

Parking Plan - 501T3 Theater Camp

October 20, 2024

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1. Site Description

County Line Ranch is located adjacent to and east of US-101 directly across from State Route 271 approximately 8 miles south of Garberville, CA. The address is 240 Cooks Valley Road. The Assessor's Parcel Number is 033-271-007. The site consists of approximately 160 acres. The South Fork Eel River runs through the entire site.

2. Event Traffic Analysis

Expected Attendance and Vehicle Volume

Peak total attendance will not exceed 3,000 people with a corresponding expected 1,224 vehicles. Expected first-year attendance at County Line Ranch is approximately 2,200 people and 897 vehicles. Vehicle estimates are based on historic data from previous camping events held in Upper Lake, California, a similar driving distance from the majority of attendees.

Traffic Patterns

The event's gate will be open for ticketed attendee arrivals from 3pm Thursday to 2am Friday, and again from 1pm Friday to 2am Saturday. After 2am Saturday, only staff and artists are permitted to enter.

Approximately 90% of event attendees travel from the Bay Area and depart before 3pm or after 7pm to avoid rush hour traffic. Many attendees make stops for groceries, gas, electric vehicle charging, and meals, so total travel time from the Bay Area generally varies from 3.5 to 5 hours. This leads to two peak vehicle arrival time periods: 3pm-8pm and 10pm-1am.

Historically, staff and artist early arrivals result in approximately 15% of the event's population arriving onsite by Thursday morning. As most staff and artists arrive Wednesday or earlier and re-entry is generally prohibited (see Section 3, "Re-Entry"), no more than 30

vehicles are expected to arrive between 2am Saturday and the end of the event. The following estimates are based on historic data from prior 4-day camping events:

Day	Time	Percent of Total Vehicles Onsite
Thursday	9am	15%
Thursday	3pm	17%
Thursday	8pm	35%
Thursday	10pm	40%
Friday	2am	60%
Friday	3pm	65%
Friday	8pm	90%
Friday	10pm	92%
Saturday	2am	99%
Sunday	3pm	100%

Impact on US-101

5TC's capacity to stage vehicles on private property upon arrival is overbuilt to ensure that traffic will not back up onto US-101. Over 935 vehicles would have to arrive within a single hour (approximately 85% of the estimated maximum 1107 Thursday-Sunday vehicle arrivals) in order to overwhelm the event's burst throughput and staging capacities.

During attendee entry times, there will be higher than normal traffic on US-101 at the turnoff for County Line Ranch. The left turn lane on US-101 southbound will be sufficient to allow cars turning into the venue without blocking southbound traffic. The right shoulder on US-101 northbound just prior to the right turn on Valley Rd. will be sufficient to allow drivers to not block the highway. On exit, participants will exit Valley Rd. and merge onto US-101 as normal.

3. Traffic Management Plan

Ingress and Egress Routes

Ingress to the event site is via Valley Rd. off of US-101. The entrance to the event is at the southeast end of Valley Rd., 2-lane road with no obstructions, approximately 1500 ft long extending from US-101.

Northbound traffic will use the right turn lane at the intersection of US-101 and State Route 271. Southbound traffic will use the left turn lane at the intersection of US-101 and State Route 271.

Egress from the event site is via Valley Rd. on to US-101.

Traffic Management

No less than 12 traffic/parking attendants and 3 supervisors will be on shift during peak arrival periods to guide participants. Lower volume arrival periods will have a minimum of 4 traffic/parking attendants and 2 supervisors on shift.

Entry Queue and Staging

Personnel will be assigned to ensure that vehicles remain in motion after leaving US-101 for the full 1500 ft approximate length of Valley Rd. at all times. Traffic will continue moving into P1, which will be configured to stage vehicles in multiple clearly marked rows as they wait in their cars to be checked in. A large portion of P1 will be reserved as staging for peak arrival times and converted to weekend-long parking once peak arrival times have passed. Lanes will be delineated with traffic barrels and other traffic barriers.

Peak check-in throughput is 280 vehicles per hour, with the ability to burst to 560 vehicles per hour with supervisors and reserve staff assisting with check-in at peak times if necessary.

The eastbound lane of Valley Rd. can hold 75 vehicles in a line, and minimum planned staging capacity in P1 prior to final parking is 300 vehicles. Total queue and staging capacity is 375 vehicles at any given time, sufficient to keep US-101 clear of possible obstructions.

Parking Management

After checking in, participants will be directed by a combination of attendants, signage, and printed materials to their designated parking location in a lot or in their car camping/RV camping location. Traffic attendants will guide vehicles to park in neat rows. Parking will be two car-wide, perpendicular tail to tail, with a minimum of 14' between rows to facilitate smooth departure and enable fast evacuation if necessary. Traffic attendants will be assigned to manage the flow of traffic within the site.

Planned Parking Capacity

The total planned parking capacity for the event is 1700 vehicles, over 130% of the 1303 estimated vehicles at the event's peak capacity and 179% of the 956 estimated vehicles at the event's expected first-year population at County Line Ranch. If necessary, 501T3 will utilize unused areas within County Line Ranch for additional parking and work with neighboring property owners to rent space for overflow. Vehicle placement will be managed by 501T3

staff to maintain emergency egress for all vehicles parked in camping and entertainment areas. Planned parking capacities for event areas are as follows:

- P₁ - 550
- P₂ - 220
- P₃ - 50
- P₄ - 65
- P₅ - 40
- P₆ - 180
- C₁ - 45
- C₂ - 200
- C₃ - 40
- C₄ - 30
- C₅ - 30
- C₆ - 100
- C₇ - 20
- E₁ - 15
- E₂ - 20
- E₃ - 45
- E₄ - 20
- E₅ - 15
- E₆ - 5
- E₇ - 10

Emergency Access

The second lane of Valley Rd. will be clear for emergency vehicle access. Fire lanes at least 20 feet wide will be maintained and kept clear throughout the event venue.

Re-Entry

During the event, attendees will be prohibited from leaving and re-entering the event site. All attendees will camp on site. Staff re-entry is permitted only on a limited case-by-case basis. Re-entry for guests is permitted only on a limited case-by-case basis with reasonable, urgent justification (e.g. medical or family emergency). Historically in past events, approximately 5 vehicles per day leave and re-enter during the event.

Attendees will be prohibited from leaving the premises as pedestrians. This will be enforced by event security staff.

4. Mitigation Measures

Traffic Control Measures

Traffic lanes will be clearly delineated with cones and 55 gallon barrels.

Entrances from Valley Rd. into the venue between US-101 and the primary event entrance will be gated or otherwise indicated as closed and clearly signed.

Fencing will be temporarily installed on the west side of Valley Rd. to prevent attendees from trespassing on neighboring property.

Highly visible painted and printed signs will be used to direct traffic and attendees to ensure that drivers are able to reach their destinations safely.

501T3 traffic/parking attendants and gate staff will be prepared to process all attendee arrivals before the event's gate opens and after it closes as necessary to ensure that traffic does not back up onto US-101.

Communication Plan

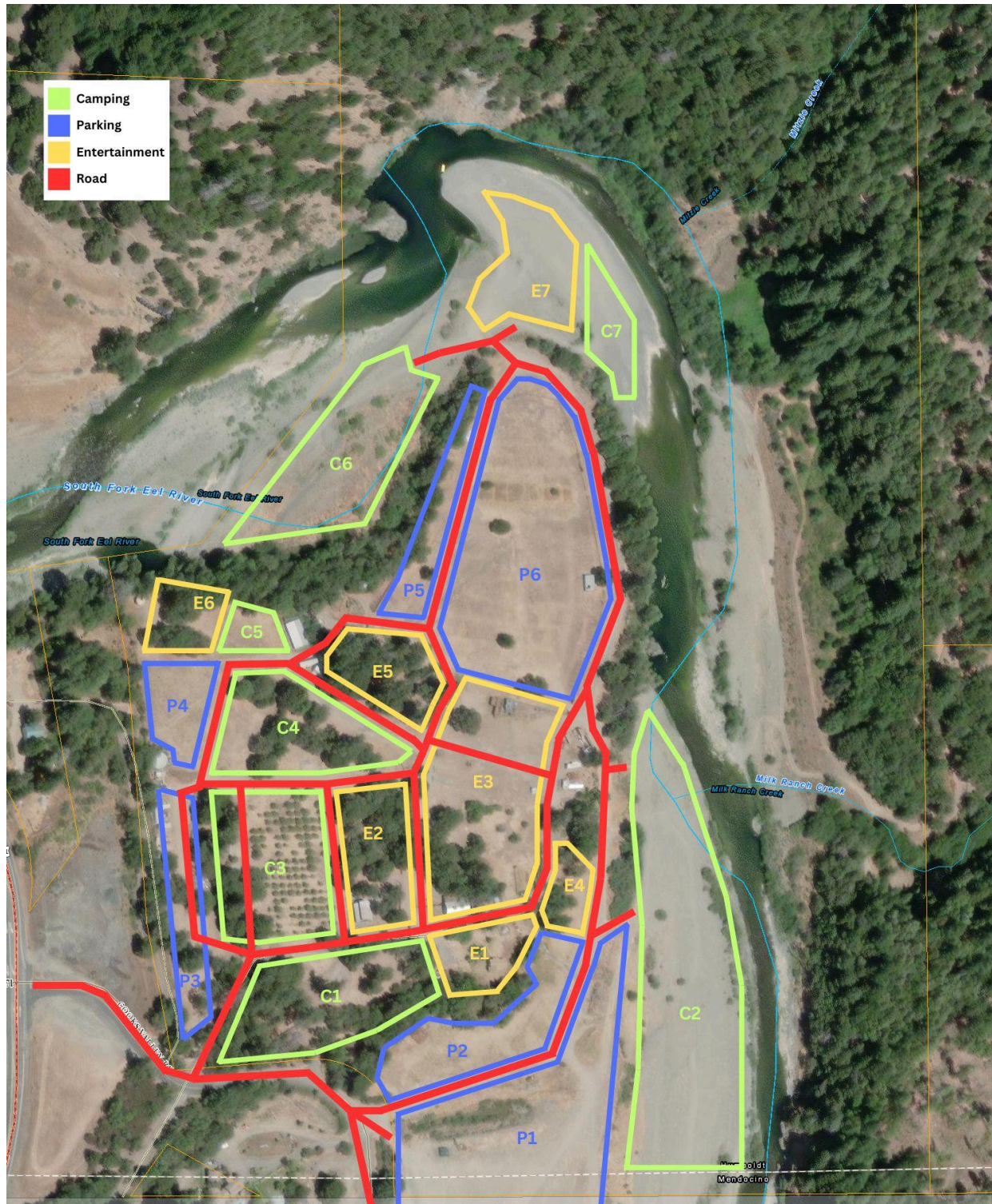
Any information about road closures, detours, or other traffic patterns that will affect attendees traveling to the event will be communicated via email, and if necessary, mass SMS message. Historical data from past events (such as email read receipts) demonstrates that targeted communications to attendees have a high degree of efficacy.

Vehicle Contamination Prevention Plan

Vehicles will be checked upon arrival for leaking fluids. A containment plan will be in place to ensure any leaking fluids do not cause environmental contamination.

8. Appendices

Appendix A: Site Plan



Appendix B: Traffic Access Map

