

3. Circulation Element

Introduction

The Circulation Element provides the framework for Calaveras County decisions concerning the countywide transportation system, which consists of various transportation modes, including roads, transit, bike, pedestrian, and aviation. It also provides for coordination with the City of Angels Camp, the Calaveras Council of Governments, and state and federal agencies that fund and manage transportation facilities in the county. The Circulation Element reflects the diversity of the unincorporated areas of Calaveras County and establishes standards that guide development of the transportation system.

The Circulation Element addresses the location and extent of existing and planned transportation routes needed to accommodate future travel demand. It is intended to contribute to, rather than inhibit, the attainment of desired land use patterns. It also addresses transportation funding and the concept of complete streets, a strategy to serve all transportation modes. The transportation plan, policies, and implementation measures are based upon an evaluation of the traffic volumes that would occur from expected development through 2035. Discussion of the circulation of public utilities and facilities, such as water, sewer, power, and natural gas, is contained in the Public Facilities and Services Element. Scenic highways are addressed in the Conservation and Open Space Element.

Calaveras County contains a dispersed population, spread widely across numerous rural residential parcels or focused in small rural communities. These communities' principal connection is via a rural road system of state highways and county roads, almost exclusively two-lane. There are limited opportunities for alternatives to the private automobiles due to the distance between communities, mountainous topography, and costs associated with connecting a dispersed population. Opportunities exist within the communities to improve mobility options, and the County operates a rural transit system that provides connection between communities with links to the surrounding regions. In addition, when considering how to allocate funding for transportation improvements, the County places a priority on the safety of its users.

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CIR 1.1 Background and Setting, Associated Plans and Documents

Overview

The transportation circulation system in Calaveras County includes the following facilities and services:

- Roadway Facilities
- Public Transit Service
- Bicycle, Pedestrian, and Equestrian Facilities
- Aviation Facilities

The Circulation Element does not address terminals, ports, rail lines, or military airports, since there are none located in Calaveras County.

Roadway System

Roadway Capacity and Level of Service – Level of Service (LOS) is a general measure of traffic operating conditions whereby a letter grade, from A (the best) to F (the worst), is assigned. The grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving. The LOS grades are generally defined as follows:

- LOS A represents free-flow travel with an excellent level of comfort and convenience and the freedom to maneuver.
- LOS B has stable operating conditions, but the presence of other road users causes a noticeable, thought slight, reduction in comfort, convenience, and maneuvering freedom.
- LOS C has stable operating conditions, but the operation of individual users is significantly affected by the interaction with others in the traffic stream.
- LOS D represents high-density, but stable flow. Users experience severe restriction in speed and freedom to maneuver, with poor levels of comfort and convenience.
- LOS E represents conditions at or near capacity. Speeds are reduced to a low but relatively uniform value. Freedom to maneuver is difficult with users experiencing frustration and poor comfort and convenience. Unstable operation is frequent, and minor disturbances in traffic flow can cause breakdown conditions.
- LOS F represents forced or breakdown conditions. This condition exists whenever the volume of traffic exceeds capacity of the roadway. Long queues can form behind these bottleneck points with queued traffic traveling in a stop-and-go fashion.

LOS has been used as a measure of impact analysis but recent state legislation (SB 743) now mandates that environmental impact analysis utilize a different metric: Vehicle Miles Travelled (VMT). The County will utilize VMT with California Environmental Quality Act (CEQA) analysis when new guidelines are adopted. However, LOS still has applicability General Plan policy as a measure of travel convenience, comfort and safety.

State Transportation Planning – The California Department of Transportation (Caltrans) has completed Transportation Concept Reports (TCR) for the state highway system serving Calaveras County. The TCRs are long-term planning documents that identify how a highway will be developed and managed so that it delivers a targeted level of service and quality of operation that is feasible to attain over a twenty-year planning horizon. The following TCRs address state highways in Calaveras County:

- State Route 4 Transportation Concept Report (Caltrans District 10, January 2014)
- State Route 4 Corridor System Management Plan (Caltrans District 10, October 2008 – incorporated by reference into TCR)
- State Route 12 Transportation Concept Report (Caltrans District 10, January 2012)
- State Route 26 Transportation Concept Report (Caltrans District 10, June 2003)
- State Route 49 Transportation Concept Report (Caltrans District 10, July 2013)

The TCRs for each of the State Routes in Calaveras County indicate that LOS C will be maintained for all legs except for a portion of SR 26, from the San Joaquin County line to Silver Rapids Road in the Jenny Lind/Rancho Calaveras area. While it is the County's policy to maintain LOS C, the County recognizes that Caltrans retains authority and funding over the state highway system. This exception to the standard is recognized in Policy CIR 2.3.

Regional Planning – Regional transportation planning is the responsibility of the Calaveras Council of Governments (CCOG). The CCOG prepares the Regional Transportation Plan (RTP) that identifies and prioritizes regional roadway transportation improvements over a 25-year timeframe. The CCOG also assigns and distributes federal and state transportation funding for roadway projects and transit services in unincorporated Calaveras County and the City of Angels.

Local Planning – Transportation planning in Calaveras County is the responsibility of the County and the City of Angels Camp, in cooperation with CCOG and Caltrans. Documents relevant to the unincorporated area of Calaveras County that provide guidance for local transportation planning include the following:

- Calaveras County Road Impact Mitigation (RIM) Fee Program. The program was adopted by the Board of Supervisors in February 2004
- Regional Transportation Plan (2012)

Road Classification System –Figure CIR-1 shows the existing circulation system, including classification and number of travel lanes. The circulation system is shown using a set of roadway classifications, developed to guide the County's long range transportation planning and programming. The following describes the classification of the County roadway system.

- **Minor Arterials:** Minor Arterials are roads which have a primary function of serving through traffic movements and connect communities and traffic destination centers, such as recreational facilities and resources. State Route (SR) 4, SR 12, SR 26, and SR 49 serve as the County's arterials.
- **Major Collectors:** Major collectors are roads which move traffic from one community to the next. Major collectors serve through traffic movements to and from minor arterials into and out of communities.
- **Minor Collectors:** Minor collectors move traffic from traffic generators (such as residential areas) to major collectors or arterials. Minor collectors are generally located within residential areas where they connect a number of local roads to a major collector.
- **Local Roads:** The primary function of local roads is to provide access to individual properties, delivering this traffic in a relatively short distance compared to collectors or arterial roadways. Local roadways include commercial roads, cul-de-sacs, minimum service roads, and emergency access road.

Roads that do not contribute to regional circulation are generally not shown on the Circulation Maps (Figures CIR-1 through CIR-3.) However, such roads may be locally significant.

As shown, all of the County's roadways, including state highways, have two through travel lanes. However, many roadways have special treatments specific to their function that affect driver experience and the operation of vehicles traveling on the roadways. The treatments include center two-way left-turn lanes (TWLTL) or turn-pockets that are necessary to provide safe access to local development and

passage of through travelers in developed communities, and passing zones and passing lanes on longer roadway segments that connect communities to provide for safe opportunities for passing of slower speed vehicles.

Correlation with Land Use Map – The circulation plan is sized to support the proposed land uses of the General Plan Land Use Map and Land Use Element. A program was developed by consultants under contract to CCOG to analyze where likely development would occur based on the California Department of Finance growth projections for Calaveras County (see the Background document for a more detailed description of the U-Plan process). County Planning and Public Works staff worked closely with CCOG and their consultants in the development of the program and review of the output. The land use growth allocation from this program was then put into a travel model to forecast growth in vehicle travel throughout the county.

Figure CIR-2 shows the level of service of the existing circulation system with future travel growth due to implementation of the General Plan. Future road improvement needs were identified to accommodate forecasted traffic volumes on various road segments based on that modeling and General Plan level of service policy (CIR 2.3).

Figure CIR-3 shows the future transportation infrastructure improvements that will be necessary to support the proposed land uses of the Land Use Element, based on the expected growth, as projected by the California Department of Finance for the 20-year horizon of the General Plan, as modeled by the U-Plan process. Improvements include the following:

- Construction of the SR 4 Wagon Trail Realignment Project
- Addition of passing lanes on segments of SR 4, SR 12, and Murphys Grade Road
- Addition of passing zones on O'Byrnes Ferry Road
- Four-lane widening (for local access) on SR 4 in Murphys and SR 26 in Valley Springs

Transportation System Improvements – System improvements made to County roads are funded through a variety of sources include federal, state, and local funds (including development impact fees) and carried out through annual Capital Improvement Plans approved by the Board of Supervisors. The primary source of funds for improvements to County roads is the Road Impact Mitigation (RIM) fee program. This fee is based on traffic impacts associated with residential, commercial and industrial development. These improvements can include new road construction, widening or safety improvements, and bridge replacements. Improvements to the roadway system may also occur as part of the land development process. New roads serving a development or existing roads needing improvements to mitigate project impacts may be required to be built or improved as a condition of approval of the project.

Road Maintenance – County- and state-maintained roads receive funding for general road maintenance (including snow removal), from a variety of sources including gas taxes, vehicle license fees, transient occupancy taxes, and property taxes.

The Mining Use Permit approval process for mineral extraction and timber production operations is another potential source of maintenance funding for County-maintained roadways, which is tied to project-specific impacts to roads due to these operations. The County can assess fees proportionate to the impact, as well as require improvements to encroachments or to substandard roads. This would be limited to new mining operations.

Figure CIR-1 Existing Circulation System

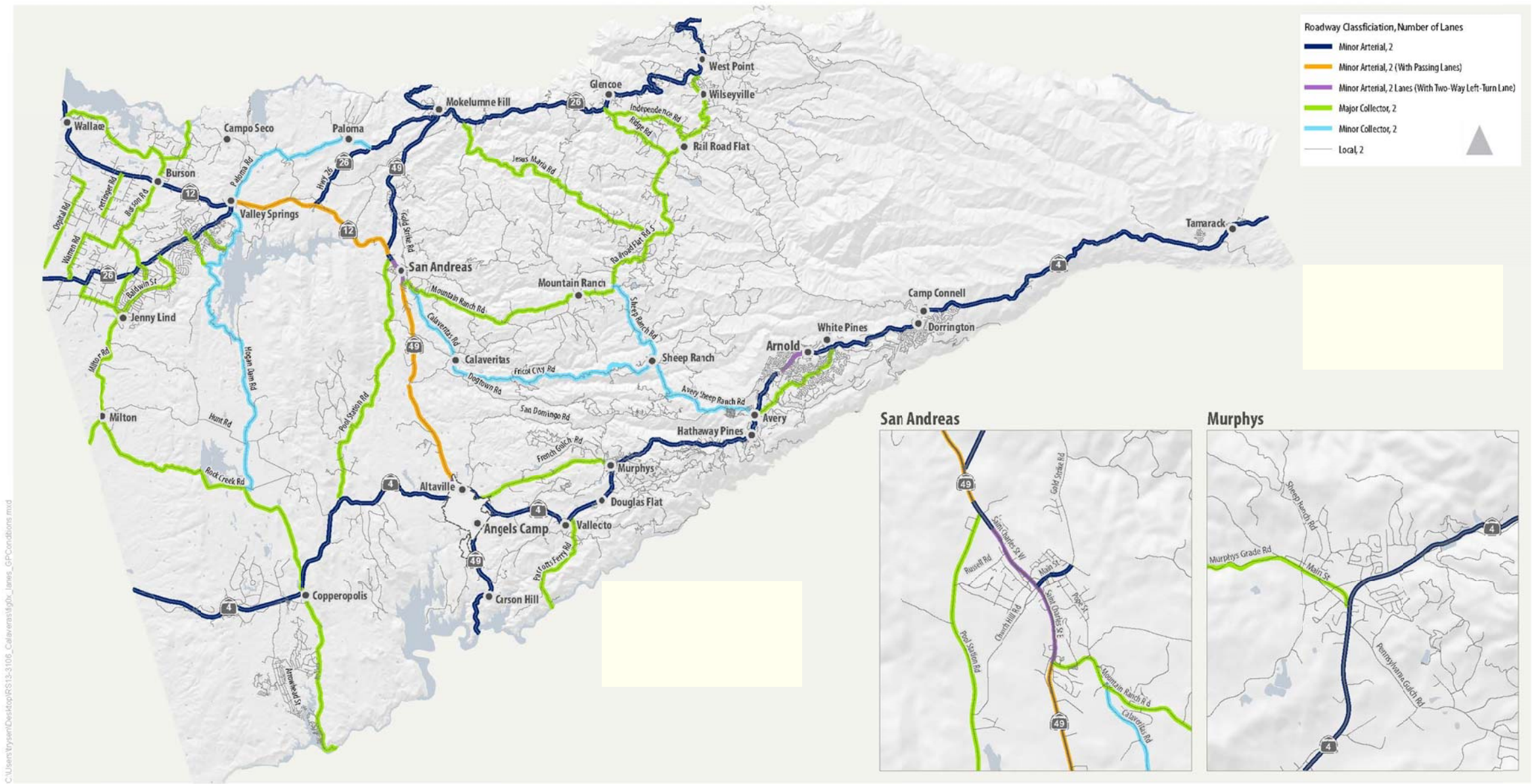


Figure CIR 1
Existing Circulation System

Figure CIR-2 Existing Circulation with Planned Growth

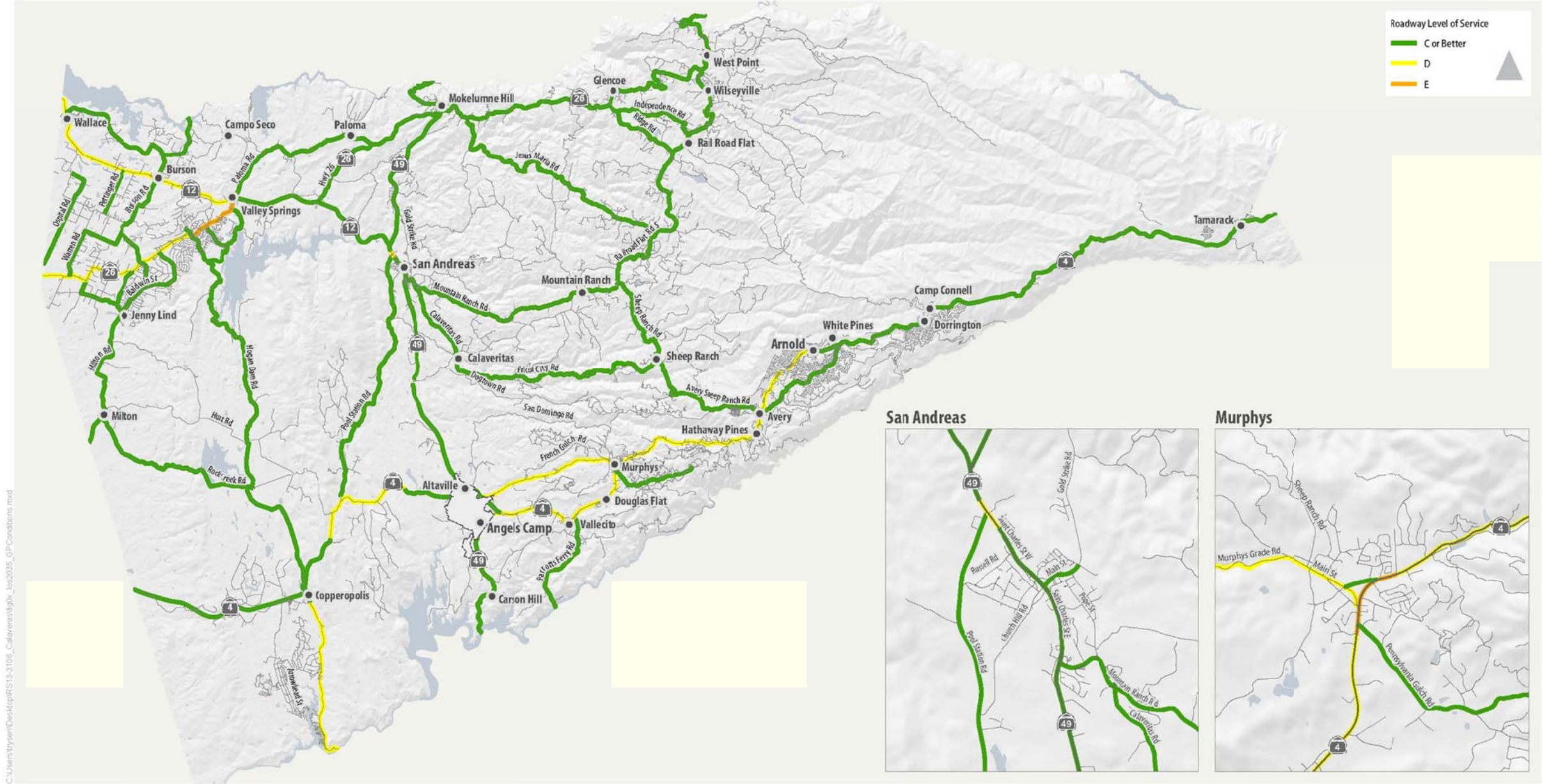


Figure CIR 2

Existing Circulation System With Planned Growth

Figure CIR-3 Roadway Expansion to Serve Growth Through 2035

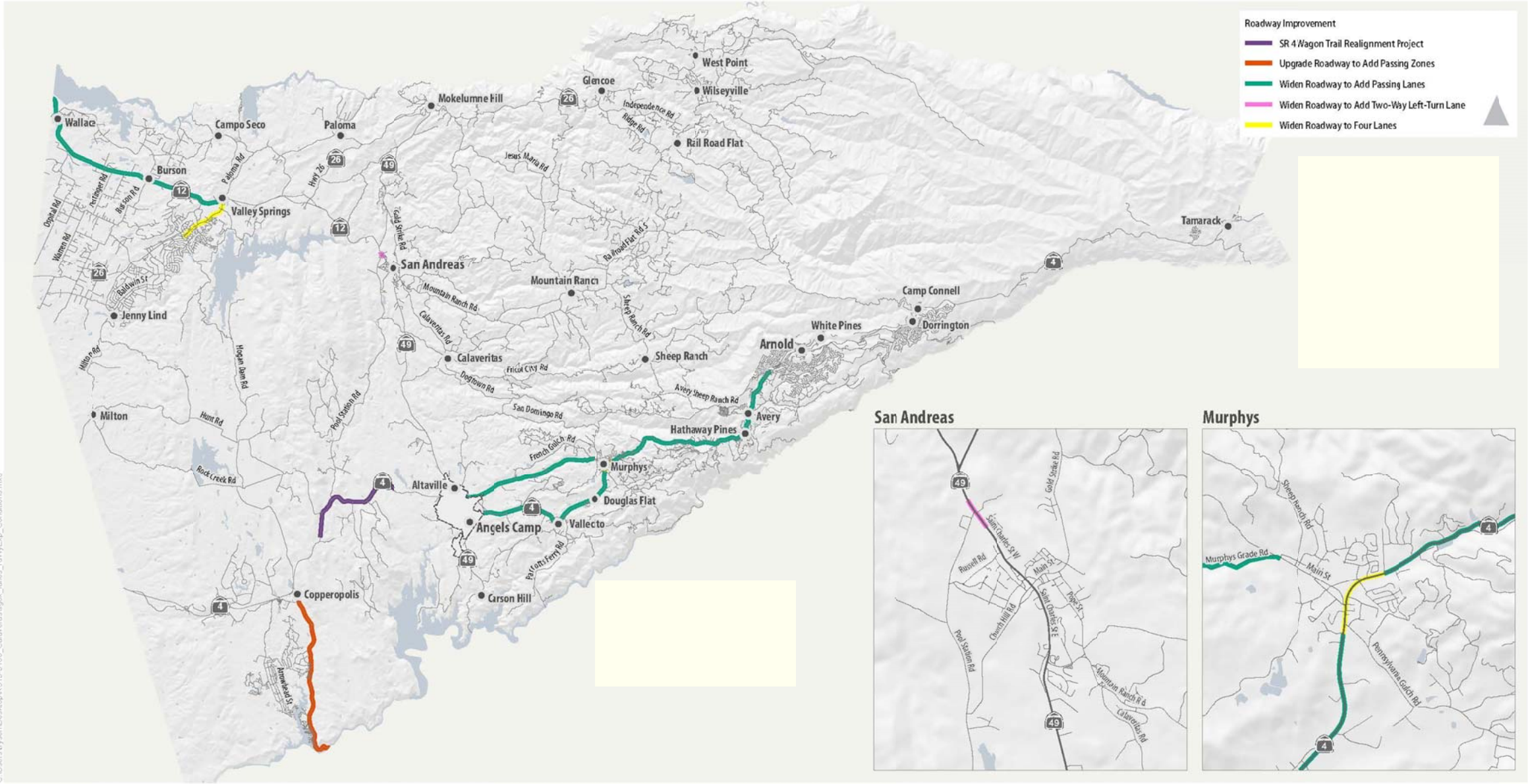


Figure CIR 3

Roadway Expansion to Serve Forecasted Growth Through 2035

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Public Transit

Calaveras Transit: The County currently operates Calaveras Transit, which provides service between all major Calaveras County communities, as well as to Columbia College in Tuolumne County. Connecting service to Sonora and beyond is provided by Tuolumne County Transit at Columbia College, while service to Jackson and beyond (including Sacramento) is available by connecting service offered by the Amador Regional Transit System in Mokelumne Hill. Plans related to transit, available at the Public Works Department, are:

- Calaveras County Short Range Transit Plan Update (June 2009)
- Calaveras County 2014 Coordinated Public Transit-Human Services Transportation Plan (June 2014)

Car and Van Pools: The Foothill Rideshare program organizes vanpools and carpools throughout the County, and to/from nearby employment centers. Currently, Calaveras County has one 40 space Park-and-Ride facility located at the Black Bart Playhouse in Murphys near SR 4. The 2004 Caltrans Park-and-Ride Plan identified a new facility on SR 49 near SR 26 in Mokelumne Hill to be a good location for future study. The long commute distances traveled by the many Calaveras County residents working in other counties increases the viability of vanpooling and carpooling in the region.

Bicycle, Pedestrian, and Equestrian Travel

Excluding backcountry trails on public lands, the network of facilities for non-motorized travel in Calaveras County is limited. Designated bicycle facilities consist of approximately 2.5 miles of separated (Class I) bikeway, 0.4 miles of striped Class II bicycle lanes, and just less than 3 miles of signed (Class III) bicycle routes. Sidewalks are largely limited to core commercial areas within individual communities. Both bicycle and pedestrian facilities are discontinuous, making longer trips a challenge (particularly to youth, seniors, and persons with disabilities).

Plans related to pedestrian and bicycle circulation have been prepared for Calaveras County by CCOG and are listed below. With the exception of the Murphys plan, none of these have been adopted by the County but are available at the County Planning Department and the CCOG offices. The Calaveras County Bicycle Master Plan and Calaveras County Pedestrian Master Plan include goals, policies, and implementation measures that specifically address bicycle and pedestrian travel as an integral part of the transportation system. The Bicycle Plan includes a portion of the statewide network as well as complementary local routes. Portions of the local system of bicycle-pedestrian pathways (generally widened roadway shoulders) have been constructed. A portion of the statewide system along SR 49 and SR 4 has been developed with widened shoulders. Equestrian travel provides recreation to many residents and visitors to the County. Given the predominantly rural character of the County, most equestrian travel occurs on private lands and public trails. Recreational trails are addressed in the Conservation and Open Space Element.

- Murphys Circulation, Pedestrian, Bicycling, and Parking Study (February 2002)
- Calaveras County Pedestrian Master Plan (2007)
- Calaveras County Bicycle Master Plan (2007)
- Arnold Rural Livable Community-Based Mobility Plan (2007)
- San Andreas Rural Livable Mobility Plan (2009)

Aviation

The one public airport in Calaveras County is Calaveras County/Maury Rasmussen Field, located four miles southeast of San Andreas west of SR 49. The airport is classified as a General Aviation airport. A

Basic Utility Stage II runway exists, consisting of a 3,600 foot by 60-foot asphalt surface, with a full-length taxiway east of the runway. The facility has 64 tie-downs, 8 large hangars, 50 “T” hangars, and 7 Port-a-Ports. There are 71 aircraft based at the field, and there are approximately 30,000 annual flight operations. Two helipads are located at the airport, with the facility able to accommodate single- and twin-engine aircraft, as well as small business jets.

The Calaveras County Airport Land Use Compatibility Plan was updated and adopted in June 2010. The Plan addresses issues regarding safety to persons on the ground, safety to occupants in the aircraft, noise, and land use. For specific policies relating to these issues, refer to the Land Use and Noise elements in this document and the 2010 Airport Land Use Compatibility Plan.

In addition to the public airfield, there are a number of private airstrips in the County that are used on a limited basis.

CIR 1.2 Goals and Policies

Goal and Policies: General

Goal

- CIR-1** A balanced circulation system that provides for the safe and efficient movement of people and goods while maintaining the county's rural and historic character.

Policies

- CIR 1.1** Incorporate the concept of complete streets in all planning, programming, design, operations, and maintenance activities, which requires more complete consideration of all users of the street, including pedestrians, bicyclists, automobiles, trucks, and transit, as appropriate for surrounding land uses.
- CIR 1.2** New construction or improvements to transportation facilities shall be located, constructed, and maintained in a safe and efficient manner compatible with the environment and that allows, to the extent feasible, preservation of existing historical resources.
- CIR 1.3** Prioritize funding and construction of projects that reduce vehicle miles traveled.
- CIR 1.4** Coordinate with the Calaveras Council of Governments and Caltrans on the development and maintenance of the regional transportation system.
- CIR 1.5** Actively seek all possible financial assistance, including grant funds available from regional, state, and federal agencies, for street and highway improvements and other transportation projects when compatible with General Plan policies and long term local funding capabilities.
- CIR 1.6** Encourage development that reduces or limits vehicle miles traveled, consistent with the policies of the Land Use Element.

Goal and Policies: Roadway System

Goal

- CIR-2** A roadway system that provides safe and efficient access and mobility for Calaveras residents, visitors and businesses and adequately serves existing and planned land uses.

Policies

- CIR 2.1** Safety shall be the primary factor in prioritizing roadway improvements and evaluating the ability of the County-maintained roadway system to accommodate traffic growth from new development.

- CIR 2.2** Require new development to conduct a transportation impact analysis consistent with the County's Traffic Impact Study Guidelines to verify the ability of the County-maintained roadway system to accommodate traffic growth generated by that development.
- CIR 2.3** Road impacts created by new development shall not reduce the minimum level of service of (LOS) D or better for roadways and intersections in Community Areas (as indicated on the General Plan Land Use Diagram – Figure LU-1) and LOS C or better on County-maintained roadway outside of Community Areas, except as specified below, assuming that roadway safety is addressed consistent with Policy CIR 2.1.
- SR26 from the San Joaquin County line to Silver Rapids Road – LOS D is acceptable to the County.
- Additional exceptions to this policy may be allowed by the Board of Supervisors on a case-by-case basis, where reducing the level of service would result in a clear public benefit in furtherance of public health, safety, and welfare. Exceptions to the LOS standards may include, but are not limited to, the following circumstances:
- Improvements necessary to achieve the LOS standard result in significant impacts to a unique historical resource,
 - Improvements necessary to achieve the LOS standard result in impacts to a sensitive environmental area, or
 - Improvements necessary to achieve the LOS standard would prohibit or significantly impair the County's implementation of bicycle and pedestrian facilities.
- CIR 2.4** Require new development to finance and construct all off-site circulation improvements necessary to mitigate a project's transportation impacts (including safety, pedestrian and bicycle mobility, public transit, and level of service-related impacts).
- CIR 2.5** Consider context sensitive designs for planned roadway improvements, which are intended to preserve the rural character and historic resources of communities in the County. Alternative designs shall be in accordance with standards adopted or accepted by Caltrans or the County intended to provide a safe and efficient transportation system.
- CIR 2.** Secure funding for public roadway improvements needed to maintain adequate mobility and to provide for the safety of the travelling public. Funding shall be allocated to priority projects as determined by the Board of Supervisors through an annual Capital Improvement Plan adoption process.
- CIR 2.7** Maintain a classification system of existing and future state and County roads based upon function and expected traffic volumes, using the classifications as shown on the Figure CIR-3.
- CIR 2.8** Prior to occupancy of projects or recording of subdivision maps, applicants shall construct or provide financial security for all transportation and safety improvements necessary to satisfy applicable policy, guidelines, and standards.
- CIR 2.9** Development projects located in a benefit basin shall participate in both the benefit basin and the regional roadway impact mitigation (RIM) fee programs.
- CIR 2.10** The County may execute reimbursement agreements for developer-advanced infrastructure improvements when the improvement cost exceeds the developer's

proportional share of the improvement, with reimbursement funded from fees collected from future development that will benefit from the developer-advanced infrastructure improvement. The amount and timing of reimbursement shall be determined by the County.

- CIR 2.11** Strive to increase roadway connectivity, particularly in Community Areas, to reduce trip lengths, enhance emergency response, encourage opportunities for trips to be made by walking and bicycling.
- CIR 2.12** Implement measures to reduce travel speeds within community and neighborhood areas to protect the historic character or special function of the community and to protect public safety.
- CIR 2.13** New and/or improved roadway connections shall create a transportation environment that is consistent with the community/neighborhood character where they are implemented and shall be consistent with Figure CIR-3.
- CIR 2.14** New development shall be designed to accommodate through traffic to serve the proposed and future development by incorporating adequate collector roads if necessary. The use of local roadways serving residential neighborhoods as access routes to industrial and commercial development shall be discouraged.
- CIR 2.15** To promote efficient travel for all modes, require all new residential, commercial, or mixed-use development that proposes or is required to construct or extend streets to develop a transportation network that is well connected, both internally and to off-site networks.
- CIR 2.16** The County shall only accept new roads into the County-maintained system when such roads are built to County standards, benefit non-project-related traffic, have a funding mechanism in-place for road maintenance, and have a forecasted acceptable Level of Service.
- CIR 2.17** Private roads serving new development shall be constructed to County standards. Subdivisions resulting in 5 or more lots and proposing to use private roads as legal access must form road maintenance entities that provide for assessments and enforceable collections.
- CIR 2.18** Encroachments onto state highway (i.e., arterial) corridors and collector roads outside of Community Areas shall be minimized. Utilize internal site roadway design, shared access points or frontage roads to reduce encroachments onto higher classification roads.
- CIR 2.19** Require that all roads serving development meet, at a minimum, the requirements of Public Resources Code Section 4290 (SRA Fire Safe Regulations Section 1270 et. seq.)
- CIR 2.20** Maintain a program of proportional road improvement mitigation fees for general transportation improvement projects. General improvement mitigation requirements shall be apportioned on an equitable basis, based on the projected cumulative impact for a 20-year horizon.
- CIR 2.21** Prohibit projects that would result in significant impacts to residential properties fronting along local streets, except where it would not result in average daily traffic volume on a local residential street with front-on housing exceeding 1,500 vehicle-trips per day, would not increase average daily vehicle-trips by more than 2 percent, or where traffic calming measures are implemented that provide adequate traffic safety and noise conditions, as determined by the Public Works Director and as set forth in the Noise Element.

- CIR 2.22** No subdivision or parcel map shall be approved unless there is legal access to the subject property.
- CIR 2.23** New development above 3,000 feet in elevation shall be designed to accommodate snow conditions, including but not limited to maximum grade, and snow removal and storage requirements.

Goal and Policies: Public Transit

Goal

- CIR-3** A safe, effective, and efficient public transportation service that meets the reasonable needs of Calaveras residents.

Policies

- CIR 3.1** Maintain the County's existing transit system and strive to increase service efficiency, availability, and convenience for all residents, employees, and visitors to the degree feasible with available resources.
- CIR 3.2** Encourage the expansion of public transit services to nearby urban areas in order to reduce automotive dependency, access intercity transportation services, and improve mobility for County residents such as residents with special needs.
- CIR 3.3** Strive to develop new attractive, well-maintained, and pedestrian-friendly bus stops, with benches and shelters where warranted.
- CIR 3.4** Encourage the use of public transit, as well as ridesharing, and vanpools.
- CIR 3.5** Ensure that new developments incorporate both local and regional transit measures into the project design that promote the use of alternative modes of transportation.

Goal and Policies: Airports

Goal

- CIR-4** A safe and efficient aviation system that enhances safety to the public, minimizes the adverse effects of operations on people, and promotes economic health.

Policies

- CIR 4.1** Prevent new land uses and zoning surrounding the Calaveras County Airport that would create future land use conflicts.
- CIR 4.2** Private airports and airstrips may be permitted by Conditional Use Permit when safe and compatible with neighboring land uses and the Airport Land Use Compatibility Plan.

Goal and Policies: Non-Motorized Transportation

Goal

- CIR-5** A safe, comprehensive and integrated system of transportation facilities for pedestrians, cyclists, and other non-motorized modes of transportation.

Policies

- CIR 5.1** Adopt and implement a plan for bicycle and pedestrian improvements throughout the county.
- CIR 5.2** Bicycle and pedestrian access and circulation improvements shall be included in new development projects consistent with any adopted bicycle and pedestrian plan.
- CIR 5.3** Incorporate safe and convenient bicycle and pedestrian access, where feasible, in all transportation improvement projects.
- CIR 5.4** Bicycle and pedestrian access and circulation shall be designed into mixed use development projects to enhance internal circulation and interconnectivity with surrounding land uses.

CIR 1.3 Implementation Programs

Programs: General Circulation

- CIR-1.A** **Complete Streets**
Review the County Municipal Code and Public Works Department Development Manual and incorporate, as appropriate, complete streets design principles such as the following:
1. Balanced design to accommodate walking, cycling, transit, driving, parking, drainage, storm water management, emergency vehicle access, snow removal, and deliveries.
 2. Safe access to public transportation and other non-motorized uses through construction of dedicated paths where appropriate and where right-of-way is available.
 3. Safe road crossings at major intersections, especially at locations used regularly by school children and seniors.
 4. Interconnect roadway networks to expand travel route options and allow short trips to be completed off of arterial roadways.
 5. Pedestrian and bicycling facilities where appropriate to promote safety and maximize access, including construction of bicycle parking facilities where feasible.

- CIR-1.B Greenhouse Gases**
When preparing capital improvement plans and reviewing development proposals, the County shall favorably consider projects which minimize greenhouse gas impacts and are appropriate to the rural nature of Calaveras County, including, but not limited to, transit programs, ridesharing programs, bicycle and pedestrian improvements, and maintenance of existing roadways to reduce vehicle emissions.
- CIR-1.B Impact Fees**
Consider transit capital improvements and non-auto travel improvements in impact fee programs for new developments to fund public transportation infrastructure, park-and-ride lots, and bicycle and pedestrian facilities.
- CIR-1.C Circulation and Access Plans**
Work with CCOG and Caltrans to secure funding for and implementation of comprehensive circulation and access plans for the state highways (i.e., arterial) corridors to ensure that planned development is compatible with current facilities and transportation concept designations.

Programs: Roadway Transportation

- CIR-2.A Roadway Classification System**
As part of maintaining the roadway classification system, the County shall regularly review existing County roads, including the cost of general improvements, existing level of service, traffic volume, roadway condition, collision records, and remaining capacity, to identify if changes in Roadway Classification are warranted.
- CIR-2.B Transportation Impact Study Guidelines**
Develop and adopt transportation impact study (TIS) guidelines that consider all modes of travel and define, at a minimum, the need for transportation impact studies, analysis methodology and CEQA significance criteria.
- CIR-2.C Design for Snow**
Review and amend the Public Works Department Development Manual to address snow-area development standards. Standards shall address snow storage, maximum road grade, and surfacing requirements to accommodate snow removal.

Programs: Public Transit

- CIR-3.A Park-and-Ride Facilities**
As funding allows, designate and implement appropriate “Park and Ride” facilities, and promote ridesharing programs.
- CIR-3.B Transit Planning**
Work with the Calaveras County Council of Governments to update the annual Unmet Transit Needs Report and to periodically review and update the short-range transit plan.

Programs: Airports

- CIR-4.A Private Airstrip Standards**
Amend the zoning ordinance to provide following criteria for private airstrips:
- Within a rural area of the county;

- Not within an existing residential subdivision;
- Compatible with adjoining existing and potential land uses;
- Compliant with the Calaveras County Airport Land Use Compatibility Plan;
- Compliant with County noise and safety policies; and
- Compliant with the standards of the Airport Overflight and Noise Impact Area Zone and Airport Height Limitation Zone.

Programs: Non-Motorized Transportation

CIR-5.A

Bicycle and Pedestrian Plans

Adopt a bicycle and pedestrian master plan and implement the priority projects in those documents as funding allows. The County shall utilize all available federal, state, and local funding for construction and maintenance of non-motorized transportation facilities.