

PO BOX 1673  
Sitka, AK 99835-1673  
2 September 2015

Office of the Municipal Administrator  
City Hall, Third Floor  
100 Lincoln Street  
Sitka, AK 99835

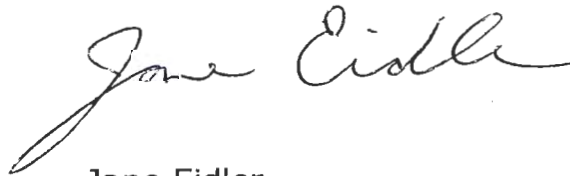
Dear Mark Gorman:

I live off Kimsham street and recently found out that the city plans to put a round about at the top of Kimsham off Edgumbe Drive. Having lived here for over ten years I would like to remind you that all winters are not like last winter and many cars going up Kimsham cannot stop or they will a slide down the hill and have no traction to get up the hill.

If the round about is empty there will be no problem, but I foresee problems if the round about is full and the Kimsham person in their car cannot get in or there are pedestrians or children trying to get to school walking across the road.

That is why in the ten years I have lived off Kimsham that they have the right of way because they are on a hill.

Sincerely,

A handwritten signature in black ink that reads "Jane Eidler". The signature is written in a cursive style with a long, sweeping underline that extends to the left.

Jane Eidler



# City and Borough of Sitka

100 Lincoln Street Sitka, Alaska 99835

*Coast Guard City, USA*

September 8, 2015

Jane Eidler  
P.O. Box 1673  
Sitka, AK 99835

Dear <sup>Jane</sup>~~Ms. Eidler~~,

Thank you for sending your letter of concern regarding the new roundabout being constructed at the intersection of Edgecumbe Drive and Kimsham. We certainly recognize your concern and heard similar comments during the public meetings. However, due to current safety standards, it is not possible to leave this intersection uncontrolled for vehicles approaching uphill on Kimsham. This configuration has significant sight distance problems not being able to see the vehicles approaching on Kimsham. This makes it almost impossible to safely proceed into the intersection from the stop sign and be able to see oncoming traffic that does not have to stop. Likewise this poses an unsafe condition for pedestrians. These safety aspects are defined by national safety standards that dictate how engineers must design intersections and roads. To break away from these standards would yield significant liability for the City and Borough and the engineers responsible for the design.

We studied both a five-way stop and a roundabout in order to meet safety standards. Whether the intersection was going to be a traditional stop control configuration or a roundabout, the traffic approaching the intersection would be required to stop. We certainly understand the challenges of stopping on a hill especially during snow and ice conditions.

We have several intersections in Sitka with similar characteristics. We are committed to mitigate this concern by significantly increasing our snow and ice removal priority for this location. Through aggressive measures, we have found that this risk can be mitigated effectively especially given that the majority of the season does not yield icy conditions.

The roundabout was chosen due to the fact that it is the only intersection that meets all required safety elements for a five-way intersection. We did not want to remove any of the five intersecting streets to allow for a traditional stop control intersection. Roundabouts also have the advantage of being safer for both vehicles and pedestrians and given that they are yield control versus stop control, it reduces the requirement to stop.

I hope this information provides some clarity in terms of the selected roundabout configuration. If you need more information, I encourage you to visit with the Engineering Department.

Sincerely,



Mark Gorman  
Municipal Administrator

cc: Michael Harmon, Director of Public Works