

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

100

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

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)

Glendale Blvd NB and Gordon St

Latitude

52.299035000748376

Longitude

-113.830007433295295

Location Image /Map



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 15 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 08 2022 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 #: 100

LOCATION: Glendale Blvd NB and Gordon 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	3	0	3	0
2020	1	0	1	0
2021	1	0	1	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	0	0	0	30
2020	0	0	0	30
2021	0	0	0	30

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

103

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

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)

Glendale Blvd NB and Gunn St

Latitude

52.30097650559908

Longitude

-113.83167667283939

Location Image /Map



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 15 2022

Completed By

Date yyyy-mm-dd

Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 08 2022

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 #: **103**

LOCATION: **Glendale Blvd NB and Gunn Street**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 276

2020 0

2021 0

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	9	8	8	30
2020	0	0	0	30
2021	0	0	0	30

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

104

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

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)

Glendale Blvd SB and Gunn St

Latitude

52.30097650559908

Longitude

-113.83167667283939

Location Image /Map

52.30097650559908,
-113.83167667283939



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 15 2022

Completed By

Date yyyy-mm-dd

Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 08 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 #: **104**

LOCATION: **Glendale Blvd SB and Gunn Street**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 2,812

2020 821

2021 38

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	141	94	71	30
2020	38	20	25	30
2021	4	4	2	30

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

106

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

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)

Greig Drive EB and Gregson Cr

Latitude

52.30212543245927

Longitude

-113.82783750167448

Location Image /Map



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.
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- ☐ 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.
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- ☐ School Zone.
 - ☒ Playground Zone.
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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 15 2022

Completed By

Date yyyy-mm-dd

Signature B. Freeman

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 08 2022

55733

Sgt. M. ZUFFERLI #55733 RCMP

Completed By

Date yyyy-mm-dd

Regimental or Badge Number

Signature [Signature]

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*As per the definition of the guideline.

RATIONALE

SITE #: **106**

LOCATION: **Greig Drive EB and Gregson Crescent**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	0
2020	38
2021	0

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	0	0	0	30
2020	1	0	2	30
2021	0	0	0	30

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

107

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

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)

Niven St EB and Northey Ave

Latitude

52.29594291081863

Longitude

-113.82580221516915

Location Image /Map



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:
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 - ☐ 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 15 2022 B. Freeman

Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 08 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 #: **107**

LOCATION: **Niven Street EB and Northey 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 0

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	0	0	0	30
2020	0	0	0	30
2021	0	0	0	30

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

109

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

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)

Niven St WB and Northey Ave

Latitude

52.29604133432395

Longitude

-113.82586658818028

Location Image /Map



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 15 2022

Completed By

Date yyyy-mm-dd

Signature

B Freeman

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 08 2022

55733

Sgt. M. ZUFFERLI #55733 RCMP

Completed By

Date yyyy-mm-dd

Regimental or Badge Number

Signature

[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 #: **109**

LOCATION: **Niven Street WB and Northey Avenue**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 5,414

2020 3,124

2021 138

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	175	111	68	30
2020	69	41	65	30
2021	3	2	1	30

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

110

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

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)

Northey Ave NB and Nash St

Latitude

52.292213660358414

Longitude

-113.82500691701554

Location Image /Map

52.292213660358414,
-113.82500691701554



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 15 2022

Completed By

Date yyyy-mm-dd

Signature

B Freeman

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 08 2022

55733

Sgt. M. ZUFFERLI #55733 RCMP

Completed By

Date yyyy-mm-dd

Regimental or Badge Number

Signature

[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 #: **110**

LOCATION: **Northey Avenue NB and Nash Street**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 1,094

2020 1,139

2021 788

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	56	37	27	30
2020	47	41	22	30
2021	25	24	20	30

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

111

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2003-09-05

☐ 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 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)

Nolan St EB and Newlands Ave

Latitude

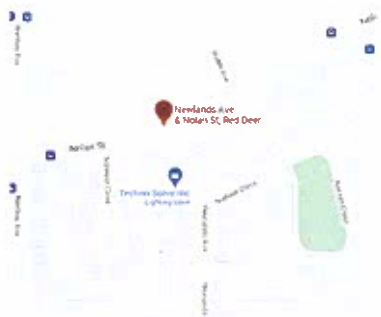
52.29815912742151

Longitude

-113.82351610167457

Location Image /Map

52.29815912742151,
-113.82351610167457



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 15 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 08 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 #: 111

LOCATION: Nolan Street EB and Newlands Avenue

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 20,695

2020 12,230

2021 9,590

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	971	691	266	30
2020	586	451	243	30
2021	618	518	277	30

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

112

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2004-06-18

☐ 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)

Kingston Drive NB and Kerr Cl

Latitude

52.31192872331233

Longitude

-113.82510010167415

Location Image /Map

52.31192872331233,
-113.82510010167415



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 15 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 08 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 #: **112**

LOCATION: **Kingston Drive NB and Kerr Close**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 149

2020 353

2021 217

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	1	1	3	30
2020	11	9	32	30
2021	13	11	30	30

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

113

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2004-06-18

☐ 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)

Kingston Drive SB and Kerr CI

Latitude

52.31192872331233

Longitude

-113.82510010167415

Location Image /Map

52.31192872331233,
-113.82510010167415



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

Completed By

Date yyyy-mm-dd

NOV 15 2022

Signature

B Freeman

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

Completed By

NOV 08 2022

Date yyyy-mm-dd

55733

Regimental or Badge Number

Sgt. M. ZUFFERLI #55733 RCMP

Signature

[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 #: 113

LOCATION: Kingston Drive SB and Kerr Close

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 1,035

2020 583

2021 434

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	47	38	20	30
2020	23	13	14	30
2021	10	8	33	30

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.

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Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

114

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2005-07-08

☐ 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)

Jewell St EB and Joice Cl

Latitude

52.300643736636204

Longitude

-113.84313268814431

Location Image /Map



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 15 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 08 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 #: **114**

LOCATION: **Jewell Street EB and Joice Close**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 2,348

2020 2,400

2021 5,176

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	71	47	33	30
2020	75	51	36	30
2021	90	76	72	30

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

115

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2005-07-08

☐ 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)

Jewell St WB and Joice Cl

Latitude

52.300643736636204

Longitude

-113.84313268814431

Location Image /Map

52.300643736636204
-113.84313268814431



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 15 2022 B. Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 08 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 #: 115

LOCATION: Jewell Street WB and Joice Close

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 2,354

2020 1,150

2021 926

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	75	67	50	30
2020	50	35	72	30
2021	20	15	44	30

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

116

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2016-04-29

☐ 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)

Jordan Parkway NB and Jennings Cr

Latitude

52.30603302196065

Longitude

-113.84481913053958

Location Image /Map

52.30603302196065
-113.84481913053958



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 15 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 08 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 #: 116

LOCATION: Jordan Parkway NB and Jennings Crescent

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 4,729

2020 6,595

2021 8,655

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	80	60	42	30
2020	91	76	80	30
2021	69	59	93	30

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

117

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2016-04-29

☐ 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)

Jordan Parkway SB and Jennings Cr

Latitude

52.30603302196065

Longitude

-113.84481913053958

Location Image /Map



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 15 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 08 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 #: **117**

LOCATION: **Jordan Parkway SB and Jennings Crescent**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 2,939

2020 1,173

2021 1,376

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	85	68	29	30
2020	25	22	32	30
2021	42	35	16	30

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

123

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)

Nolan St WB and Norton Ave

Latitude

52.299428523284405

Longitude

-113.81951731701533

Location Image /Map

52.299428523284405
-113.81951731701533



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 15 2022 B. Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 08 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 #: 123

LOCATION: Nolan Street WB and Norton Avenue

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 636

2020 1,117

2021 2,136

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	7	6	8	30
2020	34	27	61	30
2021	46	42	24	30

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

130

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)

69 St Drive SB and 71 St

Latitude

52.29601308808255

Longitude

-113.82778270167468

Location Image /Map

52.29601308808255
-113.82778270167468



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 15 2022

Completed By

Date yyyy-mm-dd

Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 08 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 #: 130

LOCATION: 69 Street Drive SB and 71 Street

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 1,624

2020 754

2021 491

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	55	49	51	30
2020	37	22	41	30
2021	23	18	16	30

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

131

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)

69 St Drive NB and 59 Ave

Latitude

52.2931757486781

Longitude

-113.8303793729874

Location Image /Map

52.2931757486781
-113.8303793729874



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 15 2022 B. Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 08 2022 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 #: **131**

LOCATION: **69 Street Drive NB and 59 Avenue**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 3,372

2020 2,366

2021 1,091

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	82	49	71	30
2020	40	28	50	30
2021	29	27	73	30

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

132

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2010-04-01

☐ 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)

Kendrew Drive NB and Kent St

Latitude

52.311655324162956

Longitude

-113.83229518817971

Location Image /Map



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 15 2022

B. Freeman

Completed By

Date yyyy-mm-dd

Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 08 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 #: 132

LOCATION: Kendrew Drive NB and Kent Street

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 1,212

2020 1,192

2021 773

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	65	46	27	30
2020	37	31	48	30
2021	15	14	14	30

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

172

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2017-08-24

☐ 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 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)

59 Ave SB and 76 St

Latitude

52.30421292658308

Longitude

-113.83729293292609

Location Image /Map



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 15 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 08 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 #: 172

LOCATION: 59 Avenue SB and 76 Street

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 228

2020 74

2021 0

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	13	10	6	30
2020	2	2	3	30
2021	0	0	0	30

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

173

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2017-08-24

☐ 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 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)

59 Ave NB and 76 St

Latitude

52.30421292658308

Longitude

-113.83729293292609

Location Image /Map



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 15 2022

Completed By

Date yyyy-mm-dd

Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 08 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 #: 173

LOCATION: 59 Avenue NB and 76 Street

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 267

2020 0

2021 0

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	6	3	5	30
2020	0	0	0	30
2021	0	0	0	30

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

200

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

2202-12-01

Assessment Expiry Date yyyy-mm-dd

2204-12-01

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)

Oak St WB and Oxford Ave

Latitude

52.281943362301796

Longitude

-113.83838225622303

Location Image /Map



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 15 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 08 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 #: 200

LOCATION: Oak Street WB and Oxford Avenue

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 1,248

2020 1,691

2021 1,712

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	30	19	17	30
2020	27	16	30	30
2021	49	34	57	30

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

201

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

2202-12-01

Assessment Expiry Date yyyy-mm-dd

2204-12-01

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)

Oak St EB and Onaway Ave

Latitude

52.28189625306933

Longitude

-113.84115022184893

Location Image /Map



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 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 15 2022

Completed By

Date yyyy-mm-dd

Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 08 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 #: 201

LOCATION: Oak Street EB and Onaway Avenue

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 13,386

2020 9,575

2021 9,837

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	641	456	155	30
2020	397	299	183	30
2021	349	291	153	30

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

202

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)

Olsen St WB and Oleander Drive

Latitude

52.27735525956655

Longitude

-113.83678632738801

Location Image /Map



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 15 2022

B Freeman

Completed By

Date yyyy-mm-dd

Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 08 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 #: 202

LOCATION: Olsen Street WB and Oleander Drive

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 942

2020 0

2021 56

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	15	15	19	30
2020	0	0	0	30
2021	2	2	2	30

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

203

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)

Olsen St EB and Openview Cl

Latitude

52.27866894943955

Longitude

-113.838707983212

Location Image /Map



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 15 2022

Completed By

Date yyyy-mm-dd

Signature B. Freeman

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 08 2022

55733

Sgt. M. ZUFFERLI #55733 RCMP

Completed By

Date yyyy-mm-dd

Regimental or Badge Number

Signature [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 #: 203

LOCATION: Olsen Street EB and Openview Close

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 161

2020 607

2021 1,775

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	2	2	2	30
2020	18	15	21	30
2021	46	41	45	30

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 /

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

204

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

2202-12-01

Assessment Expiry Date yyyy-mm-dd

2204-12-01

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)

59 Ave SB and 67 St

Latitude

52.28876032071608

Longitude

-113.82856240594302

Location Image /Map



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 on 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 15 2022

Completed By

Date yyyy-mm-dd

Signature B Freeman

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 08 2022

55733

Sgt. M. ZUFFERLI #55733 RCMP

Completed By

Date yyyy-mm-dd

Regimental or Badge Number

Signature [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 #: **204**

LOCATION: **59 Avenue SB and 67 Street**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 5,230

2020 732

2021 9,358

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	20	2	22	0
2020	7	3	10	0
2021	9	2	11	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	82	58	39	30
2020	9	5	4	30
2021	137	115	86	30

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

205

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)

59 Ave NB and 65 St

Latitude

52.286384127849

Longitude

-113.82756943108029

Location Image /Map



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 on 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 15 2022

B Freeman

Completed By

Date yyyy-mm-dd

Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 08 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 #: 205

LOCATION: 59 Avenue NB and 65 Street

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 63,598

2020 26,131

2021 34,106

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	20	2	22	0
2020	7	3	10	0
2021	9	2	11	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	986	582	272	30
2020	464	339	167	30
2021	805	652	260	30

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

206

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)

Holmes St WB and Hallgren Ave

Latitude

52.2872885598578

Longitude

-113.81732559428967

Location Image /Map



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 15 2022

B Freeman

Completed By

Date yyyy-mm-dd

Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 08 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 #: 206

LOCATION: Holmes Street WB and Hallgren Avenue

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	625
2020	1,399
2021	1,084

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	5	4	8	30
2020	38	33	52	30
2021	32	20	18	30

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

207

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)

Holmes St EB and Halladay Ave

Latitude

52.287304685561395

Longitude

-113.82115805806917

Location Image /Map



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 15 2022

B Freeman

Completed By

Date yyyy-mm-dd

Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 08 2022

55733

Sgt. M. ZUFFERLI #55733 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 #: 207

LOCATION: Holmes Street EB and Halladay Avenue

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 951

2020 3,261

2021 1,585

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	31	17	12	30
2020	54	40	63	30
2021	27	20	31	30

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

208

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)

Kerry Wood Drive NB and 56 St

Latitude

52.27499011474413

Longitude

-113.82251676971774

Location Image /Map



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 15 2022

Completed By

Date yyyy-mm-dd

Signature B Freeman

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 08 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 #: 208

LOCATION: Kerry Wood Drive NB and 56 Street

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 6,288

2020 11,644

2021 23,639

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	53	43	23	30
2020	96	76	76	30
2021	211	172	239	30

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

209

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)

Kerry Wood Drive SB and 57 St

Latitude

52.27587133548363

Longitude

-113.82141713728797

Location Image /Map



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 15 2022

B Freeman

Completed By

Date yyyy-mm-dd

Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 08 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 #: 209

LOCATION: Kerry Wood Drive SB and 57 Street

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 53,445

2020 16,451

2021 12,193

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	609	435	238	30
2020	279	204	248	30
2021	199	163	241	30

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

210

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)

60 St WB and 56 Ave

Latitude

52.27996837859316

Longitude

-113.82213582738791

Location Image /Map



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 15 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 08 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 #: **210**

LOCATION: **60 Street WB and 56 Avenue**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 1,209

2020 243

2021 596

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	14	8	5	30
2020	2	0	3	30
2021	13	10	5	30

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

211

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)

60 St EB and 58 Ave

Latitude

52.2799477602996445

Longitude

-113.8253392850583

Location Image /Map



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 15 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 08 2022 55733 Sgt. M. ZUFFERLI #85733 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 #: **211**

LOCATION: **60 Street EB and 58 Avenue**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 12,681

2020 12,594

2021 9,695

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	144	99	71	30
2020	320	238	184	30
2021	155	121	99	30

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.

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Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

212

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2010-04-20

☐ 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)

Oleander Drive NB and Olsen St

Latitude

52.27729618057739

Longitude

-113.83683997156396

Location Image /Map



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 15 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 08 2022 55733 Sgt. M. ZUFFERLI #55738 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 #: **212**

LOCATION: **Oleander Drive NB and Olsen Street**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 47

2020 322

2021 2,571

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	47	30	11	30
2020	109	79	71	30
2021	84	70	71	30

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

213

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2011-10-14

☐ 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)

Oak Drive EB and O'Brien Cr

Latitude

52.282644514417065

Longitude

-113.84918677894903

Location Image /Map



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 15 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 08 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 #: 213

LOCATION: Oak Drive EB and O'Brien Crescent

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 277

2020 3,419

2021 2,389

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	8	5	5	30
2020	86	65	68	30
2021	65	53	34	30

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

214

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2013-10-09

☐ 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

☐ 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)

Oak Drive WB and O'Brien Cr

Latitude

52.282644514417065

Longitude

-113.84918677894903

Location Image /Map



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 15 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: **214**

LOCATION: **Oak Drive WB and O'Brien Crescent**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	929
2020	2,856
2021	3,168

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	41	36	13	30
2020	90	73	64	30
2021	86	65	47	30

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

215

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2019-02-25

☐ 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)

Orr Drive NB and Oaklands Cr

Latitude

52.280611284607595

Longitude

-113.85567298321192

Location Image /Map



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 15 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: 215

LOCATION: Orr Drive NB and Oaklands Crescent

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	0
2020	137
2021	68

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	0	0	0	30
2020	137	110	527	30
2021	68	52	264	30

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

216

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2019-02-25

☐ 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)

