



IMAGINE

CROZET

Crozet Master Plan Update

Transportation

Crozet CAC Meeting | January 27, 2021

Land Use Next Steps

Planning Commission Work Session held on January 12 to discuss draft land use recommendations, CCAC, and Community feedback

Staff will revise land use recommendations based on collective feedback:

- Reconsider our approach for Downtown Neighborhoods Overlay
- Clarifying Middle Density and Urban Density Land Use categories

Plan to share updated concepts/recommendations with the public

Board of Supervisors Work Session tentatively scheduled for March 3rd

Today's Agenda

- **Transportation Guiding Principles and Goals**
- **Transportation Summary of Feedback**
- **2045 Transportation Alternatives**
- **Street Typologies**
- **Future Road Connections**
- **Future Sidewalks, Trails, and Shared Use Paths**
- **Transit Recommendations**

Guiding Principle

Create a multimodal transportation network that is safe and accessible for all community members, regardless of age, race, income, and ability.

Goals

Network connectivity

Safety and access for all users

Local and regional transit



Summary of Previous Engagement

Fall 2019 | Community Workshops & Connectivity Tour

- Connecting neighborhoods and commercial centers by ensuring they are walkable and bikeable
- Addressing emerging transit options and reducing automobile dependency
- Resolving traffic congestion near Old Trail Drive, Brownsville ES/Henley MS/Western Albemarle HS and Downtown

Summer 2020 | Bike & Pedestrian Virtual Workshop

- Crowd-sourced suggestions for improving bicycle and pedestrian connectivity: Wickham Pond, Highlands, Route 250 corridor
- Downtown Crozet as highest priority area for improvements, followed by Crozet Connector Trail

Summer 2020 | Roadways & Transit Virtual Workshop

- Downtown Crozet, along Crozet Avenue as priority area for intersection improvements
- 69% of participants thought the County should pursue a roundabout at intersection of Old Trail Drive and Route 250
- Important considerations for Crozetians considering riding transit (1) frequency of service, (2) stop location and (3) length of trip time

Winter 2020 | CAC Transportation Work Session

- 2045 Alternatives for road improvements in Downtown and Route 250

Transportation Feedback Themes

Need for improved connectivity, especially for Downtown, Wickham/Pond + Highlands, Crozet Park, and Clover Lawn

Priority intersection improvements: Downtown and Route 250

Trail standards: 60% in favor of upgrading Crozet Connector Trail

Need for additional sidewalks, especially in existing neighborhoods around Downtown



Transportation Feedback: Dec 9 CCAC

Support for additional railroad crossing

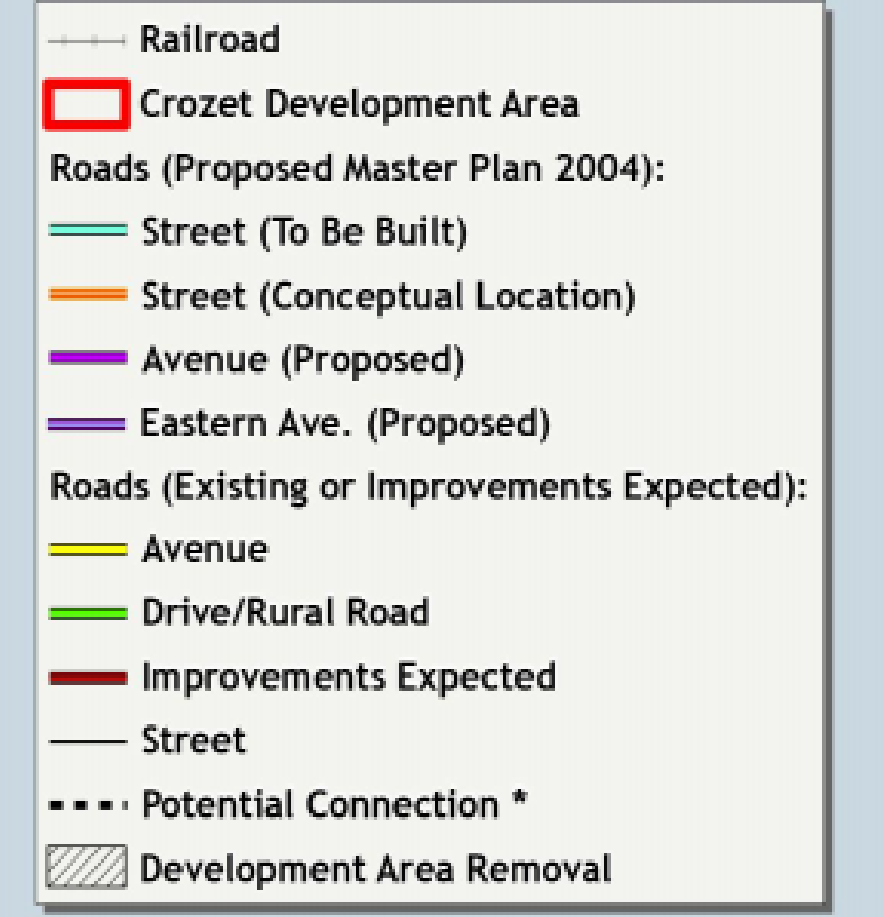
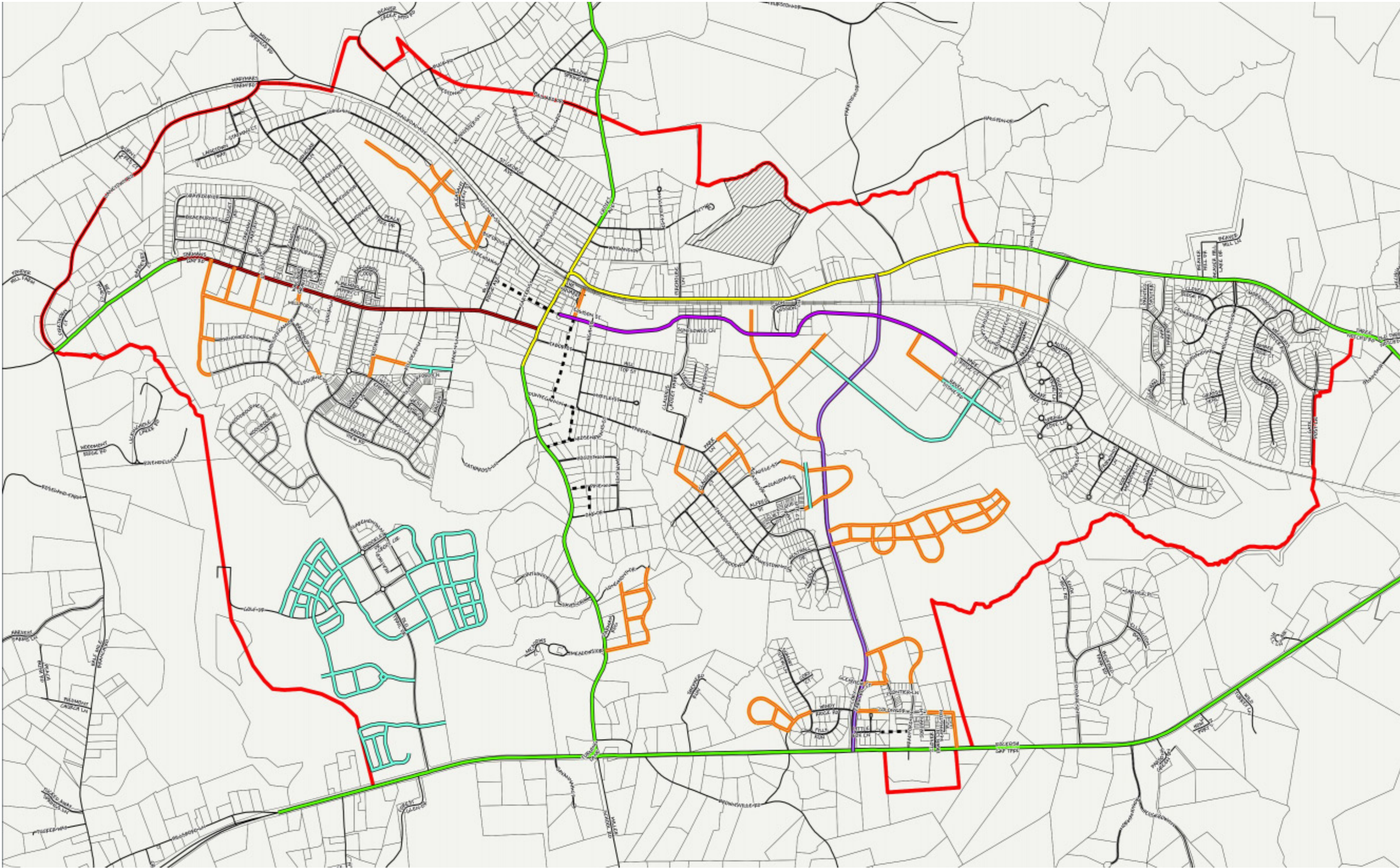
Desire to keep Downtown's small scale building forms

School traffic concerns throughout Crozet Development Area

Slightly more support for “Big Circle” vs. “Quadrant” approach for Downtown

Desire to phase Downtown & Route 250 improvements if possible

2010 Master Plan: Transportation Map



2010 Master Plan: Implementation Projects

* indicates 2010 Master Plan priority implementation project

*Jarman's Gap:

- Curb and gutter, sidewalks, bike lanes on north side

*Crozet Streetscape:

- Portion of Library Avenue
- Pedestrian and road improvements

Crozet Avenue North:

- Sidewalks on west side from St. George to Ballard Drive
- Crosswalks at School

*Eastern Avenue - Alignment (short-term):

- Refine and determine alignment

Eastern Avenue - Construction (long-term):

- Funding through private development and County funding for stream crossing

Crozet Plaza Streetscape Study:

- Location, design recommendations
- Construction with future development

*Main Street Extensions:

- Determine alignment from Square to Park Ridge
- Construction with future development

2010 Master Plan: Implementation Projects

Crozet Avenue Bike/Ped Path:

- Shared-Use Path along Crozet Avenue from Route 250 to Dunvegan

Bike Network Improvements:

- Bike lanes, sharrows or other bike facilities on new and expanded public roads
- Including Eastern Ave and Park Ridge

Park and Ride Lots:

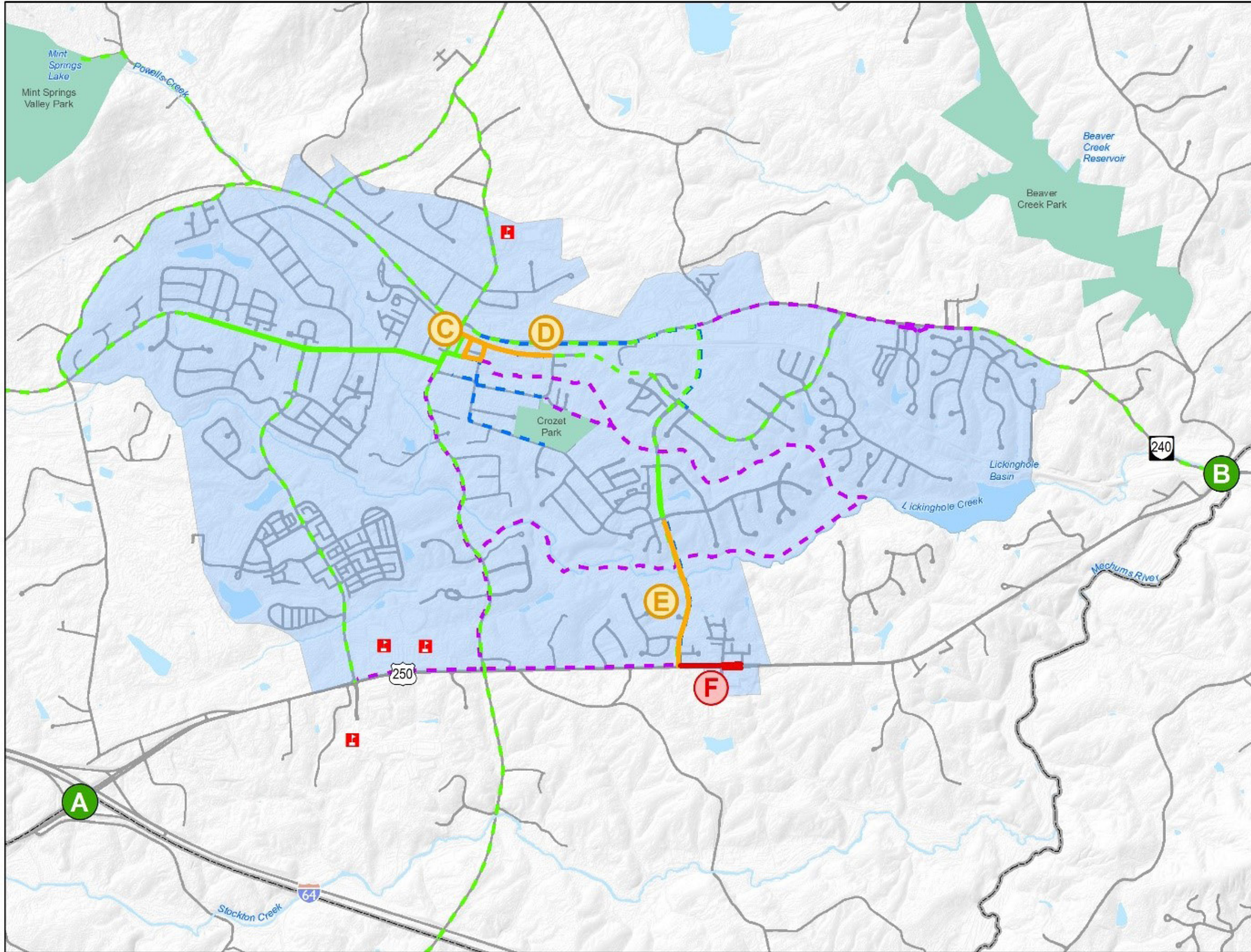
- Upgrade Downtown lot
- Lot at Route 250 West near I-64
- Lot at Three Notch'd Road near employment area

Regional Transit:

- Commuter service through JAUNT when feasible
- Provide alternatives to driving



2010 Crozet Master Plan: Project Status



- A: I-64/Exit 107 Park and Ride
- B: Route 250/240 Roundabout
- C: Crozet Square Reconstruction
- D: Barnes Lumber Redevelopment/
Library Avenue/Park Ridge
Extension
- E: Eastern Ave South Extension
- F: US 250 West Sidewalk



2045 Transportation Alternatives

Downtown Crozet | Existing Conditions

Intersections 4 through 8

Delay and Level of Service currently not failing

Queues on Crozet Ave extend into adjacent intersections



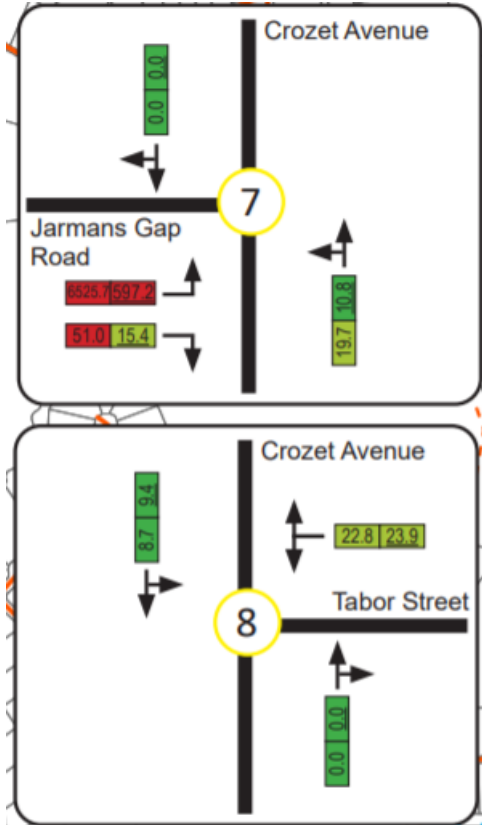
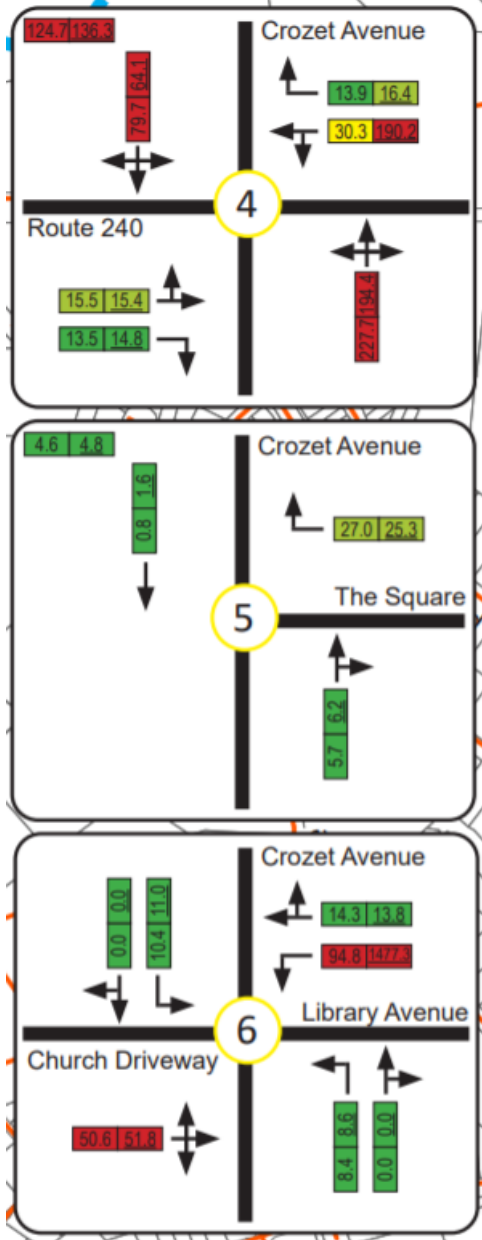
Downtown Crozet | Future Conditions

Queues expected to extend beyond storage areas and through adjacent intersections

Especially at: westbound approach at Three Notch'd; northbound approach at Tabor; and eastbound approach on Jarmans Gap

Westbound Library Ave queue expected to extend beyond Oak Street - causing delays in the Barnes Lumber internal network

Some movements experience LOS F



Downtown | Quadrant Intersection

- Revised to maximize church parking
- Southbound queue at Library Ave no longer extends through adjacent intersections
- Northbound queue reduced to manageable
- Potential to implement roundabout in the short-term



Downtown | Big Circle

- Addresses the expected traffic operations concerns
- Northbound queue on Crozet Ave occasionally extends through the Tabor Street intersection
- No opportunities for short-term improvements or alter alignment



Disclaimer: Drawings are conceptual only and not to scale.

Downtown | High Street Connection

- Improves High Street between Barnes Lumber roundabout and Hilltop St
- Includes full width lanes and pedestrian facilities
- Improves connectivity to downtown redevelopment, reducing traffic impacts on other roads
- Reduces queuing and delay at Tabor St



Disclaimer: Drawings are conceptual only and not to scale.



Downtown | Dunvegan Connection

- New 2-lane road connection
- Left-turn lane from Crozet would be needed
- Pedestrian facilities included if also recommended on Crozet Ave
- Improves connectivity for residential areas along Park St
- Reduces queuing and delay at Tabor St and High St
- Interim improvement: convert Tabor to right-in/right-out at Crozet Ave



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Downtown | Alternatives



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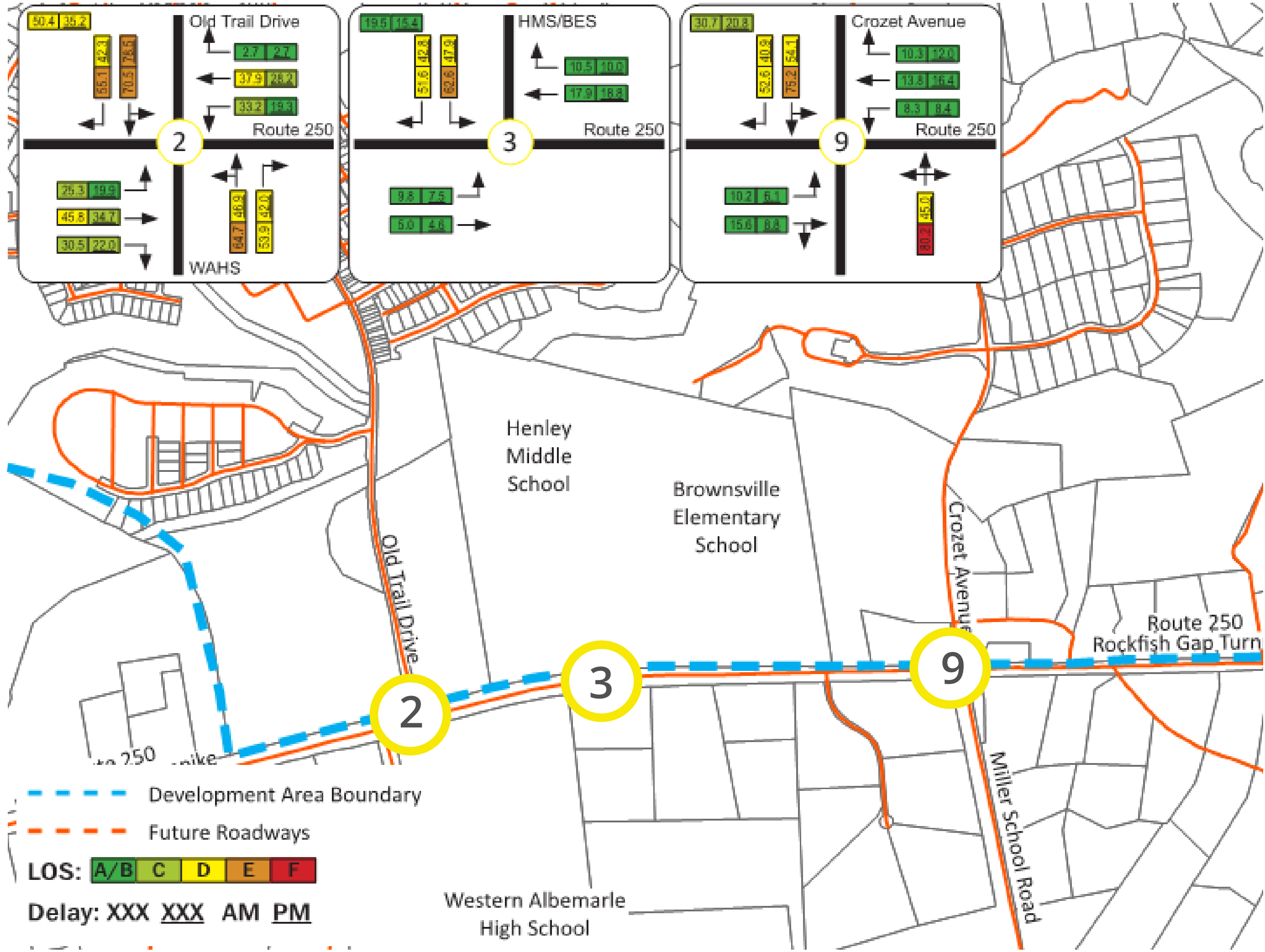
Rt. 250 | Existing Conditions

Intersections 2, 3, and 9

Queues on the eastbound approach at WAHS and on the westbound approach at HMS/BES are lengthy and extend beyond provided storage areas

Several Crozet Ave intersections currently experience LOS E

Miller School Road intersection experiences LOS E and F on northbound and southbound approaches

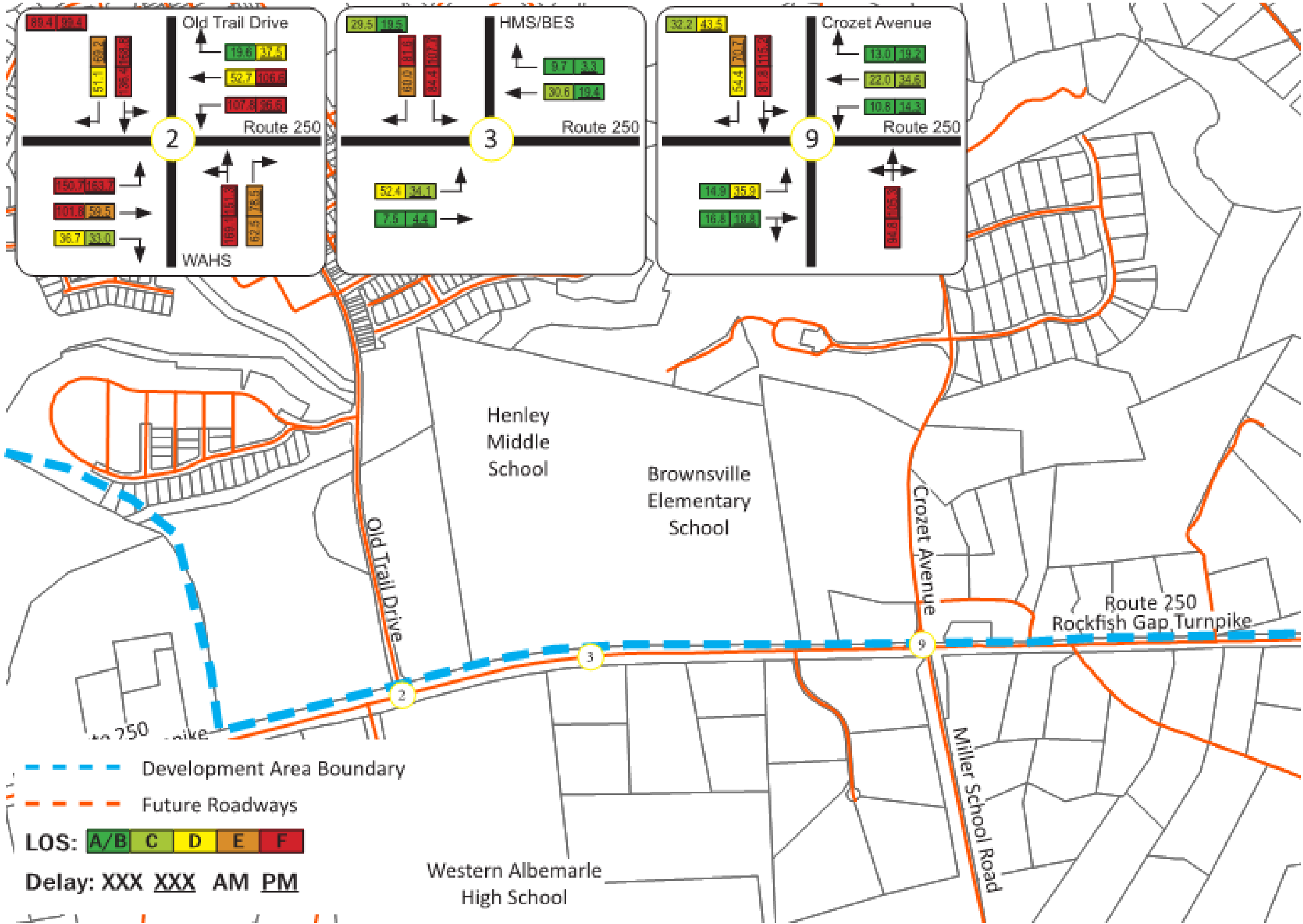


Rt. 250 | Future Conditions

Queues on all approaches at WAHS and westbound and southbound approaches at HMS/BES expected to be lengthy and extend beyond storage areas

All approaches at WAHS and HMS/BES approach expected to experience LOS F

Miller School Road intersection expected to experience LOS F on northbound and southbound approaches along with lengthy queues



Rt. 250 | Old Trail Drive and Schools

Two lane Roundabouts at Old Trail/250 and Henley-Brownsville schools entrance/250 address queuing and delay issues

Interim improvements could reduce widening to immediately surrounding intersections and no slip lanes



Rt. 250 | Crozet Avenue and Miller School Road

Single lane roundabout at Crozet Ave/250/Miller School Rd addresses queuing and delay issues

Interim improvements of additional northbound and southbound could address most issues in the short-term



Rt. 250 | Alternatives



Disclaimer: Drawings are conceptual only and not to scale.

An aerial photograph of a suburban residential neighborhood. A road improvement project is highlighted in a light blue color, showing a road that curves through the area. The surrounding area includes houses, trees, and a school building with a large parking lot. The text is overlaid on a white rectangular background in the center of the image.

Do you have any additional comments or questions about the proposed road improvements?

A photograph of a suburban street scene. In the foreground, a concrete sidewalk runs from the bottom center towards the background. To the left of the sidewalk is a landscaped area with green bushes and a young tree with light-colored bark. To the right is a stone retaining wall with a black metal handrail. In the background, there are residential buildings, including a brick house and a white house. A yellow diamond-shaped pedestrian crossing sign is visible on a utility pole. A white text box is overlaid in the center of the image, containing the text "Street Typologies".

Street Typologies

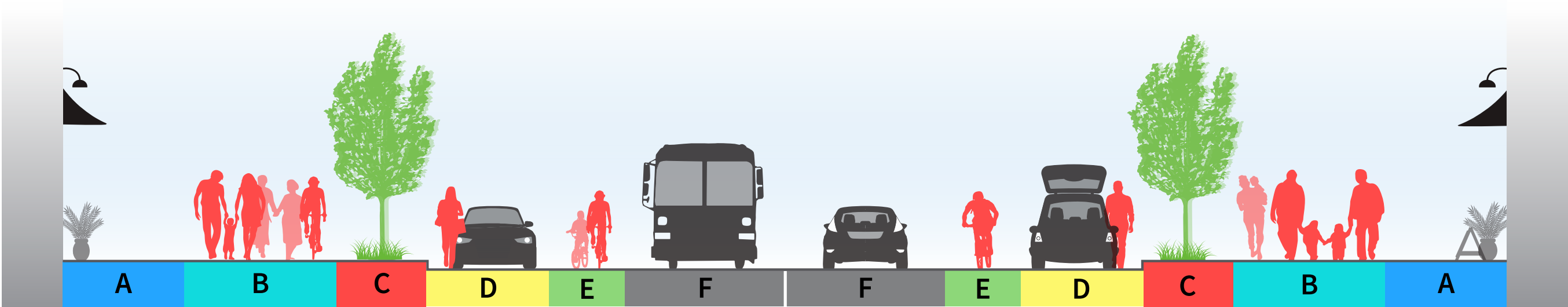
Arterial

- High capacity streets that accommodate long-distance trips
- Connect multiple towns and cities
- Can accommodate higher speed traffic



Avenue

- Intermediate-sized, medium capacity streets
- Low to moderate speeds
- Designed to carry a significant volume of both automobile and bicycle/ pedestrian traffic
- Should have dedicated bicycle/ pedestrian facilities (or alternative/ parallel routes)

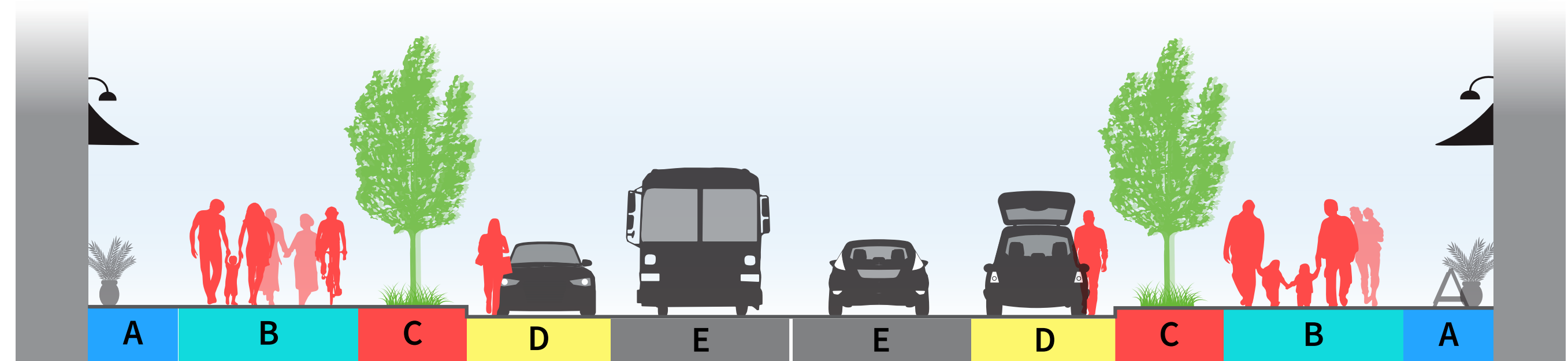


		Dimensions
A	Frontage Zone	5'-8'
B	Pedestrian Zone	8-10'
C	Separation Zone	6'
D	Parking Zone	8'
E	Bike Lane	5'
F	Lane Width	10.5'



Local

- Low capacity, low speed streets
- Form the majority of Crozet's street network
- Well-connected local street network can help distribute traffic and provide multiple routes to destinations

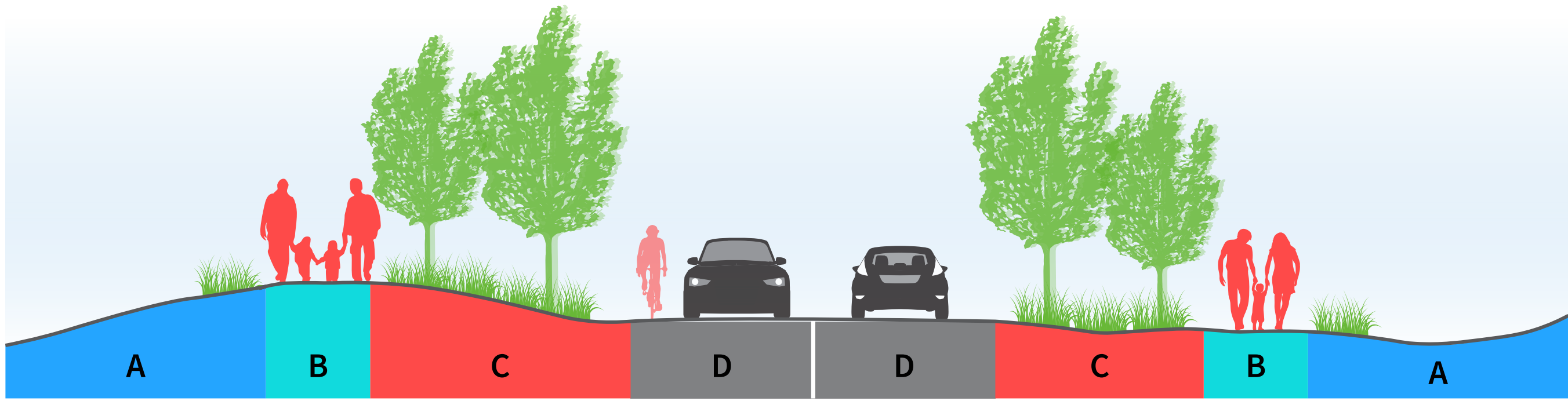


		Dimensions
A	Frontage Zone	5'-15'
B	Pedestrian Zone	8-10'
C	Separation Zone	6'
D	Parking Zone	8'
E	Lane Width	9-10'



Rural Transition

- Medium to high capacity streets with moderate speeds that reflect edge conditions of the Development Area
- Designed with respect to the rural character of an area
- Still contribute to bicycle and pedestrian connectivity



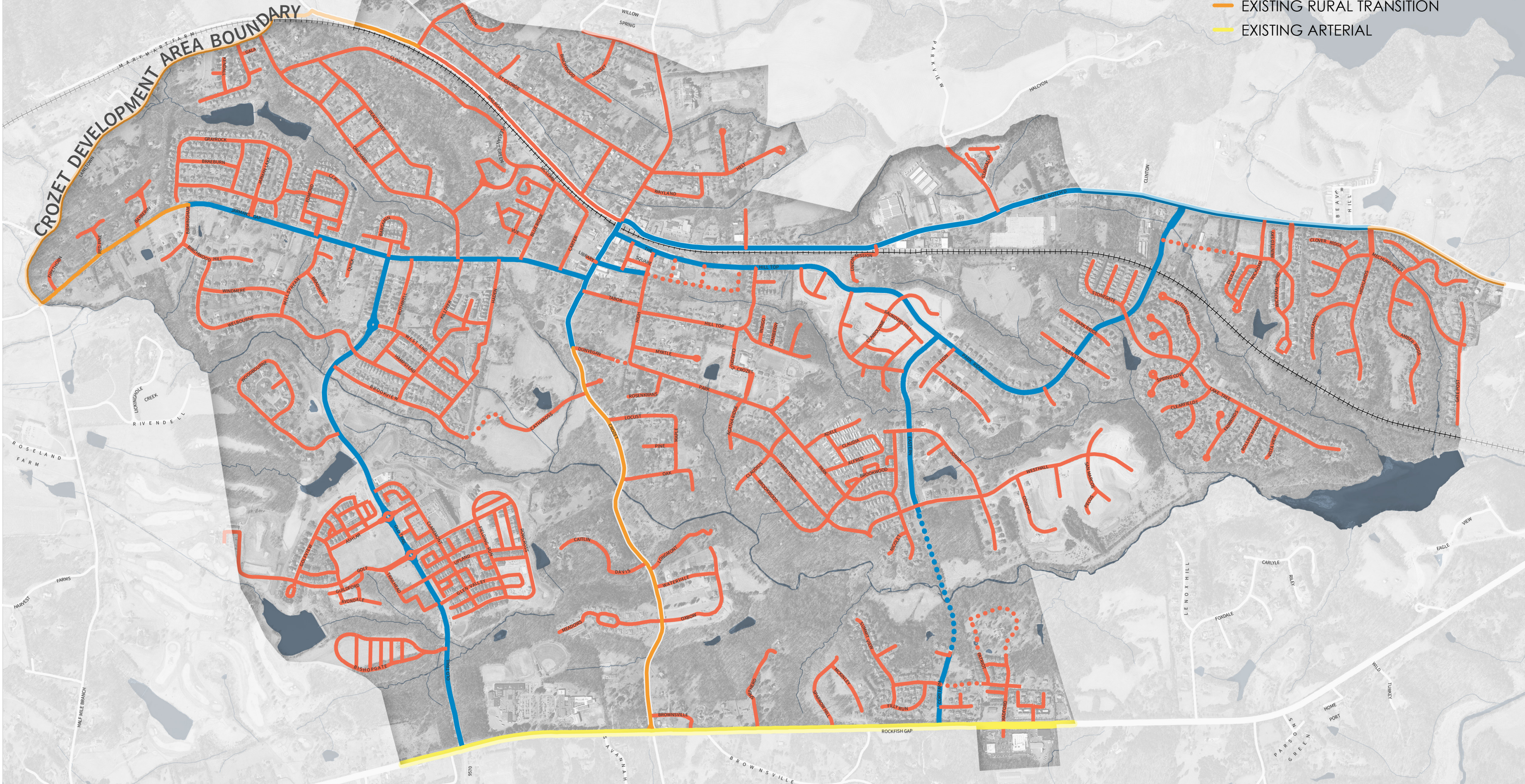
		Dimensions
A	Frontage Zone	5'-15' (up to 20')
B	Pedestrian Zone	Variable
C	Separation Zone	Variable
D	Lane Width	10.5'



DRAFT Crozet Street Typologies

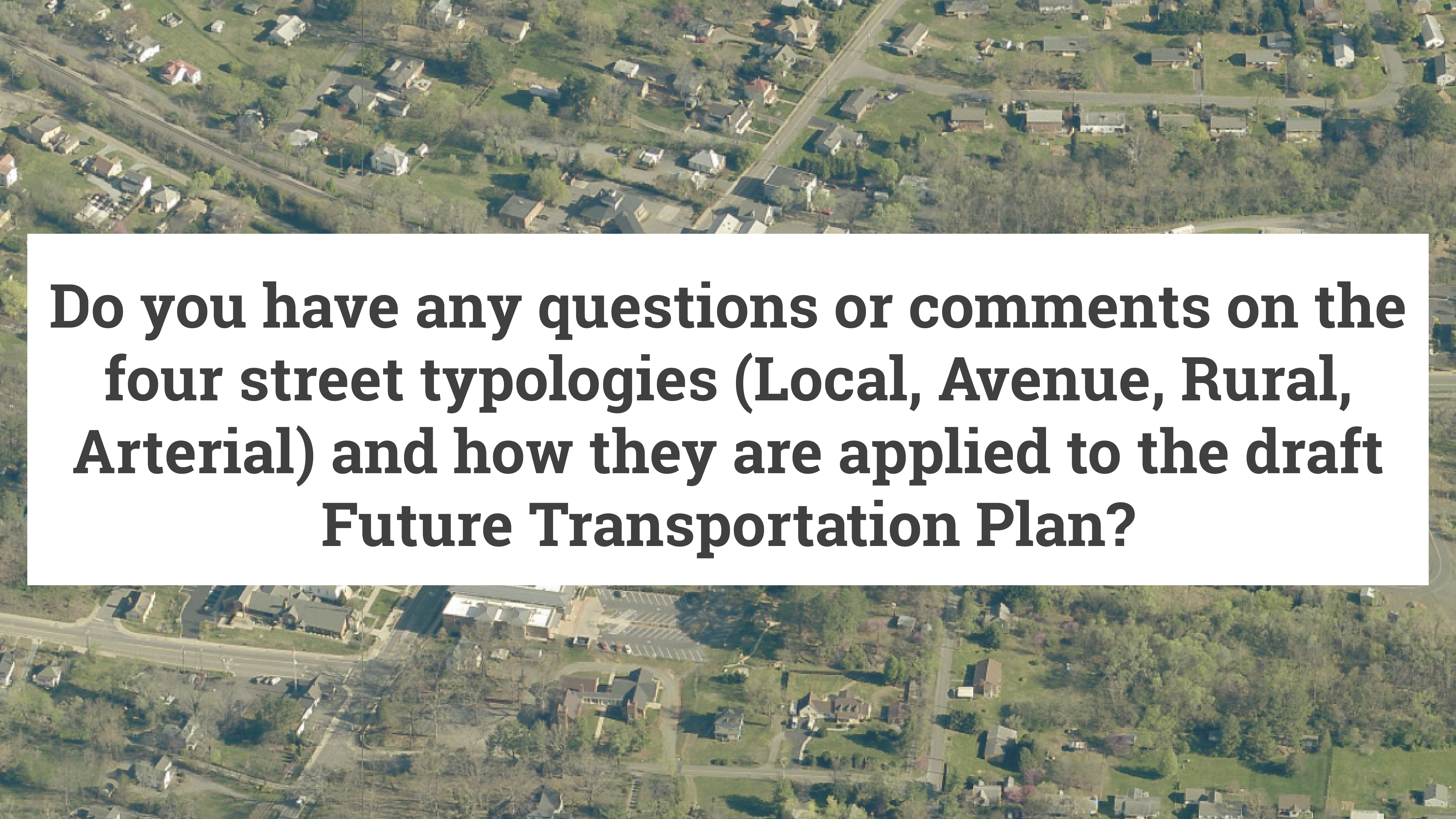
January 27, 2021

- EXISTING LOCAL STREET
- ... FUTURE LOCAL STREET
- EXISTING AVENUE
- ... FUTURE AVENUE
- EXISTING RURAL TRANSITION
- EXISTING ARTERIAL



DISCLAIMER: The map elements depicted are graphic representations and are not to be construed or used as legal descriptions. This map is for display purposes only. It is intended to be used as a community engagement tool during the Crozet master plan update process





Do you have any questions or comments on the four street typologies (Local, Avenue, Rural, Arterial) and how they are applied to the draft Future Transportation Plan?

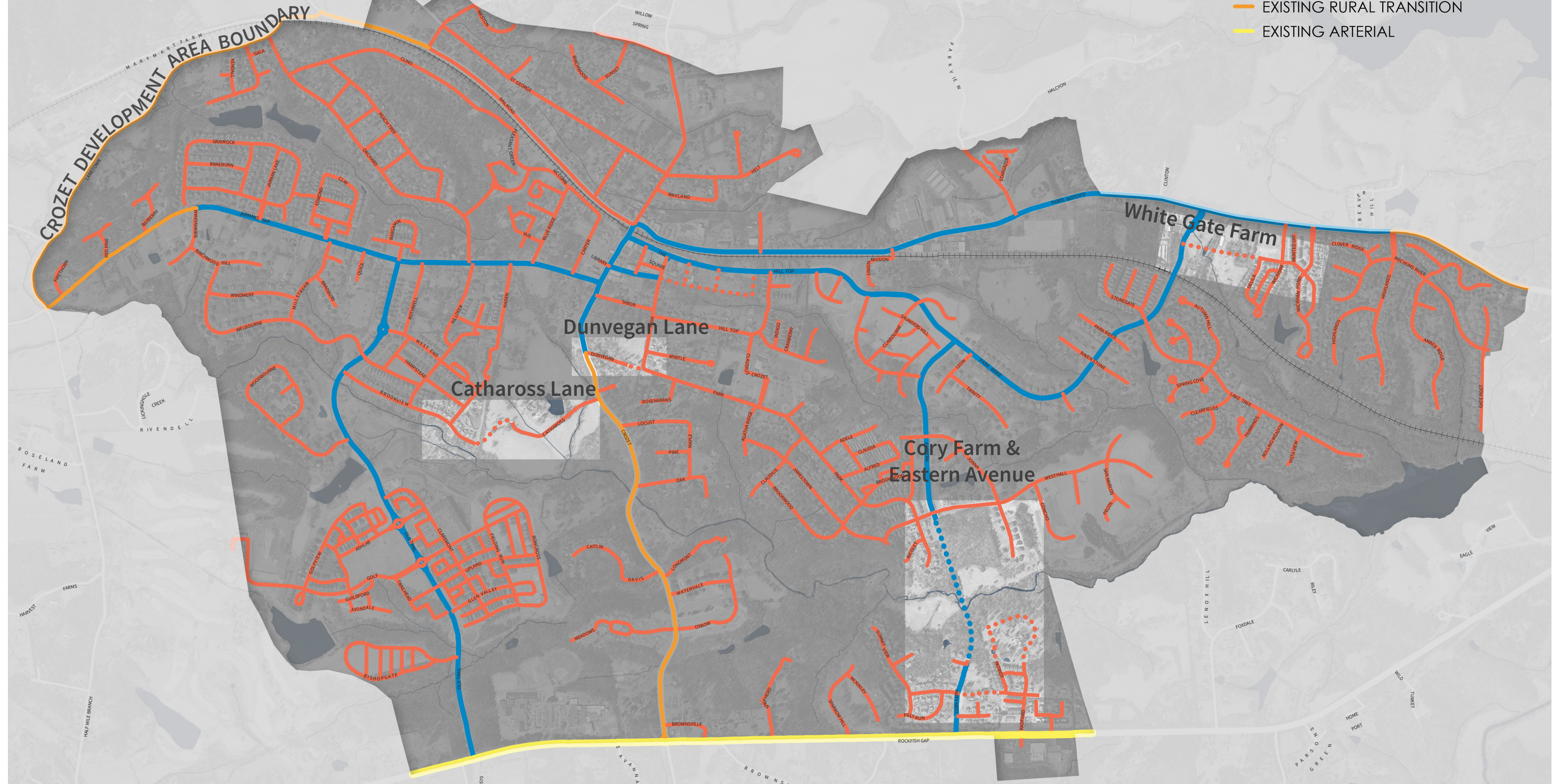
A photograph of a sidewalk with a stone wall on the right and a road on the left. A white banner with the text "Future Road Connections" is overlaid in the center. The scene includes trees, a brick building, and a yellow pedestrian crossing sign.

Future Road Connections

DRAFT Future Road Connections

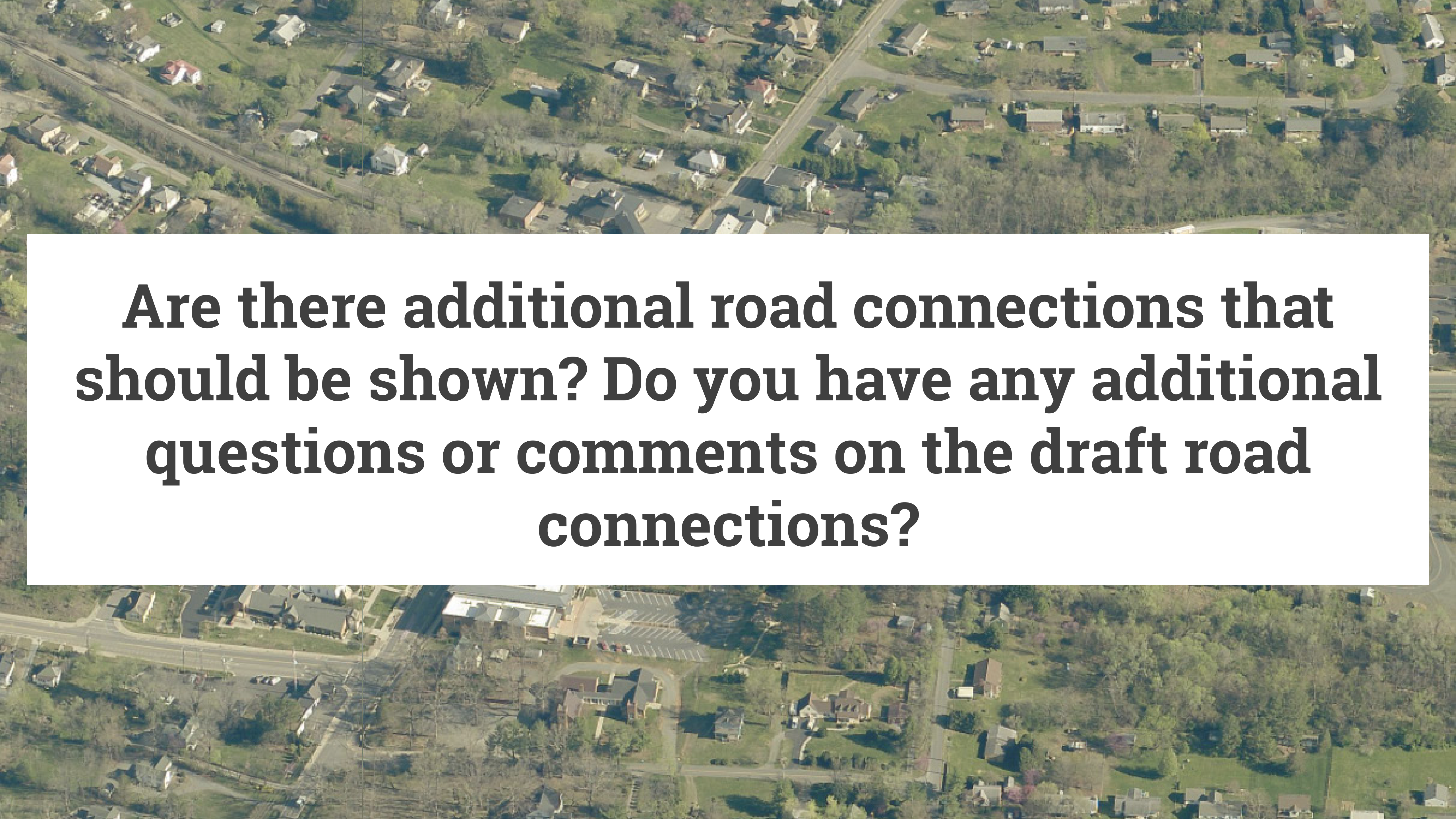
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An aerial photograph of a suburban residential neighborhood. The image shows a mix of single-story and two-story houses with various roof colors, interspersed with green lawns and trees. A network of roads is visible, including a prominent road running diagonally from the top left towards the center. The overall scene is a typical suburban development.

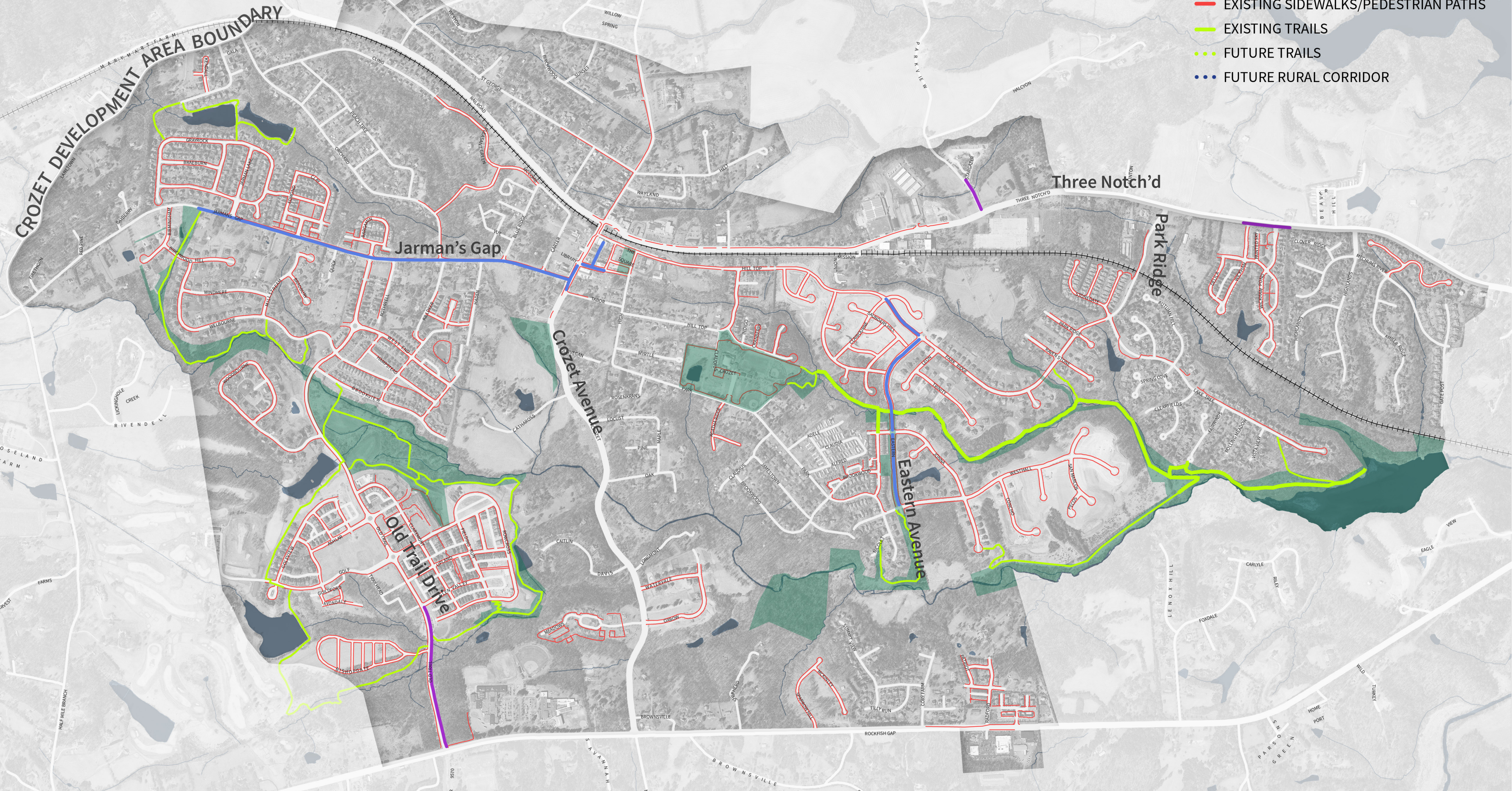
Are there additional road connections that should be shown? Do you have any additional questions or comments on the draft road connections?

A photograph of a concrete sidewalk leading towards a street. On the left, there are green bushes and a concrete curb. On the right, there is a stone retaining wall with a black handrail. In the background, a yellow diamond-shaped sign with a black silhouette of a person walking is visible. The sky is blue with some light clouds. A white text box is overlaid on the center of the image.

Future Sidewalks, Bike Lanes, Shared-Use Paths, and Trails

Existing Bicycle + Pedestrian Routes

DRAFT January 27, 2021



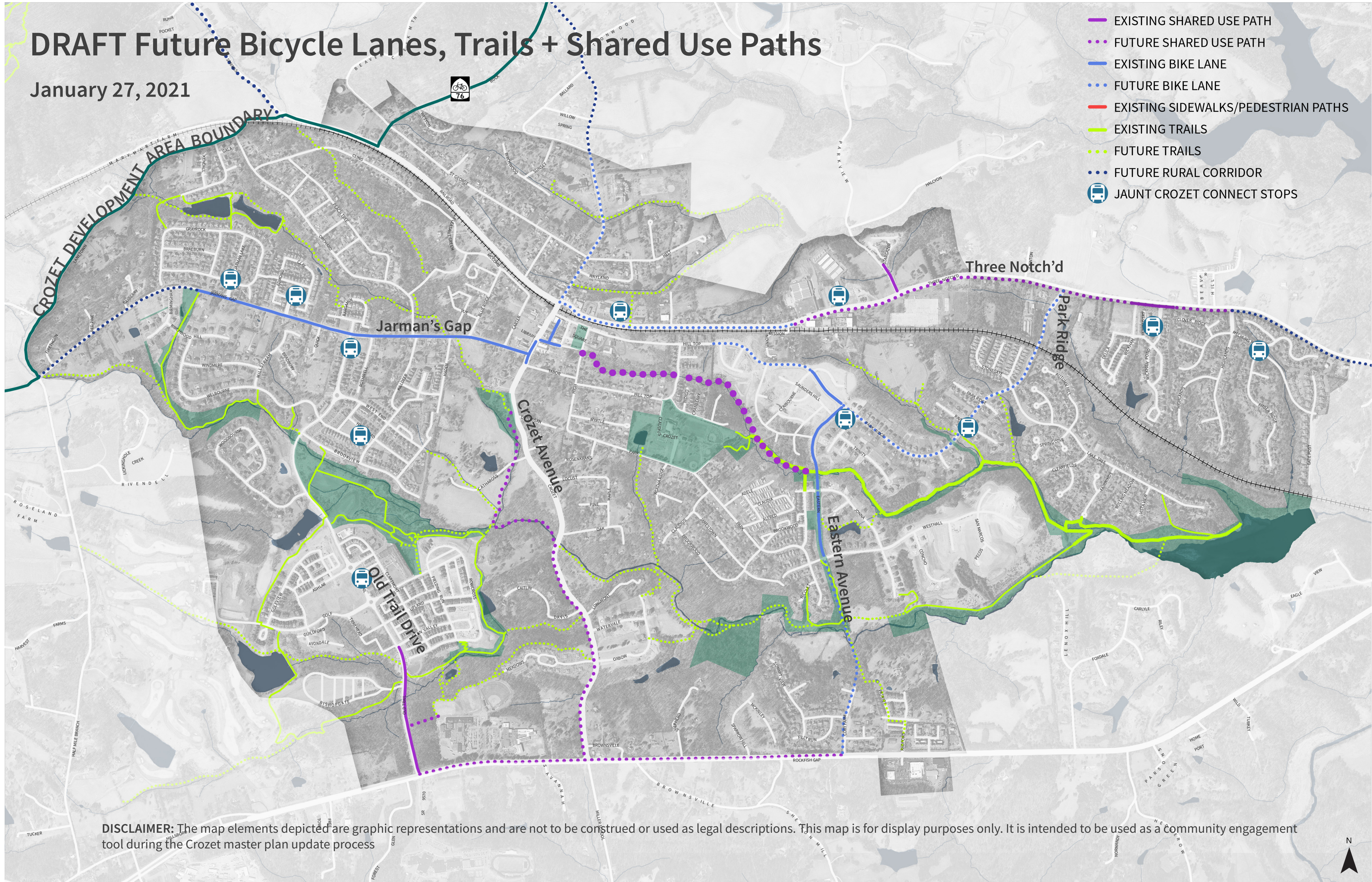
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DRAFT Future Bicycle Lanes, Trails + Shared Use Paths

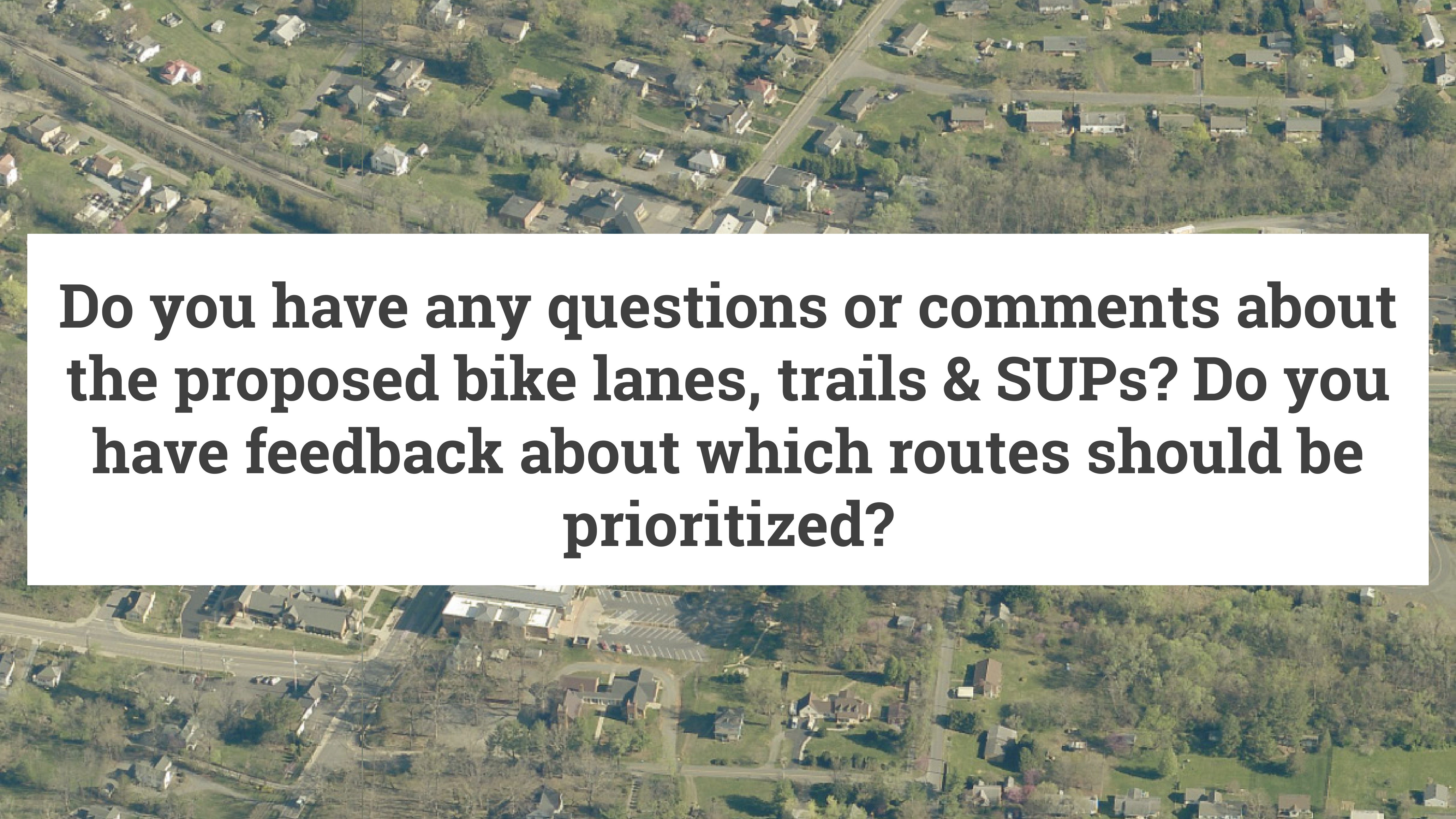
January 27, 2021

- EXISTING SHARED USE PATH
- FUTURE SHARED USE PATH
- EXISTING BIKE LANE
- FUTURE BIKE LANE
- EXISTING SIDEWALKS/PEDESTRIAN PATHS
- EXISTING TRAILS
- FUTURE TRAILS
- FUTURE RURAL CORRIDOR
- JAUNT CROZET CONNECT STOPS



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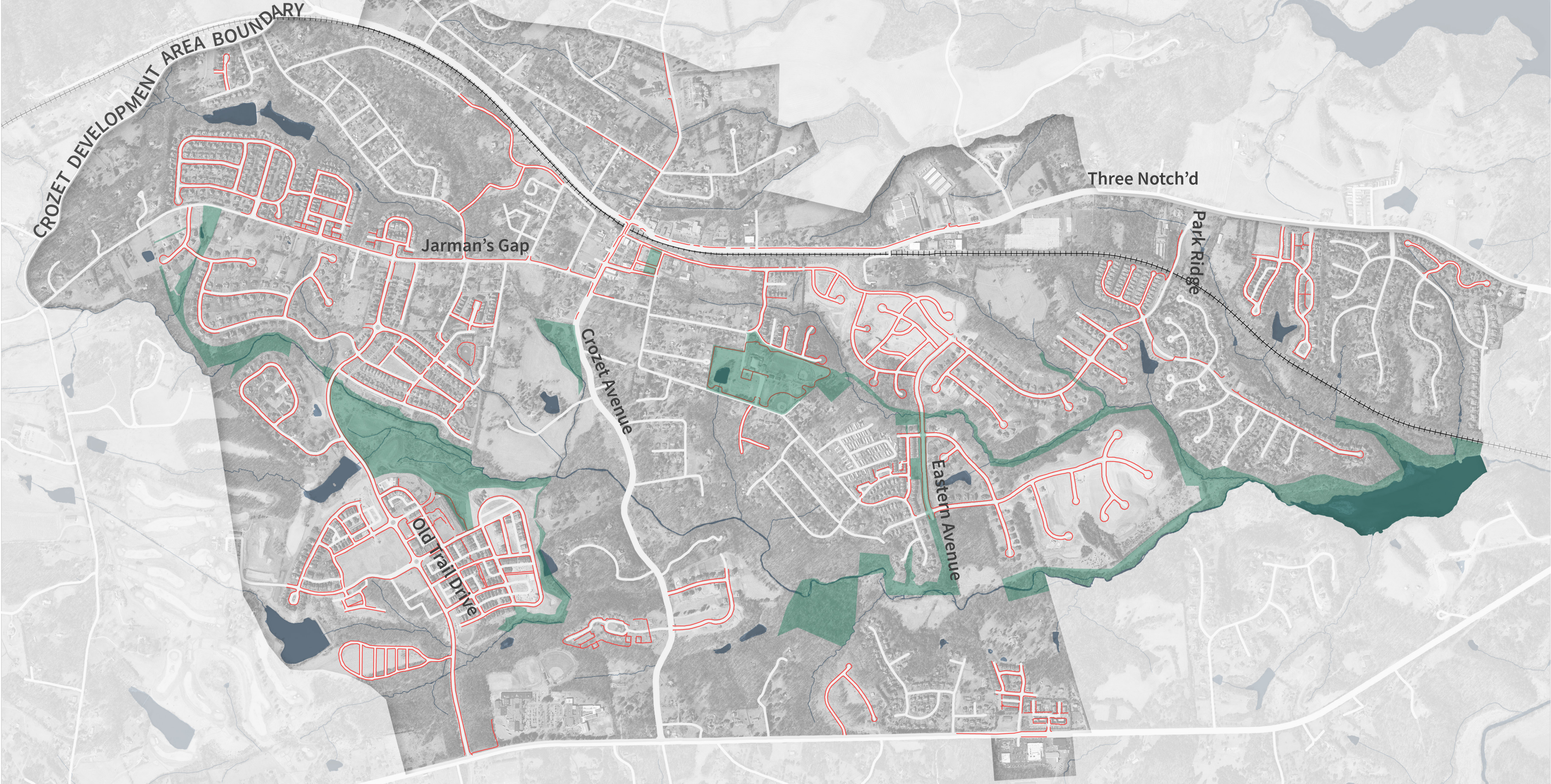


An aerial photograph of a suburban neighborhood. The image shows a mix of residential buildings, including houses and larger structures, interspersed with green trees and grassy areas. A network of roads and streets is visible, winding through the area. The overall scene depicts a typical suburban development.

Do you have any questions or comments about the proposed bike lanes, trails & SUPs? Do you have feedback about which routes should be prioritized?

Existing & Approved Sidewalks

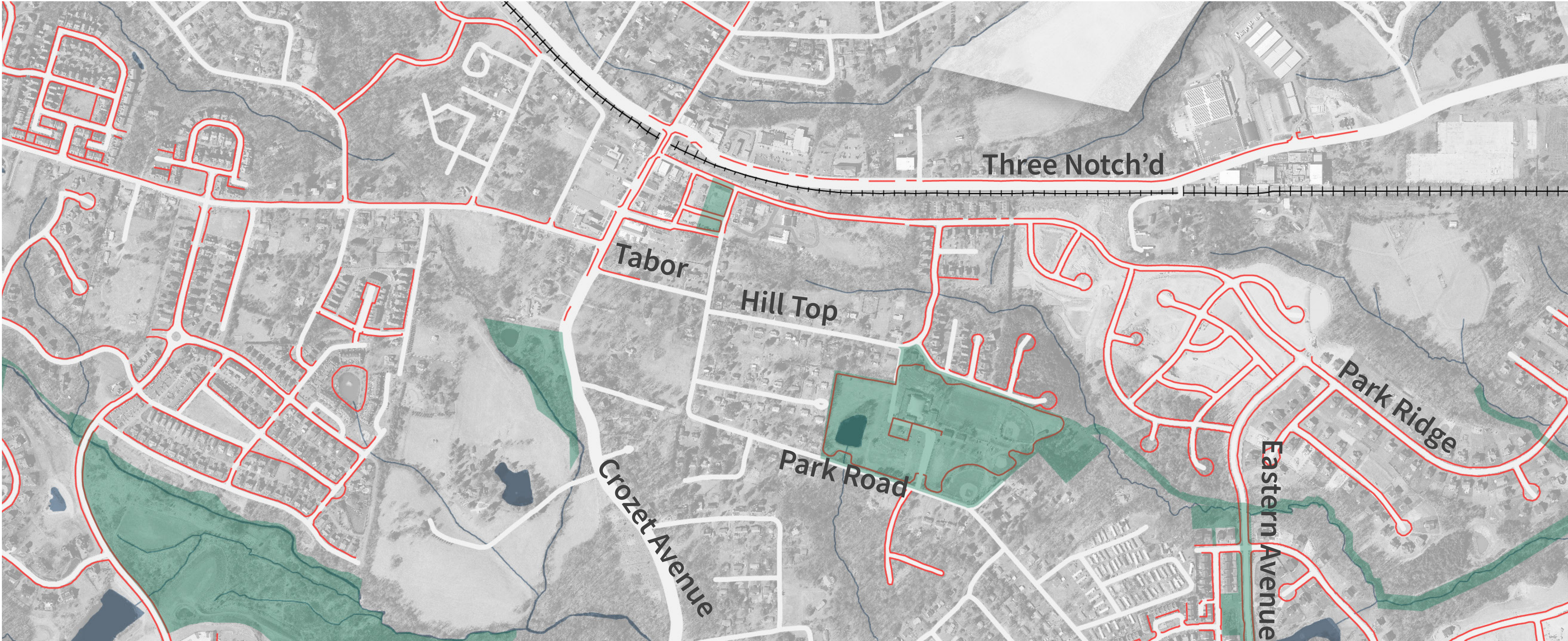
DRAFT January 27, 2021



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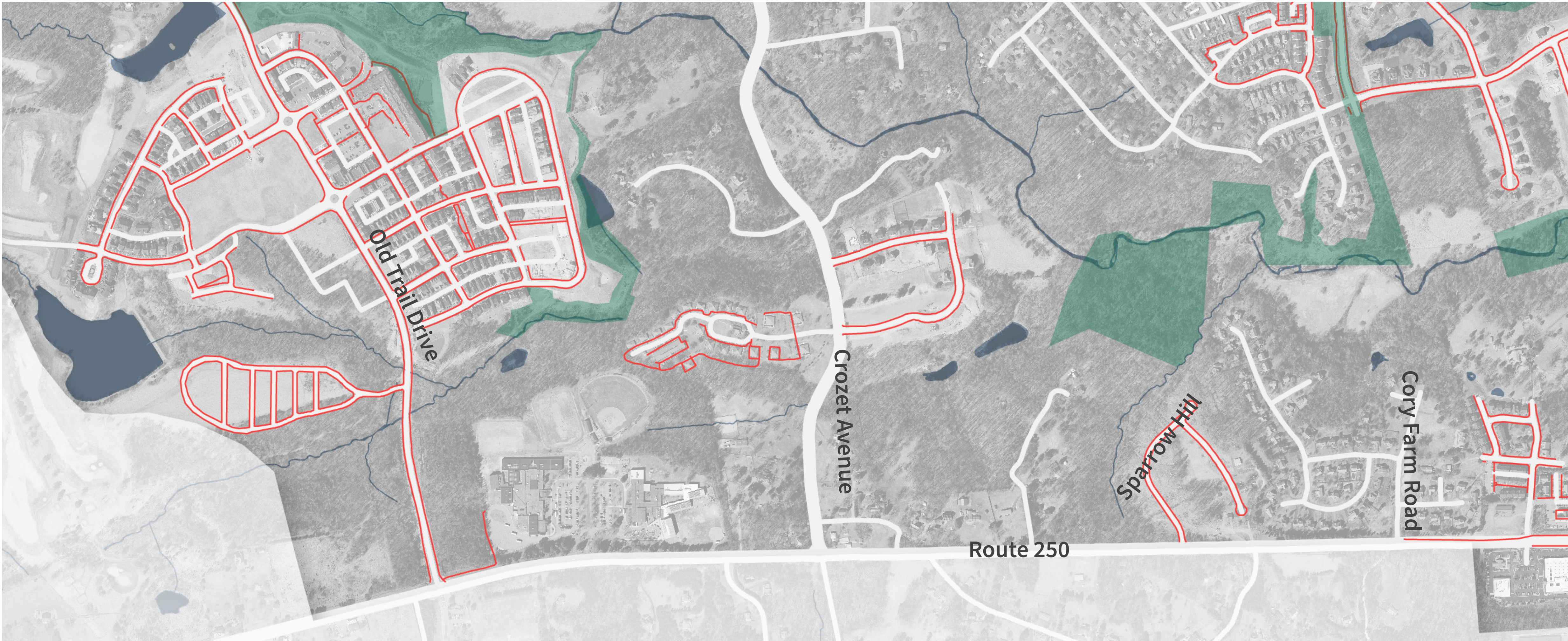
Sidewalks: Downtown



Sidewalks: Eastern Crozet



Sidewalks: Route 250 and Schools





Hilltop Street, Park Road, High Street, and Crozet Avenue have been identified as priority areas for sidewalks. Should there be any other streets that are prioritized?



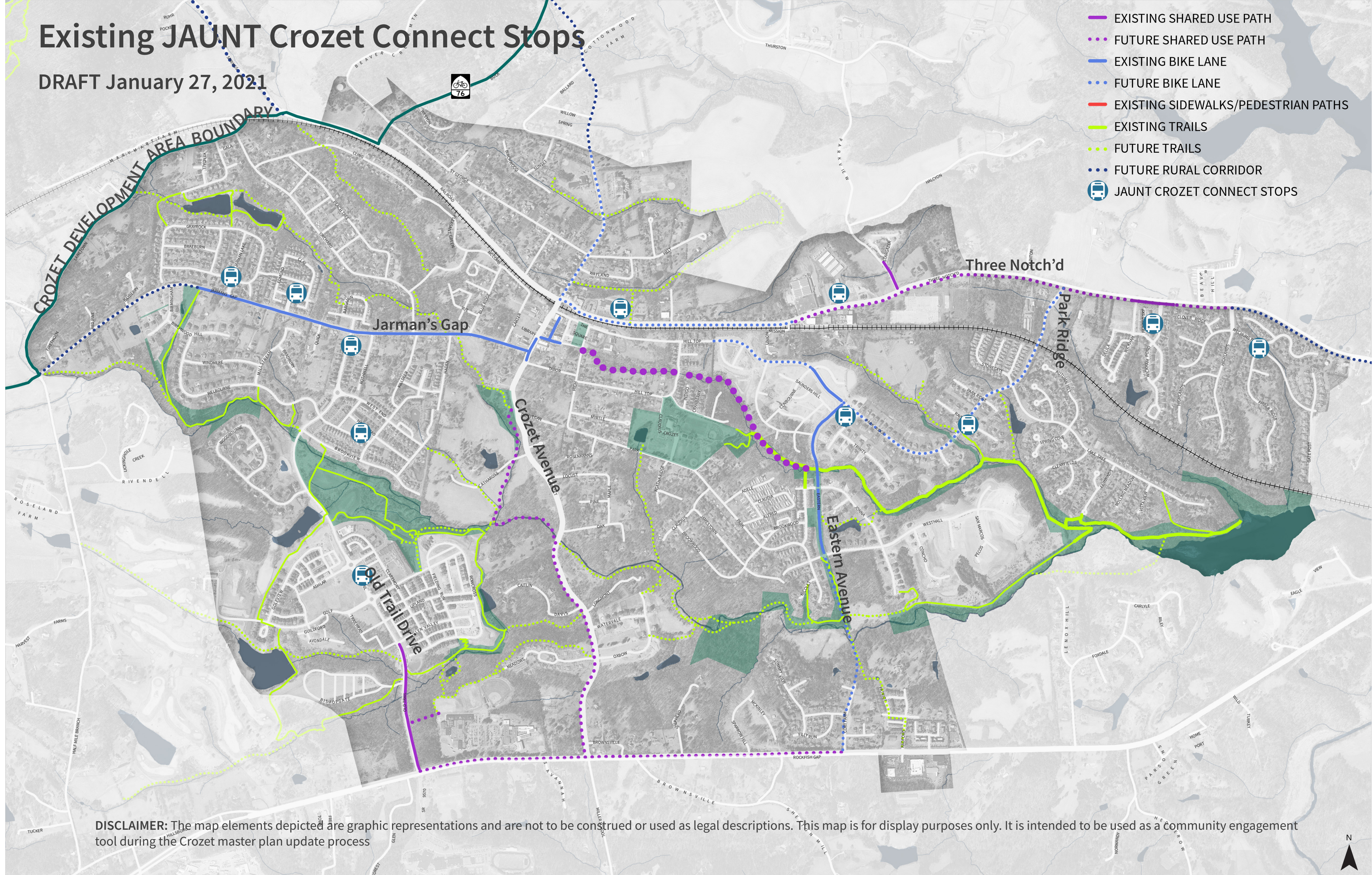
A photograph of a sidewalk in a town. The sidewalk is made of concrete and runs along a street. To the left of the sidewalk is a grassy area with some bushes and a young tree. To the right is a stone retaining wall with a black metal railing. In the background, there are buildings, including a brick building and a white house. A yellow diamond-shaped sign with a black silhouette of a person walking is visible on a pole. A white text box with the word "Transit" in blue font is overlaid on the center of the image.

Transit

Existing JAUNT Crozet Connect Stops

DRAFT January 27, 2021

- EXISTING SHARED USE PATH
- FUTURE SHARED USE PATH
- EXISTING BIKE LANE
- FUTURE BIKE LANE
- EXISTING SIDEWALKS/PEDESTRIAN PATHS
- EXISTING TRAILS
- FUTURE TRAILS
- FUTURE RURAL CORRIDOR
- JAUNT CROZET CONNECT STOPS



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Transit Recommendations

- Work with local transit providers to establish permanent commuter routes to and from Crozet. Develop a transit plan to identify stop locations and infrastructure needs to support commuter routes.
- Work with local transit providers or other organizations to improve transit service within Crozet. Develop a transit plan to identify routes, stop locations, and infrastructure needs.
- Through the rezoning and redevelopment process, secure sites and infrastructure for future transit stops (as identified in transit plans) to include sheltered waiting areas, benches, and wayfinding signage.

Transit Recommendations

- Prioritize providing transit infrastructure within identified centers, especially downtown, to support local businesses and decrease reliance on parking and roadways.
- Work with Brite Transit to add a future Afton Express stop at the I-64/Exit 107 park & ride lot, once completed

An aerial photograph of a suburban neighborhood. The image shows a mix of residential buildings, including single-family homes and larger multi-unit structures. There are numerous green trees scattered throughout the area, and several paved roads and parking lots are visible. The overall scene depicts a typical suburban development.

Do you have any additional transit recommendations to incorporate into the Master Plan? Do you have any comments or questions about the draft transit recommendations?

Next Steps

Staff will send a link to Public Input to provide additional Transportation feedback

February 10 CCAC Work Session: Conservation & Downtown Recommendations

March 3 Board of Supervisors Work Session: Land Use Recommendations

March 9 (tentative) Planning Commission Work Session: Transportation & Conservation