

REPORT TO COUNTY COUNCIL

Oxford Road 2 Road Diet Analysis and Oxford Road 59 Post-Construction Analysis

To: Warden and Members of County Council

From: Director of Public Works

RECOMMENDATION

1. That County Council receive Report PW 2025-58 regarding a Road Diet Analysis for Oxford Road 2 (Dundas Street), and a Post-Construction Analysis for Oxford Road 59 (Wilson Street), both located in the City of Woodstock, as information.

REPORT HIGHLIGHTS

- The purpose of this report is to present the findings of the Road Diet Analysis completed on Oxford Road 2 (Dundas Street) between the overhead CPKC railway crossing and Oxford Road 12 (Mill Street), as well as the Post-Construction Analysis completed on Oxford Road 59 (Wilson Street) from Dundas Street to Henry Street; this is in response to Council's call to motion on August 13, 2025.
- In 2023, staff completed design and re-construction of Oxford Road 59 (Wilson Street), from Dundas Street to Henry Street, changing the roadway cross-section from 4-lanes to a 3-lane cross-section with 2 bike lanes to promote increased traffic calming along the corridor to improve safety for all road users.
- A detailed design for Oxford Road 2 (Dundas Street) Reconstruction, from the overhead CPKC rail bridge to Oxford Road 12 (Mill Street) is currently being finalized with construction anticipated in 2026, pending budget approval.
- In November 2024, the Province of Ontario passed Bill 212, *Reducing Gridlock, Saving You Time Act, 2024*, restricting the authority of prescribed municipalities in Ontario to install bicycle lanes that reduce the number of motor vehicle lanes without the Minister of Transportation's approval. At this time, there are no prescribed municipalities in Ontario.

IMPLEMENTATION POINTS

Following Council's review of this report, staff will review possible mitigation measures (such as adjusting signal timing/coordination) along Oxford Road 59 (Wilson Street) to reduce northbound traffic backups at Oxford Road 2 (Dundas Street) and will continue to monitor traffic conditions to inform future improvements.

For the scheduled reconstruction of Oxford Road 2 (Dundas Street), staff will proceed to complete the design and implement a 3-lane cross section with two bike lanes from the overhead CPKC railway crossing to Oxford Road 9 (Ingersoll Road) and maintain the existing 4-lane cross section between Oxford Road 9 (Ingersoll Road) and Oxford Road 12 (Mill Street).

Financial Impact

There are no financial impacts at this time related to the review of this report, and any costs associated to adjustments in signal timings can be absorbed within the 2025 Operational Budget for Transportation.

Communications

In advance of Oxford Road 2 (Dundas Street) Reconstruction in 2026, a Public Information Center (PIC) will be held to inform the public about the upcoming changes. Local residents and businesses will also receive a handout with information on the upcoming construction schedule and how construction will affect them and their property access.




A copy of Report PW 2025-58 will be shared with the City of Woodstock.

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 recommendation in this report supports 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

Council directed staff on August 13, 2025 to complete two separate studies: one for Oxford Road 59 (Wilson Street), from Dundas Street to Henry Street, and another for Oxford Road 2 (Dundas Street), from the overhead CPKC rail crossing to Oxford Road 12 (Mill Street).

The Oxford Road 59 (Wilson Street) study is a review of traffic conditions and operations post-construction. This reconstruction took place in 2023, which implemented a Road Diet reducing the road cross section from 4 lanes to 3 lanes. The decision to pursue a reduction in lanes on Oxford Road 59 (Wilson Street) was to improve traffic movements, reduce accidents and increase safety for all modes of transportation. These improvements were outlined in, and guidance for decision making was based on the recommendations of, an engineering consultant’s report. The Road Diet also aligned with the County of Oxford 2021 Cycling Master Plan by providing dedicated bike lanes along Oxford Road 59 (Wilson Street) Street within the City of Woodstock.

The Oxford Road 2 (Dundas Street) study provides a forecasted opinion of how a potential Road Diet may impact the corridor and traffic operations. This project is currently in the detailed design stage, and there is consideration to implement a Road Diet cross section. The reconstruction is scheduled for tendering and construction in 2026.

Comments

For the studies recently completed, traffic data was collected from each study area during the second week of September 2025 to ensure peak volumes were considered for the analysis. In addition to road capacity, wait times, queue lengths and level of service, the Oxford Road 59 (Wilson Street) study also reviewed and compared collision data before and after construction in terms of frequency, severity, location and impact type.

Oxford Road 59 (Wilson Street) Study (Post Construction Analysis)

The Oxford Road 59 (Wilson Street) study provides a comprehensive review of the following findings:

Traffic Volumes:

Overall traffic volumes in 2025 were higher than anticipated when previously forecasted back in 2022, except for the Dundas Street intersection, which showed lower volumes likely due to ongoing construction west of the study area. In addition, midblock traffic did not exceed 650 vehicles per hour per direction, remaining within the capacity of a single lane.

Intersection Capacity and Level of Service:

Intersections along Oxford Road 59 (Wilson Street) were observed to operate at reasonable levels of service overall. In terms of capacity, northbound movements at Dundas Street approach critical capacity during the PM peak due to higher volumes, suboptimal signal timing, and the reduction to a single lane, and westbound left turns at Main Street have increased delays in the PM peak.

Traffic Queuing:

Most queues are accommodated within available storage (capacity); however, northbound queues between Dundas Street and Peel Street exceed storage, extending 97 metres in the PM peak (85 metres of storage available) due to lane reduction, higher volumes, and signal timing.

Collision History:

While the average number of collisions per year, when comparing pre-construction and post-construction conditions, is generally similar, collision severity has decreased overall. The proportion of collisions resulting in injury was reduced from 20% pre-construction to 9% post-construction.

Oxford Road 2 (Dundas Street) Study (Road Diet Feasibility)

Oxford Road 2 (Dundas Street), currently a 4-lane cross-section between the westerly overhead CPKC rail crossing and Oxford Road 12 (Mill Street), is approximately 800 metres long. A Road Diet would convert the segment to a 3-lane cross section with a centre two way left turn lane and exclusive bicycle lanes. Appropriate adjustments to traffic signals at Oxford Road 12 (Mill Street) would need to accompany any such implementation.

At the western end of the project limits, there is currently a 100 metres section between the overhead CPKC rail crossing and the Charlie Tatham Peace Park parking lot that tapers from 4 lanes down to 2. This is an ideal opportunity to re-utilize the existing taper area for transitioning from 3 lanes to 2 before the road width narrows under the overhead CPKC rail bridge.

Moving eastward, when transitioning from 4 lanes to 3, it is generally smoother to facilitate at an intersection where lane terminations and lane additions can align with turning lanes. For a transition at the Oxford Road 9 (Ingersoll Road) intersection, the proposed design would convert the inner westbound lane into a dedicated left-turn lane, and the northbound right turn lane would become the outer eastbound lane. Appropriate warning and regulatory signage will be in place to provide advance notification to drivers as needed.

As part of the overall Oxford Road 2 (Dundas Street) Reconstruction project, at the request of the City of Woodstock, staff are designing and implementing a Level 2, Type B Pedestrian Crossover (PXO) to connect the parking lot at the Charlie Tatham Peace Park on the north side of Oxford Road 2 (Dundas Street) and the start of the Youth Start Trail to the south. This PXO will also provide connection of the Youth Start Trail to the Millenium Trail System located at the north end of Bexley Street. The addition of this PXO will fit seamlessly into the transition from 2 lanes to 3 lanes as the centre shared left turn lane begins/ends. All site preparation, including civil and electrical components for the PXO will be completed as part of the construction in 2026, with the PXO equipment purchase and installation planned for 2027.

The findings from the Oxford Road 2 (Dundas Street) Road Diet Feasibility Study are provided below:

Traffic Volumes:

Annual Average Daily Traffic (AADT) counts on Oxford Road 2 (Dundas Street) are ranging from 15,562 to 16,360 vehicles per day on the segment west of Oxford Road 9 (Ingersoll Road), and 15,754 to 18,012 vehicles per day on the segment east of Oxford Road 9 (Ingersoll Road), which suggests these segments are a candidate for a Road Diet. Current counts east of Oxford Road 9 (Ingersoll Road) are approaching the upper threshold of 20,000 vehicles per day, making lane reductions potentially unsustainable as traffic increases in the future.

Intersection Capacity and Level of Service:

The Oxford Road 9 (Ingersoll Road) intersection would generally improve from a Road Diet implementation, with the northbound right turn lane receiving the most benefit. The Oxford Road 12 (Mill Street) intersection level of service would decrease overall from a Road Diet implementation.

Traffic Queuing:

Occasional at-grade train events would not significantly affect operations under a Road Diet scenario. During data collection, the observed train crossings were a maximum of 2 per day and ranged from 45 seconds to 1 minute and 36 seconds each.

Active Transportation

With respect to the City of Woodstock’s Official Bicycle Routes, implementing the Road Diet scenario to the section of Oxford Road 2 (Dundas Street) west of Oxford Road 9 (Ingersoll Road) would connect the “Sharrow” bike path along Oxford Road 2 (Dundas Street) between Oxford Road 30 (11th Line) and Bexley Street, and the dedicated bike lanes recently installed along Oxford Road 9 (Ingersoll Road) between Anderson Street and the Cedar Creek Bridge. These additions will enhance cycling network connectivity with the City of Woodstock and support safer, more continuous routes for all cyclists.

CONCLUSIONS

The Oxford Road 59 (Wilson Street) study found that while northbound congestion and queuing occurs between Oxford Road 2 (Dundas Street) and Peel Street during the PM peak, traffic flows well at other times of the day. Collision severity has decreased, and overall safety has improved for multi modal transportation users. The Road Diet has made the corridor safer for cyclists by providing dedicated bike lanes, and pedestrians now benefit from an additional 1.5 metre buffer between moving vehicles and the sidewalk, reducing the risk of collisions and improving the walking environment.

For Oxford Road 2 (Dundas Street), the Road Diet Feasibility study identified the section as a possible lane reduction candidate; however, current traffic volumes east of Oxford Road 9 (Ingersoll Road) are approaching the upper threshold of 20,000 vehicles per day, making a reduction potentially unsustainable with future growth. This section is not identified in the 2021 County of Oxford Cycling Master Plan to accommodate cycling facilities. West of Oxford Road 9, traffic volumes are lower and there is a two-lane restriction at the overhead CPKC rail bridge. With lower traffic volumes, this allows for cycling facilities and a PXO to be installed that will connect to the existing routes in the City of Woodstock’s Cycling Master Plan. Staff are proceeding with Oxford Road 2 (Dundas Street) reconstruction design and will implement a Road Diet between the overhead CPKC rail crossing and Oxford Road 9 (Ingersoll Road) and maintain the existing 4-lane configuration between Oxford Road 9 (Ingersoll Road) and Oxford Road 12 (Mill Street).

SIGNATURES

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