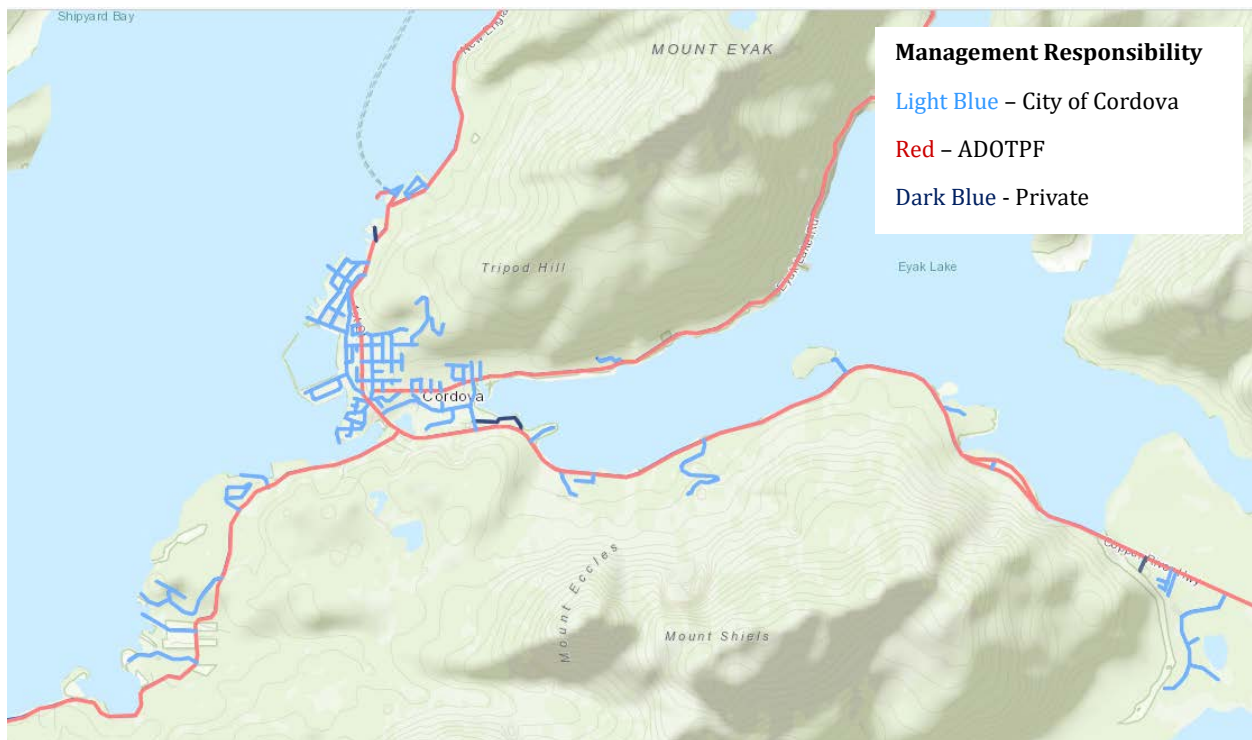


# Appendix 7: Transportation Background

## Transportation: What Exists Today

Cordova is accessible by plane or boat. The Alaska Marine Highway System provides scheduled ferry service, connecting Cordova with the communities of Whittier, Valdez, Tatitlek, and Chenega. Barge service to Cordova is year-round.

Figure 49: Road Maintenance Responsibilities in the City of Cordova



Source: Alaska Department of Transportation and Public Facilities; map generated by Kittelson & Associates

Figure 49 depicts road maintenance responsibilities for roads in the core areas of town. Roads within Cordova are maintained by the city's public works department and major connectors are managed by the Alaska Department of Transportation and Public Facilities (DOTPF), Northern Region. The City of Cordova's street maintenance crews are responsible for maintaining local roadways. Issues related to maintenance are summarized below:

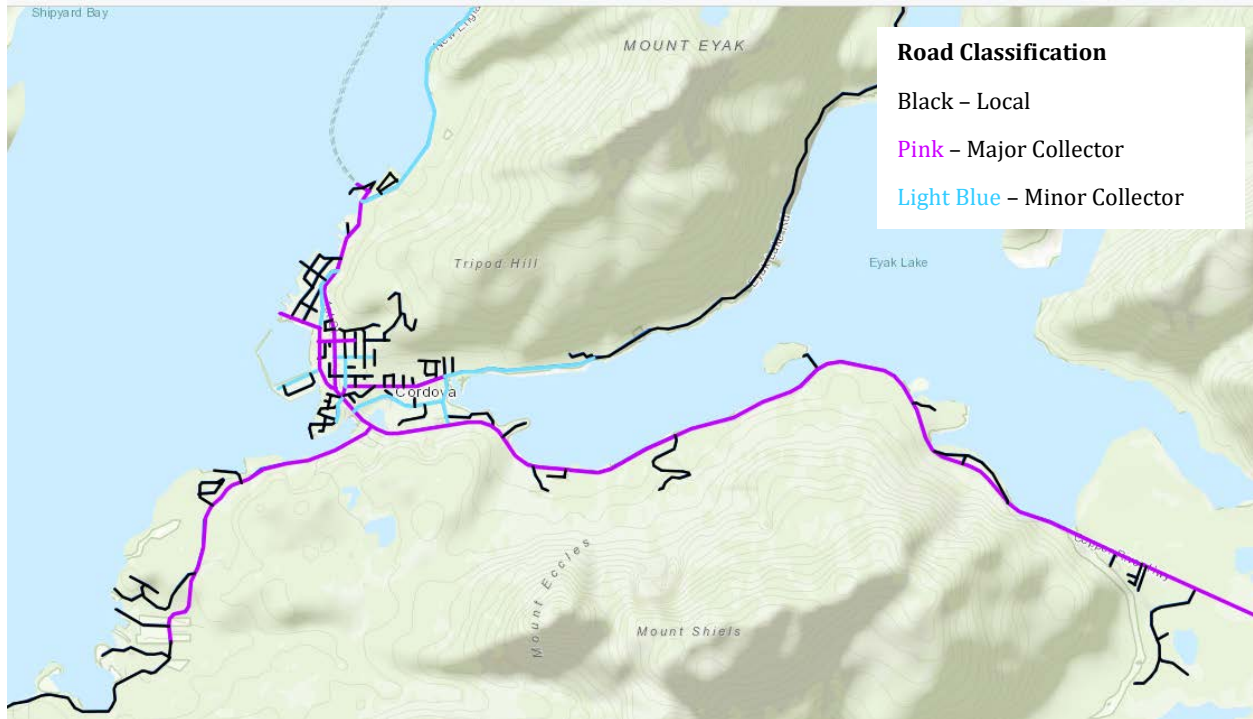
- Due to funding constraints and the resulting inability to provide regular chip seal coats, many roads are beginning to fail. Over the last several years, the focus has been to patch asphalt roads to get them through the winter months.
- Except for Railroad Avenue and Harbor Loop (rehabilitated in 2017), most asphalt roads are over twenty years old and pavement is less than ½ inch thick in many places. This deterioration causes significant weather-related potholes. New asphalt, drainage, curb and

gutter and sidewalks are necessary for many roadways to improve the life and functionality for all modes and decrease maintenance costs.

## Traffic Volumes

DOTPF applies six classifications to roadways in rural Alaska: Interstate, Other Principal Arterial, Minor Arterial, Major Collector, Minor Collector, and Local Road. Cordova only has local and collector roadways (Figure 50).

Figure 50: Road Classifications in the City of Cordova



Source: Alaska Department of Transportation and Public Facilities; map generated by Kittelson & Associates

The DOTPF online Geographic Information System (GIS) maps include average annual daily traffic (AADT) volumes for years 2014 through 2017 for most major roadways (Figure 51). Over the last four years, traffic has declined on all roadways in Cordova except for Nicholoff Way, South 2<sup>nd</sup> Avenue and the Copper River Highway.

Figure 51: Average Annual Daily Traffic Volumes in the City of Cordova, 2014-2017

Average Annual Daily Traffic Volumes	2014	2015	2016	2017
New England Cannery Road	768	748	703	714
New England Cannery Road	1,309	1,115	1,114	1,097
N Railroad Avenue	629	510	479	486
1 <sup>st</sup> Street	1,296	1,106	1,105	1,089
Breakwater Avenue	1,474	1,457	1,456	1,434
Council Avenue	1,279	1,014	1,013	998
N Railroad Avenue	2,467	2,368	2,367	2,332
2 <sup>nd</sup> Street	1,430	1,143	1,236	1,218
1 <sup>st</sup> Street	3,181	2,948	2,946	2,903
Browning Avenue	531	432	406	412
Nicholoff Way	0	0	709	720
Lake Avenue	1,979	1,578	1,577	1,554
AK-10	4,186	3,998	3,996	3,938
South 2nd Avenue	605	624	674	684
Chase Avenue	1,176	1,200	1,129	1,147
Point Whitshed Road	1,205	1,260	1,256	1,206
AK-10	2,065	2,073	2,072	2,042
Copper River Highway	1,571	1,632	1,631	1,607
Lefevre	1,043	849	798	810

Source: Alaska Department of Transportation and Public Facilities

## Safety

A review of the Federal [Fatality Analysis Reporting System \(FARS\)](#) from 2014 to 2016 revealed one motor vehicle crash fatality in 2016 at the intersection of 1<sup>st</sup> Street and North Railroad Avenue. Speeding and driving under the influence were factors. No pedestrian or bicycle fatalities occurred between 2014 and 2016.

## Transportation Priorities

The City of Cordova prepared a draft project priority list in 2015 which is summarized below. The City of Cordova Public Works Department also maintains a priority project list, available here: [www.cityofcordova.net/government/planning/roads](http://www.cityofcordova.net/government/planning/roads).

The Alaska Statewide Transportation Improvement Program (STIP) is the state's four-year program for transportation system preservation and development. It includes interstate, state and some local highways, bridges, ferries and public transportation, but does not include airports or non-ferry-related ports and harbors. The following list represents system improvements for

Cordova for which partial or full federal funding is approved and that are expected to take place during the four-year duration of the STIP.

Figure 52: Cordova STIP Projects 2018 to 2021

	Description	Status
Whitshed Road and Pedestrian Improvements	Provide pedestrian accommodations along Whitshed Road from the intersection with the Copper River Highway to the intersection with Orca Inlet Drive. Approximately 0.75 miles in length.	Design Funding 2018
Shepard Point Road	Construct approximately 4 miles of road from Orca Cannery to the deep-water port site at Shepard Point. The State of Alaska's contribution of federal-aid funds to the Native Village of Eyak's Shepard Point Road project will be transferred to Federal Highway Administration (FHWA) Western Federal Lands Highway Division, pursuant to 23 USC 104(k), as a contribution to this Indian Reservation Road Program project. (TTIP Project #: NVE 0601).	Construction 2018
Eyak River Recreation Area Rehabilitation Access Road	Re-route the direction of traffic entering the Eyak River boating site by creating an alternative access road into the site, widening and improving the boat ramp and parking area, redesigning the boat launch and providing more clearly defined parking spaces. (To be delivered by Chugach National Forest)	
Source: Alaska Department of Transportation and Public Facilities		