

Neighborhood Improvement Funding Initiative –Descriptions and Benefits Presented by the Crozet Trails Crew

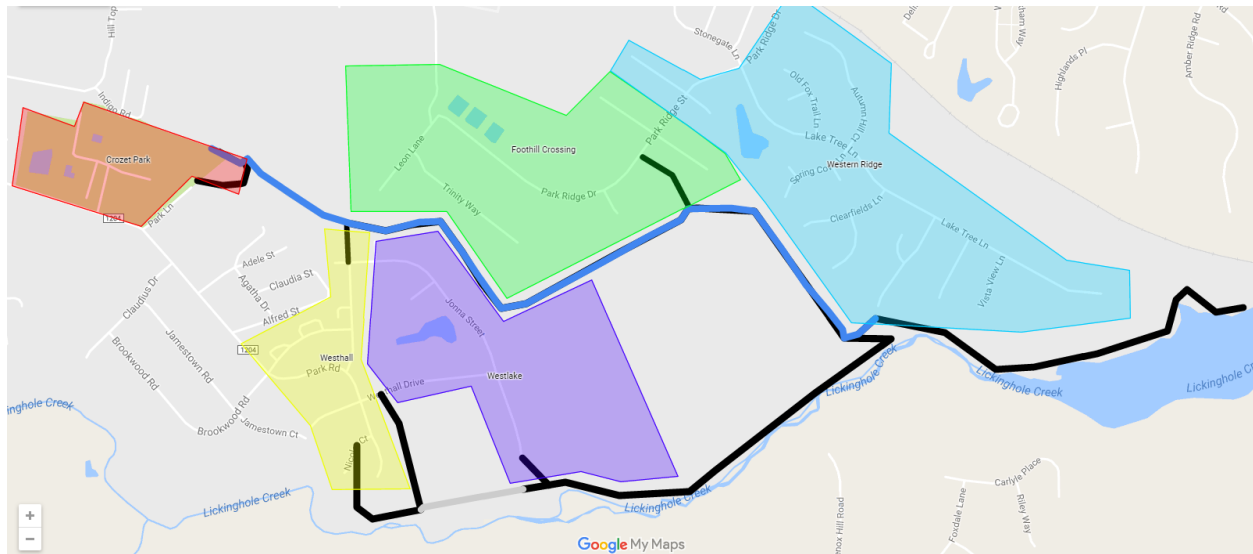
1. Crushed Stone/Stone Dust for the Crozet Connector Trail

The Crozet Connector Trail is approximately 2½ miles of a 3 mile loop (remainder being on sidewalks) that connects Crozet Park directly to several neighborhoods – Foothill Crossing, Westhall, Western Ridge, and Westlake – and indirectly, via sidewalks and residential streets, to others in the eastern Crozet area. The trail is used for recreation and exercise, as well as a means to walk or bike to the park. From Crozet Park, the central business district of Crozet is accessible via residential streets. The Crozet Connector Trail provides a safe alternative to pedestrian and bicycle travel on Three Notch'd Road.

We are proposing that all, or a section, of the Crozet Connector Trail be finished with crushed stone (gravel fines) to make a surface which is more usable for bikes and strollers, and cleaner for walking. We feel that a finished surface, in place of the current grass and dirt, would greatly increase use of the trail:

- A hard surface will make it easier for bikes to use the trail.
- It will be seen as more of a suburban style route, rather than a nature trail, and attract more casual walkers.
- Replacing a dirt (and often muddy) trail with a clean, dry surface will mean there's no need to change into boots or hiking clothes to go for a walk.
- A trail that allows the use of strollers, tricycles, and other wheeled items will be more attractive to families.
- A smoother, more level trail will be safer for the elderly and those who may have difficulty walking on an uneven surface. If properly graded and installed, this surface may be ADA compliant.

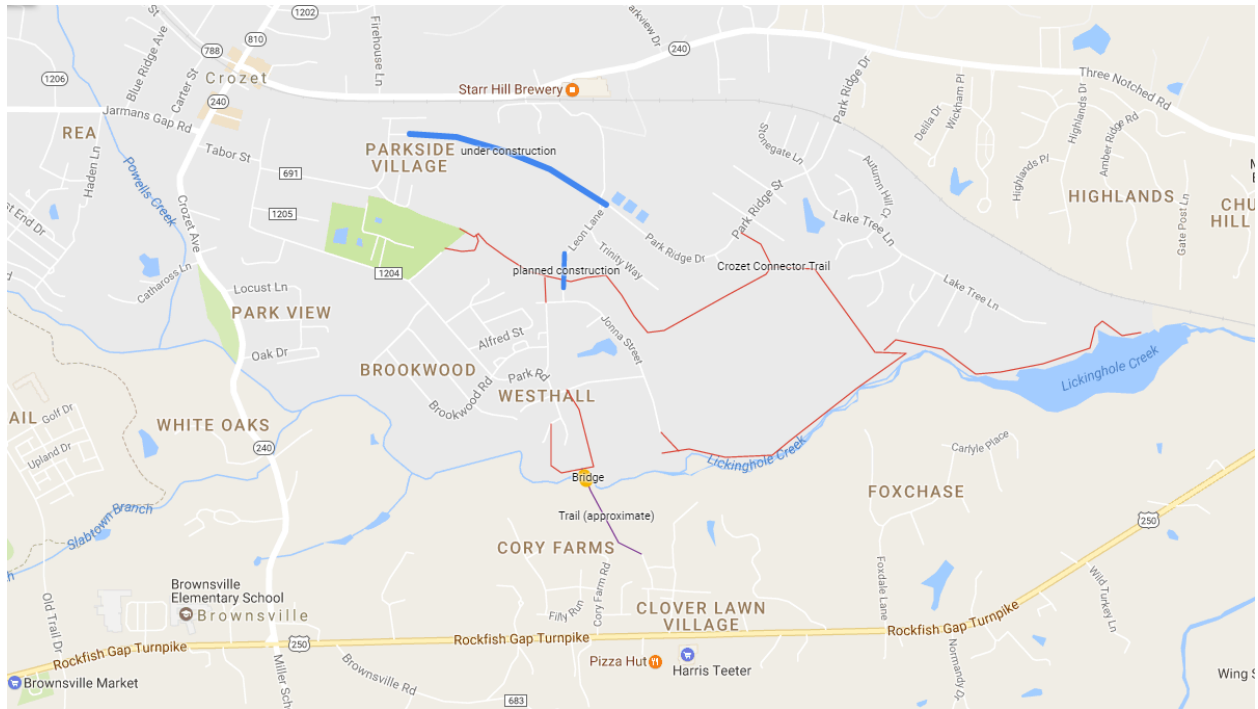
The section that would benefit most from the new surface is from Crozet Park to Western Ridge. This choice is made because neighborhoods south of this section have the potential to connect to the trail on sidewalks. This trail section is approximately 1¼ miles and would connect to the park's new Perimeter Trail in the west, and to Fairwinds Lane in the east. (Blue trail section in the map below.)



See map on-line at <http://tinyurl.com/CCCgravel>

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2. Pedestrian Bridge over Lickinghole Creek



See map online at <http://tinyurl.com/CCCBridge>

The southern part of the Crozet Connector Trail skirts Lickinghole Creek, passing less than $\frac{1}{4}$ mile from the business areas of Liberty Hall and Clover Lawn Village on Route 250. Given the current road building activity in Foothill Crossing and Westlake (wide blue lines on the map), which is connecting those neighborhoods, a connection across Lickinghole Creek would provide access for bicyclists and pedestrians from almost all of eastern Crozet and from the downtown business district to Clover Lawn Village. (See map below.) When the planned Route 250 pedestrian crossing is finished, it will also provide access to the Harris Teeter and other businesses in the Blue Ridge Shopping Center. *This is a small project that will provide large benefits in the short run.*

This trail is included in the Crozet Master Plan. It is the understanding of the Crozet Trails Crew that the right of way was part of the neighborhood design of Cory Farm. Volunteers can assist in the construction of the bridge and connecting trails, reducing costs and increasing community involvement.

When the connection over Lickinghole Creek is in place, there will be a route parallel to Crozet Avenue from the center of Crozet to Rt. 250. It would be a $1\frac{3}{4}$ mile walk or bike ride from the Crozet Library to Clover Lawn Village. For many destinations, this will obviate the need for a sidewalk along Crozet Avenue – a project that is large and has many engineering challenges. The bridge would complete an off-road route for shopping and other errands that could reduce traffic and improve safety for pedestrians and bicyclists.

We realize that the construction of a street-level bridge over Lickinghole Creek, completing Eastern Avenue toward the south, is planned. But since this project has not yet been funded or scheduled, its im-

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plementation date is a question. Even with a street-level crossing, neighbors and people on foot will be attracted to the river level, and will likely still use the bridge. Since the amount of resources required to construct the pedestrian bridge is small and the benefits to Crozet’s connectivity are large, we feel it is worthwhile to pursue this project immediately.

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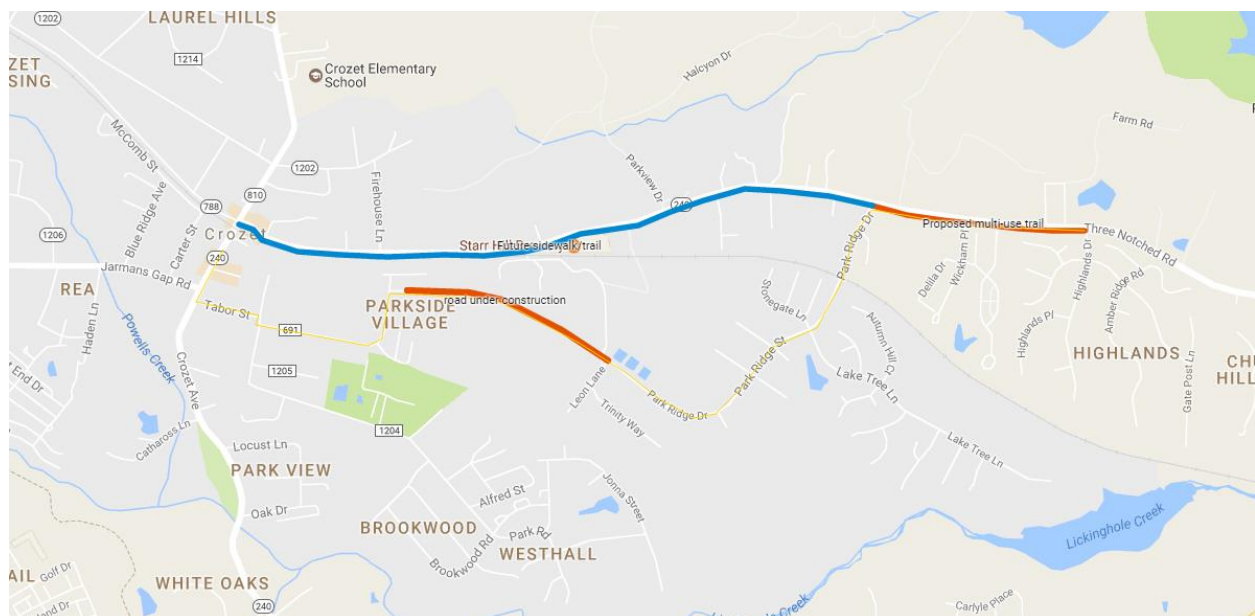
3. Multi-use Trail on Three Notch'd Road (Rt. 240)

The Crozet Master Plan includes a sidewalk and/or bike path on Three Notch'd Road (Rt. 240) from the Highlands to the center of Crozet, a distance of two miles. We suggest that, given the current construction that is extending Park Ridge Drive to Parkside Village, almost all the benefits of the 2-mile sidewalk can be gained by building ½ mile of multi-use trail along 240 from Highlands Drive to Park Ridge Drive.

The extension of Park Ridge Drive essentially provides a parallel route to Three Notch'd Road for pedestrians and cyclists. It will allow hundreds of households in Western Ridge, Foothill Crossing, and Stonegate access to downtown via sidewalks and bike lanes to Hilltop Street, and from there to central Crozet on residential streets and sidewalks and the existing bike lane on Crozet Avenue.

A multi-use path, either paved or compacted crushed stone, along Three Notch'd Road from The Highlands to Park Ridge would extend this benefit to the hundreds of households in The Highlands and Wickham Pond, without the expense of construction all the way into Crozet Avenue. It would avoid the problem of addressing the long ditch in front of the Acme Visible Records property, and take advantage of the recent improvements to Crozet Avenue.

A shorter path does exclude sidewalk amenities from any households between Park Ridge Drive west to the Crozet Laundromat, where a sidewalk (albeit in need of repair) currently exists along Three Notch'd Road. An examination of Google Maps shows fewer than 20 homes in that area. Their existence, plus the desire of residents further east to walk or bike to businesses near there (e.g. Starr Hill) mean that the larger project of a sidewalk the entire length of Rte. 240 should remain in Crozet's long-term plans. We hope that, when the Acme Visible property is developed in the future, a sidewalk will be required. Once that is completed, filling the remaining gaps will be small, very feasible projects.



See on-line map at <http://tinyurl.com/3notchdtrail>