

HIGHWAY STATISTICS

2000-2009 Traffic Congestion in Delaware

A roadway is congested when its traffic Volume/Service Flow (V/SF) ratio exceeds 0.80.

The table below shows congested roadways in Delaware by County.

Miles by County with Volume/Service Flow Ratio (V/SF) exceeding 0.80 (V/SF multiplied by Sample Expansion Factor)

Year	County			Mileage
	New Castle	Kent	Sussex	Total
2000	35.62	12.20	9.37	56.23
2001	41.89	17.46	36.94	96.29
2002	71.68	16.38	22.70	110.77
2003	80.93	15.26	19.12	113.80
2004	66.38	12.95	30.99	110.32
2005	60.45	13.37	21.79	95.61
2006	83.85	16.99	43.40	144.24
2007	71.71	7.09	34.36	113.17
2008	23.51	3.76	31.57	58.84
2009	23.88	3.49	38.85	66.23

This Northeast Philadelphia corridor in New Castle County, which extends through Pennsylvania, Delaware, and Maryland, has no easy solution to address this ongoing congestion. Perhaps, the implementation of congestion pricing, as Europe has done, may be a viable alternative. After the completion of SR-1 (toll) freeway in 2004, this route became the primary corridor for travel to the state capital in Dover, and to Delaware's beaches. Merging from the SR- 1 (toll) freeway to I-95 is a major bottleneck and is severely congested throughout most of the year.

In Kent County, congestion is primarily the result of through traffic merging with local traffic during the peak hour in the Dover urbanized area. Both U.S 13 and U. S. Route 113 in this county have multiple commercial strip developments, which cause traffic congestion throughout the year.

The primary cause of congestion in Sussex County is heavy seasonal traffic to the Delaware and Maryland beaches from points in the Philadelphia, Wilmington, Baltimore and Washington, DC areas during the summer. This beach traffic passes through several small towns merging with local traffic, which causes congestion.