PORTOLA CENTER ACCESS FEASIBILITY EVALUATION

Alternative	Advantages	Disadvantages
1 T-intersection on SRR	• Minimal disruptions to Saddleback Ranch Road (SRR) • Provides full access to SRR for the Northwest (NW) but only emergency access to the Northeast (NE) • Satisfies Arterial Highway Financing Program (AHFP) Access Location Policy	• Safety associated with exiting left-turns from the NE
Variation	• No left-turns out so improved safety • Satisfies AHFP Access Location Policy	• U-turn at Glenn Ranch Road (GRR)
2 Four-way on SRR	• Minimal disruptions to SRR • Provides full access to SRR (including emergency vehicles) • Satisfies AHFP Access Location Policy	• Safety of exiting left-turns
3 Roundabout on SRR	• Minimal disruptions to SRR • Improved safety • Changes character of SRR • Reduces speeds on SRR • More aesthetically pleasing neighborhood "entry" to residential area • Satisfies AHFP Access Location Policy	• Relatively higher cost • Roundabout on a steep grade • Feasibility needs to be further evaluated
4 Access on GRR to serve the NW	• Minimal impact to SRR	• Significant feasibility issue with respect to grades • Safety of exiting left-turns • Violates AHFP Access Location Policy • Minimal NW traffic volumes does not justify access on primary arterial • No free southbound right-turn on SRR at GRR • Eastbound left-turn volume on GRR blocks access to NW
Variation	• Left-turns replaced by U-turns	• U-turn at Definition, almost 1/3 mile away • Violates AHFP Access Location Policy • Significant feasibility issue with respect to grades • Minimal NW traffic volumes does not justify access on primary arterial • No free southbound right-turn on SRR at GRR • Eastbound left-turn volume on GRR blocks access to NW
5 Access on GRR to serve the NE/South	• Minimal disruptions to SRR • Takes advantage of existing signal on GRR at SRR • Provides adequate access capacity itself to the NE	• Vehicle delays created by signal associated with development traffic • Violates AHFP Access Location Policy
Variation A	• Additional access for the NE on GRR restricted to right-turns in/right-turns out	• Violates AHFP Access Location Policy • Significant feasibility issue with respect to grades • Two U-turns required on GRR including SRR • Practical location for right-turn only driveway is close to the NE/South entrance • Only practical "need" for driveway is emergency access
Variation B	• La Quinta connector provides direct access to Portola Hills Elementary School via Malabar Road	• Increases traffic on Malabar Road • Feasibility of grades on connector road to La Quinta to be evaluated
Variation C	• La Quinta connector provides second emergency access to the NE	• Feasibility of grades on connector road to La Quinta • "Threat" of future access that may open up