

Augustine Cut Off Phase 2 Corridor Study

Open Comment Survey Answers

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

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.

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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

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	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 STRONGLY AGAINST 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 ADDS 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 MAYBE 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.

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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