Draft Transportation Chapter

2019-2021 Crozet Master Plan Update

May 4, 2021 Working Draft
Prepared for: Albemarle County Planning Commission
Prepared by: Albemarle County Planning Staff

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



The map above shows the existing street network (in white) in the Crozet Development Area.

Overview + Background

Transportation Overview

The Transportation Chapter establishes the Guiding Principle, Goals and Recommendations for the streets, transit, and pedestrian and bicycle network in Crozet. The Guiding Principle calls for "a multimodal transportation network that is safe and accessible for all community members, regardless of age, race, income, and ability."

The subsequent pages of the Transportation Chapter identify specific Goals to further the Transportation Guiding Principle. Goals seek to address network connectivity, safety and access for all users, local and regional transit, downtown investment, and regional connectivity. Each Goal is supported with actionable Recommendations. The Future Bike and Pedestrian Network, Future Street Connections, Street Typologies Plan, and supporting narrative also serve to reinforce the Guiding Principle and Goals.

The Transportation Chapter closely relates to the Conservation Chapter of the Master Plan, especially as it relates to the bicycle and pedestrian network. The Conservation Chapter includes recommendations related to off-road facilities such as trails and some shared-use paths that are separate and apart from the street network. The Transportation Chapter contains recommendations related to the bicycle and pedestrian network that is on or parallel to the street network.

Transportation is also highly dependent on Land Use. Albemarle County's Comprehensive Plan highlights the important connection between the two, especially in reference to the Growth Management Policy. Growth and density are directed into the County's Development Areas, which supports opportunities for multimodal transportation. Concentrating both residential and business growth provides the needed density for public transit and for walkability from residential areas to commercial and employment areas.

Enhancing the availability of options for walking, bicycling, and using transit aligns with the recently adopted Albemarle County Climate Action Plan. Providing options for Crozetians to reach destinations without needing to use a single occupancy vehicle supports the County's emissions reductions goals identified in the Climate Action Plan.

The Recommendations in this chapter are also intended to align with complementary regional planning efforts, including the Thomas Jefferson Planning District Commission's (TJPDC) Jefferson Area Bicycle and Pedestrian Plan and the Charlottesville Albemarle Metropolitan Planning Organization Long Range Transportation Plan, along with other regional transit, transportation demand management, and transportation planning documents.

Existing Conditions

Throughout the Crozet Master Plan update, community members identified improving multimodal connectivity as an opportunity and traffic congestion as a concern. Top priorities included enhancing walkability within the Downtown area, around parks and schools, and to and from existing neighborhoods and destinations such as Downtown. Other priorities included addressing traffic delays, increasing safety of the bicycle and pedestrian network, and providing more multimodal options for commuting.

Currently, many of the main travel routes in Crozet lack sufficient bicycle and pedestrian facilities. Crozet Avenue, which serves as the central north to south connection within Crozet, and Three Notch'D Road, which serves as the northern east to west connection, both lack continuous bicycle and pedestrian facilities along their length. These roads carry high volumes of vehicular traffic and are key connections between neighborhoods, Downtown, and other Crozet destinations. The lack of bicycle and pedestrian facilities on these routes is a significant barrier to creating a connected multimodal transportation network within Crozet.

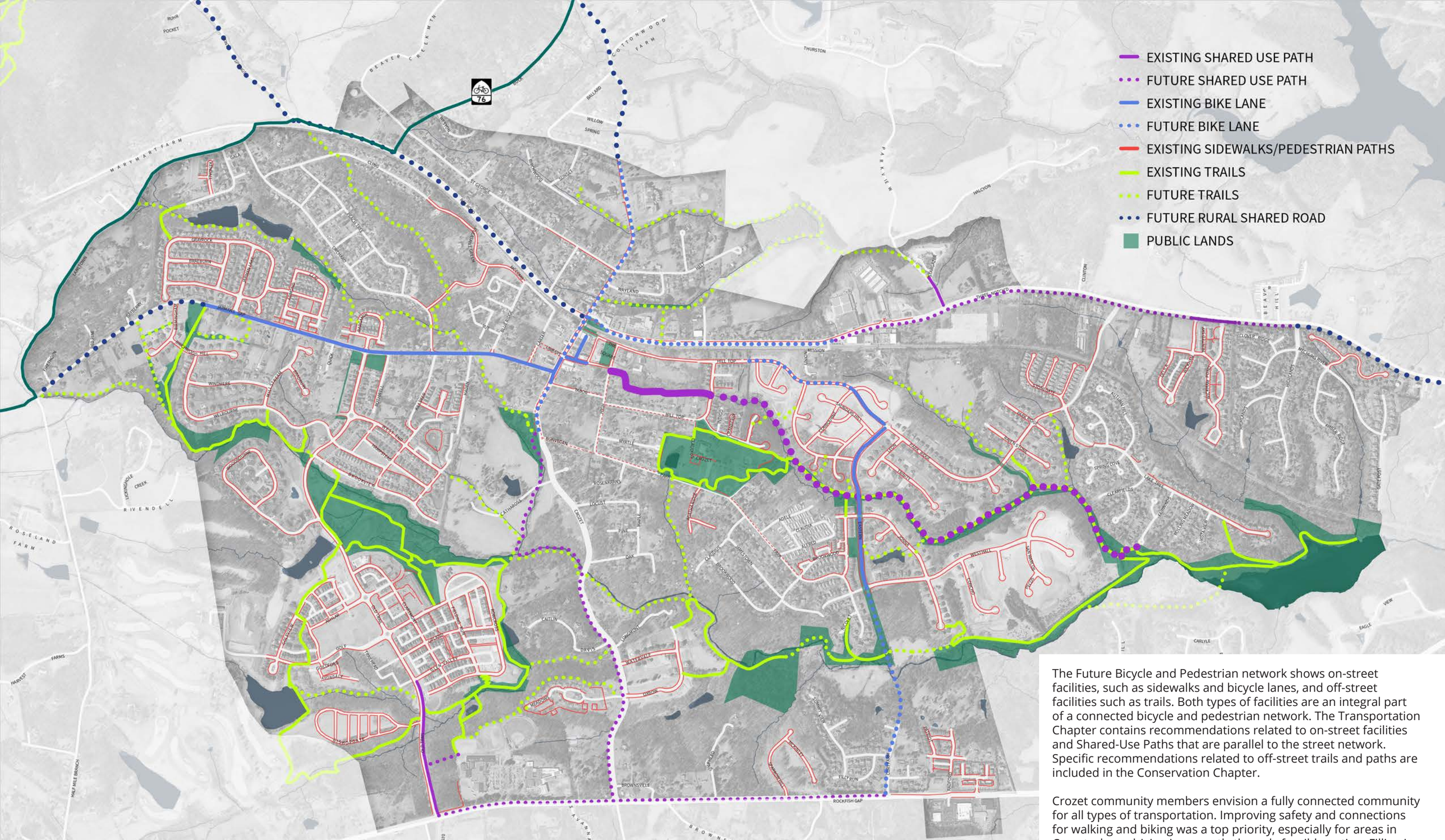
Gaps within the pedestrian network in existing neighborhoods also create barriers for walking. Missing segments of the sidewalk network, especially in eastern Crozet and within older neighborhoods surrounding Downtown, pose safety concerns for community members who wish to walk to Crozet's schools, commercial and employment areas, and parks.

Traffic congestion was also a top concern shared by community members during this Master Plan update. Community members raised concerns about traffic congestion along Route 250, especially adjacent to the schools and at the Old Trail Drive and Crozet Avenue intersections. Traffic congestion within the Downtown area was also a top concern. A Transportation Analysis was completed as part of the Master Planning effort and to help inform future development of the street network and intersections within Crozet Square. The analysis confirmed community members' concerns and identified issues related to the intersections along Route 250 and in Downtown.

Public transit and emerging transportation technology continue to gain importance in Crozet and County-wide. Currently, JAUNT provides commuter service between Crozet and Charlottesville with the Crozet CONNECT routes. In 2019, Crozet participated in a pilot program for an autonomous circulator shuttle. The AVNU (Autonomous Vehicle, Neighborhood Use) provided a transit route to connect neighborhoods with Downtown Crozet. The pilot program has since ended and there is currently no transit service providing routes within Crozet.

In response to the identified deficiencies, the Master Plan calls for intersection improvements in Downtown and on Route 250, additional street connections, and increased bicycle, pedestrian, and transit infrastructure. These recommendations include completing some of the previously identified projects in the 2010 Master Plan, prioritizing bicycle and pedestrian connections for Downtown and Eastern Crozet, and along Crozet Avenue and Three Notch'D Road. Additional intersection improvements based on the Crozet Transportation Analysis are also recommended.

Future Bicycle + Pedestrian Network



The Future Bicycle and Pedestrian network shows on-street facilities, such as sidewalks and bicycle lanes, and off-street facilities such as trails. Both types of facilities are an integral part of a connected bicycle and pedestrian network. The Transportation Chapter contains recommendations related to on-street facilities and Shared-Use Paths that are parallel to the street network. Specific recommendations related to off-street trails and paths are included in the Conservation Chapter.

Crozet community members envision a fully connected community for all types of transportation. Improving safety and connections for walking and biking was a top priority, especially for areas in Crozet where driving is currently the only feasible option. Filling in gaps between existing sidewalks, trails, and paths is also important, especially around Centers and Districts.

Future Sidewalks, Trails, and Paths

Sidewalks, paths, and trails play a vital role in urban life. As conduits for pedestrian movement and access, they enhance connectivity and promote physical activity. The Conservation Chapter includes recommendations about trails and off-road Shared-Use Paths (such as the Crozet Connector Trail). This chapter focuses on facilities that are adjacent or parallel to the street network.

As public spaces, sidewalks serve as the front steps to the Crozet community, activating streets socially and economically. Maintaining a safe, contiguous, and accessible sidewalk network is a fundamental and necessary investment for Albemarle County.

This Plan proposes a connected network within Crozet, with several east-west and north-south routes and an emphasis on connecting to Centers and Districts. There are also future rural and regional connections shown as Rural Shared Roads and potential Trails. Providing access to Mint Springs Park and Bicycle Route 76 were identified as important connections to the adjacent Rural Area.

During the Master Plan update process, community members prioritized several areas within Crozet for future pedestrian and bicycle improvements. Sidewalk connectivity in the Downtown area was identified as the highest priority for new sidewalks. The development of the Crozet Square site will also provide more pedestrian connectivity to and through Downtown in the near future.

Community members also provided input on the need for pedestrian and bicycle infrastructure in Eastern Crozet, especially from Highlands and Wickham Pond to points west. Much of Three Notch'D Road is currently unsafe for pedestrians and bicyclists, and there are opportunities to connect these neighborhoods to the Starr Hill/Music Today Employment District. Crozetians also identified the need for pedestrian access along Route 250 to provide safe connections for those traveling to and from nearby schools and the Clover Lawn Village Center.

The Future Bicycle and Pedestrian Network and Implementation Chapter recommend pedestrian projects that will improve these and other major corridors in Crozet. Several of these have been identified as priorities, while others are planned as longer-term improvements.

More information about priority sidewalk & path projects will be added after implementation community meeting.

Shared-use paths along Route 250 on the north side and along the western side of Crozet Avenue will require additional study to determine their alignments. Future east-west trails may serve as interim solutions for providing pedestrian access for neighborhoods around Crozet Avenue. Further study and coordination with VDOT will be needed for providing a trail crossing at Crozet Avenue near Chesterfield Landing and The Meadows.

Bicycle Routes & Regional Connections

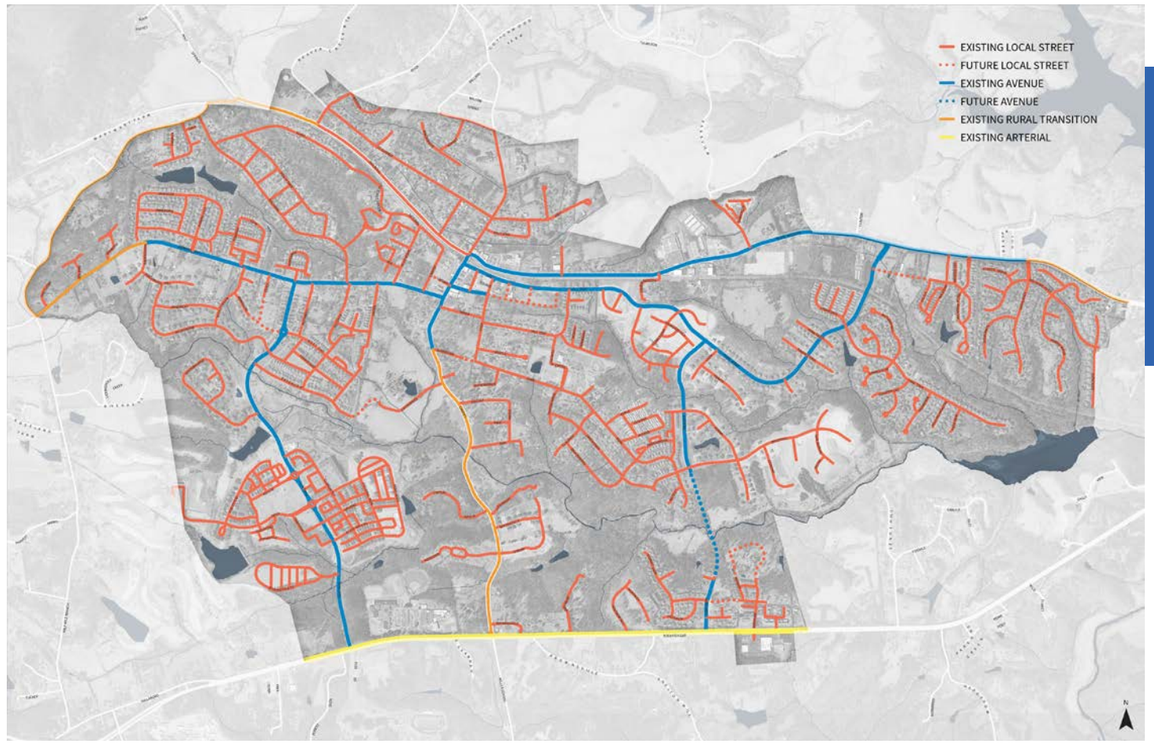
High quality, safe and connected bicycle facilities have several benefits, including reduced traffic congestion, improved health outcomes for commuters, and increased visibility and sales for commercial businesses. A connected bicycle network that offers both on and off street facilities is needed to support this Chapter's Guiding Principle and to provide opportunities for cyclists of all comfort levels and abilities.

Currently, there are existing bike lanes along Jarman's Gap Road (Jarman Lake Road to Crozet Avenue), Eastern Avenue (Park Ridge Road to Westhall Drive), and Library Avenue. The Future Bicycle and Pedestrian Network proposes bike lanes along Three Notch'D Road from the Employment District to Crozet Avenue North, along portions of Crozet Avenue North, Park Ridge Drive, and the remaining portions of Eastern Avenue, once completed. Sharrows and other traffic calming measures should be added along the portion of Park Ridge Drive from Eastern Avenue to Three Notch'D Road, as the design of the road does not allow for bike lanes.

Bicycle routes that connect to Rural Area amenities and destinations outside of Crozet are expected to be a mix of on-street, shared bicycle facilities, and regional trail (shared-use paths) routes. Rural Shared Roads are identified on the Future Bicycle & Pedestrian Network to provide connections to Mint Springs Park and Bicycle Route 76 . There is also a recommendation to improve signage to and from Bicycle Route 76 or to consider rerouting the bicycle route through Downtown Crozet.

The County's Comprehensive Plan includes a recommendation to create a regional trail network, extending from Charlottesville to points west including Crozet and the Blue Ridge Tunnel, called the Three Notched Trail. The Conservation chapter includes a recommendation to conduct a feasibility study to determine an appropriate route for the Three Notched Trail adjacent to or through Crozet. Based on the findings of this study, additional bicycle routes providing connections to and from this route may be identified.

Future Street Network



The map above shows the street typologies for each road in Crozet, as well as future street connections.

Future Streets & Connections

Streetscapes should reflect a unified, "Complete Street" design that balances a wide variety of functions including: safe pedestrian, bicycle, and vehicular travel, public space, parking and loading, emergency access, and stormwater management.

The Future Street Network and supporting recommendations in this chapter envision a well-connected street network that can better enable movement within and between Crozet neighborhoods and Centers and Districts. Proposed streets should be Complete Streets, designed for all users – motorists, pedestrians, bicyclists, and transit riders. Streets within new development or streets that are upgraded as part of a redevelopment proposal should also be designed to achieve an interconnected street network and to provide new connections where possible.

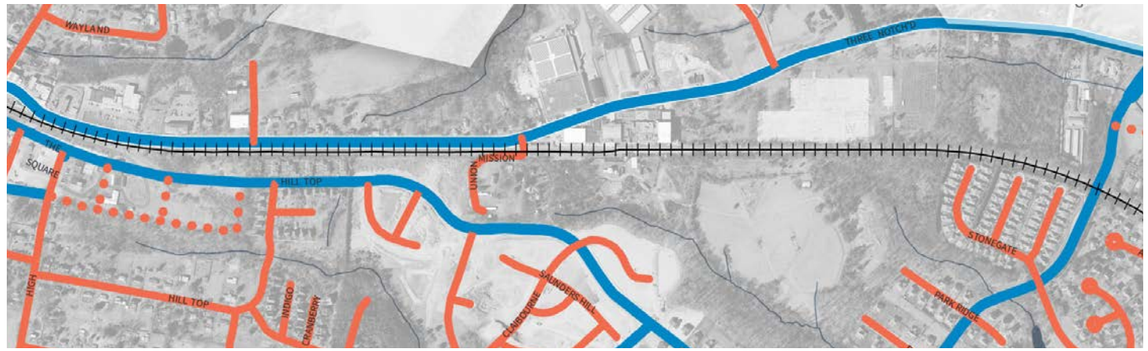
As shown on the Future Street Network, existing and proposed streets are categorized as Arterial, Avenues, Local Streets, or Rural Transition Streets. Within these categories, specific types of pedestrian, bicycle, and parking may vary depending on the context and needs of the area. Additional guidance for each street type are provided in the Street Typology Section.

The Future Street Network shows new streets and new connections. Dotted lines convey the approximate locations of new streets or extended streets. Future streets are expected to be provided if and when the adjacent property develops or redevelops. New street locations are identified for the White Gate Farm property, north of Liberty Hall, at Cathaross Lane, and between Bradburry Court, West End Drive and Jarman's Gap Road. These streets are all expected to be Local Streets, and final alignments should be determined concurrent with development.

A connection at Dunvegan Lane to Park Road is a recommended improvement from the Transportation Analysis. This connection would enhance connectivity and better distribute traffic, reducing nearby queueing and delays in the Downtown area. This two-lane local street should provide sidewalks and be accessible from a left turn lane on Crozet Avenue. An interim improvement in this area could include converting Tabor Street into a right in and right out at Crozet Avenue.

Additional street "connections" should also be provided in areas where streets currently stub out or where there is an obvious opportunity for improved connectivity with streets ending just shy of an adjacent roadway. These connections are expected to be made if and when adjacent properties redevelop. Examples of future connections include: Millstream Drive to Jarman's Gap Road, Rosthwell Lane to West End Drive, Killdeer Lane to Killdeer Lane, Haden Lane to Haden Terrace, Agatha Ridge Court to Jamestown Road, and Jamestown Road to Westhall Drive.

There are currently four railroad crossings within the Crozet Development Area. An at-grade crossing at Lanetown Road, an underpass at Crozet Avenue, an at-grade crossing at Union Mission, and an overpass at Park Ridge Drive. Recommendation 1D of this chapter is to conduct a feasibility study to determine if an additional railroad crossing is possible in northern Crozet, between Downtown and Park Ridge Drive. The study should include options for full vehicular crossing and/or bicycle and pedestrian only access. Community members should be engaged as part of this study, especially those who reside within or near the Union Mission crossing. Care should be taken to ensure that the Union Mission community maintains safe and convenient access to their neighborhood and that the important historic fabric of this neighborhood is respected.



The map above shows the study area for Recommendation 1D of this chapter, to conduct a feasibility study to determine if an additional railroad crossing is possible in northern Crozet, between Downtown Crozet and Park Ridge Drive.

Intersection Improvements

The Crozet Transportation Analysis was completed by the consulting firm EPR, PC as part of this Master Plan update. The Transportation Analysis evaluates future conditions for the year 2045. The study evaluated intersections in Downtown Crozet and along the Route 250 corridor to determine how future development and traffic volumes will affect wait times, the length of car lines at intersections (queueing), and the overall level of service (LOS). The analysis proposes alternatives to address these issues, such as roundabouts, road connections, and turn lanes.

In Downtown, the study focused on intersections along Crozet Avenue between Tabor Street and Three Notch'D Road. The study found that there are some existing queueing issues on Crozet Avenue, and that this will continue to be the most significant future traffic issue in this area. Analysis of alternatives found that signals, even with the addition of turn lanes, or realignment of roads were not feasible; however, improving street connections and revising the Jarman's Gap and Crozet Avenue intersection would resolve future queueing issues.

Along Route 250, the study focused on the following intersections with Route 250: Old Trail Drive, the Schools, and Crozet Avenue/Miller School Road. The existing conditions analysis showed that there are current issues with queueing around the Schools (including Western Albemarle High School) and lower levels of service at Crozet Avenue. Future queueing and level of service issues can be addressed by adding roundabouts at these intersections.

Images shown on the following pages demonstrate what these proposed improvements could look like once completed. These images are conceptual, and the exact dimensions and layout will be determined during each project's design and construction.



The potential High Street connection (shown above) to the Square development will improve connectivity in the Downtown area and better distribute traffic, reducing queueing at nearby intersections. This connection will include a roundabout with full width lanes and sidewalks.

Downtown Crozet

The conceptual image (shown right) demonstrates a potential configuration of a 'quadrant' intersection improvement on Crozet Avenue at Library Avenue. Left turns at Jarman's Gap Road/Crozet Avenue intersection, Library Avenue, and the connector street are restricted to improve the flow of traffic and reduce queueing. Further design work is needed for a finalized layout. While other intersection improvements were considered at this location, the quadrant intersection was found to provide a scale appropriate for Downtown and preserve more of the existing parking area for the adjacent church property. Coordination with affected and adjacent property owners would be needed during the design phase of work. This improvement could be phased, with the roundabout at Library Avenue constructed first.



The image above depicts Downtown Crozet, with potential 'quadrant' intersection on Crozet Avenue at Jarman's Gap Road and Library Avenue, alongside redevelopment of the Plaza.

The image below is a street-level view of a potential roundabout at Library Avenue and Crozet Avenue with bike lanes, pedestrian improvements and street trees.





The conceptual image above shows potential sidewalks and pedestrian crosswalks along Three Notch'D Road, outside of Starr Hill/Music Today.

Route 250

The Crozet Transportation Analysis found that the addition of three potential roundabouts along Route 250 at Henley Middle School/Brownsville Elementary School, Old Trail Drive, and Crozet Avenue/Miller School Road would address future queueing and delay issues. Further design work is needed to determine a finalized layout. Additional study for pedestrian safety improvements is needed at Old Trail Drive and Route 250 at the crosswalk to Western Albemarle High School to enhance connectivity with the School.

Three Notch'D Road/ Crozet Avenue

The Crozet Transportation Analysis did not find significant level of service or queueing issues at the Three Notch'D Road and Crozet Avenue intersection and did not result in any specific intersection recommendations. There is not sufficient area within the existing public right of way for a roundabout, and any intersection expansion would cause significant impacts to adjacent properties. The recommended intersection and connectivity improvements in Downtown are expected to sufficiently resolve future traffic issues in this area. Additionally, this Chapter recommends studying the possibility of an additional railroad crossing between Downtown and the Park Ridge Drive/240 intersection, which would also help distribute traffic.



(Above) A Local Street in the Wickham Pond neighborhood, with sidewalks, street treets, and street parking.



(Above) Portions of St. George Avenue have sidewalks and vehicular parking, while other sections do not have sidewalks or curb and gutter. As redevelopment/infill development occurs or funding is available, sidewalks should be constructed in aging neighborhoods to support a well-connected and safe pedestrian network.



(Left) Library Avenue is an example of a Local Street in a mixed-use environment, that provides facilities for pedestrians, cyclists, and vehicles, as well as on-street vehicular parking.

Street Typologies

The Future Street Network proposes a hierarchy of streets based on capacity (how many people, cars, bikes, and buses it can accommodate) and function. The scale and design of streets should be both a reflection of a street's capacity and its role in the overall network. Additionally, a street that can be designed to hold a high amount of traffic may change and serve different functions along its length.

Avenues

Avenues are intermediate-sized and medium capacity streets with low to moderate vehicular speeds. Examples of Avenues in Crozet are Jarman's Gap Road, Old Trail Drive, Eastern Avenue, and Three Notch'D Road. Avenues have two travel lanes, but should be designed to carry a significant volume of both automobile and bicycle and pedestrian traffic. Avenues should have dedicated bicycle and pedestrian infrastructure, or a nearby parallel or alternative route.

The Future Street Network does not propose any new Avenue road connections, other than the planned Eastern Avenue connection from Westhall Drive to Cory Farm Road. Several bike and pedestrian improvements are recommended, especially along Three Notch'D Road. There is an existing sidewalk on the north side from Music Today to the Three Notch'D railroad bridge in Downtown Crozet. A future shared-use path would connect the eastern neighborhoods to Starr Hill/ Music Today, with bike lanes completing the rest of the connection to Downtown.

Local Streets

Local Streets are low-capacity, low vehicular speed streets that form the majority of Crozet's street network. Examples of Local Streets in Crozet include Wickham Pond Drive, Claremont Lane, Orchard Drive, and Park Road. Several proposed future local street locations are identified on the Future Street Network, which build greater connectivity between residential neighborhoods and commercial areas. A well-connected local street network can help distribute traffic and provide multiple routes to destinations.

Local streets should have dedicated sidewalks but typically do not need dedicated bicycle facilities due to the low volume and low speed of traffic.

Locations for new Local Streets on the Future Street Network are conceptual. Final locations will be determined during the design and construction phases of future development and redevelopment.

Rural Shared Roads

Rural Shared Roads are medium-to-high capacity roads with moderate vehicular speeds that reflect edge conditions of the Development Area. These streets are designed with respect for the rural character of the area, but still contribute to bicycle and pedestrian connectivity in Crozet.



The photo rendering above demonstrates potential improvements on Rural Shared Roads that provide safer facilities for cyclists. Where there is sufficient right-of-way, additional shoulder width should be provided to create a dedicated bicycle lane. Where site limitations prevent a separate bike lane, signage and sharrows may be used.

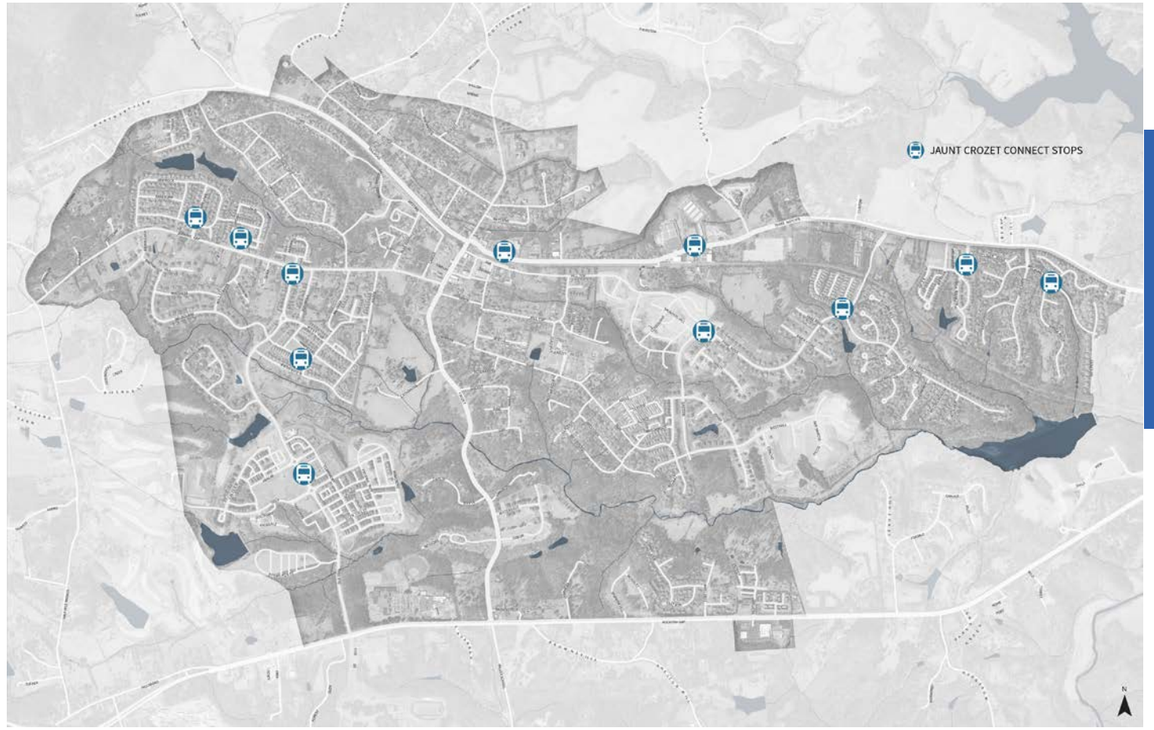


(Above) Route 250, alongside the Liberty Hall Neighborhood and Clover Lawn Village Center is the only Arterial in Crozet.

There are four Rural Shared Road segments called for in Crozet: the western edge of Jarman's Gap Road, the eastern portion of Three Notch'D Road, Crozet Avenue from Dunvegan Lane to Route 250, and Lanetown Road with a portion of Railroad Avenue included. This edge of Jarman's Gap Road connects to Bike Route 76 at Lanetown Road. Future improvements of these streets should balance pedestrian and bicycle safety with the rural character of the roads. Improvements could be coordinated with VDOT projects such as paving and maintenance.

Arterials

Arterials are high-capacity and higher vehicular speed roads that can accommodate long-distance trips and connect multiple localities within a region. The only Arterial road in Crozet is Route 250 along the Development Area boundary. Route 250 is designated as a State Scenic Byway and is within the County's Entrance Corridor Overlay District. Specific land use and landscape buffer recommendations are included in the Land Use Chapter of this Master Plan. A shared-use path is recommended from Clover Lawn Village Center to Old Trail Drive along Route 250, providing connectivity between neighborhoods, schools, and commercial areas.



The map above shows the existing Crozet CONNECT bus stops in the Crozet Development Area.

Transit and Transportation Demand Management

JAUNT's Crozet Connect route currently provides commuter service between Crozet and the City of Charlottesville. JAUNT's criteria for transit stops include: sufficient housing density for more trips to be served; sidewalks or paths to access stops; and road connectivity for efficient routes.

During the engagement process, Crozet community members prioritized the factors they consider when choosing to ride transit, which include (in order from most important to least important): frequency of service, stop locations, and length of trip time. Public transit improvements in Crozet should include a focus on providing transit stops in designated Centers and Districts, ensuring transit stops have sufficient shelter and infrastructure, and establishing permanent routes with frequent, reliable service.

Emerging technology and related forms of transit will continue to become available. In 2019, the autonomous AVNU Circulator Shuttle pilot program in Crozet provided routes through Old Trail Village and Downtown Crozet. This pilot showed the potential for autonomous circulator routes to reduce the need for single-occupancy vehicles, provide local trip options, allow riders to park further away from their destination, and provide options for community members that are unable to drive. Continued coordination with transit providers, as outlined in Goal 3 of this Chapter, will be needed to enhance and expand transit routes and options.

Downtown Crozet Parking Study

As part of the Crozet Master Plan update, the consulting firm, Kimley Horn, completed a Downtown Crozet Parking Study. This study included analysis of existing parking conditions and inventory, utilization of existing parking, and short and long-term recommendations for accommodating future demand. The study found that parking supply within Downtown Crozet (which includes areas currently zoned DCD) is typically underutilized, with a system-wide utilization of 47% during the weekday midday peak period and 30% during the Saturday evening peak period. There are a total of 886 parking spaces in the study area, and 198 of those spaces are public (22 percent). The study found that there is a perception that there is less parking than is actually available, due to the concentration of demand around the Square, Piedmont Plaza, and Crozet Pizza/ shops. Many of the gravel lots are also underutilized, especially with the lack of signage.

The study found that as redevelopment of the Square occurs, there may not be sufficient parking based on existing utilization and future demand without additional parking strategies and improvements. The parking study recommends implementing shared parking between businesses and uses as a parking mitigation strategy in Downtown Crozet. This approach would leverage the existing private surface lots that are currently underutilized.

Other parking mitigation strategies recommended by the study include providing a shuttle service (which could include autonomous vehicles), improving wayfinding signage (paired with bike and pedestrian infrastructure), and implementing shared valet parking zones. Longer-term parking mitigation could involve new public parking lots or public structured parking. Site selection would need to consider sidewalks and pedestrian access, property ownership, location, traffic access, the cost per space, and the amount of parking spaces.

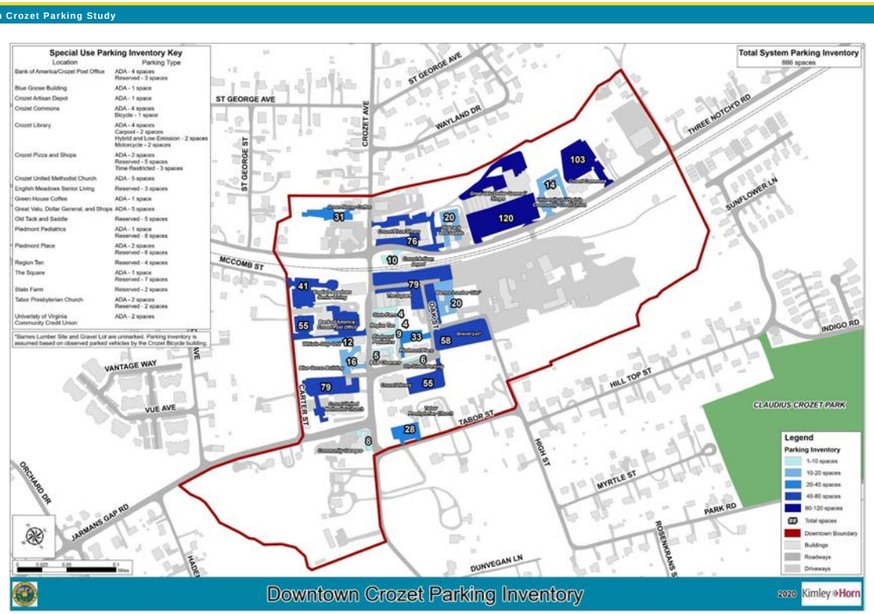


Figure 1. Parking Inventory Map

The above figure shows the area (outlined in red) included in the Crozet Parking Study completed by Kimley Horn. The figure also shows the number of existing parking spaces in the downtown area.

Connectivity Guiding Principle

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

Goal 1: Establish a connected network of complete streets that provide safe, convenient, and viable transportation choices for all users.

A. Design and construct the roundabouts at the intersections of Route 250 and Old Trail Drive, the Henley/Brownsville school entrances, and Crozet Avenue. Provide opportunities for community feedback to guide final intersection designs and project phasing.

B. Complete construction of Eastern Avenue, including a stream crossing of Lickinghole Creek.

C. Conduct a feasibility study on an additional railroad crossing between Downtown Crozet and the Park Ridge Drive and Three Notch'D Road intersection. Ensure that Union Mission community members are actively engaged in the ongoing process of establishing a new crossing with safe and convenient access.

D. Provide a street connection at Dunvegan Lane, connecting Park Road and Crozet Avenue.

Goal 2: Establish sidewalks, paths, trails, bike lanes, and other improvements to provide safety and access for all users.

A. Construct priority segments of the sidewalk network shown on the Future Bicycle & Pedestrian Network Plan as funding becomes available, including missing segments of sidewalk along Crozet Avenue, Park Road, High Street, and Hilltop Street.

B. Conduct a feasibility study to determine a north-south alignment for a shared-use path (SUP) along or parallel to Crozet Avenue to provide a connection between Route 250 and the Crozet Connector Trail.

C. Provide traffic calming measures on Park Ridge Drive between Three Notch'd Road and Eastern Avenue in coordination with VDOT. Measures could include restriping, landscaping, bicycle sharrows, and mini roundabouts at intersections.

D. Through a combination of new development and County-initiated capital projects, construct a shared-use path along the south side of Three Notch'D Road, with the first phase connecting the Wickham Pond and Highlands neighborhoods to Park Ridge Drive, and the second phase connecting to the Employment District.

E. Through a combination of new development and County-initiated capital projects, construct a shared-use path along the north side of Route 250.

F. Establish safe pedestrian connections (sidewalks or shared-use paths) as funding is available, or redevelopment/rezonings occur in historic and aging neighborhoods, especially within the Downtown Neighborhoods.

Goal 3: Expand local and regional transit service, infrastructure, and options.

A. Work with local transit providers to develop a transit plan to identify stop locations and infrastructure needs to establish permanent transit service within Crozet and commuter routes to and from Crozet. Prioritize providing transit infrastructure within identified centers, especially Downtown, to support local businesses and decrease reliance on parking and roadways.

B. 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.

C. Work with Brite Transit to add a future Afton Express stop at the I-64/Exit 107 park & ride lot, once completed.

Goal 4: Support the redevelopment of Downtown with appropriate transportation infrastructure improvements.

A. In coordination with community members and relevant partners and agencies, design and construct intersection improvements within Downtown, including the 'quadrant' intersection and improvements to High Street and Tabor Street. Use the Crozet Transportation Analysis study recommendations for guidance, ensure improvements provide safe pedestrian and bicycle connections, and consider if a phased approach is appropriate.

B. Concurrent with the redevelopment of Crozet Square, pursue shared parking agreements with private surface lot owners near Downtown to support the Downtown redevelopment. Use the Parking Study as a guide to inform this effort.

C. Pursue additional parking solutions concurrent with future phases of Crozet Square redevelopment and completion of the project, such as shuttle service, valet, and/or permanent parking facilities. Use the Parking Study as a guide to inform this effort.

Goal 5: Provide safe bicycle and pedestrian routes to nearby County Parks in the Rural Area and other regional amenities.

A. Upgrade Railroad Avenue and Mint Springs Road to a Rural Shared Road and add signage to provide a formal connection for cyclists to Mint Springs Park.

B. Provide a more formal connection to Bicycle Route 76 by upgrading Jarman's Gap to a Rural Shared Road west of where the existing bicycle lane ends.

C. Provide signage directing cyclists using Bicycle Route 76 to Downtown Crozet. As part of this initiative, explore opportunities to reroute Bicycle Route 76 through Downtown Crozet.

D. Work with VDOT to coordinate shoulder widening, pavement markings, and signage on identified Rural Shared Roads during routine paving and maintenance work.