of this vehicle on 08/04/2016 at 4920 Ritchie Marlboro Road, Upper Marlboro, Maryland. During the examination of the vehicle the following observations were made:

Make: Volkswagen
Model: Jetta
Year: 2015
Registration: Maryland [REDACTED]
VIN: VIN 3VWD17AJ [REDACTED]
Color: Black

The initial point of contact is on the left front tire where it struck the curb of the median.

Front Bumper: Scratched/Cracked
Hood/Grill: Dented/Cracked
Windshield: Multiple Cracks
Left Fender: Not Damaged
Left Front Wheel/Tire: Wheel is Ground Down on Outer Edge/Tire is Torn on Outer Sidewall
Driver's Door: Not Damaged
Left Rear Door: Not Damaged
Roof: Not Damaged
L. Rear Quarter Panel: Not Damaged
Left Rear Wheel/Tire: Not Damaged
Rear Windshield: Not Damaged
Rear Door: Not Damaged
Rear Bumper: Not Damaged
R. Rear Quarter Panel: Scratched
Right Rear Wheel/Tire: Tire is Flat
Right Rear Door: Scratched
Right Front Door: Not Damaged
Right Front Wheel/Tire: Wheel is Ground Down on Outer Edge/Tire is Flat
Right Fender: Not Damaged

Tire Examination:

Left Front Tire:	Starfire RS-C 2.0	205/55R16	6/32"	Flat
Left Rear Tire:	Goodyear Viva 2	205/55R16	7/32"	34 PSI
Right Rear Tire:	Continental ProContact	205/55R16	7/32"	Flat

Right Front Tire: Starfire RS-C 2.0 205/55R16 7/32" Flat

There were no defects noted on the vehicle that would have contributed to this collision.

CALCULATIONS:

A download of Vehicle #1's Airbag Control Module was conducted. Based off of the data collected, Vehicle #1 was travelling between 56-62 miles per hour from approximately 5 seconds before the crash to the airbag deployment event.

SEQUENCE OF EVENTS:

Vehicle #1 – driven by **WATTS**- was travelling eastbound on Central Avenue in lane #1, approaching the entrance to the Addison Road Metro Station at speeds between 56-62 miles per hour. The **PED –FOX-** was within the median area. Vehicle #1, possibly due to **WATTS** being distracted by medical complaints from **CHASE**, left the roadway to the left and struck and mounted the median's curb. Vehicle #1 then struck a median traffic sign, the **PED**, a pedestrian warning sign, and the median's fence. Vehicle #1 then exited the median, crossing all four westbound lanes of Central Avenue and coming to final rest on the sidewalk. The **PED** came to final rest in lane #3 of westbound Central Avenue.

FOX died from his injuries while at the scene. He was pronounced dead by Medic Chavez at 1630hours.

INVESTIGATION:

The area is commercial and had cameras covering the crash site.

Camera M005 at the Metro Station captured video of Vehicle #1 leaving lane #1 of eastbound Central Avenue and entering the median area.

Cpl. Shipman #3198 seized the driver and front passenger airbags at my direction to preserve any evidentiary value they may hold.

A search warrant for Vehicle #1's Airbag Control Module was obtained and approved by District Court Judge Mark O'Brien on 08/01/2016. It was executed on 08/04/2016 and returned to Judge O'Brien on 08/10/2016. The Airbag Control Module was seized. The data on the Airbag Control Module was downloaded by Cpl. Carson #1482 and analyzed by Cpl. Moyer #3119.

A search warrant for a saliva sample from **CHASE** for DNA comparative purposes with the recovered deployed airbags was obtained and approved by District Court Judge Mark O'Brien on 08/01/2016. It was executed on 08/01/2016 and returned to Judge O'Brien on 08/10/2016. A saliva sample was seized.

A search warrant for a saliva sample from **WATTS** for DNA comparative purposes with the recovered deployed airbags was obtained and approved by District Court Judge Mark O'Brien on 08/01/2016. It was executed on 08/03/2016 and returned to Judge O'Brien on 08/10/2016. A saliva sample was seized.

The saliva sample seized from **WATTS** and **CHASE** were tested for DNA comparison to any DNA evidence on the driver and front passenger's airbags. The evidence sample swabs from the driver's airbag yielded a complete DNA profile of **WATTS**. The evidence sample swabs from the front passenger airbag failed to yield a DNA profile. The DNA examiner was Forensic Chemist II Julia Thorson. The reviewer was Forensic Chemist II Shavon Smith.

CONCLUSIONS:

- **WATTS** was driving vehicle on highway at speed exceeding limit; 56-62 MPH in 30 MPH Zone, contributing to an accident that results in death. (Maryland Transportation Article 21-801.1)
- **WATTS** failed to drive vehicle on right hand roadway of divided highway, contributing to an accident that results in death. (Maryland Transportation Article 21-311.1)
- **WATTS** was driving over barrier on divided highway, contributing to an accident that results in death. (Maryland Transportation Article 21-311.2)
- **WATTS** was driving on median strip on divided highway, contributing to an accident that results in death. (Maryland Transportation Article 21-311.3)
- **WATTS** was driving a motor vehicle on highway without required license and authorization. (Maryland Transportation Article 16-101a)
- **WATTS** recklessly drove vehicle in wanton and willful disregard for safety of persons and property, contributing to an accident that results in death. (Maryland Transportation Article 21-901.1a)
- **WATTS** negligently drove vehicle in careless and imprudent manner endangering property, life and person, contributing to an accident that results in death. (Maryland Transportation Article 21-901.1b)

- **WATTS** knowingly gave false accident report information. (Maryland Transportation Article 20-108)
- **CHASE** in outboard front seat of motor vehicle without seat belt restraint.(Maryland Transportation Article 22-412.3c2)
- **CHASE** knowingly permitted motor vehicle to be driven on highway by unauthorized person. (Maryland Transportation Article 16-305a)
- **CHASE** knowingly permitted motor vehicle under person's control to be driven on highway by unauthorized person. (Maryland Transportation Article 16-305b)
- **CHASE** knowingly gave false accident report information. (Maryland Transportation Article 20-108)

CLOSURE:

The case will be closed by ARREST pending review by the State's Attorney's Office for Prince George's County.