

# COMMUNITIES FOR A LIFETIME CITY PROFILE FARMINGTON, MINNESOTA

## ABOUT THIS REPORT

This City Profile was prepared by Dakota County's Communities for a Lifetime (CFL) Initiative—an initiative engaging community members and leaders in the private and public sectors to create accessible, supportive Communities for a Lifetime that enable people to lead active vital lives. Dakota County and individual cities work together in many areas to make communities more age-friendly. We work together on housing, public safety, transportation, workforce issues, and many other areas.

The population is aging. This is true across the nation, across the state, and in most communities in Minnesota. The shape and way of life in our communities needs to reflect this changing demographic landscape. Fortunately, people of any age desire similar things. They want to live in a community that is safe, affordable, and convenient, and that offers services and amenities that meet their needs, and opportunities that enrich their lives. But as people age, certain community characteristics are essential to a vital life. This profile reviews some of these features at the community level using reliable and accessible data from reputable sources.

## WHAT MAKES A COMMUNITY FOR A LIFETIME?

- **Transportation options** to help keep people mobile and independent
- **Walkable neighborhoods** for transport and exercise
- **A full range of affordable housing** options as needs change
- Accessible and quality **services that support older adults and caregivers** in home and community settings
- Flexible and supportive **employment and volunteer opportunities**, including intergenerational activities
- **Effective technology** to connect people and help with life's activities

## IS YOUR CITY BUILDING A COMMUNITY FOR A LIFETIME?

- Does your **Comprehensive Plan** present a plan and a vision for residents of all ages?
- Do your **land use, housing, and transportation policies** take the needs of an aging population into account?
- Are you **realizing the competitive advantage** of healthy, vital, and engaged older residents?

## Population – page 3

## Overall Livability – page 4

Boomers in 2014	Age 65+ in 2014	AARP Livability Index Score (0-100)
16.5%	6.5%	59

## Housing – page 5

Home Owners 65+ Spending 30% or More in 2014	Renters 65+ Spending 30% or More in 2014	Subsidized Rentals per 100 People Age 75-84	Housing Performance Score in 2006 – 2015 (0-100)
13%	55%	40	53

Assisted Living Units per 100 People Age 85+	Memory Care Units per 100 People Age 85+	Non-Single Family Homes in 2015	Homes with Single Level Living Option in 2014
0	0	28%	25%

## Mobility – page 12

Annual Household Transportation Costs in 2008-2012	City-Wide Walk Score in 2016 (0-100)	Mixed-Use Area Walk Score in 2016 (0-100)	Percent of Streets with Sidewalks or Trails in 2015
\$14,685	22	62	44%

Daily Fixed Route Public Transit	Door-to-Door Transit	Volunteer Driver Program	Traffic Crashes per 1,000 People 65+ in 2014
No	Yes	Yes	13.4%

## Land Use – page 17

Mixed-Use Land in 2010	Number of Parks within ½ Mile Radius	Number of Grocery Stores in ½ Mile Radius
0.07%	1.2	0.9

## Community Life – page 20

Age 65+ in Labor Force in 2014	Age 65+ Volunteer Hrs. in 2014	Age 65+ Living Alone in 2014	Change in Crime 2010 to 2015
21%	34,373	24%	-18.3%

## Age-Friendly Policies – page 24

Accessory Dwelling Policy	Complete Streets Policy	Mixed Use Land Development Policy	Bike Walk Policy
No	No	No	No

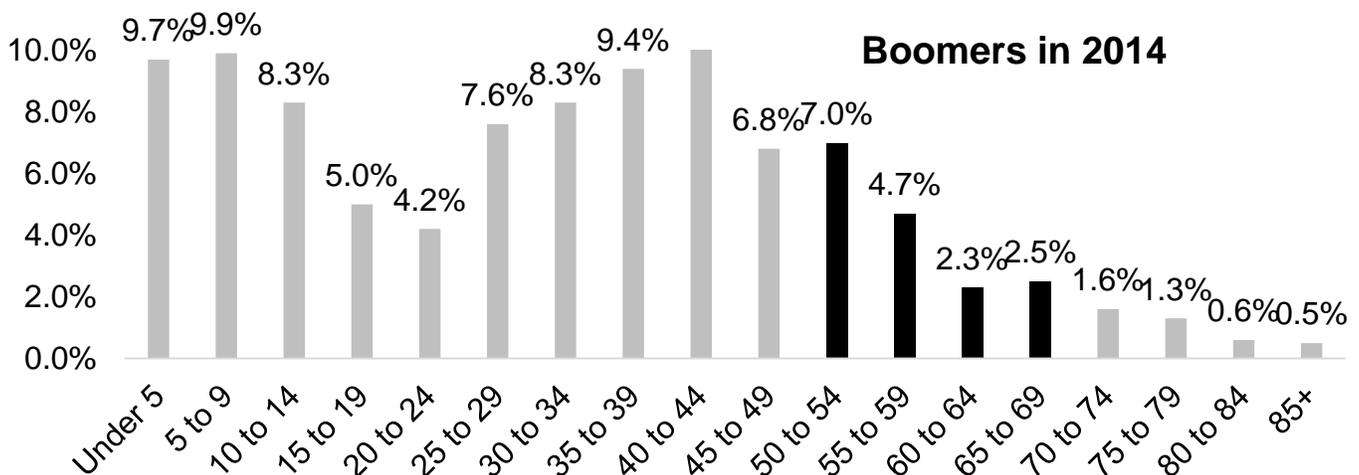
(All data presented in this one page overview is from 2013 unless otherwise noted.)

# POPULATION

## AGING OF THE POPULATION

The Baby Boom generation, born between 1946 and 1964, now age 50 to 68, represents a large percentage of the population. As they age, many Boomers will want to remain in the community where they currently live. Cities that recognize and respond positively to the aging population can gain a competitive advantage by meeting the needs and desires of their older population, and in doing so, will attract younger age groups that want an age-friendly community.

POPULATION BY AGE FOR FARMINGTON IN 2014



\* Age groupings corresponding to the Boomer generation are presented in black.  
 Source: 2011-2014 American Community Survey (Table S0101)

In 2014, **6.5%** of Farmington residents were 65 and older. However, this age group will grow substantially over the next 20 years, as members of the much larger boomer cohort age. The boomer age group (in 2014) represents less than one fifth of the Farmington population (**16.5%**), one of the lower percentages of boomers in Dakota County. According to AARP, since 1990, roughly 90% of older Americans have stayed in the county they've been living in, if not the very same home. **Is Farmington prepared for Boomers to age in place in the community?**

***In a 2014 National Council on Aging Survey, 54% of older adults (age 60+) said their community is doing enough to prepare for the needs of the growing aging population. [1]***

<sup>1</sup> *The United States of Aging Survey 2014*, National Council on Aging. Retrieved on September 21, 2015 from: <https://www.ncoa.org/wp-content/uploads/USA14-National-Fact-Sheet.pdf>

# OVERALL LIVABILITY

## THE AARP LIVABILITY INDEX

The AARP Livability Index is a web-based tool that allows users to measure the overall livability of US neighborhoods, cities, counties, or states based on 40 quantitative metrics and 20 public policies defined by the AARP's Public Policy Institute. The 40 measures of livability and 20 public policy are divided into seven major categories: housing, neighborhood, transportation, environment, health, engagement, and opportunity. The tool allows users to compare the results for their community with other communities, including national leaders in livability. 100 is the highest possible score in each category. Scores above 50 should be considered above-average, and scores below 50, below-average.

AARP INDEX SCORES FOR FARMINGTON AND SELECT PEER CITIES, 0 TO 100

Category	Farmington	Hastings	Inver Grove Heights	Rosemount	Minnesota
<b>Total Score</b>	<b>59</b>	<b>61</b>	<b>60</b>	<b>60</b>	<b>60</b>
Housing	43	52	49	43	58
Neighborhood	56	54	58	56	52
Transportation	47	59	57	55	59
Environment	68	61	61	67	62
Health	62	68	70	65	60
Engagement	57	59	57	65	67
Opportunity	76	77	70	69	62

Source: AARP Livability Index, Retrieved on November 30, 2016 from: <https://livabilityindex.aarp.org>

The AARP Livability Index Total Score for Farmington, which is the numerical average of the seven sub-categories, is nearly identical to three select peer cities in Dakota County and the state of Minnesota as a whole. By the measures and policies that make up this Index, Farmington, its peers, and the whole state are above-average in terms of livability. Farmington scored highest in the Opportunity sub-category with a 76; this category includes measures on equal opportunity, employment opportunity, high school graduation, and population age diversity. Farmington's lowest score was in Housing with a 43; this category includes measures on housing options, affordability, and the physical accessibility of homes. **Are there other cities within Dakota County and around the country, with similarities to Farmington, scoring higher on the AARP Index that could push Farmington forward in planning for an older population?**

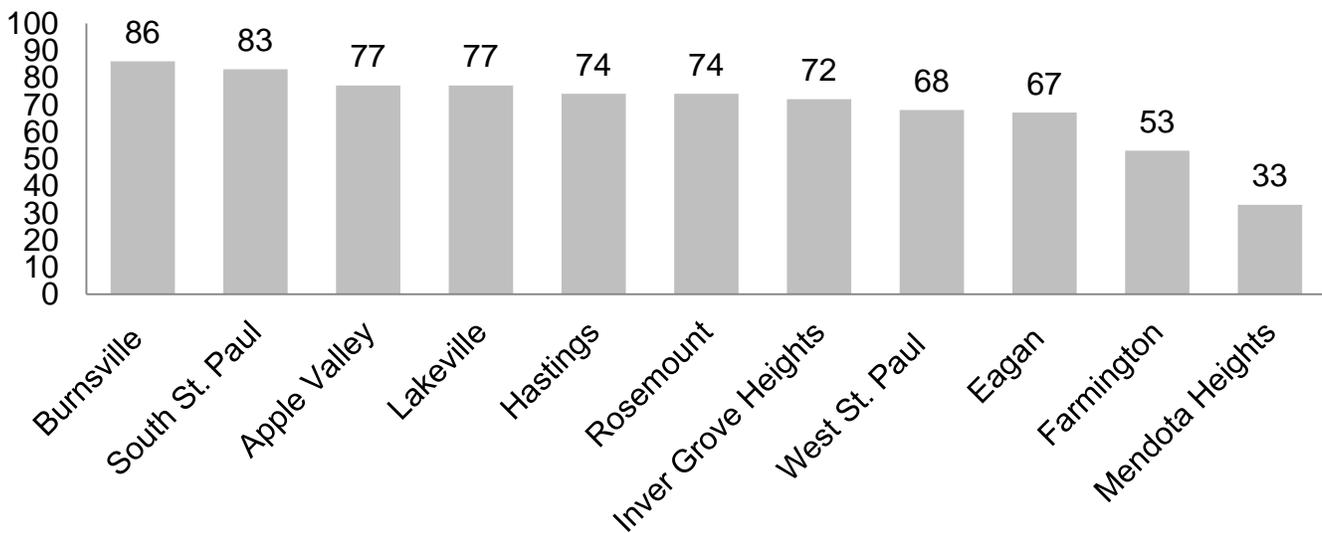
# HOUSING

## OVERALL HOUSING PERFORMANCE

### INDICATOR: HIGH OR INCREASING ANNUAL HOUSING PERFORMANCE SCORE

The Metropolitan Council rates Twin Cities' area communities to promote effective housing development and to make funding decisions for local housing projects. Each community's score is based on the following broad criteria: (a) Increased housing variety, (b) Housing cost, (c) Mixed land uses, (d) Increased transportation choices, and (e) Leverage of private investment. [2]

### 2006 – 2015 Average HOUSING PERFORMANCE SCORES OF SELECT DAKOTA COUNTY CITIES, 0 TO 100



For the specific scoring criteria, please see: [Guidelines for Priority Funding for Housing Performance](#)  
Source: Metropolitan Council Housing Performance Scores, 2006 - 2015.

