

FAQ - Sylvan Lake Memorial Trail

The following details the questions and responses to questions asked during the October 14, 2021 live Q&A session.

Question	Response
Are trucks going to be able to safely stop on the hill during winter?	As roundabouts require flatter grades than a standard intersection, the grades approaching the roundabout on Highway 20 will be flatter than they are today. Flatter grades will help make stopping easier approaching the roundabout. Today, grades on Highway 20 are over 5%, grades approaching the roundabout will be 2%-3%. Additionally, drivers are required to yield upon entry into the roundabout, which will reduce unnecessary stopping at the intersection.
Why are private accesses not shown on the plan?	<p>The project is broken into three parts: short-, medium-, and long-term functional plans.</p> <ul style="list-style-type: none">• In the short-term, all private accesses will be maintained, no adjustments required;• In the medium-term, private accesses will either be maintained or adjusted with the proposed roadway improvements;• In the long-term, all private access will need to be adjusted with the proposed roadway improvements. <p>At this time we can only say that we will work on making sure all residents will be provided adequate access. Due to the medium- and long-term plans being so far out in the future, we are not able to commit to any exact details, only that we are aware of the access issue concern. Access issues will be addressed during the detailed design stage of the development. The timing of these plans will be driven by the amount growth seen within the Town and the amount of use Memorial Trail will see.</p>
How will adjacent properties be impacted?	Along the north side of Memorial Trail, most properties have already been acquired by the Town; only a few segments and corners near roundabouts remain. Additional property will be required on the south side of Memorial Trail and at each intersection to accommodate the roundabouts in the short- and medium-term and to accommodate additional lanes on Memorial Trail and the expansion of the future network in the long-term. The project is anticipated to be staged so that the north side of Memorial Trail is built in the medium-term. As the Town grows and the need to improve Memorial Trail arises, discussions will occur with land owners and developers who will be impacted in order to

	procure the land necessary.
Would lights be safer than a roundabout in winter with the hill at Highway 20 and Memorial Trail?	<p>Roundabouts provide a number of safety benefits when compared with signalized intersections, including:</p> <ul style="list-style-type: none"> • Lower traveling speeds and better traffic flow; • Fewer conflict points between pedestrians, cyclists and vehicles; • Fewer and less severe vehicle collisions (head-on and high-speed collisions and eliminated and reduced potential for right-angle or “t-bone” collisions). <p>Roundabouts also require flatter grades than signalized intersections which will make accelerating and decelerating approaching the roundabout on Highway 20 easier.</p>
Will the curve at the entrance of some of the roundabouts make it difficult for trucks to enter the roundabout?	The small curves approaching the roundabouts are there to slow down vehicles as they approach the roundabout. The lanes are widened through the approach curves to accommodate trucks and larger vehicles.
Will the roundabout at Memorial Trail and Highway 20 be constructed first due to high traffic demands?	It is correct that Highway 20 / Memorial Trail has the highest traffic demands and is a high priority to the Town to see improvements made here. The Town and the Province are currently working together on the design of the Highway 20 / Memorial Trail intersection. However, as the intersection is along a provincial highway, construction timing will require approval from Alberta Transportation.
Will there be a curve added to the intersection at Memorial Trail and 50 Street?	Yes, a curve will be added on 50 Street and Memorial Trail as it approaches the intersection and ties into the roundabout. The roundabout is shifted west, as compared to the location of the existing intersection. The proposed location of the future roundabout is placed at a location to minimize property impacts to existing and developed lands.
What is the grade of the road to the ditch at Memorial Trail and 50 Street?	Where ditches are required in the proposed design, slopes from the roadway to the ditch range from 3:1 (~30%) to 6:1 (~15%). This is in line with municipal and provincial design standards. In the long-term, both 50 Street and Memorial Trail will have curb and gutter with catch basins and the ditches will be eliminated.
Are there any plans to add bike trails along Highway 20?	The Highway 20 corridor is under the control of Alberta Transportation (AT). As such, AT is the authority who will be making any decisions when a path will be installed. The Town is in constant discussion with AT to have pathways added along Highway 20.
The road needs maintenance at the north east corner of Memorial/50th street. Will that	As with any maintenance needed on Town infrastructure, we continually monitor the situation and repair as needed. The Town does have plans in our 10 year capital plan to improve

repair be tied to this project, or will repairs happen sooner?	this intersection. We're going to continue to monitor the situation and perform any required maintenance so that it will remain safe until the intersection can be fully upgraded to minimize any throwaway costs and be as economical as possible.
It's important to me that the roundabouts have a clear sight line to keep cyclists safe. Will you limit the height of the landscaping to allow motorists to see motorcycles across the circle?	<p>Sightlines for all users are factored into the landscape design. Landscaping in the boulevards around the roundabout and in the splitter or median islands approaching the roundabout will be low to allow drivers to see circulating vehicles and vehicles, pedestrians and cyclists approaching the roundabout along the intersecting roadway.</p> <p>Taller landscaping may be considered in the central island. In some cases, the direct signline across the intersection may be blocked. However, this can help slow drivers down as they approach the roundabout. As roundabouts permit only one direction of travel, sightlines directly across the intersection are not required for drivers to see approaching pedestrians, cyclists and vehicles - including motorcycles.</p>
What are the timelines for this project?	<p>The project is broken into three parts: short-, medium-, and long-term functional plans.</p> <ul style="list-style-type: none"> ● The short-term will be within the next 10 years; ● The medium- and long-term will depend on; <ul style="list-style-type: none"> ○ The amount and rate of Town development occurring; ○ The amount of vehicular and pedestrian traffic using Memorial Trail <p>Next steps for this project will be preliminary design of the short-term Highway 20 roundabout.</p>