

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

Site 1

New or existing site?

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

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

SmartMicro Radar Model:UMRR-0A0903-1Exxx

Location Description

Location Type

Intersection Area of Road

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

Gaetz Ave SB @ 32 Street

Latitude

52.25099620808558

Longitude

-113.81413852866493

Location Image /Map

52.25099620808558,
-113.81413852866493



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 Advertising
- Engineering Please Specify Speed limits, Traffic signal timing
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

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

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

Submission Includes (Mandatory)

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

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

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

Police Officer that Approved the Form

Sgt. M. Zufferli NOV 21 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 #: 1

LOCATION: **Gaetz Avenue & 32 Street SB**

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT (R/L)

3 YEAR NUMBER OF VEHICLES MONITORED

2019 1,014,819

2020 956,392

2021 884,465

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019:	27	2	29	0
2020:	17	4	21	0
2021:	14	3	17	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	540	337	5,112	60
2020	395	283	4,224	60
2021	355	257	4200	60

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019	965	18
2020	137	7
2021	119	22

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)

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Municipality Name

The City of Red Deer

Name of Police Services

Red Deer City RCMP

ATE Location Identification Number

Site 3

New or existing site?

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

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 If other, please specify details.

Laser Lidar Radar Other

Device Make and Model

SmartMicro Radar Model:UMRR-0A0903-1Exxx

Location Description

Location Type

Intersection Area of Road

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

Gaetz Ave SB @ 59 St

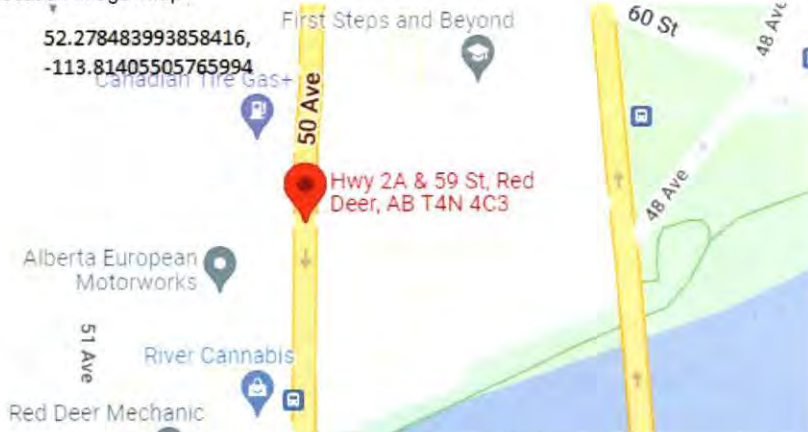
Latitude

52.278483993858416

Longitude

-113.81405505765994

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 Advertising
- Engineering Please Specify Speed limits, Traffic signal timing
- 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.
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 - 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.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
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 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

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

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

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

Police Officer that Approved the Form

Sgt. M. Zufferli NOV 21 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 #: 3

LOCATION: Gaetz Avenue & 59 Street SB

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	1,143,319
2020	1,397,559
2021	1,489,130

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	27	2	9	0
2020	5	0	5	0
2021	2	0	2	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	11,002	8,141	3,672	50
2020	5,155	3,745	4,296	50
2021	3,199	2,541	4,200	50

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019	824	104
2020	303	109
2021	298	160

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

Site 4

New or existing site?