From 2006-2015, Farmington's average Housing Performance Score was 53, with a high score of 80 in 2015 and a low score of 35 in 2013. The average score for the eleven major cities of Dakota County from 2006 to 2015 was 69, which marks Farmington's average score well below average. Farmington's score was also lower than its peer cities. Its lower overall score suggests that Farmington compares less favorably to its peers in one or more of the scoring criteria: housing variety, affordability, mixed-use development, transportation choices, and leverage of private investment. **What criteria can Farmington work on to improve its Housing Performance Score? Could Farmington improve its approach to housing as it makes plans to develop or redevelop land?**

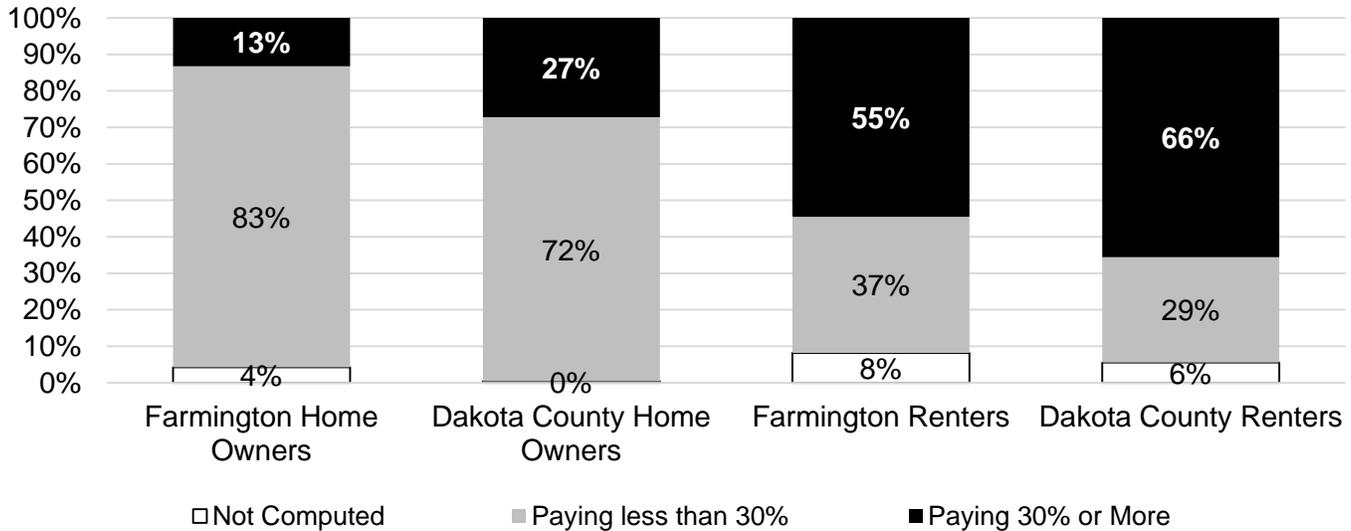
<sup>2</sup> *Guidelines for Priority Funding for Housing Performance*, Metropolitan Council, July 2015. Retrieved on Sep. 30, 2015 from: <https://metrocouncil.org/Housing/Publications-And-Resources/HOUSING-POLICY-PLANS-REPORTS/Guidelines-for-Priority-Funding-for-Housing-Perfor.aspx>

# HOUSING AFFORDABILITY

## INDICATOR: SPENDING 30% OR LESS OF HOUSEHOLD INCOME ON HOUSING

This measure has long been a standard for defining housing as affordable. It is a good measure of affordability whether a household is above or below the Median Household Income in a community. In most communities, the cost of rental housing is of greater concern than owner-occupied homes—many more renters pay more for their housing as a percentage of their income.

### HOUSING COSTS AS PERCENT OF GROSS INCOME FOR HOMEOWNERS AND RENTERS 65+ IN 2014



Source: 2009-2014 American Community Survey (Table B25093 and B25072)

Less than a fifth of Farmington home owners pay more than 30% of their gross income for housing (13%). This is 14 percent lower than Dakota County as a whole, which is positive. However, at the same time, more than half of Farmington renters pay more than 30% on their housing (55%). This is better for renters than the county as a whole. More than in other cities, there is a great disparity in Farmington between the affordability of housing for home owners and renters. **How could Farmington, Dakota County, and other public and private partners invest more in subsidized rental housing to help bring down housing costs for lower-income renters, including older adults?**

***20% of Minnesota Baby Boomers were considering a move in 2010 due to the cost of housing. [3]***  
***49% of older adults (age 60+) are concerned they will have too little money to last the rest of their lives. [4]***

<sup>3</sup> Transform 2010 Data Report: Baby Boomer Survey, Minnesota Department of Human Services, 2010. Retrieved on September 30, 2015 from: [http://www.dhs.state.mn.us/main/groups/aging/documents/pub/dhs16\\_156199.pdf](http://www.dhs.state.mn.us/main/groups/aging/documents/pub/dhs16_156199.pdf)

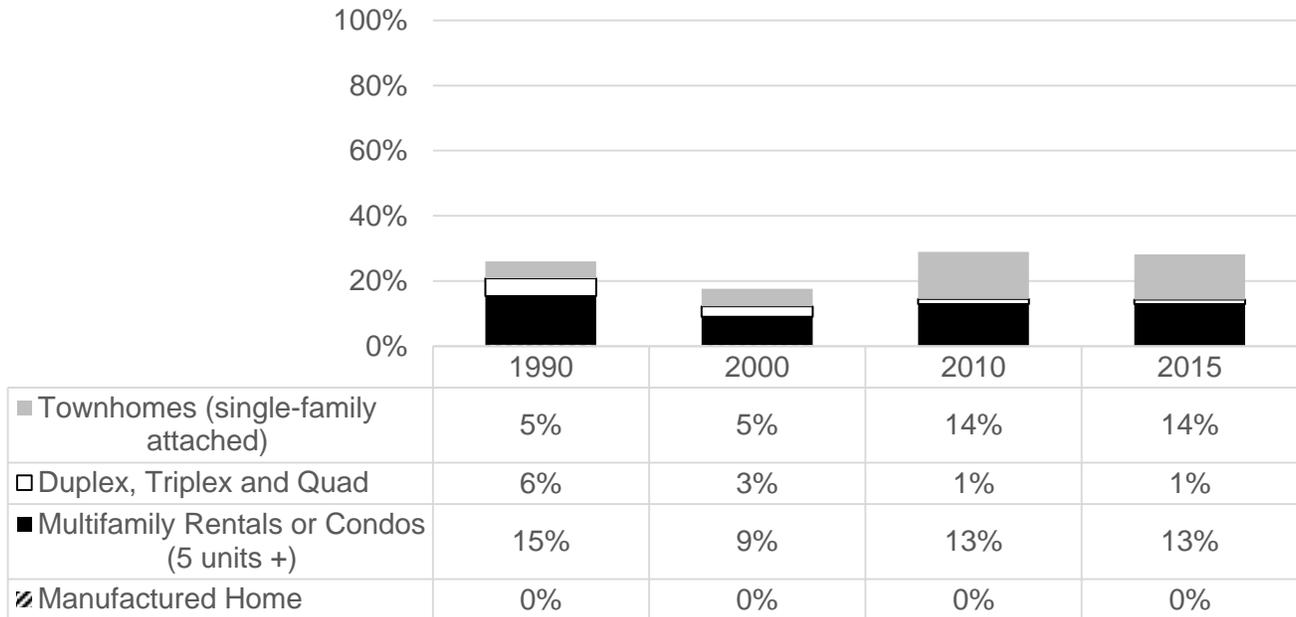
<sup>4</sup> The United States of Aging Survey 2014, National Council on Aging. Retrieved on September 30, 2015 from: <https://www.ncoa.org/wp-content/uploads/USA14-National-Fact-Sheet.pdf>

# HOUSING CHOICE

## INDICATOR: INCREASED VARIETY OF HOUSING BEYOND SINGLE-FAMILY HOMES

A person’s housing needs and preferences evolve throughout their life. Housing variety, including the cost and features of homes, allow people to grow-up and age in the same community. Communities that lack housing variety that is desirable to older residents may lose those residents to other communities within the county or elsewhere.

### PERCENTAGE OF **Non-Single** FAMILY HOME HOUSING BY TYPE IN FARMINGTON, 1990-2015



Source: U.S. Census 1990, 2000, 2010, and 2015; Metropolitan Council Housing Stock Estimates, 2015.

