



**Homeland Security Bureau  
Special Operations Division  
Traffic Safety & Special Enforcement Section  
Major Crash Investigations Unit**

501 New York Avenue, N.W., Washington, D.C. 20001

**MEMORANDUM**

**TO:** Assistant Chief of Police  
Homeland Security Bureau

*J. McCannell - noted  
8/3/18*

**THRU:** *fm* Commander *ALCMBL*  
Special Operations Division

*epk  
8/2/18* - *Concur w/ Findings &  
Rec Investigate Obs*

**THRU:** Captain  
Special Operations Division

**THRU:** Lieutenant  
Traffic Safety and Specialized Enforcement Section

**THRU:** Sergeant *Sgt* [Redacted]  
Major Crash Investigations Unit

**DATE:** July 12, 2018

**SUBJECT:** Case Closure Memorandum

**Death Case:** D18-6

**CCN:** 18-038693

**Location:** 12<sup>th</sup> and Rhode Island Avenue Northeast

**Preliminary Investigation**

On Friday, March 9, 2018, at approximately 1231 hours, the Major Crash Investigations Unit was requested to respond to 12<sup>th</sup> Street Northeast and Rhode Island Avenue Northeast, for a traffic crash involving a DC Fire and Emergency Medical Services (FEMS) Engine 26, a 2006 Seagrave fire engine, two motor vehicles, and a pedestrian.

The preliminary investigation into this crash revealed that Firefighter [Redacted] was operating Engine 26 travelling west bound in the 1200 block of Rhode Island Avenue, Northeast approaching 12<sup>th</sup> Street, Northeast. Engine 26 was responding to an emergency assignment and had its emergency equipment activated, with all visible

emergency warning flashing warning and the sirens, with four firefighters, including the driver, on board. According to witnesses, traffic in all directions had stopped to give Engine 26 the right of way of the intersection of 12<sup>th</sup> and Rhode Island Avenue, Northeast.

Upon entering the intersection of 12<sup>th</sup> and Rhode Island Avenue, Northeast, Engine 26 collided with a gold Honda Accord which was traveling north bound on Saratoga Avenue, Northeast crossing over Rhode Island Avenue, Northeast (merge over to 12<sup>th</sup> Street Northeast). The impact caused Engine 26 to push the Honda Accord laterally toward the northwest corner of the intersection. During this time, the front of the Honda Accord struck the left front of a 2004 Ford Focus, which was facing south bound on 12<sup>th</sup> Street, Northeast just beyond the north crosswalk at Rhode Island Avenue Northeast.

The Ford Focus had stopped to give right of way for Engine 26 to pass through the intersection. The impact caused the Ford Focus to rotate clockwise, mount the curb onto the sidewalk, striking a pedestrian who was on the west sidewalk of 12<sup>th</sup> Street. The impact with the pedestrian caused her to vault in the air and land on the grassy area of 1020 Rhode Island Avenue Northeast. The Ford Focus then came to rest on the sidewalk on the northwest corner of the intersection. Engine 26 and the Honda Accord continued on their paths, mounted the curb, with Honda accord colliding with a concrete sign "Welcome to Brookland" at the northwest corner of the intersection. Engine 26 and the Honda Accord then came to rest at the northwest corner of the intersection.

FEMS Truck 15 was stopped at the light, facing an eastbound direction, at the intersection of 12<sup>th</sup> and Rhode Island Avenue Northeast. After impact, the ladder truck blocked westbound traffic, and then stopped immediately to render aid to all the victims and also requested for additional emergency personnel to respond to the scene.

The driver of the gold Honda Accord, Mr. Deangelo Green, sustained [REDACTED]. He was transported to [REDACTED] where he was pronounced dead by Dr. [REDACTED].

Firefighter, [REDACTED] was transported to [REDACTED] was conscious and talking to the medical team at [REDACTED] and released later that same day. Mr. [REDACTED] was treated for [REDACTED].

The pedestrian, [REDACTED], was transported to [REDACTED] Center for medical assessment. [REDACTED] was later [REDACTED] transferred to the [REDACTED] so that the medical staff could observe her overnight, [REDACTED] was treated for [REDACTED] to her [REDACTED] and released the following day.

The driver of the Ford Focus did not sustain any injury on the scene.

The [REDACTED] firefighter [REDACTED] along with passengers, Firefighter [REDACTED] and Fire [REDACTED] did not sustain any injury. All three firefighters were transported by DCFD [REDACTED] for medical evaluation.

Engine 26 was towed to the DCFD maintenance facility located at 1103 Half Street SW and secured therein. The Engine was quarantined to a secured area of the facility and was sealed with crime scene adhesive tape.

The Honda Accord and the Ford Focus were both taken to DFS for processing.

#### Decedent

- Mr. Deangelo Green (operator) .  
Adult male  
DOB: May 21, 1986  
SSN: [REDACTED]  
DLN: [REDACTED]  
[REDACTED]

#### Non Deceased Injured Parties

- [REDACTED] (pedestrian)  
Adult female  
DOB: [REDACTED]  
[REDACTED]

[REDACTED] was transported to [REDACTED] where she was treated and released the following day for [REDACTED] to [REDACTED]

- Firefighter [REDACTED]  
Adult male  
FEMS Engine 26

Firefighter [REDACTED] was transported to [REDACTED] where he was treated and released the same day for pain related to the crash.

The operator of the Ford Focus was treated and released from the scene. No injuries reported.

#### Vehicles Involved in Crash

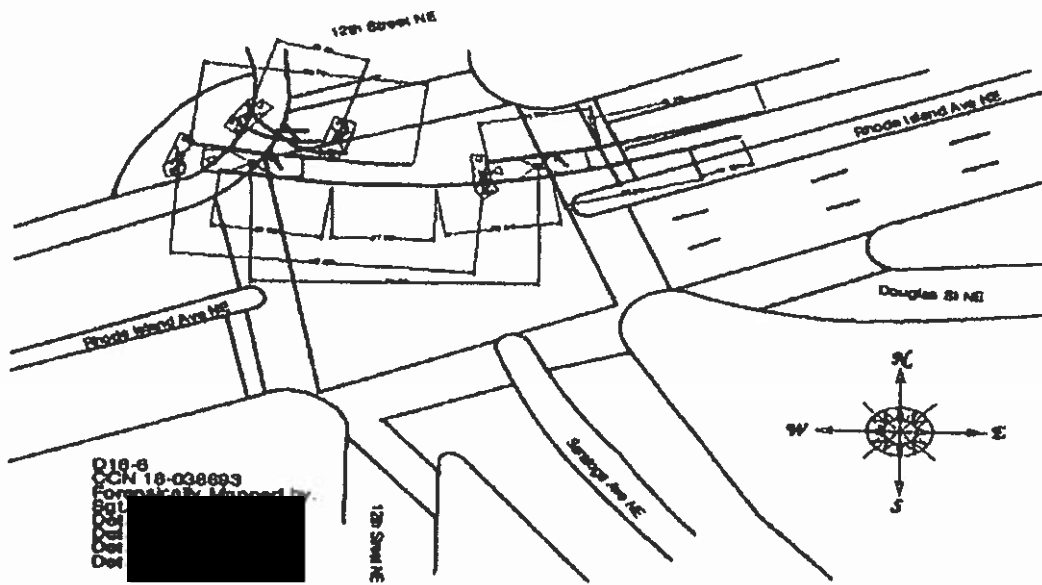
Vehicle #1: FEMS Engine 26  
2006 Seagrave  
VIN [REDACTED]  
Serial # [REDACTED]

**Vehicle 2:** 2001 Honda Accord, 4 door sedan, gold in color  
VIN: [REDACTED]  
DC tag: [REDACTED]

**Vehicle 3:** 2004 Ford Focus, 4 door sedan, black in color  
VIN: [REDACTED]  
DC tag: [REDACTED]

Scene

The scene is located at 12<sup>th</sup> and Rhode Island Avenue, Northeast, and the scene is described as a four way controlled intersection. The roadway of the 1200 block Rhode Island Avenue, Northeast is a six lane roadway with three lanes of travel in both eastbound and westbound directions, which is divided by a raised concrete median. To the south of Rhode Island Avenue, is Saratoga Avenue, Northeast (which is a 2 way street) that terminates at Rhode Island Avenue and becomes 12<sup>th</sup> Street (2 way street) north of Rhode Island Avenue. 12<sup>th</sup> Street southbound, south of Rhode Island Avenue, is a one way street southbound. This area is primarily a residential area with the exception of a few businesses. The roadway was dry and free of debris at the time of the crash. The weather was clear and the temperature was in the high 40s at the time of the crash.



