



CHAPTER FIVE: TRANSPORTATION

5.1 INTRODUCTION

This chapter addresses circulation and transportation within the Plan Area, including off-site and on-site roadways. It describes the existing roadway system, identifies likely improvements needed to support Plan Area development, and establishes policies for transportation, parking and circulation systems within the Plan Area.

The information in this chapter is informed by the Plan's conceptual site plans and may be subject to change as more detailed plans and specifications are developed as part of the design and development process.

5.1 OFF-SITE HIGHWAYS AND ROADS

The Plan Area is bounded by Fairgrounds Drive to the west, Sage Street and SR-37 to the north, I-80 to the east, and Coach Lane to the south. The site is currently directly accessed via Fairgrounds Drive and Sage Street.

- SR-37 is an east-west four-lane freeway that connects I-80 to US 101 in Marin County. A diamond interchange is provided at SR-37/Fairgrounds Drive. East of I-80, SR-37 connects to Columbus Parkway, providing a route through eastern Vallejo to Benicia.
- I-80 is an interstate freeway that runs in a north-south direction directly east of the site. Between three and five travel lanes are provided in the northbound (eastbound) and southbound (westbound) direction, as lanes are added and dropped between interchanges adjacent to the project site.
- Fairgrounds Drive is a north-south arterial road that provides four lanes along most of the project frontage, transitioning to two lanes south of the Six Flags Discovery Kingdom exit driveway.
- Sage Street is an east-west two-lane roadway that connects Fairgrounds Drive to the neighborhood north of SR-37, via an underpass.
- The Solano Transportation Authority (STA) is planning the Redwood Parkway/Fairgrounds Drive Improvement Project that will improve Fairgrounds Drive to a continuous four lanes between SR-37 and Redwood Parkway, plus a third northbound through lane between the Six Flags Discovery Kingdom Exit Driveway/Fairgrounds Drive intersection and SR-37, and improve the configuration and capacity of the SR-37/Fairgrounds Drive interchange and the Redwood Parkway/I-80 interchange. The project is in the Project Approval/Environmental Document (PA/ED) phase.

5.2 ON-SITE CIRCULATION

5.2.1 Vehicular Circulation

The Plan Area will be accessed via:

- Two higher-capacity intersections along Fairgrounds Drive at the North and South Loop Road,
- A lower-capacity but highly visible secondary access from Fairgrounds Drive at the Entry Road, and
- Another secondary intersection on Sage Street (see Figure 5.1) serving primarily service and transit vehicles.

Figures 5.2 and 5.3 show the roadway and intersection configurations in the northern and southern parts of the Plan Area, respectively. Figure 5.4 highlights the turning movements for intersections along Fairgrounds Drive. Figures 5.5 to 5.8 show street sections for the primary roadways.

Major Roads

Entry Road – The Entry Road aligns with the current Fairgrounds entry road, opposite the Six Flags Discovery Kingdom exit. The intersection is currently signalized.

The Fairgrounds Drive/Redwood Parkway Improvement Project is currently designed to provide a second southbound left-turn lane and a third northbound through lane at the intersection. However, in order to create a more pedestrian-oriented character for the Entry Road, the Plan proposes a narrower Entry Road street section of one 11-foot lane and a parking lane in each direction, with a wide urban sidewalk on the north and south sides. Therefore, the intersection with Fairgrounds Drive will only require a single southbound left-turn lane to feed into the single inbound travel lane onto the Entry Road. A center median will extend approximately 250 feet east from Fairgrounds Drive, opening to provide space for a 150-foot left-turn lane into the EMU Parcels 7 and 8.

The Entry Road will intersect with the Loop Road at the Exposition Hall Arrival Plaza, with a raised intersection to provide traffic calming and pedestrian safety. East-bound traffic will turn right or left onto the Loop Road, with a drop-off area located north of the Arrival Plaza where only limited vehicular access will be possible for special purposes such as emergencies or access for the disabled.

Loop Road – The Loop Road is intended to provide the primary circulation through the site, connecting to Fairgrounds Drive at two locations. The Plan proposes that the northerly connection include two left-turn lanes for southbound traffic on Fairgrounds Drive; this would require a revision to the Fairgrounds Drive/Redwood Parkway Improvement Project design.

North Loop Road is planned to provide two right turn lanes northbound onto Fairgrounds Drive, with no southbound left turning movement allowed. The intersection would be signal-controlled for all movements except for the southbound through traffic along Fairgrounds Drive, which would be a free-flow movement, with no change to access into Six Flags Discovery Kingdom. Additionally, the direct access from the Courtyard by Marriott Hotel onto Fairgrounds Drive would need to be modified to prohibit outbound left turns. All other turning movements would remain.

The South Loop Road intersection connection is located between the Entertainment Commercial (EC) parcel and the southerly parking area. This intersection would be signalized and would serve as the main access for the EC uses (although all trips to the site would have the option of using other intersections). At the planned intersection location, Fairgrounds Drive currently includes two travel lanes; in the future, the STA project is expected to provide a four-lane cross-section that includes two southbound lanes and two northbound lanes.

The Loop Road has a different design to the north and the south of the Entry Road. To the north, the configuration would consist of four 11-foot through lanes with a center median/left-turn lane and bike lane on both sides. This design would serve as the “urban street” function desired for the adjacent Entertainment Mixed Use (EMU) and Fair uses. Along the EMU Parcel 6 frontage, north of the Exposition Hall Arrival Plaza, the north side of the street would include a passenger drop-off lane.

To the south of the Entry Road, the proposed South Loop Road configuration consists of four 11-foot lanes, a center median/left turn lane, and a multi-purpose path on both sides. This section is expected to serve higher traffic volumes generated by a combination of Fair and EMU trips, along with most or all of the EC trips. The multi-purpose paths would provide pedestrian promenades connecting from the southern parking facilities to destinations located at the Fair and Public Entertainment Core.



Sage-Loop Connector Road – This short north-south roadway will provide access to the site from Sage Street, connect to the North Loop Road, and provide access to the Transit/North Parking Center, adjacent EMU parking areas, and North Fair parking lot. The street section is planned to be three 11-foot lanes (one in each direction and a center two-way left-turn lane), with bike lanes. As this roadway will provide the most direct route between points north and the northerly fair parking lots, it will be a desirable route, potentially overloading the single southbound left-turn lane on Fairgrounds Drive at Sage Street. Therefore, on peak-attendance days, such as the County Fair weekend, access management may be needed on Fairgrounds Drive to distribute traffic appropriately to the Sage-Loop Connector Road entrance; the North Loop Road entrance, at which the southbound left-turn capacity is twice that at Sage Street; and the Main Entry Road entrance.¹

In-Tract Minor Roads and Driveways

Other vehicular roadways would provide circulation within individual land use parcels. These routes will be determined at a later stage of the site development process, but are expected to include:

- Loop-Main Entry Connector– The Phase 1 Illustrative Concept (Figure 4.11) indicates an in-tract (within the parcel) driveway from the Entry Road into the two large EMU parcels #6 and #7, connecting to the North Loop Road. This minor connector may also function as a storm drainage easement (see Chapter Six).
- Perimeter Road – The northerly and southerly parking lots would be connected via a perimeter road to allow maximum parking and circulation efficiency. The perimeter roadway would likely have a minimal two-lane cross-section between the lots, and would run along the northern and eastern edges of the Fair parcels, providing intra-lot circulation and travel between designated parking areas. The roadway will be gated at both ends of the Fairgrounds to provide for security.

Traffic Calming Features

The Plan Area roadways and intersections would be designed for slow speeds to enhance the pedestrian environment and promote safety. Proposed traffic calming features include:

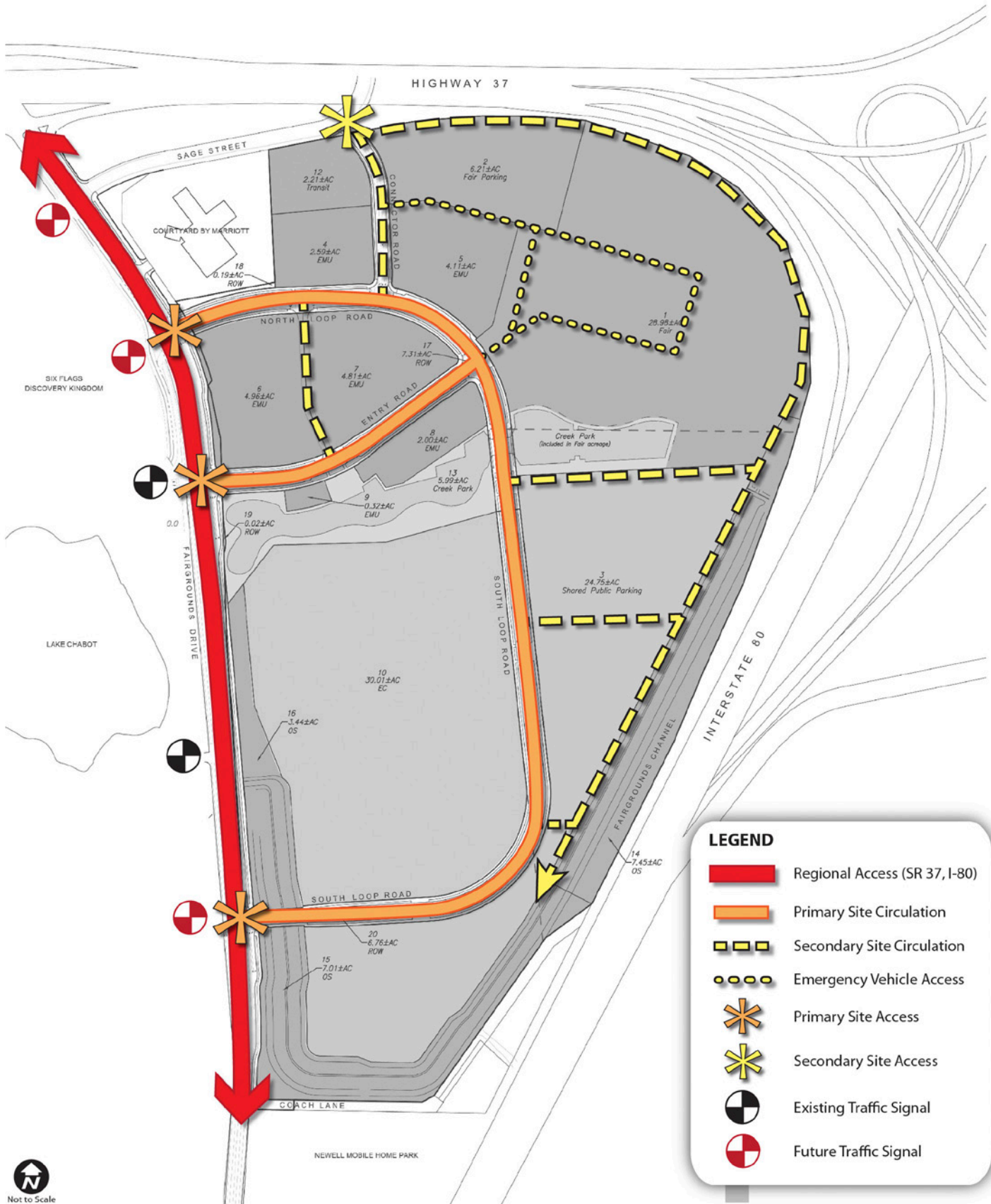
- Narrow (11-foot) lane widths
- Curved roadway alignments and short blocks (northern portion)
- Traffic control at primary intersections (all-way stops)
- Curb extensions at intersections
- High-visibility crosswalks
- Raised intersection design at certain intersections, including the intersection of the Entry Road and the Loop Road

Speed humps, while not currently envisioned, may be considered for the long straight section of South Loop Road, should speeds become a problem in this section.

5.2.2 Pedestrian Circulation

Figure 5.10 shows the pedestrian circulation plan. The Plan provides a comprehensive network of pedestrian facilities, including sidewalks, multi-use paths, and controlled crossings to promote walking to the site and within the site. All of the primary and secondary roadways on the site

¹ Note that Sage Street/Fairgrounds Drive is not currently signalized, but is programmed to be signalized by the City of Vallejo.



LEGEND

-  Regional Access (SR 37, I-80)
-  Primary Site Circulation
-  Secondary Site Circulation
-  Emergency Vehicle Access
-  Primary Site Access
-  Secondary Site Access
-  Existing Traffic Signal
-  Future Traffic Signal

Figure 5.1: Vehicular Circulation

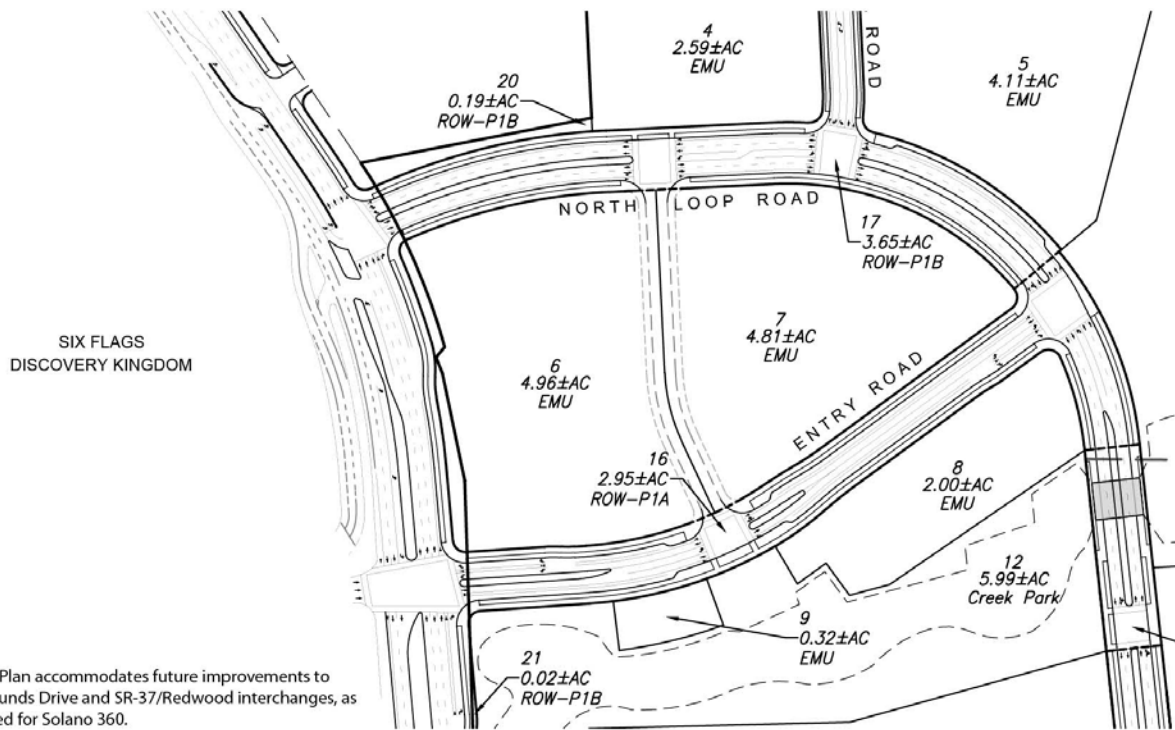


Figure 5.2: North Area Circulation

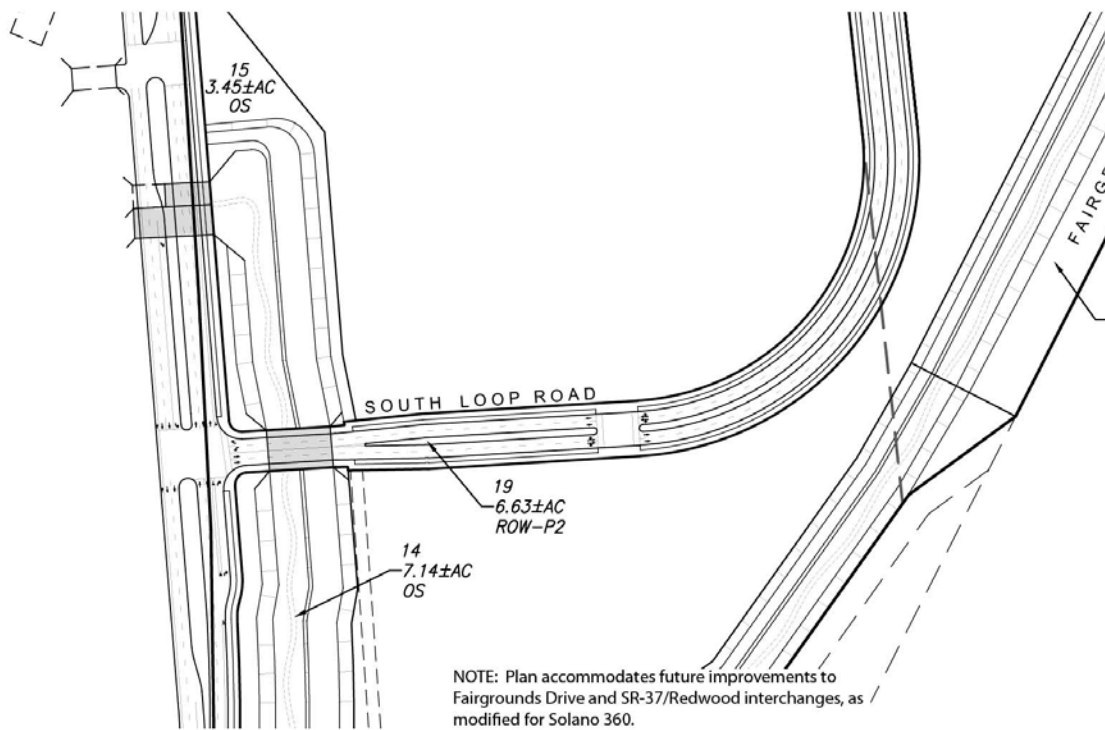
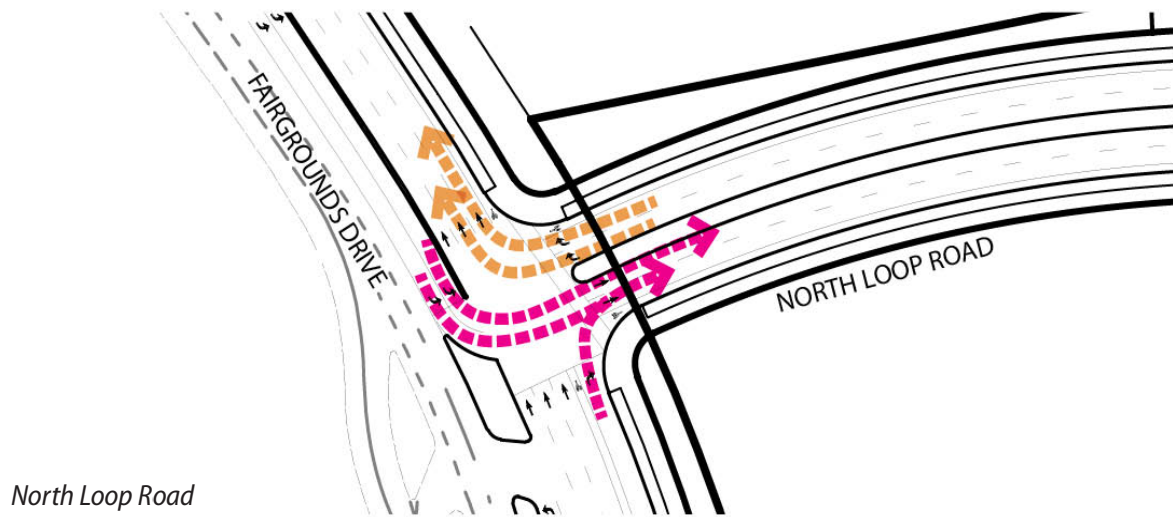
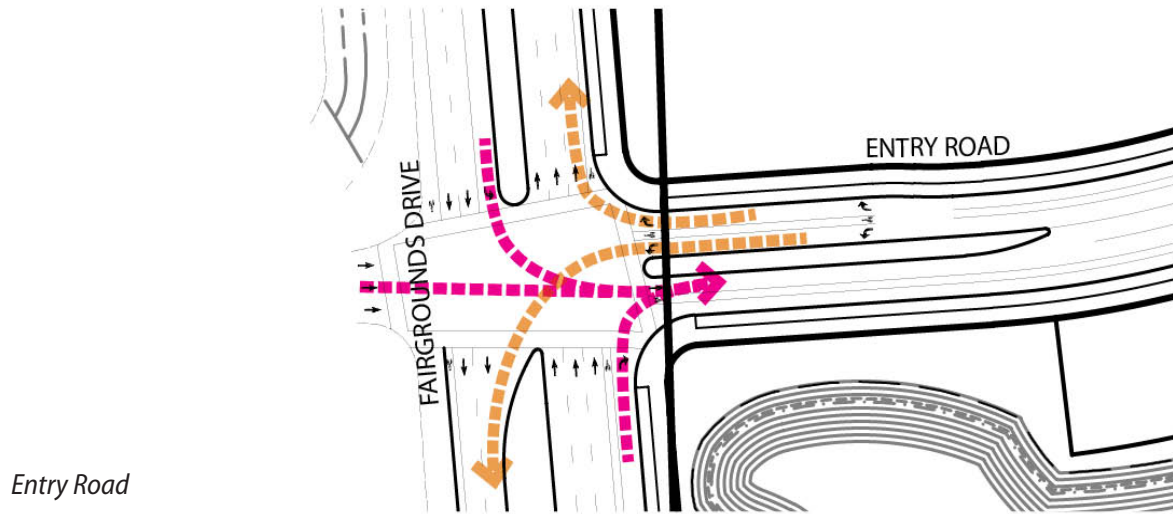


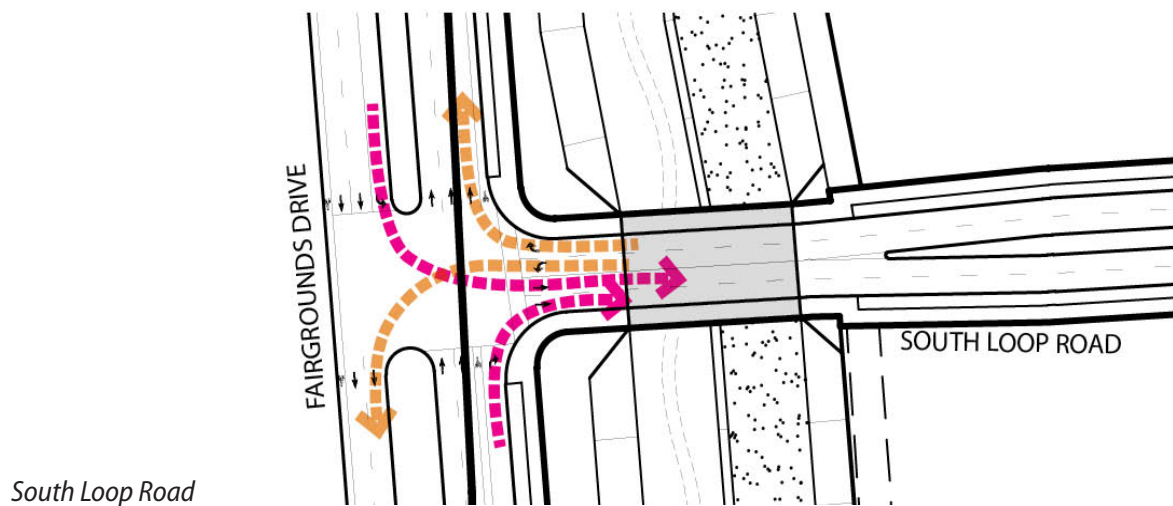
Figure 5.3: South Area Circulation



North Loop Road



Entry Road



South Loop Road

Figure 5.4: Turning Movements at Fairgrounds Drive Intersections

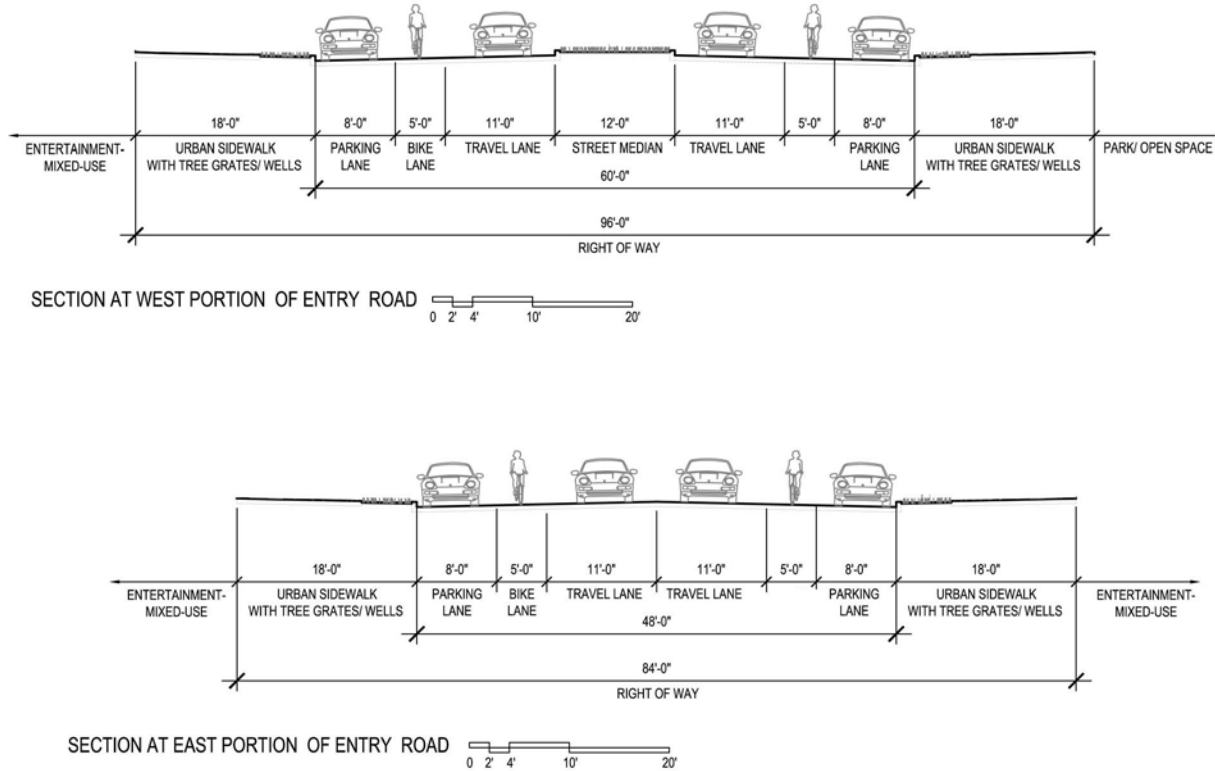


Figure 5.5: Entry Road Sections

have 10-foot minimum wide sidewalks or multi-use paths on both sides.

Controlled crossings (i.e. regulated by a traffic signal) will be provided across Fairgrounds Drive at the Main Entry Road intersection and at the Sage Street intersection (when signalized). High visibility crosswalks will be provided on all approaches at the on-site intersections, including Main Entry Road/Loop Road, Loop Road/Sage-Loop Connector, and Main Entry Road/Main Entry-Loop Connector.

The Plan proposes a continuous trail loop around the southern area including a along the west and southern boundaries of the Plan Area along Fairgrounds Channel, along the Fairground Drive buffer, and through Creek Park. Along with other subsequent permits, the trail along Fairgrounds Channel will need to be confirmed by relevant agencies.

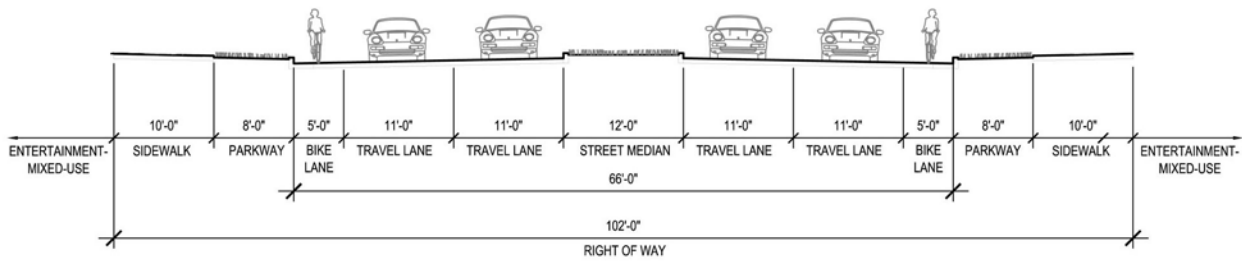
5.2.3 Bicycle Circulation

Figure 5.11 shows the bicycle circulation plan. Fairgrounds Drive currently has bicycle lanes along most of the project frontage, although there is a gap in the lanes as shown on Figure 5.3. The STA project will provide continuous bike lanes on Fairgrounds Drive between SR-37 and Redwood Parkway. The Plan provides bike lanes or a multi-purpose path on all the primary roadways. Secure bicycle parking areas will be provided on the Fairgrounds site and on all EMU parcels as they develop, and on the EC site. The Transit/North Parking Center will also provide a secure bicycle parking area, and may include other bicycle amenities such as a bicycle repair facility.

5.3 PARKING

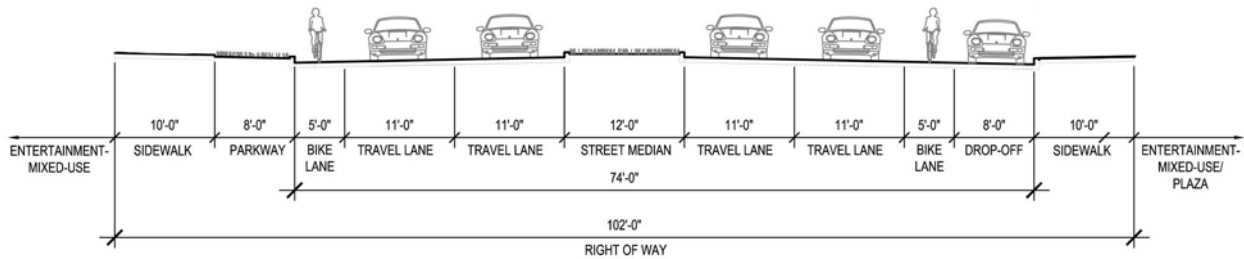
5.3.1 Plan Area Parking

Figures 5.12 to 14 illustrate the distribution and phasing of parking within the Plan Area, and



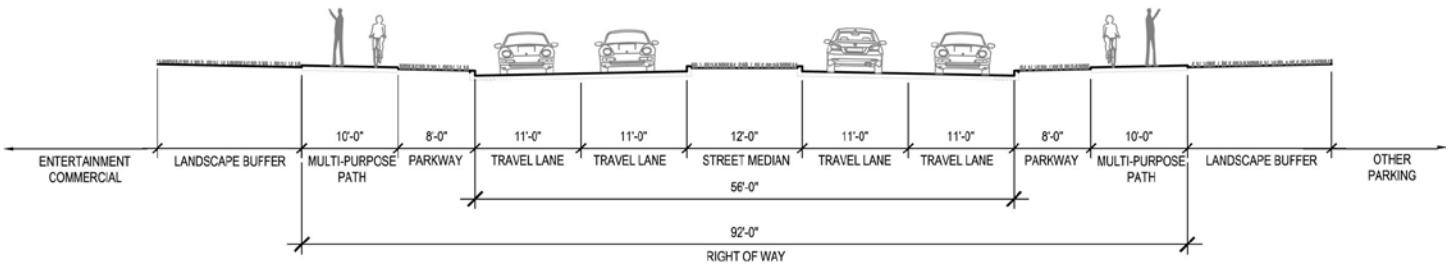
SECTION AT NORTH LOOP ROAD

Figure 5.6: North Loop Road Section



SECTION AT NORTH LOOP ROAD / FAIRGROUNDS DROP-OFF

Figure 5.7: North Loop Road Section at Drop-Off



SECTION AT SOUTH LOOP ROAD

Figure 5.8: South Loop Road Section

Table 5.1 shows the parking totals by phase and land use type.

In Phase 1, parking facilities would include the existing surface lots and interim parking within graded pads and other areas that are not yet fully developed with buildings or other uses. Phase 2 parking would be provided by surface lots and the Transit/North Parking Center’s parking structure. In Phase 3, additional structured parking is proposed to meet parking demand for the increased development density (see discussion below).

The parking supply is calculated based on the projected demand for the various uses at each phase of buildout. These parking provisions are subject to a Parking Operations Management Plan to be prepared by the County and parking agreements between the County and Six Flags Discovery Kingdom.

The Plan provides parking as follows.

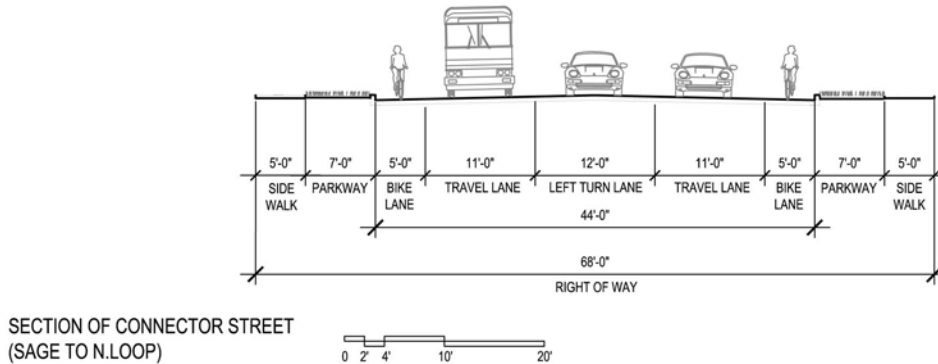


Figure 5.9: Sage-Loop Connector Section

Public Development Areas Parking

- Solano County Fairgrounds currently requires parking at levels that vary through the year, peaking during the County Fair week at about 3,500 spaces accommodated within on-site lots, most of which are in unpaved parking areas.
- The Plan proposes Fairgrounds parking within the North Fair Parking lots and additional parking, service and loading areas along the northern and eastern perimeter of the Fair area. In Phase 1, the Fair would also utilize an interim parking area of approximately seven acres located at the northern portion of the existing golf course. In Phases 2 and 3, the Fair would also utilize Shared Public Parking (see below).
- Shared Public Parking would be used by the Fair and others under the terms of the County's Parking Operations Management Plan and parking agreements between the County and Six Flags Discovery Kingdom. This 24.7-acre area would be developed as surface parking in Phase 2, replacing the existing golf course and Phase 1 interim parking. In Phase 3, approximately five acres of the surface parking lot is intended to be converted to a multi-level parking structure.
- The Transit/North Parking Center would provide interim surface parking in Phase 1 and, starting in Phase 2, a parking structure.
- On-street parking would be available along both sides of the Entry Road; these parking lanes can be converted to travel lanes to accommodate heavier traffic during peak events.

Private Development Areas Parking

- Entertainment Mixed Use Development should be supplied with parking at five spaces per thousand square feet for each phase as shown in Table 5.1. Parking would consist of surface parking within parcel areas. In Phase 3, a parking structure is planned to allow intensification of development. The parking structure may be located in any EMU parcel that is not adjacent to the Creek Park.
- This phased increase in parking is intended to provide for buildout and intensification of uses within the EMU area, with the goal of providing retail-type parking supplies.
- Entertainment Commercial Development would include surface parking within the EC parcel for Phase 2, transitioning to a combination of on-site surface parking within the EC parcel and joint use of Shared Public Parking facilities in Phase 3 (either within the proposed parking structure or in surface lots) as shown in Table 5.1. These parking

requirements are based on surveys of similar theme park uses indicating that such parking typically accounts for approximately 40 percent of the site's acreage.

5.3.2 Structured Parking

Structured parking is proposed as follows:

- A three-level parking structure at the Transit/North Parking Center, accommodating approximately 380 parking stalls (assume 300' x 135' footprint, three levels, 320 square feet/stall).
- A four-level parking structure in the southern end of the Plan Area within the Shared Public Parking area, accommodating approximately 2,500 parking stalls (assume 400' x 500' footprint, four levels, 320 square feet/stall).
- A three-level parking structure integrated into the Entertainment-Mixed Use area, accommodating approximately 1,000 parking stalls (assume 300' x 360' footprint, three levels, 320 square feet /stall). Figure 5.14 Land Use and Parking indicates this parking structure located at EMU Parcel 6 near the intersection of Fairgrounds Drive and the North Loop Road; however, it could be located within any EMU parcel(s) located along North Loop Road (Parcels 4, 5, 6 or 7) but should not be located in Parcels 8 or 9 or adjacent to the Creek Park. The parking structure would allow for intensification of EMU development from 0.2 to 0.4 FAR and could contain ground-level development along North Loop Road.

5.3.3 Parking for Nearby Major Entertainment Areas

Parking facilities proposed for the Plan Area are designed to support the viability of the overall entertainment district, including the sustained operations and potential growth of Six Flags Discovery Kingdom. The usage and financial terms for parking will be subject to a Parking Operations Management Plan to be prepared by the County and by parking agreements between the County and Six Flags Discovery Kingdom.

In addition to parking within Six Flag Discovery Kingdom's own property, parking is available, subject to a Parking Operations Management Plan and parking agreements between the County and Six Flags Discovery Kingdom, within the Solano360 Plan Area through each phase, as follows:

- Phases 1a and 1b: Existing surface parking and additional overflow parking within undeveloped portions of the site.
- Phase 2: Shared Public Parking (surface parking)
- Phase 3: Shared Public Parking (surface parking and South Parking Garage)

In addition to these parking facilities, the project proposes shuttle connections linking parking facilities, Six Flags Discovery Kingdom, and Plan Area destinations (see Figure 5.15).

5.3.4 Parking Operations Management Plan

In order to maximize the flexibility of parking throughout the build-out of the project, the County should develop a Parking Operations Management Plan to provide a mechanism for coordinating events, facilitating joint-use parking, and addressing offset of scheduling to make full and efficient use of the planned onsite parking facilities.

A parking management plan would include the following elements:

- A cooperative use agreement outlining the parking requirements for each use/operator, including an annual schedule with days and times of day for minimum parking requirements.

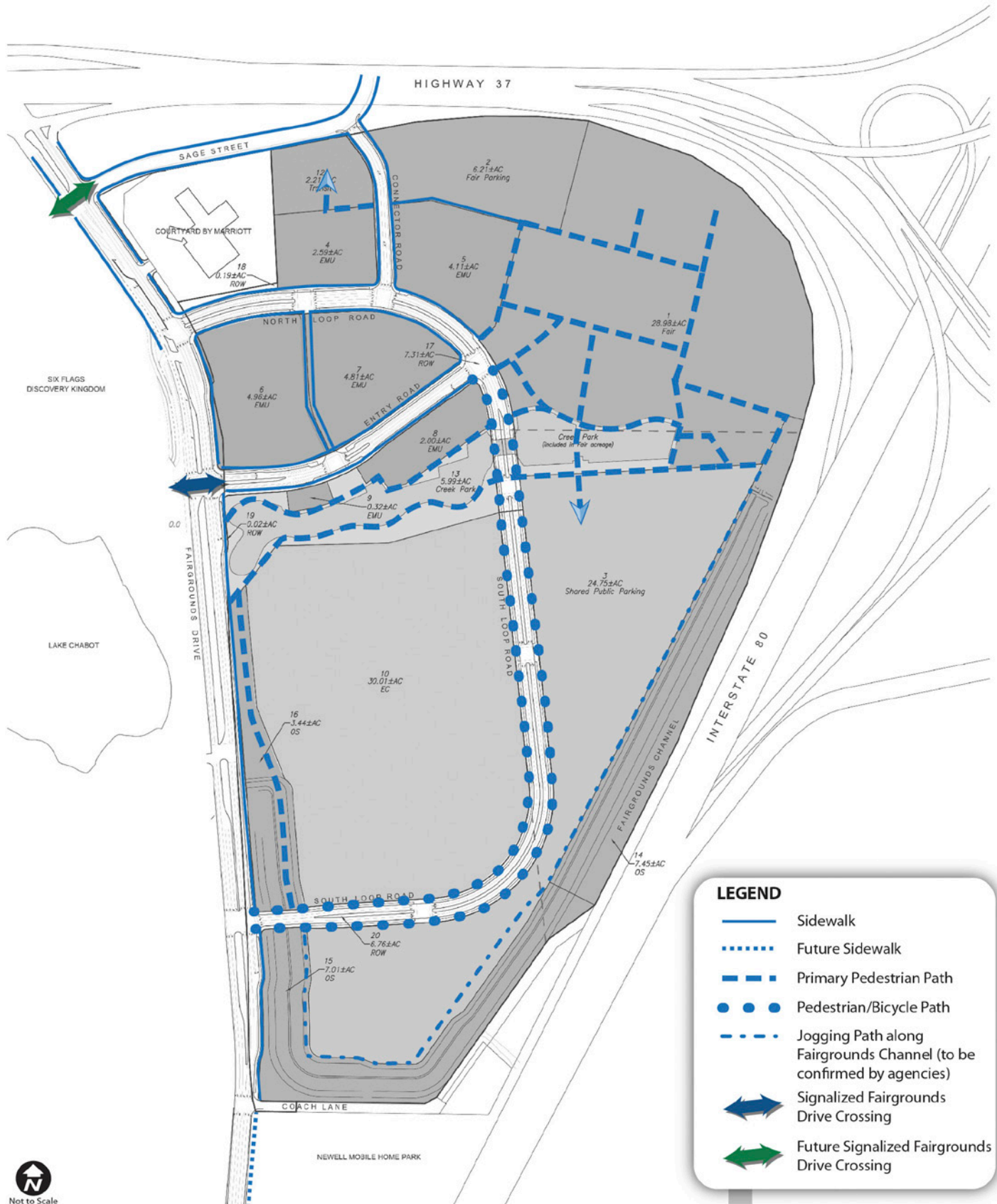


Figure 5.10: Pedestrian Circulation



Not to Scale

LEGEND

- Bike Lanes
- - - - Future Bike Lanes
- ● ● ● Pedestrian/Bicycle Path
- 🚲 Bicycle Parking
- ✳ Transit/North Parking Center

Figure 5.11: Bicycle Circulation



- Designation of parking management staff for each user/operator, along with County and City liaisons.
- A process by which the parking management staff and liaisons would meet and update the parking management plan on a regular basis, including assessing past performance of the plan and adjusting the plan to improve operation going forward.
- Provision of changeable message signs on-site and at the project entrances to direct drivers to the appropriate parking area.
- Regular monitoring of parking usage and traffic approach and departure patterns on peak days, to allow fine-tuning of site wayfinding, traffic management, and parking management strategies.



Table 5.1: Parking by Phase

Summary Description of Phases

LAND USES	Summary Description of Phases																					
	PHASE 1A Years 1-5 New Program		PHASE 1B Years 1-5 New Program		PHASE 2 Years 6-15 New Program		PHASE 3 Years 16-25 New Program		Expansion of Exposition Hall to 100,000 sf of expo space; intensification of EMU and EC uses; South Parking Garage and EMU parking garage	Cumulative Parking Count												
	New Acres	New Parking Spaces ¹	New Acres	New Parking Spaces ¹	New Acres	New Parking Spaces ¹	New Acres	New Parking Spaces ¹			New Acres	New Parking Spaces ¹										
Public Development Areas																						
Existing Parking		1,300																				
South Fair Interim Parking (north portion of golf course)			1,300																			
North Fair Interim Parking (undeveloped transit/road/EMU parcels & existing admin pkg)		7.0	875																			
North Fair Parking ^{8, 11}			1,750																			
Shared Public Parking Structure ⁶																						
Shared Public Parking Surface ⁶																						
Transit Center-Bus Docking																						
Transit Center - Parking Structure ⁵																						
Entry Road onstreet parking ⁸		2.3	73																			
Subtotal - Public Areas¹⁰		3,998	3,950																			
Private Development Areas^{2,3}																						
Entertainment Mixed Use (0.2 FAR)		9.8	427																			
Entertainment Mixed Use (0.4 FAR)																						
Entertainment Mixed Use Parking Structure ⁷																						
Entertainment Commercial - venue area																						
Entertainment Commercial - parking area ⁴																						
Entertainment Commercial - Shared Public Parking use ⁶																						
Subtotal Private Development		427	601																			
TOTALS		4,425	4,124																			

Table Notes:

- Surface parking assumes 125 cars/acre.
- Parking demand for EMU uses assumed to be 5 spaces/1000 sf.
- Parking demand for EC uses assumed to be similar to typical theme park configurations.
- In Phase 2, 40% of Entertainment Commercial (EC) parcel is used for parking (12 acres); in Phase 3, EC parking is provided by 6 acres within the EC parcel and by the South Parking Garage located in Shared Public Parking area.
- In Phase 2, Transit Center provides approx. 380 parking spaces (300x135' footprint; 3 levels; 320 sf/stall)
- In Phase 2, "Shared Public Parking" assumes development of 27.4 acres of surface parking (2,600 spaces). In Phase 3, five acres are used for South Parking Garage (approx. 2,500 parking spaces with 400x500' footprint; 4 levels; 320 sf/stall), with 1,975 remaining surface spaces. Shared Public Parking is shared by Fair, expanded EC (in Phase 3) and others according to County's Parking Operations Management Plan and other parking agreements.
- In Phase 3, EMU parking includes parking structure (approx. 1,000 parking spaces with 300x360' footprint; 3 levels; 320 sf/stall); 630 surface spaces; and onstreet spaces for total of approx. 1,630 spaces (5 spaces/1000 sf)
- Parking lanes will be available along the Entry Road except when needed as travel lanes for peak events.
- Parking demand for the demolition of Admin and County buildings; admin space would be in a portable at rear of fair site
- Parking totals do not include an estimated 4 acres of service/employee parking space at the back of the fairgrounds.

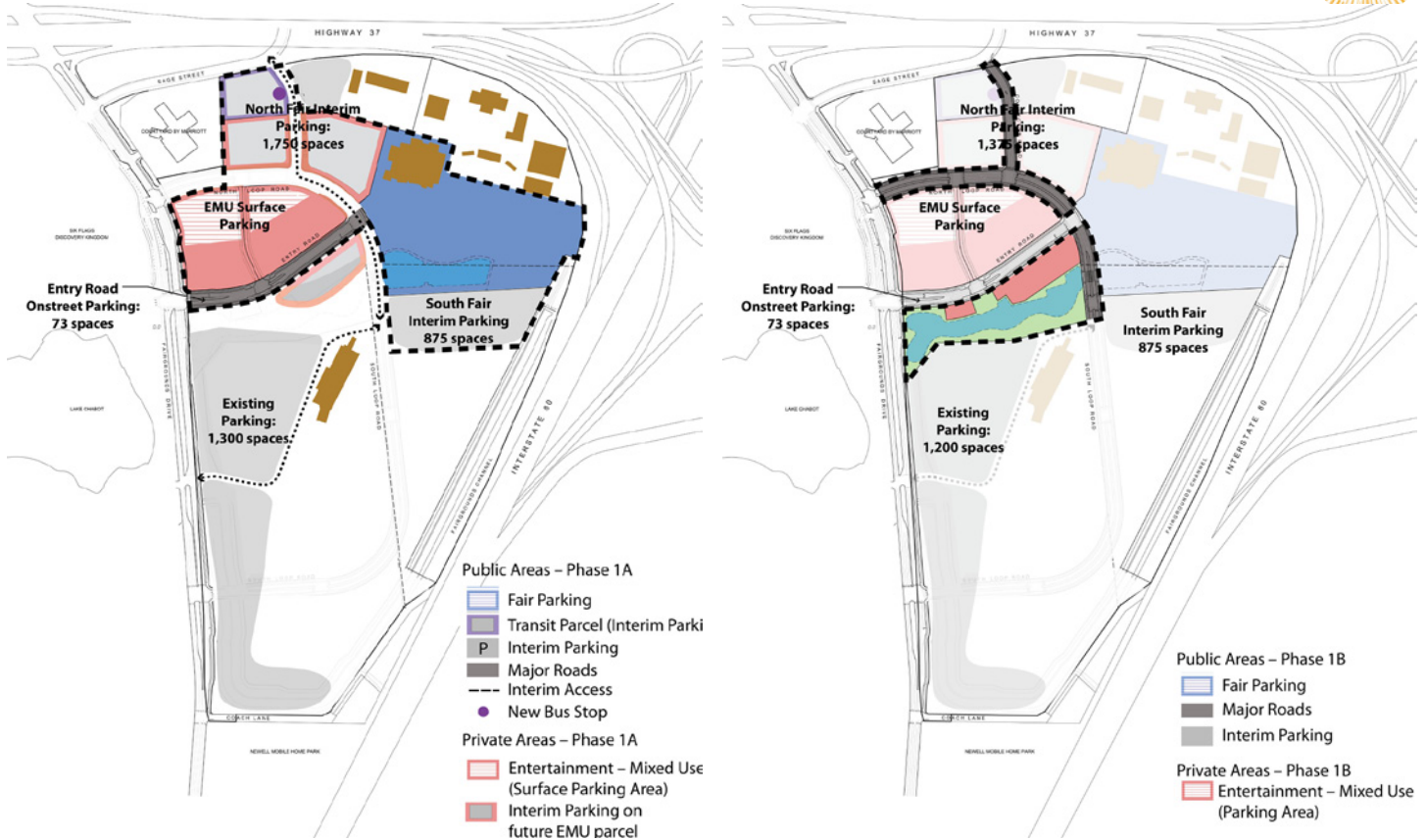


Figure 5.12: Phase 1 Parking Facilities (Years 1-5)

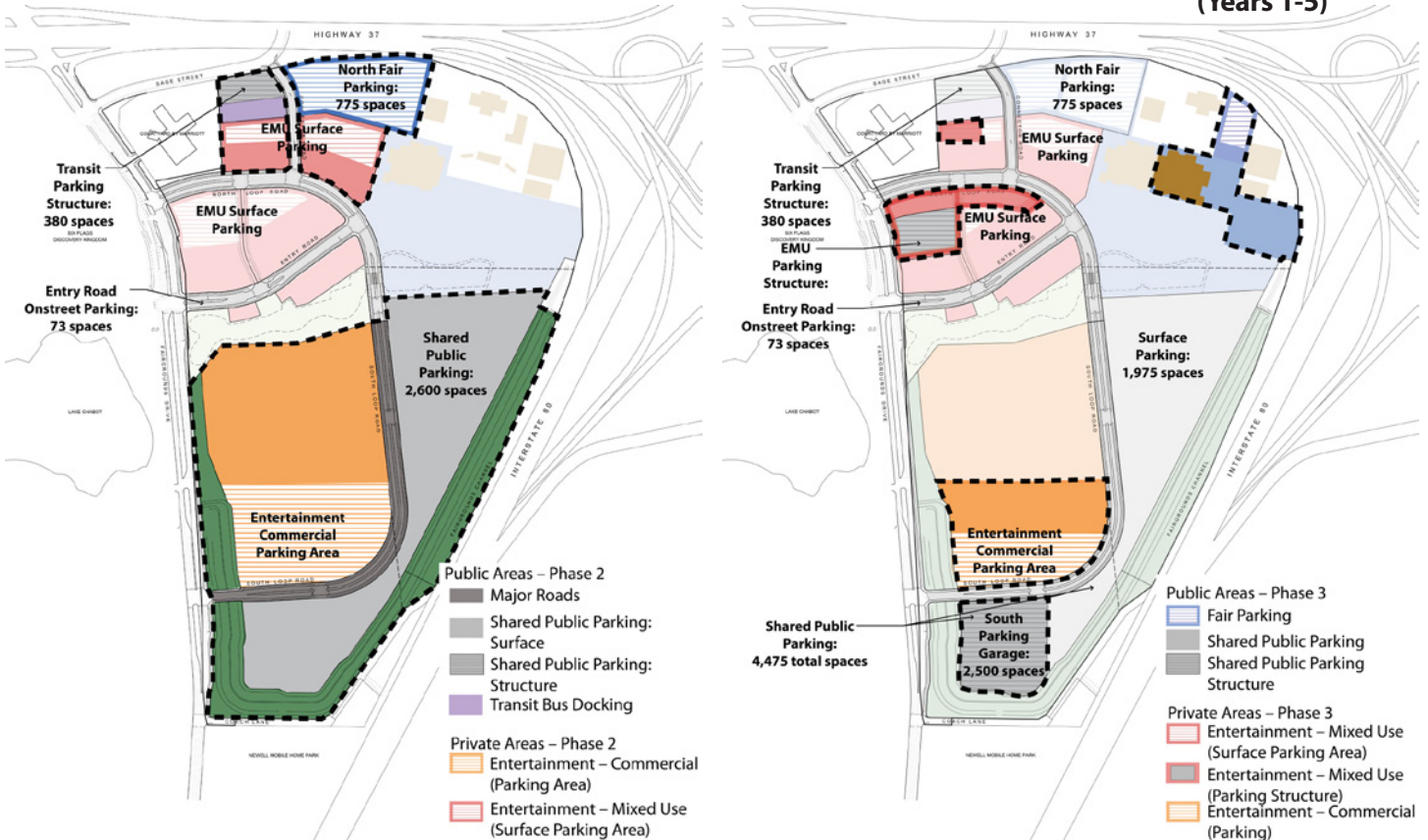


Figure 5.13: Phase 2 & 3 Parking Facilities (Years 6-15 & 16-25)

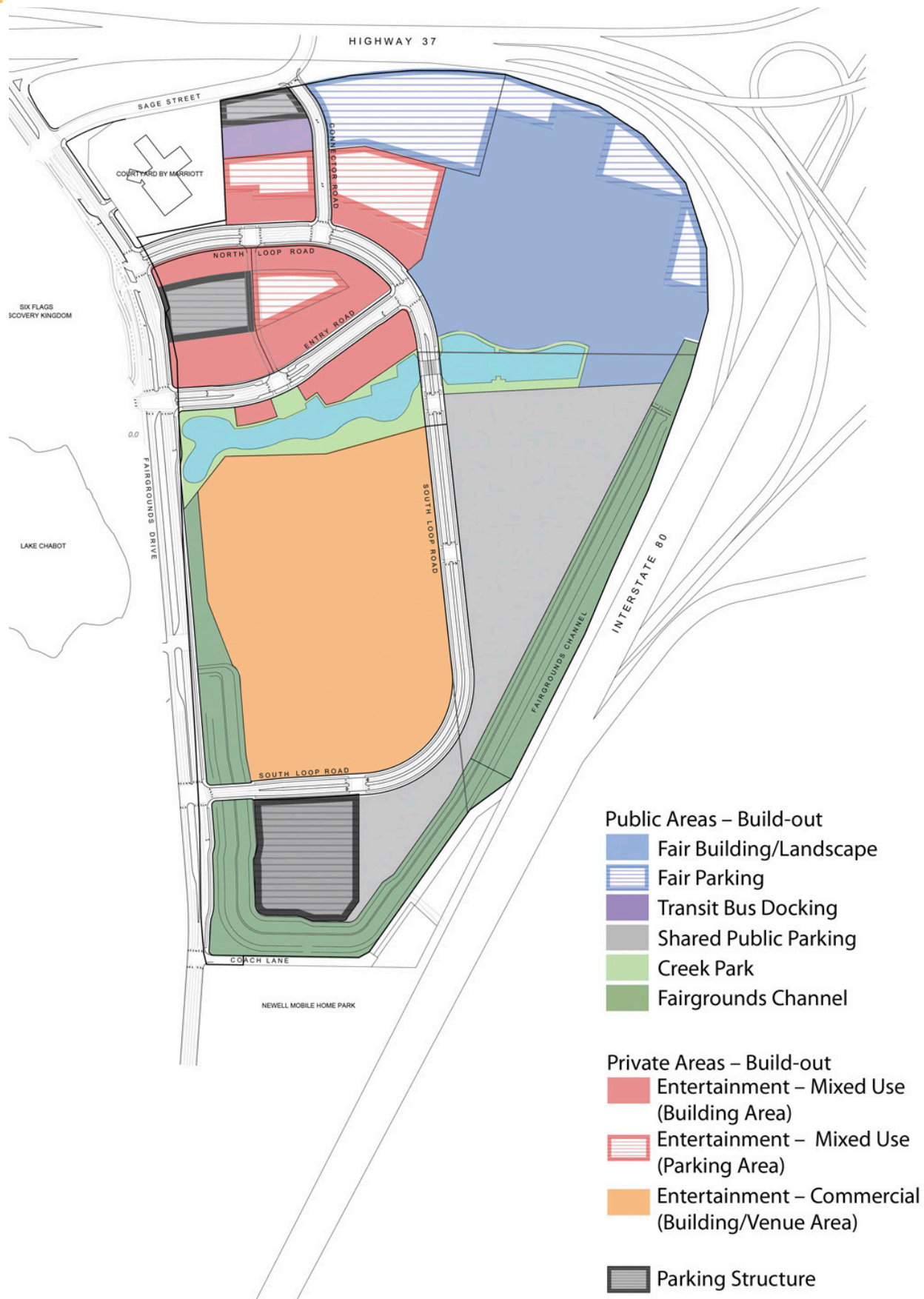


Figure 5.14: Land Use and Parking



5.4 TRANSIT AND ONSITE SHUTTLE

The Solano360 Vision Report included a 2.5-acre Transit/North Parking Center that incorporates a structured parking facility (scheduled for Phase 2). The Plan locates this use in the northern portion of the site, with access from Sage Street and North Loop Road.

Public transit is promoted as a viable transportation mode choice for those traveling to the Plan site for employment or entertainment, for the following reasons:

- The Plan land uses, along with Six Flags Discovery Kingdom across the street, will generate high traffic volumes on summer weekends, as well as on summer weekdays and to a lesser extent on non-summer weekends and weekdays. Transit use can reduce passenger vehicular traffic approaching and departing the site;
- Several transit routes operate in the Plan vicinity and in greater Vallejo, making transit a reasonable option for a good portion of the potential employment base and visitor market;
- As regional travel demand and corresponding congestion grows over time, transit may become a more desirable choice for travelers, with the growing system of High-Occupancy Vehicle (HOV) lanes and higher funding levels for sustainable transportation systems at the state and federal levels.

The Transit/North Parking Center would serve as a bus hub, with pedestrian and bicycle connections to the rest of the site. The Transit/North Parking Center is located south of Sage Street and would be accessed directly from the Sage – Loop Connector Road. Potential bus circulation routes are shown in Figure 5.15: Transit and Shuttle Routes. Prior to the construction of the Transit Center (expected in Phase 2), bus service can be accommodated with a stop on the Entry Road or the North Loop Road.

The Transit Center could also serve an on-site shuttle that could potentially be coordinated with Six Flags Discovery Kingdom operations to serve both sites. Figure 5.15 indicates possible routes for onsite shuttles that could pick up passengers at parking facilities and deliver them to destinations within the Plan Area and Six Flags Discovery Kingdom.

5.5 OFFSITE TRANSPORTATION IMPROVEMENTS

The off-site roadway and intersection improvements, by phase, are summarized below.

Phase 1

- Contribute funding, based on the Plan's proportional share of total future traffic, toward the provision of an exclusive right-turn lane at the intersection of Redwood Street/I-80 Westbound Ramps/Fairgrounds Drive; alternatively, contribute the same funds toward the provision of the ultimate improvements planned at this location as part of the Redwood Parkway/Fairgrounds Drive Improvement Project currently being planned by the STA.

Phase 2

- Contribute funding, based on the Plan's proportional share of total future traffic, toward the provision of improvements at the Fairgrounds Drive/SR 37 Ramps intersections, which are part of the Redwood Parkway/Fairgrounds Drive Improvement Project, including:
 - Widening the SR 37 Westbound Off-ramp to a four-lane cross section
 - Widening Fairgrounds Drive between the two ramp intersections to allow two

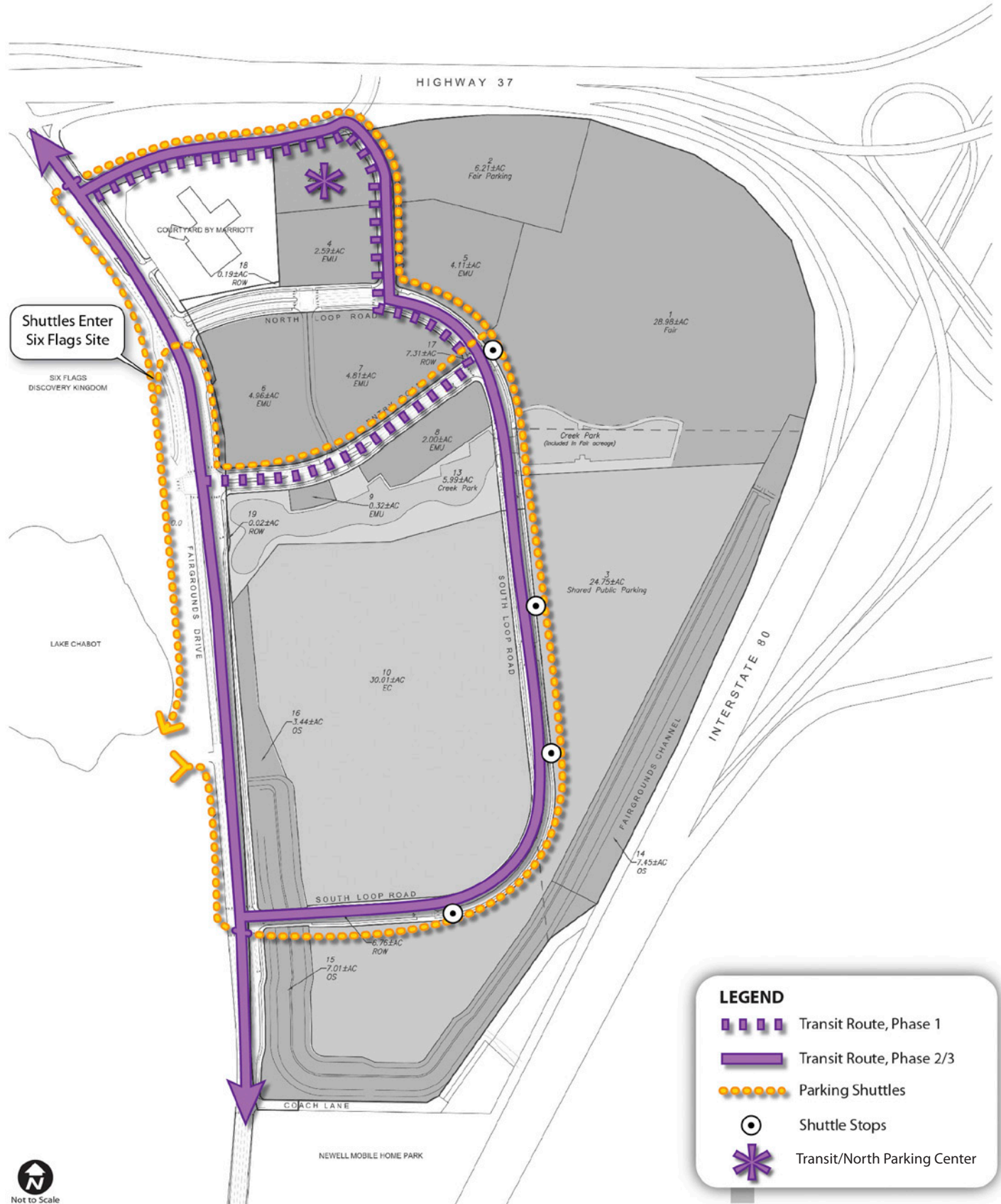


Figure 5.15: Transit and Shuttle Routes



- full-length southbound left turns at the eastbound ramps intersection and one full-length northbound left turn at the westbound ramps intersection (including a transition on southbound Fairgrounds Drive north of the westbound ramps intersection)
 - Widening the northbound approach to the eastbound ramps intersection to provide a third northbound lane that feeds directly into a right-turn lane onto the eastbound on-ramp
- Contribute funding, based on the Plan's proportional share of total future traffic, toward the construction of the re-configured I-80/Redwood Parkway interchange, which is part of the Redwood Parkway/Fairgrounds Drive Improvement Project.

Phase 3

- Contribute funding, based on the Plan's proportional share of total future traffic, toward the widening of Fairgrounds Drive along the Plan frontage, which is part of the Redwood Parkway/Fairgrounds Drive Improvement Project. Specifically, the improvements include widening the northbound direction to two lanes, with a third northbound through lane added just south of the South Loop Road intersection, widening the southbound direction to two lanes; bicycle lanes on both sides, and sidewalk along the east side of the roadway.
- Modify the Fairgrounds Drive/SR 37 Eastbound Ramps intersection to add a second northbound right-turn lane feeding the eastbound on-ramp.

5.6 TRAVEL DEMAND MANAGEMENT

Travel Demand Management refers to strategies to reduce single-occupant vehicle use for trips to/from the site, which in turn reduces traffic congestion and parking demand. Both of these effects would significantly benefit the site. Traffic congestion on peak days could be a deterrent to visitation at all the uses on the site – the Fairgrounds, the Entertainment Mixed Use uses, and the Entertainment Commercial uses. Similarly, inability to find a parking space, or back-ups resulting from the parking being close to fully occupied, would also deter visitation, as well as exacerbate traffic congestion on Fairgrounds Drive. The following travel demand management strategies are therefore included in the Plan to minimize the traffic and parking generated by the site:

- Provision of a commuter check benefit to all employees of the Fair, EMU and EC uses, allowing them to use pre-tax dollars to purchase discounted bus passes;
- Designation of separate employee and visitor parking areas, and limitation of the number of parking spaces available to employees;
- Advertisement of transit options on the County Fair website and the websites of all users/operators in the Plan Area;
- Provision of brochures detailing transit options, bicycle routes, and on-site bicycle parking facilities, at all venues in the Plan Area;
- Provision of a use agreement for an off-site parking supply, with shuttle service, for use by site employees during the peak-use days, for example during the County Fair and other high-attendance events.
- Discounted tickets to events and venues for off-peak hour admission and/or parking.
- Advertised incentives for weekend use of the downtown Vallejo Ferry and Parking Garage, with direct shuttle service to the Plan Area.

5.7 EVENTS MANAGEMENT PROGRAM

A Fairgrounds Events Management Program is proposed as part of this Plan to allow an increased amount of Entertainment Mixed Use development in Phase 1 of the project, without incurring the need for offsite transportation improvements. The Events Management Program pertains to the Fair only and does not restrict private development uses within the project. The program will be developed and implemented by the Solano County Fair Association.

The Events Management Program is designed to reduce automobile trips at the summer weekend late morning peak hour, when the capacity of the existing offsite transportation infrastructure (especially the SR-37/Fairgrounds Drive interchange) would otherwise be exceeded, resulting in undesirable traffic congestion. The objective is to insure that automobile trips do not exceed 498 peak hour trips.

Under the Events Management Program, the Fair would stagger starting and ending times for activities held during the peak summer weekend hours, spreading them out over time in order to keep traffic impacts at a baseline condition. For example, a major summertime weekend event at the Exposition Hall could not be scheduled at the same time as an event at other Fair facilities.

The following measures apply to summer weekends, from May to October.

- When Banquet Seating, Assembly Seating, or Trade Show events with estimated attendance at 75% or higher occupancy are scheduled on weekend days starting by 1 PM, all other events on-site should have start times staggered by a minimum of two hours (later than the Exposition Hall event start time). End times for those events should also be staggered by at least two hours.
- When Banquet, Assembly or Trade Show events with estimated attendance from 50% - 75% occupancy are scheduled on weekend days starting by 1 PM, all other events on-site should have start times staggered by at least one hour (later than the Exposition Hall event start time). End times should also be staggered by at least one hour.
- Non-seated concert events with estimated attendance at 50% or higher occupancy should not be scheduled to start before 1 PM on weekend days.
- When non-seated concert events with estimated attendance below 50% are scheduled for weekend days starting by 1 PM, all other events should have start times staggered by at least two hours (later than the concert). End times should also be staggered by two hours.
- In addition to the above guidelines, when multiple venues including the Exposition Hall are scheduled on summer Saturdays and Sundays, all events should be staggered by a minimum of one hour.