

Chapter 5-Future Transportation

The **Future Land Use** Plan identifies the desired land use designations. The land uses desired for Crozet depend, in large part, on the success of the transportation system, which is described in this chapter. Recommended transportation improvements are shown on the **Transportation Plan** on the following page and also described in this chapter. Strategies for implementation and details regarding transportation priorities can be found in Chapter 8-Implementation. This chapter divides the transportation network into three sections: vehicular, transit, and pedestrian/bicycle.

Vehicular Travel

Vehicular travel is and will likely continue to be the major mode of transportation in Crozet. The 2004 Crozet Master Plan included a detailed traffic study which was not updated with this Master Plan. This update does not include a traffic study. The traffic modeling and the assumptions from the 2004 plan are still valid and no new road recommendations are part of the 2010 update. Detailed information regarding the traffic study that was part of the 2004 master plan is contained in the Appendix.

The increased employment opportunities recommended an earlier chapter of this Plan and the added roadway network of the Master Plan can combine to minimize congestion in and around the Crozet Development Area. With these two changes, moderate congestion levels are anticipated only on Route 240 east of Downtown Crozet and on Route 250 east of the Development Area. If development occurs under current zoning and no additional roadway improvements are made in the area except for the Route 240/250 connector (east of Crozet Avenue), significant congestion is expected on Routes 240 and 250 and on Crozet Avenue.

In order to support the vision for Crozet, transportation needs to:

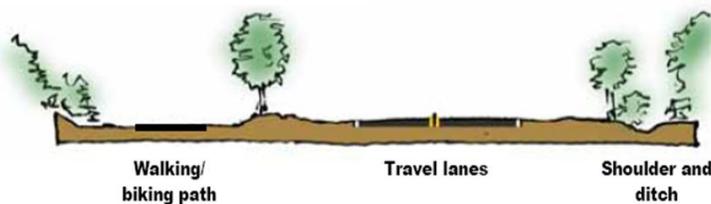
- Better integrate new and existing residential areas located east of Route 240 (Crozet Avenue);
- Improve connections to the Downtown from new and existing neighborhoods east of Crozet Avenue;
- Better distribute traffic to all roads, thereby reducing the ultimate design of any one road;
- Provide an alternative route to relieve traffic on Route 240 (Crozet Avenue and Three Notch'd Road), particularly to the Downtown.
- Provide better access, particularly emergency access, to those residents living east and south of Route 240 (Crozet Avenue).
- Emphasize improvements to roads that provide for pedestrian and bike facilities.

As indicated in Chapter 3, the existing major streets in Crozet are US 250 West (Rockfish Gap Turnpike), Crozet Avenue (US 240), Three Notch'd Road (also US 240), Jarman's Gap Road, and Old Trail Drive. The location of these streets is shown on the Transportation Plan. The Transportation Plan also shows two new major streets. One of the streets is a "Main Street" for Crozet, which is expected to help provide access to the Downtown from the eastern part of Crozet and which does not require a railroad crossing. The other new major street is "Eastern Avenue," which will connect Three Notch'd Road to US 250 West.

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US 250 West (Rockfish Gap Turnpike)

The existing traffic volume of US 250 is around 13,000 vehicles trips per day (VPD) in the most heavily traveled road segment of the road way between Crozet and Ivy. Because of its scenic and historic character and its location primarily in the Rural Areas, the County's policy is to maintain the existing cross-section of the roadway from the US 29 Bypass at Bellaire to the I-64 interchange at Yancey Mills. The County opposes recommendations in the Virginia Department of Transportation's (VDOT) *Route 250 West Corridor Study*, which included recommendations for widening Route 250. US 250 West is expected to retain its state designation as a Scenic Byway and to continue as a rural road section. Except where turn lanes/passing lanes are provided, it will have two travel lanes and a walking or bike path on the northern side for portions of Route 250 that run parallel to the Crozet Development Area boundaries. No medians are planned.



