

COMMUNITIES FOR A LIFETIME CITY PROFILE

SOUTH ST. PAUL, 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

Boomers in 2014	Age 65+ in 2014	AARP Livability Index Score (0-100)
23.2%	11.9%	63

Overall Livability – page 4

Housing – page 5

Home Owners 65+ Spending 30% or More	Renters 65+ Spending 30% or More	Subsidized Rentals per 100 People Age 75-84	Housing Performance Score in 2006 – 2015 (0-100)
26%	55%	48	83

Assisted Living Units per 100 People Age 85+	Memory Care Units per 100 People Age 85+	Percent of Non-Single Family Homes in 2015	Homes with Single Level Living Option in 2014
13	5	33%	49%

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
\$12,683	38	68	44%

Daily Fixed Route Public Transit	Door-to-Door Transit	Volunteer Driver Program	Traffic Crashes per 1,000 People 65+ in 2014
Yes	Yes	Yes	17.2

Land Use – page 17

Mixed-Use Land in 2010	Number of Parks in ½ Mile Radius	Number of Grocery Stores in ½ Mile Radius
0.88%	2.1	0.6

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
22.7%	57,832	34%	– 18.4%

Age-Friendly Policies – page 24

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

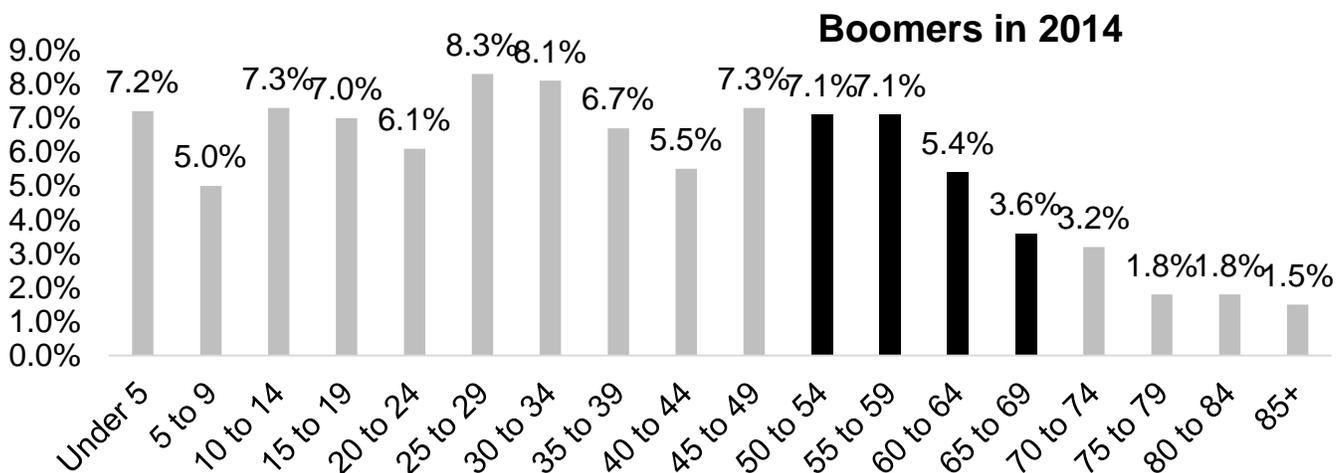
(All data presented in this one page overview is from 2013 unless otherwise noted.)

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 SOUTH ST. PAUL IN 2014



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

In 2014, **11.9%** of South St. Paul residents were 65 and older. 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 just over a quarter of the South St. Paul population (**23.2%**). **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 South St. Paul 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]

¹ *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 SOUTH ST. PAUL AND SELECT PEER CITIES, 0 TO 100

Category	Mendota Heights	South St. Paul	West St. Paul	Dakota County	Minnesota
Total Score	60	63	65	59	60
Housing	48	52	55	47	58
Neighborhood	60	65	66	57	52
Transportation	60	71	72	53	59
Environment	59	61	65	61	62
Health	70	70	70	66	60
Engagement	58	57	57	58	67
Opportunity	68	68	72	71	62

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

The AARP Livability Index Total Score for South St. Paul of 63, which is an average of the seven sub-categories, is very comparable to the total scores for select peer cities, Dakota County, and Minnesota as a whole. South St. Paul scored highest in the Transportation category with a score of 71. **Are there other cities within Dakota County and around the country, with similarities to South St. Paul, scoring higher on the AARP Index that could push South St. Paul forward in planning for an older population?**

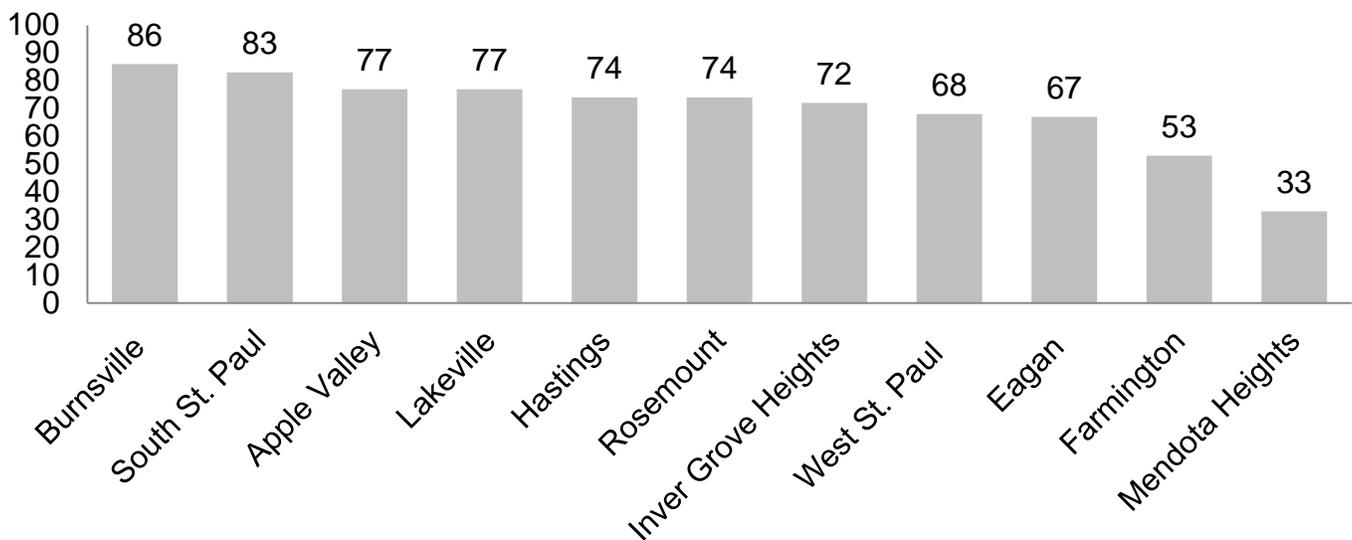
HOUSING

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, South St. Paul's average Housing Performance Score was 83, with a high score of 100 in 2015 and a low score of 73 in 2012. The average score for the eleven major cities of Dakota County from 2006 to 2015 was 69, which marks Burnsville's average score well above average. South St. Paul also scored much better than its two peer cities, Mendota Heights and West St. Paul, which received scores of 33 and 68 respectively. **What criteria can South St. Paul work on to improve its Housing Performance Score? Could South St. Paul improve its approach to housing as it makes plans to develop or redevelop land?**

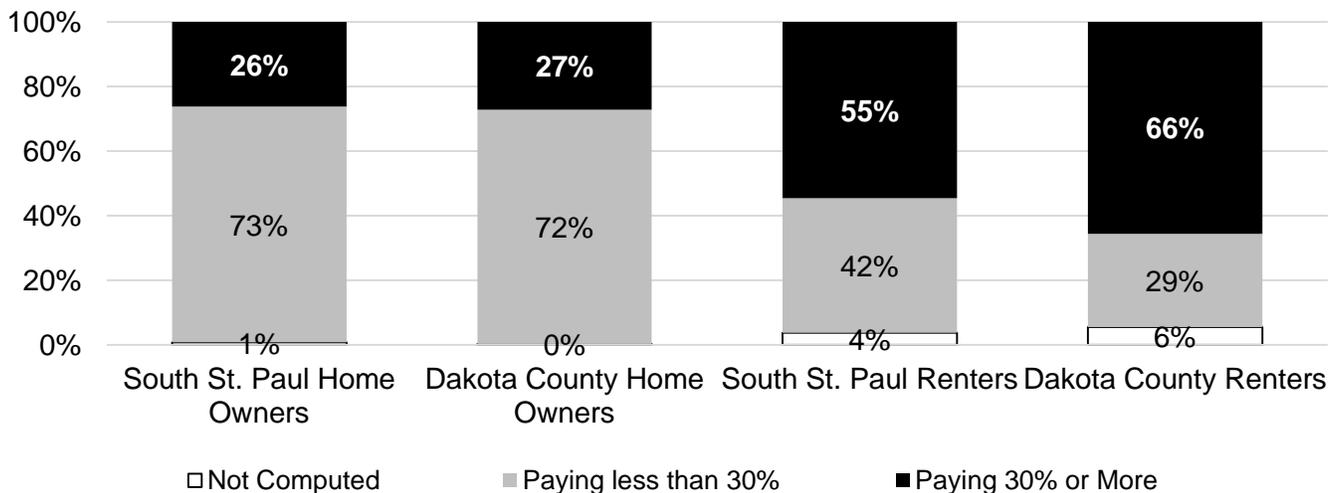
² *Guidelines for Priority Funding for Housing Performance*, Metropolitan Council, July 2015. Retrieved on Sep. 30, 2015 from: <https://metro council.org/Housing/Publications-And-Resources/HOUSING-POLICY-PLANS-REPORTS/Guidelines-for-Priority-Funding-for-Housing-Perfor.aspx>

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)

Twenty-six percent of South St. Paul home owners 65+ pay more than 30% of their gross income for housing. This is almost identical to the situation of homeowners in Dakota County as a whole. At the same time, more than half (55%) of South St. Paul renters 65+ pay more than 30% of their gross income on housing. On the surface, this is significantly better than rental housing costs in the County as a whole, where 66% of renters 65+ pay more than 30% of their gross income for their housing. However, data is missing on the cost of housing for 4% of South St. Paul renters 65+, so we do not have a complete picture of rental costs in that city in 2014. **How could South St. Paul, 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]

³ *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

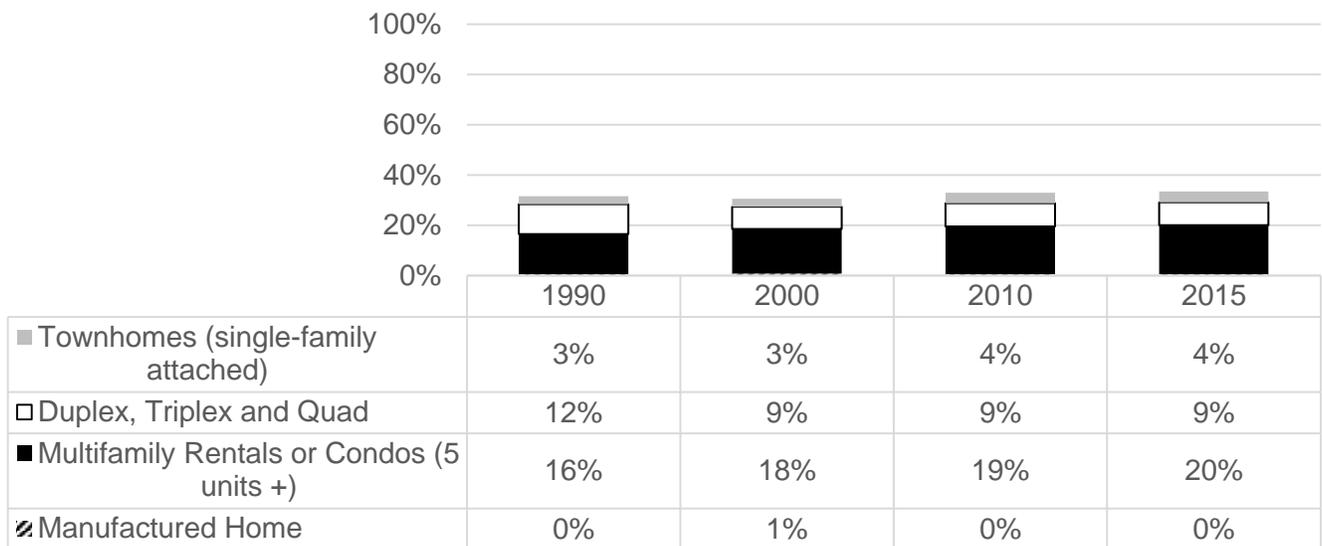
⁴ *The United States of Aging Survey 2014*, National Council on Aging. Retrieved on September 30, 2015 from: <https://www.ncoa.org/wp-content/uploads/USA14-National-Fact-Sheet.pdf>

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 SOUTH ST. PAUL, 1990-2015



SOURCE: U.S. CENSUS 1990, 2000, 2010, AND 2015; METROPOLITAN COUNCIL HOUSING STOCK ESTIMATES, 2015.

A full one third of the housing stock in South St. Paul is non-single family home housing. Between 1990 and 2015, there was slight increase in the proportion of townhomes in the city, from 3% to 4%, and a larger increase in multifamily rentals, from 16% to 20%. During the same period, the proportion of detached, single family homes declined slightly from 68% to 67%. **Could South St. Paul 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]

⁵ Transform 2010 Data Report: Baby Boomer Survey

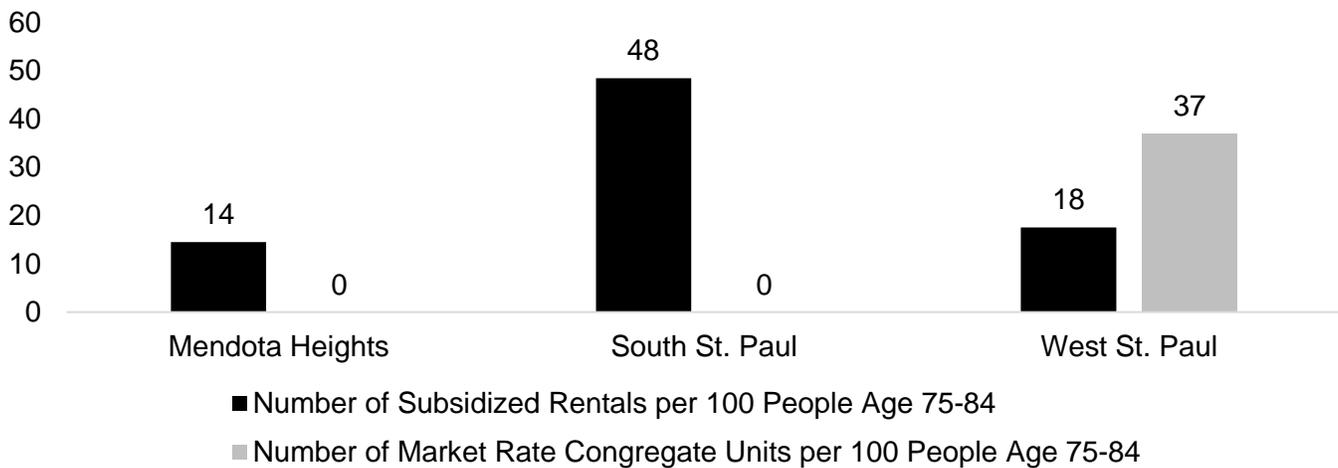
⁶ The United States of Aging Survey 2014, National Council on Aging. Retrieved on September 21, 2015 from: <https://www.ncoa.org/wp-content/uploads/USA14-National-Fact-Sheet.pdf>

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)

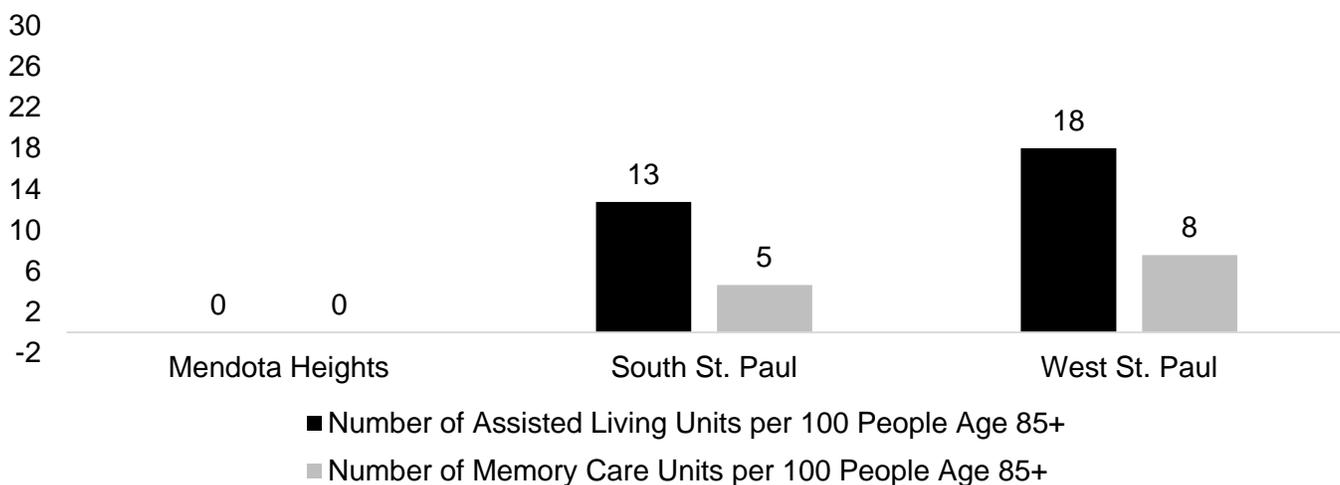
Housing Type / Age	Mendota Heights	South St Paul	West St Paul
Rental (Shallow-Subsidy)*	100	156	101
Rental (Deep-Subsidy)*	0	208	140
Independent Living (Few Services)+	0	0	202
Congregate (Moderate Services)^	0	0	306
People Age 75-84	690	752	1,375

* 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. According to this data source, in 2013, South St. Paul had 48 subsidized senior rental units for every 100 people age 75 to 84. This far exceeds the ratio in West St. Paul and Mendota Heights, which has 18 and 14 subsidized senior rental units for every 100 people age 75 to 84. Notably, Mendota Heights and South St. Paul reported no market-rate congregate units, whereas West St. Paul had a substantial number: 37 market rate units for every 100 people age 75 to 84. **With the cost of rental housing being such a concern, could South St. Paul 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	Mendota Heights	South St Paul	West St Paul
Assisted Living Units*	0	44	124
Memory Care Units^	0	16	52
People Age 85+	378	345	688

* “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.

⁷ *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>

The second graph and table above look 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 South St. Paul had 13 Assisted Living Units for every 100 adults 85 and older, and 5 Memory Care units. This is very comparable to West St. Paul. Prior to 2013, Mendota Heights did not have any housing units of this kind. South St. Paul, 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 South St. Paul 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]

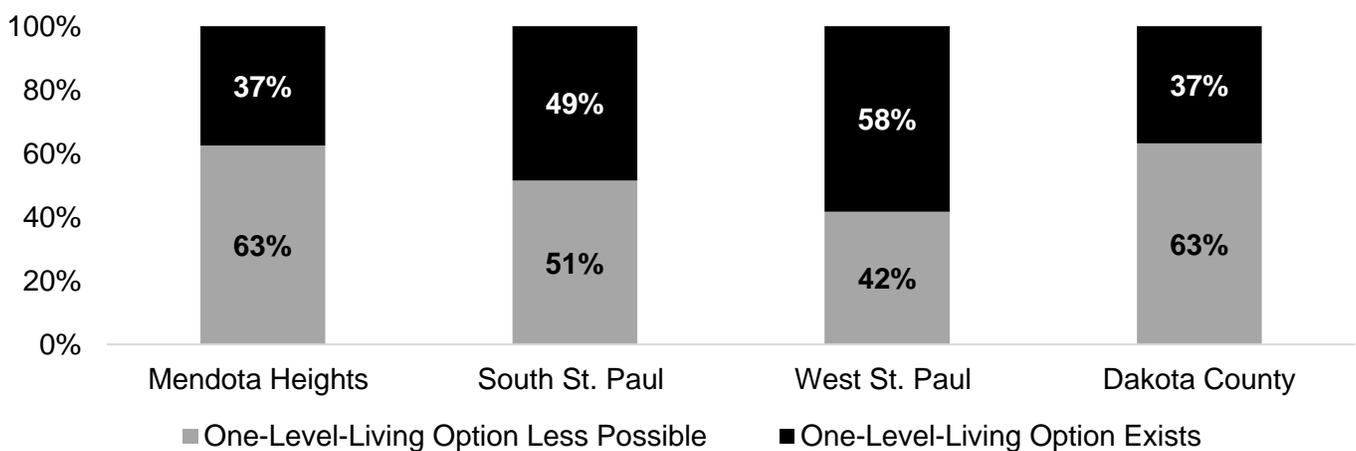
⁸ *Transform 2010 Data Report: Baby Boomer Survey*

