

# FOR DISCUSSION - PROPOSED DRAFT JOINT USE STREET ORDINANCES FOR SUBMITTAL TO EDC FOR CONSIDERATION

## Mark-Up of Existing Ordinances – Rev 4

### CAMERON PARK AIRPORT DISTRICT JOINT USE STREETS

#### 1.1 Preamble

Cameron Park Airport District (CPAD), 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.

#### **CHAPTER 10.20. - AIRCRAFT USING STREETS**

##### **Sec. 10.20.010. - Streets used for taxiing designated.**

The following streets or portions thereof, within Cameron Park Airport District (CPAD), in the unincorporated territory of the County, are designated as streets for the combined use of vehicular traffic and the taxiing of aircraft, referred to as Joint Use Streets.:

A Boeing Road;

B. Baron Court;

C. United Drive within 150' of the western edge of Boeing Road~~That portion of United Drive northeast of Cambridge Road;~~

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D. Bonanza Drive;

E. That portion of Fairway Drive, northwest of Oxford Road;~~That portion of Fairway Drive northeast of Cambridge Road;~~

F. Aeronica Way;

G. Western Drive;

H. Lockheed Court.

There are no Joint Use Streets on the east side of the gates separating the residential area and Cameron Park Airport runway.

(Prior Code, § 7652; Code 1997, § 10.20.010)

**Sec. 10.20.020. -- Joint Use Street ~~use~~ regulations.**

A. The use of those certain streets designated in Section 10.20.010 shall be limited to the passage over and access to lots abutting and adjoining said streets.

A.B. The parking of vehicles and aircraft on the streets is prohibited unless a permit has been obtained from the CPAD Manager or designee.

C. ~~Aircraft equipped with horizontal rotary propellers for propulsion and aircraft of a maximum certificated gross weight in excess of 12,500 pounds shall not use the streets for any purpose.~~ Helicopters must be towed or trailered to and from the Airport while transiting upon Joint Use Streets. Hover taxing is not permitted.

D. 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

E. Aircraft with a maximum certificated gross weight in excess of 12,500 pounds shall not use the streets for any purpose.

F. 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.

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

~~B.~~

(Prior Code, § 7653; Code 1997, § 10.20.020; Ord. No. 4688, 2-7-2006)

**Sec. 10.20.030. - Aircraft equipment required.**

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All aircraft using the streets designated in Section 10.20.010 shall be equipped and maintained as follows:

- A. Aircraft shall be equipped with brakes adequate to control the movement of the aircraft;
- B. Aircraft operated during the period between one-half hour after sunset and one-half hour before sunrise and during periods of limited visibility shall be equipped with landing lights and running lights which shall be in operation during said periods.

(Prior Code, § 7654; Code 1997, § 10.20.030)

**Sec. 10.20.040. - Taxiing regulations.**

All aircraft using the streets designated in Section 10.20.010 shall comply with the following rules:

~~A. Aircraft shall yield the right of way to pedestrians and vehicles.~~

B.A. Aircraft shall not exceed a speed greater than 15 miles per hour.

C.B. Aircraft shall comply with all posted traffic signs, signals, street markings and other traffic devices.

D.C. Aircraft, when approaching a vehicle or other aircraft, shall be operated on the right half of the street.

(Prior Code, § 7655; Code 1997, § 10.20.040)

**Sec. 10.20.050. – Special Events and Street Closures**

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.