

Crozet Community Advisory Committee*

Special Meeting
Wednesday, December 9, 2020

Meeting Minutes

***Note: This meeting was held pursuant to and in compliance with Ordinance No. 20-A (6); An Ordinance to Ensure the Continuity of Government During the Covid-19 Disaster.**

- Members present
 - Allie Pesch, Chair
 - Shawn Bird, Vice Chair
 - Joe Fore, Secretary
 - Doug Bates
 - Joshua Rector
 - Brian Day
 - David Mitchell
 - Ann Mallek
 - Mike Kunkel
 - Jennie More
 - Valerie Long
 - Tom Loach
 - Kostas Alibertis
 - Sandy Hausman
- Albemarle/Government Staff present
 - Tori Kanellopoulos
 - Kevin McDermott
 - Rachel Falkenstein
 - Carolyn Shaffer, Clerk
- **The Chair called the meeting to order at 7:00 pm**
- The Chair introduced the participants.
- A motion was made to approve the minutes from the November 30th minutes. The motion was **approved** by unanimous voice vote.

- **Crozet Master Plan Transportation Analysis**
 - Rachel Falkenstein reviewed the previous engagement on the topic of transportation, which included multiple in-person and virtual community workshops starting in Fall 2019
 - She then introduced Kevin McDermott, who led a conversation about the past and future of Crozet-area transportation master plan projects
 - Kevin McDermott started by recapping the status of some of the projects from the 2010 master plan, which are in various states of completion:
 - I-64/Exit 107 Park & Ride - A smart scale application has been submitted; hoping to know whether application is approved in the spring.
 - 250/240 roundabout – The funding has been awarded; design is almost complete. It will be under construction in 2021, with the hope to be finished by the end of 2021.
 - Crozet Square reconstruction - This was the NIFI project that was funded a couple years ago. The hope is to have the project completed by late 2021.
 - Barnes Lumber – Developer is in the design process.
 - Eastern Avenue South Extension – Project is currently being designed, but there is no construction funding. The plan is to seek construction funding from the state.
 - Route 250 Sidewalk – Cory Farms/Harris Teeter area. Design is essentially complete and bids will be solicited soon.
 - **Crozet Transportation Study**
 - Downtown Crozet
 - This was funded as part of the Barnes Lumber redevelopment partnership. The goal was to evaluate future conditions out to the year 2045. The study looked at 12 total intersections throughout Crozet.
 - After a brief discussion about methodology, Kevin McDermott shared the results of several specific intersections. First, he discussed the intersections along Crozet Avenue, including Tabor, Library, Jarmans Gap, and the Square. Currently, the existing conditions are performing relatively well. But future development and population increases are likely to create failing levels of service at those intersections.
 - County staff worked with the consultants to come up with possible improvements to alleviate these problems. One area is increasing connectivity, by possibly connecting Dunvegan Lane through to Crozet Avenue. Another possibility is improving High Street north of Tabor to Library Avenue. These two improvements help alleviate the

levels of service, but they are not sufficient, by themselves, to solve the future problems.

- Another possibility is to create a quadrant intersection or a “Big Circle”, which would involve installing either a roundabout on Crozet Avenue or multiple lights and intersections along Jarmans Gap and Crozet Avenue in the area of Library Avenue to prevent left-hand turns from slowing traffic off of and on to Crozet Avenue.
- Another area of concern is Three Notch’d Road and Crozet Avenue. There is limited potential for signals or roundabouts at this area, given the limited space.
- Another high priority is adding another railroad crossing between Crozet Avenue and Park Ridge. However, this will be a difficult project, given terrain and other issues.
- Feedback
 - Committee members and attendees provided feedback about the proposed solutions to the downtown Crozet traffic issues.
 - Commenters expressed support for prioritizing a railroad crossing along Three Notch’d Road to allow connection between the businesses north and south of the train tracks and to alleviate traffic on Park Ridge Road. Commenters also expressed support for prioritizing turn lanes or other solutions for the existing conditions at Miller School Road.
 - In terms of Tabor/Library/Jarmans Gap solution, commenters generally praised both the quadrant and the “Big Circle” ideas as creative solutions to a problematic area. Some commenters favored the “Big Circle” option, believing that the roundabout involved in the quadrant intersection proposal would be less pedestrian-friendly and disrupt Crozet Avenue’s “Main Street” feel. Others viewed the “Big Circle” more favorably, citing the lack of stoplights and a preference for the roundabout. Kevin McDermott said he was pleased to hear support for the general idea, and staff would continue to develop general plans for both options more fully.
- Route 250
 - Analysis of existing conditions shows a number of failing areas around Old Trail Drive, Henley/Brownsville, and Crozet/Miller School Road, owing to school and rush hour traffic. Future conditions will exacerbate these problems. According to Kevin, this area is a high priority, given the severe problems that already exist.

