



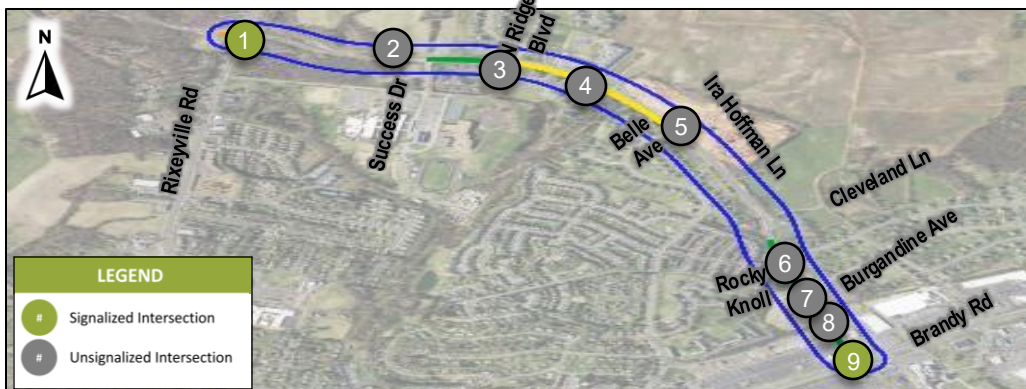
PROJECT PIPELINE NEEDS AND EXISTING CONDITIONS SUMMARY

Ira Hoffman Lane

VDOT District: Culpeper / Locality: Culpeper County & Town of Culpeper

CU-25-04

Sheet 1 of 2



Study Purpose, Goals, and Objectives

The need for this study is focused on providing safe and comfortable pedestrian and bicycle mobility improvements along this rapidly developing collector corridor. The major intersections at each end of the study corridor already have funded roundabouts, however, future traffic projections will be developed to test the intersections within the study limits to determine if additional safety or capacity improvements will be needed in the future.

VTrans Needs

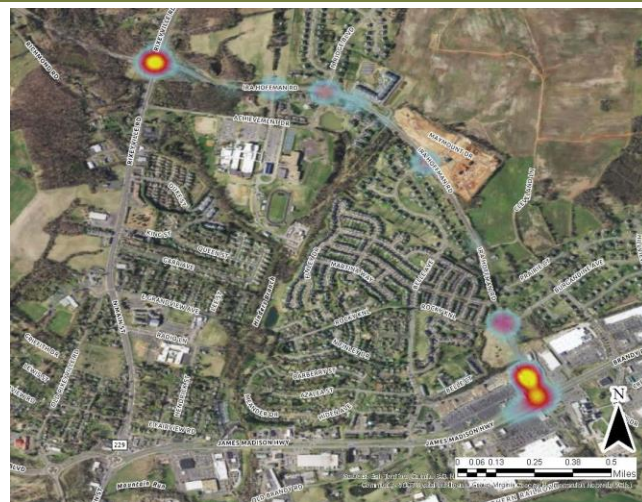
	Safety Improvement
	Pedestrian Safety Improvement

Study Facts

Major Study Intersections	1, 9
Length of Study Area	1.64 miles
Classification	Major Collector
2023 AADT (Average Annual Daily Traffic)	10,238
Speed Limit	45 mph, with school zone

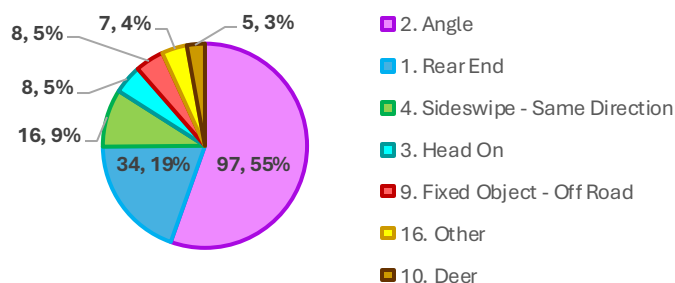
Safety Needs

- Crash hotspots occurred at Rixeyville Road, the Dominion Shopping Center and Lidl Entrances, and the James Madison Highway/Brandy Road intersection. Additional crash clusters occurred at Rocky Knoll/Burgardine Avenue and N Ridge Boulevard.
- Left turn crash clusters occurred at the Dominion Shopping Center entrances, Belle Avenue, N Ridge Boulevard, and Success Drive.
- The highest concentration of injury crashes is at the Dominion Shopping Center Entrance 1. There were twenty-two crashes; all caused by angle collisions. Severities range from serious injury to non-visible injury.
- VDOT's 2019-2023 PSI data shows Rixeyville Road and James Madison Highway/Brandy Road as PSI intersections. PSI segments are from Success Drive to Belle Avenue and the County/Town boundary to James Madison Highway/Brandy Road



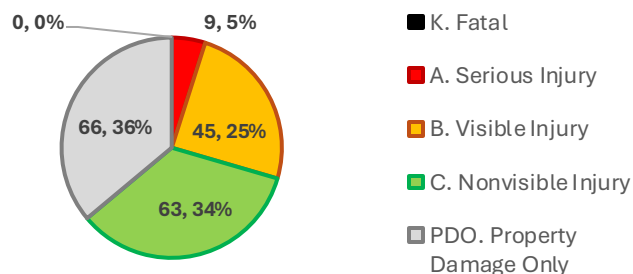
Crash Type

183 Total Crashes (2020 – 2024)



Crash Severity

183 Total Crashes (2020 – 2024)





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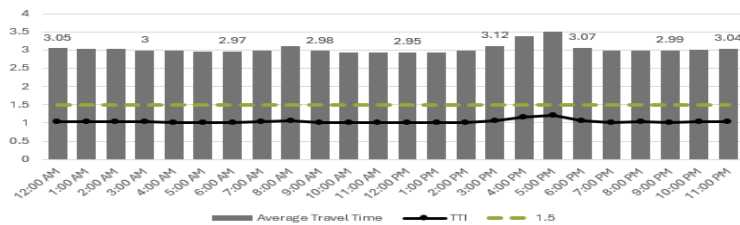
Sheet 2 of 2

Operations Summary

- Queue backups from James Madison Highway/Brandy Road spill back to Rocky Knoll/Burgandine Avenue.
- Left turns from unsignalized intersections compete with heavy through movements along Ira Hoffman.

Travel Time Index*

Average Travel Time Index (TTI) & Average Travel Time Per Hour

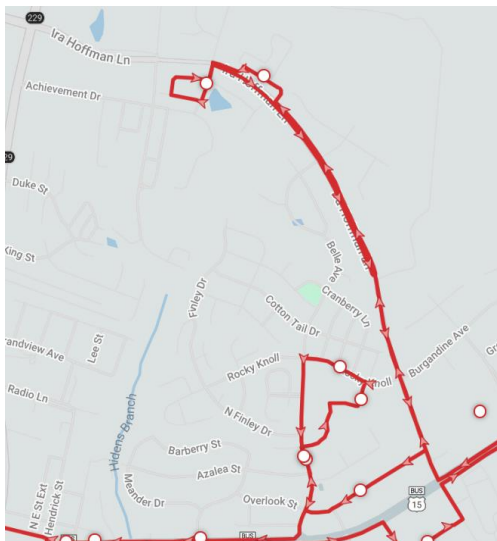


*Travel Time Index (TTI) is the ratio of the travel time during the referenced time period to the travel time during typical conditions. For example, a TTI of 1.5 means a trip takes 50% longer than it would in free-flow conditions.

Transit and TDM Needs

- 2 transit stops along the corridor, with no existing infrastructure
 - Pickup locations

Virginia Regional Transit – Culpeper North/South Loop



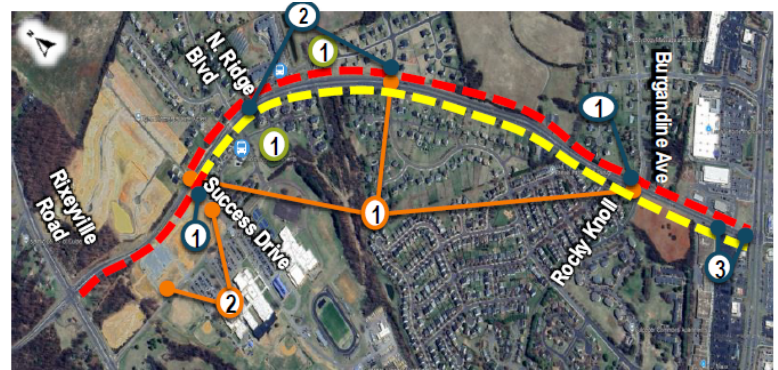
Bike and Pedestrian Access Needs

- Medium pedestrian safety priority from the Town/County boundary to the intersection of James Madison Highway/Brandy Road.
- Limited pedestrian and bicyclist infrastructure in the study area. There is a sidewalk at the intersection of Rocky Knoll/Burgandine Avenue. There is a crossing with a pedestrian refuge at N Ridge Boulevard.
- Planned roundabout projects at either end of the study include pedestrian accommodations on Rixeyville Road, Brandy Road, and intersection approaches on Ira Hoffman Lane. The Brandy Road roundabout includes pedestrian crossings at all legs of the roundabout.
- A segment of Ira Hoffman Lane was identified in PBSAP 4 within the Statewide Top 5% segments, from the Town/County boundary to the intersection of James Madison Highway/Brandy Road.

Summary of Needs Identified Through Public Outreach

- Survey date: June 2 – June 16, 2025
- Number of participants: 674
- Highest ranked needs: Corridor Safety/Intersection Safety, reducing traffic congestion, and pedestrian safety and accessibility
- Mode(s) of travel: Personal vehicle (99%), walking (17%), cycling (9%)
- Lack of sidewalks/missing sidewalks, speeding/aggressive driving, and insufficient crosswalks/missing crosswalks were identified by participants as the greatest safety issues.

Proposed Solutions to Evaluate in Phase 2



Safety Improvements

- ① RCI
- ② Possible Roundabout Locations
- ③ Physical barrier/access management

Pedestrian Improvements

- ① Proposed crosswalk
- ② Proposed future shared-use path connection
- Proposed Sidewalk
- Proposed Shared-Use Path

Transit

- ① Add bench and shelter