Orr Drive SB and Oswald Cl

Latitude

52.282187152207605

Longitude

-113.8553799028155

Location Image /Map



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 15 2022

Completed By

Date yyyy-mm-dd

Signature B Freeman

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 14 2022

55733

Sgt. M. ZUFFERLI #55733 RCMP

Completed By

Date yyyy-mm-dd

Regimental or Badge Number

Signature [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 #: 216

LOCATION: Orr Drive SB and Oswald Close

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 5,916

2020 2,637

2021 12,609

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	103	92	24	30
2020	16	16	12	30
2021	108	85	107	30

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

221

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)

Oleander Drive SB and Oldbury St

Latitude

52.27613438298635

Longitude

-113.83844494272874

Location Image /Map



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 15 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 # **221**

LOCATION: **Oleander Drive SB and Oldbury Street**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 1,577

2020 1,230

2021 448

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	16	13	41	30
2020	30	24	40	30
2021	7	7	7	30

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

300

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)

45 Ave NB and 58 St

Latitude

52.27677439377635

Longitude

-113.80043224329897

Location Image /Map



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 15 2022

B Freeman

Completed By

Date yyyy-mm-dd

Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 14 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 #: **300**

LOCATION: **45 Avenue NB and 58 Street**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 2,047

2020 5,033

2021 7,125

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	48	43	16	30
2020	101	82	84	30
2021	102	77	117	30

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

301

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)

45 Ave SB and 58 St

Latitude

52.27677439377635

Longitude

-113.80043224329897

Location Image /Map



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 15 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 # **301**

LOCATION: **45 Avenue SB and 58 Street**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 1,534

2020 1,662

2021 849

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	48	43	16	30
2020	17	13	18	30
2021	12	5	10	30

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

303

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2000-02-07

☐ 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)

58 St WB and 44 Ave

Latitude

52.276813632552816

Longitude

-113.79919463903606

Location Image /Map



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 on 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 15 2022

B Freeman

Completed By

Date yyyy-mm-dd

Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 14 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 #: 303

LOCATION: 58 Street WB and 44 Avenue

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 355

2020 150

2021 1,495

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	22	16	7	30
2020	1	0	3	30
2021	11	7	12	30

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

304

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2015-12-18

☐ 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)

59 St EB and 44 Ave

Latitude

52.278806133960344

Longitude

-113.79931556971754

Location Image /Map



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 15 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: **304**

LOCATION: **59 Street EB and 44 Avenue**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 0

2020 2

2021 1

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	0	0	0	30
2020	2	0	6	30
2021	1	1	24	30

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

305

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2015-12-18

☐ 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)

59 St WB and 43 Ave

Latitude

52.27877731337627

Longitude

-113.79752171204721

Location Image /Map



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 15 2022

B. Freeman

Completed By

Date yyyy-mm-dd

Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 14 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 #: **305**

LOCATION: **59 Street WB and 43 Avenue**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	0
2020	92
2021	20

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	0	0	0	30
2020	5	3	4	30
2021	2	2	1	30

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

320

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)

48 Ave NB and 51 St

Latitude

52.27009685717712

Longitude

-113.80836705806962

Location Image /Map



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 15 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 16 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 #: **320**

LOCATION: **48 Avenue NB and 51 Street**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 17,679

2020 15,021

2021 11,802

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	327	270	232	30
2020	9	5	4	30
2021	404	360	316	30

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

321

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2000-02-23

☐ 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 SB and 53 St

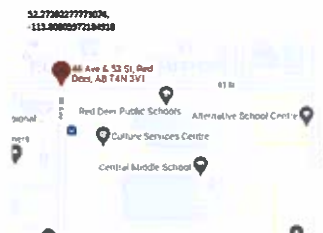
Latitude

52.27202277773074

Longitude

-113.80805972184918

Location Image /Map



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 15 2022

B Freeman

Completed By

Date yyyy-mm-dd

Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 14 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 #: **321**

LOCATION: **48 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 88

2020 209

2021 4,196

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	85	70	43	
2020	209	182	122	30
2021	404	365	214	30

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

322

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2000-02-07

☐ 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)

58 St EB and 44 Ave

Latitude

52.27673485958713

Longitude

-113.79922682554162

Location Image /Map



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 15 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: **322**

LOCATION: **58 Street EB and 44 Avenue**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	0
2020	57
2021	0

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	0	0	0	30
2020	3	1	1	30
2021	0	0	0	30

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

324

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2004-03-22

☐ 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)

42A Ave SB and 55 St

Latitude

52.27404375217801

Longitude

-113.7948443678443

Location Image /Map



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 15 2022

B Freeman

Completed By

Date yyyy-mm-dd

Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 14 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 #: **324**

LOCATION: **42A 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 545

2020 1,039

2021 3,570

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	13	9	4	30
2020	5	5	4	30
2021	94	81	168	30

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

402

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2014-08-05

☐ 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 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)

47 Ave SB and 47 St

Latitude

52.26626386943474

Longitude

-113.80441308875115

Location Image /Map



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 15 2022

B Freeman

Completed By

Date yyyy-mm-dd

Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 14 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 #: 402

LOCATION: 47 Avenue SB and 47 Street

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 10,898

2020 4,091

2021 1,571

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	519	367	126	30
2020	138	101	85	30
2021	103	100	21	30

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

403

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2014-08-05

☐ 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 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)

47 Ave NB and 46 St

Latitude

52.26532830376186

Longitude

-113.8041986408827

Location Image /Map



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 15 2022

Completed By

Date yyyy-mm-dd

Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 14 2022

55733

Completed By

Date yyyy-mm-dd

Regimental or Badge Number

Sgt. M. ZUFFERLI #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 #: **403**

LOCATION: **47 Avenue NB and 46 Street**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 3,748

2020 2,563

2021 770

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	158	111	62	30
2020	74	61	30	30
2021	28	27	12	30

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

500

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)

57 Ave NB and Wilson Cr

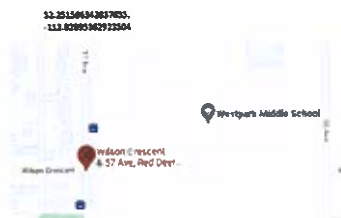
Latitude

52.251586342837655

Longitude

-113.82895362923504

Location Image /Map



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 15 2022

Completed By

Date yyyy-mm-dd

Signature

Elizabeth Freeman

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 14 2022

55733

Sgt. M. ZUFFERLI #55733 RCMP

Completed By

Date yyyy-mm-dd

Regimental or Badge Number

Signature

Sgt. M. Zufferli

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 #: **500**

LOCATION: **57 Avenue NB and Wilson Crescent**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 5,642

2020 5,717

2021 5,951

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	149	114	47	30
2020	116	95	87	30
2021	108	85	134	30

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

502

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)

57 Ave SB and Watson St

Latitude

52.25370166872425

Longitude

-113.8289980580702

Location Image /Map



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 15 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: **502**

LOCATION: **57 Avenue SB and Watson Street**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 28,509

2020 20,955

2021 14,245

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	753	575	255	30
2020	412	319	261	30
2021	349	282	188	30

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

503

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)

57 Ave NB and 38 St

Latitude

52.258636624693615

Longitude

-113.82888444088292

Location Image /Map



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 on 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 15 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: **503**

LOCATION: **57 Avenue NB and 38 Street**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 1,280

2020 1,292

2021 1,033

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	26	13	13	30
2020	30	21	64	30
2021	11	6	9	30

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

504

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)

57 Ave SB and 39 St

Latitude

52.259515752368046

Longitude

-113.82894664272918

Location Image /Map



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 15 2022

B. Freeman

Completed By

Date yyyy-mm-dd

Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 14 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 #: **504**

LOCATION: **57 Avenue SB and 39 Street**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 1,779

2020 665

2021 388

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	17	17	18	30
2020	9	8	8	30
2021	3	3	5	30

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

505

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2000-06-07

☐ 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)

55 Ave NB and Waghorn Cl

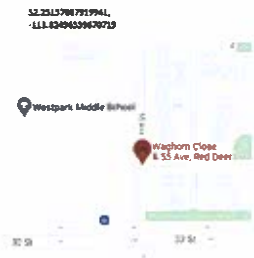
Latitude

52.25157607919941

Longitude

-113.82496559670719

Location Image /Map



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 15 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: **505**

LOCATION: **55 Avenue NB and Waghorn Close**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 10,790

2020 8,017

2021 3,116

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	172	108	104	30
2020	124	94	121	30
2021	58	51	67	30

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.

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Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

506

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2000-11-06

☐ 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)

58 Ave SB and 38 St

Latitude

52.258561887922596

Longitude

-113.83098281758673

Location Image /Map



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 15 2022 B. Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: **506**

LOCATION: **58 Avenue SB and 38 Street**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	0
2020	14
2021	0

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	0	0	0	30
2020	4	2	2	30
2021	0	0	0	30

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

507

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2004-08-26

☐ 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

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)

55 Ave SB and Wallace CI

Latitude

52.25319947013693

Longitude

-113.82492619486082

Location Image /Map



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 15 2022

Completed By

Date yyyy-mm-dd

Signature B Freeman

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 14 2022

55733

Completed By

Date yyyy-mm-dd

Regimental or Badge Number

Signature Sgt. M. ZUFFERLI #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 #: **507**

LOCATION: **55 Avenue SB and Wallace Close**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 2,620

2020 684

2021 353

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	75	48	31	30
2020	15	14	9	30
2021	11	11	5	30

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

512

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2020-02-27

☐ 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)

57 Ave NB and Watson St

Latitude

52.253675397393984

Longitude

-113.82928773662029

Location Image /Map



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 15 2022

Completed By

Date yyyy-mm-dd

Signature B Freeman

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 14 2022

55733

Completed By

Date yyyy-mm-dd

Regimental or Badge Number

Signature Sgt. M. ZUFFERLI 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 #: 512

LOCATION: 57 Avenue NB and Watson Street

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	0
2020	214
2021	291

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	0	0	0	30
2020	4	4	3	30
2021	4	4	29	30

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

513

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2020-02-27

☐ 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)

58 Ave NB and 38 St

Latitude

52.258566853655765

Longitude

-113.82545823662005

Location Image /Map



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 15 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: **513**

LOCATION: **58 Avenue NB and 38 Street**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 0

2020 3

2021 0

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	0	0	0	30
2020	1	0	1	30
2021	0	0	0	30

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

521

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

If other, please specify details.

☐ 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)

55 Ave SB and 39 St

Latitude

52.259476240736916

Longitude

-113.82545488061383

Location Image /Map



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 on 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 15 2022 B. Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 2022 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 #: **521**

LOCATION: **55 Avenue SB and 39 Street**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 248

2020 593

2021 222

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	1	1	3	30
2020	5	4	6	30
2021	6	3	3	30

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

522

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)

55 Ave NB and 38 St

Latitude

52.258566853655765

Longitude

-113.82545823662005

Location Image /Map



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 15 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: **522**

LOCATION: **55 Avenue NB and 38 Street**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 10,938

2020 6,621

2021 9,086

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	170	121	112	30
2020	170	143	167	30
2021	135	114	106	30

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

523

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)

55 Ave NB and Woodsworth Cl

Latitude

52.254016583064

Longitude

-113.82542369709448

Location Image /Map

52.254016583064
-113.82542369709448



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 15 2022

Completed By

Date yyyy-mm-dd

Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 14 2022

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 #: **523**

LOCATION: **55 Avenue NB and Woodsworth Close**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 267

2020 919

2021 660

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	4	3	3	30
2020	26	18	13	30
2021	15	11	11	30

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:

Automated Traffic Enforcement Location Assessment

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

524

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

If other, please specify details.

☐ 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)

57 Ave SB and 57A St

Latitude

52.25945008262226

Longitude

-113.82925241453201

Location Image /Map



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 15 2022

Completed By

Date yyyy-mm-dd

Signature B. Freeman

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 14 2022

55733

Completed By

Date yyyy-mm-dd

Regimental or Badge Number

Sgt. M. ZUFFERLI #55733 RCMP
Signature [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 #: **524**

LOCATION: **57 Avenue SB and 57A Street**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	0
2020	328
2021	0

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

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

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

600

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)

Boyce St WB and Beatty Cr

Latitude

52.23907751990614

Longitude

-113.80526857710383

Location Image /Map



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 15 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 2022 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 #: **600**

LOCATION: **Boyce Street WB and Beatty Crescent**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	654
2020	2,272
2021	3,040

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	14	13	13	30
2020	86	73	80	30
2021	138	108	240	30

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

601

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)

Boyce St EB and Baker Ave

Latitude

52.23904971999676

Longitude

-113.80884649670747

Location Image /Map



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 15 2022

Completed By

Date yyyy-mm-dd

Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 14 2022

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 #: **601**

LOCATION: **Boyce Street EB and Baker Avenue**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 4,703

2020 4,574

2021 5,242

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	115	94	75	30
2020	122	92	92	30
2021	181	144	297	30

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

602

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)

Spencer St WB and Salisbury Ave

Latitude

52.249110350169

Longitude

-113.79366915437762

Location Image /Map



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 15 2022

Completed By

Date yyyy-mm-dd

Signature B. Freeman

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

55733

Completed By

NOV 14 2022

Regimental or Badge Number

Signature Sgt. M. ZUFFERLI

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 #: **602**

LOCATION: **Spencer Street WB and Salisbury 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 0

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	0	0	0	30
2020	0	0	0	30
2021	0	0	0	30

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

603

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

2202-12-01

Assessment Expiry Date yyyy-mm-dd

2204-12-01

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)

Spencer St EB and Sherwood Cr

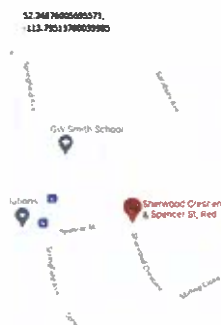
Latitude

52.24876005695573

Longitude

-113.79513700039985

Location Image /Map



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 15 2022 B. Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 2022 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 #: 603

LOCATION: Spencer Street EB and Sherwood Crescent

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	0
2020	0
2021	44

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	0	0	0	30
2020	0	0	0	30
2021	1	1	3	30

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

604

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)

Ayers Ave SB and Anders St

Latitude

52.24906206155163

Longitude

-113.7809951310814

Location Image /Map



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 15 2022

Completed By

Date yyyy-mm-dd

Signature B Freeman

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 14 2022

55733

Sgt. M. ZUFFERLI #55733 RCMP

Completed By

Date yyyy-mm-dd

Regimental or Badge Number

Signature [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 #: **604**

LOCATION: **Ayers Avenue SB and Anders Street**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	47
2020	234
2021	304

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	4	3	0	30
2020	5	3	7	30
2021	11	8	12	30

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

605

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)

Allan St WB and Ayers Ave

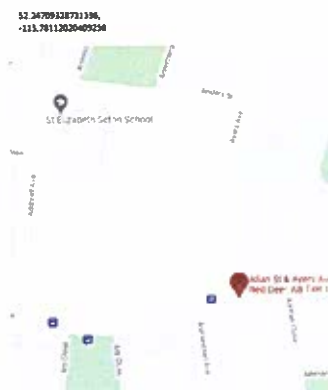
Latitude

52.24709328731336

Longitude

-113.78112020409256

Location Image /Map



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 15 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI 2022 11 14 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 #: **605**

LOCATION: **Allan Street WB and Ayers Avenue**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 316

2020 187

2021 347

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	17	10	27	30
2020	2	2	3	30
2021	4	3	5	30

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

606

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)

Allan St EB and Addinell Ave

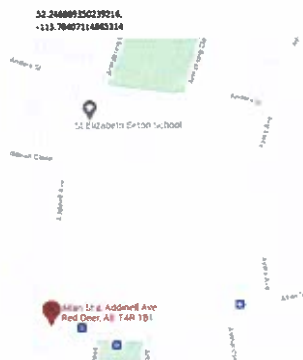
Latitude

52.24686935023916

Longitude

-113.78407114865314

Location Image /Map



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 15 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: **606**

LOCATION: **Allan Street EB and Addinell Avenue**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 2,523

2020 3,150

2021 1,599

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	54	46	54	30
2020	87	69	92	30
2021	24	14	20	30

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

607

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)

Allan St EB and Andrews CI

Latitude

52.24701590058249

Longitude

-113.77457496787208

Location Image /Map



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 on 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 15 2022

B. Freeman

Completed By

Date yyyy-mm-dd

Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 14 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 #: **607**

LOCATION: **Allan Street EB and Andrews Close**

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	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	0	0	0	30
2020	0	0	0	30
2021	0	0	0	30

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

608

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)

Allan St EB and Ahlstrom CI

Latitude

52.24685854367432

Longitude

-113.7724530580735

Location Image /Map



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 15 2022 B. Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: 608

LOCATION: Allan Street EB and Ahlstrom Close

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 352

2020 354

2021 183

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	6	4	5	30
2020	3	3	3	30
2021	1	0	1	30

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

609

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

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)

Allan St WB and Ahlstrom CI

Latitude

52.24685854367432

Longitude

-113.7724530580735

Location Image /Map



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 on 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

Completed By

NOV 15 2022
Date yyyy-mm-dd

B Freeman
Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

Completed By

NOV 14 2022

Date yyyy-mm-dd

55733

Regimental or Badge Number

Sgt. M. ZUFFERLI #55733 RCMP

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 #: **609**

LOCATION: **Allan Street WB and Ahlstrom Close**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 760

2020 0

2021 0

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	13	12	9	30
2020	0	0	0	30
2021	0	0	0	30

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

610

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)

Allan St SB and Alexander Cr

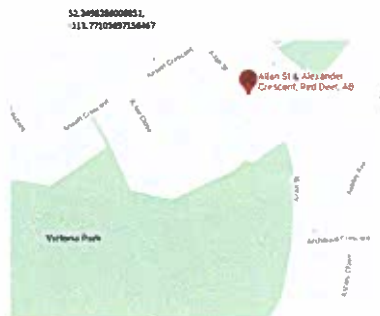
Latitude

52.2498286006851

Longitude

-113.77103697156467

Location Image /Map



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 15 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: **610**

