

AMATS High-Crash Network corridors and Safer Seward Highway Project: comparison of crash rates.

Includes all corridors on the AMATS High-Crash Network plus the Safer Seward corridor (highlighted). Corridors are ranked by crash rate, which is the number of fatal and serious-injury crashes per 100 million vehicle-miles traveled (VMT).

Rank	Corridor	Termini	Crash rate*	Fatal + serious crashes†	Corridor length (mi)	AADT‡
1	Fireweed Ln	A – Seward Hwy	100.0	6	0.5	6393
2	Gambell St	3rd – 20th	37.7	13	1.2	15665
3	A St	8th – 36th	36.6	15	1.8	12411
4	C St	5th – 36th	34.9	19	2.1	14182
5	6th Ave	L – 5th	30.6	11	1.4	14031
6	36th Ave	Spenard – Elmore	29.9	16	3.4	8610
7	Mountain View Dr	Taylor – McCarrey	24.2	4	0.9	10127
8	Ingra St	3rd – 20th	21.0	11	1.2	24006
9	Bragaw St	Thompson – 20th	20.0	9	1.8	13727
10	Old Seward Hwy	Lore – Klatt	18.4	16	2.5	19101
11	DeBarr Rd	E – Muldoon	15.9	30	5.4	19110
12	Spenard Rd	25th – Wisconsin	15.6	5	1.7	10273
13	Tudor Rd	Taft – Patterson	15.0	41	5.7	26283
14	Muldoon Rd	Golden Bear – 36th	13.2	19	3.1	25314
15	Minnesota Dr	Chester Crk – Spenard	12.1	7	1.0	31873
16	Benson Blvd	Willow – Redwood	11.2	8	2.3	17079
17	Northern Lights Blvd	Forest Park – Muldoon	10.5	24	6.7	18705
18	5th Ave	L – Bragaw	10.0	19	3.2	32405
19	Lake Otis Pkwy	36th – 70th	8.4	6	2.2	17802
20	Seward Hwy	20th – Tudor	8.0	8	1.6	34313
21	Dimond Blvd	Angela – Spring	6.6	7	1.9	30557
22	Safer Seward Hwy	Bird Flats – Rabbit Crk	4.3	12	18.9	8110
23	Boniface Pkwy	Glenn Hwy – Tudor	4.2	5	3.0	21634
24	Tudor-Muldoon Curve	36th – Patterson	2.3	1	1.3	18530

* Crash rate = $(C \times 100,000,000) / (V \times 365 \times N \times L)$, where C = number of fatal and serious-injury crashes, V = AADT, N = number of years of crash data (5), and L = corridor length in miles. This metric is commonly used in national safety analyses and allows comparison across corridors with varying length and traffic volume.

† Total over 2017–2021. From DOT&PF’s crash dataset, except the Safer Seward Hwy number is from the project’s Environmental Assessment (Appendix G: Traffic and Safety Analysis).

‡ Annual Average Daily Traffic. From DOT&PF’s 2021 AADT dataset, except the Safer Seward Hwy number is from the project’s Environmental Assessment (Appendix G: Traffic and Safety Analysis). When AADT varies along a corridor, the weighted mean (by segment length) is shown.

DOT&PF crash data disclaimer: This information is compiled for highway safety planning purposes. Federal law prohibits its discovery or admissibility in litigation against state, tribal or local government that involves a location or locations mentioned in the collision data. 23 U.S.C. § 407; 23 U.S.C. § 148(h)(4); Walden v. DOT, 27 P.3d 297, 304-305 (Alaska 2001). This compilation is derived from reports maintained by DMV, and DOT&PF can make no representation about their accuracy.