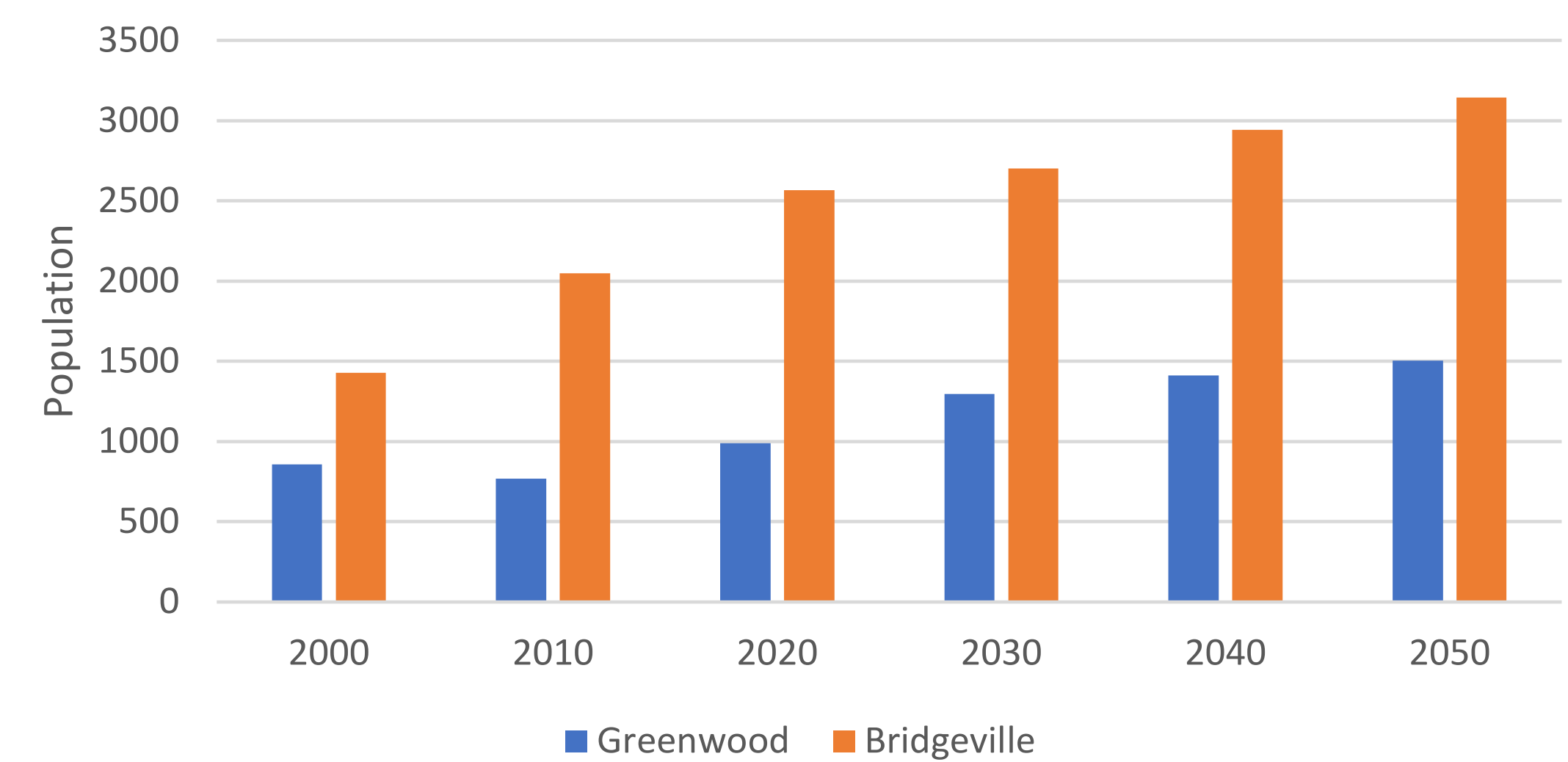




Population and Employment

Where do people live and work?

Population change, 2000 - 2050



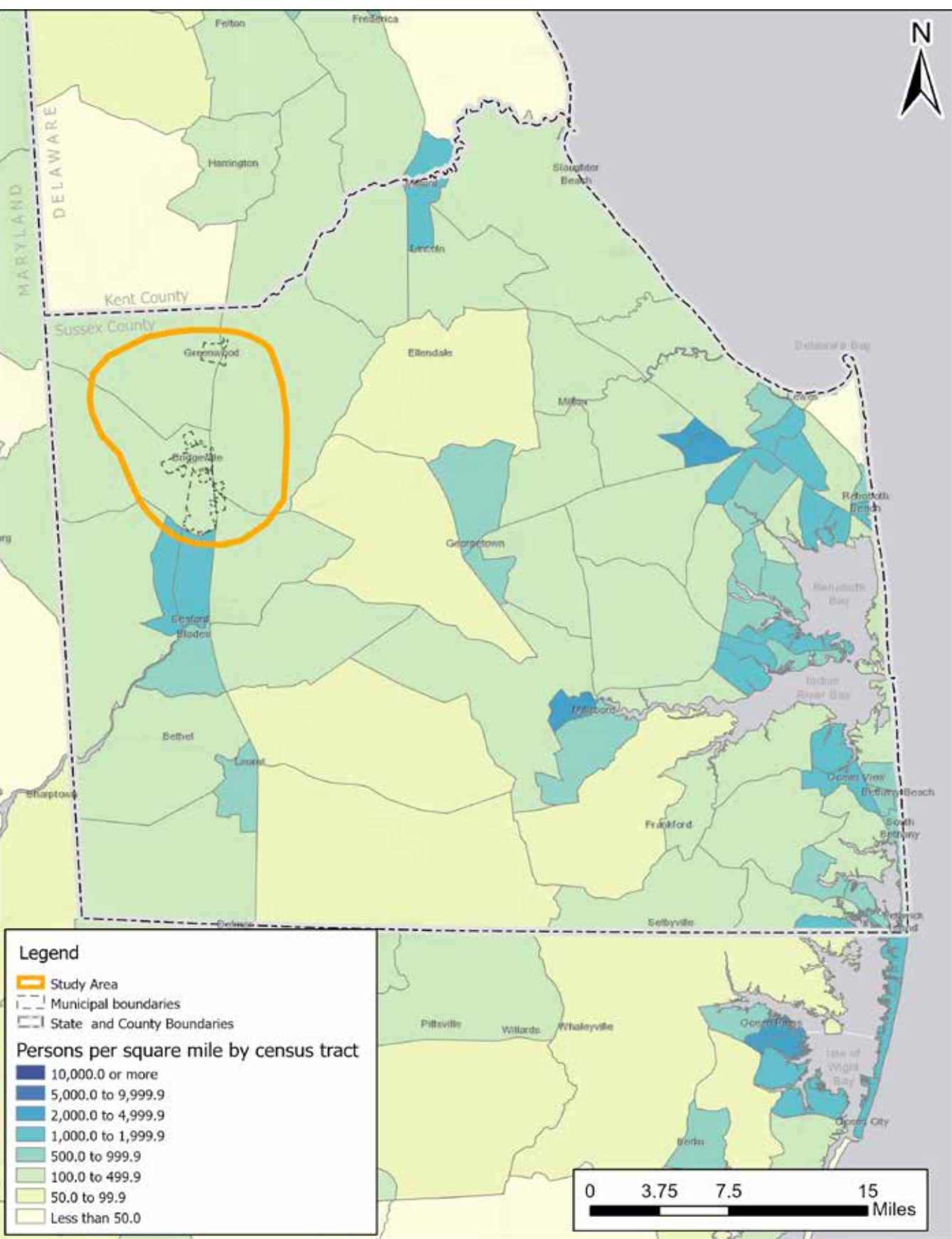
- Sussex County is growing fastest of all three counties in Delaware but growth is projected to slow.

Population Rate of Change - Sussex County, Delaware				
2000-2010	2010-2020	2020-2030	2030-2040	2040-2050
25.9%	20.4%	14.7%	8.5%	4.1%

Sources: past data—Decennial Census, US Census Bureau; future projection—Delaware Population Consortium (2021 data)

Current Population Density

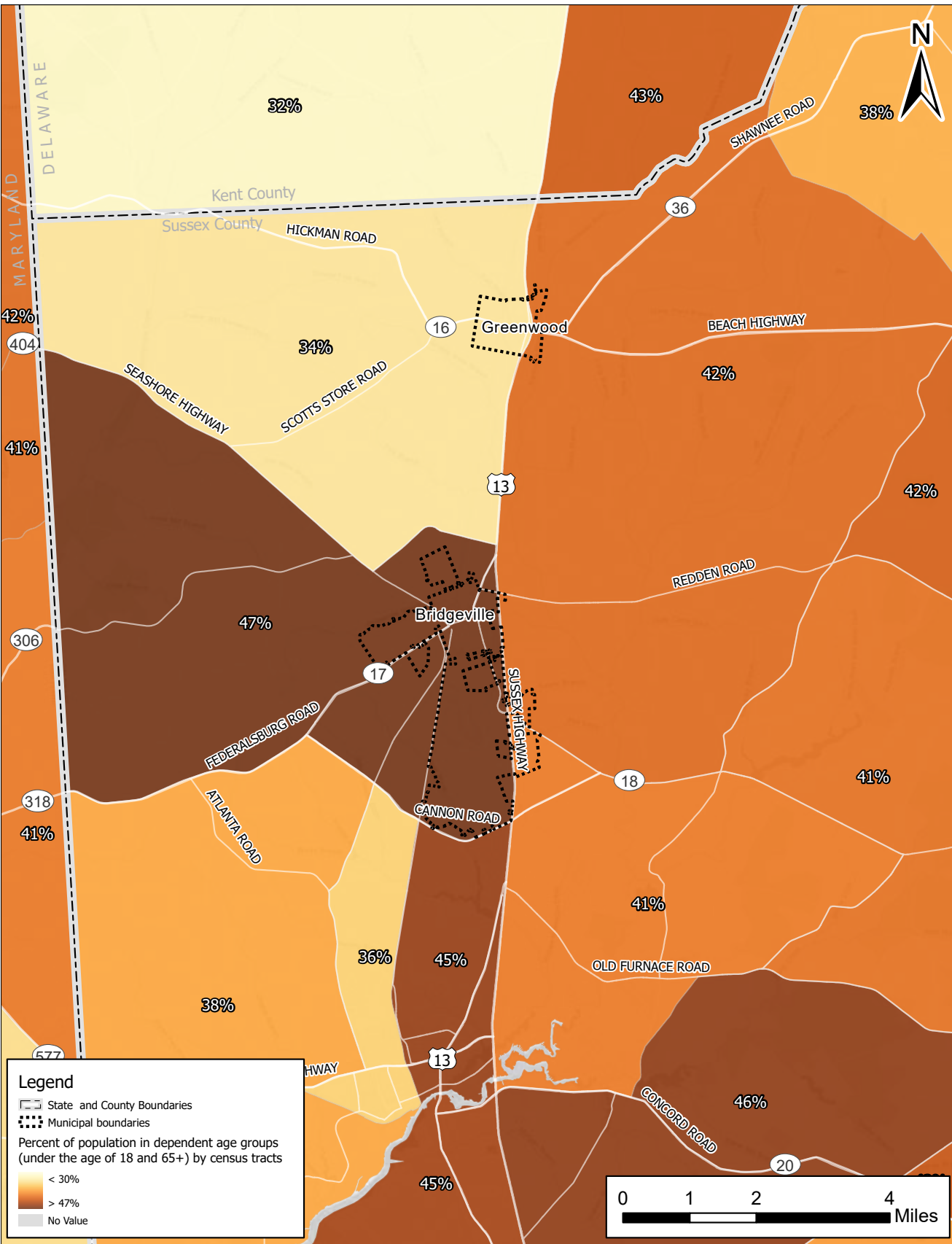
Population Density by Census Tract



Source: Esri, USA Demographics and Boundaries 2022

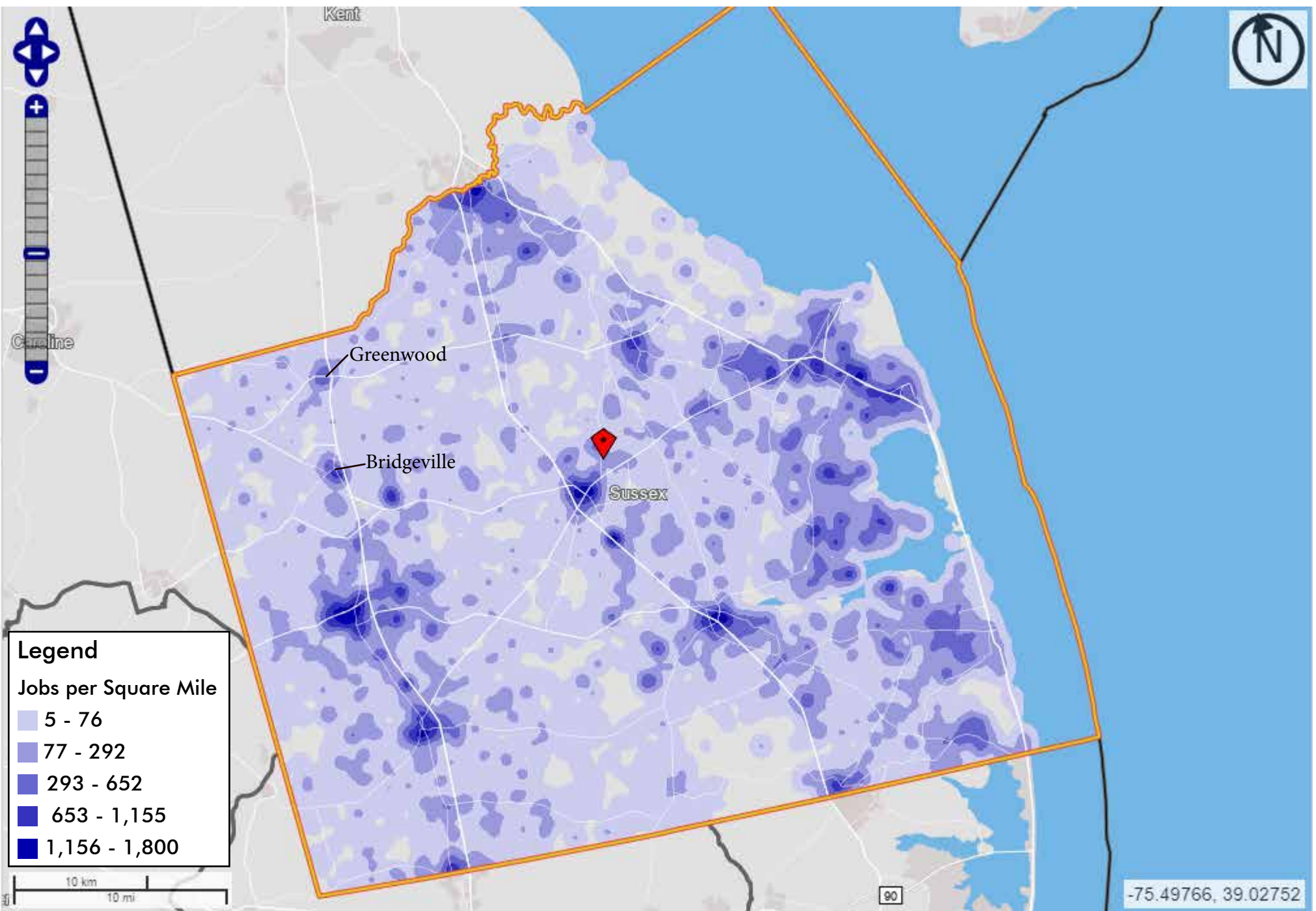
Population of Transportation-dependent Age

Percent of Population Under 18 and Over 65 Years by Census Tract



- People in these age categories, particularly children, are much more reliant on travel options other than a personal motor vehicle.
- Transit, walking and bicycling facilities, and other accessibility measures help to ensure people in the community can safely access daily needs.

Current Job Density



Source: All jobs, 2019 dataset, U.S.Census Bureau, Center for Economic Studies, LEHD (Longitudinal Employer-Household Dynamics)

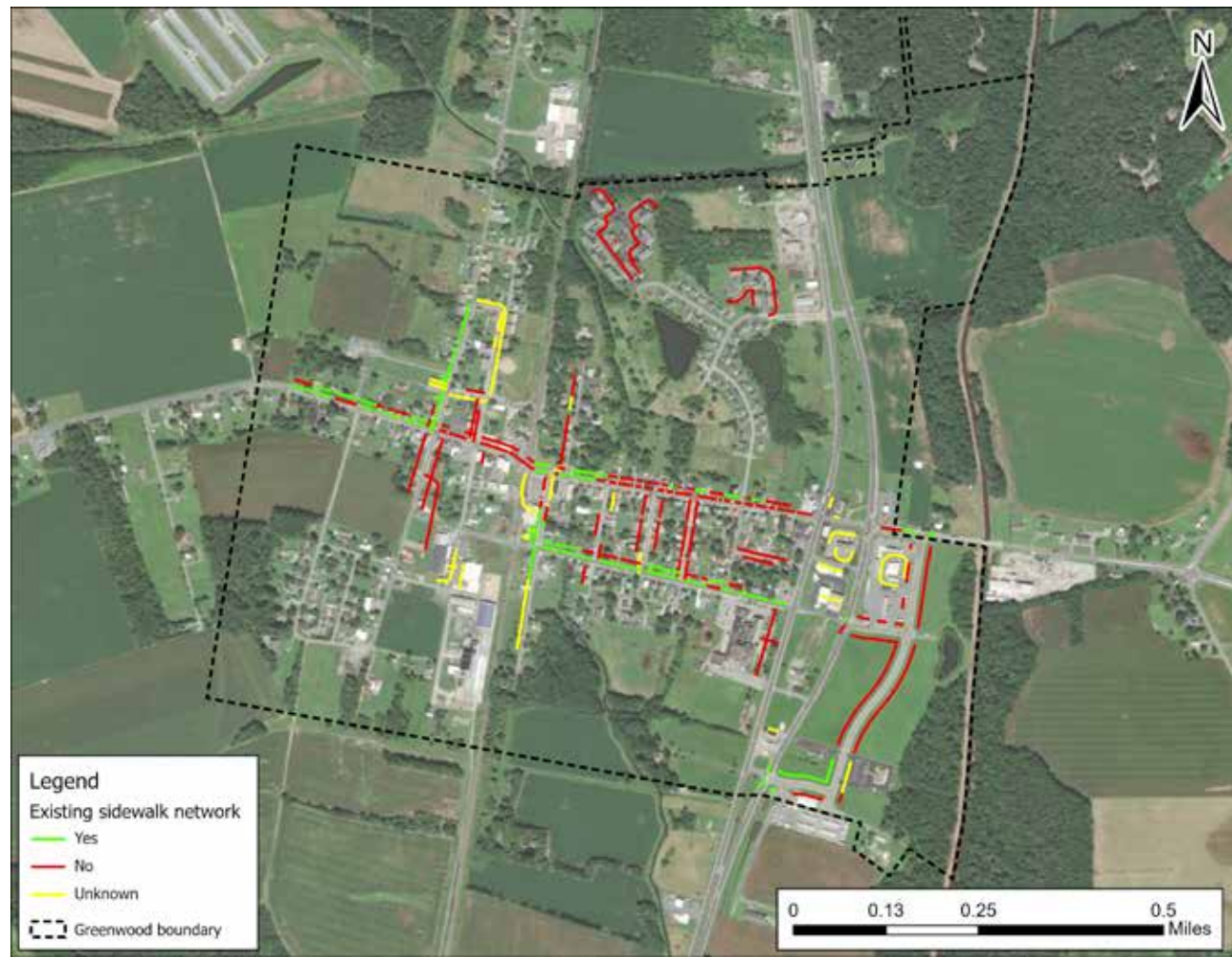


Transportation System Existing Conditions

What are key features of the transportation system today?

Sidewalks

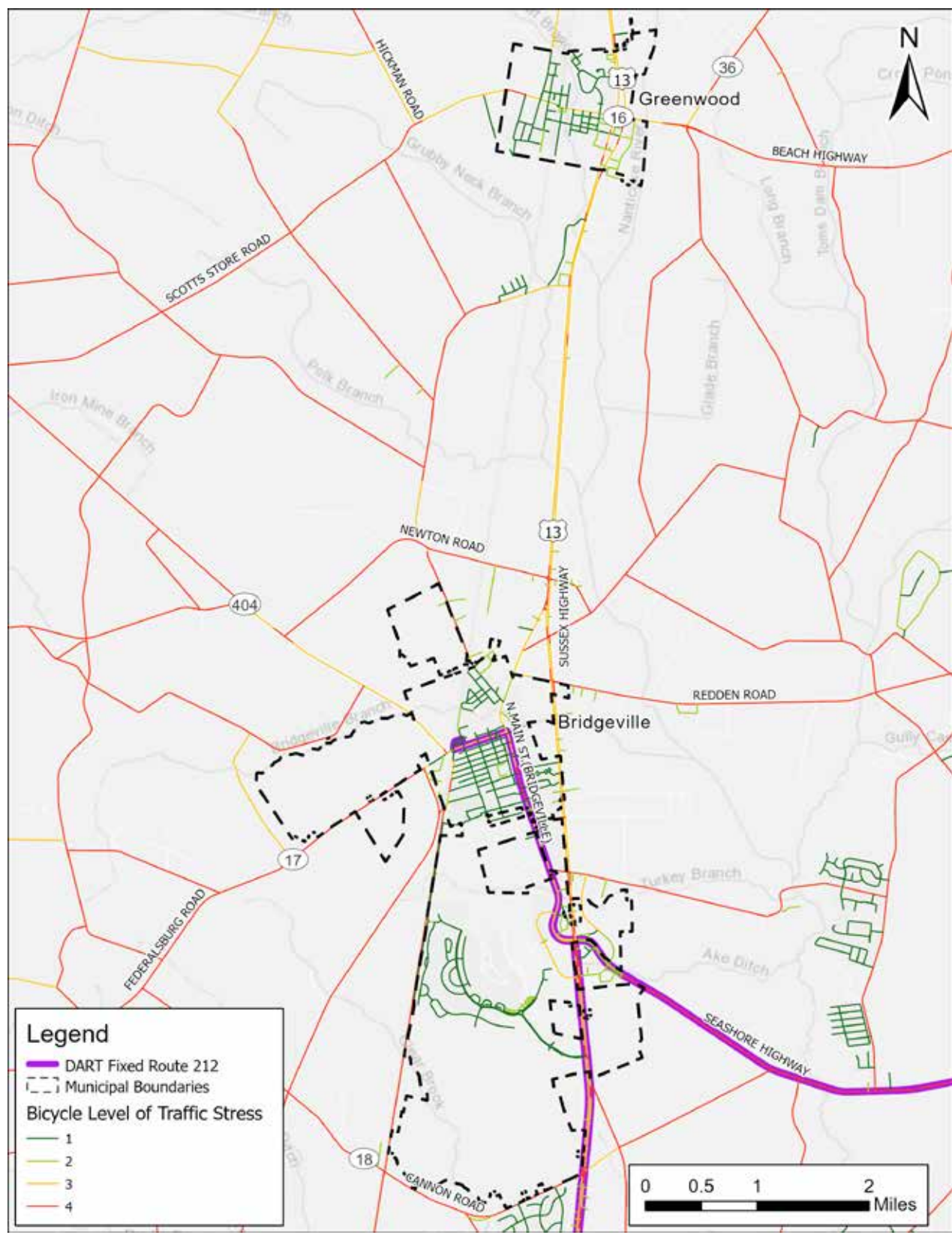
Sidewalk Conditions, Greenwood



Sidewalk Conditions, Bridgeville



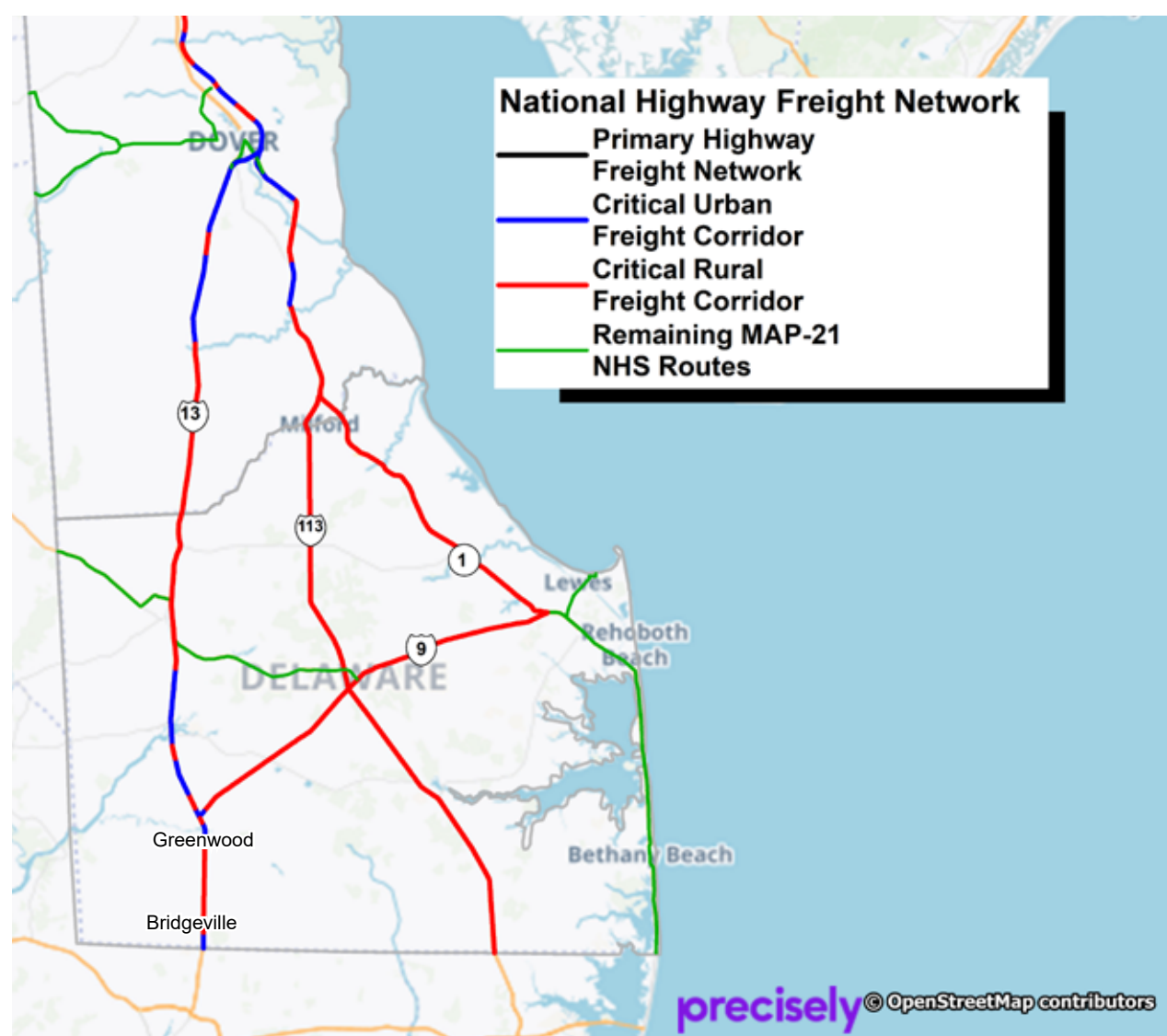
Bicycling and Transit



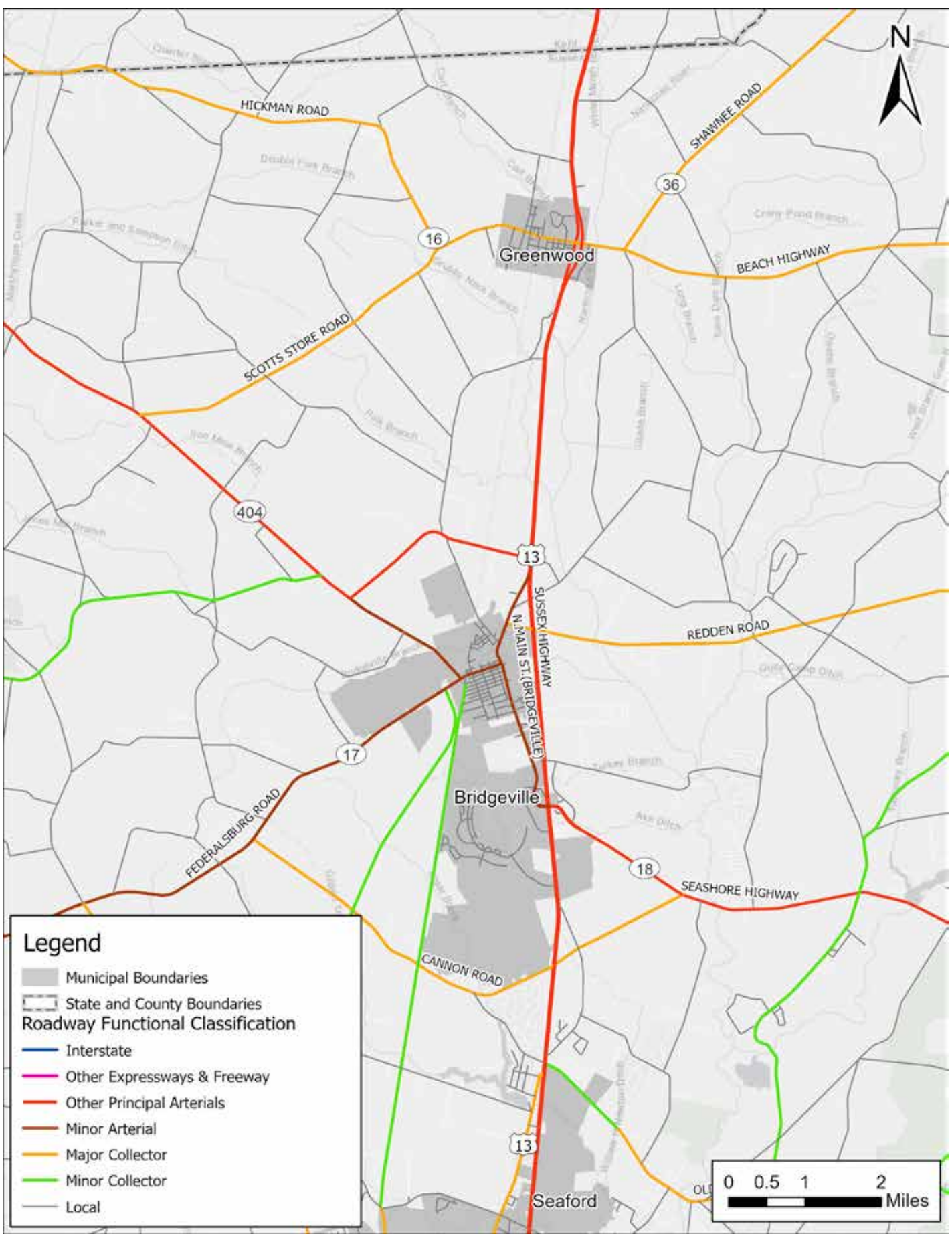
- DART Fixed Route 212 serves Georgetown, Seaford and Laurel, Delaware. Route 212 runs weekdays and Saturdays, with stops in Bridgeville.

Bicycle Level of Traffic Stress		
Level	Description	Example
1	Safe for children to use; Usually completely separated from auto traffic	
2	Tolerated by most mainstream adult populations of cyclists; Roads with low volume and low speed auto traffic	
3	Tolerated by riders who are enthused and confident; Heavy traffic with separated bike facility	
4	Only tolerated by strong and fearless riders; cyclists must interact with high volumes or speeds of auto traffic.	

Freight Network



Roadway Functional Classification

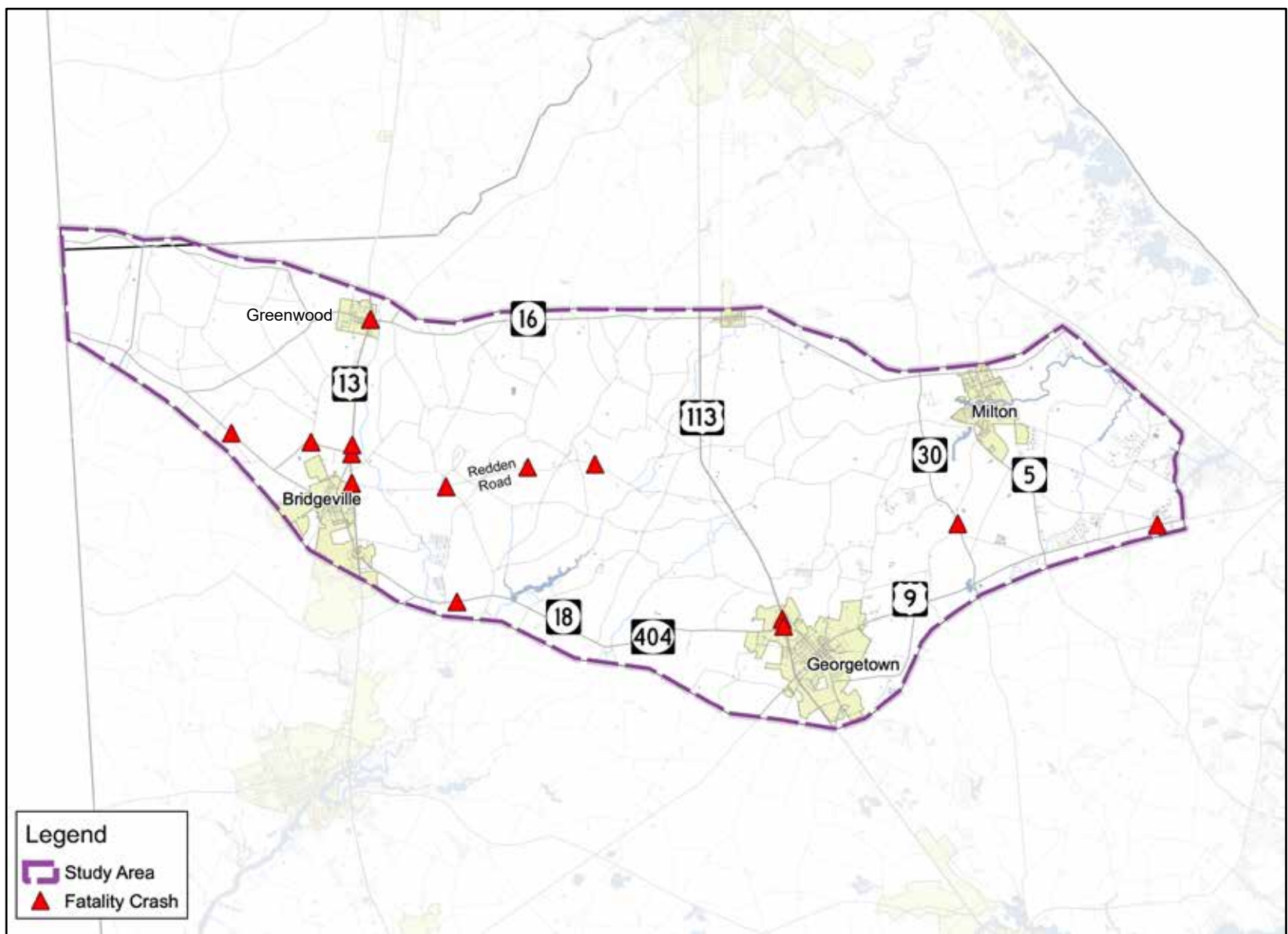


Safety

- Fatal crashes are near record levels and trending upwards across the state and nation and this area is not immune.
- No intersections immediately in or around Greenwood or Bridgeville reach top 50 in the state's rankings.
- Some recent projects are underway to address safety, such as Redden Road.

Delaware Traffic Fatalities, Yearly Totals						
	2022	2021		2020		
		Year-to-Date	Totals	Year-to-Date	Totals	
Fatalities	165	139	↓ 19%	139	117	↓ 41%
Delaware Residents	120	114	↓ 5%	119	93	↓ 29%
Person Types						
Vehicle Occupant	103	83	↓ 24%	83	75	↓ 37%
Pedestrian	33	30	↓ 10%	30	25	↓ 32%
Bicyclist	7	2	↓ 250%	2	3	↑ 133%
Motorcyclist	22	24	↑ 8%	24	14	↓ 57%
Crash Types						
Curve Related	19	23	↑ 17%	23	19	0%
Roadway Departure	57	59	↑ 3%	59	47	↓ 21%
Intersection Related	48	53	↑ 9%	53	32	↓ 50%
Median Crossover	8	7	↓ 14%	7	3	↓ 167%
Wrong Way	7	0	N/A	0	1	↑ 600%
Work Zone	4	8	↑ 50%	8	3	↓ 33%

Fatal Crashes, 2017-2020



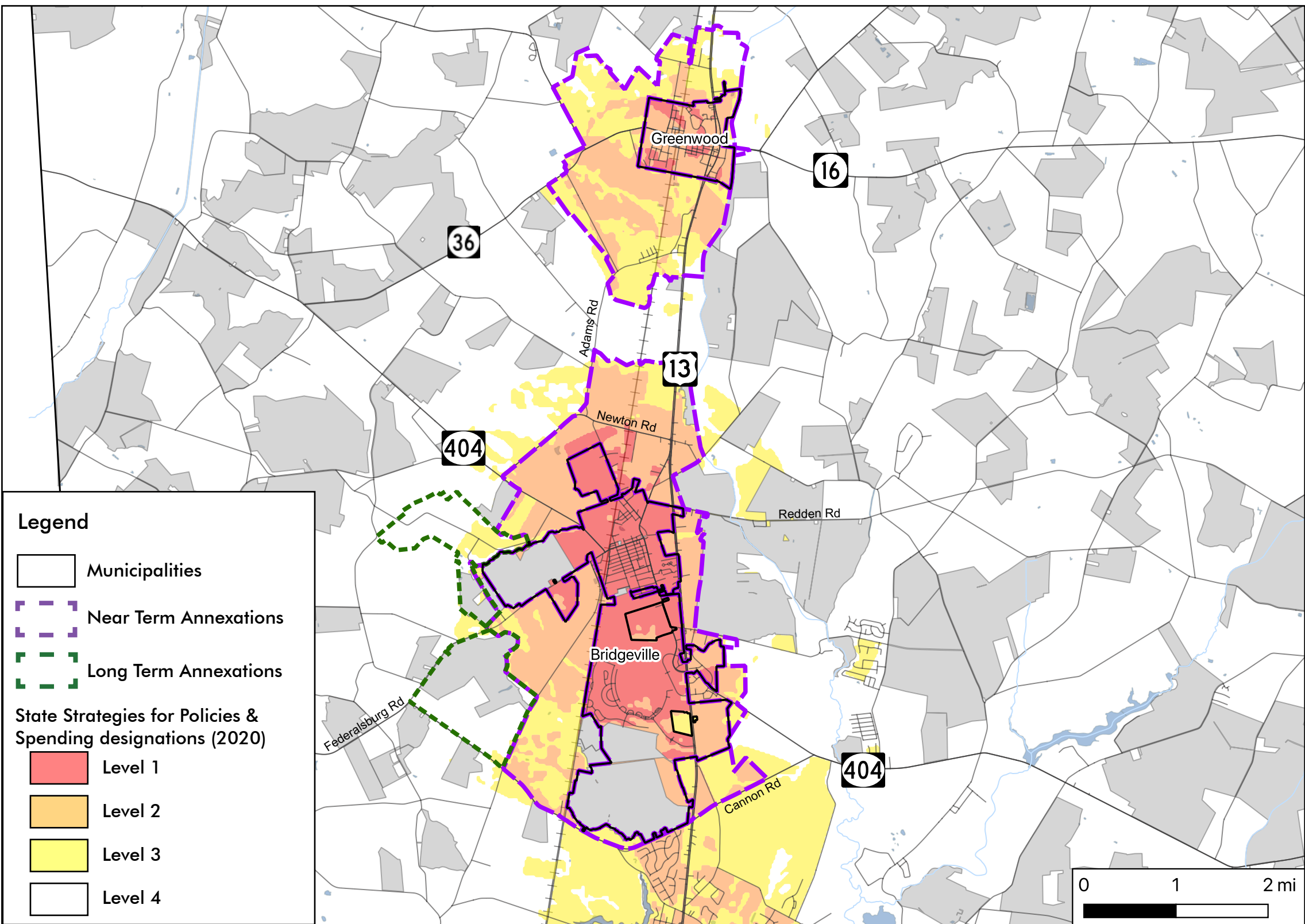
Source: Delaware Crash Data, 2017-2020, for Coastal Corridors Study.



Land Use and Transportation System Trends

Where is growth happening and anticipated?

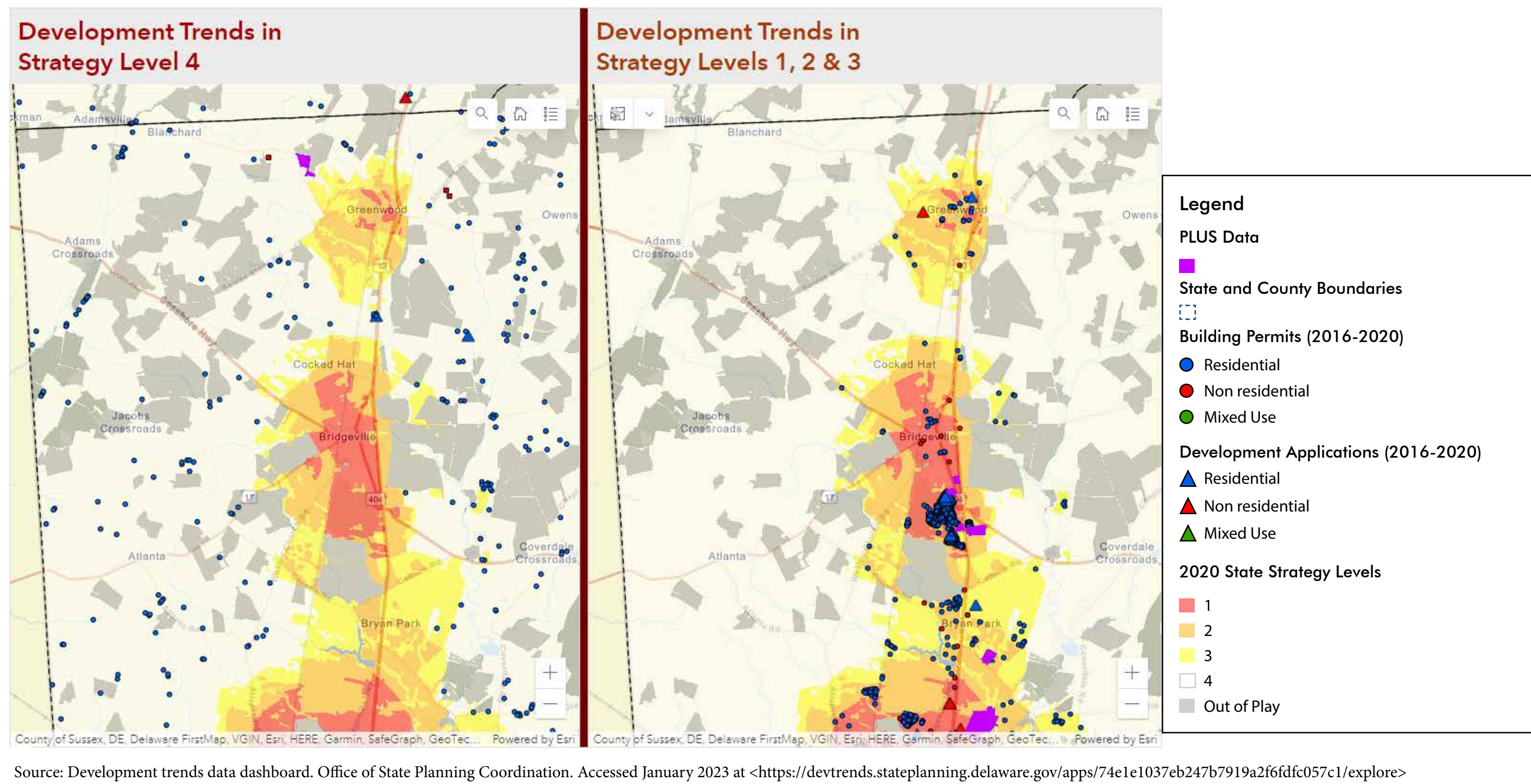
Areas of Growth and Preservation



Sources: State Strategies for Policies and Spending—Office of State Planning Coordination; Annexation areas for Greenwood—Town of Greenwood's 2019 Comprehensive Development Plan; Annexation areas for Bridgeville—Town of Bridgeville's 2018 Comprehensive Development Plan.

- Level 1 areas are often municipalities, towns, or urban/urbanizing places in counties. Density is generally higher than in the surrounding areas. There are a variety of transportation opportunities available. Buildings may have mixed uses, such as a business on the first floor and apartments above.
- Level 2 areas can be composed of less developed areas within municipalities, rapidly growing areas in the counties that have or will have public water and wastewater services and utilities, areas that are generally adjacent to or near Level 1 areas, smaller towns and rural villages that should grow consistently with their historic character, and suburban areas with public water, wastewater, and utility services.
- Level 3 areas generally fall into two categories. The first category covers lands that are in the long-term growth plans of counties or municipalities where development is not necessary to accommodate expected population growth during this five-year planning period (or longer).
- Level 4 areas are rural in nature and are where the bulk of the state's openspace/natural areas and agricultural industry is located. These areas contain agribusiness activities, farm complexes, and small settlements.
- Out of Play areas are not available for private development, include publicly owned lands, private conservation lands, lands for which serious legal and/or environmental constraints on development are identified, and lands in some form or permanent open-space protection (such agricultural preservation easements and conservation easements).

- Updates to planned growth areas are under development by the towns.



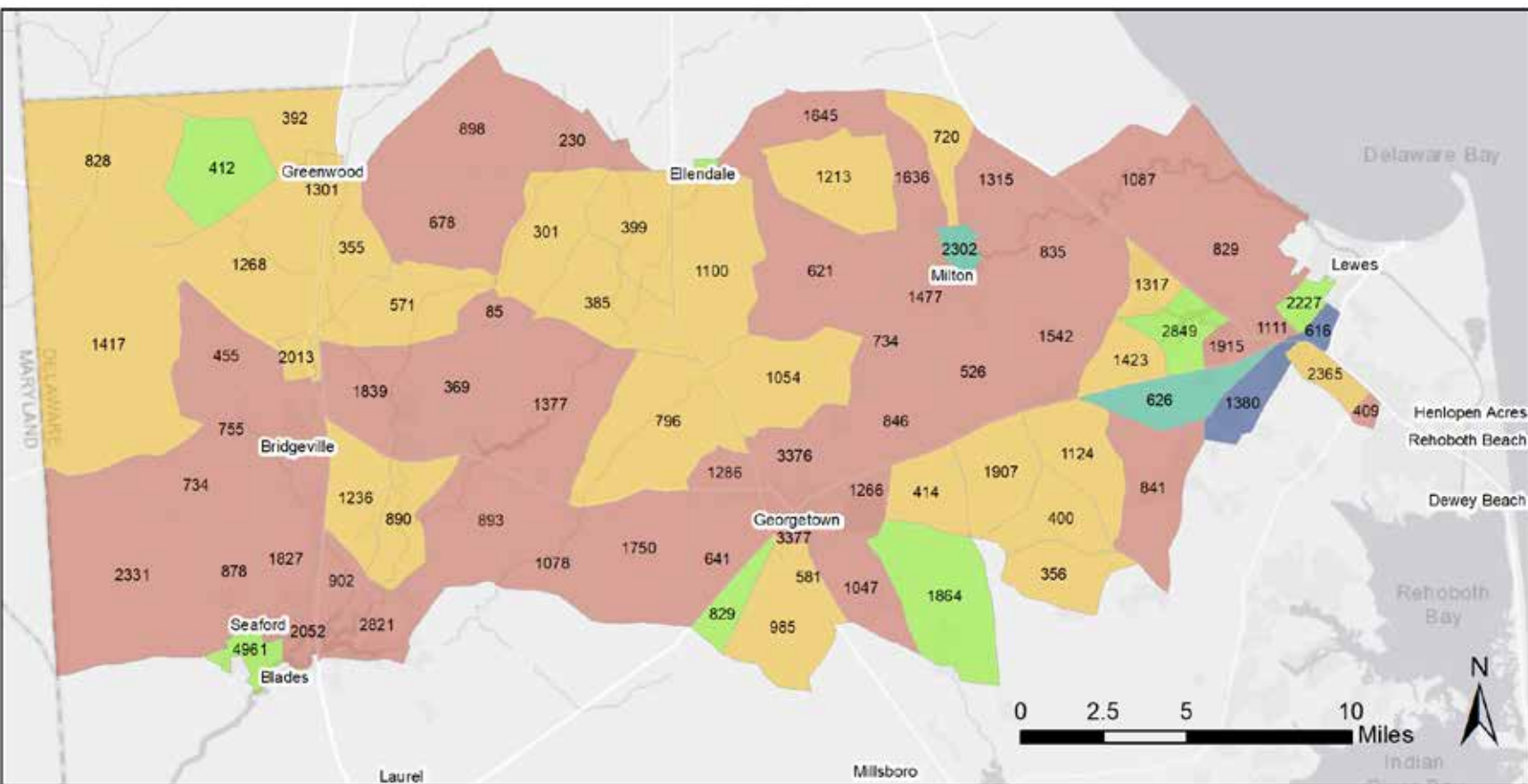
What are anticipated impacts of growth/change on transportation?

Population and Employment Change Projected (2015-2050)



Annual Average Daily Traffic (AADT) Volumes

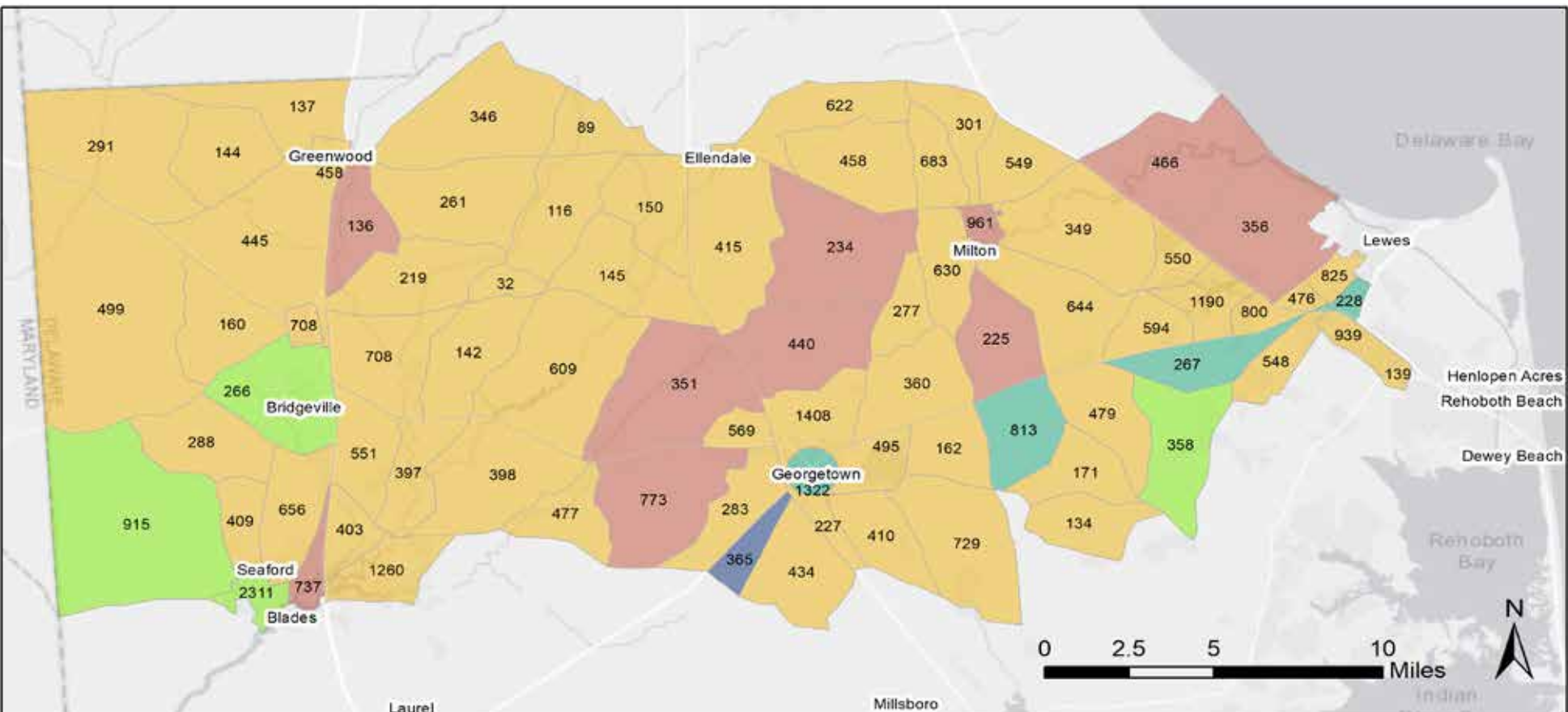
Population Projections by Traffic Analysis Zone, 2015-2050



Total 2050 projected population shown on map.
Source: Delaware Population Consortium population and employment data

Legend
Population percent change (2015-2050)
No growth (includes population loss)
1%
2%
3%
4 - 5%

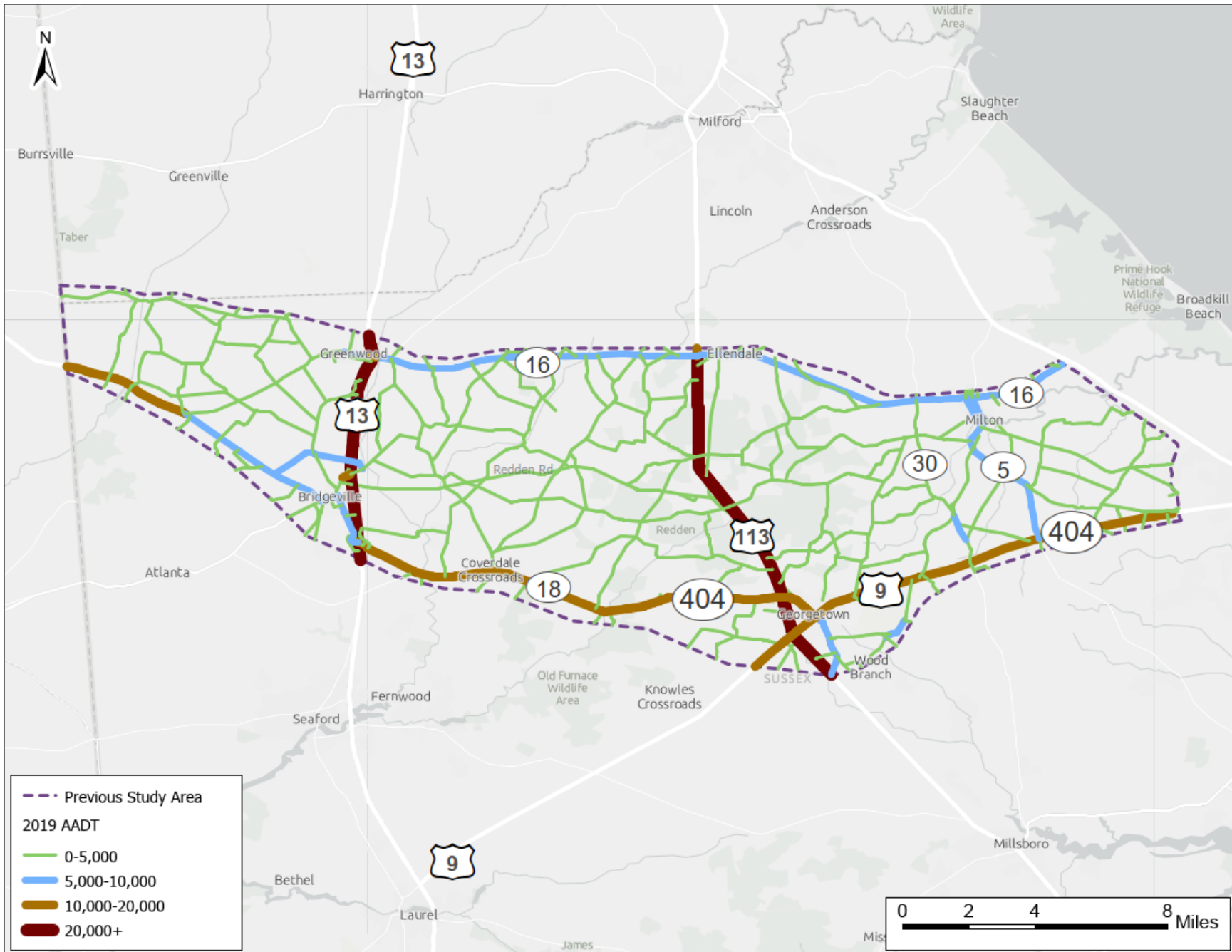
Employment Projections by Traffic Analysis Zone, 2015-2050



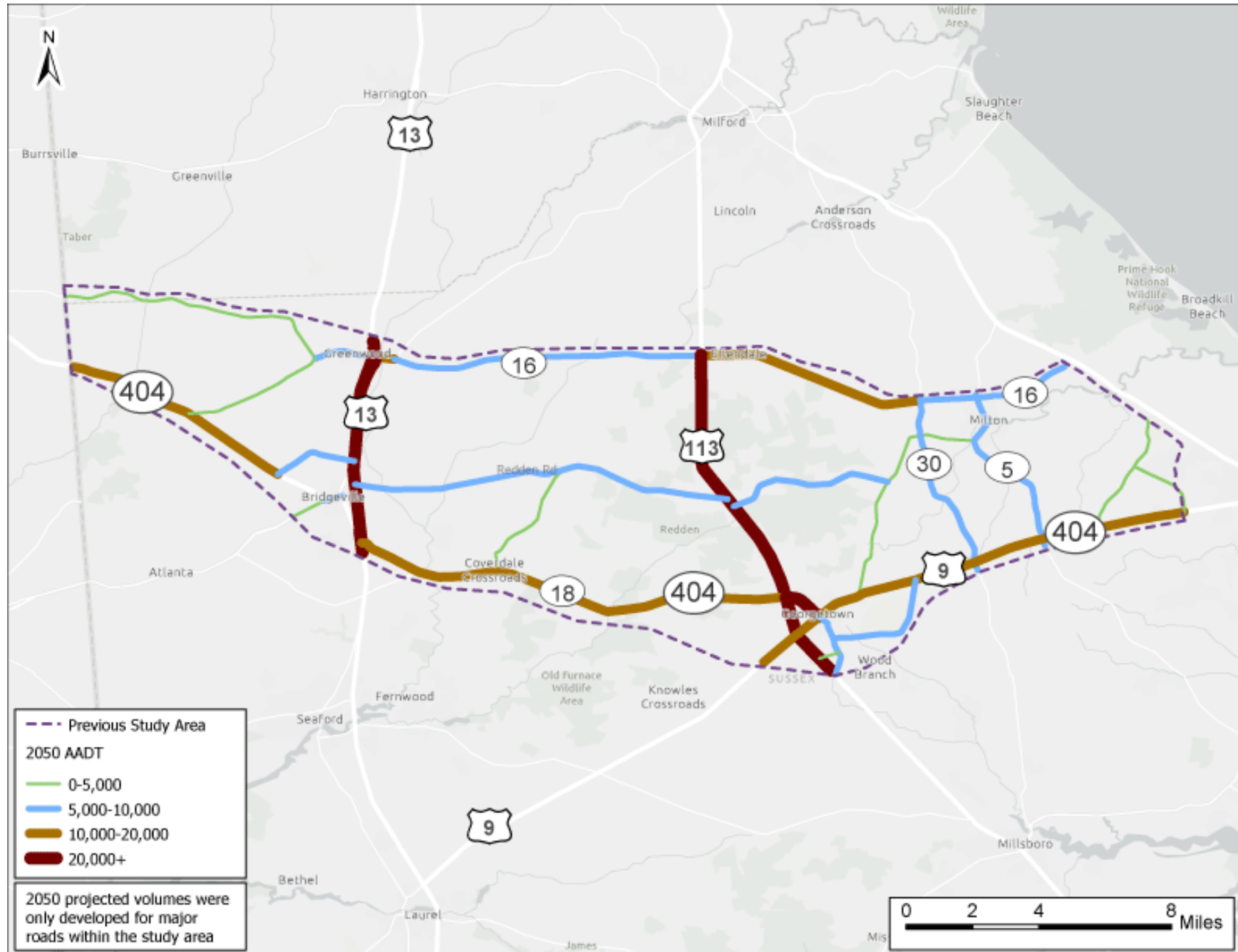
Total 2050 projected employment shown on map.

Legend
Employment percent change (2015-2050)
No growth (includes employment loss)
1%
2%
3%
4 - 5%

Current (2019)



Projected (2050)



Legend
Previous Study Area
2050 AADT
0-5,000
5,000-10,000
10,000-20,000
20,000+
2050 projected volumes were only developed for major roads within the study area



Economic Development Existing Conditions and Trends

What are transportation-related economic development conditions?

Freight, Commercial, Farm Traffic

- Greenwood and Bridgeville are traditional agricultural towns that rely on large vehicle traffic.
 - Farm vehicles must sometimes use roadways from April through November.
 - Large trucks are needed to transport goods for processing and distribution to market.
- US 13 is part of the National Highway Freight Network, critical to goods distribution and interstate commerce.
- Truck parking has not risen to the level of concern as in northern DE but clusters of truck parking occur at locations on US 13 south of Harrington according to the 2021 Delaware Truck Parking Study. The study recommends regional monitoring and collaboration to maintain balance as freight and truck parking needs change.



Attracting Visitors



- Greenwood and Bridgeville seek to sustain vibrant downtowns that are attractive to residents and visitors.
- Area corridors provide retail outlets for produce & value added products.
- American Discovery Trail traverses the study area.



Traffic Into vs. Around Town

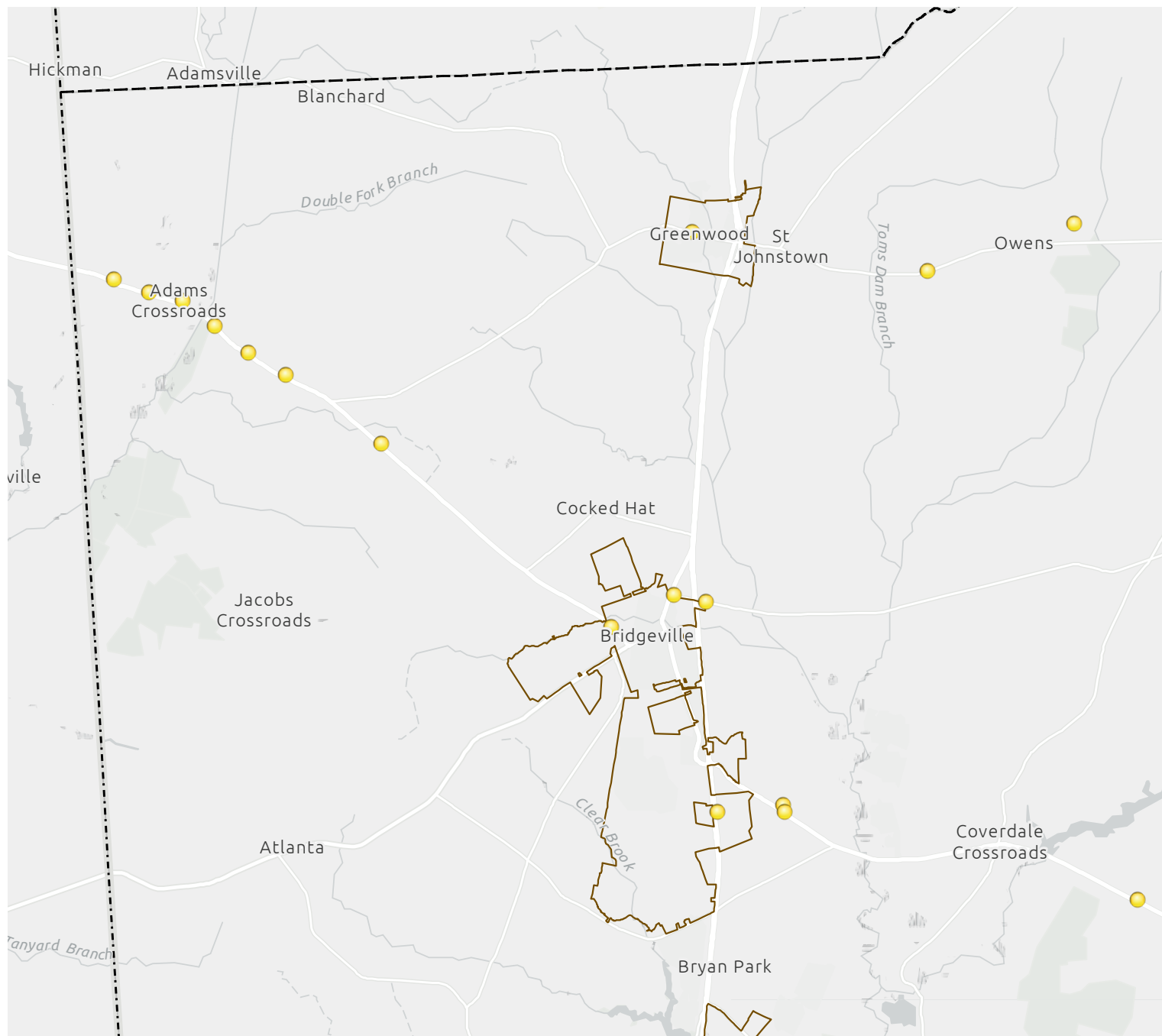
- An estimated 25% of traffic heading eastbound on SR 404 travels through the Town of Bridgeville, while 75% takes the 404 bypass.
- Potential for commercial activity when travelers are routed to the towns versus around the towns

Traffic Distribution from MD SR 404, Saturday Daily Total



Source: Saturday total daily traffic estimate, Summer 2021, StreetLight

Delaware-grown retail outlets



Source: University of Delaware Institute for Public Administration, 2021. (Accessed, Feb. 13, 2023 at < <https://storymaps.arcgis.com/stories/a49a618a8c154d958df53c5f8f17e451> >

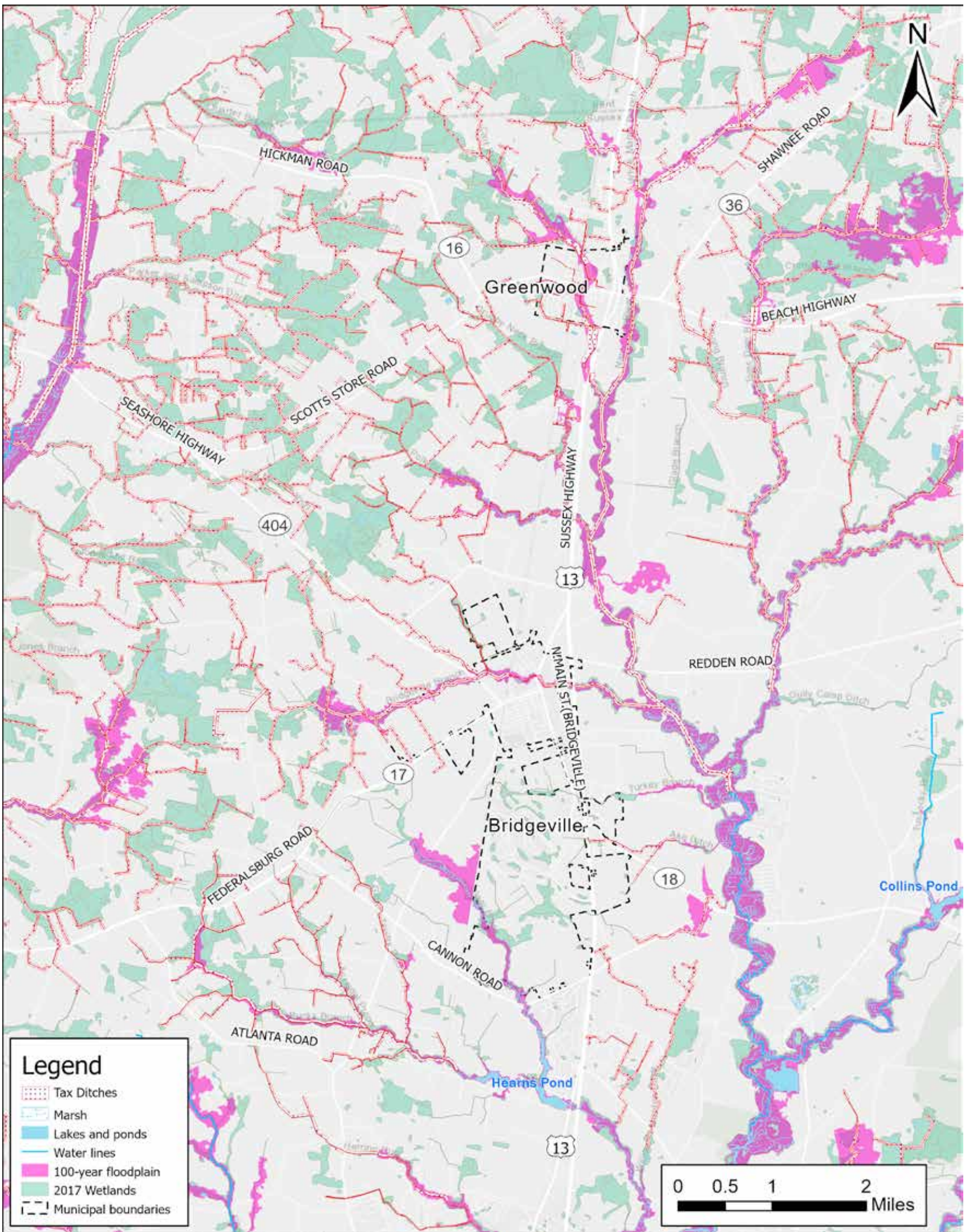


Environment

Existing Conditions and Trends

What are transportation-related environmental conditions?

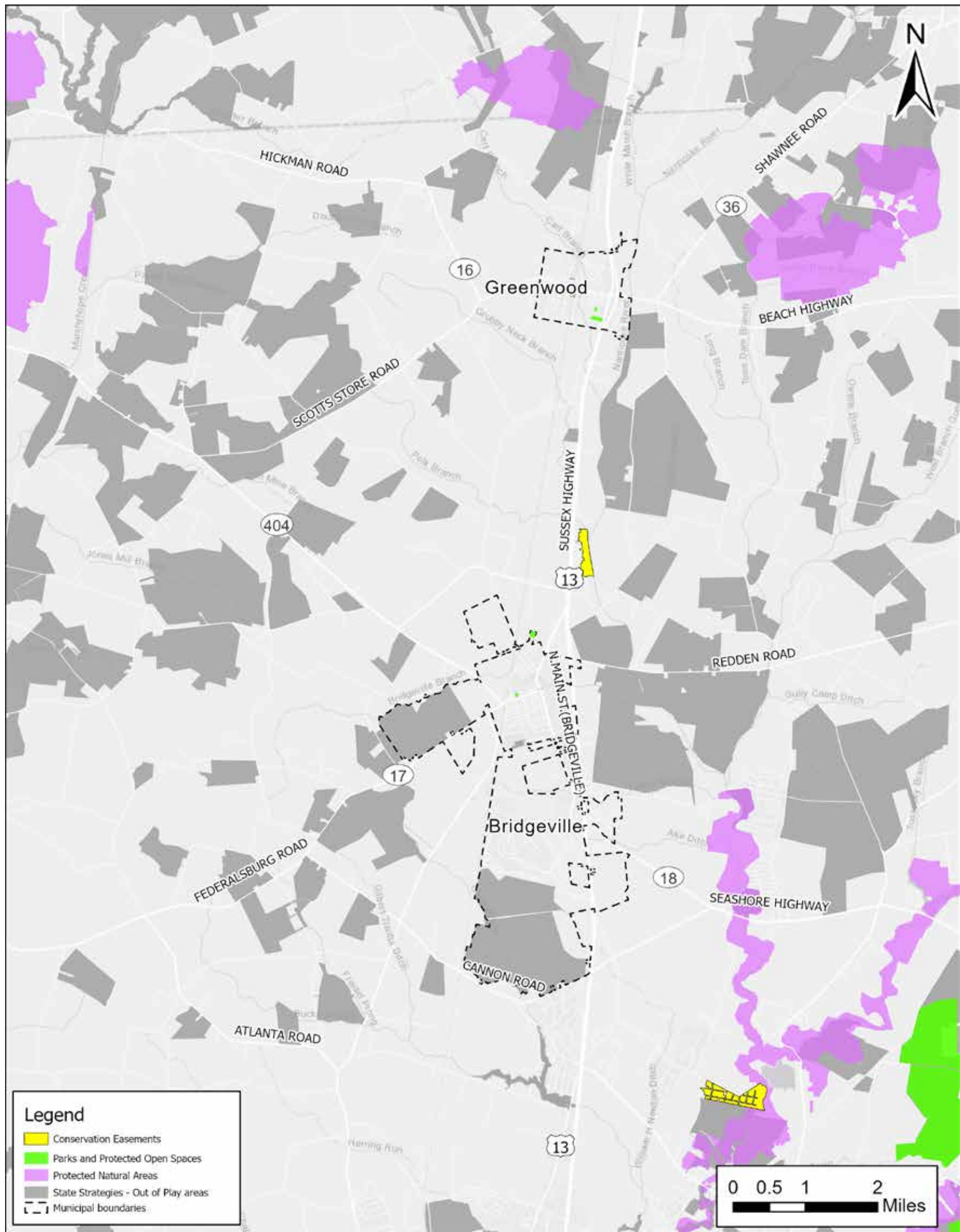
Waterbodies, Floodplains, and Drainage



- Greenwood and Bridgeville are in the Nanticoke River sub-watershed of the Chesapeake Bay watershed.
- Organizations and agencies have conducted monitoring and planning in the Nanticoke watershed for decades toward improvement of water quality, flood mitigation, sustaining quality ecosystems and the economy.
- Collaboration across agencies is important to managing stormwater and overall water quality.
- Sussex County, DE had largest increase in impervious land cover between 2013 and 2018 compared to other counties in the Chesapeake Bay watershed.



Protected Lands and Open Space

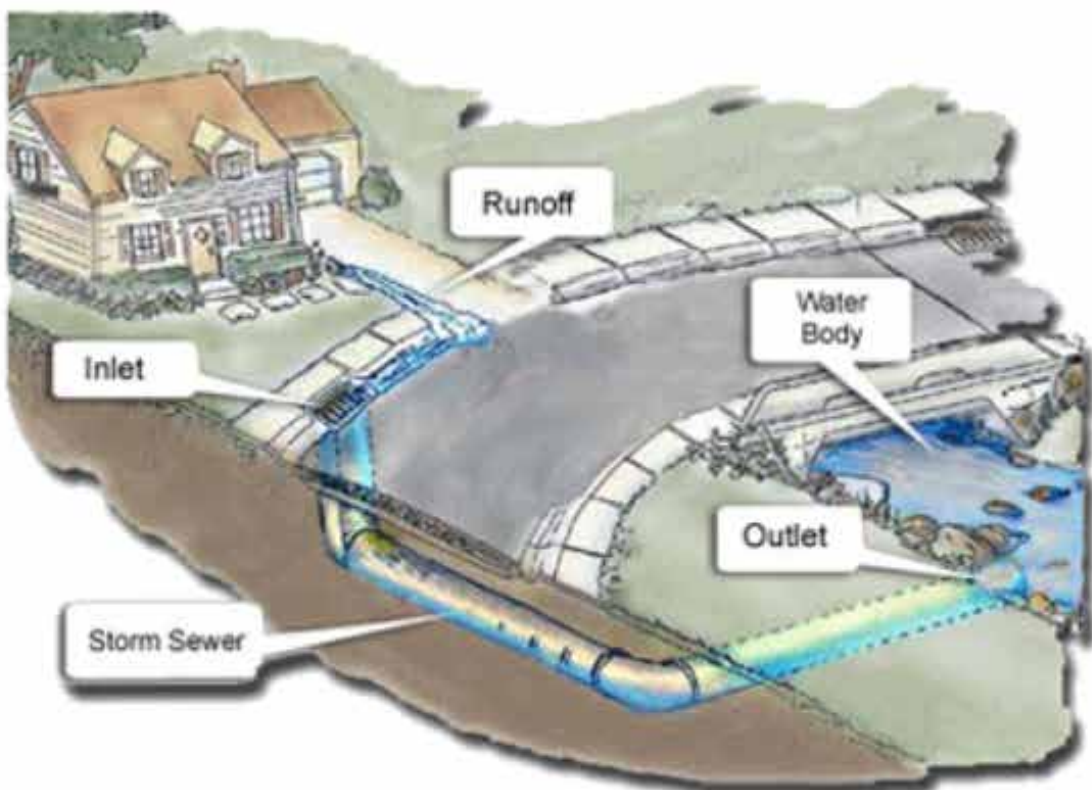


Land Use / Land Cover Change (2013-2018)

Clean Water

Starts with YOU!

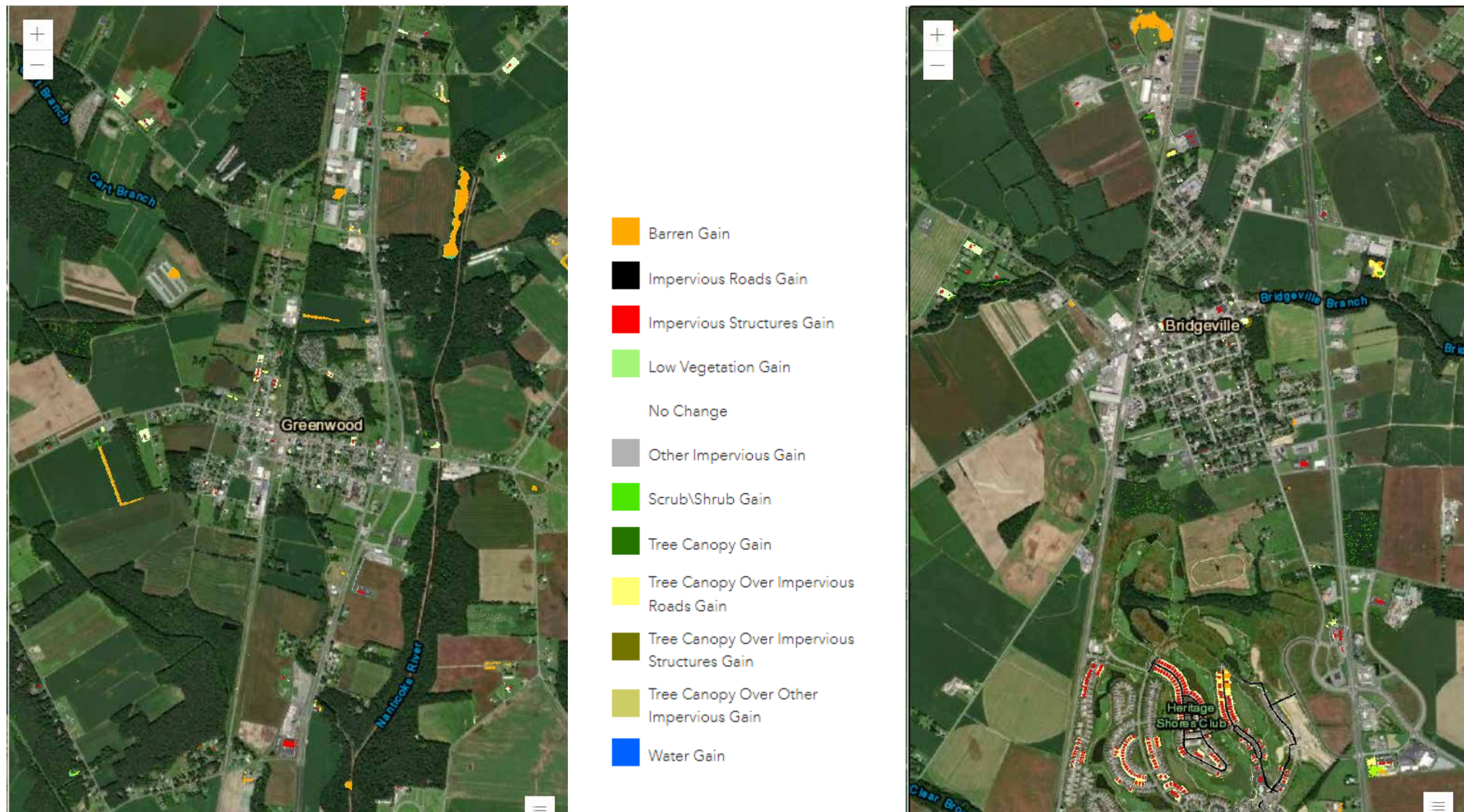
Although DelDOT has two stormwater permits, the entire community is responsible for helping to maintain our waterways. Unlike wastewater (sewers), stormwater is not treated by water treatment facilities before flowing into our ecosystem. This is why it is extremely important that everyone get involved.



Stormwater runoff is the fastest growing source of pollution to our local waterways.

[Learn about the origin of stormwater pollution](#)

The mission of DelDOT's Stormwater Quality Program is to minimize the runoff of pollutants from the roadway drainage system into surface waters of the State of Delaware.



Source: Chesapeake Conservancy: <https://www.chesapeakeconservancy.org/conservation-innovation-center/high-resolution-data/lucl-data-project-2022/>