



Chapter 4

TRANSPORTATION

A place where all citizens enjoy opportunities to thrive in a safe, healthy, and productive community.
- The Tuolumne County Vision

Introduction

A well-balanced transportation system that relies upon all transportation modes is essential to the efficient use of public funds and the provision of affordable infrastructure. There are many ways that the design of new developments and proper utilization of existing infrastructure can encourage a more balanced transportation system without overly burdening one mode. The Transportation Element has been created to help policy makers, administrators, planners, engineers and developers understand how to design communities and projects that promote an efficiently balanced transportation system that reflects the needs of not just automobiles, but of pedestrians, transit riders and bicyclists. However, these efforts must be grounded to the realities of both geographical and funding constraints.

Transportation is the basic system which provides mobility to sustain social, economic and recreational activities in Tuolumne County. An improperly developed or out of balance transportation system can result in ineffective mobility and cause adverse and undesirable conditions such as safety hazards, long delays, air pollution, unnecessary energy consumption and a loss of community identity.

Overarching Vision

OAV1. Promote development in Tuolumne County that reflects the values and vision of the community and implements the latest legal, statutory, scientific, and technical changes and advances.

OAV2. Achieve, enable and preserve maximum flexibility within the constraints of state and federal law and an ever-evolving legal, cultural and environmental landscape.

OAV3. Recognize that the County has a unique role to collaborate with special districts/stakeholders within the County to promote the delivery of efficient and cost effective public services.

Purpose
Guide the development of a transportation system to maintain and improve the quality of life in Tuolumne County while accommodating new growth.



GOAL 4A:

Preserve the County's substantial investment in the existing road system and provide for the long-range planning and development of the County's transportation system for the safe and efficient movement of people and goods.

POLICIES & IMPLEMENTATION PROGRAMS

Policy 4.A.1: Support and work with the TCTC to regularly conduct assessments of the current status of the highway system to determine the current level of needs in the system, and report those needs to the Board of Supervisors.

Implementation Programs

4.A.a - Plan, design and regulate roadways in accordance with the following functional classification system and designations which are reflected in the County's Regional Transportation Plan, and are shown on the Master Plan of Streets and Highways in Chapter 4 of the General Plan Technical Background Report:

- Other Freeways and Expressways (Functional Class Code 2)
- Other Principal Arterial (Functional Class Code 3)
- Minor Arterial (Functional Class Code 4)
- Major Collector (Functional Class Code 5)
- Minor Collector (Functional Class Code 6)
- Local Road (Functional Class Code 7)
- Scenic Routes
- Urban Streets

4.A.b - Develop and manage the County's roadway system to maintain the following minimum levels of service (LOS) using methodology adopted by the Tuolumne County Transportation Council:

Arterials, Minor Collectors, Major Collectors, Urban Streets	LOS D, unless an exception is made
Local Roads	LOS C
Minimum Peak Hour for all Intersections	LOS D

The County may allow exceptions to these level of service standards where it finds that the improvements or other measures required to achieve the LOS standards are unacceptable. In allowing any exception to the standards, the County shall consider the following factors, including congestion/delays, rights of way, environmental impacts, safety, aesthetics, alternative transportation modes, and other geographical, environmental, social or economic factors on which the County may base findings to allow an exceedance of the standards. Exceptions to the standards will only be allowed after all reasonably feasible measures and options are explored.

4.A.c - Establish priorities based on available funding for road improvement projects while balancing the need to support employment generating uses, affordable housing, and educational facilities. Emphasize, consistent with legal and funding constraints, the following road improvement projects in the County Road Improvement Program:



1. Projects needed to maximize the safety of the road system on high accident road segments and intersections, including, but not limited to, additional road widths and turn lanes, realignments, shoulder improvements, bridge improvements, hazard elimination and hazard control devices.
2. Projects needed to improve rideability and preserve past infrastructure investments, including, but not limited to, pavement life extension and rehabilitation. To provide the most effective expenditure of funds, maintenance shall emphasize the arterial and major collector segments of the road system utilizing the County Pavement Management System.
3. Projects needed to improve capacity and travel speed, particularly on roads carrying through traffic, and including, but not limited to, interchange improvements, bypasses, additional road lanes and/or widths, turn lanes, signalization and bridge improvements that help fire, police and other emergency services achieve acceptable response times.
4. Projects needed to reduce vehicle miles traveled by improving the use of other modes of transportation, including, but not limited to, public transportation facilities (transit facilities and stops), park and ride facilities, bikeways, non-motorized trails and pedestrian facilities.

