

Feedback from Paul Fisher for committee meeting February 1, 2021

1. There is no speed limit sign for vehicles entering Dixon Boulevard from Eagle street. Drivers leave a 50kph road and enter a 40kph road without being notified of a reduced speed limit. There is a 40kph sign for drivers travelling north on Dixon from William Roe.
2. Since the Dixon Boulevard repaving in 2020, there has been an increase in drivers exceeding the 40kph speed limit between Eagle and William Roe, perhaps due to the smoother surface giving drivers more confidence for driving faster.
3. There is a 30kph speed limit sign on the south side of William Roe near Terry drive. Nearly all vehicles travelling from Yonge St. exceed this posted limit and through the Dixon intersection. I have had drivers sitting on my tail and even honking me when driving less than 40kph through those curves.
4. I feel that the intersection of Dixon and William Roe is a problem. Drivers exceeding the William Roe speed limit at that point are a danger to the Dixon Blvd traffic crossing WM. Along with the steep slope and winding roadway, Dixon drivers have difficulty in assessing the safety of crossing or entering WM. I have lived on the street for 14 years and still take more time and care at that intersection, than just about any other in the neighbourhood.
5. What speeds are considered to be over the acceptable policy level ?
6. What is the definition of operating speed ?
7. What would a category 1 speed enforcement measure entail ?
8. On how many days, during which time periods and which days of the week, was the All-Way Stop review 5-hour traffic count undertaken at William Roe and Dixon ?

Sincerely,

Paul Fisher