LOCATION: **Allan Street SB and Alexander Crescent**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 4,928

2020 4,944

2021 1,395

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	90	77	53	30
2020	87	74	79	30
2021	24	22	41	30

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

611

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)

McLean St EB and Metcalf Ave

Latitude

52.25702255936607

Longitude

-113.77324207696309

Location Image /Map



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

Completed By

NOV 15 2022

Date yyyy-mm-dd

B Freeman
Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

Completed By

NOV 14 2022

Date yyyy-mm-dd

55733

Regimental or Badge Number

Sgt. M. ZUFFERLI #55733 RCMP

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 #: **611**

LOCATION: **McLean Street EB and Metcalf Avenue**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	0
2020	56
2021	0

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

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

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

612

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)

McLean St EB and Muir Ave

Latitude

52.255948062404556

Longitude

-113.77018665806999

Location Image /Map



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 15 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: 612

LOCATION: McLean Street EB and Muir Avenue

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 66

2020 86

2021 87

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	5	1	2	30
2020	0	0	3	30
2021	1	1	2	30

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

613

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)

McLean St WB and Muir Ave

Latitude

52.255948062404556

Longitude

-113.77018665806999

Location Image /Map



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 15 2022 B. Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: 613

LOCATION: McLean Street WB and Muir Avenue

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	71
2020	402
2021	283

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	7	6	2	30
2020	25	20	39	30
2021	31	26	37	30

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

616

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2000-11-15

☐ 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)

Lockwood Ave NB and Lister Cr

Latitude

52.24498506205614

Longitude

-113.75784099461923

Location Image /Map



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 15 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: **616**

LOCATION: **Lockwood Avenue NB and Lister Crescent**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	56
2020	39
2021	116

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	56	49	7	30
2020	39	31	36	30
2021	40	33	43	30

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

617

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2000-11-15

☐ 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)

Lockwood Ave SB and Lister Cr

Latitude

52.24498506205614

Longitude

-113.75784099461923

Location Image /Map



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

Completed By

NOV 15 2022

Date yyyy-mm-dd

B Freeman

Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

Completed By

NOV 14 2022

Date yyyy-mm-dd

55733

Regimental or Badge Number

Sgt. M. ZUFFERLI #55733 RCMP

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 #: 617

LOCATION: Lockwood Avenue SB and Lister Crescent

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	686
2020	2,352
2021	400

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	30	27	6	30
2020	36	27	22	30
2021	12	11	3	30

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

618

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2002-11-27

☐ 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)

McIntosh Ave NB and McVicar St

Latitude

52.257005759203714

Longitude

-113.7860772941565

Location Image /Map

52.257005759203714
-113.7860772941565



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 15 2022 B. Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: **618**

LOCATION: **McIntosh Avenue NB and McVicar Street**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 0

2020 2

2021 0

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	0	0	0	30
2020	2	2	4	30
2021	0	0	0	30

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

619

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2002-11-27

☐ 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)

McIntosh Ave SB and McVicar St

Latitude

52.257005759203714

Longitude

-113.7860772941565

Location Image /Map



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 15 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 2022 55733 Sgt. M. ZUFFERLI #55763 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 #: 619

LOCATION: McIntosh Avenue SB and McVicar Street

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 11

2020 0

2021 0

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	11	9	2	30
2020	0	0	0	30
2021	0	0	0	30

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

620

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)

Springfield Ave SB and Stanton St

Latitude

52.250842208468164

Longitude

-113.79667599284024

Location Image /Map



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 on 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 15 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: **620**

LOCATION: **Springfield Avenue SB and Stanton Street**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 589

2020 771

2021 1,620

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	9	7	7	30
2020	18	13	17	30
2021	20	16	49	30

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

621

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)

Springfield Ave NB and Spencer St

Latitude

52.24855513434365

Longitude

-113.79624436602585

Location Image /Map



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 15 2022

Completed By

Date yyyy-mm-dd

Signature B. Freeman

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 14 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 #: **621**

LOCATION: **Springfield Avenue NB and Spencer Street**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 463

2020 2,150

2021 1,849

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	29	25	10	30
2020	73	63	104	30
2021	41	34	90	30

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

622

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)

Anders St EB and Addinell Ave

Latitude

52.24923480174003

Longitude

-113.78411561758693

Location Image /Map



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 15 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: **622**

LOCATION: **Anders Street EB and Addinell Avenue**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 256

2020 0

2021 849

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	0	0	0	30
2020	0	0	0	30
2021	15	10	21	30

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

623

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)

Anders St WB and Ayers Ave

Latitude

52.24906206155163

Longitude

-113.78093075807028

Location Image /Map



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 15 2022

B. Freeman

Completed By

Date yyyy-mm-dd

Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 14 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 #: 623

LOCATION: Anders Street WB and Ayers Avenue

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 57

2020 63

2021 122

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	2	1	2	30
2020	1	0	2	30
2021	1	1	1	30

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

625

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)

Mitchell Ave SB and McPhee St

Latitude

52.258036090933764

Longitude

-113.782293005881

Location Image /Map



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 15 2022

B. Freeman

Completed By

Date yyyy-mm-dd

Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 14 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 #: 625

LOCATION: Mitchell Avenue SB and McPhee Street

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	0
2020	114
2021	0

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	0	0	0	30
2020	2	1	5	30
2021	0	0	0	30

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

626

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)

Mitchell Ave NB and Munroe Cr

Latitude

52.25559229583696

Longitude

-113.78296611389416

Location Image /Map



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 on 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 15 2022

B Freeman

Completed By

Date yyyy-mm-dd

Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 14 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 # 626

LOCATION: Mitchell Avenue NB and Munroe Crescent

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	0	1	0	0
2020	1	0	1	0
2021	0	0	0	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	0	0	0	30
2020	0	0	0	30
2021	0	0	0	30

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

629

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

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)

39 St EB and McIntosh Ave

Latitude

52.25708619390087

Longitude

-113.78599588505888

Location Image /Map



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 15 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: **629**

LOCATION: **39 Street EB and McIntosh Avenue**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 2,231

2020 797

2021 507

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	7	2	9	0
2020	4	1	5	0
2021	5	1	6	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	23	13	10	30
2020	6	5	4	30
2021	35	31	75	30

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

630

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)

39 St WB and 38A Ave

Latitude

52.2597619186277

Longitude

-113.78531251758668

Location Image /Map



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 15 2022

B Freeman

Completed By

Date yyyy-mm-dd

Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 14 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 #: **630**

LOCATION: **39 Street WB and 38A Avenue**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 5,288

2020 0

2021 502

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	7	2	9	0
2020	4	1	5	0
2021	5	2	6	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	42	29	20	30
2020	0	0	0	30
2021	2	2	3	30

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

631

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)

Mitchell Ave SB and Michiels St

Latitude

52.25681992302732

Longitude

-113.78186796787173

Location Image /Map



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 15 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: 631

LOCATION: Mitchell Avenue SB and Michiels 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	0	0	0	0
2020	1	0	1	0
2021	0	0	0	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	0	0	0	30
2020	0	0	0	30
2021	0	0	0	30

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

632

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)

Mitchell Ave NB and Michiels St

Latitude

52.25681992302732

Longitude

-113.78186796787173

Location Image /Map



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 15 2022 B. Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: **632**

LOCATION: **Mitchell Avenue NB and Michiels Street**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 950

2020 593

2021 851

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	35	24	12	30
2020	30	19	15	30
2021	46	39	73	30

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

637

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2002-02-13

☐ 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)

49 Ave SB and 35 Street

Latitude

52.25560242824372

Longitude

-113.81125232184964

Location Image /Map



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 15 2022

B Freeman

Completed By

Date yyyy-mm-dd

Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 14 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 #: **637**

LOCATION: **49 Avenue SB and 35 Street**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 283

2020 505

2021 184

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	13	12	5	30
2020	22	8	14	30
2021	8	7	28	30

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

638

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2002-02-13

☐ 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)

49 Ave NB and 34 Street

Latitude

52.25391433866359

Longitude

-113.81174146589

Location Image /Map



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 15 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERI NOV 14 2022 55733 Sgt. M. ZUFFERLI #55738 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 #: 638
LOCATION: 49 Avenue NB and 34 Street

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

3 YEAR NUMBER OF VEHICLES MONITORED
2019 502
2020 1,488
2021 2,274

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	23	21	15	30
2020	73	63	44	30
2021	67	59	71	30

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

639

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2002-02-13

☐ 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)

34 St WB and 43 Ave

Latitude

52.254397102262025

Longitude

-113.79494250835515

Location Image /Map



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

Completed By

NOV 15 2022
Date yyyy-mm-dd

B Freeman
Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

Completed By

NOV 14 2022
Date yyyy-mm-dd

55733

Regimental or Badge Number

Sgt. M. ZUFFERLI #55733 RCMP
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 #: 639

