Appendix D: Outreach Summary

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Process Overview

Public outreach for the ACO Study included the following strategies:

- **Communications:**
  - Frequent emails to Advisory Committee members and elected officials
  - Regular updates to the project website
  - Leverage Advisory Committee members to share information with constituents
- **Meetings:**
  - 4 Advisory Committee meetings; materials to be posted online following the meetings
  - Individual sessions with key stakeholders/groups, including area elected officials as needed/requested
  - 3 Public Workshops with supplemental online materials
- **Strategies:**
  - Ensure technical information can be easily understood by the general public
  - Document Advisory Committee feedback
  - Refine materials for workshops based on Advisory Committee member feedback
  - Utilize surveys to document public feedback following Public Workshops
  - Ascertain and address community issues and concerns based on survey results

Advisory Committee Meeting Overview

Members of the Advisory Committee are listed as part of the acknowledgements. Advisory Committee meeting sign in sheets and presentations are included at the end of this appendix. The study team met with the Advisory Committee to discuss the following topics:

- December 2, 2024 at the Salesianum DOS Suite at Abbessinio Stadium
  - Study overview, scope schedule and milestones
  - Existing conditions assessment
  - Issues and opportunities
  - Public outreach plan
- May 15, 2025 at the Salesianum DOS Suite at Abbessinio Stadium
  - Discuss feedback from Public Workshop #1/Survey #1: Vision for the Corridor
  - Review preliminary alternatives (Alternatives 1 and 2) and potential intersection improvements
- July 24, 2025 at the Salesianum DOS Suite at Abbessinio Stadium
  - Discuss feedback from Public Workshop #2/Survey #2: Preliminary Alternatives
  - Discuss potential new Alternative 3 and refined intersection improvements
- September 4, 2025 virtually via Microsoft Teams

- Discuss feedback from Public Workshop #3/Survey #3: Refined Alternatives
- Review final report format and next steps

Public Workshop Overview

Public Workshops were held in person at Salesianum. All workshops were advertised via a public notice on WILMAPCO's website, an email distribution to members of the Advisory Committee, and email to those who signed up for study updates. All Workshop materials were posted on the project website along with a survey following the workshop to allow those who could not attend in person an opportunity to participate.

Public Workshop sign-in sheets and presentations are included at the end of this Appendix.

Workshops were held at the following times:

- Monday March 3, 2025 at the Salesianum Library
  - Approximately 67 individuals were in attendance
  - Existing conditions boards were available at the beginning of the workshop for review and reference throughout the Workshop
  - An overview presentation was provided followed by a small group activity that consisted of the following steps:
    1. Draft a personal vision statement
    2. Small group discussion/improvement identification for the following user groups/categories:
       a. People who use a mobility device, walk, or take transit
       b. People who bike or ride scooters, skateboards, or other faster wheeled devices
       c. People who drive a motor vehicle
       d. For all road users, e.g. traffic calming, beautification
    3. Report out & prioritization
    4. Revise your vision statement
  - A survey was distributed to solicit feedback on individual vision and needs
- June 10, 2025, at Centennial Hall in Salesianum
  - Approximately 50 individuals were in attendance
  - An overview presentation was provided that included the following information:
    1. Study background
    2. Review public feedback from Survey #1
    3. Existing conditions documentation and analysis that contributed to alternative development
    4. An overview of Alternatives 1 and 2, and intersection options for the Alapocas Drive intersection
  - Following the presentation, members of the public had the opportunity to review the roll maps showing the alternatives and discuss with the project team
  - A survey was distributed to solicit feedback on the preliminary alternatives

- Tuesday, August 12 at Centennial Hall in Salesianum.
    - There were approximately 34 individuals in attendance
    - An overview presentation was provided that included the following information:
        1. Study background
        2. Review public feedback from Survey #2
        3. Existing conditions documentation and analysis that contributed to alternative refinement, and development of Alternative #3
        4. An overview of Alternative 3, and intersection options for the W. 18th Street intersection
    - A survey was distributed to solicit feedback on the refined alternatives

Feedback from surveys 1-3 are included in Appendix F – Survey Results and Other Feedback

Advisory Committee Meeting & Public Workshop Presentations in Sequential Order

AUGUSTINE CUT OFF MULTIMODAL IMPROVEMENTS STUDY, PHASE 2

Advisory Committee Meeting 1
December 2, 2024



WRA

DelDOT

DART Moving Forward

New Castle County 1673 Delaware

WILMAPCO

AGENDA

- Introductions & Study Goals
- Background
- Vision for the Corridor
- Next Steps

Introductions & Study Goals

Introduction & Study Goals

PROJECT TEAM

Dave Gula	WILMAPCO	Project Manager
Paul Moser, PE	DelDOT	DelDOT Coordination Project Manager for DelDOT Phase 1
Cooper Bowers	DelDOT	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

PLANNING PARTNERS

WILMAPCO

DEPARTMENT OF LAND USE
NEW CASTLE COUNTY • DE

DelDOT

DART Moving Forward

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

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 Goals

STUDY AREA



Legend

Study Area

Intersections

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				•			•			•		•

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

Do you have any other goals for this process?

PUBLIC INVOLVEMENT APPROACH

- **Proposed public involvement approach**
  - Communications:
    - Emails for Advisory Committee Members and elected officials
    - Regular updates for project website
    - Advisory Committee members share information with constituents
    - **How else can we spread the word and get the public involved?**
  - Meetings:
    - 4 Advisory Committee meetings
    - Individual sessions with key stakeholders/groups, including area elected officials as needed/requested
    - 4 public workshops with supplemental online materials
  - Outcomes:
    - Document approach in a Public Involvement Plan that you can review and offer comments on
    - Clearly document public feedback and Project Team response
    - Ascertain and address community issues and concerns
    - Translate technical information so it can be easily understood

Background

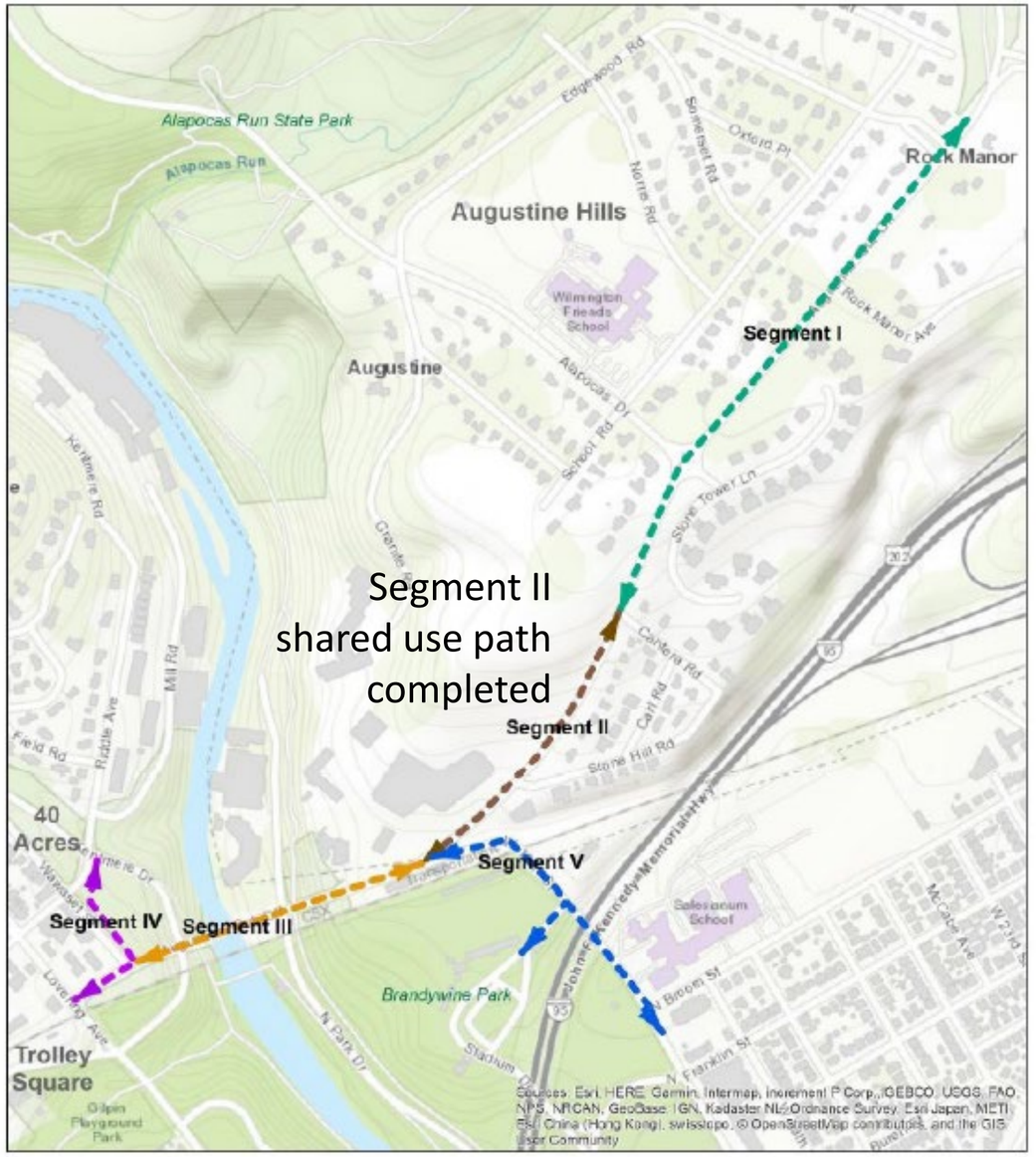
Background

FEASIBILITY STUDY FUNDED BY THE DELAWARE BICYCLE COUNCIL - 2018



AUGUSTINE CUT OFF AREA
TRAIL FEASIBILITY STUDY

WHITMAN, REQUARDT & ASSOCIATES, LLP
MAY 25, 2018



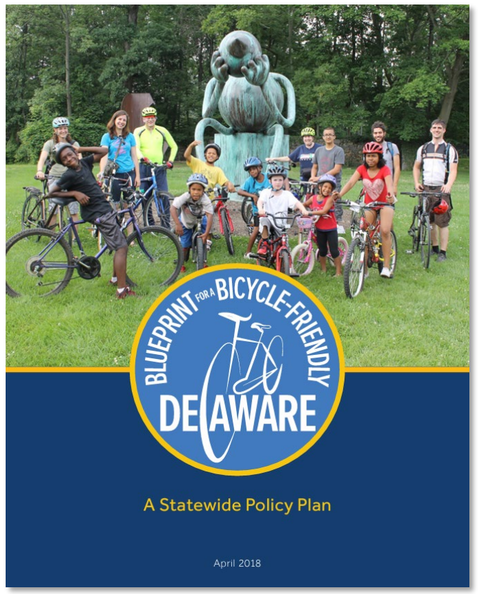
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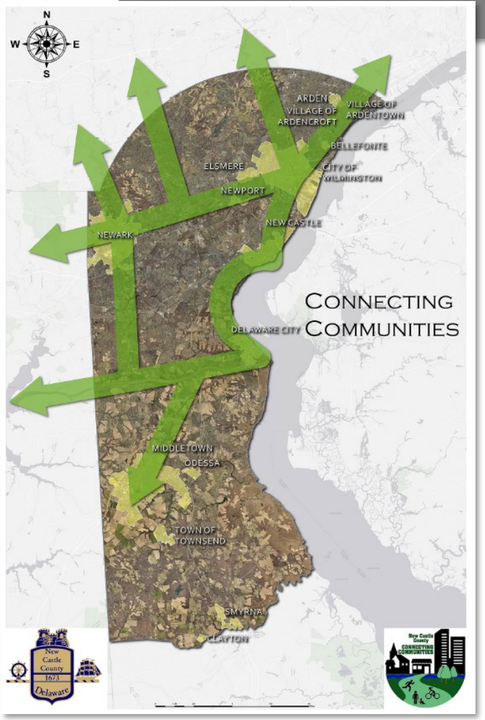
PLANS

- Project identified in *City of Wilmington Bike Plan* (2019) and *New Castle County Bike Plan* (2020)
- Project was submitted by WILMAPCO for DelDOT 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 DelDOT for a concept study in FY22
- Project is part of the New Castle County Connecting Communities initiative









Background

PHASE 1 STUDY

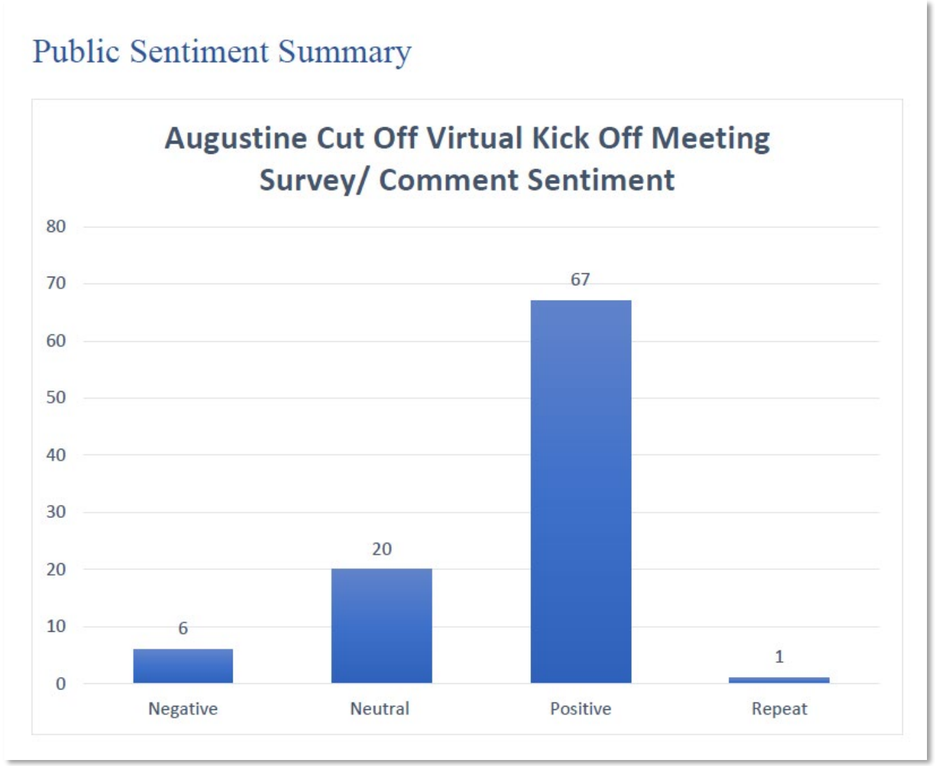
- DelDOT funded the Augustine Cut Off Bicycle and Pedestrian Corridor Study (now known as the Phase 1 Study) in 2021
- The study consisted of a technical safety and sufficiency assessment as well as public involvement
- The goal of the project was to provide a connection linking the state's two largest population centers, Wilmington and Brandywine Hundred, connecting the greater Blue Ball/US 202 Pathway system to Trolley Square and the Brandywine Park trail network

Background

PHASE 1 STUDY – PUBLIC FEEDBACK



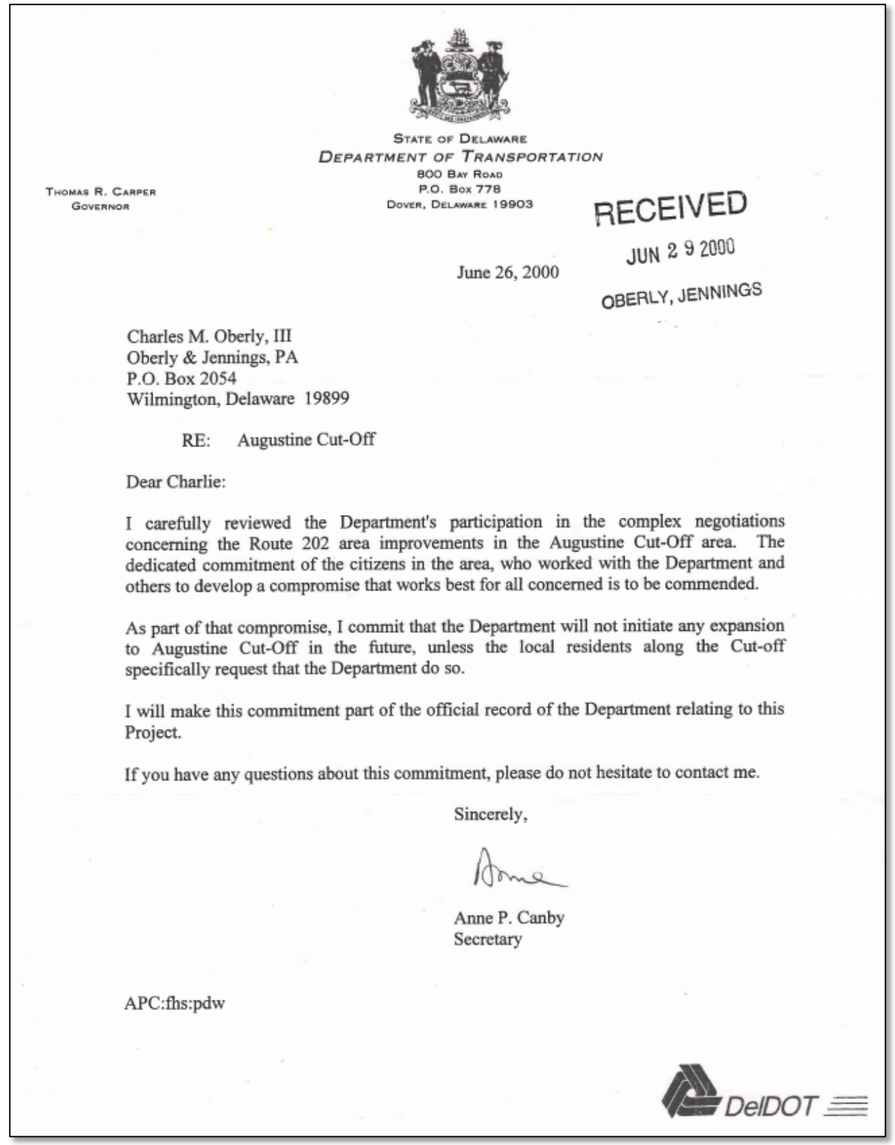
- Began study early 2022
- 74 members of the public attended the first public workshop held virtually on March 2, 2022
- Public Survey open from February 22 to March 16, 2022
  - Received 83 survey responses
  - The majority of responses received were positive (shown in chart to the right)
- DelDOT received 11 comments via email, 6 of which were in opposition to the study



Background

PHASE 1 STUDY – 2000 LETTER

- Concerns were raised by some residents that live along Augustine Cut Off
- A law firm submitted a letter from DelDOT Secretary Anne Canby (signed June 2000) to DelDOT claiming the Phase 1 ACO Study constitutes a breach of contract
- Letter related to ‘expanding’ Augustine Cut Off – some considered the ACO Study related to bike and pedestrian facilities a plan to ‘expand’ the roadway



STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION
800 BAY ROAD
P.O. BOX 778
DOVER, DELAWARE 19903

THOMAS R. CARPER
GOVERNOR

RECEIVED
JUN 29 2000
OBERLY, JENNINGS

June 26, 2000

Charles M. Oberly, III
Oberly & Jennings, PA
P.O. Box 2054
Wilmington, Delaware 19899

RE: Augustine Cut-Off

Dear Charlie:

I carefully reviewed the Department's participation in the complex negotiations concerning the Route 202 area improvements in the Augustine Cut-Off area. The dedicated commitment of the citizens in the area, who worked with the Department and others to develop a compromise that works best for all concerned is to be commended.

As part of that compromise, I commit that the Department will not initiate any expansion to Augustine Cut-Off in the future, unless the local residents along the Cut-off specifically request that the Department do so.

I will make this commitment part of the official record of the Department relating to this Project.

If you have any questions about this commitment, please do not hesitate to contact me.

Sincerely,

Anne P. Canby
Secretary

APC:fhs:pdw

DelDOT

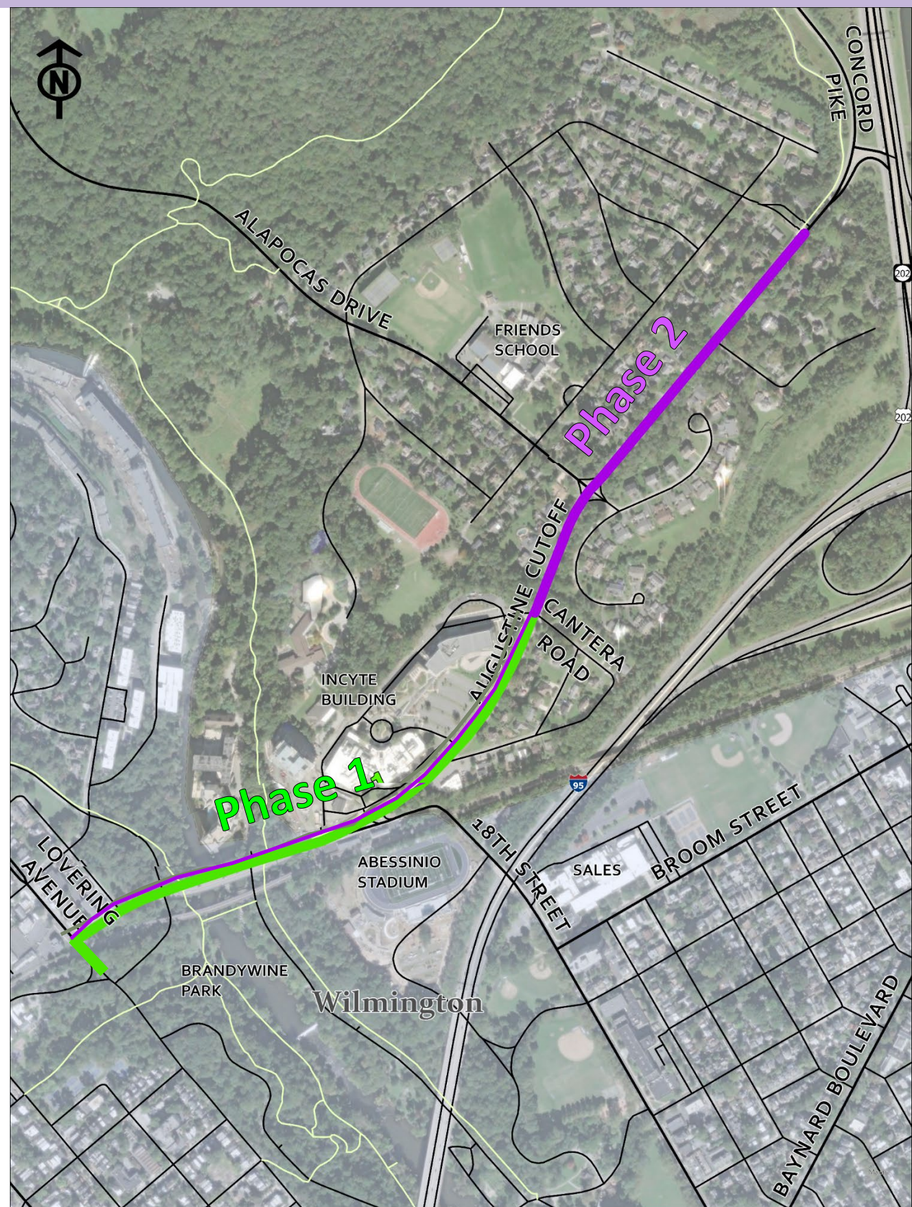
Background

PHASE 1 STUDY – 2000 LETTER

- Several months of review by DelDOT Deputy Attorney General which determined:
  - The word ‘expansion’ was related to the addition of automobile travel lanes
  - The June 2000 letter was not binding and does not constitute an agreement, therefore it holds no weight over DelDOT policy
- Letter from DelDOT Secretary Majeski was sent to concerned residents in July 2022 confirming that DelDOT will continue the (Phase 1) study, but will not construct proposed improvements if property acquisition is required

PHASE 1 STUDY – APPROACH

- Break Augustine Cut Off Study into 2 phases
- Phase 1 (DelDOT): Lovering Avenue to Cantera Road
  - Review concept design with public
  - Collect feedback via survey
  - Finalize concept and move into design
- Phase 2 (now WILMAPCO): Lovering Avenue to Edgewood Drive
  - New study would address issues identified in ’22 survey:
    - Speeding
    - Roadway departure crashes
    - Residential context/aesthetics
    - Bicycle/pedestrian mobility and safety



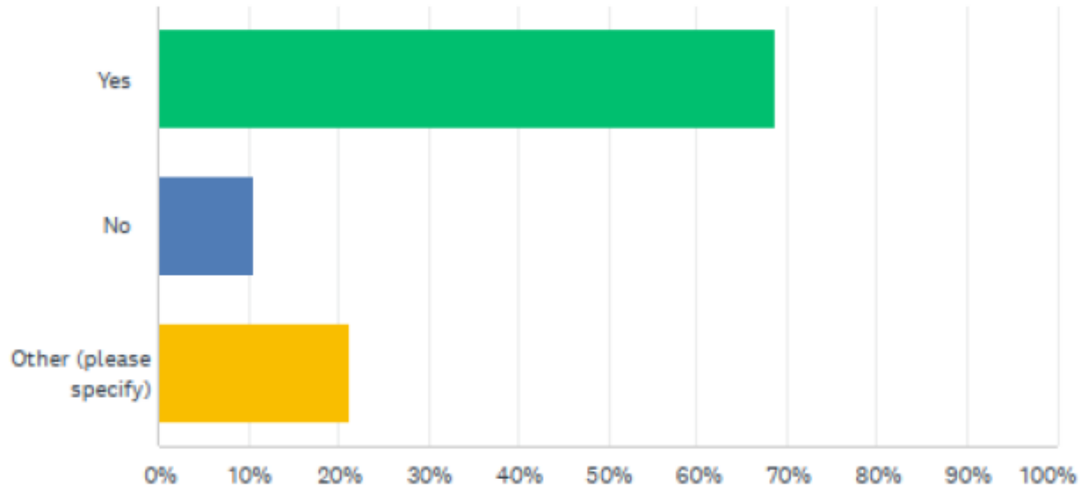
Background

PHASE 1 STUDY – RESULTS

- The proposed design for Phase 1 was shared with the public
- 23 individuals responded to the spring 2023 survey
  - 70% of respondents agreed or strongly agreed that the proposed improvements would improve conditions for the traveling public
- The Concept Design Report for Phase 1 is available for your review on the DelDOT Project

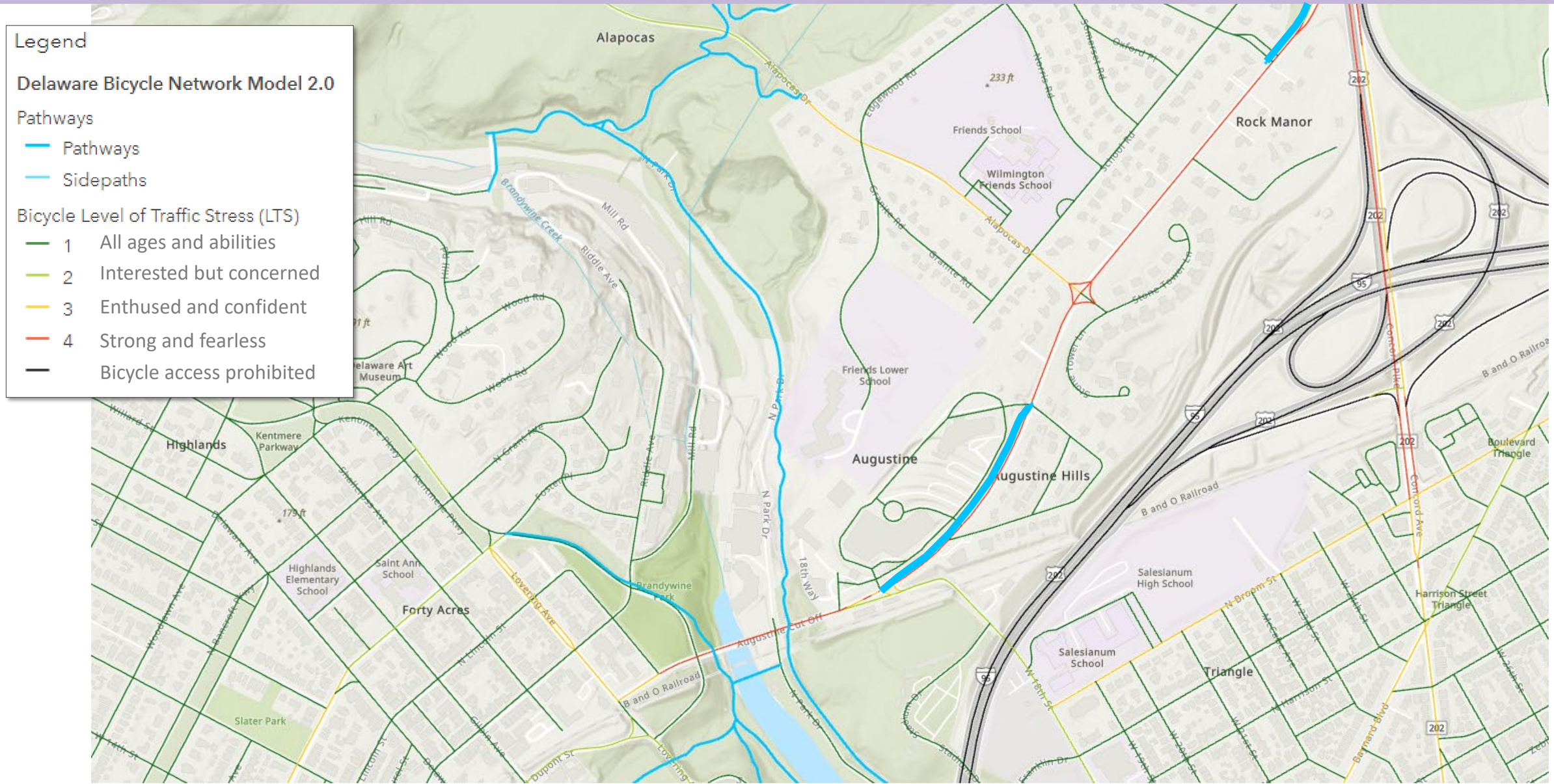
Q21 Are you interested in an additional study focusing on corridor Improvements along Augustine Cut Off between Cantera Road and Edgewood Road (i.e. Phase 2 of the Augustine Cut Off Study)? Phase 2 would address concerns identified by the public including speeding, roadway departure crashes, the residential context/aesthetics, and bicycle/pedestrian mobility and safety.

Answered: 19 Skipped: 4

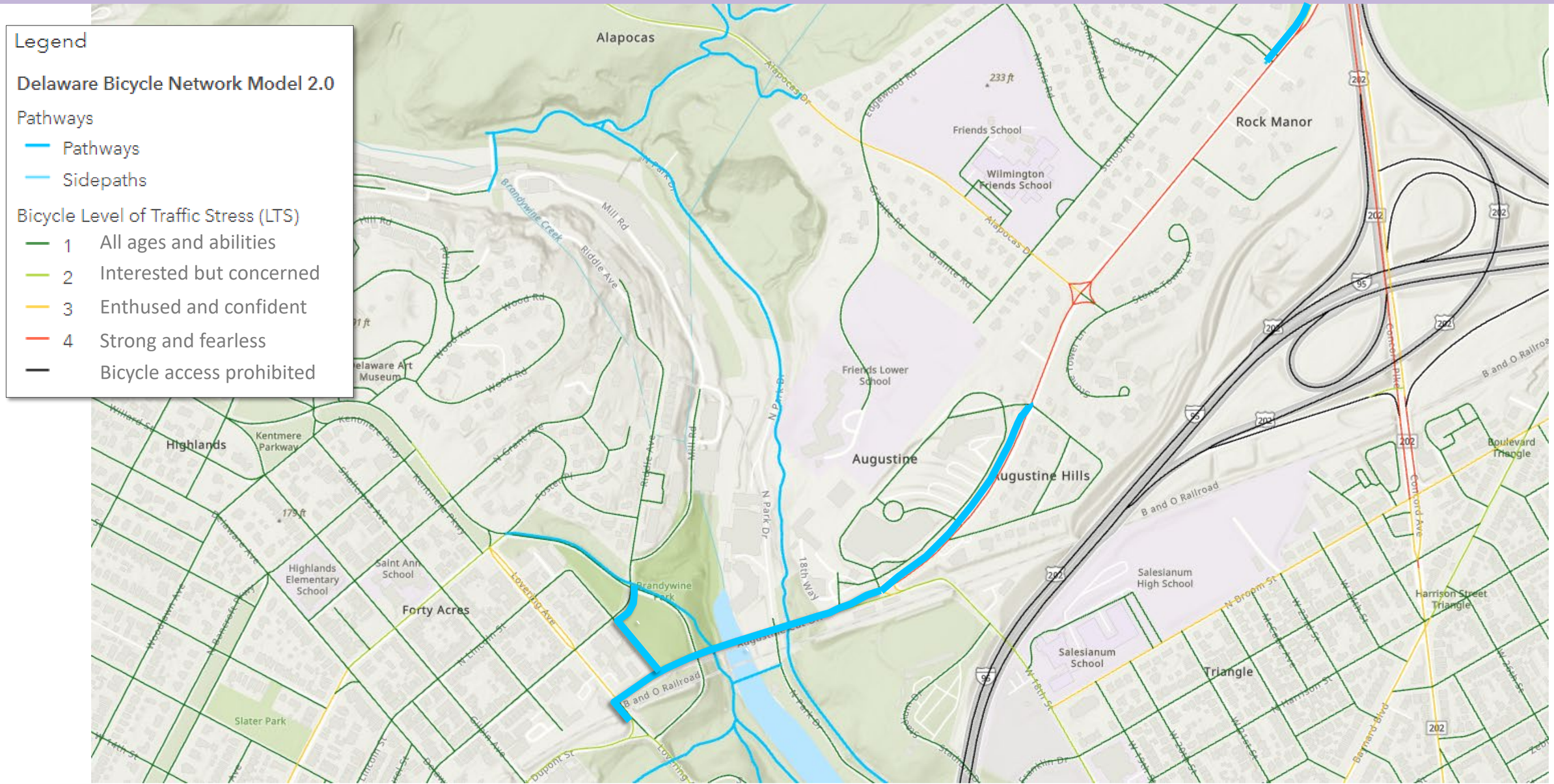


Background

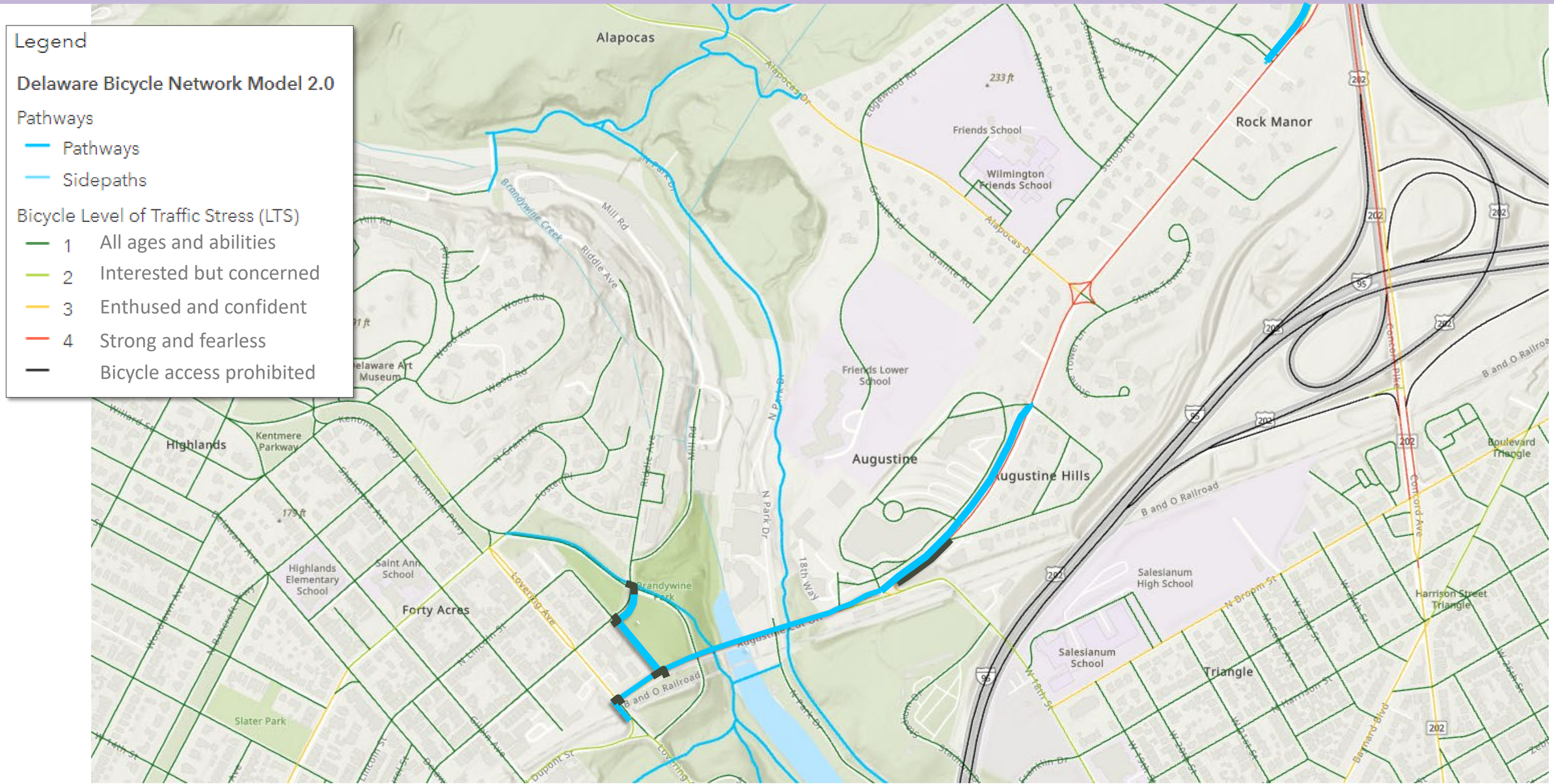
EXISTING



PHASE 1 IMPROVEMENTS – NEW PATHWAY/2-WAY SEPARATED BIKE LANE

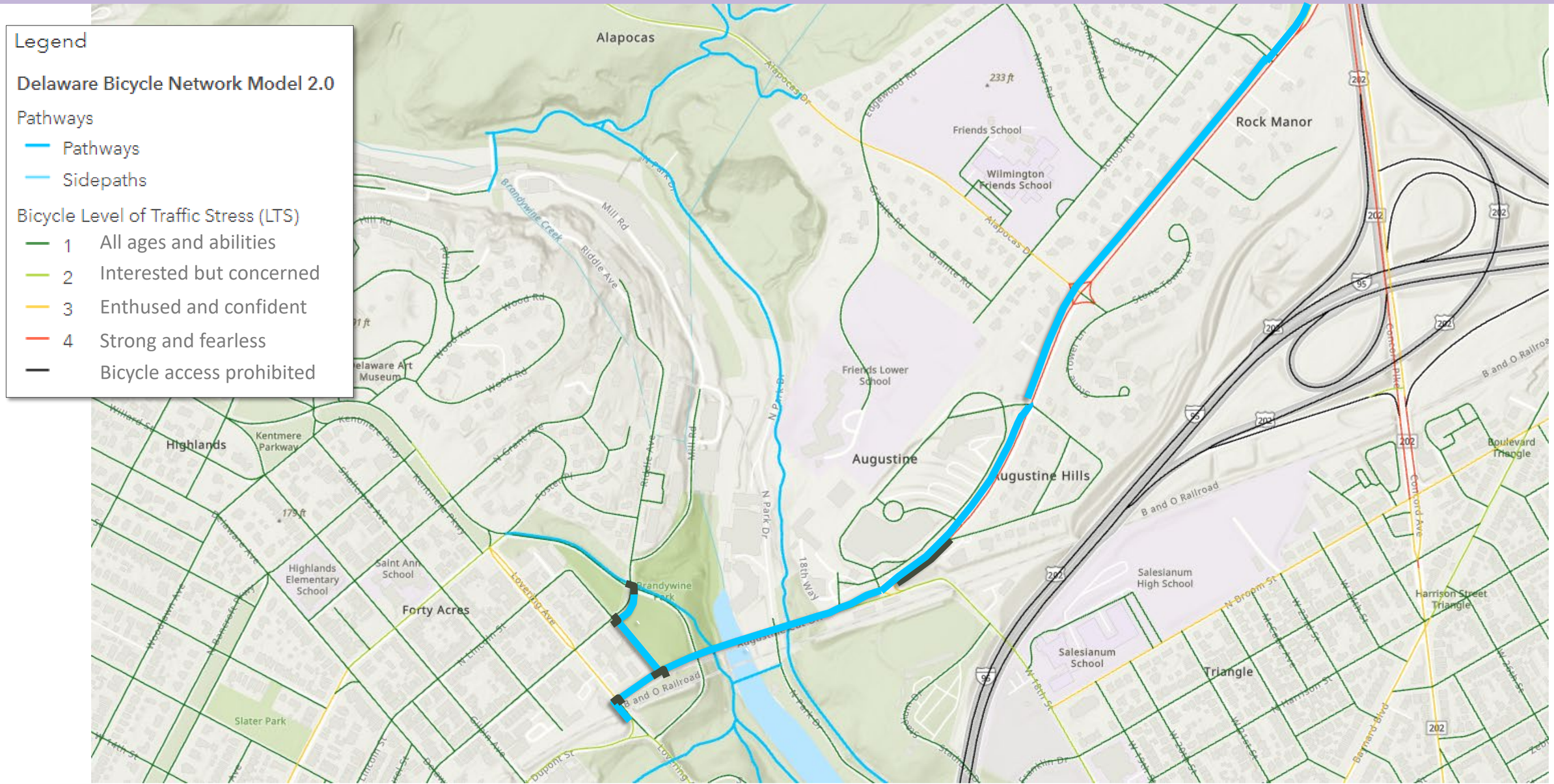


PHASE 1 IMPROVEMENTS – NEW SIDEWALKS AND MARKED CROSSWALKS

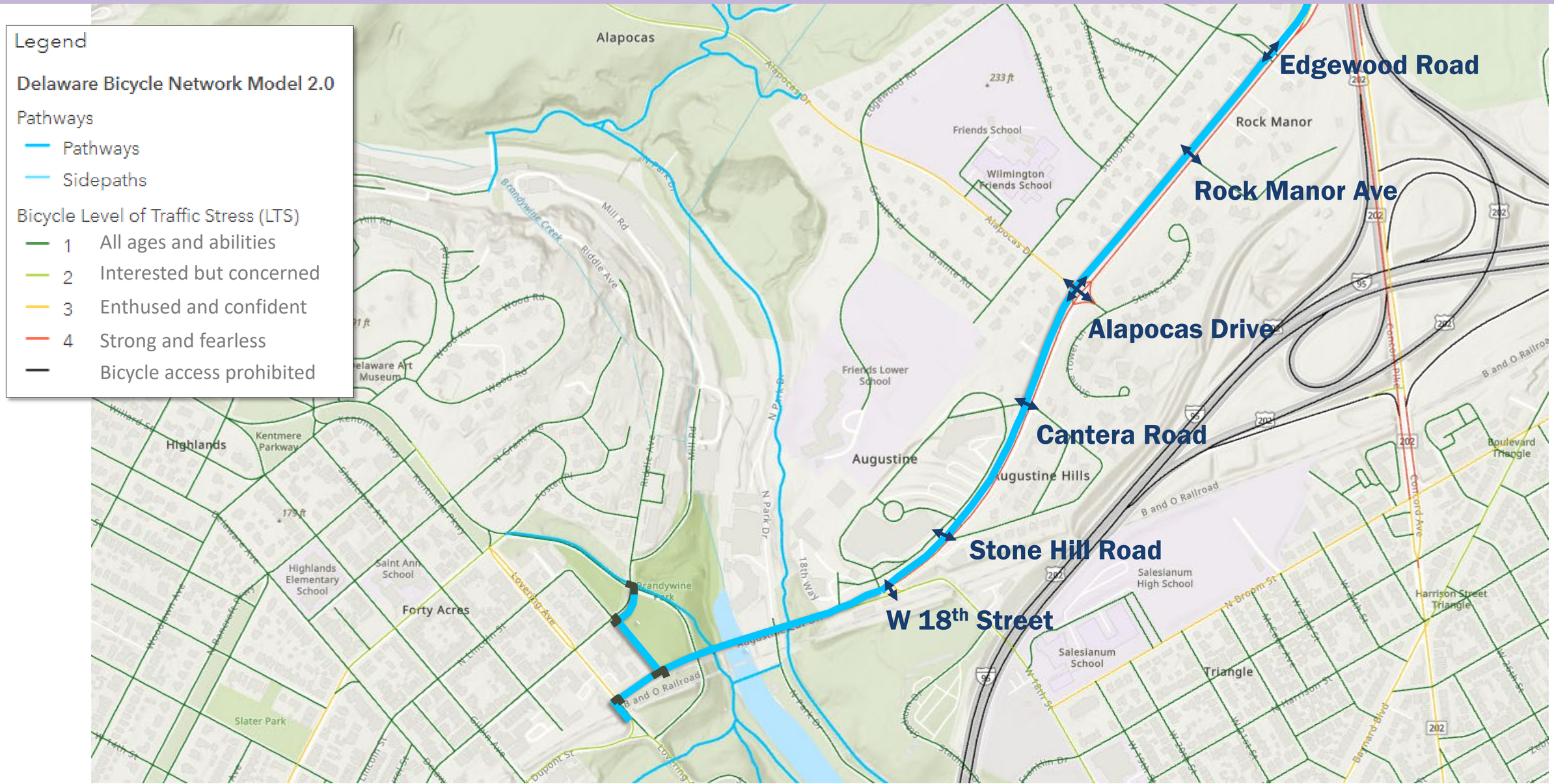


Background

PHASE 1 IMPROVEMENTS – NEW SIDEWALKS AND MARKED CROSSWALKS



PHASE 2 OPPORTUNITIES



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



Source: FHWA

OUR RESPONSIBILITY

THE SAFE SYSTEM APPROACH VS. TRADITIONAL ROAD SAFETY PRACTICES

Traditional		Safe System
Prevent crashes	→	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 modity 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

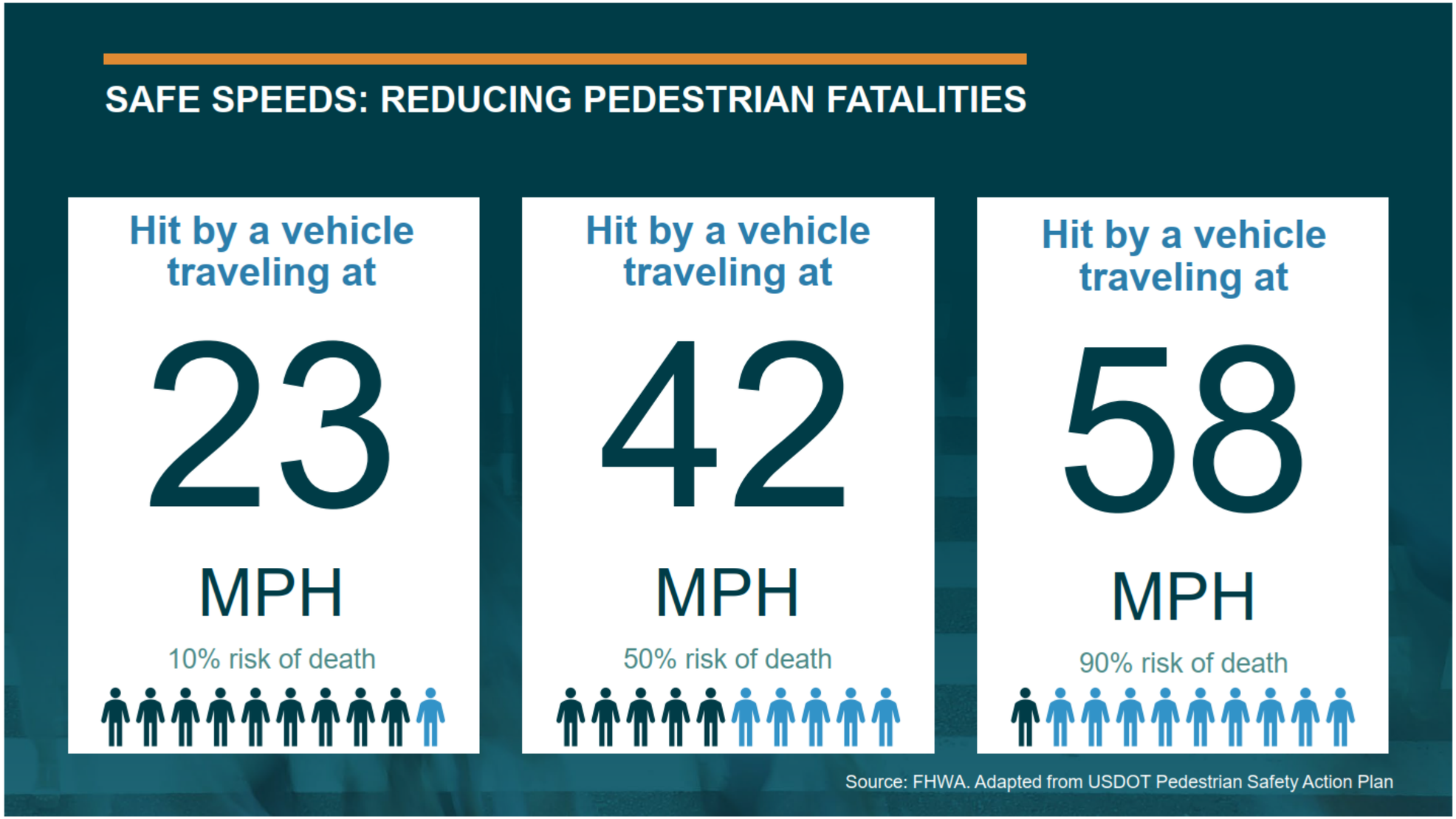
With this study, we have the opportunity to collaborate with the community to develop a design that cultivates lower speeds and creates a safer street.

OUR RESPONSIBILITY

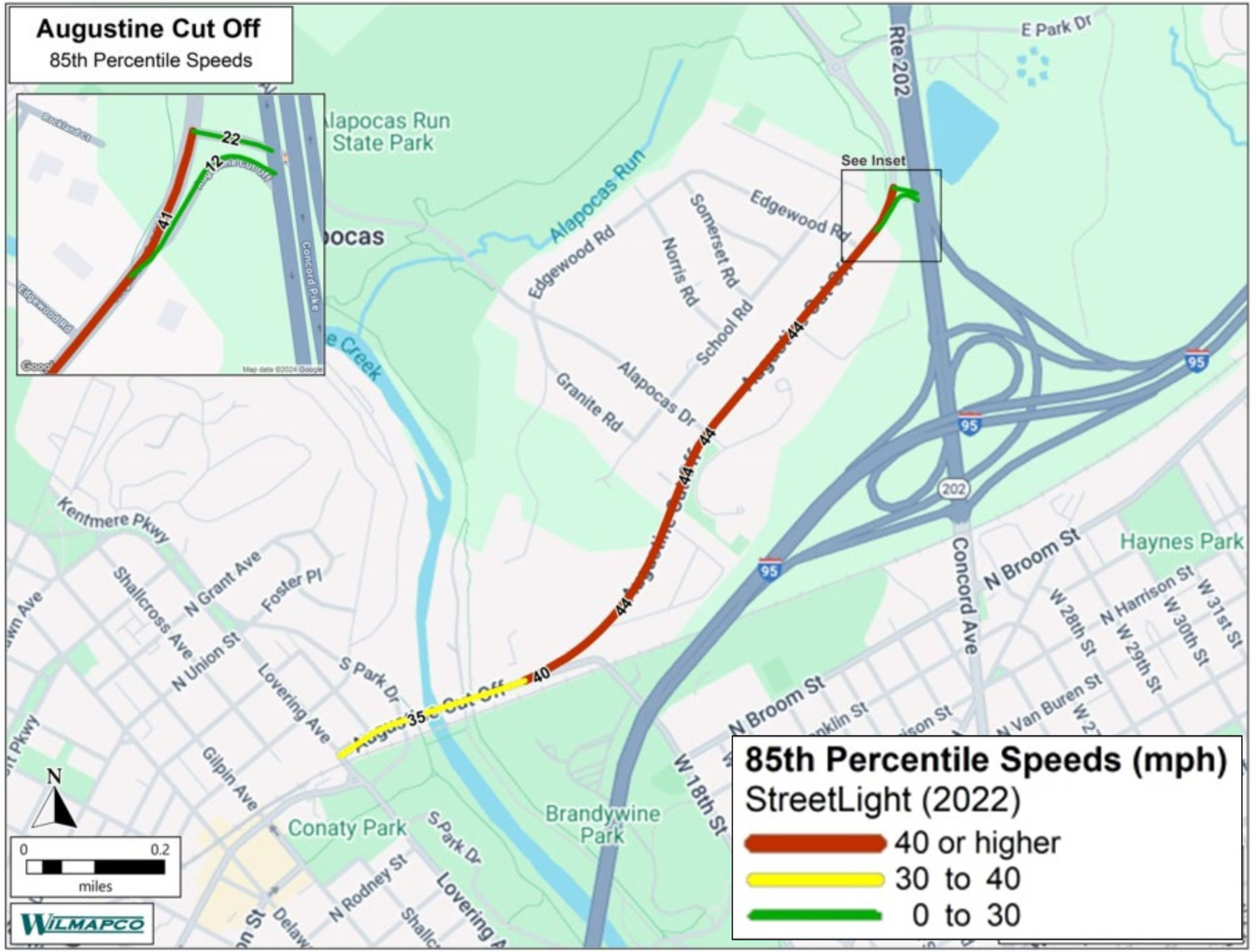
Intersection Control Evaluation (ICE)

- 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
- Includes signals, stop control, and roundabouts
- 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

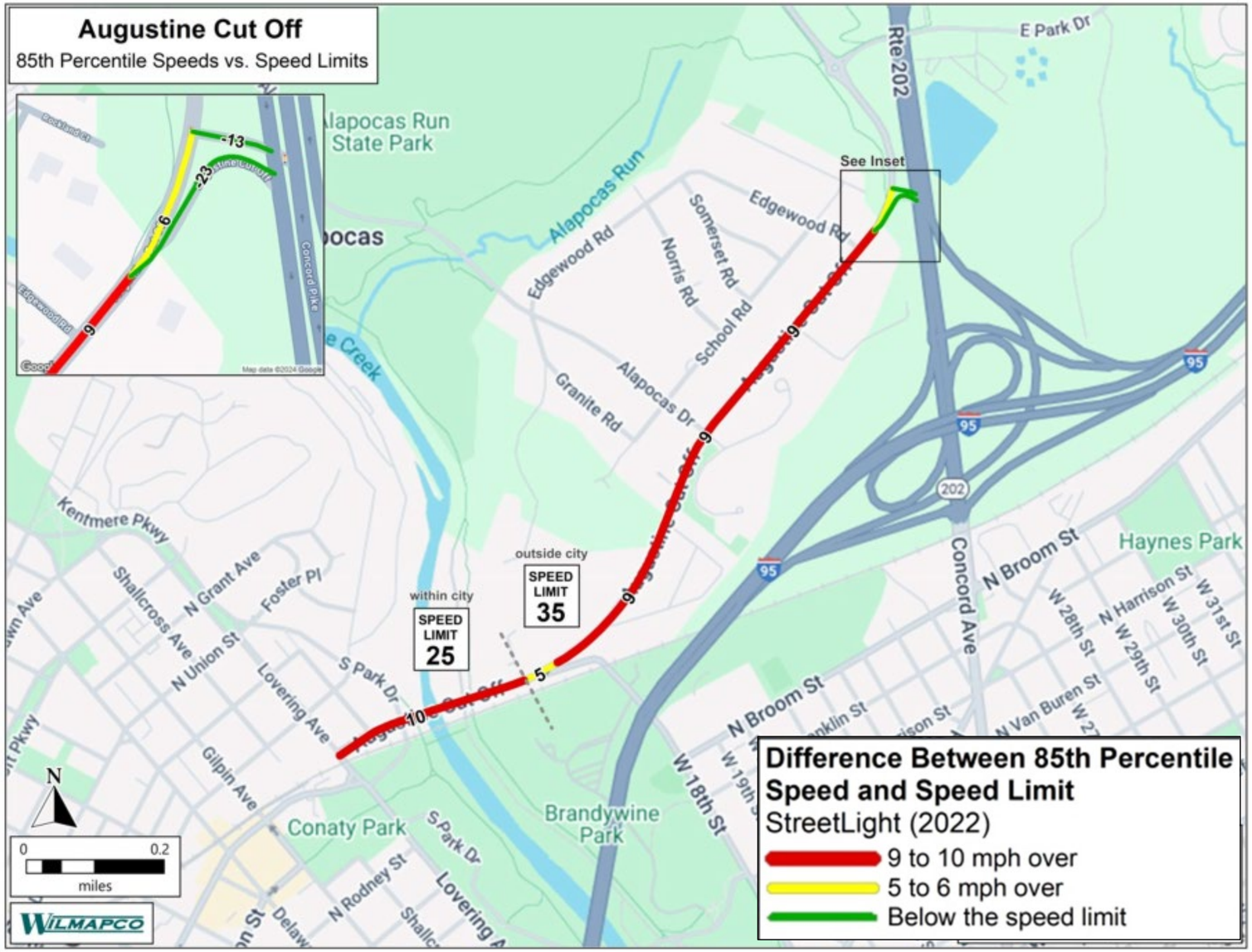
SAFE SPEEDS


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

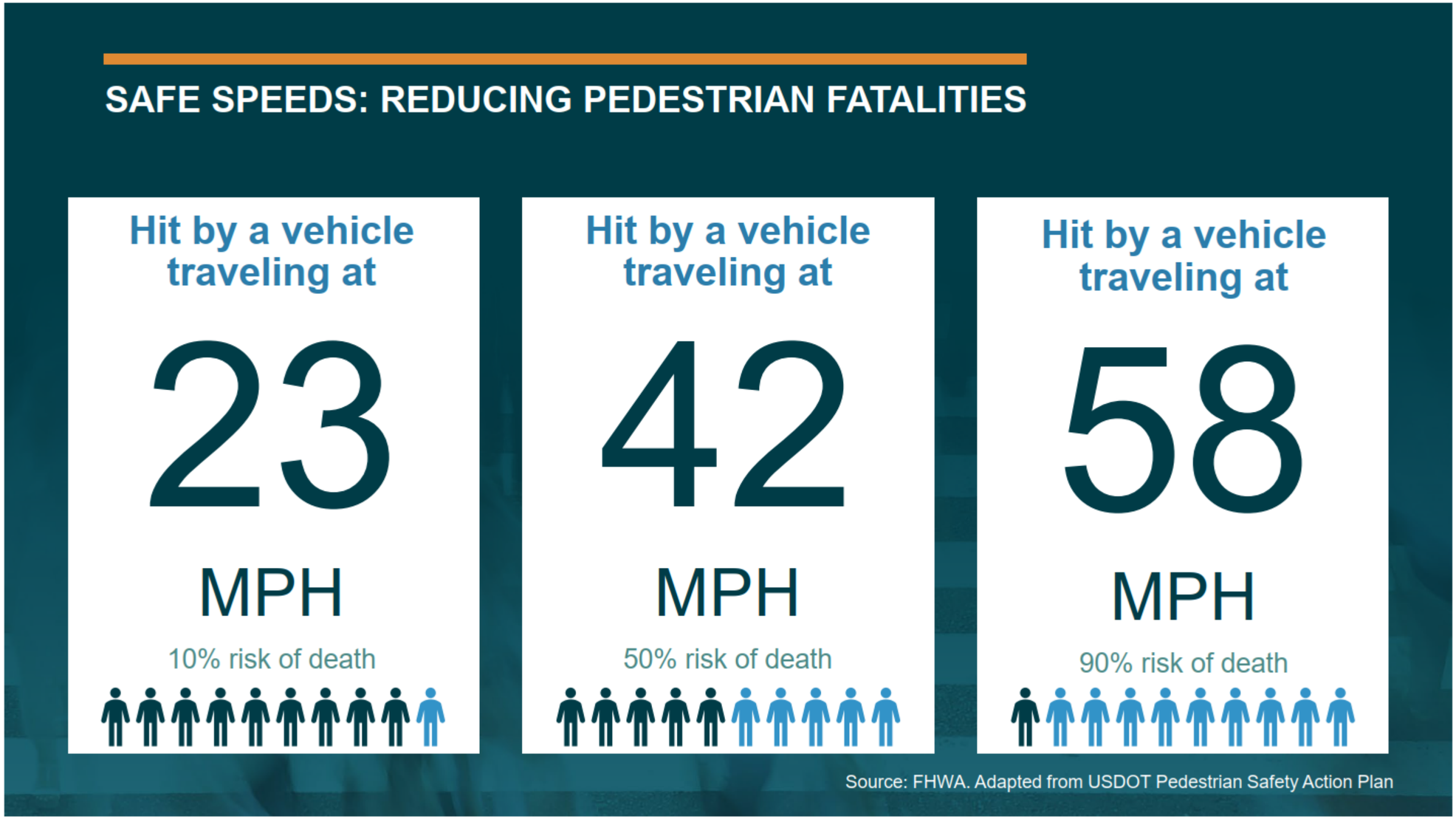
CORRIDOR SPEEDS



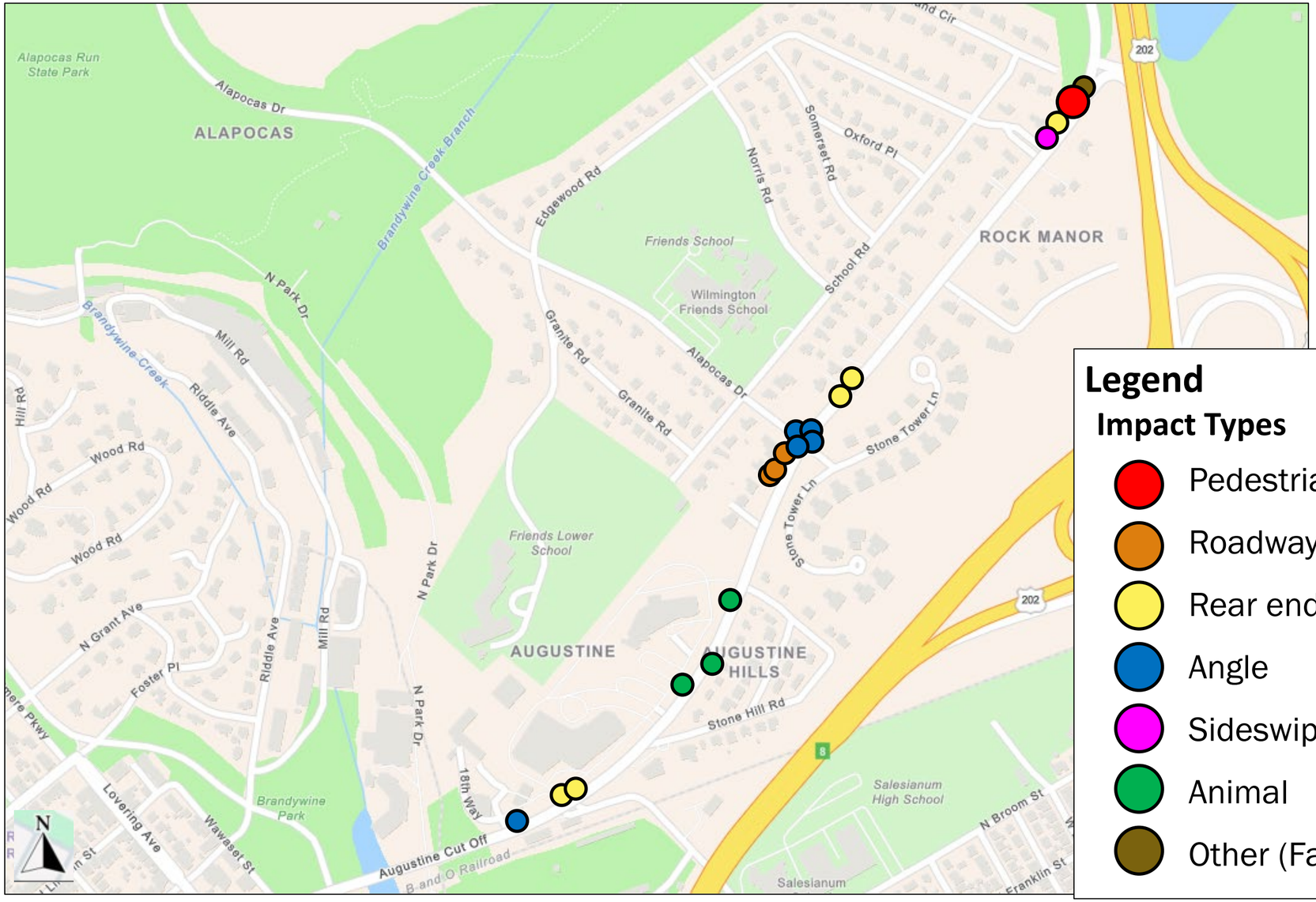
CORRIDOR SPEEDS



SAFE SPEEDS


SAFE SPEEDS: REDUCING PEDESTRIAN FATALITIES
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

CRASH MAP



Legend

Impact Types

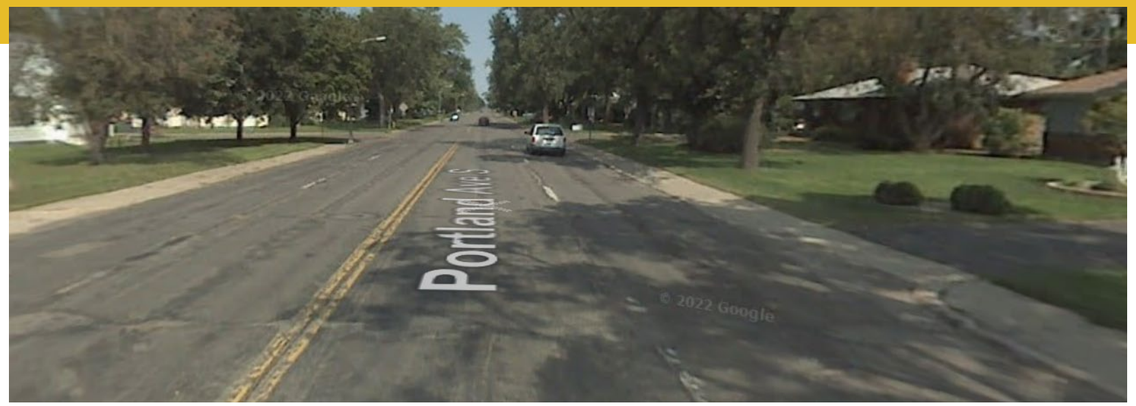
- Pedestrian Fatality
- Roadway Departure
- Rear end
- Angle
- Sideswipe
- Animal
- Other (Falling Object)

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?

Next Steps

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												
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Task 5	Select Concept Level Alternatives and Prepare Final Report												
	Outreach Activities												
	Planning Partners (PMC)	•	•			•			•			•	
	Advisory Committee (AC)			•			•			•			•
	Public Workshop				•			•			•		•

Next Steps

WHAT'S NEXT

- **Technical Analysis**
  - Conduct further analysis as necessary based on feedback received today
  - Complete Task 1 (Identify Issues, Opportunities, and Constraints) based on your feedback
  - Refine materials for website
  - Prepare materials for Public Workshop
- **Public Involvement**
  - Finalize and distribute Public Involvement Plan
  - Launch public website
  - Schedule winter Public Workshop
  - Schedule upcoming Advisory Committee Meetings (spring/summer)

Next Steps

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

AUGUSTINE CUT OFF MULTIMODAL IMPROVEMENTS STUDY, PHASE 2

Public Workshop #1
March 3, 2025



WRA

DELAWARE DEPARTMENT OF TRANSPORTATION

DART Moving Forward

New Castle County 1673 Delaware

WILMAPCO

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	DelDOT	DelDOT Coordination Project Manager for DelDOT Phase 1
Cooper Bowers	DelDOT	Transportation Planner IV New Castle County Liaison
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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

PLANNING PARTNERS

WILMAPCO

DEPARTMENT OF LAND USE
NEW CASTLE COUNTY • DE

DelDOT

DART Moving Forward

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

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.
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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

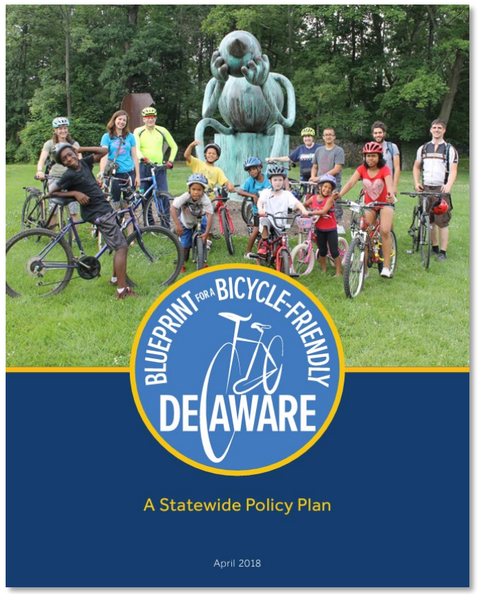
Background

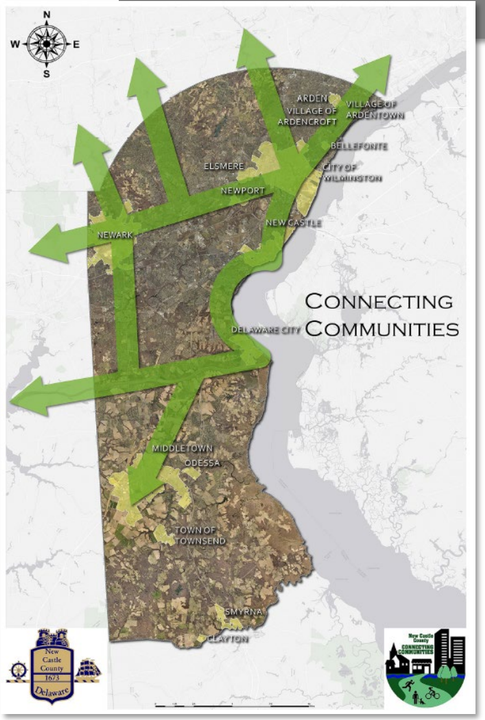
PLANS

- Project identified in *City of Wilmington Bike Plan* (2019) and *New Castle County Bike Plan* (2020)
- Project was submitted by WILMAPCO for DelDOT 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 DelDOT for a concept study in FY22
- Project is part of the New Castle County Connecting Communities initiative







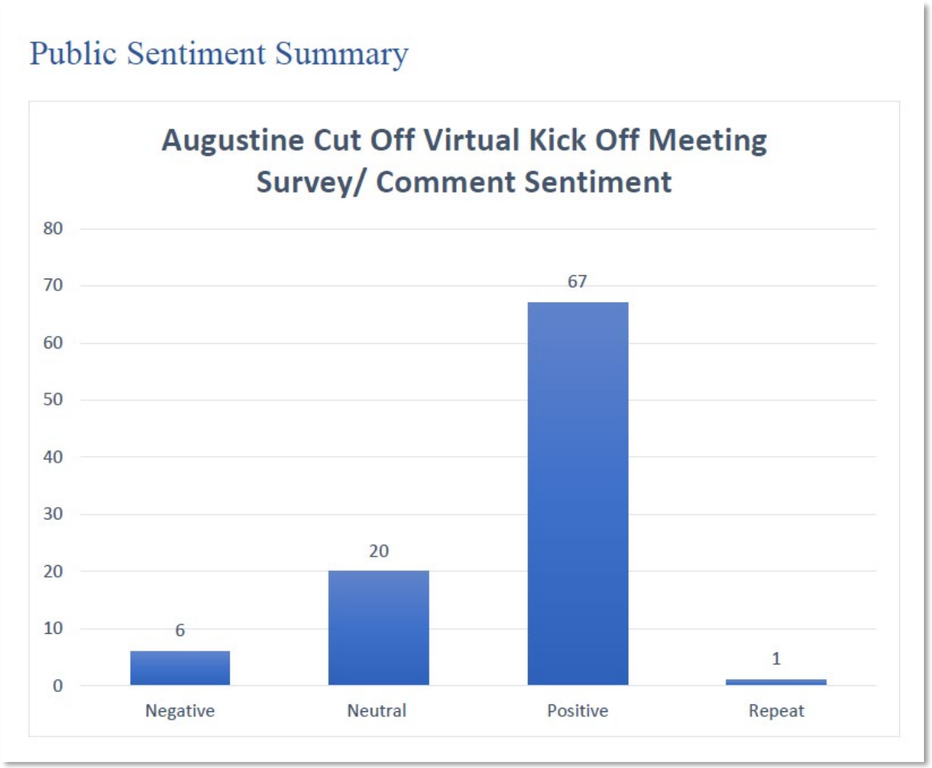


Background

PHASE 1 STUDY

- DelDOT 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 DelDOT 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

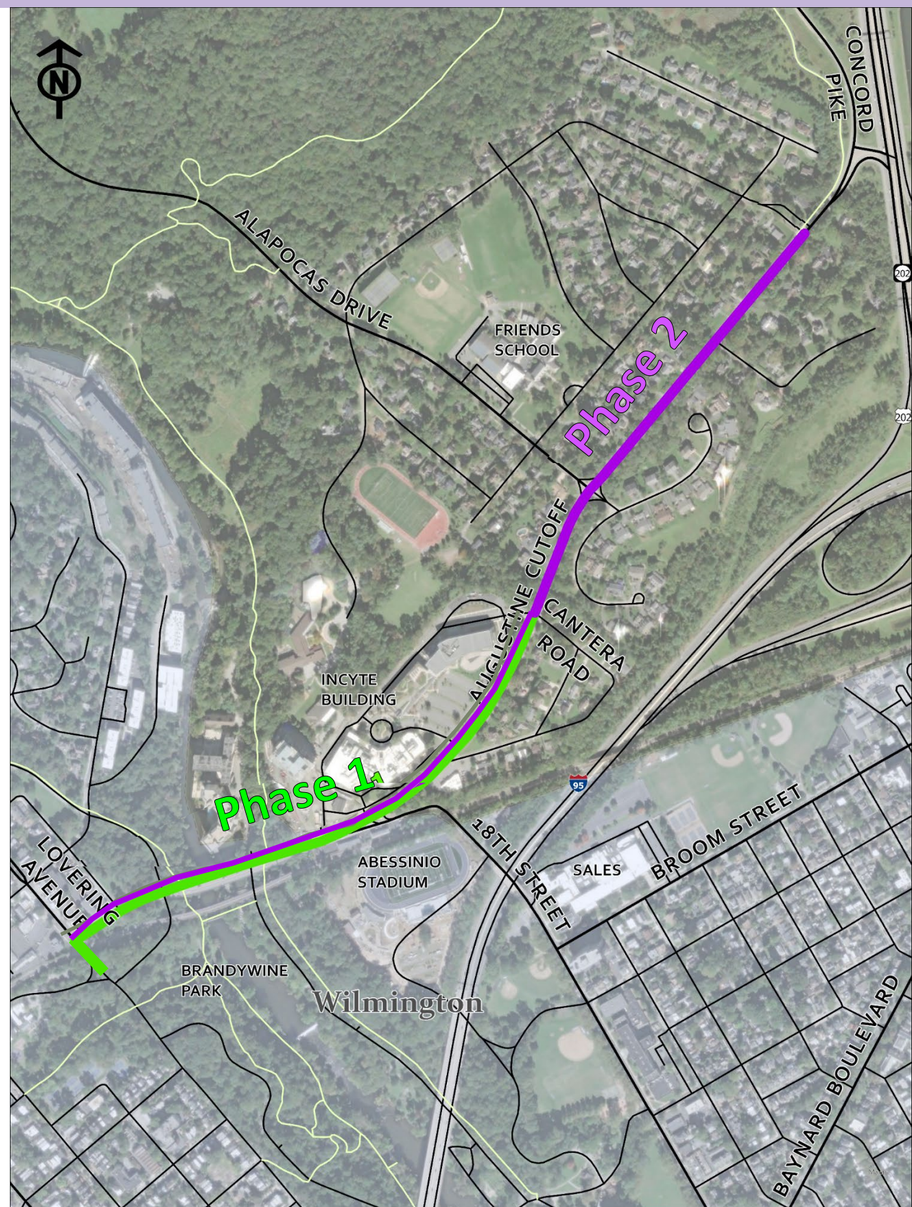




Background

APPROACH

- **Phase 1 (DelDOT): Lovering Avenue to Cantera Road**
  - Now in design with DelDOT
  - 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



Source: FHWA

OUR RESPONSIBILITY

THE SAFE SYSTEM APPROACH VS. TRADITIONAL ROAD SAFETY PRACTICES

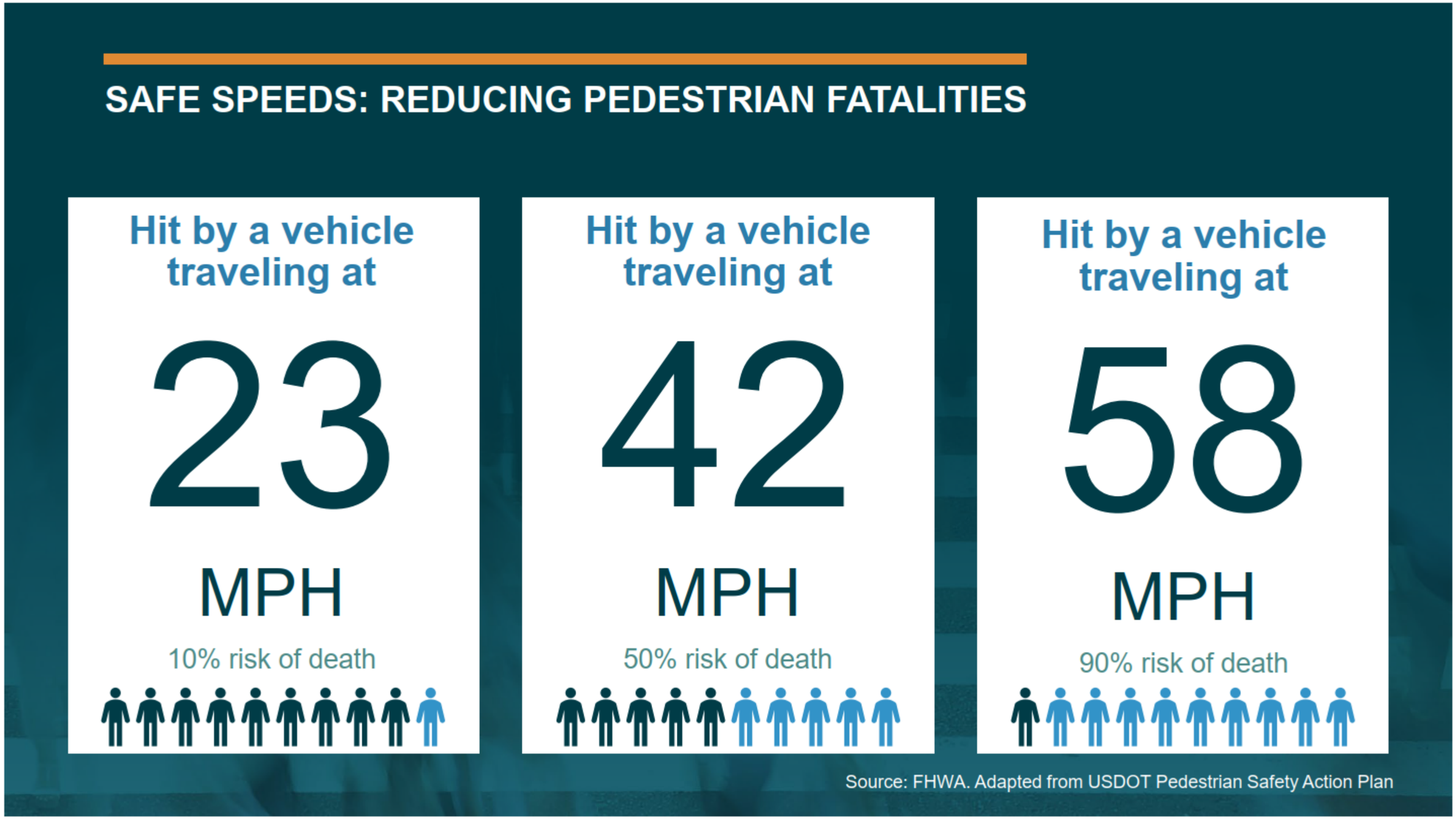
Traditional		Safe System
Prevent crashes	→	Prevent deaths and serious injuries
Improve human behavior	→	Design for human mistakes/limitations
Control speeding	→	Reduce system kinetic energy
Individuals are responsible	→	Share responsibility
React based on crash history	→	Proactively identify and address risks

Whereas traditional road safety strives to modity 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.

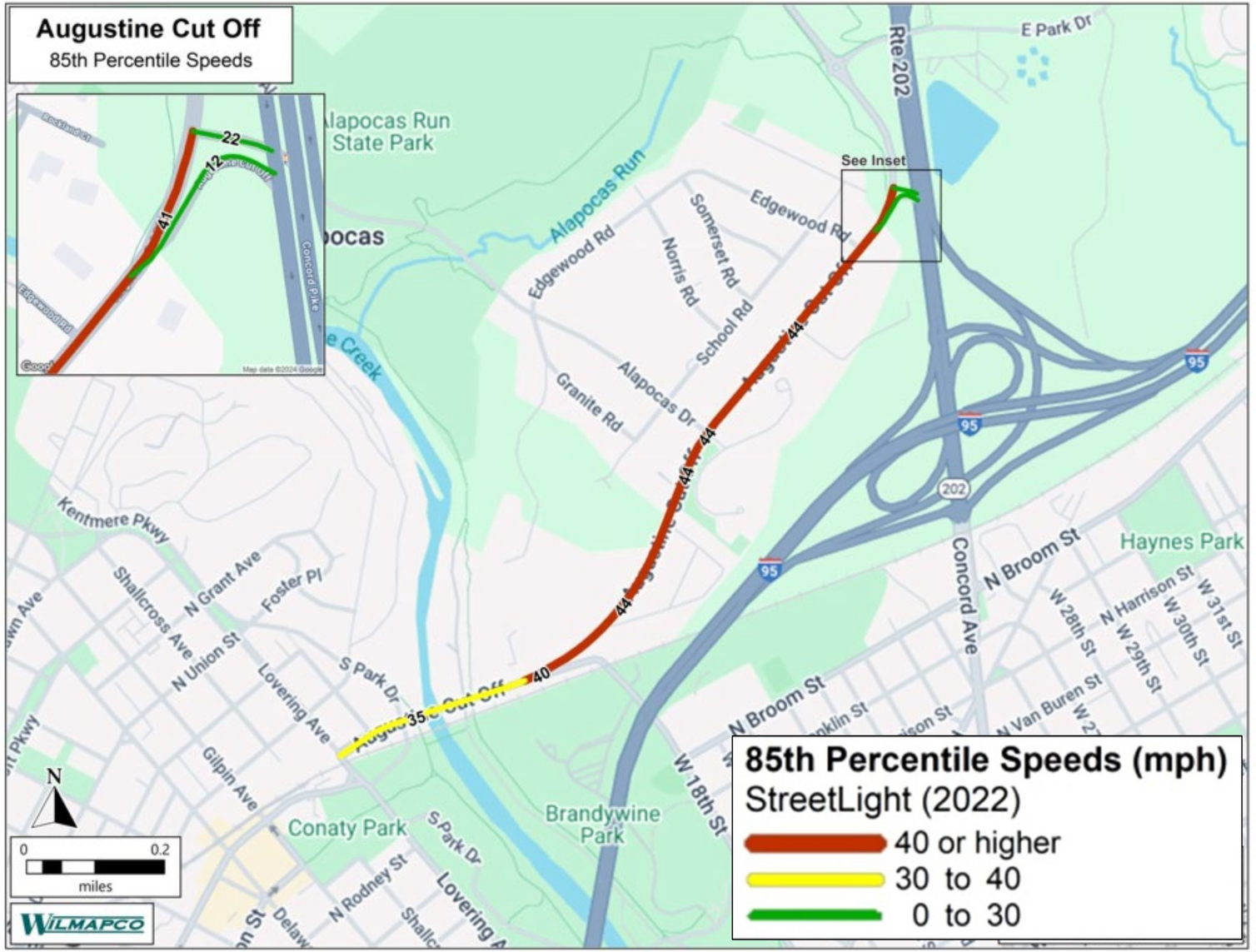
Source: FHWA

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.

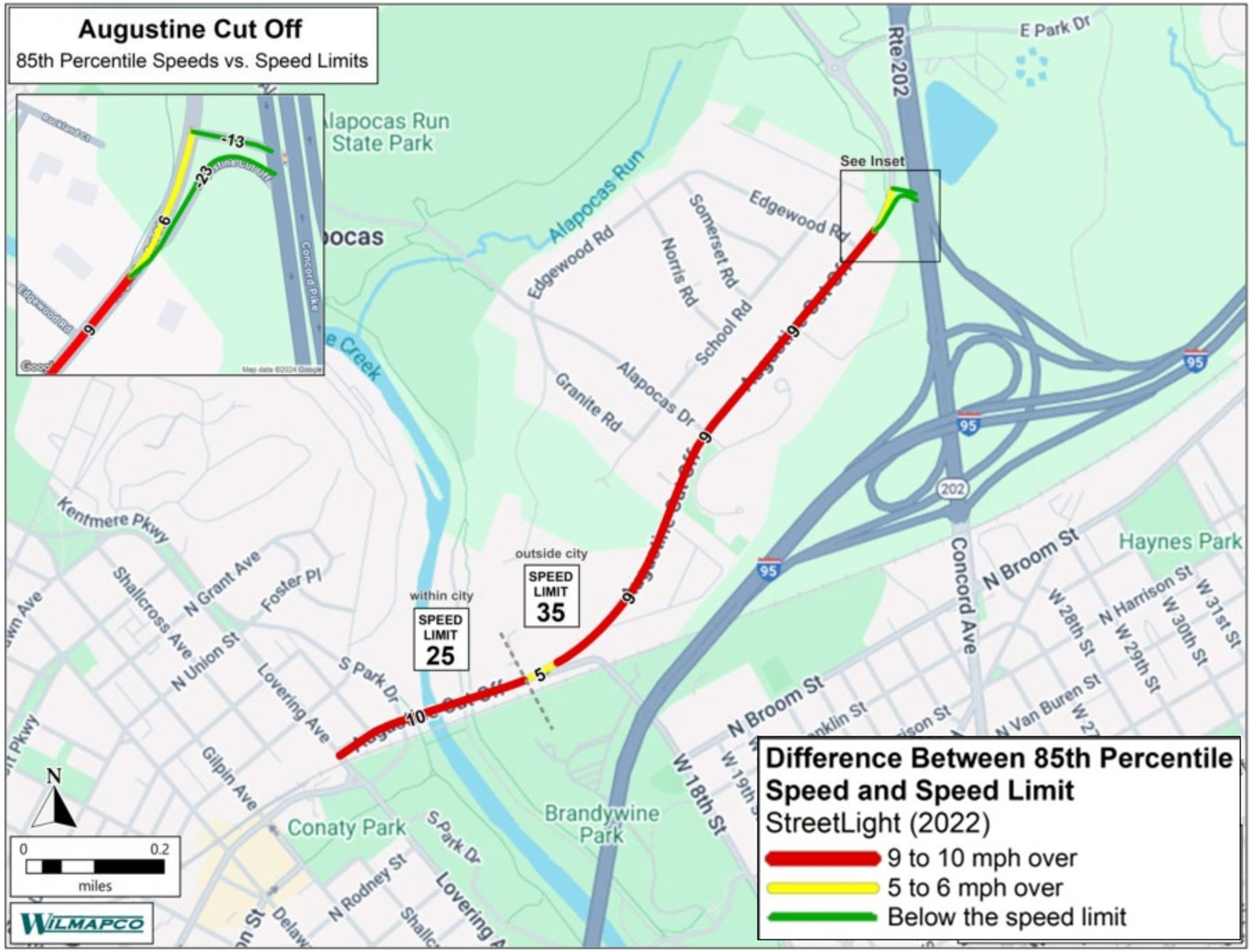
SAFE SPEEDS


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

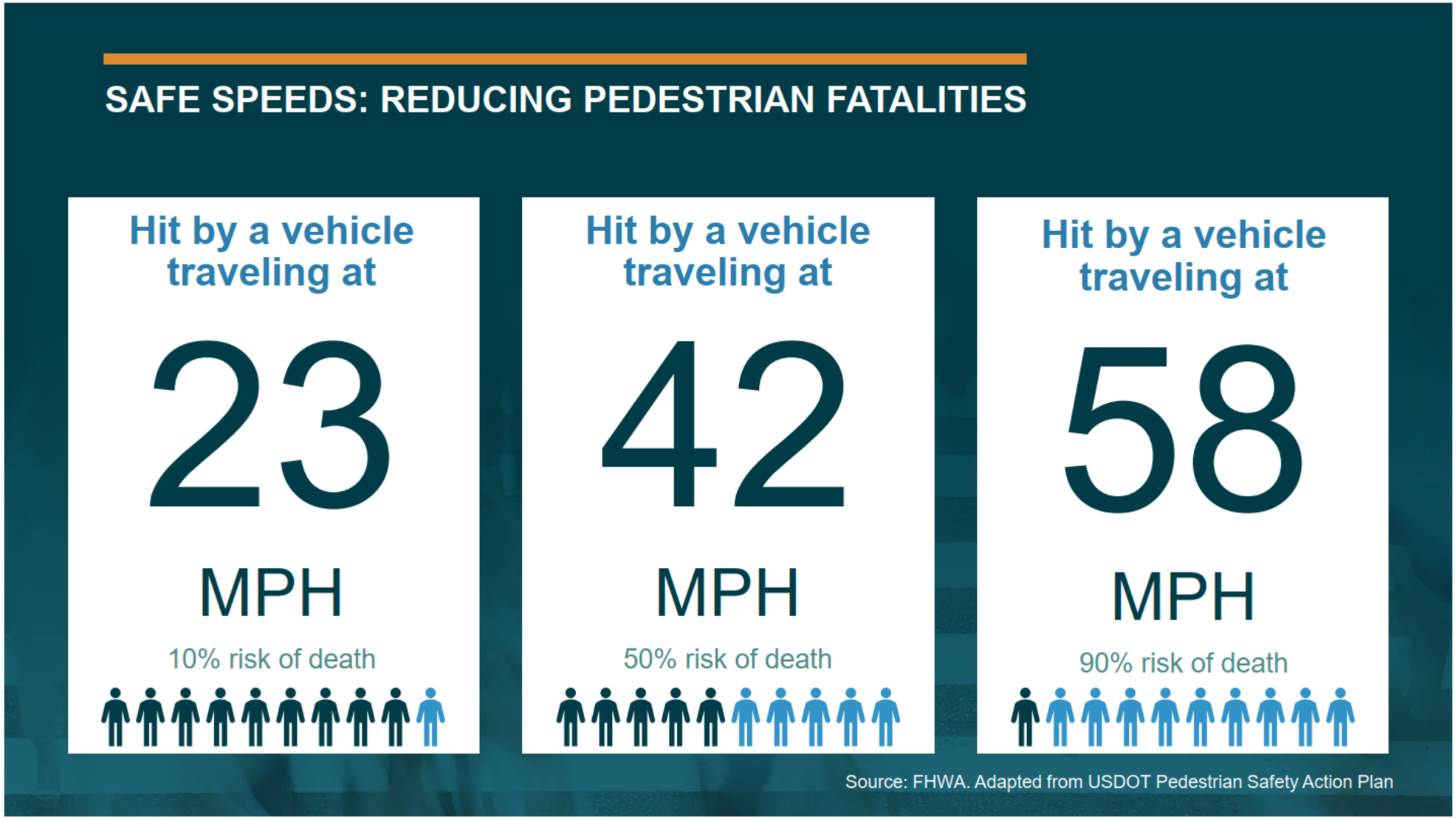
CORRIDOR SPEEDS



CORRIDOR SPEEDS



SAFE SPEEDS


SAFE SPEEDS: REDUCING PEDESTRIAN FATALITIES
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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

CRASH MAP


Alapocas Run State Park
Alapocas
Rockland Cir
Rock Manor Golf
N
Edgewood Rd
Norris Rd
Somerset Rd
Oxford Pl
202
Wilmington Friends School
Alapocas Dr
School Rd
Rock Manor Ave
Augustine Cut Off
Granite Rd
Brandywine River
Stone Tower Ln
95
Edgewood Rd
Augustine Hills
Cantera Rd
Stone Hill Rd
N Grant Ave
Riddle Ave
Mill Rd
N Park Dr
S Park Dr
Wawaset St
N Union St
N Lincoln St
Forty Acres
N Scott St
Abessinio Stadium
Salesianum School
N Broom St
W 18th St
W 19th St
W 20th St
Legend
Pedestrian Fatality
Roadway Departure
Rear end
Angle
Sideswipe
Animal
Other (Falling Object)
0
0.1
0.2
0.4
Miles

DESTINATIONS OF DAILY VEHICLES ENTERING AUGUSTINE CUTOFF





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

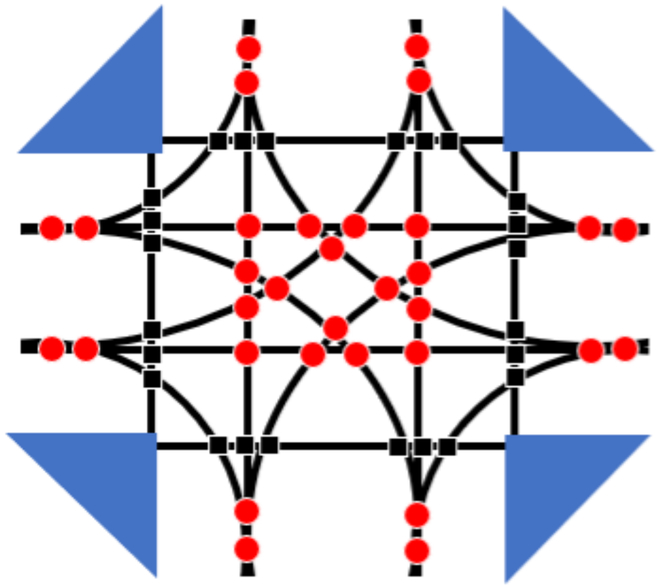
Items for consideration:

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

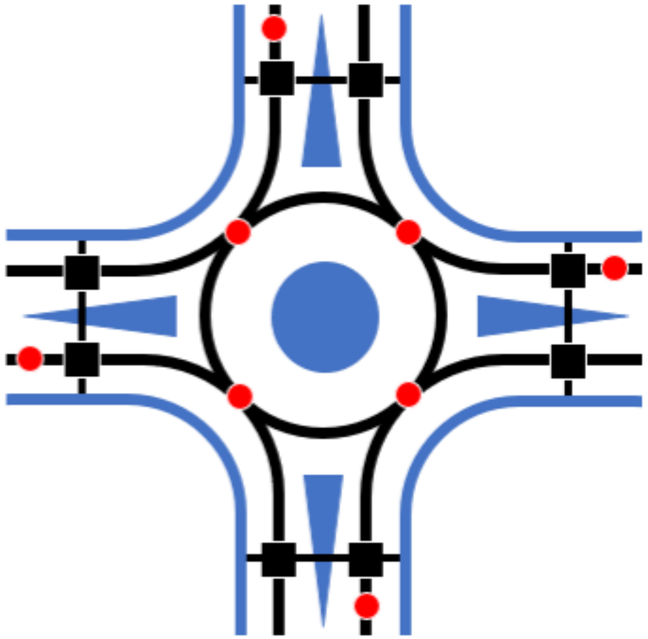
ROUNDABOUT SAFETY

Roundabouts Reduce the Potential For Crashes Due To Fewer Conflict Points

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



32 Vehicle Conflicts
24 Pedestrian Conflicts



8 Vehicle Conflicts
8 Pedestrian Conflicts

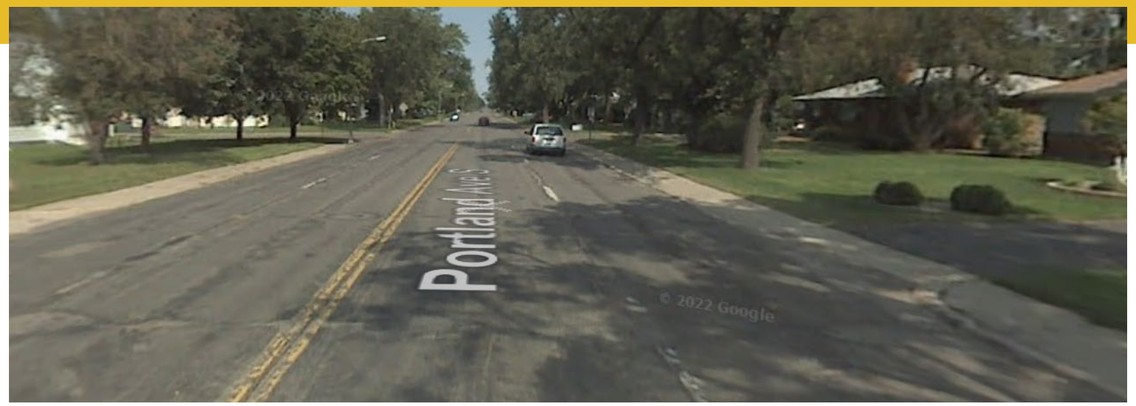
Note: this slide was not presented at the workshop, but was added to address questions about roundabout safety.

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

Small Group Activity

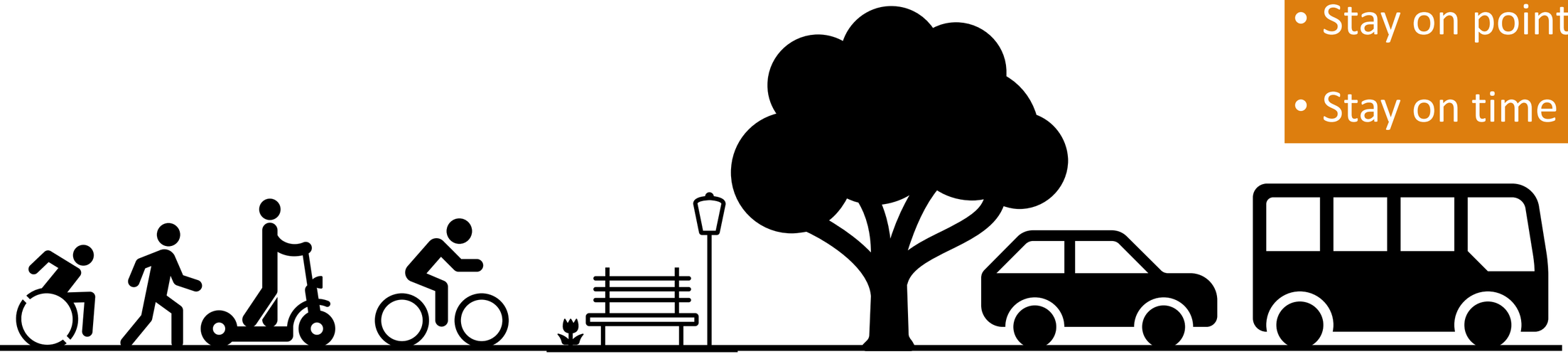
INSTRUCTIONS

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



Small Group Activity

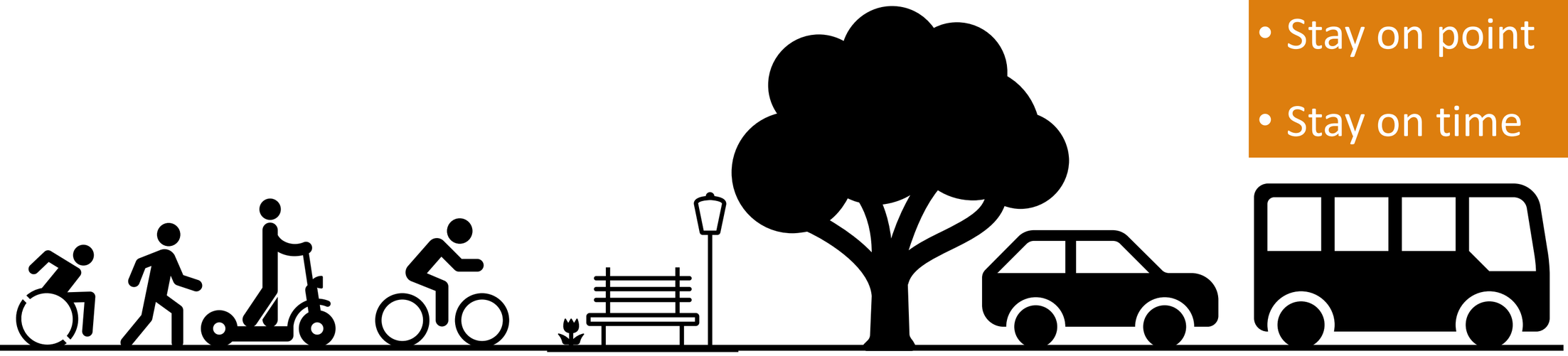
INSTRUCTIONS

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**

Ground Rules

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



Small Group Activity

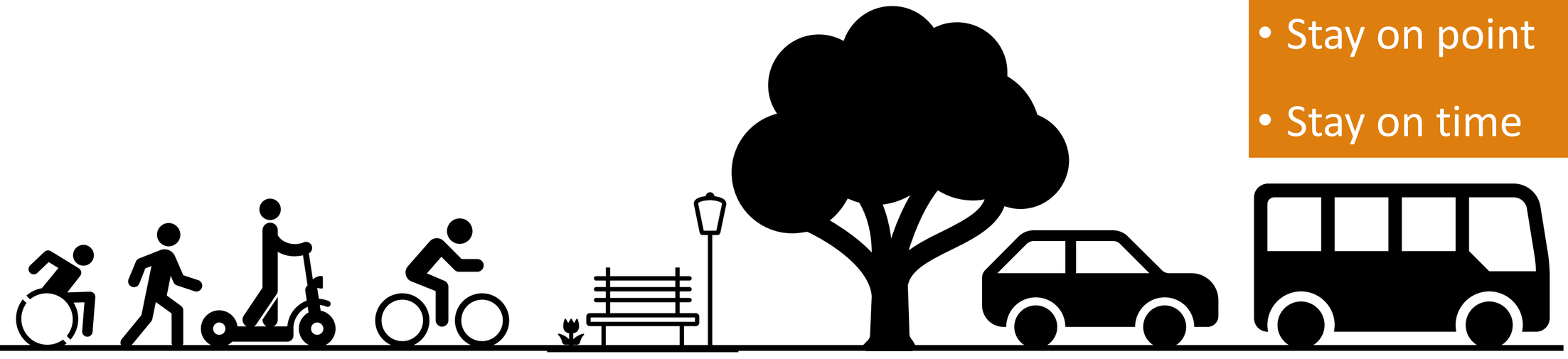
INSTRUCTIONS

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)

Ground Rules

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



Small Group Activity

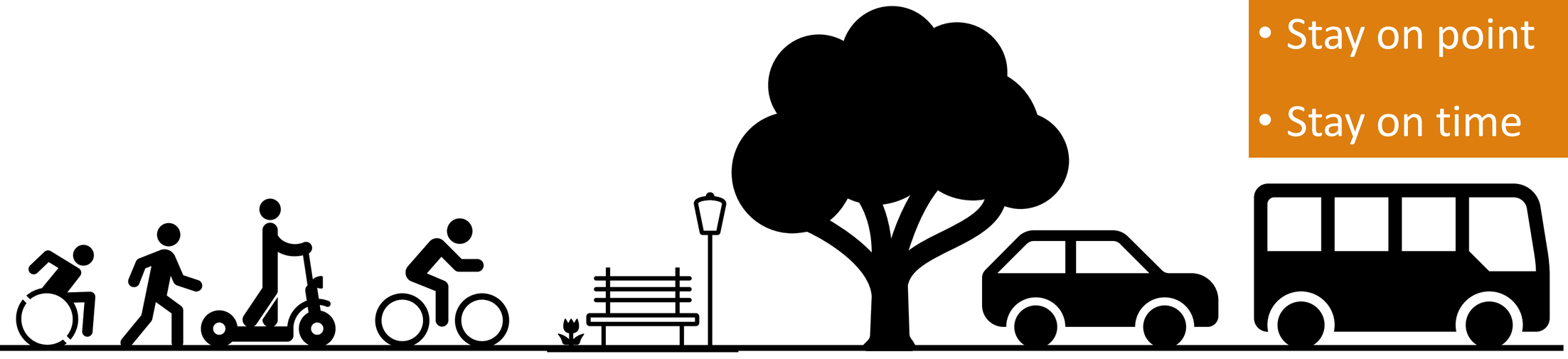
INSTRUCTIONS

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

Ground Rules

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



Small Group Activity

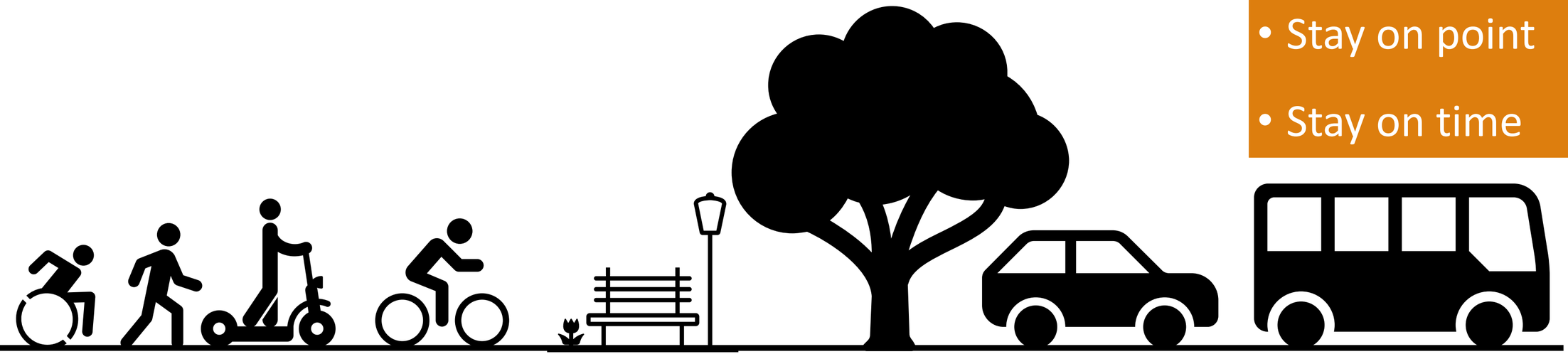
INSTRUCTIONS

4. Revise your Vision Statement:

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

Ground Rules

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



Next Steps

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

Next Steps

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

AUGUSTINE CUT OFF MULTIMODAL IMPROVEMENTS STUDY, PHASE 2

Advisory Committee Meeting 2
May 15, 2025



WRA

DelDOT

DART Moving Forward

New Castle County 1673 Delaware

WILMAPCO

AGENDA

- Introductions & Study Background
- Public Feedback
- Preliminary Alternatives
- Next Steps

Introductions & Study Background

Introduction & Study Background

PROJECT TEAM

Dave Gula	WILMAPCO	Project Manager
Paul Moser, PE	DelDOT	DelDOT Coordination Project Manager for DelDOT Phase 1
Cooper Bowers	DelDOT	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 Background

PLANNING PARTNERS

WILMAPCO

DEPARTMENT OF LAND USE
NEW CASTLE COUNTY • DE

DelDOT

DART Moving Forward

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

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



Legend

Study Area

Intersections

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				•					•			•

Introduction & Study Goals

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



Source: FHWA

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

Introduction & Background

RECENT PEDESTRIAN FATALITY

- April 4, 2025, around 11:36PM
- Walking on the edge of the road south of Alapocas Drive signal
- Vehicle fled, so details are limited
- The incident is under investigation, so no more can be said at this time

Public Feedback

Public Feedback

WORKSHOP

- 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

Do you have any other goals for this process?

PUBLIC SURVEY RESULTS

Q1 What's your vision for the Augustine Cut Off Corridor?Consider yourself, your family, your business, or your organization using Augustine Cut Off over the next 15 years. What does it look like? How do you get to and from work, school, businesses, and local parks? What would make it better? Please list words or brief phrases that define the future you envision. Please provide any additional input about the project.

Answered: 44 Skipped: 6

Of the 44 individuals who provided a vision statement:

- *34 were supportive of traffic calming and providing facilities for people walking and biking*
- *4 were not supportive of the study*
- *5 were neutral*

Example supportive statement:

- This road is a key connector to different neighborhoods and recreational areas. However, it is unsafe for bikes and pedestrians due to sections where there are no shoulders or sidewalks. At these points, you must walk/ride in the street (in the traffic lane). As a resident of the Cutoff who uses this road multiple times a day for walking the dog, exercising, and driving, safety is my main priority.

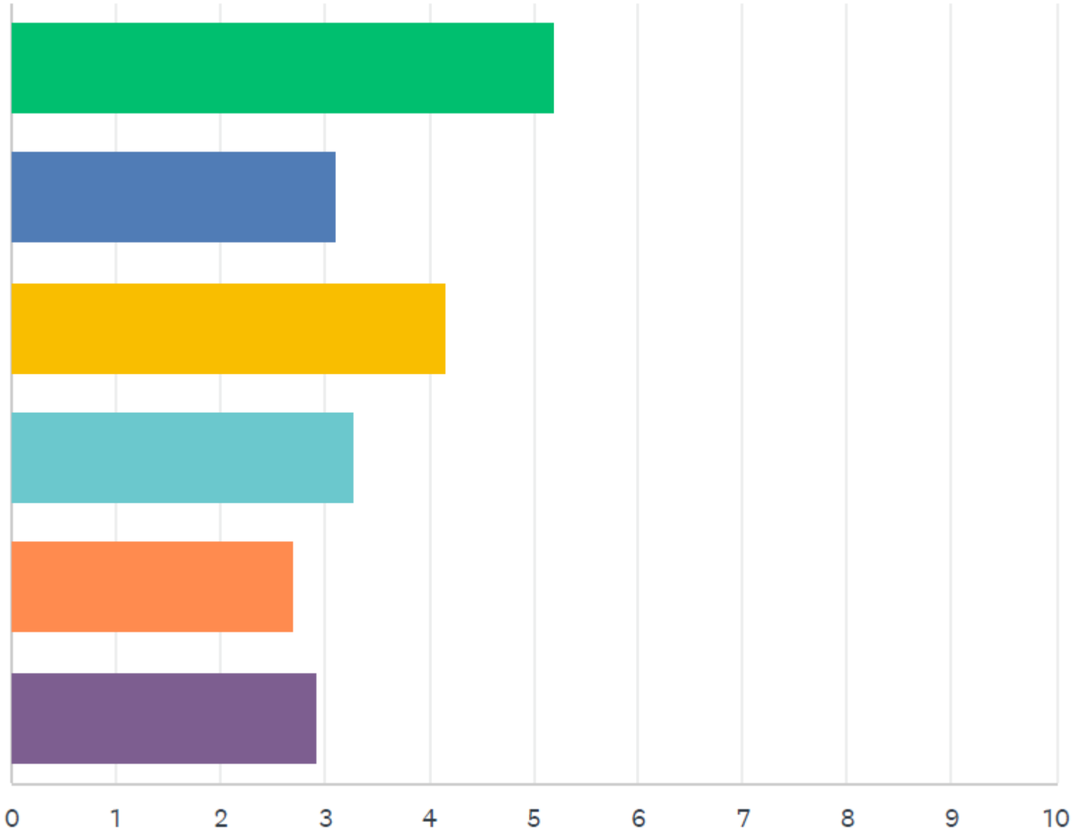
Example non-supportive statement:

- *Less traffic. Limit future commercial development in order to reduce traffic on Augustine Cut Off. Improve Edgewood Road intersection. IMO, the bike and pedestrian lanes currently in place are sufficient.*

PUBLIC SURVEY RESULTS

Q2 During the March 3 Public Workshop, attendees developed the following improvements for people who use a mobility device, walk, or take transit along Augustine Cut Off.Please rank these recommendations in order of importance from highest to lowest.

Answered: 47 Skipped: 3



Provide a continuous shared use path along ACO between Incyte and Edgewood Road (open to people walking, biking, and running)

Provide sidewalks on ACO north of 18th Street (open to people walking and running, not biking)

Improve accessibility and connectivity to existing shared use paths (in front of Incyte and in Alapocas State Park)

Add more crosswalks across ACO (possible locations include Alapocas Dr, Cantera Rd, Stone Hill Rd, Rock Manor Ave, and Edgewood Rd)

Ensure pedestrian facilities are maintained with sweeping and plowing

Add a new pedestrian connection between ACO and North 18th Street

PUBLIC SURVEY RESULTS

Q3 Do you have any other ideas to improve conditions for people who use a mobility device, walk, or take transit?

Answered: 30 Skipped: 20

- *Streetlights/lighting*
- *Reduce speeds*
- *Continuous path/protected lane*
- *Ensure trash bins don't obstruct shoulder*
- *People aren't looking for these services on Augustine Cut Off*
- *Maintain traffic light at Augustine Cut Off and*
- *Cross walks would need stop signs or traffic lights – cars don't yield to unsignalized crossings*
- *Colored crossings instead of standard black and white*

PUBLIC SURVEY RESULTS

Q4 During the March 3 Public Workshop, attendees recommended the following improvements for people who bike (or ride scooters, skateboards, or other faster wheeled devices) along Augustine Cut Off.Please rank these recommendations in order of importance from highest to lowest.

Answered: 47 Skipped: 3

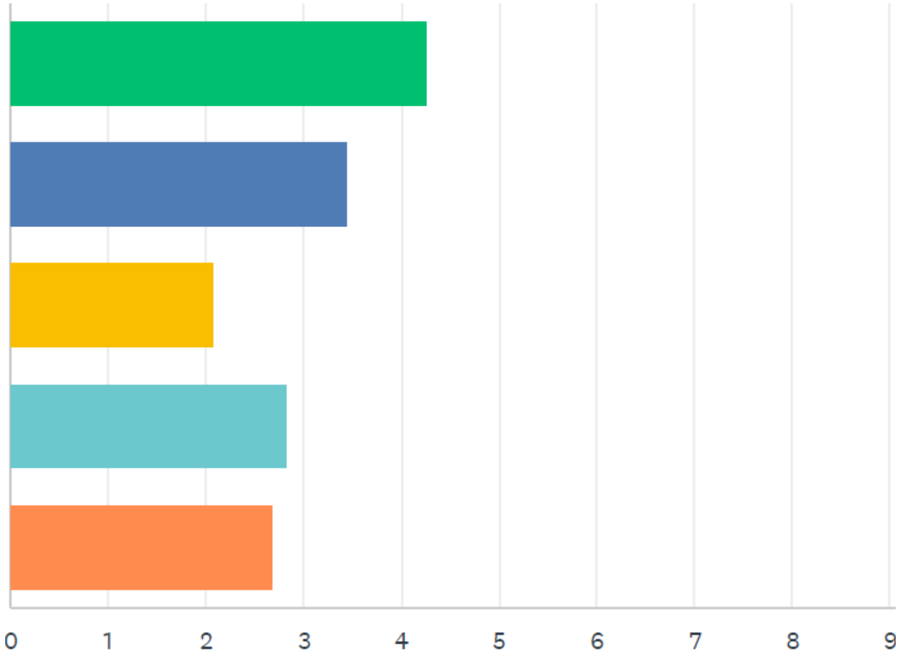
Provide a continuous shared use path along ACO between Incyte and Edgewood Road (open to people walking, biking, and running) with good signage

Provide continuous bike lanes along ACO, similar to what is provided in Centerville on Route 52

Ensure bike facilities are maintained with sweeping and plowing

Explore options to separate people walking from people biking, especially in the downhill portion of the corridor

Ensure transitions into and out of the bike facility are safe and intuitive



PUBLIC SURVEY RESULTS

Q5 Do you have any other ideas to improve conditions for people who bike (or ride scooters, skateboards, or other faster wheeled devices)?

Answered: 30 Skipped: 20

- *Fix areas with no bike lane*
- *Keep bike path separate from pedestrian path for safety*
- *Provide designated continuous area for bikes*
- *Pylons would not be enough separation from traffic to feel safe*
- *Minimize need to cross Augustine Cut to stay on trail*
- *Explore bike specific traffic signals*
- *Reduce traffic on the road*
- *Connect to Brandywine Park trail without crossing the bridge*
- *Educate bicyclists about rules of the road*
- *Clarify what devices are not allowed on greenway – mopeds and motorized dirt bikes*
- *Ban faster devices*
- *Enforce no parking on northbound ACO between 18th Street and Cantera Road*

PUBLIC SURVEY RESULTS

Q6 During the March 3 Public Workshop, attendees recommended the following improvements for people who drive a motor vehicle along Augustine Cut Off.Please rank these recommendations in order of importance from highest to lowest.

Answered: 47 Skipped: 3

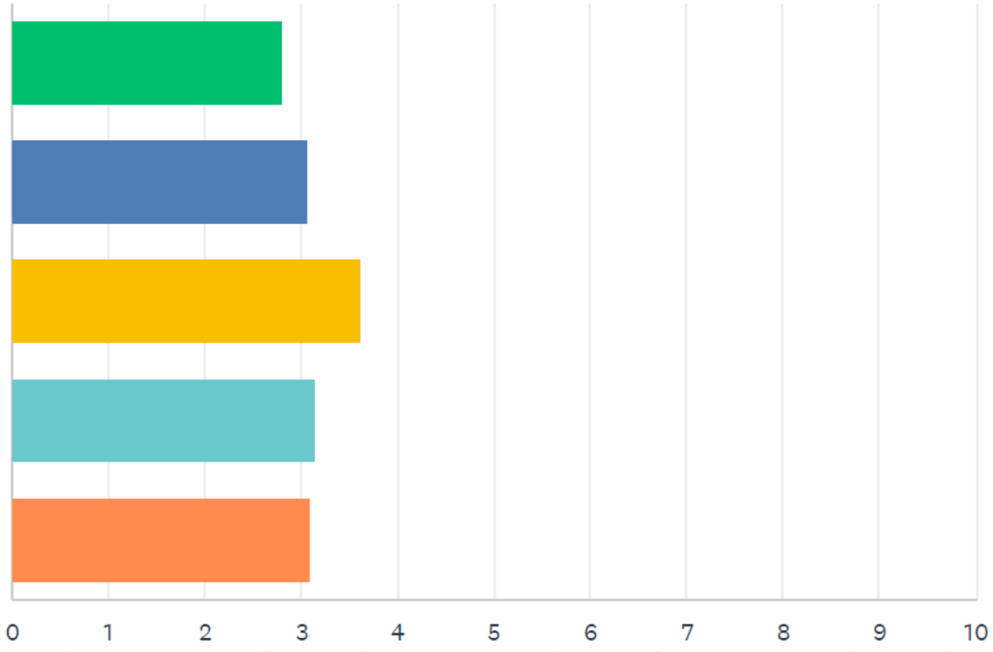
Provide a roundabout at Alapocas Drive and Augustine Cut Off

Provide a better left turn from southbound Augustine Cut Off onto 18th Street

Implement traffic calming to slow down motor vehicles and improve safety for drivers

Maintain a consistent speed limit along the Augustine Cut Off corridor

Address safety issues turning in or out of Edgewood Road



PUBLIC SURVEY RESULTS

Q7 Do you have any other ideas to improve conditions for people who drive a motor vehicle?

Answered: 28 Skipped: 22

- *Keep it open to cars*
- *Reduce traffic – this shouldn't bee a major artery into the city*
- *Lower speed limit/enforce existing speed limit*
- *Reduce lane width*
- *Improve visibility around curves*
- *Add permeable pavement or rain gardens to reduce flooding that causes hazards*
- *Improve signalization at Alapocas Drive and ACO to make it easier to turn left into the community*
- *Keep traffic light at Alapocas Drive and ACO*
- *No traffic circle – would slow motor vehicle traffic and eliminate pedestrian traffic*
- *Fix large pothole on northbound ACO*

PUBLIC SURVEY RESULTS

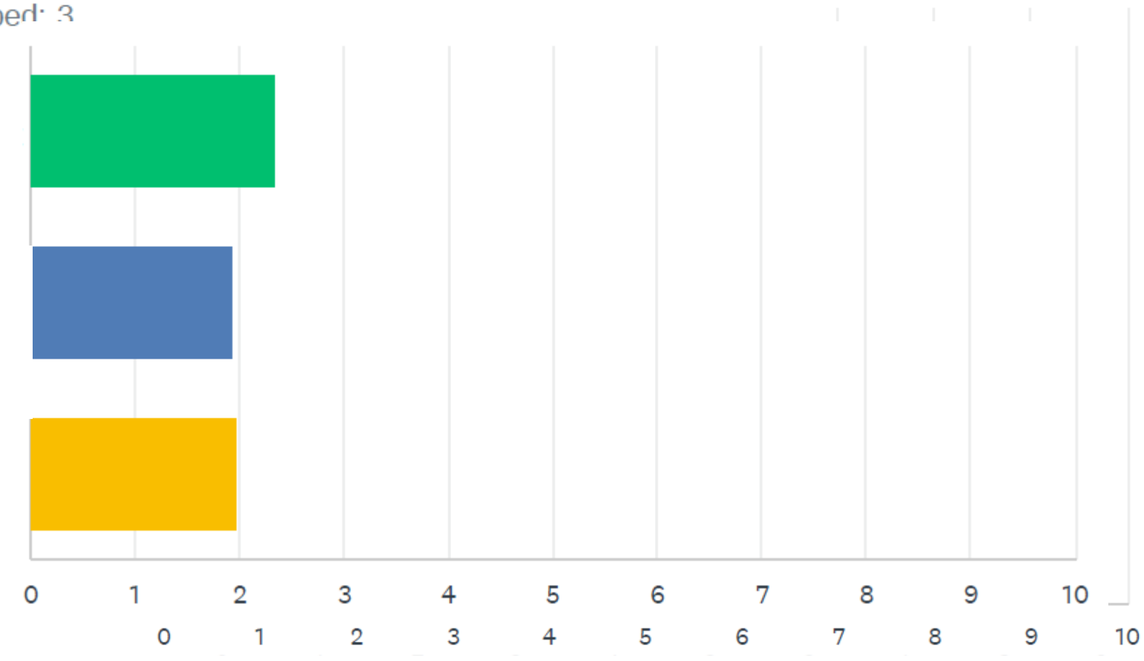
Q8 During the March 3 Public Workshop, attendees recommended the following improvements for all road users along Augustine Cut Off.Please rank these recommendations in order of importance from highest to lowest.

Answered: 47 Skipped: 3

Implement traffic calming measures along Augustine Cut Off to slow down motor vehicle speeds

Beautify the Augustine Cut Off corridor by creating a park like setting with a neighborhood feel

Clarify operations for all modes of travel (walking, biking, and driving) at the Augustine Cut Off and 18th Street intersection



PUBLIC SURVEY RESULTS

Q9 Are there any other improvements needed to improve conditions for all road users?

Answered: 27 Skipped: 23

- *Improve signage turning onto 18th Street*
- *Prioritize community over property owners*
- *Safe and continuous separation from traffic lanes*
- *Reduce traffic – this is a residential road*
- *Enforce speed limit*
- *Retain on-street parking, especially between Cantera and Stone Hill Road*
- *Cleaning, sweeping, and repaving*

DRAFT

Preliminary Alternatives

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



Source: FHWA

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Preliminary Alternatives

MAJOR ISSUES IDENTIFIED DURING PUBLIC OUTREACH

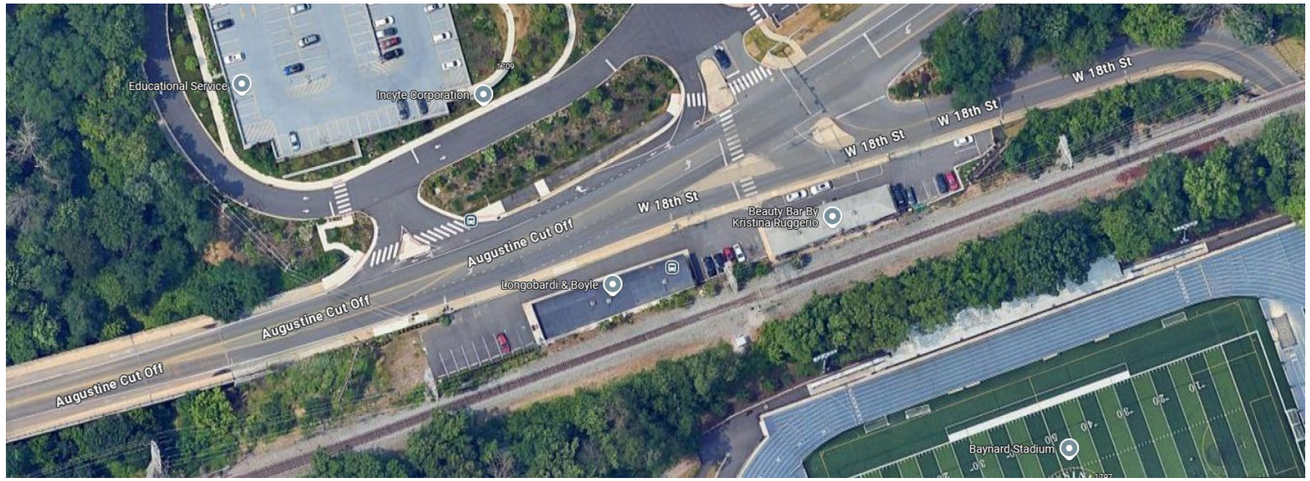
- The **18th Street intersection** is difficult to navigate for all road users
- Turning left at the **Edgewood Road intersection** is a challenge due to poor visibility/motor vehicle speeds
- **Speeding** is a problem – suggestions to address included
  - Increased enforcement (patrol, cameras)
  - Traffic Calming
    - Narrower lanes
    - Roundabouts
    - Speed humps
- **Lack of continuous, dedicated, safe space for people walking and biking** – both along and across corridor
- Concern about people walking and biking using the same space due to speed differential

DRAFT

Preliminary Alternatives

18TH STREET

- Existing geometry can’t change due to severe grades and requirements to fit certain vehicle types (i.e. buses)
- A roundabout is not possible at the existing intersection due to the severe grade changes
- Shifting the intersection to the south may allow for reconfiguration however this would require full property acquisitions and significant utility and drainage impacts.



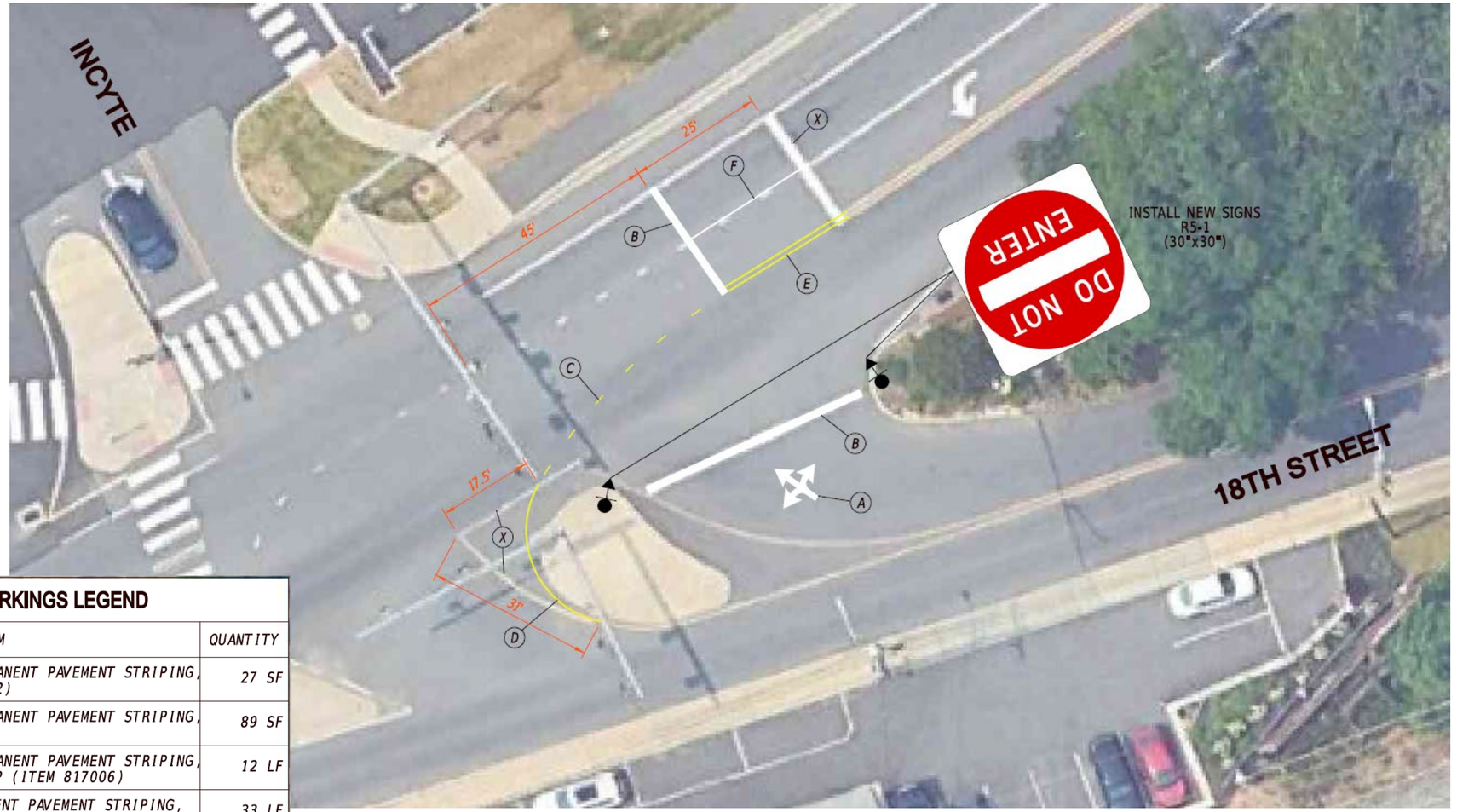


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Preliminary Alternatives

18TH STREET

- Short-turnaround signing and pavement marking improvements are designed and are pending coordination with DelDOT and the maintainers of the landscaping on the NE corner



PAVEMENT MARKINGS LEGEND		
SYM	ITEM	QUANTITY
A	ALKYD-THERMOPLASTIC PERMANENT PAVEMENT STRIPING, WHITE SYMBOL (ITEM 817002)	27 SF
B	ALKYD-THERMOPLASTIC PERMANENT PAVEMENT STRIPING, WHITE 16" (ITEM 817002)	89 SF
C	ALKYD-THERMOPLASTIC PERMANENT PAVEMENT STRIPING, YELLOW 12" 2' LINE/6' GAP (ITEM 817006)	12 LF
D	EPOXY RESIN PAINT PERMANENT PAVEMENT STRIPING, YELLOW 6" SINGLE (ITEM 817042)	33 LF
E	EPOXY RESIN PAINT PERMANENT PAVEMENT STRIPING, YELLOW 6" DOUBLE (ITEM 817042)	50 LF
F	EPOXY RESIN PAINT PERMANENT PAVEMENT STRIPING, WHITE 6" (ITEM 817042)	25 LF
X	REMOVE EXISTING PAVEMENT STRIPING (ITEM 817031)	52 SF

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Preliminary Alternatives

EDGEWOOD ROAD

- A signal is not warranted because volumes are too low
- A roundabout is not appropriate because of the driveway opposite Edgewood Road and any roundabout would likely impede on the right-of-way
- Median islands are being considered to help reduce speeds and provide gateway opportunities
- Slight roadway realignment north of Edgewood Rd is being considered to improve sight lines



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Preliminary Alternatives

NORTHBOUND AUGUSTINE CUT OFF TO 202

- Initial observations show two lanes are not warranted
- Would allow slight realignment of ACO to improve sight lines at Edgewood Rd
- Potential reduction of pavement may reduce overall stormwater management requirements
- Potential for gateway treatment



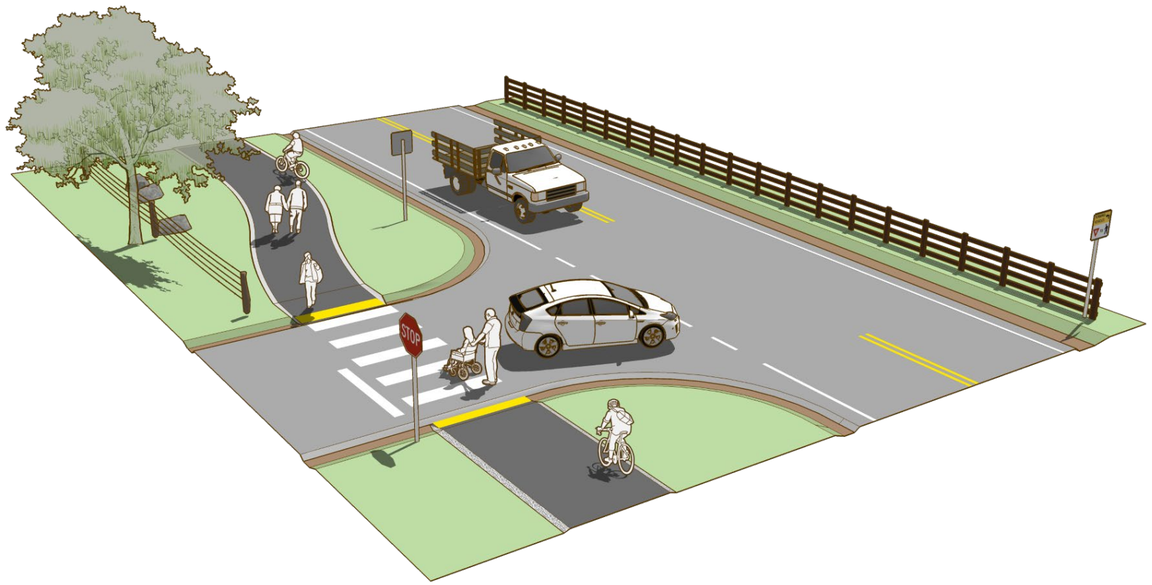
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Preliminary Alternatives

POTENTIAL DESIGNS

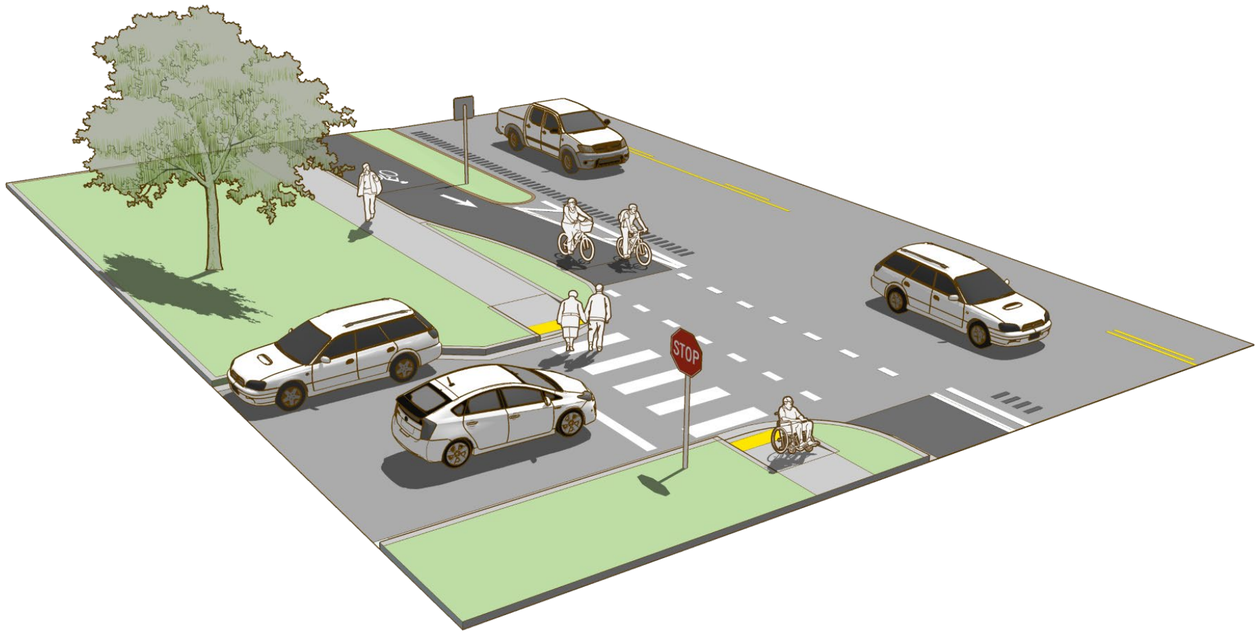
Alternative 1 – Shared Use Path

- Separated from traffic
- Shared facility for pedestrians and bikes



Alternative 2 –Two-Way Separated Bike Lane

- Separated from traffic
- Separate facilities pedestrian and bikes



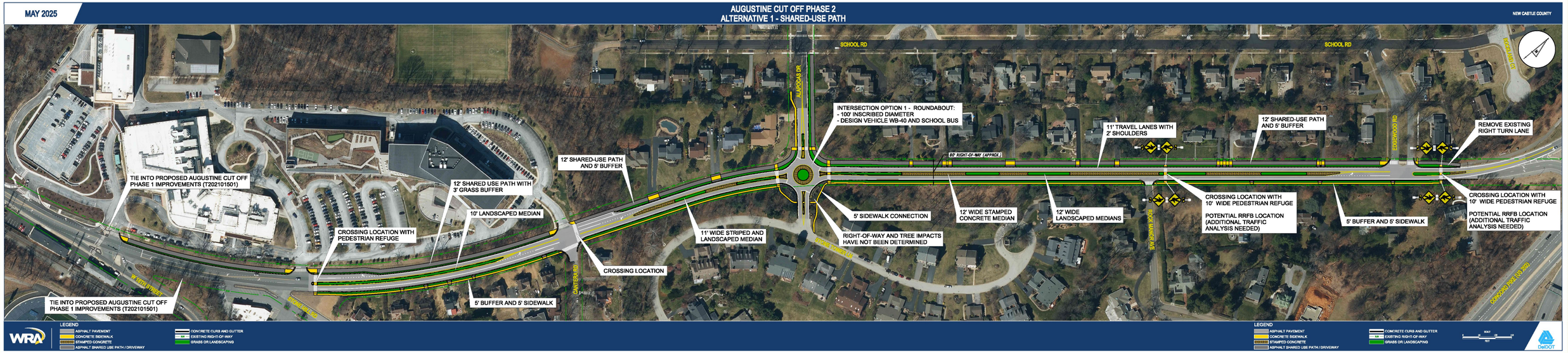
Source: FHWA Small Town and Rural Design Guide

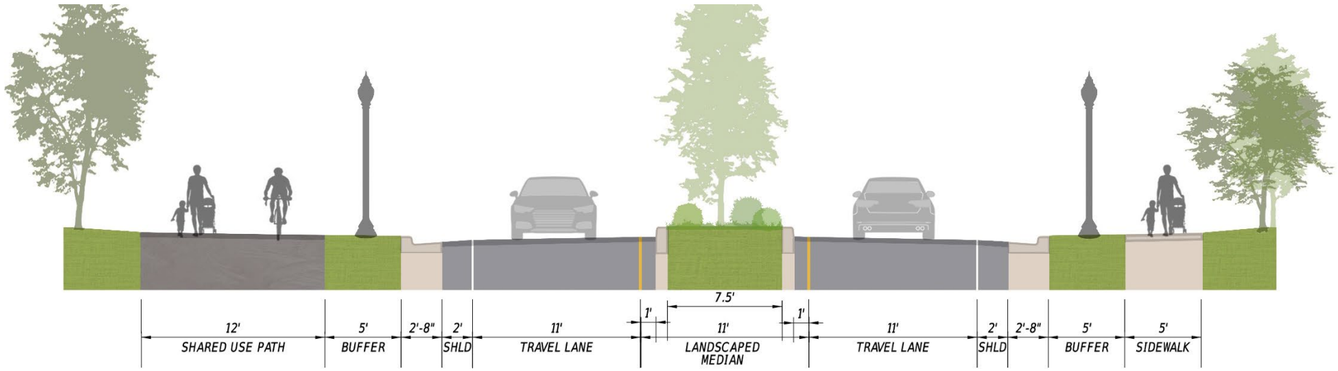
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Preliminary Alternatives

POTENTIAL DESIGNS

Alternative 1 – Continuous Shared Use Path (SUP) on Southbound Side





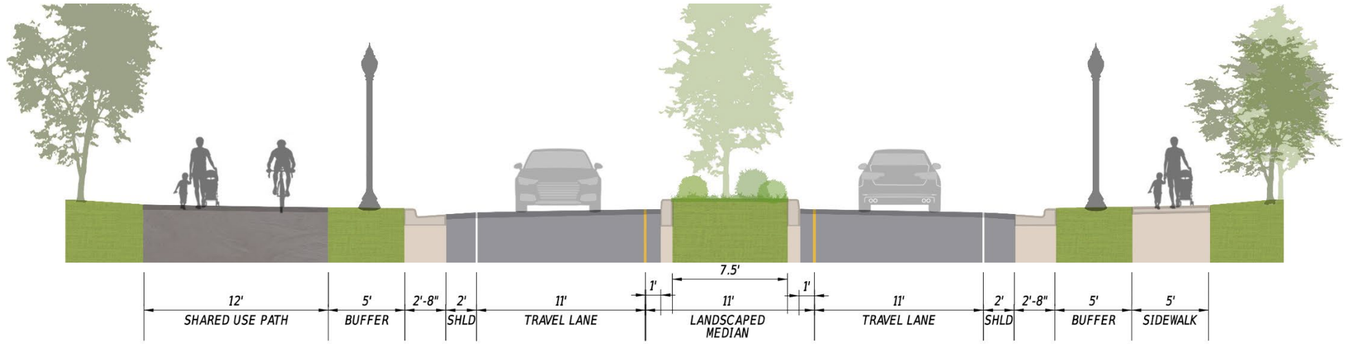
- 12’ wide buffered SUP (Southbound)
- 5’ wide buffered sidewalk (Northbound)
- 11’ wide median
- Multiple ped/bike crossings
- Alapocas Drive intersection improvements

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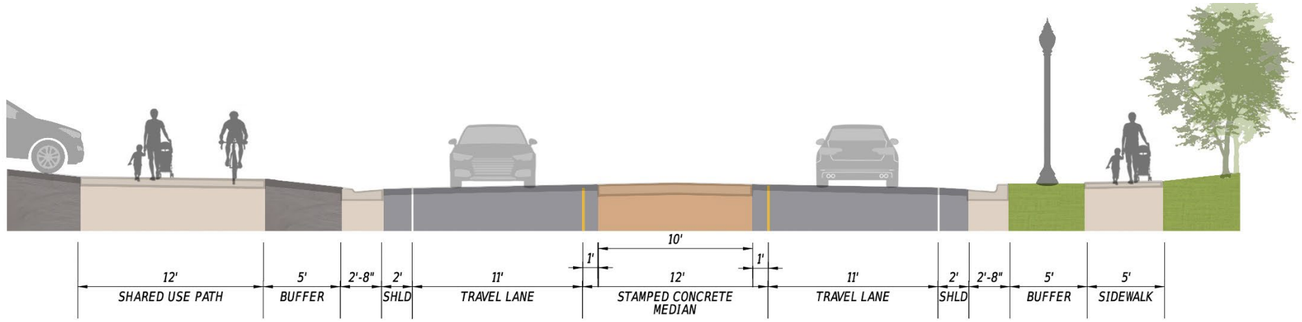
Preliminary Alternatives

POTENTIAL DESIGNS

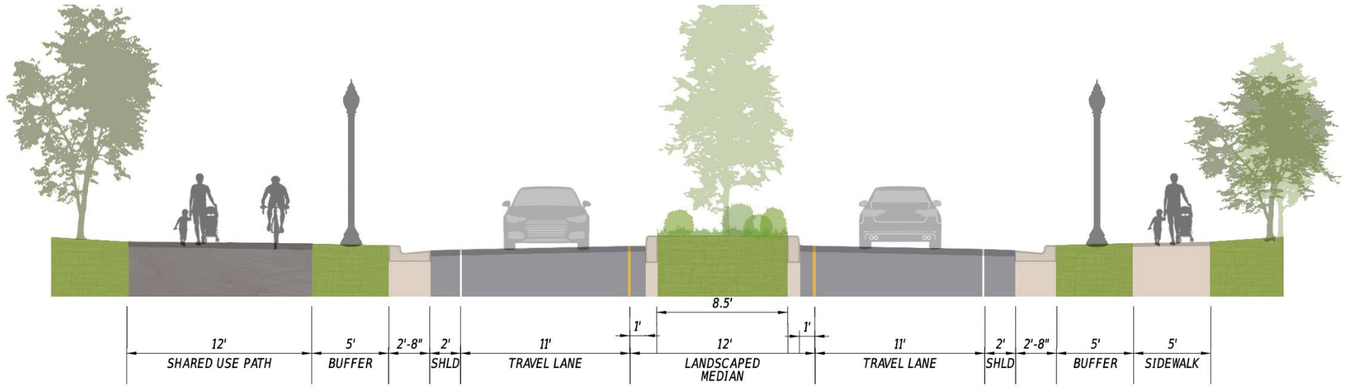
Alternative 1 – Continuous Shared Use Path (SUP) on Southbound Side



- 12’ wide SUP south of Alapocas Drive with raised landscape median



- 12’ wide SUP at driveway crossings with flush median



- 12’ wide SUP north of Alapocas Drive

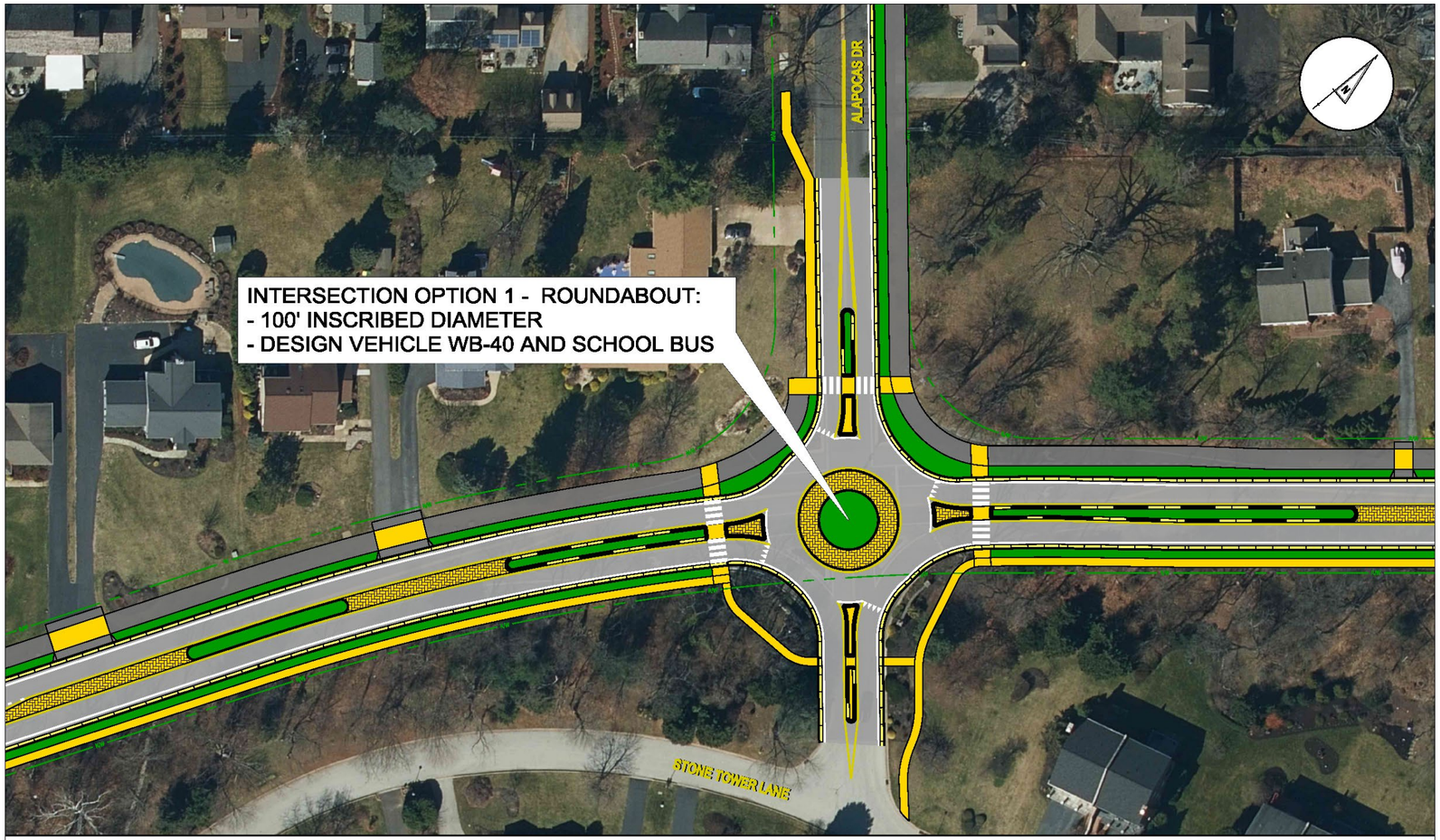
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Preliminary Alternatives

INTERSECTION DESIGN

Alapocas Drive – Roundabout with Shared Use Path

- 100’ Diameter
- Mountable inside truck apron to accommodate trucks
- Reduces pedestrian and vehicle conflict points
- Refuge islands allow pedestrians and bikes to cross single directional travel
- Provides traffic calming
- Opportunities for landscaping
- Reduced long-term maintenance



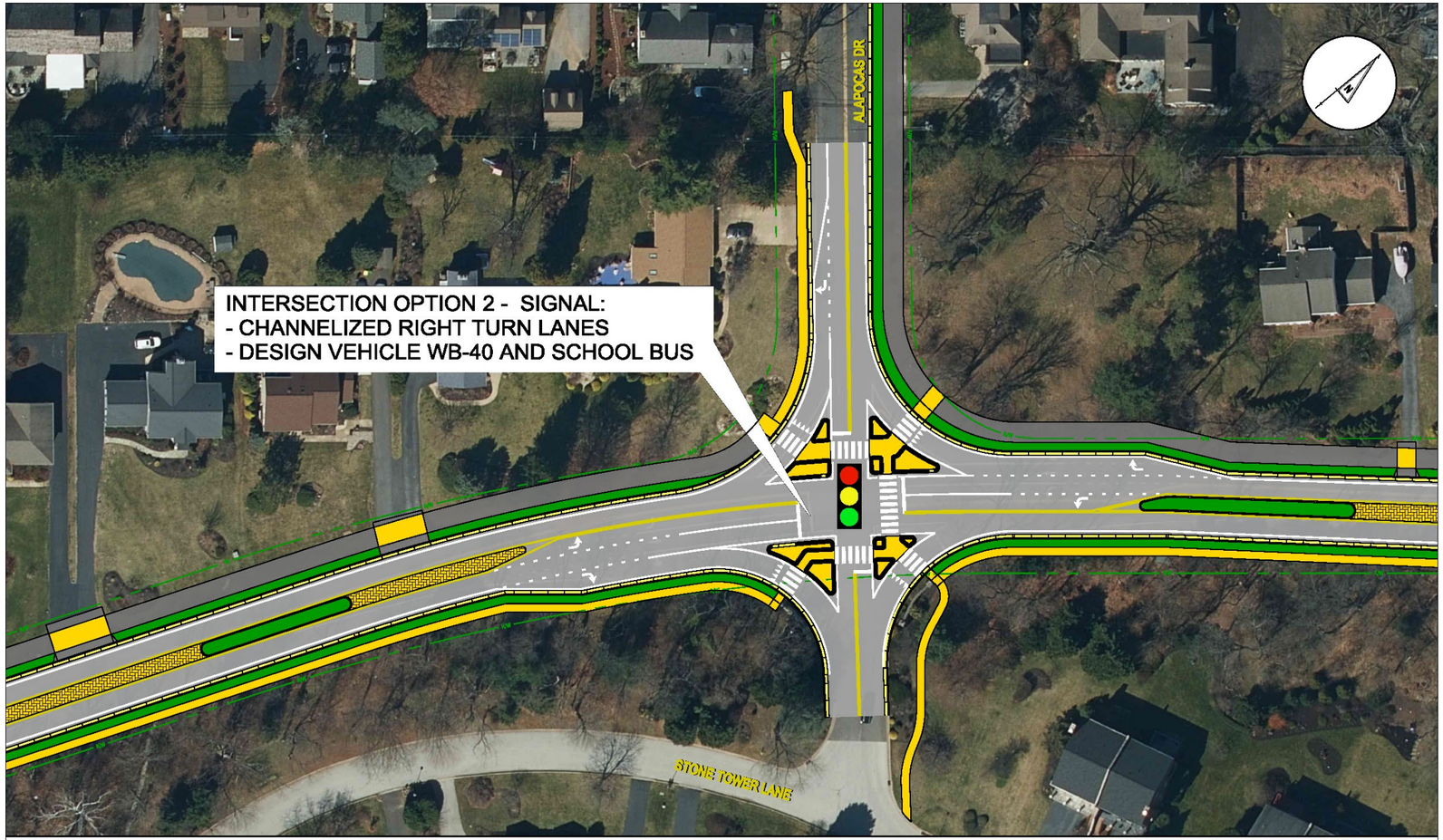
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Alternative Design Considerations

INTERSECTION DESIGNS

Alapocas Drive – Signalized Intersection with Shared Use Path

- Signal controlled multi-staged crossing for pedestrians and bikes
- Stays within the right of way
- Does not provide traffic calming

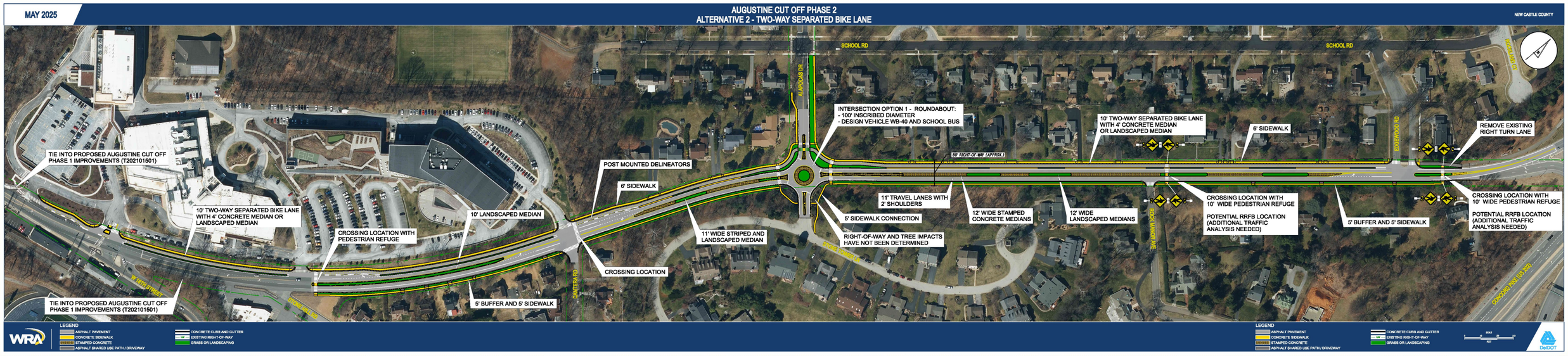


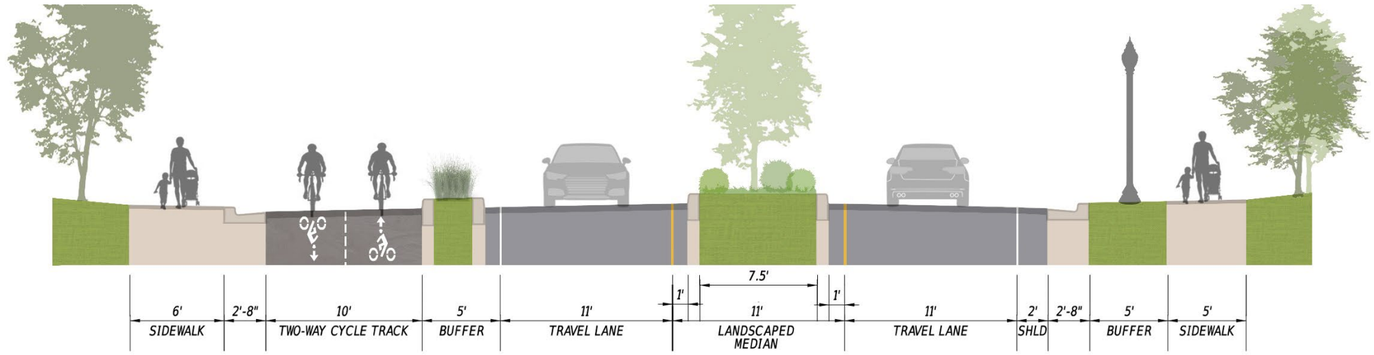
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Preliminary Alternatives

POTENTIAL DESIGNS

Alternative 2 – Sidewalks and Two-Way Separated Bike Lane





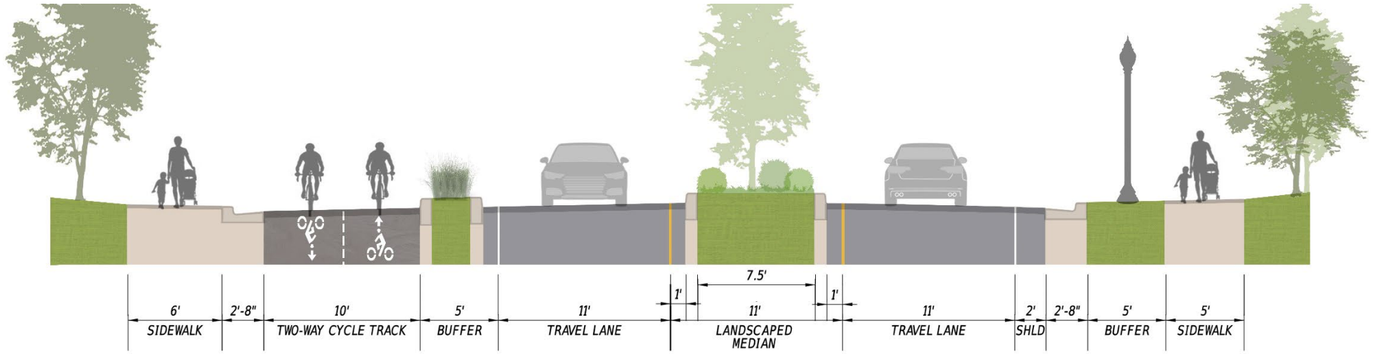
- 10’ wide separated bike lanes (Southbound)
- Sidewalks with buffer (both sides)
- 11’ wide median
- Multiple ped/bike crossings
- Alapocas Drive intersection improvements

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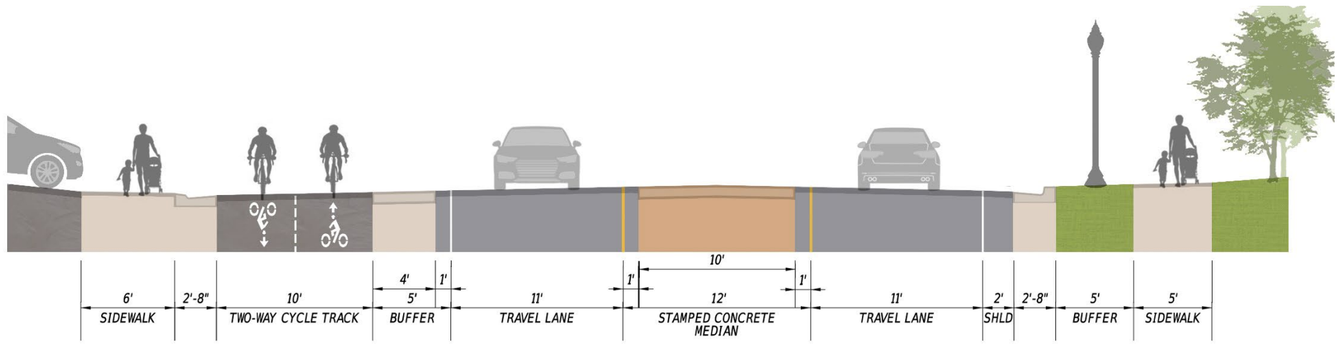
Preliminary Alternatives

POTENTIAL DESIGNS

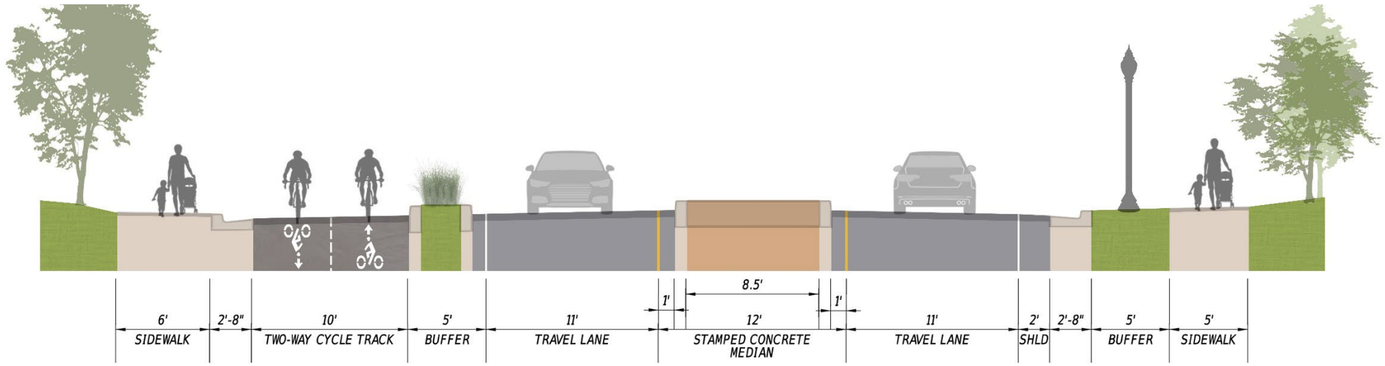
Alternative 2 – Sidewalks and Two-Way Separated Bike Lane



- 2-way separated bike lane south of Alapocas Drive with raised landscape median



- 2-way separated bike lane at driveway crossings with flush median



- 2-way separated bike lane north of Alapocas Drive with raised median

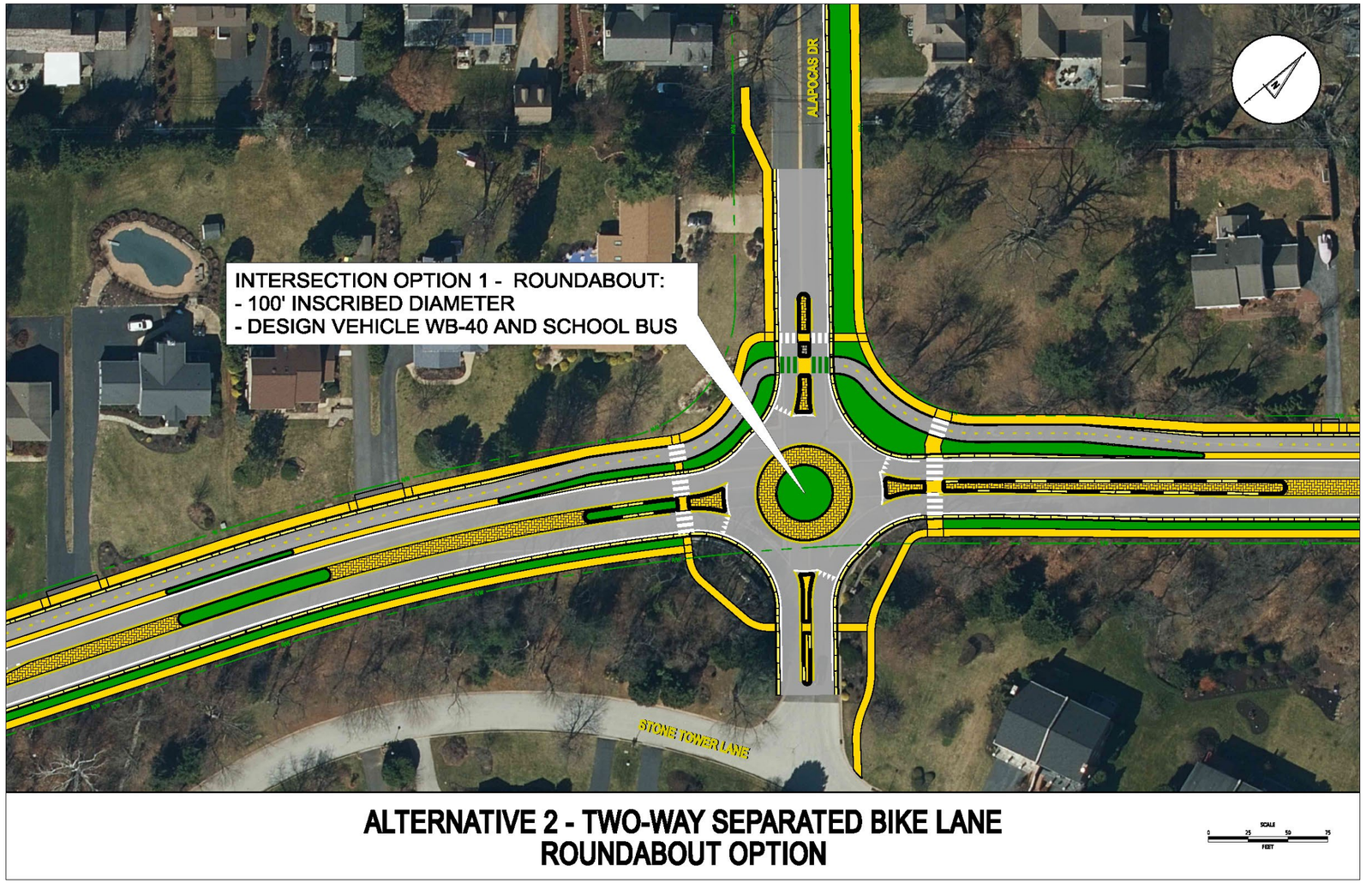
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Preliminary Alternatives

INTERSECTION DESIGNS

Alapocas Drive – Roundabout with Two-Way Separated Bike Lane

- 100’ Diameter
- Mountable inside truck apron to accommodate trucks
- Reduces pedestrian and vehicle conflict points
- Refuge islands allow pedestrians and bikes to cross single directional travel
- Provides traffic calming
- Opportunities for landscaping
- Reduced long-term maintenance



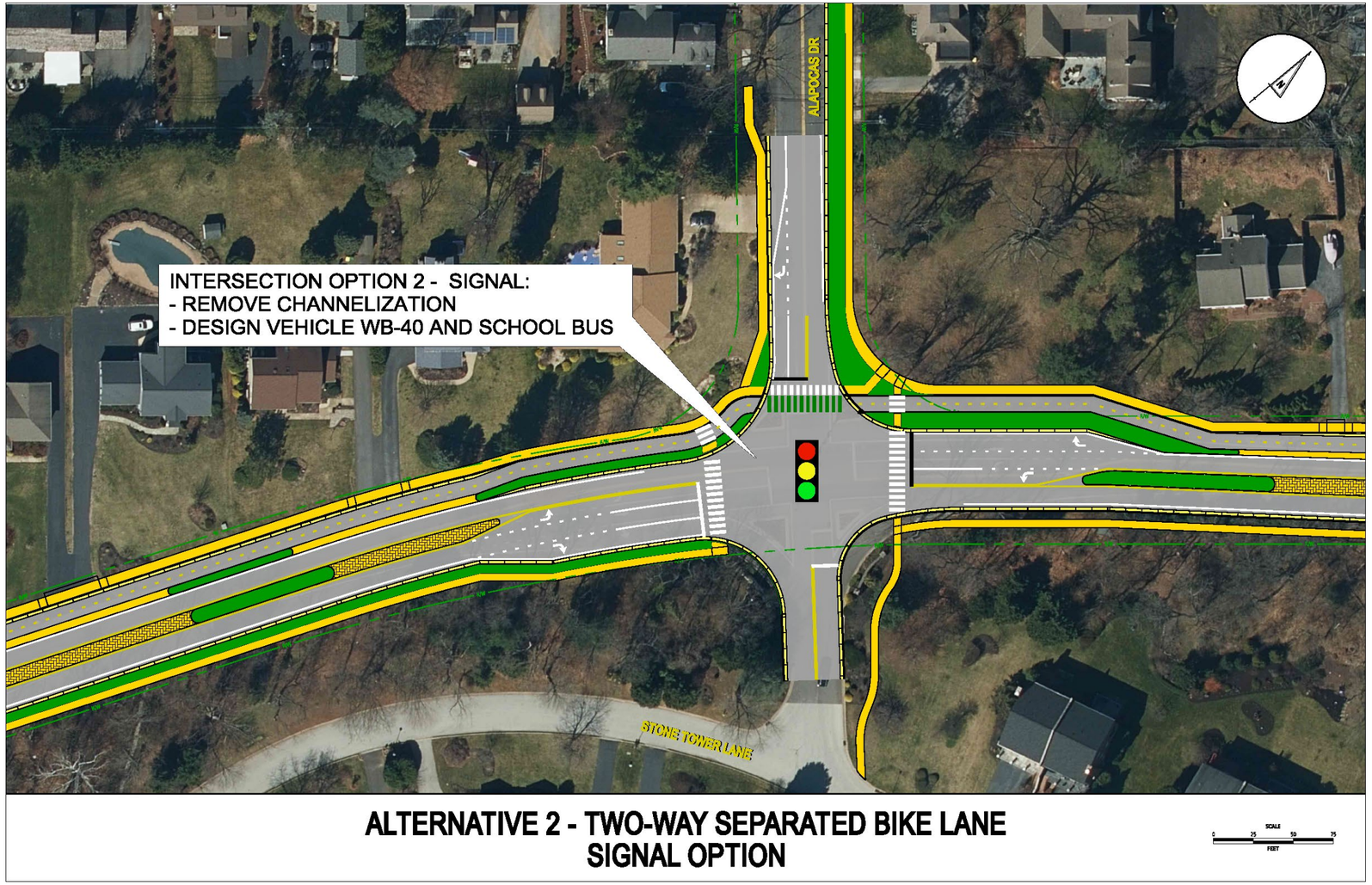
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Alternative Design Considerations

INTERSECTION DESIGNS

Alapocas Drive – Signalized Intersection with Two-Way Separated Bike Lane

- Signal controlled crossing for pedestrians and bikes
- Increased crossing distances and number of travel lanes
- Right of way impacts
- Does not provide traffic calming



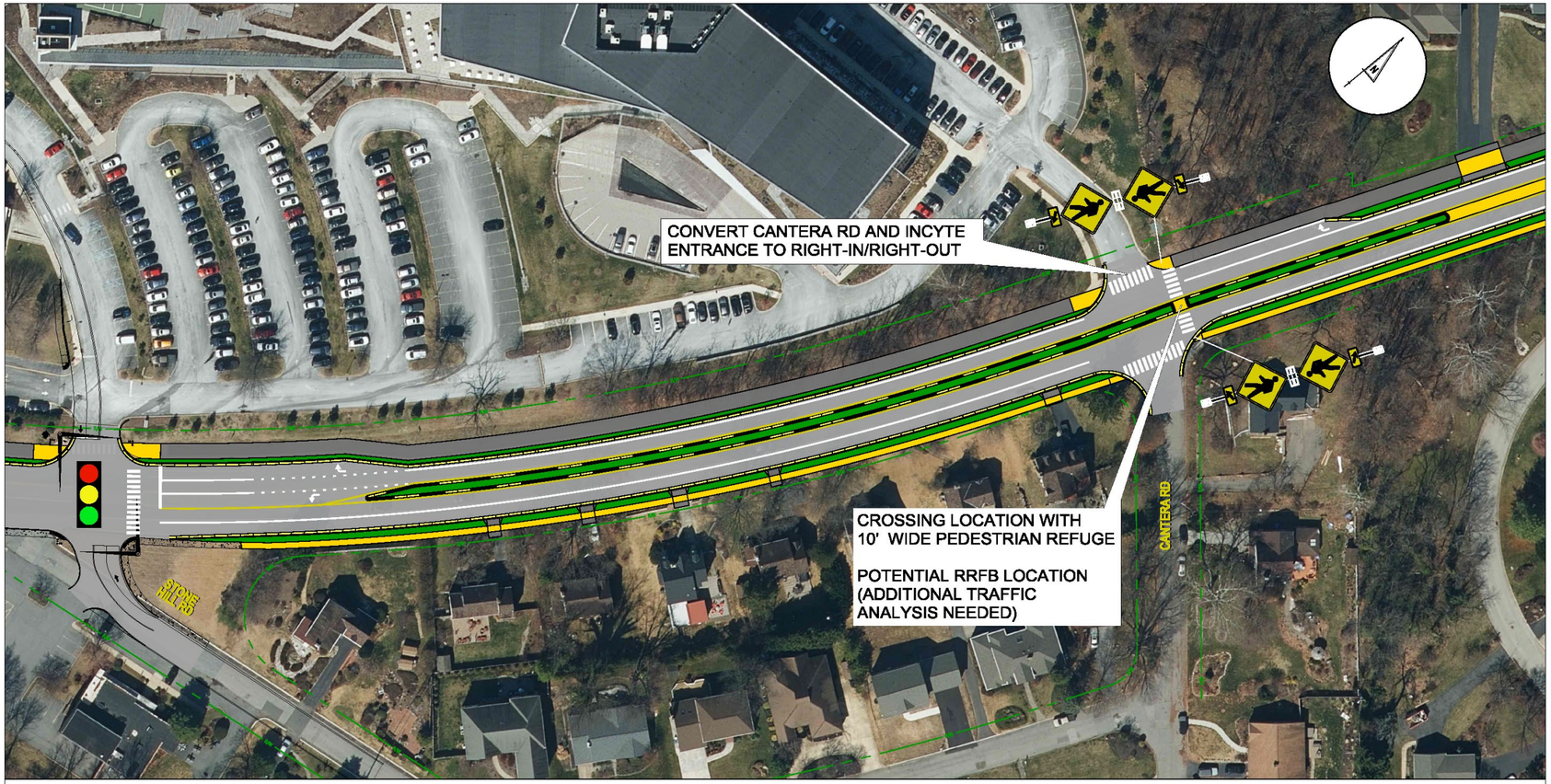
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Alternative Design Considerations

INTERSECTION DESIGNS

Stone Hill Road Signalized Intersection Options (SUP shown)

- Incorporating previously designed traffic signal at Stone Hill Road would allow for crossover closure at Cantera Road
- Cantera Road and Incyte entrance would be right-in right-out only
- Residents with driveways facing Augustine Cut Off would require U-turn for ingress/egress

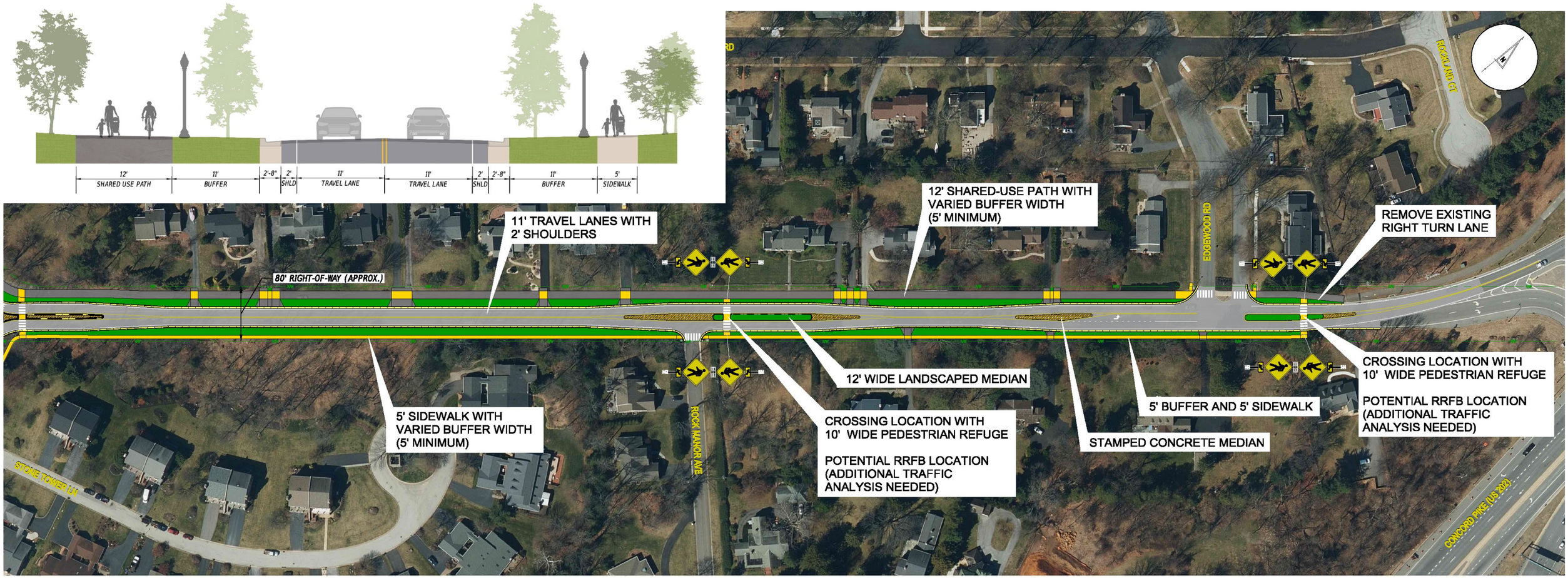


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Alternative Design Considerations

HORIZONTAL DEFLECTION

- Horizontal deflection between Alapocas Drive and Edgewood Road (SUP shown)



MEDIAN TAPER OPTION

Next Steps

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				•			•			•		•

Next Steps

WHAT'S NEXT

- **Technical Analysis**
  - Conduct further analysis as necessary based on feedback received today
  - Complete Task 4 (Model Transportation Alternatives) based on your feedback
  - Refine materials for website
  - Prepare materials for Public Workshop
- **Public Involvement**
  - Hold summer Public Workshop on Tuesday, June 10
  - Schedule upcoming Advisory Committee Meetings (August)

Next Steps

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

AUGUSTINE CUT OFF MULTIMODAL IMPROVEMENTS STUDY, PHASE 2

Public Workshop 2
June 10, 2025



WRA

DelDOT

DART Moving Forward

New Castle County 1673 Delaware

WILMAPCO

AGENDA

- Introductions & Study Background
- Public Feedback
- Preliminary Alternatives
- Next Steps

Introductions & Study Background

Introduction & Study Background

PROJECT TEAM

Dave Gula	WILMAPCO	Project Manager
Paul Moser, PE	DelDOT	DelDOT Coordination Project Manager for DelDOT Phase 1
Cooper Bowers	DelDOT	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 Background

PLANNING PARTNERS

WILMAPCO

DEPARTMENT OF LAND USE
NEW CASTLE COUNTY • DE

DelDOT

DART Moving Forward

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

STUDY AREA



Legend

Study Area

Intersections

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
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	Outreach Activities												
	Planning Partners (PMC)	•	•					•				•	
	Advisory Committee (AC)			•					•		•		•
	Public Workshop				•					•		•	

Introduction & Study Goals

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

Introduction & Background

RECENT PEDESTRIAN FATALITY

- April 4, 2025, around 11:36PM
- Walking on the edge of the road south of Alapocas Drive signal
- Vehicle fled, so details are limited
- The incident is under investigation, so no more can be said at this time

Public Feedback

PUBLIC SURVEY RESULTS

Q1 What's your vision for the Augustine Cut Off Corridor?Consider yourself, your family, your business, or your organization using Augustine Cut Off over the next 15 years. What does it look like? How do you get to and from work, school, businesses, and local parks? What would make it better? Please list words or brief phrases that define the future you envision. Please provide any additional input about the project.

Answered: 44 Skipped: 6

Of the 44 individuals who provided a vision statement:

- *34 were supportive of traffic calming and providing facilities for people walking and biking*
- *4 were not supportive of the study*
- *5 were neutral*

Example supportive statement:

- This road is a key connector to different neighborhoods and recreational areas. However, it is unsafe for bikes and pedestrians due to sections where there are no shoulders or sidewalks. At these points, you must walk/ride in the street (in the traffic lane). As a resident of the Cutoff who uses this road multiple times a day for walking the dog, exercising, and driving, safety is my main priority.

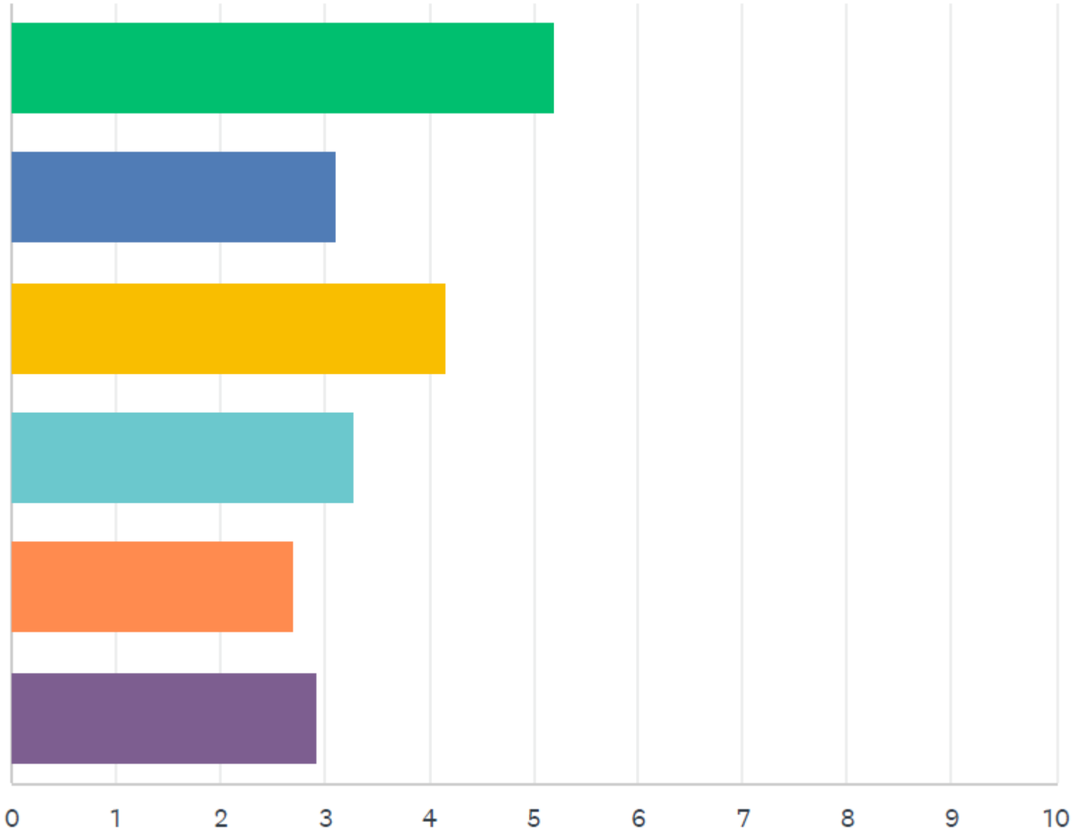
Example non-supportive statement:

- *Less traffic. Limit future commercial development in order to reduce traffic on Augustine Cut Off. Improve Edgewood Road intersection. IMO, the bike and pedestrian lanes currently in place are sufficient.*

PUBLIC SURVEY RESULTS

Q2 During the March 3 Public Workshop, attendees developed the following improvements for people who use a mobility device, walk, or take transit along Augustine Cut Off.Please rank these recommendations in order of importance from highest to lowest.

Answered: 47 Skipped: 3



Provide a continuous shared use path along ACO between Incyte and Edgewood Road (open to people walking, biking, and running)

Provide sidewalks on ACO north of 18th Street (open to people walking and running, not biking)

Improve accessibility and connectivity to existing shared use paths (in front of Incyte and in Alapocas State Park)

Add more crosswalks across ACO (possible locations include Alapocas Dr, Cantera Rd, Stone Hill Rd, Rock Manor Ave, and Edgewood Rd)

Ensure pedestrian facilities are maintained with sweeping and plowing

Add a new pedestrian connection between ACO and North 18th Street

PUBLIC SURVEY RESULTS

Q3 Do you have any other ideas to improve conditions for people who use a mobility device, walk, or take transit?

Answered: 30 Skipped: 20

- *Streetlights/lighting*
- *Reduce speeds*
- *Continuous path/protected lane*
- *Ensure trash bins don't obstruct shoulder*
- *People aren't looking for these services on Augustine Cut Off*
- *Maintain traffic light at Augustine Cut Off and*
- *Cross walks would need stop signs or traffic lights – cars don't yield to unsignalized crossings*
- *Colored crossings instead of standard black and white*

PUBLIC SURVEY RESULTS

Q4 During the March 3 Public Workshop, attendees recommended the following improvements for people who bike (or ride scooters, skateboards, or other faster wheeled devices) along Augustine Cut Off.Please rank these recommendations in order of importance from highest to lowest.

Answered: 47 Skipped: 3

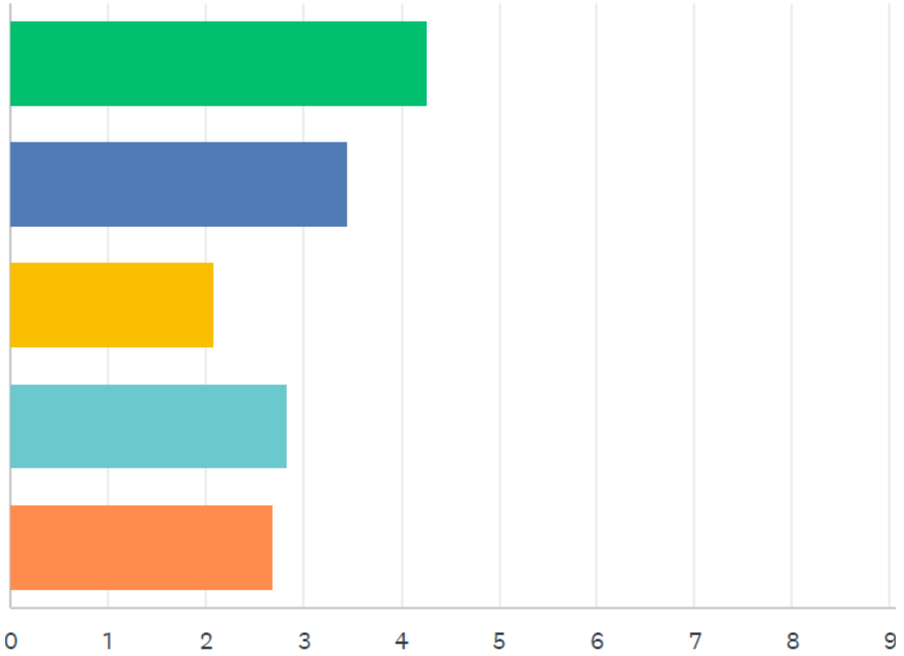
Provide a continuous shared use path along ACO between Incyte and Edgewood Road (open to people walking, biking, and running) with good signage

Provide continuous bike lanes along ACO, similar to what is provided in Centerville on Route 52

Ensure bike facilities are maintained with sweeping and plowing

Explore options to separate people walking from people biking, especially in the downhill portion of the corridor

Ensure transitions into and out of the bike facility are safe and intuitive



PUBLIC SURVEY RESULTS

Q5 Do you have any other ideas to improve conditions for people who bike (or ride scooters, skateboards, or other faster wheeled devices)?

Answered: 30 Skipped: 20

- *Fix areas with no bike lane*
- *Keep bike path separate from pedestrian path for safety*
- *Provide designated continuous area for bikes*
- *Pylons would not be enough separation from traffic to feel safe*
- *Minimize need to cross Augustine Cut to stay on trail*
- *Explore bike specific traffic signals*
- *Reduce traffic on the road*
- *Connect to Brandywine Park trail without crossing the bridge*
- *Educate bicyclists about rules of the road*
- *Clarify what devices are not allowed on greenway – mopeds and motorized dirt bikes*
- *Ban faster devices*
- *Enforce no parking on northbound ACO between 18th Street and Cantera Road*

PUBLIC SURVEY RESULTS

Q6 During the March 3 Public Workshop, attendees recommended the following improvements for people who drive a motor vehicle along Augustine Cut Off.Please rank these recommendations in order of importance from highest to lowest.

Answered: 47 Skipped: 3

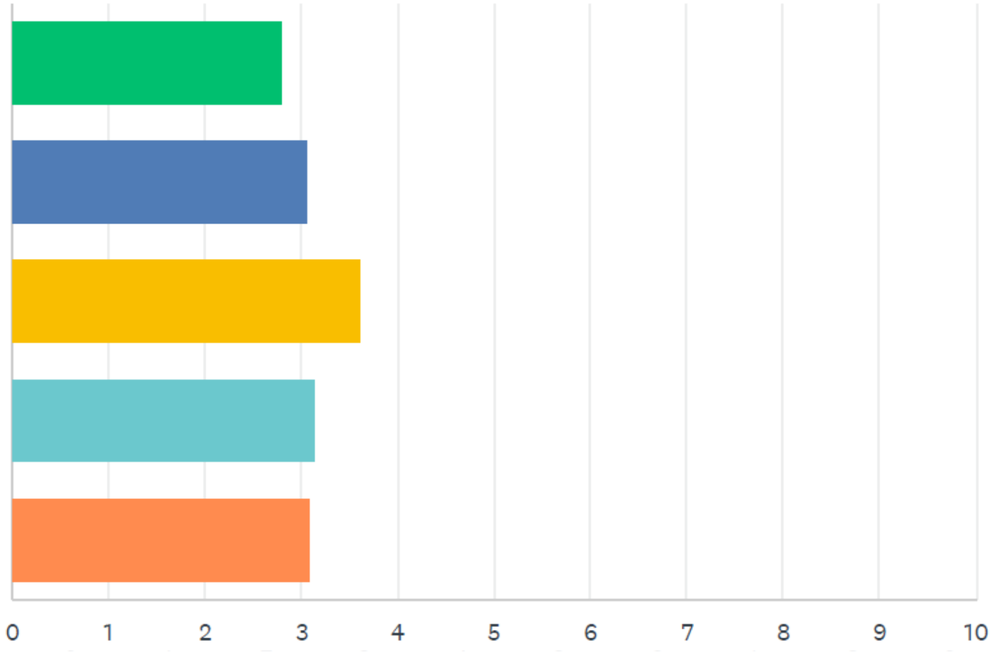
Provide a roundabout at Alapocas Drive and Augustine Cut Off

Provide a better left turn from southbound Augustine Cut Off onto 18th Street

Implement traffic calming to slow down motor vehicles and improve safety for drivers

Maintain a consistent speed limit along the Augustine Cut Off corridor

Address safety issues turning in or out of Edgewood Road



PUBLIC SURVEY RESULTS

Q7 Do you have any other ideas to improve conditions for people who drive a motor vehicle?

Answered: 28 Skipped: 22

- *Keep it open to cars*
- *Reduce traffic – this shouldn't bee a major artery into the city*
- *Lower speed limit/enforce existing speed limit*
- *Reduce lane width*
- *Improve visibility around curves*
- *Add permeable pavement or rain gardens to reduce flooding that causes hazards*
- *Improve signalization at Alapocas Drive and ACO to make it easier to turn left into the community*
- *Keep traffic light at Alapocas Drive and ACO*
- *No traffic circle – would slow motor vehicle traffic and eliminate pedestrian traffic*
- *Fix large pothole on northbound ACO*

PUBLIC SURVEY RESULTS

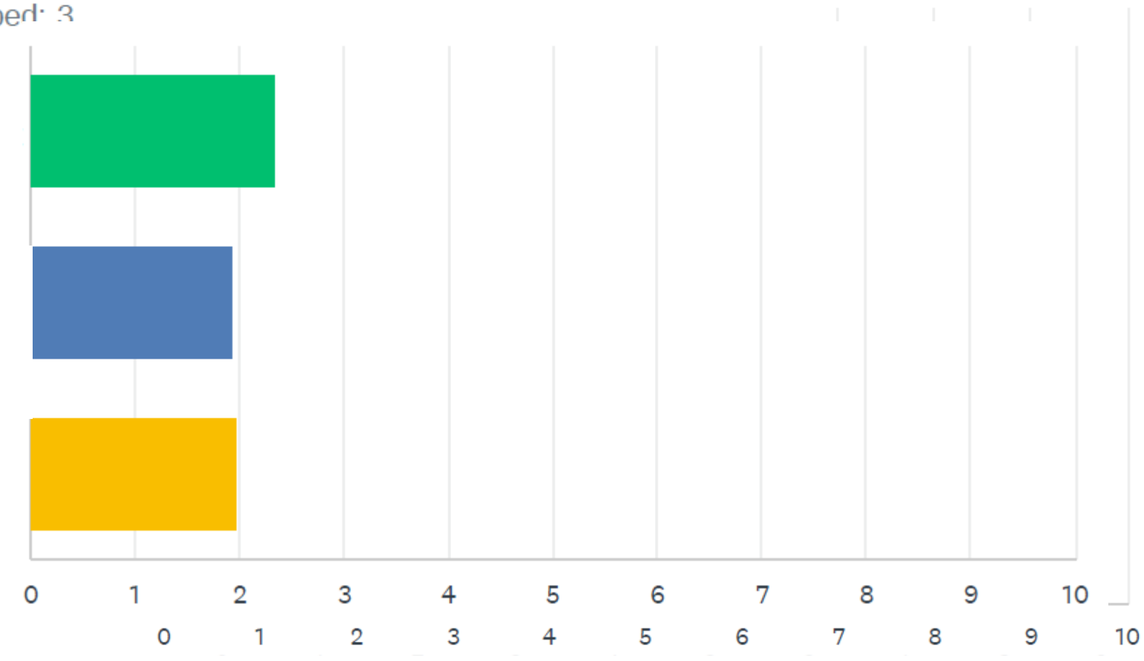
Q8 During the March 3 Public Workshop, attendees recommended the following improvements for all road users along Augustine Cut Off.Please rank these recommendations in order of importance from highest to lowest.

Answered: 47 Skipped: 3

Implement traffic calming measures along Augustine Cut Off to slow down motor vehicle speeds

Beautify the Augustine Cut Off corridor by creating a park like setting with a neighborhood feel

Clarify operations for all modes of travel (walking, biking, and driving) at the Augustine Cut Off and 18th Street intersection



PUBLIC SURVEY RESULTS

Q9 Are there any other improvements needed to improve conditions for all road users?

Answered: 27 Skipped: 23

- *Improve signage turning onto 18th Street*
- *Prioritize community over property owners*
- *Safe and continuous separation from traffic lanes*
- *Reduce traffic – this is a residential road*
- *Enforce speed limit*
- *Retain on-street parking, especially between Cantera and Stone Hill Road*
- *Cleaning, sweeping, and repaving*

Preliminary Alternatives

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**



Preliminary Alternatives

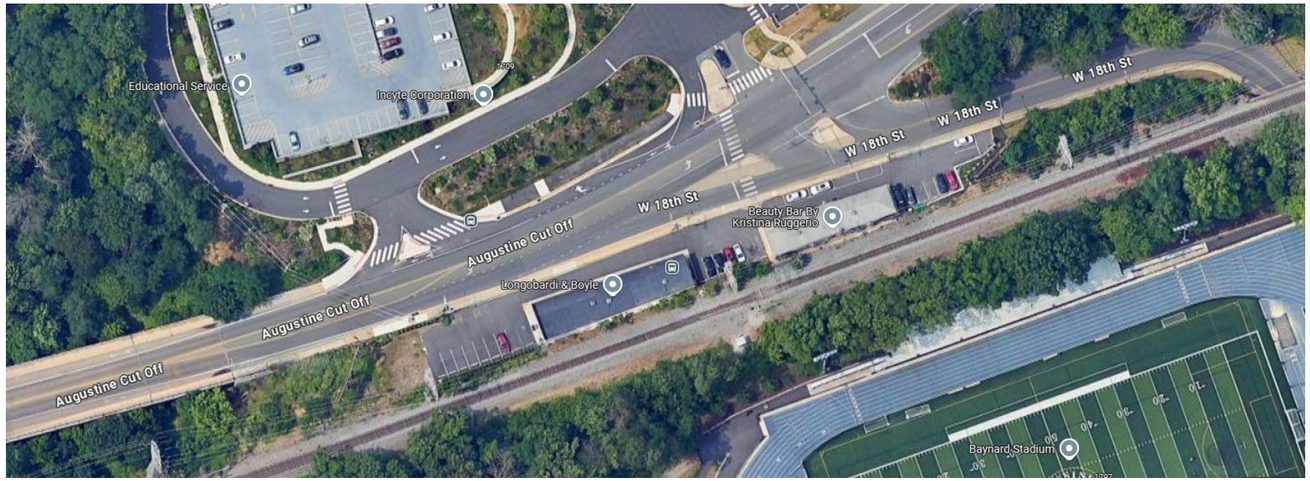
MAJOR ISSUES IDENTIFIED DURING PUBLIC OUTREACH

- The **18th Street intersection** is difficult to navigate for all road users
- Turning left at the **Edgewood Road intersection** is a challenge due to poor visibility/motor vehicle speeds
- **Speeding** is a problem – suggestions to address included
  - Increased enforcement (patrol, cameras)
  - Traffic Calming
    - Narrower lanes
    - Roundabouts
    - Speed humps
- **Lack of continuous, dedicated, safe space for people walking and biking** – both along and across corridor
- Concern about people walking and biking using the same space due to speed differential

Preliminary Alternatives

18TH STREET

- Existing geometry can’t change due to severe grades and requirements to fit certain vehicle types (i.e. buses)
- A roundabout is not possible at the existing intersection due to the severe grade changes
- Shifting the intersection to the south may allow for reconfiguration however this would require full property acquisitions and significant utility and drainage impacts.





Preliminary Alternatives

18TH STREET

- Short-turnaround signing and pavement marking improvements are designed and are pending coordination with DelDOT and the maintainers of the landscaping on the NE corner



PAVEMENT MARKINGS LEGEND		
SYM	ITEM	QUANTITY
A	ALKYD-THERMOPLASTIC PERMANENT PAVEMENT STRIPING, WHITE SYMBOL (ITEM 817002)	27 SF
B	ALKYD-THERMOPLASTIC PERMANENT PAVEMENT STRIPING, WHITE 16" (ITEM 817002)	89 SF
C	ALKYD-THERMOPLASTIC PERMANENT PAVEMENT STRIPING, YELLOW 12" 2' LINE/6' GAP (ITEM 817006)	12 LF
D	EPOXY RESIN PAINT PERMANENT PAVEMENT STRIPING, YELLOW 6" SINGLE (ITEM 817042)	33 LF
E	EPOXY RESIN PAINT PERMANENT PAVEMENT STRIPING, YELLOW 6" DOUBLE (ITEM 817042)	50 LF
F	EPOXY RESIN PAINT PERMANENT PAVEMENT STRIPING, WHITE 6" (ITEM 817042)	25 LF
X	REMOVE EXISTING PAVEMENT STRIPING (ITEM 817031)	52 SF

Preliminary Alternatives

EDGEWOOD ROAD

- A signal is not warranted because volumes are too low
- A roundabout is not appropriate because of the driveway opposite Edgewood Road and any roundabout would likely impede on the right-of-way
- Median islands are being considered to help reduce speeds and provide gateway opportunities
- Slight roadway realignment north of Edgewood Rd is being considered to improve sight lines



Preliminary Alternatives

NORTHBOUND AUGUSTINE CUT OFF TO 202

- Initial observations show two lanes are not warranted
- Would allow slight realignment of ACO to improve sight lines at Edgewood Rd
- Potential reduction of pavement may reduce overall stormwater management requirements
- Potential for gateway treatment

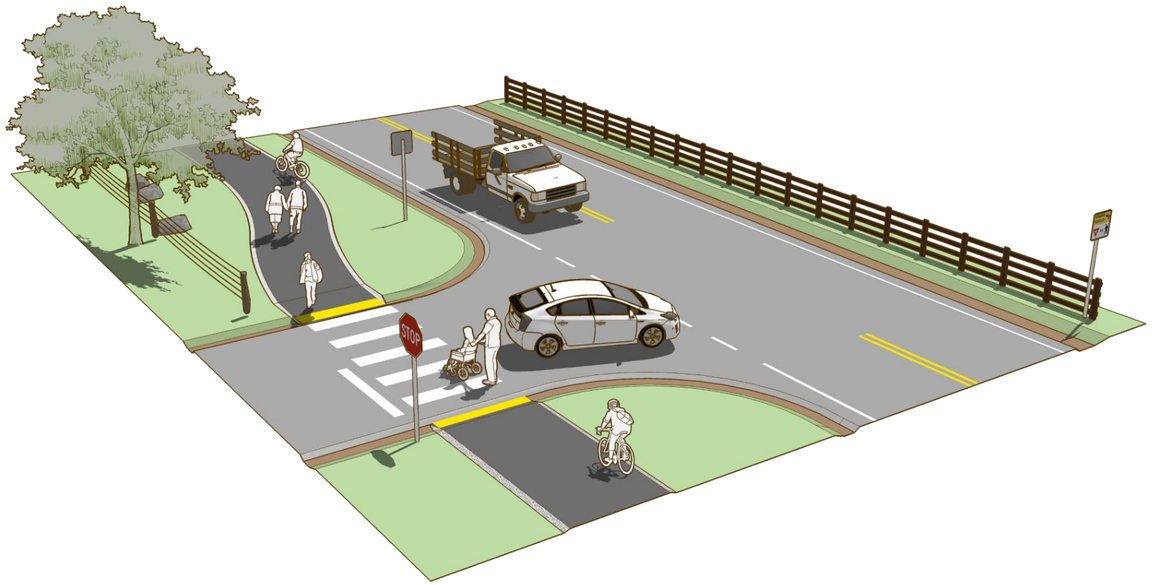


Preliminary Alternatives

POTENTIAL DESIGNS

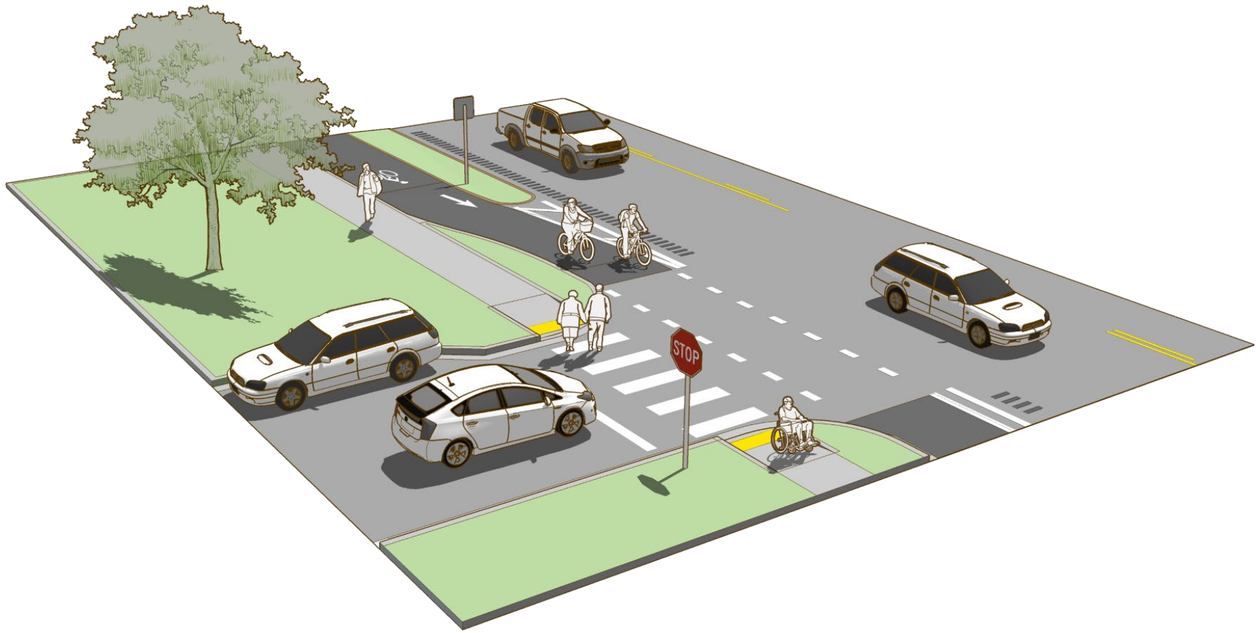
Alternative 1 – Shared Use Path

- Separated from traffic
- Shared facility for pedestrians and bikes



Alternative 2 –Two-Way Separated Bike Lane

- Separated from traffic
- Separate facilities pedestrian and bikes

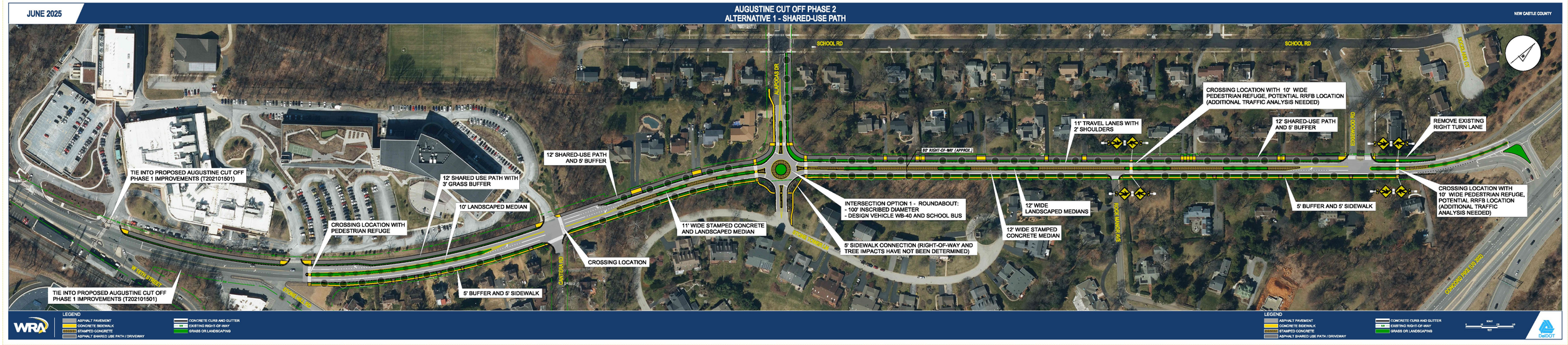


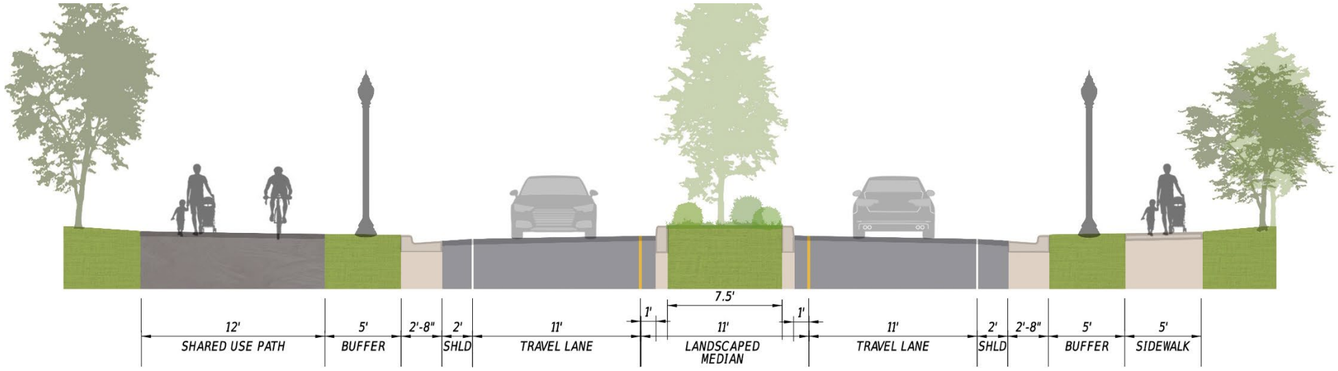
Source: FHWA Small Town and Rural Design Guide

Preliminary Alternatives

POTENTIAL DESIGNS

Alternative 1 – Continuous Shared Use Path (SUP) on Southbound Side



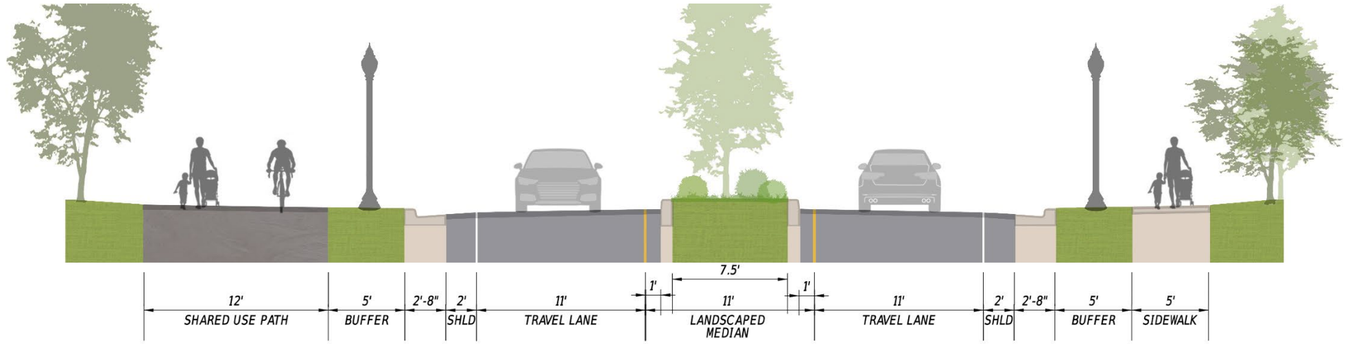


- 12’ wide buffered SUP (Southbound)
- 5’ wide buffered sidewalk (Northbound)
- 11’ wide median
- Multiple ped/bike crossings
- Alapocas Drive intersection improvements

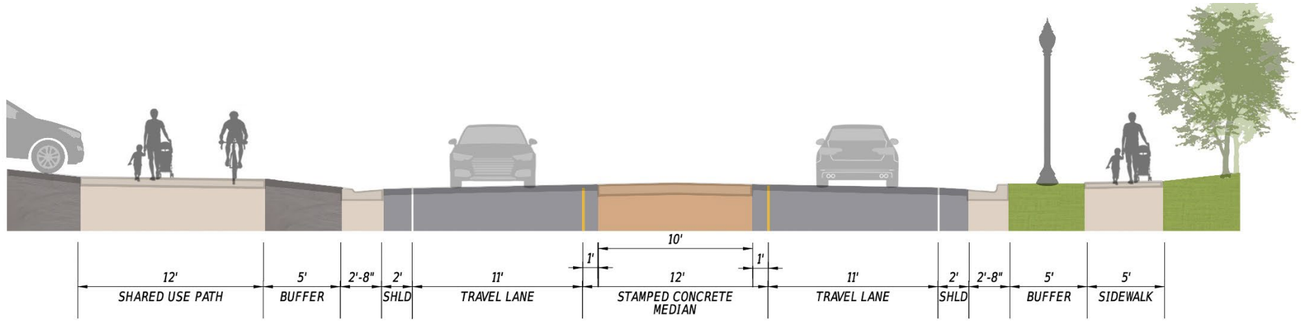
Preliminary Alternatives

POTENTIAL DESIGNS

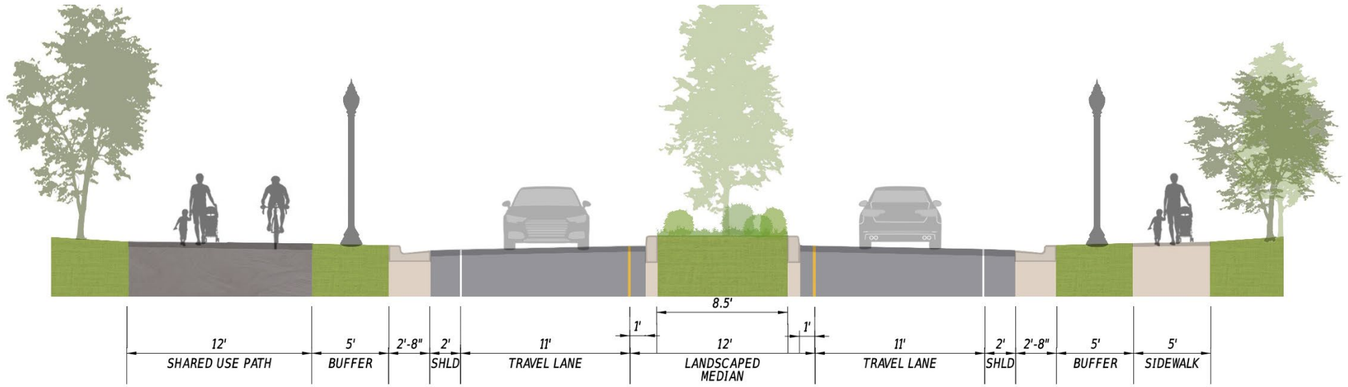
Alternative 1 – Continuous Shared Use Path (SUP) on Southbound Side



- 12’ wide SUP south of Alapocas Drive with raised landscape median



- 12’ wide SUP at driveway crossings with flush median

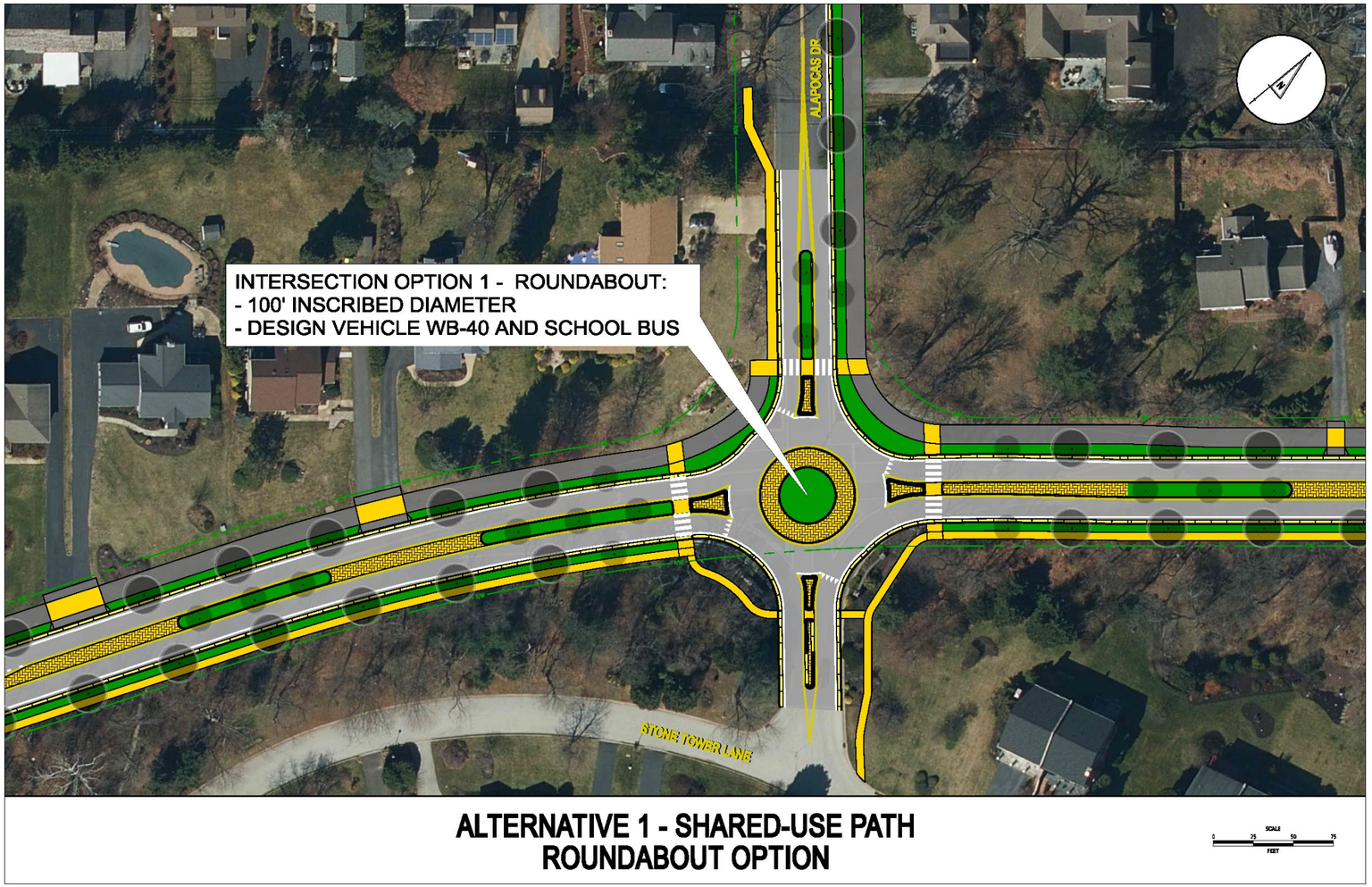


- 12’ wide SUP north of Alapocas Drive

INTERSECTION DESIGN

Alapocas Drive – Roundabout with Shared Use Path

- 100’ Diameter
- Mountable inside truck apron to accommodate trucks
- Reduces pedestrian and vehicle conflict points
- Refuge islands allow pedestrians and bikes to cross single directional travel
- Provides traffic calming
- Opportunities for landscaping
- Reduced long-term maintenance

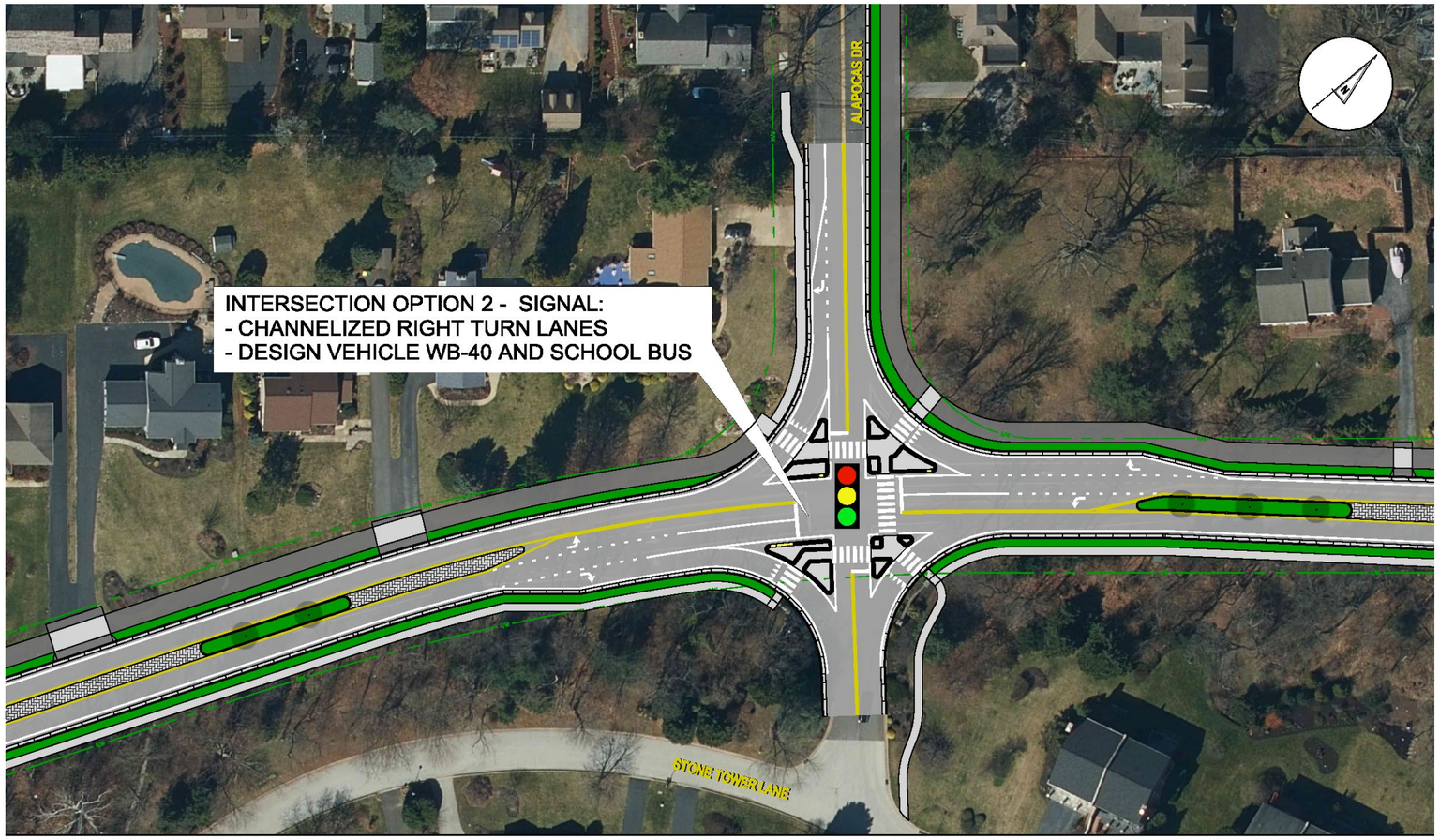




INTERSECTION DESIGN

Alapocas Drive – Signalized Intersection with Shared Use Path

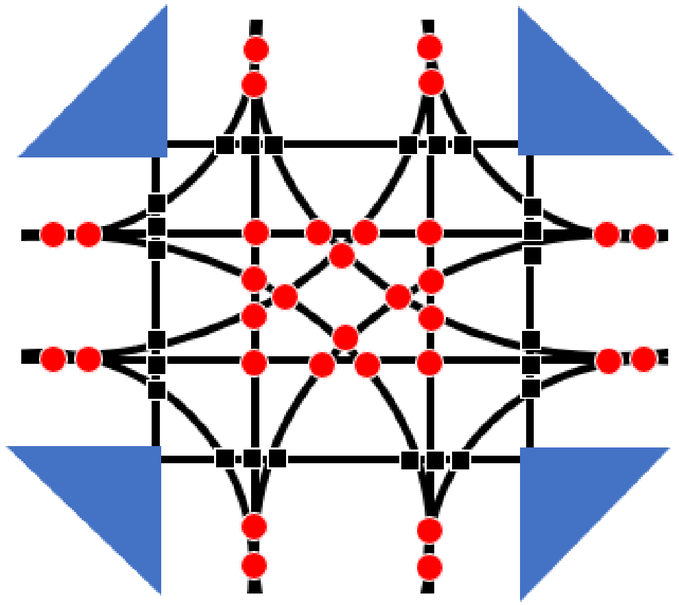
- Signal controlled multi-staged crossing for pedestrians and bikes
- Stays within the right of way
- Does not provide traffic calming



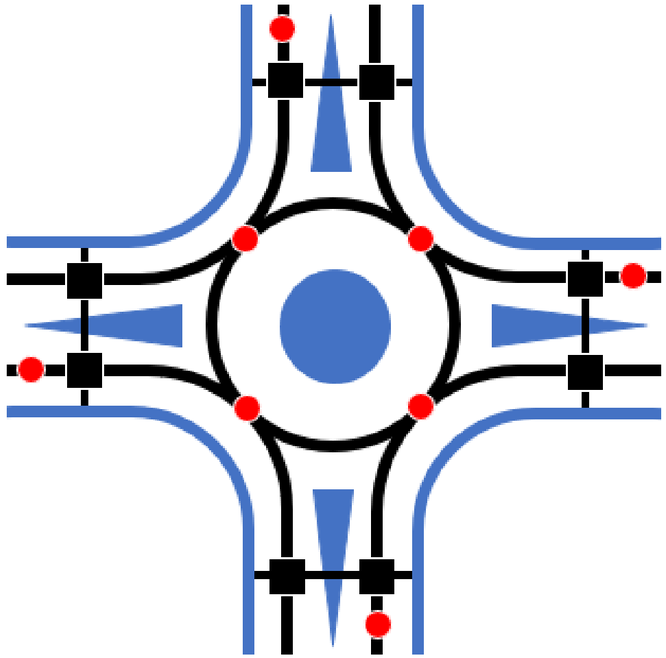
ALTERNATIVE 1 - SHARED-USE PATH
SIGNAL OPTION

INTERSECTION DESIGN

Conflict Points



- 32 Vehicle Conflicts
- 24 Pedestrian Conflicts



- 8 Vehicle Conflicts
- 8 Pedestrian Conflicts

INTERSECTION DESIGN

Alapocas Drive – Delay Analysis

- Model simulations based on traffic volumes collected in 2024
- Roundabout option represents a significant improvement compared to a signal

Average Delay per Vehicle	Existing Signal			Roundabout			Proposed Signal		
	AM Peak	School Dismissal	PM Peak	AM Peak	School Dismissal	PM Peak	AM Peak	School Dismissal	PM Peak
NB Augustine Cutoff	10 sec	8 sec	7 sec	5 sec	9 sec	9 sec	7 sec	9 sec	6 sec
SB Augustine Cutoff	16 sec	12 sec	10 sec	9 sec	6 sec	6 sec	17 sec	13 sec	10 sec
EB Alapocas Drive	26 sec	26 sec	17 sec	5 sec	4 sec	3 sec	23 sec	21 sec	15 sec
WB Stone Tower Lane	1 sec	35 sec	37 sec	4 sec	2 sec	3 sec	1 sec	15 sec	36 sec

Median / 95th Percentile Queue Length	Existing Signal			Roundabout			Proposed Signal		
	AM Peak	School Dismissal	PM Peak	AM Peak	School Dismissal	PM Peak	AM Peak	School Dismissal	PM Peak
NB Augustine Cutoff	86 ft / 188 ft	101 ft / 228 ft	86 ft / 173 ft	32 ft / 84 ft	64 ft / 205 ft	48 ft / 149 ft	80 ft / 180 ft	107 ft / 207 ft	79 ft / 141 ft
SB Augustine Cutoff	143 ft / 241 ft	74 ft / 167 ft	83 ft / 152 ft	57 ft / 121 ft	22 ft / 67 ft	24 ft / 58 ft	151 ft / 262 ft	72 ft / 140 ft	86 ft / 161 ft
EB Alapocas Drive	113 ft / 198 ft	97 ft / 223 ft	50 ft / 106 ft	48 ft / 113 ft	33 ft / 72 ft	21 ft / 49 ft	68 ft / 125 ft	75 ft / 164 ft	42 ft / 79 ft
WB Stone Tower Lane	0 ft / 0 ft	1 ft / 10 ft	6 ft / 27 ft	3 ft / 17 ft	0 ft / 0 ft	3 ft / 18 ft	6 ft / 27 ft	1 ft / 10 ft	5 ft / 23 ft

Preliminary Alternatives

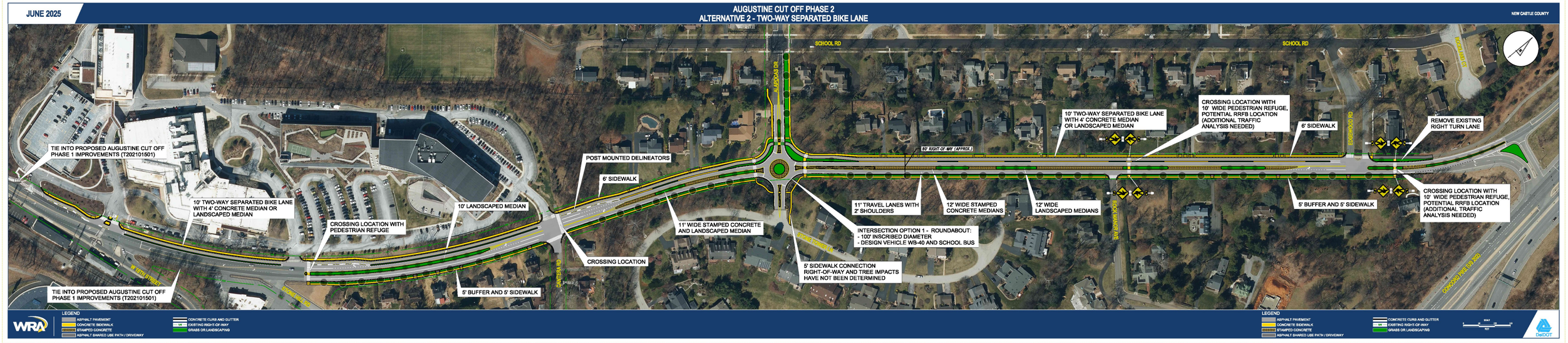
INTERSECTION DESIGN – PROS AND CONS

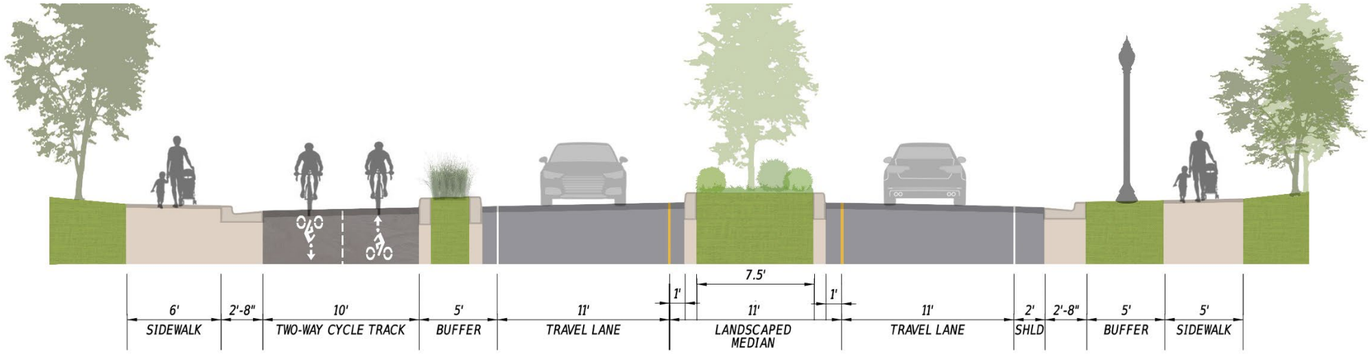
	Single-Lane Roundabout	*Signalized Intersection*
Safety		
Conflict Points	*8 vehicle conflict points* *8 pedestrian conflict points*	*32 vehicle conflict points* *24 pedestrian conflict points*
Crash Severity	*Eliminates Most Dangerous Crash Types*	*Does not eliminate most dangerous crash types*
Traffic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

Preliminary Alternatives

POTENTIAL DESIGNS

Alternative 2 – Sidewalks and Two-Way Separated Bike Lane



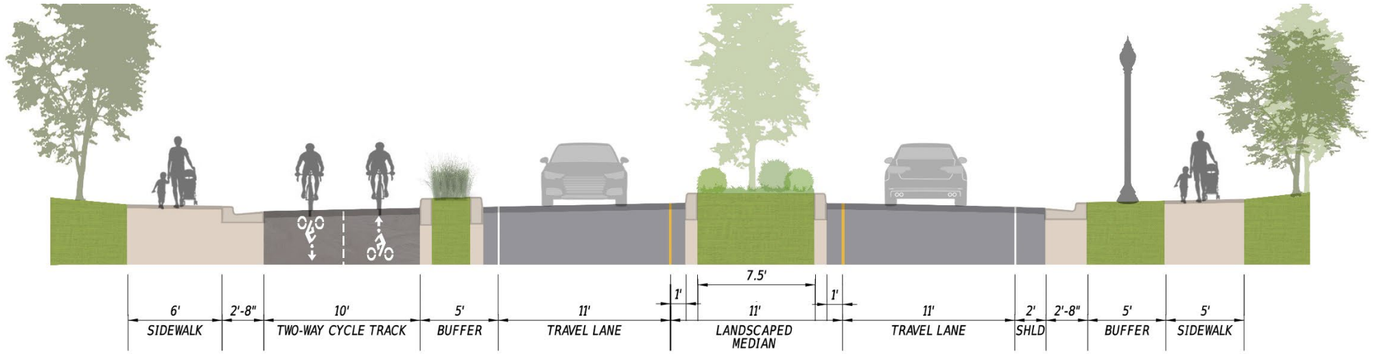


- 10’ wide separated bike lanes (Southbound)
- Sidewalks with buffer (both sides)
- 11’ wide median
- Multiple ped/bike crossings
- Alapocas Drive intersection improvements

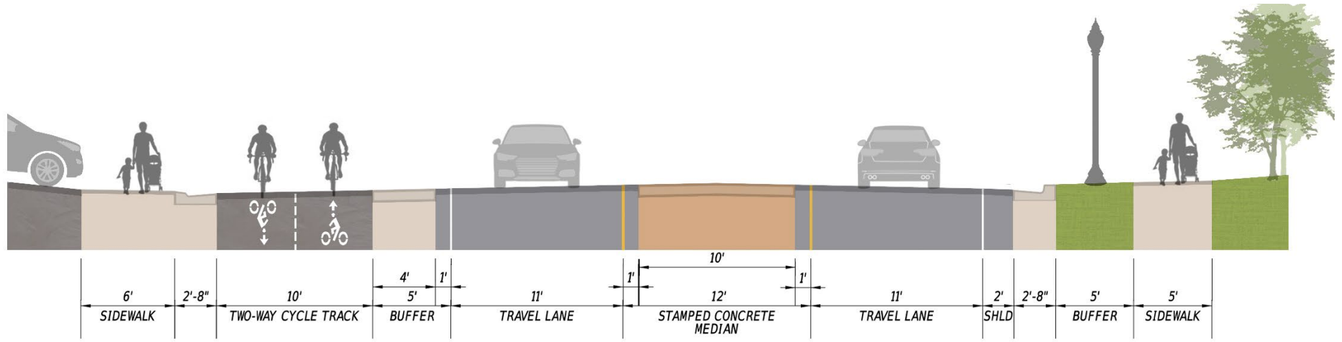
Preliminary Alternatives

POTENTIAL DESIGNS

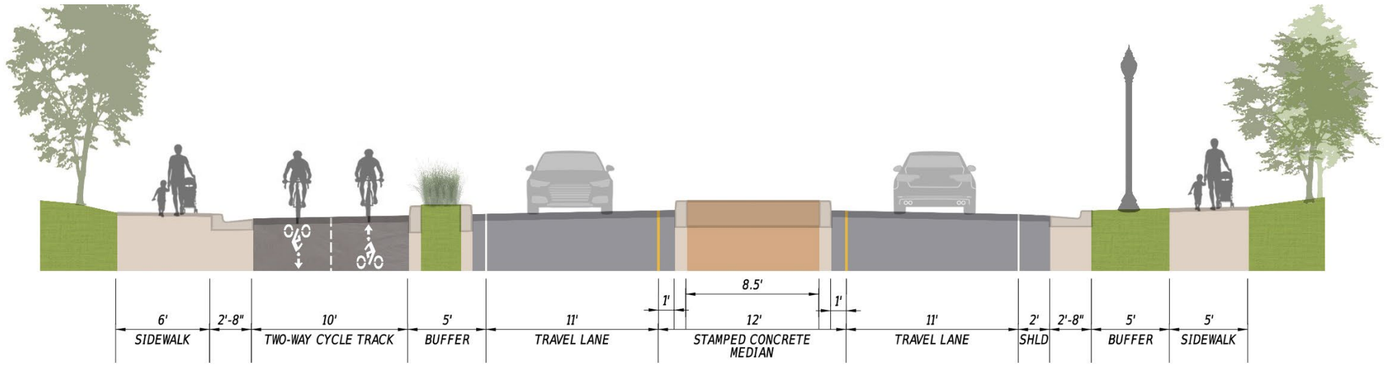
Alternative 2 – Sidewalks and Two-Way Separated Bike Lane



- 2-way separated bike lane south of Alapocas Drive with raised landscape median



- 2-way separated bike lane at driveway crossings with flush median

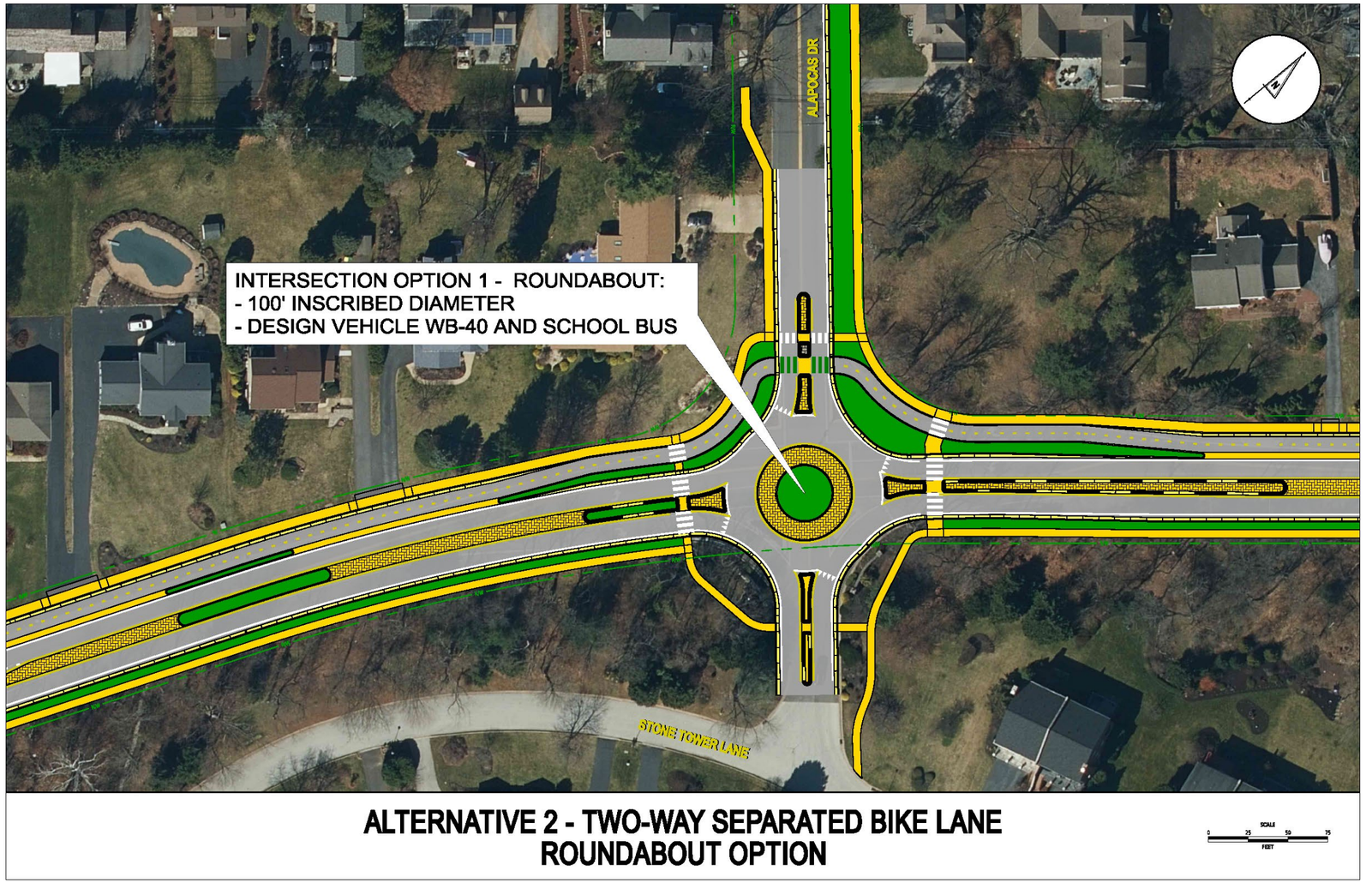


- 2-way separated bike lane north of Alapocas Drive with raised median

INTERSECTION DESIGNS

Alapocas Drive – Roundabout with Two-Way Separated Bike Lane

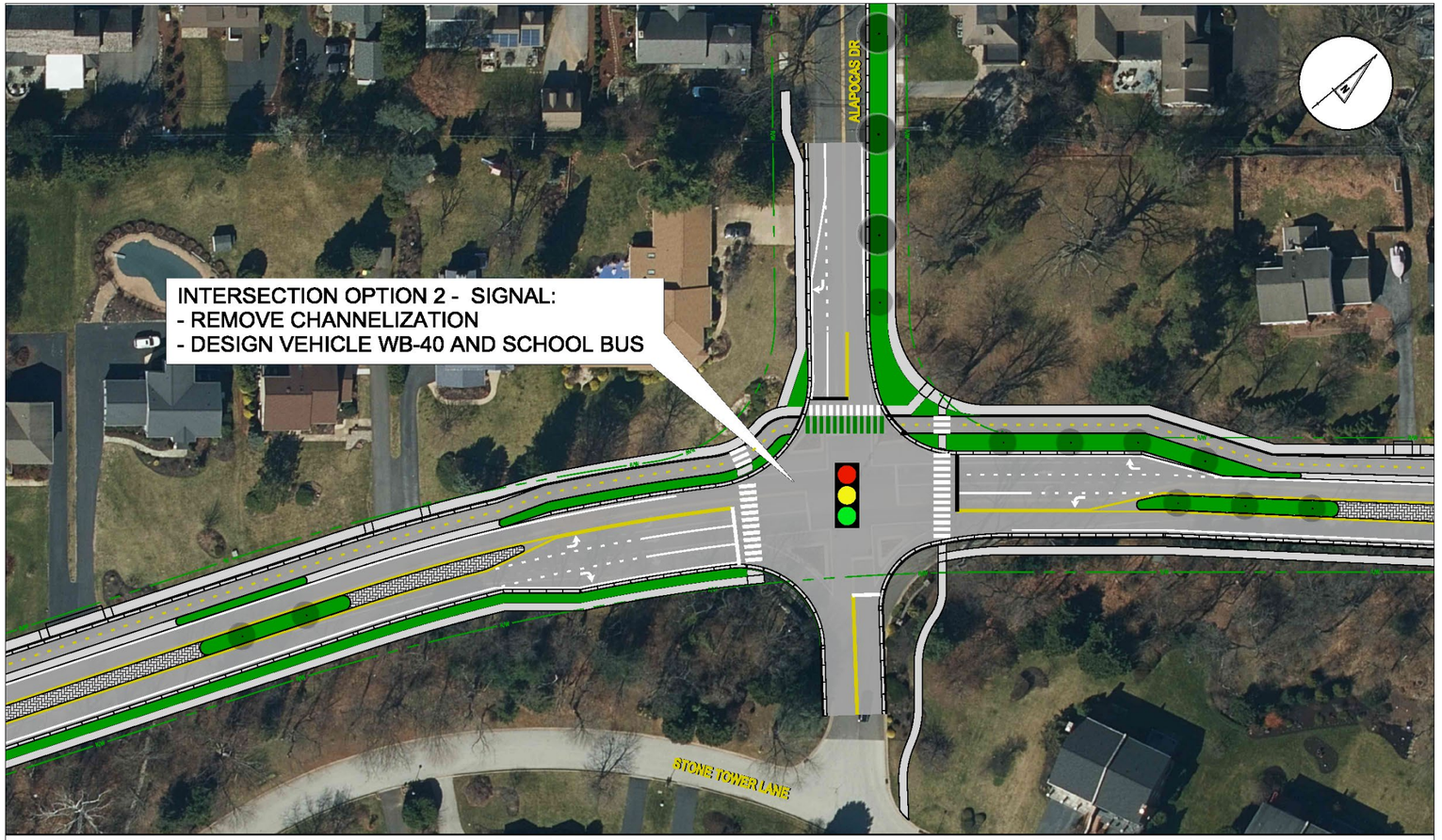
- 100’ Diameter
- Mountable inside truck apron to accommodate trucks
- Reduces pedestrian and vehicle conflict points
- Separate crosswalks for bikes and pedestrians at Alapocas Drive
- Refuge islands allow pedestrians and bikes to cross single directional travel
- Provides traffic calming
- Opportunities for landscaping
- Reduced long-term maintenance



INTERSECTION DESIGNS

Alapocas Drive – Signalized Intersection with Two-Way Separated Bike Lane

- Signal controlled crossing for pedestrians and bikes
- Separate crosswalks for bikes and pedestrians at Alapocas Drive
- Increased crossing distances and number of travel lanes
- Right of way impacts
- Does not provide traffic calming

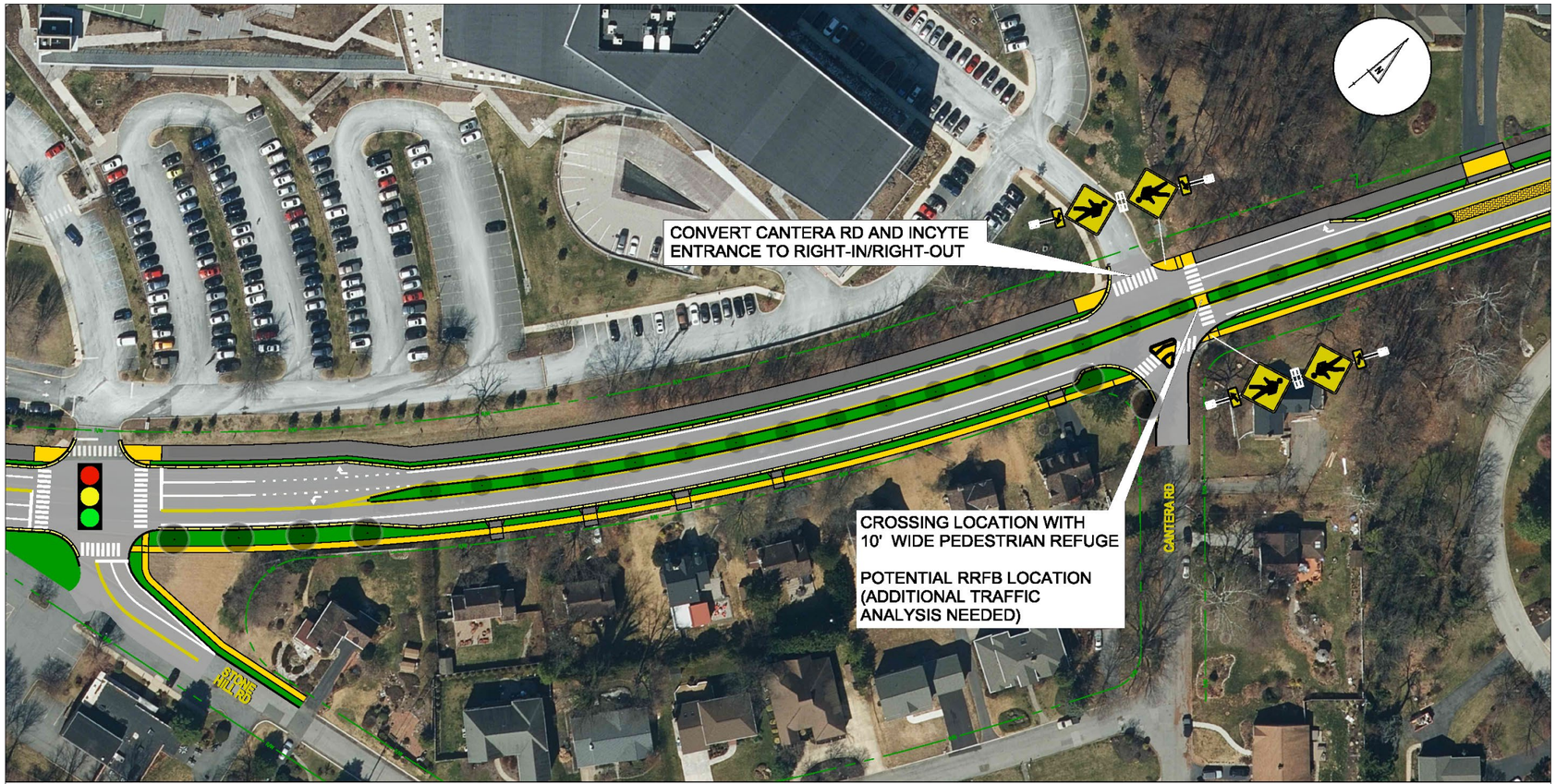


Alternative Design Considerations

INTERSECTION DESIGNS

Stone Hill Road Signalized Intersection Options (SUP shown)

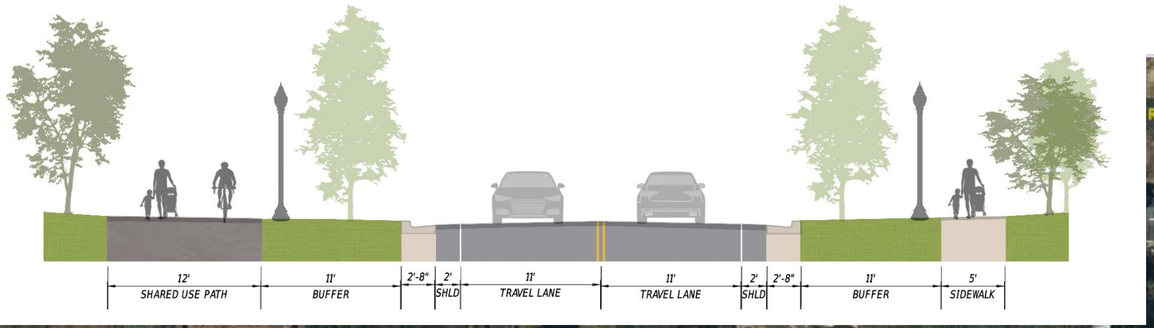
- Incorporating previously designed traffic signal at Stone Hill Road would allow for crossover closure at Cantera Road
- Cantera Road and Incyte entrance would be right-in right-out only
- Residents with driveways facing Augustine Cut Off would require U-turn for ingress/egress

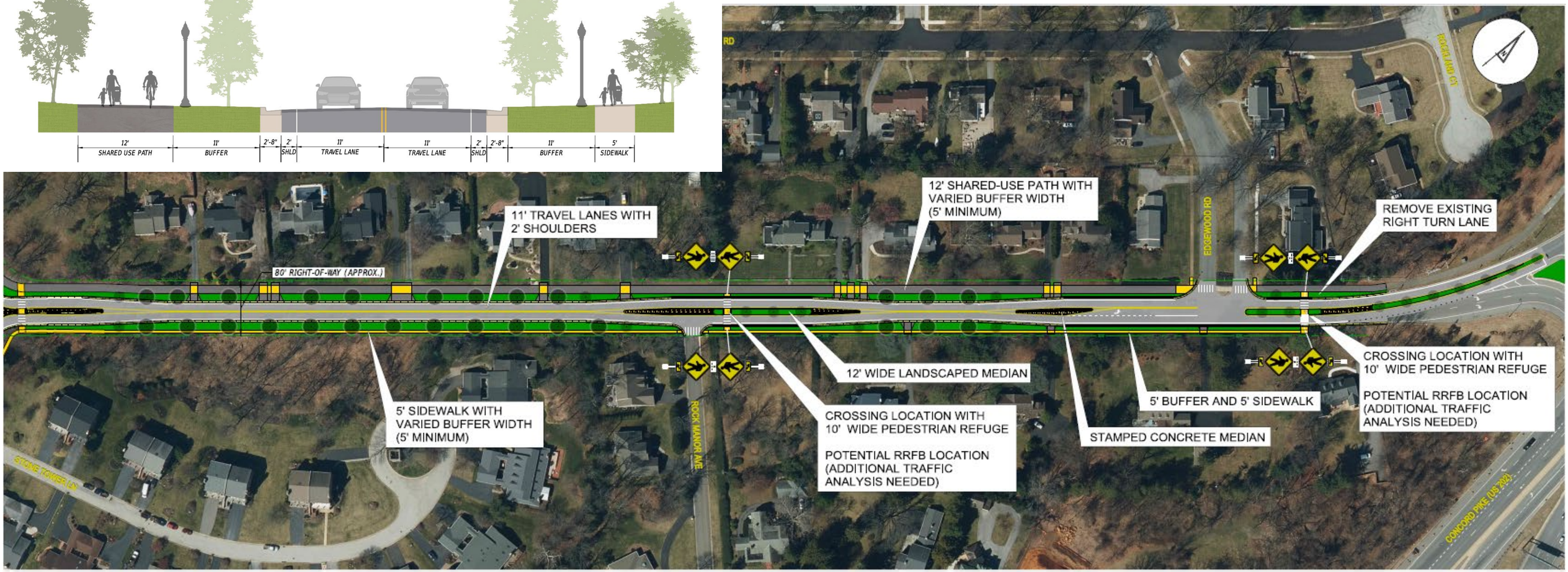


Alternative Design Considerations

ADDITIONAL TRAFFIC CALMING

- Horizontal deflection between Alapocas Drive and Edgewood Road (SUP shown)





MEDIAN TAPER OPTION

Next Steps

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				•					•		•	

Next Steps

WHAT'S NEXT

- **Technical Analysis**
  - Conduct further analysis as necessary based on feedback received today
  - Complete Task 4 (Model Transportation Alternatives) based on your feedback
  - Refine materials for website
  - Prepare feasibility report
- **Public Involvement**
  - Schedule upcoming Advisory Committee Meetings (July/August)
  - Public Meeting No. 3 (August)

Next Steps

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

AUGUSTINE CUT OFF MULTIMODAL IMPROVEMENTS STUDY, PHASE 2

Advisory Committee Meeting 3
July 24, 2025



WRA

DelDOT

DART Moving Forward

New Castle County 1673 Delaware

WILMAPCO

AGENDA

- Introductions & Study Background
- Public Feedback
- Development of a Preferred Alternative
- Next Steps

Introductions & Study Background

Introduction & Study Background

PROJECT TEAM

Dave Gula	WILMAPCO	Project Manager
Paul Moser, PE	DelDOT	DelDOT Coordination Project Manager for DelDOT Phase 1
Austin Gray	DelDOT	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

PLANNING PARTNERS

WILMAPCO

DEPARTMENT OF LAND USE
NEW CASTLE COUNTY • DE

DelDOT

DART Moving Forward

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

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



Legend

Study Area

Intersections

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
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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

RECENT PEDESTRIAN FATALITY

- April 4, 2025, around 11:36PM
- Walking on the edge of the road south of Alapocas Drive signal
- Vehicle fled, so details are limited
- The incident is under investigation, so no more can be said at this time

Public Feedback

Public Feedback

WORKSHOP

- 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

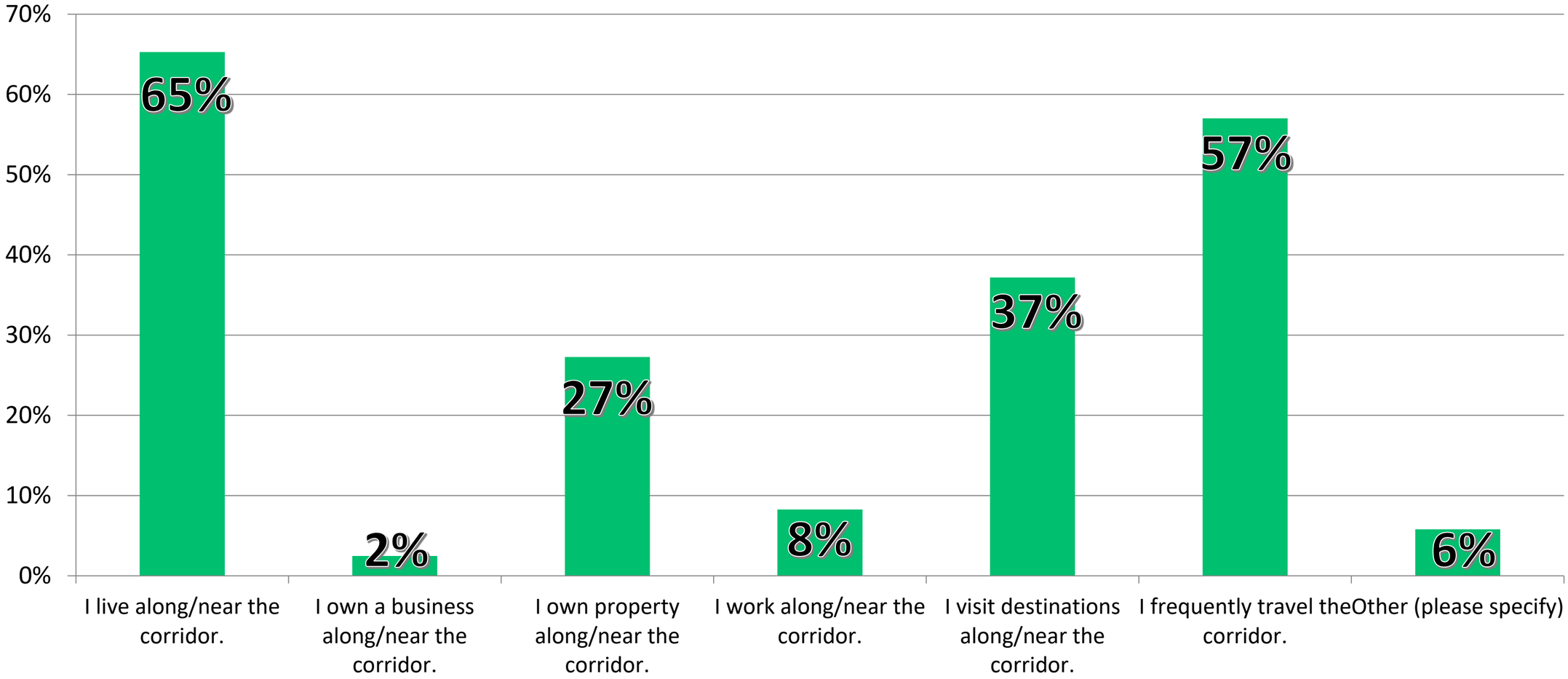
Do you have any other goals for this process?

PUBLIC SURVEY QUESTION

1

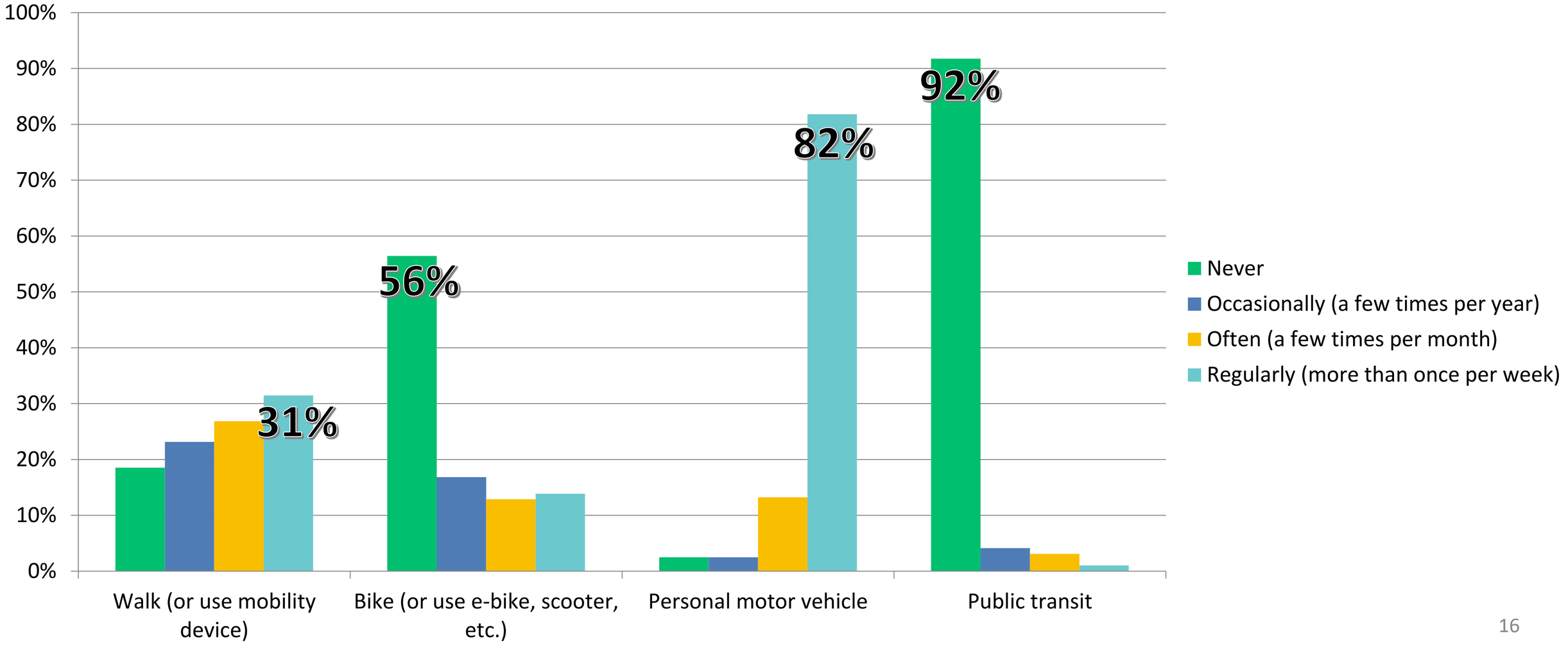
What is your relationship to the Augustine Cut Off Corridor

Please select all that apply



PUBLIC SURVEY QUESTION & RESULT

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



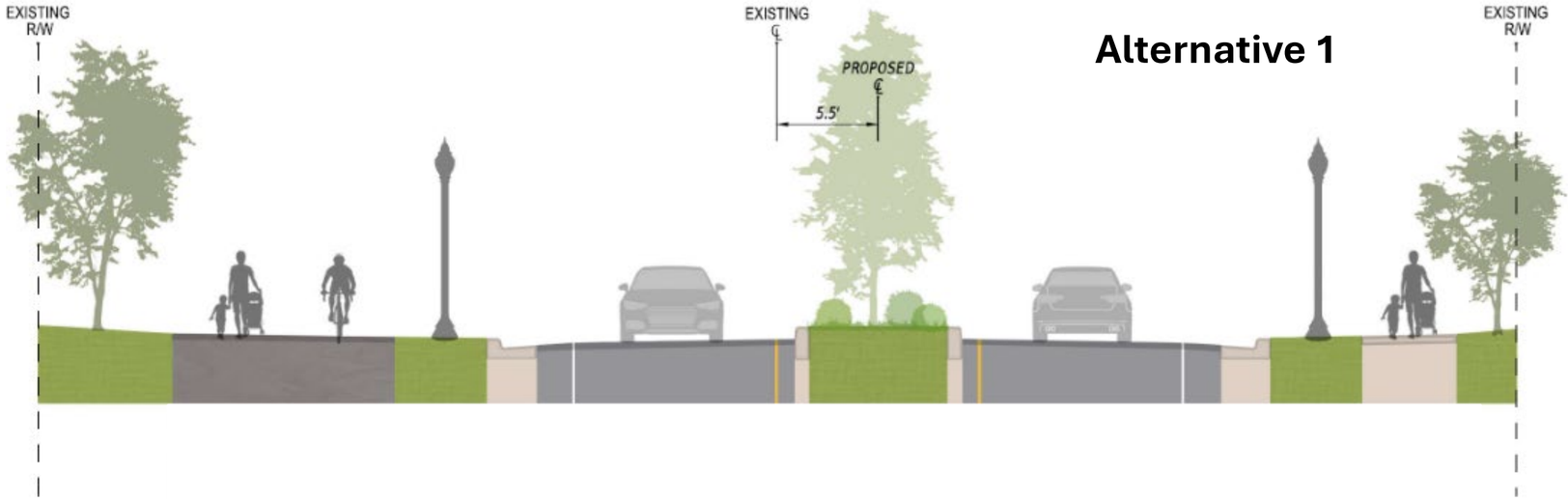
Public Survey Results

PUBLIC SURVEY QUESTION

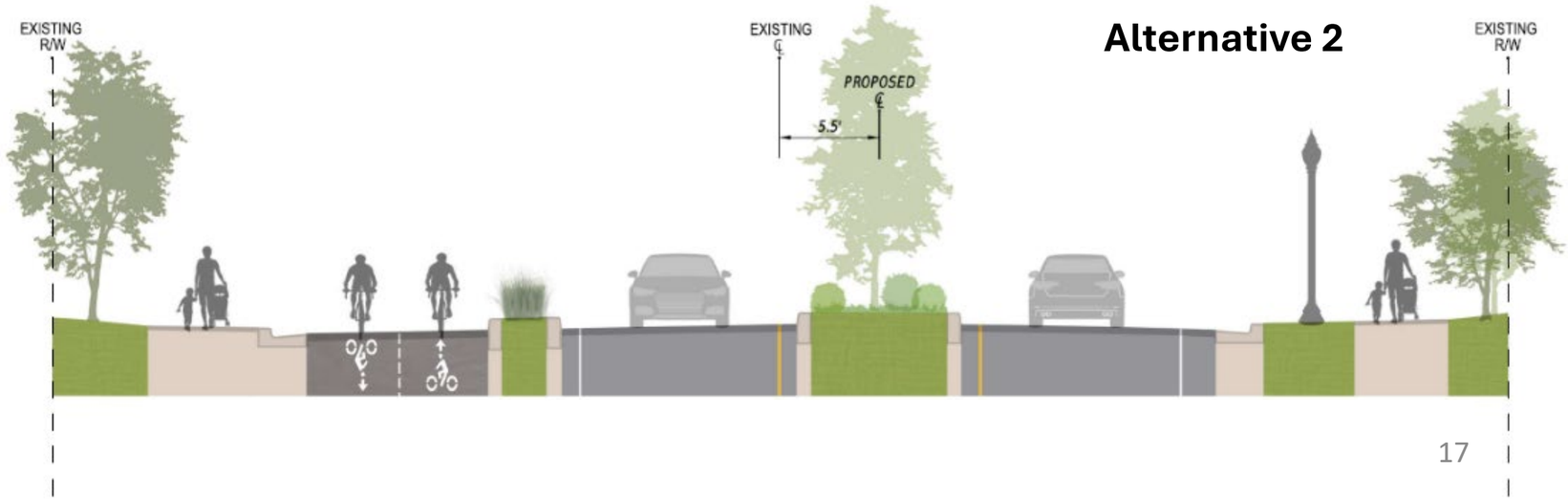
3

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

Alternative 1

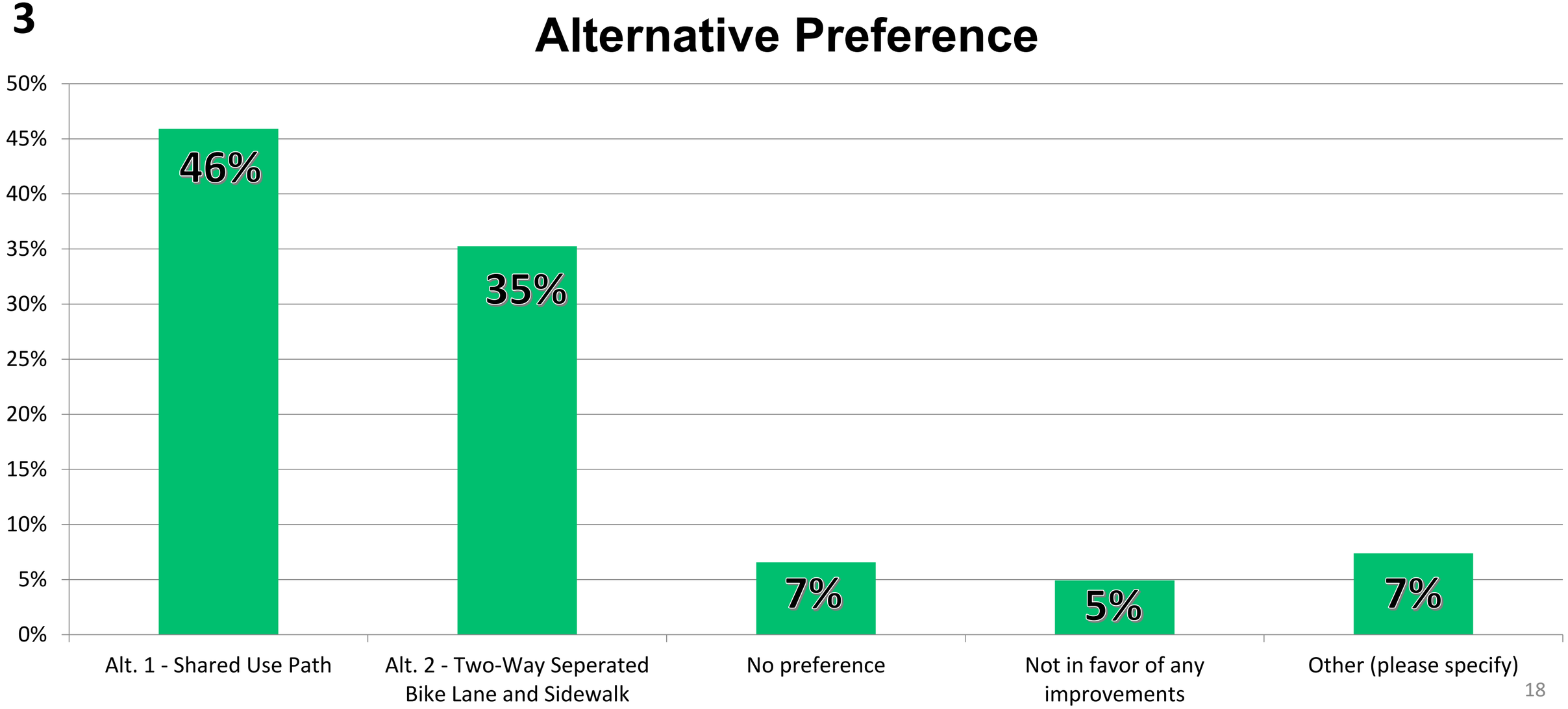


Alternative 2



PUBLIC SURVEY RESULTS

3



PUBLIC SURVEY QUESTION 1 RESULTS

3 "Other" Feedback:

- I would prefer a **3rd alternative that is not as intrusive and burdensome on the property owners** along Augustine Cut Off.
- Shared Use Path on the Alapocas side of the cutoff *(note: this is effectively Alternative 1)*
- **Keep paved area the same** but narrow travel lanes to attempt to reduce vehicle speeds -add speed cushions - investigate further converting the Augustine cut off / Alapocas intersection to a traffic circle. Use painted lane designations to create 1 shared bike/pedestrian lane and keep opposite side for parking, contractors, etc. Prohibit motorized bikes/scooters from shared path
- **Alternative 2 with no sidewalk on the north bound side of the road**.
- Please **trim the trees** so people can see the road signs!
- Option 1 and Option 2 appear to be the same width. It would seem that a shared path option would require less space. If you don't need bike paths on both sides of the street, why are sidewalks on both sides of the street necessary? **Who is to maintain sidewalks, bike paths, and center islands**? State? County? Homeowners?
- No preference, I like them both.
- Not in favor of any change. I don't view either option as an improvement. Leave it alone
- Alt 1 on North or West side of Road

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

PUBLIC SURVEY QUESTION

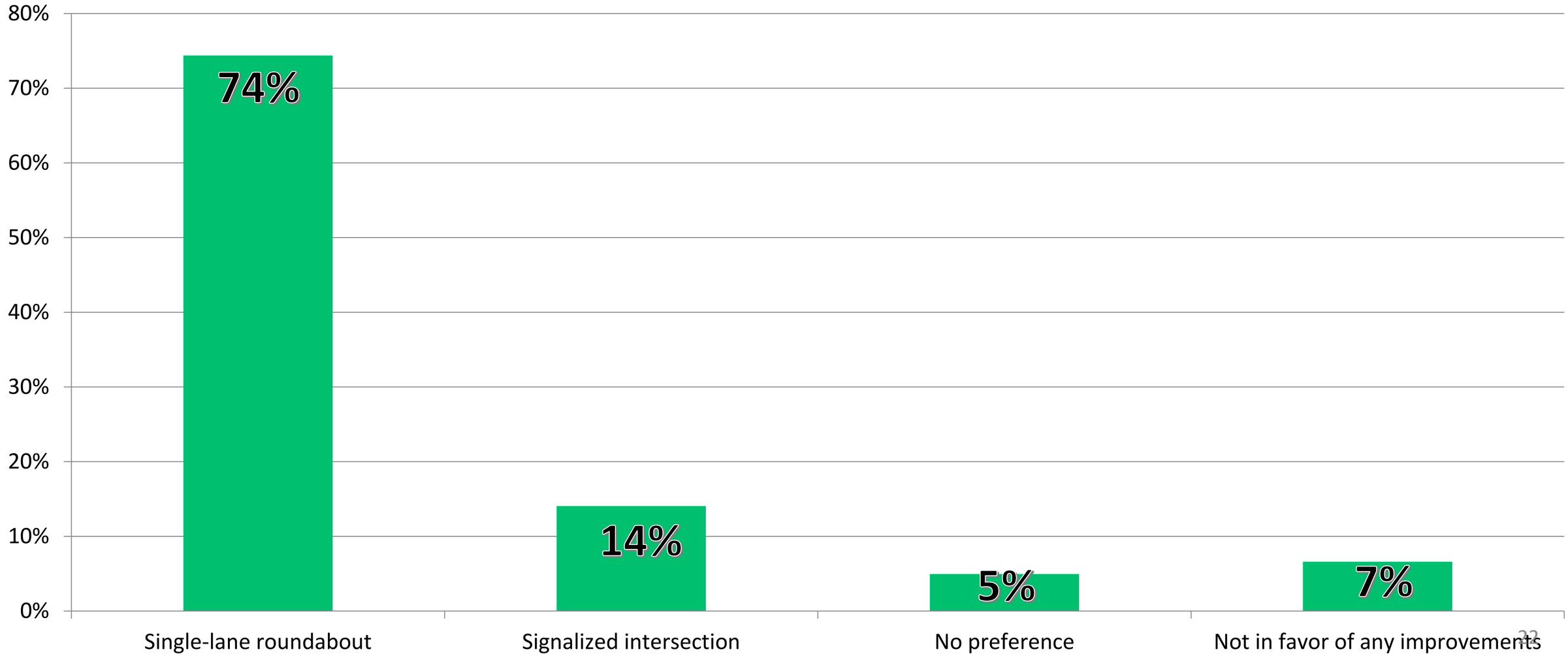
4

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

PUBLIC SURVEY RESULTS

4

Alapocas Drive Intersection Feedback



INTERSECTION DESIGN

Alapocas Drive – Delay Analysis

- Model simulations based on traffic volumes collected in 2024
- Roundabout option represents a significant improvement compared to a signal

Average Delay per Vehicle	Existing Signal			Roundabout			Proposed Signal		
	AM Peak	School Dismissal	PM Peak	AM Peak	School Dismissal	PM Peak	AM Peak	School Dismissal	PM Peak
NB Augustine Cutoff	9 sec	10 sec	7 sec	7 sec	11 sec	8 sec	10 sec	11 sec	7 sec
SB Augustine Cutoff	14 sec	12 sec	8 sec	15 sec	6 sec	6 sec	13 sec	12 sec	8 sec
EB Alapocas Drive	24 sec	20 sec	14 sec	5 sec	4 sec	4 sec	16 sec	16 sec	15 sec
WB Stone Tower Lane	20 sec	14 sec	8 sec	2 sec	4 sec	2 sec	18 sec	17 sec	6 sec
Intersection	*14 sec*	*13 sec*	*8 sec*	*10 sec*	*8 sec*	*7 sec*	*13 sec*	*13 sec*	*9 sec*

Median / 95th Percentile Queue Length	Existing Signal			Roundabout			Proposed Signal		
	AM Peak	School Dismissal	PM Peak	AM Peak	School Dismissal	PM Peak	AM Peak	School Dismissal	PM Peak
NB Augustine Cutoff	71 ft / 166 ft	109 ft / 255 ft	92 ft / 212 ft	49 ft / 131 ft	66 ft / 223 ft	37 ft / 120 ft	75 ft / 175 ft	117 ft / 291 ft	101 ft / 208 ft
SB Augustine Cutoff	153 ft / 330 ft	86 ft / 177 ft	77 ft / 173 ft	102 ft / 307 ft	28 ft / 71 ft	28 ft / 74 ft	147 ft / 320 ft	86 ft / 183 ft	79 ft / 172 ft
EB Alapocas Drive	122 ft / 272 ft	97 ft / 214 ft	49 ft / 116 ft	38 ft / 87 ft	29 ft / 67 ft	20 ft / 50 ft	85 ft / 215 ft	77 ft / 172 ft	41 ft / 90 ft
WB Stone Tower Lane	4 ft / 21 ft	4 ft / 22 ft	3 ft / 20 ft	1 ft / 12 ft	1 ft / 10 ft	1 ft / 10 ft	3 ft / 21 ft	5 ft / 23 ft	6 ft / 44 ft

PUBLIC SURVEY RESULTS

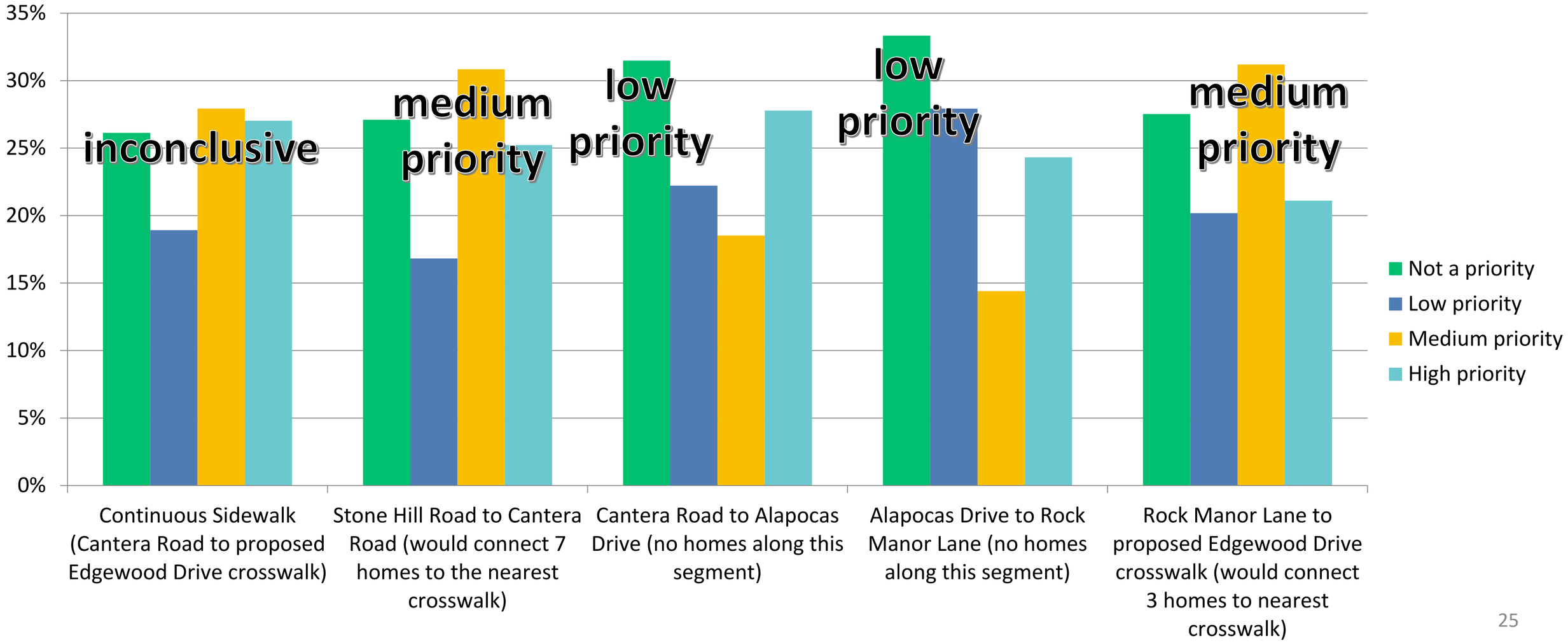
5 A continuous sidewalk could be provided on the northbound side of Augustine Cut Off as part of Alternative 1 or Alternative 2; however, another option is shorter sidewalk segments that would provide residents on the northbound side of the road with access to the nearest crosswalk.

Please check the box to indicate how you would prioritize a continuous sidewalk and each sidewalk segment:

PUBLIC SURVEY RESULTS

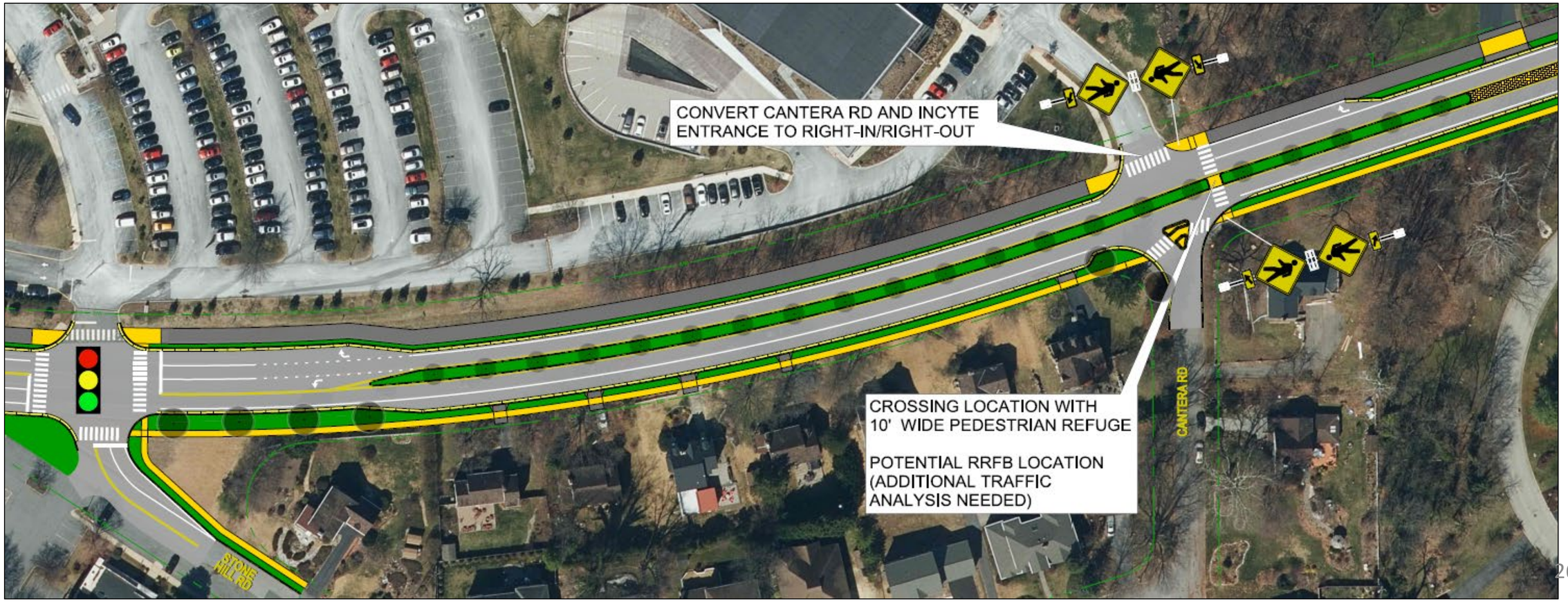
5

Northbound Sidewalk Feedback



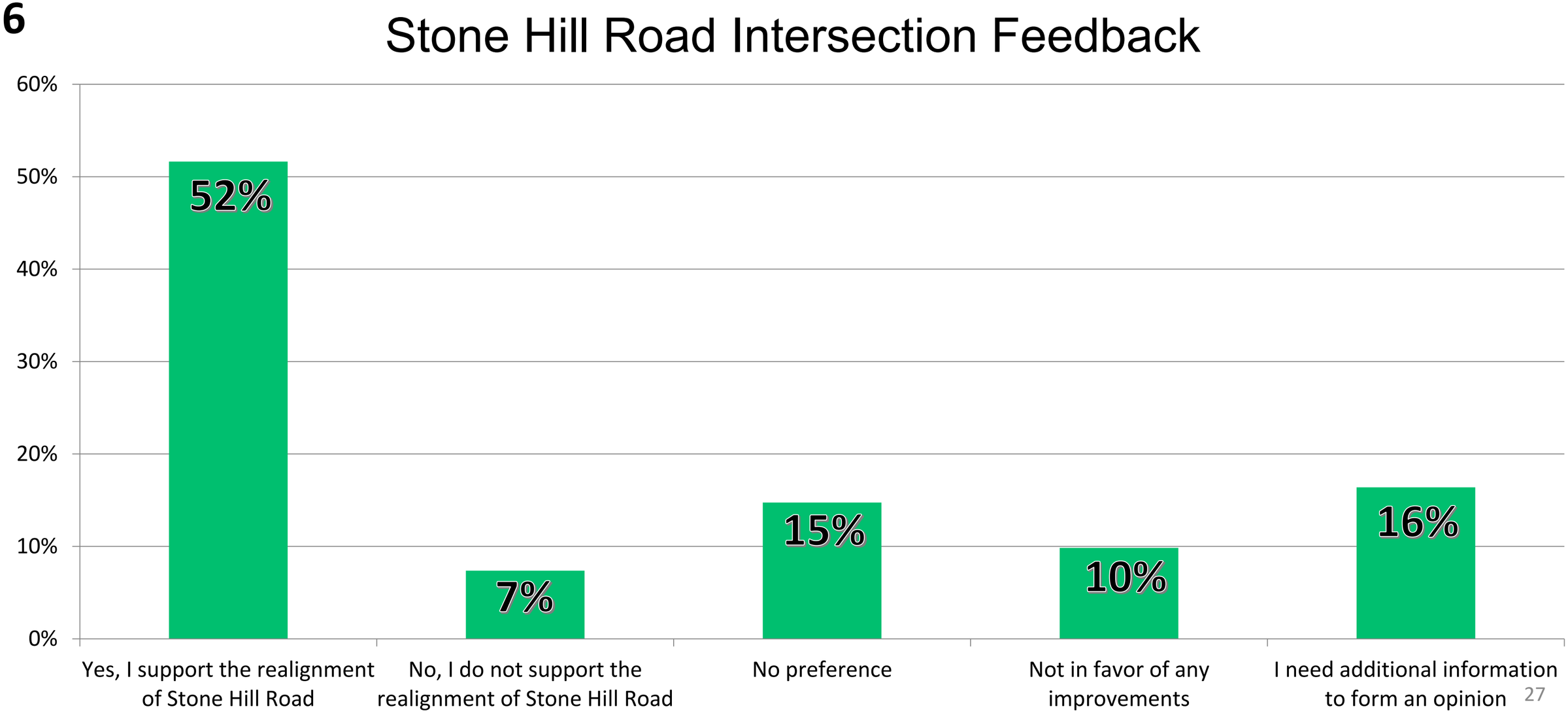
PUBLIC SURVEY QUESTION

6 **Are you in favor of the realignment and addition of a traffic signal at the intersection of Augustine Cut Off and Stone Hill Road as shown in the graphic below? This would allow for Cantera Road and the northmost Incyte entrance to be converted to right-in/right-out traffic.**



PUBLIC SURVEY RESULTS

6



PUBLIC SURVEY QUESTION

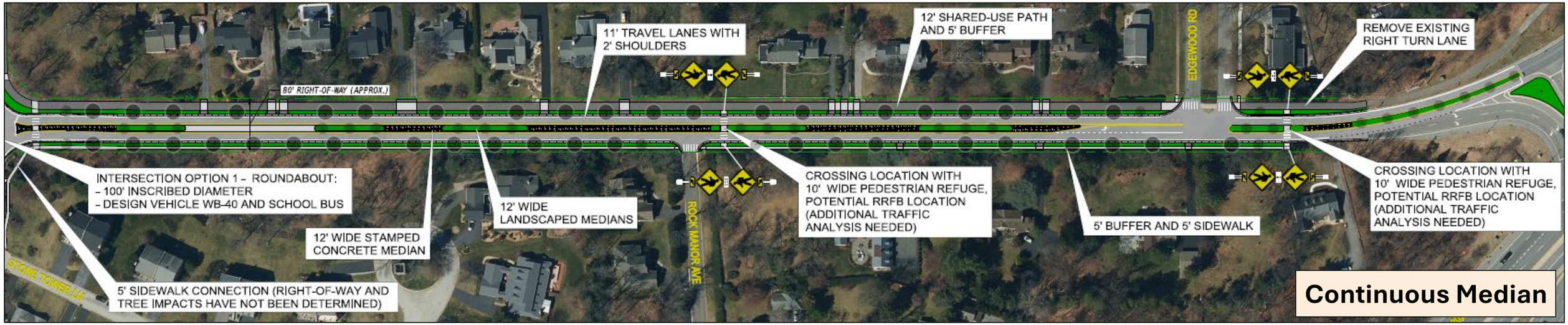
7 ***Are you in favor of a continuous median north of Alapocas Drive or the median taper option shown in the graphic below?***

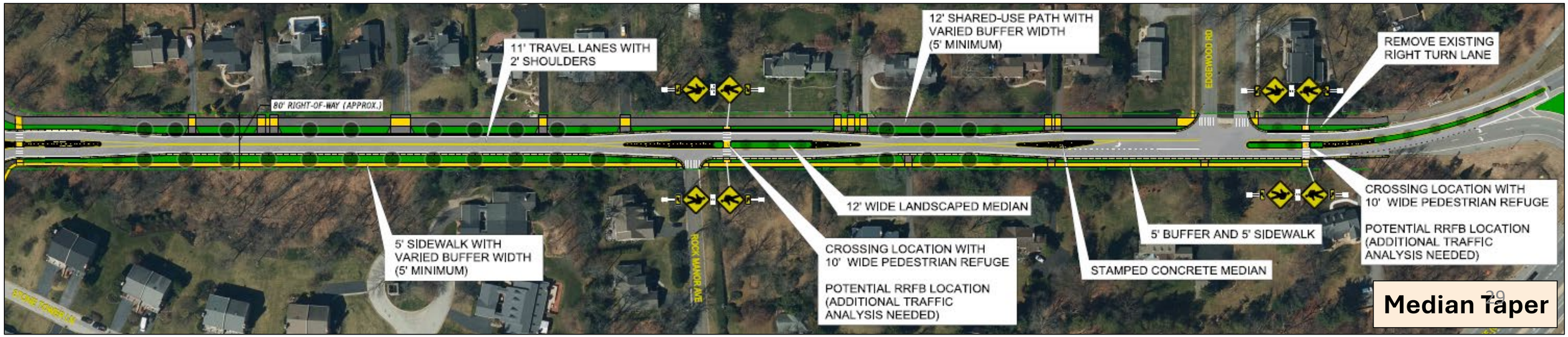
The horizontal deflection may calm traffic speeds along this otherwise straight section of road. The median option will not impact the alignment of the shared use path or two-way separated bike lane.

Public Survey Results

PUBLIC SURVEY QUESTION

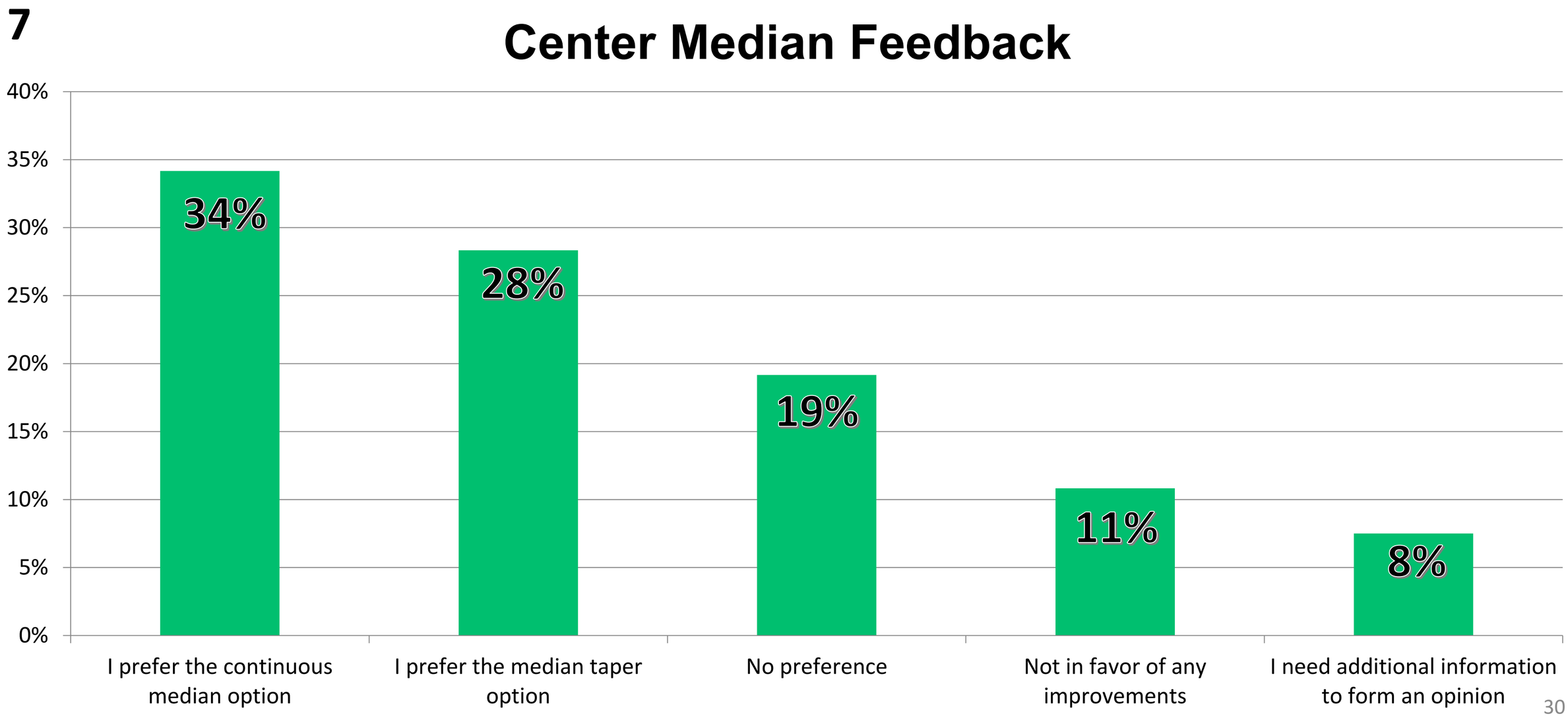
7





PUBLIC SURVEY RESULTS

7



PUBLIC SURVEY QUESTION

8 ***Please provide any other feedback on the materials presented at the June 10, 2025, Workshop that may assist the Project Team in the completion of this study.***

See handout for open ended comments received via the survey and email.

Development of Preferred Alternative

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**



AREAS OF AGREEMENT

Consensus

- Almost 90% of respondents support major improvements along the corridor, with a preference to the shared use path scenario
- Almost 75% percent of respondents support a roundabout at the Alapocas Drive intersection
- Over 80% support some sort of median
- Sidewalk on the northbound side of the road (heading uphill) is a relatively low-priority for most survey takers; there is slightly more support in locations where homes are located

No Clear Preference

- Opinions about the realignment of Stone Hill Road were evenly split, with 52% supporting a realignment

AREAS OF CONCERN

Motor Vehicle Speeds

- Speed Limit History
  - Always 25 mph inside City limits and 35 mph beyond City limits
  - Blue Ball project set the speed limit on then-new W Park Dr to 25 mph to accommodate road curves
- Proposed improvements:
  - Roundabout: Vehicles have to slow down approaching Alapocas Dr
  - Lane Narrowing/Medians: “Reducing driver comfort” (drivers only feel comfortable navigating roadway at a lower speed)
  - Roadside Landscaping: Studies show trees and large bushes can reduce speeds when their “influence” reaches within 5 feet of road
  - Horizontal Deflection (Median Taper): Vehicles have to slow down to navigate slight curves in road

AREAS OF CONCERN

Motor Vehicle Speeds (continued)

- Vertical treatments (speed humps, speed cushions, and raised crosswalks/intersections) have similar disadvantages and are not appropriate on Augustine Cut Off
  - Not permitted on through routes (arterials)
  - Hurt emergency vehicle response time (all except speed cushions)
  - Increase noise levels, especially with trucks (braking, accelerating, vibration over devices)
  - Impact snowplow operations
  - Encourage diversions along parallel streets (i.e. School Road)
  - Vehicles tend to speed up between devices

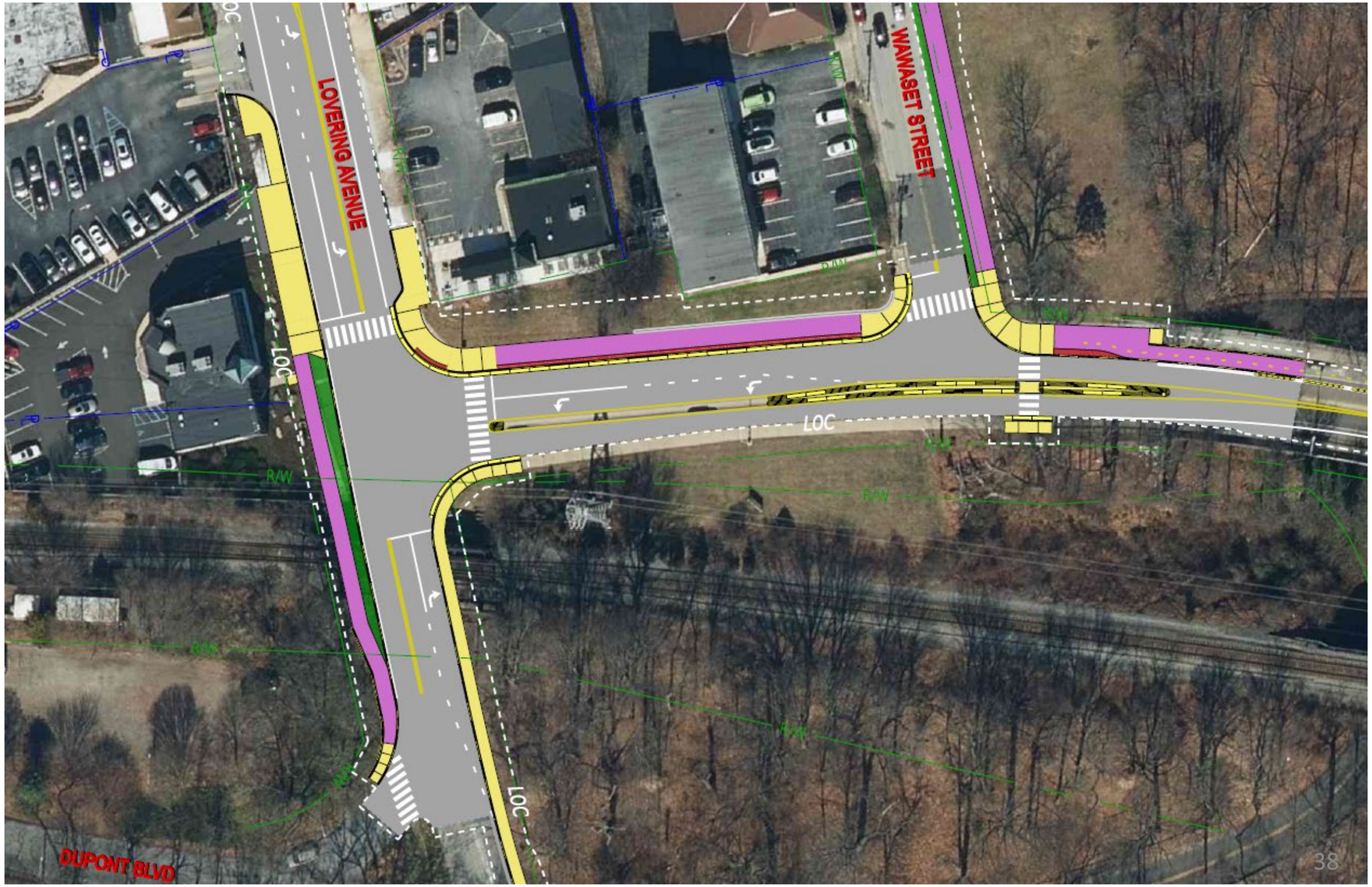
Additional Improvements

- What about improvements at Lovering Avenue and Augustine Cut Off?
  - Improvements at the Augustine Cut Off and Lovering Avenue intersection will be provided by the DelDOT Augustine Cut Off Bicycle and Pedestrian Network Improvements Project
  - For more information, visit www.publicinput.com/acodesign

Development of a Preferred Alternatives

AREAS OF CONCERN

Proposed DelDOT improvements at Augustine Cut Off and Lovering Avenue



AREAS OF CONCERN

Short-Term Improvements

- Can the pothole just north of Cantera Drive be repaired soon?
  - This section of ACO has been repaved since our last meeting
- Can trees be trimmed to improve signage visibility?
  - WILMAPCO can submit a request to DelDOT, however, if trees are located on private property that limits DelDOT's ability to address the issue
- Why does the speed limit change from 25 mph in the park and City portion of the road to 35 mph along the residential section of the road? Can it be reduced?
  - WILMAPCO to request that DelDOT study a speed limit reduction between Edgewood Road and 18th Street

AREAS OF CONCERN

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

- Provide additional paving/shoulder along Augustine Cut Off south of Alapocas Drive
- Relocate the stop bar and provide other striping improvements for southbound traffic turning left onto 18th Street to minimize confusion
- Restripe shoulder south of Incyte to provide continuous bike lane at the bridge approach

AREAS OF CONCERN

Homeowner Concerns

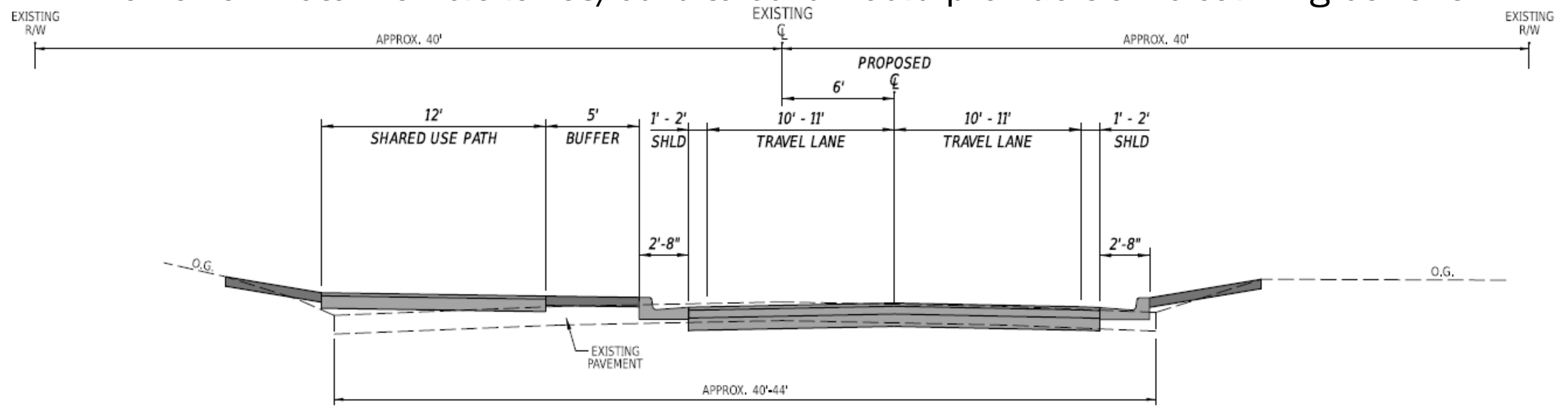
- Can you better explain how curbside services like mail, deliveries, landscaping, and trash pickup will work?
  - This depends on the preferred alternative – we can discuss further today
- Who is responsible for maintaining the sidewalk/shared use path?
  - DelDOT is responsible for maintaining the sidewalk and shared use path
- Who is responsible for maintaining the median?
  - DelDOT will maintain the median if it is planted with grass. Any other plantings will require a private sponsor/maintenance arrangement
- Can you develop an alternative that minimizes impacts to properties along the Cut Off and use of driveways?
  - See subsequent slides
- Is it possible to provide any on street parking in the area between Alapocas Drive and Edgemore Road?
  - See subsequent slides

Development of a Preferred Alternatives

NEW ALTERNATIVE FOR CONSIDERATION

Lower Impact Alternative – uses 45’– 50’ of approximate 80’ of right of way

- Utilizes minimum dimensions for all roadway features
- Requires 6’ centerline shift to stay mostly within the existing pavement box
- No on-street parking/pull off
- Narrower motor vehicle lanes/curb to curb would provide traffic calming benefit



AUGUSTINE CUT OFF - ALTERNATIVE 3

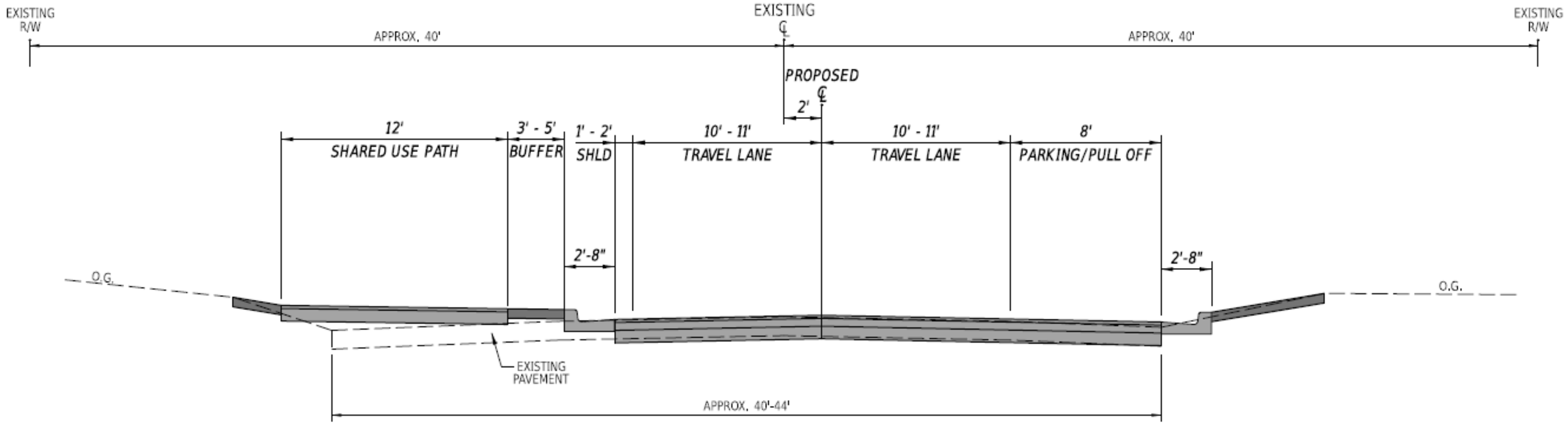
TYPICAL 1: SHARED USE PATH - NO PARKING/PULL OFF

Development of a Preferred Alternatives

NEW ALTERNATIVE FOR CONSIDERATION

Lower Impact Alternative – uses 50’ - 56’ of approximately 80’ of right of way

- *Northbound parallel parking/pull off could be* provided in select locations (TBD)
- Requires 2’ centerline shift to stay mostly within the existing pavement box
- Would provide a 6’ horizontal deflection while staying mostly within existing pavement



AUGUSTINE CUT OFF - ALTERNATIVE 3

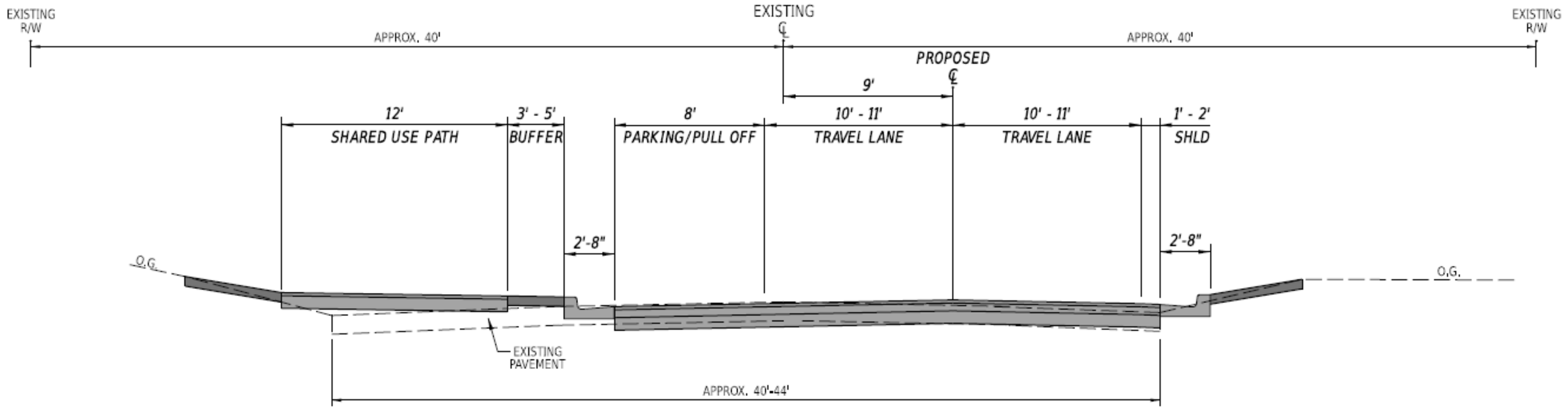
TYPICAL 2: SHARED USE PATH - NB PARKING/PULL OFF

Development of a Preferred Alternatives

NEW ALTERNATIVE FOR CONSIDERATION

Lower Impact Alternative – uses 50’ – 56’ of approximately 80’ of right of way

- *Southbound parallel parking/pull off could be* provided in select locations (TBD)
- Requires 9’ centerline shift to stay mostly within the existing pavement box
- Would provide a 2’ horizontal deflection while staying mostly within existing pavement



AUGUSTINE CUT OFF - ALTERNATIVE 3

TYPICAL 3: SHARED USE PATH - SB PARKING/PULL OFF

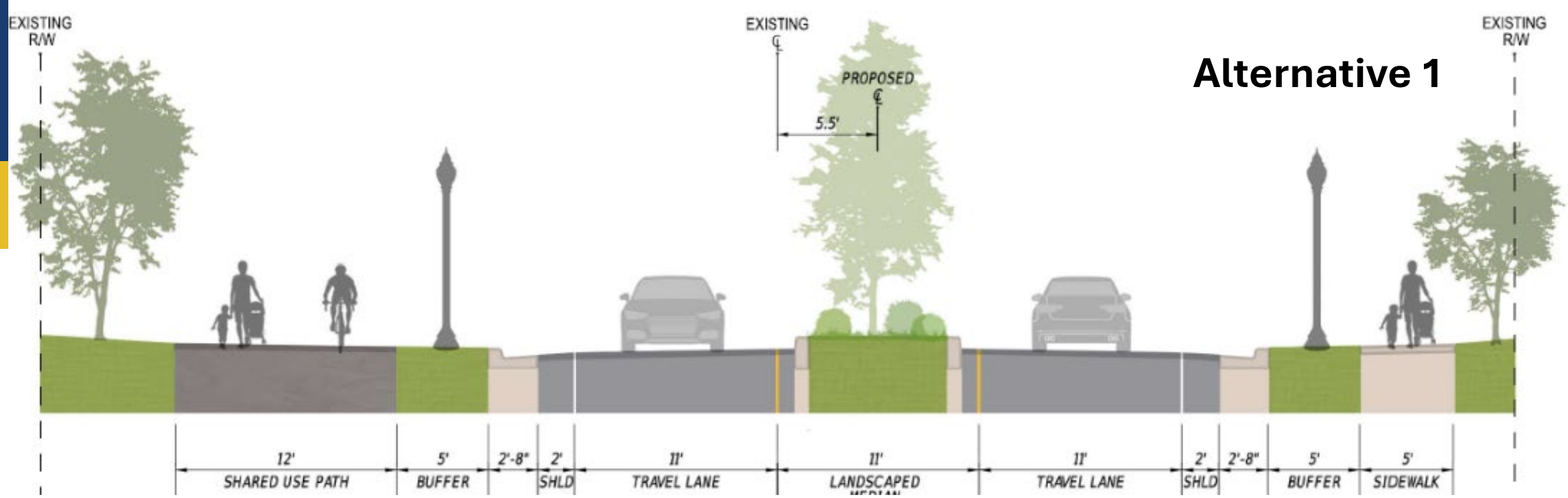
ALTERNATIVE PROS/CONS

What do you like about each alternative?

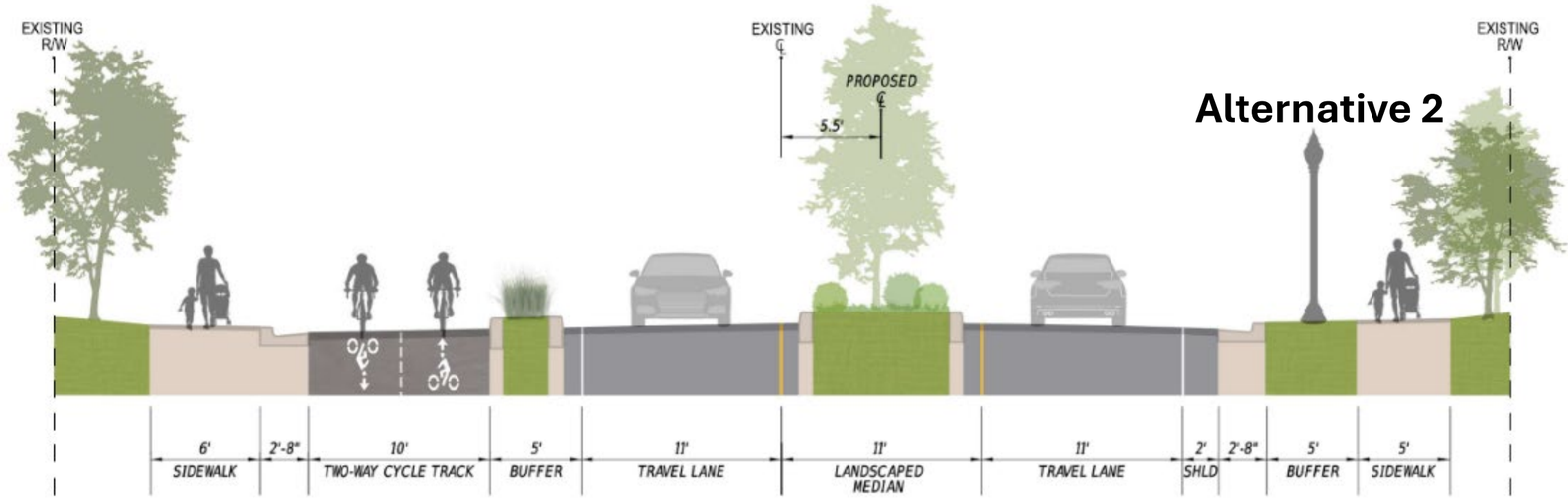
What do you dislike?

We are developing pros and cons for the August workshop based on a technical analysis and your feedback.

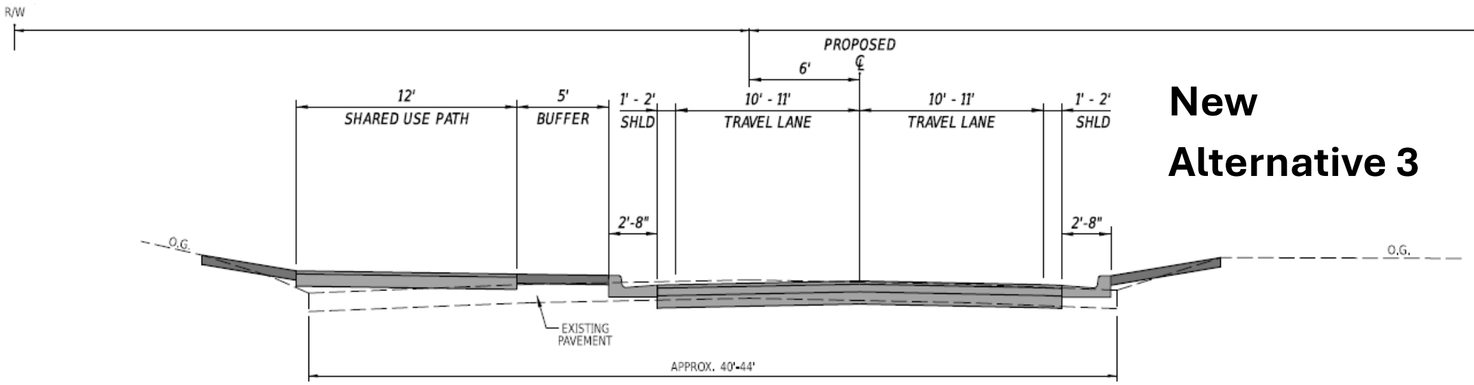
Alternative 1



Alternative 2

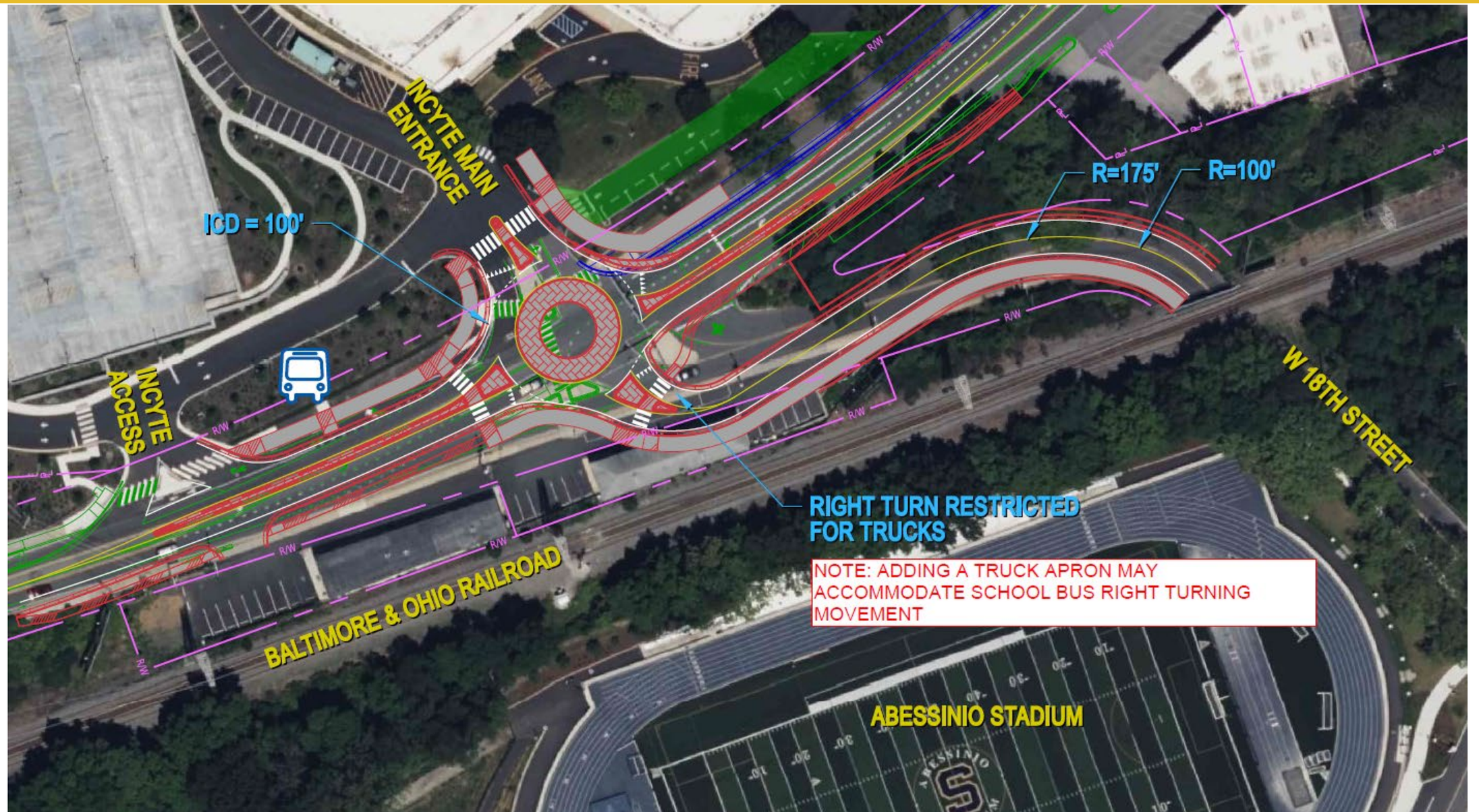


New Alternative 3



Development of a Preferred Alternatives

POTENTIAL IMPROVEMENT AT 18TH STREET INTERSECTION



Next Steps

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				•					•		•	

Next Steps

WHAT'S NEXT

- **Technical Analysis**
  - Integrate public and Advisory Committee feedback
  - Select concept level alternatives and prepare report (task 5)
  - Prepare for final public workshop
- **Public Involvement**
  - Hold final Public Workshop on August 12
  - Schedule final Advisory Committee Meeting for September



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

AUGUSTINE CUT OFF MULTIMODAL IMPROVEMENTS STUDY, PHASE 2

Public Workshop 3
August 12, 2025



WRA

DelDOT

DART Moving Forward

New Castle County 1673 Delaware

WILMAPCO

AGENDA

- Introductions & Study Background
- Public Feedback
- Development of a Preferred Alternative
- Next Steps

Introductions & Study Background

Introduction & Study Background

PROJECT TEAM

Dave Gula	WILMAPCO	Project Manager
Paul Moser, PE	DelDOT	DelDOT Coordination Project Manager for DelDOT Phase 1
Austin Gray	DelDOT	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

PLANNING PARTNERS

WILMAPCO

DEPARTMENT OF LAND USE
NEW CASTLE COUNTY • DE

DelDOT

DART Moving Forward

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

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



Legend

Study Area

Intersections

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
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Task 1	Identify Issues, Opportunities and Constraints												
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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

RECENT PEDESTRIAN FATALITY

- April 4, 2025, around 11:36PM
- Walking on the edge of the road south of Alapocas Drive signal
- Vehicle fled, so details are limited
- The incident is under investigation, so no more can be said at this time

Public Feedback

Public Feedback

WORKSHOP

- 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

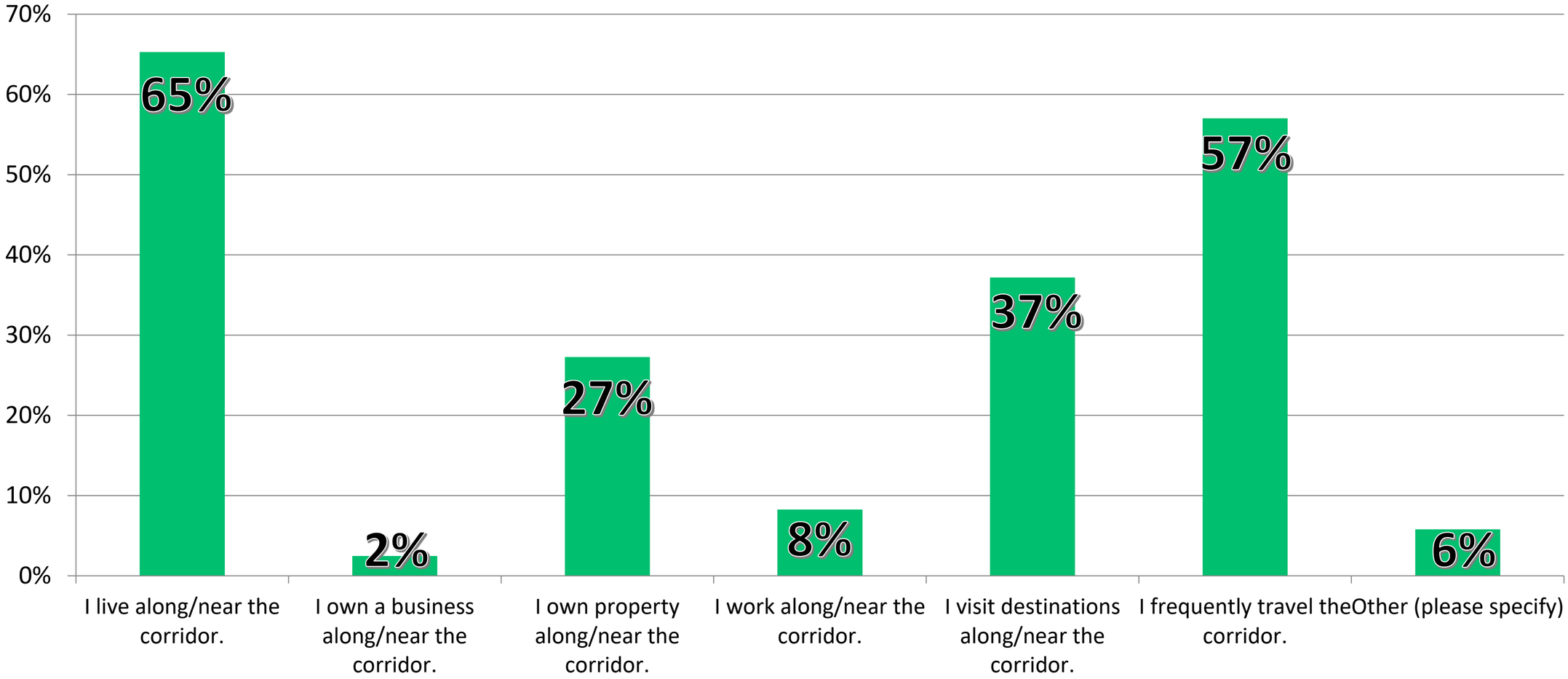
Do you have any other goals for this process?

PUBLIC SURVEY QUESTION

1

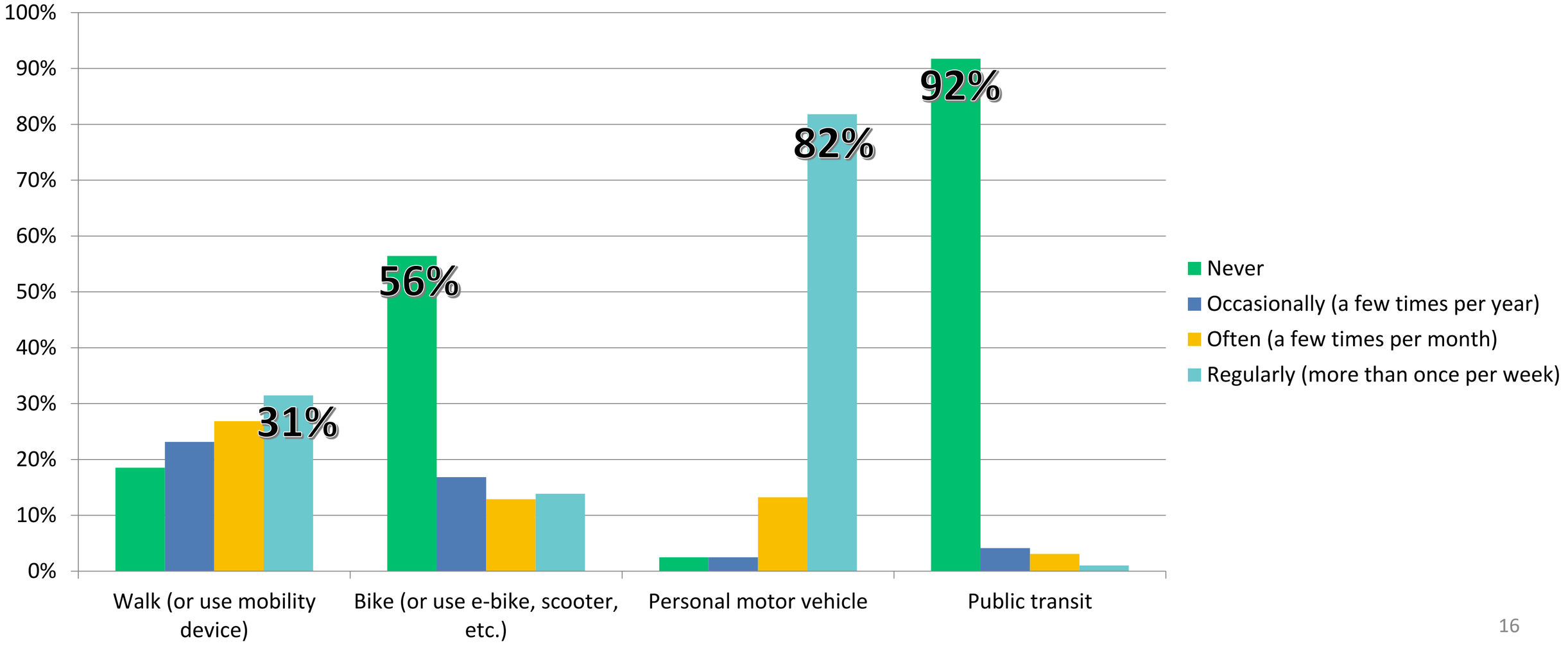
What is your relationship to the Augustine Cut Off Corridor

Please select all that apply



PUBLIC SURVEY QUESTION & RESULT

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



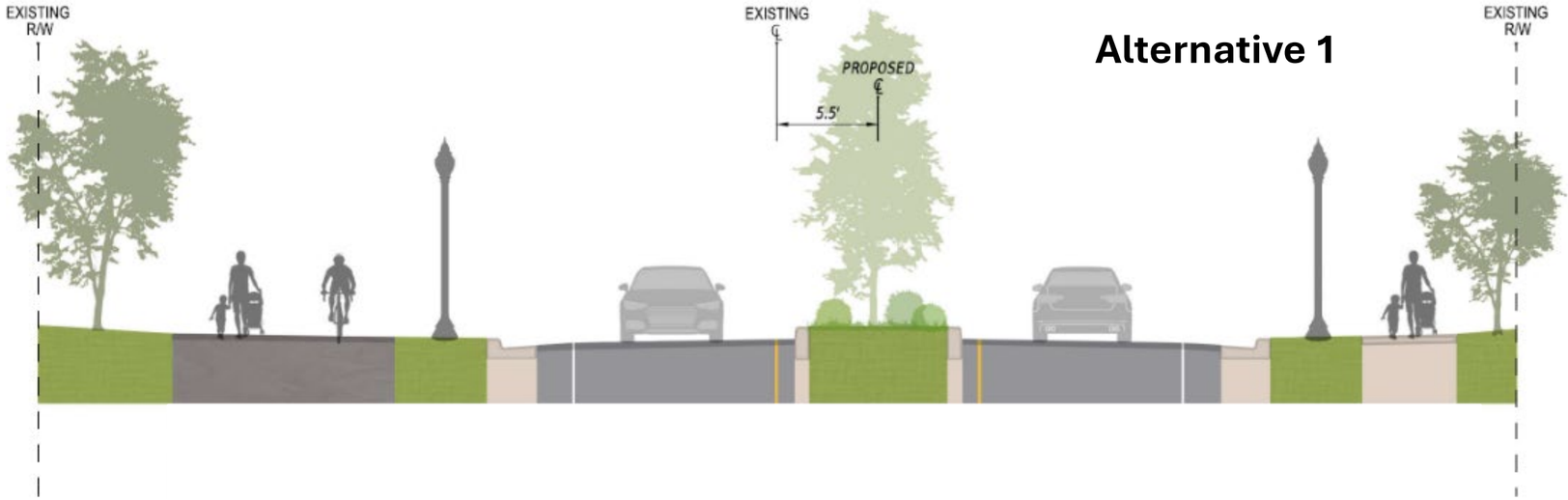
Public Survey Results

PUBLIC SURVEY QUESTION

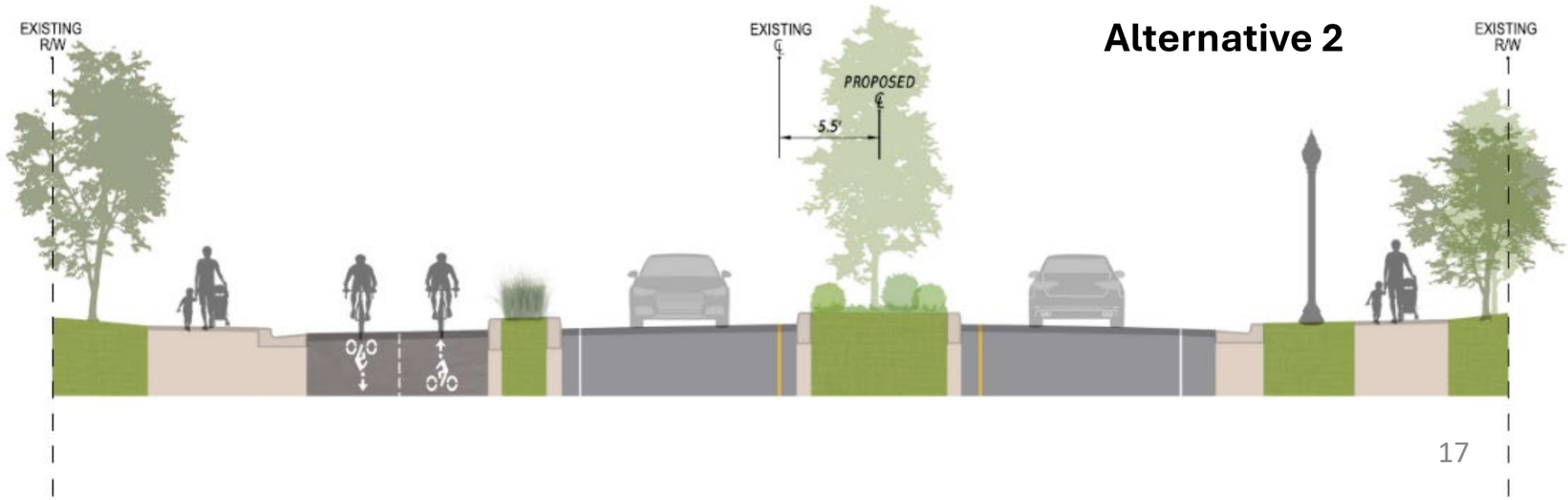
3

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

Alternative 1

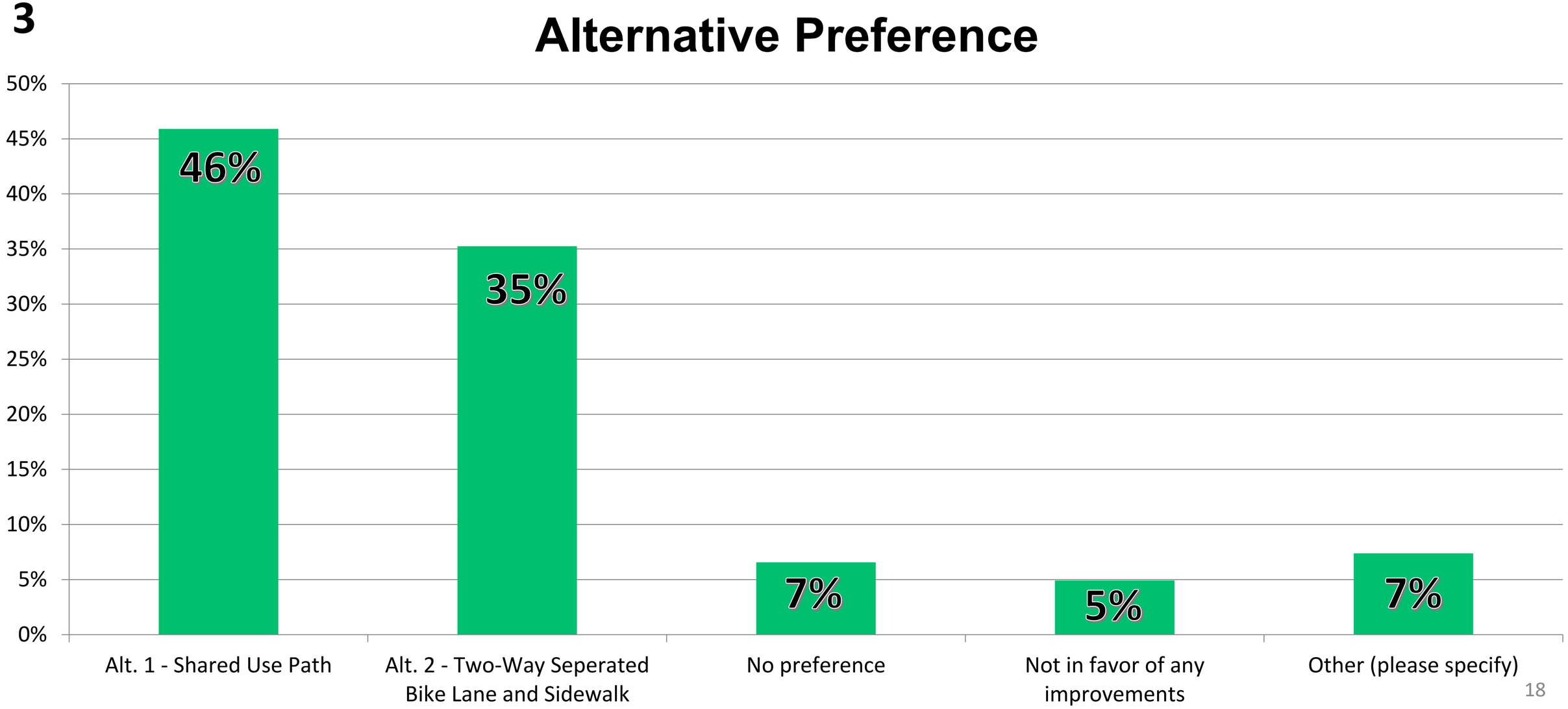


Alternative 2



PUBLIC SURVEY RESULTS

3



PUBLIC SURVEY QUESTION 1 RESULTS

3 "Other" Feedback:

- I would prefer a **3rd alternative that is not as intrusive and burdensome on the property owners** along Augustine Cut Off.
- Shared Use Path on the Alapocas side of the cutoff *(note: this is effectively Alternative 1)*
- **Keep paved area the same** but narrow travel lanes to attempt to reduce vehicle speeds -add speed cushions - investigate further converting the Augustine cut off / Alapocas intersection to a traffic circle. Use painted lane designations to create 1 shared bike/pedestrian lane and keep opposite side for parking, contractors, etc. Prohibit motorized bikes/scooters from shared path
- **Alternative 2 with no sidewalk on the north bound side of the road**.
- Please **trim the trees** so people can see the road signs!
- Option 1 and Option 2 appear to be the same width. It would seem that a shared path option would require less space. If you don't need bike paths on both sides of the street, why are sidewalks on both sides of the street necessary? **Who is to maintain sidewalks, bike paths, and center islands**? State? County? Homeowners?
- No preference, I like them both.
- Not in favor of any change. I don't view either option as an improvement. Leave it alone
- Alt 1 on North or West side of Road

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

PUBLIC SURVEY QUESTION

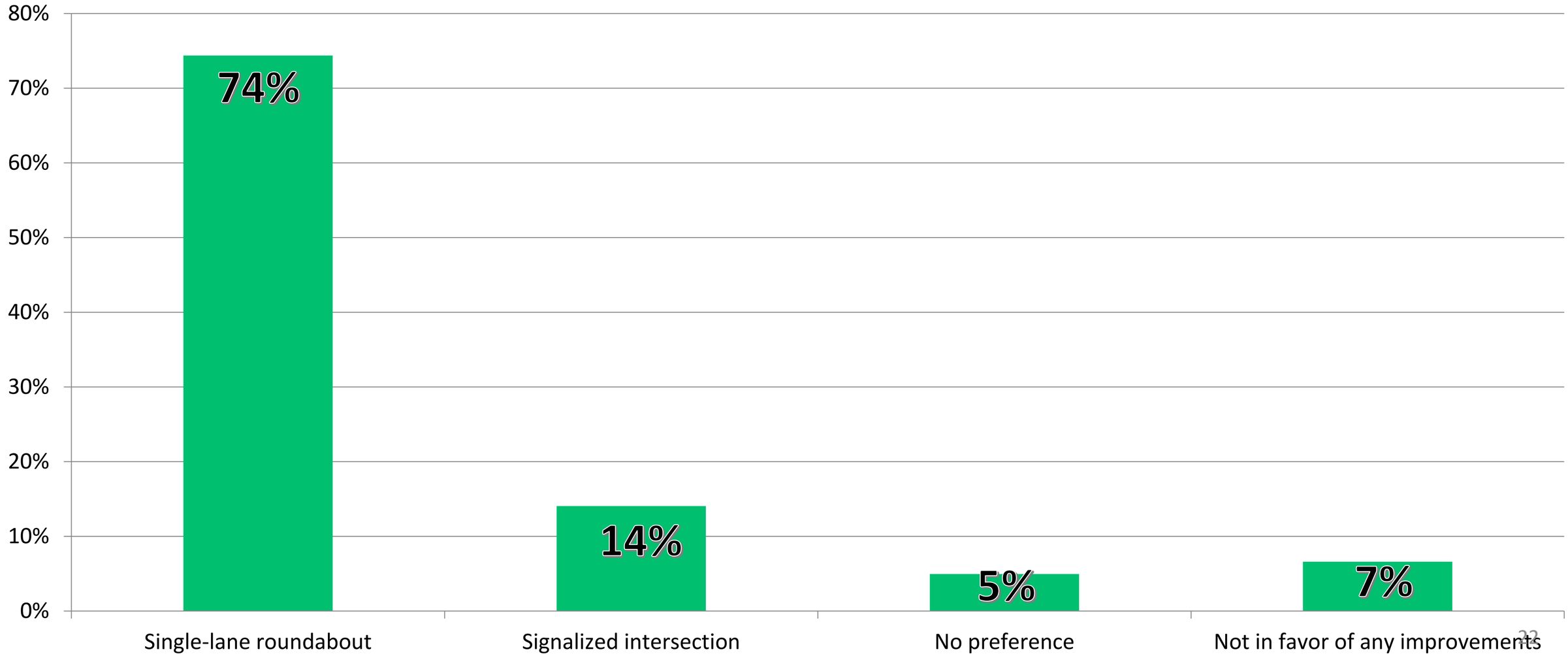
4

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

PUBLIC SURVEY RESULTS

4

Alapocas Drive Intersection Feedback



INTERSECTION DESIGN

Alapocas Drive – Delay Analysis

- Model simulations based on traffic volumes collected in 2024
- Roundabout option represents a significant improvement compared to a signal

Average Delay per Vehicle	Existing Signal			Roundabout			Proposed Signal		
	AM Peak	School Dismissal	PM Peak	AM Peak	School Dismissal	PM Peak	AM Peak	School Dismissal	PM Peak
NB Augustine Cutoff	9 sec	10 sec	7 sec	7 sec	11 sec	8 sec	10 sec	11 sec	7 sec
SB Augustine Cutoff	14 sec	12 sec	8 sec	15 sec	6 sec	6 sec	13 sec	12 sec	8 sec
EB Alapocas Drive	24 sec	20 sec	14 sec	5 sec	4 sec	4 sec	16 sec	16 sec	15 sec
WB Stone Tower Lane	20 sec	14 sec	8 sec	2 sec	4 sec	2 sec	18 sec	17 sec	6 sec
Intersection	*14 sec*	*13 sec*	*8 sec*	*10 sec*	*8 sec*	*7 sec*	*13 sec*	*13 sec*	*9 sec*

Median / 95th Percentile Queue Length	Existing Signal			Roundabout			Proposed Signal		
	AM Peak	School Dismissal	PM Peak	AM Peak	School Dismissal	PM Peak	AM Peak	School Dismissal	PM Peak
NB Augustine Cutoff	71 ft / 166 ft	109 ft / 255 ft	92 ft / 212 ft	49 ft / 131 ft	66 ft / 223 ft	37 ft / 120 ft	75 ft / 175 ft	117 ft / 291 ft	101 ft / 208 ft
SB Augustine Cutoff	153 ft / 330 ft	86 ft / 177 ft	77 ft / 173 ft	102 ft / 307 ft	28 ft / 71 ft	28 ft / 74 ft	147 ft / 320 ft	86 ft / 183 ft	79 ft / 172 ft
EB Alapocas Drive	122 ft / 272 ft	97 ft / 214 ft	49 ft / 116 ft	38 ft / 87 ft	29 ft / 67 ft	20 ft / 50 ft	85 ft / 215 ft	77 ft / 172 ft	41 ft / 90 ft
WB Stone Tower Lane	4 ft / 21 ft	4 ft / 22 ft	3 ft / 20 ft	1 ft / 12 ft	1 ft / 10 ft	1 ft / 10 ft	3 ft / 21 ft	5 ft / 23 ft	6 ft / 44 ft

PUBLIC SURVEY RESULTS

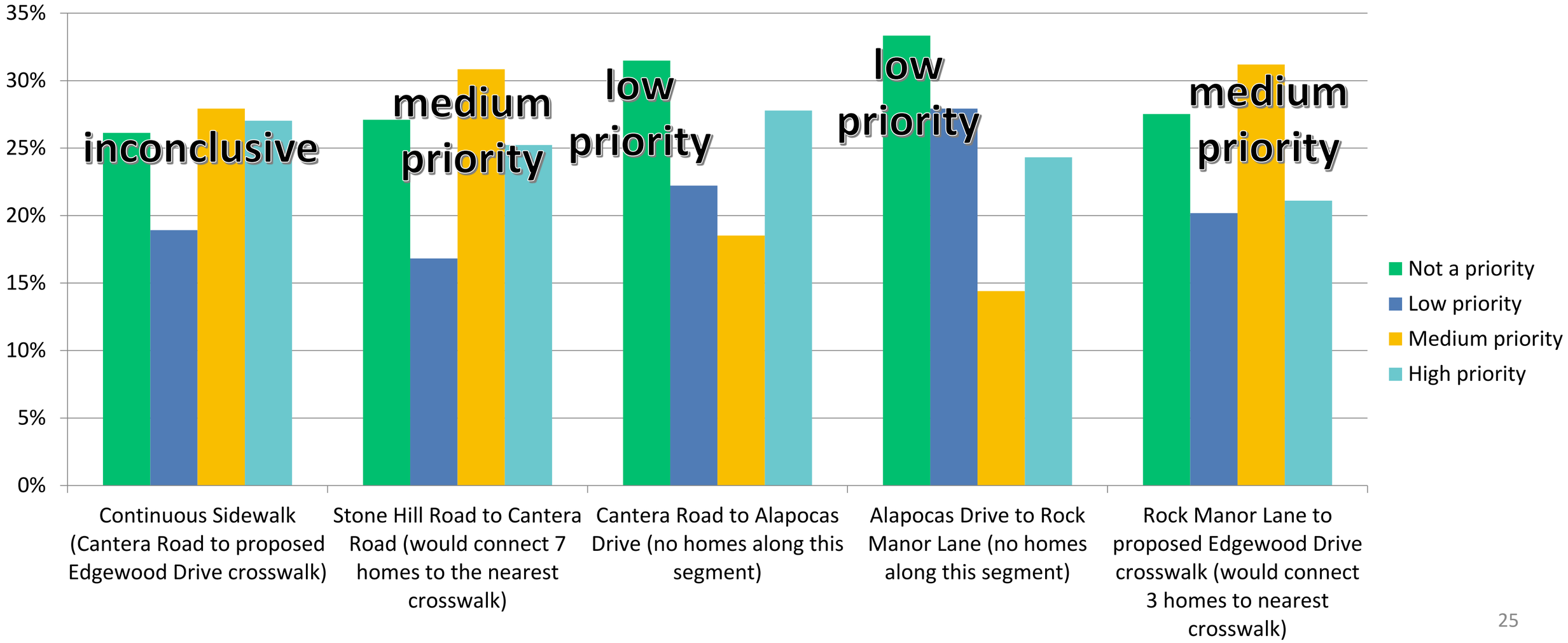
5 A continuous sidewalk could be provided on the northbound side of Augustine Cut Off as part of Alternative 1 or Alternative 2; however, another option is shorter sidewalk segments that would provide residents on the northbound side of the road with access to the nearest crosswalk.

Please check the box to indicate how you would prioritize a continuous sidewalk and each sidewalk segment:

PUBLIC SURVEY RESULTS

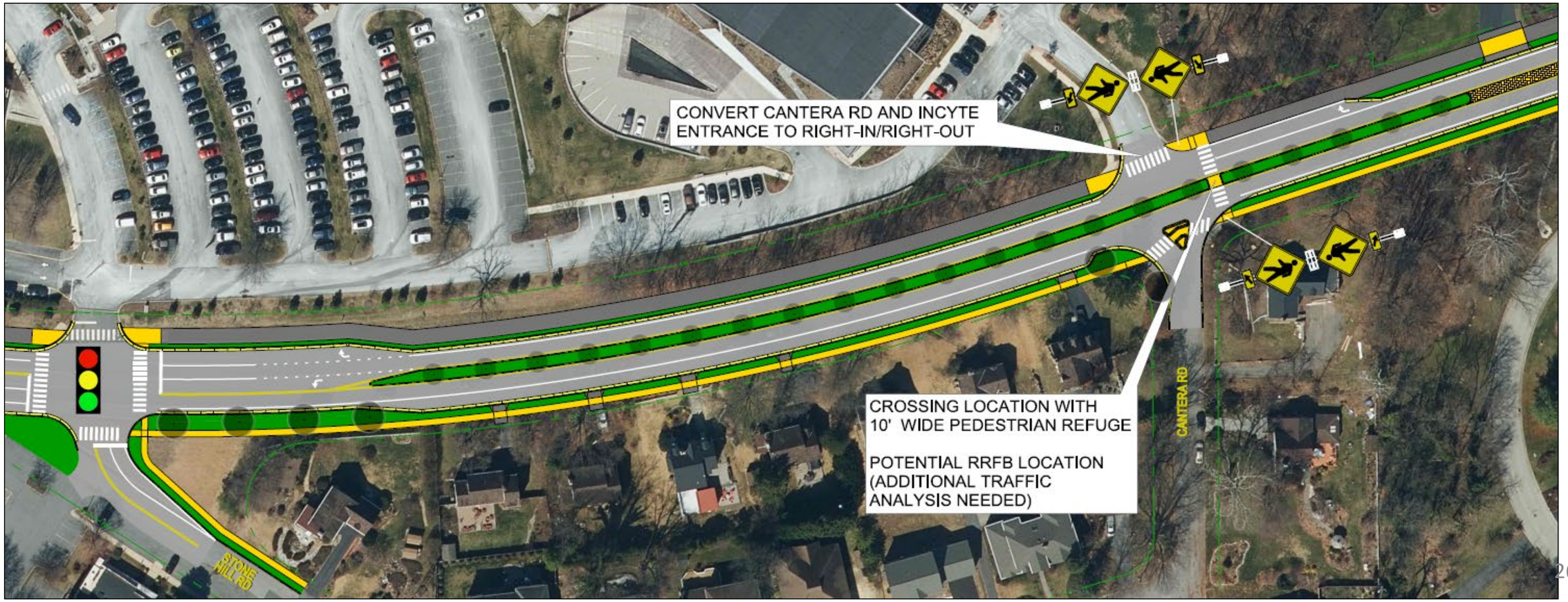
5

Northbound Sidewalk Feedback



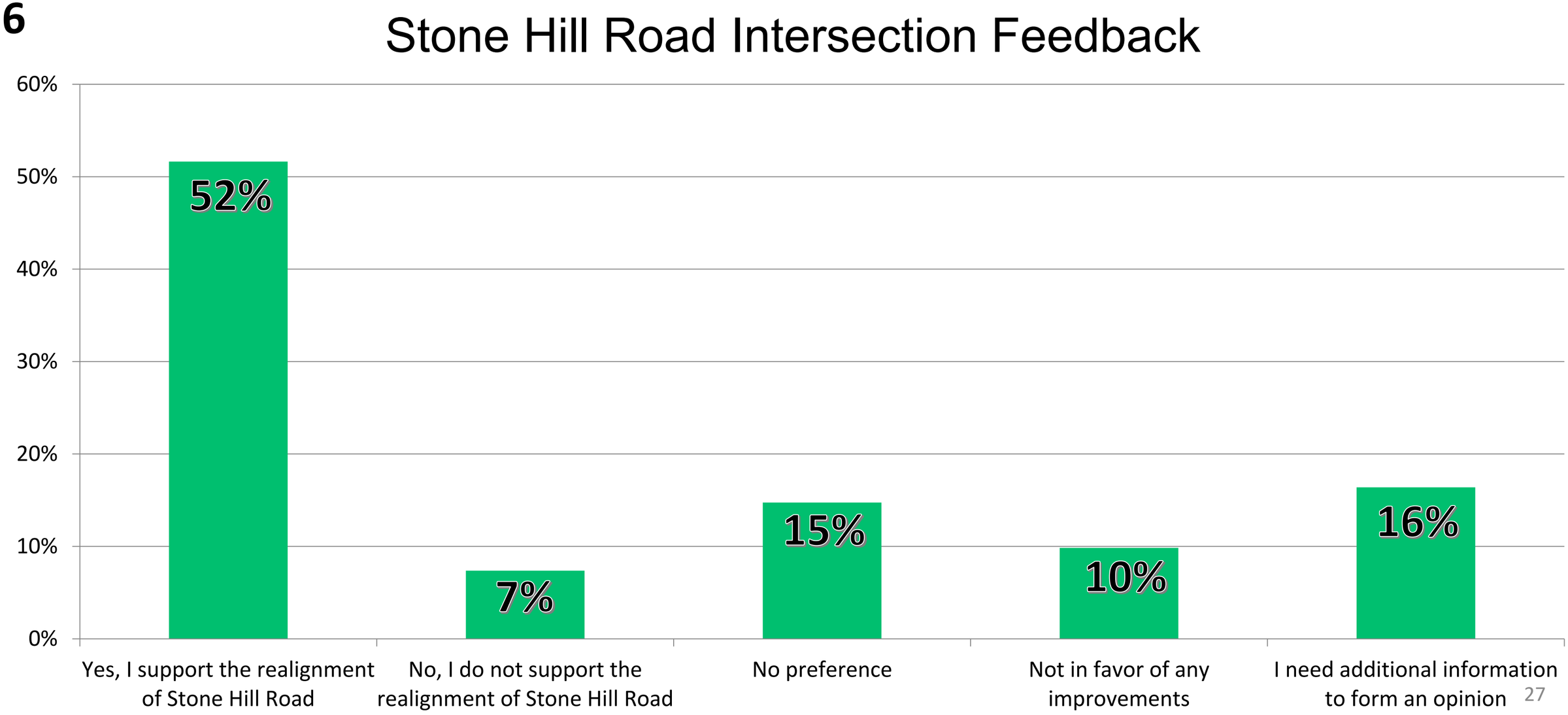
PUBLIC SURVEY QUESTION

6 **Are you in favor of the realignment and addition of a traffic signal at the intersection of Augustine Cut Off and Stone Hill Road as shown in the graphic below? This would allow for Cantera Road and the northmost Incyte entrance to be converted to right-in/right-out traffic.**



PUBLIC SURVEY RESULTS

6



PUBLIC SURVEY QUESTION

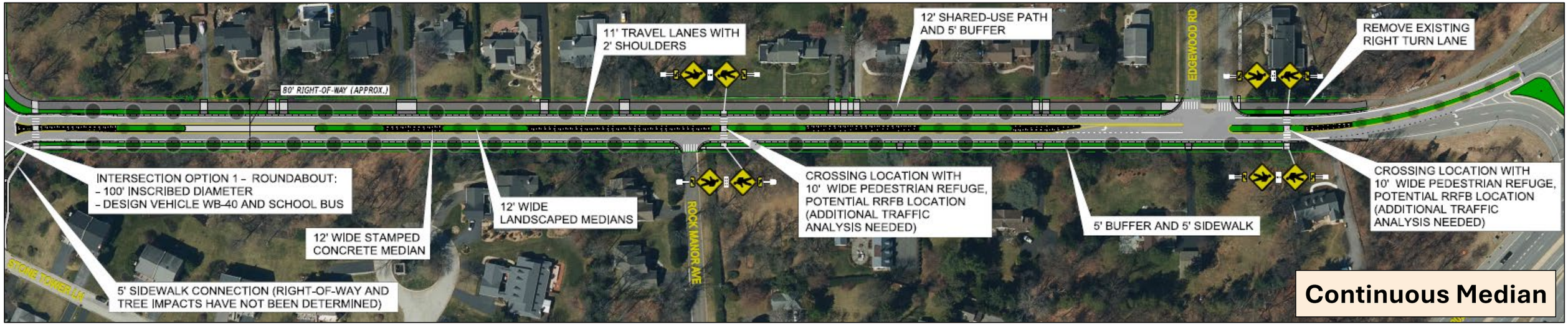
7 ***Are you in favor of a continuous median north of Alapocas Drive or the median taper option shown in the graphic below?***

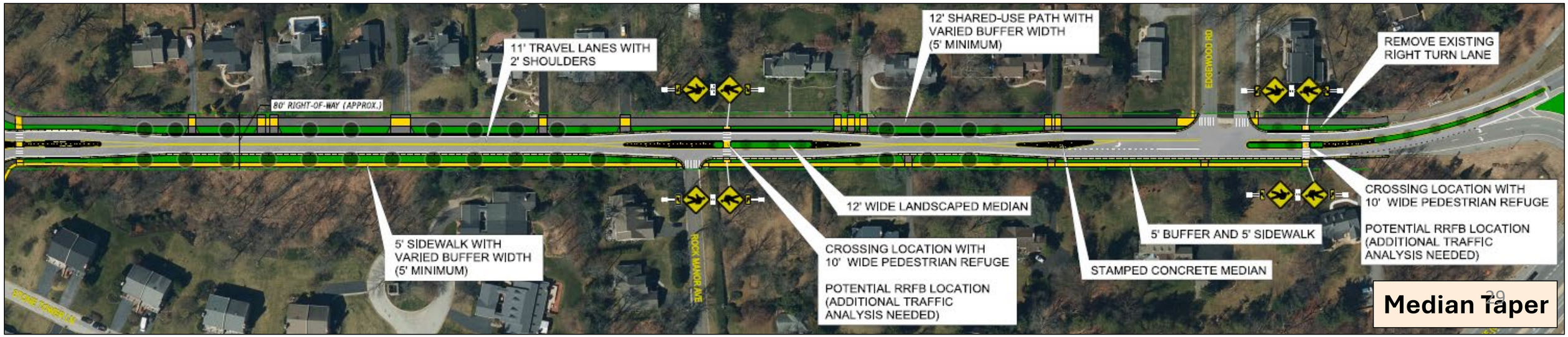
The horizontal deflection may calm traffic speeds along this otherwise straight section of road. The median option will not impact the alignment of the shared use path or two-way separated bike lane.

Public Survey Results

PUBLIC SURVEY QUESTION

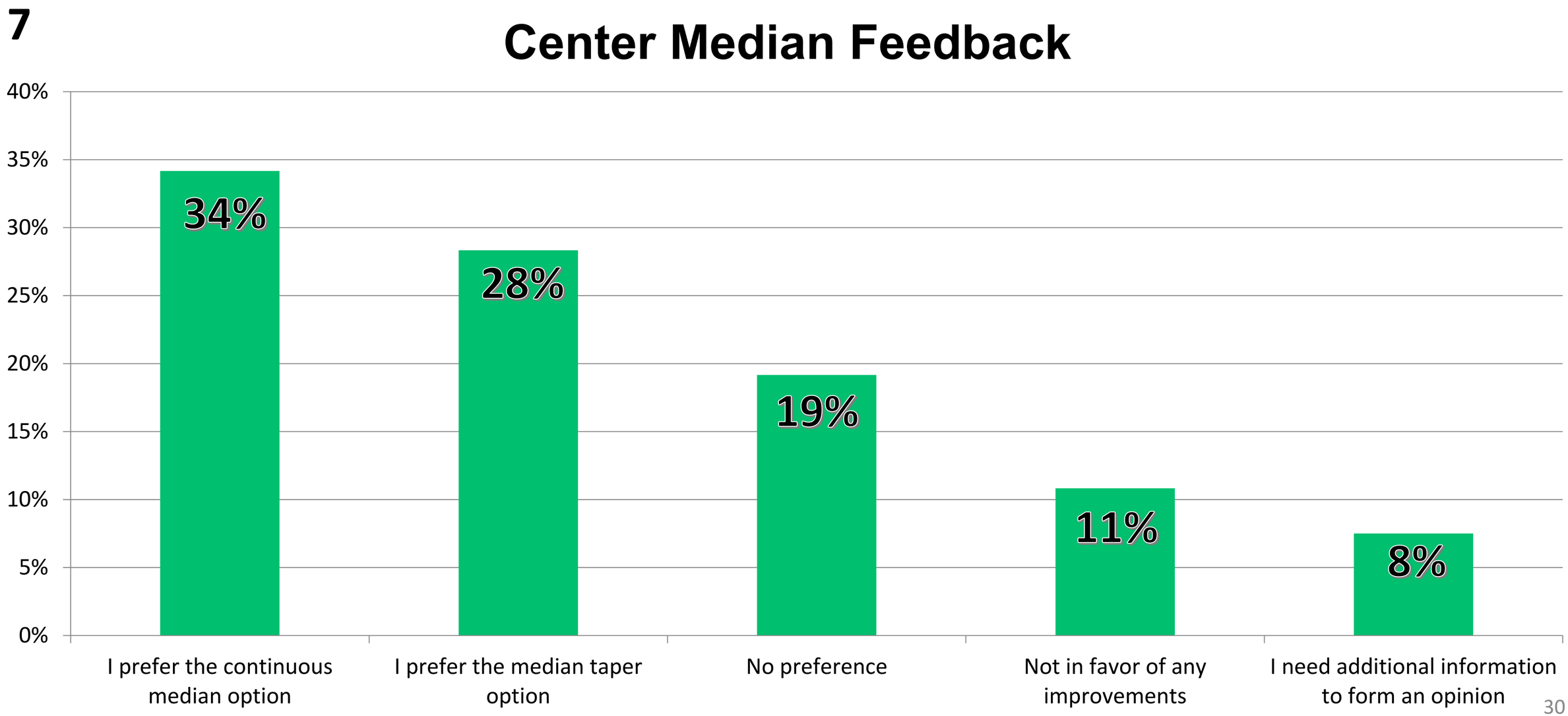
7





PUBLIC SURVEY RESULTS

7



PUBLIC SURVEY QUESTION

8 ***Please provide any other feedback on the materials presented at the June 10, 2025, Workshop that may assist the Project Team in the completion of this study.***

See handout for open ended comments received via the survey and email.

Development of Preferred Alternative

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**



AREAS OF AGREEMENT

Consensus

- Almost 90% of respondents support major improvements along the corridor, with a preference to the shared use path scenario
- Almost 75% percent of respondents support a roundabout at the Alapocas Drive intersection
- Over 80% support some sort of median
- Sidewalk on the northbound side of the road (heading uphill) is a relatively low-priority for most survey takers; there is slightly more support in locations where homes are located

No Clear Preference

- Opinions about the realignment of Stone Hill Road were evenly split, with 52% supporting a realignment

AREAS OF CONCERN

Motor Vehicle Speeds

- Speed Limit History
  - Always 25 mph inside City limits and 35 mph beyond City limits
  - Blue Ball project set the speed limit on then-new W Park Dr to 25 mph to accommodate road curves
- Proposed traffic calming improvements include the following:
  - ***Horizontal deflection measures*** change the alignment of the road so drivers have to navigate slight curves instead of a straightaway:
    - Roundabout: Vehicles have to slow down to enter the roundabout
    - Non-continuous Center Medians or Median Crossing Islands
    - Lane Narrowing: "Reducing driver comfort" (drivers only feel comfortable navigating roadway at a lower speed)
  - **Roadside Landscaping**: Studies show trees and large bushes can reduce speeds when their "influence" reaches within 5 feet of road

AREAS OF CONCERN

Motor Vehicle Speeds (continued)

- ***Vertical deflection measures*** are another tool to calm traffic by changing the elevation of the roadway
  - Includes treatments like speed humps, speed cushions, and raised crosswalks/intersections
  - These treatments have similar disadvantages and are **not appropriate** on Augustine Cut Off due to the following factors:
    - Not permitted on through routes (arterials)
    - Hurt emergency vehicle response time (all except speed cushions)
    - Increase noise levels, especially with trucks (braking, accelerating, vibration over devices)
    - Impact snowplow operations
    - Encourage diversions along parallel streets (i.e. School Road)
    - Vehicles tend to speed up between devices

Additional Improvements

- What about improvements at Lovering Avenue and Augustine Cut Off?
  - Improvements at the Augustine Cut Off and Lovering Avenue intersection will be provided by the DelDOT Augustine Cut Off Bicycle and Pedestrian Network Improvements Project
  - For more information, visit www.publicinput.com/acodesign

Development of a Preferred Alternatives

AREAS OF CONCERN

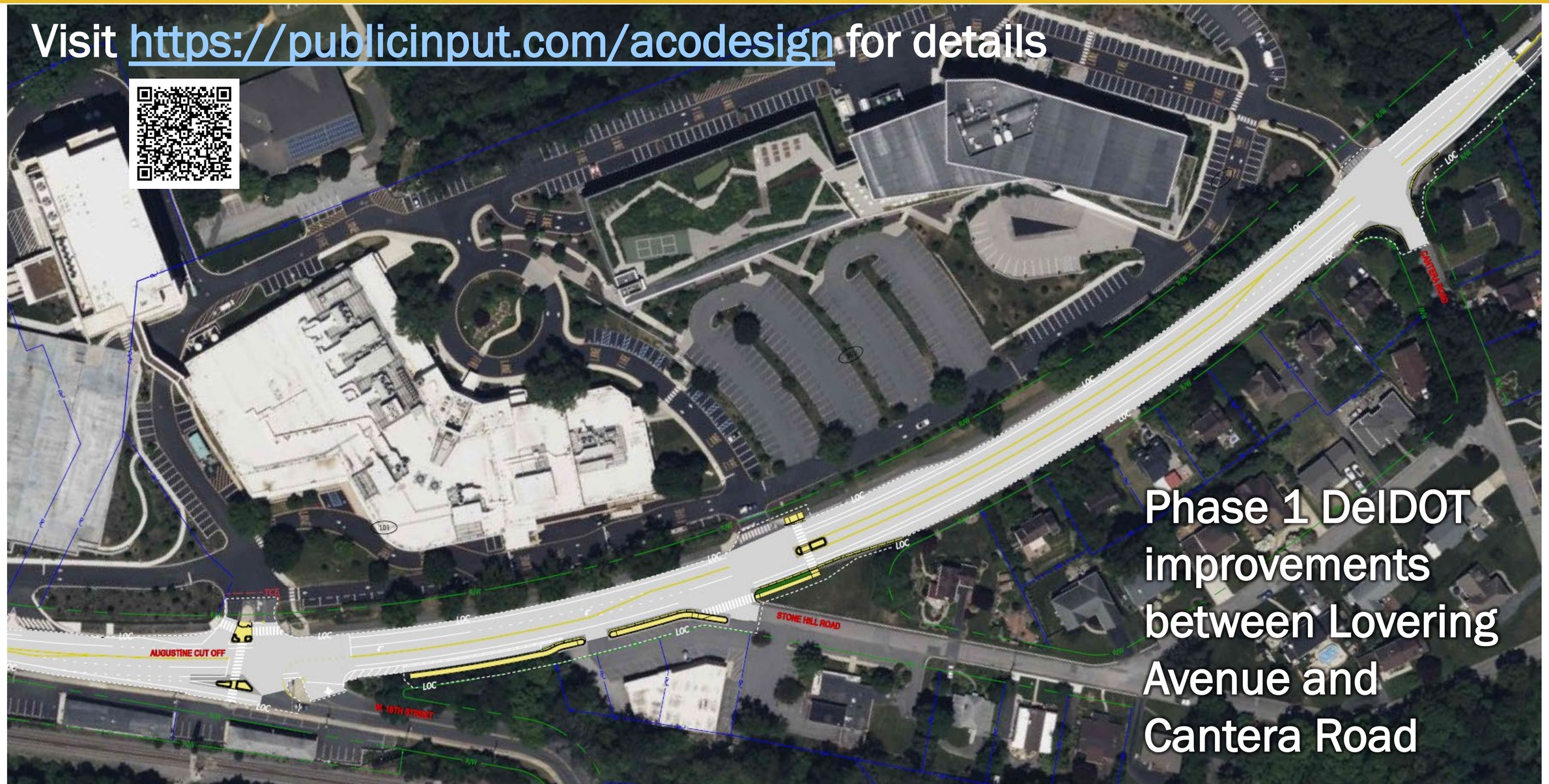


Phase 1 DelDOT improvements between Lovering Avenue and Cantera Road

Visit https://publicinput.com/acodesign for details

Development of a Preferred Alternatives

AREAS OF CONCERN



AREAS OF CONCERN

Short-Term Improvements

- Can the pothole just north of Cantera Drive be repaired soon?
  - This section of ACO has been repaved since our last meeting
- Can trees be trimmed to improve signage visibility?
  - WILMAPCO can submit a request to DelDOT, however, if trees are located on private property that limits DelDOT's ability to address the issue
- Why does the speed limit change from 25 mph in the park and City portion of the road to 35 mph along the residential section of the road? Can it be reduced?
  - WILMAPCO to request that DelDOT study a speed limit reduction between Edgewood Road and 18th Street

AREAS OF CONCERN

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

- Provide additional paving/shoulder along Augustine Cut Off south of Alapocas Drive
- Relocate the stop bar and provide other striping improvements for southbound traffic turning left onto 18th Street to minimize confusion
- Restripe shoulder south of Incyte to provide continuous bike lane at the bridge approach

AREAS OF CONCERN

Homeowner Concerns

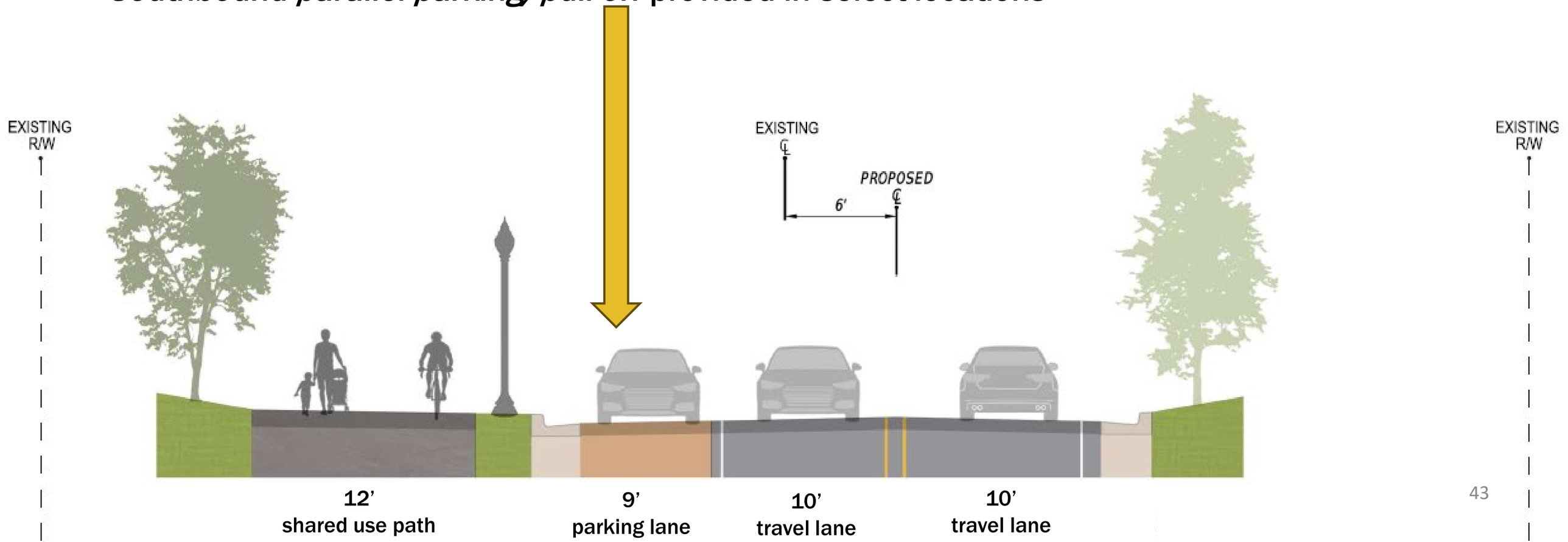
- Can you better explain how curbside services like mail, deliveries, landscaping, and trash pickup will work?
  - This depends on the preferred alternative – we can discuss further today
- Who is responsible for maintaining the sidewalk/shared use path?
  - DelDOT is responsible for maintaining the sidewalk and shared use path
- Who is responsible for maintaining the median?
  - DelDOT will maintain the median if it is planted with grass. Any other plantings will require a private sponsor/maintenance arrangement
- Can you develop an alternative that minimizes impacts to properties along the Cut Off and use of driveways?
  - See subsequent slides
- Is it possible to provide any on street parking in the area between Alapocas Drive and Edgewood Road?
  - See subsequent slides

Development of a Preferred Alternatives

NEW ALTERNATIVE FOR CONSIDERATION

Lower Impact Alternative – uses 50’–56’ of approximately 80’ of right of way

- No continuous center median - utilizes minimum dimensions for other roadway features
- Requires 6’ centerline shift to stay mostly within the existing pavement box
- ***Southbound parallel parking/pull off*** **provided in select locations**

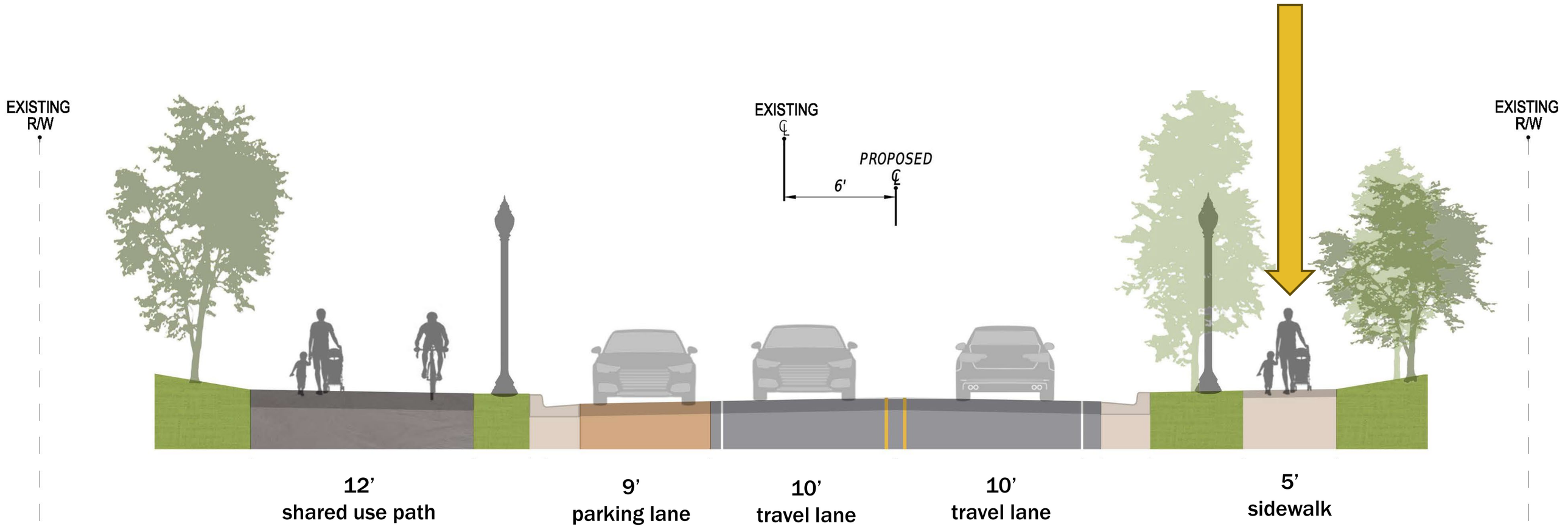


Development of a Preferred Alternatives

NEW ALTERNATIVE FOR CONSIDERATION

Lower Impact Alternative – uses 48’ – 56’ of approximately 80’ of right of way

- No continuous center median - utilizes minimum dimensions for other roadway features
- Requires 6’ centerline shift to stay mostly within the existing pavement box
- **Sidewalk only provided where necessary to connect homes to nearby crosswalks/shared use path**

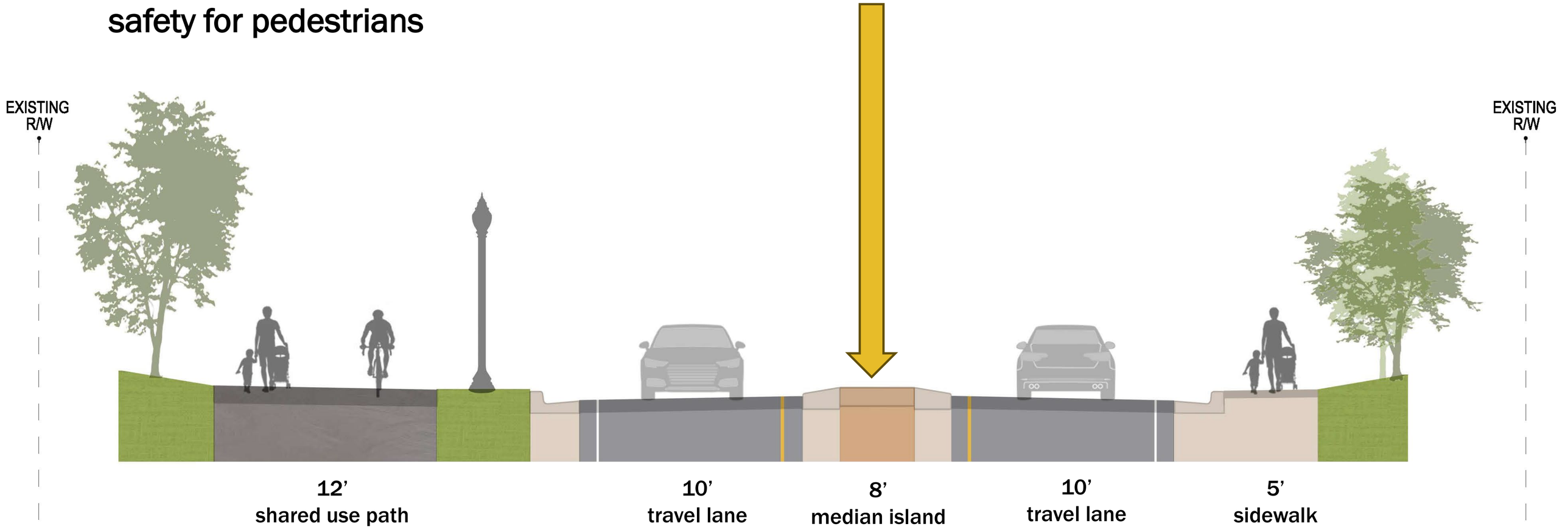


Development of a Preferred Alternatives

NEW ALTERNATIVE FOR CONSIDERATION

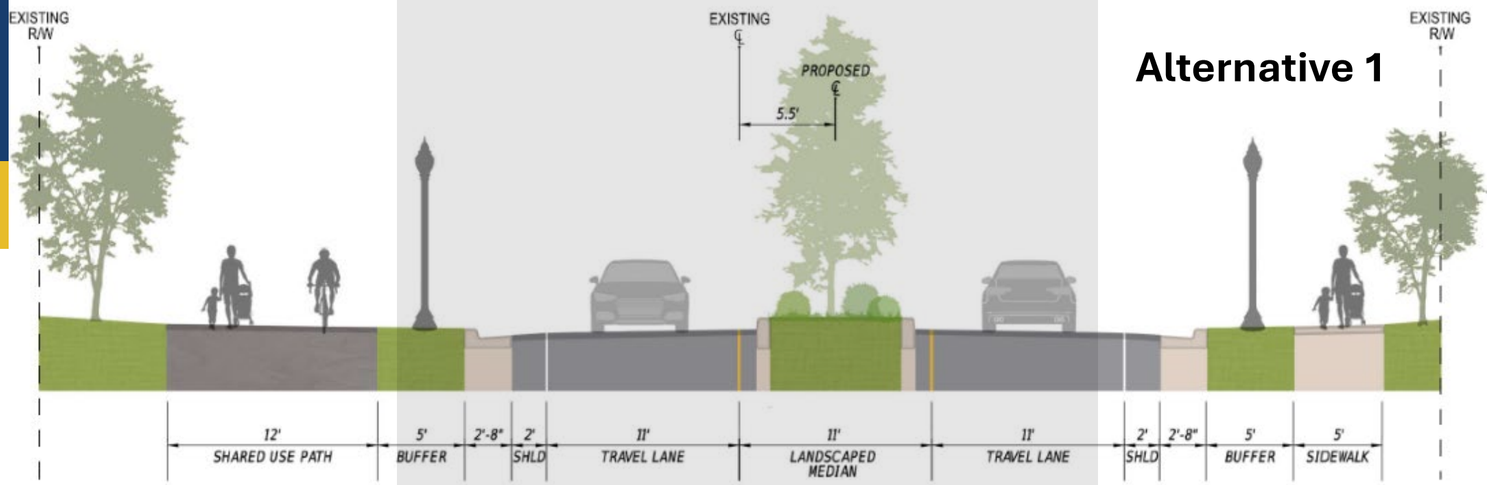
Lower Impact Alternative – uses 48’ – 56’ of approximately 80’ of right of way

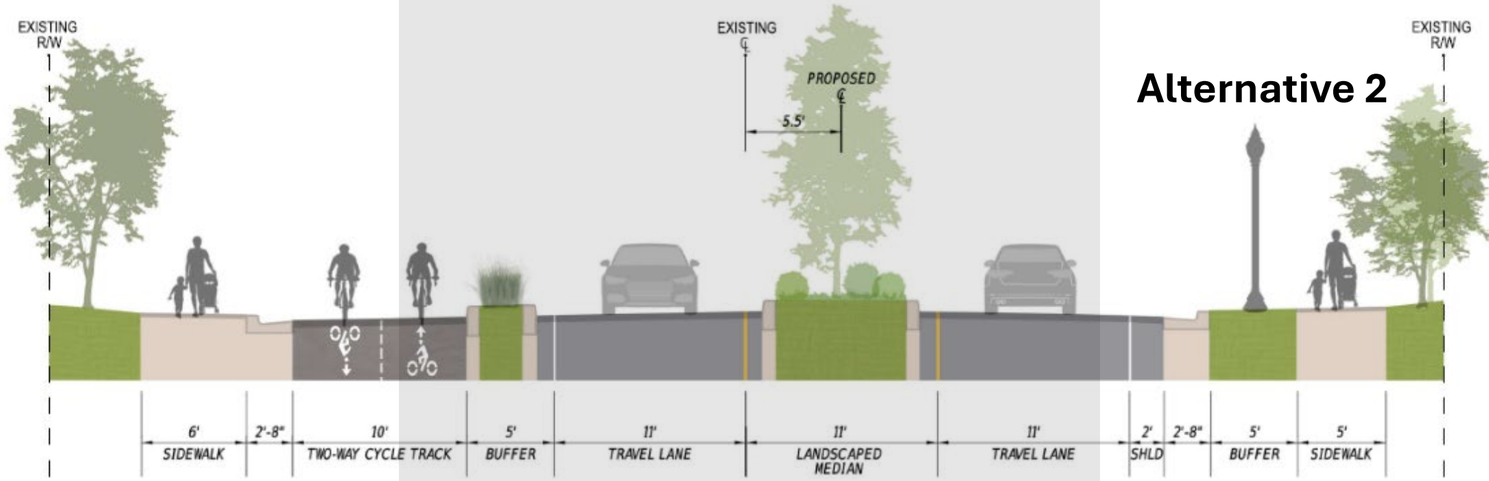
- No continuous center median - utilizes minimum dimensions for other roadway features
- Requires 6’ centerline shift to stay mostly within the existing pavement box
- **Where crosswalks are located, a median refuge island is provided to calm traffic and improve safety for pedestrians**

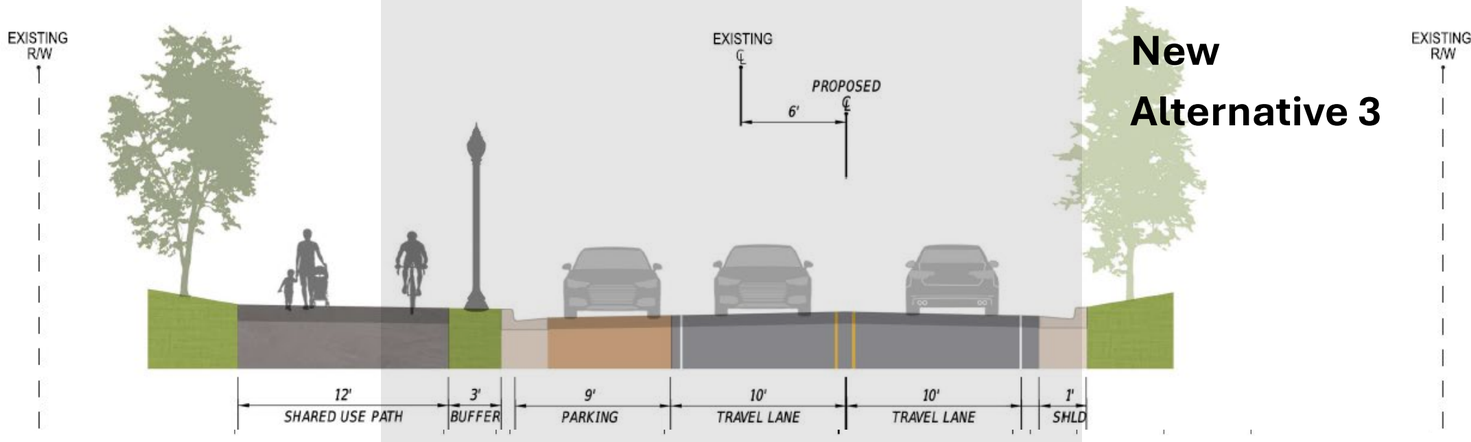


ALTERNATIVE PROS/CONS

The grey shading shows approximately where the existing pavement is located for each of the three alternatives.







ALTERNATIVE PROS/CONS

What do you like about each alternative?

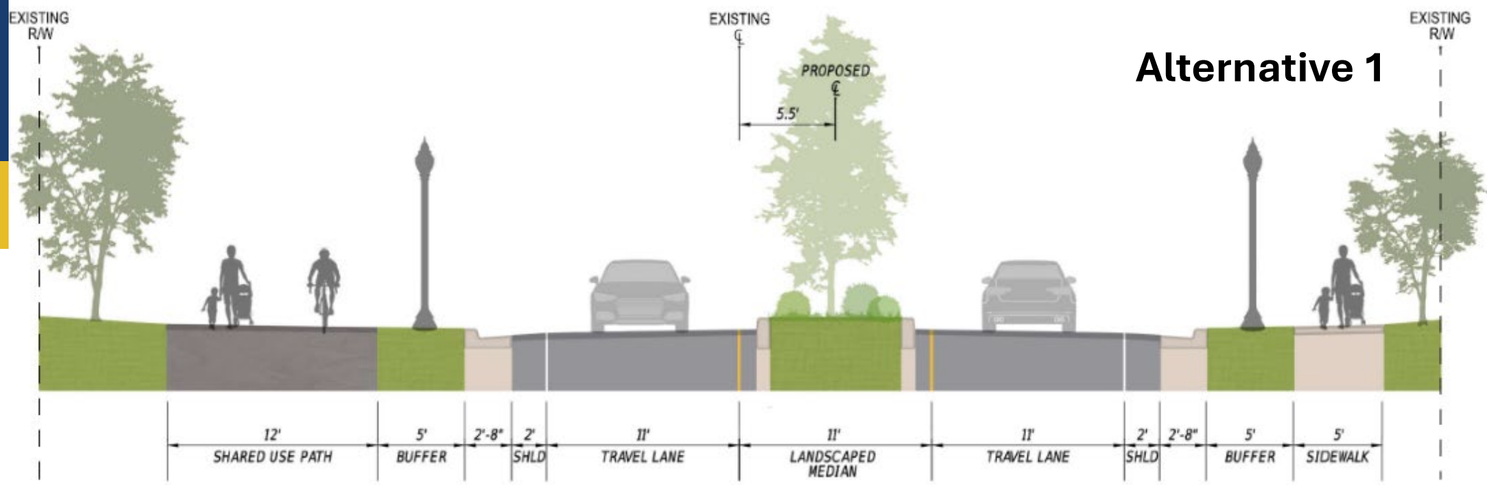
What do you dislike?

Please share your comments via the survey or online after the meeting.

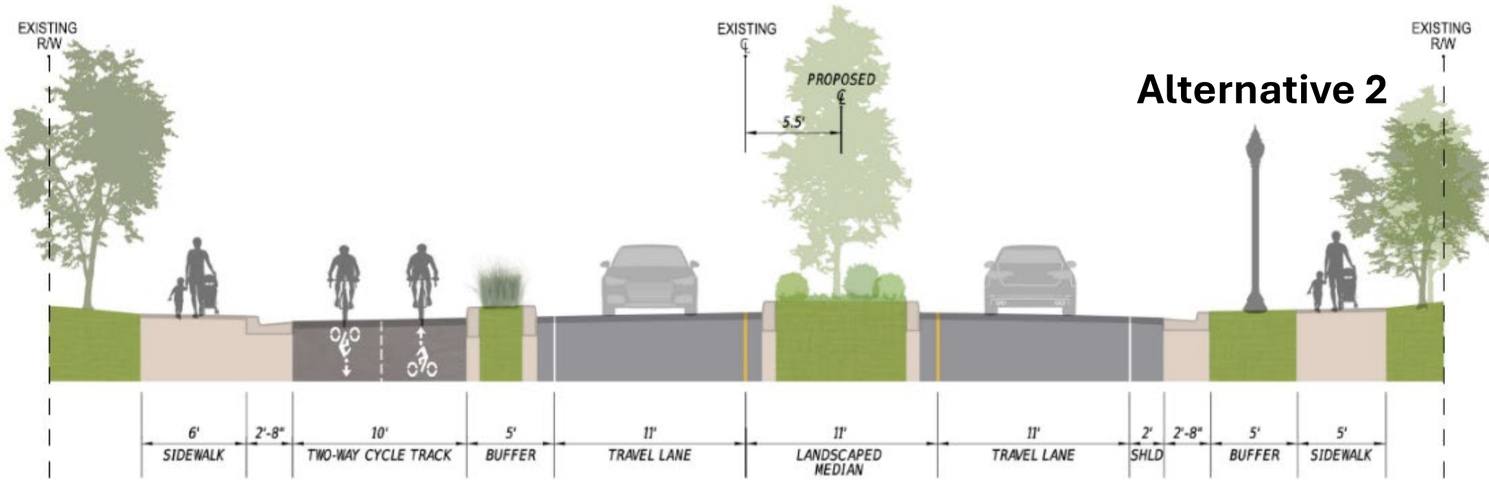
Scan to Take Survey!

hard copies also available

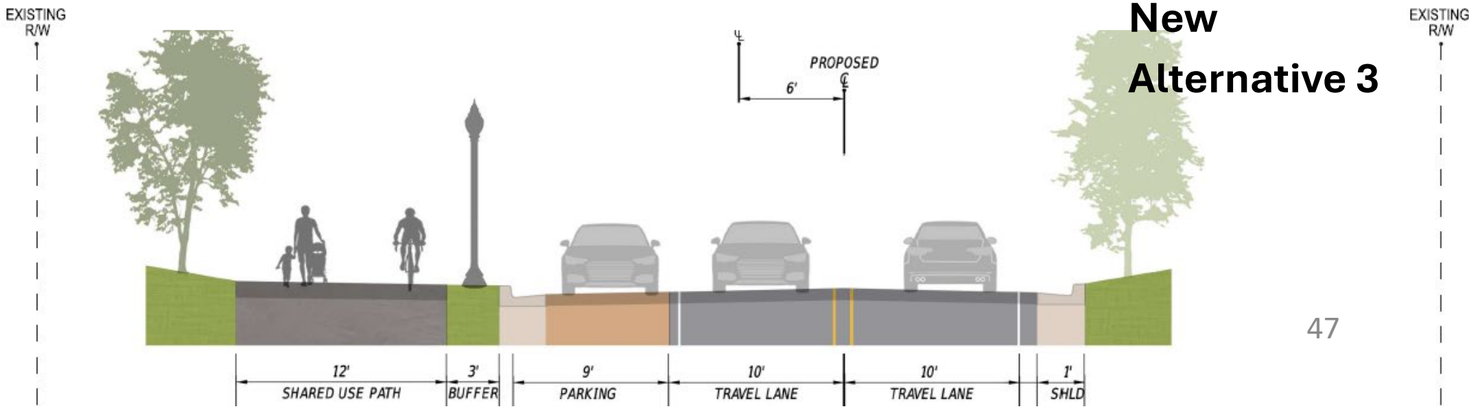
Alternative 1



Alternative 2

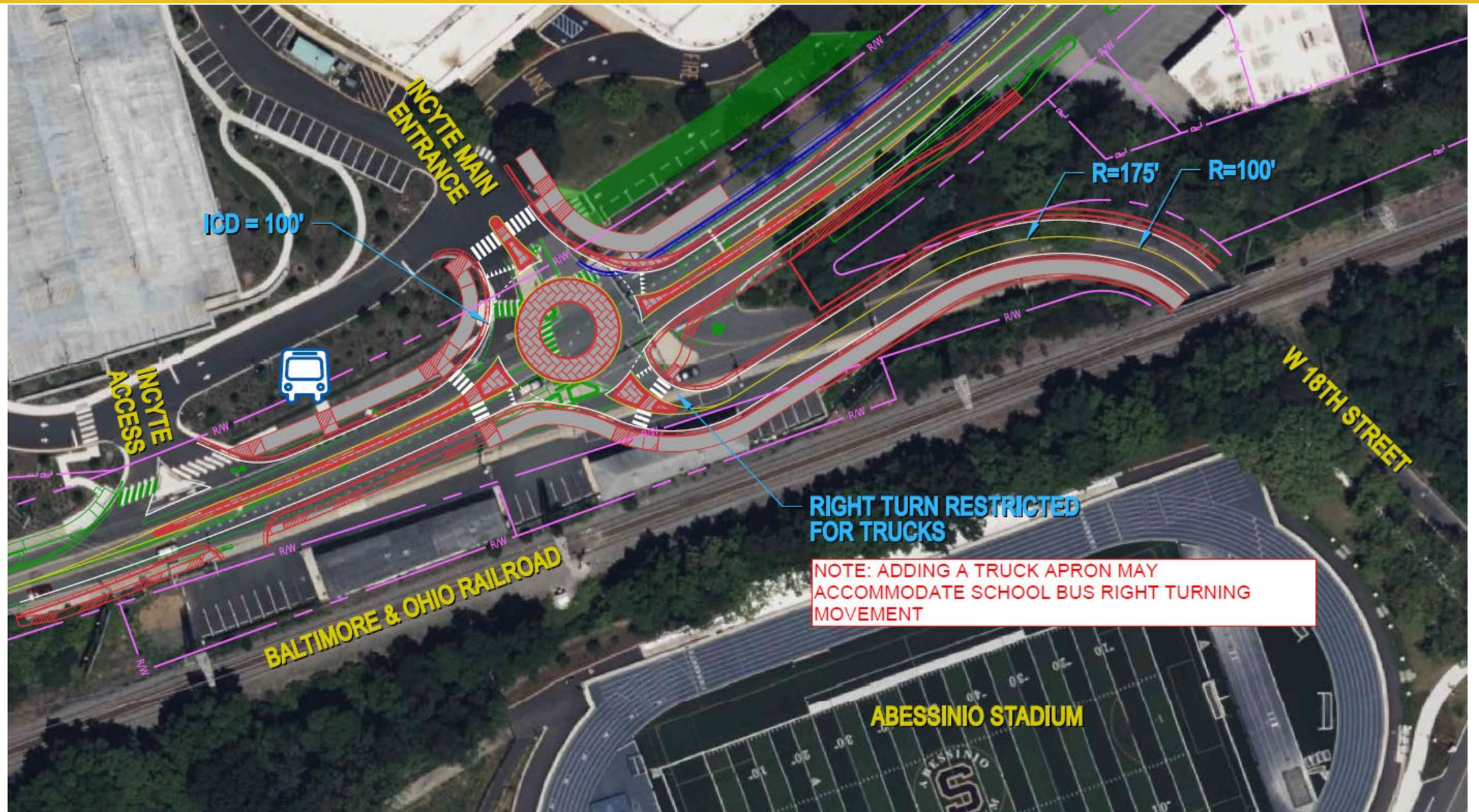


New Alternative 3



Development of a Preferred Alternatives

POTENTIAL IMPROVEMENT AT 18TH STREET INTERSECTION



Next Steps

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				•					•		•	

Next Steps

WHAT'S NEXT

- **Technical Analysis**
  - Integrate public and Advisory Committee feedback
  - Select concept level alternatives and prepare report (task 5)
- **Public Involvement**
  - Workshop materials and survey are posted to the project website https://www.wilmapco.org/augustinecutoff
  - Hold final Advisory Committee Meeting in September
  - Present final draft documents to WILMAPCO Public Advisory Council, Technical Advisory Council, and Council for review and adoption

Thank you for participating in this process!

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

AUGUSTINE CUT OFF MULTIMODAL IMPROVEMENTS STUDY, PHASE 2

Advisory Committee Meeting 4
September 4, 2025



WRA

DelDOT

DART Moving Forward

New Castle County 1673 Delaware

WILMAPCO

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	DelDOT	DelDOT Coordination Project Manager for DelDOT Phase 1
Austin Gray	DelDOT	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

PLANNING PARTNERS

WILMAPCO

DEPARTMENT OF LAND USE
NEW CASTLE COUNTY • DE

DelDOT

DART Moving Forward

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

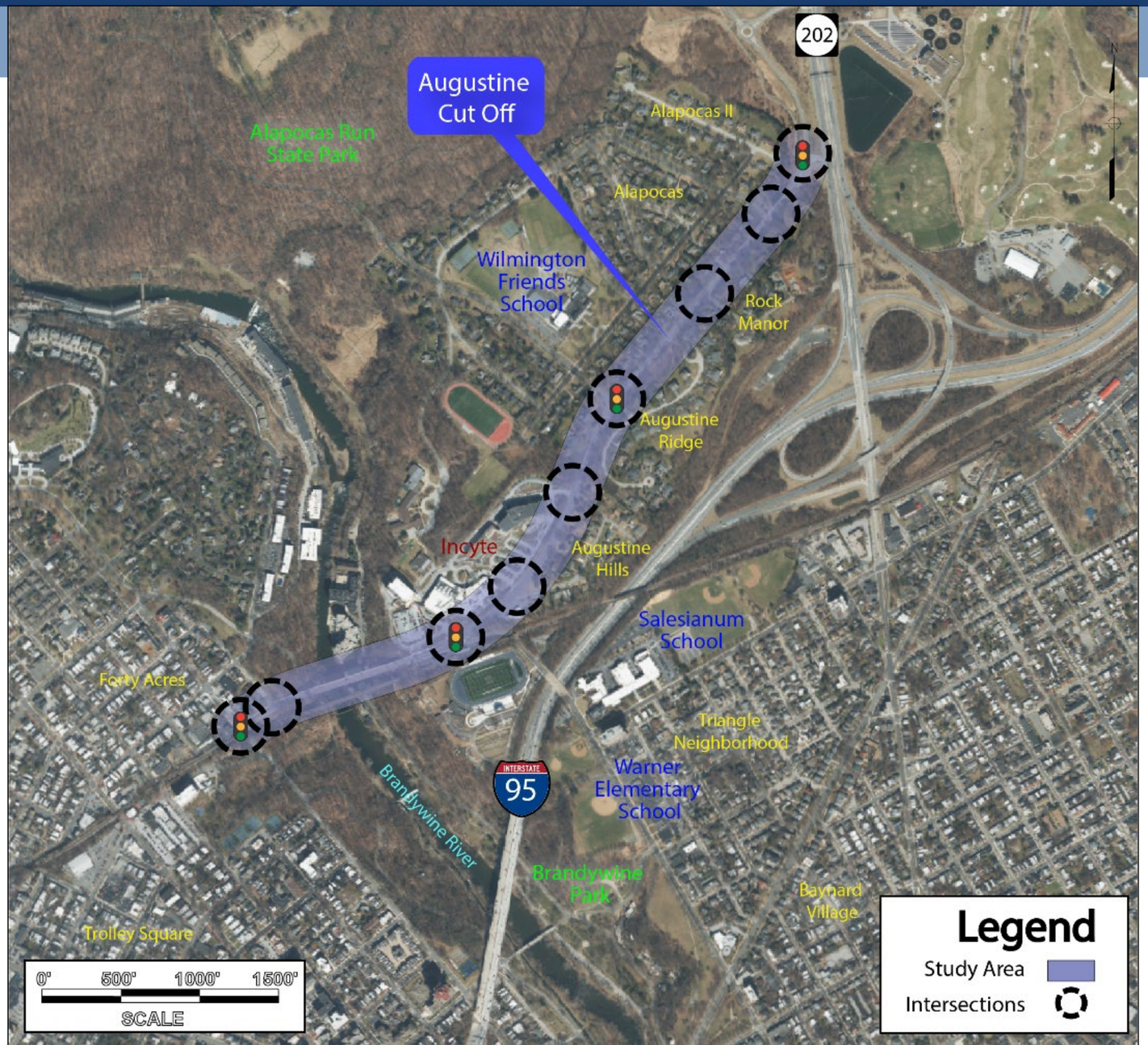
- Provide insight to your experience and issues traveling the corridor
- Ask questions and provide feedback
- Assist with public involvement process
  - Comprehensive, collaborative, and inclusive
  - Fair and credible
  - Cultivate broad understanding of study process and eventual recommendations
-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

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

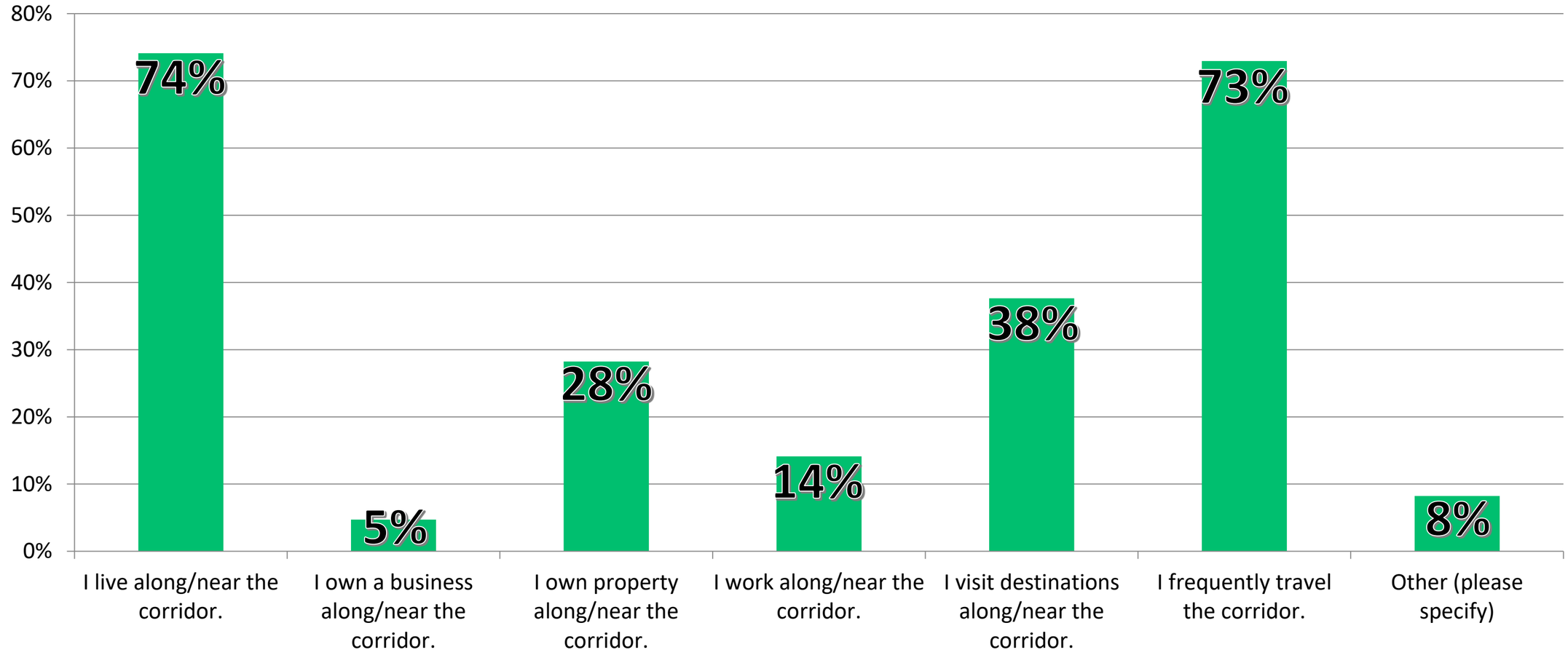
Public Feedback

Preliminary Public Survey Results

PUBLIC SURVEY QUESTION

1 **What is your relationship to the Augustine Cut Off Corridor**

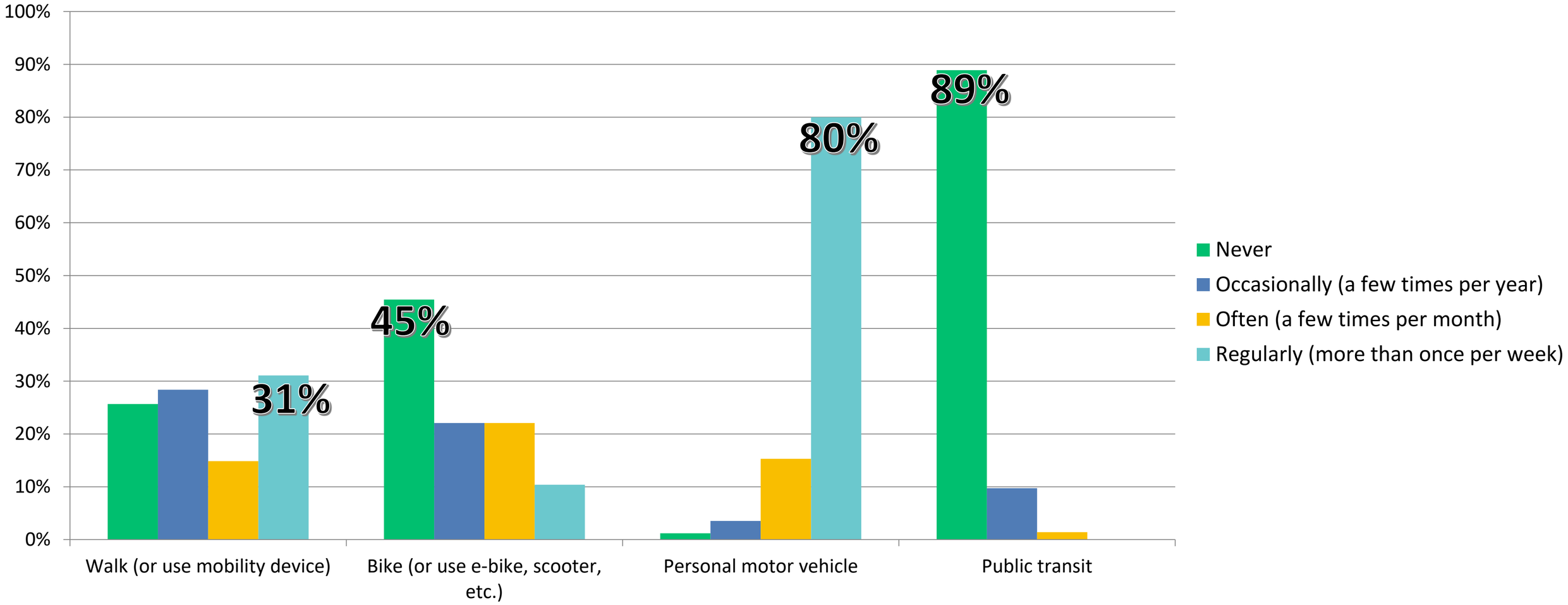
Please select all that apply



Meeting 3 feedback

PUBLIC SURVEY QUESTION & RESULT

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



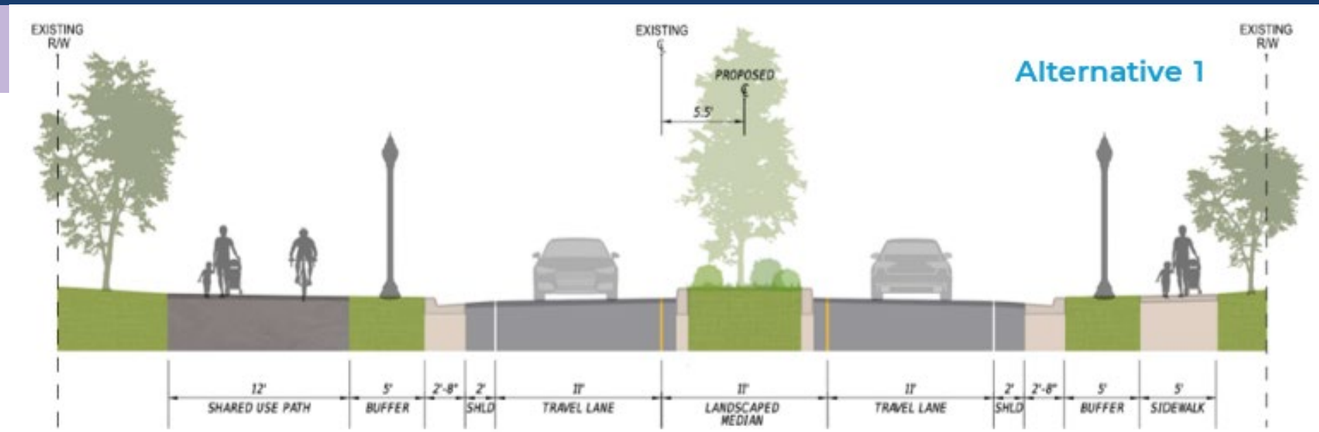
Meeting 3 feedback

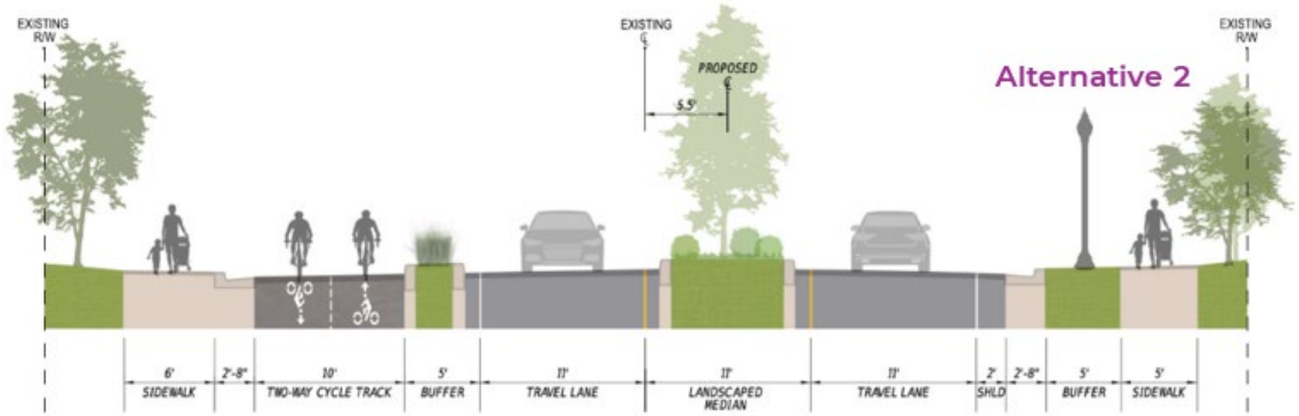
Preliminary Public Survey Results

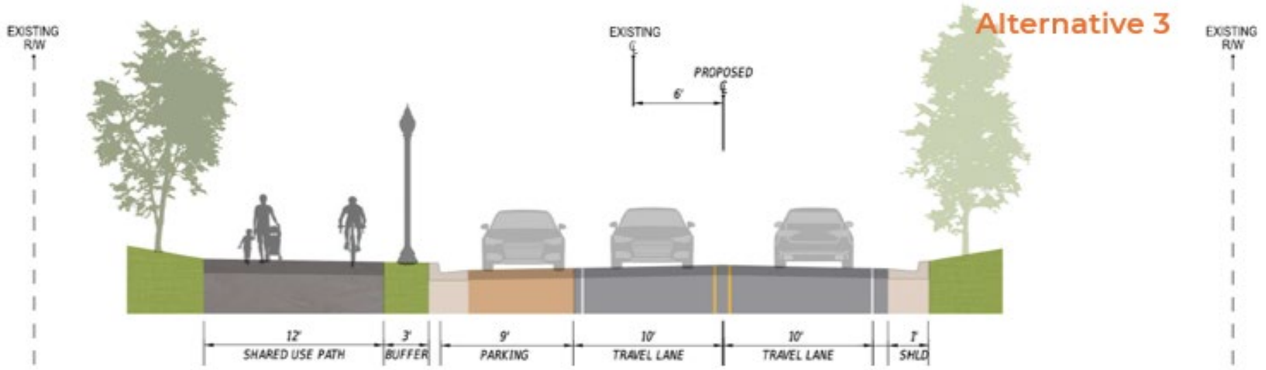
PUBLIC SURVEY QUESTION

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





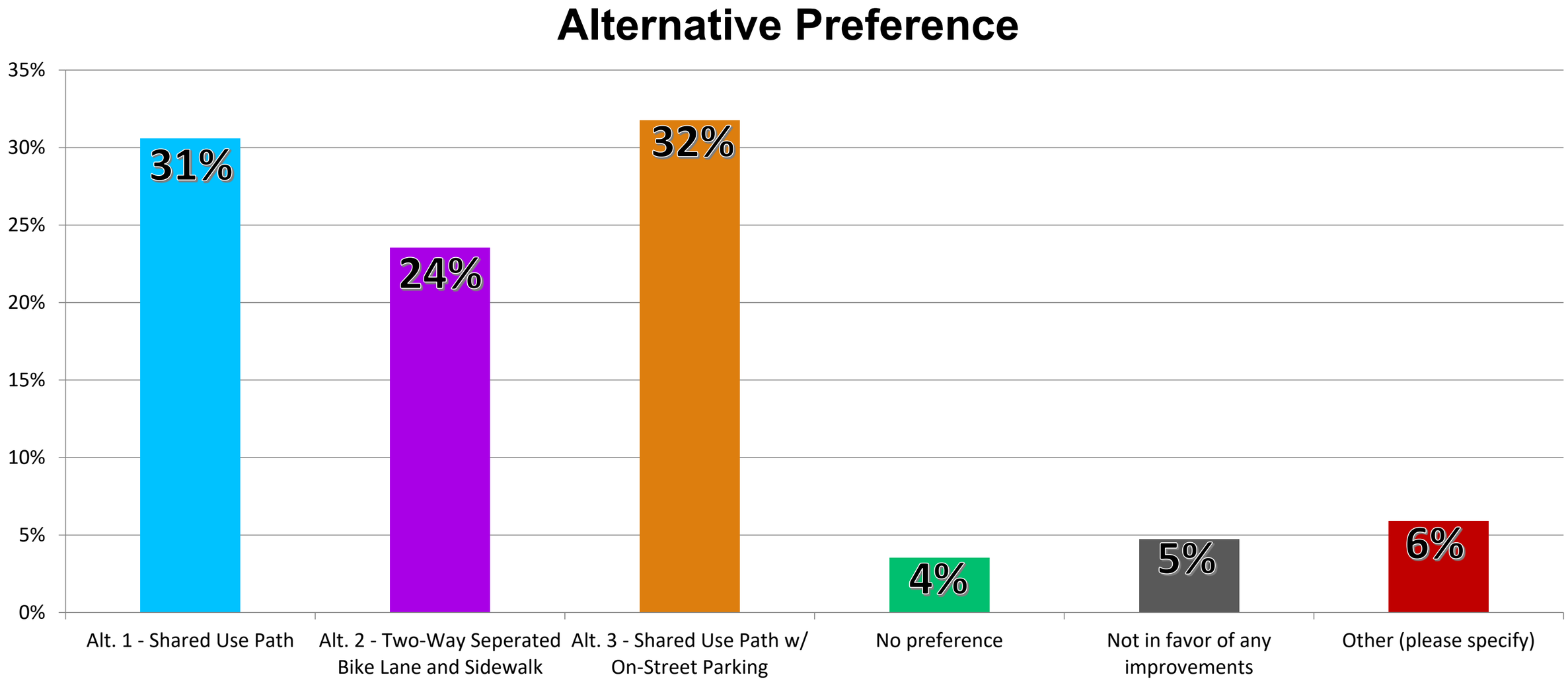


Meeting 3 feedback

Preliminary Public Survey Results

PUBLIC SURVEY RESULTS

3



Meeting 3 feedback

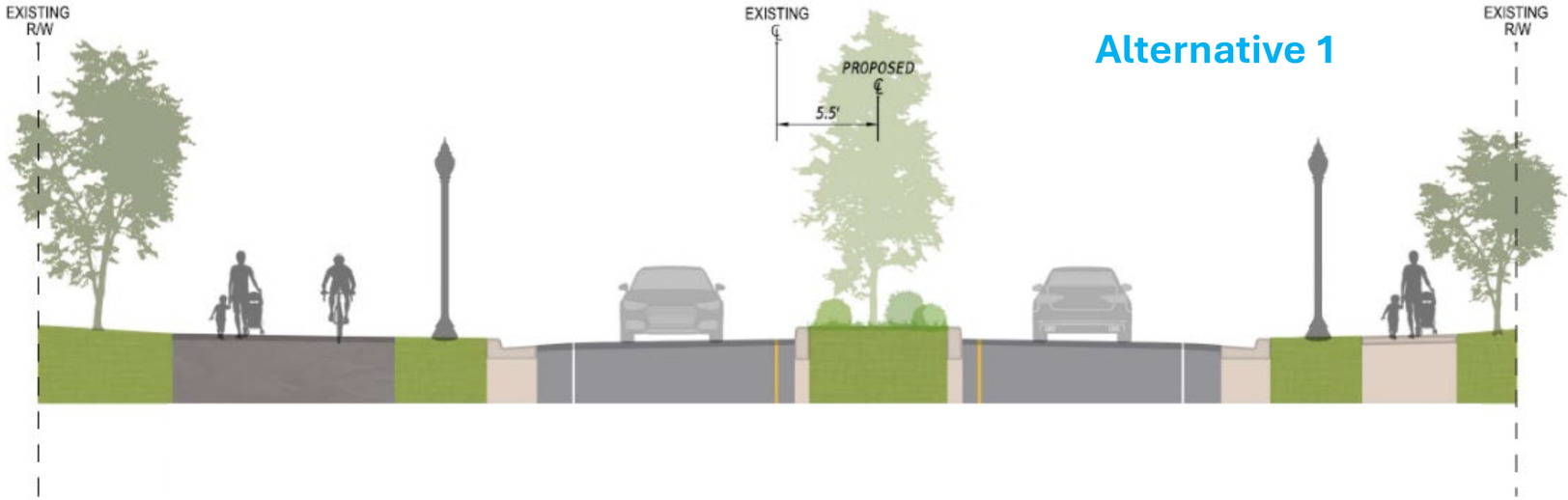
Public Survey Results

PUBLIC SURVEY QUESTION

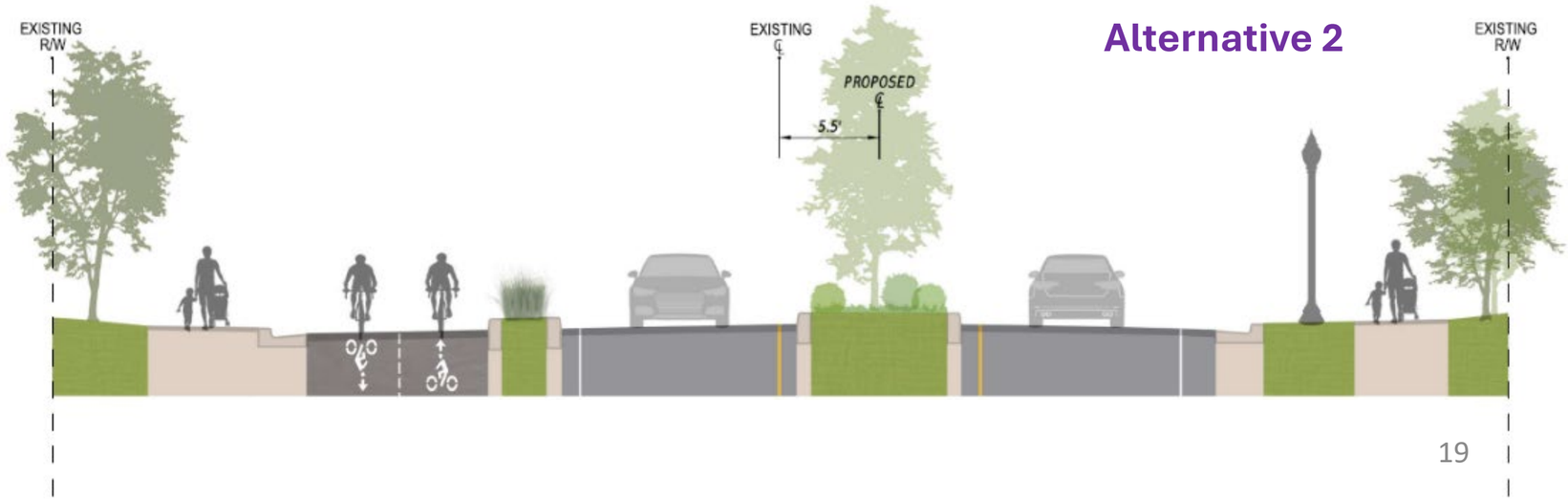
3

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

Alternative 1



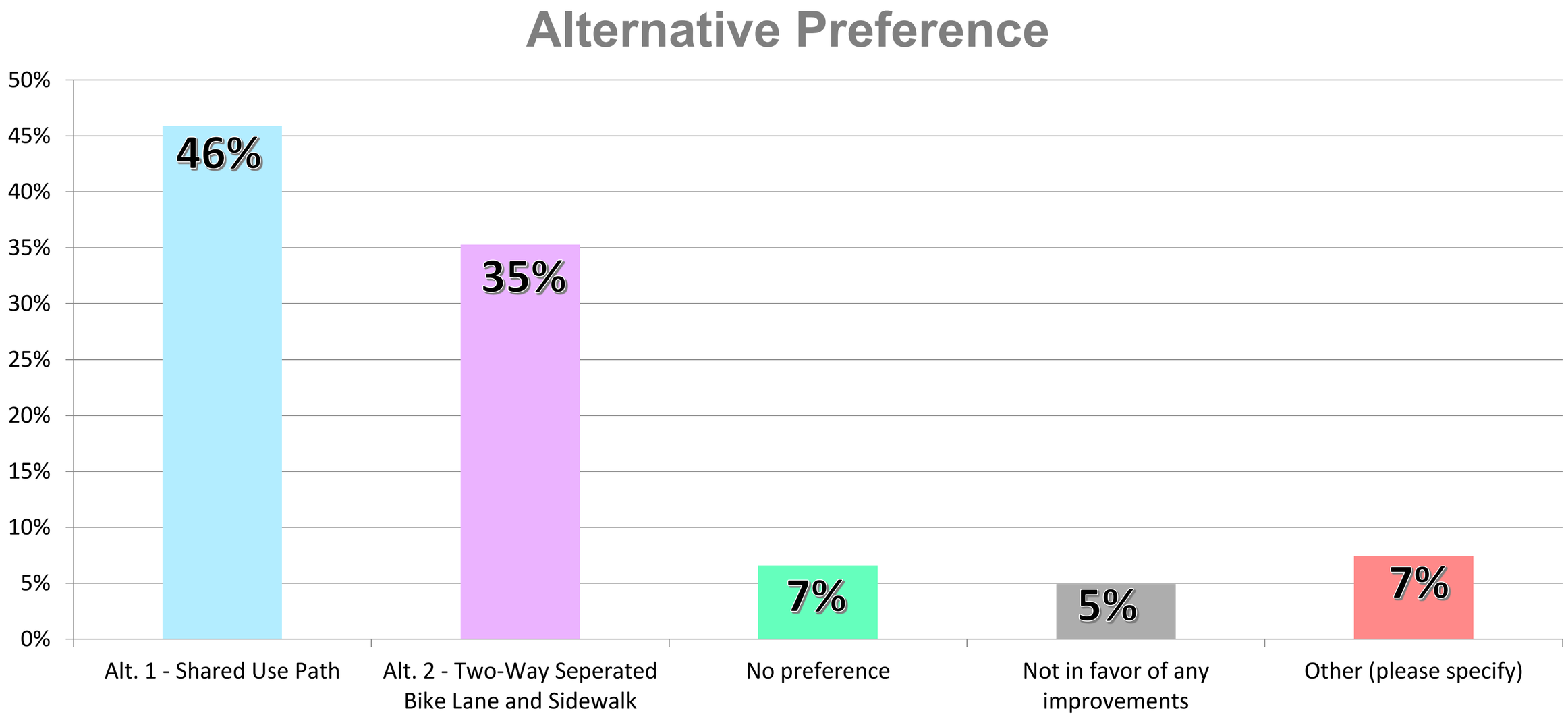
Alternative 2



Meeting 2 feedback

PUBLIC SURVEY RESULTS

3



Meeting 2 feedback

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.

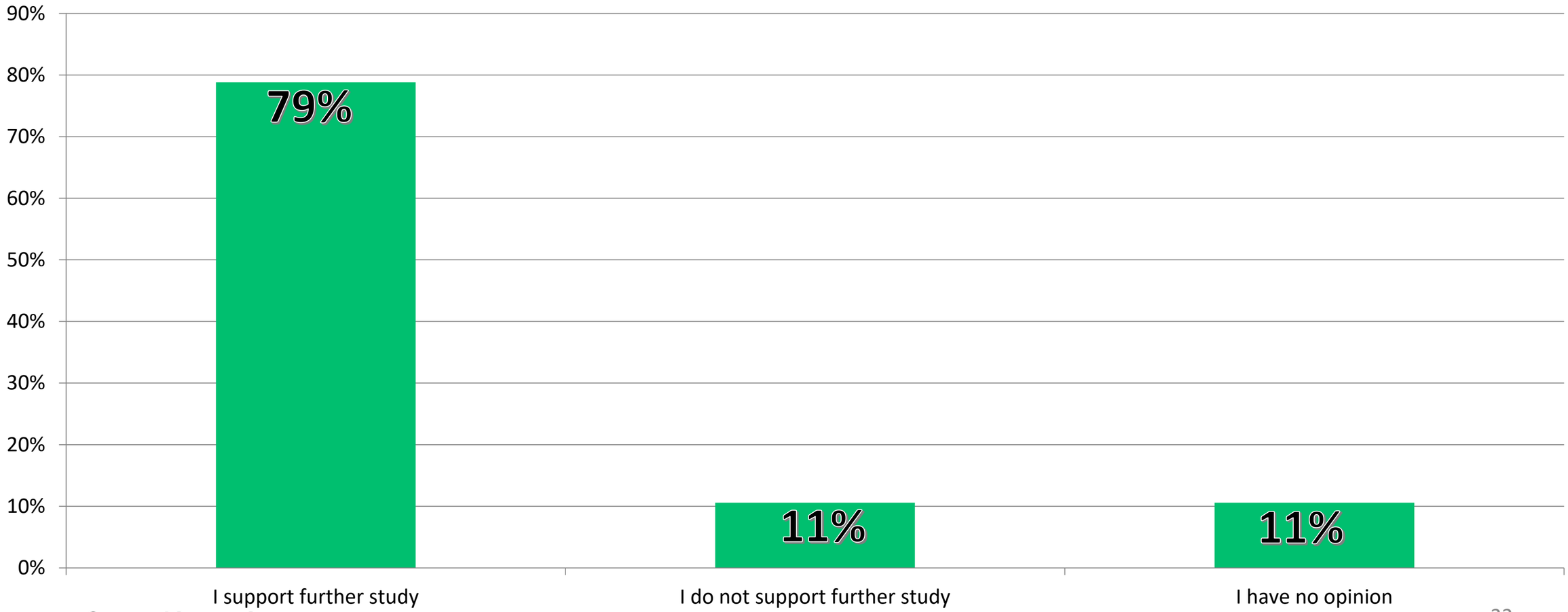
Please give us your feedback on this concept.

Meeting 3 feedback

PUBLIC SURVEY RESULTS

4

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



Meeting 3 feedback

PUBLIC SURVEY QUESTION

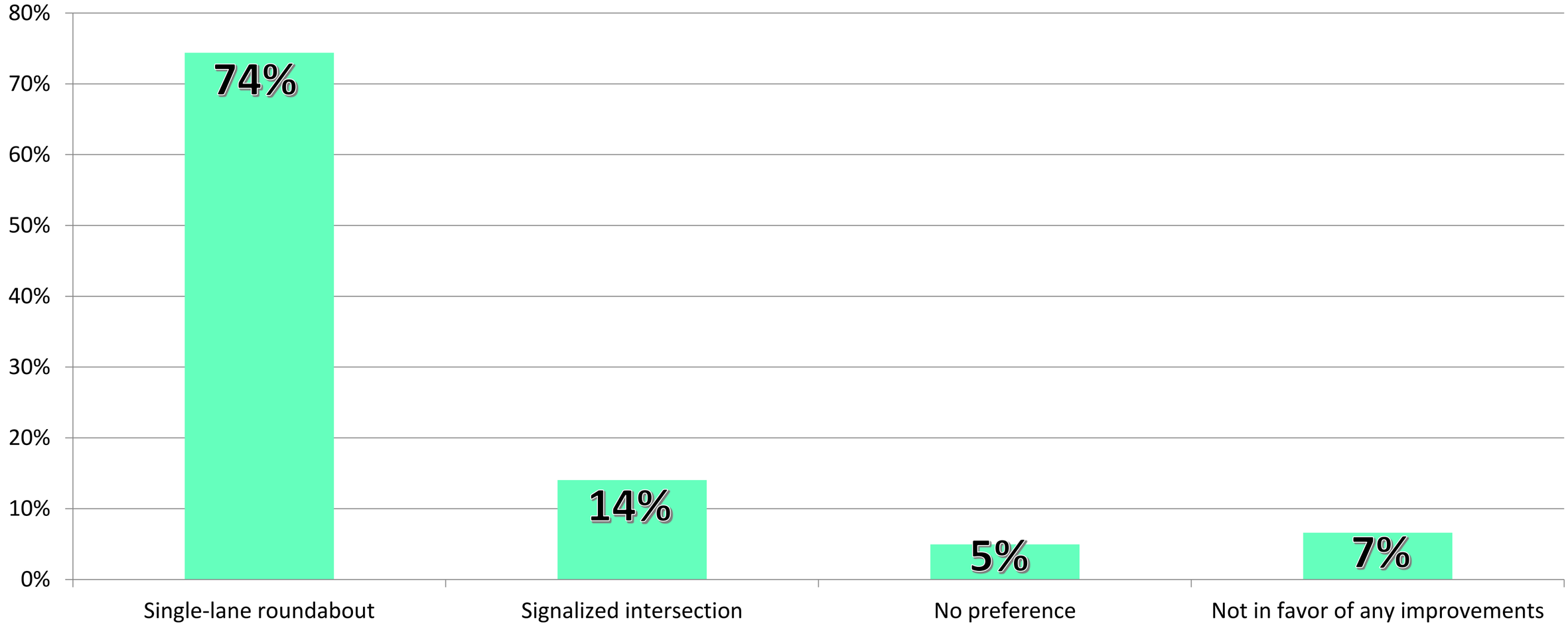
4 **It was determined that both a *single-lane roundabout* and a *signalized intersection* at Augustine Cut Off/ Alapocas Drive can accommodate either Alternative 1 or Alternative 2.**

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



Meeting 2 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 late 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

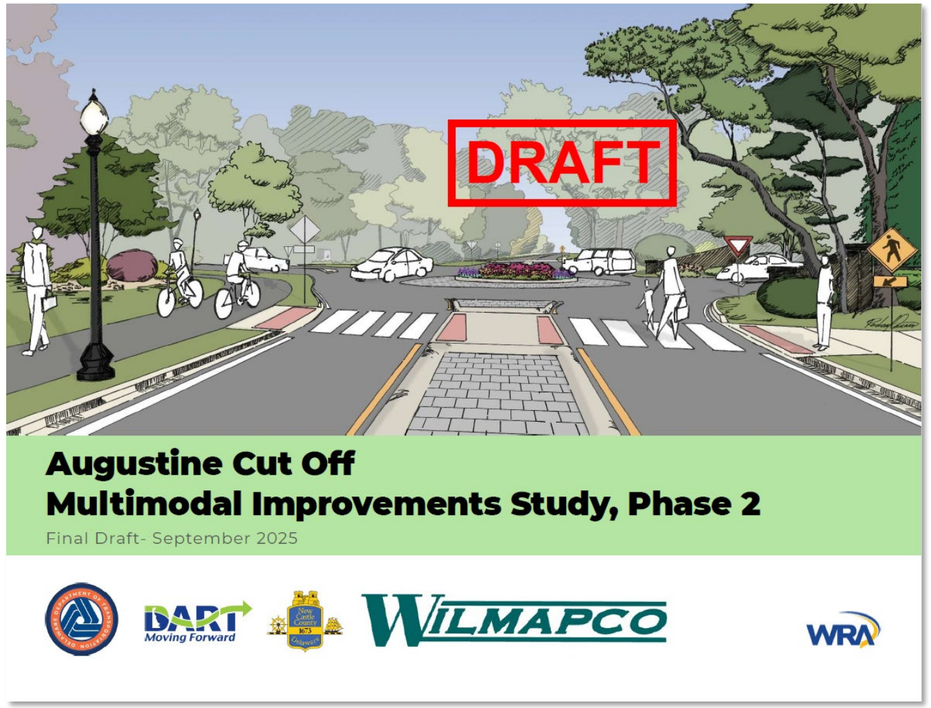
5 ***Please provide any other feedback on the materials presented at the August 12, 2025, Workshop that may assist the Project Team in the completion of this study.***

- ***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

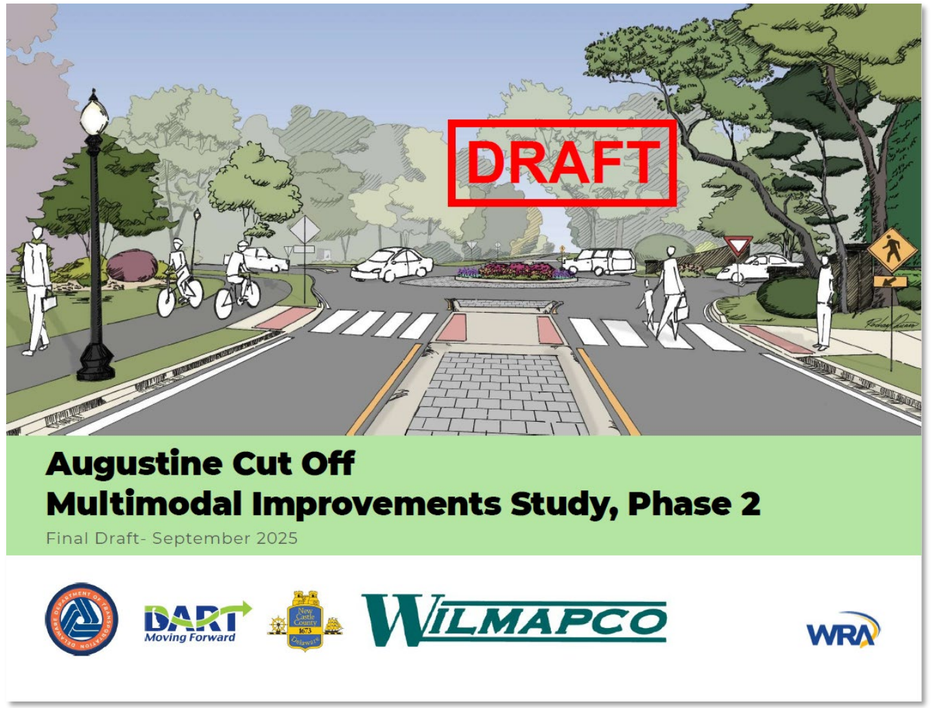
CONTENTS

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



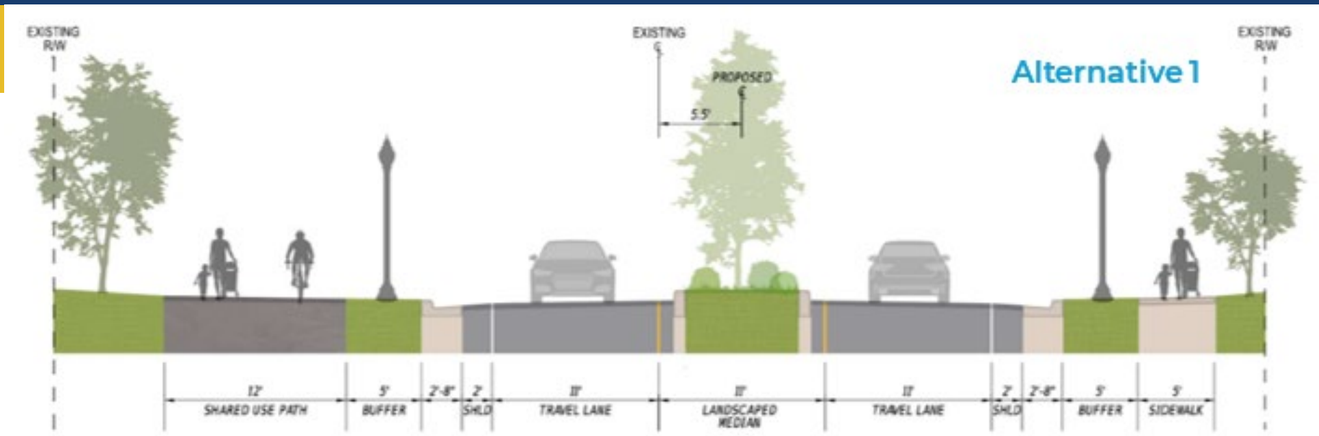
APPENDICES

- 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



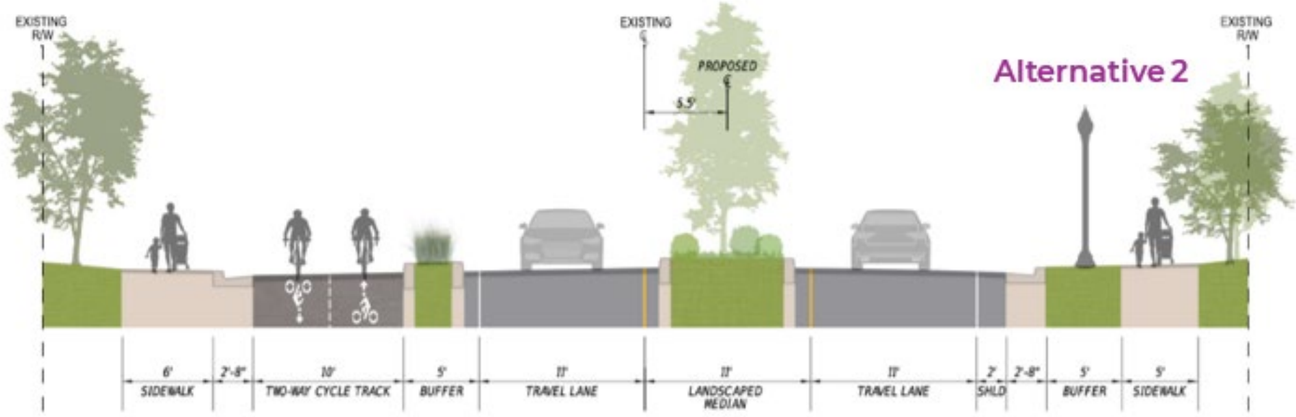
CORRIDOR ALTERNATIVE ANALYSIS

Alternative 1 – Continuous Shared Use Path w/ Continuous Center Median



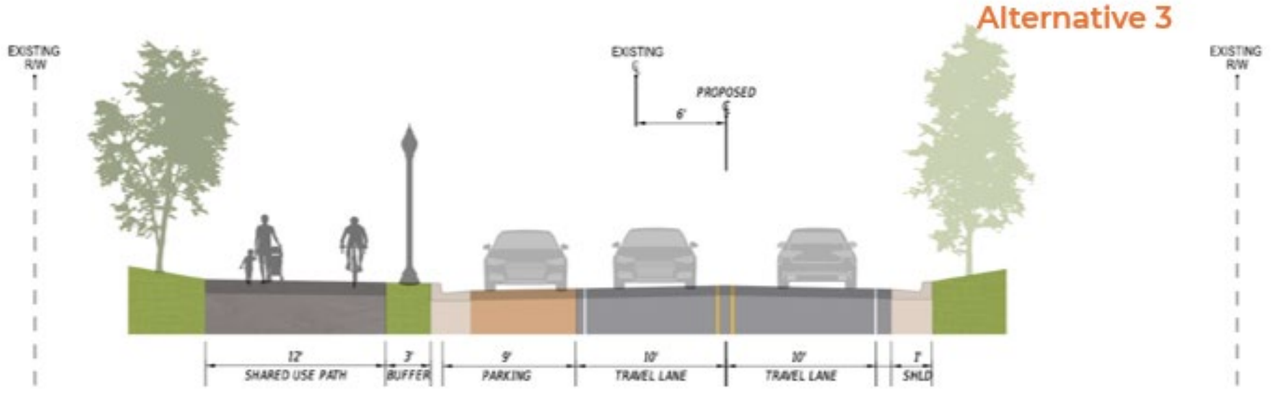
$11.2M

Alternative 2 – Continuous Two-Way Separated Bike Lane and Sidewalks



$14.2M

Alternative 3 – Continuous Shared Use Path w/ Limited On-Street Parking



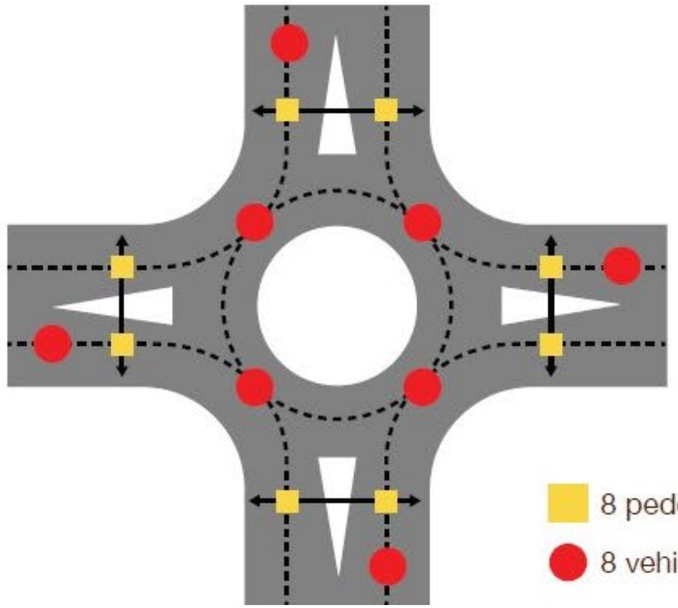
$9.5M

INTERSECTION ALTERNATIVE ANALYSIS

Roundabout vs. Signal at:

- Alapocas Drive
- W. 18th Street

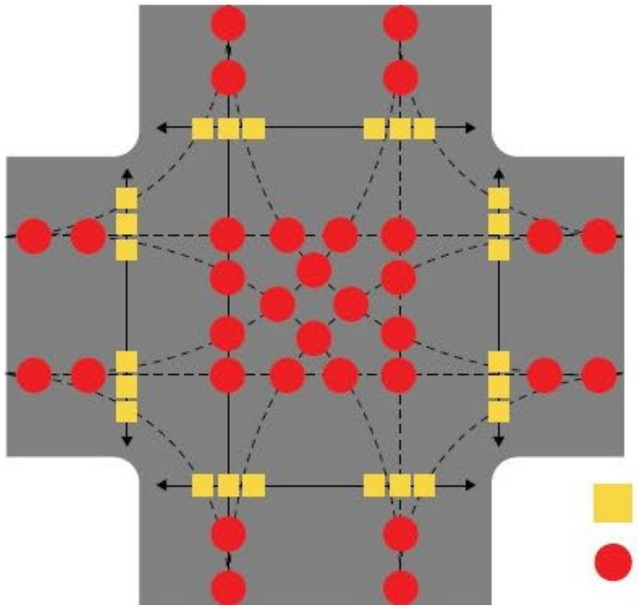
ROUNDABOUT



8 pedestrian conflicts

8 vehicle conflicts

INTERSECTION



24 pedestrian conflicts

32 vehicle conflicts

INTERSECTION ALTERNATIVE ANALYSIS

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

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

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 DelDOT, additional Short/Mid-Term Improvements proposed by the project team include:

- WILMAPCO to request that DelDOT 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

	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				•					•		•	

Next Steps

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

ACO Study Phase 2
Advisory Committee Mtg.
12/2 4:00 PM

Sign-In Sheet

Under state law, this form; including names, addresses and email addresses; is public domain. If requested, a copy must be provided to the public or media.

* Also participated in optional Walking Tour
Attendees who did not sign in were entered manually by staff.

Name	Address	Email	Phone
* Paul Moser	[redacted]		
* Pam Steinebach			
* Dan Blevins			
* JOHN McCORMICK			
* VIRAF RANJI			
* Heather Dunigan			
* Jared Kauffman			
* Ben Gansvitz			
* Matt Page			
* Kevin Konzelman			
* Leah Kaemerle			
Kevin McIntyre			
LANNY GOLDEN			

Sign-In Sheet

Under state law, this form; including names, addresses and email addresses; is public domain. If requested, a copy must be provided to the public or media.

Name	Address	Email	Phone
ShaQuan Buffalo	[redacted]		
PATRICIA CONRAD			
Bill Dunn			
R.J. Miles			
Steve Weber			
Sam Bulkilvish			
Tracy Surles			
Kevin Davis			
* Katie Goldfrey			
* Dave Gula			

Name	Project Updates
Aundrea Almond	yes
Lynne Krelhorn	yes
Sarah Lester	yes
Amy Wilburn	yes
Bruce Wilburn	yes
Aaron Harburg	yes
Geoffrey Odlum	yes
Elsa Koninckx	yes
James Spadola	yes
Beverly Suarez-Beard	yes
Joanne McGeoch	yes
Stephen Zapisek	yes
Laura Wilburn	yes
Dawn Rittenhouse	yes
Emily Cech	yes
Mike Butkins	yes
Dan DeFlaviis	yes
Kathy Dugan	yes
Dan Dugan	yes
Margaret Spayd	yes
ShaQuan Buffaloe	yes
Dan Croce	yes
Mary Roth	yes
Joan Fiss	yes
Gary Camp	yes
Jacquie Hernson	yes
Denison Hatch	yes
Hal Schneikert	yes
David Kim	yes
Nancy Zapata Acosta	yes
Karen Masino	yes
Ed Warren	yes
John McCormick	
Ceci McCormick	
Faith DiSipio	yes
Charlie Weymouth	yes
Ute Page	
Matthew Page	
Katie Godfrey	yes
Frances Baynard	yes
Linda Kotalik	yes
Sandy Cain	yes
Greg Cain	yes

Sally O'Byrne	yes
Terry O'Byrne	
Lucy Dinsmore	yes
Kathleen Fisher	
Mike Fisher	
Kim Chiomento	
Marco Boyce	
Denis Douse	
Rob Tattersall	yes
Nicolette Bragg	
Carol Ireland	
Mike Roth	no
Joan Fiss	yes
Doug Eitelman	yes
Kevin P. Quinn	
Heather R. Quinn	
Kathryn Walker	
Chip Connolly	
Beth Gallagher	yes
Megan Welch	yes
Mark Borsello	
Camille Mapua	yes
Amanda August	yes

Public Sign-In Sheet

Augustine Cut Off Multimodal Improvement Study Phase 2

June 10, 2025, 5:00 pm
Salesianum Centenary Hall, 1801 N. Broom Street, Wilmington, DE 19802

Name	Address	Email	Project Updates (Y/N)
Matthew A. Paye	[redacted]		
Kathy Dugan			
Sandy Cain			
Frances Bayard			
Ellie + Don Furry			
Dave Eitelman			
Emily Cook			
Dan Rittenhouse			
Mark + Karolin Lipman			
Karen Klafehn			

Public Sign-In Sheet

Augustine Cut Off Multimodal Improvement Study Phase 2

June 10, 2025, 5:00 pm
Salesianum Centenary Hall, 1801 N. Broom Street, Wilmington, DE 19802

Name	Address	Email	Project Updates (Y/N)
Chuck Drum	[redacted]		
Denism Hatch			
Chip Connolly			

Public Sign-In Sheet

Augustine Cut Off Multimodal Improvement Study Phase 2

June 10, 2025, 5:00 pm
Salesianum Centenary Hall, 1801 N. Broom Street, Wilmington, DE 19802

Name	Address	Email	Project Updates (Y/N)
Wendy Hatch	[redacted]		

Public Sign-In Sheet

Augustine Cut Off Multimodal Improvement Study Phase 2

June 10, 2025, 5:00 pm
Salesianum Centenary Hall, 1801 N. Broom Street, Wilmington, DE 19802

Name	Address	Email	Project Updates (Y/N)
LT MIKE BUTKUS	[redacted]		
Marietta Ruiz			
Katy Connolly			
Stephen Zapsek			
Gabe Baldini			
CHARLIE WEYMOUTH			
Aaron Harburg			
Abby Dean			
Joan Fiss			

Public Sign-In Sheet

Augustine Cut Off Multimodal Improvement Study Phase 2

June 10, 2025, 5:00 pm
Salesianum Centenary Hall, 1801 N. Broom Street, Wilmington, DE 19802

Name	Address	Email	Project Updates (Y/N)
Kevin Davis	[redacted]		
Ute Pape			
Lanny Golden			
DAN DUGAN			
Sally + Terry O'Byrne			
Rob TATTERSALL			
MD Dineen			
Jane Brooks			
CAROLINE HUMPHREY			
MIKE PORRO			

Public Sign-In Sheet

Augustine Cut Off Multimodal Improvement Study Phase 2

June 10, 2025, 5:00 pm
Salesianum Centenary Hall, 1801 N. Broom Street, Wilmington, DE 19802

Name	Address	Email	Project Updates (Y/N)
Gary Camp	[redacted]		
Marco Boyce			
Katie Godfrey			

Public Sign-In Sheet

Augustine Cut Off Multimodal Improvement Study Phase 2

June 10, 2025, 5:00 pm
Salesianum Centenary Hall, 1801 N. Broom Street, Wilmington, DE 19802

Name	Address	Email	Project Updates (Y/N)
Ethel Parsons	[redacted]		
Denis Dowse			
Bill & Nancy Feeson			
Kathryn Walker			
Susan Chakamian			
Manuel Acosta			
Tanner Parrill			
Gail Seitz			
Mike Fisher			
Matt Catrone			

Public Sign-In Sheet

Augustine Cut Off Multimodal Improvement Study Phase 2

July 24, 2025, 4:00 pm - 6:00 pm
Abessinio Stadium Meeting Room

Name	Address	Email	Project Updates (Y/N)
Cooper Bowers	[redacted]		
Dan Blevins			
Lanny GOLDEN			
MATTHEW PAGE			
TRACY SURLES			
Cecil + John McCo			
Mike Butkus			
Kevin Davis			
Samantha Bullivian			
ROBT. ATTERSLEY			

Sen. Dan Cruce

19800

Augustine Cut Off Multimodal Improvement Study
Public Workshop 3 – August 12, 2025

www.wilmapco.org
WILMAPCO
Wilmington Area Planning Council

Name	Neighborhood/Organization	Email	Sign up for WILMAPCO newsletter
CHARLIE WEYMOUTH	[redacted]		
Jane Brooks			
Sandra Cain			
Mark Lipman			
DAN DROGIN			
[illegible]			
Emily Cech			
Kevin DAUB			
Chris Conbin			
Mike Bulkus			

Augustine Cut Off Multimodal Improvement Study
Public Workshop 3 – August 12, 2025

www.wilmapco.org
WILMAPCO
Wilmington Area Planning Council

Name	Neighborhood/Organization	Email	Sign up for WILMAPCO newsletter
Frances Bayard	[redacted]		
Matthew Page			
Ute Page			
Anita Sobel			
EDWARD SOBEL			
Denis Dowd			
MIKE FISHER			
JOHN & CECI McCORMICK			
Sam Rittenhouse			
Jared Perrill			

Augustine Cut Off Multimodal Improvement Study
Public Workshop 3 – August 12, 2025

www.wilmapco.org
WILMAPCO
Wilmington Area Planning Council

Name	Neighborhood/Organization	Email	Sign up for WILMAPCO newsletter
Kathryn Walker	[redacted]		
Faith DiLipio			
Charles Liggan			
Katy Connolly Ch. p Connolly			
GARY CAMP			
Karen Humphrey			
Caroline S Humphrey			
NANCY ZAPATA			
MANUEL A COSTA			

Augustine Cut Off Multimodal Improvement Study
Public Workshop 3 – August 12, 2025

www.wilmapco.org
WILMAPCO
Wilmington Area Planning Council

Name	Neighborhood/Organization	Email	Sign up for WILMAPCO newsletter
Marietta Ruiz	[redacted]		
Denison Hatch			
Elsa Koniketx			

1. Summary

Meeting title	Augustine Cut Off Advisory Committee #4
Attended participants	

Held virtually via Microsoft Teams

2. Participants

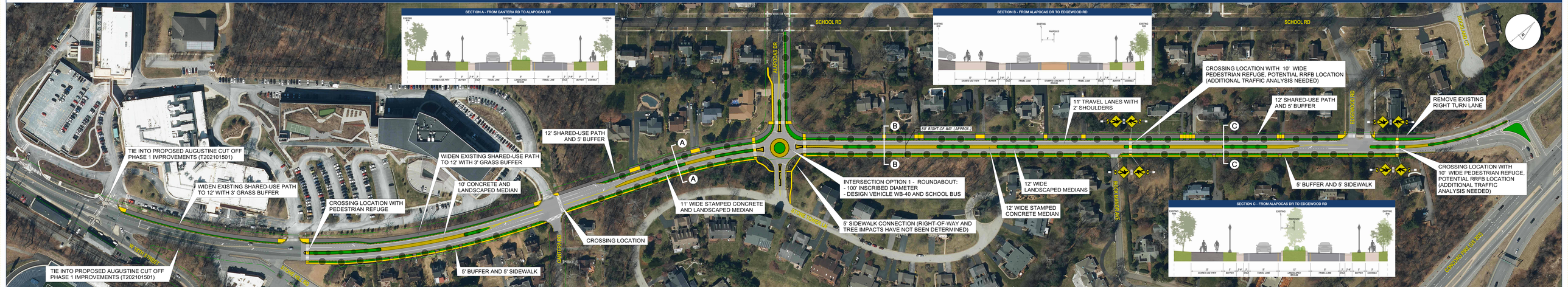
Name
Kacanda, Leah
Konzelman, Kevin
Dave Gula
Butkus, Michael M (DSP)
Mike Porro (Unverified)
Matt Page (Unverified)
Kevin McIntyre (Unverified)
Daniel Blevins
Campbell, Michael
Cecilia (Unverified)
Mark Lipman (Unverified)
Leonard Bonarek
Bowers, Cooper
Bulkilvish, Samantha (OMB)
Moser, Paul (DelDOT)
Doug Eitelman
Rob Tattersall (Unverified)
Kevin Davis
Tracy Surles
Gary Camp
Mark B (Unverified)
Rep. Debra Heffernan (Unverified)
Hal (Unverified)
Dee Durham (Unverified)
Mike Porro (Unverified)
Mary Dineen (Unverified)

Appendix E: Plan View of Alternatives 1-3

AUGUST 2025

AUGUSTINE CUT OFF MULTIMODAL IMPROVEMENTS STUDY, PHASE 2
ALTERNATIVE 1 - SHARED-USE PATH

NEW CASTLE COUNTY



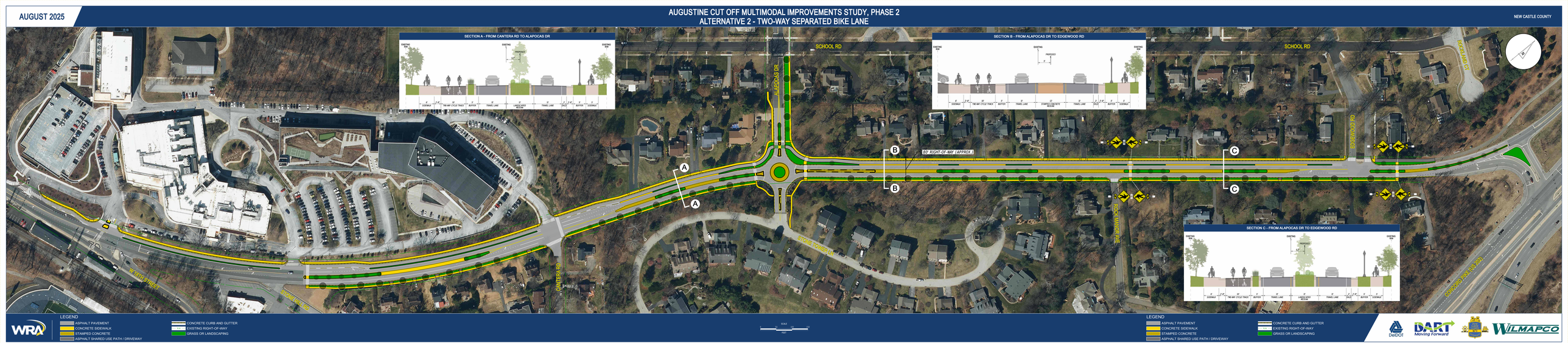
WRA

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AUGUST 2025

AUGUSTINE CUT OFF MULTIMODAL IMPROVEMENTS STUDY, PHASE 2
ALTERNATIVE 2 - TWO-WAY SEPARATED BIKE LANE

NEW CASTLE COUNTY



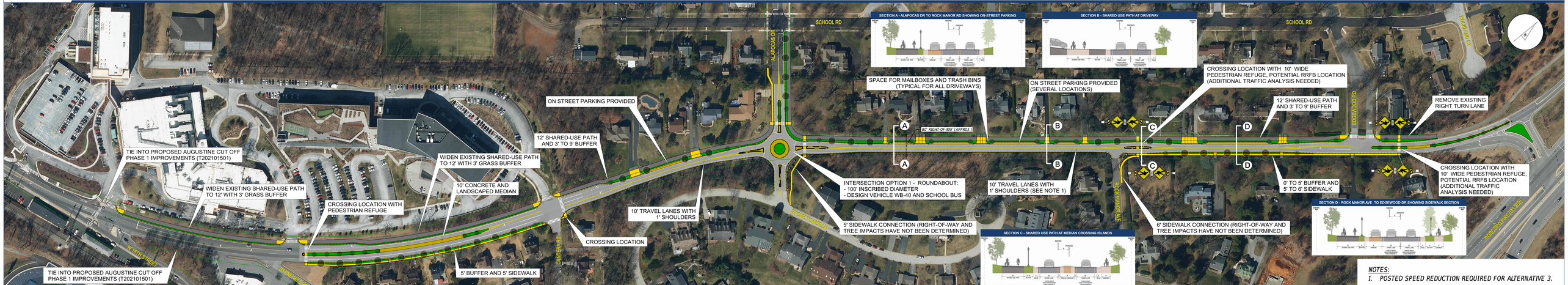
WRA

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AUGUST 2025

AUGUSTINE CUT OFF MULTIMODAL IMPROVEMENTS STUDY, PHASE 2
ALTERNATIVE 3 - SHARED-USE PATH

NEW CASTLE COUNTY



NOTES:

1. POSTED SPEED REDUCTION REQUIRED FOR ALTERNATIVE 3.

LEGEND

- ASPHALT PAVEMENT
- CONCRETE SIDEWALK
- STAMPED CONCRETE
- ASPHALT SHARED USE PATH / DRIVEWAY
- CONCRETE CURB AND GUTTER
- EXISTING RIGHT-OF-WAY
- GRASS OR LANDSCAPING

0 0.5 1 MILE

LEGEND

- ASPHALT PAVEMENT
- CONCRETE SIDEWALK
- STAMPED CONCRETE
- ASPHALT SHARED USE PATH / DRIVEWAY
- CONCRETE CURB AND GUTTER
- EXISTING RIGHT-OF-WAY
- GRASS OR LANDSCAPING

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