

Town of Saugeen Shores North Rankin Street (Hwy.21) & Turner Street Intersection Improvements

Public Information Centre
November 6, 2025

Project Background

In 2020, the Town completed a Transportation Master Plan that identified the North Rankin Street (Highway 21) and Turner Street intersection as an intersection that requires improvement to better serve the growing community.

In 2021, a study was conducted to review the safety of the intersection. The study indicated a high number of vehicles travelling well above the posted 50 km/hour speed limit and relatively high number of “close calls”.

The Town initiated this project to review alternatives and implement intersection improvements to address safety concerns and accommodate increasing traffic volumes.



Project Description and Schedule

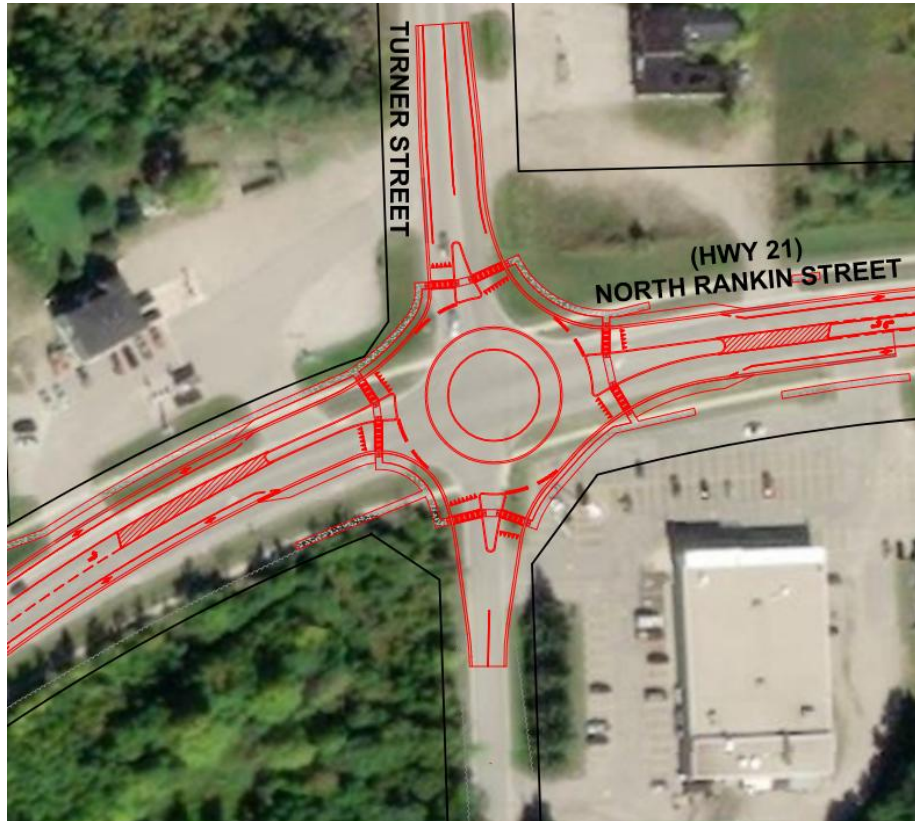
The Town retained GEI Consultants to provide engineering services to evaluate alternatives for the intersection improvement and to design the preferred solution.

Project Description

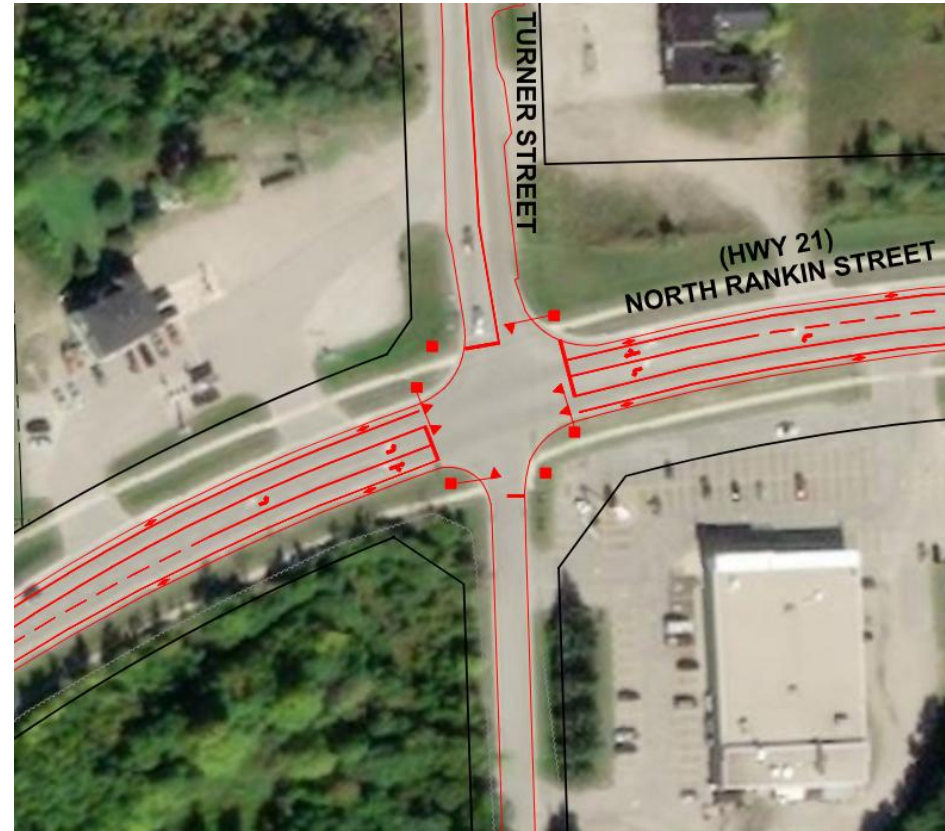
1. Complete an Intersection Control Study to assess and select the most appropriate type of traffic control (Completed).
2. Prepare detailed design drawings and tender documents of the selected solution. (January 2026)
3. Tendering (February-March 2026)
4. Construction (Spring 2026)

Traffic Control Alternatives

1. Roundabout



2. Traffic Signals



Alternatives Advantages

Advantages of Roundabout

- Lower life cycle costs
- More efficient for motorists (especially during off-peak hours)
- Lower traffic speeds
- Lower vehicle noise, fuel consumption and emissions
- Statistically safer for motorists and pedestrians
- Streetscaping opportunities provided

Advantages of Traffic Signals

- Lower initial capital costs
- Less property required at an intersection
- Explicitly assign right-of-way to conflicting vehicle/pedestrian movements
- More accessible to persons with low vision

Traffic Control Assessment Summary

Traffic Operations

- Roundabout provides better intersection traffic operations
 - higher Level of Service, meaning increased traffic flow; less delays

Life Cycle Costs

- Roundabout has a higher capital cost initially, but offers lower net present value of total costs (life cycle cost).
 - Reduced delays pertains to lower costs associated with vehicle and passenger time
 - Increased Safety, which captures the cost of collisions (13 minor collisions reports over past 5 years (none fatal)).

Recommendation from Intersection Control Study

Pursue single-lane roundabout, as this solution is preferable to traffic signals from both a traffic operational and a life cycle cost perspective.



Roundabout Design

Design Features

- Single-lane roundabout
- Cyclist and pedestrian routes to be maintained through the intersection
- Accommodate truck turning (ie. to Foodland grocery store on Turner Street)
- Landscaped features including centre island

FUNDING

The Town has received a grant under MTO's Connecting Links program for intersection improvements



QUESTIONS?

- Project process
- Future opportunities for engagement
- Background studies
- Comments/Feedback

Following the PIC, all presentation materials will be posted on the Engage Saugeen Shores website.