

Protected A (when completed)

Law Enforcement and Oversight

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Direct any questions to: Director of Law Enforcement Standards at ATEProgram@gov.ab.ca

Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

151

New or existing site?

Existing, original start date yyyy-mm-dd 2000-01-13

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards If other, please provide name of the standard.

National Standards Other Standards

Type of Technology Used

Laser Lidar Radar Other

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

Gaetz Ave SB and 71 St

Latitude

52.2960205728079

Longitude

-113.81306368321152

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify signs, advertising
- Engineering Please Specify speed limits
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth FREEMAN NOV 21 2022 B. Freeman
 Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI OCT 17 2022 55733 Sgt. M. ZUFFERLI #55733 RCMP
 Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline.

RATIONALE

SITE #: 151
LOCATION: Gaetz Avenue SB and 71 Street

TYPE: PHOTO RADAR – SPEED
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	1,145
2020	703
2021	0

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	21	1	21	0
2020	10	2	11	0
2021	5	4	7	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	2	1	2	60
2020	1	1	2	60
2021	0	0	0	60

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

152

New or existing site?

Existing, original start date yyyy-mm-dd 2000-01-13

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards If other, please provide name of the standard.

National Standards Other Standards

Type of Technology Used

Laser Lidar Radar Other

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

Gaetz Ave SB and 68 St

Latitude

52.29240663558386

Longitude

-113.81300545253008

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify signs, advertising
- Engineering Please Specify speed limits
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
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- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth FREEMAN NOV 21 2022 *B. Freeman*

 Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI OCT 17 2022 55733 Sgt. M. ZUFFERLI #55733 RCMP

 Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

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*As per the definition of the guideline.

RATIONALE

SITE #: 152
LOCATION: Gaetz Avenue SB and 68 Street

TYPE: PHOTO RADAR – SPEED
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	3,628
2020	668
2021	0

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	17	2	19	0
2020	8	1	9	0
2021	13	3	16	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	4	3	6	60
2020	2	2	1	60
2021	0	0	0	60

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

153

New or existing site?

Existing, original start date yyyy-mm-dd 2000-01-13

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards National Standards Other Standards Other Standards

If other, please provide name of the standard.

Type of Technology Used

Laser Lidar Radar Other

If other, please specify details.

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

Taylor Drive NB and 77 St

Latitude

52.30549614332745

Longitude

-113.83819675622237

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify signs, advertising
- Engineering Please Specify speed limit
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
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 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
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- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth FREEMAN NOV 21 2022 *Breeman*
 Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI OCT 17 2022 55733 *Sgt. M. ZUFFERLI* #55733 RCMP
 Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline.

RATIONALE

SITE #: 153
LOCATION: Taylor Drive NB and 77 Street

TYPE: PHOTO RADAR – SPEED
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	751
2020	0
2021	0

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	11	2	13	0
2020	10	2	12	0
2021	5	0	5	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	1	1	1	60
2020	0	0	0	60
2021	0	0	0	60

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

156

New or existing site?

Existing, original start date yyyy-mm-dd 2000-01-13

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards National Standards Other Standards If other, please provide name of the standard.

National Standards Other Standards

Type of Technology Used

Laser Lidar Radar Other

If other, please specify details.

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

Taylor Drive SB and 65 Ave

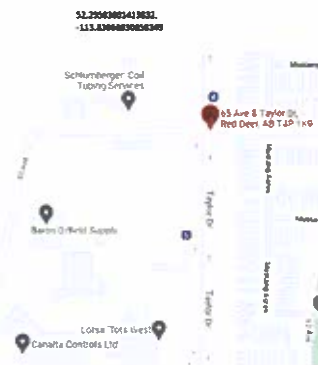
Latitude

52.29503601413832

Longitude

-113.8366683065849

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify signs, advertising
- Engineering Please Specify speed limit
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
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- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth Freeman NOV 21 2022 *Freeman*

 Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. Zufferli MAY 11 2022 55733 *M. Zufferli*

 Completed By Date yyyy-mm-dd Regimental or Badge Number Sgt. M. ZUFFERLI #55733 RCMP

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*As per the definition of the guideline.

RATIONALE

SITE #: **156**
LOCATION: **Taylor Drive SB and 65 Avenue**

TYPE: **PHOTO RADAR – SPEED**
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	11,901
2020	33,408
2021	18,999

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	0	0	0	0
2020	0	0	0	0
2021	1	0	1	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	21	11	3	60
2020	72	48	162	60
2021	43	29	148	60

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

157

New or existing site?

Existing, original start date yyyy-mm-dd 2000-01-13

New, anticipated start date yyyy-mm-dd

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards If other, please provide name of the standard.

National Standards Other Standards

Type of Technology Used

Laser Lidar Radar Other

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

Taylor Drive SB and 67 St

Latitude

52.28883733250687

Longitude

-113.83723464088212

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify signs, advertising
- Engineering Please Specify speed limit
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
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 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
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 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
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 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth FREEMAN
NOV 21 2022
B Freeman

Completed By

 Date yyyy-mm-dd

 Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI
OCT 17 2022
55733
Sgt. M. ZUFFERLI #55733 RCMP

Completed By

 Date yyyy-mm-dd

 Regimental or Badge Number

 Signature

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline.

RATIONALE

SITE #: 157
LOCATION: Taylor Drive SB and 67 Street

TYPE: PHOTO RADAR – SPEED
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED
2019 0
2020 0
2021 1,261

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	36	3	39	0
2020	25	2	27	0
2021	24	0	24	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	0	0	0	60
2020	0	0	0	60
2021	2	2	2	60

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

The collection of information on this form is authorized by Automated Traffic Enforcement Technology Guideline (December 2021) for the Director of Law Enforcement and sections 33 (a) and (c) of the *Freedom of Information and Protection of Privacy Act* (FOIP) and may be used to enforce compliance and any use prescribed by the Act and the Automated Traffic Enforcement Technology Guideline.

Direct any questions to: Director of Law Enforcement Standards at ATEProgram@gov.ab.ca

Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

163

New or existing site?

Existing, original start date yyyy-mm-dd 2010-11-05

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards National Standards Other Standards Other Standards

If other, please provide name of the standard.

Type of Technology Used

Laser Lidar Radar Other

If other, please specify details.

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

50 Ave NB and 79 St

Latitude

52.312503517240735

Longitude

-113.81348334642031

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify signs, advertising
- Engineering Please Specify speed limit
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth Freeman NOV 21 2022 B. Freeman
 Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. Zufferli MAY 11 2022 55733 Sgt. M. ZUFFERLI #55733 RCMP
 Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline.