[REDACTED]

**Video Footage and Mechanical exam of the Fire Engine and Decedents Vehicle**

An extensive canvass was conducted in the area for video surveillance. However, the collision was not captured by video surveillance. Privately owned, DDOT or MPD cameras were not present or positioned (privately owned) in a manner to capture the event.

On March 12, 2018, members of the MPD Electronic Surveillance Unit responded to the FEMS maintenance facility to examine and extract the video recorder affixed to Engine 26. It was discovered during the extraction attempt that the video recorder, a "Drive Cam" video recorder did not have a memory card inserted at the time of the crash. The recorder failed to capture any data.

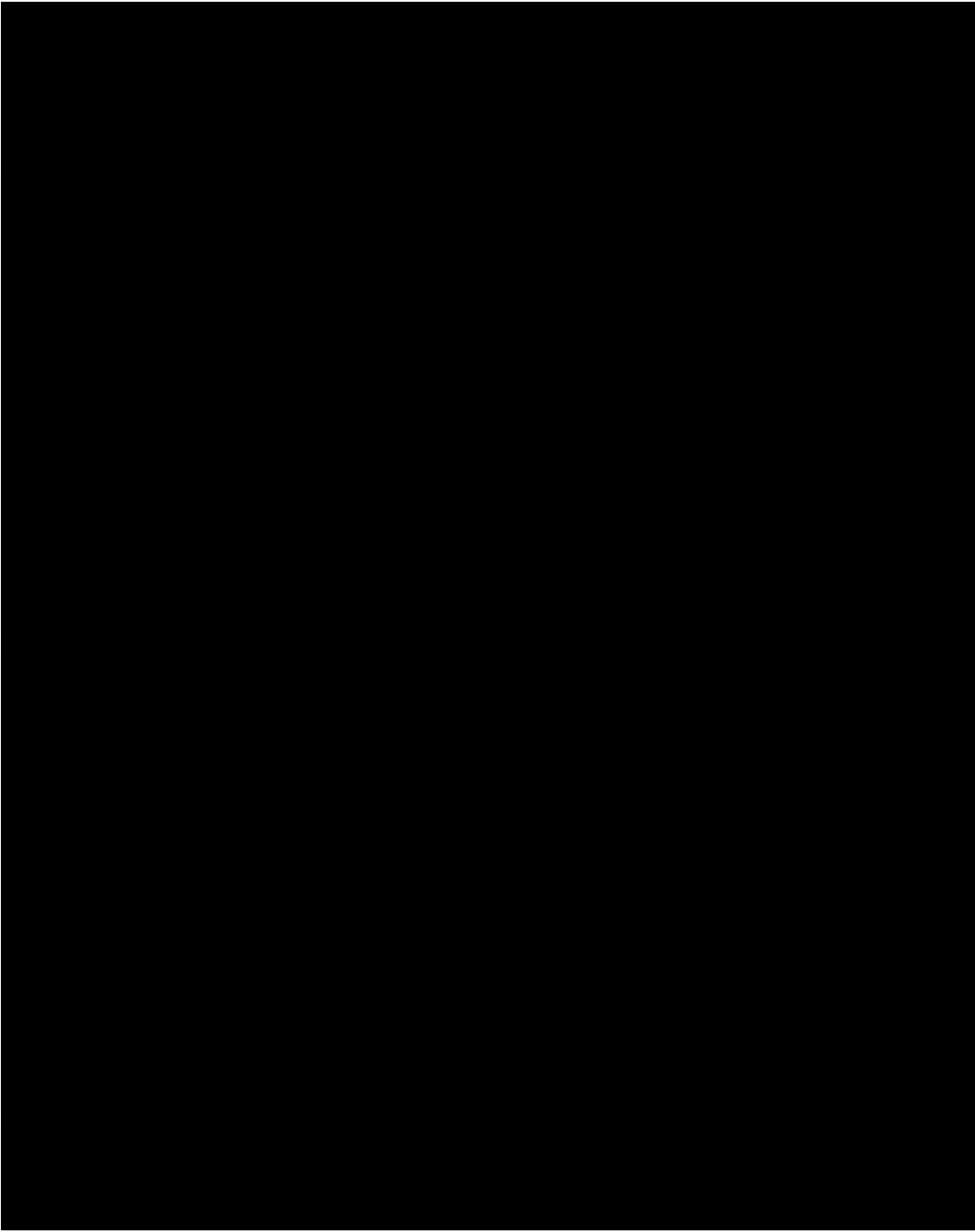
In addition to the video down load attempt on March 12, a Crash Data Recorder down load was attempted on Engine 26. However, Engine 26 was manufactured in 2006, and it was discovered that the mechanical data recorder in the 2006 models were primitive, and no crash data could be downloaded from its CDR to determine its speed at the time of the crash.

