



COMPLETE COMMUNITIES MEAN...



Improved Transit

Public transportation in Delaware, for those who depend on it, typically means infrequent service, multiple stops and time-wasting transfers. But complete communities are dense enough so frequent and higher quality transit service becomes financially viable.



Affordable Housing

Affordable transportation is affordable housing. A household that can get by with one fewer car can afford to spend \$200,000 more, and a larger percentage of its household income, on a home.



Economic Development and Jobs: Local Demand

Personal vehicle ownership costs Delaware households \$9,000 per vehicle every year. But complete communities enable the formation of new households that own fewer cars. The money those households save on transportation becomes discretionary income that those households can spend with local Delaware businesses creating local Delaware jobs.



Wealth Building

Most Americans hold most of their wealth in the form of home equity. Housing in complete communities holds, and increases, its value better than other types of housing.



Active and Healthy Lifestyles

Safe opportunities to walk and bicycle for transportation are a built-in feature of complete communities. Daily physical activity helps prevent obesity, heart disease, diabetes and some cancers.



Economic Development and Jobs: Competitive Advantage

Businesses increasingly choose to locate in complete communities whose transportation options and amenities found within walking distance attract a talented, mobile workforce.



Aging in Place

Involvement in fatal crashes, per mile traveled, begins increasing among drivers after the age of 70 and is highest among drivers ages 85 and older. Seniors living in complete communities can remain independent even when they can no longer drive safely.

Developing walkable, bikeable and transit-connected communities

The development of mixed-use, walkable, bikeable and transit-served communities depends on the coordination of land use planning and multimodal transportation investments. A state law, passed in 2016, created a mechanism for state and local governments in Delaware to align their decision-making and to jointly put in place the interdependent and mutually reinforcing policies necessary to enable this type of development.

MOTIVATION

Walkable, bikeable, transit-served, mixed-use, vibrant and entrepreneurial neighborhoods, towns and cities advance multiple public policy priorities simultaneously, including promoting improved public health, enabling seniors to age in place and reducing air pollution from the transportation sector. They are also a critical economic development strategy in terms of both **attracting a talented and mobile workforce that brings competitive advantage** to communities and reducing household transportation expenses and **increasing demand for local products and services**.

Despite their many advantages, however, the price to live in walkable, bikeable and transit-rich places in the U.S. is often extremely high, with fierce demand and high prices often failing to translate into increased supply. Instead the market tends to deliver a less-in-demand portfolio of single-use residential subdivision, office park and strip mall projects because these projects are the only ones that are economically practical when government land use and transportation regulations and investments are uncoordinated.

In addition to the public health and pollution costs, uncoordinated development also places a permanent, long-term strain on government budgets because of the comparatively high cost of providing public infrastructure and services for this type of development in relation to the increased tax receipts that it generates.

COMPLETE COMMUNITY ENTERPRISE DISTRICTS

With legislation passed in 2016, Delaware is pioneering a new partnership approach for developing “complete communities,” or compact, walkable, transit accessible, and mixed-use neighborhoods.

Under Delaware's law, local governments and the state department of transportation (DelDOT) can jointly designate “Complete Community Enterprise Districts”. Within a designated District, the local government partner must zone and plan for mixed uses and higher density development (necessary for transit service to be operationally efficient) and relinquish counter-productive and burdensome parking regulations. In return, DelDOT must design streets in the District to be slow so that both walking and cycling are safe and inviting and must also prioritize capital investments in transit, walking and cycling improvements.

The *Healthy and Transit-Friendly Development Act* was endorsed by a diverse coalition of business, civic, environmental and public health organizations including AARP Delaware, the American Heart Association, Bike Delaware, the Delaware Association of Realtors®, the Delaware State Chamber of Commerce, the Delaware Nature Society, the League of Women Voters of Delaware and Nemours. Governor Jack Markell signed the Act into law at the Walkable Bikeable Delaware Summit on May 5, 2016.