

AUGUSTINE CUT OFF MULTIMODAL IMPROVEMENTS STUDY, PHASE 2

Advisory Committee Meeting 4
September 4, 2025



AGENDA

 **Introductions & Study Background**

 **Public Feedback**

 **Final Report**

 **Next Steps**

 **Public Comment**

■ **Introductions & Study Background**

Introduction & Study Background

PROJECT TEAM

Dave Gula	WILMAPCO	Project Manager
Paul Moser, PE	DeIDOT	DeIDOT Coordination Project Manager for DeIDOT Phase 1
Austin Gray	DeIDOT	Assistant Director of Planning
Cooper Bowers	New Castle County	Transportation Planner 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 Background

PLANNING PARTNERS



Advisory Committee

Delaware Office of State
Planning

Area institutions

Concord Pike Monitoring
Committee

City of Wilmington

Local businesses

Delaware Greenways

Elected Officials

Civic Associations/HOAs

Bike Delaware

ADVISORY COMMITTEE ROLE

- **Provide insight to your experience and issues traveling the corridor**
- **Ask questions and provide feedback**
- **Assist with public involvement process**
 - Comprehensive, collaborative, and inclusive
 - Fair and credible
 - Cultivate broad understanding of study process and eventual recommendations
- **Note: this is not a voting body**

Introduction & Study Background

ADVISORY COMMITTEE ROLE'S, RESPONSIBILITIES, AND EXPECTATIONS

How We Treat Each Other

- Each member has an equal right to speak and ask questions.
- Each member 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 Advisory Committee Members 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.

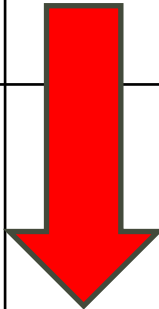
Introduction & Study Background

STUDY AREA



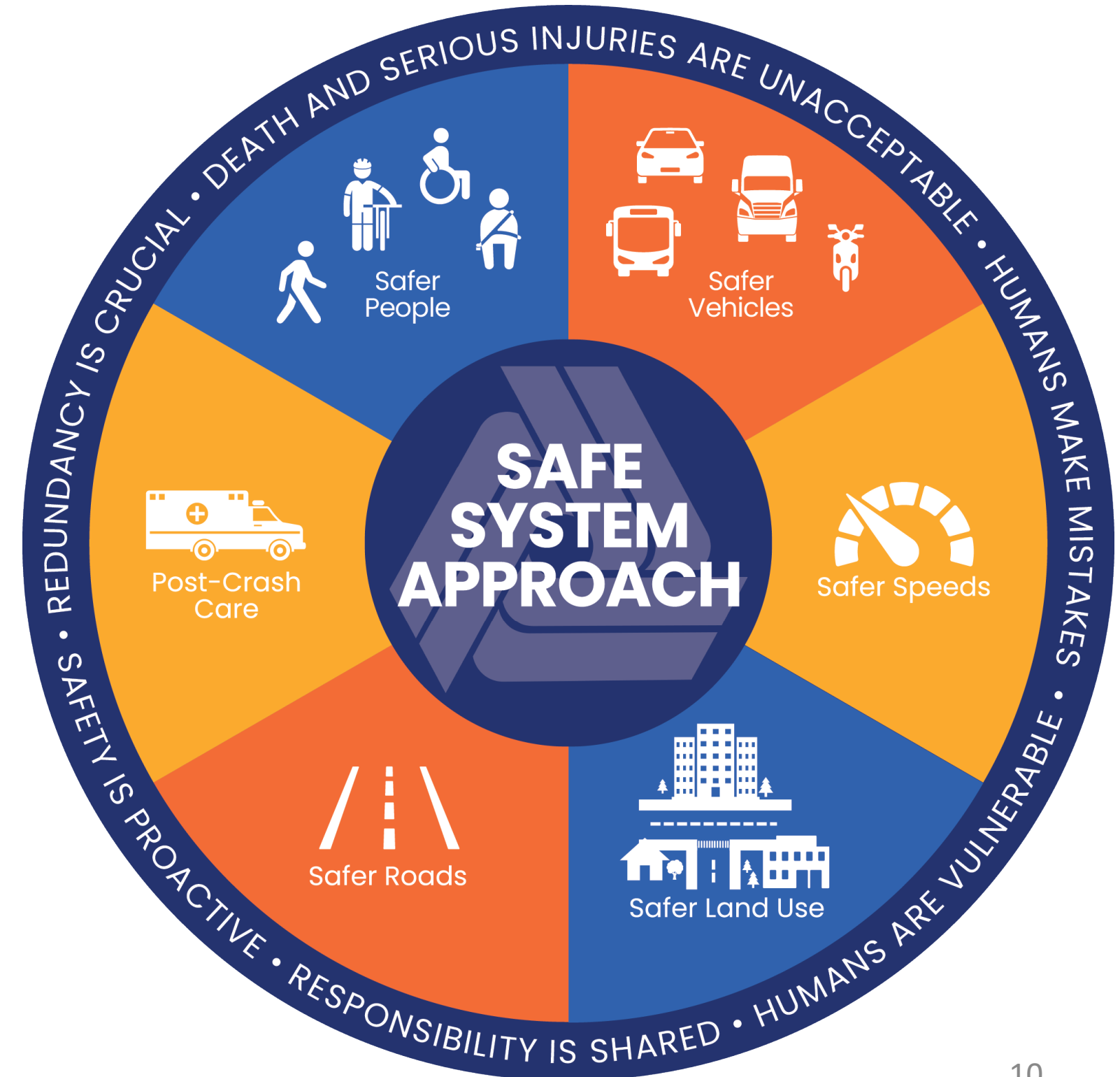
STUDY SCOPE
AND SCHEDULE

Schedule	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25
Project tasks												
Task 1	Identify Issues, Opportunities and Constraints											
Task 2	Community Visioning											
Task 3	Define Assumptions and Potential Recommendations											
Task 4	Model Transportation Improvements											
Task 5	Select Concept Level Alternatives and Prepare Final Report											
Outreach Activities												
Planning Partners (PMC)												
Advisory Committee (AC)												
Public Workshop												



OUR RESPONSIBILITY

- 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
- **Goal is to improve safety for all road users regardless of age, ability, or how they are traveling**



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

■ **Public Feedback**

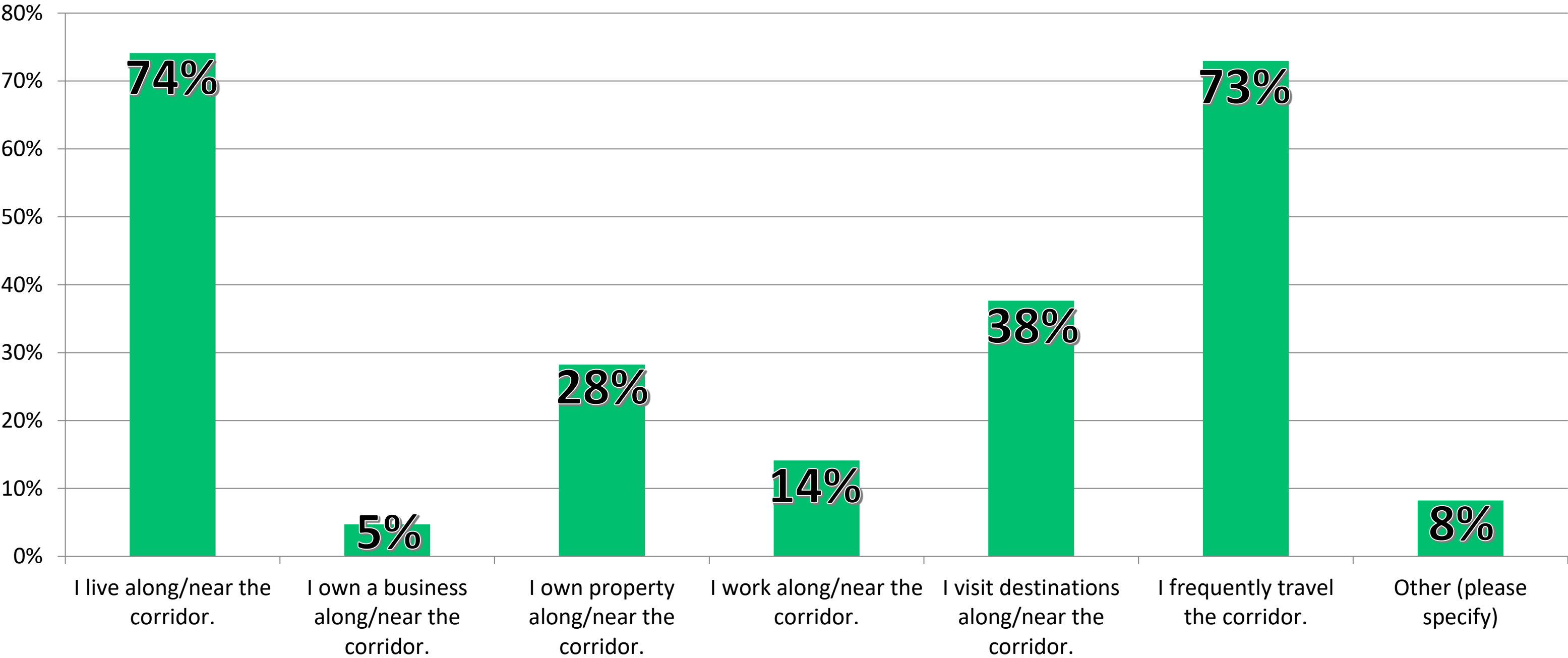
Preliminary Public Survey Results

PUBLIC SURVEY QUESTION

1

What is your relationship to the Augustine Cut Off Corridor

Please select all that apply

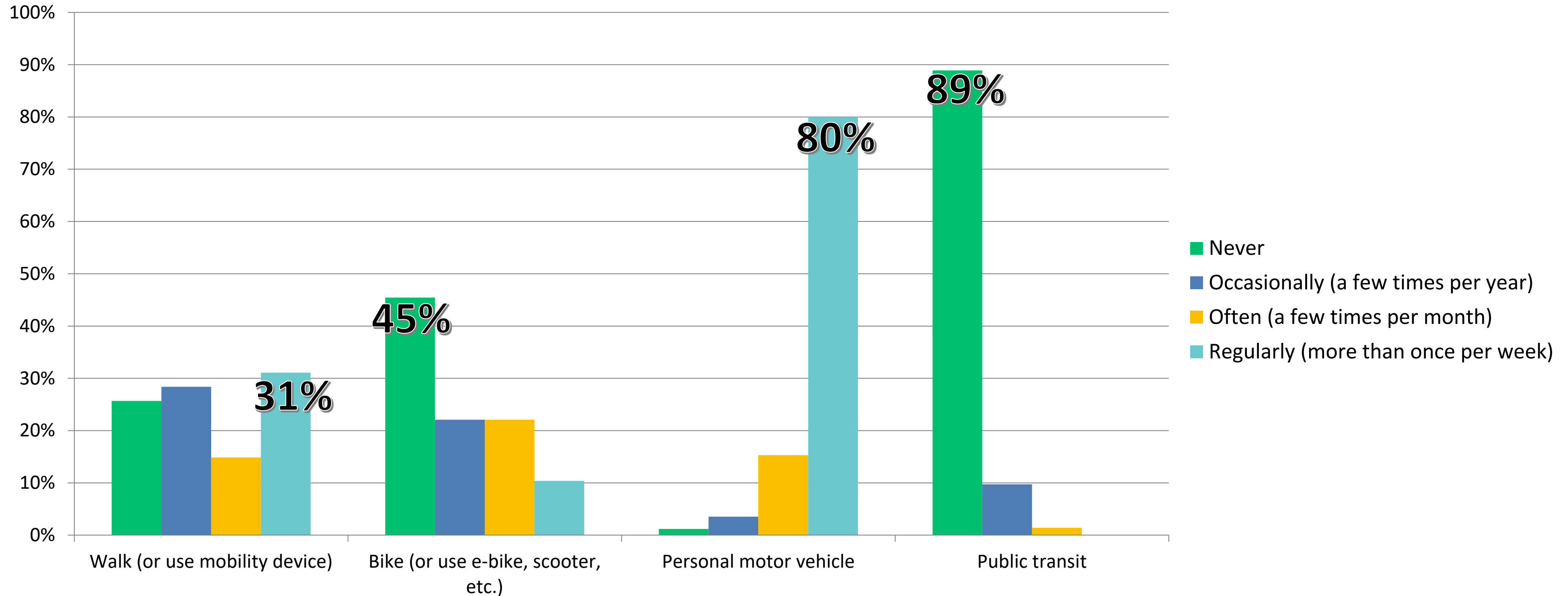


Preliminary Public Survey Results

PUBLIC SURVEY QUESTION & RESULT

2

How often do you use the corridor and by what modes?

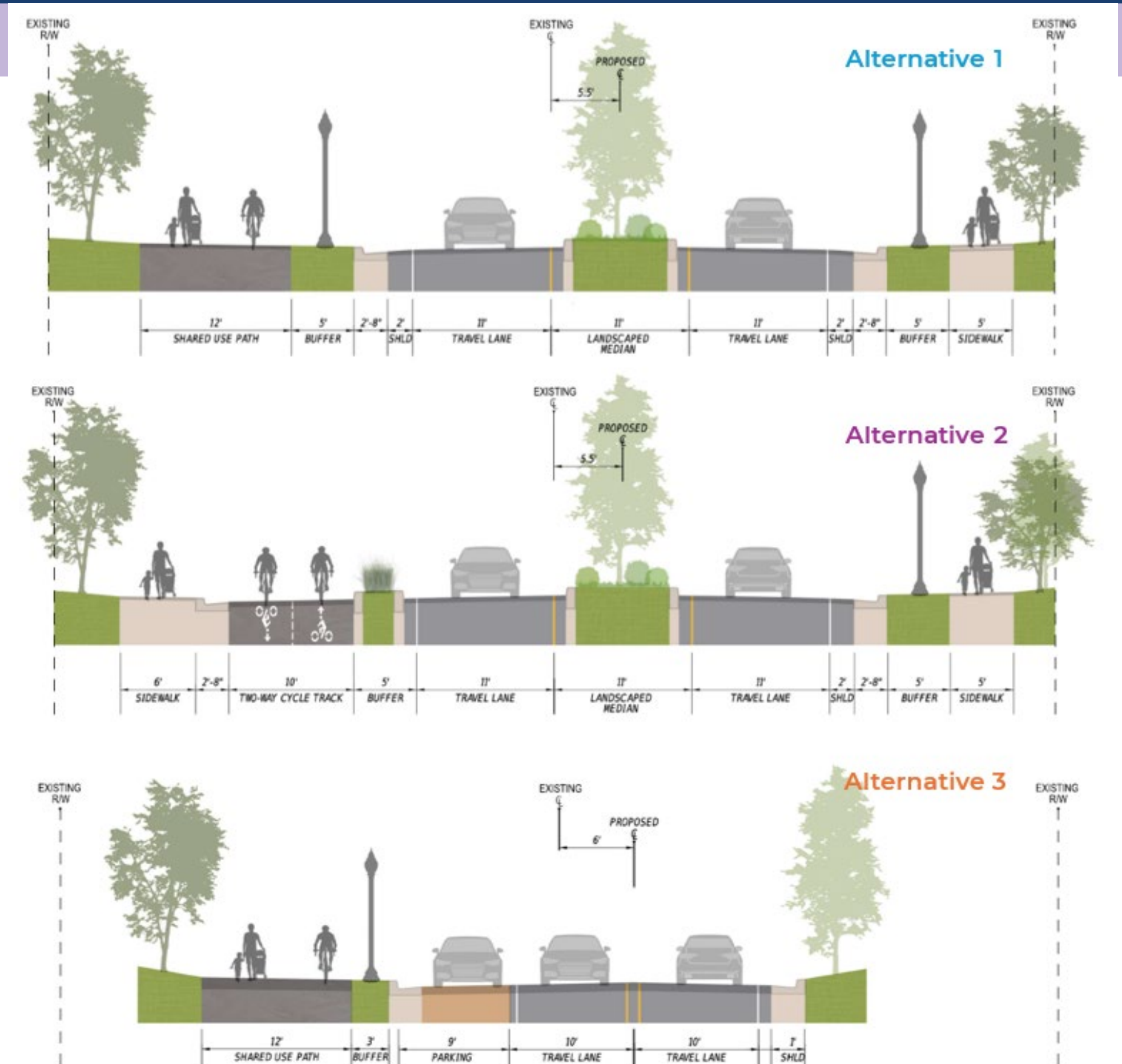


Preliminary Public Survey Results

PUBLIC SURVEY QUESTION

3

After reviewing the plans for *Alternative 1 – Shared Use Path*, *Alternative 2 – Sidewalk and Two-Way Separated Bike Lane*, and *Alternative 3 – Shared Use Path with On-Street Parking and No Median* please indicate your preference



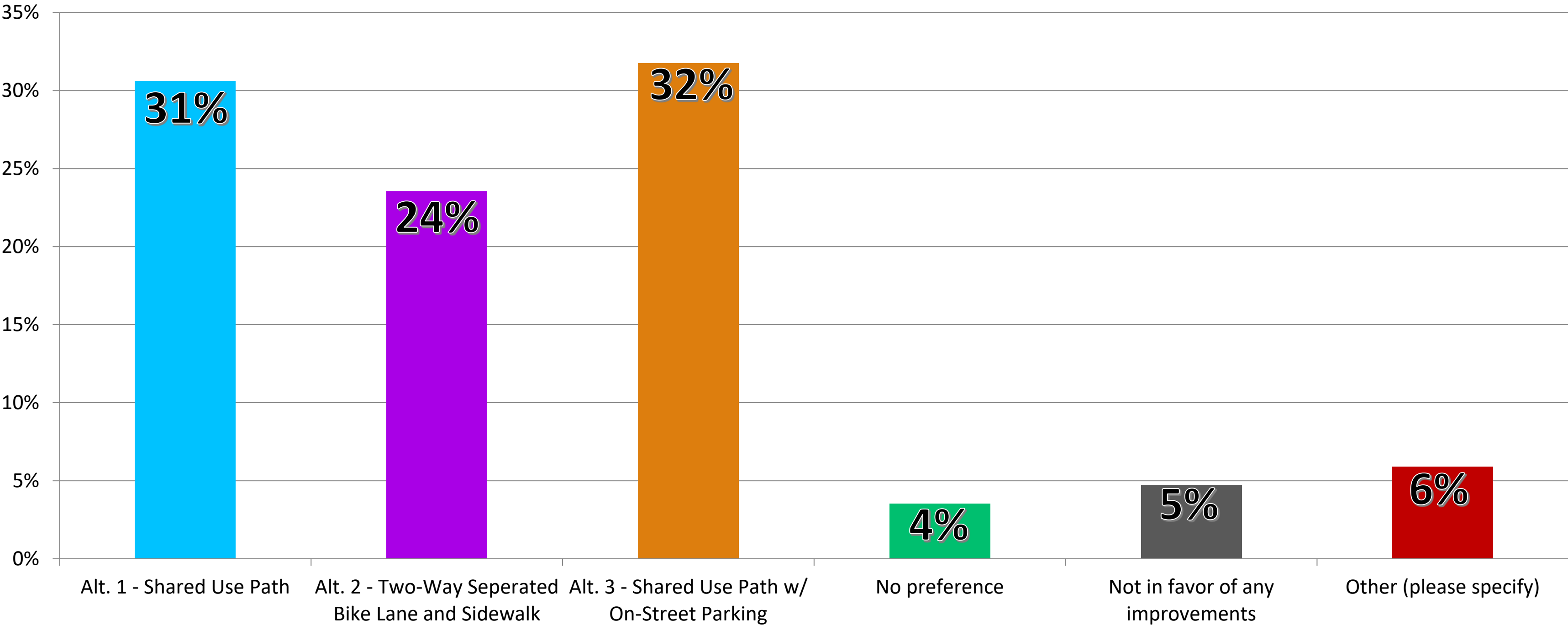
Meeting 3 feedback

Preliminary Public Survey Results

PUBLIC SURVEY RESULTS

3

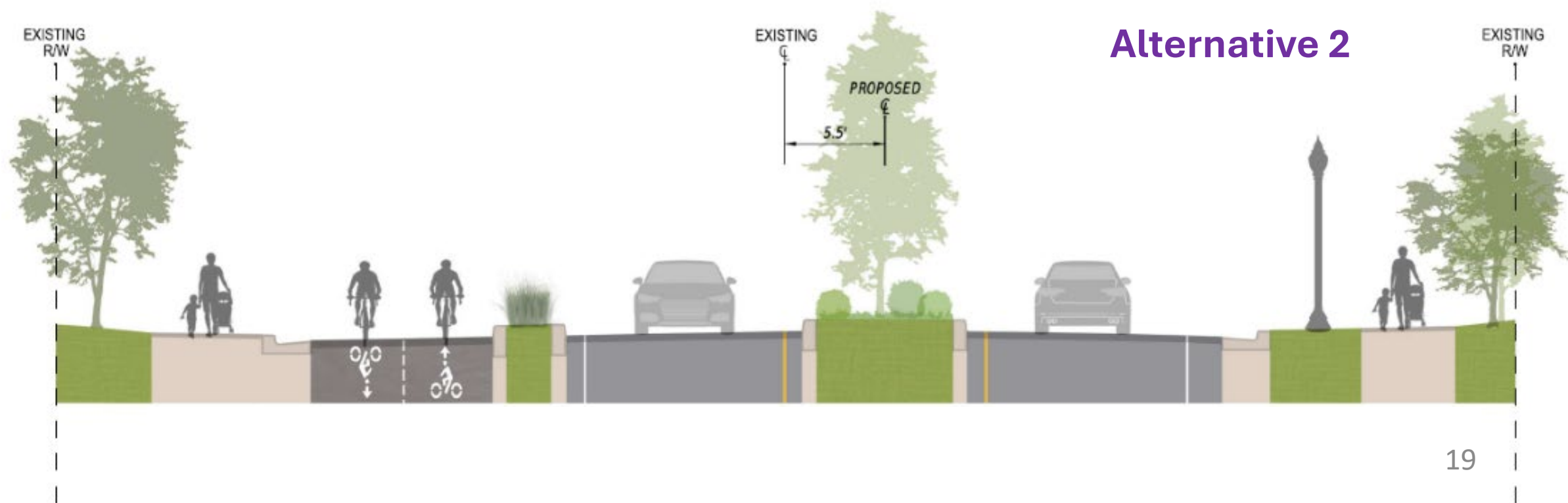
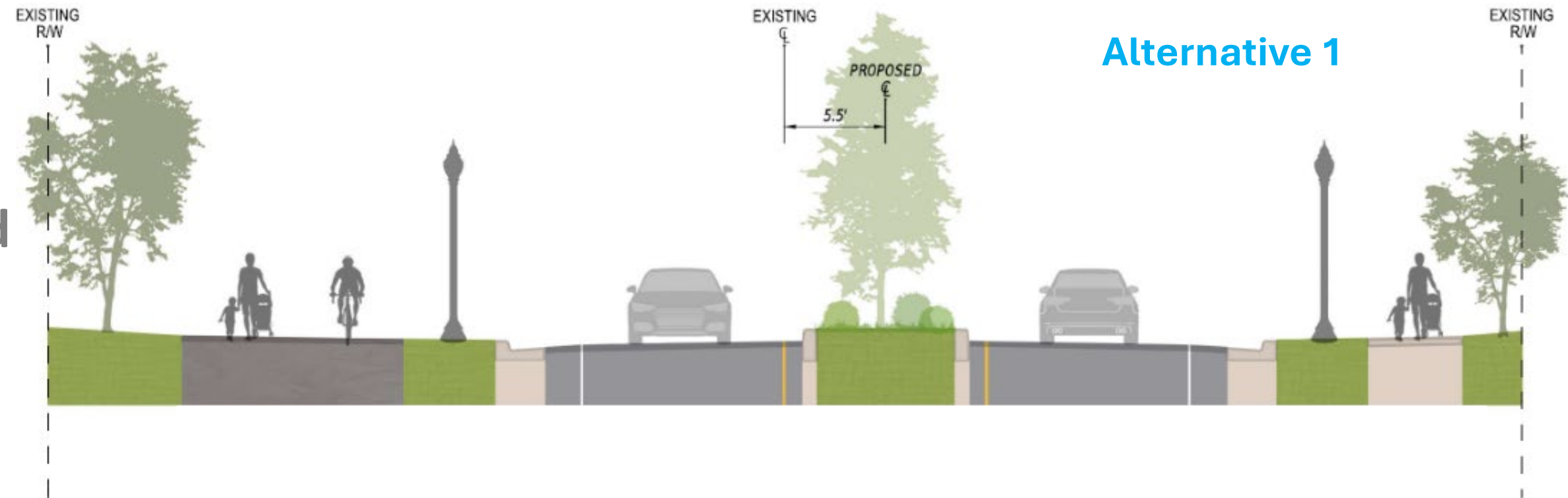
Alternative Preference



PUBLIC SURVEY QUESTION

3

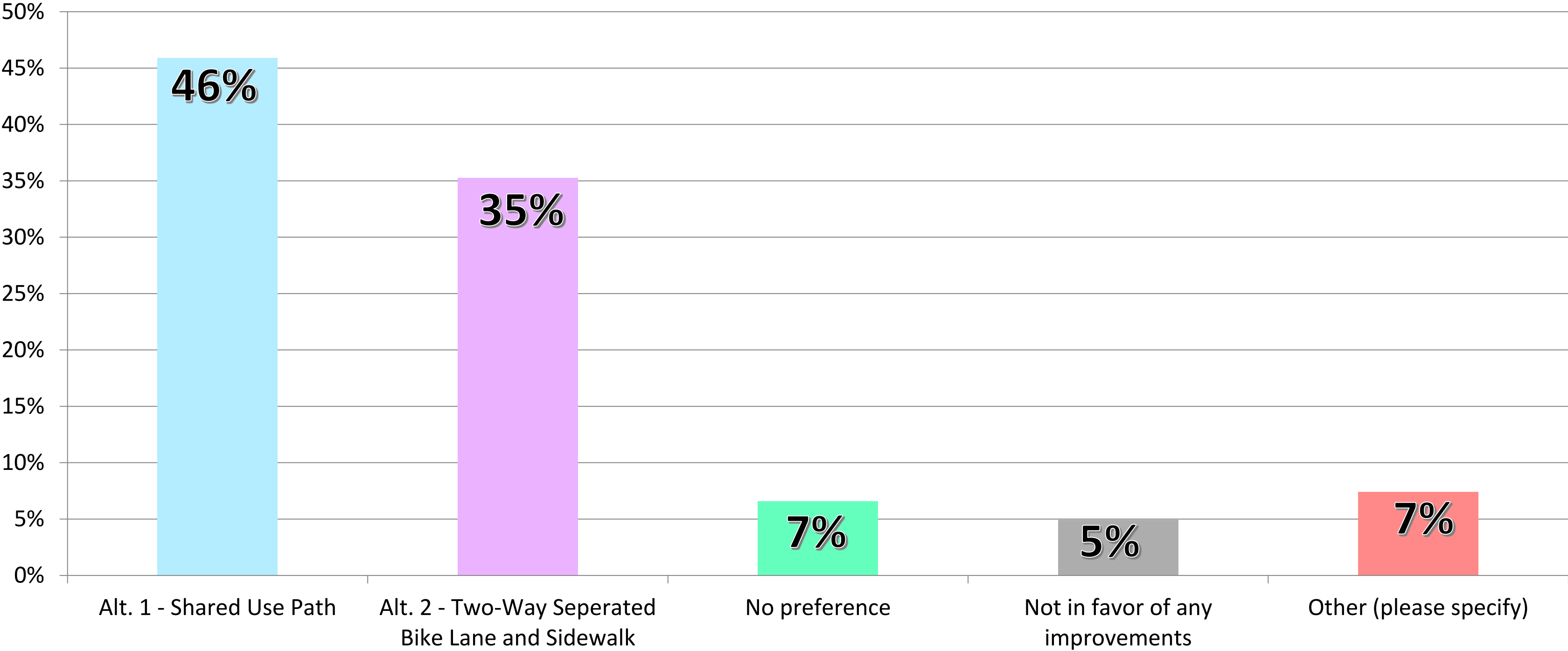
After reviewing the plans for *Alternative 1 – Shared Use Path* and *Alternative 2 – Sidewalk and Two-Way Separated Bike Lane*, please indicate your preference



PUBLIC SURVEY RESULTS

3

Alternative Preference



Preliminary Public Survey Results

PUBLIC SURVEY QUESTION

- 4 The project has developed a draft concept for a roundabout at the intersection of Augustine Cut Off and 18th Street, which would require further study to move forward.

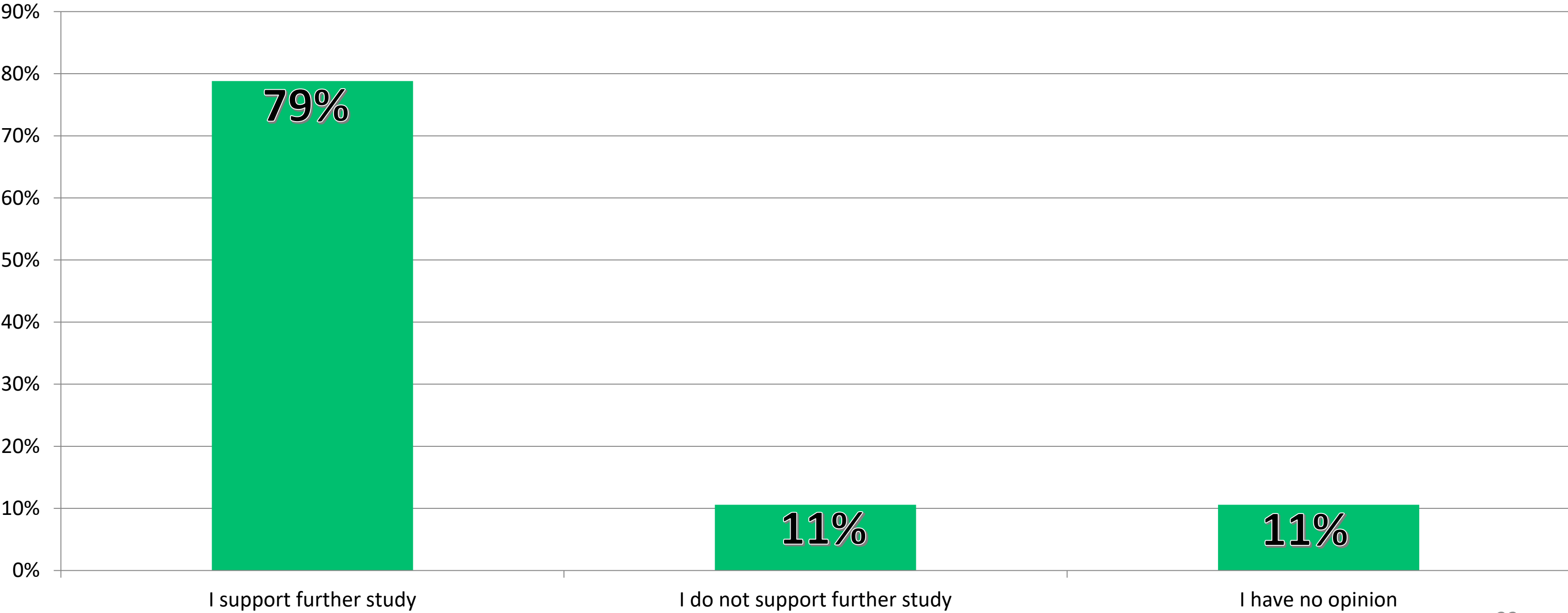
Please give us your feedback on this concept.

Preliminary Public Survey Results

PUBLIC SURVEY RESULTS

4

Do you support further study of a single-lane roundabout at the W. 18th Street intersection?



PUBLIC SURVEY QUESTION

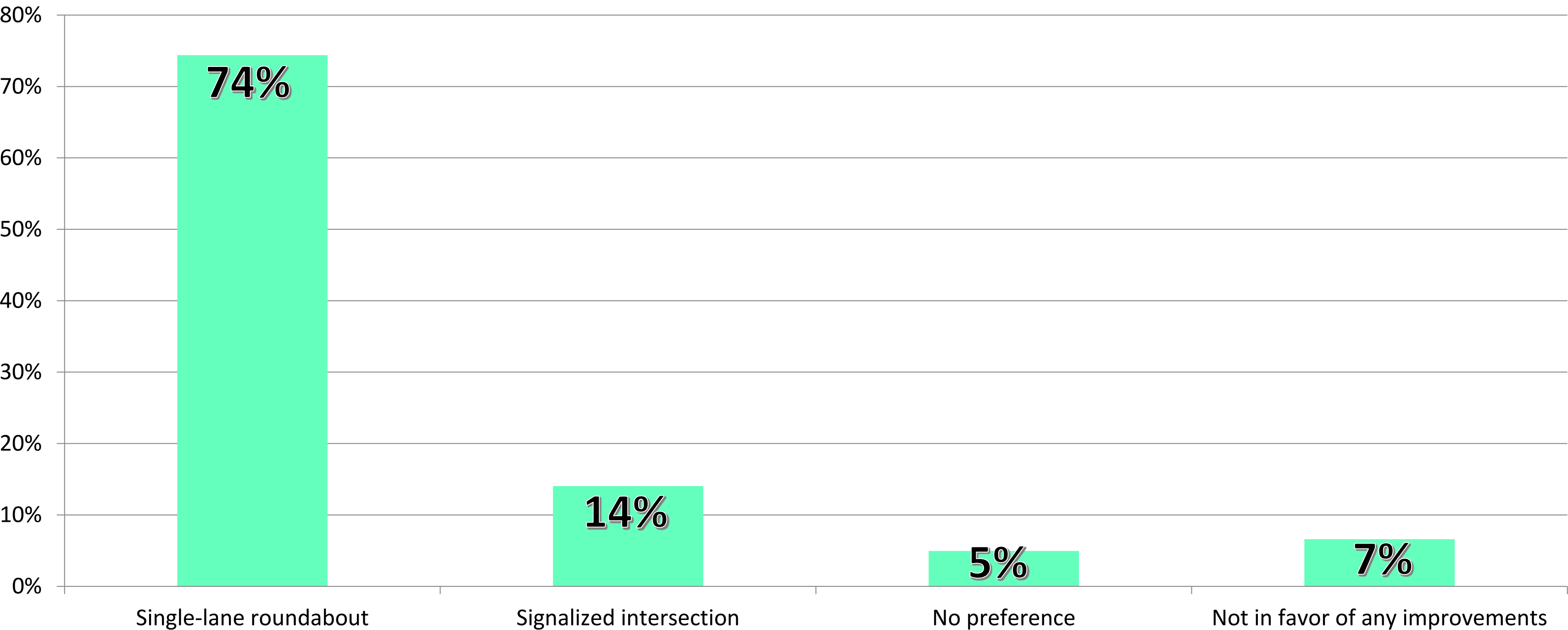
- 4 It was determined that both a *single-lane roundabout* and a *signalized intersection* at Augustine Cut Off/ Alapocas Drive can accommodate either Alternative 1 or Alternative 2.

After reviewing the pros and cons of each intersection type relative to one another in the chart below, please indicate your preference.

PUBLIC SURVEY RESULTS

4

Alapocas Drive Intersection Feedback



PUBLIC SURVEY QUESTION

5 *Please provide any other feedback on the materials presented at the August 12, 2025, Workshop that may assist the Project Team in the completion of this study.*

See handout to review 42 open ended comments received via the survey and email.

Requested design changes are included below:

- *Consider relocating northmost crosswalk to the south side of the Edgewood Road intersection to reduce sidewalk impacts on northbound side of road*
- *Consider providing a walkway out of Stone Tower Lane similar to what is provided at Alapocas Drive*
- *Consider eliminating the right turn lane into Incyte across from Cantera Road to avoid tree impacts*
- *Consider ways to provide a more attractive shared use path – perhaps stamped asphalt or concrete*

PUBLIC SURVEY QUESTION

5 *Please provide any other feedback on the materials presented at the August 12, 2025, Workshop that may assist the Project Team in the completion of this study.*

Concern: *If a median is located directly across from a driveway it would impact our access*

- **Response:**

- *If the alternative incorporating a median advances to design, the median would be flush to the pavement/mountable to allow turning in and out of driveways*

PUBLIC SURVEY QUESTION

5 *Please provide any other feedback on the materials presented at the August 12, 2025, Workshop that may assist the Project Team in the completion of this study.*

- ***Concern:*** *providing on-street parking along ACO will result decrease safety, especially for people walking and biking*
- ***Response:***
 - The buffer between the edge of the parking lane and the shared use path is large enough that car doors/people exiting vehicles will not encroach on the shared use path
 - The parking is not continuous along the entire corridor, but only provided strategically to reduce conflict in the motor vehicle travel lanes
 - When vehicles are using the on-street parking, they will have a traffic calming effect
 - A pull-off zone provides a place for delivery drivers, landscapers, and others to park so that vehicles traveling the corridor do not have to enter the oncoming travel lane to pass
 - The parking will be visually differentiated from the travel lane

PUBLIC SURVEY QUESTION

5 *Please provide any other feedback on the materials presented at the August 12, 2025, Workshop that may assist the Project Team in the completion of this study.*

- ***Concern:*** removing the Edgewood Road right turn lane will decrease safety for people walking and biking because drivers will rush to make the right turn, cutting off people in the crosswalk
- ***Response:***
 - The goal is that improvements will slow traffic and prioritize vulnerable road users in the shared use path and crosswalk
 - The physical changes and lower speed limit should reduce the risk of rear end crashes, even if a right turn lane is not available
 - Waiting for cars to make the right will further slow traffic heading into the residential portion of the corridor

PUBLIC SURVEY QUESTION

5 *Please provide any other feedback on the materials presented at the August 12, 2025, Workshop that may assist the Project Team in the completion of this study.*

- **Concern:** *the shared use path connection along Alapocas Drive to School Road takes up too much greenspace and have tree impacts; can this be handled the same way Edgewood Road is treated?*
- **Response:**
 - *Edgewood Road is a lower volume road with a dedicated sidewalk so it is relatively safe for people biking to turn from the shared use path onto the Edgewood Road with minimal conflict.*
 - *Alapocas Drive is busier, and it would be dangerous for bikes and walkers to join the road at this location, especially given the proximity to the intersection*
 - *We want to ensure that a continuous safe route for people walking and biking is provided for neighborhood residents and to Friends School*
 - *Without survey, it is impossible to know the impacts to the properties at the corner of ACO and Alapocas Drive/Alapocas Drive and School Lane*
 - *Should the project move forward, the goal will be to minimize private property impacts and tree impacts to the extent possible*

PUBLIC SURVEY QUESTION

5 *Please provide any other feedback on the materials presented at the August 12, 2025, Workshop that may assist the Project Team in the completion of this study.*

- **Concern:** *The intersection of ACO and Alapocas Drive is the only access to Augustine Ridge, and the roundabout is not desired by the majority of the community*
- **Response:**
 - Survey #2 showed that 74% of 121 survey takers preferred a single-lane roundabout at this location
 - A separate survey administered by the Augustine Ridge neighborhood had participation from 38 of 44 homeowners found that only 11 votes supported a roundabout, while 27 preferred the existing signal and pedestrian crossing remain as is
 - A roundabout is the preferred alternative due to the safety and traffic calming benefits
 - However, should this project advance to final design, DelDOT would be required to complete additional public outreach

PUBLIC SURVEY QUESTION

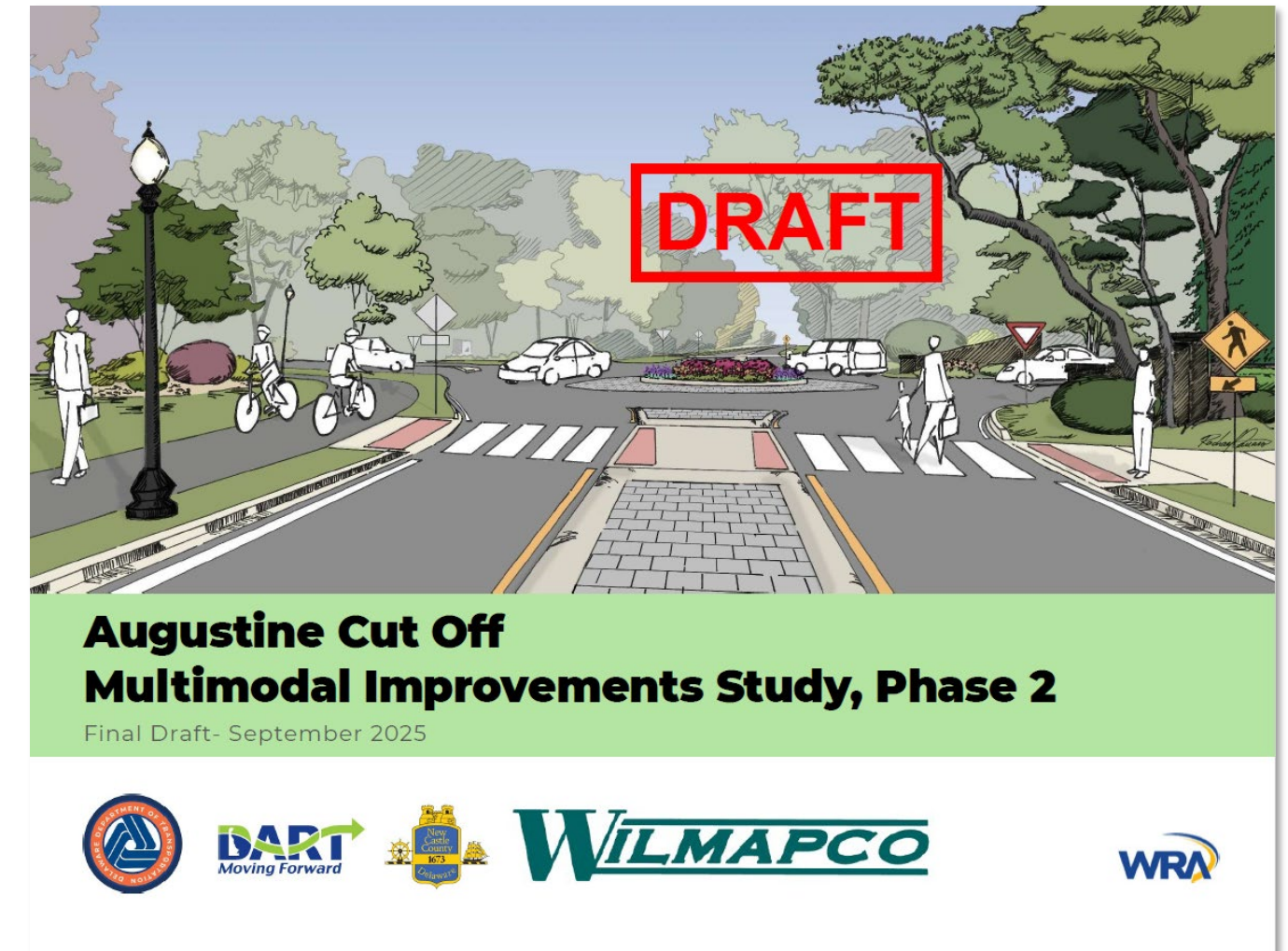
5 *Please provide any other feedback on the materials presented at the August 12, 2025, Workshop that may assist the Project Team in the completion of this study.*

- ***Concern:** Homes between Stone Hill and Cantera Road won't have room to park on ACO*
- ***Response:** all alternatives retain on street parking for this section of ACO*

■ **Final Report**

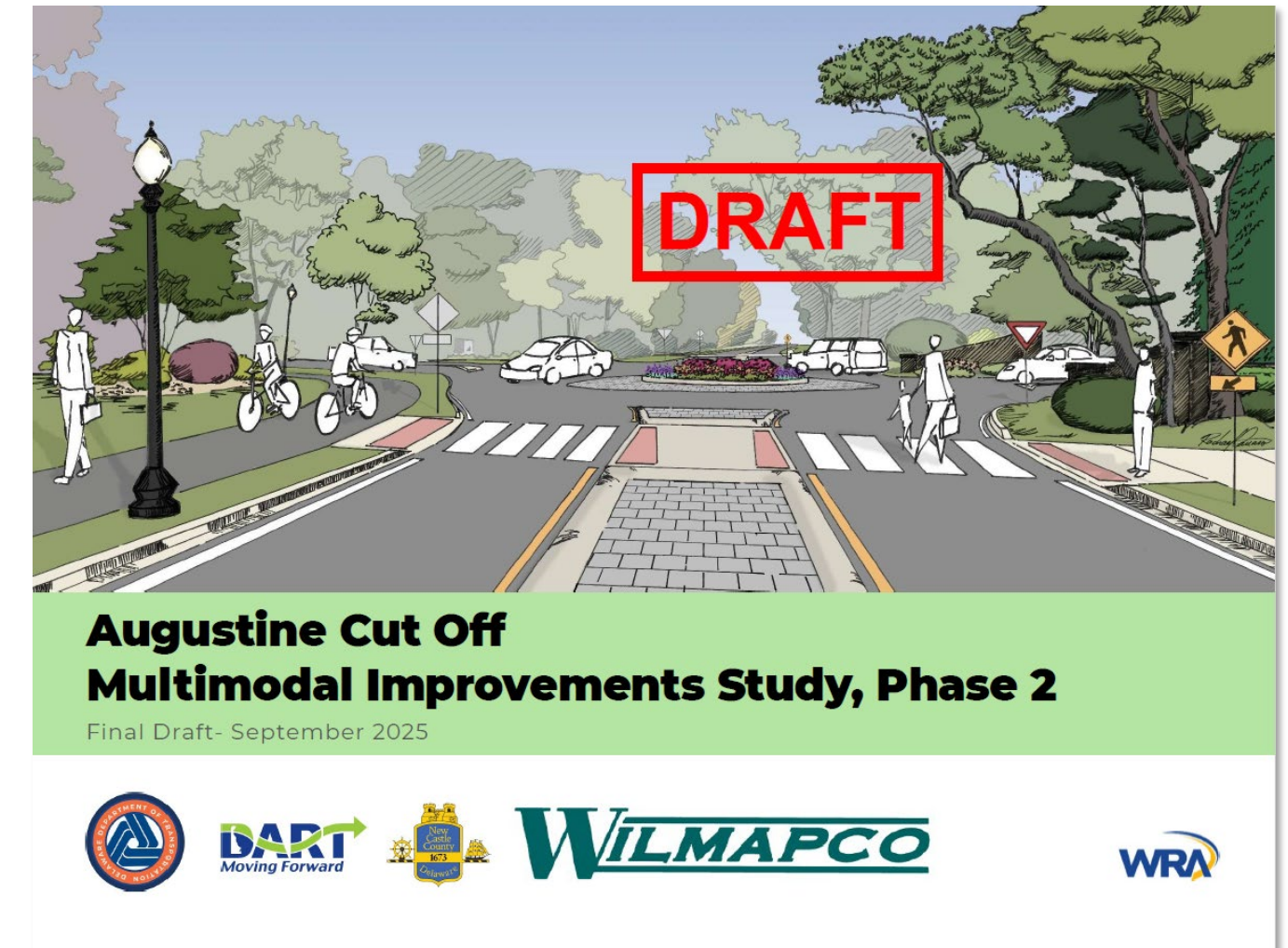
CONTENTS

- Study Overview
- Existing Conditions
- Public Involvement
- Alternatives
- Feedback
- Alternative Analysis
- Preferred Alternative
- The WILMAPCO Process

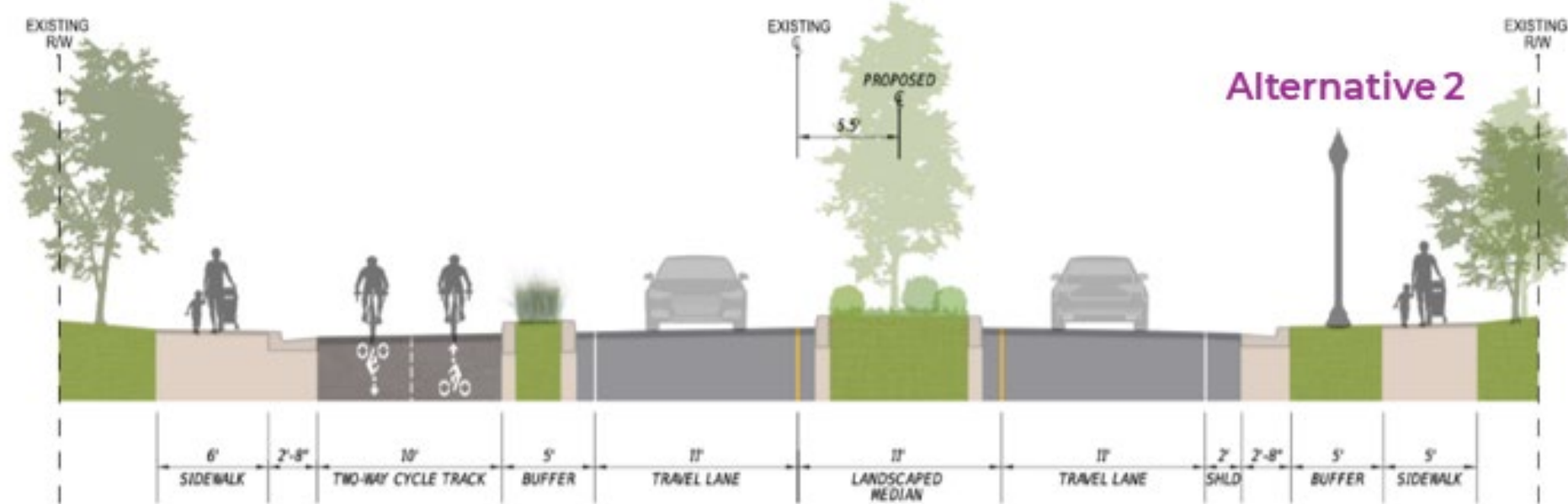


APPENDICES

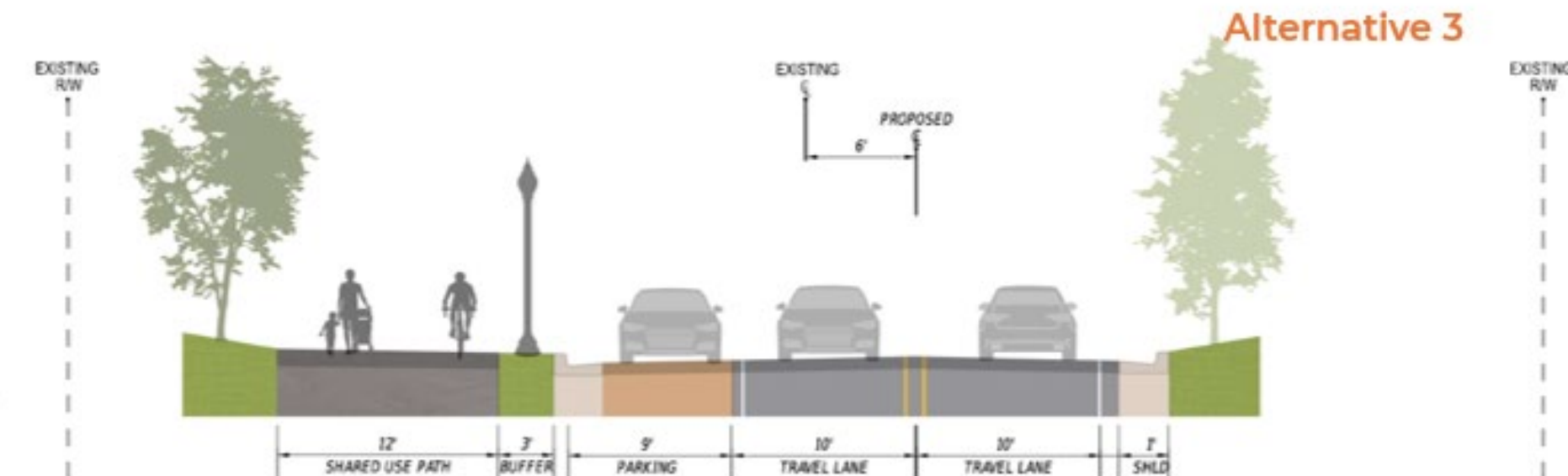
- Appendix A: Phase 1 Improvements
- Appendix B: Planning & Environmental Linkages
- Appendix C: Issues, Opportunities, & Constraints
- Appendix D: Outreach Summary
- Appendix E: Plan View of Alternatives 1-3
- Appendix F: Analysis
- Appendix G: Survey Results & Other Feedback
- Appendix H: Planning Level Cost Estimates



\$11.2M



\$14.2M



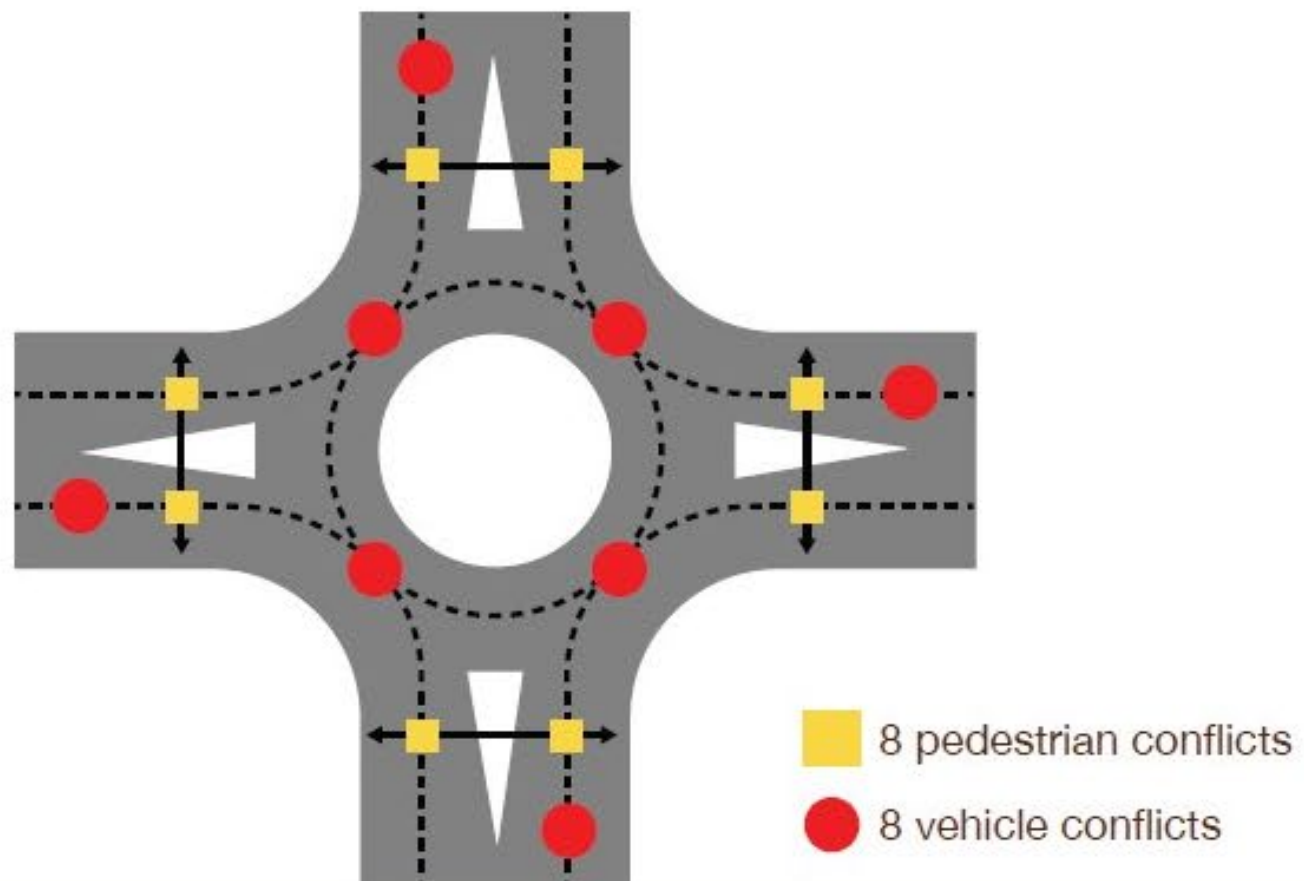
\$9.5M

INTERSECTION ALTERNATIVE ANALYSIS

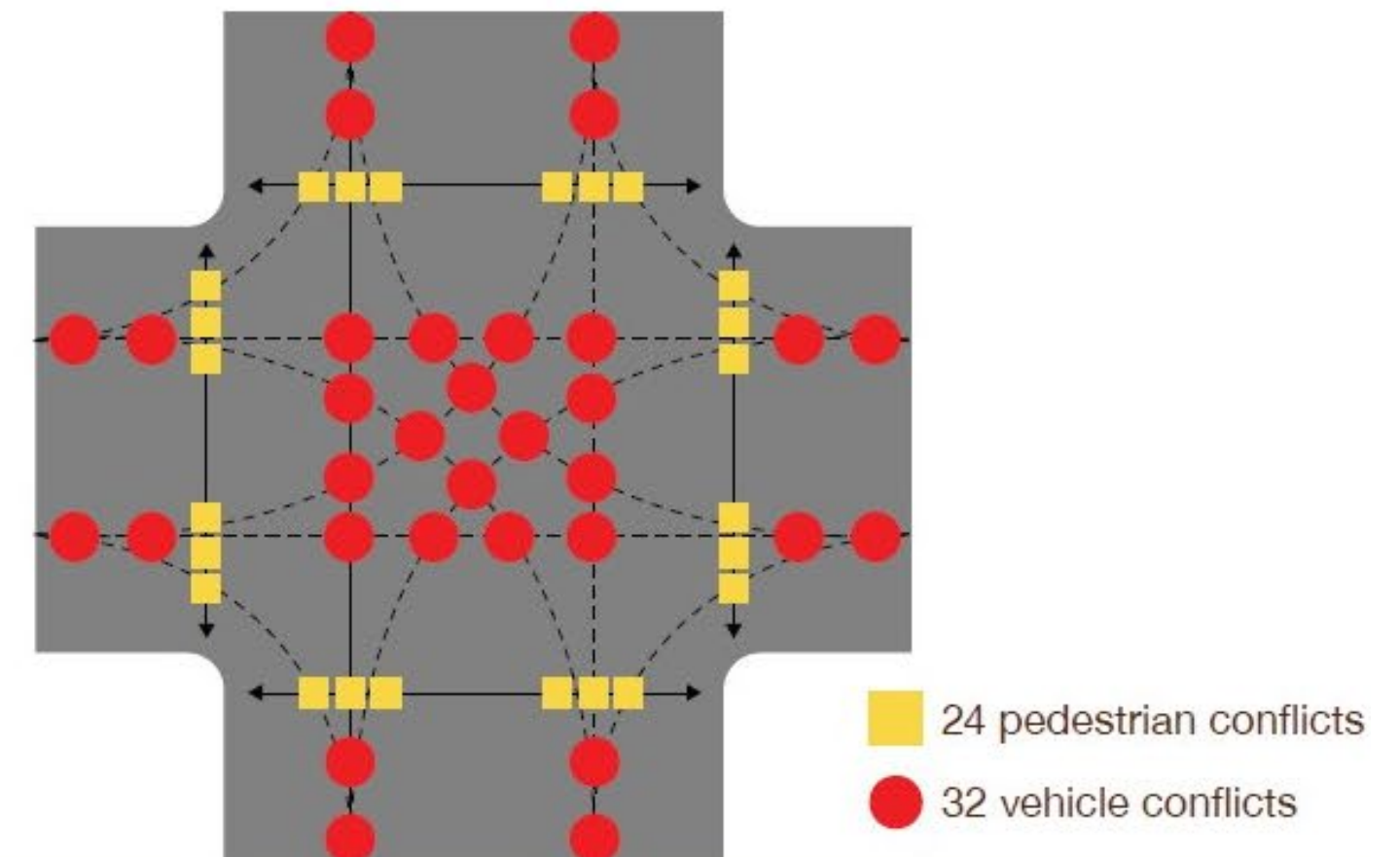
Roundabout vs. Signal at:

- Alapocas Drive
- W. 18th Street

ROUNDABOUT



INTERSECTION



INTERSECTION ALTERNATIVE ANALYSIS

- Signal vs. roundabout at:
 - Alapocas Drive
 - W. 18th Street

	<i>Single-Lane Roundabout</i>	<i>Signalized Intersection</i>
Safety		
Conflict Points	<i>8 vehicle conflict points</i> <i>8 pedestrian conflict points</i>	<i>32 vehicle conflict points</i> <i>24 pedestrian conflict points</i>
Crash Severity	<i>Eliminates most dangerous crash types</i>	<i>Does not eliminate most dangerous crash types</i>
Traffic Calming Benefit	<i>Yes</i>	<i>No</i>
Bike/Pedestrian Design		
Bike/Pedestrian Crossing Distance	<i>Shorter</i>	<i>Longer</i>
Median Refuge Islands	<i>Yes</i>	<i>No</i>
Signal Controlled Crossing	<i>No</i>	<i>Yes</i>
Motor Vehicle Operations		
Delay	<i>Lower</i>	<i>Higher</i>
Queue Length	<i>Shorter</i>	<i>Longer</i>
Additional Considerations		
Space Required	<i>Lower</i>	<i>Higher</i>
Long-Term Operational Costs	<i>Lower</i>	<i>Higher</i>
Long-Term Landscaping Costs	<i>Higher</i>	<i>Lower</i>

PREFERRED ALTERNATIVES

Corridor Wide

- **Alternative 3: Shared Use Path on Southbound Side w/o Continuous Median is the preferred alternative for corridor wide improvements.**
- This alternative provides a continuous shared use path along the southbound side of ACO and incorporates a variety of traffic calming measures.
- It requires substantially less space than Alternatives 1 and 2 which reduces construction impacts and costs.
- Further agency coordination will be necessary to establish the limits and configuration of the sidewalk on the northbound side of the street.
- Many of the concerns raised in the final round of public comment will be worked through during the final design process once survey is available.

PREFERRED ALTERNATIVES

Alapocas Drive Intersection

- A roundabout is the preferred intersection improvement at the Alapocas Drive and ACO intersection.
- A roundabout in this location will accommodate all modes of travel while providing substantial traffic calming and safety benefits.

W. 18th Street Intersection

- A preferred intersection improvement at W. 18th Street and ACO has not been determined by this effort.
- While a roundabout is technically feasible, additional public outreach and a further understanding of the costs and benefits of a roundabout at this location is necessary before a preferred alternative is established.

SHORT TERM IMPROVEMENTS

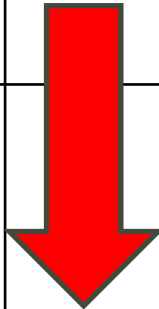
In addition to Phase 1 improvements that will be completed by DeIDOT, additional Short/Mid-Term Improvements proposed by the project team include:

- WILMAPCO to request that DeIDOT study a speed limit reduction between Edgewood Road and 18th Street to achieve a consistent 25MPH speed limit for the entire corridor
- Provide additional paving/shoulder along Augustine Cut Off in the southbound lane south of Alapocas Drive to provide an area for people walking that is outside the travel lane
- Relocate the stop bar and provide other striping improvements for southbound traffic turning left onto 18th Street to minimize confusion
- Restripe southbound shoulder south of Incyte to provide continuous bike lane at the bridge approach

Next Steps

STUDY SCOPE
AND SCHEDULE

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Advisory Committee (AC)												
Public Workshop												



THE WILMAPCO PROCESS

- 1. Finalize Report**
- 2. Review and endorsement at the September 11 WILMAPCO Council meeting**
 - Note: The report will be posted publicly following this meeting**
- 3. Add project to WILMAPCO Regional Transportation Plan (RTP)**
- 4. Add project to DelDOT Capital Transportation Program (CTP)**
- 5. Identify funding sources**
- 6. Environmental review**
- 7. Final design and construction**

Public Comment

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