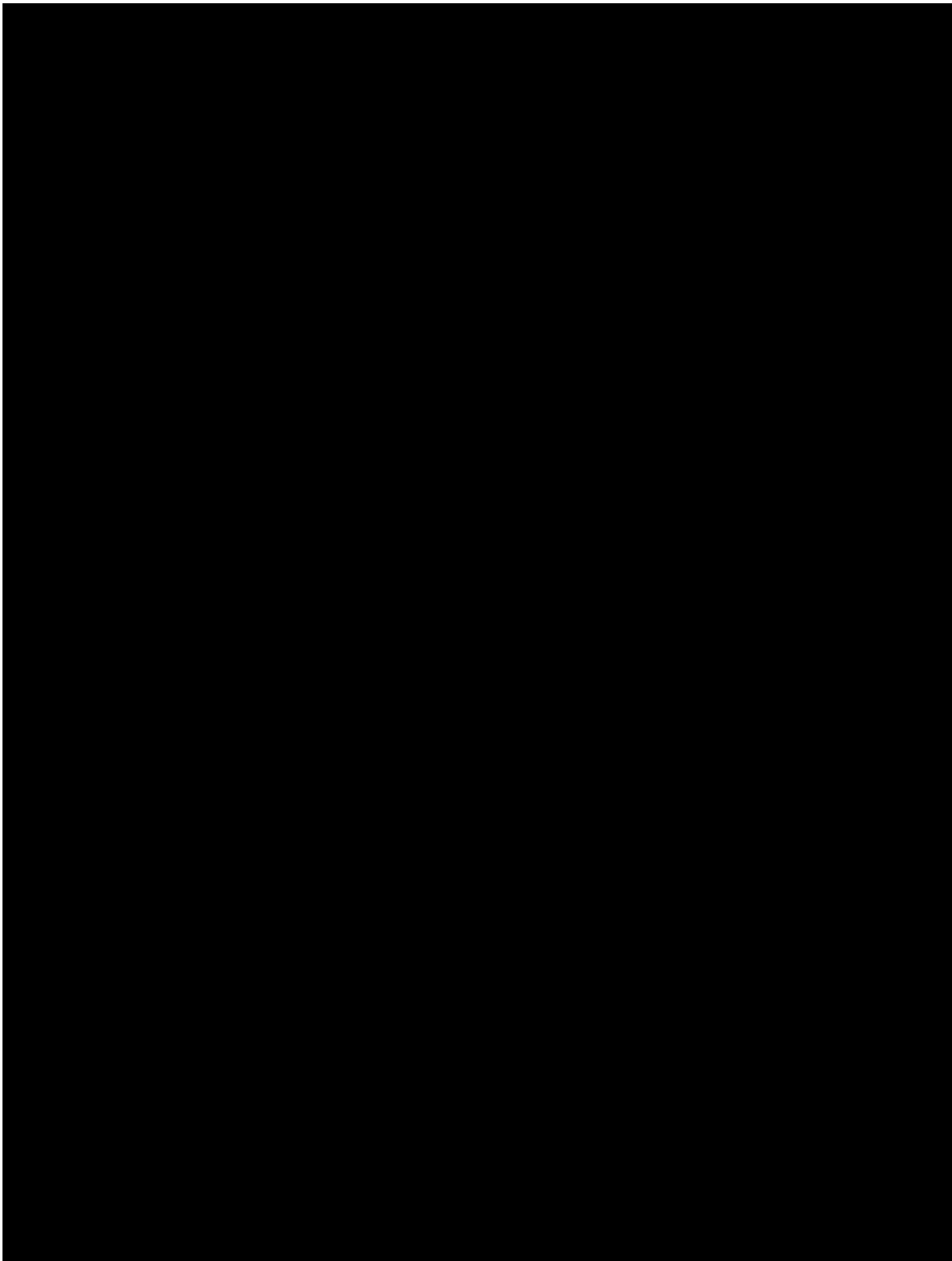
The CDR from the Honda, that the decedent was operating was removed and sent to Honda North America for data extraction. However, Honda was unable to retrieve any data from this recorder due to the age of the vehicle and the capabilities of the recorders, of that generation. No information was gained.

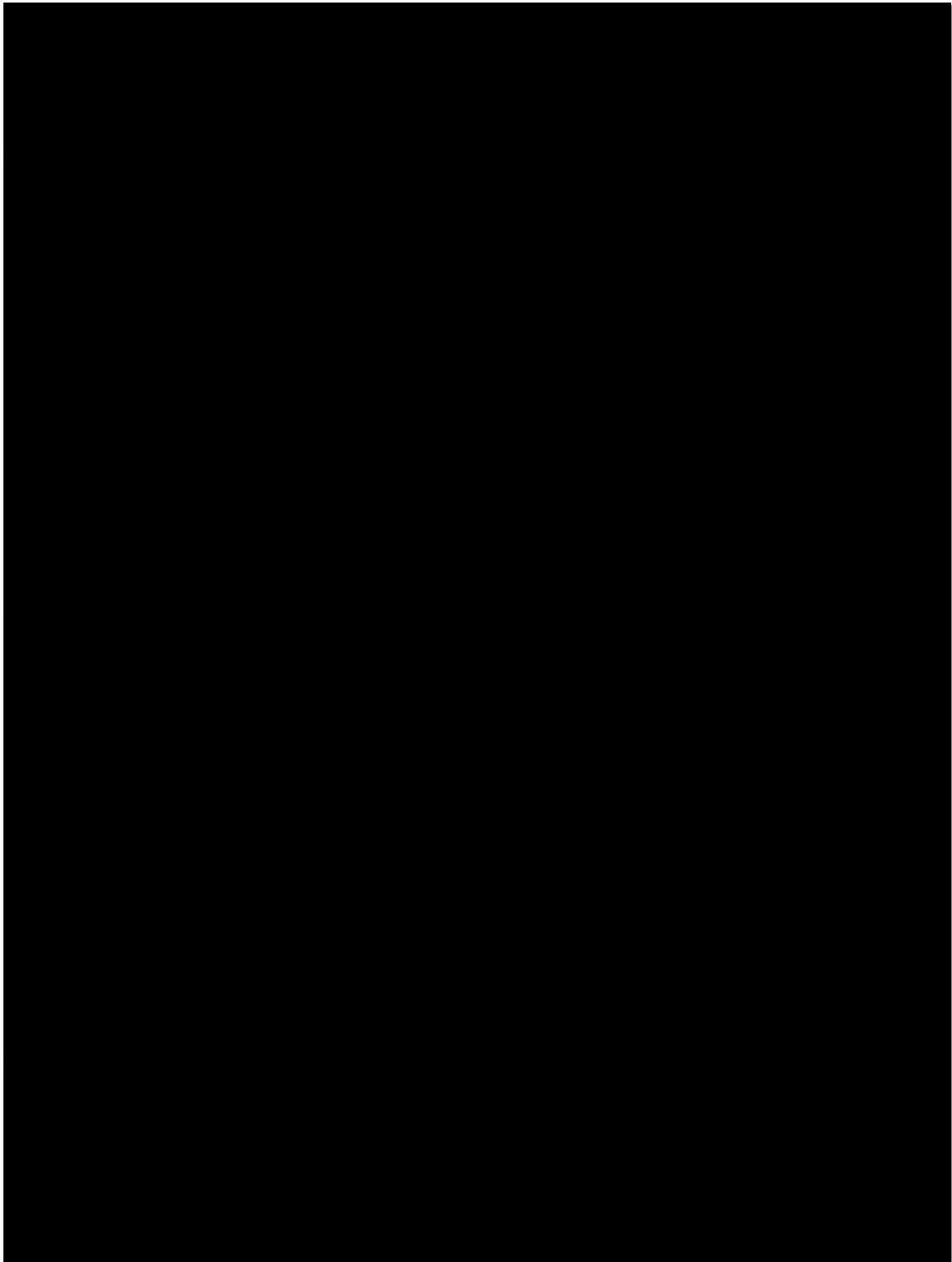
On March 12, 2018, following the video and CDR exam, members of the MPD Motor Carrier Unit conducted a post-crash inspection of Engine 26. This inspection was conducted at 1101 Half Street, Southwest. Officers [REDACTED] and Officer [REDACTED] noted during their inspection that there were no braking deficiencies found on the Engine. However, there were deficiencies found within the steering and suspension systems. Officer [REDACTED] prepared a Supplemental Truck/Bus Accident Report, explained in post-crash reconstruction.

