

AFTON



AFTON

ROUTE A:

Overview

Route A parallels the railroad corridor and follows contour lines from Newton Bridge Rd. to Afton Mountain Rd and the Blue Ridge Tunnel entrance.



Key Opportunities

Utilizes existing right-of-way along I-64.

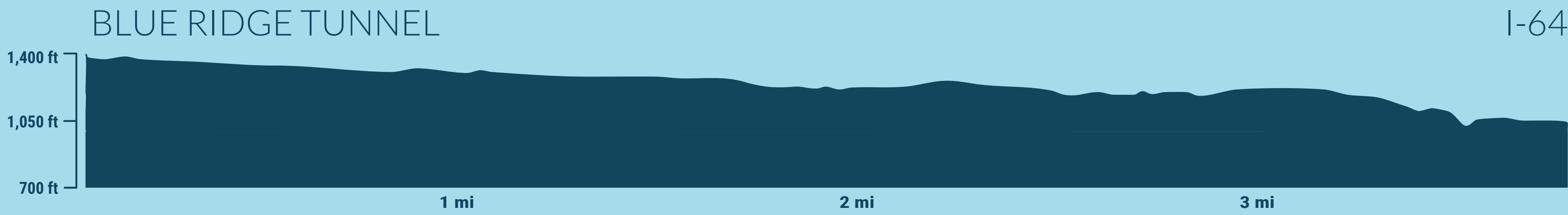
Maintains gradual elevation change by following rail corridor.

VDOT Worker's Memorial provides scenic views and wide public right-of-way.



Key Challenges

Steep slopes on either side of railroad may require grading to accommodate trail.



ROUTE B:

Overview

Route B follows Rockfish Gap Turnpike (Rt. 250) and Brooksville Rd. from Greenwood Rd to Route A and the existing railroad bridge over Rt. 250.



Key Opportunities

Utilizes wide shoulder along Rockfish Gap Turnpike (Rt. 250)

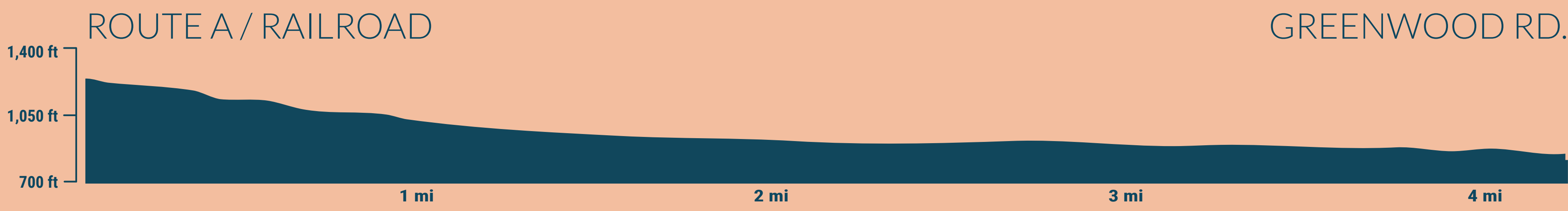
Scenic areas and low traffic volumes along Brooksville Rd.



Key Challenges

Steep climb along Rt. 250 to reach Route A and Blue Ridge Tunnel

Steep slopes on either side of railroad may require grading to accommodate trail.



ROUTE C:

Overview

Route C follows Newtown Rd. from the I-64 underpass to Brooksville Rd.

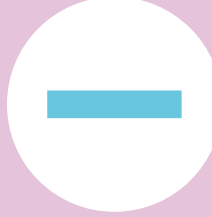


Key Opportunities

Utilizes the existing I-64 underpass along Newtown Rd.

Provides connection between routes A, B, and C

Follows Bike Route 76 along Newtown Rd.



Key Challenges

Narrow roadway and shoulder space to accommodate trail along Newtown Rd.

Roadway becomes steep as it travels north.



ROUTE D:

Overview

Route D follows Greenwood Rd. from the I-64 overpass to Rt. 250 and then parallels Stockton Creek to Fox Horn Farm. It then climbs along contours to meet Route A near the railroad.



Key Opportunities

Wide shoulders along Old Turnpike Rd. east of Dick Woods Rd.

