



# Greenwood/ Bridgeville Transportation Plan

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STATEWIDE AND REGIONAL  
PLANNING

*May 2024*



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# 1 Background

The Greenwood/Bridgeville Transportation Plan is an outgrowth of the [Coastal Corridors Study](#), which is focused on the east-west roads between the Maryland state line, SR 1, SR 16, and SR 404. Throughout the original, broader study area, outlined in purple in Figure 1, the study team collected roadway and traffic data including vehicle volumes, movement patterns, and crash data, and held listening tours with residents, business owners, and elected officials during late 2020 and early 2021. Findings pointed to more immediate attention needed in the eastern portion of the study area (east of US 113), while the western portion (west of US 113) presented the opportunity to proceed with a longer-range transportation and community planning approach, including monitoring change in population, jobs, freight, and related traffic both in Delaware and across the border in Maryland. In the autumn of 2022, the Coastal Corridors study separated into two study areas, shown in Figure 1, to accommodate the different planning priorities and geographic areas. The Greenwood/Bridgeville Transportation Plan emphasizes the area delineated in orange but also considers the greater Greenwood and Bridgeville areas beyond. Additional detail on existing conditions, forecasts, and traffic analysis, plus recommendations for the eastern Coastal Corridors planning area, are included in the *Coastal Corridors Study: US 9 and SR 16* (2024).

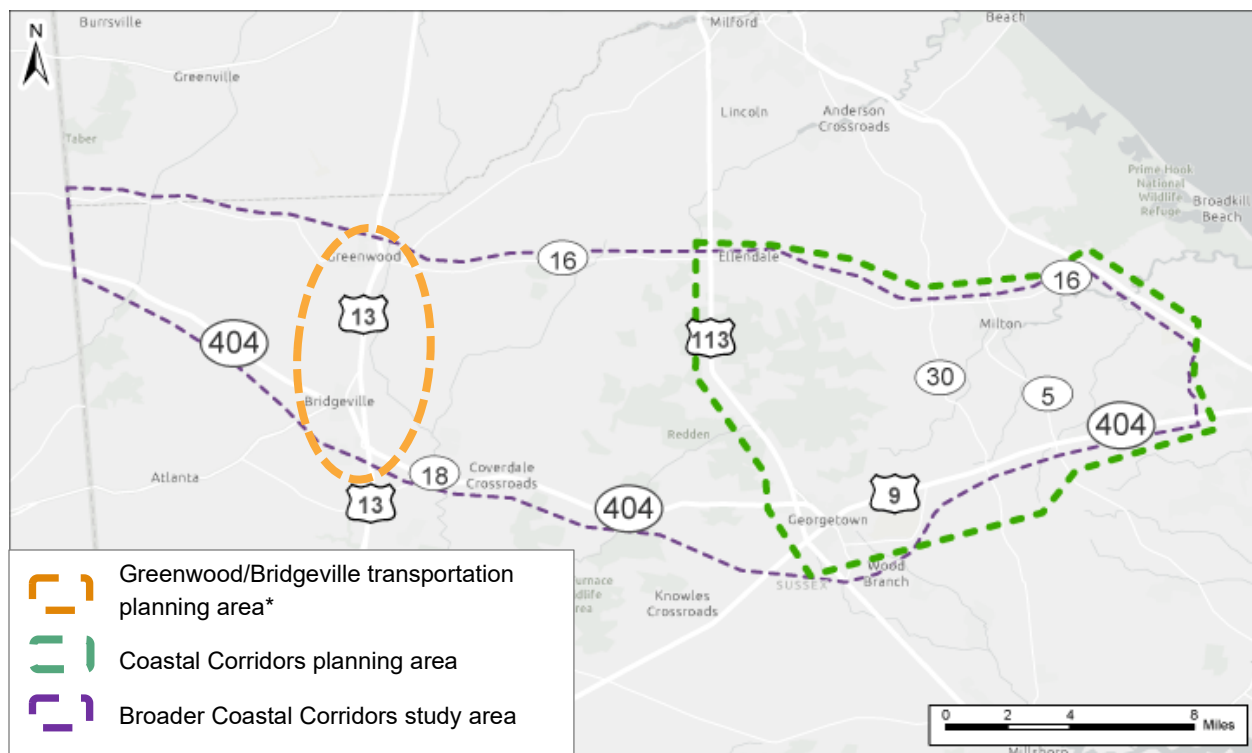


Figure 1: Study and planning areas

(\*The Greenwood/Bridgeville Transportation Plan emphasizes the areas in and around the towns but also considers outlying areas)

## 2 Purpose

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The purpose of this plan is to be a guide for decision-making concerning changes in land use/development and the transportation system to best support the long-term community visions for Bridgeville and Greenwood, Delaware. This plan also contributes toward the transportation element of the municipal comprehensive plans for these towns.<sup>1</sup>

The plan serves this purpose by:

- Identifying the overall community vision and relating it to land use and transportation issues through specific goals
- Identifying the current conditions of key community elements and indicators (land use/development, economic development, environment, transportation)
- Providing strategies to support town staff and the community in achieving the plan's goals, including:
  - Recommended policy approaches; and
  - Defining a list of items to monitor and coordinate
  - Resources such as engagement tools, GIS maps, and data

During the planning process, a range of near-term and long-term concerns were raised. From those, a prioritized list of recommended strategies was developed.

As the community and areas surrounding Greenwood and Bridgeville grow and change, this plan aims to ensure that actions are aligned with the community vision by:

1. Proactively working with the community to shape a shared community vision and prepare for future transportation needs—looking out 5 years, 10 years, and beyond;
2. Updating the transportation plans for this area to reflect current needs and local priorities; and
3. Fostering collaboration so transportation and land use decisions are integrated and aligned with the community vision.

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<sup>1</sup> Chapter 22 Delaware Code § 702 (b) further defines requirements and guidelines for comprehensive planning. < <https://stateplanning.delaware.gov/lup/documents/comprehensive-plan-checklist-guide.pdf> >

### 3 Process

The planning process (Figure 2) began in early November 2022 with the formation and meeting of the stakeholder committee. During the seven-month process, the stakeholder committee met six times to provide input on the community vision, existing conditions, and concerns; represent the community perspective; offer suggestions to DelDOT and the towns; and help engage the community throughout the process.

DelDOT and the towns held a public workshop in February 2023. This initial workshop provided an opportunity for the community to learn about the plan, and share thoughts on their vision, current conditions, and concerns. Workshop content was posted on the project webpage and a public survey was run in late February through early March. The workshop was attended by approximately 35 people and the survey was completed by nearly 50 people. Feedback was used to inform confirmation of plan goals, shape the plan framework, and proceed toward developing strategies to address challenges and opportunities. Appendix A contains a summary of the feedback received from the February 23, 2023, public workshop and the February-March online public survey.

#### Stakeholder committee representation:

- Town of Greenwood
- Town of Bridgeville
- Area schools
- Community organizations
- Residents
- Delaware Department of Transportation (DelDOT)

The project team drafted a recommended strategies list, which included both near-term and longer-term ideas. The initial list was shared with the stakeholder committee and discussed at the April meeting. The project team made additional refinements based on the stakeholder meeting and feedback from DelDOT staff.

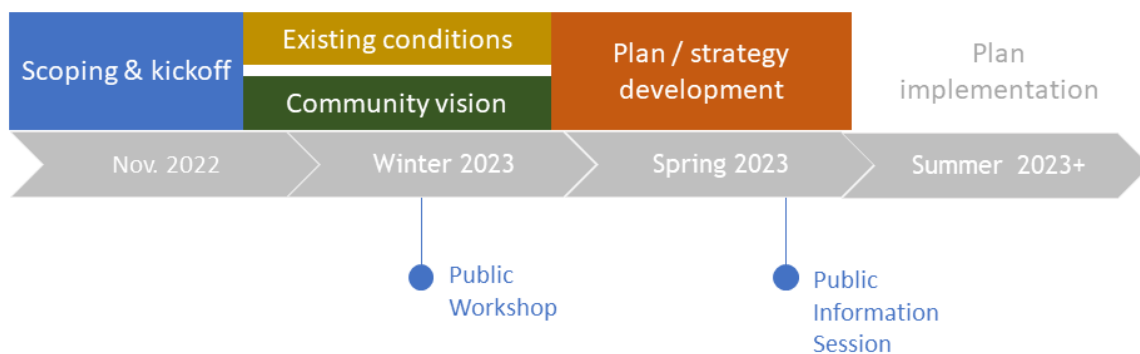


Figure 2: Planning process

Two conclusory public information sessions for this phase of planning were held on May 18, 2023, at Greenwood Public Library and Bridgeville Public Library. At each session, the project team presented an overview of the planning process, findings, recommended strategies to address concerns identified during



Figure 3: Public workshop held at Woodbridge High School, February 2023

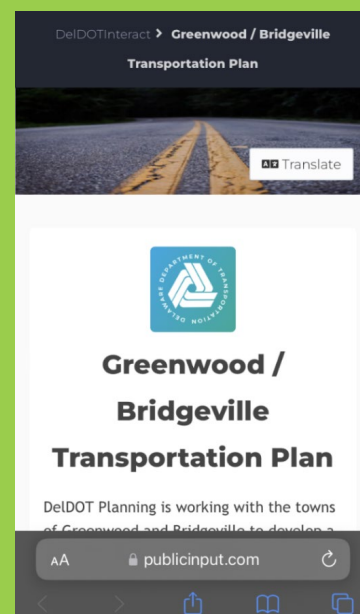
the planning effort, and next steps. The sessions also provided an opportunity for attendees to identify the draft strategies they felt were priorities and discuss questions and thoughts with the planning team. The session materials were posted online for those who could not attend in person, and an online public survey was conducted from May 18 through June 9, 2023, to provide the opportunity for the public to continue to share thoughts, raise questions, and sign up to stay informed about future updates. Further details are in Appendix B.

A final draft of this report was shared with stakeholders and the public in early March 2024, with a public comment period held from March 14 through April 11, 2024. The feedback received is summarized in Appendix G.

Next steps in the planning process are addressed in Chapter 7.

DeIDOT Interact project page:

[www.publicinput.com/Greenwood-Bridgevilleplan](http://www.publicinput.com/Greenwood-Bridgevilleplan)



## 4 Community Vision

Drawing from Greenwood's (2019) and Bridgeville's (2018) current comprehensive development plans, a summary of the community vision for the future is to retain traditional small-town qualities (safety, walkability, connectedness, etc.) and attract new development and redevelopment that emphasizes a vibrant town center with managed development and preservation on the periphery that promotes sustainability (fiscal, environmental, and social) of the community overall. Additional details from these plans are presented in Appendix C.



Greenwood Comprehensive Plan (2019):

<https://redclay.wra.udel.edu/wpplan/wp-content/Plans/Greenwood/2%20Greenwood%20adopted%20plan%207122019.pdf>

Bridgeville Comprehensive Plan (2018):

<https://redclay.wra.udel.edu/wpplan/wp-content/Plans/Greenwood/2%20Greenwood%20adopted%20plan%207122019.pdf>

Applying this vision to issues that are most closely related to transportation, the project team and stakeholder committee developed the following transportation-related principles for this plan. These principles reflect goals and approaches found in recent community plans and studies for Greenwood, Bridgeville, and the surrounding area.<sup>2</sup>

#### 4.1 GUIDING PRINCIPLES OF THE COMMUNITY VISION

The plan and its recommendations build from the following principles:

- Promote safety
- Preserve community character
- Contain/manage growth
- Enhance local agriculture
- Improve infrastructure sustainably
- Connect and unite the community

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<sup>2</sup> Community plans referenced for this planning process include the Coastal Corridors Study (in progress), Southwest Sussex Bicycle Study (in progress), Town of Greenwood Comprehensive Plan (2019), Town of Bridgeville Comprehensive Plan (2018), Sussex County Transportation Operations Management Plan (2017), Bridgeville Downtown Master Plan (2015), Master Plan for Bridgeville and Greenwood (2014), and the Bridgeville Bicycle & Pedestrian Connections Study (2003).



## 5 Existing Conditions

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Through the planning process, which included a review of community priorities and discussion with the stakeholder committee, the following topics were identified as priorities to explore in the planning process, with emphasis on their relationship with the transportation system and transportation-oriented goals.

- **Growth, land use, and development**
- **Environment**—including preservation of towns, rural character, farming, environmental quality (especially water), flooding, stormwater management
- **Economic development**—including tourism /visitors, traffic through town versus around the town, freight, farming
- **Mobility/Transportation**—including infrastructure conditions, safety, non-motorized/active modes (i.e., bicycling and walking), transit

The project team gathered and evaluated information on these issues to understand the current and projected conditions, inform the development of recommended strategies, and generally guide plan development.

With the emphasis of this plan being to plan for the transportation system in the 10–20-year time horizon, key questions to ask and understand during the existing conditions research phase included:

- Where do people live and work?
- What are the features of the transportation system today?
- Where is growth happening and anticipated?
- What are the anticipated impacts of growth/change on transportation?

The remainder of this section summarizes the information that helps answer these questions.

### 5.1 WHERE PEOPLE LIVE AND WORK

Sussex County is the fastest growing of Delaware’s three counties. The county’s population has grown by about 40,000 people, or about 20-25%, each decade since 2000. Bridgeville’s growth rate has roughly followed that of the county, while Greenwood’s population dropped slightly between 2000 and 2010 and then recovered. As of the 2020 Census, Greenwood’s population was close to 1,000. Figure 4 shows population growth trends and projections. Growth is anticipated to continue over the next decade but slow near 2050.

Since the 2000 Census, Bridgeville has doubled its percentage of citizens 65 and older, and the median age has increased by 20 years, according to the most recent comprehensive plan (2018). Bridgeville’s population growth overall and among the 65+ age group has largely been a result of annexation and the development of the large Heritage Shores retirement community.

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)

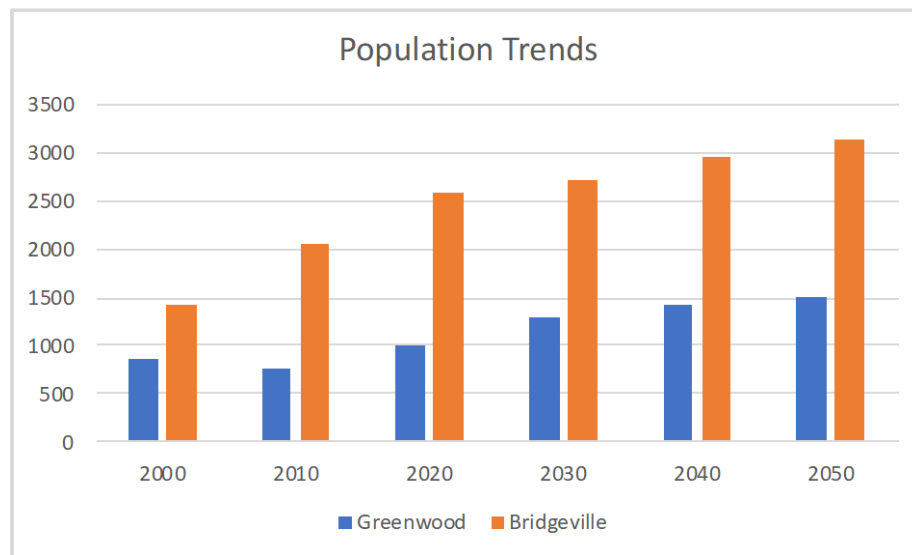


Figure 4: Population trends

[Source: US Census Bureau Decennial Census (historic), Delaware Population Consortium (projected)]

The current distributions of population and jobs are shown in Figure 5 and Figure 7. The census tracts that cover the Greenwood and Bridgeville areas have a population density of roughly 100-500 people per square mile, which is tenfold less than the most densely populated and developed census tracts nearer to the Delaware beaches (where the population density is 1,000-5,000+ people per square mile). Population and jobs are most concentrated around the eastern edge of the county, along the beaches, and around Georgetown, Seaford, Millsboro, and Milford.

Anecdotal evidence suggests that there is an increasing population of residents/workers whose jobs are based outside of Sussex County, such as in Washington, D.C., but who reside in the area and telecommute all or part of the week. This phenomenon is not evident in standard employment and commuting data but shifts in national commuting trends that have occurred since the onset of the COVID-19 pandemic support this. Members of the stakeholder committee have also remarked similarly.



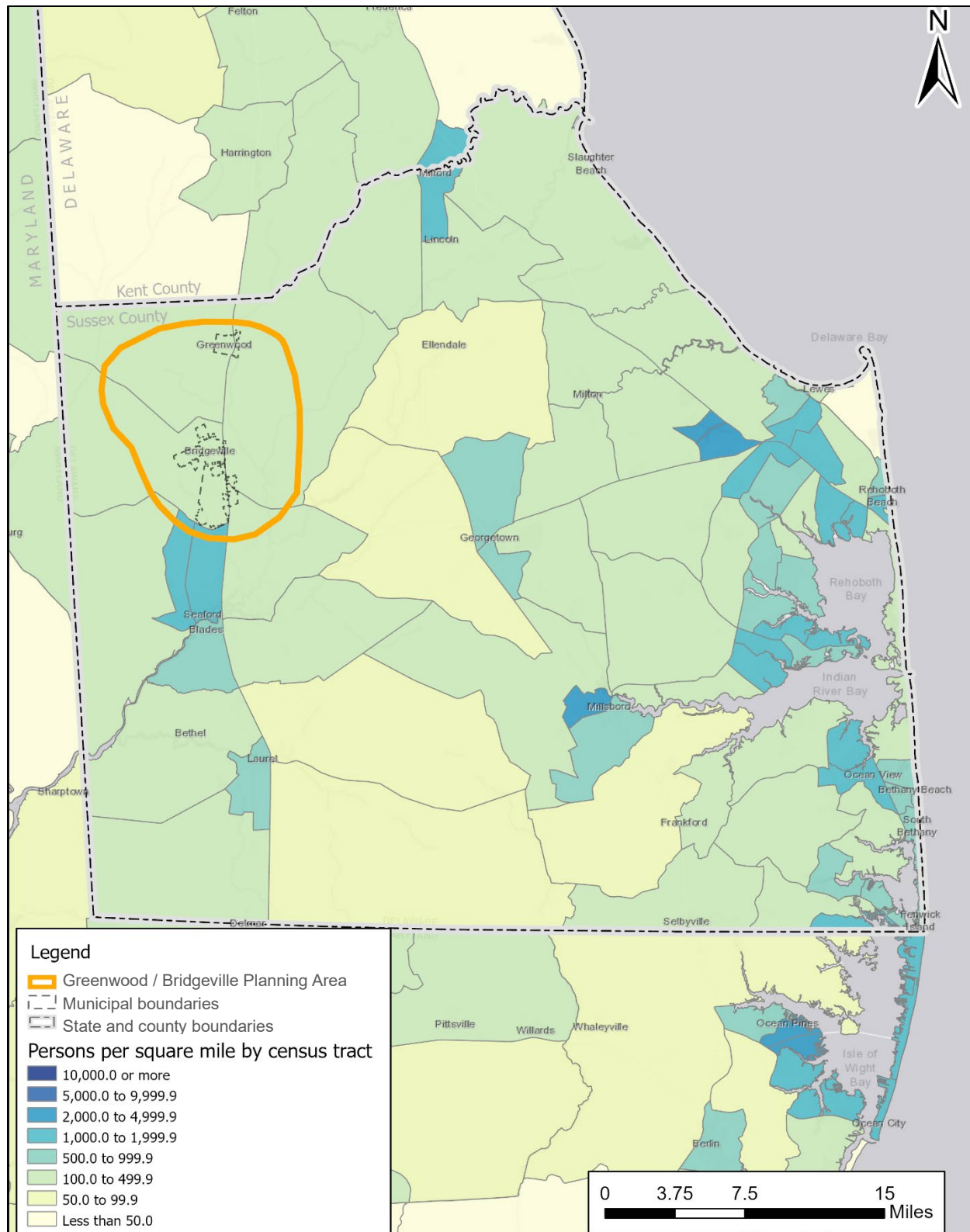


Figure 5. Population density by census tract

(Source: Esri, USA Demographics and Boundaries 2022)

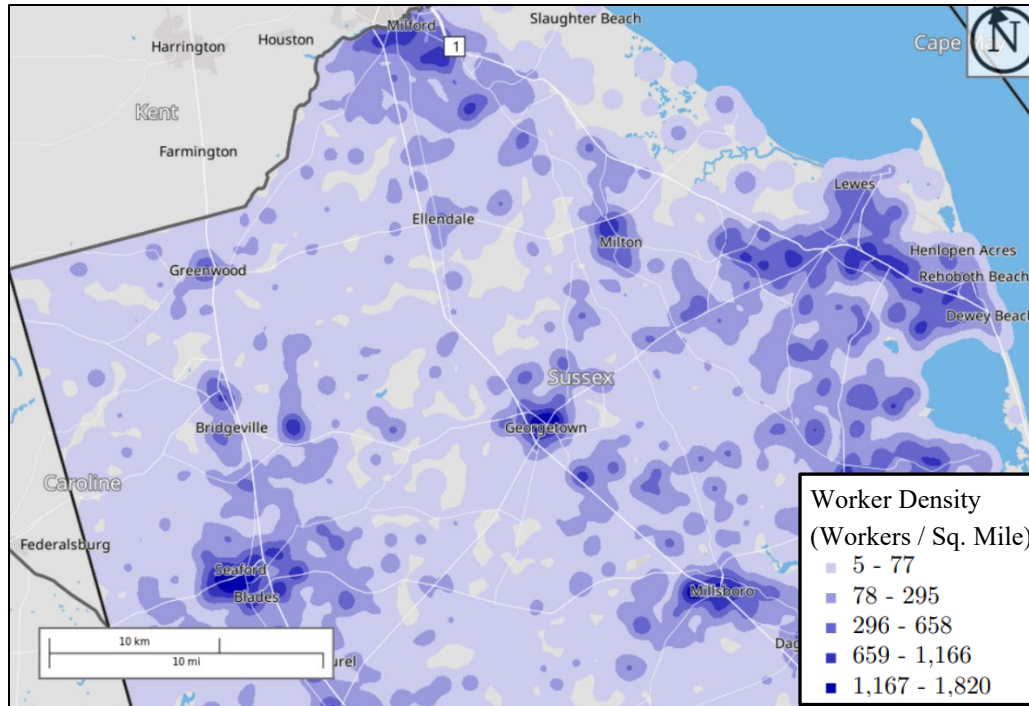


Figure 6: Heat map of where workers lived in Sussex County in 2020

(Source: OnTheMap interactive map of data from the U.S. Census Bureau Center for Economic Studies' Longitudinal Employer-Household Dynamics [LEHD] program)

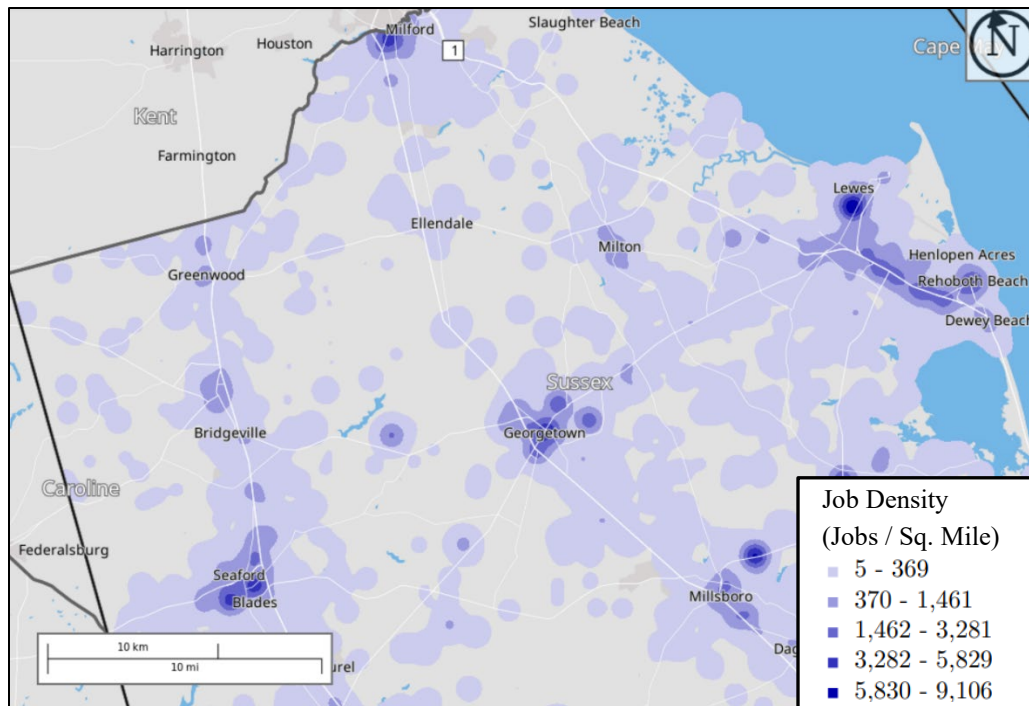


Figure 7: 2020 job density in Sussex County

(Source: OnTheMap interactive map of data from the U.S. Census Bureau Center for Economic Studies' Longitudinal Employer-Household Dynamics [LEHD] program)

## 5.2 FEATURES OF THE TRANSPORTATION SYSTEM

Greenwood, Bridgeville, and their surrounding areas have long been agricultural communities. The agricultural industry and associated commerce continue today and impact the landscape and transportation system. Coastal tourism and seasonal travel also have a significant impact.

### 5.2.1 Road Functional Class

Figure 7 shows the functional classification of roads in the study area. [Functional classification](#) is a way of categorizing roads based on how they serve surrounding land and the way the route should perform in processing traffic through the transportation system. On one end of the functional classification spectrum are interstates, other expressways and freeways, and principal arterials, which are those roads that limit access to surrounding land to facilitate mobility or movement along the road. At the other end of this spectrum are local roads, which prioritize providing access to adjacent land uses and deprioritize mobility. Federal legislation uses functional classification to determine funding eligibility under the Federal-Aid Highway Program.

As shown in Figure 8, US 13 and portions of SR 404, Newton Road, and SR 18 in the study area are classified as principal arterials.

Main Street in Bridgeville and SR 17 are minor arterials.

SR 16, SR 36, Cannon Road, and Redden Road are designated as major collectors.

Chaplains Chapel Road, Coverdale Road, Dublin Hill Road, Wesley Church Road, and Wilson Farm Road are minor collectors.

The remaining roads are considered local roads.

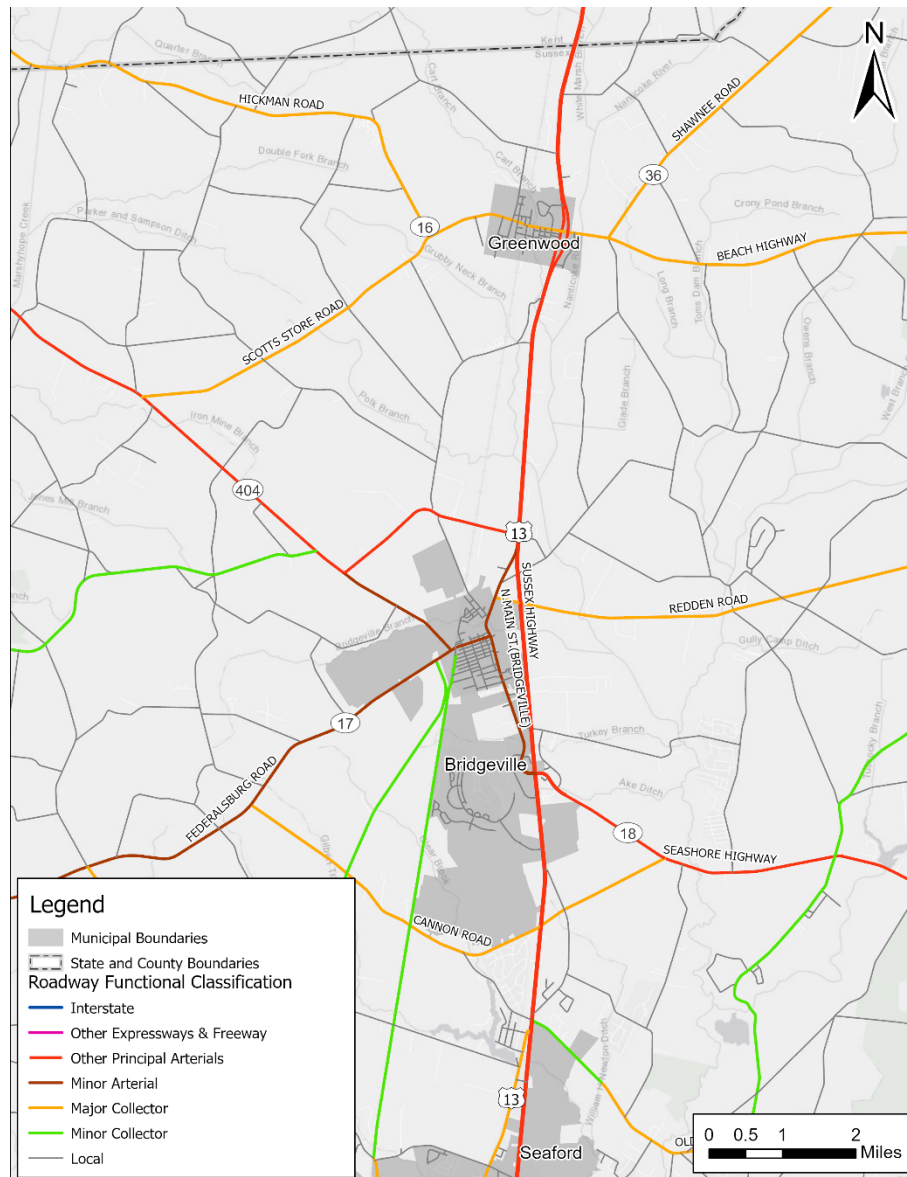


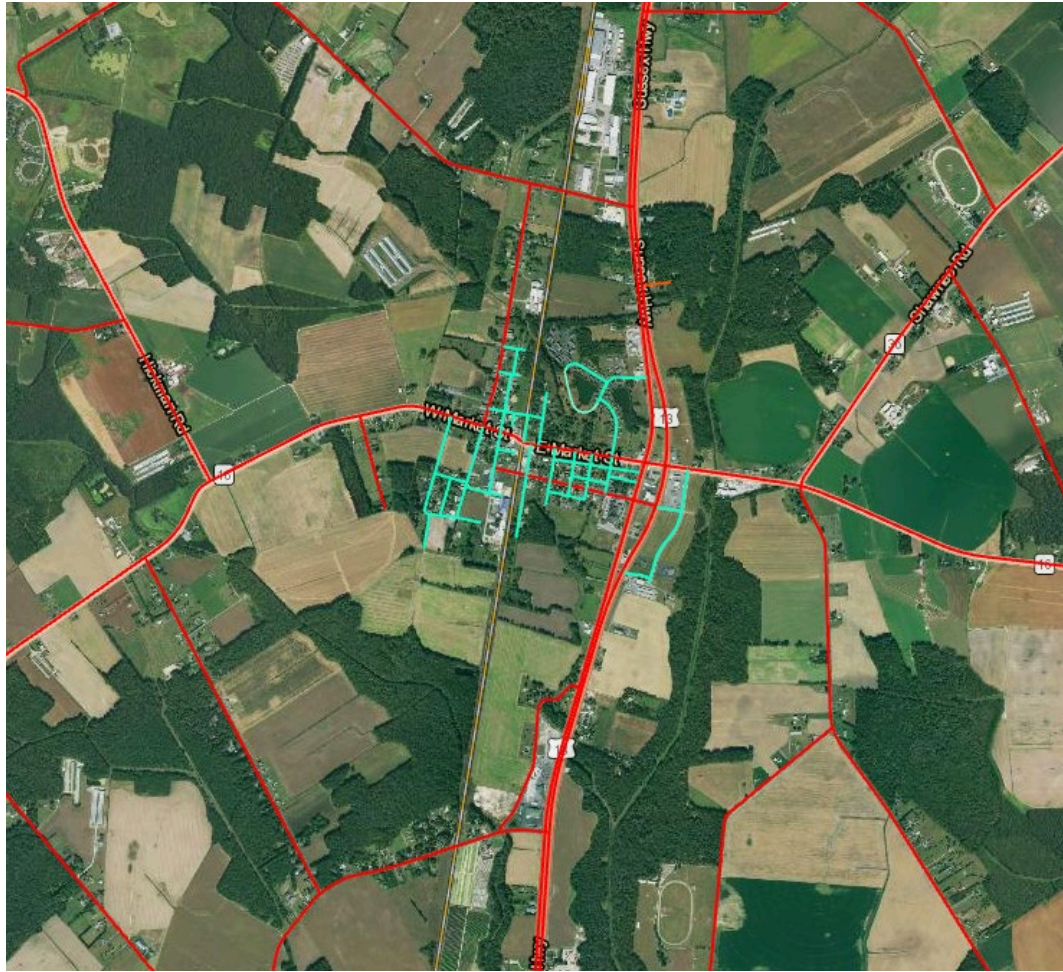
Figure 8: Roadway functional classification

(Source: DelDOT Gateway, February 2023)

### 5.2.2 Roadway Maintenance Responsibility

Local roads within the towns are typically owned/maintained by the municipality, while higher functional class roads are owned/maintained by DelDOT. In Greenwood, Market Street and Governors Avenue are state roads, as shown in Figure 9. In Bridgeville, Market Street, Main Street (Business Route 13), Laws Street, and Edgewood Street are state roads, as shown in Figure 10.





- State Road Maintained by State
- Municipal Road Maintained by Municipal Forces

Figure 9: Road maintenance responsibility, Greenwood

(Source: DelDOT Gateway, February 2023)



- State Road Maintained by State
- Municipal Road Maintained by Municipal Forces

Figure 10: Roadway maintenance responsibility, Bridgeville

(Source: DelDOT Gateway, February 2023)



### 5.2.3 Walking, Bicycling, and Transit

The greater Greenwood and Bridgeville area is predominantly rural. Development is generally spread out, except in the historic downtowns and within subdivision developments. With such development patterns, daily travel tends to involve trips longer than the 5 to 10 minutes a person is typically willing to walk or bicycle.<sup>3</sup>

Sidewalks are predominantly in the historic downtowns and the newer housing developments. A map showing DelDOT's sidewalk inventory is in Appendix D.

Bicycle facilities in the area are almost entirely on-road options—either a painted bicycle lane adjacent to the motor vehicle travel lane, an unmarked shoulder, or a shared vehicle lane. In the context of higher volume or higher speed roads, these types of bicycle facilities are generally considered higher stress for bicyclists. Figure 12 shows the [Bicycle Level of Traffic Stress](#) (BLTS) of the bicycle network in the Greenwood and Bridgeville area and Figure 11 defines the BLTS designations. The image at the top left of Figure 12 is of the bicycle lane outside Woodbridge High School, which is considered BLTS level 4 (most stressful). The green lines on the map, which represent the few separated, shared-use paths in the area and local low-speed and low-volume roads, are considered the least stressful.

Transit service in the area is provided by Delaware Transit Corporation (DTC) and includes Route 212, a fixed route bus that stops in Bridgeville and serves Georgetown, Seaford, and Laurel, Delaware. There is currently no fixed route service directly serving Greenwood. Figure 12 shows the fixed route transit service in the area.

### 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.	

Figure 11: Definitions of BLTS categories

<sup>3</sup> This travel time roughly equates to ¼ to ½ mile of walking or 1 to 2 miles of bicycling.

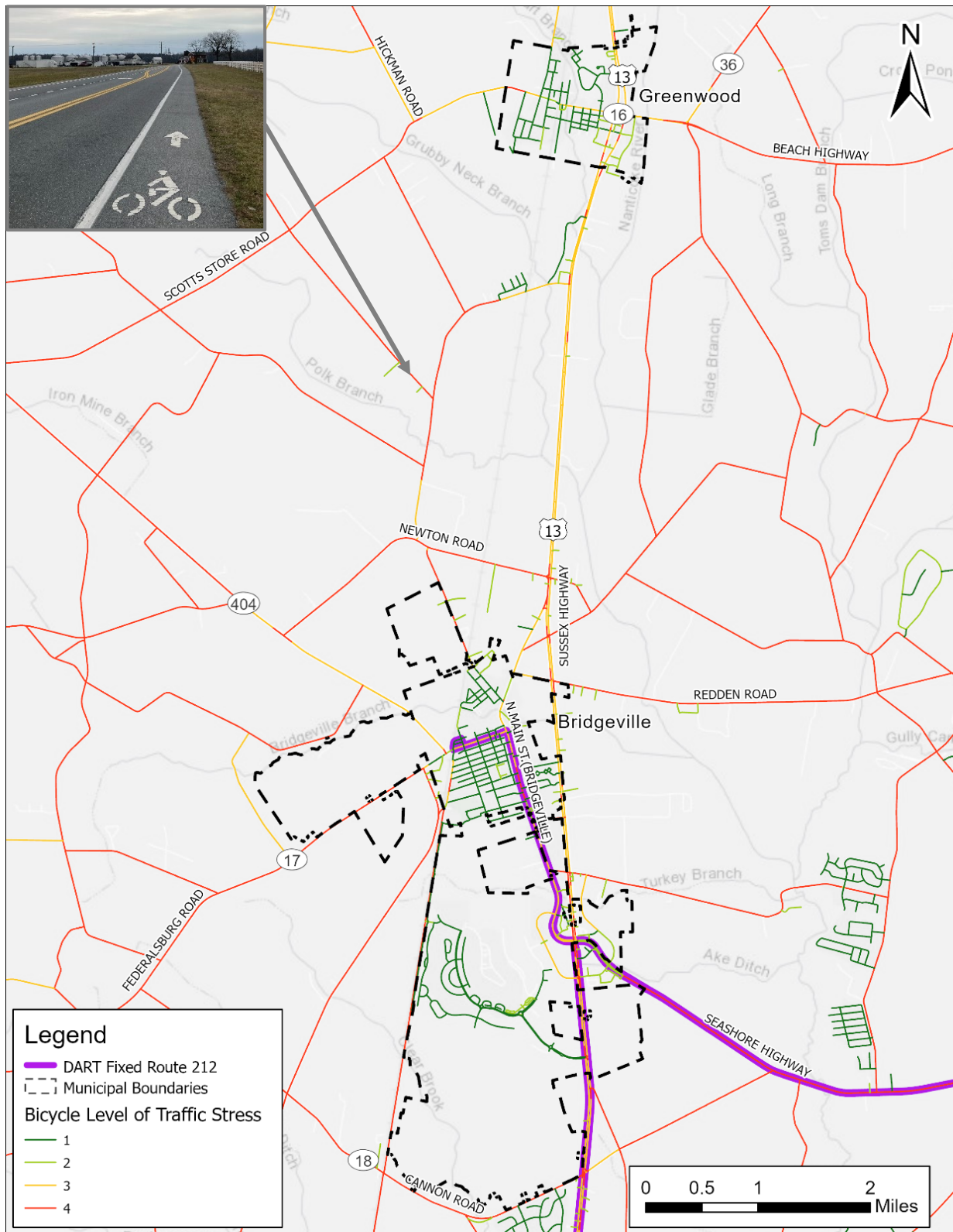


Figure 12: Map of BLTS and fixed route transit in the greater Greenwood and Bridgeville area



### 5.2.4 Freight

The Delmarva Central Railroad traverses the Greenwood and Bridgeville area and transports various freight materials, including grain. Figure 13 identifies the National Highway Freight Network (NHFN) in southern Delaware. The NHFN includes US 13, which is designated a “Critical Rural Freight Corridor” through the study area. (SR 404 was designated part of the National Highway System under the previous federal program, MAP-21.) More information about the NHFN is provided in the [2022 Delaware State Freight Plan](#) (page 3-1). The Wilmington Area Planning Corporation (WILMAPCO) hosts [interactive maps featuring Delaware's freight network](#).

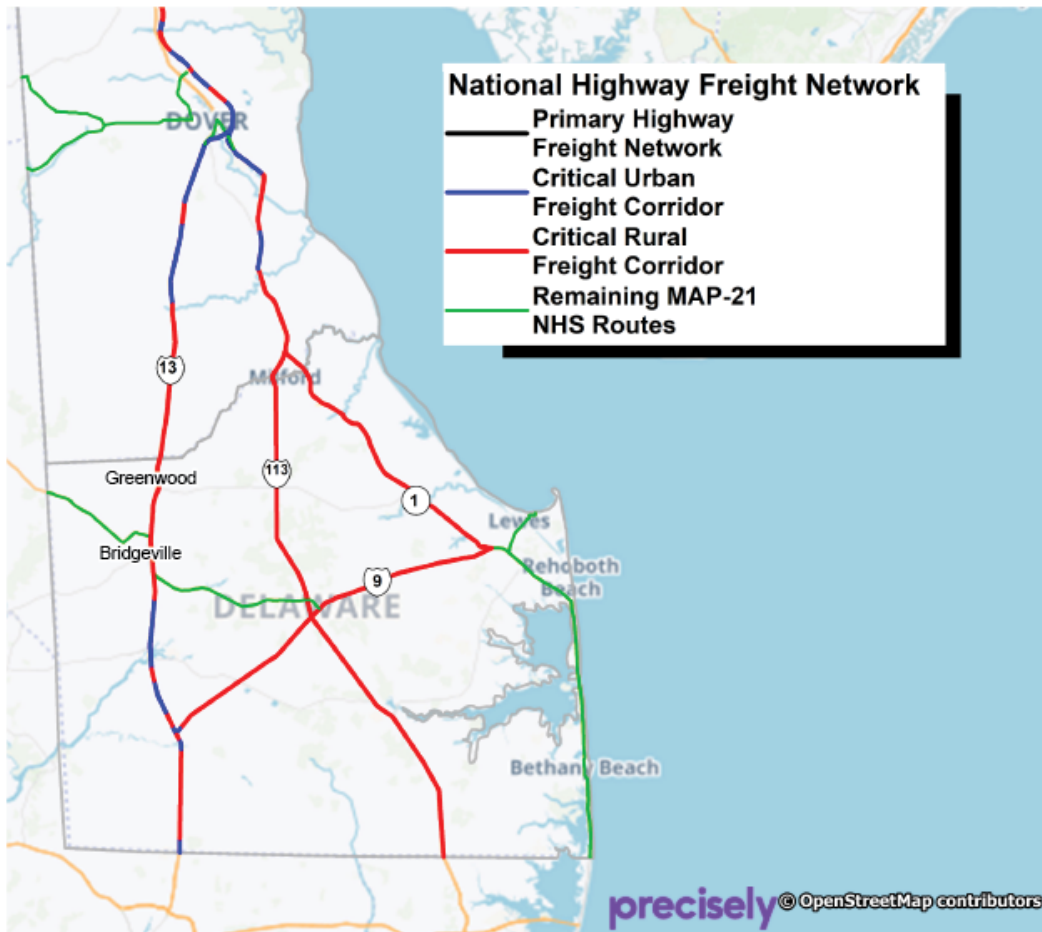


Figure 13: National Highway Freight Network in southern Delaware

(Source: [2022 Delaware State Freight Plan](#))

### 5.2.5 Transportation-Related Economic Development Conditions

Farming has been the economic backbone of the Greenwood and Bridgeville area since early colonial times. Agriculture and supporting industries continue to impact the landscape and transportation system. Notable transportation-related conditions associated with the farming industry include:

- Farm vehicles must sometimes use roadways during farming season, which is generally April through November. Sharing the road with local and seasonal/regional traffic can present conflicts for the safe operation of farm vehicles in this area.
- Large trucks are needed to transport goods to processors and to markets and there is reliance on freight transport (see next section).
- Truck parking has not risen to the level of concern as in northern Delaware. The Royal Farms stores in Greenwood and Bridgeville offer some short-term truck parking. The 2021 Delaware Statewide Truck Parking Study identified an undesignated truck parking cluster on US 13 south of Harrington.
- Many farmers operate retail points of distribution, which rely on local, pass-through, and tourist traffic. Figure 14 shows these local produce retail locations.



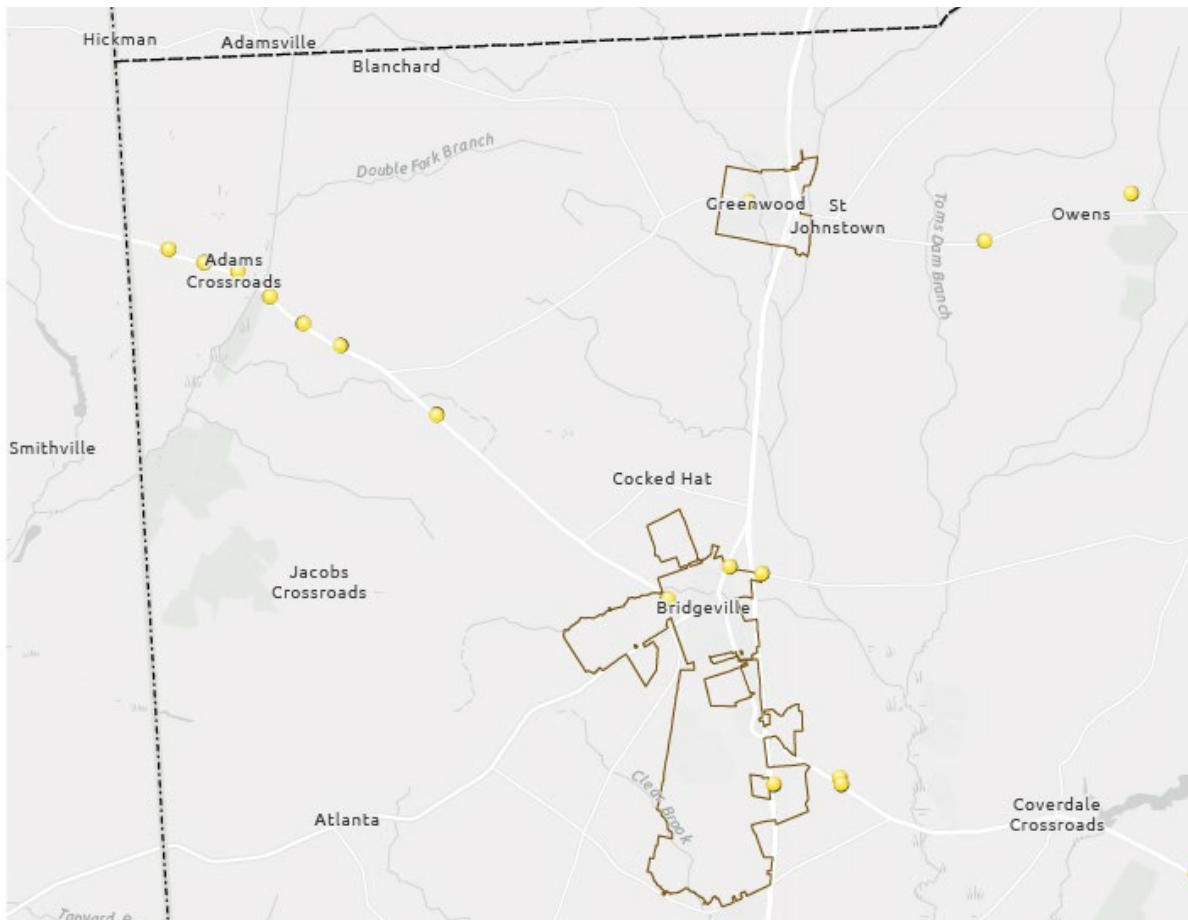


Figure 14: “Delaware Grown” retail locations (farm stands, markets, and you-picks)

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

Tourism and seasonal travel are also part of the local economy and impact this area. Tourism-related considerations that arose through the planning process include:

- **Changes in local and regional traffic patterns.** The stakeholder committee emphasized that in recent years a new pattern has emerged where heavier travel activity is occurring over the full week and throughout the year, rather than just on weekends and summertime.
- **Tradeoffs of routing traffic into the towns versus around the towns.** Greenwood and Bridgeville seek to sustain vibrant downtowns that are attractive to residents and visitors, and travelers through the town are more likely to support the local businesses. Figure 15 shows the distribution of traffic coming from Maryland’s SR 404. Of traffic heading eastbound on SR 404 approaching Bridgeville, an estimated 25% proceeds on SR 404 through town, while 75% uses Newton Road to bypass the town.
- **The American Discovery Trail traverses the study area.** This cross-country route brings hikers, bikers, and other adventure travelers from Lewes, DE, to the Pacific coast in California.

The route around the Bridgeville area is shown in Figure 16 and includes Newton Road and Blanchard Road.

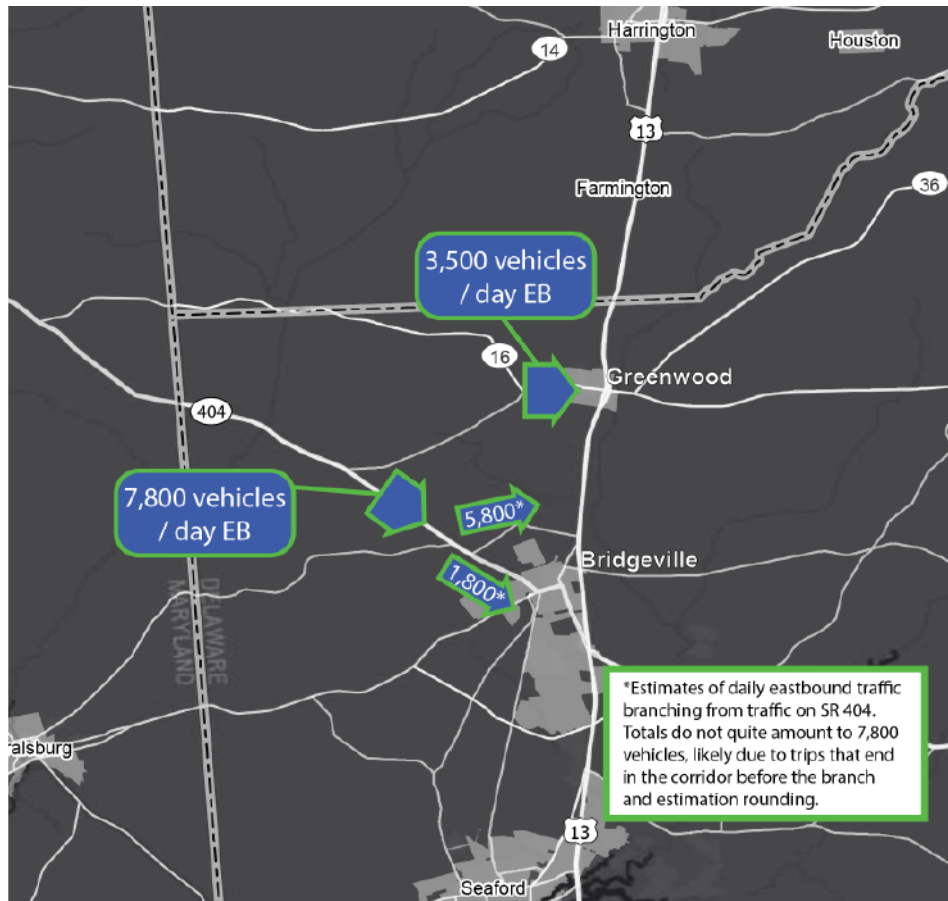


Figure 15: Traffic distribution from MD SR 404, Saturday daily total

(Data source: traffic estimate, Summer 2021, StreetLight)



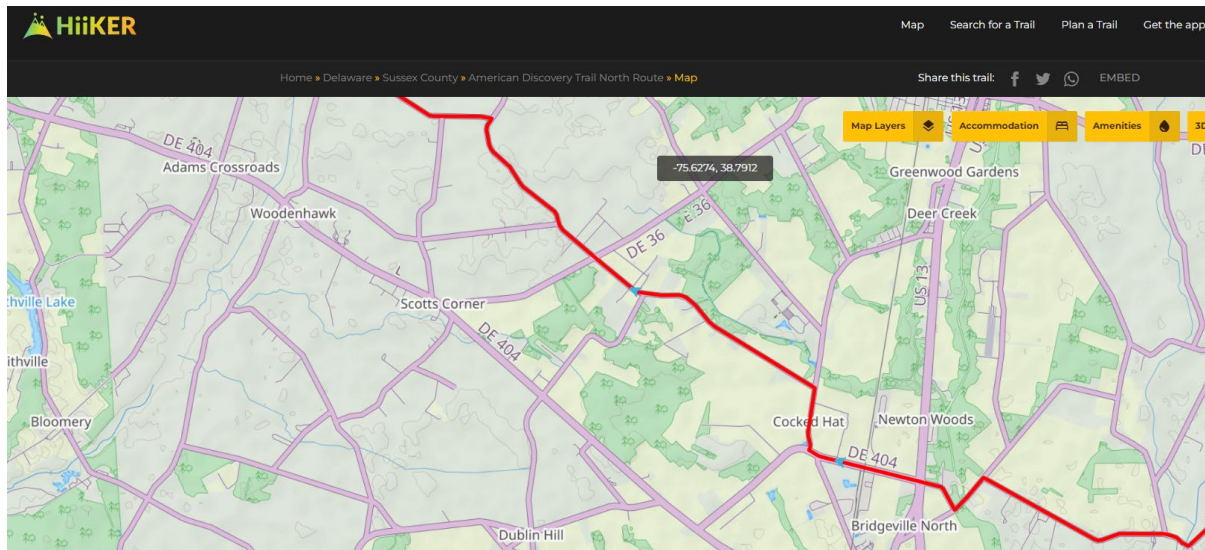


Figure 16: The American Discovery Trail in the vicinity of Bridgeville and Greenwood

(Source: North Route Map, HiiKER. Accessed June 2023 at <https://hiiker.app/trails/delaware/sussex-county/american-discovery-trail-north-route/map>)

## 5.2.6 Crashes and Safety

Fatal crashes are near record levels and trending upward across the state and nation and the Greenwood and Bridgeville areas are not immune. Crash data for the period 2017 through 2020 were compiled and reviewed in 2021 for the Coastal Corridor Study. During 2017-2020, 3,216 crashes occurred in the Coastal Corridors study area. Figure 17 shows the distribution of crashes across the study area. No intersection immediately in or around Greenwood or Bridgeville is among the top 50 in statewide crash rankings. The following intersections are crash hotspots in the study area:

- US 113 and SR 404 / SR 18
- US 9 and SR 404
- US 9 and US 113
- US 113 and SR 16
- US 9 and SR 5
- **US 13 and Redden Road**

Figure 18 shows the locations of the 14 fatal crashes that occurred during the period 2017 through 2020 within the Coastal Corridors study area. Three fatal crashes occurred in 2020 and are circled in brown. Redden Road and US 13 are among the most common places for fatal crashes in the study area.

There are some projects underway to address safety issues in the study area, such as Redden Road Corridor Improvements (FY25-FY30 Capital Transportation Program).

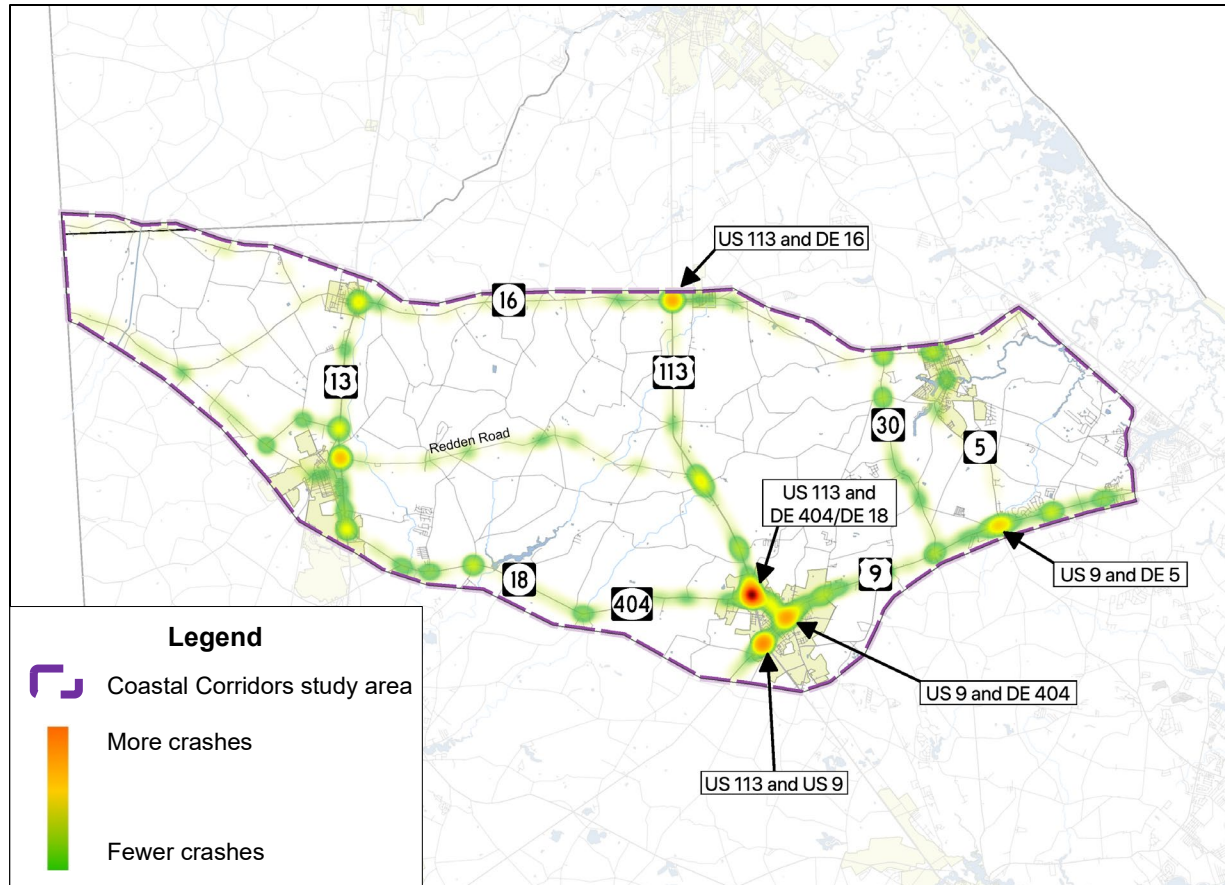


Figure 17: Concentration of all crashes in the Coastal Corridors study area, 2017-2020

(Source: Crash data analysis for Coastal Corridor Study, 2021)

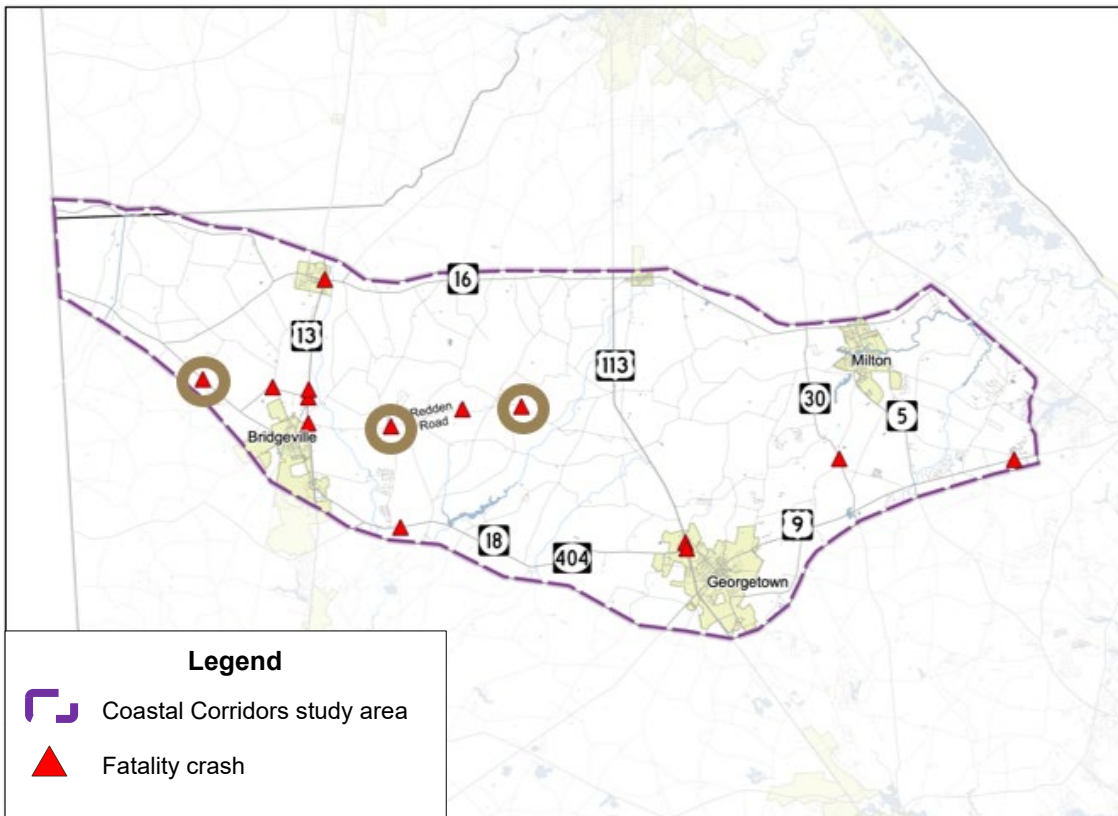


Figure 18: Fatal crashes in Coastal Corridors study area, 2017-2020

(Source: Crash data analysis for Coastal Corridors Study, 2021)

### 5.2.7 Road Conditions

A roadway sufficiency assessment (RSA) was conducted in March 2021 on roads throughout the wider Coastal Corridors study area. The RSA focused on locations with a crash history. It was conducted to inventory physical conditions and identify potential issues to be addressed to bring roads up to desired standards. The RSA identified issues related to the following features:

- Condition of intersection features
- Queuing
- Sight distance
- Travel lane widths and striping,
- Unprotected culverts/headways/tax ditches
- Superelevation/horizontal curves
- Drainage
- Roadside hazards
- Steep roadside slopes and ditches
- Condition of pedestrian facilities

Figure 19 shows the RSA results for the Greenwood and Bridgeville area. Concerns identified in this study area include poor sight distance, roadway curves, roadside hazards, and lack of shoulders. Intersection configuration concerns were identified at:

- SR 404 at Scotts Store Road (SR 36), shown in Figure 20
- Newton Road at Adams Road
- SR 16 at US 13

The full RSA report is in Appendix E.

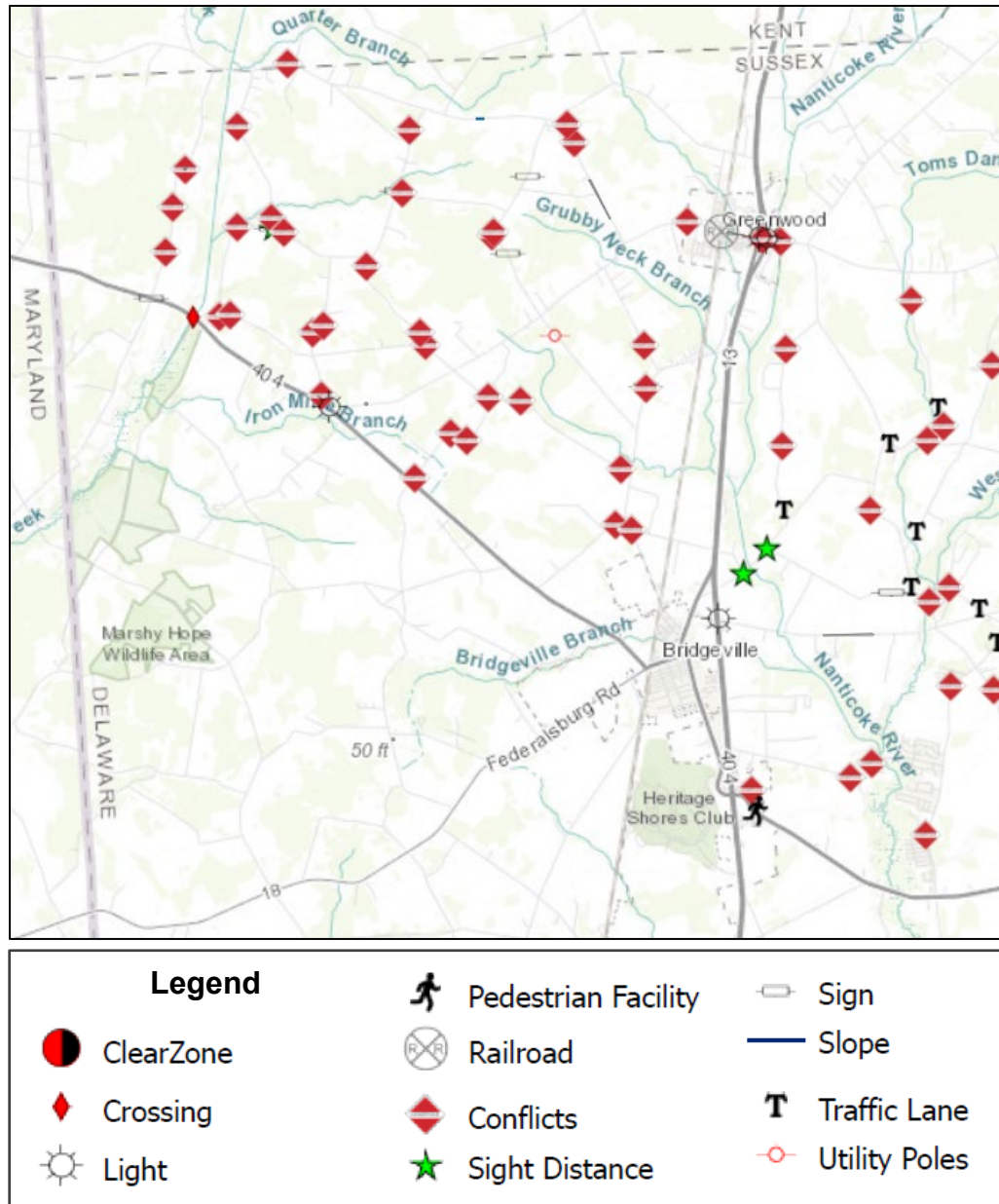


Figure 19: Roadway Sufficiency Assessment results

(Assessment conducted March 2021 by Whitman, Requardt, and Associates, LLP)





Figure 20: Image of Scotts Store Road at SR 404

(Source: Roadway Sufficiency Assessment for Coastal Corridors Study, March 2021)

### 5.2.8 Transportation-Related Environmental Conditions

The topic of environmental conditions and impacts arose during the community planning process, though in a limited way. The relationships between transportation and the environment include air emissions from the transportation sector and stormwater/flooding, which was of primary importance among stakeholders.

The study area is in the Nanticoke watershed of the larger Chesapeake Bay watershed. Figure 21 shows waterways, wetlands, marshes, floodplains, and tax ditches in the area around Greenwood and Bridgeville. As part of the Chesapeake Bay watershed, the State of Delaware participates in an EPA-driven, regional effort to improve water quality in the Chesapeake Bay and its tributaries. The effort is guided by Watershed Improvement Plans (WIPs) that each state in the Chesapeake Bay watershed is required to prepare. Delaware's WIP work is being led by a workgroup made up of representatives from the Delaware Department of Natural Resources and Environmental Control (DNREC), DelDOT, and other agencies and stakeholders such as representatives from the farming and development communities. More information about this effort is on [DNREC's website](#). Figure 22 gives an overview of how DelDOT and the transportation system relate to stormwater management.

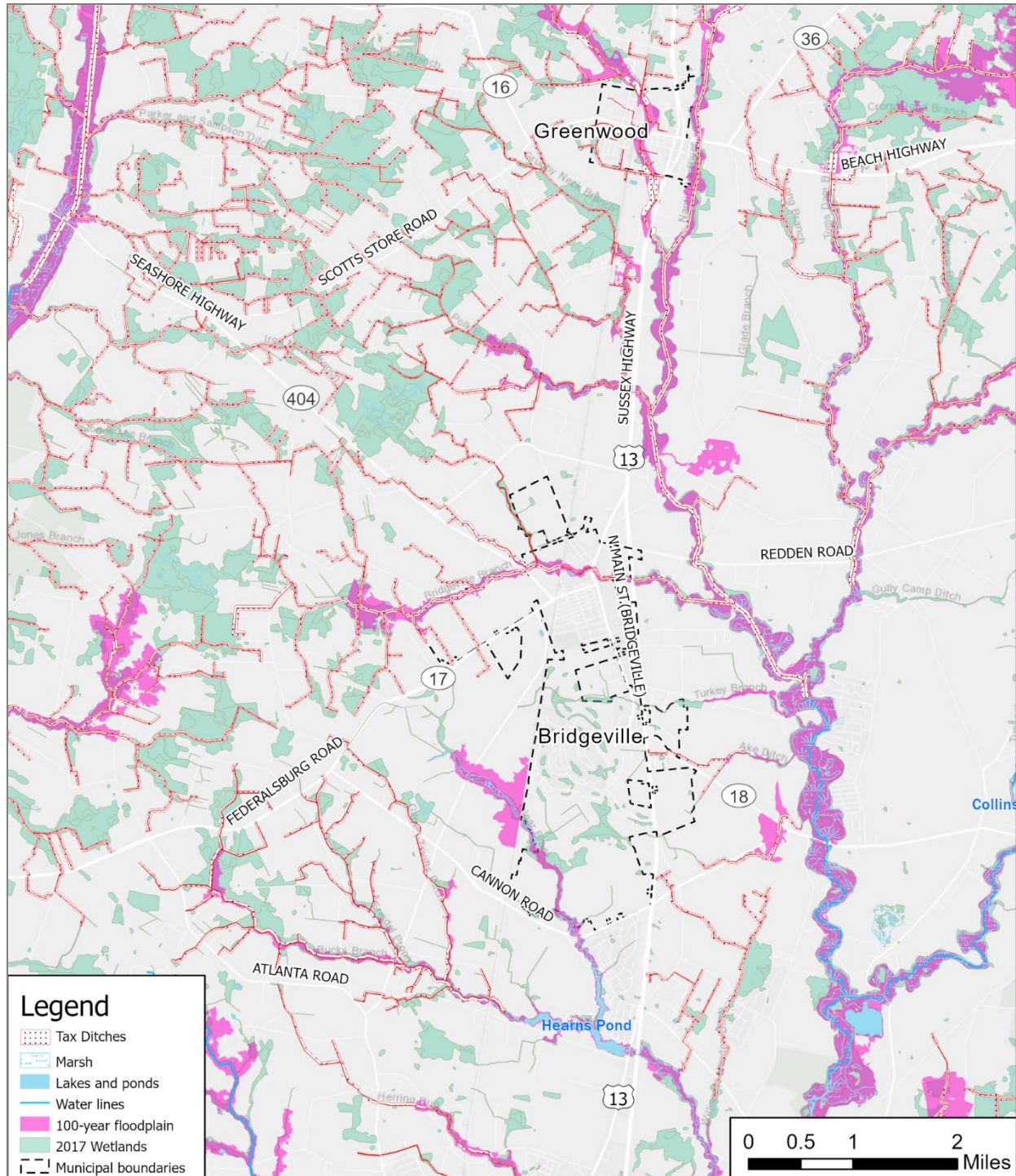
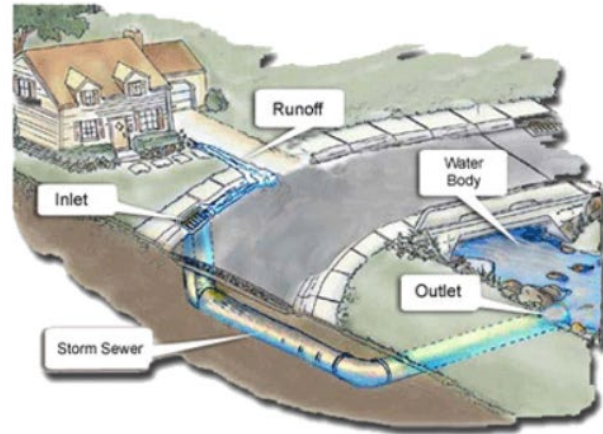


Figure 21: Water bodies and drainage-related features of the landscape around Greenwood and Bridgeville

## 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.

*Figure 22: Overview of the relationship between the transportation system and stormwater quality.*

*(Source: <https://deldot.gov/Programs/stormwater/>)*



## 5.3 WHERE GROWTH IS HAPPENING AND ANTICIPATED

### 5.3.1 Growth and Development

Development/redevelopment in the Greenwood and Bridgeville area has not been as rapid as growth and development in the eastern part of the county. The development activity has tended to be at the periphery of the towns, as shown in Figure 23.

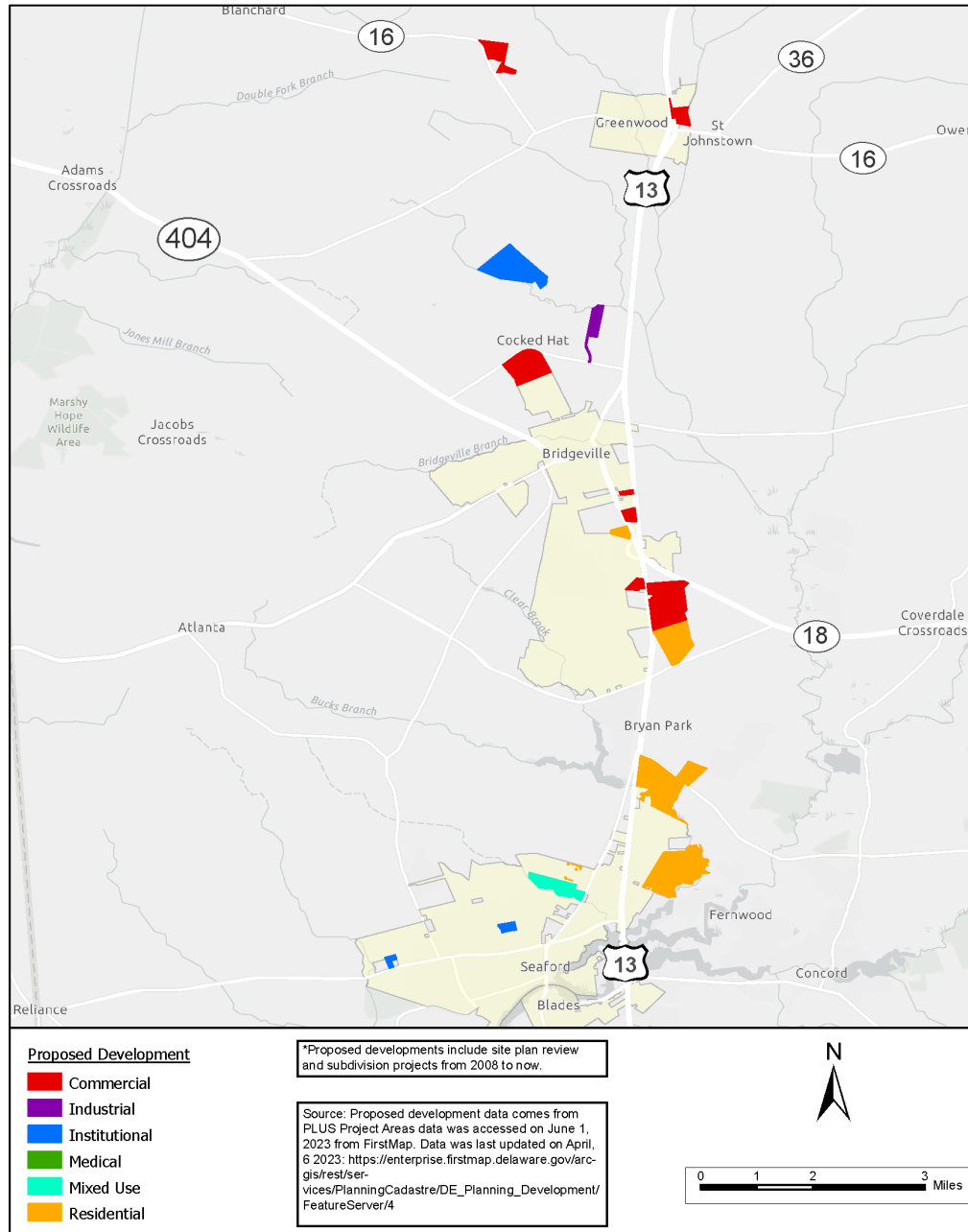


Figure 23: Major site and subdivision development proposals, 2008–June 2023

(Data source: Preliminary Land Use Service [PLUS] data from the Delaware Office of State Planning Coordination)

The Delaware Office of State Planning Coordination (OSPC) produces an annual report on state planning issues, which includes data on development permitting activity. [Appendix A of the 2022 Annual Report on State Planning Issues](#) provides development permitting data for the years 2017 through 2021. As shown in Table 1, 281 residential units were approved via building permits in Bridgeville and 10 in Greenwood during 2017–2021. Together, these made up slightly more than 1% of the countywide number of units approved via building permits during this period. Table 2 presents the number of residential units approved via development applications during the same period. Bridgeville had 152 units approved (all in 2021), while Greenwood had 17 units approved (all in 2018). Together, these made up slightly more than 1% of the countywide number of units approved via development applications during 2017–2021.

During the same period, Appendix A of the 2022 Annual Report on State Planning Issues indicates that 5,000 square feet of nonresidential development were approved in building permits in Bridgeville (all in 2021), while zero square feet were approved in Greenwood. Additional information on non-residential building trends is available in [Appendix A of the 2022 Annual Report on State Planning Issues](#).

*Table 1: Residential units approved in building permits (2017-2021)*

Town	2017	2018	2019	2020	2021	Total
Bridgeville	46	16	31	68	120	<b>281</b>
Greenwood	4	2	-	-	4	<b>10</b>
Sussex County	3,055	3,838	4,099	5,582	5,256	<b>21,830</b>

Source: Appendix A of the 2022 Annual Report on State Planning Issues. Delaware Office of State Planning Coordination. Accessed February 2023 at <https://stateplanning.delaware.gov/publications/documents/2022-annual-report-appendix-a.pdf>

*Table 2: Residential units approved in development applications (2017-2021)*

Town	2017	2018	2019	2020	2021	Total
Bridgeville	-	-	-	-	152	<b>152</b>
Greenwood	-	17	-	-	-	<b>17</b>
Sussex County	738	5,000	2,533	2,793	3,822	<b>14,886</b>

Source: Appendix A of the 2022 Annual Report on State Planning Issues. Delaware Office of State Planning Coordination. Accessed February 2023 at <https://stateplanning.delaware.gov/publications/documents/2022-annual-report-appendix-a.pdf>

### 5.3.2 Land Use Planning and Growth Policy

Planned and coordinated land use and infrastructure development are important factors in community quality of life and sustainability. Delaware's State Strategies for Policies and Spending (SSPS) is a key mechanism for supporting coordinated growth and investment through policy guidance for State activities and sharing a framework for coordinating the plans and actions of local governments. The importance of such coordination lies in the fact that land-use decisions are made at the local level, while the bulk of infrastructure and services that support land-use decisions are funded by the state.<sup>4</sup> Local comprehensive development and land use plans also support coordinated growth and sustainable development. The future land use map for each of the towns is in Appendix C, which gives further detail to the type of development that is intended in the town and its planned growth area.<sup>5</sup> Figure 24 shows the SSPS designations, the municipal boundaries of Greenwood and Bridgeville, and the towns' planned growth areas.<sup>6</sup> Collectively, the growth policies of both the towns and the state reflect where growth is intended to occur and not occur in the future.

Figure 25 shows the locations of recent and planned development in the Greenwood and Bridgeville area. The map on the left shows building permits, PLUS submittals,<sup>7</sup> and development applications in the SSPS level 4 "rural"-oriented areas. The map on the right shows building permits, PLUS submittals, and development applications in the developed and growth-oriented areas (levels 1–3). A significant amount of development is occurring in level 4 areas. Generally, consequences of such development trends—where development is spread out, especially beyond planned areas for growth—include unanticipated infrastructure needs and more infrastructure needed per person.

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<sup>4</sup> More details on the State Strategies for Policies and Spending are available on the Office of State Planning Coordination website: <https://strategies.stateplanning.delaware.gov/>

<sup>5</sup> Updates to town growth areas are under development by the towns. They include planned updates to the municipal comprehensive development plans.

<sup>6</sup> As of the most recent comprehensive development plans at the time of publication.

<sup>7</sup> PLUS stands for [Preliminary Land Use Service](#), which is a pre-application review process that is required for development proposals and other land use actions that meet a certain threshold of significance.



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.

Figure 24: Planned growth areas and State Strategies for Policies and Spending designations

(Areas in red, orange, and yellow are intended for higher levels of infrastructure based on planned development patterns and context. Areas not available for private development or “out of play” are shown in grey. The level 4 areas in white are “rural in nature and are where the bulk of the state’s open space / natural areas and agricultural industry are located.”)

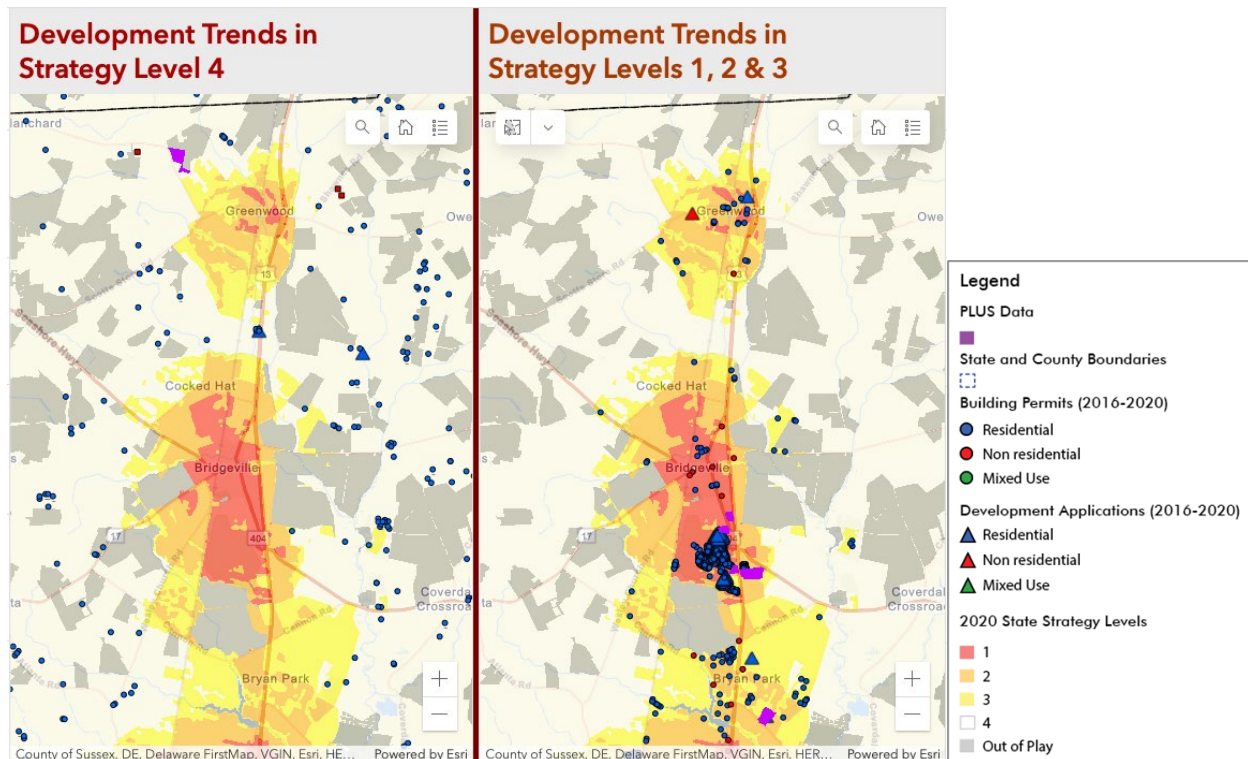


Figure 25: Building permits and development applications (2016–2020) and 2020 ‘State Strategies for Policies and Spending’ levels

(Source: Development Trends Dashboard, OSPC, accessed May 2023 at <https://devtrends.stateplanning.delaware.gov/apps/74e1e1037eb247b7919a2f6fdcf057c1/explore> )

## 5.4 ANTICIPATED IMPACTS OF GROWTH/CHANGE ON TRANSPORTATION

In short, land use planning and development coordination, which are the purview of the county and towns in collaboration with DeIDOT, are important for ensuring that infrastructure serves existing communities and integrates and connects with new communities in a fiscally responsible and sustainable way.

Figure 26 and Figure 27 show forecasted population and employment change derived from the Delaware Population Consortium’s official population projections. DeIDOT uses this data to estimate how the transportation system is likely to be impacted in the future.



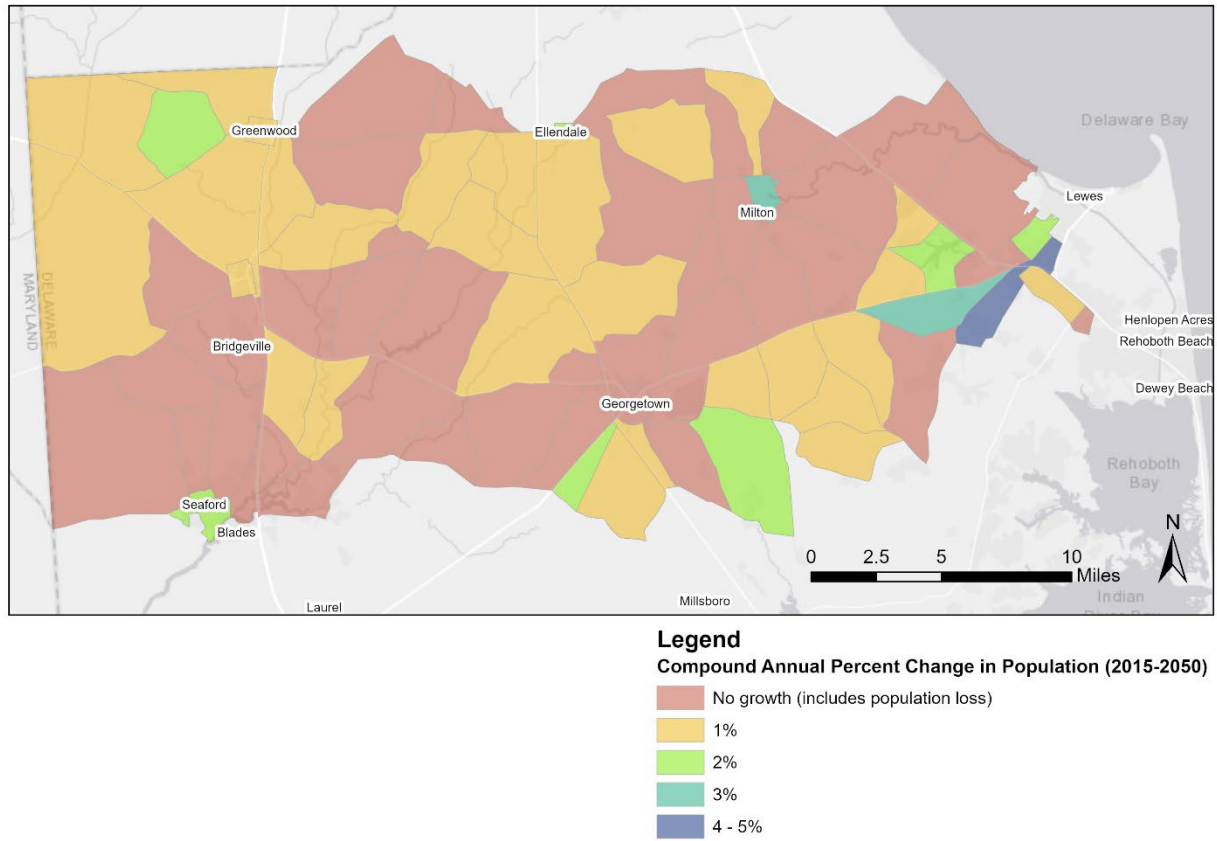


Figure 26: Population projections by Traffic Analysis Zone (TAZ), 2015-2050

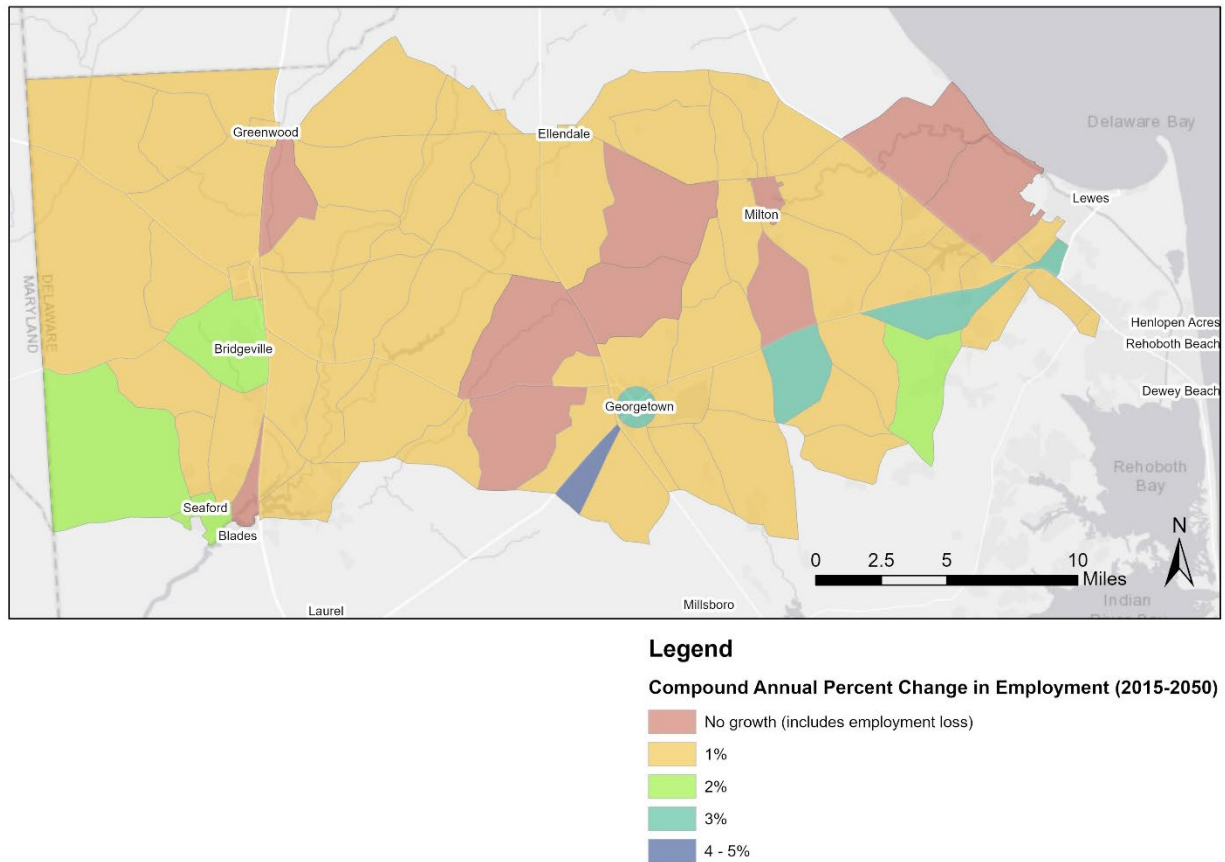


Figure 27: Employment projections by Traffic Analysis Zone (TAZ), 2015-2050

Travel forecasting of annual average daily traffic (AADT) was done as part of the Coastal Corridors study to understand anticipated changes in traffic conditions. The current volumes and 2050 projected volumes are shown in Figure 28.<sup>8</sup> The results for current conditions indicate that the roads in this area are within their carrying capacity. Volumes on SR 404, which currently comprises a single travel lane in each direction, are approaching the threshold where adding a travel lane is typically considered. Forecasted conditions to 2050 indicate that SR 16 around Greenwood, SR 404 approaching Bridgeville, and Redden Road are the study area corridors where traffic volumes are expected to increase most significantly in the coming decades. Continued monitoring and planning for those corridors will be particularly important. DelDOT is monitoring the progress of the Chesapeake Bay Crossing Study and potential improvements in Maryland.

<sup>8</sup> Model forecasting was completed only on roads where data suggested change was likely to be significant, which is why the projected (2050) AADT map shows fewer roadways.

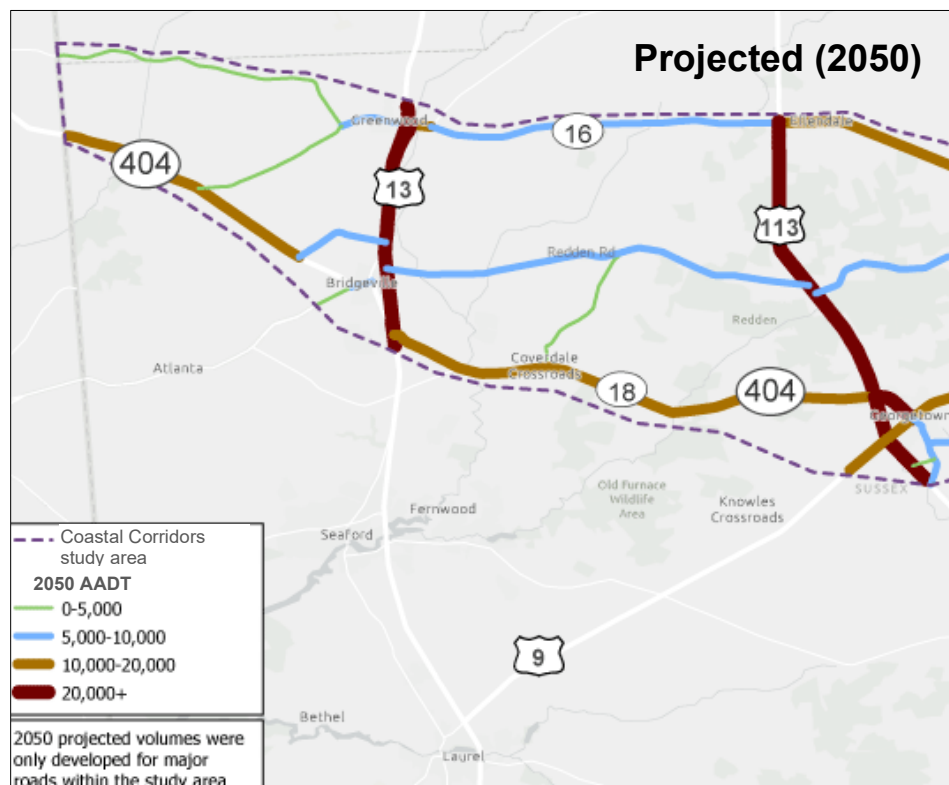
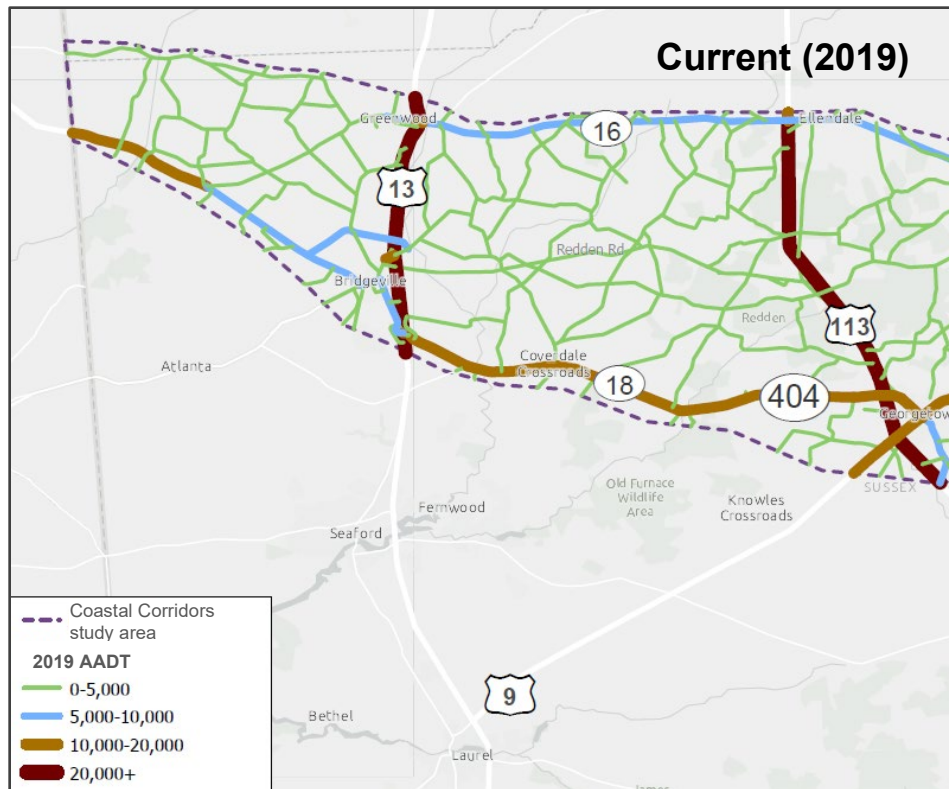


Figure 28. Annual average daily traffic (AADT) volumes, current and projected

(Source: Delaware travel model, 2022)

## 6 Findings and Strategies

### 6.1 SUMMARY OF FINDINGS

The following arose as overarching transportation-related planning priorities through the community planning process:

- Safety and navigation of large vehicles including:
  - Farm vehicles and farm-related freight
  - Other freight and delivery vehicles
  - School buses
  - Utility and construction vehicles
- Safety and traffic around schools
- Supporting the local agricultural economy/industry corridors
- Balancing growth:
  - Development in town versus along US 13 / outside of towns
  - Routing traffic around versus through towns
- Connectedness of the community:
  - Roadways and multimodal transportation system interconnect
  - Neighborhoods/developments are connected rather than spread out across the rural landscape

Location-based issues are shown in Figure 29. The challenges/opportunities identified by public/stakeholder input are shown in blue and transportation assessment findings (e.g., from the 2021 Roadway Sufficiency Assessment) are shown in gold.

Locations that emerged as higher priorities include:

- US 13 at SR 16
- SR 404 at Scotts Store Road
- Newton Road
- Redden Road

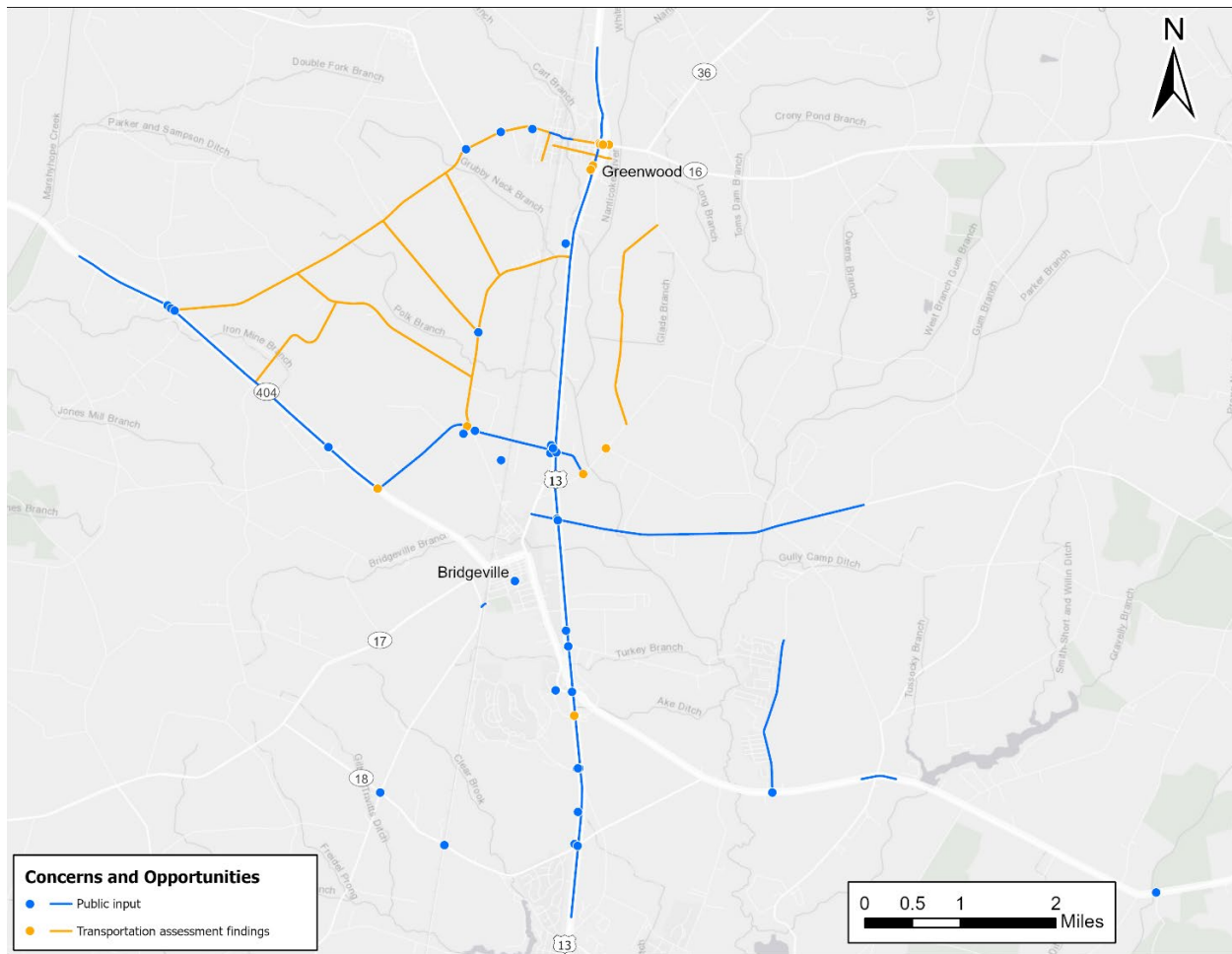


Figure 29: Transportation-related concerns and opportunities identified through public input and transportation assessment

## 6.2 PLAN GOALS

Building on the community vision and principles presented in Chapter 4, the following plan goals create a framework around which collaboration among the towns, Sussex County, DeIDOT, and other stakeholders should proceed.

### Transportation

- **Safety**—the transportation system supports the safe movement of people and goods.
- **Sufficient capacity**—the transportation system accommodates existing and near-term increases in traffic volumes at acceptable levels of service.
- **Connectivity**—roads, pathways, and sidewalks interconnect; new development connects with existing communities and historic town centers.
- **Accommodation of all modes of transportation**—the transportation system provides comfortable travel options for all modes of transportation, including walking, bicycling, and transit.

- Streetscape enhancements (enhancements of those physical elements of a street that create its visual character)—infrastructure, amenities, and decorative features in the public right-of-way support the character of the community.

#### **Land use**

- New development contiguous to existing development—new development extends from, connects with, and complements the towns and developed areas.
- Preservation of rural character—development and infrastructure support the rural and agricultural character of the community rather than breaking it up (visually and physically).
- Strategic growth and preservation on the periphery of towns—growth outside of town (e.g., US 13, around schools) supports the existing towns rather than competing or detracting.

#### **Economic development**

- Downtown revitalization—increased investment and commercial activity in the centers of Greenwood and Bridgeville.
- Local agriculture/agritourism corridors—corridors outside of town, such as Alternate 404 (Newton Road), support local agricultural business.

#### **Environment**

- Protection and enhancement of water quality—infrastructure protects/enhances local waterways and the Chesapeake Bay watershed; non-point source water pollution (i.e., runoff from paved surfaces) is minimized.
- Stormwater management—transportation infrastructure is designed to mitigate flooding; current best management and sustainability practices are used to handle stormwater runoff and to address climate change.
- Preservation and expansion of open space, including public parks and recreation spaces—open space is preserved in ways that support the rural and agricultural character of the community and other transportation goals.

### **6.3 RECOMMENDED STRATEGIES**

The recommended strategies in this plan were developed based on:

- Public and stakeholder input
- Current transportation analysis
- DeIDOT projects and area development
- Feedback from the project team and DeIDOT staff

The draft list of recommended strategies was shared at the public information sessions on May 18, 2023. A summary of the workshop and survey results is included in Chapter 3 and Appendix B.

For general orientation, recommended strategies for this plan are presented in Table 3 and the locations of the recommended strategies are shown in Figure 30 and Figure 31. Table 4 through Table 15 provide more detail about each strategy. Full details of the strategies in dynamic tables and shapefiles/maps are available by request from DeIDOT Planning.



### 6.3.1 Recommended Strategies Overview

Table 3: Recommended strategies map key

Map ID	Corridor	Town	Location
<b>A</b>	US 13	Greenwood	US 13 at SR 16 / SR 36
<b>B</b>		Greenwood	US 13 at Governors Road and Roack Road
<b>C</b>		Greenwood	US 13 at Governors Avenue and Roack Road
<b>D</b>			Redden Road at US 13
<b>E</b>			US 13 at Newton Road
<b>F</b>		Bridgeville	Passwaters Farm Road at US 13
<b>G</b>			US 13 at Adams Road
<b>H</b>			US 13 corridor from Nine Foot Road (north of Greenwood) to SR 18 / Cannon Road (south of Bridgeville)
<b>I</b>		Bridgeville	US 13 between SR 18 and Camp Road
<b>J</b>	Newton Road		Newton Road-Adams Road intersection and curve just west of the intersection
<b>K</b>			Newton Road full corridor
<b>L</b>	SR 404		SR 404 from Scotts Store Road to Tull Road
<b>M</b>			SR 404 west of Newton Road
<b>N</b>	SR 16 / SR 36		SR 36 / Scotts Store Road at SR 16 / Hickman Road
<b>O</b>		Greenwood	Market Street (SR 16 / SR 36) between S. 1st Street and Addix Avenue
<b>P</b>	SR 18		SR 18-Oak Road intersection and approaches
<b>Q</b>		Bridgeville	Cannon Road (SR 18)-US 13 intersection
<b>R</b>			Cannon Road-Wilson Farm Road-Conrail Road intersection
<b>S</b>			SR 18 at Coverdale Road / Chaplains Chapel Road
<b>T</b>	Governors Avenue	Greenwood	Governors Avenue, S. Church Street, and S. 1st Street
<b>U</b>	Woodbridge Road		Woodbridge Road from Adams Road to SR 36
<b>V</b>	Redden Road		Redden Road from Oak Road to Kings Crossroads / W. Robbins Road

Map ID	Corridor	Town	Location
W	Mile Stretch Road		Mile Stretch Road from SR 36 to Adams Road
X	Wesley Church Road and Railroad Avenue	Bridgeville	Wesley Church Road-Railroad Avenue intersection
Y	Fawn Road		Fawn Road between Newton Road and Sunnyside Road
Z	Varies		Throughout plan area

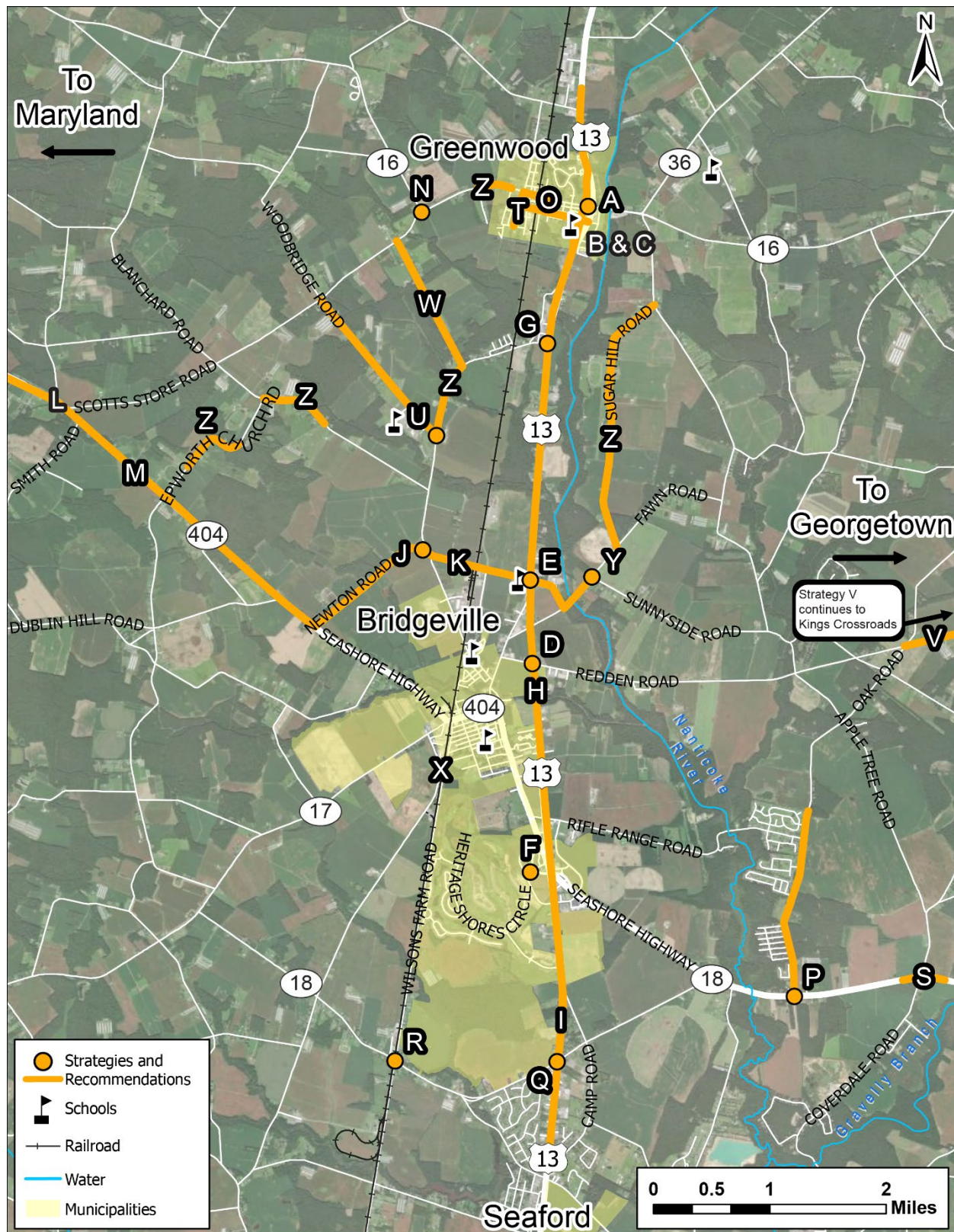


Figure 30: Areawide key map of recommended strategies



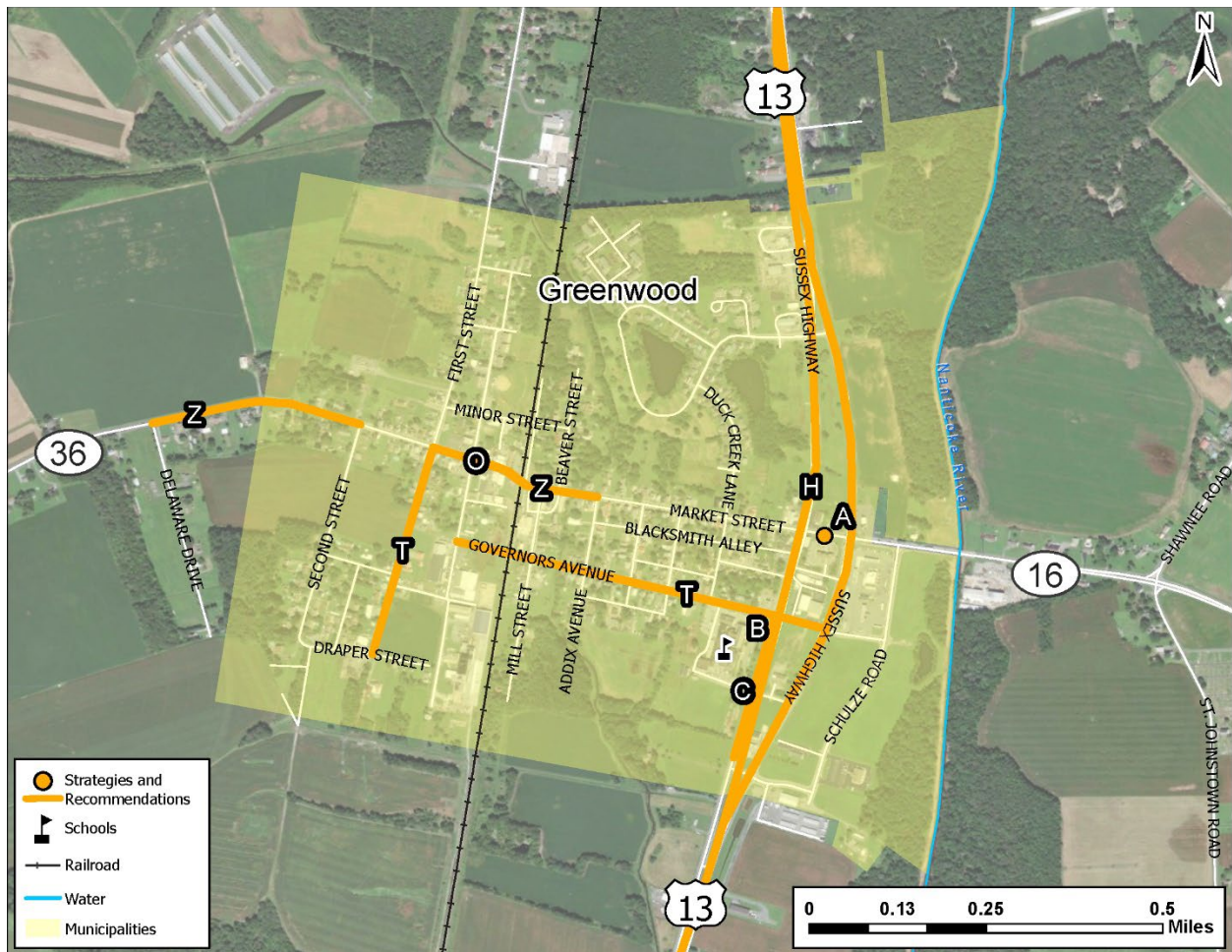


Figure 31: Enlarged view of Greenwood portion of the areawide key map of recommended strategies



### 6.3.2 Recommended Strategies

Table 4 through Table 15 present this plan's recommended strategies. Included in the table is information about which organization would lead implementation of the action and the status of the issue at approximately the time this report was published. The numbers provided in the rightmost column of each table represent four implementation types. These categories help to express how, generally, the strategy is likely to move forward. The categories are:

1. **Conduct under existing operations** – the recommendation can be undertaken within the current work of the lead agency or agencies. These are likely to progress in the near term.
2. **Needs second phase of study** – the recommendation requires additional evaluation before it can be included in the CTP and should progress with a subsequent phase of study.
3. **Needs CTP line item** – the recommendation is expected to require more significant resources and, therefore, needs to be funded through the Capital Transportation Program.
4. **Monitor (longer-term, year-to-year)** – evaluation under this study concluded that the concern does not require urgent action and is one that can be addressed over a longer time-period. For example, ongoing monitoring programs such as the Hazard Elimination Program, Corridor Capacity Preservation Program, or Transportation Operations Management Plan can be part of identifying when a concern rises to a threshold level.

Some of the more substantial recommendations that are moving forward in 2024 include:

- Redden Road (Recommendation V) – corridor safety improvements and enhancements included in the 2025-2030 CTP.
- Newton Road (Recommendations E, J, and K) – a corridor study will begin in 2024.

Table 4: US 13 recommended strategies

Map ID / Location	Recommendation	Assumed Lead Agency(ies)	Purpose/Concern	Status	Implementation Type
<b>A</b> <b>US 13 at SR 16 / SR 36 (Greenwood)</b>	DeIDOT should continue working with the local community and the Town of Greenwood to evaluate and address any intersection configuration improvements needed and implement a full signal rebuild. Improvements should accommodate the safe movement of pedestrians and bicyclists through the intersection if possible.	DeIDOT Traffic, Greenwood	This intersection was found to be a crash hotspot based on crash analysis conducted for the Coastal Corridors Study in the 2021-2022 timeframe. Intersection infrastructure/signal upgrade needed. Pedestrian safety enhancement opportunities and large truck turn movements are also concerns.	DeIDOT coordinating with the Town of Greenwood	Signal rebuild: 1 (Conduct under existing operations); more comprehensive actions would likely fall under other effort
<b>B</b> <b>US 13 at Governors Road and Roack Road (Greenwood)</b>	Address in coordination with future development.	DeIDOT Planning, Greenwood, School District	Concerns about traffic safety and operations around Woodbridge Early Childhood Education Center at peak times (start and end of school day).	March 2022 crash analysis for the Coastal Corridors Study didn't identify this as a significant crash hotspot (no reported crashes in the last 5 years). May 2023 analysis by DeIDOT Traffic indicates warrants are not met for a traffic signal; findings/recs sent to School District May 30, 2023. (A School Zone MUTCD Compliance review was completed in 2013 and its recommendations have been implemented.)	4 (Monitor [longer-term, year-to-year])
<b>C</b> <b>US 13 at Governors Road and Roack Road (Greenwood)</b>	Move playground away from US 13.	School District	Safety of students at Woodbridge Early Childhood Education Center along US 13 southbound travel lanes	Woodbridge School District has planned to relocate the playground.	N/A

Map ID / Location	Recommendation	Assumed Lead Agency(ies)	Purpose/Concern	Status	Implementation Type
<b>D</b> <b>Redden Road at US 13</b>	DeIDOT Traffic should adjust the signal phases so that westbound and eastbound traffic on Redden Road each has a separate progression through the intersection (i.e., remove the "permissive left" signal) and add pavement lane markings closer to the intersection to guide traffic more clearly.	DeIDOT Traffic	<p>This intersection was found to be a crash hotspot based on crash analysis conducted for the Coastal Corridors Study in the 2021-2022 timeframe.</p> <p>On Redden Road approaches to the US 13 intersection, traffic lights currently have a "permissive left" whereby opposing traffic in the east- and west-bound directions are given a green light and may proceed with a left turn if there is no oncoming traffic. Additionally, pavement markings indicating turn/through lanes occur approximately 250 feet before the intersection and are not fully effective.</p>	The Traffic Studies group evaluated the signal operations in spring 2023 and is proceeding with signal phase adjustments.	1 (Conduct under existing operations)
<b>E</b> <b>US 13 at Newton Road</b>	Consider initiating a crash study to evaluate the challenges identified. Should findings indicate the need for adjustments to lane configuration or other, then could proceed to a safety study.	DeIDOT Planning	<p>Large vehicle traffic and turning/merging vehicle conflicts are perceived as a safety concern at this intersection, particularly with longer-term growth in traffic and anticipated additional industry-related traffic (e.g., new development at/near this intersection).</p> <p>A specific concern was raised regarding access management/driveways just south of the intersection in the right turn/merge lane (adjacent to O.A. Newton / Old Dominion freight parcel)</p>	DeIDOT Planning is continuing to review and consider updates to existing infrastructure as part of a corridor study in FY24.	2 (Needs second phase of study) (may lead to PEL); coordination

Map ID / Location	Recommendation	Assumed Lead Agency(ies)	Purpose/Concern	Status	Implementation Type
<b>F</b> <b>Passwaters Farm Road at US 13 (Bridgeville)</b>	DeIDOT continue collaborative monitoring and coordination with Bridgeville and Sussex County	DeIDOT Traffic, DeIDOT Development Coordination, Bridgeville, Sussex County	People are concerned about commercial access directly on S. Main Street (SR 404) and the intersection with US 13.	US 13 is designated under DeIDOT's Corridor Capacity Preservation Program (CCPP), which aims to handle traffic safely and efficiently, minimize impacts of increased economic growth, preserve the ability to make future improvements, prevent the need to build an entirely new road, and sort local and through traffic.	4 (Monitor [longer-term, year-to-year])
<b>G</b> <b>US 13 at Adams Road</b>	Schedule large truck travel during non-peak times and recommend all trucks head southbound and U-turn to travel north if needed.  In the longer term, continue monitoring and coordinate circulation and signalization needs/opportunities with area development.	Delaware Electric Cooperative, DeIDOT Planning	Safety of intersection with large trucks leaving from and coming to the Delaware Electric Cooperative site. Roughly one large, pole-carrying truck departs the site per day needing to go northbound on US 13. During / after large storm events, there can be large convoys of trucks departing the site.	DeIDOT and Delaware Electric Cooperative have communicated regarding concerns.  The described conditions do not meet any warrants for a traffic signal. DeIDOT generally does not operate part-time signals.	4 (Monitor [longer-term, year-to-year])



Map ID / Location	Recommendation	Assumed Lead Agency(ies)	Purpose/Concern	Status	Implementation Type
<b>H</b>  <b>US 13 corridor from Nine Foot Road (north of Greenwood) to SR 18 / Cannon Road (south of Bridgeville)</b>	<p>Consider a median crossover study along this segment.</p> <p>In the longer term, update or remove crossovers along this segment to help meet the goals of the Corridor Capacity Preservation Program (CCPP).</p>	DeIDOT Planning	<p>Safety associated with additional truck traffic, ingress/egress of large vehicles, and speed of traffic overall.</p> <p>For example, people raised concerns about the southern entrances to Heritage Shores (Passwaters Farm Road and Heritage Shores Drive) associated with northbound left-turning vehicles and the speed of ongoing traffic.</p>	<p>Safety, freight, and general traffic monitoring occur at a system-wide level through DeIDOT's Highway Safety Improvement Program, Freight Plan, and Transportation Operations Management Plans.</p> <p>US 13 is designated under DeIDOT's CCPP, which aims to preserve a road's ability to handle traffic safely and efficiently, minimize impacts of increased economic growth, preserve the ability to make future improvements, prevent the need to build an entirely new road, and sort local and through traffic. Note: CCPP plans for Greenwood and Bridgeville were published in 2001 and 2002 and may need updating.</p>	<p>2 (Needs second phase of study) if there is a nearer-term study</p> <p>4 (Monitor [longer-term, year-to-year]) if simply monitoring</p>
<b>I</b>  <b>US 13 between SR 18 and Camp Road</b>	Monitor crash and traffic data and continue long-range planning.	DeIDOT Planning in coordination with Sussex County Planning and Zoning, Bridgeville, DNREC	Truck traffic, safety, and environmental exposure (e.g., noise and air pollution) concerns associated with the proposed concrete plant.	In addition to DeIDOT planning and monitoring programs (mentioned in item H), environmental concerns fall under state and federal environmental and local land use regulations.	4 (Monitor [longer-term, year-to-year])

Table 5: Newton Road Recommended Strategies

Map ID / Location	Recommendation	Assumed Lead Agency(ies)	Purpose/Concern	Status	Implementation Type
<b>J</b>  <b>Newton Road-Adams Road intersection and the curve just west of the intersection</b>	Review crash data at the intersection. Conduct a curve study and explore the feasibility of realignment.	DeIDOT Traffic, DeIDOT Planning	Misaligned intersection coinciding with the curve on Newton Road west of the intersection. High truck and freight traffic.	Initial data was collected as part of the 2021 Roadway Sufficiency Assessment. Currently, this area is a high-friction surface treatment location. DeIDOT Safety Engineering Section is evaluating the school zone and curves.  DeIDOT Planning is conducting a corridor study for Newton Road in FY24 in coordination with DeIDOT Traffic.	2 (Needs second phase of study)
<b>K</b>  <b>Newton Road full corridor</b>	Review crash data for roadway departures and evaluate for use by pedestrians/bicyclists and alternative low-stress routes.  Also, proceed with ongoing monitoring and planning.	DeIDOT Traffic, DeIDOT Planning	Safety and operations concerns associated with this corridor serving high truck and freight traffic, local travel, and use as a pass-through for regional/beach traffic. No paved shoulder.	Initial data was collected as part of the 2021 Roadway Sufficiency Assessment.  DeIDOT Planning is conducting a corridor study for Newton Road in FY24 in coordination with DeIDOT Traffic.	2 (Needs second phase of study)

Table 6: SR 404 Recommended Strategies

Map ID / Location	Recommendation	Assumed Lead Agency(ies)	Purpose/Concern	Status	Implementation Type
<b>L</b> <b>SR 404 from Scotts Store Road to Tull Road</b>	Consider a study to evaluate and identify how to adjust intersection configuration to improve safety and operations; review crash data and develop concepts for revised horizontal geometry to better define movements.	DeIDOT Planning	<p>Safety and operations concerns: the 2021 Roadway Sufficiency Assessment identified concerns with intersection layout, steep side slopes along edge of pavement, and locations along the edge of the roadway where water ponds. The community also expressed concerns about this intersection, including the channelization island causing confusion for drivers (e.g., trucks turning left onto Scotts Store Road beyond the island).</p> <p>Between Scotts Store Road and Tull Road, drivers are reportedly confused by lane markings. Curb and property damage caused by tractor trailers / freight trucks driving over curb in the S/EB direction.</p>	Speed and curve study completed in late 2022 / early 2023. Adjustments to posted speeds and signage were getting underway in spring 2023.	2 (Needs second phase of study) (Planning Phase I)
<b>M</b> <b>SR 404 west of Newton Road</b>	Address in the longer term with ongoing monitoring and planning, both of traffic and land use conditions.	DeIDOT Traffic, DeIDOT Planning, Sussex County	Traffic/operations (congested/heavy traffic)	In addition to the above speed and signage adjustments, DeIDOT is currently updating its Transportation Operations Management Plan for Sussex County and continues to stay updated on conditions & plans in Maryland.	4 (Monitor [longer-term, year-to-year])

Table 7: SR 16 / SR 36 Recommended Strategies

Map ID / Location	Recommendation	Assumed Lead Agency(ies)	Purpose/Concern	Status	Implementation Type
<b>N</b>  <b>SR 36 / Scotts Store Road at SR 16 / Hickman Road</b>	Review crash data and evaluate the need for further study and action.	DelDOT Planning	Safety at three-way intersection (cars not stopping).	-	2 (Needs second phase of study)
<b>O</b>  <b>Market Street (SR 36 / SR 16) between S. 1st Street and Addix Avenue (Greenwood)</b>	<p>Improve pedestrian facilities in this area, including crossing accommodations.</p> <p>In the near term, consider an in-street crossing sign.</p> <p>In the longer term, proceed with integrated land use/transportation coordination on gateway, traffic calming, and complete streets enhancements.</p>	DelDOT Traffic, DelDOT Planning, Greenwood	Safety of pedestrians crossing at busy location (coffee shop and restaurant)	In progress. Traffic study was conducted analysis, finding crosswalk is warranted. DelDOT and Greenwood in communication (fall 2023).	2 (Needs second phase of study)



Table 8: SR 18 Recommended Strategies

Map ID / Location	Recommendation	Assumed Lead Agency(ies)	Purpose/Concern	Status	Implementation Type
<b>P</b>  SR 18-Oak Road intersection and approaches	Implement corridor monitoring effort.	DeIDOT Planning	Safety, especially for walkers between the mobile home park and corner store. Currently, there is no shoulder.	-	4 (Monitor [longer-term, year-to-year])
<b>Q</b>  Cannon Road (SR 18)-US 13 intersection	Implement corridor monitoring effort.	DeIDOT Planning	Safety and operations concerns have been raised about differences in speed and mixing/merging of traffic in the turn lane from US 13 onto Cannon Road and the access driveway from the new 7-11.	-	4 (Monitor [longer-term, year-to-year])
<b>R</b>  Cannon Road (SR 18)-Wilson Farm Road-Conrail Road intersection	Implement corridor monitoring effort.	DeIDOT Planning	Safety, particularly at intersections (workshop attendees expressed concerns about speeding, crashes, and travelers doing rolling stops).	-	4 (Monitor [longer-term, year-to-year])
<b>S</b>  SR 18 at Coverdale Road / Chaplains Chapel Road	Implement corridor monitoring effort.	DeIDOT Planning	Safety concerns due to lack of passing lanes and dedicated right turn lanes. (Intersection is located just west of curve in the road.)	-	4 (Monitor [longer-term, year-to-year])

Table 9: Governors Avenue (Greenwood) Recommended Strategy

Map ID / Location	Recommendation	Assumed Lead Agency(ies)	Purpose/Concern	Status	Implementation Type
<b>T</b> <b>Governors Avenue, S. Church Street, and S. 1st Street</b>	Consider conducting a corridor study to identify opportunities to balance the needs of all road users. Explore other best practices and innovations for freight navigation and usage.	DeIDOT Planning	Concern with traffic and use of the corridor as a diversion route, particularly freight traffic traveling on narrow streets not designed for large vehicles. (Example: Freight trucks traveling down Church Street should be using S. 1st Street to get to James Thompson but claim GPS apps route them this way; the freight route is marked with signs too.)	Truck routing signage is posted.	2 (Needs second phase of study)

Table 10: Woodbridge Road Recommended Strategies

Map ID / Location	Recommendation	Assumed Lead Agency(ies)	Purpose/Concern	Status	Implementation Type
<b>U</b> <b>Woodbridge Road from Adams Road to SR 36</b>	Monitor crash data and consider implementing a safety study.	DeIDOT Planning	Safety at the intersection of Adams Road and Woodbridge Road. This can be a high-traffic area because of pass-through regional traffic and proximity to the high school.  Utility poles close to edge of pavement on Woodbridge Road just east of SR 36	-	4 (Monitor [longer-term, year-to-year])

Table 11: Redden Road Recommended Strategy

Map ID / Location	Recommendation	Assumed Lead Agency(ies)	Purpose/Concern	Status	Implementation Type
<b>V</b>  Redden Road from Oak Road to Kings Crossroads / W. Robbins Road	Proceed with implementation.	DeIDOT Project Development	Safety concerns: speeding, frequent crossing of double yellow lines, dangerous conditions at intersections especially where trees create visibility issues.	Redden Road from Oak Road to US 113 is included in the Capital Transportation Program. Roadway improvements to possibly include addressing curves, widening travel lanes, and providing shoulders.	3 (Needs CTP line item)

Table 12: Mile Stretch Road Recommended Strategy

Map ID / Location	Recommendation	Assumed Lead Agency(ies)	Purpose/Concern	Status	Implementation Type
<b>W</b>  Mile Stretch Road from SR 36 to Adams Road	Mill and overlay roadway.	DeIDOT Pavement Management	Mile Stretch Road is in poor condition.	Last repaved in May 2012.	1 (Conduct under existing operations)

Table 13: Wesley Church Road and Railroad Avenue (Bridgeville) Recommended Strategy

Map ID / Location	Recommendation	Assumed Lead Agency(ies)	Purpose/Concern	Status	Implementation Type
<b>X</b>  Wesley Church Road-Railroad Avenue intersection (Bridgeville)	Consider relying on other nearby east/west connections across the tracks. Bridgeville will lead in addressing this concern.	Bridgeville	Safety, speed through Railroad Avenue and Wesley Church Road	Railroad Avenue is not a state road.  DeIDOT and Bridgeville met to explore options.	N/A

Table 14: Fawn Road Recommended Strategy

Map ID / Location	Recommendation	Assumed Lead Agency(ies)	Purpose/Concern	Status	Implementation Type
<b>Y</b>  Fawn Road between Newton Road and Sunnyside Road	Review crash data and evaluate the need for tree trimming/removal.	DeIDOT Traffic, DeIDOT Maintenance and Operations	Safety (sight distance)	-	1 (Conduct under existing operations)

Table 15. Recommended Strategies for Other Locations Throughout Planning Area

Map ID / Location	Recommendation	Assumed Lead Agency(ies)	Purpose/Concern	Status	Implementation Type
<b>Z</b>  For locations, see Purpose/Concern	Address multiple curve locations through DeIDOT's ongoing Sussex County curve study. Review crash data and evaluate the need for centerline rumble strips, chevrons, and advanced warning signs / speed advisory plaques.	DeIDOT Traffic	<ul style="list-style-type: none"> <li>-Curves on Epworth Church Road between Cipriano Lane and Saddle Up Circle</li> <li>-Curves and no centerline on Sugar Hill Road between St. Johnstown Road and Fawn Road (existing roadway measures about 18' across, which is too narrow for a centerline)</li> <li>-Curve on Blanchard Road between Epworth Church Road and Davis Acres</li> <li>-Curve on Adams Road between Mile Stretch Road and Woodbridge Road</li> <li>-Curve and no rumble strips on SR 36 between Delaware Drive and S. 2nd Street (Greenwood)</li> <li>-Curves on Market Street (Greenwood) on both sides of railroad tracks</li> </ul>	-	1 (Conduct under existing operations)

## 7 Conclusion and Next Steps

The contents of this report are intended to summarize the work completed through this phase I / community planning level of planning. The overall planning effort will continue in future phases. Implementing the recommended strategies will require ongoing collaboration among DelDOT, the towns, Sussex County, and community members. Some items are relatively simple and have a clear course of action, while others will need additional evaluation, planning, and/or programming. Figure 32 shows additional factors that should be considered moving forward.

Preliminary recommendation	Priority	Level	Type	Assumed lead agency	Study time frame	Implementation		
						Timeframe	Cost	Impact
Description of recommendation	Short	Network	Policy	Municipality	* <3 years	* <3 years	\$ <\$200k	0 Low
	Medium	Corridor	Study	DelDOT Planning	** 3-10 years	** 3-10 years	\$ \$ \$200k-\$2M	0 0 Medium
	Long	Intersection	Infrastructure	DelDOT Traffic	*** >10 years	*** >10 years	\$ \$ \$ \$2M-\$20M	0 0 0 High
				DelDOT Dev. Coord. County			\$ \$ \$ \$ \$20M-\$200M	
							\$ \$ \$ \$ \$ >\$200M	

Figure 32: Factors to guide further development of recommended strategies

The recommended next steps include:

- Prioritizing recommended strategies and moving forward with near-term priorities
- Proceeding with a monitoring/tracking approach, which varies by scale and program:
  - Ongoing agency programs for monitoring and planning broader or longer-term trends include:
    - State land use monitoring through the OSPC's State Strategies for Policies and Spending and Annual Reports on State Planning Issues
    - Local land use monitoring through the comprehensive development planning processes
    - Traffic operations and congestion monitoring through DelDOT's Transportation Operations Management Plan
    - Traffic safety monitoring through Delaware's Highway Safety Improvement Program
    - Integrated land use and transportation monitoring and planning through DelDOT's travel demand modeling, Corridor Capacity Preservation Program, and other state/local collaboration
  - Nearer-term and more localized monitoring can occur through corridor-focused assessments, studies, and planning processes.
- Ongoing communication and coordination between stakeholders, including DelDOT, the towns, county, and community, including:
  - Community updates via the [DelDOT Interact project page](#) and local events and communication



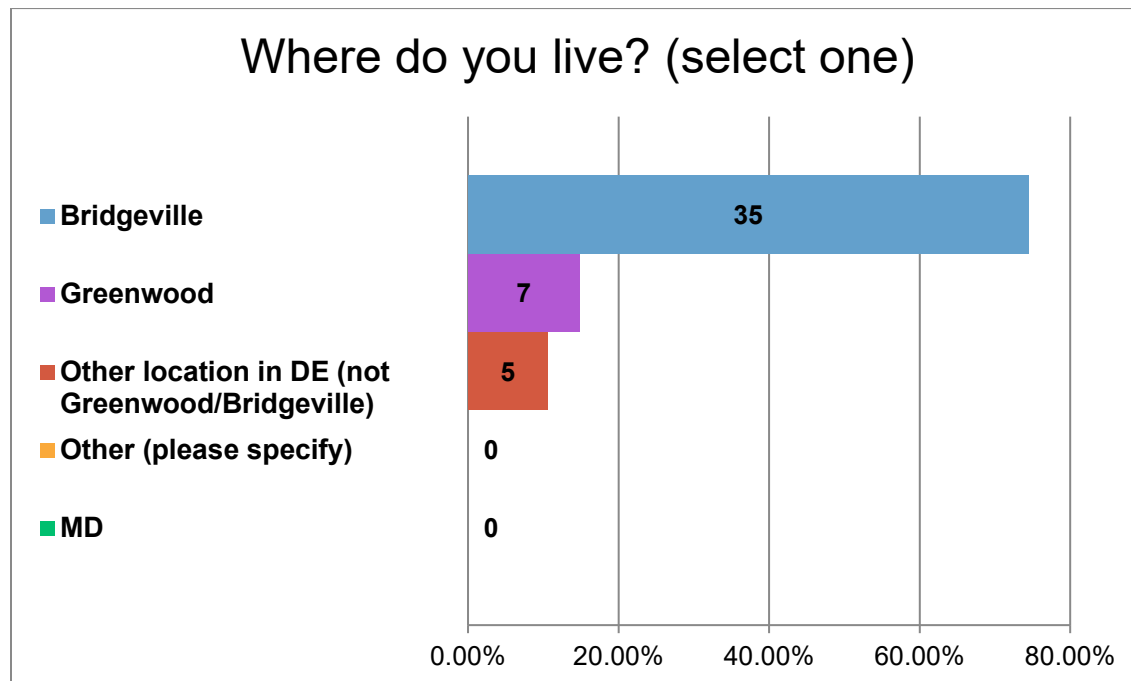
## Appendix A: Results of Public Workshop and Online Survey (February–March 2023)

DeIDOT held a public workshop for the plan at Woodbridge High School on February 23, 2023. Thirty-three people attended. The workshop provided an opportunity for participants to learn about and comment on the draft vision, existing conditions and trends, and challenges and opportunities identified to date.

DeIDOT also conducted a public survey from February 21 to March 10, 2023. A link to the online survey was advertised on Bridgeville's webpage for the planning effort, on social media, and at the public workshop. Paper copies of the survey were also available at the workshop for attendees to complete. Forty-seven surveys were completed. The survey responses are summarized below.

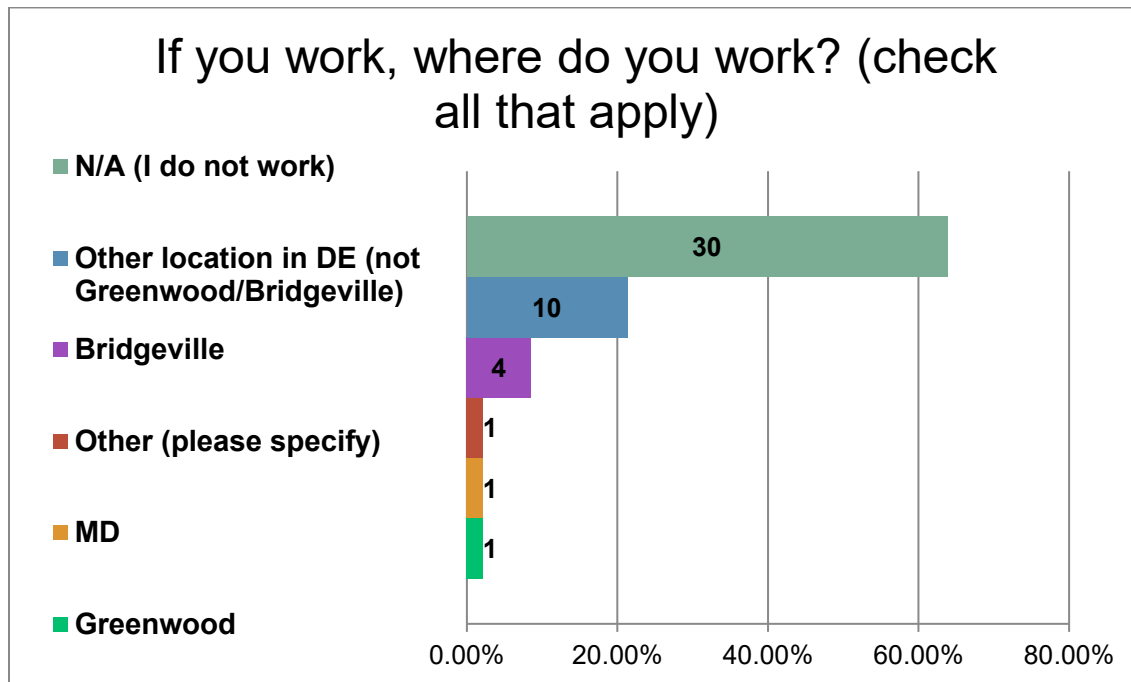
### SUMMARY OF PUBLIC SURVEY RESPONSES

#### Question 1:



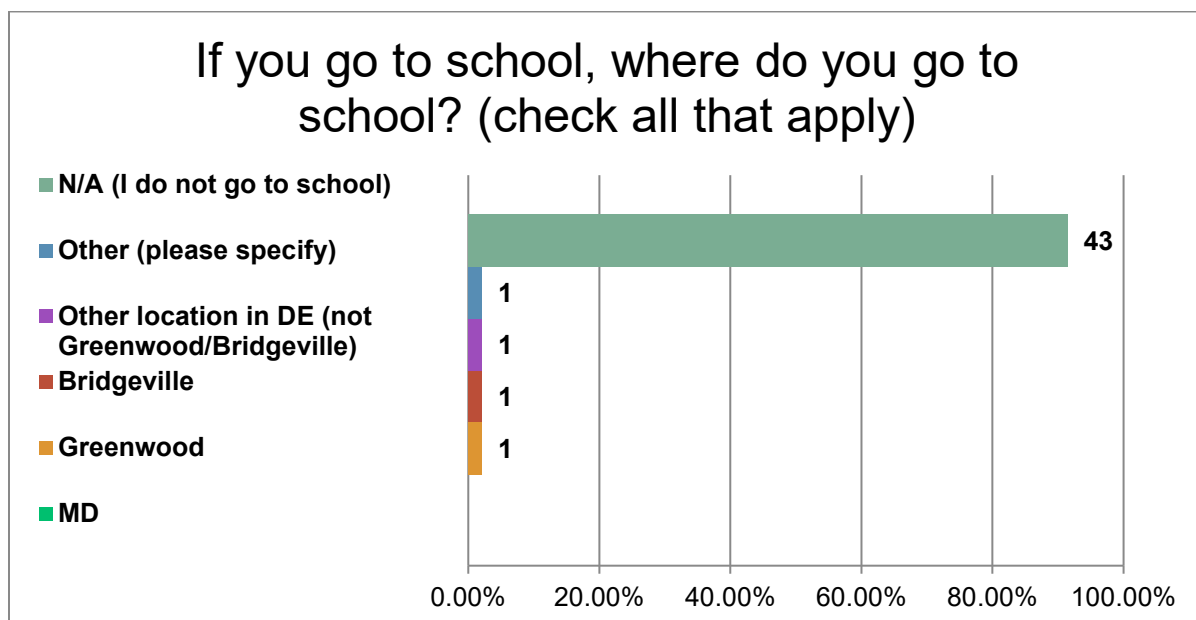
In the chart above, the numbers on the bars represent the number of respondents who selected the corresponding response.

## Question 2:



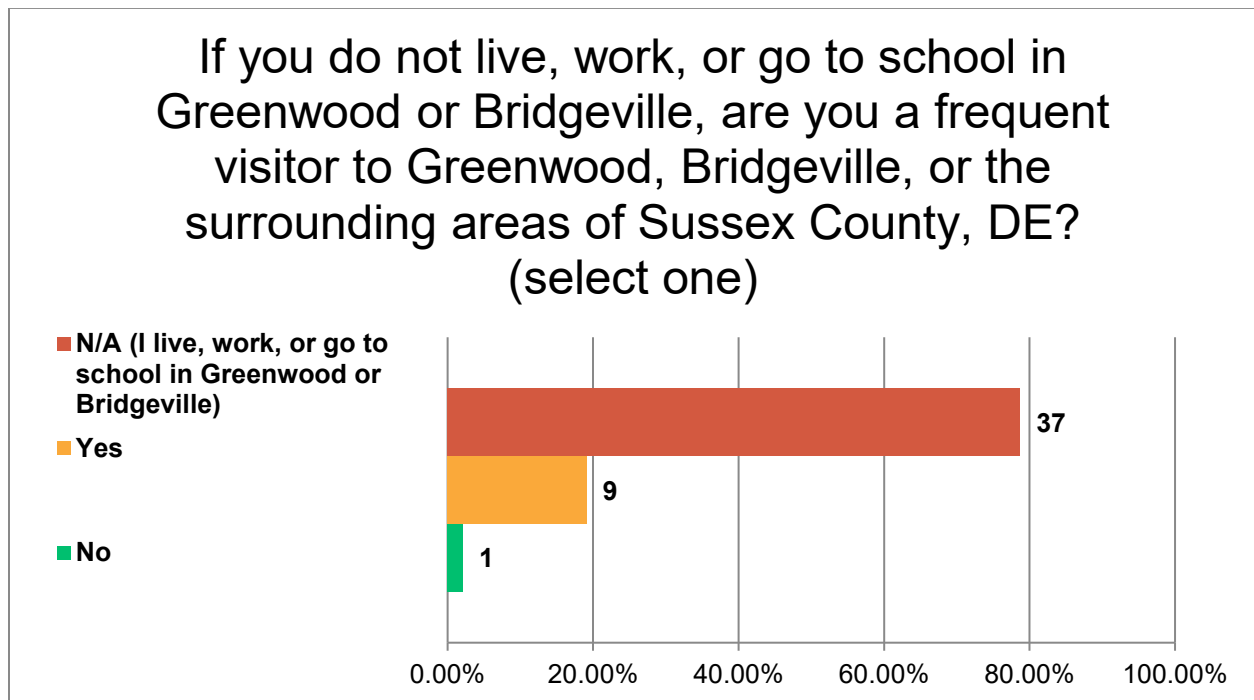
In the chart above, the numbers on the bars represent the number of respondents who selected the corresponding response.

## Question 3:



In the chart above, the numbers on the bars represent the number of respondents who selected the corresponding response.

## Question 4:

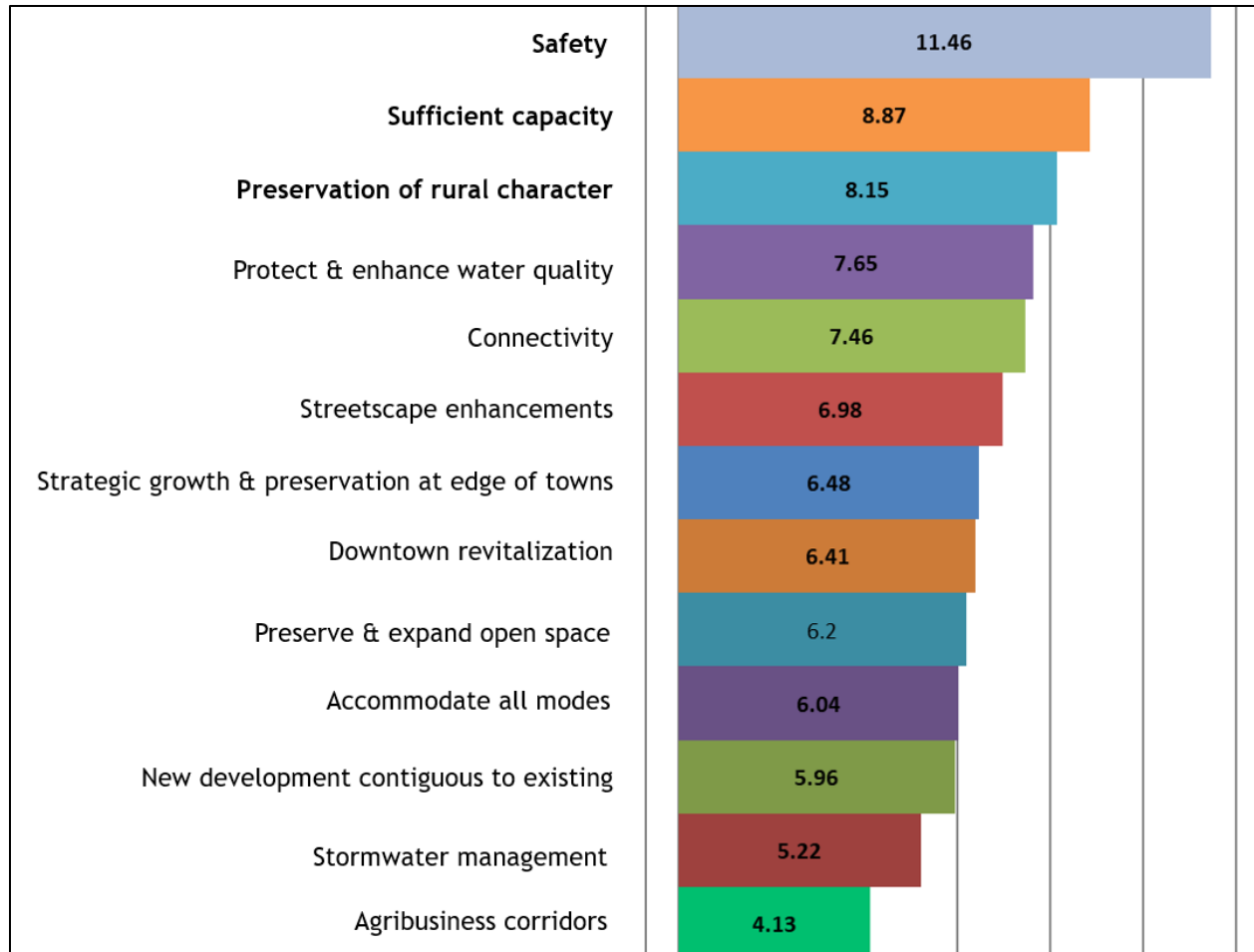


In the chart above, the numbers on the bars represent the number of respondents who selected the corresponding response.

**Question 5:**

Which of these 13 goals are **most important to your vision for the Greenwood / Bridgeville** area in the next 20 years?

(This question asked respondents to rank the 13 goals. In the chart below, the numbers on the bars are the average rankings. Higher numbers indicate the goals identified as more important by more people.)



**Additional input—vision, goals (distilled from responses to Survey Question 6 and verbal comments at the public workshop)**

Transportation-focused:

- ▶ **Safety** related to freight/large commercial vehicle traffic (especially US 13, ingress/egress)
- ▶ **Manage speeding**; design roads in town to manage speeds and be a pleasant experience
- ▶ **Safe, walkability within the towns**; more sidewalks throughout Greenwood—new development + maintenance of existing sidewalks
- ▶ Multi-modal should include consideration of **passenger train**
- ▶ Multigenerational community in Greenwood- **bike/ped-friendly**, recreational opportunities
- ▶ **Maintain traffic flow**
- ▶ Routing of through traffic, especially **fast/heavy vehicles—keep them on the major roads** (safety, trash concerns)
- ▶ Maintain **easy access into town** to maintain and strengthen town economies
- ▶ **Widen** Rt 404 to four lanes
- ▶ **Environmental quality and health**, including air (especially **as related to freight** and associated operations—concrete, feed mill sites)
- ▶ Reduce **roadway noise**
- ▶ **Maintain rural roads, rural character**

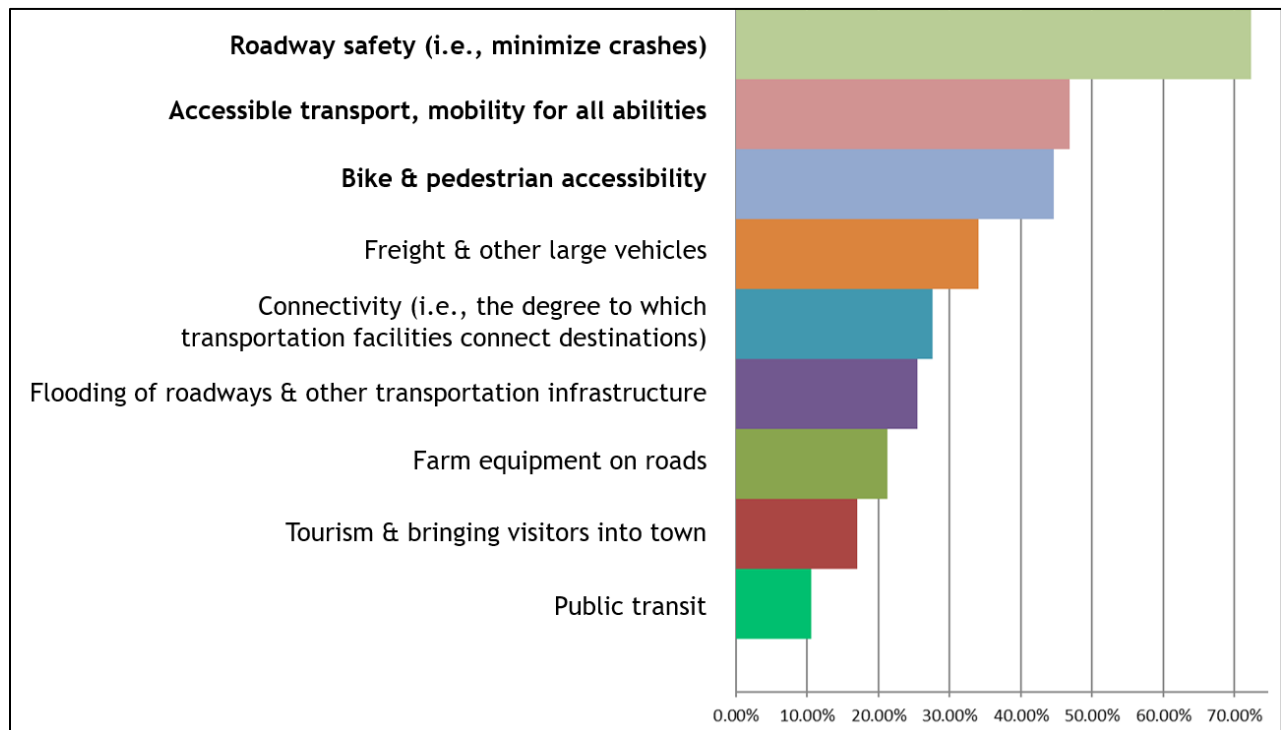
Other:

- ▶ Continue to be an agricultural community
- ▶ Downtown should stay the same
- ▶ Add better retail, grocery options; more restaurants, hotels; more shops along US 13
- ▶ Affordable housing for Sussex County workers
- ▶ Reflect the vision of those outside the incorporated towns



**Question 7:**

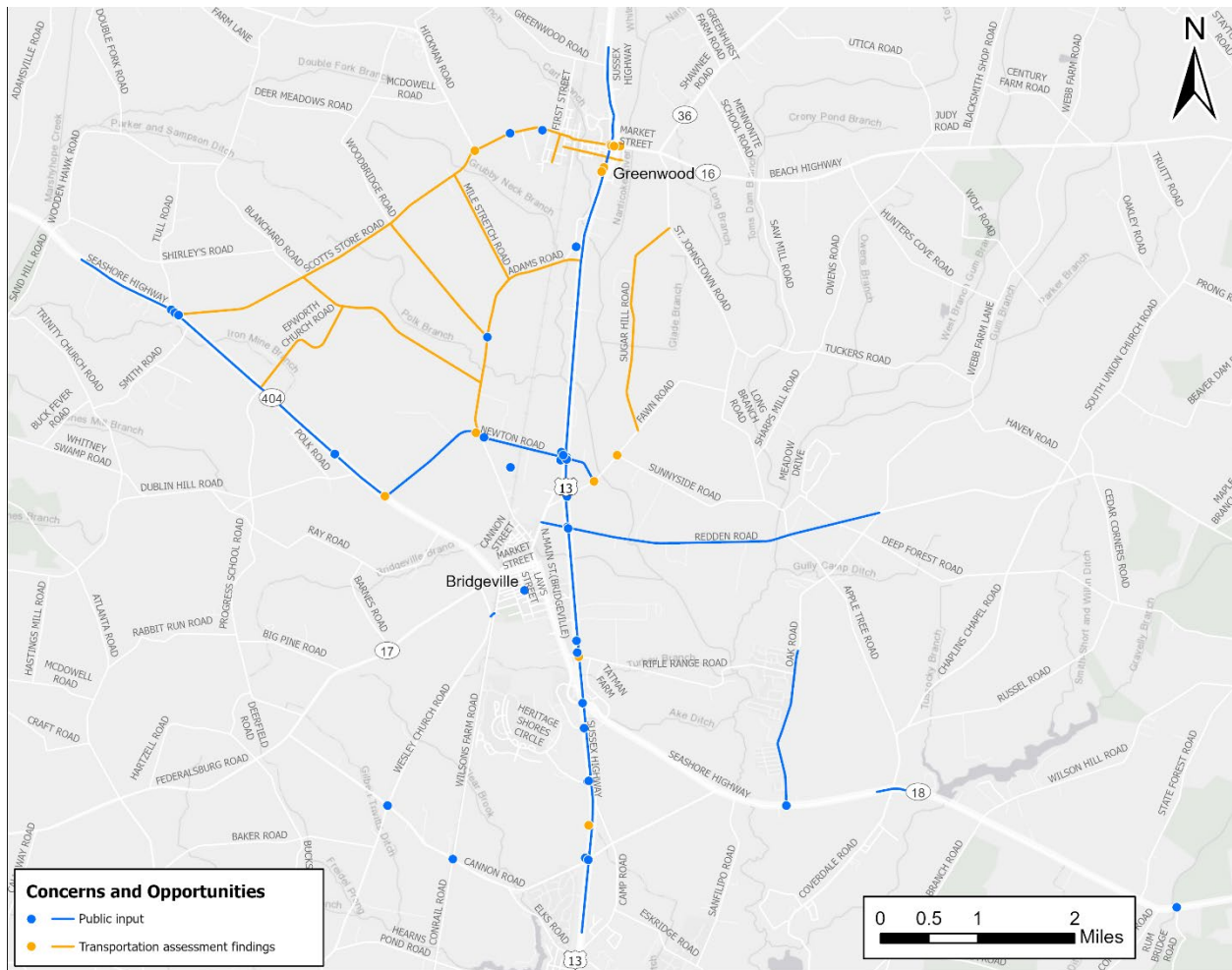
Select the 3 **most important transportation issues** to you.



## SUMMARY OF LOCATION-SPECIFIC CHALLENGES AND OPPORTUNITIES

### (FROM PUBLIC FEEDBACK UNLESS OTHERWISE INDICATED)

The map below depicts locations identified by the public or by transportation studies as presenting challenges and opportunities.



## US 13

### ► At SR 16

- Signal poles close to roadway
- Outdated signal equipment
- Pedestrian safety concerns
- Crash hot spot

### ► At Governors Avenue and Roack Road

- School busses, drop-off/pickup traffic
- Speeds around school, general safety of children

### ► At Adams Road (Delaware Electrical Cooperative)

- Entering/exiting US 13—large vehicles, large loads

- Convoys after large storm events—from Adams Road up Mile Stretch Road (points north) and onto US 13 (south)
- ▶ At Newton Road (404 bypass)
  - Safety, heavy freight vehicles entering/exiting (adjacent turn lane conflicts)
- ▶ At Redden Road
  - Crash hot spot (identified in Coastal Corridors study)
- ▶ At Rifle Range Road
  - Safety concerns
- ▶ At Passwaters Farm Road (southern entrances to Heritage Shores)
  - Safety associated with turning vehicles
  - Commercial site access (will be from Passwaters Farm Road where stub road extends)
- ▶ Safety and environmental concerns between Camp Road and Cannon Road (south of Heritage Shores)
- ▶ Lower speeds, enforcement

**Newton Road**

- ▶ Routing traffic through town versus around town (SR 404 bypass and other locations)
- ▶ Curve/safety concerns
- ▶ Add paved shoulders (multiple comments)
- ▶ At Adams Road
  - Safety concerns (identified in Coastal Corridors study and public comments)
  - Heavy, unpredictable traffic at times; school nearby
  - Suggestion: school zone signage
  - Sight distance at Fawn Road, speeding/aggressive driving, safety concerns
  - Freight traffic
  - Planned grain mill at SW corner of Newton and US 13
  - Large freight entering/exiting facilities at unsignalized locations (particularly associated with feed mills and coming from Redden Road on the east)

**Redden Road**

- ▶ At US 13

- Crash hot spot (identified in Coastal Corridors study)
  - Signal allows permissive left for EB traffic (WB traffic has green while EB traffic can turn left) on Redden Road; commenters would prefer separate signal phases for EB and WB traffic
  - Drivers often cannot see turn/through arrows painted on road (add another set closer to light)
- Safety concerns at intersections, especially where trees create visibility issues

**SR 404**

- At SR 36 (Scotts Store Road)
- Intersection in poor condition (Roadway Sufficiency Assessment)
  - No shoulder (from just west of Tull Road to between Scotts Store Road and Smith Road)
  - Fatality in 2022
  - Curbing and property damage (18-wheelers drive over damaged curb)
  - Channelization island recently modified- confusing, trucks are turning left onto Scotts Store Road after the island
- Suggestions: add plastic delineator polls to channelization island; create 3-way stop
- At Tull Road – roadway configuration confusion

**SR 36 (Scotts Store Road)**

- No rumble strips, curves (Roadway Sufficiency Assessment)
- At SR 16 – intersection safety (stakeholder committee)

**Adams Road**

- Curves
- Concerns about use as diversion route, relatively heavy traffic at times
- Freight traffic from Perdue grain mill
- Crashes around intersection with Woodbridge Road

**Other**

- Roadway Sufficiency Assessment locations: Mile Stretch Road, Woodbridge Road, Blanchard Road, Epworth Church Road, Sugar Hill Road
- Market Street, Greenwood: ped crossing safety

- ▶ Cannon Road at Wilson Farm/Conrail Road: speeding, safety/crashes, rolling stops at sign on Conrail
- ▶ SR 18 east and west of Coverdale Road: add more passing lanes or a dedicated right-turn lane
- ▶ SR 18 at Oak Road (country store at corner): walkers and cyclists on the road, especially in summer; currently no sidewalks/shoulder



## Appendix B: Public Information Session and Online Survey Feedback (May–June 2023)

Two conclusory public information sessions were held on May 18, 2023, at Greenwood Public Library and Bridgeville Public Library. Roughly 10 people engaged to varying degrees. A few were members of the stakeholder committee, another few were area residents with transportation-specific comments and questions, and others were curious passersby. At each session, the project team presented an overview of the planning process, findings, recommended strategies to address concerns identified during the planning effort, and next steps. The sessions also provided an opportunity for attendees to identify the draft strategies they felt were priorities and discuss questions and thoughts with the planning team.

The session materials were posted online for those who could not attend in person, and an online public survey was conducted from May 18 through June 9, 2023. It was promoted through the towns, local libraries, stakeholder committee, and the DelDOT website. The survey asked respondents to share what issues they view as priorities, and which of the recommended strategies they consider most important. Although the site received hundreds of views, just one completed survey was submitted:

Question 1. What are your priority issues? (ranking question, 1= top priority)

Response:

1. Whether to route traffic around town versus through town
2. Large trucks, freight, and other large vehicles
3. Tourism and bringing visitors into town
4. Roadway safety (i.e., minimize crashes)
5. Flooding of roadways and other transportation infrastructure
6. Farm equipment on roads
7. Connectivity (i.e., the degree transport facilities are interconnected and connect destinations)
8. Accessible transport, mobility for all abilities and modes
9. Public transit

Question 2. Please identify the strategy or action that you believe is most important from the draft plan.

Response: Potential overcrowding on Redden Rd. And Speed of traffic through Bridgeville on Market Street

Question 3. Do you have any other thoughts you would like to share about this plan?

Response: Too much truck traffic with no business comes through the town of Bridgeville.

## Appendix C: Local Plan Highlights

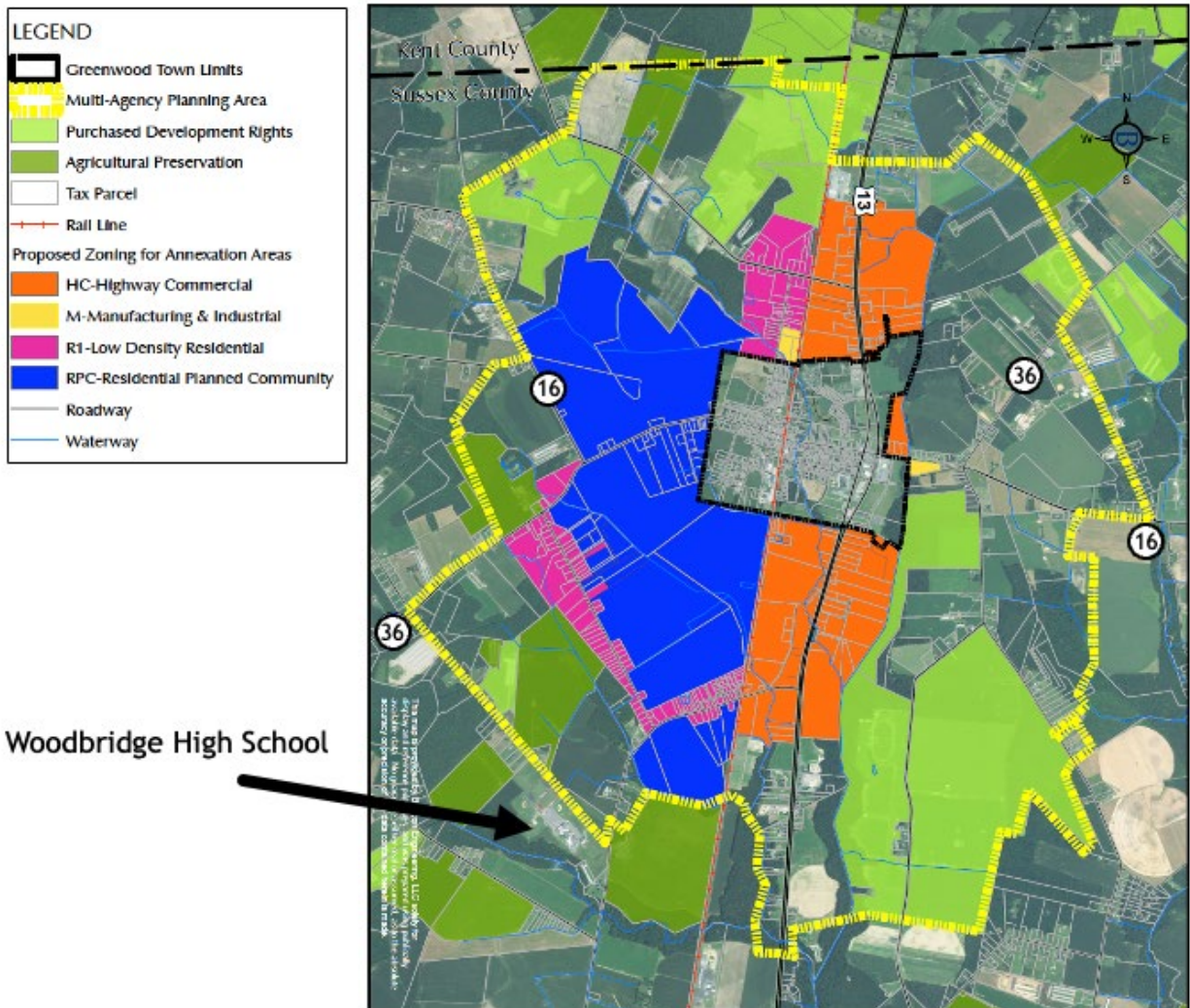
### GREENWOOD

Specific guidance from the current Greenwood Comprehensive Plan (2019) includes:

- Annexation plan guided by the 2014 Master Plan for Greenwood/Bridgeville
- Limit development to within the designated sewerage area (just east of US 13, on the eastern side)
- Support DelDOT's carrying capacity preservation program (separate local vs. through traffic along US 13)—main aims of the program are to maintain a road's ability to handle traffic safely and efficiently
- Walkable
- Local safety, peace, quiet
- Focus on town infill and commercial at SR16 / US13
- New growth is pedestrian-friendly
- Maintain industry and add new (light industry) separate from residential
- Upgrades to multi-modal streetscape
- Cluster development
- Connected street pattern
- Address speeding on SR 16
- Extend DART bus service
- Sidewalk maintenance/improvement

The figure below shows the Greenwood growth and annexation area with proposed zoning, from the current Comprehensive Plan as of the time of publication of this transportation plan.

## Greenwood Growth and Annexation Area



(Source: Greenwood Comprehensive Plan, 2019)

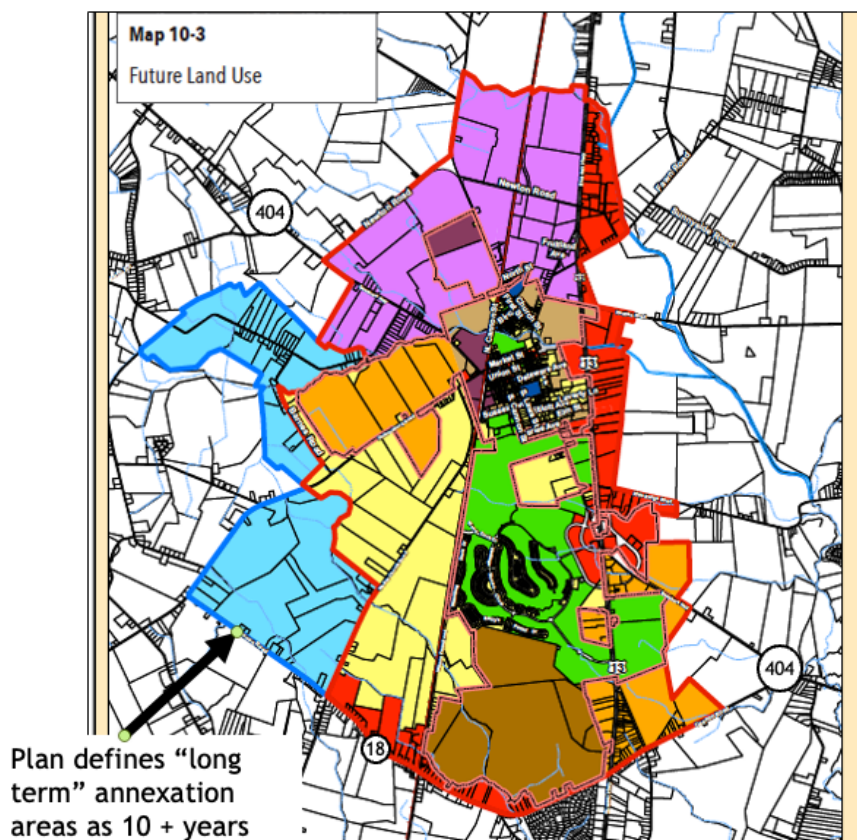
## BRIDGEVILLE

Specific guidance from the current Bridgeville Comprehensive Plan (2018) includes:

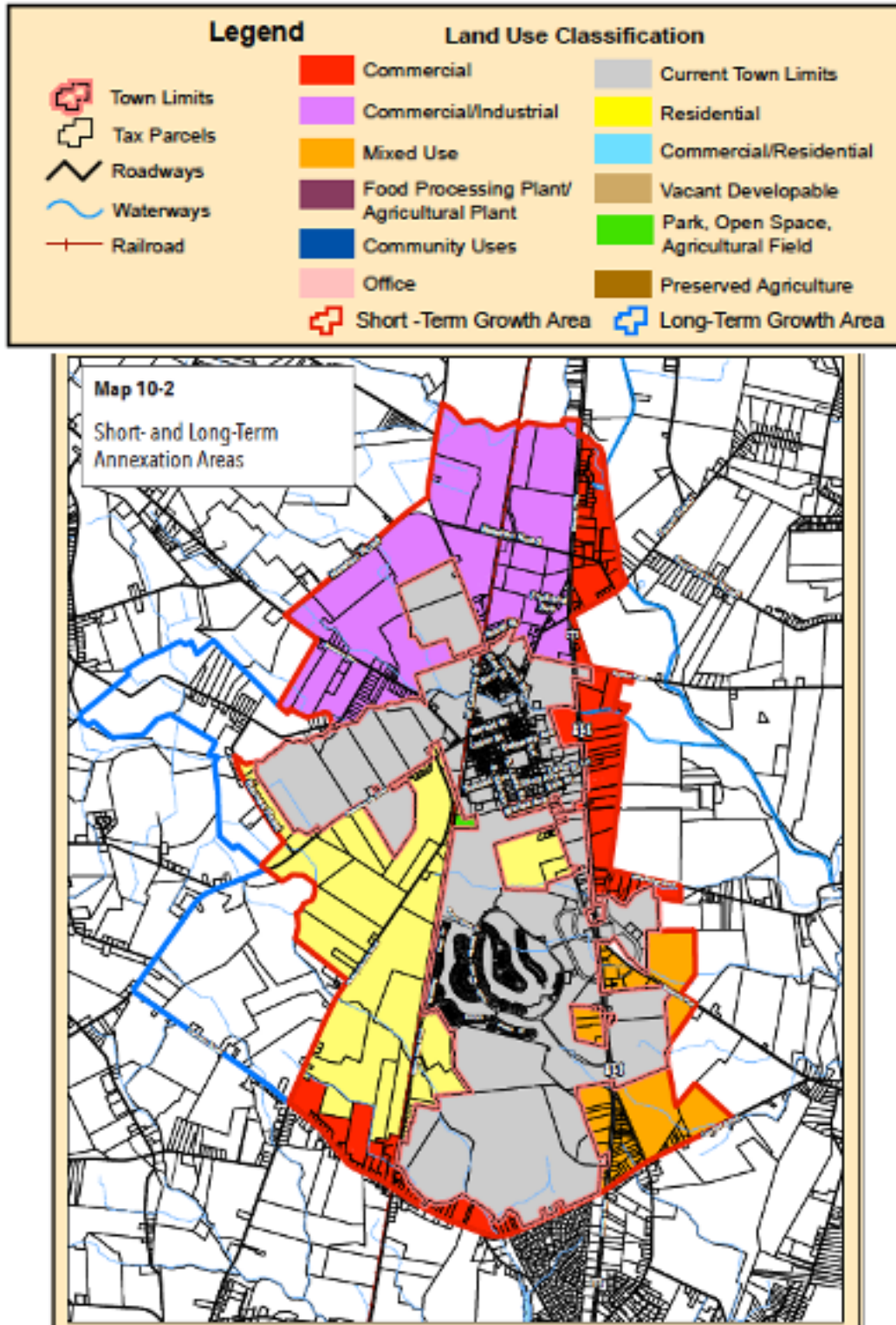
- Complete community
  - Complete streets
  - Efficient land use
  - Healthy and livable
  - Inclusive and active
- Sustainable and resilient
- Downtown revitalization

- Appropriate development along US13
- Tree canopy/stormwater management
- Connectivity
  - More united and age-friendly
  - Bike/ped connections
  - Bridgeville Branch (trails and rec)
- Streetscape enhancements (emphasis on downtown)
  - Parallel parking delineation
  - Curb extensions
  - Crosswalks
  - Planting space (trees)
  - Lighting
  - Wayfinding signage
  - Park and Ride at SR 404 and US 13 (DeIDOT concept, not active)

The figures below show the Bridgeville future land use map with growth and annexation areas delineated, from the current Comprehensive Plan as of the time of publication of this transportation plan.







(Source: Bridgeville Comprehensive Plan, 2018)

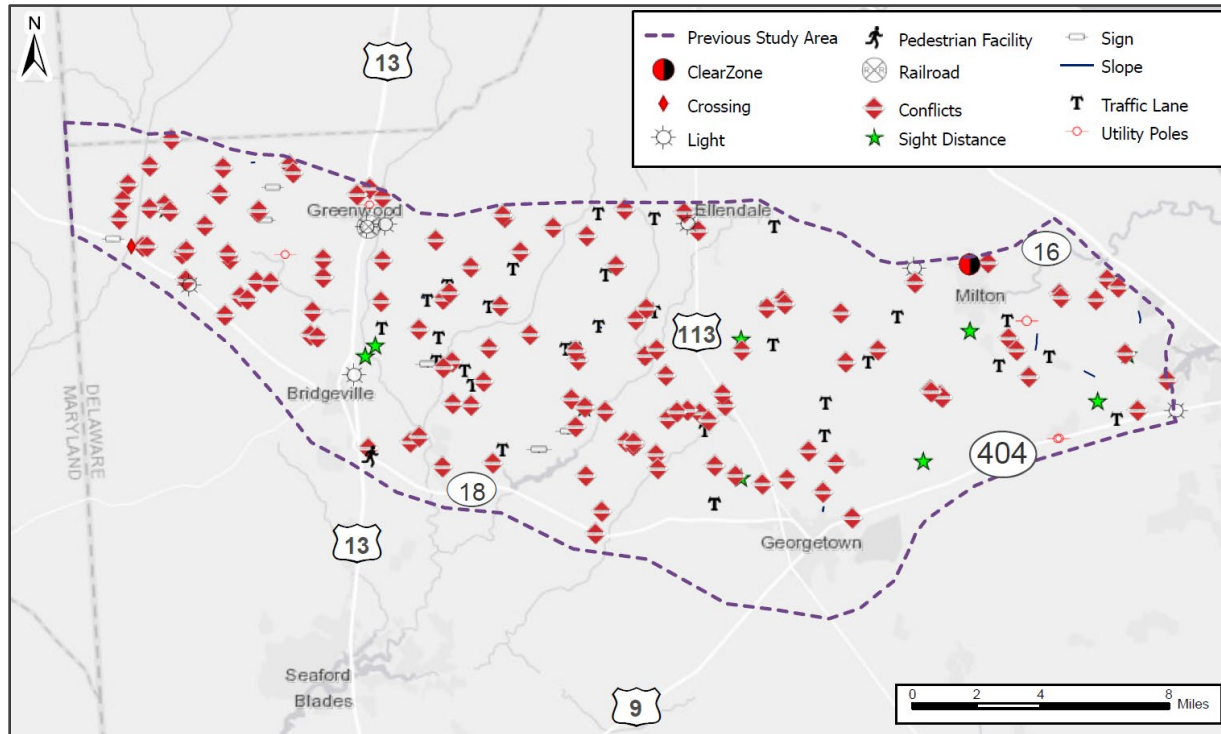


## Appendix D: Sidewalk Inventory




## Appendix E: Coastal Corridors Roadway Sufficiency Assessment

### DATA COLLECTION SUMMARY




For this project, data was collected both remotely as well as in the field. Google Earth, DelDOT Gateway GIS, and CADD drawings were utilized to collect data remotely. Google Earth was used to determine the roadway's number of lanes, lane widths, shoulder widths, and pedestrian/bike facilities. DelDOT Gateway GIS was used to determine roadway length, functional classification, and speed limit. Roadway curves were measured by tracing the centerline of the aerial in a CADD file. The curves were then compared to AASHTO Design Standards.

For field data collection, any roadway deficiencies and associated pictures were entered into a live GIS map. Deficiencies that were noted included:

 Intersection features in poor condition, queuing issues, Intersection safety concerns

 Sight distance concerns

 Travel lane widths and striping

 Safety Concerns – Unprotected culverts/headwalls/tax ditches, Superelevation/horizontal curve concerns, Roadway concerns such as poor drainage, and roadside hazards



— Steep roadside slopes and ditches

⚡️ 🚧 Roadside hazards - Utilities

🚶 Pedestrian facilities in poor condition

Other features that were noted in the field were bridge tie-ins, rumble strips, pavement patches, railroad crossings, lane/shoulder configurations, and signage.

## FINDINGS BY CRASH HOT SPOT

### US 16 AT 113

Intersection Data:

- Traffic Signal Controlled
- RT, LT, and through movements at each approach

Potential issues:

- Short right turn merge lanes
- Poor signing for left turns

Photos: All photos taken from NW corner of the intersection





US 16 AT 113 Aerial View (Google Maps)



**SCOTTS STORE ROAD AT SR 404 (SEASHORE HWY)**

## Intersection Data:

- Stop controlled for Scotts Store Road with overhead flashing beacons for Scotts Store Road and SR 404
- Scotts Store Road – LT/ RT turn lanes onto SR 404
- SR 404 LT/RT turn lanes onto Scotts Store Road

## Potential issues:

- Poor intersection layout with several conflict points
- Steep side slopes at the northern corner of the intersection
- Water ponding on the southern corner of the intersection

## Photos:

*Ditch along north corner of intersection**Water ponding on east side of intersection*



*Intersection from East Corner*



*Intersection from North Corner*



*Scotts Store Road at SR 404 (Seashore Highway) Aerial View (Google Maps)*



**NEWTON ROAD AT ADAMS ROAD**

## Intersection Data:

- Stop controlled for Adams Road
- Adams Road – RT turn lanes onto Newton Road
- Newton Road – Bypass lane, RT turn lanes onto Adams Road

## Potential issues:

- Two intersections very close together
- Several conflict points
- Large horizontal curve very close to both intersections

## Photos:

*RT lane heading EB on Newton Rd**RT lane and bypass lane looking WB on Newton Rd*



Looking WB at Adams Rd Intersection



Newton Road at Adams Road Aerial View (Google Maps)



**NB US 13 (SUSSEX HWY) AT SR 16 (MARKET STREET)**

## Intersection Data:

- Signal Controlled
- RT/LT Turn lanes from US 13 NB to SR 16
- RT Turn lane from SR 16 to US 13 NB

## Potential issues:

- Several conflict points
  - Royal Farms entrance shortly after intersection
- Signal poles very close to intersection

Photos: All photos were taken from the SE corner of the intersection





NB US 13 (Sussex Highway) at SR 16 (Market Street) Aerial View (Google Maps)



**SB US 13 (SUSSEX HWY) AT SR 16 (MARKET STREET)**

## Intersection Data:

- Signal Controlled
- RT/LT Turn lanes from US 13 SB to SR 16
- LT Turn lane from SR 16 to US 13 SB

## Potential issues:

- Several conflict points
  - Several business entrances very close to or essentially in the intersection
- Signal and UT poles very close to intersection

Photos: All photos were taken from the NE corner of the intersection





SB US 13 (Sussex Highway) at SR 16 (Market Street) Aerial View (Google Maps)



**REDDEN ROAD AT US 113**

## Intersection Data:

- Yield and stop controlled from Redden Road to US 113
- RT Turn lane from Redden Road to US 113
- RT/LT Turn lane from US 113 to Redden Road

## Potential issues:

- From Field observation the traffic volumes coming from Redden Road onto US 113 seem very high (Video in the Field Data folder)
- Ponding water on the northern corner of the intersection

Photos: All photos taken from the NW corner of the intersection







*Redden Road at US 113 Aerial View (Google Maps)*

**SR 30 (GRAVEL HILL RD) AT HUFF RD**

## Intersection Data:

- Stop controlled for Huff Rd
- Only through movements at each approach

## Potential issues:

- Poor sight distance from Huff Rd
- Intersection is between a 7° curve and a 12.1° curve
- Speed limit is 50 mph on SR 30. However, it is not safe/possible to go 50 mph, making this area a hot spot for crashes involving a fixed object.

## Photos:

*Looking left from Huff Rd**Looking right from Huff Rd*





12.1° curve on SR30, facing NB



SB approach to 12.1° on SR 30



SR 30 (Gravel Hill Rd) at Huff Rd Aerial View (Google Maps)





**SR 16 (MILTON ELLENDALE HWY) AT SR 30 (GRAVEL HILL RD/ISAACS RD)**

## Intersection Data:

- Signalized intersection
- Gravel Hill Rd – RT turn lane onto SR 16

## Potential issues:

- Heavy turning traffic from all directions
- Tight curve (10.6°) on Gravel Hill Rd approaching intersection

## Photos:

*SR 16 at SR 30 Intersection**SR 16 at SR 30 Intersection*





10.6° curve on Gravel Hill Rd, facing NB



SR 16 (Milton Ellendale Hwy) at SR 30 (Gravel Hill Rd/Isaacs Rd) Aerial View (Google Maps)

**SR 16 (MILTON ELLENDALE HWY/BROADKILL RD) AT SR 5 (UNION ST)**

## Intersection Data:

- Signalized intersection
- Only through movements at each approach

## Potential issues:

- High volume of LT turns from SR 16 (Milton Ellendale Hwy) onto SR 5 NB (Union St Ext)
- Signal pole base at NW corner is on the edge of pavement. May conflict with clear zone requirements
- Water ponding at the NW corner of intersection

## Photos:



*Signal pole base on NW corner*



*Water ponding on NW corner*





SR 16 (Milton Ellendale Hwy/Broadkill Rd) at SR 5 (Union St) Aerial View (Google Maps)

**SR 5 (HARBESON RD) AT SHINGLE POINT RD/CHESTNUT ST**

Intersection Data:

- Stop controlled for Shingle Point Rd and Chestnut St
- RT turn lane from SR 5 onto Shingle Point Rd
- RT turn lane from SR 5 onto Chestnut St

Potential issues:

- Poor sight distance from Shingle Point Rd due to trees

Photos:



*Trees blocking view of SR 5 NB traffic (Image taken from Google Earth)*





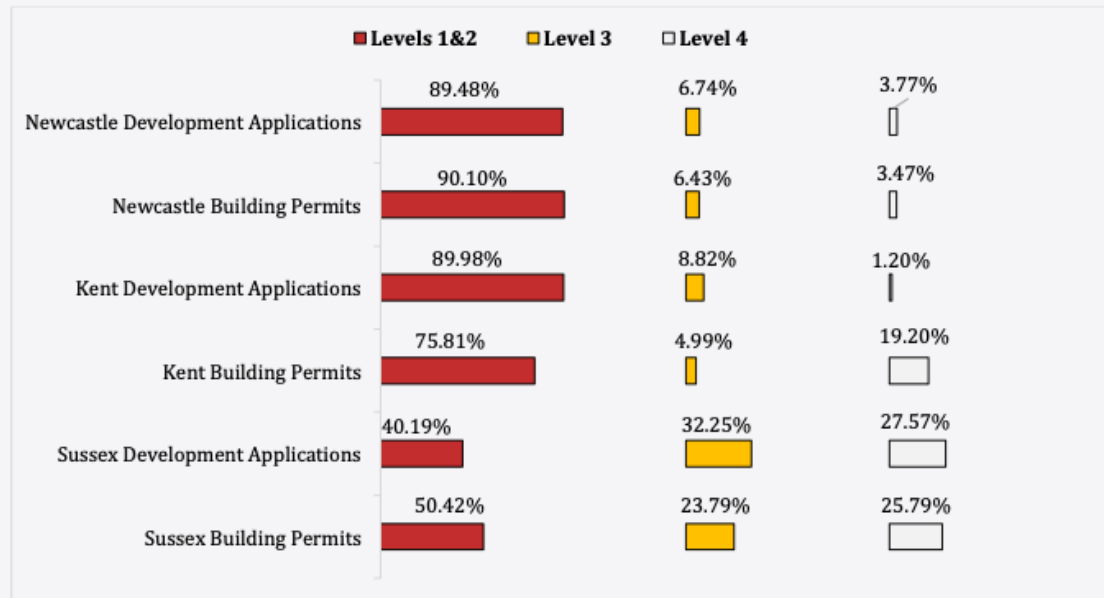
SR 5 (Harbeson Rd) at Shingle Point Rd/Chestnut St Aerial View (Google Maps)



## Appendix F: Development and Growth Conditions and Trends Details

[Development Trends Analysis](#), from the Office of State Planning Coordination's 2022 Annual Report on State Planning Issues.

**Figure A.3 Residential development, proportion by State Strategies level, by county, 2017–2021**



**Table A.5 Residential housing units based on development applications, by county and statewide, by State Strategies investment level, 2017–2021**

County	2017	2018	2019	2020	2021	Total
<b>New Castle</b>	<b>Units</b>	<b>Units</b>	<b>Units</b>	<b>Units</b>	<b>Units</b>	<b>Total Units</b>
Level 1 & 2	1,707	1,720	1,964	2,231	1,390	7,954
Level 3	87	238	172	173	9	675
Level 4	14	139	25	151	51	339
<b>New Castle Total</b>	<b>1,808</b>	<b>2,097</b>	<b>2,161</b>	<b>2,555</b>		<b>9968</b>
<b>Kent</b>						
Level 1 & 2	309	451	693	758	421	2656
Level 3	-	-	-	258	-	258
Level 4	-	-	35	-	-	35
<b>Kent Total</b>	<b>309</b>	<b>451</b>	<b>728</b>	<b>1,016</b>	<b>421</b>	<b>4499</b>
<b>Sussex</b>						
Level 1 & 2	625	1,326	648	1,789	1,594	4,672
Level 3	105	2,322	519	832	1,022	4,000
Level 4	8	1,352	1,366	172	1,206	3,260
<b>Sussex Total</b>	<b>738</b>	<b>5,000</b>	<b>2,533</b>	<b>2,793</b>	<b>3,822</b>	<b>11,932</b>
<b>Delaware</b>						

7.1

### 7.3 APPENDIX G: FINAL DRAFT PLAN FEEDBACK SUMMARY

- Concern that capacity improvements (new lanes, widening) of SR 404 is not being pursued; several anecdotal comments about challenges of access to SR 404.
- Disagreement with the traffic numbers presented– too low; why is AADT (Annual Average Daily Traffic) being used?
- Concern about Antique Alley @ Rt 13 intersection—a lot of turning traffic, increasing traffic because of development of “The Villas at Bridgeville”; no turn lane and conflict with bike lane; suggestion to close crossover.
- Concern about service / convenience station being developed at US 13 and SR 16 NW corner.
- Safety concern about US 13 / Cannon Road and 7-Eleven station access and turning lanes.
- Suggested potential rerouting of SR 404 along Cannon Road and SR 18 as bypass route.
- Concerns about Fawn Road and general wayfinding due to truck traffic and beach traffic.
- Concern about poor speed enforcement along Fawn Road.
- General request to stay involved in these studies – appealing to only those in Greenwood / Bridgeville limits misses those that are still in the proximity of the study area and affected just as much.
- Potential overcrowding on Redden Road.
- Speed of traffic through Bridgeville on Market Street.
- Too much truck traffic with no business comes through the town of Bridgeville.
- The report is too long and involved for review by lay people in one shot.
- Concern there is not an overall plan for getting traffic from the MD border on RT 404 to the eastern shore; relying on existing dispersed roads with incremental improvements rather than a single high-volume route.