

Casselman and McLeod

What We Heard Report: Safe Mobility Public Engagement

Vision Zero Street Labs

June 2026



ADVISE

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1. VISION ZERO STREET LABS PROGRAM OVERVIEW

Background and Context

The Vision Zero Street Labs program began in 2021 as a key action in the [Safe Mobility Strategy](#).



Vision Zero Street Labs is a program designed to address neighbourhood traffic safety concerns by installing traffic calming measures. Each Street Lab is tailored to the unique needs of the neighbourhood and its road users to address concerns such as speeding, shortcutting and other unsafe driving behaviours.

Traffic safety concerns shared by community members, past applications submitted by neighbourhood residents, previous traffic safety inquiries to the City and technical data analysis including reported collision data are some of the factors considered when selecting a neighbourhood for a Street Lab.

Once a neighbourhood is selected, the City engages with interested parties to understand their lived experiences and traffic safety concerns while driving, walking, biking or rolling in their neighbourhood to help improve road safety and livability. The City uses the engagement results and collected traffic data along with City Design and Construction Standards, federal and provincial transportation infrastructure legislation, and engineering technical expertise to effectively address the identified traffic safety concerns using a variety of traffic calming measures.

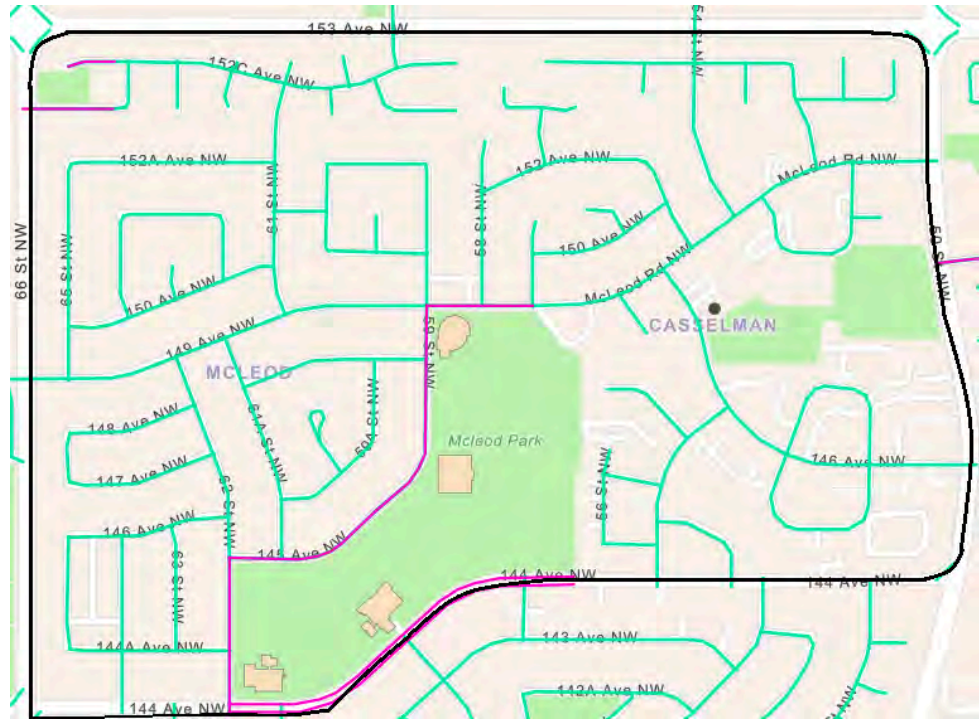
Based on these factors, Casselman and McLeod were selected for a Street Lab. The City engaged with community members and organizations in Casselman and McLeod from March 10 - 31, 2026, to identify traffic safety concerns unique to these neighborhoods. Areas that are in scope for this project and within the boundaries of the neighbourhoods are shown in the map below.

There are mainly three categories of roadways in the City of Edmonton:

Arterial Roads carry the highest traffic volume and give vehicles the ability to travel longer distances at higher speeds.

Collector Roads are moderate capacity corridors that function to carry traffic from local roads to arterial roads.

Local Roads are low volume roads which typically provide access to local properties.



Map Legend: Roads In Project Scope

Source: [Speed Limit Map](#)

- In-Scope Roads
- Out-of-Scope Roads
- Neighbourhood Boundary
- 30 km/h speed

Vision Zero Street Labs address safety concerns using traffic calming measures that are designed for use on local and collector roads.



