

## Appendix F: Survey Results & Other Feedback

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## Survey Overview

Three public surveys were administered as a part of this effort. The intent of the surveys was to solicit insights and opinions from the public that supplemented information gleaned from the technical analysis and contributed to the development of alternatives. A QR code linking to the online survey was made available at each public workshop along with paper copies. Following the workshops, the survey was available on the project website along with meeting materials from the workshop.

- **Survey #1** was available from March 3-April 3, 2025 (50 participants)
- **Survey #2** was available from June 10-July 10, 2025 (85 participants)
- **Survey #3** was available from August 12-September 10, 2025 (106 participants)

This appendix includes a data summary for each survey that includes the results of the multiple-choice questions as well as the full text of each open-ended comment provided.

## Correspondence Received

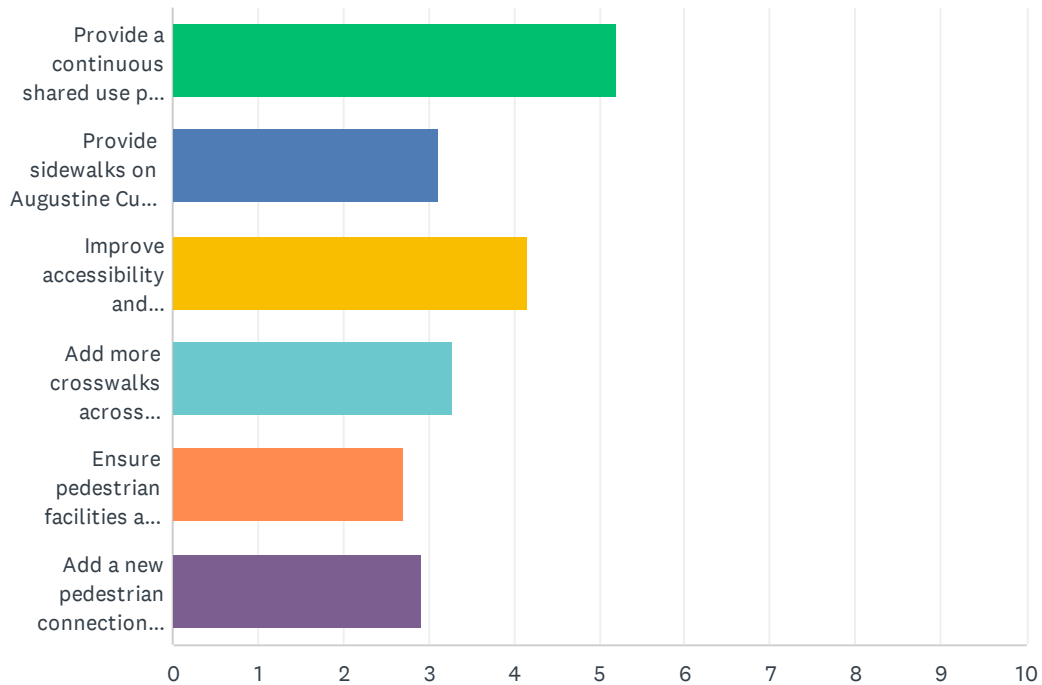
Throughout the project, members of the Advisory Committee and public also provided comments via email. All email comments and correspondence are also included in this appendix.

**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

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



# Augustine Cut Off Multimodal Improvement Study Phase 2

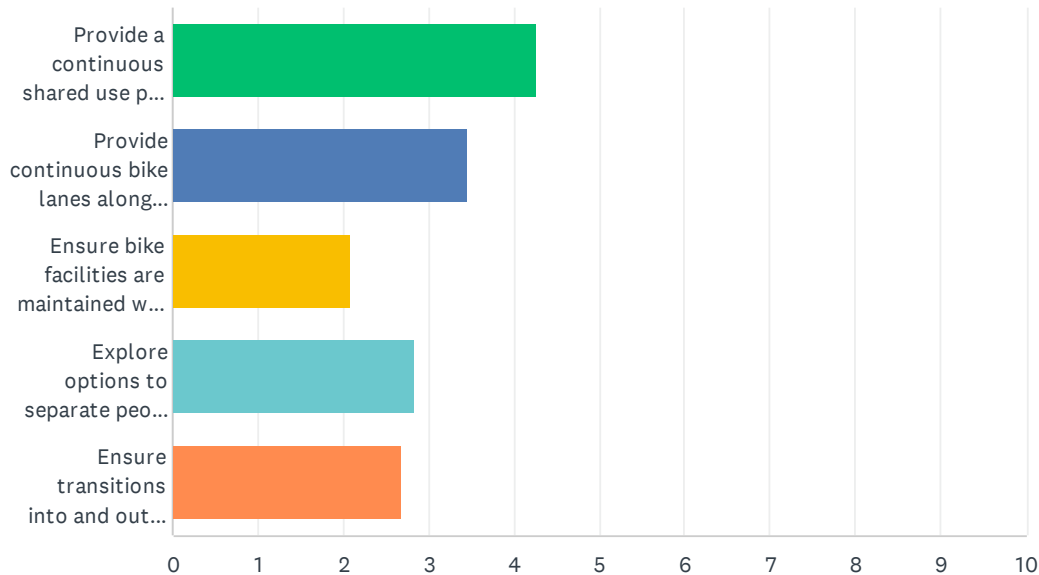
	1	2	3	4	5	6	N/A	TOTAL	SCORE
Provide a continuous shared use path (open to people walking, running, and biking) along Augustine Cut Off between Incyte and Edgewood Road.	66.67% 28	11.90% 5	2.38% 1	2.38% 1	7.14% 3	4.76% 2	4.76% 2	42	5.20
Provide sidewalks on Augustine Cut Off north of 18th Street (open to people walking and running, not biking)	12.20% 5	9.76% 4	14.63% 6	17.07% 7	12.20% 5	24.39% 10	9.76% 4	41	3.11
Improve accessibility and connectivity to existing shared use paths (in front of Incyte and in Alapocas State Park)	4.76% 2	30.95% 13	35.71% 15	14.29% 6	2.38% 1	2.38% 1	9.52% 4	42	4.16
Add more crosswalks across Augustine Cut Off (possible locations will include Alapocas Drive, Cantera Road, Stone Hill Road, Rock Manor Avenue, and Edgewood Road)	9.30% 4	11.63% 5	18.60% 8	18.60% 8	20.93% 9	11.63% 5	9.30% 4	43	3.28
Ensure pedestrian facilities are maintained with sweeping and plowing	6.82% 3	6.82% 3	6.82% 3	15.91% 7	34.09% 15	15.91% 7	13.64% 6	44	2.71
Add a new pedestrian connection between Augustine Cut Off and North 18th Street	0.00% 0	20.93% 9	11.63% 5	18.60% 8	9.30% 4	25.58% 11	13.95% 6	43	2.92

**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

**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



	1	2	3	4	5	N/A	TOTAL	SCORE
Provide a continuous shared use path (open to people walking, running, and biking) along Augustine Cut Off between Incyte and Edgewood Road with good signage	54.76% 23	21.43% 9	7.14% 3	4.76% 2	4.76% 2	7.14% 3	42	4.26
Provide continuous bike lanes along Augustine Cut Off, similar to what is provided in Centerville on Route 52	18.60% 8	30.23% 13	16.28% 7	13.95% 6	6.98% 3	13.95% 6	43	3.46
Ensure bike facilities are maintained with sweeping and plowing	4.65% 2	2.33% 1	20.93% 9	23.26% 10	32.56% 14	16.28% 7	43	2.08
Explore options to separate people walking from people biking, especially in the downhill portion of the corridor	18.18% 8	13.64% 6	15.91% 7	20.45% 9	22.73% 10	9.09% 4	44	2.83
Ensure transitions into and out of the bike facility are safe and intuitive	0.00% 0	25.00% 11	25.00% 11	20.45% 9	15.91% 7	13.64% 6	44	2.68

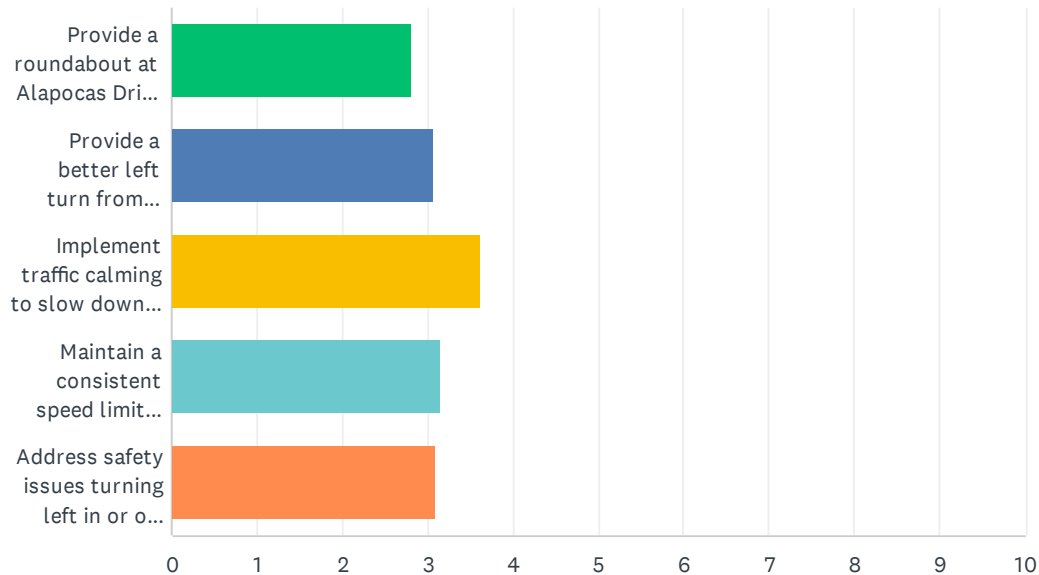
Q5 Do you have any other ideas to improve conditions for people who bike (or ride scooters, skateboards, or other faster wheeled devices)?

Answered: 30   Skipped: 20



**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



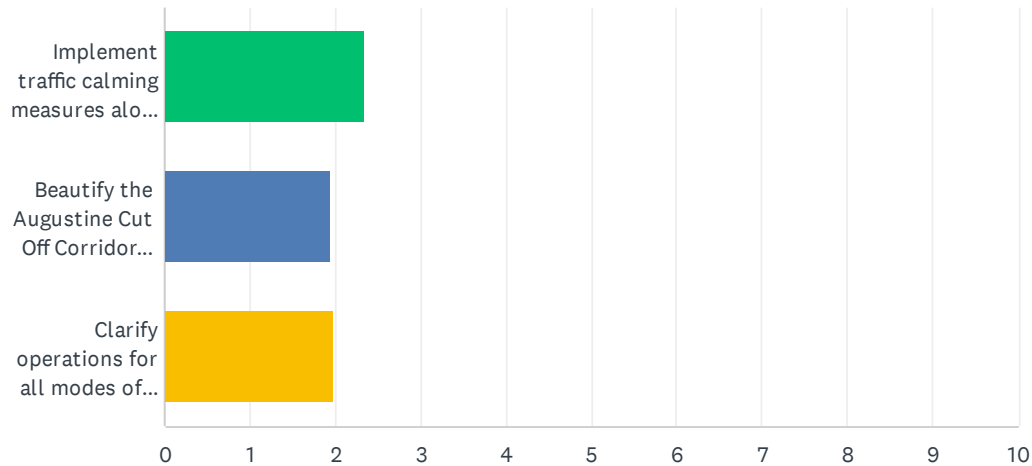
	1	2	3	4	5	N/A	TOTAL	SCORE
Provide a roundabout at Alapocas Drive and Augustine Cut Off	17.78% 8	17.78% 8	11.11% 5	11.11% 5	28.89% 13	13.33% 6	45	2.82
Provide a better left turn from southbound Augustine Cut Off onto 18th Street	16.28% 7	6.98% 3	37.21% 16	18.60% 8	6.98% 3	13.95% 6	43	3.08
Implement traffic calming to slow down motor vehicles and improve safety for drivers	24.44% 11	37.78% 17	4.44% 2	6.67% 3	13.33% 6	13.33% 6	45	3.62
Maintain a consistent speed limit along the Augustine Cut Off corridor	17.78% 8	20.00% 9	24.44% 11	15.56% 7	13.33% 6	8.89% 4	45	3.15
Address safety issues turning left in or out of Edgewood Road	25.00% 11	11.36% 5	13.64% 6	25.00% 11	13.64% 6	11.36% 5	44	3.10

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

Answered: 28 Skipped: 22

**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



	1	2	3	N/A	TOTAL	SCORE
Implement traffic calming measures along Augustine Cut Off to slow down motor vehicle speeds	48.89% 22	15.56% 7	20.00% 9	15.56% 7	45	2.34
Beautify the Augustine Cut Off Corridor by creating a park like setting with a neighborhood feel	24.44% 11	33.33% 15	31.11% 14	11.11% 5	45	1.93
Clarify operations for all modes of travel (walking, biking, and driving) at the Augustine Cut Off and 18th Street intersection	27.27% 12	38.64% 17	29.55% 13	4.55% 2	44	1.98

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

Answered: 27   Skipped: 23

**Q10 Please provide any other information about existing conditions or your goals for the corridor that may assist the Project Team in the completion of this study.**

Answered: 22   Skipped: 28

## Augustine Cut Off Phase 2 Corridor Study

### Open Comment Survey Answers

Public Workshop #1 | Held Monday, March 3, 2025 – survey open through April 11

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.	
	Open-Ended Response
1	I envision a beautiful street where the safety of pedestrians is important with sidewalks; high visibility zebra crossings; flashing beacons at crossings; street lighting like LED can improve visibility without increasing light pollution. For cyclist safety, add physically separate bike lanes where possible. for vehicle safety, install traffic calming measures; I have seen vehicles at 45 plus mph in a 35 mph zone; add another radar speed signs and if possible add trees and green medians to slow traffic and improve aesthetics.
2	Enabling options for travel in the area. Right now it feels a car is the safest way to travel in the area. I would really like to have a safe biking route to work and leisure activities
3	I would like to save money and not make any changes. I think it is fine the way it is. However, if we will be forced to make changes, then I would like to see more pedestrian safety. Thank you.
4	multimodal, friendly, green
5	It should be multi modal.
6	I would like to feel safe walking and biking on the Augustine cut-off. People drive very fast and their isn't adequate space for these things currently. I would like a safe way to cross the street at the southern end near the train underpass.
7	I would like to see the corridor become much more pedestrian friendly. It's dangerous trying to navigate by foot north on Augustine Cut Off from the bridge due to the lack of sidewalks.
8	Bike and walking friendly, and if possible, no effect on car traffic.
9	Keep it open to cars
10	I hope that Augustine Cutoff is a safe, pretty place to walk and bike with my children. I will still use it to drive to work or into Wilmington, but I hope that it is friendly and easy to use without a car.
11	Continuous bike lane that doesn't end where rich property owners reject eminent domain
12	Safe, well-maintained cycling infrastructure so that we can commute to the hospital for work.
13	Bicyclists and pedestrians are able to safely use this corridor to travel between the city to the 202 Corridor. However, 202 needs to be made safe for bikers and walkers to complete the main purpose of the ACO connection.
14	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. I regularly see others running, riding, and walking their dogs as well. If the road was safer, more people may be tempted to use it, boosting outdoor recreation and reducing car commuters. As someone who transferred here from a more urban neighborhood where pedestrian traffic is popular, I was shocked to see such a dangerous intersection (Alopocas Dr., with blind curves and no shoulders, sidewalks, or crosswalks,) a block away from a school. I do see school kids along the road as well. Extension of the shoulder or a separate path would be ideal to improve safety and consistency of the road. A reduction in speed limit and speed cameras may also be

## Augustine Cut Off Phase 2 Corridor Study Open Comment Survey Answers

*Public Workshop #1 | Held Monday, March 3, 2025 – survey open through April 11*

	considered. However, as a resident of the Cutoff, I also understand the need to balance access to homes via the shoulder, as we currently use it for mail, deliveries, trash pick-up, and guest parking.
15	We live in North Wilmington and Drive on this stretch every day. My husband also bikes to work daily when he's in the office. My parents also live on stone tower lane and we visit them frequently and walk across Augustine Cut off to get to the park/trails in alapocas. I would love to see larger shoulders in some areas and/or a protected pedestrian/bike lane for the entirety of the road). I'd also like to see a safe pedestrian crossing from stone tower lane, the light is nice, but so many people going down augustine cut off and turning right into alapocas fly into the turn only to see us at the last minute and break hard. It would also be nice to see some sidewalks from the intersection into the community, the sidewalks just randomly stop 100 feet back from the light.
16	I'd like to know who/what provoked the study in the first place.
17	The Cut-Off should be able to handle increased traffic while maintaining access to and from our Augustine Ridge community. Pedestrian crossing at Alapocas Drive should be maintained.
18	Safe use for walkers, bicyclists and auto use.
19	Better/safer walkway and bikeway along the Cutoff.
20	Improved sidewalks so that one can walk from 18th street to Concord Pike and use sidewalks the entire way.
21	Safety- walking
22	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.
23	Augustine Cutoff has become too busy with the addition of traffic to and from Incyte. We need to preserve the safe and easy access on and from the Cutoff to the adjoining residential developments.
24	Would want a safe corridor for walking and cycling
25	Safer entrance to the Cut Off from Park Drive - the curve at the first Alapocas entrance just seems unsafe. Also it is not a very attractive stretch of road and could use sidewalks or more shoulder.
26	Monitored speed/speed bumps on Augustine Cut-off, especially at the far entrance of Alapocas (no stop light). Many cars drive way over the speed limit on Park Drive, proceed through the roundabout and pick up speed as they race around the corner onto Alapocas Drive (near I-95 interchange). It becomes very dangerous, especially for those of us that are trying to leave Alapocas (in a car) and turn left onto Alapocas Drive. Cross walk signage and especially markings at round about are in need of high attention. Walkers, Runners and Bikers risk their lives on that crosswalk. If drivers do stop it's very last minute, and incredibly dangerous.
27	Traffic on ACO will remain at about or possibly increase some. As a resident of Stone Tower Lane, the use of a circle will only make traffic control at the intersection of ACO and Alapocas Drive worse. It will do little to slow the speed on ACO but will make entering, exiting of the intersection worse. The stream of traffic coming up the hill is not visible until a short distance from the intersection and but for the light, the volume of traffic makes entry into the intersection almost impossible. Eliminating the traffic light will essentially eliminate pedestrian traffic crossing the intersection which was very dangerous, even with the light until pedestrian crosswalk buttons were installed.

## **Augustine Cut Off Phase 2 Corridor Study Open Comment Survey Answers**

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28	Traffic much slower...25mph for entire Augustine Cut Off-35mph means they go 45-50; continuous path (on Incyte side); ability to cross Augustine safely to Incyte side; enforce speed limit
29	Besides paving
30	Ability to safely walk to downtown Wilmington Access to local parks and walking paths
31	It was formerly a high-volume commuter lane - and still must handle school and work traffic for several hours a day - but should be a lower-velocity lane, with full pedestrian and cyclist safety features.
32	I would like to see a safe, protected way for walkers, runners, and bikers to be able to connect from the greenway trails in Alapocas to the trails in Wilmington. Right now, there are parts of the path that feel quite unsafe, especially leading into the Alapacos neighborhood.
33	Safe, visually appealing with easy access and egress to Alapocas. Effective speed control. Park like environment.
34	Dedicated bike/ walking lanes. More and safer crosswalks for pedestrians
35	Safety is the number one priority. The amount of traffic going in and out of the Incyte facility is an issue that creates more potential danger. There should only be access to Augustine Cutoff from the exit with the traffic light. Cars exiting from the Incyte facility at the two areas that don't have traffic lights, are blind to the cars coming down the hill. Just simplify the access and egress. One exit only, at the traffic light.
36	1) sidewalk the entire street. Area in front of Alapocas neighborhood has not sidewalk, and there is a pinch-point before Incyte that is dangerous 2) no huge potholes to throw off my car's alignment
37	This road is currently being used as a motor speedway and cut-through. To make the road more bike and pedestrian friendly, an enforced speed limit must be set. More traffic lights, a narrower roadway to slow traffic and cameras to catch people who speed
38	Walking trails connected to sidewalks - not stopping and starting. Same with bike trails.
39	Pedestrian friendly running path along the entire length of Augustine cut-off. Reduced speed for vehicle traffic. Safety for dog walking.
40	I'd like the Augustine Cut-off to reflect the residential area where it is. After leaving the city or 202, one drives through a 'parkway', with tall trees and landscaping that encourages one to slow down, as if you were in a residential area. Good walking paths, places to cycle or use scooters or skateboards - that are safe. I like to walk and often walk into town or to the park, and walking along Augustine Cut-off doesn't feel pleasant or safe
41	I'd like the Augustine Cut-off to reflect the residential area where it is. After leaving the city or 202, one drives through a 'parkway', with tall trees and landscaping that encourages one to slow down, as if you were in a residential area. Good walking paths, places to cycle or use scooters or skateboards - that are safe. I like to walk and often walk into town or to the park, and walking along Augustine Cut-off doesn't feel pleasant or safe
42	I would love to see a more pedestrian and biker-friendly road. A place that has separated paths and traffic calming measures.
43	From what I have learned attending the workshops, I am in full agreement with what I have heard thus far. In other words, 1. Making the corridor safer by reducing the speed of drivers. 2. Enhancing access for foot traffic and bicycle traffic. 3. Maintaining the existing beauty of Augustine cut-off, while improving it by



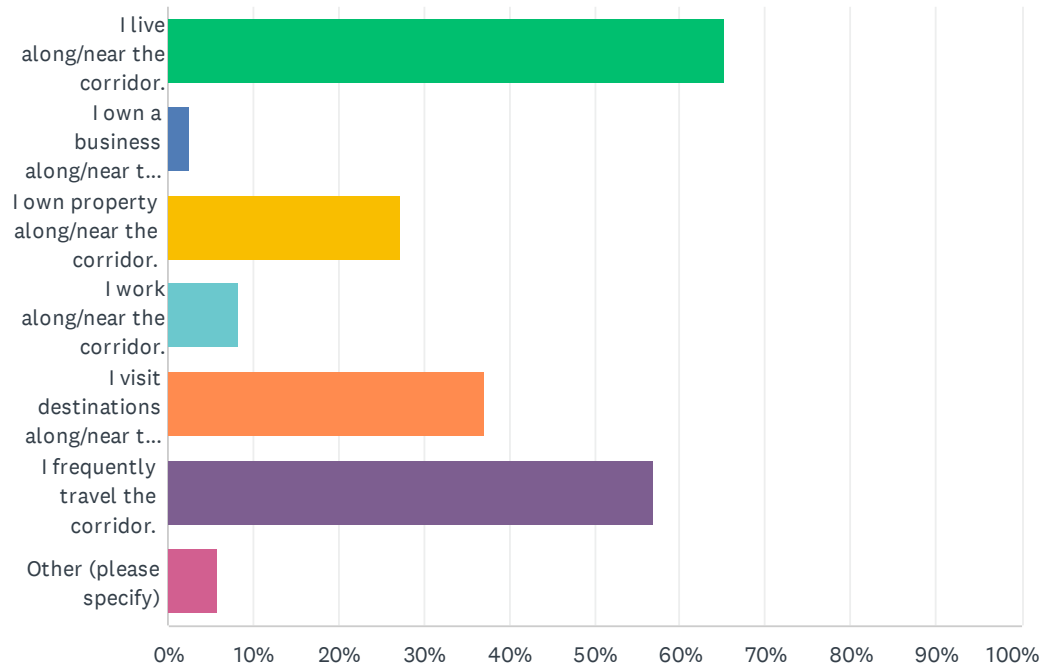
## **Augustine Cut Off Phase 2 Corridor Study Open Comment Survey Answers**

*Public Workshop #1 | Held Monday, March 3, 2025 – survey open through April 11*

	adding a roundabout at Alapocas Drive with a landscaped bed, and adding a divider with a landscaped bed between Woodside Road and the light to access 202.
44	The corridor is not safe for any users due to high traffic speeds, so the first step is to implement efficient traffic calming along with better pedestrian and bicycle facilities.
<b>Please provide any other information about existing conditions or your goals for the corridor that may assist the Project Team in the completion of this study.</b>	
45	Add pedestrian refuge islands in the center if the road is wide enough
46	You're doing a fine job. Please be wise with tax payer money: treat it like you have a budget, not like you have unlimited funds. Thank you.
47	I'd like to see the project is to make it easier and safer to navigate the corridor on foot. It's simply not safer to do so presently.
48	Don;t allow cars to park where the no parking signs are located on Augustine cut off, near the 18th street light
49	Begin by informing the public what prompted this study
50	I believe the traffic light intersection at ACO and Alapocas Drive should be maintained as it exists today. It is safe, user friendly and very functional.
51	Reduce the dangerous speeders (many!) that drive on Augustine Cutoff, especially those coming from Park Drive. If something isn't done soon, someone will get seriously hurt.
52	Attempting to turn into STL from SB ACO requires light. Attempting to turn left from STL into SB requires a light due to limited visibility. Peak traffic into and out of ACO going to school using a traffic circle will not work; it will cause massive back ups and delays.
53	Lots of deer that cross Augustine Cut Off between Stone Hill and Canterra Road I had requested Del Dot put deer crossing signs up; however nothing has been done.
54	The train bridge on 18th Street looks terrible. It needs repainting. Maybe it could be a project for Salesianum students to take over?
55	I am grateful for the work that you are doing.
56	Thank you for your efforts!
57	as a resident on Augstine Cut Off, the wide shoulder makes it safe to pull over and park in driveway. A reduced shoulder will make this less safe.
58	existing condition of a pothole at the narrowest and most dangerous pedestrian and cycling spot. Cars swerve to avoid pothole, which is very dangerous to anyone not in that car
59	Priority is in making it safe for everyone.
60	Reduce traffic by creating congestion when traffic exceeds a certain level.

## Q1 What is your relationship to the Augustine Cut Off Corridor. Please select all that apply.

Answered: 121 Skipped: 1



ANSWER CHOICES	RESPONSES	
I live along/near the corridor.	65.29%	79
I own a business along/near the corridor.	2.48%	3
I own property along/near the corridor.	27.27%	33
I work along/near the corridor.	8.26%	10
I visit destinations along/near the corridor.	37.19%	45
I frequently travel the corridor.	57.02%	69
Other (please specify)	5.79%	7
Total Respondents: 121		

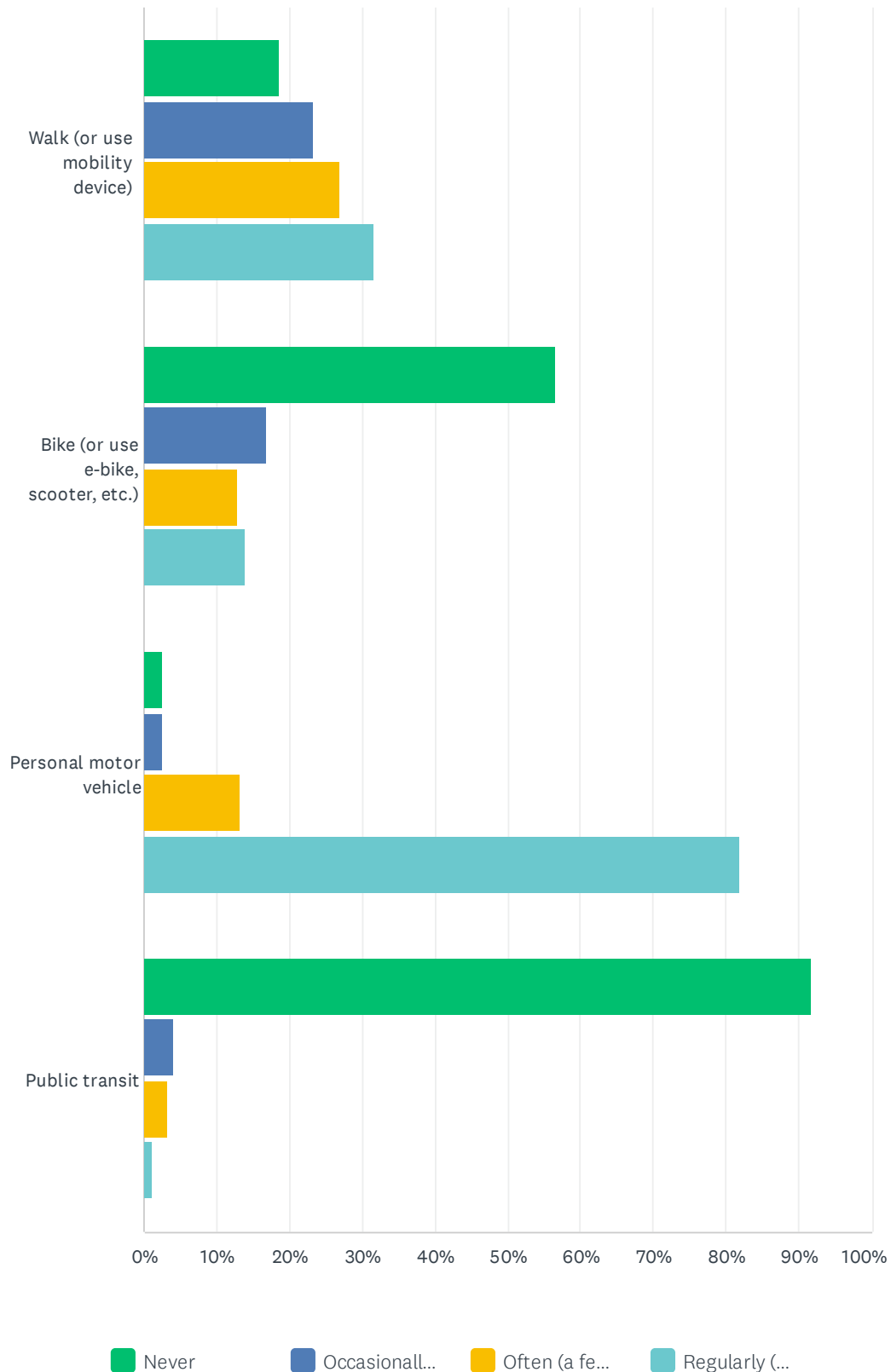
#	OTHER (PLEASE SPECIFY)	DATE
1	I walk along the corridor	7/10/2025 12:57 PM
2	I haven't been on the Cut Off in about...twelve years easily.	7/8/2025 10:30 AM
3	I live in Trolley and frequently run along this corridor	7/1/2025 7:21 AM
4	My wife and I live at 102 School Road in Alapocas. We also own 127 and 129 Augustine Cut Off, two undeveloped lots. 129 Augustine Cut Off is at the corner of Augustine Cut Off and Alapocas Drive.	6/24/2025 6:04 PM
5	I walk the corridor	6/18/2025 3:35 PM

## Augustine Cut Off Multimodal Improvement Study Phase 2 - Workshop 2 Survey

6	I run the corridor.	6/18/2025 2:28 PM
7	I drive and bike up and down the corridor daily.	6/18/2025 2:18 PM

## Q2 How often do you use the corridor and by what modes?

Answered: 122 Skipped: 0



# Augustine Cut Off Multimodal Improvement Study Phase 2 - Workshop 2 Survey

	NEVER	OCCASIONALLY (A FEW TIMES PER YEAR)	OFTEN (A FEW TIMES PER MONTH)	REGULARLY (MORE THAN ONCE PER WEEK)	TOTAL
Walk (or use mobility device)	18.52% 20	23.15% 25	26.85% 29	31.48% 34	108
Bike (or use e-bike, scooter, etc.)	56.44% 57	16.83% 17	12.87% 13	13.86% 14	101
Personal motor vehicle	2.48% 3	2.48% 3	13.22% 16	81.82% 99	121
Public transit	91.75% 89	4.12% 4	3.09% 3	1.03% 1	97

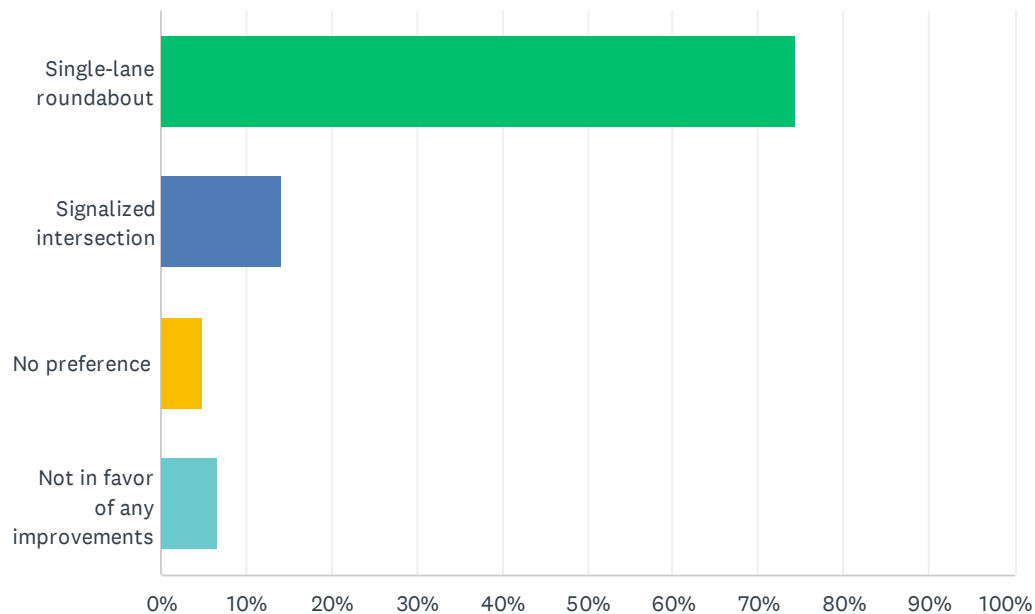
## Augustine Cut Off Multimodal Improvement Study Phase 2 - Workshop 2 Survey

sidewalks on both sides of the street necessary? Who is to maintain sidewalks, bike paths, and center islands? State? County? Homeowners?

7	No preference, I like them both.	6/19/2025 9:07 AM
8	Not in favor of any change. I don't view either option as an improvement. Leave it alone	6/18/2025 1:28 PM
9	Alt 1 on North or West side of Road	6/18/2025 10:59 AM

Q4 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.

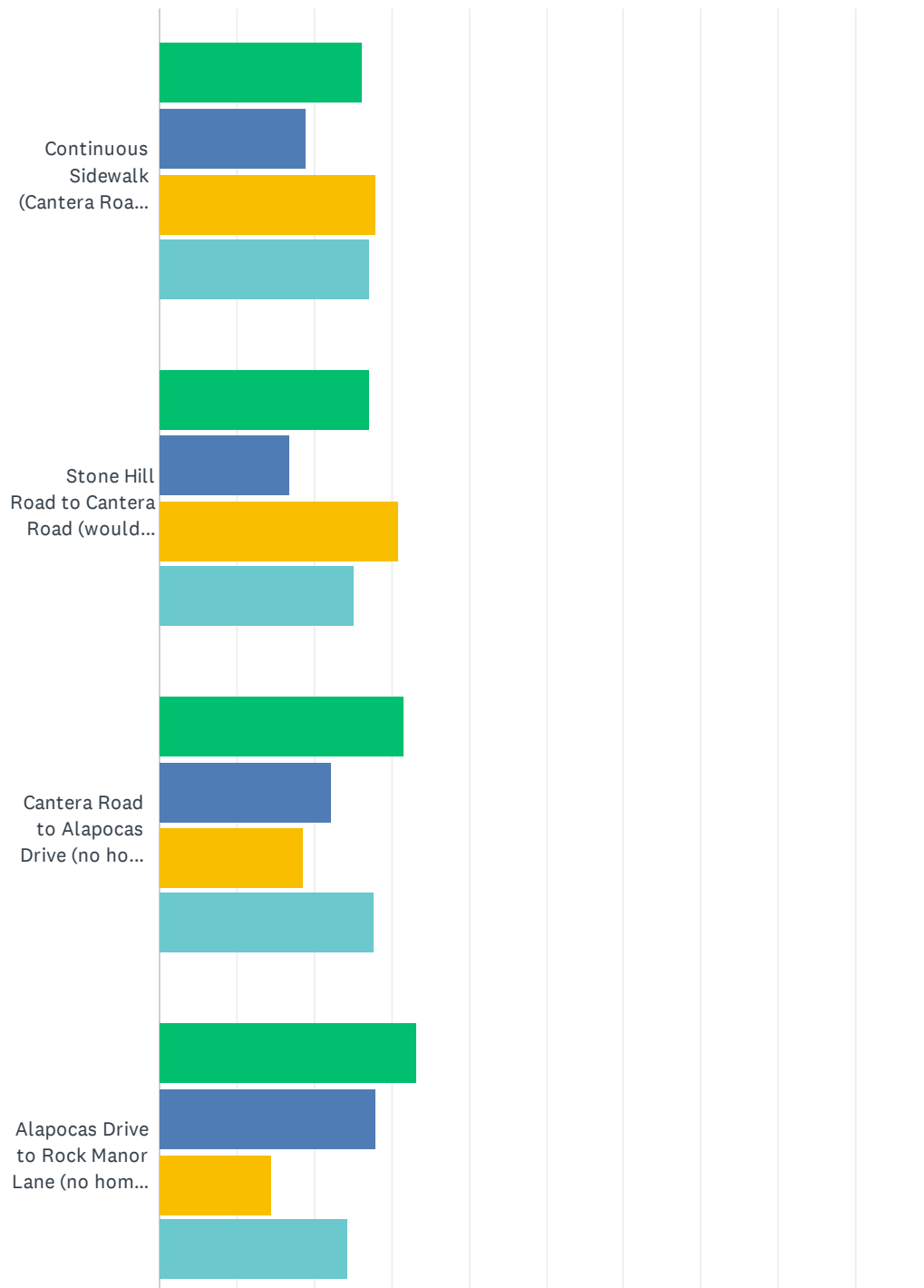
Answered: 121 Skipped: 1



ANSWER CHOICES	RESPONSES	
Single-lane roundabout	74.38%	90
Signalized intersection	14.05%	17
No preference	4.96%	6
Not in favor of any improvements	6.61%	8
TOTAL		121

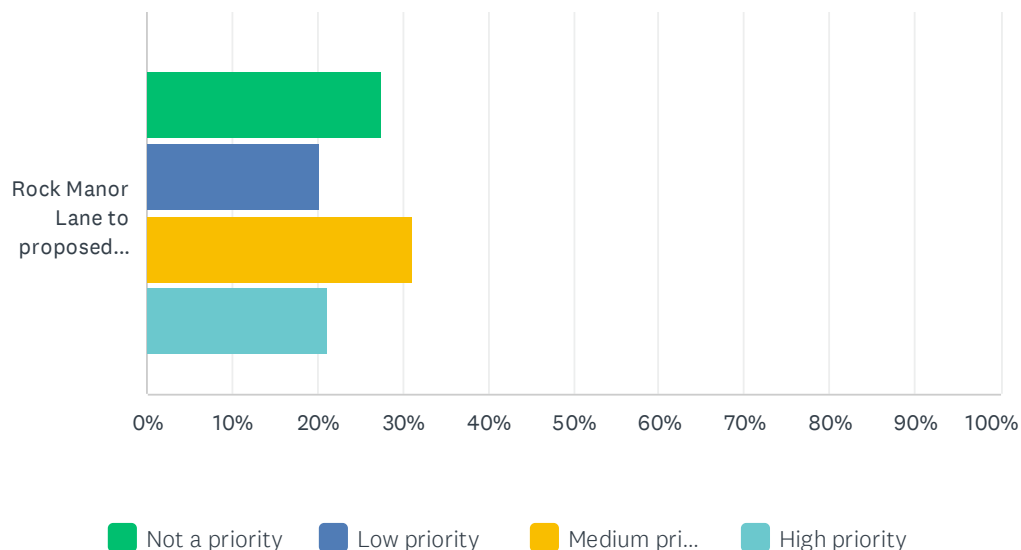
Q5 A continuous sidewalk could be provided on the northbound side of Augustine Cut Off as part of Alternative 1 or Alternative 2; however, another option is shorter sidewalk segments that would provide residents on the northbound side of the road with access to the nearest crosswalk. Please check the box to indicate how you would prioritize a continuous sidewalk for each sidewalk segment:

Answered: 115   Skipped: 7





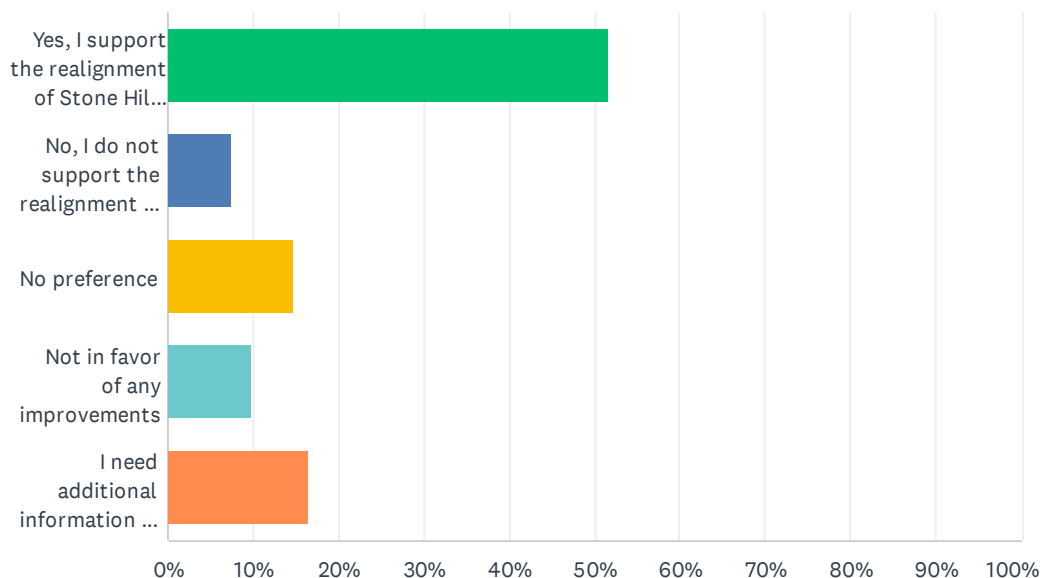
## Augustine Cut Off Multimodal Improvement Study Phase 2 - Workshop 2 Survey



	NOT A PRIORITY	LOW PRIORITY	MEDIUM PRIORITY	HIGH PRIORITY	TOTAL
Continuous Sidewalk (Cantera Road to proposed Edgewood Drive crosswalk)	26.13% 29	18.92% 21	27.93% 31	27.03% 30	111
Stone Hill Road to Cantera Road (would connect 7 homes to the nearest crosswalk)	27.10% 29	16.82% 18	30.84% 33	25.23% 27	107
Cantera Road to Alapocas Drive (no homes along this segment)	31.48% 34	22.22% 24	18.52% 20	27.78% 30	108
Alapocas Drive to Rock Manor Lane (no homes along this segment)	33.33% 37	27.93% 31	14.41% 16	24.32% 27	111
Rock Manor Lane to proposed Edgewood Drive crosswalk (would connect 3 homes to nearest crosswalk)	27.52% 30	20.18% 22	31.19% 34	21.10% 23	109

**Q6 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 and right-out traffic only, reducing conflicts at that intersection.**

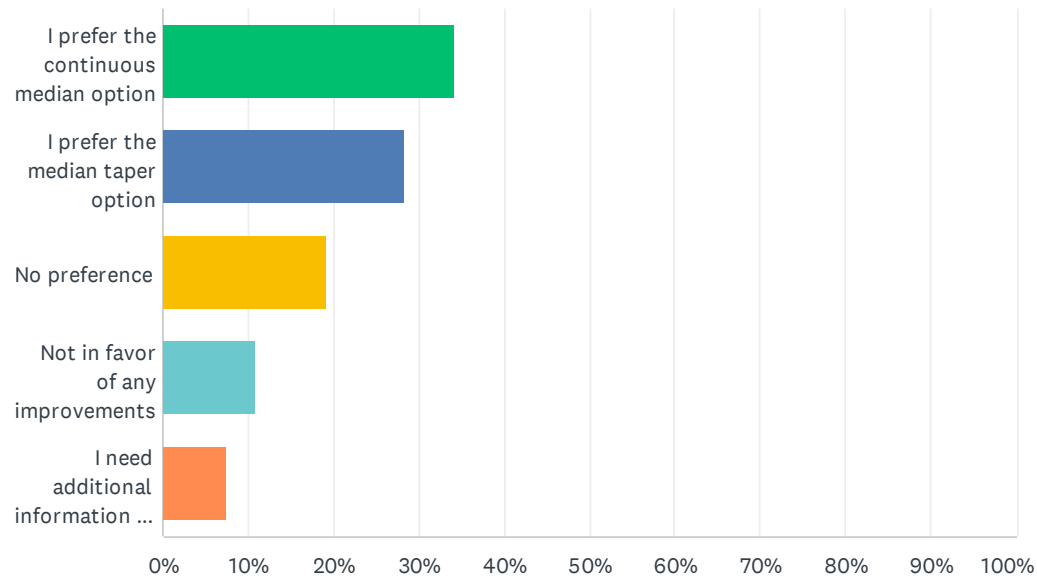
Answered: 122 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes, I support the realignment of Stone Hill Road	51.64%	63
No, I do not support the realignment of Stone Hill Road	7.38%	9
No preference	14.75%	18
Not in favor of any improvements	9.84%	12
I need additional information to form an opinion	16.39%	20
<b>TOTAL</b>		<b>122</b>

**Q7 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. This will not impact the alignment of the shared use path or two-way separated bike lane on the southbound side of the road.**

Answered: 120 Skipped: 2



ANSWER CHOICES	RESPONSES	
I prefer the continuous median option	34.17%	41
I prefer the median taper option	28.33%	34
No preference	19.17%	23
Not in favor of any improvements	10.83%	13
I need additional information to form an opinion	7.50%	9
<b>TOTAL</b>		<b>120</b>

**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.**

Open-Ended Response	
1	I would've like to seen other options rather than the ones presented. I live on Augustine Cut Off with my family and the amount of land that is being taken from the properties shows that the committee did not take the neighborhood residences into consideration. I am not against improvements but I think there should be more community input especially from the residence directly affected. I do not think you need sidewalks on both sides of the road in most places. Especially when one side of the road has no houses on it (exp: between Cantera rd and Augustine dr). I do not think medians are necessary as well, they take up more land that doesn't need to be taken. I am also concerned with liability responsibilities on a sidewalk that is in front of my house that I do not own. Has an indemnification clause for these residence been presented shielding us from any liability? Also, who is going to maintain the sidewalks that the residence does not own? These are all questions that I would like to know before having a plan just pushed through. Please share alternative options at the next meeting and please reach out to the residence on the cut off personally to get our input while making these decisions.
2	Oppose any turnaround or improvement to the road. It will be a mess and encroach unreasonably on our area and worsen our quality of life here
3	As one who both walks and cycles up Augustine Cutoff, I believe that a path can be shared. I believe that separate lanes for bicyclists and pedestrians would use more space than needed.
4	I'm always in favor of more traffic circles and fewer lights. If the stone hill/augustine changes have an option of not adding a signal and doing a traffic circle, that would be ideal. Delaware needs more traffic circles and fewer unnecessary lights.
5	I don't like that people's feedback wanted to reduce the number of cars here and that they suggested it "shouldn't be arterial into the city." It is, in many cases. They just have to deal with that-- it's not a private road. The major intersection where 202 meets Broom St has issues, too. I don't think the number of cars on ACO is in conflict with pedestrian safety-- it's how there's no sidewalks at all for most of it that's the real problem. I'm glad these proposals address that.
6	I am not in favor of the traffic circle proposal for the Alapocas Drive and ACO intersection. I prefer that this intersection remain in its current configuration. The current traffic signal slows traffic on ACO and is safer for those using this intersection.
7	From my perspective as a daily biker along this segment, the most significant safety issue is the severe pinch point approaching Alapocus Drive. A recent death and my daily commute makes this the most dangerous portion. While I sympathize with the two home owners who have have enjoyed the unfettered use (and maintenance) of the state property, it's time to reclaim the property for the greater good.
8	You need to show less disruptive alternatives (don't add pavement for walkways, medians, etc) that concentrate on reducing vehicle speeds. Why spend taxpayer monies unnecessarily? Show us alternatives that utilize existing pavement but narrow travel lanes, add speed cushions, use painted lines to create a single shared bike/pedestrian path, keep other side for street parking, contractors, deliveries, etc. Prohibit motorized bikes/scooters from shared path. Your presentations have been less than candid about the impact your two alternatives would have on folks living along the Cut Off and don't address in many ways the primary goal of reducing vehicle speeds.
9	Will the lack of crosswalks at Lovering and Augustine be addressed at any point in time as part of this project? It is a pedestrian nightmare.
10	more people working at this commercial complex should be using TRANSIT. They should operate a private shuttle bus from downtown Wilm transit center to their complex.
11	This is fantastic!

# Augustine.Cut.Off.Phase.8.Corridor.Study

## Open.Comment.Survey.Answers

Public Workshop #2 | Held Tuesday, June 10, 2025 – survey open through July 14

12	Protected bike lanes are critical to making Wilmington safe for people to walk and cycle around the City. We need more protected bike lanes along major travel corridors like Concord Ave and Washington Street, in addition to less travelled roads like Augustine Cut Off.
13	I am a homeowner who travels Augustine Cut Off almost daily taking my children to school and other activities. Something has to be done with this road. Please make this happen before anyone else gets killed.
14	Thanks for doing this. Strongly in favor of more traffic calming measures here that will encourage less commuter traffic seeing this as an alternative to the interstate for getting into the city.
15	Roundabout is a high priority for safety of all travelers
16	I'm not super clear about the segmented sidewalk (question 5) or what the realignment means (question 6). Overall, this will be an awesome improvement! You have my full support!
17	I am in favor of the beautification of Augustine Cut Off. Just have a two lane road with separate bike lanes and nothing else. If you put in a median make sure it has trees like the Kennett Pike in Greenville,
18	excellent presentation of options and alternative plans
19	As a constituent of the area this project needs to be for all users of the area not just the residents who chose nothing should be done. This road was not a neighborhood road, it was the original way into & out of the city's highland area to the north before interstate 95 was built. People also forget that Incyte was a department store for Delaware constituents before its current use. This was never just a neighborhood road.
20	If lights are added along path or sidewalks, please no bright or LED lights. It's bad enough having the bright lights from Incyte shining in our house!
21	I would be in favor of a traffic circle at Alapocas Dr and Augustine cut off to slow traffic down instead of a tread fix light.
22	What about the fence behind 202 to keep the deers off the street?!
23	I see no mention of reducing the speed along Augustine CutOff. During the presentation, I heard it said numerous times that speed is a problem. The posted speed on Park Drive just beyond 202 and ACO is 25mph. The posted speed as you cross the bridge is 25mph. But the posted speed along the residential stretch of ACO is 35 mph. You certainly are not encouraging drivers to slow down by increasing the speed limit on this stretch of ACO.
24	I love the median/median taper options (either one). The road is too wide, and this will slow traffic and have a nice feel to the neighborhood. (Entered by WRA from paper survey)
25	Thank you for considering safety and ways to mitigate traffic/fast drivers.
26	Retain existent, yet provide bumps to slow traffic. Implement direct tie in to both East and West 202. Only, PERHAPS, widen existent pedestrian/bike path adjacent to Alapocas---currently most pedestrian and bikes are using that alignment.
27	We live at 115 Augustine Cutoff and favor the slowdown of the vehicle traffic on the cutoff as well as the shared bike/pedestrian lane but would like less impact to our properties and the use of our driveways.
28	I heard it said a few times that pedestrians don't frequent the corridor. I run the corridor either coming out of Alapocas State Park north of Edgewood or coming out of the park via Alapocas Drive. I have to run with my back to oncoming traffic with no shoulder/sidewalk at some sections. I wear bright clothes, look over my shoulder a lot, and hope for the best. It always feels dangerous. I live in the Triangle neighborhood, and when I don't want to deal with the steep "mountain" in Alapocas State Park on the Northern Greenway Trail, I run ACO. I also frequent the southern section going from 18th Street to Rockford Park via ACO & Wawaset.
29	I am grateful that the project team is working to improve this corridor for use by bikes and pedestrians, as well as, cars. My wife and I plan to eliminate a car and use e-bikes to access locations within 10 miles of our home in the Triangle neighborhood. Making this corridor safer and more accessible would help us and other cyclist and pedestrians.
30	Stop wasting money and trying to "fix " something that isn't broken.

# Augustine.Cut.Off.Phase.8.Corridor.Study

## Open.Comment.Survey.Answers

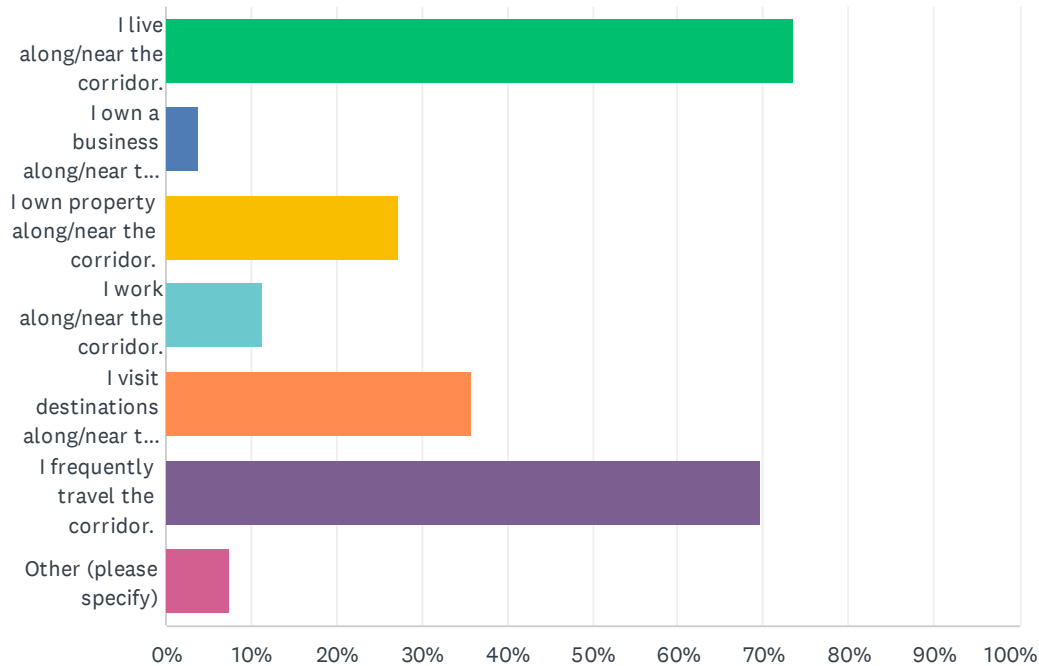
Public Workshop #2 | Held Tuesday, June 10, 2025 – survey open through July 14

31	The "Median Taper" option for the upper portion of Augustine Cut Off is the superior solution. Particularly in regards to driveway access and breaking up the straightness of the road, which helps with traffic calming. As an added bonus, there appears to be more space for street trees along within the curb lawns between pathway/sidewalk and curblane. This is important because there should be some on-street parallel parking added in a few key locations near homes that have short driveways accessing Augustine Cut Off.
32	I am not in favor of giving up my front yard for walkers or bikers.
33	I am in favor of any modifications that "calm" traffic and thereby reduce speed and traffic.
34	I think these design options have been presented in a clear and concise format. I feel strongly that the traffic-calming measures including the roundabout, median, and narrower lanes, will make this road safer for all users. The proposed shared use / bike lane will enable me (and likely many others) to bike to work instead of driving, which will further reduce traffic stress. As Wilmington continues to grow and attract more residents and commuters, it is important to position this road for higher rates of multimodal use. Thanks for working towards a safer and more enjoyable future for Augustine Cutoff!
35	There are only a few minutes a day that the intersection at ACO and Alapocas Rd is problematic that would warrant a traffic circle. The light is fine, adding the median to calm traffic I think is all that is needed.
36	Regarding #6, you described improving the intersection of Stone Hill (which you called 18th St), yet your graphic seems to be about the Cantera/ Incyte intersection. The most important road section is between Cantera and Alapocas Drive where there is NO good shoulder or sidewalk on either side of the road. That is the most dangerous, especially with the pothole that cars swerve to avoid exactly where there is no shoulder or sidewalk. That should be fixed in the immediate future. The North side of Augustine Cut-off between Stone Hill and (18th st) and Cantera already has a sidewalk, but it abruptly ends exactly where many cars are turning into Incyte.
37	It's very important that we can walk from Alapocas down into Wilmington. Adding something safe on the side is important for both walkers and bikers and I think we can share. Thank you for doing this work! We should all be using it more when it is more safe.
38	The draft renderings provided were very helpful. Either of the proposed alternatives for pedestrians/bikers would make a huge difference. Even a simple, no bells and whistles continuation of the current SUP (that runs southbound from the park area at Blue Ball Barn to Edgewood Rd.) all the way to Incyte with a crossing facility at Alapocas intersection would be a 100% improvement over the current partial shoulder. The most dangerous parts for pedestrians and bikers are where the shoulder disappears, as they are then forced into the traffic lane (for example, the recent fatality was in one of these spots around the Alapocas intersection). During nice weather, this roadway is increasingly used for leisure/exercise in addition to those who may use it regularly for daily commuting, dog walks, school, etc. I live on the cut off and we use it several times a day every day (both as pedestrians and motorists) so I realize there needs to be a balance between community use and private landowners, as well as cost and ongoing maintenance considerations. As a resident, I do have some concerns about maintaining areas for trash, deliveries, mail, etc. as these are daily (at least) occurrences. Many residents will also have concerns about the removal of all guest and service parking areas, as not all driveways can fit extra cars, landscaping trailers, utility vehicles, movers, etc., and it is unclear how this will be accommodated without designated pull outs to replace a shoulder. Residents will also want further discussion on the impacts of construction abutting their property. For example, people have mailboxes, gardens, and trees across the easement area and will not want their yards torn up and left a mess to have to be re-landscaped on their own dime. That being said, I do think residents will be supportive overall of losing some frontage in a fair manner to have a much safer street.
39	I am in favor of the round-about at Alapocas Drive. My first choice for ACO is the separated bike lane and sidewalk but understand compromise may have to be made.

40	I'm in favor of providing one sidewalk and bike path, not 2. I'd prefer it be on the southbound lane. No sure a median between north and southbound is necessary and would want to know who maintains it, picks up trash, etc. very concerned with stormwater run off into Augustine Ridge as we've had major problems in the past and currently. Very concerned if the improvement foot print destroys the tree barrier between Augustine Cut-off and the homes in Augustine Ridge. Like the roundabout as it has smaller foot print, improves safety and slows traffic. Very concerned with maintaining the wall entrance to Augustine ridge. What impact will going from 4 lanes to 2 lanes have on traffic? The presentation was very well done and discussion leaders well informed. Need more info on encroachment into grassy and tree areas on both sides of the road.
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## Q1 What is your relationship to the Augustine Cut Off Corridor. Please select all that apply.

Answered: 106 Skipped: 0



ANSWER CHOICES	RESPONSES	
I live along/near the corridor.	73.58%	78
I own a business along/near the corridor.	3.77%	4
I own property along/near the corridor.	27.36%	29
I work along/near the corridor.	11.32%	12
I visit destinations along/near the corridor.	35.85%	38
I frequently travel the corridor.	69.81%	74
Other (please specify)	7.55%	8
Total Respondents: 106		

#	OTHER (PLEASE SPECIFY)	DATE
1	I am a 77yr old woman who bikes 3x week up and down Augustine cutoff.	9/8/2025 8:20 AM
2	I live on the Augustine Cut Off.	8/25/2025 10:54 AM
3	I run and walk the corridor.	8/15/2025 9:35 PM
4	THE CORRIDOR IS A MAIN ACCESS/EGRESS FROM WEST CENTER CITY. ENCROACHMENT BY RESIDENTIAL AND COMMERCIAL (WANAMAKRS, LATER MANSURE-PRETTYMAN, ETC. IS UN ACCEPTABLE. NORTHWEST SIDE OF ALAPOCAS SHOULD BE REQUIRED TO FEED INTO THE INTERIOR ROAD SYSTEM. ROUND-ABOUTS COULD, POSSIBLY, DENY THE TRADITIONAL SHIPPING TRUCK-AND,	8/14/2025 2:47 PM



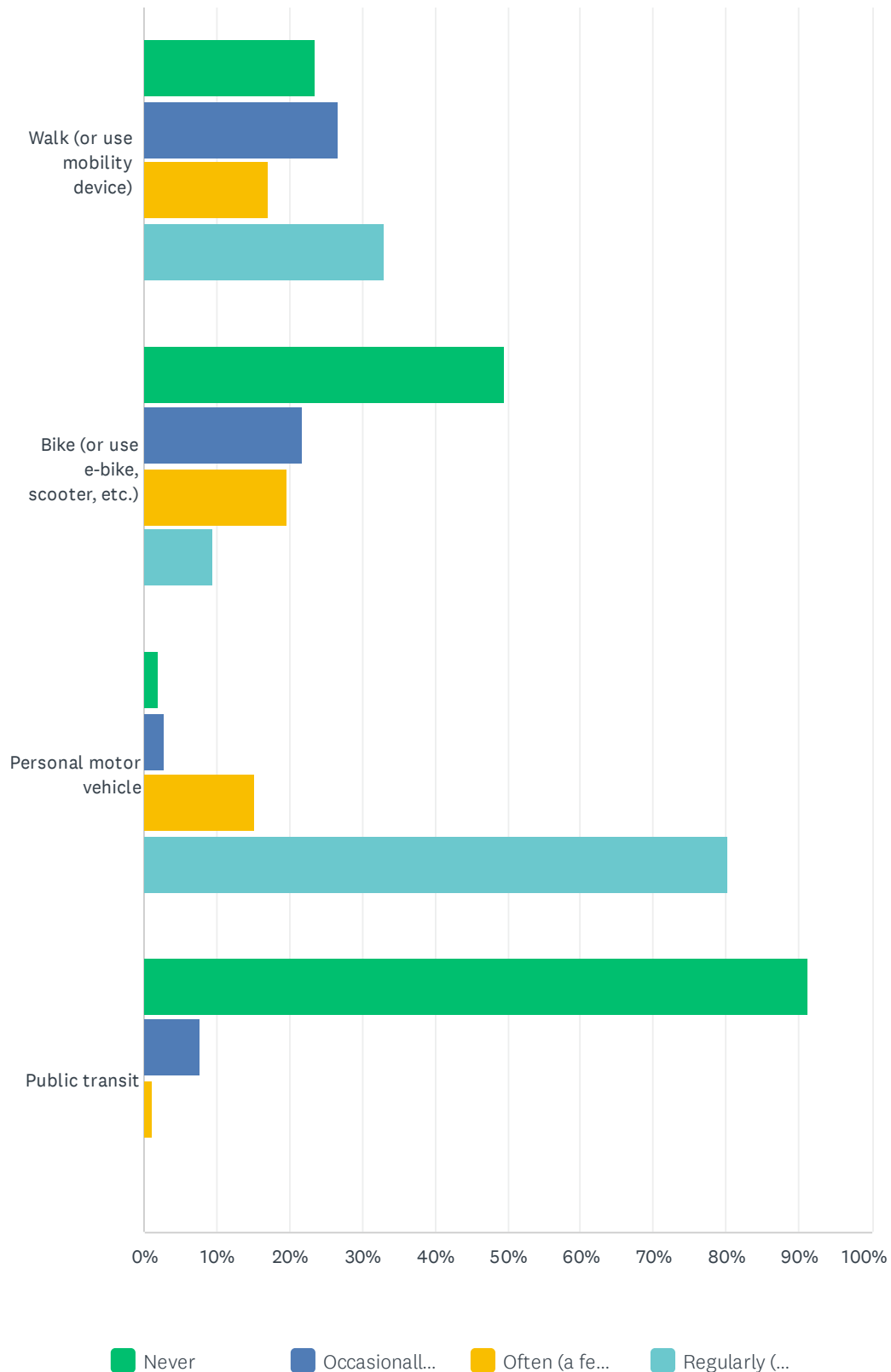
## Augustine Cut Off Multimodal Improvement Study Phase 2 - Workshop 3 Survey

FURTHER, SUCH CONSTRICTED RADIALS SHALL REQUIRE NOISE INCREASING DE ACCELERATION/RE ACCERATION. SUCH RADIALS ARE NOT ALWAYS THE ULTIMATE SOLUTION. STATEWIDE FAILURE IN PLANNING PARALLEL SECONDARY ROAD FEEDS-- BELIEVE VOICED THIS ABOUT AUGUSTINE CUT-OFF AT 1ST HEARING- 2 YEARS AGO ?. INTENDED CUT OFF TO LOVERING AVE EVIDENCED IN YOUR RELEASE OF DESIGN REMAINS PEDESTRIAN UN FRIENDLY. CONCUR ON DENYING LEFT TURN OUT FROM WAWSETT STREET -BACK TO THE BOARDS ON ADEQUATE PEDESTRIAN ACCOODATION FROM LOVERING ONTO DU PONT--MAKE THE T HAPPEN. TOTALLY RE DESIGN AT NORTH END OF CUT OFF ONE MUST BE ABLE TO DIRECTLY ENTER N.W. BOUND 202 TRAFFIC AND I-95 NORTH.----FOR GENERATIONS THE MEANS OF GETTING EAST AND WEST ONTO 202.

5	I live in Alapocas.	8/13/2025 8:16 PM
6	My wife Katy and I live at 102 School Rd and own the lots at 127 and 129 Augustine Cut Off.	8/13/2025 4:26 PM
7	I walk across the corridor to access the Greenway in Alapocas.	8/13/2025 4:08 PM
8	As a Board Member of the Council of Civic Organization of Brandywine Hundred (CCOBH), we take very seriously all activity that impacts the residents and businesses that impact members of the nearly 200 civic associations and home owners associations that we represent.	8/13/2025 11:51 AM

## Q2 How often do you use the corridor and by what modes?

Answered: 106 Skipped: 0

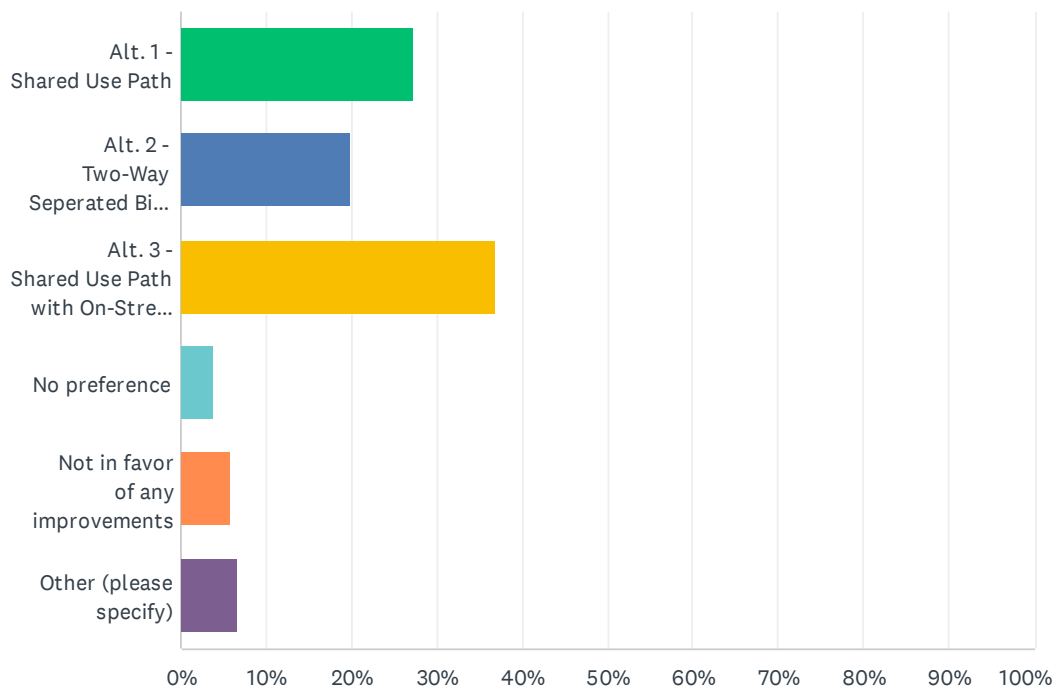


# Augustine Cut Off Multimodal Improvement Study Phase 2 - Workshop 3 Survey

	NEVER	OCCASIONALLY (A FEW TIMES PER YEAR)	OFTEN (A FEW TIMES PER MONTH)	REGULARLY (MORE THAN ONCE PER WEEK)	TOTAL
Walk (or use mobility device)	23.40% 22	26.60% 25	17.02% 16	32.98% 31	94
Bike (or use e-bike, scooter, etc.)	49.48% 48	21.65% 21	19.59% 19	9.28% 9	97
Personal motor vehicle	1.89% 2	2.83% 3	15.09% 16	80.19% 85	106
Public transit	91.21% 83	7.69% 7	1.10% 1	0.00% 0	91

**Q3 After reviewing the plans for Alternative 1 – Shared Use Path, and 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 below:**

Answered: 106 Skipped: 0



ANSWER CHOICES	RESPONSES	
Alt. 1 - Shared Use Path	27.36%	29
Alt. 2 - Two-Way Separated Bike Lane and Sidewalk	19.81%	21
Alt. 3 - Shared Use Path with On-Street Parking and No Median	36.79%	39
No preference	3.77%	4
Not in favor of any improvements	5.66%	6
Other (please specify)	6.60%	7
<b>TOTAL</b>		<b>106</b>

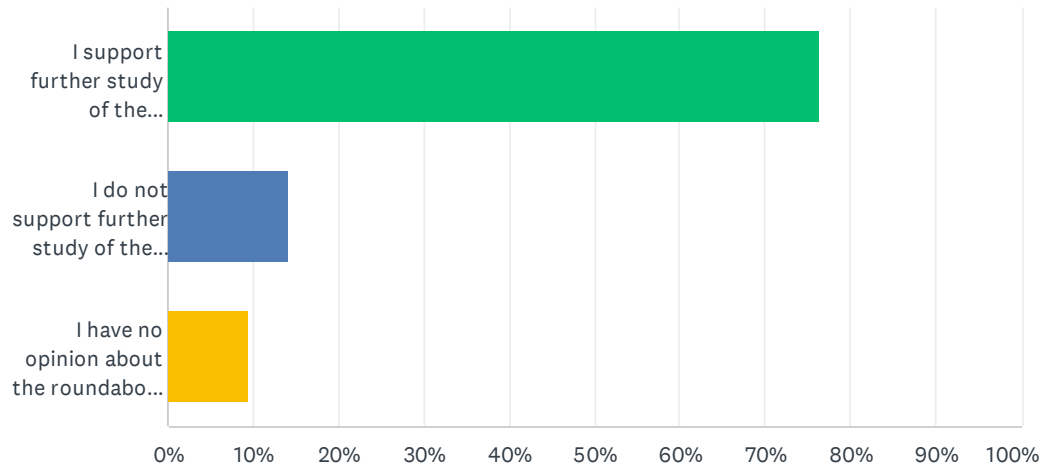
#	OTHER (PLEASE SPECIFY)	DATE
1	1.) expand road shoulder near Cantera drive as this is the only area without a usable path (2) build new path leveraging state land along the 202 road way. This path would leverage already existing state property. The path would connect at the top of Augustine cut off by the stop light, run along 202 & 95 behind Alapocas ridge, and connect at the freeway paths by Abesinio or Lovering	9/8/2025 8:16 PM
2	Alt. 2, but with motion-activated lamp posts on both sides	9/3/2025 8:31 PM

## Augustine Cut Off Multimodal Improvement Study Phase 2 - Workshop 3 Survey

3	Don't feel changes are necessary. I think you're just trying to appease Incyte.	9/1/2025 5:24 PM
4	DELETE MEDIANS AND MULTIPLE SIDE ROAD ACCESS. PROVIDE DENSE ARBRE VITAE BOTH SIDES WHO REALLY WALKS ACROSS TO MEET ALAPOCAS PROPER ? GOOD FIRST SHOT ON GETTING TO SALLIES' STADIUM. CROSS OVER ?	8/14/2025 2:47 PM
5	I think that Alt 3 is a great option and brings in all the comments suggested by the community	8/14/2025 12:05 PM
6	No parking space required	8/14/2025 9:55 AM
7	Two or three	8/13/2025 6:02 PM

**Q4 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.**

Answered: 106 Skipped: 0



ANSWER CHOICES	RESPONSES	
I support further study of the roundabout concept as a potential solution for this intersection.	76.42%	81
I do not support further study of the roundabout concept.	14.15%	15
I have no opinion about the roundabout concept.	9.43%	10
TOTAL		106

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.	
Open-Ended Response	
1	Why is there was no mention of the pedestrian fatality that occurred on Augustine Cut-off near Edgewood Road in March of 2023? That makes two fatalities on this dangerous road in a heavily residential area with two nearby schools in two years.
2	Roundabouts are always a great idea!
3	I support pedestrian centered solutions
4	This would be such an exciting improvement for me- I would walk so much more to work and maybe so would my clients!
5	My household just purchased an e-bike to use as a car alternative, a separate bike lane would not only be more harmonious to pedestrians and cyclists, but it would help change attitudes of drivers if they see more designated bike lanes (and more cyclists), they will have more awareness of cyclists and safety in general and potentially be more willing to share the road on other streets. It would have a bigger benefit than just Augustine Cutoff. This attitude shift would help me e-bike more and drive less. Thank you!
6	My family uses this corridor daily and it's wildly dangerous currently for pedestrians, runners, and bikers. We strongly support your proposals!! Also would love a roundabout at that funky intersection.
7	We can't afford to use our valuable space for roadside parking!! I'm all in on the shared use path and roundabout. What great concepts! This is thinking the right way to set up Wilmington for long term success.
8	Money would be better spent extending and connecting Brandywine Park with Brandywine Creek State Park
9	The new draft for the 3rd alternative strikes a good balance between needs of pedestrians and needs of homeowners on the cut off. It provides a safe space for walkers and bikers while retaining parking and delivery areas and minimizing property damage of existing landscaping. The partial sidewalk for residences on the NB side with dedicated cross walks will also improve safety for those on the opposite side of the shared use path.
10	First of all, preparation was superb by the team for this meeting. Alternative #3 looks to be an approach to resolving community concerns about traveling on the road, balancing the interests of those traveling through our neighborhood with the resident and property owners who live there 24/7/365 and will have to live with the result of whatever design is used. Two upgrades suggested: a. By eliminating the right turn lane into Incyte across from Cantera and by rounding out the turn into Incyte, one can line up with bicycle path with the bicycle path coming into the project scope area from the southwest and avoid impacting the trees in the Conservation Easement, which has already been reduced in size because of the HQ building. At the northeast end of the scope area on the northbound side of the road, sidewalks are proposed which represent up to 14' of impacted area to theoretically serve four homes for handicap access. By moving the crosswalk from the north to south side of the Edgewood intersection can eliminate the need for about a fourth of the length of the impacted area. With the access of this walk and another crosswalk to the northeast side of Rock Manor Road, this eliminates the need of this section and the impact on the neighborhood which would result. In the case that the access for these three or four homes are ever needed, better solutions less damaging to the neighborhood could be developed by that individual homeowner which the homeowner would likely prefer as being less damaging to the property value of these very attractive properties. In general, DelDOT should be looking to always maximize what can be done within the existing footprint of the road before considering any expansion. This follows a "minimum essential" philosophy that works effectively and economically in private industry and would be a good philosophy for DelDOT to pursue to minimize environmental damage while minimizing capital requirements for improvements (in an era where it appears less capital will be available).
11	Help make the right turn from 18th onto Augustine Cutoff less sharp and lessen confusion when turning left onto 18th.

12	You will considerable decrease my property value if you make these ridiculous changes. There is no reason for any of it!!
13	Please do not install the traffic circle. It is not good for our community as it is the ONLY entrance to our homes. Further, we are an elderly community where navigating a traffic circle to get home each day is a large safety burden on us. Widening the road encroaches excessively and harms the safety and quality of life for the residents of Augustine ridge. This process has not heard what we have to say and the information as well as the surveys are lopsided and not capturing the facts. It feels lopsided and that the residents of our community are being run over by DelDot and wilamco
14	I very much like the walkway at the entrance to Alapocas Drive. I'd like a similar walkway out of Stone Tower Lane - I don't think a bike way is necessary so the walkway could be narrow. At present, the turning lanes in and out of Stone Tower Lane are dangerous for pedestrians. I have rarely seen a bicycle on Stone Tower lane.
15	Our main concern is that there be no median directly across from our driveway as that would dramatically impact our access in and out of our own driveway. For example, if we could not make a left coming out of our driveway, access to the I95 corridor and possible hospital access would be affected. These things would affect our day to day and/or emergency needs. If a median were to be located directly across from our driveway, it would be met with a strong resistance by us.
16	Street parking for the residents important. Often vehicles are parked on the shoulders.
17	I want to make sure houses on the block between Stone Hill and Cantera have room to park on street. Driveways are very small and there is no parking across the street. If too much of the shoulder is eliminated, there will be no place for a second car or for visitors coming to our houses to park.
18	My over all observations of traffic circles are that a lot of drivers don't know the laws and rules of traffic flow in and out of a circle. I am concerned of the pedestrian crossing as well pertaining to drivers not know the law as well.
19	As long as there is a pedestrian or shared use path that makes walking and running the corridor much safer, I'm not concerned about the traffic details (median, parking, etc.)
20	I am a resident of Edgewood Rd and use the right-turn lane on a daily basis. Frequently, I must stop in this lane to allow pedestrians and cyclists to pass before completing my turn. If the turn lane is removed, I am concerned that, combined with the presence of impatient drivers, this location could become a significant safety hazard.
21	I do not believe that a roundabout rather than a signal at Alapocas Drive and the Cut-Off will slow traffic. Rather I believe it will encourage drivers to be aggressive.
22	Very nice presentations by Dave Gula and his immediately following assistant-the latter certainly considerate coming over and listening to my pleas.
23	The separate bike lane would be so awesome! Wilmington has a severe lack of good biking infrastructure and alternative 2 would be great for cyclists. My ideal Wilmington would have alternative 2 type streets all through the city. Alternative 2 communicates that the city welcomes alternate forms of transportation and is willing to prioritize them at or above the same level as cars, which is a great thing!! Alternative 1 would be better than the current road setup but I see 3 problems with it: 1) The cyclists will be forced to dodge pedestrians while climbing and descending the hill which will annoy cyclists and pedestrians and could endanger both. 2) The pedestrian walkway/shared use path has less space separating it from the road than alternative 2, making the pedestrians feel less safe and less comfortable. 3) The road lanes/shoulders are not as narrow, meaning cars will feel comfortable going faster (which would add to the pedestrians' feelings of danger and discomfort). Alternative 1 seems to be sending the message that non-car travellers are allowed and somewhat welcome to use the space, but that they're not a priority. It says that cars are priority 1 and "everything else" gets the rest. Alternative 3 is by far the worst idea. The parking it would provide is unnecessary, and because it likely wouldn't be utilized, it would make the road feel much wider than in either of the other options, meaning cars would feel comfortable speeding through that area. If the parking was utilized, it would hurt visibility and cause traffic when people are parking. It is by far the ugliest option, having much less greenery, and clearly sends the message that cars the preferred and expected



	method of transport and anything else gets shoved to the side. Please please do not go with this option. In summary, please choose alternative 2 as it allows for cars, cyclists, and pedestrians to all use the road in the best and safest way possible.
24	I am <b>STRONGLY AGAINST</b> the idea of adding on street parking along the Cut Off. The whole goal of the proposed improvements is to reduce conflict points that lead to dangerous interactions between vehicles and pedestrians, and adding street parking <b>ADDS</b> a new conflict point. People would be exiting their vehicles as the traffic a mere couple feet away (at most) speeds down a fairly steep downhill grade. Even with narrower roads and lower speed limits, people will still drive too fast (which is why we separate pedestrians from vehicles in the first place). The proposed parking would also reduce traffic flow and visibility. Furthermore, the parking is wholly unnecessary since there are no businesses along the route, so the parking will only be useful for the homeowners directly on the road and <b>MAYBE</b> as overflow parking for Sallies and Wilmington Friends during sporting events. The idea of tax payers paying to build and maintain parking that would only benefit a handful of homeowners and potentially 2 private schools while also harming the overall design of the road improvements is, honestly, crazy to me. On another note, as a civil engineer and local cyclist I imagine that the shared-use path design will continue to be the most popular, as the vast majority of people don't really understand why you would want/need a separate bike lane. I humbly request that even if Alternative 1 continues to be more popular than Alternative 2, WILMAPCO strongly consider Alternative 2 anyway. The Cut Off is a steep grade, and having bikes travel downhill at high-speeds on a shared-use path with pedestrians will cause conflict and could even lead to accidents and injury. There is really no benefit to Alternative 1 over Alternative 2, but people will most likely continue to generally favor that one as the general non-cycling population lacks the experience to understand why and when separate bike lanes are important.
25	Great presentation
26	I live on AOC and the bicycle traffic is negligible. If I see 10 bikers a week, it's a lot. While a path is needed for safety of walkers, I think that this is mostly a waste of money for a dozen people's benefit. In the previous meeting we discussed the speeding along the AOC. It is common to see cars greatly exceeding the current 35 limit. In the evening, speeding of over 60 is common; yet nothing in your proposal to change this behavior.
27	Roundabouts are proven to increase safety and flow of traffic. The middle can be used to add beauty by adding native plants which are self sustaining.
28	Model 3: The shared bike walking "trail" should be made visually more attractive. Proposed trail is 12 feet (not 10 feet as through the park). A visually attractive stamped asphalt or concrete for the trail should be considered (not just for the parking areas). The discussed speed limit of 25MPH sounds like a good solution to match the park and bridge traffic speed and slow down speeding. Turning into driveways will be more difficult. Mail service (mailboxes) should be moved from the street to the front doors.
29	I think the corridor works well. A bike lane would be helpful.
30	The central median with trees will encourage speed reduction.
31	Great materials!
32	[We] very much appreciate all the time and thoughtful work your team has put into this project. We prefer Alternative 3 with a request for one modification. We very much like the way Alternative 3 addresses Augustine Cut Off; however, we think bringing the bike path in from Augustine Cut Off and along Alapocas Drive to School Road may take too much greenspace from our corner lot along Alapocas Drive and will take too many trees and too much lawn from our neighbor at 100 School Road. Is it possible to have the bike path end in a manner similar to the way the bike paths will end in Alternative 3 going into Edgewood Drive at the other entrance to Alapocas?
33	Alternatives 1 & 2 will beautify the roadway AND more importantly really enhance safety.
34	Presentation was well done. Questions were answered well.

# Augustine.Cut.Off.Phase.8.Corridor.Study

## Open.Comment.Survey.Answers

*Public Workshop #3 | Held Tuesday, August 12, 2025 – survey open through September 10*

35	My major concern is the pinch point for walkers and bicyclists on Augustine cut off between insight and Alapocas Drive. I would highly recommend re-stripping the road to allow for additional space between automobiles and pedestrians/bicycles immediately. Drive.
36	Although I prefer Alt. 1, because Del Dot only mows lawn, trees and more extensive landscaping places an unreasonable burden on the residents of the corridor. The most logical is Alt 3.
37	I most prefer option #1 because I think a shared use path would be most useful regardless of whether people are walkers, runners, or cyclists. Maybe this is a situation where few people bike today because there is no path, but I'd be disappointed if a dedicated two-way bike lane was built but did not see much use. Regarding option #3, I am concerned that a lack of median may not calm traffic as effectively as options 1 or 2. I also would be worried that if a sidewalk is not added to both sides of the road now, there may be more resistance to installing them at a future point in time (e.g. "We already have one sidewalk, we don't need another!"). I would prefer to have as many facilities added upfront so that there is less opposition to adding them in the future. I definitely am intrigued by the 18th St. roundabout concept, and would like to see this idea explored in more detail! Overall this is all very encouraging. I have a newborn baby at home, and I am excited at the thought of being able to safely take him along on bike rides on Augustine Cutoff in a few years!
38	very thorough, inclusive review of the process -transparent re elements and how feedback was incorporated into the subsequent design
39	Materials totally on point! My compliments to the Power Point wizard(s) who put together the slides /presentations.
40	PLEASE go with a roundabout as opposed to a signaled intersection! All the numbers point to roundabouts being much more efficient at moving people, and at slowing traffic.
41	Do not support a landscaped medium. Only support walkway/bike path on Incyte side of the road.
42	I'm all for traffic calming measures, roundabouts, and protected bike lanes. Slow cars down and provide intentional alternatives to cars
43	Thank you for considering so many options.
44	I love roundabouts, protected bike lanes, and reducing driver comfort! The more Dutch urbanism, the better. Use "clinker" bricks wherever roads cross pedestrian and bike paths and keep surfaces consistent for bike paths and pedestrian paths so vehicles experience more discomfort when leaving the roadway, like in the Netherlands. (Watch "Not Just Bikes" on YouTube for more Dutch urbanism.) Thank you for putting pedestrian and cyclist safety ahead of car comfort!
45	I think that'll turn it of three is probably the best for this structure road since there's not that much space
46	I think Alternative #3 is the most sensible alternative for all the stakeholders in this endeavor. It will also cause the least disruption to property and nature
47	I do not want a 12 foot swath through our front yard
48	In alternate 3, I would ask the team to consider shifting the road more towards the wooded area between the section of Cantara road and Augustine Dr. to alleviate the intrusion on the 5 homeowners on that strip. The other side is open land and would make sense to take property from that side of the road.
49	There is ample space on the side of the street opposing the houses. This land could be used without effecting residents. People also drive too fast on this road and bringing more foot and bike traffic is quite dangerous without addressing this first. Ideally, the speed limit should be lowered and speed bumps in place. I worry at the speeds people go down the road (much faster than 35mph) that adding more for traffic will result in more auto-ped/bike accidents
50	Although nice, concept 1 and 2 use quite a bit of land from the residents. Goal can be accomplished without taking as much land from them

# Augustine.Cut.Off.Phase.8.Corridor.Study

## Open.Comment.Survey.Answers

*Public Workshop #3 | Held Tuesday, August 12, 2025 – survey open through September 10*

51	I live on Augustine cut off there is no way that cars parked in the median will be safe. They will get hit just like the my mailbox, cars flipping over in my front yard and a deadly hit run. You need street lights and cameras. The road is too busy for pedestrians to walk or bike. The round about will never be wide enough for a bus just like the 18th street needed to be changed. You are asking for more deaths. I am opposed to the entire expansion of this Augustine cut off
52	1 and 2 are awful ideas. 3 is ok. I feel 8t doesn't need to be modified
53	I bike up Augustine Cutoff using the sidewalks for safety. I continue on the wide shoulder past the first 3 homes until the 4th home at the end pinch point where the shoulder disappears. There I continue with great caution. I keep my eye on the oncoming traffic and the large rocks to my left. Always calculating an exit. Which means trying to avoid being run off the road by an errant driver as I bike on the line. Falling to the left onto the grass presents the problem of hitting the rocks and subsequent painful fractures. Please don't wait to solve this 30 yard critical safety problem at the pinch point. One death is enough. Thank you
54	While I still feel that most of this project is a solution in search of a problem Alternate 3 gives me hope. However, in each public workshop the first thought seems to be to add width and lay asphalt, and with each additional foot of width that is paved established landscape and the residential feel of the Cut Off is further eroded. As an example, Alternate 3 proposes a 12' wide shared use path yet at each end it connects to shared use paths that are no more than 8 feet in width. Why would we use 4 additional feet of width in creating a 12' wide swath of asphalt in a residential area when it joins existing 8' wide paths at each end? The other item I struggle with is that at each workshop and throughout the studies the number 1 issue along the cut off seems to be the average speed of vehicular traffic. Again, in keeping with the advisory nature of this project reducing the posted speed limit to 25 mph should be included and the use of "speed cushions" should be proposed. When this was mentioned in the workshop the response was that DelDot would probably not approve them. I would suggest that both be included and let the public hearings with DelDot take their course. If you don't mention them here they will never get a "public" hearing or due consideration. As stated at the last workshop the Cut Off is a unique arterial to the city as it still has a significant residential component. As such, it deserves special considerations in maintaining the residential nature of the neighborhood.
55	-Do not favor changes without homeowners of Augustine Cut Off priority. -Appreciate the State Police Representative. Lack of enforcement is a critical concern. -Outstanding emotional intellect by presentors. -Would like to see the detailed data previously requested.
56	Only area requiring adjustment is next ti cantata drive/ Augustine ridge

# Correspondence

Please find my input to the Augustine Cut Off Multi Modal Study, organized in these sections:

- I. What is the Problem that the Augustine Cut Off Multi Modal Study Should be Focused?
- II. So Here are the Real Traffic Problems with the Augustine Cut Off
- III. The Third Alternative Proposal for the Augustine Cut Off Modifications, Designed to Address All Real Problems
- IV. Community Damage & Harm Caused by DelDOT's Current Proposals
- V. ....And There is This.....
- VI. Summary
- VII. Recommendation

**I. What is the Problem that the Augustine Cut Off Multi Modal Study Should Be Focused?**

During the earlier Augustine Cut Off Multi Modal Study, accident data for the Augustine Cut Off were presented from Delaware accident data from the period of time from 2005 through 2022, as follows:

- i. Vehicle-Vehicle Collisions: 554
- ii. Collisions Involving Bicycles: 1 (0 in the scope area being discussed in this project)
- iii. Collisions Involving Pedestrians: 1

As can be seen, the actual problem on which focus should be placed is how to reduce the speed of vehicular traffic on the Augustine Cut Off (hereafter "ACO") through the area of scope for this discussion and for this proposed project (Part 2 being on the ACO from Cantera Drive to Edgewood Road). Yet, even the name of the project reveals a focus is elsewhere from the real, demonstrated problem of vehicular traffic. It also suggests that the design focus is not on the real problem; in order to offer real solutions, one needs to focus on the real, actual problem.

**II. So Here Are the Real Traffic Problems with the ACO: Substantive Justifications for Upgrades:**

- a. Need to slow down traffic to reduce vehicle-vehicle collisions, especially at Intersections: The root cause of the frequent incidence of vehicle-vehicle collisions documented by actual data above is higher, unsafe speeds driven

on this road. To address this issue, identify and execute approaches to calm traffic and reduce average and median speeds through this area.

b. Survey Respondents (Cyclists) Feel Unsafe when riding on the Augustine Cut Off (hereafter ACO):

Survey respondents have answered that they feel unsafe when riding their bike on the ACO through the Scoped Area and this view should be factored into any decision. High speeds of vehicular traffic, above the posted speed limit, appear to be the root cause of these concerns, along with riding in proximity to the vehicles in specific locations. Meaningful vehicular speed reduction would address the concerns of the cyclist responders.

However, it should be noted that their concerns are not justified by the accident data cited above. While cyclists may feel unsafe, the data cited above show that cyclists have been riding safely on the ACO for the past 20 years with the street as it is, even if they don't believe it.

**III. Third Alternative Proposal for the Augustine Cut Off Modifications Designed to Address All Real Problems:**

Addressing the actual problems documented here for the ACO can be met with the following project simple project design, at the most economic terms possible, while avoiding the substantial, unnecessary environmental degradation of the neighborhood surrounding this street for the two DelDOT proposed Alternatives. Using the existing footprint of the existing road, requiring no expansion, meets every need confirmed by actual data.

Using the existing surface, re-center the road in the middle of the existing paved surface. At the intersection of Alapocas Drive and the ACO, adjust the "center of the road to free up additional road surface on the north-west side to allow for bicycle and pedestrians, as cited below.

Travel lanes: Create two 10' vehicle travel lanes (according the the NACTO standards where traffic calming is required), employing "traffic separation devices" used by DelDOT to separate the north-east bound from the south-west bound traffic. Use rumble strips on the sides of the lane to indicate clearly when cars encroach on the adjacent lane, which will be for bicycles and pedestrians.

Bicycle-Pedestrian Lanes: Utilize the existing, remaining 10' of width on either side to create pedestrian and bicycle paths, which provide more space for unidirectional traffic than is provided in the park path, to which his modification will be connected, for two-directional traffic; in addition, it is substantially wider than the corresponding area to which this project will connect prior to going over the Brandywine Bridge.

By limiting use to the existing road footprint, all of the of the significant environmental damage and “livability” issues created by the two DelDOT proposals (Alternatives 1 & 2), can be mitigated with this more modest proposal while addressing the legitimate issues raised and justifying some remediation on the road. It avoids the “Solution in Search of a Problem” raised by significant environmental and livability issues for those living along the Cut Off while solving no actual problem.

The downsides of DelDOT’s current Alternatives are highlighted next.

#### **IV. Community Damage & Harm Created by DelDOT’s Current Proposals:**

While there is no actual safety justification whatsoever for the bicycle and pedestrian trails as currently proposed for both Alternatives 1 and 2, they would create substantial environmental damage to the community around the ACO, degrading the quality of life and residential setting for the residents:

- a. First and foremost, the two proposed DelDOT Alternatives 1 and 2, in spite of their claim that there is “no environmental damage”, will cause significant environmental damage, require the removal of between 50 - 100 mature trees (which will significantly degrade the “residential atmosphere” to our community) and, in addition, will pave over about a football field of area of green space (more for the Alternative 2). Given the small total space available, this represents a significant percentage of the green space in the neighborhood that will be paved over and stripped of trees. A large percentage of each home’s front yards will be paved over, with many barriers reducing street noise stripped away, all to create over-sized paths resulting in no actual safety improvement. The Working Group needs to come clean with measures about how much green space will be destroyed, based upon their plan and surveys, with the actual amount of green space that will be paved over for each Alternative as well as a census count of the number of trees to be bulldozed to allow the

Working Group data on which to consider the credibility of the DelDOT claim of “no environmental damage”.

- b. Several unresolved “livability” issues are raised by either Alternative, which would present trash collection, mail and package delivery, parking for maintenance services, etc. It is incumbent upon DelDOT and the working committee to create those solutions to ensure that those services would remain available in our community as they are to all other Delaware homeowners. To date, it hasn’t happened.
- c. Loss of parking adjacent to our homes will reduce visitor access to our homes along with access to necessary maintenance services.
- d. Evidence of over-design can be illustrated by the bike path width (at 12 feet) in Alternative 2, which is vastly wider than the actual use would suggest or justify. I was informed that the justification for the width relied on following the NACTO (National Association of City Transportation Officers) standards (“We design and build following the NACTO Standards”). However,
  - i. the lane width proposed for both Alternatives 1 and 2 do not meet NACTO standards for traffic slowing and traffic calming (the NACTO standard being 10 feet as compared to an 11 foot width proposed by DelDOT for both Alternatives),
  - ii. the path through the Blue Ball park, to which this project connects at its north-east end, has a path of about 8-9 feet wide (far narrower than the NACTO standards) for both directions of both bike and pedestrian traffic, without any history of safety issues and
  - iii. the lanes to which this project will connect at the south-west end going over the bridge will use lanes far narrower than the NACTO standard.

It appears that the use of the “NACTO standard” width represents more of an excuse to build an over-sized bike trail rather than defining a real need, since the same standards appear to be ignored elsewhere (including the slowing of traffic which is the real problem to be solved) and the failure to use them has not resulted in safety issues, based upon a quarter century of the Park Path and decades for the Brandywine Bridge.



- e. Most aggravating, the portion of either project between Edgewood to Alapocas is completely unnecessary, even if there was an actual safety justification (which there is not). One block over, running parallel to the ACO, is School Road, which has been evaluated as a “green” path, suitable for inexperienced bicyclists. If one were truly concerned about the safety of riding along the ACO, would not you just pop over a short block away at Edgewood and the Cut Off, ride on “green” School Road, then re-enter the Cut Off at Alapocas Drive, a few hundred feet from Cantera (the other end of the project). All of the environmental damage between Edgewood and Alapocas could be avoided by simply using a nearby route which is available today, at no cost and with no environmental damage required. Why wouldn’t you simply use School Road? Why is a redundant path required?

**V. And Then There is This.....**

Letter from the then Secretary of Transportation Ann Canby to Counsel representing the Augustine Cut Off Residents, dated June 26<sup>th</sup>, 2000:

*“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.”*

The intent of this commitment made by the then Governor of Delaware and the then Secretary of Transportation could not have been clearer. This series of meetings already violates this commitment as it initiates an expansion, especially given the Alternatives proposed. What should regular citizens think about the Governor and DelDOT Secretary who breach a clearly stated promise made by the Governor and DelDOT Secretary?

## **VI. Summary:**

We have shown that the actual problem that we should be dealing with is higher than the posted (or safe) vehicle speed on the Cut Off. That is the only problem which has been verified by actual accident data.

Yet, reducing vehicle speed appears to have taken a “back seat” (pardon the pun) to creating over-sized bicycle and pedestrian paths that address no demonstrated problem, based upon actual accident data. Yes, some riders may feel unsafe and may be intimidated by the nearby traffic, but that can be addressed by traffic slowing and calming (use a “NACTO standard”, 10’ lane width as a start, not the proposed 11’ lanes) and separate the lane for vehicles and for pedestrians and bicycles where the shoulders currently are.

The proposed Third Alternative addresses all problems that have been demonstrated using actual accident data.

Other claims, such as “better safety for cyclists” and “heavier future bicycle traffic” have no actual support in any data studies, zero, nada. There exists not a scintilla of data to support any trend for higher use of the ACO by inexperienced cyclists, with or without creating Alternative 1 or 2.

What has been presented is a conceptual design for a Third Alternative, avoiding both the environmental damage and a degradation of the quality of life on the Cut Off while addressing every verified, actual problem that has been raised by anyone (and verified by hard data).

## **VII. Recommendation:**

Create a design of a third Alternative which uses effectively the existing footprint of the Augustine Cut Off around the proposal provided in this note, using lane width (and other additional tools, if needed) to slow and calm traffic while using a portion of the existing shoulder to provide bicycle and pedestrian paths separate from the vehicle paths.

**From:** Denis Dowse  
**Sent:** Wednesday, June 11, 2025 3:02 PM  
**To:** Dave Gula <dgula@wilmapco.org>  
**Subject:** Augustine Cutoff Multimodal Improvement Study

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Good afternoon Dave,

I was a pleasure meeting you last evening. It was also very enlightening listening to the feedback you received from some of the concerned residents regarding the possible changes being considered for the Augustine Cutoff.

I look forward to working with you and representing the interests of Brandywine Hundred residents as a board member of CCOBH.

Best regards,

Denis Dowse, Corresponding Secretary  
Council of Civic Organizations of Brandywine Hundred

Sent from [Outlook](#)

**From:** XXXXXXXXXXXXXXXX

**Sent:** Wednesday, June 11, 2025 8:20 AM

**To:** Dave Gula <dgula@wilmapco.org>; Office of Governor Matt Meyer  
<govcomm@governor.delaware.gov>

**Subject:** Augustine cut off

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Dave !

Kudos on heading the presentation yesterday.

My recommendations still stand.

- Despite the Engineer's commenting that the preferred eased access under rail and to the Sallie's stadium is too expensive---we've heard far too long on other proposals that such is too expensive. Most proposals are "too expensive" until the right political pay backs are asserted. Note the Alappocas residential infill to the Augustine Cut Off. Typically, local political influence has permitted poor County Control and accommodated. The Feds should intercede by killing all Federal grants. Locals will have to start paying for such growth.
- The East end of the Cut Off must be re designed to allow direct access to both North 202/South onto both directions for I-95. God Bless Incyte for transferring growth (marketing) to down town Wilmington. The Cut Off should remain, and be enhanced as the prime arterial to the above mentioned Inter States. Local neighbors should demand Friends new Elementary onto their earlier site. WILMAPCO must continue to intercede on Land Use-the Governor with You on Sussex County residential growth.
- Don't believe pedestrian access at the foot of the Cut Off to Lovering has been resolved. Sorry, if I had missed it.

Thanks Again XXXXXXXXXXXXXXXX

**From:** XXXXXXXXXXXXXXXX

**Sent:** Thursday, June 12, 2025 5:11 PM

**To:** Dave Gula <dgula@wilmapco.org>

**Subject:** Feedback on Augustine Cut Off Improvement Study

Dear Mr. Gula,

I wanted to take a moment to thank you and your team for the work on the Augustine Cut Off Multimodal Improvement Study. The proposed changes are thoughtful and well-balanced. They clearly prioritize both safety and aesthetics, and I believe they'll have a meaningful, positive impact on the corridor and surrounding neighborhoods.

As a nearby resident and regular user of Augustine Cut Off, I'm particularly encouraged by the pedestrian and bike access improvements, as well as the efforts to calm traffic and enhance the visual character of the area. It's great to see this level of care and planning brought to such an important gateway.

Please consider this a note of support, and thank you again for your efforts.

Best regards,

XXXXXXXXXXXXXXXXXX

XXX School Rd, Wilmington, DE 19803

## **Input for Planning for Third Public Workshop on the Augustine Cut Off Multimodal Improvement Study, Phase II**

Submitted by XXXXXXXXX – Resident Augustine Cut Off

The next meeting of the Augustine Cut Off Advisory group has now been scheduled for July 24<sup>th</sup>, 2025. According to the meeting notice, the meeting participants will:

*“.....develop a concept design for Augustine Cut Off that makes the street safer for everyone, whether walking, running, biking, rolling, or driving. This meeting is the next step towards that goal, so we hope to have all AC members present to review and discuss the comments received on the proposed concepts so we can prepare a preferred concept for the corridor. “*

First of all, I will point out again that there have been no identified safety incidents involving biking, rolling or running on the Cut Off for two decades. Things can be made more convenient for bikers, runners and those rolling, but will not become safer.

All of the safety issues involve vehicle-vehicle issues, save a recent one involving a vehicle and a pedestrian. For this exceptional case, there remain questions about speed, alcohol use and location of the pedestrian for which the report is not yet issued. WILMAPCO and DelDOT continue to claim “improved safety” (who can be against that), yet there remains no data, zero evidence, that any of the current proposals will improve safety, other than for vehicles, where vehicle speed is a central issue. Convenience yes, but not safety.

Be that as it may, if the Working Group is to focus on a “preferred concept” while ensuring that the best option is not overlooked, it would be advisable to have the full gamut of options from which to select. Alas, that has not been the case to date. Only the most ambitious project concepts have been advanced while simpler, more pragmatic, less expensive and less provocative projects have yet to be discussed or even mentioned.

As we are at a decision point, I now offer, again, a third alternative to avoid the significant amount of controversy, environmental degradation of the area and the higher, unnecessary capital costs which could cause funding delays engendered by the existing options:

**Use existing footprint of the ACO to create the multi-modal paths:** The obvious option is to use the existing footprint of the street to create amply sized multimodal paths, employing a street design which is used broadly across Delaware for roads accommodating cars, bicycling and pedestrians. As this design would fit within the existing footprint of the road, it avoids the significant environmental destruction and other controversies created by the existing WILMAPCO-DelDOT promoted options:

- a) Narrowing the vehicle travel lanes from the 12 foot lanes (similar to those used for Interstate Highways to accommodate high speeds) to the NACTO standard width of

10 feet used where traffic calming is desired. This creates 4 feet of additional space to be used to broaden shoulders for multi-modal pathways (see below). The design can include either the roundabout or traffic light options.

- b) Use the existing shoulder (plus the 4 feet) to create multi-modal paths for cyclists and pedestrians. Again, this design is used broadly and often across Delaware.

This design would be consistent with the street design originally specified by the legislation for the Blue Ball Project as contained in a letter from Representative DiPinto to Mr. Wutka (then DelDOT Director of Planning) on February 24<sup>th</sup>, 2000, directing DelDOT to modify the streets included in the Blue Ball Project scope following these guidelines, to wit :

*“As stated throughout the planning process, it is important that this road system (including the Weldin Road link) be appropriate in scope and design: a two lane road with ample shoulders marked for bicycle and pedestrian use, modest speed limits and warmly landscaped. While we are hopeful that the Greenways representatives remain focused on these issues, it goes without saying that the Augustine Cut-Off, including the existing stretch of road leading out of the City, should be designed and constructed accordingly”.*

This direction was obviously not followed; otherwise, this current series of public meetings would be unnecessary.

Nevertheless, this direction was sound in February 2000 and remains sound today. This legislated design, carefully negotiated through the series of public meetings for the Blue Ball project which included a much broader span of options than this current process, successfully identified common-sense approaches for the Cut Off and the entire project.

Please develop a design option or options, following the outlines provided above, so that pros and cons of a wider range of options can be reasonably considered beyond the narrow set of options reviewed to date. This enables discussion of the most obvious, common-sense option, meeting much more economically all verified project goals while avoiding unnecessary controversies.

Best Regards,

XXXXXXXX

Advisory Committee Member & Resident on the Augustine Cut Off

**From:** XXXXXXXXXXXXX

**Sent:** Friday, July 25, 2025 7:38 AM

**To:** Dave Gula <dgula@wilmapco.org>

**Cc:** XXXXXXXXXXXXX

**Subject:** Question from Last Night's Event Regarding Your Proposal for Short-Term Additional Paving

Mr. Gula,

let me please repeat my comments that you and your team did a terrific job developing that Third Alternative well in a very short period of time. Thank you.

The Third Alternative should be an alternative that the entire community can get behind, addressing the Project Goals while avoiding almost all of the serious negatives of the other Alternatives while providing a better passageway through our community..

Again, very well done.

My question: your team proposed to do some paving along the Northbound side of the Cut Off from Cantera to Alapocas Drive ahead of any decision on the road.

I had understood that there was paving planned at the Corner House at Cantera and the ACO which appeared on the Phase I plan, but it appeared to me to be 3' or so additional space to provide a bit more of a shoulder at a pinch point which ends just NE of that house as the majority of the stretch of the ACO has an ample shoulder from that point to the intersection (where the turn lanes take over). I believe this pinch point was exacerbated when the additional left turn lane was added a few years ago.

Given the Third Alternative may reduce significantly the additional paving required, I am hoping that the paving that you have suggested would not exceed, ahead of any decision being made, to what is the minimum needed to address a short term problem while not exceeding what a future Third Alternative would require (to avoid unnecessary loss of green space for that resident).

As you requested, I am posing this question to you to get more clarity around the proposal as the minimum essential paving would be reasonable (and I thought already in the plan) but significantly more might cause a concern.

When you get a chance, please provide some additional clarity as to the specific plans for the paving that was referred to generally as being "from Cantera northward towards Alapocas Drive".

Thanks and one last time, your team did a fantastic job in the preparation of their work presented at last night's meeting.

Best Regards,

XXXXXXXXXXXXXX

XXX Augustine Cut Off



**From:** XXXXXXXXXXXXXXXX

**Sent:** Tuesday, August 5, 2025 10:35 AM

**To:** Dawn Stant <[dstant@wilmapco.org](mailto:dstant@wilmapco.org)>

**Subject:** Re: Reminder! You're Invited to the Augustine Cut Off Multimodal Improvement Study, Phase 2 Public Workshop!

I am the resident at XX Cantera Road and am looking forward to widening the road to provide a safer passage for cyclists and walkers and runners.

I do not use that space and don't mind having less grass to mow along the busy road. Having a buffer between me and the traffic is a good thing.

It was my understanding that this was part of phase one and has already been approved. We have told XXXXX that this is not our property and don't mind the road widening and actually are looking forward to it.

I think at the next Wilamco meeting on 8/12 it would be helpful to include pictures of streets similar to what you are proposing. I'm not familiar with the Greenville streets you mention as comparables. I am all for a more neighborhood like street rather than a busy thoroughfare.

XXXXXXXXXX

XX Cantera Road

Wilmington DE 19803

**From:** XXXXXXXXXXXXX

**Sent:** Tuesday, August 5, 2025 10:32 AM

**To:** Dawn Stant <[dstant@wilmapco.org](mailto:dstant@wilmapco.org)>

**Subject:** Re: Reminder! You're Invited to the Augustine Cut Off Multimodal Improvement Study, Phase 2 Public Workshop!

Intend to attend.

Trust You will present the ongoing further high intensity use as access to our major interstates and, historically, the actual intensity/periodic only access by Alapocas, the current pedestrian/bicycle. It is nonsense to believe intruding up Sallies and the N. Broom diversified housing should continue.

Bite the bullet and convey the necessity of prime/direct access to 202/I-95 be by the St. Augustine cut off.

Thank You XXXXX

And I DO admire the bikers---but also the safety of the Sallies crowd to both school and stadium AND the elderly at the two major housing entities along N. Broom.

And, continued thanks to Dave Gula

From: XXXXXXXXXXXX

Sent: Tuesday, August 5, 2025 10:19 AM

To: Dawn Stant <[dstant@wilmapco.org](mailto:dstant@wilmapco.org)>

Subject: Augustine Cutoff

Hello,

I can't attend the meeting because my son is in the Nicu.

Here are my thoughts:

I personally think that more foot and bike traffic along Augustine cutoff is not safe. Why can't people just walk and bike through the Alopocas Run state park trail. It connects the city to W Park Drive and is much more scenic. Unless there are actual walls being put up along Augustine cutoff to separate motorized and non motorized traffic, I feel like this will just lead to a greater propensity for accidents. Striping, flex-posts and delineators will alert drivers but they don't save lives. Homeowners along this stretch of road will also have more obstacles to deal with going in and out of their homes. Additionally with more things in the way how will this impact trash, mail or delivery services when they need to find space on the side of the road to pull off. What are people and bikes to then do? Navigate into the actual roadway to circumvent the vehicle or go into someone's property.

Thank you

XXXXXXXXXX

**From:** [Dave Gula](#)  
**To:** [XXXXXXX](#)  
**Cc:** [Campbell, Michael](#); [Kacanda, Leah](#)  
**Subject:** RE: Augustine Cut Off AC meeting  
**Date:** Wednesday, August 6, 2025 8:56:05 AM

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Good morning, XXXX,

First, I want to stress how early we are in the process that could result in this concept being selected and then becoming a funded project. I can't give you a firm timeline, but generally we see our study results delayed anywhere from 4 to 8 years for the design process to begin.

Our team has mixed feelings about this option, because it is so impactful to the property around it. At this point, early study shows that it is feasible to install a roundabout, but those impacts and the cost have not been fully determined, so we don't know that it will be implemented. We do feel that we need to show this as an option as part of the community outreach process so that we can get a response from the community. All comments that we receive, including yours, will be recorded in our final report and will be handed-off to DelDOT to consider when they begin their design process.

To get answers to your questions, I will put you in touch with DelDOT so they can explain their Right-of-Way Acquisition process.

Dave Gula  
Principal Planner  
WILMAPCO  
302.737.6205 x122

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**From:** XXXXXXXXXXXXX  
**Sent:** Wednesday, August 6, 2025 5:54 AM  
**To:** Dave Gula <dgula@wilmapco.org>  
**Cc:** Campbell, Michael <mcampbell@wrallp.com>; Kacanda, Leah <lkacanda@wrallp.com>  
**Subject:** Re: Augustine Cut Off AC meeting

Hi Dave and Team,

Thank you for the update.

My wife and I have our own concerns and mixed emotions about this phase of the project. We understand why it's being considered, as we see how challenging & dangerous that intersection is daily. However, it's also disheartening given all the effort and investment we've put into acquiring this property and developing our business & dreams here.

Setting that sentiment aside momentarily, I have a few initial questions regarding the situation:

\* Could you provide a timeline for how these specific activities and negotiations might impact our property and business?

\* Do we need to consult with real estate, construction, and valuation professionals to understand the fair market value of our property, business assets, and overall business value (including tangible assets and goodwill), as well as potential fit-out expenses for a new location if relocation is deemed feasible?

\* Is there a specific point of contact, other than yourself, whom we would engage with to discuss compensation offers?

\* If we decide to consider relocating the business, are there state programs that could offer support, such as moving expenses, temporary facilities, and assistance with business re-establishment? This might include strategies to minimize disruption during the acquisition process, considering temporary relocation or operational adjustments to maintain profitability, and informing our customers and employees about upcoming changes.

\* Worst case scenario, do we need to develop a contingency plan that considers various scenarios, including delays or unfavorable negotiations?

Obviously this is something we deal with to every day, so any additional tips you can provide would helpful and very much appreciated.

Thanks,  
XXXX

On Tue, Aug 5, 2025 at 4:51 PM Dave Gula <[dgula@wilmapco.org](mailto:dgula@wilmapco.org)> wrote:

Good afternoon, XXXXX

The WRA team has put together a roundabout concept for the intersection of ACO and 18<sup>th</sup> Street. As we have been working with the community, this intersection has continued to be a point of concern, and roundabouts to help calm traffic have had a positive response, so after discussing with our AC, our team has developed a concept. For the most part we wanted to see if it was feasible and would fit within the intersection.

This concept would require ROW, and would impact adjacent businesses. We have

submitted it to DelDOT to ensure that they would consider the concept before we took it any farther. They approved it to be released as a point of discussion at the AC meeting on July 24, and the AC thought that it was worth showing to the public as a possible alternative.

The AC presentation from July 24 is available on the website; we have not included this concept in that slideshow.

<https://www.wilmapco.org/augustinecutoff/>

Kevin Davis from Incyte had some concerns and is reviewing with his team. I wanted you to see it and give you the opportunity to comment before next week's public workshop. Please let me know if you'd like to discuss this before we show it to the community.

Dave Gula  
Principal Planner  
WILMAPCO  
302.737.6205 x122

# Key Elements Along the Augustine Cut Off

XXXXXXXXXX

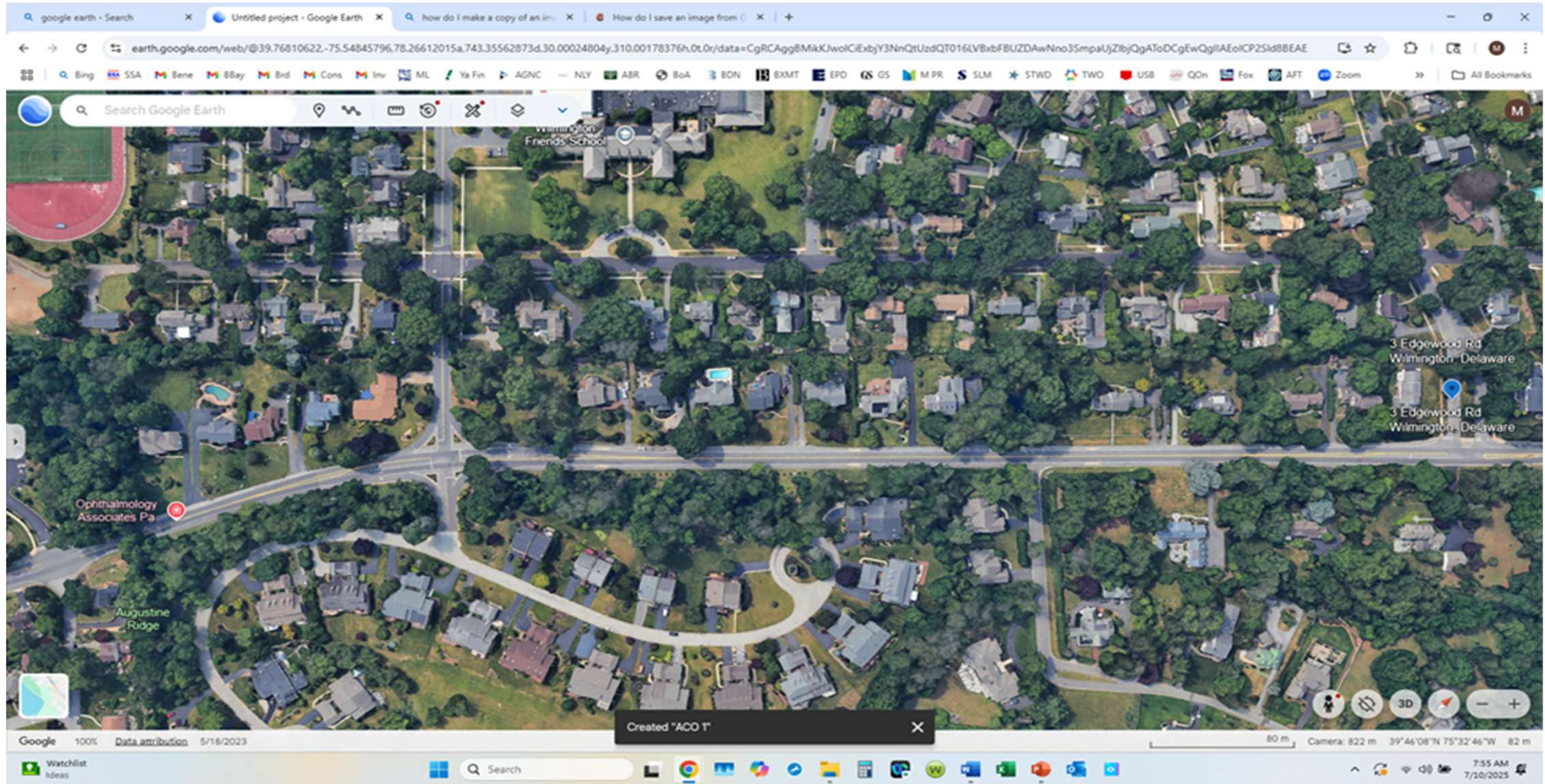
August 7<sup>th</sup>, 2025





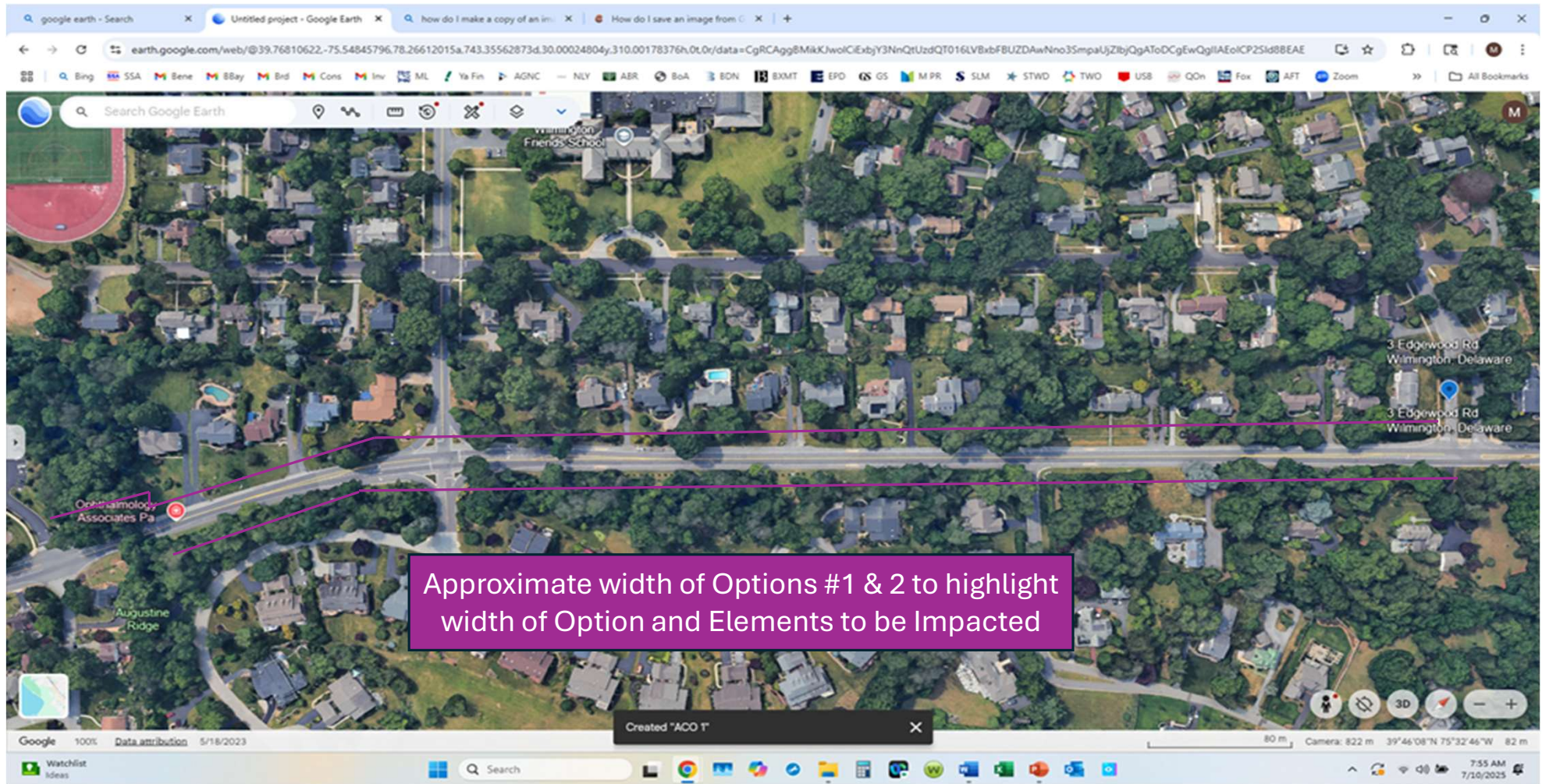


# Augustine Cut Off: Cantera to Edgewood



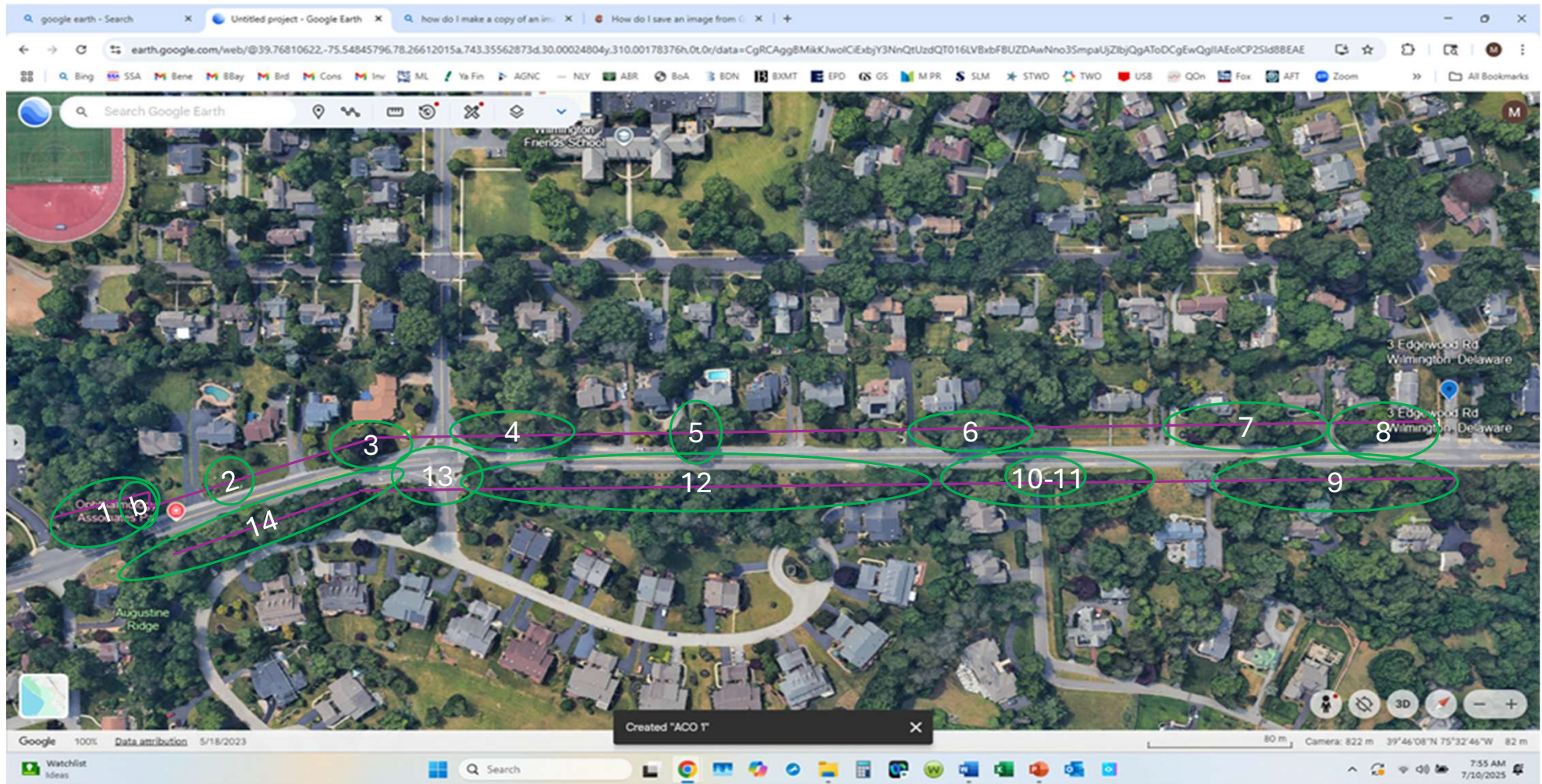


# Augustine Cut Off: Cantera to Edgewood





# Augustine Cut Off: Cantera to Edgewood



# Introduction to Legend Used in Map

- Please find below an abbreviated description of each item on the map identified.
- The mature growth on either side of the Cut Off, which we are trying to preserve, represents decades-old growth along both sides of our neighborhood, creating “green walls” on both sides of the road.
- The sheer amount of the greenery dwarfs the street as it stands, converting what would otherwise appear to be an “industrial” minor arterial roadway into a very residential setting (see next chart).
  - Comparing the Cut Off to other many other minor arterial roadways would show a significant difference, again due to the rich greenery along our road.
- Options 1 and 2 would absolutely destroy the greenery and the neighborhood that it helps to create, while Option 3 preserves it.
- This landscaping cannot be reproduced for decades, as it took decades to develop.



# Augustine Cut Off: View from SW to NE



# Legend for Map

1. Conservation Easement on Incyte Property: Historically represented the buffer that successfully separated the residential and commercial properties on the Cut Off for most of a century. Was reduced in size for the Incyte Expansion. Would be further reduced and breached with either Option 1 or 2. Represents about a 160 foot by 30 foot section of rare urban woods that would be razed for the two earlier options.

Just in passing: Isn't a Conservation Easement supposed to be conserved?

1. B) Represents a 60-80 year old cherry tree which appears to have been planted at the corner of the old Wanamaker property, where it met the old Scott Paper (?) property, to note property corners. Was mature when I first saw it 39 years ago.
2. Developed, mature bed with tree at 137 ACO
3. Group of trees at 133 and 131 ACO, including a ca. 80-year-old Dawn Redwood and a group of trees shielding 133 from the road, traffic and noise. The Dawn Redwood was mature when I first saw it 39 years ago.

## Legend for Map (2)

4. Group of mature trees and shrubs on lots for 129 and 127 ACO which separates nearby School Road residents from the road, traffic and noise.
5. Represents a very tall, very old (unidentified) tree between the driveways of 123 and 121 ACO
6. Group of mature trees screening 113 ACO from the road
7. Group of mature trees screening 105 and 103 ACO from the road
8. Mature, dense shrubs screening very effectively the ACO road, traffic and noise for 4 Edgewood Road (which stands at the northwestern corner of Edgewood Road and the ACO)
9. Stand of several tall, mature trees lining the ACO in front of 100 and 104 ACO (no 102).
10. The historical stone entrance to Rock Manor. At Christmas time, some neighborhood “gnome” changes the white lights to a red and green light to celebrate the holiday.
11. The north-east and south-west sides of the entrance have very mature, dense shrubbery to screen the residences behind (on Rock Manor Ave.) from the road, traffic and noise.

Much of Rock Manor was built in the late 30s or early to mid-40s, inferred from NCC Parcel Search data. It can also be reasonably inferred that much of the landscaping associated with these residences (primarily the trees) were planted at approximately the time that the homes were built and sold.

## Legend for Map (3)

- 12. North-east side of entrance to Augustine Ridge &
- 14. South-west side of the entrance both represent mature, dense shrubbery with many mature trees mixed in. The north-east side did have some mature trees removed and new trees replacing not long ago, but the majority of the “shrubby screens” remains as dense & mature growth effectively screening the road, traffic and noise from the residences being screened.
- 13. The brick entrance to Augustine Ridge on both sides of the road.

All of these elements contribute to the residential atmosphere in which we have invested a good part of our lives to create and preserve. They are essential parts of our neighborhood, which to others is a Corridor but is actually a Community where we live.



**From:** Kevin Davis

**Sent:** Monday, August 11, 2025 5:31 PM

**To:** Dave Gula <dgula@wilmapco.org>

**Cc:** Campbell, Michael <mcampbell@wrallp.com>; Kacanda, Leah <lkacanda@wrallp.com>

**Subject:** RE: The Agustine Cut Off Advisory Committee

Hi Dave and Team.

We strongly oppose the traffic circle option at 18<sup>th</sup> street as it would encroach on our property and require the loss of 6+ parking spaces which would put us below the spot count required by NCC.

We also oppose the options that restrict the use of our upper/northern site entrance (across from Cantera), we would prefer not to have this entrance become right-in right-out. I believe that's the case with the red-light options at Stone Hill and one of the center median options.

See you tomorrow

Thanks

Kevin

**From:** Kevin Davis

**Sent:** Tuesday, August 5, 2025 4:02 PM

**To:** Dave Gula <[dgula@wilmingtonco.org](mailto:dgula@wilmingtonco.org)>

**Subject:** RE: The Augustine Cut Off Advisory Committee

Hi Dave,

You mentioned sharing the traffic circle proposal diagram with us/Incyte before the meeting to review.

Can you provide me with that doc?

Thanks

**Kevin Davis**

Sr. Director, Facilities

Incyte

1801 Augustine Cut-off

Wilmington, DE 19803



**SOLVE**  
**ON.**

**From:** Denis Dowse  
**Sent:** Wednesday, August 13, 2025 12:15 PM  
**To:** Dave Gula <dgula@wilmapco.org>  
**Cc:** Bob Valihura  
**Subject:** Augustine Cutoff

Good morning Dave,

I commend you, Wilmapco, and all of the people involved in this project for putting together an excellent study of a subject that is so personal to so many.

As a board member of CCOBH, I regret that we were unable to participate to the extent that we originally committed. Unfortunately the person representing CCOBH resigned from our board, thereby impacting our involvement. Rest assured, CCOBH would like to be involved and provide input on this and future projects that effect the residents of Brandywine Hundred. You may use me as a contact for CCOBH going forward.

Regarding the Augustine Cut off survey, I have submitted it. Although I prefer Alt 1, the burden that the additional landscaping would place on the residents of the corridor, would be unreasonable. The proposal that seems most logical is Alt 3. Alt 3 achieves the priority, which is safety. Utilizing the roundabout and limited mediums would achieve the desired traffic calming.

Thanks again for your work, and we look forward to working with Wilmapco in the future.

Best regards,

Denis Dowse, Corresponding Secretary  
Council of Civic Organizations of Brandywine Hundred

8/16/25

FOR DAVE CULHA  
 CC: KEVIN KACANDI(?) PLEASE  
 FORWARD



## AUGUSTINE CUT-OFF

FOR DAVE CULHA

A FEW FURTHER  
 SUGGESTIONS - SITE'S

(1) MOVE INTENDED **T** EASTWARD DIRECTLY OPPOSITE  
 INGRESS/EGRESS SOUTH PARK DRIVE. REMOVE  
 LARGE TREE TO EASE PEDESTRIAN ACCESS  
 (WIDEN ACCESS.)

(2) EASED CURBS SCOTT & LOVERING  
 TURN AROUND CUL DE SAC @ (HEAD END NEW)  
 SCOTT & NAWASSETT.

(3) ADVANCE YOUR CONCEPT DESIGN  
 FOR RAIL UNDERPASS W/ 18TH &  
 CUT-OFF - CRITICAL ACCESS  
 TO STADIUM. REMOVE ALSO,  
 STL SUPPORT COLUMNS & SISTER IN  
 EXISTING SPANNING STL BRIDGE  
 BEAMS. PROVIDE ADEQUATE  
 PATHWAY FOR PEDESTRIAN CROWD  
 & MOTORIZED BIKE

(4) AT HEAD OF N. AUGUSTINE, RETURN TO  
 AREA OF ORIGINAL INTERCEPT 202  
 W/ CROSS-OVER TO 202 NORTH &  
 APPROACH TO I-95 NORTH -

REQUIRE

SERVICES TEST

To: Dave Gula

WILMAPCO Project Manager

From: Augustine Ridge Service Corporation (ARSC) Board of Directors  
Mary Dineen, President

Date: Sept 3, 2025

Re: Augustine Cut Off Multimodal Improvement Study, Phase 2

The Board of Directors of ARSC conducted a survey of our 44 homeowners regarding the proposed changes being considered to Augustine Cut-off. Of the 44 homeowners 38 responded. Below you will see a summary of the votes which are overwhelming supportive of no change to our entrance – meaning NO Roundabout.

I will emphasize that these results represents where our community stands now. I have had discussions with our State Representative Debra Heffernan about our concerns and she has contacted DELDOT on our behalf. From what I understand from that conversation, we are probably talking about a timeframe for change that is closer to 10 years vs 5 years. Either way, before funding DELDOT said they would definitely review any changes with the impacted communities. With that kind of timeframe I would only be speculating where our community will stand at that time.

I do want to apologize that it appeared to you at our meeting on August 20<sup>th</sup> that we were late to the game in providing you with this feedback. Unfortunately for both of us, our representative on your Advisory Committee since last year did not voice our concerns on our behalf at that time despite their strong personal opposition to the changes. Starting this past summer we have new leadership in our community and our current Vice President Mark Lipman will be our representative going forward and will be participative.

As you heard at our August 20, 2025 meeting, at the Brandywine Library, several of our current homeowners are opposed to having a roundabout at our entrance. Many expressed concern that the WILMAPCO survey on-line only allowed a vote for one of 3 options all of which include a Roundabout with different pedestrian and bicycle options. In order to quantify what Augustine Ridge homeowners prefer, we put together our own survey which includes the 3 roundabout options you have in your survey as well as a 4<sup>th</sup> option which leaves the existing light and pedestrian crosswalk at the entrance to Augustine Ridge but adds a shared use bicycle/pedestrian path on the Alapocas side of the road to tie into the existing Greenway and Incyte walkway which most of our homeowners support.

Below is a summary of the votes indicating homeowner preferences at this point in time.

- Option 1 Roundabout with sidewalk on AR side and shared pedestrian/bicycle path on Alapocas side (0 votes)
- Option 2 Roundabout with sidewalk on both sides and a 2-way pedestrian/bicycle path on Alapocas side (1 vote)
- Option 3 Roundabout with no sidewalk on AR side and a shared pedestrian/bicycle path on Alapocas side (10 votes)
- Option 4 No roundabout, leave existing signal and pedestrian crossing as is and add a shared use pedestrian/bicycle path on Alapocas side (27 votes)

Although the comments below detail our residents' concerns, I wanted to highlight in summary the following points that I believe make our concerns valid:

- Unlike Alapocas the interchange in question is our only entrance and exit. Many residents are concerned about our ability to enter the Roundabout safely at peak travel times. Although any potential accidents would not be life threatening our current traffic light has not resulted in serious accident concerns.
- Pedestrians are currently very comfortable with the safety at crossing since we have a signal control on our side of the intersection.
- Unlike Alapocas we have beautiful stone walls on either side of our entrance. These walls have been an architectural symbol of the character of our community for decades. The proposed Roundabout will bring traffic closer to the walls possibly putting them at more risk than the existing traffic signal does.
- Many feel that your costly solution has been recommended without consideration of other less costly and effective options to reduce the speed on the cutoff.
- The Roundabout could result in some unintended traffic into our development for drivers who elect to exit the Roundabout inappropriately

Going forward our Board will be checking with DELDOT on an annual basis to understand the updated timing of any changes. That way we can provide timely feedback on the neighborhood's position as the community demographics will change over that time. We appreciate the time you took to meet with us on August 20<sup>th</sup> and we look forward to working with DELDOT going forward.



Below is a summary of the comments as well as the emails we received from homeowners.

Homeowners who **support a roundabout** cited the following advantages:

1. Improved vehicle safety by slowing traffic, fewer conflict points for accidents, and less severe accidents.
2. Improve delay time entering and exiting AR as well as improving traffic flow on Augustine Cut Off.
3. Adding a walkway with the roundabout would improve pedestrian safety vs walking in the turn lanes to get to the pedestrian button required today.
4. Done well it could simplify and enhance the beauty of the entrance.

Homeowners **against installing a roundabout** expressed the following concerns....

1. Being able to enter the traffic circle to exit or enter AR at peak traffic times when Incyte traffic and Friends School traffic is heaviest.
2. Safety of pedestrians crossing Augustine Cut-off at a pedestrian crosswalk with only yellow flashing lights as opposed to the red stop light we have now.
3. Roundabout potentially lowers our property value since it is the only entrance/exit to Augustine Ridge.
4. Spending tax payer dollars that could be better used on other programs which are much more important.
5. Speeding problem should be dealt with by other means before resorting to a roundabout, ie. police monitoring/ticketing, reduce speed from 35 mph to 25-20 mph now, use sensors to trigger stop light when cars are speeding, narrowing traffic lane from 12' to 10', install a traffic signal at Stone Hill Road and the middle Incyte entrance/exit, etc.
6. Increasing lights shining into AR homes near entrance as well as increased noise, exhaust pollution and people entering the neighborhood by mistake.
7. Potential for increasing difficulty of large trucks being able to get into and out of AR to deliver services, emergency responses, moving trucks/pods, etc.

The majority of Augustine Ridge homeowners prefer any improvements to Augustine Cut Off **does not encroach into the wooded area that exist today along Augustine Ridge common property** because it could:

1. Reduce privacy and security for homes
2. Increase noise, light and exhaust pollution
3. Decrease property values
4. Potentially increase maintenance cost if landscape mediums are installed & AR has to contribute to maintenance ongoing
5. Require moving the Incyte power boxes recently installed which caused significant disruption to our neighborhood.

**EMAIL COMMENTS FROM AUGUSTINE RIDGE HOMEOWNERS:**

**From:** XXXXXXXX

**Subject: Re: Augustine Ridge special meeting 8/20/25**

**Date:** August 19, 2025 at 4:28:12 PM EDT

**To:** XXXXXXXXXXX

XXXXX,

Neither xxxxx nor I will be coming to the meeting tomorrow since I am hosting a big family dinner. However, I'd like it to be known that I have no issues with a round-about. I think it is a good idea:

1. Data has proven that they are far safer for both pedestrians and autos
2. They slow traffic - the one by the Blue Ball Barn is a very good example of that
3. I feel safer crossing the street as a pedestrian by that Round-about than I do at our lighted entranceway. Our crosswalk doesn't include turning lanes on either side of the road, which I find quite unsafe.
4. Traffic will move more smoothly along Augustine Cut-off

It seems that there is a movement afoot to fight the round-about concept, and Terry and I would like to be on the record as supporting a round-about.

Thanks,

XXXXX

XXXXXX

**To:** XXXXXX

**Sent:** Monday, August 25, 2025 at 12:07:52 PM EDT

**Subject:** Fw: Homeowner Survey WILMAPCO

xxxxxxxx: I am including response to the email from xxxx below. Please note that i am not getting the group text sent to the rest of the neighborhood. Could i please be added to the same email that everyone else gets? My understanding is my email is my email is spelled incorrectly in the group list? Can this be fixed?



Please note that i could not type responses in the survey itself, as Adobe pdf does not offer me that option. So, i am responding here as the survey suggests. Here are my points of feedback:

**I chose Number 4 ( no change ) as my first and second options. As for the comments section, please feel free to use my prior emails (and/or Mike Porro edits / refinements as he nails the words better than I) as follows:**

(1) Augustine Ridge currently has a single entrance only that was also recently modified to add a crossing button which works well for our community. We walk and cross frequently. A traffic circle is not needed and less safe for us.

(2) We do not want our sole entrance to be a traffic circle as several residents, both elderly and nonelderly, have cited safety concerns with entering a circle several times daily. The current entrance is safer.

(3) We feel this is a significant safety issue and an undue burden for our community as it is our singular entrance and exit point.

(4) There are currently ample shoulders on the road for walking / biking etc. no change is needed

(5) We have been told speeding is an issue, but have been offered no alternatives other than a traffic circle. We feel other means of impeding speeding should be presented and exhausted before radically harming our community with a traffic circle. We are told the mission is a traffic circle, but have been offered no other alternatives. We can do better.

(6). All surveys only ask which traffic circle we want, not whether or not we should have one. This is short-sighted and does not listen to the input of our community at Augustine ridge. A proper survey would offer no change, and would also offer quantitative figures (#), as we have only seen relative ones (%)

(7). We have been told that Incyte corporation was proposed a traffic circle at their location on Augustine cutoff, but that the executives there declined that option, and they are not getting a traffic circle. Why does the Augustine Ridge community not get the same accommodation? We do not want the traffic circle and should not have to be major executives to be treated equally

(8). Encroachment and taking of any portion of our common area subjects many homes to safety, noise, light and other issues that have not been addressed. However, if the traffic circle is not installed, these issues are avoided. What is the recompense to our community when it is less safe due to any traffic circle installation?

(9). We would like our local government representatives to understand the noise, light and safety issues to our community should a traffic circle / aka roundabout be

proposed. Many members of our community oppose the same. How can DelDot ruin our community without considering our sole entrance?

(10) Our current entrance works quite well. Why fix it if it is not broken?

(11). The installment of a traffic circle would point exhaust noise and light directly into our community which does not exist today. A circular motion of cars makes this daily burden possible; however, avoiding the installation of a traffic circle avoids this problem

(12) Traveling southbound to get home each day would require the passing of 2-3 entrances of a traffic circle feeding two major communities (ours and Alapocas) as well as a school, Wilmington Friends. This is a safety concern daily for us and it is avoidable should we keep the entrance the same. The problem is only created when we create a traffic circle

(13) There is no sound barrier, light barrier or wall proposed along any encroachment to our common area, nor the existing entrance. Nor any of the same proposed for a walk way. We do not need the traffic circle.

(14) We only recently had construction here with the subsequent Incyte work as well as a crossing button only recently added for our community. We do not need more construction here, especially to install a quality of life ending, and safety-threatening traffic circle.

(15). We feel the installation of any traffic circle poses a substantial burden to our community for quality of life, safety and reasonable use as this is our only entrance.

(16) Please do not install a traffic circle to enter and exit our community!

(17) No one here requested any such traffic circle. This is being proposed TO us, not for us. If it were FOR us, we would say please do not make any change.

(18) We love our Augustine Ridge community. Please don't kill our sole entrance and turn us into the Augustine Roundabout community. We should not be subject to that and can do better. This short-sighted and wasteful installment of a traffic circle is not needed.

**From:** xxxxxxxxx

**To:** Jxxxxxxx

**Sent:** Monday, August 18, 2025 at 12:45:49 PM EDT

**Subject:** Re: Augustine Ridge special meeting 8/20/25

Thanks xxxx. I thought I had read that they did not expect any changes for six years or more? Is that accurate?

If I can attend I will.

From seeing what has been provided, we oppose. There is already a thin common area behind us any wall would be unsightly and obstructive, any circle would cause new and unsettling light and noise pollution with every car circling at our intersection, any taking from our side boarding the back of our properties would be harmful. Further, there is already a wide shoulder since the recent Incyte construction, and the circle would indeed be a safety issue to cross. Further, we likely have personal and direct harm by such actions.

Are things moving forward versus the six year question above? I was under the impression it was delayed six years or more and finding was not approved. We can get Mr Carney involved and others to help in earnest if needed, but I thought to wait for that especially if it is put off 6 years or more.

Thanks  
xxxx

**Re: Homeowner Survey WILMAPCO**

xxxxx

xxxxx

Hi, xxx,

I don't have time to go deep now, but I will do the survey soon and get back to you. Joanna and I are not in favor of a roundabout on Alapocas Drive. As an almost-daily biker on the Cutoff, I would favor a wider pedestrian-bike shared path on the north side of the Cutoff. As I bike around Aug. Ridge and surrounding areas, I often encounter walkers, joggers and runners while biking; and I have seen no instance where it was problematic for those on foot to share a path with bikers, assuming the path is wide enough.

Wilmington is very bike-friendly and that's much-appreciated; but there are numerous places where the bike path narrows down or disappears completely, then picks up a little further down the road. I would certainly favor fixing that so the path is reliably continuous.

Not to get too far off the current issue, but FYI: I ride an e-Bike and have for the past 10 years. I wouldn't be able to bike much around Wilmington, and certainly not on the Delaware Greenway Trail, without having e-assist when needed. With the rise of e-bike use, there are more and more attempts to exclude or prohibit e-bikes or treat them the same as motorcycles or scooters. That's way wrong. An e-bike, if used knowledgeable and responsibly, as most of them are, poses no more threat to those on foot than a non-e bike. Sadly, there are a few a-holes who use e-bikes and e-scooters irresponsibly. Steps should be taken to make these folks use their e-stuff responsibly rather than just forbidding e-bikes and denying the important benefits

to those who need the power assist. At some point, I'd like to make this point to the DELDOT folks. Maybe with your connection with them, you'll have some thoughts about my best way to do that.

OK. that's it for now. More later. Thanks, again, for all your efforts dealing with this important stuff.

Skip

On Sun, Aug 24, 2025 at 10:42 AM xxxxxxx wrote:

Thank you both for coming to the WILMAPCO meeting. Dave Gula was surprised by the input and will make sure DelDot is aware. We developed the attached survey for Augustine Ridge homeowners so that we can get something quantifiable to send to them since they are impacted by input in writing and it will be included in their final report.

If you could look over the survey and respond to me either by email, phone or in person whichever is easiest for you, I'd appreciate it. Note option 4 is an option we developed which eliminates the roundabout but keeps the shared bicycle/pedestrian path on the other side of the road. Many favor this option but several favor a roundabout so we want to understand where we are as a community.

### **Roundabout at the traffic light to Augustine Ridge**

xxxxxxX

You

Dear xxxx,

Thank you for your recent visit and for your input regarding the round about at our entry. We want to be on record that the roundabout is not something we support. While we agree that the Augustine Cutoff may need to be widened and needs repaving—it's long overdue—the idea of incorporating a roundabout at the entry to Augustine Ridge introduces unnecessary complexity, cost, and disruption to the families living in this area. It is not a practical solution for our layout, and we doubt there's much evidence it would improve traffic flow or safety in any meaningful way for the residents of Augustine Ridge or Alapocas. Feel free to pass this note along to any authority that is seriously considering this traffic option.

Sincerely,

xxxxxxx

Augustine Ridge

As the Augustine Cut Off Multimodal Study comes to a close, I would like to reinforce Mr. Gula's comments about the process pursued for the Study; specifically, it was both civil and purposeful. While I had my concerns at the beginning of the process, as the Study Project Team well knows and remembers, we did expand the Options to include the full breadth of options from which a truly informed choice can be made, resulting in providing the community with real, distinctive choices. I thank the Study Leadership Group for choosing this path, as the positive, constructive and polite tone of the series of meetings and workshops reflected your leadership as well as the commitment to this approach by those participating.

Having said that, I would like to make a point prior to your meeting on September 11<sup>th</sup>. There was a bit of a curve ball thrown in the last public workshop and the last Advisory Working Committee meeting. That "curve ball" was the proposal which appeared out of the blue, quoted from the Presentation, "Provide additional paving/shoulder along Augustine Cut Off south of Alapocas Drive". With this note, I am not trying to distract the September 11<sup>th</sup> meeting Council from the primary purpose of our Study (the Options), but the Study Project Team has raised this concerning issue to which a response is needed.

Truth be known, the entire project along the entire length of the scoped area of Phase II, from Edgewood to Cantera, isn't needed if one addresses two pinch points: the Intersection Areas at Alapocas Drive and at Cantera. I have spoken to many advocates of the bicycle – pedestrian trail and the discussions have always focused on their concerns about the portion of the road extending only from the 129 and 127 plots of land (where the turn lane into Alapocas Drive pinches the bicycle lane) and on the other side of the intersection at the 131 and 133 addresses. That length represents a small percentage of the total length of the proposed Project on the Cut Off.

Other than that (and a very short distance at the Cantera intersection), there is more than ample space on either side of the road to safely accommodate bicyclists, pedestrians and "rollers" (to use a Study Project Team term). Every one of the bike path advocates with whom I have spoken has believed that the width of the shoulders of both sides of the road are more than adequate other than those two "pinch point" locations. Other steps which we have discussed for the broader project (e.g., speed limits and narrower lanes to lower speed) would add to that sense of "safe travel" for most of the length of the Phase 2 Scoped Area with those ample shoulders.

What was concerning to me was that the first impulse of the team was to simply add more pavement rather than first incorporating improvements to the existing space to address concerns about that area. Again, truth be known, this intersection is not a model of efficient design. {In order to remain consistent with Mr. Gula's philosophy of civil and

purposeful discussion, please consider this an observation rather than a criticism.} It doesn't actually look like it was designed, but rather just happened as an outgrowth of how the adjoining communities developed.

Be that as it may, those working on this specific upgrade could take these steps to upgrade the current state of this Intersection:

- a. Utilize the substantial, unused space in the middle of the road which, if the southwest bound traffic lane were expanded into that area and the lane shifted over, to create significant additional space on the shoulders in front of 133 ACO.
- b. Utilize the "super-sized" shoulder on the northeast bound traffic lane as the road approaches the intersection before the turn lane encroaches on the shoulder, to provide additional shoulder space in front of the 133 and 131 ACO without additional pavement.
- c. Reduce lane size to 10 feet for the intersection (or for the entire length of the project, which would add two more feet to the already ample shoulders while slowing down traffic, even without the speed limit change) which would provide two feet of additional space on both sides of the "pinch point" area for bicyclists and pedestrians. Just this step would provide an additional four feet of bicycle-pedestrian space, two feet on each side if the road is not re-centered, which represents a significant improvement.
- d. At a somewhat higher "degree of difficulty", begin the turn of the road not in the Intersection but northeast of the Intersection (at about where 127 meets the neighboring 125 plot) which would create more space on the southwest bound shoulder, in front of the 127 and 129 plots (where it is needed). This change would provide additional traffic calming by slowing traffic ahead of the intersection and reducing the need for sudden turning immediately after it (right at the pinch point).

By taking a look at the less-than-ideal attributes of the existing Intersection, then making low-cost, sensible upgrades, one may be able to achieve the Multi-modal Project goals more quickly and cheaply than Alternatives 1, 2 or 3.

Before you simply order an asphalt truck, let me please ask those planning this proposed Alapocas Intersection upgrade to first pursue the economical, pro-environmental approach by making the most of what is available today with an improved re-design relative to the current state rather than simply paving around a sub-optimal intersection design.

Best Regards,

XXXXXXXX

Resident – xxx Augustine Cut Off and Member of the Advisory Working Group

**From:** XXXXXXXXXX

**Sent:** Monday, September 8, 2025 3:27 PM

**To:** Dave Gula <[dgula@wilmapco.org](mailto:dgula@wilmapco.org)>

**Subject:** Augustine Cut Off----follow up

8 September. 2025

Dave Gula/WILMAPCO, --AUGUSTINE CUT OFF

**FURTHER FOLLOW-UP TO MARCH 8, 2025**

Dave !

Holding to my earlier recommendations, I have further spoken to Members of the Alapocas community, and recalled from earlier the following:

1. From individual residents of Alapocas and one Friends School instructor comes reinforcement of the history in regard to the Cut-Off, diversions from the original purpose of the road, the T intersection :
2. Earliest Cut-Off implementation was the intended major access for West Wilmington and areas West and South West to 202.
3. Subject Cut-Off was compromised by direct access by West side Friends School, accompanying residential, both sides of the Cut-Off-East by A.I. duPont developed property, thence commercial intrusion-Wanamakers, across road Mansure-Prettyman, etc. No parallel feeders were provided-typical thru out at least Northern New Castle County---certainly for ICI, The Fairfax and Concord Shopping Centers. The 141 Inner Beltway thru Fairfax to tie in North I-95 got nixed at the preliminaries.
4. An alternative to tie-in the beltway loop Eastward to a major I-95 interchange was nixed by the local Alapocas Community, such routing to be reborn as today's West Drive (Google maps), with the abandonment of the existent major N./S -T intercept, both in recent years to become an a mile long drive by thru an arduous round- a- bout on to a stop, thence right turn-up and to left for 202 North ! At least one resident derides the loss of multiple acres of corn.- Leadership at the State level not challenged.
5. Obvious today, is that the local Alapocas Community wishes to reduce the traffic to that local neighborhood----and have earlier succeeded thru one or more residents to disallow the needed major

interchange to impose on a singular East side residence. A turn South onto 202—very limited back up to the light has now been completed. A simple crossover to 202 North would greatly assist, yet, again challenges the necessity of the paralleling, attractive Park like Drive.

6. Slowing traffic thru round-bouts is elusive and misplaced. It denies the purposeful trade vehicles and offers additional slow=accelerate noise, certainly by trucks. At least one Faculty member is of the strong belief a round a bout to serve the School is undesired. The same observe that the School is completing total renovations to the original Elementary School, Incyte, happily to All, adding its major element in downtown Wilmington.
7. Further, holding to my encouragement of denial for the left turn on to the Cut-off at Wawasett Street, I see from Google Maps, that the City bargained away to a Developer in 1984 the 40ft. Wide of the West Wawasett Street right of way, intended to tie into the Kentmere Parkway and simply moved a diminished width of such into Our South Drive Park. Where goes my intention for a Scott Street head off ?

Please hold to my earlier recommendations. Land Use and Transportation —OR-- are They quietly together ?

Best XXXXXX