

analysis shows failure of the northbound through movement (with two northbound through lanes) without the right-in-only access off of Woodmen. A comparison with **three** northbound through lanes on this intersection approach has also been included in this report as required by staff. Analysis results with an additional northbound through lane indicate improvement from LOS F to LOS D for this approach. However, the implementation of three through lanes at this one intersection in advance of an overall project to convert Meridian Road from a four to six-lane arterial would involve significant cost for improvements at this intersection and to the north to create three-northbound “receiving” lanes and a merge lane back to two northbound through lanes. Moreover, from an operational standpoint, although a third through lane would add capacity at the intersection, this would introduce a potentially confusing and awkward “lane-add” followed by a lane reduction/merge just downstream to the north.

- Without the requested right-in-only from Woodmen, the northbound through movement is projected to operate at **LOS F** during the 2040 afternoon peak hour.

LOS D to LOS D with a decrease in delay of 1.3 seconds. The overall intersection delay increases by 2.5 seconds, with the most noticeable impact to the southbound through movement, adding 9.2 seconds, and the northbound left with an increase of 8.5 seconds, both decreasing from LOS D to LOS E with the right-in access. The westbound through movement adds a delay of 8.5 seconds, staying in the LOS E range.