**Witness Interview(s)**

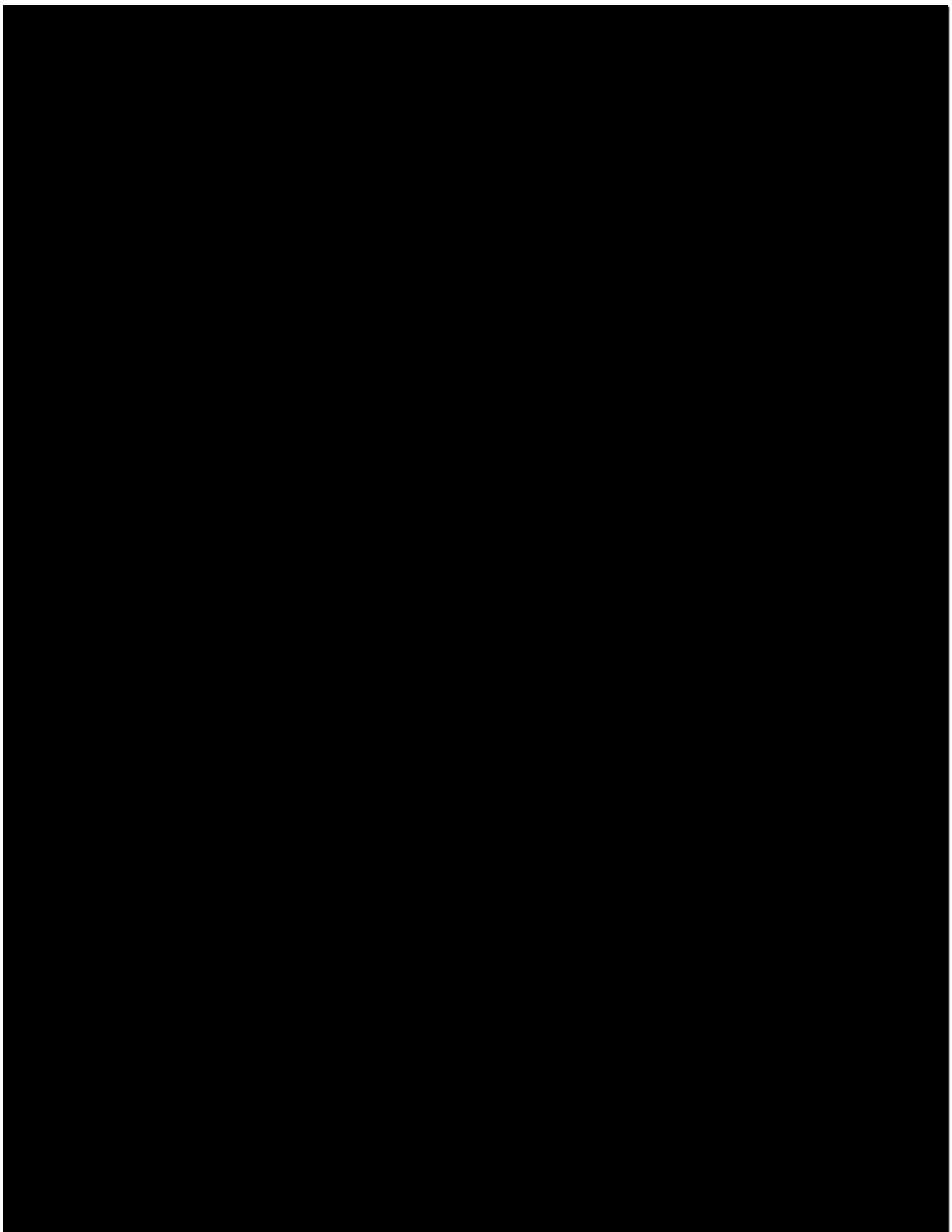
[REDACTED]