4.A.d - Prioritize safety related road improvement projects needed on streets and highways which experience an unusual number of motor vehicle traffic accidents, design necessary improvements and implement necessary improvements in a timely manner to the greatest extent possible.

4.A.d.1 – Support alternative energy vehicles, including electric vehicles, and development of electric charging stations for passenger vehicles for the use of the public, including County employees and County fleet vehicles.

4.A.d.2 – Prioritize a Safe Routes for School Program by partnering with the school districts and the TCTC to improve safety and increase walking and bicycling to school.

4.A.d.3 – Support a regional effort for a Local Road Safety Plan for planning and prioritizing safety improvement projects.

Policy 4.A.2: Dedicate, widen and construct roads according to design and access standards generally defined in Chapter 4 of the General Plan Technical Background Report and, more specifically, the County Ordinance Code and the Countywide Traffic Circulation Improvement Program. Exceptions to these standards may be necessary and shall be approved by the Community Resources Agency Director, who shall ensure that safe and adequate public access and circulation are preserved by such exceptions.

Implementation Programs

4.A.e - Require that roadway rights-of-way be wide enough to accommodate the lanes needed to carry long-range forecasted traffic volumes, as well as planned bikeways, pedestrian and transit facilities and required drainage, utilities, landscaping, cuts and fills, and suitable separations. Minimum right-of-way criteria for each class of roadway are specified in Chapter 4 of the General Plan Technical Background Report and the County Ordinance Code. However, additional right-of-way, beyond the minimum criteria may be required to provide for location specific needs.



4.A.f - Require Complete Streets design, where feasible and appropriate, in road planning documents, detailing pedestrian and bicycle lane infrastructure and alternative transportation connectivity, such as bus stops and dedicated bus pullout areas.

4.A.g - Require local roads serving new development to be aligned with existing local roads on abutting properties and extend existing roads to link with other roads wherever possible to provide continuity and provide safety in the local road system.

4.A.h - Accommodate through traffic in a manner that discourages the use of neighborhood Local Roads. This through traffic, particularly truck traffic, shall be directed to appropriate routes in order to maintain public safety and local quality of life by using design measures, such as appropriate signage and traffic calming devices.

4.A.i - Maximize intersection spacing on arterial and collector roadways and thoroughfares and minimize driveway encroachments. Except where specific site conditions warrant, no new intersection of a local road or new driveway with an arterial or collector road shall be closer to an existing local road or driveway than 500 feet in rural areas or 200 feet within urban areas.

4.A.j - Promote the installation of traffic calming devices to improve street safety and access for pedestrians and bicyclists.

Policy 4.A.3: Evaluate the need for the provision of County roads to serve as alternative routes to the State Highway network within the County's boundaries and, if warranted, pursue funding for and construction of and/or improvements to the identified alternative routes.

Implementation Programs

4.A.k - Support the State's goal of maintaining Level of Service C on State Highways and at intersections with County roads. If meeting the State's goal is not feasible after considering the following factors, congestion/delays, rights of way, environmental impacts, safety, aesthetics, and other geographical, environmental, social or economic factors on which the County may base findings to allow an exceedance of the standards, the minimum LOS standard for the State Highway System shall be no lower than LOS D. The methodology for evaluating LOS on State Highways shall be pursuant to the current version of the Highway Capacity Manual.

4.A.l - Maintain, periodically update and implement the Tuolumne County Master Plan of Streets and Highways. This road network should include roadways parallel to regional facilities so that the regional roadway system can function effectively and efficiently. Funding for this network should be provided from a combination of sources, such as new development, sales tax, gas tax, State partnerships and federal transportation programs.

4.A.m - Collaborate with neighboring jurisdictions to provide acceptable and compatible levels of service and joint funding on the roadways that cross the County's boundaries.

Policy 4.A.4: Set forth recommendations for the future of the County's streets and highways system in each update of the Regional Transportation Plan.

Implementation Programs

4.A.n - Cooperate with the Tuolumne County Transportation Council in the implementation of the Regional Transportation Plan.

4.A.o - Encourage the Tuolumne County Fire Department and the Tuolumne County Sheriff's Department to identify transportation issues prior to each revision of the Regional Transportation



Plan by the TCTC. Fire Department and Sheriff's Department comments regarding emergency response corridors, evacuation routes and needed improvements, such as helispots, should be considered when revising the list of Circulation Improvement Projects.

Policy 4.A.5: Consider the traffic impacts of development in relation to General Plan growth policies and require new development to provide mitigation for its fair share of impacts to the County's transportation system. Assess the needs of street and road users regularly through the land development application review process.

Implementation Programs

4.A.p - Evaluate and analyze the traffic impacts of proposed land uses in relation to stated goals and objectives of the General Plan since growth policies regarding land use decisions directly affect the existing and future transportation system.

4.A.q - Evaluate the impacts of new development on the County's transportation system and require such development to provide mitigation for its fair share of the impact. New development that is determined by the County to create or exacerbate an identified deficiency in the transportation system may not be approved if a plan and funding program to provide needed roadway improvements have not been approved and if the mitigation provided by the development will not correct the deficiency or if it will create an additional burden on County transportation funds. This implementation program shall not apply to new development for which the County makes a finding of overriding considerations for traffic impacts related to the new development in accordance with the California Environmental Quality Act.

4.A.r Implement Vehicles Miles Traveled for evaluating transportation impacts under CEQA to be consistent with SB 743.

Policy 4.A.6: Strive to maintain all components of the transportation system at adopted level of service standards.

Implementation Programs

4.A.s - Coordinate with State and Federal agencies, the Tuolumne County Transportation Council and developers to secure financing in a timely manner for all components of the transportation system to achieve and maintain adopted level of service standards.

4.A.t - Require new development to mitigate that development's impacts on the local and regional transportation system through the fair share contribution of improvements to the master planned system and/or the payment of Traffic Impact Mitigation Fees. Exceptions to the payment of traffic impact mitigation fees may apply to land uses listed in the Traffic Impact Mitigation Fee Schedule or when alternative sources of funding can be identified to offset foregone revenues.

4.A.u - Consider developing a two-tier Traffic Impact Mitigation Fee Schedule, whereby all new development pays a regional component, and sub-regional components are developed based upon the amount of improvements required in a specific area and the amount of development anticipated in that area.

Policy 4.A.7: Recognize the major funding limitations that exist within the State and County system and find that, as a matter of legislative policy, additional growth and development may be allowed within



the County, notwithstanding the adverse impacts which may result in the short term by this growth and development. Therefore, it shall be the policy of the County to:

1. Encourage the existing partnership between the Tuolumne County Transportation Council, the State and developers in working together to solve State highway and County road problems created by growth and funding limitations.
2. Cooperate with governmental agencies in identifying and funding improvements necessary to mitigate the deficiencies in the transportation system in Tuolumne County.
3. Acknowledge that short-term adverse impacts to the Tuolumne County transportation system resulting from growth and development within and outside of the County will occur until adequate funding is made available and improvements are made through projects identified in the adopted State Transportation Improvements Program.
4. Monitor responsible agencies' activities in responding to the needs of the transportation system within the County.
5. Review and provide input on the Regional Transportation Improvement Program (RTIP).
6. Should critical State highway improvements not be identified in the adopted State Transportation Improvements Program, the County should review its policies to determine if additional growth and development should be curtailed in the impacted areas to maintain established minimum LOS standards.
7. Support TCTC's Rural Sustainable Strategies to reduce VMT and GHG emissions.

Policy 4.A.8: Require that all new development participate in the provision of off-street parking, either on-site or in consolidated lots or structures, by providing parking facilities or through the payment of in-lieu fees or facilities for transit oriented developments. Allow for the payment of in-lieu parking fees for new development within Historic Design Preservation Districts and within identified communities as an alternative to providing on-site parking in order to retain the character of those districts and in recognition of the size limitations of existing parcels in historic communities to accommodate on-site parking.

GOAL 4B:

Encourage the use of alternative means of transportation by providing safe bicycle and pedestrian facilities within urban development boundary areas and between identified communities thereby reducing road congestion which improves circulation, health and air quality within the County.

POLICIES & IMPLEMENTATION PROGRAMS

Policy 4.B.1: Develop a modern transportation system that incorporates alternative transportation modes into the system design.

Implementation Programs

4.B.a - Strive to meet the level of service standards through a balanced transportation system that provides alternatives to the automobile.

4.B.b - Plan for a balanced multimodal transportation network that meets the needs of all users of roads, including bicyclists, pedestrians, and transit users. Incorporate bicycle, pedestrian and



transit improvements when designing roadway improvements where appropriate. Support efforts to develop a Tuolumne Regional Active Transportation Plan, Interregional Bicycle Tourism Plan, and a State Route 49 Complete Streets and Congested Corridor Plan.

4.B.c - Provide multi-modal access to activity centers such as public facilities, commercial centers and corridors, employment centers, transit stops, schools, parks, recreation areas, and tourist attractions.

4.B.d - Promote walking and bicycling through education and outreach programs and activities such as a Safe Routes to School Program, commute campaigns, classes that teach cycling skills, and providing route maps.

Policy 4.B.2: Expand and improve pedestrian sidewalks and facilities focusing on safety, connectivity, and accessibility.

Implementation Programs

4.B.e - Develop a Sidewalk Priority Plan identifying all existing sidewalks as well as future sidewalks throughout the County. Prioritize retrofitting existing and constructing new sidewalks that connect residents to schools, bus lines and other transit stops, and parks and community centers.

4.B.f - Require safe and adequate crossing facilities that minimize pedestrian exposure to vehicular traffic, such as curb extensions or refuge islands, wherever feasible.

4.B.g - Develop new or revised street and street crossing design standards to improve pedestrian safety, convenience, and comfort, both as a part of routine public works projects and as a part of ongoing development.

4.B.h - Update the local street design standards for urban areas, where practicable, to include Complete Streets components for street infrastructure such as sidewalks, pedestrian curb ramps, crosswalks, street lighting, shade trees, and curb extensions to accommodate all users, including people with disabilities and other special needs.

4.B.h.1 –Include planned sidewalks, roadway shoulders, bike lanes, and transit stops in the design of major roadway rehabilitation or other improvement projects to accelerate the build out of the complete streets system.

Policy 4.B.3: Expand and improve the bikeways within Tuolumne County, focusing on safety, connectivity, and accessibility.

Implementation Programs

4.B.i - Pursue state and federal funds earmarked for new bicycle paths and transit improvements.

4.B.j - Encourage provisions for bicycle facilities at transit nodes, recreational facilities and public spaces.

4.B.j.1 – Use local road funds to construct sidewalks, bike lanes, and roadway shoulder when performing major pavement maintenance projects.



Policy 4.B.4: Encourage the use of alternative modes of transportation by incorporating public transit, bicycle and pedestrian modes in County transportation planning and by requiring new development to provide adequate pedestrian and bikeway facilities at suitable locations.

Implementation Programs

4.B.k - Consider the needs of pedestrians, bicyclists and individuals with disabilities in the project design review process.

4.B.l - Require, when appropriate and warranted, new development to contribute to, or construct, bicycle and pedestrian facilities. New development zoned R-1, R-2, R-3, C-O, C-1, C-2, C-K and M-U occurring within a two mile radius of a school, shopping center, life enrichment facility or work concentration area and located along a major or minor collector or arterial shall be targeted for providing bicycle and pedestrian facilities within the new development. If existing conditions prohibit development from constructing warranted facilities, such developments should set aside sufficient room along the project frontage and pay in-lieu fees to construct bicycle and pedestrian facilities.

4.B.m – Where appropriate, require new development outside of identified communities to provide and stripe minimum four-foot wide shoulders within the development to accommodate pedestrians unless average lot sizes are greater than two acres.

4.B.n - Encourage a continuous and interconnected pedestrian friendly system of paths that lead to transit stops, by encouraging all new residential and commercial development to include a pedestrian circulation system that is connected to existing (and where possible, planned) transit stops.

4.B.o - Require, when appropriate, new commercial, high density residential and recreational development to provide and maintain bicycle storage facilities.

4.B.p - Provide and plan for pedestrian access routes to designated transit corridors in new development.

4.B.q - Consider developing an impact fee program whereby all development would contribute towards the construction of pedestrian facilities to reduce vehicle miles traveled consistent with the California Environmental Quality Act.

4.B.r - Require local roads serving new development to include, where feasible, bicycle and pedestrian infrastructure that links to existing bicycle and pedestrian facilities.

4.B.s - Require, where appropriate and warranted, dedication of right-of-way for and/or construction of bicycle and pedestrian facilities along routes identified in the priority and non-priority lists contained in the Non-Motorized Element of the County of Tuolumne Regional Transportation Plan.

Policy 4.B.5: Maintain and expand, where possible and appropriate, the system of non-motorized connections that link neighborhoods to larger roadways, activity centers and nodes, businesses, community services, parks and recreational facilities, and transit stops and stations.

Implementation Programs

4.B.t - Require all new community plans to include a bicycle and pedestrian routes plan. These bicycle and pedestrian route plans should illustrate an integrated connection to the existing bicycle, roadway and pedestrian network outside of the community, either through connections



to urban centers and workplace locations or through connections to recreation infrastructure identified in the Recreation Master Plan.

4.B.u - Support private efforts to construct bicycle and pedestrian facilities between high use areas as a means to reduce vehicle miles traveled. Consider crediting the cost of such facilities towards traffic impact mitigation fees.

4.B.v - New bicycle and pedestrian facilities should be designed to accommodate preferred safe routes to the school from nearby population centers.

4.B.w - Encourage the construction of pedestrian facilities and Class I and Class II bicycle facilities, such as widened and striped shoulders or completely separate facilities. In high traffic/high speed motorized transportation areas which receive high use by school children, require the construction, where feasible, of barriers between motorized and non-motorized traffic as well as provision of other safety features, such as special signal types, traffic calming features, and increased signage warning drivers of the presence of children walking and using bicycles. Such barriers can include, but are not limited to, construction of an asphalt or concrete curb or berm between motorized and non-motorized traffic ways.

4.B.x - Identify routes for new bicycle and/or pedestrian facilities to link existing residential development to nearby commercial areas and community centers and facilities, such as schools, and to link existing and new identified communities to one another where feasible.

4.B.y - Integrate pedestrian routes, sidewalks and bicycle lanes into continuous networks within identified communities.

Policy 4.B.6: Actively investigate and seek alternative funding sources for bicycle and pedestrian facilities.

Implementation Programs

4.B.z - Encourage the Tuolumne County Transportation Council to set aside two percent (2%) of all new apportionments of Local Transportation Fund (LTF) dollars to fund bicycle and pedestrian facility projects listed in the Regional Transportation Plan or Recreation Master Plan.

4.B.aa - Construct bicycle and pedestrian facilities as funds become available.

4.B.bb - Continue to explore new funding sources for construction and maintenance of bicycle and pedestrian facilities.

GOAL 4C: **Support the Tuolumne County Transit Agency efforts to provide safe, effective and efficient transportation service which meets the reasonable needs of transit dependent senior citizens and residents within Tuolumne County.**

POLICIES & IMPLEMENTATION PROGRAMS

Policy 4.C.1: Support the development of all public and social service transportation systems as outlined in the Tuolumne County Transit Development Plan.

Implementation Programs

4.C.a - Encourage the Tuolumne County Transit Agency to implement the Tuolumne County Transit Development Plan.



4.C.b - Encourage the Tuolumne County Transit Agency to pursue public input into the operation of social service transportation systems as received via rider surveys, the Social Service Transportation Advisory Council and comments made during the annual unmet transit needs hearing.

4.C.c - Promote coordination among all public and social service transportation operations to provide the highest level of efficiency and cost-effectiveness possible.

4.C.d - Encourage the Tuolumne County Transit Agency to cooperate with public transportation providers, State and Federal Governments and private business to fund transportation services.

4.C.e - Require new development projects to analyze their contribution to increased use of public transit and to contribute towards improvements if significant impacts are identified.

Policy 4.C.2: Encourage the Tuolumne County Transportation Council to enhance transit trips by improving performance, reliability, safety, security and facilities.