Scenic areas along Stockton Creek.

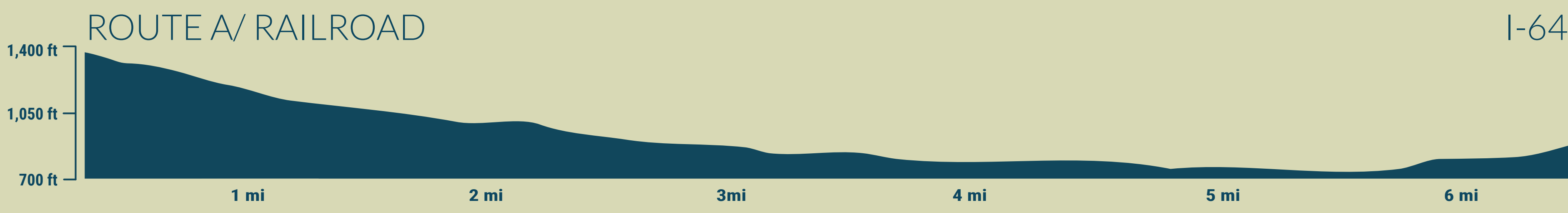
Follows Bike Route 76 along Old Turnpike Rd.



Key Challenges

Narrow bridge on Greenwood Rd. over I-64 may require retrofit to accommodate trail.

Trail gains significant elevation between Old Turnpike Rd. and connection to Route A.



GREENWOOD



GREENWOOD

ROUTE A:

Overview

Route A follows Jarmans Gap Rd. and Greenwood Rd. from Downtown Crozet to the Greenwood Rd. I-64 underpass.

I-64

OLD TRAIL DR.

1,200 ft

900 ft

600 ft

1 mi

2 mi

3mi

4 mi

Key Opportunities

Connections to Greenwood Community Center, Chiles Peach Orchard, and Downtown Crozet.

Follows US Bike Route 76 along Jarmans Gap Rd and Greenwood Rd.

Key Challenges

Narrow roadway and shoulder along portions of Jarmans Gap Rd.

ROUTE B:

Overview

Route B uses either Old Trail Dr. or existing Old Trail paths to connect to Half Mile Branch Rd. It then meanders through King Family Vineyards and along Stoney Run Creek to Greenwood Station Rd.

NEWTONW RD. / RAILROAD

OLD TRAIL

1,200 ft

900 ft

600 ft

1 mi

2 mi

3mi

4 mi

5 mi

Key Opportunities

Utilizes existing Old Trail paths.

Access to Downtown Crozet, Western Park, vineyards, and scenic views.

Follows US Bike Route 76 along Greenwood Station Rd.

Key Challenges

Central portions of the route beyond King Family Vineyard would require significant collaboration with property owners.

Steep climb along Greenwood Station Rd. traveling west.

ROUTE C:

Overview

Route C parallels the railroad from Jarmans Gap Rd. to Newtown Heights Rd.

NEWTOWN HEIGHTS RD.

JARMANS GAP RD.

