



County of Brant Council Report

To: The Mayor and Members of County of Brant Council
From: Mark Eby, Director of Infrastructure and Asset Management
Rick Knap, Roads Technologist
Date: July 8, 2025
Report #: RPT-0269-25
Subject: All-Way Stop at Keg Lane and Brant-Oxford Road
Purpose: For Approval

Recommendation

Whereas the reconstruction of Grand River Street North in downtown Paris is underway, and motorists are being encouraged to use the Paris West bypass as an alternate route, resulting in increased traffic volumes and congestion on Keg Lane at the intersection with Brant-Oxford Road;

And Whereas temporary traffic signals are currently being designed with anticipated installation and commissioning later in the summer;

And Whereas immediate relief is needed to facilitate safer and more efficient traffic movements from Keg Lane onto Brant-Oxford Road;

And Whereas Brant-Oxford Road is a shared boundary road with Oxford County;

And Whereas recommended modifications on Brant-Oxford Road must be approved by both municipalities;

Therefore, be it resolved that Traffic By-law 182-05 be amended by implementing the following by-law traffic regulations:

1. Keg Lane at Brant-Oxford Road
 - Schedule B, Stop Signs – for northbound and southbound motorists on Brant-Oxford Road as it intersects with Keg Lane, in order to implement an all-way, stop control at this intersection.

Strategic Plan Priority

Strategic Priority 2 - Focused Growth and Infrastructure

Impacts and Mitigation

Social Impacts

Improving the traffic flow and movements from Keg Lane onto Brant-Oxford Road will alleviate driver frustration and encourage more motorists to utilize the west bypass.

Environmental Impacts

Emissions associated with vehicles coming to a stop and starting will increase on Brant-Oxford Road and will hopefully be offset by the decrease in emissions from vehicles waiting in line on Keg Lane to make a movement onto Brant-Oxford Road.

Economic Impacts

As the all-way stop is temporary, costs associated with signs and posts will be minimal as the materials will be returned to inventory to use at an alternate location.

Report

Background

As a part of the reconstruction of Grand River Street North, staff have been utilizing social media and road signs in and around the Paris area to suggest to the travelling public north of Silver Street to utilize the west bypass to access roads and destinations south of Paris. The existing condition is a “T” intersection with stop control of Keg Lane’s West Bound traffic. An engineering consultant is currently designing temporary traffic signals; however, they are not expected to be operational until later this summer and potentially into the fall.

To alleviate current congestion and improve safety, staff propose a temporary all-way stop. This will allow equitable traffic movement in all directions and reduce the risk of unsafe maneuvers. This change will impact North-South movement on Brant-Oxford Road until the traffic signals can be installed.

Analysis

Traffic delays at the intersection of Keg Lane and Brant-Oxford Road have increased the risk of unsafe driving behaviours, as motorists may attempt risky maneuvers to avoid long wait times. To address this, a temporary three (3)-way stop is being implemented as an interim safety measure. This configuration will allow westbound traffic on Keg Lane to make safer turning movements onto Brant-Oxford Road, while also providing southbound traffic on Brant-Oxford Road with a controlled and safe opportunity to turn onto Keg Lane. Although this measure will temporarily delay the primary North-South flow along Brant-Oxford Road, it is considered a necessary step to enhance safety and reduce congestion until the planned traffic signals are installed later this summer.

The upcoming temporary traffic signals will be programmed to prioritize North-South movements along Brant-Oxford Road. A vehicle detection system will be installed on Keg Lane to activate the signal when vehicles are present, ensuring efficient traffic flow. Signal timing will be actively monitored and adjusted as needed to optimize green light durations and minimize overall delays.

As Brant-Oxford Road is a shared boundary road with Oxford County, recommended modifications to Brant Oxford Road must be approved by both municipalities. County staff have been in consultation with Oxford County staff requesting that Oxford County also submit these recommendations to their July 9, Council meeting in anticipation that both Councils approve the above noted recommendations.

Summary and Recommendations

Based on the above noted information, staff recommend amending Traffic By-Law 182-05 to include a temporary all-way stop at the intersection of Keg Lane and Brant-Oxford Road. All signs and pavement markings, (if deemed necessary), shall be implemented in accordance with Regulation 615 of *the Highway Traffic Act*, as well as the Ontario Traffic Manual. The above noted work will be completed as soon as possible once the necessary by-laws have been approved by County of Brant Council concurrently with Oxford County Council, and County sign regulations have been amended, including the necessary approvals from Oxford County Council.

It is recommended that the necessary By-Laws be considered at the July Council meeting, so that the process of installing the signs can start immediately afterward.

Attachments

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1. Map of Keg Lane and Brant-Oxford Road Intersection

Reviewed By

D. Mellor, General Manager Operations

Copied To

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1. G. Demers, Director of Roads
 2. J. DeMunck, Road Operations Manager
 3. S. McDonald, Road Superintendent
 4. G. Bergeron, Supervisor of Enforcement and Regulatory Services
 5. Frank Gross, Oxford County
 6. Sgt. Darren Vandertuin, Brant County OPP

By-law and/or Agreement

By-law Required	Yes
Agreement(s) or other documents to be signed by Mayor and /or Clerk	No