

Appendix B

Policy Inventory and Legal Codes



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Policies Inventory

Numerous policies in the city of Milwaukee directly or indirectly relate to bicycling. These policies are generally designed to increase bicycling in the City by ensuring that adequate parking is provided in new and expanding buildings, that bicyclists adhere to the same rules of the road as other vehicles, and that streets are designed to accommodate bicycle travel. In general, bicyclists are granted the same rights and subject to all the same duties as motorists, and state laws supersede local ordinances in all cases except those regarding sidewalk riding and bicycle registration. Specific policies relating to bicycles are detailed below.

Federal Plans and Policies

Congress firmly established the principle that the safe accommodation for bicycling and walking are the responsibility of state and local transportation agencies. This responsibility extends to the planning, design, operation, maintenance, and management of the transportation system in federal transportation law, including the Intermodal Surface Transportation Efficiency Act (ISTEA) and its reauthorizations, the Transportation Equity Act for the 21st Century (TEA-21), and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

<http://www.fhwa.dot.gov/safetealu/>

The Federal Highway Administration Program guidance on the federal transportation bills states that “In the planning, design, and operation of transportation facilities bicyclists and pedestrians should be included as a matter of routine and the decision not to accommodate them should be the exception rather than the rule. There must be exceptional circumstances for denying bicycle and pedestrian access either by prohibition or by designing highways that are incompatible with safe, convenient walking and bicycling.”

<http://www.fhwa.dot.gov/environment/bikeped/Design.htm>

The Guide for the Development of Bicycle Facilities by the American Association of State Highway and Transportation Officials (AASHTO) is commonly accepted as the “best practices” for building bicycle facilities.

http://www.sccrtc.org/bikes/AASHTO_1999_BikeBook.pdf

The Manual on Uniform Traffic Control Devices (MUTCD) by the United States Federal Highway Administration (FHWA) contains currently acceptable signage for use on bicycle facilities, as well as experimental signs.

<http://mutcd.fhwa.dot.gov/>

All bicycle and pedestrian facilities shall meet the requirements of the Americans with Disabilities Act Accessibility Guidelines (ADAAG).

<http://www.access-board.gov/adaag/html/adaag.htm>

Wisconsin Plans and Policies

The Wisconsin Bicycle Transportation Plan 2020 (WisDOT September 1998) is intended “to establish bicycling as a viable, convenient, and safe transportation choice throughout Wisconsin.” The role of the state plan is “ensuring an interconnected transportation system across government boundaries and highway jurisdictions that can work safely for bicyclists...” The two primary goals of the state plan are doubling the number of bicycle trips, and reducing crashes involving bicyclists and motor vehicles by 10% or more by 2010.

<http://www.dot.state.wi.us/projects/state/bike2020.htm>



The iconic 6th Street bridge includes popular bicycle lanes

The Wisconsin Department of Transportation Facilities Development Manual (FDM) details bicycle facility design (Chapter 11, Section 45, Subject 10). The manual provides definitive guidance from the State on all facility design standards.

<http://roadwaystandards.dot.wi.gov/standards/fdm/index.htm>

The Wisconsin Bicycle Facility Design Handbook expands on the FDM and meets or exceeds AASHTO guidelines. The Handbook uses information from the AASHTO Guide for the Development of Bicycle Facilities and is tailored to meet Wisconsin's needs and conditions.

<http://www.dot.wisconsin.gov/projects/state/docs/bike-facility.pdf>

Intended for larger communities, the Wisconsin Bicycle Planning Guidance: Guidelines for MPOs & Communities in Planning Bicycle Facilities contains useful information about the importance of planning a complete bikeway network.

www.dot.wisconsin.gov/projects/state/docs/bike-guidance.pdf

The Wisconsin Complete Streets Legislation requires that all projects which receive state or federal funds consider the needs of all users and consider them in project design. The text of the statute is reprinted in the following pages.



A recycled bicycle found a second life as a planter outside a local business.

Regional Plans and Policies

A Regional Freeway System Reconstruction Plan for Southeastern Wisconsin produced by SEWRPC includes plans to reconstruct portions of numerous freeways, adjoining roads and access ramps in and around Milwaukee. This work has the potential to sharply impact bicyclist safety, particularly because freeways and their access ramps often serve as significant barriers or safety hazards to bicyclists.

<http://www.sewrpc.org/freewaystudy/>

The *Regional Transportation System Plan for Southeastern Wisconsin: 2035* (SEWRPC Planning Report No. 49) includes SEWRPC's vision for transportation in the region: "A multimodal system with high quality public transit, bicycle and pedestrian, and arterial street and highway elements which add to the quality of life of Region residents and support and promote expansion of the Region's economy, by providing for convenient, efficient, and safe travel by each mode...."

http://www.sewrpc.org/SEWRPCFiles/Publications/pr/pr-049_regional_transportation.pdf

The *Amendment to the Regional Bicycle and Pedestrian Facilities System Plan for Southeastern Wisconsin: 2020* (SEWRPC) "seeks to remove existing impediments to bicycle travel related to the lack of bicycle paths, the lack of safe accommodation on streets and highways, and the lack of support facilities such as bicycle parking and storage lockers. The Plan recommends that improvements such as extra-wide outside travel lanes or paved shoulders be considered to be provided whenever an arterial street or highway is constructed or reconstructed to better accommodate shared roadway use by bicycles and motor vehicles."

http://www.sewrpc.org/SEWRPCFiles/Publications/pr/2001-12_amendment_bicycle_pede.pdf

SEWRPC has identified several streets in and around the city of Milwaukee for expansion and/or extension. These projects will have significant impacts on bicyclists' ability to move safely and conveniently around the region. Whether those impacts are positive or negative will depend on whether accommodations for bicycles are incorporated into these construction projects. If the goals of the state and SEWRPC's own plans regarding bicyclists are to be realized, it is imperative that the bicyclists be accommodated as an integral part of every project. It is critical that these projects properly accommodate pedestrians and bicycles, particularly since many of these are high-volume roads that are often



Cyclists participating in the Commuter Challenge

difficult for cyclists and pedestrians to negotiate.
http://www.sewrpc.org/SEWRPCFiles/Publications/TIP/TIP_2009-2012.pdf

City of Milwaukee Zoning Code and Bicycle Ordinance

The City of Milwaukee Zoning Code has a number of references specific to bicycle parking and mandates bicycle parking in new commercial buildings larger than 2,000 square feet. Additionally, Chapter 102 of the Milwaukee Code of Ordinances describes the regulation of bicycles and snowmobiles within the city. In brief, the ordinance states that cyclists have the same rights and duties as motorists when operating on the street. Additionally, the ordinance recommends the registration of bicycles with the city of Milwaukee, bans riding on sidewalks (except by children under 11 or where otherwise signed), and describes other safety and operational requirements. The relevant language from the zoning code and the bicycle ordinance appears later in this appendix.

Milwaukee Street Design Standards

While not specifically tailored for bicycles, the design of city streets and roads greatly impacts the safety and comfort of bicyclists. Chapter 115-14 of the municipal code describes minimum and maximum street widths and issues relating to the design of cul-de-sacs and other roadway treatments that may affect cyclists.

“Complete Streets” Policies

“Complete streets” is a movement to ensure that all new and reconstructed roadways are “complete” in that they meet the needs of all users: motor vehicle drivers, bicyclists, transit users, the disabled and pedestrians. Complete streets are safer, more livable, and welcoming to all users than traditional auto-oriented streets. While a formal complete streets policy has not been adopted in Milwaukee, it is internal Department of Public Works practice to review a map of planned bicycle facilities during the planning phase of all new roadway construction or reconstruction. As streets are reconstructed, the appropriate planned bicycle facilities are added to them, and the Planned Bicycle Network is incrementally implemented.

