

Issue #2 : Is transportation dealt with adequately?

Read this statement about “field observations”. Apparently they were not done during peak season conditions or when Six Flags was operating.

(page 49) The two interchanges and Fairgrounds Drive operate at acceptable service levels today. Field observations indicate that most of the intersections serving the interchanges experience relatively minor traffic delays and vehicle queuing. Both freeways experience some congestion during peak periods of the day. However, most of the significant congestion occurs on I-80 further to the south between the Tennessee Street interchange and the Carquinez Bridge. More detailed analysis is required to verify these conclusions. Also, the analysis could also evaluate weekend peak-season conditions to assess traffic operations related to Six Flags.

The study makes the claim that no transportation improvements are needed for the first phase. But the claim is based on an earlier study which assumed there would be a new interchange at Turner Pkwy. The Solano360 Study admits this will not happen and doesn't seem to mind the contradiction.

(page 48) The Solano360 transportation assessment is largely based on assumptions and traffic volumes presented in I-80 HOV Lanes / Turner Parkway Overcrossing Transportation Analysis Final Report (DKS Associates, October 2008) and the memorandum Solano County Fairgrounds Traffic Threshold Assessment (DKS Associates, December 2008).

A new I-80 interchange serving Turner Parkway was included in these studies. However, the short spacing between the Redwood Parkway interchange to the south and the I-80 / SR-37 connector ramps rules out the possibility of constructing an additional interchange at this location.