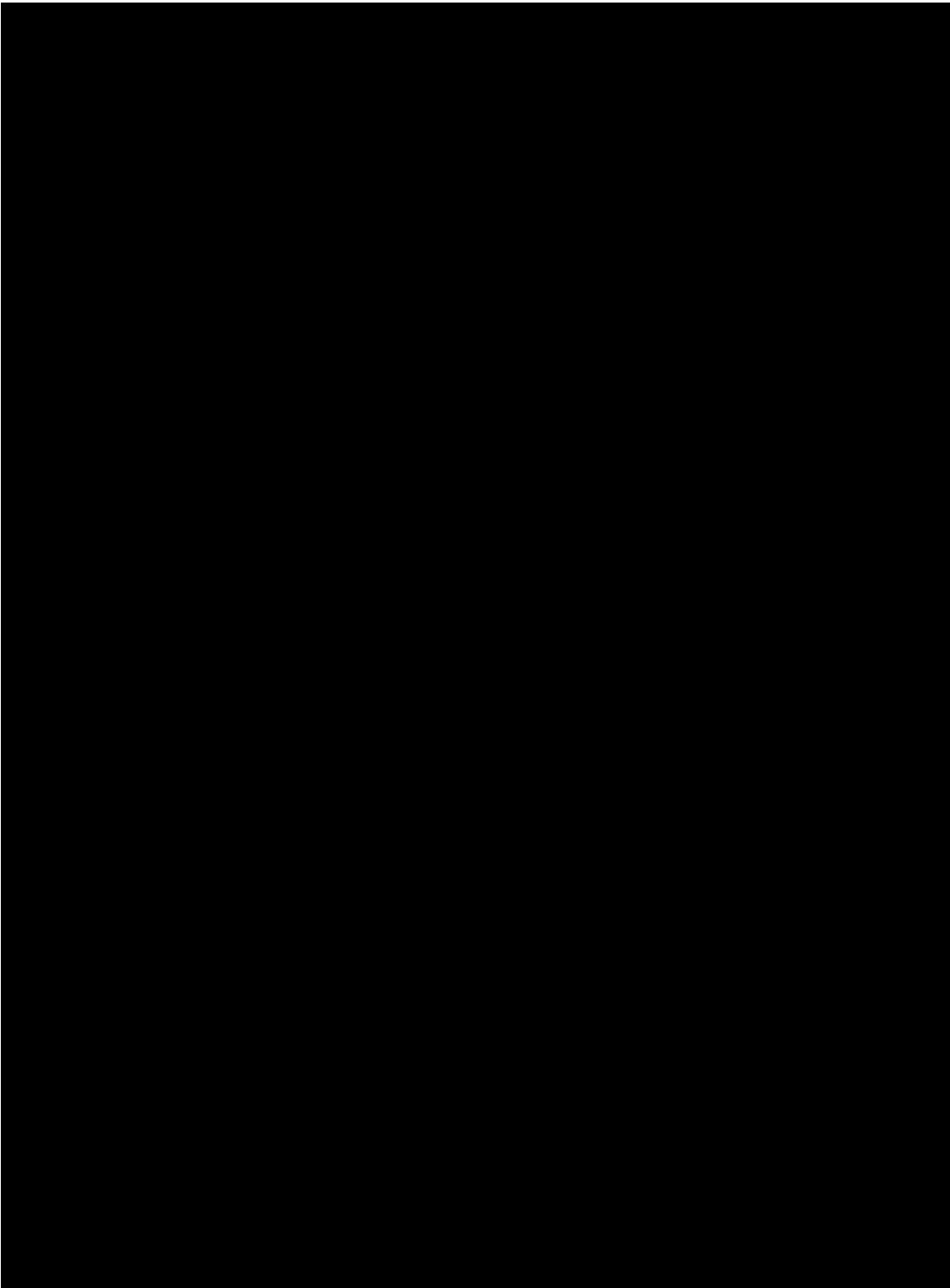


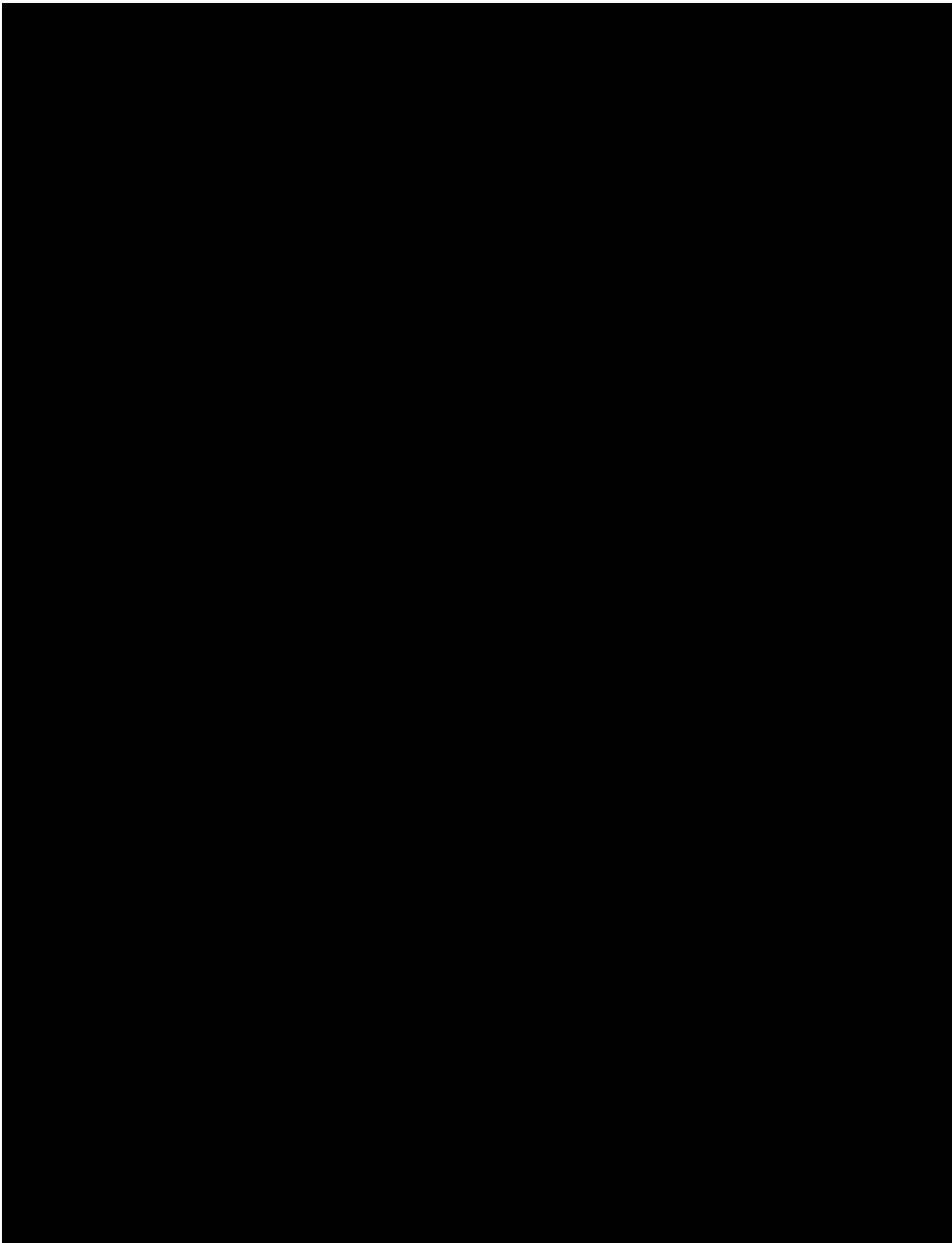


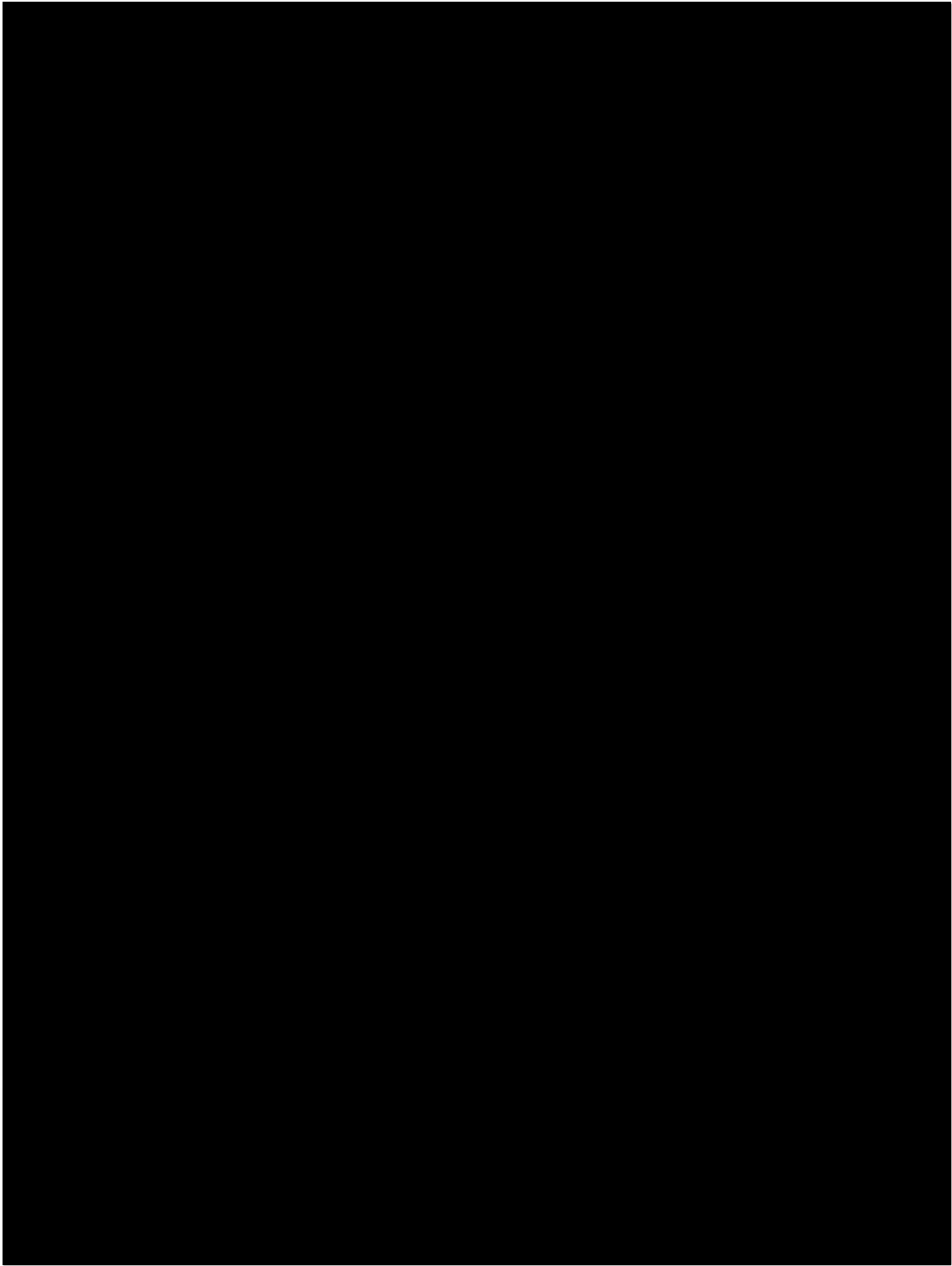


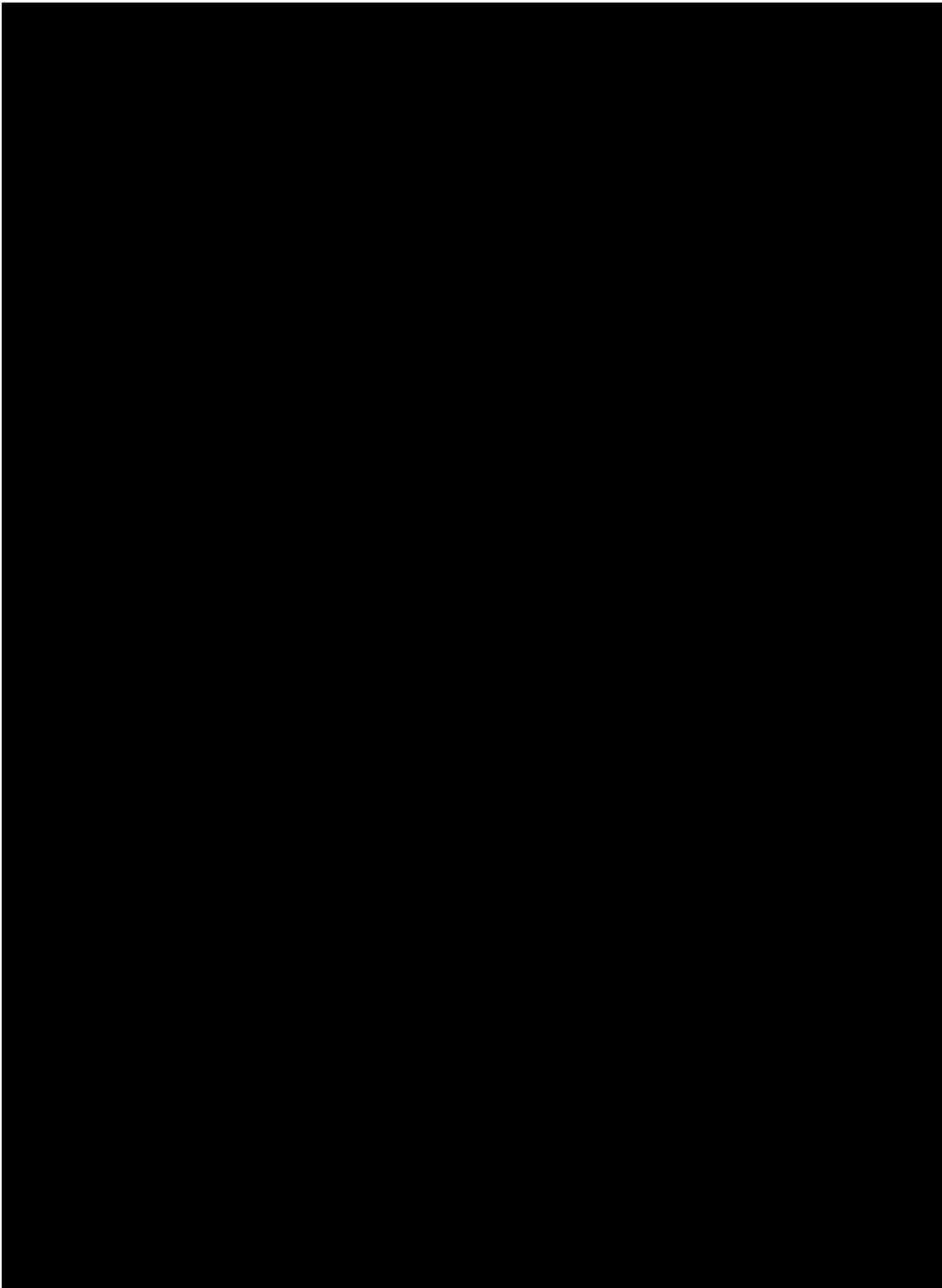




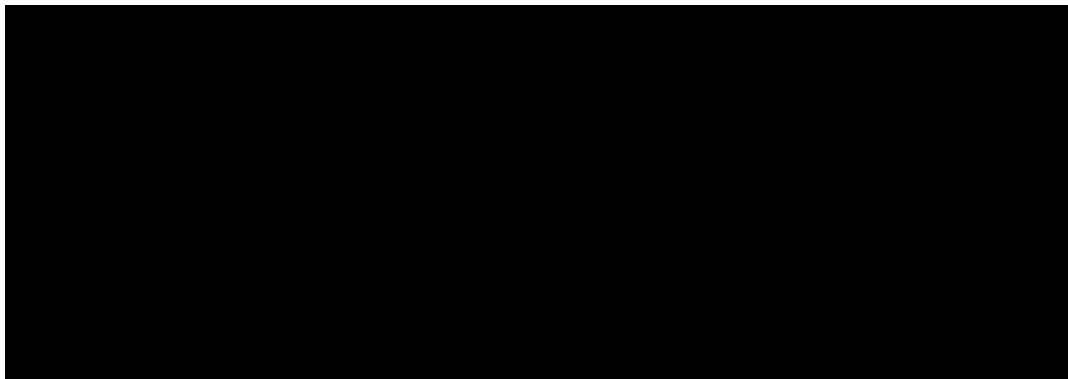








## Autopsy and Toxicology Report



### Physical Evidence at the Scene

The on scene examination of the evidentiary markings showed that the operator of Engine 26, Mr. [REDACTED] applied his brakes approximately 50 feet from the east cross walk on Rhode Island Ave Northeast. Skid analysis showed that the *right front* tire of Engine 26 deposited 78.06 feet of skid prior to colliding with the Honda Accord. The *left front* tire of Engine 26 deposited 69.54 feet of skid prior to colliding with the Honda Accord. At the moment of impact, the Honda Accord was lifted from the roadway and rode the front bumper of Engine 26, the *right front tire* of Engine 26 stopped depositing skid marks for 20.84 feet due to the sudden weight transfer of the Honda accord, however, at the 20.84 *foot mark*, the *right front* tire again deposited skid marks for an additional 60.79 feet to final rest.

The *left front* tire deposited a continuous skid mark from the point "lock up" of 143.64 feet through the point of impact and onto final rest.

At 116.95 feet into the collision, Engine 26, with the Honda Accord entangled on its front bumper, strikes the Ford Focus that was facing south on 12<sup>th</sup> Street at the light. The secondary collision caused the Ford Focus to rotate clockwise 25. 51 feet and come to rest on the west sidewalk of 12<sup>th</sup> Street Northeast with an approximate 30 degree deviation to the original stop position.

