

## CPAD JOINT USE STREETS

### 1.1 Preamble

Cameron Park Airport District, A California Special District, owns and maintains several streets which lead from residences to both public roads and a public airport. Typical road uses occur concurrently with Aircraft travel on these joint use streets. The California Vehicle Code applies and is enforceable within and upon the joint use streets to a large extent, limited only by the unique circumstances of finding pedestrians, cyclists, golf-carts, motor vehicles and Aircraft sharing the use of streets within the Airpark. The purpose of this ordinance is to set forth the unique set of rules which are required to promote safety when airplanes, Vehicles and pedestrians seek to jointly use certain streets.

On public streets, Vehicles must yield the right of way to pedestrians. In an airport environment, airplanes have the right of way. Vehicles must signal turns and stops, but airplanes cannot do that. When stopped, a motor vehicle presents little danger. When an Aircraft stops, its prop may still be turning and causing unavoidable risks of substantial harm to nearby persons and property. An Aircraft has very little maneuverability, limited braking, no mirrors, no signals, no reverse gear and no brake lights.

Vehicles can better maneuver, brake and avoid lots of hazards, with relative ease. Airplane front, side and rear views are very limited. Some airplanes do not have steerable nose wheels. Some airplanes have tailwheels which caster without rudder control. Aggressive braking on a tailwheel airplane can cause a prop to strike the ground. Propeller driven Aircraft cannot stop the prop from spinning when confronted by a pedestrian or pet in close proximity. Tailwheel Aircraft are pitched up at the nose so as to make forward visibility impossible without constant s-turning. Most airplanes have more than 35' in wingspan which makes all turns difficult and tight turns impossible.

For these reasons, special rules not found in the Vehicle Code are necessary to promote safety upon CPAD streets.

## JOINT USE STREETS RULES OF THE ROAD

### 100.0 DEFINITIONS

100.1 Vehicles. Motor vehicles, cars, trucks, trailers, RVs, golf carts, off-road vehicles, motorcycles, mopeds, bicycles, skates, skateboards, personal mobility devices, scooters, and all other forms or modes of transit are included in the term "Vehicles".

100.2 "Aircraft" includes all forms or modes designed to be capable of flight.

100.3 "Joint Use Streets" within the residential airpark area, means those asphalt surfaces commonly known as Fairway Drive north of Oxford Drive; Western Drive; Aeronca Way, Baron Court, Lockheed Court, Bonanza Drive, Boeing Road, and United Drive within 150' of the western edge of Boeing Road. There are no Joint Use Streets on the east side of the Cameron Park runway, only taxiways.

200.0 PARKING, STORAGE AND SERVICING OF AIRCRAFT AND VEHICLES UPON JOINT USE STREETS

200.1 Vehicles are not permitted to park overnight upon Joint Use Streets.

200.2 Except as provided for herein, parked Aircraft shall not remain on the Joint Use Streets for longer than thirty (30) minutes. Aircraft parked upon the Joint Use Streets during daylight hours longer than thirty (30) minutes shall be encircled by orange traffic cones no less than every 20'. Aircraft parked between the period starting 30 minutes prior to sunset and ending 30 minutes after sunrise shall be encircled by lighted or blinking cones, or use similar devices (position lights) to make their presence obvious to motorists and other Aircraft.

200.3 No Aircraft shall be repaired upon a Joint Use Street.

200.4 No Vehicle shall be repaired upon a Joint Use Street.

300.0 RIGHT OF WAY AND RULES OF THE ROAD

300.1 Aircraft have the right of way. Pedestrians, Cyclists, Vehicles and all other means of travel upon the Joint Use Streets shall yield the right of way to Aircraft.

300.2 When an Aircraft is operating upon the Joint Use Streets, it shall operate so that its centerline is upon the centerline of the Joint Use Street. When two or more Aircraft are operating upon the Joint Use Street in opposing directions, they shall each move to their right in order to allow safe passing and then promptly return to the centerline.

300.3 Vehicles, cyclists and all other means of transit upon the Joint Use Streets, except Aircraft, shall yield the right of way to pedestrians.

300.4 Vehicles, cyclists, pedestrians and all other means of transit upon the Joint Use Streets shall operate to the right of the centerline unless within 150' of an operating Aircraft in which case the said users shall operate and locate themselves within 15' of the right-side curb and gutter as determined by their respective directions of travel.

300.5 Vehicles may not pass and overtake other Vehicles and/or Aircraft operating on the Joint Use Streets.

300.6 No high speed taxi operations are permitted on the Joint Use Streets. Aircraft are not permitted to leave the ground from any Joint Use Street, even momentarily.

300.7 No Vehicle may operate upon the Joint Use Streets in excess of 25 miles per hour.

300.8 No Recreational Vehicles, Trailers, Boats or Commercial Vehicles may park upon the Joint Use Streets.

300.9 Motorized Vehicles must be operated at all times by licensed drivers as set forth in the Vehicle Code, but they must also be equipped with headlights and taillights between the period starting 30 minutes prior to sunset and ending 30 minutes after sunrise.

300.10 Helicopters must be trailered to and from the Airport while transiting upon Joint Use Streets. Gyroplanes shall not rotate the rotor blades while transiting to and from the Airport upon Joint Use Streets. During taxi, a Gyroplane's rotor shall remain aligned fore and aft along the longitudinal axis of the Gyroplane.

#### 400.00 SPECIAL EVENTS AND STREET CLOSURES

400.1 No closures of or event parking upon Joint Use Streets may occur without a permit issued by CPAD subject to rules and fees as determined by the CPAD Board of Directors

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