- Two-land roundabouts at Old Trail and Henley/Brownsville would help alleviate these congestion issues. Construction could be staggered to build them at different times. This would also require expanding Route 250 to four lanes. Adding additional turn lanes could also provide some short-term benefits—though they’re not enough to solve the longer-term problems.
- **The meeting adjourned at 8:35 pm.**
- **Below is a list of the comments received in the virtual comment box during the meeting:**

From Valerie Long to All Panelists: 07:01 PM
i'm having audio problems. will keep working on it

From Timothy Kunkel to All Panelists: 07:04 PM
Can I be admitted as a panelist?

From Timothy Kunkel to All Panelists: 07:06 PM
I've been tossed out three times; may I ask again to be admitted as a panelist?

From Me to Carolyn Shaffer, Clerk: (Privately) 07:07 PM
did you see mike kunkel's note above?

From Clover Carroll to All Panelists: 07:21 PM
The traffic into Old Trail is not the problem; it is the traffic at the intersection of Crozet Ave. and Three Notch'd Rd. where the major traffic jams and delays occur. Also the intersection of Jarmans Gap Rd. and Crozet Ave.

From Tim Tolson to All Panelists: 07:22 PM
Tell me again when the “peak hour(s)” is? It needs to account for the peak traffic caused by the the schools at the beginning and especially end of day (EOD). Since school EOD is before usual commuter traffic peak. But school EOD has major impact on intersections like Jarman’s Gap/ Old Trail.

From Sandra Hausman to All Panelists: 07:23 PM
Right ... and maybe Tabor and Crozet Avenue. I wonder if they look at weekend traffic. With all our breweries and wineries, it seems like things get dicey on sunny Saturdays and Sundays.

From Phil Kirby to All Panelists: 07:35 PM

The proposed solution to Tabor/Crozet Ave. Requires the acquisition quite a bit of property. Did you look at just lining up Tabor and Jarman's?

From Clover Carroll to All Panelists: 07:36 PM

yes! A RR crossing there would connect the two sections of downtown Crozet.

From Terri to All Panelists: 07:37 PM

What happened to the autonomous shuttle from downtown to neighborhoods?

From Me to Allie Pesch: (Privately) 07:37 PM

have a question

From Tim Tolson to All Panelists: 07:39 PM

So Mr. McDermott

So Mr. McDermott's trip estimation out to 2045 sounds like it starts with number of housing units - so we'd like to know what that estimate is because it should also be used to come up with a population range.

From Thomas Loach to All Panelists: 07:40 PM

Are traffic lights at the intersection of Jarman Gap and Tabor an temporary solution?

From Sandra Hausman to All Panelists: 07:40 PM

1 -- Are you evaluating weekend traffic?

From Clover Carroll to All Panelists: 07:40 PM

i feel that the Crozet Ave. / Three Notch'd Rd intersection is failing NOW.

From Sandra Hausman to All Panelists: 07:41 PM

2 -- How far would High Street extend? 3 -- Is it realistic to talk about Dunvegan going through? Would the county use eminent domain to do that?
4 -- When are we going to have a second exit point (other than Tabor) for all the new development around Crozet Park?

From Clover Carroll to All Panelists: 07:47 PM

when can we expect the Eastern Ave. —> 250 connection to be funded / completed?

From Tim Tolson to Everyone: 07:48 PM

Downtown Crozet traffic is affected by the school release times and traffic- Crozet Elementary is on the north side of Crozet and Henley, Brownsville, and WAHS are on the south. And folks come from the Crozet neighborhoods go to pick up their children.

From Heather to All Panelists: 07:49 PM

Like High St, Park Rd, Brookwood and Summerdean are way too narrow to support Crozet park traffic. they have become very unsafe and do have driveways and cars parked on the street. Westhall was not built with enough road space or stop signs to offset Crozet Park traffic safely

From Shawn to Everyone: 07:50 PM

Vineyard/brewery traffic doesn't impact downtown traffic much on weekends but it sure does on 250 around PRN/Brownsville Market

From Sandra Hausman to All Panelists: 07:52 PM

Weekend traffic would be headed to Star Hill and possibly via 250, Crozet Avenue and Jarman's Gap to Chile's.