Implementation Programs

4.C.f - Encourage integration of different alternate transportation modes to facilitate multi-modal trips. Examples of methods to integrate transportation modes include, but are not limited to, provision of bicycle parking at transit and park and ride facilities and buses that provide bicycle storage.

4.C.g - Encourage the Tuolumne County Transit Agency to monitor the efficiency of the transit program and maintain compliance with established standards on a continual basis.

4.C.h - Encourage the Tuolumne County Transit Agency to strive to establish 60 to 90 minute service frequency in high priority areas such as Sonora, Columbia and Jamestown, 120 to 180 minute service frequency on inter-city routes that service Sierra Village and Tuolumne and life line services to remote communities, such as Groveland.

4.C.i - Support the Tuolumne County Transportation Councils efforts to expand and improve transit service by methods such as increased frequency of more popular routes, longer operating hours, and more stops in key locations and its consistency as identified in the Transit Development Plan Update for Tuolumne County Transit.

4.C.j - Support an inter-county bus transfer stop in Columbia near State Route 49.

4.C.k - Support direct transit services at major commercial destinations and activity centers.

4.C.l - Support reasonable efforts to expand recreational opportunities with transit services.

Policy 4.C.3: Encourage the Tuolumne County Transit Agency to meet the needs of the transportation disadvantaged, including youths, elderly, persons with disabilities and the economically disadvantaged.

Implementation Programs

4.C.m - Encourage eligible claimants to maximize the use of Federal and State funds for public transportation purposes.

4.C.n - Encourage the Tuolumne County Transit Agency to provide flexible and reliable demand-responsive services to paratransit patrons by striving to eliminate dial-a-ride trip turn downs and limiting subscription dial-a-ride to 50% of hourly capacity.



Policy 4.C.4: Encourage effective marketing of all existing transportation services in Tuolumne County to improve awareness of existing services.

Implementation Programs

4.C.o - Encourage the Tuolumne County Transit Agency to adopt a marketing plan that provides user friendly route schedules and service brochures, cultivates media contacts and makes special efforts to promote service to target markets.

4.C.p - Encourage the Tuolumne County Transit Agency to market the transit trolley service to tourists to reduce daily internal County trips.

4.C.q - Support efforts of the Tuolumne County Transportation Council efforts to increase transit ridership through marketing and outreach campaigns.

Policy 4.C.5: Support the development of medium and high-density housing, commercial and offices along transit routes.

Implementation Programs

4.C.s – Encourage the following land use designations in areas served by transit: low density residential land use designations within 3/4 mile of a transit corridor medium density residential designations within 2 ¼ mile of transit corridors.

4.C.t - Coordinate transit system development with community planning and development efforts by implementing the following land use policies:

1. Encourage new facilities which may have public transit impacts to locate within ½ mile of high frequency service areas, with pedestrian access to current bus stops.
2. Require, when appropriate, new large developments, such as urban density subdivisions, multi-family housing complexes, commercial centers or business parks, to provide amenities, such as shelters and benches, for transit users.
3. Encourage low income/senior/disabled housing projects within ½ mile from existing high frequency service corridors.

Policy 4.C.6 Support street designs that accommodate transit facilities and operations.

Implementation Program

4.C.u - Support transit shelters that are comfortable, attractive, and accommodate transit riders. Ensure that shelters provide shade, route information, and benches.

Policy 4.C.7: Support the use of public transit during emergency evacuations by coordinating efforts through the Emergency Operations Plan.

GOAL 4D: Support and encourage the revitalization of the Sierra Railroad.

POLICIES & IMPLEMENTATION PROGRAMS

Policy 4.D.1: Work with the owners of the Sierra Railroad to apply to the State and Federal Government for funding to rehabilitate Sierra Railroad.



Policy 4.D.2: Support the revival of passenger, excursion and film train operations on the Sierra Railroad to the extent that such operations themselves can be proven cost-effective and do not conflict with freight operations on the Railroad.

Policy 4.D.3: Encourage industrial and recreation land uses along the Sierra Railroad that may increase rail operations and which will not detract from use of the Railroad by the filming industry.

Policy 4.D.4: Designate land along the Sierra Railroad with rail access for commercial, industrial or business park development on the General Plan land use diagrams and zone the property accordingly to increase the inventory of land zoned for business related development with the option of utilizing rail transportation.

Policy 4.D.5: Support the intermodal linkage of truck on rail as a technique of reducing truck AADT (Annual Average Daily Trips) on highway corridors.

Implementation Program

4.D.a - Support State and Federal efforts to levy higher user charges for mitigating truck traffic impacts.

Policy 4.D.6: Encourage the use of rail as the preferred method to move high load tonnage commodities.

Policy 4.D.7: Develop through cooperation with all agencies involved, a railroad system that provides for the convenient and reliable movement of freight and passengers.

GOAL 4E:

Maintain the viability and future accessibility of the airports and promote the planned development of aviation facilities in order to meet the general aviation and emergency transportation needs within Tuolumne County.

POLICIES & IMPLEMENTATION PROGRAMS

Policy 4.E.1: Support the development of the Columbia and Pine Mountain Lake (PML) Airports in accordance with the Tuolumne County Airport Land Use Compatibility Plan and Airport Master Plans.

Implementation Program

4.E.a - Continue to pursue funds for maintenance and capital improvement projects for both airports.

Policy 4.E.2: Support the continued existence of an Airport Enterprise Fund for each airport, and the dedication of all revenues generated from airport properties for use in funding airport operational and capital improvement costs.

Implementation Program

4.E.b - Continue to strive to improve the service available at both airports, while becoming financially more self-supporting.



Policy 4.E.3: Assist the Tuolumne County Office of Emergency Services in developing a workable plan which will create a county-wide system of emergency heliports. This will include the specific task of obtaining night lighting for the Bald Mountain, Buck Meadows and Moccasin heliports.

Policy 4.E.4: Support operations at the Columbia and Pine Mountain Lake Airports, and seek funding sources to perpetuate the County Airports Department as a viable resource for aviation in Tuolumne County.

Implementation Program

4.E.c - Support sources of capital improvement funds for the Columbia and PML Airports.

Policy 4.E.5: Encourage enhanced levels of service and aviation opportunities available at the County airports.

Implementation Programs

4.E.d - Maintain an array of air-related service businesses, such as air charter, helicopter, pilot's training, maintenance, search and rescue, air ambulance and other aviation related businesses presently using the airports.

4.E.e - Develop presently vacant property at the Columbia Airport with industries or businesses that are aviation-related, aviation-dependent, or otherwise compatible with the future use of the Columbia Airport.

4.E.f - Promote the retention of the California Department of Forestry and Fire Protection (CAL FIRE) Air Attack Base at the Columbia Airport by accommodating CAL FIRE operational needs at the airport and working with the local community to influence the State to keep the Air Attack Base at its current location.

4.E.g - Support proposals for a public air carrier service whose purpose would be to provide frequent flights to bring Tuolumne County closer, in terms of travel time, to other areas.

GOAL 4F: Maintain land use and development patterns in the vicinity of the County airports which are compatible with aircraft operations.

POLICIES & IMPLEMENTATION PROGRAMS

Policy 4.F.1: Plan for future airport operations, considering possible expansion of airport operations, services and the proximity of adjacent land uses.

Implementation Programs

4.F.a - Implement and periodically update the Columbia Airport Master Plan in order to update operational and safety procedures, reflect State and Federal mandates, better utilize Airport property and recommend land use compatibility standards for land surrounding the Airport.

4.F.b - Implement and periodically update the Pine Mountain Lake Airport Master Plan to guide the development of the Pine Mountain Lake Airport. The master plan should reflect desired operational and safety procedures, State and Federal mandates, and the internal needs of the Airport.



4.F.c - Seek funding to allow the Airport Land Use Commission to update the Airport Land Use Compatibility Plan periodically to ensure that land use decisions affecting property in the vicinity of the County airports are consistent with the continued safe operation of the airports.

Policy 4.F.2: Encourage development in the vicinity of County airports that would not cause land use conflicts, hazards to aviation or hazards to the public.

Implementation Programs

4.F.d - Require future County-owned, public-use airport facilities and surrounding land use zones to be master planned prior to operation in order to establish safe operation of the airport.

4.F.e - Review General Plan Amendments, Zone Changes, and development applications within the referral area of a County airport for consistency with the Airport Land Use Compatibility Plan in order to continue safe operation of the airports.