

Solano County Department of Resource Management  
675 Texas St., Suite 5500  
Fairfield, CA 94533

Attn: Mike Yankovich; Jim Louie  
Re: Comments on Revised Draft EIR - Rockville Trails Estates

One significant oversight of the EIR that should be addressed is lack of analysis of project impacts generated from the western access road (located across from Cravea Lane). The EIR's portrayal of the use of this road is grossly underestimated. The project description states, "the western, secondary access is not intended to provide primary access to the site". Rockville Trails residents that intend to travel west on I-80, shop at the nearest grocery store, or drop their children off at the grade school, middle school, or high school, will very likely to be using the western access road. Anyone returning home from a job in Contra Costa County or the Bay area is going to use this road, as they will no doubt be traveling down Green Valley Road from I-80. It doesn't take a traffic expert to know that people take the shortest, most direct route to their destination. Even the eastern entrance to the project is closer to Green Valley Road than it is to Suisun Valley Road, which is where the EIR predicts the traffic impacts will occur.

**1**

The western access road is steep. Cars accelerating as they climb this hillside road are going to generate substantial noise that will carry across the valley. The peaceful, serene character of the valley will be severely depreciated by this noise impact. The project description claims that "minimal use of this access gate" will be ensured by not providing subdivision identification at this access point, and posting a sign directing delivery vehicles to the main, eastern access. This is preposterous. Certainly residents don't need subdivision identification to tell them where they live. Far more significant measures will be required to ensure that this road will get minimal use, which is supposedly the project designer's intent. In fact, the best solution would be to downgrade this road to an emergency services road. By eliminating the potential for high use of this road, traffic and noise impacts on Green Valley would be significantly reduced. The final EIR should take this proposal into consideration.

**2**

Another aspect of the western access that has not been fully analyzed is the hazard level that exists due to the curve in Rockville Road, which limits visibility, and the fact that cars are traveling at high rates of speed along this section of the road. This is already a treacherous spot to maneuver for those of us living on Cravea Lane.

Anyone who knows this area, and is familiar with the road layouts, has the common sense to see what the EIR fails to acknowledge – the western entrance is likely going to function as the main entrance to the project. Failure to recognize this fact is a serious flaw in the EIR, as all assumptions regarding traffic & noise impacts are severely underestimated.

Thank you for your consideration of this matter.

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