Vision Zero Street Labs Road Map



2. PUBLIC ENGAGEMENT AND COMMUNICATION OVERVIEW

How the City Engaged Your Neighbourhood

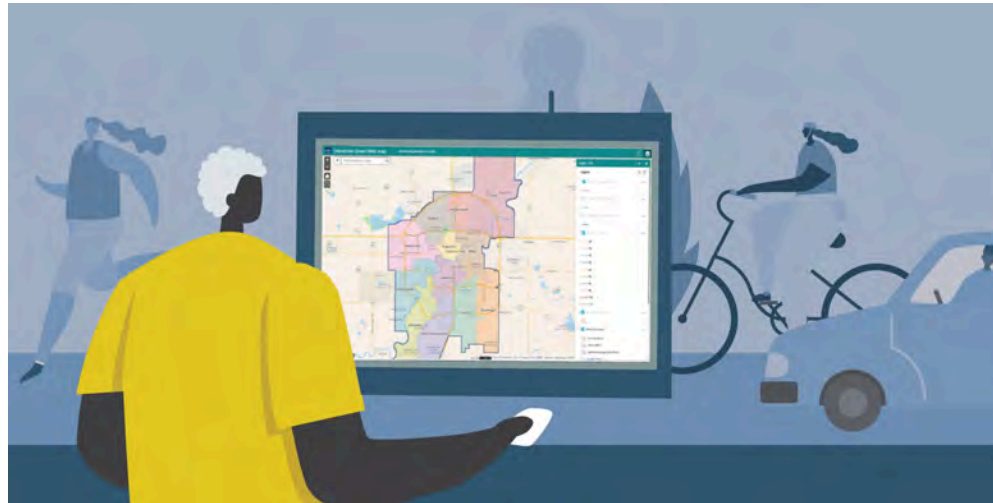
A **Gender-Based Analysis Plus** (GBA+) process was used to better understand the experiences and diverse needs of Edmontonians. The City's Street Lab project team used a variety of engagement and communication opportunities to broaden outreach and make sure as many people as possible had the opportunity to participate.

Public engagement included:

- An **interactive map** was available from March 10 - 31, 2026 on engaged.edmonton.ca that allowed community members to pinpoint



locations of traffic safety concerns. There were a total of **115 contributors** who placed **358 location pins** with comments on the online map, across various locations in Casselman and McLeod.



The City communicated the above engagement activity with the residents of Casselman and McLeod and beyond in the following ways to boost and support inclusive participation:

- **2,645** public notices were mailed to all residents in Casselman and McLeod via Canada Post.
- An email was sent to **five** neighbourhood organizations asking to share the engagement opportunity.
- Publicized to local media in a weekly **public service announcement**.
- Promoted through Facebook as a social media advertisement and on the Nextdoor platform as a social media post targeted to the residents in Casselman and McLeod. The Facebook advertisement was seen **100,603** times.
- **53** lawn signs were printed and installed throughout the Casselman and McLeod neighbourhoods during the engagement time frame.
- Shared with the Neighbourhood Resource Coordinator and the City Councillor.

3. WHAT WE HEARD

Feedback gathered from different engagement tools are analyzed and placed into themes.



Engagement Results

This section of the report provides a detailed snapshot of the results captured from the online mapping tool available to the general public.

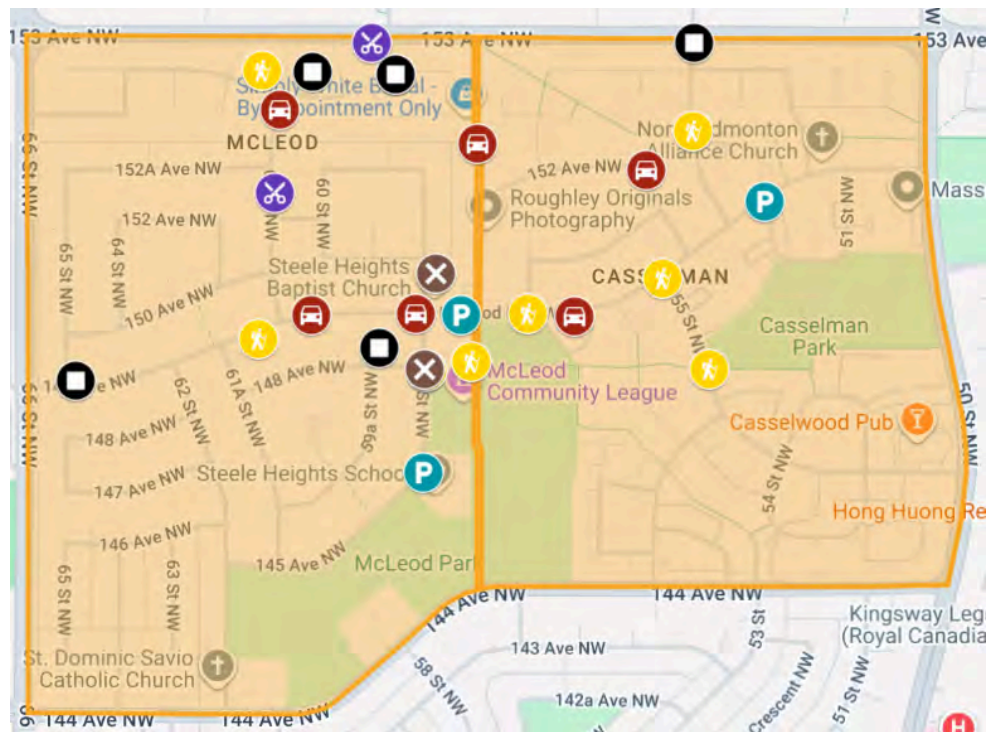
Map Data

All data points and open-ended responses from the interactive mapping tool were coded and analyzed. Based on this analysis, the most frequently submitted concerns were speeding and pedestrian safety followed by unsafe intersections.

A visual overview of all engagement data can be found in the [2026 Casselman and McLeod Street Lab Engagement Map](#). The map has two layers; one provides an overview of all traffic safety concerns identified during the engagement period, while the other - the summary layer - identifies areas in the neighbourhood where the highest volume of major concerns were noted.

Legend

- Pedestrian Safety
- Speeding
- Unsafe Intersections
- Parking Issue
- Illegal Maneuver
- Shorcutting



This map provides a visual summary of the top concerns received during the engagement activities in Casselman and McLeod.

Safe Mobility definitions of the top three safety issues observed in the neighbourhood:

Pedestrian safety refers to concerns related to modes of travel on the sidewalk such as walking, using a wheelchair/mobility aid, stroller or push scooter, and concerns related to crossings for people walking, biking or rolling such as poor visibility at crossings and long crossing distances. General concerns or a feeling of fear due to vehicle speed, volume, driver behaviour or a history of collisions are also considered.

Speeding refers to driving a vehicle in excess of the maximum speed limit.

Intersection safety refer to road junctions or intersections where the safety of all road users is compromised due to speeding, poor visibility, confusing traffic patterns, lack of crosswalks, inadequate signage, high traffic volumes, poor road conditions, failure of driver to follow traffic regulations, or the presence of multiple potential hazards (e.g., poor visibility of pedestrians or sharp turns).

Major Themes

Feedback gathered from the interactive map has been analyzed and placed into themes. A summary of the findings is presented in this section.

We heard about many different locations across these neighbourhoods during engagement, which will be used in the development of Street Lab decisions.

The top locations of concern are outlined below.

1. 59A Street NW

- a. Shortcutting
- b. Unsafe intersections

2. 61 Street NW

- a. Speeding
- b. Pedestrian safety
- c. Unsafe intersections at 152C Street NW and 149 Avenue NW
- d. Shortcutting

3. 54A Street NW

- a. Speeding

4. 149 Avenue NW

- a. Speeding
- b. Pedestrian safety at the 61 Street NW intersection
- c. Unsafe intersection at 65 Street NW

5. 59 Street NW

- a. Unsafe intersection and pedestrian safety at 149 Avenue NW and McLeod Road NW
- b. Illegal maneuver and pedestrian safety at 148 Avenue intersection
- c. Parking issues

6. McLeod Road NW

- a. Speeding
- b. Pedestrian safety
- c. Unsafe intersection at 58 Street NW
- d. Parking issues
- e. Signage and signal issues at a crosswalk near the 52 Street NW intersection

7. 55 Street NW

- a. Pedestrian safety

Other Concerns

Street Labs address traffic safety concerns on **local and collector** roads using traffic calming measures. However, the project team has heard the following concerns and shared them with the appropriate internal teams and programs as applicable.

- Request for traffic signal addition, removal or other changes
 - Concerns with traffic signals have been shared with the relevant City teams. Any further concerns related to traffic signals can be reported to 311 or through this link: edmonton.ca/transportation/report_requests/signs-signals
- Speeding and shortcutting in alleys
 - The City can provide additional “20 km Alley Max” signs, should they be desired. Please request these through 311 or 311.edmonton.ca
- Concerns on roads outside of the neighbourhood boundaries include 153 Avenue NW, 50 Street NW, 144 Street NW and 66 Street NW. Concerns shared about these roads include pedestrian safety, bike safety, speeding, poor visibility, parking issues, illegal maneuvers, signage or signal issues, shortcutting and unsafe intersections.
 - Concerns along arterial roads have been shared with the relevant City teams
 - For any further concerns, please report to 311 or 311.edmonton.ca

4. NEXT STEPS



The public engagement feedback summarized in this What We Heard report has been reviewed in conjunction with collected traffic data, City [Design and Construction Standards](#), federal and provincial transportation infrastructure legislation and engineering technical expertise.

All of this information will be used to develop a Street Lab plan to effectively address the traffic safety issues in the Casselman and McLeod neighbourhood.