

### [What does the FHWA say about left turns?](#)

“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.”

### [What does the MaineDOT say about Route 9’s left turns?](#)

“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.” (Page 20/21)

### [How many left-hand-turns on 2B-2?](#)

“There are ten local roads and 148 existing drives or access points to undeveloped lots.”

- **Question:** How many left turns exist on 2B-2’s 4.2 mile section of Route 9?
- **Answer:** If you traverse that section of Route 9 from one end to the other and back again, you will come upon 158 left-hand-turns!
- **FACT:** Any of the 79+ studied alternatives meeting the “east of Route 46” system linkage need, provided a “limited-access facility” and subsequently acquired zero added left turns; 2B-2 will be commissioned with 158 extra left turns as it is no longer limited-access. How does that foster safety?

“Joan Brooks commented that one of the requirements of the study is to create a limited access facility....Ray added that recent [legislative policy instructs DOT to limit access on most major arterials in the state](#). The idea is to increase efficiency and reduce costs.” Apparently—not so with 2B-2!!