






City of Alameda Fatal Crash Response Program:
2023 Fatal Crash Information & City Follow-Up

Last updated January 23, 2025

The City of Alameda’s Fatal Crash Response Program, an iterative program under development, installs quick-build infrastructure updates at the sites of fatal crashes. The infrastructure changes respond to general conditions observed at the site, not necessarily what played a role in the collision. “Quick-build” means the improvements generally do not involve concrete work and rely on striping, bollards, etc. When a crash is caused by a person having a known medical incident and the deceased is the person who suffered the medical incident, it is not included in this program. The table below will be updated periodically as information becomes available and the City constructs changes at crash sites.

2023 Fatal Crash Information & City Follow-Up

	PEDESTRIAN AT MECARTNEY RD/MARCUSE ST/BAYWALK RD	AUTO PASSENGER AT WILLOW ST & SAN ANTONIO AVE	DRIVER AT 1300 BLOCK OF MARINA VILLAGE DR (SOLO CRASH)
Date	Tuesday, February 7, 2023	Friday, March 17, 2023	Sunday, December 31, 2023
Time	7:30 am	5:30 pm	11:35 am
Crash description (pending ongoing investigations)	Person driving east on Mecartney struck a person walking north in the crosswalk across Mecartney at Marcuse/Baywalk (in the western leg of the crosswalk), causing fatal injuries to the pedestrian. The driver had failed to de-fog the windshield, and drove despite poor visibility from a foggy windshield combined with sun glare.	Teen driving stolen car at high speed eastbound on San Antonio, failed to stop at the stop sign at Willow, then crashed into two cars traveling north and south, respectively. A passenger in one of the other cars later died of their injuries.	Person driving a car at high speed crashed it into a tree, sustained major injuries, and died at the scene.
Mode of deceased	Pedestrian	Motor vehicle passenger	Motor vehicle driver
Age of deceased	84	89	66
Infrastructure updates	<p>Post-collision site visit held and plans are outlined below. Two nearby intersections are included as well due to similar conditions. All crossing improvements are across Mecartney.</p> <p>Mecartney/Marcuse/Baywalk</p> <ul style="list-style-type: none">• New marked crosswalk: high visibility “ladder” crosswalk marking on the eastern crossing of Mecartney, with pedestrian refuge in the existing median• New Rapid Flashing Beacons• New “shark tooth” yield lines and “yield to pedestrians” signs <p>Mecartney/Fontana/Baywood</p> <ul style="list-style-type: none">• New Rapid Flashing Beacons• New “yield to pedestrians” signs• Existing high visibility “ladder” crosswalk (upgraded 2022)• Existing yield lines (added 2022) <p>Mecartney/Verdemar/Ironwood</p> <ul style="list-style-type: none">• New Rapid Flashing Beacons at crosswalk• New “yield to pedestrians” signs• Existing high visibility “ladder” crosswalk (upgraded 2022)• Existing yield lines (added 2022) <p>Construction will take place in early 2025. Due to the curvature of the road, the marked crosswalk at Marcuse/Baywalk should be on the eastern side, where there are better sightlines. This requires concrete work in the existing median, which will be included even though concrete work is generally outside the scope of the Rapid Response program. Installing</p>	<p>Post-collision site visit held. The below improvements were installed at the end of 2023:</p> <ul style="list-style-type: none">• New high visibility “ladder” crosswalk markings across Willow• New SLOW SCHOOL XING markings stenciled on Willow street in both directions approaching the intersection*• New school crossing signage on Willow• New “shark tooth” yield lines for the crosswalk on Willow• New transverse crosswalk markings across San Antonio• New daylighting on San Antonio• New stop bar lines on San Antonio• New “cross traffic does not stop” signs under the stop signs on San Antonio <p><i>*An earlier plan included speed limit 25mph markings on the pavement, but CA MUTCD requires school crossing markings in this circumstance.</i></p>	<p>Post-collision site visit held; no infrastructure updates are planned.</p>

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	<p>flashing beacons also requires electrical work.</p> <p>A September 2023 traffic signal warrant analysis for Mecartney/Marcuse/Baywalk found that the intersection is not appropriate for a traffic signal due to insufficient vehicle volume, pedestrian volume, and other considerations.</p>		
Related education efforts and programming	<ul style="list-style-type: none"> • Social media posts about taking precautions driving with sun glare done every fall beginning in 2022. • 3/30/2023 press release: Pedestrians have died because of people driving when they couldn't see due to sun glare and humid windows • 4/3/2023 Traffic Safety Open House included educational materials about maintaining visibility while driving. • 11/1/2023 press release with Wilma Chan's children: Low visibility driving can kill 	11/15/2022-2/22/2023: Alameda Police Department partnered with Hyundai Motor America and Kia America to provide free wheel locks for owners of Hyundai and Kia vehicles without engine immobilizers.	
Initial public release link	Fatal Collision Investigation (2/8/2023)	Fatal Collision Investigation Update (4/20/2023)	Fatal Collision Investigation (1/4/2024)
Nearby upcoming infrastructure project(s) already planned	<ul style="list-style-type: none"> • Fontana Dr planned as a Neighborhood Greenway in the long term (<i>full implementation after 2030, but this RRFB acts as a partial/early implementation</i>) 	<ul style="list-style-type: none"> • Caltrans Encinal Avenue Improvement Project (<i>construction underway 2023-2024</i>) • San Jose Ave Neighborhood Greenway (<i>implementation 2025</i>) 	
Caltrans roadway	No	No	No
High Injury Corridor	No	No	No
High Crash Intersection	No	No	No
Reported collisions with injuries, 5 years prior to fatal crash	No reported injury collisions	<ul style="list-style-type: none"> • 1 bicycle/auto collision resulting in bicyclist complaint of pain (2019) • 1 bicycle/auto collision resulting in minor injuries to bicyclist (2022) 	No reported injury collisions
Aerial photo (Google maps), existing street configuration on date of crash			
Existing site configuration	<ul style="list-style-type: none"> • Uncontrolled crossing • Unmarked crosswalks • Bus stop NW corner • N/S streets are private streets 	<ul style="list-style-type: none"> • Uncontrolled crossing across Willow • 2-way stop (San Antonio stops but Willow does not) • No daylighting on San Antonio; all parking prohibited on Willow • Fire hydrant on NW corner • Traffic signal one block north at Willow/Encinal; all-way stop and high-visibility crosswalks one block south at Willow/San Jose 	<ul style="list-style-type: none"> • Two-lane curved roadway (one lane in each direction), with regular striped bike lanes, median islands, and turn pockets at intersections. • Bus stop just west of crash site.