

AUGUSTINE CUT OFF MULTIMODAL IMPROVEMENTS STUDY, PHASE 2

Public Workshop #1
March 3, 2025



MEETING AGENDA

5:00pm  **Informational Boards**

5:30pm  **Short Presentation**

6:00pm  **Small Group Activity**

7:00pm  **Wrap Up/Next Steps**

Short Presentation Agenda

Introduction and Study Goals

Background

Vision for the Corridor

Small Group Activity Instructions

Introduction & Study Goals

PROJECT TEAM

Dave Gula	WILMAPCO	Project Manager
Paul Moser, PE	DeIDOT	DeIDOT Coordination Project Manager for DeIDOT Phase 1
Cooper Bowers	DeIDOT	Transportation Planner IV New Castle County Liaison
Marco Boyce	New Castle County	New Castle County Coordination
Jared Kaufman	DART/DTC	DART/DTC Coordination
Mike Campbell, PLA	WRA	WRA Project Manager Beautification Lead
Leah Kacanda, AICP	WRA	Public Engagement Lead Active Transportation Lead
Kevin Konzelman, PE PTOE	WRA	Safety & Traffic Design Lead
Val Kowalski, PE	WRA	Roadway Design

Introduction & Study Goals

PLANNING PARTNERS

WILMAPCO



Advisory Committee

Delaware Office of
State Planning

City of Wilmington

Elected Officials

Area institutions

Local businesses

Civic Associations/
HOAs

Concord Pike
Monitoring Committee

Delaware Greenways

Bike Delaware

OUR ROLE, RESPONSIBILITIES, AND EXPECTATIONS


How We Treat Each Other


- Each attendee has an equal right to speak and ask questions.
- Each attendee is encouraged to share individual viewpoints.
- Individual opinions are valid whether others agree with them or not.
- We will listen to, respect, and seek to understand the views of others, particularly those perspectives that differ from our own.
- Disagreements will be explored not suppressed.
- We will be courteous when addressing other members of the public and the project team.
- We will refrain from interrupting each other and the project team.
- We will keep our comments relevant to the topic(s) under discussion.

Introduction & Study Goals

STUDY AREA

Legend

Study Area 

Intersections 



DRAFT STUDY GOALS

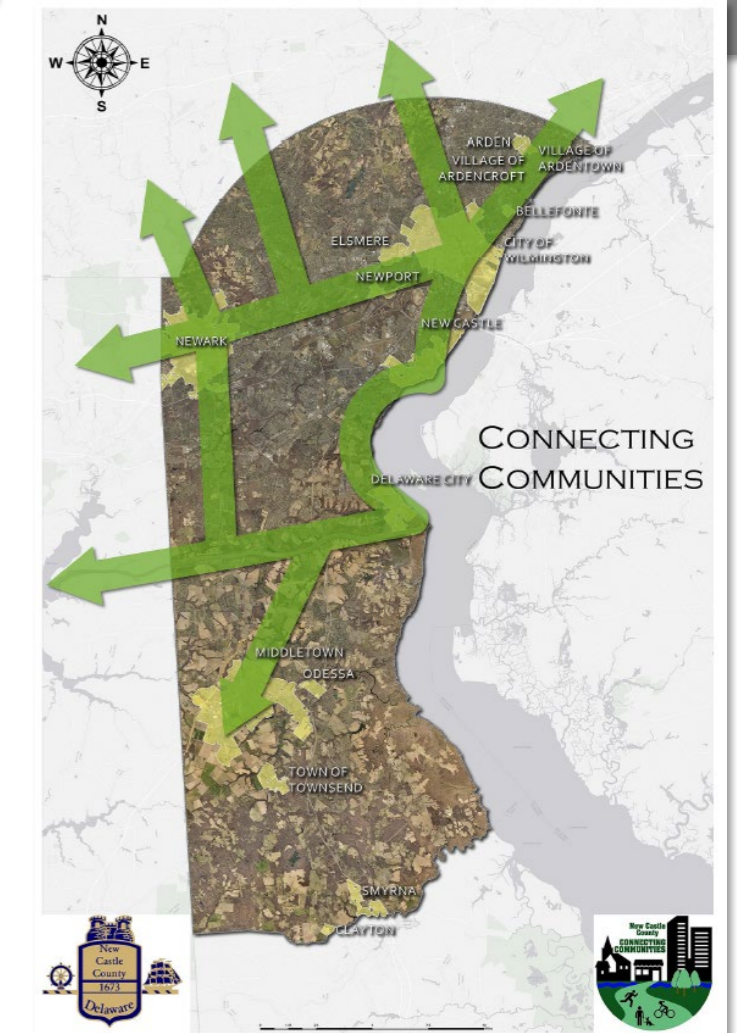
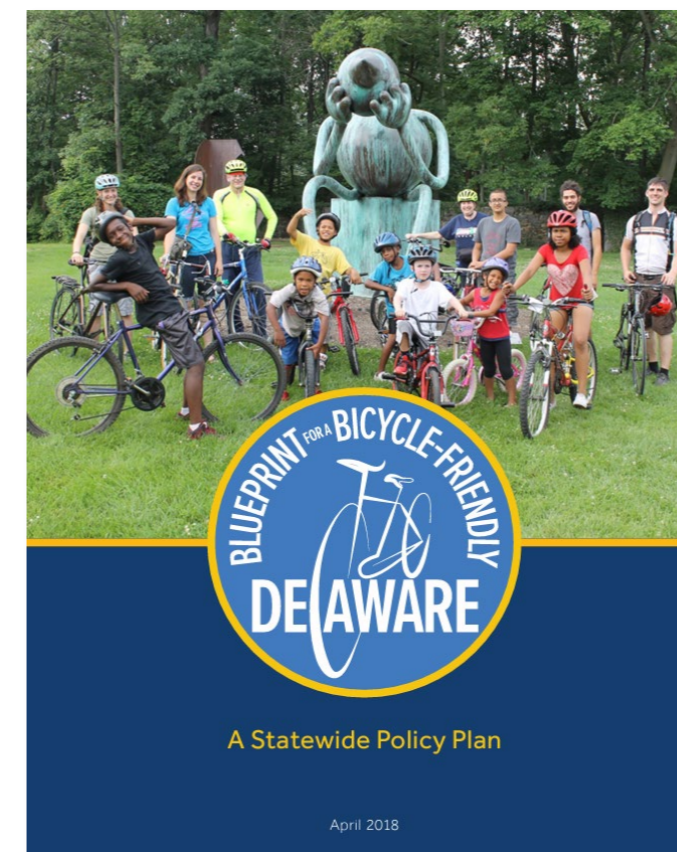
- Develop an attractive and cohesive transportation plan that creates a safer environment for residents and the broader community
- Develop a holistic program of improvements that addresses all modes of transportation
- Foster public involvement to build consensus and establish stakeholder support
- Determine most effective traffic calming methods to reduce traffic speeds
- Provide safe access to transit facilities and ensure improvements address transit operations
- Consider environmental, community, and economic issues through the PEL process to inform decision making and NEPA

We will be discussing your goals for the corridor during the small group exercises

■ **Background**

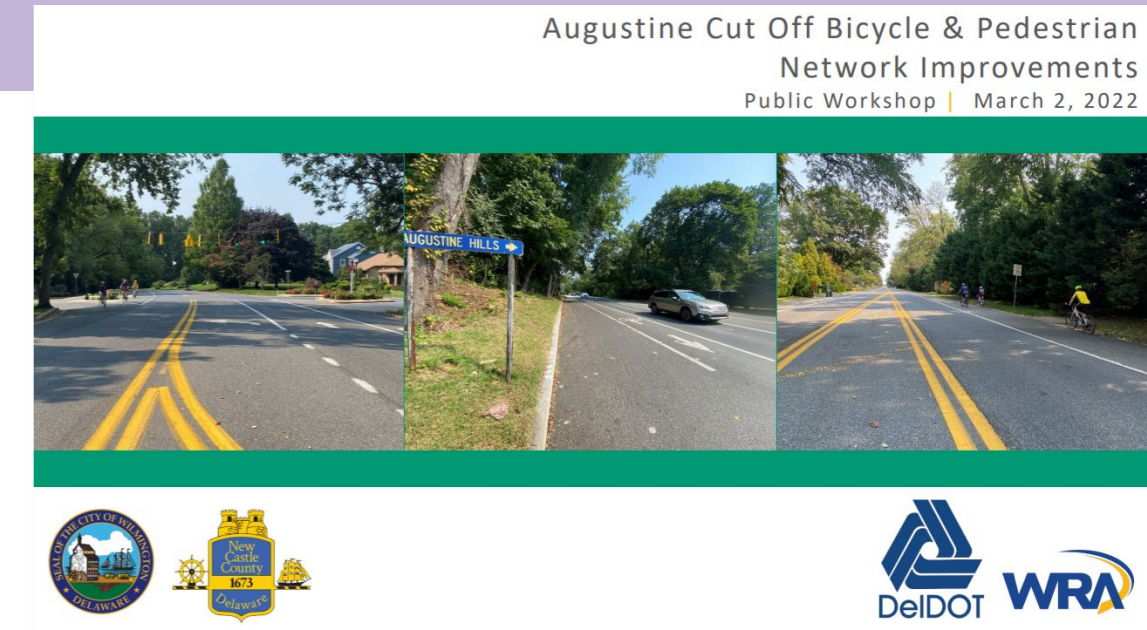
PLANS

- Project identified in *City of Wilmington Bike Plan (2019)* and *New Castle County Bike Plan (2020)*
- Project was submitted by WILMAPCO for DeIDOT Bike/Ped Pool prioritization in fall 2020 according to the process established by a *Blueprint for a Bicycle Friendly Delaware: A Statewide Policy Plan (2018)*
- Project ranked first and was selected by DeIDOT for a concept study in FY22
- Project is part of the New Castle County Connecting Communities initiative

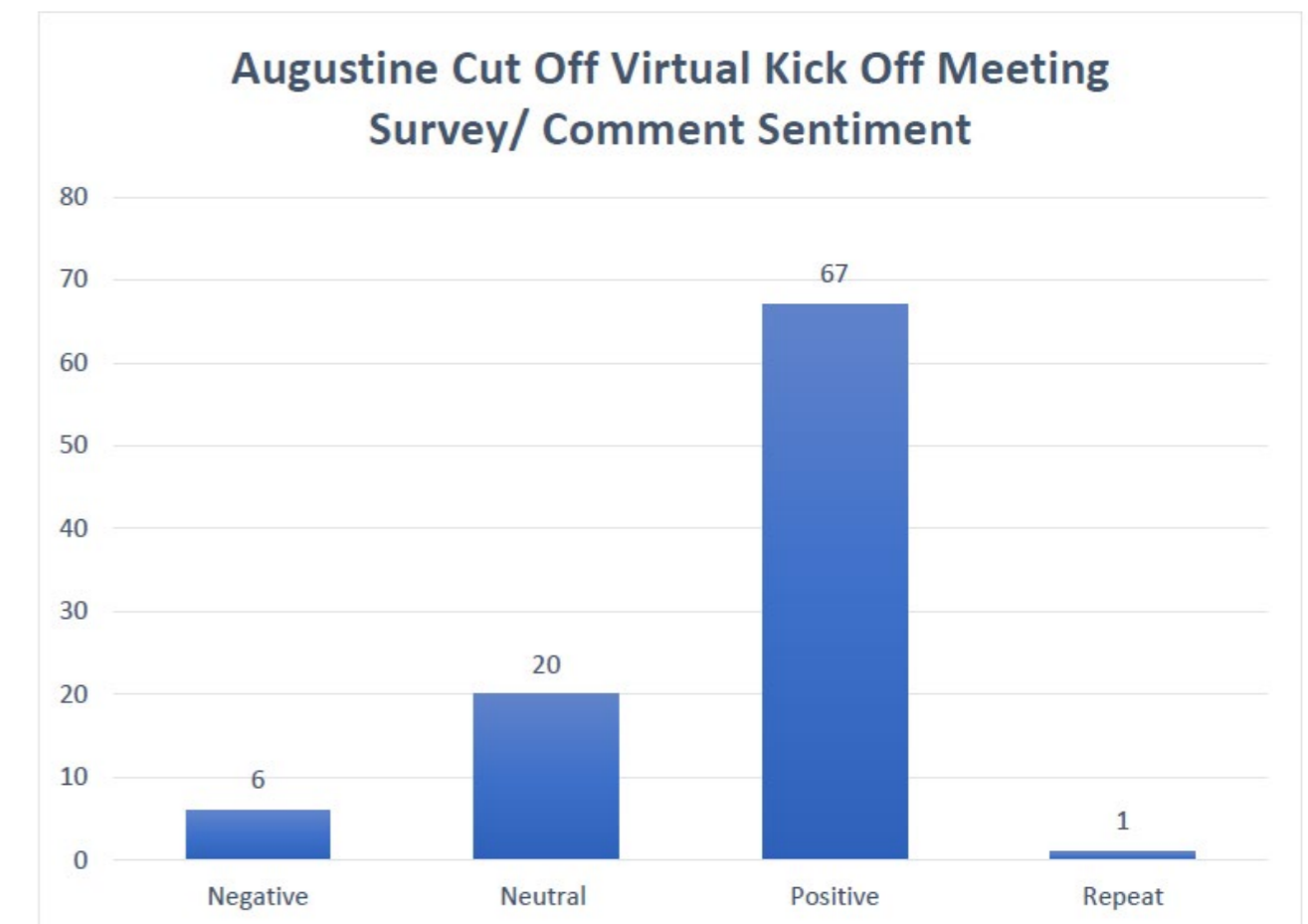


PHASE 1 STUDY

- DeIDOT funded the *Augustine Cut Off Bicycle and Pedestrian Corridor Study* (now known as the Phase 1 Study) in 2021
- The goal was to provide a connection linking the state's two largest population centers, Wilmington and Brandywine Hundred, connecting the greater Blue Ball/US 202 Pathway system to Trolley Square and the Brandywine Park trail network
- Concerns were raised by some residents of Augustine Cut Off with improvements north of Incyte, so the DeIDOT effort focused on advancing improvements to the southern half of the corridor
- WILMAPCO agreed to advance a "Phase 2" effort to ensure more substantial public involvement

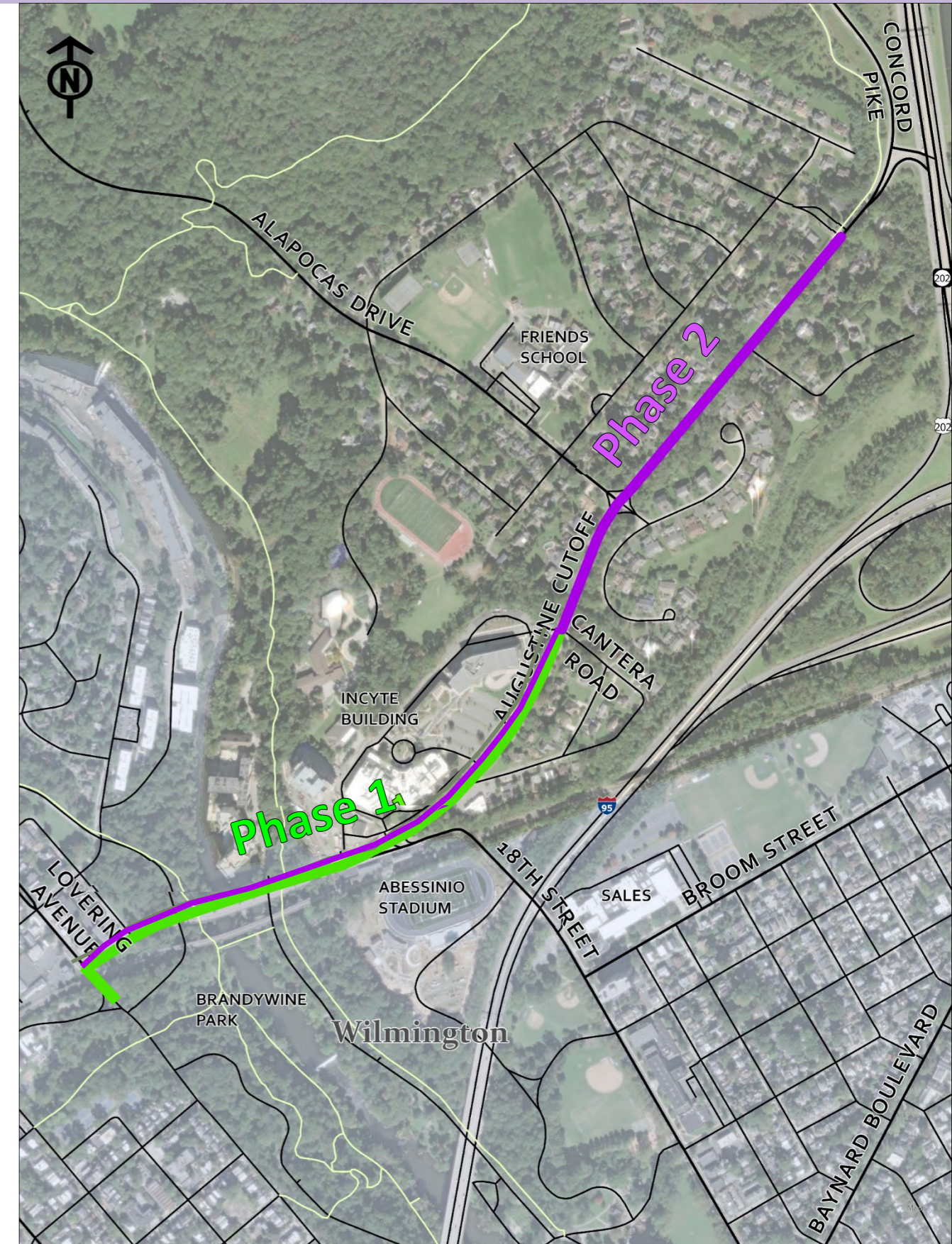


Public Sentiment Summary



APPROACH

- Phase 1 (DeIDOT): Lovering Avenue to Cantera Road
 - Now in design with DeIDOT
 - Plans are available at back of room for review or by scanning this QR Code
- Phase 2 (WILMAPCO): Lovering Avenue to Edgewood Drive
 - Speeding
 - Roadway departure crashes
 - Residential context/aesthetics
 - Bicycle/pedestrian mobility and safety



■ **Vision for the Corridor**

OUR RESPONSIBILITY

- Improve safety for all road users regardless of age, ability, or how they are traveling
- The transportation profession is moving from a *reactive* to a *proactive* approach to safety – the Safe System Approach
 - Principles around the circle
 - Objectives in the center
- If you want to learn more, visit <https://www.transportation.gov/NRSS/SafeSystem>



OUR RESPONSIBILITY

THE SAFE SYSTEM APPROACH VS. TRADITIONAL ROAD SAFETY PRACTICES

Traditional

Prevent crashes



Safe System

Prevent deaths and serious injuries

Improve human behavior



Design for human mistakes/limitations

Control speeding



Reduce system kinetic energy

Individuals are responsible



Share responsibility

React based on crash history



Proactively identify and address risks

Whereas traditional road safety strives to modify human behavior and prevent all crashes, the Safe System approach also refocuses transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives.

Source: FHWA

With this study, we have the opportunity to collaborate with you all to develop a design that cultivates lower speeds and creates a safer street.

SAFE SPEEDS

SAFE SPEEDS: REDUCING PEDESTRIAN FATALITIES

Hit by a vehicle traveling at

23

MPH

10% risk of death



Hit by a vehicle traveling at

42

MPH

50% risk of death



Hit by a vehicle traveling at

58

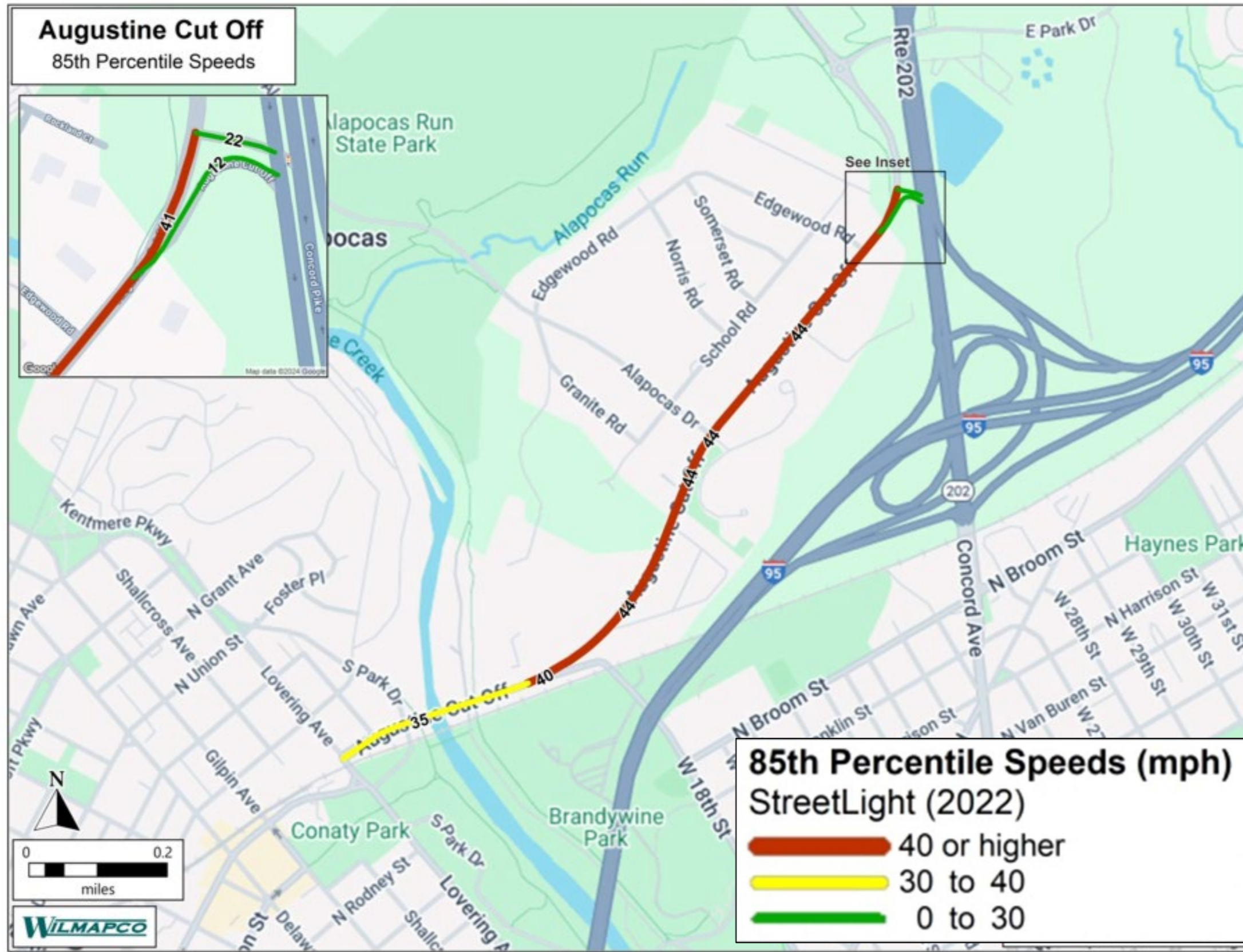
MPH

90% risk of death

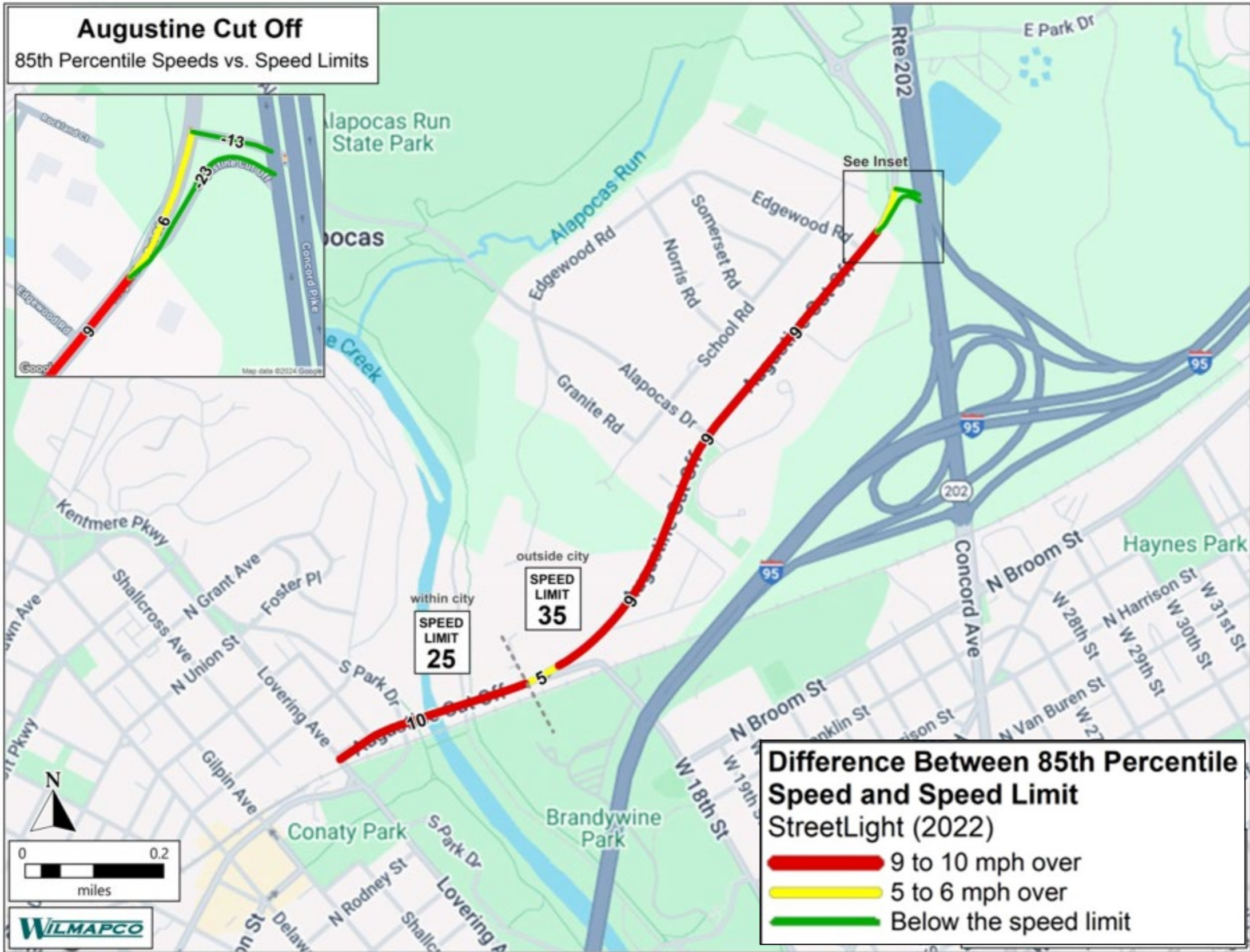


Source: FHWA. Adapted from USDOT Pedestrian Safety Action Plan

CORRIDOR SPEEDS



CORRIDOR SPEEDS



SAFE SPEEDS

SAFE SPEEDS: REDUCING PEDESTRIAN FATALITIES

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CRASH MAP



DESTINATIONS OF DAILY VEHICLES ENTERING AUGUSTINE CUTOFF

North to South Trips



South to North Trips



OUR RESPONSIBILITY

Intersection Control Evaluation (ICE)

- Federal standard for determining form of intersection control
 - Extensively researched
 - Transparent
 - Data-driven decision making
 - Considers operations, safety, right-of-way, environment, surrounding land use, social equity, and stakeholder input
- Delaware does not have an official ICE policy, but this project will utilize federal best practices
- Helps ensure decisions are not influenced by pre-conceived notions of the project site
- Will consider:
 - Yield Control
 - Two-Way Stop Control
 - All-Way Stop Control
 - Maintain existing signal
 - Mini Roundabout
 - Full Single-Lane Roundabout
 - Grade Separation

INTERSECTION CONTROL EVALUATION ANALYSIS

Suitability Assessment

Not Appropriate

- Yield Control
 - Sight distance concerns
 - Volumes too high
- Two-way stop control
 - Sight distance concerns
 - Long delays and queues on Alapocas Dr
- Mini roundabout
 - Not appropriate on a road like Augustine Cutoff
- Grade Separated Intersection
 - Not appropriate in a residential area

Potentially Appropriate

- Roundabout
- All-way stop control
- Existing signal

These are the treatments we will continue to evaluate in the next phase of study

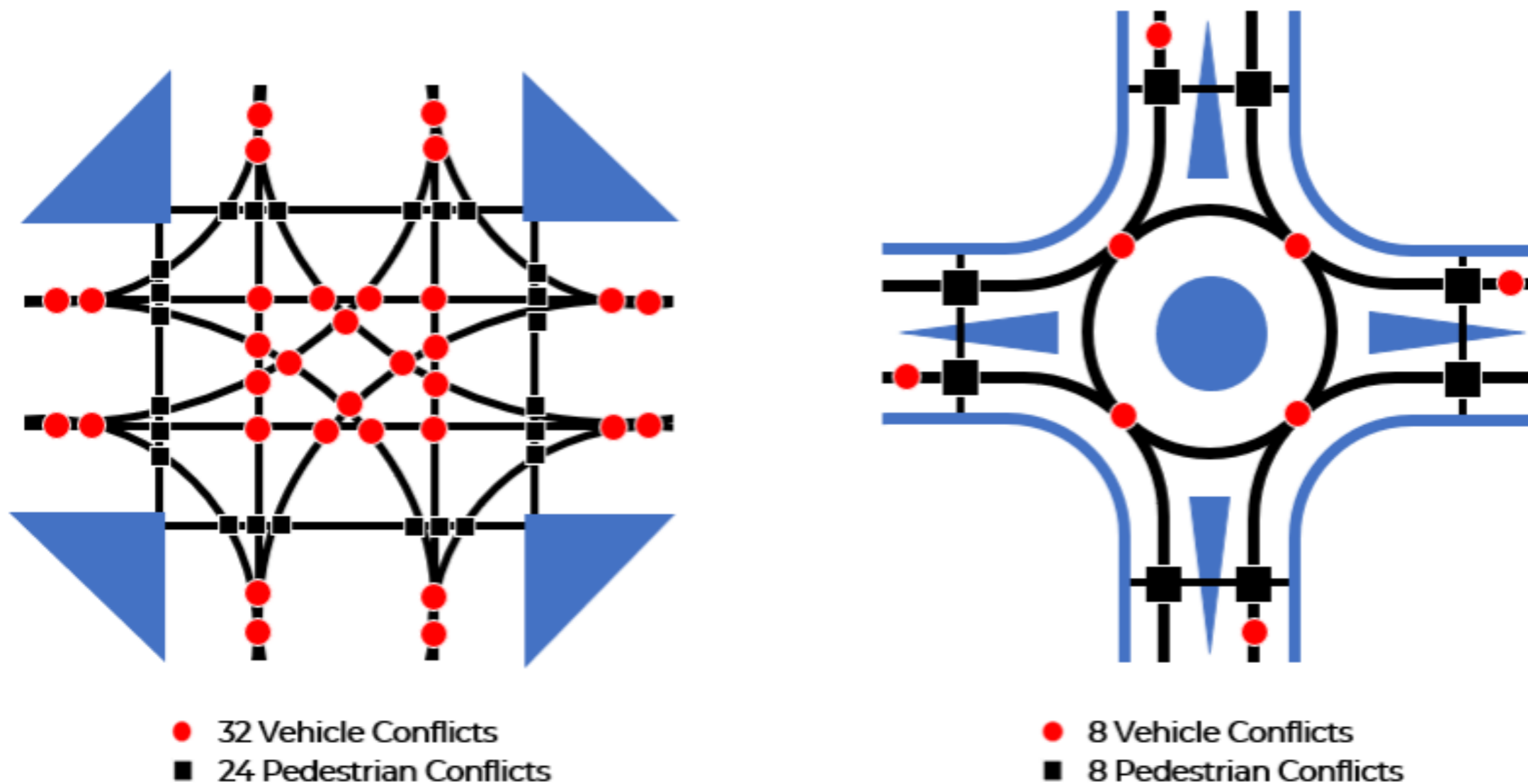
Items for consideration:

- Space constraints
- How to accommodate people walking and biking
- Traffic calming
- Impacts on travel time, including queuing

ROUNABOUT SAFETY

Roundabouts Reduce the Potential For Crashes Due To Fewer Conflict Points

Source: <https://deldot.gov/Programs/roundabouts/index.shtml>



Note: this slide was not presented at the workshop, but was added to address questions about roundabout safety.

ROADWAY CHARACTER/BEHAVIOR

Portland Avenue – Richfield, MN



2007
4-lane section



2013
Road diet/restriping



2022
Shared use path
Concrete shoulders
Crossing islands



WHAT WE HEARD

- **Issues identified in 2022 survey:**
 - Speeding
 - Bicycle/pedestrian mobility and safety
 - Roadway departure crashes
 - Residential context/aesthetics

Do you have any other issues traveling the corridor today?

■ **Small Group Activity**

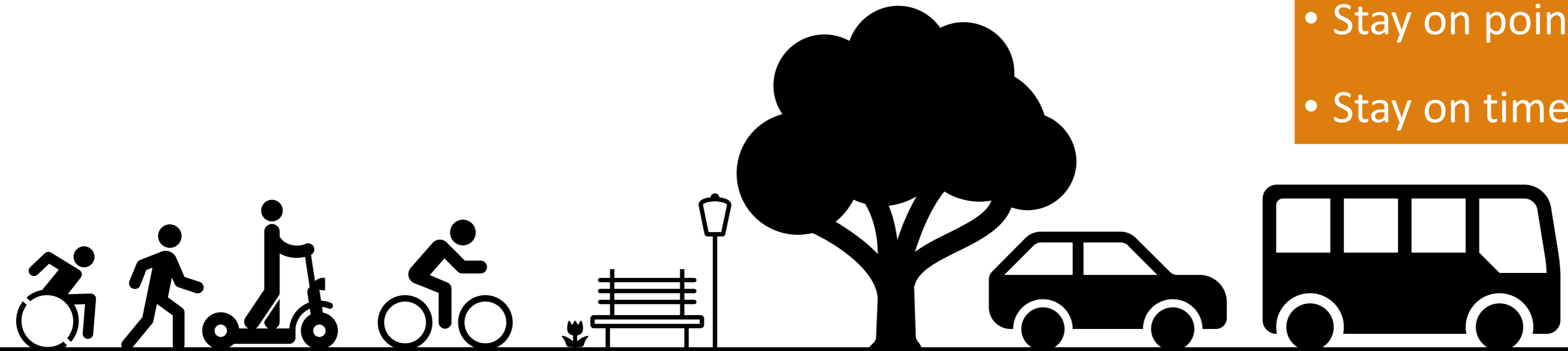
INSTRUCTIONS

1. **Draft a Personal Vision Statement**
2. **Small Group Discussion/Improvement Identification**
3. **Report Out & Prioritization**
4. **Revise Your Vision Statement**

**Refer to your small group activity worksheet
for additional guidance**

Ground Rules

- Listen actively
- Each person is given opportunity to speak
- Disagreement is healthy, but do so respectfully
- Stay on point
- Stay on time



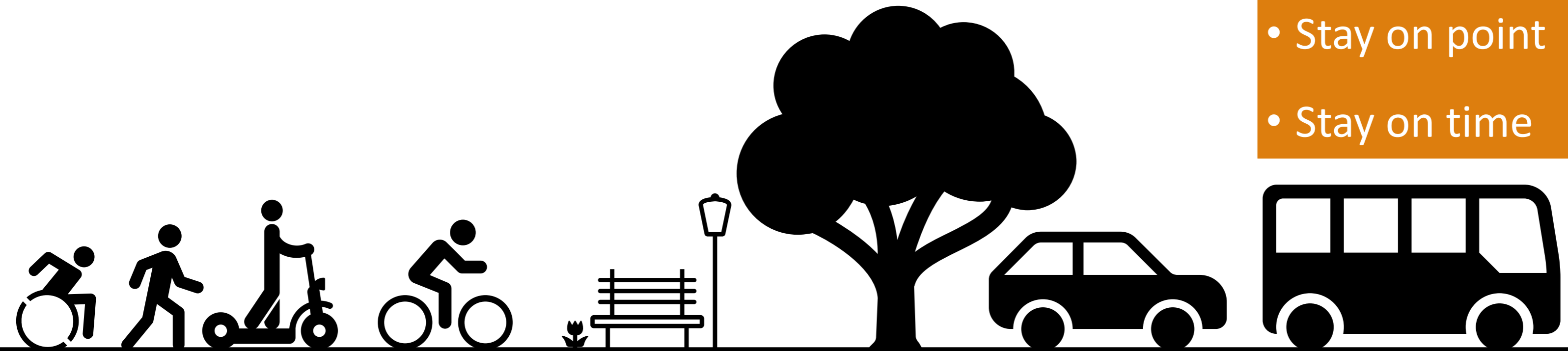
INSTRUCTIONS

1. Draft a Personal Vision Statement (5 minutes):

- Sit down in small groups based on the number on your name tag
- Consider yourself, your family, your business, or your organization traveling along Augustine Cut Off over the next 15 years
 - What does the street look like?
 - How do you get to and from your home and work, school, businesses, and local parks?
 - What would make it better?
- **Please list words or phrases that define the future you envision**

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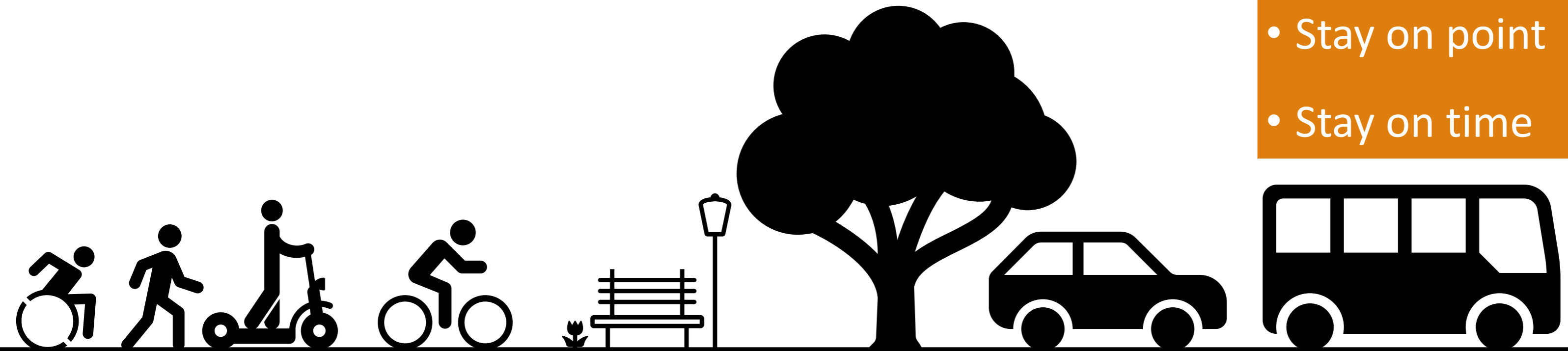
INSTRUCTIONS

2. Small Group Discussion/Improvement Identification:

- As a group, develop a list of improvements for each user group/category (approximately 6 minutes per category)
- Before moving onto the next category, **choose the top two improvements as a group**
 - People who use a mobility device, walk, or take transit
 - People who bike (or ride scooters, skateboards, or other faster wheeled devices)
 - People who drive a motor vehicle
 - For all road users (e.g. traffic calming, beautification)

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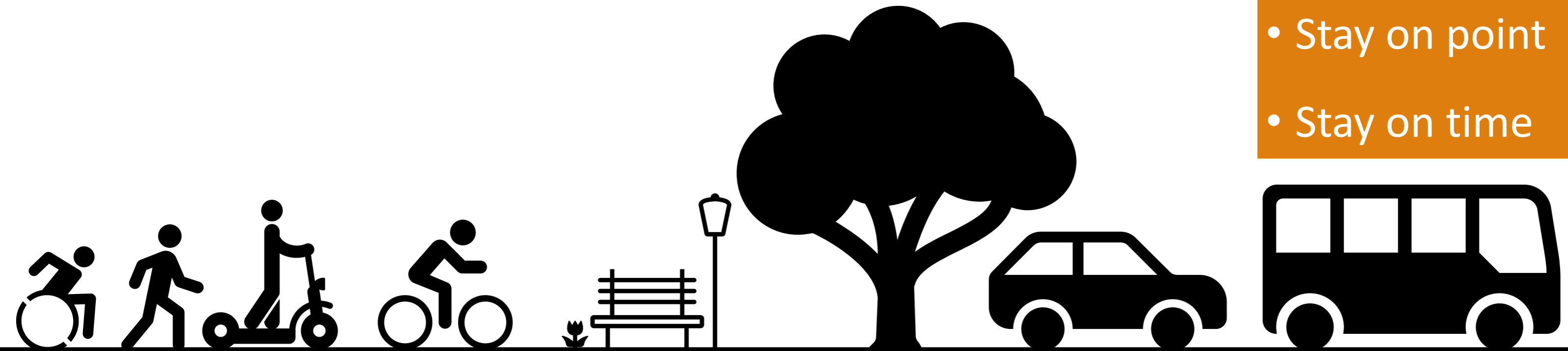
INSTRUCTIONS

3. Report Out & Prioritization:

- What improvements came up among all of the groups?
- Were there any improvements from other tables that your group did not raise?
- From all the ideas, which specific improvements are most important to you?
- Use a ballot to vote on your top improvement per category

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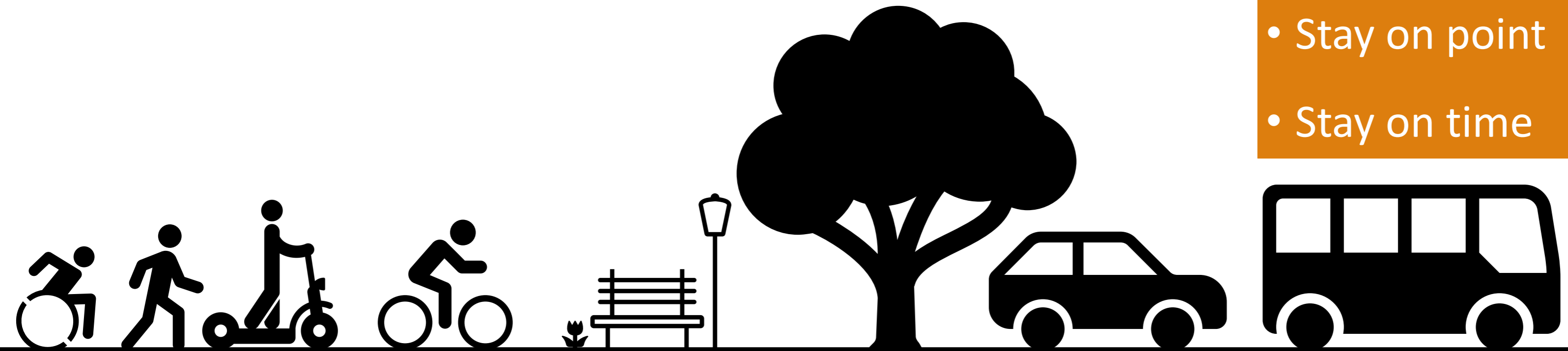
INSTRUCTIONS

4. Revise your Vision Statement:

- While we tabulate ballots, think about your vision for the corridor – has it changed after our discussion?

Ground Rules

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- Stay on point
- Stay on time



Next Steps

ONLINE SURVEY

- Invite your neighbors / friends to help shape Augustine Cut Off Corridor's future
- Survey and workshop materials will be uploaded tomorrow, March 4
- Visit www.wilmapco.org/augustinecutoff by Monday, April 7 to:
 - Sign up for project updates
 - Review workshop materials
 - Complete the online survey
 - The survey was developed based on the in-person small group activity
 - The survey will go live by Wednesday, March 5



THANK YOU

Any questions? Want to set up a standalone conversation with the Project Team?

Email Dave Gula, WILMAPCO Project Manager at dgula@wilmapco.org

