Town Council Agenda

Wednesday, May 6, 2026, 4:00 p.m.

437 Old Mammoth Road, Suite Z, Mammoth Lakes

Members of the Town Council:

Councilmember Chris Bubser, Councilmember Bill Sauser, Councilmember John Wentworth, Mayor Pro Tem Brent Truax, Mayor Amanda Rice

NOTE: In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Town Clerk at (760) 965-3602. Notification 48 hours prior to the meeting will enable the Town to make reasonable arrangements to ensure accessibility to this meeting. (28 CFR 13.102-35.104 ADA Title II)

NOTE: Materials related to an item on this agenda submitted after distribution of the agenda packet are available for public inspection in the Town Offices located at 437 Old Mammoth Road, Suite 230 during normal business hours. Such documents are also available on the Town of Mammoth Lakes website at www.townofmammothlakes.ca.gov subject to staff's ability to post the documents before the meeting.

NOTE: You may attend the Town Council meetings in person or watch them on the Town of Mammoth Lakes' website at www.townofmammothlakes.ca.gov , on the local government cable channel 18, or via Zoom. Public comments can be submitted to the Town Clerk at clerk@townofmammothlakes.ca.gov. before and during the meeting, or may be made in person or via Zoom.

NOTE: All comments will be limited to a speaking time of five minutes.

ZOOM INFORMATION

Join from a PC, Mac, iPad, iPhone, or Android device:

Please type in or cut and paste in this URL to join. https://monocounty.zoom.us/s/92958002088

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US: +1 669 900 6833 or +1 253 215 8782 or +1 346 248 7799 or +1 301 715 8592 or +1 312 626 6799 or +1 646 876 9923

Webinar ID: 929 5800 2088

International numbers available: https://monocounty.zoom.us/u/acobwlnMsm

*To raise your hand Press *9, to Mute/Unmute Press *6*

1. CALL TO ORDER AND ROLL CALL
2. PLEDGE OF ALLEGIANCE
3. PUBLIC COMMENTS

   The Public Comment portion of the agenda provides the public with an opportunity to address the Town Council on matters not otherwise listed on the agenda. Under California law the Town Council is prohibited from generally discussing or taking action on items not included in the agenda; however, the Town Council may briefly respond to comments or questions from members of the public. Therefore, the Town Council will listen to all public comment, but will not generally discuss the matter or take action on it. Requests for service from the Town may also be made at the Town offices during regular business hours. Members of the public desiring to speak on a matter appearing on the agenda should ask the Mayor for the opportunity to be heard when the item comes up for Council consideration.
4. ADDITIONS TO THE AGENDA

   Opportunity to add urgency items pursuant to Government Code Section 54954.2(b)2, if necessary.
5. INTRODUCTIONS
   - 5.1 Introduce new Community Service Officer Nancy Vargas.
   - 5.2 Introduce new Parks Maintenance Worker Alex Godines.
6. COUNCIL PRESENTATIONS
   - 6.1 Approve proclamation declaring May 3-9, 2026 as Public Service Recognition Week.
7. REPORTS FROM COMMISSIONS AND/OR DEPARTMENTS (AS NEEDED)
8. STAFF PRESENTATIONS
   - 8.1 Receive a presentation on Defining Middle-Income Housing.
   - 8.2 Dave and Roma McCoy Arts and Cultural Center Construction Update and Operating Plan Presentation.
9. CONSENT AGENDA
   - 9.1 Approve the minutes of the regular meeting of April 15, 2026.
   - 9.2 Approve the minutes of the special meeting of April 29, 2026.
   - 9.3 Adopt the resolution approving the FY2026-27 project list to be submitted to the California Transportation Commission (CTC) for funding from the Road Maintenance and Rehabilitation Account (RMRA) funds under Streets and Highways Code Section 2034.
   - 9.4 Approve the resolution adopting the Town of Mammoth Lakes Safety Action Plan.
   - 9.5 Award contract for the 2026 Slurry Seal Project to Pavement Coatings Co.
   - 9.6 Award the annual contract for publication of legal notices to The Sheet.

9.7 Accept Check Register 4/9/26 in the amount of $1,982,986.55. Accept Check Register 4/16/26 in the amount of $1,109,575.68. Accept Check Register 4/23/26 in the amount of $2,363,326.46. Accept Check Register 4/30/26 in the amount of $315,238.15.

10. PUBLIC HEARINGS

Public Hearing Procedure.

The Mayor will open the public hearing and then: Statement and presentation by staff. Statement and presentation by property owner or appellant. Questions from the Town Council. Call for testimony. Rebuttal to previous testimony by property owner or appellant. Close the public hearing, terminating public testimony. The Town Council will deliberate the matter and arrive at a decision.

10.1 Public hearing in accordance with the addition of Government Code Section 3502.3 to the Meyers-Milias-Brown Act, and under Assembly Bill 2561, to present on the status of vacancies, recruitment, and retention efforts prior to the adoption of a final budget.

11. POLICY MATTERS

11.1 Golden Mussel Ordinance Discussion and Direction.

11.2 Contract for Towing and Secure Vehicle Storage Services.

12. COUNCILMEMBER REPORTS

Informational reports from Councilmember representatives on committees, commissions, and organizations; general reports on Councilmember activities.

13. REQUESTS FOR FUTURE AGENDA ITEMS

14. CLOSED SESSION

14.1 Pursuant to Government Code Section 54957.6.(a), Conference with Labor Negotiators, the Town Council will meet with its representatives, Town Manager Rob Patterson, Community and Economic Development Director Nolan Bobroff, Human Resources Manager Amanda

Pelham, and Jack Hughes, Partner with Liebert Cassidy Whitmore, with respect to the following Employee Organizations: Mammoth Lakes General Employees Association, Mammoth Lakes Management Employees Association, and the Mammoth Lakes Public Works Employees Association.

15. ANNOUNCEMENT OF ACTION TAKEN AFTER CLOSED SESSION

16. ADJOURNMENT

The Town Council will adjourn to a regular meeting to be held on Wednesday, May 20, 2026 at 4:00 p.m.

Mammoth Lakes Town Council
Agenda Action Sheet

Title: Approve proclamation declaring May 3-9, 2026 as Public Service Recognition Week

Council Meeting Date: 5/6/2026

Prepared by: Pam Kobylarz, Assistant to the Town Manager

Recommended Motion: Approve proclamation declaring May 3-9, 2026 as Public Service Recognition Week



PUBLIC SERVICE RECOGNITION WEEK

In honor of the millions of public employees at the federal, state, county, and town levels:

Whereas, Americans are served every single day by public servants at the federal, state, county, and town levels. These unsung heroes do the work that keeps our nation working; and

Whereas, public employees take not only jobs, but oaths; and

Whereas, many public servants, including military personnel, police officers, firefighters, border patrol officers, embassy employees, health care professionals and others, risk their lives each day in service to the people of the United States and around the world; and

Whereas, public servants include teachers, doctors, scientists, astronauts, nurses, safety inspectors, laborers, computer technicians, social workers, and countless other occupations. Day in and day out they provide the diverse services demanded by the American people of their government with efficiency and integrity; and

Whereas, without these public servants at every level, continuity would be impossible in a democracy that regularly changes its leaders and elected officials; and

Whereas, talent is a key differentiator in organizations in today's world. At the Town of Mammoth Lakes, our talent creates our solutions, our products, and our services. Our talent serves our customers and manages the important work of the organization every day; and

Whereas, locally Town staff provides services to this community, including parks and road maintenance, public safety, planning and permitting, community recreation programs, and many other services that contribute to our vibrant community; and

Whereas, the Town has many elected and appointed officials and volunteers, including the Town Council, Planning and Economic Development Commissioners, Recreation Commissioners, and other volunteers, whose service to the Town is invaluable.

Therefore, the Town Council of the Town of Mammoth Lakes does hereby proclaim to all citizens, that May 3-9, 2026, is Public Service Recognition Week. All citizens are encouraged to recognize the accomplishments and contributions of government employees and volunteers at all levels – federal, state, county, and town.

Proclaimed this 6th day of May, 2026.

_____
Amanda Rice, Mayor

ATTEST:

_____
Jamie Gray, Town Clerk

TOWN COUNCIL STAFF REPORT

Title: Receive a presentation on Defining Middle-Income Housing

Meeting Date: May 6, 2026

Prepared by: Marcus Sproll, Housing Manager

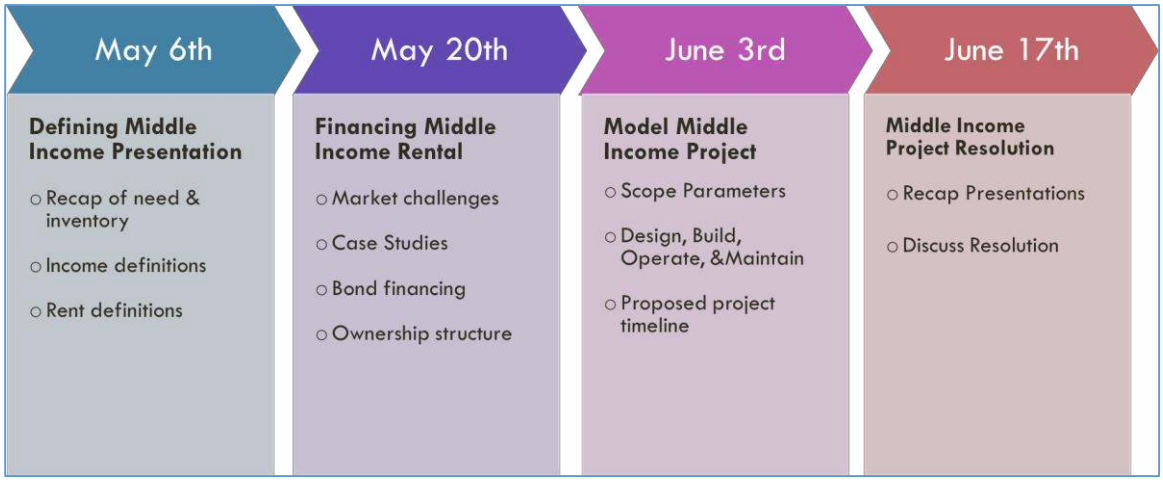
RECOMMENDATION:

This is an informational only item. Town Council can discuss and ask questions of staff.

BACKGROUND:

The Town of Mammoth Lakes adopted the Housing Now! initiative in 2019 to provide a range of community housing that is available and affordable to those working in the community. To date, most of the housing created under this initiative has been in the low-income category due to the requirements of state and federal funding sources. The March 2026 Regional Housing Needs Study ("2026 Housing Study") identified that the current highest housing need for the Town is in the middle-income category, with a high demand for smaller rental units (1-bedroom units) that are attainable for local middle-income workers. Input from community members, employers, and the Town Council support this conclusion.

Over the next two months, staff will provide several presentations to inform Town Council and the public about middle-income rental housing and a project proposal. This series will culminate with a request for the Town Council to decide whether to proceed with a project of this type and if so, a request to commit existing and future Measure L revenue and other Housing-committed funds to the future project. The schedule of these presentations is below:



ANALYSIS:

The following data points are from the 2026 Housing Study and highlight the need for additional housing stock that is targeted to middle-income households.

Population growth in the Town has been negative over the last fifteen years and households are getting smaller. The Town lost approximately 1,200 residents, or 14.5 percent of its total population, from 2010 to 2025; the largest loss of any jurisdiction in the region. This population decline is expected to continue, driven in part by an acute shortage of available long-term housing for the resident workforce. During the same period, the average household size declined by 25 percent, from 2.8 persons in 2010 to 2.1 persons in 2024, with approximately 35 percent of households in the Town being single-person households. This reduction in household size has resulted in a need for more rental units since multi-generational households are less common and living with roommates is less desirable.

Nearly two-thirds of employers surveyed for this research reported that housing availability hampers recruitment and retention, with businesses estimating they could grow 23 percent more over the next five years on average, if adequate workforce housing options were available. Employers cited a need for all types of housing, with a particular need for rental housing units.

Due to the recent delivery of a significant number of low-income housing units, the largest need cohort in the Town now falls into the middle-income category. The study finds the greatest unmet need to be smaller middle-income households earning up to 120 percent of AMI that are best served by studio and one-bedroom rental units.

The current housing inventory in the Town is approximately 9,650 residential units. Two thirds (6,331 units) of this inventory is comprised of vacant second homes, meaning they are not primary residences. The remaining third (3,318 units) of the inventory is occupied by local residents as their primary dwelling. Approximately 18 percent (624) of the occupied units are deed-restricted as affordable housing by various state, federal, and local programs, with almost all being restricted to low-income households.

Of the 3,318 occupied housing units, 1,845 are owner-occupied, and 1,473 are rentals. The rental housing inventory of 1,473 units can be divided into three segments: 1) 46 percent are market-rate multifamily apartment housing with 2 or more units; 2) 17 precent are market-rate single-unit rentals – condominium units or single-family homes; and 3) 37 percent are deed-restricted affordable units. The single-unit rentals in particular are the most unstable, as they are primarily second homes that are subject to frequent entry and exit from the rental market and volatile rental pricing.

The ideal rental housing landscape in Mammoth Lakes would be comprised of Market-rate Housing, Employee Housing, Low-Income Affordable Housing, and Middle-Income Workforce Housing.

- Market-rate housing has the benefit of being unrestricted and most flexible, but rents are highest and there is a significant lack of inventory. Market rents in the

Town are generally about 15 percent higher than major California cities, and 10 percent higher than peer resort towns in Colorado and Utah. Mammoth rents are most similar to rents in Vail and Breckenridge, both in Colorado.

- Employee housing has the benefit of directly meeting an employer's housing needs, but design and rules may not support long-term tenancy.
- Low-income housing serves an important segment of the community, and the Town has made significant progress in providing these types of units.
- Middle-income workforce rental housing represents the current highest need but is the most challenging to finance since most State and Federal programs don't support units at these incomes and is instead dependent on local funding sources. The benefit to this funding source is that the local entity can decide what the requirements (AMI, rents, etc.) for the units are. Middle-income rents are tailored to those earning between 81 percent and 120 percent of AMI. Workers in this income category include small business owners, nurses, teachers, retail managers, firefighters, and town or county administrative staff. Hourly wages in this category are about $26 - $40 with individual annual salaries between $62k and $83k. Affordable rents for a one-bedroom unit in this category are between $2,000 to $2,800 per month, compared to average market rent of approximately $2,700.

In summary, the current Mammoth Lakes housing inventory has a majority of vacant second homes, with approximately 3,318 units occupied by local resident households. Of these occupied units, 1,473 are rentals, with 37 percent of these being deed-restricted rentals; mostly low-income units. The unrestricted market rentals cannot meet the housing demand from the middle-income workers, and there is a need for large-scale development of new middle-income rental housing inventory, with a focus on one-bedroom units in the 90 percent to 110 percent of AMI range. This type of new housing would add stability to the rental market, provide a modern high quality living environment, and reduce utility bills with energy-efficient design and building systems.

NEXT STEPS

Staff will be coming to Town Council over the next two months with a series of informational presentations on middle-income rental housing. The next presentation will be on the challenges of financing middle-income housing.



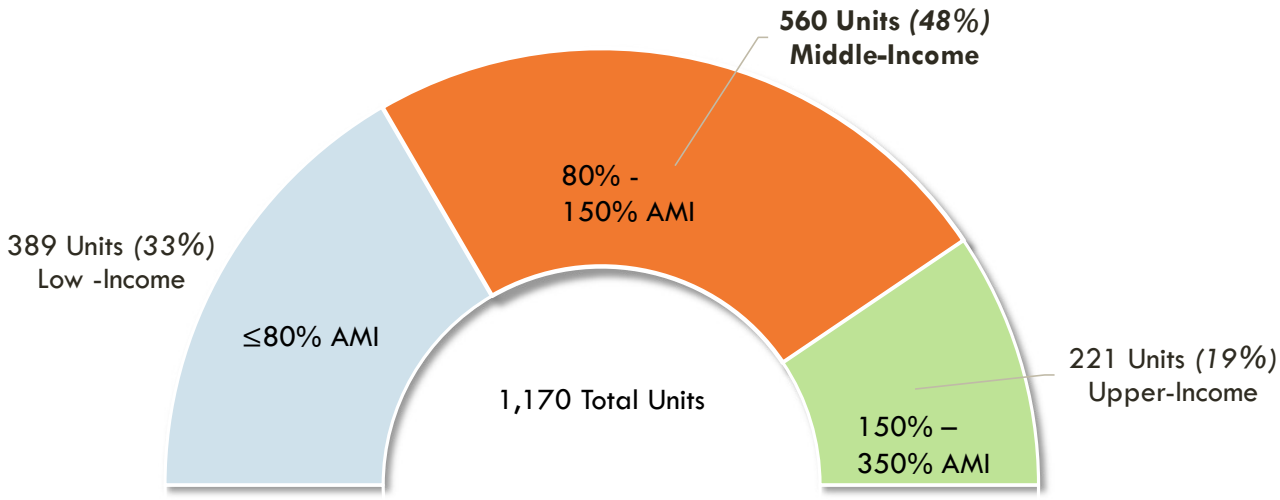
DEFINING MIDDLE-INCOME HOUSING

Town of Mammoth Lakes
May 6, 2026

1. Population Decline Continues
2. Need for 1,170 New Housing Units
3. Greatest Need for *Middle-Income* Workforce Housing (560 Units)
4. *Smaller Middle-Income Rental Units* Most Needed
5. Lack of Housing has a Direct Impact on Economy

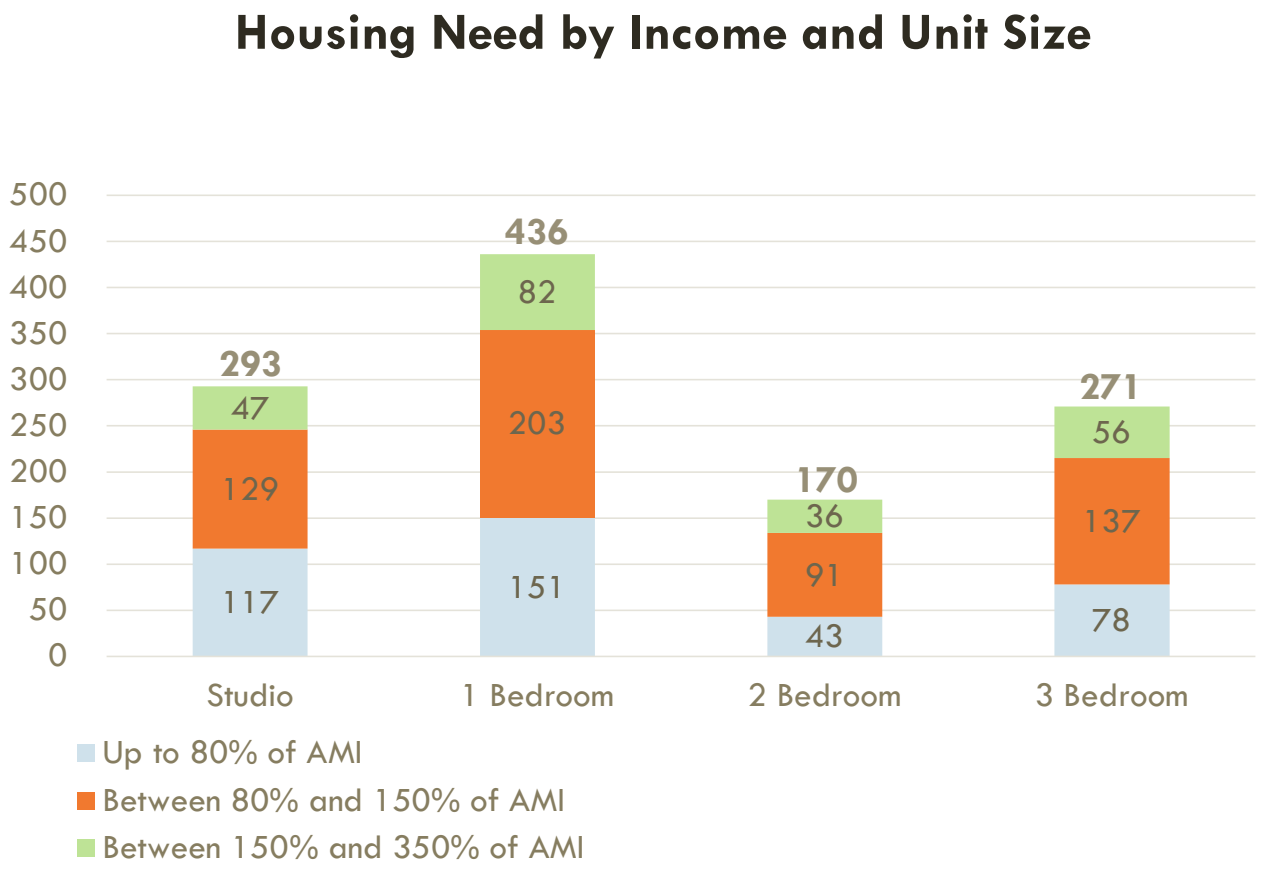
RECAP - HOUSING NEEDS STUDY FINDINGS

- ~33% of the need at 80% AMI and below
- ~48% at 80-150% AM
- ~19% at 150-350%
  - Median priced single-family home affordable at ~350%



Housing Need by Income Level

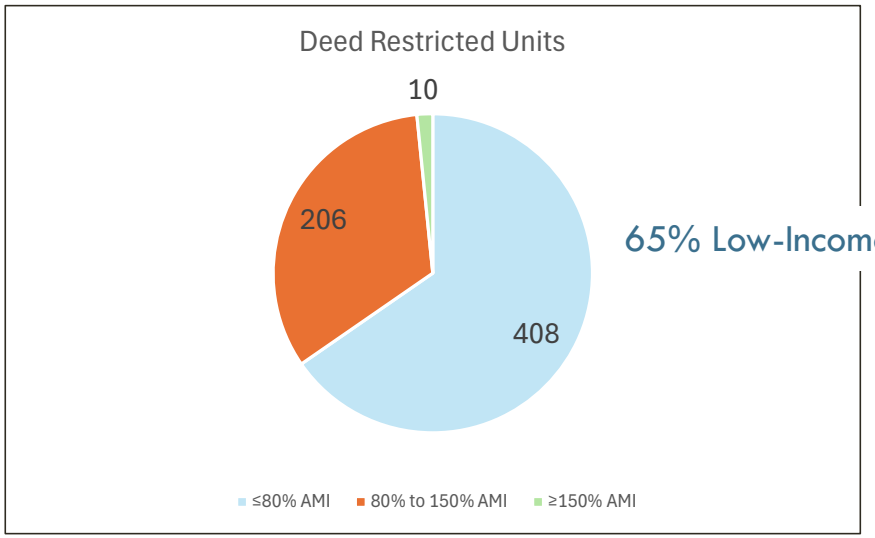
- Greatest need in the 80% to150% AMI range
- Significant need for smaller rental units (Studio, 1bd)
- 35% of all households are single-person households
- ≈20% increase in single-person households since 2010

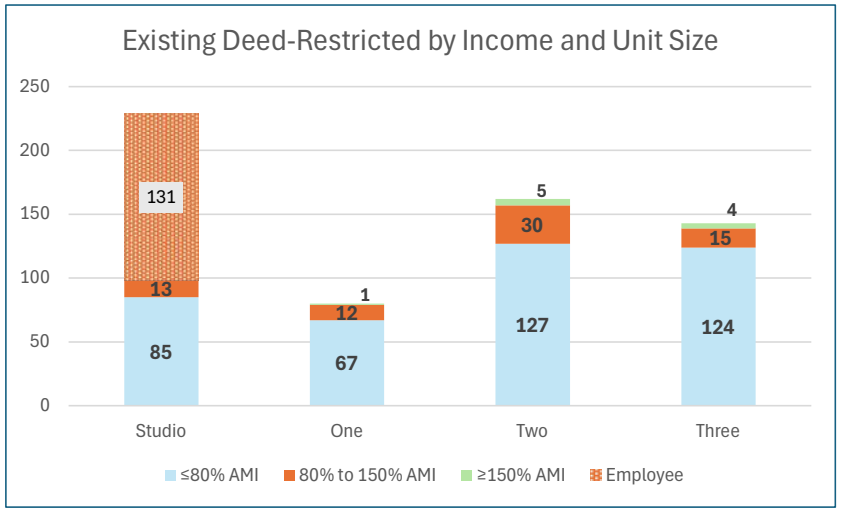


Deed Restricted Inventory

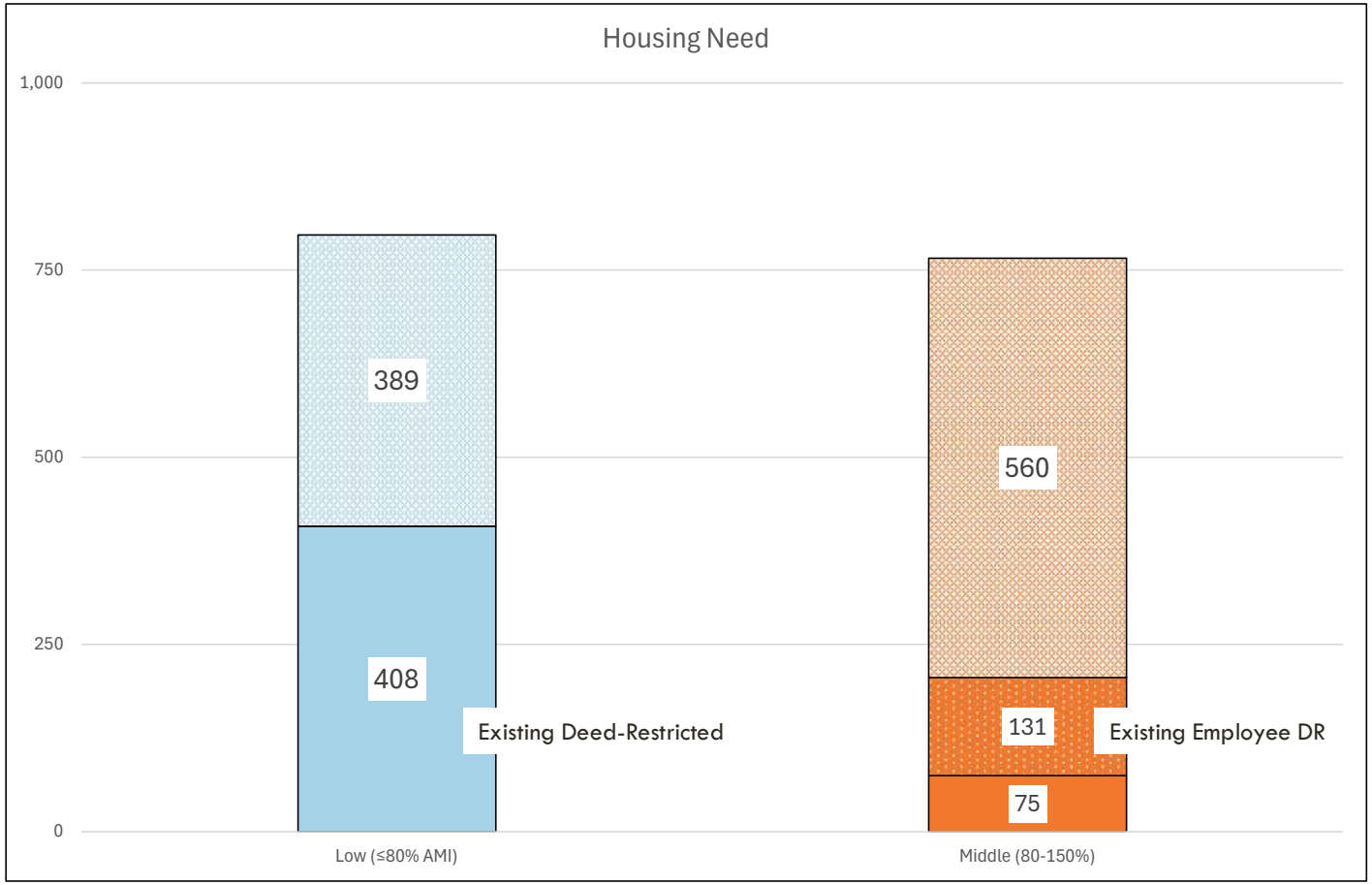
- 624 deed-restricted affordable housing units
- 65% are low-income
- 75 under construction and 72 in pre-development





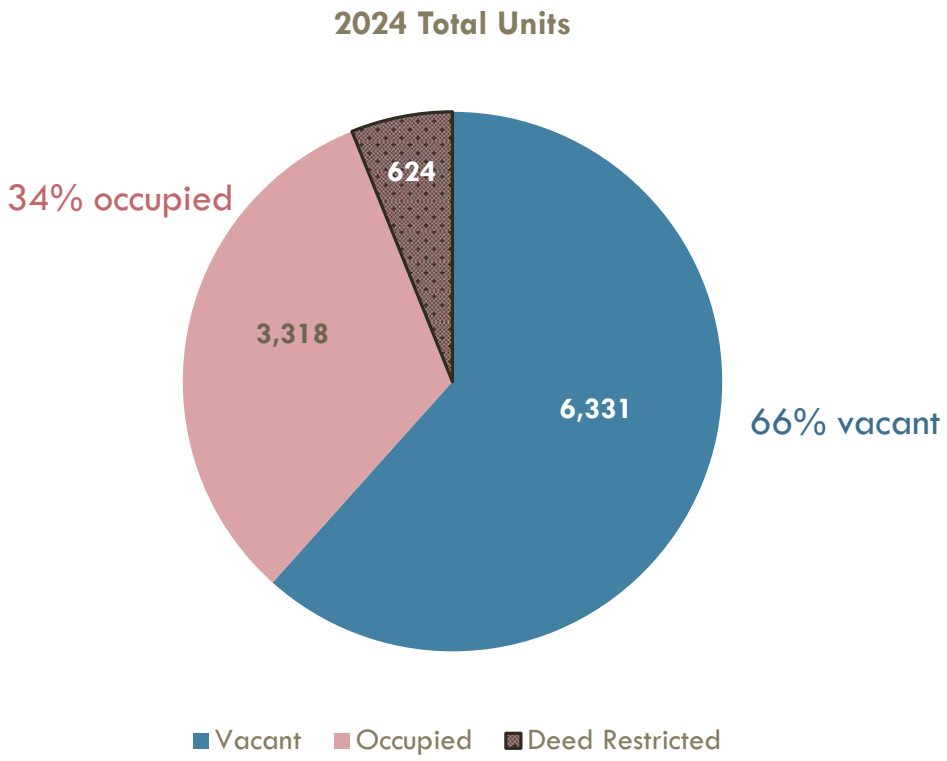


- 408 existing low-income units
- 216 existing middle-income units. Most (131) are for employees of the resort
- 389 additional low-income units needed
- 560 additional middle-income units needed

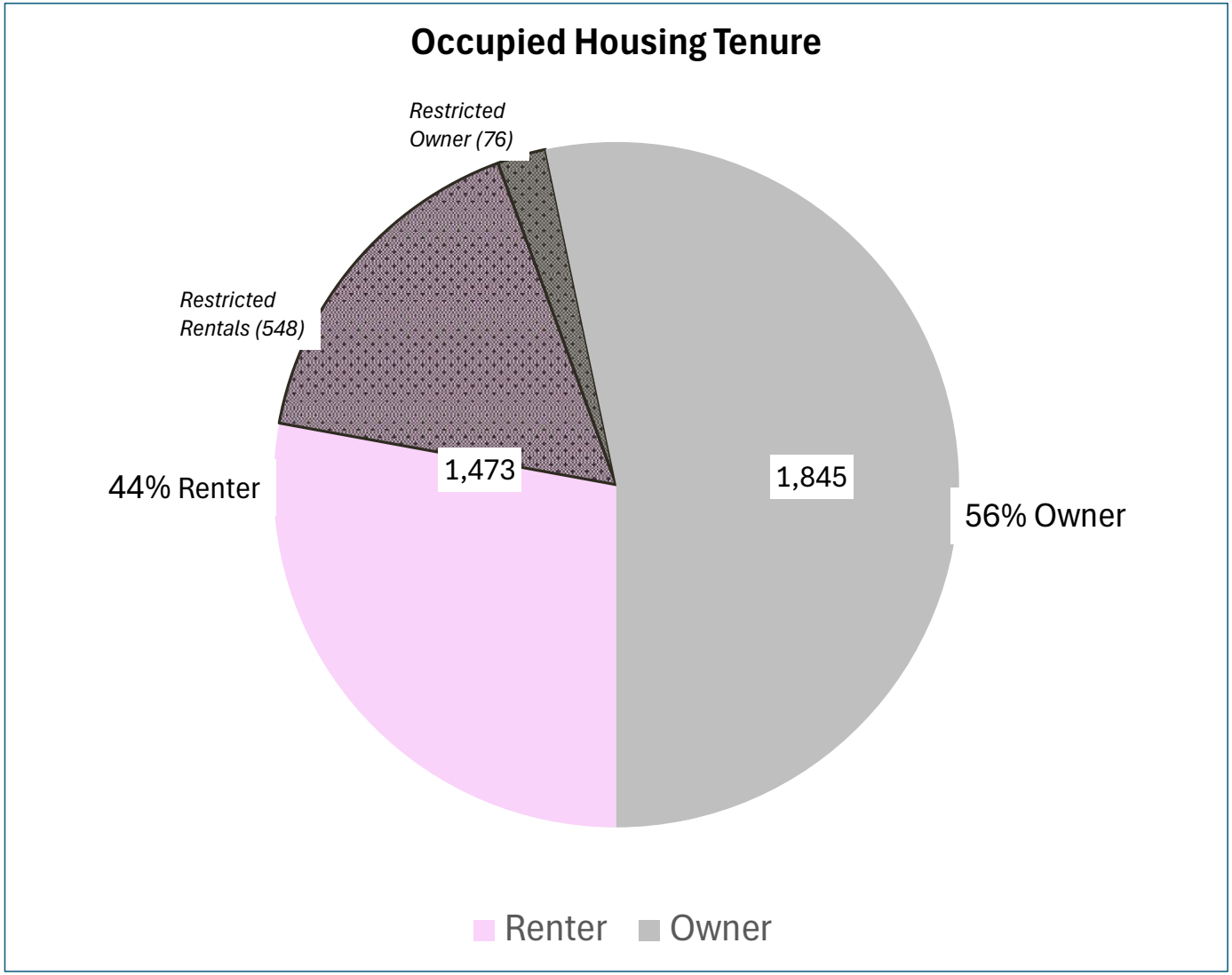


Current Housing Inventory

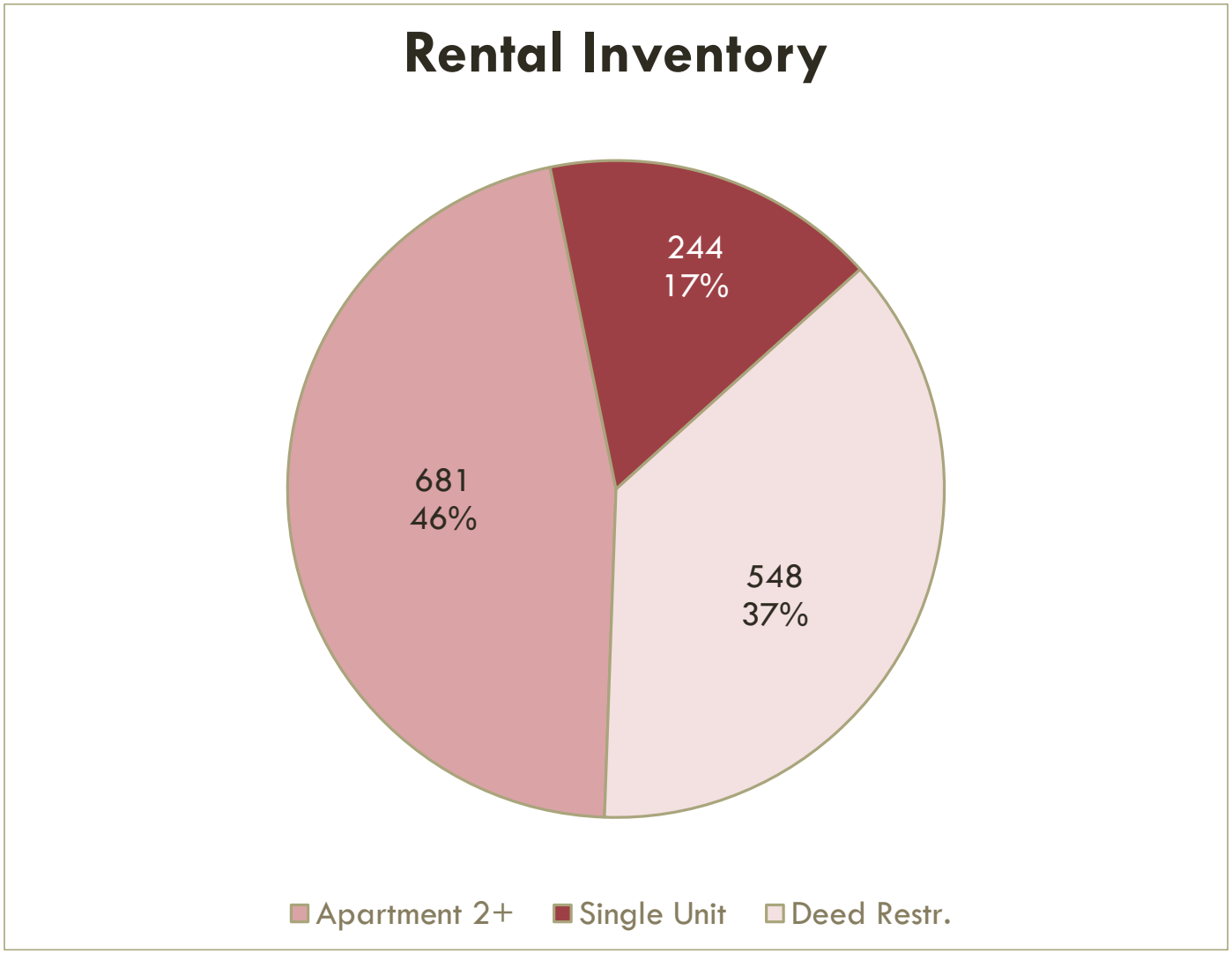
- 9,649 total housing units
- 66% are vacant second homes
- 34% are occupied primary residence
- Of the 3,318 occupied units, 624 are deed restricted affordable
- Deed restricted is 18% of occupied units (6% of total units)



- 3,318 occupied primary residences
- 56% are owner-occupied
- 44% are rented
- 37% of rentals are deed-restricted
- 4% of owner-occupied units are deed restricted



- 1,473 rental units
- 46% are market-rate multifamily apartments
- 17% are market-rate single units (e.g. condos or single-family homes)
- 37% of deed-restricted mostly low-income
- Single unit rental market most volatile



The Rental Housing Landscape

	Low-Income "Affordable" Housing	Employee Housing	Market Housing	Middle-Income "Workforce" Housing
FEATURES	• Low-income ≤80% AMI • Significant existing stock of **≈400 units**	• Restricted to employees of a specific company/agency • Often short-term • Approx. 250 known units • Resort, Hospital, Local Govt	• Unrestricted competitive housing • High rents, 120%–150% AMI • Majority of existing stock • **Unable to meet demand**	• 81%–120% AMI • Market cannot meet need • Market financing impossible • High workforce demand
WORKERS	• Not working with SSI/SSDI and Medi-Cal/Medicare • Low wage $17 - $25/hr or $35k–$52k annually	• Mostly seasonal low-wage workers $17–$25/hr • Some middle wage workers $26–$60/hr or $54k–$105k annually	• All types of workers and levels of income • Lower middle ≤120% AMI workers cost-burdened	• Middle wage $26–$40/hr or $62k–$83k annually • First responders, small business owners, nurses, teachers, retail managers
STRENGTHS	• Assists lowest incomes • Highly subsidized by state and federal govt. • Property tax exemption	• Close link to employer need • Often below-market rents	• Flexibility • No restrictions	• **New product adds to inventory** • **Stable rents** • No Short-Term Rental (STR)
WEAKNESSES	• Not available to middle-income • Strict qualification rules • Complex management	• Limited choice and flexibility • Design/rules **may not support long-term tenancy**	• Volatile rents (160% increase since 2011) • Seasonal fluctuations • Older housing stock • STR competition	• Challenging to finance • Requires significant public investment

- Market rents are average ≈15% higher than major CA cities
- Average ≈10% higher than major CO and UT resort towns
- Studio and San Francisco are exceptions
- Vail and Breckenridge rents most similar

MAMMOTH MARKET RENT COMPARISON

Unit Type	Mammoth	California	San Diego	Los Angeles	San Francisco	Truckee
Studio	$1,783	-0.17%	-13.57%	-0.65%	-35.67%	-5.64%
One-Bed	$2,703	21.45%	11.78%	22.76%	-25.56%	20.55%
Two-Bed	$3,220	16.11%	1.06%	11.88%	-50.68%	24.47%
Three-Bed	$4,450	25.59%	9.83%	14.45%	-29.12%	11.30%

Compare Resort	Mammoth	Vail	Breckenridge	Steamboat Springs	Park City
Studio	$1,783	-13.38%	-19.41%	-10.77%	-3.22%
One-Bed	$2,703	25.42%	18.89%	18.00%	24.64%
Two-Bed	$3,220	5.71%	10.70%	19.05%	22.80%
Three-Bed	$4,450	0.27%	1.43%	20.11%	30.97%

What are Middle-Income Rents?

Middle Income



Rental 81% – 120% AMI

Small Business Owners

Nurses, Teachers, Retail

Managers, Firefighters,

Town/County Admin Staff

Area Median Income (AMI)

Published annually by HUD. Based on US Census survey data.

81%-120% Income:

→ 1-Person: ≈$58k-$100k

→ 2-Person: ≈$66k-$114k

→ 3-Person: ≈$107k-$128k

Typical Salaries:

→ Nurse: ≈$90k-$120k

→ Teacher: ≈$60k-$100k

→ Firefighter: ≈$60k-$100k

Restricted Middle
(New Product)



Restricted Rents:

→ Studio: $1,700-$2,500

→ 1-Bdrm: $2,000-$2,800

→ 2-Bdrm: $2,200-$3,100

Market Middle
(Existing Product)



Market Rents:

→ Studio: ≈$1,800 (90% AMI)

→ 1-Bdrm: ≈$2,700 (115% AMI)

→ 2-Bdrm: ≈$3,200 (125% AMI)

Q: WHAT IS 'AFFORDABLE' RENT

A: ≤30% OF GROSS INCOME

Example 1

- 1-person household
- ≤100-110% of AMI (Median)
- Gross Income ≤$83k-91k
- Affordable Rent $2,100-$2,300/mo
- Market 1-bdrm ≈$2,700/mo



Example 2

- 3-person household
- ≤110-120% of AMI (Moderate)
- Gross Income ≤$117k-$128k
- Affordable Rent $2,900-$3,200/mo
- Market 2-bdrm ≈$3,250/mo



Middle-Income Rental Summary:

Some market units, but

- Limited multifamily inventory
- Unstable supply of single units
- Rent volatility
- Older substandard units
- High utility costs

Need for new attainable inventory

- Stable availability and rents
- Higher quality
- Energy efficient/lower utilities

Highest need for single-person households

- One-Bedroom units
- Rents in the 90%-110% AMI range

1. Greatest Need for *Middle-Income* Housing (560 Units)
2. *New Smaller Rental Units* Most Needed
3. Middle-Income Rental Development Model in Process
4. Informational/Policy Items Forthcoming

NEXT STEPS

MIDDLE-INCOME PRESENTATION SCHEDULE

May 6th

Defining Middle Income Presentation

- Recap of need & inventory
- Income definitions
- Rent definitions

May 20th

Financing Middle Income Rental

- Market challenges
- Case Studies
- Bond financing
- Ownership structure

June 3rd

Model Middle Income Project

- Scope Parameters
- Design, Build, Operate, &Maintain
- Proposed project timeline

June 17th

Middle Income Project Resolution

- Recap Presentations
- Discuss Resolution

QUESTIONS AND DISCUSSION



The Dave and Roma McCoy Arts & Cultural Center

Project Overview & Operating Plan

AMS PLANNING & RESEARCH



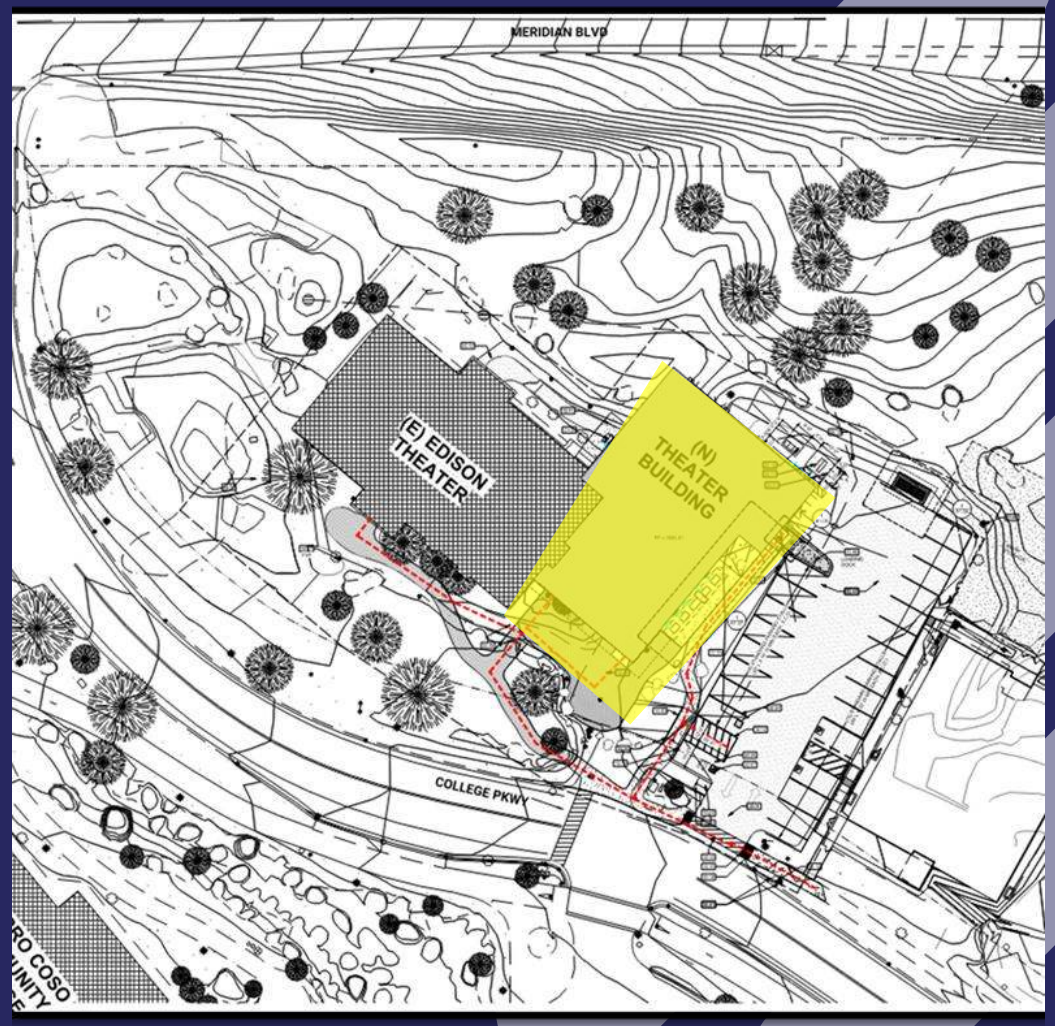
Agenda

1. Facility Update
2. Introduction
3. The Vision
4. Business Plan & Financial Forecast
5. Questions?

Facility Update

What is the Dave and Roma McCoy Arts & Cultural Center?

- The *Dave and Roma McCoy Arts and Cultural Center* is a performing arts venue developed through a partnership between the **Town of Mammoth Lakes** and the **Mammoth Lakes Foundation.**
- Honoring the legacy of Dave and Roma McCoy, the facility reflects their **enduring vision for a culturally rich and connected community.**
- This venue will serve as a **regional hub for arts, culture, and education with supporting performances, films, lectures, and community programming that advance artistic excellence and civic engagement**.
- The project consists of a single-story theater addition of approximately 7,482 sq. ft. built as an **expansion of the existing Edison Hall.**
- Funding for the project was provided by various partners including the Kern Community College District (Measure C), Mammoth Lakes Foundation, Tambour Foundation, and the Town's General Fund & Measure U.
- The Town's Parks and Recreation Department will manage the facility and coordinate programming with the Chamber Music Unbound, Sierra Classic Theatre, Mammoth Lakes Repertory Theatre, Mammoth Lakes Film Festival, and the Eastern Sierra Community Chorus to name a few.



Construction Update

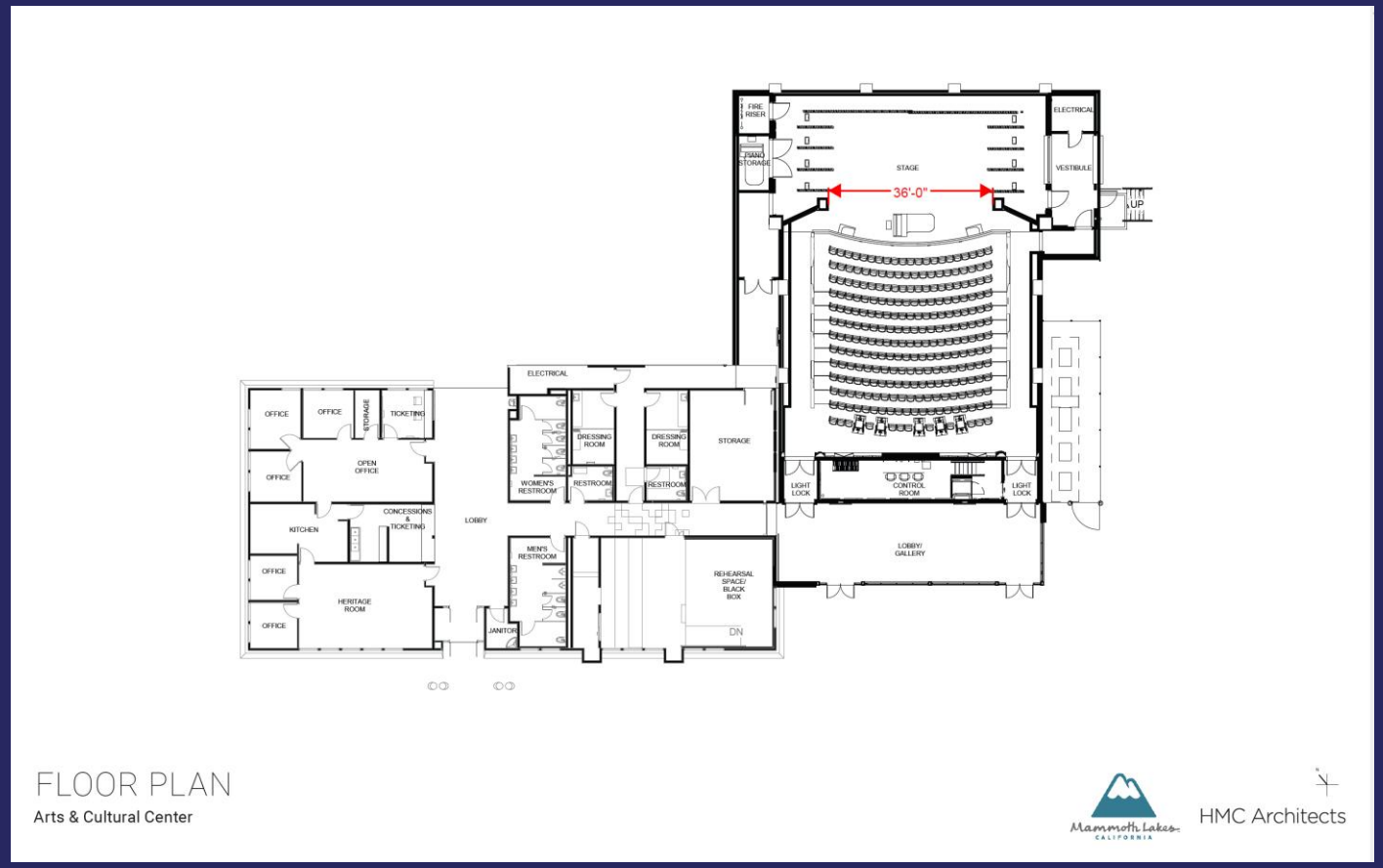
- Construction began in August 2025 – slight delay due to SCE power-off work
- Underground utilities, foundations, concrete slab, and partial-height concrete columns were completed prior to the winter season
- During winter, progress was made towards completing interior renovations of the Edison Theater
- We are investigating other potential improvements to both interior and exterior – entrance columns, exterior rock, siding, and windows for WUI compliance, existing lobby enhancements, air conditioning
- Current work – exterior CMU block walls, full-height concrete columns, steel roof structure, and site work later this summer.
- Expected completion spring/summer 2027 (many variables in play)










FIRE RISER
BAND STORAGE
STAGE
36'-0"
ELECTRICAL
VESTIBULE
UP
ELECTRICAL
OFFICE
OFFICE
STORAGE
TICKETING
OFFICE
OPEN OFFICE
KITCHEN
CONCESSIONS & TICKETING
OFFICE
HERITAGE ROOM
OFFICE
LOBBY
DRESSING ROOM
DRESSING ROOM
STORAGE
WOMEN'S RESTROOM
RESTROOM
RESTROOM
LIGHT LOCK
CONTROL ROOM
LIGHT LOCK
MEN'S RESTROOM
JANITOR
REHEARSAL SPACE/ BLACK BOX
DN
LOBBY/ GALLERY
FLOOR PLAN
Arts & Cultural Center
Mammoth Lakes CALIFORNIA
HMC Architects







Conceptual interior renderings of the Edison Theatre







Introduction of AMS

The AMS Team



A firm founded on the belief that arts and culture impact people's daily lives and the communities in which they live

Bill Blake
Principal

Lesly Ceballos
Analyst

Meg Friedman
Project Manager & Knowledge Manager

What has happened since 2017?

The project has reached some key milestones and support while operational planning is underway

2017
AMS engaged by MLF to assess the Performing Arts Theatre concept

2018
AMS delivered its assessment

2019
AMS re-engaged & plan updated for 300-seat venue; partnership agreements developed

2020
Pandemic pause

2021
Scope and budget reset to ~$14M with HMC Architects

2022
AMS re-evaluation of 2017-18 study based on updated building program

May 2025
Town purchased 8-acre property from the Mammoth Lakes Foundation, including the Edison Theatre

July 2025
Construction contract awarded to Spiess Construction



August 2025
Groundbreaking

September 2025
AMS re-engaged to assist with pre-opening planning

2027
Dave and Roma McCoy Arts & Cultural Center opens!

Our current scope of work

AMS retained to assist and advise Town staff during the run-up to opening

Confirm Utilization

Engage with the main user groups to learn how they plan to use the Facility

Refine Operating Plan

Work with Town staff to develop pre-opening and day-to-day operational and staffing plans

Owner's Counsel

Be available to Town staff during the construction period to support pre-opening implementation tasks

The Vision

Focusing the Vision

In service of the original MLF vision, AMS has kept these key questions in mind to guide our work:

- What are the current **needs** of the community and **collective goals and vision** for a new performing arts venue? How have they changed over time? What remains the same?
- How does the project need to be **positioned to achieve** success and long-term sustainability?
- With the facility now under construction, how can it be best optimized for **highest/best use** for the benefit of the community?
- What is the **most efficient way** for the Town to operate the building?
- What **resources are required** to achieve success?

A cultural hub for the Mammoth Lakes community

The 2022 study established a clear roadmap; The community's vision remains as relevant as ever in 2026

Needs, Goals and Vision

- Addresses a documented and growing **need for performing arts space** in Mammoth Lakes
- Cultivates **collaboration** among local arts organizations
- Serves as a **cultural hub** for diverse programming

Project Positioning and Sustainability

- Managed flexibly to serve local and visiting artists
- Affordable, **accessible**, and high quality
- Open to **a variety of events** beyond the performing arts
- A **"destination within a destination"**

Programming Partners

- Chamber Music Unbound/Felici Trio
- Eastern Sierra Community Chorus
- Mammoth Lakes Film Festival
- Mammoth Lakes Repertory Theatre
- Sierra Classic Theatre
- Town of Mammoth Lakes

What Success Looks Like

- **Develops capacity** of local artists and organizations
- Provides **educational and creative opportunities** for all ages
- Strengthens **Mammoth's economy** and cultural identity
- A venue that **locals love and visitors seek out!**

Business Plan & Financial Forecast

Operating a performing arts center requires three functions to be fulfilled

One entity may fulfill multiple functions, but they're all necessary



Owner — **Legally owns the venue and associated facilities**

- May have responsibility for capital repairs and maintenance
- May provide some utilities

Town **owns** the venue



Operator — **Manages day-to-day operations**

- Responsible for most utilities, cleaning, and general maintenance
- Manages the booking calendars and any rental activity

Town **operates** the venue



Content Provider — **Presents or produces performing arts events**

- May also provide educational programming, community engagement, or other non-performance activities

Resident tenants, touring acts and Town provide **content**

Content: There are three models for the relationship between a performing arts center and its content providers

In practice, most centers use hybrid approaches that blend these roles

Operators

Landlords — **Rent to providers that come to them**

- Booking is not proactive, typically ***no at-risk performances***

Hosts — **Provide a home to resident companies**

- Residents/regular renters provide the majority of programming, other dates are proactively booked, ***risk is shared***

Presenters — **Take responsibility for procuring content**

- Proactive booking of the calendar, ***majority at-risk activity***

Town Parks & Recreation

Content Providers

AMS PLANNING & RESEARCH

Examples of Operating Frameworks

Presenter	Grass Valley CFA, CA Fair Oaks Recreation & Parks District, CA
Host	City of Piedmont, CA City of Danville, CA City of Pleasanton, CA
Landlord	*All engage in facility rental of surplus dates, but not as their primary model.*



Projected Activity

Nearly 200 activity days in a base year of operations

12

Center-presented performances

137

Resident Tenant performances, rehearsals, and other uses

23

Town performances, rehearsals, and other uses

24

Outside rental performances, rehearsals, and other uses

Key Assumptions

- Forecast of ‘normalized’ operations (base year)
- Town Parks and Recreation operates the facility
- 14,386 sq. ft. forecast in the operating plan
  - Spaces include:
    - 259-seat Performing Arts Theatre
    - 38-seat Edison Theatre
    - Library/Conference Room
    - Lobby
    - Backstage support spaces



Facility-presented performances of touring groups, programmed directly by Town

Requires minimal underwriting to offset direct costs

- **12** Presented events
- **2,300** Attendance
- **75%** Capacity sold
- **$40** Average Ticket Price
- **$93,000** in projected revenue
- **$96,000** in projected expenses



Community use: high activity by arts orgs'

Resident tenants account for about 70% of utilization

- **83** Performances
- **40** Rehearsals
- **14** Non-performance events
- **14,100** Attendance
- **75%** Capacity sold
- **$97,000** in projected gross revenue from rentals & chargebacks

Resident tenants include:

Mammoth Lakes Repertory Theatre

Sierra Classic Theatre

Chamber Music Unbound

Eastern Sierra Community Chorus — Come Sing With Us

mammoth film lakes festival

** Does not include ancillary revenue. Displayed separately.*

AMS PLANNING & RESEARCH

Town Parks & Recreation use and outside rentals:

Projected revenue driven by outside commercial and not-for-profit non-performance events

- **3** Performances
- **20** Rehearsals
- **24** Non-performance events
- **400** Attendance
- **75%** Capacity sold
- **$27,000** in projected gross revenue from rentals and chargebacks



* *Does not include ancillary revenue. Displayed separately.*

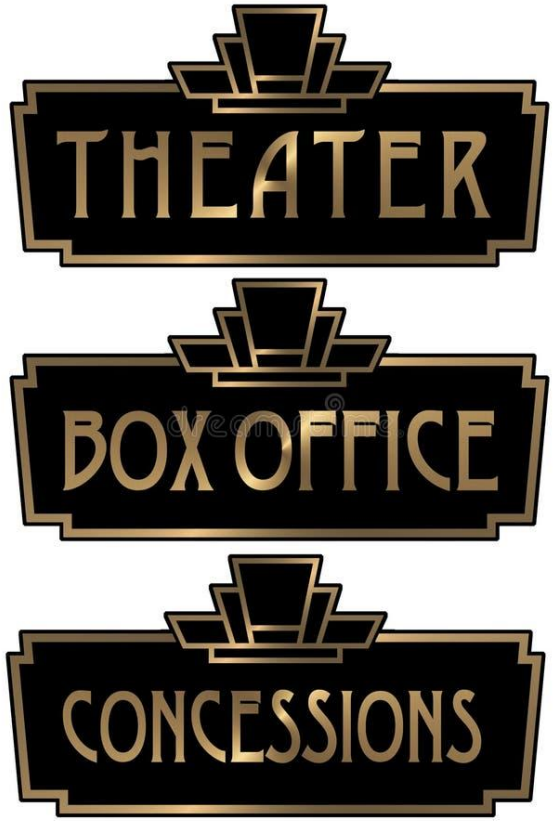
Ancillary revenue is dependent on attendance

Projected to drive $135,000 in the base year of operations

- **16,800** Audience count
- **$135,000** in projected gross ancillary revenue*

Model includes:

- **$5** Facility fee
  - ***70%*** *capture rate*
- **$5** Concessions per cap
  - ***90%*** *capture rate*

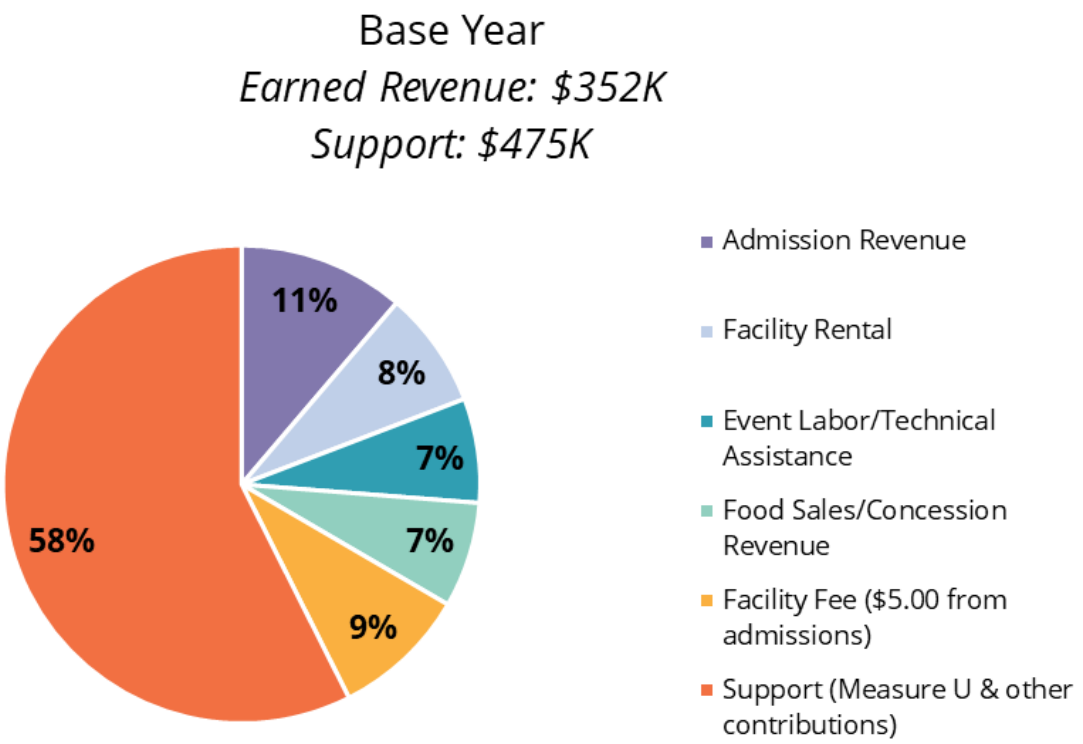


** The Town may consider contracting the concession operations as it may also include the sale of alcoholic beverages which requires an ABC license.*

Earned Revenue and Support

Base year would require 58% support from the General Fund, Measure U or other sources

Earned Revenues		Base Year
Admission Revenue	$	93,200
Facility Rental	$	65,500
Event Labor/Technical Assistance	$	58,500
Food Sales/Concession Revenue	$	59,100
Facility Fee ($5.00 from admissions)	$	76,000
Subtotal, Earned Revenues	*$*	*352,300*
Support		
Measure U	$	300,000
General Fund	$	175,200
Mammoth Lakes Performing Arts Foundation	$	-
Other Contributions	$	-
Subtotal, Support	*$*	*475,200*
TOTAL OPERATING REVENUES	$	827,500

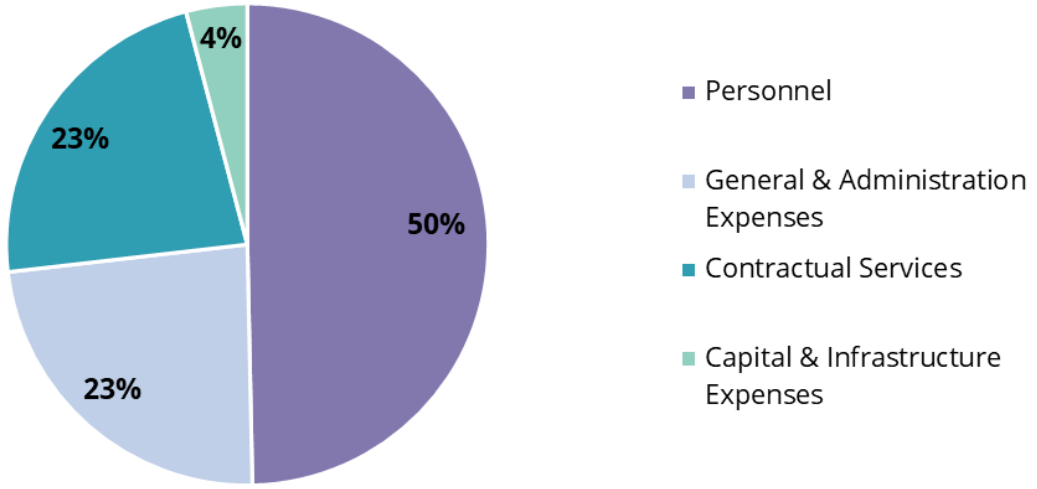


Expenses

Personnel costs drive over half of operating expenses

Operating Expenses	Base Year
Personnel	$ 411,000
General & Administration Expenses	$ 194,500
Contractual Services	$ 188,000
Capital & Infrastructure Expenses	$ 34,000
TOTAL OPERATING EXPENSES	$ 827,500

Base Year
Expenses: $827K



Personnel: Arts & Culture Manager Recruitment is Underway*

Projected 2 Full-Time and 4 Part-Time employees to operate the Facility with additional event labor

- The Arts and Culture Manager is responsible for the overall **administration, operation, and management** of the *Dave and Roma McCoy Arts and Cultural Center* with oversight from the Parks and Recreation Director.
- The Manager will lead a high-performing team, develop partnerships with local arts and culture organizations, and position the venue as the **premier regional hub for performing arts in the Eastern Sierra**.
- This position oversees all aspects of **facility scheduling, staffing, and daily operations** to ensure the facility functions as a professional, safe, and inviting venue for patrons, artists, and community members.
- Working collaboratively with Town staff, community partners, and local arts and culture organizations, **the Arts and Culture Manager supports the Town-wide delivery of diverse and community-centric programming and fosters a vibrant and inclusive cultural experience.**



** Applications close Monday, May 25, 2026*

Budget Summary	Base Year Forecast (2026 Dollars)
Earned Revenues	**Base Year**
Admission Revenue	$ 93,200
Facility Rental	$ 65,500
Event Labor/Technical Assistance	$ 58,500
Food Sales/Concession Revenue	$ 59,100
Facility Fee ($5.00 from admissions)	$ 76,000
Subtotal, Earned Revenues	*$ 352,300*
Support	
Measure U	$ 300,000
General Fund	$ 175,200
Mammoth Lakes Performing Arts Foundation	$ -
Other Contributions	$ -
Subtotal, Support	*$ 475,200*
TOTAL OPERATING REVENUES	$ 827,500
Operating Expenses	**Base Year**
Personnel	$ 411,000
General & Administration Expenses	$ 194,500
Contractual Services	$ 188,000
Capital & Infrastructure Expenses	$ 34,000
TOTAL OPERATING EXPENSES	$ 827,500
REV/EXP	**$0.00**

Base Year Financial Forecast

Operating Revenues

- Earned Revenue
- Support

Operating Expenses

- Personnel
- General & Administration
- Contractual Services
- Capital & Infrastructure

What happens next?

2026

- Hire the Arts & Culture Manager
- Prepare for opening (staffing, systems, ticketing, website, marketing, policies, & procedures, etc.)
- Finalize facility programming and equipment needs

2027

- Implement opening season
- Evaluate and adjust operations as the Facility team learns how to most efficiently operate and program the new arts and culture center!



Questions?

Bill Blake, Principal
AMS Planning & Research
bblake@ams-online.com
(916) 503-4402

Thank you!

Town Council of Mammoth Lakes

Minutes of Regular Meeting

April 15, 2026, 4:00 p.m.
437 Old Mammoth Road, Suite Z, Mammoth Lakes

Members Present: Councilmember Chris Bubser, Councilmember Bill Sauser, Councilmember John Wentworth, Mayor Pro Tem Brent Truax

Members Absent: Mayor Amanda Rice

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1. CALL TO ORDER AND ROLL CALL

The Mayor Pro Tem called the meeting to order at 4:02 p.m. in the Council Chamber, 437 Old Mammoth Road, Suite Z, Mammoth Lakes.

2. PLEDGE OF ALLEGIANCE

Sergeant Heilman led the flag salute.

3. PUBLIC COMMENTS

There were no public comments given at this time.

4. ADDITIONS TO THE AGENDA

There were no additions to the agenda.

5. COUNCIL PRESENTATIONS

5.1 Approve the proclamation declaring April 2026 as Sexual Assault Awareness Month in the Town of Mammoth Lakes.

Mayor Pro Tem Truax read the proposed proclamation.

PUBLIC COMMENT:

The Program Coordinator for Wild Iris announced that they had opened a full-time office in Mammoth and thanked the Town for their support.

Moved by Councilmember Chris Bubser
Seconded by Councilmember Bill Sauser

Approve the proclamation declaring April 2026 as Sexual Assault Awareness Month in the Town of Mammoth Lakes.

For (4): Councilmember Chris Bubser, Councilmember Bill Sauser, Councilmember John Wentworth, and Mayor Pro Tem Brent Truax

Absent (1): Mayor Amanda Rice

Carried (4 to 0)

5.2 Recognition of Building Official Tom Perry for ten years of service to the Town of Mammoth Lakes.

Community and Economic Development Director Nolan Bobroff thanked Mr. Perry for his years of service.

6. PUBLIC PRESENTATIONS

6.1 Mammoth Lakes Chamber of Commerce Update presented by Brianna Goico, Mammoth Lakes Chamber of Commerce President & CEO.

Ms. Goico and Gina van Hest, Communications Manager, gave a presentation regarding the Chamber's Program Overview. There was discussion among members of Council and Ms. Goico.

7. REPORTS FROM COMMISSIONS AND/OR DEPARTMENTS (AS NEEDED)

Pat Foster, Board Chair of Mammoth Lakes Tourism (MLT), announced that MLT had chosen Brian Wright as their next President & CEO.

Tom Hodges, Board Chair of Eastern Sierra Community Housing, reported on the plan for replacing their executive director and the appointment of an interim executive director.

7.1 Town of Mammoth Lakes Social Media Report for March 2026.

7.2 April 2026 Public Works Engineering CIP Update.

Councilmember Wentworth asked for an update regarding the Golden State Connect Project and Public Works Director Haislip Hayes responded.

8. CONSENT AGENDA

Councilmember Wentworth requested that Agenda Item 8.4 be removed from the consent agenda for separate discussion.

Moved by Councilmember Chris Bubser
Seconded by Councilmember Bill Sauser

Approve the Consent Agenda.

For (4): Councilmember Chris Bubser, Councilmember Bill Sauser, Councilmember John Wentworth, and Mayor Pro Tem Brent Truax

Absent (1): Mayor Amanda Rice

Carried (4 to 0)

8.1 Approve the minutes of the regular meeting of April 1, 2026.

8.2 Approve the resolution authorizing the sale of real property located at 1629 Majestic Pines Drive, Unit 91 in the Bigwood Condominium complex under the Town's Housing Now! BRIDGE Program.

8.3 Approve the resolution authorizing the sale of the four townhome units located at 60 Joaquin Road under the Town's Housing Now! Small Sites Program.

8.4 Approve the agreement with Whitebark Institute for Town funding FY25-26 for ($546,000) to ensure that high-priority fuel reduction activities can proceed to mitigate wildfire risk near the Town of Mammoth Lakes.

This item was removed from the consent agenda for separate discussion.

Town Manager Rob Patterson outlined the information in the staff report. There was discussion among members of Council and staff.

PUBLIC COMMENT:

Ryan Bobik, Whitebark Finance and Administration Director, spoke in support of the agreement.

Pat Foster, Board Chair of Mammoth Lakes Tourism (MLT), spoke in support of the Town's efforts towards wildfire prevention.

Moved by Councilmember John Wentworth
Seconded by Councilmember Chris Bubser

Approve the agreement with Whitebark Institute, pending final legal review, to perform wildfire mitigation implementation and forest health activities under the Eastern Sierra Climate & Communities Resilience Project (ESCCRP).

For (4): Councilmember Chris Bubser, Councilmember Bill Sauser, Councilmember John Wentworth, and Mayor Pro Tem Brent Truax

Absent (1): Mayor Amanda Rice

Carried (4 to 0)

8.5 Accept Check Register 4/2/26 in the amount of $1,200,782.74.

9. PUBLIC HEARINGS

9.1 Conduct the public hearing and adopt the Resolution ordering the levy and collection of assessments within Assessment District 93-1 (Juniper Ridge).

The Mayor Pro Tem opened the public hearing at 4:59 p.m.

Town Clerk Jamie Gray reported that no written protests had been received.

Public Works Director Haislip Hayes outlined the information in the staff report.

With no members of the public coming forward to speak, the Mayor Pro Tem closed the public hearing at 5:00 p.m.

Moved by Councilmember John Wentworth
Seconded by Councilmember Bill Sauser

Adopt the resolution ordering the levy and collection of assessments within Assessment District 93-1 (Juniper Ridge) for the Fiscal Year 2026/27.

For (4): Councilmember Chris Bubser, Councilmember Bill Sauser, Councilmember John Wentworth, and Mayor Pro Tem Brent Truax

Absent (1): Mayor Amanda Rice

Carried (4 to 0)

9.2 Conduct the public hearing and adopt the Resolution ordering the levy and collection of assessments within Assessment District 93-4, Zone 1 (The Bluffs) – Maintenance District No.1.

The Mayor Pro Tem opened the public hearing at 5:01 p.m.

Town Clerk Jamie Gray reported that no written protests had been received.

Public Works Director Haislip Hayes outlined the information in the staff report.

With no members of the public coming forward to speak, the Mayor Pro Tem closed the public hearing at 5:02 p.m.

Moved by Councilmember John Wentworth
Seconded by Councilmember Bill Sauser

Adopt the resolution ordering the levy and collection of assessments within the Bluffs Assessment District No 93-4, Zone 1 for the Fiscal Year 2026/27.

For (4): Councilmember Chris Bubser, Councilmember Bill Sauser, Councilmember John Wentworth, and Mayor Pro Tem Brent Truax

Absent (1): Mayor Amanda Rice

Carried (4 to 0)

9.3 Conduct the public hearing and adopt the Resolution ordering the levy and collection of assessments within the special maintenance district Old Mammoth Road Benefit Assessment District No. 2002-1.

The Mayor Pro Tem opened the public hearing at 5:03 p.m.

Town Clerk Jamie Gray reported that no written protests had been received.

Public Works Director Haislip Hayes outlined the information in the staff report.

With no members of the public coming forward to speak, the Mayor Pro Tem closed the public hearing at 5:04 p.m.

Moved by Councilmember John Wentworth
Seconded by Councilmember Bill Sauser

Adopt the resolution ordering the levy and collection of assessments within the Old Mammoth Road Benefit Assessment District No. 2002-1 for the Fiscal Year 2026/27.

For (4): Councilmember Chris Bubser, Councilmember Bill Sauser, Councilmember John Wentworth, and Mayor Pro Tem Brent Truax

Absent (1): Mayor Amanda Rice

Carried (4 to 0)

9.4 Conduct the public hearing and adopt the Resolution ordering the levy and collection of assessments within the special maintenance district North Village Benefit Assessment District No. 2002-2, Zone 1.

The Mayor Pro Tem opened the public hearing at 5:05 p.m.

Town Clerk Jamie Gray reported that no written protests had been received.

Public Works Director Haislip Hayes outlined the information in the staff report.

With no members of the public coming forward to speak, the Mayor Pro Tem closed the public hearing at 5:07 p.m.

Moved by Councilmember John Wentworth
Seconded by Councilmember Chris Bubser

Adopt the resolution ordering the levy and collection of assessments within special maintenance district North Village Benefit Assessment District No. 2002-02, Zone 1 for the Fiscal Year 2026/27.

For (4): Councilmember Chris Bubser, Councilmember Bill Sauser, Councilmember John Wentworth, and Mayor Pro Tem Brent Truax

Absent (1): Mayor Amanda Rice

Carried (4 to 0)

9.5 Conduct the public hearing and adopt the Resolution ordering the levy and collection of assessments within Benefit Assessment District No. 2014-1 (Mammoth View).

The Mayor Pro Tem opened the public hearing at 5:07 p.m.

Town Clerk Jamie Gray reported that no written protests had been received.

Public Works Director Haislip Hayes outlined the information in the staff report.

With no members of the public coming forward to speak, the Mayor Pro Tem closed the public hearing at 5:08 p.m.

Moved by Councilmember John Wentworth
Seconded by Councilmember Chris Bubser

Adopt the resolution ordering the levy and collection of assessments within the Mammoth View Benefit Assessment District No. 2014-1 for the Fiscal Year 2026/27.

For (4): Councilmember Chris Bubser, Councilmember Bill Sauser, Councilmember John Wentworth, and Mayor Pro Tem Brent Truax

Absent (1): Mayor Amanda Rice

Carried (4 to 0)

10. POLICY MATTERS

10.1 North Village Specific Plan (NVSP) Circulation Review.

Public Works Director Haislip Hayes and Community and Economic Development Director Nolan Bobroff gave a presentation outlining the information in the staff report. There was discussion among members of Council and staff.

PUBLIC COMMENT

Tom Hodges, Mammoth Mountain VP of Planning and Development, said that he would like to participate in the work with the consultant.

Sandy Hogan outlined her concerns and suggestions for the circulation in the North Village area.

Moved by Councilmember Bill Sauser
Seconded by Councilmember John Wentworth

Authorize the Town Manager to execute a contract with NCE Consulting Engineers to facilitate the initial phase of a potential NVSP amendment that focuses on circulation.

For (4): Councilmember Chris Bubser, Councilmember Bill Sauser, Councilmember John Wentworth, and Mayor Pro Tem Brent Truax

Absent (1): Mayor Amanda Rice

Carried (4 to 0)

10.2 Fiscal Year 2026-27 Budget – General Fund Revenue Projections.

Town Manager Rob Patterson gave a presentation outlining the information in the staff report. There was discussion among members of Council and staff.

CONSENSUS:

The Town Council agreed with the proposed staff recommendations.

10.3 Annual evaluation of the Town Manager and consideration of merit pay adjustment.

There was discussion among members of Council.

Moved by Councilmember Chris Bubser
Seconded by Councilmember Bill Sauser

Approve a merit increase to Town Manager Rob Patterson of 5%, resulting in an annual wage of $237,450.

For (4): Councilmember Chris Bubser, Councilmember Bill Sauser, Councilmember John Wentworth, and Mayor Pro Tem Brent Truax

Absent (1): Mayor Amanda Rice

Carried (4 to 0)

11. COUNCILMEMBER REPORTS

Councilmember Sauser attended the retirement party for Eastern Sierra Transit Authority (ESTA) Executive Director Phil Moores, the Mammoth Trails Committee meeting, and the Local Transportation Commission (LTC) meeting.

Councilmember Bubser attended the retirement party for Phil Moores and the Local Agency Formation Commission (LAFCO) meeting.

Councilmember Wentworth attended the Climate Action and Adaptation Plan Kickoff meeting, the California Jobs First Industry Insights on Investment Conference, and the Mammoth Lakes Tourism (MLT) Board meeting.

Mayor Pro Tem Truax attended the LTC meeting and the LAFCO meeting.

12. ADJOURNMENT

The Council adjourned the meeting at 6:03 p.m.

_____
Jamie Gray, Town Clerk

Town Council of Mammoth Lakes

Minutes of Special Meeting

April 29, 2026, 9:00 a.m.
Mammoth Brewing Co. Beer Cellar
18 Lake Mary Road
Mammoth Lakes, CA 93546

Members Present: Councilmember Chris Bubser, Councilmember Bill Sauser, Councilmember John Wentworth, Mayor Pro Tem Brent Truax, Mayor Amanda Rice

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1. CALL TO ORDER AND ROLL CALL

The Mayor called the meeting to order at 9:07 a.m. in the Mammoth Brewing Co. Beer Cellar located at 18 Lake Mary Road in Mammoth Lakes, CA.

2. PUBLIC COMMENTS

Tom Hodges, Chair of the Eastern Sierra Community Housing (ESCH) Board, introduced Dana Totman, Interim Director of ESCH.

3. POLICY MATTERS

3.1 Community Visioning Statement - Discussion.

Town Manager Rob Patterson gave a presentation outlining the information in the staff report. There was discussion among members of Council and staff.

PUBLIC COMMENT:

Tom Hodges, Mammoth Mountain VP of Planning and Development, said that the discussion was pertinent and that there had been lots of change since the last Vision Statement was developed. He said that the Mountain had evolved under Alterra for the better, and that they were also working on the issues of climate resilience and revenue diversity. He said that it was important to build a revenue model when planning for the future.

Mr. Hodges talked about the elevation of the Mountain.

Mr. Hodges spoke about the past discussion regarding the development of a geothermal heating district. He said that there were a lot of opportunities in Town still.

Betsy Truax, Mammoth Lakes Tourism (MLT) Vice President of Community Engagement, said that the people who worked here actually lived here, and that set us apart and was a unique attribute that we needed to retain. She said that we did a good job of showing how we use proceeds from visitation to address the issues created by that tourism. She said that people were looking for experiences and the new Certified Unreal Campaign leaned into that.

The Mayor called a recess at 11:14 a.m. and the Council reconvened at 11:23 a.m.

3.2 Review of Organizational Capacity and Partnership Alignment in the Implementation of Key Strategies.

Town Manager Rob Patterson gave a presentation outlining the information in the staff report. There was discussion among members of Council and staff.

There was a recess for lunch from 11:49 p.m. to 12:30 p.m.

Craig Albrecht, Chair of the Mammoth Lakes Recreation (MLR) Board, said that he appreciated the discussion and that MLR had evolved since its formation. There was discussion between Mr. Albrecht and Mr. Patterson.

Tom Hodges, Chair of the Eastern Sierra Community Housing (ESCH) Board, said that things had evolved since their formation and that they were clear in their support of the community and their mission. He said that a small community was resource constrained so there was a need for

clear understanding of roles and needs. He said that housing was a regional issue.

Kim Anaclerio, MLR Executive Director, said that it would be helpful to know where their efforts should be focused.

Pat Foster, Chair of the Mammoth Lakes Tourism (MLT) Board, said that now was a good opportunity for them since they were getting a new executive director and it would be a good time to review how we want our relationship to be with the Town.

3.3 Town Council Dynamics and Staff Support.

Town Manager Rob Patterson outlined the information in the staff report. There was discussion among members of Council and staff.

4. ADJOURNMENT

The Council adjourned the meeting at 1:34 p.m.

_____
Jamie Gray, Town Clerk

TOWN COUNCIL STAFF REPORT

Title: Resolution to approve the FY2026-27 project list to be submitted to the California Transportation Commission (CTC) for funding from the Road Maintenance and Rehabilitation Account (RMRA) funds under Streets and Highways Code Section 2034.

Meeting Date: May 6, 2026

Prepared by: Haislip Hayes, PE Public Works Director

RECOMMENDATION:

Adopt a resolution approving the 2026-27 project list to be submitted to the California Transportation Commission (CTC) for funding from the Road Maintenance and Rehabilitation Account (RMRA) funds under Streets and Highways Code Section 2034.

BACKGROUND:

On April 28, 2017 the Governor signed into law SB1. SB1 invests $5.4 billion annually over a decade to fix California's transportation system. In November of 2017 the State Controller began depositing funding into the newly created Road Maintenance and Rehabilitation Account (RMRA). A percentage of this new RMRA funding will be apportioned by formula to eligible cities and counties. The funding provides a balance of new revenues and reasonable reforms to ensure efficiency, accountability, and performance from each dollar invested in the transportation system.

In order to be eligible for funding the Town is required to sustain a Maintenance of Effort (MOE) and may not supplant current efforts. Annually, prior to receiving funds, a proposed project list which contains the description and location, schedule for completion, and estimated useful life of the improvement must be adopted by resolution. Upon completion of the FY, a project expenditure report must be submitted to the State. RMRA funding may be used for road maintenance and rehabilitation, safety projects, traffic control devices, complete streets components, and to match State and Federal grants.

In September of 2026, Staff provided an update on CIP projects to Council. Staff recommendations for SB1 funding support and complement these projects. Previous SB1 resolutions have resulted in the completion of two curb and gutter rehabilitation projects along Meridian Blvd. In 2020 Staff utilized SB1 funding to support the construction of the Lake Mary Sidewalk project located adjacent to the brewery. In 2022 Staff recommended using Town and County SB1 funds to support road and sidewalk projects. Recently, SB1 funds were used to complete the Chaparral Road extension in the Parcel.

ANALYSIS:

The Town's projected RMRA revenue for FY 26-27 is approximately $195,542. In 2026 Staff identified priority projects that address many of the Town's current needs. These projects are ongoing, and it is recommended that 26-27 SB1 funds be used to supplement construction of these existing projects:

1. 2026 Slurry and Fog Seal Project
    a. Location: The "Slopes" Neighborhood in Mammoth Lakes, CA.
    b. Scope: slurry seal, fog seal, painted traffic striping and pavement marking at a variety of roads throughout the Town of Mammoth Lakes.
    c. Useful life: This project is expected to have a useful life of 20 years
    d. Schedule: The project would be awarded in May or June, and construction will commence in summer 2026.

FINANCIAL CONSIDERATIONS:

Approval of the project list above permits the State Controller's Office to disperse funding to the Town monthly. Staff will use these funds to fully fund SB1 approved projects. Staff will return to Council with any scope changes that would require additional resources or funding.

ENVIRONMENTAL CONSIDERATIONS:

Generally, road and sidewalk maintenance projects are categorically exempt from CEQA. Each project will be evaluated independently to determine if there is an impact to the environment. This analysis will be provided to Council as required and as appropriate.

RESOLUTION NO. 26-

RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF MAMMOTH LAKES, STATE OF CALIFORNIA, TO INCORPORATE INTO THE FISCAL YEAR 2026-27 BUDGET A LIST OF PROJECTS FUNDED BY SB 1: THE ROAD REPAIR AND ACCOUNTABILITY ACT

WHEREAS, Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017 (Chapter 5, Statutes of 2017) was passed by the Legislature and Signed into law by the Governor in April 2017 in order to address the significant multi-modal transportation funding shortfalls statewide; and

WHEREAS, SB 1 includes accountability and transparency provisions that will ensure the residents of the Town of Mammoth Lakes are aware of the projects proposed for funding in our community and which projects have been completed each fiscal year; and

WHEREAS, the Town of Mammoth Lakes must include a list of all projects proposed to receive funding from the Road Maintenance and Rehabilitation Account (RMRA), created by SB 1, in the Town of Mammoth Lakes budget, which must include a description and the location of each proposed project, a proposed schedule for the project's completion, and the estimated useful life of the improvement; and

WHEREAS, the Town of Mammoth Lakes, will receive an estimated $195,542 in RMRA funding in Fiscal Year 2026-27 from SB 1; and

WHEREAS, the Town of Mammoth Lakes has undergone a public process to ensure public input into our community's transportation priorities/the project list; and

WHEREAS, the Town of Mammoth Lakes used a Pavement Management System to prioritize asphalt projects on the SB 1 project list to ensure revenues are being used on the most high-priority and cost-effective projects that also meet the community's priorities for transportation investment; and

WHEREAS, the funding from SB 1 will help the Town of Mammoth Lakes maintain and rehabilitate streets and add active transportation infrastructure throughout the Town of Mammoth Lakes this year and similar projects into the future; and

WHEREAS, the 2018 California Statewide Local Streets and Roads Needs Assessment found that the Town of Mammoth Lakes' streets and roads are in "at-risk" condition, and this revenue will help us increase the overall quality of our road system and over the next decade will bring our streets and roads into a "good" condition; and

WHEREAS, without revenue from SB 1, the Town of Mammoth Lakes, would not have had the funding to complete the proposed maintenance projects throughout the community; and

WHEREAS, if the Legislature and Governor failed to act, city streets and county roads would have continued to deteriorate, having many and varied negative impacts on our community; and

WHEREAS, maintaining and preserving the local street and road system in good condition will reduce drive times and traffic congestion, improve bicycle safety, and make the pedestrian experience safer and more appealing, which leads to reduced vehicle emissions helping the State achieve its air quality and greenhouse gas emissions reductions goals; and

WHEREAS, restoring roads before they fail also reduces construction time which results in less air pollution from heavy equipment and less water pollution from site run-off; and

WHEREAS, the SB 1 project list and overall investment in our local streets and roads infrastructure with a focus on basic maintenance and safety, investing in complete streets infrastructure, and using cutting-edge technology, materials and practices, will have significant positive co-benefits statewide.

NOW, THEREFORE IT IS HEREBY RESOLVED, ORDERED AND FOUND by the Town Council of the Town of Mammoth Lakes, State of California, as follows:

1. The foregoing recitals are true and correct.

2. A $195,542 budget for fiscal year 2026-27 will incorporate the following projects described in the planned to be supported with RMRA revenues:

    1. 2026 Slurry and Fog Seal Project
        a. Location: The "Slopes" Neighborhood in Mammoth Lakes, CA.
        b. Scope: slurry seal, fog seal, painted traffic striping and pavement marking at a variety of roads throughout the Town of Mammoth Lakes.
        c. Useful life: This project is expected to have a useful life of 20 years
        d. Schedule: The project would be awarded in May or June, and construction will commence in summer 2026.

3. The Public Works road rehabilitation maintenance budget for fiscal year 2026-27 will include an additional $195,542 earmarked to be used only for the projects listed above.

PASSED AND ADOPTED by the Town Council of the Town of Mammoth Lakes, State of California, this 6th day of May, 2026.

APPROVED AND ADOPTED THIS 6th DAY OF MAY 2026

_____

AMANDA RICE, Mayor

ATTEST:

_____

JAMIE GRAY, Town Clerk

TOWN COUNCIL STAFF REPORT

Title: Resolution adopting the Town of Mammoth Lakes Safety Action Plan

Meeting Date: May 6, 2026

Prepared by: Haislip Hayes, PE Public Works Director

RECOMMENDATION:

Staff recommend the Town Council:

- Adopt a resolution approving the Town of Mammoth Lakes Safety Action Plan (SAP).

BACKGROUND:

In late 2023 California Consulting on behalf of the Town of Mammoth Lakes applied to the US Department of Transportation's Safe Streets and Roads for All (SS4A) Grant Program. The Infrastructure Investment and Jobs Act (IIJA) established the Safe Streets and Roads for All (SS4A) competitive grant program with $5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway fatalities and serious injuries. In order to be eligible for implementation grant funds a comprehensive safety action plan is required. The Town was successful in its application and was awarded $80,000 in grant funds to be matched with Local Transportation Commission (LTC) planning funds. In May of 2025 the Town Council authorized the Town Manager to contract with Kimley-Horn and Associates to complete the Safety Action Plan.

ANALYSIS:

The goal of the SAP is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries. A successful SAP includes the following seven key components:

1. Leadership commitment and goal setting
2. Planning structure
3. Safety analysis
4. Engagement and collaboration
5. Policy and process changes
6. Strategy and project selections
7. Progress and transparency

The Town of Mammoth Lakes SAP evaluates the transportation network as well as non-infrastructure programs and policies within the Town. Mitigation measures are evaluated using criteria to analyze the safety of road users (drivers and passengers, bicyclists, and pedestrians), the interaction of modes, influences on the roadway network from adjacent municipalities, and the potential benefits of safety countermeasures. The Federal Highway Administration (FHWA) maintains a list of proven safety countermeasures. The list

currently has 20 Proven Safety Countermeasures, and SAPs are included on the list. The SAP documents the results of data and information obtained, including the vision, goals, and objectives for the SAP; existing safety efforts; crash analyses; emphasis areas; the Town's existing countermeasure toolbox; and potential countermeasures for select case study locations.

Public outreach efforts included developing a stakeholder group and in person and online surveys. Project stakeholders were identified and included in the development of the SAP to maintain a local perspective. The project stakeholder group was comprised of staff from various Town departments as well as key community members. The stakeholder group met in-person on October 27th, 2025, to review the results of the network screening analysis, in-person community event, and provide comments about case study locations. The Stakeholder Group identified several safety topics that are outlined in the plan. Kimley-Horn's Public Engagement Plan for the Town of Mammoth Lakes SAP included strategies and activities to reach a broad cross-section of the community throughout the Town. The plan included one in-person community engagement event, focused on identifying intersection/corridor needs and opportunities which is further detailed in this report. The outreach occurred between August and December 2025 and consisted of three main components: an in-person pop-up event (Winter Expo), online survey for public input in multiple languages and finally, an online Interactive Map hosted on PublicCoordinate which the public identified areas of concern throughout the Town. The results of these efforts are included in detail in the plan.



Figure 1- Public Outreach Flyer

Online surveys (*Figure 1*) collected from various efforts revealed that eighty-six percent of the respondents live within the Town of Mammoth Lakes. The largest proportion of respondents noted that they mainly depend on vehicles as their primary mode of travel,

though a large proportion also walk. When asked to identify their top three areas of traffic safety challenges when it came to traveling throughout the Town, most individuals noted concerns with aggressive driving, pedestrian crossings, and electric mobility (E-bikes). Other key themes from the 162 surveys completed are as follows:

1. Street Lighting/Nighttime Visibility – pedestrian and vehicle safety along roadways at night was a concern
2. Unsafe Vehicle Speeds - Concerns about speeding drivers, especially on Main Street and by the Village.
3. Snow Removal/Icy Roads - snow banks can obstruct sight distance and pavement markings. Walking around the Town is difficult in winter conditions.
4. Parking Enforcement – vehicles illegally parking by Davison Rd/Rainbow Ln or unsafely parked on Forest Trail.
5. Pedestrian Crossings – pedestrians have witnessed vehicles not yielding to pedestrians in the crosswalk, despite the flashing beacons along Main St or the pedestrian signal by the village being activated.
6. School Safety – respondents note that the intersection of Meridian Road and Sierra Park Rd can get congested during school drop-off and pickup times. A crossing guard could help
7. Safely facilitate students through the area and potentially ensure more efficient vehicle operations.
8. Road Maintenance and Infrastructure - A need for better road quality and safe infrastructure for all road users, especially at high-traffic points.

The online public engagement website (*Figure 2*) contained a community map where respondents selected locations within the Town where they experienced traffic safety issues and identified the specific issue(s) from a list of pre-populated challenges. The community map received 111 posts, and 132 instances of engagement. Approximately 49% of comments were regarding pedestrian safety and 29% were focused on vehicle safety. Bicycle safety concerns accounted for 12% of comments and included comments about E-bikes.



Figure 2 - Snapshot of the engagement website

The systemic improvements identified as most likely to be effective for the Town of Mammoth Lakes are listed in the SAP and include a wide range of countermeasures

(*Figure 3*) that can be implemented in phases where appropriate. Many of these proposed countermeasures have already been or are planned to be implemented in the Town, including but not limited to pedestrian countdown signal heads, conversion of stop-controlled intersections to roundabouts, and installation of retro-reflective backplates on traffic signal heads.

Countermeasure	Also Addresses		Crash Modification Factor (CMF)	Crash Reduction Factor (CRF)	CRF Applies to			Caltrans Funding	Cost to Implement
	Pedestrian	Bicycle			All	Nighttime	Pedestrian and Bicycle		
Signalized Intersections									
Modify signal to provide a Leading Pedestrian Interval (LPI)	X		0.4	60%			X	90%	$
Install Left Turn Lane, Add Left Turn Phase			0.45	55%	X			90%	$$$
Install High Friction Surface Treatment (HFST)			0.45	55%	X			90%	$$$
Install intersection lighting			0.6	40%		X		90%	$$
Pedestrian scramble	X		0.6	40%			X	90%	$$
Curb extensions	X		0.63	37%			X	N/A	$$
Install pedestrian median fencing on approaches	X		0.65	35%			X	90%	$$
Protected left turn phase			0.7	30%	X			90%	$$
Convert signal from pedestal-mounted to mast arm			0.7	30%	X			90%	$$$
Install signs with LED borders as advanced warning			0.7	30%	X			90%	$$
Install raised median on approaches			0.75	25%	X			90%	$$
Pedestrian countdown signal heads	X		0.75	25%			X	90%	$
Signal ahead warning signs			0.85	15%	X			N/A	$
Retroreflective backplates			0.85	15%	X			90%	$
Improve signal timing (coordination)			0.85	15%	X			50%	$$
Advanced stop bar before crosswalk and bicycle box	X	X	0.85	15%			X	90%	$
Install raised pavement markers and striping			0.9	10%	X			90%	$
Flashing yellow arrow			0.94	6%	X			N/A	$
Convert intersection to roundabout (from signal)			Varies	Varies	X			90%	$$$
Convert intersection to mini/compact roundabout (from signal)			Varies	Varies	X			90%	$$
Install a raised intersection	X		Not Available	Not Available			X	N/A	$$
Unsignalized Intersections									
Install High Friction Surface Treatment (HFST)			0.55	55%	X			90%	$$$
Pedestrian Signal or Pedestrian High Intensity Activated Crosswalk (HAWK)	X		0.45	55%			X	90%	$$$
Install all-way STOP control			0.5	50%	X			90%	$
Directional median openings to restrict turning movements			0.5	50%	X			90%	$$
Reduced Left-Turn Conflict (R-CUT) intersections			0.5	50%	X			90%	$$$
Pedestrian refuge island	X		0.55	45%			X	90%	$$

Figure 3 - Table 6 of the SAP counter measures

The Town identified case study locations from the network screening analysis. Figure 4 presents the case study locations and in the SAP contains notes for why these locations were prioritized. During coordination with the stakeholder group and public engagement additional locations and safety improvements were identified, beyond those included in the case study locations. While not all of these locations were highlighted in the data analysis section of the report, this SAP recognizes the significance of these locations and has incorporated recommended actions into this document. The locations generally included signalized and unsignalized intersections. A variety of treatments are recommended to make these areas safer.

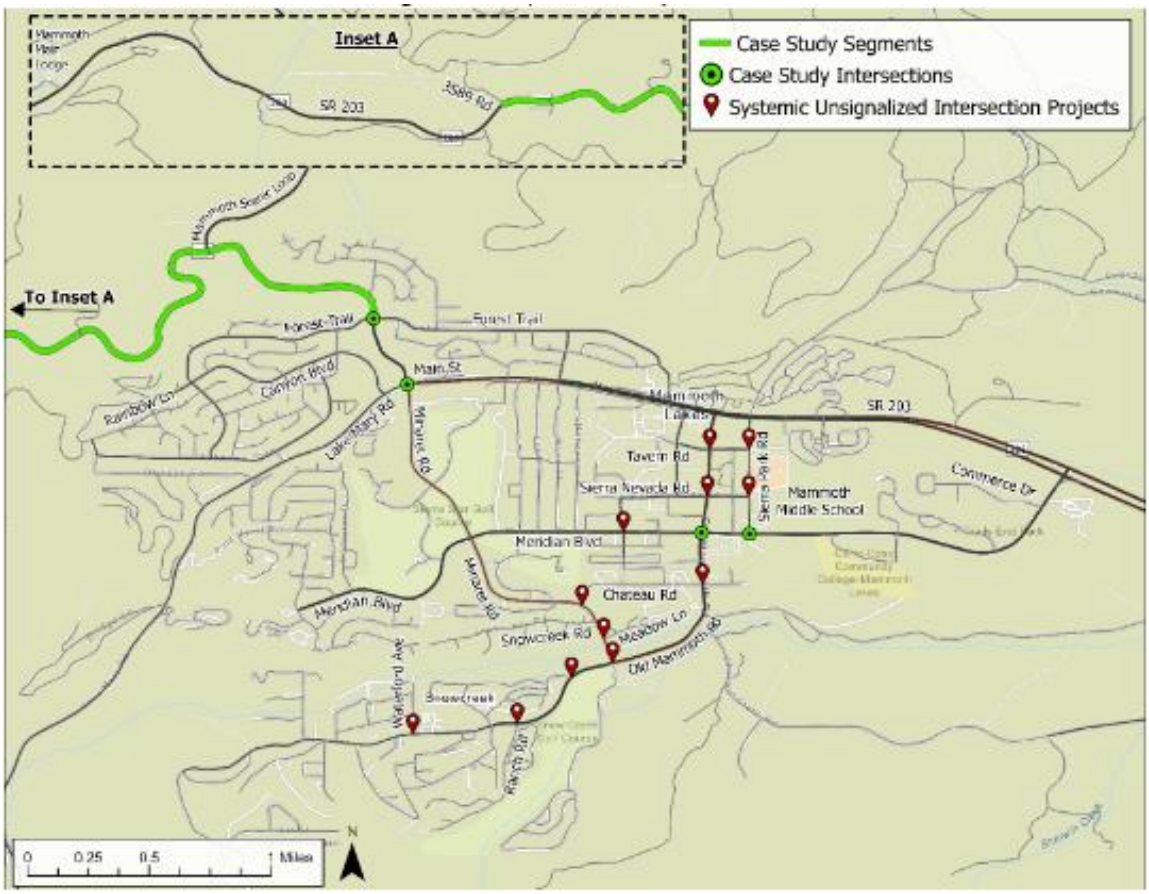


Figure 4- Case Study Locations

Implementation of the SAP can be accomplished through development and implementation of safety improvement projects and strategies, the establishment of new/updated policies and programs, and development/strengthening of relationships with stakeholders. Staff intend to incorporate SAP projects into the CIP and apply for grants to fund implementation. Grant opportunities are available now and staff are working with its grant writing consultant to complete a competitive application. The approval of the SAP by resolution is required to access these funding opportunities.

FINANCIAL CONSIDERATIONS:

The plan was funded entirely with grants. $80,000 in US DOT SS4A grant funds and Local Transportation Commission appropriated Regional Planning Assistance funds. The Town will need to identify funding to implement the proposed projects and countermeasures identified in the plan.

ENVIRONMENTAL CONSIDERATIONS:

None at this time.

RESOLUTION NO. 26-

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF MAMMOTH LAKES, STATE OF CALIFORNIA, ADOPTING THE TOWN OF MAMMOTH LAKES SAFETY ACTION PLAN

WHEREAS, the United States Department of Transportation (USDOT) launched the Safe Streets for All (SS4A) program to support local, regional, and Tribal initiatives to prevent roadway fatalities and serious injuries; and

WHEREAS, the Town of Mammoth Lakes was awarded funding through the SS4A grant program in 2023 to develop a Safety Action Plan; and

WHEREAS, the Town, in coordination with planning and engineering professionals, local stakeholders, and members of the public, completed the development of a data-driven Safety Action Plan; and

WHEREAS, the Town of Mammoth Lakes is dedicated to improving its transportation network to ensure safe travel for all residents and visitors, with a focus on reducing traffic fatalities and serious injuries, and advancing towards a goal of zero traffic-related deaths and serious injuries by 2050; and

WHEREAS, the Safety Action Plan outlines specific strategies, projects, and policy recommendations to improve roadway safety for all users, including pedestrians, cyclists, and motorists; and

WHEREAS, the Town aims to proactively enhance safety for all road users, pedestrians, drivers, and cyclists and reduce preventable crashes across the community by prioritizing safety in its capital program; and

WHEREAS, the Safety Action Plan's Visions and Goals align with the Town's General Plan and Mobility Element, which aim to "Maintain and improve safe and efficient movement of people, traffic, and goods in a manner consistent with the "feet-first" initiative while maintaining Level of Service Standards"; and

WHEREAS, local agencies must have a Safety Action Plan, Local Road Safety Plan or equivalent planning document in order to pursue safety grant funds such as Highway Safety Improvement Program (HSIP) administered by Caltrans, the Safe Streets for All (SS4A) program administered by the federal government, and the Active Transportation program (ATP).

NOW, THEREFORE, BE IT RESOLVED by the Town Council of the Town of Mammoth Lakes as follows:

Section 1. The Town Council hereby approves the Town of Mammoth Lakes Safety Action Plan attached hereto as Exhibit A.

Section 2. The Town Council of the Town of Mammoth Lakes, California hereby incorporates by reference above recitals and finds that they are true and correct

Section 3. The Town Clerk shall certify as to the adoption of this resolution.

APPROVED AND ADOPTED this 6th day of May 2026.

_____
AMANDA RICE, Mayor

ATTEST:

_____
JAMIE GRAY, Town Clerk



TOWN OF MAMMOTH LAKES SAFE STREETS AND ROADS FOR ALL (SS4A)

SAFETY ACTION PLAN

Kimley»Horn

Expect More. Experience Better.

FINAL REPORT

TOWN OF MAMMOTH LAKES SAFETY ACTION PLAN

Prepared for:

Town of Mammoth Lakes
Community Development Department
437 Old Mammoth Road, Suite 230
Mammoth Lakes, California 93546
(760) 965-3652

Prepared by:

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This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

March 2026

ACKNOWLEDGEMENTS

The Town of Mammoth Lakes' employees and partners were instrumental in the development, review, and refinement of this Safety Action Plan. The Town of Mammoth Lakes and Kimley-Horn would like to express their appreciation to the supporting staff and partners for their participation and contributions.

Town of Mammoth Lakes

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Annie Rinaldi, Mammoth Unified School District
Betsy Truax, Mammoth Tourism District
Brianna Goico, Chamber of Commerce
Bryan Winzenread, Caltrans
Caroline Britton, Mammoth Hospital and Eastside Velo
Casey O'Neill, Mammoth Unified School District
Chris Buehrer, US Forest Service
Dan Casabian, Mammoth Police Department
Fred Wong, US Forest Service
Kim Anaclerio, Mammoth Recreation

Community Stakeholders (Continued)

Lawson Reif, Mammoth Outdoor Recreation Manager
Paul McFarland, Mono County
Phil Moores, Eastern Sierra Transit Authority
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Silver Chesak, Owner of Foot Loose Sports
Tammy Bennett Nguyen, Mono County Office of Education
Tom Hodges, Mammoth Mountain Ski Area

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Alex Tang

STATUTORY NOTICE

23 U.S.C. § 409: US Code - Section 409: Discovery and admission as evidence of certain reports and surveys

Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

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List of Acronyms and Terminology

A	Suspected Serious Injury Collision
AASHTO	American Association of State Highway and Transportation Officials
ATP	Active Transportation Program
ARIDE	Advance Roadside Impaired Driving Enforcement
B	Non-incapacitating Injury Collision
BIL	Bipartisan Infrastructure Law
C	Possible Injury Collision
CA MUTCD	California Manual on Uniform Traffic Control Devices
CalEPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CCR	Critical Crash Rate
CEJST	Climate and Economic Justice Screening Tool
CMAQ	Congestion Mitigation and Air Quality
CMF	Crash Modification Factor
CRF	Crash Reduction Factor
CTC	California Transportation Commission
DAC	Disadvantaged Communities
DEV	Daily Entering Volume
DRE	Drug Recognition Expert
EO	Executive Order
EPDO	Equivalent Property Damage Only
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
GIS	Geographic Information System
HSIP	Highway Safety Improvement Program
HFST	High Friction Surface Treatment
HSM	Highway Safety Manual
IIP	Interregional Improvement Program

ITIP	Interregional Transportation Improvement Program
K	Fatal Collision
KA	Fatal and Severe Injury Crashes
LRSP	Local Roadway Safety Plan
LRSM	Local Roadway Safety Manual
MEV	Million Entering Vehicles
MUP	Multi-Use Path
NEV	Neighborhood Electric Vehicle
NHTSA	National Highway Traffic Safety Administration
NRSS	National Roadway Safety Strategy
O	No Injury Collision (Property Damage Only)
OTS	Office of Traffic Safety
PD	Police Department
PDO	Property Damage Only
RRFB	Rectangular Rapid Flashing Beacon
RIP	Regional Improvement Program
RSTP	Rural Surface Transportation Program
RTIP	Regional Transportation Improvement Program
R/W	Right-of-Way
SARC	School Accountability Report Card
SAP	Safety Action Plan
SB	Senate Bill
SHSP	Strategic Highway Safety Plan
SRTS	Safe Routes to School
SS4A	Safe Streets and Roads for All
STIP	State Transportation Improvement Program
SWITRS	Statewide Integrated Traffic Records System
TDM	Transportation Demand Model
TIMS	Transportation Injury Mapping System

US ACS	United States Census Bureau American Community Survey
USDOT	United States Department of Transportation
USFS	United States Forest Service
VMT	Vehicle Miles Traveled

1. INTRODUCTION

The Town of Mammoth Lakes is an established mountain community located in eastern California, approximately 35 miles southeast of Yosemite National Park. The Town has a population of approximately 7,600 residents, encompassing roughly 25 square miles. Mammoth Lakes welcomes up to 1.3 million and 1.5 million tourists in the respective winter and summer seasons[1], with as many as 40,000 people visiting the Town on peak days[2]. Mammoth Lakes' transportation network includes an extensive system of Town-maintained roadways that serve both residents and a substantial seasonal visitor population, with traffic control devices concentrated along key arterial and collector corridors.

The Town does not have a previous Safety Action Plan (SAP) developed. As such, this SAP identifies priority emphasis areas and systemic strategies that can be implemented to further improve safety for all roadway users. This SAP analyzes the most recent five years of available crash data spanning from January 1, 2020 through December 31, 2024, evaluating crash trends observed during the COVID-19 pandemic and in the years following as travel patterns and roadway conditions stabilized.

1.1. Safe Streets and Roads for All (SS4A) Program

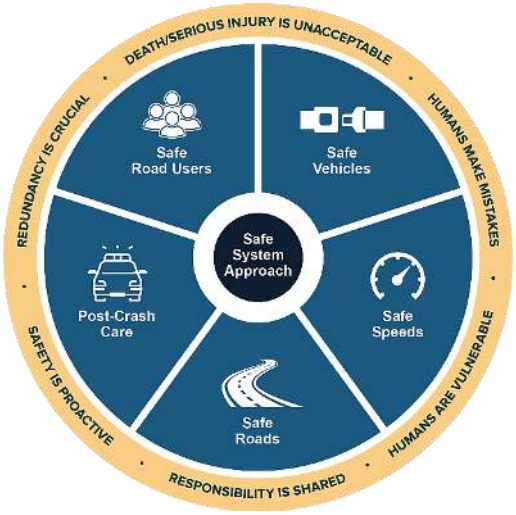
This SAP was prepared with funding from the Safe Street and Roads for All (SS4A) discretionary program. The Town of Mammoth Lakes received an SS4A planning grant to develop a new SAP. The Bipartisan Infrastructure Law (BIL) established the SS4A discretionary program to fund improvements and strategies to prevent roadway fatalities and serious injuries of all users of highways, streets, and roadways: pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micro-mobility users, and commercial vehicle operators. The SS4A program supports the U.S. Department of Transportation's (USDOT's) National Roadway Safety Strategy (NRSS) and a goal of zero roadway deaths using a Safe System Approach. The program includes $5 billion in appropriated funds over five years: 2022-2026. This SAP meets eligibility requirements that allow local jurisdictions to apply for implementation grants and additional funding through the USDOT SS4A discretionary program.

[1] Mammoth Facts: Town of Mammoth Lakes Fact Sheet, Town of Mammoth Lakes.
[2] Walk, Bike, Ride Action Plan, Town of Mammoth Lakes, June 2017.

1.2. Safe System Approach

The USDOT has adopted a Safe System Approach as the guiding paradigm to address roadway safety. The Safe System Approach has been embraced as an effective way to address and mitigate the risks inherent in our complex transportation system. It works by building and reinforcing multiple layers of protection to both prevent crashes from happening in the first place and minimize the harm caused to those involved when crashes do occur. The Safe System Approach is founded on the principles that humans make mistakes and that human bodies have limited ability to tolerate crashes. It provides a holistic and comprehensive approach to roadway safety and is governed by the framework shown in **Figure 1**. The Safe System Approach is a shift from the conventional approach to roadway safety because it focuses on both human mistakes and human vulnerability, and designs for a system with many redundancies in place to protect everyone.

Figure 1 — USDOT Safe System Approach



1.3. National Roadway Safety Strategy (NRSS)

USDOT's NRSS is a comprehensive approach to reduce fatal and serious injuries on highways, roads, and streets. This strategy outlines the USDOT's long-term goal of reaching zero roadway fatalities, the adoption of the Safe System Approach, and actions the department will take to target urgent problems. The NRSS states that across the nation, rural roads face safety impacts that largely outnumber their relative population and number of miles traveled. This leads to a fatality rate that is approximately two times higher on rural roads than on urban roads.

1.4. What is a SAP?

A SAP is intended to result in holistic, well-defined strategies intended to reduce roadway fatalities and serious injuries within a specific locality, tribal area, or region. SAPs can take many forms; however, to be eligible for Implementation and/or Planning and Demonstration funding through the USDOT SS4A discretionary grant program, the SAP is required to be completed within the time period specified for the Notice of Funding Opportunity (NOFO) period (generally within the last five years) and must include the following two components: (1) Safety Analysis and (2) Strategy and Project Selections, as well as at least three of the following elements:

- Leadership commitment and goal setting
- Planning structure
- Engagement and collaboration
- Policy and process changes
- Progress and transparency

More information about SAPs is available on the USDOT SS4A website.

This SAP uses a risk factor analysis to identify and prioritize locations for proactive safety improvements that can be implemented by the Town of Mammoth Lakes, allowing practitioners to make informed, prioritized safety decisions. The recommendations focus on systemic

transportation improvements with high crash reduction benefits and include proven safety countermeasures.

The planning process takes constraints within the local roadway network into consideration and incorporates feedback from the Town of Mammoth Lakes Public Works team and local stakeholders including partners within the Five Es of traffic safety defined by the California Strategic Highway Safety Plan (SHSP): Engineering, Enforcement, Education, Emergency Response, and Emerging Technologies. While engineering improvements can make the roadways safer, engineering improvements alone cannot prevent all motor vehicle crashes. According to the National Highway Traffic Safety Administration (NHTSA), over 90 percent of all crashes are the result of driver-related factors. Because such a high percentage of crashes are a result of driver-related factors, making roadways safer requires input from all five Es.

1.5. Document Organization

The SAP is organized into the following sections:

- **Section 1** presents an introduction to the SAP.
- **Section 2** presents the vision, goal, and objectives for the SAP.
- **Section 3** presents the project stakeholder engagement.
- **Section 4** describes the results of public outreach.
- **Section 5** reviews Town planning documents and policies.
- **Section 6** the SAP development process including guidance documents and analysis techniques.
- **Section 7** contains the SAP data sources.
- **Section 8** provides a summary of safety trends.
- **Section 9** includes recommended engineering and non-infrastructure countermeasures.
- **Section 10** summarizes the evaluation and implementation of the safety countermeasures, as well as potential funding sources.
- **Section 11** identifies next steps**.**
- **Appendices**

2. VISION, GOAL, AND OBJECTIVES

The Town of Mammoth Lakes SAP evaluates the transportation network as well as non-infrastructure programs and policies within the Town. Mitigation measures are evaluated using criteria to analyze the safety of road users (drivers and passengers, bicyclists, and pedestrians), the interaction of modes, influences on the roadway network from adjacent municipalities, and the potential benefits of safety countermeasures. This effort is intended to use historical data to identify trends and develop a toolbox of countermeasures applicable to conditions in the Town that can be used for proactive identification and implementation of opportunities, without relying solely on a reaction and response to crashes as they occur.

The Federal Highway Administration (FHWA) maintains a list of Proven Safety Countermeasures. The list currently has 20 Proven Safety Countermeasures, and SAPs are included on the list of 20 Proven Safety Countermeasures. Implementation of SAPs has improved safety in local jurisdictions across the country by providing a guide for local jurisdictions to systemically address the conditions that lead to fatal and severe injury crashes. They provide a locally developed and customized roadmap to directly address the most common safety challenges in the given jurisdiction. Following discussions with the Town's staff and a review of existing plans and policies for the area, the following Vision, Goal, and Objectives have been established for this project.

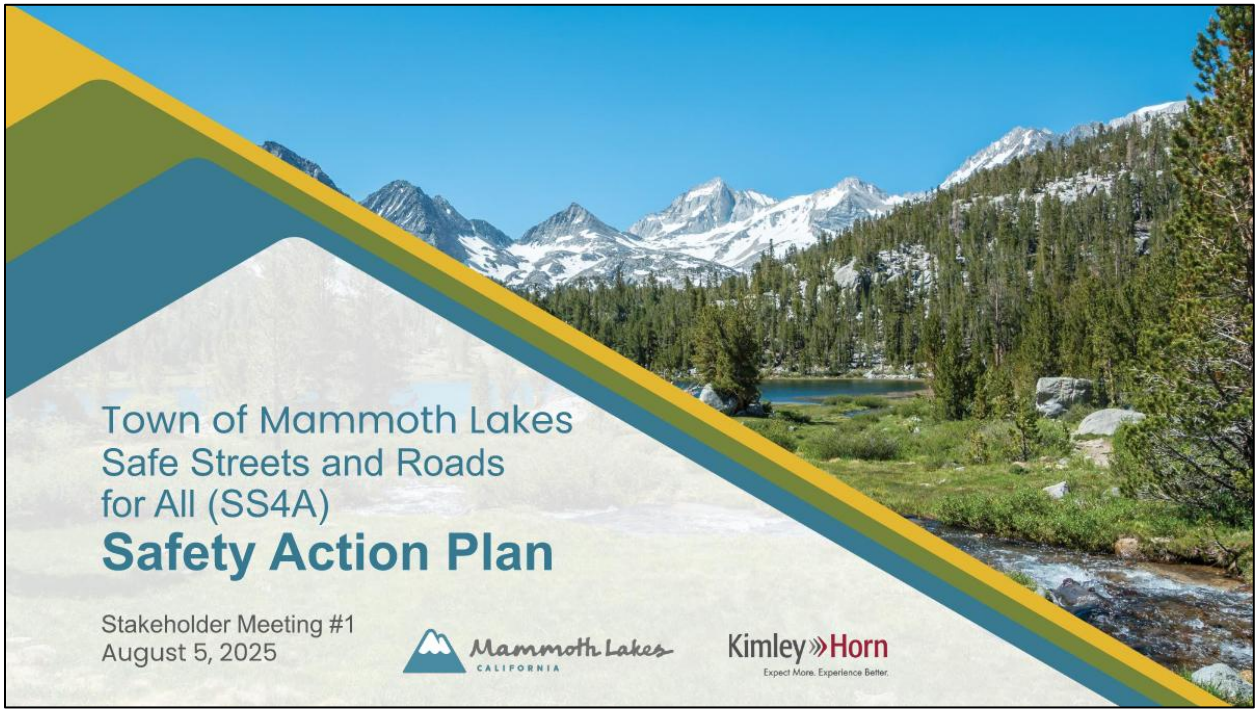
Vision:	**Support the California vision of eliminating traffic-related fatalities and severe injuries by creating a proactive, community-driven, and implementable safety program for all road users in the Town of Mammoth Lakes.**
Goal:	Identify and prioritize actionable transportation safety projects and policy initiatives—based on crash data, known safety concerns, and community input—that can be immediately advanced, incorporated into the Town's Capital Improvement Program (CIP), and positioned for grant funding.
Objectives:	▪ **Identify and prioritize high-risk locations and systemic safety issues** using crash data analysis and known concerns, including speeding, e-bike safety, snow removal operations, parking management in the Lakes Basin, and pedestrian safety. ▪ **Explore how safety challenges can be addressed through new policies and programs**, including school crossing guards and E-bike safety. ▪ **Develop a short list of implementable safety projects** suitable for near-term CIP inclusion and competitive state and federal safety grants, ensuring the plan directly informs funding and implementation decisions. ▪ **Identify cost-effective and scalable systemic countermeasures** that can be applied systemwide (e.g., speed management treatments, high-visibility pedestrian improvements, flashing yellow arrows, retroreflective backplates, leading pedestrian intervals, and e-bike-specific safety treatments). ▪ **Promote safe, equitable, and multimodal mobility** for residents, visitors, and employees, with particular focus on pedestrians, bicyclists, and e-bike users. ▪ **Encourage participation from local businesses, community members, and partner agencies** to support education, outreach, coordination with agencies such as the United States Forest Service (USFS), and shared responsibility for roadway safety. ▪ **Document procedures for ongoing crash data monitoring and performance tracking** to support continuous improvement and future updates.

3. STAKEHOLDER ENGAGEMENT

Project stakeholders were identified and included in the development of the SAP to maintain a local perspective. The project stakeholder group was comprised of staff from various Town departments as well as key community members. A complete list is available in the acknowledgements on Page iii**.** The stakeholder group provided input on safety challenges in the Town and reviewed the draft SAP. Numerous strategic safety projects in this SAP were identified through discussions and collaboration with the stakeholder group. The stakeholder group will continue to be engaged as Town staff move forward with these projects in coordination with the school district, fire district, and police department. It is anticipated that Town staff will also coordinate with the stakeholder group to monitor the Town's safety performance moving forward.

These stakeholders were called together to offer insight on the safety challenges present in the Town's transportation network. The stakeholder group first met virtually on August 5th, 2025 for an overview of the project and to provide initial comments on road safety in Mammoth Lakes (**Figure 2**). The stakeholder group met in-person on October 27th, 2025 to review the results of the network screening analysis, in-person community event, and provide comments about case study locations.

Figure 2 — Town of Mammoth Lakes Stakeholder Meeting



The stakeholder group identified the following safety topics:

- The crash data collected by the Mammoth Lakes Police Department (PD) is understood to be incomplete. Most crashes which result in property damage only are not reported to Mammoth PD. The stakeholder group understands that more crashes occur on Town roads than are represented in the SAP.

- E-bike safety along Lake Mary Road and elsewhere across the Town continues to be a challenge area for the Town. This includes both tourists and community members.
- Meridian Boulevard has observed speed exceeding the posted speed by over 20 mph.
- The intersection of Meridian Boulevard and Sierra Park Road is a priority for the Town and the schools in the area. The Town is considering establishing a crossing guard program to ensure student safety during school peak hours.
- Some drivers mistake the transverse striped crosswalks on Old Mammoth Road and other areas in the Town as stop bars and stop at an uncontrolled intersection resulting in rear-end crashes.
- On the one-way section of Lakeview Boulevard and Rainbow Avenue, vehicles are parked on both sides of the road despite signage and ticketing near the Canyon ski lift during the ski season. These parked cars block the road, restricting access for emergency response vehicles. In emergencies, these vehicles must be towed, which is cumbersome as the Town has one tow company who tows to a small impound lot.
- The Mammoth Middle School driveway (near College Parkway on Meridian Boulevard) has large embankments on both sides limiting sight distance to trail users.
- The Town does not currently use thermoplastic striping but is researching the best practices for recessed thermoplastic striping from other jurisdictions in California that have snow conditions.

4. PUBLIC OUTREACH

4.1. Introduction

Kimley-Horn's Public Engagement Plan for the Town of Mammoth Lakes SAP included strategies and activities to reach a broad cross-section of the community throughout the Town. The plan included one in-person community engagement event, focused on identifying intersection/corridor needs and opportunities which is further detailed in this report.

Prior to launching the public-facing effort, the Town of Mammoth Lakes and Kimley-Horn teams met to discuss and plan out key project deliverables and how public engagement would inform and support these efforts.

The outreach occurred between August and December 2025 and consisted of three main components:

1. In-person pop-up event (Winter Expo)
2. Online survey for public input in multiple languages
3. Online Interactive Map hosted on *PublicCoordinate* which the public identified areas of concern throughout the Town.

Public engagement officially launched on August 1, 2025, when the online material became available.

On October 2, 2025, the team attended the pop-up event held at the Town of Mammoth Lakes' second annual Winter Expo held at the Community Recreation Center. The event has open ice skating as well as over ten booths comprised of various topics such as parks and recreation and youth hockey sign-up. Kimley-Horn staff engaged with attendees of the Winter Expo to gather feedback and capture community concerns on comment cards and encouraged feedback through the online survey.

The online survey was also promoted through the Town's various communication channels, including a webpage, e-newsletters, and the palm cards/poster boards created for the pop-up event. A record of public comments is included in **Appendix A**.



4.2. In-Person Event Summaries

The following is a detailed account of the in-person pop-up event held throughout the service area.



Pop-up event at Winter Expo 10/02/2025



Pop-up event at Winter Expo 10/02/2025

4.2.1. Winter Expo – October 2, 2025

5:00 pm – 7:30 pm

Kimley-Horn kicked off the engagement pop-ups for the Town of Mammoth Lakes at the second annual Winter Expo held at the Community Recreation Center, with a large proportion of attendees at this event being local residents. Interactive map poster boards were stationed at the in-person event, allowing participants to visualize the study area and place numbered dots where they experienced traffic related challenges or would benefit from safety improvements in those areas throughout the Town. There were also palm cards available with project information and a link to the online materials (survey and PublicCoordinate site).

Three map poster boards were up on display and had moderate engagement. Engagement yielded:

- Approximately 30 total people surveyed
- 24 poster board map interactions
- A handful of very passionate residents, verbally shared concerns and suggestions
- Distributed over 40 postcards with a QR code to the online survey

Public comments received at the Winter Expo are included in **Appendix A**.

4.3. Online Community Survey Responses

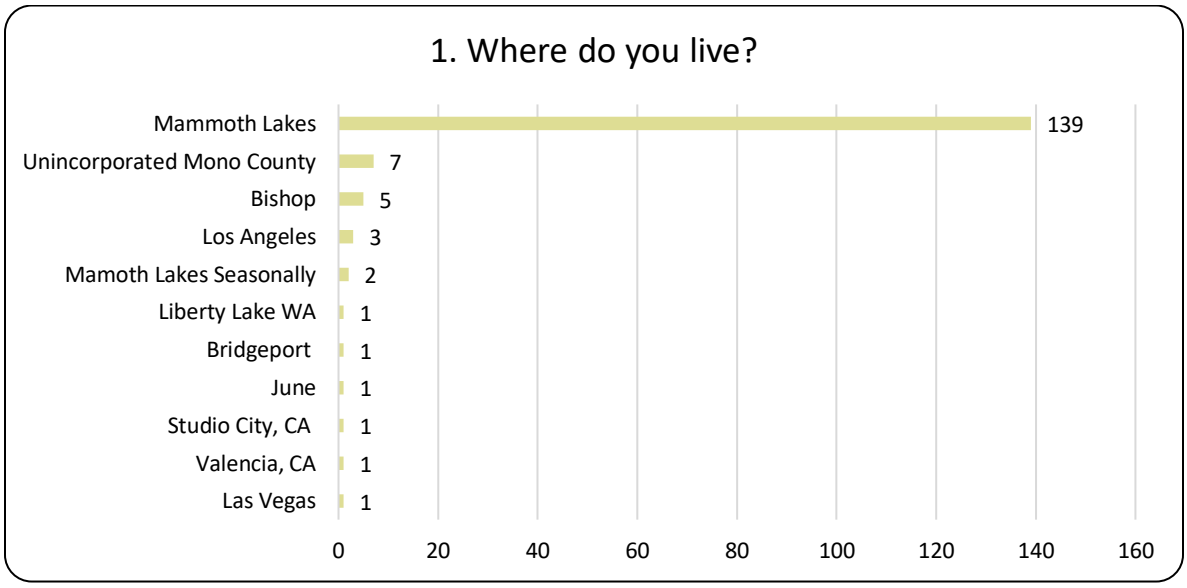
The in-person and online engagement resulted in a total of 162 survey respondents. Outreach efforts at the Winter Expo yielded in-person responses, while the online survey received the most input after the email to town residents was sent out with links to the website and survey. The website received 111 site-specific comments.

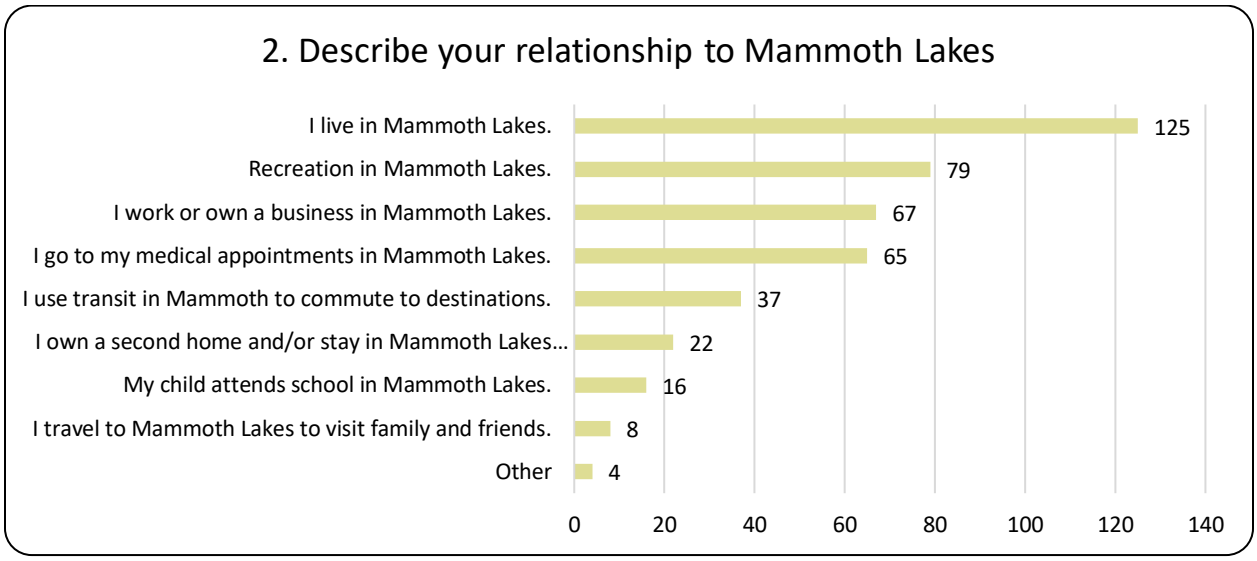
4.3.1. Online Map & Survey Engagement

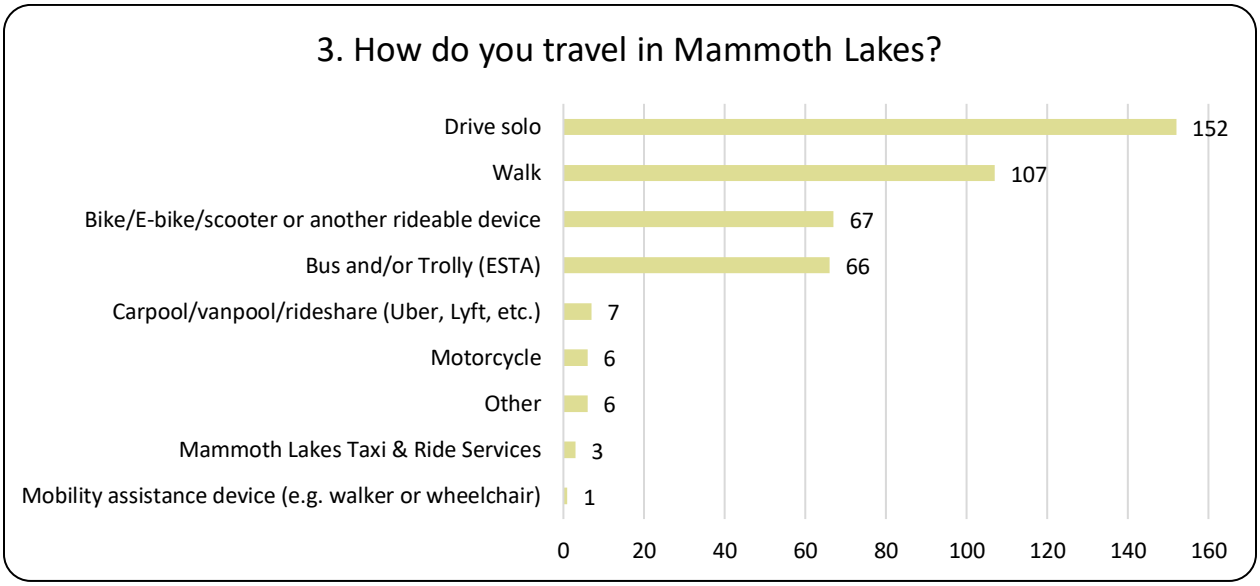
The online survey collected from various efforts revealed that most respondents (86%) indicated that they reside in the Town of Mammoth Lakes. Approximately 4% of survey respondents live in unincorporated Mono County and 3% live in Bishop. A large proportion of respondents engage in recreation in Mammoth Lakes, work or own a business in the Town.

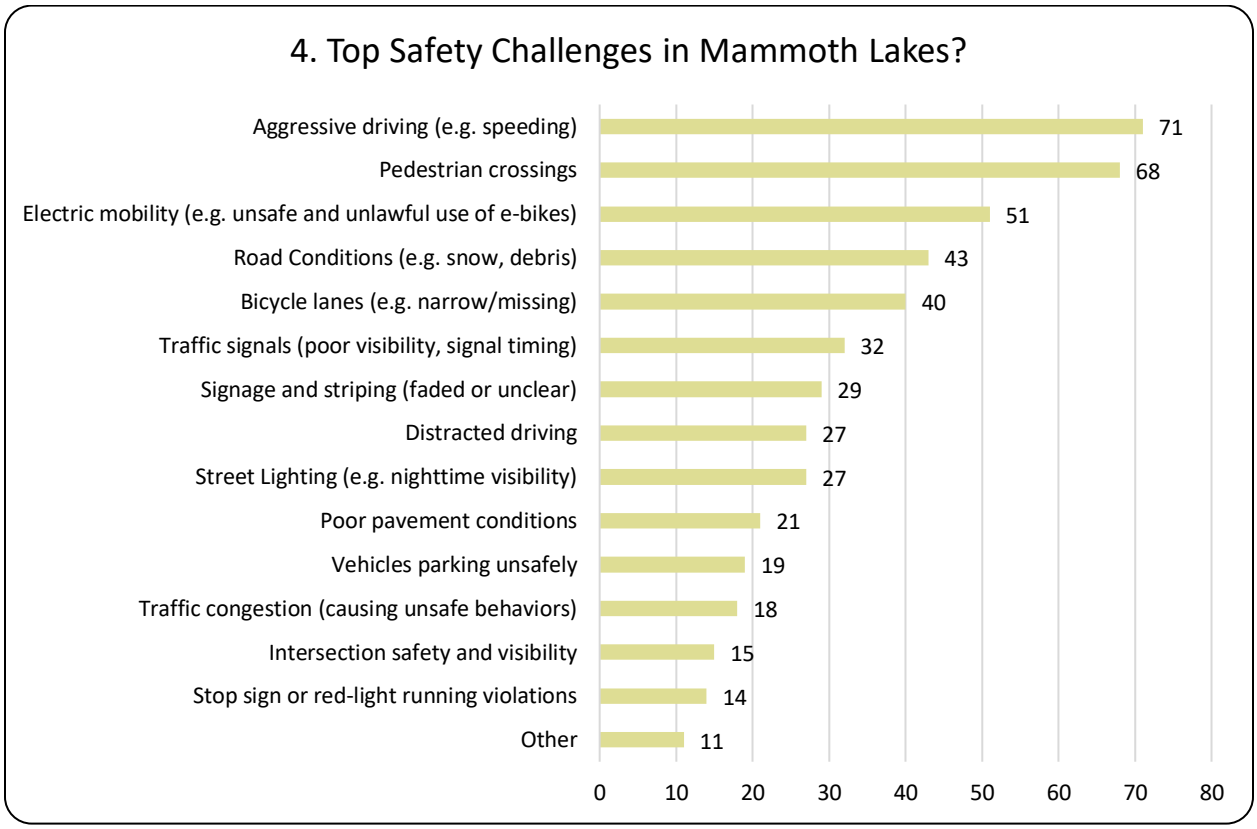
Survey respondents were asked to choose the top three challenges they face while travelling through Mammoth Lakes. The top three challenges experienced by survey respondents were: 1) aggressive driving (speeding), 2) pedestrian crossing concerns, and 3) electric mobility (unsafe and unlawful use of e-bikes). Many of the other challenges listed on the online survey received large numbers of votes.

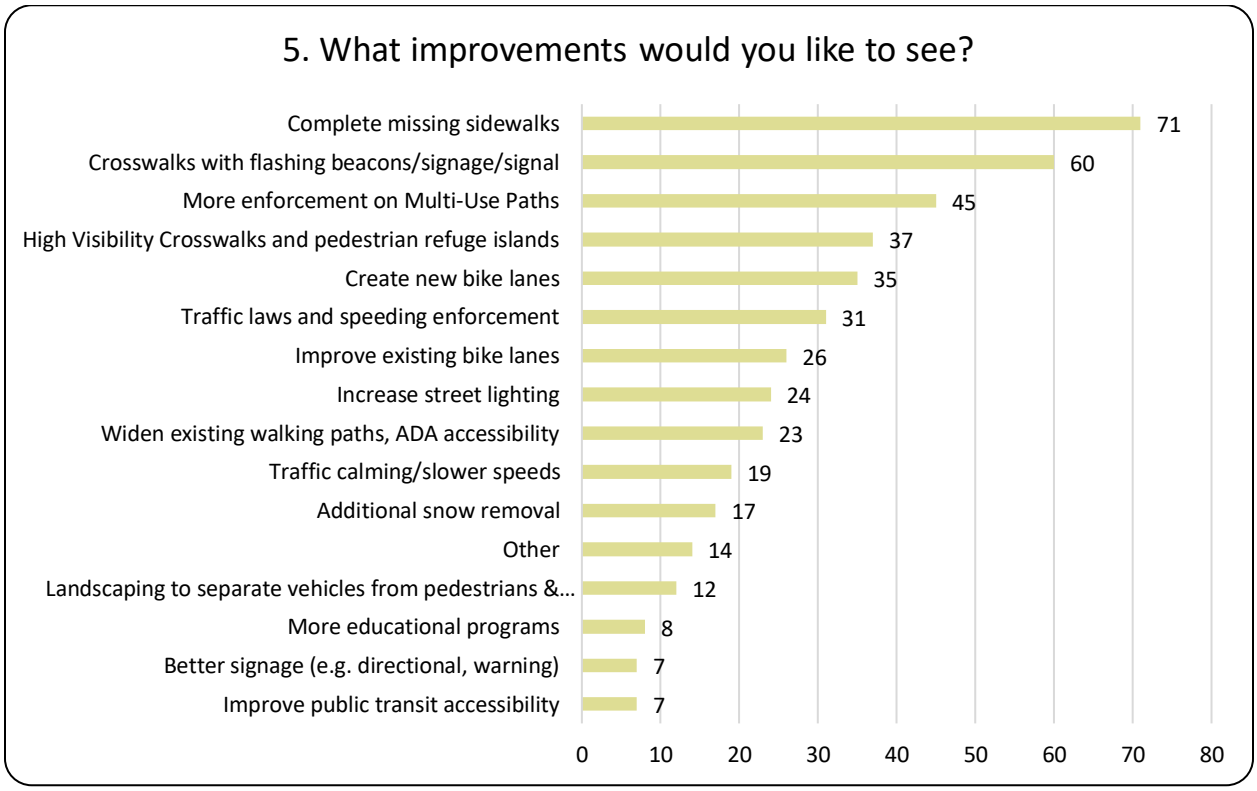
The following charts show the responses to the nine survey questions. It should be noted several questions allowed respondents to select multiple responses but did not ask respondents to rank them. Therefore, the total number of responses shown can be more than the total number of completed surveys for the aforementioned reason.

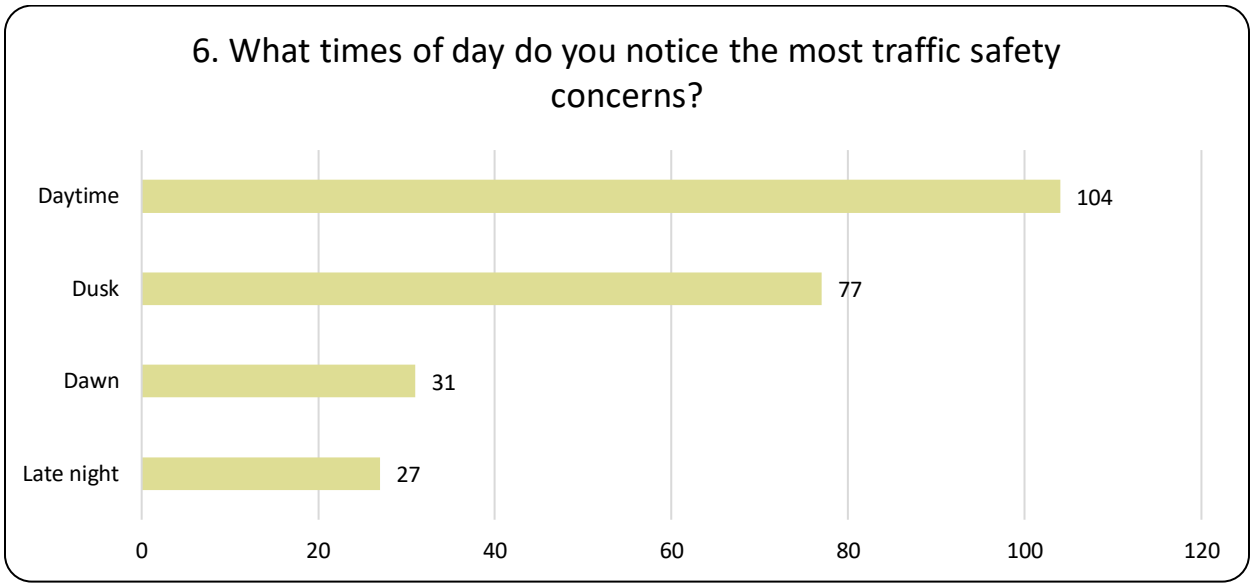


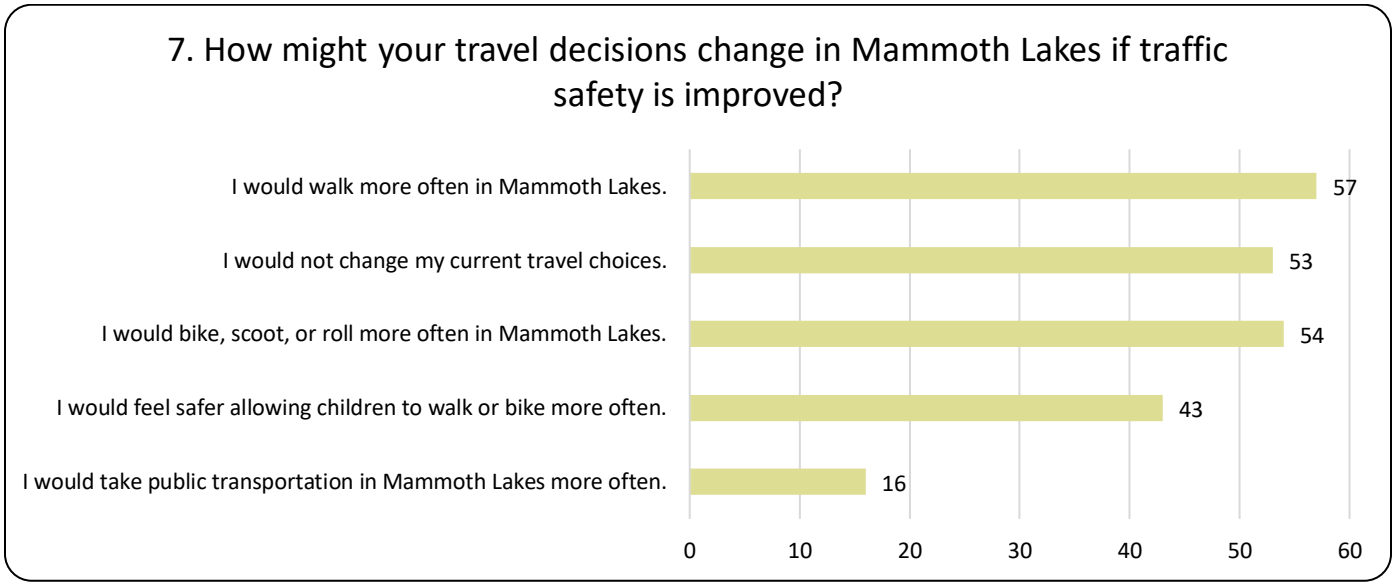

2. Describe your relationship to Mammoth Lakes
I live in Mammoth Lakes.
125
Recreation in Mammoth Lakes.
79
I work or own a business in Mammoth Lakes.
67
I go to my medical appointments in Mammoth Lakes.
65
I use transit in Mammoth to commute to destinations.
37
I own a second home and/or stay in Mammoth Lakes...
22
My child attends school in Mammoth Lakes.
16
I travel to Mammoth Lakes to visit family and friends.
8
Other
4
0
20
40
60
80
100
120
140

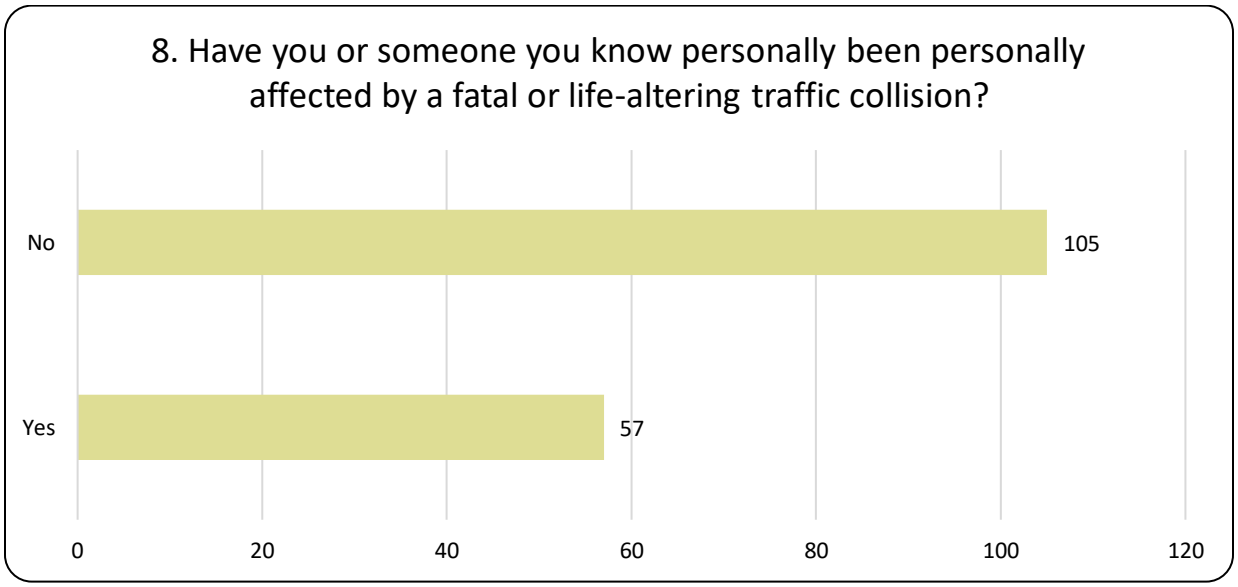

3. How do you travel in Mammoth Lakes?
Drive solo
152
Walk
107
Bike/E-bike/scooter or another rideable device
67
Bus and/or Trolly (ESTA)
66
Carpool/vanpool/rideshare (Uber, Lyft, etc.)
7
Motorcycle
6
Other
6
Mammoth Lakes Taxi & Ride Services
3
Mobility assistance device (e.g. walker or wheelchair)
1
0
20
40
60
80
100
120
140
160

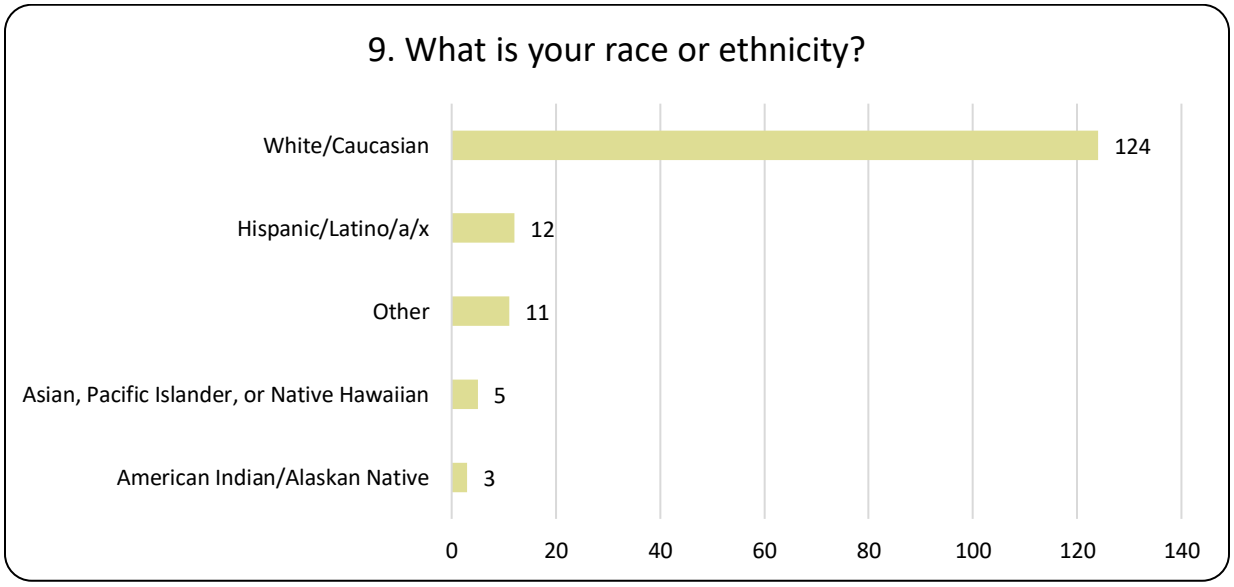

4. Top Safety Challenges in Mammoth Lakes?
Aggressive driving (e.g. speeding) 71
Pedestrian crossings 68
Electric mobility (e.g. unsafe and unlawful use of e-bikes) 51
Road Conditions (e.g. snow, debris) 43
Bicycle lanes (e.g. narrow/missing) 40
Traffic signals (poor visibility, signal timing) 32
Signage and striping (faded or unclear) 29
Distracted driving 27
Street Lighting (e.g. nighttime visibility) 27
Poor pavement conditions 21
Vehicles parking unsafely 19
Traffic congestion (causing unsafe behaviors) 18
Intersection safety and visibility 15
Stop sign or red-light running violations 14
Other 11
0 10 20 30 40 50 60 70 80


5. What improvements would you like to see?
Complete missing sidewalks 71
Crosswalks with flashing beacons/signage/signal 60
More enforcement on Multi-Use Paths 45
High Visibility Crosswalks and pedestrian refuge islands 37
Create new bike lanes 35
Traffic laws and speeding enforcement 31
Improve existing bike lanes 26
Increase street lighting 24
Widen existing walking paths, ADA accessibility 23
Traffic calming/slower speeds 19
Additional snow removal 17
Other 14
Landscaping to separate vehicles from pedestrians &... 12
More educational programs 8
Better signage (e.g. directional, warning) 7
Improve public transit accessibility 7
0 10 20 30 40 50 60 70 80


6. What times of day do you notice the most traffic safety concerns?
Daytime
104
Dusk
77
Dawn
31
Late night
27
0
20
40
60
80
100
120


7. How might your travel decisions change in Mammoth Lakes if traffic safety is improved?
I would walk more often in Mammoth Lakes.
57
I would not change my current travel choices.
53
I would bike, scoot, or roll more often in Mammoth Lakes.
54
I would feel safer allowing children to walk or bike more often.
43
I would take public transportation in Mammoth Lakes more often.
16
0
10
20
30
40
50
60


8. Have you or someone you know personally been personally affected by a fatal or life-altering traffic collision?
No
105
Yes
57
0
20
40
60
80
100
120


9. What is your race or ethnicity?
White/Caucasian
124
Hispanic/Latino/a/x
12
Other
11
Asian, Pacific Islander, or Native Hawaiian
5
American Indian/Alaskan Native
3
0
20
40
60
80
100
120
140

4.3.1.1. Key Themes from the Survey Results

Online surveys collected from various efforts revealed that eighty-six percent of the respondents live within the Town of Mammoth Lakes. The largest proportion of respondents noted that they mainly depend on vehicles as their primary mode of travel, though a large proportion also walk. When asked to identify their top three areas of traffic safety challenges when it came to traveling throughout the Town, most individuals noted concerns with aggressive driving, pedestrian crossings, and electric mobility (E-bikes). Other key themes from the 162 surveys completed are as follows:

1. **Street Lighting/Nighttime Visibility** – pedestrian and vehicle safety along roadways at night was a concern
2. **Unsafe Vehicle Speeds** - Concerns about speeding drivers, especially on Main Street and by the Village.
3. **Snow Removal/Icy Roads** - snow banks can obstruct sight distance and pavement markings. Walking around the Town is difficult in winter conditions.
4. **Parking Enforcement** – vehicles illegally parking by Davison Rd/Rainbow Ln or unsafely parked on Forest Trail.
5. **Pedestrian Crossings** – pedestrians have witnessed vehicles not yielding to pedestrians in the crosswalk, despite the flashing beacons along Main St or the pedestrian signal by the village being activated.
6. **School Safety** – respondents note that the intersection of Meridian Road and Sierra Park Rd can get congested during school drop-off and pickup times. A crossing guard could help safely facilitate students through the area and potentially ensure more efficient vehicle operations.
7. **Road Maintenance and Infrastructure** - A need for better road quality and safe infrastructure for all road users, especially at high-traffic points.

4.3.1.2. Community Map

The online public engagement website also contained a community map where respondents selected locations within the Town where they experienced traffic safety issues and identified the specific issue(s) from a list of pre-populated challenges (**Figure 3**). The community map received 111 posts, and 132 instances of engagement. Approximately 49% of comments were regarding pedestrian safety and 29% were focused on vehicle safety. Bicycle safety concerns accounted for 12% of comments and included comments about E-bikes.

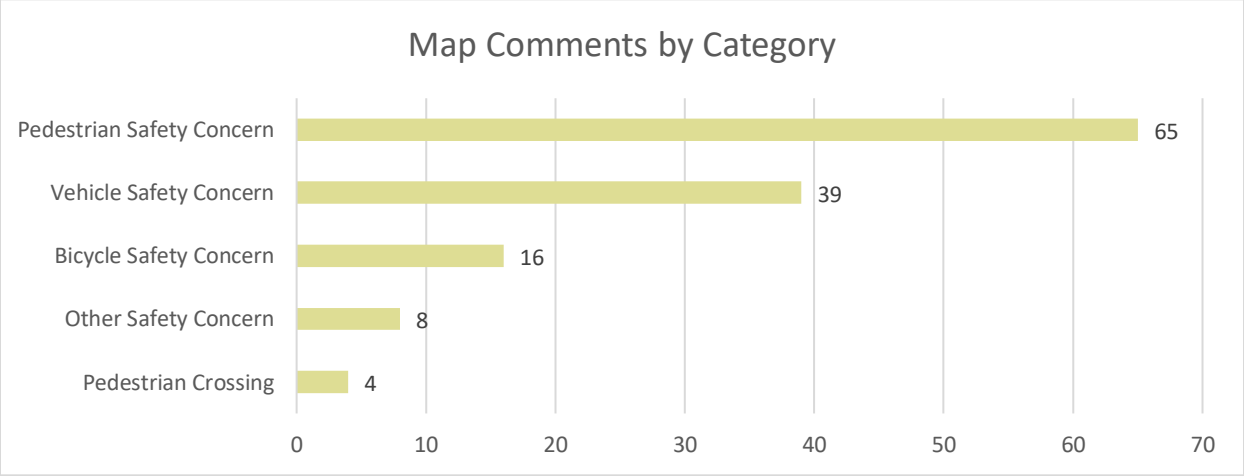
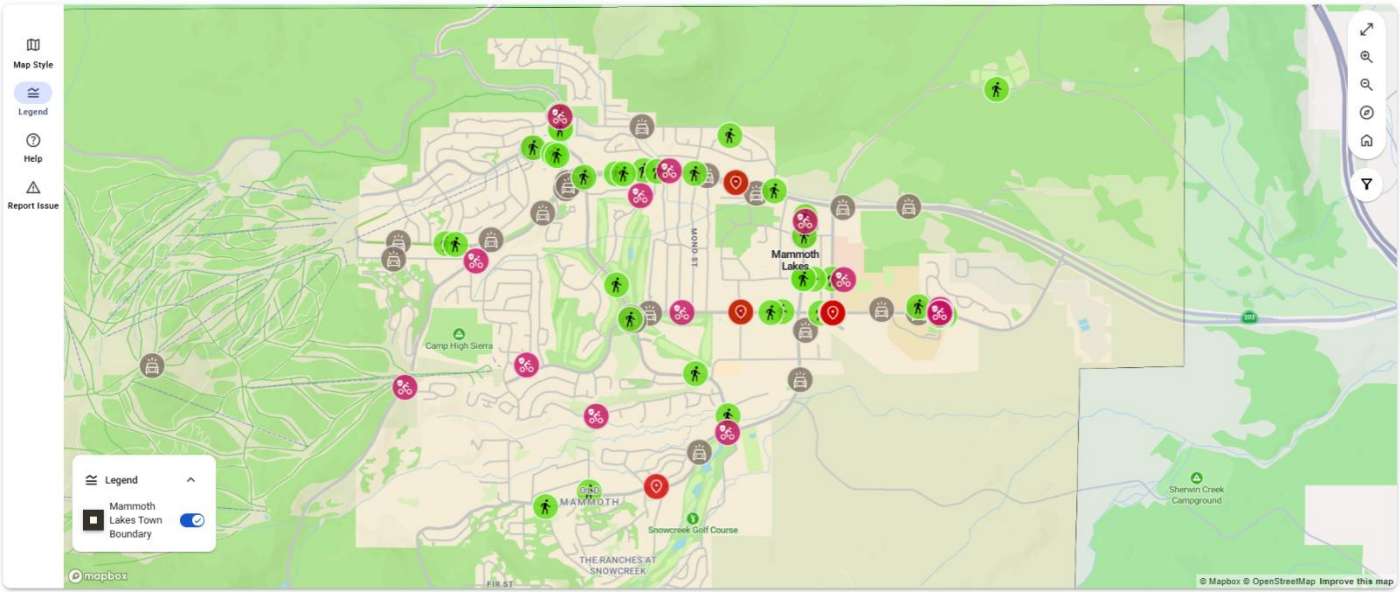


Figure 3 — Social Pinpoint Community Map Online Interface



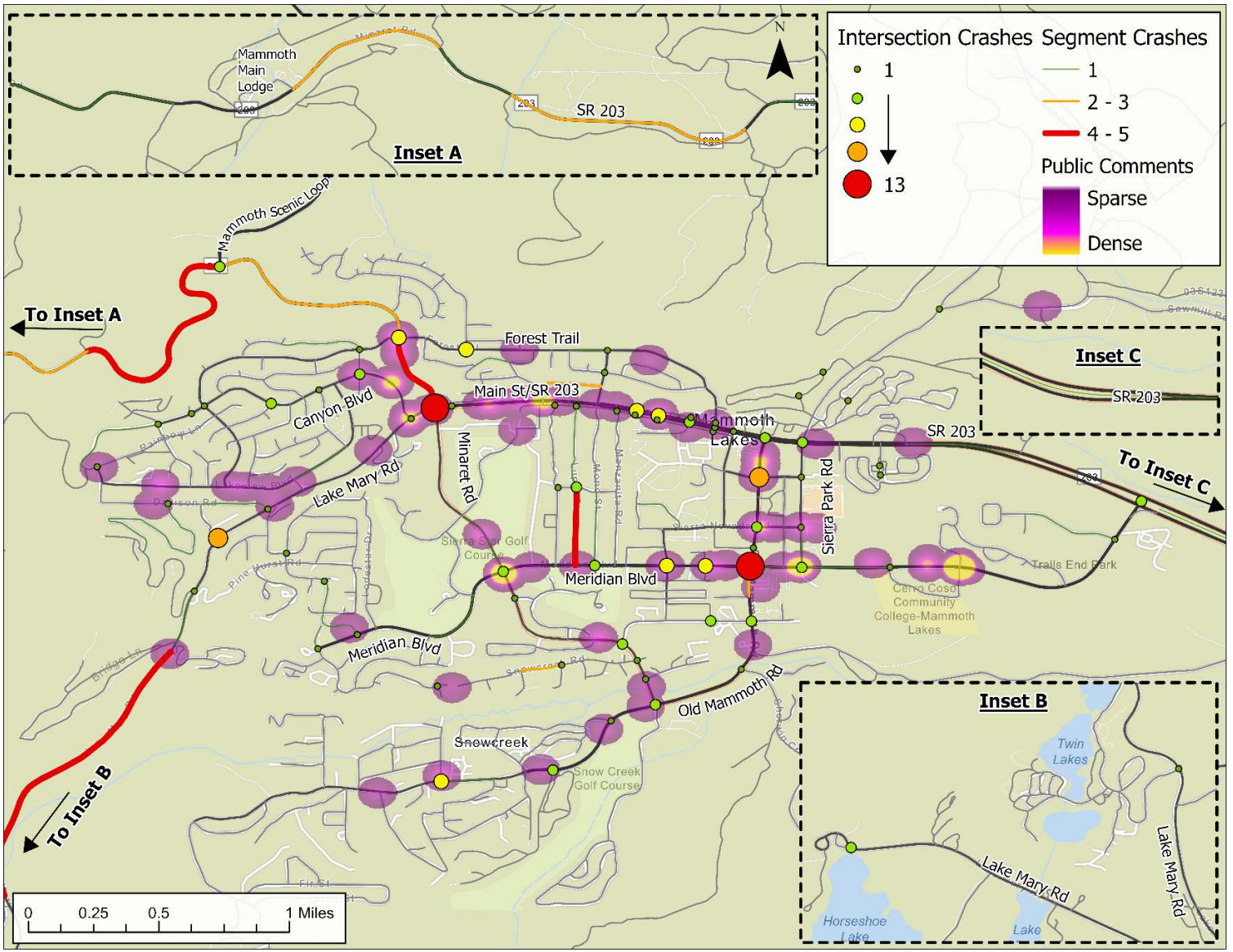
A few areas within the Town saw concentrated responses from residents. The following locations were among the areas with the highest density of map pins placed.

- Old Mammoth Road approaching Main Street
- Main Street near Mountain Boulevard
- Meridian Road and Sierra Park Road
- Canyon Boulevard by the Village
- Meridian Road and Minaret Road
- Meridian Road and Wagon Wheel

The comment with the most upvotes was: *There should be a sidewalk on the south side of Main Street. Seen many close calls with cars and people here, especially in the winter.*

All feedback received from the online map was cross referenced with the crash locations for signalized intersections, non-signalized, and roadway segments and was used to inform recommended safety treatments presented in the following sections of the report. A map of the public comments overlaid with crash data is presented in **Figure 4**.

Figure 4 — Map of Public Comments Compiled with Crashes



Source: Town of Mammoth Lakes Crash Database (2020 – 2024).

5. REVIEW OF TOWN PLANNING DOCUMENTS

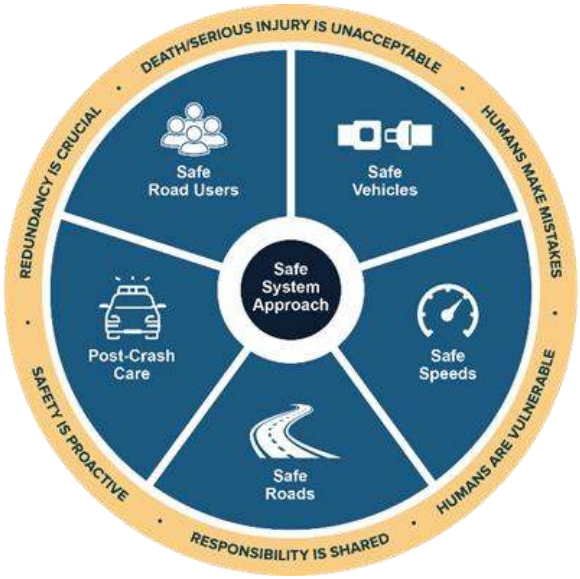
Existing plans, policies, and projects that were recently completed, planned, or are on-going within the Town were compiled at the start of the SAP process in order to gain perspective on the existing efforts for transportation safety-related improvements within the Town. High-level key points regarding transportation improvements and safety-related topics were identified to inform decision making in this SAP.

- Town of Mammoth Lakes Traffic Management Plan, 2009
- Town of Mammoth Lakes General Plan Mobility Element, 2016
- Mammoth Lakes Walk, Bike, Ride, 2017
- Town of Mammoth Lakes Holiday Haus Report
- Town of Mammoth Lakes Inn at the Village Report
- Town of Mammoth Lakes Trail System Master Plan, 2011
- Town of Mammoth Lakes Parks and Recreation Master Plan, 2012

The Town of Mammoth Lakes seeks to improve roadway safety by implementing the **Safe System Approach**. The Safe System Approach, as defined in the California Department of Transportation (Caltrans) SHSP, is built upon the following principles[3]:

- Death and serious injuries are unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial

While engineering countermeasures are a critical part of preventing fatal and severe injury crashes, the Town also recognizes that policy plays a key role in safety as well. The Town performed a literature review of relevant policies and programs to identify other means by which the Safe System Approach and road safety could be further established. **Appendix B** presents a summary of local programs, policies, and practices as well as considerations of how they can be improved or enhanced to further support and prioritize road safety.



Source: *What Is a Safe System Approach?* USDOT 2022.

[3] 2020-2024 SHSP – Jan 2023 (PDF), Caltrans. January 2023. dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/shsp/2023-shsp-full-report-2020-2024-a11y.pdf

6. PROCESS

Providing safe, sustainable, and efficient mobility choices for their residents and visitors is a primary goal for the Town and their safety partners. The Town collaborated and discussed with safety partners to develop the SAP and will continue to do so in its implementation.

Guidance on the SAP process is provided at both the national and state levels through the FHWA and Caltrans, respectively. Both agencies have created a basic framework of data and recommendations for inclusion in a SAP.

The FHWA encourages:

- Leadership Commitment & Goal Setting: A jurisdiction formally commits to a zero-fatality goal with a clear target date or reduction timeline.
- Planning Structure: A designated committee or team oversees development, implementation, and monitoring of the Action Plan.
- Safety Analysis: Existing crash data and conditions are analyzed to identify trends, contributing factors, and high-injury network locations.
- Engagement & Collaboration: The Plan incorporates robust public and stakeholder input and aligns with other jurisdictions' plans where applicable.
- Policy & Process Changes: Existing policies and standards are reviewed and revised to better prioritize transportation safety.
- Strategy & Project Selections: Data-driven strategies and prioritized projects are identified to address key safety issues using a Safe System Approach.
- Progress & Transparency: The jurisdiction reports progress annually and publicly posts updates and the Action Plan to ensure accountability.

Caltrans guidance follows a similar outline with the following steps:

1. Establish leadership
2. Analyze the safety data
3. Determine emphasis areas
4. Identify strategies
5. Prioritize and incorporate strategies
6. Evaluate and update the SAP

This SAP documents the results of data and information obtained, including the vision, goals, and objectives for the SAP; existing safety efforts; crash analyses; emphasis areas; the Town's existing countermeasure toolbox; and potential countermeasures for select case study locations. The development of the SAP recommendations considers the Five Es of traffic safety defined by the California SHSP: Engineering, Enforcement, Education, Emergency Response, and Emerging Technologies throughout its process.

6.1. Guiding Manuals

The following section describes the analysis process undertaken to evaluate safety within the Town at a systemic level. Using a network screening process, locations within the Town that will most likely benefit from safety enhancements were identified. Using historic crash data, crash risk factors for

the entire network are derived. The outcomes will inform the identification and prioritization of engineering and non-infrastructure safety countermeasures that address certain roadway characteristics and related behaviors that contribute to motor vehicle crashes as well as active transportation users.

This process uses the latest national and state best practices for statistical roadway analysis described in the following sections.

6.1.1. Local Roadway Safety: A Manual for California's Local Road Owners

The purpose of the Local Roadway Safety: A Manual for California's Local Road Owners (Version 1.7, April 2024) (LRSM) is to encourage local agencies to pursue a proactive approach to identifying and analyzing safety issues, while positioning themselves to be eligible for competitive federal, state, and local grant programs for project implementation funding opportunities. A proactive approach is defined as analyzing the safety of the entire roadway network through either a one-time, network wide analysis, or by routine analyses of the roadway network.

According to the LRSM, "Caltrans – Division of Local Assistance is responsible for administering California's federal safety funding intended for local safety improvements."

To provide the most benefit and to be competitive for grant funding, the analysis leading to countermeasure selection should focus on both intersections and roadway segments and be considerate of roadway characteristics and traffic volumes. The result should be a list of locations that are most likely to benefit from implementation of cost-effective countermeasures, preferably prioritized by benefit/cost ratio. The LRSM suggests using a mixture of quantitative and qualitative measures to identify and rank locations that considers both crash frequency and crash rates. These findings should then be screened for patterns such as crash types and severity to aid in the determination of issues causing higher numbers of crashes and the potential countermeasures that could be most effective. Qualitative analysis should include field visits and a review of existing roadway characteristics and devices. The specific roadway context can then be used to assess what conditions may increase safety risk at the site and systematic level.

Countermeasure selection should be supported using Crash Modification Factors (CMFs). These factors are the peer reviewed product of before and after research that quantifies the expected rate of crash reduction that can be expected from a given countermeasure. If more than one countermeasure is under consideration, the LRSM provides guidance on how to apply CMFs appropriately.

6.1.2. Highway Safety Manual

The American Association of State Highway and Transportation Officials (AASHTO) Highway Safety Manual (HSM), published in 2010, presents a variety of methods for quantitatively estimating crash frequency or severity at a variety of locations. This four-part manual is divided into Parts: A) Introduction, Human Factors, and Fundamentals, B) Roadway Safety Management Process, C) Predictive Method, and D) Crash Modification Factors.

Chapter 4 of Part B of the HSM discusses the network screening process. The network screening process is a tool for an agency to analyze their entire network as well as identify and rank locations that (based on the implementation of a countermeasure) are most to realize a reduction in the frequency of crashes.

The HSM identifies five steps in this process:

1. **Establish Focus:** Identify the purpose or intended outcome of the network screening process. This decision will influence data needs, the selection of performance measures and the screening method that can be applied.
2. **Identify Network and Establish Reference Populations:** Specify the types of sites or facilities being screened (i.e. segments, intersections, or geometrics) and identify groupings of similar sites or facilities.
3. **Select Performance Measures:** There are a variety of performance measures available to evaluate the potential to reduce crash frequency at a site. In this step, the performance measure is selected as a function of the screening focus and the data and analytical tools available.
4. **Select Screening Method:** There are three screening methods described in this chapter: ranking, sliding window, and peak searching. Each method has advantages and disadvantages; the most appropriate method for a given situation should be selected.
5. **Screen and Evaluate Results:** The final step in the process is to conduct the screening and analysis and evaluate the results.

The HSM provides several statistical methods for screening roadway networks to identify high risk locations based on overall crash histories. In addition to identifying the total number of crashes, this SAP uses a method referred to as Critical Crash Rate (CCR) to analyze the data.

6.2. Analysis Techniques

6.2.1. Crash and Network Screening Analysis

Intersections and roadways were analyzed using four crash metrics:

- Number of Crashes
- CCR (HSM Ch. 4)
- Probability of Specific Crash Types Exceeding Threshold Proportion (HSM Ch. 4)
- Equivalent Property Damage Only (EPDO) (HSM Ch. 4)

The initial steps of the crash analysis established sub-populations of roadway segments and intersections that have similar characteristics. For this SAP, intersections were grouped by their control type (signalized and unsignalized) and segments by their roadway category (arterial, collector, minor collector, and local). Individual crash rates were calculated for each sub-population. The sub-population level crash rates were then used to assess whether a specific location has more or fewer crashes than expected. These sub-populations were also used to determine typical crash patterns to help identify locations where unusual numbers of specific crash types are occurring.

The network screening process ranks intersections and roadway segments by the number of crashes that occurred at each one over the analysis period, and then identifies areas that had more of a given type of crash than would be expected for that type of location. The crash type factors were:

- Crash severity – fatal, severe injury, other visible injury, complaint of pain, and property damage only (PDO)
- Crash type – broadside, rear-end, sideswipe, head-on, hit object, overturned, bicycle, pedestrian, and other

- Environmental factors – lighting and wet roads
- Driver behavior – impaired, aggressive, and distracted driving

From the results of the network screening analyses, locations were chosen based on crash activity, crash severity, crash patterns, location type, and area within the Town to provide the greatest variety of locations covering the widest range of safety opportunities for countermeasure toolbox development. The intent is to populate the safety countermeasure toolbox with mitigation measures that will be applicable to most of the crash activity in the Town.

6.2.2. Critical Crash Rate (CCR) Analysis

Reviewing the number of crashes at a location is a good way to understand the cost to society incurred at the local level but does not give a complete indication of the level of risk for those who use that intersection or roadway segment on a daily basis. The HSM describes the critical crash rate (CCR) method, which provides a statistical review of locations to determine where risk is higher than that experienced by other similar locations. It is also the first step in analyzing for patterns that may suggest systemic issues that can be addressed at that location and proactively at others to prevent new safety challenges from emerging.

The CCR compares the observed crash rate to the expected crash rate at a particular location based on facility type and volume using a locally calculated average crash rate for the specific type of intersection or roadway segment being analyzed. Based on traffic volumes and a weighted Townwide crash rate for each facility type, a critical crash rate threshold is established at the 95% confidence level to determine locations with higher crash rates that are unlikely to be random. The threshold is calculated for each location individually based on its traffic volume and the crash profile of similar facilities. A roadway segment with a higher local CCR differential indicates that the segment's crash rate is higher than expected for its functional classification.

Local CCR Differential Formula:

$$MEV_i = \left[\frac{TEV_i}{\left(1{,}000{,}000 \times N_{Years} \times 365\ \frac{Days}{Year}\right)}\right]$$

$$LCR_i = \left[\frac{N_{crashes}}{(MEV_i)}\right]$$

$$R_{c,i} = R_a + \left[P \times \sqrt{\frac{R_a}{MEV_i}}\ \right] + \left[\frac{1}{\left(2 \times (MEV_i)\right)}\right]$$

$$LCCR_{Dif} = LCR_i - R_{c,i}$$

Where,

MEV_i = Million entering vehicles for intersection i

TEV_i = Total daily entering vehicles for intersection i

N_{Years} = Number of years in analysis

LCR_i = Local Crash Rate for intersection i

$N_{crashes}$ = Number of crashes at intersection i

$R_{c,i}$ = Critical crash rate for intersection i

R_a = Weighted average crash rate for reference population

P = P-value for corresponding confidence level

$LCCR_{Dif}$ = Local critical crash rate differential for intersection i

Source: Highway Safety Manual, 1st Edition, Pg 4-38.

Data Needs

CCR is calculated using:

- Daily Total Entering Volume (TEV) for intersections, or Vehicle Miles Traveled (VMT) for roadway segments
- Intersection control types to separate them into like populations
- Roadway functional classification to separate them into like populations
- Crash records in Geographic Information System (GIS) or tabular form including coordinates or linear measures

Strengths

- Reduces low volume exaggeration
- Considers variance
- Establishes comparison threshold

Weaknesses

- Does not account for regression to the mean bias

To give an example, the intersection of Old Mammoth Road and Meridian Boulevard experienced 13 crashes during the five-year study period and had a LCCR of negative 0.11 (-0.11). This negative local critical crash rate differential indicates that fewer crashes occurred at the intersection of Old Mammoth Road and Meridian boulevard than would have statistically been expected for this facility type. This may be because property damage only crashes often go unreported within the Town.

6.2.3. Equivalent Property Damage Only (EPDO) Method

The Equivalent Property Damage Only (EPDO) method is described in Chapter 4 of the Highway Safety Manual. This method assigns weighting factors to crashes based on injury level to develop a "property damage only" score. In this analysis, the injury crash costs were calculated for each location based on the latest Caltrans injury costs. This value is then divided by the injury cost for a property damage only crash ($18,000). The resulting number is the equivalent number of property damage only crashes at each site. This value allows all locations to be compared based on injury crash costs. (HSM, Chapter 4).

EPDO Formula (for signalized intersections):

$$EPDO = \frac{(N_F + N_S) * \$2{,}162{,}000 + (N_O * \$193{,}000) + (N_C * \$110{,}000) + (N_{PDO} * \$18{,}000)}{\$18{,}000}$$

Where:

EPDO = Equivalent Property Damage Only (in units of crashes)

N_F = Number of fatal crashes
N_S = Number of severe injury crashes
N_O = Number of other visible injury crashes
N_C = Number of complaint of pain crashes
N_{PDO} = Number of PDO crashes

Source: Highway Safety Manual, 1st Edition, Pg 4-30

The costs to society for each crash type are as follows:

- *Fatal and Severe (Major) Injury: $2,162,000 (signalized intersections), $3,440,000 (unsignalized intersections), $2,978,000 (Roadway Segments)*
- *Other Visible (Minor) Injury: $193,000*
- *Complaint of Pain: $110,000*
- *PDO (no injury): $18,000*

Source: Caltrans LRSM V1.6 Pg 106

The crash dataset from Mammoth Lakes PD contained crashes resulting in Major Injuries, Minor Injuries, and No Injuries. A secondary crash dataset focused on bicycle incidents was obtained from emergency response services. The bicycle crashes in this secondary dataset were logged as traumatic injuries, and for the sake of the EPDO calculation, are evaluated as Minor Injuries.

To give an example from **Appendix C**, the unsignalized intersection of Old Mammoth Road and Tavern Road had eight crashes from 2020-2024. The crashes by severity are follows: two crashes resulting in other visible injuries, and six PDO crashes.

The eight crashes of ranging severity that took place at the intersection of Old Mammoth Road and Tavern Road have the equivalent cost to society of approximately 27 PDO crashes. This intersection has a CCR Differential value of 0.13. Together the EPDO and CCR Differential values show that the intersection has historically had a relative crash rate that is higher than expected for similar facilities, and that that the eight crashes that have occurred there have had the equivalent cost to society of 27 property damage only crashes.

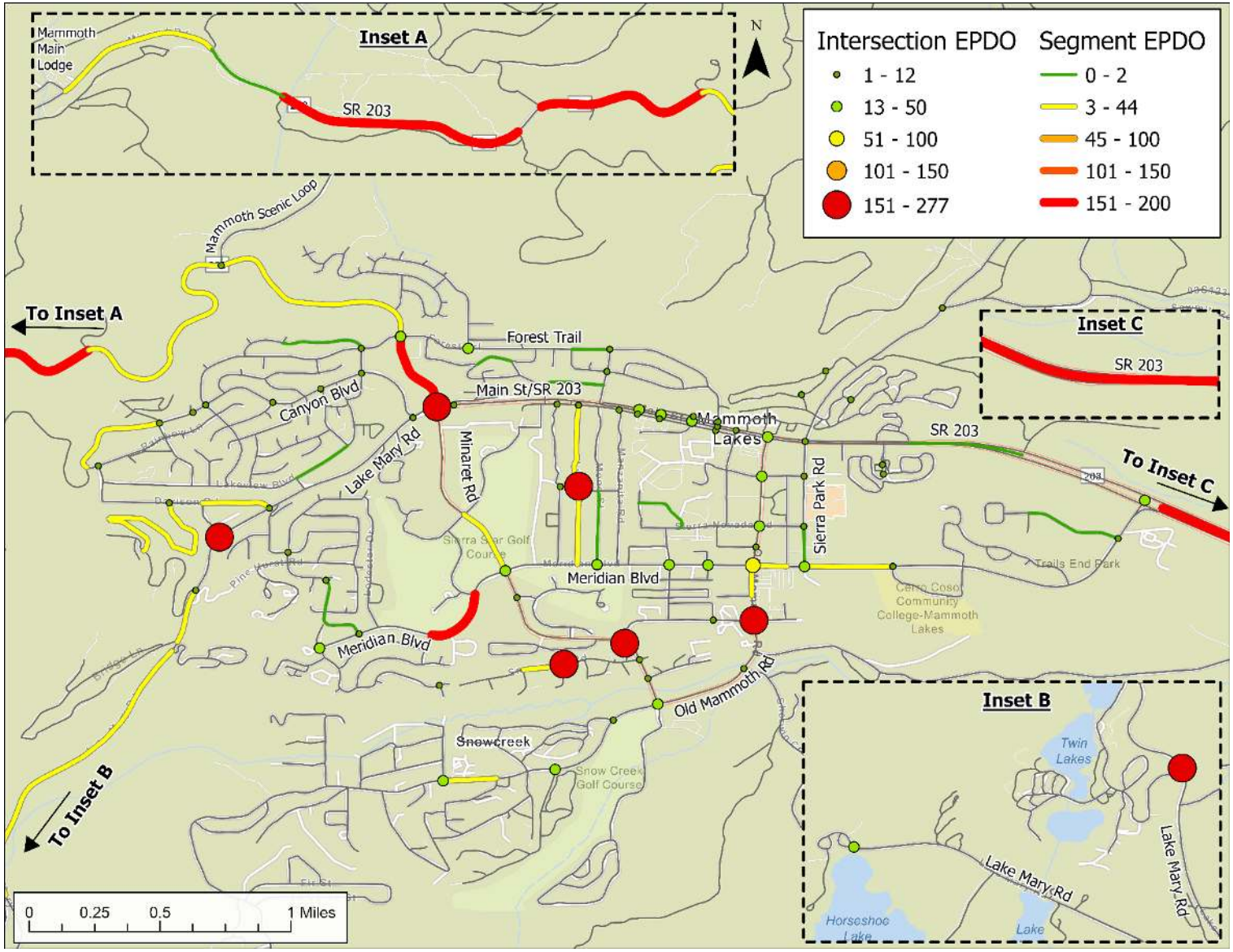
A map of intersection and segment EPDO is presented in **Figure 5**. Locations with fatal and severe injury crashes will have a higher EPDO value compared to locations with less severe injury crashes. A number of locations with high EPDO values were identified for further study and are discussed in Section 7. Listed below are the roadway segment and intersection with the highest EPDO values:

- The roadway segment with the highest EPDO value was Minaret Road from Main Street/Lake Mary Road to Forest Trail, with an EPDO value of 143 (1 Major Injury crash, 2 Minor Injury crashes, and 1 PDO crash)

- The intersection with the highest EPDO value was Lake Mary Road and Lee Road (unsignalized), with an EPDO value of approximately 206 (1 Major Injury crash, 8 Traumatic (Minor) Injury crashes)

The results of the network screening analysis for both intersections and roadway segments are presented in **Appendix C** and **Appendix D**, respectively.

Figure 5 — Intersection and Segment EPDO Map



Source: Town of Mammoth Lakes Crash Database (2020 – 2024).

7. Data Sources

The following data was obtained from the Town for use in crash data analysis.

7.1. Roadway Network

The crash analysis, which is described in detail in **Section 6**, requires each corridor within the Town to be classified. The Town's roadway network obtained directly from the Town was categorized using Caltrans' Roadway Functional Classification System provided in the existing roadway network database. The roadway network classification was assigned to each corridor roadway segment as either a major arterial, minor arterial, collector, or local road in order to compare the functional design and capacity to better stratify analysis results, only comparing roadway segment safety performance with similar class roadways (i.e., only arterials are compared to arterials, etc.) within the Town.

7.2. Intersections

The crash analysis also requires each intersection within the Town to be classified by control type. Intersections throughout the Town were classified by control type as either signalized or unsignalized (including roundabouts). The safety analysis also only compares intersection safety performance with similar control types (i.e., signalized intersections are only compared to signalized intersections, etc.) within the Town.

7.3. Crashes

Collision data for the most recent five-year period (January 1, 2020 through December 31, 2024) was used for the collision analysis. Using data from the past five-year period is sufficient to identify potential trends in crashes by location and types, while not being so long as to have data that would include long-term technology and cultural changes. The collision data was obtained from the Town's crash database which is maintained by the Town of Mammoth Lakes PD. A secondary dataset containing EMS responses to bicycle-only incidents was also included for analysis. Collision records were allocated to intersection if they were within 250-feet of the intersection, and to a roadway segment if beyond 250-feet.

Knowing the impacts of the crash (the injuries or type of damage which occurred) is a key part of assessing the environment and safety factors around the site of the crash. The National Safety Council developed the "KABCO" injury scale, which is frequently used by law enforcement for classifying injuries. The crash data obtained from Mammoth PD and EMS response are understood to have a injury classification which is comparable to the California KABCO scale used, as follows:

Table 1 — Crash Severity Classification

KABCO Crash Severity Scale		Mammoth PD
K	Fatal Injury	-
A	Severe/Incapacitating Injury	Major Injury
B	Other Visible Injury	Minor Injury
C	Complaint of Pain	-
O	No Injury/Property Damage Only	No Injury

7.4. Roadway Volumes

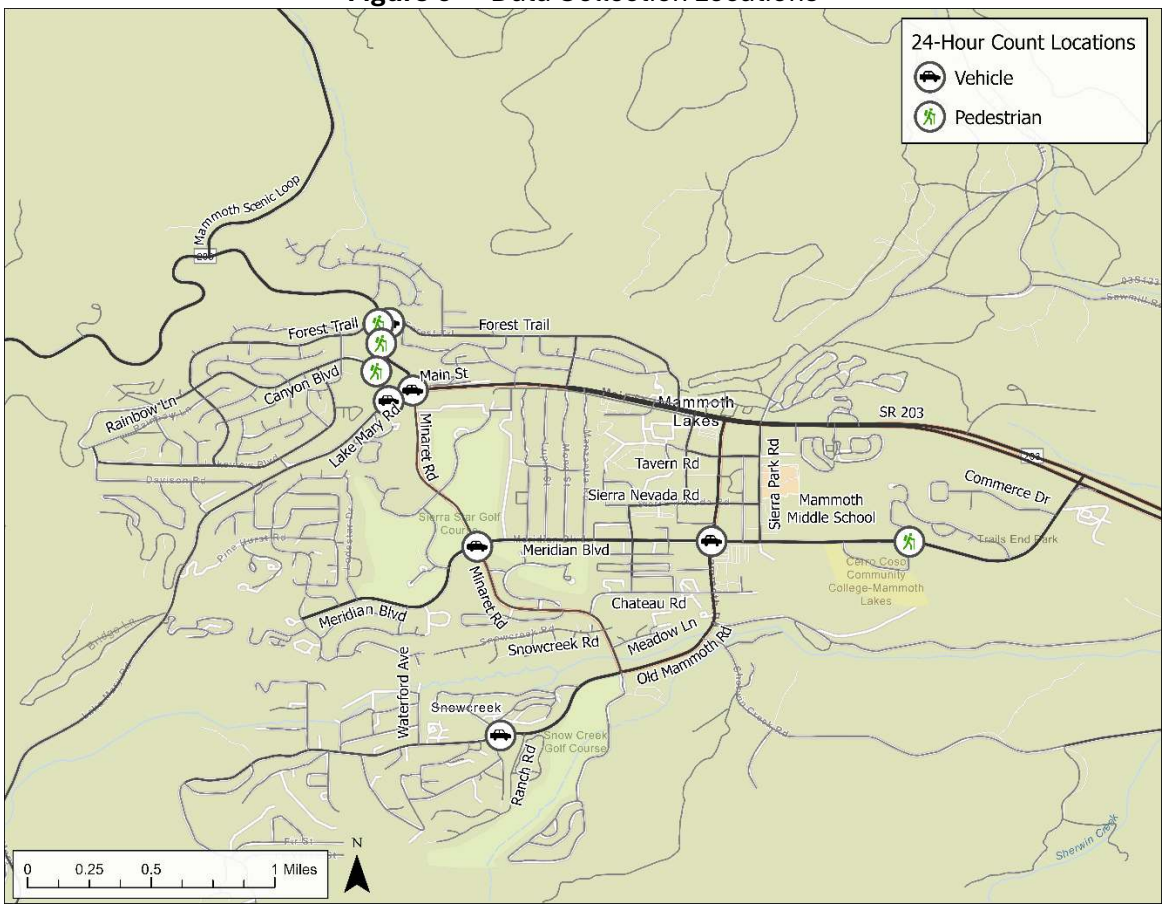
Roadway volumes were collected to support the development of crash rates at intersections and roadway segments across the Town. Roadway volumes were collected in both August 2025 and January 2026 to approximate average annual daily traffic along key corridors. The data collection sites are presented in **Figure 6** and the volumes are included in **Appendix E.** These volumes were used to calculate relative crash rates at local intersections and roadway segments as presented in **Appendix C** and **Appendix D**, respectively. Traffic counts from other projects in the Town were used to supplement these volumes. Vehicle volumes were collected over a twenty-four hour period at the following intersections:

- Main St/Minaret Rd
- Lake Mary Rd/Canyon Blvd
- Minaret Rd/Meridian Blvd
- Minaret Rd/Forest Trail
- Old Mammoth Road/Meridian Road
- Old Mammoth Road/Ski Trails Road and Club Drive

Pedestrian volumes were collected over a twenty-four-hour period at the following locations:

- HAWK signal on CA-203
- Canyon Blvd in the Village
- Meridian Blvd/College Pkwy – eastern approach
- Minaret Rd/Forest Trail

Figure 6 — Data Collection Locations



8. SAFETY TRENDS

The following sections contain the results of the analysis process which included evaluation of Town of Mammoth Lakes fatal and major injury (KA) crashes compared to statewide levels, among other evaluations including crashes by severity level, cause, pedestrian, and bicycle crashes. For purposes of this SAP, severe injury and major injury classes are synonymous.

8.1. Town of Mammoth Lakes KA Crashes Compared to Statewide KA Crashes

The California SHSP focuses on 16 challenge areas identified by the SHSP Executive Leadership and Steering Committees after an in-depth analysis of California KA crash data as well as an extensive statewide outreach process that involved hundreds of diverse traffic safety partners around the state. Collisions can be attributed to 13 of the 16 challenge areas. **Table 2** presents a summary of Town's historic challenge areas (2014-2023) by comparing KA crashes to the statewide KA crashes. The Town of Mammoth Lakes was higher than the statewide average in the following five areas: Speed Management/Aggressive Driving, Lane Departures, Intersections, Aging Drivers (≥65), and Bicyclists.

Table 2 — Town of Mammoth Lakes Statewide Crash Comparison Table

California SHSP Challenge Area	Town of Mammoth Lakes Comparison to Statewide Percentages	Town of Mammoth Lakes Percentages	Statewide Percentages	Differential
Speed Management/ Aggressive Driving	**Higher**	**63.64%**	**33.58%**	**+30.1%**
Lane Departures	**Higher**	**54.55%**	**41.35%**	**+13.2%**
Intersections	**Higher**	**36.36%**	**25.43%**	**+10.9%**
Aging Drivers	**Higher**	**18.18%**	**12.80%**	**+5.4%**
Bicyclists	**Higher**	**9.09%**	**6.80%**	**+2.3%**
Work Zones	Lower	0.00%	1.73%	-1.7%
Young Drivers	Lower	9.09%	12.12%	-3.0%
Distracted Driving	Lower	0.00%	3.62%	-3.6%
Impaired Driving	Higher	18.18%	23.13%	-4.9%
Occupant Protection	Lower	9.09%	15.08%	-6.0%
Commercial Vehicles	Lower	0.00%	6.71%	-6.7%
Pedestrians	Lower	9.09%	18.65%	-9.6%
Motorcyclists	Lower	9.09%	20.19%	-11.1%

Source: Statewide Integrated Traffic Records System (2014– 2023).
Note: Percentages will not add up to 100%, as a fatality or severe injury could have involved multiple Challenge Areas (i.e., a young driver that was impaired and unrestrained).

8.2. California Office of Traffic Safety (OTS) Rankings for the Town of Mammoth Lakes

The California OTS publishes annual reports ranking agencies of similar population by their crash profile. **Table 3** presents the Town of Mammoth Lakes' 2022 OTS rankings (the most current rankings available, given OTS processing time). OTS notes that "Number 1 in the rankings is the highest, or 'worst'" [4]. The Town performed comparable to most similarly sized cities in 2022. Compared to other cities with a similar population, the Town of Mammoth Lakes ranks 23rd in crashes where a driver between the age of 21 and 34 had been drinking, and 32nd in crashes involving bicyclists and crashes involving DUI arrests.

Table 3 — Town of Mammoth Lakes OTS Ranking (2022)

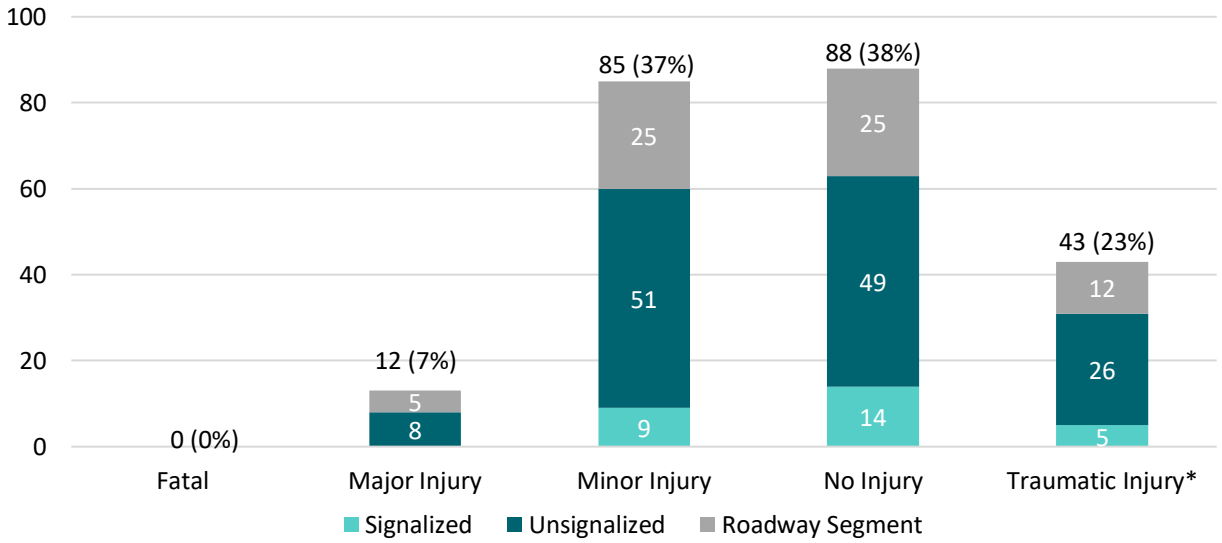
Crash Category	Victims Killed or Injured	OTS Ranking
Total Fatal and Injury	9	52/76
Alcohol Involved	1	48/76
Had Been Drinking Driver < 21	0	57/76
Had Been Drinking Driver 21 – 34	1	23/76
Motorcycles	0	66/76
Pedestrians	0	63/76
Pedestrians < 15	0	48/76
Pedestrians 65+	0	52/76
Bicycle	1	32/76
Bicyclist < 15	0	53/76
Composite	3	63/76
Crash Category	**Fatal or Injury Crashes**	**OTS Ranking**
Speed Related	1	56/76
Nighttime (9:00pm – 2:59am)	0	67/76
Hit and Run	0	66/76
Type Of Arrests	**Arrests**	**OTS Ranking**
DUI Arrests	16	32/76

[4] Town of Mammoth Lakes OTS Crash Rankings Results, California Office of Traffic Safety. Accessed December 2025. OTS Crash Rankings Results | Office of Traffic Safety

8.3. Severity Level

Over the observed five-year time period, there were a total of 229 crashes, none of which were fatal and 12 of which resulted in major injuries (7%), as shown in **Figure 7.** Just over one-third of all crashes resulted in a minor injury (37%) or no injury (38%). Unsignalized intersections experienced the highest number of injury crashes. A crash is attributed to an intersection if it occurred within 250-feet of an intersection, and to a roadway segment if the crash occurred beyond 250-feet.

Figure 7 — Crashes by Severity (2020 – 2024)



Source: Town of Mammoth Lakes Crash Database (2020 – 2024).
**Traumatic injury crashes only contain bicycle involved crashes.*

Table 4 presents the distribution of all crashes, and especially KA crashes across the Town's various facility types (signalized intersections, unsignalized intersections, and roadway segments). Unsignalized intersections experienced the highest proportion of all crashes and major injury crashes. Nearly sixty percent of all crashes occurred at unsignalized intersections, while over 60% of major injury crashes occurred at unsignalized intersections. Signalized intersections experienced approximately twelve percent of crashes and no fatal or major injury crashes. Roadway segments experienced nearly thirty percent of all crashes and thirty-eight percent of major injury crashes.

Table 4 — KA Crashes by Facility Type

Facility Type	Total Crashes	Percentage	KA Crashes	Percentage
Signalized Intersections	28	12.2%	0	0.0%
Unsignalized Intersections	134	58.5%	8	61.5%
Roadway Segments	67	29.3%	5	38.5%
Total	**229**	**100%**	**13**	**100%**

Source: Town of Mammoth Lakes Crash Database (2020 – 2024).

Table 5 presents the distribution of all crashes by severity across the Town's facility types.

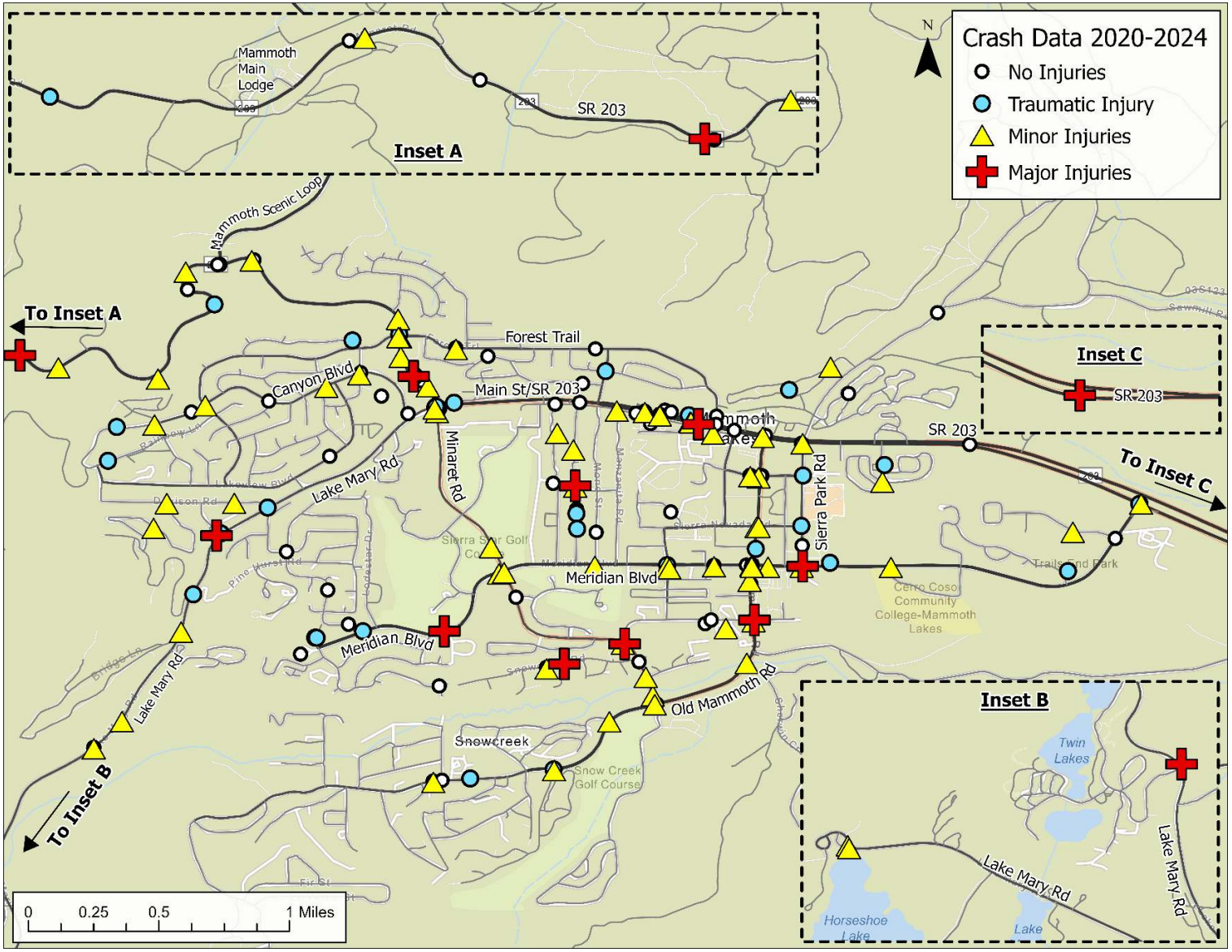
Table 5 — Crashes by Severity (2020 – 2024)

Severity	Signalized Intersection		Unsignalized Intersection		Roadway Segment		Total	
	Crashes	%	Crashes	%	Crashes	%	Crashes	%
Fatal	0	0%	0	0%	0	0%	0	0%
Major Injury	0	0%	8	3%	5	2%	13	6%
Minor Injury	9	4%	51	22%	25	11%	85	37%
Traumatic Injury*	5	2%	26	11%	12	5%	43	19%
PDO	14	6%	49	21%	25	11%	88	38%
Total	**28**	**12%**	**134**	**59%**	**67**	**29%**	**229**	**100%**

Source: Town of Mammoth Lakes Crash Database (2020 – 2024).
**Traumatic injury crashes on contain bicycle involved crashes.*

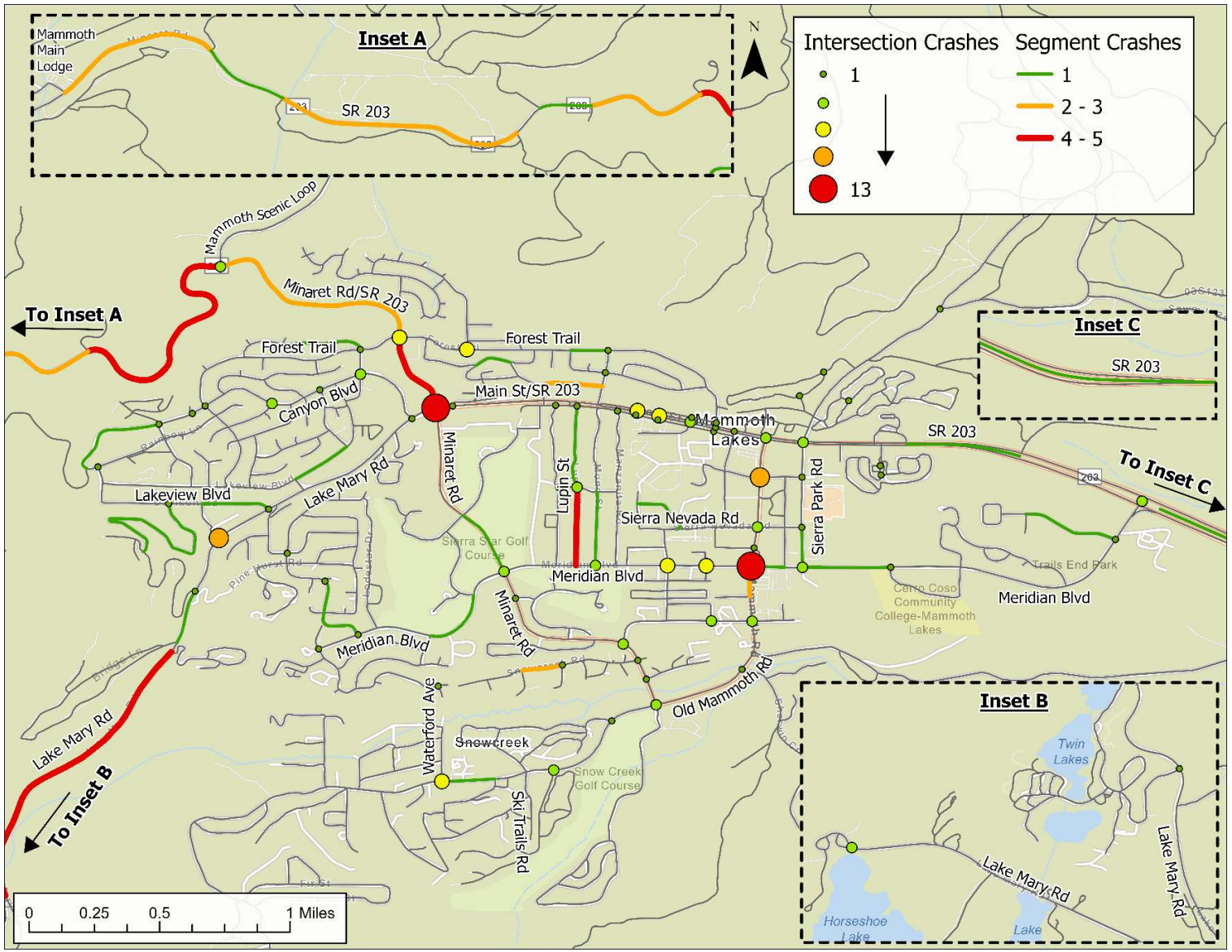
Figure 8 on the following page presents crashes by severity. Inset maps present the crash locations which occurred outside of the Town center, including by the Mammoth Mountain Inn, the Lakes Basin, and Highway 203 east of Town. **Figure 9** presents the intersections and roadway segments which experienced crashes during the study period. The intersection of Old Mammoth Road and Meridian Boulevard experienced the highest number of crashes during the study period (13 total). Several segments along Minaret Road and Lake Mary Road experienced the highest number of roadway segment crashes (4 total).

Figure 8 — Townwide Crashes by Severity (2020-2024)



Source: Town of Mammoth Lakes Crash Database (2020 – 2024).

Figure 9 — Intersection and Roadway Segment Crashes



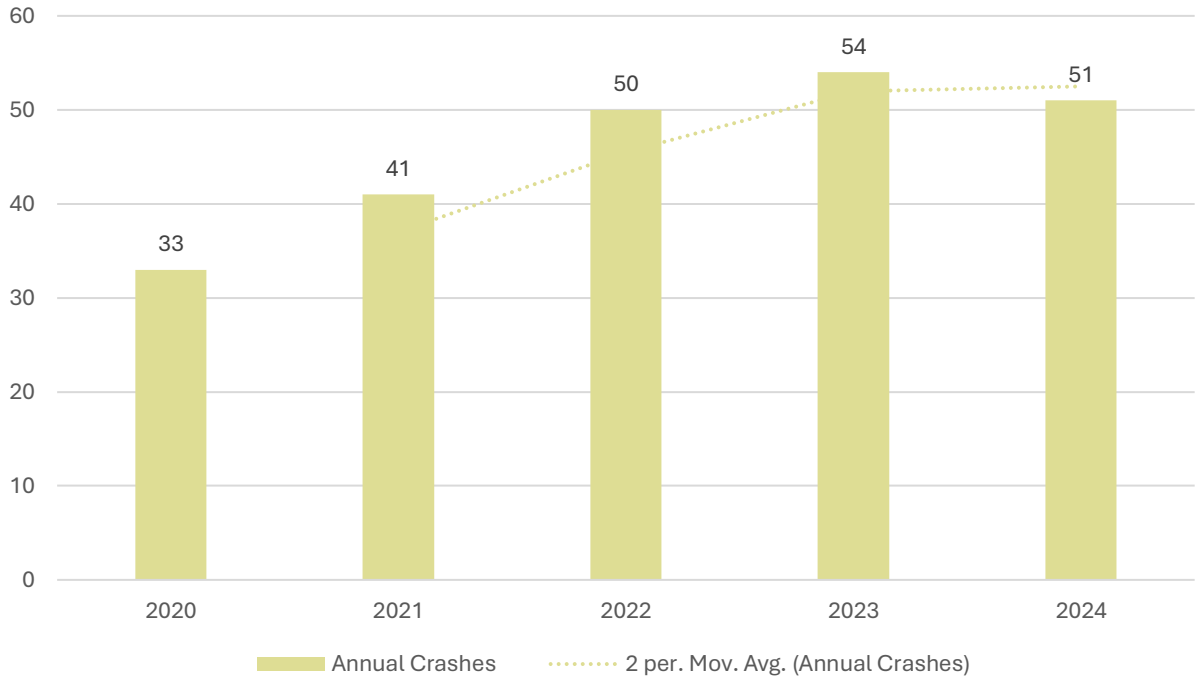
Source: Town of Mammoth Lakes Crash Database (2020 – 2024).

8.4. Annual Crashes

Figure 10 presents the number of annual crashes on roads in the Town of Mammoth Lakes beginning from 2020 The year with the most crashes was 2023, with a total of 54 crashes. Annual crashes have generally trended upward since 2020, though there were fewer crashes recorded in 2024 than in 2023.

It is likely that the COVID-19 pandemic influenced crash trends in 2020 and 2021. In 2020, the daily household trips were lower due to widespread shelter-in-place orders; fewer vehicles on the road could be connected to fewer vehicle conflicts and thus fewer crashes. However, reduced roadway volumes and congestion could also be connected to increased vehicle speeds, a phenomenon that numerous law enforcement agencies have reported. As traffic volumes rose in 2021 with the return of tourism and outdoor recreation demand, law enforcement agencies in California anecdotally noted that vehicle speeds remained high; it is theorized that this pandemic-era aggressive driving behavior has persisted and is partially contributing to the increase in annual crashes than can be seen since 2020 (**Figure 10**).

Figure 10 — Annual Crashes (2020 – 2024)

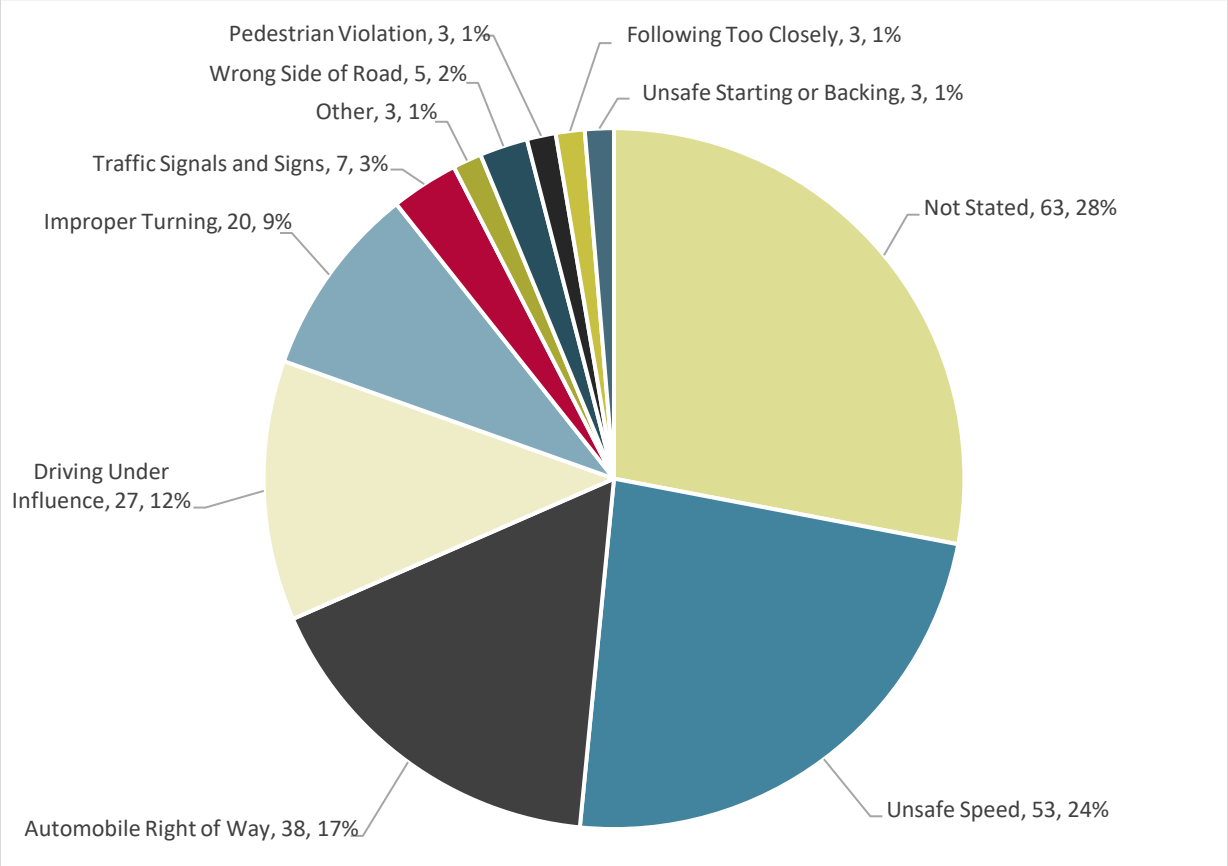


Source: Town of Mammoth Lakes Crash Database (2020 – 2024).

8.5. Crash Causes

As shown in **Figure 11**, a crash cause was not identified for approximately 28% of crashes. Among the crashes where a cause was identified, the most frequent were unsafe speed (24%), automobile right of way violations (17%), DUIs (12%), and improper turning (9%). Crash causes that individually accounted for less than one percent are shown as "Other" in the figure, totaling three percent.

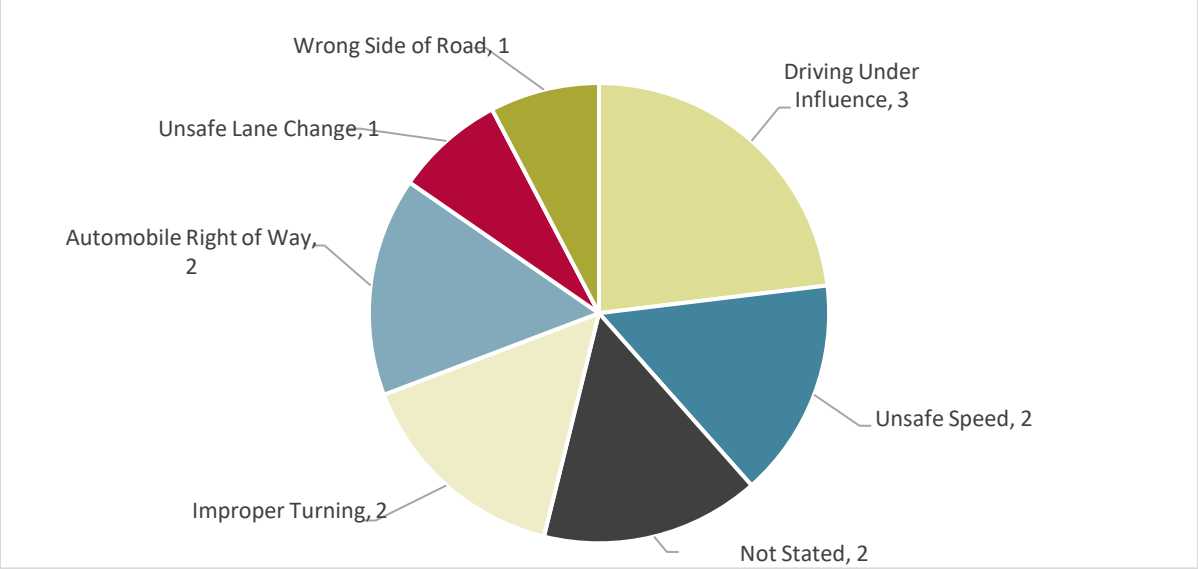
Figure 11 — Crashes by Cause (2020 – 2024)



Source: Town of Mammoth Lakes Crash Database (2020 – 2024).

Figure 12 presents the crash causes of the KA crashes which occurred during the study period. The most common crash cause for KA crashes was DUIs (3 total), followed by unsafe speed, not stated, improper turning, automobile right of way violations, each of which accounted for two major injury crashes. Unsafe lane changes and driving on the wrong side of road each accounted for one major injury crash.

Figure 12 — KA Crashes by Cause (2020 – 2024)

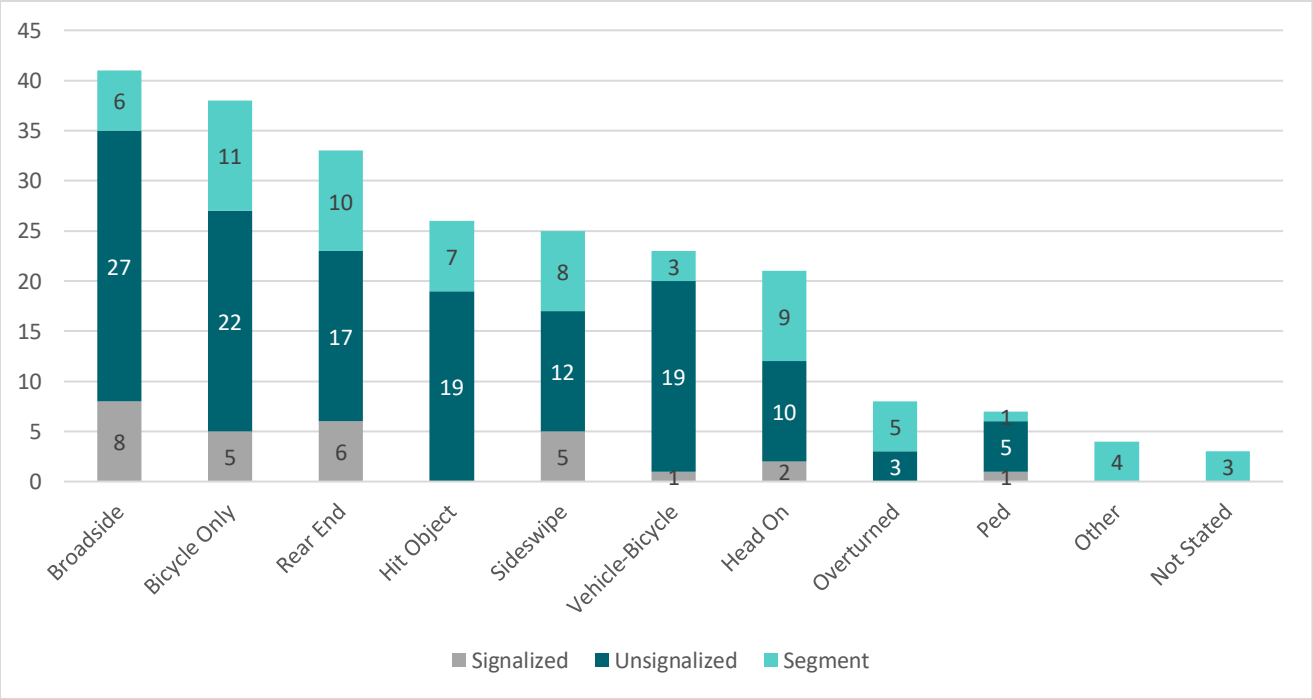


Source: Town of Mammoth Lakes Crash Database (2020 – 2024).

8.6. Crash Types

According to reported data, approximately 229 crashes occurred within the Town during the five-year study period on Town owned and maintained roadways. **Figure 13** indicates that broadsides were the most common crash type within the Town (41), followed by bicycle-only crashes (38) and rear-ends (33). Hit-object incidents accounted for 26 crashes, followed by sideswipes (25). Crashes involving vehicle-pedestrian and vehicle-bicycle crashes accounted for a combined total of 30.

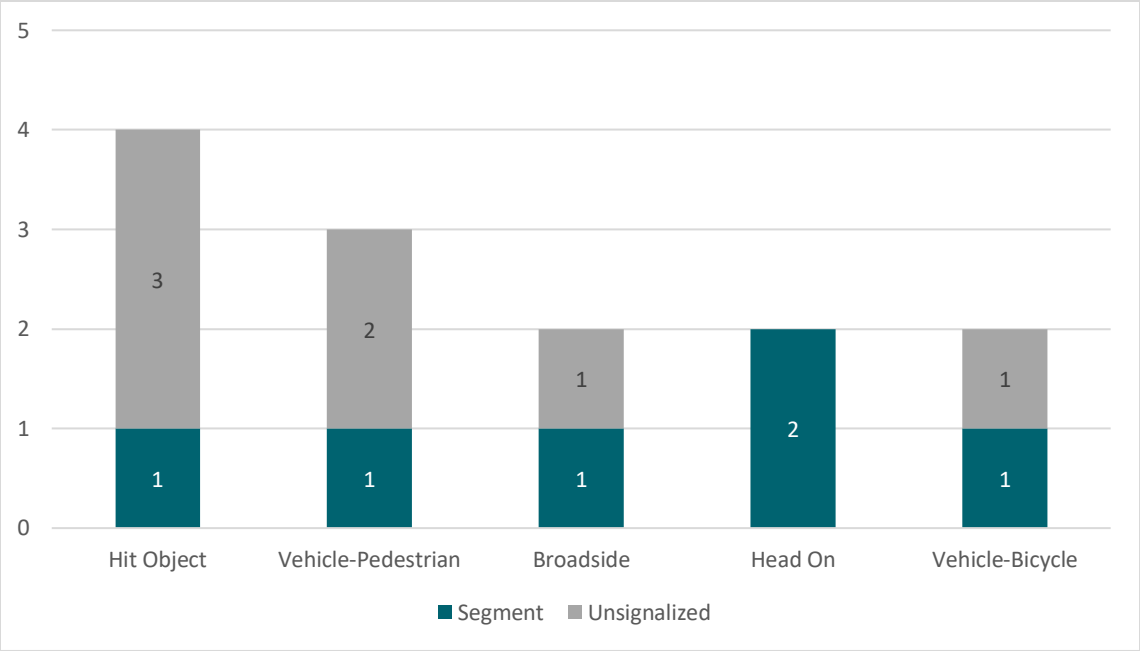
Figure 13 — Crashes by Type (2020 – 2024)



Source: Town of Mammoth Lakes Crash Database (2020 – 2024).

The most common crash types resulting in major injuries were hit-object crashes and crashes involving bicycles, followed by pedestrians (**Figure 14**). Crashes involving vehicles and vulnerable road users (bicycles and pedestrians) accounted for 13% of all crashes, but accounted for 69% of all KA crashes.

Figure 14 — KA Crashes by Type (2020 – 2024)



Source: Town of Mammoth Lakes Crash Database (2020 – 2024).

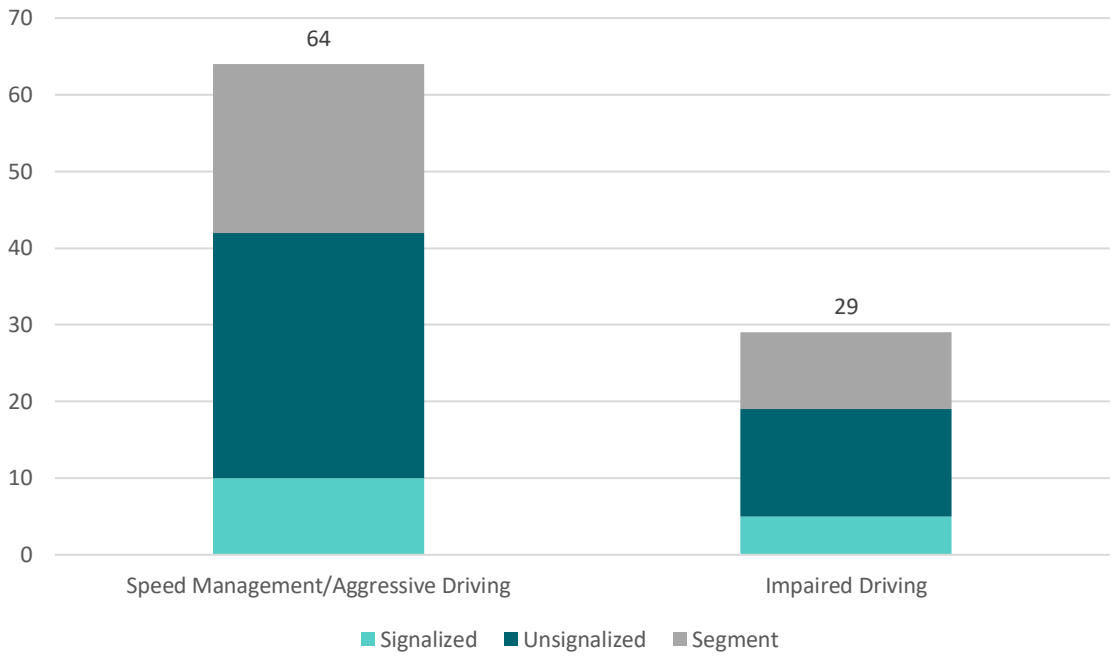
8.7. Lane Departure Crashes

Caltrans defines crashes involving lane departure as those with crash types listed as 'Head-On', 'Hit-Object', or 'Overturned'. This also includes instances where a vehicle runs off the road or crosses into the opposing lane prior to the crash. There were 55 lane departure crashes over the study period in the Town, with an average of 11 lane departure crashes per year. Of the 55 lane departure crashes, zero were fatal, 6 were reported with major injuries, 21 were reported with minor injuries and 28 with no reports of injuries.

8.8. Aggressive and Impaired Driving Crashes

Figure 15 summarizes aggressive and impaired driving crashes by intersections and segments. Additional information is included in the following sections.

Figure 15 — Aggressive and Impaired Driving Crashes



Source: Town of Mammoth Lakes Crash Database (2020 – 2024).

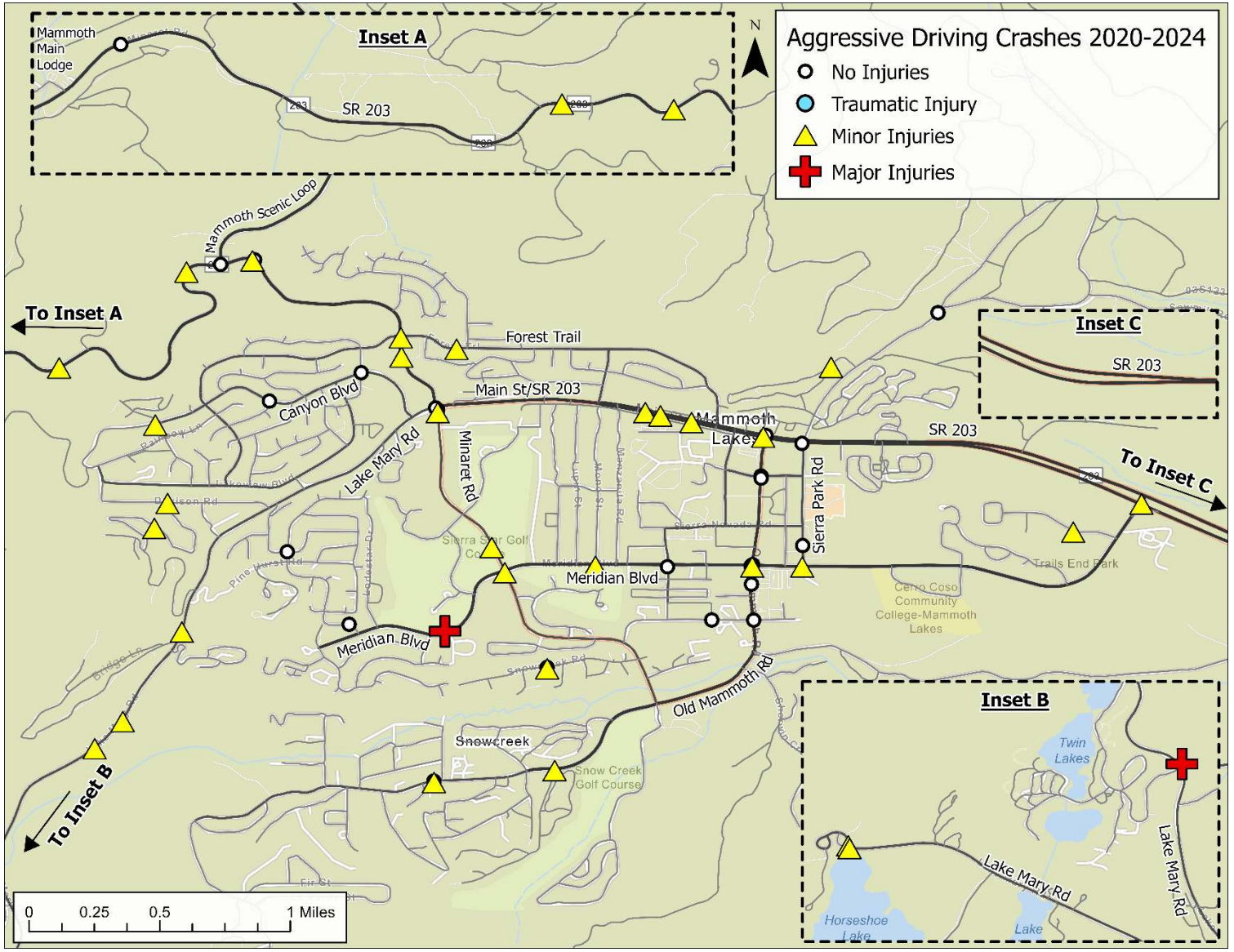
8.8.1. Aggressive Driving Crashes

Aggressive driving includes primary collision factors such as unsafe speed, following too closely and violations related to traffic signals and signs. There were 64 aggressive driving crashes between 2020-2024. Two of the crashes resulted in major injuries and 37 resulted in minor injuries. **Figure 16** illustrates the aggressive driving crashes within the Town.

8.8.2. Impaired Driving Crashes

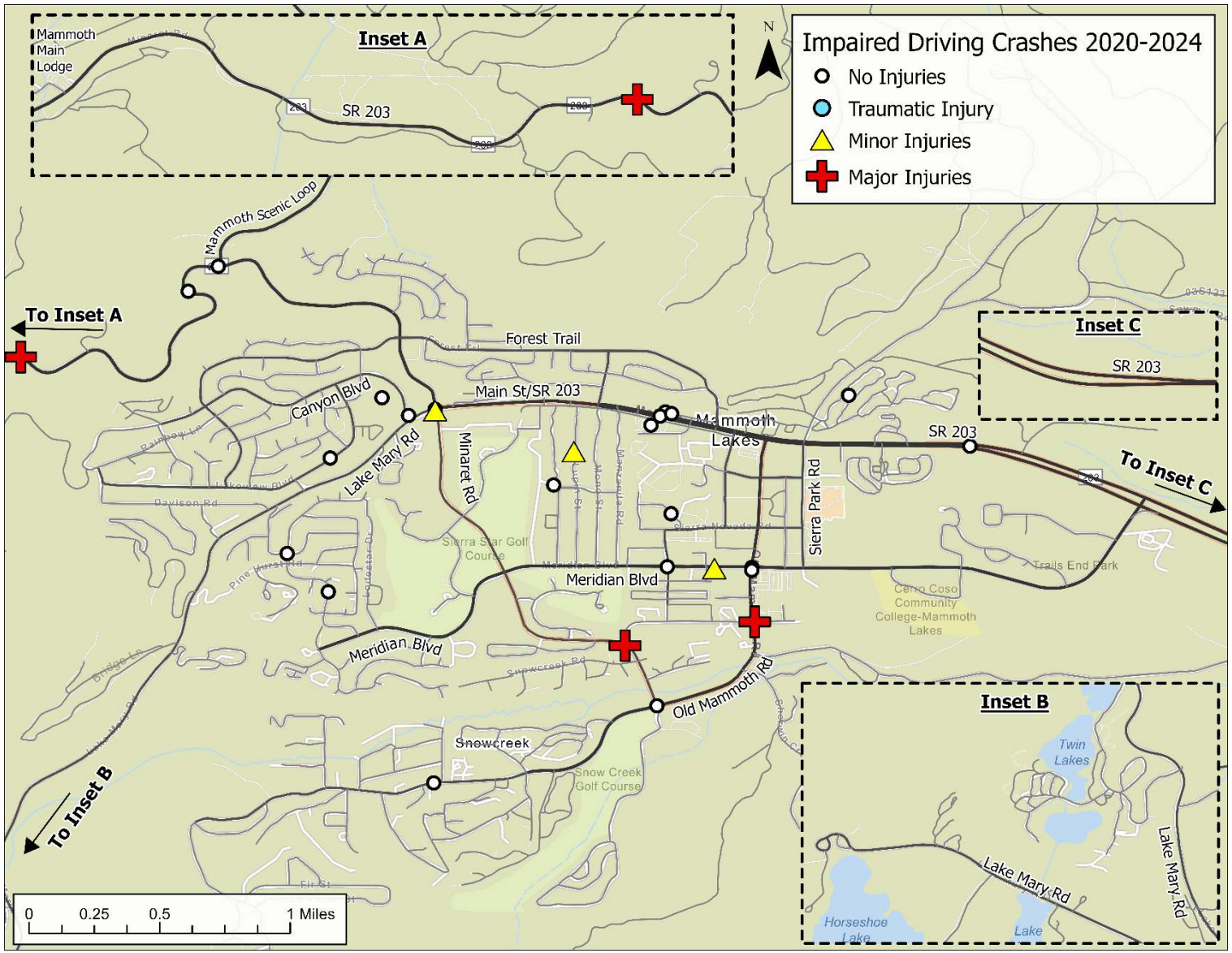
Impaired driving crashes include all crashes where there was evidence of drug or alcohol use by the driver. Drivers do not need to exceed the legally defined threshold of intoxication to be counted, as Caltrans considers any level of alcohol consumption to have the potential to impact driver responsiveness and decision making. There were 29 impaired driving crashes between 2020-2024, three of which resulted in major injuries and three of which resulted in minor injuries. **Figure 17** depicts the impaired driving crashes within the Town.

Figure 16 — Aggressive Driving Crash Map



Source: Town of Mammoth Lakes Crash Database (2020 – 2024).

Figure 17 — Impaired Driving Crash Map

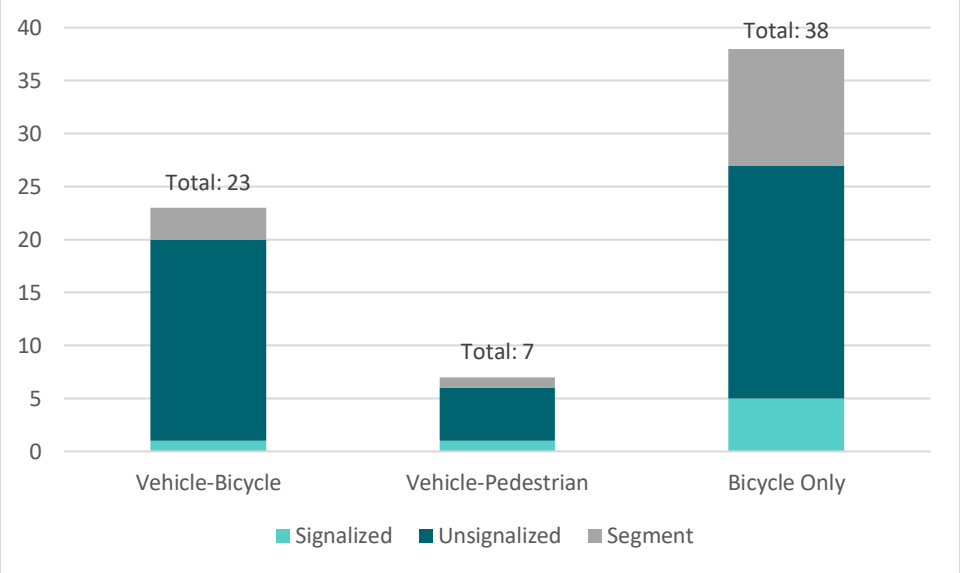


Source: Town of Mammoth Lakes Crash Database (2020 – 2024).

8.9. Non-Motorized Crashes

There were a total of 30 crashes involving vehicle-bicycle and vehicle-pedestrian conflicts, and a total of 38 bicycle-only crashes with location data. **Figure 18** presents the distribution of these vulnerable road user crashes across the Town's facility types. Bicycle and pedestrian crashes were most common at unsignalized intersections.

Figure 18 — Bicycle and Pedestrian Crashes



Source: Town of Mammoth Lakes Crash Database (2020 – 2024).

Figure 19 illustrates the locations of pedestrian and bicycle crashes at intersections within the Town. Additional information on pedestrian and bicycle crashes is in the following sections.

8.9.1. Bicycle Crashes

There were 61 bicycle-involved crashes in the Town over the study period. Of the bicycle-involved crashes, 48 were reported with major or traumatic injuries and 15 with minor injuries. The major injury bicycle crashes occurred primarily along the following corridors:

- Lake Mary Road/Main Street
- Minaret Road
- Meridian Boulevard
- Sierra Park Road
- Lupin Street

The signalized intersection of Main Street at Minaret Road experienced five bicycle crashes, while the unsignalized intersection of Lake Mary Road at Lee Road experienced the highest number of crashes (eight).

8.9.2. Pedestrian Crashes

Over the study period of 2020-2024, a total of nine pedestrian-involved crashes occurred in the Town. Of the pedestrian-involved injury crashes, three were reported with major injuries, and six were reported with minor injuries. In five of the pedestrian-involved crashes, the pedestrian was located alongside the road or shoulder, while the three crashes occurred in a crosswalk. One pedestrian-involved crash was located crossing in a location without a pedestrian crossing.

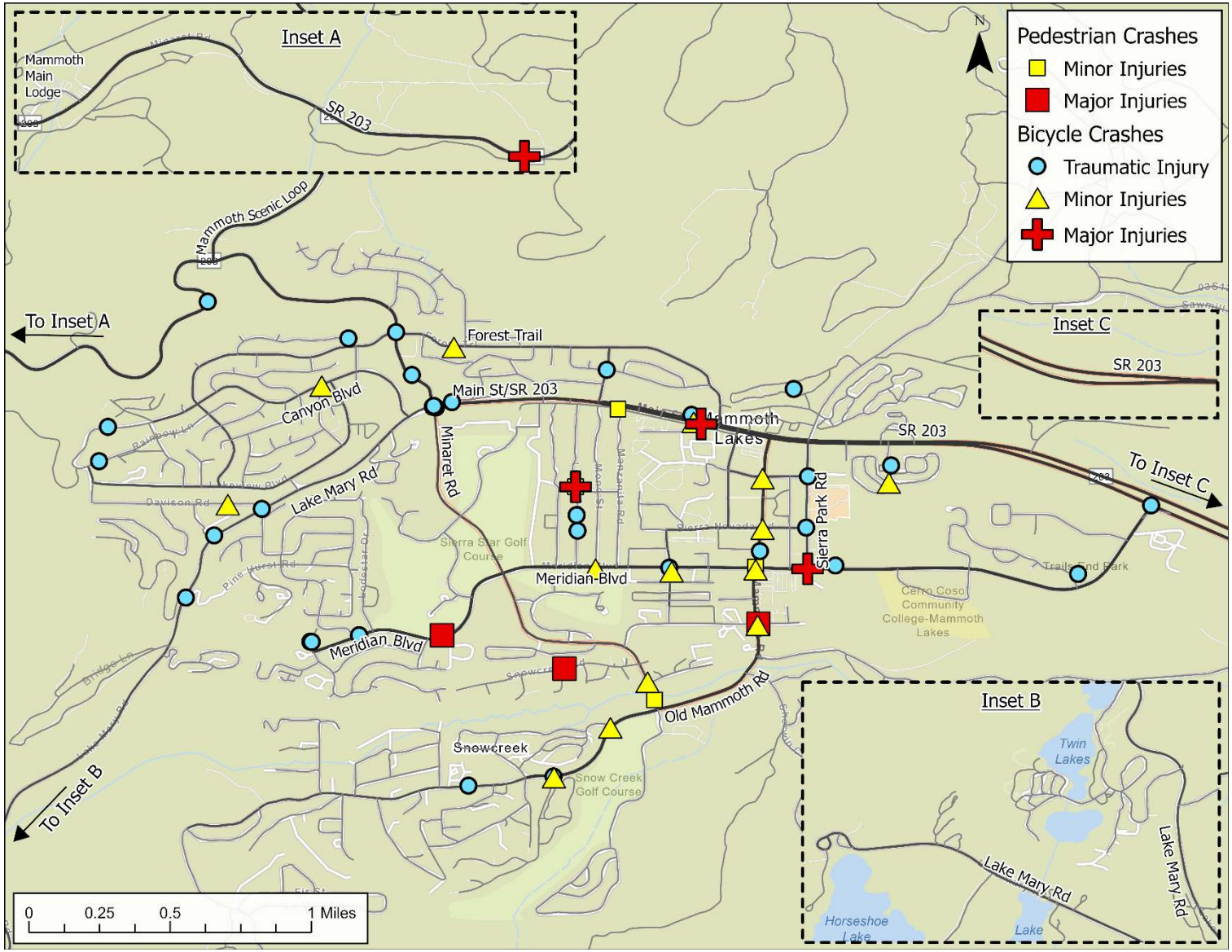
The major injury pedestrian crashes occurred at the following intersections:

- Chateau Road and Sierra Manor Road
- Meridian Boulevard and Meadow Ridge Road
- Snow Creek Road and Solitude

8.10. Crashes in Snowy/Icy conditions

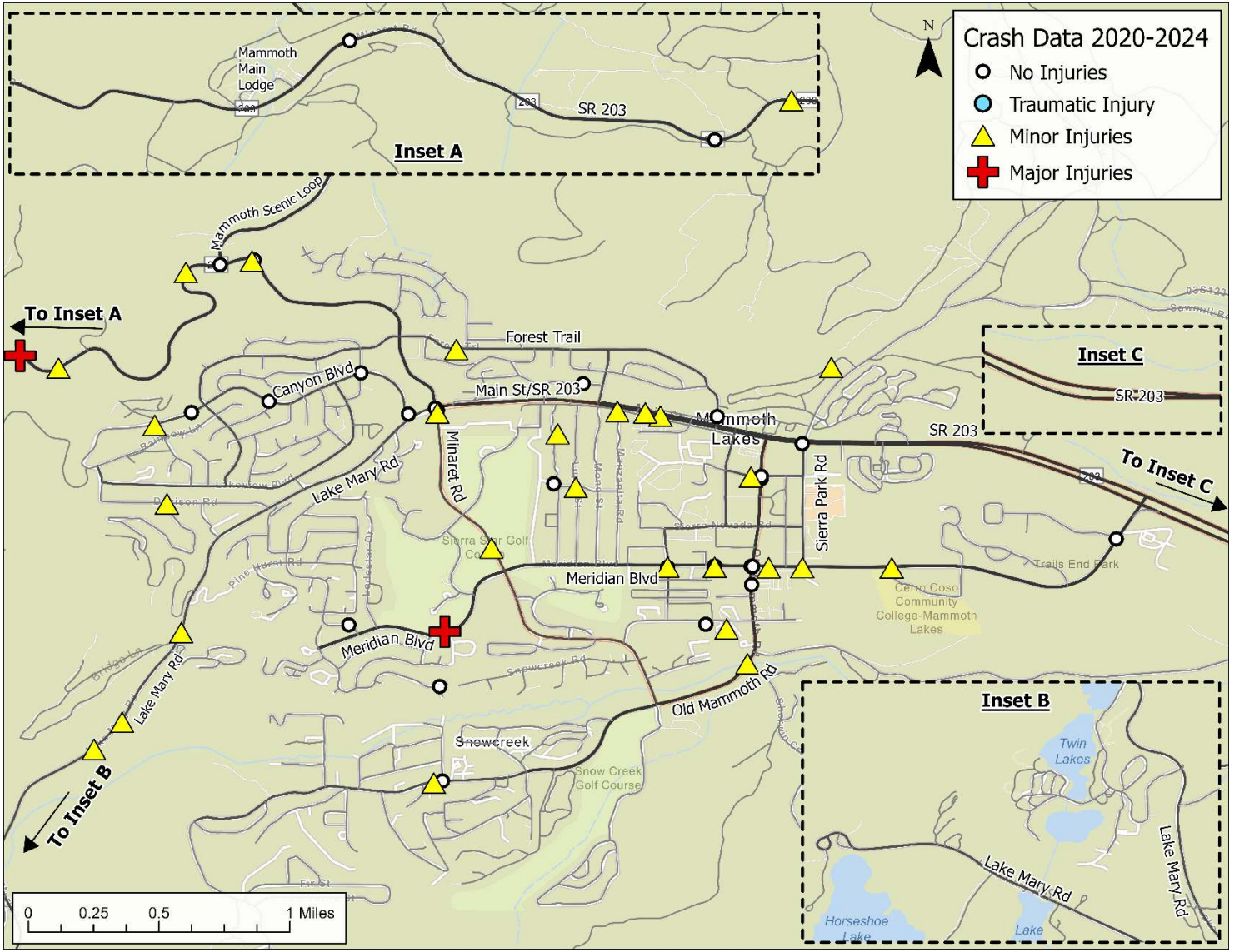
Over the study period, a total of 62 crashes were reported as occurring in snowy/icy conditions, the locations of which are presented in **Figure 20**. Two of these crashes resulted in major injuries, while thirty resulted in minor injuries and thirty resulted in no injury. The most common crash types were broadsides (15) and rear-ends (12), followed by sideswipes (11). Twenty of the crashes which occurred in snowy/icy conditions were lane departure crashes. The most common PCFs during icy/snowy conditions were unsafe speed (33) and automobile right of way (12). The intersection of Old Mammoth Road and Tavern Road had the most crashes under snowy/icy conditions (6), while the Town's collectors and arterials experienced a high proportion as well (Main Street, Lake Mary Road, Minaret Road, Meridian Boulevard).

Figure 19 — Non-Motorized Crash Map



Source: Town of Mammoth Lakes Crash Database (2020 – 2024).

Figure 20 — Snowy/Icy Conditions Crash Map



Source: Town of Mammoth Lakes Crash Database (2020 – 2024).

9. RECOMMENDATIONS

The following sections provide more information on potential engineering and non-infrastructure safety countermeasures that may address conditions that were observed to contribute to crash activity in the Town.

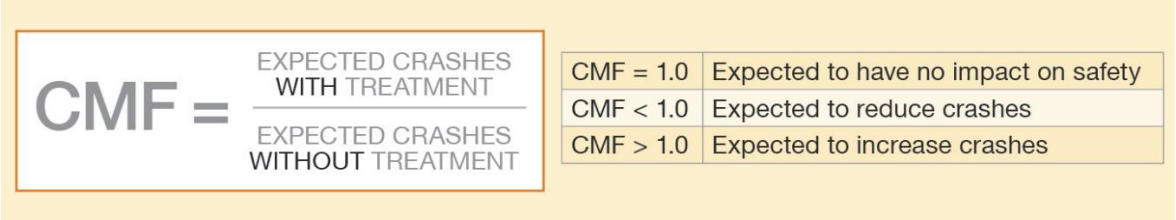
9.1. Engineering Countermeasures

The following sections contain a description of Crash Modification Factors (CMFs) and Crash Reduction Factors (CRFs) associated with the engineering countermeasures toolbox.

9.1.1. Crash Modification Factors

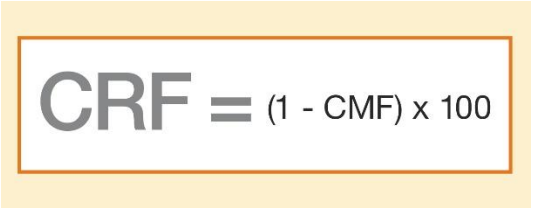
When identifying potential systemic safety improvements, it is important to look at CMFs for the proposed improvements. The CMF Method is found in Part D of the HSM. CMFs are defined as the ratio of effectiveness of one condition in comparison to another condition and represent the relative change in crash frequency due to a change in one specific condition. In other words, a CMF is a multiplicative factor used to compute the expected number of crashes after implementing a given countermeasure at a specific site. Countermeasures with CMFs less than one are expected to reduce crashes if applied, while those countermeasures with CMFs greater than one are expected to increase crashes. **Figure 21** illustrates the definition of CMFs.

Figure 21 — CMF Calculation



A Crash Reduction Factor (CRF) is similar to a CMF but stated in different terms. A CRF is defined as a percentage of crash reduction that might be expected after the implementation of a given countermeasure at a specific site. In application, the higher a CRF value is, the more effective the countermeasure is at preventing crashes. **Figure 22** shows how a CRF is calculated in relationship to a CMF.

Figure 22 — CRF Calculation



The CMF Method is used to calculate the expected number of crashes by taking the observed number of crashes and multiplying those crashes by the applicable CMF for the proposed countermeasure. It is recommended that CMFs be applied to a minimum of three years of crash

data for urban and suburban sites and five years of crash data for a rural site. **Figure 23** is a sample calculation of the CMF method with one CMF being applied to a particular site for a single year.

Figure 23 — CMF Method Sample Calculation

10.1 crashes / year x 0.91 (CMF) =	9.2 crashes / year: a reduction of 0.9 total crashes per year and a CRF of 9%

Caution should be used in the selection of appropriate CMFs. The following guidance should be considered when selecting CMFs for predictive crash analysis:

- CMFs should be selected from the HSM Part D, the LRSM, or from the FHWA CMF Clearinghouse website (http://www.cmfclearinghouse.org).
- Read the countermeasure abstract to determine if the CMF is applicable to the proposed improvement.
- Only CMFs with a four-star rating or higher should be considered for use in analysis.
- Be sure the selected CMF is applicable to the set of crash data being used for analysis. Some CMFs may only be applicable as a subset of the crash data.
- The application of multiple CMFs can overestimate the expected crash reduction. Unless each CMF addresses independent crash types, multiple CMFs should not be used. It is suggested that no more than three independent CMFs be applied to a particular site.

The countermeasures proposed in this SAP were chosen because of their effectiveness in reducing crashes, especially those most commonly occurring in the Town.

9.1.2. Engineering Countermeasures Toolbox

The systemic improvements identified as most likely effective to be for the Town of Mammoth Lakes are listed in **Table 6,** and include a wide range of countermeasures that can be implemented in phases where appropriate. Many of these proposed countermeasures have already been implemented in the Town, including but not limited to pedestrian countdown signal heads, conversion of stop-controlled intersections to roundabouts, and installation of retro-reflective backplates on traffic signal heads.

The CMF indicates how effective the countermeasure is at reducing crashes. CMFs and CRFs have been provided for reference to aid the Town of Mammoth Lakes in understanding potential reductions from crashes by different countermeasures. Caltrans funding levels for each countermeasure are also provided to aid the Town in determining what the local match would likely be if the Town were to pursue grant funding. Most countermeasures are eligible for Caltrans funding up to 90%, though some are lower. Some improvements in the toolbox (such as installing a raised intersection) do not have a crash reduction factor listed; while these improvements are recognized to be useful traffic calming treatments, they do not have sufficient studies yet to determine the exact benefit.

Table 6 — Mammoth Lakes Engineering Countermeasures Toolbox

Countermeasure	Also Addresses		Crash Modification Factor (CMF)	Crash Reduction Factor (CRF)	CRF Applies to			Caltrans Funding	Cost to Implement
	Pedestrian	Bicycle			All	Nighttime	Pedestrian and Bicycle		
Signalized Intersections									
Modify signal to provide a Leading Pedestrian Interval (LPI)	X		0.4	60%			X	90%	$
Install Left Turn Lane, Add Left Turn Phase			0.45	55%	X			90%	$$$
Install High Friction Surface Treatment (HFST)			0.45	55%	X			90%	$$$
Install intersection lighting			0.6	40%		X		90%	$$
Pedestrian scramble	X		0.6	40%			X	90%	$$
Curb extensions	X		0.63	37%			X	N/A	$$
Install pedestrian median fencing on approaches	X		0.65	35%			X	90%	$$
Protected left turn phase			0.7	30%	X			90%	$$
Convert signal from pedestal-mounted to mast arm			0.7	30%	X			90%	$$$
Install signs with LED borders as advanced warning			0.7	30%	X			90%	$$
Install raised median on approaches			0.75	25%	X			90%	$$
Pedestrian countdown signal heads	X		0.75	25%			X	90%	$
Signal ahead warning signs			0.85	15%	X			N/A	$
Retroreflective backplates			0.85	15%	X			90%	$
Improve signal timing (coordination)			0.85	15%	X			50%	$$
Advanced stop bar before crosswalk and bicycle box	X	X	0.85	15%			X	90%	$
Install raised pavement markers and striping			0.9	10%	X			90%	$
Flashing yellow arrow			0.94	6%	X			N/A	$
Convert intersection to roundabout (from signal)			Varies	Varies	X			90%	$$$
Convert intersection to mini/compact roundabout (from signal)			Varies	Varies	X			90%	$$
Install a raised intersection	X		Not Available	Not Available			X	N/A	$$
Unsignalized Intersections									
Install High Friction Surface Treatment (HFST)			0.55	55%	X			90%	$$$
Pedestrian Signal or Pedestrian High Intensity Activated Crosswalk (HAWK)	X		0.45	55%			X	90%	$$$
Install all-way STOP control			0.5	50%	X			90%	$
Directional median openings to restrict turning movements			0.5	50%	X			90%	$$
Reduced Left-Turn Conflict (R-CUT) intersections			0.5	50%	X			90%	$$$
Pedestrian refuge island	X		0.55	45%			X	90%	$$

$$$ Requires design and construction of extensive infrastructure improvements
$$ Requires procurement and/or minor construction activities
$ Requires limited staff resources and can be implemented in-house with current engineering and/or maintenance staff

Countermeasure	Also Addresses		Crash Modification Factor (CMF)	Crash Reduction Factor (CRF)	CRF Applies to			Caltrans Funding	Cost to Implement
	Pedestrian	Bicycle			All	Nighttime	Pedestrian and Bicycle		
Install splitter-islands on minor road approaches			0.6	40%	X			90%	$$
Crosswalk lighting	X		0.6	40%		X	X	90%	$$
Install splitter-islands on minor road approaches			0.6	40%	X			90%	$$
Add intersection lighting			0.6	40%		X		90%	$$
Colored bicycle lanes		X	0.61	39%			X	90%	$
Curb extensions	X		0.63	37%			X	N/A	$$$
Install/upgrade pedestrian crossing with enhanced safety	X		0.65	35%			X	90%	$$$
Rectangular Rapid Flashing Beacon (RRFB)	X		0.65	35%			X	90%	$$
Install left-turn lane			0.65	35%	X			90%	$$
Install flashing beacons as advanced warning			0.7	30%	X			90% (if beacons are utilized)	$$
Upgrade pavement markings			0.75	25%	X			90%	$
Install raised median on approaches			0.75	25%	X			90%	$$
Clear sight triangles			0.8	20%	X			90%	$
Install right-turn lane			0.8	20%	X			90%	$$
Install/upgrade intersection warning/regulatory signs			0.85	15%	X			90%	$
Install flashing beacons at stop-controlled intersections			0.85	15%	X			90%	$$
Convert intersection to roundabout			Varies	Varies	X			90%	$$$
Retroreflective strips on sign posts			Not Available	Not Available	X			90%	$
Install a raised intersection	X		Not Available	Not Available	X		X	N/A	$$$
Partial street closure or diagonal diverter	X	X	Not Available	Not Available	X		X	N/A	$$
Full street closure	X	X	Not Available	Not Available	X		X	N/A	$$
Roadway Segments									
Improve pavement friction (High Friction Surface Treatment)			0.45	55%	X			90%	$$$
Install chevron signs on horizontal curves			0.60	40%	X			90%	$
Remove or relocate fixed object outside of Clear Recovery			0.65	35%	X			90%	$$$
Install pedestrian median fencing	X		0.65	35%			X	90%	$$
Install bike lanes		X	0.65	35%			X	90%	$
Add segment lighting			0.65	35%		X		90%	$$
Install/upgrade pedestrian crossing (with enhanced safety features)	X		0.65	35%			X	90%	$$
Install raised pedestrian crossing	X		0.65	35%			X	90%	$$

$$$ Requires design and construction of extensive infrastructure improvements
$$ Requires procurement and/or minor construction activities
$ Requires limited staff resources and can be implemented in-house with current engineering and/or maintenance staff

Countermeasure	Also Addresses		Crash Modification Factor (CMF)	Crash Reduction Factor (CRF)	CRF Applies to			Caltrans Funding	Cost to Implement
	Pedestrian	Bicycle			All	Nighttime	Pedestrian and Bicycle		
Install rectangular rapid flashing beacon	X		0.65	35%			X	90%	$$
Install curve advance warning signs (flashing beacon)			0.70	30%	X			90%	$$
Install dynamic/variable speed warning signs			0.70	30%	X			90%	$$
Install curve advance warning signs			0.75	25%	X			90%	$
Install impact attenuators			0.75	25%	X			90%	$$
Install centerline rumble strips/stripes			0.80	20%	X			90%	$$
Install edgeline rumble strips/stripes			0.85	15%	X			90%	$$
Install/Upgrade signs with new fluorescent sheeting (regulatory/warning)			0.85	15%	X			90%	$
Install delineators, reflectors and/or object markers			0.85	15%	X			90%	$
Speed feedback signs (mobile or fixed)			Not Available	Not Available	X			Opportunity for OTS funding	$$
Install lane narrowing treatments (extend curb inward/extend median)			Not Available	Not Available	X			N/A	$$
Install a chicane, deviation, or angled slow point			Not Available	Not Available	X			N/A	$$$
Install speed hump			Not Available	Not Available	X			N/A	$$

$$$ Requires design and construction of extensive infrastructure improvements
$$ Requires procurement and/or minor construction activities
$ Requires limited staff resources and can be implemented in-house with current engineering and/or maintenance staff

9.1.3. Case Study Locations

The Town identified case study locations from the network screening analysis. **Table 7** presents the case study locations and contains notes for why these locations were prioritized.

Table 7 — Case study locations

Case study location	Crashes	Local CCR Differential	EPDO	Notes
Signalized Intersections				
Old Mammoth Road and Meridian Boulevard	13	-0.05	62	Highest crash location
Main Street/CA 203/Lake Mary Road and Minaret Road	12	0.01	90	Broadsides, Bicycle-only crashes
Unsignalized Intersections				
Meridian Boulevard and Sierra Park Road	2	-0.08	131	School Safety, Major injury crash involving cyclist
Systemic Unsignalized Intersection Improvements along Old Mammoth Road, Sierra Park Road, Minaret Road (south of Main Street), and Meridian Road	34	NA	702	Signage and Striping Improvements for vehicles and pedestrians
Roadway Segment				
Minaret Road/CA-203 from Mammoth Scenic Loop Road to 3S89 Road	10	NA	178	Lane Departure Crashes

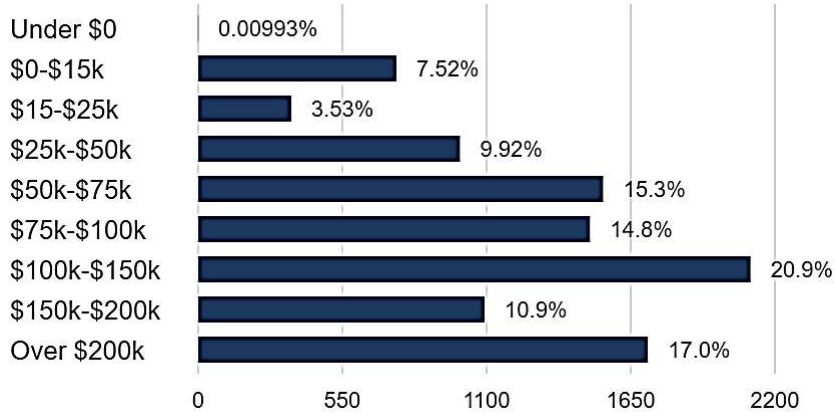
The improvements proposed at the case study locations include the following:

1. Old Mammoth Road and Meridian Boulevard **[near-term]**
    - Install a High friction surface treatment on intersection approaches
    - Implement a leading pedestrian interval (LPI)
    - Install advance stop bars and high-visibility crosswalks
    - Install green conflict zone bike lane striping on Meridian Boulevard
    - Install lane configuration signage and pavement legends on the eastbound intersection approach (Meridian Boulevard)
2. Main Street/CA 203/Lake Mary Road and Minaret Road **[near-term]**
    - Install a High friction surface treatment on intersection approaches
    - Implement a leading pedestrian interval (LPI)
    - Install advance stop bars and high-visibility crosswalks
    - If it would not interfere with snow plow operations, install a raised median on the intersection approaches

3. Meridian Boulevard and Sierra Park Road **[near-term]**
    - Replace stop signs facing Sierra Park Road with larger; install retroreflective strips on stop sign posts.
    - Install advanced stop bars on all intersection approaches with crosswalks; replace existing crosswalks with high-visibility crosswalks.
    - Install centerline on the south leg of the intersection.
    - Install pavement legends on all approaches.
    - Install a High Friction Surface Treatment on intersection approaches.
    - Install green conflict zone bike lane striping on Meridian Boulevard.
    - Complete an Intersection Safety and Operational Assessment Process (ISOAP) and install a roundabout.
4. Minaret Road (Horizontal curves located between Main Street and the Earthquake Fault access road). It is understood that Caltrans has programed a project focused on Highway 203 through its State Highway Operation and Protection Program (SHOPP). The Town requests that the following safety improvements be incorporated into Caltrans' project along the corridor **[near-term]**:
    - High Friction Surface Treatment
    - Centerline Rumble Strips
5. Systemic improvements at unsignalized intersections along the following corridors: Old Mammoth Road, Sierra Park Road, Minaret Road (south of Main Street), and Meridian Road. The recommended improvements include **[near-term]**:
    - Install larger/retroreflective stop signs and retroreflective strips on stop sign posts.
    - Install stop bars in advance of crosswalks, and restripe crosswalks with high-visibility continental striping (or similar).

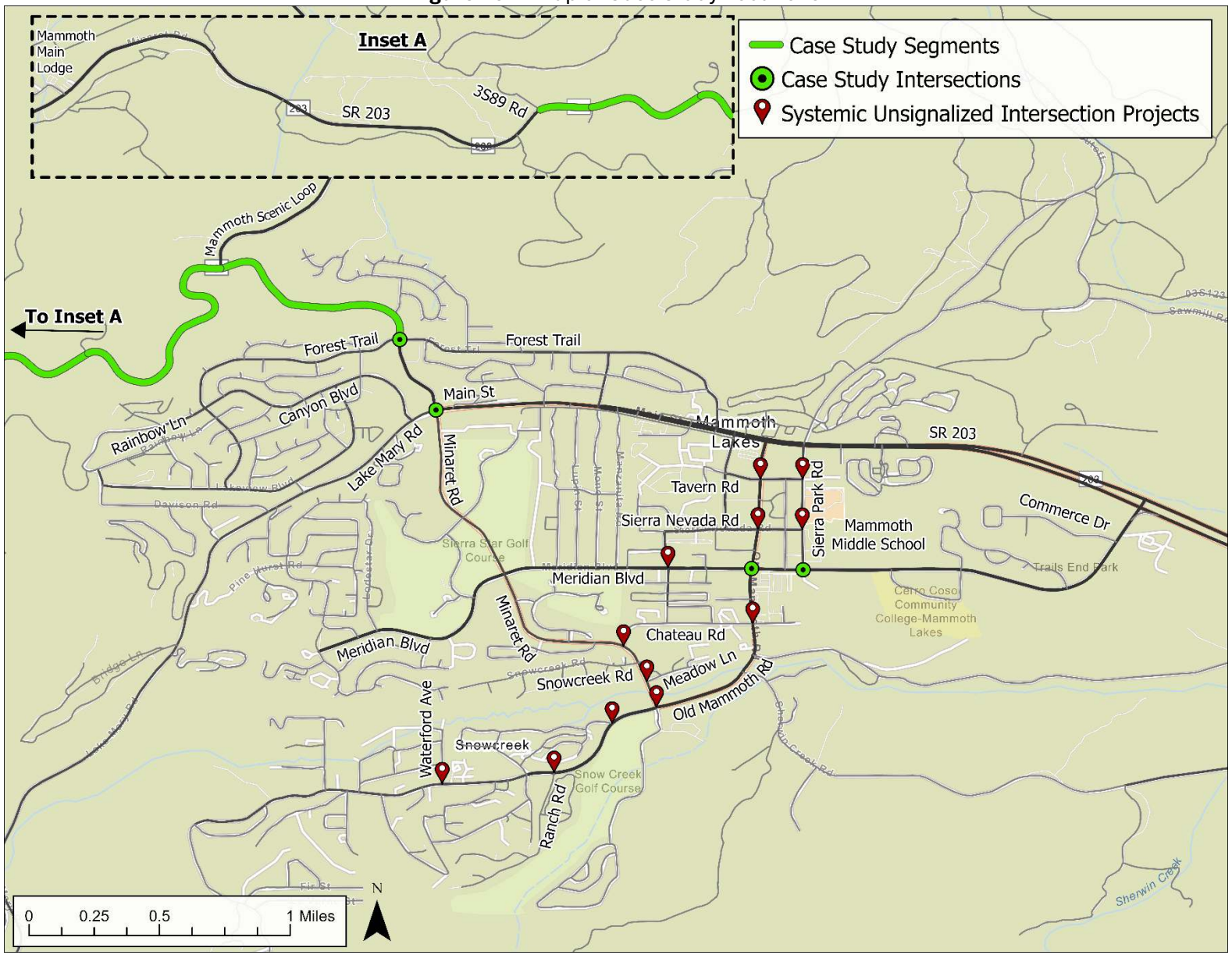
Road user data was obtained from ReplicaHQ[5] for the Town of Mammoth Lakes. Approximately 11% of persons who travel within the Town of Mammoth Lakes have a household income of $25K or less; an additional 9.9% have an annual household income of less than $50K (**Figure 24**). The safety improvements identified at the case study locations and proposed in the safety countermeasure toolbox will benefit these low income households.

Figure 24 — Household Income Road of Road Users In Mammoth Lakes



[5] ReplicaHQ, Cal-Nev/Spring 2024/Sat, https://studio.replicahq.com/

Figure 25 — Map of Case Study Locations



9.1.4. Strategic Safety Projects

During coordination with the stakeholder group and public engagement additional locations and safety improvements were identified, beyond those included in the case study locations. While not all of these locations were highlighted in the data analysis section of the report, this SAP recognizes the significance of these locations and has incorporated recommended actions into this document.

1. E-Bike Safety Town-wide and along the Lake Mary Road multi-use path (MUP) **[near-term]**
    - It is recommended that the Town adopt the following ordinances in the Town of Mammoth Lakes Municipal Code for e-bikes:
        - Duplication of California Vehicle Code to allow for the Community Service Officers to perform enforcement alongside Mammoth PD.
        - Enforcement of speed limits on MUPs, requiring that E-Bike operators must use helmets.
        - Consider temporarily impounding E-bikes belonging to habitual violators.
    - It is recommended that the Town adopt the following ordinances in the Town of Mammoth Lakes Municipal Code for local e-bikes users:
        - Consider implementing a Bike Safety License for kids to ride e-bikes.
        - Implement a “bicycle safety test” within the online reservation of all e-bikes used in Town.
    - It is recommended that the Town adopt the following ordinances in the Town of Mammoth Lakes Municipal Code for e-bikes users who are visiting the Town for a short duration:
        - Implement a “bicycle safety test” and receive a discount at a local business for completing.
        - Consider incorporating technology to reduce speed of e-bikes rented in the Town if riding on a facility that the e-bike shouldn’t be on
2. Canyon Lodge Area **[near-term]**
    - It is understood that during the snow season drivers will park their vehicles in no-parking zones along Rainbow Ln. This is a critical route for emergency response vehicles responding to calls originating from the snow area. The Town has considered options to prevent drivers from parking in this restricted area. Modifications to enforcement include $350 fines and towing violating vehicles to a new impound lot. The Town also eliminated parking on both sides of the one-way section of Rainbow Ln.
3. Meridian Boulevard and Minaret Road Roundabout **[near-term]**
    - The traffic signal at the intersection has been operating in recall mode (flashing red) due to a lack of required equipment. It is recommended that a roundabout be installed at the intersection to provide improved safety performance and operations.
4. Minaret Road Multi-Use Path (MUP) **[near-term]**
    - Cyclists currently lack a clear route from areas north of Main Street to locations in southern Mammoth Lakes, such as the elementary school or the library. The construction of a MUP along Minaret Road would provide enhanced safety and connectivity for locals and tourists alike.

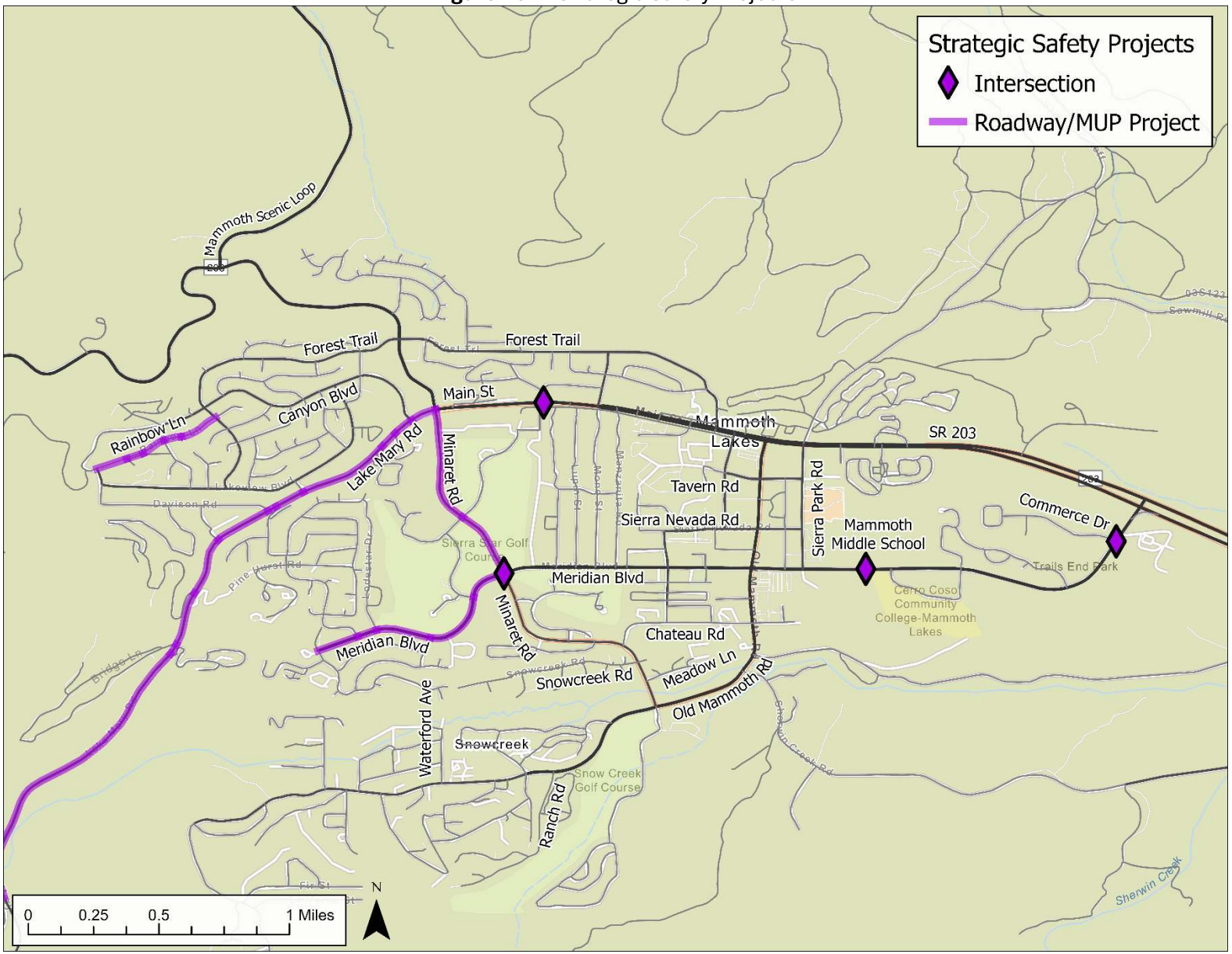
5. Meridian Boulevard Road Diet **[mid-term]**

- A road diet was completed for Meridian Boulevard between Minaret Road and Old Mammoth Road as part of a safe routes to school project. It is recommended that a similar treatment be applied to Meridian Boulevard between Eagle Lodge and Minaret Road. Consider an enhanced pedestrian crossing across Meridian Boulevard between Villa Vista Dr and the Meadow Ridge driveway.

6. Sight distance at MUP intersections **[near-term]**
   - It is recommended that slopes/embankments be cut back on the MUP approaches to intersections to improve sight distance. Locations include (but are not limited to) the respective intersections of the eastern Middle School Driveway and Commerce Drive with the Town's MUP system.
7. Main Street and Mountain Road **[near-term]**
   - It is recommended that a pedestrian crossing be installed at this intersection. This will provide pedestrians with an additional crossing location and with improved safety across Main Street.
8. Recessed Pavement Markings **[mid-term]**
   - Other jurisdictions in California which experience significant snowfall (such as Truckee and Tuolumne County) have implemented recessed thermoplastic pavement striping and pavement markers. Tuolumne County was awarded HSIP funding in Cycle 12 for recessed pavement markings. It is recommended that the Town pilot recessed pavement markings using grant funding and if successful, implement more widely across the Town.

The approximate locations of the strategic safety projects are presented in **Figure 26**.

Figure 26 — Strategic Safety Projects



The countermeasures in **Appendix F** can be considered as near-term, mid-term and long-term improvements, as presented in **Table 8**. Near-term improvements are lower cost and can be implemented most readily. Mid-term improvements are higher cost improvements, while long-term improvements are the highest cost and may require engineering design and permitting to implement.

Table 8 — Near-Term, Mid-Term, and Long-Term Improvements

Near-Term Improvements (0-3 Years)	Mid-Term Improvements (3-5 Years)	Long-Term Improvements (5+ Years)
• Install retroreflective backplates and/or additional signal heads • Install retroreflective strips • Install raised pavement markings and striping • Install pedestrian countdown signal heads • Advanced stop bars (bicycle box) • Improve signal timing • Implement Leading Pedestrian Interval • Implement All-Way-Stop-Control at intersection • Install/Upgrade intersection warning/regulatory signs • Clear sight triangles • Install/upgrade pedestrian crossing • Colored bicycle lanes • Install/upgrade signs with new fluorescent sheeting (regulatory or warning) • Install delineators, reflectors and/or object markers • Install dynamic speed warning signs	• Install rumble strips (edgeline and centerline) • Install intersection lighting • Install emergency vehicle preemption • Install protected left turn phase • Install raised median • Create directional median openings • Install flashing beacons in advanced warning or curve or intersection • Install pedestrian median fencing • Install splitter islands on minor road approaches • Install RRFB • Install bike lane	• Install left turn lane and add left turn phase • Convert signal from pedestal mounted to mast arm • Install high-friction surface treatment • Install signal • Curb extensions and bulb-outs • Remove/relocate fixed object out of clear recovery zone • Install separated bike lanes • Install acceleration/deceleration lanes • Add two-way left turn lane/Implement road diet • Install pedestrian refuge island or raised pedestrian crossing • Convert intersection to roundabout

9.2. Non-Infrastructure Countermeasures

The National Highway Traffic Safety Administration (NHTSA) *Countermeasures that Work, Ninth Edition,* is a reference to assist safety stakeholders in selecting effective, science-based non-infrastructure traffic safety countermeasures for major highway safety problem areas. While many of the countermeasures are more appropriate to apply at the state-level or require legislative modifications to implement, **Table 9** contains countermeasures that have demonstrated effectiveness and could be applied at the Town level. Note that while there are several other non-infrastructure countermeasures available, only those which have an effectiveness rating of four stars or higher are presented. Access to Drug Recognition Experts (DREs) and Advanced Roadside Impaired Driving Enforcement (ARIDE) training for law enforcement is not included in the document but are countermeasures that could also be considered for the Town.

Table 9 — The Town of Mammoth Lakes Non-Infrastructure Countermeasures Toolbox

Countermeasure	Effectiveness	Cost to Implement	Use	Time to Implement
Aggressive Driving				
Automated enforcement systems (red light camera systems)	Effective	$$$†	Medium	3-12 Months
Impaired Driving				
Publicized Sobriety Checkpoints	Effective	$$$	Medium	Less than 3 months
High-Visibility Saturation Patrols (large number of law enforcement officers patrolling a specific area)	Situational	$$	High	Less than 3 months
Occupant Protection (Seat Belts, Helmets, Child Seats)				
Short-term high visibility enforcement	Effective	$$$	Medium	3-12 Months
Integrated nighttime seat belt enforcement (night time seat belt enforcement in conjunction with High-Visibility Saturation Patrols for impaired driving)	Situational	$$$	Unknown	3-12 Months
Distracted Driving				
High visibility cellphone/text messaging enforcement	Situational	$$$	Low	3-12 Months

Cost to Implement:
$$$ Requires extensive new facilities, staff, equipment, or publicity, or makes heavy demands on current resources
$$ Requires some additional staff time, equipment, facilities, and/or publicity
$ Can be implemented with current staff, perhaps with training; limited costs for equipment, facilities, and publicity
†*Can be covered by income from citations*
Use:
High: More than two-thirds of states, or a substantial majority of communities
Medium: Between one-third and two-thirds of states or communities
Low: Less than one-third of states or communities
Unknown: Data not available

10. Evaluation and Implementation

10.1. Evaluation

The success of the SAP can be evaluated using the general process outlined below. This process can be useful to monitor progress towards implementation of safety improvement projects and strategies, and to determine when updates to the SAP should be considered.

- Law enforcement continues monitoring and recording of traffic incidents on local roadways.
- Conduct frequent progress meetings (annually or quarterly) between Town staff and a working group (i.e. traffic safety committee) to review the latest crash data, including assessing the effectiveness of safety countermeasures implemented, discussing ongoing traffic safety challenges, and tracking progress on plan implementation.
- Maintain a list of focus/priority areas where there are transportation safety concerns based on review of crash data. The list of priority and/or top crash locations can be updated as an outcome of review of updated crash data and trends.
- Perform an update to the plan after no more than five years. It is recommended that updates to the SAP be approved by Town Council and made available to the public in accordance with Caltrans' Local Roadway Safety Plan guidance.

10.2. Implementation

Implementation of the SAP can be accomplished through development and implementation of safety improvement projects and strategies, the establishment of new/updated policies and programs, and development/strengthening of relationships with stakeholders.

With regard to projects, the following section identifies potential focus areas for the Town in the near-to-mid-term.

10.2.1. Near- and Mid-Term Focus Areas

The opportunities identified in this SAP provide more of the systemic countermeasures that can be applied within the Town. Over the next three to five years, it is recommended that the Town concentrate its efforts on the following emphasis areas:

1. Aggressive driving
2. Lane departures and hit -object crashes related to snowy/icy conditions
3. Vulnerable Road Users (Pedestrians, Bicyclists, and E-Bikes)
4. Unsignalized Intersections

Analysis conducted at the Town-wide level indicated that these factors were some of the most frequent influences contributing to crashes within the Town. The countermeasure opportunities previously discussed in this report for both systemic and project-specific improvements can be used as a basis for developing projects at locations where addressing these focus areas would be of the most benefit. Projects that address these focused areas can be developed with a high benefit-to-cost ratio (by applying Town-wide crash rates), allowing competitive projects to be developed even at sites with little to no direct crash history, but with conditions that might contribute to future crashes.

10.3. Funding

Competitive funding resources are available to assist in the development and implementation of safety projects in the Town of Mammoth Lakes. The Town should continue to seek available funding and grant opportunities from local, state, and federal resources to accelerate their ability to implement safety improvements throughout the Town of Mammoth Lakes. The following is a high-level introduction into some of the main funding programs and grants for which the Town can apply.

10.3.1. Highway Safety Improvement Program (HSIP)

The HSIP is a Federal program housed under Fixing America's Surface Transportation (FAST) Act. This program apportions funding as a lump sum for each state, which is then divided among apportioned programs. These flexible funds can be used for projects to preserve or improve safety conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, and other project types. Safety improvement projects eligible for this funding include:

- New or upgraded traffic signals
- Upgraded guard rails
- Pedestrian warning flashing beacons
- Marked crosswalks

California's local HSIP focuses on infrastructure projects with national recognized crash reduction factors. Normally the HSIP call-for-projects is made at an interval of one to two years. The applicant must be a city, a county, or a tribal government federally recognized within the State of California.

Additional information regarding this program at the Federal level can be found online at: https://safety.fhwa.dot.gov/hsip/. California specific HSIP information – including dates for upcoming call for projects - can be found at: http://www.dot.ca.gov/hq/LocalPrograms/hsip.html.

10.3.2. Safe Streets and Roads for All (SS4A)

The SS4A Grant Program is a federal program established by the Bipartisan Infrastructure Law. A total of $5 billion is available from 2022-2026 in the form of planning grants and implementation grants. Grant applications for projects that implement the Safe Systems Approach, such as those related to speed management, improvements in underserved communities, and vulnerable road users, are encouraged. Implementation grant projects must be identified in an applicant's qualifying Safety Action Plan. The SS4A Self-Certification Eligibility Worksheet describes the required elements of an Action Plan and can be accessed at: https://www.transportation.gov/sites/dot.gov/files/2024-02/SS4A-FY24-Self-Certification-Worksheet.pdf.

Additional information about implementation grants can be found at: https://www.transportation.gov/grants/ss4a/implementation-grants.

10.3.3. Caltrans Active Transportation Program (ATP)

Caltrans Active Transportation Program (ATP) is a statewide funding program, created in 2013, consolidating several federal and state programs. The ATP funds projects that encourage increased mode share for walking and bicycling, improve mobility and safety for non-motorized users, enhance public health, and decrease greenhouse gas emissions. Projects eligible for this funding include:

- Bicycle and pedestrian infrastructure projects
- Bicycle and pedestrian planning projects (e.g. safe routes to school)
- Non-infrastructure programs (education and enforcement)

This program funding is provided annually. The ATP call for projects typically comes out in the spring. Information on this program and cycles can be found online at: http://www.dot.ca.gov/hq/LocalPrograms/atp/.

10.3.4. State Transportation Improvement Program (STIP)

The STIP provides state and federal gas tax money for improvements both on and off the state highway system. STIP programming occurs every two years. The programming cycle begins with the release of a proposed fund estimate, followed by California Transportation Commission (CTC) adoption of the fund estimate. The fund estimate serves to identify the amount of new funds available for the programming of transportation projects. Once the fund estimate is adopted, Caltrans and the regional planning agencies prepare transportation improvement plans for submittal. Caltrans prepares the Interregional Transportation Improvement Program (ITIP) using Interregional Improvement Program (IIP) funds, and regional agencies prepare Regional Transportation Improvement Programs (RTIPs) using Regional Improvement Program (RIP) funds. The STIP is then adopted by the CTC.

10.3.5. California SB 1

SB 1 is a landmark transportation investment to rebuild California by fixing neighborhood streets, freeways, and bridges in communities across California and targeting funds toward transit and congested trade and commute corridor improvements.

California's state-maintained transportation infrastructure will receive roughly half of SB 1 revenue: $26 billion. The other half will go to local roads, transit agencies, and an expansion of the state's growing network of pedestrian and cycle routes. Each year, this new funding will be used to tackle deferred maintenance needs both on the state highway system and the local road system, including:

- Bike and Pedestrian Projects: $100 million
  - This will go to cities, counties and regional transportation agencies to build or convert more bike paths, crosswalks and sidewalks. It is a significant increase in funding for these projects through the ATP.
- Local Planning Grants: $25 million

10.3.6. California OTS Grants

This program has funding for projects related to traffic safety, including transportation safety education and encouragement activities. Grant applications must be supported by local crash data (such as the data analyzed in this SAP) and must relate to the following priority program areas:

- Alcohol Impaired Driving
- Distracted Driving
- Drug-Impaired Emergency Medical Services
- Motorcycle Safety
- Occupant Protection
- Pedestrian and Bicycle Safety
- Police Traffic Services
- Public Relations, Advertising, and Marketing Program
- Roadway Safety and Traffic Records

11. NEXT STEPS

The Town has completed this SAP to guide the process of future transportation safety improvements for years to come. This report also provides the Town with an opportunity to share how crash trends have changed during the Covid-19 Pandemic and in the years following. The data-driven analysis process identified crash types, related primary crash factors, and locations of crashes. Also, as part of this process, emphasis areas were identified to inform and guide further safety evaluation of the Town's transportation network. These emphasis areas will guide corridor improvements, education programs, and capital improvements for the Town.

Using the analyzed data and outputs from this SAP, the Town can:

- Apply for HSIP Cycle 13 and the final round of SS4A funding to implement infrastructure improvements throughout the Town
- Actively seek other funding opportunities to improve safety for all modal users
- Collaborate with established stakeholder, safety partners, and neighboring municipalities as improvements are made to create a cohesive transportation network
- Iteratively evaluate existing and proposed transportation safety programs and capital improvements to design a safer transportation network in the Town

APPENDIX A

PUBLIC COMMENTS AND ENGAGEMENT

Town of Mammoth Lakes Safety Action Plan
Public Feedback

Major Road	Minor Road	Note	Feedback Source
CA 203	Mammoth Creek Road	Great not-quite-as-snowy spot for a free overnight parking lot, linked to ESTA. Encourage visitors to leave their cars here, especially with heavy snow in the forecast.	Website
Canyon Blvd	Hillside Drive	Lots of people try to cross in this crosswalk. It has a crosswalk sign and a line. The problem is the line washes off every winter and tourist don't think it's a crosswalk anymore and don't stop for pedestrians. A light for pedestrians to push would be nice and more signage. I've seen people almost get hit here. This is my daily commute.	Website
Canyon Blvd	Hillside Drive	Got rear-ended here trying to make a left turn. People drive way too fast down Canyon.	Website
Canyon Blvd	Lake Mary Road	When making a double left I get cut off by tourist every time. I anticipate getting almost hit her every day on my way to work. The striping washes off every winter and most people don't look up to read the sign saying double left. Needs more signs stating this is a double left.	Website
Canyon Blvd	Village Plaza (S)	The pedestrian crossing feels unsafe. Not everyone pushes the light to cross. They pop out behind buses.	Website
Canyon Blvd	Village Plaza (S)	An over street pedestrian bridge is needed. The Limelight project is only going to make this worse. We have a pedestrian crossing on the other side that is never used, yet have hundreds of people crossing here daily.	Website
Canyon Blvd	Village Plaza (S)	There should be signage for a lower speed coming through here. It's a pretty high pedestrian traffic area.	Website
Canyon Blvd	Village Plaza (S)	The button for this crosswalk light is 15 feet out of the way the tourist trying to walk across the street can never find the button making the flashing light only last during half of the time someone is crossing in this high pedestrian area.	Website
Davison Road	John Muir Road	Cars are constantly sliding down Davison in the winter and it creates an extremely dangerous situation. There are also tourists constantly skiing and snowboaRoading down the road whenever there's snow on it, and combined with out of control cars, it's incredibly dangerous. We need serious police enforcement here of no riding on the roads and they need to use an actual gate at the top of the road to close it. When they just build a snow wall, people just drive straight through the snow wall to break it down.	Website
East Bear Lake Drive	San Joaquin Villas	Build an official bike path connection here	Website
Forest Trail	Holiday Road	Blind left turn from Holiday onto Forget due to the hill. Cars come so fast it's impossible to make a safe left turn with confidence. Then add the sun in all its glory can't see anything going up this hill or coming out of holiday way. This is a crash waiting to happen.	Website
Forest Trail	Pinecrest Ave	My kids have friends in this neighborhood and there is no safe way to walk or bike to or around here.	Website
Forest Trail	Village parking lot entrance	Tight turn and icy in	In-Person Event
Lake Mary Loop Road	Coldwater Creek Road	Around Lake Mary Road has become highly congested. Can we make the road one directional, and paint a pedestrian/bike lane? The road sees many bikers, runners and walkers. Who often becomes issues for vehicles and the trolley as the road is not big enough for two directions of travel and pedestrians. This could be trialed through a few select dates to see if it increases pedestrian/bike usage of around Lake Mary Road. A MUP would be great here if possible but unsure if there is land for it	Website
Lake Mary Road	Canyon Blvd	Intersection has confusing turn lanes, especially with the new Limelight building, the ice sliding hazard has increased exponentially.	Website
Lake Mary Road	Canyon Blvd	In the winter, it's always icy here. Now with Limelight about to open it's going to be worse with more crashes as people turn out on to Lake Mary Road.	Website
Lake Mary Road	Canyon Blvd	Nobody sees that the right turn lane is only a right turn lane so people are constantly merging into the left lane to continue down Lake Mary Road. There needs to be a billboard or something extremely obvious to indicate that the right lane is a right turn only lane. We know that our tourists don't read signs so this will be a challenge.	Website

Major Road	Minor Road	Note	Feedback Source
Lake Mary Road	Hidden Valley Road	In the winter this is always icy and I have seen a lot of people get stuck and just abandon their cars, especially in low vis, it can be pretty dangerous	Website
Lake Mary Road	Juniper Ct	Bikers regularly go 30 in the bike lane with no slowing down crossing Juniper.	Website
Lake Mary Road	Just west of Canyon Blvd	People stop on curve to put on chains, this happens at a blind curve	In-Person Event
Lake Mary Road	Kelly Road	Bikers don't slow down at downhill intersections.	Website
Lake Mary Road	Lakeview Blvd	People pull too far forward	In-Person Event
Lake Mary Road	Lakeview Blvd	No one stops (on ebikes)	In-Person Event
Lake Mary Road	Lee Road	Put chains on here, block the road or block Lee, and downhill people spin out.	In-Person Event
Lake Mary Road	Minaret Road	People don’t realize the right lane is right turn only until they are already on this little section and try to cut over to the left lane last minute.	Website
Meridian Blvd	Minaret Road	A flashing red is the best way to manage this intersection.	Website
Shady Rest Park Road	Minaret Road	Cars drive way too fast through shady to get to the other side of the field. Easy solution is to put one or two crosswalks with stop signs alongg the drive. It will at least slow people down. Also every stops at the exit to Shady Rest anyway. Might as well put a stop sign a the exit. Everyone just needs to slow down when driving in and out of Shady Rest.	Website
Lake Mary Road	near Canyon Blvd	Icy, lots of rear ends at lime light near driveway	In-Person Event
Lake Mary Road	Starts at Canyon Blvd to Lakes Basin	Road bikers in road on an already narrow road	In-Person Event
Lakeview Blvd	Forest Trail	Better lighting on Lakeview at night, streetlamps like there are on Canyon Blvd would be really nice.	Website
Lakeview Blvd	Jahan Drive	Along all of lakeview a sidewalk would be extremely useful for pedestrians who are walking down lakeview or waiting at one of the bus stops. I wait at one of these stops frequently and drivers speed down this road. A sidewalk would be a good fit here.	Website
Lake Mary Road	Minaret Road	Light at this intersection can give a red light to cars going west on Lake Mary but also a ‘walk’ sign to pedestrians going west as well. Cars may not notice the walk sign and turn right onto Minaret in front of pedestrians. Maybe a no turn on red sign would be helpful.	Website
Lakeview Blvd	Mammoth Slopes Drive	More signage and enforcement for no parking on north side of Lakeview. In the winter people start parking on both sides and the travel lane gets very narrow, especially when you take into account the pedestrians walking up and down from the Canyon ski lift to get to their cars or condos	Website
Lakeview Blvd	near Canyon Ski Lift	No, I don’t think more signage will be helpful. The parking needs to be strictly enforced. Every day that Canyon is open, cars are parked on both sides of the road and it becomes a one lane road and it’s very dangerous, especially with people walking everywhere.	Website
Main St	Alpine Cir	I agree that at least one pedestrian crossing should be between the post office and the Mammoth Village. People who live downtown walk on the south side of the street where there’s no real sidewalk because they don’t want to have to walk all the way past Manzanita for a safe crossing just to circle back to Joaquin.	Website
Main St	Center St	Reinstall the stop sign requiring northbound traffic to stop before crossing the frontage road. So dangerous. Those turning in from Main St have no visibility (nor ability to stop because they are trying to get out of Main St traffic) to left turners onto the frontage road where the stop sign used to be.	Website
Main St	Forest Trail	I was almost hit here during summer. A motorist was speeding out of the neighborhood in a larger vehicle and didn't see me in the road. Additional striping, bulb-outs, or a PHB would be useful at this location.	Website
Main St	Main St Access	Drivers don't seem to realize you can make a left turn into the middle turn lane. Same thing on other parts of Main St.	Website

Major Road	Minor Road	Note	Feedback Source
Lakeview Blvd	Lakeview Road	Traffic heading west on Lakeview Blvd often doesn't realize cars coming up the hill on Lakeview Road don't have to stop and will turn in front of them. Also traffic coming up the hill on Lakeview Road don't realize they don't have to stop but will anyway at the top of the hill before turning onto Lakeview Blvd, which in winter is a hazard since the hill can get icy. Maybe extra signage about which traffic does/does not have to stop would help clarify for drivers.	Website
Main St	Mammoth Lakes Post Office	I was almost hit at this location on two separate occasions during summer. Both times, a motor vehicle was driving quickly of the post office parking lot.	Website
Main St	Mammoth Lakes Welcome Ctr (East)	More enforcement of speed limits and chain control requirements.	Website
Main St	Manzanita Road	Making a left turn going westbound/uphill on CA-203 is a dangerous proposition due to everyone exceeding the speed limit.	Website
Main St	Midblock east of Minaret	Yes, there should be a side walk on the south side of Main Street. Seen many close calls with cars and people here, especially in the winter.	Website
Main St	Mountain Blvd	People don't stop at RRFB	In-Person Event
Main St	Mountain Blvd	A pedestrian crossing is needed here.	Website
Main St	Mountain Blvd	Enforce use of bike paths and use of SIDE WALKS for pedestrians. People are constantly walking a few feet away from an expensive sidewalk. Bicyclists are constantly in driving lanes, not in the side of the lane/shoulder or in bike paths.	Website
Main St	Mountain Blvd	Someone died here years back while the north side sidewalk project was delayed. Please don't delay more pedestrian safety projects.	Website
Main St	Mountain Blvd	Might as well invest in a tunnel like on Sawmill Road.	Website
Meridian Blvd	College Pkwy/Wagon Wheel Road	Need crosswalk with flashing light same as in the Mammoth Village.	Website
Main St	Mountain Blvd	Or a tunnel would be good too.	Website
Main St	Sierra Blvd	A pedestrian crossing is needed here.	Website
Main St	Sierra Park Road	Serious chain enforcement needs to happen here. Most of the traffic crashes in Mammoth are because people don't have chains on their tires or have the incorrect size of chains in their car. People park in the middle of Main St in the winter to put chains on. On days where Main Street isn't completely plowed, it's usually a disaster of people parked all over the road, trying to get chains on or just sliding down the street. I have never once seen a cop do anything about this.	Website
Main St	Viewpoint Road	There should be a sidewalk on the south side of Main St. Seen many close calls with cars and people here, especially in the winter.	Website
Main St	Viewpoint Road	Cars regularly go 45-50 downhill on CA-203 here. No enforcement. Speed limit should just be 25 year-round.	Website
Majestic Pines Drive	Near Eagle Lodge	Snowy conditions, blind turn, tight road	In-Person Event
Majestic Pines Drive	Snowcreek Development	Work with snowcreek on a land swap to build an official bike lane	Website
Meridian Blvd	Azimuth Drive	This intersection could benefit from either a 4-way stop or having pedestrian crossings that light up. Something to slow the flow of traffic here.	Website
Meridian Blvd	Azimuth Drive	Install 4-way stop sign to slow the dangerous speeding along Meridian Blvd & give pedestrians a safe place to cross. Do not use crosswalk flashing lights - just install 4-way stop signs.	Website
Meridian Blvd	College Parkway	Money spent on extra bike paths, we want new ones. The bike path crossing Meridian by College Parkway has no crossing	In-Person Event

Major Road	Minor Road	Note	Feedback Source
Meridian Blvd	College Parkway	Want crosswalk, especialy because no crosswalk near dog park	In-Person Event
Meridian Blvd	College Pkwy/Wagon Wheel Road	Add a crosswalk across Meridian Blvd to connect Wagon Wheel Road to the New Dog Park and trail loop system.	Website
Meridian Blvd	College Pkwy/Wagon Wheel Road	Now that the new Dog Park has opened across from the Trails community, there has been a noticeable increase in foot traffic crossing Meridian. Vehicles frequently travel at speeds of 45 mph or higher, making it difficult and potentially dangerous for pedestrians to cross safely. Installing a crosswalk in this area would greatly improve safety for both residents and visitors using the Dog Park	Website
Meridian Blvd	Mammoth Elementary School Access	It would be nice having flashing lights here, like there is at the Industrial Park Crossing. There is heavy foot traffic here as this is a major trail use for the skate park and schools.	Website
Meridian Blvd	College Pkwy/Wagon Wheel Road	I want to add my support for a crosswalk at Meridian and WagonWheel Road into the Trails. There are many destinations across Meridian from the Trails but no safe way to cross the street. Whether on foot or bicycle, it is hazardous to cross. The next closest marked crossing is way up the hill by the high school. Please consider adding a safer way to cross the road.	Website
Meridian Blvd	College Pkwy/Wagon Wheel Road	We have used the bike path/walking paths for years and have always wished there was a crosswalk connecting the middle point of the bike path on the school side and the college side of Meridian. Many people cross Meridian, especially with the dog park now, without a crosswalk.	Website
Meridian Blvd	College Pkwy/Wagon Wheel Road	Crossing frequently Meridian Blvd with my kids in bike to reach the bike path by the dog park and it's very scary as we don't see very well the cars coming in and the kids have to push their bikes very quickly before a car comes in. A crosswalk here would greatly help kids and adults cross Meridian Blvd more safely.	Website
Meridian Blvd	College Pkwy/Wagon Wheel Road	This is a major crossing to access the walking/ biking path. The combination of the street curve, brush and high speed limit creates a dangerous street crossing. Many families who live in the trails use this point to cross on bike rides and walks with children and dogs.	Website
Meridian Blvd	College Pkwy/Wagon Wheel Road	Please add a crosswalk with flashing lights. Cars travel past this intersection at 50+mph and it is very hard to see them coming from the curves. Many people, bikes, and kids use this to cross from the bike paths, neighborhood, and schools to get to the town facilities such as the town path, dog park, and CRC.	Website
Meridian Blvd	Sierra Park Road	Cars often don't see the stop sign or the lines on the road coming through Meridian going both directions and don't stop.	Website
Main St	Mountain Blvd	Bikes constantly riding on wrong side of the road here.	Website
Meridian Blvd	College Pkwy/Wagon Wheel Road	Cars coming from CA-203 think they are still on the highway by the time they make to this corner they are in a rush to make it to their rental without realizing this is a heavy pedestrian area as well as approaching the schools. We need more signage warning on the school presence . A crossing for pedestrians and bikes is highly needed with the addition of the dog park . Bright lights warning on the 25 miles school zone ahead are also needed.	Website
Meridian Blvd	Sierra Park Road	Encourage the school to have crossing guards during lunch and after school to keep pedestrian and vehicular trafffic moving, and safe.	Website
Meridian Blvd	College Pkwy/Wagon Wheel Road	Need a well signed crosswalk here. The kind with flashing lights. A tunnel or overpass would be better but that's probably not feasible.	Website
Meridian Blvd	Mammoth Middle School Entry (East)	This is perhaps the most dangerous crosswalk in all of Mammoth. Kids are flying down the path on bikes and parents are pulling in to drop off while other cars are stuck behind them in the middle of the road. The solution is to widen eastbound section of the road to make a long turn lane. Of course a tunnel or overpass for pedestrians would work as-well but much more expensive.	Website

Major Road	Minor Road	Note	Feedback Source
Meridian Blvd	College Pkwy/Wagon Wheel Road	Need crosswalk or safety signal to extend bike bath.	Website
Meridian Blvd	College Pkwy/Wagon Wheel Road	Need crosswalk for safety between bike path and trails neighborhood for school and safe neighborhood access. We even need to cross here for field trips so a safe crossing space for kids is important.	Website
Meridian Blvd	College Pkwy/Wagon Wheel Road	A combination of bad sightlines and vehicle speed on Meridian (often 50+ mph) make crossing Meridian dangerous for pedestrians, bicycles and cars. With the new development since the early 2000's (college, student housing, day care, dog park and the future McCoy Center, we believe the 45 mph speed limit on Meridian from CA-203 to Sierra Park Road. The speed limit should be reassessed and possibly lowered to 35 mph.	Website
Meridian Blvd	College Pkwy/Wagon Wheel Road	Need a crosswalk across Meridian connecting Wagon Wheel Road to College Way. Many people cross this street. Cars coming from east are going too fast approaching schools.	Website
#REF!	#REF!	#REF!	Website
Meridian Blvd	Lupin St	Cars are frequently parked in the bike lane. It's very challenging to see on this street in the morning during the winter due to the shade from the trees and the blinding sun in the morning.	Website
Meridian Blvd	Majestic Pines Dr	Bike lane disappears because the road is stripped incorrectly	Website
Meridian Blvd	Mammoth Elementary School Access	Cars passing by are driving faster than the school zone, chaotic traffic patterns during drop-off time.	Website
Main St	Main St Access	Drivers ignore the pedestrian signal.	Website
Lake Mary Road	Minaret Road	This is the one place where I would rally push a developer to help you build a tunnel or overpass for pedestrians. It's the worst part of the Lakes Basin bike path and will be the intersection where somebody gets really messed up.	Website
Meridian Blvd	Mammoth Middle School Entry (East)	Agree, this part of the MUP is terrifying on the way to school	Website
Meridian Blvd	Minaret Road	Needs roundabout	In-Person Event
Meridian Blvd	Minaret Road	Needs RAB	Website
Meridian Blvd	Minaret Road	Better traffic control, the current 4-way stop from flashing red lights isn't a long term solution. Half the people have no idea what to do and sit there until someone honks at them. A roundabout would be the best solution for this intersection.	Website
Meridian Blvd	Minaret Road	Fix the existing stop light. Many people don't know how to use a roundabout whereas traffic signals are common practice.	Website
Meridian Blvd	Minaret Road	Putting a roundabout at Meridian and Minaret will negatively impact traffic on Meridian heading downhill to Old Mammoth Road. A continuous line of cars will make turns onto Meridian from any of the 13 Condo Complexes on Meridian nearly impossible with a steady stream of cars.	Website
Meridian Blvd	Minaret Road	Fix the lights. Generations without driver's training have no idea what to do at a flashing light. There was nothing wrong with this intersection with a functioning light. Just fix it instead of wasting money on the thing that destroyed Mammoth Creek Park.	Website
Meridian Blvd	Minaret Road	Install a roundabout or fix the traffic signal. In the winter and summer people are confused and either don't stop or don't understand when to go.	Website
Meridian Blvd	Minaret Road	Install a 4-way stop here.	Website
Meridian Blvd	Minaret Road	A roundabout is a waste of money and the stoplight was a joke that people just ran when there was no traffic there.	Website

Major Road	Minor Road	Note	Feedback Source
Meridian Blvd	College Pkwy/Wagon Wheel Road	Agree both points above. I walk (run for my life, sometimes) almost daily across this dangerous, wide, fast, blind-curve location to get from my home in The Trails to the "College Side".	Website
Meridian Blvd	Old Mammoth Road	Maintain collapsing/collapsed curbs on south side of Meridian Blvd sidewalk (where sidewalks exist). In the snow, people can't see where walkways collapsed in sections. Fill the gaps in pedestrian facilities on south side of Meridian Blvd. Pedestrians J-walk the busy Meridian Blvd to get to the sidewalk to go to Vons.	Website
Meridian Blvd	Old Mammoth Road	Fill the sidewalk gaps on south side of Meridian blvd - there's a bus stop by Horizons 4 with no sidewalk in front of it, or between the bus stop and Vons. As there's not a sidewalk people are J-walking and walking in the street where the snowplow has to throw the snow.	Website
Meridian Blvd	Old Mammoth Road	Good idea! Please maintain the damaged curbs on the south side of Meridian and help identify a clear path for people to go to Vons.	Website
Meridian Blvd	SE part of town	Lives near a skate park and is worried about emergency routes if there is a fire	In-Person Event
Meridian Blvd	Sierra Manor Road	Streetlights along Meridian Blvd From Library to at least Azimuth would be extremely beneficial.	Website
Meridian Blvd	Sierra Park Road	4-way crosswalk needed	In-Person Event
Meridian Blvd	Sierra Park Road	No crossing guards at the school/library crossing	In-Person Event
Meridian Blvd	Sierra Park Road	The 4-way crosswalk here is desperately needed, has been my entire life I have lived in town.	Website
Meridian Blvd	Sierra Park Road	This intersection is hazardous and busy. Kids are crossing alone and not all cars stop, especially in the winter	Website
Meridian Blvd	Sierra Park Road	Westbound cars on Meridian often don't know where to stop at this intersection, especially when there is snow or ice on the ground. The stop sign is so far away from the crosswalk / intersection that people get confused. I think this affects cars, bikes and pedestrians. Sometimes cars stop so far back that they are not easy to see from the other sides of the intersection.	Website
Meridian Blvd	College Pkwy/Wagon Wheel Road	Please add a right lane must turn right sign before someone kills somebody. I see people go straight from the right hand turn lane all the time.	Website
Meridian Blvd	College Pkwy/Wagon Wheel Road	Crossing Meridian Blvd. is extremely dangerous for both cyclists and pedestrians. This is not only Trails residents, but anyone using the Meridian Connector in route to the dog park, or College Connector Trail. Cars are traveling 45 mph and greater, in both directions, with limited visibility to see cars traveling west up Meridian.	Website
Meridian Blvd	College Pkwy/Wagon Wheel Road	Crosswalks are needed at Meridian & Wagon Wheel Road with signage in both directions.	Website
Minaret Road	Alternate north-south town traversing bike facilities	High speeds, no direct routes from north of Minaret for kids to ride bikes to Snowcreek	In-Person Event
Minaret Road	Bear Lake Drive	Minaret Road, needs a MUP or sidewalk from Main to Old Mammoth.	Website
Minaret Road	Forest Trail	Flashing red leads to confusion, especially with tourists.	Website
Minaret Road	Forest Trail	At main crosswalk, signage and flashing red is confusing to many drivers, making it unsafe for pedestrians.	Website
Minaret Road	Forest Trail	Red, Yellow, Green are all pretty universal colors. Instead there is nothing light, flashing red and solid red - with a sign to explain to people how the lights should be interpreted (in a tourist town - where not everyone is familiar with the area). It is more harmful than helpful when a driver is reading a sign about when to stop, rather than actually stopping.	Website
Minaret Road	Forest Trail	Downhill traffic from CA-203 travels way too fast. Drivers coming off the loop unfamiliar with the area do not realize they are coming into a pedestrian zone. More signage and traffic warning lights, speed bumps, slow people down CA-203 before the village especially in the dry season. You have the highest pedestrian traffic in an area where cars fly into town.	Website

Major Road	Minor Road	Note	Feedback Source
Minaret Road	Forest Trail	As a homeowner and senior citizen in the Trails, it concerns me greatly that there is no safe crosswalk on Meridian at College parkway. Cars are speeding going southbound and are difficult to see and calculate whether it's safe to cross while they travel northbound. I'm afraid that either I, my dog, or my grandkids are going to be hit by oncoming traffic. Please consider a designated crosswalk there.	Website
Meridian Blvd	Sierra Park Road	This crossing needs higher up lighting . Many tourists come to this corner not realizing is a main crossing point for kids from the school. We need some lighting on top like the one on Main St by Footloose . I've seen so many close calls is not safe for our community. A traffic light is more needed here than the corner or Minaret and Meridian . A traffic light is needed by the schools .	Website
Minaret Road	Forest Trail	Cars coming down from mountain fast and around a mostly blind turn can slide into other cars, pedestrians, or bicyclists, particularly mountain bikers in the summer. There should be a stop light or round about to slow and control traffic.	Website
Minaret Road	from Main St to Old Mammoth Road	No sidewalk on Minaret	In-Person Event
Minaret Road	from Main St to Old Mammoth Road	Yes! We live on Joaquin and walk our dog often around the golf course and it's always a bummer to walk on the gravel if we go north on this section. Plus the dirt/dirty snow kicked up by trucks from walking right next to the road isn't great thx	Website
Minaret Road	Meadow Ln	Minaret needs sidewalks going to the bus stops and from the bike path up towaRoad meridian.	Website
Minaret Road	near Chateau Road	The sidewalk here ends abruptly in gravel with little to no warning. We should continue the sidewalk	Website
Minaret Road	near Chateau Road	Yes, the sidewalk here ends abruptly in gravel with little to no warning. We should continue the sidewalk.	Website
Minaret Road	near Mammoth Scenic Loop	Sketchy on curve	In-Person Event
Minaret Road	Near PHB (parking lot to village)	ADA accessibility from parking lot to village, needs bridge and covered parking lot	In-Person Event
Old Mammoth Road	Lake Mary Road	Hairpin corner needs a mirror or better alerts. More people are using this road but treat it like a normal city street.	Website
Old Mammoth Road	Main St	Lot of people trying to walk across street here to get to bus stops after shopping at Grocery Outlet.	Website
Old Mammoth Road	Main St	The problem with this route is that the bike lane doesn't exist on Old Mammoth on this section and people are riding bikes and Ebikes on the sidewalk. People are getting hit on the bikes. Furthermore, these people are riding the wrong way on the sidewalk. Or when a bike lane is available people are still riding the wrong way. More arrows in the bike lanes and signs would be nice. When tourist rent bikes they should be required to watch a video that shows them how to safely ride an Ebike.	Website
Old Mammoth Road	Majestic Pines Dr to Waterford Ave	Need a way for kids to safely travel along old mammoth road to get to the bike path at Waterford!	Website
Old Mammoth Road	Mammoth Creek Park Access	Extremely difficult to turn left out of driveway due to high speed of cars in both directions on old mammoth. The curve of the road reduces visibility and creates a false sense of clear right of way. Have turned in front of many cars bc they weren't there when I looked and then appeared suddenly due to speed once my turn had been initiated. This is a crash waiting to happen.	Website
Old Mammoth Road	Meridian Blvd	Needs roundabout	In-Person Event
Old Mammoth Road	Meridian Blvd	Drivers go a bit too fast down this stretch and sometimes also cut across the parking to get to the lane that exits onto Old Mammoth. Suggest putting in lane borders and/or some flashing sign on this stretch.	Website
Old Mammoth Road	Minaret Road	Lots of bikers don't know about or use the Town Loop and end up on a shoulder with cars going 40+. There needs to be better directions to move bikers to safer paths.	Website

Major Road	Minor Road	Note	Feedback Source
Old Mammoth Road	near Club Drive/Ski Trails Road	Need to repave	Website
Old Mammoth Road	Red Fir Road	Vehicles speed along the curve, homeowners pull out, put a slow down sign	In-Person Event
Old Mammoth Road	Sierra Nevada Road	People don't stop travelling NB on old mammoth at Sierra Nevada. This should be 4-way stop controlled.	In-Person Event
Old Mammoth Road	Sierra Nevada Road	Add buttons to activate crosswalk	Website
Old Mammoth Road	Sierra Nevada Road	The crosswalk here swaps sides (NW to SE), which means most kids on the way to school just walk in the road. Would be great to have sidewalks on both N and S sides of Sierra Nevada.	Website
Old Mammoth Road	Tavern Road	Should have never let a busy business build here. There is constant congestion and dangerous pedestrian traffic.	Website
Old Mammoth Road	Tavern Road	Multiple crashes here as people are unaware that there's only a crosswalk here and stop like it's a stop sign.	Website
Old Mammoth Road	Tavern Road	Multiple crashes here as people are unaware that there's only a crosswalk here and stop like it's a stop sign.	Website
Old Mammoth Road	Tavern Road	Difficult to see cross traffic to the south when stopped at the intersection heading east.	Website
Old Mammoth Road	Tavern Road	This section of road gets extremely congested and turns into a complete mess when a lot of people are in town	Website
Old Mammoth Road	Timber Creek Road	There's no good reason to allow cars to speed up to 40 for less than a mile. Especially with Snowcreek VIII and new development @ Minaret/OMR parcel.	Website
Old Mammoth Road	Waterford Ave	Waterford Ave needs sidewalks to connect the two bike paths. Old Mammoth Rd to Majestic Pines.	Website
Old Mammoth Road	Waterford Ave	I strongly agree that this area needs sidewalks to connect the two bike paths!	Website
Rainbow Lane	near Canyon Ski Lift	Concern in the winter. Stakeholder meeting.	Website
Rainbow Lane	near Canyon Ski Lift	high conflict area. lodge access, parking restraints, bad behavior, etc.	Website
Minaret Road	Forest Trail	Need a crosswalk here.	Website
Sierra Nevada Road	Midblock between Old Mammoth Road and Sierra Manor Road	The parking here quite often blocks the entire sidewalk, forcing pedestrians into the road.	Website
Sierra Park Road	Meridian Blvd	Would be great to have a safe alternative bike lane behind MHS/MMS that links up with the usual school MUP to avoid the school parking lot entrances.	Website
Sierra Park Road	Sierra Nevada Road	People run the stop sign on Sierra Park Rd by the hospital, WB approaching old mammoth	In-Person Event
Sierra Park Road	Sierra Nevada Road	This area is CHAOTIC during school start/end times. Kids walking/biking to school and trying to cross, kids getting off the bus at the bus stop and trying to cross, parents late for dropoff and rushing through, high school kids driving fast, lots of stop sign blowing, add more danger when the road is icy, and plus the sun some mornings blinding everyone.	Website
Sierra Park Road	Sierra Nevada Road	I live on this street and I can't tell you how many times I have seen vehicles slide right through this intersection when it is icy. Maybe a flashing yellow light a few hundred yards before the intersection would help? Even in the summer when I'm picking up blown trash on SPR and Meridian I witness vehicles blow through this intersection without stopping.	Website
Twin Lakes Loop Road	near the Twin Lakes yurt	Speeding problem	In-Person Event

APPENDIX B

SUMMARY OF PROGRAMS, POLICIES AND PLANS

Summary of Programs, Policies, and Practices for the Town of Mammoth Lakes

Topic	Current Status	Implement or Enhance
Complete Streets Policy	The Town has identified complete streets principles in its General Plan. [6] The Town has several plans and projects that prioritize the implementation of complete streets, such as the Walk, Bike, Ride plan which provides a framework to improve mobility in the region without the use of private automobiles.[7]	It is recommended that the Town continue to implement projects and develop design standards consistent with its Complete Street Policy, while accounting for seasonal variations and new micromobility modes.
Traffic Impact Fees	While the Town of Mammoth Lakes does not have direct Traffic Impact fees, the development impact fees DIF includes vehicle circulation and multi-modal circulation components to fund traffic infrastructure. Fees are updated annually and reviewed by the Town Council and implemented via municipal code and Council resolutions. Occasionally, the Town temporarily waives or reduces these fees under Council discretion.[8]	A percentage of the revenue generated from collecting DIF's should be allocated to traffic safety efforts, particularly those which may be included in the CIP. This ensures that growth pays its fair share for increased transportation demand, supports the Town's Complete Streets and climate goals, and enhances eligibility for state and federal transportation grants.
Program for Reviewing Crash Activity	The Mammoth Lakes Police Department (PD) and public works staff investigate collision incidents. However, there is not currently a formal in-house crash review board. The PD maintains a database and individual Traffic Collision Reports for crashes which are available to involved parties after report processing (~10 days)[9].	It is recommended that the Town sets up a formal program and/or working group for reviewing crash activity at a fixed time interval (i.e. annually); Update crash database for future LRSP analyses & updates.

[6] Town of Mammoth Lakes General Plan, Town of Mammoth Lakes Council, December 2016, https://www.townofmammothlakes.ca.gov/DocumentCenter/View/8408/Mobility-Element---Amended-by-GPA-15-002
[7] Town of Mammoth Lakes Current Projects: Walk, Bike, Ride Action Plan, Town of Mammoth Lakes, Accessed July 2025, Walk, Bike, Ride Action Plan | Mammoth Lakes, CA - Official Website
[8] Town of Mammoth Lakes Municipal Code: Section 15.16, Town of Mammoth Lakes Council, May 2025, Title 15 - BUILDINGS AND CONSTRUCTION | Code of Ordinances | Mammoth Lakes , CA | Municode Library
[9] Records & Reports, Mammoth Lakes Police Department, Accessed July 2025, Records & Reports | Mammoth Lakes, CA - Official Website

Topic	Current Status	Implement or Enhance
Crossroads Database Updates	Mammoth Lakes PD maintains a local crash database which includes crashes on CA-203.	It is recommended that the Town continue its data collection efforts and consider coordinating with additional vendors to ensure the quality and accurate geocoding of crashes, and near-miss data collection. Coordinate with Town PD to ensure that property-damage only crashes are recorded.
Traffic Safety Education	The Town of Mammoth Lakes has supported traffic safety education through initiatives such as the "Every 15 Minutes" DUI awareness program for teens[10], CHP's "Start Smart" driver workshops[11], and community outreach on bicycle laws and safety. The PD has implemented speed-monitoring radar signs, hosted car seat inspection events for families, and participated in safety fairs to promote responsible road use. These efforts reflect the Town's commitment to improving traffic safety through education and community engagement. [12], [13],[14]	It is recommended that the Town considers developing a permanent, easy-to-navigate webpage dedicated to traffic safety education. This resource hub could include information on pedestrian and bicycle safety, right of way on Multi-use paths (MUPs), winter and extreme weather driving best practices, and key local traffic laws. To ensure accessibility for all community members and visitors, the webpage should offer multilingual resources and include interactive features such as maps of safe school routes and trail regulations. Additionally, the page could provide seasonal safety updates, particularly during snowstorms, holiday traffic peaks, or large community events and can be promoted through the Town's social media channels and community newsletters to maximize visibility and public engagement.

[10] Every 15 Minutes Program Taking Place in Mammoth Lakes, Sierra Wave Media, May 2023, EVERY 15 MINUTES PROGRAM TAKING PLACE IN MAMMOTH LAKES - Sierra Wave: Eastern Sierra News - The Community's News
[11] "Start Smart" Driving Classes in Mammoth, Bishop, Sierra Wave Media, August 2014, "Start Smart" driving classes in Mammoth, Bishop - Sierra Wave: Eastern Sierra News - The Community's News
[12] Community Health & Safety Fair, Mono County Sheriff Office, June 2015, https://monosheriff.org/sheriff/page/community-health-and-safety-fair
[13] Car Seat Inspections, Mammoth Lakes Police Department, Accessed July 2025, https://www.townofmammothlakes.ca.gov/829/Car-Seat-Inspections
[14] Notify Me, Mobility Commission Traffic Management Workshop, Stuart Brown, November 2011, https://townofmammothlakes.ca.gov/List.aspx?MID=543

Topic	Current Status	Implement or Enhance
Safe Routes to School Funding	The town has completed school safety assessments[15] using grants from Caltrans[16], but does not have a consolidated safe routes to school plan or dedicated funding source.	It is recommended that the Town continues applying for SRTS grants for additional studies or further sidewalk improvements to and from schools. Consider dedicating funding towards annual SRTS improvements.
Transit Vehicles Accommodation of Bicycles	Mammoth Lakes public transit allows bikes for the majority of its services. ESTA buses and trolleys are equipped with bikes track that can accommodate most standard bicycles. More specifically, the Mammoth Lakes Trolley designed for accessing the Lakes Basin features a bike trailer, allowing cyclists to transport their bikes easily while they ride to their desired destination. And the MAS Bike Shuttle is a dedicated service that operates daily from The Village to the Mammoth Bike Park, providing easy access for cyclists.	Mammoth Lakes is already accommodating cyclists on their transit systems, some improvements to consider could be real-time bike rack availability on bus/shuttles, expanding rack compatibility for more types of bikes such as E-Bikes, and installing secure bike lockers or racks at major transit hubs.
Sobriety / Seatbelt Checks	Mammoth Lakes PD conducts sobriety checkpoints. [17]	It is recommended that the Town Traffic division coordinates with the PD in planning and implementing sobriety and seatbelt checks such as determining areas with high instances of DUI or seatbelt violations and creating high saturation enforcement campaigns focused on these areas.

[15] California Environmental Quality Act: Sierra Nevada Road Pedestrian and Bicycle Improvements (Safe Routes 2 School), Haislip Hayes, November 2011, https://ceqanet.lci.ca.gov/2011118105
[16] Grant Resolution for the Mammoth Unified School District Connector Path and Safety Improvement Project, Peter Bernascondi, https://mammothlakes.granicus.com/MetaViewer.php?view_id=2&clip_id=248&meta_id=28083
[17] California plans sobriety checkpoints tonight, Marcella Corona, September 2015, https://www.rgj.com/story/news/2015/09/17/chp-mono-county-sees-dui-crashes-prompts-sobriety-checkpoints/32562151/

Topic	Current Status	Implement or Enhance
Town Enforcement on Bicycle Rules	E-bikes are permitted on paved mixed-use paths (MUPs) but with restrictions. A 15-mph speed limit is in effect on MUPs, and riders are expected to yield to pedestrians and be respectful of other users. Cyclists are expected to follow the rules of the road, including stopping at red lights and stop signs. The Mammoth Lakes PD can issue citations for violations of cycling rules, particularly those related to e-bike usage on MUPs.[18]	It is recommended that the Town adopt the following ordinances in the Town Municipal Code for e-bikes: -Duplication of California Vehicle Code to allow for the Community Service Officers to perform enforcement alongside Mammoth PD. -Enforcement of speed limits on MUPs, requiring that E-Bike operators must use helmets. -Consider temporarily impounding E-bikes belonging to habitual violators. -Consider implementing a Bike Safety License for kids to ride e-bikes. -Implement a "bicycle safety test" within the online reservation of all e-bikes used in Town. -Implement a "bicycle safety test" and receive a discount at a local business for completing. -Consider incorporating technology to reduce speed of e-bikes rented in the Town if riding on a facility that the e-bike shouldn't be on
Coordination between Emergency Response and Town Transportation Planning	The Town of Mammoth Lakes coordinates with Emergency Response to ensure adequate emergency response capabilities during its Town planning.[19]	Continue engaging emergency response in transportation planning processes; Include membership in project technical advisory committees where appropriate.
Coordination of Transit Providers and Town Staff	The Town coordinates with transit providers.	Continue coordination; Work to identify areas for improvements, particularly with first and last mile connections.

[18] Town of Mammoth Lakes Municipal Code: Chapter 10.28, Town of Mammoth Lakes Council, May 2025, https://library.municode.com/ca/mammoth_lakes_/codes/code_of_ordinances?nodeId=COOR_TIT10VETR_CH10.28VETRMUEPAMUSI

[19] Town of Mammoth Lakes General Plan, Town of Mammoth Lakes Council, April 2019, https://www.townofmammothlakes.ca.gov/DocumentCenter/View/9141/General-Plan_Safety-Element-Update_4-5-19

Topic	Current Status	Implement or Enhance
Town Law Enforcement Coordination with Adjacent Jurisdictions	The Town of Mammoth Lakes coordinates closely with adjacent jurisdictions to ensure effective traffic safety and law enforcement efforts. The Mammoth Lakes PD regularly partners with the Mono County Sheriff's Office, California Highway Patrol (CHP), Caltrans District 9, and U.S. Forest Service Law Enforcement to address regional safety concerns, especially on state highways and federal lands. This coordination supports joint operations, such as DUI checkpoints and collision response, and enhances communication during snow events, road closures, and special events.[20]	Continue to coordinate with Adjacent Jurisdictions and state agencies. Seek OTS funding for additional enforcement at locations with high crash frequency and history of driver behavior related crashes (i.e. speeding, signal and stop sign violations), including locations at/near jurisdictional boundaries.
Traffic Calming Policies	The Town of Mammoth Lakes has a Traffic Management Plan. The Town has implemented traffic calming policies that include signage and striping, "streetscaping", and deploying traffic control personnel during busy days/events to moderate areas burdened with high traffic volumes. The town is also looking to implement more permanent traffic control measures such as traffic circles and speed humps.[21]	Continue to implement and enforce their traffic calming policies. It is recommended that the Town take a zone or neighborhood-based approach to promoting slower speeds and enhance vulnerable road user safety on local roads.
Speed Limits	The Town of Mammoth Lakes determines and sets speed limits based on speed surveys and roadway geometry and classification.[22]	Continue to update as required by California Vehicle Code; Exercise context-based flexibility offered under Assembly Bill 43.

[20] Town of Mammoth Lakes Police Department: Policy Manual, Mammoth Lakes Police Department, December 2024, https://www.townofmammothlakes.ca.gov/DocumentCenter/View/14970/Mammoth-Lakes-PD-Policy-Manual-12-30-2024-Release

[21] Town of Mammoth Lakes: Traffic Management Plan, Page 2, LSC Transportation Consultants, Inc., February 2009, https://www.townofmammothlakes.ca.gov/DocumentCenter/View/576/2009-Traffic-Management-Report?bidId=

[22] Setting Speed Limits, CalTrans, Accessed July 2025, https://dot.ca.gov/programs/safety-programs/setting-speed-limits

Topic	Current Status	Implement or Enhance
Speed Surveys	The Town of Mammoth Lakes conducts speed surveys.[23]	Continue to implement regular surveying as required by California Vehicle Code; Review new guidance from Assembly Bill 43 and identify locations where posted speed limits can be reduced through identification of "Safety Corridors" and guidance contained in the CA MUTCD.
Coordination between Local Health Agencies and Town Transportation Planning	The Town of Mammoth Lakes works to ensure that health is maintained and supported by residents and visitors as detailed in the general plan.[24]	Continue engaging local health agencies in transportation planning processes; Include membership in working group or technical advisory committees where appropriate.
Bicycle and Pedestrian Master Plans	The Town has adopted the Town of Mammoth Lakes Trail System Master Plan[25] as well the Walk, Bike, Ride Action Plan[26] and both have seen significant progress.	Continue making progress in implementing projects with high need and high feasibility, as well as with continuing to monitor bike and pedestrian crashes.
General Plan Addresses Multimodal Traffic Safety	Included in the Mobility[27] section of the Town's General Plan.	Ensure that new developments and design standards incorporate multimodal safety. Continue to implement trail and crossing improvements found in adjacent plans.
Inventory of Bicycle, Pedestrian, Parking, and other facilities	Yes, as detailed in section 2.6.1 in the Trail System Master Plan.[28]	Continue to inventory bicycle, pedestrian, parking and other facilities; Perform annual monitoring.

[23] Town of Mammoth Lakes Traffic Management Plan, Page 22, LSC Transportation Consultants, Inc., February 2009, https://www.townofmammothlakes.ca.gov/DocumentCenter/View/576/2009-Traffic-Management-Report?bidId=
[24] Town of Mammoth Lakes General Plan, Town of Mammoth Lakes Council, April 2019, https://www.townofmammothlakes.ca.gov/DocumentCenter/View/9141/General-Plan_Safety-Element-Update_4-5-19
[25] Town of Mammoth Lakes Trail System Master Plan, MLTPA, October 2011, https://mltpa.org/images/downloads/060_TSMP_ADOPTED_111103_no_maps_FINAL.pdf
[26] Town of Mammoth Lakes Current Projects: Walk, Bike, Ride Action Plan, Town of Mammoth Lakes, Accessed July 2025, Walk, Bike, Ride Action Plan | Mammoth Lakes, CA - Official Website
[27] Town of Mammoth Lakes General Plan, Town of Mammoth Lakes Council, December 2016, https://www.townofmammothlakes.ca.gov/DocumentCenter/View/8408/Mobility-Element---Amended-by-GPA-15-002
[28] Town of Mammoth Lakes Trail System Master Plan Section 2.6.1, MLTPA, October 2011, https://mltpa.org/images/downloads/060_TSMP_ADOPTED_111103_no_maps_FINAL.pdf

Topic	Current Status	Implement or Enhance
Traffic Safety Audit Program	The Town of Mammoth Lakes currently does not have a traffic safety audit program.	It is recommended that the Town implements a traffic safety audit program to regularly (i.e. annually) review crash data and respond to community feedback regarding traffic safety challenges.
Use of overlays, specific plans, redevelopment areas to encourage infill development to reduce VMT	Mammoth Lakes has adopted and implemented multiple overlay districts, specific plans, and master-planned redevelopment zones such as Clearwater, North Village, and The Parcel to facilitate compact, mixed-use infill, supported by streamlined procedures, parking strategies, housing variety, and transit integration. These measures align directly with regional VMT reduction policies and demonstrate active local implementation.[29] [30] [31]	The Town can further institutionalize incentives, modernize zoning and permitting, and target infrastructure investments that directly support infill development in transit-rich areas. Also identify areas where infill development will require safety improvements; Coordinate with County to ensure connectivity and continuation of safety amenities with other municipalities.
Transportation Demand Management Policies/Programs	Mammoth Lakes has a solid TDM foundation such as free transit, vanpools, park-and-rides, planning studies, and VMT policies that significantly reduce vehicle demand.[32]	The Town could finalize mobility hub plans, extend service operations and amenities, modernize parking strategies, and leverage digital tools and employer partnerships for more impactful TDM outcomes.
Resident Feedback	Yes, the Town of Mammoth Lakes has a dedicated webpage, Engage Mammoth Lakes, where the community can leave feedback and input on various projects and initiatives within the town.[33]	Continue to seek out resident feedback; Review comments for trends and patterns that may suggest opportunities for systemic safety improvement. Implement the procedures for following up on resident request for traffic calming measures.

[29] Sierra Nevada Resort Redevelopment, Town of Mammoth Lakes, Accessed July 2025, https://www.ci.mammoth-lakes.ca.us/1127/Sierra-Nevada-Resort-Redevelopment
[30] Downtown Revitalization Action Plan, Town of Mammoth Lakes, December 2017, Downtown Revitalization Action Plan | Mammoth Lakes, CA - Official Website
[31] The Parcel, Town of Mammoth Lakes, Accessed July 2025, The Parcel FAQ | Mammoth Lakes, CA - Official Website
[32] Mono County General Plan, Mono County, Accessed June 2025, https://www.monocounty.ca.gov/generalplan/chapter-2-needs-assessment
[33] Engage Mammoth Lakes, Accessed July 2025, https://engage.townofmammothlakes.ca.gov/

Topic	Current Status	Implement or Enhance
Maintenance of Roadway Surfaces	The Town of Mammoth Lakes has a dedicated Street Maintenance Division responsible for maintaining roads year-round in Summer and Winter climates.[34]	Continue regular maintenance of roadway surfaces and integrate safety improvements along bike lanes, ped crossings, and MUP.
Regular Collection of Traffic / Bicycle / Pedestrian Volumes	The Town of Mammoth Lakes collects volumes on a case-by-case basis.	Require bicycle and pedestrian counts as part of routine traffic counting policies for the Town when traffic impact studies or environmental documents are being developed.
Program for Installing Wayfinding Signage	The Town of Mammoth Lakes already benefits from a well-designed, multimodal wayfinding signage system covering town streets, transit, and recreation trails.[35] [36]	To sustain its impact, it is recommended that the Town prioritizes maintenance, expand digitization, integrate emerging mobility information (like e-bikes and transit transfers), and close gaps in urban connectivity to elevate navigation, safety, and visitor experience.
Warrants for Traffic Control Devices	The Town uses CA MUTCD warrants.	Continue to use CA MUTCD warrants; perform intersection control evaluations to determine whether roundabouts would perform better than traffic signals.
School Zone Safety	The Town's school zone is monitored by the Mammoth Lakes PD, Mono County Sheriff, and Mammoth Lakes Fire Department.[37]	Continue enforcement of road safety in school zones; Seek grant funding opportunities for additional personnel in school zones and improvements in safety regarding commuting to school.

[34] Street Maintenance Division, Town of Mammoth Lakes, Accessed July 2025, https://www.townofmammothlakes.ca.gov/227/Street-Maintenance
[35] Municipal Wayfinding and Community Messaging, Town of Mammoth Lakes, Accessed July 2025, https://www.townofmammothlakes.ca.gov/439/Municipal-Wayfinding-and-Community-Messa
[36] Signage and Wayfinding, Mammoth Lakes Trails – Public Access, December 2023, https://www.mltpa.org/trail_systems/projects/implementation/project-implementation-and-construction/mlts-signage-wayfinding-implementation
[37] Comprehensive District Safety Plan, Mammoth Unified School District, August 2024, https://www.mammothusd.org/apps/pages/index.jsp?uREC_ID=4432761&type=d&pREC_ID=2672715

Topic	Current Status	Implement or Enhance
Crosswalk Safety	The crossing guard program for schools is overseen by the town school district[38], steps to improving pedestrian infrastructure are included in the Traffic Management Plan[39]	Increase the deployment of crossing guards (as needed) at critical locations along school routes. Consider pilot programs such as use of crosswalk flags to increase driver awareness at uncontrolled crossings; Create a webpage on the Town's website regarding the Town's crossing guard program to increase awareness and education; Increase enforcement of safe driving and active transportation behaviors near busy crosswalk locations.
Rectangular Rapid Flashing Beacons (RRFBs)	The Town has installed RRFBs at key pedestrian crossing locations.	Refer to the FHWA publication "Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations"[40] to determine if an RRFB is a suitable treatment. Considerations include the number of lanes, roadway volumes, and posted speed limits.

[38] Mammoth Lakes Town Council Agenda Action Sheet, Daniel C. Holler, December 2015 https://mammothlakes.granicus.com/MetaViewer.php?view_id=2&clip_id=517&meta_id=50299
[39] Town of Mammoth Lakes Traffic Management Plan, LSC Transportation Consultants Inc., February 2009, https://www.ci.mammoth-lakes.ca.us/DocumentCenter/View/576/2009-Traffic-Management-Report?bidId=
[40] Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations, FHWA, July 2018, Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations

APPENDIX C

INTERSECTION NETWORK SCREENING RESULTS

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	Major Injury	Minor Injury	Property Damage Only (PDO)	Traumatic Injury	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Vehicle-Pedestrian	Vehicle-Bicycle	Bicycle Only Crashes	Aggressive	Impaired	Dark	Snow / Wet
Signalized Intersections																				
Old Mammoth Rd and Meridian Blvd	13	-0.05	62		5	8		4	4	3				1	1		6	2		4
Main St/CA 203/Lake Mary Rd and Minaret Rd	12	0.01	90		3	4	5	4		1	2					5	4	2	2	3
Main St/CA 203 and Old Mammoth Rd	2	-0.29	12		1	1				2							2			
Lake Mary Rd and Canyon Blvd	1	-0.34	1			1			1									1	1	1
Unsignalized Intersections																				
Lake Mary Rd and Lee Rd	9	0.58	206	1			8					1				8			1	
Old Mammoth Rd and Tavern Rd	8	0.13	27		2	6		4		3					1		2		1	6
Old Mammoth Rd and Waterford Ave	6	0.54	25		2	4		2				4					3	1	3	2
Main St/CA 203 and Frontage Rd (Northwest terminus)	6	0.05	35		3	3			2	3	1						3	3		1
Forest Trail and Minaret Rd	5	0.07	44		3	1	1	3					1		1		1			
Main St/CA 203 and Frontage Rd (Luxury Outlets Driveway)	5	0.02	34		3	2		2			1	1	1				1		1	2
Meridian Blvd and Azimuth Dr	5	0.05	34		2	2	1	1		1		1			2		1	1		2
Forest Trail and Grindelwald Rd	4	0.39	33		3	1		1	1			1			1		2		1	1
Meridian Blvd (Horizon Condominium Driveway)	4	0.04	14		1	3		2	2									1		2
Canyon Blvd and Convict Dr	3	0.07	3			3			3								1			2
Old Mammoth Rd and Minaret Rd/Fairway Dr	3	-0.01	22		2	1					1	1		1				1	1	
Main St/CA 203 and Center St	3	-0.03	32		3			1							2		1			
Old Mammoth Rd and Chateau Rd	3	-0.05	132	1	1	1				1				1	1		1	1	1	
Lake Mary Rd and Horseshoe Lake Parking	2	1.81	21		2							2					2		1	
Minaret Rd and Mammoth Scenic Loop	2	-0.05	2			2			1	1							1	1		1
Canyon Blvd and Hillside Dr	2	-0.05	12		1	1					2						1			1
Minaret Rd and Meridian Blvd	2	-0.07	21		2			1		1							1			
Old Mammoth Rd and Ranch Rd	2	-0.04	21		1		1								2		1			
Dorrance Dr and Lupin St	2	0.05	131	1	1									1	1					1
Meridian Blvd and Mono St	2	-0.05	21		2					1					1		1		1	
Minaret Rd and Chateau Rd	2	-0.04	131	1	1			1				1						1	1	
Chateau Rd and Villa de los Pinos Driveway	2	-0.02	2			2			1				1				2			1
Sierra Nevada Rd and Old Mammoth Rd	2	-0.08	21		2			1							1		2			
Meridian Blvd and Sierra Park Rd	2	-0.08	21		2					1					1		1			1
Main St/CA 203 and Sierra Park Rd	2	-0.08	12		1	1		1			1						1			1
Main St/CA 203 and Meridian Blvd	2	-0.08	21		1		1	1								1	1			

1. CCR: Critical Crash Rate. This value was calculated based on an average of the Summer and Winter roadway volumes collected

2. EPDO: Equivalent Property Damage Only

Note: All signalized intersections are included in the table for completeness. Unsignalized intersections with two or more crashes are presented in the table.

APPENDIX D

SEGMENT NETWORK SCREENING RESULTS

Facility	Limits	Crashes	Local CCR Differential[1]	EPDO[2]	Major Injury	Minor Injury	Property Damage Only (PDO)	Traumatic Injury	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Vehicle-Pedestrian	Vehicle-Bicycle	Bicycle Only	Aggressive	Impaired	Dark	Snow / Wet
Major Arterials																						
Minaret Rd	Main St/Lake Mary Rd to Forest Trail	4	0.45	143	1	2	1				1	1			1		1		1		1	
Minaret Rd	Mammoth Sceinic Loop to Earthquake Fault Access	4	0.05	33		2	1	1		1		1		1				1	1	1	1	1
Minaret Rd	Mammoth Sceinic Loop to Forest Trail	3	-0.02	22		2	1			2		1							2			2
Old Mammoth Rd	Meridian Blvd to Oak Tree Way	2	0.12	12		1	1		1		1								2			1
Minaret Rd	Earthquake Fault Access to Woollys Adventure Summit Driveway	2	-0.08	131	1	1						1		1					1	1	1	2
Minaret Rd	Fronting Mammoth Mountain Inn	2	-0.16	12		1	1			1					1				1			1
Minaret Rd	By Chair 4	2	-0.20	121	1		1			1							1		1			1
Major Collectors																						
Lake Mary Rd	Juniper Rd to Twin Lakes Rd	4	0.57	33		3	1			1	1	1			1				3		2	2
Local																						
Lupin Rd	Meridian Blvd to Dorrance Dr	5	7.02	44			1	4			1							4				
Snowcreek Rd	Solitude to Fascination	2	8.60	21		1		1			2								2			
Mountain Blvd	Sierra Blvd to alpine Cir	2	4.95	21				2							2							

1. CCR: Critical Crash Rate. This value was calculated based on an average of the Summer and Winter roadway volumes collected

2. EPDO: Equivalent Property Damage Only

Note: All roadway segments with two or more crashes are presented in the table.

APPENDIX E

DATA COLLECTION SHEETS

Summer Data Collection

Main St and Minaret Rd - TMC

Wed Aug 6, 2025
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1315866, Location: 37.648369, -118.983061

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg	Minaret Rd					Minaret Rd					Lake Mary Rd					Main St					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2025-08-06 12:00AM	0	1	1	0	**2**	0	0	0	0	**0**	0	3	0	0	**3**	2	6	1	0	**9**	**14**
12:15AM	0	1	0	0	**1**	1	0	1	0	**2**	0	0	0	0	**0**	0	3	0	0	**3**	**6**
12:30AM	0	0	0	0	**0**	1	0	3	0	**4**	0	2	1	0	**3**	0	3	0	0	**3**	**10**
12:45AM	1	0	1	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	1	2	1	0	**4**	**6**
Hourly Total	1	2	2	0	**5**	2	0	4	0	**6**	0	5	1	0	**6**	3	14	2	0	**19**	**36**
1:00AM	0	0	0	0	**0**	1	0	0	0	**1**	0	2	1	0	**3**	0	0	0	0	**0**	**4**
1:15AM	0	0	0	0	**0**	2	0	0	0	**2**	0	0	0	0	**0**	0	4	0	0	**4**	**6**
1:30AM	0	0	0	0	**0**	1	0	0	0	**1**	0	1	0	0	**1**	0	1	1	0	**2**	**4**
1:45AM	1	0	0	0	**1**	1	0	0	0	**1**	0	0	0	0	**0**	1	1	0	0	**2**	**4**
Hourly Total	1	0	0	0	**1**	5	0	0	0	**5**	0	3	1	0	**4**	1	6	1	0	**8**	**18**
2:00AM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	1	0	0	0	**1**	**1**
2:15AM	0	0	0	0	**0**	0	0	0	0	**0**	0	2	0	0	**2**	0	0	0	0	**0**	**2**
2:30AM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	**1**
2:45AM	0	0	0	0	**0**	0	0	0	0	**0**	0	1	1	0	**2**	0	0	0	0	**0**	**2**
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	3	1	0	**4**	1	1	0	0	**2**	**6**
3:00AM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
3:15AM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	**1**
3:30AM	1	0	0	0	**1**	0	0	0	0	**0**	0	1	0	0	**1**	0	2	1	0	**3**	**5**
3:45AM	3	0	0	0	**3**	0	0	0	0	**0**	0	1	0	0	**1**	0	1	1	0	**2**	**6**
Hourly Total	4	0	0	0	**4**	0	0	0	0	**0**	0	2	0	0	**2**	0	4	2	0	**6**	**12**
4:00AM	3	0	0	0	**3**	0	0	0	0	**0**	0	2	2	0	**4**	1	5	0	0	**6**	**13**
4:15AM	1	0	0	0	**1**	3	0	0	0	**3**	0	1	5	0	**6**	1	6	1	0	**8**	**18**
4:30AM	1	0	0	0	**1**	0	0	0	0	**0**	0	2	3	0	**5**	9	6	1	0	**16**	**22**
4:45AM	3	0	0	0	**3**	4	0	0	0	**4**	0	3	1	0	**4**	8	2	4	0	**14**	**25**
Hourly Total	8	0	0	0	**8**	7	0	0	0	**7**	0	8	11	0	**19**	19	19	6	0	**44**	**78**
5:00AM	3	0	1	0	**4**	1	1	0	0	**2**	0	1	0	0	**1**	0	0	0	0	**0**	**7**
5:15AM	1	0	0	0	**1**	0	0	0	0	**0**	0	8	2	0	**10**	0	6	1	0	**7**	**18**
5:30AM	1	1	1	0	**3**	1	1	1	0	**3**	0	8	9	0	**17**	5	10	2	1	**18**	**41**
5:45AM	7	2	2	0	**11**	2	1	1	0	**4**	4	11	8	0	**23**	7	10	1	0	**18**	**56**
Hourly Total	12	3	4	0	**19**	4	3	2	0	**9**	4	28	19	0	**51**	12	26	4	1	**43**	**122**
6:00AM	5	1	3	0	**9**	3	1	3	0	**7**	2	10	5	0	**17**	1	9	17	0	**27**	**60**
6:15AM	6	7	1	0	**14**	5	6	4	0	**15**	0	18	2	0	**20**	2	14	15	0	**31**	**80**
6:30AM	6	9	6	0	**21**	8	1	0	0	**9**	4	34	4	0	**42**	9	15	17	0	**41**	**113**
6:45AM	9	8	9	0	**26**	13	6	2	0	**21**	6	30	5	0	**41**	2	28	32	0	**62**	**150**
Hourly Total	26	25	19	0	**70**	29	14	9	0	**52**	12	92	16	0	**120**	14	66	81	0	**161**	**403**
7:00AM	4	11	2	0	**17**	15	5	1	0	**21**	1	48	6	0	**55**	6	29	25	0	**60**	**153**
7:15AM	7	12	4	0	**23**	14	2	0	0	**16**	0	34	9	0	**43**	7	26	27	0	**60**	**142**
7:30AM	8	18	3	0	**29**	15	8	3	0	**26**	3	37	8	0	**48**	5	27	31	0	**63**	**166**
7:45AM	11	14	10	0	**35**	20	13	4	0	**37**	2	67	11	0	**80**	4	36	38	0	**78**	**230**
Hourly Total	30	55	19	0	**104**	64	28	8	0	**100**	6	186	34	0	**226**	22	118	121	0	**261**	**691**
8:00AM	28	10	5	0	**43**	16	10	5	0	**31**	2	53	9	0	**64**	8	69	30	0	**107**	**245**
8:15AM	19	10	9	0	**38**	45	10	6	0	**61**	6	55	13	0	**74**	8	56	28	0	**92**	**265**
8:30AM	15	18	11	0	**44**	28	13	6	0	**47**	5	50	16	0	**71**	4	56	32	0	**92**	**254**
8:45AM	11	20	5	0	**36**	24	7	6	0	**37**	5	72	19	0	**96**	9	52	32	0	**93**	**262**
Hourly Total	73	58	30	0	**161**	113	40	23	0	**176**	18	230	57	0	**305**	29	233	122	0	**384**	**1026**
9:00AM	39	13	12	0	**64**	27	14	2	0	**43**	6	49	16	0	**71**	8	43	35	0	**86**	**264**
9:15AM	35	8	12	0	**55**	31	10	7	0	**48**	9	81	16	0	**106**	9	53	28	1	**91**	**300**
9:30AM	33	22	16	0	**71**	18	8	9	0	**35**	8	67	19	0	**94**	8	51	46	0	**105**	**305**
9:45AM	23	21	14	0	**58**	25	9	6	0	**40**	8	77	14	0	**99**	9	62	29	0	**100**	**297**
Hourly Total	130	64	54	0	**248**	101	41	24	0	**166**	31	274	65	0	**370**	34	209	138	1	**382**	**1166**
10:00AM	25	12	14	0	**51**	27	13	11	0	**51**	4	96	26	0	**126**	5	64	31	0	**100**	**328**
10:15AM	24	17	11	0	**52**	40	20	7	0	**67**	14	72	23	1	**110**	15	63	22	0	**100**	**329**
10:30AM	11	13	7	0	**31**	30	14	13	0	**57**	6	75	16	0	**97**	4	58	23	1	**86**	**271**
10:45AM	32	14	10	0	**56**	24	10	14	0	**48**	11	67	15	0	**93**	10	44	27	0	**81**	**278**

Leg	Minaret Rd					Minaret Rd					Lake Mary Rd					Main St					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
Hourly Total	92	56	42	0	**190**	121	57	45	0	**223**	35	310	80	1	**426**	34	229	103	1	**367**	**1206**
11:00AM	26	10	7	0	**43**	32	9	15	0	**56**	15	69	18	0	**102**	12	76	42	0	**130**	**331**
11:15AM	27	18	10	0	**55**	30	12	13	0	**55**	7	62	19	0	**88**	4	60	30	0	**94**	**292**
11:30AM	20	12	9	0	**41**	35	20	9	0	**64**	15	71	17	0	**103**	6	68	37	0	**111**	**319**
11:45AM	23	15	5	0	**43**	26	16	10	0	**52**	13	69	25	0	**107**	13	56	39	0	**108**	**310**
Hourly Total	96	55	31	0	**182**	123	57	47	0	**227**	50	271	79	0	**400**	35	260	148	0	**443**	**1252**
12:00PM	20	20	12	0	**52**	37	21	13	0	**71**	9	77	37	0	**123**	12	57	30	0	**99**	**345**
12:15PM	34	10	5	0	**49**	33	14	16	0	**63**	11	53	24	0	**88**	6	62	37	0	**105**	**305**
12:30PM	20	12	7	0	**39**	34	8	8	0	**50**	12	72	31	0	**115**	21	76	35	0	**132**	**336**
12:45PM	29	19	9	0	**57**	43	19	15	0	**77**	8	73	32	0	**113**	9	60	35	1	**105**	**352**
Hourly Total	103	61	33	0	**197**	147	62	52	0	**261**	40	275	124	0	**439**	48	255	137	1	**441**	**1338**
1:00PM	32	14	10	0	**56**	28	22	16	0	**66**	16	66	16	0	**98**	14	74	27	0	**115**	**335**
1:15PM	36	15	9	0	**60**	34	16	9	0	**59**	9	69	22	0	**100**	14	70	36	0	**120**	**339**
1:30PM	30	11	7	0	**48**	36	20	16	0	**72**	11	53	18	0	**82**	5	49	30	0	**84**	**286**
1:45PM	32	19	11	0	**62**	19	13	14	0	**46**	13	73	21	0	**107**	5	73	34	0	**112**	**327**
Hourly Total	130	59	37	0	**226**	117	71	55	0	**243**	49	261	77	0	**387**	38	266	127	0	**431**	**1287**
2:00PM	27	17	7	0	**51**	34	17	14	1	**66**	17	81	17	0	**115**	8	73	38	0	**119**	**351**
2:15PM	27	21	11	0	**59**	40	10	16	0	**66**	10	81	21	1	**113**	12	79	35	0	**126**	**364**
2:30PM	20	16	15	0	**51**	33	21	19	0	**73**	5	74	31	0	**110**	12	63	26	0	**101**	**335**
2:45PM	24	14	9	0	**47**	40	14	18	0	**72**	8	68	18	0	**94**	16	78	42	0	**136**	**349**
Hourly Total	98	68	42	0	**208**	147	62	67	1	**277**	40	304	87	1	**432**	48	293	141	0	**482**	**1399**
3:00PM	13	18	15	0	**46**	26	18	11	0	**55**	14	77	23	0	**114**	3	50	37	1	**91**	**306**
3:15PM	23	19	10	0	**52**	49	10	14	0	**73**	8	53	23	0	**84**	6	81	34	0	**121**	**330**
3:30PM	24	10	19	0	**53**	42	23	17	1	**83**	14	76	26	0	**116**	13	66	31	0	**110**	**362**
3:45PM	23	11	14	0	**48**	51	15	15	0	**81**	14	70	23	0	**107**	9	80	47	0	**136**	**372**
Hourly Total	83	58	58	0	**199**	168	66	57	1	**292**	50	276	95	0	**421**	31	277	149	1	**458**	**1370**
4:00PM	37	21	23	0	**81**	41	18	18	0	**77**	15	80	30	0	**125**	8	58	36	1	**103**	**386**
4:15PM	29	19	8	0	**56**	43	13	15	0	**71**	13	78	29	0	**120**	10	85	45	0	**140**	**387**
4:30PM	23	19	7	0	**49**	48	21	19	0	**88**	7	73	24	0	**104**	8	60	46	0	**114**	**355**
4:45PM	29	27	11	0	**67**	38	24	9	0	**71**	16	83	37	0	**136**	11	77	39	0	**127**	**401**
Hourly Total	118	86	49	0	**253**	170	76	61	0	**307**	51	314	120	0	**485**	37	280	166	1	**484**	**1529**
5:00PM	26	14	10	0	**50**	49	20	12	0	**81**	11	90	31	0	**132**	9	75	23	0	**107**	**370**
5:15PM	21	8	5	0	**34**	35	16	18	0	**69**	6	85	32	0	**123**	6	73	25	0	**104**	**330**
5:30PM	20	14	13	0	**47**	40	23	14	0	**77**	10	61	33	0	**104**	15	73	19	0	**107**	**335**
5:45PM	30	12	15	0	**57**	26	17	10	0	**53**	9	58	34	1	**102**	6	62	30	1	**99**	**311**
Hourly Total	97	48	43	0	**188**	150	76	54	0	**280**	36	294	130	1	**461**	36	283	97	1	**417**	**1346**
6:00PM	33	9	9	0	**51**	30	19	9	0	**58**	9	64	22	0	**95**	8	64	21	0	**93**	**297**
6:15PM	29	21	9	0	**59**	27	18	11	0	**56**	14	52	27	0	**93**	14	60	34	0	**108**	**316**
6:30PM	22	15	6	0	**43**	26	7	5	0	**38**	12	56	23	0	**91**	3	58	26	0	**87**	**259**
6:45PM	23	8	4	0	**35**	15	17	12	0	**44**	12	38	18	0	**68**	11	53	29	0	**93**	**240**
Hourly Total	107	53	28	0	**188**	98	61	37	0	**196**	47	210	90	0	**347**	36	235	110	0	**381**	**1112**
7:00PM	16	20	8	0	**44**	23	11	12	0	**46**	9	30	19	0	**58**	7	58	34	1	**100**	**248**
7:15PM	18	9	3	0	**30**	21	13	17	0	**51**	8	51	19	0	**78**	3	35	34	0	**72**	**231**
7:30PM	20	11	4	0	**35**	11	4	10	0	**25**	6	45	13	0	**64**	5	44	24	0	**73**	**197**
7:45PM	26	11	2	0	**39**	24	12	7	0	**43**	11	36	17	0	**64**	7	39	18	0	**64**	**210**
Hourly Total	80	51	17	0	**148**	79	40	46	0	**165**	34	162	68	0	**264**	22	176	110	1	**309**	**886**
8:00PM	13	5	9	0	**27**	24	20	8	0	**52**	4	33	19	0	**56**	2	38	14	2	**56**	**191**
8:15PM	18	6	6	0	**30**	14	9	4	0	**27**	3	42	20	0	**65**	5	34	23	0	**62**	**184**
8:30PM	15	9	3	0	**27**	13	14	7	0	**34**	4	26	15	0	**45**	4	37	19	0	**60**	**166**
8:45PM	9	11	1	0	**21**	8	7	1	0	**16**	3	20	11	0	**34**	8	24	23	0	**55**	**126**
Hourly Total	55	31	19	0	**105**	59	50	20	0	**129**	14	121	65	0	**200**	19	133	79	2	**233**	**667**
9:00PM	12	5	4	0	**21**	10	16	4	0	**30**	0	18	11	0	**29**	3	23	18	0	**44**	**124**
9:15PM	9	5	4	0	**18**	19	10	5	0	**34**	5	18	10	0	**33**	1	19	13	0	**33**	**118**
9:30PM	6	8	3	0	**17**	11	4	2	0	**17**	0	16	15	0	**31**	3	21	13	0	**37**	**102**
9:45PM	1	1	3	0	**5**	6	4	5	0	**15**	1	15	13	0	**29**	1	19	8	0	**28**	**77**
Hourly Total	28	19	14	0	**61**	46	34	16	0	**96**	6	67	49	0	**122**	8	82	52	0	**142**	**421**
10:00PM	4	3	0	0	**7**	8	4	1	0	**13**	0	20	4	0	**24**	3	14	9	0	**26**	**70**
10:15PM	4	0	2	0	**6**	9	4	4	0	**17**	1	4	4	0	**9**	0	10	6	0	**16**	**48**
10:30PM	4	3	1	0	**8**	10	4	1	0	**15**	0	7	0	0	**7**	1	10	2	0	**13**	**43**
10:45PM	2	2	0	0	**4**	6	1	0	0	**7**	0	7	2	0	**9**	1	2	5	0	**8**	**28**

Leg	Minaret Rd					Minaret Rd					Lake Mary Rd					Main St					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
Hourly Total	14	8	3	0	**25**	33	13	6	0	**52**	1	38	10	0	**49**	5	36	22	0	**63**	**189**
11:00PM	2	2	0	0	**4**	3	0	2	0	**5**	1	7	2	0	**10**	0	8	5	0	**13**	**32**
11:15PM	0	1	1	0	**2**	4	4	0	0	**8**	0	5	3	0	**8**	0	2	4	0	**6**	**24**
11:30PM	4	1	1	0	**6**	0	0	1	0	**1**	1	4	4	0	**9**	1	4	2	1	**8**	**24**
11:45PM	1	0	1	0	**2**	4	0	1	0	**5**	0	2	1	0	**3**	0	7	2	0	**9**	**19**
Hourly Total	7	4	3	0	**14**	11	4	4	0	**19**	2	18	10	0	**30**	1	21	13	1	**36**	**99**
Total	1393	864	547	0	**2804**	1794	855	637	2	**3288**	526	3752	1289	3	**5570**	533	3522	1931	11	**5997**	**17659**
% Approach	49.7%	30.8%	19.5%	0%	**-**	54.6%	26.0%	19.4%	0.1%	**-**	9.4%	67.4%	23.1%	0.1%	**-**	8.9%	58.7%	32.2%	0.2%	**-**	**-**
% Total	7.9%	4.9%	3.1%	0%	**15.9%**	10.2%	4.8%	3.6%	0%	**18.6%**	3.0%	21.2%	7.3%	0%	**31.5%**	3.0%	19.9%	10.9%	0.1%	**34.0%**	**-**
Lights	1376	844	537	0	**2757**	1688	837	585	2	**3112**	506	3630	1275	3	**5414**	522	3425	1832	11	**5790**	17073
% Lights	98.8%	97.7%	98.2%	0%	**98.3%**	94.1%	97.9%	91.8%	100%	**94.6%**	96.2%	96.7%	98.9%	100%	**97.2%**	97.9%	97.2%	94.9%	100%	**96.5%**	96.7%
Articulated Trucks	1	2	4	0	**7**	22	4	2	0	**28**	9	7	3	0	**19**	5	4	16	0	**25**	79
% Articulated Trucks	0.1%	0.2%	0.7%	0%	**0.2%**	1.2%	0.5%	0.3%	0%	**0.9%**	1.7%	0.2%	0.2%	0%	**0.3%**	0.9%	0.1%	0.8%	0%	**0.4%**	0.4%
Buses and Single-Unit Trucks	16	18	6	0	**40**	84	14	50	0	**148**	11	115	11	0	**137**	6	93	83	0	**182**	507
% Buses and Single-Unit Trucks	1.1%	2.1%	1.1%	0%	**1.4%**	4.7%	1.6%	7.8%	0%	**4.5%**	2.1%	3.1%	0.9%	0%	**2.5%**	1.1%	2.6%	4.3%	0%	**3.0%**	2.9%

*L: Left, R: Right, T: Thru, U: U-Turn

Lake Mary Rd and Canyon Blvd - TMC

Wed Aug 6, 2025
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1315868, Location: 37.647878, -118.98443

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg	Canyon Blvd				Lake Mary Rd				Lake Mary Rd				
Direction	Southbound				Eastbound				Westbound				
Time	L	R	U	App	L	T	U	App	T	R	U	App	Int
2025-08-06 12:00AM	2	0	0	**2**	0	1	0	**1**	4	2	0	**6**	**9**
12:15AM	0	0	0	**0**	0	0	0	**0**	4	0	0	**4**	**4**
12:30AM	1	0	0	**1**	1	2	0	**3**	6	0	0	**6**	**10**
12:45AM	0	0	0	**0**	1	0	0	**1**	2	1	0	**3**	**4**
Hourly Total	3	0	0	**3**	2	3	0	**5**	16	3	0	**19**	**27**
1:00AM	2	0	0	**2**	0	1	0	**1**	0	0	0	**0**	**3**
1:15AM	0	0	0	**0**	0	0	0	**0**	1	3	0	**4**	**4**
1:30AM	1	0	0	**1**	0	1	0	**1**	1	0	0	**1**	**3**
1:45AM	0	0	0	**0**	0	0	0	**0**	1	1	0	**2**	**2**
Hourly Total	3	0	0	**3**	0	2	0	**2**	3	4	0	**7**	**12**
2:00AM	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
2:15AM	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	**2**
2:30AM	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	**1**
2:45AM	0	0	0	**0**	0	2	0	**2**	0	0	0	**0**	**2**
Hourly Total	2	0	0	**2**	0	2	0	**2**	1	0	0	**1**	**5**
3:00AM	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
3:15AM	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
3:30AM	0	0	0	**0**	0	1	0	**1**	4	0	0	**4**	**5**
3:45AM	1	0	0	**1**	0	1	0	**1**	4	0	0	**4**	**6**
Hourly Total	1	0	0	**1**	0	2	0	**2**	8	0	0	**8**	**11**
4:00AM	0	2	0	**2**	1	4	0	**5**	5	0	0	**5**	**12**
4:15AM	2	2	0	**4**	0	4	0	**4**	7	0	0	**7**	**15**
4:30AM	1	1	0	**2**	0	4	0	**4**	6	1	0	**7**	**13**
4:45AM	1	1	0	**2**	0	3	0	**3**	3	2	0	**5**	**10**
Hourly Total	4	6	0	**10**	1	15	0	**16**	21	3	0	**24**	**50**
5:00AM	0	0	0	**0**	0	1	0	**1**	1	0	0	**1**	**2**
5:15AM	5	1	0	**6**	0	6	0	**6**	7	0	0	**7**	**19**
5:30AM	6	1	0	**7**	1	10	0	**11**	8	3	0	**11**	**29**
5:45AM	11	1	0	**12**	1	11	0	**12**	7	9	0	**16**	**40**
Hourly Total	22	3	0	**25**	2	28	0	**30**	23	12	0	**35**	**90**
6:00AM	7	0	0	**7**	2	8	0	**10**	7	10	0	**17**	**34**
6:15AM	11	3	0	**14**	1	10	0	**11**	14	8	0	**22**	**47**
6:30AM	11	6	0	**17**	3	27	0	**30**	13	9	0	**22**	**69**
6:45AM	15	1	0	**16**	2	25	0	**27**	26	12	0	**38**	**81**
Hourly Total	44	10	0	**54**	8	70	0	**78**	60	39	0	**99**	**231**
7:00AM	25	2	0	**27**	0	27	0	**27**	23	13	0	**36**	**90**
7:15AM	21	0	0	**21**	2	25	0	**27**	21	10	0	**31**	**79**
7:30AM	24	4	0	**28**	2	30	0	**32**	32	8	0	**40**	**100**
7:45AM	37	4	0	**41**	1	49	0	**50**	36	20	0	**56**	**147**
Hourly Total	107	10	0	**117**	5	131	0	**136**	112	51	0	**163**	**416**
8:00AM	23	2	0	**25**	5	43	0	**48**	68	32	0	**100**	**173**
8:15AM	38	3	0	**41**	1	34	0	**35**	49	31	0	**80**	**156**
8:30AM	28	3	0	**31**	4	42	0	**46**	43	23	0	**66**	**143**
8:45AM	39	8	0	**47**	0	56	0	**56**	42	34	0	**76**	**179**
Hourly Total	128	16	0	**144**	10	175	0	**185**	202	120	0	**322**	**651**
9:00AM	39	6	0	**45**	1	40	0	**41**	48	25	0	**73**	**159**
9:15AM	32	2	0	**34**	0	64	0	**64**	60	30	0	**90**	**188**
9:30AM	39	4	0	**43**	2	58	0	**60**	62	30	0	**92**	**195**
9:45AM	42	7	0	**49**	2	62	0	**64**	60	28	0	**88**	**201**
Hourly Total	152	19	0	**171**	5	224	0	**229**	230	113	0	**343**	**743**
10:00AM	37	7	0	**44**	3	76	0	**79**	64	35	0	**99**	**222**
10:15AM	38	3	0	**41**	3	76	0	**79**	61	30	0	**91**	**211**
10:30AM	39	3	0	**42**	2	58	0	**60**	65	18	0	**83**	**185**
10:45AM	34	6	0	**40**	3	58	0	**61**	55	33	0	**88**	**189**

Leg Direction	Canyon Blvd Southbound				Lake Mary Rd Eastbound				Lake Mary Rd Westbound				
Time	L	R	U	**App**	L	T	U	**App**	T	R	U	**App**	**Int**
Hourly Total	148	19	0	**167**	11	268	0	**279**	245	116	0	**361**	**807**
11:00AM	33	2	0	**35**	5	68	0	**73**	92	31	0	**123**	**231**
11:15AM	33	3	0	**36**	3	60	0	**63**	74	26	0	**100**	**199**
11:30AM	36	5	0	**41**	6	73	0	**79**	63	34	0	**97**	**217**
11:45AM	32	2	0	**34**	2	69	0	**71**	59	27	0	**86**	**191**
Hourly Total	134	12	0	**146**	16	270	0	**286**	288	118	0	**406**	**838**
12:00PM	36	2	0	**38**	6	86	0	**92**	53	29	0	**82**	**212**
12:15PM	27	2	0	**29**	3	68	0	**71**	62	46	0	**108**	**208**
12:30PM	29	9	0	**38**	2	88	0	**90**	64	33	0	**97**	**225**
12:45PM	32	3	0	**35**	6	73	0	**79**	61	43	0	**104**	**218**
Hourly Total	124	16	0	**140**	17	315	0	**332**	240	151	0	**391**	**863**
1:00PM	20	4	0	**24**	3	80	0	**83**	92	30	0	**122**	**229**
1:15PM	36	3	0	**39**	6	59	0	**65**	80	37	0	**117**	**221**
1:30PM	28	4	0	**32**	2	60	0	**62**	67	28	0	**95**	**189**
1:45PM	22	3	0	**25**	3	89	0	**92**	70	41	0	**111**	**228**
Hourly Total	106	14	0	**120**	14	288	0	**302**	309	136	0	**445**	**867**
2:00PM	29	1	0	**30**	8	75	0	**83**	79	37	0	**116**	**229**
2:15PM	41	3	0	**44**	5	64	0	**69**	87	40	0	**127**	**240**
2:30PM	35	5	0	**40**	3	75	0	**78**	61	31	0	**92**	**210**
2:45PM	30	3	0	**33**	3	65	0	**68**	79	43	0	**122**	**223**
Hourly Total	135	12	0	**147**	19	279	0	**298**	306	151	0	**457**	**902**
3:00PM	25	7	0	**32**	3	77	1	**81**	51	29	0	**80**	**193**
3:15PM	23	6	0	**29**	2	76	0	**78**	84	34	0	**118**	**225**
3:30PM	39	4	0	**43**	3	65	0	**68**	62	40	0	**102**	**213**
3:45PM	27	3	0	**30**	5	84	0	**89**	67	50	0	**117**	**236**
Hourly Total	114	20	0	**134**	13	302	1	**316**	264	153	0	**417**	**867**
4:00PM	32	3	0	**35**	4	89	0	**93**	69	43	0	**112**	**240**
4:15PM	36	1	0	**37**	9	81	0	**90**	75	49	0	**124**	**251**
4:30PM	35	5	0	**40**	16	71	0	**87**	62	35	0	**97**	**224**
4:45PM	47	1	0	**48**	11	86	0	**97**	71	40	0	**111**	**256**
Hourly Total	150	10	0	**160**	40	327	0	**367**	277	167	0	**444**	**971**
5:00PM	36	2	0	**38**	5	80	0	**85**	60	41	0	**101**	**224**
5:15PM	29	5	0	**34**	2	90	0	**92**	72	39	0	**111**	**237**
5:30PM	32	2	0	**34**	2	77	0	**79**	61	37	0	**98**	**211**
5:45PM	33	0	0	**33**	5	63	0	**68**	69	30	0	**99**	**200**
Hourly Total	130	9	0	**139**	14	310	0	**324**	262	147	0	**409**	**872**
6:00PM	25	2	0	**27**	5	61	0	**66**	63	38	0	**101**	**194**
6:15PM	34	3	0	**37**	4	59	0	**63**	68	30	0	**98**	**198**
6:30PM	30	4	0	**34**	1	52	0	**53**	52	23	0	**75**	**162**
6:45PM	17	3	0	**20**	3	49	0	**52**	63	33	0	**96**	**168**
Hourly Total	106	12	0	**118**	13	221	0	**234**	246	124	0	**370**	**722**
7:00PM	21	1	0	**22**	3	33	0	**36**	45	32	0	**77**	**135**
7:15PM	24	1	0	**25**	0	41	0	**41**	43	31	0	**74**	**140**
7:30PM	22	0	0	**22**	1	42	0	**43**	43	23	0	**66**	**131**
7:45PM	12	3	0	**15**	1	44	0	**45**	43	30	0	**73**	**133**
Hourly Total	79	5	0	**84**	5	160	0	**165**	174	116	0	**290**	**539**
8:00PM	15	1	0	**16**	1	40	0	**41**	40	20	0	**60**	**117**
8:15PM	24	1	0	**25**	4	32	0	**36**	25	30	0	**55**	**116**
8:30PM	16	1	0	**17**	1	25	0	**26**	28	24	0	**52**	**95**
8:45PM	11	2	0	**13**	2	15	0	**17**	22	14	0	**36**	**66**
Hourly Total	66	5	0	**71**	8	112	0	**120**	115	88	0	**203**	**394**
9:00PM	15	0	0	**15**	0	15	0	**15**	29	14	0	**43**	**73**
9:15PM	7	1	0	**8**	0	8	0	**8**	20	13	0	**33**	**49**
9:30PM	13	0	0	**13**	0	10	0	**10**	16	12	0	**28**	**51**
9:45PM	18	1	0	**19**	0	7	0	**7**	15	12	0	**27**	**53**
Hourly Total	53	2	0	**55**	0	40	0	**40**	80	51	0	**131**	**226**
10:00PM	9	0	0	**9**	0	9	0	**9**	10	9	0	**19**	**37**
10:15PM	6	0	0	**6**	0	3	0	**3**	10	8	0	**18**	**27**
10:30PM	3	0	0	**3**	0	2	0	**2**	7	11	0	**18**	**23**
10:45PM	5	1	0	**6**	0	3	0	**3**	2	3	0	**5**	**14**

Leg Direction	Canyon Blvd Southbound				Lake Mary Rd Eastbound				Lake Mary Rd Westbound				
Time	L	R	U	**App**	L	T	U	**App**	T	R	U	**App**	**Int**
Hourly Total	23	1	0	**24**	0	17	0	**17**	29	31	0	**60**	**101**
11:00PM	5	0	0	**5**	0	6	0	**6**	5	6	0	**11**	**22**
11:15PM	2	0	0	**2**	1	5	0	**6**	2	0	0	**2**	**10**
11:30PM	3	0	0	**3**	0	6	0	**6**	5	3	0	**8**	**17**
11:45PM	3	0	0	**3**	1	1	0	**2**	6	3	0	**9**	**14**
Hourly Total	13	0	0	**13**	2	18	0	**20**	18	12	0	**30**	**63**
Total	1847	201	0	**2048**	205	3579	1	**3785**	3529	1906	0	**5435**	**11268**
% Approach	90.2%	9.8%	0%	**-**	5.4%	94.6%	0%	**-**	64.9%	35.1%	0%	**-**	-
% Total	16.4%	1.8%	0%	**18.2%**	1.8%	31.8%	0%	**33.6%**	31.3%	16.9%	0%	**48.2%**	-
Lights	1780	156	0	**1936**	182	3508	1	**3691**	3462	1793	0	**5255**	10882
% Lights	96.4%	77.6%	0%	**94.5%**	88.8%	98.0%	100%	**97.5%**	98.1%	94.1%	0%	**96.7%**	96.6%
Articulated Trucks	8	2	0	**10**	1	12	0	**13**	2	7	0	**9**	32
% Articulated Trucks	0.4%	1.0%	0%	**0.5%**	0.5%	0.3%	0%	**0.3%**	0.1%	0.4%	0%	**0.2%**	0.3%
Buses and Single-Unit Trucks	59	43	0	**102**	22	59	0	**81**	65	106	0	**171**	354
% Buses and Single-Unit Trucks	3.2%	21.4%	0%	**5.0%**	10.7%	1.6%	0%	**2.1%**	1.8%	5.6%	0%	**3.1%**	3.1%

*L: Left, R: Right, T: Thru, U: U-Turn

Minaret Rd and Meridian Blvd - TMC

Wed Aug 6, 2025
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1315869, Location: 37.639835, -118.979531

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg	Minaret Rd					Minaret Rd					Meridian Blvd					Meridian Blvd					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2025-08-06 12:00AM	0	0	2	0	**2**	1	1	0	0	**2**	1	4	0	0	**5**	0	0	1	0	**1**	**10**
12:15AM	1	0	0	0	**1**	0	0	0	0	**0**	0	0	1	0	**1**	0	1	1	0	**2**	**4**
12:30AM	0	0	0	0	**0**	1	0	0	0	**1**	0	1	0	0	**1**	0	1	0	0	**1**	**3**
12:45AM	0	1	1	0	**2**	1	0	0	0	**1**	0	1	0	0	**1**	0	1	1	0	**2**	**6**
Hourly Total	1	1	3	0	**5**	3	1	0	0	**4**	1	6	1	0	**8**	0	3	3	0	**6**	**23**
1:00AM	0	0	1	0	**1**	0	1	0	0	**1**	0	1	0	0	**1**	0	1	0	0	**1**	**4**
1:15AM	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	0	1	0	0	**1**	**2**
1:30AM	1	0	0	0	**1**	0	0	0	0	**0**	0	1	0	0	**1**	0	2	0	0	**2**	**4**
1:45AM	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
Hourly Total	1	0	1	0	**2**	0	2	0	0	**2**	0	3	0	0	**3**	0	4	0	0	**4**	**11**
2:00AM	0	0	0	0	**0**	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
2:15AM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	**1**
2:30AM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
2:45AM	0	0	0	0	**0**	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
Hourly Total	0	0	0	0	**0**	2	0	0	0	**2**	0	0	0	0	**0**	0	1	0	0	**1**	**3**
3:00AM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
3:15AM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
3:30AM	0	0	0	0	**0**	0	0	0	0	**0**	1	0	0	0	**1**	0	0	0	0	**0**	**1**
3:45AM	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	2	0	**2**	**3**
Hourly Total	0	1	0	0	**1**	0	0	0	0	**0**	1	0	0	0	**1**	0	0	2	0	**2**	**4**
4:00AM	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	2	0	**2**	**4**
4:15AM	0	1	0	0	**1**	0	0	0	0	**0**	0	1	0	0	**1**	0	1	0	0	**1**	**3**
4:30AM	0	5	0	0	**5**	0	0	0	0	**0**	1	0	0	0	**1**	0	0	1	0	**1**	**7**
4:45AM	0	3	0	0	**3**	1	1	0	0	**2**	1	4	0	0	**5**	0	0	1	0	**1**	**11**
Hourly Total	0	11	0	0	**11**	1	1	0	0	**2**	2	5	0	0	**7**	0	1	4	0	**5**	**25**
5:00AM	0	0	0	0	**0**	0	0	0	0	**0**	1	1	0	0	**2**	1	0	2	0	**3**	**5**
5:15AM	0	0	0	0	**0**	0	0	0	0	**0**	0	2	0	0	**2**	1	0	1	0	**2**	**4**
5:30AM	0	0	0	0	**0**	0	1	0	0	**1**	1	2	0	0	**3**	0	0	4	0	**4**	**8**
5:45AM	0	7	2	0	**9**	4	2	0	0	**6**	4	1	1	0	**6**	0	0	5	0	**5**	**26**
Hourly Total	0	7	2	0	**9**	4	3	0	0	**7**	6	6	1	0	**13**	2	0	12	0	**14**	**43**
6:00AM	0	3	0	0	**3**	0	2	0	1	**3**	4	4	0	0	**8**	2	3	5	0	**10**	**24**
6:15AM	4	4	1	0	**9**	6	3	1	0	**10**	3	7	1	0	**11**	1	2	6	0	**9**	**39**
6:30AM	1	14	2	0	**17**	0	4	3	0	**7**	3	7	4	0	**14**	2	11	7	0	**20**	**58**
6:45AM	3	9	3	0	**15**	7	3	2	0	**12**	4	20	1	0	**25**	0	13	12	0	**25**	**77**
Hourly Total	8	30	6	0	**44**	13	12	6	1	**32**	14	38	6	0	**58**	5	29	30	0	**64**	**198**
7:00AM	4	8	1	0	**13**	5	6	4	0	**15**	3	13	1	0	**17**	5	8	8	0	**21**	**66**
7:15AM	3	8	2	0	**13**	5	9	3	0	**17**	5	7	3	0	**15**	7	12	6	0	**25**	**70**
7:30AM	6	13	2	0	**21**	12	3	4	0	**19**	2	16	1	0	**19**	3	13	11	0	**27**	**86**
7:45AM	11	10	4	0	**25**	13	11	5	0	**29**	5	30	3	0	**38**	8	10	21	0	**39**	**131**
Hourly Total	24	39	9	0	**72**	35	29	16	0	**80**	15	66	8	0	**89**	23	43	46	0	**112**	**353**
8:00AM	6	22	3	0	**31**	14	5	4	0	**23**	6	27	7	0	**40**	7	20	11	0	**38**	**132**
8:15AM	7	17	4	0	**28**	13	11	5	0	**29**	7	18	7	0	**32**	5	17	15	0	**37**	**126**
8:30AM	3	20	7	0	**30**	12	15	2	0	**29**	5	19	4	0	**28**	4	11	15	0	**30**	**117**
8:45AM	3	24	1	0	**28**	15	16	2	0	**33**	2	26	2	0	**30**	10	16	11	0	**37**	**128**
Hourly Total	19	83	15	0	**117**	54	47	13	0	**114**	20	90	20	0	**130**	26	64	52	0	**142**	**503**
9:00AM	7	19	8	0	**34**	24	5	5	0	**34**	9	21	4	0	**34**	3	18	17	0	**38**	**140**
9:15AM	9	16	7	0	**32**	13	11	6	0	**30**	8	24	8	0	**40**	6	23	25	0	**54**	**156**
9:30AM	9	30	5	0	**44**	13	11	9	0	**33**	7	29	5	0	**41**	10	16	25	0	**51**	**169**
9:45AM	3	22	5	0	**30**	12	13	3	0	**28**	9	29	3	0	**41**	5	20	29	0	**54**	**153**
Hourly Total	28	87	25	0	**140**	62	40	23	0	**125**	33	103	20	0	**156**	24	77	96	0	**197**	**618**
10:00AM	10	19	6	0	**35**	30	14	5	0	**49**	11	42	4	0	**57**	8	17	21	0	**46**	**187**
10:15AM	3	15	4	0	**22**	22	19	8	0	**49**	7	24	2	0	**33**	9	16	28	0	**53**	**157**
10:30AM	4	16	8	0	**28**	19	13	8	0	**40**	7	33	5	0	**45**	8	12	14	0	**34**	**147**
10:45AM	6	16	6	0	**28**	21	11	6	0	**38**	7	33	8	0	**48**	4	19	23	0	**46**	**160**

Leg	Minaret Rd					Minaret Rd					Meridian Blvd					Meridian Blvd					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
Hourly Total	23	66	24	0	**113**	92	57	27	0	**176**	32	132	19	0	**183**	29	64	86	0	**179**	**651**
11:00AM	3	17	8	0	**28**	16	12	7	0	**35**	8	30	2	0	**40**	3	19	17	0	**39**	**142**
11:15AM	6	18	6	0	**30**	20	8	4	0	**32**	8	23	5	0	**36**	6	23	21	0	**50**	**148**
11:30AM	3	17	7	0	**27**	26	10	8	0	**44**	3	26	8	0	**37**	3	21	23	0	**47**	**155**
11:45AM	6	12	10	0	**28**	21	18	11	0	**50**	5	30	9	0	**44**	10	22	25	0	**57**	**179**
Hourly Total	18	64	31	0	**113**	83	48	30	0	**161**	24	109	24	0	**157**	22	85	86	0	**193**	**624**
12:00PM	11	23	9	0	**43**	32	24	4	0	**60**	9	31	11	0	**51**	10	27	16	0	**53**	**207**
12:15PM	3	23	6	0	**32**	16	17	5	0	**38**	6	21	9	0	**36**	4	24	23	0	**51**	**157**
12:30PM	4	12	3	0	**19**	29	17	9	0	**55**	2	17	3	0	**22**	6	32	26	0	**64**	**160**
12:45PM	10	26	3	0	**39**	32	22	6	0	**60**	8	32	10	1	**51**	8	28	21	1	**58**	**208**
Hourly Total	28	84	21	0	**133**	109	80	24	0	**213**	25	101	33	1	**160**	28	111	86	1	**226**	**732**
1:00PM	16	25	10	0	**51**	21	21	4	0	**46**	9	34	3	0	**46**	5	32	25	0	**62**	**205**
1:15PM	2	16	3	0	**21**	26	18	5	0	**49**	8	17	3	0	**28**	5	25	31	0	**61**	**159**
1:30PM	9	20	8	0	**37**	22	16	10	0	**48**	7	23	4	0	**34**	7	27	22	0	**56**	**175**
1:45PM	7	22	6	0	**35**	15	17	4	0	**36**	8	19	4	0	**31**	6	32	19	0	**57**	**159**
Hourly Total	34	83	27	0	**144**	84	72	23	0	**179**	32	93	14	0	**139**	23	116	97	0	**236**	**698**
2:00PM	8	23	3	0	**34**	23	15	4	0	**42**	3	21	5	0	**29**	4	18	24	0	**46**	**151**
2:15PM	5	18	7	0	**30**	20	15	7	0	**42**	5	24	7	0	**36**	4	30	28	0	**62**	**170**
2:30PM	3	15	5	0	**23**	27	29	7	0	**63**	9	31	12	0	**52**	0	19	20	0	**39**	**177**
2:45PM	9	14	9	0	**32**	26	13	5	0	**44**	4	20	11	0	**35**	12	20	24	0	**56**	**167**
Hourly Total	25	70	24	0	**119**	96	72	23	0	**191**	21	96	35	0	**152**	20	87	96	0	**203**	**665**
3:00PM	10	19	7	0	**36**	32	14	5	0	**51**	10	20	9	0	**39**	4	19	21	0	**44**	**170**
3:15PM	3	22	6	0	**31**	21	11	7	0	**39**	11	22	6	0	**39**	12	25	19	0	**56**	**165**
3:30PM	6	10	3	0	**19**	32	23	4	0	**59**	8	31	5	0	**44**	13	29	22	0	**64**	**186**
3:45PM	4	13	2	0	**19**	30	22	5	0	**57**	7	33	4	0	**44**	6	24	28	0	**58**	**178**
Hourly Total	23	64	18	0	**105**	115	70	21	0	**206**	36	106	24	0	**166**	35	97	90	0	**222**	**699**
4:00PM	7	33	7	0	**47**	26	20	5	0	**51**	4	19	3	0	**26**	7	32	38	0	**77**	**201**
4:15PM	3	27	13	0	**43**	24	23	8	0	**55**	4	21	7	0	**32**	9	27	25	0	**61**	**191**
4:30PM	5	13	13	0	**31**	30	17	4	0	**51**	9	24	9	0	**42**	6	19	21	0	**46**	**170**
4:45PM	6	23	4	0	**33**	35	21	7	0	**63**	8	26	5	0	**39**	2	20	32	0	**54**	**189**
Hourly Total	21	96	37	0	**154**	115	81	24	0	**220**	25	90	24	0	**139**	24	98	116	0	**238**	**751**
5:00PM	5	18	6	0	**29**	24	27	13	0	**64**	5	22	3	0	**30**	11	24	27	0	**62**	**185**
5:15PM	6	14	7	0	**27**	35	9	5	0	**49**	4	26	4	0	**34**	4	27	15	0	**46**	**156**
5:30PM	6	28	5	0	**39**	29	28	9	0	**66**	4	26	7	0	**37**	6	25	16	0	**47**	**189**
5:45PM	3	16	8	0	**27**	25	20	11	0	**56**	5	24	3	0	**32**	8	29	29	0	**66**	**181**
Hourly Total	20	76	26	0	**122**	113	84	38	0	**235**	18	98	17	0	**133**	29	105	87	0	**221**	**711**
6:00PM	12	19	8	0	**39**	29	13	8	0	**50**	2	18	2	0	**22**	3	27	34	0	**64**	**175**
6:15PM	1	20	5	0	**26**	24	21	16	0	**61**	8	28	7	0	**43**	3	22	23	0	**48**	**178**
6:30PM	3	11	3	0	**17**	20	12	5	0	**37**	7	21	0	0	**28**	2	20	17	0	**39**	**121**
6:45PM	2	8	7	0	**17**	24	15	6	0	**45**	7	24	4	0	**35**	7	30	15	0	**52**	**149**
Hourly Total	18	58	23	0	**99**	97	61	35	0	**193**	24	91	13	0	**128**	15	99	89	0	**203**	**623**
7:00PM	2	18	6	0	**26**	17	12	5	0	**34**	3	15	4	0	**22**	1	25	12	0	**38**	**120**
7:15PM	2	9	2	0	**13**	23	13	2	0	**38**	4	9	3	0	**16**	9	16	21	0	**46**	**113**
7:30PM	5	11	8	0	**24**	12	5	0	0	**17**	2	12	2	0	**16**	4	20	18	0	**42**	**99**
7:45PM	1	10	6	0	**17**	13	16	4	0	**33**	7	12	3	0	**22**	4	18	23	0	**45**	**117**
Hourly Total	10	48	22	0	**80**	65	46	11	0	**122**	16	48	12	0	**76**	18	79	74	0	**171**	**449**
8:00PM	0	9	5	0	**14**	16	19	7	0	**42**	2	13	0	0	**15**	4	20	18	0	**42**	**113**
8:15PM	7	8	2	0	**17**	9	16	5	0	**30**	8	11	4	0	**23**	3	23	18	0	**44**	**114**
8:30PM	1	8	3	0	**12**	14	9	9	0	**32**	2	5	0	0	**7**	2	11	16	0	**29**	**80**
8:45PM	3	5	1	0	**9**	9	8	8	0	**25**	4	6	0	0	**10**	3	16	10	0	**29**	**73**
Hourly Total	11	30	11	0	**52**	48	52	29	0	**129**	16	35	4	0	**55**	12	70	62	0	**144**	**380**
9:00PM	2	6	5	0	**13**	15	14	4	0	**33**	3	3	1	0	**7**	3	15	11	0	**29**	**82**
9:15PM	1	4	1	0	**6**	12	6	4	0	**22**	2	5	3	0	**10**	1	9	12	0	**22**	**60**
9:30PM	2	10	0	0	**12**	8	9	3	0	**20**	4	17	3	0	**24**	5	12	5	0	**22**	**78**
9:45PM	1	0	1	0	**2**	12	7	2	0	**21**	2	11	1	0	**14**	5	10	1	0	**16**	**53**
Hourly Total	6	20	7	0	**33**	47	36	13	0	**96**	11	36	8	0	**55**	14	46	29	0	**89**	**273**
10:00PM	0	4	2	0	**6**	7	2	3	0	**12**	0	2	2	0	**4**	3	9	3	0	**15**	**37**
10:15PM	2	4	2	0	**8**	5	3	2	0	**10**	1	2	0	0	**3**	0	4	2	0	**6**	**27**
10:30PM	0	4	1	0	**5**	2	3	0	0	**5**	1	3	2	0	**6**	1	3	3	0	**7**	**23**
10:45PM	0	2	1	0	**3**	3	0	1	0	**4**	0	1	0	0	**1**	0	6	3	0	**9**	**17**

Leg	Minaret Rd					Minaret Rd					Meridian Blvd					Meridian Blvd					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
Hourly Total	2	14	6	0	**22**	17	8	6	0	**31**	2	8	4	0	**14**	4	22	11	0	**37**	**104**
11:00PM	0	1	2	0	**3**	0	1	0	0	**1**	0	1	0	0	**1**	0	2	2	0	**4**	**9**
11:15PM	0	1	2	0	**3**	5	3	0	0	**8**	0	0	0	0	**0**	1	0	1	0	**2**	**13**
11:30PM	1	2	2	0	**5**	3	1	0	0	**4**	0	0	0	0	**0**	0	2	4	0	**6**	**15**
11:45PM	0	3	0	0	**3**	0	0	0	0	**0**	0	1	0	0	**1**	0	1	0	0	**1**	**5**
Hourly Total	1	7	6	0	**14**	8	5	0	0	**13**	0	2	0	0	**2**	1	5	7	0	**13**	**42**
Total	321	1039	344	0	**1704**	1263	907	362	1	**2533**	374	1362	287	1	**2024**	354	1306	1261	1	**2922**	**9183**
% Approach	18.8%	61.0%	20.2%	0%	**-**	49.9%	35.8%	14.3%	0%	**-**	18.5%	67.3%	14.2%	0%	**-**	12.1%	44.7%	43.2%	0%	**-**	**-**
% Total	3.5%	11.3%	3.7%	0%	**18.6%**	13.8%	9.9%	3.9%	0%	**27.6%**	4.1%	14.8%	3.1%	0%	**22.0%**	3.9%	14.2%	13.7%	0%	**31.8%**	**-**
Lights	316	1026	337	0	**1679**	1251	893	354	1	**2499**	358	1304	284	1	**1947**	346	1258	1242	1	**2847**	8972
% Lights	98.4%	98.7%	98.0%	0%	**98.5%**	99.0%	98.5%	97.8%	100%	**98.7%**	95.7%	95.7%	99.0%	100%	**96.2%**	97.7%	96.3%	98.5%	100%	**97.4%**	97.7%
Articulated Trucks	0	1	0	0	**1**	3	4	1	0	**8**	0	5	1	0	**6**	0	1	2	0	**3**	18
% Articulated Trucks	0%	0.1%	0%	0%	**0.1%**	0.2%	0.4%	0.3%	0%	**0.3%**	0%	0.4%	0.3%	0%	**0.3%**	0%	0.1%	0.2%	0%	**0.1%**	0.2%
Buses and Single-Unit Trucks	5	12	7	0	**24**	9	10	7	0	**26**	16	53	2	0	**71**	8	47	17	0	**72**	193
% Buses and Single-Unit Trucks	1.6%	1.2%	2.0%	0%	**1.4%**	0.7%	1.1%	1.9%	0%	**1.0%**	4.3%	3.9%	0.7%	0%	**3.5%**	2.3%	3.6%	1.3%	0%	**2.5%**	2.1%

*L: Left, R: Right, T: Thru, U: U-Turn

Old Mammoth Road and Meridian Road - TMC

Wed Aug 6, 2025
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1315870, Location: 37.640134, -118.9666

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg	Old Mammoth Rd					Old Mammoth Rd					Meridian Blvd					Meridian Blvd					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2025-08-06 12:00AM	2	1	0	0	**3**	0	0	0	0	**0**	1	6	1	0	**8**	1	2	0	0	**3**	**14**
12:15AM	1	3	0	0	**4**	1	2	0	0	**3**	0	1	1	0	**2**	3	3	1	0	**7**	**16**
12:30AM	0	1	0	0	**1**	0	3	2	0	**5**	0	0	0	0	**0**	0	1	0	0	**1**	**7**
12:45AM	2	3	0	0	**5**	0	0	0	0	**0**	0	1	1	0	**2**	0	2	1	0	**3**	**10**
Hourly Total	5	8	0	0	**13**	1	5	2	0	**8**	1	8	3	0	**12**	4	8	2	0	**14**	**47**
1:00AM	0	2	0	0	**2**	0	2	1	0	**3**	0	1	0	0	**1**	0	0	0	0	**0**	**6**
1:15AM	0	1	0	0	**1**	0	3	0	0	**3**	0	0	2	0	**2**	0	0	1	0	**1**	**7**
1:30AM	0	0	0	0	**0**	0	2	0	0	**2**	0	0	0	0	**0**	1	2	0	0	**3**	**5**
1:45AM	0	1	0	0	**1**	1	4	2	0	**7**	0	1	0	0	**1**	0	1	1	0	**2**	**11**
Hourly Total	0	4	0	0	**4**	1	11	3	0	**15**	0	2	2	0	**4**	1	3	2	0	**6**	**29**
2:00AM	0	0	0	0	**0**	1	0	0	0	**1**	0	0	0	0	**0**	0	2	0	0	**2**	**3**
2:15AM	0	0	0	0	**0**	0	2	1	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	**3**
2:30AM	0	1	1	0	**2**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**3**
2:45AM	0	0	1	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	1	0	0	0	**1**	**2**
Hourly Total	0	1	2	0	**3**	1	3	1	0	**5**	0	0	0	0	**0**	1	2	0	0	**3**	**11**
3:00AM	0	0	2	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**2**
3:15AM	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	**1**
3:30AM	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
3:45AM	0	0	1	0	**1**	0	1	0	0	**1**	0	0	0	0	**0**	0	1	1	0	**2**	**4**
Hourly Total	0	0	3	0	**3**	0	2	0	0	**2**	0	1	0	0	**1**	0	1	1	0	**2**	**8**
4:00AM	1	2	1	0	**4**	0	0	0	0	**0**	0	3	1	0	**4**	1	0	0	0	**1**	**9**
4:15AM	1	0	0	0	**1**	0	0	0	0	**0**	0	0	1	0	**1**	0	0	1	0	**1**	**3**
4:30AM	0	0	1	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	**1**	**2**
4:45AM	0	0	3	0	**3**	0	2	0	0	**2**	1	2	0	0	**3**	0	0	1	0	**1**	**9**
Hourly Total	2	2	5	0	**9**	0	2	0	0	**2**	1	5	2	0	**8**	1	0	3	0	**4**	**23**
5:00AM	0	1	0	0	**1**	1	2	0	0	**3**	0	2	3	0	**5**	1	1	2	0	**4**	**13**
5:15AM	0	2	4	0	**6**	0	2	0	0	**2**	1	1	2	0	**4**	0	1	0	0	**1**	**13**
5:30AM	1	0	4	0	**5**	3	4	0	0	**7**	0	4	1	0	**5**	1	2	2	0	**5**	**22**
5:45AM	0	6	5	0	**11**	1	6	0	0	**7**	4	10	5	0	**19**	3	1	1	0	**5**	**42**
Hourly Total	1	9	13	0	**23**	5	14	0	0	**19**	5	17	11	0	**33**	5	5	5	0	**15**	**90**
6:00AM	3	13	14	0	**30**	1	6	3	0	**10**	3	7	1	0	**11**	1	0	0	0	**1**	**52**
6:15AM	1	12	9	0	**22**	1	13	2	0	**16**	6	8	5	0	**19**	5	1	5	0	**11**	**68**
6:30AM	5	10	6	0	**21**	5	14	5	0	**24**	8	18	2	0	**28**	1	5	6	0	**12**	**85**
6:45AM	2	22	27	0	**51**	5	18	4	0	**27**	12	31	8	0	**51**	9	12	5	0	**26**	**155**
Hourly Total	11	57	56	0	**124**	12	51	14	0	**77**	29	64	16	0	**109**	16	18	16	0	**50**	**360**
7:00AM	4	26	22	0	**52**	3	19	7	0	**29**	11	18	7	0	**36**	8	13	9	0	**30**	**147**
7:15AM	3	18	30	0	**51**	6	27	4	0	**37**	7	22	7	0	**36**	14	16	5	0	**35**	**159**
7:30AM	5	25	28	0	**58**	14	33	2	0	**49**	6	27	9	0	**42**	19	17	9	0	**45**	**194**
7:45AM	5	27	29	0	**61**	11	41	7	0	**59**	13	40	12	0	**65**	31	14	15	0	**60**	**245**
Hourly Total	17	96	109	0	**222**	34	120	20	0	**174**	37	107	35	0	**179**	72	60	38	0	**170**	**745**
8:00AM	3	40	29	0	**72**	10	28	13	0	**51**	11	41	10	0	**62**	18	13	14	0	**45**	**230**
8:15AM	9	32	18	0	**59**	12	45	9	0	**66**	11	42	16	0	**69**	24	21	11	0	**56**	**250**
8:30AM	8	36	22	0	**66**	14	42	6	0	**62**	10	29	11	0	**50**	22	22	10	0	**54**	**232**
8:45AM	8	41	28	0	**77**	13	32	3	0	**48**	8	32	21	0	**61**	24	22	22	0	**68**	**254**
Hourly Total	28	149	97	0	**274**	49	147	31	0	**227**	40	144	58	0	**242**	88	78	57	0	**223**	**966**
9:00AM	5	48	28	0	**81**	14	42	9	0	**65**	15	38	13	0	**66**	17	23	12	0	**52**	**264**
9:15AM	8	41	26	0	**75**	12	40	9	0	**61**	10	36	11	0	**57**	31	35	18	0	**84**	**277**
9:30AM	12	48	38	0	**98**	9	36	11	0	**56**	11	39	13	0	**63**	30	29	28	0	**87**	**304**
9:45AM	10	31	37	0	**78**	26	45	14	0	**85**	15	38	13	0	**66**	28	26	22	0	**76**	**305**
Hourly Total	35	168	129	0	**332**	61	163	43	0	**267**	51	151	50	0	**252**	106	113	80	0	**299**	**1150**
10:00AM	10	53	39	0	**102**	14	57	9	0	**80**	10	57	20	0	**87**	23	23	26	0	**72**	**341**
10:15AM	21	43	28	0	**92**	30	45	7	0	**82**	13	32	16	0	**61**	21	29	14	0	**64**	**299**
10:30AM	12	43	32	0	**87**	18	38	15	0	**71**	12	45	13	0	**70**	20	28	22	0	**70**	**298**
10:45AM	12	40	37	0	**89**	32	54	11	0	**97**	12	53	16	0	**81**	39	26	18	0	**83**	**350**

Leg	Old Mammoth Rd					Old Mammoth Rd					Meridian Blvd					Meridian Blvd					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
Hourly Total	55	179	136	0	**370**	94	194	42	0	**330**	47	187	65	0	**299**	103	106	80	0	**289**	**1288**
11:00AM	13	55	42	0	**110**	22	40	13	0	**75**	15	35	21	0	**71**	27	35	32	0	**94**	**350**
11:15AM	19	43	31	0	**93**	22	58	14	0	**94**	7	29	8	0	**44**	24	21	34	0	**79**	**310**
11:30AM	11	47	41	0	**99**	31	44	12	0	**87**	13	39	15	0	**67**	33	29	34	0	**96**	**349**
11:45AM	16	49	27	0	**92**	26	53	8	0	**87**	11	36	19	0	**66**	46	30	40	0	**116**	**361**
Hourly Total	59	194	141	0	**394**	101	195	47	0	**343**	46	139	63	0	**248**	130	115	140	0	**385**	**1370**
12:00PM	27	78	32	0	**137**	21	52	12	0	**85**	17	34	16	0	**67**	32	40	38	0	**110**	**399**
12:15PM	8	45	31	0	**84**	15	62	12	0	**89**	12	28	7	0	**47**	32	32	26	0	**90**	**310**
12:30PM	7	52	21	0	**80**	28	57	16	0	**101**	10	33	6	0	**49**	31	33	34	0	**98**	**328**
12:45PM	17	49	30	0	**96**	20	72	14	0	**106**	13	25	19	0	**57**	35	26	27	0	**88**	**347**
Hourly Total	59	224	114	0	**397**	84	243	54	0	**381**	52	120	48	0	**220**	130	131	125	0	**386**	**1384**
1:00PM	20	50	32	0	**102**	32	54	16	0	**102**	12	36	19	0	**67**	35	33	34	0	**102**	**373**
1:15PM	12	41	33	0	**86**	32	77	12	0	**121**	12	34	24	0	**70**	33	32	26	0	**91**	**368**
1:30PM	19	45	34	0	**98**	26	64	17	0	**107**	8	32	8	0	**48**	30	33	30	0	**93**	**346**
1:45PM	14	41	38	0	**93**	29	62	13	0	**104**	14	31	16	0	**61**	33	44	29	0	**106**	**364**
Hourly Total	65	177	137	0	**379**	119	257	58	0	**434**	46	133	67	0	**246**	131	142	119	0	**392**	**1451**
2:00PM	13	40	29	0	**82**	14	57	12	1	**84**	10	37	12	0	**59**	33	31	35	0	**99**	**324**
2:15PM	13	52	45	0	**110**	16	44	16	0	**76**	6	37	11	0	**54**	25	35	26	0	**86**	**326**
2:30PM	9	33	25	0	**67**	27	53	16	0	**96**	8	41	11	0	**60**	29	28	29	0	**86**	**309**
2:45PM	14	42	29	0	**85**	23	63	10	0	**96**	18	34	7	0	**59**	33	46	37	0	**116**	**356**
Hourly Total	49	167	128	0	**344**	80	217	54	1	**352**	42	149	41	0	**232**	120	140	127	0	**387**	**1315**
3:00PM	10	44	29	0	**83**	15	54	10	0	**79**	9	39	11	0	**59**	38	28	30	0	**96**	**317**
3:15PM	11	45	20	0	**76**	19	56	14	0	**89**	7	24	18	0	**49**	38	42	37	0	**117**	**331**
3:30PM	10	41	30	0	**81**	19	72	16	0	**107**	13	37	19	0	**69**	44	48	26	0	**118**	**375**
3:45PM	18	55	29	0	**102**	34	80	23	0	**137**	16	36	24	0	**76**	40	33	28	0	**101**	**416**
Hourly Total	49	185	108	0	**342**	87	262	63	0	**412**	45	136	72	0	**253**	160	151	121	0	**432**	**1439**
4:00PM	19	71	42	0	**132**	23	63	12	0	**98**	17	32	13	0	**62**	38	55	26	0	**119**	**411**
4:15PM	12	66	34	0	**112**	17	61	11	0	**89**	14	36	17	0	**67**	35	52	37	0	**124**	**392**
4:30PM	18	43	33	0	**94**	27	90	16	0	**133**	17	21	17	0	**55**	54	42	30	0	**126**	**408**
4:45PM	14	62	40	0	**116**	36	61	22	0	**119**	17	57	23	0	**97**	36	44	26	0	**106**	**438**
Hourly Total	63	242	149	0	**454**	103	275	61	0	**439**	65	146	70	0	**281**	163	193	119	0	**475**	**1649**
5:00PM	16	57	28	0	**101**	29	80	17	0	**126**	10	32	14	0	**56**	44	57	34	0	**135**	**418**
5:15PM	17	61	20	0	**98**	40	71	12	0	**123**	21	36	25	0	**82**	29	39	31	0	**99**	**402**
5:30PM	11	43	23	0	**77**	18	75	18	0	**111**	17	40	15	0	**72**	34	43	29	0	**106**	**366**
5:45PM	21	55	17	0	**93**	24	59	17	0	**100**	15	26	15	0	**56**	29	40	27	0	**96**	**345**
Hourly Total	65	216	88	0	**369**	111	285	64	0	**460**	63	134	69	0	**266**	136	179	121	0	**436**	**1531**
6:00PM	24	51	20	0	**95**	22	59	17	0	**98**	13	30	15	0	**58**	36	46	38	0	**120**	**371**
6:15PM	16	38	19	0	**73**	20	48	14	0	**82**	19	36	22	0	**77**	18	40	32	0	**90**	**322**
6:30PM	13	42	20	0	**75**	20	61	13	0	**94**	11	32	15	0	**58**	30	26	40	0	**96**	**323**
6:45PM	12	52	19	0	**83**	20	63	13	0	**96**	9	27	12	0	**48**	19	36	19	0	**74**	**301**
Hourly Total	65	183	78	0	**326**	82	231	57	0	**370**	52	125	64	0	**241**	103	148	129	0	**380**	**1317**
7:00PM	11	35	17	0	**63**	12	29	9	0	**50**	11	25	8	0	**44**	20	33	32	0	**85**	**242**
7:15PM	17	43	16	0	**76**	20	52	3	0	**75**	3	22	14	0	**39**	32	29	22	0	**83**	**273**
7:30PM	16	34	8	0	**58**	15	48	10	0	**73**	6	15	9	0	**30**	11	28	26	0	**65**	**226**
7:45PM	11	31	7	0	**49**	16	53	18	0	**87**	5	12	12	0	**29**	19	39	18	0	**76**	**241**
Hourly Total	55	143	48	0	**246**	63	182	40	0	**285**	25	74	43	0	**142**	82	129	98	0	**309**	**982**
8:00PM	8	21	4	0	**33**	13	41	17	0	**71**	8	18	10	0	**36**	19	33	15	0	**67**	**207**
8:15PM	22	24	13	0	**59**	20	49	9	0	**78**	4	8	11	0	**23**	10	31	13	0	**54**	**214**
8:30PM	9	23	11	0	**43**	7	39	10	0	**56**	7	12	10	0	**29**	11	25	22	0	**58**	**186**
8:45PM	13	27	10	0	**50**	8	25	14	0	**47**	1	11	7	0	**19**	7	22	10	0	**39**	**155**
Hourly Total	52	95	38	0	**185**	48	154	50	0	**252**	20	49	38	0	**107**	47	111	60	0	**218**	**762**
9:00PM	10	24	12	0	**46**	10	25	10	0	**45**	6	5	4	0	**15**	10	20	16	0	**46**	**152**
9:15PM	16	16	6	0	**38**	2	22	8	0	**32**	2	6	6	0	**14**	7	14	8	0	**29**	**113**
9:30PM	12	14	6	0	**32**	5	16	9	0	**30**	5	21	12	0	**38**	7	14	16	0	**37**	**137**
9:45PM	2	12	2	0	**16**	6	19	4	0	**29**	3	14	2	0	**19**	7	17	8	0	**32**	**96**
Hourly Total	40	66	26	0	**132**	23	82	31	0	**136**	16	46	24	0	**86**	31	65	48	0	**144**	**498**
10:00PM	4	6	2	0	**12**	4	18	5	0	**27**	2	10	2	0	**14**	5	15	9	0	**29**	**82**
10:15PM	2	14	4	0	**20**	4	17	5	0	**26**	4	12	2	0	**18**	5	13	14	0	**32**	**96**
10:30PM	4	14	0	0	**18**	3	10	1	0	**14**	1	8	0	0	**9**	4	11	8	0	**23**	**64**
10:45PM	1	2	2	0	**5**	2	8	1	0	**11**	0	3	2	0	**5**	3	9	2	0	**14**	**35**

Leg Direction	Old Mammoth Rd Northbound					Old Mammoth Rd Southbound					Meridian Blvd Eastbound					Meridian Blvd Westbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
Hourly Total	11	36	8	0	**55**	13	53	12	0	**78**	7	33	6	0	**46**	17	48	33	0	**98**	**277**
11:00PM	0	11	0	0	**11**	0	6	1	0	**7**	1	0	5	0	**6**	0	4	3	0	**7**	**31**
11:15PM	5	2	1	0	**8**	3	6	2	0	**11**	0	2	2	0	**4**	3	3	3	0	**9**	**32**
11:30PM	2	10	0	0	**12**	0	7	3	0	**10**	1	2	4	0	**7**	1	3	2	0	**6**	**35**
11:45PM	1	5	1	0	**7**	0	7	0	0	**7**	0	0	1	0	**1**	2	2	1	0	**5**	**20**
Hourly Total	8	28	2	0	**38**	3	26	6	0	**35**	2	4	12	0	**18**	6	12	9	0	**27**	**118**
Total	794	2629	1615	0	**5038**	1175	3174	753	1	**5103**	692	1974	859	0	**3525**	1653	1958	1533	0	**5144**	**18810**
% Approach	15.8%	52.2%	32.1%	0%	**-**	23.0%	62.2%	14.8%	0%	**-**	19.6%	56.0%	24.4%	0%	**-**	32.1%	38.1%	29.8%	0%	**-**	**-**
% Total	4.2%	14.0%	8.6%	0%	**26.8%**	6.2%	16.9%	4.0%	0%	**27.1%**	3.7%	10.5%	4.6%	0%	**18.7%**	8.8%	10.4%	8.1%	0%	**27.3%**	**-**
Lights	788	2541	1554	0	**4883**	1164	3093	719	1	**4977**	659	1937	844	0	**3440**	1591	1931	1514	0	**5036**	18336
% Lights	99.2%	96.7%	96.2%	0%	**96.9%**	99.1%	97.4%	95.5%	100%	**97.5%**	95.2%	98.1%	98.3%	0%	**97.6%**	96.2%	98.6%	98.8%	0%	**97.9%**	97.5%
Articulated Trucks	0	11	7	0	**18**	0	7	0	0	**7**	1	9	1	0	**11**	7	3	1	0	**11**	47
% Articulated Trucks	0%	0.4%	0.4%	0%	**0.4%**	0%	0.2%	0%	0%	**0.1%**	0.1%	0.5%	0.1%	0%	**0.3%**	0.4%	0.2%	0.1%	0%	**0.2%**	0.2%
Buses and Single-Unit Trucks	6	77	54	0	**137**	11	74	34	0	**119**	32	28	14	0	**74**	55	24	18	0	**97**	427
% Buses and Single-Unit Trucks	0.8%	2.9%	3.3%	0%	**2.7%**	0.9%	2.3%	4.5%	0%	**2.3%**	4.6%	1.4%	1.6%	0%	**2.1%**	3.3%	1.2%	1.2%	0%	**1.9%**	2.3%

*L: Left, R: Right, T: Thru, U: U-Turn

Minaret Rd and Forest Trail - TMC

Wed Aug 6, 2025
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1315880, Location: 37.652146, -118.985003

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg	Minaret Rd						Minaret Rd						Forest Trail						Forest Trail						
Direction	Northbound						Southbound						Eastbound						Westbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-08-06 12:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
12:15AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
12:30AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
12:45AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
1:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
1:15AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
1:30AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
1:45AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
2:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
2:15AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
2:30AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
2:45AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	0	**0**
3:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
3:15AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
3:30AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
3:45AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
4:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
4:15AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
4:30AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
4:45AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
5:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
5:15AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
5:30AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
5:45AM	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	**2**
Hourly Total	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	**2**
6:00AM	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
6:15AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	2	0	0	0	0	**0**	0	**0**
6:30AM	0	2	0	0	**2**	0	0	0	0	0	**0**	0	1	0	0	0	**1**	1	0	0	1	0	**1**	0	**4**
6:45AM	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	1	0	**1**	0	**2**
Hourly Total	0	4	0	0	**4**	0	0	0	0	0	**0**	0	1	0	0	0	**1**	3	0	0	2	0	**2**	0	**7**
7:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	1	0	**1**	0	**1**
7:15AM	0	0	0	0	**0**	0	0	2	0	0	**2**	1	0	1	0	0	**1**	0	0	0	1	0	**1**	0	**4**
7:30AM	0	0	0	0	**0**	2	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	0	**0**
7:45AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	1	1	0	**2**	1	0	0	0	0	**0**	0	**2**
Hourly Total	0	0	0	0	**0**	2	0	2	0	0	**2**	1	0	2	1	0	**3**	2	0	0	2	0	**2**	0	**7**
8:00AM	0	0	1	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
8:15AM	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	1	0	0	**1**	1	0	2	0	0	**2**	0	**4**
8:30AM	0	5	0	0	**5**	1	0	1	0	0	**1**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	0	**6**
8:45AM	0	0	1	0	**1**	0	0	0	0	0	**0**	0	1	0	3	0	**4**	1	1	0	1	0	**2**	0	**7**
Hourly Total	0	6	2	0	**8**	1	0	1	0	0	**1**	0	1	1	3	0	**5**	3	1	2	1	0	**4**	0	**18**
9:00AM	0	4	0	0	**4**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	0	**5**
9:15AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	1	1	0	0	0	**1**	0	**1**
9:30AM	2	1	0	0	**3**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**3**
9:45AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	6	0	0	**6**	0	0	0	0	0	**0**	0	**6**
Hourly Total	2	5	0	0	**7**	0	0	1	0	0	**1**	0	0	6	0	0	**6**	2	1	0	0	0	**1**	0	**15**
10:00AM	0	2	1	0	**3**	0	1	2	0	0	**3**	0	0	0	4	0	**4**	0	0	0	1	0	**1**	0	**11**
10:15AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	1	0	0	0	**1**	2	0	0	0	0	**0**	3	**1**
10:30AM	0	2	0	0	**2**	2	0	0	0	0	**0**	0	3	0	0	0	**3**	1	1	0	0	0	**1**	0	**6**
10:45AM	0	2	0	0	**2**	1	0	6	0	0	**6**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**8**
Hourly Total	0	6	1	0	**7**	3	1	8	0	0	**9**	0	4	0	4	0	**8**	3	1	0	1	0	**2**	3	**26**
11:00AM	0	0	2	0	**2**	0	0	1	0	0	**1**	1	0	0	0	0	**0**	1	0	0	0	0	**0**	0	**3**
11:15AM	1	1	1	0	**3**	0	1	5	3	0	**9**	1	0	0	0	0	**0**	2	0	0	2	0	**2**	0	**14**
11:30AM	1	0	0	0	**1**	0	1	2	0	0	**3**	0	0	0	0	0	**0**	9	0	0	0	0	**0**	2	**4**
11:45AM	1	1	0	0	**2**	1	0	3	0	0	**3**	0	0	0	0	0	**0**	6	0	0	0	0	**0**	0	**5**

Leg	Minaret Rd						Minaret Rd						Forest Trail						Forest Trail						
Direction	Northbound						Southbound						Eastbound						Westbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
Hourly Total	3	2	3	0	**8**	1	2	11	3	0	**16**	2	0	0	0	0	**0**	18	0	0	2	0	**2**	2	**26**
12:00PM	1	0	0	0	**1**	0	0	5	0	0	**5**	0	0	0	1	0	**1**	6	1	0	0	0	**1**	0	**8**
12:15PM	0	1	0	0	**1**	1	0	1	0	0	**1**	1	0	2	0	0	**2**	3	2	0	0	0	**2**	0	**6**
12:30PM	2	0	1	0	**3**	1	1	5	0	0	**6**	0	0	0	2	0	**2**	14	0	0	0	0	**0**	0	**11**
12:45PM	1	0	0	0	**1**	0	0	4	0	0	**4**	1	0	0	1	0	**1**	25	0	0	1	0	**1**	0	**7**
Hourly Total	4	1	1	0	**6**	2	1	15	0	0	**16**	2	0	2	4	0	**6**	48	3	0	1	0	**4**	0	**32**
1:00PM	0	1	1	0	**2**	3	0	10	0	0	**10**	0	2	2	0	0	**4**	3	0	0	0	0	**0**	0	**16**
1:15PM	0	0	0	0	**0**	5	0	7	1	0	**8**	0	0	0	0	0	**0**	2	0	0	0	0	**0**	0	**8**
1:30PM	0	2	0	0	**2**	0	0	8	0	0	**8**	0	0	0	0	0	**0**	5	1	0	1	0	**2**	0	**12**
1:45PM	0	1	1	0	**2**	8	0	4	3	0	**7**	0	0	0	0	0	**0**	2	0	0	0	0	**0**	0	**9**
Hourly Total	0	4	2	0	**6**	16	0	29	4	0	**33**	0	2	2	0	0	**4**	12	1	0	1	0	**2**	0	**45**
2:00PM	0	1	0	0	**1**	6	0	3	0	0	**3**	0	6	1	2	0	**9**	5	0	0	0	0	**0**	0	**13**
2:15PM	0	0	0	0	**0**	1	0	5	0	0	**5**	0	0	0	0	0	**0**	4	0	1	1	0	**2**	2	**7**
2:30PM	0	2	0	0	**2**	7	1	8	1	0	**10**	0	0	0	0	0	**0**	10	3	0	0	0	**3**	1	**15**
2:45PM	0	1	0	0	**1**	10	0	0	0	0	**0**	0	0	0	0	0	**0**	7	1	1	1	0	**3**	7	**4**
Hourly Total	0	4	0	0	**4**	24	1	16	1	0	**18**	0	6	1	2	0	**9**	26	4	2	2	0	**8**	10	**39**
3:00PM	1	1	0	0	**2**	1	1	2	0	0	**3**	1	0	0	0	0	**0**	3	2	0	0	0	**2**	0	**7**
3:15PM	0	0	4	0	**4**	4	0	2	0	0	**2**	0	0	0	0	0	**0**	6	0	0	0	0	**0**	0	**6**
3:30PM	0	0	0	0	**0**	2	0	0	1	0	**1**	1	0	0	0	0	**0**	7	0	1	0	0	**1**	0	**2**
3:45PM	0	1	0	0	**1**	9	4	4	0	0	**8**	1	0	0	0	0	**0**	2	0	0	0	0	**0**	0	**9**
Hourly Total	1	2	4	0	**7**	16	5	8	1	0	**14**	3	0	0	0	0	**0**	18	2	1	0	0	**3**	0	**24**
4:00PM	0	0	0	0	**0**	4	0	3	2	0	**5**	0	0	0	0	0	**0**	2	0	1	0	0	**1**	0	**6**
4:15PM	3	2	1	0	**6**	5	0	6	4	0	**10**	0	0	1	1	0	**2**	10	1	2	1	0	**4**	3	**22**
4:30PM	0	3	1	0	**4**	10	0	3	6	0	**9**	0	0	0	0	0	**0**	4	0	1	1	0	**2**	1	**15**
4:45PM	0	0	0	0	**0**	7	0	6	3	0	**9**	2	1	1	0	0	**2**	6	1	0	0	0	**1**	0	**12**
Hourly Total	3	5	2	0	**10**	26	0	18	15	0	**33**	2	1	2	1	0	**4**	22	2	4	2	0	**8**	4	**55**
5:00PM	0	0	1	0	**1**	2	1	0	0	0	**1**	0	0	0	2	0	**2**	2	0	1	0	0	**1**	0	**5**
5:15PM	0	1	0	0	**1**	7	0	5	1	0	**6**	0	1	1	0	0	**2**	1	0	0	1	0	**1**	0	**10**
5:30PM	0	0	0	0	**0**	2	2	1	0	0	**3**	2	0	0	0	0	**0**	5	0	0	2	0	**2**	0	**5**
5:45PM	0	0	0	0	**0**	1	0	2	1	0	**3**	1	0	0	0	0	**0**	7	0	0	0	0	**0**	0	**3**
Hourly Total	0	1	1	0	**2**	12	3	8	2	0	**13**	3	1	1	2	0	**4**	15	0	1	3	0	**4**	0	**23**
6:00PM	1	2	1	0	**4**	2	3	0	0	0	**3**	1	0	5	1	0	**6**	4	0	0	0	0	**0**	0	**13**
6:15PM	0	2	0	0	**2**	4	0	1	0	0	**1**	0	0	3	0	0	**3**	6	0	1	2	0	**3**	1	**9**
6:30PM	0	0	2	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**2**
6:45PM	0	0	0	0	**0**	6	0	0	0	0	**0**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	**1**
Hourly Total	1	4	3	0	**8**	12	3	1	0	0	**4**	1	0	9	1	0	**10**	10	0	1	2	0	**3**	1	**25**
7:00PM	0	0	0	0	**0**	0	0	0	2	0	**2**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	0	**2**
7:15PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	0	**0**
7:30PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	1	0	**1**	0	**1**
7:45PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	2	0	**2**	0	0	0	0	0	**0**	2	0	0	1	0	**1**	0	**3**
8:00PM	0	0	0	0	**0**	2	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	0	**0**
8:15PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
8:30PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	1	0	**1**	0	0	0	0	0	**0**	2	**1**
8:45PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	2	0	0	0	0	**0**	0	0	0	1	0	**1**	1	0	0	0	0	**0**	2	**1**
9:00PM	0	0	1	0	**1**	2	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	1	**1**
9:15PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
9:30PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
9:45PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	1	0	**1**	2	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	1	**1**
10:00PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
10:15PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
10:30PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
10:45PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	1	0	0	0	**1**	0	**1**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	1	0	0	0	**1**	0	**1**
11:00PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
11:15PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
11:30PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
11:45PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Total	14	45	20	0	**79**	119	16	118	28	0	**162**	14	16	27	19	0	**62**	186	16	11	20	0	**47**	23	**350**
% Approach	17.7%	57.0%	25.3%	0%	**-**	-	9.9%	72.8%	17.3%	0%	**-**	-	25.8%	43.5%	30.6%	0%	**-**	-	34.0%	23.4%	42.6%	0%	**-**	-	-
% Total	4.0%	12.9%	5.7%	0%	**22.6%**	-	4.6%	33.7%	8.0%	0%	**46.3%**	-	4.6%	7.7%	5.4%	0%	**17.7%**	-	4.6%	3.1%	5.7%	0%	**13.4%**	-	-
Lights	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0

Leg Direction	Minaret Rd Northbound						Minaret Rd Southbound						Forest Trail Eastbound						Forest Trail Westbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
% Lights	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Bicycles on Road	14	45	20	0	**79**	-	16	118	28	0	**162**	-	16	27	19	0	**62**	-	16	11	20	0	**47**	-	350
% Bicycles on Road	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	100%
Pedestrians	-	-	-	-	-	110	-	-	-	-	-	4	-	-	-	-	-	44	-	-	-	-	-	13	
% Pedestrians	-	-	-	-	-	92.4%	-	-	-	-	-	28.6%	-	-	-	-	-	23.7%	-	-	-	-	-	56.5%	-
Bicycles on Crosswalk	-	-	-	-	-	9	-	-	-	-	-	10	-	-	-	-	-	142	-	-	-	-	-	10	
% Bicycles on Crosswalk	-	-	-	-	-	7.6%	-	-	-	-	-	71.4%	-	-	-	-	-	76.3%	-	-	-	-	-	43.5%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Old Mammoth Rd and Ski Trails Rd/Club Dr (me... - TMC

Wed Aug 6, 2025
Full Length ()
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1326332, Location: 37.629423, -118.978276

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg	Ski Trail Rd				Club Dr					Old Mammoth Rd			Old Mammoth Rd					
Direction	Northbound				Southbound					Eastbound			Westbound					
Time	L	T	R	**App**	L	T	R	U	**App**	L	T	**App**	L	T	R	U	**App**	**Int**
2025-08-06 12:00AM	0	0	0	**0**	0	0	0	0	**0**	0	1	**1**	0	2	0	0	**2**	**3**
12:15AM	0	0	0	**0**	0	0	1	0	**1**	1	0	**1**	0	3	0	0	**3**	**5**
12:30AM	0	0	0	**0**	0	0	0	0	**0**	0	0	**0**	0	3	0	0	**3**	**3**
12:45AM	0	0	0	**0**	0	0	0	0	**0**	0	3	**3**	0	3	0	0	**3**	**6**
Hourly Total	0	0	0	**0**	0	0	1	0	**1**	1	4	**5**	0	11	0	0	**11**	**17**
1:00AM	0	0	0	**0**	0	0	0	0	**0**	0	0	**0**	0	2	0	0	**2**	**2**
1:15AM	0	0	0	**0**	0	0	0	0	**0**	1	2	**3**	0	2	0	0	**2**	**5**
1:30AM	0	0	0	**0**	0	0	0	0	**0**	0	0	**0**	0	1	0	0	**1**	**1**
1:45AM	0	0	1	**1**	0	0	1	0	**1**	0	0	**0**	0	3	0	0	**3**	**5**
Hourly Total	0	0	1	**1**	0	0	1	0	**1**	1	2	**3**	0	8	0	0	**8**	**13**
2:00AM	0	0	0	**0**	0	0	0	0	**0**	0	1	**1**	0	3	0	0	**3**	**4**
2:15AM	0	0	0	**0**	0	0	0	0	**0**	0	0	**0**	1	0	0	0	**1**	**1**
2:30AM	0	0	1	**1**	0	0	0	0	**0**	1	0	**1**	0	0	0	0	**0**	**2**
2:45AM	0	0	0	**0**	0	0	0	0	**0**	0	0	**0**	0	1	0	0	**1**	**1**
Hourly Total	0	0	1	**1**	0	0	0	0	**0**	1	1	**2**	1	4	0	0	**5**	**8**
3:00AM	0	0	0	**0**	0	0	0	0	**0**	0	4	**4**	0	0	0	0	**0**	**4**
3:15AM	0	0	0	**0**	0	0	1	0	**1**	0	0	**0**	0	0	0	0	**0**	**1**
3:30AM	0	0	0	**0**	0	0	0	0	**0**	0	0	**0**	0	0	0	0	**0**	**0**
3:45AM	0	0	1	**1**	0	0	0	0	**0**	0	1	**1**	0	0	0	0	**0**	**2**
Hourly Total	0	0	1	**1**	0	0	1	0	**1**	0	5	**5**	0	0	0	0	**0**	**7**
4:00AM	0	0	1	**1**	0	0	0	0	**0**	0	0	**0**	0	1	0	0	**1**	**2**
4:15AM	0	0	0	**0**	0	0	0	0	**0**	0	0	**0**	0	0	0	0	**0**	**0**
4:30AM	0	0	0	**0**	0	0	0	0	**0**	0	0	**0**	0	0	0	0	**0**	**0**
4:45AM	0	0	2	**2**	0	0	0	0	**0**	0	1	**1**	0	0	0	0	**0**	**3**
Hourly Total	0	0	3	**3**	0	0	0	0	**0**	0	1	**1**	0	1	0	0	**1**	**5**
5:00AM	0	0	1	**1**	0	0	0	0	**0**	0	0	**0**	0	0	2	0	**2**	**3**
5:15AM	0	0	0	**0**	0	0	0	0	**0**	0	2	**2**	0	0	2	0	**2**	**4**
5:30AM	0	0	1	**1**	0	0	0	0	**0**	0	4	**4**	0	1	1	0	**2**	**7**
5:45AM	0	0	1	**1**	0	0	0	0	**0**	3	6	**9**	0	1	6	0	**7**	**17**
Hourly Total	0	0	3	**3**	0	0	0	0	**0**	3	12	**15**	0	2	11	0	**13**	**31**
6:00AM	0	0	4	**4**	0	0	0	0	**0**	3	12	**15**	1	2	7	0	**10**	**29**
6:15AM	0	0	5	**5**	0	0	0	0	**0**	0	4	**4**	0	4	3	0	**7**	**16**
6:30AM	0	0	4	**4**	6	0	0	0	**6**	0	12	**12**	2	6	7	0	**15**	**37**
6:45AM	0	1	13	**14**	6	0	1	0	**7**	1	21	**22**	0	14	3	0	**17**	**60**
Hourly Total	0	1	26	**27**	12	0	1	0	**13**	4	49	**53**	3	26	20	0	**49**	**142**
7:00AM	0	0	5	**5**	6	0	2	0	**8**	1	16	**17**	1	19	3	0	**23**	**53**
7:15AM	0	0	6	**6**	1	0	2	0	**3**	1	27	**28**	2	15	4	0	**21**	**58**
7:30AM	1	1	5	**7**	6	0	1	0	**7**	0	25	**25**	2	16	9	0	**27**	**66**
7:45AM	0	0	4	**4**	4	0	0	0	**4**	3	33	**36**	4	22	15	0	**41**	**85**
Hourly Total	1	1	20	**22**	17	0	5	0	**22**	5	101	**106**	9	72	31	0	**112**	**262**
8:00AM	0	0	6	**6**	10	0	2	0	**12**	2	32	**34**	6	16	5	0	**27**	**79**
8:15AM	0	0	4	**4**	5	0	2	0	**7**	4	42	**46**	1	29	10	0	**40**	**97**
8:30AM	0	0	8	**8**	8	0	2	0	**10**	0	38	**38**	4	28	10	0	**42**	**98**
8:45AM	0	0	6	**6**	11	0	3	0	**14**	2	42	**44**	3	20	19	0	**42**	**106**
Hourly Total	0	0	24	**24**	34	0	9	0	**43**	8	154	**162**	14	93	44	0	**151**	**380**
9:00AM	0	0	5	**5**	8	0	2	0	**10**	2	25	**27**	6	25	10	0	**41**	**83**
9:15AM	1	0	6	**7**	11	0	1	0	**12**	2	25	**27**	5	23	13	0	**41**	**87**
9:30AM	1	0	4	**5**	15	0	2	0	**17**	0	25	**25**	3	21	13	0	**37**	**84**
9:45AM	1	0	5	**6**	10	0	3	0	**13**	2	35	**37**	6	21	11	0	**38**	**94**
Hourly Total	3	0	20	**23**	44	0	8	0	**52**	6	110	**116**	20	90	47	0	**157**	**348**
10:00AM	0	1	7	**8**	10	0	1	0	**11**	4	28	**32**	4	28	14	0	**46**	**97**
10:15AM	1	2	5	**8**	7	0	3	0	**10**	0	31	**31**	2	24	4	0	**30**	**79**
10:30AM	0	1	2	**3**	10	0	3	0	**13**	3	28	**31**	0	25	10	0	**35**	**82**
10:45AM	1	0	1	**2**	9	0	2	0	**11**	2	37	**39**	4	33	17	0	**54**	**106**

Leg	Ski Trail Rd				Club Dr					Old Mammoth Rd			Old Mammoth Rd					
Direction	Northbound				Southbound					Eastbound			Westbound					
Time	L	T	R	**App**	L	T	R	U	**App**	L	T	**App**	L	T	R	U	**App**	**Int**
Hourly Total	2	4	15	**21**	36	0	9	0	**45**	9	124	**133**	10	110	45	0	**165**	**364**
11:00AM	0	0	7	**7**	12	0	2	0	**14**	0	41	**41**	4	24	4	0	**32**	**94**
11:15AM	0	0	5	**5**	13	0	2	0	**15**	1	20	**21**	3	25	8	0	**36**	**77**
11:30AM	0	0	4	**4**	14	0	3	0	**17**	4	32	**36**	6	17	12	0	**35**	**92**
11:45AM	1	0	6	**7**	10	0	1	0	**11**	2	40	**42**	5	46	13	0	**64**	**124**
Hourly Total	1	0	22	**23**	49	0	8	0	**57**	7	133	**140**	18	112	37	0	**167**	**387**
12:00PM	0	0	3	**3**	10	0	5	0	**15**	2	51	**53**	13	38	7	0	**58**	**129**
12:15PM	0	0	8	**8**	7	0	3	0	**10**	2	19	**21**	5	30	10	0	**45**	**84**
12:30PM	0	0	5	**5**	14	0	3	0	**17**	1	20	**21**	4	45	10	0	**59**	**102**
12:45PM	1	0	11	**12**	13	0	1	0	**14**	3	43	**46**	3	47	9	0	**59**	**131**
Hourly Total	1	0	27	**28**	44	0	12	0	**56**	8	133	**141**	25	160	36	0	**221**	**446**
1:00PM	0	1	7	**8**	17	0	2	0	**19**	3	39	**42**	5	59	7	0	**71**	**140**
1:15PM	2	0	2	**4**	7	0	0	0	**7**	3	29	**32**	3	48	12	0	**63**	**106**
1:30PM	1	0	2	**3**	9	0	2	0	**11**	2	37	**39**	6	31	7	0	**44**	**97**
1:45PM	0	0	5	**5**	8	0	7	0	**15**	0	38	**38**	3	43	3	0	**49**	**107**
Hourly Total	3	1	16	**20**	41	0	11	0	**52**	8	143	**151**	17	181	29	0	**227**	**450**
2:00PM	0	0	7	**7**	13	0	1	0	**14**	2	28	**30**	2	30	12	0	**44**	**95**
2:15PM	1	2	3	**6**	14	0	0	0	**14**	3	44	**47**	6	29	10	0	**45**	**112**
2:30PM	0	1	4	**5**	9	0	1	0	**10**	0	23	**23**	2	42	9	0	**53**	**91**
2:45PM	0	2	6	**8**	2	0	1	0	**3**	0	35	**35**	3	30	7	0	**40**	**86**
Hourly Total	1	5	20	**26**	38	0	3	0	**41**	5	130	**135**	13	131	38	0	**182**	**384**
3:00PM	2	0	1	**3**	12	0	3	0	**15**	3	41	**44**	1	41	15	0	**57**	**119**
3:15PM	0	1	5	**6**	8	0	4	0	**12**	2	33	**35**	4	37	6	0	**47**	**100**
3:30PM	0	0	2	**2**	7	0	2	0	**9**	0	31	**31**	7	47	8	0	**62**	**104**
3:45PM	1	2	4	**7**	10	0	1	0	**11**	1	43	**44**	13	43	13	0	**69**	**131**
Hourly Total	3	3	12	**18**	37	0	10	0	**47**	6	148	**154**	25	168	42	0	**235**	**454**
4:00PM	1	1	8	**10**	16	1	0	0	**17**	4	53	**57**	8	44	17	0	**69**	**153**
4:15PM	0	0	9	**9**	5	0	1	0	**6**	1	40	**41**	7	36	20	0	**63**	**119**
4:30PM	0	1	2	**3**	9	0	0	0	**9**	0	30	**30**	8	47	24	0	**79**	**121**
4:45PM	1	1	11	**13**	13	1	2	0	**16**	2	36	**38**	10	40	8	0	**58**	**125**
Hourly Total	2	3	30	**35**	43	2	3	0	**48**	7	159	**166**	33	167	69	0	**269**	**518**
5:00PM	0	0	6	**6**	19	0	0	0	**19**	0	33	**33**	10	39	17	0	**66**	**124**
5:15PM	0	0	12	**12**	5	1	3	0	**9**	1	37	**38**	10	54	8	0	**72**	**131**
5:30PM	0	0	2	**2**	10	0	0	0	**10**	0	22	**22**	6	25	11	0	**42**	**76**
5:45PM	0	0	4	**4**	13	0	1	0	**14**	2	21	**23**	4	36	9	0	**49**	**90**
Hourly Total	0	0	24	**24**	47	1	4	0	**52**	3	113	**116**	30	154	45	0	**229**	**421**
6:00PM	0	0	6	**6**	14	1	1	0	**16**	2	36	**38**	6	29	10	0	**45**	**105**
6:15PM	1	0	7	**8**	10	0	2	0	**12**	1	30	**31**	5	30	8	0	**43**	**94**
6:30PM	0	0	3	**3**	6	0	2	0	**8**	3	27	**30**	5	34	5	0	**44**	**85**
6:45PM	0	0	4	**4**	11	0	2	0	**13**	0	26	**26**	9	33	9	0	**51**	**94**
Hourly Total	1	0	20	**21**	41	1	7	0	**49**	6	119	**125**	25	126	32	0	**183**	**378**
7:00PM	0	1	3	**4**	13	0	0	0	**13**	1	29	**30**	9	24	6	0	**39**	**86**
7:15PM	0	0	3	**3**	6	0	0	0	**6**	0	14	**14**	4	24	4	0	**32**	**55**
7:30PM	0	0	1	**1**	9	0	0	0	**9**	0	12	**12**	6	16	6	0	**28**	**50**
7:45PM	0	0	2	**2**	7	0	0	0	**7**	0	17	**17**	3	26	6	0	**35**	**61**
Hourly Total	0	1	9	**10**	35	0	0	0	**35**	1	72	**73**	22	90	22	0	**134**	**252**
8:00PM	0	0	6	**6**	7	0	0	0	**7**	1	12	**13**	10	26	6	0	**42**	**68**
8:15PM	0	0	2	**2**	11	0	0	0	**11**	0	13	**13**	5	22	3	0	**30**	**56**
8:30PM	0	0	2	**2**	10	0	0	0	**10**	0	8	**8**	2	23	2	0	**27**	**47**
8:45PM	0	0	2	**2**	7	0	0	0	**7**	0	10	**10**	4	18	2	0	**24**	**43**
Hourly Total	0	0	12	**12**	35	0	0	0	**35**	1	43	**44**	21	89	13	0	**123**	**214**
9:00PM	1	0	0	**1**	10	0	0	0	**10**	0	16	**16**	4	22	4	0	**30**	**57**
9:15PM	0	0	2	**2**	2	0	0	0	**2**	0	5	**5**	4	12	1	0	**17**	**26**
9:30PM	0	0	1	**1**	0	0	0	0	**0**	0	11	**11**	2	12	0	0	**14**	**26**
9:45PM	0	0	2	**2**	0	0	0	0	**0**	0	8	**8**	1	19	1	0	**21**	**31**
Hourly Total	1	0	5	**6**	12	0	0	0	**12**	0	40	**40**	11	65	6	0	**82**	**140**
10:00PM	0	0	2	**2**	1	0	0	0	**1**	0	5	**5**	3	8	0	0	**11**	**19**
10:15PM	0	0	1	**1**	0	0	0	0	**0**	0	8	**8**	3	10	1	0	**14**	**23**
10:30PM	0	0	1	**1**	0	0	0	0	**0**	0	7	**7**	0	6	1	0	**7**	**15**
10:45PM	0	0	1	**1**	1	0	0	0	**1**	0	3	**3**	0	7	0	0	**7**	**12**

Leg	Ski Trail Rd				Club Dr					Old Mammoth Rd			Old Mammoth Rd					
Direction	Northbound				Southbound					Eastbound			Westbound					
Time	L	T	R	**App**	L	T	R	U	**App**	L	T	**App**	L	T	R	U	**App**	**Int**
Hourly Total	0	0	5	**5**	2	0	0	0	**2**	0	23	**23**	6	31	2	0	**39**	**69**
11:00PM	0	0	1	**1**	0	0	0	0	**0**	0	7	**7**	3	6	0	0	**9**	**17**
11:15PM	0	0	1	**1**	1	0	0	0	**1**	0	3	**3**	1	6	0	0	**7**	**12**
11:30PM	0	0	0	**0**	2	0	0	0	**2**	0	3	**3**	0	3	1	0	**4**	**9**
11:45PM	0	0	0	**0**	0	0	0	0	**0**	0	3	**3**	0	2	0	0	**2**	**5**
Hourly Total	0	0	2	**2**	3	0	0	0	**3**	0	16	**16**	4	17	1	0	**22**	**43**
Total	19	19	318	**356**	570	4	93	0	**667**	90	1835	**1925**	307	1908	570	0	**2785**	**5733**
% Approach	5.3%	5.3%	89.3%	**-**	85.5%	0.6%	13.9%	0%	**-**	4.7%	95.3%	**-**	11.0%	68.5%	20.5%	0%	**-**	-
% Total	0.3%	0.3%	5.5%	**6.2%**	9.9%	0.1%	1.6%	0%	**11.6%**	1.6%	32.0%	**33.6%**	5.4%	33.3%	9.9%	0%	**48.6%**	-
Lights	17	17	313	**347**	560	4	88	0	**652**	89	1773	**1862**	304	1845	559	0	**2708**	5569
% Lights	89.5%	89.5%	98.4%	**97.5%**	98.2%	100%	94.6%	0%	**97.8%**	98.9%	96.6%	**96.7%**	99.0%	96.7%	98.1%	0%	**97.2%**	97.1%
Articulated Trucks	0	0	0	**0**	0	0	0	0	**0**	0	2	**2**	0	2	1	0	**3**	5
% Articulated Trucks	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	0.1%	**0.1%**	0%	0.1%	0.2%	0%	**0.1%**	0.1%
Buses and Single-Unit Trucks	2	2	5	**9**	10	0	5	0	**15**	1	60	**61**	3	61	10	0	**74**	159
% Buses and Single-Unit Trucks	10.5%	10.5%	1.6%	**2.5%**	1.8%	0%	5.4%	0%	**2.2%**	1.1%	3.3%	**3.2%**	1.0%	3.2%	1.8%	0%	**2.7%**	2.8%

*L: Left, R: Right, T: Thru, U: U-Turn

HAWK signal on CA-203 Ped/Bike_Crossing Move... - Ped & Bike Pathway

Wed Aug 6, 2025
Full Length (12 AM-1 AM, 1 AM-12 AM (+1))
All Classes (Pedestrians, Bicycles, Bicycles)
All Channels
ID: 1315883, Location: 37.651019, -118.984841

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
2025-08-06 12:00AM	0	**0**	0	**0**	**0**
12:15AM	0	**0**	0	**0**	**0**
12:30AM	0	**0**	0	**0**	**0**
12:45AM	0	**0**	0	**0**	**0**
Hourly Total	0	**0**	0	**0**	**0**
1:00AM	0	**0**	0	**0**	**0**
1:15AM	0	**0**	0	**0**	**0**
1:30AM	0	**0**	0	**0**	**0**
1:45AM	0	**0**	0	**0**	**0**
Hourly Total	0	**0**	0	**0**	**0**
2:00AM	0	**0**	0	**0**	**0**
2:15AM	0	**0**	0	**0**	**0**
2:30AM	0	**0**	0	**0**	**0**
2:45AM	0	**0**	0	**0**	**0**
Hourly Total	0	**0**	0	**0**	**0**
3:00AM	0	**0**	0	**0**	**0**
3:15AM	0	**0**	0	**0**	**0**
3:30AM	0	**0**	0	**0**	**0**
3:45AM	0	**0**	0	**0**	**0**
Hourly Total	0	**0**	0	**0**	**0**
4:00AM	0	**0**	0	**0**	**0**
4:15AM	0	**0**	0	**0**	**0**
4:30AM	0	**0**	0	**0**	**0**
4:45AM	0	**0**	0	**0**	**0**
Hourly Total	0	**0**	0	**0**	**0**
5:00AM	0	**0**	0	**0**	**0**
5:15AM	0	**0**	0	**0**	**0**
5:30AM	0	**0**	0	**0**	**0**
5:45AM	1	**1**	1	**1**	**2**
Hourly Total	1	**1**	1	**1**	**0**
6:00AM	0	**0**	0	**0**	**0**
6:15AM	0	**0**	0	**0**	**0**
6:30AM	1	**1**	2	**2**	**3**
6:45AM	2	**2**	1	**1**	**3**
Hourly Total	3	**3**	3	**3**	**0**
7:00AM	0	**0**	1	**1**	**1**
7:15AM	5	**5**	2	**2**	**7**
7:30AM	1	**1**	0	**0**	**1**
7:45AM	0	**0**	0	**0**	**0**
Hourly Total	6	**6**	3	**3**	**0**
8:00AM	0	**0**	0	**0**	**0**
8:15AM	0	**0**	5	**5**	**5**
8:30AM	6	**6**	3	**3**	**9**
8:45AM	2	**2**	2	**2**	**4**
Hourly Total	8	**8**	10	**10**	**0**
9:00AM	5	**5**	12	**12**	**17**
9:15AM	0	**0**	7	**7**	**7**
9:30AM	2	**2**	9	**9**	**11**
9:45AM	5	**5**	3	**3**	**8**
Hourly Total	12	**12**	31	**31**	**0**
10:00AM	2	**2**	5	**5**	**7**
10:15AM	12	**12**	6	**6**	**18**
10:30AM	5	**5**	5	**5**	**10**

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
10:45AM	0	**0**	6	**6**	**6**
Hourly Total	19	**19**	22	**22**	**0**
11:00AM	3	**3**	7	**7**	**10**
11:15AM	5	**5**	2	**2**	**7**
11:30AM	0	**0**	12	**12**	**12**
11:45AM	5	**5**	15	**15**	**20**
Hourly Total	13	**13**	36	**36**	**0**
12:00PM	11	**11**	20	**20**	**31**
12:15PM	9	**9**	16	**16**	**25**
12:30PM	9	**9**	5	**5**	**14**
12:45PM	13	**13**	21	**21**	**34**
Hourly Total	42	**42**	62	**62**	**0**
1:00PM	17	**17**	24	**24**	**41**
1:15PM	7	**7**	38	**38**	**45**
1:30PM	10	**10**	18	**18**	**28**
1:45PM	12	**12**	28	**28**	**40**
Hourly Total	46	**46**	108	**108**	**0**
2:00PM	31	**31**	57	**57**	**88**
2:15PM	13	**13**	46	**46**	**59**
2:30PM	25	**25**	45	**45**	**70**
2:45PM	14	**14**	78	**78**	**92**
Hourly Total	83	**83**	226	**226**	**0**
3:00PM	17	**17**	19	**19**	**36**
3:15PM	35	**35**	46	**46**	**81**
3:30PM	28	**28**	50	**50**	**78**
3:45PM	31	**31**	60	**60**	**91**
Hourly Total	111	**111**	175	**175**	**0**
4:00PM	53	**53**	53	**53**	**106**
4:15PM	54	**54**	56	**56**	**110**
4:30PM	69	**69**	19	**19**	**88**
4:45PM	45	**45**	23	**23**	**68**
Hourly Total	221	**221**	151	**151**	**0**
5:00PM	17	**17**	44	**44**	**61**
5:15PM	16	**16**	22	**22**	**38**
5:30PM	34	**34**	27	**27**	**61**
5:45PM	36	**36**	17	**17**	**53**
Hourly Total	103	**103**	110	**110**	**0**
6:00PM	39	**39**	33	**33**	**72**
6:15PM	32	**32**	58	**58**	**90**
6:30PM	36	**36**	32	**32**	**68**
6:45PM	35	**35**	23	**23**	**58**
Hourly Total	142	**142**	146	**146**	**0**
7:00PM	36	**36**	21	**21**	**57**
7:15PM	14	**14**	36	**36**	**50**
7:30PM	28	**28**	9	**9**	**37**
7:45PM	38	**38**	25	**25**	**63**
Hourly Total	116	**116**	91	**91**	**0**
8:00PM	37	**37**	24	**24**	**61**
8:15PM	34	**34**	4	**4**	**38**
8:30PM	31	**31**	2	**2**	**33**
8:45PM	16	**16**	12	**12**	**28**
Hourly Total	118	**118**	42	**42**	**0**
9:00PM	16	**16**	0	**0**	**16**
9:15PM	0	**0**	0	**0**	**0**
9:30PM	0	**0**	2	**2**	**2**
9:45PM	0	**0**	0	**0**	**0**
Hourly Total	16	**16**	2	**2**	**0**
10:00PM	0	**0**	0	**0**	**0**
10:15PM	0	**0**	0	**0**	**0**

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
10:30PM	0	**0**	0	**0**	**0**
10:45PM	0	**0**	0	**0**	**0**
Hourly Total	0	**0**	0	**0**	**0**
11:00PM	0	**0**	0	**0**	**0**
11:15PM	0	**0**	0	**0**	**0**
11:30PM	0	**0**	0	**0**	**0**
11:45PM	0	**0**	2	**2**	**2**
Hourly Total	0	**0**	2	**2**	**0**
Total	1060	**1060**	1221	**1221**	**2281**
% Approach	100%	**-**	100%	**-**	-
% Total	46.5%	**46.5%**	53.5%	**53.5%**	-
Bicycles	**0**	**0**	0		
% Bicycles	0%	**0%**	0%	**0%**	0%
Pedestrians	1040	1040	1196	1196	2236
% Pedestrians	100%	98.1%	100%	98.0%	98.0%
Bicycles	20	20	25	25	45
% Bicycles	100%	1.9%	100%	2.0%	2.0%

*T: Thru

Meridian Blvd and College Pkwy - TMC

Wed Aug 6, 2025
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1315887, Location: 37.640102, -118.959316

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg Direction	College Parkway Northbound					Meridian Blvd Eastbound					Meridian Blvd Westbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2025-08-06 12:00AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
12:15AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
12:30AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
12:45AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
1:00AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
1:15AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
1:30AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
1:45AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
2:00AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
2:15AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
2:30AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
2:45AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
3:00AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
3:15AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
3:30AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
3:45AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
4:00AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
4:15AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
4:30AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
4:45AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
5:00AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
5:15AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
5:30AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
5:45AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
6:00AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
6:15AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
6:30AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
6:45AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
7:00AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
7:15AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
7:30AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
7:45AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
8:00AM	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	0	**1**
8:15AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
8:30AM	0	0	0	**0**	0	2	0	0	**2**	0	0	0	0	**0**	0	**2**
8:45AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	3	0	0	**3**	0	0	0	0	**0**	0	**3**
9:00AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
9:15AM	0	0	0	**0**	2	0	0	0	**0**	0	0	0	0	**0**	0	**0**
9:30AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
9:45AM	0	0	0	**0**	0	2	0	0	**2**	0	0	0	0	**0**	0	**2**
Hourly Total	0	0	0	**0**	2	2	0	0	**2**	0	0	0	0	**0**	0	**2**
10:00AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
10:15AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
10:30AM	0	0	0	**0**	1	0	0	0	**0**	0	0	0	0	**0**	0	**0**

Leg	College Parkway					Meridian Blvd					Meridian Blvd					
Direction	Northbound					Eastbound					Westbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
10:45AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	1	0	0	0	**0**	0	0	0	0	**0**	0	**0**
11:00AM	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	**1**	0	**1**
11:15AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
11:30AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
11:45AM	0	1	0	**1**	1	0	1	0	**1**	0	0	0	0	**0**	0	**2**
Hourly Total	0	1	0	**1**	1	0	1	0	**1**	0	0	1	0	**1**	0	**3**
12:00PM	0	0	0	**0**	0	0	0	0	**0**	0	0	2	0	**2**	0	**2**
12:15PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
12:30PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
12:45PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	2	0	**2**	0	**2**
1:00PM	0	0	0	**0**	0	3	0	0	**3**	0	0	0	0	**0**	0	**3**
1:15PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
1:30PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
1:45PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	3	0	0	**3**	0	0	0	0	**0**	0	**3**
2:00PM	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	0	**1**
2:15PM	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	0	**1**
2:30PM	0	0	0	**0**	0	0	2	0	**2**	0	0	0	0	**0**	0	**2**
2:45PM	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	0	**1**
Hourly Total	0	0	0	**0**	0	2	2	0	**4**	0	1	0	0	**1**	0	**5**
3:00PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
3:15PM	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	**1**
3:30PM	0	0	0	**0**	2	0	0	0	**0**	0	4	0	0	**4**	0	**4**
3:45PM	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	**1**
Hourly Total	2	0	0	**2**	2	0	0	0	**0**	0	4	0	0	**4**	0	**6**
4:00PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
4:15PM	0	1	0	**1**	1	0	0	0	**0**	0	0	0	0	**0**	0	**1**
4:30PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
4:45PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	1	0	**1**	1	0	0	0	**0**	0	0	0	0	**0**	0	**1**
5:00PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
5:15PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
5:30PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
5:45PM	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	**1**	0	**1**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	**1**	0	**1**
6:00PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
6:15PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
6:30PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
6:45PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
7:00PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
7:15PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
7:30PM	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	0	**1**
7:45PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	0	**1**
8:00PM	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	**1**	0	**1**
8:15PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
8:30PM	1	0	0	**1**	2	0	0	0	**0**	0	0	0	0	**0**	0	**1**
8:45PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	1	0	0	**1**	2	0	0	0	**0**	0	0	1	0	**1**	0	**2**
9:00PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
9:15PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
9:30PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
9:45PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
10:00PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
10:15PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
10:30PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**

Leg	College Parkway					Meridian Blvd					Meridian Blvd					
Direction	Northbound					Eastbound					Westbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
10:45PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
11:00PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
11:15PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
11:30PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
11:45PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Total	3	2	0	**5**	9	11	3	0	**14**	0	5	5	0	**10**	0	**29**
% Approach	60.0%	40.0%	0%	**-**	-	78.6%	21.4%	0%	**-**	-	50.0%	50.0%	0%	**-**	-	-
% Total	10.3%	6.9%	0%	**17.2%**	-	37.9%	10.3%	0%	**48.3%**	-	17.2%	17.2%	0%	**34.5%**	-	-
Lights	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Lights	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Buses and Single-Unit Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Bicycles on Road	3	2	0	**5**	-	11	3	0	**14**	-	5	5	0	**10**	-	29
% Bicycles on Road	100%	100%	0%	**100%**	-	100%	100%	0%	**100%**	-	100%	100%	0%	**100%**	-	100%
Pedestrians	-	-	-	-	2	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	22.2%	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	7	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	77.8%	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Canyon Blvd in the Village Ped/Bike_Crossing... - Ped & Bike Pathway

Wed Aug 6, 2025
Full Length (12 AM-6 AM, 6 AM-12 AM (+1))
All Classes (Pedestrians, Bicycles, Bicycles)
All Channels
ID: 1315922, Location: 37.649719, -118.985366

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
2025-08-06 12:00AM	0	**0**	0	**0**	**0**
12:15AM	0	**0**	0	**0**	**0**
12:30AM	0	**0**	0	**0**	**0**
12:45AM	0	**0**	0	**0**	**0**
Hourly Total	0	**0**	0	**0**	**0**
1:00AM	0	**0**	0	**0**	**0**
1:15AM	0	**0**	0	**0**	**0**
1:30AM	0	**0**	0	**0**	**0**
1:45AM	0	**0**	0	**0**	**0**
Hourly Total	0	**0**	0	**0**	**0**
2:00AM	0	**0**	0	**0**	**0**
2:15AM	0	**0**	0	**0**	**0**
2:30AM	0	**0**	0	**0**	**0**
2:45AM	0	**0**	0	**0**	**0**
Hourly Total	0	**0**	0	**0**	**0**
3:00AM	0	**0**	0	**0**	**0**
3:15AM	0	**0**	0	**0**	**0**
3:30AM	0	**0**	0	**0**	**0**
3:45AM	0	**0**	0	**0**	**0**
Hourly Total	0	**0**	0	**0**	**0**
4:00AM	0	**0**	0	**0**	**0**
4:15AM	0	**0**	0	**0**	**0**
4:30AM	0	**0**	0	**0**	**0**
4:45AM	0	**0**	0	**0**	**0**
Hourly Total	0	**0**	0	**0**	**0**
5:00AM	0	**0**	1	**1**	**1**
5:15AM	1	**1**	0	**0**	**1**
5:30AM	0	**0**	0	**0**	**0**
5:45AM	0	**0**	0	**0**	**0**
Hourly Total	1	**1**	1	**1**	**0**
6:00AM	1	**1**	0	**0**	**1**
6:15AM	2	**2**	0	**0**	**2**
6:30AM	0	**0**	3	**3**	**3**
6:45AM	0	**0**	2	**2**	**2**
Hourly Total	3	**3**	5	**5**	**0**
7:00AM	10	**10**	1	**1**	**11**
7:15AM	1	**1**	0	**0**	**1**
7:30AM	1	**1**	3	**3**	**4**
7:45AM	5	**5**	2	**2**	**7**
Hourly Total	17	**17**	6	**6**	**0**
8:00AM	6	**6**	2	**2**	**8**
8:15AM	6	**6**	3	**3**	**9**
8:30AM	9	**9**	1	**1**	**10**
8:45AM	6	**6**	4	**4**	**10**
Hourly Total	27	**27**	10	**10**	**0**
9:00AM	2	**2**	7	**7**	**9**
9:15AM	6	**6**	1	**1**	**7**
9:30AM	7	**7**	5	**5**	**12**
9:45AM	6	**6**	2	**2**	**8**
Hourly Total	21	**21**	15	**15**	**0**
10:00AM	15	**15**	11	**11**	**26**
10:15AM	4	**4**	4	**4**	**8**
10:30AM	4	**4**	14	**14**	**18**

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
10:45AM	8	**8**	8	**8**	**16**
Hourly Total	31	**31**	37	**37**	**0**
11:00AM	12	**12**	9	**9**	**21**
11:15AM	6	**6**	15	**15**	**21**
11:30AM	9	**9**	9	**9**	**18**
11:45AM	16	**16**	10	**10**	**26**
Hourly Total	43	**43**	43	**43**	**0**
12:00PM	4	**4**	5	**5**	**9**
12:15PM	32	**32**	5	**5**	**37**
12:30PM	5	**5**	9	**9**	**14**
12:45PM	13	**13**	4	**4**	**17**
Hourly Total	54	**54**	23	**23**	**0**
1:00PM	6	**6**	5	**5**	**11**
1:15PM	12	**12**	15	**15**	**27**
1:30PM	6	**6**	0	**0**	**6**
1:45PM	6	**6**	13	**13**	**19**
Hourly Total	30	**30**	33	**33**	**0**
2:00PM	13	**13**	3	**3**	**16**
2:15PM	8	**8**	18	**18**	**26**
2:30PM	2	**2**	6	**6**	**8**
2:45PM	39	**39**	8	**8**	**47**
Hourly Total	62	**62**	35	**35**	**0**
3:00PM	11	**11**	4	**4**	**15**
3:15PM	37	**37**	34	**34**	**71**
3:30PM	3	**3**	4	**4**	**7**
3:45PM	31	**31**	19	**19**	**50**
Hourly Total	82	**82**	61	**61**	**0**
4:00PM	10	**10**	17	**17**	**27**
4:15PM	23	**23**	22	**22**	**45**
4:30PM	13	**13**	22	**22**	**35**
4:45PM	16	**16**	3	**3**	**19**
Hourly Total	62	**62**	64	**64**	**0**
5:00PM	17	**17**	11	**11**	**28**
5:15PM	9	**9**	3	**3**	**12**
5:30PM	7	**7**	3	**3**	**10**
5:45PM	14	**14**	15	**15**	**29**
Hourly Total	47	**47**	32	**32**	**0**
6:00PM	18	**18**	10	**10**	**28**
6:15PM	16	**16**	8	**8**	**24**
6:30PM	20	**20**	3	**3**	**23**
6:45PM	11	**11**	2	**2**	**13**
Hourly Total	65	**65**	23	**23**	**0**
7:00PM	23	**23**	5	**5**	**28**
7:15PM	10	**10**	3	**3**	**13**
7:30PM	9	**9**	19	**19**	**28**
7:45PM	24	**24**	6	**6**	**30**
Hourly Total	66	**66**	33	**33**	**0**
8:00PM	8	**8**	16	**16**	**24**
8:15PM	1	**1**	7	**7**	**8**
8:30PM	0	**0**	15	**15**	**15**
8:45PM	4	**4**	4	**4**	**8**
Hourly Total	13	**13**	42	**42**	**0**
9:00PM	0	**0**	5	**5**	**5**
9:15PM	0	**0**	6	**6**	**6**
9:30PM	1	**1**	5	**5**	**6**
9:45PM	1	**1**	1	**1**	**2**
Hourly Total	2	**2**	17	**17**	**0**
10:00PM	1	**1**	0	**0**	**1**
10:15PM	1	**1**	0	**0**	**1**

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
10:30PM	2	**2**	0	**0**	**2**
10:45PM	0	**0**	0	**0**	**0**
Hourly Total	4	**4**	0	**0**	**0**
11:00PM	0	**0**	0	**0**	**0**
11:15PM	0	**0**	0	**0**	**0**
11:30PM	0	**0**	0	**0**	**0**
11:45PM	0	**0**	0	**0**	**0**
Hourly Total	0	**0**	0	**0**	**0**
Total	630	**630**	480	**480**	**1110**
% Approach	100%	**-**	100%	**-**	-
% Total	56.8%	**56.8%**	43.2%	**43.2%**	-
Bicycles	**0**	**0**	0		
% Bicycles	0%	**0%**	0%	**0%**	0%
Pedestrians	577	577	434	434	1011
% Pedestrians	100%	91.6%	100%	90.4%	91.1%
Bicycles	53	53	46	46	99
% Bicycles	100%	8.4%	100%	9.6%	8.9%

*T: Thru

HAWK signal on CA-203 Bike_Movements Along R... - Ped & Bike Pathway
Wed Aug 6, 2025
Full Length (12 AM-1 AM, 1 AM-12 AM (+1))
All Classes (Bicycles, Bicycles)
All Channels
ID: 1325414, Location: 37.651019, -118.984841

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg	South			North			
Direction	Northbound			Southbound			
Time	Minaret Rd Hawk Signal_NB Movements Along Road	Minaret Rd Hawk Signal_SB Movements Along Road	App	Minaret Rd Hawk Signal_NB Movements Along Road	Minaret Rd Hawk Signal_SB Movements Along Road	App	Int
2025-08-06 12:00AM	0	0	**0**	0	0	**0**	**0**
12:15AM	0	0	**0**	0	0	**0**	**0**
12:30AM	0	0	**0**	0	0	**0**	**0**
12:45AM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
1:00AM	0	0	**0**	0	0	**0**	**0**
1:15AM	0	0	**0**	0	0	**0**	**0**
1:30AM	0	0	**0**	0	0	**0**	**0**
1:45AM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
2:00AM	0	0	**0**	0	0	**0**	**0**
2:15AM	0	0	**0**	0	0	**0**	**0**
2:30AM	0	0	**0**	0	0	**0**	**0**
2:45AM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
3:00AM	0	0	**0**	0	0	**0**	**0**
3:15AM	0	0	**0**	0	0	**0**	**0**
3:30AM	0	0	**0**	0	0	**0**	**0**
3:45AM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
4:00AM	0	0	**0**	0	0	**0**	**0**
4:15AM	0	0	**0**	0	0	**0**	**0**
4:30AM	0	0	**0**	0	0	**0**	**0**
4:45AM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
5:00AM	0	0	**0**	0	0	**0**	**0**
5:15AM	0	0	**0**	0	0	**0**	**0**
5:30AM	0	0	**0**	0	0	**0**	**0**
5:45AM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
6:00AM	1	0	**1**	0	0	**0**	**1**
6:15AM	0	2	**2**	0	0	**0**	**2**
6:30AM	2	0	**2**	0	0	**0**	**2**
6:45AM	2	0	**2**	0	0	**0**	**2**
Hourly Total	5	2	**7**	0	0	**0**	**0**
7:00AM	0	1	**1**	0	1	**1**	**2**
7:15AM	0	0	**0**	0	2	**2**	**2**
7:30AM	0	0	**0**	0	1	**1**	**1**
7:45AM	0	0	**0**	0	1	**1**	**1**
Hourly Total	0	1	**1**	0	5	**5**	**0**
8:00AM	0	1	**1**	0	1	**1**	**2**
8:15AM	2	0	**2**	0	1	**1**	**3**
8:30AM	4	1	**5**	0	1	**1**	**6**
8:45AM	1	0	**1**	0	1	**1**	**2**
Hourly Total	7	2	**9**	0	4	**4**	**0**
9:00AM	3	1	**4**	0	2	**2**	**6**
9:15AM	0	1	**1**	0	1	**1**	**2**
9:30AM	1	0	**1**	0	4	**4**	**5**
9:45AM	0	0	**0**	0	6	**6**	**6**
Hourly Total	4	2	**6**	0	13	**13**	**0**
10:00AM	3	0	**3**	0	9	**9**	**12**
10:15AM	1	0	**1**	0	11	**11**	**12**
10:30AM	3	1	**4**	0	1	**1**	**5**
10:45AM	2	0	**2**	0	7	**7**	**9**
Hourly Total	9	1	**10**	0	28	**28**	**0**
11:00AM	0	2	**2**	1	3	**4**	**6**
11:15AM	8	0	**8**	0	7	**7**	**15**
11:30AM	3	1	**4**	0	14	**14**	**18**
11:45AM	0	2	**2**	0	10	**10**	**12**
Hourly Total	11	5	**16**	1	34	**35**	**0**
12:00PM	2	3	**5**	0	9	**9**	**14**
12:15PM	4	6	**10**	5	2	**7**	**17**
12:30PM	1	3	**4**	0	14	**14**	**18**
12:45PM	1	1	**2**	1	18	**19**	**21**
Hourly Total	8	13	**21**	6	43	**49**	**0**
1:00PM	2	0	**2**	1	8	**9**	**11**
1:15PM	0	6	**6**	0	12	**12**	**18**
1:30PM	1	0	**1**	0	14	**14**	**15**
1:45PM	8	1	**9**	0	10	**10**	**19**
Hourly Total	11	7	**18**	1	44	**45**	**0**
2:00PM	1	4	**5**	0	10	**10**	**15**

Leg	South			North			
Direction	Northbound			Southbound			
Time	Minaret Rd Hawk Signal_NB Movements Along Road	Minaret Rd Hawk Signal_SB Movements Along Road	App	Minaret Rd Hawk Signal_NB Movements Along Road	Minaret Rd Hawk Signal_SB Movements Along Road	App	Int
2:15PM	2	3	**5**	0	8	**8**	**13**
2:30PM	2	1	**3**	0	18	**18**	**21**
2:45PM	2	0	**2**	0	4	**4**	**6**
Hourly Total	7	8	**15**	0	40	**40**	**0**
3:00PM	4	0	**4**	0	13	**13**	**17**
3:15PM	1	1	**2**	1	4	**5**	**7**
3:30PM	0	0	**0**	0	6	**6**	**6**
3:45PM	3	0	**3**	5	4	**9**	**12**
Hourly Total	8	1	**9**	6	27	**33**	**0**
4:00PM	0	0	**0**	1	2	**3**	**3**
4:15PM	5	2	**7**	0	2	**2**	**9**
4:30PM	3	0	**3**	1	3	**4**	**7**
4:45PM	1	0	**1**	0	4	**4**	**5**
Hourly Total	9	2	**11**	2	11	**13**	**0**
5:00PM	1	0	**1**	2	4	**6**	**7**
5:15PM	2	0	**2**	0	6	**6**	**8**
5:30PM	1	0	**1**	0	1	**1**	**2**
5:45PM	6	2	**8**	2	2	**4**	**12**
Hourly Total	10	2	**12**	4	13	**17**	**0**
6:00PM	5	2	**7**	0	4	**4**	**11**
6:15PM	2	0	**2**	0	7	**7**	**9**
6:30PM	2	0	**2**	0	0	**0**	**2**
6:45PM	0	0	**0**	0	0	**0**	**0**
Hourly Total	9	2	**11**	0	11	**11**	**0**
7:00PM	0	0	**0**	0	0	**0**	**0**
7:15PM	0	0	**0**	0	0	**0**	**0**
7:30PM	0	0	**0**	0	0	**0**	**0**
7:45PM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
8:00PM	0	0	**0**	0	1	**1**	**1**
8:15PM	0	0	**0**	0	0	**0**	**0**
8:30PM	0	3	**3**	0	2	**2**	**5**
8:45PM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	3	**3**	0	3	**3**	**0**
9:00PM	0	1	**1**	0	1	**1**	**2**
9:15PM	0	0	**0**	0	0	**0**	**0**
9:30PM	0	0	**0**	0	0	**0**	**0**
9:45PM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	1	**1**	0	1	**1**	**0**
10:00PM	0	0	**0**	0	0	**0**	**0**
10:15PM	0	0	**0**	0	0	**0**	**0**
10:30PM	0	0	**0**	0	0	**0**	**0**
10:45PM	0	0	**0**	1	0	**1**	**1**
Hourly Total	0	0	**0**	1	0	**1**	**0**
11:00PM	0	0	**0**	0	0	**0**	**0**
11:15PM	0	0	**0**	0	0	**0**	**0**
11:30PM	0	0	**0**	0	0	**0**	**0**
11:45PM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
Total	98	52	**150**	21	277	**298**	**448**
% Approach	65.3%	34.7%	-	7.0%	93.0%	-	-
% Total	21.9%	11.6%	**33.5%**	4.7%	61.8%	**66.5%**	-
Bicycles	**0**	**0**	0				
% Bicycles	0%	0%	**0%**	0%	0%	**0%**	0%
Bicycles	98	52	150	21	277	298	448
% Bicycles	65.3%	34.7%	100%	7.0%	93.0%	100%	100.0%

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg	South			North			
Direction	Northbound			Southbound			
Time	Canyon Blvd_NB Movements Along Road	Canyon Blvd_SB Movements Along Road	App	Canyon Blvd_NB Movements Along Road	Canyon Blvd_SB Movements Along Road	App	Int
2025-08-06 12:00AM	0	0	**0**	0	0	**0**	**0**
12:15AM	0	0	**0**	0	0	**0**	**0**
12:30AM	0	0	**0**	0	0	**0**	**0**
12:45AM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
1:00AM	0	0	**0**	0	0	**0**	**0**
1:15AM	0	1	**1**	0	0	**0**	**1**
1:30AM	0	0	**0**	0	0	**0**	**0**
1:45AM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	1	**1**	0	0	**0**	**0**
2:00AM	0	0	**0**	0	0	**0**	**0**
2:15AM	0	0	**0**	0	0	**0**	**0**
2:30AM	0	0	**0**	0	0	**0**	**0**
2:45AM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
3:00AM	0	0	**0**	0	0	**0**	**0**
3:15AM	0	0	**0**	0	0	**0**	**0**
3:30AM	0	0	**0**	0	0	**0**	**0**
3:45AM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
4:00AM	0	0	**0**	0	0	**0**	**0**
4:15AM	0	0	**0**	0	0	**0**	**0**
4:30AM	0	0	**0**	0	0	**0**	**0**
4:45AM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
5:00AM	0	0	**0**	0	0	**0**	**0**
5:15AM	0	0	**0**	0	0	**0**	**0**
5:30AM	0	0	**0**	0	0	**0**	**0**
5:45AM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
6:00AM	0	0	**0**	0	0	**0**	**0**
6:15AM	0	0	**0**	0	0	**0**	**0**
6:30AM	0	0	**0**	0	0	**0**	**0**
6:45AM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
7:00AM	0	0	**0**	0	0	**0**	**0**
7:15AM	0	0	**0**	0	0	**0**	**0**
7:30AM	0	0	**0**	0	0	**0**	**0**
7:45AM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
8:00AM	0	1	**1**	1	0	**1**	**2**
8:15AM	0	0	**0**	0	0	**0**	**0**
8:30AM	0	0	**0**	0	0	**0**	**0**
8:45AM	0	2	**2**	0	7	**7**	**9**
Hourly Total	0	3	**3**	1	7	**8**	**0**
9:00AM	0	1	**1**	1	2	**3**	**4**
9:15AM	1	4	**5**	4	3	**7**	**12**
9:30AM	0	5	**5**	2	11	**13**	**18**
9:45AM	0	1	**1**	1	2	**3**	**4**
Hourly Total	1	11	**12**	8	18	**26**	**0**
10:00AM	1	7	**8**	8	1	**9**	**17**
10:15AM	0	1	**1**	0	8	**8**	**9**
10:30AM	1	6	**7**	5	10	**15**	**22**
10:45AM	0	3	**3**	8	5	**13**	**16**
Hourly Total	2	17	**19**	21	24	**45**	**0**
11:00AM	0	2	**2**	3	1	**4**	**6**

Leg	South			North			
Direction	Northbound			Southbound			
Time	Canyon Blvd_NB Movements Along Road	Canyon Blvd_SB Movements Along Road	**App**	Canyon Blvd_NB Movements Along Road	Canyon Blvd_SB Movements Along Road	**App**	**Int**
11:15AM	1	0	**1**	7	4	**11**	**12**
11:30AM	0	6	**6**	5	8	**13**	**19**
11:45AM	0	1	**1**	3	0	**3**	**4**
Hourly Total	1	9	**10**	18	13	**31**	**0**
12:00PM	0	5	**5**	3	15	**18**	**23**
12:15PM	0	6	**6**	6	10	**16**	**22**
12:30PM	0	2	**2**	1	7	**8**	**10**
12:45PM	0	8	**8**	5	1	**6**	**14**
Hourly Total	0	21	**21**	15	33	**48**	**0**
1:00PM	3	12	**15**	6	8	**14**	**29**
1:15PM	0	3	**3**	4	5	**9**	**12**
1:30PM	0	1	**1**	2	6	**8**	**9**
1:45PM	0	2	**2**	1	5	**6**	**8**
Hourly Total	3	18	**21**	13	24	**37**	**0**
2:00PM	0	5	**5**	2	7	**9**	**14**
2:15PM	0	9	**9**	1	9	**10**	**19**
2:30PM	0	2	**2**	5	6	**11**	**13**
2:45PM	0	2	**2**	2	7	**9**	**11**
Hourly Total	0	18	**18**	10	29	**39**	**0**
3:00PM	0	5	**5**	1	5	**6**	**11**
3:15PM	3	7	**10**	13	12	**25**	**35**
3:30PM	0	4	**4**	2	10	**12**	**16**
3:45PM	0	3	**3**	8	16	**24**	**27**
Hourly Total	3	19	**22**	24	43	**67**	**0**
4:00PM	0	1	**1**	3	1	**4**	**5**
4:15PM	0	3	**3**	3	2	**5**	**8**
4:30PM	0	5	**5**	3	3	**6**	**11**
4:45PM	0	2	**2**	4	5	**9**	**11**
Hourly Total	0	11	**11**	13	11	**24**	**0**
5:00PM	0	6	**6**	0	10	**10**	**16**
5:15PM	0	1	**1**	2	1	**3**	**4**
5:30PM	0	2	**2**	3	0	**3**	**5**
5:45PM	0	0	**0**	0	5	**5**	**5**
Hourly Total	0	9	**9**	5	16	**21**	**0**
6:00PM	0	0	**0**	0	0	**0**	**0**
6:15PM	0	0	**0**	0	0	**0**	**0**
6:30PM	0	2	**2**	0	0	**0**	**2**
6:45PM	0	2	**2**	0	0	**0**	**2**
Hourly Total	0	4	**4**	0	0	**0**	**0**
7:00PM	0	1	**1**	0	0	**0**	**1**
7:15PM	0	0	**0**	0	0	**0**	**0**
7:30PM	0	1	**1**	0	0	**0**	**1**
7:45PM	0	2	**2**	1	0	**1**	**3**
Hourly Total	0	4	**4**	1	0	**1**	**0**
8:00PM	0	0	**0**	0	0	**0**	**0**
8:15PM	0	0	**0**	0	0	**0**	**0**
8:30PM	0	0	**0**	0	0	**0**	**0**
8:45PM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
9:00PM	0	0	**0**	0	0	**0**	**0**
9:15PM	0	0	**0**	0	0	**0**	**0**
9:30PM	0	0	**0**	0	0	**0**	**0**
9:45PM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
10:00PM	0	0	**0**	3	0	**3**	**3**
10:15PM	0	0	**0**	0	0	**0**	**0**
10:30PM	0	0	**0**	0	0	**0**	**0**
10:45PM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	3	0	**3**	**0**
11:00PM	0	0	**0**	0	0	**0**	**0**
11:15PM	0	0	**0**	0	0	**0**	**0**
11:30PM	0	0	**0**	0	0	**0**	**0**
11:45PM	0	0	**0**	0	0	**0**	**0**

Leg	South			North			
Direction	Northbound			Southbound			
Time	Canyon Blvd_NB Movements Along Road	Canyon Blvd_SB Movements Along Road	**App**	Canyon Blvd_NB Movements Along Road	Canyon Blvd_SB Movements Along Road	**App**	**Int**
Hourly Total	0	0	**0**	0	0	**0**	**0**
Total	10	145	**155**	132	218	**350**	**505**
% Approach	6.5%	93.5%	**-**	37.7%	62.3%	**-**	-
% Total	2.0%	28.7%	**30.7%**	26.1%	43.2%	**69.3%**	-
Bicycles	**0**	**0**	0				
% Bicycles	0%	0%	**0%**	0%	0%	**0%**	0%
Bicycles	10	145	155	132	218	350	505
% Bicycles	6.5%	93.5%	100%	37.7%	62.3%	100%	100.0%

Winter Data Collection

Old Mammoth Road and Meridian Blvd - TMC

Thu Jan 15, 2026
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1370441, Location: 37.640134, -118.9666

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg	Old Mammoth Rd					Old Mammoth Rd					Meridian Blvd					Meridian Blvd					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2026-01-15 12:00AM	5	7	2	0	**14**	0	3	0	0	**3**	0	0	0	0	**0**	0	2	0	0	**2**	**19**
12:15AM	3	4	1	0	**8**	1	3	0	0	**4**	0	0	0	0	**0**	2	1	0	0	**3**	**15**
12:30AM	1	2	1	0	**4**	2	3	0	0	**5**	0	1	2	0	**3**	2	3	1	0	**6**	**18**
12:45AM	0	0	0	0	**0**	0	4	1	0	**5**	0	1	3	0	**4**	0	3	0	0	**3**	**12**
Hourly Total	9	13	4	0	**26**	3	13	1	0	**17**	0	2	5	0	**7**	4	9	1	0	**14**	**64**
1:00AM	2	2	1	0	**5**	2	5	0	0	**7**	0	2	0	0	**2**	0	3	0	0	**3**	**17**
1:15AM	0	3	0	0	**3**	0	1	0	0	**1**	0	0	0	0	**0**	0	2	0	0	**2**	**6**
1:30AM	0	1	0	0	**1**	0	2	1	0	**3**	0	0	1	0	**1**	0	2	1	0	**3**	**8**
1:45AM	0	0	0	0	**0**	0	2	0	0	**2**	1	0	0	0	**1**	1	0	2	0	**3**	**6**
Hourly Total	2	6	1	0	**9**	2	10	1	0	**13**	1	2	1	0	**4**	1	7	3	0	**11**	**37**
2:00AM	0	0	0	0	**0**	0	2	0	0	**2**	0	2	0	0	**2**	0	0	0	0	**0**	**4**
2:15AM	1	0	0	0	**1**	0	2	0	0	**2**	0	2	0	0	**2**	1	1	0	0	**2**	**7**
2:30AM	0	1	1	0	**2**	0	1	0	0	**1**	0	0	0	0	**0**	0	2	1	0	**3**	**6**
2:45AM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	**1**	0	0	0	0	**0**	**1**
Hourly Total	1	1	1	0	**3**	0	5	0	0	**5**	0	4	1	0	**5**	1	3	1	0	**5**	**18**
3:00AM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	**1**
3:15AM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
3:30AM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
3:45AM	0	0	1	0	**1**	0	1	0	0	**1**	0	1	1	0	**2**	0	1	0	0	**1**	**5**
Hourly Total	0	0	1	0	**1**	0	1	0	0	**1**	0	1	1	0	**2**	0	2	0	0	**2**	**6**
4:00AM	0	1	0	0	**1**	0	1	1	0	**2**	1	0	0	0	**1**	1	1	0	0	**2**	**6**
4:15AM	0	1	0	0	**1**	0	0	0	0	**0**	0	0	1	0	**1**	0	0	0	0	**0**	**2**
4:30AM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	**1**	**1**
4:45AM	0	0	1	0	**1**	0	1	1	0	**2**	0	1	0	0	**1**	0	0	0	0	**0**	**4**
Hourly Total	0	2	1	0	**3**	0	2	2	0	**4**	1	1	1	0	**3**	1	1	1	0	**3**	**13**
5:00AM	0	3	1	0	**4**	0	2	0	0	**2**	1	0	1	0	**2**	0	2	0	0	**2**	**10**
5:15AM	0	1	2	0	**3**	1	4	0	0	**5**	0	3	1	0	**4**	0	0	1	0	**1**	**13**
5:30AM	1	1	0	0	**2**	0	0	0	0	**0**	0	3	1	0	**4**	0	2	1	0	**3**	**9**
5:45AM	0	7	4	0	**11**	0	7	1	0	**8**	1	5	5	0	**11**	2	2	0	0	**4**	**34**
Hourly Total	1	12	7	0	**20**	1	13	1	0	**15**	2	11	8	0	**21**	2	6	2	0	**10**	**66**
6:00AM	1	8	1	0	**10**	2	4	1	0	**7**	1	6	2	0	**9**	3	5	1	0	**9**	**35**
6:15AM	1	7	3	0	**11**	1	11	2	0	**14**	1	9	2	0	**12**	1	1	4	0	**6**	**43**
6:30AM	5	11	7	0	**23**	4	8	1	0	**13**	6	8	3	0	**17**	4	2	5	0	**11**	**64**
6:45AM	2	14	11	0	**27**	2	17	4	0	**23**	4	24	7	0	**35**	4	12	11	0	**27**	**112**
Hourly Total	9	40	22	0	**71**	9	40	8	0	**57**	12	47	14	0	**73**	12	20	21	0	**53**	**254**
7:00AM	3	16	13	0	**32**	4	18	7	0	**29**	3	23	4	0	**30**	8	10	7	0	**25**	**116**
7:15AM	5	22	16	0	**43**	10	12	4	0	**26**	6	29	5	0	**40**	16	13	10	0	**39**	**148**
7:30AM	8	32	35	0	**75**	15	21	10	0	**46**	9	83	4	0	**96**	8	30	18	0	**56**	**273**
7:45AM	5	41	65	0	**111**	20	19	16	0	**55**	10	101	7	0	**118**	10	62	47	0	**119**	**403**
Hourly Total	21	111	129	0	**261**	49	70	37	0	**156**	28	236	20	0	**284**	42	115	82	0	**239**	**940**
8:00AM	9	33	35	0	**77**	17	43	13	0	**73**	6	51	11	0	**68**	35	61	52	0	**148**	**366**
8:15AM	12	28	21	0	**61**	9	28	10	0	**47**	12	31	9	0	**52**	13	14	22	0	**49**	**209**
8:30AM	9	39	16	0	**64**	10	21	11	0	**42**	6	21	13	0	**40**	21	23	18	0	**62**	**208**
8:45AM	6	24	24	0	**54**	7	34	11	0	**52**	8	28	13	0	**49**	13	18	9	0	**40**	**195**
Hourly Total	36	124	96	0	**256**	43	126	45	0	**214**	32	131	46	0	**209**	82	116	101	0	**299**	**978**
9:00AM	6	30	22	0	**58**	15	35	8	0	**58**	7	21	8	0	**36**	16	15	14	0	**45**	**197**
9:15AM	9	38	25	0	**72**	12	43	6	0	**61**	8	28	15	0	**51**	13	22	14	0	**49**	**233**
9:30AM	11	33	24	0	**68**	7	27	12	0	**46**	9	32	18	0	**59**	12	22	24	0	**58**	**231**
9:45AM	7	23	21	0	**51**	18	38	7	0	**63**	9	33	16	0	**58**	20	25	19	0	**64**	**236**
Hourly Total	33	124	92	0	**249**	52	143	33	0	**228**	33	114	57	0	**204**	61	84	71	0	**216**	**897**
10:00AM	8	28	27	0	**63**	14	35	7	0	**56**	9	35	12	0	**56**	21	20	21	0	**62**	**237**
10:15AM	8	23	31	0	**62**	14	32	7	0	**53**	13	21	16	0	**50**	25	22	17	0	**64**	**229**
10:30AM	12	41	26	0	**79**	18	38	15	0	**71**	10	28	12	0	**50**	13	19	18	0	**50**	**250**
10:45AM	11	38	17	0	**66**	17	35	8	0	**60**	7	23	10	0	**40**	11	30	16	0	**57**	**223**

Leg	Old Mammoth Rd					Old Mammoth Rd					Meridian Blvd					Meridian Blvd					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
Hourly Total	39	130	101	0	**270**	63	140	37	0	**240**	39	107	50	0	**196**	70	91	72	0	**233**	**939**
11:00AM	8	50	20	0	**78**	23	51	12	0	**86**	10	21	16	0	**47**	22	12	14	0	**48**	**259**
11:15AM	9	31	23	0	**63**	8	33	11	0	**52**	6	28	15	0	**49**	13	32	33	0	**78**	**242**
11:30AM	8	37	24	0	**69**	17	40	17	0	**74**	9	25	12	0	**46**	13	36	21	0	**70**	**259**
11:45AM	14	43	18	0	**75**	17	36	5	0	**58**	14	25	14	0	**53**	20	15	23	0	**58**	**244**
Hourly Total	39	161	85	0	**285**	65	160	45	0	**270**	39	99	57	0	**195**	68	95	91	0	**254**	**1004**
12:00PM	9	33	19	0	**61**	30	47	8	0	**85**	15	40	16	0	**71**	22	41	41	0	**104**	**321**
12:15PM	15	41	28	0	**84**	22	54	11	0	**87**	14	41	13	0	**68**	16	28	16	0	**60**	**299**
12:30PM	6	36	25	0	**67**	22	43	8	0	**73**	10	30	15	0	**55**	22	40	38	0	**100**	**295**
12:45PM	11	50	37	0	**98**	27	39	11	0	**77**	11	34	20	0	**65**	21	24	36	0	**81**	**321**
Hourly Total	41	160	109	0	**310**	101	183	38	0	**322**	50	145	64	0	**259**	81	133	131	0	**345**	**1236**
1:00PM	10	38	25	0	**73**	15	47	14	0	**76**	14	33	21	0	**68**	21	35	26	0	**82**	**299**
1:15PM	9	44	29	0	**82**	15	34	11	0	**60**	5	42	10	0	**57**	15	28	29	0	**72**	**271**
1:30PM	7	40	35	0	**82**	22	53	10	0	**85**	8	39	13	0	**60**	18	16	22	0	**56**	**283**
1:45PM	10	38	25	0	**73**	20	36	7	0	**63**	8	37	16	0	**61**	30	41	27	0	**98**	**295**
Hourly Total	36	160	114	0	**310**	72	170	42	0	**284**	35	151	60	0	**246**	84	120	104	0	**308**	**1148**
2:00PM	12	32	22	0	**66**	14	46	17	0	**77**	6	28	9	0	**43**	16	37	22	0	**75**	**261**
2:15PM	14	35	19	0	**68**	16	51	13	0	**80**	11	34	20	0	**65**	18	19	24	0	**61**	**274**
2:30PM	18	30	28	0	**76**	20	40	11	0	**71**	19	33	17	0	**69**	34	26	21	0	**81**	**297**
2:45PM	7	30	26	0	**63**	19	35	11	0	**65**	10	40	18	0	**68**	33	37	35	0	**105**	**301**
Hourly Total	51	127	95	0	**273**	69	172	52	0	**293**	46	135	64	0	**245**	101	119	102	0	**322**	**1133**
3:00PM	12	46	35	0	**93**	25	53	18	0	**96**	12	54	20	0	**86**	41	33	32	0	**106**	**381**
3:15PM	13	42	24	0	**79**	14	41	12	0	**67**	7	44	21	0	**72**	35	36	31	0	**102**	**320**
3:30PM	17	39	20	0	**76**	24	42	16	0	**82**	17	38	21	0	**76**	22	40	26	0	**88**	**322**
3:45PM	20	49	28	0	**97**	24	52	15	0	**91**	9	54	27	0	**90**	30	36	35	0	**101**	**379**
Hourly Total	62	176	107	0	**345**	87	188	61	0	**336**	45	190	89	0	**324**	128	145	124	0	**397**	**1402**
4:00PM	14	41	44	0	**99**	26	71	18	0	**115**	10	47	17	0	**74**	34	56	31	0	**121**	**409**
4:15PM	23	60	28	0	**111**	31	62	17	0	**110**	20	41	25	0	**86**	33	47	36	0	**116**	**423**
4:30PM	17	59	31	0	**107**	25	74	12	0	**111**	8	45	29	0	**82**	35	56	48	0	**139**	**439**
4:45PM	21	42	21	0	**84**	29	60	17	0	**106**	17	36	19	0	**72**	50	56	47	0	**153**	**415**
Hourly Total	75	202	124	0	**401**	111	267	64	0	**442**	55	169	90	0	**314**	152	215	162	0	**529**	**1686**
5:00PM	23	45	22	0	**90**	29	63	16	0	**108**	13	49	24	0	**86**	36	52	23	0	**111**	**395**
5:15PM	24	50	25	0	**99**	19	54	17	0	**90**	16	43	25	0	**84**	34	45	36	0	**115**	**388**
5:30PM	33	49	15	0	**97**	13	38	16	0	**67**	10	25	20	0	**55**	31	40	28	0	**99**	**318**
5:45PM	22	46	14	0	**82**	15	54	12	0	**81**	8	36	17	0	**61**	24	31	28	0	**83**	**307**
Hourly Total	102	190	76	0	**368**	76	209	61	0	**346**	47	153	86	0	**286**	125	168	115	0	**408**	**1408**
6:00PM	28	48	16	0	**92**	17	47	9	0	**73**	9	28	27	0	**64**	26	32	15	0	**73**	**302**
6:15PM	18	35	22	0	**75**	17	43	10	0	**70**	6	28	12	0	**46**	23	39	18	0	**80**	**271**
6:30PM	20	37	17	0	**74**	8	40	12	0	**60**	3	31	18	0	**52**	21	41	17	0	**79**	**265**
6:45PM	20	36	22	0	**78**	18	42	9	0	**69**	6	21	9	0	**36**	13	22	16	0	**51**	**234**
Hourly Total	86	156	77	0	**319**	60	172	40	0	**272**	24	108	66	0	**198**	83	134	66	0	**283**	**1072**
7:00PM	12	32	14	0	**58**	13	40	9	0	**62**	2	24	9	0	**35**	13	27	8	0	**48**	**203**
7:15PM	19	24	7	0	**50**	14	35	9	0	**58**	5	24	7	0	**36**	13	31	14	0	**58**	**202**
7:30PM	15	24	4	0	**43**	3	37	10	0	**50**	4	11	14	0	**29**	20	23	13	0	**56**	**178**
7:45PM	19	21	6	0	**46**	7	16	10	0	**33**	5	5	11	0	**21**	13	27	8	0	**48**	**148**
Hourly Total	65	101	31	0	**197**	37	128	38	0	**203**	16	64	41	0	**121**	59	108	43	0	**210**	**731**
8:00PM	13	20	6	0	**39**	4	26	8	0	**38**	4	11	13	0	**28**	9	18	15	0	**42**	**147**
8:15PM	11	28	7	0	**46**	5	30	5	0	**40**	3	10	3	0	**16**	18	23	15	0	**56**	**158**
8:30PM	16	18	6	0	**40**	2	26	4	0	**32**	1	11	15	0	**27**	18	21	8	0	**47**	**146**
8:45PM	2	16	0	0	**18**	3	21	8	0	**32**	4	12	8	0	**24**	10	27	10	0	**47**	**121**
Hourly Total	42	82	19	0	**143**	14	103	25	0	**142**	12	44	39	0	**95**	55	89	48	0	**192**	**572**
9:00PM	14	17	5	0	**36**	5	24	6	0	**35**	6	10	9	0	**25**	13	12	10	0	**35**	**131**
9:15PM	14	15	5	0	**34**	3	25	9	0	**37**	0	5	9	0	**14**	5	26	9	0	**40**	**125**
9:30PM	10	12	3	0	**25**	1	16	6	0	**23**	0	5	6	0	**11**	4	14	7	0	**25**	**84**
9:45PM	14	16	7	0	**37**	5	23	3	0	**31**	2	8	5	0	**15**	7	16	8	0	**31**	**114**
Hourly Total	52	60	20	0	**132**	14	88	24	0	**126**	8	28	29	0	**65**	29	68	34	0	**131**	**454**
10:00PM	5	14	2	0	**21**	0	10	1	0	**11**	0	6	7	0	**13**	5	17	4	0	**26**	**71**
10:15PM	9	8	2	0	**19**	1	19	2	0	**22**	2	8	5	0	**15**	2	8	8	0	**18**	**74**
10:30PM	5	8	6	0	**19**	3	6	2	0	**11**	1	7	5	0	**13**	2	18	2	0	**22**	**65**
10:45PM	7	6	3	0	**16**	1	14	1	0	**16**	0	5	2	0	**7**	2	11	4	0	**17**	**56**

Leg	Old Mammoth Rd					Old Mammoth Rd					Meridian Blvd					Meridian Blvd					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
Hourly Total	26	36	13	0	**75**	5	49	6	0	**60**	3	26	19	0	**48**	11	54	18	0	**83**	**266**
11:00PM	8	10	0	0	**18**	5	14	1	0	**20**	2	3	2	0	**7**	8	13	1	0	**22**	**67**
11:15PM	9	8	9	0	**26**	0	10	3	0	**13**	0	3	2	0	**5**	4	15	2	0	**21**	**65**
11:30PM	3	8	2	0	**13**	1	7	1	0	**9**	0	6	2	0	**8**	3	9	2	0	**14**	**44**
11:45PM	0	2	1	0	**3**	1	6	0	0	**7**	0	1	1	0	**2**	2	7	2	0	**11**	**23**
Hourly Total	20	28	12	0	**60**	7	37	5	0	**49**	2	13	7	0	**22**	17	44	7	0	**68**	**199**
Total	848	2202	1337	0	**4387**	940	2489	666	0	**4095**	530	1981	915	0	**3426**	1269	1946	1400	0	**4615**	**16523**
% Approach	19.3%	50.2%	30.5%	0%	**-**	23.0%	60.8%	16.3%	0%	**-**	15.5%	57.8%	26.7%	0%	**-**	27.5%	42.2%	30.3%	0%	**-**	-
% Total	5.1%	13.3%	8.1%	0%	**26.6%**	5.7%	15.1%	4.0%	0%	**24.8%**	3.2%	12.0%	5.5%	0%	**20.7%**	7.7%	11.8%	8.5%	0%	**27.9%**	-
Lights	841	2127	1292	0	**4260**	929	2421	590	0	**3940**	503	1949	903	0	**3355**	1228	1922	1385	0	**4535**	16090
% Lights	99.2%	96.6%	96.6%	0%	**97.1%**	98.8%	97.3%	88.6%	0%	**96.2%**	94.9%	98.4%	98.7%	0%	**97.9%**	96.8%	98.8%	98.9%	0%	**98.3%**	97.4%
Articulated Trucks	0	3	5	0	**8**	0	5	0	0	**5**	1	1	0	0	**2**	4	1	1	0	**6**	21
% Articulated Trucks	0%	0.1%	0.4%	0%	**0.2%**	0%	0.2%	0%	0%	**0.1%**	0.2%	0.1%	0%	0%	**0.1%**	0.3%	0.1%	0.1%	0%	**0.1%**	0.1%
Buses and Single-Unit Trucks	7	72	40	0	**119**	11	63	76	0	**150**	26	31	12	0	**69**	37	23	14	0	**74**	412
% Buses and Single-Unit Trucks	0.8%	3.3%	3.0%	0%	**2.7%**	1.2%	2.5%	11.4%	0%	**3.7%**	4.9%	1.6%	1.3%	0%	**2.0%**	2.9%	1.2%	1.0%	0%	**1.6%**	2.5%

*L: Left, R: Right, T: Thru, U: U-Turn

Old Mammoth Rd and Ski Trails Rd/Club Dr - TMC

Thu Jan 15, 2026
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1370533, Location: 37.629423, -118.978276

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg	Ski Trail Rd					Club Dr					Old Mammoth Rd					Old Mammoth Rd					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2026-01-15 12:00AM	0	0	0	0	**0**	0	0	0	0	**0**	0	2	0	0	**2**	0	4	1	0	**5**	**7**
12:15AM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	5	0	0	**5**	**5**
12:30AM	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	0	5	0	0	**5**	**6**
12:45AM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	3	0	0	**3**	**3**
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	3	0	0	**3**	0	17	1	0	**18**	**21**
1:00AM	0	0	0	0	**0**	0	0	0	0	**0**	0	3	0	0	**3**	0	1	0	0	**1**	**4**
1:15AM	0	0	0	0	**0**	1	0	0	0	**1**	1	0	0	0	**1**	0	1	0	0	**1**	**3**
1:30AM	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	0	1	0	0	**1**	**2**
1:45AM	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	0	3	0	0	**3**	**4**
Hourly Total	0	0	0	0	**0**	1	0	0	0	**1**	1	5	0	0	**6**	0	6	0	0	**6**	**13**
2:00AM	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	0	1	0	0	**1**	**2**
2:15AM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
2:30AM	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	**1**
2:45AM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	**1**
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	2	0	0	**2**	0	2	0	0	**2**	**4**
3:00AM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
3:15AM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
3:30AM	0	0	1	0	**1**	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	**2**
3:45AM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Hourly Total	0	0	1	0	**1**	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	**2**
4:00AM	0	0	1	0	**1**	0	0	0	0	**0**	0	2	0	0	**2**	1	0	0	0	**1**	**4**
4:15AM	0	0	1	0	**1**	0	0	0	0	**0**	0	1	0	0	**1**	0	2	0	0	**2**	**4**
4:30AM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
4:45AM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	2	0	**2**	**2**
Hourly Total	0	0	2	0	**2**	0	0	0	0	**0**	0	3	0	0	**3**	1	2	2	0	**5**	**10**
5:00AM	0	0	1	0	**1**	0	0	0	0	**0**	0	2	0	0	**2**	0	0	0	0	**0**	**3**
5:15AM	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	**1**
5:30AM	0	0	0	0	**0**	0	0	0	0	**0**	1	2	0	0	**3**	1	0	2	0	**3**	**6**
5:45AM	0	0	2	0	**2**	0	0	0	0	**0**	2	10	0	0	**12**	0	0	3	0	**3**	**17**
Hourly Total	0	0	3	0	**3**	0	0	0	0	**0**	3	15	0	0	**18**	1	0	5	0	**6**	**27**
6:00AM	0	0	1	0	**1**	1	0	0	0	**1**	4	10	0	0	**14**	0	2	15	0	**17**	**33**
6:15AM	0	0	2	0	**2**	2	0	1	0	**3**	1	3	0	0	**4**	1	6	8	0	**15**	**24**
6:30AM	0	0	1	0	**1**	3	0	0	0	**3**	0	5	0	0	**5**	1	0	7	0	**8**	**17**
6:45AM	0	0	5	0	**5**	2	0	1	0	**3**	0	24	0	0	**24**	0	6	3	0	**9**	**41**
Hourly Total	0	0	9	0	**9**	8	0	2	0	**10**	5	42	0	0	**47**	2	14	33	0	**49**	**115**
7:00AM	0	0	5	0	**5**	7	0	1	0	**8**	0	14	0	0	**14**	0	6	4	0	**10**	**37**
7:15AM	0	1	1	0	**2**	9	0	0	0	**9**	0	27	0	0	**27**	5	14	3	0	**22**	**60**
7:30AM	0	0	9	0	**9**	4	0	1	0	**5**	0	48	0	0	**48**	1	13	3	0	**17**	**79**
7:45AM	1	0	11	0	**12**	7	0	1	0	**8**	2	60	0	0	**62**	1	6	4	0	**11**	**93**
Hourly Total	1	1	26	0	**28**	27	0	3	0	**30**	2	149	0	0	**151**	7	39	14	0	**60**	**269**
8:00AM	0	0	4	0	**4**	10	1	1	0	**12**	2	37	0	0	**39**	8	30	8	0	**46**	**101**
8:15AM	0	0	7	0	**7**	4	0	1	0	**5**	5	25	1	0	**31**	5	22	7	0	**34**	**77**
8:30AM	0	1	7	0	**8**	4	0	0	0	**4**	1	27	0	0	**28**	5	15	5	0	**25**	**65**
8:45AM	0	0	14	0	**14**	1	0	1	0	**2**	1	28	0	0	**29**	1	18	7	0	**26**	**71**
Hourly Total	0	1	32	0	**33**	19	1	3	0	**23**	9	117	1	0	**127**	19	85	27	0	**131**	**314**
9:00AM	2	1	3	0	**6**	4	0	1	0	**5**	2	26	0	0	**28**	2	18	10	0	**30**	**69**
9:15AM	0	0	3	0	**3**	11	0	2	0	**13**	0	30	0	0	**30**	2	11	7	0	**20**	**66**
9:30AM	0	0	5	0	**5**	9	0	2	0	**11**	0	20	0	0	**20**	1	12	6	0	**19**	**55**
9:45AM	0	0	3	0	**3**	8	0	5	0	**13**	0	15	0	0	**15**	2	21	5	0	**28**	**59**
Hourly Total	2	1	14	0	**17**	32	0	10	0	**42**	2	91	0	0	**93**	7	62	28	0	**97**	**249**
10:00AM	0	0	6	0	**6**	3	0	1	0	**4**	0	20	2	0	**22**	3	13	12	0	**28**	**60**
10:15AM	0	0	3	0	**3**	7	0	0	0	**7**	1	35	0	0	**36**	5	17	12	0	**34**	**80**
10:30AM	0	0	4	0	**4**	8	0	0	0	**8**	1	27	0	0	**28**	3	16	5	0	**24**	**64**
10:45AM	0	0	1	0	**1**	8	1	1	0	**10**	0	29	0	0	**29**	6	22	7	0	**35**	**75**

Leg	Ski Trail Rd					Club Dr					Old Mammoth Rd					Old Mammoth Rd					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
Hourly Total	0	0	14	0	**14**	26	1	2	0	**29**	2	111	2	0	**115**	17	68	36	0	**121**	**279**
11:00AM	0	1	1	0	**2**	11	0	1	0	**12**	2	14	2	0	**18**	6	21	7	0	**34**	**66**
11:15AM	1	0	8	0	**9**	9	0	1	0	**10**	0	20	0	0	**20**	0	10	6	0	**16**	**55**
11:30AM	0	0	3	0	**3**	5	0	0	0	**5**	0	22	0	0	**22**	1	19	6	0	**26**	**56**
11:45AM	0	0	1	0	**1**	5	0	4	0	**9**	1	32	0	0	**33**	3	18	7	0	**28**	**71**
Hourly Total	1	1	13	0	**15**	30	0	6	0	**36**	3	88	2	0	**93**	10	68	26	0	**104**	**248**
12:00PM	1	1	2	0	**4**	4	2	1	0	**7**	1	31	1	0	**33**	5	17	8	0	**30**	**74**
12:15PM	1	0	3	0	**4**	9	0	0	0	**9**	0	25	0	0	**25**	5	25	8	0	**38**	**76**
12:30PM	1	1	5	0	**7**	12	0	0	0	**12**	1	15	0	0	**16**	2	30	4	0	**36**	**71**
12:45PM	1	0	5	0	**6**	9	0	0	0	**9**	2	26	0	0	**28**	2	22	9	0	**33**	**76**
Hourly Total	4	2	15	0	**21**	34	2	1	0	**37**	4	97	1	0	**102**	14	94	29	0	**137**	**297**
1:00PM	0	0	8	0	**8**	6	0	1	0	**7**	2	18	0	0	**20**	7	32	13	0	**52**	**87**
1:15PM	1	0	2	0	**3**	6	0	1	0	**7**	1	30	1	0	**32**	7	23	3	0	**33**	**75**
1:30PM	0	0	4	0	**4**	2	0	0	0	**2**	2	27	0	0	**29**	3	21	9	0	**33**	**68**
1:45PM	0	0	5	0	**5**	10	1	1	0	**12**	2	21	0	0	**23**	3	24	11	0	**38**	**78**
Hourly Total	1	0	19	0	**20**	24	1	3	0	**28**	7	96	1	0	**104**	20	100	36	0	**156**	**308**
2:00PM	1	0	4	0	**5**	15	0	6	0	**21**	0	21	0	0	**21**	4	28	8	0	**40**	**87**
2:15PM	0	0	3	0	**3**	10	0	1	0	**11**	2	17	0	0	**19**	6	26	5	0	**37**	**70**
2:30PM	1	1	3	0	**5**	5	0	1	0	**6**	1	18	1	0	**20**	7	27	9	0	**43**	**74**
2:45PM	1	0	0	0	**1**	12	1	0	0	**13**	0	24	1	0	**25**	1	28	17	0	**46**	**85**
Hourly Total	3	1	10	0	**14**	42	1	8	0	**51**	3	80	2	0	**85**	18	109	39	0	**166**	**316**
3:00PM	0	0	5	0	**5**	8	0	0	0	**8**	1	34	0	0	**35**	4	34	12	0	**50**	**98**
3:15PM	1	0	4	0	**5**	6	0	2	0	**8**	2	39	0	1	**42**	5	43	9	0	**57**	**112**
3:30PM	0	0	12	0	**12**	12	0	3	0	**15**	2	33	1	0	**36**	6	40	9	0	**55**	**118**
3:45PM	0	0	8	0	**8**	12	0	0	0	**12**	1	29	0	0	**30**	6	34	11	0	**51**	**101**
Hourly Total	1	0	29	0	**30**	38	0	5	0	**43**	6	135	1	1	**143**	21	151	41	0	**213**	**429**
4:00PM	1	0	4	0	**5**	13	0	2	0	**15**	2	34	1	0	**37**	4	36	9	0	**49**	**106**
4:15PM	1	0	5	0	**6**	13	2	4	0	**19**	1	35	0	0	**36**	7	53	11	0	**71**	**132**
4:30PM	0	0	6	0	**6**	8	0	2	0	**10**	4	32	0	0	**36**	8	44	21	0	**73**	**125**
4:45PM	0	0	3	0	**3**	22	0	3	0	**25**	3	27	0	0	**30**	10	46	26	0	**82**	**140**
Hourly Total	2	0	18	0	**20**	56	2	11	0	**69**	10	128	1	0	**139**	29	179	67	0	**275**	**503**
5:00PM	1	0	2	0	**3**	10	0	1	0	**11**	2	15	0	0	**17**	6	34	20	0	**60**	**91**
5:15PM	0	0	3	0	**3**	10	1	1	0	**12**	1	27	1	0	**29**	6	31	21	0	**58**	**102**
5:30PM	0	2	8	0	**10**	5	0	2	0	**7**	3	26	0	0	**29**	4	24	17	0	**45**	**91**
5:45PM	0	2	4	0	**6**	22	1	1	0	**24**	1	19	1	0	**21**	10	20	27	0	**57**	**108**
Hourly Total	1	4	17	0	**22**	47	2	5	0	**54**	7	87	2	0	**96**	26	109	85	0	**220**	**392**
6:00PM	1	0	2	0	**3**	16	0	1	0	**17**	0	18	0	0	**18**	4	24	13	0	**41**	**79**
6:15PM	1	0	1	0	**2**	12	0	2	0	**14**	2	21	0	0	**23**	5	17	12	0	**34**	**73**
6:30PM	1	0	3	0	**4**	18	1	0	0	**19**	0	19	0	0	**19**	7	20	13	0	**40**	**82**
6:45PM	0	0	1	0	**1**	16	0	1	0	**17**	0	12	0	0	**12**	0	25	12	0	**37**	**67**
Hourly Total	3	0	7	0	**10**	62	1	4	0	**67**	2	70	0	0	**72**	16	86	50	0	**152**	**301**
7:00PM	0	0	3	0	**3**	21	0	1	0	**22**	0	10	0	0	**10**	5	11	11	0	**27**	**62**
7:15PM	0	0	1	0	**1**	9	0	1	0	**10**	1	6	0	0	**7**	4	23	2	0	**29**	**47**
7:30PM	1	0	5	0	**6**	9	0	1	0	**10**	1	13	0	0	**14**	1	15	4	0	**20**	**50**
7:45PM	0	0	1	0	**1**	10	0	2	0	**12**	3	11	0	0	**14**	2	11	6	0	**19**	**46**
Hourly Total	1	0	10	0	**11**	49	0	5	0	**54**	5	40	0	0	**45**	12	60	23	0	**95**	**205**
8:00PM	0	1	0	0	**1**	12	0	0	0	**12**	0	7	0	0	**7**	2	12	4	0	**18**	**38**
8:15PM	0	0	2	0	**2**	5	1	0	0	**6**	0	4	0	0	**4**	5	15	2	0	**22**	**34**
8:30PM	0	0	0	0	**0**	12	0	0	0	**12**	0	8	0	0	**8**	4	17	4	0	**25**	**45**
8:45PM	0	0	0	0	**0**	10	0	3	0	**13**	0	11	0	0	**11**	5	14	1	0	**20**	**44**
Hourly Total	0	1	2	0	**3**	39	1	3	0	**43**	0	30	0	0	**30**	16	58	11	0	**85**	**161**
9:00PM	0	0	3	0	**3**	10	0	0	0	**10**	2	7	0	0	**9**	1	23	0	0	**24**	**46**
9:15PM	0	0	0	0	**0**	3	0	0	0	**3**	0	8	0	0	**8**	5	11	0	0	**16**	**27**
9:30PM	1	0	2	0	**3**	2	0	1	0	**3**	1	7	1	0	**9**	1	25	0	0	**26**	**41**
9:45PM	0	0	1	0	**1**	0	0	0	0	**0**	0	5	0	0	**5**	0	20	1	0	**21**	**27**
Hourly Total	1	0	6	0	**7**	15	0	1	0	**16**	3	27	1	0	**31**	7	79	1	0	**87**	**141**
10:00PM	0	0	0	0	**0**	0	0	0	0	**0**	0	8	0	0	**8**	1	6	1	0	**8**	**16**
10:15PM	0	0	0	0	**0**	0	0	0	0	**0**	0	4	0	0	**4**	0	11	0	0	**11**	**15**
10:30PM	0	0	0	0	**0**	0	0	0	0	**0**	0	2	0	0	**2**	2	7	0	0	**9**	**11**
10:45PM	0	0	1	0	**1**	2	1	0	0	**3**	0	4	0	0	**4**	1	5	0	0	**6**	**14**

Leg	Ski Trail Rd					Club Dr					Old Mammoth Rd					Old Mammoth Rd					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
Hourly Total	0	0	1	0	**1**	2	1	0	0	**3**	0	18	0	0	**18**	4	29	1	0	**34**	**56**
11:00PM	0	0	0	0	**0**	0	0	0	0	**0**	0	3	0	0	**3**	0	9	0	0	**9**	**12**
11:15PM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	**1**	3	8	1	0	**12**	**13**
11:30PM	0	0	0	0	**0**	1	0	0	0	**1**	0	4	0	0	**4**	3	7	0	0	**10**	**15**
11:45PM	0	0	1	0	**1**	0	0	0	0	**0**	0	3	0	0	**3**	0	3	1	0	**4**	**8**
Hourly Total	0	0	1	0	**1**	1	0	0	0	**1**	0	10	1	0	**11**	6	27	2	0	**35**	**48**
Total	21	12	249	0	**282**	552	13	72	0	**637**	74	1445	15	1	**1535**	253	1444	557	0	**2254**	**4708**
% Approach	7.4%	4.3%	88.3%	0%	**-**	86.7%	2.0%	11.3%	0%	**-**	4.8%	94.1%	1.0%	0.1%	**-**	11.2%	64.1%	24.7%	0%	**-**	-
% Total	0.4%	0.3%	5.3%	0%	**6.0%**	11.7%	0.3%	1.5%	0%	**13.5%**	1.6%	30.7%	0.3%	0%	**32.6%**	5.4%	30.7%	11.8%	0%	**47.9%**	-
Lights	18	11	248	0	**277**	550	10	69	0	**629**	73	1375	14	1	**1463**	252	1385	545	0	**2182**	4551
% Lights	85.7%	91.7%	99.6%	0%	**98.2%**	99.6%	76.9%	95.8%	0%	**98.7%**	98.6%	95.2%	93.3%	100%	**95.3%**	99.6%	95.9%	97.8%	0%	**96.8%**	96.7%
Articulated Trucks	0	0	0	0	**0**	1	0	0	0	**1**	0	3	0	0	**3**	0	1	1	0	**2**	6
% Articulated Trucks	0%	0%	0%	0%	**0%**	0.2%	0%	0%	0%	**0.2%**	0%	0.2%	0%	0%	**0.2%**	0%	0.1%	0.2%	0%	**0.1%**	0.1%
Buses and Single-Unit Trucks	3	1	1	0	**5**	1	3	3	0	**7**	1	67	1	0	**69**	1	58	11	0	**70**	151
% Buses and Single-Unit Trucks	14.3%	8.3%	0.4%	0%	**1.8%**	0.2%	23.1%	4.2%	0%	**1.1%**	1.4%	4.6%	6.7%	0%	**4.5%**	0.4%	4.0%	2.0%	0%	**3.1%**	3.2%

*L: Left, R: Right, T: Thru, U: U-Turn

Minaret Rd and Meridian Blvd - TMC

Thu Jan 15, 2026
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1370537, Location: 37.639835, -118.979531

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg	Minaret Rd					Minaret Rd					Meridian Blvd					Meridian Blvd					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2026-01-15 12:00AM	0	0	0	0	**0**	0	2	2	0	**4**	1	2	2	0	**5**	0	1	0	0	**1**	**10**
12:15AM	0	0	0	0	**0**	0	0	1	0	**1**	1	0	0	0	**1**	0	0	0	0	**0**	**2**
12:30AM	0	0	0	0	**0**	0	1	0	0	**1**	2	0	0	0	**2**	0	0	1	0	**1**	**4**
12:45AM	0	0	0	0	**0**	1	1	0	0	**2**	1	1	0	0	**2**	0	0	0	0	**0**	**4**
Hourly Total	0	0	0	0	**0**	1	4	3	0	**8**	5	3	2	0	**10**	0	1	1	0	**2**	**20**
1:00AM	0	1	1	0	**2**	1	1	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**4**
1:15AM	0	0	0	0	**0**	0	2	1	0	**3**	0	0	0	0	**0**	0	1	0	0	**1**	**4**
1:30AM	0	0	0	0	**0**	0	0	0	0	**0**	1	1	0	0	**2**	0	0	0	0	**0**	**2**
1:45AM	0	0	0	0	**0**	0	1	2	0	**3**	3	2	0	0	**5**	1	0	0	0	**1**	**9**
Hourly Total	0	1	1	0	**2**	1	4	3	0	**8**	4	3	0	0	**7**	1	1	0	0	**2**	**19**
2:00AM	0	0	0	0	**0**	0	0	0	0	**0**	1	0	0	0	**1**	0	0	0	0	**0**	**1**
2:15AM	0	0	0	0	**0**	0	0	1	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
2:30AM	0	0	0	0	**0**	0	0	2	0	**2**	0	0	0	0	**0**	0	1	0	0	**1**	**3**
2:45AM	0	0	0	0	**0**	0	0	0	0	**0**	1	0	0	0	**1**	0	0	0	0	**0**	**1**
Hourly Total	0	0	0	0	**0**	0	0	3	0	**3**	2	0	0	0	**2**	0	1	0	0	**1**	**6**
3:00AM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
3:15AM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
3:30AM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
3:45AM	0	1	0	0	**1**	0	0	1	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**2**
Hourly Total	0	1	0	0	**1**	0	0	1	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**2**
4:00AM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
4:15AM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
4:30AM	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
4:45AM	0	0	0	0	**0**	0	0	2	0	**2**	0	1	0	0	**1**	0	0	0	0	**0**	**3**
Hourly Total	0	1	0	0	**1**	0	0	2	0	**2**	0	1	0	0	**1**	0	0	0	0	**0**	**4**
5:00AM	0	0	0	0	**0**	0	0	1	0	**1**	0	0	0	0	**0**	0	1	0	0	**1**	**2**
5:15AM	0	1	0	0	**1**	1	0	0	0	**1**	0	0	0	0	**0**	0	1	0	0	**1**	**3**
5:30AM	1	1	0	0	**2**	1	1	2	0	**4**	0	1	0	0	**1**	0	0	0	0	**0**	**7**
5:45AM	0	3	0	0	**3**	1	1	4	0	**6**	2	1	0	0	**3**	0	5	0	0	**5**	**17**
Hourly Total	1	5	0	0	**6**	3	2	7	0	**12**	2	2	0	0	**4**	0	7	0	0	**7**	**29**
6:00AM	1	1	0	0	**2**	4	0	6	0	**10**	0	4	0	0	**4**	0	4	1	0	**5**	**21**
6:15AM	0	6	1	0	**7**	2	4	10	0	**16**	1	0	0	0	**1**	0	4	0	0	**4**	**28**
6:30AM	2	4	1	0	**7**	2	2	3	0	**7**	4	2	0	0	**6**	0	6	0	0	**6**	**26**
6:45AM	0	8	0	0	**8**	1	8	12	0	**21**	3	2	4	0	**9**	1	12	3	0	**16**	**54**
Hourly Total	3	19	2	0	**24**	9	14	31	0	**54**	8	8	4	0	**20**	1	26	4	0	**31**	**129**
7:00AM	3	11	0	0	**14**	3	9	9	0	**21**	1	3	3	0	**7**	2	16	3	0	**21**	**63**
7:15AM	3	6	0	0	**9**	5	15	17	0	**37**	6	4	6	0	**16**	5	17	3	0	**25**	**87**
7:30AM	6	20	0	0	**26**	7	18	22	0	**47**	12	1	3	0	**16**	3	27	3	0	**33**	**122**
7:45AM	3	32	1	0	**36**	8	39	33	0	**80**	10	5	4	0	**19**	7	24	7	0	**38**	**173**
Hourly Total	15	69	1	0	**85**	23	81	81	0	**185**	29	13	16	0	**58**	17	84	16	0	**117**	**445**
8:00AM	6	19	5	0	**30**	10	30	32	0	**72**	18	6	9	0	**33**	7	30	4	0	**41**	**176**
8:15AM	7	17	2	0	**26**	2	27	13	0	**42**	9	9	7	0	**25**	15	18	4	0	**37**	**130**
8:30AM	5	17	2	0	**24**	1	21	20	0	**42**	13	6	7	0	**26**	3	17	4	0	**24**	**116**
8:45AM	8	15	5	0	**28**	5	24	13	0	**42**	17	10	8	0	**35**	13	19	2	0	**34**	**139**
Hourly Total	26	68	14	0	**108**	18	102	78	0	**198**	57	31	31	0	**119**	38	84	14	0	**136**	**561**
9:00AM	10	20	2	0	**32**	2	21	20	0	**43**	12	9	5	0	**26**	10	18	0	0	**28**	**129**
9:15AM	5	20	2	0	**27**	4	26	25	0	**55**	7	5	5	0	**17**	7	18	3	0	**28**	**127**
9:30AM	8	22	2	0	**32**	6	29	17	0	**52**	22	8	10	0	**40**	7	22	4	0	**33**	**157**
9:45AM	5	18	3	0	**26**	6	19	24	0	**49**	14	7	6	0	**27**	5	18	2	0	**25**	**127**
Hourly Total	28	80	9	0	**117**	18	95	86	0	**199**	55	29	26	0	**110**	29	76	9	0	**114**	**540**
10:00AM	8	25	3	0	**36**	2	16	26	0	**44**	14	10	2	0	**26**	4	26	2	0	**32**	**138**
10:15AM	5	25	3	0	**33**	4	18	23	0	**45**	16	17	1	0	**34**	14	24	1	0	**39**	**151**
10:30AM	9	28	4	0	**41**	3	24	15	0	**42**	12	18	1	0	**31**	7	23	8	0	**38**	**152**
10:45AM	8	22	4	0	**34**	3	26	20	0	**49**	11	13	1	0	**25**	8	15	7	0	**30**	**138**

Leg	Minaret Rd					Minaret Rd					Meridian Blvd					Meridian Blvd					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
Hourly Total	30	100	14	0	**144**	12	84	84	0	**180**	53	58	5	0	**116**	33	88	18	0	**139**	**579**
11:00AM	5	32	6	0	**43**	3	17	17	0	**37**	12	14	3	0	**29**	4	17	4	0	**25**	**134**
11:15AM	5	26	6	0	**37**	6	17	23	0	**46**	14	8	5	0	**27**	6	24	6	0	**36**	**146**
11:30AM	7	21	12	0	**40**	6	24	14	0	**44**	13	9	4	0	**26**	3	17	3	0	**23**	**133**
11:45AM	6	20	6	0	**32**	3	12	22	0	**37**	22	7	5	0	**34**	10	17	9	0	**36**	**139**
Hourly Total	23	99	30	0	**152**	18	70	76	0	**164**	61	38	17	0	**116**	23	75	22	0	**120**	**552**
12:00PM	6	26	2	0	**34**	3	17	18	0	**38**	30	13	10	0	**53**	6	18	9	0	**33**	**158**
12:15PM	8	25	4	0	**37**	4	23	15	0	**42**	20	11	6	0	**37**	5	8	1	0	**14**	**130**
12:30PM	8	20	7	0	**35**	3	21	30	0	**54**	21	13	7	0	**41**	7	20	1	0	**28**	**158**
12:45PM	9	18	3	0	**30**	9	16	20	0	**45**	20	14	4	0	**38**	6	23	0	0	**29**	**142**
Hourly Total	31	89	16	0	**136**	19	77	83	0	**179**	91	51	27	0	**169**	24	69	11	0	**104**	**588**
1:00PM	3	25	3	0	**31**	7	21	25	0	**53**	27	17	8	0	**52**	8	20	4	0	**32**	**168**
1:15PM	6	21	5	0	**32**	3	21	14	0	**38**	20	16	5	0	**41**	7	11	2	0	**20**	**131**
1:30PM	6	30	3	0	**39**	2	15	10	0	**27**	27	20	16	0	**63**	8	10	2	0	**20**	**149**
1:45PM	6	20	9	0	**35**	3	23	16	0	**42**	25	14	8	0	**47**	5	10	5	0	**20**	**144**
Hourly Total	21	96	20	0	**137**	15	80	65	0	**160**	99	67	37	0	**203**	28	51	13	0	**92**	**592**
2:00PM	8	24	9	0	**41**	6	30	17	0	**53**	17	19	6	0	**42**	7	15	5	0	**27**	**163**
2:15PM	4	30	4	0	**38**	2	14	16	0	**32**	19	22	5	0	**46**	3	8	5	0	**16**	**132**
2:30PM	10	34	8	0	**52**	2	16	12	0	**30**	29	19	5	0	**53**	4	10	4	0	**18**	**153**
2:45PM	9	29	6	0	**44**	14	22	17	0	**53**	31	23	5	0	**59**	3	11	1	0	**15**	**171**
Hourly Total	31	117	27	0	**175**	24	82	62	0	**168**	96	83	21	0	**200**	17	44	15	0	**76**	**619**
3:00PM	9	31	10	0	**50**	4	15	21	0	**40**	26	25	3	0	**54**	6	11	10	0	**27**	**171**
3:15PM	14	28	6	0	**48**	5	29	23	0	**57**	27	30	7	0	**64**	4	25	8	0	**37**	**206**
3:30PM	13	44	10	0	**67**	7	18	24	0	**49**	38	25	1	0	**64**	4	17	5	0	**26**	**206**
3:45PM	9	31	10	0	**50**	4	20	19	0	**43**	32	29	2	0	**63**	5	22	4	0	**31**	**187**
Hourly Total	45	134	36	0	**215**	20	82	87	0	**189**	123	109	13	0	**245**	19	75	27	0	**121**	**770**
4:00PM	4	27	6	0	**37**	9	24	18	0	**51**	42	31	3	0	**76**	6	18	8	0	**32**	**196**
4:15PM	11	36	12	0	**59**	4	26	24	0	**54**	36	30	2	0	**68**	4	19	6	0	**29**	**210**
4:30PM	10	24	10	0	**44**	4	24	26	0	**54**	52	38	0	0	**90**	7	12	11	0	**30**	**218**
4:45PM	8	20	2	0	**30**	8	20	24	0	**52**	44	19	4	0	**67**	2	18	8	0	**28**	**177**
Hourly Total	33	107	30	0	**170**	25	94	92	0	**211**	174	118	9	0	**301**	19	67	33	0	**119**	**801**
5:00PM	6	30	5	0	**41**	6	21	19	0	**46**	41	28	0	0	**69**	2	9	9	0	**20**	**176**
5:15PM	8	33	5	0	**46**	3	23	17	0	**43**	31	14	5	0	**50**	2	10	7	0	**19**	**158**
5:30PM	7	21	2	0	**30**	4	28	19	0	**51**	24	11	2	0	**37**	3	15	1	0	**19**	**137**
5:45PM	7	18	6	0	**31**	7	20	24	0	**51**	23	19	5	0	**47**	3	19	5	0	**27**	**156**
Hourly Total	28	102	18	0	**148**	20	92	79	0	**191**	119	72	12	0	**203**	10	53	22	0	**85**	**627**
6:00PM	7	21	2	0	**30**	2	23	19	0	**44**	21	18	5	0	**44**	2	17	3	0	**22**	**140**
6:15PM	5	5	5	0	**15**	2	20	21	0	**43**	15	10	4	0	**29**	3	6	3	0	**12**	**99**
6:30PM	4	21	2	0	**27**	5	20	24	0	**49**	14	17	6	0	**37**	8	6	1	0	**15**	**128**
6:45PM	7	13	3	0	**23**	2	12	19	0	**33**	12	13	4	0	**29**	1	12	4	0	**17**	**102**
Hourly Total	23	60	12	0	**95**	11	75	83	0	**169**	62	58	19	0	**139**	14	41	11	0	**66**	**469**
7:00PM	2	12	2	0	**16**	5	13	15	0	**33**	13	10	2	0	**25**	3	10	5	0	**18**	**92**
7:15PM	4	10	1	0	**15**	2	19	17	0	**38**	16	10	6	0	**32**	0	10	3	0	**13**	**98**
7:30PM	4	3	1	0	**8**	1	15	19	0	**35**	5	10	4	0	**19**	0	4	4	0	**8**	**70**
7:45PM	0	9	0	0	**9**	2	13	19	0	**34**	3	5	1	0	**9**	1	8	3	0	**12**	**64**
Hourly Total	10	34	4	0	**48**	10	60	70	0	**140**	37	35	13	0	**85**	4	32	15	0	**51**	**324**
8:00PM	1	6	2	0	**9**	3	11	17	0	**31**	11	3	2	0	**16**	2	6	4	0	**12**	**68**
8:15PM	1	4	0	0	**5**	2	13	10	0	**25**	4	5	2	0	**11**	2	6	1	0	**9**	**50**
8:30PM	0	4	2	0	**6**	4	17	14	0	**35**	17	4	1	0	**22**	2	14	5	0	**21**	**84**
8:45PM	2	7	1	0	**10**	3	14	11	0	**28**	11	10	1	0	**22**	2	5	0	0	**7**	**67**
Hourly Total	4	21	5	0	**30**	12	55	52	0	**119**	43	22	6	0	**71**	8	31	10	0	**49**	**269**
9:00PM	0	2	1	0	**3**	2	14	10	0	**26**	12	4	0	0	**16**	1	2	4	0	**7**	**52**
9:15PM	2	4	2	0	**8**	2	14	7	0	**23**	8	6	0	0	**14**	0	3	2	0	**5**	**50**
9:30PM	0	4	0	0	**4**	5	9	9	0	**23**	10	8	0	0	**18**	1	3	1	0	**5**	**50**
9:45PM	0	2	1	0	**3**	3	14	5	0	**22**	4	8	0	0	**12**	2	3	1	0	**6**	**43**
Hourly Total	2	12	4	0	**18**	12	51	31	0	**94**	34	26	0	0	**60**	4	11	8	0	**23**	**195**
10:00PM	1	3	1	0	**5**	1	10	11	0	**22**	7	4	2	0	**13**	0	5	1	0	**6**	**46**
10:15PM	1	1	0	0	**2**	1	4	1	0	**6**	5	5	2	0	**12**	0	1	1	0	**2**	**22**
10:30PM	1	3	2	0	**6**	0	5	6	0	**11**	3	2	3	0	**8**	1	2	3	0	**6**	**31**
10:45PM	3	3	0	0	**6**	0	4	4	0	**8**	3	2	1	0	**6**	0	1	2	0	**3**	**23**

Leg	Minaret Rd					Minaret Rd					Meridian Blvd					Meridian Blvd					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
Hourly Total	6	10	3	0	**19**	2	23	22	0	**47**	18	13	8	0	**39**	1	9	7	0	**17**	**122**
11:00PM	1	6	0	0	**7**	0	10	4	0	**14**	4	3	0	0	**7**	0	1	2	0	**3**	**31**
11:15PM	0	1	1	0	**2**	2	6	2	0	**10**	1	8	0	0	**9**	1	4	0	0	**5**	**26**
11:30PM	1	0	0	0	**1**	1	3	1	0	**5**	4	2	0	0	**6**	1	2	1	0	**4**	**16**
11:45PM	1	2	0	0	**3**	0	6	3	0	**9**	5	0	0	0	**5**	0	2	1	0	**3**	**20**
Hourly Total	3	9	1	0	**13**	3	25	10	0	**38**	14	13	0	0	**27**	2	9	4	0	**15**	**93**
Total	363	1234	247	0	**1844**	276	1252	1191	0	**2719**	1186	853	266	0	**2305**	292	935	260	0	**1487**	**8355**
% Approach	19.7%	66.9%	13.4%	0%	**-**	10.2%	46.0%	43.8%	0%	**-**	51.5%	37.0%	11.5%	0%	**-**	19.6%	62.9%	17.5%	0%	**-**	-
% Total	4.3%	14.8%	3.0%	0%	**22.1%**	3.3%	15.0%	14.3%	0%	**32.5%**	14.2%	10.2%	3.2%	0%	**27.6%**	3.5%	11.2%	3.1%	0%	**17.8%**	-
Lights	347	1161	245	0	**1753**	273	1181	1181	0	**2635**	1173	849	261	0	**2283**	289	929	256	0	**1474**	8145
% Lights	95.6%	94.1%	99.2%	0%	**95.1%**	98.9%	94.3%	99.2%	0%	**96.9%**	98.9%	99.5%	98.1%	0%	**99.0%**	99.0%	99.4%	98.5%	0%	**99.1%**	97.5%
Articulated Trucks	0	1	0	0	**1**	0	1	1	0	**2**	1	1	1	0	**3**	0	0	0	0	**0**	6
% Articulated Trucks	0%	0.1%	0%	0%	**0.1%**	0%	0.1%	0.1%	0%	**0.1%**	0.1%	0.1%	0.4%	0%	**0.1%**	0%	0%	0%	0%	**0%**	0.1%
Buses and Single-Unit Trucks	16	72	2	0	**90**	3	70	9	0	**82**	12	3	4	0	**19**	3	6	4	0	**13**	204
% Buses and Single-Unit Trucks	4.4%	5.8%	0.8%	0%	**4.9%**	1.1%	5.6%	0.8%	0%	**3.0%**	1.0%	0.4%	1.5%	0%	**0.8%**	1.0%	0.6%	1.5%	0%	**0.9%**	2.4%

*L: Left, R: Right, T: Thru, U: U-Turn

Minaret Rd and Forest Trail - TMC

Thu Jan 15, 2026
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1370542, Location: 37.652146, -118.985003

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg	Minaret Rd						Minaret Rd						Forest Trail						Forest Trail						
Direction	Northbound						Southbound						Eastbound						Westbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2026-01-15 12:00AM	0	5	0	0	**5**	0	1	2	1	0	**4**	0	0	0	1	0	**1**	0	0	2	1	0	**3**	0	**13**
12:15AM	1	2	0	0	**3**	0	0	4	0	0	**4**	0	0	1	1	0	**2**	0	0	0	0	0	**0**	1	**9**
12:30AM	0	1	1	0	**2**	0	1	2	1	0	**4**	0	1	0	0	0	**1**	0	0	0	0	0	**0**	0	**7**
12:45AM	0	0	1	0	**1**	0	0	4	0	0	**4**	0	0	0	1	0	**1**	0	0	0	0	0	**0**	0	**6**
Hourly Total	1	8	2	0	**11**	0	2	12	2	0	**16**	0	1	1	3	0	**5**	0	0	2	1	0	**3**	1	**35**
1:00AM	0	1	0	0	**1**	0	0	2	0	0	**2**	2	0	0	1	0	**1**	0	0	0	0	0	**0**	0	**4**
1:15AM	0	3	1	0	**4**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	1	**5**
1:30AM	1	0	0	0	**1**	0	0	2	0	0	**2**	1	1	0	1	0	**2**	0	0	0	0	0	**0**	0	**5**
1:45AM	0	1	0	0	**1**	0	0	2	0	0	**2**	0	0	0	1	0	**1**	0	1	0	0	0	**1**	0	**5**
Hourly Total	1	5	1	0	**7**	0	0	7	0	0	**7**	3	1	0	3	0	**4**	0	1	0	0	0	**1**	1	**19**
2:00AM	0	0	0	0	**0**	1	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
2:15AM	0	0	1	0	**1**	0	0	0	0	0	**0**	0	1	0	0	0	**1**	0	1	0	0	0	**1**	0	**3**
2:30AM	1	0	1	0	**2**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**3**
2:45AM	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	1	0	**1**	0	0	0	0	0	**0**	0	**2**
Hourly Total	1	1	2	0	**4**	1	0	1	0	0	**1**	0	1	0	1	0	**2**	0	1	0	0	0	**1**	0	**8**
3:00AM	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	2	0	**2**	0	0	0	0	0	**0**	0	**3**
3:15AM	0	2	0	0	**2**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**3**
3:30AM	0	0	0	0	**0**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	1	0	**1**	0	**2**
3:45AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	3	0	0	**3**	0	0	2	0	0	**2**	0	0	0	2	0	**2**	0	0	0	1	0	**1**	0	**8**
4:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	1	0	**1**	0	**1**
4:15AM	0	1	0	0	**1**	0	0	0	0	0	**0**	0	1	0	0	0	**1**	0	0	0	0	0	**0**	0	**2**
4:30AM	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
4:45AM	0	6	0	0	**6**	0	0	2	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**8**
Hourly Total	0	8	0	0	**8**	0	0	2	0	0	**2**	0	1	0	0	0	**1**	0	0	0	1	0	**1**	0	**12**
5:00AM	0	6	0	0	**6**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**7**
5:15AM	0	4	0	0	**4**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**4**
5:30AM	1	12	0	0	**13**	0	0	3	0	0	**3**	0	0	0	0	0	**0**	0	0	0	1	0	**1**	0	**17**
5:45AM	0	8	0	0	**8**	0	0	1	0	0	**1**	0	3	0	1	0	**4**	0	0	0	1	0	**1**	0	**14**
Hourly Total	1	30	0	0	**31**	0	0	5	0	0	**5**	0	3	0	1	0	**4**	0	0	0	2	0	**2**	0	**42**
6:00AM	1	27	2	0	**30**	0	0	1	1	0	**2**	0	3	0	1	0	**4**	0	0	0	1	0	**1**	0	**37**
6:15AM	2	24	0	1	**27**	0	0	2	0	0	**2**	0	1	0	2	0	**3**	0	0	0	2	0	**2**	0	**34**
6:30AM	2	31	0	0	**33**	1	0	1	1	0	**2**	0	2	1	4	0	**7**	0	0	0	1	0	**1**	0	**43**
6:45AM	5	47	0	0	**52**	0	0	6	0	0	**6**	0	5	0	5	0	**10**	0	1	3	3	0	**7**	0	**75**
Hourly Total	10	129	2	1	**142**	1	0	10	2	0	**12**	0	11	1	12	0	**24**	0	1	3	7	0	**11**	0	**189**
7:00AM	5	57	0	0	**62**	0	0	3	1	0	**4**	4	1	0	7	0	**8**	6	2	0	7	0	**9**	0	**83**
7:15AM	5	71	2	0	**78**	1	1	6	1	0	**8**	0	9	1	5	0	**15**	0	1	1	7	0	**9**	0	**110**
7:30AM	8	99	2	0	**109**	2	0	10	1	0	**11**	0	4	1	10	0	**15**	0	0	1	5	0	**6**	1	**141**
7:45AM	15	103	4	0	**122**	0	0	10	2	0	**12**	0	13	2	9	0	**24**	0	4	2	11	0	**17**	0	**175**
Hourly Total	33	330	8	0	**371**	3	1	29	5	0	**35**	4	27	4	31	0	**62**	6	7	4	30	0	**41**	1	**509**
8:00AM	13	104	6	0	**123**	0	3	18	3	0	**24**	0	7	0	12	0	**19**	0	3	3	10	0	**16**	0	**182**
8:15AM	13	89	0	0	**102**	0	0	15	1	0	**16**	0	6	3	11	0	**20**	0	2	1	6	0	**9**	0	**147**
8:30AM	4	91	3	0	**98**	0	3	17	2	0	**22**	0	4	2	9	0	**15**	0	1	1	6	0	**8**	0	**143**
8:45AM	12	74	10	1	**97**	1	2	17	2	0	**21**	0	3	2	16	0	**21**	0	4	3	9	0	**16**	1	**155**
Hourly Total	42	358	19	1	**420**	1	8	67	8	0	**83**	0	20	7	48	0	**75**	0	10	8	31	0	**49**	1	**627**
9:00AM	15	53	4	1	**73**	0	0	11	4	0	**15**	0	9	4	6	0	**19**	0	7	2	7	0	**16**	2	**123**
9:15AM	9	71	6	0	**86**	0	1	12	1	0	**14**	0	4	1	17	0	**22**	0	2	2	2	0	**6**	0	**128**
9:30AM	10	45	1	1	**57**	0	0	23	3	0	**26**	0	6	5	14	0	**25**	0	4	3	4	0	**11**	1	**119**
9:45AM	8	62	1	4	**75**	1	3	24	4	0	**31**	0	8	2	15	0	**25**	0	4	2	2	0	**8**	0	**139**
Hourly Total	42	231	12	6	**291**	1	4	70	12	0	**86**	0	27	12	52	0	**91**	0	17	9	15	0	**41**	3	**509**
10:00AM	12	56	5	2	**75**	0	1	29	8	0	**38**	0	4	2	14	0	**20**	0	5	3	3	0	**11**	0	**144**
10:15AM	11	52	6	2	**71**	0	1	18	2	0	**21**	0	7	2	11	0	**20**	0	3	2	5	0	**10**	0	**122**
10:30AM	10	51	6	1	**68**	2	0	28	7	0	**35**	0	12	3	12	0	**27**	0	1	2	4	0	**7**	0	**137**
10:45AM	12	51	4	1	**68**	0	4	36	9	0	**49**	0	7	5	7	0	**19**	0	3	3	2	0	**8**	0	**144**
Hourly Total	45	210	21	6	**282**	2	6	111	26	0	**143**	0	30	12	44	0	**86**	0	12	10	14	0	**36**	0	**547**
11:00AM	10	31	7	0	**48**	3	2	30	3	0	**35**	0	3	5	16	0	**24**	0	4	0	1	0	**5**	0	**112**
11:15AM	10	38	7	0	**55**	0	4	14	1	0	**19**	1	4	2	7	0	**13**	0	4	1	3	0	**8**	0	**95**
11:30AM	11	32	5	1	**49**	0	5	47	3	0	**55**	0	4	3	8	0	**15**	0	4	1	5	0	**10**	1	**129**
11:45AM	11	35	3	1	**50**	3	2	41	6	0	**49**	0	8	2	17	0	**27**	0	4	0	3	0	**7**	1	**133**
Hourly Total	42	136	22	2	**202**	6	13	132	13	0	**158**	1	19	12	48	0	**79**	0	16	2	12	0	**30**	2	**469**
12:00PM	13	44	8	3	**68**	0	3	36	3	0	**42**	0	4	2	14	0	**20**	0	5	5	6	0	**16**	0	**146**

Leg	Minaret Rd						Minaret Rd						Forest Trail						Forest Trail						
Direction	Northbound						Southbound						Eastbound						Westbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
12:15PM	8	36	6	0	**50**	0	1	39	5	0	**45**	0	5	1	11	0	**17**	0	3	1	3	0	**7**	0	**119**
12:30PM	12	51	5	0	**68**	1	2	50	5	0	**57**	0	6	1	10	0	**17**	0	3	2	3	0	**8**	1	**150**
12:45PM	12	47	9	1	**69**	0	3	44	4	0	**51**	0	3	4	12	1	**20**	0	7	0	6	0	**13**	0	**153**
Hourly Total	45	178	28	4	**255**	1	9	169	17	0	**195**	0	18	8	47	1	**74**	0	18	8	18	0	**44**	1	**568**
1:00PM	10	45	7	0	**62**	5	8	55	2	0	**65**	0	8	3	11	0	**22**	0	2	3	5	0	**10**	0	**159**
1:15PM	10	23	5	0	**38**	1	5	78	5	0	**88**	0	4	3	21	0	**28**	0	4	2	5	0	**11**	0	**165**
1:30PM	14	23	7	0	**44**	1	8	66	5	0	**79**	0	7	6	14	0	**27**	0	4	4	1	0	**9**	0	**159**
1:45PM	9	19	2	0	**30**	2	8	56	10	0	**74**	0	8	3	10	0	**21**	0	7	2	2	0	**11**	0	**136**
Hourly Total	43	110	21	0	**174**	9	29	255	22	0	**306**	0	27	15	56	0	**98**	0	17	11	13	0	**41**	0	**619**
2:00PM	9	21	6	0	**36**	4	2	65	3	0	**70**	0	3	2	11	0	**16**	0	5	1	1	0	**7**	0	**129**
2:15PM	13	17	8	2	**40**	8	2	57	8	0	**67**	0	2	3	14	0	**19**	1	3	1	1	0	**5**	2	**131**
2:30PM	12	30	6	0	**48**	0	4	79	4	1	**88**	0	3	2	13	0	**18**	0	8	3	0	0	**11**	4	**165**
2:45PM	11	21	9	0	**41**	3	10	70	9	0	**89**	0	1	1	17	0	**19**	0	13	1	0	0	**14**	1	**163**
Hourly Total	45	89	29	2	**165**	15	18	271	24	1	**314**	0	9	8	55	0	**72**	1	29	6	2	0	**37**	7	**588**
3:00PM	17	24	6	1	**48**	0	4	92	5	0	**101**	0	4	4	22	0	**30**	0	5	1	4	0	**10**	0	**189**
3:15PM	7	26	8	1	**42**	0	2	75	11	0	**88**	0	0	3	12	0	**15**	0	7	3	8	0	**18**	0	**163**
3:30PM	19	25	10	1	**55**	1	6	87	9	0	**102**	2	1	1	18	0	**20**	0	6	1	5	0	**12**	1	**189**
3:45PM	15	35	9	0	**59**	2	6	109	7	0	**122**	0	5	0	17	0	**22**	0	2	0	7	0	**9**	2	**212**
Hourly Total	58	110	33	3	**204**	3	18	363	32	0	**413**	2	10	8	69	0	**87**	0	20	5	24	0	**49**	3	**753**
4:00PM	12	19	3	0	**34**	3	13	110	13	0	**136**	0	3	0	17	0	**20**	0	4	0	2	0	**6**	0	**196**
4:15PM	18	10	7	1	**36**	0	24	156	11	0	**191**	0	1	3	12	0	**16**	0	4	3	3	0	**10**	0	**253**
4:30PM	15	12	8	1	**36**	0	13	115	11	0	**139**	0	2	6	16	0	**24**	0	10	1	1	0	**12**	0	**211**
4:45PM	24	12	8	2	**46**	5	6	79	7	0	**92**	1	3	6	17	0	**26**	1	5	1	1	0	**7**	2	**171**
Hourly Total	69	53	26	4	**152**	8	56	460	42	0	**558**	1	9	15	62	0	**86**	1	23	5	7	0	**35**	2	**831**
5:00PM	13	13	18	1	**45**	2	6	47	5	0	**58**	0	0	3	21	0	**24**	0	7	4	0	0	**11**	1	**138**
5:15PM	19	7	4	3	**33**	0	2	38	3	0	**43**	0	0	3	17	0	**20**	0	9	0	1	0	**10**	0	**106**
5:30PM	18	8	10	1	**37**	0	3	34	2	0	**39**	0	1	3	12	0	**16**	0	5	4	1	0	**10**	2	**102**
5:45PM	11	9	10	3	**33**	0	1	15	0	0	**16**	0	0	5	22	0	**27**	0	2	0	0	0	**2**	0	**78**
Hourly Total	61	37	42	8	**148**	2	12	134	10	0	**156**	0	1	14	72	0	**87**	0	23	8	2	0	**33**	3	**424**
6:00PM	12	9	11	6	**38**	3	1	10	1	0	**12**	3	1	0	16	0	**17**	2	3	1	0	0	**4**	1	**71**
6:15PM	11	13	8	2	**34**	0	1	11	1	0	**13**	0	1	2	17	0	**20**	0	5	3	1	0	**9**	0	**76**
6:30PM	12	9	2	3	**26**	1	1	13	1	0	**15**	0	1	4	10	0	**15**	0	5	2	0	0	**7**	2	**63**
6:45PM	9	10	7	4	**30**	0	0	8	2	0	**10**	0	0	4	7	0	**11**	0	5	3	0	0	**8**	4	**59**
Hourly Total	44	41	28	15	**128**	4	3	42	5	0	**50**	3	3	10	50	0	**63**	2	18	9	1	0	**28**	7	**269**
7:00PM	10	4	3	1	**18**	1	0	4	1	0	**5**	0	0	2	10	0	**12**	0	3	1	1	0	**5**	2	**40**
7:15PM	6	10	4	3	**23**	0	0	8	0	0	**8**	0	1	1	7	0	**9**	0	7	2	0	0	**9**	0	**49**
7:30PM	11	6	5	6	**28**	0	0	3	0	0	**3**	0	1	2	6	0	**9**	0	7	2	0	0	**9**	0	**49**
7:45PM	7	8	3	0	**18**	0	1	2	1	0	**4**	0	0	2	6	0	**8**	0	4	1	0	0	**5**	0	**35**
Hourly Total	34	28	15	10	**87**	1	1	17	2	0	**20**	0	2	7	29	0	**38**	0	21	6	1	0	**28**	2	**173**
8:00PM	11	7	5	2	**25**	4	0	6	1	0	**7**	0	0	0	5	0	**5**	0	7	2	1	0	**10**	0	**47**
8:15PM	8	6	4	2	**20**	1	0	2	1	0	**3**	0	2	2	3	0	**7**	0	5	1	1	0	**7**	1	**37**
8:30PM	9	10	1	1	**21**	0	1	6	0	0	**7**	0	0	0	5	0	**5**	0	5	0	0	0	**5**	1	**38**
8:45PM	1	7	4	0	**12**	0	0	2	1	0	**3**	0	0	0	4	0	**4**	0	6	3	0	0	**9**	0	**28**
Hourly Total	29	30	14	5	**78**	5	1	16	3	0	**20**	0	2	2	17	0	**21**	0	23	6	2	0	**31**	2	**150**
9:00PM	6	5	4	0	**15**	0	0	4	0	0	**4**	0	0	0	4	0	**4**	0	3	2	0	0	**5**	0	**28**
9:15PM	11	4	2	1	**18**	1	0	2	0	0	**2**	0	0	0	4	0	**4**	0	3	0	0	0	**3**	0	**27**
9:30PM	10	2	5	0	**17**	0	0	4	1	0	**5**	0	0	0	3	0	**3**	0	2	1	0	0	**3**	0	**28**
9:45PM	3	2	3	0	**8**	0	1	3	0	0	**4**	0	0	2	6	0	**8**	0	5	1	0	0	**6**	0	**26**
Hourly Total	30	13	14	1	**58**	1	1	13	1	0	**15**	0	0	2	17	0	**19**	0	13	4	0	0	**17**	0	**109**
10:00PM	6	3	3	0	**12**	0	0	5	1	0	**6**	0	2	2	5	0	**9**	0	5	3	0	0	**8**	0	**35**
10:15PM	4	3	3	0	**10**	0	0	6	0	0	**6**	0	0	3	3	0	**6**	0	3	0	0	0	**3**	0	**25**
10:30PM	2	4	1	0	**7**	0	0	3	0	0	**3**	0	0	3	5	0	**8**	0	3	0	0	0	**3**	0	**21**
10:45PM	1	2	3	0	**6**	0	0	1	0	0	**1**	0	0	0	3	0	**3**	0	1	0	0	0	**1**	0	**11**
Hourly Total	13	12	10	0	**35**	0	0	15	1	0	**16**	0	2	8	16	0	**26**	0	12	3	0	0	**15**	0	**92**
11:00PM	7	0	3	0	**10**	0	1	1	0	0	**2**	0	0	0	1	0	**1**	0	1	1	1	0	**3**	0	**16**
11:15PM	3	3	0	0	**6**	0	0	0	1	0	**1**	0	0	2	4	0	**6**	0	1	0	0	0	**1**	0	**14**
11:30PM	5	3	0	0	**8**	0	0	2	1	0	**3**	0	0	1	3	0	**4**	0	1	0	0	0	**1**	0	**16**
11:45PM	3	8	0	1	**12**	0	0	4	0	0	**4**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**16**
Hourly Total	18	14	3	1	**36**	0	1	7	2	0	**10**	0	0	3	8	0	**11**	0	3	1	1	0	**5**	0	**62**
Total	707	2164	352	69	**3292**	64	183	2210	229	1	**2623**	14	224	149	743	1	**1117**	10	285	110	185	0	**580**	36	**7612**
% Approach	21.5%	65.7%	10.7%	2.1%	**-**	-	7.0%	84.3%	8.7%	0%	**-**	-	20.1%	13.3%	66.5%	0.1%	**-**	-	49.1%	19.0%	31.9%	0%	**-**	-	-
% Total	9.3%	28.4%	4.6%	0.9%	**43.2%**	-	2.4%	29.0%	3.0%	0%	**34.5%**	-	2.9%	2.0%	9.8%	0%	**14.7%**	-	3.7%	1.4%	2.4%	0%	**7.6%**	-	-
Lights	647	2086	344	64	**3141**	-	179	2124	221	0	**2524**	-	213	143	682	1	**1039**	-	277	107	179	0	**563**	-	7267
% Lights	91.5%	96.4%	97.7%	92.8%	**95.4%**	-	97.8%	96.1%	96.5%	0%	**96.2%**	-	95.1%	96.0%	91.8%	100%	**93.0%**	-	97.2%	97.3%	96.8%	0%	**97.1%**	-	95.5%
Articulated Trucks	4	1	2	2	**9**	-	0	2	1	0	**3**	-	1	0	1	0	**2**	-	3	0	0	0	**3**	-	17
% Articulated Trucks	0.6%	0%	0.6%	2.9%	**0.3%**	-	0%	0.1%	0.4%	0%	**0.1%**	-	0.4%	0%	0.1%	0%	**0.2%**	-	1.1%	0%	0%	0%	**0.5%**	-	0.2%
Buses and Single-Unit Trucks	56	74	6	3	**139**	-	4	82	7	1	**94**	-	10	5	60	0	**75**	-	5	3	5	0	**13**	-	321

Leg	Minaret Rd						Minaret Rd						Forest Trail						Forest Trail						
Direction	Northbound						Southbound						Eastbound						Westbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
% Buses and Single-Unit Trucks	7.9%	3.4%	1.7%	4.3%	**4.2%**	-	2.2%	3.7%	3.1%	100%	**3.6%**	-	4.5%	3.4%	8.1%	0%	**6.7%**	-	1.8%	2.7%	2.7%	0%	**2.2%**	-	4.2%
Bicycles on Road	0	3	0	0	**3**	-	0	2	0	0	**2**	-	0	1	0	0	**1**	-	0	0	1	0	**1**	-	7
% Bicycles on Road	0%	0.1%	0%	0%	**0.1%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0.7%	0%	0%	**0.1%**	-	0%	0%	0.5%	0%	**0.2%**	-	0.1%
Pedestrians	-	-	-	-	-	64	-	-	-	-	-	14	-	-	-	-	-	10	-	-	-	-	-	35	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	97.2%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	2.8%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Meridian Blvd and College Pkwy - TMC

Thu Jan 15, 2026
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1370440, Location: 37.640074, -118.955683

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg / Direction	College Pkwy Northbound						Wagon Wheel Rd Southbound						Meridian Blvd Eastbound						Meridian Blvd Westbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2026-01-15 12:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
12:15AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
12:30AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
12:45AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
1:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
1:15AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
1:30AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
1:45AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
2:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
2:15AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
2:30AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
2:45AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
3:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
3:15AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
3:30AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
3:45AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
4:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
4:15AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
4:30AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
4:45AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
5:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
5:15AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
5:30AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
5:45AM	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
6:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
6:15AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
6:30AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
6:45AM	0	0	0	0	**0**	0	0	0	1	0	**1**	3	0	0	0	0	**0**	3	0	0	0	0	**0**	0	**1**
Hourly Total	0	0	0	0	**0**	0	0	0	1	0	**1**	3	0	0	0	0	**0**	3	0	0	0	0	**0**	0	**1**
7:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	3	0	0	0	0	**0**	2	0	0	0	0	**0**	0	**0**
7:15AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
7:30AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
7:45AM	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	4	0	0	0	0	**0**	2	0	0	0	0	**0**	0	**0**
8:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
8:15AM	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
8:30AM	0	0	0	0	**0**	0	0	0	0	0	**0**	3	0	0	0	0	**0**	1	0	0	0	0	**0**	0	**0**
8:45AM	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	5	0	0	0	0	**0**	1	0	0	0	0	**0**	0	**0**
9:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
9:15AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
9:30AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
9:45AM	0	0	0	0	**0**	0	0	0	0	0	**0**	2	0	0	0	0	**0**	2	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	3	0	0	0	0	**0**	2	0	0	0	0	**0**	0	**0**
10:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
10:15AM	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
10:30AM	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	0	0	0	0	0	**0**	1	**0**

Leg	College Pkwy						Wagon Wheel Rd						Meridian Blvd						Meridian Blvd						
Direction	Northbound						Southbound						Eastbound						Westbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
10:45AM	0	0	0	0	**0**	1	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	1	**0**
Hourly Total	0	0	0	0	**0**	1	0	0	0	0	**0**	3	0	0	0	0	**0**	1	0	0	0	0	**0**	2	**0**
11:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
11:15AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	1	**1**
11:30AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
11:45AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	1	**1**
12:00PM	0	0	0	0	**0**	0	0	0	0	0	**0**	2	0	0	0	0	**0**	2	0	0	0	0	**0**	0	**0**
12:15PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
12:30PM	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
12:45PM	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	1	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	4	0	0	0	0	**0**	3	0	0	0	0	**0**	0	**0**
1:00PM	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
1:15PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
1:30PM	0	0	0	0	**0**	0	0	0	0	0	**0**	2	0	0	0	0	**0**	2	0	0	0	0	**0**	0	**0**
1:45PM	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	4	0	0	0	0	**0**	2	0	0	0	0	**0**	0	**0**
2:00PM	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
2:15PM	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
2:30PM	0	0	0	0	**0**	0	0	0	0	0	**0**	2	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
2:45PM	0	0	0	0	**0**	0	0	0	0	0	**0**	2	0	0	0	0	**0**	1	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	6	0	0	0	0	**0**	1	0	0	0	0	**0**	0	**0**
3:00PM	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
3:15PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
3:30PM	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
3:45PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	2	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
4:00PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
4:15PM	0	0	0	0	**0**	0	0	0	1	0	**1**	1	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
4:30PM	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
4:45PM	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	1	0	1	0	0	**1**	0	**1**
Hourly Total	0	0	0	0	**0**	0	0	0	1	0	**1**	3	0	0	0	0	**0**	1	0	1	0	0	**1**	0	**2**
5:00PM	0	0	0	0	**0**	0	0	0	0	0	**0**	3	0	0	0	0	**0**	2	0	0	0	0	**0**	0	**0**
5:15PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
5:30PM	0	0	0	0	**0**	0	0	0	0	0	**0**	2	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
5:45PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	5	0	0	0	0	**0**	2	0	0	0	0	**0**	0	**0**
6:00PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
6:15PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
6:30PM	0	2	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**2**
6:45PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	2	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**2**
7:00PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
7:15PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
7:30PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
7:45PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
8:00PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
8:15PM	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
8:30PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
8:45PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
9:00PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
9:15PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
9:30PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
9:45PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
10:00PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
10:15PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
10:30PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**

Leg	College Pkwy						Wagon Wheel Rd						Meridian Blvd						Meridian Blvd						
Direction	Northbound						Southbound						Eastbound						Westbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
10:45PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
11:00PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
11:15PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
11:30PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
11:45PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Total	0	2	0	0	**2**	1	0	0	2	0	**2**	44	0	1	0	0	**1**	18	0	1	0	0	**1**	3	**6**
% Approach	0%	100%	0%	0%	**-**	-	0%	0%	100%	0%	**-**	-	0%	100%	0%	0%	**-**	-	0%	100%	0%	0%	**-**	-	-
% Total	0%	33.3%	0%	0%	**33.3%**	-	0%	0%	33.3%	0%	**33.3%**	-	0%	16.7%	0%	0%	**16.7%**	-	0%	16.7%	0%	0%	**16.7%**	-	-
Lights	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Lights	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Bicycles on Road	0	2	0	0	**2**	-	0	0	2	0	**2**	-	0	1	0	0	**1**	-	0	1	0	0	**1**	-	6
% Bicycles on Road	0%	100%	0%	0%	**100%**	-	0%	0%	100%	0%	**100%**	-	0%	100%	0%	0%	**100%**	-	0%	100%	0%	0%	**100%**	-	100%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	43	-	-	-	-	-	18	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	97.7%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	2.3%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Main St and Minaret Rd - TMC

Thu Jan 15, 2026
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1370541, Location: 37.648369, -118.983061

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg	Minaret Rd					Minaret Rd					Lake Mary Rd					Main St					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2026-01-15 12:00AM	0	2	0	0	**2**	4	3	0	0	**7**	0	1	0	0	**1**	2	2	3	0	**7**	**17**
12:15AM	2	0	0	0	**2**	6	1	2	0	**9**	0	3	1	0	**4**	0	4	3	0	**7**	**22**
12:30AM	0	0	0	0	**0**	4	1	0	0	**5**	0	0	1	0	**1**	0	5	3	0	**8**	**14**
12:45AM	0	0	0	0	**0**	4	2	0	0	**6**	0	0	0	0	**0**	0	2	2	0	**4**	**10**
Hourly Total	2	2	0	0	**4**	18	7	2	0	**27**	0	4	2	0	**6**	2	13	11	0	**26**	**63**
1:00AM	0	0	0	0	**0**	2	0	0	0	**2**	0	0	0	0	**0**	0	5	1	0	**6**	**8**
1:15AM	1	1	0	0	**2**	2	0	0	0	**2**	0	0	0	0	**0**	0	1	2	0	**3**	**7**
1:30AM	0	0	0	0	**0**	5	2	2	0	**9**	1	1	0	0	**2**	0	1	1	0	**2**	**13**
1:45AM	1	1	0	0	**2**	6	3	0	0	**9**	0	3	2	0	**5**	0	4	0	0	**4**	**20**
Hourly Total	2	2	0	0	**4**	15	5	2	0	**22**	1	4	2	0	**7**	0	11	4	0	**15**	**48**
2:00AM	0	0	0	0	**0**	2	0	0	0	**2**	0	0	0	0	**0**	1	0	0	1	**2**	**4**
2:15AM	1	0	0	0	**1**	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**2**
2:30AM	1	1	0	0	**2**	1	0	0	0	**1**	0	2	0	0	**2**	0	1	1	0	**2**	**7**
2:45AM	0	1	0	0	**1**	0	1	0	0	**1**	0	0	0	0	**0**	0	2	0	0	**2**	**4**
Hourly Total	2	2	0	0	**4**	4	1	0	0	**5**	0	2	0	0	**2**	1	3	1	1	**6**	**17**
3:00AM	0	0	0	0	**0**	2	0	0	0	**2**	0	0	0	0	**0**	0	1	2	0	**3**	**5**
3:15AM	0	0	0	0	**0**	1	0	0	0	**1**	0	5	0	0	**5**	0	0	1	0	**1**	**7**
3:30AM	0	0	0	0	**0**	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
3:45AM	1	0	0	0	**1**	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	**2**
Hourly Total	1	0	0	0	**1**	4	0	0	0	**4**	0	6	0	0	**6**	0	1	3	0	**4**	**15**
4:00AM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	**1**
4:15AM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	**1**	**1**
4:30AM	0	0	0	0	**0**	0	0	0	0	**0**	1	0	0	0	**1**	0	0	0	0	**0**	**1**
4:45AM	1	1	0	0	**2**	2	0	0	0	**2**	1	0	0	0	**1**	1	1	4	0	**6**	**11**
Hourly Total	1	1	0	0	**2**	2	0	0	0	**2**	2	0	0	0	**2**	1	2	5	0	**8**	**14**
5:00AM	1	1	0	0	**2**	1	0	0	0	**1**	0	1	0	0	**1**	0	0	5	0	**5**	**9**
5:15AM	0	1	0	0	**1**	0	0	0	0	**0**	0	4	0	0	**4**	1	0	3	0	**4**	**9**
5:30AM	1	2	0	0	**3**	1	1	1	0	**3**	0	0	0	0	**0**	0	4	12	0	**16**	**22**
5:45AM	6	1	1	0	**8**	2	0	0	0	**2**	1	2	4	0	**7**	3	5	9	0	**17**	**34**
Hourly Total	8	5	1	0	**14**	4	1	1	0	**6**	1	7	4	0	**12**	4	9	29	0	**42**	**74**
6:00AM	3	9	1	0	**13**	1	0	2	0	**3**	2	15	3	0	**20**	1	6	24	0	**31**	**67**
6:15AM	4	7	0	0	**11**	2	2	0	0	**4**	0	3	1	0	**4**	1	9	15	0	**25**	**44**
6:30AM	3	4	2	0	**9**	3	1	1	0	**5**	2	11	3	0	**16**	1	7	32	0	**40**	**70**
6:45AM	11	10	2	0	**23**	13	2	1	0	**16**	1	18	3	0	**22**	5	34	48	0	**87**	**148**
Hourly Total	21	30	5	0	**56**	19	5	4	0	**28**	5	47	10	0	**62**	8	56	119	0	**183**	**329**
7:00AM	7	15	8	0	**30**	9	0	2	0	**11**	3	20	1	0	**24**	3	30	47	0	**80**	**145**
7:15AM	12	19	3	0	**34**	14	5	2	0	**21**	5	27	5	0	**37**	4	41	56	0	**101**	**193**
7:30AM	19	34	4	0	**57**	18	3	2	0	**23**	8	40	7	0	**55**	4	40	42	0	**86**	**221**
7:45AM	21	35	7	0	**63**	10	4	2	0	**16**	7	41	5	0	**53**	6	66	84	0	**156**	**288**
Hourly Total	59	103	22	0	**184**	51	12	8	0	**71**	23	128	18	0	**169**	17	177	229	0	**423**	**847**
8:00AM	15	45	4	0	**64**	18	9	3	0	**30**	9	34	10	0	**53**	11	57	82	0	**150**	**297**
8:15AM	16	19	7	0	**42**	21	3	10	0	**34**	5	37	4	0	**46**	11	55	79	0	**145**	**267**
8:30AM	9	35	1	0	**45**	15	6	11	0	**32**	5	41	10	0	**56**	9	32	66	0	**107**	**240**
8:45AM	14	27	10	0	**51**	21	12	5	0	**38**	6	33	13	0	**52**	5	39	71	0	**115**	**256**
Hourly Total	54	126	22	0	**202**	75	30	29	0	**134**	25	145	37	0	**207**	36	183	298	0	**517**	**1060**
9:00AM	15	23	3	0	**41**	22	10	6	0	**38**	4	45	10	0	**59**	5	47	48	0	**100**	**238**
9:15AM	16	23	7	0	**46**	24	6	7	0	**37**	7	29	8	0	**44**	6	43	54	0	**103**	**230**
9:30AM	17	17	14	0	**48**	23	16	7	0	**46**	2	47	10	0	**59**	6	43	43	0	**92**	**245**
9:45AM	21	24	5	0	**50**	25	12	3	0	**40**	7	48	15	0	**70**	6	45	46	0	**97**	**257**
Hourly Total	69	87	29	0	**185**	94	44	23	0	**161**	20	169	43	0	**232**	23	178	191	0	**392**	**970**
10:00AM	22	33	14	0	**69**	30	7	7	0	**44**	9	43	9	0	**61**	9	39	43	0	**91**	**265**
10:15AM	23	22	11	0	**56**	26	12	5	0	**43**	4	50	15	0	**69**	15	31	44	0	**90**	**258**
10:30AM	23	16	8	0	**47**	27	12	11	0	**50**	5	35	15	0	**55**	8	45	46	0	**99**	**251**
10:45AM	23	18	5	0	**46**	36	9	4	0	**49**	8	55	11	0	**74**	6	43	42	0	**91**	**260**

Leg	Minaret Rd					Minaret Rd					Lake Mary Rd					Main St					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
Hourly Total	91	89	38	0	**218**	119	40	27	0	**186**	26	183	50	0	**259**	38	158	175	0	**371**	**1034**
11:00AM	18	13	8	0	**39**	41	7	5	0	**53**	4	39	7	0	**50**	7	35	36	0	**78**	**220**
11:15AM	25	16	9	0	**50**	21	9	5	0	**35**	3	42	11	0	**56**	3	42	43	0	**88**	**229**
11:30AM	17	20	9	0	**46**	47	7	5	0	**59**	4	46	6	0	**56**	2	36	26	0	**64**	**225**
11:45AM	18	17	7	0	**42**	48	18	1	0	**67**	3	43	8	0	**54**	3	32	35	0	**70**	**233**
Hourly Total	78	66	33	0	**177**	157	41	16	0	**214**	14	170	32	0	**216**	15	145	140	0	**300**	**907**
12:00PM	12	17	10	0	**39**	41	15	10	0	**66**	6	63	24	0	**93**	11	39	39	0	**89**	**287**
12:15PM	17	9	11	0	**37**	34	13	3	0	**50**	6	54	11	0	**71**	8	30	34	0	**72**	**230**
12:30PM	12	35	11	0	**58**	46	12	5	0	**63**	0	50	22	0	**72**	8	36	42	0	**86**	**279**
12:45PM	19	22	8	0	**49**	47	16	4	0	**67**	6	59	17	0	**82**	7	41	46	0	**94**	**292**
Hourly Total	60	83	40	0	**183**	168	56	22	0	**246**	18	226	74	0	**318**	34	146	161	0	**341**	**1088**
1:00PM	19	20	10	0	**49**	43	31	4	0	**78**	2	57	14	0	**73**	5	60	36	0	**101**	**301**
1:15PM	21	14	3	0	**38**	65	31	9	0	**105**	8	53	12	0	**73**	3	46	20	0	**69**	**285**
1:30PM	17	13	10	0	**40**	55	28	5	0	**88**	4	45	21	0	**70**	10	44	28	1	**83**	**281**
1:45PM	14	8	5	0	**27**	41	23	7	1	**72**	6	42	19	0	**67**	5	40	22	0	**67**	**233**
Hourly Total	71	55	28	0	**154**	204	113	25	1	**343**	20	197	66	0	**283**	23	190	106	1	**320**	**1100**
2:00PM	21	13	9	0	**43**	53	21	13	0	**87**	3	41	7	0	**51**	6	28	23	0	**57**	**238**
2:15PM	18	9	5	0	**32**	52	18	10	0	**80**	2	43	10	0	**55**	4	55	30	0	**89**	**256**
2:30PM	13	13	6	0	**32**	60	29	8	0	**97**	2	48	12	0	**62**	12	37	34	0	**83**	**274**
2:45PM	19	7	10	0	**36**	54	37	14	0	**105**	7	49	16	0	**72**	7	45	31	0	**83**	**296**
Hourly Total	71	42	30	0	**143**	219	105	45	0	**369**	14	181	45	0	**240**	29	165	118	0	**312**	**1064**
3:00PM	18	17	14	0	**49**	61	25	16	0	**102**	6	62	20	0	**88**	4	37	23	0	**64**	**303**
3:15PM	27	16	12	0	**55**	65	31	12	0	**108**	5	70	28	0	**103**	11	48	25	0	**84**	**350**
3:30PM	31	20	7	0	**58**	65	36	15	0	**116**	8	61	31	0	**100**	6	37	31	0	**74**	**348**
3:45PM	19	24	8	0	**51**	74	31	13	0	**118**	10	86	20	0	**116**	8	46	26	0	**80**	**365**
Hourly Total	95	77	41	0	**213**	265	123	56	0	**444**	29	279	99	0	**407**	29	168	105	0	**302**	**1366**
4:00PM	21	14	10	0	**45**	74	31	15	0	**120**	2	76	32	0	**110**	10	49	28	0	**87**	**362**
4:15PM	21	12	15	0	**48**	94	55	11	0	**160**	10	82	16	0	**108**	7	59	21	0	**87**	**403**
4:30PM	20	13	15	0	**48**	92	53	16	0	**161**	5	49	27	0	**81**	7	45	23	1	**76**	**366**
4:45PM	28	15	10	0	**53**	52	30	10	0	**92**	9	71	20	0	**100**	15	47	25	0	**87**	**332**
Hourly Total	90	54	50	0	**194**	312	169	52	0	**533**	26	278	95	0	**399**	39	200	97	1	**337**	**1463**
5:00PM	18	12	9	0	**39**	45	31	7	0	**83**	4	42	22	0	**68**	10	53	29	0	**92**	**282**
5:15PM	19	8	6	0	**33**	40	25	12	0	**77**	4	46	14	0	**64**	4	59	23	1	**87**	**261**
5:30PM	23	19	5	0	**47**	25	11	11	0	**47**	3	52	21	0	**76**	9	59	17	0	**85**	**255**
5:45PM	23	16	5	0	**44**	29	16	6	0	**51**	3	54	34	0	**91**	8	60	20	0	**88**	**274**
Hourly Total	83	55	25	0	**163**	139	83	36	0	**258**	14	194	91	0	**299**	31	231	89	1	**352**	**1072**
6:00PM	21	16	9	0	**46**	17	8	4	0	**29**	7	36	18	0	**61**	9	34	16	0	**59**	**195**
6:15PM	14	12	7	0	**33**	18	15	10	0	**43**	5	36	13	0	**54**	10	30	20	0	**60**	**190**
6:30PM	19	8	2	0	**29**	18	11	4	0	**33**	4	22	7	0	**33**	10	40	18	0	**68**	**163**
6:45PM	24	9	5	0	**38**	15	12	4	0	**31**	5	35	10	0	**50**	5	28	20	0	**53**	**172**
Hourly Total	78	45	23	0	**146**	68	46	22	0	**136**	21	129	48	0	**198**	34	132	74	0	**240**	**720**
7:00PM	10	9	12	0	**31**	7	12	5	0	**24**	4	21	12	1	**38**	3	35	14	1	**53**	**146**
7:15PM	18	7	6	0	**31**	5	16	7	0	**28**	4	28	10	0	**42**	9	34	16	0	**59**	**160**
7:30PM	19	10	2	0	**31**	15	5	7	1	**28**	2	18	5	0	**25**	4	28	17	0	**49**	**133**
7:45PM	14	6	1	0	**21**	10	7	5	0	**22**	3	13	7	0	**23**	1	25	19	0	**45**	**111**
Hourly Total	61	32	21	0	**114**	37	40	24	1	**102**	13	80	34	1	**128**	17	122	66	1	**206**	**550**
8:00PM	17	8	4	0	**29**	12	9	2	0	**23**	5	12	6	0	**23**	0	16	18	0	**34**	**109**
8:15PM	8	7	4	0	**19**	11	8	6	0	**25**	5	14	4	0	**23**	1	15	16	0	**32**	**99**
8:30PM	13	10	7	0	**30**	10	12	7	0	**29**	0	10	9	0	**19**	1	25	16	1	**43**	**121**
8:45PM	9	6	3	0	**18**	8	8	5	0	**21**	4	10	11	0	**25**	3	27	8	0	**38**	**102**
Hourly Total	47	31	18	0	**96**	41	37	20	0	**98**	14	46	30	0	**90**	5	83	58	1	**147**	**431**
9:00PM	6	5	1	0	**12**	13	7	1	0	**21**	2	14	7	0	**23**	3	29	12	0	**44**	**100**
9:15PM	5	4	2	0	**11**	10	6	1	0	**17**	2	11	11	0	**24**	1	26	15	0	**42**	**94**
9:30PM	5	4	3	0	**12**	9	9	1	0	**19**	1	9	6	0	**16**	4	23	11	0	**38**	**85**
9:45PM	3	4	4	0	**11**	10	7	1	0	**18**	3	12	5	0	**20**	0	14	10	0	**24**	**73**
Hourly Total	19	17	10	0	**46**	42	29	4	0	**75**	8	46	29	0	**83**	8	92	48	0	**148**	**352**
10:00PM	8	7	2	0	**17**	10	8	0	0	**18**	2	10	1	0	**13**	2	25	8	0	**35**	**83**
10:15PM	3	3	0	0	**6**	10	5	1	0	**16**	0	9	3	0	**12**	4	15	9	0	**28**	**62**
10:30PM	5	3	2	0	**10**	6	7	0	0	**13**	0	6	1	0	**7**	2	19	5	0	**26**	**56**
10:45PM	2	4	2	0	**8**	5	3	0	0	**8**	0	5	0	0	**5**	1	15	1	0	**17**	**38**

Leg	Minaret Rd					Minaret Rd					Lake Mary Rd					Main St					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
Hourly Total	18	17	6	0	**41**	31	23	1	0	**55**	2	30	5	0	**37**	9	74	23	0	**106**	**239**
11:00PM	2	2	0	0	**4**	2	6	1	0	**9**	0	15	3	0	**18**	1	10	8	0	**19**	**50**
11:15PM	5	0	1	0	**6**	6	3	1	0	**10**	0	3	1	0	**4**	4	8	8	0	**20**	**40**
11:30PM	3	3	0	0	**6**	3	2	1	0	**6**	1	6	4	0	**11**	0	10	5	0	**15**	**38**
11:45PM	1	3	1	0	**5**	3	4	2	0	**9**	2	4	1	0	**7**	0	10	10	0	**20**	**41**
Hourly Total	11	8	2	0	**21**	14	15	5	0	**34**	3	28	9	0	**40**	5	38	31	0	**74**	**169**
Total	1092	1029	444	0	**2565**	2102	1025	424	2	**3553**	299	2579	823	1	**3702**	408	2577	2181	6	**5172**	**14992**
% Approach	42.6%	40.1%	17.3%	0%	-	59.2%	28.8%	11.9%	0.1%	-	8.1%	69.7%	22.2%	0%	-	7.9%	49.8%	42.2%	0.1%	-	-
% Total	7.3%	6.9%	3.0%	0%	**17.1%**	14.0%	6.8%	2.8%	0%	**23.7%**	2.0%	17.2%	5.5%	0%	**24.7%**	2.7%	17.2%	14.5%	0%	**34.5%**	-
Lights	1080	1019	434	0	**2533**	2004	1013	377	2	**3396**	282	2494	821	1	**3598**	401	2515	2064	6	**4986**	14513
% Lights	98.9%	99.0%	97.7%	0%	**98.8%**	95.3%	98.8%	88.9%	100%	**95.6%**	94.3%	96.7%	99.8%	100%	**97.2%**	98.3%	97.6%	94.6%	100%	**96.4%**	96.8%
Articulated Trucks	0	1	1	0	**2**	16	1	1	0	**18**	1	7	0	0	**8**	0	6	10	0	**16**	44
% Articulated Trucks	0%	0.1%	0.2%	0%	**0.1%**	0.8%	0.1%	0.2%	0%	**0.5%**	0.3%	0.3%	0%	0%	**0.2%**	0%	0.2%	0.5%	0%	**0.3%**	0.3%
Buses and Single-Unit Trucks	12	9	9	0	**30**	82	11	46	0	**139**	16	78	2	0	**96**	7	56	107	0	**170**	435
% Buses and Single-Unit Trucks	1.1%	0.9%	2.0%	0%	**1.2%**	3.9%	1.1%	10.8%	0%	**3.9%**	5.4%	3.0%	0.2%	0%	**2.6%**	1.7%	2.2%	4.9%	0%	**3.3%**	2.9%

*L: Left, R: Right, T: Thru, U: U-Turn

Lake Mary Rd and Canyon Blvd - TMC

Thu Jan 15, 2026
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1370539, Location: 37.647878, -118.98443

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg Direction	Canyon Blvd Southbound				Lake Mary Rd Eastbound				Lake Mary Rd Westbound				
Time	L	R	U	**App**	L	T	U	**App**	T	R	U	**App**	**Int**
2026-01-15 12:00AM	0	0	0	**0**	0	1	0	**1**	1	3	0	**4**	**5**
12:15AM	1	0	0	**1**	0	3	0	**3**	5	3	0	**8**	**12**
12:30AM	2	0	0	**2**	0	0	0	**0**	1	5	0	**6**	**8**
12:45AM	0	0	0	**0**	0	0	0	**0**	1	1	0	**2**	**2**
Hourly Total	3	0	0	**3**	0	4	0	**4**	8	12	0	**20**	**27**
1:00AM	0	0	0	**0**	0	0	0	**0**	2	3	0	**5**	**5**
1:15AM	0	0	0	**0**	0	0	0	**0**	2	0	0	**2**	**2**
1:30AM	1	0	0	**1**	0	0	0	**0**	1	1	0	**2**	**3**
1:45AM	2	0	0	**2**	0	1	0	**1**	3	2	0	**5**	**8**
Hourly Total	3	0	0	**3**	0	1	0	**1**	8	6	0	**14**	**18**
2:00AM	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
2:15AM	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
2:30AM	1	0	0	**1**	0	1	0	**1**	1	2	0	**3**	**5**
2:45AM	0	0	0	**0**	0	0	0	**0**	2	0	0	**2**	**2**
Hourly Total	1	0	0	**1**	0	1	0	**1**	3	2	0	**5**	**7**
3:00AM	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	**1**
3:15AM	0	0	0	**0**	0	5	0	**5**	0	0	0	**0**	**5**
3:30AM	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
3:45AM	1	0	0	**1**	0	0	0	**0**	1	0	0	**1**	**2**
Hourly Total	1	0	0	**1**	0	5	0	**5**	1	1	0	**2**	**8**
4:00AM	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	**1**
4:15AM	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
4:30AM	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	**1**
4:45AM	0	0	0	**0**	0	1	0	**1**	2	0	0	**2**	**3**
Hourly Total	1	0	0	**1**	0	1	0	**1**	3	0	0	**3**	**5**
5:00AM	1	0	0	**1**	0	0	0	**0**	1	0	0	**1**	**2**
5:15AM	2	0	0	**2**	0	2	0	**2**	0	0	0	**0**	**4**
5:30AM	0	0	0	**0**	0	0	0	**0**	4	1	0	**5**	**5**
5:45AM	2	0	0	**2**	1	5	0	**6**	4	7	0	**11**	**19**
Hourly Total	5	0	0	**5**	1	7	0	**8**	9	8	0	**17**	**30**
6:00AM	5	1	0	**6**	0	13	0	**13**	7	4	0	**11**	**30**
6:15AM	3	0	0	**3**	0	2	0	**2**	7	5	0	**12**	**17**
6:30AM	7	0	0	**7**	0	7	0	**7**	5	6	0	**11**	**25**
6:45AM	9	0	0	**9**	1	14	0	**15**	23	22	0	**45**	**69**
Hourly Total	24	1	0	**25**	1	36	0	**37**	42	37	0	**79**	**141**
7:00AM	11	2	0	**13**	1	17	0	**18**	18	23	0	**41**	**72**
7:15AM	21	0	0	**21**	1	19	0	**20**	32	26	0	**58**	**99**
7:30AM	20	0	0	**20**	1	33	0	**34**	39	27	0	**66**	**120**
7:45AM	20	2	0	**22**	4	38	0	**42**	51	36	0	**87**	**151**
Hourly Total	72	4	0	**76**	7	107	0	**114**	140	112	0	**252**	**442**
8:00AM	35	2	0	**37**	3	31	0	**34**	45	34	0	**79**	**150**
8:15AM	25	2	0	**27**	3	22	0	**25**	47	35	0	**82**	**134**
8:30AM	24	1	0	**25**	2	32	0	**34**	29	21	0	**50**	**109**
8:45AM	24	2	0	**26**	2	33	0	**35**	28	28	0	**56**	**117**
Hourly Total	108	7	0	**115**	10	118	0	**128**	149	118	0	**267**	**510**
9:00AM	26	4	0	**30**	1	29	0	**30**	36	34	0	**70**	**130**
9:15AM	27	2	0	**29**	3	17	0	**20**	36	28	0	**64**	**113**
9:30AM	23	5	0	**28**	2	33	0	**35**	37	28	0	**65**	**128**
9:45AM	41	2	0	**43**	1	30	0	**31**	41	24	0	**65**	**139**
Hourly Total	117	13	0	**130**	7	109	0	**116**	150	114	0	**264**	**510**
10:00AM	28	6	0	**34**	2	27	0	**29**	49	20	0	**69**	**132**
10:15AM	31	5	0	**36**	6	39	0	**45**	29	25	0	**54**	**135**
10:30AM	28	1	0	**29**	3	25	0	**28**	46	27	0	**73**	**130**
10:45AM	36	2	0	**38**	3	34	0	**37**	43	28	0	**71**	**146**

Leg	Canyon Blvd				Lake Mary Rd				Lake Mary Rd				
Direction	Southbound				Eastbound				Westbound				
Time	L	R	U	**App**	L	T	U	**App**	T	R	U	**App**	**Int**
Hourly Total	123	14	0	**137**	14	125	0	**139**	167	100	0	**267**	**543**
11:00AM	27	1	0	**28**	1	35	0	**36**	24	30	0	**54**	**118**
11:15AM	25	1	0	**26**	2	31	0	**33**	44	25	0	**69**	**128**
11:30AM	27	0	0	**27**	3	27	0	**30**	32	25	0	**57**	**114**
11:45AM	17	2	0	**19**	3	43	0	**46**	25	22	0	**47**	**112**
Hourly Total	96	4	0	**100**	9	136	0	**145**	125	102	0	**227**	**472**
12:00PM	31	0	0	**31**	3	60	0	**63**	27	35	0	**62**	**156**
12:15PM	32	1	0	**33**	2	35	0	**37**	22	26	0	**48**	**118**
12:30PM	23	6	0	**29**	5	43	0	**48**	26	22	0	**48**	**125**
12:45PM	38	2	0	**40**	4	40	0	**44**	36	29	0	**65**	**149**
Hourly Total	124	9	0	**133**	14	178	0	**192**	111	112	0	**223**	**548**
1:00PM	36	4	0	**40**	0	35	0	**35**	49	29	0	**78**	**153**
1:15PM	35	4	0	**39**	4	39	0	**43**	42	32	0	**74**	**156**
1:30PM	26	3	0	**29**	3	40	0	**43**	31	31	0	**62**	**134**
1:45PM	37	2	0	**39**	4	29	0	**33**	29	28	0	**57**	**129**
Hourly Total	134	13	0	**147**	11	143	0	**154**	151	120	0	**271**	**572**
2:00PM	31	4	0	**35**	4	31	0	**35**	40	17	0	**57**	**127**
2:15PM	25	3	0	**28**	1	32	0	**33**	38	40	0	**78**	**139**
2:30PM	29	0	0	**29**	2	27	0	**29**	23	30	0	**53**	**111**
2:45PM	35	6	0	**41**	2	45	0	**47**	33	41	0	**74**	**162**
Hourly Total	120	13	0	**133**	9	135	0	**144**	134	128	0	**262**	**539**
3:00PM	43	3	0	**46**	4	41	0	**45**	33	33	0	**66**	**157**
3:15PM	40	4	0	**44**	5	60	0	**65**	46	39	0	**85**	**194**
3:30PM	55	1	0	**56**	1	52	0	**53**	47	36	0	**83**	**192**
3:45PM	50	3	0	**53**	2	63	0	**65**	37	38	0	**75**	**193**
Hourly Total	188	11	0	**199**	12	216	0	**228**	163	146	0	**309**	**736**
4:00PM	44	3	0	**47**	3	64	0	**67**	48	37	0	**85**	**199**
4:15PM	45	5	0	**50**	3	63	0	**66**	41	45	0	**86**	**202**
4:30PM	34	4	0	**38**	3	65	0	**68**	48	30	0	**78**	**184**
4:45PM	42	6	0	**48**	5	54	0	**59**	38	38	0	**76**	**183**
Hourly Total	165	18	0	**183**	14	246	0	**260**	175	150	0	**325**	**768**
5:00PM	42	2	0	**44**	3	33	0	**36**	41	35	0	**76**	**156**
5:15PM	29	3	0	**32**	7	36	0	**43**	46	39	0	**85**	**160**
5:30PM	32	0	0	**32**	3	46	0	**49**	39	33	0	**72**	**153**
5:45PM	38	2	0	**40**	2	42	0	**44**	48	38	0	**86**	**170**
Hourly Total	141	7	0	**148**	15	157	0	**172**	174	145	0	**319**	**639**
6:00PM	30	5	0	**35**	3	31	0	**34**	21	29	0	**50**	**119**
6:15PM	25	1	0	**26**	1	26	0	**27**	23	29	0	**52**	**105**
6:30PM	15	2	0	**17**	2	18	0	**20**	37	21	0	**58**	**95**
6:45PM	27	2	0	**29**	3	17	0	**20**	29	23	0	**52**	**101**
Hourly Total	97	10	0	**107**	9	92	0	**101**	110	102	0	**212**	**420**
7:00PM	26	0	0	**26**	1	15	0	**16**	23	25	0	**48**	**90**
7:15PM	16	0	0	**16**	1	21	0	**22**	38	22	0	**60**	**98**
7:30PM	13	2	0	**15**	0	10	0	**10**	27	25	0	**52**	**77**
7:45PM	7	3	0	**10**	1	11	0	**12**	25	18	0	**43**	**65**
Hourly Total	62	5	0	**67**	3	57	0	**60**	113	90	0	**203**	**330**
8:00PM	13	6	0	**19**	4	8	0	**12**	19	17	0	**36**	**67**
8:15PM	13	1	0	**14**	1	8	0	**9**	16	16	0	**32**	**55**
8:30PM	11	1	0	**12**	2	9	0	**11**	23	20	0	**43**	**66**
8:45PM	10	1	0	**11**	0	7	0	**7**	19	23	0	**42**	**60**
Hourly Total	47	9	0	**56**	7	32	0	**39**	77	76	0	**153**	**248**
9:00PM	13	0	0	**13**	1	5	0	**6**	26	15	0	**41**	**60**
9:15PM	12	1	0	**13**	1	6	0	**7**	18	15	0	**33**	**53**
9:30PM	7	0	0	**7**	1	6	0	**7**	19	11	0	**30**	**44**
9:45PM	11	0	0	**11**	1	8	0	**9**	9	9	0	**18**	**38**
Hourly Total	43	1	0	**44**	4	25	0	**29**	72	50	0	**122**	**195**
10:00PM	8	0	0	**8**	0	4	0	**4**	18	15	0	**33**	**45**
10:15PM	6	0	0	**6**	1	5	0	**6**	13	6	0	**19**	**31**
10:30PM	5	0	0	**5**	0	2	0	**2**	10	14	0	**24**	**31**
10:45PM	2	0	0	**2**	0	3	0	**3**	8	10	0	**18**	**23**

Leg Direction	Canyon Blvd Southbound				Lake Mary Rd Eastbound				Lake Mary Rd Westbound				
Time	L	R	U	**App**	L	T	U	**App**	T	R	U	**App**	**Int**
Hourly Total	21	0	0	**21**	1	14	0	**15**	49	45	0	**94**	**130**
11:00PM	7	0	0	**7**	0	9	0	**9**	5	5	0	**10**	**26**
11:15PM	2	0	0	**2**	0	2	0	**2**	11	5	0	**16**	**20**
11:30PM	8	0	0	**8**	0	4	0	**4**	8	6	0	**14**	**26**
11:45PM	4	0	0	**4**	0	4	0	**4**	9	5	0	**14**	**22**
Hourly Total	21	0	0	**21**	0	19	0	**19**	33	21	0	**54**	**94**
Total	1717	139	0	**1856**	148	1964	0	**2112**	2167	1797	0	**3964**	**7932**
% Approach	92.5%	7.5%	0%	**-**	7.0%	93.0%	0%	**-**	54.7%	45.3%	0%	**-**	-
% Total	21.6%	1.8%	0%	**23.4%**	1.9%	24.8%	0%	**26.6%**	27.3%	22.7%	0%	**50.0%**	-
Lights	1648	127	0	**1775**	115	1934	0	**2049**	2117	1738	0	**3855**	7679
% Lights	96.0%	91.4%	0%	**95.6%**	77.7%	98.5%	0%	**97.0%**	97.7%	96.7%	0%	**97.3%**	96.8%
Articulated Trucks	4	0	0	**4**	0	2	0	**2**	1	3	0	**4**	10
% Articulated Trucks	0.2%	0%	0%	**0.2%**	0%	0.1%	0%	**0.1%**	0%	0.2%	0%	**0.1%**	0.1%
Buses and Single-Unit Trucks	65	12	0	**77**	33	28	0	**61**	49	56	0	**105**	243
% Buses and Single-Unit Trucks	3.8%	8.6%	0%	**4.1%**	22.3%	1.4%	0%	**2.9%**	2.3%	3.1%	0%	**2.6%**	3.1%

*L: Left, R: Right, T: Thru, U: U-Turn

HAWK signal on CA-203 Ped/Bike_Crossing Move... - Ped & Bike Pathway

Thu Jan 15, 2026
Full Length (12 AM-12 AM (+1))
All Classes (Pedestrians, Bicycles, Bicycles)
All Channels
ID: 1370545, Location: 37.651019, -118.984841

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg	West		East		
Direction	Eastbound		Westbound		
Time	T	**App**	T	**App**	**Int**
2026-01-15 12:00AM	1	**1**	0	**0**	**1**
12:15AM	0	**0**	0	**0**	**0**
12:30AM	0	**0**	0	**0**	**0**
12:45AM	0	**0**	0	**0**	**0**
Hourly Total	1	**1**	0	**0**	**0**
1:00AM	0	**0**	0	**0**	**0**
1:15AM	0	**0**	0	**0**	**0**
1:30AM	0	**0**	0	**0**	**0**
1:45AM	0	**0**	0	**0**	**0**
Hourly Total	0	**0**	0	**0**	**0**
2:00AM	0	**0**	0	**0**	**0**
2:15AM	0	**0**	0	**0**	**0**
2:30AM	0	**0**	0	**0**	**0**
2:45AM	0	**0**	0	**0**	**0**
Hourly Total	0	**0**	0	**0**	**0**
3:00AM	0	**0**	0	**0**	**0**
3:15AM	0	**0**	0	**0**	**0**
3:30AM	0	**0**	0	**0**	**0**
3:45AM	0	**0**	0	**0**	**0**
Hourly Total	0	**0**	0	**0**	**0**
4:00AM	0	**0**	0	**0**	**0**
4:15AM	0	**0**	0	**0**	**0**
4:30AM	0	**0**	0	**0**	**0**
4:45AM	0	**0**	0	**0**	**0**
Hourly Total	0	**0**	0	**0**	**0**
5:00AM	0	**0**	0	**0**	**0**
5:15AM	0	**0**	0	**0**	**0**
5:30AM	0	**0**	0	**0**	**0**
5:45AM	0	**0**	1	**1**	**1**
Hourly Total	0	**0**	1	**1**	**0**
6:00AM	0	**0**	0	**0**	**0**
6:15AM	1	**1**	0	**0**	**1**
6:30AM	0	**0**	0	**0**	**0**
6:45AM	1	**1**	7	**7**	**8**
Hourly Total	2	**2**	7	**7**	**0**
7:00AM	0	**0**	0	**0**	**0**
7:15AM	2	**2**	5	**5**	**7**
7:30AM	0	**0**	2	**2**	**2**
7:45AM	2	**2**	6	**6**	**8**
Hourly Total	4	**4**	13	**13**	**0**
8:00AM	0	**0**	6	**6**	**6**
8:15AM	4	**4**	10	**10**	**14**
8:30AM	4	**4**	9	**9**	**13**
8:45AM	11	**11**	8	**8**	**19**
Hourly Total	19	**19**	33	**33**	**0**
9:00AM	6	**6**	8	**8**	**14**
9:15AM	5	**5**	10	**10**	**15**
9:30AM	2	**2**	12	**12**	**14**
9:45AM	1	**1**	6	**6**	**7**
Hourly Total	14	**14**	36	**36**	**0**
10:00AM	3	**3**	14	**14**	**17**
10:15AM	2	**2**	6	**6**	**8**
10:30AM	3	**3**	5	**5**	**8**

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
10:45AM	6	**6**	8	**8**	**14**
Hourly Total	14	**14**	33	**33**	**0**
11:00AM	2	**2**	13	**13**	**15**
11:15AM	1	**1**	6	**6**	**7**
11:30AM	11	**11**	11	**11**	**22**
11:45AM	5	**5**	8	**8**	**13**
Hourly Total	19	**19**	38	**38**	**0**
12:00PM	13	**13**	9	**9**	**22**
12:15PM	8	**8**	13	**13**	**21**
12:30PM	5	**5**	14	**14**	**19**
12:45PM	10	**10**	16	**16**	**26**
Hourly Total	36	**36**	52	**52**	**0**
1:00PM	3	**3**	1	**1**	**4**
1:15PM	5	**5**	15	**15**	**20**
1:30PM	3	**3**	8	**8**	**11**
1:45PM	2	**2**	7	**7**	**9**
Hourly Total	13	**13**	31	**31**	**0**
2:00PM	6	**6**	3	**3**	**9**
2:15PM	6	**6**	1	**1**	**7**
2:30PM	8	**8**	17	**17**	**25**
2:45PM	11	**11**	9	**9**	**20**
Hourly Total	31	**31**	30	**30**	**0**
3:00PM	1	**1**	4	**4**	**5**
3:15PM	12	**12**	6	**6**	**18**
3:30PM	4	**4**	8	**8**	**12**
3:45PM	4	**4**	7	**7**	**11**
Hourly Total	21	**21**	25	**25**	**0**
4:00PM	5	**5**	2	**2**	**7**
4:15PM	20	**20**	13	**13**	**33**
4:30PM	7	**7**	13	**13**	**20**
4:45PM	15	**15**	35	**35**	**50**
Hourly Total	47	**47**	63	**63**	**0**
5:00PM	11	**11**	14	**14**	**25**
5:15PM	6	**6**	6	**6**	**12**
5:30PM	0	**0**	4	**4**	**4**
5:45PM	8	**8**	27	**27**	**35**
Hourly Total	25	**25**	51	**51**	**0**
6:00PM	19	**19**	28	**28**	**47**
6:15PM	8	**8**	9	**9**	**17**
6:30PM	21	**21**	13	**13**	**34**
6:45PM	10	**10**	10	**10**	**20**
Hourly Total	58	**58**	60	**60**	**0**
7:00PM	8	**8**	6	**6**	**14**
7:15PM	10	**10**	9	**9**	**19**
7:30PM	11	**11**	9	**9**	**20**
7:45PM	9	**9**	11	**11**	**20**
Hourly Total	38	**38**	35	**35**	**0**
8:00PM	5	**5**	0	**0**	**5**
8:15PM	9	**9**	4	**4**	**13**
8:30PM	23	**23**	0	**0**	**23**
8:45PM	16	**16**	2	**2**	**18**
Hourly Total	53	**53**	6	**6**	**0**
9:00PM	6	**6**	2	**2**	**8**
9:15PM	5	**5**	0	**0**	**5**
9:30PM	6	**6**	0	**0**	**6**
9:45PM	4	**4**	6	**6**	**10**
Hourly Total	21	**21**	8	**8**	**0**
10:00PM	2	**2**	0	**0**	**2**
10:15PM	0	**0**	0	**0**	**0**

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
10:30PM	0	**0**	2	**2**	**2**
10:45PM	0	**0**	0	**0**	**0**
Hourly Total	2	**2**	2	**2**	**0**
11:00PM	0	**0**	0	**0**	**0**
11:15PM	0	**0**	0	**0**	**0**
11:30PM	3	**3**	2	**2**	**5**
11:45PM	0	**0**	0	**0**	**0**
Hourly Total	3	**3**	2	**2**	**0**
Total	421	**421**	526	**526**	**947**
% Approach	100%	**-**	100%	**-**	-
% Total	44.5%	**44.5%**	55.5%	**55.5%**	-
Bicycles	**0**	**0**	0		
% Bicycles	0%	**0%**	0%	**0%**	0%
Pedestrians	421	421	523	523	944
% Pedestrians	100%	100%	100%	99.4%	99.7%
Bicycles	0	0	3	3	3
% Bicycles	-	0%	100%	0.6%	0.3%

*T: Thru

HAWK signal on CA-203 Bike_Movements Along R... - Ped & Bike Pathway

Thu Jan 15, 2026
Full Length (12 AM-12 AM (+1))
All Classes (Bicycles, Bicycles)
All Channels
ID: 1372223, Location: 37.652146, -118.985003

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg Direction	South Northbound			North Southbound			
Time	NB CA-203	SB CA-203	**App**	NB CA-203	SB CA-203	**App**	**Int**
2026-01-15 12:00AM	0	0	**0**	0	0	**0**	**0**
12:15AM	0	0	**0**	0	0	**0**	**0**
12:30AM	0	0	**0**	0	0	**0**	**0**
12:45AM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
1:00AM	0	0	**0**	0	0	**0**	**0**
1:15AM	0	0	**0**	0	0	**0**	**0**
1:30AM	0	0	**0**	0	0	**0**	**0**
1:45AM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
2:00AM	0	0	**0**	0	0	**0**	**0**
2:15AM	0	0	**0**	0	0	**0**	**0**
2:30AM	0	0	**0**	0	0	**0**	**0**
2:45AM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
3:00AM	0	0	**0**	0	0	**0**	**0**
3:15AM	0	0	**0**	0	0	**0**	**0**
3:30AM	0	0	**0**	0	0	**0**	**0**
3:45AM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
4:00AM	0	0	**0**	0	0	**0**	**0**
4:15AM	0	0	**0**	0	0	**0**	**0**
4:30AM	0	0	**0**	0	0	**0**	**0**
4:45AM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
5:00AM	0	0	**0**	0	0	**0**	**0**
5:15AM	0	0	**0**	0	0	**0**	**0**
5:30AM	0	0	**0**	0	0	**0**	**0**
5:45AM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
6:00AM	0	0	**0**	0	0	**0**	**0**
6:15AM	0	0	**0**	0	0	**0**	**0**
6:30AM	0	0	**0**	0	0	**0**	**0**
6:45AM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
7:00AM	0	0	**0**	0	0	**0**	**0**
7:15AM	2	0	**2**	0	0	**0**	**2**
7:30AM	1	0	**1**	0	0	**0**	**1**
7:45AM	0	0	**0**	0	0	**0**	**0**
Hourly Total	3	0	**3**	0	0	**0**	**0**
8:00AM	0	0	**0**	0	0	**0**	**0**
8:15AM	0	0	**0**	0	0	**0**	**0**
8:30AM	1	0	**1**	0	0	**0**	**1**
8:45AM	0	0	**0**	0	0	**0**	**0**
Hourly Total	1	0	**1**	0	0	**0**	**0**
9:00AM	0	0	**0**	0	0	**0**	**0**
9:15AM	0	0	**0**	0	0	**0**	**0**
9:30AM	0	0	**0**	0	0	**0**	**0**
9:45AM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
10:00AM	0	0	**0**	0	0	**0**	**0**
10:15AM	0	0	**0**	0	0	**0**	**0**
10:30AM	0	0	**0**	0	0	**0**	**0**

Leg	South			North			
Direction	Northbound			Southbound			
Time	NB CA-203	SB CA-203	**App**	NB CA-203	SB CA-203	**App**	**Int**
10:45AM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
11:00AM	0	0	**0**	0	0	**0**	**0**
11:15AM	0	0	**0**	0	0	**0**	**0**
11:30AM	0	0	**0**	0	0	**0**	**0**
11:45AM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
12:00PM	0	0	**0**	0	0	**0**	**0**
12:15PM	0	0	**0**	0	0	**0**	**0**
12:30PM	0	0	**0**	0	0	**0**	**0**
12:45PM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
1:00PM	1	0	**1**	0	0	**0**	**1**
1:15PM	0	0	**0**	0	0	**0**	**0**
1:30PM	0	0	**0**	0	0	**0**	**0**
1:45PM	0	0	**0**	0	0	**0**	**0**
Hourly Total	1	0	**1**	0	0	**0**	**0**
2:00PM	0	0	**0**	1	0	**1**	**1**
2:15PM	0	0	**0**	0	0	**0**	**0**
2:30PM	0	0	**0**	0	0	**0**	**0**
2:45PM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	1	0	**1**	**0**
3:00PM	0	0	**0**	0	0	**0**	**0**
3:15PM	0	0	**0**	0	0	**0**	**0**
3:30PM	0	0	**0**	0	0	**0**	**0**
3:45PM	1	0	**1**	0	0	**0**	**1**
Hourly Total	1	0	**1**	0	0	**0**	**0**
4:00PM	0	0	**0**	0	0	**0**	**0**
4:15PM	0	0	**0**	0	0	**0**	**0**
4:30PM	0	0	**0**	0	0	**0**	**0**
4:45PM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
5:00PM	1	0	**1**	0	0	**0**	**1**
5:15PM	0	0	**0**	0	0	**0**	**0**
5:30PM	0	0	**0**	0	0	**0**	**0**
5:45PM	0	0	**0**	0	0	**0**	**0**
Hourly Total	1	0	**1**	0	0	**0**	**0**
6:00PM	0	0	**0**	0	0	**0**	**0**
6:15PM	0	0	**0**	0	0	**0**	**0**
6:30PM	0	0	**0**	0	0	**0**	**0**
6:45PM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
7:00PM	0	0	**0**	0	0	**0**	**0**
7:15PM	0	0	**0**	0	0	**0**	**0**
7:30PM	0	0	**0**	0	0	**0**	**0**
7:45PM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
8:00PM	0	0	**0**	0	0	**0**	**0**
8:15PM	0	0	**0**	0	0	**0**	**0**
8:30PM	0	0	**0**	0	0	**0**	**0**
8:45PM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
9:00PM	0	0	**0**	0	0	**0**	**0**
9:15PM	0	0	**0**	0	0	**0**	**0**
9:30PM	0	0	**0**	0	0	**0**	**0**
9:45PM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
10:00PM	0	0	**0**	0	0	**0**	**0**
10:15PM	0	0	**0**	0	0	**0**	**0**

Leg Direction	South Northbound			North Southbound			
Time	NB CA-203	SB CA-203	**App**	NB CA-203	SB CA-203	**App**	**Int**
10:30PM	0	0	**0**	0	0	**0**	**0**
10:45PM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
11:00PM	0	0	**0**	0	0	**0**	**0**
11:15PM	0	0	**0**	0	0	**0**	**0**
11:30PM	0	0	**0**	0	0	**0**	**0**
11:45PM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
Total	7	0	**7**	1	0	**1**	**8**
% Approach	100%	0%	**-**	100%	0%	**-**	-
% Total	87.5%	0%	**87.5%**	12.5%	0%	**12.5%**	-
Bicycles	**0**	**0**	0				
% Bicycles	0%	0%	**0%**	0%	0%	**0%**	0%
Bicycles	7	0	7	1	0	1	8
% Bicycles	100%	0%	100%	100%	0%	100%	100.0%

Canyon Blvd in the Village Ped/Bike_Crossing... - Ped & Bike Pathway

Thu Jan 15, 2026
Full Length (12 AM-12 AM (+1))
All Classes (Pedestrians, Bicycles)
All Channels
ID: 1370546, Location: 37.649719, -118.985366

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
2026-01-15 12:00AM	0	**0**	0	**0**	**0**
12:15AM	0	**0**	0	**0**	**0**
12:30AM	0	**0**	0	**0**	**0**
12:45AM	0	**0**	0	**0**	**0**
Hourly Total	0	**0**	0	**0**	**0**
1:00AM	0	**0**	0	**0**	**0**
1:15AM	0	**0**	0	**0**	**0**
1:30AM	0	**0**	0	**0**	**0**
1:45AM	0	**0**	0	**0**	**0**
Hourly Total	0	**0**	0	**0**	**0**
2:00AM	0	**0**	0	**0**	**0**
2:15AM	0	**0**	0	**0**	**0**
2:30AM	0	**0**	0	**0**	**0**
2:45AM	0	**0**	0	**0**	**0**
Hourly Total	0	**0**	0	**0**	**0**
3:00AM	0	**0**	0	**0**	**0**
3:15AM	0	**0**	0	**0**	**0**
3:30AM	0	**0**	0	**0**	**0**
3:45AM	0	**0**	0	**0**	**0**
Hourly Total	0	**0**	0	**0**	**0**
4:00AM	0	**0**	0	**0**	**0**
4:15AM	0	**0**	0	**0**	**0**
4:30AM	0	**0**	0	**0**	**0**
4:45AM	0	**0**	0	**0**	**0**
Hourly Total	0	**0**	0	**0**	**0**
5:00AM	0	**0**	1	**1**	**1**
5:15AM	0	**0**	0	**0**	**0**
5:30AM	0	**0**	0	**0**	**0**
5:45AM	1	**1**	0	**0**	**1**
Hourly Total	1	**1**	1	**1**	**0**
6:00AM	0	**0**	2	**2**	**2**
6:15AM	0	**0**	0	**0**	**0**
6:30AM	0	**0**	0	**0**	**0**
6:45AM	2	**2**	1	**1**	**3**
Hourly Total	2	**2**	3	**3**	**0**
7:00AM	1	**1**	0	**0**	**1**
7:15AM	18	**18**	0	**0**	**18**
7:30AM	8	**8**	2	**2**	**10**
7:45AM	15	**15**	3	**3**	**18**
Hourly Total	42	**42**	5	**5**	**0**
8:00AM	22	**22**	4	**4**	**26**
8:15AM	18	**18**	3	**3**	**21**
8:30AM	31	**31**	0	**0**	**31**
8:45AM	30	**30**	9	**9**	**39**
Hourly Total	101	**101**	16	**16**	**0**
9:00AM	26	**26**	2	**2**	**28**
9:15AM	40	**40**	4	**4**	**44**
9:30AM	21	**21**	2	**2**	**23**
9:45AM	19	**19**	2	**2**	**21**
Hourly Total	106	**106**	10	**10**	**0**
10:00AM	19	**19**	5	**5**	**24**
10:15AM	12	**12**	3	**3**	**15**
10:30AM	6	**6**	6	**6**	**12**

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
10:45AM	7	**7**	1	**1**	**8**
Hourly Total	44	**44**	15	**15**	**0**
11:00AM	11	**11**	4	**4**	**15**
11:15AM	19	**19**	6	**6**	**25**
11:30AM	11	**11**	4	**4**	**15**
11:45AM	7	**7**	12	**12**	**19**
Hourly Total	48	**48**	26	**26**	**0**
12:00PM	6	**6**	16	**16**	**22**
12:15PM	7	**7**	5	**5**	**12**
12:30PM	8	**8**	13	**13**	**21**
12:45PM	7	**7**	7	**7**	**14**
Hourly Total	28	**28**	41	**41**	**0**
1:00PM	2	**2**	12	**12**	**14**
1:15PM	1	**1**	11	**11**	**12**
1:30PM	7	**7**	9	**9**	**16**
1:45PM	8	**8**	7	**7**	**15**
Hourly Total	18	**18**	39	**39**	**0**
2:00PM	4	**4**	6	**6**	**10**
2:15PM	7	**7**	26	**26**	**33**
2:30PM	5	**5**	29	**29**	**34**
2:45PM	9	**9**	16	**16**	**25**
Hourly Total	25	**25**	77	**77**	**0**
3:00PM	11	**11**	22	**22**	**33**
3:15PM	1	**1**	10	**10**	**11**
3:30PM	3	**3**	32	**32**	**35**
3:45PM	1	**1**	22	**22**	**23**
Hourly Total	16	**16**	86	**86**	**0**
4:00PM	6	**6**	35	**35**	**41**
4:15PM	11	**11**	46	**46**	**57**
4:30PM	20	**20**	36	**36**	**56**
4:45PM	25	**25**	21	**21**	**46**
Hourly Total	62	**62**	138	**138**	**0**
5:00PM	5	**5**	8	**8**	**13**
5:15PM	26	**26**	7	**7**	**33**
5:30PM	8	**8**	6	**6**	**14**
5:45PM	10	**10**	11	**11**	**21**
Hourly Total	49	**49**	32	**32**	**0**
6:00PM	6	**6**	9	**9**	**15**
6:15PM	11	**11**	7	**7**	**18**
6:30PM	5	**5**	11	**11**	**16**
6:45PM	1	**1**	4	**4**	**5**
Hourly Total	23	**23**	31	**31**	**0**
7:00PM	2	**2**	0	**0**	**2**
7:15PM	3	**3**	9	**9**	**12**
7:30PM	2	**2**	8	**8**	**10**
7:45PM	3	**3**	6	**6**	**9**
Hourly Total	10	**10**	23	**23**	**0**
8:00PM	0	**0**	16	**16**	**16**
8:15PM	4	**4**	5	**5**	**9**
8:30PM	5	**5**	9	**9**	**14**
8:45PM	0	**0**	0	**0**	**0**
Hourly Total	9	**9**	30	**30**	**0**
9:00PM	1	**1**	0	**0**	**1**
9:15PM	1	**1**	0	**0**	**1**
9:30PM	0	**0**	6	**6**	**6**
9:45PM	0	**0**	0	**0**	**0**
Hourly Total	2	**2**	6	**6**	**0**
10:00PM	2	**2**	0	**0**	**2**
10:15PM	0	**0**	0	**0**	**0**

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
10:30PM	1	**1**	0	**0**	**1**
10:45PM	0	**0**	0	**0**	**0**
Hourly Total	3	**3**	0	**0**	**0**
11:00PM	0	**0**	0	**0**	**0**
11:15PM	0	**0**	0	**0**	**0**
11:30PM	0	**0**	0	**0**	**0**
11:45PM	0	**0**	0	**0**	**0**
Hourly Total	0	**0**	0	**0**	**0**
Total	589	**589**	579	**579**	**1168**
% Approach	100%	**-**	100%	**-**	-
% Total	50.4%	**50.4%**	49.6%	**49.6%**	-
Bicycles	**0**	**0**	0		
% Bicycles	0%	**0%**	0%	**0%**	0%
Pedestrians	589	589	579	579	1168
% Pedestrians	100%	100%	100%	100%	100.0%

*T: Thru

Canyon Blvd in the Village Bike_Movements Al... - Ped & Bike Pathway

Thu Jan 15, 2026
Full Length (12 AM-12 AM (+1))
All Classes (Bicycles, Bicycles)
All Channels
ID: 1372221, Location: 37.649719, -118.985366

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg	South			North			
Direction	Northbound			Southbound			
Time	NB Canyon Blvd	SB Canyon Blvd	**App**	NB Canyon Blvd	SB Canyon Blvd	**App**	**Int**
2026-01-15 12:00AM	0	0	**0**	0	0	**0**	**0**
12:15AM	0	0	**0**	0	0	**0**	**0**
12:30AM	0	0	**0**	0	0	**0**	**0**
12:45AM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
1:00AM	0	0	**0**	0	0	**0**	**0**
1:15AM	0	0	**0**	0	0	**0**	**0**
1:30AM	0	0	**0**	0	0	**0**	**0**
1:45AM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
2:00AM	0	0	**0**	0	0	**0**	**0**
2:15AM	0	0	**0**	0	0	**0**	**0**
2:30AM	0	0	**0**	0	0	**0**	**0**
2:45AM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
3:00AM	0	0	**0**	0	0	**0**	**0**
3:15AM	0	0	**0**	0	0	**0**	**0**
3:30AM	0	0	**0**	0	0	**0**	**0**
3:45AM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
4:00AM	0	0	**0**	0	0	**0**	**0**
4:15AM	0	0	**0**	0	0	**0**	**0**
4:30AM	0	0	**0**	0	0	**0**	**0**
4:45AM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
5:00AM	0	0	**0**	0	0	**0**	**0**
5:15AM	0	0	**0**	0	0	**0**	**0**
5:30AM	0	0	**0**	0	0	**0**	**0**
5:45AM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
6:00AM	0	0	**0**	0	0	**0**	**0**
6:15AM	0	0	**0**	0	0	**0**	**0**
6:30AM	0	0	**0**	0	0	**0**	**0**
6:45AM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
7:00AM	0	0	**0**	0	0	**0**	**0**
7:15AM	0	0	**0**	0	0	**0**	**0**
7:30AM	0	0	**0**	0	0	**0**	**0**
7:45AM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
8:00AM	0	0	**0**	0	0	**0**	**0**
8:15AM	0	0	**0**	0	0	**0**	**0**
8:30AM	0	0	**0**	0	0	**0**	**0**
8:45AM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
9:00AM	0	0	**0**	0	0	**0**	**0**
9:15AM	0	0	**0**	0	0	**0**	**0**
9:30AM	0	0	**0**	0	0	**0**	**0**
9:45AM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
10:00AM	0	0	**0**	0	0	**0**	**0**
10:15AM	0	0	**0**	0	0	**0**	**0**
10:30AM	0	0	**0**	0	0	**0**	**0**

Leg	South			North			
Direction	Northbound			Southbound			
Time	NB Canyon Blvd	SB Canyon Blvd	**App**	NB Canyon Blvd	SB Canyon Blvd	**App**	**Int**
10:45AM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
11:00AM	0	0	**0**	0	0	**0**	**0**
11:15AM	0	0	**0**	0	0	**0**	**0**
11:30AM	0	0	**0**	1	0	**1**	**1**
11:45AM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	1	0	**1**	**0**
12:00PM	0	0	**0**	0	0	**0**	**0**
12:15PM	0	0	**0**	0	0	**0**	**0**
12:30PM	0	0	**0**	0	0	**0**	**0**
12:45PM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
1:00PM	0	0	**0**	0	0	**0**	**0**
1:15PM	0	0	**0**	0	0	**0**	**0**
1:30PM	0	0	**0**	0	0	**0**	**0**
1:45PM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
2:00PM	0	0	**0**	0	0	**0**	**0**
2:15PM	0	0	**0**	0	0	**0**	**0**
2:30PM	0	0	**0**	0	0	**0**	**0**
2:45PM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
3:00PM	0	0	**0**	0	0	**0**	**0**
3:15PM	0	0	**0**	0	0	**0**	**0**
3:30PM	0	0	**0**	0	2	**2**	**2**
3:45PM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	2	**2**	**0**
4:00PM	0	0	**0**	0	0	**0**	**0**
4:15PM	0	0	**0**	0	0	**0**	**0**
4:30PM	0	0	**0**	0	0	**0**	**0**
4:45PM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
5:00PM	0	0	**0**	0	0	**0**	**0**
5:15PM	0	0	**0**	0	0	**0**	**0**
5:30PM	0	0	**0**	0	0	**0**	**0**
5:45PM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
6:00PM	0	0	**0**	0	0	**0**	**0**
6:15PM	0	0	**0**	0	0	**0**	**0**
6:30PM	0	0	**0**	0	0	**0**	**0**
6:45PM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
7:00PM	0	0	**0**	0	0	**0**	**0**
7:15PM	0	0	**0**	0	0	**0**	**0**
7:30PM	0	0	**0**	0	0	**0**	**0**
7:45PM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
8:00PM	0	0	**0**	0	0	**0**	**0**
8:15PM	0	0	**0**	0	0	**0**	**0**
8:30PM	0	0	**0**	0	0	**0**	**0**
8:45PM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
9:00PM	0	0	**0**	0	0	**0**	**0**
9:15PM	0	0	**0**	0	0	**0**	**0**
9:30PM	0	0	**0**	0	0	**0**	**0**
9:45PM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
10:00PM	0	0	**0**	0	0	**0**	**0**
10:15PM	0	0	**0**	0	0	**0**	**0**

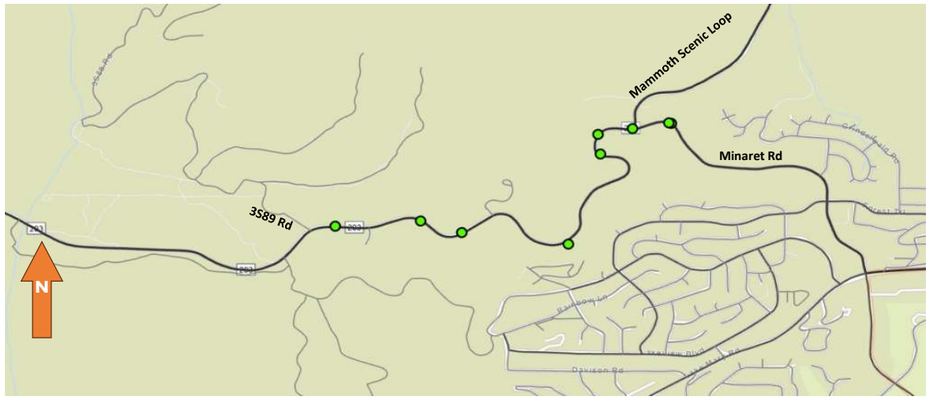
Leg Direction	South Northbound			North Southbound			
Time	NB Canyon Blvd	SB Canyon Blvd	**App**	NB Canyon Blvd	SB Canyon Blvd	**App**	**Int**
10:30PM	0	0	**0**	0	0	**0**	**0**
10:45PM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
11:00PM	0	0	**0**	0	0	**0**	**0**
11:15PM	0	0	**0**	0	0	**0**	**0**
11:30PM	0	0	**0**	0	0	**0**	**0**
11:45PM	0	0	**0**	0	0	**0**	**0**
Hourly Total	0	0	**0**	0	0	**0**	**0**
Total	0	0	**0**	1	2	**3**	**3**
% Approach	0%	0%	**-**	33.3%	66.7%	**-**	-
% Total	0%	0%	**0%**	33.3%	66.7%	**100%**	-
Bicycles	**0**	**0**	0				
% Bicycles	0%	0%	**-**	0%	0%	**0%**	0%
Bicycles	0	0	0	1	2	3	3
% Bicycles	-	-	0%	33.3%	66.7%	100%	100.0%

APPENDIX F

PROJECT SHEETS

Corridor

Location: Minaret Rd between Chair 20 Access & 3S89 Rd
Agency Name: Town of Mammoth Lakes
Contact Name: Haislip Hayes
E-mail: hhayes@townofmammothlakes.ca.gov



Total Crashes	10
Local CCR Differential	-
Equivalent Property Damage Only	-
Major Injury	1
Minor Injury	5
Property Damage Injury (PDO)	4
Traumatic Injury	0
Crash Type	
Broadside	0
Sideswipe	4
Rear End	1
Head On	3
Hit Object	0
Overturned	2
Non-Motorist Crashes	
Pedestrian	0
Bicycle	0
Contributing Factors	
Aggressive	6
Impaired	3
Crash Conditions	
Dark	2
Wet	7

NOTES	COLLISION TYPE	RECOMMENDATION	LOCAL ROADWAY SAFETY MANUAL (LRSM) COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2020-2024)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2025 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT	QUANTITY/ NUMBER OF UNITS	UNIT COST (2025 $)	COST ESTIMATE (2025 $)	BENEFIT/COST
	All	Install High Friction Surface Treament along horizontal curves with lane departure crashes	Improve pavement friction (High Friction Surface Treatment)	R21	10	0.45	90%	FATAL	1	0.55	1.10	$ 2,978,000	$ 3,275,800	$ 20,504,000	42846 SQYD	$ 84	$ 3,599,064	**5.7**
								MAJOR	5	2.75	5.50	$ 2,978,000	$ 16,379,000					
								MINOR	4	2.2	4.40	$ 193,000	$ 849,200					
								PDO	0	0	0.00	$ 110,000	$ -					
	All	Install centerline rumble strips/stripes	Install centerline rumble strips/stripes	R30	10	0.80	90%	FATAL	1	0.2	0.40	$ 2,162,000	$ 864,800	$ 5,497,600	1.66 Mile	$ 77,000	$ 127,820	**43.0**
								MAJOR	5	1	2.00	$ 2,162,000	$ 4,324,000					
								MINOR	4	0.8	1.60	$ 193,000	$ 308,800					
								PDO	0	0	0.00	$ 110,000	$ -					
-	All	Install chevron signs on horizontal curves	Install chevron signs on horizontal curve	R23	10	0.60	90%	FATAL	1	0.4	0.80	$ 2,162,000	$ 1,729,600	$ 10,995,200	6 Curves	$ 3,500	$ 21,000	**523.6**
								SEVERE	5	2	4.00	$ 2,162,000	$ 8,648,000					
								OTHER VISIBLE	4	1.6	3.20	$ 193,000	$ 617,600					
								COMPLAINT OF PAIN	0	0	0.00	$ 110,000	$ -					

Cost	**$ 3,747,884**
Contingency (30%)	**$ 1,124,365**
Total Cost	**$ 4,872,249**
Benefit	**$ 36,996,800**
Benefit Cost Ratio:	**7.6**

Signalized Intersection

Location: Main St/Lake Mary Rd and Minaret Rd
Agency Name: Town of Mammoth Lakes
Contact Name: Haislip Hayes
E-mail: hhayes@townofmammothlakes.ca.gov



Total Crashes	12
Local CCR Differential	0.01
Equivalent Property Damage Only	90
Major Injury	0
Minor Injury	3
Property Damage Injury (PDO)	4
Traumatic Injury	5
Crash Type	
Broadside	4
Sideswipe	0
Rear End	1
Head On	2
Hit Object	0
Overturned	0
Non-Motorist Crashes	
Pedestrian	0
Bicycle	0
Bicycle Only Crashes	5
Contributing Factors	
Aggressive	4
Impaired	2
Crash Conditions	
Dark	2
Snow/Wet	3

NOTES	COLLISION TYPE	RECOMMENDATION	LOCAL ROADWAY SAFETY MANUAL (LRSM) COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2020-2024)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2025 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT	QUANTITY/ NUMBER OF UNITS	UNIT COST (2025 $)	COST ESTIMATE (2025 $)	BENEFIT/COST
Includes cost of controller updates and design; $5K otherwise	Bike + Ped	Implement Leading Pedestrian Interval (LPI)	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	SI22PB	10	0.40	90%	FATAL	0	0	0.00	$ 2,162,000	$ -	$ 1,158,000	1 Lump Sum	$ 45,000	$ 45,000	**25.7**
								MAJOR	0	0	0.00	$ 2,162,000	$ -				
								MINOR	5	3	6.00	$ 193,000	$ 1,158,000				
								PDO	0	0	0.00	$ 110,000	$ -				
-	All	Install High Friction Surface Treatment on intersection approaches	Improve pavement friction (High Friction Surface Treatments)	SI10	10	0.45	90%	FATAL	0	0	0.00	$ 2,162,000	$ -	$ 8,588,800	9600 SQYD	$ 84	$ 806,400	**10.7**
								MAJOR	3	1.65	3.30	$ 2,162,000	$ 7,134,600				
								MINOR	4	2.2	4.40	$ 193,000	$ 849,200				
								PDO	5	2.75	5.50	$ 110,000	$ 605,000				
-	Bike + Ped	Install advanced stop bars and replace existing crosswalks with High-Visibility Crosswalks.	-	-	-	-	-	FATAL	-	-	-	-	-	$ -	470 SQFT Striping	$ 6.5	$ 5,355	-
								MAJOR	-	-	-	-	-					
								MINOR	-	-	-	-	-					
								PDO	-	-	-	-	-					

Cost	**$ 856,755**
Contingency (30%)	**$ 257,027**
Total Cost	**$ 1,113,782**
Benefit	**$ 9,746,800**
Benefit Cost Ratio:	**8.8**

Signalized Intersection

Location: Old Mammoth Rd & Meridian Blvd
Agency Name: Town of Mammoth Lakes
Contact Name: Haislip Hayes
E-mail: hhayes@townofmammothlakes.ca.gov



Total Crashes	13
Local CCR Differential	-0.05
Equivalent Property Damage Only	62
Major Injury	0
Minor Injury	5
Property Damage Injury (PDO)	8
Traumatic Injury	0
Crash Type	
Broadside	4
Sideswipe	4
Rear End	3
Head On	2
Hit Object	0
Overturned	0
Non-Motorist Crashes	
Pedestrian	1
Bicycle	1
Contributing Factors	
Aggressive	6
Impaired	2
Crash Conditions	
Dark	0
Snow/Wet	4

NOTES	COLLISION TYPE	RECOMMENDATION	LOCAL ROADWAY SAFETY MANUAL (LRSM) COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2020-2024)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2025 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT	QUANTITY/ NUMBER OF UNITS	UNIT COST (2025 $)	COST ESTIMATE (2025 $)	BENEFIT/COST
Includes cost of controller updates and design; $5K otherwise	Bike + Ped	Implement Leading Pedestrian Interval (LPI)	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	SI22PB	10	0.40	90%	FATAL	0	0	0.00	$ 2,162,000	$ -	$ 463,200	1 Lump Sum	$ 45,000	$ 45,000	**10.3**
								MAJOR	0	0	0.00	$ 2,162,000	$ -				
								MINOR	2	1.2	2.40	$ 193,000	$ 463,200				
								PDO	0	0	0.00	$ 110,000	$ -				
-	All	Install High Friction Surface Treatment on intersection approaches	Improve pavement friction (High Friction Surface Treatments)	SI10	10	0.45	90%	FATAL	0	0	0.00	$ 2,162,000	$ -	$ 13,589,400	4100 SQYD	$ 84	$ 344,400	**39.5**
								MAJOR	5	2.75	5.50	$ 2,162,000	$ 11,891,000				
								MINOR	8	4.4	8.80	$ 193,000	$ 1,698,400				
								PDO	0	0	0.00	$ 110,000	$ -				
-	Bike + Ped	Install green bike lane conflict zone striping on Meridian Blvd (approaches and receiving). Install advanced stop bars on all intersection approaches and High-Visibility Crosswalks.	-	-	-	-	-	FATAL	-	-	-	-	-	$ -	6880 SQFT Striping	$ 6.5	$ 47,020	-
								MAJOR	-	-	-	-	-				
								MINOR	-	-	-	-	-				
								PDO	-	-	-	-	-				
-	Bike + Ped	Install lane configuration signage and pavement legends on the eastbound intersection approach (Meridian Blvd).	-	-	-	-	-	FATAL	-	-	-	-	-	$ -	1 Lump Sum	-	$ 1,500	-
								MAJOR	-	-	-	-	-				
								MINOR	-	-	-	-	-				
								PDO	-	-	-	-	-				

Cost	**$ 437,920**
Contingency (30%)	**$ 131,376**
Total Cost	**$ 569,296**
Benefit	**$ 14,052,600**
Benefit Cost Ratio:	**24.7**

Non-Signalized Intersection

Location: Meridian Blvd & Sierra Park
Agency Name: Town of Mammoth Lakes
Contact Name: Haislip Hayes
E-mail: hhayes@townofmammothlakes.ca.gov



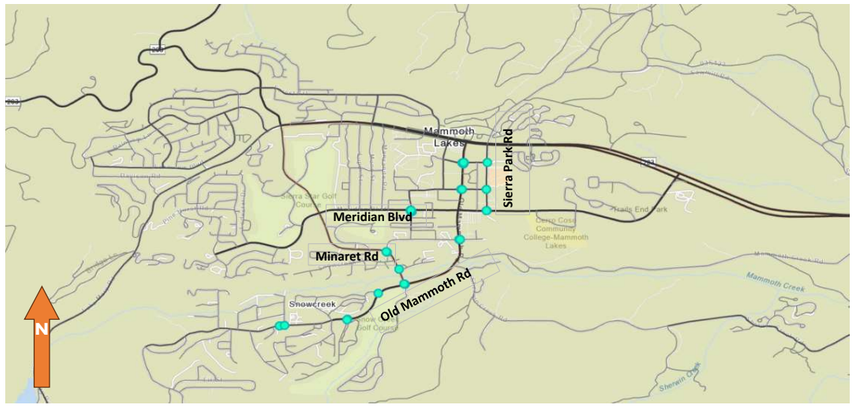
Total Crashes	2
Local CCR Differential	-0.08
Equivalent Property Damage Only	131
Major Injury	1
Minor Injury	1
Property Damage Injury (PDO)	0
Traumatic Injury	0
Crash Type	
Broadside	0
Sideswipe	0
Rear End	1
Head On	0
Hit Object	0
Overturned	0
Non-Motorist Crashes	
Pedestrian	0
Bicycle	1
Contributing Factors	
Aggressive	1
Impaired	0
Crash Conditions	
Dark	0
Wet	1

NOTES	COLLISION TYPE	RECOMMENDATION	LOCAL ROADWAY SAFETY MANUAL (LRSM) COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2020-2024)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2022 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT	QUANTITY/ NUMBER OF UNITS	UNIT COST (2025 $)	COST ESTIMATE (2025 $)	BENEFIT/COST
Flashing stop signs previously installed facing Meridian	Bike + Ped	Install larger stop signs with retroreflective strips on posts.	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	NS08	10	0.85	90%	FATAL	0	0	0.00	$ 3,440,000	$ -	$ 1,089,900	2 Stop signs 4 Strips	$ 800	$ 1,600	**681.2**
								MAJOR	1	0.15	0.30	$ 3,440,000	$ 1,032,000					
								MINOR	1	0.15	0.30	$ 193,000	$ 57,900					
								PDO	0	0	0.00	$ 110,000	$ -					
-	Bike + Ped	Install advanced stop bars on all intersection approaches. Install centerline on the intersection's south leg. Install pavement legends on all approaches.	Upgrade intersection pavement markings	NS09	10	0.75	90%	FATAL	0	0	0.00	$ 3,440,000	$ -	$ 1,816,500	250 SQFT Striping	$ 6.5	$ 3,925	**462.8**
								MAJOR	1	0.25	0.50	$ 3,440,000	$ 1,720,000					
								MINOR	1	0.25	0.50	$ 193,000	$ 96,500					
								PDO	0	0	0.00	$ 110,000	$ -					
-	All	Install High Friction Surface Treatment on intersection approaches	Improve pavement friction (High Friction Surface Treatments)	NS14	10	0.45	90%	FATAL	0	0	0.00	$ 3,440,000	$ -	$ 3,996,300	5200 SQYD	$ 84	$ 436,800	**9.1**
								MAJOR	1	0.55	1.10	$ 3,440,000	$ 3,784,000					
								MINOR	1	0.55	1.10	$ 193,000	$ 212,300					
								PDO	0	0	0.00	$ 110,000	$ -					
-	Bike + Ped	Install High-Visibility Crosswalks.	-	-	-	-	-	FATAL	-	-	-	-	-	$ -	170 SQFT Striping	$ 6.5	$ 3,405	-
								MAJOR	-	-	-	-	-					
								MINOR	-	-	-	-	-					
								PDO	-	-	-	-	-					
-	Bike + Ped	Install green bike lane conflict zone striping on Meridian Blvd (approaches and receiving).	-	-	-	-	-	FATAL	-	-	-	-	-	$ -	6880 SQFT Striping	$ 6.5	$ 47,020	-
								MAJOR	-	-	-	-	-					
								MINOR	-	-	-	-	-					
								PDO	-	-	-	-	-					
Benefit calculated using HSIP BCR Calculator. Intersection Safety and Operational Assessment Process (ISOAP) recommended to confirm feasibility.	All	Install roundabout	Convert intersection to roundabout	NS04RA	20	-	90%	FATAL	-	-	-	-	-	$ 774,521	1 Lump Sum	-	$ 5,000,000	**0.15**
								MAJOR	-	-	-	-	-					
								MINOR	-	-	-	-	-					
								PDO	-	-	-	-	-					

Total Cost	**$ 492,750**
Contingency	**$ 147,825**
Contingency + Cost	**$ 640,575**
Benefit	**$ 6,902,700**
Benefit Cost Ratio:	**10.8**

Systemic Non-Signalized Intersections

Location: Unsignalized intersections along Old Mammoth Road, Sierra Park Road, Minaret Road (south of Main Street), and Meridian Boulevard.
Agency Name: Town of Mammoth Lakes
Contact Name: Haislip Hayes
E-mail: hhayes@townofmammothlakes.ca.gov



Total Crashes	34
Local CCR Differential	-
Equivalent Property Damage Only	702
Major Injury	3
Minor Injury	14
Property Damage Injury (PDO)	13
Traumatic Injury	4
Crash Type	
Broadside	8
Sideswipe	0
Rear End	5
Head On	1
Hit Object	7
Overturned	0
Non-Motorist Crashes	
Pedestrian	1
Bicycle	10
Contributing Factors	
Aggressive	8
Impaired	5
Crash Conditions	
Dark	7
Wet	9

NOTES	COLLISION TYPE	RECOMMENDATION	LOCAL ROADWAY SAFETY MANUAL (LRSM) COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2020-2024)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2025 $)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT	QUANTITY/ NUMBER OF UNITS	UNIT COST (2025 $)	COST ESTIMATE (2025 $)	BENEFIT/COST
-	Bike + Ped	Install advanced stop bars on all intersection approaches. Install centerline on the minor street approaches where applicable	Upgrade intersection pavement markings	NS09	10	0.75	90%	FATAL	0	0	0.00	$ 3,440,000	$ -	$ 7,612,000	3900 SQFT Striping	$ 6.5	$ 27,650	**275.3**
								MAJOR	3	0.75	1.50	$ 3,440,000	$ 5,160,000					
								MINOR	18	4.5	9.00	$ 193,000	$ 1,737,000					
								PDO	13	3.25	6.50	$ 110,000	$ 715,000					
-	All	Install High Friction Surface Treatment on intersection approaches	Improve pavement friction (High Friction Surface Treatments)	NS14	10	0.45	90%	FATAL	0	0	0.00	$ 3,440,000	$ -	$ 16,746,400	36100 SQYD	$ 84	$ 3,032,400	**5.5**
								MAJOR	3	1.65	3.30	$ 3,440,000	$ 11,352,000					
								MINOR	18	9.9	19.80	$ 193,000	$ 3,821,400					
								PDO	13	7.15	14.30	$ 110,000	$ 1,573,000					
-	Bike + Ped	Install High-Visibility Crosswalks.	-	-	-	-	-	FATAL	-	-	-	-	-	$ -	3150 SQFT Striping	$ 6.5	$ 22,775	-
								MAJOR	-	-	-	-	-					
								MINOR	-	-	-	-	-					
								PDO	-	-	-	-	-					
	All	Install retroreflective signage and strips	Install advance yield or stop markings	NS08	10	0.85	90%	FATAL	0	0	0.00	$ 3,440,000	$ -	$ 4,567,200	24 Signs	$ 750	$ 18,000	**253.7**
								SEVERE	3	0.45	0.90	$ 3,440,000	$ 3,096,000					
								OTHER VISIBLE	18	2.7	5.40	$ 193,000	$ 1,042,200					
								COMPLAINT OF PAIN	13	1.95	3.90	$ 110,000	$ 429,000					

Total Cost	**$ 3,121,925**
Contingency	**$ 936,578**
Contingency + Cost	**$ 4,058,503**
Benefit	**$ 28,925,600**
Benefit Cost Ratio:	**7.1**

TOWN COUNCIL STAFF REPORT

Title: Award contract for the 2026 Slurry Seal Project to Pavement Coatings Co.

Meeting Date: May 6, 2026

Prepared by: Trace Calvin, Engineering Assistant
Amy Callanan, PE, Engineering Manager

RECOMMENDATION:

Staff Recommends Town Council:

- Approve the Plans and Specifications.
- Award a contract for the Base Bid to the lowest responsive bidder, Pavement Coatings Co., in the amount of $399,663.90.
- Authorize the Town Manager to execute the construction contract.
- Authorize the Public Works Director to accept the project upon completion.
- Authorize the Public Works Director to review and approve minor revisions to complete the project, up to an additional 10% of the award amount.
- Allocate funds from FD 210 to the project FD 300 in the amount of $439,630.29.

BACKGROUND:

Every year Town Staff completes road condition assessments of streets and multi-use paths (MUPs) throughout Town. The assessments are entered into an asset management software program known as Street Saver. Street Saver then produces results showing which roads have a high or low PCI (Pavement Condition Index). Staff use the software to run various reports and scenarios based on both PCI and available funds to prioritize which streets are the highest priority and need to receive maintenance. The results are confirmed in the field by both Engineering and the Street Maintenance Department. During the Fall of 2025, staff went through this process to develop the possible scope of work for this project, which has ultimately resulted in various segments of roads being selected for maintenance based on the amount of funding available. The project scope of work recommended for contract award includes slurry seal plus linear striping and pavement markings on select roads.

- Canyon Boulevard
    - Canyon Place
- Lakeview Boulevard
    - Lakeview Road
- Rainbow Lane
    - Rainbow Place
- Forest Trail (From Lakeview to Minaret)
    - Forest Lane

    - Forest Place
- Hillside Drive
    - Hillside Place
    - Hillside Court
- Crest Lane
- Ridgecrest Drive
    - Ridgecrest Place
- Mammoth Slopes Drive
    - Top of Slopes Court
- Aspen Lane
    - Aspen Place
- Convict Drive
    - Convict Place
- Twin Lakes Lane
- Jahan Drive
- Snowridge Lane
- Beaver Trail
    - Beaver Place
    - Beaver Court
- Larkspur Lane
- Crystal Lane
- Horseshoe Drive

Additional roads may be added to the project scope at a later date if additional funding is allocated.

ANALYSIS:

Staff solicited bids for the construction of the project beginning April 2, 2026. Bids were publicly opened on April 24, 2026, at 4:00 PM. Eight (8) bids were received with pricing as follows:

Pavement Coatings Co.	Base Bid:	$399,663.90
American Asphalt South, Inc.	Base Bid:	$448,505.38
Sierra Nevada Construction, Inc.	Base Bid:	$452,007.00
VSS International Inc.	Base Bid:	$493,325.00
Doolittle Construction LLC	Base Bid:	$515,000.00
Dryco Construction, Inc.	Base Bid:	$537,537.00
American Pavement Systems, Inc.	Base Bid:	$547,671.81
Roy Allan Slurry Seal, Inc.	Base Bid:	$709,291.27

A bid review was completed, and no irregularities were identified.

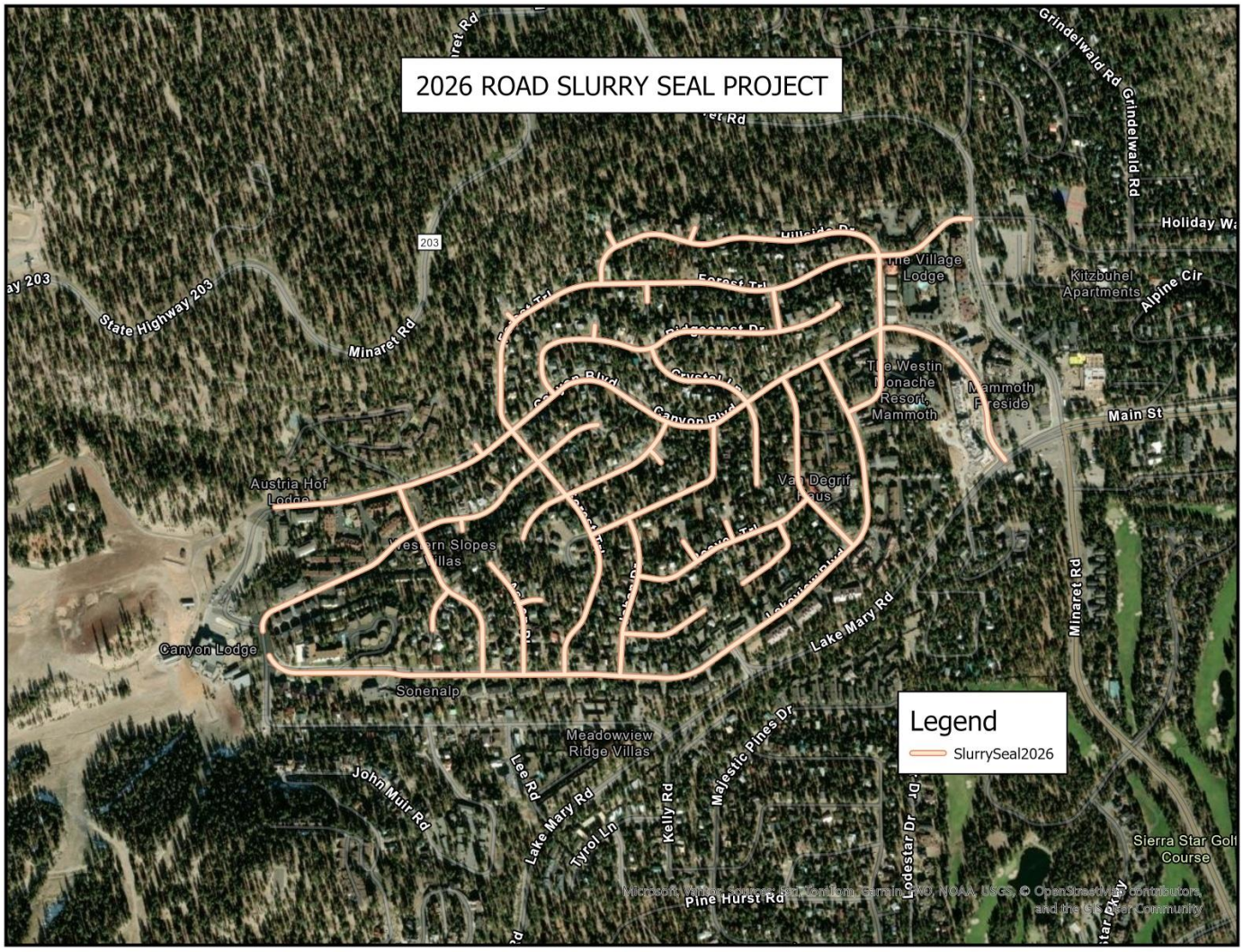
FINANCIAL CONSIDERATIONS:

Each fiscal year the Town budgets $580,000 to FD 210 for road maintenance, which covers work such as annual crack sealing, pothole repair, striping and pavement markings, and other rehabilitation projects. Unused funds are carried over into the fund balance to be used in the future. The fund balance is currently $604,225.74. The low bid was $399,663.90, which was below the engineer's estimate of $700,000. Staff recommend allocating funds to cover the bid plus 10% contingency for a total of $439,630.29 from FD 210. The remaining Road Rehab fund balance of $164,595.45 will be available for other projects.

ENVIRONMENTAL CONSIDERATIONS:

The 2026 Slurry Seal Project is exempt per California Environmental Quality Act (CEQA), Section 15301 (c), since the proposed project involves "operation, repair, maintenance, permitting, leasing , licensing, or minor alteration of "Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety, and other alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes)." National Environmental Policy Act (NEPA) was not required for this project.

PROJECT LOCATION MAP:



Mammoth Lakes Town Council
Agenda Action Sheet

Title: Award the annual contract for publication of legal notices to The Sheet.

Council Meeting Date: 5/6/2026

Prepared by: Jamie Gray, Town Clerk

Recommended Motion: Award the annual contract for publication of legal notices to The Sheet.

Summary: Public Contracts Code Section 20169 stipulates that, "Annually before the beginning of the fiscal year, in cities where there is more than one newspaper of general circulation printed and published, the legislative body shall publish a notice inviting bids and contract for the publication of legal notices required to be published in such a newspaper. The contract shall include the printing and publishing of all such legal notices during the fiscal year. If there is only one such newspaper, the legislative body may contract with it without advertising for bids."

As there are presently two adjudicated newspapers of general circulation for the Town of Mammoth Lakes, a notice inviting bids was published. A sealed bid was received from The Sheet. The bid is attached.

The contract will be valid from July 1, 2026 to June 30, 2027.

Ted Carleton, Publisher
The Sheet, Inc.
P.O. Box 8088
Mammoth Lakes, CA 93546

April 24, 2026

Dear Council,

You've heard my shtick for many years now - locally owned, greater circulation, experience, value, et. al so I won't address that here.

What I would like to discuss briefly is uniformity in rates.

It specifically states in the bid packet that "the contract prices ... may not exceed the customary rates charged."

I guess I would like the same courtesy when the Town is advertising with other media.

For example, in a recent register of demands, I saw that the Town paid almost double what I charge for its monthly DYK ad in El Sol.

Similarly, a 1/4 page in the Mammoth Times tabloid is smaller than my 1/4 page and is charged at a higher rate - even though the MT's circulation is one-third.

I would suggest that whatever bid you go with - that the rate per square inch should be consistent and applied across all print media outlets.

I imagine it would save you several thousand dollars per year.

Best,
Ted Carleton



Town of Mammoth Lakes
Request for Proposals for
Publication of Legal Notices

Fiscal Year 2026 – 2027

Dated: April 13, 2026

Sealed proposals must be submitted before **Monday, April 27, 2026 at 11:00 a.m.**
to:
Town Offices
Town Clerk Department
437 Old Mammoth Road, Suite 230
Post Office Box 1609
Mammoth Lakes, CA 93546

Proposals will be publicly opened on:
Monday, April 27, 2026, 11:00 a.m.
In the Town Offices

Contact: Jamie Gray, Town Clerk
(760) 965-3602
jgray@townofmammothlakes.ca.gov

INTRODUCTION

The Town of Mammoth Lakes is soliciting proposals for the provision of the publishing of legal notices for the Town for a 12-month period, beginning July 1, 2026. Upon selection of the most qualified, cost effective, and responsive adjudicated newspaper, the Town will enter into a contract for services.

This Request for Proposal (RFP) describes the Town's basic needs. You are encouraged to identify other services beyond these minimum required services which you can provide to address the Town's needs and describe any progressive approaches that would reduce Town costs and/or increase advertising efficiency and effectiveness.

1. GENERAL SPECIFICATIONS

- The Town of Mammoth Lakes ("Town") is seeking proposals for the publishing of legal notices from newspapers of **general circulation adjudicated in the Town of Mammoth Lakes** (i.e. approved by a court for the publication of legal notices concerning the Town).

- The contract prices for such publication may not exceed the customary rates charged by the newspaper for the publication of legal notices of a private character.

- Each bidder shall be held responsible for familiarizing themselves with conditions to be encountered and requirements of the specifications.

- Proposals must be made on the forms furnished by the Town. (Note: Do not remove the specifications or any of the pages herein but submit as a complete package with any additional information you wish to provide.)

- The awarded contract will be reviewed and approved as to form by the Town Attorney prior to execution.

- The proposal and contract that may be awarded related to it shall be valid from July 1, 2026 to June 30, 2027.

- The Town of Mammoth Lakes reserves the right to evaluate the proposal based on several qualifications including circulation of the paper, days published, experience, samples, lead time, and cost.

- Each proposal must attach proof that the publication is an **adjudicated newspaper of general circulation within the Town of Mammoth Lakes** as set forth in California Government Code Sections 6000-6008. This proof will become part of any contract awarded.

- Prices quoted on the proposal shall be in effect from the date of the proposal until June 30, 2027.

- In the event that the newspaper that is awarded the advertising contract for the Town is unable to publish on the date required by the Town, the Town may choose an alternate newspaper in order to meet publication deadline/requirements.

- Advertisements and notices shall be placed in the body of the newspaper and shall be published for the number of days directed by the officer requiring such publication. Publishing advertisements and other notices on a supplemental sheet to the newspaper will not be acceptable.

- One Affidavit of Publication will be required for each publication, to be delivered to the Town within 30 days of the last publication of the item, together with an invoice for the publication.

- Official legal notices for the Town will consist of printing and publishing such items as: Notice of Public Hearings, Summary of Ordinances, Request for Bid Notices, Election Notices, Notice of Meetings, and such other items as may be required by the Town. Examples of Town notices are attached as Exhibits "A" and "B."

- The publisher shall have the capability to receive typeset matter and proofs via email and shall provide Town with an email address to be used for transmission of typeset matter.

- A current Town business registration is to be in effect during the term of the contract.

- The Town reserves the right to reject any and all proposals, and to waive minor irregularities in any proposal.

- The Town reserves the right to request clarification of information submitted, and to request additional information from the respondent.

Declaration of Non-Collusion: The undersigned certifies (or declares) under penalty of perjury that this proposal is genuine and not sham or collusive, or made in the interest or on behalf of any person, firm, or corporation not herein named; that the contractor has not directly or indirectly induced or solicited any other contractor to put up a sham proposal, or any other person, firm, or corporation to refrain from bidding; and that the contractor has not in any manner sought by collusion to secure to himself/herself any advantage over other contractors.

Declaration of Adjudication: The undersigned certifies (or declares) under penalty of perjury that the named newspaper is adjudicated as a newspaper of general circulation in the Town of Mammoth Lakes by the State of California (as defined by Government Code Section 6000, et. seq.).

Errors and Omissions. The undersigned understands and agrees that the Town of Mammoth Lakes will not be responsible for any error or omission on the part of the undersigned in making this proposal.

Declaration of Non-Discrimination: In the performance of any contract pursuant to these specifications, the undersigned understands and agrees that it shall not discriminate against any employee or applicant for employment because of age, sex, marital status, physical handicap, race, color, religion, ancestry, or national origin. Contractor will take affirmative action to ensure the applicants are employed, and that employees are treated during employment without regard to their age, sex, marital status, physical handicap, race, color, religion, ancestry, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. Contractor shall post in a conspicuous place available to employees and applicants for employment, notices setting forth the provisions of this Fair Employment Practices paragraph.

Declaration of Customary Rates: The undersigned certifies (or declares) under penalty of perjury that the above proposed rates do not exceed the customary rates charged by the newspaper for the publication of legal notices of a private character.

Proposal for
Publication of Legal Notices

Per line cost and column width legal $18/col.inch or ~ $1.80/line, col. width = 2.375"

Per line cost and column width display SEE RATE & SPEC SHEETS ATTACHED

Price for second publication (following week) SAME

Cost to publish Exhibit A as a legal ad:

2.5 col. inches (2) $18/inch = $45

Cost to publish Exhibit B as a display ad: $155

* MAKES MOST SENSE AS 3/16, splitting difference betw. 1/8 & 1/4

Submit proofs of the sample ads as part of your proposal.

Days of week published SATURDAYS

Required lead time for publication:

Day WEDNESDAY Time 2 pm

Extra cost for late submittals NONE. WE DO OUR BEST TO SQUEEZE 'EM IN.

Required lead time for retractions or corrections NONE. WE DO OUR BEST TO ACCOMMODATE

Holidays observed NONE

Town of Mammoth Lakes circulation PHYSICAL PAPERS = 3,000/wk. WEB VISITS = 3,000 UNIQUE DAILY

Total circulation PHYSICAL PAPERS = 4,500 wk. AVERAGE, WEB VISITS = 90,000/mo.

Proposal submitted by:

The Sheet, Inc.

Newspaper Name

3343 Main St., unit X-6, P.O. Box 8088

Address

760.937.4613

Phone Number

jacklynch2@yahoo.com

E-Mail

Authorized Signature

Ted Greleton

Printed Name

Publisher

Title

April 21, 2026

Date

2026/2027 Rates

the sheet

News, Views & Culture of the Eastern Sierra

SIZE	ANNUAL	6 MOS.	3 MOS.	1 MO.	1X	COLOR*
Full Page	$605		$612		$630	$202
3/4 Page	$494		$500		$521	$163
Mid-Full	$393		$397		$406	$134
1/2 Page	$363		$367		$373	$107
3/8 Page	$288		$292		$300	$92
1/4 Page	$197		$201		$207	$54
1/8 Page	$114		$117		$122	$36
1/16 Page	$64		$68		$74	$27
1/32 Page	$34		$38		$42	$20

** For color, add column at right. Ex. Full page color at annual rate = $807 per issue.*

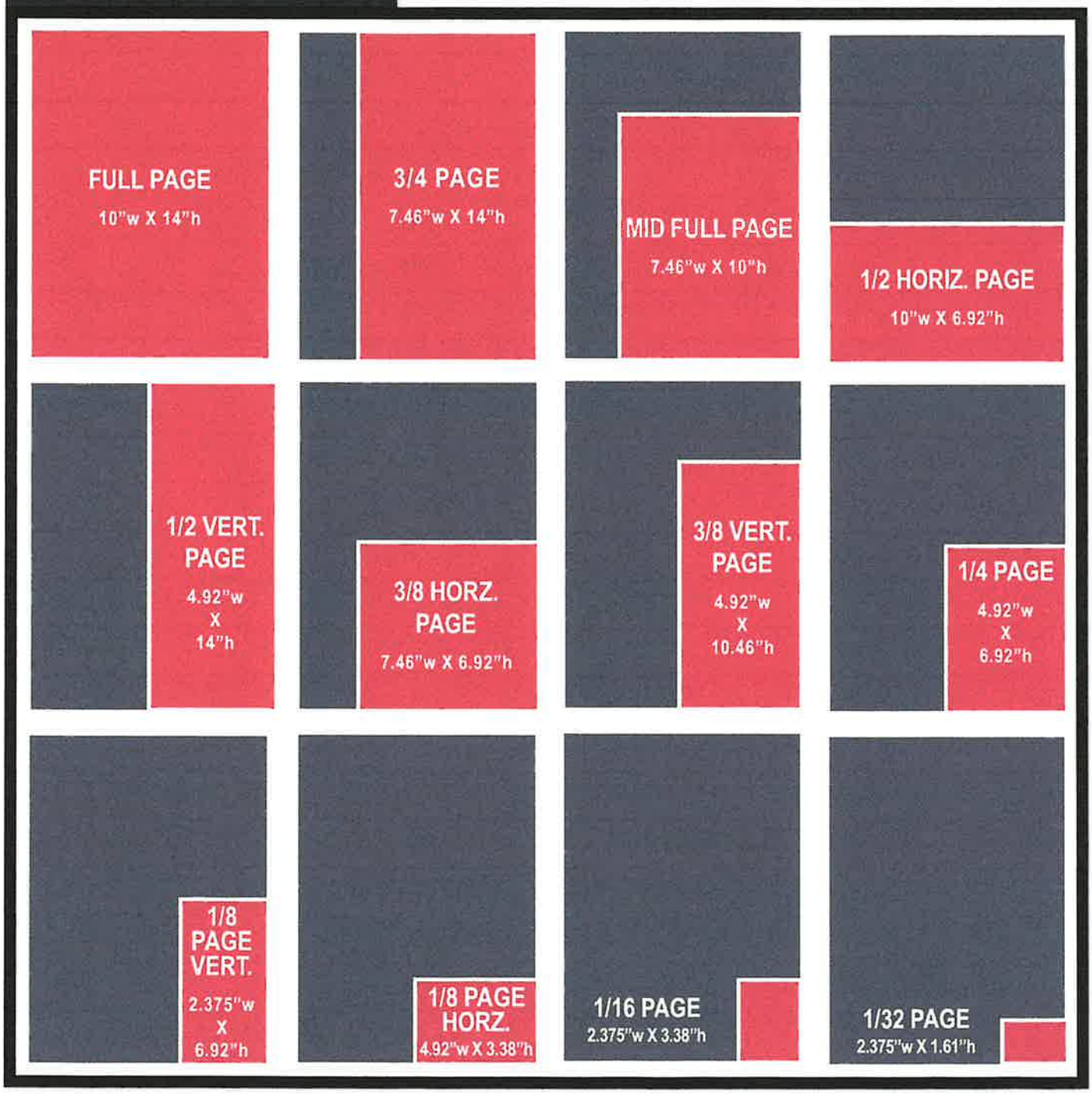
RESERVE YOUR SPACE TODAY:

Ted Carleton at 760.937.4613 or email Ted at jacklunch@yahoo.com

2026/2027 SPECS

the sheet

News, Views & Culture of the Eastern Sierra



PUBLIC NOTICES

Notice of Ordinance

Notice is hereby given that on March 20, 2026 the Mammoth Lakes Town Council adopted an ordinance entitled:

Ordinance No. 26-03

An Ordinance of the Town Council of the Town of Mammoth Lakes, State of California, amending section 15.04.130 and adding section 15.04.140 to the Mammoth Lakes municipal code regarding woodstove inserts

by the following vote

AYES: Councilmembers Bubser, Sauser, Wentworth, Mayor Pro-Tem Truax and Mayor Rice
NOES: None
ABSENT: None
ABSTAIN: None
DISQUALIFICATION: None

A certified copy of the complete text of the ordinance is posted and may be read at the Town Offices, Minaret Mall, Old Mammoth Road, Mammoth Lakes, and/or a copy may be obtained from the office of the Town Clerk at a nominal charge.

Dated: March 21, 2026
Jamie Gray, Town Clerk
TS #2026-XXXX

Exhibit A

Notice Inviting Bids

NOTICE INVITING BIDS FOR PUBLICATION OF LEGAL NOTICES

The Town of Mammoth Lakes is inviting bids from newspapers of general circulation in Mammoth Lakes for a contract for publication of all legal notices from July 1, 2026 through June 30, 2027. The Town Clerk will email the bid proposal packet to those that request it at jgray@townofmammothlakes.ca.gov.

SEALED BIDS can be delivered to the Town Offices at Minaret Village Mall, 437 Old Mammoth Road, Suite 230; or mailed to the Town Clerk at Post Office Box 1609, Mammoth Lakes, CA 93546. Bids must be clearly marked "SEALED BID: Bid for publication of legal notices" on the front of the envelope. Bids will be accepted until 11:00 a.m. on Monday, April 27, 2026.

Dated: April 13, 2026
Jamie Gray, Town Clerk
TS #2026-0041

Fictitious Business Name Statement
The Following Entity
Is Doing Business As:

Mammoth Summit Rentals

Chase Realty Advisors, Inc.
1934 Meridian Blvd. #279.
Mammoth Lakes, CA 93546

This business is conducted by a corporation. The registrant has not yet begun to transact business under the fictitious business name listed herein. This statement was filed with the Mono County Clerk on April 1, 2026

File Number 2026-0042
TS #2026-0042
(4/18, 4/25, 5/2, 5/9)



Exhibit B

TOWN OF Mammoth Lakes

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN THAT THE MAMMOTH LAKES TOWN COUNCIL will hold a PUBLIC HEARING on Wednesday, June 3, 2026 at 4:00 p.m. at the Council Chambers, Suite Z within the Minaret Village Shopping Center, 437 Old Mammoth Road to consider the following:

Adoption of Fiscal Year 2026-27 Budget:

All persons having an interest in the proposed application request may appear before the Town Council either in person or represented by counsel and present testimony or may, prior to said hearing, file with the Town Clerk written correspondence pertaining thereto.

Pursuant to Government Code Section 65009(b), if ythis matter is subsequently challenged in court, the challenge may be limited to only those issues raised at the public hearing described in this notice or in written correspondence delivered to the Town of Mammoth Lakes at, or prior to, the public hearing.

For additional information, please contact Rob Patterson, Town Manager, by telephone at 760.965.3601 or email rpatterson@townofmammothlakes.ca.gov.

BY ORDER OF THE MAMMOTH LAKES TOWN COUNCIL

Dated: May 31, 2026
Jamie Gray, Town Clerk
TS #2026-XXXX

EXHIBIT "A"

TOWN OF MAMMOTH LAKES

Notice is hereby given that on March 20, 2026 the Town Council adopted an Ordinance entitled:

ORDINANCE NO. 26-03

AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF MAMMOTH LAKES, STATE OF CALIFORNIA, AMENDING SECTION 15.04.130 OF AND ADDING SECTION 15.04.140 TO THE MAMMOTH LAKES MUNICIPAL CODE REGARDING WOODSTOVE INSERTS.

by the following vote:

AYES: Councilmembers Bubser, Sauser, Wentworth, Mayor Pro Tem Truax, and Mayor Rice

NOES: None

ABSENT: None

ABSTAIN: None

DISQUALIFICATION: None

A certified copy of the complete text of the Ordinance is posted and may be read at the Town Offices, Minaret Mall, Old Mammoth Road, Mammoth Lakes, and /or a copy may be obtained from the office of the Town Clerk at a nominal charge.

Dated: March 21, 2026

_____

JAMIE GRAY, Town Clerk
Town of Mammoth Lakes

EXHIBIT "B"

TOWN OF MAMMOTH LAKES
Jamie Gray – Town Clerk
PO Box 1609 • Mammoth Lakes, CA 93546
760-965-3602 • jgray@townofmammothlakes.ca.gov

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN THAT THE MAMMOTH LAKES TOWN COUNCIL will hold a **PUBLIC HEARING** on Wednesday, June 3, 2026 at 4:00 p.m. at the Mammoth Lakes Town Council Chamber, Minaret Village Shopping Center, Suite Z, to consider the following:

Adoption of Fiscal Year 2026-27 Budget.

All persons having an interest in the proposed application request may appear before the Town Council either in person or represented by counsel and present testimony or may, prior to said hearing, file with the Town Clerk written correspondence pertaining thereto. Pursuant to Government Code Section 65009(b), if this matter is subsequently challenged in court, the challenge may be limited to only those issues raised at the public hearing described in this notice or in written correspondence delivered to the Town of Mammoth Lakes at, or prior to, the public hearing. For additional information, please contact Rob Patterson, Town Manager, by telephone at (760) 965-3601 or email at rpatterson@townofmammothlakes.ca.gov.

BY ORDER OF THE MAMMOTH LAKES TOWN COUNCIL

Dated: May 31, 2026

_____
Jamie Gray, Town Clerk

FILED
DEC 28 2009
SUPERIOR COURT OF CALIFORNIA
COUNTY OF MONO
BY TRAMUTOLO

SUPERIOR COURT FOR THE STATE OF CALIFORNIA

FOR THE COUNTY OF MONO

FRED (TED) CARLETON, Petitioner.	CASE NO. 16850 FINDINGS AND ORDERS

The matter of the petition of Fred (Ted) Carleton, its editor and publisher, to have The Sheet adjudicated as a newspaper of general circulation came on for hearing pursuant to publication of the notice of hearing in the manner required by law. James S. Reed of Liebersbach, Mohun, Carney & Reed appeared for the Petitioner. Dana M. Crom of the Law Offices of Dana M. Crom, P.C., appeared on conference call for Respondent-Objector, Horizon Publications, dba Mammoth Times ("Respondent").

The petitioner was sworn and testified in support of the matters alleged in the petition. The matter was argued by counsel and duly submitted.

On the basis of the pleadings, including the declaration and testimony of the petitioner with respect to the subscription lists and distribution of The Sheet, the argument of counsel, and the authorities cited by counsel, the court finds and orders as follows:

FINDINGS

1. The Notice of Intention to Apply for Order Re Newspaper of General Circulation and the Petition for Order Adjudicating Petitioner as Newspaper of General Circulation (Gov't. Code § 6008) were published in a newspaper of general circulation (The Mammoth Times) and

proof of publication was duly filed with this court, all in the manner required by law. The foregoing were also published in The Sheet and proof of publication was filed with this court.

2. Petitioner is a resident of the County of Mono and is the editor and publisher of The Sheet. Petitioner seeks in his petition to have The Sheet adjudicated a newspaper of general circulation.

3. The Sheet is a newspaper published for the dissemination of local news and intelligence of a general character that has been established and published at regular intervals of not less than weekly in this judicial district for in excess of three years preceding the date of adjudication.

4. The Sheet has been published on a regular basis since May, 2003. In action number 15894 filed in this court in 2006, petitioner applied to have The Sheet adjudicated a newspaper of general circulation. This court found that since The Sheet had been published only twice in a three week period in November, 2006, it could not be established that The Sheet had been published at least weekly for the preceding three years. This court found that the remaining requirements of Government Code section 6008 had been met.

5. The Sheet prints and distributes from 5000 to 6000 issues on a weekly basis. The Sheet has a bona fide list of paying subscribers and a substantial distribution to paid subscribers pursuant to agreements with those persons and entities:

a. With respect to advertisers, The Sheet agrees to deliver copies of The Sheet to each advertiser on a regular weekly basis as part of the consideration for the placement of advertisements. There are currently fifty-five paid advertisers.

b. Subscribers agree to pay ten dollars per year to The Sheet, which delivers The Sheet to those subscribers on a regular weekly basis by delivering copies to Mammoth Business Essentials. The latter places the copies in boxes maintained by the subscribers at that entity's place of business in Mammoth Lakes. There are currently twenty-nine such subscribers.

///

///

c. The Sheet maintains a list of regular subscribers who pay fifty dollars per year for receiving a copy of each weekly issue of The Sheet. The copies are mailed on a bi-weekly basis. There are currently one hundred subscribers on this list from Mono and Inyo Counties. The Court overrules Respondent's objection that this biweekly mailing violates the requirement of at least weekly publication.

d. By way of a notice placed in each weekly publication, The Sheet specifically solicits paid subscriptions.

e. In addition, and as a means of securing the widest possible distribution for the benefit of its advertisers and the general public, The Sheet places the remaining copies of each published issue in racks and other public places within Mono and Inyo Counties. These copies may be taken without payment.

f. The Sheet does not solicit donations or sponsors simply to provide funds to cover the costs of publication and delivery, nor does it continue to send copies to subscribers without payment after subscriptions lapse. The Sheet is a business operated for profit and its subscribers (including its advertisers) are its revenue sources.

6. The Sheet has maintained a minimum coverage of local news and intelligence of a general character of not less than 25% of its total inches during each of the three years preceding the filing of the petition.

7. The Sheet's only office of publication is located with this judicial district.

8. Respondent is not collaterally estopped from raising the question of whether petitioner has a bona fide list of paying subscribers and a substantial distribution list, the prior order of this court notwithstanding. The Court rejects Respondent's argument that a free publication cannot have a bona fide subscriber list, and overrules the objection based thereon.

9. The case cited as authority by Respondent, *In Re Establishment of THE EUREKA REPORTER as a Newspaper of General Circulation* (2008) 165 Cal.App.4th 891, is distinguishable. There the petitioner newspaper advertised itself exclusively as a "free newspaper." It had a "Voluntary Pay Program" which is claimed established a list of bona fide paid subscribers. The program considered of its periodically inserting a letter among its pages

asking readers to "sponsor' the newspaper in the amount of $15, $25 or $50 to "help cover the expense of home delivery." Readers who did not contribute would nevertheless continue to receive delivery as a "gift." The court opined that this program did not meet the statutory test. The Sheet, on the other hand, does not solicit sponsors or gifts, it has paying subscribers of different types pursuant to agreements with those subscribers, and it does not continue to deliver issues as gifts after the subscription lapse.

10. Given the size of its distribution (5000 to 6000 issues weekly) in a county of the population of Mono County, matters published in The Sheet appear to reach a substantial portion of the populace. The addition of another newspaper of general circulation will be beneficial to the public.

ORDER

1, The petition of Fred (Ted) Carleton, the editor and publisher of The Sheet is granted.

2. The Sheet is hereby adjudicated a "newspaper of general circulation" within the meaning of Government Code section 6008, all the requirements of that section having been established.

3. Each party shall bear its own costs.

Dated: DEC 2 8 2000

By: EDWARD FORSTENZER
Judge of the Superior Court

PROOF OF SERVICE

I served the foregoing document, on the date and at the place stated below, by depositing a copy thereof, enclosed in a sealed envelope(s), first class postage prepaid, in the United States mail, addressed to each party or to his attorney as follows:

JAMES REED
LIEBERSBACH, MOHUN, CARNEY & REED
P.O. BOX 3337
MAMMOTH LAKES, CA 93546

DANA M. CROM
ATTORNEY AT LAW
621 WEST LINE ST., STE. 110
BISHOP, CA 93514

At the time of service, I was at least 18 years of age, a United States citizen employed in the county where the mailing occurred, and not a party to the action. My business address is:

P.O. Box 1037, Mammoth Lakes, CA 93546

I declare under penalty of perjury that the foregoing is true and correct, and that this declaration was executed on December 28, 2009, at Mammoth Lakes, California.

A. TRAMUTOLO

A. TRAMUTOLO, Deputy Clerk

TOWN OF MAMMOTH LAKES
Jamie Gray – Town Clerk
PO Box 1609 • Mammoth Lakes, CA 93546
760-965-3602 • jgray@townofmammothlakes.ca.gov

May 6, 2026

The Sheet
Post Office Box 8088
Mammoth Lakes, CA 93546

Re: Letter Agreement for Publication of Legal Notices

Dear Mr. Carleton:

PARTIES: This letter shall be our agreement ("Letter Agreement") regarding the legal notice publication services described below ("Services") to be provided by The Sheet, Inc. ("Contractor") as an independent contractor to the Town of Mammoth Lakes ("Town"). Contractor is retained as an independent contractor and is not an employee of the Town.

SERVICES; SCHEDULE OF PERFORMANCE: The Services to be provided include the following: publication of the Town's legal notices. Services on the Project shall begin on July 1, 2026 and be completed by June 30, 2027, unless extended by the Town in writing.

STANDARD OF CARE: Contractor represents that it, its employees, and subcontractors have all licenses, permits, qualifications, and approvals of whatever nature that are legally required to perform the Services, including a Town Business License, and that such licenses and approvals shall be maintained throughout the term of this Letter Agreement.

COMPENSATION: Compensation for the above services shall be billed at the rates attached as Exhibit A. Contractor shall submit monthly invoices, each of which shall include a detailed description of the publications made in the preceding month. Town shall review and pay the approved charges on such invoices in a timely manner.

TERMINATION: The Town may terminate this Letter Agreement at any time with or without cause. If the Town finds it necessary to terminate this Letter Agreement without cause, Contractor shall be entitled to be paid in full for those Services adequately completed prior to the notification of termination. Contractor may terminate this Letter Agreement only upon 30 calendar days' written notice to the Town only in the event of Town's failure to perform in accordance with the terms of this Letter Agreement through no fault of Contractor.

INDEMNIFICATION: To the fullest extent permitted by law, Contractor shall defend, indemnify and hold the Town, its directors, officials, officers, employees, volunteers and agents free and harmless from any and all claims, demands, causes of action, costs, expenses, liability, loss, damage or injury of any kind, in law or equity, to property or persons, including wrongful death, in any manner arising out of, pertaining to, or incident to any alleged acts, errors or omissions of Contractor, its officials, officers, employees, subcontractors, consultants or agents in connection with the performance of the Contractor's

Services, the Project or this Letter Agreement, including without limitation the payment of all consequential damages, expert witness fees and attorney's fees and other related costs and expenses. Contractor's obligation to indemnify shall survive expiration or termination of this Letter Agreement, and shall not be restricted to insurance proceeds, if any, received by the Town, its directors, officials, officers, employees, agents, or volunteers.

LAWS & REGULATIONS; EMPLOYEE/LABOR CERTIFICATIONS: By its signature hereunder, Contractor certifies that it is aware of the provisions of Section 3700 of the California Labor Code which require every employer to be insured against liability for Workers' Compensation or to undertake self-insurance in accordance with the provisions of that Code and agrees to comply with such provisions before commencing the performance of the Services. Finally, Contractor represents that it is an equal opportunity employer, and it shall not discriminate against any subconsultant, employee or applicant for employment in violation of state or federal law. As provided for in the indemnity obligations of this Letter Agreement, Contractor shall indemnify Town against any alleged violations of this paragraph, including, but not limited to, any fines or penalties imposed by any governmental agency.

GOVERNING LAW; VENUE; GOVERNMENT CODE CLAIM COMPLIANCE; ATTORNEY'S FEES: This Letter Agreement shall be interpreted in accordance with the laws of the State of California. If any action is brought to interpret or enforce any term of this Letter Agreement, the action shall be brought in a state or federal court situated in Mono County, State of California. In addition to any and all contract requirements pertaining to notices of and requests for compensation or payment for extra work, disputed work, claims and/or changed conditions, Consultant must comply with the claim procedures set forth in Government Code sections 900 et seq. prior to filing any lawsuit against the Town. Such Government Code claims, and any subsequent lawsuit based upon the Government Code claims shall be limited to those matters that remain unresolved after all procedures pertaining to extra work, disputed work, claims, and/or changed conditions have been followed by Consultant. If no such Government Code claim is submitted, or if any prerequisite contractual requirements are not otherwise satisfied as specified herein, Consultant shall be barred from bringing and maintaining a valid lawsuit against the Town. If either party commences an action against the other party, legal, administrative, or otherwise, arising out of or in connection with this Letter Agreement, the prevailing party shall be entitled to recover all reasonable fees and costs incurred, including reasonable attorney's fees, as determined by the court.

ASSIGNMENT; AMENDMENT: Contractor shall not assign, sublet, or transfer this Letter Agreement or any rights under or interest in this Letter Agreement without the written consent of the Town, which may be withheld for any reason. This Letter Agreement may not be modified or altered except in writing signed by both parties. Except to the extent expressly provided for in the termination paragraph, there are no intended third-party beneficiaries of any right or obligation of the Parties.

ENTIRE AGREEMENT; CONSTRUCTION & CAPTIONS: This is an integrated Letter Agreement representing the entire understanding of the parties as to those matters contained herein and supersedes and cancels any prior oral or written understanding or representations with respect to matters covered hereunder. Since the Parties or their agents have participated fully in the preparation of this Letter Agreement, the language of this Letter Agreement shall be construed simply, according to its fair meaning, and not strictly for or against any Party. The captions of the various paragraphs are for convenience and ease of reference only, and do not define, limit, augment, or describe the scope, content, or intent of this Letter Agreement.

If you agree with the terms of this Letter Agreement, please indicate by signing and dating where indicated below. An original, executed copy is enclosed for your records.

TOWN OF MAMMOTH LAKES

Approved by:

_____
Amanda Rice
Mayor

Attest:

_____
Jamie Gray
Town Clerk

CONTRACTOR

Reviewed and Accepted by Contractor

_____
Signature

_____
Name

_____
Title

_____
Date

Report Criteria:
Report type: Invoice detail
Check.Type = {<>} "Adjustment"

Check Issue Date	Check Nu	Invoice Number	Vendor Nu	Payee	Invoice GL Account	Description	Amount	GL Period
ALPINE PAINT								
04/09/2026	40926000	M0281951	5517	ALPINE PAINT	100-464-43404	PAINT	65.80	04/26
Total ALPINE PAINT:							65.80	
AMERIGAS								
04/09/2026	115004	3187340987/20	6982	AMERIGAS	100-420-43404	PROPANE SERVICES	952.20	04/26
04/09/2026	115004	3187342659/20	6982	AMERIGAS	100-464-43404	PROPANE SERVICES	415.58	04/26
04/09/2026	115004	3187342667/20	6982	AMERIGAS	100-464-43404	437 OLD MAMMOTH R	14.32	04/26
04/09/2026	115004	3187342672/20	6982	AMERIGAS	100-464-43404	TOML STE 230 (T-1)	432.20	04/26
04/09/2026	115004	3187342675/20	6982	AMERIGAS	100-464-43404	TOML SUITE 230 (U)	200.78	04/26
04/09/2026	115004	3187342677/20	6982	AMERIGAS	100-464-43404	TOML STE 292 - COUN	310.81	04/26
04/09/2026	115004	3187342660/20	6982	AMERIGAS	100-464-43404	PROPANE SERVICES	14.32	04/26
04/09/2026	115004	3187342661/20	6982	AMERIGAS	100-464-43404	100 COLLEGE PARKW	14.32	04/26
04/09/2026	115004	3187342665/20	6982	AMERIGAS	100-464-43404	TOML STE 230	14.32	04/26
04/09/2026	115004	3187346122/20	6982	AMERIGAS	100-438-43404	EASTERN SIERRA TRA	14.32	04/26
04/09/2026	115004	3188309203/20	6982	AMERIGAS	100-420-43404	58 THOMPSON (PD)	760.08	04/26
04/09/2026	115004	3188317769/20	6982	AMERIGAS	100-464-43404	128 TAVERN RD #A3	227.11	04/26
04/09/2026	115004	3188319889/20	6982	AMERIGAS	858-436-43404	686 OLD MAMMOTH R	7,367.70	04/26
04/09/2026	115004	3188529641/20	6982	AMERIGAS	220-471-43404	TOML HANGAR	14.32	04/26
Total AMERIGAS:							10,752.38	
BEST BEST & KRIEGER								
04/09/2026	40926001	1055749	33	BEST BEST & KRIEGE	100-412-43031	PERSONNEL	81.00	04/26
Total BEST BEST & KRIEGER:							81.00	
BG MOUNTAIN ENTERPRISES, INC								
04/09/2026	115005	252601030	19001	BG MOUNTAIN ENTER	858-436-43031	SNOW REMOVAL SVC	4,485.00	04/26
04/09/2026	115005	252601004	19001	BG MOUNTAIN ENTER	858-436-43031	SNOW REMOVAL SVC	1,552.50	04/26
Total BG MOUNTAIN ENTERPRISES, INC:							6,037.50	
BISHOP AUTOMOTIVE CENTER								
04/09/2026	40926002	1-GS82613	18309	BISHOP AUTOMOTIVE	910-000-13003	PARTS	1,009.22	04/26
04/09/2026	40926002	1-GS82857	18309	BISHOP AUTOMOTIVE	910-000-13003	PARTS	5,550.69	04/26
04/09/2026	40926002	1-GS82595	18309	BISHOP AUTOMOTIVE	910-000-13003	PARTS	7,175.79	04/26
04/09/2026	40926002	1-GS82599	18309	BISHOP AUTOMOTIVE	910-000-13003	PARTS	3,293.94	04/26
04/09/2026	40926002	1-82789	18309	BISHOP AUTOMOTIVE	910-000-13003	PARTS	357.44	04/26
Total BISHOP AUTOMOTIVE CENTER:							17,387.08	
BPR CONSULTING GROUP								
04/09/2026	40926003	4082	19259	BPR CONSULTING GR	100-442-43031	BP24-00009 NEW MUL	580.00	04/26
Total BPR CONSULTING GROUP:							580.00	
BUCHER MUNICIPAL NORTH AMERICA, INC.								
04/09/2026	115006	INV-00004548	18537	BUCHER MUNICIPAL N	910-000-13003	PARTS	6,525.15	04/26
04/09/2026	115006	INV-00004755	18537	BUCHER MUNICIPAL N	910-000-13003	PARTS	3,579.18	04/26
04/09/2026	115006	INV-00004881	18537	BUCHER MUNICIPAL N	910-000-13003	PARTS	1,354.65	04/26
04/09/2026	115006	INV-00005043	18537	BUCHER MUNICIPAL N	910-000-13003	PARTS	241.73	04/26

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Total BUCHER MUNICIPAL NORTH AMERICA, INC.:							11,700.71	
CALIFORNIA CONSULTING, INC.								
04/09/2026	40926004	7814	19212	CALIFORNIA CONSULT	100-416-43031	GRANT WRITING SER	4,250.00	04/26
Total CALIFORNIA CONSULTING, INC.:							4,250.00	
CANON FINANCIAL SERVICES, INC								
04/09/2026	40926005	42835608	19353	CANON FINANCIAL SE	100-416-46010	COPIER SERVICES	3,257.03	04/26
04/09/2026	40926005	42835607	19353	CANON FINANCIAL SE	100-416-46010	COPIER SERVICES	299.62	04/26
Total CANON FINANCIAL SERVICES, INC:							3,556.65	
CHUCK VILLAR CONSTRUCTION INC.								
04/09/2026	40926006	30288	7277	CHUCK VILLAR CONS	210-452-43031	SNOW REMOVAL - VIL	5,955.00	04/26
04/09/2026	40926006	30289	7277	CHUCK VILLAR CONS	210-452-43031	SNOW REMOVAL - VIL	8,490.00	04/26
04/09/2026	40926006	30209	7277	CHUCK VILLAR CONS	210-452-43031	SNOW PIT HAULING	1,020.00	04/26
04/09/2026	40926006	30230	7277	CHUCK VILLAR CONS	100-452-43031	SNOW REMOVAL - CO	9,843.75	04/26
04/09/2026	40926006	30231	7277	CHUCK VILLAR CONS	100-452-43031	SNOW REMOVAL - FIR	2,041.25	04/26
04/09/2026	40926006	30232	7277	CHUCK VILLAR CONS	100-452-43031	SNOW REMOVAL - HIL	7,647.50	04/26
04/09/2026	40926006	30233	7277	CHUCK VILLAR CONS	100-420-43031	SNOW REMOVAL - PO	10,114.11	04/26
04/09/2026	40926006	30236	7277	CHUCK VILLAR CONS	853-452-43031	SNOW REMOVAL - BL	25,398.94	04/26
04/09/2026	40926006	30237	7277	CHUCK VILLAR CONS	850-452-43031	SNOW REMOVAL - JUN	17,353.83	04/26
04/09/2026	40926006	30238	7277	CHUCK VILLAR CONS	210-452-43031	SNOW REMOVAL - SA	11,294.11	04/26
04/09/2026	40926006	30239	7277	CHUCK VILLAR CONS	210-452-43031	SNOW REMOVAL - SH	18,336.36	04/26
04/09/2026	40926006	30229	7277	CHUCK VILLAR CONS	210-452-43031	SNOW REMOVAL - CIV	24,966.25	04/26
04/09/2026	40926006	30287	7277	CHUCK VILLAR CONS	100-452-43031	SNOW REMOVAL - TAV	15,286.61	04/26
Total CHUCK VILLAR CONSTRUCTION INC.:							157,747.71	
CIVICPLUS INC.								
04/09/2026	40926007	367385	8825	CIVICPLUS INC.	100-432-43031	PROFESSIONAL SERV	1,248.29	04/26
Total CIVICPLUS INC.:							1,248.29	
CROCKETT-STOLTZFUS								
04/09/2026	115007	02012026	5615	CROCKETT-STOLTZFU	100-420-43031	STORAGE RENTAL 202	660.00	04/26
Total CROCKETT-STOLTZFUS:							660.00	
DEPT OF JUSTICE								
04/09/2026	115008	022007	1775	DEPT OF JUSTICE	100-420-43156	FINGERPRINTS	797.00	04/26
Total DEPT OF JUSTICE:							797.00	
DESERT SPRINGS TROUT FARM								
04/09/2026	40926008	04062026	19012	DESERT SPRINGS TR	100-432-44300	2026 FISH STOCKING	40,000.00	04/26
Total DESERT SPRINGS TROUT FARM:							40,000.00	
DIY HOME CENTER								
04/09/2026	115009	184727	5476	DIY HOME CENTER	210-450-42025	PARTS/SUPPLIES	23.26	04/26
04/09/2026	115009	184901	5476	DIY HOME CENTER	100-464-43031	PARTS/SUPPLIES	47.87	04/26
04/09/2026	115009	184919	5476	DIY HOME CENTER	100-464-42007	PARTS/SUPPLIES	32.47	04/26
04/09/2026	115009	185187	5476	DIY HOME CENTER	100-438-45080	PARTS/SUPPLIES	34.88	04/26
04/09/2026	115009	185267	5476	DIY HOME CENTER	858-436-42007	PARTS/SUPPLIES	22.37	04/26
04/09/2026	115009	185279	5476	DIY HOME CENTER	858-436-42007	PARTS/SUPPLIES	49.42	04/26

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04/09/2026	115009	186001	5476	DIY HOME CENTER	210-454-42002	PARTS/SUPPLIES	116.36	04/26
04/09/2026	115009	184716	5476	DIY HOME CENTER	100-438-45080	PARTS/SUPPLIES	17.43	04/26
04/09/2026	115009	185541	5476	DIY HOME CENTER	858-436-42007	PARTS/SUPPLIES	32.93	04/26
04/09/2026	115009	185576	5476	DIY HOME CENTER	100-434-45080	PARTS/SUPPLIES	56.16	04/26
04/09/2026	115009	185618	5476	DIY HOME CENTER	100-464-42003	PARTS/SUPPLIES	11.13	04/26
04/09/2026	115009	185634	5476	DIY HOME CENTER	858-436-42007	PARTS/SUPPLIES	84.30	04/26
04/09/2026	115009	185657	5476	DIY HOME CENTER	220-471-42007	PARTS/SUPPLIES	27.92	04/26
04/09/2026	115009	185658	5476	DIY HOME CENTER	100-464-42007	PARTS/SUPPLIES	40.71	04/26
04/09/2026	115009	185675	5476	DIY HOME CENTER	910-000-13003	PARTS/SUPPLIES	18.41	04/26
04/09/2026	115009	185762	5476	DIY HOME CENTER	100-464-42007	PARTS/SUPPLIES	48.44	04/26
04/09/2026	115009	185816	5476	DIY HOME CENTER	220-471-42007	PARTS/SUPPLIES	47.47	04/26
Total DIY HOME CENTER:							711.53	
ENTENMANN-ROVIN COMPANY								
04/09/2026	115010	0193852-IN	423	ENTENMANN-ROVIN C	100-420-42006	BADGE SERVICES	51.17	04/26
Total ENTENMANN-ROVIN COMPANY:							51.17	
FELKEL CONSTRUCTION INC.								
04/09/2026	40926009	2026-81	18990	FELKEL CONSTRUCTI	100-438-43031	SNOW REMOVAL	10,854.71	04/26
Total FELKEL CONSTRUCTION INC.:							10,854.71	
FRONTIER BUILDING PRODUCTS PACIFIC INC.								
04/09/2026	40926010	02/26-2536	19736	FRONTIER BUILDING	100-420-43404	02/26-PD	527.15	04/26
Total FRONTIER BUILDING PRODUCTS PACIFIC INC.:							527.15	
FRONTIER COMMUNICATIONS								
04/09/2026	115011	02/26-3825	10869	FRONTIER COMMUNIC	220-471-43404	02/26-AIRPORT	129.00	04/26
04/09/2026	115011	02/26-0348	10869	FRONTIER COMMUNIC	210-456-43404	03/26-TOWN	370.27	04/26
04/09/2026	115011	02/26-2490	10869	FRONTIER COMMUNIC	100-420-43404	02/26-PD FAX	109.05	04/26
04/09/2026	115011	02/26-0000	10869	FRONTIER COMMUNIC	858-436-43404	01/26-TOWN	200.58	04/26
04/09/2026	115011	03/26-3825	10869	FRONTIER COMMUNIC	220-471-43404	03/26-AIRPORT	129.00	04/26
04/09/2026	115011	03/26-0348	10869	FRONTIER COMMUNIC	210-456-43404	03/26-TOWN	464.95	04/26
04/09/2026	115011	03/26-2490	10869	FRONTIER COMMUNIC	100-420-43404	03/26-PD FAX	126.01	04/26
04/09/2026	115011	03/26-2536	10869	FRONTIER COMMUNIC	100-420-43404	03/26-PD	664.85	04/26
04/09/2026	115011	03/26-3119	10869	FRONTIER COMMUNIC	220-471-43404	03/26-AIRPORT	314.49	04/26
04/09/2026	115011	03/26-0000	10869	FRONTIER COMMUNIC	858-436-43404	03/26-TOWN	200.58	04/26
04/09/2026	115011	02/26-3119	10869	FRONTIER COMMUNIC	220-471-43404	02/26-AIRPORT	282.93	04/26
04/09/2026	115011	02/26-7493	10869	FRONTIER COMMUNIC	100-464-43404	02/26-TOWN	92.33	04/26
04/09/2026	115011	03/26-3636	10869	FRONTIER COMMUNIC	100-420-43404	03/26-PD	308.68	04/26
Total FRONTIER COMMUNICATIONS:							3,392.72	
GRAY'S GRASSHOPPER INC.								
04/09/2026	40926011	16381	19659	GRAY'S GRASSHOPPE	856-450-43031	LANDSCAPING SERVI	4,995.50	04/26
Total GRAY'S GRASSHOPPER INC.:							4,995.50	
GROCERY OUTLET INC								
04/09/2026	115012	03052026	19987	GROCERY OUTLET IN	900-000-28028	REIMBURSEMENT FO	321.56	04/26
Total GROCERY OUTLET INC:							321.56	
HIGH SIERRA FIRE PROTECTION								
04/09/2026	115013	1025-F478073	19664	HIGH SIERRA FIRE PR	858-436-43031	CRC FIRE SPRINKLER	400.00	04/26

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04/09/2026	115013	1025-F478075	19664	HIGH SIERRA FIRE PR	100-438-43031	210 COMMERCE FIRE	400.00	04/26
04/09/2026	115013	1025-F478077	19664	HIGH SIERRA FIRE PR	210-456-43031	299 COMMERCE FIRE	400.00	04/26
Total HIGH SIERRA FIRE PROTECTION:							1,200.00	
HMC GROUP								
04/09/2026	40926012	184036	10804	HMC ARCHITECTS	300-531-43031	02/26-PROFESSIONAL	34,530.16	04/26
04/09/2026	40926012	184035	10804	HMC ARCHITECTS	300-531-43031	TML Community Recrea	1,692.50	04/26
Total HMC GROUP:							36,222.66	
KAPLAN, MATTHEW								
04/09/2026	115014	04092026	19979	KAPLAN, MATTHEW	100-464-43031	QUEEN SIZE MATTRE	564.03	04/26
Total KAPLAN, MATTHEW:							564.03	
KUBISKE FAMILY TRUST								
04/09/2026	115015	02122026	19872	KUBISKE FAMILY TRU	001-000-10760	REFUND FOR CP OVE	2,000.00	04/26
Total KUBISKE FAMILY TRUST:							2,000.00	
LINDE GAS & EQUIPMENT INC.								
04/09/2026	40926013	55036587	19251	LINDE GAS & EQUIPM	210-454-43031	GAS SERVICES	1,409.91	04/26
Total LINDE GAS & EQUIPMENT INC.:							1,409.91	
MAMMOTH LAKES TOURISM-TBID								
04/09/2026	40926014	APRIL-2026	8858	MAMMOTH LAKES TO	218-480-49020	TBID PASS THROUGH	1,111,820.27	04/26
Total MAMMOTH LAKES TOURISM-TBID:							1,111,820.27	
MISSION LINEN SUPPLY, INC								
04/09/2026	115016	524960335	6482	MISSION LINEN SUPPL	210-454-42006	LINEN SERVICES	198.86	04/26
Total MISSION LINEN SUPPLY, INC:							198.86	
MOORE, NICHOLAS								
04/09/2026	115017	02122026	19990	MOORE, NICHOLAS	001-000-10760	REFUND FOR BUSINE	579.36	04/26
Total MOORE, NICHOLAS:							579.36	
O'REILLY								
04/09/2026	115018	3091-269823	19413	O'REILLY	910-000-13003	PARTS	81.75	04/26
04/09/2026	115018	3091-266879	19413	O'REILLY	910-000-13003	PARTS	50.21	04/26
04/09/2026	115018	3091-266785	19413	O'REILLY	910-000-13003	PARTS	111.42	04/26
Total O'REILLY:							243.38	
PAC WEST COMMUNITIES								
04/09/2026	115019	03262026	19988	PAC WEST COMMUNIT	100-445-43035	REIMBURSEMENT FO	150,000.00	04/26
Total PAC WEST COMMUNITIES:							150,000.00	
PARS								
04/09/2026	115020	59785	6552	PARS	100-416-43031	ANNUAL ASSET FEE P	583.58	04/26
04/09/2026	115020	59975	6552	PARS	100-416-43031	ANNUAL ASSET FEE	590.76	04/26
04/09/2026	115020	60021	6552	PARS	100-416-43031	MONTHLY ADMIN FEE	800.00	04/26

Check Issue Date	Check Nu	Invoice Number	Vendor Nu	Payee	Invoice GL Account	Description	Amount	GL Period
Total PARS:							1,974.34	
PASNAU, ROBERT								
04/09/2026	115021	02122026	19992	PASNAU, ROBERT	001-000-10760	CP RENEWAL DUE TO	700.00	04/26
Total PASNAU, ROBERT:							700.00	
PRICE PAIGE & CO.								
04/09/2026	115022	37994	19277	PRICE PAIGE & CO.	100-415-43100	WORK IN PROGRESS	11,477.00	04/26
Total PRICE PAIGE & CO.:							11,477.00	
REMOTE SYSTEMS INTEGRATION								
04/09/2026	115023	VB38BLO5-00	19383	REMOTE SYSTEMS IN	220-471-43110	QUARTERLY RSINET S	180.00	04/26
Total REMOTE SYSTEMS INTEGRATION:							180.00	
RICH ENVIRONMENTAL SERVICE STATION SVCS								
04/09/2026	115024	114363	10132	RICH ENVIRONMENTA	910-000-13047	DESIGNATED OPERAT	150.00	04/26
Total RICH ENVIRONMENTAL SERVICE STATION SVCS:							150.00	
ROETHEL, HERMAN								
04/09/2026	115025	02122026	19989	ROETHEL, HERMAN	001-000-10760	REFUND FOR CP REN	250.00	04/26
Total ROETHEL, HERMAN:							250.00	
SAFETY-KLEEN SYSTEMS, INC								
04/09/2026	115026	99326558	2313	SAFETY-KLEEN SYSTE	210-454-43031	PARTS	1,069.26	04/26
Total SAFETY-KLEEN SYSTEMS, INC:							1,069.26	
SAWTOOTH INDUSTRIAL LLC								
04/09/2026	115027	405	19391	SAWTOOTH INDUSTRI	910-000-13003	PARTS	3,675.32	04/26
Total SAWTOOTH INDUSTRIAL LLC:							3,675.32	
SHEET, THE								
04/09/2026	115028	13085	6678	SHEET, THE	100-440-43130	NOTICE OF PUBLIC H	374.00	04/26
04/09/2026	115028	13086	6678	SHEET, THE	100-440-43130	NOTICE OF PUBLIC H	374.00	04/26
04/09/2026	115028	13087	6678	SHEET, THE	100-440-43130	NOTICE OF PUBLIC H	374.00	04/26
Total SHEET, THE:							1,122.00	
SHRED PRO, INC								
04/09/2026	115029	11167	8188	SHRED PRO, INC	100-416-43031	DOCUMENT SHRED S	68.00	04/26
Total SHRED PRO, INC:							68.00	
SINTRA GROUP								
04/09/2026	40926015	2026113	10823	SINTRA GROUP	100-420-43031	BACKGROUND INVES	6,108.00	04/26
Total SINTRA GROUP:							6,108.00	
SNOQUIP INC.								
04/09/2026	40926016	55683	2082	SNOQUIP INC.	915-570-48300	EQUIPMENT PURCHA	288,270.04	04/26

Check Issue Date	Check Nu	Invoice Number	Vendor Nu	Payee	Invoice GL Account	Description	Amount	GL Period
Total SNOQUIP INC.:							288,270.04	
SOUTHERN CALIFORNIA EDISON								
04/09/2026	115030	7501888291	2439	SOUTHERN CALIFORN	205-490-43404	NON-RESIDENTIAL ME	358.24	04/26
04/09/2026	115030	7501888785	2439	SOUTHERN CALIFORN	205-490-43404	NON-RESIDENTIAL ME	1,255.71	04/26
04/09/2026	115030	7501960814	2439	SOUTHERN CALIFORN	100-416-43404	RESIDENTIAL METER	19,111.28	04/26
Total SOUTHERN CALIFORNIA EDISON:							20,725.23	
TAYLOR, ANDREW								
04/09/2026	115031	02122026	19991	TAYLOR, ANDREW	001-000-10760	BUSINESS TAX REFUN	1,289.60	04/26
Total TAYLOR, ANDREW:							1,289.60	
THOMAS PETROLEUM, LLC								
04/09/2026	40926017	1497602-IN	7891	THOMAS PETROLEUM	220-471-42016	FUEL SERVICES	1,900.08	04/26
04/09/2026	40926017	1530367-IN	7891	THOMAS PETROLEUM	910-000-13001	FUEL SERVICES	9,619.67	04/26
04/09/2026	40926017	1530371-IN	7891	THOMAS PETROLEUM	910-000-13001	FUEL SERVICES	19,883.37	04/26
04/09/2026	40926017	1528515-IN	7891	THOMAS PETROLEUM	910-000-13003	FUEL SERVICES	4,206.46	04/26
Total THOMAS PETROLEUM, LLC:							35,609.58	
TRIAD/HOLMES ASSOCIATES								
04/09/2026	115032	1022815	336	TRIAD/HOLMES ASSO	300-531-43031	SGS INVOICE 310997 -	887.50	04/26
Total TRIAD/HOLMES ASSOCIATES:							887.50	
VERIZON								
04/09/2026	115033	6140234272	5637	VERIZON	100-436-43404	THROUGH 04/04/2026	798.21	04/26
04/09/2026	115033	6139373042	5637	VERIZON	100-420-43404	PD THROUGH 03/23/20	3,562.87	04/26
04/09/2026	115033	6138162523	5637	VERIZON	100-467-43404	WIRELESS SERIVICES	13,020.51	04/26
Total VERIZON:							17,381.59	
WATERDOGS RESTORATION								
04/09/2026	40926018	2127	19776	WATERDOGS RESTOR	215-511-42026	CUSTODIAL SVCS - 3/1	10,505.00	04/26
Total WATERDOGS RESTORATION:							10,505.00	
WESTERN NEVADA SUPPLY CO.								
04/09/2026	40926019	52191723	155	WESTERN NEVADA SU	220-471-42007	PARTS	901.87	04/26
04/09/2026	40926019	52200373	155	WESTERN NEVADA SU	220-471-42007	PARTS	293.62	04/26
Total WESTERN NEVADA SUPPLY CO.:							1,195.49	
XEROX CORPORATION								
04/09/2026	115034	025057361	234	XEROX CORPORATIO	100-420-46010	COPIER SERVICES	185.41	04/26
04/09/2026	115034	025237955	234	XEROX CORPORATIO	100-420-46010	COPIER SERVICES	206.26	04/26
Total XEROX CORPORATION:							391.67	
Grand Totals:							1,982,986.55	

Signature: Jamie Gray Date 4/10/26

Signature: Nolan Bobroff Date 4-9-26

Signature: Stu Brown Date 4/9/2026

Report Criteria:
Report type: Invoice detail
Check.Type = {<>} "Adjustment"

Report Criteria:
Report type: Invoice detail
Check.Type = {<>} "Adjustment"

Check Issue Date	Check Nu	Invoice Number	Vendor Nu	Payee	Invoice GL Account	Description	Amount	GL Period
ALPINE PAINT								
04/16/2026	41626000	M0282062	5517	ALPINE PAINT	210-452-42025	PAINT	70.78	04/26
Total ALPINE PAINT:							70.78	
AMAZON CAPITAL SERVICES								
04/16/2026	41626001	1GF7-YCQX-L	19234	AMAZON CAPITAL SER	100-420-42002	SUPPLIES	677.09	04/26
Total AMAZON CAPITAL SERVICES:							677.09	
ARNOLD, CATHERINE								
04/16/2026	115042	27MML-1	19995	ARNOLD, CATHERINE	245-445-43035	LEASE TO LOCALS INI	2,250.00	04/26
Total ARNOLD, CATHERINE:							2,250.00	
AT&T								
04/16/2026	115043	03/26-7493	1447	AT&T	100-464-43404	03/26-TOWN	92.75	04/26
Total AT&T:							92.75	
AT&T DOJ LINE								
04/16/2026	115044	000024755981	18336	AT&T DOJ LINE	100-420-43031	DOJ LINE	835.90	04/26
04/16/2026	115044	000024873007	18336	AT&T DOJ LINE	100-420-43031	DOJ LINE	959.20	04/26
Total AT&T DOJ LINE:							1,795.10	
AT&T MOBILITY								
04/16/2026	115045	287347012516	8453	AT&T MOBILITY	100-420-43404	02/26 PD	488.88	04/26
Total AT&T MOBILITY:							488.88	
AVCOM SERVICES INC								
04/16/2026	115046	47220	19779	AVCOM SERVICES INC	858-436-43031	QUARTERLY FIRE ALA	330.00	04/26
Total AVCOM SERVICES INC:							330.00	
AVIATION INSIGHTS, LLC								
04/16/2026	41626002	31	19188	AVIATION INSIGHTS, L	220-471-43031	PROFESSIONAL MANA	3,200.00	04/26
Total AVIATION INSIGHTS, LLC:							3,200.00	
BEST BEST & KRIEGER								
04/16/2026	41626003	1058061	33	BEST BEST & KRIEGE	100-412-43031	MAMMOTH LAKES, TO	2,440.05	04/26
Total BEST BEST & KRIEGER:							2,440.05	
BOBCAT OF RENO								
04/16/2026	115047	P49934	6344	BOBCAT OF RENO	910-000-13003	PARTS	2,326.72	04/26
Total BOBCAT OF RENO:							2,326.72	
BRANDLEY ENGINEERING, INC.								
04/16/2026	41626004	11741	3443	BRANDLEY ENGINEER	220-531-43031	Supplemental Services	31,315.00	04/26
04/16/2026	41626004	11756	3443	BRANDLEY ENGINEER	220-531-43031	Supplemental Services	1,380.00	04/26

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Total BRANDLEY ENGINEERING, INC.:							32,695.00	
BRANDON T JOHNSON								
04/16/2026	41626005	0051	19821	BRANDON T JOHNSO	220-471-43031	ELECTRICAL WORK	4,410.00	04/26
Total BRANDON T JOHNSON:							4,410.00	
BUSWEST								
04/16/2026	115048	XA410065538:	7396	BUSWEST	910-000-13003	PARTS	393.82	04/26
Total BUSWEST:							393.82	
CALIFORNIA BUILDING STANDARDS COMMISSION								
04/16/2026	115049	04102026	8665	CALIFORNIA BUILDING	100-000-20072	BSASRF	155.70	04/26
Total CALIFORNIA BUILDING STANDARDS COMMISSION:							155.70	
CALIFORNIA DEPARTMENT OF CONSERVATION								
04/16/2026	115050	04102026	3045	CALIFORNIA DEPART	100-000-20071	STATE STRONG MOTI	415.12	04/26
Total CALIFORNIA DEPARTMENT OF CONSERVATION:							415.12	
COLE PRO MEDIA CORP								
04/16/2026	115051	5231	19819	COLE PRO MEDIA CO	100-420-43031	Transparency Engagem	1,500.00	04/26
Total COLE PRO MEDIA CORP:							1,500.00	
CREATIVE IMAGE EMBROIDERY								
04/16/2026	115052	29257	6087	CREATIVE IMAGE EMB	100-420-42006	EMBROIDERY SERVIC	135.00	04/26
Total CREATIVE IMAGE EMBROIDERY:							135.00	
DEAN'S PLUMBING & HEATING, INC.								
04/16/2026	115053	60396	2410	DEAN'S PLUMBING &	210-456-43031	HVAC SERVICES	5,865.00	04/26
Total DEAN'S PLUMBING & HEATING, INC.:							5,865.00	
DEPT OF JUSTICE								
04/16/2026	115054	015504	1775	DEPT OF JUSTICE	100-417-43140	FINGERPRINTS	224.00	04/26
04/16/2026	115054	028940	1775	DEPT OF JUSTICE	100-420-43156	FINGERPRINTS	1,012.00	04/26
Total DEPT OF JUSTICE:							1,236.00	
DIVISION OF THE STATE ARCHITECT								
04/16/2026	115055	04012026	10063	DIVISION OF THE STA	100-000-20073	SB1186 DISABILITY FE	435.60	04/26
Total DIVISION OF THE STATE ARCHITECT:							435.60	
DIY HOME CENTER								
04/16/2026	115056	184691	5476	DIY HOME CENTER	210-456-45060	PARTS/SUPPLIES	30.99	04/26
04/16/2026	115056	184713	5476	DIY HOME CENTER	210-450-42025	PARTS/SUPPLIES	65.92	04/26
04/16/2026	115056	184909	5476	DIY HOME CENTER	210-456-45060	PARTS/SUPPLIES	41.68	04/26
04/16/2026	115056	185025	5476	DIY HOME CENTER	210-456-45060	PARTS/SUPPLIES	15.28	04/26
04/16/2026	115056	185166	5476	DIY HOME CENTER	210-452-42025	PARTS/SUPPLIES	31.01	04/26
04/16/2026	115056	185420	5476	DIY HOME CENTER	210-450-42025	PARTS/SUPPLIES	9.48	04/26
04/16/2026	115056	185712	5476	DIY HOME CENTER	100-434-45080	PARTS/SUPPLIES	56.16	04/26
04/16/2026	115056	185778	5476	DIY HOME CENTER	210-452-42025	PARTS/SUPPLIES	25.92	04/26

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04/16/2026	115056	185929	5476	DIY HOME CENTER	210-452-42022	PARTS/SUPPLIES	5.32	04/26
04/16/2026	115056	185939	5476	DIY HOME CENTER	210-452-42022	PARTS/SUPPLIES	4.84	04/26
04/16/2026	115056	185992	5476	DIY HOME CENTER	210-452-42022	PARTS/SUPPLIES	42.65	04/26
04/16/2026	115056	186020	5476	DIY HOME CENTER	100-434-45080	PARTS/SUPPLIES	31.69	04/26
04/16/2026	115056	186057	5476	DIY HOME CENTER	210-450-45224	PARTS/SUPPLIES	20.13	04/26
04/16/2026	115056	186059	5476	DIY HOME CENTER	210-452-46200	PARTS/SUPPLIES	10.66	04/26
04/16/2026	115056	186081	5476	DIY HOME CENTER	100-438-42007	PARTS/SUPPLIES	5.75	04/26
04/16/2026	115056	186087	5476	DIY HOME CENTER	100-438-42007	PARTS/SUPPLIES	3.86	04/26
04/16/2026	115056	186098	5476	DIY HOME CENTER	100-438-42007	PARTS/SUPPLIES	4.98	04/26
04/16/2026	115056	186105	5476	DIY HOME CENTER	220-471-42007	PARTS/SUPPLIES	98.36	04/26
04/16/2026	115056	186181	5476	DIY HOME CENTER	100-438-42007	PARTS/SUPPLIES	11.63	04/26
04/16/2026	115056	186388	5476	DIY HOME CENTER	100-464-42007	PARTS/SUPPLIES	29.07	04/26
04/16/2026	115056	186453	5476	DIY HOME CENTER	210-452-42022	PARTS/SUPPLIES	27.62	04/26
04/16/2026	115056	186454	5476	DIY HOME CENTER	220-471-42007	PARTS/SUPPLIES	40.68	04/26
Total DIY HOME CENTER:							613.68	
DOOLEY ENTERPRISES, INC								
04/16/2026	115057	71361	10803	DOOLEY ENTERPRISE	100-420-46450	SUPPLIES AMMO	19,932.59	04/26
Total DOOLEY ENTERPRISES, INC:							19,932.59	
EASTERN SIERRA PROPANE								
04/16/2026	115058	U0380953	5323	EASTERN SIERRA PR	210-456-43404	LAKEVIEW ICEMELT	1,136.55	04/26
04/16/2026	115058	U0381334	5323	EASTERN SIERRA PR	210-456-43404	LAKEVIEW ICE MELT	2,773.53	04/26
04/16/2026	115058	I013165	5323	EASTERN SIERRA PR	210-456-43404	LAKE VIEW ICE MELT	4,635.41	04/26
04/16/2026	115058	U0060333	5323	EASTERN SIERRA PR	210-456-43404	LAKEVIEW ICE MELT	3,407.49	04/26
04/16/2026	115058	U0060685	5323	EASTERN SIERRA PR	210-456-43404	LAKEVIEW ICEMELT	3,160.32	04/26
Total EASTERN SIERRA PROPANE:							15,113.30	
ELBERT DISTRIBUTING								
04/16/2026	41626006	PI0060293	19208	ELBERT DISTRIBUTIN	910-000-13003	PARTS	965.10	04/26
Total ELBERT DISTRIBUTING:							965.10	
EMANUELS JONES AND ASSOCIATES LLC								
04/16/2026	41626007	F26 04 07	19350	EMANUELS JONES AN	100-416-43031	LOBBYING FEES	3,450.00	04/26
Total EMANUELS JONES AND ASSOCIATES LLC:							3,450.00	
EMPIRE SOUTHWEST								
04/16/2026	115059	EMWK424714	19724	EMPIRE SOUTHWEST	910-000-13047	PARTS	1,800.05	04/26
04/16/2026	115059	EMWK426245	19724	EMPIRE SOUTHWEST	910-000-13003	PARTS	7,255.86	04/26
Total EMPIRE SOUTHWEST:							9,055.91	
ESTA								
04/16/2026	115060	260407-01	7884	ESTA	100-475-43031	TOTAL REVENUE HOU	71,664.74	04/26
04/16/2026	115060	260407-02	7884	ESTA	100-475-43031	JOB SHARE REGULAR	2,752.00	04/26
Total ESTA:							74,416.74	
FEDERAL EXPRESS CORP								
04/16/2026	115061	9-126-79122	717	FEDERAL EXPRESS C	100-420-42005	SHIPPING SERVICES	47.12	04/26
04/16/2026	115061	9-167-01474	717	FEDERAL EXPRESS C	100-420-42005	SHIPPING SERVICES	114.94	04/26
04/16/2026	115061	9-195-08898	717	FEDERAL EXPRESS C	100-420-42005	SHIPPING SERVICES	49.67	04/26
04/16/2026	115061	9-212-97404	717	FEDERAL EXPRESS C	100-420-42005	SHIPPING SERVICES	34.59	04/26

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04/16/2026	115061	9-222-09647	717	FEDERAL EXPRESS C	100-420-42005	SHIPPING SERVICES	64.81	04/26
04/16/2026	115061	9-240-76881	717	FEDERAL EXPRESS C	100-420-42005	SHIPPING SERVICES	56.54	04/26
Total FEDERAL EXPRESS CORP:							367.67	
GARNICA, VICTOR								
04/16/2026	115062	03292026	18535	GARNICA, VICTOR	210-452-42030	OT MEAL ALLOWANCE	184.00	04/26
Total GARNICA, VICTOR:							184.00	
GRAY'S GRASSHOPPER INC.								
04/16/2026	41626008	16382	19659	GRAY'S GRASSHOPPE	856-450-43031	LANDSCAPING SERVI	9,548.50	04/26
Total GRAY'S GRASSHOPPER INC.:							9,548.50	
GROUP DELTA CONSULTANTS, INC.								
04/16/2026	115063	483789	18874	GROUP DELTA CONSU	220-471-43031	CONSULTING SERVIC	8,315.00	04/26
Total GROUP DELTA CONSULTANTS, INC.:							8,315.00	
HIGH COUNTRY LUMBER								
04/16/2026	115064	20234	830	HIGH COUNTRY LUMB	100-464-42007	PARTS/SUPPLIES	10.76	04/26
04/16/2026	115064	20294	830	HIGH COUNTRY LUMB	220-471-42007	PARTS/SUPPLIES	132.46	04/26
04/16/2026	115064	20587	830	HIGH COUNTRY LUMB	210-452-42022	PARTS/SUPPLIES	14.57	04/26
04/16/2026	115064	20804	830	HIGH COUNTRY LUMB	210-450-42025	PARTS/SUPPLIES	28.83	04/26
04/16/2026	115064	20928	830	HIGH COUNTRY LUMB	210-450-42022	PARTS/SUPPLIES	102.76	04/26
04/16/2026	115064	21409	830	HIGH COUNTRY LUMB	210-452-42025	PARTS/SUPPLIES	42.01	04/26
04/16/2026	115064	21534	830	HIGH COUNTRY LUMB	210-456-45060	PARTS/SUPPLIES	18.92	04/26
04/16/2026	115064	21573	830	HIGH COUNTRY LUMB	210-452-46200	PARTS/SUPPLIES	12.92	04/26
04/16/2026	115064	21722	830	HIGH COUNTRY LUMB	210-456-45060	PARTS/SUPPLIES	37.84	04/26
04/16/2026	115064	21832	830	HIGH COUNTRY LUMB	210-456-45060	PARTS/SUPPLIES	18.92	04/26
04/16/2026	115064	K21856	830	HIGH COUNTRY LUMB	210-452-42022	PARTS/SUPPLIES	16.15	04/26
04/16/2026	115064	21910	830	HIGH COUNTRY LUMB	210-456-45060	PARTS/SUPPLIES	5.57	04/26
04/16/2026	115064	22134	830	HIGH COUNTRY LUMB	100-464-42007	PARTS/SUPPLIES	28.00	04/26
04/16/2026	115064	22244	830	HIGH COUNTRY LUMB	210-452-45200	PARTS/SUPPLIES	30.13	04/26
04/16/2026	115064	22262	830	HIGH COUNTRY LUMB	210-452-45200	PARTS/SUPPLIES	462.35	04/26
04/16/2026	115064	22285	830	HIGH COUNTRY LUMB	220-471-42007	PARTS/SUPPLIES	26.28	04/26
04/16/2026	115064	22300	830	HIGH COUNTRY LUMB	220-471-42007	PARTS/SUPPLIES	38.78	04/26
04/16/2026	115064	22436	830	HIGH COUNTRY LUMB	220-471-42007	PARTS/SUPPLIES	28.34	04/26
04/16/2026	115064	22493	830	HIGH COUNTRY LUMB	220-471-42007	PARTS/SUPPLIES	80.70	04/26
04/16/2026	115064	23013	830	HIGH COUNTRY LUMB	100-467-42007	PARTS/SUPPLIES	8.18	04/26
04/16/2026	115064	23086	830	HIGH COUNTRY LUMB	210-452-42022	PARTS/SUPPLIES	48.79	04/26
04/16/2026	115064	23100	830	HIGH COUNTRY LUMB	210-452-42022	PARTS/SUPPLIES	52.03	04/26
Total HIGH COUNTRY LUMBER:							1,245.29	
HINIKER COMPANY								
04/16/2026	115065	394249	19946	HINIKER COMPANY	220-471-42007	PARTS	3,480.00	04/26
Total HINIKER COMPANY:							3,480.00	
HOMETOWN MANUFACTURING INC.								
04/16/2026	115066	INV595	19426	HOMETOWN MANUFA	910-000-13003	PARTS	834.61	04/26
04/16/2026	115066	INV1047	19426	HOMETOWN MANUFA	910-000-13003	PARTS/SUPPLIES	199.08	04/26
04/16/2026	115066	INV1050	19426	HOMETOWN MANUFA	910-000-13003	PARTS/SUPPLIES	84.93	04/26
Total HOMETOWN MANUFACTURING INC.:							1,118.62	

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HYDRAULIC CONTROLS, INC								
04/16/2026	41626009	03119456	948	HYDRAULIC CONTROL	910-000-13003	PARTS	1,532.66	04/26
04/16/2026	41626009	03119458	948	HYDRAULIC CONTROL	910-000-13003	PARTS	3,344.03	04/26
04/16/2026	41626009	03121741	948	HYDRAULIC CONTROL	910-000-13003	PARTS/SUPPLIES	2,206.95	04/26
Total HYDRAULIC CONTROLS, INC:							7,083.64	
INTERWEST CONSULTING GROUP								
04/16/2026	41626010	3571774	18150	INTERWEST CONSULT	100-442-43031	PLAN CHECK	472.50	04/26
Total INTERWEST CONSULTING GROUP:							472.50	
JIM CHARLON FORD, INC.								
04/16/2026	115067	69483FOW	19138	JIM CHARLON FORD, I	910-000-13003	PARTS	761.19	04/26
04/16/2026	115067	69532FOW	19138	JIM CHARLON FORD, I	910-000-13003	PARTS	1,313.97	04/26
04/16/2026	115067	69583FOW	19138	JIM CHARLON FORD, I	910-000-13003	PARTS	629.28	04/26
04/16/2026	115067	69618FOW	19138	JIM CHARLON FORD, I	910-000-13003	PARTS	886.56	04/26
04/16/2026	115067	69633FOW	19138	JIM CHARLON FORD, I	910-000-13003	PARTS	289.16	04/26
04/16/2026	115067	69651FOW	19138	JIM CHARLON FORD, I	910-000-13003	PARTS	212.69	04/26
04/16/2026	115067	69679FOW	19138	JIM CHARLON FORD, I	910-000-13003	PARTS	87.78	04/26
04/16/2026	115067	69683FOW	19138	JIM CHARLON FORD, I	910-000-13003	PARTS	82.82	04/26
Total JIM CHARLON FORD, INC.:							4,263.45	
JOHNSON CONTROLS FIRE PROTECTION								
04/16/2026	115068	25219891	18436	JOHNSON CONTROLS	210-456-43031	SOURCEWELL SERVIC	527.00	04/26
Total JOHNSON CONTROLS FIRE PROTECTION:							527.00	
KIMBALL-MIDWEST								
04/16/2026	41626011	104242510	4812	KIMBALL-MIDWEST	910-000-13003	PARTS	2,406.60	04/26
04/16/2026	41626011	104246315	4812	KIMBALL-MIDWEST	910-000-13003	PARTS	201.97	04/26
04/16/2026	41626011	104246604	4812	KIMBALL-MIDWEST	910-000-13003	PARTS	1,448.71	04/26
04/16/2026	41626011	104255182	4812	KIMBALL-MIDWEST	910-000-13003	PARTS	2,998.79	04/26
04/16/2026	41626011	104295933	4812	KIMBALL-MIDWEST	910-000-13003	PARTS	515.05	04/26
04/16/2026	41626011	104307137	4812	KIMBALL-MIDWEST	910-000-13003	PARTS	199.45	04/26
04/16/2026	41626011	104320150	4812	KIMBALL-MIDWEST	910-000-13003	PARTS	818.04	04/26
04/16/2026	41626011	104320404	4812	KIMBALL-MIDWEST	910-000-13003	PARTS	1,395.05	04/26
04/16/2026	41626011	104321120	4812	KIMBALL-MIDWEST	910-000-13003	PARTS	3,633.15	04/26
04/16/2026	41626011	104322249	4812	KIMBALL-MIDWEST	910-000-13003	PARTS	640.62	04/26
04/16/2026	41626011	104330332	4812	KIMBALL-MIDWEST	910-000-13003	PARTS	136.93	04/26
04/16/2026	41626011	104335985	4812	KIMBALL-MIDWEST	910-000-13003	PARTS	1,164.83	04/26
04/16/2026	41626011	104338684	4812	KIMBALL-MIDWEST	910-000-13003	PARTS	1,307.66	04/26
Total KIMBALL-MIDWEST:							16,866.85	
LINDE GAS & EQUIPMENT INC.								
04/16/2026	41626012	50979845	19251	LINDE GAS & EQUIPM	220-471-43031	GAS SERVICES	180.22	04/26
04/16/2026	41626012	51589038	19251	LINDE GAS & EQUIPM	220-471-43031	GAS SERVICES	180.22	04/26
04/16/2026	41626012	52158204	19251	LINDE GAS & EQUIPM	220-471-43031	GAS SERVICES	180.22	04/26
04/16/2026	41626012	52736189	19251	LINDE GAS & EQUIPM	220-471-42007	GAS SERIVCES	180.22	04/26
04/16/2026	41626012	53896267	19251	LINDE GAS & EQUIPM	220-471-43031	GAS SERVICES	205.96	04/26
04/16/2026	41626012	54428122	19251	LINDE GAS & EQUIPM	220-471-43031	GAS SERVICES	205.96	04/26
04/16/2026	41626012	55036679	19251	LINDE GAS & EQUIPM	220-471-42007	GAS SERVICES	205.96	04/26
Total LINDE GAS & EQUIPMENT INC.:							1,338.76	

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LOS ANGELES DEPARTMENT OF WATER & POWER								
04/16/2026	115069	BL-1423	259	LOS ANGELES DEPAR	220-471-45010	Tax Reimb. - Business L	2,238.09	04/26
04/16/2026	115069	BL-1500 FY 24/	259	LOS ANGELES DEPAR	220-471-45010	LONG VALLEY ANNUA	1,905.12	04/26
Total LOS ANGELES DEPARTMENT OF WATER & POWER:							4,143.21	
MAMMOTH BUSINESS ESSENTIALS								
04/16/2026	115070	12187	18730	MAMMOTH BUSINESS	220-471-42005	Edward Larossa, Kuhl -	21.23	04/26
Total MAMMOTH BUSINESS ESSENTIALS:							21.23	
MAMMOTH HOSPITAL								
04/16/2026	115071	210038622	7376	MAMMOTH HOSPITAL	100-420-43031	MEDICAL SERVICES	627.20	04/26
04/16/2026	115071	210038817	7376	MAMMOTH HOSPITAL	100-420-43031	MEDICAL SERVICES	972.30	04/26
Total MAMMOTH HOSPITAL:							1,599.50	
MAMMOTH LAKES CHAMBER OF COMMERCE								
04/16/2026	41626013	5809	2279	MAMMOTH LAKES CH	100-440-43030	Business Guide Photos	433.00	04/26
Total MAMMOTH LAKES CHAMBER OF COMMERCE:							433.00	
MAMMOTH LAKES CREATIVE								
04/16/2026	41626014	1637	18437	MAMMOTH LAKES CR	100-413-43130	CREATIVE SERVICES	1,050.44	04/26
04/16/2026	41626014	1646	18437	MAMMOTH LAKES CR	100-413-43130	JANUARY DYK	261.25	04/26
Total MAMMOTH LAKES CREATIVE:							1,311.69	
MAMMOTH MOUNTAIN SKI AREA								
04/16/2026	41626015	2201-002067	330	MAMMOTH MOUNTAIN	210-456-43404	02/26-PROPANE	697.13	04/26
Total MAMMOTH MOUNTAIN SKI AREA:							697.13	
MISSION LINEN SUPPLY, INC								
04/16/2026	115072	525496068	6482	MISSION LINEN SUPPL	210-450-42006	SERVICE/SUPPLIES	208.71	04/26
04/16/2026	115072	525535750	6482	MISSION LINEN SUPPL	210-450-42006	SERVICE/SUPPLIES	222.91	04/26
04/16/2026	115072	525576111	6482	MISSION LINEN SUPPL	210-450-42006	SERVICE/SUPPLIES	227.07	04/26
04/16/2026	115072	525589482	6482	MISSION LINEN SUPPL	100-464-42007	SUPPLIES	472.56	04/26
04/16/2026	115072	525616744	6482	MISSION LINEN SUPPL	210-450-42006	SERVICE/SUPPLIES	227.07	04/26
04/16/2026	115072	525659212	6482	MISSION LINEN SUPPL	210-450-42006	SERVICE/SUPPLIES	210.24	04/26
04/16/2026	115072	525700038	6482	MISSION LINEN SUPPL	210-450-42006	SERVICE/SUPPLIES	232.52	04/26
04/16/2026	115072	525712259	6482	MISSION LINEN SUPPL	100-464-42007	SERVICE/SUPPLIES	126.72	04/26
04/16/2026	115072	525741352	6482	MISSION LINEN SUPPL	210-450-42006	SERVICE/SUPPLIES	252.69	04/26
04/16/2026	115072	525782740	6482	MISSION LINEN SUPPL	210-450-42006	SERVICE/SUPPLIES	343.65	04/26
Total MISSION LINEN SUPPLY, INC:							2,524.14	
MODEL1 COMMERCIAL VEHICLES, INC.								
04/16/2026	41626016	XA116006305:	19359	MODEL1 COMMERCIA	910-000-13003	PARTS	677.83	04/26
Total MODEL1 COMMERCIAL VEHICLES, INC.:							677.83	
MONO COUNTY PUBLIC WORKS DEPT								
04/16/2026	115073	0126	3178	MONO COUNTY PUBLI	210-452-43031	SOLID WASTE	52.92	04/26
Total MONO COUNTY PUBLIC WORKS DEPT:							52.92	

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OLD DOMINION BRUSH								
04/16/2026	115074	9688746	4011	OLD DOMINION BRUS	910-000-13003	PARTS	731.04	04/26
Total OLD DOMINION BRUSH:							731.04	
ONWARD								
04/16/2026	115075	10002407873	18118	ONWARD	100-464-43404	MARCH-2026	518.80	04/26
Total ONWARD:							518.80	
OPTIMUM BUSINESS								
04/16/2026	115076	07715-101881-	10002	OPTIMUM BUSINESS	100-438-43404	1000 FOREST TRAIL	5.39	04/26
04/16/2026	115076	07715-102041-	10002	OPTIMUM BUSINESS	210-456-43404	299 COMMERCE 02/26	154.32	04/26
04/16/2026	115076	07715-653449-	10002	OPTIMUM BUSINESS	100-464-43404	1401 TAVERN A3 02/26	231.17	04/26
04/16/2026	115076	07715-101881-	10002	OPTIMUM BUSINESS	100-438-43404	1000 FOREST TRAIL 02	5.39	04/26
04/16/2026	115076	07715-102041-	10002	OPTIMUM BUSINESS	210-456-43404	299 COMMERCE 03/26	154.32	04/26
04/16/2026	115076	07715-653449-	10002	OPTIMUM BUSINESS	100-464-43404	1401 TAVERN A3 03/26	231.17	04/26
Total OPTIMUM BUSINESS:							781.76	
PATTERSON, ROBERT								
04/16/2026	115077	04152026	18067	PATTERSON, ROBERT	100-436-46200	REIMBURSEMENT FO	227.85	04/26
Total PATTERSON, ROBERT:							227.85	
PETERBILT TRUCK PARTS & EQUIPMENT, LLC								
04/16/2026	41626017	X101315438:0	8484	PETERBILT TRUCK PA	910-000-13003	PARTS	163.18	04/26
04/16/2026	41626017	X101315791:0	8484	PETERBILT TRUCK PA	910-000-13003	PARTS	942.77	04/26
04/16/2026	41626017	X101317075:0	8484	PETERBILT TRUCK PA	910-000-13003	PARTS	187.26	04/26
04/16/2026	41626017	X101317210:0	8484	PETERBILT TRUCK PA	910-000-13003	PARTS	298.64	04/26
04/16/2026	41626017	X101317722:0	8484	PETERBILT TRUCK PA	910-000-13003	PARTS	492.96	04/26
04/16/2026	41626017	X101318134:0	8484	PETERBILT TRUCK PA	910-000-13003	PARTS	45.83	04/26
04/16/2026	41626017	X101318836:0	8484	PETERBILT TRUCK PA	910-000-13003	PARTS	11.12	04/26
04/16/2026	41626017	X101318955:0	8484	PETERBILT TRUCK PA	910-000-13003	PARTS	2,235.89	04/26
04/16/2026	41626017	X101319454:0	8484	PETERBILT TRUCK PA	910-000-13003	PARTS	41.89	04/26
04/16/2026	41626017	X101320343:0	8484	PETERBILT TRUCK PA	910-000-13003	PARTS	187.32	04/26
04/16/2026	41626017	X101320476:0	8484	PETERBILT TRUCK PA	910-000-13003	PARTS	7,453.61	04/26
04/16/2026	41626017	X101321435:0	8484	PETERBILT TRUCK PA	910-000-13003	PARTS	298.98	04/26
04/16/2026	41626017	X101321505:0	8484	PETERBILT TRUCK PA	910-000-13003	PARTS	13.35	04/26
04/16/2026	41626017	X101321600:0	8484	PETERBILT TRUCK PA	910-000-13003	PARTS	640.77	04/26
04/16/2026	41626017	X101321600:0	8484	PETERBILT TRUCK PA	910-000-13003	PARTS	4,725.63	04/26
04/16/2026	41626017	X101321694:0	8484	PETERBILT TRUCK PA	910-000-13003	PARTS	396.90	04/26
04/16/2026	41626017	X101321702:0	8484	PETERBILT TRUCK PA	910-000-13003	PARTS	216.49	04/26
04/16/2026	41626017	X101322147:0	8484	PETERBILT TRUCK PA	910-000-13003	PARTS	792.01	04/26
04/16/2026	41626017	X101323633:0	8484	PETERBILT TRUCK PA	910-000-13003	PARTS	116.14	04/26
Total PETERBILT TRUCK PARTS & EQUIPMENT, LLC:							19,260.74	
PITNEY BOWES-LEASE								
04/16/2026	41626018	3107719847	122	PITNEY BOWES-LEAS	100-416-42005	MAIL EQUIPMENT LEA	492.08	04/26
Total PITNEY BOWES-LEASE:							492.08	
QUILL CORPORATION								
04/16/2026	41626019	47784161	2090	QUILL CORPORATION	100-416-42002	OFFICE SUPPLIES	150.16	04/26
04/16/2026	41626019	48133151	2090	QUILL CORPORATION	100-416-42002	OFFICE SUPPLIES	201.79	04/26
04/16/2026	41626019	48153162	2090	QUILL CORPORATION	100-416-42002	OFFICE SUPPLIES	37.81	04/26

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Total QUILL CORPORATION:							389.76	
RAYVERN LIGHTING SUPPLY CO. INC								
04/16/2026	41626020	71518-0	10385	RAYVERN LIGHTING S	210-450-42025	PARTS	1,105.09	04/26
Total RAYVERN LIGHTING SUPPLY CO. INC:							1,105.09	
REDWOOD TOXICOLOGY LABORATORY, INC.								
04/16/2026	115078	31060720262	18499	REDWOOD TOXICOLO	100-420-43031	LAB TESTING	25.00	04/26
Total REDWOOD TOXICOLOGY LABORATORY, INC.:							25.00	
SHAFER EQUIPMENT CO. INC.								
04/16/2026	41626021	10044399	18540	SHAFER EQUIPMENT	910-000-13003	PARTS	1,758.73	04/26
04/16/2026	41626021	10044403	18540	SHAFER EQUIPMENT	910-000-13003	PARTS	1,792.14	04/26
04/16/2026	41626021	10044846	18540	SHAFER EQUIPMENT	910-000-13003	PARTS	347.83	04/26
04/16/2026	41626021	10045105	18540	SHAFER EQUIPMENT	910-000-13003	PARTS	1,043.74	04/26
04/16/2026	41626021	10045194	18540	SHAFER EQUIPMENT	910-000-13003	PARTS	111.13	04/26
04/16/2026	41626021	10045296	18540	SHAFER EQUIPMENT	910-000-13003	PARTS	158.66	04/26
Total SHAFER EQUIPMENT CO. INC.:							5,212.23	
SHRED PRO, INC								
04/16/2026	115079	11207	8188	SHRED PRO, INC	100-416-43031	DOCUMENT SHREDDI	68.00	04/26
04/16/2026	115079	11213	8188	SHRED PRO, INC	100-416-43031	DOCUMENT SHREDDI	68.00	04/26
Total SHRED PRO, INC:							136.00	
SIERRA ELECTRONICS								
04/16/2026	115080	AR54177	5369	SIERRA ELECTRONIC	910-000-13003	PARTS/SUPPLIES	13,442.36	04/26
Total SIERRA ELECTRONICS:							13,442.36	
SIERRA GEOTECHNICAL SVCS.								
04/16/2026	115081	310995	1876	SIERRA GEOTECHNIC	100-442-43031	FIELD INSPECTION	120.00	04/26
04/16/2026	115081	310996	1876	SIERRA GEOTECHNIC	100-442-43031	FIELD INSPECTION	340.00	04/26
Total SIERRA GEOTECHNICAL SVCS.:							460.00	
SIERRA SECURITY SYS, INC.								
04/16/2026	115082	15818	5362	SIERRA SECURITY SY	100-438-43031	FIRE ALARM SERVICE	108.75	04/26
Total SIERRA SECURITY SYS, INC.:							108.75	
SMITH POWER PRODUCTS INC.								
04/16/2026	41626022	3279247	19993	SMITH POWER PROD	910-000-13003	PARTS	597.14	04/26
Total SMITH POWER PRODUCTS INC.:							597.14	
STANTEC CONSULTING SVCS INC.								
04/16/2026	41626023	2544431	19294	STANTEC CONSULTIN	300-531-43031	MAIN STREET MUP BI	66,540.30	04/26
Total STANTEC CONSULTING SVCS INC.:							66,540.30	
STEVE'S AUTO & TRUCK PARTS								
04/16/2026	115083	166468	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	60.89	04/26
04/16/2026	115083	166039	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	37.81	04/26

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04/16/2026	115083	166044	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	24.38	04/26
04/16/2026	115083	166069	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	152.80	04/26
04/16/2026	115083	166162	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	572.96	04/26
04/16/2026	115083	166180	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	399.27	04/26
04/16/2026	115083	166216	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	12.71	04/26
04/16/2026	115083	166226	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	3.18	04/26
04/16/2026	115083	166323	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	51.68	04/26
04/16/2026	115083	166329	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	798.54	04/26
04/16/2026	115083	166561	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	51.82	04/26
04/16/2026	115083	166612	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	578.26	04/26
04/16/2026	115083	166625	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	61.01	04/26
04/16/2026	115083	166841	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	15.75	04/26
04/16/2026	115083	166844	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	352.99	04/26
04/16/2026	115083	167293	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	9.69	04/26
04/16/2026	115083	167294	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	87.21	04/26
04/16/2026	115083	167323	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	2,864.78	04/26
04/16/2026	115083	051721	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	396.34	04/26
04/16/2026	115083	167474	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	39.93	04/26
04/16/2026	115083	167638	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	145.97	04/26
04/16/2026	115083	167646	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	133.65	04/26
04/16/2026	115083	167678	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	16.10	04/26
04/16/2026	115083	167714	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	167.51	04/26
04/16/2026	115083	167769	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	160.66	04/26
04/16/2026	115083	167813	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	64.59	04/26
04/16/2026	115083	691570	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	853.52	04/26
04/16/2026	115083	167854	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	48.84	04/26
04/16/2026	115083	168055	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	68.96	04/26
04/16/2026	115083	168058	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	326.06	04/26
04/16/2026	115083	168089	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	15.07	04/26
04/16/2026	115083	168111	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	238.07	04/26
04/16/2026	115083	168209	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	399.27	04/26
04/16/2026	115083	168210	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	28.58	04/26
04/16/2026	115083	168329	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	609.17	04/26
04/16/2026	115083	168342	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	129.88	04/26
04/16/2026	115083	168393	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	183.93	04/26
04/16/2026	115083	168394	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	19.91	04/26
04/16/2026	115083	168397	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	9.96	04/26
04/16/2026	115083	168439	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	363.73	04/26
04/16/2026	115083	168479	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	394.00	04/26
04/16/2026	115083	168481	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	9.29	04/26
04/16/2026	115083	168495	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	399.27	04/26
04/16/2026	115083	168522	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	54.80	04/26
04/16/2026	115083	168524	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	246.04	04/26
04/16/2026	115083	168617	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	52.80	04/26
04/16/2026	115083	168741	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	52.15	04/26
04/16/2026	115083	168742	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	71.65	04/26
04/16/2026	115083	168767	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	173.31	04/26
04/16/2026	115083	168805	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	18.12	04/26
04/16/2026	115083	168827	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	13.01	04/26
04/16/2026	115083	168865	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	24.76	04/26
04/16/2026	115083	168866	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	490.20	04/26
04/16/2026	115083	168877	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	39.85	04/26
04/16/2026	115083	168917	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	40.70	04/26
04/16/2026	115083	168919	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	17.29	04/26
04/16/2026	115083	168970	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	44.38	04/26
04/16/2026	115083	169000	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	38.56	04/26
04/16/2026	115083	169070	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	15.35	04/26
04/16/2026	115083	169076	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	54.40	04/26

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04/16/2026	115083	051801	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	6,159.43	04/26
04/16/2026	115083	169111	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	26.01	04/26
04/16/2026	115083	169154	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	363.73	04/26
04/16/2026	115083	169178	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	37.71	04/26
04/16/2026	115083	169320	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	46.79	04/26
04/16/2026	115083	169370	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	39.98	04/26
04/16/2026	115083	169371	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	377.11	04/26
04/16/2026	115083	169437	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	116.89	04/26
04/16/2026	115083	169511	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	369.45	04/26
04/16/2026	115083	169539	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	52.89	04/26
04/16/2026	115083	169540	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	34.54	04/26
04/16/2026	115083	169742	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	124.63	04/26
04/16/2026	115083	169743	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	268.65	04/26
04/16/2026	115083	169878	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	46.27	04/26
04/16/2026	115083	170026	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	340.19	04/26
04/16/2026	115083	170079	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	14.99	04/26
04/16/2026	115083	170096	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	143.85	04/26
04/16/2026	115083	170145	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	77.80	04/26
04/16/2026	115083	170167	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	31.64	04/26
04/16/2026	115083	170200	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	308.06	04/26
04/16/2026	115083	170220	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	140.06	04/26
04/16/2026	115083	170260	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	9.93	04/26
04/16/2026	115083	170266	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	3.63	04/26
04/16/2026	115083	170366	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	9.93	04/26
04/16/2026	115083	170369	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	13.57	04/26
04/16/2026	115083	170481	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	436.10	04/26
04/16/2026	115083	051859	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	168.76	04/26
04/16/2026	115083	170528	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	51.78	04/26
04/16/2026	115083	170617	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	27.13	04/26
04/16/2026	115083	170628	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	13.57	04/26
04/16/2026	115083	170691	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	100.08	04/26
04/16/2026	115083	170706	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	99.74	04/26
04/16/2026	115083	170728	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	156.96	04/26
Total STEVE'S AUTO & TRUCK PARTS:							23,017.21	
SYNTECH								
04/16/2026	115084	331494	19171	SYNTECH	210-455-43031	FUELMASTER LIMITED	600.00	04/26
Total SYNTECH:							600.00	
TRIAD/HOLMES ASSOCIATES								
04/16/2026	115085	1022782-REV	336	TRIAD/HOLMES ASSO	300-531-43031	PW Parcel PH 3 TTM	41,772.50	04/26
Total TRIAD/HOLMES ASSOCIATES:							41,772.50	
TURF STAR, INC.								
04/16/2026	41626024	INV146522	5852	TURF STAR, INC.	910-000-13003	PARTS	425.45	04/26
04/16/2026	41626024	INV146539	5852	TURF STAR, INC.	910-000-13003	PARTS	508.20	04/26
04/16/2026	41626024	INV146543	5852	TURF STAR, INC.	910-000-13003	PARTS	608.97	04/26
04/16/2026	41626024	INV146786	5852	TURF STAR, INC.	910-000-13003	PARTS	225.42	04/26
Total TURF STAR, INC.:							1,768.04	
US BANK CORPORATE TRUST SVCS								
04/16/2026	41626025	04132026	19160	US BANK CORPORATE	990-590-49490	CIVIC CENTER DEBT S	680,625.00	04/26

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Total US BANK CORPORATE TRUST SVCS:							680,625.00	
WATERSHED LLC								
04/16/2026	115086	0090483-IN	18210	WATERSHED LLC	100-420-42006	UNIFORM SERVICES	1,032.17	04/26
Total WATERSHED LLC:							1,032.17	
Grand Totals:							1,109,575.68	

Signature: Rob Patterson Date 4/16/2026

Signature: Nolan Bobroff Date 4-16-2026

Signature: Haislip Hayes Date 4.16.26

Report Criteria:
Report type: Invoice detail
Check.Type = {<>} "Adjustment"

Report Criteria:
Report type: Invoice detail
Check.Type = {<>} "Adjustment"

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ALPINE PAINT								
04/23/2026	42326000	M0282330	5517	ALPINE PAINT	210-452-42025	TRAFFIC PAINT	49.93	04/26
Total ALPINE PAINT:							49.93	
AMAZON CAPITAL SERVICES								
04/23/2026	42326001	11CT-L63C-YG	19234	AMAZON CAPITAL SER	100-420-42002	SUPPLIES	820.85	04/26
04/23/2026	42326001	1971-LTFJ-3C3	19234	AMAZON CAPITAL SER	100-420-42030	SUPPLIES	718.50	04/26
Total AMAZON CAPITAL SERVICES:							1,539.35	
AMERICAN BUSINESS MACHINES								
04/23/2026	42326002	862046	19954	AMERICAN BUSINESS	300-531-43031	VERKADA INSTALLATI	12,428.50	04/26
Total AMERICAN BUSINESS MACHINES:							12,428.50	
AMERIGAS								
04/23/2026	115087	318357184/202	6982	AMERIGAS	100-464-43404	TOML STE 203 MAIN R	14.32	04/26
04/23/2026	115087	3183597179/20	6982	AMERIGAS	100-464-43404	TOML STE 230 (T-1)	176.56	04/26
04/23/2026	115087	3183597181/20	6982	AMERIGAS	100-464-43404	100 COLLEGE PKWY	14.32	04/26
04/23/2026	115087	3183597188/20	6982	AMERIGAS	100-464-43404	TOML STE 230 S-1	14.32	04/26
04/23/2026	115087	3183597193/20	6982	AMERIGAS	100-464-43404	TOML STE 230 U	101.53	04/26
04/23/2026	115087	3183597195/20	6982	AMERIGAS	100-464-43404	TOML STE 230 T	14.32	04/26
04/23/2026	115087	3183597201/20	6982	AMERIGAS	100-464-43404	TOML STE 203 T	193.55	04/26
04/23/2026	115087	3183597204/20	6982	AMERIGAS	100-464-43404	TOML STE 292 COUNC	134.66	04/26
04/23/2026	115087	3185137673/20	6982	AMERIGAS	100-464-43404	TOML STE 230 T-1	432.96	04/26
04/23/2026	115087	3185137674/20	6982	AMERIGAS	100-464-43404	100 COLLEGE PKWY	14.32	04/26
04/23/2026	115087	3185137678/20	6982	AMERIGAS	100-464-43404	TOML STE 230 MAIN R	14.32	04/26
04/23/2026	115087	3185137682/20	6982	AMERIGAS	100-464-43404	TOML STE 230 S-1	14.32	04/26
04/23/2026	115087	3185137689/20	6982	AMERIGAS	100-464-43404	TOML STE 230 U	180.08	04/26
Total AMERIGAS:							1,319.58	
AMG & ASSOCIATES, INC								
04/23/2026	42326003	PROGRESS P	19717	AMG & ASSOCIATES, I	300-531-43031	PROGRESS PMNT #20	603,686.18	04/26
Total AMG & ASSOCIATES, INC:							603,686.18	
AMS PLANNING & RESEARCH								
04/23/2026	42326004	3425-07	19921	AMS PLANNING & RES	100-436-43031	MACC CONSULTING S	2,000.00	04/26
Total AMS PLANNING & RESEARCH:							2,000.00	
ASCENT SUPPLY CO. LLC								
04/23/2026	115088	04222026	18551	ASCENT SUPPLY CO.	001-000-10760	PARTIAL REFUND OF	686.54	04/26
Total ASCENT SUPPLY CO. LLC:							686.54	
AT&T								
04/23/2026	115089	03/26-1311	1447	AT&T	100-416-43404	THROUGH 03/2026 - 13	152.08	04/26
04/23/2026	115089	03/26-8983	1447	AT&T	100-420-43404	THROUGH 03/26 - 8983	266.41	04/26
Total AT&T:							418.49	

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AT&T MOBILITY								
04/23/2026	115090	287292079320	8453	AT&T MOBILITY	100-420-43404	NEW MIFI	41.24	04/26
04/23/2026	115090	287311715401	8453	AT&T MOBILITY	100-420-43404	PD MIFI THROUGH 03/	296.22	04/26
04/23/2026	115090	287292079320	8453	AT&T MOBILITY	100-420-43404	NEW MIFI	41.24	04/26
Total AT&T MOBILITY:							378.70	
AUTOLIFT								
04/23/2026	115091	28165	19673	AUTOLIFT	910-000-13047	LIFT REPAIR	7,557.56	04/26
Total AUTOLIFT:							7,557.56	
AXON ENTERPRISES, INC.								
04/23/2026	115092	INUS431337	18717	AXON ENTERPRISES,	100-420-43031	AXON SERVICES	500.00	04/26
Total AXON ENTERPRISES, INC.:							500.00	
BEST BEST & KRIEGER								
04/23/2026	42326005	1058384	33	BEST BEST & KRIEGE	100-412-43031	PUBLIC WORKS - DBO	769.50	04/26
Total BEST BEST & KRIEGER:							769.50	
BIGWOOD OWNERS' ASSOC.								
04/23/2026	115093	JANUARY-APR	19470	BIGWOOD OWNERS' A	100-464-43420	ACCOUNT FEES	4,717.84	04/26
04/23/2026	115093	MAY 2026 UNI	19470	BIGWOOD OWNERS' A	100-464-43420	MAY 2026 UNIT 91	1,085.00	04/26
Total BIGWOOD OWNERS' ASSOC.:							5,802.84	
BISHOP AUTOMOTIVE CENTER								
04/23/2026	42326006	1-82968	18309	BISHOP AUTOMOTIVE	910-000-13003	PARTS	445.07	04/26
04/23/2026	42326006	1-GS83197	18309	BISHOP AUTOMOTIVE	910-000-13003	PARTS	900.67	04/26
04/23/2026	42326006	1-83155	18309	BISHOP AUTOMOTIVE	910-000-13003	PARTS	1,793.02	04/26
Total BISHOP AUTOMOTIVE CENTER:							3,138.76	
BRANDON T JOHNSON								
04/23/2026	42326007	0052	19821	BRANDON T JOHNSO	210-456-43031	ELECTRICAL WORK	1,700.00	04/26
04/23/2026	42326007	0054	19821	BRANDON T JOHNSO	100-438-43031	ELECTRICAL WORK -	535.00	04/26
04/23/2026	42326007	0058	19821	BRANDON T JOHNSO	220-471-43031	ELECTRICAL WORK	1,775.00	04/26
Total BRANDON T JOHNSON:							4,010.00	
BUCHER MUNICIPAL NORTH AMERICA, INC.								
04/23/2026	115094	INV-00005122	18537	BUCHER MUNICIPAL N	910-000-13003	PARTS	305.44	04/26
Total BUCHER MUNICIPAL NORTH AMERICA, INC.:							305.44	
CALIFORNIA BROADBAND COOP (CBC)								
04/23/2026	115095	20000093197	10416	CALIFORNIA BROADB	100-418-43404	MONTHLY CHARGES	2,734.27	04/26
04/23/2026	115095	20000097929	10416	CALIFORNIA BROADB	100-418-43404	MONTHLY CHARGES	2,722.55	04/26
Total CALIFORNIA BROADBAND COOP (CBC):							5,456.82	
CAMARGO-AGUILOR, SERGIO								
04/23/2026	115096	04122026	19466	CAMARGO-AGUILOR,	210-452-42030	OT MEAL ALLOWANCE	23.00	04/26
Total CAMARGO-AGUILOR, SERGIO:							23.00	

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CANON FINANCIAL SERVICES, INC								
04/23/2026	42326008	43001268	19353	CANON FINANCIAL SE	100-416-46010	COPIER LEASE SERVI	694.04	04/26
04/23/2026	42326008	43001269	19353	CANON FINANCIAL SE	100-416-46010	COPIER LEASE SERVI	3,257.03	04/26
Total CANON FINANCIAL SERVICES, INC:							3,951.07	
CARR EXCAVATION LLC								
04/23/2026	115097	1093	20000	CARR EXCAVATION LL	100-464-43031	SNOW REMOVAL 90 J	1,500.00	04/26
Total CARR EXCAVATION LLC:							1,500.00	
CELLEBRITE, INC.								
04/23/2026	115128	INVUS295301	19994	MAILING ADDRESS	100-420-43150	ANALYST/OPERATOR	5,220.49	04/26
Total CELLEBRITE, INC.:							5,220.49	
CEPEDA, LUIS								
04/23/2026	115098	04122026	6911	CEPEDA, LUIS	210-452-42030	OT MEAL ALLOWANCE	23.00	04/26
Total CEPEDA, LUIS:							23.00	
CHAMBER MUSIC UNBOUND								
04/23/2026	115099	04202026	6886	CHAMBER MUSIC UNB	100-416-44220	JULY 4 2026 POPS IN T	6,000.00	04/26
Total CHAMBER MUSIC UNBOUND:							6,000.00	
CITIZENS BUSINESS BANK								
04/23/2026	115100	04212026	19738	CITIZENS BUSINESS B	300-531-43031	ESCROW #2816 - CIVI	31,772.96	04/26
Total CITIZENS BUSINESS BANK:							31,772.96	
COLE PRO MEDIA CORP								
04/23/2026	115101	5276	19819	COLE PRO MEDIA CO	100-420-43031	ADVISING 03/26	1,500.00	04/26
04/23/2026	115101	5326	19819	COLE PRO MEDIA CO	100-420-43031	ADVISING	1,500.00	04/26
Total COLE PRO MEDIA CORP:							3,000.00	
DAYSMART SOFTWARE								
04/23/2026	115102	INV01658077	19303	DAYSMART SOFTWAR	100-432-43031	DASH SUBSCRIPTION	1,972.53	04/26
Total DAYSMART SOFTWARE:							1,972.53	
DEAN'S PLUMBING & HEATING, INC.								
04/23/2026	115103	60540	2410	DEAN'S PLUMBING &	100-420-42007	HVAC SERVICES	2,454.97	04/26
Total DEAN'S PLUMBING & HEATING, INC.:							2,454.97	
DEPT OF JUSTICE								
04/23/2026	115104	009027	1775	DEPT OF JUSTICE	100-420-43156	FINGERPRINT/RECOR	410.00	04/26
Total DEPT OF JUSTICE:							410.00	
DIY HOME CENTER								
04/23/2026	115105	184880	5476	DIY HOME CENTER	100-432-42008	PARTS/SUPPLIES	58.09	04/26
04/23/2026	115105	185126	5476	DIY HOME CENTER	100-432-42008	PARTS/SUPPLIES	11.62	04/26
04/23/2026	115105	185517	5476	DIY HOME CENTER	100-432-42008	PARTS/SUPPLIES	5.39	04/26
04/23/2026	115105	185525	5476	DIY HOME CENTER	100-432-42008	PARTS/SUPPLIES	94.24	04/26
04/23/2026	115105	185821	5476	DIY HOME CENTER	100-432-42008	PARTS/SUPPLIES	7.07	04/26

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04/23/2026	115105	185823	5476	DIY HOME CENTER	100-432-42008	PARTS/SUPPLIES	8.43	04/26
04/23/2026	115105	185960	5476	DIY HOME CENTER	100-432-42008	PARTS/SUPPLIES	28.10	04/26
04/23/2026	115105	186044	5476	DIY HOME CENTER	100-432-42008	PARTS/SUPPLIES	20.35	04/26
04/23/2026	115105	186198	5476	DIY HOME CENTER	100-432-42008	PARTS/SUPPLIES	64.32	04/26
04/23/2026	115105	186550	5476	DIY HOME CENTER	100-464-42007	PARTS/SUPPLIES	17.44	04/26
04/23/2026	115105	186578	5476	DIY HOME CENTER	100-464-42007	PARTS/SUPPLIES	67.87	04/26
04/23/2026	115105	186643	5476	DIY HOME CENTER	100-464-42007	PARTS/SUPPLIES	62.99	04/26
04/23/2026	115105	186650	5476	DIY HOME CENTER	220-471-42007	PARTS/SUPPLIES	141.13	04/26
04/23/2026	115105	186664	5476	DIY HOME CENTER	100-438-42007	PARTS/SUPPLIES	25.19	04/26
04/23/2026	115105	186665	5476	DIY HOME CENTER	210-450-42022	PARTS/SUPPLIES	34.88	04/26
04/23/2026	115105	186710	5476	DIY HOME CENTER	100-438-45080	PARTS/SUPPLIES	35.21	04/26
04/23/2026	115105	186735	5476	DIY HOME CENTER	100-464-42007	PARTS/SUPPLIES	101.16	04/26
04/23/2026	115105	186858	5476	DIY HOME CENTER	100-464-42007	PARTS/SUPPLIES	37.02	04/26
04/23/2026	115105	186882	5476	DIY HOME CENTER	210-452-42022	PARTS/SUPPLIES	34.90	04/26
04/23/2026	115105	186910	5476	DIY HOME CENTER	210-450-42025	PARTS/SUPPLIES	10.84	04/26
04/23/2026	115105	186950	5476	DIY HOME CENTER	100-464-42007	PARTS/SUPPLIES	13.57	04/26
04/23/2026	115105	186991	5476	DIY HOME CENTER	100-420-42002	PARTS/SUPPLIES	21.32	04/26
04/23/2026	115105	187007	5476	DIY HOME CENTER	100-464-42007	PARTS/SUPPLIES	9.77	04/26
04/23/2026	115105	187070	5476	DIY HOME CENTER	100-464-42007	PARTS/SUPPLIES	13.57	04/26
04/23/2026	115105	187095	5476	DIY HOME CENTER	100-464-42007	PARTS/SUPPLIES	27.13	04/26
04/23/2026	115105	187130	5476	DIY HOME CENTER	100-464-42007	PARTS/SUPPLIES	115.93	04/26
04/23/2026	115105	187158	5476	DIY HOME CENTER	100-464-42007	PARTS/SUPPLIES	7.25	04/26
04/23/2026	115105	187293	5476	DIY HOME CENTER	210-452-42025	PARTS/SUPPLIES	27.13	04/26
04/23/2026	115105	187352	5476	DIY HOME CENTER	100-464-42007	PARTS/SUPPLIES	45.00	04/26
04/23/2026	115105	187393	5476	DIY HOME CENTER	858-436-42007	PARTS/SUPPLIES	.62	04/26
04/23/2026	115105	187451	5476	DIY HOME CENTER	910-000-13003	PARTS/SUPPLIES	77.56	04/26
04/23/2026	115105	187476	5476	DIY HOME CENTER	100-464-42007	PARTS/SUPPLIES	15.86	04/26
04/23/2026	115105	187481	5476	DIY HOME CENTER	210-454-42002	PARTS/SUPPLIES	116.36	04/26
Total DIY HOME CENTER:							1,357.31	
DOMINGUEZ, EDUARDO								
04/23/2026	115106	022	19998	DOMINGUEZ, EDUARD	910-000-13047	TOWN FLEET CAR WA	1,600.00	04/26
04/23/2026	115106	025	19998	DOMINGUEZ, EDUARD	910-000-13047	PD AND PW CAR WAS	820.00	04/26
Total DOMINGUEZ, EDUARDO:							2,420.00	
EASTERN SIERRA INTERPRETIVE ASSOC.								
04/23/2026	115107	GMTML_2026	18702	EASTERN SIERRA INT	100-413-43031	GOLDEN MUSSEL INS	15,000.00	04/26
Total EASTERN SIERRA INTERPRETIVE ASSOC.:							15,000.00	
EASTERN SIERRA NORDIC SKI ASSOCIATION								
04/23/2026	115108	05122025	7036	EASTERN SIERRA NO	100-432-44310	2025 YOUTH SPORTS	6,100.00	04/26
Total EASTERN SIERRA NORDIC SKI ASSOCIATION:							6,100.00	
EL DORADO NATIONAL, INC								
04/23/2026	115109	90896672	19983	EL DORADO NATIONA	910-000-13003	PARTS	423.51	04/26
04/23/2026	115109	90896673	19983	EL DORADO NATIONA	910-000-13003	PARTS	147.98	04/26
04/23/2026	115109	90896873	19983	EL DORADO NATIONA	910-000-13003	PARTS	147.98	04/26
04/23/2026	115109	90896904	19983	EL DORADO NATIONA	910-000-13003	PARTS	422.31	04/26
04/23/2026	115109	90896979	19983	EL DORADO NATIONA	910-000-13003	PARTS	422.31	04/26
Total EL DORADO NATIONAL, INC:							1,564.09	
EL SOL DE LA SIERRA								
04/23/2026	42326009	00003961	7831	EL SOL DE LA SIERRA	100-413-43130	DYK - MARCH	313.74	04/26

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Total EL SOL DE LA SIERRA:							313.74	
ENNIS-FLINT, INC								
04/23/2026	115110	491035	19019	ENNIS-FLINT, INC	210-450-42025	PAINT	10,111.37	04/26
Total ENNIS-FLINT, INC:							10,111.37	
ENTENMANN-ROVIN COMPANY								
04/23/2026	115111	0194408-IN	423	ENTENMANN-ROVIN C	100-420-42006	BADGE PRODUCTS	51.17	04/26
Total ENTENMANN-ROVIN COMPANY:							51.17	
eSCRIBE SOFTWARE LTD.								
04/23/2026	115112	22780	18986	eSCRIBE SOFTWARE L	100-418-45050	eScribe Additional Enco	785.48	04/26
Total eSCRIBE SOFTWARE LTD.:							785.48	
ESTA								
04/23/2026	115113	260418-01	7884	ESTA	100-475-43031	UTILITY BILLING REIM	4,161.61	04/26
Total ESTA:							4,161.61	
FEDERAL EXPRESS CORP								
04/23/2026	115114	9-705-82150	717	FEDERAL EXPRESS C	100-420-42005	ACCOUNT CHARGES	4.59	04/26
04/23/2026	115114	9-712-66665	717	FEDERAL EXPRESS C	100-420-42005	ACCOUNT CHARGES	4.46	04/26
04/23/2026	115114	9-249-77042	717	FEDERAL EXPRESS C	100-420-42005	SHIPPING SERVICES	55.60	04/26
Total FEDERAL EXPRESS CORP:							64.65	
FRONTIER COMMUNICATIONS								
04/23/2026	115115	02/26-2536	10869	FRONTIER COMMUNIC	100-420-43404	02/26-PD	527.15	04/26
04/23/2026	115115	04/26-3636	10869	FRONTIER COMMUNIC	100-420-43404	04/26-PD	565.29	04/26
04/23/2026	115115	04/26-3825	10869	FRONTIER COMMUNIC	220-471-43404	04/26-AIRPORT	128.85	04/26
Total FRONTIER COMMUNICATIONS:							1,221.29	
GARIBAY, CYNTHIA								
04/23/2026	115116	04212026	20004	GARIBAY, CYNTHIA	100-432-44330	TONY COLOSARDO AY	187.50	04/26
Total GARIBAY, CYNTHIA:							187.50	
GARNICA, VICTOR								
04/23/2026	115117	04122026	18535	GARNICA, VICTOR	210-452-42030	OT MEAL ALLOWANCE	184.00	04/26
Total GARNICA, VICTOR:							184.00	
GRAY'S GRASSHOPPER INC.								
04/23/2026	42326010	16444	19659	GRAY'S GRASSHOPPE	856-450-43031	LANDSCAPING	5,152.50	04/26
Total GRAY'S GRASSHOPPER INC.:							5,152.50	
GRUNDON, MARK								
04/23/2026	115118	04212026	20003	GRUNDON, MARK	100-432-44330	TONY COLASARDO AY	187.50	04/26
Total GRUNDON, MARK:							187.50	

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GUTIERREZ, DENISE								
04/23/2026	115119	04212026	20002	GUTIERREZ, DENISE	100-432-44330	TONY COLASARDO AY	225.00	04/26
Total GUTIERREZ, DENISE:							225.00	
HIGH COUNTRY LUMBER								
04/23/2026	115120	21932	830	HIGH COUNTRY LUMB	100-432-42008	PARTS/SUPPLIES	34.39	04/26
04/23/2026	115120	22372	830	HIGH COUNTRY LUMB	100-438-45080	PARTS/SUPPLIES	151.90	04/26
04/23/2026	115120	23089	830	HIGH COUNTRY LUMB	100-464-43031	PARTS/SUPPLIES	173.66	04/26
04/23/2026	115120	23438	830	HIGH COUNTRY LUMB	100-464-42007	PARTS/SUPPLIES	294.76	04/26
04/23/2026	115120	23552	830	HIGH COUNTRY LUMB	220-471-42007	PARTS/SUPPLIES	36.58	04/26
04/23/2026	115120	582681	830	HIGH COUNTRY LUMB	210-450-45224	PARTS/SUPPLIES	1,926.18	04/26
04/23/2026	115120	23816	830	HIGH COUNTRY LUMB	100-432-42008	PARTS/SUPPLIES	86.75	04/26
04/23/2026	115120	23868	830	HIGH COUNTRY LUMB	210-452-46200	PARTS/SUPPLIES	16.15	04/26
04/23/2026	115120	23891	830	HIGH COUNTRY LUMB	210-452-42022	PARTS/SUPPLIES	53.83	04/26
04/23/2026	115120	24060	830	HIGH COUNTRY LUMB	858-436-42007	PARTS/SUPPLIES	40.92	04/26
Total HIGH COUNTRY LUMBER:							2,815.12	
HIGH SIERRA FIRE PROTECTION								
04/23/2026	115121	1025-F478073	19664	HIGH SIERRA FIRE PR	858-436-43031	QUARTERLY FIRE SPR	400.00	04/26
04/23/2026	115121	1025-F478075	19664	HIGH SIERRA FIRE PR	100-438-43031	QUARTERLY FIRE SPR	400.00	04/26
04/23/2026	115121	1025-F478077	19664	HIGH SIERRA FIRE PR	210-456-43031	QUARTERLY FIRE SPR	400.00	04/26
Total HIGH SIERRA FIRE PROTECTION:							1,200.00	
HINDERLITER, DE LLAMAS AND ASSOCIATES								
04/23/2026	115122	SIN060956	4974	HINDERLITER, DE LLA	100-413-43031	CONTRACT SERVICES	1,365.77	04/26
Total HINDERLITER, DE LLAMAS AND ASSOCIATES:							1,365.77	
HMC GROUP								
04/23/2026	42326011	184497	10804	HMC ARCHITECTS	300-531-43031	TML CRC TI Revisions	1,692.50	04/26
04/23/2026	42326011	184499	10804	HMC ARCHITECTS	300-531-43031	TOML New Civic Center	36,230.16	04/26
04/23/2026	42326011	184542	10804	HMC ARCHITECTS	300-531-43031	MACC 03/26 Profession	28,888.86	04/26
04/23/2026	42326011	184544	10804	HMC ARCHITECTS	300-531-43031	03/26 TOML MACC Edis	5,137.50	04/26
Total HMC GROUP:							71,949.02	
JIM CHARLON FORD, INC.								
04/23/2026	115123	69765FOW	19138	JIM CHARLON FORD, I	910-000-13003	PARTS	683.12	04/26
04/23/2026	115123	69795FOW	19138	JIM CHARLON FORD, I	910-000-13003	PARTS	222.24	04/26
04/23/2026	115123	69817FOW	19138	JIM CHARLON FORD, I	910-000-13003	PARTS	73.47	04/26
04/23/2026	115123	69829FOW	19138	JIM CHARLON FORD, I	910-000-13003	PARTS	84.59	04/26
Total JIM CHARLON FORD, INC.:							1,063.42	
KIMLEY-HORN AND ASSOC., INC.								
04/23/2026	42326012	35264152	18739	KIMLEY-HORN AND AS	300-531-43031	MINARET MUP	4,840.16	04/26
04/23/2026	42326012	35388047	18739	KIMLEY-HORN AND AS	300-531-43031	03/26 - ROUNDABOUT	17,060.39	04/26
04/23/2026	42326012	35388048	18739	KIMLEY-HORN AND AS	300-531-43031	MAMMOTH SAP - SS4A	5,268.15	04/26
Total KIMLEY-HORN AND ASSOC., INC.:							27,168.70	
KNORR SYSTEMS, INC								
04/23/2026	42326013	303789	18390	KNORR SYSTEMS, INC	100-434-42009	PARTS/SUPPLIES	7,604.52	04/26

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Total KNORR SYSTEMS, INC:							7,604.52	
KTU&A								
04/23/2026	115124	38176	19923	KTU&A	100-432-43031	ML PARKS & REC MAS	11,479.68	04/26
Total KTU&A:							11,479.68	
LINDE GAS & EQUIPMENT INC.								
04/23/2026	42326014	54645676	19251	LINDE GAS & EQUIPM	220-471-43031	ACCOUNT CHARGES	71.25	04/26
04/23/2026	42326014	55208790	19251	LINDE GAS & EQUIPM	220-471-43031	ACCOUNT CHARGES	13.72	04/26
04/23/2026	42326014	56197480	19251	LINDE GAS & EQUIPM	210-454-43031	GAS SERVICES	1,409.91	04/26
04/23/2026	42326014	56197574	19251	LINDE GAS & EQUIPM	220-471-43031	GAS SERVICES	205.96	04/26
Total LINDE GAS & EQUIPMENT INC.:							1,700.84	
LOCKWOOD LIGHTSCAPES								
04/23/2026	115125	04222026	19718	LOCKWOOD LIGHTSC	100-464-43031	50% DEPOSIT FOR W	7,830.00	04/26
Total LOCKWOOD LIGHTSCAPES:							7,830.00	
LOS ANGELES DEPARTMENT OF WATER & POWER								
04/23/2026	115126	BL-1093 FY25/	259	LOS ANGELES DEPAR	100-434-45010	WHITMORE TUBS ANN	457.36	04/26
Total LOS ANGELES DEPARTMENT OF WATER & POWER:							457.36	
MACIAS, MARCO								
04/23/2026	115127	03012026	18391	MACIAS, MARCO	210-452-42030	OT MEAL ALLOWANCE	138.00	04/26
Total MACIAS, MARCO:							138.00	
MAMMOTH BUSINESS ESSENTIALS								
04/23/2026	115129	12130	18730	MAMMOTH BUSINESS	210-454-43031	SHIPPING SERVICES	18.49	04/26
04/23/2026	115129	12187	18730	MAMMOTH BUSINESS	100-432-42008	SILVER/GOLD PAINT M	29.61	04/26
04/23/2026	115129	12253	18730	MAMMOTH BUSINESS	100-432-43120	LAMINATING/BINDING	10.78	04/26
Total MAMMOTH BUSINESS ESSENTIALS:							58.88	
MAMMOTH CHEVRON INC.								
04/23/2026	115130	15611	2812	MAMMOTH CHEVRON	100-420-43031	FUEL - MARCH 2026	14.00	04/26
Total MAMMOTH CHEVRON INC.:							14.00	
MAMMOTH LAKES CREATIVE								
04/23/2026	42326015	1662	18437	MAMMOTH LAKES CR	100-432-43120	BUSINESS CARD SHIP	1,068.94	04/26
Total MAMMOTH LAKES CREATIVE:							1,068.94	
MAMMOTH LAKES TRAILS AND PUBLIC ACCESS								
04/23/2026	42326016	054_10-6	7566	MAMMOTH LAKES TR	215-511-43031	054_10_MLTPAContract	2,288.98	04/26
04/23/2026	42326016	054_10-7	7566	MAMMOTH LAKES TR	215-511-43031	054_10_MLTPAContract	25,000.00	04/26
Total MAMMOTH LAKES TRAILS AND PUBLIC ACCESS:							27,288.98	
MAMMOTH LAKES YOUTH HOCKEY								
04/23/2026	115131	04212026	18563	MAMMOTH LAKES YO	100-432-44310	2026 YOUTH SPORTS	7,500.00	04/26

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Total MAMMOTH LAKES YOUTH HOCKEY:							7,500.00	
MAMMOTH SPA CREATIONS								
04/23/2026	115132	158014	19143	MAMMOTH SPA CREA	100-434-42009	PARTS/SUPPLIES	904.97	04/26
Total MAMMOTH SPA CREATIONS:							904.97	
MINARET VILLAGE SHOPPING CENTER								
04/23/2026	42326017	MAY-2026	1	MINARET VILLAGE SH	100-416-45010	MAY RENT & CAM	35,862.64	04/26
Total MINARET VILLAGE SHOPPING CENTER:							35,862.64	
MISSION LINEN SUPPLY, INC								
04/23/2026	115133	524887547	6482	MISSION LINEN SUPPL	858-436-42007	SUPPLIES	76.40	04/26
04/23/2026	115133	525724014	6482	MISSION LINEN SUPPL	100-438-45080	SUPPLIES	94.28	04/26
04/23/2026	115133	525736869	6482	MISSION LINEN SUPPL	100-438-45080	SUPPLIES	1,187.19	04/26
04/23/2026	115133	525778718	6482	MISSION LINEN SUPPL	100-434-42007	SUPPLIES	44.95	04/26
04/23/2026	115133	525781520	6482	MISSION LINEN SUPPL	210-454-42006	LINEN SERIVICES	68.40	04/26
04/23/2026	115133	525794538	6482	MISSION LINEN SUPPL	858-436-42007	SUPPLIES	608.39	04/26
04/23/2026	115133	525818798	6482	MISSION LINEN SUPPL	100-464-42007	SUPPLIES	307.63	04/26
04/23/2026	115133	525824499	6482	MISSION LINEN SUPPL	210-454-42006	LINEN SERVICE	272.82	04/26
04/23/2026	115133	525863407	6482	MISSION LINEN SUPPL	210-454-42006	LINEN SERVICES	272.82	04/26
Total MISSION LINEN SUPPLY, INC:							2,932.88	
MONO COUNTY SHERIFF								
04/23/2026	115134	FY25 3Q	1764	MONO COUNTY SHERI	100-420-43032	3Q-FY25 DISPATCH SE	127,679.50	04/26
04/23/2026	115134	MLPDCELLHA	1764	MONO COUNTY SHERI	100-420-43031	CELLHAWK COST SHA	1,890.67	04/26
04/23/2026	115134	FY25 4Q	1764	MONO COUNTY SHERI	100-420-43032	4Q-FY25 DISPATCH SE	127,679.50	04/26
Total MONO COUNTY SHERIFF:							257,249.67	
MOUNTAIN SHADOWS HOMEOWNERS' ASSOC								
04/23/2026	115135	Q1 JAN-MARC	19168	MOUNTAIN SHADOWS	100-464-43420	PELLET STOVE/CHIMN	1,233.91	04/26
04/23/2026	115135	APRIL MAY 20	19168	MOUNTAIN SHADOWS	100-464-43420	MAY 2026 UNIT G1	717.94	04/26
Total MOUNTAIN SHADOWS HOMEOWNERS' ASSOC:							1,951.85	
ONWARD								
04/23/2026	115136	10002344589	18118	ONWARD	100-420-43404	JAN 2026	518.80	04/26
04/23/2026	115136	10002438150	18118	ONWARD	100-420-43404	APRIL 2026	518.80	04/26
Total ONWARD:							1,037.60	
OPTIMUM BUSINESS								
04/23/2026	115137	07715-101881-	10002	OPTIMUM BUSINESS	100-438-43404	1000 FOREST TRAIL 01	5.39	04/26
04/23/2026	115137	07715-102041-	10002	OPTIMUM BUSINESS	210-456-43404	299 COMMERCE 01/26	154.32	04/26
04/23/2026	115137	07715-653449-	10002	OPTIMUM BUSINESS	100-464-43404	1401 TAVERN A3 01/26	231.17	04/26
04/23/2026	115137	07715-101881-	10002	OPTIMUM BUSINESS	100-438-43404	1000 FOREST TRAIL 04	5.39	04/26
04/23/2026	115137	07715-102041-	10002	OPTIMUM BUSINESS	210-456-43404	299 COMMERCE 04/26	154.32	04/26
04/23/2026	115137	07715-653449-	10002	OPTIMUM BUSINESS	100-464-43404	1401 TAVERN A3 04/20	261.17	04/26
Total OPTIMUM BUSINESS:							811.76	
O'REILLY								
04/23/2026	115138	3091-273422	19413	O'REILLY	910-000-13003	PARTS	87.11	04/26

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Total O'REILLY:							87.11	
PARS								
04/23/2026	115139	60168	6552	PARS	100-416-43031	ANNUAL ASSET FEE (	601.05	04/26
04/23/2026	115139	60275	6552	PARS	100-416-43031	MONTHLY ADMIN FEE	800.00	04/26
Total PARS:							1,401.05	
PAVION								
04/23/2026	42326018	PSW-PSI-4153	19930	PAVION	100-420-43031	PROFESSIONAL SERV	552.00	04/26
Total PAVION:							552.00	
PDM STEEL SERVICE CENTERS, INC								
04/23/2026	42326019	022826	227	PDM STEEL SERVICE	210-450-45224	ACCOUNT CHARGES	7.90	04/26
Total PDM STEEL SERVICE CENTERS, INC:							7.90	
PETERBILT TRUCK PARTS & EQUIPMENT, LLC								
04/23/2026	42326020	X101324335:0	8484	PETERBILT TRUCK PA	910-000-13003	PARTS	1,055.68	04/26
04/23/2026	42326020	X101324446:0	8484	PETERBILT TRUCK PA	910-000-13003	PARTS	12,455.58	04/26
04/23/2026	42326020	X101324446:0	8484	PETERBILT TRUCK PA	910-000-13003	PARTS	2,965.37	04/26
04/23/2026	42326020	X101324675:0	8484	PETERBILT TRUCK PA	910-000-13003	PARTS	1,357.64	04/26
04/23/2026	42326020	X101325716:0	8484	PETERBILT TRUCK PA	910-000-13003	PARTS	782.76	04/26
04/23/2026	42326020	X101325828:0	8484	PETERBILT TRUCK PA	910-000-13003	PARTS	390.63	04/26
Total PETERBILT TRUCK PARTS & EQUIPMENT, LLC:							19,007.66	
PLATERO, CHRIS								
04/23/2026	42326021	03012026	19146	PLATERO, CHRIS	210-452-42030	OT MEAL ALLOWANCE	92.00	04/26
Total PLATERO, CHRIS:							92.00	
PRIETO, JUAN C.								
04/23/2026	115140	03012026	7559	PRIETO, JUAN C.	210-452-42030	OT MEAL ALLOWANCE	69.00	04/26
Total PRIETO, JUAN C.:							69.00	
QUILL CORPORATION								
04/23/2026	42326022	46505004	2090	QUILL CORPORATION	100-416-42002	OFFICE SUPPLIES	320.98	04/26
04/23/2026	42326022	46518974	2090	QUILL CORPORATION	100-416-42002	OFFICE SUPPLIES	504.03	04/26
04/23/2026	42326022	48330966	2090	QUILL CORPORATION	100-416-42002	OFFICE SUPPLIES	212.14	04/26
04/23/2026	42326022	48332293	2090	QUILL CORPORATION	100-416-42002	OFFICE SUPPLIES	4.00	04/26
04/23/2026	42326022	48478887	2090	QUILL CORPORATION	100-416-42002	OFFICE SUPPLIES	29.30	04/26
04/23/2026	42326022	48482072	2090	QUILL CORPORATION	100-416-42002	OFFICE SUPPLIES	29.30	04/26
Total QUILL CORPORATION:							1,099.75	
RENO UNIFORMS								
04/23/2026	115141	56299-1	20005	RENO UNIFORMS	100-420-42006	UNIFORM SERIVCES	160.23	04/26
Total RENO UNIFORMS:							160.23	
RINK SYSTEMS, INC.								
04/23/2026	115142	I04009	18365	RINK SYSTEMS, INC.	858-436-42007	TEMPERED GLASS W\	920.19	04/26

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Total RINK SYSTEMS, INC.:							920.19	
RIVERSIDE COUNTY SHERIFF'S DEPARTMENT								
04/23/2026	115143	BCTC0096960	19758	RIVERSIDE COUNTY S	100-420-43150	TRAINING FEES	281.00	04/26
Total RIVERSIDE COUNTY SHERIFF'S DEPARTMENT:							281.00	
RUSSELL, CHRISTOPHER								
04/23/2026	115144	03012026	19965	RUSSELL, CHRISTOPH	210-452-42030	OT MEAL ALLOWANCE	92.00	04/26
Total RUSSELL, CHRISTOPHER:							92.00	
SAFETY-KLEEN SYSTEMS, INC								
04/23/2026	115145	99734484	2313	SAFETY-KLEEN SYSTE	210-454-43031	USED OIL RECOVERY	589.00	04/26
Total SAFETY-KLEEN SYSTEMS, INC:							589.00	
SCHNEIDER, LYNSEY								
04/23/2026	115146	04212026	20001	SCHNEIDER, LYNSEY	100-432-44330	TONY COLASARDO AY	187.50	04/26
Total SCHNEIDER, LYNSEY:							187.50	
SCHULZ, SYDNEY								
04/23/2026	115147	04202026	19460	SCHULZ, SYDNEY	100-432-43150	PER DIEM FOR CPRS	324.00	04/26
Total SCHULZ, SYDNEY:							324.00	
SHEET, THE								
04/23/2026	115148	13163	6678	SHEET, THE	100-414-43130	1/16 PAGE B&W AD 03/	299.00	04/26
Total SHEET, THE:							299.00	
SIERRA SECURITY SYS, INC.								
04/23/2026	42326023	539526	5362	SIERRA SECURITY SY	858-436-43031	CRC ALARM MONITOR	900.60	04/26
Total SIERRA SECURITY SYS, INC.:							900.60	
SPIESS CONSTRUCTION CO., INC.								
04/23/2026	42326024	PROGRESS P	2906	SPIESS CONSTRUCTI	300-531-43031	PROGRESS PMNT #7	510,451.87	04/26
Total SPIESS CONSTRUCTION CO., INC.:							510,451.87	
SPRUNG INSTANT STRUCTURES INC.								
04/23/2026	42326025	CI5044	10045	SPRUNG INSTANT ST	220-471-43031	PARTS FOR SPRUNG	4,032.46	04/26
Total SPRUNG INSTANT STRUCTURES INC.:							4,032.46	
STARBUCKS CORPORATION								
04/23/2026	115149	03162026	18533	STARBUCKS CORPOR	001-000-10760	04/25 BUSINESS TAX R	129.30	04/26
Total STARBUCKS CORPORATION:							129.30	
STEVE'S AUTO & TRUCK PARTS								
04/23/2026	115150	170934	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	97.16	04/26
04/23/2026	115150	170957	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	798.54	04/26
04/23/2026	115150	170978	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	351.57	04/26
04/23/2026	115150	171060	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	23.27	04/26

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04/23/2026	115150	171080	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	7.50	04/26
04/23/2026	115150	171282	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	257.67	04/26
04/23/2026	115150	171546	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	369.45	04/26
04/23/2026	115150	171555	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	128.25	04/26
04/23/2026	115150	171616	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	112.33	04/26
04/23/2026	115150	171647	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	15.95	04/26
04/23/2026	115150	171660	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	49.10	04/26
Total STEVE'S AUTO & TRUCK PARTS:							2,210.79	
THOMAS PETROLEUM, LLC								
04/23/2026	42326026	1540680-IN	7891	THOMAS PETROLEUM	910-000-13001	FUEL SERVICES	19,930.28	04/26
04/23/2026	42326026	1540686-IN	7891	THOMAS PETROLEUM	910-000-13001	FUEL SERVICES	21,845.91	04/26
04/23/2026	42326026	1545869-IN	7891	THOMAS PETROLEUM	220-471-42016	FUEL SERVICES	1,235.60	04/26
04/23/2026	42326026	1545871-IN	7891	THOMAS PETROLEUM	220-471-42016	FUEL SERVICES	2,592.97	04/26
04/23/2026	42326026	1546932-IN	7891	THOMAS PETROLEUM	910-000-13003	FUEL SERVICES	177.19	04/26
Total THOMAS PETROLEUM, LLC:							45,781.95	
VERIZON								
04/23/2026	115151	6140691083	5637	VERIZON	100-416-43404	WIRELESS SERVICES	1,608.74	04/26
Total VERIZON:							1,608.74	
WHARTON CONCRETE FORMING SUPPLY OF NV								
04/23/2026	115152	22422A	19961	WHARTON CONCRET	210-452-42025	SUPPLIES	123.34	04/26
Total WHARTON CONCRETE FORMING SUPPLY OF NV:							123.34	
WHITEBARK INSTITUTE								
04/23/2026	42326027	04212026	19392	WHITEBARK INSTITUT	100-480-44810	ESCCRP - WILDFIRE M	546,000.00	04/26
Total WHITEBARK INSTITUTE:							546,000.00	
Grand Totals:							2,363,326.46	

Signature: Jamie Gray Date 4/27/26

Signature: Nolan Bobroff Date 4-23-2026

Signature: Haislip Hayes Date 4.23.26

Report Criteria:
Report type: Invoice detail
Check.Type = {<>} "Adjustment"

Report Criteria:
Report type: Invoice detail
Check.Type = {<>} "Adjustment"

Check Issue Date	Check Nu	Invoice Number	Vendor Nu	Payee	Invoice GL Account	Description	Amount	GL Period
AMERIGAS								
04/30/2026	115162	3188313621/20	6982	AMERIGAS	100-464-43404	TOML STE 230 T-1	208.81	04/26
04/30/2026	115162	3188313624/20	6982	AMERIGAS	100-464-43404	TOML STE 230 U	67.72	04/26
04/30/2026	115162	3188313627/20	6982	AMERIGAS	100-464-43404	TOML STE 292 COUNC	111.35	04/26
04/30/2026	115162	3188317770/20	6982	AMERIGAS	100-438-43404	EASTERN SIERRA TRA	14.32	04/26
04/30/2026	115162	3188317771/20	6982	AMERIGAS	210-456-43404	TOWN OF MAMMOTH	3,616.61	04/26
04/30/2026	115162	3188639291/20	6982	AMERIGAS	100-438-43404	1000 FOREST TRAIL	843.85	04/26
04/30/2026	115162	3188832047/20	6982	AMERIGAS	220-471-43404	AIRPORT TERMINAL N	1,128.51	04/26
04/30/2026	115162	3185137690/20	6982	AMERIGAS	100-464-43404	TOML STE 230 T	14.32	04/26
04/30/2026	115162	3185137695/20	6982	AMERIGAS	100-464-43404	TOML STE 230T	313.20	04/26
04/30/2026	115162	3185137700/20	6982	AMERIGAS	100-464-43404	TOML STE 292 COUNC	348.65	04/26
04/30/2026	115162	3188313612/20	6982	AMERIGAS	100-464-43404	TOML STE 230 T	176.08	04/26
04/30/2026	115162	3188313614/20	6982	AMERIGAS	100-464-43404	TOML STE 230 T	14.32	04/26
04/30/2026	115162	3188313615/20	6982	AMERIGAS	100-464-43404	100 COLLEGE PKWY	14.32	04/26
04/30/2026	115162	3188313618/20	6982	AMERIGAS	100-464-43404	TOML STE 230 MAIN R	14.32	04/26
04/30/2026	115162	3188313619/20	6982	AMERIGAS	100-464-43404	TOML STE 230 S-1	14.32	04/26
Total AMERIGAS:							6,900.70	
ATHENS								
04/30/2026	115163	04282026	19698	ATHENS	100-420-41012	WORKERS COMPENS	2,016.13	04/26
Total ATHENS:							2,016.13	
BEST BEST & KRIEGER								
04/30/2026	43026000	1058385	33	BEST BEST & KRIEGE	100-412-43031	MIDDLE INCOME HOU	1,220.80	04/26
04/30/2026	43026000	1058386	33	BEST BEST & KRIEGE	100-412-43031	PERSONNEL	283.50	04/26
Total BEST BEST & KRIEGER:							1,504.30	
BPR CONSULTING GROUP								
04/30/2026	43026001	4149	19259	BPR CONSULTING GR	100-442-43031	03/26 TOML HOURLY R	2,373.75	04/26
04/30/2026	43026001	4081	19259	BPR CONSULTING GR	100-442-43031	02/26 TOML HOURLY R	5,233.75	04/26
Total BPR CONSULTING GROUP:							7,607.50	
CALIFORNIA CONSULTING, INC.								
04/30/2026	43026002	7901	19212	CALIFORNIA CONSULT	100-416-43031	GRANT WRITING SER	4,250.00	04/26
Total CALIFORNIA CONSULTING, INC.:							4,250.00	
CAMARGO-AGUILOR, SERGIO								
04/30/2026	115164	04262026	19466	CAMARGO-AGUILOR,	210-452-42030	OT MEAL ALLOWANCE	23.00	04/26
Total CAMARGO-AGUILOR, SERGIO:							23.00	
CELLEBRITE, INC.								
04/30/2026	115165	INVUS295301	19994	CELLEBRITE, INC	100-420-43150	ANALYST/OPERATOR	5,220.49	04/26
Total CELLEBRITE, INC.:							5,220.49	
CPS HR CONSULTING								
04/30/2026	115166	0019960	19996	CPS HR CONSULTING	100-413-43031	CONSULTING SERIVC	12,970.00	04/26

Check Issue Date	Check Nu	Invoice Number	Vendor Nu	Payee	Invoice GL Account	Description	Amount	GL Period
Total CPS HR CONSULTING:							12,970.00	
DELL MARKETING L.P.								
04/30/2026	43026003	10867901936	3486	DELL MARKETING L.P.	100-418-48800	IT EQUIPMENT	3,567.17	04/26
04/30/2026	43026003	10869665609	3486	DELL MARKETING L.P.	100-418-48800	IT EQUIPMENT	6,537.32	04/26
Total DELL MARKETING L.P.:							10,104.49	
DEPT OF JUSTICE								
04/30/2026	115167	035914	1775	DEPT OF JUSTICE	100-417-43140	FINGERPRINTS	128.00	04/26
Total DEPT OF JUSTICE:							128.00	
DESIGNS UNLIMITED SCREEN PRINTS								
04/30/2026	115168	30715	63	DESIGNS UNLIMITED	220-471-42006	UNIFORMS - CASEY P	607.00	04/26
Total DESIGNS UNLIMITED SCREEN PRINTS:							607.00	
DIY HOME CENTER								
04/30/2026	115169	187958	5476	DIY HOME CENTER	210-456-43031	PARTS/SUPPLIES	8.23	04/26
04/30/2026	115169	187977	5476	DIY HOME CENTER	858-436-42007	Roller Hockey Lines	36.75	04/26
04/30/2026	115169	188002	5476	DIY HOME CENTER	858-436-42007	Roller Hockey Lines	89.23	04/26
04/30/2026	115169	187567	5476	DIY HOME CENTER	858-436-42007	Batteries	4.35	04/26
Total DIY HOME CENTER:							138.56	
EL DORADO NATIONAL, INC								
04/30/2026	115170	90897243	19983	EL DORADO NATIONA	910-000-13003	PARTS	1,522.54	04/26
Total EL DORADO NATIONAL, INC:							1,522.54	
ELBERT DISTRIBUTING								
04/30/2026	43026004	PI0060437	19208	ELBERT DISTRIBUTIN	910-000-13003	PARTS	782.07	04/26
Total ELBERT DISTRIBUTING:							782.07	
ESTA								
04/30/2026	115171	260422-02	7884	ESTA	100-475-43031	JOB SHARE REGULAR	2,408.00	04/26
04/30/2026	115171	260322-01	7884	ESTA	100-475-43031	5 LEAD TRANSIT DRIV	5,000.00	04/26
Total ESTA:							7,408.00	
FIGUEROA ALVARADO, SALVADOR								
04/30/2026	115172	04262026	18759	FIGUEROA ALVARADO,	210-452-42030	OT MEAL ALLOWANCE	23.00	04/26
Total FIGUEROA ALVARADO, SALVADOR:							23.00	
FRONTIER COMMUNICATIONS								
04/30/2026	115173	04/26-3119	10869	FRONTIER COMMUNIC	220-471-43404	04/26-AIRPORT	299.80	04/26
04/30/2026	115173	04/26-2490	10869	FRONTIER COMMUNIC	100-420-43404	04/26-PD FAX	17.51	04/26
04/30/2026	115173	04/26-0348	10869	FRONTIER COMMUNIC	210-456-43404	04/26-TOWN	422.74	04/26
04/30/2026	115173	04/26-0000	10869	FRONTIER COMMUNIC	858-436-43404	04/26-TOWN	185.40	04/26
04/30/2026	115173	04/26-2536	10869	FRONTIER COMMUNIC	100-420-43404	04/26-PD	666.87	04/26
Total FRONTIER COMMUNICATIONS:							1,592.32	

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GARNICA, VICTOR								
04/30/2026	115174	04262026	18535	GARNICA, VICTOR	210-452-42030	OT MEAL ALLOWANCE	115.00	04/26
Total GARNICA, VICTOR:							115.00	
GRAY'S GRASSHOPPER INC.								
04/30/2026	43026005	16529	19659	GRAY'S GRASSHOPPE	856-450-43031	LANDSCAPING SERVI	858.75	04/26
04/30/2026	43026005	16536	19659	GRAY'S GRASSHOPPE	856-450-43031	LANDSCAPING/IRRIGA	70,083.75	04/26
Total GRAY'S GRASSHOPPER INC.:							70,942.50	
HORIZON CALIFORNIA PUBLICATIONS, INC.								
04/30/2026	43026006	300357147	6100	HORIZON CALIFORNIA	205-490-42030	AD - PLASTIC BOTTLE	221.00	04/26
04/30/2026	43026006	300357160	6100	HORIZON CALIFORNIA	100-413-43130	DYK - DECEMBER	260.00	04/26
04/30/2026	43026006	300357166	6100	HORIZON CALIFORNIA	205-490-42030	AD - PLASTIC BOTTLE	221.00	04/26
04/30/2026	43026006	300360549	6100	HORIZON CALIFORNIA	100-413-43130	DYK - MARCH	260.00	04/26
Total HORIZON CALIFORNIA PUBLICATIONS, INC.:							962.00	
HOT CREEK AVIATION, LLC								
04/30/2026	115175	JUNE 2026	6335	HOT CREEK AVIATION,	220-471-45010	HANGAR RENTAL	7,288.13	04/26
Total HOT CREEK AVIATION, LLC:							7,288.13	
JIM CHARLON FORD, INC.								
04/30/2026	115176	69845FOW	19138	JIM CHARLON FORD, I	910-000-13003	PARTS	938.97	04/26
04/30/2026	115176	69524FOW	19138	JIM CHARLON FORD, I	910-000-13003	PARTS	1,804.65	04/26
Total JIM CHARLON FORD, INC.:							2,743.62	
L'ABRI HOMEOWNERS ASSOCIATION								
04/30/2026	115177	APRIL 2026 -	5816	L'ABRI HOMEOWNERS	100-416-43404	04/26 - 05/26 UNIT 2	955.50	04/26
04/30/2026	115177	APRIL 2026 -	5816	L'ABRI HOMEOWNERS	100-416-43404	04/26-05/26 UNIT 4	955.50	04/26
Total L'ABRI HOMEOWNERS ASSOCIATION:							1,911.00	
LEMUS, RIGOBERTO								
04/30/2026	115178	04262026	18461	LEMUS, RIGOBERTO	210-452-42030	OT MEAL ALLOWANCE	23.00	04/26
Total LEMUS, RIGOBERTO:							23.00	
LICARI, MICHAEL								
04/30/2026	115179	24MML-2	19958	LICARI, MICHAEL	245-445-43035	LEASE TO LOCALS FIN	1,000.00	04/26
Total LICARI, MICHAEL:							1,000.00	
LIEBERT CASSIDY WHITMORE								
04/30/2026	115180	320474	19919	LIEBERT CASSIDY WH	100-412-43031	GENERAL EMPLOYEE	3,007.00	04/26
04/30/2026	115180	320473	19919	LIEBERT CASSIDY WH	100-412-43031	POLICE SERGEANTS	145.50	04/26
04/30/2026	115180	320472	19919	LIEBERT CASSIDY WH	100-412-43031	PW NEGOTIATION 202	1,891.50	04/26
Total LIEBERT CASSIDY WHITMORE:							5,044.00	
LINDE GAS & EQUIPMENT INC.								
04/30/2026	43026007	55363209	19251	LINDE GAS & EQUIPM	910-000-13003	GAS SERVICES/SUPPL	15.67	04/26
Total LINDE GAS & EQUIPMENT INC.:							15.67	

Check Issue Date	Check Nu	Invoice Number	Vendor Nu	Payee	Invoice GL Account	Description	Amount	GL Period
MAMMOTH DISPOSAL, INC.								
04/30/2026	115181	771	94	MAMMOTH DISPOSAL,	205-490-43404	DISPOSAL SUPPLIES/	9.54	04/26
Total MAMMOTH DISPOSAL, INC.:							9.54	
MAMMOTH LAKES AFFORDABLE HOUSING ASSOC.								
04/30/2026	43026008	UNIT2-05/26	19948	MAMMOTH LAKES AFF	245-445-43035	60 JOAQUIN UNIT2 MA	589.00	04/26
04/30/2026	43026008	UNIT1-05/26	19948	MAMMOTH LAKES AFF	245-445-43035	60 JOAQUIN UNIT1 MA	589.00	04/26
04/30/2026	43026008	UNIT4-04/26	19948	MAMMOTH LAKES AFF	245-445-43035	60 JOAQUIN UNIT4 AP	59.00	04/26
04/30/2026	43026008	UNIT2-04/26	19948	MAMMOTH LAKES AFF	245-445-43035	60 JOAQUIN UNIT2 AP	589.00	04/26
04/30/2026	43026008	UNIT1-04/26	19948	MAMMOTH LAKES AFF	245-445-43035	60 JOAQUIN UNIT1 AP	589.00	04/26
Total MAMMOTH LAKES AFFORDABLE HOUSING ASSOC.:							2,415.00	
MAMMOTH LAKES CREATIVE								
04/30/2026	43026009	1661	18437	MAMMOTH LAKES CR	100-413-42030	2025 YEAR IN REVIEW	2,351.25	04/26
Total MAMMOTH LAKES CREATIVE:							2,351.25	
MAMMOTH LAKES YOUTH HOCKEY								
04/30/2026	115182	04292026	18563	MAMMOTH LAKES YO	100-432-44310	2025-26 TONY COLAS	2,245.25	04/26
Total MAMMOTH LAKES YOUTH HOCKEY:							2,245.25	
MCCANDLESS TRUCK CENTER LLC								
04/30/2026	115183	P109003720:0	20006	MCCANDLESS TRUCK	910-000-13003	PARTS	732.25	04/26
Total MCCANDLESS TRUCK CENTER LLC:							732.25	
MEYERS EARTHWORK INC								
04/30/2026	43026010	04272026	19855	MEYERS EARTHWORK	220-531-43031	PROGRESS PAYMENT	97,047.20	04/26
Total MEYERS EARTHWORK INC:							97,047.20	
MICHAEL BAKER INTERNATIONAL								
04/30/2026	43026011	1283342	18064	MICHAEL BAKER INTE	100-440-43031	THE WOODSITE - PRO	5,795.00	04/26
Total MICHAEL BAKER INTERNATIONAL:							5,795.00	
MISSION LINEN SUPPLY, INC								
04/30/2026	115184	525798363	6482	MISSION LINEN SUPPL	100-464-42007	SUPPLIES	327.52	04/26
04/30/2026	115184	525901944	6482	MISSION LINEN SUPPL	100-464-42007	SUPPLIES	240.58	04/26
04/30/2026	115184	525906432	6482	MISSION LINEN SUPPL	210-454-42006	LINEN SERVICES	272.82	04/26
04/30/2026	115184	525948717	6482	MISSION LINEN SUPPL	210-454-42006	LINEN SERVICES	272.82	04/26
Total MISSION LINEN SUPPLY, INC:							1,113.74	
MONO COUNTY INFORMATION TECHNOLOGY								
04/30/2026	115185	IT-TOML-QB E	10069	MONO COUNTY INFOR	100-418-45050	QUICKBASE 2/6/26 - 7/	1,647.95	04/26
04/30/2026	115185	IT-TOML-0220	10069	MONO COUNTY INFOR	100-418-48800	IT EQUIPMENT - REIM	181.00	04/26
Total MONO COUNTY INFORMATION TECHNOLOGY:							1,828.95	
PELHAM, AMANDA								
04/30/2026	115186	04272026	18144	PELHAM, AMANDA	100-417-43150	PER DIEM 05/11-05/12	182.00	04/26
04/30/2026	115186	04272026.2	18144	PELHAM, AMANDA	100-417-43150	PER DIEM 06/01-06/03	227.00	04/26

Check Issue Date	Check Nu	Invoice Number	Vendor Nu	Payee	Invoice GL Account	Description	Amount	GL Period
Total PELHAM, AMANDA:							409.00	
PETERBILT TRUCK PARTS & EQUIPMENT, LLC								
04/30/2026	43026012	X101327657:0	8484	PETERBILT TRUCK PA	910-000-13003	PARTS	189.34	04/26
Total PETERBILT TRUCK PARTS & EQUIPMENT, LLC:							189.34	
QUILL CORPORATION								
04/30/2026	43026013	48623305	2090	QUILL CORPORATION	100-416-42002	OFFICE SUPPLIES	171.65	04/26
Total QUILL CORPORATION:							171.65	
RHOMAR INDUSTRIES, INC.								
04/30/2026	115187	110096	18892	RHOMAR INDUSTRIES	210-450-42025	PAINT SUPPLIES	838.64	04/26
Total RHOMAR INDUSTRIES, INC.:							838.64	
RICH ENVIRONMENTAL SERVICE STATION SVCS								
04/30/2026	115188	115038	10132	RICH ENVIRONMENTA	910-000-13047	DESIGNATED OPERAT	150.00	04/26
Total RICH ENVIRONMENTAL SERVICE STATION SVCS:							150.00	
SAWTOOTH INDUSTRIAL LLC								
04/30/2026	115189	389	19391	SAWTOOTH INDUSTRI	910-000-13003	PARTS	5,659.51	04/26
Total SAWTOOTH INDUSTRIAL LLC:							5,659.51	
SHAFER EQUIPMENT CO. INC.								
04/30/2026	43026014	10045823	18540	SHAFER EQUIPMENT	910-000-13003	PARTS	1,563.33	04/26
Total SHAFER EQUIPMENT CO. INC.:							1,563.33	
SHEET, THE								
04/30/2026	115190	13163	6678	SHEET, THE	100-432-40000	FULL PAGE COLOR AD	1,738.00	04/26
Total SHEET, THE:							1,738.00	
SIERRA BUSINESS PARK OWNERS ASSOCIATION								
04/30/2026	115191	LOT 36 & 37-M	18782	SIERRA BUSINESS PA	205-490-43404	05/26-LOTS 36 & 37	1,520.18	04/26
Total SIERRA BUSINESS PARK OWNERS ASSOCIATION:							1,520.18	
SIERRA GEOTECHNICAL SVCS.								
04/30/2026	115192	311043	1876	SIERRA GEOTECHNIC	100-442-43031	FIELD INSPECTION	1,240.00	04/26
Total SIERRA GEOTECHNICAL SVCS.:							1,240.00	
SIERRA MANORS HOMEOWNERS ASSOC.								
04/30/2026	115193	APRIL 2026 -	19351	SIERRA MANORS HOM	100-464-43420	04/26-05/26 UNIT 53	1,019.97	04/26
Total SIERRA MANORS HOMEOWNERS ASSOC.:							1,019.97	
SIERRA SECURITY SYS, INC.								
04/30/2026	43026015	511623	5362	SIERRA SECURITY SY	100-420-43031	PD ALARM MONITORI	1,496.00	04/26
04/30/2026	43026015	511625	5362	SIERRA SECURITY SY	100-420-43031	PD ALARM MONITORI	1,496.00	04/26
04/30/2026	43026015	511624	5362	SIERRA SECURITY SY	100-420-43031	PD ALARM MONITORI	1,496.00	04/26

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Total SIERRA SECURITY SYS, INC.:							4,488.00	
SPROUL TROST LLP								
04/30/2026	115194	32143	19985	SPROUL TROST LLP	245-445-43031	PROFESSIONAL SERV	2,479.00	04/26
04/30/2026	115194	32201	19985	SPROUL TROST LLP	245-445-43031	PROFESSIONAL SERV	256.00	04/26
Total SPROUL TROST LLP:							2,735.00	
STEVE'S AUTO & TRUCK PARTS								
04/30/2026	115195	172167	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	11.43	04/26
04/30/2026	115195	172169	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	21.50	04/26
04/30/2026	115195	172192	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	21.50	04/26
04/30/2026	115195	172244	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	125.03	04/26
04/30/2026	115195	172354	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	11.94	04/26
04/30/2026	115195	172454	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	203.03	04/26
04/30/2026	115195	171617	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	16.49	04/26
04/30/2026	115195	171715	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	155.06	04/26
04/30/2026	115195	172036	1221	STEVE'S AUTO & TRU	910-000-13003	PARTS	15.35	04/26
04/30/2026	115195	164882	1221	STEVE'S AUTO & TRU	910-000-13047	PARTS	108.48	04/26
Total STEVE'S AUTO & TRUCK PARTS:							689.81	
THOMAS PETROLEUM, LLC								
04/30/2026	43026016	1554196-IN	7891	THOMAS PETROLEUM	910-000-13001	FUEL SERVICES	26,383.52	04/26
Total THOMAS PETROLEUM, LLC:							26,383.52	
WEST, QWINA								
04/30/2026	115196	04262026.2	18760	WEST, QWINA	210-452-42030	OT MEAL ALLOWANCE	23.00	04/26
04/30/2026	115196	04262026	18760	WEST, QWINA	210-452-42030	OT MEAL ALLOWANCE	23.00	04/26
Total WEST, QWINA:							46.00	
ZHANG, PENG								
04/30/2026	115197	04132026	19999	ZHANG, PENG	001-000-10765	BP25-00423 REDUCTI	15.00	04/26
Total ZHANG, PENG:							15.00	
Grand Totals:							315,238.15	

Signature: Jamie Gray Date 4/30/26

Signature: Nolan Bobroff Date 4-30-2026

Signature: Haislip Hayes Date 4.31.26

Mammoth Lakes Town Council
Agenda Action Sheet

Title: Public hearing in accordance with the addition of Government Code Section 3502.3 to the Meyers-Milias-Brown Act, and under Assembly Bill 2561, to present on the status of vacancies, recruitment, and retention efforts prior to the adoption of a final budget

Council Meeting Date: 5/6/2026

Prepared by: Amanda Pelham, Human Resources Manager

Recommended Motion: Conduct public hearing as required by the addition of Government Code Section 3502.3 to the Meyers-Milias-Brown Act under Assembly Bill 2561, prior to the adoption of the next fiscal year's budget. No action is required following the public hearing, except for recording the Town of Mammoth Lakes has fulfilled the requirement to conduct the hearing.

Summary: In accordance with the addition of Government Code ("GC") Section 3502.3 to the Meyers-Milias-Brown Act ("MMBA"), and under Assembly Bill ("AB") 2561, a public agency must present on the status of vacancies, recruitment, and retention efforts at a public hearing before their governing body (Town Council) prior to the adoption of a final budget for the fiscal year.

Per AB 2561, if the number of current vacancies exceeds twenty percent (20%) of the total authorized full-time positions in a particular bargaining unit, the recognized employee organizations shall be entitled to make a presentation before the governing board of the public agency during the same public hearing. Currently, there are six (6) vacancies in the Mammoth Lakes Police Officers' Association ("MLPOA"), no vacancies in Mammoth Lakes Police Supervisory Association ("MLPSA"), one (1) vacancy in the General Employees' Association ("GEA"), two (2) vacancies in the Management Employees' Association ("MEA"), and no vacancies in the Public Works Employees' Association ("PWEA"). Only the vacancies in the MLPOA represent a percentage exceeding twenty percent (20%); the MLPOA has not elected to present, or requested the Town present specific additional information during the public hearing.

AB 2561 also requires that during the hearing, the public agency must identify any necessary changes to policies, procedures, and recruitment activities that may lead to hiring challenges. Staff have not identified any necessary changes to policies and procedures that may present obstacles in the hiring process, and the Town continues to take steps in support of recruitment and retention. Continued efforts include: utilization of Applicant Tracking System ("ATS") NEOGOV and enhanced social media presence; adjustments in classification and compensation through the budget process, determined by mission-driven goals to serve the public; proven leader in total compensation including 100% employer-paid health insurance premiums, and unmatched leave accrual; sustained investment in employee development, special programs, and training opportunities; maintenance of a professional work environment by providing state-of-the-art equipment, and construction of new Town Hall facility; alternative work schedules, and a focus on employee work/life balance.

TOWN OF MAMMOTH LAKES

2026 AB 2561 PUBLIC HEARING

- JOB VACANCIES
- RECRUITMENT
- POLICIES & PROCEDURES
- HIRING CHALLENGES
- RETENTION

CURRENT JOB VACANCIES

MISCELLANEOUS EMPLOYEES

- AT-WILL, EXECUTIVE: 1
- GENERAL EMPLOYEES' ASSOCIATION (GEA): 1
- MANAGEMENT EMPLOYEES' ASSOCIATION (MEA): 2
- PUBLIC WORKS EMPLOYEES' ASSOCIATION (PWEA): 0

SAFETY EMPLOYEES

- MAMMOTH LAKES POLICE OFFICERS' ASSOCIATION (MLPOA): 6
- MAMMOTH LAKES POLICE SUPERVISORY ASSOCIATION (MLPSA): 0

MLPOA

JOB VACANCIES – 6

- 2 POLICE RECRUITS IN BACKGROUNDS FOR JUNE ACADEMY
- 2 LATERAL APPLICANTS INVITED TO INTERVIEW MAY 7TH

HIRING PROCESS

- CA POST BACKGROUND REQUIREMENTS (MEDICAL, PSYCH, ETC.)
- SINCE OCT 2024, 7 RECRUITMENTS CONDUCTED
- NEW CONTINUOUS RECRUITMENT POSTED APRIL 27TH

TOTAL APPLICANTS PER VACANCY*

- POLICE RECRUIT: 32
- POLICE OFFICER – LATERAL: 16
- TIME TO HIRE: 69-DAY AVERAGE

COMPENSATION & WORKING CONDITION IMPROVEMENTS

- RETENTION BONUS ~ $12K FEBRUARY 2026
- BASE SALARY INCREASES
  - 10% FEBRUARY 2026
  - 3% JULY 2026
  - 3% JULY 2027
- UP TO 9% LONGEVITY PAY FOR ***ALL*** SWORN SERVICE
- INCREASE TO COMPENSATORY TIME MAXIMUM ACCRUAL (> 42%); INCREASED FLEXIBILITY ON LEAVE PAYOUTS
- SINCE 2023, TOWN HAS SUPPORTED CANINE AND DETECTIVE SPECIAL ASSIGNMENTS, ADDED POLICE CORPORAL DEVELOPMENT POSITION, AND REINVIGORATED POLICE RECRUIT PROGRAM

*Statistical Source: NEOGOV ATS Data 10/1/2024-4/24/2026

RECRUITMENT

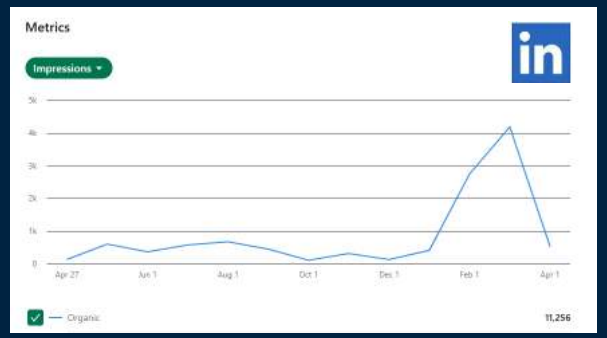
RETURNS ON ATS

- AVERAGE HITS PER FT JOB POSTING: 1,217
- AIRPORT COMPLIANCE MANAGER: 17 APPLICANTS
- UTILIZATION OF EMPLOYMENT LISTS FOR PUBLIC WORKS MAINTENANCE POSITIONS = REDUCTION IN RECRUITMENT AND ONBOARDING LEAD TIME

SOCIAL MEDIA PRESENCE

- >20% YEAR-OVER-YEAR INCREASE IN FOLLOWERS ON LINKEDIN
- 11,256 ORGANIC IMPRESSIONS IN 365 DAYS

DIVERSE ADVERTISING CHANNELS



COMPETITIVE TOTAL COMPENSATION

- HEALTH INSURANCE – 100% EMPLOYER-PAID PREMIUM
- DENTAL/VISION HRA PLAN
- LEAVE ACCRUALS
- ALTERNATIVE RETIREMENT ACCOUNT EMPLOYER CONTRIBUTIONS (457(B) & RHS)
- BILINGUAL PAY – 32% OF CURRENT EMPLOYEES

TOWN-OWNED HOUSING

- LAST FY: HOUSING MADE AVAILABLE TO GEA, MEA, PWEA, AND MLPOA EMPLOYEES
- UP TO 6 MONTHS TOWN-SPONSORED FOR LATERAL POLICE OFFICERS
- UP TO $5,000 RELOCATION REIMBURSEMENT FOR LATERAL POLICE OFFICERS

POLICIES & PROCEDURES

- PERSONNEL RULES
- AUTHORIZATIONS & REQUISITIONS
- EXAMINATION COORDINATION
- SELECTION PROCESS
- PRE-EMPLOYMENT CHECKS
- JOB-PROTECTED LEAVE ENTITLEMENTS

HIRING CHALLENGES

- BALANCING TIME-TO-HIRE & HIRING WITH CONFIDENCE & TRANSPARENCY
- BUDGETARY CONSIDERATIONS
- COMPENSATION & CLASSIFICATION ANALYSIS
- GEOGRAPHIC ISOLATION
- COMMUNITY AMENITIES & OPPORTUNITIES
- LIMITED APPLICANT POOL
- CHANGING EMPLOYMENT LANDSCAPE
- DECISION TIMELINES

RETENTION

ALL FULL-TIME EMPLOYEES

$$Retention\ Rate = \left(\frac{Number\ of\ Employees\ at\ End\ of\ Period - New\ Hires}{Number\ of\ Employees\ at\ Start\ of\ Period}\right) \times 100$$

- **2025 FULL-TIME EMPLOYEE RETENTION RATE 91%**
- 88 FULL-TIME EMPLOYEES AT THE START OF 2025
- 14 FULL-TIME NEW HIRES DURING 2025
- 3 RETIREMENTS; 8 VOLUNTARY SEPARATIONS
- 94 FULL-TIME EMPLOYEES AT THE END OF 2025
- **2025 FULL-TIME TURNOVER RATE 12.8%**

$$Turnover\ Rate = \left(\frac{Number\ of\ Employee\ Separations}{Average\ Number\ of\ Employees}\right) \times 100$$

RETENTION

- CALPERS RETIREMENT & ALTERNATIVE RETIREMENT SAVINGS EMPLOYER CONTRIBUTIONS
- COMPETITIVE TOTAL BENEFITS
  - 100% EMPLOYER-PAID HEALTH INSURANCE PREMIUMS FOR ALL POSITIONS
- PROFESSIONAL WORK ENVIRONMENT
  - NEW TOWN HALL
  - STATE OF THE ART OFFICE EQUIPMENT
- EMPLOYEE ENGAGEMENT/WORKPLACE SATISFACTION
- WORK/LIFE BALANCE
  - ALTERNATIVE WORK SCHEDULE
  - UNMATCHED LEAVE ACCRUAL
- EMPLOYEE DEVELOPMENT, SPECIAL ASSIGNMENTS & TRAINING OPPORTUNITIES
- COMMUNITY ENGAGEMENT & SENSE OF FULFILLMENT



Welcome to the Town
~ 2025 Edition ~














Trace Calvin, Engineering Assistant, started with the Town as a Municipal Intern. **Casey Penn**, Airport Maintenance Coordinator, returned to the Eastern Sierra after a stint in Utah. **Emily Leach**, Police Officer, worked in corrections before attending the Academy and becoming a sworn officer. **Marcy Castro**, Revenue Specialist, came to the Town from the Chamber of Commerce. **Emma Lane** came from Mammoth Mountain to be our Program and Facilities Administrator. Hailing from San Diego, **Marcus Sproll** is the Town's Housing Manager. **Rigoberto "Rigo" Lemus Briviesca** returned from the private sector as Equipment Mechanic. **JR Risenhoover** came on as Building Inspector/Plans Examiner after a previous stint as a contract inspector. **Darryl Vigil**, Senior Accounting Assistant, transitioned from a part-time role in Lodging Support & Enforcement. **Trever Mann** also transitioned from that role to Permit Technician I. **Leina'ala Kailiawa** brought her hospitality experience to her role as Revenue Specialist. **Christopher Russell** returned as Parks/Public Works Maintenance Worker - Hybrid after a brief time with Mammoth Community Water District.
We are thrilled and grateful to have these awesome individuals on our team!

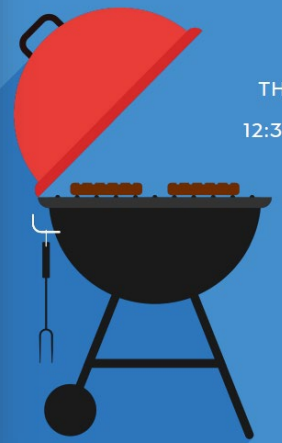
Leveling Up!

Andrew McEachron earned his Certified Ice Technician (CIT) from the United States Ice Rink Association.
Allison Floyd was certified as an Associate Professional in Human Resources (aPHR) by the Human Resources Certification Institute (HRCI).
Soibian Spring earned the distinction of being an Airport Snow Expert (ASE), accredited by the American Association of Airport Executives (AAAE).
Riley Griesenbeck became a certified Water Distribution Operator.
Pam Smitheman and **Colin Brownlee** passed the Fundamentals of Engineering exam, earning the professional title of Engineer in Training (EIT).
Lupita Lopez obtained her degree: Master of Science in Management and Leadership.

Congratulations are in Order

2025 was a year for professional development, with promotions for **Jesse Dimas**, Fleet Manager; **Gretchen Haselbauer**, Outdoor Recreation Programs Manager; **Victor Garnica**, Equipment Mechanic; **Angie Plaisted**, Administrative Coordinator; **Danny Earls**, Accounting Manager; **Ben Manning**, Revenue Accountant; **Kevin Bessenbacher**, Building Inspector I and **Ryan Tanaka**, Police Services Technician.

TOWN EMPLOYEE SUMMER BBQ



THURSDAY, AUGUST 15

12:30 · WHITMORE POOL

JOIN US FOR FOOD, DRINKS, SWIMMING, GAMES, & DESSERT CONTEST!





Details & Online Application:
https://www.governmentjobs.com/careers/townofmammothlakes

* Not intended as a guarantee of compensation. Eligibility varies by individual qualifications.



- $5,000 Signing Bonus
- Up to $5,000 Relocation Reimbursement
- Up to 6 months occupancy in Town-sponsored Condo
- CalPERS Retirement: Classic 3% @ 50; PEPRA 2.7% @ 57
- Guaranteed 3% increases July 2027
- 6.9% in lieu of holidays off
- Eligibility for:
  - Longevity Pay up to 9% for ALL sworn law enforcement experience
  - POST Pay up to 7.5%
  - Bilingual Pay for Spanish proficiency up to 5%
  - Special Assignment Pay up to 7.5%
- Excellent Benefits!
  - Employer contributions to Retirement Health Savings (RHS) Account up to $4,500 per year
  - 100% Employer-paid Health Insurance premiums, including for eligible dependents
  - Vision/Dental Health Reimbursement Arrangement (HRA) up to $1,500 per employee & $800 per eligible dependent per fiscal year
  - 100% Employer-paid Life Insurance, including for eligible dependents; 100% Employer-paid AD&D for employees
  - Comprehensive Leave accruals up to 180 hours per year
  - Sick Leave up to 96 hours per year

Photos: Mammoth Tourism & MLPD





Town of Mammoth Lakes
536 followers
3d •

Congrats to the 2025 fourth quarter recipient of the Spirit of Mammoth award, Recreation Supervisor Sydney Schulz!
The Spirit of Mammoth appreciation program recognizes full time employees who demonstrate the high standards of a friendly, resourceful, enthusiastic, and dependable Town employee.
One of her nominations cites, "her enthusiasm and high standards growing the town hockey programs...Many town constituents who previously had no hockey experience have now gained not only a new skillset but a new community. The Women's League, which Sydney founded, has empowered many...people. The improvement of the quality of life for adults in this town because of Sydney's dedication is apparent...Sydney...always happily gives credit to team members and partnerships that helped make these programs such a success."
#SpiritofMammoth #MammothLakes #Hockey #ParksandRecreation #EasternSierra



Pam Heays and 5 others

Like Comment Repost

TOWN OF MAMMOTH LAKES

HUMAN RESOURCES TEAM

- AMANDA PELHAM, HUMAN RESOURCES MANAGER
- RYAN MENETREY, PAYROLL/HR SPECIALIST
- ALLISON FLOYD, HUMAN RESOURCES ANALYST

Clerk

From: sean frank <seanlapg@me.com>
Sent: Saturday, May 2, 2026 3:41 PM
To: Clerk; Rob Patterson; Pam Kobylarz; Amanda Rice; Brent Truax; Bill Sauser; John Wentworth; Chris Bubser
Cc: info@visitmammoth.com; info@mammothlakeschamber.org; news@sierrawave.net; info@porac.org; DOSHMod@dir.ca.gov
Subject: Public Comment - Urgent Need to Fully Staff the Mammoth Lakes Police Department

You don't often get email from seanlapg@me.com. Learn why this is important

[EXTERNAL EMAIL]

Dear Town Manager and Members of the Town Council,

I am writing as a Mammoth Lakes resident to express serious concern about the current staffing level of the Mammoth Lakes Police Department. As I understand it, the department is budgeted for 16 officers but currently has only 11. This is not a minor shortage. It is a chronic and dangerous public safety problem affecting residents, visitors, businesses, and the officers themselves.

Most concerning is that Mammoth Lakes reportedly has no police coverage between approximately 3:00 AM and 7:00 AM. During staffed hours, there are often only two officers on duty. For a town with roughly 8,000 permanent residents that can surge to 30,000 people during ski season, holidays, major events, and summer tourism, this is simply not adequate.

Many serious police incidents cannot be safely or effectively handled by only two officers. Examples include active-shooter events at a school, ski resort, hotel, or public gathering; violent domestic violence calls; bar fights involving multiple people; armed suspects; barricaded subjects; major traffic collisions; missing children; intoxicated crowds; and incidents requiring simultaneous scene control, medical aid, evacuation, suspect containment, witness management, and public communication. Police training and accepted law-enforcement practices recognize that critical incidents often require multiple officers performing different roles at the same time. Two officers may be enough to arrive first, but they are often not enough to safely control a serious event.

The town should also consider its potential legal and regulatory exposure. California law may provide public entities with certain immunities for broad police staffing and resource-allocation decisions, but those immunities should not be viewed as a license to knowingly operate a police department below safe and functional staffing levels. If an officer, resident, student, or visitor is seriously injured or killed during a foreseeable critical incident where only two officers were available — or where no local police coverage existed at all — the town should expect intense scrutiny, potential litigation, labor claims, Cal/OSHA review, workers' compensation costs, and serious reputational damage.

Police work has accepted standards, training, and tactics for handling violent subjects, active-shooter events, barricaded suspects, domestic violence calls, intoxicated crowds, evacuations, and other critical incidents. Many of those incidents cannot be safely handled by two officers. Continuing to rely on such staffing after the problem has been repeatedly identified creates an avoidable risk to the public and to the officers the town employs.

Mammoth Lakes depends heavily on tourism. Visitors reasonably assume that when they come here, police services are available 24 hours a day and that emergency response will be comparable to other California communities they are familiar with, such as cities in Orange County or other well-funded resort destinations. If that assumption is not accurate, the public deserves to know. Tourists, second-home owners, hotel guests, schools, event organizers, and

businesses should not be left with a false sense of security about the level of law-enforcement coverage available in town.

I urge the Town Council and Town Manager to treat this as an immediate public safety priority and do whatever is financially necessary to make Mammoth Lakes competitive in recruiting and retaining qualified police officers. That should include serious consideration of pay increases, hiring bonuses, housing assistance, retention incentives, improved benefits, and any other tools needed to fill open positions and maintain true 24-hour police coverage.

The cost of fully staffing the department must be weighed against the much greater cost of failing to do so: officer injury, delayed emergency response, harm to residents or visitors, legal exposure, public criticism, reputational damage, and loss of visitor confidence. Once the perception takes hold that Mammoth Lakes is a beautiful place to visit but not a place with reliable police coverage, that perception could be very difficult to reverse.

I respectfully ask that this issue be placed high on the Council's agenda and that the town publicly explain what specific steps are being taken to restore full staffing and 24-hour coverage. The residents, businesses, visitors, and officers of Mammoth Lakes deserve better than the current situation.

Sincerely,

Sean Frank
Mammoth Lakes, CA

The Mammoth Lakes Police Officers Association (POA) is writing to you out of urgent concern for the safety of our community.

Since April 2025, our department has lost five Police Officers and one Police Corporal (supervisor) to other local agencies, resulting in the loss of nearly 50 years of combined law enforcement experience. Among those who left were our School Resource Officer and three experienced Field Training Officers. We are also facing two imminent retirements, which will be an additional loss of about another 50 years of law enforcement experience.

Despite these losses, the Town's current approach has been to hire brand new recruits with no experience. Since 2023, five recruits have been sent to the academy; only one remains with our department today, while three now work for other local agencies. This approach is not the answer.

This has brought staffing to a critical and unsafe level. Currently, only two Officers are assigned per patrol shift. While this meets the MLPD's outdated minimum staffing policy, it does not reflect the realities of policing a community whose population can routinely swell to over 20,000+ people. These shortages have already resulted in the loss of 24-hour policing. There are no Officers on duty between 3:00 AM and 7:00 AM. During those hours, emergency response depends on officers being called in from home, with an extended response time of about an hour.

MLPD often relies on outside agencies such as the Mono County Sheriff's Office or CHP to assist with issues in town. However, MCSO and CHP are sometimes unavailable, leaving no additional assistance.

The impacts are being felt across every level of service:

<u>Officer Safety and Public Safety</u>

When arrests are made, a single Officer is often left to cover the entire town alone while the other transports to Bridgeport. These transports can sometimes take up to two hours if not longer during weather events. Officers have been instructed not to respond to calls without backup, yet they continue to respond because they refuse to leave members of this community without help. This creates serious risks for both officers and the public. When staffing is this low, our ability to respond effectively is compromised.

Violence against Officers is also increasing. Recent incidents include an officer-involved shooting in March 2025, an officer sustaining a human bite during an arrest, and a violent assault on a Sergeant just weeks ago.

Training and Experience

With the loss of experienced Field Training Officers, properly training new recruits has become increasingly difficult. On minimum staffing, proactive policing—such as DUI enforcement—can remove both officers from service for extended periods, leaving the town without coverage. This environment does not allow new officers to develop the skills needed to serve this community effectively.

Service to the Community

Officers are now forced to operate reactively rather than proactively. This lowers the overall level of service, reduces crime prevention efforts, and impacts community engagement. At the same time, staffing shortages have increased workload, stress, and fatigue among remaining officers—further driving attrition.

The POA has been told by the Town Administration that a minimum of 16 patrol officers is required to provide 24-hour service. MLPD's patrol numbers have only decreased as the resident and visitor population continue to increase. Currently, there are only nine Officers assigned to patrol. The result is exactly what we are experiencing: reduced coverage, overworked Officers, and declining service levels.

Public safety must be a priority. Growth and development in Mammoth Lakes continue, but without adequate investment in Police staffing and retention, the safety of this community will continue to suffer.

We urge town leadership and decision-makers to take immediate and meaningful action to address Officer retention and recruitment. Competitive compensation and support are critical to maintaining a stable, experienced Police force. Our community deserves a Police Department that is fully staffed, properly trained, and equipped with the experience necessary to keep Mammoth Lakes safe.

The reality is that many of our remaining officers are actively seeking employment elsewhere. Without immediate and meaningful action, this situation will continue to deteriorate.

What kind of public safety does Mammoth Lakes deserve—and what are you willing to do to ensure it?

Thank you for your attention in this matter,

-Mammoth Lakes Police Officers Association

Agenda Item 6
December 15, 2010
File No. R10-740-10 (330-10)

AGENDA BILL

Subject: Police Department Staffing

Initiated by: Daniel B. Watson, Chief of Police

BACKGROUND:

The Mammoth Lakes Police Department (MLPD) currently has an authorized and funded strength of 21 personnel, with 18 sworn and 3 civilian employees. This is less than the level of staffing the Police Department had in 2000. The authorized strength was as high as 28 in 2006 to 2008 when there were 23 sworn and 5 civilians. The impact of the recession on the budget has caused the Police Department to retreat to 2000 levels.

In Fiscal Year 2008/09 the Police Department was authorized one police chief, one lieutenant and 5 sergeants. In 2009/10, one sergeant was cut from the budget. Another sergeant was cut from the budget for the 2010/11 fiscal year. That means that 40% of the sergeants were cut in two years. Additionally, Lieutenant Jim Short retired in July of 2010 and the lieutenant's position was unfunded pending further review. This means that in a two year period, 50% of the management and supervisory positions, excluding the police chief have been cut.

On July 5, 2010 Interim Police Chief Dan Watson was hired. His contract requires him to address a number of issues including making recommendations on staffing levels, management structure, patrol schedule, and the School Resource Officer (SRO). In addition, a member of the Town

Council requested that he evaluate contracting with the Mono County Sheriff's Office (MCSO) for law enforcement services.

On November 1, 2010, Chief Watson submitted a staff report addressing these issues to the Town Manager (Attachment No. 1). The staff report includes recommendations that authority be granted immediately to fill the lieutenant vacancy and that one sergeant be added back to the authorized strength of the Police Department and approval be granted to fill that vacancy immediately.

ANALYSIS/DISCUSSION:

The sergeant position that was cut from the budget and the vacant lieutenant position were both administrative in nature. Those positions were responsible for overseeing administrative functions such as scheduling training, Internal Affairs, grants management, scheduling, and a wide variety of other essential duties. The work performed by the people filling those two positions did not leave with them. Those duties have fallen on the three remaining sergeants, who are all watch commanders. In addition to being watch commanders, the sergeants are part of the minimum patrol staffing of two. That means that the three sergeants are now sharing the work performed by two other supervisors, while handling calls for service, and performing first line supervisory duties of leading, directing, developing, and controlling their subordinates.

I have evaluated the supervisory staffing levels of 19 California police departments that are similar in size to Mammoth Lakes. The results of that evaluation are included in the attached staff report to the Town Manager. The MLPD has 4.7 officers per supervisor and the average ratio for the 19 similar size police departments was 2.3 officers per supervisor. The results of the evaluation show that the MLPD is woefully understaffed with supervisory personnel in comparison to similar size cities.

As a result of this critical shortage of supervisory and management personnel, there has been a reduction in the patrol force, an inadequate level of first line supervision, and insufficient effort towards administrative/collateral duties required to keep the Police Department functioning properly.

More important, I have deep concerns about the ability to properly manage the Police Department. I have been tasked with improving leadership and changing the culture of the Department and that cannot be done without adequate supervision. I have personally witnessed police corruption scandals in other police departments that were substantially caused by inadequate supervision. The best way to develop, train, and lead officers to make sure that they are focused on providing the right type of law enforcement service is to have an adequate level of properly trained first line supervision. The MLPD is lacking an adequate level of supervision and as a result, the potential for failure exists.

OPTIONS ANALYSIS

Option 1: The Town Council could approve filling the Lieutenant vacancy and authorize the addition of another Sergeant position and approve the filling of the vacancy, and approve the Resolution in Attachment No. 2 appropriating surplus TOT revenue and Council discretionary funds.

Option 2: The Town Council could approve filling the Lieutenant vacancy but not authorize the addition of another Sergeant position at this time, and approve the Resolution in Attachment No. 3 appropriating surplus TOT revenue and Council discretionary funds.

Option 3: The Council could not approve either position.

VISION CONSIDERATIONS:

The addition of these two management/supervision positions will improve the quality of service to residents and visitors and is consistent with the Town's vision statement.

STAFFING CONSIDERATION:

The Police Department currently has 18 authorized and funded sworn positions. If both positions are authorized to be filled, the Police Department will have 20 sworn positions and 3 civilian positions. The Rank structure will be:

1 Chief
1 Lieutenant
4 Sergeants
14 Police Officers
1 Executive Assistant
1 Non-Sworn Investigator
1 Community Service Officer
23 Total

FINANCIAL CONSIDERATIONS:

The estimated cost for filling the lieutenant's position for six months is $117,000. The estimated cost for adding a sergeant position and filling it for six months is $93,000. Practically speaking, if approved, neither position will be filled on January 1, 2011. It will take one to two months after that to fill the positions.

The Town has received actual Transient Occupancy Tax (TOT) for the July to October period that has exceeded budget expectations even after the increased budgeted revenue adjustment approved in October. At this point, after deducting the committed TOT funding to Marketing, Workforce Housing and Transit, there is a revenue surplus from TOT of $101,000. Council Discretionary has sufficient

funding to fund the appropriation of two positions in the amount of $109,000.

If only the lieutenant position is approved, the surplus TOT and $16,000 of the Council Discretionary will need to be appropriated.

ENVIRONMENTAL CONSIDERATIONS:

None.

LEGAL CONSIDERATIONS:

None.

RECOMMENDATION:

Therefore, it is recommended that the Town Council approve Option No. 1.

Attachments:

1. Staffing Issues Staff Report
2. Resolution appropriating funds for the lieutenant and sergeant positions from surplus TOT and Council Discretionary
3. Resolution appropriating funds for the lieutenant position from surplus TOT and Council Discretionary

POLICE DEPARTMENT

P.O. Box 2799
568 Old Mammoth Road
Mammoth Lakes, CA 93546
760-934-2011 • fax 760-934-2490
www.mammothlakespd.org

November 1, 2010

TO: Robert Clark, Town Manager

FROM: Daniel B. Watson, Chief of Police

SUBJECT: POLICE DEPARTMENT STAFFING ISSUES

This report will address some of my contractual obligations regarding recommendations on staffing and personnel issues. I will also address the feasibility of contracting for law enforcement services with the Mono County Sheriff. Each issue will include a recommendation followed by a rationale.

With the exception of the Management and Supervision staffing recommendations, the other recommendations should be considered in future budget years.

STAFFING

The Police Department currently has an authorized strength 21 personnel with 18 sworn and 3 civilians. This is less than the level of staffing the Department had in 2000. The authorized strength was as high as 28 in 2006 to 2008 when there were 23 sworn officers and 5 civilians. The impact of the recession on the budget has caused the Department to go back to 2000 levels.

From a public safety standpoint, the Town cannot afford to police at the levels of 10 years ago. Since then, the population has grown and that has resulted in greater demands on the Police Department. Part One crime has increased 22% since 2007. The Town's efforts to increase tourism resulted in a very successful summer season in 2010 as evidenced by the increase in visitors and Transient Occupancy Tax (TOT) revenue. The summer of 2010 had more music festivals and other events that attract crowds than any year in the past. While this a very positive trend for the Town and its tourism-driven economy, it also taxes the resources of the Police Department. These festivals often involve the consumption of alcohol which contributes to calls for service and an increase in crimes such as Driving Under the Influence (DUI), Domestic Violence, and Assaults. To adequately police these events to ensure public safety requires additional resources, including the

use of overtime, and the loans of officers from Bishop PD, the Mono County Sheriffs Department (MCSO), and the California Highway Patrol (CHP). The officers on loan are also often on overtime, paid by their employing departments. While there is a mutually beneficial reciprocal agreement between the Mammoth Lakes Police Department (MLPD) and these other agencies, we cannot continue to count on their assistance on an increasing level.

It is my opinion that the MLPD is minimally staffed. I have been asked to make recommendations on staffing levels. I have done so with consideration of the current budget situation. In other words, what is recommended is not extravagant, but the bare minimum I believe is needed to provide an adequate level of public safety. These recommendations do not include sources of additional funding.

The discussion on staffing will be broken down into three areas; Management and Supervision, Police Officer Staffing, and Civilian Employee staffing.

MANAGEMENT AND SUPERVISION STAFFING

It is recommended that the Police Department be authorized to fill the Lieutenant's position, and that the Police Sergeant authority that was cut from the 2010/11 budget be replaced mid-year and authorization be granted to fill the position. These actions should occur as soon as possible.

The Police Department is currently authorized one Chief and three Sergeants. The Lieutenant's position has been held vacant and unfunded since the retirement of Lieutenant Jim Short. The three Sergeant positions are currently filled by Sergeants Smart, Moscowitz, and Mair.

In 2008/09 the Police Department was authorized 5 Sergeants. That was reduced to 4 Sergeants in 2009/10, and 3 Sergeants in 2010/11. That means that the number of first line supervisors was reduced 40% in two years. When the Lieutenant vacancy is factored in, the Police Department has lost 50% of its supervisory and management team, excluding the Police Chief, in two years.

When there were 5 Sergeants, 4 of them were Watch Commanders and one was an Administrative Sergeant whose duties included supervising the Detective Unit and assisting as a Watch Commander on the Day Watch. The three remaining Sergeants are all Watch Commanders. Even when all three are working, there remains at least 48 hours during each week when no Sergeant is assigned to work. Furthermore, the 80 hours of administrative duties previously performed by the Lieutenant and Administrative Sergeant are now the responsibility of the three remaining Sergeants. Finally, the three Watch Commanders are part of the minimum patrol staffing of two Officers/Sergeants during all hours of the day except between 9 p.m. and 2 a.m. when the minimum staffing is four.

The three Sergeants work a combined total of 120 hours a week. Between them they have assumed the responsibilities of two supervisors who worked a total of 80 hours a week. Since the three remaining Sergeants have absorbed those duties,

there remains 40 hours a week to provide basic supervision to Police Officers while also responding to patrol calls for service.

The administrative duties formerly handled by the Lieutenant and Administrative Sergeant are now all collateral duties assigned to the Watch Commanders. They include the following:

- Animal Control
- Bike Unit
- Community Emergency Response Team (CERT)
- CLETS Coordinator
- Communications/Dispatch Center Coordinator
- Crime Prevention
- Defensive Tactics
- Detective Unit Supervisor
- Emergency Operations/Office of Emergency Services Coordinator
- Family Violence Task Force/SART
- Field Training Officer (FTO) Coordinator
- Grants Management
- Honor Guard
- Internal Affairs/Discipline
- Medical Marijuana Cooperatives
- Monet Supervisor
- Physical Fitness Coordinator
- Property/Evidence
- Public Information Officer
- Range Operations
- Recruitment/Backgrounds
- Scheduling
- Traffic Collision Review
- Training Coordinator
- Use of Force Review
- Vehicle/Equipment Maintenance
- Vehicle Impounds

As a result of this critical shortage of supervisory and management personnel, there has been a reduction in the patrol force, an inadequate level of first line supervision, and insufficient effort towards the administrative/collateral duties required to keep the Police Department functioning properly.

Simply stated, I have deep concerns about our ability to properly manage the Police Department. One doesn't have to look far to find examples of police scandals where inadequate supervision contributed to or caused major scandals. The best way to develop, train, and keep officers focused on the mission of the organization is to have adequate supervision. The Mammoth Lakes Police Department does not have adequate supervision.

In August, I surveyed California Police Departments with staffing levels of 15 to 25 sworn personnel seeking their command structure to determine their supervisory

ratio to police officers. This was done through the California Police Chiefs Association list-serve. A total of 19 police departments responded. Several of these have the rank of Corporal which is between Police Officer and Sergeant. In small departments, Corporals are typically used as Assistant Watch Commanders who serve as Watch Commander when a Sergeant is not on-duty. The MLPD does not have the rank of Corporal. When a Sergeant is not on-duty, the senior officer serves as the Watch Commander.

The following shows the various rank structures of the 19 police departments that responded to the survey request along with MLPD. A variety of different ranks are used for the second-in-command position. They include Assistant Chief, Deputy Chief, Commander, Captain, and Lieutenant. Some departments have two ranks (Captain and Lieutenant) between the Chief and Sergeant. For the purpose of the chart, the second-in-command will identify all positions, regardless of title, between the Chief and Sergeant.

AUTHORIZED SWORN RANKS – DEPARTMENTS WITH 15-25 SWORN

Department	Chief	2nd-in-Command	Sgt	Corporal	Ofcr	Total
MLPD	**1**	**0**	**3**	**0**	**14**	**18**
Atherton	1	1	5	0	11	18
Chowchilla	1	0	5	0	13	19
Corcoran	1	1	5	3	12	22
Dixon	1	2	5	0	17	25
Greenfield	1	0	4	0	12	17
Gridley	1	1	3	0	12	17
Grover Beach	1	2	4	0	12	19
Healdsburg	1	1	3	1	10	16
Hollister	1	2	7	0	14	24
Imperial	1	2	4	0	14	21
La Palma	1	2	6	0	15	24
Livingston	1	2	3	3	11	20
Morro Bay	1	1	4	5	6	17
Pacific Grove		1	2	4	4	11	22
Pismo Beach	1	2	5	2	13	23
Red Bluff	1	2	5	0	13	21
San Anselmo	1	2	4	3	10	19
Sierra Madre*	1	1	4	2	10	18
Susanville	1	1	3	0	12	17

*Sierra Madre also has 2 part time lieutenants and 6 part time officers

A review of the data for the 19 police departments with a sworn authority of 15 to 25 shows the following:

- The average number of sworn personnel is 19.9 (MLPD is 18)
- The average number of sworn personnel between the rank of Police Chief and Police Officer, excluding Corporals, is 5.8 (MLPD is 3)
- The average number of sworn personnel between the rank of Police Chief and Police Officer, including Corporal is 7 (MLPD is 3)

Another way to compare the data is to compare the Police Officer to supervisor ratio. The data shows the following:

- MLPD's current supervisory ratio (excluding the Police Chief) is 4.7 Officers per supervisor
- At the time MLPD had 5 Sergeants, the supervisory ratio was 2.5
- The average supervisory ratio for the 19 police departments, counting Corporals as Police Officers is 2.28 Officers per supervisor
- The average supervisory ratio of the 19 police departments, counting Corporals as Supervisors is 1.71 Officers per supervisor

A review of the data for the 3 police departments with the exact same number of sworn personnel as Mammoth Lakes shows the following:

- The average number of sworn personnel between the rank of Police Chief and Police Officer, excluding Corporals is 5.7 (MLPD is 3)
- The average number of sworn personnel between the rank of Police Chief and Police Officer, including Corporals is 6.7 (MLPD is 3)
- The average supervisory ratio, counting Corporals as Police Officers is 1.3 Officers per supervisor
- The average supervisory ratio, counting Corporals as supervisors is .95 Officers per supervisor.

Any way the data is examined, it is evident that the MLPD is woefully understaffed at the supervisory and management level. If the Lieutenant vacancy is filled and a Sergeant is added to the authorized strength, the MLPD will have a supervisory ratio of 3.8 Officers per supervisor which is still considerably higher than other similar departments, but closer to the norm.

The outcome of the Eric Hugelman disciplinary hearing is expected by the end of December. A decision on this recommendation should be made as soon as the outcome is known.

POLICE OFFICER STAFFING

It is recommended that one additional Police Officer position be added to the Police Department in the 2011/12 budget.

Department Manual Section 216.2 establishes the minimum staffing requirements as two regular Police Officers. As a result of a reduction in Police Officers, the

current practice is that the three Sergeant Watch Commanders are factored in as part of the minimum staffing. There are many shifts where there is one Sergeant and one Police Officer working. This results in a violation of the Department's Policy Manual and, more important, a reduction in the quality of service because the Sergeant is often saddled with administrative duties requiring he/she to remain in the station. It also results in a reduction in field supervision.

Minimum staffing of two is required for officer safety purposes, as well as workload. Since Mammoth is isolated without a neighboring agency able to provide additional resources quickly, a minimum of two Officers on-duty are required. Although it has been suggested that the Mono County Sheriff's Department (MCSO) and/or the California Highway Patrol (CHP) could supplement our patrol staffing, especially during busy times, this isn't realistic. The MCSO patrols 3300 square miles and they have fewer personnel assigned to patrol than the MLPD. According to Sheriff Scholl, on the day shift they have two or three Deputies to cover the 11 different communities they patrol. This covers the area from Topaz Lake to the Inyo County line, and everything from the Sierra Crest along Monitor Pass, Sonora Pass, and Tioga Pass then east to Nevada. In the evening they have two Deputies, and there is no one from 2 a.m. until 6 a.m.

According to Lieutenant Lundy, CHP Commander of the Bridgeport Office which covers the same area as MCSO, the CHP normally has two Officers working Mono County from 5 a.m. until 11:30 p.m. One Officer handles the southern part of the county and the other the north. In the early morning hours, they have one car with two Officers working the entire county.

Neither the CHP nor the MCSO has sufficient personnel to supplement MLPD on a regular basis. They do assist us on special events with advanced notice. To do so often requires the use of overtime which is limited.

The current schedule for patrol is a 4-10, meaning that each officer works four 10 hour days a week. This results in an overlap each day. The overlap period is between 9 p.m. and 2 a.m. The following shows the start and end times of the three 10 hour shifts.

Day -	6 a.m. to 4 p.m.
Evening -	4 p.m. to 2 a.m.
Graveyard -	9 p.m. to 7 a.m.

The hours of 9 p.m. until 2 a.m. is the most appropriate time to have additional Officers working since that is the time of day with the most calls for service. A review of calls for service from 2007 until now shows that the peak activity occurs in the late evening and until 2 a.m. when it drops off suddenly. Much of this activity is alcohol related which increases the chances for aggressive behavior by the public. Furthermore, it is a peak time for people who are DUI.

The Patrol Schedule section of this report will address the 4-10 schedule in comparison to other schedules in more detail.

The California Commission on Peace Officer Standards and Training (POST) has a Management Counseling Services section that, among other services, conducts workload analyses to determine the appropriate level of staffing and scheduling for police departments. Correspondence has been forward to Paul Cappitelli, Executive Director of POST, requesting such a study. It is estimated by POST that this will be conducted in the Spring of 2011. The results should be reviewed for further analysis of the appropriate staffing levels.

In the meantime, I have spoken to Dave Hoig, Senior Consultant, Management Counseling Services, of POST. Mr. Hoig pointed out the obvious – that determining staffing levels for communities like Mammoth Lakes that have a large fluctuation in population due to tourism or other reasons makes it more difficult to staff than more stable communities. With a permanent population of 7,500 that can swell to over 30,000 on a busy weekend, additional staffing over what would normally be required for a town of 7,500 is necessary. But, it's not practical or efficient to police for a year-round population of 30,000. So, a compromise must be reached. What that compromise should be will be further addressed when POST does their study next Spring.

Mr. Hoig further stated that the standard formula for staffing one Officer 24/7 on a 4-10 work schedule requires a total of 5 Officers. Therefore, if two Officers are required, a total of 10 Officers need to be assigned to Patrol.

There are currently 9 Officers assigned to Patrol. The other Officers are assigned as follows:

1 Officer – School Resource Officer
1 Officer – Detective
1 Officer – Traffic
2 officers – MONET Narcotics Task Force
5 – Total Officers assigned to special assignments

Unless an Officer is taken from one of the specialized assignments, one additional Officer needs to be assigned to Patrol to prevent the expenditure of excessive amounts of overtime.

It is my opinion that all 5 of the specialized assignments are critical. One of the MONET Officers is currently grant funded. A Detective is mandatory to conduct follow-up investigations. The Traffic Officer has proven to be very valuable in addressing traffic problems through directed patrol, special traffic safety programs, and coordinating the traffic enforcement efforts of the Patrol Officers. The value of the SRO is discussed in the School Resource Officer portion of the report.

Since 10 Officers are required to staff Patrol and there are only 9, one additional Police Officer should be authorized.

CIVILIAN EMPLOYEE STAFFING

It is recommended that the Civilian positions in the Police Department be revised in the 2011/12 budget to reflect the following:

One Executive Assistant
One Records Supervisor
Two Community Service Officers

This will add one civilian position over the current authorized positions. It will add one Community Service Officer (CSO) and reclassify the Non-Sworn Investigator to a Records Supervisor.

The Police Department currently has three civilian employees, an Executive Assistant (Plascensia), a Non-Sworn Investigator (Schaefer), and a CSO (Orr). Two other civilian positions were recently cut from the budget; a Records Supervisor and an Animal Control Officer.

When the Records Supervisor position was cut, the existing Non-Sworn Investigator, a lower paid employee, took over the duties of the Records Supervisor. A Police Department must include a Records Unit. The Non-Sworn Investigator serving as Records Supervisor also staffs the front counter. She is working out of class.

The CSO also serves as the Property/Evidence Officer, another essential function that must be staffed. It is a critical position that requires a dedicated employee. The proper management of evidence is essential, and failures to properly control evidence can result in major scandals and expensive litigation.

The CSO also handles parking enforcement, "cold" crime reports and some animal control duties. The CSO and Non-Sworn Investigator are cross-trained in each other's jobs to cover for vacation relief.

All three civilian employees are well trained, valuable employees.

Les White, the consultant from Avery & Associates contracted to look at ways to contract for services asked if the Police Department had a Civilian Investigation Specialist. He provided a job description which is similar to the Town's job description for the Non-Sworn Investigator. The problem is the incumbent Non-Sworn Investigator is not working in that capacity. She's working out of class as a Records Supervisor.

The salary for Records Supervisor is greater than Non-Sworn Investigator while the salary for CSO is less. There are sufficient duties for a full-time Records Supervisor who could also serve as the supervisor for two CSOs. One CSO would have the primary duty of Property/Evidence Officer, with additional time available for field and counter duties. The other CSO could be assigned to primarily field duties while being cross-trained to handle property and evidence. One of these duties would be animal control which is currently being handled primarily by patrol

officers. It would be more efficient and cost effective for a civilian employee to handle this service.

The old Animal Control vehicle has been returned to service after having new graphics installed. Therefore, there are two marked civilian vehicles available for two CSOs.

This recommended change would result in the reclassification of the Non-Sworn Investigator to Records Supervisor and the addition of one Community Service Officer.

STAFFING SUMMARY RECOMMENDATIONS

It is recommended that authorization be granted to fill the Lieutenant position as soon as a selection can be made, and that a Sergeant position be added to the Police Department and authorization granted to fill the position as soon as an examination can be administered and a selection made.

It is further recommended that one Police Officer and one Community Service Officer be added to the Police Department and that the Non-Sworn Investigator be re-classified as a Records Supervisor in Fiscal Year 2011/12.

These changes will result in a Police Department consisting of 21 sworn and 4 civilian employees which is less than what was authorized in 2001.

Proposed Staffing

1 – Police Chief
1 – Lieutenant
4 – Sergeants
15 – Police Officers
1 – Executive Assistant

1 – Records Supervisor
2 – Community Service Officers
25 - Total

MANAGEMENT STRUCTURE

As previously noted in the Staffing portion of this report, it is recommended that a fourth Sergeant cut from the current year's budget be added back. With that addition, it is recommended that the management structure of the Police Department remain as one Police Chief, one Lieutenant, and four Sergeants.

A review of similar sized police departments shows that it is common for there to be a second-in-command. The rank of the second-in-command is not consistent, ranging from Lieutenant to Assistant Chief. What is consistent is the need for someone to serve as a link between the Police Chief and first line supervisors.

When the previous Lieutenant retired, he was offered an incentive to retire early. It is possible that PERS will not allow the Town to replace the Lieutenant with a like rank. If so, this will require a different job description and perhaps title. The title of the rank is not important. If a change is required, I recommend that the salary be similar to the Lieutenants.

In addition to serving as Acting Police Chief when the Chief is unavailable, the second-in-command would oversee grants and contracts, be the immediate supervisor to the watch commanders, and responsible for scheduling and other administrative duties.

Three of the Sergeants would be Watch Commanders. The fourth Sergeant would be an administrative position reporting to the Police Chief. This Sergeant would be responsible for personnel issues, training, internal affairs, recruitment, backgrounds, and other administrative duties.

At some time in the future, and perhaps as a part of the review to be conducted by POST, I would like to consider adding the rank of Corporal. This position would serve as the Assistant Watch Commander. The current practice when a Sergeant is not on duty is for the senior officer to serve as the Watch Commander. This may not be the most qualified person, and it can change from day to day. Many police departments have the rank of Corporal and smaller agencies use them as Assistant Watch Commanders who serve as Watch Commander in the absence of a

Sergeant. Corporals are selected following a test and they are provided supervisory training. For the additional responsibility, they are compensated with a bonus, typically in the range of 5% above the Police Officer pay.

The benefits of adding the rank of Corporal include increased accountability, better supervision, and supervisory development. These benefits occur at little expense. Adding the rank of Corporal would not result in additional personnel, but simply an increase in salary to compensate for the additional duties and responsibilties.

Further study will be required to determine the number and how they would be included in the patrol schedule.

PATROL SCHEDULE

The current patrol schedule is a 4-10, meaning that Officers work four 10 hour days each week. I see no reason to change the schedule at this time.

There are a number of schedules used by police departments. The most common are a traditional 8 hour day, the 4-10, and the 3-12 where Officers work three 12 hour days each week. Since they only work 36 hours a week, they can either work

one additional 8 hour day every two weeks, or an additional 12 hour day every three weeks to make up the difference.

The 3-12 schedule has become very popular among employees because it gives them more time off and reduces commuting costs. Numerous studies have been conducted showing the advantages and disadvantages of this schedule. I have received a request from members of the Department recommending that a 3-12 schedule be considered.

The 8 hour day and 3-12 are similar in that they provide constant staffing over a 24 hour period. Either three 8 hour shifts or two 12 hour shifts cover the day. The difference with the 4-10 is that it provides 30 hours of coverage during the 24 hour day.

If constant staffing 24 hours a day is required, the 8 hour and 3-12 schedules are preferred. The 4-10 is desirable if there is a period of time during the day when additional staffing is required. In larger organizations, the 8 hour and 3-12 schedules can satisfy this need by deploying additional shifts. For example, when I was in Los Angeles, each patrol division had five 8 hour shifts. Three of them were the basic shifts starting at approximately midnight, 8 a.m. and 4 p.m. They were supplemented by two additional shifts starting at approximately 10 a.m. and 6 p.m. Similarly, a third 3-12 shift can start at noon to supplement the two other shifts starting at 6 a.m. and 6 p.m.

The call load and activity for Mammoth Lakes peaks during the evening and early morning hours. That makes the 4-10 a suitable schedule because it provides the overlap during this peak period. The three shifts start at 6 a.m., 4 p.m. and 9 p.m. This means that there is double coverage between the hours of 9 p.m. and 2 a.m.

Because of the presence of the Officers assigned to the specialized details, there are additional personnel working during daytime hours. The SRO, Detective, Traffic Officer, Police Chief and when deployed, the Lieutenant and Administrative Sergeant are available to respond to incidents.

The 3-12 proposal presented by members of the Department has continuous staffing 24 hours a day. It did not provide for additional staffing in the late evening hours. With only three Watch Commanders, it doesn't provide for a Sergeant for each of the shifts. Their recommendation kept the Sergeants on a 4-10 schedule which provided overlap coverage. While this would provide supervision on part of each shift, it is far from ideal.

I am not opposed to further consideration of a 3-12 schedule, but I need more time to evaluate it. I would like to see POST consider scheduling when they conduct their review sometime in the Spring.

SCHOOL RESOURCE OFFICER

It is recommended that the School Resource Officer (SRO) remain an authorized position regardless of whether grant funding continues for the position.

It is my understanding that in past years a portion of the SRO position was funded by Mono County. As of October, 2010 it does not appear that funding from the County will continue.

A Councilmember has suggested that the SRO is not necessary because patrol Officers can handle calls for service at any of the schools and it's not necessary to have an Officer assigned strictly for that purpose. A Councilmember has also pointed out that the Bishop Police Department does not have an SRO, and asked the question that if Bishop can get by without one, why can't Mammoth Lakes.

According to former Bishop Police Chief Sheehan, the Bishop Police Department eliminated the SRO position in 2003 at the request of the Bishop School District following a lawsuit or complaint from the American Civil Liberties Union (ACLU). The complaint stemmed from a practice where the Bishop SRO was enforcing school rules instead of school staff. This included counseling minority students on the dress code. As a result of the complaint or lawsuit by the ACLU, the School District asked the Police Department to discontinue the SRO position. There is currently an MOU between the Police Department, School District, Inyo County Probation Department and Inyo County District Attorney that identifies everyone's responsibilities. The Police Department still works closely with the Schools, but they don't have anyone identified as the SRO.

The benefits of an SRO are far more than having one Officer handle calls for service at the schools. If that was the only responsibility, then a designated SRO would not be necessary. A successful SRO serves as a mentor for students and a resource for school staff. An SRO serves as a very valuable source of intelligence in solving crimes and preventing crimes from occurring. By getting to know the students, the SRO becomes familiar with which students associate with others, and who can be relied upon for providing information about what is occurring on campus. I am aware from personal experience of serious crimes that were solved through information obtained by way of the SRO. And, the knowledge continues after students graduate school since problem students often continue to associate with the same people after leaving school. In my prior city, a rape and an attempted murder were both quickly solved through information obtained from the SRO.

The current SRO was asked to describe his duties. He formally counsels 6-7 students a week about fighting, bullying, or truancy. As a member of the Sexual Assault Response Team (SART), he participates in these investigations several times during the school year. A routine day would include the following activities:

- 7-7:30 a.m. – Patrolling Vons to prevent shoplifting
- 7:30-8 a.m. – Elementary school parking lot as a visible presence and to enforce traffic safety.
- 8-9 a.m. – Meet with the Middle School staff and exchange information. Patrol the Middle School and Elementary school campuses on foot.

- 9-10 a.m. – Visit the High School campus and meet with the staff. Address truancy issues and patrol the campus on foot.

- 10-11:30 – Patrol for truants and check the residents of students who may be truant. Return them to school if located.

- 11:30-Noon – Return to Elementary School during lunch hours and be available for students.

- Noon-1 p.m. – Back to Von's for a visible presence and theft prevention.

- The afternoon includes a stop at the Jan Work Community School.

- Additional duties in the afternoon include patrolling in and around the schools for truants and adults.

The SRO has been asked to present classes to the students on such topics as bullying, alcohol and drugs.

And, of course, the SRO is also available to handle other patrol calls when a Patrol Officer is not available. The SRO is assigned to the Detective Bureau and also handles juvenile investigations. In past years, the SRO served as the DARE officer. The current SRO has not received DARE training and if the School District wants to include DARE in the curriculum in the future, the SRO would provide this service.

Superintendent of Schools Rich Boccia was contacted regarding the value of having an SRO assigned to the schools. He is very much in support of continuing the SRO. His experience is similar to mine – that an SRO is far more valuable than simply an Officer assigned to handle calls for service at the schools. He too has experienced first-hand the value of an SRO in solving and preventing crime, serving as a role model for students, and as a resource for school staff.

I raised the question of the value of the SRO to the Mono County Multi-Agency Leadership Council (MAC) during the August and October meetings. The MAC consists of representatives from the Town of Mammoth Lakes and Mono County. They include the District Attorney, Superintendents of Schools, Police Department, Probation, Wild Iris, Cerro Coso College, Mono County Health Department, Mammoth Mountain Ski Area, and the Mammoth Lakes Foundation. There was a clear consensus from all present at both meetings that the SRO was a valuable and critical asset for the schools and the students. Several offers were made to write letters to the Council encouraging the retention of the SRO. Several examples of the success of having an SRO were cited.

I feel very strongly that the SRO is an integral part of the MLPD's crime prevention and community policing efforts. If the budget necessitated reducing Police Officer staffing by another position, I would still want to keep the SRO position and make the cut elsewhere.

CONTRACTING FOR LAW ENFORCEMENT SERVICES

It is recommended that the Town not pursue contracting for law enforcement services with the Sheriff's Department. If a decision is made to pursue a contract, it should be by way of a formal request following action taken by the Town Council.

In my meetings with the Councilmembers, only one of them expressed interest in exploring the feasibility of contracting for law enforcement.

Mono County provided law enforcement services to Mammoth Lakes until 1986 when the Police Department was formed. The County currently provides Dispatching and arrestees are booked at the Mono County Jail in Bridgeport. A good working relationship exists between the MLPD and MCSO at the street level as well as management.

Mammoth Lakes is the only incorporated town in Mono County. The Mammoth Lakes Police Department (MLPD) is the only police department in Mono County, and as the only incorporated town in the county, the only one that can legally have its own police department. The rest of the County, including the unincorporated towns, are all policed by the MCSO. The County is legally required to provide law enforcement services to all unincorporated areas.

If the Town disbanded the Police Department, it would be obligated to contract with the County for law enforcement services and pay the County for those services. Many incorporated cities in California contract with their local Sheriff for law enforcement. Los Angeles County has 88 incorporated cities, and 40 of them contract for law enforcement. The remaining 48 have their own municipal police departments. The Los Angeles County Sheriff has a Contract Services Bureau that not only oversees the contracts for all the contract cities, but also has staff available to conduct research and submit proposals for contract services.

While I was Police Chief in South Pasadena, that City Council inquired into the feasibility of contracting with the Sheriff or neighboring police departments for law enforcement services. It was perceived that this would save money. The Sheriff and the cities of Pasadena and Alhambra submitted proposals. Since we have no neighboring city available to contract, I will only describe the process with the Sheriff.

The Los Angeles County Sheriff's Department has a two-step process. South Pasadena only participated in the Phase I, first step. I met with their staff and provided data about the department and answered questions regarding staffing levels and issues such as how many hours the front counter would be open and whether there needed to be Detectives assigned to the station. After several months, they submitted a written proposal that consisted of a "ball park estimate." To get a formal proposal, including with exact costs, would require paying the County for the more formal and detailed analysis. The City Council chose not to go forward with the Phase II analysis. Based on the preliminary report, it did appear that a contract would save an undetermined amount of money.

While all this was occurring, rumors were running rampant. It caused people in the community to take sides. The large majority I heard from were opposed to giving up their "small town police department." No municipal agency helps to identify a small town more than a police department. In South Pasadena, the majority liked having their own police department and did not want to give up that identity.

Internally, rumors about contracting split the department. Some Officers liked the idea of working for a larger agency, making more money, and having more options for assignments. Others did not want to leave the small town atmosphere where they knew the community well. Others were fearful of being transferred to the far reaches of the County. Others were afraid that they would not meet the standards of the Sheriff's Department and lose their jobs. The study resulted in a negative impact on morale. The rumors that the Town is considering contracting with the Sheriff's Department is having a negative impact on the MLPD.

Contracting for law enforcement services means less local control. The Town will have little to say about who is assigned to patrol the streets. While this may not seem important, but there is real value in having officers who spend their career in town. They gain intimate knowledge of the population, geography, and issues impacting the citizens. Since Mono County is very small and the Sheriff's Department is also small, this loss of knowledge and insight would not be as significant as in larger counties like Los Angeles. Still, it would be a negative impact.

Under a contract, the Town would not have the ability to participate in MOU negotiations as it does now. Contracts are based on how many officers are assigned to the Town. Currently the town conducts contract negotiations and the Council approves contracts and pay raises. The Town would not have that authority with a contract. That means if the County grants a cost of living pay increase, the Town would be forced to pay the increased cost of the contract or cut services.

I have met with Sheriff Scholl and discussed the feasibility of contracting for services. Sheriff Scholl is not in favor of taking over law enforcement services through a contract. His primary reasons are that they have no other contracts and they don't have the expertise or the staff to do so. If required to put together a proposal he would have to hire a consultant to do it. Before exploring a contract, Sheriff Scholl would want a formal request approved by the Town Council, and he would have to determine what he would charge the Town to develop the proposal.

For these reasons, it is recommended that no further action be taken on this issue.

I recommend that these recommendations be forwarded to the Town Council for consideration.

RESOLUTION NO. 10-

RESOLUTION OF THE TOWN COUNCIL
OF THE TOWN OF MAMMOTH LAKES, STATE OF CALIFORNIA.
MODIFYING THE FISCAL YEAR 2010-11 OPERATING BUDGET

WHEREAS, the Town Council has adopted a Fiscal Year 2010-11 Budget; and

WHEREAS, the Town Council wishes to make modifications to that Budget as necessary to the efficient administration of the Town; and

WHEREAS, Transient Occupancy Tax receipts have exceeded budget projections; and

WHEREAS, there is 'surplus' Transient Occupancy Tax after maintaining the formulaic funding formulas from TOT to Marketing, Housing, Transit and Community Facilities; and

WHEREAS, funds are available in the Council Discretionary line item; and

WHEREAS, the Town has received a police staffing report from the Police Chief that recommends the funding of two Police Management positions:

NOW, THEREFORE, BE IT RESOLVED that the Finance Director is hereby directed to appropriate funding for two recommended Police Management positions from 'surplus' Transient Occupancy Tax (after formulaic funding commitments to Marketing, Housing, Transit and Community Facilities) of $101,000, and $109,000 from Council Discretionary.

APPROVED AND ADOPTED THIS 15th day of December, 2010.

_____
SKIP HARVEY, Mayor

ATTEST:

_____
JAMIE GRAY, Town Clerk

21

RESOLUTION NO. 10-

RESOLUTION OF THE TOWN COUNCIL
OF THE TOWN OF MAMMOTH LAKES, STATE OF CALIFORNIA.
MODIFYING THE FISCAL YEAR 2010-11 OPERATING BUDGET

WHEREAS, the Town Council has adopted a Fiscal Year 2010-11 Budget; and

WHEREAS, the Town Council wishes to make modifications to that Budget as necessary to the efficient administration of the Town; and

WHEREAS, Transient Occupancy Tax receipts have exceeded budget projections; and

WHEREAS, there is 'surplus' Transient Occupancy Tax after maintaining the formulaic funding formulas from TOT to Marketing, Housing, Transit and Community Facilities; and

WHEREAS, funds are available in the Council Discretionary line item; and

WHEREAS, the Town has received a police staffing report from the Police Chief that recommends funding of a Police Management position:

NOW, THEREFORE, BE IT RESOLVED that the Finance Director is hereby directed to appropriate funding for one Police Management position from 'surplus' Transient Occupancy Tax (after formulaic funding commitments to Marketing, Housing, Transit and Community Facilities) of $101,000, and $16,000 from Council Discretionary.

APPROVED AND ADOPTED THIS 15th day of December, 2010.

_____
SKIP HARVEY, Mayor

ATTEST:

_____
JAMIE GRAY, Town Clerk

22

TOWN COUNCIL STAFF REPORT

Title: Golden Mussel Ordinance Discussion and Direction

Meeting Date: May 6, 2026

Prepared by: Lawson Reif, Outdoor Recreation Manager

RECOMMENDATION:

Seeking guidance from Town Council on Golden Mussels, ordinances, & enforcement.

BACKGROUND:

https://wildlife.ca.gov/Conservation/Invasives/Species/Golden-Mussel

https://easternsierrawid.com/

ANALYSIS:

As noted in the above link, along with the attached handouts, the Golden Mussel is a legitimate threat to Eastern Sierra waterways and should be treated as such. With that in mind, the Outdoor Recreation Manager is seeking input regarding how the Town of Mammoth Lakes should proceed.

It was the Outdoor Recreation Manager's intention to bring this forward to Council well before Fishing Opener. The goal was to provide Council with all pertinent information including Inspection Stations, staffing, hours of operation, general operating plan and any other relevant information. Unfortunately, this process is taking longer than anticipated, resulting in delays bringing this forward. With that said, the waterways in Mammoth Lakes, according to CADFW, are at low risk for the reasons I mention in the following paragraph.

Also attached is the Mono County Ordinance related to inspections, decontamination, conditions, etc. As you will see in the ordinance, this requirement targets larger craft over 8 feet in length. See *DEFINITIONS, SECTION J* of the Mono County Ordinance. Being that our Lakes are no-wake, the Town does not often see trailered motorboats in the Lakes Basin. While someone could theoretically drag a trailered boat into one of the lakes in the basin, none of the marinas allow public boat launches. The sale of Pokonobe may change this but we are tracking down that information. But, according to the State Parks Boating and Waterways division, all Basin Lakes are considered launch sites.

Facility Name	City	County	Type	Access
Convict Lake Resort	Mammoth Lakes	Mono	Marina/Launch	Public
Crowley Lake (Los Angeles Department of Water and Power)	Mammoth Lakes	Mono	Department/District	Public
Crowley Lake Fish Camp	Mammoth Lakes	Mono	Marina/Launch	Public
Crowley Lake Floating Restroom	Mammoth Lakes	Mono	SSRFacility	Public
Lake George	Mammoth Lakes	Mono	Launch	Public
Lake Mary	Mammoth Lakes	Mono	Launch	Public
Wildyrie Resort	Mammoth Lakes	Mono	Marina/Launch/DryStorage	
Woods Lodge	Mammoth Lakes	Mono	Launch	

https://dbw.parks.ca.gov/BoatingFacilities/City/Mammoth%20Lakes

While nearly all paddleboards, canoes, and kayaks are over 8 feet the ordinance states that those vessels only need to be inspected if trailered. Regarding boat launches in Town, Mammothtrails.org, the USFS vetted trail system website, states that only Twin Lakes is a public boat launch. As we understand it, boats can be launched anywhere in the Basin but there are no public launch sites at existing commercial marinas.

In response to this threat, Kim Anaclerio with Mammoth Lakes Recreation, applied for an SNC grant for 3 of the CD3 Wayside Solar Trailer (https://www.cd3systems.com/PRODUCTS/) and SNC staff reported on 4/9/2026 that the proposal was approved by SNC and funding disseminated. With that said, these are dry self-service type devices and are not full decontamination stations as defined by CADFW.

A couple of questions to help guide the conversation:

- Do we want our own Town Ordinance? Or does enforcing the County Ordinance suffice?
- If we create our own ordinance, what does that look like?
    - What Vessels do we want to inspect?
    - Does a canoe, kayak, or paddleboard being on a trailer or not trigger inspection?
- How will enforcement work?
- Would we need our own stickering program or similar? Or enforce the county stickers and associated ordinance?

Currently, the County has developed an inspection process for resorts and marinas where their boats are checked prior to launching. But all resorts and marinas are lower risk as they store boats over winter and do not use them in other waterways.

Office of Outdoor Recreation (OOR) staff have handed out flyers and directly spoken with all gear shops in Town that specialize in fishing. OOR staff also visited the Fly Fishing Outfit at Hot Creek, Convict Lake, Crowley Lake General Store, and Welcome

Center and have educated the campground host in the one open Inyo Campground (Old Shady). The Outdoor Recreation Manager speaks with all Inyo Campground Hosts annually and will educate the majority of them at their annual preseason meeting in May. Lastly, all Lakes Basin Marinas and Resorts will also be engaged as they arrive for the summer Season.

FINANCIAL CONSIDERATIONS:

The Town as well as Mono County have both provided $15,000.00 for staffing. The Town Manager brought this up in his budget discussions at the Council Meeting on March 18th, 2026. Costs are roughly $3300 - $3500 per employee per month.

The Inyo National Forest has received $285,000.00 to help fund a decontamination station (current stations are on loan from DWP/CADFW) and staffing for the next few years. If a de-con station is not needed those dollars can go to staffing or elsewhere. This is a very recent development, and more details are still forthcoming.

ORDINANCE NO. ORD26-__

AN ORDINANCE OF THE MONO COUNTY BOARD OF SUPERVISORS ESTABLISHING A WATER VESSEL INSPECTION PROGRAM TO PROTECT MONO COUNTY WATERS FROM THE INVASIVE GOLDEN MUSSEL

WHEREAS, aquatic non-native invasive freshwater mussel species pose a significant and imminent threat to the water bodies within the County of Mono, as they have already created serious and irreparable harm to bodies of water located in other parts California; and

WHEREAS, water vessels entering Mono County from other areas of the state and country may have recently been launched in infested counties or waters, making those vessels at high risk to carry mussels (adults and larvae) into Mono County waters; and

WHEREAS, an education, access management, inspection and decontamination program is integral to the preservation of the water bodies and water distribution systems within the County of Mono, and to the drainages from Mono County.

NOW, THEREFORE, THE BOARD OF SUPERVISORS OF THE COUNTY OF MONO ORDAINS that:

SECTION ONE: Chapter 13.45, "Water Vessel Inspection Program," attached hereto as Exhibit A, is hereby added to the Mono County Code.

SECTION THREE: If any provision or any part of any provision of this ordinance or the application thereof to any person, property or circumstance is held invalid by a court of competent jurisdiction, such invalidity shall not affect other provisions or parts of a provision or applications of the ordinance which can be given effect without the invalid provision, part of a provision or application, and to this end, the provisions and the parts of each provision of the ordinance are declared to be severable.

SECTION FOUR: This ordinance shall become effective 30 days from the date of its adoption and final passage, which appears immediately below. The Clerk of the Board of Supervisors shall post this ordinance and also publish it in the manner prescribed by Government Code Section 25124 no later than 15 days after the date of its adoption and final passage. If the Clerk fails to publish this ordinance within said 15-day period, then the ordinance shall not take effect until 30 days after the date of publication.

PASSED, APPROVED and **ADOPTED** this 10th day of March, 2026, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Jennifer Kreitz, Chair
Mono County Board of Supervisors

ATTEST:

_____
Clerk of the Board

APPROVED AS TO FORM:

_____
County Counsel

EXHIBIT A

MONO COUNTY CODE CHAPTER 13.45: WATER VESSEL INSPECTION PROGRAM

- **Chapter 13.45.010. – Findings and Purpose.**

A. Aquatic non-native invasive freshwater mussel species pose a significant and imminent threat to the water bodies within the County of Mono. Non-native invasive mussel species have already created serious and irreparable harm to bodies of water located in other locations in the United States and California. Once introduced into a water body, these mussels proliferate at an alarming rate, drastically altering the ecosystem of that water body, harming and/or consuming native species and food resources within the ecosystems they infest. Non-native invasive mussels additionally pose a significant and imminent threat to the water distribution systems of Mono County which draw water from water bodies within the County. These mussels attach to inside water treatment intake structures, pipes, and facilities to such a significant degree that the ability to distribute water through existing, and in some cases, antiquated infrastructure, will be severely compromised.

B. Presently, it does not appear that any water body in Mono County has been infested with Non-native invasive mussels. However, water vessels entering Mono County from other areas of the state and country may have recently been launched in infested counties or waters, making those vessels at high risk to carry mussels (adults and larvae) into Mono County waters.

C. An education, access management, inspection and decontamination program is integral to the preservation of the water bodies and water distribution systems within the County of Mono, and to the drainages from Mono County.

D. This article is enacted under the police power of the County pursuant to Article XI, Section 7 of the California Constitution which authorizes the County to adopt and enforce regulations for the protection of the public health, safety, and welfare that are not in conflict with general laws.

E. While the threat of invasive aquatic freshwater mussels is an international, national and state issue, this local ordinance and pursuant program(s) are required to ensure preventative action at the County level given the current lack of a coordinated statewide program.

- **Chapter 13.45.020. - Definitions.**

For purposes of this article, the following words and phrases shall have the following meanings:

A. “Affidavit of Compliance” means a declaration to be executed by all water vessel owners and operators who wish to launch said vessels in a water body in the County of Mono which attests to the responsibility of that owner/operator to ensure that his/her water vessel is properly inspected and, if necessary, decontaminated prior to launching.

B. “Authorized Inspector” means an individual authorized by the Mono County to conduct the screening process necessary to determine whether a water vessel is at high risk to carry any non-native invasive mussels such as Quagga, Zebra, Golden mussels and any other aquatic, non-native invasive species.

C. “Launch” means the introduction or placing of any trailered water vessel into a water body within the County of Mono.

D. “Live bait” means any fish, or other organisms used in conjunction with fishing the waters of Mono County.

E. “Mussel Sticker” means the stickers issued by an Authorized Inspector evidencing the fact that the vessel to which the stickers are affixed has been inspected for, and decontaminated from if required, the presence of any Non-native invasive mussels such as Quagga, Zebra or Golden mussels and any other aquatic, non-native invasive species.

F. “Non-native invasive species” means species identified by the State of California that establish and reproduce rapidly, and which may threaten native species through competition, predation, parasitism, introduction of pathogens, or physically or chemically alter the habitat. Such species include, but are not limited to, Quagga, Zebra, and Golden mussels, Channeled Apple Snail, New Zealand Mud Snails and non-native aquatic plants.

G. “Non-resident water vessel” means a vessel that does not meet the definition of a resident water vessel.

H. “Resident water vessel” means:

1. A vessel whose owner can demonstrate that it is moored or stored at a private or commercial facility located in Mono County.

2. Any other means deemed acceptable by the County as to proof of residency in Mono County providing that the vessel is on the Mono County Assessor's current unsecured tax roll for boats.

3. Either of the above, as applied to Inyo County instead of Mono, provided that the Mono County Administrative Officer makes a finding that Inyo County has established and maintains an Inspection and Decontamination Program consistent with that established herein.

I. “Inspection and Decontamination Program” means the mandated program created by this article to ensure that all water vessels traveling through and/or launching into water bodies in Mono County are free from contamination from adult and larval non-native invasive mussels and other aquatic, non-native invasive species.

J. “Water vessel” means any trailered watercraft, or jet ski, or float plane capable of being launched into a water body within the County of Mono except as specifically exempted herein. Canoes, kayaks, car- top boats, float tubes, rafts, wind surfers/boards, boogey boards,

nonmotorized paddle boats, and nonmotorized sail boats that are eight (8) feet or less in length are not considered water vessels for purposes of this article and are thereby exempt from the provisions herein.

K. “Water Vessel Inspection” means the process used to determine if a water vessel and its trailer have a substantial risk of being =infested with non-native invasive mussels and needs to be decontaminated.

L. “Attempted Launch” means an effort to launch a water vessel into a water body within the County of Mono as defined herein which, on a launch ramp and/or within fifty (50) feet of a water body within the County of Mono, evidences an endeavor to accomplish the launching of a water vessel, carried beyond mere preparation, but falling short of the ultimate execution of launching.

• Chapter 13.45.030. - Applicability.

This article shall be applicable to any trailered water vessel within the County of Mono.

• Chapter 13.45.040. - Mussel Stickers for Resident Water Vessels.

Because the weight of scientific evidence presently available strongly indicates, the greatest risk of contamination to our water bodies is by water vessels entering Mono County from other jurisdictions, the following program shall be applicable to all resident water vessels:

A. Owners and operators of resident water vessels, having submitted to and successfully passed an inspection, as applicable, in either Mono or Inyo County, shall receive Resident Mussel Stickers designating the vessel as a Resident Water Vessel and absent an event necessitating re-inspection, these Mussel Stickers shall be valid until at the end of each calendar year. If an Resident Water Vessel is moved outside of Mono or Inyo County and utilized in any fresh water body, the vessel must submit to reinspection and be issued a new Resident Mussel Sticker before launching in any freshwater body of Mono County.

B. Every resident water vessel and its trailer must be affixed with a current Resident Mussel Stickers prior to launching that vessel in any water body in the County of Mono.

C. Resident Mussel Stickers shall be issued according to a color code that will change annually on January 1 of each year.

D. After expiration of the annual Resident Mussel Stickers, which occurs every December 31, and prior to launching a boat within Mono County, the resident vessel must undergo the necessary inspection to obtain a current and valid Mussel Sticker.

E. This section shall apply to water vessels in Inyo County that meet the definition in Section 13.45.010.H.3.

• Chapter 13.45.050. - Mussel Stickers for Non-resident Water Vessels.

A. All non-resident water vessels and their trailers must be affixed with color-coded, monthly, Non-resident Mussel Stickers after inspection and prior to launch in any water body in the County of Mono. Stickers are not transferable between vessels.

B. Non-resident Mussel Stickers shall be issued according to a color-code that will change monthly.

C. After the expiration of a Non-resident Mussel Sticker, and upon entering into Mono County, or prior to launching a non-resident water vessel into an Mono County water if the non-resident water vessel has not left Mono and Inyo County since obtaining its last valid Non-resident Mussel Sticker, the non-resident water vessel must undergo the necessary inspection to obtain a valid Mussel Sticker for the next calendar month.

• Chapter 13.45.060. - Inspection Requirements.

A. Inspection Requirements. Inspection shall be required of:

1. All resident water vessels prior to their first launch in every calendar year; or

2. All non-resident water vessels upon entering into Mono County in any calendar month, unless the non-resident vessel can demonstrate that an inspection was already submitted to in Inyo County; or

3. All water vessels, resident or non-resident, that have been launched in a body of water outside of the County of Inyo subsequent to receiving a valid and otherwise current Resident or Non-resident Mussel Sticker.

B. Inspection Process.

1. The inspection process shall be conducted by an Authorized Inspector and shall consist of:

(a) A series of questions concerning the past location of the water vessel prior to launching in a water body in the County of Mono, designed to determine whether said past location constitutes an appreciable risk that said water vessel may be infested with non-native invasive mussels. Said questions shall be answered on the County of Mono Screening Application Invasive Species Inspection Program form; and

(b) A thorough search of the exterior and interior of the water vessel, including but not limited to bilge pumps, motors, and live wells, bait wells, ballast tanks, bladders, and all areas of standing water.

2. Water vessels which, as a result of the Inspection process, are found to be clean, drained and dry, and do not pose an appreciable risk to the water bodies of Mono County shall be affixed with Mussel Stickers in a location as designated in the instructions accompanying the

Mussel Stickers, which affixation signifies that the vessel may be launched into a water body in the County.

3. Water vessels which, as a result of the inspection process, are not clean, drained and dry, or do appear to pose an appreciable mussel infestation risk to the water bodies of Mono County shall be required to undergo a decontamination performed by an Authorized Inspector.

4. A water vessel owner or operator may refuse to consent to said inspection. If the water vessel owner or operator refuses to consent to inspection, that water vessel shall not be allowed to travel through the County of Inyo and shall be in violation of this article if he/she should nonetheless attempt to do so.

C. Decontamination. Decontamination stations shall be operated by the County or an Authorized Inspector. Said stations shall be open to all owner/operators of water vessels. Decontamination shall be required of all vessels that have been determined to constitute a significant risk of being infested with non-native invasive mussels. Such determination shall be made if the vessel is not clean, drained and dry, OR was last in the water outside of the County less than thirty (30) days prior.

D. If, in any instance pursuant to an inspection or otherwise, a water vessel is found to be infested with any type of adult non-native invasive mussels, the vessel shall be quarantined. If the vessel is found to be infested with non-native invasive mussels, the vessel owner may not launch his/her vessel until such time as that vessel has been decontaminated as required by this ordinance and State law, and re-inspected by an Authorized Inspector. The vessel owner shall be directed to a decontamination station where the vessel will undergo a decontamination process. Once the vessel has been decontaminated, reinspected and found to be at no risk of contaminating Mono County waters, the vessel can be affixed with Mussel Stickers as described hereinabove.

• Chapter 13.45.070. - Inspection Stations.

A. Designated locations are available within the County. The current list of Authorized Screeners is available from the Mono County Department of Public Works Sustainable Outdoors and Recreation Division.

B. Inspections are required for all water vessels and may be carried out by County personnel at any time for a water vessel being transported or parked on a public roadway, parking lot open to the public, or on the water.

C. Nothing in this article precludes inspections at other locations within the County which may be offered by private persons and/or organizations if such inspections are performed by Authorized Inspectors.

• Chapter 13.45.080. - Fees.

The following fees are hereby established for County-operated screening and inspection services:

A. Any fee for the inspection and/or decontamination performed by the County of Mono shall be as set forth in the current fee schedule as established from time to time by resolution of the Board of Supervisors.

B. Fees collected for screening and/or inspection, that are not otherwise encumbered, shall be used to fund the Program as set forth in this Chapter.

C. Private Authorized Inspectors may establish their own reasonable fee.

• Chapter 13.45.090. - Disposing of Live Bait into a Water Body in Mono County is Prohibited.

It shall be unlawful to dispose of any live bait and/or any liquid containing live bait or any liquid which previously contained live bait in a water body in Inyo County.

• Chapter 13.45.100. - Criminal Sanctions.

Criminal Penalties.

A. Any person violating any provision of this article shall be guilty of an infraction or misdemeanor as hereinafter specified. Such individual shall be deemed guilty of a separate offense for each launch in a water body in the County of Mono. The Mono County Sheriff is authorized to enforce this article and that power may be exercised by any deputy of the sheriff and/or by any person so authorized by law. In addition to the above, the California Department of Fish and Wildlife, as well as the United States Forest Service, are also authorized to enforce the provisions of this Chapter to the extent that they may otherwise lawfully exercise concurrent jurisdiction.

B. Any individual convicted of a violation of this chapter shall be:

1. Guilty of an infraction and punished by a fine of one hundred dollars ($100.00) for the first offense;

2. Guilty of an infraction and punished by a fine of two hundred dollars ($200.00) for the second offense;

3. The third and subsequent offenses shall constitute a misdemeanor and shall be punishable by a fine of not less than five hundred dollars ($500.00) but not to exceed one thousand dollars ($1,000.00) and/or up to six (6) months in the county jail or both.

C. Notwithstanding sub-sections (A) and (B) above, the first or second offense may be charged and prosecuted as misdemeanor.

D. Impound. A water vessel unlawfully launched or which is attempted to be unlawfully launched in a water body in the County of Mono may be subject to impound pursuant to a

misdemeanor arrest or issuance of a misdemeanor citation by a peace officer for violation of this article.

1. Any water vessel which is operated, managed, controlled, or otherwise used in violation of the provisions of this code may forthwith be impounded by any authorized officer and held pending determination of the charge of the violation pursuant to which the water vessel was impounded.

2. When a water vessel is impounded from the immediate possession of any person by the County pursuant to this Chapter, the authorized officer shall immediately deliver to said person a notice in writing signed by the authorized officer which shall state:

(a) The fact of such impound;

(b) The name of the owner of the water vessel;

(c) The name of the person from whom possession was taken, if any and known;

(d) A description of the water vessel sufficient for identification;

(e) Any available identification number of the water vessel;

(f) The particular location at which the impounded water vessel will be stored; and

(g) A statement of the charge of violation pursuant to which the water vessel has been impounded.

3. Upon conviction of any person for any said charge of violation pursuant to which the water vessel is impounded, any person lawfully entitled to the possession of said vessel who demands possession shall pay to the County all storage charges as well as all charges incident to the impoundment of said vessel prior to the release of said vessel to the owner.

4. In the event any person is acquitted of the charge of violation pursuant to which the water vessel is impounded, said vessel shall be released to any person entitled to possession thereof and the costs of storage shall be a County charge.

B. Lien and Sale of Impounded Water Vessels.

1. The County shall have a lien upon any water vessel impounded pursuant to this Chapter and the proceeds of any sale thereof for the payment of impound and storage charges incurred pursuant to the provisions of this Chapter.

2. Irrespective of the disposition of any criminal charge against a person for a violation of this article pursuant to which a water vessel is impounded and stored, if possession of said water vessel is not obtained by a person lawfully entitled to such possession within thirty (30) days of

such disposition, the County is empowered to sell the water vessel at public auction in satisfaction of its lien for impound and storage charges. For California registered vessels, the California Boaters Lien Law shall apply.

F. Payment of any penalty herein shall not relieve any individual from the responsibility of correcting the violations as found by the authorized officer.

G. Any person found not in compliance with the provisions of this article shall be ordered off the water body and shall be subject to any other legal action as deemed necessary by the authorized officer.

H. Forfeiture. Whenever any person is convicted of a misdemeanor violation of this article, the judge may, upon the conviction of the person, order the forfeiture of the water vessel that was used in committing the offense charged.

- **Chapter 13.45.110. - Nonexclusive Remedies.**

The remedies provided in this article are cumulative and shall be in addition to any other remedies provided by law.

- **Chapter 13.45.120. - Use of Fines Collected.**

Fines collected as a result of violating this article, that are not otherwise encumbered, shall be used to fund the program as set forth in this Chapter.

DON'T MOVE A MUSSEL!

What Local Businesses & Partners Need to Know About Golden Mussel Prevention



Golden mussels are an invasive freshwater species not yet detected in the Eastern Sierra — and **keeping them out is critical**.

They spread primarily by hitchhiking on boats, trailers, and gear that move between lakes and rivers. **Once they are here, they cannot be removed.**

Why Are They Such a Serious Threat?

Golden mussels:

- **Attach to almost anything** — docks, rocks, boats, motors, pipes, aquatic plants, even muddy lake bottoms.
- **Survive in a wide range of water temperatures and chemistry**, including low-calcium waters like many Eastern Sierra lakes.
- Can **live outside of water** for periods of time.
- Reproduce rapidly, spawning multiple times per year and producing thousands of microscopic larvae (called veligers) that are **nearly impossible to detect.**

Unlike quagga or zebra mussels, golden mussels are especially capable of surviving in Eastern Sierra conditions.



Photo: California State Parks

Why Should We Care in the Eastern Sierra?

If introduced to the Eastern Sierra, golden mussels can:

- Permanently damage lake and stream ecosystems.
- Deplete plankton that fish depend on for food.
- Threaten recreational fishing, boating, and tourism.
- Clog docks, motors, water delivery systems and pipes.
- Increase water and power costs due to expensive maintenance.

In October 2024, golden mussels were detected in the Port of Stockton. In less than one year, they spread more than 250 miles south.

Our lakes and rivers are highly interconnected. An introduction in one location could spread quickly across the region.

Prevention is the only solution.



Photo: Christian Pondella

What's new: INSPECTION IS REQUIRED BEFORE LAUNCH

New ordinances in Mono and Inyo Counties require inspections before launching any trailered watercraft, including boats and jet skis. Boaters must stop at a Watercraft Inspection & Decontamination (WID) station and receive an **Eastern Sierra mussel sticker** before launching. Launching without an inspection may result in fines, misdemeanor charges, or boat impoundment.



SAMPLE EASTERN SIERRA MUSSEL STICKER

Photo: California State Parks

- **Resident boats (Mono or Inyo County):** Inspected once per year before the first launch of the season.
- **Visiting boats:** Inspected when entering Mono or Inyo County before launching.
- **Boats inspected in Inyo County:** That inspection is valid in Mono County for the same month.
- **Any boat that launches outside Mono or Inyo County:** Must be inspected again before launching locally.
- **Everything** (inspection, decontamination, and stickers) is **FREE at all WID stations**.

For ordinance questions or reports, please contact Mono County Sheriff (760-932-7549) or Inyo County Sheriff (760-878-0383).

WID Station Locations:

- **Bridgeport:** Location TBD
- **Crowley Lake:** Crowley Lake Fish Camp (LADWP will open this location to all boaters, not only those accessing Crowley Lake. All wakeboard boats must go to Crowley Lake WID.)
- **Bishop:** Vons parking lot (opening weekend only) and 620 S. Main Street

Dates and hours will be posted at: EasternSierraWID.com →

EASTERN SIERRA WID

Regular pressure washing is not effective. **Only high-temperature, high-pressure decontamination systems at official WID stations are proven to kill mussels and larvae.**

What Can Local Businesses and Partners Do to Help?

1. Share accurate and clear requirements:

Help customers and guests understand that watercraft inspections are **mandatory and enforced**. Launching without an inspection may result in fines, misdemeanor charges, or boat impoundment.

- Add inspection requirements to your website.
- Include language in reservation confirmations and pre-arrival emails.
- Post reminders on social media, especially before busy weekends.
- Share updates in your newsletters or other communications.
- Buisness and partner toolikt at vcptoolkit.org ↑

2. Direct boaters to WID stations and legal launch sites:

- Inform boaters to visit EasternSierraWID.com for WID locations and hours.
- Explain that launching outside designated marinas or ramps increases risk and many informal launch sites are illegal.

3. Promote Clean, Drain, Dry:

- Clean boats, trailers, and gear of plants and mud.
- Drain all water from boats, livewells, ballast tanks, and equipment.
- Dry everything thoroughly before entering another waterbody.
- **Also check kayaks, paddleboards, float tubes, waders, and fishing gear!**

4. Be a local ambassador:

- If customers have questions, direct them to official county or CDFW resources.
- Emphasize that **early action protects recreation, infrastructure, and local jobs**.
- Possible mussel sightings should be reported to CDFW by email to invasives@wildlife.ca.gov or 866-440-9530. Please take clear, close-up photos that include something (such as a pencil or hand) to show size.


INVASION OF THE
GOLDEN MUSSELS
KEEP THEM OUT OF OUR WATERS!
THEY'LL DESTROY OUR FISH!
EasternSierraWID.com
PREVENTION IS THE ONLY SOLUTION.
WATERCRAFT INSPECTION IS MANDATORY... OR ELSE!

EASTERN SIERRA WATERCRAFT INSPECTION

ONLY BOATS WITH A VALID WATERCRAFT INSPECTION STICKER WILL BE ALLOWED IN WATERS WITHIN INYO AND MONO COUNTIES

NOTICES

It is unlawful to posses, import, ship, or transport in the state, or place, plant or cause to be placed or planted in any water within the state, invasive mussels. [CA Fish & Game Code Sections 2300-2303]

Any trailered watercraft intending to launch in waters within Inyo and/or Mono Counties MUST pass a watercraft inspection and display a valid inspection sticker prior to launching. [Mono County Code 13.45 / Inyo County Code 10.70]

Inspection frequency: **Residents 1x/yr** OR **Visitors 1x/mo** OR **when your vessel has entered waters outside of Inyo and/or Mono Counties.**

BOATS WISHING TO LAUNCH AT CROWLEY LAKE still require a sealed band for launch.

STICKER RECIPROCITY: Stickers obtained in either Inyo or Mono Counties are valid for waters within both counties.

WAKEBOARD BOATS can be inspected at the Crowley Lake or Bishop locations ***ONLY.***

Inspection date & time: _____ **Inspection Station:** _____

Owner / Operator (Print name): _____ **Inspector:** _____

Address: _____ **City:** _____ **State:** _____ **Zip:** _____

Watercraft Information (Check one): [ ] Fishing Boat [ ] Ski/Wake Board [ ] Pontoon [ ] Sailboat [ ] Kayak / canoe

Registration or CF #: _____ **Make / Model:** _____ **Vessel length:** _____

Hull Material: [ ] Aluminum [ ] Fiberglass [ ] Wood [ ] Other _____

Color / Description: _____

Date of last launch: _____ **Location of last launch:** _____

Was vessel stored on water? YES NO If YES, how many days?_____ [ ] Vessel has intact "band" or sticker from last launch w/in Inyo or Mono Counties

Inspection Areas	Examined?		Comments
Vehicle Rear	YES	NO	
Trailer structure, railings, bunks, spare tire	YES	NO	
Axle	YES	NO	
Vessel Hull	YES	NO	
Prop/shafts/outdrive/propeller on engine	YES	NO	
Motor intakes	YES	NO	
Transom	YES	NO	
Trim Tabs	YES	NO	
Tranducers	YES	NO	
Bait tank/ live wells/ ski compartments	YES	NO	
Anchor/ fender and lines	YES	NO	
Was bilge plug pulled?	YES	NO	
Was bilge dry?	YES	NO	

Aquatic life present? YES NO

Quarantine Recommended? YES NO

CLEARED TO LAUNCH IN WATERS WITHIN INYO &/OR MONO COUNTIES? YES NO

Reason for quarantine: _____

By signing this permit, you certify that, prior to your departure, your boat has been cleaned, drained, and is dry; has not been in any other infested lake in the last 30 days; was inspected and your sticker has been issued by an authorized inspector at a valid station within Inyo or Mono County.

_____
Owner / Operator Signature

Eastern Sierra Golden Mussel Collective

TOWN COUNCIL STAFF REPORT

Title: Contract for Towing and Secure Vehicle Storage Services

Meeting Date: May 6, 2026

Prepared by: Haislip Hayes, PE Public Works Director

RECOMMENDATION:

Staff recommend the Town Council:

- Authorize the Town Manager to negotiate a contract for towing and secure vehicle services.
- Authorize the Town Manager to negotiate and execute a lease agreement for the use of Town-owned property at 294 Industrial Circle in the Sierra Business Park.

BACKGROUND:

On February 4th, 2026, Staff discussed with Council several changes to parking policies and penalties. During the presentation staff expressed that the Town has long struggled with towing and impound services. Staff often need abandoned and illegally parked vehicles removed to allow for traffic circulation and snow removal operations. Additionally, it is believed that the real threat of impounding will help to deter illegal parking. These services are in high demand and there are limited options. Staff noted that the Town Council had recently authorized the purchase of an airport hangar. This purchase created the opportunity to vacate the current Town Yard at the Sierra Business Park (294 Industrial Circle) across from the Airport. Staff spent the next few months relocating its equipment to the airport hangar and surplussing old materials. Staff have been told by operators that the barrier to providing service is the availability of land zoned and prepared for these services For this reason, Staff are recommending that this lot be offered up for lease to a qualified tow and impound company to primarily serve the Town. On April 1st, 2026, the Town issued an RFQ for Vehicle Towing and Secure Storage Services.

ANALYSIS:

The purpose of the Request for Proposal (RFP) was to acquire a qualified towing contractor that could provide vehicle towing and secure storage services to remove vehicles, including but not limited to, personal and commercial vehicles of all types, motorhomes, travel trailers, campers, boats, and utility trailers. The services required are on an on-call basis - 24 hours a day, seven days a week, within the maximum response time of 60 minutes. The RFP stated that a successful contractor would be expected to enter into a contract drafted by the Town covering the services to be provided, as well as meeting all insurance and bond requirements. The vehicle towing and secure storage services contract included an option to lease Town-owned property located in the Sierra Business Park at 294 Industrial Circle for the purpose of providing these services. The term of the property lease will match the term of the towing contract, subject to the early termination of the towing contract.

These agreements will otherwise be independent of each other. The initial term of the contract and lease will be 5 years. With the option to extend the agreements two additional one-year terms. The contractor plans to use the Town lot and will be responsible for general upkeep and maintenance. Additionally, they plan to install internet, six surveillance cameras, secured gates, and lighting.

The RFP outlined several specifications and services required by the contractor. Including payment and invoice requirements, the length of the contract term, the types of trucks and equipment required, business licenses and insurance requirements for the business and its drivers, response times and duties. Staff worked with the Town Attorney to develop a sample contract and lease agreement that were included in the RFP. The RFP closed on Friday April 24th. The Town received one proposal from MTN Towing. The company has the necessary equipment, staff, licenses and insurance to operate a tow company and impound yard. The expectations of the Town as described in the RFP will be clearly outlined in the final agreement and property lease. When not working for the Town, the contractor is permitted to provide services to other public and private entities. The opportunity to have a regionally available impound yard will be a significant benefit to the community.

FINANCIAL CONSIDERATIONS:

Services are on-call and will be billed to the Town monthly. The Town would recoup the cost of towing services when owners seek to release the vehicle for pick-up. In cases when there is no claim to recover the vehicle the Town would ultimately be responsible for the fee. The fees are set by the size of the vehicle and were included in the proposal and will be incorporated into the contract. The proposed fees are:

TOML / PD Initiated Towing from Town Boundaries	Rate
Passenger / Vehicle Truck	$450/tow
Trailers, Boats, Motorcycles, Misc. equipment of similar size	$450/tow
Small RV / Sprinter	$650/tow
Large RV's / Box trucks	$900/tow
Heavy Equipment / Semi Trucks	$1200/hour

The lease of the Town lot in the Sierra Business Park (294 Industrial Circle) will be near market rate and negotiated with the proposer.

LEGAL CONSIDERATIONS:

None at this time.

Agenda Item _____

File No. _____

AGENDA BILL

Subject: Councilmember Reports
Initiated by: Jamie Gray

BACKGROUND:
Each member of the Town Council is appointed to serve as a Town representative to a number of committees, commissions, and organizations. These groups meet infrequently and from time to time the representatives will report to the rest of the Council at a regularly scheduled meeting.

In addition, Councilmembers on occasion participate in meetings, conferences and seminars, and their reports on these educational opportunities are of benefit to the rest of the Council.

ANALYSIS/DISCUSSION:
California Government Code requirements pertaining to the open meeting act stipulate that all items for discussion must be listed on the agenda before the matter can be discussed and/or acted upon. To meet this requirement, and the intent of the Brown Act, Councilmember Reports are listed on each agenda to allow representatives to report to the rest of the Council at these meetings.

The following is a list of the commission/committees on which members of the Council serve:

Land Use:
Local Agency Formation Commission (LAFCO) – Sauser, Truax, and Bubser as alternate
Airport Land Use Commission – Rice, Truax, and Bubser as the alternate
Mono County Collaborative Planning Team (CPT) – Community and Economic Development Director Nolan Bobroff and Bubser and Truax as alternates

Intergovernmental Relations:
Town and County Liaison Committee – Sauser, Rice, and Town Manager and Truax as alternate
Desert Mountain Division of the League of California Cities – Sauser and Town Manager as alternate
Eastern Sierra Council of Governments (ESCOG) – Bubser, Wentworth, and Sauser as alternate
Great Basin Unified Air Pollution Control District – Wentworth and Bubser as alternate

League of California Cities City Voting Delegate – Sauser and the Town Manager as the alternate
California Joint Powers Insurance Authority Board – Truax and Assistant to the Town Manager as alternate

Transportation:
Local Transportation Commission (LTC) – Sauser, Truax, and Town Manager Rob Patterson; Community and Economic Development Director Nolan Bobroff as alternate
Eastern Sierra Transit Authority (ESTA) Board – Bubser and Sauser

Local Issues:
Mammoth Lakes Tourism (MLT) Board – Wentworth
Mammoth Lakes Recreation (MLR) Board – Truax
Eastern Sierra Community Housing Board – Rice
Treasury Oversight Committee – Finance Director; Town Manager as alternate
Parks and Recreation Master Plan Advisory Committee – Rice; Bubser as the alternate

LEGAL CONSIDERATIONS:
According to the California Open Meeting Act, commonly referred to as the Brown Act, the agenda must reflect every matter to be discussed by a governing body.

RECOMMENDATION(S):
This agenda bill is submitted for information only.