

## REPORT TO COUNTY COUNCIL

# All-Way Stop at Oxford Road 28 and 16th Line, Township of East Zorra-Tavistock

**To:** Warden and Members of County Council

**From:** Acting Director of Public Works

## RECOMMENDATION

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1. That County Council authorize the implementation of an all-way stop condition at the intersection of Oxford Road 28 and 16<sup>th</sup> Line in the Township of East Zorra-Tavistock, as outlined in Report PW 2024-30.

## REPORT HIGHLIGHTS

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- The purpose of this report is to seek County Council approval to implement an all-way stop (AWS) condition at the intersection of Oxford Road 28 (Maplewood Side Road) and 16<sup>th</sup> Line, in the Township of East Zorra-Tavistock (EZT).
- An intersection review and AWS warrant study were completed in June 2023 and updated with recent collision data in June 2024.
- While traffic volumes and average annual collision occurrences do not meet Ontario Traffic Manual (OTM) thresholds, staff's recommendation to implement an AWS is supported by an upward trend of collision occurrences and existing sightline restrictions.
- The AWS will involve adding a stop condition for north-south traffic on 16<sup>th</sup> Line, which is under the jurisdiction of the Township of EZT, therefore requiring an amendment to EZT's by-law regulating through highways for the purposes of implementing stop sign control.

## IMPLEMENTATION POINTS

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Following approval by Oxford County Council, Township of EZT staff will present a by-law amendment to their Council at the September 4, 2024 Council meeting. County staff will proceed later this year with appropriate revisions and additions to regulatory signage and pavement markings in accordance with the OTM guidelines.

## Financial Impact

The required regulatory signage and pavement markings to implement the all-way stop condition will be funded from the 2024 Transportation Operations budget.

## Communications

Report PW 2024-30 will be circulated to the Township of EZT and the Ontario Provincial Police for their information. The change in intersection control will also be communicated through signage that will be erected onsite in advance of implementation with advisory messaging to drivers of upcoming changes.




Updates will also be provided through social media, the Oxford County website, and the release of Council this Week to media and the public. Social media content will also be shared with EZT Township for their use.

## 2023-2026 STRATEGIC PLAN

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Oxford County Council approved the [2023-2026 Strategic Plan](#) on September 13, 2023. The Plan outlines 39 goals across three strategic pillars that advance Council’s vision of “Working together for a healthy, vibrant, and sustainable future.” These pillars are: (1) *Promoting community vitality*, (2) *Enhancing environmental sustainability*, and (3) *Fostering progressive government*. The recommendations in this report supports the following strategic goals.

### Strategic Plan Pillars and Goals

PILLAR 1	PILLAR 2	PILLAR 3
		
<b>Promoting community vitality</b>	<b>Enhancing environmental sustainability</b>	<b>Fostering progressive government</b>
<p>Goal 1.3 – Community health, safety and well-being</p> <p>Goal 1.4 – Connected people and places</p>		<p>Goal 3.1 – Continuous improvement and results-driven solutions</p> <p>Goal 3.2 – Collaborate with our partners and communities</p>

See: [Oxford County 2023-2026 Strategic Plan](#)

## DISCUSSION

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### Background

The intersection of Oxford Road 28 (Maplewood Sideroad) and 16<sup>th</sup> Line is located in the Township of EZT, as shown in Attachment 1, and currently includes two way stop control on Oxford Road 28 (OR 28) with free flow conditions on 16<sup>th</sup> Line. The section of OR 28 (between Oxford Road 59 and Oxford Road 5) was uploaded to the County in 2022 as part of the 2021 Road Rationalization Study (Report PW 2021-29), and was a gravel surface west of 16<sup>th</sup> Line prior to 2019. Rumble strips, oversized stop signs, illumination, and stop ahead signs on the east west approaches were in place prior to the County assuming jurisdiction in 2022.

In response to safety concerns raised by residents who live directly at the intersection corner with their house located very close to the road, an intersection review and AWS warrant study was undertaken in June 2023. The study results found that traffic volumes and average annual collision occurrences did not meet OTM thresholds for AWS implementation. However, it was noted that south bound sightlines were partially obstructed for west and east bound traffic due to the close proximity of buildings on adjacent properties and the treeline along the southeast property.

Following the intersection review and AWS warrant study in 2023, the treeline along the southeast property was trimmed by Township of EZT staff to improve sightlines, and stop sign mounted red flashing beacons were installed at the east and west intersection approaches.

Despite the measures that were implemented at this intersection, staff continued to receive concerns from residents and drivers regarding safety and frequency of collisions at this location. The 2023 AWS warrant study was subsequently updated in June 2024 based on recent collision data and found that average annual number of collisions had increased and was close (83%) to meeting OTM thresholds for an AWS. While the collision warrant for an AWS was not met, sightline restrictions, upward trend of collision occurrences, and observations from residents and staff were considered sufficient to support the implementation of an AWS at this location.

### Comments

County Council approval for AWS implementation at the intersection of OR 28/Maplewood Side Road and 16<sup>th</sup> line is required since the intersection is under the County's jurisdiction. However, AWS implementation requires the addition of stop control for north-south traffic on 16<sup>th</sup> Line which is Township of EZT's jurisdiction. Therefore, an amendment to Township of EZT's applicable by-law is required, which is scheduled to be presented to their Council on September 4.

Implementation of an all-way stop by introducing stop control for north and south bound traffic is intended to mitigate collision occurrences as a result of east and west bound traffic failing to yield for oncoming traffic on 16<sup>th</sup> Line. Implementation of an AWS is further supported by Township of EZT based on concerns raised by residents and increases in collision frequency.

**Conclusions**

The upward trend of collision frequency over the past year at the intersection of OR 28/Maplewood Side Road and 16<sup>th</sup> Line, and existing sightline restrictions are considered sufficient to support the implementation of an AWS and is expected to mitigate collision occurrences.

**SIGNATURES**

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**Report Author:**

Original signed by:

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Shawn G. Vanacker, C. Tech., CRS-S, CMM III  
Supervisor of Transportation

**Departmental approval:**

Original signed by:

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Frank Gross, C.Tech  
Manager of Transportation and Waste Management Services

**Approved for submission:**

Original signed by:

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Benjamin R. Addley  
Chief Administrative Officer

**ATTACHMENT**

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Attachment 1: Proposed All-Way Stop Location Map, Maplewood Side Road and 16<sup>th</sup> Line