

US Department of Transportation
Rebuilding American Infrastructure
with Sustainability and Equity (RAISE)
Grant 2024



**CREATING
CONNECTIONS:**
MLK Boulevard/South Little
Creek Road
Bicycle and Pedestrian
Connector



MERIT CRITERIA

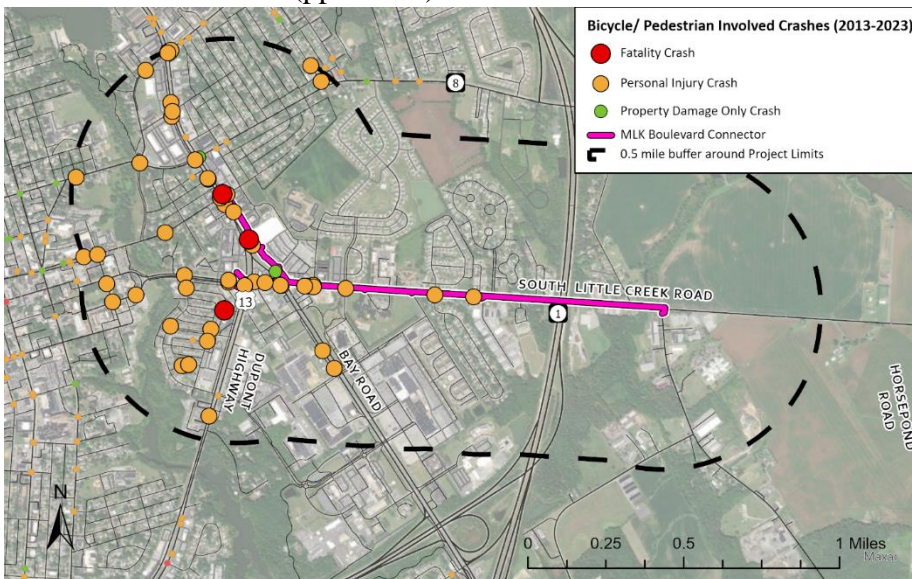
Submitted February 28, 2024 Delaware Department of Transportation

MERIT CRITERIA NARRATIVE

I. SAFETY

Safe mobility for vulnerable road users is the primary objective of the **MLK Boulevard/South Little Creek Road Bicycle and Pedestrian Connector**. In 2022, there were 165 crash fatalities on Delaware roadways tying a 1988 record. Vulnerable users, such as bicyclists and pedestrians accounted for 23.6% of these fatalities. The 2021 national average according to the National Highway Traffic Safety Administration was 20%. Clearly, Delaware is above the national average. In order to address this, the state has been investing on bicycle and pedestrian improvements including separated shared use paths, median and pedestrian refuge islands, median fencing, intersection improvements, and others. These improvements are known to reduce pedestrian and bicycle crashes according to USDOT's list of Proven Safety Countermeasures under the National Roadway Safety Strategy.

The MLK Connector project proposes the following: installation of a 10-foot-wide shared use path with a 3-foot-wide buffer along South Little Creek Road, MLK Boulevard and Bay Road; safety improvements, including median and pedestrian refuge islands and signalized pedestrian crosswalks, at the intersection of South Little Creek, Bay Road, MLK Boulevard and US13; and median barrier along US13 and Bay Road. These improvements were recommended in the [US13 Pedestrian Safety Audit](#) (PSA) conducted by DeIDOT. The report regarding the audit was published in June 2020 (pp. 81-85).



The map on the left shows the project area (in pink) and the 10-year history of bicycle and pedestrian crashes within half a mile.

Between 2013 and 2023, it is estimated that 55 crashes involving bicyclists and pedestrians took place within the immediate vicinity of the project. The crashes resulted in 3 fatalities, 48 injury,

and 4 property damages. **In 2022, 4 of the 7 bicycle fatalities in Delaware took place in Kent County, with one of the fatalities taking place within the project intersection.**

Currently, signalized pedestrian crosswalks for east-west pedestrian crossings exist only on the south side of Bay Road and the north side of US13. Absent are east-west signalized pedestrian crossings on the north side of Bay Road and the south side of US13. To navigate this intersection safely using signalized pedestrian crosswalks, pedestrians must traverse between 3 and 5 separate crossing phases, navigating a zigzag path and enduring considerable delays. This

increases their exposure to the hazards of crossing high-volume, high-speed roadways. Oftentimes, pedestrians and bicyclists would simply choose to cross at the unmarked section in order to save time.



Photo on the left: Bicyclists and pedestrians crossing the unmarked sections of arterial roads of US13 and Bay Road are a common occurrence.

The land use along South Little Creek Road is marked by a mixture of high-density apartments, single-family residential homes, light industrial, and large-scale commercial uses.

There are high-pedestrian attractors at the corner of South Little Creek Road and Bay Road including Target, Safeway, Royal Farms, and several fast-food restaurants. There is also a convenience store, a laundromat, a local eatery, and a barber shop located on the south side of South Little Creek Road. In addition, East Dover Elementary School is a significant pedestrian generator and there are 4 DART bus stops within the project area. Based on this mixture of land uses, and proximity to a wide variety of destinations, there is a steady volume of pedestrians that walk along South Little Creek Road and cross Bay Road and US13.

The project is located **within Census Tract, 410 identified as Historically Disadvantaged Community, and Census Tract 413, identified as both an Area of Persistent Poverty and Historically Disadvantaged Community.** The area is **outside** a census-designated urban area with a population greater than 200,000.

Safety Merit Summary	
<p>✓ Protect non-motorized travelers from safety risks.</p>	<p>According to the National Roadway Safety Strategy Plan, separated bicycle lanes result in crash reduction. Medians with marked crosswalks result in 46% reduction in pedestrian crashes while pedestrian refuge islands result in 56% pedestrian reduction crashes.</p>
<p>✓ Reduce fatalities and serious injuries in underserved communities to bring them below the state-wide average.</p>	<p>Project area is an APP and HDC census tracts in Kent County (410 & 413). Four of the 7 bicycle fatalities in 2022 took place in this county with one of the fatalities taking place within the intersection to be improved.</p>

II. ENVIRONMENTAL SUSTAINABILITY

According to [Delaware’s Climate Action Plan 2021](#), published by the Delaware Department of Natural Resources and Environmental Control (DNREC), **transportation is currently the largest in-state source of gas emissions in Delaware**. By providing alternate means of transportation that are environment-friendly, projects like the MLK Boulevard/South Little Creek Road Bicycle and Pedestrian Connector will help the State of Delaware reach its goal of 26% to 28% greenhouse gas emissions reduction from 2005 levels by 2025 (pp. X & XIII).

This project is expected to induce a shift from vehicular travel to active travel modes such as walking and cycling. Under the existing condition, the ability of community members to engage in active transportation is severely limited due to the absence of continuous pedestrian and cycling facilities throughout the project area.

The rate of mode-shift was estimated using the Trust for Public Land’s Methodology for Assessing the Benefits of Active Transportation Projects. This method considers land uses, facility design, and the traffic characteristics of adjacent roadways to estimate the portion of AADT that will be shifted to active transportation. Using this method, DelDOT projects **that this project will induce a shift of 143 vehicular trips to walking or biking per day**. Based on an FHWA average trip distance of 2.5 miles, **this equates to 358 vehicle miles traveled per day**.

Pollutant	Daily Emissions Reduction (kg/day)
CO	1.073
PM2.5	0.004
PM10	0.013
Nox	0.069
VOC	0.063
CO2	109.22

Using FHWA’s Congestion Management and Air Quality (CMAQ) Emissions Calculator Toolkit, this shift away from vehicular travel is **projected to eliminate the emission of approximately 109 kg of carbon dioxide per day**. Other pollutants expected to see daily emissions reductions include carbon monoxide, particulate matter, nitrogen oxides, and volatile organic chemicals.

The land use along South Little Creek Road and the entire project area is marked by high-density apartments, single-family homes (including approximately 290 mobile homes), light industrial, and large-scale commercial uses. There is a steady stream of pedestrians and bicyclists in the area. Due to inadequate bicycle and pedestrian facilities, many of them are forced to walk and bicycle on the travel lanes exposing themselves to exhaust fumes, noise pollution and other environmental toxins. A shared use path that is separated from automobiles will certainly offer a healthier and safer alternative for pedestrians and bicyclists in these Areas of Persistent Poverty and Historically Disadvantaged Communities.

Environmental Sustainability Merit Summary	
✓ Reduce transportation-related air pollution and greenhouse gas emission in disadvantaged communities.	This project will reduce approximately 109 kgs of carbon dioxide per day in APP and HDC communities (Census Tracts 410 & 413).
✓ Address the disproportionately negative environmental impacts of transportation on local communities	Having a shared use path that is separated from automobiles will offer a safer and healthier alternative for pedestrians and

such as exposure to elevated levels of air, water, and noise pollution.	bicyclists. With the current condition, they are more exposed to exhaust fumes, noise pollution and other environmental toxins.
✓ Reduce vehicle miles traveled specifically through modal shift to transit, rail, or active transportation.	These improvements are projected to induce a modal shift of 146 vehicular trips per day to active transportation or the equivalent of 358 vehicle miles per day.

III. QUALITY OF LIFE

South Little Creek Road features 4-5' sidewalks on both sides but there are critical gaps. The sidewalks end at Barrister Place, creating a disconnection to the sidewalk network for approximately 290 mobile home units in two large communities. The sidewalks, developed incrementally by land developers, DelDOT and the City of Dover since the 1990s do not comply with the Americans with Disabilities Act (ADA), and fall below current DelDOT Pedestrian Access Standards (PAS).



Pedestrian walking on the shoulder of South Little Creek Road.

Some of the older segments of sidewalks are significantly deteriorated and in poor condition.

Currently, signalized pedestrian crosswalks for east-west pedestrian crossings exist only on the south side of Bay Road and the north side of US13. Absent are east-west signalized pedestrian crossings on the north side of Bay Road and the south side of US13. To navigate this intersection safely using signalized pedestrian crosswalks, pedestrians must traverse between 3 and 5 separate crossing phases, navigating a zigzag path and enduring considerable delays. This increases their exposure to the hazards of crossing high-volume, high-speed roadways.

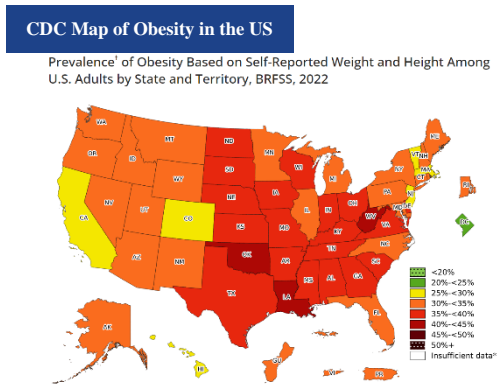
From a bicycling perspective, South Little Creek Road generally falls within the Level of Traffic Stress 3 (LTS3) category, featuring an Average Annual Daily Traffic (AADT) of 5775 vehicles per day, an estimated free flow speed of about 40 mph (based on State Fleet Vehicle GPS data), and a shoulder typically ranging from 5 to 12-foot-wide. However, certain segments elevate the stress level to 4 (LTS4) conditions when the shoulder transitions to a right-turn lane without dedicated or advisory space for bicycling.

While there are 5-foot-wide 'pocket bike lanes' leading to Bay Road, the absence of bicycle lanes between Bay Road and US13, combined with the road expanding to 3 travel lanes in each direction with no shoulders, creates a highly stressful and potentially dangerous stretch for cyclists. This pinch point restricts the corridor's utility for those comfortable with LTS4 conditions, acting as a physical, perceptual for non-car travel.

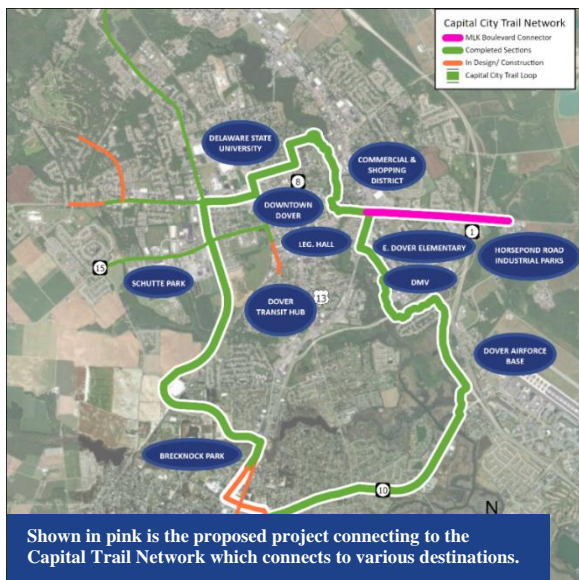
The absence of a direct, safe, and comfortable route for pedestrians, cyclists, and users of micromobility devices along South Little Creek Road and the intersection at US13 and Bay Road, creates a significant obstacle for area residents. These barriers hinder safe travel to jobs, shopping, family and friends, and community resources. Many individuals may opt to drive for short local trips if available, forego trips they might have taken, or, for those without the means to drive, face onerous detours or potentially hazardous unsignalized crossings of arterial roads.



According to the Center for Disease Control (CDC), Delaware’s obesity rates are close to those of the nation. In 2017, Delaware was ranked 23rd among states in the nation with an adult obesity rate of 31.8%. Delaware rates are higher than its neighboring states of Pennsylvania, New Jersey, and Maryland. The state’s overweight and obesity trends also include troubling demographic disparities. Adult obesity rates in Delaware were 39% for Non-Hispanic Black compared to 29.3% for Non-Hispanic White and 27.2% for Hispanic. There are also higher rates of obesity for those who have not graduated high school and those earning less than \$15,000.



In a survey conducted by the Delaware Department of Natural Resources and Environmental Control published in the [Statewide Comprehensive Outdoor Recreation Plan 2018-2023](#) (p. 76), ninety percent of participants reported that bike and pedestrian pathways between work, schools, shopping areas, and neighborhoods are important funding priorities for state and local policymakers (64% very important, 26% somewhat important).



The MLK Boulevard/South Little Creek Road Bicycle and Pedestrian Connector Project will provide opportunities for people to combat obesity by incorporating more physical activities in their daily lives by walking or bicycling to destinations like stores (Target, Safeway, Royal Farms Convenience Store, etc), healthcare (MedExpress Urgent Care on US13), places of worship (New City Church and Islamic Society of Dover on South Little Creek Road), jobs (Tudor Industrial Park and the county-designated Employment Center on Horsepond Road), etc.

This project will also connect the residents of Census Tracts 410 & 413 which are APP and HDC communities to the Capital City Trail Network. This trail network connects to various destinations as shown in the **map above with the proposed MLK Boulevard/South Little Creek Road path.**

Quality of Life Merit Summary	
<ul style="list-style-type: none"> ✓ Increase affordable transportation choices by improving and expanding active transportation usage or significantly reducing vehicle dependence, particularly in underserved communities. 	This project will provide alternative means of transportation to people in APP and HDC communities (Census Tracts 410 & 413).
<ul style="list-style-type: none"> ✓ Improve access to daily destinations like jobs, healthcare, grocery stores, schools, places of worship, recreation, or parks through transit and active transportation. 	This shared use path will connect communities to grocery stores, places of worship, a school, and a county-designated Employment Center.
<ul style="list-style-type: none"> ✓ Improve public health by adding new facilities that promote walking, biking, and other forms of active transportation. 	This shared use path that is separated from automobiles will encourage people to walk or bicycle more.
<ul style="list-style-type: none"> ✓ Proactively addresses equity. 	The shared use path will extend to two large mobile home communities on South Little Creek Road. There are currently no sidewalks there and people are forced to walk on shoulders.

IV. MOBILITY AND COMMUNITY CONNECTIVITY

The need for a shared use path along South Little Creek Road was first identified in the [2015 City of Dover Pedestrian Plan](#) (p. 30). The project was ranked 1st using the **criteria the below.**

The 2015 plan noted that the land use along South Little Creek Road is marked by a mixture of high-density apartments, single-family residential homes, light industrial, and large-scale commercial uses. The commercial uses include high-pedestrian attractors such as Target, Safeway, Royal Farms, and several fast-food restaurants. There is also a convenience store, a laundromat, a local eatery, and a barber shop located on the south side of the road. In addition, East Dover Elementary School is a significant pedestrian generator and there are 4 DART bus stops on South Little Creek Road within the project area. Based on this mixture of land uses, and proximity to a wide variety of destinations, there is a steady volume of pedestrians that walk along South Little Creek Road.

Criteria	Presence
Bus stop	Yes
Commercial activity	Yes
Community center	Yes
Recreational facility	Yes
School	No
High density community	Yes
Existing sidewalks nearby	Yes
Shoulders	Yes
Property impacts	Likely
Drainage/utility/envIRON. impacts	Likely

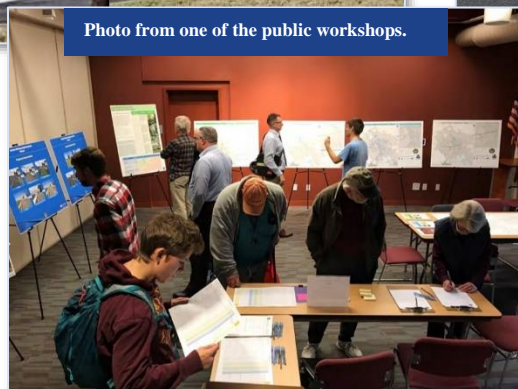
In a separate document developed concurrently with the Pedestrian Plan, the [2015 City of Dover Bicycle Plan](#) (p. 59) ranked the MLK Boulevard/South Little Creek Road as 7th for a bicycle shared use path based on the **criteria on the right**.

City of Dover Project Prioritization Criteria (On-Road Improvements):	
Criteria	Description
Traffic volumes	High-volume roads rank higher
Location	Roads in the downtown or urban areas that facilitate more connections rank higher
Existing bike facilities	Roads that lacked shoulders, bike lanes, or off-road paths rank higher
Alternate routes	Roads that had no nearby alternate routes for cyclists rank higher
Economic development	Projects that could facilitate bicycle access to local businesses/services rank higher
Vehicular speed	Higher speed roads rank higher

The plan noted the challenge for cyclists to cross Bay Road and US13 from South Little Creek Road in order to access the 10-foot-wide Capital City Trail. This trail facilitates access to destinations in downtown Dover including government buildings, museums, historic sites, local shops, and restaurants. The plan recommended a 10-foot-wide shared use path from MLK Boulevard to South Little Creek to facilitate 2-way bicycle traffic.

In 2021, the City of Dover and Dover/Kent County MPO published a combined [2020 Bicycle and Pedestrian Plan](#). (pp. 91 & 104) The plan reiterated the need for a shared use path to cross US13 and Bay Road (called MLK Boulevard Connector) and a shared use path along South Little Creek Road that could accommodate two-way bicycle traffic. This project will connect communities disconnected by US13 and Bay Road.

The City of Dover and the Dover/Kent MPO conducted a total of 14 public meetings and workshops between 2014 and 2020 to develop the three plans. Attendees were given the opportunity, through a mapping exercise and comment forms, to identify specific pedestrian and bicycle needs throughout the city.



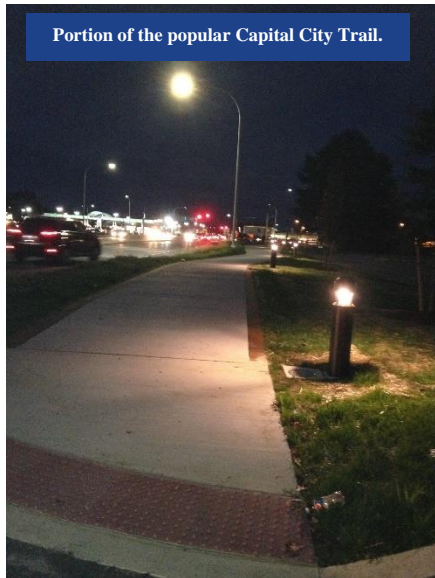
Mobility and Community Connectivity Merit Summary	
✓ Improve system-wide connectivity with access to transit, micro-mobility, and mobility on-demand.	This project will widen the existing 4-foot sidewalks where the bus stops are. Cyclists, pedestrians, and other micro-mobility users will still be able to pass even with transit riders waiting for busses.
✓ Implement plans, based on community participation and data, that addresses gaps identified in the existing network.	This project was identified in the 2015 City of Dover Pedestrian Plan, 2015 City of Dover Bicycle Plan and the combined 2020 Bicycle and Pedestrian Plan. A total of 14 public meetings and workshops were conducted during the development of the plans including a month-long opportunity to give public comments during the COVID-19 pandemic.
✓ Remove physical barriers for individuals by reconnecting communities to direct, affordable transportation options.	US13 and Bay Road are two major highways that divided communities of Dover into east and west. This project will improve the intersection of MLK Boulevard, US13, Bay Road and South Little Creek Road for pedestrians and bicyclists.
✓ Include transportation features that increase the accessibility for non-motorized travelers in underserved communities.	The project will serve nonmotorized travelers in an Area of Persistent Poverty (Census Tract 413) and Historically Disadvantaged Community (Census Tract 410).

V. ECONOMIC COMPETITIVENESS AND OPPORTUNITY

The [2018 Kent County Comprehensive Plan](#) (p. 2-14 & Map 2A) designated the area at the eastern terminus of this project (Horsepond Road) as an Employment Center. The area is currently zoned as industrial and is not likely to change due to its proximity to the Dover Airforce Base. The Airport Environs Overlay Zone (AEOZ) prohibits new residential uses in the area. Known as the Kent Aero Park, plans for portions of Horsepond Road is for an industrial park and aviation and aeronautics related industrial uses. The City of Dover states that it is imperative that transportation infrastructures are ready when this Employment Center comes to fruition.

At the western terminus of this project is the Capital City Trail which is very popular among bicycle enthusiasts. The Capital City Trail Network is a series of ADA accessible shared use pathways and low-stress, on-road bikeways which circumnavigate the City of Dover and the nearby towns of Camden and Wyoming. They could bring local tourism to the area east of US13 and Bay Road and spend money on the local stores and eateries. According to the [Statewide Comprehensive Outdoor Recreation Plan 2018-2023](#) (p. 74) published by the Delaware Natural Resources and Environmental Control, trail users pump additional revenue into local market

places with their food purchases. Analyses show that bicycle projects create an average of 11.4 jobs per million dollars spent, compared to just 7.8 jobs for road only projects.



The shared use path is also expected to bring long-term economic benefit for people in the area who do not own cars to be able to expand their travel distance for employment purposes. For example, there is a nonprofit organization in Dover that provides transitional housing to the homeless called Dover Interfaith Mission for Housing (DIMH). The DelDOT bike-ped team regularly visits their facility to promote bicycle and pedestrian safety and hand out retro reflective materials to their clientele. After the people living in the shelter find employment, most, if not all of them, rely on walking or bicycling to get to work. DIMH is very supportive of this project because it will help their underprivileged clientele (letter of support is attached).

DelDOT also works closely with state-certified Disadvantaged Business Enterprise (DBE) firms. The DelDOT Standard Specifications require contractors to achieve DBE goals on DelDOT projects. DelDOT will explore with the City of Dover the potential for on-the-job training (OJT) program during the construction of this project. This program will be geared toward women, people of color, and those with convictions. DelDOT will explore Section 25019(a) of the Bipartisan Infrastructure Law regarding local hiring preference. Participants can transition to registered apprenticeships or good-paying jobs through the training program. DelDOT’s Civil Rights Section, DBE Program Manager and OJT Program Manager will oversee the program.

Economic Competitiveness and Opportunity Merit Summary	
✓ Facilitate tourism opportunities.	With the proposed new connection, the shared use path will bring bicycle enthusiasts from the popular Capital City Trail west of US13 and Bay Road.
✓ Promote local inclusive economic development and entrepreneurship such as the utilization of Disadvantaged Business Enterprises.	DelDOT strictly adheres to the DBE goal requirements of FHWA.
✓ Promote long-term economic growth and other broader economic and fiscal benefits.	The shared use path will connect to the county designated Employment Center. Area residents with no access to automobiles could benefit from this.
✓ Adopt local and economic hiring preferences for the project workforce or include other changes to hiring policies and workplace cultures to promote the entry and retention of underrepresented populations.	Will explore with the City of Dover the option to hire local residents specifically people of color, women and others that are underrepresented in infrastructure jobs.

VI. STATE OF GOOD REPAIR

Unlike roads, bicycle and pedestrian infrastructures are easier to maintain. In accordance with a long-standing municipal agreement between DelDOT and the City of Dover, DelDOT provides maintenance on state roads from curb to curb. The city is responsible for maintenance on any transportation facilities beyond the curb line. This includes sidewalks and shared use pathways. All the roadways included in this project are state-owned but are within the city limits. Hence, the shared use path will be maintained by the city while the crosswalks, median islands and fencing will be DelDOT's responsibility. Activities to maintain the improvements include daily, seasonal, significant, and long-term maintenance.

The existing sidewalks that will be replaced with a 10-foot-wide shared use path were developed incrementally by land developers, DelDOT and the City of Dover since the 1990s. Most of them do not comply with the Americans with Disabilities Act (ADA), and fall below current DelDOT Pedestrian Access Standards (PAS). Some of the older segments of sidewalks are significantly deteriorated and in poor condition.



DelDOT is familiar with maintaining SUPs and trails having built miles and miles of them across the state. Photo below is part of the Capital City Trail network to which the MLK/South Little



Creek Road Connector will connect to. As discussed in the Project Description of this grant proposal, this network is a series of ADA accessible shared use pathways and low-stress, on-road bikeways which circumnavigate the City of Dover and the nearby towns of Camden and Wyoming. This is a joint project of DelDOT, Kent County and the City of Dover.

Maintenance of the trail is shared by DelDOT, municipalities and property owners. Basically, DelDOT is responsible for any repairs to the paved section of the entire trail. DelDOT is also responsible for cutting the grass on portions that are within

the state right-of-way. Daily maintenance for the rest of the trail, such as grass cutting and litter removal, is shared by concerned municipalities, through written agreements with DelDOT, and property owners through permanent easements.

State of Good Repair Merit Summary	
<ul style="list-style-type: none"> ✓ Restore and modernize (such as through road diets and complete streets approaches) the existing core infrastructure assets that have met their useful life. 	This project will replace crumbling sidewalks along South Little Creek Road and improve the intersection of US13, Bay Road and MLK Boulevard through installation of signalized crosswalks, pedestrian refuge islands, and median fencing.
<ul style="list-style-type: none"> ✓ Reduce construction and maintenance burdens through efficient and well-integrated design. 	Unlike roads, bicycle and pedestrian infrastructures are easier to maintain. Maintenance will be shared by DelDOT, the City of Dover (through an agreement) and property owners (through PEs).
<ul style="list-style-type: none"> ✓ Prioritize improvement of the condition and safety of existing transportation infrastructure within the existing footprint. 	For the most part, this project will replace existing and significantly deteriorated sidewalks.

VII. PARTNERSHIP AND COLLABORATION

In a survey conducted by the City of Dover during the development of its 2008 Comprehensive Plan, 68% of respondents stated that there are insufficient number of sidewalks within the city.

A higher number of respondents stated that more bike and pedestrian walkways/paths need to be built. The plan recommended to review the bicycle and pedestrian transportation network to identify gaps and important segments needed to provide a continuous network within the city.

Sidewalk Prioritization Process		
Criteria	Measure	Points
Bus stop	Within 1/4 mile	2
	Within 1/2 mile	1
Commercial destinations	Within 1/4 mile	2
	Within 1/2 mile	1
Community center	Within 1/4 mile	2
	Within 1/2 mile	1
Recreational facility	Within 1/4 mile	2
	Within 1/2 mile	1
School	Within 1/4 mile	2
	Within 1/2 mile	1
High-density residential	Within 1/4 mile	2
	Within 1/2 mile	1
Proximity to existing sidewalks	Within 1 block	2
	More than 1 block	1
Presence of shoulders	No shoulders	2
	Partial shoulders	1
	Continuous shoulders	0
Property impacts	None/Minimal impacts	2
	Potential impacts	1
	Significant impacts	0
Drainage/utility/environmental	None/Minimal impacts	2
	Potential impacts	1
	Significant impacts	0
Maximum Score		20

In 2013, the city created a Bicycle and Pedestrian Subcommittee, who, together with the Dover/Kent MPO, worked in developing two plans - the [2015 City of Dover Pedestrian Plan](#) and the [2015 City of Dover Bicycle Plan](#). For the pedestrian plan, a quantitative-based analysis was used to prioritize pedestrian needs in the city. The analysis considered the factors listed in the **table on the left**. The prioritization criteria considered a variety of land use and transportation conditions for each road that was evaluated. Land use conditions include proximity to pedestrian generators and attractors such as commercial uses, recreational facilities (parks), and schools. Transportation conditions include presence of bus stops, proximity to sidewalks, and the presence of shoulders along a road. The South Little Creek Shared Use Path ranked 1st.

Using the criteria **below** for the bicycle plan, the MLK Boulevard/South Little Creek Road was ranked 7th. Both plans were discussed and presented at 12 public meetings between February 2014 and March 2015.

City of Dover Project Prioritization Criteria (On-Road Improvements):	
Criteria	Description
Traffic volumes	High-volume roads rank higher
Location	Roads in the downtown or urban areas that facilitate more connections rank higher
Existing bike facilities	Roads that lacked shoulders, bike lanes, or off-road paths rank higher
Alternate routes	Roads that had no nearby alternate routes for cyclists rank higher
Economic development	Projects that could facilitate bicycle access to local businesses/services rank higher
Vehicular speed	Higher speed roads rank higher

At the initial Public Workshop on June 26, 2014, held at the Dover Public Library, information regarding existing conditions/ facilities and identified pedestrian needs was presented to the public. Attendees were given the opportunity through a mapping exercise, questionnaires, and public comment forms to identify specific pedestrian needs and potential improvements throughout the city.

At the second Public Workshop on January 20, 2015, held at the Pitts Recreation Center, the final recommendations from the Plan were presented to the public. Attendees were given the opportunity to provide comments on the final recommendations, as well as identify additional pedestrian needs and potential improvements.

In 2018, after DelDOT published the [Blueprint for Bicycle Friendly Delaware](#), the City of Dover decided to consolidate their two standalone plans and published the [2020 City of Dover Bicycle and Pedestrian Plan](#) using the DelDOT blueprint as guidance. The first public workshop was held on October 21, 2019, at the Dover Library. Information regarding existing conditions/facilities and Level of Traffic Stress was presented to the public. Attendees were given the opportunity, through a mapping exercise and comment forms, to identify specific pedestrian and bicycle needs and potential improvements throughout the city.

Photos from some of the public workshops.



Due to COVID-19, the second opportunity for public comment was online instead of in-person. The draft plan and an online survey were available on the city website for the entire month of September 2020. All comments received were incorporated in the final plan. The 2020 plan did not rank projects but consolidated those identified in the 2015 plans. The MLK Boulevard/South Little Creek Road Connector was still on the list.

As the preliminary engineering/design progresses, DelDOT will continue to reach out to area residents to make sure they are aware of the project especially to the low-income communities on South Little Creek Road. DelDOT will host a public workshop in April 2024 to present the plans for the portion of the shared use path that is currently under design (South Little Creek Road between Horsepond Road and Babb Drive) and also to present and gather community input on the concept design for the entire project. If awarded the RAISE grant, a public workshop will be held at the semi-final phase of the plans. DelDOT will coordinate with the City of Dover and Kent County to reach as many people as possible.

DelDOT works closely with state-certified Disadvantaged Business Enterprise (DBE) firms. The DelDOT Standard Specifications require contractors to achieve DBE goals on DelDOT projects. DelDOT will explore with the City of Dover for a potential on-the-job training (OJT) program during the construction of this project, that will be geared toward women, people of color, and those with convictions. DelDOT will explore Section 25019(a) of the Bipartisan Infrastructure Law regarding local hiring preference. Participants can transition to registered apprenticeships or good-paying jobs through the training program. DelDOT’s Civil Rights Section, DBE Program Manager and OJT Program Manager will oversee the program.

Partnership and Collaboration Merit Summary	
Engage residents and community-based organizations to ensure equity considerations for underserved communities are meaningfully integrated throughout the lifecycle of the project, for example, by citing and describing how the project aligns with the Department’s Promising Practices for Meaningful Public Involvement in Transportation Decision-Making Guide.	The City of Dover and Dover/Kent County MPO gathered input from community members when they conducted 14 public meetings and workshops during the development of the three City of Dover Bicycle and Pedestrian Plans between 2014 and 2020. DelDOT will continue to host public workshops throughout the design phase and will reach out to the low-income communities to make sure their concerns are addressed.
Coordinate with other types of projects such as economic development, commercial or residential development near public transportation, power/electric infrastructure projects, or broadband deployment.	DelDOT, the City of Dover, the Dover/Kent MPO, and Kent County will work together to provide transportation options for the county designated Employment Center within the project area.
Partner with Disadvantaged Business Enterprises or 8(a) firms.	DelDOT through its Civil Rights Section strictly adheres to the DBE requirements of FHWA.
Partner with high-quality workforce development programs with supportive	Will explore with the City of Dover regarding hiring local residents particularly people of

<p>services to help train, place, and retain people in good-paying jobs or registered apprenticeships. These programs should have a focus on expanding access for women, people of color, and others that are underrepresented in infrastructure jobs (people with disabilities, people with convictions, etc.)</p>	<p>color, women and others that are underrepresented in infrastructure jobs.</p>
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VIII. INNOVATION

DelDOT’s Active Transportation and Community Connections Section (ATCC), which is spearheading this project, is very familiar with community-driven projects, especially those relating to bicycle and pedestrian improvements. This section manages the Transportation Alternatives Program (TAP), Rails-to-Trails, Pedestrian Access Routes (PAR), Safe Routes to School, Trails and Pathways, and Byways Program. On many of its projects, the section’s planners and engineers work closely with community members and associations, nonprofit organizations, schools, other government agencies, and other stakeholders.

For the **MLK Boulevard/South Little Creek Road Bicycle and Pedestrian Connector** project, DelDOT will partner with the Delaware Forest Service’s Urban and Community Forestry Program to conduct a community tree planting effort along South Little Creek Road upon completion of the project. DelDOT will work with the Urban and Community Forestry Program, starting at the semi-final design plan public workshop, to develop a plan for planting trees and removing nuisance or hazard trees along the corridor. The ATCC Section has successfully partnered with the Urban and Community Forestry Program in the past for reforesting corridors after the construction of pathway projects.

DelDOT and the Division of Forestry will use biochar as a soil amendment with this planting effort to improve the long-term viability of the trees, increase water retention capacity of the soils, and help sequester carbon in a stable state within the right-of-way. This effort presents an opportunity to implement biochar in an innovative way, which has been discussed within DelDOT, but not yet actualized; to further the application of biochar as a standard tool in DelDOT’s toolbox for solving pragmatic problems as well as meeting the long-term vision of decarbonizing the transportation system.

Studies from the University of Delaware have shown that the use of biochar along highway greenways reduces stormwater run-off and pollutant loading. It is one way to rebuild urban soils degraded or compacted by paving.

Biochar and tree plantings/reforestation are carbon negative technologies.



Photo above was during a community-driven tree-planting effort in the right-of-way after the construction of the Milton Rail to Trail Phase 2 Project managed by DelDOT's ATCC Section. This event was made possible with the help of the Delaware Urban and Community Forestry Program. 160 trees were planted in this corridor.

Innovation Merit Summary	
Use low-carbon or other innovative materials	DelDOT will partner with the Delaware Forestry Service to organize a community-planting event that will utilize biochar as a soil amendment. Biochar is a negative carbon technology.