

**From:** [Stan VanderHelm](mailto:Stan.VanderHelm@rockyview.ca)  
**To:** [Michelle Dollmaier](mailto:Michelle.Dollmaier@rockyview.ca); [Maureen Nolan](mailto:Maureen.Nolan@rockyview.ca); [Division 3, Crystal Kissel](mailto:Division.3.Crystal.Kissel@rockyview.ca)  
**Cc:** [info@bikecochrane.com](mailto:info@bikecochrane.com)  
**Subject:** comments on development application PL20220144 and PL20230124 (06834001)  
**Date:** March 4, 2024 12:55:42 PM

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Hello Michelle and Maureen – I would like to provide the same input to the above two applications for your consideration please:

I have provided input on other such developments in the vicinity of Cochrane Lakes and my input on this development is the same. There is a significant amount of development coming from numerous developers and land owners in the Cochrane Lakes area including north to Weedon Trail and east along Camden Lane. All of these individual developments cannot be looked at in isolation and must be looked at for their combined effect not just on roadways but on pathway networks. With this there needs to be an INTEGRATED trails/pathway plan for the Cochrane Lakes area that is applied to all of the individual developments as they arise and each development to their part to contribute to the overall plan... IE. each one must include and contribute to an integrated pathway network for the region.

With climate change, carbon footprint reduction, etc... it is important to provide alternate modes of transportation for people living in these communities. With the growth and interest in

e-bicycles it is easy to see more people using such bikes to commute and run errands in the town of Cochrane in the coming years. There MUST however be pathway connectivity into the town of Cochrane that allows people to feel safe. The vast majority of people will not cycle into Cochrane if the only option is to use the highway as it is unsafe.

I have cycle commuted (to work) from Monterra into Cochrane for 10 years and must use highway 22 to do so... and I am certain the average person, especially those with children will not use the highway as the road shoulders for most of the distance are essentially non existent. And as an aside, I am disappointed to see that Alberta Transportation has not made any provisions for cyclists in the new interchange. Cochrane is significant destination for recreational cyclists from around Calgary and the new interchange is a disincentive to wanting to head in this direction.

I do have an infrastructure background and am more than willing to contribute to any planning or input to pathway plans between Cochrane north and the town itself.

Thank you for your time.

Regards,  
Stan Vander Helm  
8 Monterra Cove  
[REDACTED]

PS – below is the input I provided on a previous development plan for Cochrane Lakes area

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**From:** Stan VanderHelm <[REDACTED]@[REDACTED].[REDACTED]>  
**Sent:** Friday, June 24, 2022 9:49 PM  
**To:** 'Jkaur@rockyview.ca' <Jkaur@rockyview.ca>

**Cc:** 'Division 3, Crystal Kissel' <CKissel@rockyview.ca>

**Subject:** comments on development application PL20220071

Hello Jasmine – I'd like to make a few comments on the above application:

- This is another development among a number of others in the Cochrane lakes area, which is fine. But my concern is that there is no integration from either a road access standpoint or more importantly pathway interconnectivity between all these various developments and the town of Cochrane itself. Our world and society priorities are changing and new developments like this need to reflect that from a climate change, carbon footprint, cost of living, etc standpoint. With the continuing development and use of E-bicycles, more and more people are using them. Looking into the future... even 5 or 10 years, it's easy to imagine e-bikes becoming far more commonplace. By making some small changes to these new developments, we have an opportunity to make some significant improvements to how area residents recreate and commute. Most major urban centres, Calgary as well, have shown improving cycling infrastructure has major benefits to the overall community. RVC should be applying this same approach to more rural communities.
- As for this particular development, it has 5 new roadway intersections which I believe should be reduced (to two). This will minimize traffic accident potentials.

Thank you for your consideration.

Stan Vander Helm

8 Monterra Cove

