



Midpeninsula Regional  
Open Space District

R-26-78  
Meeting 26-15  
May 27, 2026

## AGENDA ITEM 10

### AGENDA ITEM

Path of Travel Delineation Design Alternatives for Rancho San Antonio Service Road and Americans with Disabilities Act (ADA) Path Improvement Project

### GENERAL MANAGER'S RECOMMENDATION

Select the preferred travel delineation design alternative for the Rancho San Antonio Service Road and ADA Path Improvement Project.

### SUMMARY

The Rancho San Antonio Service Road (Service Road) is the primary travel way within Rancho San Antonio Open Space Preserve (RSA, Preserve). It is a shared-use asphalt Service Road for vehicles, cyclists, and pedestrians. RSA is the most-visited preserve in the District, receiving more than one million visitors per year and the Service Road is in need of repair. The purpose of the Service Road Repair and ADA Improvement Project (Project) is to reconstruct the existing asphalt road surface and create an accessible path with adequate delineation and separation between pedestrians and vehicles/bikes. The accessible path will meet 2010 ADA Standards for Accessible Design in width, surface, and slope, but the guidance and governing code is unclear on what separation, visual markers, and physical barriers would be appropriate given the natural setting. As such, the District holds discretion on how best to delineate the ADA pathway from the rest of the Service Road within the interior of the Preserve.

District staff and the project design team conducted research and outreach to prepare multiple delineation options for consideration by the Midpeninsula Regional Open Space (District) Board of Directors (Board). Staff is seeking Board direction on which option to include as part of the Project and in the project description for environmental review under California Environmental Quality Act (CEQA).

### PROJECT BACKGROUND

RSA is the most-visited preserve in the District, with a visitation rate of over 1,100,000 people annually. The existing asphalt Service Road that connects the main parking lot to Deer Hollow Farm (DHF) serves as the primary access route into the Preserve, and its existence pre-dates District ownership of the land. The Service Road is a shared-use space for pedestrians, cyclists, authorized vehicles, ranger patrol, maintenance staff, and emergency vehicles. A vehicular gate at the main parking lot restricts the general public from driving onto the Service Road. Within the interior of the Preserve, use of the Service Road by vehicles is limited to patrol,

maintenance, emergency response, DHF resident, and a limited number of DHF volunteers. The Project and the subject of the Agenda Item extends along 0.6 miles of the Service Road, beginning at the County of Santa Clara Park boundary (where the Preserve signboards/entrance sign is located) and ending at the vehicular bridge before arriving at DHF (Attachment 1).

The existing asphalt paving is in poor condition and in need of repair. Over the years, poor subgrade conditions have contributed to roadbed degradation and a reduction in road-width, with some sections narrowing down from the original 12 feet to 10 feet wide.

In addition to the poor asphalt roadbed condition, accessibility barriers exist in the Project Area as identified in the *ADA Transition Plan Update*, which was Board-adopted in 2019. Alternative accessible pathway routes along this corridor were evaluated using combinations of the existing Lower Meadow Trail and Service Road by an ADA consultant (Rancho San Antonio Accessible Trail Pre-Feasibility Assessment Memorandum, BKF Engineers, May 2023). Ultimately, the recommendation of a shared accessible pathway along the existing Service Road was selected. This arrangement follows the current use patterns, with many people opting to travel along the Service Road versus the Lower Meadow Trail to reach DHF and interior trails.

## DISCUSSION

The Project proposes continuation of shared-use of the existing Service Road, with a more defined drive aisle for vehicles and bicycles, and an immediately adjacent and defined accessible pathway for pedestrians. While code is very clear on what is required for an accessible pathway to meet 2010 ADA Standards for Accessible Design in urban settings, the design team identified gaps in existing code on how to separate the drive aisle from the pathway in a rural, shared-use, recreational setting. Therefore, the design team sought guidance from governing boards, as well as input from accessibility user groups and District staff.

### **Governing Board Guidance**

- US Department of Transportation's publication *Accessible Shared Streets: Notable Practices and Considerations for Accommodating Pedestrians with Vision Disabilities* (Publication FHWA-HEP-17-096, 2017), recommends using visual and physical cues to define the pedestrian zone in shared-use roads.
- The US Access Board confirmed there is no code in Public Right-of-Way Accessibility Guidelines to delineate a pedestrian path from the vehicle way that applies to RSA. The US Access Board noted that continuous pavement markings and tactile directional indicators are appropriate tools to delineate a pedestrian zone.

### **Accessibility Interest Group Input**

Feedback from three accessibility interest groups (*Vista Center for the Blind and Visually Impaired*, *Bay Area Older Adults*, and *Santa Clara County Disability Community Advisory Group*) was generally consistent and included a desire for pedestrian spaces that are paved (rather than gravel) for limited mobility visitors, and pedestrian pathways that are delineated with both tactile and high visibility features on the ground because visual impairment includes a varying degrees of vision loss.

## **District Staff Input**

With no specific code requirements that apply to interior Preserve Service Roads, District staff have expressed mixed viewpoints on how best to delineate the RSA pedestrian pathway from the vehicular section of the service road. The rural character and open space setting of RSA raise reservations by some staff about the introduction of urbanized roadway features, such as the use of a continuous, white line to delineate the pedestrian pathway. Using such a highly visible feature along a main interior rural pathway that is utilized, and thus will be seen and experienced, by a high number of Preserve visitors may negatively affect the overall visitor experience. Some of these same District staff questioned the true utility of the delineation along a pathway that is already heavily used by pedestrians who currently spread across the full lane of the road for ease of travel and to walk alongside friends and family. Conversely, the high visitation volume cause other District staff to prefer a continuous and high-contrast visual and physical delineation to provide maximum visibility. Having high visibility of the delineation was noted as important to clearly separate uses to enhance visitor safety. Many of these staff members also preferred the use of well-known, urbanized features like a continuous white line, expressing that these features are more intuitive to visitors who will be able to better recognize the purpose of the delineation.

## **Design Options**

Because there is no apparent codified code prescribing a specific requirement, District staff have developed several options for consideration and are seeking Board direction on a preferred option for the Project to include in the project description for environmental review under California Environmental Quality Act (CEQA).

### *Option 1*

Option 1 proposes a continuous rumble strip to physically delineate the separation between the vehicular and pedestrian space to run along the entire length of the shared-use service road (0.6-miles). The rumble strip would be milled in-ground to serve as a textural indicator for users that they are crossing from one zone into the other. The final width of the rumble strips has not yet been determined, but would likely be between 4 inches and 8 inches wide. Raised barriers, such as curbs, were considered, but were deemed infeasible due to the potential tripping hazard. Milled rumble strips do not typically require regular maintenance, but they would need to be re-milled every time the pavement is replaced. Refer to Attachment 2, Option 1 for an example of the rumble strip.

### *Option 2*

Option 2 proposes the same continuous rumble strip as Option 1 with a continuous, white stripe to establish the delineation of space. The painted white stripe would be a visual cue for all users, including the visually impaired. It would be a continuous 4-inch-wide thermoplastic or painted white line, applied to the asphalt pavement. This is a suggested option in the Governing Board guidance documentation and noted by accessibility interest groups. This option would have a greater maintenance demand than Option 1 due to the white stripe, which may require routine touch-ups at approximately \$1000 per year. Full restriping would be required at an approximate replacement cost of \$15,000 if the road is re-paved. Refer to Attachment 2, Option 2 for an example of the rumble strip with the painted white line.

*Option 3*

Option 3 pairs the continuous rumble strip discussed in Option 1 with roadway dots. The dots would be white, non-reflective plastic, and placed at an interval of 12-inches to 24-inches apart. This option may require higher maintenance than Options 1 and 2, with an approximate cost of \$2,000 per year to replace dots that are damaged or dislodged. With consistent annual maintenance, the dot system would only need to be replaced if the road is re-paved at an approximate replacement cost of \$15,000. This option reduces the potential aesthetic concerns that Option 2 might introduce since the evenly spaced white dots are less striking as compared to a continuous white line. Refer to Attachment 2, Option 3 for an example of the rumble strip with roadway dots.

**FISCAL IMPACT**

The recommended action has no immediate fiscal impact. The Board of Directors is receiving a presentation making a selection on the preferred path of travel delineation design alternatives for the Rancho San Antonio Service Road and ADA Path Improvement Project. Funding for the project will be recommended in future fiscal year budgets during the annual Budget and Action Plan process.

**PRIOR BOARD AND COMMITTEE REVIEW**

None

**PUBLIC NOTICE**

Public notice was provided as required by the Brown Act.

**CEQA COMPLIANCE**

This informational item is not subject to the California Environmental Quality Act. The Project is currently undergoing CEQA analysis and will be presented to the Board at a future date.

**NEXT STEPS**

Following the Board's recommendation, staff will proceed with incorporating the delineation design into the project and environmental review process.

## Attachments

1. Project Area Map
2. Design Options

## Responsible Department Head:

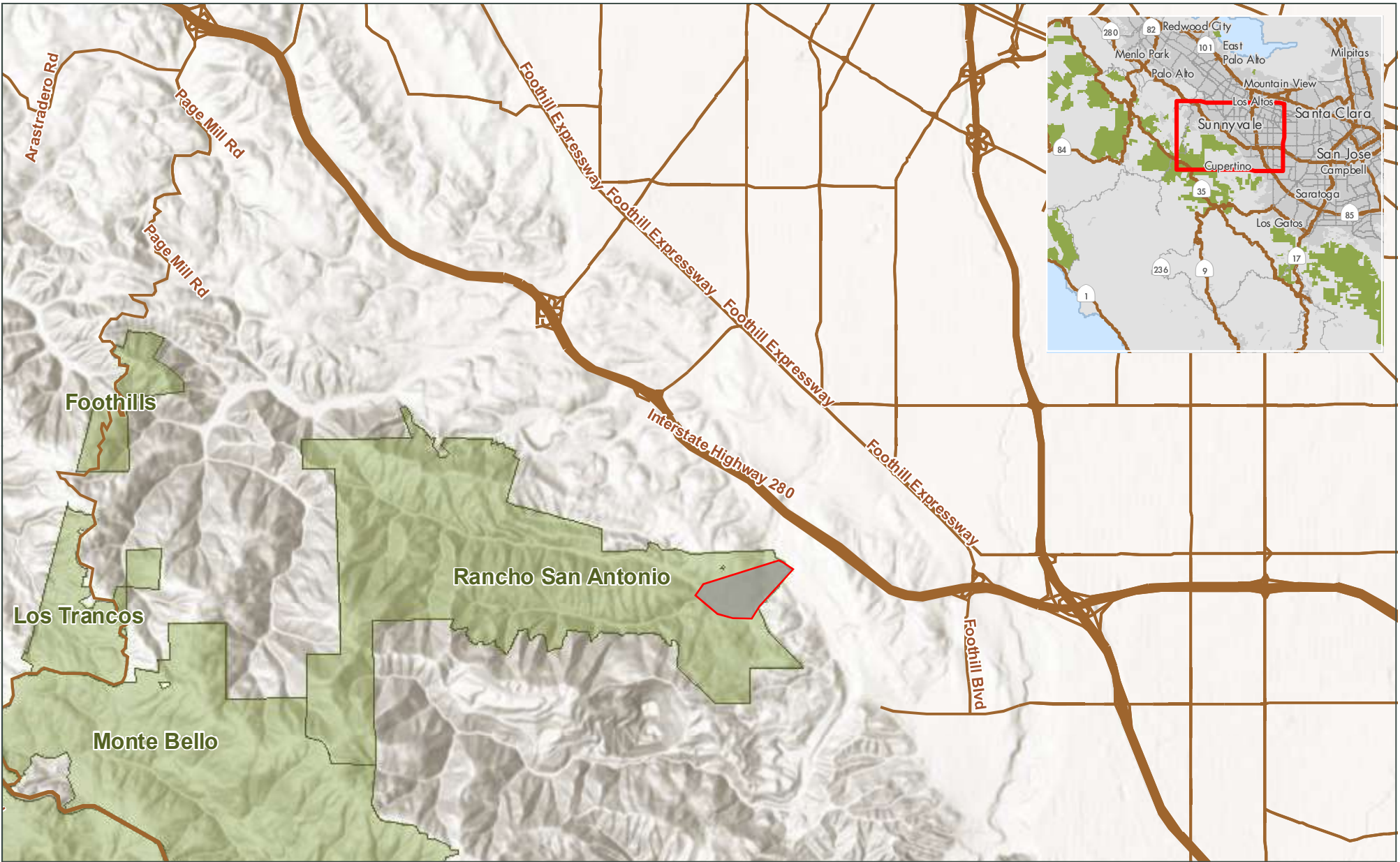
Scott Reeves, Engineering & Construction Department

## Prepared by/Contact person:

Ivana Yeung, Capital Project Manager III, Engineering & Construction Department

## Graphics prepared by:

Ayden Sabharwal, Capital Project Manager I, Engineering & Construction Department



### Rancho San Antonio Area Map

-  Project Area
-  Preserve Boundary (fill)

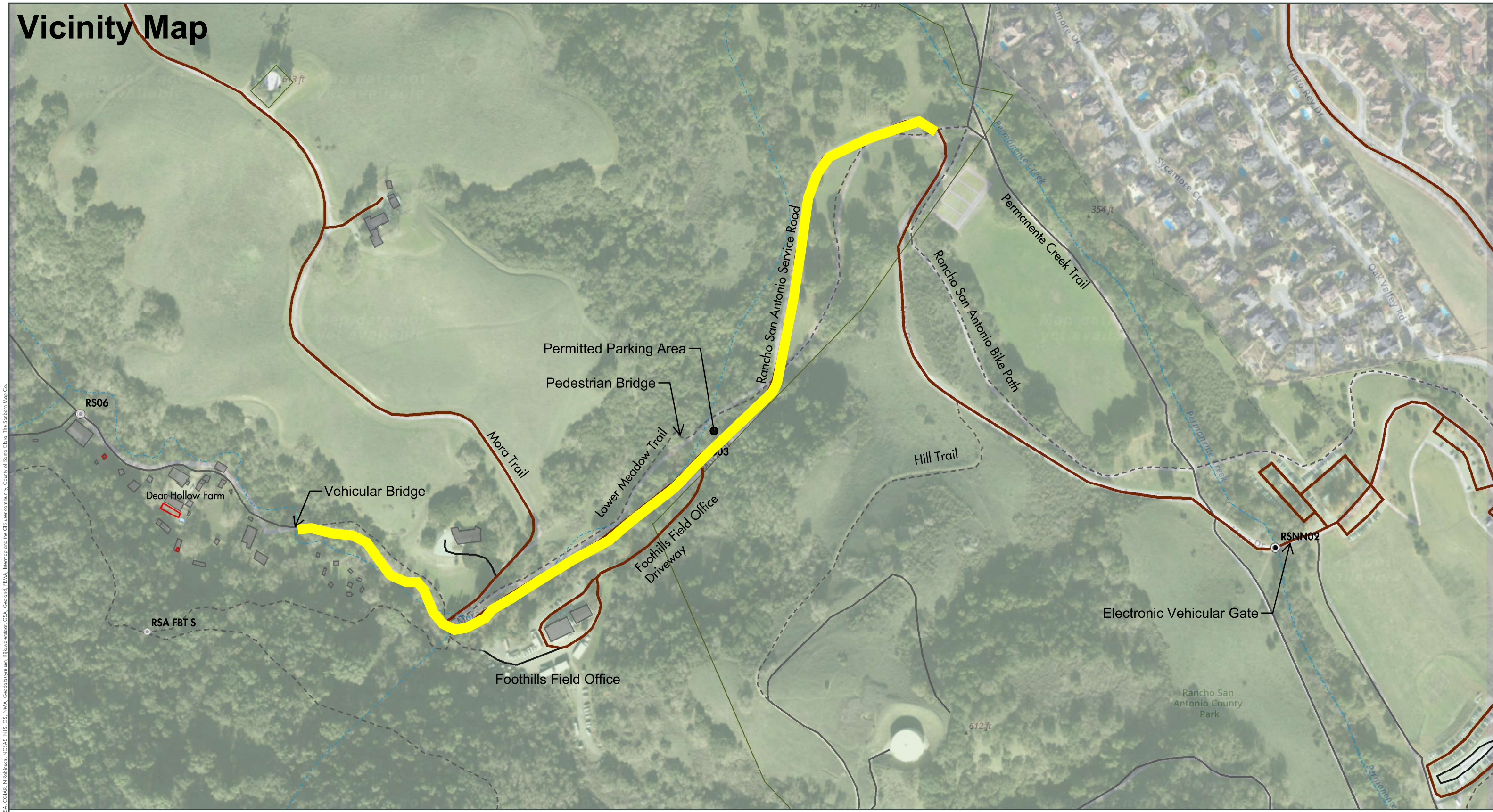
Midpeninsula Regional  
Open Space District  
(MROSD)  
12/21/2023



Data Source(s): Sources: Esri, Airbus DS, USGS, NGA, NASA, CIGAR, N. Robinson, NEAS, NLS, OS, NIMA, Geodatasvellen, Rjlwvskator, GSA, Geobase, FEMA, Intermap and the GIS user community

While the District strives to use the best available digital data, these data do not represent a legal survey and are merely a graphic illustration of geographic features.

# Vicinity Map



## Rancho San Antonio Open Space Preserve

<b>Gate</b>	● Stile	<b>Stream</b>	— Unpaved Seasonal Road
● Pipe Gate	<b>Building</b>	--- Intermittent	--- Trail
● Powder River (Light Duty Ranch Gate)	■ Present	<b>Trail (classes)</b>	— Preserve Boundary (outline)
● Chain Link Fence Gate	■ Demolished	— Paved Road	
	■ Waterbody	— Unpaved All-Season Road	

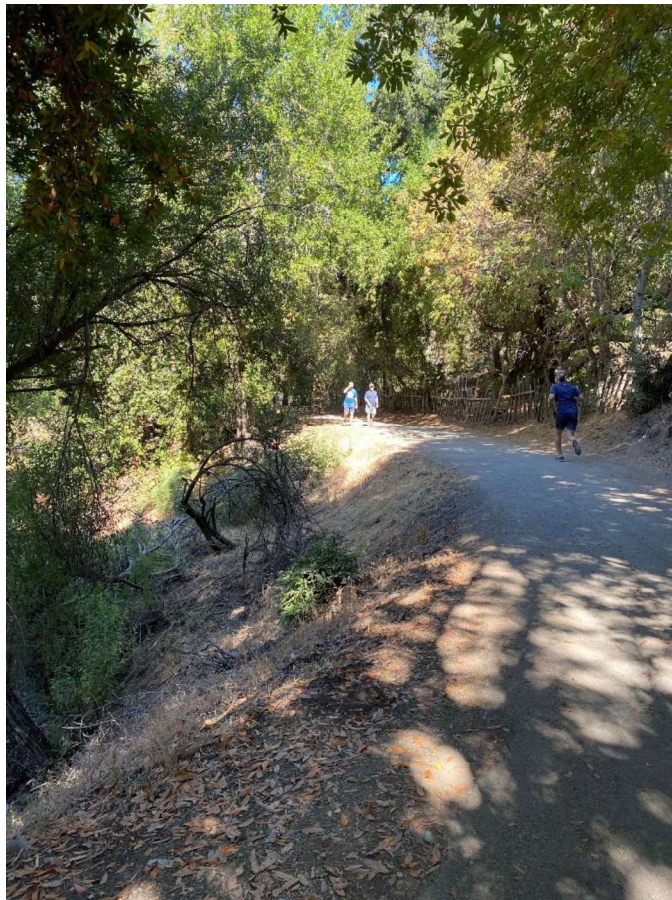
Midpeninsula Regional  
Open Space District  
(MROSD)  
4/9/2021



Data Source(s): Sources: Esri, Airbus DS, USGS, NGA, INASA, CGIAR, N Robinson, NCEAS, NIS, OS, NMA, GeoDataSyracuse, Rikwateratool, GSA, OneIncid, FEMA, Interop and the CBS user community, County of Santa Clara, The Sanborn Map Co., Web AppBuilder for ArcGIS

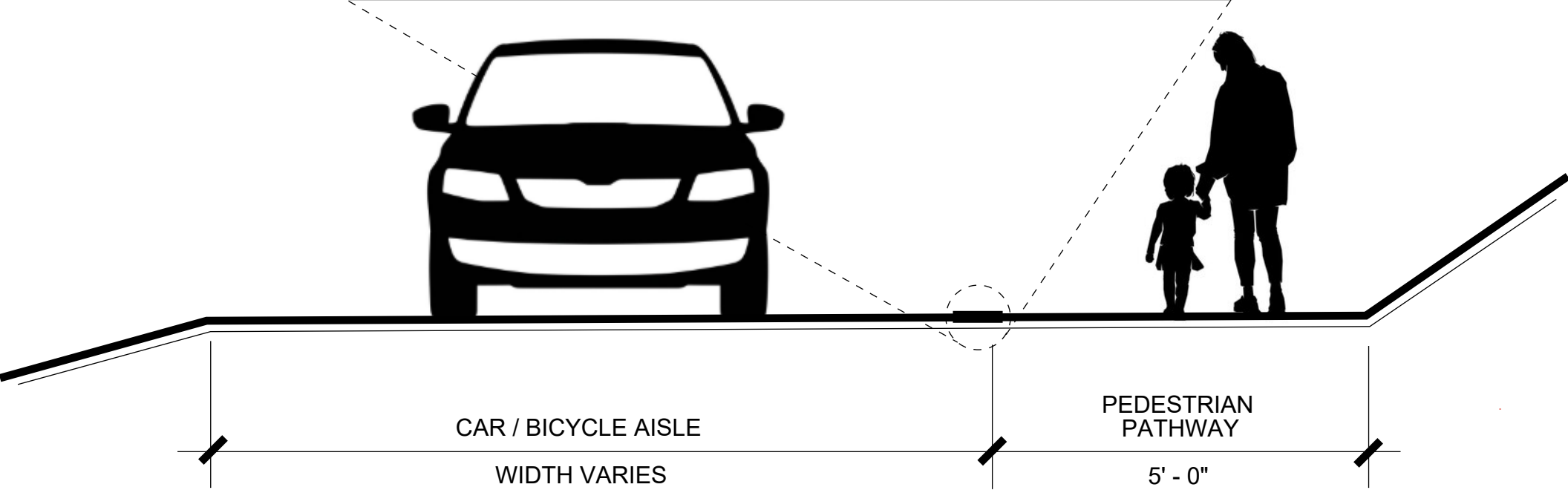
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Current condition of Rancho San Antonio Service Road





ATTACHMENT 2



1

PHYSICAL DELINEATION (RUMBLE STRIP) ONLY

ATTACHMENT 2

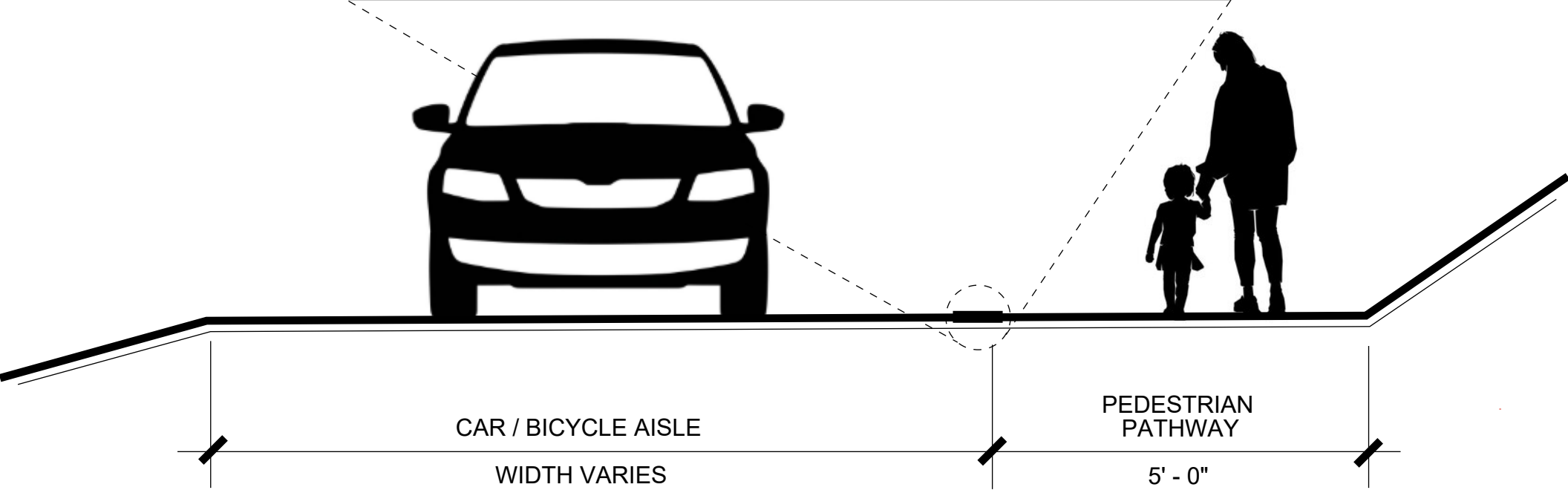


1

PHYSICAL DELINEATION (RUMBLE STRIP) ONLY

PERSPECTIVE RENDERINGS - ILLUSTRATIVE PURPOSES ONLY

ATTACHMENT 2



2

PHYSICAL DELINEATION (RUMBLE STRIP) WITH VISUAL DELINEATION (PAINTED WHITE STRIPE)

ATTACHMENT 2

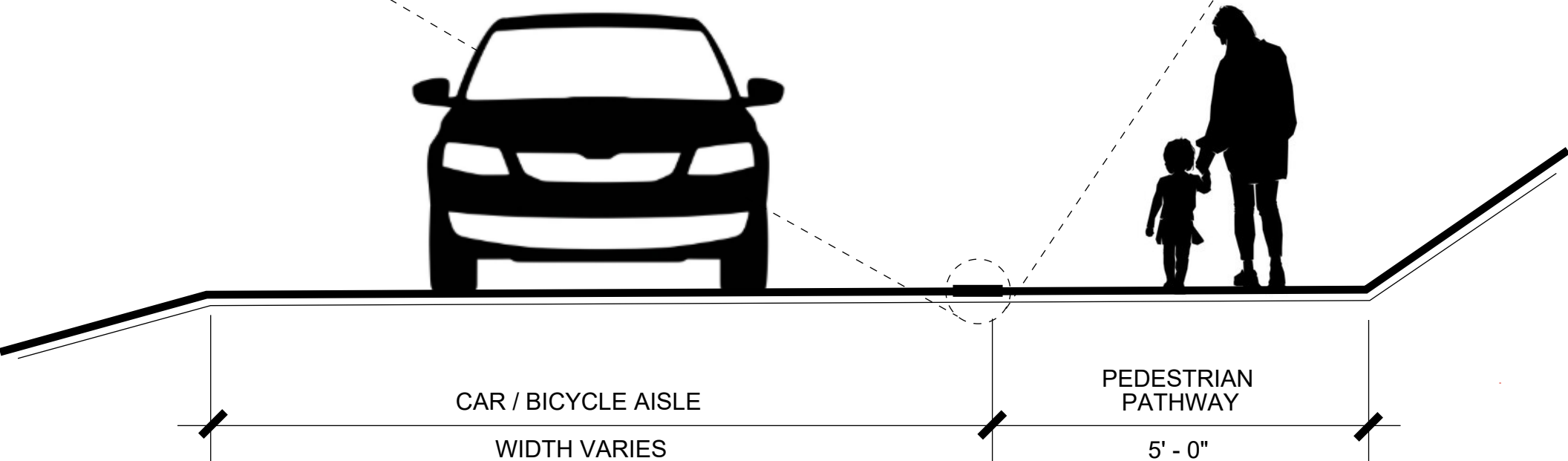


2

PHYSICAL DELINEATION (RUMBLE STRIP) WITH VISUAL DELINEATION (PAINTED WHITE STRIPE)

PERSPECTIVE RENDERINGS - ILLUSTRATIVE PURPOSES ONLY

ATTACHMENT 2



3

PHYSICAL DELINEATION (RUMBLE STRIP) WITH ALTERNATIVE VISUAL DELINEATION (ROADWAY DOTS)



3

PHYSICAL DELINEATION (RUMBLE STRIP) WITH  
ALTERNATIVE VISUAL DELINEATION (ROADWAY DOTS)

PERSPECTIVE RENDERINGS - ILLUSTRATIVE PURPOSES ONLY