

# AUGUSTINE CUT OFF MULTIMODAL IMPROVEMENTS STUDY, PHASE 2

**WILMAPCO PAC**  
**April 14, 2025**





# Introduction & Study Goals

## PLANNING PARTNERS

***WILMAPCO***



## Advisory Committee

Delaware Office of  
State Planning

City of Wilmington

Elected Officials

Area institutions

Local businesses

Civic Associations/  
HOAs

Concord Pike  
Monitoring Committee

Delaware Greenways

Bike Delaware



# Introduction & Study Goals

## STUDY AREA

Legend

Study Area

Intersections





[illegible]

## DRAFT STUDY GOALS

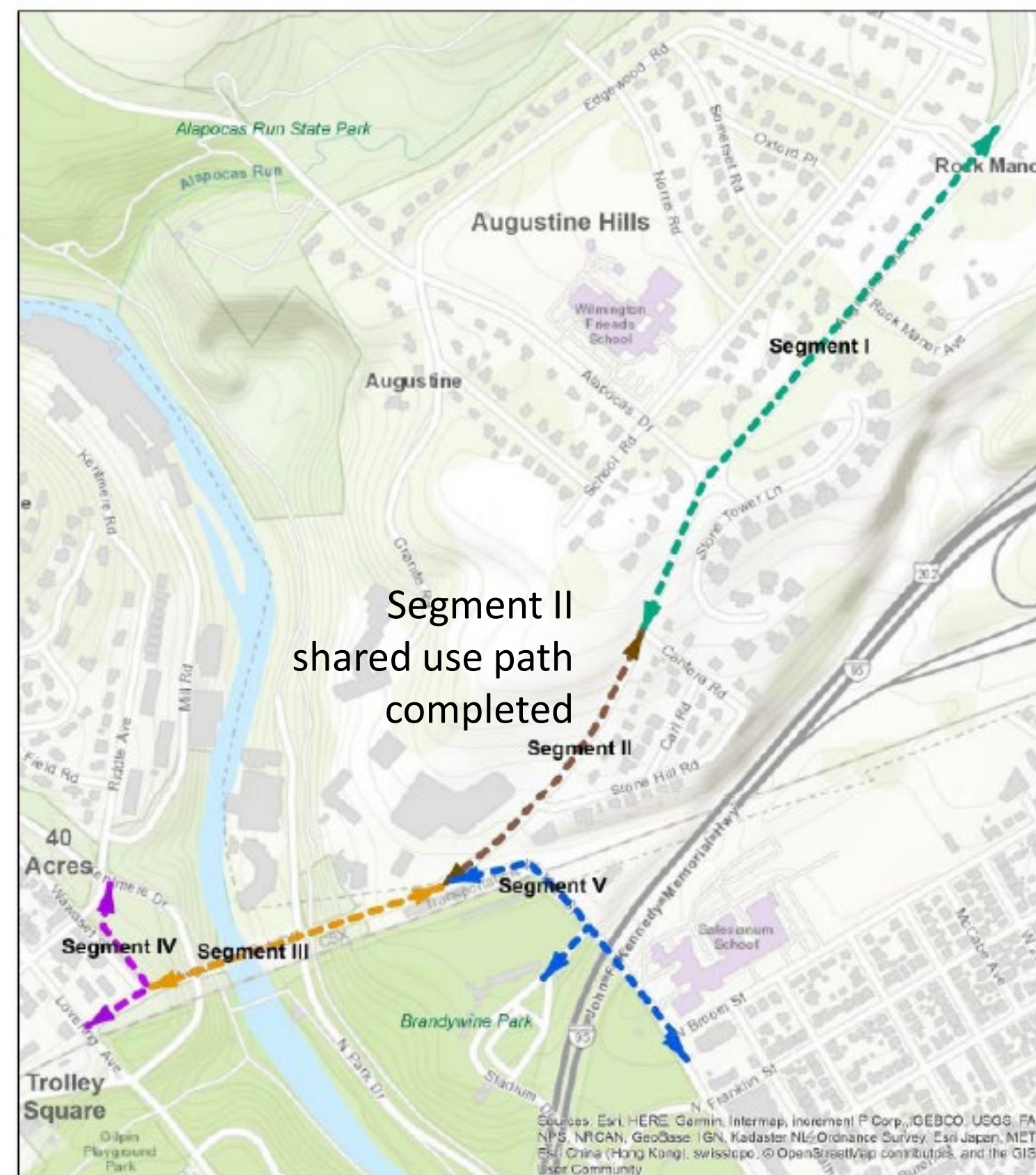
- Develop an attractive and cohesive transportation plan that creates a safer environment for residents and the broader community
- Develop a holistic program of improvements that addresses all modes of transportation
- Foster public involvement to build consensus and establish stakeholder support
-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

## FEASIBILITY STUDY FUNDED BY THE DELAWARE BICYCLE COUNCIL - 2018



AUGUSTINE CUT OFF AREA  
TRAIL FEASIBILITY STUDY

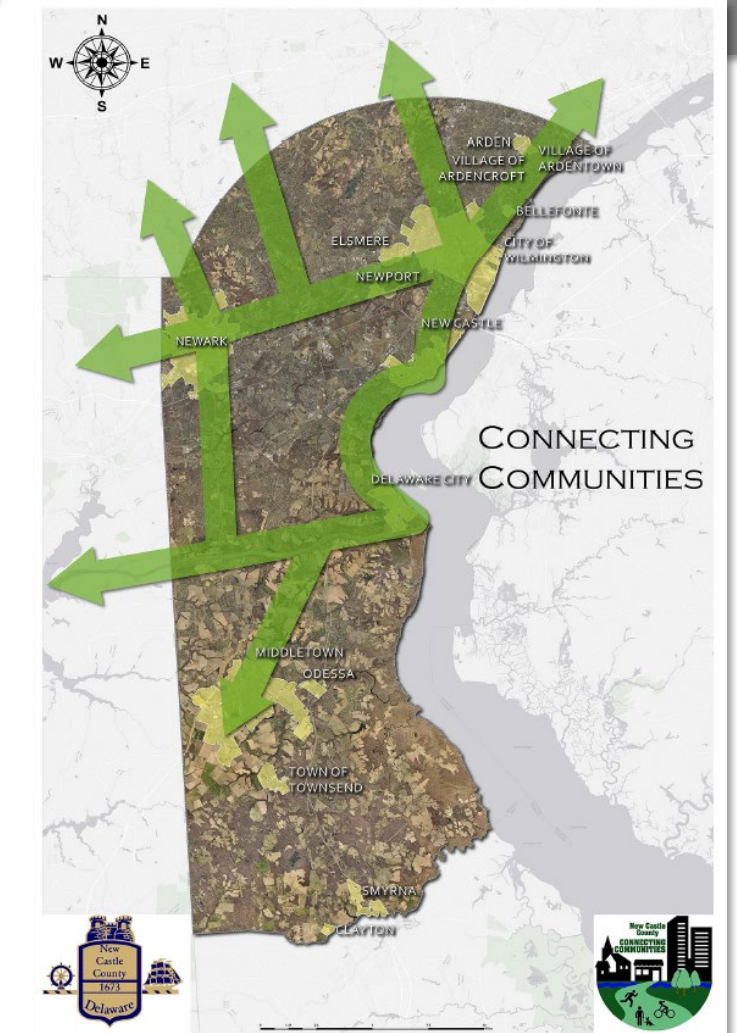
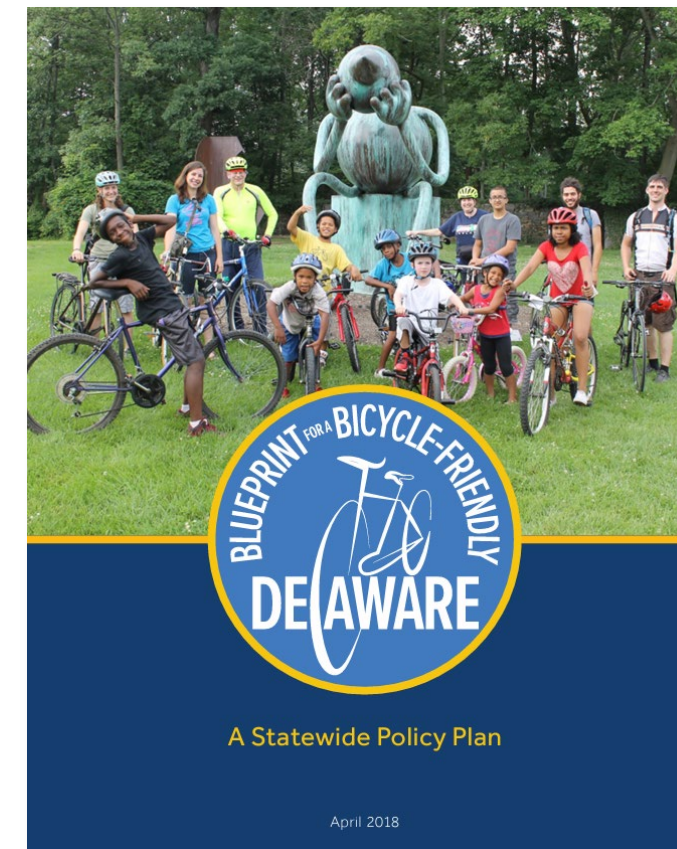
WHITMAN, REQUARDT & ASSOCIATES, LLP  
MAY 25, 2018





## PLANS

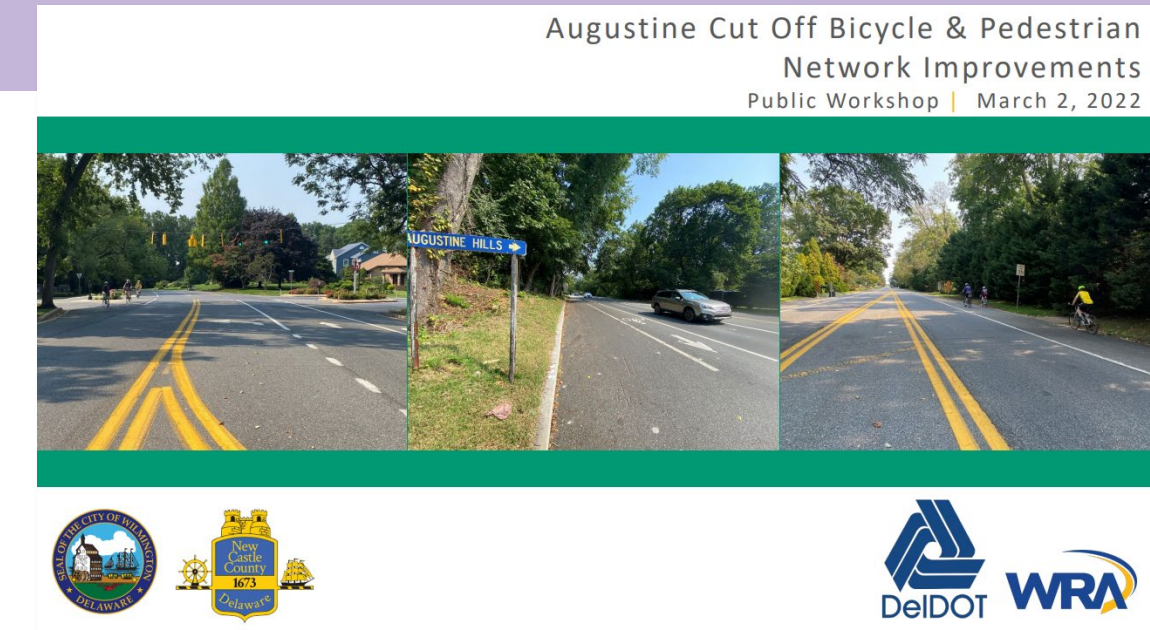
- Project identified in *City of Wilmington Bike Plan* (2019) and *New Castle County Bike Plan* (2020)
- Project was submitted by WILMAPCO for DeIDOT Bike/Ped Pool prioritization in fall 2020 according to the process established by a *Blueprint for a Bicycle Friendly Delaware: A Statewide Policy Plan*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



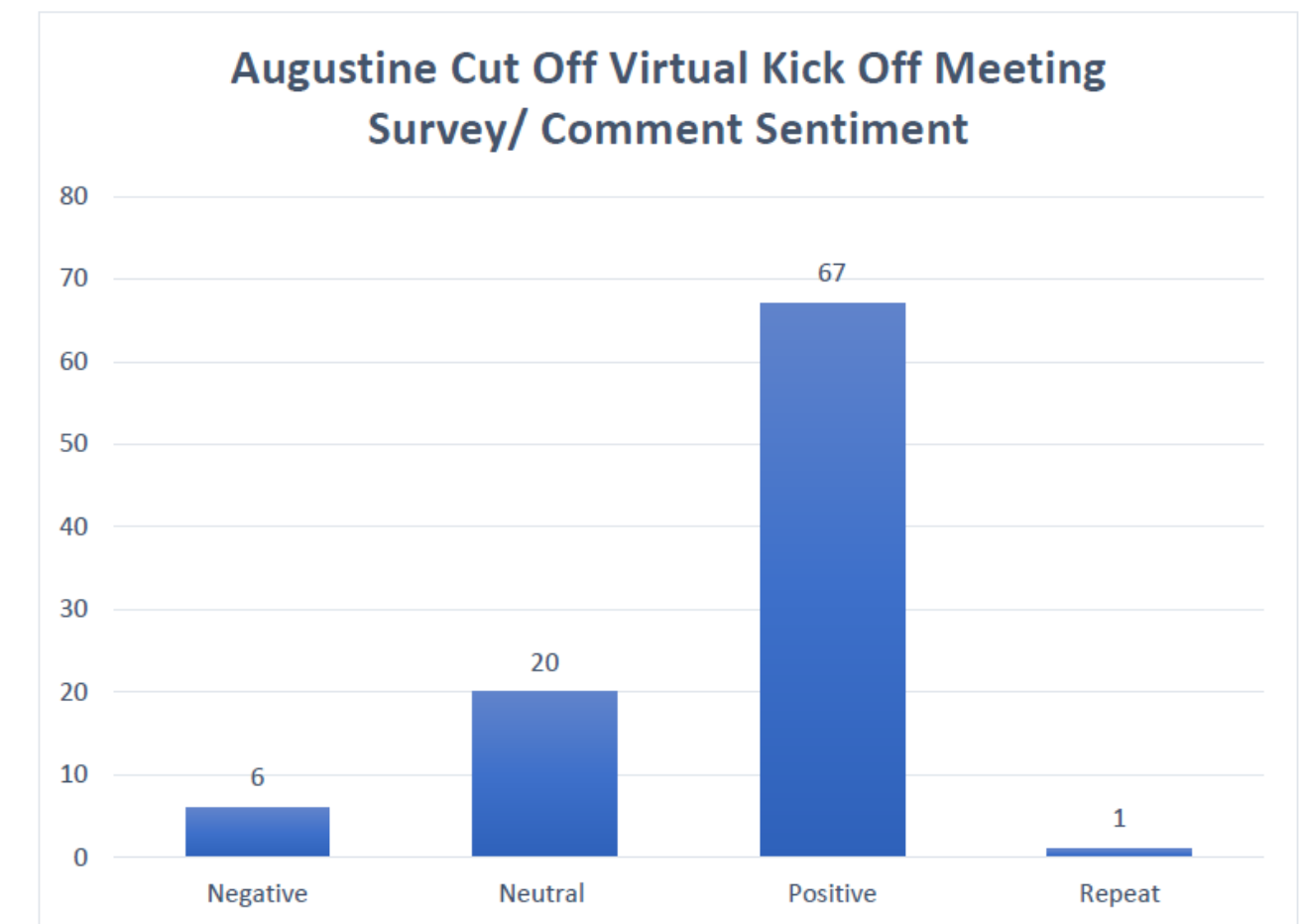


## PHASE 1 STUDY

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



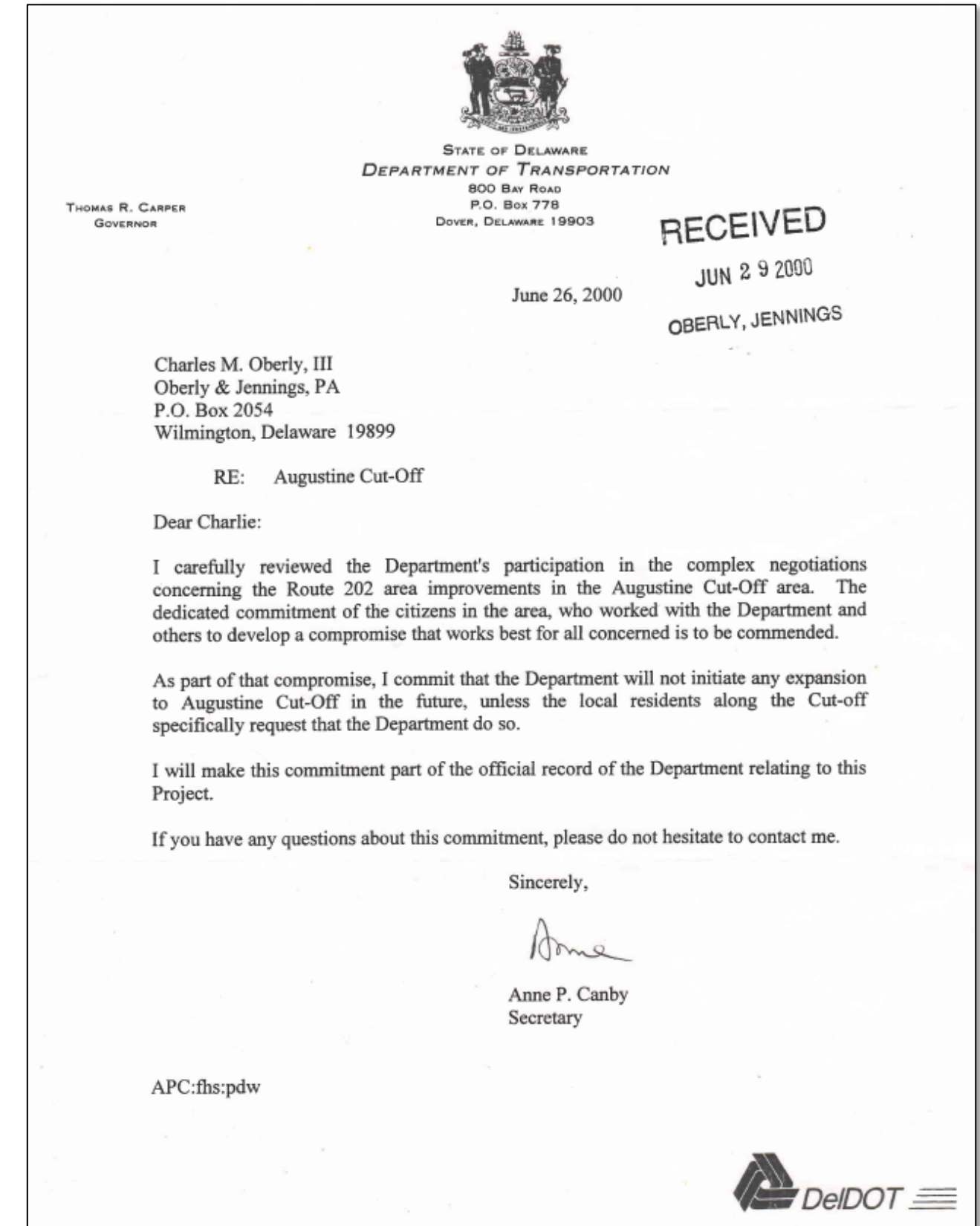
### Public Sentiment Summary





## PHASE 1 STUDY – 2000 LETTER

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





## PHASE 1 STUDY – 2000 LETTER

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



## APPROACH

- Phase 1 (DeIDOT): Lovering Avenue to Cantera Road

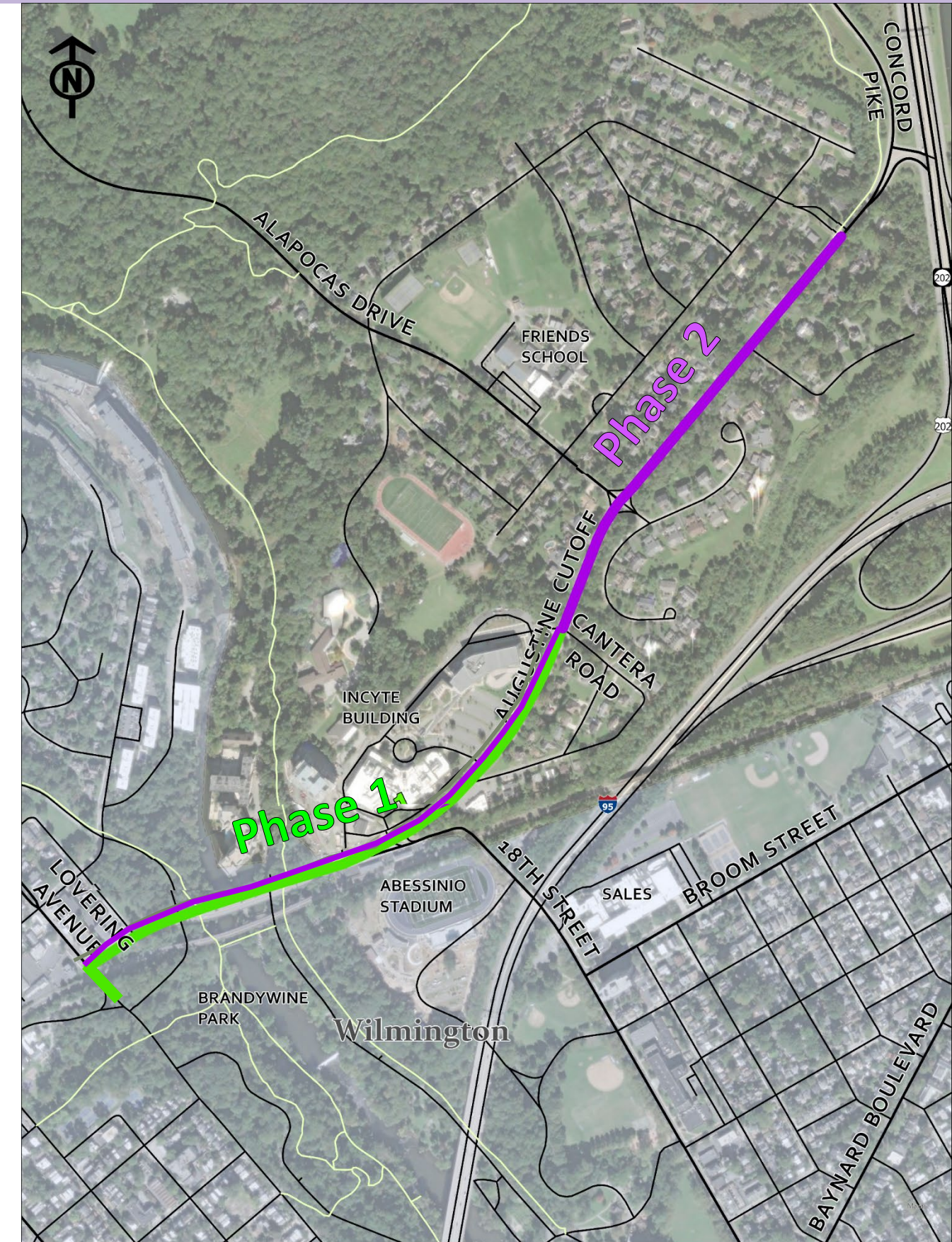
- Now in design with DeIDOT
- Plans are available at back of room for review or by scanning this QR Code



The Concept Design Report for Phase 1 is available for your review on the DeIDOT Project Portal

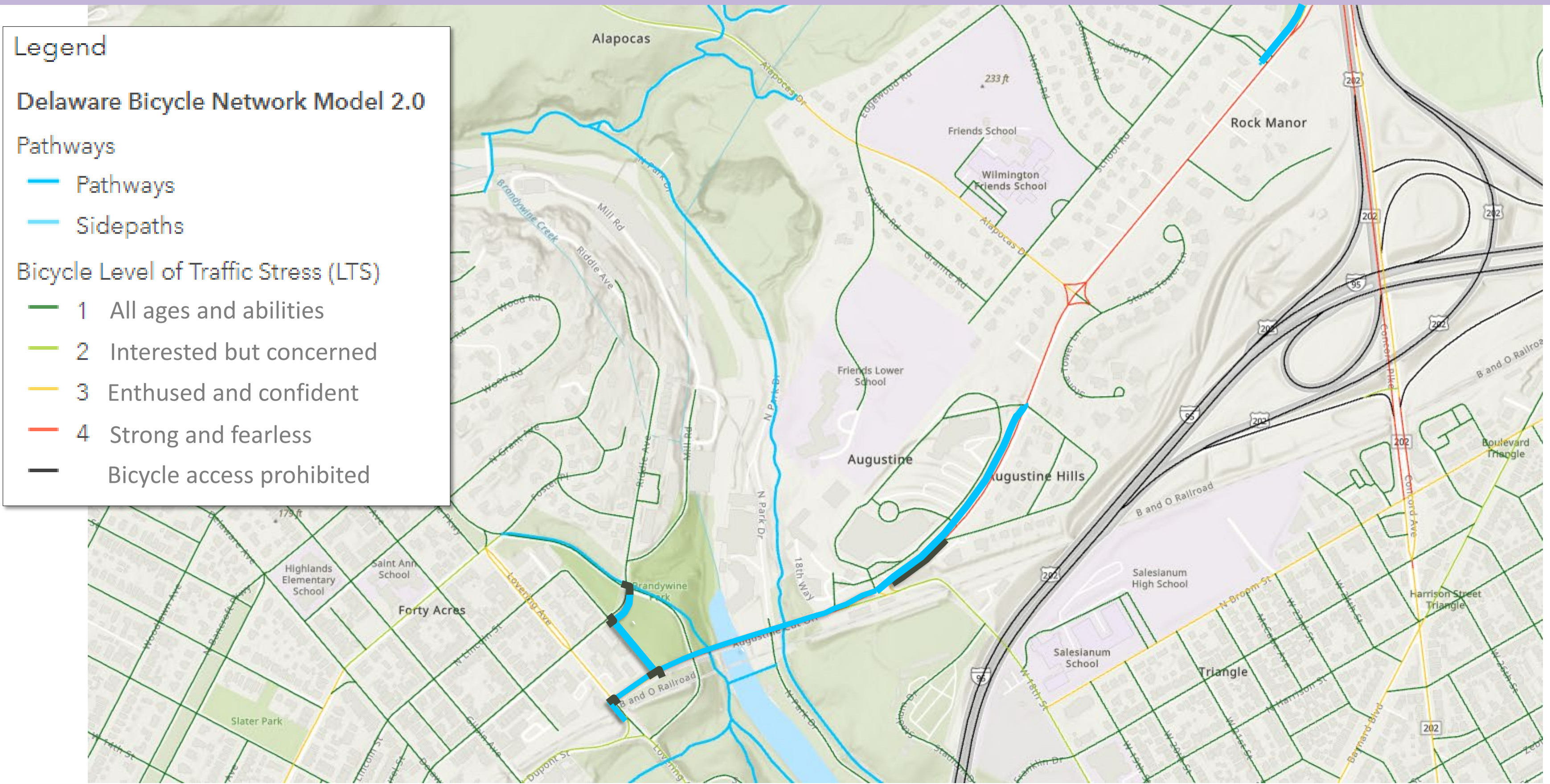
- Phase 2 (WILMAPCO): Lovering Avenue to Edgewood Drive

- Speeding
- Roadway departure crashes
- Residential context/aesthetics
- Bicycle/pedestrian mobility and safety



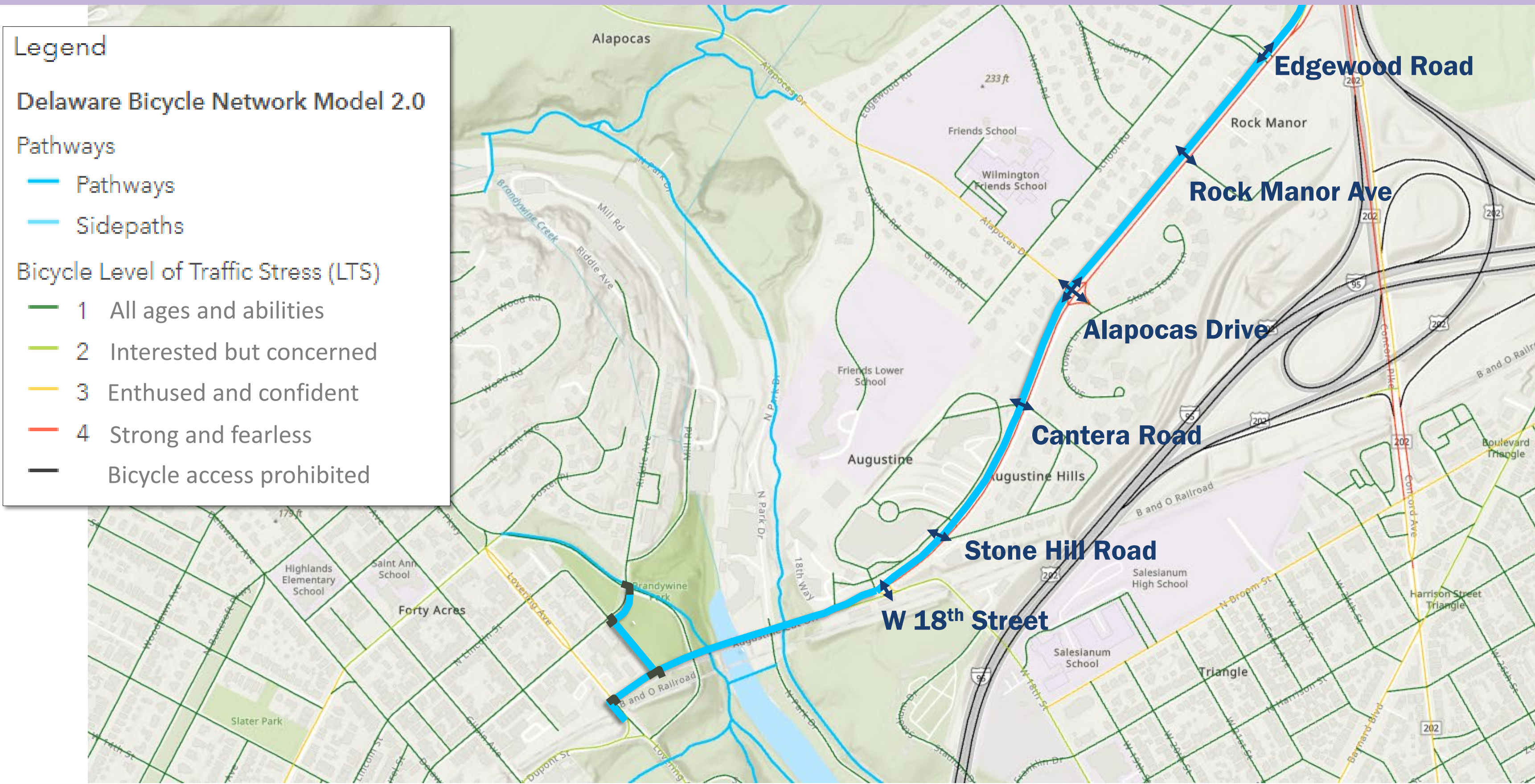


## PHASE 1 IMPROVEMENTS – NEW BIKE LANE, SIDEWALKS AND MARKED CROSSWALKS





## PHASE 2 OPPORTUNITIES – EXTEND PATHWAY, ADDITIONAL/IMPROVED MARKED CROSSWALKS





## OUR RESPONSIBILITY

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





OUR RESPONSIBILITY

**THE SAFE SYSTEM APPROACH VS. TRADITIONAL ROAD SAFETY PRACTICES**

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

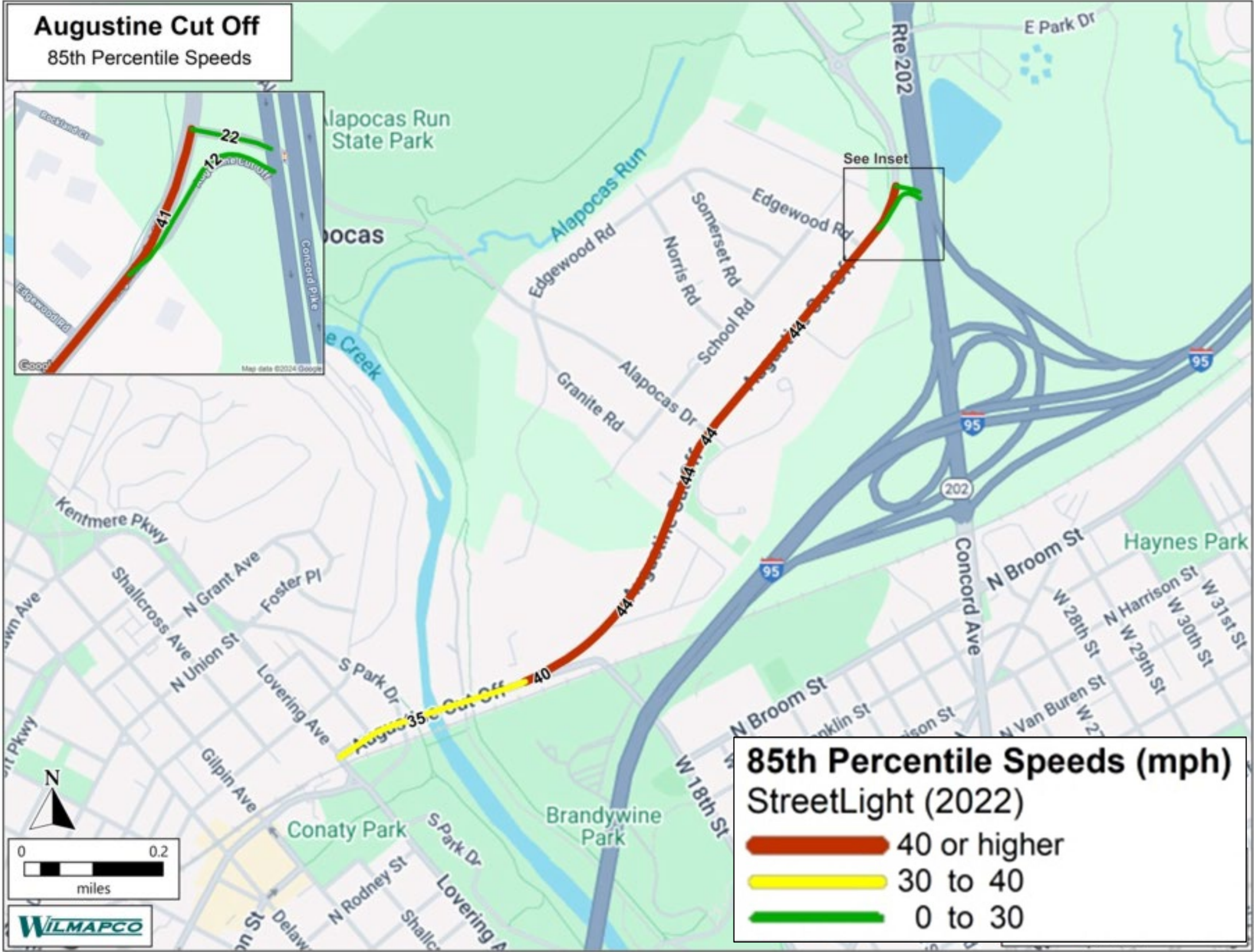
Whereas traditional road safety strives to modify human behavior and prevent all crashes, the Safe System approach also refocuses transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives.

Source: FHWA

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

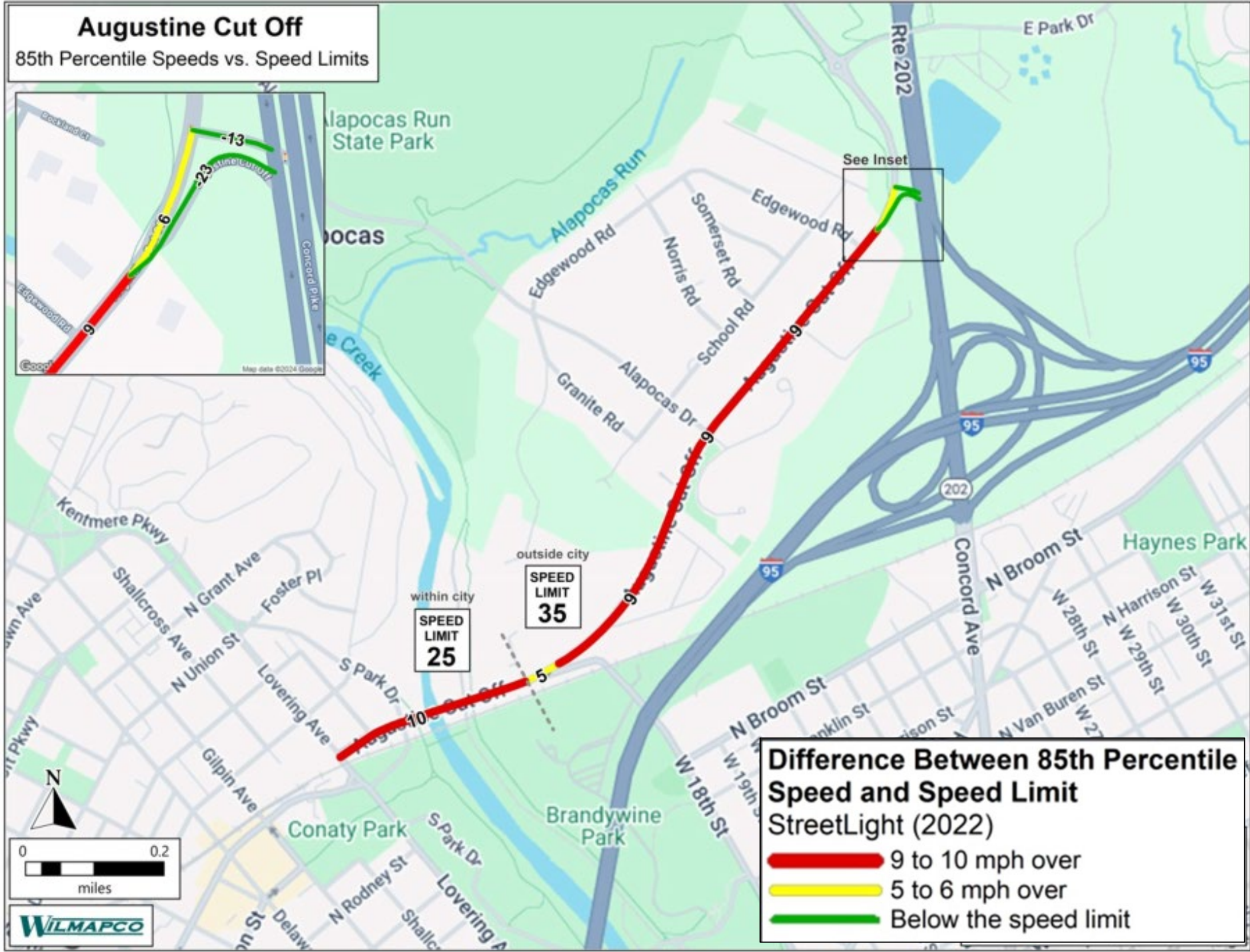


CORRIDOR SPEEDS





## CORRIDOR SPEEDS





## SAFE SPEEDS

### SAFE SPEEDS: REDUCING PEDESTRIAN FATALITIES

Hit by a vehicle  
traveling at

23

MPH

10% risk of death



Hit by a vehicle  
traveling at

42

MPH

50% risk of death



Hit by a vehicle  
traveling at

58

MPH

90% risk of death



Source: FHWA. Adapted from USDOT Pedestrian Safety Action Plan



CRASH MAP





DESTINATIONS OF DAILY VEHICLES ENTERING AUGUSTINE CUTOFF

North to South Trips



South to North Trips





## OUR RESPONSIBILITY

### Intersection Control Evaluation (ICE)

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



## ROADWAY CHARACTER/BEHAVIOR

### Portland Avenue – Richfield, MN



2007  
4-lane section



2013  
Road diet/restriping



2022  
Shared use path  
Concrete shoulders  
Crossing islands





## WHAT WE HEARD

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

**Do you have any other issues traveling the corridor today?**



## WHAT'S NEXT

1. Introduce yourselves, draft vision #1
2. Identify improvements
3. Report out
4. Improvement prioritization polling
5. Draft vision #2 and poll results

### Ground Rules

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



## WHAT'S NEXT

### Improvement Identification:

- Get specific and choose the top two per category

### Tabulation and Report Out:

- What specific improvements came up among all of the groups?
- Were there any improvements from other tables that your group did not raise?

### Improvement Prioritization:

- From all ideas, which specific improvements are most important to you?

### Ground Rules

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

## IMPROVEMENT IDENTIFICATION

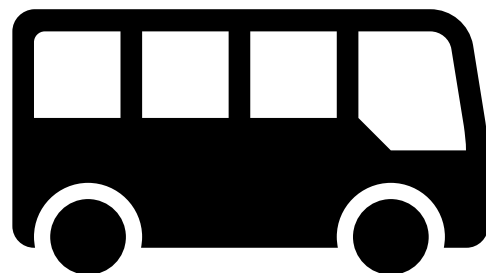
- | People who walk     | People who bike     | People who take transit | People who drive    |
|---------------------|---------------------|-------------------------|---------------------|
| A. Improvement 1    | A. Improvement 1    | A. Improvement 1        | A. Improvement 1    |
| B. Improvement 2... | B. Improvement 2... | B. Improvement 2...     | B. Improvement 2... |



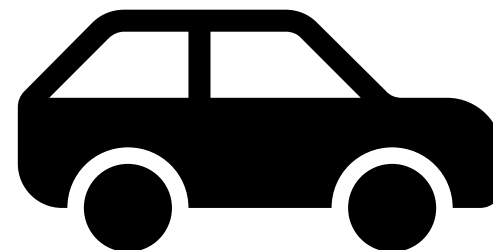
**PINK  
BALLOT**



**YELLOW  
BALLOT**



**GREEN  
BALLOT**



**ORANGE  
BALLOT**



## ONLINE SURVEY

- Invite your neighbors / friends to help shape Augustine Cut Off Corridor's future
- Survey and workshop materials will be uploaded tomorrow, March 7
- Visit [www.wilmapco.org/augustinecutoff](http://www.wilmapco.org/augustinecutoff) by Monday, April 7 to:
  - Sign up for project updates
  - Review workshop materials
  - Complete the online survey

Email Dave Gula, WILMAPCO Project Manager at [dgula@wilmapco.org](mailto:dgula@wilmapco.org)

