

Prioritizing Investments in Delaware's Complete Communities

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Imagine we created a set of Delaware communities friendly to healthy lifestyles and transit use?

What would they look like?

How would it happen?

Why now?

Transportation reality borrowing from Sci-Fi

Welcome to Johnny Cab

"The Rise of Innovation Districts" (www.brookings.edu/essay/rise-of-innovation-districts/)

"geographic areas where leading-edge anchor institutions and companies cluster and connect with start-ups, business incubators and accelerators...physically compact, transit-accessible, and technically-wired and offer mixed-use housing, office, and retail."

What would healthy and transit-friendly communities look like?

Different from the contemporary norm, yet historically familiar

6 D's of *Auto Independent* Development

Density; Diversity; Design; Destination accessibility

Distance to transit; Demographics

How will these communities happen?

Political pressure to change the status quo

Altered transportation and community investment priorities

The Healthy and Transit-Friendly Development Act approach

Designate a Complete Community Enterprise District (CCED)

Contiguous

Big enough to matter

Oriented around a center

Zoned to enable frequent transit

Exempt from parking requirements

Master development plan

Transportation planning study

Investments designed to make auto independence possible in CCED

Where effective districts could be designated in Delaware?

Density – Population and employment density

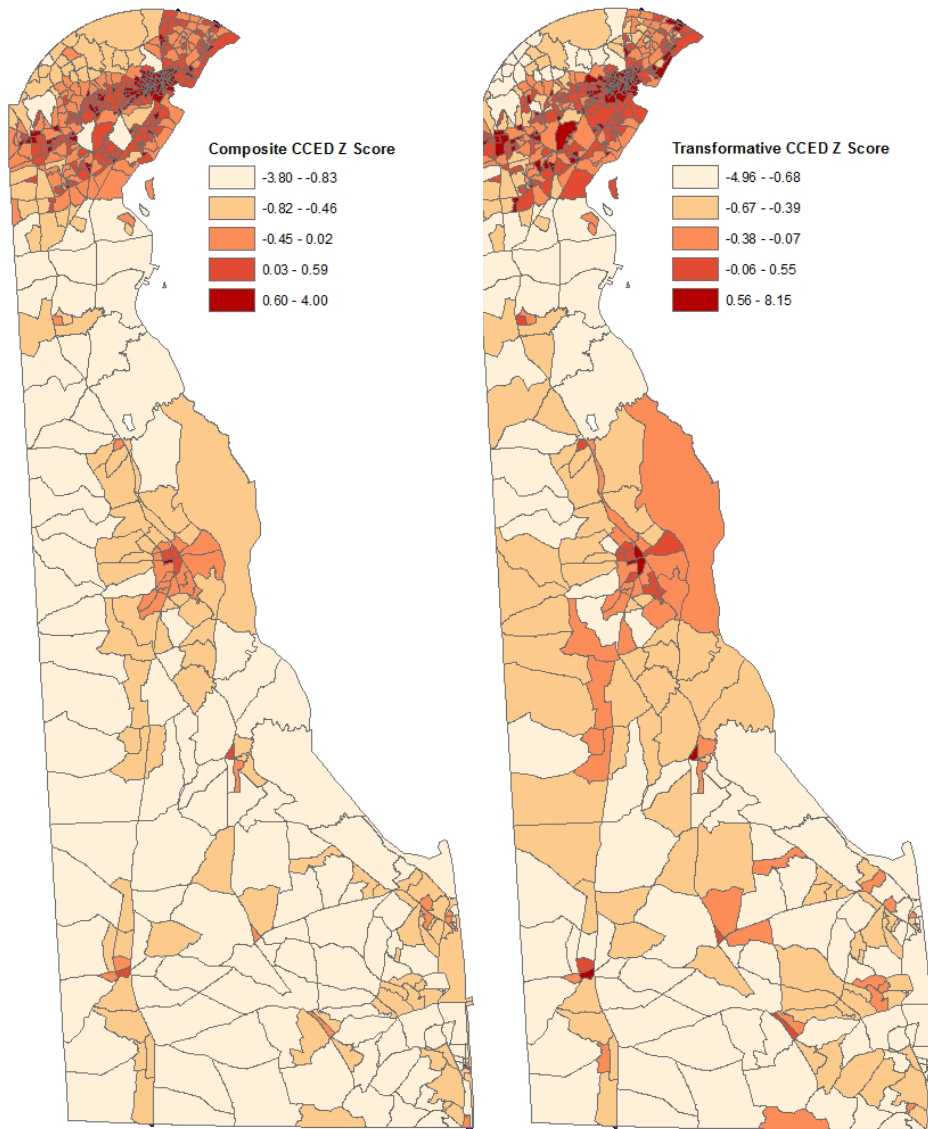
Diversity – Jobs/housing balance

Design – Block density

Destination Accessibility – Retail Access Index

Distance to Transit – Transit stop density

Demographics – Transportation costs as % of income



Where to focus?

A place to start – Wilmington? Claymont? Your Community?