Following the secondary collision, Engine 26 and the Honda continued to skid onto the sidewalk where the female pedestrian was struck. The female was thrown over the front yard fencing of the single family dwelling located at [REDACTED] Rhode Island Ave Northeast, and landed in the front yard of this residence.

Engine 26 and the Honda Accord both struck the brick mason wall type signage for the community of Brookland. Engine 26 and the Honda came to final rest against the crumbled brick masonry wall type signage.

### Post-Crash Reconstruction Efforts

Based on the available evidence that was recovered from the crash scene and the post-crash inspections of the vehicles, Detectives ██████████ utilized the kinetic energy calculation and speed combined formula to determine the speed of Engine 26 at the point of impact with the Honda Accord. There were no skid marks present from the Honda to determine speed at the time of impact.

Detective ██████████ calculations with the post-crash skid markings of Engine 26 placed the approximate minimum speed at 40.57 MPH at the point of impact.

The speed combined formula places Engine 26 at an approximate minimum speed of 54.87 MPH prior to initial breaking.

Efforts to obtain a crush factor analysis were unsuccessful due to the amount of damage that the Honda Accord sustained in the crash.

On March 12, 2018, members of the Metropolitan Police Departments Motor Carrier Unit conducted a Level 5 post-crash inspection of the mechanical operation of Engine 26. There inspection the breaking system was operational and no deficiencies were detected, however, the following deficiencies were detected post-crash:

1. Broken windshield and bent front bumper (sustained damage during the crash).
2. Left side drag link exhibited excessive play (in excess of ¼ inch) at the output shaft and steering arm.
3. Right side tie rod end exhibited excessive movement (in excess ¼ inch).

