



**STAFF REPORT
ACTION REQUIRED**

Lane Designation - Oak Street and Knob Hill Drive

Date:	August 30, 2011
To:	Etobicoke York Community Council
From:	Acting Director, Transportation Services - Etobicoke York District
Wards:	Ward 11 – York South-Weston
Reference Number:	p:\2011\Cluster B\TRA\EtobicokeYork\eycc110139-to

SUMMARY

The purpose of this report is to obtain approval to designate the southerly eastbound lane on Oak Street at Knob Hill Drive/Piggott Mews for right turn movements only, with buses excepted.

The implementation of the lane designation will improve the flow of traffic on Oak Street and through the intersection by providing motorists with clearly defined permitted traffic movements and mitigate conflicts between through and turning traffic.

Since the Toronto Transit Commission (TTC) operates transit service on Oak Street, City Council approval of this report is required. The TTC has been consulted on this item and they do not object to the regulations.

RECOMMENDATIONS

Transportation Services recommends that City Council:

1. Designate the southerly eastbound lane on Oak Street for right turning vehicles only, with buses excepted, from Knob Hill Drive/Piggott Mews to a point 30 metres further west.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$500.00

ISSUE BACKGROUND

Transportation Services staff reviewed the need to provide the appropriate lane designation signage controls for the eastbound curb lane at the signalized intersection of Oak Street at Knob Hill Drive/Piggott Mews. A map of the area is Attachment 1.

COMMENTS

Oak Street and Knob Hill Drive/Piggott Mews form a multi-lane signalized intersection with Oak Street classified as a collector road, Knob Hill Drive as a local road and Piggott Mews a private road. The eastbound approach consists of three lanes, one eastbound left turn lane (with pavement markings of two left arrows), one through lane and one eastbound right turn lane (with pavement markings of two right arrows). The eastbound curb lane at this intersection does not have a receiving lane on the far side of the intersection. As such, eastbound curb lane motorists planning to continue through the intersection must merge into one lane on the east leg of the intersection, creating a potential collision hazard.

The adoption of the traffic by-law amendment will allow for proper enforcement of the respective traffic signs under the Highway Traffic Act and mitigate any potential vehicular conflicts for eastbound traffic by clearly indicating, with the installation of regulatory signs, to all curb lane traffic that the lane will turn right onto Piggott Mews.

CONTACT

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SIGNATURE

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ATTACHMENTS

Attachment 1: Map