

**RIDGEFIELD**

# Multimodal Plan

The Ridgefield Multimodal Plan is intended to guide the development of a multimodal transportation system in the City of Ridgefield that includes **safe and convenient travel options for all residents and visitors** including pedestrians, bicyclists, golf cart operators, drivers, and transit users.

The trails and off-street paths illustrated here represent conceptual connections based on an objective analysis of the existing and proposed roadway and trail networks.

The bicycle and golf cart network illustrated here represents a broad array of possible bicycle/golf cart facilities, including standard striped bike lanes, enhanced bike lanes, shoulders, off-street trails, and/or “Neighborhood Greenway” routes.

Particularly in the Ridgefield Junction Subarea and 45th St. Subarea, the network segments represent roadways that may be good candidates for a bike, pedestrian, and/or golf cart facility based on the connectivity standard described below, and other factors including roadway classifications and land use. In the next phase of network development, additional criteria such as roadway lanes, presence of shoulders, projected vehicle volumes, and/or posted speed limits will be used to refine this network with specific recommendations for bike/pedestrian/golf cart facility types. The feasibility of constructing specific facilities on these connections has not yet been determined.

## Connectivity Standard

Provide a safe and convenient multimodal connection between key local destinations by establishing the network on existing and proposed streets, sidewalks, and trails.

Connecting walkways and bikeways should be available without travelling more than a ¼ mile out of the way from the nearest on-street route for pedestrians, and ½ mile out of the way from the nearest on-street route for bicyclists.

Utilize existing facilities by connecting existing trails, sidewalks, bike facilities, and low-volume, low-speed local roads where possible.

All sidewalk gaps along identified bike and pedestrian routes should be filled.

Although dial-a-ride transit service is available city-wide, fixed-route transit stops in addition to the central downtown stop and Ridgefield Junction Park and Ride will be critical along Pioneer Street, Hillhurst Road, and 45th Avenue as these areas develop.

**Please take a minute to provide feedback on the following:**

**KEY DESTINATIONS**

What locations would you like to connect?

**“GAPS” OR BARRIERS**

Which locations currently offer poor connections? Where the does the system break down?

**INCORRECT/MISSING CONNECTIONS**

Which connections seen here are misrepresented or otherwise incorrect? Which connections are not shown?