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 ONE-LEVEL-LIVING OPTION IN SOUTH ST. PAUL AND OTHER CITIES, 2014⁹



Source: Dakota County Assessor's Office, 2014

Nearly half of South St. Paul's housing would allow a resident to live on one level of a home (49%). On this measure, South St. Paul compares well to Dakota County as a whole, and Mendota Heights, both reporting 37%. However, West St. Paul boasts the highest result on this measure with 58% of its housing offering the possibility of one-level-living. 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?**

⁹ 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.

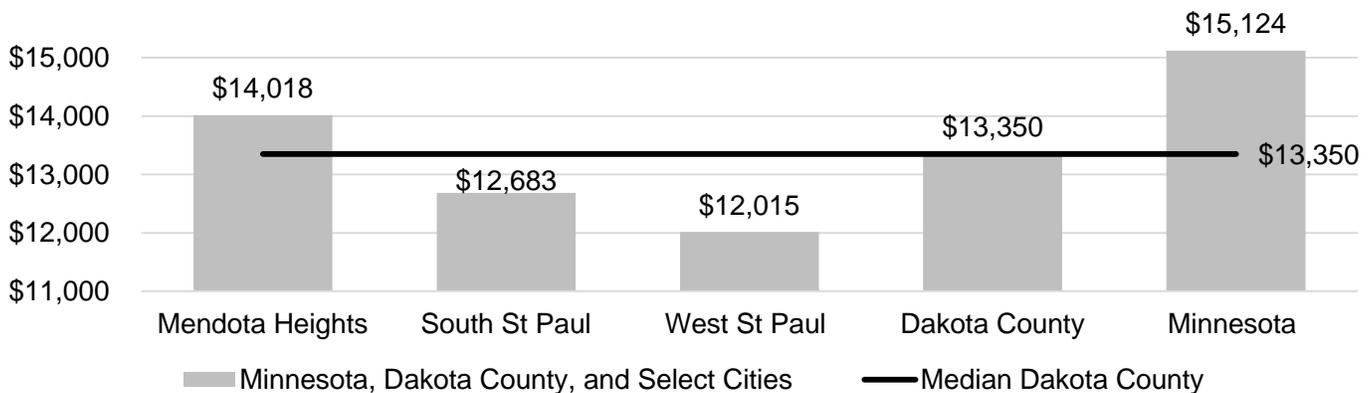
MOBILITY

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.¹⁰

2008-2012 ANNUAL TRANSPORTATION COSTS IN SELECT CITIES, DAKOTA COUNTY, MINNESOTA, AND THE US



Source: AARP Livability Index; U.S. Department of Housing and Urban Development, Location Affordability Index.

The estimated annual household transportation costs for South St. Paul’s residents at \$12,683 is below the Dakota County median and much less than the costs experienced by Minnesotans as a whole. Transportation costs are likely lower for South St. Paul residents due to the city’s shorter distance to St. Paul, the closer proximity of housing to commercial business and services, and greater access to public transit. **How can Burnsville, 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?**

¹⁰ U.S. Department of Housing and Urban Development, Location Affordability Index, Retrieved on October 31, 2016 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	Southview & 5 th Ave. S Walk Score	<i>0–100 Walker’s Paradise: Daily errands do not require a car</i> <i>70–89 Very Walkable: Most errands can be accomplished on foot</i> <i>50–69 Somewhat Walkable: Some errands can be accomplished on foot</i> <i>25–49 Car-Dependent: Most errands require a car</i> <i>0–24 Car-Dependent: Almost all errands require a car</i>
38	68	

Source https://www.walkscore.com/MN/South_St._Paul, Retrieved on October 31, 2016

Overall, South St. Paul is a very Car-Dependent city, with a Walk Score of 38. In most locations across the city, most errands require a car. However, there are areas throughout the city that are more walkable. For example, South St. Paul has a nice retail district running west and east along Southview Boulevard, and for residents living closer to this corridor many errands could be accomplished as a pedestrian. The Walk Score at the intersection of Southview Boulevard and 5th Avenue South was 68. Housing options near this intersection offer residents a much more walkable neighborhood. (Research shows that when people walk or bike to do their shopping they take more trips and spend more money each month than drivers.)

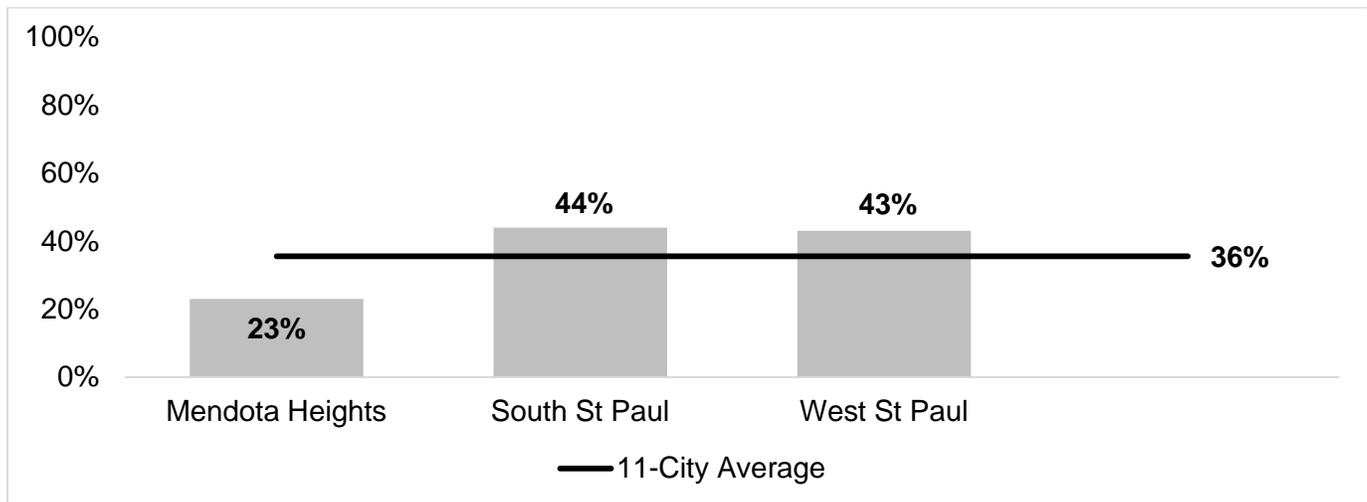
While not all residents value walkability, a growing number do. Strategically investing in Suburban-Intensity developments or otherwise improving the proximity of residences and essential amenities will serve older residents and others who value walkability. **How can South St. Paul strategically invest 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 2014.¹¹ Pedestrian crashes are more than twice as likely to occur in places without sidewalks; streets with sidewalks on both sides have the fewest crashes.¹² 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

South St. Paul has more sidewalk infrastructure than average among the eleven major cities in the county, and it has nearly twice as much sidewalk coverage as Mendota Heights. While South St. Paul could do more to expand its sidewalk infrastructure, it might be just as important to improve the safety, connectivity, and user experience of existing sidewalks. **As South St. Paul develops or redevelops land, how might the city improve its pedestrian infrastructure?**

¹¹ Source: http://www.pedbikeinfo.org/data/factsheet_crash.cfm

¹² Source: 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 West St. Paul 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	Metro Transit – Limited local Coverage; No commuter coverage	Fixed-route transportation follows set routes and a schedule of timed stops. Riders are responsible for getting to designated stops by a certain time. Local Routes: 68, 71 Commuter Route: none.
Curb-to-Curb	A-Tran -- South Metro, Mpls/St Paul GAPP Services -- Dakota County MNET -- Metro Area Neighbors, Inc – Select Dakota County 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 Neighbors, Inc – Select Dakota County 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 Neighbors, Inc – Select Dakota County	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 – Dakota County Neighbors, Inc – Select 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.

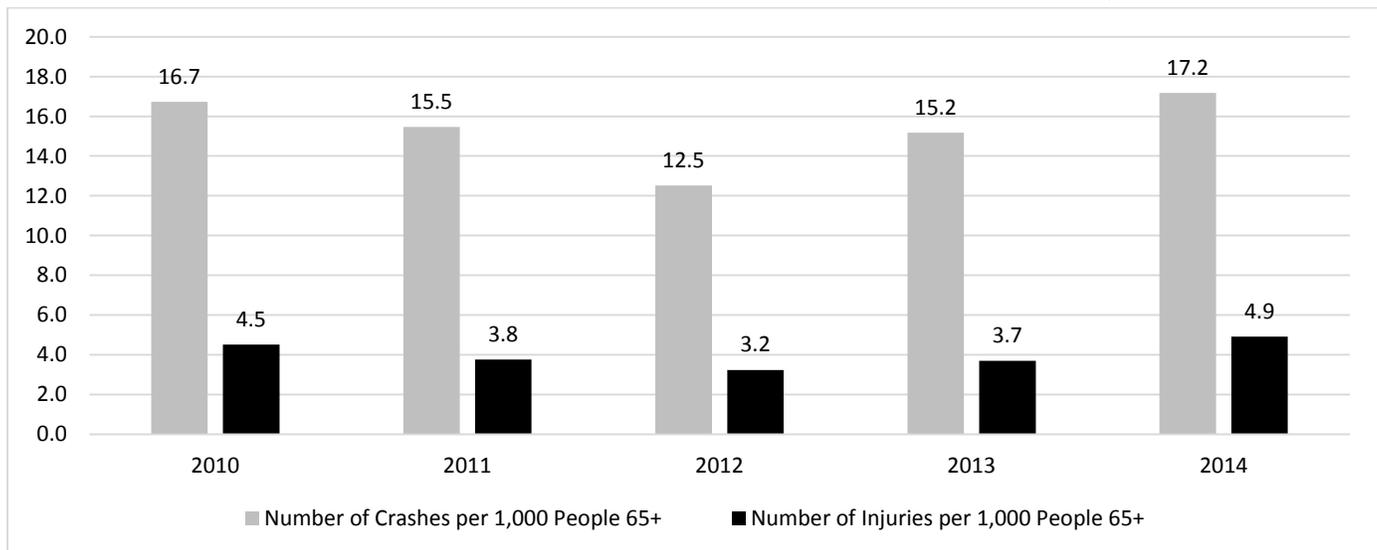
Source: Metro Transit: <https://www.metrotransit.org>; "Transportation Options Resource Guide: Dakota County retrieved on July 3, 2015 from: <http://www.darts1.org/transportation-options-resource-guide>

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 SOUTH ST. PAUL FOR DRIVERS 65+, 2010-2014



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

In South St. Paul, the number of traffic crashes and injuries involving drivers 65+ decreased and then increased again. In this way, the data in 2014 closely mirror the data from 2010. Fortunately, during the same time frame, no fatalities for drivers 65+ were recorded. 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?**

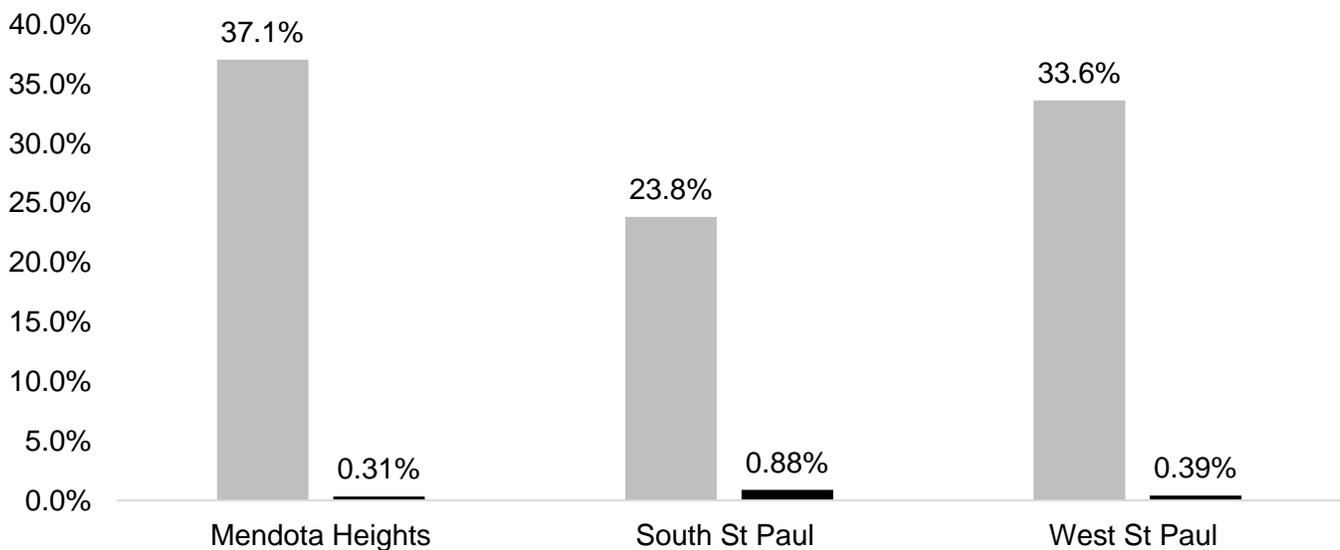
LAND USE

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://metro council.org/METC/files/6d/6db8637a-fe3f-4f06-954b-581b680de527.html>

