

**FOR DISCUSSION - PROPOSED DRAFT JOINT USE STREET ORDINANCES FOR  
SUBMITTAL TO EDC FOR CONSIDERATION – Mark Up of Existing Ordinances –  
Jan 2023**

**CPAD-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. – CAMERON PARK AIRPORT DISTRICT AIRCRAFT USING STREETS JOINT USE STREETS**

**Sec. 10.20.005. Definitions**

- A. 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".**
- B. "Aircraft" includes all forms or modes designed to be capable of flight.**
- C. "Joint Use Streets" within the residential airpark area, means those asphalt surfaces designated as Joint Use Streets in Section 10.20.010.**

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**Sec. 10.20.010. - Streets ~~used for taxiing~~ designated as Joint Use Streets**

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

A Boeing Road;

B. Baron Court;

~~C. That portion of United Drive northeast of Cambridge Road;~~

~~C~~D. Bonanza Drive;

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

~~D~~F. Aeronica Way;

~~E~~G. Western Drive;

~~F~~H. Lockheed Court.

H. 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 Airport runway, only taxiways.

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

**Sec. 10.20.020. - Street Use Regulations.**

A. ~~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.

B. The parking of vehicles and aircraft on the streets is prohibited for more than six consecutive hours, unless a permit has been obtained from the District Manager or designee.

CB. 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.

D. 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.

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

F. Motorized Vehicles must be equipped with headlights and taillights between the period starting 30 minutes prior to sunset and ending 30 minutes after sunrise.

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

(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 and/or taxi light(s) and running /position/navigation lights which shall be in operation during said periods. Aircraft without an electrical system or without functioning landing/taxi lights shall not be operated on the Joint Use Streets unless escorted from the gate between the Joint Use Streets and the airport by a vehicle with lights.

(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. . When an Aircraft is operating upon the Joint Use Streets, it shall operate so that its centerline is over 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.
- B. 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.
- C. Helicopters must be trailed to and from the Airport while transiting upon Joint Use Streets. Hover taxing is not permitted over Joint Use Streets.
- 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.

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

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

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

D. 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.