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

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

Device Make and Model

SmartMicro Radar Model: UMRR-0A0303-Exxx

Location Description

Location Type

Intersection Area of Road

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

Gaetz Ave NB @ 67 St

Latitude

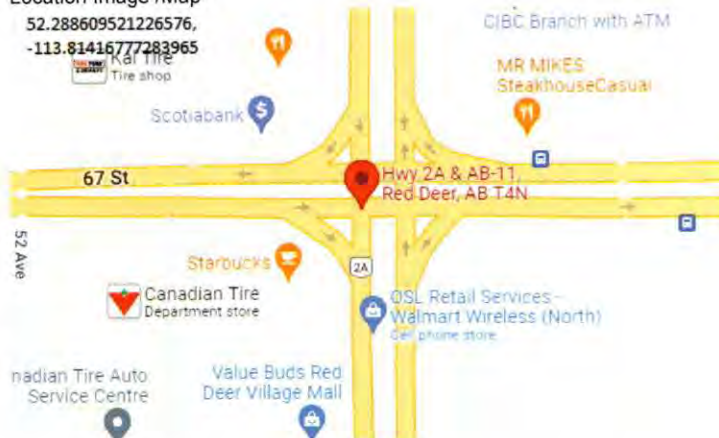
52.288609521226576

Longitude

-113.81416777283965

Location Image /Map

52.288609521226576,
-113.81416777283965



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 Advertising
- Engineering Please Specify Speed limits, Traffic signal timing
- 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.
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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.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
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- Designated Zones.** To meet this criterion, please see section I in the Guideline.
 - School Zone.
 - Playground Zone.
 - Construction Zone.

Submission Includes (Mandatory)

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

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

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

Police Officer that Approved the Form

Sgt. M. Zufferli NOV 21 2022 55733 *Sgt. M. ZUFFERLI*
 Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

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*As per the definition of the guideline.

RATIONALE

SITE #: 4

LOCATION: Gaetz Avenue & 67 Street NB

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 372,843

2020 743,986

2021 789,913

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	36	4	40	0
2020	21	3	24	0
2021	28	1	29	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	363	242	1,488	60
2020	683	465	3,576	60
2021	742	556	3,528	60

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019	303	11
2020	56	8
2021	140	9

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

Site 5

New or existing site?

Existing, original start date yyyy-mm-dd 2004-09-28

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

SmartMicro Radar Model:UMRR-0A4903-1Exxx

Location Description

Location Type

Intersection Area of Road

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

32 St @ 30 Ave EB

Latitude

52.25225074506918

Longitude

-113.76653908818146

Location Image /Map

52.25225074506918
-113.76653908818146



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 Advertising
- Engineering Please Specify Speed limits, Traffic signal timing
- 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.
 - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
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Submission Includes (Mandatory)

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

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

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

Police Officer that Approved the Form

Sgt. M. Zufferli NOV 21 2022 55733 *Sgt. M. ZUFFERLI*
 Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

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*As per the definition of the guideline.

RATIONALE

SITE #: 5

LOCATION: 32 Street & 30 Avenue EB

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	77,560
2020	86,231
2021	221,185

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	20	3	23	0
2020	7	2	9	0
2021	10	2	12	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	78	51	1,464	60
2020	79	20	2,160	60
2021	77	55	2,760	60

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019	153	2
2020	16	1
2021	24	7

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

Site 6

New or existing site?

Existing, original start date yyyy-mm-dd 2004-09-24

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

SmartMicro Radar Model:UMRR-0A0303-1Exxx

Location Description

Location Type

Intersection Area of Road

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

50 St @ 30 Ave EB

Latitude

52.2669999287939

Longitude

-113.76648271516997

Location Image /Map

52.26689999287939,
-113.76648271516997



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

Submission Includes (Mandatory)

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

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

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

Police Officer that Approved the Form

Sgt. M. Zufferli NOV 21 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 # 6

LOCATION: **Ross Street & 30 Avenue EB**

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019 120,506

2020 201,713

2021 127,057

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	9	2	11	0
2020	10	2	12	0
2021	17	5	22	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	33	25	3,600	60
2020	42	29	5,016	60
2021	36	31	2,880	60

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019	376	1
2020	26	6
2021	19	4

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

Site 7

New or existing site?

Existing, original start date yyyy-mm-dd 2002-09-28

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

Device Make and Model

SmartMicro Radar Model: UMRR-0A4903-1Exxx

Location Description

Location Type

Intersection Area of Road

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

Gaetz Ave & 76 St NB

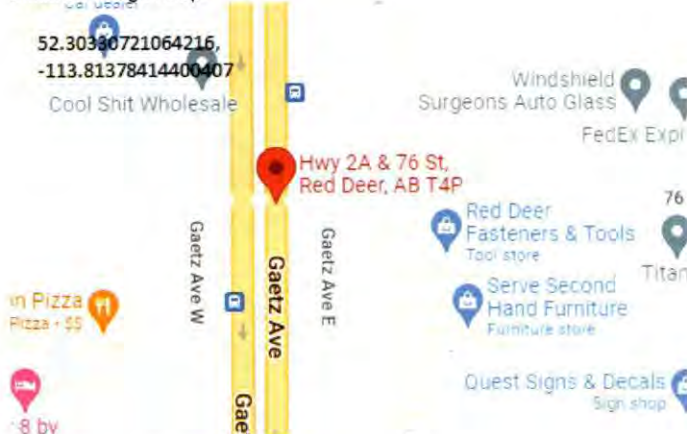
Latitude

52.3003721064216

Longitude

-113.81378414400407

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 Advertising
- Engineering Please Specify Speed limits, Traffic signal timing
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

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

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

Submission Includes (Mandatory)

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

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

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

Police Officer that Approved the Form

Sgt. M. Zufferli NOV 21 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 # 7

LOCATION: Gaetz Avenue & 76 Street NB

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	849,284
2020	969,139
2021	1,080,284

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	3,375	2,468	3,600	60
2020	2,916	2,268	3,456	60
2021	2,782	2,199	3,552	60

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019	554	16
2020	114	29
2021	161	21

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

Site 8

New or existing site?

Existing, original start date yyyy-mm-dd 2004-10-04

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

SmartMicro Radar Model: UMRR-0A0303-1Exxx

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 & 49 St NB

Latitude

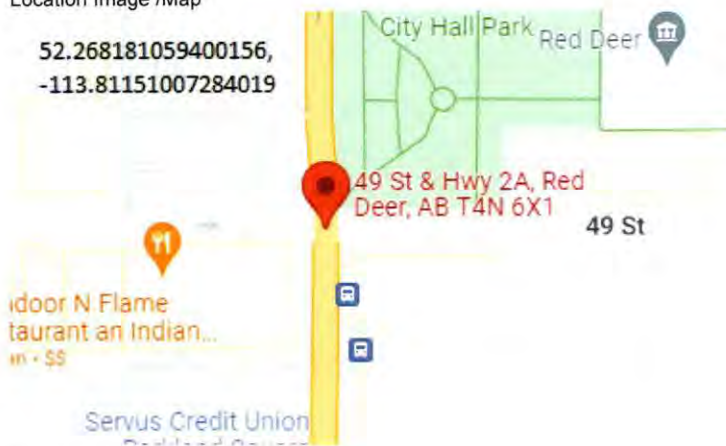
52.268181059400156

Longitude

-113.81151007284019

Location Image /Map

52.268181059400156,
-113.81151007284019



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 Advertising
- Engineering Please Specify Speed limits, Traffic Signal timing
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

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

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

Submission Includes (Mandatory)

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

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

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

Police Officer that Approved the Form

Sgt. M. Zufferli NOV 2 1 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 #: 8

LOCATION: 49 Avenue & 49 Street NB

TYPE: PHOTO RADAR – SPEED

INTERSECTION SAFETY DEVICE – SPEED

INTERSECTION SAFETY DEVICE – RED LIGHT

3 YEAR NUMBER OF VEHICLES MONITORED

2019	958,178
2020	1,336,313
2021	1,229,540

3 YEAR COLLISION DATA:

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

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	1,195	651	3,648	50
2020	836	465	4,176	50
2021	524	302	3,552	50

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019	1,014	131
2020	294	93
2021	239	74

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

Site 9

New or existing site?

Existing, original start date yyyy-mm-dd 2005-10-03

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

Device Make and Model

SmartMicro Radar Model: UMRR-0A0303-1Exxx

Location Description

Location Type

Intersection Area of Road

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

30 Ave & 32 St SB

Latitude

52.2521423816079

Longitude

-113.76642909002781

Location Image /Map

52.2521423816079,
-113.76642909002781



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 Advertising
- Engineering Please Specify Speed limits, Traffic signal timing
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

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

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

Submission Includes (Mandatory)

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

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

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

Police Officer that Approved the Form

Sgt. M. Zufferli NOV 21 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 #: 9
LOCATION: 30 Avenue & 32 Street SB

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

3 YEAR NUMBER OF VEHICLES MONITORED

2019	619,368
2020	827,873
2021	745,210

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	20	3	23	0
2020	7	2	9	0
2021	10	2	12	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	1,006	691	3,696	60
2020	990	774	4,224	60
2021	809	660	3,576	60

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019	557	4
2020	60	7
2021	72	6

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

Site 10

New or existing site?

Existing, original start date yyyy-mm-dd 2005-10-03

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

Device Make and Model

SmartMicro Radar Model: UMRR-0A4903-1Exxx

Location Description

Location Type

Intersection Area of Road

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

30 Ave & Ross St NB

Latitude

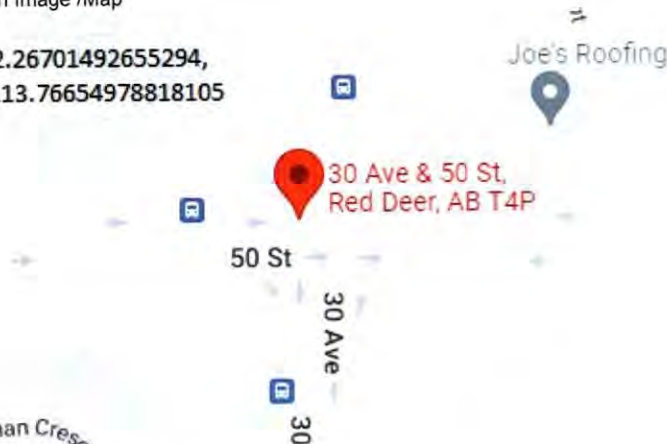
52.26701492655294

Longitude

-113.76654978818105

Location Image /Map

52.26701492655294,
-113.76654978818105



Eastman Cres

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 Advertising
- Engineering Please Specify Speed limits, Traffic signal timing
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

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

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

Submission Includes (Mandatory)

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

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

Elizabeth Freeman

NOV 21 2022

B. Freeman

Completed By

Date yyyy-mm-dd

Signature

Police Officer that Approved the Form

Sgt. M. Zufferli

NOV 21 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 #: 10
LOCATION: 30 Avenue & Ross Street NB

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

3 YEAR NUMBER OF VEHICLES MONITORED

2019	1,191,504
2020	937,428
2021	1,091,558

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	9	2	11	0
2020	10	2	12	0
2021	17	5	22	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	2,738	2,089	4,152	60
2020	1,446	1,187	3,456	60
2021	1,933	1,592	3,576	60

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019	342	20
2020	35	7
2021	64	8

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

Site 11

New or existing site?

Existing, original start date yyyy-mm-dd 2013-11-13

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

SmartMicro Radar Model UMRR-0A4903-1Exxx

Location Description

Location Type

Intersection Area of Road

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

Taylor Dr & 32 St SB

Latitude

52.2509938893973

Longitude

-113.81974001219058

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 Advertising
- Engineering Please Specify Speed limits, Traffic signal timing
- Conventional Enforcement Please Specify _____
- Other Please Specify _____

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

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

Submission Includes (Mandatory)

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

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

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

Police Officer that Approved the Form

Sgt. M. Zufferli NOV 21 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 #: 11
LOCATION: Taylor Drive & 32 Street SB

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

3 YEAR NUMBER OF VEHICLES MONITORED

2019	467,928
2020	60,450
2021	473,078

3 YEAR COLLISION DATA:

YEAR	PROPERTY DAMAGE	INJURY	COLLISIONS	FATAL
2019	9	2	11	0
2020	31	2	33	0
2021	27	2	29	0

3 YEAR SPEED DATA

YEAR	CONTRAVENTIONS	NOTICES	HOURS	SPEED LIMIT
2019	144	74	4,392	70
2020	16	10	720	70
2021	113	83	3,504	70

3 YEAR RED LIGHT DATA

YEAR	R/L CONTRAVENTIONS	R/L NOTICES
2019	342	20
2020	16	5
2021	45	16

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: