

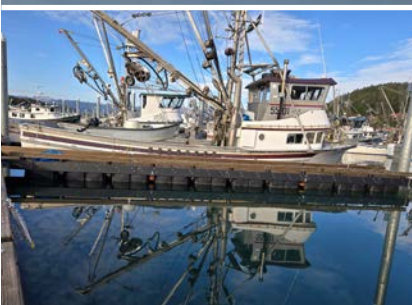
CORDOVA

COMPREHENSIVE SAFETY ACTION PLAN

VISION ZERO



*Prepared by the Alaska Municipal League
Adopted by the City of Cordova September 2026*



Abstract

The City of Cordova's Comprehensive Safety Action Plan was funded through the FHWA's Safe Streets and Roads for All program, utilizing a Safe Systems Approach in its development.

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Acronyms

ACS.....	American Community Survey
AMHS.....	Alaska Marine Highway System
AML.....	Alaska Municipal League
ANCSA.....	Alaska Native Claims Settlement Act
ATV.....	All-terrain vehicle
CEDS	Comprehensive Economic Development Strategy
City	City of Cordova
CVFD	Cordova Volunteer Fire Department
DOT&PF.....	Alaska Department of Transportation and Public Facilities
E911	Enhanced 911
EMS.....	Emergency Medical Services
FHWA.....	Federal Highway Administration
Kinney.....	Kinney Engineering, LLC
NVE	Native Village of Eyak
OHV.....	Off-highway vehicle
PWSEDD	Prince William Sound Economic Development District
RRFB.....	Rectangular Rapid Flashing Beacon
SAP	Safety Action Plan
SS4A.....	Safe Streets for All
SWAMC.....	Southwest Alaska Municipal Conference
USCB.....	U.S. Census Bureau
USCG.....	U.S. Coast Guard
WLB-213	USCG Cutter Fir

Definitions

Safe Streets for All: A United States Department of Transportation federal grant initiative aimed at reducing roadway fatalities and serious injuries to zero. It funds local, regional, and Tribal initiatives to develop and implement safety action plans for all users, including pedestrians, cyclists and motorists.

Serious accident: An accident that results in bodily injury to any person, death of any person, or total property damage to an apparent extent of \$2,000 or more. The driver must notify the local police department or Alaska State Troopers if the accident occurs outside of a municipality (Alaska Statute 28.35.080).

Vision Zero: A global strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.

Resolution to Adopt Plan

CITY OF CORDOVA, ALASKA RESOLUTION 09-26-26

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORDOVA, ALASKA ADOPTING THE CITY OF CORDOVA COMPREHENSIVE SAFETY ACTION PLAN

WHEREAS, the City of Cordova recognizes that a safe, accessible, and resilient transportation system is essential to the health, safety, mobility, economic vitality, and quality of life of the community; and

WHEREAS, the City of Cordova participated in the Alaska Municipal League's Safe Streets and Roads for All (SS4A) planning initiative to develop a locally informed, data-supported, and community-informed Comprehensive Safety Action Plan; and

WHEREAS, the City of Cordova recognizes that transportation safety is a shared responsibility and that safe transportation facilities should serve all users, including motorists, pedestrians, bicyclists, children, elders, persons with disabilities, ATV/OHV users, commercial and seasonal users, and persons who do not have access to a private vehicle; and

WHEREAS, the City of Cordova Comprehensive Safety Action Plan identifies transportation safety conditions, crash risks, community concerns, high-risk locations, and prioritized infrastructure, behavioral, operational, and policy strategies intended to reduce the frequency and severity of roadway crashes and improve safety for all transportation users; and

WHEREAS, the City of Cordova experiences unique transportation conditions associated with its geographic isolation, severe winter weather, seasonal changes in population and traffic, limited transportation infrastructure, marine and aviation connections, constrained emergency response resources, and the interaction of pedestrians, bicyclists, motor vehicles, ATV/OHV users, freight, harbor activity, and other transportation users; and

WHEREAS, the Comprehensive Safety Action Plan was developed using the principles of the United States Department of Transportation's Safe System Approach, which recognizes that death and serious injury resulting from transportation crashes may be preventable through safer system design, appropriate speeds, safer road users, safer vehicles, post-crash care, and proactive risk reduction; and

WHEREAS, the Comprehensive Safety Action Plan identifies priority safety needs and strategies including, but not limited to, safer pedestrian and bicycle facilities, school-area safety, safer crossings and intersections, traffic calming and speed management, roadway visibility and delineation, winter maintenance, drainage and roadway condition improvements, harbor and ferry-area safety, emergency access, safety education, roadway and asset management, data collection and monitoring, and coordination among other community and regional partners; and

WHEREAS, adoption and continued implementation of the Comprehensive Safety Action Plan will strengthen the City's ability to identify, prioritize, develop, and seek funding for transportation safety projects through SS4A and other federal, state, regional, local, and private funding opportunities; and

WHEREAS, the City Council finds that adoption of the Comprehensive Safety Action Plan is in the best interest of the residents, businesses, visitors, workers, and transportation users of the City of Cordova and provides an appropriate framework for advancing transportation safety and pursuing resources to implement identified safety improvements;

NOW, THEREFORE, BE IT RESOLVED THAT

Section 1. The City Council of the City of Cordova, Alaska, hereby adopts the Cordova Comprehensive Safety Action Plan as a guiding document for transportation safety improvements and future grant funding efforts.

Section 2. The City Council supports continued efforts to pursue federal, state, and other grant funding opportunities to implement the safety improvements and strategies identified in the Cordova Comprehensive Safety Action Plan.

PASSED AND APPROVED THIS 16 DAY OF SEPTEMBER 2026.



Kristin Smith, Mayor

ATTEST:

Colette Gilmour, Deputy City Clerk

Executive Summary

The City of Cordova (City) is a coastal community in Prince William Sound with a population of approximately 2,400 residents. The community's economy is tied to commercial fishing, seafood processing, marine transportation, recreation, tourism, healthcare, and public services. The community experiences seasonal fluctuations as seasonal fishing crews, seafood workers, visitors, and recreational users increase activity around the harbor, ferry terminal, downtown, and key access roads. Because Cordova is not connected to Alaska's road system, people rely on a local road network connected to marine and aviation facilities, including the harbor, ferry terminal, Cordova Municipal Airport, and Merle K. "Mudhole" Smith Airport.

Purpose

This Safety Action Plan identifies initiatives to prevent roadway fatalities and serious injuries. The plan reflects local conditions, available data, and community input.

Safety Concerns

Through crash data analysis, plan review, interviews, and community engagement, several recurring safety concerns were identified:

- Crash patterns and public input identify priority safety locations where traffic conflicts, pedestrian and bicycle exposure, seasonal activity, and roadway conditions overlap. These include the community core, school-area corridors, waterfront access areas, neighborhood streets, and higher-speed approaches.
- Pedestrians and bicyclists face safety risks where sidewalks, shoulders, crossings, or separated routes are missing, especially near schools, recreation areas, the harbor, ferry terminal, and residential neighborhoods. The public prioritizes bicycle and pedestrian safety projects.
- Winter conditions, darkness, rain, snow, ice, drainage issues, faded markings, and seasonal traffic surges, as well as poor roadway condition, increase risk for all road users.
- Severe crash risk is tied to roadway departure, impaired driving, and higher-speed corridors.

Strategies

To address these concerns, the Safety Action Plan identifies and prioritizes strategies across four categories:

- Infrastructure: Build safer pedestrian, bicycle, crossing, traffic-calming, and corridor improvements near schools, downtown, intersections and roadways of concern, the harbor/ferry area, and higher-speed approaches.
- Behavioral: Focus education and outreach on impaired driving, speeding, winter travel, young drivers, and pedestrian/bicyclist visibility.
- Operational: Improve roadway maintenance, signage/markings upkeep, traffic management, emergency response, hazard reporting, and data monitoring in priority safety locations.
- Policy: Institutionalize SS4A priorities through Complete Streets practices, capital planning, asset management, partner coordination, and regular safety review.

These strategies are phased into short-, mid-, and long-term projects, enabling Cordova to implement low-cost, high-impact improvements immediately while planning for major capital projects over time.

"Vision Zero" Outcome

No loss of life is acceptable. Crashes are preventable through improved system design and community action. Design, policy, and outreach can accommodate human error and limit serious injury.

The overarching goal of this Safety Action Plan is to achieve zero roadway fatalities and serious injuries through a phased, realistic, and community-supported strategy.

Introduction and Safety Framework

Purpose and Plan Overview

This Safety Action Plan (SAP) documents the City of Cordova's (City's) approach to transportation safety and its participation in the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) program.

The plan establishes a safety framework for identifying risk and prioritizing actions that reduce the likelihood and severity of serious injuries on local roads. This approach responds to local conditions, including geographic isolation, limited emergency response capacity, harsh weather, and aging transportation infrastructure.

Safety Goal Framework

The Safety Action Plan applies a Vision Zero-based Safe System framework to transportation safety planning and investment. The framework emphasizes proactive risk reduction rather than reliance on crash history alone, recognizing the limitations of reported data in small, remote communities.

The Safe System approach focuses on roadway design, operational practices, and user behavior to reduce both crash risk and injury severity and to limit the consequences of human error.

Under this framework, the City prioritizes:

- Reduced exposure to roadway hazards
- Protection of vulnerable users, including pedestrians, elders, youth, and all-terrain vehicle (ATV)/off-highway vehicle (OHV) operators
- Incremental safety improvements aligned with local capacity and available funding
- Use of observational data and community input to supplement limited crash records

This framework guides project selection, policy development, and maintenance priorities under this Safety Action Plan.

Vision Zero Goals

The Vision Zero framework reflects the principle that transportation system design and operation influence whether human error results in fatal or serious injury. The framework emphasizes speed management, proactive risk identification, and protection of vulnerable users.

Within this framework, the Safety Action Plan establishes the following safety goals:

- **Short-term (by 2030):** A 50 percent reduction in roadway fatalities and serious injuries, measured using available crash data and supplemented with observational data and community input
- **Long-term (by 2045 or sooner):** Elimination of roadway fatalities and serious injuries

These goals provide a basis for evaluating progress and prioritizing safety actions over time.

Because crash data in small, remote communities is underreported, the baseline incorporates qualitative input from city staff, first responders, and community members.

Policy adoption (through Resolution) supports long-term consistency but is not required for near-term implementation.

Rural Realities

This Safety Action Plan recognizes the role of local governments as the primary implementers of transportation safety actions in rural communities. City governments operate and maintain many of the public systems that affect roadway safety, including local roads and drainage, public facilities, utilities, land use decisions, and emergency coordination.

Even where land ownership, risk factors, or regulatory authority are shared with Tribal, state, or federal entities, local governments carry day-to-day responsibility for implementation. This plan provides a practical framework for coordinating safety actions across jurisdictions and advancing improvements within existing local authority and capacity.

Community Context

Community Profile and Transportation Conditions

Cordova is a coastal community at the southeastern end of Prince William Sound on Orca Inlet. Located at the base of Eyak Mountain, the community is approximately 150 miles southeast of Anchorage and 52 miles southeast of Valdez. Figure 1 shows the City's location within Alaska and Prince William Sound. Cordova is part of the Chugach Census Area.

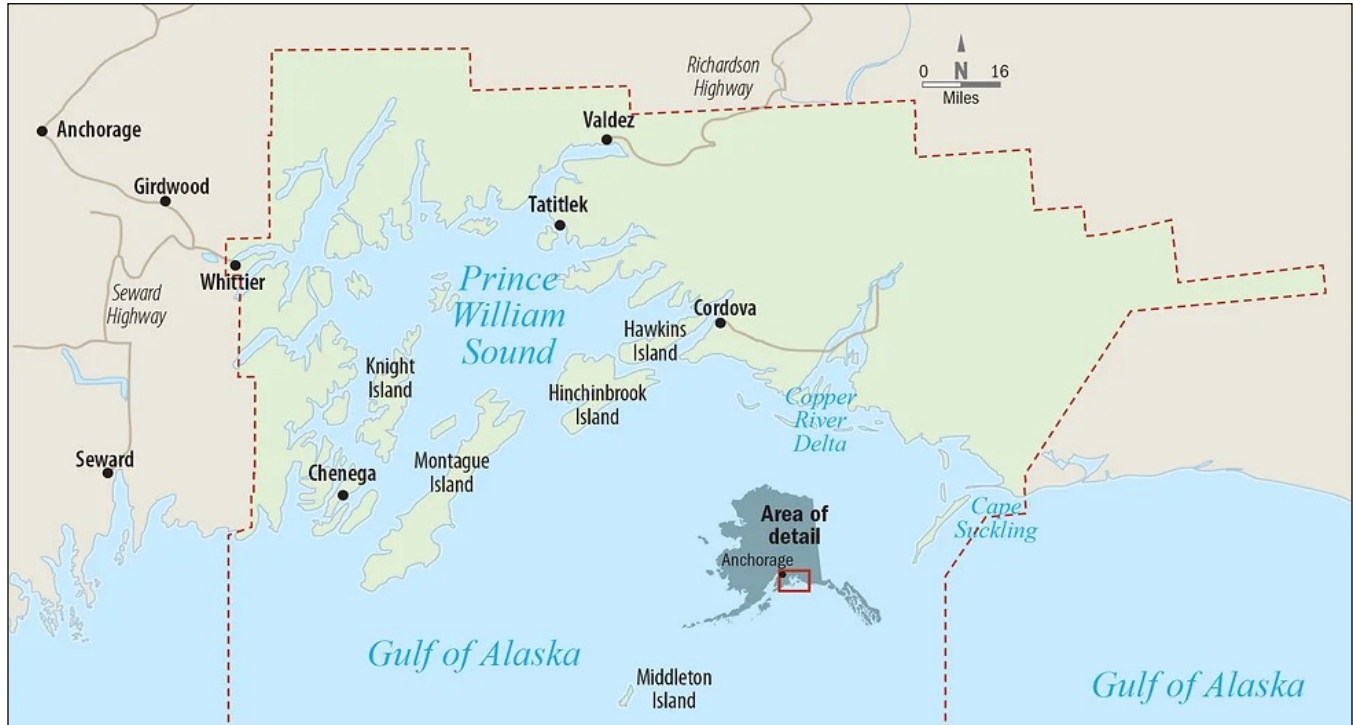


FIGURE 1: Map of Cordova's Location within Prince William Sound (Source: Prince William Sound Economic Development District)

The Prince William Sound region has a coastal climate that experiences mild temperatures, heavy precipitation, erratic winds, and heavy rainfall (McKinley Research Group, 2021). Cordova's average annual precipitation is about 90 inches, and average annual snowfall is about 101 inches.

The community's economy is closely tied to the Copper River fishery but also includes tourism and outdoor recreation (City, 2019). The Prince William Sound Economic Development District (PWSEDD) identifies seafood, marine transportation and support services, and tourism and outdoor recreation among the regional industries (PWSEDD, 2026). Healthcare, education, and government services provide the largest share of jobs in Cordova, according to U.S. Census Bureau (USCB) data; refer to the Demographics and Mobility Considerations section for a detailed discussion.

The Native Village of Eyak (NVE) is the federally recognized Tribe based in Cordova, which is comprised of Eyak, Chugach Region People, Tlingit, and Athabaskan people (Native Village of Eyak, 2026a). The Eyak Corporation is Cordova's Alaska Native Claims Settlement Act (ANCSA) village corporation and one of five village corporations in the Chugach region. As of 2024, the corporation had 636 shareholders (Eyak Corporation, 2026).

Cordova City School District includes Mt. Eccles Elementary School and Cordova Jr/Sr High School (Cordova City School District, 2026). There is also a Correspondence program. Approximately 140 students are enrolled in Cordova Jr/Sr High School, 194 are enrolled in Mount Eccles Elementary School, and 5 are enrolled in the Correspondence program (McKinley Research Group, 2021).

Healthcare is provided through the Cordova Community Medical Center, a critical access hospital that offers emergency, behavioral, acute, primary, and long-term care services (Cordova Community Medical Center, 2026). Additionally, the Ilanka Community Health Center is operated by the NVE and provides primary health, behavioral health, and ambulatory care (NVE, 2026b).

Housing availability is a persistent challenge in Cordova. Housing costs are steep due to higher construction costs and median incomes, as well as limited developable land (City, 2019). Additional, affordable housing is needed both to accommodate locals and support the influx of seasonal residents who work in the commercial fishing, seafood processing, and tourism industries.

Transportation and Mobility

Cordova is not connected to the statewide road system. Access is primarily by air and water; Figure 2 provides an overview of the City's broader transportation system.

The State-owned Merle K. (Mudhole) Smith Airport offers scheduled passenger and cargo service to Cordova and is located approximately 11 miles southeast of the City center. While direct flights are available from Anchorage to Cordova, flight options have generally declined in recent years (City, 2019). Just east of downtown is the Cordova Municipal Airport – a gravel airstrip supporting non-commercial traffic – and a seaplane landing area on Eyak Lake.