Typical Section for a Rural Road

To maximize capacity and retain its rural appearance, the County must limit the amount of development on properties adjacent to the US 250 West from I-64 to US 240 as shown on the Land Use Plan. This strategy will keep the number of entrances to a minimum and reduce pressure for traffic signals (and slowdowns) beyond those which exist at Crozet Avenue, Three Notch'd Road, and Old Trail Drive.

Recommendations:

- Limit widening of US 250 West and maintain it as a rural road.
- Provide a walking/biking path on the north side of US 250 within the Crozet Development Area.
- Future signalization is recommended for the intersections of US 250 West with "Eastern" Avenue.

Crozet Avenue (US 240/Route 810)

Crozet Avenue, which is US 240, is a two lane street that connects the northern part of Crozet with US 250 West. North of Downtown, Route 810 is also named Crozet Avenue. It has curb, gutter, and sidewalks on two of its three sections. Where designated on the Transportation Plan, it is expected to have an improved streetscape with wider sidewalks and street trees. Although it is narrow and winding, the Rural Section between Dunvegan Lane and US 250 East is not recommended for widening. A multi-use path is recommended for this street on one side, where right-of-way is available or can be obtained.

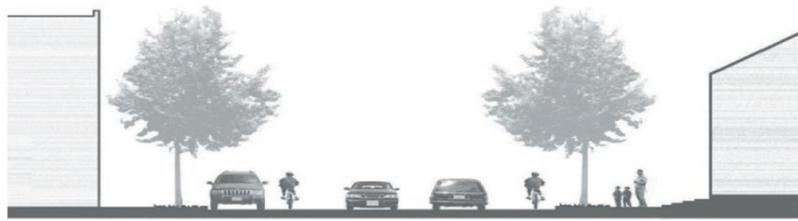
Recommendations:

- A two-lane urban street section is recommended for portions of Route 240 in Downtown and Route 810 north of Downtown.

- A two-lane rural street section is recommended for portions of Route 240 south of Dunvegan Lane with a multi-purpose path on one side.

Three Notch'd Road (also US 240)

Three Notch'd Road is a two-lane road that extends from the V-intersection with US 250 West, east of Crozet, to its intersection with Crozet Avenue at the 4-way stop sign in Downtown. In places it is and will continue to be an Urban Section road as illustrated below. An urban section with curb, gutter, sidewalks, and street trees is expected with redevelopment between Park Ridge Drive and the Downtown inside the Development Area. Turn lanes are not expected on this street.



Typical Section for an Urban Street

On the north side of Three Notch'd Road, an urban section is expected from the Development Area boundary to Downtown. Where indicated on the plan, the street is recommended to continue as a Rural Section Road. A multi-use path is recommended on both sides of the street in the Development Area, up to Park View Lane.

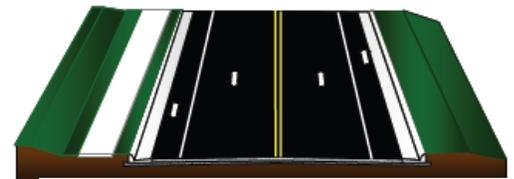
Recommendations:

- A rural section is recommended for the portions of Three Notch'd Road in the Development Area from the eastern boundary to Parkview Drive across from Acme.
- The segment of Three Notch'd Road from Parkview Drive to its intersection with Crozet Avenue should be an urban street.

Jarman's Gap Road

Jarman's Gap Road connects Crozet Avenue with Half Mile Branch Road. It has both urban and rural sections. There is a VDOT project underway that will make upgrades to the existing road. From Half Mile Branch to Jarman's Lane, it is expected to be a two-lane rural section with shoulder widening to five (5) feet. From Old Trail Drive to Crozet Avenue, it will be an urban section with two travel lanes and some turn lanes, including shared bicycle lanes, curb and gutter and a five (5) foot sidewalk on the north side.

Route 691 (Jarmans Gap Road)



Proposed urban section for Jarman's Gap Road with bike lanes and sidewalk on the north side.

Recommendations:

- Ensure that the Jarman's Gap Road project remains a high priority road project for completion in Crozet.

Old Trail Drive

Old Trail Drive connects Jarman’s Gap Road with US 250 West. It has been constructed as a two-lane Urban Section Street with an asphalt trail on one side, where sidewalks have yet to be constructed. The expected improvements to Old Trail are sidewalks with street trees on both sides of the street. Sidewalks will be wider in the higher density area and commercial center of the Old Trail.

Recommendations:

- Require completion of Old Trail Drive to an Urban Section.

“Main Street”

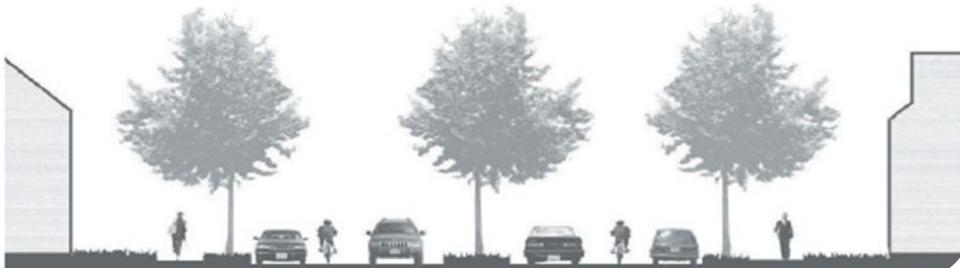
“Main Street” is a new two-lane urban avenue expected in Crozet. It will connect Park Ridge Road with Crozet Avenue. (*See illustration below*) In some portions of the road, where right-of-way or other constraints limit the ability to achieve a typical avenue section, the road may transition from an avenue to a street section. Construction phasing should begin from the west (Crozet Avenue) eastward. A portion of the street will be constructed with the new library project. This will ensure critical linkages between the Downtown and new development to the south and east.

Recommendations:

- Plan and initiate the first stages of a new “Main Street” parallel to and south of the CSX tracks running from Crozet Avenue eastward.

“Eastern” Avenue

“Eastern” Avenue is also a new street expected in Crozet. “Eastern” Avenue will extend from Three Notch’d Road to US 250 West through the existing Cory Farm development and involve a bridge over Lickinghole Creek, a bridge or underpass to cross the CSX tracks to the north, and numerous connections to neighborhood streets. It has been recommended in County Plans for over 30 years and right-of-way for this street has been dedicated or reserved in some places with approval of development projects in the alignment of the new road. It is expected to be built by developers as they develop their adjacent property, except for the bridge over Lickinghole Creek. Aside from construction itself, truck traffic should not be allowed on this road. Its characteristics will be those of an avenue. Construction phasing is prioritized to begin at the northern end of the project, connecting to the new “Main Street”.



Typical Section for an Avenue

Recommendations:

- Plan and initiate the first stages of a new “Eastern” Avenue.
- Truck traffic should not be permitted on “Eastern” Avenue.

Other streets

New Streets

There are several areas on the Transportation Plan where a proposed gridded neighborhood street pattern is shown for other future new streets in Crozet. This pattern is intended to emphasize the expectation that interconnections will be a part of future neighborhood block and street design. New streets should have two lanes and be built with the features of an Urban Street.

Existing Streets

There are many existing streets in Crozet that are not specifically addressed with recommendations on the Transportation Plan. Future improvements to existing streets in Crozet connecting to Downtown should provide for features of a two-lane Urban Street, such as Carter Street and Blue Ridge Avenue. Streets that are located on the edge of the Development Area, such as Lanetown Road or Parkview Drive may continue as Rural Section roadways.

Potential Connections

One additional category of transportation connection is shown on the Transportation Plan. It is identified as “Potential Connections”. This category depicts possible locations for some kind of interconnection. These potential future connections would be for pedestrian, bikes, and possibly for vehicles. They do not indicate a desired public street connection; rather they show connections between public streets that need to be made to support the existing and proposed uses for that area. Connections might be a walking path, bike path, or drive. Because they are not proposed as a public street connection or public greenway trail, construction is expected to be driven by developers when property is developed or redeveloped.

Transit/Rideshare

As indicated earlier in the plan, the only transit system operating in Crozet is JAUNT, which provides transportation to area elderly and disabled residents who request and qualify for this service. Future transit opportunities include Light Rail and Bus Rapid Transit.

Light rail is often considered the preferable form of transit for commuters. Funding and sufficient density of ridership make it impractical for Crozet in the planning horizon of the Master Plan. Such a system could be part of a larger system that begins west of the Blue Ridge and ends in eastern Charlottesville. It is not recommended with this plan because of the cost. While it is possible to reduce construction costs by using the freight rail tracks from Crozet to Charlottesville, it has proven extremely difficult to reach agreements with private railroad companies for the use of their tracks because of safety and other concerns. Furthermore, operating costs, borne mostly by the state and local government, are high in relation to the anticipated ridership. Ridership would have to be at 10,000 riders per day in order for this type of system to be economically feasible.

The other potential transit service is commuter/express bus service. Travel via Interstate 64 appears to be the most economically viable service given the ridership potential. The route could begin in Downtown Crozet and provide service to the University of Virginia, downtown Charlottesville, and other strategic bus transfer locations while service strategic park and ride locations along the way. With the rising cost of gasoline an increasing travel demands, this service should be considered by the County. It is recognized as a longer-term goal for Crozet.

In the shorter term, ridesharing would be the most cost-effective means of reducing vehicle trips on US 250 West to Charlottesville. Ridesharing usually takes place from a park and ride parking lot. There is a 10-space park and ride lot located at Mountainside Senior Living in downtown Crozet. Constructing additional park and ride facilities to serve the community and surrounding areas would enhance the opportunities for ridesharing.

Recommendations for additional park and ride lots:

- Maintain and upgrade the existing Downtown park and ride lot.
- Establish a park-and-ride lot on Route 250 west, preferable near the I-64 interchange.
- Establish a park-and-ride lot on Three Notch' Road in or near the employment center.

Pedestrian/Bicycle

The centers designated on the Land Use Plan provide destinations for many residents. Both walking and bicycling are modes of transportation that are supported by this Master Plan. The Master Plan incorporates recommendations for Crozet included in the *Jefferson Area Bicycle, Pedestrian, and Greenways Plan*, which provided recommendations for a coordinated and safe multimodal system to serve citizens and visitors in the region with access to most common destinations, services within communities, and links between towns, villages, and the Charlottesville urban area.

All new urban streets in Crozet will have curb or curb & gutter, sidewalks, and street trees. "Eastern" Avenue and Jarman's Gap Road are expected to have designated bike lanes. However, for existing neighborhoods which may have rural section roads, paths are needed to connect neighborhoods to the Downtown and to each other. Planned bikeway/walkways are shown on the Parks and Green Systems Map and are described in that chapter. Pedestrian and bike linkages to the Downtown are especially important, and the Master Plan makes recommendations for specific improvements to enhance mobility.

- Recommendations: Create pedestrian connections and bike lanes to and in the Downtown.
- Create pedestrian connections and bike lanes to schools.
- Provide bike lanes or bike facilities/multipurpose paths on the following roads to provide key linkages in Crozet:
 - "Eastern" Avenue
 - Jarman's Gap Road
 - New "Main Street"
 - Crozet Avenue
 - Route 810
 - Route 684/Mint Springs Road
 - Three Notch'd Road
- Explore alternatives to the current underpass at Crozet Avenue. (long term)
- Create a pedestrian railroad crossing in the Downtown core (below or above grade). (long term)