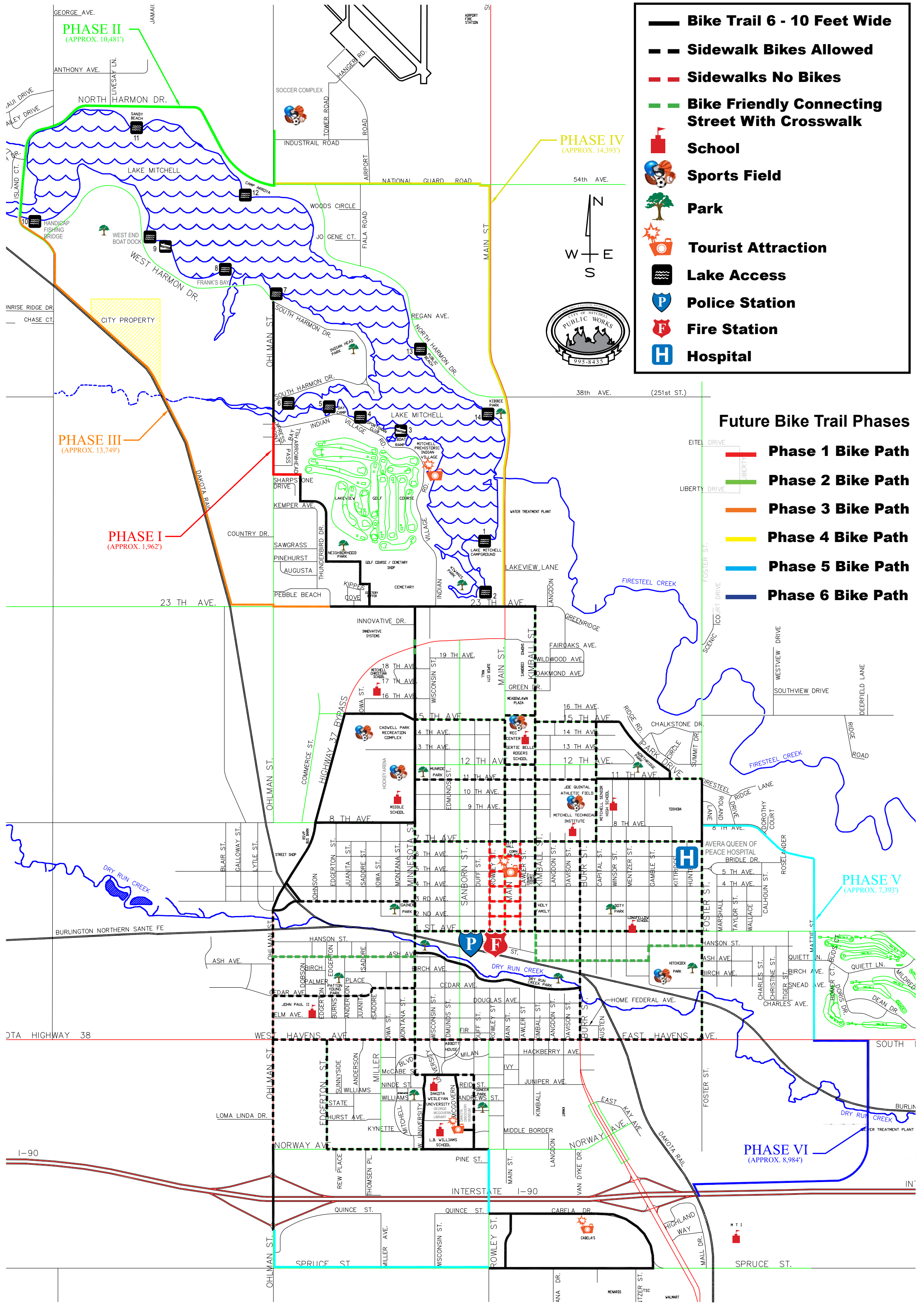


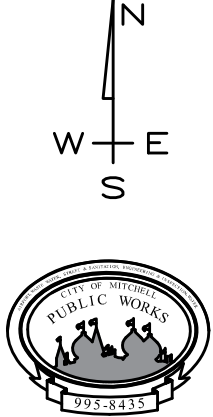
Mitchell, South Dakota Bike Trail Map



- Bike Trail 6 - 10 Feet Wide**
- Sidewalk Bikes Allowed**
- Sidewalks No Bikes**
- Bike Friendly Connecting Street With Crosswalk**
- School**
- Sports Field**
- Park**
- Tourist Attraction**
- Lake Access**
- Police Station**
- Fire Station**
- Hospital**

Future Bike Trail Phases

- Phase 1 Bike Path**
- Phase 2 Bike Path**
- Phase 3 Bike Path**
- Phase 4 Bike Path**
- Phase 5 Bike Path**
- Phase 6 Bike Path**



PHASE II
(APPROX. 10,481')

PHASE IV
(APPROX. 14,393')

PHASE III
(APPROX. 13,749')

PHASE I
(APPROX. 1,962')

PHASE V
(APPROX. 7,393')

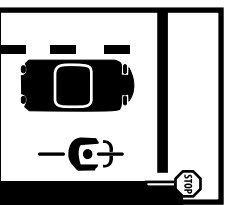
PHASE VI
(APPROX. 8,984')

Mitchell Bicycle Laws

Bicycles are Vehicles and Belong on the Road

Bicyclists have the same rights and responsibilities as operators of motor vehicles, according to South Dakota State law. This means that you are required to follow all traffic rules, and you are allowed to drive your bicycle on any road or highway in the state except for interstate expressways.

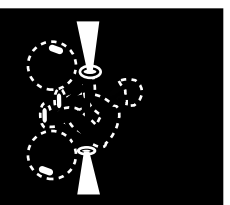
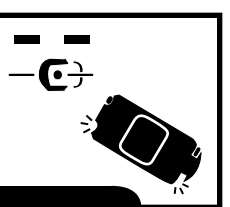
Give Respect — Get Respect



Traffic signals are for bicyclists too
Obey all traffic signs and signals. Stop behind the stop line, so pedestrians can cross safely in the crosswalk.

Avoid the right hook

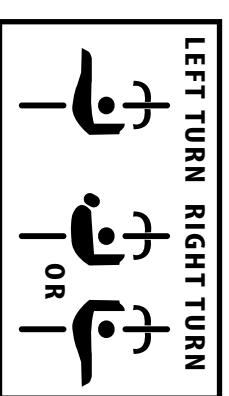
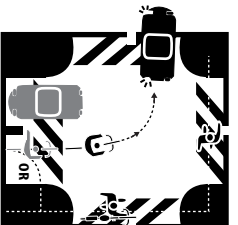
Avoid passing any moving vehicle on the right. If there is a bicycle lane on the right, pass other traffic slowly and carefully, and watch for right turning vehicles.



Don't be invisible!
Bikes are, by law, required to have a front white light, a rear red reflector or light, side reflectors, and pedal (or ankle) reflectors at night.

Look and signal before turning

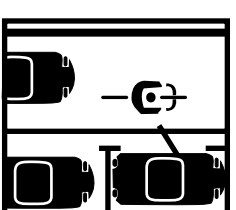
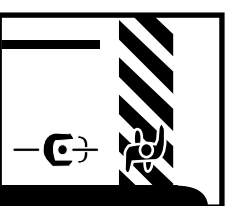
Always look behind you to see if it is clear before turning or changing lanes.



LEFT TURN RIGHT TURN OR

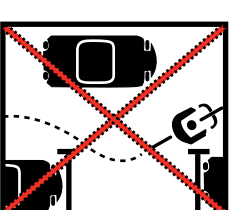
Beware of the door zone!

Ride at least 4 feet away from parked cars, even if there is a bike lane, or traffic trying to pass you.



Left turns
Turn left as a vehicle by merging into the left turn lane or left side of single lane. Or, stop, dismount the bike, and cross as a pedestrian in crosswalks.

Yield to pedestrians
Stop for all pedestrians in crosswalks. Do not pass other vehicles stopped at crosswalks --there might be a pedestrian you can't see coming from the other side.

