

REPORT TO COUNTY COUNCIL

All-Way Stops at Oxford Road 6 and Oxford Road 17 and Oxford Road 119 and Road 74, Township of Zorra

To: Warden and Members of County Council

From: Director of Public Works

RECOMMENDATIONS

1. That County Council endorse the implementation of all-way stops at the intersections of Oxford Road 6 and Oxford Road 17 and Oxford Road 119 and Road 74 in the Township of Zorra, as outlined in Report PW 2026-11;
2. And further, that County Council authorize the transfer of \$50,000 from the Corporate General Reserve to implement these all-way stop control measures;
3. And further, that a by-law be presented to County Council at the April 22, 2026 Council meeting to amend the Through Highways By-law 3741-98 to designate all-way stops at the intersections of Oxford Road 6 and Oxford Road 17 and Oxford Road 119 and Road 74.

REPORT HIGHLIGHTS

- This report seeks County Council approval to implement permanent all-way stop (AWS) controls at the intersections of Oxford Road 6 and Oxford Road 17 (including 39th Line) and Oxford Road 119 and Road 74 in the Township of Zorra.
- Upcoming culvert replacements along Oxford Road 2 (between 21st Line and Oxford Road 6) will require full road closures and detour routes utilizing Oxford Road 119, Road 74, 31st Line, and Oxford Road 6, resulting in increased turning movements and delays at some intersections.
- Additionally, AWS warrant reviews were undertaken and found that traffic volumes and collision occurrences at these two intersections are approaching warrant thresholds and therefore permanent AWS controls are proposed to support the detour route for Oxford Road 2 culvert replacement and ongoing traffic management and road safety.

IMPLEMENTATION POINTS

The proposed AWS implementations will include the installation of regulatory signage, pavement markings, transverse rumble strips on Oxford Road 119 and stop sign-mounted red flashing beacons to enhance visibility and driver awareness. Transverse rumble strips are not being recommended for Oxford Road 6 due to the proximity of nearby homes and the excessive noise nuisance for residents.

The AWS's will be implemented immediately so that they are in place for the Oxford Road 2 culvert replacement project, which is scheduled to start on May 4, 2026, in order to support increased traffic volumes associated with detour routes and to allow motorists time to adjust to the new traffic controls.

Financial Impact

The estimated cost to implement the all-way stop controls, including signage, pavement markings, rumble strips, and flashing beacons, is approximately \$25,000 per intersection, for a total of \$50,000, and will be funded from the Corporate General Reserve which has a 2026 budgeted closing balance of approximately \$5.0 million.

Communications

Report PW 2026-11, along with the amended by-law, will be circulated to the Township of Zorra and the Ontario Provincial Police for their information. Prior to implementation, the change in intersection controls will be communicated to motorists through the installation of advance warning signage at the sites advising of the upcoming changes.

As this constitutes significant intersection changes, 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 Zorra 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
		
<p>Promoting community vitality</p>	<p>Enhancing environmental sustainability</p>	<p>Fostering progressive government</p>
<p>Goal 1.3 – Community health, safety and well-being Goal 1.4 – Connected people and places</p>		<p>Goal 3.1 – Continuous improvement and results-driven solutions</p>

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

DISCUSSION

Background

The intersections of Oxford Road 6 and Oxford Road 17 (including 39th Line) and Oxford Road 119 and Road 74 are both located in the Township of Zorra and currently operate under two-way stop controls, with stop controls on the minor approaches (Oxford Road 17 and 39th Line and Road 74) and free-flow conditions on Oxford Road 6 and Oxford Road 119.

The Oxford Road 6 and Oxford Road 17 intersection forms a five-legged configuration, incorporating a local Township Road (39th Line), which contributes to more complex traffic movements and driver decision-making compared to a standard four-leg rural intersection; however, 39th Line is a low volume road that primarily serves local traffic.

In advance of planned culvert replacements along Oxford Road 2, the County retained Paradigm Transportation Solutions (Paradigm) to undertake a Transportation Closure Impact Assessment (TCIA) to evaluate traffic management strategies and detour routing. The preferred approach includes full closures of Oxford Road 2 with detours utilizing Oxford Road 119, Road 74, 31st Line, and Oxford Road 6. The TCIA identified that under detour conditions, some intersections may experience excessive delays for stop-controlled movements due to increased turning volumes.

The County also had Paradigm complete AWS warrant reviews at potentially impacted intersections based on existing traffic conditions, which found that the intersections of Oxford Road 6 and Oxford Road 17 and Oxford Road 119 and Road 74 are very close to meeting Ontario Traffic Manual (OTM) collision and volume warrants for a permanent AWS.

Further, staff has been monitoring the intersection of Oxford Road 6 and Oxford Road 17 over the past three years due to an increase in collision occurrences and safety concerns raised by adjacent residents. Previous intersection analysis showed a collision trend of west bound traffic failing to stop resulting in serious vehicle impacts and personal injuries. In 2024, transverse rumble strips were installed on Oxford Road 17 to alert west bound traffic of the approaching stop sign at Oxford Road 6. Traffic volume warrants at the time were found to meet OTM warrants which may have been impacted by detoured traffic from nearby construction projects and associated road closures.

Similarly, the intersection of Oxford Road 119 and Road 74 experienced an upward trend of collision occurrences in 2024, which may have been impacted by detoured traffic from the Oxford Road 16 reconstruction project.

Comments

The AWS warrant reviews identified the following factors and validated findings from previous intersection reviews:

- Traffic volumes approach warrant thresholds during peak periods, with some hours meeting key criteria for both intersections.
- At the intersection of Oxford Road 6 and Oxford Road 17, a pattern of collisions related to stop-control compliance was identified, particularly for westbound approaches.
- The Oxford Road 6 and Oxford Road 17 intersection's geometry and multi-leg configuration increase driver complexity and conflict points.
- The Oxford Road 119 and Road 74 intersection has seen an increase in general turning movement accidents.
- Collision occurrences over a three-year period at both locations (average 2.3/year) are close to meeting OTM warrants (average 3/year) for AWS implementation.
- Detour conditions associated with Oxford Road 2 construction are expected to significantly increase turning movements and delays at both intersections, further stressing existing operations.

While the intersections do not strictly satisfy all OTM warrant criteria, it is recognized that warrants are intended as guidelines rather than absolute requirements, and engineering judgement may be applied where site-specific conditions justify additional controls.

Although temporary AWS implementations are a recommendation in the TCIA during Oxford Road 2 culvert replacement, staff are concerned that AWS removals following construction will create a greater risk of driver confusion from inconsistent traffic operations and is not considered best practice

Considering that OTM volume and collision warrants for AWS implementations are close to being met based on existing and historical traffic conditions, staff are recommending that AWS's

be implemented at the intersections of Oxford Road 6 and Oxford Road 17 and Oxford Road 119 and Road 74, as outlined in Attachment 1 and 2, respectively. If approved, these AWS's will be implemented immediately to accommodate the Oxford Road 2 detour and they will remain permanently for ongoing traffic management and intersection safety. This is a proactive and appropriate traffic control measure to improve overall intersection safety and operations.

The proposed AWS's will include the installation of regulatory signage, pavement markings, transverse rumble strips on Oxford Road 119 and stop sign-mounted flashing beacons to enhance visibility and driver awareness and are proposed for implementation in advance of the Oxford Road 2 construction detour. Advance warning signage will be installed to notify motorists of the upcoming changes in traffic control.

CONCLUSIONS

Given the anticipated traffic increases associated with detour routing, existing operational challenges and delay under peak conditions, as well as the multi-leg configuration of the Oxford Road 6 and Oxford Road 17 intersection, and the proximity of traffic volumes and collision occurrences to warrant thresholds for both intersections, AWS's are being recommended at the intersections of Oxford Road 6 and Oxford Road 17 (including 39th Line) and Oxford Road 119 and Road 74.

The implementation of AWS controls at these two intersections is considered a reasonable and proactive measure to enhance intersection safety and improve traffic operations.

SIGNATURES

Report author:

Original signed by

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Senior Manager of Transportation and Waste Management Services

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

ATTACHMENTS

Attachment 1 - Proposed All-Way Stop Location Map, Oxford Road 6 and Oxford Road 17
Attachment 2 – Proposed All-Wat Stop Location Map, Oxford Road 119 and Road 74