

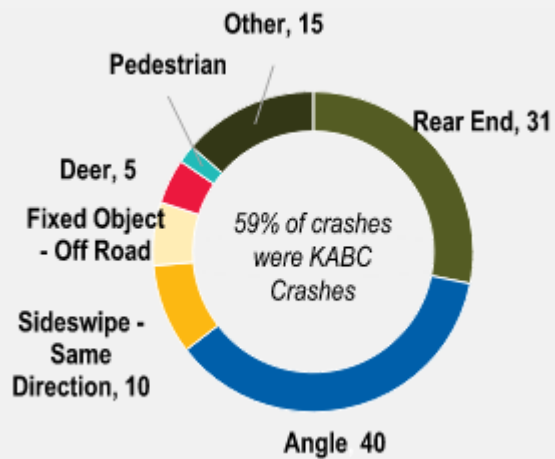
Project Overview | CU-23-06

US Route 29 Business from Southridge Parkway to Germanna Highway (US Route 15/522; Route 3)



VTrans Priority Segments

- Priority 1
- Priority 2
- Priority 3
- Priority 4
- Study Area



Project Purpose, Goals, & Objectives

Analyze the operational and safety issues identified along US Route 29 Business, with a focus on providing enhanced safety improvements.

Identify cost-effective preferred improvement alternatives that address the deficient conditions and prioritize safety.

Issues in the Study Area

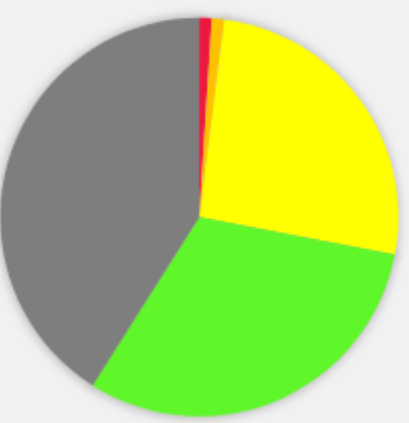
- 110 crashes were reported during 2018-2022 in the study area, of which eighty-nine (89) crashes (81%) occurred at or within 150 feet of an intersection.
- The closest park & ride lot is at Germanna Highway and US Route 522 interchange
- No bike lanes or shared use path exist along Route 29 BUS.
- Culpeper Transit operates hourly service along Route 29 BUS from 7:00 AM to 7:00 PM. There are existing bus stops in the vicinity of Sunset Lane intersections.
- Multimodal Safety and recurring peak hour congestion are the top ranked public concerns in the study area.
- Sidewalks are continuous on the south side only. Crosswalks have sufficient markings with curb ramps. Ped signals are accommodated with push buttons, countdown heads for all the intersections.

Project Fact Sheet

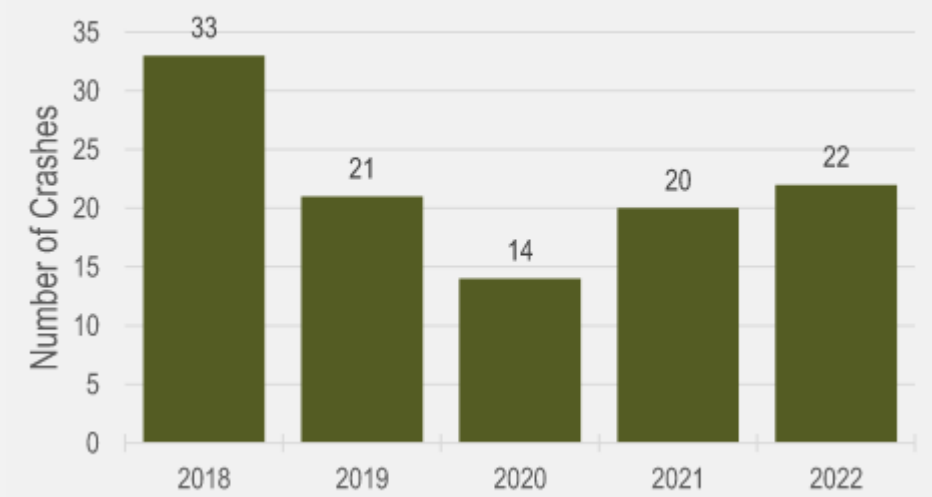
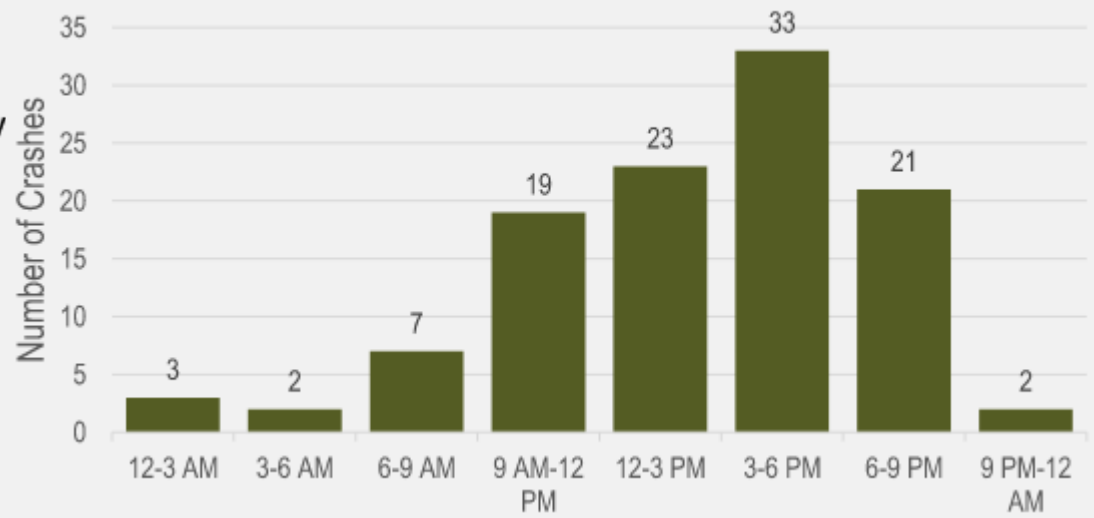
VDOT District	Culpeper
Locality	Town of Culpeper
Corridor Length	1.14 miles
Nearby Transit Connections	VA Regional Transit – Orange/Culpeper
Nearby Bikeways	No Shared Use Path on the Corridor
Functional Classification	Other Principal Arterial
Speed Limit	35-45 mph

Safety Needs

Needs Identification Summary

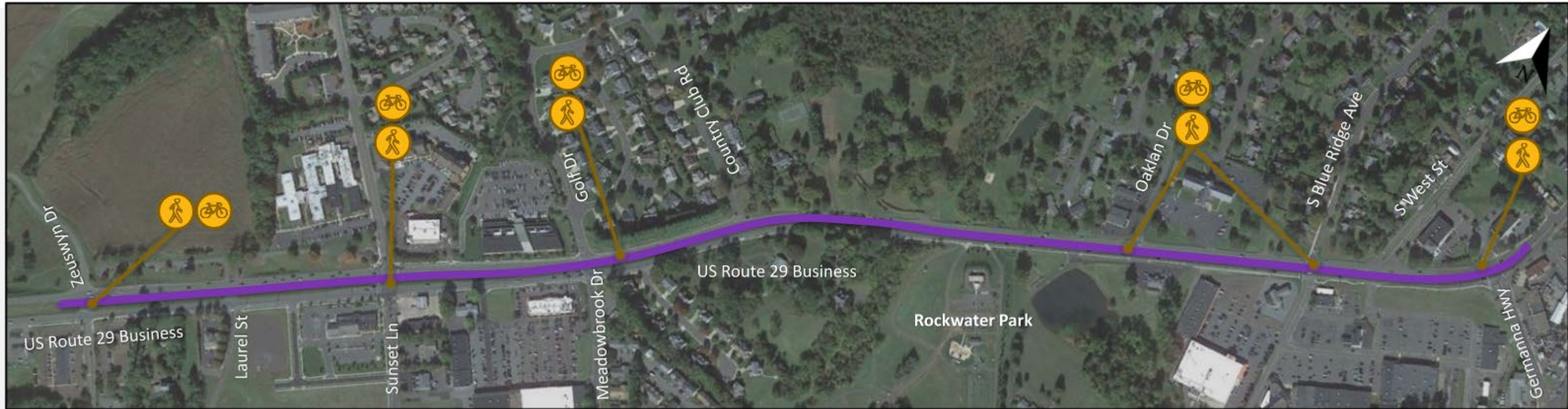


- 41% Property Damage Only
- 31 % Nonvisible Injury
- 26% Visible Injury
- 1% Severe Injury
- 1% Fatality



Bicycle and Pedestrian Safety and Accessibility Needs

Bicycle and Pedestrian Safety and Accessibility Needs Identification Summary



Bicycle and Pedestrian Safety & Accessibility Summary

- VTrans does not identify the need for Bicycle Access and Pedestrian Access along this corridor.
- However, Ped safety and accessibility ranked as most important issue in public survey. ~30% of respondents listed "Walking" as mode of transport when traveling through study area. ~65-68% of respondents noted the need for crosswalks/ped signals and sidewalks
- This corridor as VERY HIGH NEED for IEDA (UDA) Access, Safety Improvement and HIGH NEED for Transportation Demand Management
- 2 pedestrian crashes
- Sidewalks
 - Continuous on south side only
 - Crosswalks – sufficient markings with curb ramps
 - Ped signals - with push buttons and countdown heads at the intersections
- Bikes
 - No SUP facilities along the corridor
 - No bike lanes

Bicycle and Pedestrian Improvements

- Potential for connecting sidewalk gaps on the north side of Route 29 BUS
- Town of Culpeper Sidewalk, Bikeway, and Trail Master Plan Mid-Term (2007) calls for bicycle and pedestrian facilities along the corridor
- R-R Regional Commission – Planned for bikeway along Route 29 BUS
- Consider a SUP instead of on-road bicycle facilities

Legend

 Bicycle Access Need	 Pedestrian Access Need
 Activity Center	 Pedestrian Safety Need
 Potential for Bike Lane, SUP, or sidewalk (northside)	

VTrans Needs

VTrans Needs Summary



110 crashes (2018-2022) within 150 feet of an intersection. 22, 11, and 24 crashes associated with Sunset Ln, Golf Dr, and S Blue Ridge Ave intersections, respectively. A significant cause of crashes in the study area was distracted driving (15% of the overall crashes).



The closest park & ride lot is at Germanna Highway and US Route 522 interchange.



No bike lanes or shared use path exist along Route 29 BUS.



Culpeper Transit operates hourly service along Route 29 BUS from 7:00 AM to 7:00 PM. There are existing bus stops in the vicinity of Sunset Lane intersections.



Multimodal safety and recurring peak hour congestion are the top ranked public concerns in the study area.



Sidewalks are continuous on the south side only. Crosswalks have sufficient markings with curb ramps. Ped signals are accommodated with push buttons, countdown heads for all the intersections.