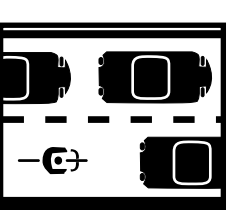
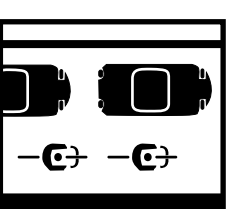


Don't swerve

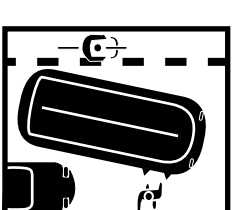
Ride in a straight predictable line. Car drivers may not be able to avoid hitting you if you suddenly move into their path.

Take the lane when necessary

If a lane is too narrow for sharing with a car, move into the center of the lane. Motorists may act impatient, but they aren't likely to pass unsafely.



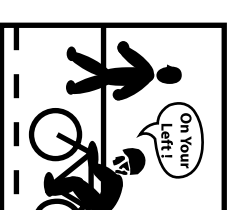
Ride single file
Unless passing, ride single file. Notify other cyclists of overtaking cars by announcing "Car back".



Pass busses on left
Busses pull to the right to drop off passengers, so always pass on the left, or wait behind the bus until it starts moving again.



Sidewalks are for walking
Bike riding on sidewalks is prohibited in business districts. Residential sidewalks are OK to ride on at slow pace.



Pass pedestrians or other bikers with care

When on a path or sidewalk, pass other users with care, and announce your presence with a bell or a friendly "Passing on your left".

"What Kind of Rider Are You?"

Advanced riders

Experienced riders can operate on all roads and trails allowed by law. Advanced riders ride for pleasure and for the function of getting to work, shopping, or running other errands.

Basic riders

Basic riders are new adult and teenage riders who are less confident of their ability to operate in traffic without special provisions for bicycles.

Design goals

- Well-defined separation of bicycles and motor vehicles from residential areas to schools, places of work, shopping and other specified attractions.
- Types of facilities include bicycle trails, collector bicycle lanes, residential street routes, or side walks where there is no other option available.

Child riders

Pre-teen riders are those whose roadway use is initially monitored by parents. Eventually they are accorded independent access to the system.

Design goals

- Access to key destinations surrounding residential areas, including schools, recreation facilities, convenient shopping, or other residential areas.
- Residential streets with low motor vehicle speed limits and volumes.
- Well-defined separation of bicycles and motor vehicles on bicycle trails, residential streets or sidewalks.

Park, Lake, Recreation Access Amenities

	Off-Street Parking	Rent Special Event Building	Picnic Shelter	Performing Arts Stage	Restrooms	Picnic Tables	Grills/Fire Pits	Drinking Fountain	Wild Nature Area	Nature Walking Trail	Paved Trails	Horseshoes	Lawn Bowling	Handicap Fishing Pier	Boat Dock	Boat Ramp	Fish Cleaning Station	Boat Cleaning Station	Fishing Access	Campground	Swimming Beach	Canoe/Boat Rental	Play Ground Equipment
1. Mitchell Campground	X	X	X		X	X	X	X	X	X		X							X	X	X	X	X
2. Norm's Bay	X		X		X	X	X	X	X										X				
3. Indian Village Boat Ramp	X	X	X		X	X	X									X			X				
4. Sportsmen's Beach	X	X	X		X	X	X												X				
5. Mitchell Day Camp	X	X	X		X	X	X	X				X							X				X
6. North Kippes Access	X	X	X		X	X	X	X											X				
7. North Ohlman Access	X	X	X		X	X	X	X											X				
8. Frank's Bay	X	X	X		X	X	X		X						X				X		X	X	
9. West End Boat Dock	X	X	X		X	X	X	X	X	X					X				X		X	X	
10. West End Bridge	X	X	X		X	X	X	X	X	X					X				X		X	X	
11. Sandy Beach	X	X	X		X	X	X	X	X	X					X				X		X	X	
12. Camp Arroya	X	X	X		X	X	X	X	X	X					X				X		X	X	
13. Public Beach	X	X	X		X	X	X	X	X	X					X				X		X	X	
14. Kibbee Park	X	X	X		X	X	X	X	X	X					X				X		X	X	X