1,200 ft

900 ft

600 ft

1 mi

2 mi

3 mi

Key Opportunities

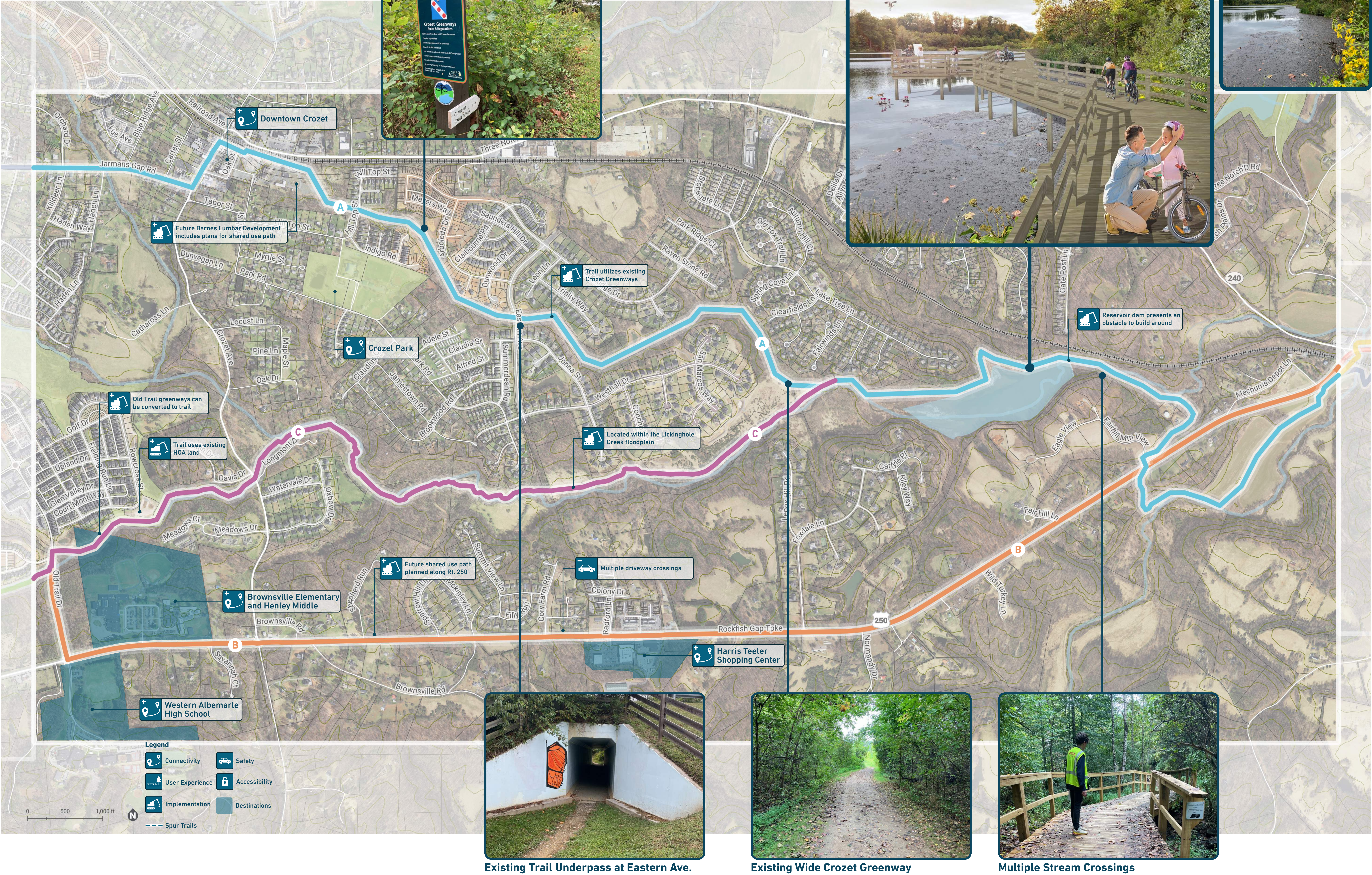
Old road beds parallel to the railroad can be leveraged as space for the trail.

Gradual elevation change by following railroad corridor.

Key Challenges

Narrow space between trail and railroad presents trail pinch points in some areas.

CROZET



CROZET

ROUTE A:

Overview

Route A utilizes existing Crozet Greenways from Lickinghole Basin to Crozet Park and into Downtown Crozet.

+ Key Opportunities

Connects to Crozet Park, Downtown Crozet and Barnes Lumber development.

Utilizes existing Crozet Greenway corridors.

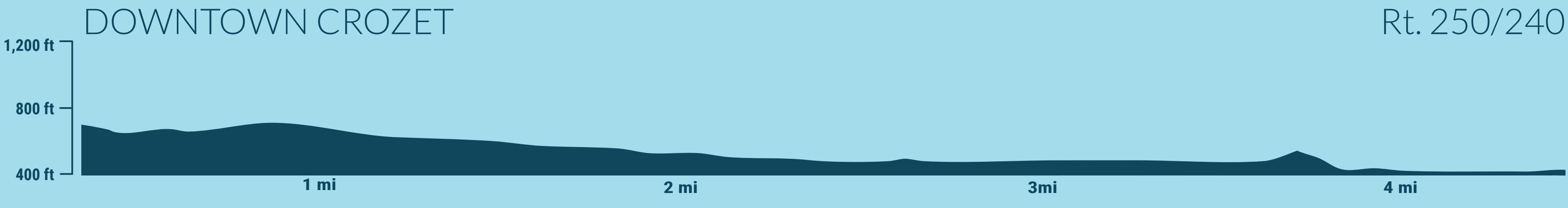
- Key Challenges

Dam at Lickinghole Basin creates potential trail pinch point.

