

# Biehn Drive Extension Presentation – Council Meeting December 2, 2024

(Impact of Traffic on Caryndale Drive from a neighbourhood point of view)

Mayor and Council Members

For 36 years, I have lived on Caryndale Drive near Brigadoon School and for the last 3 years, I, along with area residents, have been actively opposing the City's plan to extend Biehn Drive to Robert Ferrie. Why? Because this extension will do nothing to move traffic around.

In 1989, notice was given to residents that Biehn would be extended to Strasburg. Robert Ferrie to Strasburg was not part of the equation as Biehn was planned to be the direct road to Strasburg. We now know that plans have changed to have Robert Ferrie meet Strasburg Road due to the significant growth in Doon South.

The original plan to extend Biehn was well intended as an efficient route for Brigadoon residents to travel to Strasburg. Over the years, significant environmental concerns were raised and challenged as is noted in the EA. The City's new proposal is that Biehn be extended to Robert Ferrie, a much shorter road through a soggy wetland.

The reality is extending Robert Ferrie to Strasburg has replaced the need for the Biehn extension. The majority of traffic on Caryndale and Biehn today is coming from Doon South, not from residents living in this part of Brigadoon. Proceeding with the Biehn Drive extension will require costly special engineering of the road and additional cost to maintain it for a road that will serve very few homes.

In September, I spoke with Paradigm for about 45 minutes about the upcoming traffic studies they were doing in our area. I emphasized to them that the traffic would feel heavy on both Caryndale and Biehn because these streets were currently being used as a bypass by Doon South residents when travelling west to Strasburg and Huron Roads. I emphasized that it was critical to measure the vehicles coming to and from the Doon South community via Robert Ferrie Drive. The intent of this request was to measure the traffic patterns of Doon South

residents using Caryndale and Biehn as their bypass to Strasburg Road as the Robert Ferrie extension has not been completed. I assure you that Paradigm understood my concerns, but their new studies ultimately did not measure these statistics but simply counted cars. How can the City use flawed data to reliably project future traffic patterns on Caryndale and Biehn?

I walk the area a lot and estimate conservatively that at least 50% of the traffic on Caryndale and Biehn is coming from Doon South. Once Robert Ferrie is extended, (along with the planned Blair Creek extension), Doon South residents will be able to take one of these two roads to Strasburg, removing a huge volume of traffic on Caryndale and Biehn.

Now to the safety concerns near Brigadoon School...much has been done by the City to increase the safety of children walking to and from school. Traffic calming measures on Caryndale include two places where the road narrows to allow pedestrians to cross safely, eliminating the dangers I personally saw of children crossing Caryndale at Robertson years ago. Most students are accompanied by adults which adds an extra layer of safety.

Our strong recommendation is to go with Alternative 4 as outlined in the EA. Residents living in the west end of Brigadoon would use Caryndale to access Robert Ferrie to go west to Strasburg Road. Doon South residents, on the other hand, would remain on Robert Ferrie to access Strasburg Road, allowing for traffic counts on Caryndale and Biehn to reduce significantly and be well below the allotment of expected vehicles.

City Staff continuously reiterate this perception of a future traffic problem that they say must be solved by extending Biehn Drive. We're absolutely confident that the proposed Biehn Drive Extension won't impact or re-route traffic at all, rather this short road extension will be redundant and a total waste of development charges that could be allocated for other infrastructure projects or cost over-runs, notwithstanding the annual maintenance costs of the road extension because of its special design. Not proceeding with this extension will also eliminate our concerns with the wildlife who roam in this area and whom we keep pushing out of our green spaces due to development.

In closing, we respectfully ask you to fully consider Alternative 4 as the optimal solution along with the recommended trenchless installation for the sanitary and

sewer services as this Alternative makes for smart development. It will allow the developers to proceed when ready and allow for the completion of Robert Ferrie.

Clearly a three-way win...for the residents, wildlife, and the overall environment, for the City to save on development charges and apply elsewhere, and for the respective developers to proceed with building new homes. The solution really doesn't get any better than that.

I thank you for your consideration of Alternative 4 and for your time tonight.

Kelli Kuzyk

