Access Management versus Safety and Traffic Congestion

Larry Adams 8/18/2014 6:49 PM

To: Brewer City Council; Brewer City Manager; Councilor Beverly Uhlenhake; Councilor Joseph Ferris; Councilor Kevin O'Connell; Deputy Mayor Matthew Vachon; Mayor Jerry W. Goss; Eddington Board of Selectman and Town Manager; Carol Woodcock / U.S. Senator Susan Collins; Elizabeth Montgomery Schneider MacTaggart / U.S. Senator Angus King; Representative Arthur Verow - District #21; Representative David Johnson - District#20; Rosemary Winslow / U.S. Congressman Mike Michaud; Senator Edward Youngblood - District#31;

Cc: personal addresses redacted.

Good evening to all:

Everyone knows by now that the original System Linkage Need has been deferred to some future time past 2035. Attached is a document, in newsletter format, addressing the two other needs: Safety Concerns and Traffic Congestion. IMHO, none of the needs are satisfied by the 2B-2 alternative.

FHWA documentation indicates: "*In rural areas, each access point added increases the annual accident rate by seven percent.*"

MaineDOT documentation indicates: "*Highway crashes related to cars entering and leaving the public way resulted in an estimated economic impact to the State of Maine of $1.2 billion over the past 10 years and of approximately $106 million in 1999 alone.*"

What does the 4.2 mile section of Route 9, an integral part of alternative 2B-2, bring to the table? *"There are ten local roads and 148 existing drives or access points to undeveloped lots."*

The 2B-2 alternative - from the onset of construction - will contain 158 separate/distinct access points— that's 158 access points more than any of the 79+ studied alternatives that met the system linkage need—those alternatives all had zero access points!

How can selecting, supporting and promoting an alternative with such a large deficiency at the onset of construction be within engineering best practices?

These issues can't be camouflaged by a *"hard look at Route 9".*

How can anyone say that alternative 2B-2 is safe enough to satisfy the Safety Concerns Need of this Study when you become aware of the many issues?

Larry Adams