



City of Alameda Fatal Crash Response Program: 2025 Fatal Crash Information & City Follow-Up

Last updated July 28, 2026

A part of the City of Alameda’s broader Vision Zero program, the [Fatal Crash Response Program](#) installs quick-build infrastructure updates at fatal crashes sites where possible. For this program, “quick-build” means the improvements generally avoid concrete work and can be done without significant public input. Infrastructure changes respond to conditions observed at the site, not necessarily what played a role in the collision. 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.

2025 Fatal Crash Information & City Response

	PEDESTRIAN AT RALPH APPEZZATO MEMORIAL PARKWAY (RAMP) AND CORAL SEA ST/POGGI ST
Date	Wednesday, January 15
Time	6:24 pm
Crash description (pending ongoing investigations)	A person driving a midsize SUV northbound on Poggi St made a westbound left turn onto RAMP, striking a person walking southbound across RAMP in the western crosswalk. The pedestrian died in the hospital that evening.
Mode of deceased	Pedestrian
Age of deceased	59
Infrastructure updates	Post-collision site visit held. With intersection improvements having been installed in late 2024, staff did not identify quick-build intersection improvements. In 2026, the program team applied for funding to improve safety on the RAMP corridor with the 2028 pavement program , including pedestrian safety improvements at intersections and corridor traffic calming.
Related Programmatic efforts	
Initial public release link	Investigation underway for a fatal collision (1/16/2025)
Nearby infrastructure project(s) already planned for future	In summer 2025, AC Transit updated Line 19 to bring service to RAMP, including bus stops at this intersection. In the long run, Coral Sea St is designated as a Neighborhood Greenway in the Active Transportation Plan and Poggi St is shown with a bike lane. However, these two projects are not included in the Plan’s 2030 Infrastructure Plan. <i>In late 2024, The Cross Alameda Trail Signal Improvements project constructed new curb ramps and crosswalk markings on the eastern crossing of RAMP.</i>
Caltrans roadway	No
High Injury Corridor	RAMP is a Tier 3 High Injury Corridor
High Crash Intersection	Yes
Reported collisions with injuries, 5 years prior to fatal crash	1/31/2020 FATALITY: vehicle/pedestrian collision; driver crashed his vehicle into a person on the sidewalk, killing her 12/4/2020 vehicle/bicyclist broadside collision resulting in the bicyclist reporting pain 7/20/2022 vehicle/bicyclist broadside collision resulting in the bicyclist reporting pain 12/21/2024 vehicle/vehicle broadside collision causing one person to report pain <i>Source: 2020-2022 SWITRS/TIMS; 2023-2024 APD</i>

	PEDESTRIAN AT RALPH APPEZZATO MEMORIAL PARKWAY (RAMP) AND CORAL SEA ST/POGGI ST	
Aerial photo, site configuration at time of crash		
Site configuration at time of crash	Intersection • Signalized intersection with Leading Pedestrian Interval • High-visibility continental crosswalk markings across all intersection legs RAMP: • Approximately 68’ wide roadway with lanes up 13-14’ and a narrow concrete median • 4 travel lanes (2 in each direction) plus left-turn pockets at intersection • Cross Alameda Trail parallel to RAMP just south of it • Bus stop pull-out on the far side of the intersection on the northwest side (<i>no bus service to this location in January 2025</i>)	