

# CASE STUDIES OF BICYCLING & WALKING IN SMALL COMMUNITIES: *PIPESTONE, MINNESOTA*



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*Prepared by the Western Transportation Institute at Montana State University's Small Urban, Rural, and Tribal Center on Mobility (SURTCOM) for the Minnesota Department of Transportation.*



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## AUTHORS

This document was authored by Natalie Villwock-Witte, PhD, PE and Karalyn Clouser of the Western Transportation Institute (WTI) at Montana State University. Technical editing was provided by Dana May; select graphics were created by Neil Hetherington; and a review was provided by Susan Gallagher, all of WTI.

## ACKNOWLEDGMENTS

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## COVER IMAGES

Front Cover Top: A sidewalk, with pedestrians, parallel to SR30

Front Cover Middle: A family on bicycles crossing Main Street near SR23/US75

Front Cover Bottom: A bicycle parked in a bicycle rack outside of The Historic Calumet Inn on Main Street

The back cover presents a photo collage of people walking and bicycling in Pipestone, Minnesota, as observed by the case study researchers while on-site.

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## EXECUTIVE SUMMARY

The purpose of this case study was to identify infrastructure and programs in Pipestone, Minnesota that would be of interest to other peer communities. One of the most significant influences on the existing walking and bicycling infrastructure in the community stems from Blue Cross Blue Shield's historic 1996 lawsuit against tobacco companies. The settlement helped fund a paid position to lead the Pipestone Active Living effort starting in 2008. Energy for this work still exists today, exemplified by the on-going work on the Indian Lake Trail, and recent discussions with the Pipestone National Monument. However, without having dedicated staff to work on improving walking and bicycling conditions within the community, progress has slowed. Walking and bicycling infrastructure of note include The Square, a multitude of rectangular rapid flashing beacons (a sign with flashing lights) crossings over major roadways, connections to points of interest (Minnesota West campus), and non-motorized cut-throughs. Yet, there are also many opportunities for the future. The community has yet to fully leverage one of the first designated trails in the state: the Casey Jones State Trail.



## INTRODUCTION

Walking and bicycling have become increasingly popular modes of transportation and the existence of dedicated infrastructure to support active modes offers benefits to a community and its residents. While examples of active transportation infrastructure found in larger communities are well documented, this infrastructure can look different in rural communities and documented examples are lacking. This research effort aims to address this gap. Case studies from fifteen communities with fewer than 10,000 residents were developed. The case studies feature existing rural bicycle and pedestrian infrastructure located across five states, to include: Arcadia, LaBelle, and Taylor Creek in Florida; Calvert City, Corbin, and Morehead in Kentucky; Pelican Rapids, Pipestone, and Walker in Minnesota; Ruidoso, Silver City and Truth or Consequences in New Mexico; and Fair Haven, Morristown, and the Town of Hartford in Vermont. Communities were selected using a prioritization process developed through a cooperative effort between the state departments of transportation and the researchers. More details about the research project, Case Studies of Communities of Less Than 10,000 People with Bicycle & Pedestrian Infrastructure, as well as additional case studies can be found at:

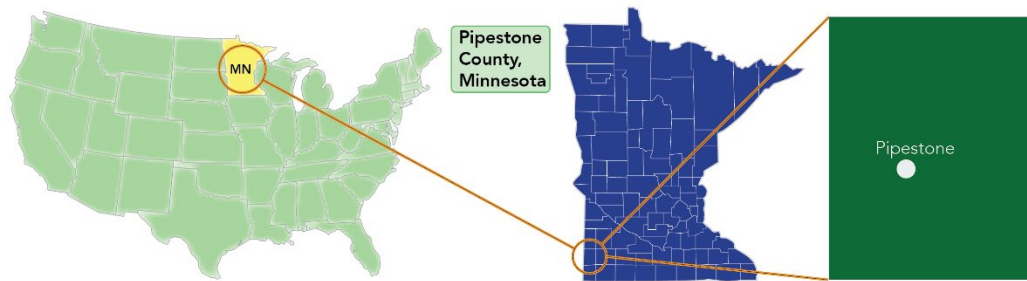
[https://westerntransportationinstitute.org/research\\_projects/case-studies-of-communities-of-less-than-10000-people-with-bicycle-pedestrian-infrastructure/](https://westerntransportationinstitute.org/research_projects/case-studies-of-communities-of-less-than-10000-people-with-bicycle-pedestrian-infrastructure/)

Case studies provide a detailed description of each community including a discussion of recent planning efforts related to bicycle and pedestrian infrastructure, supporting programs, and partnerships. Site visits, approximately one day per community, were conducted from June through December of 2021. During these visits, researchers collected spatial data and photographs to document existing infrastructure. Within this day visit, researchers also captured photos of people walking and bicycling in the communities, which can be found on the back cover of each case study. They also reached out to local advocates and community leadership. Lessons learned and best practices were documented from reviewing the planning documents and speaking with advocates and community leadership. The case studies aim to provide peer communities with the knowledge and encouragement to support additional implementation of active transportation infrastructure in rural communities across the US.

This case study focuses on Pipestone, Minnesota.

## BACKGROUND INFORMATION ON THE COMMUNITY

Pipestone, Minnesota has approximately 4,092 residents (2019), and has experienced a 5.4% population decline since 2010. Located in Pipestone County in southwest Minnesota, the community's boundaries encompass 4.2 square miles, which is a very bikeable distance.



*Figure 1: Location of Pipestone, Minnesota of Pipestone County in southwest Minnesota.*

The following paragraphs provide demographic and socioeconomic data about the community, so that peer communities can better understand similarities and differences between their community and this case study community.

The average age of Pipestone residents is 41.2 years old (2019). Approximately 12.2% (2019) of homes in Pipestone are vacant which includes seasonal housing, vacant housing for rent/sale, and vacant housing held off the market.

Approximately 48.6% (2018) of Pipestone residents are employed within the community; a statistic which may provide a level of understanding regarding residents' commute distance and potential interest in walking or biking to work. Pipestone has a 2.8% (2019) unemployment rate. Pipestone's median household income is \$40,670 (2019), with 7.5% of households earning less than \$10,000 and 2.8% earning more than \$200,000. Approximately 17.1% (2019) of Pipestone's population lives in poverty, as defined by the Office of Management and Budget's Statistical Policy Directive 14.

## COUNTY TYPOLOGY

According to the rural classification methodology used in *Emerging Technology and Opportunities for Improved Mobility and Safety for Rural Areas*, Pipestone is located within a county that was designated as a Fringe County Type. A Fringe County Type is defined as a rural county adjacent to a metro county.

## COMMUNITY HISTORY

Pipestone has a long and rich cultural history that ties to the sacred pipestone quarries located within the Pipestone National Monument. Indigenous pipe makers use these quarries to source the materials for their sacred pipes. The Pipestone National Monument draws anywhere from 60,000 to 95,000 annual visitors, both domestic and international travelers. Based on information received by the City of Pipestone during trade shows to attract tourists, the ability to walk and bike in the community is appealing to area visitors.



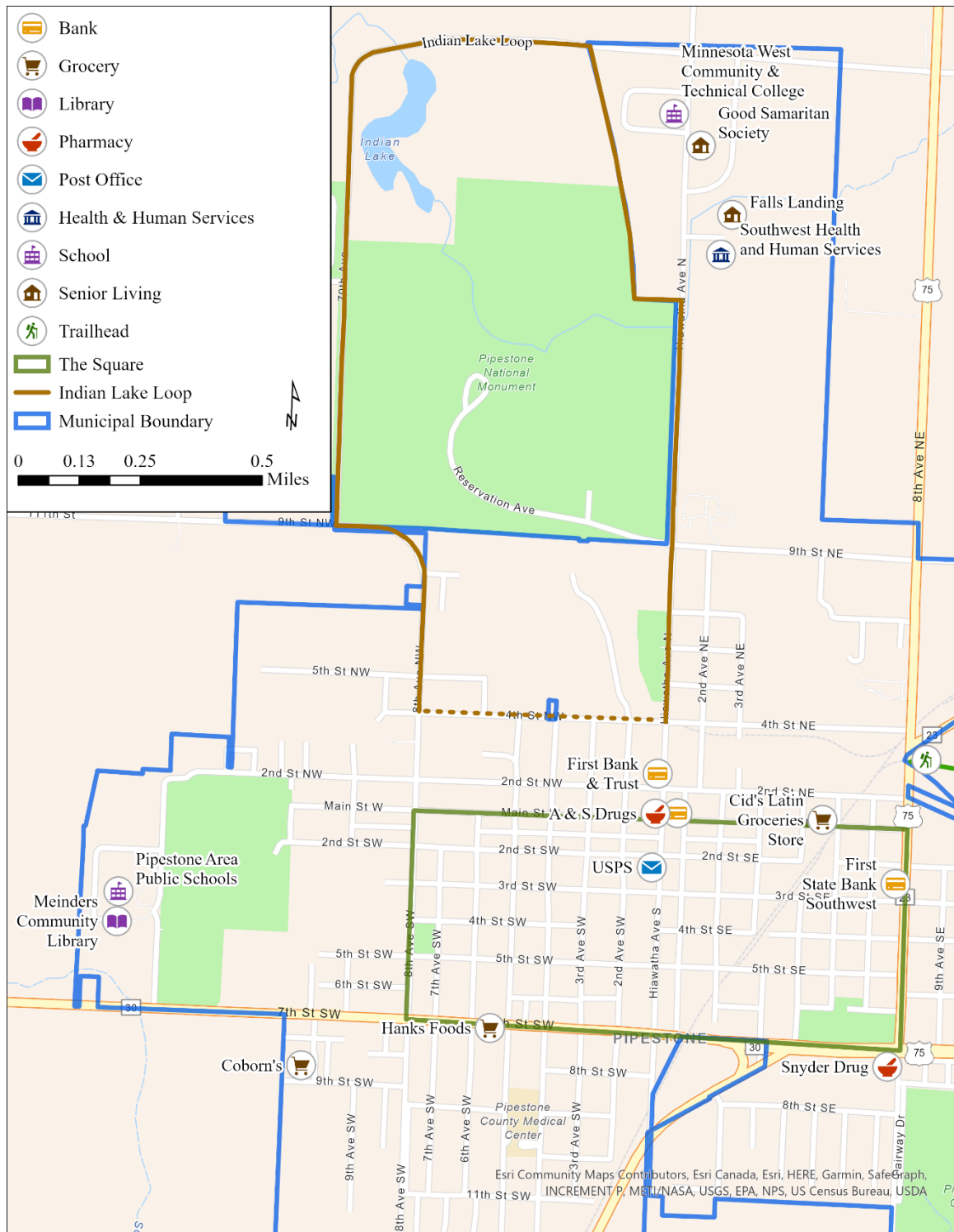
In 1873, veterans of the Civil War established a European settlement. Today, the historic downtown has several historic buildings made of the Sioux Quartzite, including a Carnegie Library. For about sixty years, the Song of Hiawatha was performed in Hiawatha Pageant Park.

Pipestone is a unique transportation crossroads, with an active Burlington Railway and three major highways (MN23, MN30, & US75). Pipestone's grain elevator generates large truck traffic. Community members noted that many tourists stop in their community while traveling to or from Sioux Falls, South Dakota. Some within the community are also employed in Sioux Falls.

Pipestone has two grocery stores within the community, although most of the residents must access both by crossing over a state road (MN30) (Figure 3). There are several crossings (#4 and #7 in Figure 8) including a rectangular rapid flashing beacon (RRFB) near the grocery store (#9 in Figure 8) on the western outskirts of town. Both grocery stores have bicycle racks (Figure 2 and #8 in Figure 8).



*Figure 2: A bicycle rack outside of a grocery store in Pipestone, Minnesota.*



**Figure 3: City map of Pipestone, Minnesota showing boundaries and services, The Square, and the Indian Lake Loop.**

The new library is co-located with the newly built school campus on the west side of town; it has a bicycle rack out front. The Carnegie Library, which no longer serves this purpose, is in the historic downtown. The post office is in a historic building in the historic downtown. A bank is located in the historic downtown.

A post-secondary education institution, the Minnesota West Community and Technical College – Pipestone Campus (aka Minnesota West), is located on the far north end of the community.

## HEALTH

Health concerns have had a significant influence on promoting interest in walking and bicycling in Pipestone, starting with a grant that led to the formation of the Pipestone Active Living (PAL) partnership. PAL *“promotes active living through advocating for sound policy, educating about healthy lifestyles, and by coordinating projects, programs, and promotions in order to foster a culture of community among all generations in Pipestone.”* The funding was part of the Prevention Minnesota initiative, which was launched by Blue Cross Blue Shield of Minnesota. The funding included hiring an individual to lead PAL. The intent of the program was to focus on leading causes of death in Minnesota (tobacco use, heart disease, and preventable cancer). The program expected a thirty percent reduction in heart disease if physical activity could be increased by fifty percent. Pipestone was one of only eight communities in Minnesota that received funding to support active living. Pipestone formed a subcommittee of PAL, The Pathfinders, who were tasked with increasing the walking and biking opportunities in the community.

## TIMELINE

A timeline of events is provided in Table 1 to describe major milestones for bicycle and pedestrian infrastructure development and supporting programs in Pipestone, Minnesota. Previous bicycle infrastructure or programs that were no longer in place during the 2021 site visit are noted as “Pre-2021” in the date column, as the program end date is unclear.

*Table 1: Timeline of major milestone events for bicycle and pedestrian infrastructure.*

Year	Event
1960	State Trail legislation authorized development of the Casey Jones State Trail
1996	Blue Cross Blue Shield is awarded funding from a lawsuit with tobacco companies
2006	Prevention Minnesota is launched, a program of Blue Cross Blue Shield of Minnesota
2008	The Pipestone Active Living (PAL) partnership is formed
2010	PAL sponsors a Complete Streets workshop
2010	A bike lane is painted on Fourth Street NW
2011	On February 7, the Pipestone City Council adopts a Complete Streets Policy
2011	On March 7, the Pipestone City Council adopts a Bicycle and Pedestrian Master Plan
2013	The Pipestone Active Living Partnership expires in July
2017	Safe Routes to School Plan: Pipestone is published
2019	A Bikeable Community Workshop is held on May 23
Pre-2021	Community recreation center sunsets its bicycle rentals

Year	Event
Pre-2021	Bike lane on Fourth Street NW is paved over without restriping

## EVOLUTION OF *PLANNING* FOR BICYCLE AND PEDESTRIAN INFRASTRUCTURE

Two plans will be discussed in this section: the bike and pedestrian master plan and a plan discussing state trail user counts.

### PIPESTONE BIKE AND PEDESTRIAN MASTER PLAN

The 2011 Pipestone Bike and Pedestrian Master Plan (Master Plan) identified a general need for enhanced infrastructure to support walking and biking, and outlined specific objectives to include:

- Developing connections between the downtown core to other destinations of interest (i.e., college, assisted living facility);
- Developing cross-town bike routes and two bicycle loops;
- Developing an industrial park trail;
- Installing wayfinding and mileage markers; and
- Providing bicycling and pedestrian crossings over state highways.

The Master Plan specifically cited the need for infrastructure enhancements to encourage active transportation. It identified trails, bike routes, and sidewalks as infrastructure. Two cross-town bike routes were identified: one that would run north-south and one that would run east-west. The Master Plan suggested that Bicycle Routes make motorists aware of the possible presence of bicyclists on the street and encourages more bicycling for transportation purposes (consequently contributing to a more active community).

The Master Plan also identified a desire to connect the downtown core of Pipestone with Minnesota West (the college) and Pipestone National Monument. The development of such a trail would additionally facilitate connections to the Southwest Health and Human Services facility, Falls Landing (an assisted living facility), and Good Samaritan Society – Pipestone.

The Master Plan identified two potential loops: the County Road Loop and the National Monument/Minnesota West/Indian Lake Loop (aka Indian Lake Trail). The County Road Loop encompasses “The Square.” The Square, as shown by the green line in Figure 3 is actually rectangular in shape. The Square runs along Main Street between 8<sup>th</sup> Avenue on the west and US75/MN23 on the east, with 7<sup>th</sup> Street on the south. Wayfinding and mileage markers to identify distances were also identified within the plan as a need.

The Master Plan suggested two innovative supporting program ideas: the “Taste of Pipestone” and a visual scavenger hunt. A “Taste of Pipestone” was intended to encourage

the use of The Square along with patronage of restaurants. Similarly, it was envisioned that a visual scavenger hunt along The Square could be marketed.

The Master Plan noted that there are few crossings along the highways in Pipestone (MN30/MN23/US75). The plan discussed access challenges to the trailhead of the Casey Jones State Trail from the interior core of the community, as the volume and size of traffic on MN23 and US75 creates a barrier. In addition, a grain company just to the south of the trailhead results in increased large vehicle traffic in this area.

The Master Plan identified a proposed trail that would connect the core of the community to an industrial park (for work trips) and to a residential manufactured home community that is in the southeastern part of the community. The Plan noted that anywhere from 500 to 1,000 people work at the industrial park. To encourage people to walk or bike to work if such a trail were constructed, the Master Plan suggested developing a program recognizing people who choose active transportation commute modes.

The Master Plan also identified a “Safe Ways to School” South Route, which would provide a connection between 5<sup>th</sup> Street heading south to an existing school trail that connects the middle and high school and 5<sup>th</sup> Street.

The Master Plan noted that 8<sup>th</sup> Street, which is the roadway that US75 and MN23 head northbound through Pipestone on, was expected to have bicycle lanes after MnDOT reconstruction. This was expected to be completed during the summer of 2011. They also indicated that 8<sup>th</sup> Street’s intersection with MN30 could have a pedestrian crossing.

The Master Plan provided macro-level estimates of some of the proposed projects, including an estimate for the Indian Lake Loop and the bicycle route on 5<sup>th</sup> Street. The former was estimated at \$1.225 million and the latter at \$4,300.

Another plan that complements the City’s Master Plan is Pipestone County’s five-year plan. Indian Trail Lake Phase I and Phase II were part of this plan.

## **STATE TRAIL USER COUNT: AN EXPLORATORY LOOK AT HOW MINNESOTA’S STATE TRAILS ARE USED**

In 2015, realizing that what gets counted counts, a State Trail User Count was led by the Parks & Trails Council of Minnesota with the support of volunteers. The results can be considered “order-of-magnitude estimates,” as they were based on short duration, manual volunteer counts that were extrapolated from more extensive counts conducted in the Twin Cities area. Consequently, the result is a low, average, and high estimate for each location where short-term counts were conducted. Because large group events were excluded from the counts and because the counts were in September whereas many of the counts typically see their peaks from June through August, the estimates are expected to undercount the true number of events. Volunteers were asked to count for six hours anytime, Tuesday through Thursday, and four hours, anytime on Saturday and Sunday from September 12 through September 20, 2015. Volunteer counters were asked to classify users as: a bicyclist,



a walker, a jogger, a skater, an equestrian, or other (i.e. Segway user). The counts, conducted on the Casey Jones State Trail, were by “event,” meaning that if a person traveled via an out-and-back route, they would be counted twice. Counts were grouped every fifteen minutes. Volunteer counters were asked to classify the age of an individual as above or below eighteen years of age. Overall, findings from all of the counts in 2015 indicate that bicycling is the most frequent activity. Most users (more than ninety percent) are adults. Trails are busier on the weekends than the weekdays were not found to be frequently used by dog walkers.

The counts near Pipestone, Minnesota were conducted near the Case Jones State Trail on September 8, 2015, for one hour. Because data from an hour is being extrapolated to provide an estimate for an entire season, the report suggests using caution with the results. Averaged estimated traffic from April through October in 2015 was 45,000 events (with no fewer than 27,000 events and no more than 63,000 events based on estimates of error). The estimated average daily traffic was 211 events (with no fewer than 127 events and no more than 296 events based on estimates of error). Fifty percent, twenty-five percent, twenty-five percent, and less than one percent of trail users were bicyclists, walkers, runners, and inline skaters, respectively. There was insufficient data to provide estimates on the number of users over the age of 18, the number of dogs per one hundred people, and the weekend-to-weekday ratio.

## EXISTING BICYCLE & PEDESTRIAN INFRASTRUCTURE

The Casey Jones State Trail (Figure 4), a trail named in honor of a railroad engineer who died in a railroad accident in 1900, was the first trail authorized by the State Trail legislation in 1967 and travels along an old railroad bed. Extending east out of Pipestone, the trail is paved, followed by a gravel surfaced portion as it enters Woodstock, Minnesota. There are two other disparate portions of the trail (near the city of Lake Wilson and Lake Shetek State Park) that are not yet connected to the section between Pipestone and Woodstock.



*Figure 4: Casey Jones State Trail: trail (left), sign (middle), view south towards grain company (right)*

Pipestone has recently consolidated all schools into a single larger complex on the west side of town. A bicycle route is marked on Fifth Street, which connects to the school complex. (Note: The bottom right photo on the back cover shows a youth bicycling along Fifth Street.)

During the summer of 2021, the Pipestone community was in the process of conducting an Age-Friendly Community Survey as part of an AARP initiative.

Anecdotally, at least one individual from the assisted living facility was identified as being able to make use of the multi-use Indian Lake Trail after its recent completion.

Fourth Street was envisioned as a connection for the Indian Lake Trail and therefore had a bike lane at one point. Unfortunately, the roadway was used for detours, large vehicles, and by a gravel company that left gravel on the road. As a result, the community paved over the bicycle lane.

When creating bicycle and pedestrian pathways, the community prefers concrete, as they have found it to last longer. Through their public works department, the community has a five-year rehabilitation plan for their sidewalks.

Table 2 summarizes bicycle and pedestrian infrastructure identified across all case study communities, noting which ones were observed while on-site in Pipestone, Minnesota.

*Table 2: Bicycle and pedestrian infrastructure found across all case study communities, noting those found in Pipestone.*

Bicycle and/or Pedestrian Infrastructure in Case Study Communities	Presence in Pipestone
Bicycle Lane	X
Bike Rack	X
Shared Lane Markings	X
Sidepath	
Defined Bike Route (by signage)	X
Multi-Use Pathway	X
Trail (soft surface)	X
Rectangular Rapid Flashing Beacon (RRFB) Crossing	X
Mid-Block Crossing	X
Crosswalk	X
Sidewalks	X
Bridges that enable walking or biking	X
Underpasses that enable walking or biking	X
Parklet	
Benches	X
Repair Station/Air Pump	X
Speed Bump/Speed Table	
Speed Feedback Sign – Permanent	
Speed Feedback Sign – Portable	X
Signage	

Bicycle and/or Pedestrian Infrastructure in Case Study Communities	Presence in Pipestone
<i>Bike/Ped Crossing Sign with light emitting diode (LED) lights</i>	
<i>Bicycle May Use Full Lane</i>	
<i>Share the Road</i>	
<i>State Law, Yield/Stop for Pedestrian in Crosswalk</i>	
<i>Steep Grade</i>	
<i>Drive Slow in Residential Areas/Please Slow Down</i>	X
<i>Traffic Calming Area</i>	
<i>Weight Limitations</i>	
<i>Interpretative/ Wayfinding Information</i>	X
<i>Walking Routes</i>	
<i>Entertainment District</i>	

As mentioned previously, a challenge for walking and bicycling in Pipestone are the three large highways and the railroad that runs through it. In the summer of 2021, the Minnesota Department of Transportation piloted two demonstration projects to provide crossing opportunities over US75. One was a curb extension at the intersection of US75 and 4<sup>th</sup> Street (right photo in Figure 5). The second was a center median at the intersection of US75 and 5<sup>th</sup> Street (left photo in Figure 5). MnDOT provided on-site information to allow users to provide feedback via a survey (center photo in Figure 5) as well as providing information online.

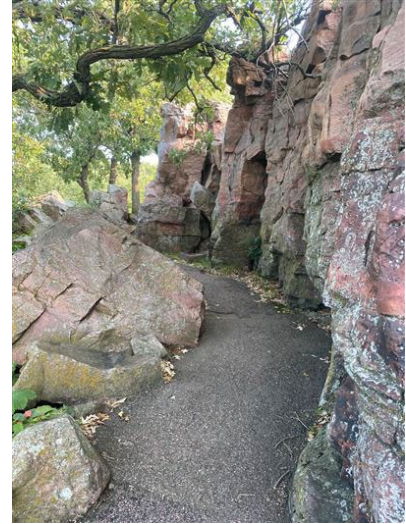


*Figure 5: Demonstration projects piloted by the Minnesota Department of Transportation – center median (left), survey feedback (center), curb extension (right)*

Community members noted that the flat nature of the area makes the community very walkable and bikeable. In addition, the flatness of the topography reportedly makes adhering to Americans with Disabilities Act requirements less complicated.



Almost entirely completed, the Indian Lake Trail (see Figure 3 for the route) heads north out of town along Hiawatha Avenue where it connects to the Minnesota West campus by crossing Hiawatha Avenue, from the east side to the west side, with a rectangular rapid flashing beacon (RRFB) (#4 in Figure 8). It jogs west of campus and then heads north again until it heads west as it travels along 121<sup>st</sup> Street, eventually passing Indian Lake and then heading south back towards Pipestone (#1 in Figure 8). Just before Nineth Street, a portable speed feedback sign (#2 in Figure 8), owned by Pipestone County, was positioned next to the multi-use trail. Pipestone National Monument does not allow bicycles on the three quarter of a mile Circle Trail (Figure 6) within the unit; however, they do provide a bike rack next to their visitor center (#3 in Figure 8). Therefore, visitors can bike from the nearby campground, park their bike at the bike rack, and walk the trail.



*Figure 6: A portion of the 3/4 mile Circle Trail within Pipestone National Monument that does not allow bicycles.*

The Casey Jones State Trail, the first legislatively designated trail in Minnesota, has a trailhead to the east of US75 (#5 in Figure 8).

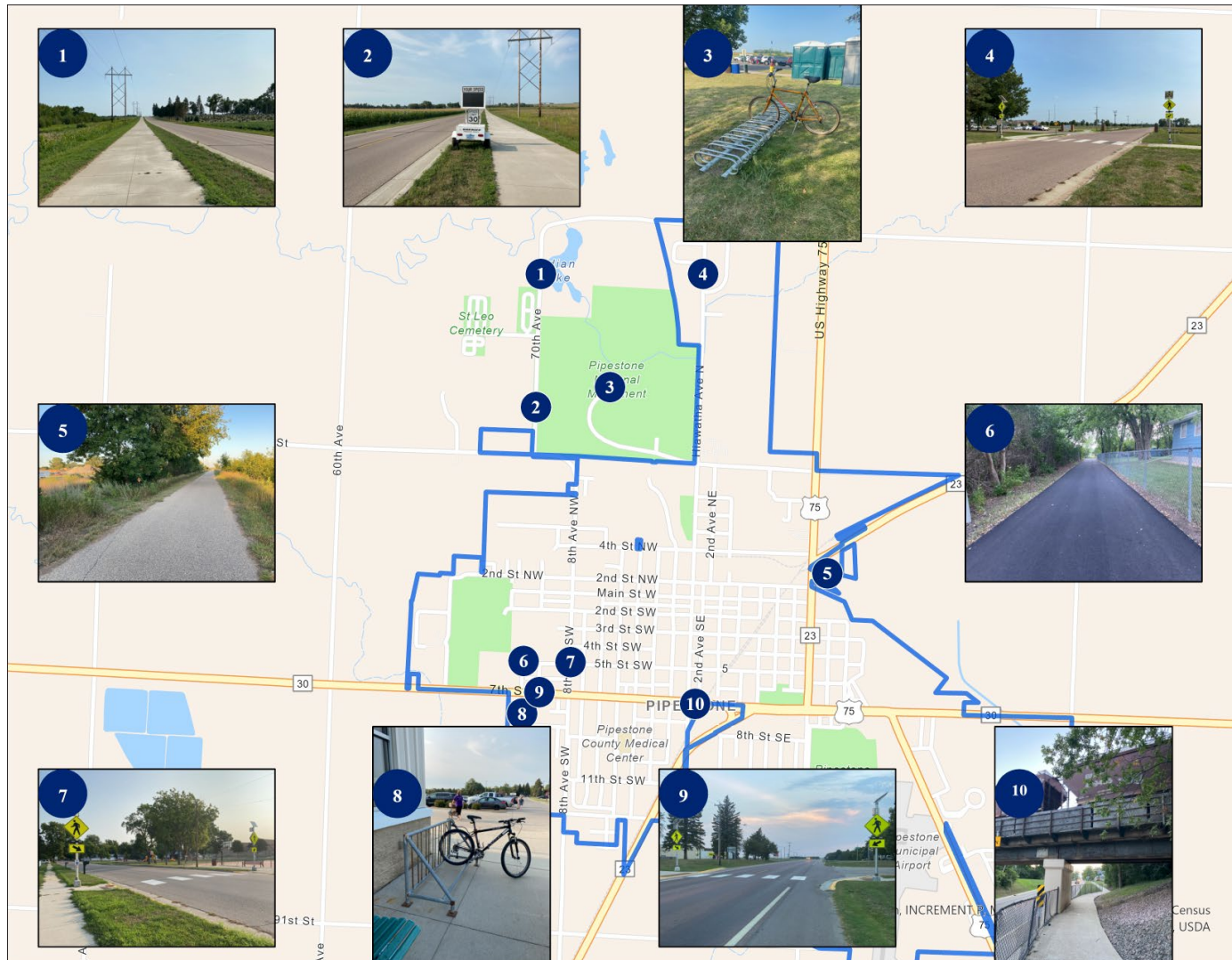
Fifth Street has been signed as a bike route (Figure 7) and includes an RRFB across Eighth Avenue (#7 in Figure 8) before the road dead-ends for motorists but provides a cut-through for non-motorized users (#6 in Figure 8).



*Figure 7: Bike route signage on Fifth Street.*

A larger grocery store at the southwest corner of the community provides one of the many bicycle racks in town (#8 in Figure 8). Access to the grocery store from the core of the Pipestone community is facilitated by an RRFB across MN30 (#9 in Figure 8). The Square, which runs along the sidewalks that make a rectangle when traveling along Eighth, Main, MN23/US75, and MN30, has an underpass where it crosses the Burlington Railroad (#10 in Figure 8).

## BICYCLE & PEDESTRIAN INFRASTRUCTURE MAP



*Figure 8: Pipestone Bicycle & Pedestrian Infrastructure Map.*

## SUPPORTING PROGRAMS FOR BICYCLE AND PEDESTRIAN INFRASTRUCTURE

Pipestone has implemented several programs that support walking and bicycling within their community that were observed while on-site or documented in reports (Table 3).

*Table 3: Bicycle and pedestrian supporting programs in case study communities, noting those found in Pipestone.*

Bicycle and/or Pedestrian Supporting Programs in Case Study Communities	Presence in Pipestone
Demonstration/Pilot Projects	X
Art Walks/Historical Walk/Children's Walk/Health Walk	
Sculpture(s)/Statue(s)	
Mural(s)	X
Little Free Library	X

The Friends of Casey Jones Trails Association and Minnesota Trails Council have supported walking and bicycling efforts in Pipestone. There was an Active Living Council, but once the funding expired, it could not sustain itself then after.

In the past, the Sheriff's Department would coordinate a bike rodeo at the schools. A photo in the Pipestone Bike and Pedestrian Master Plan shows one such event being held. This program does not seem to be offered any longer.

In years past, the recreation center within the community rented out bicycles to community members or visitors. Unfortunately, this program is no longer offered.

### BIKEABLE COMMUNITY WORKSHOP

On May 23, 2019, a six-hour Bikeable Community Workshop was held in Pipestone. Up to thirty people participated. The workshop was held in the community because they had applied for a \$10,000 grant to fund the event. An action plan was reportedly generated as an outcome of the event. One of the individuals who helped to organize the event related that some community members do not drive or own a motor vehicle and consequently walking and biking were their only modes of transportation unless someone could provide them with a ride.

## PARTNERSHIPS TO PLAN & IMPLEMENT BICYCLE & PEDESTRIAN INFRASTRUCTURE

Leadership within the City of Pipestone collaborate with Pipestone County officials. In fact, the City could not apply for a Transportation Alternative Program (TAP) grant without the county's assistance, as Pipestone has fewer than 5,000 people (the minimum required population in MnDOT's application). Luckily, good relationships between the city and county resulted in the county being willing to apply for the TAP grant on Pipestone's behalf.

The City of Pipestone has also coordinated with Health and Human Services staff and is interested in pursuing collaborations with the National Park Service's Pipestone National Monument leadership.

The Pipestone City Council is supportive of trails and walking and bicycling, as they see it as one of several aspects that will encourage people to come and stay in Pipestone.

Over time, the community has learned how to bring its walking and bicycling infrastructure needs to the attention of the state department of transportation as the state makes modifications to highways and/or bridges in the area. One outcome is that additional room for people to walk and bicycle is being provided on the shoulders of highway segments under reconstruction. Similarly, bridges have been widened to provide space for people walking and bicycling.

## FUNDING FOR BICYCLE & PEDESTRIAN INFRASTRUCTURE

Pipestone has been able to leverage several funding sources to implement bicycle and pedestrian infrastructure and programs, including some of its town capital funds. Other funding sources include the Blue Cross Blue Shield settlement, Safe Routes to School, a Transportation Alternatives Program (TAP).

As a result of Blue Cross Blue Shield's settlement with tobacco companies, Pipestone was awarded a five-year grant that provided \$125,000 annually to support active living within the community. The Pipestone Active Living Partnership was formed to manage this initiative.

A Safe Routes to School grant in the amount of \$219,828 was awarded to Pipestone.

A bicycle lane was implemented on Fourth Street NW using \$600 in paint.

The community applied for and was awarded \$10,000 to hold a Bikeable Community Workshop in 2019.

A TAP grant paid for several phases of the Indian Lake Trail. The first two phases cost \$482,276.50 and \$917,150.69, respectively. Pipestone County paid for these phases. The City of Pipestone paid for Phase 3, which cost \$640,475.30. The Pipestone City Council set aside money over several years to achieve the funding match for the TAP grant the community was awarded.

## LESSONS LEARNED

Pipestone has found success but also encountered challenges with creating a built environment that supports more walking and bicycling.



Developing the Pipestone Bicycle and Pedestrian Master Plan assisted the City in strategizing its bicycle and walking infrastructure goals. They also found success in partnerships, particularly with Pipestone County, as exemplified by the implementation of several phases of the Indian Lake Trail. The Indian Lake Trail has portions outside of the community's boundaries, but most community members would view this facility as part of Pipestone.

One aspect that Pipestone has struggled with recently is engaging a broader constituency to support active transportation improvements. Several projects that leverage and connect assets already available to the community, like the Casey Jones State Trail, remain on the City's to-do list.

## THE FUTURE OF BICYCLE & PEDESTRIAN INFRASTRUCTURE IN THE COMMUNITY

Pipestone has found success in its efforts. They were able to successfully work with Pipestone County to create a trail that allows access to Minnesota West, Falls Landing and the Good Samaritan Society facilities. However, projects connecting to the Casey Jones Trail trailhead and the Pipestone National Monument remain on the docket. Just recently, city leadership has begun conversations with the Pipestone National Monument to investigate the feasibility of a connection, potentially leveraging Federal Land Access Program funding.

While the Indian Lake Trail is close to completion, Phase IV has yet to be implemented. Better connections with the Casey Jones State Trail could potentially also provide a more direct connection to the Indian Lake Trail (long term).

## KEY POINTS

The following are key points shared from this case study:

- Engage community members in active transportation events, to ensure that plans are created with varying community perspectives to ensure buy-in
- Foster partnerships with other agencies, whether it is a local entity (i.e., the county) or a federal partner (i.e., a federal land unit, like Pipestone National Monument) as they can assist with facilitating grants and may be aware of grants that can support bicycle and pedestrian infrastructure implementation
- Create a bicycle and pedestrian plan – it can provide direction and allow the community to look back and identify successes and outstanding to-do's
- Build on existing bicycle and pedestrian infrastructure – creating a network can encourage more bicycling and walking

## SUCCESSFUL STRATEGIES TO APPLY IN OTHER SMALL COMMUNITIES

The community has had success using their Pipestone Bicycle and Pedestrian Master Plan to drive their work. They have also had success in partnering with other entities, such as Pipestone County. More recently, they are building on past partnership successes to develop future aspirations.

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