RATIONALE

SITE #: 163
LOCATION: 50 Avenue NB and 79 Street

TYPE: PHOTO RADAR – SPEED
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED
2019 10,778
2020 16,322
2021 34,990

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	0	0	0	0
2020	0	0	0	0
2021	0	0	0	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	29	16	23	60
2020	60	33	65	60
2021	111	79	152	60

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

The collection of information on this form is authorized by Automated Traffic Enforcement Technology Guideline (December 2021) for the Director of Law Enforcement and sections 33 (a) and (c) of the *Freedom of Information and Protection of Privacy Act* (FOIP) and may be used to enforce compliance and any use prescribed by the Act and the Automated Traffic Enforcement Technology Guideline.

Direct any questions to: Director of Law Enforcement Standards at ATEProgram@gov.ab.ca

Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

166

New or existing site?

Existing, original start date yyyy-mm-dd 2016-06-30

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards If other, please provide name of the standard.

National Standards Other Standards

Type of Technology Used

Laser Lidar Radar Other

If other, please specify details.

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

Highway 11A WB and Range Rd 274

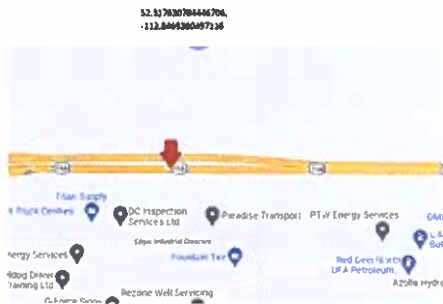
Latitude

52.317630784446706

Longitude

-113.8469360497116

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify signs, advertising
- Engineering Please Specify speed limits
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth FREEMAN NOV 21 2022 Breeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI OCT 17 2022 55733 Sgt. M. ZUFFERLI #55733 RCMP
Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline.

RATIONALE

SITE #: 166
LOCATION: Highway 11A WB and Range Road 274

TYPE: PHOTO RADAR – SPEED
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	56,471
2020	33,368
2021	58,975

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	0	0	0	0
2020	0	0	0	0
2021	0	0	0	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	762	609	259	70
2020	243	180	184	70
2021	385	282	363	70

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

The collection of information on this form is authorized by Automated Traffic Enforcement Technology Guideline (December 2021) for the Director of Law Enforcement and sections 33 (a) and (c) of the *Freedom of Information and Protection of Privacy Act* (FOIP) and may be used to enforce compliance and any use prescribed by the Act and the Automated Traffic Enforcement Technology Guideline.

Direct any questions to: Director of Law Enforcement Standards at ATEProgram@gov.ab.ca

Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

168

New or existing site?

Existing, original start date yyyy-mm-dd 2016-06-30

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards If other, please provide name of the standard.

National Standards Other Standards

Type of Technology Used

Laser Lidar Radar Other

If other, please specify details.

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

Highway 11A WB and Taylor Drive

Latitude

52.31757572189532

Longitude

-113.83679796602384

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify signs, advertising
- Engineering Please Specify speed limits
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth FREEMAN NOV 21 2022 B Freeman
 Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI OCT 17 2022 55733 Sgt. M. ZUFFERLI #55733 RCMP
 Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline.

RATIONALE

SITE #: 168
LOCATION: Highway 11A WB and Taylor Drive

TYPE: PHOTO RADAR – SPEED
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED
2019 1,832
2020 276
2021 6,523

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	5	1	5	0
2020	7	0	7	0
2021	7	0	7	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	14	8	12	70
2020	2	1	1	70
2021	19	17	28	70

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

The collection of information on this form is authorized by Automated Traffic Enforcement Technology Guideline (December 2021) for the Director of Law Enforcement and sections 33 (a) and (c) of the *Freedom of Information and Protection of Privacy Act* (FOIP) and may be used to enforce compliance and any use prescribed by the Act and the Automated Traffic Enforcement Technology Guideline.

Direct any questions to: Director of Law Enforcement Standards at ATEProgram@gov.ab.ca

Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

169

New or existing site?

Existing, original start date yyyy-mm-dd 2016-06-30

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards National Standards Other Standards Other Standards

If other, please provide name of the standard.

Type of Technology Used

Laser Lidar Radar Other

If other, please specify details.

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

Highway 11A EB and Taylor Drive

Latitude

52.31757572189532

Longitude

-113.83679796602384

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify signs, advertising
- Engineering Please Specify speed limit
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth FREEMAN NOV 21 2022 *B Freeman*
 Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI OCT 17 2022 55733 Sgt. M. ZUFFERLI #55733 RCMP
 Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline.

RATIONALE

SITE #: 169
LOCATION: Highway 11A EB and Taylor Drive

TYPE: PHOTO RADAR – SPEED
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	7,023
2020	5,114
2021	5,855

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	5	1	5	0
2020	7	0	7	0
2021	7	0	7	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	37	24	33	70
2020	18	11	24	70
2021	26	18	100	70

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

The collection of information on this form is authorized by Automated Traffic Enforcement Technology Guideline (December 2021) for the Director of Law Enforcement and sections 33 (a) and (c) of the *Freedom of Information and Protection of Privacy Act* (FOIP) and may be used to enforce compliance and any use prescribed by the Act and the Automated Traffic Enforcement Technology Guideline.

Direct any questions to: Director of Law Enforcement Standards at ATEProgram@gov.ab.ca

Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

250

New or existing site?

Existing, original start date yyyy-mm-dd 2000-01-13

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards If other, please provide name of the standard.

National Standards Other Standards

Type of Technology Used

Laser Lidar Radar Other

If other, please specify details.

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

50 Ave SB and 63 St

Latitude

52.286378032643124

Longitude

-113.81413445700773

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify signs, advertising
- Engineering Please Specify speed limit
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth Freeman NOV 21 2022 B Freeman
 Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. Zufferli MAY 11 2022 55733 Sgt. M. ZUFFERLI #55733 RCMP
 Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline.

RATIONALE

SITE #: 250
LOCATION: 50 Avenue SB and 63 Street

TYPE: PHOTO RADAR – SPEED
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED
2019 27,795
2020 5,529
2021 15,641

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	12	0	12	0
2020	8	2	10	0
2021	8	0	8	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	52	25	41	60
2020	29	19	63	60
2021	29	15	51	60

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

The collection of information on this form is authorized by Automated Traffic Enforcement Technology Guideline (December 2021) for the Director of Law Enforcement and sections 33 (a) and (c) of the *Freedom of Information and Protection of Privacy Act* (FOIP) and may be used to enforce compliance and any use prescribed by the Act and the Automated Traffic Enforcement Technology Guideline.

Direct any questions to: Director of Law Enforcement Standards at ATEProgram@gov.ab.ca

Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

253

New or existing site?

Existing, original start date yyyy-mm-dd 2002-05-10

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards If other, please provide name of the standard.