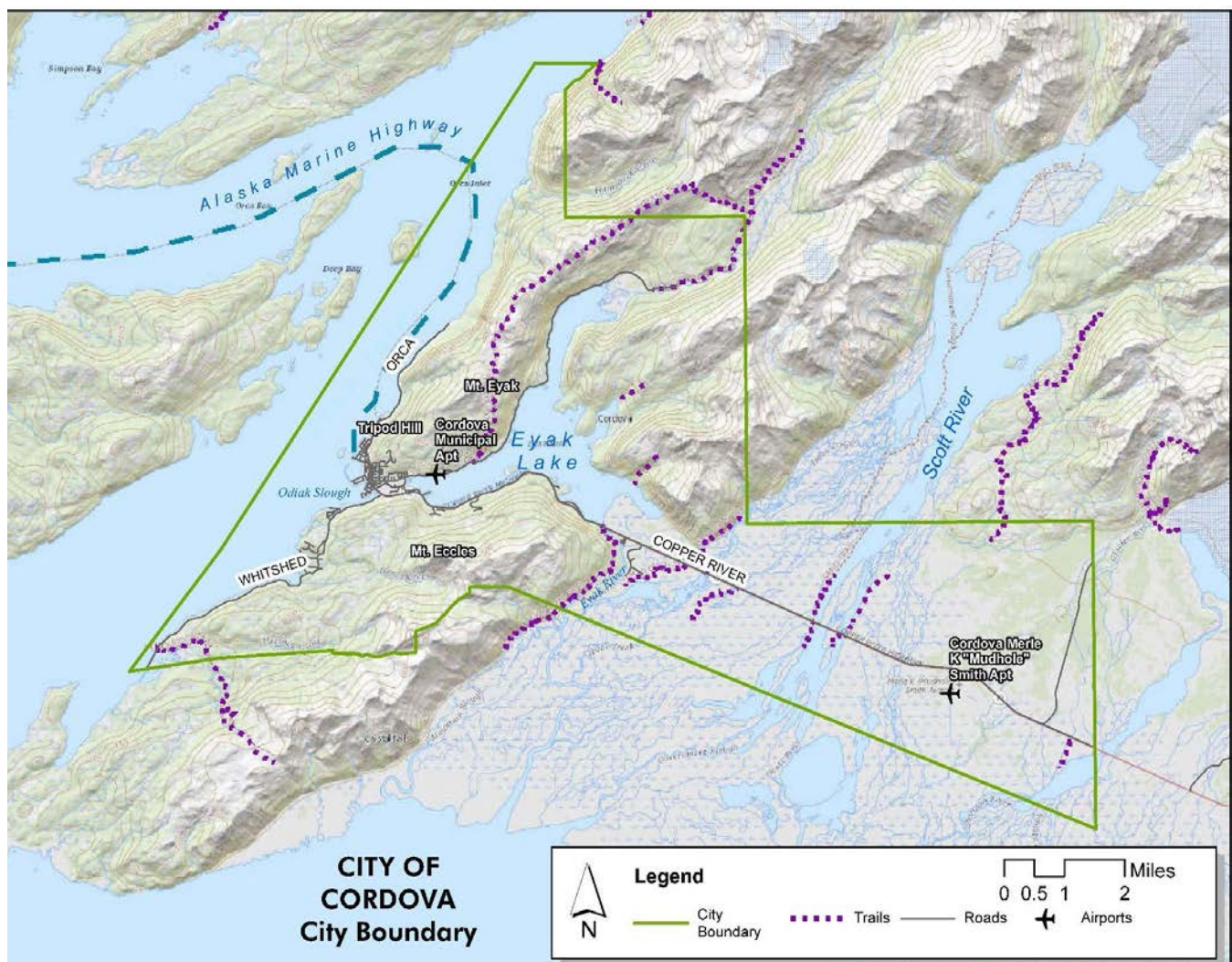


FIGURE 2: Map of Transportation Routes in Cordova (Source: City, 2019)

The Alaska Marine Highway System (AMHS) provides scheduled service to Cordova, connecting it with the communities of Whittier, Tatitlek, Chenega, and Valdez. The ferry is received at the Cordova Ferry Terminal about 1 mile north of the city center. The ferry service can be unreliable due to weather disruptions and vessel downtime. A project is currently underway to update Cordova's ferry terminal dock to receive a newer class of ferry vessels (Alaska Department of Transportation & Public Facilities [DOT&PF], 2026a).

Securing reliable and affordable air and ferry service was identified as one of the community's primary transportation goals in the 2019 Comprehensive Plan (City, 2019). Community feedback emphasized that affordable and dependable air and marine transportation are critical to community resilience, economic activity, freight movement, and resident retention.

The recently renovated Cordova Small Boat Harbor, which supports tourism and commercial fishing activities, has capacity for 727 vessels and also provides seaplane moorage (City, 2026a).

Within Cordova, mobility is supported by a compact local street network, with local roads maintained by the City and major connectors maintained by DOT&PF. Figure 3 provides an overview of locally and state-maintained roads.

The Copper River Highway provides access to the commercial airport, while Whitshed Road connects the City center to residential areas. Both are DOT&PF-maintained, with Copper River Highway identified as a major collector and Whitshed Road as a minor collector (DOT&PF, 2026b; Cordova, 2019). Locally maintained Chase Avenue provides access to the Cordova Community Medical Center.

The 2019 Comprehensive Plan notes that local roads are aging and experiencing pavement deterioration due to funding limitations, drainage issues, and severe winter weather (City, 2019). Improvements to road surfaces, drainage systems, sidewalks, and pedestrian facilities are necessary to improve safety and extend infrastructure life. In a survey delivered to community members as part of plan development, respondents placed high priority on addressing roadway operations and maintenance challenges (see the Engagement and Collaboration section for survey details).

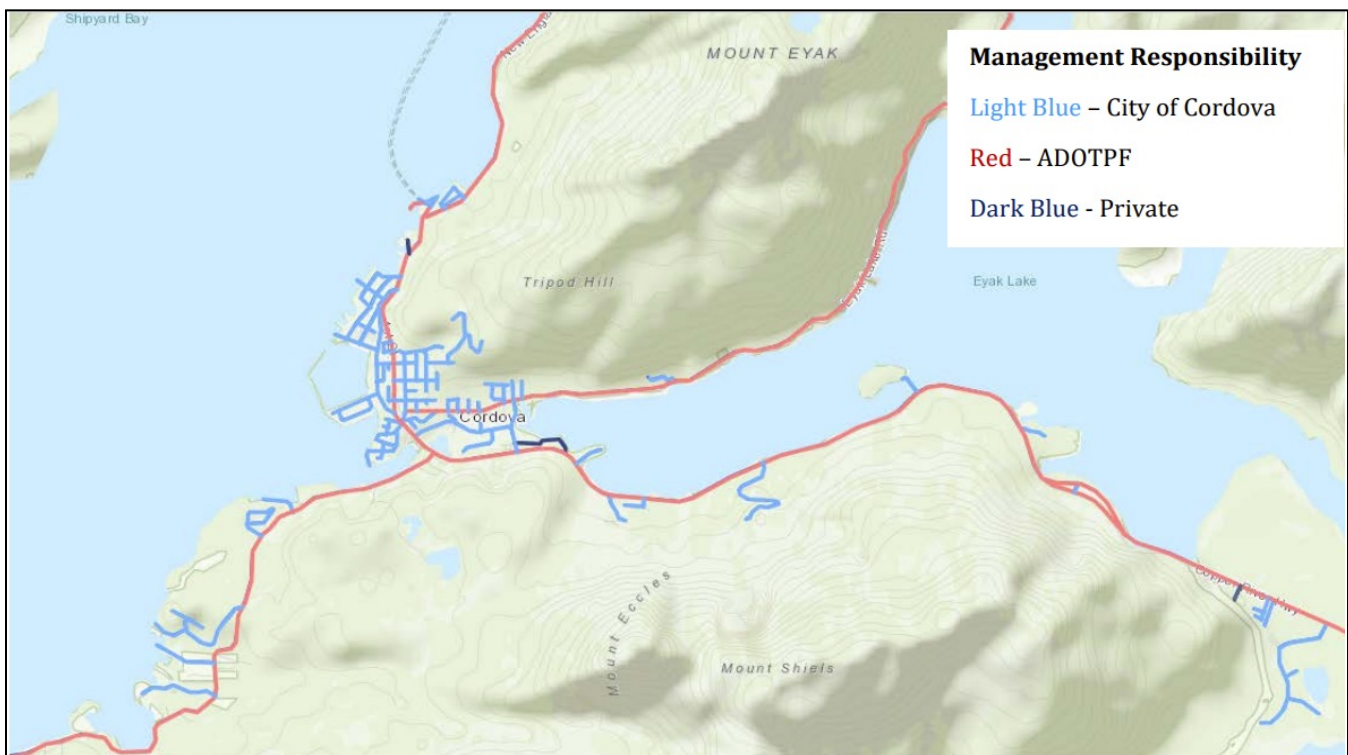


FIGURE 3: Road Maintenance Responsibilities (Source: City, 2019)

There is no fixed-route public transit service, but walking and bicycling are important transportation options within the community. The 2019 Comprehensive Plan calls for expanded pedestrian and bicycle infrastructure, including improved connections between the ferry terminal, downtown, schools, harbor facilities, canneries, residential neighborhoods, the airport corridor, and recreational destinations. The City's transportation goals include providing year-round pedestrian and bicycle facilities usable by people of all ages and abilities. Additionally, survey responses show that Cordova's local mobility commonly revolves around walking, and respondents prioritized pedestrian and bicycle infrastructure improvements.

As noted previously, the Copper River Highway serves as an important transportation corridor, providing access to the airport as well as subsistence and recreational resources. However, flooding, channel migration, erosion, and earthquake-related damage have left portions of the route beyond Mile 36 impassable, creating ongoing transportation and access challenges (City, 2019). Planning efforts seek to improve long-term resilience, multimodal access, and connectivity along the corridor.

Demographics and Mobility Considerations

Cordova has a population of approximately 2,453 people (USCB, 2024a). Residents under 18 years old make up about 18.8% of the population, while those over 65 years old account for about 20.3%. Together, these potentially vulnerable groups account for over a third of Cordova's total population. The community's median age is approximately 38 years, providing a substantial working-age population.

Age distribution has important transportation implications, and the 2019 Comprehensive Plan specifically identifies the need for trails and pedestrian facilities that accommodate seniors, children, strollers, and individuals with disabilities (City, 2019, p. 47).

Table 1 shows Cordova's population breakdown by race. The population is predominately white, with American Indian and Alaska Native people making up approximately 3.2% of the population. About 8.9% of the population identifies as Asian, while 14.1% identify as two or more races. In addition to the data in the following table, 3.3% of the population identified as Hispanic or Latino.

TABLE 1: Cordova Race Data (USCB, 2024a)

Race	No. of Residents	Percentage of Population
White	1,764	71.9%
Black or African American	5	0.2%
American Indian and Alaska Native	78	3.2%
Asian	219	8.9%
Native Hawaiian or Other	2	0.1%
Some Other Race	40	1.6%
Two or More Races	345	14.1%
Total	2,453	100%

According to 2024 American Community Survey (ACS) 5-year estimate data profiles, Cordova's unemployment rate is 8.4%, higher than Alaska's recorded rate of 5.9% (USCB, 2024b). Data indicates that 2.9% of the population had income that was below the poverty level in the past 12 months, compared to 10.1% for the state.

The per capita income in Cordova is \$42,392, compared to the state per capita income of \$46,573 (USCB, 2024b).



The “Educational services, and health care and social assistance” industry is the largest employment sector in Cordova, representing 25.4% of the city’s 1,073 employed residents (USCB, 2024b). The second-largest employment sector is public administration, representing 13.0% of employed residents. This is followed by “agriculture, forestry, fishing and hunting, and mining” at 10.4% and manufacturing (which includes seafood processing) at 8.7%.

Table 2 shows the common methods of commuting to work, according to the 2024 ACS data. The majority of residents drive alone to work, while about 20% walked.

TABLE 2: Worker Commute Method (USCB, 2024b)

Commuting Method	Percentage of Workers 16 years and over
Car, truck, or van – drove alone	57.6%
Car, truck, or van – carpooled	9.5%
Public transportation	0.0%
Walked	20.3%
Other means	8.5%
Worked from home	4.0%

Seasonal fluctuations associated with commercial fisheries, seafood processing, and tourism create substantial variation in workforce size and travel demand throughout the year.

High transportation costs and housing constraints affect workforce attraction and retention, according to the City’s comprehensive plan. Community feedback on the plan consistently identified affordable and reliable transportation connections to Anchorage and other regional communities as important for quality of life, economic opportunity, and long-term population stability.

Emergency Response and Environmental Context

Emergency Response

Emergency services in Cordova include the Cordova Police Department and Cordova Volunteer Fire Department (CVFD). The CVFD operates two fire stations over a 72-square-miles service area and provides fire and ambulance service 24 hours a day, 7 days per week (CVFD, 2026). There are approximately 20 to 30 volunteer firefighters and medics, supplemented by City staff. Cordova Community Medical Center serves as the community's Critical Access Hospital and provides emergency care services.

There is additionally Alaska State Trooper and U.S. Coast Guard (USCG) presence in Cordova; the USCG Cutter FIR (WLB-213) is homeported in Cordova and maintains commercial vessel traffic in Prince William Sound (USCG, 2026).

Because Cordova is not connected to Alaska's road system, emergency response depends heavily on the reliability of local roads, airport facilities, harbor infrastructure, and marine and aviation transportation.

Environmental Context

Cordova is located between Prince William Sound and the Copper River Delta in a coastal environment surrounded by glacially carved mountains and wetlands. The area experiences a Gulf Coast maritime climate characterized by mild temperatures, moderate winters, and high precipitation, specifically heavy rainfall (City, 2026b). From 1991 to 2020, the mean maximum and minimum temperature were 61.6 and 19.7 degrees Fahrenheit, respectively. The mean total annual precipitation over the same period was 86 inches.

Flooding, earthquakes, avalanches, and tsunami/seiche events are among the high-probability hazards, with erosion, landslides, and severe weather also posing risks to transportation infrastructure and critical facilities (City, 2026c).

Areas most vulnerable to riverine flooding include Eyak Lake and Eyak River, while outburst flooding from a lake adjacent to Scott Glacier occasionally drains into the Scott River (City, 2026c). Additionally, transportation corridors including Power Creek Road, New England Cannery Road, Breakwater Avenue, and the Copper River Highway – as well as the small boat harbor – are vulnerable to coastal flooding events. Low-lying exposed shorelines in Cordova are vulnerable to storm surge. Storm events have damaged City roads and the Copper River Highway. In 2023, a combination of king tides and strong winds caused failure of a section of New England Cannery Road, which required emergency stabilization measures.



Planning Process and Structure

Planning Process

This Safety Action Plan was developed through the Alaska Municipal League's (AML) Safe Streets for All planning project, which used a cohort model to support safety action planning across 19 Alaskan communities. The shared approach combined regional coordination with community-specific support, allowing small, remote communities to access technical assistance, data resources, and planning expertise.

The Safe Streets and Roads for All (SS4A) program, established under the Bipartisan Infrastructure Law, supports locally driven efforts to reduce roadway fatalities and serious injuries and aligns with the U.S. Department of Transportation's National Roadway Safety Strategy.

The planning process documented local conditions, incorporated resident input, and identified practical strategies to reduce transportation-related risk. The resulting priorities guide implementation and future funding applications for infrastructure, education, and operational improvements.

Safe System Approach

The Safety Action Plan applies the Safe System Approach, addressing human error through roadway design, operating practices, and speed management to reduce crash risk and injury severity for all users, including pedestrians, elders, youth, and ATV/OHV operators.

The Safety Action Plan organizes strategies under six focus areas, consistent with the Alaska Strategic Highway Safety Plan and the National Roadway Safety Strategy:

- Safer Roads
- Safer Speeds
- Safer People
- Safer Vehicles
- Post-Crash Care
- Equity and Proactive Risk Management

Strategies under each focus area reflect local conditions such as deteriorated road surfaces, limited lighting, harsh weather, and emergency response constraints.



Planning Structure and Responsibilities

A shared planning structure combined local leadership with regional coordination and statewide technical assistance, supporting community ownership and access to resources needed for implementation.

Planning was guided by a Community Safety Planning Team that included local government, school and clinic staff, residents with direct knowledge of transportation safety conditions, and regional partners with infrastructure and planning expertise. Where existing community groups were active, their input was incorporated to support alignment and avoid duplication.

Roles were distributed across local, regional, and statewide partners to support coordination and technical review. A designated Local Safety Contact coordinated meetings, supported resident engagement, validated safety information, and reviewed materials for local accuracy. AML staff provided project management, supported plan development and engagement activities, and facilitated consistency with SS4A guidance and Vision Zero principles.

