

AUGUSTINE CUT OFF MULTIMODAL IMPROVEMENTS STUDY, PHASE 2

Advisory Committee Meeting 3
July 24, 2025



AGENDA

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

■ **Introductions & Study Background**

Introduction & Study Background

PROJECT TEAM

Dave Gula	WILMAPCO	Project Manager
Paul Moser, PE	DeIDOT	DeIDOT Coordination Project Manager for DeIDOT Phase 1
Austin Gray	DeIDOT	Assistant Director of Planning
Cooper Bowers	New Castle County	Transportation Planner New Castle County Liaison
Marco Boyce	New Castle County	New Castle County Coordination
Jared Kaufman	DART/DTC	DART/DTC Coordination
Mike Campbell, PLA	WRA	WRA Project Manager Beautification Lead
Leah Kacanda, AICP	WRA	Public Engagement Lead Active Transportation Lead
Kevin Konzelman, PE PTOE	WRA	Safety & Traffic Design Lead
Val Kowalski, PE	WRA	Roadway Design

Introduction & Study Background

PLANNING PARTNERS



Advisory Committee

Delaware Office of State
Planning

Area institutions

Concord Pike Monitoring
Committee

City of Wilmington

Local businesses

Delaware Greenways

Elected Officials

Civic Associations/HOAs

Bike Delaware

ADVISORY COMMITTEE ROLE

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

Introduction & Study Background

ADVISORY COMMITTEE ROLE'S, RESPONSIBILITIES, AND EXPECTATIONS


How We Treat Each Other


- Each member has an equal right to speak and ask questions.
- Each member is encouraged to share individual viewpoints.
- Individual opinions are valid whether others agree with them or not.
- We will listen to, respect, and seek to understand the views of others, particularly those perspectives that differ from our own.
- Disagreements will be explored not suppressed.
- We will be courteous when addressing other Advisory Committee Members and the project team.
- We will refrain from interrupting each other and the project team.
- We will keep our comments relevant to the topic(s) under discussion.

Introduction & Study Background

STUDY AREA

Legend

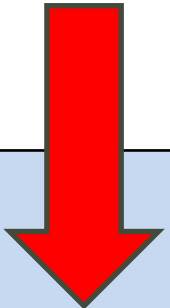
Study Area 

Intersections 



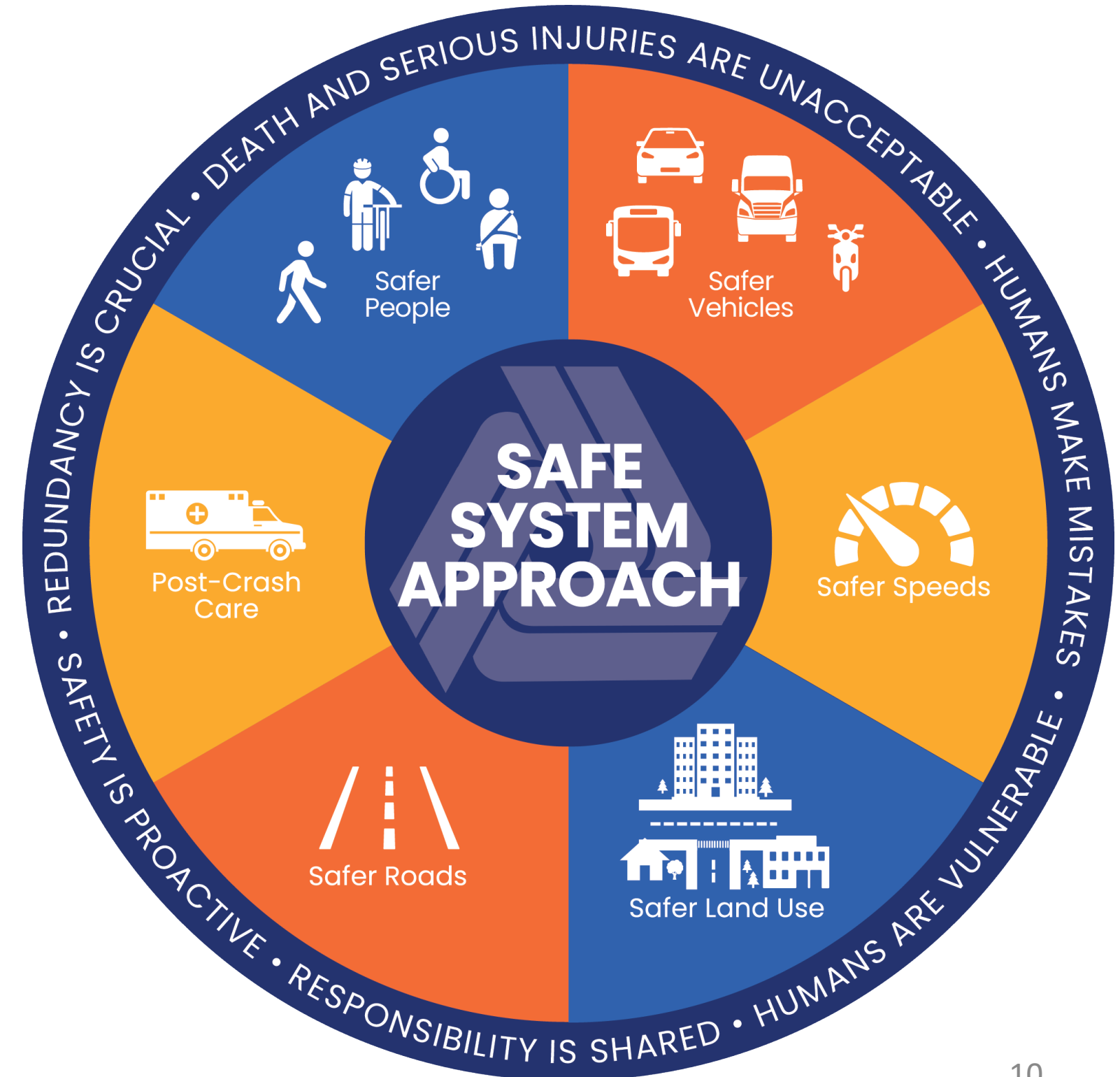
STUDY SCOPE
AND SCHEDULE

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



OUR RESPONSIBILITY

- The transportation profession is moving from a *reactive* to a *proactive* approach to safety – the Safe System Approach
 - Principles around the circle
 - Objectives in the center
- **Goal is to improve safety for all road users regardless of age, ability, or how they are traveling**



STUDY GOALS

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

RECENT PEDESTRIAN FATALITY

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

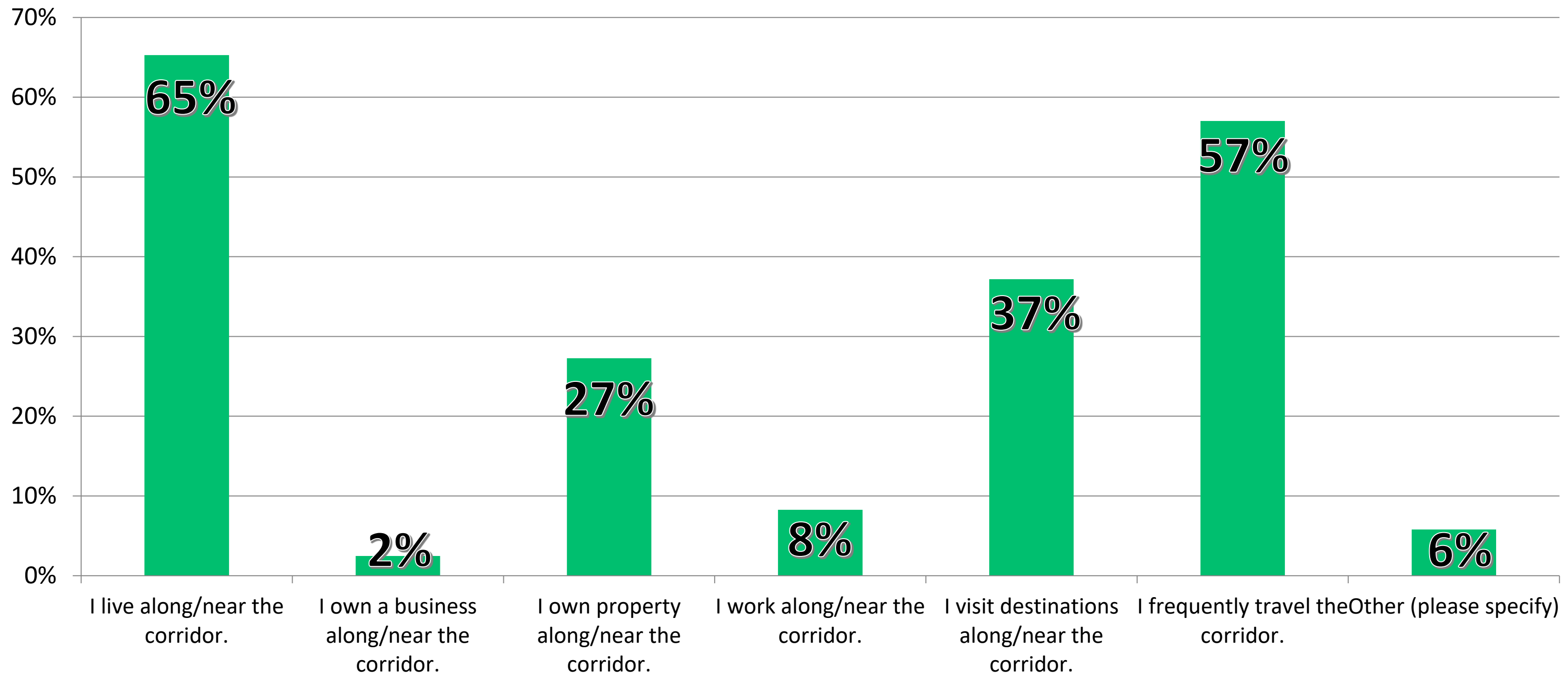
■ **Public Feedback**

PUBLIC SURVEY QUESTION

1

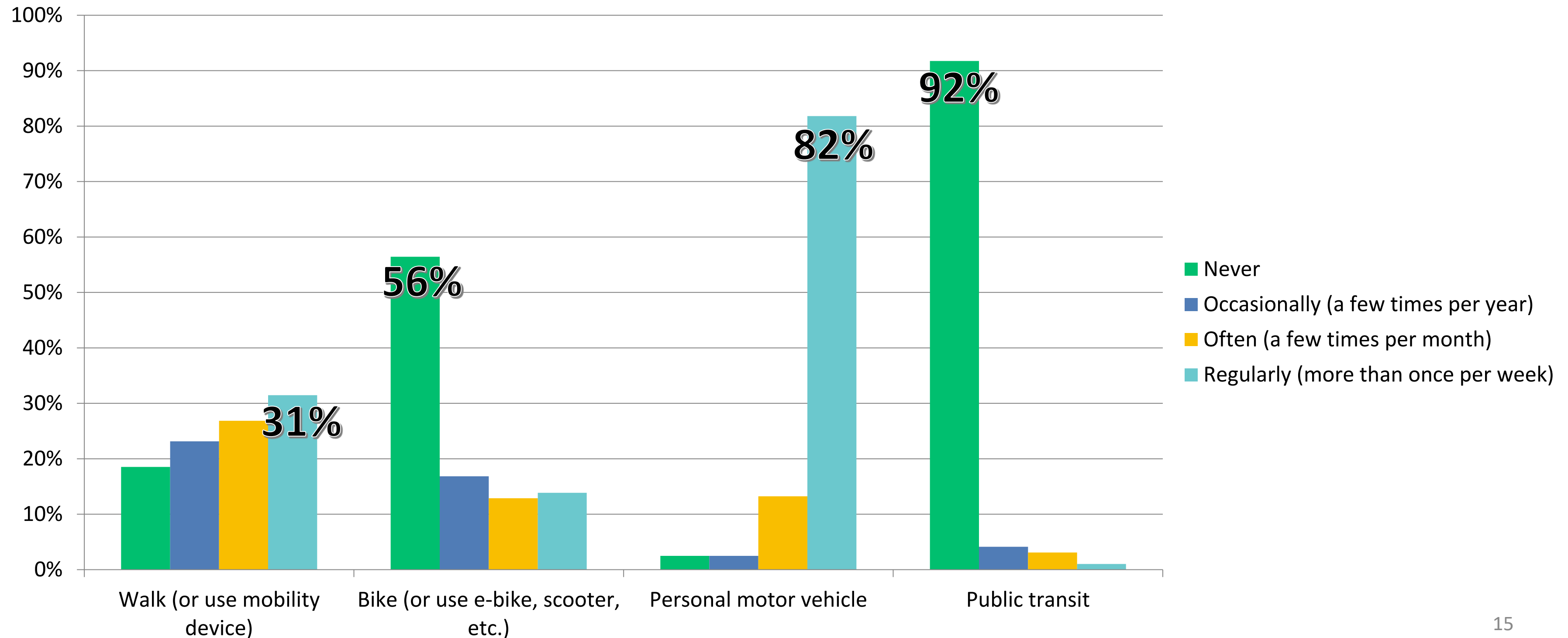
What is your relationship to the Augustine Cut Off Corridor

Please select all that apply



PUBLIC SURVEY QUESTION & RESULT

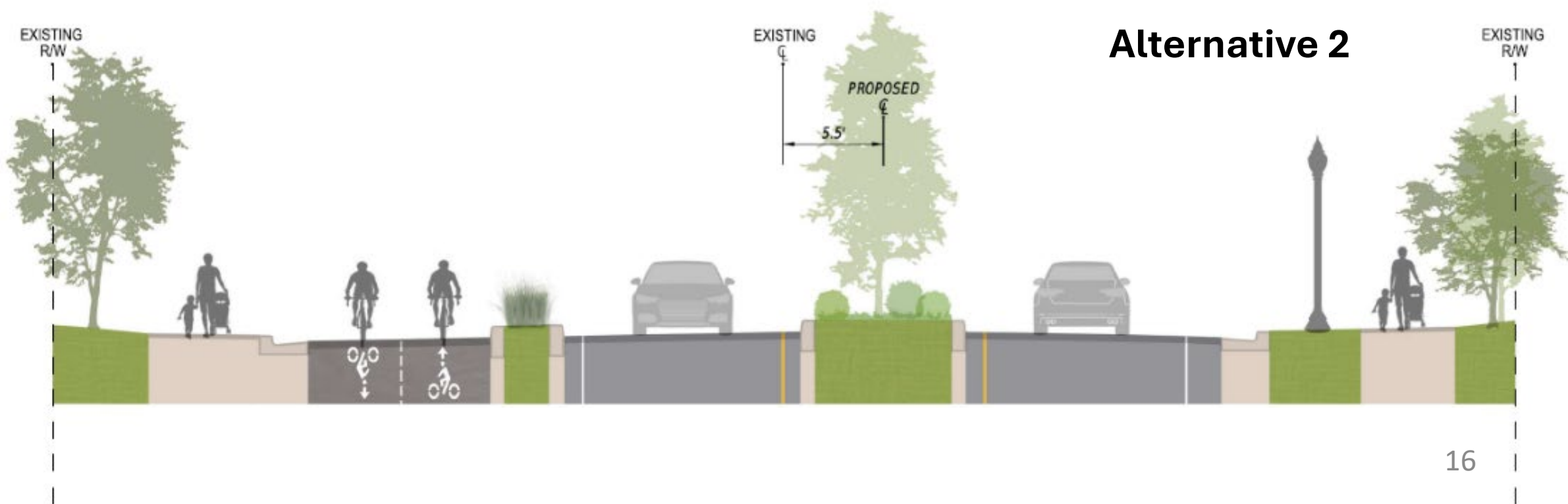
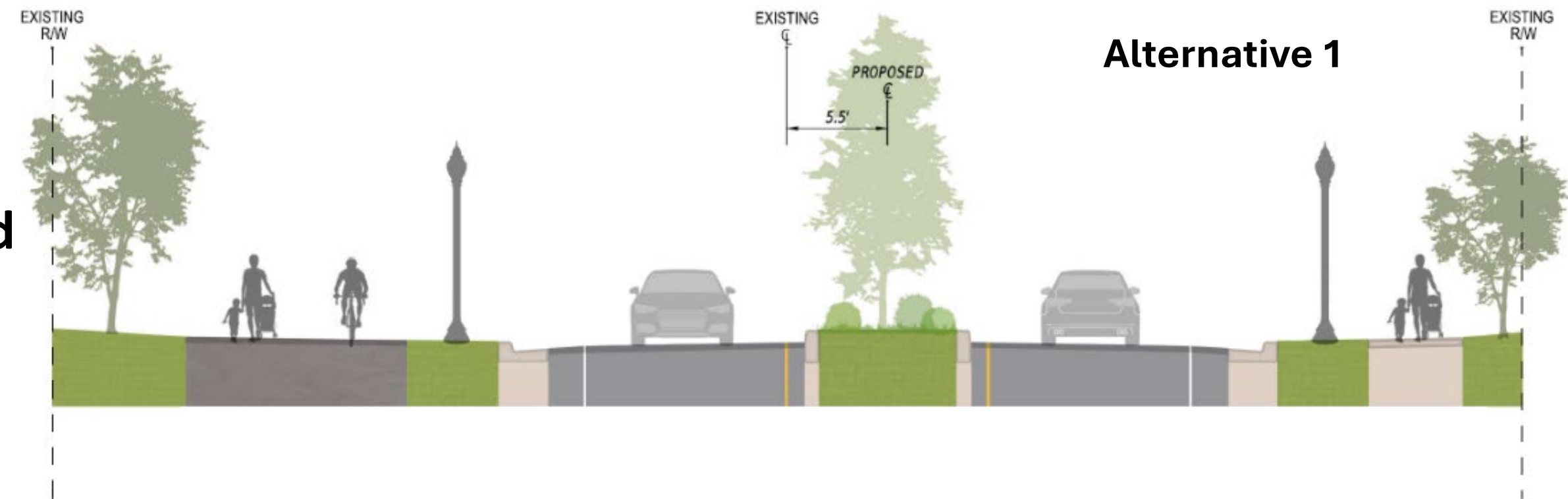
2 How often do you use the corridor and by what modes?



PUBLIC SURVEY QUESTION

3

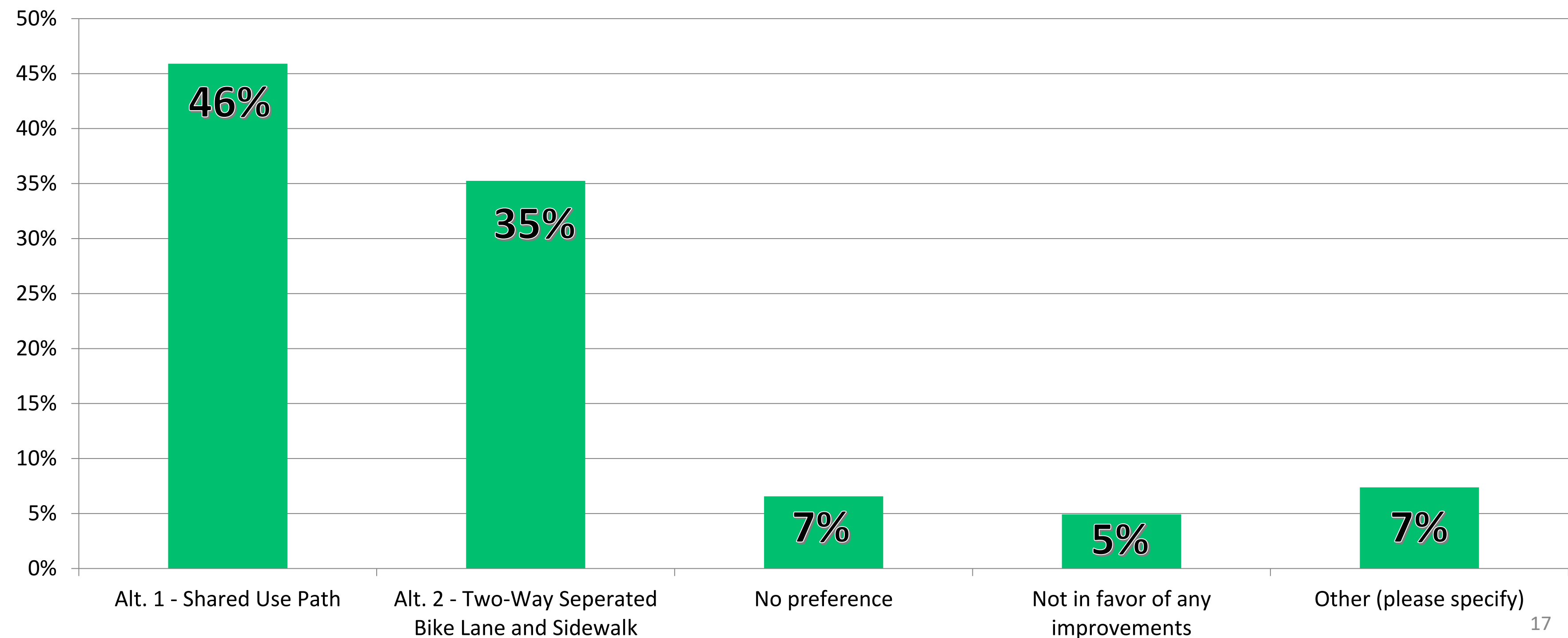
After reviewing the plans for *Alternative 1 – Shared Use Path* and *Alternative 2 – Sidewalk and Two-Way Separated Bike Lane*, please indicate your preference



PUBLIC SURVEY RESULTS

3

Alternative Preference



PUBLIC SURVEY QUESTION 1 RESULTS

3 “Other” Feedback:

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

PUBLIC SURVEY QUESTION

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

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

Public Survey Results

PUBLIC SURVEY QUESTION

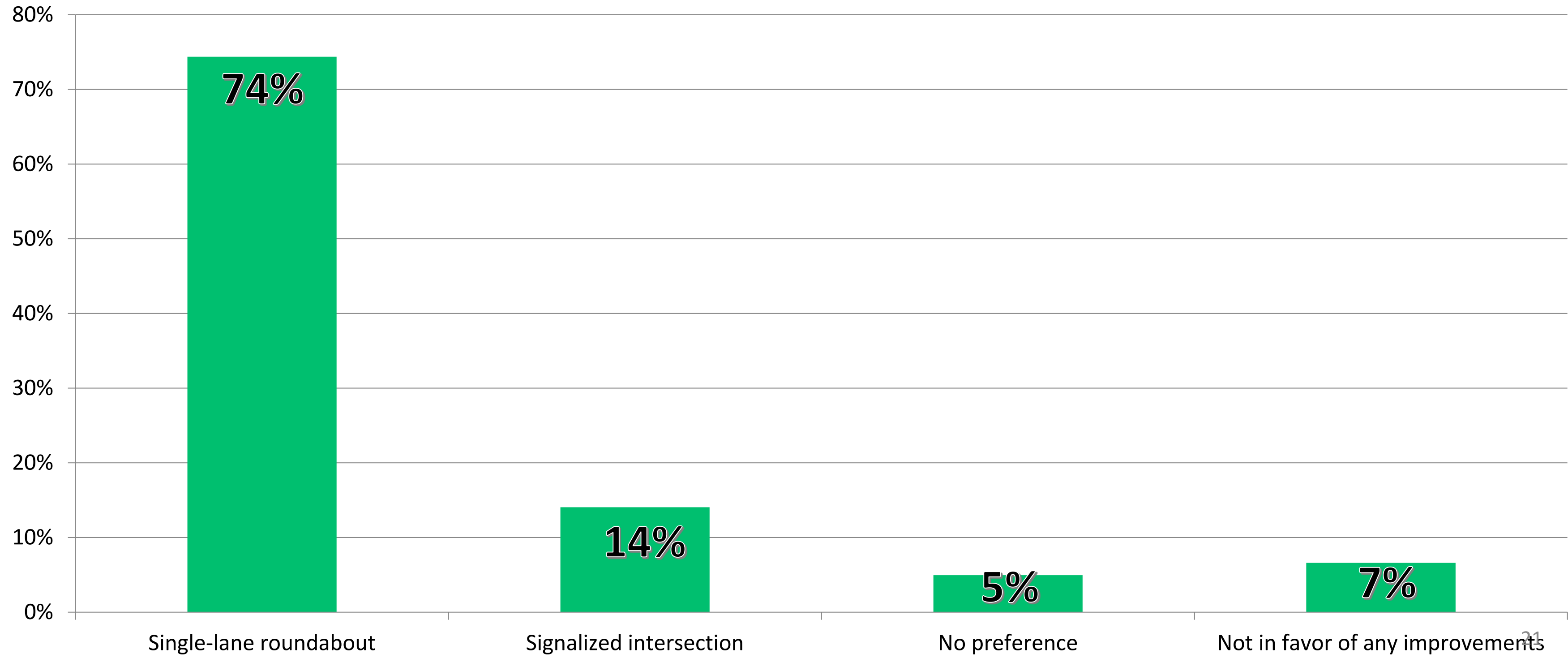
4

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

PUBLIC SURVEY RESULTS

4

Alapocas Drive Intersection Feedback



Preliminary Alternatives

INTERSECTION DESIGN

Alapocas Drive – Delay Analysis

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

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

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

PUBLIC SURVEY RESULTS

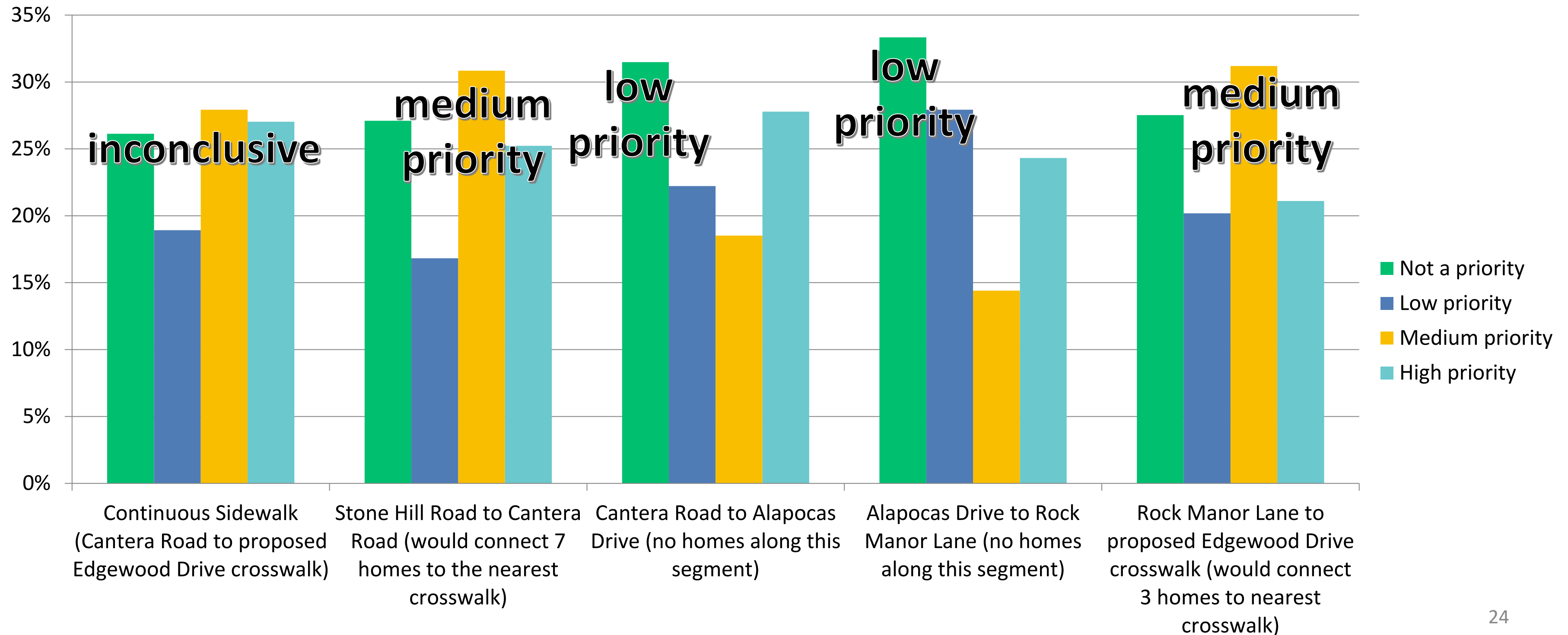
- 5 A continuous sidewalk could be provided on the northbound side of Augustine Cut Off as part of Alternative 1 or Alternative 2; however, another option is shorter sidewalk segments that would provide residents on the northbound side of the road with access to the nearest crosswalk.**

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

PUBLIC SURVEY RESULTS

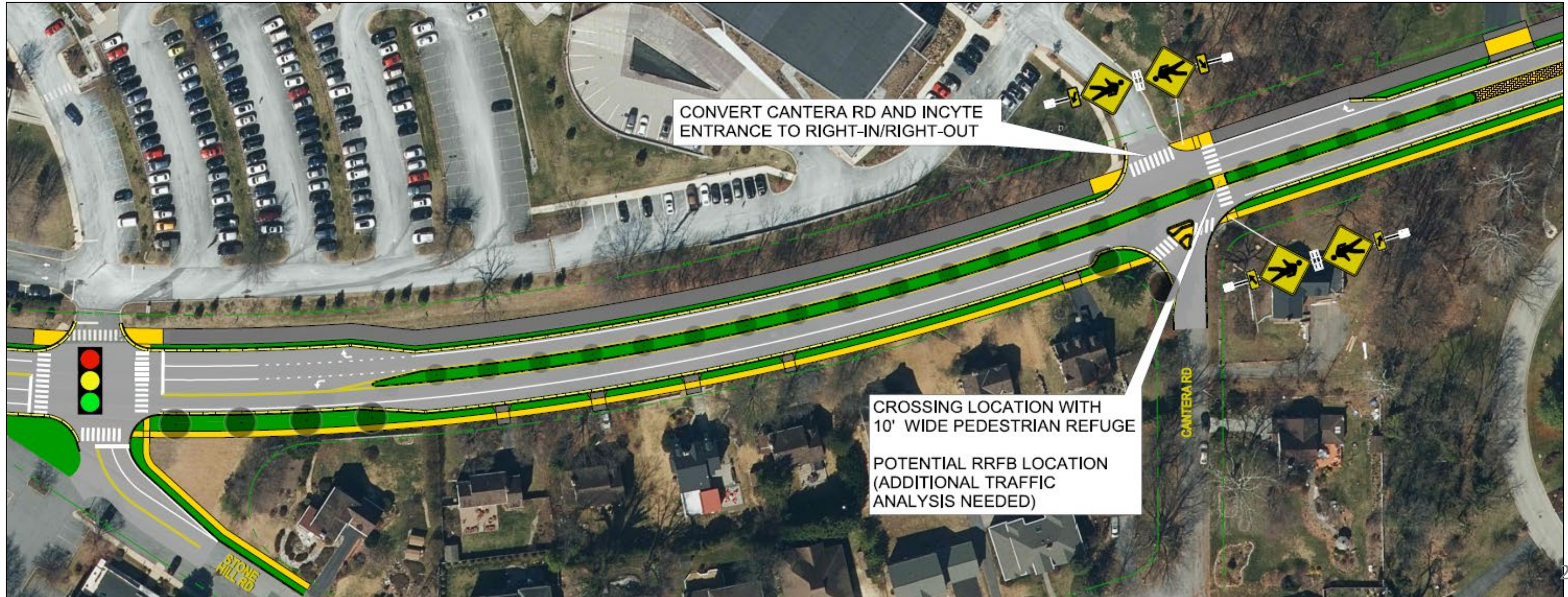
5

Northbound Sidewalk Feedback



PUBLIC SURVEY QUESTION

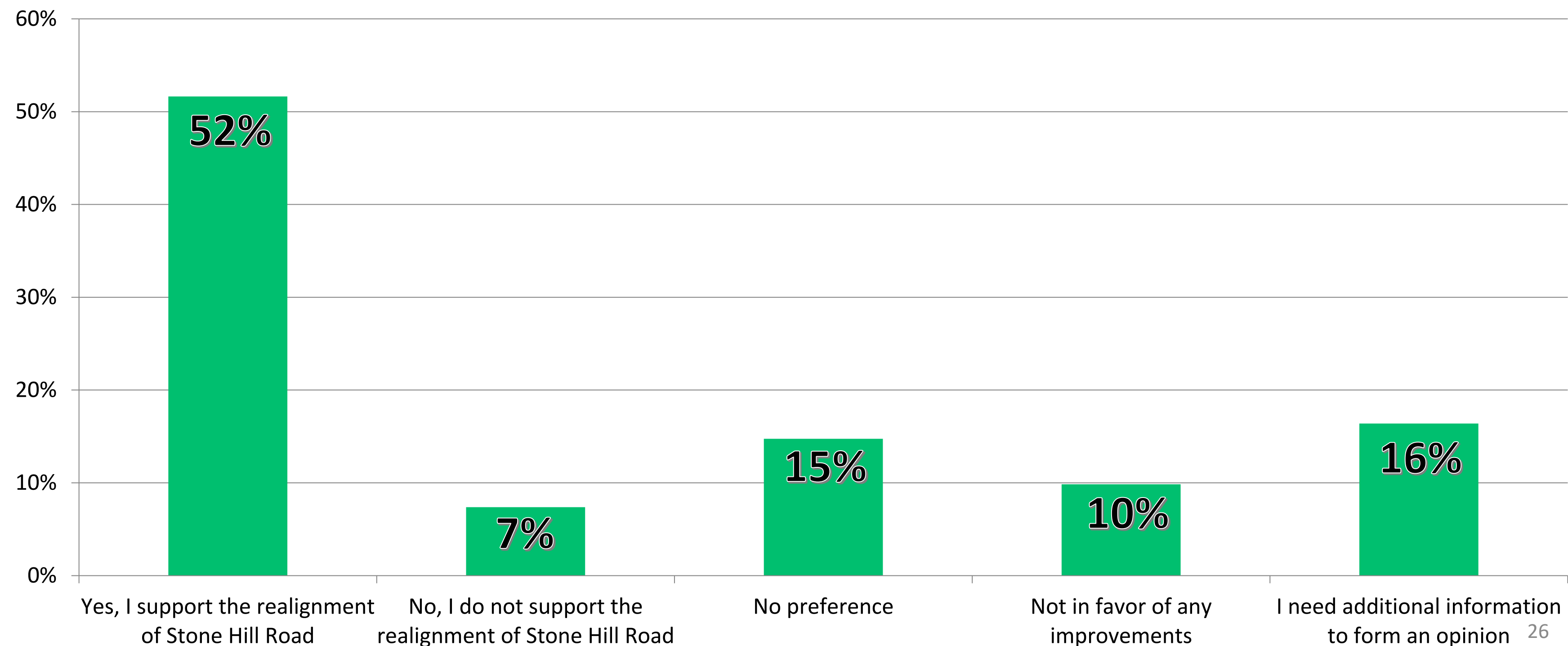
- 6 Are you in favor of the realignment and addition of a traffic signal at the intersection of Augustine Cut Off and Stone Hill Road as shown in the graphic below? This would allow for Cantera Road and the northmost Incyte entrance to be converted to right-in/right-out traffic.



PUBLIC SURVEY RESULTS

6

Stone Hill Road Intersection Feedback



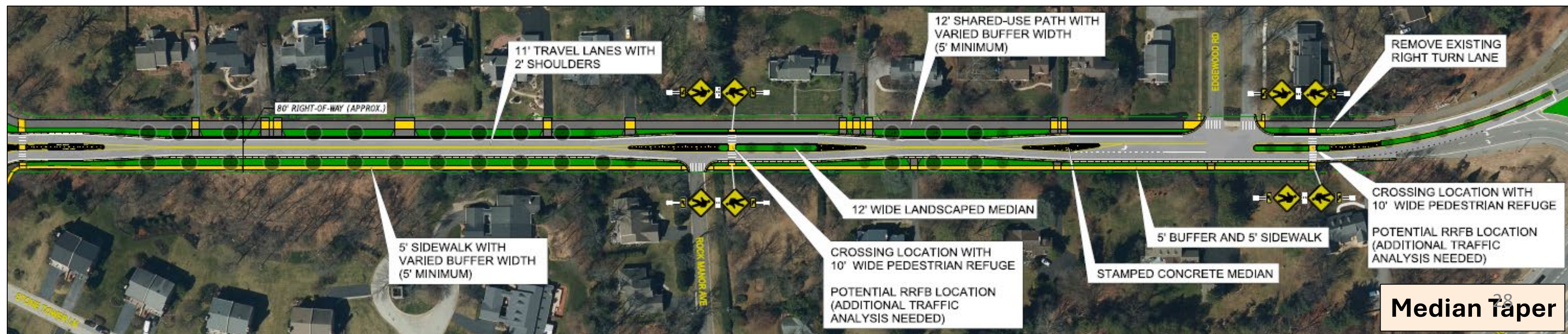
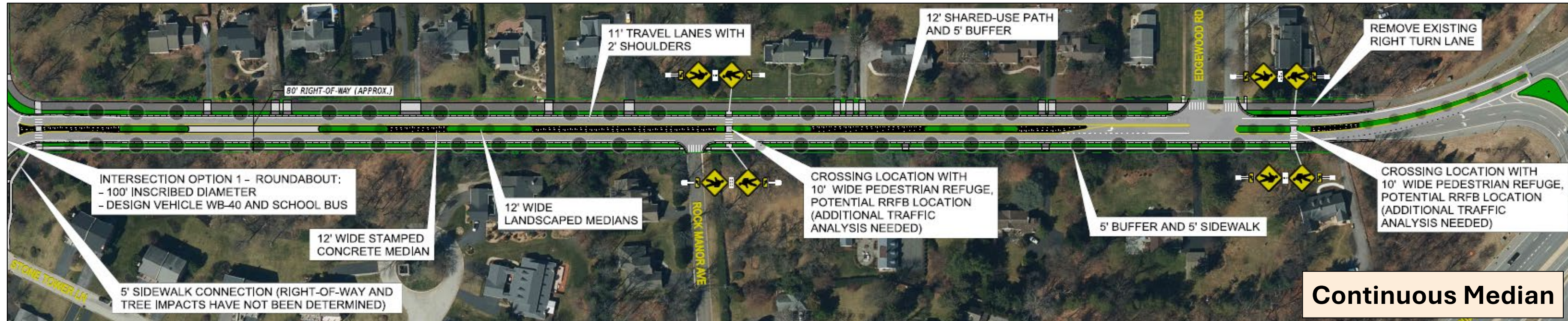
PUBLIC SURVEY QUESTION

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

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

PUBLIC SURVEY QUESTION

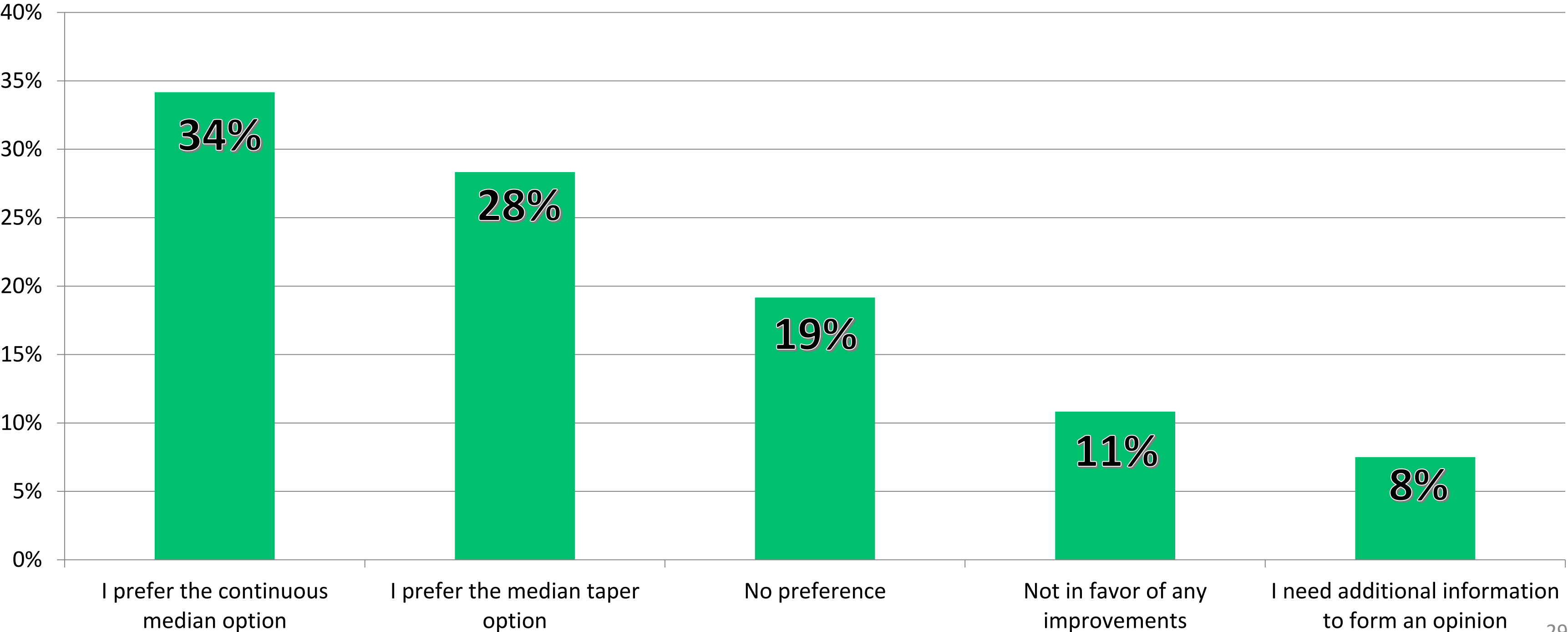
7



PUBLIC SURVEY RESULTS

Center Median Feedback

7



PUBLIC SURVEY QUESTION

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

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



Development of Preferred Alternative

OUR RESPONSIBILITY

- The transportation profession is moving from a *reactive* to a *proactive* approach to safety – the Safe System Approach
 - Principles around the circle
 - Objectives in the center
- **Goal is to improve safety for all road users regardless of age, ability, or how they are traveling**



Development of Preferred Alternatives

AREAS OF AGREEMENT

Consensus

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

No Clear Public Preference

- Opinions about the realignment of Stone Hill Road were evenly split, with 52% supporting a realignment
- Note: based on preliminary conversations with representatives from Incyte, the proposed realignment would likely create issues with their onsite circulation due to queuing at the proposed traffic light

AREAS OF CONCERN

Motor Vehicle Speeds

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

AREAS OF CONCERN

Motor Vehicle Speeds (continued)

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

AREAS OF CONCERN

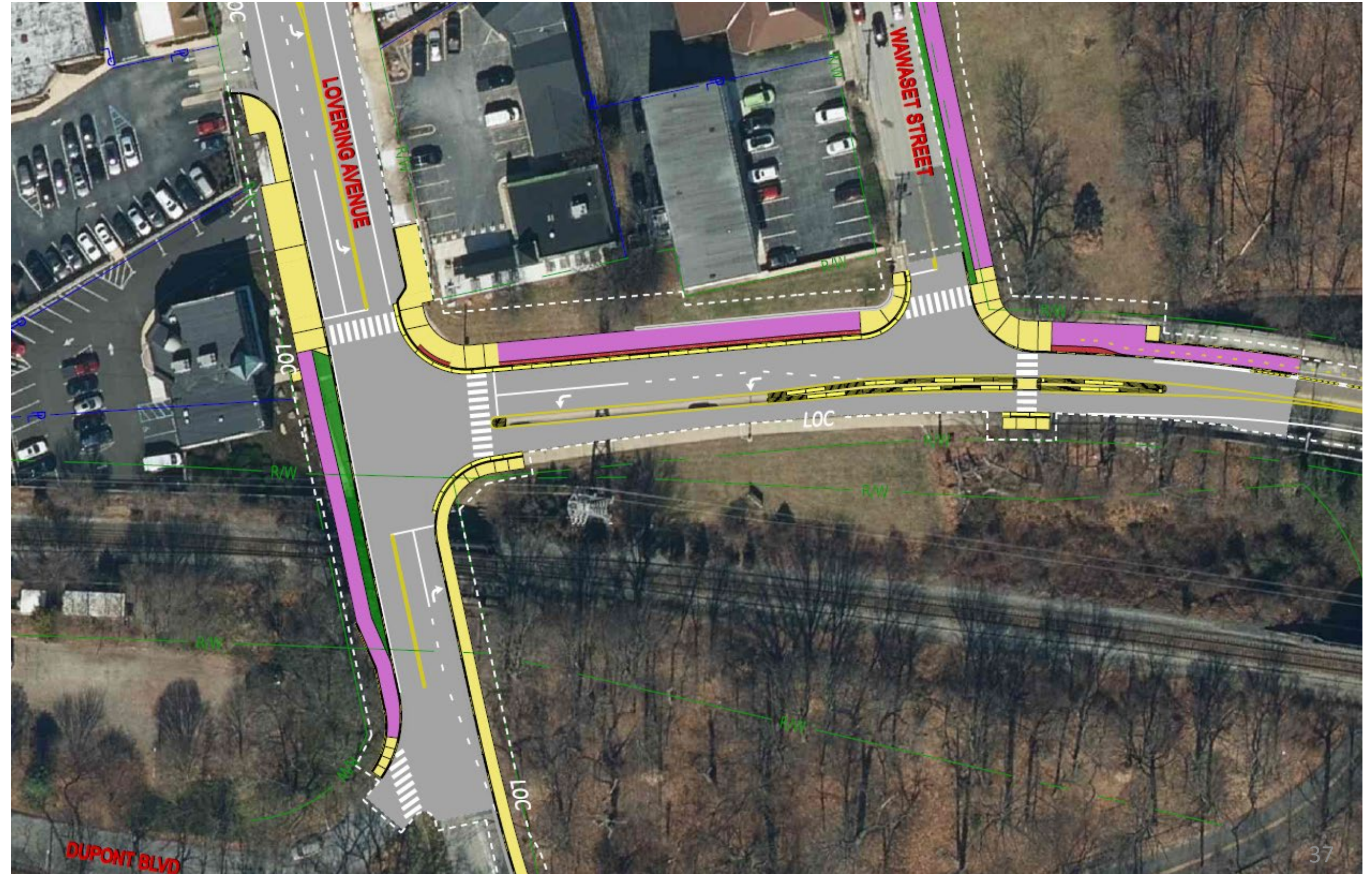
Additional Improvements

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

Development of Preferred Alternatives

AREAS OF CONCERN

Proposed DeIDOT improvements at Augustine Cut Off and Lovering Avenue



AREAS OF CONCERN

Short-Term Improvements

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

Development of Preferred Alternatives

AREAS OF CONCERN

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

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

AREAS OF CONCERN

Homeowner Concerns

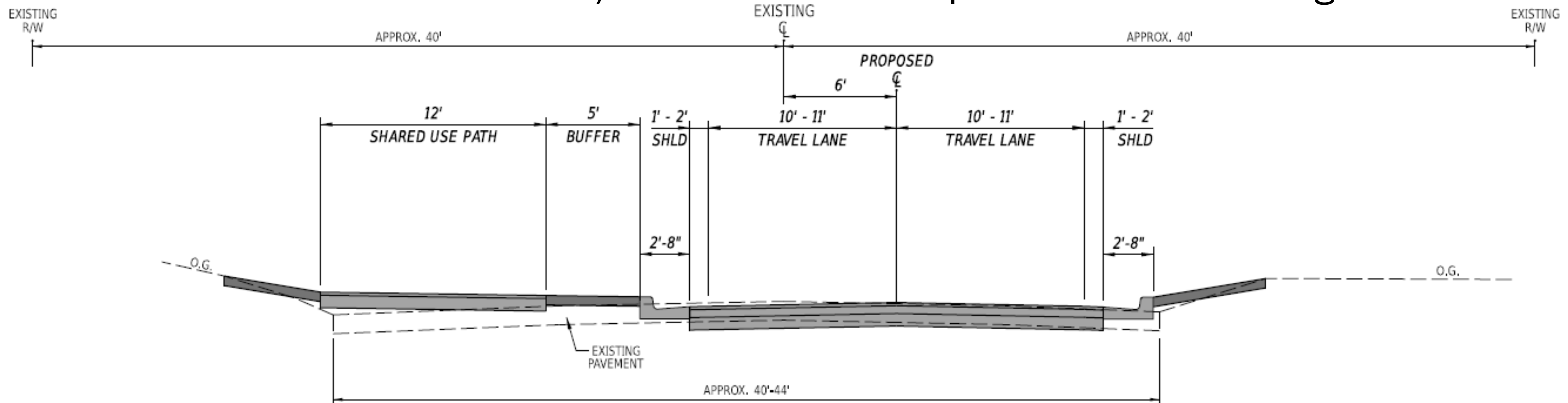
- Can you better explain how curbside services like mail, deliveries, landscaping, and trash pickup will work?
 - This depends on the preferred alternative – we can discuss further today
- Who is responsible for maintaining the sidewalk/shared use path?
 - DeIDOT is responsible for maintaining the sidewalk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

Development of Preferred Alternatives

NEW ALTERNATIVE FOR CONSIDERATION

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

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



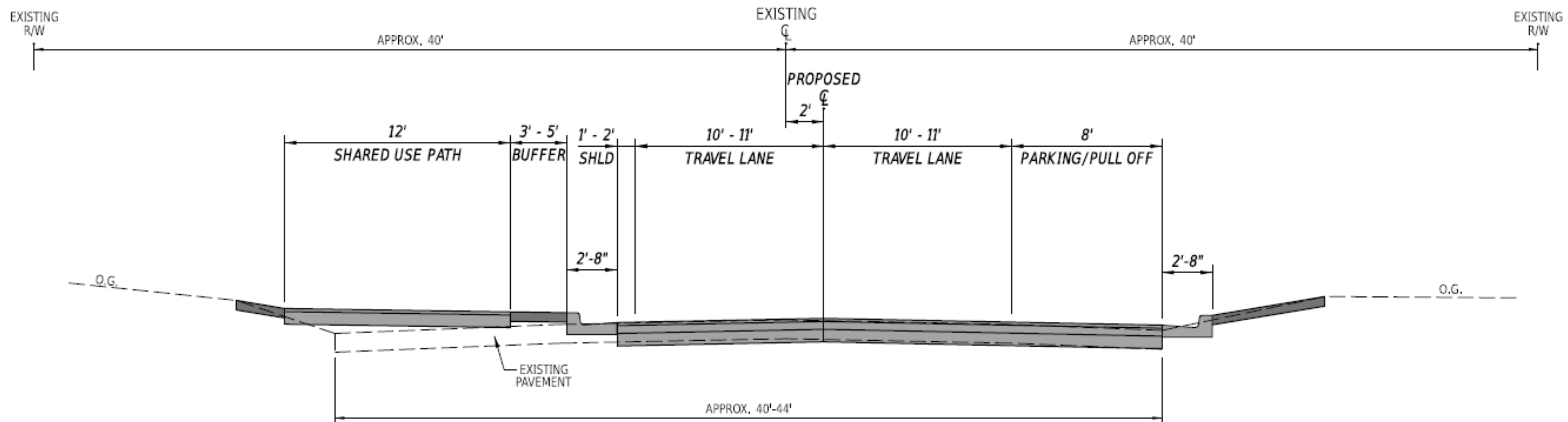
AUGUSTINE CUT OFF - ALTERNATIVE 3
TYPICAL 1: SHARED USE PATH - NO PARKING/PULL OFF

Development of a Preferred Alternatives

NEW ALTERNATIVE FOR CONSIDERATION

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

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



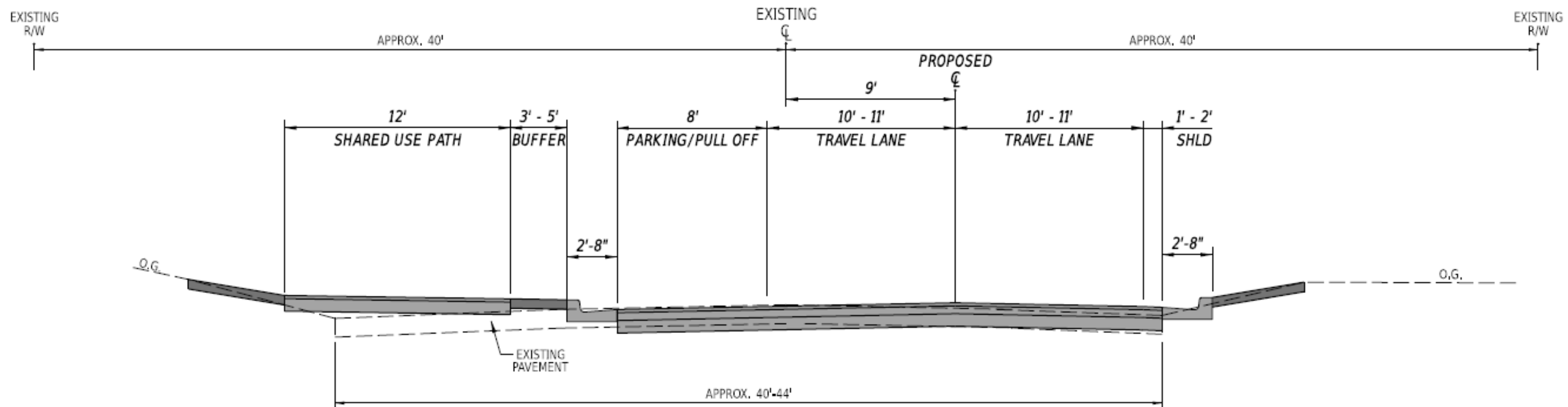
AUGUSTINE CUT OFF - ALTERNATIVE 3
TYPICAL 2: SHARED USE PATH - NB PARKING/PULL OFF

Development of Preferred Alternatives

NEW ALTERNATIVE FOR CONSIDERATION

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

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



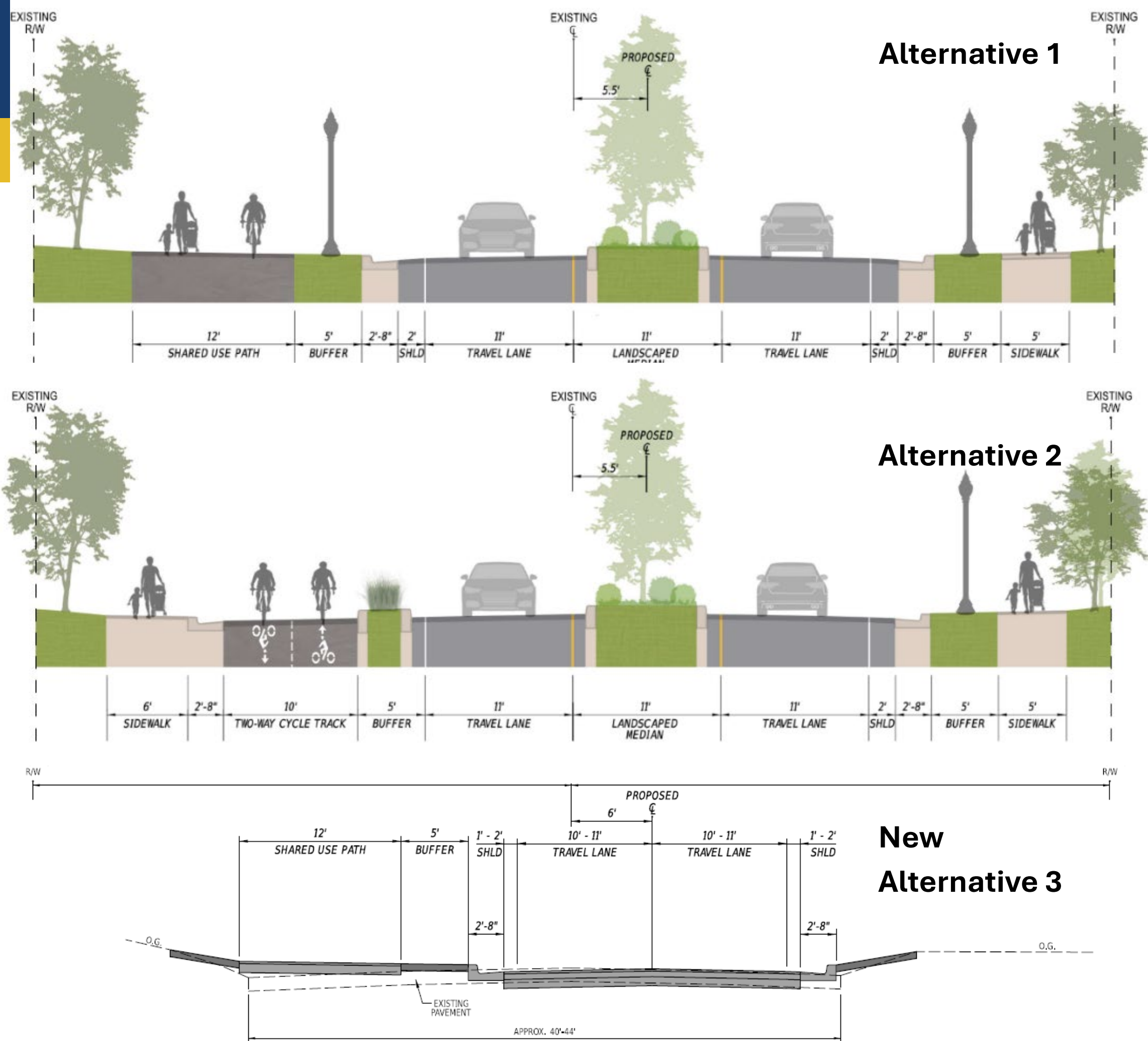
AUGUSTINE CUT OFF - ALTERNATIVE 3
TYPICAL 3: SHARED USE PATH - SB PARKING/PULL OFF

ALTERNATIVE PROS/CONS

What do you like about each alternative?

What do you dislike?

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



Development of a Preferred Alternatives

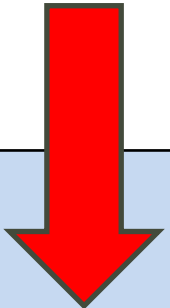
ALTERNATIVE NEXT STEPS

- The project team will develop the following for the third and final workshop scheduled for August 12:
 - A third corridor alternative in plan view that incorporates public feedback received during the survey and feedback from the Advisory Committee at their July 24 meeting
 - Information on the feasibility of a roundabout at the 18th Street intersection
 - Pros and cons comparing Alternatives 1 and 2 (developed for the June workshop) with Alternative 3

Next Steps

STUDY SCOPE
AND SCHEDULE

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



WHAT'S NEXT

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



**Join us for the Augustine Cut Off
Multimodal Improvement Study
Phase 2
Public Workshop**

**Tuesday, August 12, 2025
5:00 to 7:00 PM
Salesianum School
Centenary Hall
1801 N Broom Street
Wilmington, DE 19802**

Come to this workshop to review public comments and learn about updated alternatives.

The goal of this study is to create a program of traffic safety recommendations, low-stress pedestrian and bicycle facilities, and context sensitive aesthetic improvements from Lovering Avenue to W. Park Drive to make the corridor function more safely for all modes.

You are invited to participate in the transportation planning process, regardless of your race, color, national origin, religion, ethnicity, disability, age, sex, sexual orientation, gender identity, or background. To request special accommodations, or if you need this information in another language, please contact WILMAPCO at (302) 737-6205 or dvoss@wilmapco.org.

THANK YOU

Any questions? Want to set up a standalone conversation with the Project Team?

Email Dave Gula, WILMAPCO Project Manager at dgula@wilmapco.org