National Standards Other Standards

Type of Technology Used

Laser Lidar Radar Other

If other, please specify details.

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

67 St EB and 59 Ave

Latitude

52.28869469428229

Longitude

-113.82825126973738

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify signs, advertising
- Engineering Please Specify speed limit
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth FREEMAN NOV 21 2022 B. Freeman
 Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI OCT 17 2022 55733 Sgt. M. ZUFFERLI #55733 RCMP
 Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline.

RATIONALE

SITE #: 253
LOCATION: 67 Street EB and 59 Avenue

TYPE: PHOTO RADAR – SPEED
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED
2019 13,919
2020 7,605
2021 12,258

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	22	2	24	0
2020	7	2	9	0
2021	9	2	11	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	11	3	21	60
2020	8	2	36	60
2021	12	8	20	60

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

The collection of information on this form is authorized by Automated Traffic Enforcement Technology Guideline (December 2021) for the Director of Law Enforcement and sections 33 (a) and (c) of the *Freedom of Information and Protection of Privacy Act* (FOIP) and may be used to enforce compliance and any use prescribed by the Act and the Automated Traffic Enforcement Technology Guideline.

Direct any questions to: Director of Law Enforcement Standards at ATEProgram@gov.ab.ca

Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

255

New or existing site?

Existing, original start date yyyy-mm-dd 2002-07-24

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards National Standards Other Standards

If other, please provide name of the standard.

Type of Technology Used

Laser Lidar Radar Other

If other, please specify details.

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

59 Ave SB and Niven St

Latitude

52.29599781129261

Longitude

-113.83188919485964

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify signs, advertising
- Engineering Please Specify speed limit
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth Freeman NOV 2 1 2022 B Freeman
 Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI MAY 1 1 2022 55377 Sgt. M. ZUFFERLI #55733 RCMP
 Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline

RATIONALE

SITE #: 255
LOCATION: 59 Avenue SB and Niven Street

TYPE: PHOTO RADAR – SPEED
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED
2019 822
2020 958
2021 816

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	2	0	2	0
2020	0	0	0	0
2021	0	0	0	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	10	10	8	50
2020	7	4	12	50
2021	8	5	13	50

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

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Direct any questions to: Director of Law Enforcement Standards at ATEProgram@gov.ab.ca

Municipality Name

Name of Police Services

ATE Location Identification Number

New or existing site?

 Existing, original start date yyyy-mm-dd New, anticipated start date yyyy-mm-dd

Assessment Effective Date yyyy-mm-dd

Assessment Expiry Date yyyy-mm-dd

Technology

Type of ATE Device

 Mobile Device Intersection Safety DeviceFor Intersections, Select the Amber Light Set Time Standards National Standards Other Standards

Type of Technology Used

 Laser Lidar Radar Other

Device Make and Model

Location Description

Location Type

 Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

Latitude

Longitude

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify signs, advertising
- Engineering Please Specify speed limit
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth Freeman NOV 2 1 2022 B Freeman
 Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI 2022/05/17 55733 Sgt. M. ZUFFERLI #55733 RCMP
 Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline.

RATIONALE

SITE # 350
LOCATION: 50 Avenue SB and 53 Street

TYPE: PHOTO RADAR – SPEED
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED
2019 54,947
2020 27,926
2021 35,375

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	4	1	4	0
2020	1	1	2	0
2021	2	0	2	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	85	33	58	50
2020	43	21	68	50
2021	52	26	201	50

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

The collection of information on this form is authorized by Automated Traffic Enforcement Technology Guideline (December 2021) for the Director of Law Enforcement and sections 33 (a) and (c) of the *Freedom of Information and Protection of Privacy Act* (FOIP) and may be used to enforce compliance and any use prescribed by the Act and the Automated Traffic Enforcement Technology Guideline.

Direct any questions to: Director of Law Enforcement Standards at ATEProgram@gov.ab.ca

Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

351

New or existing site?

Existing, original start date yyyy-mm-dd 2000-01-12

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards If other, please provide name of the standard.

National Standards Other Standards

Type of Technology Used

Laser Lidar Radar Other

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

49 Ave NB & 55 St

Latitude

52.27392841623412

Longitude

-113.81079178707239

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify signs, advertising
- Engineering Please Specify speed limit
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth Freeman NOV 21 2022 Breeman
 Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI 2022 05 17 55733 Sgt. M. ZUFFERLI #55733 RCMP
 Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline.

RATIONALE

SITE #: 351
LOCATION: 49 Avenue NB and 55 Street

TYPE: PHOTO RADAR – SPEED
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	154,640
2020	46,534
2021	34,649

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	11	2	13	0
2020	10	4	13	0
2021	5	1	6	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	710	470	182	50
2020	259	130	153	50
2021	207	147	95	50

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

The collection of information on this form is authorized by Automated Traffic Enforcement Technology Guideline (December 2021) for the Director of Law Enforcement and sections 33 (a) and (c) of the *Freedom of Information and Protection of Privacy Act* (FOIP) and may be used to enforce compliance and any use prescribed by the Act and the Automated Traffic Enforcement Technology Guideline.

Direct any questions to: Director of Law Enforcement Standards at ATEProgram@gov.ab.ca

Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

450

New or existing site?

Existing, original start date yyyy-mm-dd 2000-01-13

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards National Standards Other Standards

If other, please provide name of the standard.

Type of Technology Used

Laser Lidar Radar Other

If other, please specify details.

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

50 Ave SB and 43 St

Latitude

52.26234394470755

Longitude

-113.81302008932158

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify signs, advertising
- Engineering Please Specify speed limit
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth Freeman NOV 21 2022 B Freeman
 Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI 2022-05-17 55733 Sgt. M. ZUFFERLI #55733 RCMP
 Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline.

RATIONALE

SITE #: 450
LOCATION: 50 Avenue SB and 43 Street

TYPE: PHOTO RADAR – SPEED
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	126,548
2020	51,108
2021	136,825

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	6	0	6	0
2020	5	1	6	0
2021	7	1	8	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	355	198	255	50
2020	242	162	294	50
2021	468	315	514	50

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

The collection of information on this form is authorized by Automated Traffic Enforcement Technology Guideline (December 2021) for the Director of Law Enforcement and sections 33 (a) and (c) of the *Freedom of Information and Protection of Privacy Act* (FOIP) and may be used to enforce compliance and any use prescribed by the Act and the Automated Traffic Enforcement Technology Guideline.

Direct any questions to: Director of Law Enforcement Standards at ATEProgram@gov.ab.ca

Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

451

New or existing site?

Existing, original start date yyyy-mm-dd 2000-01-12

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards National Standards Other Standards

If other, please provide name of the standard.

Type of Technology Used

Laser Lidar Radar Other

If other, please specify details.

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

49 Ave NB and 45 St

Latitude

52.26442290361618

Longitude

-113.81091941389387

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify signs, advertising
- Engineering Please Specify speed limit
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth Freeman NOV 21 2022 *B Freeman*
 Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI 2022-05-17 55733 *Sgt. M. ZUFFERLI #55733 RCMP*
 Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline.

RATIONALE

SITE #: 451
LOCATION: 49 Avenue NB and 45 Street

TYPE: PHOTO RADAR – SPEED
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	0
2020	585
2021	1,496

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	10	1	11	0
2020	2	3	4	0
2021	5	0	5	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	0	0	0	50
2020	1	1	1	50
2021	3	2	2	50

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

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Direct any questions to: Director of Law Enforcement Standards at ATEProgram@gov.ab.ca

Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

557

New or existing site?

Existing, original start date yyyy-mm-dd 2000-01-13

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards National Standards Other Standards Other Standards

If other, please provide name of the standard.

Type of Technology Used

Laser Lidar Radar Other

If other, please specify details.

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

Taylor Drive NB and 28 St

Latitude

52.24501659315456

Longitude

-113.81757272738878

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify signs, advertising
- Engineering Please Specify speed limit
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth FREEMAN NOV 21 2022 B Freeman
 Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI OCT 17 2022 55733 Sgt. M. ZUFFERLI #55733 RCMP
 Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline.

RATIONALE

SITE #: **557**
LOCATION: **Taylor Drive NB and 28 Street**

TYPE: **PHOTO RADAR – SPEED**
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	0
2020	0
2021	0

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	7	1	8	0
2020	12	0	12	0
2021	6	0	6	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	0	0	0	70
2020	0	0	0	70
2021	0	0	0	70

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

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Direct any questions to: Director of Law Enforcement Standards at ATEProgram@gov.ab.ca

Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

558

New or existing site?

Existing, original start date yyyy-mm-dd 2000-01-13

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards National Standards Other Standards Other Standards

If other, please provide name of the standard.

Type of Technology Used

Laser Lidar Radar Other

If other, please specify details.

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

Taylor Drive SB and 28 St

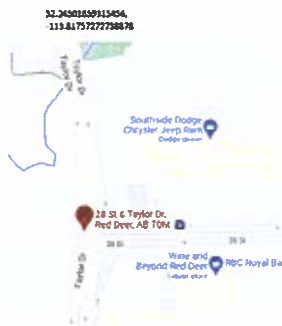
Latitude

52.24501659315456

Longitude

-113.81757272738878

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify signs, advertising
- Engineering Please Specify speed limit
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth FREEMAN NOV 2 1 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI OCT 17 2022 55733 Sgt. M. ZUFFERLI #55733 RCMP
Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline.

RATIONALE

SITE #: **558**
LOCATION: **Taylor Drive SB and 28 Street**

TYPE: **PHOTO RADAR – SPEED**
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	0
2020	0
2021	0

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	7	1	8	0
2020	12	0	12	0
2021	6	0	6	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	0	0	0	70
2020	0	0	0	70
2021	0	0	0	70

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

The collection of information on this form is authorized by Automated Traffic Enforcement Technology Guideline (December 2021) for the Director of Law Enforcement and sections 33 (a) and (c) of the *Freedom of Information and Protection of Privacy Act* (FOIP) and may be used to enforce compliance and any use prescribed by the Act and the Automated Traffic Enforcement Technology Guideline.

Direct any questions to: Director of Law Enforcement Standards at ATEProgram@gov.ab.ca

Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

559

New or existing site?

Existing, original start date yyyy-mm-dd 2000-01-13

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards If other, please provide name of the standard.

National Standards Other Standards _____

Type of Technology Used

Laser Lidar Radar Other If other, please specify details. _____

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

Taylor Drive NB and 32 St

Latitude

52.25084488641038

Longitude

-113.81930866360916

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify sign, advertising
- Engineering Please Specify speed limit
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
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 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth FREEMAN NOV 21 2022 B Freeman
 Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI OCT 17 2022 55733 Sgt. M. ZUFFERLI #55733 RCMP
 Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline

RATIONALE

SITE #: **559**
LOCATION: **Taylor Drive NB and 32 Street**

TYPE: **PHOTO RADAR – SPEED**
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	0
2020	0
2021	1,463

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	30	4	34	0
2020	27	1	28	0
2021	25	1	26	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	0	0	0	70
2020	0	0	0	70
2021	1	0	3	70

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

The collection of information on this form is authorized by Automated Traffic Enforcement Technology Guideline (December 2021) for the Director of Law Enforcement and sections 33 (a) and (c) of the *Freedom of Information and Protection of Privacy Act* (FOIP) and may be used to enforce compliance and any use prescribed by the Act and the Automated Traffic Enforcement Technology Guideline.

Direct any questions to: Director of Law Enforcement Standards at ATEProgram@gov.ab.ca

Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

560

New or existing site?

Existing, original start date yyyy-mm-dd 2000-01-13

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards If other, please provide name of the standard.

National Standards Other Standards

Type of Technology Used

Laser Lidar Radar Other

If other, please specify details.

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

Taylor Drive SB and 32 St

Latitude

52.25084488641038

Longitude

-113.81930866360916

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify Sign, advertising
- Engineering Please Specify speed limit
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth FREEMAN NOV 21 2022 *B Freeman*

 Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form OCT 17 2022

Sgt. M. ZUFFERLI 55733 *Sgt. M. ZUFFERLI*

 Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline.

RATIONALE

SITE #: **560**
LOCATION: **Taylor Drive SB and 32 Street**

TYPE: **PHOTO RADAR – SPEED**
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	0
2020	0
2021	0

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	30	4	34	0
2020	27	1	28	0
2021	25	1	26	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	0	0	0	70
2020	0	0	0	70
2021	0	0	0	70

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

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Direct any questions to: Director of Law Enforcement Standards at ATEProgram@gov.ab.ca

Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

562

New or existing site?

Existing, original start date yyyy-mm-dd 2000-01-13

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards National Standards Other Standards If other, please provide name of the standard.

Type of Technology Used

Laser Lidar Radar Other

If other, please specify details.

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

32 St WB and 55 Ave

Latitude

52.25080984513676

Longitude

-113.82501999855347

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify sign, advertising
- Engineering Please Specify speed limit
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth Freeman NOV 21 2022 B Freeman
 Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI 2022-09-27 55733 Sgt. M. ZUFFERLI
 Completed By Date yyyy-mm-dd Regimental or Badge Number Signature #55733 RCMP

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline.

RATIONALE

SITE #: 562
LOCATION: 32 Street WB and 55 Avenue

TYPE: PHOTO RADAR – SPEED
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	0
2020	1,002
2021	2,889

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	5	0	5	0
2020	5	0	5	0
2021	6	0	6	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	0	0	0	60
2020	10	7	51	60
2021	5	1	8	60

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

565

New or existing site?

Existing, original start date yyyy-mm-dd 2002-09-16

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards National Standards Other Standards

If other, please provide name of the standard.

Type of Technology Used

Laser Lidar Radar Other

If other, please specify details.

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

Taylor Drive SB and 45 St

Latitude

52.26496097086691

Longitude

-113.81998625253078

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify sign, advertising
- Engineering Please Specify speed limit
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in
 - every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period
 The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring
 - period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone
 - Playground Zone
 - Construction Zone

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth Freeman NOV 21 2022 B Freeman
 Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI 2022-05-17 55733 Sgt. M. ZUFFERLI #55733 RCMP
 Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline.

RATIONALE

SITE #: 565
LOCATION: Taylor Drive SB and 45 Street

TYPE: PHOTO RADAR – SPEED
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED
2019 12,481
2020 21,758
2021 51,256

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	11	0	11	0
2020	6	0	6	0
2021	5	0	5	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	63	0	17	50
2020	77	44	40	50
2021	191	144	208	50

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

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Direct any questions to: Director of Law Enforcement Standards at ATEProgram@gov.ab.ca

Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

566

New or existing site?

Existing, original start date yyyy-mm-dd 2002-09-16

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards National Standards Other Standards

If other, please provide name of the standard.

Type of Technology Used

Laser Lidar Radar Other

If other, please specify details.

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

Taylor Drive NB and 45 St

Latitude

52.26496097086691

Longitude

-113.81998625253078

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify sign, advertising
- Engineering Please Specify speed limit
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

 Elizabeth Freeman NOV 21 2022 B Freeman
 Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

 Sgt. M. ZUFFERLI 2022/05/17 55733 Sgt. M. ZUFFERLI #55733 RCMP
 Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline.

RATIONALE

SITE #: 566
LOCATION: Taylor Drive NB and 45 Street

TYPE: PHOTO RADAR – SPEED
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	1,603
2020	5,775
2021	738

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	11	0	11	0
2020	6	0	6	0
2021	5	0	5	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	7	6	2	50
2020	7	5	10	50
2021	1	0	2	50

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

The collection of information on this form is authorized by Automated Traffic Enforcement Technology Guideline (December 2021) for the Director of Law Enforcement and sections 33 (a) and (c) of the *Freedom of Information and Protection of Privacy Act* (FOIP) and may be used to enforce compliance and any use prescribed by the Act and the Automated Traffic Enforcement Technology Guideline.

Direct any questions to: Director of Law Enforcement Standards at ATEProgram@gov.ab.ca

Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

683

New or existing site?

Existing, original start date yyyy-mm-dd 2000-06-08

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards National Standards Other Standards

If other, please provide name of the standard.

Type of Technology Used

Laser Lidar Radar Other

If other, please specify details.

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

48 Ave SB & 43 St

Latitude

52.262236744712986

Longitude

-113.80833899855321

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify sign advertising
- Engineering Please Specify speed limit
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth Freeman NOV 21 2022 B Freeman
 Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI 2022/05/17 55733 Sgt. M. ZUFFERLI #56733 RCMP
 Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline.

RATIONALE

SITE #: 683
LOCATION: 48 Avenue SB and 43 Street

TYPE: PHOTO RADAR – SPEED
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	294
2020	944
2021	321

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	10	1	11	0
2020	3	0	3	0
2021	2	0	2	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	2	1	55	50
2020	6	0	0	50
2021	1	0	2	50

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

The collection of information on this form is authorized by Automated Traffic Enforcement Technology Guideline (December 2021) for the Director of Law Enforcement and sections 33 (a) and (c) of the *Freedom of Information and Protection of Privacy Act* (FOIP) and may be used to enforce compliance and any use prescribed by the Act and the Automated Traffic Enforcement Technology Guideline.

Direct any questions to: Director of Law Enforcement Standards at ATEProgram@gov.ab.ca

Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

684

New or existing site?

Existing, original start date yyyy-mm-dd 2000-06-08

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards If other, please provide name of the standard.

National Standards Other Standards

Type of Technology Used

Laser Lidar Radar Other

If other, please specify details.

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

48 Ave NB and 43 St

Latitude

52.262236744712986

Longitude

-113.80833899855321

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify signs, advertising
- Engineering Please Specify speed limit
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth Freeman NOV 21 2022 *B Freeman*
 Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI 2022/05/17 55733 *Sgt. M. ZUFFERLI*
 Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline

RATIONALE

SITE #: 684
LOCATION: 48 Avenue NB and 43 Street

TYPE: PHOTO RADAR – SPEED
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED
2019 5,614
2020 1,361
2021 1,425

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	10	1	11	0
2020	3	0	3	0
2021	2	0	2	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	17	9	17	50
2020	4	1	7	50
2021	8	4	56	50

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

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Direct any questions to: Director of Law Enforcement Standards at ATEProgram@gov.ab.ca

Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

685

New or existing site?

Existing, original start date yyyy-mm-dd 2000-10-26

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards If other, please provide name of the standard.

National Standards Other Standards

Type of Technology Used

Laser Lidar Radar Other

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

19 St EB and 49 Ave

Latitude

52.23160227312609

Longitude

-113.81002285622442

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify signs, advertising
- Engineering Please Specify speed limit
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth FREEMAN NOV 21 2022 B Freeman
 Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI OCT 17 2022 55733 Sgt. M. ZUFFERLI #55733 RCMP
 Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline.

RATIONALE

SITE #: 685
LOCATION: 19 Street EB and 49 Avenue

TYPE: PHOTO RADAR – SPEED
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	0
2020	0
2021	1

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	6	0	6	0
2020	5	1	6	0
2021	5	0	5	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	0	0	0	70
2020	0	0	0	70
2021	1	0	1	70

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

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Direct any questions to: Director of Law Enforcement Standards at ATEProgram@gov.ab.ca

Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

686

New or existing site?

Existing, original start date yyyy-mm-dd 2000-10-26

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards National Standards Other Standards

If other, please provide name of the standard.

Type of Technology Used

Laser Lidar Radar Other

If other, please specify details.

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

19 St WB and Sharpe Ave

Latitude

52.23043785952122

Longitude

-113.80024194587238

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify signs, advertising
- Engineering Please Specify speed limit
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth FREEMAN NOV 21 2022 *B. Freeman*

 Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI OCT 17 2022 55733 *[Signature]*

 Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline.

RATIONALE

SITE #: 686
LOCATION: 19 Street WB and Sharpe Avenue

TYPE: PHOTO RADAR – SPEED
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	0
2020	8,542
2021	57,869

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	0	0	0	0
2020	0	0	0	0
2021	4	0	4	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	0	0	0	70
2020	11	2	38	70
2021	36	23	169	70

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

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Direct any questions to: Director of Law Enforcement Standards at ATEProgram@gov.ab.ca

Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

696

New or existing site?

Existing, original start date yyyy-mm-dd 2008-07-10

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards National Standards Other Standards Other Standards

If other, please provide name of the standard.

Type of Technology Used

Laser Lidar Radar Other

If other, please specify details.

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

49 Ave and 19 St

Latitude

52.231621986428685

Longitude

-113.81015160224668

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify signs, advertising
- Engineering Please Specify speed limit
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
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 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
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- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth Freeman NOV 21 2022 B. Freeman
 Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI 2022 05 17 55733 Sgt. M. ZUFFERLI #55733 RCMP
 Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline.

RATIONALE

SITE #: 696
LOCATION: 49 Avenue and 19 Street

TYPE: PHOTO RADAR – SPEED
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED
2019 4,233
2020 1,968
2021 4,343

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	2	0	2	0
2020	1	0	1	0
2021	0	0	0	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	131	80	33	50
2020	56	45	112	50
2021	132	104	88	50

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

The collection of information on this form is authorized by Automated Traffic Enforcement Technology Guideline (December 2021) for the Director of Law Enforcement and sections 33 (a) and (c) of the *Freedom of Information and Protection of Privacy Act* (FOIP) and may be used to enforce compliance and any use prescribed by the Act and the Automated Traffic Enforcement Technology Guideline.

Direct any questions to: Director of Law Enforcement Standards at ATEProgram@gov.ab.ca

Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

750

New or existing site?

Existing, original start date yyyy-mm-dd 2000-01-13

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards If other, please provide name of the standard.

National Standards Other Standards

Type of Technology Used

Laser Lidar Radar Other

If other, please specify details.

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

30 Ave NB and Lancaster Drive

Latitude

52.241408272973445

Longitude

-113.76539476602595

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify sign, advertising
- Engineering Please Specify speed limit
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth Freeman NOV 21 2022 *B Freeman*
 Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI 2022 05 17 55733 Sgt. M. ZUFFERLI #55733 RCMP
 Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline.

RATIONALE

SITE #: 750
LOCATION: 30 Avenue NB and Lancaster Drive

TYPE: PHOTO RADAR – SPEED
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED
2019 5,634
2020 15,420
2021 4,696

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	9	4	13	0
2020	5	0	5	0
2021	2	1	3	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	14	11	11	60
2020	34	12	33	60
2021	5	4	7	60

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

The collection of information on this form is authorized by Automated Traffic Enforcement Technology Guideline (December 2021) for the Director of Law Enforcement and sections 33 (a) and (c) of the *Freedom of Information and Protection of Privacy Act* (FOIP) and may be used to enforce compliance and any use prescribed by the Act and the Automated Traffic Enforcement Technology Guideline.

Direct any questions to: Director of Law Enforcement Standards at ATEProgram@gov.ab.ca

Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

751

New or existing site?

Existing, original start date yyyy-mm-dd 2000-01-13

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards National Standards Other Standards Other Standards

If other, please provide name of the standard.

Type of Technology Used

Laser Lidar Radar Other

If other, please specify details.

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

30 Ave SB and Lancaster Drive

Latitude

52.241408272973445

Longitude

-113.76539476602595

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify sign, advertising
- Engineering Please Specify speed limit
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth Freeman NOV 21 2022 B. Freeman
 Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI 2022-05-17 55733 Sgt. M. ZUFFERLI #55733 RCMP
 Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline.

RATIONALE

SITE #: 751
LOCATION: 30 Avenue SB and Lancaster Drive

TYPE: PHOTO RADAR – SPEED
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED
2019 0
2020 0
2021 745

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	9	4	13	0
2020	5	0	5	0
2021	2	1	3	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	0	0	0	60
2020	0	0	0	60
2021	3	3	1	60

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

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Direct any questions to: Director of Law Enforcement Standards at ATEProgram@gov.ab.ca

Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

752

New or existing site?

Existing, original start date yyyy-mm-dd 2000-01-13

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards National Standards Other Standards If other, please provide name of the standard.

National Standards Other Standards

Type of Technology Used

Laser Lidar Radar Other

If other, please specify details.

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

30 Ave NB and Dunlop St

Latitude

52.255527041814

Longitude

-113.7657853599164

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify sign, advertising
- Engineering Please Specify speed limit
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section 1 in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth Freeman NOV 2 1 2022 B. Freeman
 Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI 2022/05/17 55733 Sgt. M. ZUFFERLI #55733 RCMP
 Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline.

RATIONALE

SITE #: 752
LOCATION: 30 Avenue NB and Dunlop Street

TYPE: PHOTO RADAR – SPEED
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	0
2020	1,886
2021	5,266

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	10	0	10	0
2020	5	1	6	0
2021	4	1	5	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	0	0	0	60
2020	2	0	3	60
2021	8	4	30	60

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

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Direct any questions to: Director of Law Enforcement Standards at ATEProgram@gov.ab.ca

Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

754

New or existing site?

Existing, original start date yyyy-mm-dd 2000-01-12

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards National Standards Other Standards Other Standards

If other, please provide name of the standard.

Type of Technology Used

Laser Lidar Radar Other

If other, please specify details.

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

30 Ave NB and Dawson St

Latitude

52.262855207958246

Longitude

-113.76576397341059

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify sign, advertising
- Engineering Please Specify speed limit 0
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth Freeman Nov 21 2022 B. Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI 2022 05 17 55733 Sgt. M. ZUFFERLI #55733 RCMP
Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline.

RATIONALE

SITE #: **754**

LOCATION: **30 Avenue NB and Dawson Street**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 0

2020 0

2021 872

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	4	0	4	0
2020	7	2	9	0
2021	1	1	2	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	0	0	0	60
2020	0	0	0	60
2021	1	1	1	60

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

The collection of information on this form is authorized by Automated Traffic Enforcement Technology Guideline (December 2021) for the Director of Law Enforcement and sections 33 (a) and (c) of the *Freedom of Information and Protection of Privacy Act* (FOIP) and may be used to enforce compliance and any use prescribed by the Act and the Automated Traffic Enforcement Technology Guideline.

Direct any questions to: Director of Law Enforcement Standards at ATEProgram@gov.ab.ca

Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

755

New or existing site?

Existing, original start date yyyy-mm-dd 2000-01-13

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards If other, please provide name of the standard.

National Standards Other Standards

Type of Technology Used

Laser Lidar Radar Other

If other, please specify details.

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

30 Ave NB and Rollis St

Latitude

52.27064139038655

Longitude

-113.76570460039929

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify sign, advertising
- Engineering Please Specify speed limit
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section I in the Guideline
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth Freeman NOV 2 1 2022 B Freeman
 Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI 2022/05/17 55733 Sgt. M. ZUFFERLI #55733 RCMP
 Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline.

RATIONALE

SITE #: **755**
LOCATION: **30 Avenue NB and Rollis Street**

TYPE: **PHOTO RADAR – SPEED**
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	1,413
2020	1
2021	3,114

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	8	2	10	0
2020	4	0	4	0
2021	9	1	10	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	2	0	1	60
2020	1	0	24	60
2021	4	4	4	60

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

The collection of information on this form is authorized by Automated Traffic Enforcement Technology Guideline (December 2021) for the Director of Law Enforcement and sections 33 (a) and (c) of the *Freedom of Information and Protection of Privacy Act* (FOIP) and may be used to enforce compliance and any use prescribed by the Act and the Automated Traffic Enforcement Technology Guideline.

Direct any questions to: Director of Law Enforcement Standards at ATEProgram@gov.ab.ca

Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

756

New or existing site?

Existing, original start date yyyy-mm-dd 2000-01-13

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards If other, please provide name of the standard.

National Standards Other Standards

Type of Technology Used

Laser Lidar Radar Other

If other, please specify details.

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

30 Ave NB & 55 St

Latitude

52.274084441041126

Longitude

-113.76628192312522

Location Image /Map

52.274084441041126
-113.76628192312522



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify sign advertising
- Engineering Please Specify speed limit
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth Freeman _____ NOV 21 2022 _____ B Freeman
 Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI _____ 2022/05/17 _____ 55733 _____ Sgt. M. ZUFFERLI #65733 RCMF
 Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline.

RATIONALE

SITE #: 756
LOCATION: 30 Avenue NB and 55 Street

TYPE: PHOTO RADAR – SPEED
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	1,290
2020	21,216
2021	9,946

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	12	2	14	0
2020	15	1	16	0
2021	17	3	20	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	3	3	2	60
2020	50	15	35	60
2021	17	5	14	60

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

757

New or existing site?

Existing, original start date yyyy-mm-dd 2000-01-13

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards If other, please provide name of the standard.

National Standards Other Standards

Type of Technology Used

Laser Lidar Radar Other

If other, please specify details.

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

30 Ave SB and 55 St

Latitude

52.274084441041126

Longitude

-113.76628192312522

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify sign, advertising
- Engineering Please Specify speed limit
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth Freeman NOV 21 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI 2022/05/17 55733 Sgt. M. ZUFFERLI #55733 RCMP
Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline.

RATIONALE

SITE #: 757
LOCATION: 30 Avenue SB and 55 Street

TYPE: PHOTO RADAR – SPEED
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED
2019 2,359
2020 5,715
2021 1,100

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	12	2	14	0
2020	15	1	16	0
2021	17	3	20	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	3	3	2	60
2020	7	5	10	60
2021	1	0	2	60

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

758

New or existing site?

Existing, original start date yyyy-mm-dd 2000-01-13

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards If other, please provide name of the standard.

National Standards Other Standards

Type of Technology Used

Laser Lidar Radar Other

If other, please specify details.

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

30 Ave SB and Ellenwood Drive

Latitude

52.2627912431528

Longitude

-113.76552792000304

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify signs, advertising
- Engineering Please Specify speed limit
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth Freeman NOV 7 1 2022 B. Freeman
 Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI 2022/05/17 55733 Sgt. M. ZUFFERLI #55733 RCMP
 Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline.

RATIONALE

SITE #: 758
LOCATION: 30 Avenue SB and Ellenwood Drive

TYPE: PHOTO RADAR – SPEED
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED
2019 0
2020 0
2021 675

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	4	1	4	0
2020	7	2	9	0
2021	1	1	2	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	0	0	0	60
2020	0	0	0	60
2021	1	0	1	60

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

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Direct any questions to: Director of Law Enforcement Standards at ATEProgram@gov.ab.ca

Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

759

New or existing site?

Existing, original start date yyyy-mm-dd 2000-01-13

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards National Standards Other Standards Other Standards

If other, please provide name of the standard.

Type of Technology Used

Laser Lidar Radar Other

If other, please specify details.

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

30 Ave SB and McLean St

Latitude

52.255513298791385

Longitude

-113.76548495253112

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify signs, advertising
- Engineering Please Specify speed limit
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth Freeman NOV 7 1 2022 B Freeman
 Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI 2022/05/17 55733 Sgt. M. ZUFFERLI #55733
 Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline.

RATIONALE

SITE #: 759
LOCATION: 30 Avenue SB and McLean Street

TYPE: PHOTO RADAR – SPEED
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	0
2020	0
2021	0

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	10	1	10	0
2020	5	1	6	0
2021	4	1	5	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	0	0	0	60
2020	0	0	0	60
2021	0	0	0	60

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

The collection of information on this form is authorized by Automated Traffic Enforcement Technology Guideline (December 2021) for the Director of Law Enforcement and sections 33 (a) and (c) of the *Freedom of Information and Protection of Privacy Act* (FOIP) and may be used to enforce compliance and any use prescribed by the Act and the Automated Traffic Enforcement Technology Guideline.

Direct any questions to: Director of Law Enforcement Standards at ATEProgram@gov.ab.ca

Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

765

New or existing site?

Existing, original start date yyyy-mm-dd 2000-01-13

New, anticipated start date yyyy-mm-dd

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards If other, please provide name of the standard.

National Standards Other Standards

Type of Technology Used

Laser Lidar Radar Other

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

40 Ave NB and 52 St

Latitude

52.27054085599363

Longitude

-113.78979151943263

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify Signs, advertising
- Engineering Please Specify speed limit
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth Freeman NOV 21 2022 B Freeman
 Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI 2022/05/18 55733 Sgt. M. ZUFFERLI #55738 BCMP
 Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline.

RATIONALE

SITE #: 765
LOCATION: 40 Avenue NB and 52 Street

TYPE: PHOTO RADAR – SPEED
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	371
2020	5,131
2021	8,316

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	3	1	3	0
2020	2	0	2	0
2021	1	0	1	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	1	0	2	50
2020	12	5	27	50
2021	31	15	95	50

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

The collection of information on this form is authorized by Automated Traffic Enforcement Technology Guideline (December 2021) for the Director of Law Enforcement and sections 33 (a) and (c) of the *Freedom of Information and Protection of Privacy Act* (FOIP) and may be used to enforce compliance and any use prescribed by the Act and the Automated Traffic Enforcement Technology Guideline.

Direct any questions to: Director of Law Enforcement Standards at ATEProgram@gov.ab.ca

Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

772

New or existing site?

Existing, original start date yyyy-mm-dd 2000-10-26

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards If other, please provide name of the standard.

National Standards Other Standards

Type of Technology Used

Laser Lidar Radar Other

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

67 st WB and Garden Gate

Latitude

52.28851852153682

Longitude

-113.77799913477294

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify sign, advertising
- Engineering Please Specify speed limit
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth Freeman NOV 2 1 2022 *B Freeman*
 Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI *2022/05/18* 55733 *Sgt. M ZUFFERLI #55733 RCMP*
 Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline.

RATIONALE

SITE # **772**
LOCATION: **67 Street WB and Garden Gate**

TYPE: **PHOTO RADAR – SPEED**
 INTERSECTION SAFETY DEVICE – SPEED
 INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	0
2020	24,637
2021	79,993

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	11	1	12	0
2020	8	0	8	0
2021	6	0	6	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	0	0	0	70
2020	18	2	77	70
2021	70	35	285	70

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / **NO**

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

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Direct any questions to: Director of Law Enforcement Standards at ATEProgram@gov.ab.ca

Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

773

New or existing site?

Existing, original start date yyyy-mm-dd 2000-10-26

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards If other, please provide name of the standard.

National Standards Other Standards

Type of Technology Used

Laser Lidar Radar Other

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

67 st EB and Garden Gate

Latitude

52.28851852153682

Longitude

-113.77799913477294

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify sign, advertising
- Engineering Please Specify speed limit
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth Freeman NOV 21 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI 2022/05/18 55733 Sgt. M. ZUFFERLI #55733 RCMP
Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline.

RATIONALE

SITE #: 773
LOCATION: 67 Street EB and Garden Gate

TYPE: PHOTO RADAR – SPEED
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	0
2020	633
2021	3,800

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	11	1	12	0
2020	8	0	8	0
2021	6	0	6	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	0	0	0	70
2020	1	0	1	70
2021	10	6	4	70

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

778

New or existing site?

Existing, original start date yyyy-mm-dd 2003-06-02

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards If other, please provide name of the standard.

National Standards Other Standards

Type of Technology Used

Laser Lidar Radar Other

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

39 St WB and Durie Cl

Latitude

52.25947005054433

Longitude

-113.7534016329274

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify Sign, advertising
- Engineering Please Specify Speed limit
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth Freeman NOV 2 1 2022 B. Freeman
 Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI 2022/05/12 55733 Sgt. M. ZUFFERLI #55733 BCMP
 Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline.

RATIONALE

SITE #: 778
LOCATION: 39 Street WB and Durie Close

TYPE: PHOTO RADAR – SPEED
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	9,001
2020	4,000
2021	5,001

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	0	0	0	0
2020	0	0	0	0
2021	1	0	1	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	156	116	127	50
2020	72	62	135	50
2021	73	70	152	50

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

The collection of information on this form is authorized by Automated Traffic Enforcement Technology Guideline (December 2021) for the Director of Law Enforcement and sections 33 (a) and (c) of the *Freedom of Information and Protection of Privacy Act* (FOIP) and may be used to enforce compliance and any use prescribed by the Act and the Automated Traffic Enforcement Technology Guideline.

Direct any questions to: Director of Law Enforcement Standards at ATEProgram@gov.ab.ca

Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

852

New or existing site?

Existing, original start date yyyy-mm-dd 2000-01-13

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards National Standards Other Standards Other Standards

If other, please provide name of the standard.

Type of Technology Used

Laser Lidar Radar Other

If other, please specify details.

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

50 Ave NB and 78A St

Latitude

52.31079550805228

Longitude

-113.8134247924427

Location Image /Map



APPROVED

Location Eligibility

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify sign, advertising
- Engineering Please Specify speed limit
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

 Elizabeth Freeman NOV 21 2022 *B. Freeman*
 Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

 Sgt. M. ZUFFERLI 2022/05/18 55733 *Sgt. M. ZUFFERLI*
 Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline.

RATIONALE

SITE #: 852
LOCATION: 50 Avenue NB and 78A Street

TYPE: PHOTO RADAR – SPEED
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED
2019 12,425
2020 6,713
2021 21,467

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	1	0	1	0
2020	0	0	0	0
2021	0	0	0	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	64	51	29	60
2020	27	15	41	60
2021	80	57	197	60

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION:

Protected A (when completed)

Law Enforcement and Oversight

The collection of information on this form is authorized by Automated Traffic Enforcement Technology Guideline (December 2021) for the Director of Law Enforcement and sections 33 (a) and (c) of the *Freedom of Information and Protection of Privacy Act* (FOIP) and may be used to enforce compliance and any use prescribed by the Act and the Automated Traffic Enforcement Technology Guideline.

Direct any questions to: Director of Law Enforcement Standards at ATEProgram@gov.ab.ca

Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

855

New or existing site?

Existing, original start date yyyy-mm-dd 2018-07-09

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-12-01

Assessment Expiry Date yyyy-mm-dd

2024-12-01

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards If other, please provide name of the standard.

National Standards Other Standards

Type of Technology Used

Laser Lidar Radar Other

If other, please specify details.

Device Make and Model

Vitronics FM1

Location Description

Location Type

Intersection Area of Road

Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3)

Riverside Drive SB and 76 St

Latitude

52.30126821326671

Longitude

-113.78914352184839

Location Image /Map



APPROVED

Location Eligibility

Select all the following strategies used at the location to improve transportation safety that were unsuccessful in changing drivers' behaviors sufficiently (at least one must be selected):

- Education Please Specify Sign, advertising
- Engineering Please Specify speed limit
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

Select all the documented traffic safety risks associated with the location (at least one must be selected):

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
 - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
 - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
 - The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Speeding.** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
 - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
 - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
 - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
 - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
 - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

Municipality or Contractor Person that Completed the Form (if appropriate)

Elizabeth FREEMAN NOV 21 2022 B. Freeman
 Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI OCT 17 2022 55733 Sgt. M. ZUFFERLI #55733 RCMP
 Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

Retention of the form shall be in accordance with section P – Data Collection and Retention and be held by the police service for a minimum of ten years.

*As per the definition of the guideline.

RATIONALE

SITE #: 855
LOCATION: Riverside Drive SB and 76Street

TYPE: PHOTO RADAR – SPEED
INTERSECTION SAFETY DEVICE – SPEED
INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	0
2020	408
2021	0

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	4	2	6	0
2020	6	1	7	0
2021	8	1	9	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	0	0	0	70
2020	2	2	4	70
2021	0	0	0	70

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019		
2020		
2021		

DESIGNATED ZONE:

PLAYGROUND SCHOOL

Is there any transition zone impacting this location? YES / NO

This does not apply to an intersection, school, playground, or construction zone.

CONTROL LOCATION:

SIMILAR AREA OR INTERSECTION: