



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

Last updated November 12, 2025

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.

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 drove while intoxicated and at a high speed, then crashed their car 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	Post-collision site visit held. Constructed the below improvements in summer 2025. All crossing improvements are across Mecartney. Mecartney/Marcuse/Baywalk • 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 Mecartney/Fontana/Baywood • New Rapid Flashing Beacons • New “yield to pedestrians” signs • Existing high visibility “ladder” crosswalk (upgraded 2022) • Existing yield lines (added 2022) Mecartney/Verdemar/Ironwood • New Rapid Flashing Beacons at crosswalk • New “yield to pedestrians” signs • Existing high visibility “ladder” crosswalk (upgraded 2022) • Existing yield lines (added 2022) Two nearby intersections were included as well due to similar conditions. Infrastructure improvements included concrete work even though that is generally outside the scope of Fatal Crash Response program. The marked crosswalk at Marcuse/Baywalk needed to be on the eastern side where there are better sightlines due to the curvature of the road, requiring concrete work in the median.	Post-collision site visit held. The improvements below were installed at the end of 2023: • 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 <i>*An earlier plan included speed limit 25mph markings on the pavement, but CA MUTCD requires school crossing markings in this circumstance.</i>	Post-collision site visit held; no infrastructure updates undertaken.

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	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.		
Related education efforts and programming	• 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 • 2023 and 2024 Traffic Safety Open House events 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	• 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>)	• Caltrans Encinal Avenue Improvement Project (<i>construction completed 2025</i>) • San Jose Ave Neighborhood Greenway (<i>implementation 2026</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	• 1 bicycle/auto collision resulting in the bicyclist reporting pain, but no visible injuries (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 on date of crash	• Uncontrolled crossing • Unmarked crosswalks • Bus stop NW corner • N/S streets are private streets	• 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	• 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.