

## **Bike Path Right of Way Issues**

### **Introduction**

Several issues regarding bicycle paths have been bouncing around the Bikies e-mail list and other quarters recently. The completion of the Southwest Bike Path seems to have resulted in a critical mass of sorts for bike paths and bike path users resulting in requests for clarification of a number of issues, particularly right of way issues.

Spelling note: traffic engineering [AASHTO (American Association of State Highway and Transportation Officials)] nomenclature uses “right of way” without hyphens to indicate the right to proceed; “right-of-way” with hyphens indicates land or property devoted to transportation purposes. Wisconsin State Statutes, on the other hand, defines: ““Right-of-way” means the privilege of the immediate use of the roadway.” So I guess there is no one correct or wrong way to spell this out.

As the last sentence of the note above indicates, this discussion will tend to get technical, in both legal terms, and from a traffic engineering perspective. This is unfortunately necessary in order to be able to establish the basis for the conclusions/recommendations. The conclusions will likely not be definitive answers to all questions regarding bike path right of way issues. The discussion will hopefully, however, clarify the questions (or at least illustrate the lack of clarity) and result in a best practices approach to recommendations for each user type. The traffic laws and traffic engineering practices do not cleanly deal with these questions, nor have the courts clarified these issues.

For those who like to explore things for themselves, Wisconsin State Statutes are on the internet at <http://www.legis.state.wi.us/rsb/Statutes.html> . Chapters of particular interest to bicyclists (to any driver, actually) are 340 - definitions; 346 - rules of the road; 347 - vehicle equipment; and 349 - local powers. Some Traffic Engineering guides/warrants/standards are readily available on the internet, while others are not. Typically, those published by the federal government (FHWA – Federal Highway Administration) are available, while those published by private organizations (AASHTO, ITE, etc.), are not. The MUTCD (Manual on Uniform Traffic Control Devices) can be found at <http://mutcd.fhwa.dot.gov/> . AASHTO’s home page is [www.aashto.org](http://www.aashto.org) . ITE (Institute of Traffic Engineers) is [www.ite.org](http://www.ite.org) . It is also worth checking the Pedestrian and Bicycle Information Center (PBIC) at [www.bicyclinginfo.org](http://www.bicyclinginfo.org) or [www.walkinginfo.org](http://www.walkinginfo.org) .

### **Right of Way Issue**

There are two sets of right of way issues that have been raised:

- right of way at intersections vis-a-vis traffic on the cross street (and, in particular, how, if at all, does this differ for bicyclists and pedestrians); and
- along the path (where should pedestrians walk, how should bicyclists, pedestrians, skaters, etc. interact on the path - - who yields to whom).

**Important note:** Please keep in mind that legally, no one ever “has” the right of way over another. The law is always written in terms of one party having to yield, or give, the right of way to another. Right of way is always something that is given, never taken.

### **Bike Path Definition**

The first question that arises is: What is a Bike Path? This will be looked at in two parts:

- (1) what is a bike path with respect to intersections of the path and a street; and
- (2) what is a bike path along mid-block path sections.

**(1) At the intersection of a bike path and a street** the path is viewed as a street. Wisconsin State Statutes (abbreviated hereafter as WSS) define in section 340.01:

(64) “Street” means every highway within the corporate limits of a city or village except alleys.

(22) “Highway” means all public ways and thoroughfares and bridges on the same. It includes the entire width between the boundary lines of every way open to the use of the public as a matter of right for the purposes of vehicular travel. . . .

(5) “Bicycle” means every vehicle propelled by the feet acting upon pedals and having wheels any 2 of which are not less than 14 inches in diameter.

Thus, since a street is any public way open to vehicular traffic, and a bicycle is a vehicle, a bike path is a street on which motorized traffic is prohibited (the inverse of a limited access highway).

The mathematical logic of these definitions is important for determining how to treat right of way issues between bicyclists on a path and vehicle operators on a cross street at intersections of bike paths and streets. Some jurisdictions simply put up stop signs on the bike path at every street intersection regardless of actual traffic conditions. Madison treats the bike path as it would treat any other street. Thus along the Isthmus bike path, for example, there are several local street / path intersections with no traffic control on either the street or the path. the Isthmus bike path only has stop signs where the path crosses a “through” street (for example Ingersoll, Dickinson, Thornton), or where there is a sight distance or some other issue (eg Waubesa), Note that no traffic control at an intersection is the norm, in general. In 1998 there were 4,441 intersections in Madison, of which 2,309 (52.0%) had no traffic controls (no traffic signal, stop or yield signs). Should we need traffic control at some of the currently uncontrolled Isthmus Path intersections, it is possible that the controls would be for the cross street, not the path.

<b>Type of Traffic Control</b>	<b>Number of Intersections</b>	<b>Percent of Intersections</b>
Traffic Signals	236	5.3%
All-Way Stop	52	1.2%
Multi-Way Stop	22	0.5%
Two-Way Stop	1,755	39.5%
Two-Way Yield	67	1.5%
Uncontrolled	2,309	52.0%
Total	4,441	100.0%

Aside: When a bike path runs adjacent to a road, such as the Isthmus Path along Eastwood Dr., or the Wingra Path along Wingra Dr., bicyclists follow traffic controls for the adjacent roadway.

- 346.803 Riding bicycle on bicycle way. (1) Every person operating a bicycle upon a bicycle way shall:  
 (b) Obey each traffic signal or sign facing a roadway which runs parallel and adjacent to a bicycle way.

Note on intersections with no traffic control (no traffic signals, stop signs or yield signs) for any direction of traffic: The totally uncontrolled intersection operates similar to an all-way stop, except instead of who goes first after stopping, it’s just who is supposed to yield to whom when two vehicles approach the intersection at the same time. The driver on the left yields to the driver on the right. But don’t count on this being the case where a bike path intersects another street. Play it safe, be sure the driver will yield before entering the intersection, and always be prepared to yield or stop if necessary for your own safety.

- 346.18 General rules of right-of-way. (1) GENERAL RULE AT INTERSECTIONS. . . . when 2 vehicles approach or enter an intersection at approximately the same time, the operator of the vehicle on the left shall yield the right-of-way to the vehicle on the right. . . .

## **Crosswalks at Bike Paths**

Regardless of the presence or absence of traffic controls for the bike path or for an intersecting street, Madison marks a crosswalk (actually a form of traffic control) where the bike path crosses a street. Why, and what are the implications of this for bicyclist's rights and responsibilities? Before answering these questions, we need to go back and revisit the definition of a bike path, this time with respect to mid-block path sections.

**(2) What is a bike path along mid-block path sections?** Madison designs and constructs bike paths in accordance with AASHTO guidelines. The most recent update of these guidelines was in 1999. This latest version does not even use the term "Bike Path". Instead, it uses the term "Shared Use Path", defined as:

"A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared use paths may also be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users."

From this perspective, the bike path, at least along its midblock sections, starts to look like a sidewalk, albeit one that has been designed with bicycle operating characteristics in mind, and one that often has a yellow center-line.

I don't want to get into right of way issues among users along the path just yet. For now, I just wanted to make the point that the path is indeed intended for the use of pedestrians.

Note: the term "pedestrian" always includes both manual and motorized wheelchair users, and I would also include skaters, and other non-motorized users. [WSS 340.01(43) "Pedestrian" means any person afoot or any person in a wheelchair, either manually or mechanically propelled, or other low-powered, mechanically propelled vehicle designed specifically for use by a physically disabled person.]

From the pedestrian's perspective, either the bike path is a street without adjacent sidewalks, and thus there is no legal crosswalk unless the crosswalk is marked; or the path is a midblock sidewalk for which, again, there has to be a marked crosswalk for motorists to have a responsibility to yield the right of way to crossing pedestrians.

WSS 340.01 (10) "Crosswalk" means either of the following, except where signs have been erected by local authorities indicating no crossing:

- (a) *Marked crosswalk*. Any portion of a highway clearly indicated for pedestrian crossing by signs, lines or other markings on the surface; or
- (b) *Unmarked crosswalk*. In the absence of signs, lines or markings, that part of a roadway, at an intersection, which is included within the transverse lines which would be formed on such roadway by connecting the corresponding lateral lines of the sidewalks on opposite sides of such roadway or, in the absence of a corresponding sidewalk on one side of the roadway, that part of such roadway which is included within the extension of the lateral lines of the existing sidewalk across such roadway at right angles to the center line thereof, except in no case does an unmarked crosswalk include any part of the intersection and in no case is there an unmarked crosswalk across a street at an intersection of such street with an alley.