Implementation and Continuity

Implementation and future funding activities allow flexibility based on local capacity. AML maintains project documentation and provides support during subsequent phases of the SS4A program, including grant application assistance, plan updates, and progress evaluation.

Safety Analysis

A safety analysis was conducted by Kinney Engineering, LLC (Kinney) in 2025 (Appendices A and B). The analysis reviewed DOT&PF crash data collected by local police, Alaska State Troopers, and self-reports on the DOT&PF website over a 10-year period. This analysis assumes that more crashes occurred than were reported (Kinney, 2026).

Baseline Conditions and Crash History

Between 2014 and 2023, 101 reported crashes occurred within the Cordova study area. Most crashes were concentrated in the downtown area, with additional crashes occurring along the Copper River Highway corridor as it leaves town and along Whitshed Road. Three crashes could not be mapped because their locations were unknown.

Two fatal crashes occurred during the study period. Both were single-vehicle run-off-road crashes that occurred outside the downtown area, and both involved impaired drivers. One occurred in 2016 on the Copper River Highway corridor and the second occurred in 2023 on Whitshed Road.

Crash patterns suggest downtown crashes are largely associated with vehicle interactions, parking activity, and local circulation, while crashes occurring outside the downtown core are more likely to involve roadway departure, higher travel speeds, and winter driving conditions.

TABLE 3. Cordova Crashes by Year and Severity, 2014-2023

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
No Apparent or Unknown Injury	6	8	11	9	15	4	10	9	1	2
Suspected Minor/Possible Injury	5	2	2	1	6	1	3	0	0	0
Suspected Serious Injury	0	2	0	0	0	1	0	1	0	0
Fatal Injury	0	0	1	0	0	0	0	0	0	1
Total	11	12	14	10	21	6	13	10	1	3

Crash Trends and Risk Factors

By Location

Crash clusters were most apparent within downtown Cordova. A string of crashes is identified along the area where Copper River Highway intersects Whitshed and then becomes 1st Street. Many downtown clusters of crashes occur at intersections, including where Railroad Avenue intersects Nicholoff Way, Council Avenue, and 1st Street; where 1st Street intersects Council; and where 2nd Street intersects Lake Avenue and Browning Avenue. Commercial, residential, harbor, and public service facilities are concentrated in this area.

Additional crashes occurred along Whitshed Road and the Copper River Highway corridor, including segments connecting to the airport and outlying residential areas.

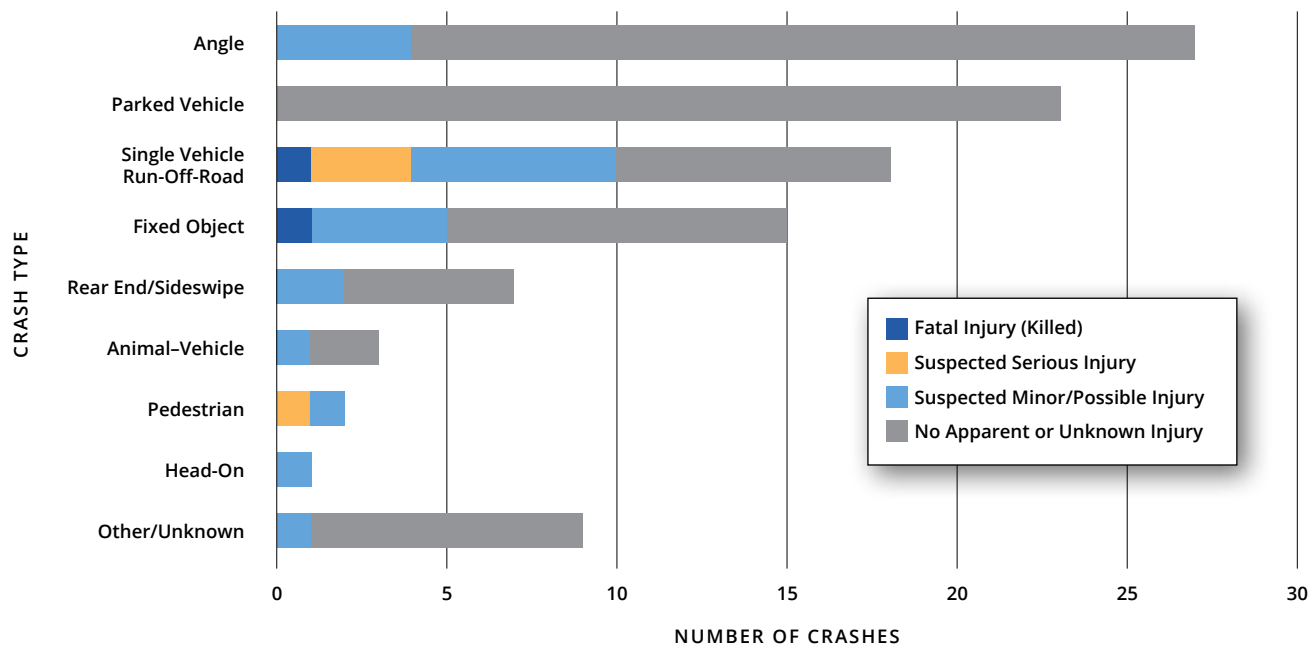
By Crash Type and Severity

As shown in Figure 4, angle crashes were the most common crash type, accounting for more than 25 of all reported crashes. Most angle crashes did not result in a known injury, with about 4 with suspected minor or possible injuries.

Parked-vehicle crashes were the second most common crash type, representing nearly 20 of the total crashes. All parked-vehicle crashes resulted in property damage only.

Single-vehicle run-off-road crashes were the third most common crash type and were disproportionately associated with severe outcomes. One fatal crash and three suspected serious injuries occurred in this category. Fixed-object crashes were another common crash type, representing 15 of the crashes, and resulted in the other fatal crash, as well as four minor or possible injuries.

FIGURE 4: Cordova Crashes by Type and Severity, 2014-2023



Two pedestrian-involved crashes were reported during the study period, which resulted in one suspected serious and one suspected minor injury.

Pickup trucks were the most common at-fault vehicle type, accounting for approximately 40 percent of crashes, followed by SUVs and then passenger cars. An ATV or snowmachines was recorded to be at-fault in one crash.

Of the 94 crashes involving vehicles (remaining at-fault vehicles include ATVs, motorcycles, and unknown), a restraint was reported to be used in 42 of the crashes, unused in 4 crashes, and unknown in 48 crashes.

By Driver

Drivers between 15 and 24 years old accounted for the largest share of reported crashes (26 crashes), followed by drivers between 25 and 34 years old (20 crashes), and drivers between 35 and 44 years old (19 crashes). Crashes involving 15- to 24-year-olds had the highest proportion of more severe crashes, including both fatalities, 2 serious injuries, and 8 minor or possible injuries. Figure 5 shows this data.

At-fault driver impairment emerged as one of the most significant risk factors for crash severity. Impaired driving represented approximately 22% of the total crashes but was responsible for both fatal crashes, 3 of the 4 serious injuries, and 5 of the 12 minor injuries.

Sixty-seven crashes (66%) did not involve impairment, and it was unknown whether the at-fault driver was impaired in 12 crashes.

By External Conditions

Road surface conditions appear to be an important contributing factor in crashes, as shown in Figure 6. Over half of all reported crashes occurred on either icy, frost-covered, snowy, or wet surfaces. Ice, frost, and snow conditions were associated with the largest number of crashes, followed by dry pavement conditions, and then wet pavement conditions.

Most crashes occurred during daylight hours, between 9 a.m. and 4 p.m., reflecting normal travel patterns. Both fatal crashes occurred in dark conditions. Crash frequency was highest during winter months, with November through March accounting for more crashes than any other season.

FIGURE 5: 2014–2023 Cordova Crashes by Age Range (At-Fault Driver or Pedestrian) and Crash Severity

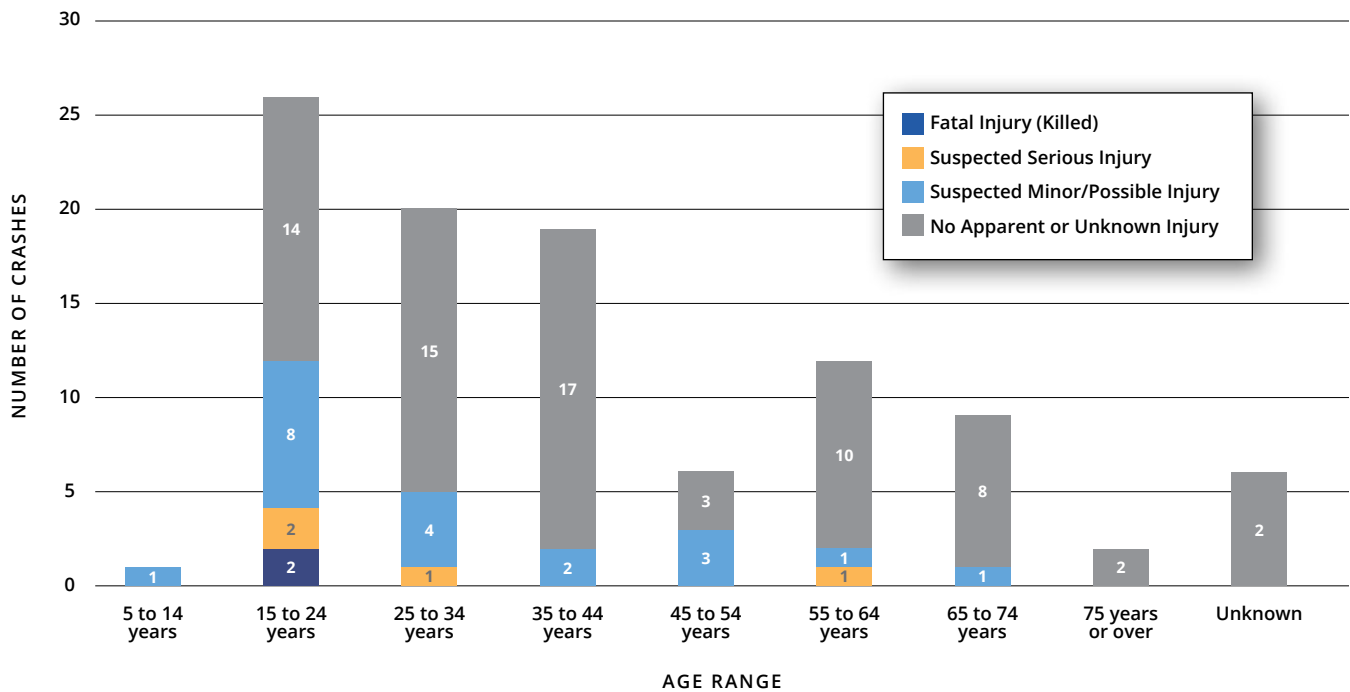
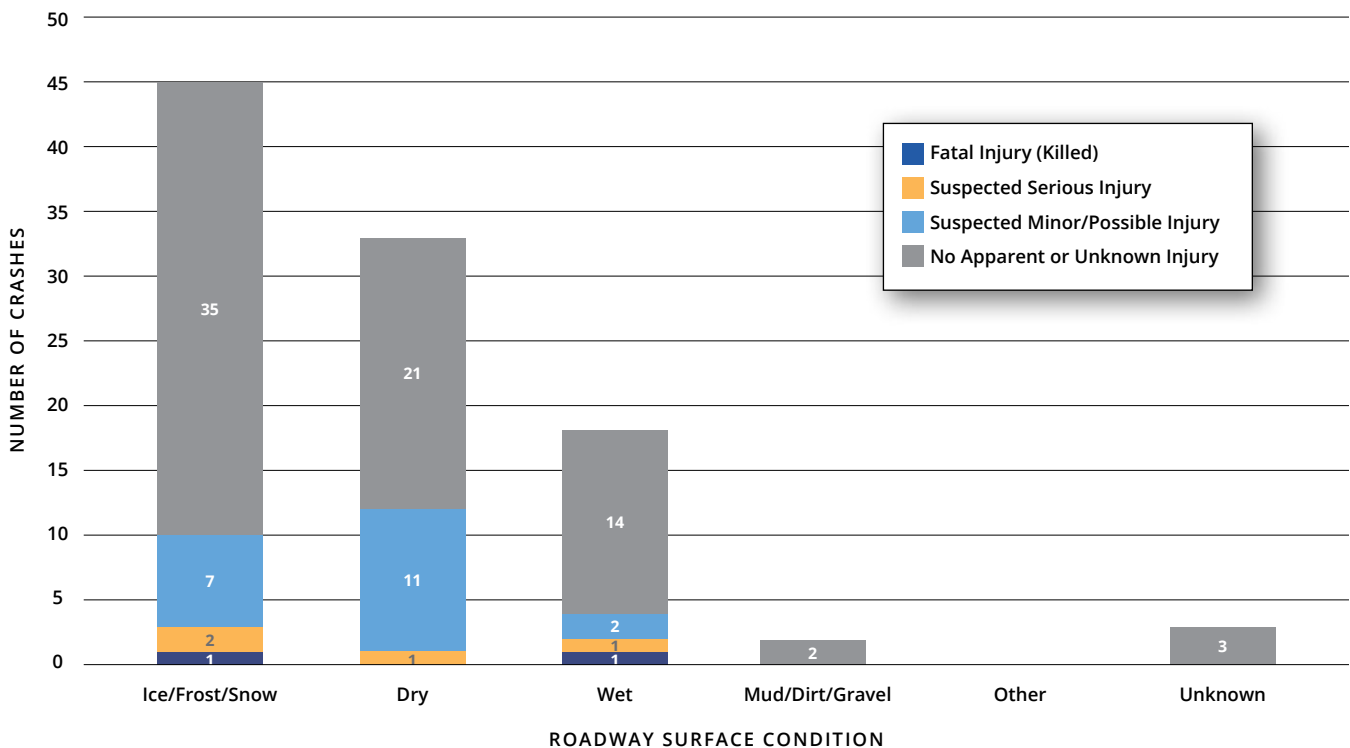


FIGURE 6: Cordova Crashes by Roadway Surface Condition, 2014-2023



Vulnerable Road Users

Although only 2 pedestrian-involved crashes were reported during the study period, public engagement identified pedestrians and bicyclists as among the community's most vulnerable road users. Children traveling to and from schools, youth accessing recreational facilities, harbor-area pedestrians, seasonal workers, and residents walking between neighborhoods and community destinations were repeatedly identified as people exposed to elevated risk, according to responses from the public meeting, survey responses, and reviewed planning documents.

The combination of limited sidewalks, narrow shoulders, winter snow storage, seasonal darkness, and high vehicle speeds on certain corridors increases potential conflicts between vehicles and non-motorized road users. Community members at the public meeting consistently identified school-area routes, Whitshed Road, the harbor area, and connections between residential neighborhoods and recreational destinations as locations where walking and bicycling conditions feel unsafe.

High-Risk Locations

High-risk locations were identified based on crash location data described in detail in the previous sections, as well as stakeholder interviews and public feedback. The following summarizes safety concern hotspots.

- **Downtown Core and School Area Corridors:** Crash clusters were most apparent within downtown Cordova, particularly at intersections that connect residential neighborhoods, schools, businesses, the harbor, and community destinations. Public engagement participants identified many of these areas as safety concerns due to heavy pedestrian activity, school-related traffic, congestion, and limited pedestrian infrastructure. Attendees of the public meeting expressed particular concern for the corridor between Mt. Eccles Elementary School, Cordova Jr./Sr. High School, and the Cordova Center. Participants noted speeding concerns where the roadway widens approaching the highway, limited sidewalks near schools, and difficult crossings near the Cordova Center and Nicholoff Way stair access.
- **Whitshed Road and the Copper River Highway Transition:** As seen in Figure B-1 in Appendix B, a concentration of crashes occurs in where the Copper River Highway intersects Whitshed Road and transitions into 1st Street. Additional crashes were identified along Whitshed Road and the Copper River Highway corridor. Whitshed Road emerged as the community's most frequently discussed safety concern during public engagement. Participants described the corridor as narrow, heavily traveled, and lacking adequate shoulders for pedestrians despite serving as the primary route to recreational destinations, such as the Orca Inlet Recreation Area. Residents cited speeding, potholes, winter ice, steep grades, and frequent bicycle and pedestrian activity.
- **Chase Avenue:** Chase Avenue was identified during the community listening session and draft plan review as the primary hospital access roadway where emergency access is adversely impacted by poor surface condition and settlement issues. The corridor directly serves Cordova Community Medical Center (508 Chase Avenue) and community comments noted that the road's bumpy grades and surface conditions affect ambulance transport. Additionally, there is no infrastructure to support safe bicycle or pedestrian access along the roadway.
- **Harbor, Breakwater Avenue, and Ferry Terminal Area:** The harbor district, Breakwater Avenue, and ferry terminal area were repeatedly identified by residents as locations where conflicts between vehicles and vulnerable road users occur. These corridors experience seasonal activity associated with commercial fishing, seafood processing, ferry operations, tourism, and harbor access. Participants described blind backing movements from parking areas, limited pedestrian infrastructure, heavy summer traffic, and frequent pedestrian activity by fishermen, cannery workers, visitors, and residents. Routes between the ferry terminal, harbor facilities, downtown, and the Prince William Sound Science Center were identified as important corridors lacking dedicated pedestrian accommodations.

- **Copper River Highway and Airport Corridor:** Approximately 37 crashes occur along the Copper River Highway corridor connecting downtown Cordova with Merle K. (Mudhole) Smith Airport and outlying residential and recreational areas. Public engagement participants noted that portions of this corridor operate at relatively high speeds and provide limited accommodations for pedestrians and bicyclists. Seasonal traffic associated with fishing activity, recreation, and tourism increased exposure for nonmotorized users. Participants also identified roadside parking near popular fishing locations, including Ibeck Creek, creating visibility and safety concerns during peak seasons.

Qualitative Safety Insights

The most significant safety risks identified through the analysis include severe crashes associated with roadway departure and impairment, pedestrian and bicyclist exposure in areas lacking dedicated facilities, winter roadway conditions, and conflicts occurring in high-activity corridors serving schools, downtown destinations, the harbor, and recreational areas.

Cordova's crash data shows crash clusters at downtown intersections, as well as along commonly traveled roadways outside of town. Impairment, roadway departure, and winter driving conditions are associated with more severe crashes. Public engagement participants similarly identified downtown intersections, school-area corridors, and harbor access routes as locations where pedestrians, bicyclists, vehicles, and seasonal visitors frequently interact in a constrained space.

A recurring theme throughout public engagement was the vulnerability of pedestrians and bicyclists. Residents consistently described gaps in sidewalks, limited shoulders, faded crosswalks, and a lack of dedicated bicycle facilities connecting schools, neighborhoods, recreational destinations, the harbor, and the ferry terminal. Survey results similarly reflected high priority on pedestrian and bicycle safety. These concerns are amplified by winter conditions, when snow accumulation can reduce usable pedestrian space and force people into travel lanes.

The analysis also highlights the influence of seasonal activity on transportation safety. Cordova experiences fluctuations in traffic volumes associated with commercial fishing, seafood processing, tourism, community events, and recreational activities. Public engagement participants noted that these seasonal increases create congestion, parking conflicts, and additional pedestrian activity, particularly near the harbor, ferry terminal, Breakwater Avenue, and recreational access points. Visitors and seasonal workers may also be less familiar with local driving expectations, roadway configurations, and informal traffic patterns.

Winter weather and roadway surface conditions emerged as another important safety factor. Crash data shows that over half of all reported crashes occurred on either icy, frost-covered, snowy, or wet surfaces, while community members identified black ice, snow accumulation, limited visibility, and winter maintenance challenges as contributors to unsafe conditions. Survey responses and draft plan review comments pointed to potholes, frost heaves, snow and ice, low winter light, and roadway maintenance challenges as concerns.



Engagement and Collaboration

AML developed the Safety Action Plan through a community-centered engagement process in coordination with local government staff, public safety personnel, and other stakeholders. The approach incorporated local knowledge and allowed flexibility based on community scale, capacity, and infrastructure conditions.

Public Engagement

AML and local partners gathered input on transportation safety conditions, priorities, and risks. Activities included interviews with local officials and staff, a community listening session, and informal outreach through existing communication channels.

These efforts enabled participation across a dispersed population with limited media access.

Community Listening Session

AML hosted a public meeting in Cordova on December 17, and an informal tabling event on December 18, 2025. Prior to the community meeting on December 17, AML met with the city manager and public works director to gather information about needs and challenges.

The public meeting was advertised via flyers and word-of-mouth. The meeting informed the public of the purpose and timeline of the Safety Action Plan, and collected feedback on people's preferred transportation methods around town and safety concerns. The community meeting was an interactive, discussion-based session. AML invited community members to identify transportation needs, priorities, and trouble spots through written prompts, map exercises, and moderated discussion.

AML held a tabling event at the Cordova Center to talk with those who did not attend the meeting.

The main themes that occurred from this outreach effort include:

- Pedestrian and bicycle safety was the most consistently raised concern.
- School-area safety was a major focus, including student walking/biking routes, drop-off congestion, crossings, speeding, and winter visibility.
- Whitshed Road emerged as a priority corridor because of narrow lanes, limited shoulders, speeding, potholes, winter ice, and children traveling to recreation areas.

- Downtown, harbor, and ferry-area conflicts were frequently noted, including parking/backing movements, seasonal traffic, pedestrian crossings, and limited walking infrastructure.
- Speeding and roadway design were recurring concerns, particularly where wide roads, grades, or unclear intersections encourage unsafe acceleration.
- Winter and seasonal conditions affect safety, including snow, ice, darkness, faded markings, snow berms, summer fishing/tourism traffic, and peak harbor activity.
- Lighting was supported only if context-sensitive, with strong concern about light pollution and preserving Cordova's natural/dark-night character.

Survey Results

The Cordova SS4A survey received 64 responses and shows that residents rely primarily on driving and walking as modes of transportation. Fifty-seven respondents reported driving and 46 reported walking, while 17 reported biking.

Additionally, the majority of residents reported feeling "somewhat safe" (about 41%) when using local roads, trails, and boardwalks, while approximately 30% of respondents felt "somewhat unsafe" and 27% felt "very safe." Approximately 72 percent of respondents noted they have witnessed an accident or near-miss in Cordova.

Road maintenance was a reported concern, with about 72% of respondents rating road maintenance as poor or very poor, while about 80% said trail maintenance was good or fair.

Respondents identified snow and ice, freeze/thaw cycles, and low winter light as the top seasonal challenges but also identified challenges with flooding, the seasonal influxes of visitors, and school year changes as additional challenges.

About 55 percent of respondents reported there are enough signs and markings to guide drivers, and 34 percent said the community could use more.

The most requested improvements for road and trail safety included more frequent maintenance activities, such as grading, leveling, and pothole repair (47 responses); wider shoulders (34 responses); improved bike and pedestrian infrastructure (32 responses); better visibility at crossings and intersections (24 responses); and enhanced snow and ice removal (20 responses).

Respondents also selected pedestrian and bike safety as the highest community safety priority, followed by safer connections to schools, transit, and jobs.

Draft Plan Public Review

During the 30-day public review period, the draft plan received two written comments and one oral comment.

One comment requested improvements at Lake View Drive and the Mt. Eccles Estates neighborhood. At Lake View Drive, the commenter cited steep grades, blind curves, high speeds, lack of walking shoulders or paths, regular pedestrian activity, and children using a neighborhood bus stop, as well as requested warning signage, school bus stop signage, and a delineated walking shoulder or path. For Mt. Eccles Estates Subdivision, the commenter noted that transportation infrastructure should keep pace with neighborhood growth and requested a dedicated non-motorized trail connection through the forested area to Highland Drive so residents and children can travel between subdivisions without walking onto the Copper Highway.

The second comment requested that Enhanced 911 (E911) implementation be included in the plan, noting that caller identification and location information are essential for timely emergency response. The third comment identified Chase Avenue as an important hospital-access corridor with roadway condition concerns, including frost heaves, settlement, potential contamination issues, and impacts to safe ambulance transport. There is also a desire for improved bicycle and pedestrian infrastructure along Chase Avenue.

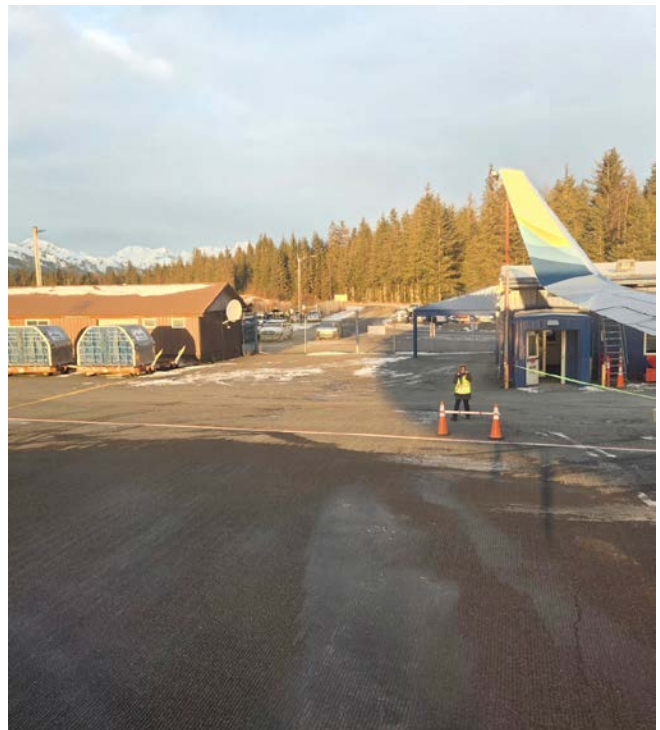
The draft plan was reviewed by the Cordova Planning Commission and City Council, providing additional opportunities to identify community safety priorities before final adoption.

Stakeholder Participation

The planning process sought input from individuals and organizations that represent or serve the community. Engagement efforts sought perspectives from residents with varied travel needs and access conditions, including those without private vehicles, long-term residents, youth, elders, and seasonal or subsistence users. Stakeholder participation included discussions with the city manager, public works director, Cordova Planning Commission, and community members.

Interjurisdictional Coordination

The plan aligns with relevant local, regional, and state initiatives related to community development, energy infrastructure, economic development, hazard mitigation, and transportation safety. Where roads or facilities are managed by different entities, the planning team documented ownership and responsibilities to support coordinated implementation. The planning process drew from relevant DOT&PF, City, Tribal, regional, and emergency response plans and priorities, as well as stakeholder interviews.



Policy and Plan Alignment

Policy and Process Review

In rural Alaska communities, transportation policies, design standards, and regulatory processes are limited or applied inconsistently due to capacity and resource constraints. A baseline review assessed the following plans and practices to evaluate how safety priorities are addressed.

Regional Plan Alignment

The *Prince William Sound Comprehensive Economic Development Strategy* (CEDS; 2021-2025) plan describes high transportation costs, limited regional connectedness, marine dependence, and infrastructure development constraints as major economic development issues for Prince William Sound communities such as Cordova. The plan notes the regional importance of the seafood harvesting and processing, visitor activity, ports and harbors, and reliable air and marine connections. The plan describes transportation safety in Cordova as not only a local street issue but also tied to regional access, freight, fisheries, ferry service, air service, harbor operations, and emergency response. The CEDS plan's infrastructure goals include developing regional transportation infrastructure, improving harbor infrastructure, and evaluating barriers to scheduled air service, to support safer, more reliable connections within communities and the region.

Local Plan Alignment

The *Cordova Comprehensive Plan* (2019) describes Cordova as a concentrated, walkable community impacted by limited developable land, high costs, and limited transportation access. The plan identifies transportation, public facilities, downtown character, outdoor access, housing access, and quality of life as connected issues. It supports goals to improve walking and bicycling safety, strengthen connections between neighborhoods and community destinations, and incorporate safety, maintenance, emergency access, and year-round mobility into future land use and infrastructure decisions.

The comprehensive plan's "Appendix 7: Transportation Background" discusses important methods of community access, including the Alaska Marine Highway System ferry service, year-round barge service, local roads maintained by the City, and major connectors managed by DOT&PF. Transportation challenges identified include aging pavement, thin asphalt sections, weather-related potholes, limited maintenance funding, drainage problems, and needed sidewalks, curb, gutter, and roadway improvements. The appendix documents higher-volume corridors, such as AK-10/Copper River Highway, 1st Street, North Railroad Avenue, Lake Avenue, Breakwater Avenue, 2nd Street, Chase Avenue, and Point Whited Road.

The *Cordova Comprehensive Plan* and its transportation appendix provide strong support for safety recommendations focused on pedestrian and bicycle connectivity, school and downtown access, harbor- and ferry-area circulation, winter-resilient street design, roadway maintenance, speed management, and safety improvements on high-use local and collector corridors. Transportation safety is connected to broader community goals of housing development, access to essential services, improved recreation connections, and reliable access.

DOT&PF's *Merle K. "Mudhole" Smith Airport Master Plan Update* (2023) describes the airport as a public-use commercial service airport located 11 statute miles southeast of Cordova's central business district. The airport supports passenger service, air cargo, military operations, general aviation, and other aviation activity. DOT&PF describes the airport as critical to the local commercial fishing industry, residents, health services, and the USCG. The plan supports safe and reliable airport access, emergency mobility, freight and passenger movement, and the need to consider roadway safety on routes serving essential aviation infrastructure (i.e., the Copper River Highway).

The *City of Cordova Harbor Facilities/Uplands Master Plan* (2014) describes the old harbor, new harbor, loading dock, grids, launch ramps, storage areas, parking, maintenance areas, and other harbor-related facilities. The plan notes potential future consideration of expanded parking, sidewalks, or additional dock space along Breakwater Avenue.

The *Cordova Comprehensive Trails Plan* (2025) guides how Cordova manages, maintains, improves, and promotes its trail system. The plan provides a local framework for improving nonmotorized connections and reducing conflicts between vehicles, pedestrians, and bicyclists. It supports recommendations for safer walking and biking routes, better connections between neighborhoods and recreation areas, and off-road or separated facilities where roadway shoulders are narrow or uncomfortable for nonmotorized users.

The *City of Cordova's 2026 Local Hazard Mitigation Plan* identifies hazards that can damage transportation infrastructure, disrupt emergency access, and create unsafe travel conditions. These include flooding, erosion, landslides, avalanches, severe weather, and tsunamis. The plan also identifies roads, airports, harbors, public safety facilities, schools, and medical facilities as community assets.

The *Native Village of Eyak Long Range Transportation Plan* (LRTP; 2022) identifies Cordova's transportation system as constrained by isolation, with access dependent on air, marine, harbor, and local road facilities. The LRTP identifies major transportation needs including better access to home-building areas, assured access to subsistence and recreation areas, increased oil spill response capabilities, construction of a transportation maintenance facility, and purchasing and improving property for a transportation facility.

The *Native Village of Eyak Tribal Transportation Program – Transportation Improvement Program* (2022) project summary list provides a near-term implementation strategy for NVE transportation projects and its anticipated investments. Note that the list is described as the “unofficial” and includes:

- Shepard Point Oil Spill Response Facility and Access: \$63,699,275
- Cordova 2nd Street Reconstruction: \$130,000
- Eyak River Boat Launch Reconstruction: \$1,636,334
- Whitshed Road Realignment and Bike Path: \$150,000
- Administration: \$750,000
- Planning: \$60,000
- Transit: \$190,000
- 40 Acre Development: \$50,000
- Maintenance: \$625,000

Plan Alignment Summary

The Safety Action Plan aligns with existing local and regional plans addressing infrastructure, energy, economic development, and community capacity. It builds on documented needs and planning frameworks by focusing on transportation safety improvements that complement broader infrastructure and development goals, while accounting for shared constraints related to funding, logistics, and implementation capacity.

Coordinating transportation safety projects with other infrastructure investments supports efficiency, reduces duplication, and strengthens long-term system performance.



Strategy Considerations and Implementation

Local Constraints and Planning Considerations

Safety Action Plan strategies consider conditions that affect risk, response, and implementation capacity. Factors considered include geographic isolation, limited access to advanced medical care, weather exposure, infrastructure condition, and enforcement capacity.

SAP actions address post-crash risk in a setting where outside assistance may not be immediately available. Actions include coordination with local responders and external agencies, improved communication capability, and basic response training.

Weather and environmental conditions informed roadway and facility strategies. Design and maintenance recommendations address exposure to wind, precipitation, fog, freeze-thaw cycles, and salt through material selection, visibility treatments, drainage maintenance, and surface improvements.

Community Context and Safety Culture

Limited formal enforcement capacity affects how traffic safety is managed locally. The plan recognizes the role of community norms, education, and peer accountability in influencing behavior.

Strategies emphasize community-based approaches such as safety education, visibility campaigns, and locally led reporting of hazardous conditions. These actions focus on reinforcing safe behavior through awareness and shared responsibility rather than reliance on routine enforcement activity.

Phased Implementation Approach

- **Short-term actions** focus on low-cost measures such as signing, pavement markings, lighting repairs, and safety education.
- **Mid-term actions** include capital improvements such as resurfacing priority routes and constructing short pedestrian connections.
- **Long-term actions** include larger infrastructure upgrades coordinated with harbor, airport, or redevelopment projects as opportunities arise.

Phasing allows safety improvements to proceed incrementally while coordinating with other infrastructure investments.

Monitoring and Adjustment

Given sparse crash data, progress will be monitored using observational indicators, defined measurements, and community feedback. Examples include periodic speed observations, equipment use checks, and surveys related to perceived safety.

Results from monitoring activities will guide adjustments to priorities and actions where observed risk or community concern persists.



Strategy and Project Selections

The strategies and projects identified in this section respond to documented safety concerns and reflect input from community engagement, available data, and applicable rural safety practices.

Strategy Framework and Organization

Strategies are organized by focus to address documented safety risks and implementation constraints.

Infrastructure Strategies

Infrastructure improvements will address physical roadway deficiencies and create safer conditions for all travel modes. Key infrastructure strategies include:

- Address pedestrian and bicycle network gaps in high-traffic locations where people are walking or biking along narrow roads, shoulders, or informal routes.
- Improve school-area safety through development of sidewalks, safer crossings, traffic calming measures, pedestrian-scale lighting (with light pollution minimization measures), and clearer circulation around Mt. Eccles Elementary, Cordova Jr./Sr. High School, the Cordova Center, and nearby residential routes.
- Install safer crossings and intersection treatments at high-conflict locations, including high-visibility crosswalks, curb extensions, pedestrian refuges, Rectangular Rapid Flashing Beacons (RRFB) or flashing beacons, advance warning signs, and clearer right-of-way or lane definition where needed.
- Use traffic calming and speed management treatments on corridors where roadway width, grades, or transitions encourage speeding, particularly near schools, downtown intersections, Whitshed Road, and Copper River Highway approaches.
- Incorporate safety into roadway reconstruction and resurfacing projects by adding drainage improvements, shoulder widening, pavement markings, pedestrian facilities, guardrail or edge protection, and other safety upgrades when roads are repaved or rebuilt.



FIGURE 7: Example of an RRFB. Source: FHWA

- Design infrastructure for winter and seasonal conditions, including snow storage, drainage, durable markings, targeted lighting (with light pollution mitigation measures), and accommodations for seasonal traffic surges associated with fishing, tourism, ferry activity, and recreation.
- Coordinate separated trails, shared-use paths, and off-road connections where they can reduce conflicts on narrow or higher-speed roads, including ATV/OHV route designations.

Behavioral Strategies

Behavioral programs and policies encourage compliance with traffic laws, increase safety awareness, and ultimately foster a culture of safety in the community. Key behavioral initiatives include:

- Develop impaired-driving prevention programming. This may include outreach and enforcement around holidays, community events, fishing-season peaks, and other high-risk periods.
- Pair speed education with speed management projects. Public messaging should focus on why lower speeds matter near schools, downtown intersections, Whitshed Road, harbor areas, and residential streets, especially where community members reported speeding or roadway designs that encourage acceleration.
- Develop a Safe Routes to School program. Focus on preferred walking and biking routes, school arrival/dismissal behavior, driver awareness near schools, and winter-specific safety practices for children walking or biking in darkness, snow, or icy conditions.
- Develop driver education programming. Younger drivers were one of the most common at-fault age groups in the crash data. School-based or peer-to-peer programming should focus on impairment, speeding, distraction, seat belt use, and winter driving.
- Improve pedestrian and bicyclist visibility practices. Promote lights, reflective gear, yielding behavior, and safe crossing expectations, especially during adverse weather conditions.

- Orient seasonal workers, visitors, and newly arrived residents to local road conditions. Provide simple safety information through employers, the harbor, ferry terminal, tourism-related businesses, schools, and USCG about pedestrian activity, winter conditions, and local circulation patterns.

Operational Strategies

Operational strategies involve the day-to-day management of the transportation system to improve safety. This includes how traffic is controlled, enforcement operations, and emergency response procedures. Key operational measures include:

- Prioritize winter maintenance on safety-critical routes. Focus snow clearing, sanding, ice control, and drainage maintenance on school routes, downtown intersections, Whitshed Road, harbor/ferry connections, sidewalks, and known pedestrian routes so people are not forced into travel lanes.
- Improve coordination for state-owned and locally maintained roads. Establish regular coordination between the City, DOT&PF, and NVE to address speed concerns, maintenance needs, signage, drainage, pedestrian improvements, and safety issues on shared corridors such as Copper River Highway, Whitshed Road, and airport access routes.
- Use targeted speed management operations. Deploy portable speed feedback signs, temporary speed monitoring, and focused patrols at locations where crash data or community input indicate speeding concerns, especially near schools, downtown transitions, Whitshed Road, and higher-speed approaches into town.
- Manage harbor, ferry terminal, and seasonal traffic surges. Use temporary traffic control, clearer circulation patterns, pedestrian guidance, parking management, and low-speed operations during ferry arrivals, fishing-season peaks, major events, and high-use harbor periods.
- Create a simple hazard reporting and response process. Provide an easy way for residents to report potholes, icy areas, blocked sidewalks, damaged signs, poor visibility, lighting outages, drainage issues, or near-miss locations, paired with a process for tracking and responding to recurring safety problems. Strengthen emergency access and post-crash response readiness through improved coordination.
- Provide guidance for ATV/OHV, dogs, and informal road use where conflicts are documented. Address these issues through signage, local guidance, and coordination with road/trail owners.

Policy Strategies

Policy-level interventions embed safety in City decision-making and aligns resources for long-term support. Policy actions include:

- Adopt a Complete Streets policy. Require roadway, resurfacing, utility, drainage, and reconstruction projects to consider pedestrians, bicyclists, drivers, freight, emergency access, winter maintenance, and people of all ages and abilities, so safety improvements are incorporated whenever streets are rebuilt or maintained.
- Align Capital Improvement Programming with SS4A priorities. Incorporate the Safety Action Plan into project ranking, budgeting, grant applications, design scoping, and local match decisions.
- Review speed policies and school-zone designations. Evaluate whether posted speeds, school zones, downtown speeds, and transition areas reflect actual land use, pedestrian activity, roadway geometry, and Safe System principles, with coordination required for any changes on state-owned roads.
- Create a context-sensitive lighting policy. Establish guidance for targeted pedestrian-scale lighting near schools, crossings, and key walking routes while minimizing light pollution, glare, and impacts to Cordova's dark-night and natural character.
- Clarify edge-of-town road-use rules where needed. Review existing rules and consider targeted guidance, signage, or route expectations only where conflicts with pedestrians, vehicles, dogs, trails, or road shoulders are documented.
- Institutionalize data-driven monitoring and annual safety review. Regularly review crash data, public hazard reports, near-miss concerns, maintenance issues, seasonal patterns, and project progress to update priorities.

Project Prioritization

According to Cordova survey results, discussed in detail in the Survey Results section, residents prioritized safety projects that improve pedestrian and bicycle safety, create safer connections to schools and community destinations, address crash and near-miss concerns, and provide practical safety benefits relative to cost. Survey and draft-review comments also suggest that neighborhood-level risks, emergency access, and winter maintenance needs should be considered alongside crash data when selecting projects for implementation.

Short-Term (0–2 years)

The following projects were selected because they address frequently identified safety concerns. Consistent with the Safe System Approach, these projects focus on reducing risk for vulnerable road users, improving roadway visibility and speed management, strengthening safety education, and establishing the foundation to support future medium- and long-term infrastructure investments. Planning-level cost estimates are intended solely for conceptual programming purposes and would be updated with project development.

Project Activity	Justification (Safe System Approach)	Implementation Considerations	Potential Budget Estimate
Safe Routes to School Planning	Protects vulnerable road users by reducing conflicts between children and vehicles and creating safer school travel environments.	Assess high-traffic routes to Mt. Eccles Elementary School, Cordova Jr./Sr. High School and the Cordova Center, as well as downtown roads and nearby residential areas. Assessment would include school access from neighborhoods outside of downtown. Analysis may include temporary crosswalks, signage, pavement markings, delineators, school arrival/dismissal circulation review, targeted enforcement, and monitoring effectiveness.	\$50,000 -\$150,000
Intersection Safety Improvement Program	Reduces conflict areas and crash potential at locations with recurring visibility, congestion, parking, and pedestrian safety concerns.	Program would focus on high-risk downtown and school-area intersections, including Railroad Avenue at Nicholoff Way, Council Avenue, and 1st Street; 1st Street at Council Avenue; 2nd Street at Lake Avenue and Browning Avenue; and crossings near the Cordova Center. Efforts may include evaluating and implementing temporary no-parking or loading zones, temporary crosswalks, improved signage, sight-distance improvements, and monitoring effectiveness.	\$50,000 -\$150,000
Harbor, Ferry Terminal, and Seasonal Circulation Review	Reduces conflicts between vehicles, pedestrians, ferry users, harbor users, seasonal workers, visitors, and parking activity in high-activity waterfront areas.	Focus on Breakwater Avenue, the harbor area, the ferry terminal connection, Nicholoff Way, Railroad Avenue, and walking routes between the waterfront and downtown. Review may include pedestrian route marking, parking and backing conflicts, loading areas, seasonal traffic patterns, low-speed circulation, temporary signs, ferry-day traffic control, and pedestrian guidance.	\$50,000 -\$150,000
Driver Education Program	Supports safer road-user behavior by improving awareness of local traffic conditions, winter driving, impairment risks, speeding, and interactions between vehicles, pedestrians, and bicyclists.	Partner with schools, law enforcement, NVE, the harbor, USCG, major employers, and community organizations to hold programs at schools and community centers. Provide education on winter driving, impaired and distracted driving, pedestrian/bike awareness, yielding, school-zone safety, and seasonal visitor or worker orientation. Develop pamphlets for distribution to visitors.	\$25,000 -\$75,000

COMPREHENSIVE SAFETY ACTION PLAN

Pedestrian/ Bicyclist Visibility Program	Protects vulnerable road users by improving visibility during dark or adverse weather conditions.	Distribute reflective gear, headlamps, bike lights, and ice spikes at schools, medical clinics, community centers, NVE, and community events. Hold events for non-motorized safety education and gear distribution, with emphasis on children, the elderly, and people walking where sidewalks or shoulders are limited.	\$3,000 -\$10,000
Roadway Visibility and Delineation Program	Improves driver visibility during darkness, rain, snow, ice, and low-visibility conditions. Helps define roadway edges, curves, crossings, and high-conflict areas.	Install and/or maintain reflective delineators, reflectorized posts, enhanced pavement markings, curve markers, edge markers, and other visibility treatments on priority corridors. Potential locations include Whitshed Road, Copper River Highway approaches, downtown intersections, school routes, harbor/ferry areas, higher-speed corridors, and neighborhood locations such as Lake View Drive. Ensure devices are durable for climate conditions.	\$5,000 -\$50,000
Lighting Assessment and Prioritization Study	Identifies opportunities to improve visibility for all roadway users, particularly vulnerable users traveling during darkness, while minimizing light pollution and protecting Cordova's natural character.	Identify priority corridors, intersections, school routes, harbor/downtown connections, and walking routes for future targeted lighting improvements. Coordinate with utility providers and planned roadway projects. Include project prioritization, load analysis, light intensity calculations, pole infrastructure needs, utility agreements, and dark-sky/context-sensitive lighting guidance.	\$50,000 -\$150,000
Roadway Operations and Maintenance Improvements	Addresses systemic roadway risks related to snow, ice, drainage, potholes, faded markings, blocked pedestrian routes, and maintenance conditions that contribute to crashes or unsafe travel environments.	Investigate and develop procedures for snow removal, ice control, sidewalk clearing, drainage maintenance, pothole response, crosswalk repainting, sign visibility, snow management, and coordination with DOT&PF.	\$15,000 -\$75,000
Chase Avenue Corridor Investigation and Design	Improves safety and emergency response reliability along the primary hospital-access corridor by identifying roadway condition, settlement, frost heave, drainage, contamination, and multimodal safety needs.	Conduct a corridor investigation and preliminary design for Chase Avenue, including subgrade conditions, drainage needs, potential contamination issue identification, emergency transport impacts, and pedestrian and bicycle needs. The study should identify preferred improvements, cost estimates, and permitting needs.	\$100,000 - \$350,000
Asset Management Program	Minimizes safety risks related to roadway condition by establishing a proactive process for identifying, prioritizing, maintaining, and improving roadway assets.	Take Alaska Municipal League's online classes: "Asset Management 101" and "Leveraging Your Asset Data." Begin development or improvement of an asset inventory.	Staff time of four hours each. \$5,000 -\$20,000
Data Collection and Safety Monitoring Program	Supports long-term evaluation, grant competitiveness, and proactive safety management.	Establish a local crash, hazard, near-miss, and injury data reporting and tracking system to incorporate into planning efforts and guide future investment decisions. This program may also support improved emergency-response data systems, including E911 implementation for caller location information, crash and incident reporting, emergency response mapping, and improved coordination between responders.	\$15,000 -\$50,000

Mid-Term (2-5 years)

The Mid-Term project list includes a range of smaller-scale capital improvements, operational programs, and design projects. The projects are intended to illustrate how findings from multiple studies may be combined into projects that address identified transportation safety priorities and support applications to a variety of funding sources. Some mid-term capital projects focus on the planning and design phase, which may include survey, engineering and environmental investigation, design, and public involvement. Estimates for projects will be refined during future planning and design efforts. Planning-level cost estimates are intended solely for conceptual programming purposes and would be updated with project development.

Project Activity	Justification (Safe System Approach)	Implementation Considerations	Potential Budget Estimate
Safe Routes to School Improvements	Protects vulnerable road users by reducing conflicts between children and vehicles and creating safer school travel environments.	Implement smaller-scale improvements identified through Safe Routes to School planning. Improvements may include permanent crossings, flashing beacons, school-zone signage, circulation improvements, speed feedback signs, and targeted pedestrian-scale lighting.	\$150,000 -\$550,000
Pedestrian Network Expansion Program	Reduces exposure of pedestrians and bicyclists to vehicle traffic by providing dedicated facilities and safer routes between key destinations.	Identify, prioritize, and design routes connecting high-traffic areas, such as schools, downtown, residential areas, the harbor, ferry terminal, recreational facilities, and the connection between Mt. Eccles Estates neighborhood and Highland Drive. Improvements may include sidewalk infill and new connections, widened shoulders, intersection crossings, curb extensions, pedestrian refuges, and high-visibility crossings at priority locations.	\$150,000 -\$550,000
Traffic Calming Demonstration Projects	Reduces vehicle speeds and implements technologies or strategies intended to protect vulnerable road users.	Pilot temporary or semi-permanent traffic calming treatments. Potential focus areas include school-area corridors, downtown transitions, Whitshed Road, Copper River Highway approaches, Lake View Drive, and other locations where roadway width, grades, blind curves, or neighborhood pedestrian activity create speed and visibility concerns. Potential treatments may include temporary curb extensions, raised or high-visibility crossings, pedestrian refuges, parking setbacks near intersections, portable radar feedback signs, speed tables, delineators, pavement markings, and improved warning signage.	\$100,000 -\$500,000
Harbor, Ferry Terminal, and Waterfront Pedestrian Improvements	Reduces conflicts between vehicles, pedestrians, ferry users, harbor users, seasonal workers, visitors, parking activity, and freight or equipment movement.	Build from the short-term circulation review to improve access corridors through pedestrian accommodations, access management, parking/loading improvements, low-speed circulation design, wayfinding, marked crossings, and safer connections between the waterfront and downtown.	\$250,000 -\$500,000
Targeted Roadway Lighting Improvements	Improves visibility and reduces crash risk during darkness and winter conditions while protecting Cordova's natural character.	Install targeted, shielded, pedestrian-scale lighting along priority corridors, intersections, pedestrian crossings, school routes, harbor/downtown connections, and key walking routes identified through the lighting assessment. Improvements should minimize light pollution, glare, and unnecessary broad roadway lighting.	\$100,000 -\$300,000

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Project Activity	Justification (Safe System Approach)	Implementation Considerations	Potential Budget Estimate
Roadway Visibility and Winter Safety Improvements	Improves visibility during darkness, rain, snow, ice, and low-visibility conditions.	Install permanent delineators, reflectorized posts, weather-resistant signage, enhanced markings, reflective devices, curve markers, edge markers, and snow-route guidance on priority corridors.	\$50,000 -\$250,000
Roadway Operations and Maintenance Improvements	Addresses systemic roadway risks related to snow, ice, drainage, potholes, faded markings, blocked pedestrian routes, and maintenance conditions that contribute to crashes or unsafe travel environments.	Acquire equipment and materials and improve procedures to implement safety-focused operations and maintenance strategies. Efforts may include snow and ice management, sidewalk clearing, drainage maintenance, pothole response, crosswalk repainting, sign visibility, snow management, and coordination with DOT&PF on shared corridors.	\$150,000 -\$750,000
Roadway Condition Improvement Projects	Addresses systemic roadway conditions that contribute to crashes, visibility issues, loss of control, and unsafe walking or biking conditions.	Involves investigation and design of improvements to address poor roadway condition caused by drainage issues, pavement deterioration, potholes, shoulder constraints, winter icing, slope constraints, or limited maintenance capacity.	\$250,000 - \$1M
Chase Avenue Corridor Safety Improvements	Improves safe access of the primary roadway connection to the hospital by addressing roadway condition issues that affect ambulance transport, emergency response, pedestrian and bicycle travel, and general roadway safety.	Advance design and construct priority improvements identified through the short-term investigation and design process. Incorporate and pedestrian and bicycle accommodations, signage, markings, visibility improvements, and other treatments needed to support safe hospital access and neighborhood travel.	\$1M- \$5M
Asset Management Program Advancement	Supports long-term risk reduction through proactive maintenance and investment decisions.	Develop a system to inventory assets, identify condition, prioritize operations and maintenance, assess impacts to safety, and integrate improvements into capital planning.	\$50,000 -\$250,000
Transportation Safety Integration and Capital Planning Program	Institutionalizes safety considerations in transportation planning, project development, and operations and maintenance to ensure long-term protection of vulnerable road users.	Integrate SS4A priorities into capital improvement planning, project ranking, grant development, maintenance planning, and partner coordination. This program may include school-zone safety design practices, non-motorized transportation review during roadway projects, winter maintenance considerations for pedestrian routes, annual safety reviews, and multi-agency and -organization coordination.	\$10,000 -\$50,000

Long-Term (5+ years)

Long-term projects include major capital improvements, lifecycle replacement, and ongoing program implementation. The projects are intended to support phased implementation of priority transportation improvements as identified through previous planning and design efforts. Asset management, maintenance capacity, and recurring plan updates are incorporated into the long-term program framework. Estimates for capital improvements and program implementation will be refined during future design efforts. Planning-level cost estimates are intended solely for conceptual programming purposes. Planning-level cost estimates are intended solely for conceptual programming purposes and would be updated with project development.

Project Activity	Justification (Safe System Approach)	Implementation Considerations	Potential Budget Estimate
Safe Routes to School Improvements	Protects vulnerable road users by reducing conflicts between children and vehicles and creating safer school travel environments.	Construct larger-scale improvements identified through planning, which may include sidewalks, pedestrian facilities, improved signage, flashing beacons, school-zone treatments, and circulation improvements.	\$1M - \$10M
Pedestrian Network Expansion Program	Reduces exposure of pedestrians and bicyclists to vehicle traffic by providing dedicated facilities and safer routes between key destinations.	Construct a network of sidewalks, pathways, widened shoulders, stair connections, boardwalks, and/or shared-use facilities linking schools, neighborhoods, recreation areas, downtown areas, and community services.	\$5M - \$10M
Permanent Traffic Calming Projects	Reduces vehicle speeds and implements technologies or strategies intended to protect vulnerable road users.	Based on demonstration project results, design and implement successful traffic calming treatments in priority locations.	\$1M - \$10M
Roadway Lighting Improvement Expansion	Improves visibility and reduces crash risk during darkness and winter conditions while protecting Cordova's natural character.	Continue to expand targeted, shielded, pedestrian-scale lighting along priority pedestrian corridors, school routes, harbor/downtown connections, major crossings, and other areas identified through the lighting study.	\$250,000 - \$1.5M
Harbor, Ferry Terminal, and Waterfront Access Improvements	Reduces conflicts between vehicles, pedestrians, ferry users, harbor users, seasonal workers, visitors, parking activity, and freight or equipment movement.	Design and construct permanent pedestrian and traffic circulation improvements. Improvements may include sidewalks or pathways, marked crossings, wayfinding, parking and loading adjustments, low-speed circulation treatments, pedestrian-scale lighting, and separation from backing vehicles or work areas.	\$250,000 - \$5M

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Project Activity	Justification (Safe System Approach)	Implementation Considerations	Potential Budget Estimate
Whitshed Road Safety and Reconstruction Improvements	Improves safety along one of Cordova's key community concern corridors by improving visibility, accommodating pedestrians and other vulnerable users, and addressing roadway conditions.	Planning, design, and construction of improvements, which may include reconstructing deteriorated roadway segments; improving drainage and surface conditions; widening shoulders or implementing pedestrian accommodations; enhancing roadway delineation; and evaluating access improvements. Coordinate with other partners as applicable.	\$5M - \$30M
Copper River Highway Safety and Reconstruction Improvements	Improves safety along this key regional access corridor by improving visibility, accommodating pedestrians and other vulnerable users, and addressing roadway conditions.	Planning, design, and construction of improvements, which may include reconstructing deteriorated roadway segments; widening shoulders and implementing pedestrian accommodations; enhancing roadway delineation; and evaluating access improvements. Coordinate with DOT&PF.	\$5M - \$30M
Roadway Condition Improvements Project	Addresses systemic roadway conditions that contribute to crashes, visibility issues, loss of control, and unsafe walking or biking conditions.	Advance design and reconstruct or rehabilitate roadways to address drainage deficiencies, pavement deterioration, potholes, winter icing, shoulder constraints, slope constraints, and road surface degradation.	\$2M - \$10M



Data Limitations and Improvement

Crash data in small and remote Alaska communities underrepresents transportation-related risk due to limited formal reporting pathways. In communities without consistent on-site law enforcement or hospital-based reporting, incidents may not enter state-recognized crash databases used to frame transportation funding and safety analysis.

In this context, available crash records do not capture the full range of safety conditions, including near-misses, pedestrian and ATV/OHV conflicts, and injuries not associated with reported vehicle crashes.

To supplement available crash records, the Safety Action Plan incorporates qualitative and observational inputs from local staff, residents, and field observations.

Recommendations for Improving Local Safety Data

Establish a simple local process for documenting hazards, near-misses, and safety concerns. Options include a paper log at a public facility or a basic digital form accessible to residents and staff. Entries may include roadway hazards, visibility concerns, icy conditions, or recurring conflict locations. This record can guide maintenance priorities and future project selection.

Injury information can supplement crash records by identifying transportation-related risks not otherwise captured. Coordination with local or regional health providers can support identification of patterns related to falls, ATV/OHV incidents, or pedestrian injuries associated with roadway conditions or access.

Participatory mapping and short surveys can capture location-specific safety concerns. Tools may include printed maps at public facilities or simple phone-based surveys. These methods support identification of recurring problem areas and complement observational findings.

Coordination with DOT&PF and tribal transportation programs supports alignment with state and federal systems. These partners maintain crash and roadway condition databases and can assist with data standardization, technical guidance, and integration of local information into broader planning efforts.

Progress and Transparency

Progress on Safety Action Plan implementation will be documented and shared through existing local communication channels. Information may include completed projects, upcoming activities, and observed safety conditions.

Updates may be provided through city council briefings, public notices, or other locally appropriate methods. Community feedback will continue to be used to identify concerns and adjust actions as implementation proceeds.

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Appendix A: Crash Data Analysis Tables and Charts

FIGURE A-1: Cordova Crashes by Type and Severity, 2014-2023 (Note: Reproduced from Figure 4)

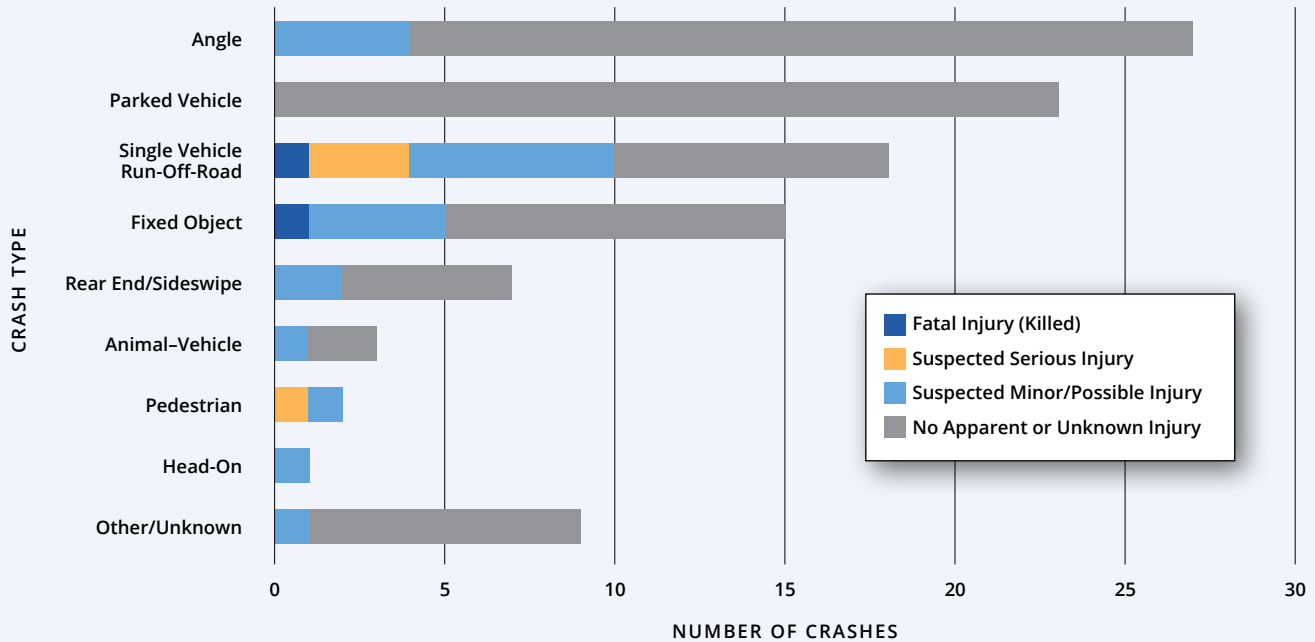


FIGURE A-2: 2014-2023 Cordova Crashes by Vehicle Type (At-Fault Vehicle) and Crash Severity

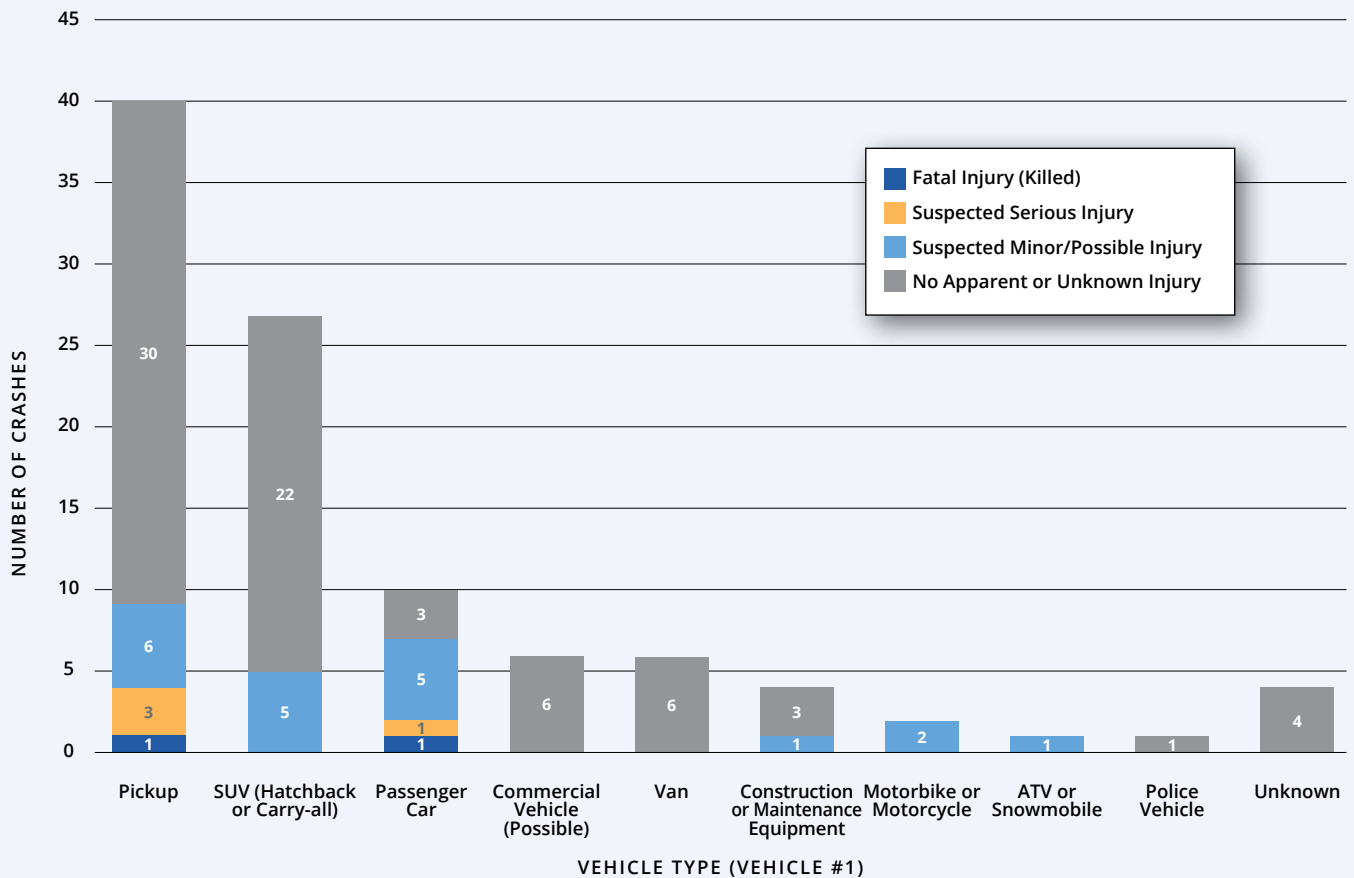


FIGURE A-3: 2014–2023 Cordova Crashes by Number of Vehicles Involved and Crash Severity

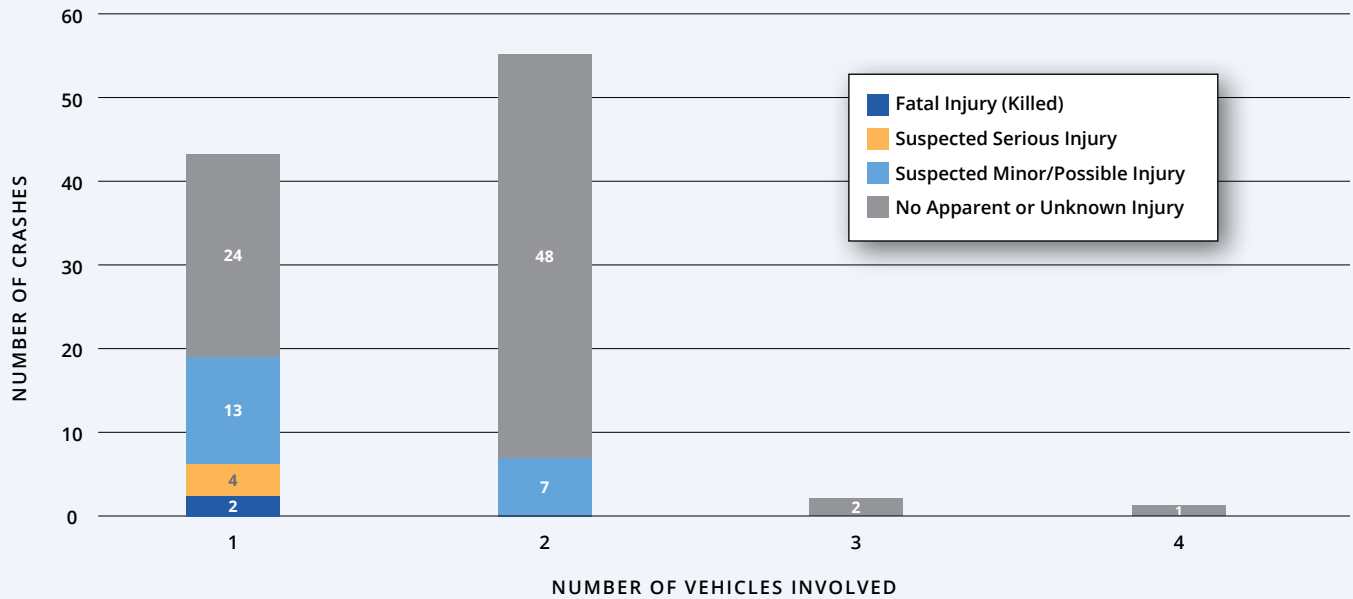


FIGURE A-4: 2014–2023 Cordova Crashes by Restraint Used (At-Fault Vehicle) and Vehicle Type

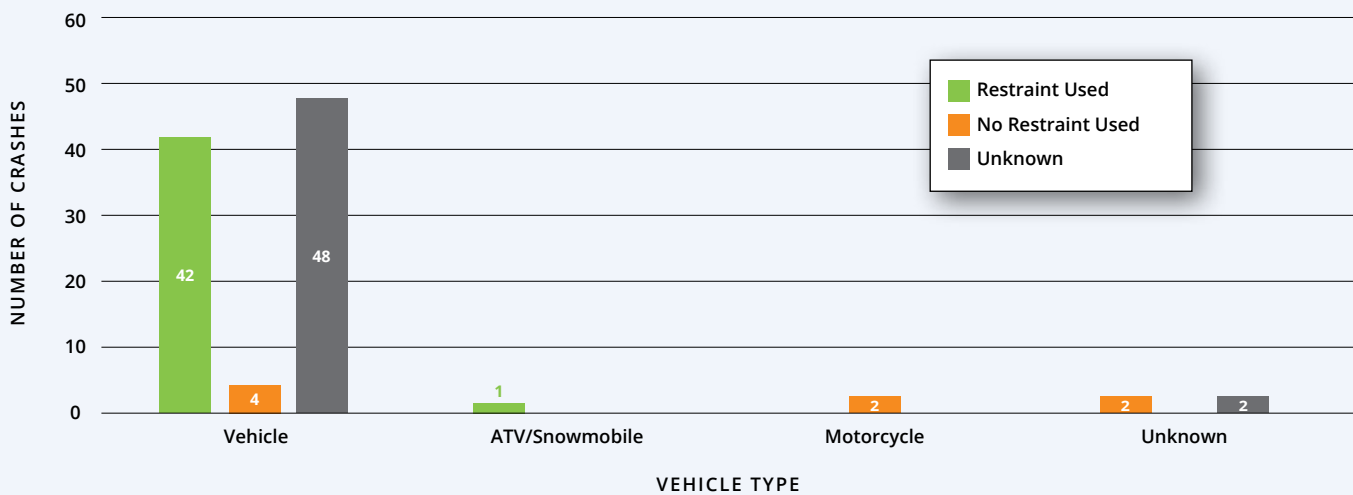


FIGURE A-5: 2014–2023 Cordova Crashes by Age Range (At-Fault Driver or Pedestrian) and Crash Severity
(Note: Reproduced from Figure 5)

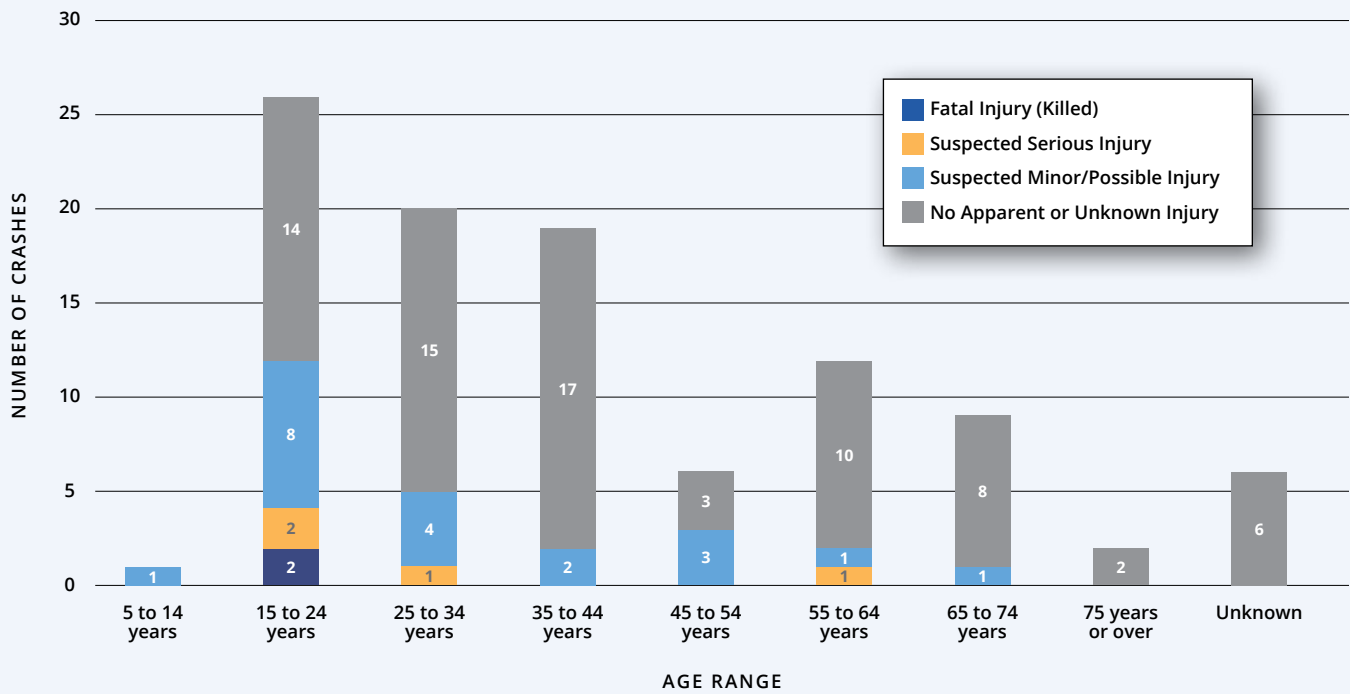


FIGURE A-6: 2014–2023 Cordova Crashes by Driver Impairment (At-Fault Driver) and Crash Severity

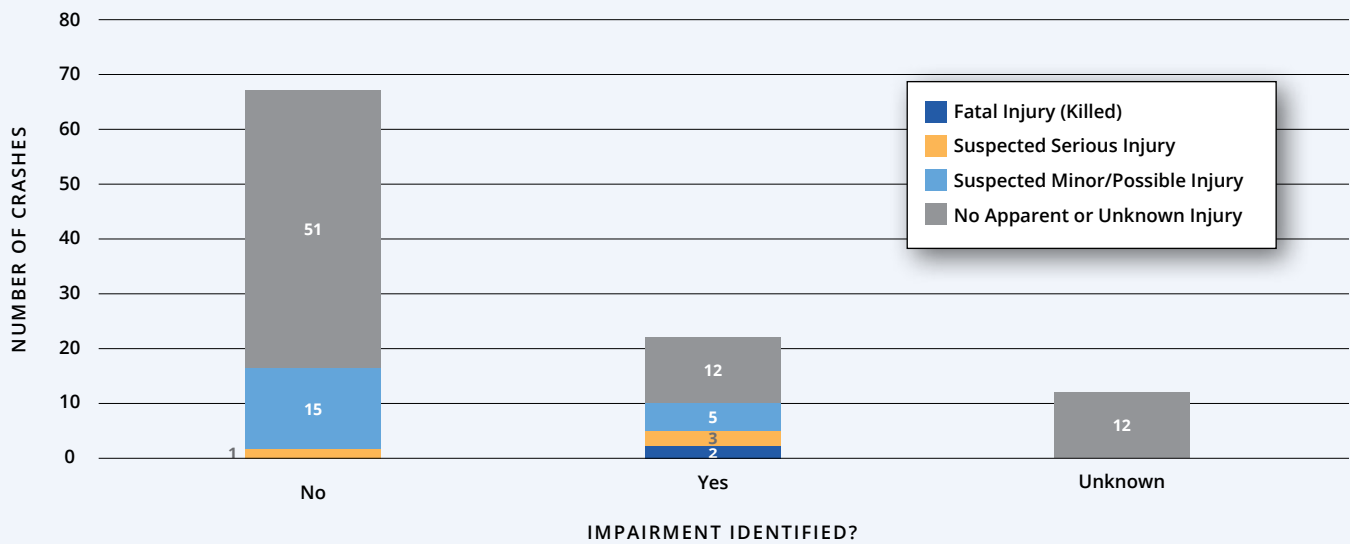


FIGURE A-7: 2014–2023 Cordova Crashes by Time Period and Crash Severity

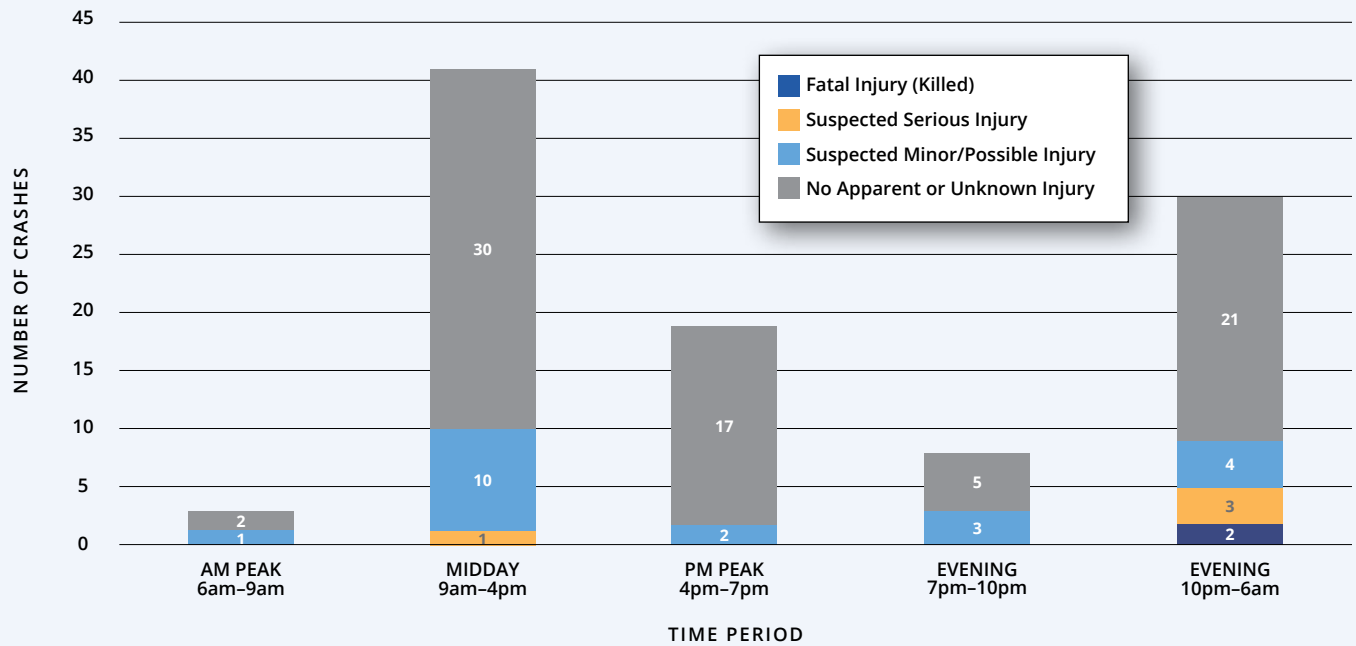


FIGURE A-8: 2014–2023 Cordova Crashes by Year and Crash Severity

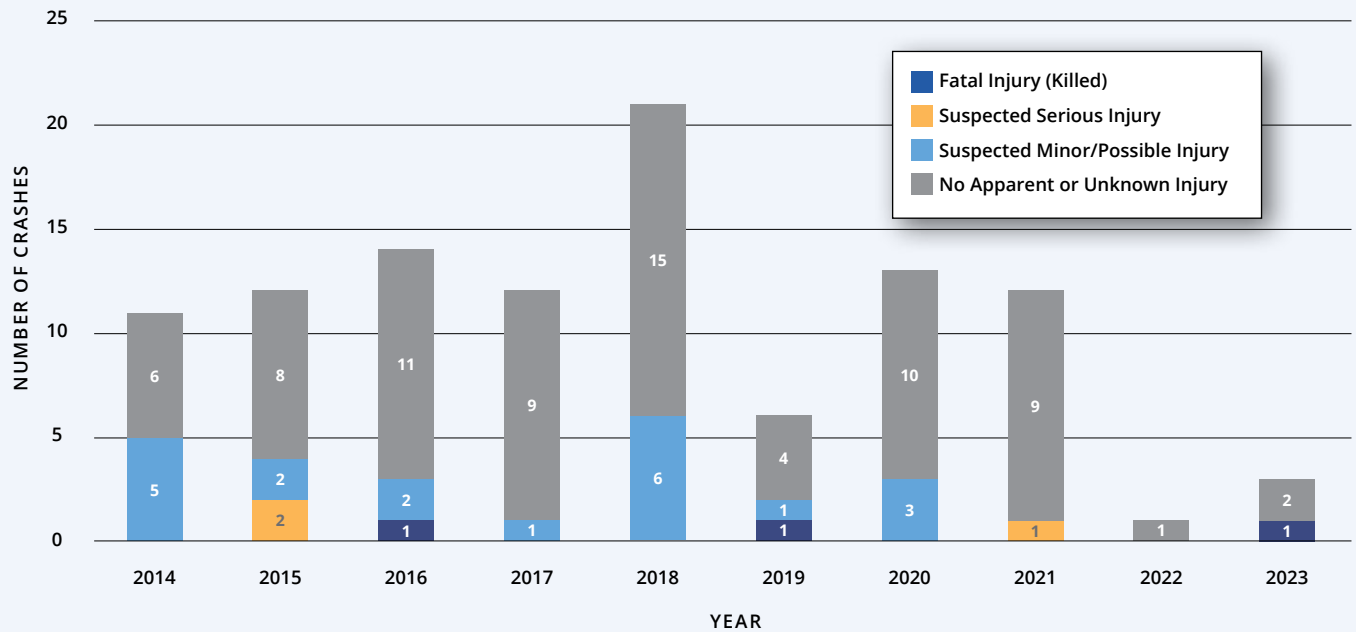


FIGURE A-9: 2014–2023 Cordova Crashes by Month and Crash Severity

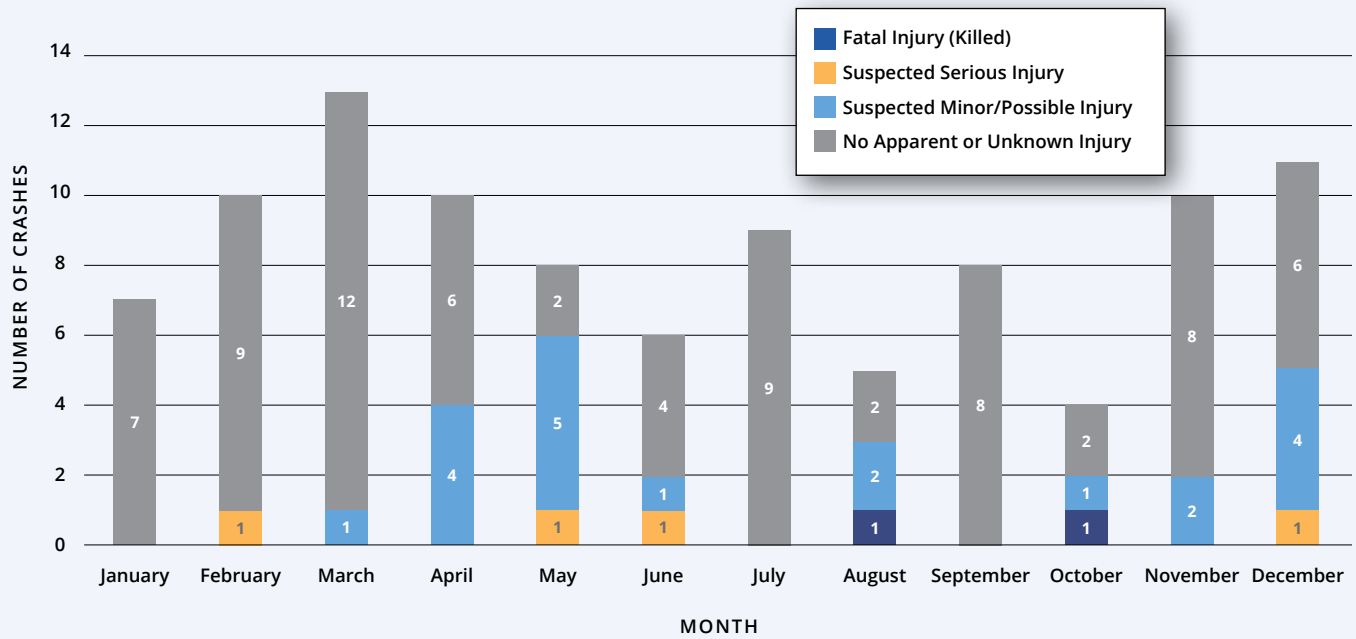


FIGURE A-10: 2014–2023 Cordova Crashes by Season and Crash Severity

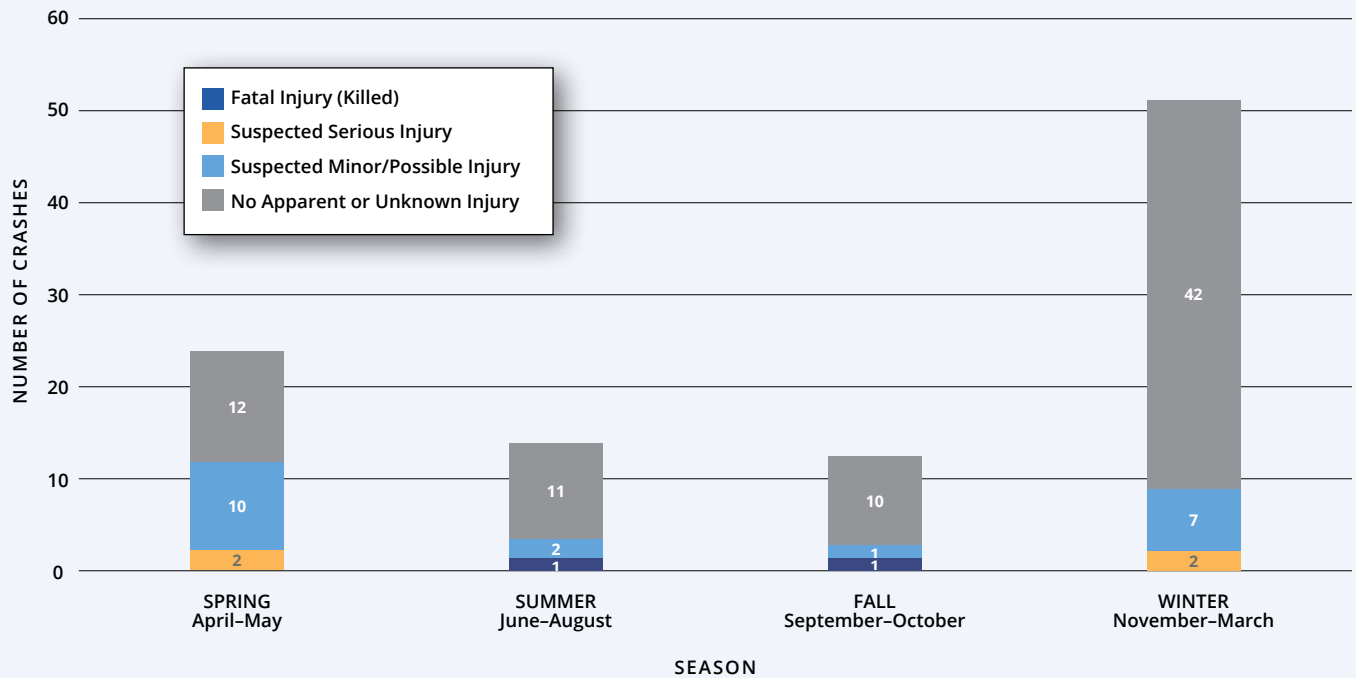


FIGURE A-11: 2014–2023 Cordova Crashes by Ambient Light and Crash Severity

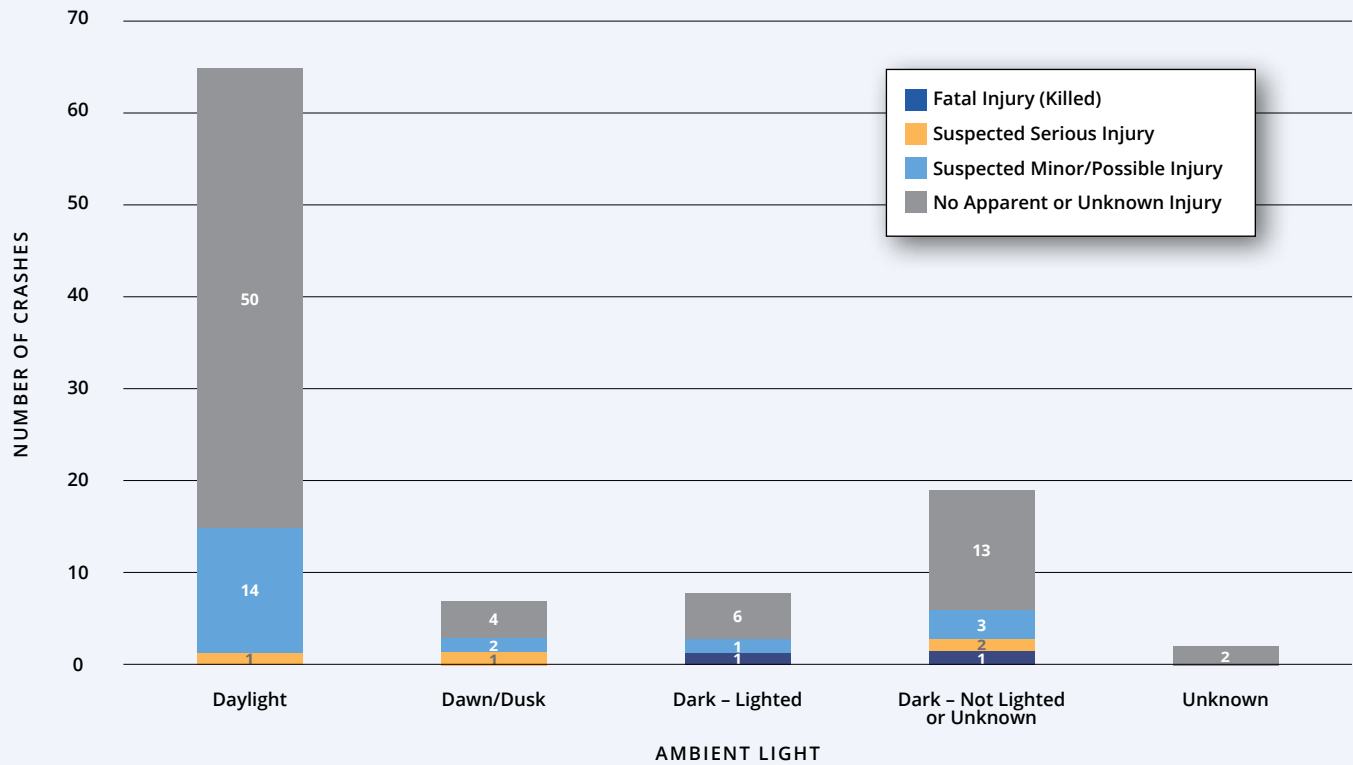
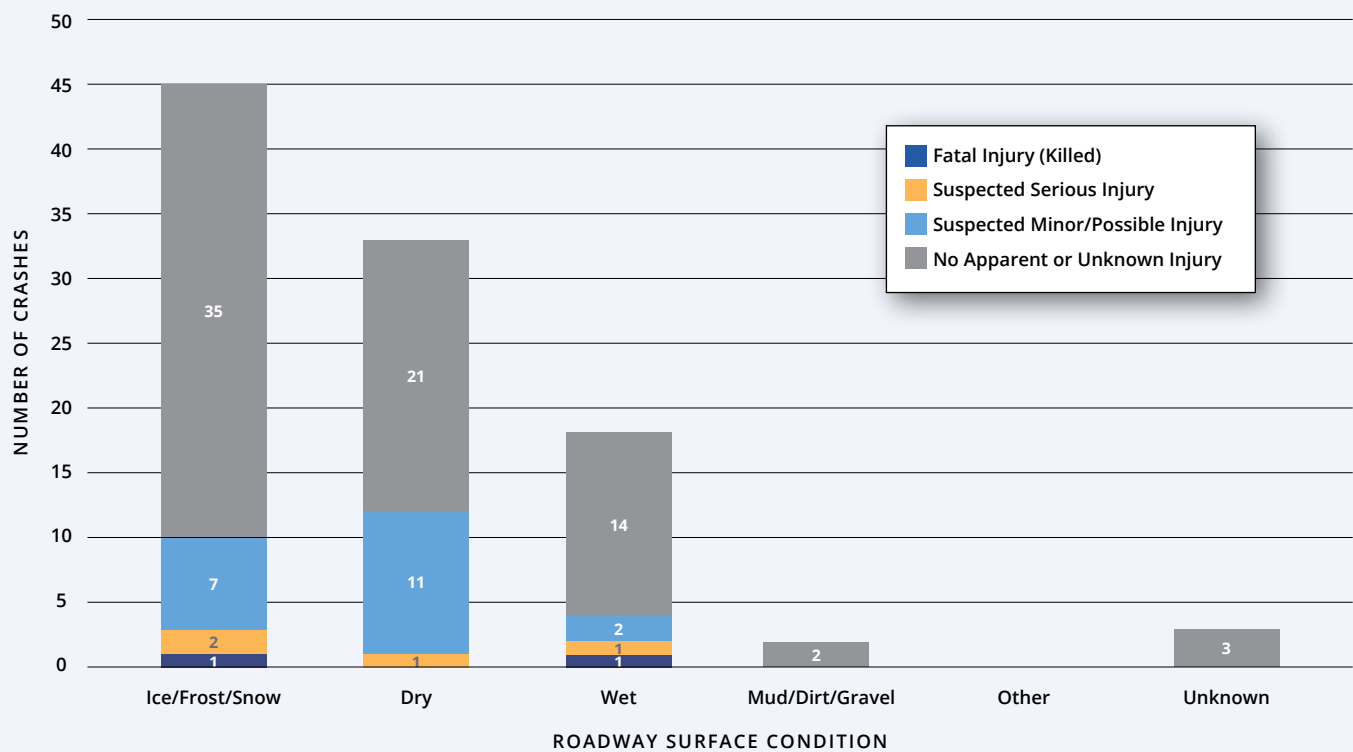


FIGURE A-12: Cordova Crashes by Roadway Surface Condition, 2014-2023 (Note: Reproduced from Figure 6)



Appendix B: Crash Data Analysis Map

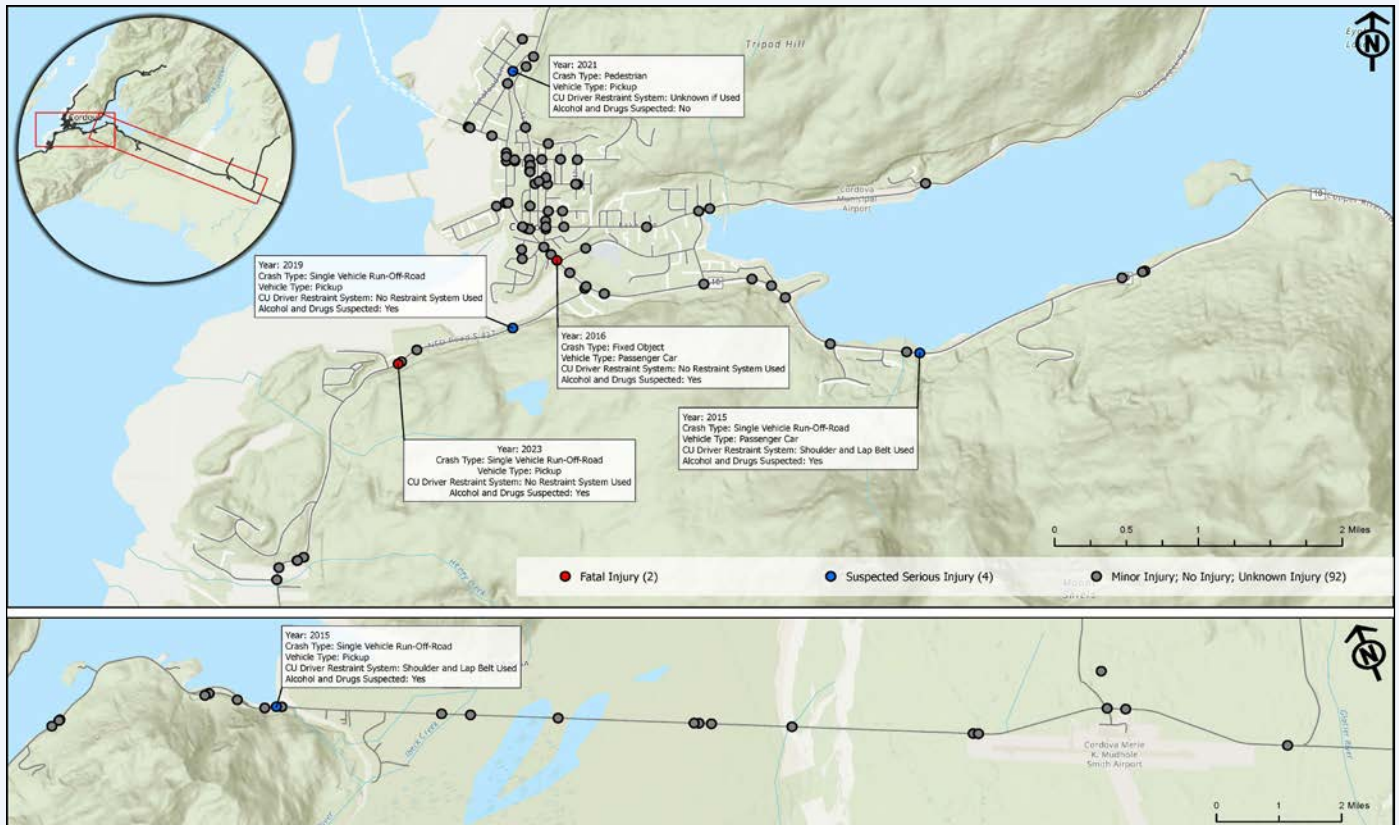


FIGURE B-1: Cordova Crash Map (Kinney Engineering, 2025)

Appendix C: Engagement Summary and Feedback Themes

The development of the City of Cordova's Safety Action Plan was guided by a multifaceted engagement strategy designed by the Alaska Municipal League (AML) to balance statewide coordination with community-level responsiveness. This approach acknowledged the unique challenges of Alaska's rural and remote communities—such as geographic isolation, limited internet access, and seasonal population shifts—while ensuring authentic community participation in identifying safety concerns and shaping solutions.

Cohort Model and Statewide Coordination

Cordova's plan was one of over 19 developed simultaneously through AML's SS4A cohort model, known as the "One Too Many" initiative. This structure enabled communities across Alaska to benefit from shared tools, planning templates, and technical expertise while maintaining locally tailored planning processes.

Through this model:

- AML provided direct planning support to each community, including facilitation, data analysis, and technical writing.
- Best practices and strategies were shared among cohort members through periodic workshops and communication channels, such as the AML Infrastructure Symposium and SS4A Planning webinars.

This structure allowed Cordova to benefit from efficiencies in process and technical resources while preserving the integrity of community-specific planning.

Local Engagement and Public Involvement in Cordova

AML worked with local partners in Cordova to ensure the Safety Action Plan reflected community-specific transportation conditions, lived experience, and local priorities.

A public engagement event was held at the Cordova Center on December 17, 2025, to identify areas of unsafe road conditions, locations where residents have experienced crashes or near misses, and ideas for making streets safer. Participants identified recurring concerns related to Whitshed Road, school-area corridors, downtown intersections, Breakwater Avenue, the harbor, the ferry terminal, and higher-speed roads connecting to recreation areas and the airport. Common themes included narrow roadways, limited sidewalks and shoulders, speeding, winter ice and snow, faded crosswalk markings, parking and backing conflicts, and pedestrian/bicycle safety near schools, recreational facilities, and waterfront destinations.

AML also supported broader public input through a community survey with a 30-day response period published in June. Survey results reinforced many of the same themes raised during the in-person meeting. Respondents reported heavy reliance on driving and walking, mixed feelings about local road and trail safety, concern about road maintenance, and strong interest in improved shoulders, pedestrian and bicycle facilities, visibility at crossings and intersections, snow and ice removal, and more frequent maintenance. The majority of respondents also reported having experienced or witnessed an accident or near miss. The survey is included in this appendix.

The Draft Safety Action Plan was also made available for 30-day public review and comment. This review period provided an additional opportunity for residents, local officials, and partner organizations to evaluate the draft findings, strategies, and project recommendations before the plan was finalized. Public input was used to refine the plan's emphasis on Safe Routes to School, pedestrian and bicycle connections, downtown and harbor-area circulation, winter maintenance, roadway visibility, speed management, and long-term capital improvements.

Public Involvement Plan and Strategic Goals

The engagement approach reflected AML's broader public involvement goals of transparency, inclusivity, responsiveness, information sharing, and collaboration. In Cordova, these goals were applied by using multiple ways to gather input, including in-person discussion, survey responses, local coordination, and public review of the draft plan.

Residents were asked where they feel unsafe using roads, sidewalks, trails, and crossings; where accidents or near misses are known to occur; and what types of improvements would make travel safer. This approach was especially important in Cordova because some safety concerns – such as winter walking conditions, informal pedestrian routes, near misses, seasonal harbor activity, school travel patterns, and parking conflicts – may not be fully captured in reported crash data.

Results and Reflection

Public involvement in Cordova supplemented reported crash patterns with community-perceived risk. Crash data showed concentrations in downtown Cordova and along key corridors, while public input added important detail about where residents feel exposed as pedestrians, bicyclists, parents, students, drivers, and seasonal workers. Together, these sources identified priority safety locations including school-area corridors, downtown intersections, neighborhoods outside of downtown, the harbor and ferry terminal area, and highways and their higher-speed approaches into town.

The engagement process directly shaped the Safety Action Plan's recommendations. Public feedback supported near-term actions such as Safe Routes to School planning, visibility improvements, driver education, winter maintenance improvements, and harbor/ferry circulation review, while also helping define mid- and long-term priorities such as pedestrian network expansion, targeted lighting, roadway condition improvements, and specific roadway improvements.

CORDOVA

COMPREHENSIVE SAFETY ACTION PLAN

VISION ZERO



PREPARED BY: ALASKA MUNICIPAL LEAGUE
SEPTEMBER 2026