Among major non-single family home housing types, between 1990 and 2015, Farmington saw a significant increase in Townhomes from 5% to 14%. At the same time, Farmington recorded significant declines in the proportion of Duplex, Triplex and Quad properties. Multifamily housing remained roughly flat. **Could Farmington further increase its housing variety in the coming years to appeal to older residents who may want to down-size, or younger residents who need or prefer a non-single family home?**

***28% of Minnesota Boomers planning to move by 2020 reported they are considering a townhome or condominium. [5]***  
***40% of older adults (age 60+) anticipate home maintenance will be a concern as they age. [6]***

<sup>5</sup> Transform 2010 Data Report: Baby Boomer Survey

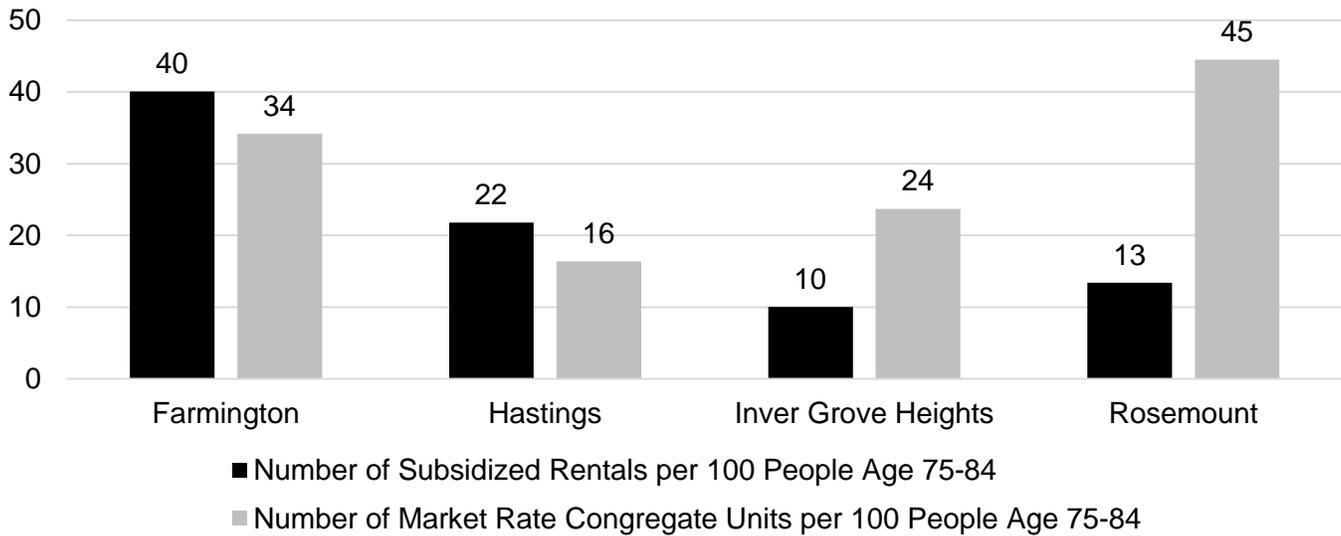
<sup>6</sup> The United States of Aging Survey 2014, National Council on Aging. Retrieved on September 21, 2015 from: <https://www.ncoa.org/wp-content/uploads/USA14-National-Fact-Sheet.pdf>

# HOUSING CHOICES IN LATER LIFE

## INDICATOR: VARIETY AND QUANTITY OF “SENIOR HOUSING” OPTIONS

Most people prefer to stay in a single family home, condominium, townhome, or all-ages apartment as they age. However, whether due to preference or a need for support that cannot be met well in their conventionally designed home, some make a move to “senior housing” – housing planned for older adults. Senior housing is generally restricted to people age 55 or older; but persons age 75 to 84, and 85 and older are more likely to live in “senior housing.”

UNITS OF SUBSIDIZED SENIOR RENTALS AND MARKET RATE CONGREGATE HOUSING IN 2013, PER 100 PERSONS AGE 75-84



Source: *Comprehensive Housing Needs Assessment for Dakota County, MN*, Maxfield Research, September 2013  
2011-2013 American Community Survey (Table S0101)

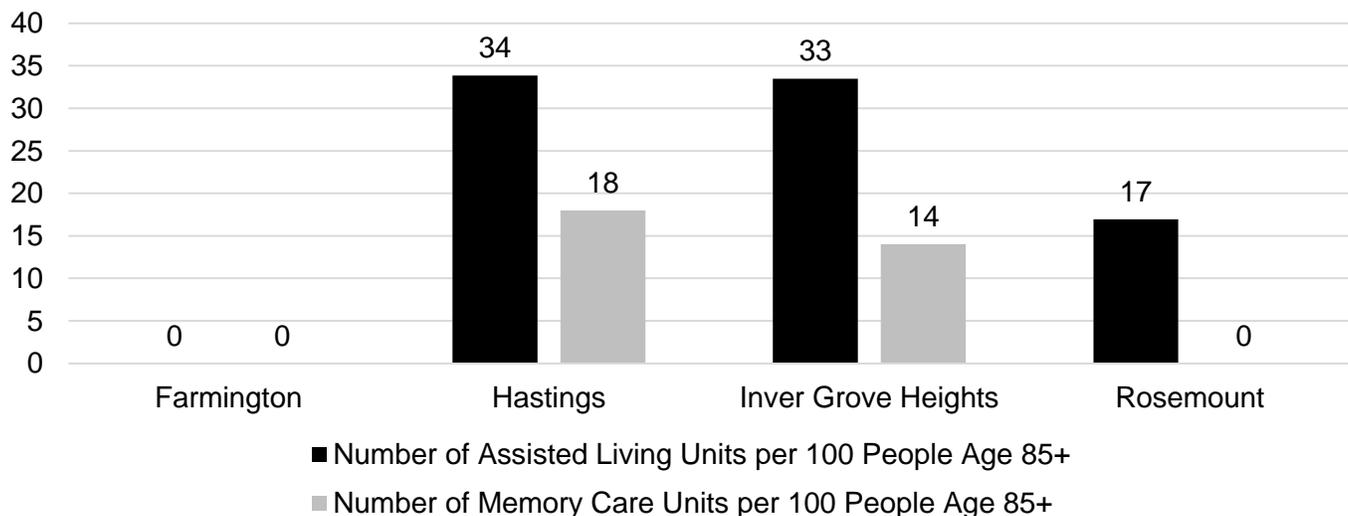
Housing Type / Age	Farmington	Hastings	Inver Grove Heights	Rosemount
Rental (Shallow-Subsidy)*	66	103	111	44
Rental (Deep-Subsidy)*	97	110	39	39
Independent Living (Few Services)+	84	80	265	276
Congregate (Moderate Services)^	55	80	90	0
People Age 75-84	407	978	1,497	620

\* Subsidized Rentals refers to age-restricted independent living apartments where rents are adjusted to increase affordability for low-income seniors.  
 + “Independent Living” refers to age-restricted independent single-family, townhomes, apartments, condominiums, and cooperatives with few, if any, supportive services.  
 ^ “Congregate” refers to multi-unit housing, such as townhomes, apartments, condominiums, and cooperatives with increasing, moderate supportive services. “Congregate” does not include Assisted Living or Memory Care Facilities (see below).

The graph and table above present data on varieties of “senior housing” with few or very limited built-in services. Two of the housing options offer subsidies to support affordability. In 2013, Farmington compared very favorably to its peer cities with 40 subsidized senior rental units for every 100 people age 75 to 84. Hastings had roughly half the number of subsidized senior rental units for every 100 people age 75 to 84, with 22, and Inver Grove Heights and Rosemount had 10 and 13 units, respectively. **With the cost of rental housing being such a concern, could Farmington work to increase the ratio of subsidized units for older residents? Also, are there age-friendly features inside the housing units? Could new policies or educational campaigns encourage builders to construct universally designed buildings to meet the needs of aging adults—and by doing so better meet the needs of all age groups?**

***77% of older adults (age 60+) plan to stay in their current home for the rest of their life. [7]***

UNITS OF ASSISTED LIVING AND MEMORY CARE IN 2013 PER 100 PEOPLE AGE 85+



Source: *Comprehensive Housing Needs Assessment for Dakota County, MN*, Maxfield Research, September 2013  
2011-2013 American Community Survey (Table S0101)

Housing Type / Age	Farmington	Hastings	Inver Grove Heights	Rosemount
Assisted Living Units*	0	128	148	30
Memory Care Units^	0	68	62	0
People Age 85+	129	378	442	177

\* “Assisted Living” refers to multi-unit housing with more intensive supportive services than the “Congregate” category referred to above.  
^ “Memory Care” is multi-unit housing that, as the name suggests, provides intensive services for persons with declining memory.

<sup>7</sup> *The United States of Aging Survey 2014*, National Council on Aging. Retrieved on September 21, 2015 from: <https://www.ncoa.org/wp-content/uploads/USA14-National-Fact-Sheet.pdf>

This second graph looks at two Senior Housing options that offer more built-in services for residents, such as meals, housekeeping, and transportation, and increasing levels of personal care. Adult Foster Care programs, licensed residential homes for 4 to 5 residents age 55+, and Skilled Nursing Facilities (i.e. nursing homes), are not included here. These types of housing options were not included in the report by Maxfield Research, the source of this data.

According to this data source in 2013, Farmington did not have any assisted living or memory care units. **(However, Trinity Care Center & TCU now offers 54 assisted living and 10 memory care units —likely after the Maxfield report in 2013.)** Hastings and Inver Grove Heights reported a similar ratio of these two housing types. Rosemount reported a smaller ration of Assisted Living units. Farmington, like other cities, should continue to evaluate if it has the appropriate number of “senior housing” units and affordable housing options for older adults based on its current population and projections for the future .

Across the state, the number nursing home beds is being reduced and we are seeing more funding for Home and Community-Based Services, and this trend is expected to continue. Many communities have responded to an aging population by building more Assisted Living units. In fact, Minnesota has more Assisted Living units than any other state in the nation. **How can Burnsville continue to plan for and invest in housing with services to support older residents who may want to remain in this community as they age? What if Boomers avoid moving into Assisted Living facilities all together or wait until the very end of their life? Have some communities over-built the number of Assisted Living units they may need?**

***68% of Minnesota Boomers who plan to move by 2020 will be looking for homes where they could live on one level. [8]***

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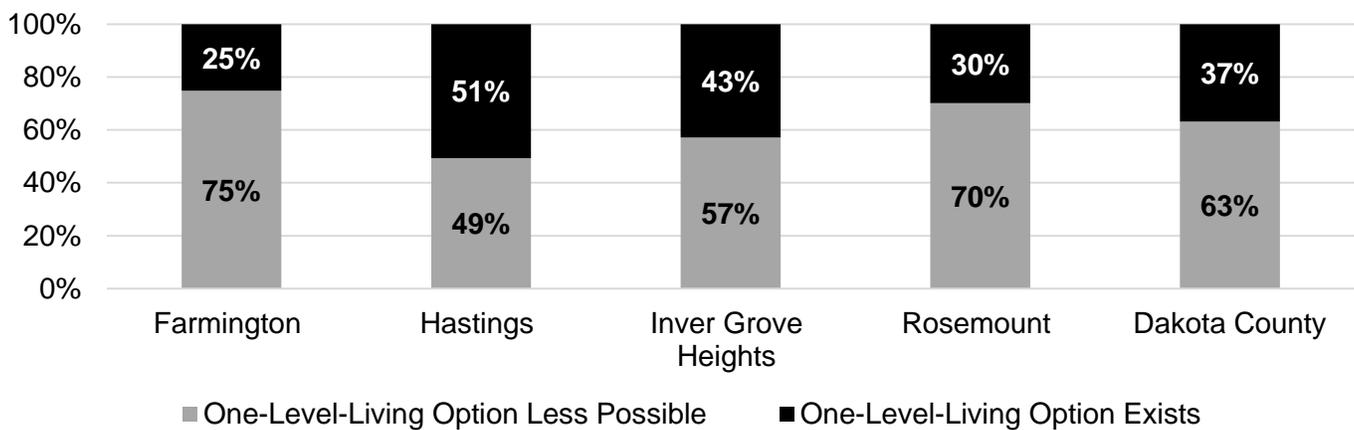
<sup>8</sup> Transform 2010 Data Report: Baby Boomer Survey

## ACCESSIBILITY AND VISITABILITY

### INDICATOR: AVAILABILITY OF HOUSING WHERE RESIDENTS CAN LIVE ON ONE LEVEL

The most basic home characteristic that supports accessibility and visitability is housing that allows a person to live on one level, with few or no stair systems. Stairs pose a barrier for many people if their physical functions are limited. In many cities, the best option for one level living is recently constructed multi-unit apartments or condominiums. These buildings frequently have zero-grade, accessible entries, elevators, and wide hallways and doorways leading to one-level units. While much less common, some single family homes, detached condominiums, townhomes, and multiplexes also provide residents with options for living on one level.

PERCENT OF HOUSING WITH A ONE-LEVEL-LIVING OPTION IN FARMINGTON AND SELECT CITIES, 2014<sup>9</sup>



Source: Dakota County Assessor's Office, 2014

Just one quarter of Farmington housing would allow a resident to live on one level of a home. This is the lowest proportion among Farmington's peers and the county as a whole on this measure. However, even homes that offer a good one-level-living option may need to be modified in one or more ways to make them truly accessible and visitable. Common home modifications include adding ramps to main entries, widening doorways, improving the living-level bathroom and shower, and moving laundry machines to the living-level. The vast majority of residents prefer to age-in-place. **How could cities, the county, and organizations support more practical home modifications and repairs to help residents age in place? Could an Aging in Place partnership/fund be set up to help homeowners stay in their homes—at less cost than other housing alternatives? As new housing of all types is constructed, how could cities encourage builders to include more accessible and visitable features in their design plans?**

<sup>9</sup> The Dakota County Assessor's Office organizes residential housing into as many as 24 categories; the categories encompass all major housing types: single family homes; townhomes; duplex, triplex and quads; condominiums; and multifamily buildings. The percent of "one story" living units is based on the number of one story units across all housing types. Two story homes may allow for single-level living, but this cannot be assumed.

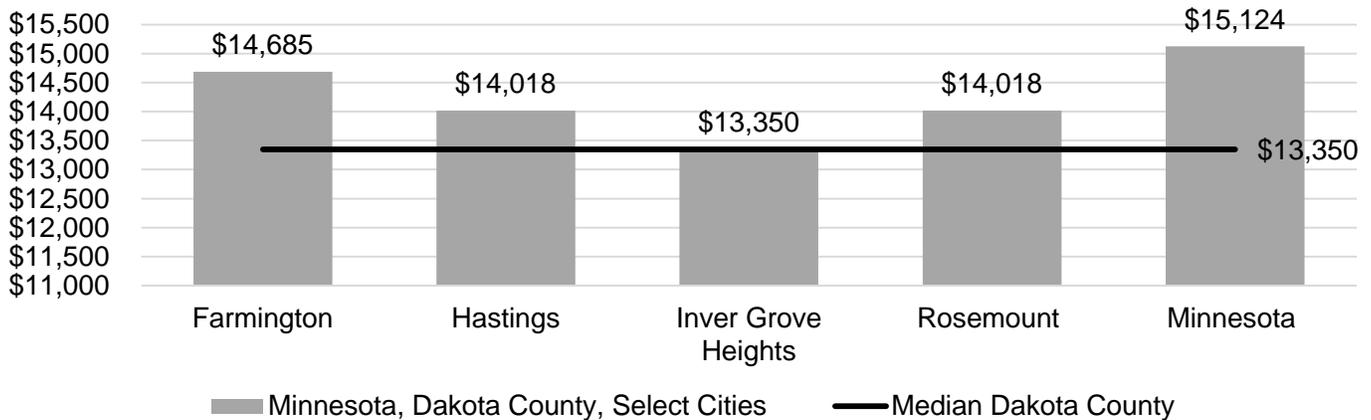
# MOBILITY

## TRANSPORTATION COSTS

### INDICATOR: ANNUAL HOUSEHOLD TRANSPORTATION COSTS

Housing is generally the largest expense in a household budget, but transportation costs typically rank second, and so are very significant, especially for households with a low or fixed income. Some residents seek out affordable housing, which can often be found in suburban and exurban communities with lower land prices, but then inadvertently end up with higher transportation costs, especially if their housing is a long distance from their work or the many basic services we all need. The US Department of Housing and Urban Development is now promoting a combined measure of housing and transportation affordability it calls “Location Affordability,” which considers the cost of housing and transportation together.<sup>10</sup>

### 2008-2012 ANNUAL TRANSPORTATION COSTS IN FARMINGTON, SELECT CITIES, MINNESOTA AND THE US



Source: U.S. Department of Housing and Urban Development, Location Affordability Index, 2008-2012, <http://www.locationaffordability.info/lai.aspx>

The estimated annual household transportation costs for Farmington’s residents at \$14,685 is well above the Dakota County median and less than the costs experienced by Minnesotans as a whole. Farmington’s three peer cities pay less for transportation. Farmington is a greater distance from the center of the Twin Cities metropolitan area, so residents would commonly drive greater distances to many destinations. **How can Farmington, and other Dakota County cities, attract more employers to reduce daily commutes for its residents? How can cities adjust land use policies to shorten distances and improve access to shopping, services, and other amenities? Further, might the city explore more public and alternative transportation services to decrease residents’ reliance on cars for transportation?**

<sup>10</sup> U.S. Department of Housing and Urban Development, Location Affordability Index, Retrieved on July 10, 2015 from: <http://www.locationaffordability.info/>

# WALKABILITY

INDICATOR: WALK SCORE, 0 TO 100

Walking, or rolling using an assistive device, is the most basic and affordable mode of transportation. However, since many streetscapes are designed primarily for cars, walkers may find the distances to their destination too great and the routes unsafe. Walk Scores measure the walkability of an area using digital maps and data about distances to common amenities and pedestrian friendliness.

City-Wide Walk Score	Downtown Farmington Walk Score	90–100 Walker’s Paradise: <i>Daily errands do not require a car</i>
22	62	70–89 Very Walkable: <i>Most errands can be accomplished on foot</i>
		50–69 Somewhat Walkable: <i>Some errands can be done on foot</i>
		25–49 Car-Dependent: <i>Most errands require a car</i>
		0–24 Car-Dependent: <i>Almost all errands require a car</i>

Source: <https://www.walkscore.com/MN/Farmington>, Retrieved on October 31, 2016

Overall, Farmington is a Car-Dependent city, with a walk score of 22. In most locations across the city, almost all errands require a car. However, there are locations that are more walkable. Historic Downtown Farmington, near the intersection of Elm Street and 3<sup>rd</sup> Street achieved a Walk Score of 62. There are some higher density residential housing options near that intersection, and many adjacent blocks are zoned Downtown Transitional Mixed Use, which suggests that the city is prioritizing the development of more residential options alongside commercial uses here. (Research shows that when people walk or bike to do their shopping they take more trips and spend more money each month than drivers.)

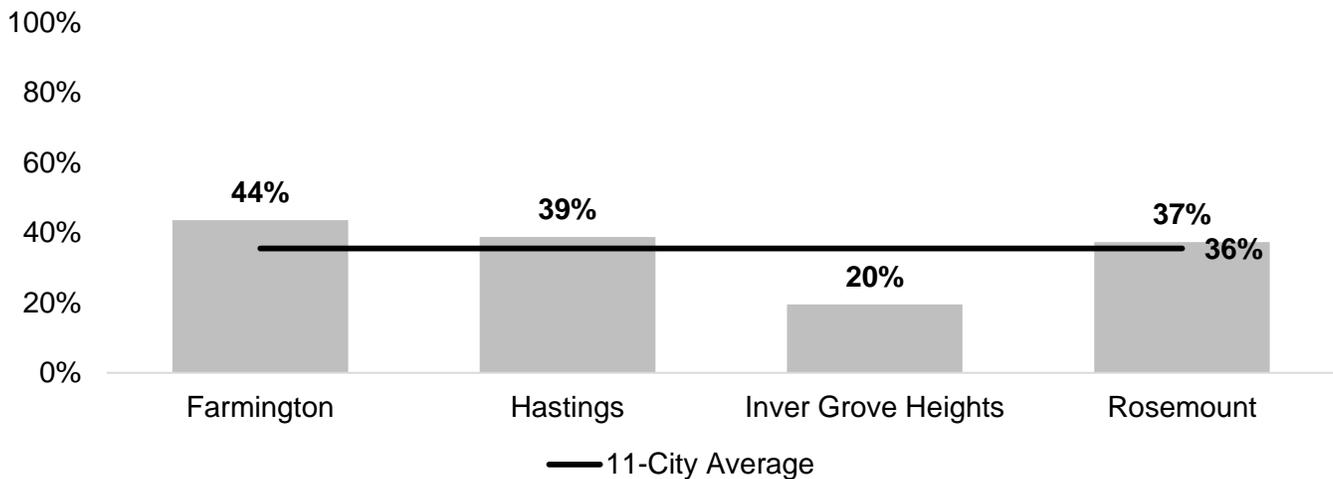
While not all residents value walkability, a growing number do. Strategically investing in Suburban-Intensity developments or otherwise improving the proximity of residences and essential amenities will serve older residents and others who value walkability. **How can Farmington strategically invest in greater walkability, more sidewalks, and more mixed-use or Suburban-Intense developments? What policies need to be updated or changed to increase walkability?**

# WALKABILITY

## INDICATOR: PRESENCE OF SIDEWALKS

Sidewalks are the building blocks of an effective pedestrian network. When sidewalks are not available, pedestrians are forced to share the street with motorists, access to public transportation is restricted, and children have fewer play areas that are safe. Streets without safe places to walk, cross, catch a bus, or bicycle put people at risk. Over 5,600 pedestrians and bicyclists died on U.S. roads and there were 115,000 reported injuries in 2014.<sup>11</sup> Pedestrian crashes are more than twice as likely to occur in places without sidewalks; streets with sidewalks on both sides have the fewest crashes.<sup>12</sup> Walkability is enhanced even further by three core characteristics: the continuity and connectivity of pedestrian ways (i.e. sidewalks, trails, bike lanes, street crossings, crosswalks); the safety of the pedestrian ways; and the proximity of essential services to residences. The data of this measure speak to the first core characteristic.

### PERCENT OF STREETS WITH SIDEWALKS OR TRAILS IN 2015



Note: "Streets" are defined here as local roads, county roads, and county-state aid highways.  
Source: Dakota County Physical Development Division, 2015

Farmington has much more sidewalk coverage and connectivity as compared to the eleven major cities of Dakota County. The city also has more sidewalk infrastructure than its peer cities for this profile. **As Farmington develops and redevelops land, how might the city improve its pedestrian infrastructure?**

<sup>11</sup> Source: [http://www.pedbikeinfo.org/data/factsheet\\_crash.cfm](http://www.pedbikeinfo.org/data/factsheet_crash.cfm)

<sup>12</sup> Source: [http://safety.fhwa.dot.gov/ped\\_bike/tools\\_solve/walkways\\_brochure](http://safety.fhwa.dot.gov/ped_bike/tools_solve/walkways_brochure)

## PUBLIC TRANSIT AND ALTERNATIVE TRANSPORTATION

### INDICATOR: PRESENCE OF PUBLIC AND ALTERNATIVE TRANSPORTATION

Many people who are able to drive express interest in transportation alternatives such as buses, trains, walking, or biking. But for older adults who do not drive, transportation alternatives become critically important. Without transportation, residents find it difficult to access basic services, remain independent, and stay involved in the life of the community. Alternative transportation options available to residents of Farmington are described in the table below. (Some information in this table may have evolved as routes are modified and providers change.)

Category	Provider(s)	Scope of Service	Description
Fixed-route	None	None	N.A.
Curb-to-Curb	A-Tran -- South Metro, Mpls/St Paul GAPP Services -- Dakota County MNET -- Metro Area Transit Link -- Metro Area		Requires the rider be able to meet the vehicle at the curb. Drivers do not help individuals into homes, apartment buildings or businesses. Drivers pick-up and drop-off passengers at the curb only.
Door-to-Door	A-Tran -- South Metro, Mpls/St Paul Metro Mobility -- Metro Area MNET -- Metro Area Transit Link -- Metro Area		Driver provides some assistance to rider to ensure they make it safely from their main door onto the vehicle. The driver provides the same service on the return trip.
Door-through-Door	A-Tran -- South Metro, Mpls/St Paul MNET -- Metro Area		Driver enters the home/building to provide assistance to the rider to ensure they make it safely through their front door and onto the vehicle. The driver provides the same service on the return trip.
Volunteer Driver Program	GAPP Services -- All of Dakota County		Individuals who volunteer their time and vehicle to provide transportation services to a community. Most often vehicle is a sedan and space is limited to riders with only canes and folding walkers.

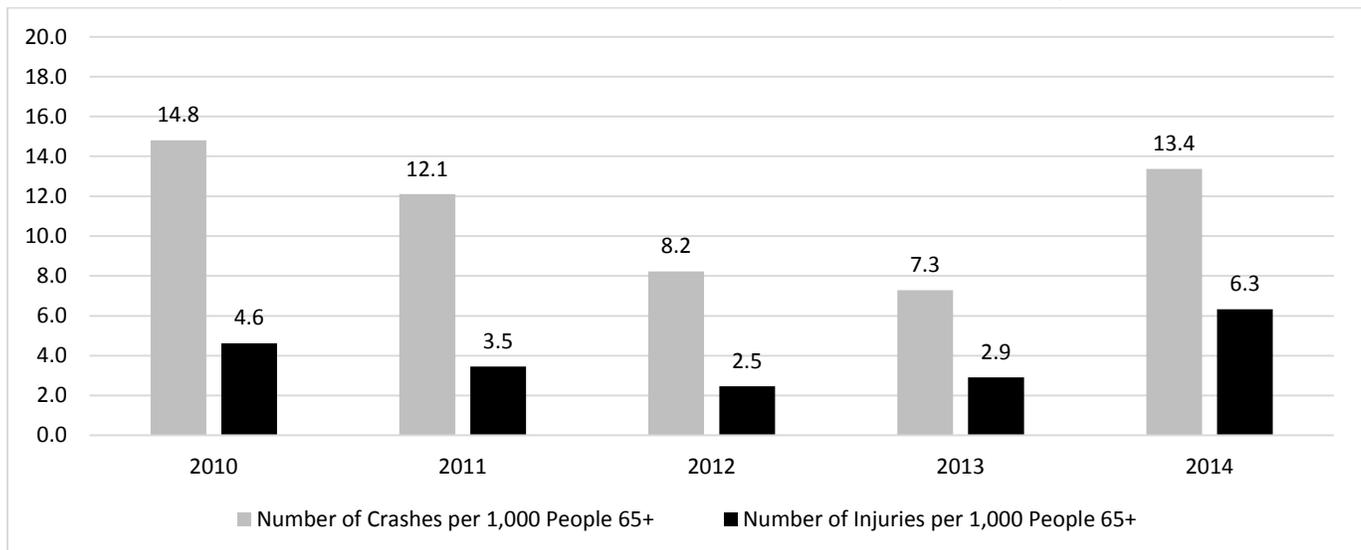
Source: Metro Transit: <https://www.metrotransit.org>; "Transportation Options Resource Guide: Dakota County" retrieved on July 3, 2015 from: <http://www.darts1.org/transportation-options-resource-guide>

## DRIVER SAFETY

### INDICATOR: DECREASED TRAFFIC CRASHES AND TRAFFIC RELATED INJURIES.

Driving a car is the most common mode of transportation for most people. This is especially true in suburban and rural communities where mass transit options are often limited. Sidewalks and trails are also frequently underdeveloped. For these reasons, driving conditions become increasingly important. Some cities are making design improvements, including: better, larger signage for older drivers; more designated left-hand turn lanes; rumble strips on lane markers or shoulders; and improved safety at crosswalks.

#### NUMBER OF TRAFFIC CRASHES AND INJURIES IN FARMINGTON FOR DRIVERS 65+, 2010-2014



Source: Minnesota Department of Public Safety Crash Facts, 2010-2014; American Community Survey, 2010-2014

In Farmington, the number of traffic crashes involving drivers 65+ declined slightly between 2010 and 2014. However, injuries were generally trending upward, but fortunately no fatalities were recorded for drivers 65+ over this same period. It is important to note that an increase in traffic crashes and injuries occurred in 2014. Across the US, more than 4,500 pedestrians are killed by motor vehicles every year. However, this does not have to be the case—more can be done to save lives. These deaths are preventable. Speed does kill. Two studies, one in the US and a second in the UK, revealed that pedestrians are killed 5% of the time when struck by a car going 20 mph; 37-45% of the time when struck by a car going 30 mph; 83-85% of the time when struck by a car going 40 mph. Traffic on most American streets travel closer to 40 mph instead of 20 mph. If we reduce car speeds to 20 mph through traffic-calming road redesign, education, and enforcement strategies, we could reduce pedestrian fatalities by 90%. **How can the state, county, and cities work together to prioritize dangerous streets for redesign and speed reduction to save more lives?**

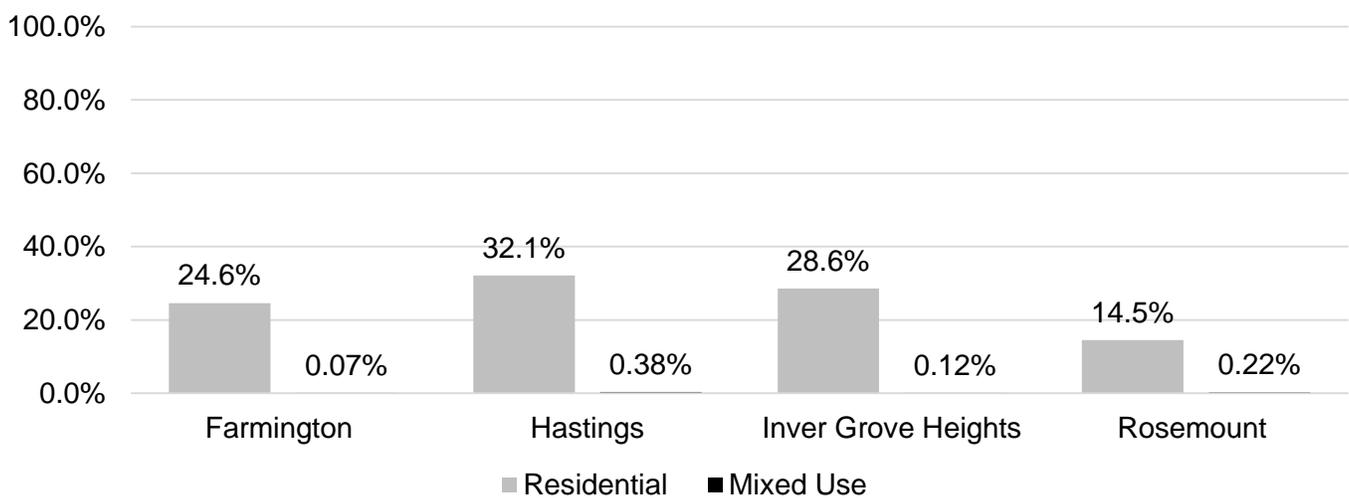
# LAND USE

## MIXED-USE LAND

### INDICATOR: PROPORTION OF LAND DEVELOPED AS MIXED-USE

Mixed-use developments (also known as Suburban-Intensity) have received increasing attention among city planners and administrators, and the general public. Well-executed mixed-use developments can address many livable community characteristics at once, including: housing-type variety, convenience to shopping and services, walkability, and public safety.

### PERCENT OF RESIDENTIAL LAND USE COMPARED TO MIXED-USE FOR SELECT CITIES, 2010\*



SOURCE: METROPOLITAN COUNCIL GENERALIZED LAND USE DATA, 2010 (\*NEW 2016 LAND USE DATA NOT AVAILABLE UNTIL SPRING 2017)

NOTE: FOR MORE SOURCE INFORMATION SEE: [HTTP://METROCOUNCIL.ORG/METC/FILES/6D/6DB8637A-FE3F-4F06-954B-581B680DE527.HTML](http://METROCOUNCIL.ORG/METC/FILES/6D/6DB8637A-FE3F-4F06-954B-581B680DE527.HTML)

Farmington has a fraction of one percent of mixed use land; however, all four peer cities have a very low percentage of mixed-use development. Suburban-intensity is not something that needs to be feared as increased “density,” something often fought by residents of suburban communities. Suburban-intensity can be targeted to a city’s core downtown area where walkability and density can be achieved more easily. Historic Downtown Farmington (near Elm Street and 3<sup>rd</sup> Street) is one example within Farmington. Some cities are creating age-friendly areas or districts that are benefiting from this approach. Currently, Minneapolis and St. Paul are seeing record levels of construction of mixed-use developments of rental apartments with commercial space at the street level. Millennials and Boomers are competing to live in or near these walkable neighborhoods. **Can suburban communities replicate and benefit from this trend that is likely to continue into the future, or will some suburban communities be left out?**

## PARK SPACE

### INDICATOR: PROXIMITY TO PARK SPACE

Public parks and trails are a great common space for people of nearly any circumstance to get out and interact in the community and stay healthy. To better support older residents and people with limiting health conditions, park spaces should increasingly offer shade, shelter, a place to sit and rest, and accessible bathrooms, all of which benefit the entire community.

#### NUMBER OF PARKS WITHIN A HALF-MILE IN 2013

Farmington	Hastings	Inver Grove Heights	Rosemount	Median US Neighborhood
1.2	2.6	1.0	2.1	0.0

Source: AARP Livability Index, retrieved on October 31, 2016 from: <https://livabilityindex.aarp.org>

Farmington is comparable to its peers on this measure. On average, Farmington has more than 1 park for every half-mile radius of land. Some of the Farmington parks and recreational amenities are described in the table below.

