

Thanks for the question, Rita.

Signing a bicycle and pedestrian path can be quite tricky. For a while, the path had stop signs for the path at every single driveway and intersection crossing. However at sidewalks and at crosswalks it is normally required that vehicles stop for bicycles and pedestrians by state law, [RCW 46.61.235](#), paragraph (1). The Keene Pathway is a higher level shared bike and pedestrian facility that was actually getting less priority than standard sidewalks and crosswalks. This was clearly the wrong approach as most rational cyclists would not stop at these crossings. It is also true that bicycles and pedestrians do need to take care when using a crosswalk as well and are prohibited from suddenly leaving the curb when a vehicle would be unable to stop safely for them. This requirement is described in paragraph (2) in the above RCW reference. It is also further noted that in 2020 the law was changed to allow for bicycles to treat a standard roadway Stop sign as Yield sign per [RCW 46.61.190](#) paragraph (2)(b)(i)(B).

It is a combination of all of the above that led me to work with Joe several years ago to make changes to the pathway signing in a comprehensive manner. In the case of Lambert, we installed advance intersection warning signs on Keene Road indicating the intersection with a graphic showing the adjacent ped/bike pathway integral to the graphic. We also installed a ped/bike crossing sign with arrows indicating the crossing point at the marked crosswalk where drivers must stop if necessary for a pedestrian or cyclist. Finally, we replaced the Stop signs on the pathway itself with Yield signs in a way that indicates to the path users that they also need to use caution when approaching the intersection. I believe this signing best strikes the balance needed to warn all parties of their respective responsibilities.

I did drive out there last night to make a field visit recognizing your point about the grade differentials between the pathway in general, and the actual crossing. I entered the development from both directions finding my speed immediately after the right-turn at around 10 mph, and after the left-turn at about 15 mph. At these speeds an alert driver, who's been warned in advance of the crossing by the Keene Road signs, and then again at the crossing itself, should be able to stop even in the short distance provided, even considering the grade differences that occur. Given my field visit I do feel that the signing is still appropriate.

Please feel free to contact me by phone or e-mail if you have any follow-up questions.

Sincerely,



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