South St. Paul, like other Dakota County cities, has a very low percentage of mixed-use development. However, compared to its two peer cities, South St. Paul reports more than twice as much mixed-use land area. 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, or specific corridors, where walkability and density can be achieved more easily. 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

Mendota Heights	South St Paul	West St Paul	Median US Neighborhood
2.7	2.1	3.0	0.0

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

South St. Paul offers good park access to its residents, and is comparable to its peer cities on this measure. Both Mendota Heights and West St. Paul have a slightly higher concentration of parks than South St. Paul. Some of South St. Paul's parks and recreational amenities are described in the table below. **How can South St. Paul and other cities continue to make parks both good places for children and older adults—more benches and more equipment for both 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
Public Parks	15 parks on 240 acres	Common elements include: playground equipment, picnic tables, grills and shelters, skating rinks, ball fields and courts.
Other special features	2 outdoor municipal pools Community garden plots Disc golf course Public boat launch Doug Woog Civic Center, a multi-purpose ice skating facility Archery Range	

Source: <http://www.southstpaul.org>

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

Mendota Heights	South St Paul	West St Paul	Median US Neighborhood
0.1	0.6	1.4	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. South St. Paul compares favorably to its peer cities on this measure, with 0.6 grocery shopping options within each half-mile area, or approximately one store per one mile radius. By comparison, Mendota Heights has next to zero stores in each half-mile radius. (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.¹³ Ensuring that all are fed, of whatever age and circumstance, is a basic need that all communities need to address together.

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

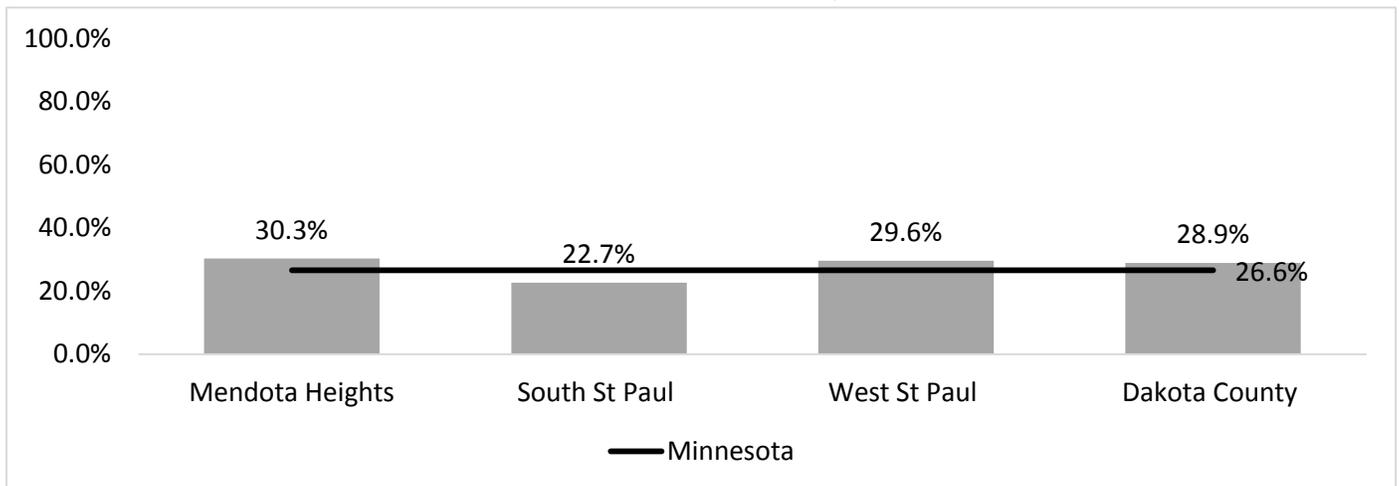
COMMUNITY LIFE

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 WEST ST PAUL, WITH SELECT COMPARISONS IN 2014



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

At 22.7% in 2014, South St. Paul's labor force participation for workers age 65 to 74 is lower than Minnesota and Dakota County as a whole, and lower than its two peer cities for this profile. 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]

¹⁴ Transform 2010 Data Report: Baby Boomer Survey

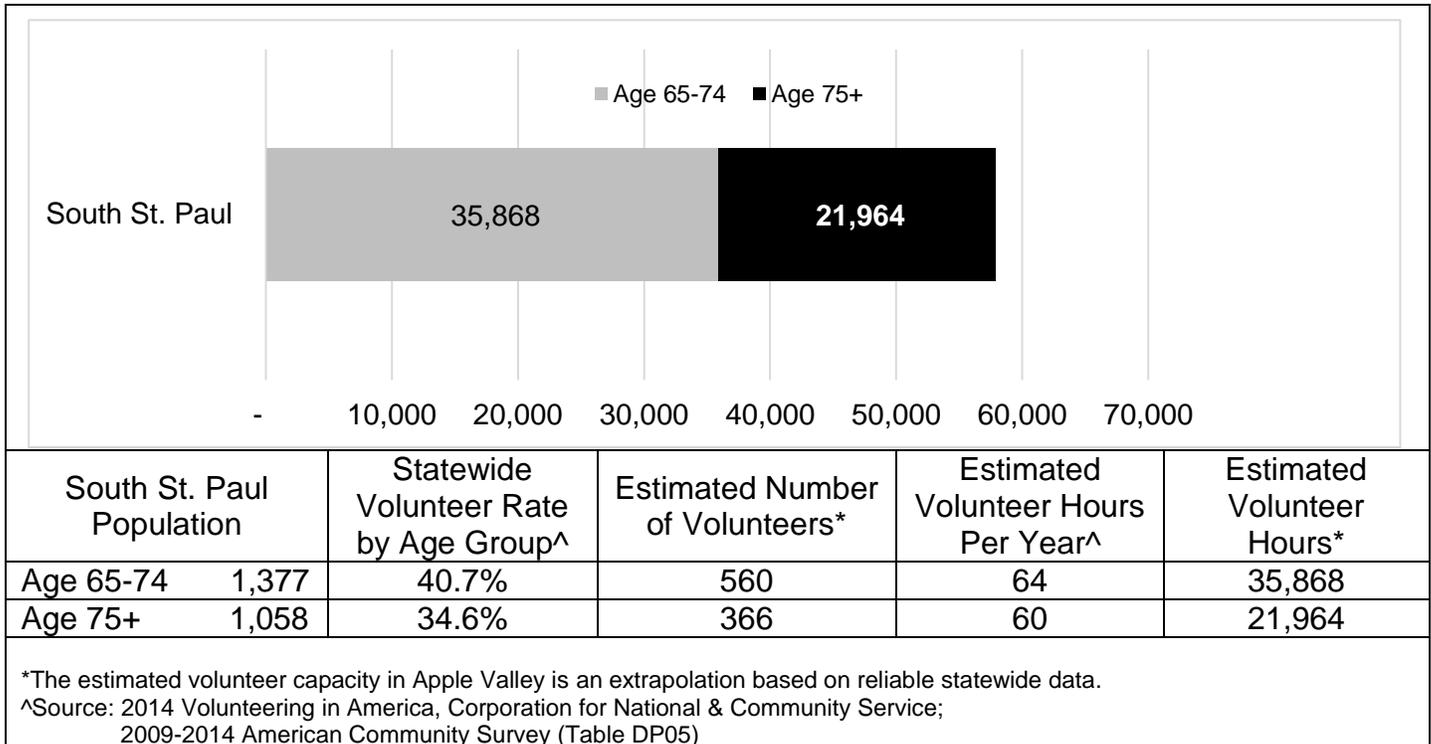
¹⁵ The United States of Aging Survey 2014, National Council on Aging. Retrieved on September 21, 2015 from: <https://www.ncoa.org/wp-content/uploads/USA14-National-Fact-Sheet.pdf>

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 SOUTH ST. PAUL IN 2014



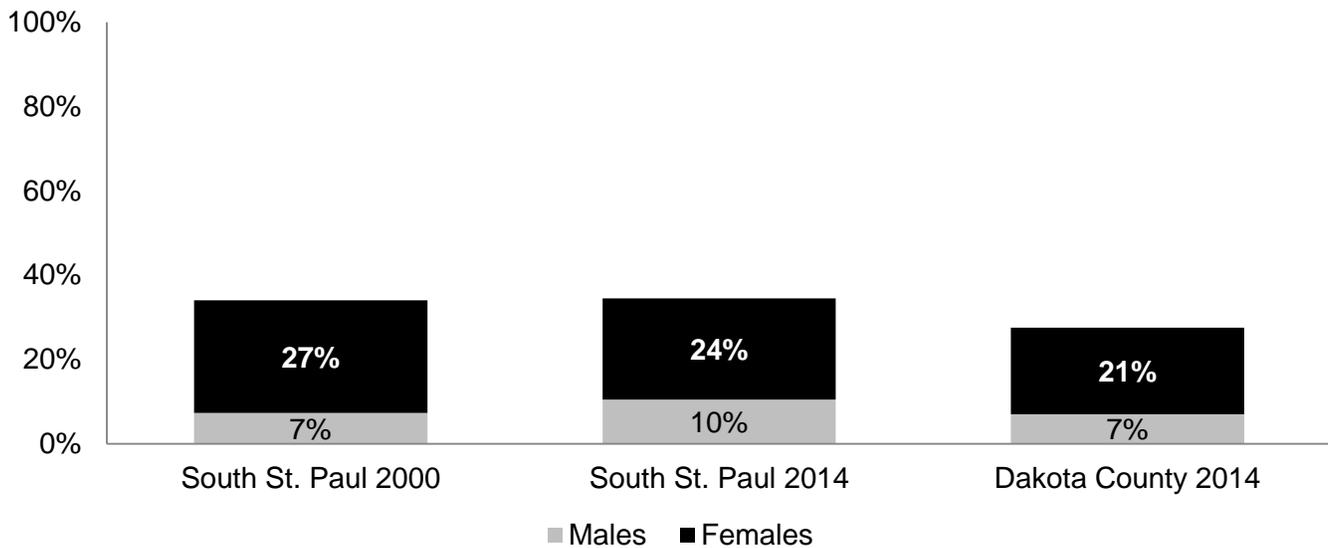
Older adults in South St. Paul provided an estimated 57,832 hours of volunteer service in 2014, the most recent data available. This is the equivalent of 27.8 full time employees, and at a rate of \$24.00 per hour, this amounts to a wage-labor value of \$1,387,968. Older adults and aging Boomers are 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 South St. Paul 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)

The proportion of older adults living alone in South St. Paul stayed the same between 2000 and 2014 at 34%. Among South St. Paul residents, the proportion of men who live alone increased from 7% to 10%; still women are well more than twice as likely to live alone as men. More residents lived alone in South St. Paul in 2014 compared to Dakota County as a whole. 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]

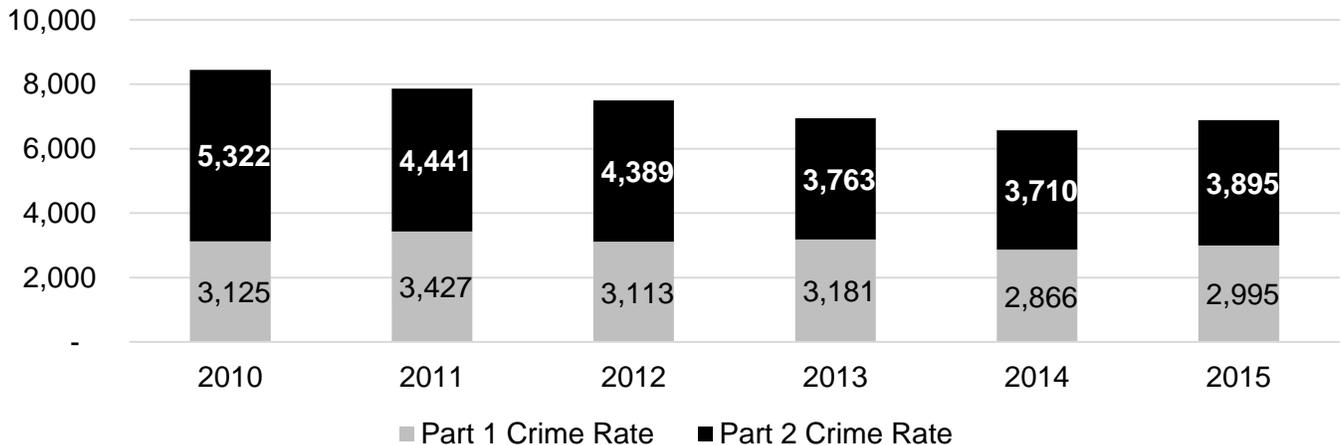
¹⁶ *The United States of Aging Survey 2014*, National Council on Aging. Retrieved on September 21, 2015 from: <https://www.ncoa.org/wp-content/uploads/USA14-National-Fact-Sheet.pdf>

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 SOUTH ST. PAUL, 2010-2015



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

** Part 1 Crimes: 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 South St. Paul declined by 18.4 percent 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>Some Policy Details South St. Paul does not have an Accessory Dwelling Unit Policy.</p> <p>Possible Next Steps to Develop a Policy: Outlined in the ‘Guiding Principles’ of South St. Paul’s Comprehensive Plan is the intention to “Enhance Housing Choices” by providing “more opportunities for life cycle and move-up styles of housing.” These guiding principles fit well with the concept of an ADU policy, and could be a way to create momentum around a policy change in the community.</p> <p>How might an ADU policy be used to support home owners that would like to age in place, for example, by having a caregiver live in a permanently attached ADU within the footprint of their property or allow for an aging parent or relative to live in an attached ADU so they can help care for them?</p> <p>For more information on ADUs:</p> <p>AARP, Accessory Dwelling Units, Model State Act and Local Ordinance http://assets.aarp.org/rgcenter/consume/d17158_dwell.pdf</p> <p>For sample, downloadable language, see Model Code for Accessory Dwelling Units https://accessorydwellings.org/2014/11/25/model-code-for-accessory-dwelling-units</p> <p>Dakota County cities with ADU policies for consideration:</p> <ul style="list-style-type: none"> • Apple Valley, Code of Ordinances: http://www.ci.apple-valley.mn.us/index.aspx?NID=357 • Eagan, Municipal Code: http://www.cityofeagan.com/index.php/planning-zoning/city-code-enforcement • Inver Grove Heights: Amendment: Title 10, Chapter 18: http://www.ci.inver-grove-heights.mn.us 	

Source: South St. Paul Comprehensive Plan, <http://www.southstpaul.org/DocumentCenter/View/520>

ADUs ordinances are often driven by requests from homeowners. **What drove the development of ADU policy in other Dakota County cities? Could an ADU policy in South St. Paul be enacted to allow wider usage by increasing numbers of aging residents or those that have aging parents? For example: Could an ordinance be enacted 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.

Complete Streets Policy: Yes/No?	No
<p>Some Policy Details South St. Paul does not have a Complete Streets Policy.</p> <p>Possible Next Steps to Develop a Policy: In the Transportation section of South St. Paul’s Comprehensive Plan, it states that ‘A continued City priority is to make sidewalk and trail improvements,’ and several segments of the sidewalk system are identified as needing improved sidewalk facilities. This includes the Concord Street corridor, where ornamental street lighting, median treatments and pedestrian friendly trails and sidewalks are mentioned as some of the reconstruction effort.</p> <p>In combination with the City’s robust Bicycle and Pedestrian Plan, there appears to be ample momentum that could drive development and adoption of a Complete Streets Policy or similar approach to accommodating more users. Recognizing that Complete Streets does not work everywhere, there are more appropriate streets that are wider and have larger rights-of-way for more flexible, multi modal options to be implemented.</p> <p>An ideal Complete Streets policy:</p> <ul style="list-style-type: none"> • Includes a vision for how and why the community wants to complete its streets • Specifies that ‘all users’ includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and automobiles. • Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way... <p>For more details on an ideal policy, go to: http://www.smartgrowthamerica.org/complete-streets/changing-policy/policy-elements</p>	

For more information on Complete Streets Policy:

National Complete Streets Coalition, Resources, Fundamentals:

<http://www.smartgrowthamerica.org/complete-streets/complete-streets-fundamentals/resources>

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: South St. Paul Comprehensive Plan, Transportation section, <http://www.southstpaul.org/DocumentCenter/View/703> , South St. Paul Bicycle and Pedestrian Plan, <http://www.southstpaul.org/DocumentCenter/View/1039>

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?	Yes
<p>Some Policy Details South St. Paul does have a mixed-use policy or mixed-use zoning districts (NCMU, CGMU-1, CGMU-2); and within the Land Use Section of the city's Comprehensive Plan, Concord Exchange, South Concord, North Concord, and Southview Hill (downtown) are identified for future mixed-use redevelopment, with Southview Hill awaiting a mixed-use zoning district.</p> <p>Mixed-use is a large part of the city's future land use development strategy and incorporated into the Comprehensive Plan which spells out goals and policies for the development of the community and by specific sites that are mixed-use in residential and commercial sections of the plan and a number of properties specifically guided for mixed-use.</p> <p>Opportunities: How might mixed-use zoning districts and specific mixed-use projects be highlighted, promoted, and expanded to meet the growing desire for my walkable, bikeable neighborhoods?</p> <p>For more information on Mixed-Use Land Policy:</p> <p>American Planning Association, Quick Notes, Zoning for Mixed Uses https://www.planning.org/pas/quicknotes/pdf/QN6.pdf</p>	

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://wspmn.gov/DocumentCenter/View/118>
- Burnsville: MIX Mixed Use District (Title 10-Zoning, Chapter 22C)
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: South St. Paul Comprehensive Plan, Land Use section, <http://www.southstpaul.org/DocumentCenter/View/526>

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 South St. Paul 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?	Yes
<p>Some Policy Details South St. Paul has an extensive Pedestrian and Bicycle Plan.</p> <p>The goals underlying South St. Paul's plan are:</p> <ol style="list-style-type: none"> 1. Improve opportunities for walking and bicycling through development of a sidewalk, trail, and bikeway system that connects to community destinations and public transit 2. Plan and provide a safe and comfortable sidewalk, trail, and bikeway system that meets the needs of residents of all ages and abilities 3. Ensure that critical links in the sidewalk, trail, and bikeway system receive regular and year-round maintenance 4. Improve the health of South St. Paul residents through walking and bicycling 5. Build a vibrant, healthy, sustainable, and livable community by making walking and bicycling easy, convenient, and safe 6. Increase rates of walking and bicycling <p>Opportunities: The Pedestrian and Bicycle plan is very prescriptive, with clearly identified strengths, as well as potential for additional policies and changes that could further support non-vehicular transportation. While the plan was finalized recently (2014), how has it been used in the community to address the gaps it outlines? Is there continuous reporting on the performance measures outlined in Chapter 8 of the plan? Are there opportunities to revisit the plan and/or update it?</p> <p>For more information on Bike Pedestrian Plans: U.S. Department of Transportation, Bicycle and Pedestrian Transportation Planning Guidance http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/inter.cfm</p> <p>Pedestrian and Bicycle Information Center, Sample Plans, see Local/County Plans http://www.pedbikeinfo.org/planning/sample_plans.cfm</p> <p>Dakota County cities with Bike Pedestrian plans:</p> <ul style="list-style-type: none"> • South St. Paul: http://www.southstpaul.org/DocumentCenter/View/1039 • Apple Valley: http://www.ci.apple-valley.mn.us/DocumentCenter/Home/View/327 • West St. Paul: http://wspmn.gov/DocumentCenter/View/114 • Rosemount: http://ci.rosemount.mn.us/index.aspx?NID=452 	

Source: South St. Paul Bicycle and Pedestrian Plan, <http://www.southstpaul.org/DocumentCenter/View/1039>

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 South St. Paul 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?**