Requires crossing Rt. 250 at Fairhill Mountain View Rd.

DOWNTOWN CROZET

Rt. 250/240



ROUTE B:

Overview

Route B follows Rockfish Gap Turnpike (Rt. 250) from the Rt. 250/240 roundabout to Old Trail Dr.

+ Key Opportunities

Connects to Brownsville Elementary, Henley Middle, and Western Albemarle High School and Harris Teeter shopping area.

Planned shared use path along Rt.250 between Harris Teeter and Old Trail Drive.

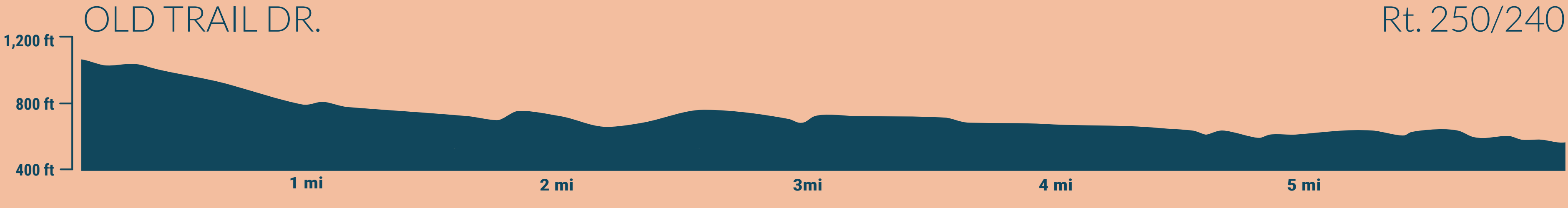
- Key Challenges

Multiple driveways and roadway crossings along Rt. 250.

Further from downtown Crozet and scenic greenway corridors.

OLD TRAIL DR.

Rt. 250/240



ROUTE C:

Overview

Route C splits from Route A past the Lickinghole Basin and follows existing and planned greenway corridors to reach Old Trail Dr.

+ Key Opportunities

Utilizes existing Crozet Greenway corridors and Old Trail HOA land.

Spur trail opportunities along Eastern Ave to connect to Downtown Crozet and Crozet Park.

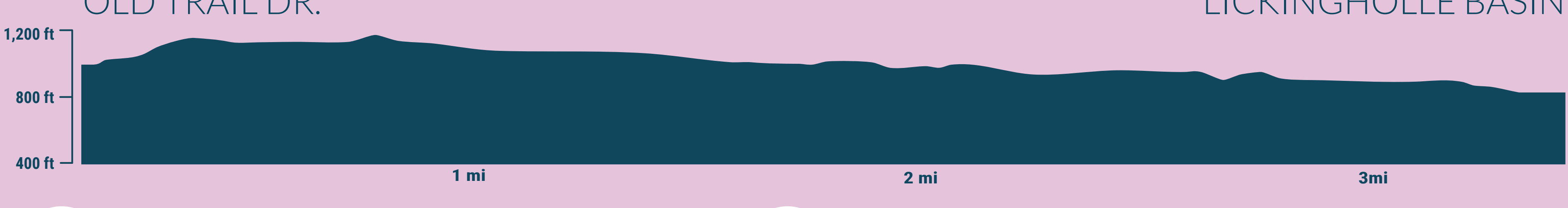
- Key Challenges

Requires at-grade crossing at Crozet Ave. with challenging sight lines.

Further from key destinations like Downtown Crozet and Western Albemarle High School.

OLD TRAIL DR.

LICKINGHOLLE BASIN



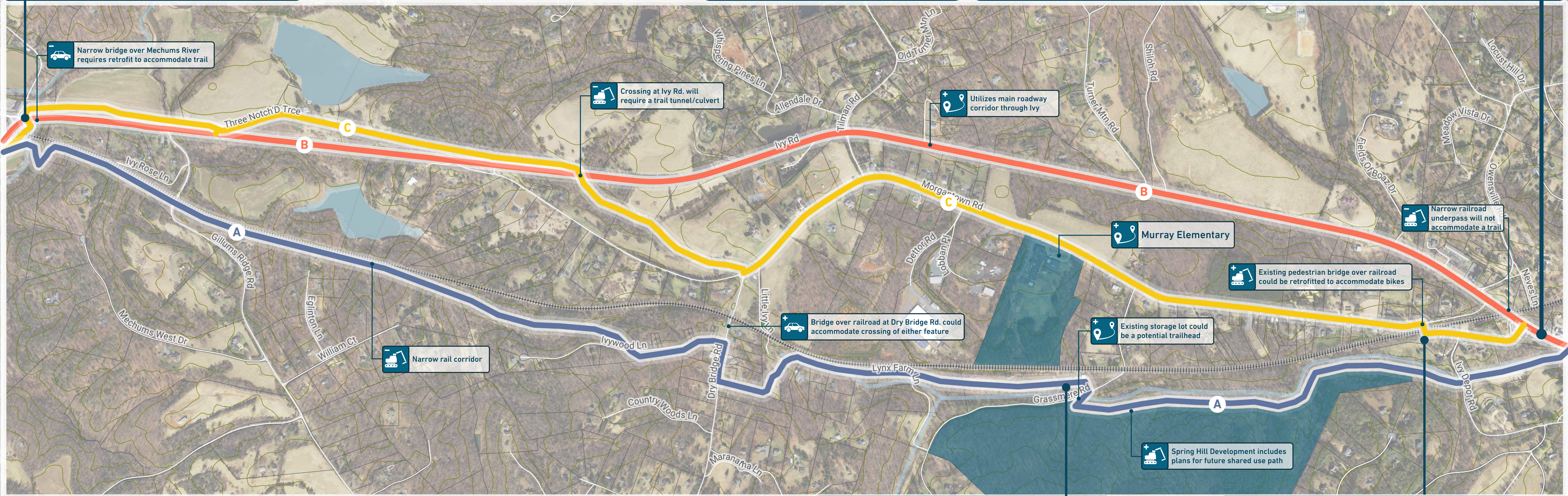
Construction on Rt. 250 - Rt. 240 Interchange



Existing View at Toddsbury/Ivy Exxon



Rendering: Proposed Trail at Toddsbury/Ivy Exxon



- Legend**
- Connectivity
 - User Experience
 - Implementation
 - Safety
 - Accessibility
 - Destinations
- Spur Trails

0 500 1,000 ft



Potential Trail and Parking Along Grassmere Rd.



Existing Stairs and Pedestrian Bridge Over Railroad

ROUTE A:

Overview

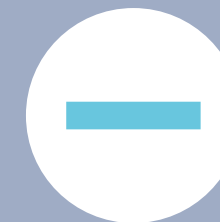
Route A follows Ivy Creek through the proposed Spring Hill Development and then parallels the railroad from Dry Bridge Rd. to the existing railroad trestle bridge at the Rt. 250/240 intersection.



Key Opportunities

Spring Hill Development includes proposed trail along Little Ivy Creek.

Potential trail head and parking on storage lot near Grassmere Rd.



Key Challenges

Trail along the railroad west of Dry Bridge Rd. would require collaboration with land owners.

Requires new bridge to cross Mechums River at railroad trestle.

ROUTE B:

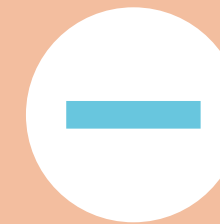
Overview

Route B follows Ivy Rod (Rt. 250) from Toddsbury's and the Ivy Exxon to the Rt. 250/240 intersection.



Key Opportunities

Utilizes existing VDOT right-of-way along Rt. 250.



Key Challenges

Narrow bridge over Mechums River would require retrofit to safely accommodate the trail.

Narrow shoulders along portions of Rt. 250 could present trail pinch points.

ROUTE C:

Overview

Route C parallels Morgantown Rd past Murray Elementary. It then follows Ivy Creek across Rt. 250 to Three Notched Trace.



Key Opportunities

Existing foot bridge over the railroad at Ivy Depot road could be retrofitted to accommodate both bicycles and pedestrians.

Provides access to Murray Elementary School.



Key Challenges

Difficult terrain and site distances at Ivy Rd. (Rt. 250) crossing may require a tunnel.

Multiple driveways and roadway crossings along Morgantown Rd.

NORTHBRIDGE



NORTHBRIDGE

ROUTE A:

Overview

Route A parallels the railroad from Boar’s Head to Broomley Rd. behind the Northridge Medical Offices. It then follows Old Ballard Rd and an existing old road bed through Verdant Lawn Farm to West Leigh Dr.

+

Key Opportunities

Utilizes original Three Notched Trail road bed further from Rt. 250.

Culvert under Ivy Rd. at Ivy Exxon provides opportunity for safe and comfortable crossing under Rt. 250.

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Key Challenges

Multiple potential trail pinch points in narrow areas between Ivy Creek and the railroad.

IVY EXXON

700 ft
600 ft
500 ft

1 mi2 mi3 mi

BOAR’S HEAD

ROUTE B:

Overview

Route B follows Ivy Rd. (Rt. 250) utilizing existing VDOT right of way.

+

Key Opportunities

Wide VDOT right-of-way along Rt. 250

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Key Challenges

Narrow bridge over Ivy Creek at Ivy Exon would require retrofit to safely accommodate the trail.

Multiple roadway and driveway crossings along Rt. 250.

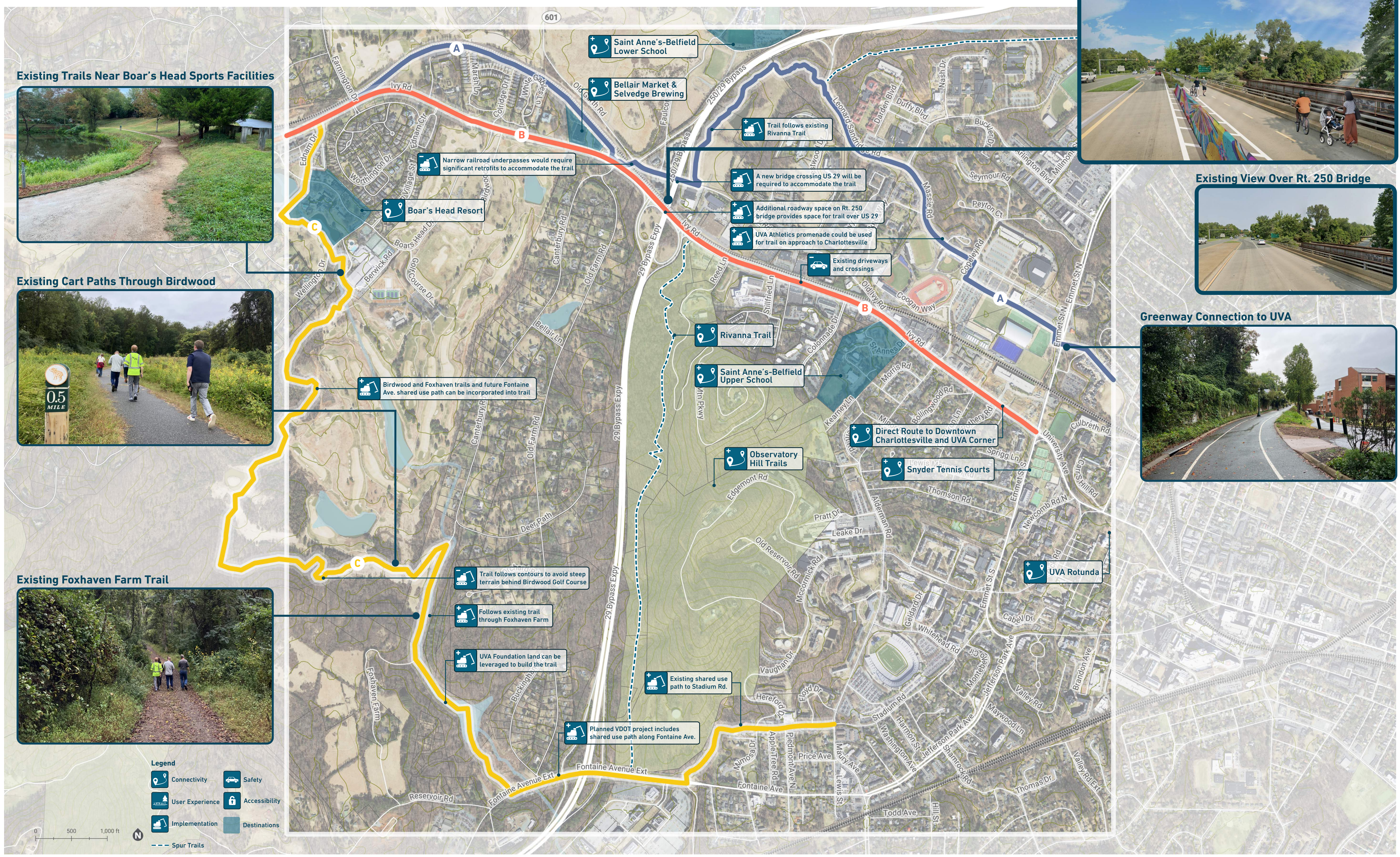
IVY EXXON

700 ft
600 ft
500 ft

1 mi2 mi3 mi

BOAR’S HEAD

CHARLOTTESVILLE



CHARLOTTESVILLE

ROUTE A:

Overview

Route A follows UVA Athletics Promenade from the Emmet St. pedestrian bridge to Leonard Sandridge Rd and the Rivanna Trail. It then travels behind Bellair Market and parallels the railroad to Rt. 250 and Farmington Dr.



Key Opportunities

Utilizes UVA Foundation land and existing Emmet St. Pedestrian Bridge.

Connects to scenic areas along the Rivanna Trail.

Avoids traffic and driveways along Rt. 250.



Key Challenges

Narrow existing railroad underpass at Old Ivy Rd. would require significant retrofit to safely accommodate the trail.

New trail bridge required on Old Ivy Rd. to pass over US-29.

ROUTE B:

Overview

Route B follows Ivy Rd. (Rt.250) from Emmet St. and the UVA Corner, over US 29 to Ednam Dr.



Key Opportunities

Direct connections to Emmet-Ivy Corridor
and UVA Corner.

Utilizes excess pavement on Rt. 250 bridge over US-29.



Key Challenges

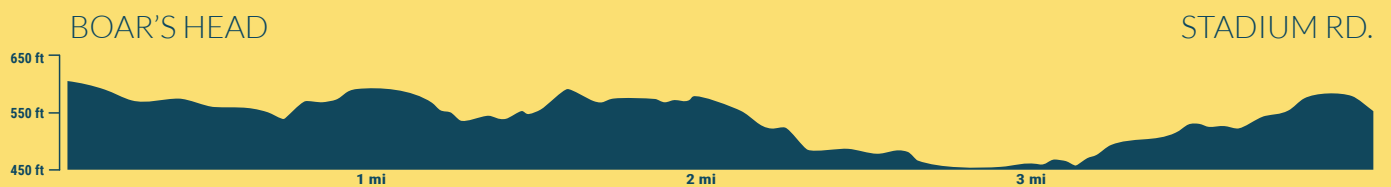
Numerous driveways and crossing along Rt. 250.

High-speed on and off ramps on either side of Rt. 250/ US-29 interchange.

ROUTE C:

Overview

Route C utilizes existing and planned shared use paths along Fontaine Ave. It follows existing natural surface trails through Foxhaven Farm, Birdwood and Boar's Head.



Key Opportunities

Follows existing trail corridors through Foxhaven, Birdwood, and Boars Head,

Utilizes existing and proposed shared use paths along Fontaine Ave.

Follows existing shared use path connection to UVA Scott's Stadium.



Key Challenges

Trail connects to Charlottesville farther away from Emmet St and Downtown.

High speed on and off ramps at US-29/
Fontaine Ave. interchange.