

## Excerpt of [CNN article](#) on what's wrong with left-hand turns

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### Why UPS trucks (almost) never turn left



By [Jacopo Prisco](#), CNN

🕒 Updated 5:17 AM ET, Thu February 16, 2017

#### What's wrong with turning left?

"Left-hand turns are generally considered unsafe and wasteful on right-hand driving roads, such as those in the US.

"Left-turning traffic typically has to turn against a flow of oncoming vehicles," explains [Tom Vanderbilt](#), author of the book "Traffic: Why we drive the way we do."

"This can not only be dangerous, but makes traffic build up, unless you install a dedicated left-turn 'phase,' which is fine but basically adds 30 or 45 seconds to everyone else's single time," he said.

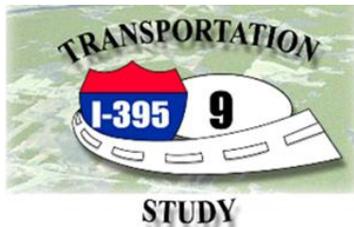
A [study](#) on crash factors in intersection-related accidents from the US National Highway Traffic Safety Association shows that turning left is one of the leading "critical pre-crash events" (an event that made a collision inevitable), occurring in 22.2 percent of crashes, as opposed to 1.2 percent for right turns. About 61 percent of crashes that occur while turning or crossing an intersection involve left turns, as opposed to just 3.1 percent involving right turns.

Left turns are also three times more likely to kill pedestrians than right ones, according to [data collected](#) by New York City's transportation planners."

# What does the [FHWA](#) say about left-hand turns and how many left-hand turns are in alternative 2B-2?

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“Where restricting turning movements to and from a driveway is possible, it is most beneficial from a safety perspective to prohibit left-turning movements. Research suggests that approximately 72 percent of crashes at a driveway involve a left-turning vehicle...approximately 34 percent of these crashes are due to an outbound vehicle turning left across through traffic. Twenty-eight percent of crashes are due to an inbound, left-turning vehicle conflicting with opposite direction through traffic, and 10 percent are due to outbound, left-turning movements incorrectly merging into the same direction through movement.” ([FHWA report](#))



I-395/Route 9 Transportation Study  
Penobscot County, Maine  
PIN 008483.20/NH-8483(20)E

Transportation Improvement Strategies  
and Alternatives Analysis Technical  
Memorandum  
and  
U.S. Army Corps of Engineers Highway  
Methodology Phase I Submission

October 2003



U.S. Department  
of Transportation  
Federal Highway  
Administration



Maine Department  
of Transportation

“Limited opportunities exist to control access management on this section of Route 9 from local roads and driveways. There are ten local roads and 148 existing drives or access points to undeveloped lots.”

“The lack of existing access controls and the inability to effectively manage access along this section of Route 9, and the number of left turns, contribute to the poor LOS and safety concerns, and the inability of Alternative 2B to satisfy the system linkage purpose and need effectively.”

<http://i395rt9hardlook.com/wp-content/uploads/2017/01/Alts-Tech-Memo-10.2003.pdf> (pages ii/20/21)

If you transit 2B-2's Route 9 segment end to end and back again, you'll drive past 158 potential left turns! (148 access points and 10 local roads.)

# What does the [FHWA](#) say about access points?

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FHWA Access Management



## 2. What are the Benefits of Access Management?

“Points of conflict increase as areas along the highway become more commercialized and densely populated. Each new access point added to an undivided highway in an urban and suburban area increases the annual accident rate by 11 to 18 percent on that highway segment. In rural areas, each access point added increases the annual accident rate by seven percent. Well-managed access points can improve user safety by reducing the number, severity and cost of access-related accidents.” (Excerpt)

“In rural areas, each access point added increases the annual accident rate by seven percent.” That is what the FHWA says!

- That statement suggests, with the high number (148) of existing access points on 2B-2’s Route 9 segment, you are 1,036% more likely to have an accident on 2B-2 than any of the 79+ alternatives meeting the System Linkage Need.

As the number of access points increases, the annual accident rate increases—decreasing safety. With access management added to the mix, I question how 148 additional access points added to this new connector from the onset will affect Safety Concerns and Traffic Congestion.

Why select an alternative such as 2B-2 that does not satisfy the original study system linkage need of a Route 9 connection east of Route 46 and comes with the added baggage of 148 access points, when 45 out of the 79+ studied alternatives satisfied the original study system linkage need with zero access points? Which sounds safer to you??