

PLUM CREEK PLAN

Traffic Growth Underestimated

The following summarizes multiple pages of technical testimony submitted in summer 2007 to Maine's Land Use Regulation Commission (LURC) by Thomas Errico, senior transportation engineer with Wilbur Smith Associates. Full testimony and source documentation: <ftp://ftp.state.me.us/outgoing/PlumCreek>.

Plum Creek's traffic analysis may underestimate the amount of traffic growth its Moosehead Lake region development would have on the area's roads.

Model Makes Low Estimate

The model used for Plum Creek's traffic projections does not take into account traffic growth from all developments outside the plan area. The model also doesn't consider traffic heading north on Lily Bay Road toward Frenchtown.

A Different Tale

Figuring in future growth outside the development area and a more realistic traffic generation estimate tells a different story—sharp increases in traffic. For example, this model estimates that in 2024 traffic on the

Lily Bay Road at Beaver Cover would be 2,327 vehicle trips per day without Plum Creek development and 7,286 with the development. In contrast, Plum Creek's analysis estimates only 3,952 trips with its development. In many cases Plum Creek's underestimates are even more extreme.

Less Development Means Less Traffic

To reach a daily traffic volume of fewer than 2,000 vehicles on Lily Bay Road would require eliminating the Lily Bay resort on top of cutting the rest of Plum Creek's proposed development in half. To reach 2,000 vehicles on Route 6/15 would require the elimination of the Lily Bay resort as well as a 75-percent reduction in the rest of the proposed development.