



<https://doverkentmpo.delaware.gov/>

Little Creek Sidewalk and Crosswalk Improvement Study

August 2025

Little Creek Study

- MPO asked by Town of Little Creek to complete a sidewalk inventory within the municipal boundaries and recommend improvements for transportation safety
- Working closely with the town, the public, and our partners at DelDOT and the Office of Highway Safety
- Summary of findings:
 - Main Street needs its sidewalks repaired, and gaps need to be filled
 - Lack of crosswalks on Main Street
 - Speeding is a serious concern in town, despite prior efforts to slow incoming vehicle traffic
 - The town's many priorities need to be balanced (safety, eco-tourism, agriculture, historic character, flooding, first responders)



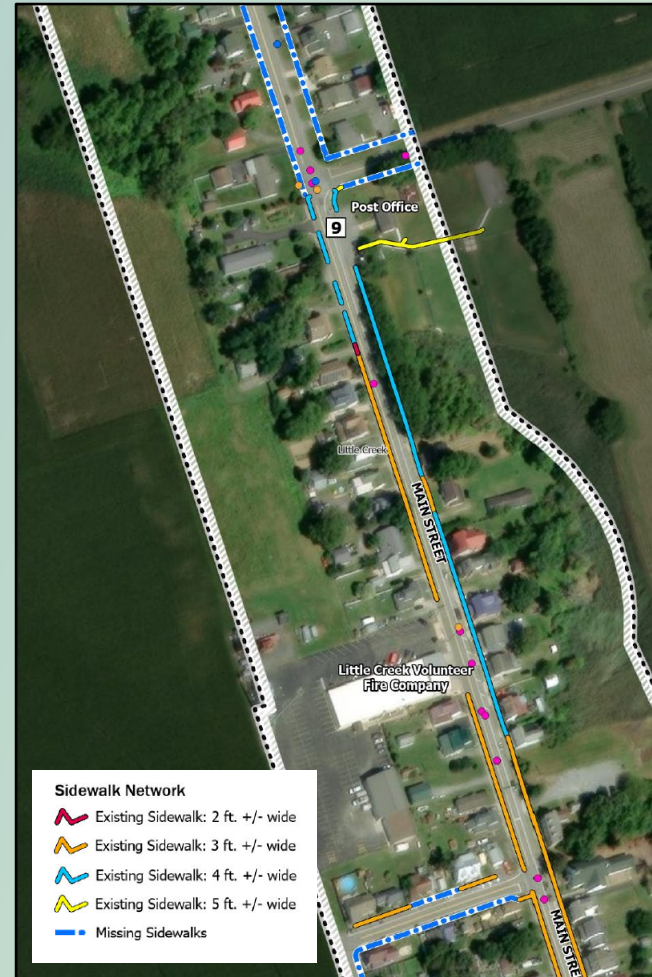
Photo Examples



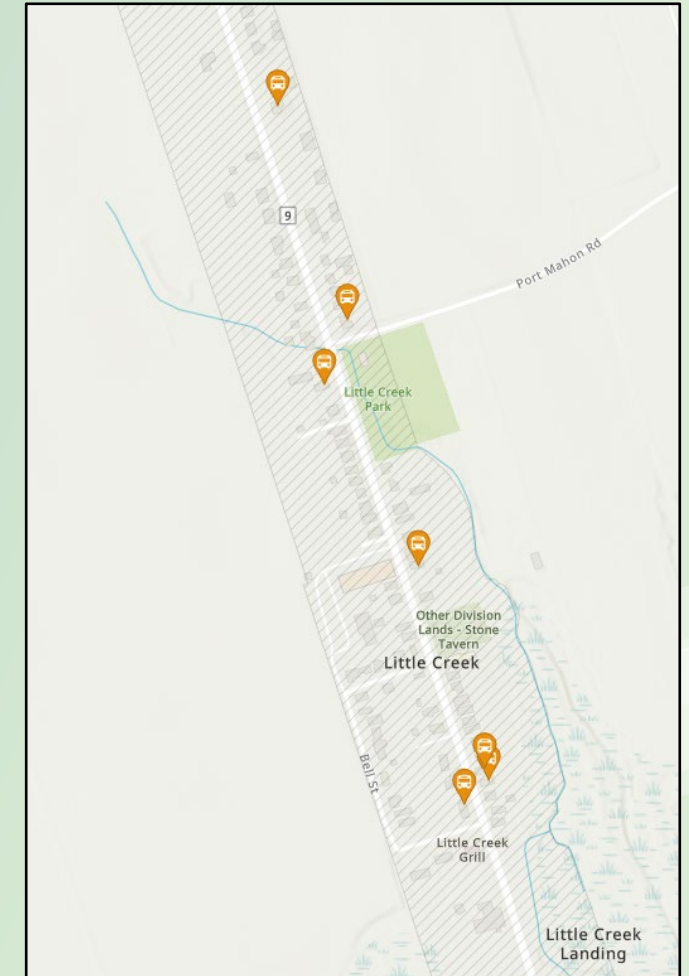
Research Process

- Mapping
- Literature review
- Data analysis
- Fieldwork
- Outreach
- Recommendations
- Next steps/continued engagement

Map of existing sidewalk network

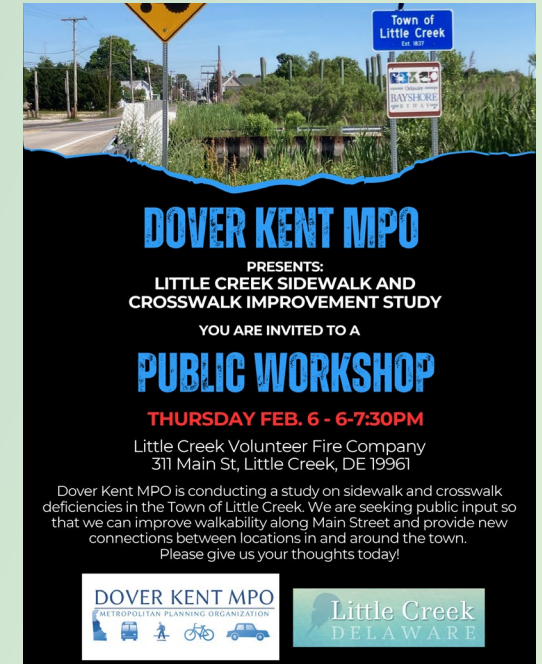


School bus pickups (2025)



Outreach

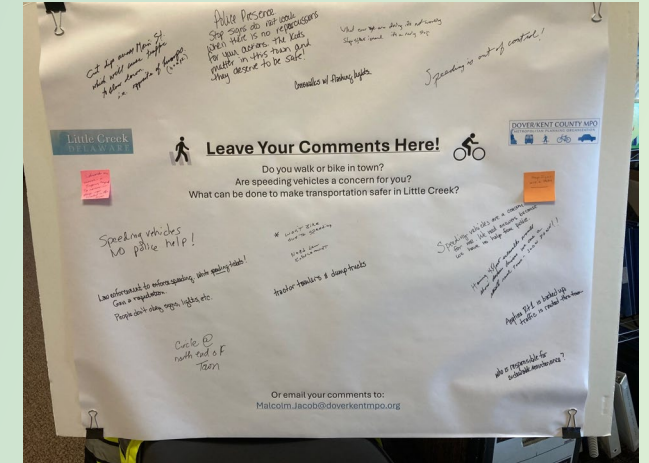
- Workshop #1 – February 6, 2025
 - Engaged with the public at a scheduled event
 - Collected survey data using sticky notes and written comments on poster boards
- Workshop #2 – July 10, 2025
 - Follow-up to the first workshop, confirmation of preferred solutions
 - Many of the same attendees as the first event (people interested in the project outcome)
- Coordination with Mayor and Town Council



Workshop Comments

Sidewalk and crosswalk gaps:

- “Kids wait for school bus where there are no sidewalks.”
- “Having 4-5-foot sidewalks would show drivers we are a real town – slow down!!”
- “Crosswalks with flashing lights.”



Sidewalk repair:

- “Sidewalks are uneven, a tripping hazard. Too narrow in some places, nonexistent in other places.”
- “Who is responsible for sidewalk maintenance?”

Speeding and traffic:

- “Whatever we are doing, it’s not working. Stop signs are ignored; it’s a racing strip.”
- “Anytime Route 1 is backed up, traffic is rerouted through town.”
- “Add a three-way stop at S. Little Creek Road?”
- “Police presence. Stop signs do not work when there are no repercussions for your actions. The kids matter in this town and they deserve to be safe!”



List of Recommended Improvements



- Based on available data, input from public/municipal officials, and professional knowledge
- Many solutions were excluded due to concerns from the community (accessibility of fire trucks and farm vehicles)
- The town's limited budget was also a factor
- The final recommendations provide a balanced list of options that the town can pursue, either together or individually

Upgrade Sidewalk Network



Main Street, both eastern and western sides of road

Replace with new 5-foot sidewalk (DeDOT standard), fill gaps, and remove obstructions

\$346,550 to upgrade sidewalks (based \$85 per linear foot of sidewalk and \$100 per linear foot of driveway)

Fill Sidewalk Gaps



Northern and southern ends of town

Complete the sidewalk paths leading to the north end of town and the boat ramp

\$533,550 to fill northern and southern gaps (based \$85 per linear foot of sidewalk and \$100 per linear foot of driveway)

High Visibility Crosswalks with ADA Ramps



Main Street (US post office, Methodist church, and Little Creek Grill)

Designated ADA-compliant crossing location for pedestrians

\$300 per crosswalk
\$2,200 per curb ramp
\$14,100 total

Rectangular Rapid Flashing Beacons (RRFB)



Main Street at designated crossing locations

Pedestrian-activated warning lights

Can be solar-powered

\$30,000 per RRFB set (depending on number of crossings)

Sources:

<https://doverkentmpo.delaware.gov/files/2025/06/Kent-County-Safety-Action-Plan-FINAL-June-2025.pdf>

https://www.saferoutesnj.org/wp-content/uploads/2023/08/Cost-Guidelines_2023-1.pdf

Transverse Rumble Strips



Northern and southern ends of town

Grooves in the road that warn motorists

Can be designed so that excess noise is reduced

\$600 per strip
\$3,600 for a set of six

Speed Cushions



Northern and southern ends of town

Speed control designed for emergency vehicle access

Fairly inexpensive and easy to install

\$2,000 per speed cushion
\$4,000 total

Pavement Markings



Main Street within the roadway

Can include written messages or “sharrows”

Inexpensive and easy to implement, but less effective at calming traffic

\$50 per letter
\$150 per sharrow

Stop Signs



Intersection with S Little Creek Road (planned for FY2026)

Does not calm traffic, but can be used to make problematic intersections safer

An inexpensive solution

\$600 per new stop sign
\$6,000 per red flashing beacon

Sources:

<https://doverkentmpo.delaware.gov/files/2025/06/Kent-County-Safety-Action-Plan-FINAL-June-2025.pdf>

https://www.saferoutesnj.org/wp-content/uploads/2023/08/Cost-Guidelines_2023-1.pdf

Radar Speed Signs



Northern and southern ends of town (need to upgrade existing radar speed signs)

Reminds motorists to reduce their speed

Does not physically calm traffic

\$8,000 per sign

Automated Speed Cameras



Northern and southern ends of town

Does not calm traffic, but provides speed enforcement without relying on police and is less expensive than a part-time officer

Variable cost

Police Enforcement



Municipal limits

Acts as a deterrent, but an expensive solution that requires both up-front and annual costs

\$50,000 - \$100,000 per year for a part-time officer,
>\$250,000 per year for a full-time officer (this may not include additional costs)

Intersection Improvements



Intersection with N Little Creek Road


Adjust the curve in the roadway or carry out other realignments to improve the safety of motorists

Variable cost; would be more expensive and complicated than other solutions

Sources:

<https://doverkentmpo.delaware.gov/files/2025/06/Kent-County-Safety-Action-Plan-FINAL-June-2025.pdf>

https://www.saferoutesnj.org/wp-content/uploads/2023/08/Cost-Guidelines_2023-1.pdf

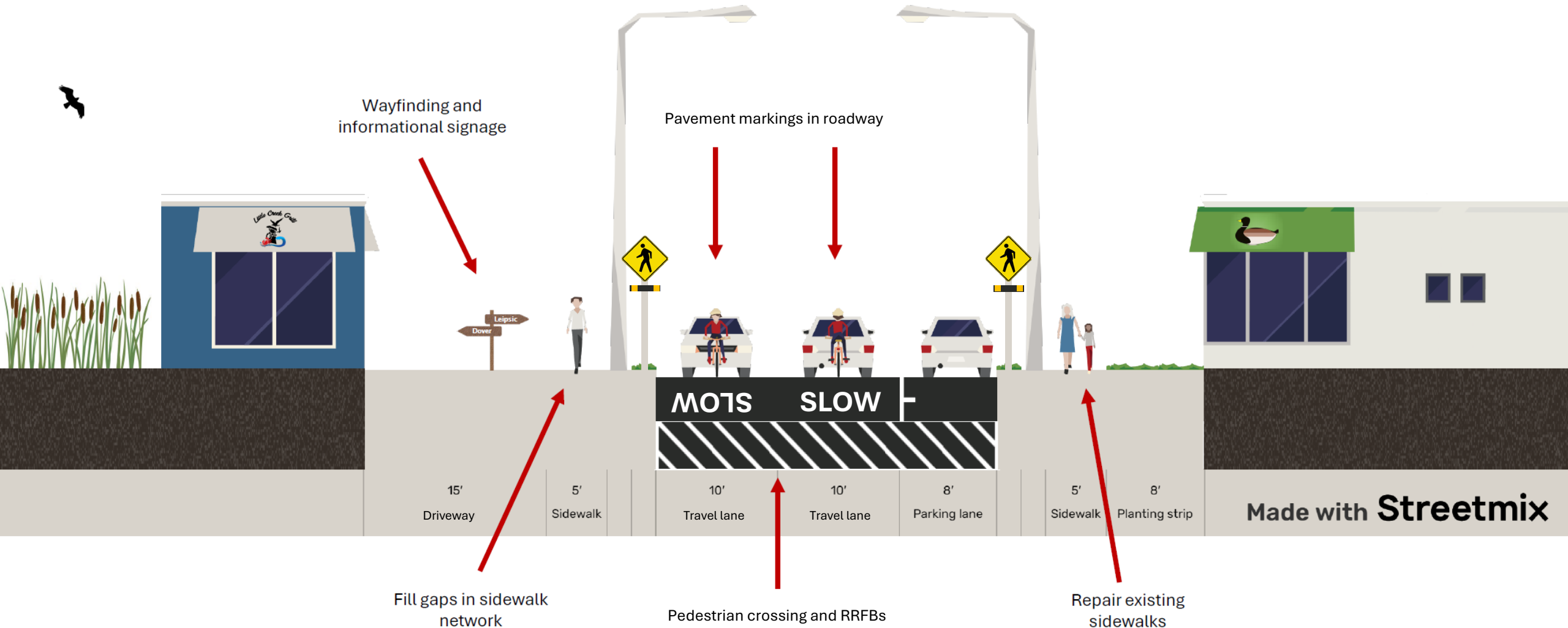


An aerial photograph of a residential neighborhood. A red arrow points from the right edge of the image towards a white house with a dark roof, located in the lower-left quadrant of the frame. The surrounding area includes green lawns, trees, and other houses.







Concepts for Pedestrian Improvements: Main Street in Front of Little Creek Grill (Facing Northward)

DelDOT standard for
sidewalks: **5 feet** with
ADA accessibility



Made with **Streetmix**

Sidewalk Inventory

Little Creek Main Street Sidewalk Inventory Western Side of Road						
Northern Boundary	Southern Boundary	Corridor Length (ft)	Existing Sidewalk (ft)	Cost Estimate* (\$)	Notes	Image
N Little Creek Road	Port Mahon Road	1,900 ft	0 ft	\$175,070	11 driveway crossings. No existing sidewalks.	
Port Mahon Road	Thompson Lane	800 ft	652 ft	\$80,753	13 driveway crossings. Sidewalks are narrow and overgrown with grass. Cracks in concrete throughout most of this segment.	
Thompson Lane	Lowe Street	1,065 ft	772 ft	\$91,678	12 driveway crossings. Overgrown with grass and shrubs in many places. Impediments such as utility poles.	
Lowe Street	Little Creek Boat Ramp	800 ft	268 ft	\$87,377	3 driveway crossings. Grass needs to be removed. Large sidewalk gap north of Little River. Impediments such as utility poles.	

**Cost estimates based on \$17 per square foot (\$85 per linear foot) of sidewalk repair or construction; \$20 per square foot (\$100 per linear foot) of driveway improvement; and a 15% construction contingency. Does not include surveying, drainage, the relocation of utilities, and other additional costs.*

Potential Funding Sources

- Transportation Alternatives Program (TAP)
- Community Transportation Fund (CTF)
- DelDOT Bicycle and Pedestrian Pool
- Safe Streets and Roads for All (SS4A)
- National Scenic Byways Program
- And many others (listed in Appendix D)



Current Timeline

- PAC presentation – August 14
- TAC presentation – August 19
- MPO Council presentation – September 3
- Continued engagement with town



Questions?

Send us an email:

malcolm.jacob@doverkentmpo.org

Thank you!