LOCATION: 34 Street WB and 43 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 0

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	0	0	0	30
2020	0	0	0	30
2021	0	0	0	30

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

640

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2004-06-10

☐ 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

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)

Addington Drive EB and Austin Drive

Latitude

52.24120695538712

Longitude

-113.78187585011501

Location Image /Map



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 15 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: **640**

LOCATION: **Addington Drive EB and Austin Drive**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	840
2020	2,478
2021	1,071

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	28	23	9	30
2020	61	50	32	30
2021	25	22	15	30

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

641

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2004-06-10

☐ 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)

Addington Drive WB and Austin Drive

Latitude

52.24120695538712

Longitude

-113.78187585011501

Location Image /Map



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 on 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 15 2022

Completed By

Date yyyy-mm-dd

Signature B Freeman

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 14 2022

55733

Completed By

Date yyyy-mm-dd

Regimental or Badge Number

Sgt. M. ZUFFERLI #55733 RCMP
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 #: 641

LOCATION: Addington Drive WB and Austin Drive

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 1,532

2020 846

2021 1,936

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	22	18	20	30
2020	22	19	14	30
2021	68	51	49	30

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

642

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2004-09-27

☐ 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)

Lancaster Drive EB and Lindsay Ave

Latitude

52.24286762431685

Longitude

-113.75907691389449

Location Image /Map



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 15 2022

B Freeman

Completed By

Date yyyy-mm-dd

Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 14 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 #: **642**

LOCATION: **Lancaster Drive EB and Lindsay Avenue**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 1,003

2020 3,472

2021 2,530

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	10	6	11	30
2020	50	38	54	30
2021	30	25	26	30

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

644

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2007-05-15

☐ 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)

Inglewood Drive SB and Inglis Cr

Latitude

52.23579401906943

Longitude

-113.78407739228355

Location Image /Map



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 15 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: **644**

LOCATION: **Inglewood Drive SB and Inglis Crescent**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 5,100

2020 3,553

2021 3,345

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	61	49	42	30
2020	37	23	83	30
2021	38	29	75	30

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

645

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2007-05-15

☐ 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)

Inglewood Drive NB and Inglis Cr

Latitude

52.23579401906943

Longitude

-113.78407739228355

Location Image /Map



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 15 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: **645**

LOCATION: **Inglewood Drive NB and Inglis Crescent**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 3,803

2020 1,201

2021 1,842

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	61	40	52	30
2020	12	7	47	30
2021	44	36	82	30

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

646

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2009-07-28

☐ 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)

Lancaster Drive WB and Lindsay Ave

Latitude

52.24275594375761

Longitude

-113.75903399840294

Location Image /Map



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

Completed By

NOV 15 2022
Date yyyy-mm-dd

Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

Completed By

NOV 14 2022
Date yyyy-mm-dd

55733

Regimental or Badge Number

Sgt. M. ZUFFERLI #55733 RCMP
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 #: 646

LOCATION: Lancaster Drive WB and Lindsay Avenue

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 18,829

2020 5,313

2021 4,099

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	420	297	150	30
2020	138	98	54	30
2021	69	61	87	30

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

647

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2009-11-03

☐ 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)

Lawford Ave SB and 32 St

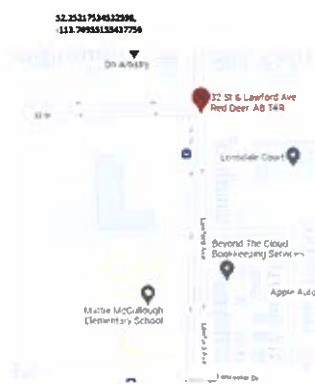
Latitude

52.25217531532598

Longitude

-113.74955155437759

Location Image /Map



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 15 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 2022 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 #: **647**

LOCATION: **Lawford Avenue SB and 32 Street**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 9,432

2020 1,334

2021 2,386

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	137	95	59	30
2020	69	59	37	30
2021	105	96	88	30

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

648

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2009-11-03

☐ 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)

Lancaster Drive WB and Lawford Ave

Latitude

52.24959845410087

Longitude

-113.750025290598

Location Image /Map



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 16 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: **648**

LOCATION: **Lancaster Drive WB and Lawford Avenue**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 1,191

2020 802

2021 558

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	33	16	19	30
2020	21	7	20	30
2021	11	9	36	30

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

649

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2009-11-03

☐ 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)

Lancaster Drive EB and Ladwig CI

Latitude

52.2490959299595

Longitude

-113.75207702369612

Location Image /Map



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 16 2022 B. Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: **649**

LOCATION: **Lancaster Drive EB and Ladwig Close**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	197
2020	0
2021	92

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	10	7	5	30
2020	0	0	0	30
2021	2	1	2	30

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

650

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)

Vanier Drive WB and Vine Gate

Latitude

52.234313981819504

Longitude

-113.76351360593917

Location Image /Map



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 16 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: 650

LOCATION: Vanier Drive WB and Vine Gate

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 13,361

2020 3,915

2021 6,389

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	496	370	172	30
2020	203	160	71	30
2021	298	247	149	30

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

651

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)

Vanier Drive EB and Vine Gate

Latitude

52.234313981819504

Longitude

-113.76351360593917

Location Image /Map



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 16 2022 B. Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: **651**

LOCATION: **Vanier Drive EB and Vine Gate**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 1,626

2020 417

2021 640

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	43	27	14	30
2020	11	11	5	30
2021	22	20	4	30

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

661

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2015-10-15

☐ 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)

22 Street EB and Lalor Drive

Latitude

52.23826574200829

Longitude

-113.75145214272978

Location Image /Map



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 16 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 2022 55733 Sgt. M. ZUFFERLI #55733 RGMP
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 #: **661**

LOCATION: **22 Street EB and Lalor Drive**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 3,452

2020 210

2021 4,860

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	64	49	20	30
2020	6	6	2	30
2021	82	66	91	30

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

662

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2015-10-15

☐ 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)

22 Street WB and Lalor Drive

Latitude

52.23826574200829

Longitude

-113.75145214272978

Location Image /Map



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.
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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.
 - ☐ 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 16 2022

Completed By

Date yyyy-mm-dd

Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 14 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 #: **662**

LOCATION: **22 Street WB and Lalor Drive**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 6,803

2020 5,930

2021 4,759

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	143	111	67	30
2020	135	103	65	30
2021	95	81	103	30

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

699

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2009-11-17

☐ 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)

Lawford Ave NB and Lancaster Drive

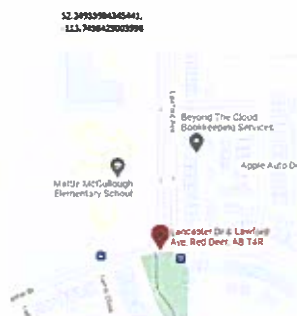
Latitude

52.24955904345441

Longitude

-113.7498429003998

Location Image /Map



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 16 2022 B. Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: 699

LOCATION: Lawford 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 9,268

2020 2,945

2021 2,159

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	335	282	55	30
2020	119	112	51	30
2021	109	99	112	30

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

700

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

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)

Ellenwood Drive NB and Excell St

Latitude

52.26073641450558

Longitude

-113.77237974826816

Location Image /Map



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 16 2022 B. Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: 700

LOCATION: Ellenwood Drive NB and Excell Street

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 3,891

2020 1,457

2021 4,826

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	102	59	60	30
2020	42	33	25	30
2021	139	117	125	30

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

701

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)

Excell St WB and Ellenwood Drive

Latitude

52.26073641450558

Longitude

-113.77237974826816

Location Image /Map



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 16 2022 B. Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: **701**

LOCATION: **Excell Street WB and Ellenwood Drive**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	113
2020	125
2021	205

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	5	3	4	30
2020	4	3	5	30
2021	10	3	7	30

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

702

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)

Excell St EB and Edwards Cr

Latitude

52.26180776277432

Longitude

-113.77467975123898

Location Image /Map



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

Completed By

NOV 16 2022

Date yyyy-mm-dd

Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

Completed By

NOV 14 2022

Date yyyy-mm-dd

55733

Regimental or Badge Number

Sgt. M. ZUFFERLI #55733 RCMP

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 #: **702**

LOCATION: **Excell Street EB and Edwards Crescent**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	0
2020	221
2021	0

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	0	0	0	30
2020	7	3	5	30
2021	0	0	0	30

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

703

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)

Ellenwood Drive SB and Eldridge Cr

Latitude

52.26216854412243

Longitude

-113.77056824686274

Location Image /Map



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 16 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: 703

LOCATION: Ellenwood Drive SB and Eldridge Crescent

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 1,387

2020 0

2021 466

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	12	9	7	30
2020	0	0	0	30
2021	5	4	7	30

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

704

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

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)

