

REPORT TO COUNTY COUNCIL

All-Way Stop at Oxford Road 33 and Oxford Road 60, Township of East Zorra-Tavistock

To: Warden and Members of County Council

From: Director of Public Works

RECOMMENDATIONS

1. That County Council endorse the implementation of an all-way stop condition at the intersection of Oxford Road 33 and Oxford Road 60 in the Township of East Zorra-Tavistock, as outlined in Report PW 2025-39;
2. And further, that County Council authorize the transfer of \$35,000 from the Corporate General Reserve to implement the all-way stop control measures;
3. And further, that a by-law be presented to County Council at the July 9, 2025 Council meeting to amend the Through Highways By-law 3741-98 to designate an all-way stop condition at the intersection of Oxford Road 33 and Oxford Road 60.

REPORT HIGHLIGHTS

- This report seeks County Council approval to implement an all-way stop (AWS) condition at the intersection of Oxford Road 33 and Oxford Road 60 (16th Line), in the Township of East Zorra-Tavistock (EZT).
- The County's 2024 Transportation Master Plan identified this intersection as one of the top ten rural locations for collision occurrences and recommended further study of the intersection to consider safety enhancements and operational improvements.
- An Intersection Control Feasibility Study (ICFS) was recently completed at this location and found that the Ontario Traffic Manual (OTM) collision warrants for an AWS was met.

IMPLEMENTATION POINTS

The following intersection improvements are proposed as part of the new AWS control implementation: installation of sign posts, stop ahead signs, stop signs with red flashing warning beacons, rumble strips, stop bars, and centreline pavement marking adjustments. The improvements will be scheduled for implementation in Q3 2025, pending Council approval of Report PW 2025-39.

Intersection illumination at the subject location was previously planned for design and installation in 2026 but is not a critical requirement for AWS activation. Illumination can proceed later as scheduled without delaying AWS implementation.

Financial Impact

The approved 2025 Business Plan and Budget did not include funding for AWS control measures at this intersection. The intersection improvements are planned for implementation in Q3 2025 and are estimated to cost \$35,000.

The Transportation Services operating budget does not currently anticipate sufficient savings to cover the implementation of AWS control at the intersection. As such, it is recommended that the AWS control be funded from the Corporate General Reserve which has a 2025 budgeted closing balance of approximately \$5.5 million.

The design and installation of intersection illumination in 2026 was included in the 2025 Long-Term Capital Plan, at an estimated cost of \$50,000.

Communications

Report PW 2025-39 will be circulated to the Township of EZT and the Ontario Provincial Police for their information. Prior to implementation, the change in intersection control will be communicated to motorists through the installation of advance warning signage at the site advising of the upcoming change.

As this constitutes a significant intersection change, public communications will also include updates via media advisory, social media, advertising, the Oxford County website, and *Council this Week*. Social media messaging will be shared with the Township of EZT to support coordinated communication efforts.




2023-2026 STRATEGIC PLAN

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 support the following strategic goals.

Strategic Plan Pillars and Goals

PILLAR 1	PILLAR 2	PILLAR 3
		
Promoting community vitality	Enhancing environmental sustainability	Fostering progressive government
<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

Background

The intersection of Oxford Road 33 and Oxford Road 60 is situated in the Township of EZT, as shown in Attachment 1. The current configuration consists of two-way stop control on Oxford Road 60, with free-flow conditions on Oxford Road 33. Jurisdictional authority of Oxford Road 60 was transferred from the Township of EZT to the County in 2022 as part of the implementation of the 2021 Road Rationalization Study (Report [PW 2021-29](#)). Prior to the County assuming the road, additional safety measures were already in place on the northbound and southbound approaches of Oxford Road 60, including oversized stop ahead signs, oversized stop signs with flashing warning beacons, and rumble strips.

In July 2024, Oxford County finalized its [Transportation Master Plan](#) (TMP), a strategic document that sets the framework for managing transportation infrastructure and services through to the year 2046. The TMP provides a comprehensive review of policies, programs and infrastructure improvements necessary to address both current and projected transportation needs across the County.

As part of the study process, the TMP included an analysis of County-wide collision data to identify locations with high incidences of traffic collisions. The collision analysis revealed that the intersection of Oxford Road 33 and Oxford Road 60 is among those rural intersections with a notably high frequency of collisions. This finding highlighted the need for further study of the intersection to consider safety enhancements and operational upgrades to improve traffic safety and reduce the likelihood of future collisions.

Comments

An ICFS was initiated in Q4 2024 and completed in Q1 2025 to assess current conditions, sightlines, collision history, and future traffic demands at the subject intersection. The purpose of the study was to determine whether enhanced intersection control and safety measures are warranted now or within a 2044 study horizon, and if so, to identify the most suitable options to improve safety and traffic operations at this location.

The ICFS identified the following key site observations:

- Both Oxford Road 33 and Oxford Road 60 are two-lane rural roads with statutory speed limits of 80 km/h.
- Each of the four approaches to the intersection operates as a shared left/through/right lane configuration.
- Overhead utility lines are present along both sides of Oxford Road 33 and the west side of Oxford Road 60.
- Two surface culverts are located on the west side of the intersection, with another running diagonally from the southwest to northeast corner.
- Surrounding land use is primarily agricultural, with a woodlot located on the southeast corner of the intersection.
- The woodlot significantly restricts sightlines for northbound and westbound motorists approaching the intersection.
- There is no illumination at the rural intersection.

The study evaluated current and projected traffic volumes as well as intersection delays, to determine whether OTM warrants are met for the implementation of an AWS or traffic signals, either currently or at any point within the 2044 study horizon. The evaluation determined that OTM volume-based warrants for AWS and traffic signalization are not currently met; however, with projected traffic growth an AWS is likely to be justified by 2030.

The intersection collision information was reviewed and data concluded that the OTM collision warrant for AWS control is met at the intersection, with 11 right-angle or turning collisions, types susceptible to improvement through AWS control recorded over the past 36 months. The OTM threshold for rural intersections to meet this warrant is an average of three such collisions per year, for a total of nine collisions within a 36-month period.

The OTM collision warrant for traffic signalization was also reviewed and findings indicated that it did not meet the threshold requirements. The OTM signalization warrant requires an average

of five right-angle or turning collisions per year, equating to a total of 15 such collisions over a 36-month period. With a total of 11 qualifying collisions recorded, the intersection does not meet the warrant.

Roundabouts are typically evaluated as an alternative to signalized intersections only when OTM traffic signal warrants are satisfied. As the traffic signal warrant is not met, a roundabout is not recommended at this location.

In summary, the implementation of AWS control through the addition of stop signs and additional safety features for eastbound and westbound traffic is recommended. This measure is intended to reduce both the frequency and severity of collisions, particularly those involving northbound and southbound vehicles that fail to stop or yield to through traffic.

Following implementation, continued monitoring of traffic conditions and collision data is recommended to evaluate the effectiveness of the AWS and to determine whether further improvements are warranted in future years.

CONCLUSIONS

AWS implementation at the subject location is being recommended based on the findings of the ICFS which identified compliance with the OTM collision warrant. Restricted sightlines on the southeast corner of the intersection further support the need for enhanced intersection control. It is anticipated that the implementation of improved intersection control measures will contribute to a reduction in the frequency and severity of future collisions at this location and is expected to meet acceptable levels of service over the next 20-year horizon period.

SIGNATURES

Report author:

Original signed by

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

Departmental approval:

Original signed by

Melissa Abercrombie, P.Eng., PMP
Director of Public Works

Approved for submission:

Original signed by

Benjamin R. Addley
Chief Administrative Officer

ATTACHMENT

Attachment 1 – Oxford Road 33 and Oxford Road 60 Intersection Map