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2. This analysis is not exhaustive and is intended for planning and discussion purposes only. Additional evaluation is required to guide formal conclusions on potential traffic operations impacts and potential operational improvements that would be required to resolve projected impacts.
3. Existing conditions analysis is based on traffic volume data collected in 2022 and 2023.
4. Future (2045) Conditions analyses developed using the Citywide Travel Demand Forecasting Model, and represent buildout of land use and transportation plans envisioned in the City's 2035 General Plan, plus additional regional growth per SLOCOG's Regional Transportation Plan.

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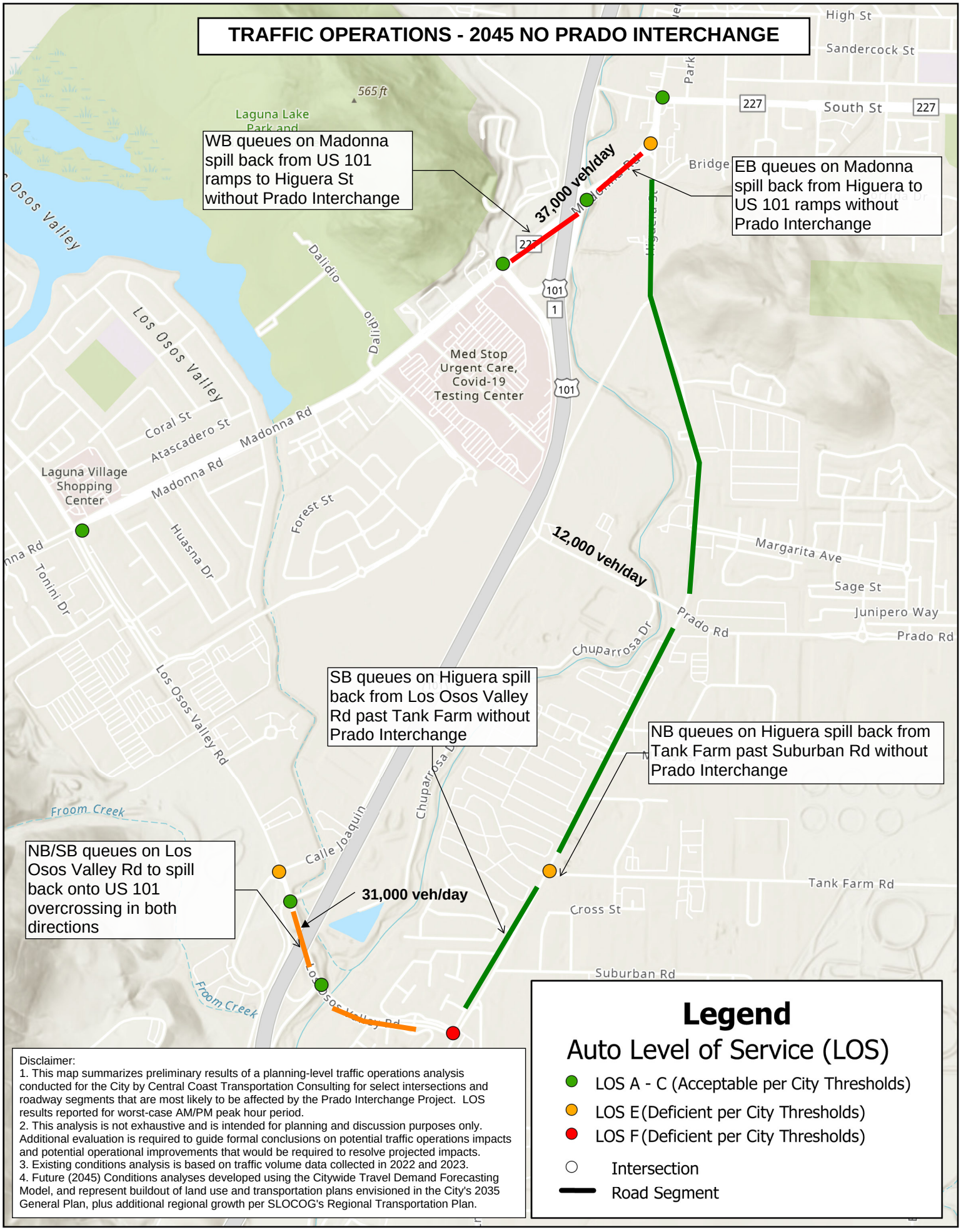
TRAFFIC OPERATIONS - 2045 NO PRADO INTERCHANGE
WB queues on Madonna spill back from US 101 ramps to Higuera St without Prado Interchange
EB queues on Madonna spill back from Higuera to US 101 ramps without Prado Interchange
37,000 veh/day
12,000 veh/day
31,000 veh/day
SB queues on Higuera spill back from Los Osos Valley Rd past Tank Farm without Prado Interchange
NB queues on Higuera spill back from Tank Farm past Suburban Rd without Prado Interchange
NB/SB queues on Los Osos Valley Rd to spill back onto US 101 overcrossing in both directions
Legend
Auto Level of Service (LOS)
LOS A - C (Acceptable per City Thresholds)
LOS E (Deficient per City Thresholds)
LOS F (Deficient per City Thresholds)
Intersection
Road Segment
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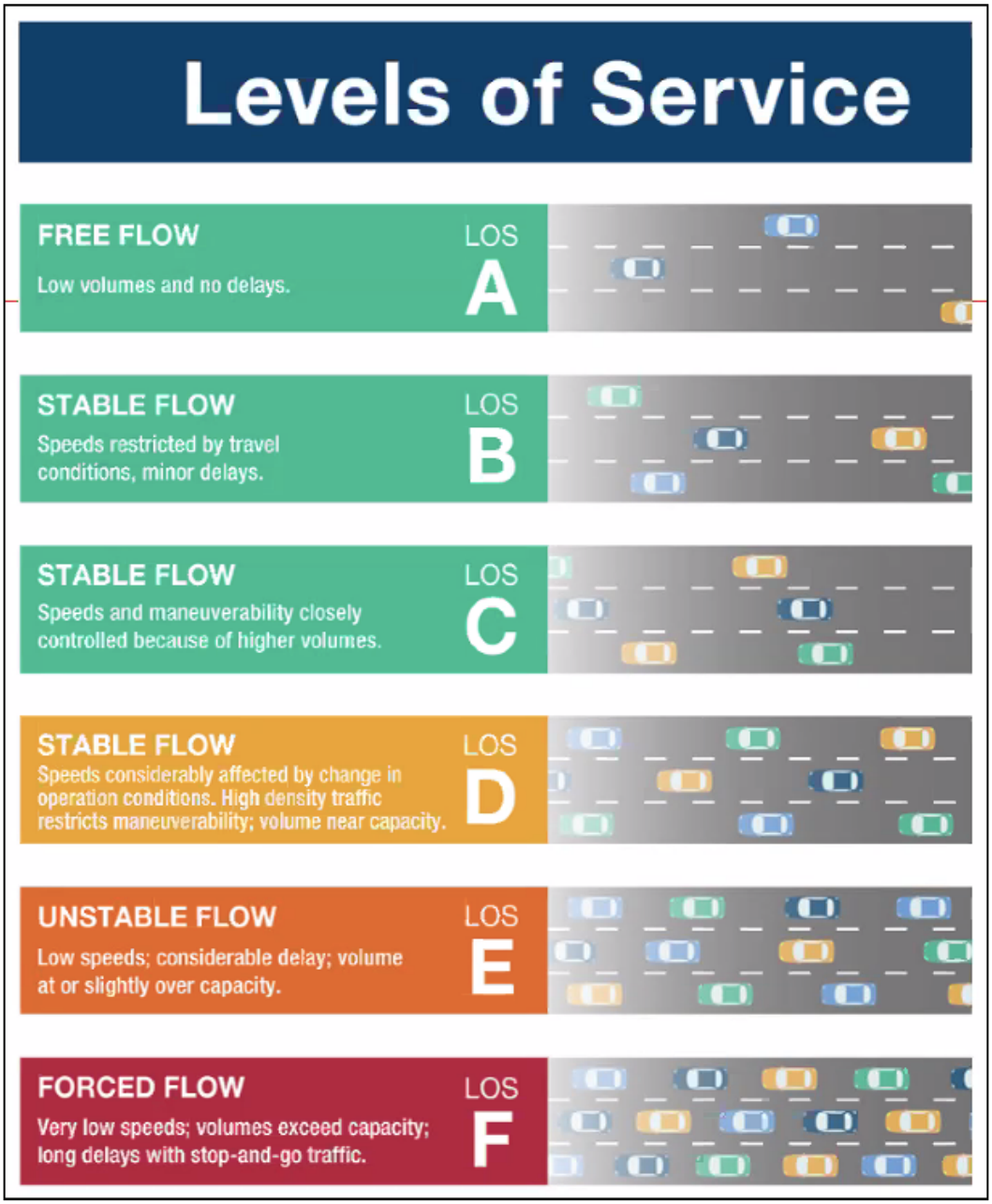
Laguna Lake Park and
565 ft
Los Osos Valley
Dalidio
Med Stop Urgent Care, Covid-19 Testing Center
Laguna Village Shopping Center
Madonna Rd
Coral St
Atascadero St
Forest St
Huasna Dr
Tonini Dr
Los Osos Valley Rd
Froom Creek
Calle Joaquin
Chuparrosa Dr
Prado Rd
Margarita Ave
Sage St
Junipero Way
Tank Farm Rd
Cross St
Suburban Rd
High St
Sandercock St
South St
Bridge
227
101
1

LEVEL OF SERVICE DEFINITION



LEVEL OF SERVICE THRESHOLDS AT INTERSECTIONS

Level of Service	Average Control Delay (sec/vehicle)	Description
A	≤10	Free Flow
B	>10 - 20	Stable Flow (slight delay)
C	>20 - 35	Stable Flow (acceptable delays)
D	>35 - 55	Approaching Unstable Flow (tolerable delay)
E	>55 - 80	Unstable Flow (intolerable delay)
F	>80	Forced Flow (congested and queues fail to clear)

CITY OF SAN LUIS OBISPO GENERAL PLAN CIRCULATION ELEMENT LEVEL OF SERVICE STANDARDS

Table 2. MMLOS Objectives and Service Standards

Travel Mode	LOS Objective	Minimum LOS Standard
Bicycle [1]	B	D
Pedestrian [2]	B	C
Transit [3]	C	Baseline LOS or LOS D, whichever is lower
Vehicle	C	E (Downtown), D (All Other Routes)

LOS D OR BETTER IS MINIMUM STANDARD FOR AUTOS OUTSIDE OF THE DOWNTOWN

SHIFT IN TRAFFIC DISTRIBUTION
2045 CONDITIONS WITHOUT PRADO INTERCHANGE