Cornett Drive SB and Cole St

Latitude

52.27022453639793

Longitude

-113.77432402528841

Location Image /Map



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 16 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: **704**

LOCATION: **Cornett Drive SB and Cole Street**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 6,777

2020 5,070

2021 5,591

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	185	140	89	30
2020	149	118	117	30
2021	143	108	98	30

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

705

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)

Cornett Drive NB and Carpenter St

Latitude

52.26834184135148

Longitude

-113.77311651677857

Location Image /Map



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 16 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: **705**

LOCATION: **Cornett Drive NB and Carpenter Street**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	0
2020	449
2021	1,661

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	0	0	0	30
2020	6	5	6	30
2021	23	23	15	30

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

706

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)

Cornett Drive SB and Card Cr

Latitude

52.27158601984674

Longitude

-113.77461457319836

Location Image /Map



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 16 2022

Completed By

Date yyyy-mm-dd

Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 14 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 #: 706

LOCATION: Cornett Drive SB and Card Crescent

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 1,081

2020 1,045

2021 0

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	26	22	12	30
2020	10	6	12	30
2021	0	0	0	30

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

707

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)

Cornett Drive SB and Cardinal Ave

Latitude

52.272302742681326

Longitude

-113.77373340018187

Location Image /Map



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 16 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: **707**

LOCATION: **Cornett Drive SB and Cardinal Avenue**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 526

2020 0

2021 0

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	2	1	3	30
2020	0	0	0	30
2021	0	0	0	30

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

708

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)

Ramsey Ave SB and Randolph St

Latitude

52.27118040310879

Longitude

-113.75602212336403

Location Image /Map



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 on 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

Completed By

Date yyyy-mm-dd

NOV 16 2022

Signature

B Freeman

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

Completed By

Date yyyy-mm-dd

NOV 14 2022

55733

Regimental or Badge Number

Signature

Sgt. M. ZUFFERLI #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 #: 708

LOCATION: Ramsey Avenue SB and Randolph Street

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 55

2020 244

2021 0

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	4	3	3	30
2020	14	13	12	30
2021	0	0	0	30

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

709

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)

Ramsey Ave NB and Roland St

Latitude

52.26919538716114

Longitude

-113.75612136177118

Location Image /Map



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 16 2022

Completed By

Date yyyy-mm-dd

Signature B Freeman

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 14 2022

55733

Completed By

Date yyyy-mm-dd

Regimental or Badge Number

Signature Sgt. M. ZUFFERLI #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 #: **709**

LOCATION: **Ramsey Avenue NB and Roland Street**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	72
2020	463
2021	87

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	2	2	2	30
2020	13	11	18	30
2021	1	1	3	30

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

710

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)

Roland St EB and Ramsey Ave

Latitude

52.26919538716114

Longitude

-113.75612136177118

Location Image /Map



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 16 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: 710

LOCATION: Roland Street EB and Ramsey Avenue

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	0
2020	328
2021	188

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	0	0	0	30
2020	6	5	6	30
2021	5	3	6	30

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

711

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)

Roland St WB and Ruttan CI

Latitude

52.26912391086091

Longitude

-113.75391802904915

Location Image /Map



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 16 2022 B. Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: 711

LOCATION: Roland Street WB and Ruttan Close

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 689

2020 1,717

2021 1,227

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	26	22	19	30
2020	60	51	50	30
2021	33	25	60	30

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

712

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)

Davison Drive SB and Dawson St

Latitude

52.26317988335462

Longitude

-113.75885088306843

Location Image /Map



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 16 2022 B. Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: 712

LOCATION: Davison Drive SB and Dawson Street

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 327

2020 1,047

2021 714

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	14	12	5	30
2020	17	14	13	30
2021	8	6	7	30

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

713

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)

Duncan Cr EB and Dawson St

Latitude

52.26271155192655

Longitude

-113.762858916117

Location Image /Map



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 on 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 16 2022

Completed By

Date yyyy-mm-dd

Signature B. Freeman

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 14 2022

55733

Sgt. M. ZUFFERLI #55733 RCMP

Completed By

Date yyyy-mm-dd

Regimental or Badge Number

Signature [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 #: 713

LOCATION: Duncan Crescent EB 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 0

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	0	0	0	30
2020	0	0	0	30
2021	0	0	0	30

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

714

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)

Davison Drive NB and Dempsey St

Latitude

52.26238539024452

Longitude

-113.75811073143609

Location Image /Map



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 16 2022

B. Freeman

Completed By

Date yyyy-mm-dd

Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 14 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 #: **714**

LOCATION: **Davison Drive NB and Dempsey Street**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 514

2020 414

2021 889

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	15	12	8	30
2020	17	15	9	30
2021	39	31	12	30

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

715

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)

Davison Drive SB and Dempsey St

Latitude

52.26238539024452

Longitude

-113.75811073143609

Location Image /Map



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 16 2022 B. Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: 715

LOCATION: Davison Drive SB and Dempsey Street

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	605
2020	3,117
2021	154

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	16	9	9	30
2020	65	44	50	30
2021	2	2	2	30

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

716

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)

Davison Drive NB and Dumas Cr

Latitude

52.26080349603549

Longitude

-113.75728224310144

Location Image /Map



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 16 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 2022 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 #: 716

LOCATION: Davison Drive NB and Dumas Crescent

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 453

2020 0

2021 333

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	7	7	4	30
2020	0	0	0	30
2021	13	12	2	30

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

717

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2000-03-10

☐ 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)

Douglas Ave NB and Duston St

Latitude

52.25467187298763

Longitude

-113.7601698214438

Location Image /Map

52.25467187298763
-113.7601698214438



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 on 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
Completed By NOV 16 2022 Date yyyy-mm-dd B. Freeman Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI
Completed By NOV 14 2022 Date yyyy-mm-dd 55733 Regimental or Badge Number Sgt. M. ZUFFERLI #55733 RCMP 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 #: 717

LOCATION: Douglas Avenue NB and Duston Street

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 632

2020 452

2021 141

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	13	11	5	30
2020	6	6	3	30
2021	1	1	1	30

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

718

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2000-03-10

☐ 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

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)

Douglas Ave SB and Dunlop St

Latitude

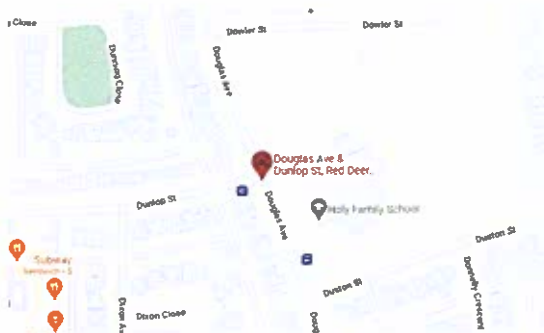
52.25581493293169

Longitude

-113.7610188303705

Location Image /Map

52.25581493293169, -113.7610188303705



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 on 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 16 2022

B Freeman

Completed By

Date yyyy-mm-dd

Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 14 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 #: 718

LOCATION: Douglas Avenue SB and Dunlop Street

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 3,684

2020 3,410

2021 4,349

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	79	60	29	30
2020	78	70	36	30
2021	63	55	38	30

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

719

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2002-04-10

☐ 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)

Dowler St WB and Dunham Cl

Latitude

52.257072242040245

Longitude

-113.7599588010009

Location Image /Map



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 16 2022 B. Freeman

Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: 719

LOCATION: Dowler Street WB and Dunham Close

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 345

2020 181

2021 219

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	19	15	10	30
2020	11	6	28	30
2021	7	4	6	30

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

720

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)

43 Ave SB and 47 St

Latitude

52.26580024207206

Longitude

-113.7953166104519

Location Image /Map

52.26580024207206
-113.7953166104519



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 16 2022

B. Freeman

Completed By

Date yyyy-mm-dd

Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 14 2022

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 #: 720

LOCATION: 43 Avenue SB and 47 Street

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 6,069

2020 1,576

2021 1,575

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	122	83	60	30
2020	40	33	26	30
2021	32	30	48	30

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

721

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)

43 Ave NB and 45 St

Latitude

52.26393220988377

Longitude

-113.7955074491699

Location Image /Map



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 16 2022

B Freeman

Completed By

Date yyyy-mm-dd

Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 14 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 #: 721

LOCATION: 43 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 4,581

2020 2,585

2021 2,885

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	205	157	64	30
2020	75	54	66	30
2021	124	113	115	30

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

722

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

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)

40 Ave NB and 39 St

Latitude

52.25950980394184

Longitude

-113.78981431928057

Location Image /Map



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 16 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: 722

LOCATION: 40 Avenue NB and 39 Street

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 24,814

2020 6,384

2021 9,406

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	6	0	6	0
2020	2	1	3	0
2021	3	2	4	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	285	228	98	30
2020	78	68	22	30
2021	101	81	29	30

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

723

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)

40 Ave SB and 39 St

Latitude

52.25950980394184

Longitude

-113.78981431928057

Location Image /Map



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 16 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: 723

LOCATION: 40 Avenue SB and 39 Street

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 816

2020 1,408

2021 0

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	6	0	6	0
2020	2	1	3	0
2021	3	2	4	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	7	0	2	30
2020	13	6	6	30
2021	0	0	0	30

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

726

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2012-06-18

☐ 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)

Carrington Drive EB and Charles Ave

Latitude

52.28464983284391

Longitude

-113.7755984617075

Location Image /Map



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 16 2022

B. Freeman

Completed By

Date yyyy-mm-dd

Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 14 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 #: 726

LOCATION: Carrington Drive EB and Charles Ave

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 5,757

2020 3,584

2021 2,535

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	73	63	56	30
2020	52	44	86	30
2021	41	37	32	30

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

730

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2006-09-26

☐ 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

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)

Dempsey St NB Drummond Ave

Latitude

52.26090558238195

Longitude

-113.74599006971796

Location Image /Map



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 16 2022 B. Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: 730

LOCATION: Dempsey Street NB and Drummond Avenue

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 537

2020 0

2021 4,325

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	17	11	9	30
2020	0	0	0	30
2021	81	67	83	30

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

731

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2006-09-12

☐ 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

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)

Dempsey St SB and Drummond Ave

Latitude

52.26090558238195

Longitude

-113.74599006971796

Location Image /Map



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 on 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 16 2022 B. Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 2022 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 #: 731

LOCATION: Dempsey Street SB and Drummond Avenue

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 2,757

2020 3,233

2021 2,666

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	136	107	6	30
2020	113	92	88	30
2021	62	52	73	30

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

732

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2007-05-01

☐ 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)

Duston St WB and Daines Ave

Latitude

52.254846594792916

Longitude

-113.7493367967071

Location Image /Map



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 16 2022 B. Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: 732

LOCATION: Duston Street WB and Daines Avenue

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 356

2020 1,486

2021 333

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	2	6	2	0
2020	2	1	3	0
2021	1	0	1	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	10	8	5	30
2020	32	25	20	30
2021	8	8	7	30

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

733

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2007-05-01

☐ 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)

Duston St EB and Daines Ave

Latitude

52.254846594792916

Longitude

-113.7493367967071

Location Image /Map



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 on 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 16 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: 733

LOCATION: Duston Street EB and Daines Avenue

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 752

2020 1,301

2021 672

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	8	5	3	30
2020	25	21	27	30
2021	14	14	35	30

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

734

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2020-02-27

☐ 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)

Cornett Drive NB and Cole St

Latitude

52.27017599453248

Longitude

-113.77408638321218

Location Image /Map



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

Completed By

NOV 16 2022
Date yyyy-mm-dd

Elizabeth Freeman
Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

Completed By

NOV 14 2022

Date yyyy-mm-dd

55733

Regimental or Badge Number

Sgt. M. ZUFFERLI #55733 RCMP
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 #: 734

LOCATION: Cornett drive NB and Cole Street

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 0

2020 339

2021 172

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	0	0	0	30
2020	5	4	5	30
2021	1	0	2	30

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

735

New or existing site?

● Existing, original start date yyyy-mm-dd 2020-02-27

☐ 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

If other, please specify details.

☐ 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)

Dowler St EB and Dunham Cl

Latitude

52.25703998787324

Longitude

-113.7594887525311

Location Image /Map



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 16 2022 B. Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 2022 55733 Sgt. M. ZUFFERLI #55733 RCMR
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 #: 735

LOCATION: Dowler Street EB and Dunham Close

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	0
2020	575
2021	120

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	0	0	0	30
2020	12	6	17	30
2021	1	1	3	30

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

783

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2016-03-16

☐ 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)

Timberstone Way NB and Teasdale Drive

Latitude

52.27689868817897

Longitude

-113.75612576971763

Location Image /Map



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 on 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 16 2022 Breeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 2022 55733 Sgt. M. ZUFFERLI #55733 REMP
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 #: 783

LOCATION: Timberstone Way NB and Teasdale Drive

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 7,503

2020 1,159

2021 394

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	297	217	91	30
2020	46	36	16	30
2021	11	8	6	30

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

784

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2016-03-16

☐ 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)

Timberstone Way SB and Teasdale Drive

Latitude

52.27689868817897

Longitude

-113.75612576971763

Location Image /Map



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 16 2022

Completed By

Date yyyy-mm-dd

Signature B. Freeman

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 14 2022

55733

Completed By

Date yyyy-mm-dd

Regimental or Badge Number

Signature Sgt. M. Zufferli

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 #: **784**

LOCATION: **Timberstone Way SB and Teasdale Drive**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	7
2020	17
2021	2,813

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	7	6	1	30
2020	17	13	17	30
2021	39	32	68	30

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

785

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2016-03-16

☐ 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 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)

Timothy Drive EB and Timberstone Way

Latitude

52.28248901490067

Longitude

-113.75724999244345

Location Image /Map



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 16 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: **785**

LOCATION: **Timothy Drive EB and Timberstone Way**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 377

2020 0

2021 868

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	5	5	1	30
2020	0	0	0	30
2021	8	8	3	30

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

786

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2016-03-16

☐ 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 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)

Timothy Drive WB and Timberstone Way

Latitude

52.28248901490067

Longitude

-113.75724999244345

Location Image /Map



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 16 2022 Breeman
Completed By Date yyyy-mm-dd Signature

Sgt. M. ZUFFERLI NOV 14 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 #: **786**

LOCATION: **Timothy Drive WB and Timberstone Way**

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 581

2020 581

2021 0

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	5	1	6	30
2020	1	0	24	30
2021	0	0	0	30

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

789

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2016-10-13

☐ 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)

Clearview Drive NB and Connaught Cr

Latitude

52.282587312666216

Longitude

-113.77299648871508

Location Image /Map



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

Completed By

NOV 16 2022
Date yyyy-mm-dd

B. Freeman
Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

Completed By

NOV 14 2022

Date yyyy-mm-dd

55733

Regimental or Badge Number

Sgt. M. ZUFFERLI #55733 RCMP
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 #: **789**

LOCATION: Clearview Drive NB and Connaught Crescent

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	0
2020	481
2021	623

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	0	0	0	30
2020	58	46	57	30
2021	31	27	29	30

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

790

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2016-10-13

☐ 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)

Clearview Drive SB and Connaught Cr

Latitude

52.282587312666216

Longitude

-113.77299648871508

Location Image /Map



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 16 2022

Completed By

Date yyyy-mm-dd

Signature Breeman

Police Officer that Approved the Form

Sgt. M. ZUFFERLI

NOV 14 2022

55733

Completed By

Date yyyy-mm-dd

Regimental or Badge Number

Sgt. M. ZUFFERLI #55733 RCMP
Signature [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 #: **790**

LOCATION: Clearview Drive SB and Connaught Crescent

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 364

2020 984

2021 786

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	3	2	4	30
2020	40	33	45	30
2021	13	11	16	30

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

791

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2018-06-15

☐ 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)

Van Slyke Way WB and Veer Pl

Latitude

52.231920158915216

Longitude

-113.74893216971887

Location Image /Map



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.
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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 16 2022 B. Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form NOV 14 2022

Sgt. M. ZUFFERLI 5733 Sgt. M. ZUFFERLI #55738 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 #: **791**

LOCATION: Van Slyke Way WB and Veer Place

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	1	1	1	0
2020	0	0	0	0
2021	0	0	0	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	0	0	0	30
2020	0	0	0	30
2021	0	0	0	30

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

792

New or existing site?

☒ Existing, original start date yyyy-mm-dd 2018-06-15

☐ 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)

Van Slyke Way EB and Vermont Ave

Latitude

52.231905843260655

Longitude

-113.75348138321323

Location Image /Map



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 16 2022 B. Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: 792

LOCATION: Van Slyke Way EB and Vermont Avenue

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 1,200

2020 1,517

2021 1,203

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	41	37	14	30
2020	49	41	24	30
2021	32	27	42	30

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

800

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)

Pamely Ave NB and Patterson Cr

Latitude

52.2932532358509

Longitude

-113.80856425547105

Location Image /Map



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.
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 - ☐ 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 16 2022 B Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: **800**

LOCATION: Parnely Avenue NB and Patterson Crescent

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 97

2020 0

2021 1,203

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	3	1	1	30
2020	0	0	0	30
2021	0	0	0	30

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

801

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)

Pamely Ave SB and Patterson Cr

Latitude

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Longitude

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Location Image /Map



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):

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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 16 2022 B. Freeman
Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

Sgt. M. ZUFFERLI NOV 14 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 #: **801**

LOCATION: Pamey Avenue SB and Patterson Crescent

TYPE: **PHOTO RADAR – SPEED**

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 1,050

2020 376

2021 1,437

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	42	33	24	30
2020	12	8	9	30
2021	58	48	86	30

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: