2010 Guiding Principle #2

Multiple transportation options and multimodal infrastructure will be provided to support access throughout the community. Pedestrian and bicycle options should be provided for as alternative transportation choices.

2010 Goals

• Better integrate new and existing residential areas located east of Route 240 (Crozet Avenue).
• Improve connections to 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 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.
The top left image in Old Trail shows the current standard sidewalk design, which includes street trees. Many older neighborhoods and main roads (such as Route 240, above) lack sidewalks and bike lanes. In both the 2017 community survey and 2019 Master Plan workshops, Crozet residents consistently identified pedestrian and bicycle infrastructure as a top priority, while recognizing that many areas in Crozet are not safe or accessible for these types of transportation.
Connectivity
What We Heard

2017 Community Survey

Question 13: “Below is a list of possible transportation needs facing Crozet. Please indicate how important each one is to you.”

- 94% described “increasing pedestrian safety” as “very important” or “somewhat important”. (n=687)
- 92% described “greater motorist safety and traffic management” as “very important” or “somewhat important”. (n=687)
- 87% described “emphasizing walking as an alternative” as “very important” or “somewhat important”. (n=687)
- 75% described “emphasizing biking as an alternative” as “very important” or “somewhat important”. (n=688)
- 70% described “connecting streets between neighborhoods” as “very important” or “somewhat important”. (n=685)
- 60% described “increasing commuter bus and/or van options” as “very important” or “somewhat important”. (n=684)

Question 24: “Below are some phrases. For each, please indicate how much you feel it describes Crozet, using a 1 to 5 scale, where 5 means it very much describes Crozet, while a 1 means it doesn’t describe Crozet much at all.”

- 3.0 was the mean rating for walkability. (n=676)
- 2.8 was the mean rating for bike-friendly. (n=674)

Community Workshop #1
Crozetians hope to see a fully connected community supporting all transportation types.

There are concerns about delayed infrastructure projects and increasing traffic congestion near Downtown and old Trail Drive.

People enjoy being able to walk to businesses, the Library, and Downtown, meeting neighbors while out walking, and having trails.

“…[a] fully connected community for all transportation types - bus, car, bike, foot…”

Community Workshop #2

Neighborhoods should be connected to amenities and jobs, and walkability should be a key feature of Downtown and the other commercial centers.

There is a need to connect cyclists and pedestrians to areas on the eastern and southern edges of the Development Area.

Rural edges could support shared-use paths.

“…sidewalks, bike lanes - [are] ways to see and talk to neighbors, friends…”
Proposed Guiding Principle

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

Why this principle:

• Crozet is a community that is enhanced by people meeting each other and gathering together. Being able to walk places facilitates this.

• Neighborhoods and commercial/recreational areas in Crozet should be connected and provide safe access for all types of transportation. Safety for walking/biking is a priority and greatly needed.

• Access for cyclists & pedestrians as well as multiple transportation options was identified as Guiding Principle #2 in the 2010 Master Plan.

Proposed Goals

Network connectivity.

• This is a continuation of the 2010 Master Plan’s goal to include connectivity and multiple route options.

• There are some neighborhoods in Crozet, such as Wickham Pond/Highlands, that are not part of the network and not safely accessible for walking/biking.

• Connectivity between neighborhoods and commercial/recreational areas is important.

Safety and access for all users.

• There are many locations that do not feel safe for walking and biking in Crozet, and improving bike/ped safety is a priority.

• The 2017 Community Survey indicated that increasing pedestrian safety is the top-ranked transportation priority.

• People in Crozet want access to a variety of transportation options.

Local & regional transit.

• Having the Crozet CONNECT service is helpful for accessing Charlottesville (heard during the 10-26 connectivity tour).

• Transit provides options for those who may no longer be able to drive, such as seniors (also heard during tour).

• Residents may need to leave Crozet for jobs and services.

• Emerging transit technologies and services (such as autonomous vehicles) could provide opportunities to get around Crozet.