Wisconsin “Complete Streets” Legislation

The State of Wisconsin passed a formal complete streets policy in 2009 mandating that all road projects funded partially or fully with state or federal funds must adequately accommodate bicycles and pedestrians. Although it will not apply to many local streets, this policy will apply to many larger Milwaukee streets and highway projects. The full text of the state statute is reprinted below.

SECTION 1918gr. 84.01 (35) of the statutes is created to read: 84.01 (35) (a) In this subsection:

1. “Bikeway” has the meaning given in s. 84.60 (1)(a).
2. “Pedestrian way” has the meaning given in s.346.02 (8) (a).
 - (b) Except as provided in par. (c), and notwithstanding any other provision of this chapter or ch. 82, 83, or 85, the department shall ensure that bikeways and pedestrian ways are established in all new highway construction and reconstruction projects funded in whole or in part from state funds or federal funds appropriated under s. 20.395 or 20.866.
 - (c) The department shall promulgate rules identifying exceptions to the requirement under par. (b), but these rules may provide for an exception only if any of the following apply:
 1. Bicyclists or pedestrians are prohibited by law from using the highway that is the subject of the project.
 2. The cost of establishing bikeways or pedestrian ways would be excessively disproportionate to the need or probable use of the bikeways or

pedestrian ways. For purposes of this subdivision, cost is excessively disproportionate if it exceeds 20 percent of the total project cost. The rules may not allow an exception under this subdivision to be applied unless the secretary of transportation, or a designee of the secretary who has knowledge of the purpose and value of bicycle and pedestrian accommodations, reviews the applicability of the exception under this subdivision to the particular project at issue.

3. Establishing bikeways or pedestrian ways would have excessive negative impacts in a constrained environment.

4. There is an absence of need for the bikeways or pedestrian ways, as indicated by sparsity of population, traffic volume, or other factors.

5. The community where pedestrian ways are to be located refuses to accept an agreement to maintain them.

City of Milwaukee Zoning Code Relevant to Bicycling

Parking, Number of Spaces

§295-403-2-c. For a newly-constructed commercial building or commercial building addition with over 2,000 square feet of floor area, a minimum of one bicycle parking space shall be provided for each 2,000 square feet of floor area.

Parking, Standards of Design

§295-403-3-c. Bicycle Parking Spaces. For each required bicycle parking space, a stationary object shall be provided to which a user can secure the frame and both wheels of a bicycle with a 6-foot cable and lock. The stationary object may be either a freestanding bicycle rack or a wall-mounted bracket, shall be located within 60 feet of the main entrance of the building it serves, and may be located between the street curb and the building, subject to the approval of the commissioner of public works. As an alternative, the following alternative bicycle parking facilities may be provided:

c-1. Enclosed bicycle lockers.

c-2. A 3-point bicycle rack which secures the frame and both wheels of each bike.

c-3. A fenced, covered, locked or guarded bicycle storage area. Such area shall be large enough that each of the required bicycle parking spaces can accommodate a bicycle with a 3-foot handlebar width, a height of 3.5 feet from the bottom of the wheel to the top of the handlebar, and a length of 6 feet from the front of the front wheel to the back of the rear wheel.

City of Milwaukee Bicycle Ordinance

CHAPTER 102 – Bicycles and Snowmobiles

SUBCHAPTER 1

BICYCLES

102-1. Adoption of State Laws. The city of Milwaukee adopts chs. 340, 341, 342, 343, 345, 346, 347, 348, 349, 350, Wis. Stats., and all subsequent amendments thereto defining and describing regulations with respect to bicycles for which the penalty is a forfeiture only, including but not limited to provisions for stipulation, conditions of deposit for bail, penalties for violation, unless other provisions for stipulation, conditions of deposit or bail, or penalties for violation are expressly provided in this chapter.

102-3 Definitions. In this subchapter: 1. BICYCLE means any vehicle propelled by the feet acting upon pedals and having 2 or more wheels, any 2 of which are more than 14 inches in diameter.

2. BICYCLE DEALER means any business establishment, shop or store that, as part of its trade is involved in the retail selling of new or used bicycles.

3. BICYCLE LANE means that portion of a roadway set aside by action of the common council for the exclusive use of bicycles, electric assistive personal mobility devices, and other vehicles specified by the common council under the authority of s. 349.23, Wis. Stats.

4. BICYCLE WAY means any path or sidewalk, or portion of a path or sidewalk, designated by the common council for the use of bicycles.

5. ELECTRIC ASSISTIVE PERSONAL MOBILITY DEVICE means a self-balancing, 2-nontandem-wheeled device that is designed to transport only one person and that has an electric propulsion system that limits maximum speed of the

device to 15 miles per hour or less, the operation of which is accorded the same rights and responsibilities as the operation of bicycles under state statutes.

6. **HOURS OF DARKNESS** means the period of time from one-half hour after sunset to one-half hour before sunrise and all other times when there is not sufficient natural light to render clearly visible any person or vehicle upon a highway or bicycle way at a distance of 500 feet.

7. **JUNK BICYCLE** means a bicycle which is incapable of operation or use upon a highway and has no resale value except as a source for parts or scrap and includes any bicycle for which the cost of repairs necessary to make the bicycle operational exceed the estimated fair market value.

8. **PEDAL PUSH CART** means a bicycle with a container, not including a bicycle basket or bag, that is securely fastened or incorporated at the front of the bicycle for carrying one or more persons or property.

9. **RIGHT-OF-WAY** means the privilege of the immediate use of the roadway.

10. **ROADWAY** means that portion of a highway between the regularly established curb lines or that portion that is improved, designed or ordinarily used for vehicular travel, excluding the berm or shoulder.

11. **TRAILER** means a device designed and manufactured to be securely fastened to a bicycle for the purpose of towing one or more persons or property, but does not include a sled, toboggan, ski or similar device.

12. **VEHICLE** means every device in, upon, or by which any person is transported or drawn upon a highway, except railroad trains. A snowmobile or electric personal assistive mobility device shall not be considered a vehicle except for those purposes made specifically applicable by state statute.

102-5. License. 1. **MANNER OF ISSUANCE.** The city clerk shall provide license stickers without fee or charge to be used as evidence of bicycle registration with the city. License stickers may be made available to the public at locations that include city libraries, the department of public works, police district stations, bicycle dealers, public schools and other locations and businesses convenient to the public, and shall be offered together with instructions about placement of the license sticker on the upper portion of the down or

seat tube of the bicycle facing forward. Persons wishing to register bicycles shall also be provided with copies of city bicycle regulations or advised that the regulations in this chapter are available on the city website.

2. **REGISTRATION.** Registration shall be completed on a form provided on the city website and shall include the name and address of the bicycle owner, telephone number or other contact information, the make and color of the bicycle, serial number on the frame of the bicycle, and other information that the city clerk may require.

3. **REMOVAL OR ALTERATION.** License stickers may only be removed by the owner or with the consent of the owner of the registered bicycle, or by police in the event that the owner of a lost, stolen, abandoned or otherwise recovered bicycle can not be contacted or successfully identified within 30 days of recovery. No person may alter or mutilate a license sticker in a manner that changes or obscures the information on the license sticker except upon removal of the license sticker by the owner or with the consent of the owner.

4. **TRANSFER, CONVEYANCE OR SALE.** The owner of a registered bicycle shall notify the city clerk within 10 days of transfer, conveyance or sale of the bicycle to a new owner, and shall provide such information as the city clerk may require to appropriately identify the bicycle and the registration.

102-7. Bicycle Regulations. 1. **RIDING ON PUBLIC WAYS.** No bicycle shall be operated upon any public sidewalk, any pedestrian path in the public parks, or upon any public school grounds or public playgrounds. This subsection shall not apply to bicycles when operated on school grounds or playgrounds when officially sanctioned functions are in progress; bicycles operated by police officers in the necessary discharge of their official duties; or to sidewalks or sidewalk areas designated by the common council and identified by signs or other clear markings as a bicycle way. Children less than 10 years of age who are supervised by an adult may ride on any sidewalk that does not abut a building. When operating a bicycle on a bicycle way every driver shall yield the right-of-way to any pedestrian and shall exercise due care and give an audible signal when passing a bicycle driver or pedestrian proceeding in the same direction.

2. OPERATING 2 OR MORE ABREAST. Persons riding bicycles or electric personal assistive mobility devices may ride 2 abreast in a single lane if the flow of traffic is not impaired, and may ride 2 or more abreast in a substandard width lane if the lane does not allow for safe passing of a single bicycle or electric personal assistive mobility device by an automobile. Persons may ride 2 abreast on a roadway in which 2 or more lanes permit traffic in the same direction but shall ride within a single lane. Persons may ride 2 or more abreast upon any path, trail, lane or other way set aside for the exclusive use of bicycles or electric personal assistive mobility devices including roadways temporarily set aside for racing, touring or similar permitted events.

3. RECKLESS OPERATION OF BICYCLES. The following rules apply to the operation of bicycles on all highways, bicycle lanes and bicycle ways:

- a. Full Control. No person operating a bicycle shall remove both hands from the handlebars, or feet from the pedals, or practice any acrobatic or fancy riding on any street.
- b. Operating upon or astride seat. No person operating a bicycle shall ride other than upon or astride a permanent and regular seat attached to the bicycle.
- c. Passengers. No person operating a bicycle shall transport or carry more persons than the bicycle was designed to carry except a bicycle otherwise designed to carry only the operator may be used to carry or transport a child seated in an auxiliary child's seat designed for attachment to the bicycle if the seat is securely attached to the bicycle according to the directions of the manufacturer of the seat.
- d. Attaching to vehicles. No person operating or riding upon a bicycle shall attach himself or herself or his or her bicycle to any vehicle upon a roadway.
- e. No parent or guardian of a child shall authorize or knowingly permit the child to violate any provision of this subsection.

4. BICYCLE TRAILERS. No person shall operate a bicycle-trailer combination on any highway or bicycle lane or bicycle way unless such trailer is specifi-

cally designed to be attached securely to a bicycle and is attached in the manner recommended by the manufacturer of the trailer.

5. OPERATING WHERE PROHIBITED. No person may operate or use a bicycle on a highway or public path when a sign has been erected indicating that bicycle riding is prohibited.

6. ADDITIONAL RULES OF THE ROAD. a. Right-of-way. Every operator of a bicycle shall, upon entering on a highway, yield the right-of-way to motor vehicles. Every operator of a bicycle crossing a highway at a point other than a marked or unmarked crosswalk shall yield the right-of-way to any vehicle upon the roadway.

b. Exceptions. b-1. At intersections or crosswalks on divided highways or highways provided with safety zones where traffic is controlled by traffic control signals or by a traffic officer, the operator of any vehicle shall yield the right-of-way to bicyclists who have started to cross the roadway from the center strip near curb or shoulder, from the center dividing strip, or in a safety zone in compliance with a green "Walk" signal.

b-2. At intersections or crosswalks that are not controlled by traffic signals or a traffic officer, the operator of any vehicle shall yield the right-of-way to any person operating a bicycle in a manner consistent with the safe use of the crosswalk by pedestrians crossing the highway within a marked or unmarked crosswalk.

c. Traffic Control Signals. Every operator of a bicycle shall comply with all traffic signals with the exception that, upon waiting at a red light for more than 45 seconds, a bicyclist may proceed through the intersection with caution and upon yielding the right-of-way to any other vehicular or pedestrian traffic.

d. Bicycle Signaling. Any person operating a bicycle on the highway or any bicycle way shall signify turns, stops, and significant decreases in speed with an appropriate hand signal and in a manner which permits the safe operation of the bicycle while providing reasonable notice to other vehicle operators and pedestrians.

e. **Passing Vehicles.** Any person operating a bicycle upon a roadway shall exercise due care when passing a standing or parked vehicle proceeding in the same direction and, when passing a standing or parked vehicle that is a school bus that is displaying flashing red warning lights shall allow a minimum of 3 feet between the bicycle and the school bus.

f. **Parking.** Where possible without impeding the flow of pedestrian traffic, a bicycle may be parked on a sidewalk or in a bike rack or other similar area designated for bicycle parking.

7. RESPONSIBILITIES OF MOTOR VEHICLE OPERATORS AND PASSENGERS. a. No person may open any door of a motor vehicle located on a highway without first taking due precaution to ensure that his or her act will not interfere with the movement of traffic or endanger any other person or vehicle.

b. The operator of a motor vehicle located on a highway may not permit any person under 16 years of age to open any door of the motor vehicle without the operator first taking due precaution to ensure that opening the door will not interfere with the movement of traffic or endanger any other person or vehicle.

102-9. Equipment on Bicycles. 1. **BRAKES.** No person shall operate a bicycle on a highway, bicycle lane or bicycle way unless it is equipped with a brake in good working condition, adequate to control the movement of and to stop the bicycle whenever necessary.

2. **EQUIPMENT WHILE OPERATING DURING HOURS OF DARKNESS.** No person shall operate a bicycle on a highway, bicycle lane or bicycle way during hours of darkness unless the bicycle is equipped with, or the operator is wearing, a lamp emitting a white light visible from a distance of at least 500 feet from the front of the bicycle. The bicycle shall also be equipped with a red reflector that has a diameter of at least 2 square inches of surface area mounted on the rear and maintained in a manner to be visible from all distances from 50 to 500 feet to the rear of the bicycle when directly in front of lawful upper beams of headlamps on a motor vehicle. A red lamp or flashing amber light may be used, but shall not be a substitute for a rear reflector.

3. **SIRENS AND COMPRESSION WHISTLES.** No bicycle may be equipped with, and no person operating or riding upon a bicycle shall use, any siren or compression whistle.

4. **TRAILER EQUIPMENT.** No bicycle with an attached trailer shall be operated during hours of darkness if the trailer obscures the rear bicycle reflector unless a reflector meeting the requirements of sub. 2 is attached at the rear of the trailer.

5. **BICYCLE DEALERS.** All bicycle dealers, including any business that is involved in the retail selling of new or used bicycles, shall provide information to the purchaser of any new or used bicycle setting forth the bicycle equipment requirements of this subchapter.

102-11. Disposition of Lost, Stolen and Abandoned Bicycles.

1. **ABANDONMENT PROHIBITED.** No person shall abandon any bicycle on any highway or on any public or private property within the city, and no person shall leave any bicycle unattended on any highway or property within the city for such time and under such circumstances as to cause the bicycle reasonably to appear to have been abandoned.

2. **PLACARDING.** Whenever it should appear that a bicycle has been abandoned or lost on a highway or any public place, the chief of police or commissioner of public works or persons authorized by the chief of police or commissioner of public works shall placard the bicycle with a suitable sign or sticker providing notice that the bicycle may be removed and impounded by the police department after the expiration of 7 days unless otherwise claimed by the owner or owner's representative. Any person placing a placard upon a bicycle on authority of the commissioner of public works shall notify the police department of the time and place of such placarding. The notice shall inform the owner, or person acting on behalf of the owner of the bicycle, the manner in which police may be contacted if the bicycle is not abandoned.

3. **REMOVAL AND IMPOUNDMENT WITHOUT PLACARD.** If a bicycle is locked or otherwise attached to any item in a manner that impedes vehicular or pedestrian traffic on a public way, or if a bicycle is parked, locked or left on the public way in a manner that blocks or impedes

entrance or exit to a building or lawfully parked motor vehicle, or in a manner that constitutes a threat to public health or safety, the bicycle may be immediately removed in the absence of the bicycle owner or person authorized by the owner to operate or have possession of the bicycle. The bicycle may be removed by persons acting under the authority of the chief of police or the commissioner of public works and shall be impounded in facilities designated by the police department.

4. BICYCLES ABANDONED UPON PREMISES.

a. Whenever it appears, based upon condition of disrepair or other circumstances, that a bicycle has been discarded or abandoned upon any premises, any person acting under authority of the commissioner of neighborhood services, the chief of police or the commissioner of public works may treat the discarded or abandoned bicycle in the same manner as is provided in s. 79-12 for litter deposited on any premises and may issue orders and citations to the property owner or other responsible person. Special charges may be assessed if the bicycle is removed by the city due to failure of the owner or responsible party to do so within a reasonable time.

b. If the owner or person responsible for the premises fails to comply with an order to remove a discarded or abandoned bicycle, and if the bicycle is removed by any person authorized to do so by the commissioner of neighborhood services, chief of police or commissioner of public works, a determination will be made whether the bicycle is serviceable or can be made serviceable with reasonable repair. A serviceable bicycle, or a bicycle that could be made serviceable with reasonable repair, shall be impounded by the police department and treated in the same manner as other lost, stolen or abandoned bicycles. All other bicycles removed under this paragraph shall be considered junk bicycles and treated as scrap.

5. PERIOD OF IMPOUNDMENT. a. Upon impoundment by the police department, a bicycle shall be held a minimum of 30 days unless earlier redeemed by the identified owner or person acting on behalf of the identified owner upon payment of the redemption fee provided in s. 81-11.5. The redemption fee may be waived if the bicycle is determined to have been stolen and is redeemed within 10 days of impoundment.

b. During impoundment, the police department shall make reasonable effort to identify and notify the owner utilizing the serial number on the frame of the bicycle, license information, if any, and any other means.

c. If an impounded bicycle is determined to be a junk bicycle by any member of the police department, the bicycle may be scrapped at any time after impoundment.

6. DISPOSITION OF UNREDEEMED BICYCLES.

The chief of police may dispose of impounded bicycles that are not redeemed within 30 days in any of the following ways:

a. Public auction or sale.

b. Donation to a suitable nonprofit organization for charitable, educational or other eleemosynary purposes.

c. Maintaining the bicycle for police purposes.

d. Scrapping a bicycle that cannot be disposed of through any other reasonable means.

7. PUBLIC AUCTION OR SALE. The department of public works shall provide assistance as requested by the police department in organizing and implementing any sale or auction of impounded bicycles, and is authorized to accept the proceeds of such sale for deposit in the police bicycle equipment special purpose fund created under s. 304-25.5.

102-13. Penalties. Any person violating any of the provisions of s. 102-1 may upon conviction thereof be subject to a forfeiture within the range of forfeitures provided by statute for violation of the section. For a conviction for violating any of the provisions of s. 102-7-1 to 11, a person may be subject to a forfeiture of not less than \$10 nor more than \$20. Any person violating the provisions of s. 102-7-13 may upon conviction thereof be subject to a forfeiture of not less than \$20 nor more than \$40 for the first offense and not less than \$50 nor more than \$100 for the 2nd or subsequent conviction within a year.

102-15. Bicycle Riding Permitted on Designated Sidewalks, Bicycle Lanes and Bicycle Ways. 1. The common council designates the following sidewalk areas as bicycle ways:

a. All sidewalk areas within the Hank Aaron State Trail.

b. All sidewalks on grated bridges that are not equipped with bicycle surface plate lanes.

c. All sidewalks on the viaducts and roadways over the Menominee River Valley on 6th Street, 16th Street, 27th Street and 35th Street.

d. All sidewalks along Commerce Ave. in areas designated the Beerline Bike Trail.

e. All sidewalks on bridges over the Milwaukee River on East North Avenue and East Locust Street except the sidewalk on the north side of the Locust Street Bridge.

2. The common council may designate additional sidewalks as bicycle ways in the same manner as bicycle lanes within the roadways are designated under s. 101-21.5.

3. Except for those sidewalks set aside for the use of children less than 10 years of age as provided in s. 102-7-1, the commissioner of public works shall cause signs to be erected identifying all bicycle ways designated by the common council after which time bicycles may be operated on the bicycle way. The department of public works shall maintain a listing of all designated bicycle ways.