

Rockville Trails Development and Traffic

July 25, 2008

Solano County Department of Resource Management
Planning Division
675 Texas Street, Suite 5500
Fairfield, CA 9533

Attn: Mike Yankovich
RE: Comments on RDEIR, Rockville Trails Estates

Sir:
I have been watching the Rockville Trails Estates project for about a year now and am a little confused about the traffic issue. I understand it has been resolved or mitigated away.

I'm not an expert on developments nor governmental policies, but as a CEO of a manufacturing and distribution company that also ran big rigs the last 35 years, I do know a thing or two about business and Bay Area traffic.

Governmental estimates put our economic loss due to traffic congestion at over \$1000 per year per person on top of regular driving costs. And I can guarantee you, traffic on the 80 corridor between Vacaville and San Francisco is often at a standstill, in spite of the minimization efforts of the engineers for the Rockville Trails project, and the entrance onto 80 from Rockville is particularly bad. I understand the developer has indicated that little subdivision traffic will go by way of Green Valley. I'm convinced the majority of traffic will go that way simply because west is where the jobs are, and east is where the housing is. The only other alternative is back tracking several miles to Abernathy.



Entrance onto freeway @ Rockville Rd.

1



Traffic at a standstill just before Rockville Rd. on a typical morning.

If the Rockville Trails subdivision isn't enough to exacerbate an already overburdened on-ramp, Middle Green Valley land owners are asking for another 400 plus houses, and I imagine more developments are planned along the Sacramento - San Francisco corridor as well. Furthermore re-construction plans for freeway improvements are lagging or non existent. But that of course isn't the counties problem, an attitude analogous to littering and saying it's the garbage company's problem.

I ask you how a governmental agency can approve a development knowing fully well it will overburden an already problematic infra structure? It appears the agencies involved in approving this project are perfectly complacent in letting California's Taxpayers bear the burdened for these unresolved issues.

2

Deferring fixes while promoting development is bad business. It hurts the current commuter. It hurts the developer when potential home buyers can't get to work. It hurts the environment. And it impacts our productivity as a nation.

Irresponsibility would be approving this project, then hoping our infrastructure will catch up. Responsibility would improving our infrastructure, then building accordingly.

Thank you,

Jorg Fleige
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