

IMAGINE CROZET

Bicycle & Pedestrian Connectivity Feedback Summary

We provided an online opportunity for community members to share their thoughts on how to improve paths and connections for cyclists and pedestrians. Over 120 people participated in the online form. Here's a brief summary of everything we heard:



Crozet Connector Trail



During earlier engagement events, community members felt this trail could become an important connection between Downtown and Crozet's eastern neighborhoods if it was paved and widened to a shared use path. This could provide access for different ability levels and cyclists. Recent plans for the redevelopment of the Barnes Lumber property in Downtown also propose creating a new bicycle and pedestrian connection to this trail.

59% of participants supported upgrading the trail. Some other themes we heard included:

There is a desire to retain the natural feel of the trail, with opportunities for bird-watching and enjoying nature.

Some participants feel that widening the trail surface would allow trail users to pass safely, and fixing the trail's issues with surface smoothness and drainage would improve accessibility.

Some participants feel that the natural surface should be retained, and paved facilities would be more appropriate on adjacent streets. Others felt that providing a hard surface could improve access to nature for people with strollers, in wheelchairs, or with more limited mobility, and that facilities separated from the street are more comfortable.

Improving this link between Downtown, Crozet Park, and Eastern Avenue could provide access to eastern neighborhoods before sidewalks along Park Road are completed.

Downtown Crozet

We've heard that walkability between Downtown and surrounding neighborhoods is a priority. With improved connectivity, neighbors can walk, work and visit businesses Downtown as well as connect to new neighborhoods.

We heard these goals were important for connecting Downtown Crozet to other neighborhoods:

Over half of participants mentioned connecting eastern Crozet neighborhoods such as Highlands, Wickham Pond, and Western Ridge to Downtown. Potential solutions included completing shared-use paths along Route 240 (Three Notch'd Road) and the planned connection of Park Ridge Drive to Downtown.

Providing a safe connection from Downtown to Crozet Park through the Tabor/Hill Top Street/Park Road area.

Considering re-routing U.S. Bike Route 76 through Downtown to provide travelers with amenities and give Crozet a greater presence on the national trail.



Eastern Crozet & Park Ridge Drive

In the future, Park Ridge Drive between Downtown and Eastern Avenue will accommodate sidewalks and bike lanes. Reallocating a portion of the existing right-of-way in Foothill Crossing and Western Right to accommodate a bike lane could calm traffic and provide an inexpensive opportunity to improve bicycle access to eastern neighborhoods.

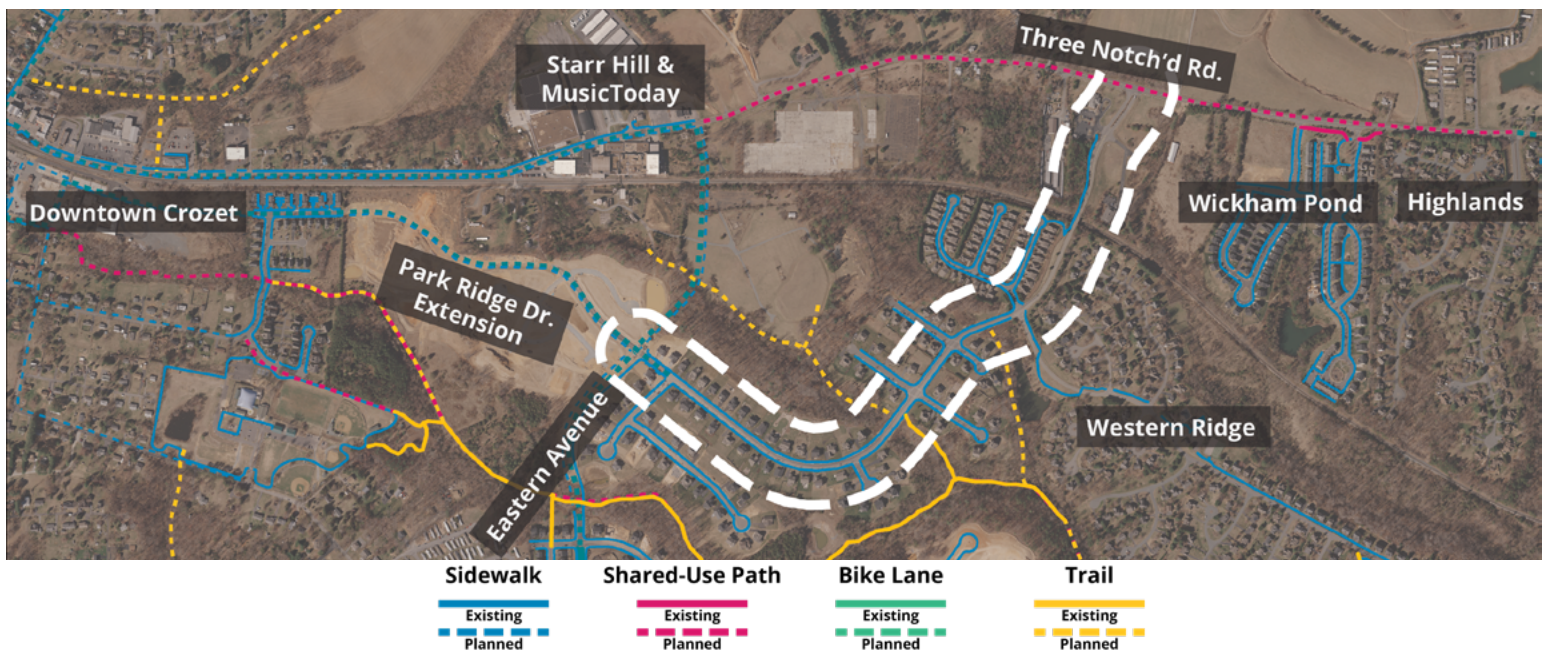
75% of participants supported modifications to Park Ridge Drive. Some other themes we heard included:

There are current issues with speeding on Park Ridge Drive: traffic calming is already needed, and there are concerns with additional traffic on this street.

Some participants feel that adding striped lanes could provide a necessary visual cue for drivers to slow down.

In terms of improving bicycle safety, buffered bike lanes would be more effective. However, there could be conflicts with driveways.

Residents along Park Ridge are concerned with traffic and potential impacts to on-street parking, which does provide some traffic calming.

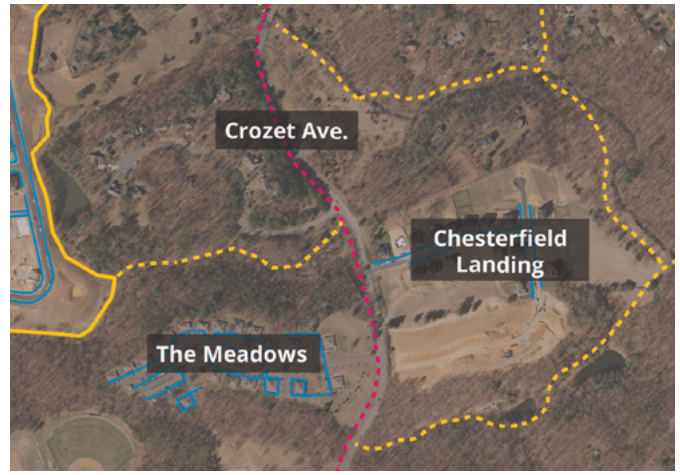


Crozet Avenue & Trail Crossing

During the Master Plan process, we also heard about the need to connect areas such as Chesterfield Landing and The Meadows to nearby centers such as Old Trail Village and schools.

Providing an east-west connection and crossing at Crozet Avenue may provide a way for these residents to access these amenities. and connect indirectly to Downtown until a shared-use path on the west side of Crozet Avenue is completed.

88% of participants felt the County should pursue an east-west connection and crossing of Crozet Avenue.



There is not a clear preferred location for a potential crossing. Major concerns involved safety of trail users due to roadway conditions, such as speed and sight distance.

Some participants feel that a crossing under the Lickinghole Creek bridge would potentially be easiest if it could be done with bridge replacement. This would prevent a need to cross the Crozet Avenue at grade, though users might choose to avoid the extra distance and cross anyway. The existing bridge does not have sufficient headroom and cyclists would have to dismount.

Others feel that crossing Crozet Avenue at the entrance to The Meadows and Chesterfield Landing would be viable. The Crozet Trails system connects Old Trail and the Meadows, and there are currently plans to connect from Chesterfield Landing eastwards along Lickinghole Creek. This route would be more direct, and this intersection appears to have the best sight distance on this section of Crozet Avenue. One response mentioned including a marked crosswalk with flashing lights.

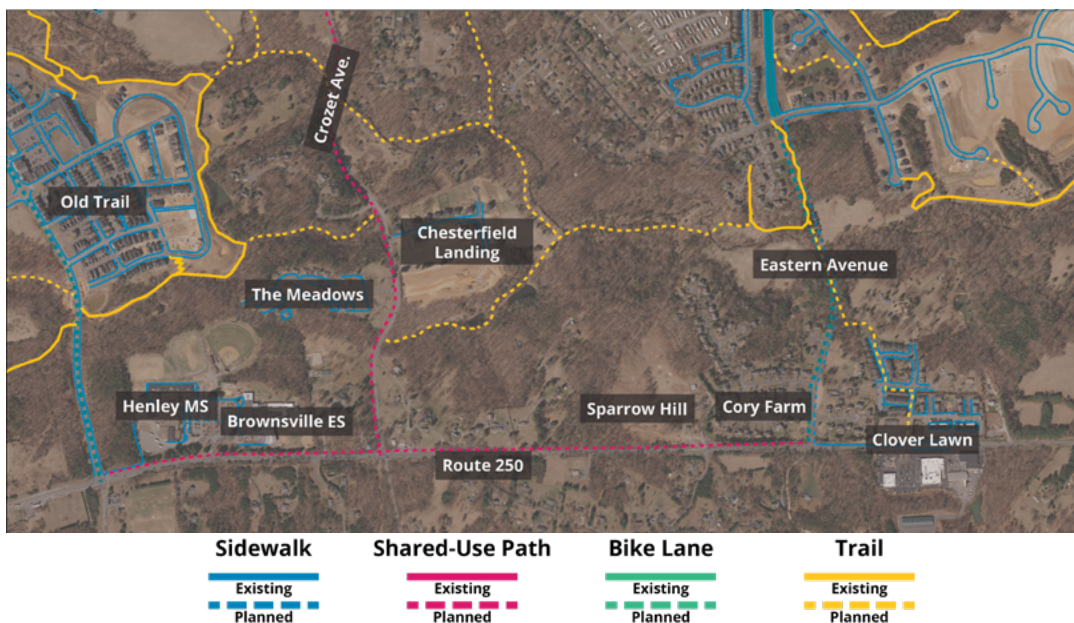
Route 250 Shared-Use Path

The 2010 Master Plan recommends constructing a shared-use path on the north side of Route 250 within the Development Area. However, we have heard about additional challenges connecting neighborhoods along Crozet's southern edge such as Sparrow Hill and Cory Farm to nearby Centers such as Old Trail Village and Clover Lawn. Completion of the Eastern Avenue connection would provide improved access between to Downtown, however, this project will not be completed before 2026.

Some themes we heard included:

Adding sidewalks and bike facilities along 250 would be vital between Clover Lawn and Old Trail.

Students at Brownsville Elementary School, Henley Middle School, and Western Albemarle High School would be important users of these connections.



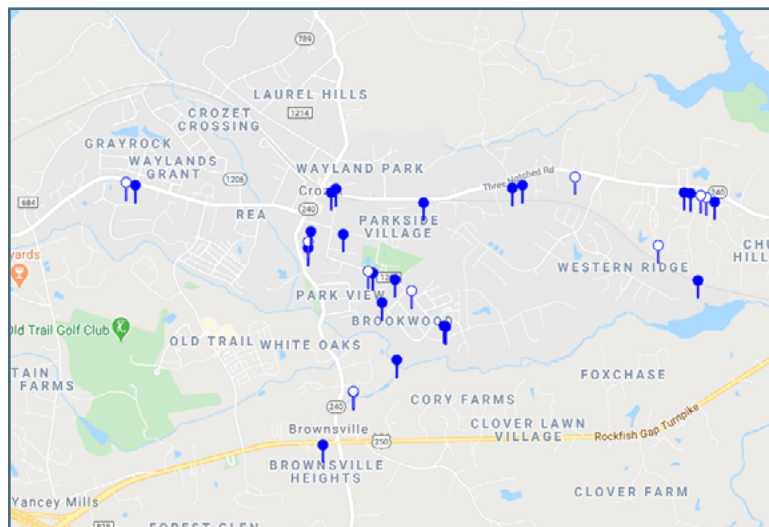
Project Priorities

We prioritized these potential projects by relative importance:

Project	Rank
Downtown Crozet Connectivity	1
Eastern Crozet & Park Ridge Drive Improvements	2
Crozet Connector Trail Improvements	3
Crozet Avenue Trail Crossing	4
Route 250 Shared-Use Path	5



Barriers Map



Barriers to access included:

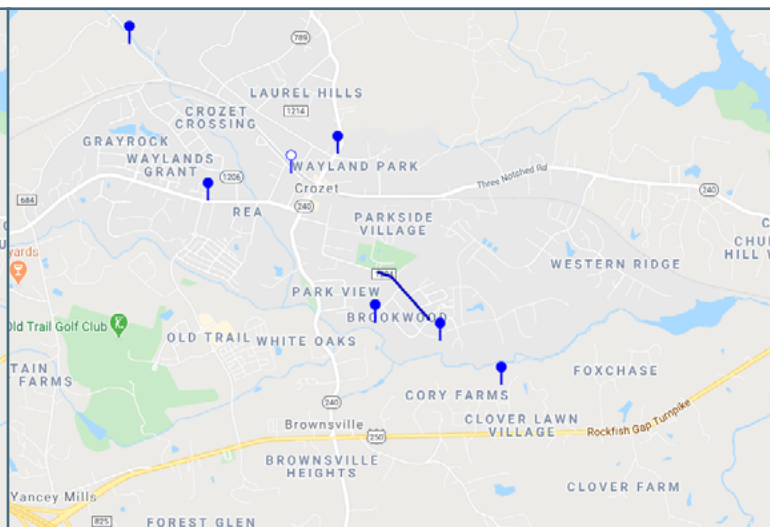
Several comments highlighted the lack of sidewalks and other facilities near Crozet Park on Park Road, near the High Street/Tabor Street/Hill Top Street intersection.

Gaps in sidewalks along Three Notch'd Road/Route 240 and poor maintenance prevent pedestrians from accessing neighborhoods east of Starr Hill, such as Emerson Commons, Highlands, and Wickham Pond.

A blind curve on Crozet Avenue just south of Downtown is dangerous for cyclists and prevents safe walking.

Downtown streets sometimes contain narrow sidewalks, such as on The Square and the railroad underpass at Crozet Avenue.

New Connections Map



Suggested connections included:

Adding sidewalks on Park Road to improve access to Crozet Park and the Brookwood and Westhall neighborhoods.

Formalizing trails between Orchard Aches, Bargamin Park, and Wayland's Grant.

Creating a trail connection between Claudius Crozet Park and the Lickinghole Creek trail system.

Improving connectivity to Laurel Hills and along McComb Street.

Adding a trail between the Development Area and Mint Springs Valley Park.

Want to learn more?

Please stay in touch for more information how you can join the conversation, including upcoming events.

Website

tinyurl.com/yxl8wchb

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publicinput.com/imaginecrozet

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