WSS 346.24 Crossing at uncontrolled intersection or crosswalk. [Note that "uncontrolled" in this statute means no traffic signal or police officer. An intersection with stop signs or yield signs is covered by this law, regardless of whether the vehicle driver is on the street with or without stop or yield signs.]

- (1) At an intersection or crosswalk where traffic is not controlled by traffic control signals or by a traffic officer, the operator of a vehicle shall yield the right-of-way to a pedestrian, or to a person riding a bicycle in a manner which is consistent with the safe use of the crosswalk by pedestrians, who is crossing the highway within a marked or unmarked crosswalk.
- (2) No pedestrian or bicyclist shall suddenly leave a curb or other place of safety and walk, run or ride into the path of a vehicle which is so close that it is difficult for the operator of the vehicle to yield.
- (3) Whenever any vehicle is stopped at an intersection or crosswalk to permit a pedestrian or bicyclist to cross the roadway, the operator of any other vehicle approaching from the rear shall not overtake and pass the stopped vehicle.

Thus, the marking of a crosswalk across a street intersecting a bike path (a) clearly defines the pedestrian's (and bicyclist who is acting as a pedestrian, more on this later) legal rights at the crossing; and (b) the marked crosswalk also draws the attention of drivers on the cross street to the path's existence and the possibility of pedestrians and/or bicyclists crossing at that point. There are also Bike Crossing Ahead warning signs for cross traffic in advance of the path crossing (yellow diamond shaped signs with a graphic of a bicycle and rider).

### **Recap Thus Far**

**Path Definition:** For the bicyclist, the path is a street, especially with respect to intersections with other streets. For the pedestrian, the path looks like a sidewalk.

**Intersection Treatments:** For the bicyclist, Traffic Engineering determines the need for traffic controls (which assign right of way, or, more technically, who needs to yield to whom) based on this being the intersection of two streets. For the pedestrian, Traffic Engineering marks a crosswalk to signal to both pedestrians and motorists that this a place for pedestrians to cross and that motorists have to yield the right of way to pedestrians using the crosswalk.

The presence of the crosswalk seems to be what is causing confusion for some bicyclists.

### **Bicycles on Sidewalks and in Crosswalks**

Wisconsin State Statutes prohibit the operation of any vehicle on a sidewalk. But WSS also allows local communities to regulate vehicles on sidewalks. Recognizing that many communities will allow bicycles to be operated on sidewalks, WSS includes sections that address how bicyclists should behave on sidewalks vis-a-vis pedestrians: bicyclists yield to pedestrians on the sidewalk and give an audible warning before passing; and what the bicyclist's rights and responsibilities are at a crosswalk when the bicyclist has approached the intersection on the sidewalk: basically the bicyclist in this situation has the same rights and responsibilities as a pedestrian, as long as the bicyclist's use of the crosswalk is "consistent with the safe use of the crosswalk by pedestrians".

346.94 Miscellaneous prohibited acts.

#### **(1) DRIVING ON SIDEWALK.**

The operator of a vehicle shall not drive upon any sidewalk area except at a permanent or temporarily established driveway *unless permitted to do so by the local authorities.* [emphasis added]

346.804 Riding bicycle on sidewalk. When local authorities under s. 346.94 (1) permit bicycles on the sidewalk, every person operating a bicycle upon a sidewalk shall yield the right-of-way to any pedestrian and shall exercise due care and give an audible signal when passing a bicycle rider or pedestrian proceeding in the same direction.

Several sections of the statutes, such as 346.24 above, refer to “a pedestrian, or to a person riding a bicycle in a manner which is consistent with the safe use of the crosswalk by pedestrians,” Other WSS sections dealing with bicycles in crosswalks include 346.23 (crossing at controlled intersection where “controlled” means a traffic signal of police officer); 346.24; 346.37 (1) (a) 2., (c) 2 and (d)2. (Traffic-Control Signal Legend); and 346.38 (Pedestrian Control Signals). See also 346.02(4)(b) Applicability of Chapter.

I think most people are clear on the rights of a pedestrian/bicyclist operating on a sidewalk at a crosswalk. Drivers who are approaching the crosswalk have an obligation to yield to the pedestrian/bicyclist in the crosswalk. By the way, the following is from WSS 340.01:

(75) “Yield the right-of-way to a pedestrian” means the operator of a vehicle is required to reduce speed, or stop if necessary, to avoid endangering, colliding with or interfering in any way with pedestrian travel.

Confusion reigns, however, on what are the responsibilities of a pedestrian, or a bicyclist operating on a sidewalk, at a crosswalk. Does the bicyclist have to dismount and walk across the street to be protected? Slow down to a walking speed (3 – 4 mph)? The responsibilities are listed in WSS 346.24(2) quoted above, and repeated here:

“No pedestrian or bicyclist shall suddenly leave a curb or other place of safety and walk, run or ride into the path of a vehicle which is so close that it is difficult for the operator of the vehicle to yield.”

Note that speed does not seem to be the issue - - the pedestrian or bicyclist could be walking, running or riding. The issue of a pedestrian “sudden movement” into the street at a crosswalk appears to be more one of spatial juxtaposition than speed. Is the approaching driver, who has an obligation to yield, so close to the pedestrian/bicyclist at the time the pedestrian/bicyclist enters the crosswalk that the driver cannot yield by slowing down or stopping in time to avoid the pedestrian/bicyclist? If the approaching vehicle is too close for the operator to be able to slow down or stop in time, then the pedestrian/bicyclist on the sidewalk has an obligation to wait for that vehicle to pass. The pedestrian/bicyclist thus has an obligation to assess traffic conditions before entering the crosswalk and continuing across the street.

How far away does a car have to be for it’s driver to be able to yield to a pedestrian or bicyclist in a crosswalk? Well, it depends upon the vehicle’s speed. There are two components to consider: (1) reaction time - - the time it takes to recognize that you need to slow or stop and then move your foot from the gas pedal to the brake pedal; and (2) the braking time - - the time it takes to bring a car to a stop from a given speed. A book titled *Bicycle Law and Practice* by Paul F. Hill. Hill quotes data on this from a Commonwealth of Virginia law. I checked Virginia laws on the internet, and have included some of their latest data in the table below (they increased reaction time from .75 seconds when Hill’s book was published to 1.5 seconds in the current version of their law). Posted speed limit on Midvale and on Odana is 30 mph.

**Code of Virginia § 46.2-880. Tables of speed and stopping distances.**

All courts shall take notice of the following tables of speed and stopping distances of motor vehicles, which shall not raise a presumption, in actions in which inquiry thereon is pertinent to the issues:

<http://leg1.state.va.us/cgi-bin/legp504.exe?000+cod+46.2-880>

SPEED IN		AVERAGE STOPPING DISTANCES			Total Stopping Distance (Driver Reaction Time Plus . . . )	
Miles per Hour	Feet per Second	Avg Driver Perception-Reaction Time (1.5 Seconds) (in feet)	Automobile Brakes (in feet)	Truck Brakes Brakes on all wheels (in feet)	Automobile (in feet)	Truck (in feet)
25	36.7	55	30	40	85	95
30	44.0	66	43	57	109	123
35	51.3	77	58	78	135	155
40	58.7	88	76	102	164	190
45	66.0	99	96	129	195	228
50	77.3	110	119	159	229	269

The courts shall further take notice that such tables are the result of experiments made with motor vehicles, unloaded except for the driver, equipped with four-wheel brakes, in good condition, on dry, hard, approximately level stretches of highway free from loose material.

### Stop Sign Meaning

One last topic before getting into discussion. Ask a group of people what a stop sign means and everyone will say “STOP!”. But it has a further meaning as well. A Stop sign not only requires “cessation from movement”, it also requires yielding to traffic on the cross street before proceeding again. When there is a crash at an intersection involving a driver who faced a stop sign, the driver typically had stopped at the stop sign, but receives a ticket for “failing to yield from a stop”.

WSS 340.01(62) “Stop” when required means complete cessation from movement.

WSS 346.46 Vehicles to stop at stop signs and school crossings. (1) . . . every operator of a vehicle approaching an official stop sign at an intersection shall cause such vehicle to stop before entering the intersection *and shall yield the right-of-way* to other vehicles which have entered or are approaching the intersection upon a highway which is not controlled by an official stop sign or traffic signal.

[*emphasis added*]

*Bicycling tip:* When approaching a stop sign, red traffic signal, or other condition that will cause you to slow down or stop, shift into an easier gear while slowing down / before stopping to make getting started again easier.

### Example

Imagine two bicyclists. One is riding in the street, approaching an intersection and facing a stop sign. The second is riding in the same direction on the adjacent sidewalk approaching the same intersection. Bicyclist number 1 has to stop, then wait for a sufficient gap in traffic approaching on the cross street to be able to continue without interfering with traffic on the cross street. Bicyclist number 2, riding on the sidewalk, does not necessarily have to stop at the intersection, and does not technically have to wait (yield) for a sufficient gap in traffic to proceed, drivers on the cross street have to yield to bicyclist 2, if they are far enough away to be able to slow or stop in time.

Before going any further, let me clarify what bicyclists 1 and 2 should be doing to get across this street safely and legally. For bicyclist 1, on the street, this is clear cut - - stop first, then wait for a sufficient gap in traffic to proceed. Bicyclist 2 has a much trickier situation to deal with. First, since bicyclist 2 is riding on the sidewalk, s/he should be traveling slower than bicyclist 1 in order to yield to pedestrians on the sidewalk and to be able to react to the additional hazards a bicyclist faces on the sidewalk (driveways, uneven sidewalks, vegetation, trash cans, etc.). Bicyclist 2 needs to at least slow down further as s/he approaches the intersection to be able to scan for traffic on the cross street and on the adjacent street both ahead and behind for traffic that might turn across his/her path. Note that visibility for bicyclist 2 is often blocked by bushes, fences, buildings, parked cars, the bicyclist or cars on the street stopped at the stopped sign, etc., making this scan without stopping difficult. Slowing down while approaching the intersection is also necessary to be able to stop if required because there are vehicles on the cross street so close that their drivers cannot yield to bicyclist 2. Before crossing in front of any vehicle that would have to slow down or stop in order to yield, bicyclist 2 has to have some communication with that driver, typically through eye contact, to know that the driver will indeed yield as required.

### **Back to the Path**

You are riding on a bicycle path approaching an intersection. You are faced with a stop sign and a marked crosswalk. What should you do? First, from a purely technical perspective, the stop sign is clearly intended for bicyclists on the path. The stop sign requires you to stop, then yield to traffic on the cross street before proceeding. It could be assumed that the marked crosswalk is irrelevant to the bicyclist, except in that it helps draw drivers' attention to the path location.

Let's take a different perspective and refer back to the example. Would you operate like bicyclist 3? Bicyclist 3 is riding in the street. As s/he approaches the intersection with the stop sign, s/he moves from the street to the sidewalk, rides across the street in the crosswalk, then moves back to riding on the street. Would you operate like bicyclist 3? In my mind, this is undesirable. It's unpredictable behavior and sends mixed messages to other drivers - - are you a vehicle or a pedestrian - - unless you get off your bike and walk across the street in the crosswalk.

Note/bicycle tip: Getting off your bike after stopping at the stop sign, and then walking across the street in the crosswalk, would be akin to choosing to make a pedestrian style left turn when traffic is too heavy to merge left to make a vehicular style left turn.

When riding on the bike path, do you consider yourself riding on a street or on a sidewalk? If the former, then the standard stop sign procedure (stop then yield) looks like the way to go. If the latter, then it is probably best to dismount after stopping (no matter which you choose, you have to stop for the stop sign on the path) and walk your bike across the street to send a clear message to approaching drivers that you choose to be a pedestrian when crossing the street and they need to yield to you.

What about when you get to the median on a divided crossing such as at the intersection of the Southwest Path and Midvale or Odana? Do the rules change when the bicyclist is crossing the second half of the street? I would suggest taking the same approach as recommended above - - if you view the path as a street, then ride across after yielding to traffic on the second half of the cross street. If you view the path as a sidewalk, then remain dismounted and walk across the second half, making sure you are confident drivers will indeed yield to you before venturing across the second half of the street.

### **Caveat: The Motorist's Perspective from the Cross Street**

The above analysis has been from the bicyclist and/or pedestrian's perspective. What about the view through the windshield of drivers on the cross street? For a pedestrian crossing the street, there should be no problem for the driver - - s/he has to yield to the pedestrian at the marked crosswalk. But what about the bicyclist? WSS 346.24 says "the operator of a vehicle shall yield the right-of-way to a pedestrian, or to a person riding a bicycle in a manner which is consistent with the safe use of the crosswalk by pedestrians, who is crossing the highway within a marked or unmarked crosswalk." Thus if you have stopped on the bike path and are waiting for a gap in traffic as a vehicle, drivers on the cross street should see you and might think that they are supposed to yield since there is a marked crosswalk (at least this should be the case in a more perfect world). I guess that would qualify my recommendation, then, for those bicyclists riding across as a vehicle to be: stop; wait (yield) for a safe gap in traffic before proceeding; but if a driver yields to you (stops to create a safe gap in traffic for you), then by all means thank him/her and cautiously cross, watching for traffic in the other lanes whose drivers may not yield.

### **Right of Way along the Bike Path: Bicyclists vis-à-vis Pedestrians, et al**

While we define the path as a street in terms of evaluating the needs for traffic controls and right of way issues between bicyclists on the path and traffic on cross streets, I don't think we want to carry this analysis through to conflicts between various users along the path. When walking along a street without adjacent sidewalks, pedestrians are supposed to walk facing traffic. The reason for this is that while pedestrians have the right to walk in the street when there are no adjacent sidewalks, the pedestrian in this case has a responsibility to avoid a crash by moving out of the way, if practicable, when there is on-coming traffic.

346.28 Pedestrians to walk on left side of highway; pedestrians and bicyclists on sidewalks.

(1) Any pedestrian traveling along and upon a highway other than upon a sidewalk shall travel on and along the left side of the highway and upon meeting a vehicle shall, if practicable, move to the extreme outer limit of the traveled portion of the highway.

As indicated at the beginning of this discourse, the bike path is intended to be a multi-use facility. I prefer to view the path as a multi-user facility where all have equal rights, than to look at the path as a highway for bicycles and everyone else has to get out of the bicyclists' way. If all are to be equal users, than it makes the most sense for everyone to move in the same direction, on the right side of the path, with faster users yielding to slower users. If someone is walking off of the path surface, their direction of travel doesn't matter. It also does not matter too much what people do if total traffic on the path for all users is low, and thus conflicts between users are low, since passing opportunities will almost always exist. It is only when use is at the level where passing conflicts are frequent that there are problems. Think about walking around the Farmer's Market in a clockwise direction, against the standard counterclockwise flow, it's pretty difficult. But during a weekday at lunchtime people walk in both directions around the Capitol without problems. The other option when paths get too congested is to widen the path and/or have separate areas for different users such as we have by the convention center.

Here is the information from the back of the Madison Bicycling Resource Guide & Route Map on sharing the path (this has been on the back of the map for 12 + years):

#### Share the Path

- There are over 20 miles of bicycle paths in Madison. These paths are used by a variety of users, including bicycle commuters, recreational bicyclists, families, pedestrians and skaters. By following a few basic rules, these paths can be shared safely by all users.
- All users should keep to the right side of the path.
- When traveling side-by-side, stay on the right half of the path.
- Faster users should yield to slower users.
- Always travel at a safe speed, with due regard for others. Faster users may want to consider alternate routes to ensure the safety of all users.
- Pass others on the left and give an audible warning before passing, such as calling out "excuse me, passing left".
- Move off the pathway when stopping.
- Be careful when crossing streets and driveways. Watch for traffic and make sure other drivers are aware of the path and your presence.

Here are a couple of web sites on this topic with similar advice:

City of Seattle's Bicycle Trail Etiquette page <http://www.cityofseattle.net/td/bikeeti.asp>  
International Bicycle Fund's User Guidelines For Multi-use Trails, and Model Trail Users Ordinance <http://www.ibike.org/trail-sharing.htm> ; <http://www.ibike.org/trail-ordinance.htm>

By the way, dogs are permitted along the Southwest and Isthmus bike paths since they are transportation corridors. Dog regulations, including dogs on paths in parks, can be found in Madison General Ordinance 8.19 and 23.31 and 23.32. There is a link to Madison's laws on the city's home page [www.ci.madison.wi.us](http://www.ci.madison.wi.us) . Dogs have to be on a leash no longer than 6 (six) feet. The dog has to be licensed and wearing a rabies vaccine tag. Feces needs to be removed and disposed of properly.

#### **Summary of Recommendations**

Bicyclists riding on a bike path approaching a stop sign at an intersecting street should stop and yield to traffic on the cross street. If you want drivers on the cross street to yield to you because of the presence of a marked crosswalk, then dismount after stopping to send a clear message to drivers that you are a pedestrian and they should yield to right of way to you at the crosswalk. The same holds for crossing the second half of a divided street.

Along the path, share the path courteously with other non-motorized users. Everyone should operate in the same direction, on the right side, with faster users yielding to slower users and giving an audible warning before passing.

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