The first deficiency was damage caused by the crash. Deficiencies 2 and 3 were mechanical faults found in the steering system of Engine 26. It is undetermined if the excessive movement in either of the steering components was caused or exasperated by the violence of the collision.

Engine 26 was weighed during the post-crash inspection with calibrated scales and found to weigh 36,700 lbs. without the fire fighters or their gear on board. A weight calculation using the average weight of the firefighters and their equipment places Engine 26 at 37,500 lbs. Engine 26 contained 500 gallons of water in its holding tank at the time of the crash and at the time of the inspection.

### Final Investigation

This case involves the death of Mr. Deangelo Green, who died following a motor vehicle collision on Friday, March 9, 2018, at approximately 12:31 p.m. at the intersection of 12<sup>th</sup> Street and Rhode Island Avenue, Northeast.

This collision involved FEMS, Engine 26, two motor vehicles (sedans), and a pedestrian. Mr. Green was the operator and sole occupant of one of the two vehicles

involved in the collision. The intersection is a four way stop controlled by traffic lights in each direction. At the time of the collision, the weather conditions were clear, bright and dry.

The Major Crash Investigations Unit's investigation revealed that Firefighter [REDACTED] was operating Engine 26 travelling west bound in the 1200 block of Rhode Island Avenue, Northeast approaching the intersection with 12<sup>th</sup> Street Northeast / Saratoga Avenue, Northeast. Engine 26 was responding to an emergency assignment at that time and had all of its emergency equipment activated (audible and visual). Engine 26 was responding to what is referred to in the fire department as a "Code 1". This "Code 1" was an emergency call for the smell of smoke and electrical burning coming from a building in the 2300 block of 4<sup>th</sup> Street NE. DCFEMS's I-tracker, which is a GPS program tracking only Code 1 calls, showed that Engine 26 was on a Code 1 call. This GPS gives the location and direction of travel, which is broken up into segments, and does show a continuous motion.

Moreover, interviews with DCFEMS officials confirmed that the officials heard the Code 1 call and Engine 26 responding prior to the collision. In addition to Firefighter [REDACTED] who was operating Engine 26, three (3) other firefighters were on board. Detectives were able to obtain information from the onboard High-Tech System, which is intergraded with the on board CAD System, and learn that Engine 26 reached a speed of 52 MPH, moments before the crash. The speed from the High- Tech System supports the mathematical calculation formula that was used if the crash reconstruction.

Witness statements indicated that traffic in all directions had stopped to give Engine 26 the right of way to proceed through the intersection with 12<sup>th</sup> Street / Saratoga Avenue, although the light for east and westbound traffic on Rhode Island Avenue was red. When Engine 26 entered the intersection, it collided with a gold Honda Accord which was traveling north bound on Saratoga Avenue, Northeast crossing over Rhode Island Avenue, Northeast. The impact caused Engine 26 to push the Honda Accord laterally toward the northwest corner of the intersection. As Engine 26 was pushing the Honda Accord forward, the front of the Honda Accord struck the left front of a 2004 Ford Focus which was facing south bound on 12<sup>th</sup> Street Northeast just beyond the north crosswalk at Rhode Island Avenue Northeast. The Ford Focus had stopped to give right of way for Engine 26 to pass through the intersection.

The impact caused the Ford Focus to rotate clockwise and to strike a pedestrian who was on the northwest corner of the sidewalk. The pedestrian, [REDACTED] was thrown in the air and landed on the grass area of [REDACTED] Rhode Island Avenue, Northeast. The Ford Focus then mounted the curb, and came to rest on the sidewalk on the northwest corner of the intersection. Engine 26 and the Honda Accord continued on their paths, mounting the curb, with Honda Accord colliding with a concrete sign that says "Welcome to Brookland" at the northwest corner of the intersection. Engine 26 and the Honda Accord then came to rest at the northwest corner of the intersection.



FEMS Truck 15 was in the area, as it was traveling east on Rhode Island Avenue approaching the intersection of 12<sup>th</sup> Street when the collision occurred. Engine 15 stopped immediately to render aid to all the victims and also requested for additional emergency personnel to respond to the scene.

The driver (decedent) of the gold Honda Accord, Mr. Green, sustained severe head trauma and was transported to [REDACTED] where he was pronounced dead by Dr. [REDACTED] at 12:52 p.m.

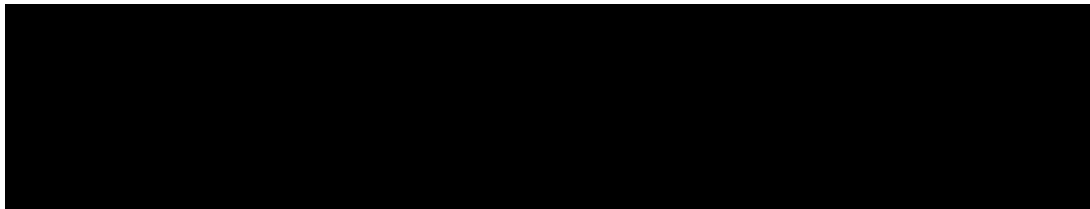
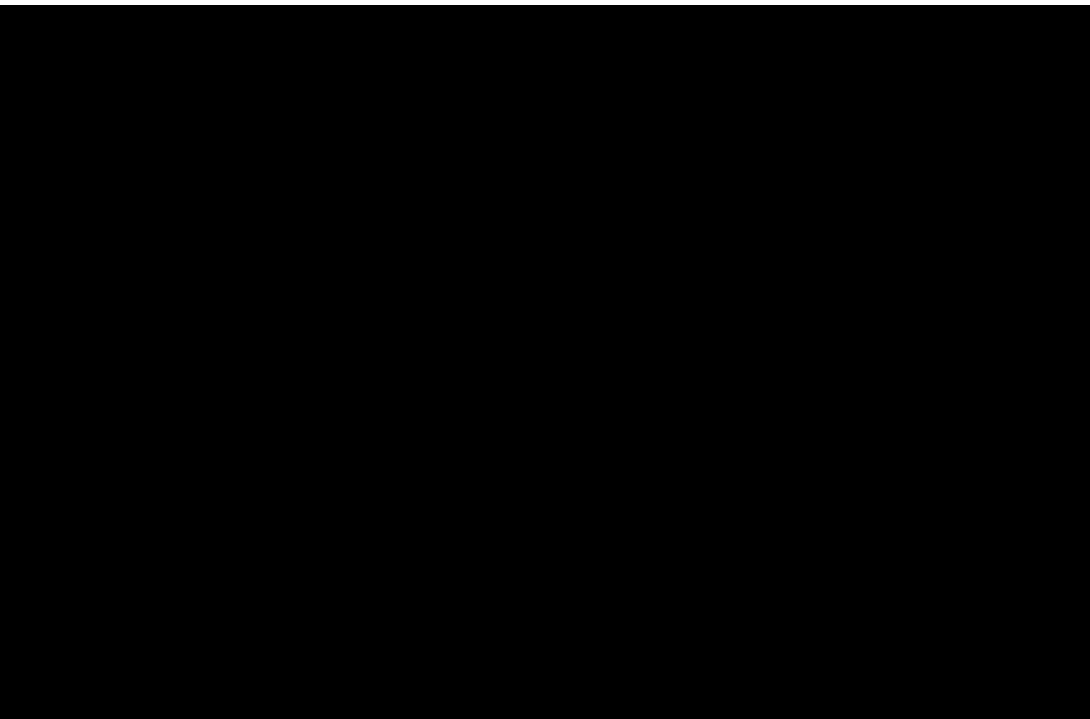
[REDACTED], was taken to [REDACTED] where she was treated and released. Major Crash detectives followed up with [REDACTED] several weeks after the collision and confirmed that [REDACTED] suffered no complications due to the collision.

Witness [REDACTED] is a critical witness to the last known actions of the decedent just prior to the crash.

[REDACTED]

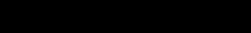
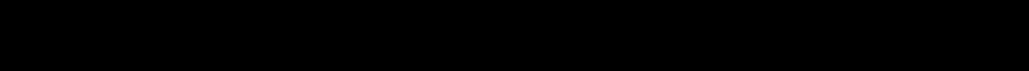
[REDACTED] when the collision occurred. [REDACTED] stated that [REDACTED]

Firefighter [REDACTED] on June 18, 2018. [REDACTED]



The collision was not captured by any private surveillance, DDOT or MPD cameras. In addition, technicians were unable to retrieve the dash-cam video from Engine 26 due to the fact that the recording equipment did not have a memory card inserted thus no video was captured.

The mechanical inspection of Engine 26 revealed that Engine 26 was manufactured in 2006. The crash data recorder of this generation is primitive and does not capture crash data. A technician from Johnson Towers was present during the exam and attempted to extrapolate the information, however, he was unsuccessful due to the capabilities of the CDR that was installed in Engine 26. Witness statements indicate that, although Engine 26 entered the intersection while the light was red, it had its lights and sirens activated and was not traveling at an excessive speed.

In addition, the autopsy toxicology report indicated that Mr. Green   


Based on the available evidence in the investigation, including the analysis of the collision scene, and witness statements of other motorists, there is insufficient evidence to attribute any criminally culpable conduct to Firefighter [REDACTED]

### Conclusion

When assessing the culpability of either party in this crash, several factors must be taken into consideration.

FEMS Engine 26 was responding to an emergency call with its lights and siren activated as it approached the intersection of 12<sup>th</sup> and Rhode Island Ave Northeast. Witness statements corroborate that prior to Engine 26 entering the intersection; all vehicular traffic had either come to a stop or pulled to the right to give the Engine 26 the right of way through the intersection. [REDACTED] was stopped in traffic [REDACTED] the decedent prior to the collision and observed the decedent fumbling around in his back seat when the light turned green for his direction of travel. [REDACTED]

Additionally, the post mortem autopsy revealed that the decedent (Mr. Green) [REDACTED]

Based on the evidentiary skid markings deposited by Engine 26, it is determined that Engine 26 was traveling (at a minimum) of 54.88 MPH prior to Firefighter [REDACTED] applying the brakes. At the time of impact, Engine 26 had slowed (at a minimum) to 40.57 MPH.

At the time of the crash, Engine 26 yielded at total weight of 37, 500 lbs. with the 500 gallons of water on board. The lack of rear skid marks and uneven skid markings deposited by the front tires is attributed to the vehicles weight and the sudden weight shift of the vehicle weight and water on board. [REDACTED]

The investigation indicates that the primary circumstance contributing to the cause of the collision was Mr. Green's entering the intersection while failing to recognize the oncoming Engine 26 which, due to its emergency status, had the right of way in the intersection. By failing to yield right of way to an oncoming emergency vehicle properly making use of audible and visible signals, Mr. Green violated DC Municipal Regulation 18 DCMR §2210.

Additionally, due to [REDACTED] in Mr. Green's system, he was operating his vehicle [REDACTED].

#### **Primary Cause**

The investigation indicates that the primary circumstance contributing to the cause of the collision was Mr. Green's entering the intersection while failing to recognize the oncoming Engine 26 which, due to its emergency status (lights and siren activated), had the right of way in the intersection. Mr. Green failed to yield right of way to an oncoming emergency vehicle properly making use of audible and visible signals. Additionally, Mr. Greene was operating his vehicle while [REDACTED] at the time of the crash. Mr. Green violated DC Municipal Regulation (s):

**1) DC Municipal Regulation DCMR Section 18-2210.1**

which stated upon the immediate approach of an authorized emergency vehicle making use of audible and visual signals meeting the requirements of this title, or of a police vehicle properly and lawfully making use of an audible signal only, the driver of every other vehicle shall yield the right-of-way and shall immediately drive to a position parallel to, and as close as possible to, the right-hand edge or curb of the roadway, clear of any intersection, and shall stop and remain in such position until the authorized emergency vehicle has passed, except when otherwise directed by a police officer.

**2) DC Code: 50-2206.11. Operating under the influence (DUI) of alcohol or a drug.**

No person shall operate or be in physical control of any vehicle in the District:

- (1) While the person is intoxicated; or
- (2) While the person is under the influence of alcohol or any drug or any combination thereof.

### Secondary Contributing Factor

Post-crash reconstruction indicates that Engine 26 was traveling at a minimum of 54.88 MPH upon approaching the intersection of 12<sup>th</sup> and Rhode Island Ave Northeast, this speed, combined with the weight, and maneuverability of Engine 26, compromised the adequate stopping distance needed to avert a collision.

Although Engine 26 was responding to an emergency call for service and all other vehicles had cleared the intersection for Engine 26, Firefighter [REDACTED] failed to slow down as may be necessary for safe operation when approaching the intersection as annotated in part B of 2002.1 of the below DCMR.

**1) DC Municipal Regulation DCMR Section 18-2002. (EXEMPTIONS FOR AUTHORIZED EMERGENCY VEHICLE)**

2002.1 The driver of an authorized emergency vehicle may exercise the privileges set forth in this section, subject to the conditions contained in this section, in the following circumstances:

- (a) When responding to an emergency call;
- (b) When in pursuit of an actual or suspected violator of the law; and
- (c) When responding to, but not upon returning from, a fire alarm.

2002.2 In those circumstances authorized in § 2002.1, the driver of an authorized emergency vehicle may do any of the following:

- (a) Park or stand, irrespective of the provisions of this subtitle;
- (b) Proceed past a red or stop signal or stop sign, but only after slowing down as may be necessary for safe operation;
- (c) Exceed the prima facie speed limit so long as it does not endanger life or property; except that this provision does not apply to ambulances; and
- (d) Disregard regulations governing direction of movement or turning in specified directions.

2002.3 The exemptions granted in this section to an authorized emergency vehicle shall apply only when the driver of the vehicle while in motion sounds an audible signal by bell, siren, or exhaust whistle as may be reasonably necessary, and when the vehicle is equipped as specified in § 712 of this title.

2002.4 The provisions of this section shall not relieve the driver of an authorized emergency vehicle from the duty to drive with due regard for the

safety of all persons, nor shall these provisions protect the driver from the consequences of his reckless disregard for the safety of others.

**Case Introduction to the United States Attorney's Office:**

On March 10, 2018, Assistant United States Attorney (AUSA) [REDACTED] was briefed on the case. AUSA [REDACTED] has been actively involved throughout this investigation. All evidence has been collected and the case was submitted to the United States Attorney Office. The United States Attorney Office decided that at this time there does not appear to be sufficient evidence of criminal conduct to warrant further investigation or other action by the United States Attorney's Office.

Based on the facts and evidence, it is respectfully requested that this case be closed and filed at the Metropolitan Police Department's Traffic Division.

SPT

[REDACTED]  
[REDACTED]  
Detective  
SOD/MCIU