From Tori Kanellopoulos to All Panelists: 07:53 PM

Hi Everyone, The following is the link to the 2019 Growth Management Report. Crozet-specific information is found on Page 29:

<https://www.albemarle.org/home/showdocument?id=322>

From lisagoehler to Everyone: 07:57 PM

I'm hoping the traffic solutions for downtown will not ruin the town center feel. The Jarman's Gap solution has certainly improved my attitude towards the current gridlock. I would rather be patient, than have a big ugly road thingy surrounding the church, and possibly negatively affecting walkability.

From Tim Tolson to Everyone: 07:57 PM

So my point is that the end of school at these intersections applies to and impacts the Crozet downtown intersections we saw a minute ago. So as Mr. McDermott just said, it's a peak 2 hours - that occurs both along Rte 250 around the schools AND in downtown Crozet

From Thomas Loach to All Panelists: 08:00 PM

Did anyone do predictions as to what will happen when they close Crozet Ave to replace the bridge across the Lickinghole Creek, which is scheduled to take between 6 to 8 months?

From Mike Sever to All Panelists: 08:01 PM

For 250 considerations - is there data worth reviewing when there are issues on 64 E/W and 250 becomes the in/out of Charlottesville?

From Tim Tolson to Everyone: 08:01 PM

How does the roundabout solution do anything to improve the Miller school/Crozet Ave. intersection?

From Mike Sever to All Panelists: 08:04 PM

For emergency planning there is currently only 1 in/out of Brownsville and Henley. Based on school population in 2020, does this already need to be addressed?

From Heather to All Panelists: 08:05 PM

Could the County share a brief overview of how these get funded and timeline for those that don't know the process well?

From Charles Diggans to Everyone: 08:06 PM

Looking at this objectively, moving the new Crozet downtown development in and out via Crozet Avenue or Tabor makes no sense no matter what you do. There is no room. A rail crossing (bypass) to 240 seems the best option to route this traffic flow in and out.

From Sandra Hausman to All Panelists: 08:08 PM

Could someone clarify -- Kevin said Crozet Avenue/Miller School/250 is a priority. Was that for construction of a roundabout or added turn lanes?

From Tim Tolson to Everyone: 08:13 PM "Short term" solutions aren't really. Look how long it's taken to get started on the Crozet Square renovation - that was reviewed and approved years ago and Mr. McDermott hopes it gets underway in 2021. The Crozet streetscape took 10 years from this kind of discussion to reality.

From Phil Kirby to Everyone: 08:19 PM

I think it will like a big off ramp.

From Sandra Hausman to All Panelists: 08:21 PM

Can Kevin talk briefly about the safety of roundabouts. I still find them scary and confusing -- at least in D.C.

From Valerie Long to Everyone: 08:23 PM

If there were a roundabout downtown at Crozet Ave/Library Ave, would it be similar in scale to the roundabouts that are in Old Trail?

From Mike Sever to All Panelists: 08:25 PM

Does the Transportation study include methods to improve alternative connections to Downtown - helping lessen car traffic; adding more bike lanes, side walks --- east Jarmans Gap into Downtown, 240 into Downtown, Laurel Hills into Downtown

From Sandra Hausman to All Panelists: 08:25 PM

Which is more expensive -- the roundabout or the big loop?

From lisagoehler to Everyone: 08:25 PM

Yeah- an off ramp! That's what it looks like. But the round-about would be intrusive... with Allie on that.

From Clover Carroll to All Panelists: 08:26 PM

I agree with Allie about pedestrian safety — better w/traffic lights than roundabouts.

From Sandra Hausman to All Panelists: 08:27 PM

And wouldn't construction of the roundabout close Crozet Avenue?

From Gary Koenig to All Panelists: 08:28 PM

Does VDOT already have ROW through that parking lot?

From Phil Kirby to Everyone: 08:30 PM

I think both options are terrible.

From Clover Carroll to All Panelists: RR crossing should be #1 improvement in my opinion!! to connect north and south downtown businesses.

From lisagoehler to Everyone: Yes!! The railroad crossing is a thorny problem but it needs to be addressed. Absolutely.

From Tim Tolson to Everyone: When Library Avenue was discussed and put in there was talk about a street across from it that connects to Carter Street so relieve the traffic having to turn left on to Crozet Avenue to turn Right at Jarman's gap

From lisagoehler to Everyone: The circle makes too much like an off-ramp. Corners rock!

From Sandra Hausman to All Panelists: Good meeting. Thanks, all!

Questions and Answers: