

From: [Max Nielsen](#)
To: [Mayor Council and CAO](#)
Cc: [Clerk's Dept](#)
Subject: Comments about West Ridge Greenway & LTCAP
Date: Tuesday, January 20, 2026 12:09:44 PM
Attachments: [v45z2isx.png](#)
[jukqcife.png](#)
[v5utunvt.png](#)
[dxxs2hh.png](#)
[0r532yex.png](#)
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Traffic is only becoming worse, and the only proven way to alleviate is to build effective alternatives to incentivize less car use. The West Ridge Greenway, while a step in the right direction, will not be enough to spur change.

As one who rides my bike to commute to school at least one a week, go to the mall, and rode in the Netherlands extensively on exchange, I've gotten a sense of what is good bike infrastructure is and what is not.

Separated rights of way is the best infrastructure, hands down. Guildford way in Coquitlam (both versions) is incredibly comfortable and safe to both ride and walk on (but you gotta watch out at the intersections).





105 Boulevard in Surrey is a joy to ride. The protection offered from separated, continuous pathways is perfect for all boulevard users.

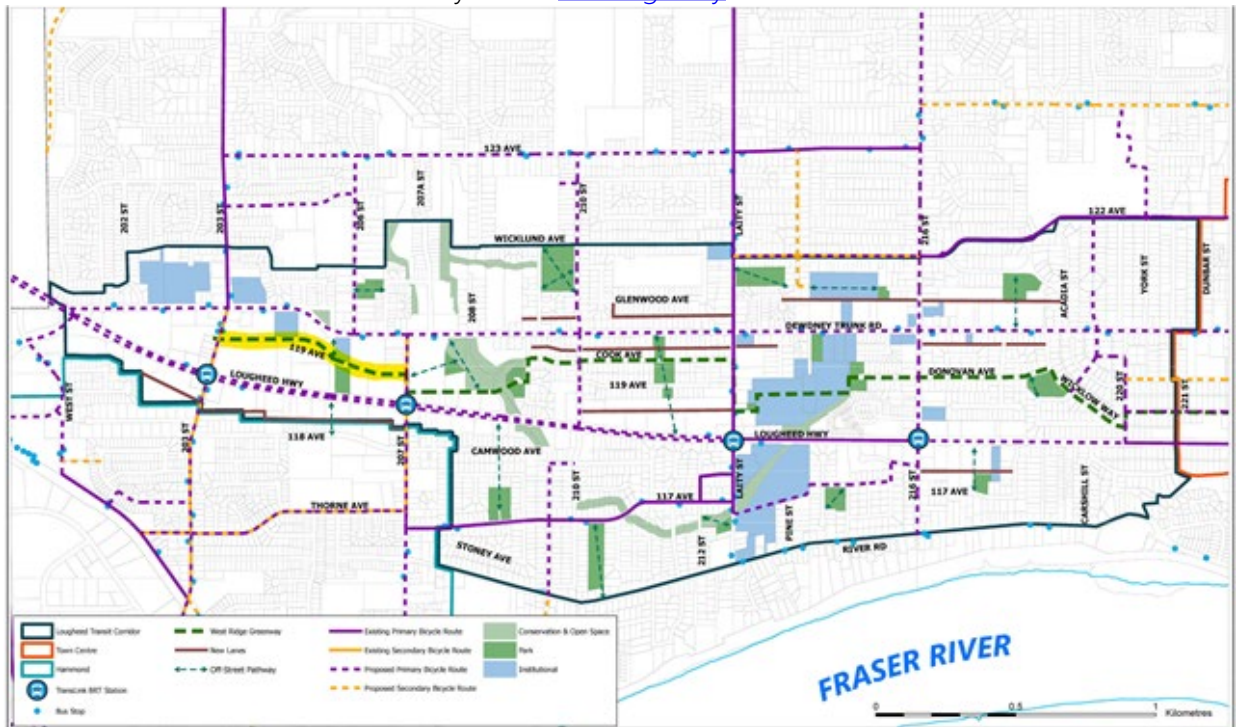


Multi-use pathways slows down cycling travel time significantly as you must be careful when around pedestrians. The rise of e-scooters and e-bikes only increases safety concerns for pedestrians. Especially in high traffic areas where bell sounds don't travel as far, I've had issues and close calls with pedestrians on Johnson Street in Coquitlam in particular.



Here's a good video on cycling in The Netherlands to learn how they manage all modes of transportation: <https://www.youtube.com/watch?v=c1175OqRR48>. TLDR: every mode of transportation has its own way to get to a destination. Not all traffic needs to be on all roads.

Taking the video's idea of disentangling routes for different road users, the path from 203ave to 207ave could be converted solely into a [bike highway](#).



Does there need to be a collector with side street parking here when there's parking lots galore here? Why can't this road be cut in half for car and cycling/walking traffic?



So, with all that said, here's some suggestions for West Ridge Greenway and your mobility network as a whole:

- Please reconsider West Ridge Greenway's designs to have separated, uni-directional, continuous level cycling and walking paths instead of MUP and sidewalks. at minimum.
- Consider the interconnectedness of the cycling network to allow users to get where the need to go efficiently.
- Consider your implementation strategy. Weak implementation will result in less impact. If you want to actually improve traffic, you can't just put an MUP here, and a sidewalk over there. There needs to be systematic change.

Cheers,
Max Nielsen