**How can Farmington and other cities continue to make parks both good places for children and older adults—more benches and more equipment for all age groups? And how can cities continue to improve non-motorized access to parks through sidewalk and trail enhancements, so that people of all ages can walk, bike, or roll (i.e. using an assistive device) to their nearest park?**

Select Amenities	Number and Land Area	Description
Parks, Open Space and Natural Areas	23 parks on 913 acres	Common elements include: biking/walking trails, playground equipment, picnic facilities, restrooms, basketball courts, and softball/baseball fields.
Rambling River Center	1 center	Programming for adults 50+, including fitness equipment, trips, and educational activities.
Schmitz-Maki Arena	1 arena	Indoor ice for hockey, figure skating, and open skating.
Trail System	48 miles	Paved trails, nature trails, and boardwalks.
Farmington Outdoor Pool	Wading pool and main pool	Amenities include a small drop slide, diving bay with one and two meter boards, wading pool, umbrellas, chaise lounge chairs, picnic tables and open lockers for patron use.

Source: <http://www.ci.farmington.mn.us>

## FOOD ACCESS

### INDICATOR: ACCESS TO HEALTHY AND AFFORDABLE FOOD

It is difficult to make healthy food choices when grocery stores and farmers' markets are not near where you live. People who do not drive or lack transit options and those that are low-income are forced in many instances to rely on food options that are less healthy from nearby convenience stores, and it may cost them more money.

#### NUMBER OF GROCERY STORES AND FARMERS' MARKETS WITHIN A HALF-MILE IN 2013

Farmington	Hastings	Inver Grove Heights	Rosemount	Median US Neighborhood
0.9	0.3	0.4	0.4	0.0

Source: AARP Livability Index, retrieved on October 31, 2016 from: <https://livabilityindex.aarp.org>

The AARP Livability Index rates a community's food access by measuring how many grocery stores or farmer's markets exist in each half-mile radius within the city, a reasonable walking distance for most people. According to this source, Farmington has .9 stores or markets per half-mile radius, or two stores or markets per 1 mile radius. Farmington's food access rating compares favorably to its peer cities for this profile. (Note: Most US neighborhoods, including vast rural areas, score a zero for grocery stores or farmer's markets within a half-mile. However, by contrast, the score for the city of Minneapolis is 5.3).

Sometimes residents face financial or transportation barriers in gaining access to food. **What can communities do to promote their farmers' markets to all residents, and ensure that those in need have access to grocery stores and home delivered meals or food?**

Service agencies can help close the food access gap. Dakota County has an excellent listing of Food Shelves & Community Meals on its website.<sup>13</sup> Ensuring that all are fed, of whatever age and circumstance, is a basic need that all communities need to address together.

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<sup>13</sup> Dakota County, Minnesota, Food Shelves & Community Meals:  
<https://www.co.dakota.mn.us/HealthFamily/PersonalFinance/FinancialCrisis/Pages/food-shelves.aspx>

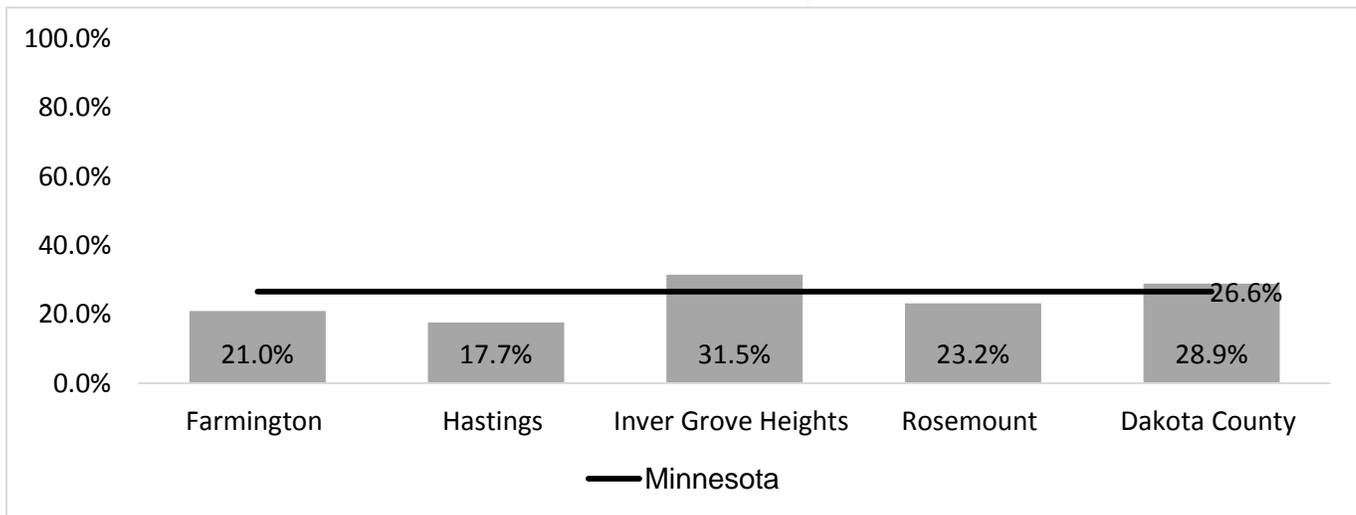
# COMMUNITY LIFE

## EMPLOYMENT

### INDICATOR: PERCENT OF PEOPLE AGE 65 TO 74 IN THE LABOR FORCE

Complete retirement from paid work at 65 is slowly being revised in our culture, through public policy, but also through the needs, plans, and preferences of aging workers and employers. A healthy labor force participation rate should closely reflect the percent of people in any age group who express a desire to work.

#### LABOR FORCE PARTICIPATION AGE 65 TO 74 IN FARMINGTON, WITH SELECT COMPARISONS IN 2014



Source: 2009-2014 American Community Survey (Table S2301)

Farmington's labor force participation rate among workers age 65 to 74 is 21%, which is about 5% lower than the state as a whole, and more than 7% lower than the rate for Dakota County. Among Farmington's peers, Inver Grove Heights reports a significantly higher rate at 31.5%. While not all older adults desire to work for pay beyond traditional retirement age, a significant portion do and will. And others will need to because of their personal financial circumstances. Older adults should be able to work with various accommodations and incentives to participate in the shrinking workforce. **How are local businesses helping older workers to remain in the workforce?**

***23% of Minnesota Boomers have no plans to stop paid work at any age. [14]***

***32% of older adults (age 60+) are concerned they will not be able to work as long as they would like. [15]***

<sup>14</sup> Transform 2010 Data Report: Baby Boomer Survey

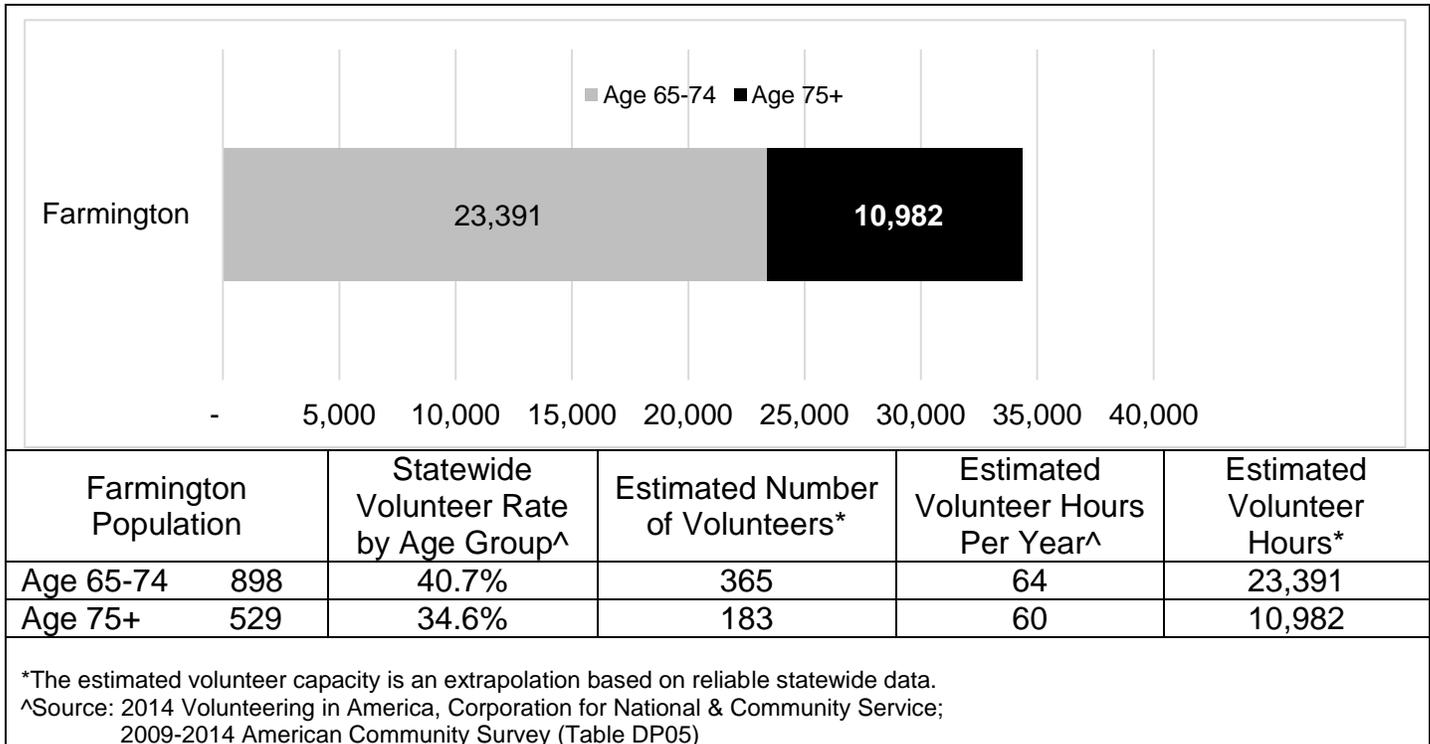
<sup>15</sup> The United States of Aging Survey 2014, National Council on Aging. Retrieved on September 21, 2015 from: <https://www.ncoa.org/wp-content/uploads/USA14-National-Fact-Sheet.pdf>

# VOLUNTEER CAPACITY

## INDICATOR: INCREASED VOLUNTEER HOURS FOR PEOPLE 65+

A growing number of people will remain in the workforce past the age of 65, but whether working or retired from paid work, older residents will volunteer in great numbers. Volunteering is not only a vital form of enrichment for older adults, but it is also a valuable community asset that should be utilized fully.

ESTIMATED VOLUNTEER HOURS FOR POPULATION 65-74 AND 75+ IN FARMINGTON IN 2014



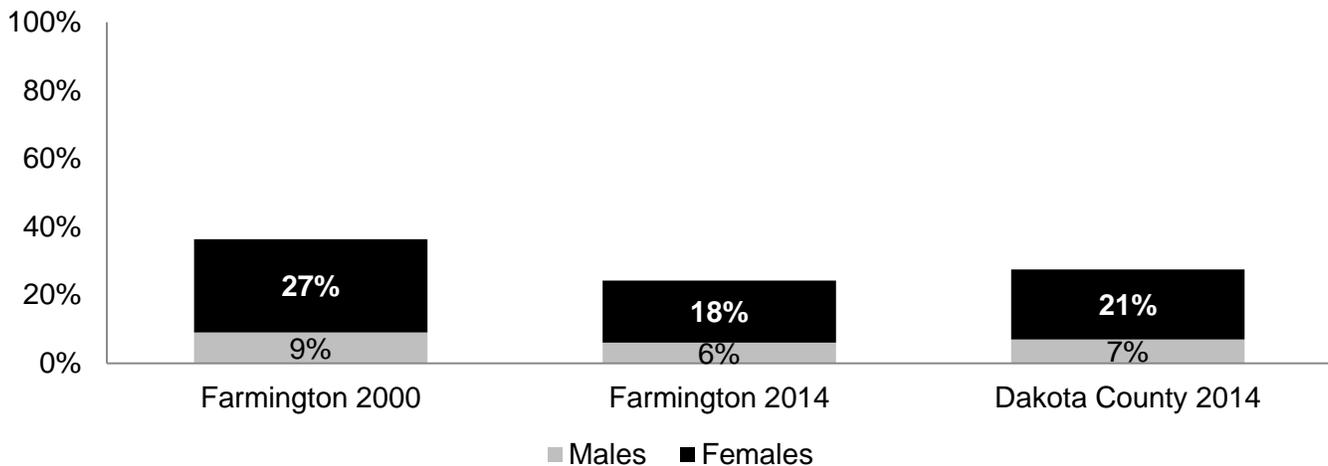
Older adults in Farmington provided an estimated 34,373 hours of volunteer service in 2014, the most recent data available. This is the equivalent of 16.5 full time equivalent employees, and at a rate of \$24.00 per hour, this amounts to a wage-labor value of \$824,952. Older adults and aging boomers are assets to the community; they spend more money locally, and they value their communities and most want to give back. Communities that provide meaningful opportunities for older adults to volunteer will capitalize on this vital source of talent and energy. Four Dakota County cities (Apple Valley, Inver Grove Heights, West St. Paul, and Rosemount) have partnered to fund a volunteer coordinator position to try to take advantage of residents desire to volunteer. **How can Farmington further capitalize on older adult volunteers as an asset to the community? Could a local entity better coordinate and advertise the opportunities that do exist?**

## LIVING ALONE

### INDICATOR: PERCENT OF PEOPLE 65+ LIVING ALONE

Some people live alone and are content with their circumstances. However, people who live alone tend to have less income, and as they age, find it more difficult to remain mobile, access services, and stay involved in the life of the community. Communities need to be aware of this segment of the population and better shape the community environment to support these residents.

#### AGE 65 AND OVER LIVING ALONE, 2000 AND 2014



Source: 2009-2014 American Community Survey (Table B09020); US Census 2000 (Table P030)

About a quarter of residents age 65 and older were living alone in Farmington in 2014 (24%). Notably, this is 12 percent lower than the proportion of older residents living alone in the year 2000. A larger percentage of older residents live alone in Dakota County as a whole (28%). As in most communities, many more female residents live alone in Farmington as compared to men. When living alone turns to isolation, individuals can experience physical and mental decline. **In circumstances like this, what could be done to better identify and assist isolated older adults? Could nonprofits or faith communities partner to provide home visits or check-ins by phone? Could more formal neighborhood networks be helpful to those living alone and create stronger neighborhood connections and support for everyone?**

***48% of socially-isolated older adults list transportation as the thing they will most likely need help with in the future. [16]***

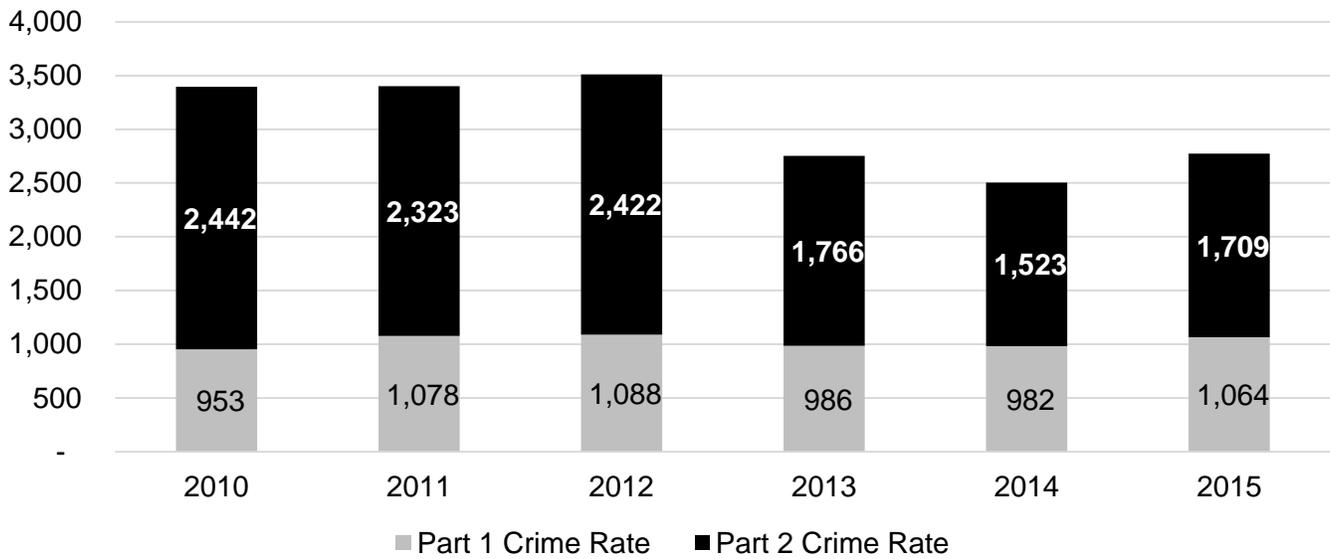
<sup>16</sup> *The United States of Aging Survey 2014*, National Council on Aging. Retrieved on September 21, 2015 from: <https://www.ncoa.org/wp-content/uploads/USA14-National-Fact-Sheet.pdf>

# PUBLIC SAFETY

## INDICATOR: DECREASED CRIME

All residents want to feel safe in their community. Feeling unsafe negatively affects residents' participation in the community. For older residents, too, feeling unsafe inhibits their trips out of the home for services, work, volunteering, or recreation, leading to harmful isolation.

CRIME RATES IN FARMINGTON, 2010-2015



\* The crime rate represents the number of reported crimes per 100,000 in population.

\*\* Part 1 Crimes include: murder, rape, robbery, aggravated assault, burglary, larceny, vehicle theft and arson;

Part 2 Crimes include: other assaults, forgery, fraud, vandalism, sex offences, drugs and alcohol and DUI

Source: Minnesota Department of Public Safety State Crime Books, 2010-2015

Overall, crime rates in Farmington declined 18.3% from 2010 to 2015. The decline was more pronounced for Part 2 crimes, which includes: forgery, fraud, vandalism, sex offences, drugs and alcohol, and DUI. **How can all communities continue to work with residents to lower crime rates and increase engagement of all residents, including older adults that may face isolation?**

# AGE-FRIENDLY POLICIES

## ACCESSORY DWELLING UNIT POLICY

An accessory dwelling unit (ADU) – also known as a “granny flat,” “mother-in-law apartment” or “carriage house” – is a self-contained living unit that can be located within the walls of an existing or newly constructed home, or that can be an addition to an existing home. It can also be a freestanding structure on the same lot as the main house. ADUs have received significant attention in recent years as a way to provide more flexible housing options using existing housing stock. Over the past few decades, municipalities across the country have adopted standards to allow or encourage the construction of ADUs.

Accessory Dwelling Unit Policy: Yes/No?	No
<p><b>Some Policy Details</b></p> <p>The City does not have an Accessory Dwelling Unit policy. However, it does have zoning for an ACCESSORY APARTMENT: A dwelling unit which is subordinate to a permitted principal one-family residence in terms of size, location and appearance and located on the same lot therewith.</p> <p>Accessory apartments are listed as conditional uses in the A-1 (Agriculture), R-2 (Low/Medium Density Residential), and the R-5 (High Density Residential) zoning districts. The maximum size allowed is 1,800 square feet, provided it is able to meet the building coverage requirement of the zoning district. (There are no existing approved accessory apartments.)</p> <p><b>Possible Next Steps to Develop a Policy:</b> How are Accessory Apartments similar to ADUs? How might the existing Accessory Apartment zoning (or a new ADU policy) be used to support home owners that would like to age in place by having a caregiver live in an Accessory Apartment (or ADU) on their property or allow for an aging parent or relative to live with them so they can help provide care?</p> <p><b>For more information on ADUs:</b></p> <p>AARP, Accessory Dwelling Units, Model State Act and Local Ordinance  <a href="http://assets.aarp.org/rgcenter/consume/d17158_dwell.pdf">http://assets.aarp.org/rgcenter/consume/d17158_dwell.pdf</a></p> <p>For sample, downloadable language, see Model Code for Accessory Dwelling Units  <a href="https://accessorydwellings.org/2014/11/25/model-code-for-accessory-dwelling-units">https://accessorydwellings.org/2014/11/25/model-code-for-accessory-dwelling-units</a></p> <p><b>Dakota County cities with ADU policies for consideration:</b></p> <ul style="list-style-type: none"> <li>• Apple Valley, Code of Ordinances: <a href="http://www.ci.apple-valley.mn.us/index.aspx?NID=357">http://www.ci.apple-valley.mn.us/index.aspx?NID=357</a></li> <li>• Eagan, Municipal Code: <a href="http://www.cityofeagan.com/index.php/planning-zoning/city-code-enforcement">http://www.cityofeagan.com/index.php/planning-zoning/city-code-enforcement</a></li> <li>• Inver Grove Heights: Amendment: Title 10, Chapter 18: <a href="http://www.ci.inver-grove-heights.mn.us">http://www.ci.inver-grove-heights.mn.us</a></li> </ul>	

Source: Farmington Comprehensive Plan, [http://www.ci.farmington.mn.us/AboutFarmington/2030CompPlan/2030\\_CompPlan.html](http://www.ci.farmington.mn.us/AboutFarmington/2030CompPlan/2030_CompPlan.html)  
 Farmington, Minnesota City Code, [http://sterlingcodifiers.com/codebook/index.php?book\\_id=463](http://sterlingcodifiers.com/codebook/index.php?book_id=463)

ADUs ordinances are often driven by requests from homeowners. **What drove the development of the ADU policy in Farmington? Could this ADU policy be updated or improved to allow wider usage by increasing numbers of aging residents or those that have aging parents? For example: Could the ordinance be updated to allow ADUs on smaller lots, or to encourage accessibility and Universal Design in the construction of the units?**

## COMPLETE STREETS POLICY

“Complete streets” is an approach to road planning and design that considers and balances the needs of all transportation users. It is about improving the basics—the transportation system’s safety and functionality for all users—but in many cases, also making transit ways more aesthetically pleasing. Its main premise is for people to get around safely and efficiently from point A to point B, using whatever mode of travel they choose. The complete streets approach helps to maximize the use of public roadways and right-of-way in order to provide a comprehensive and connected multimodal transportation system.

A recent study comparing the United States with Germany and the Netherlands, where Complete Streets are common, found that when compared per mile/kilometer traveled, bicyclist and pedestrian death rates are two to six times higher in the United States. Complete Streets therefore improve safety for all users. According to an international study, as the number and portion of people bicycling and walking increases, deaths and injuries decline. This is known as the safety in numbers hypothesis: more people walking and biking reduces the risk per trip.

<b>Complete Streets Policy: Yes/No?</b>	<b>No</b>
<p data-bbox="66 842 1464 877"><b>Some Policy Details</b></p> <p data-bbox="66 877 1464 976">Farmington does not have a Complete Streets Policy. However, in the Community Vision and Transportation sections of Farmington’s Comprehensive Plan, considerations for pedestrian walkways are mentioned in the context of connectivity and economic vitality of the downtown area.</p> <p data-bbox="66 1018 1464 1201"><b>Possible Next Steps to Develop a Policy:</b> A Complete Streets policy could be leveraged as an important tool in achieving connectivity and economic vitality in the downtown area, and to achieve the same in other targeted areas of the city. Interest and demand for more walkable and bikeable communities is growing, and Farmington’s traditional downtown has many amenities already in place to take advantage of Complete Streets design.</p> <p data-bbox="66 1243 1464 1278"><b>An ideal Complete Streets policy:</b></p> <ul data-bbox="126 1278 1464 1470" style="list-style-type: none"><li data-bbox="126 1278 1464 1314">• Includes a vision for how and why the community wants to complete its streets</li><li data-bbox="126 1314 1464 1392">• Specifies that ‘all users’ includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and automobiles.</li><li data-bbox="126 1392 1464 1470">• Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way...</li></ul> <p data-bbox="175 1512 1464 1547">For more details on an ideal policy, go to:</p> <p data-bbox="175 1547 1464 1583"><a href="http://www.smartgrowthamerica.org/complete-streets/changing-policy/policy-elements">http://www.smartgrowthamerica.org/complete-streets/changing-policy/policy-elements</a></p> <p data-bbox="66 1625 1464 1661"><b>For more information on Complete Streets Policy:</b></p> <p data-bbox="66 1688 1464 1724">National Complete Streets Coalition, Resources, Fundamentals:</p> <p data-bbox="66 1724 1464 1759"><a href="http://www.smartgrowthamerica.org/complete-streets/complete-streets-fundamentals/resources">http://www.smartgrowthamerica.org/complete-streets/complete-streets-fundamentals/resources</a></p>	

**Dakota County cities with Complete Streets policies:**

- Apple Valley's "Great Streets" concept:  
<http://mn-applevalley.civicplus.com/DocumentCenter/Home/View/381>
- Eagan's resolution:  
<http://fresh-energy.org/wp/wp-content/uploads/2015/06/Eagan-Complete-Streets-Resolution.pdf>

Source: Farmington Comprehensive Plan, [http://www.ci.farmington.mn.us/AboutFarmington/2030CompPlan/2030\\_CompPlan.html](http://www.ci.farmington.mn.us/AboutFarmington/2030CompPlan/2030_CompPlan.html)

**How can cities realize not just the benefits of safe multi-use streets but also the economic benefits of bike and pedestrian-friendly Complete Streets? How might funding for Complete Streets projects be leveraged through increased inter-government coordination or public-private partnerships?**

## MIXED-USE (OR SUBURBAN-INTENSITY) LAND POLICY

Mixed land use is a critical component of an aging-friendly community, enhancing mobility and housing options, and offering several other community benefits all at once. Some are now referring to mixed use planning occurring in the suburban environment as Suburban-Intensity. The uses may be mixed vertically (in a common structure) or horizontally (in a common site or area).

By putting a mix of residential, commercial, and recreational uses in close proximity to one another, alternatives to driving, such as walking or biking, become more attractive. At the same time, a denser, more sizable population makes public transit more viable. Incorporating multi-unit housing options into Suburban-Intensity areas provides residents with housing options and often more accessible and visitable homes.

There are also public health, public safety, and economic benefits to Suburban-Intensity areas. Compact, walkable neighborhoods encourage more physical activity, with residents walking rather than driving to their destinations. And with more people and eyes on the street, people feel safer. Economic benefits include: rising property values, increasing local tax receipts, and increased foot-traffic for local businesses.

Mixed-Use Land Policy: Yes/No?	No
<p><b>Some Policy Details</b> Farmington does not have a Mixed-Use Land Policy. The city has a number of zoning districts that allow for the integration of housing with commercial use.</p> <p><b>Downtown Transitional Mixed Use (R-T)</b> The R- T downtown transitional mixed use district allows for a variety of compatible uses to create a transition between the downtown business district and existing downtown residential areas and to promote neighborhoods that are pedestrian friendly. (Land Use Element, p. 39)</p> <p><b>Mixed Use (MU)</b> This district is designed to accommodate a mix of vertically integrated uses that would closely simulate the existing downtown. The district would allow smaller lots and provide for buildings to be placed close to adjacent streets.</p> <p><b>Mixed Use Commercial/Residential (MUCR)</b> The mixed use commercial/residential district is established to provide a flexible framework for the creation of high quality comprehensively designed commercial neighborhood development with a multifamily component. A variety of developments are encouraged, with developments designed to promote walking, bicycling and potential transit use. (Land Use Element, p. 41)</p> <p><b>Possible Next Steps to Develop a Policy:</b> In the Community Vision portion of Farmington’s Comprehensive Plan, the City outlines a policy to “Increase the Economic Vitality of the City,” including the intention to “reserve commercial, office and industrial land areas that are linked to housing areas in close proximity in order to reduce the need for dependence upon the automobile” (p. 30). While this policy does not specifically mention mixed-use land designation, highlighting successful mixed-use developments in Farmington could be useful in building momentum and support for such a mixed-use land policy.</p>	

### For more information on Mixed-Use Land Policy:

American Planning Association, Quick Notes, Zoning for Mixed Uses

<https://www.planning.org/pas/quicknotes/pdf/QN6.pdf>

### Dakota County cities with Mixed-Use policies:

- Apple Valley, Mixed Use (MU), 2030 Comprehensive Plan, Land Use (pg. 4-24)  
<http://mn-applevalley.civicplus.com/DocumentCenter/Home/View/581>
- Mendota Heights: Mixed Use – Planned Unit Development (pg. 44)  
<http://www.mendota-heights.com/vertical/sites/%7BA0FB05B5-4CF8-4485-84AA-0C48D0BC98D7%7D/uploads/%7B604CF49D-F816-4882-A644-012E69A2AF23%7D.PDF>
- West St. Paul: Comprehensive Plan, Land Use Guide Plan, June 2009 (pg. 54)  
<http://wspmnp.gov/DocumentCenter/View/118>
- Burnsville: MIX Mixed Use District (Title 10-Zoning, Chapter 22C)  
[http://www.sterlingcodifiers.com/codebook/index.php?book\\_id=468](http://www.sterlingcodifiers.com/codebook/index.php?book_id=468)
- South St. Paul: SSP/2030 South St. Paul Comprehensive Plan (pg. 69)  
<http://www.southstpaul.org/DocumentCenter/View/526>

Source: Farmington Comprehensive Plan,

[http://www.ci.farmington.mn.us/government/departments/planning\\_and\\_zoning/2030\\_comp\\_plan/](http://www.ci.farmington.mn.us/government/departments/planning_and_zoning/2030_comp_plan/)

The challenge in any city is balancing what the community wants and needs with what the market is demanding at the time and what developers are willing to build. **How can Burnsville increase the number of mixed use developments that combine residential, retail, and commercial uses to increase housing and shopping options, and walkability for the benefit of all residents? What specific policies could the city implement to ensure that mixed-use designations are continually incorporated into future land use planning?**

## BIKE WALK POLICY

Bike walk policies focus on the safe, convenient, and enjoyable mobility of pedestrians, bicyclists, and people with disabilities who use assistive devices. These policies have much in common with Complete Streets policies, but focus more squarely on the needs and experience of pedestrians and non-motorized vehicles. Communities that have a bike walk policy or plan demonstrate that they place a high priority on planning methods and policies that favor alternative modes of travel. It also demonstrates a community’s commitment to public health and quality of life, two major benefits of biking and walking.

Bike Pedestrian Plan: Yes/No?	No
<p><b>Some Policy Details</b> Farmington does not have a Bike Pedestrian Plan. However, the Community Vision section of the Comprehensive Plan includes the strategy to “Promote transportation alternatives in the form of transit, bicycle and pedestrian facilities and services for persons who cannot, or choose not to, use automobiles” (p.31).</p> <p><b>Possible Next Steps to Develop a Policy:</b> Developing a distinct and more robust bike pedestrian plan could further highlight strides made towards prioritizing bicyclists and pedestrians in Farmington, while outlining specific policies and standards to ensure that the city’s goals of supporting walking and biking are realized.</p> <p><b>For more information on Bike Pedestrian Plans:</b></p> <p>U.S. Department of Transportation, Bicycle and Pedestrian Transportation Planning Guidance <a href="http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/inter.cfm">http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/inter.cfm</a></p> <p>Pedestrian and Bicycle Information Center, Sample Plans, see Local/County Plans <a href="http://www.pedbikeinfo.org/planning/sample_plans.cfm">http://www.pedbikeinfo.org/planning/sample_plans.cfm</a></p> <p><b>Dakota County cities with Bike Pedestrian plans:</b></p> <ul style="list-style-type: none"> <li>• South St. Paul: <a href="http://www.southstpaul.org/DocumentCenter/View/1039">http://www.southstpaul.org/DocumentCenter/View/1039</a></li> <li>• Apple Valley: <a href="http://www.ci.apple-valley.mn.us/DocumentCenter/Home/View/327">http://www.ci.apple-valley.mn.us/DocumentCenter/Home/View/327</a></li> <li>• West St. Paul: <a href="http://wspmn.gov/DocumentCenter/View/114">http://wspmn.gov/DocumentCenter/View/114</a></li> <li>• Rosemount: <a href="http://ci.rosemount.mn.us/index.aspx?NID=452">http://ci.rosemount.mn.us/index.aspx?NID=452</a></li> </ul>	

Source: Farmington Comprehensive Plan,  
[http://www.ci.farmington.mn.us/government/departments/planning\\_and\\_zoning/2030\\_comp\\_plan/](http://www.ci.farmington.mn.us/government/departments/planning_and_zoning/2030_comp_plan/)

Two critical issues that are often overlooked in bike walk policies and plans are safe intersection crossings and the infrastructure needs of persons with physical disabilities who use assistive devices. Safe crossings are critical for people of all ages, from parents pushing strollers, to older residents using walkers. The installation of audible and visual countdown timers at intersections is an effective feature for many users. **How is Farmington addressing the need for safe street crossings as a part of system connectivity? And are assistive devices well-supported by the current pedestrian infrastructure and maintenance program?**