

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

Town of Coaldale

Name of Police Services

Coaldale and District Municipal Enforcement/RCMP

ATE Location Identification Number

26

New or existing site?

Existing, original start date yyyy-mm-dd 2016-01-01

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-05-10

Assessment Expiry Date yyyy-mm-dd

2024-05-10

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

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

National Standards Other Standards

Type of Technology Used

Laser Lidar Radar Other

Device Make and Model

JENOPTIK/Robot MultaRadar

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)

8 Street from Highway 3 to 20th Ave

Latitude

112° 36'02.4"W

Longitude

49° 43.45.1"N

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 School visits, web page, media release, candy cane check stops
- Engineering Please Specify _____
- Conventional Enforcement Please Specify CPO and RCMP Patrol
- 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)

Mark Anderson	2022-05-10	Mark Anderson
Completed By	Date yyyy-mm-dd	Signature

Digitally signed by Mark Anderson
Date: 2022.05.10 07:25:08 -06'00'

Police Officer that Approved the Form

	S/Sgt. Mike Numan	
Completed By	Regimental or Badge Number	Signature

Digitally signed by S/Sgt. Mike Numan
Date: 2022.05.30 14:30:14 -06'00'

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.

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Law Enforcement and Oversight

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Municipality Name

Town of Coaldale

Name of Police Services

Coaldale and District Municipal Enforcement/RCMP

ATE Location Identification Number

27

New or existing site?

Existing, original start date yyyy-mm-dd 2016-01-01

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-05-10

Assessment Expiry Date yyyy-mm-dd

2024-05-10

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

JENOPTIK/Robot MultaRadar

Location Description

Location Type

Intersection Area of Road

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

Highway #3 from 1200 - 800 Blocks

Latitude

112° 36'08.2"W

Longitude

49° 43'53.5"N

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 Media release, Web Page, road signage
- Engineering Please Specify _____
- Conventional Enforcement Please Specify CPO, RCMP
- 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)

<u>Mark Anderson</u>	<u>2022-05-10</u>	<u>Mark Anderson</u>	<small>Digitally signed by Mark Anderson Date: 2022.05.10 07:45:21 -0600</small>
Completed By	Date yyyy-mm-dd	Signature	

Police Officer that Approved the Form

<u>Mike Numan</u>	<u>2022-05-30</u>	<u>46868</u>	<u>S/Sgt. Mike Numan</u>	<small>Digitally signed by S/Sgt. Mike Numan Date: 2022.05.30 14:33:03 -0600</small>
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.

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Law Enforcement and Oversight

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

Municipality Name

Town of Coaldale

Name of Police Services

Coaldale and District Municipal Enforcement/RCMP

ATE Location Identification Number

88

New or existing site?

Existing, original start date yyyy-mm-dd 2016-01-01

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-05-10

Assessment Expiry Date yyyy-mm-dd

2024-05-10

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

JENOPTIK/Robot MultaRadar

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)

2000-2100 20 Street

Latitude

112° 37'21.9"W

Longitude

49° 43'35.6"N

Location Image /Map



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Law Enforcement and Oversight

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

Municipality Name

Town of Coaldale

Name of Police Services

Coaldale and District Municipal Enforcement

ATE Location Identification Number

91

New or existing site?

Existing, original start date yyyy-mm-dd 2016-01-01

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-05-26

Assessment Expiry Date yyyy-mm-dd

2024-05-26

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

JENOPTIK/Robot MultaRadar

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)

1800-1900 10 Street

Latitude

112° 36'15.9"W

Longitude

49° 43'44.6"N

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 Social Media, Media, Traffic Special Attentions, School Presentations
- Engineering Please Specify _____
- Conventional Enforcement Please Specify CPOs and RCMP Lidar/Radar
- 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)

Mark Anderson	2022-05-26	Mark Anderson	Digitally signed by Mark Anderson Date: 2022.05.26 15:32:55 -06'00'
Completed By	Date yyyy-mm-dd	Signature	

Police Officer that Approved the Form

Mike Numan	2022-05-30	46868	S/Sgt. Mike Numan	Digitally signed by S/Sgt. Mike Numan Date: 2022.05.30 14:51:33 -06'00'
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.

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

Town of Coaldale

Name of Police Services

Coaldale and District Municipal Enforcement/RCMP

ATE Location Identification Number

92

New or existing site?

Existing, original start date yyyy-mm-dd 2016-01-01

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-05-26

Assessment Expiry Date yyyy-mm-dd

2024-05-26

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

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

National Standards Other Standards .

Type of Technology Used

Laser Lidar Radar Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

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)

2100-2300 11 Street

Latitude

112° 36'22.8"W

Longitude

49° 43'27.4"N

Location Image /Map



Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

Town of Coaldale

Name of Police Services

Coaldale and District Municipal Enforcement/RCMP

ATE Location Identification Number

93

New or existing site?

Existing, original start date yyyy-mm-dd 2016-01-01

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-05-26

Assessment Expiry Date yyyy-mm-dd

2024-05-26

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

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

National Standards Other Standards

Type of Technology Used

Laser Lidar Radar Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

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)

2000-2200 13 Street

Latitude

112° 36'42.4"W

Longitude

49° 43'30.4"N

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 School presentations, check stops, media and social media
- Engineering Please Specify _____
- Conventional Enforcement Please Specify CPOs and RCMP Radar/Lidar
- 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)

Mark Anderson	2022-05-26	Mark Anderson	Digitally signed by Mark Anderson Date: 2022.05.26 15:57:19 -06'00'
Completed By	Date yyyy-mm-dd	Signature	

Police Officer that Approved the Form

Mike Numan	2022-05-30	46868	S/Sgt. Mike Numan	Digitally signed by S/Sgt. Mike Numan Date: 2022.05.30 14:35:24 -06'00'
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

Town of Coaldale

Name of Police Services

Coaldale and District Municipal Enforcement

ATE Location Identification Number

95

New or existing site?

Existing, original start date yyyy-mm-dd 2016-01-01

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-05-26

Assessment Expiry Date yyyy-mm-dd

2024-05-26

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

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

If other, please provide name of the standard.

Type of Technology Used

Laser Lidar Radar Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

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)

2200-2300 16 Street

Latitude

112° 36'59.1"W

Longitude

49° 43'22.7"N

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 Check Stops, School Presentations, Media and Social Media
- Engineering Please Specify _____
- Conventional Enforcement Please Specify CPOs and RCMP Lidar/Radar
- 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)

<u>Mark Anderson</u>	<u>2022-05-26</u>	<u>Mark Anderson</u>	Digitally signed by Mark Anderson Date: 2022.05.26 16:04:48 -06'00'
Completed By	Date yyyy-mm-dd	Signature	

Police Officer that Approved the Form

<u>Mike Numan</u>	<u>2022-05-30</u>	<u>46868</u>	<u>S/Sgt. Mike Numan</u>	Digitally signed by S/Sgt. Mike Numan Date: 2022.05.30 14:36:37 -06'00'
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.

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

Town of Coaldale

Name of Police Services

Coaldale and District Municipal Enforcement/RCMP

ATE Location Identification Number

99

New or existing site?

Existing, original start date yyyy-mm-dd 2016-01-01

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-05-26

Assessment Expiry Date yyyy-mm-dd

2024-05-26

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

JENOPTIK/Robot MultaRadar

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)

2100-2200 21 Street

Latitude

112° 37'298.6"W

Longitude

49° 43'28.5"N

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 Check stops, School Presentations, Media and Social Media
- Engineering Please Specify _____
- Conventional Enforcement Please Specify CPOs and RCMP Radar/Lidar
- 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)

Mark Anderson	2022-05-26	Mark Anderson	Digitally signed by Mark Anderson Date: 2022.05.26 16:35:22 -06'00'
Completed By	Date yyyy-mm-dd	Signature	

Police Officer that Approved the Form

Mike Numan	2022-05-30	46868	S/Sgt. Mike Numan	Digitally signed by S/Sgt. Mike Numan Date: 2022.05.30 14:38:21 -06'00'
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.

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

Town of Coaldale

Name of Police Services

Coaldale and District Municipal Enforcement/RCMP

ATE Location Identification Number

100

New or existing site?

Existing, original start date yyyy-mm-dd 2016-01-01

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-05-26

Assessment Expiry Date yyyy-mm-dd

2024-05-26

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

JENOPTIK/Robot MultaRadar

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)

1100-1200 22 Ave

Latitude

112° 36'29.5"W

Longitude

49° 43'26.6"N

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 Check Stops, School Presentations, Media and Social Media
- Engineering Please Specify _____
- Conventional Enforcement Please Specify CPOs RCMP Radar/Lidar
- 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)

Mark Anderson	2022-05-26	Mark Anderson	Digitally signed by Mark Anderson Date: 2022.05.26 16:55:08 -06'00'
Completed By	Date yyyy-mm-dd	Signature	

Police Officer that Approved the Form

Mike Numan	2022-05-30	46868	S/Sgt. Mike Numan	Digitally signed by S/Sgt. Mike Numan Date: 2022.05.30 14:39:45 -06'00'
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.

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

Town of Coaldale

Name of Police Services

Coaldale and District Municipal Enforcement/RCMP

ATE Location Identification Number

101

New or existing site?

Existing, original start date yyyy-mm-dd 2016-01-01

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-05-27

Assessment Expiry Date yyyy-mm-dd

2024-05-27

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

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

If other, please provide name of the standard.

Type of Technology Used

Laser Lidar Radar Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

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)

1200 - 1500 22 Ave

Latitude

112° 36'47.7"W

Longitude

49° 43'26.5N

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 School Presentations, Check Stops, Media and Social Media
- Engineering Please Specify _____
- Conventional Enforcement Please Specify CPOs and RCMP Radar and Lidar
- 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)

Mark Anderson	2022-05-27	Mark Anderson	Digitally signed by Mark Anderson Date: 2022.05.27 16:21:45 -06'00'
Completed By	Date yyyy-mm-dd	Signature	

Police Officer that Approved the Form

Mike Numan	2022-05-30	46868	S/Sgt. Mike Numan	Digitally signed by S/Sgt. Mike Numan Date: 2022.05.30 14:40:45 -06'00'
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.

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

Town of Coaldale

Name of Police Services

Coaldale and District Municipal Enforcement/RCMP

ATE Location Identification Number

103

New or existing site?

Existing, original start date yyyy-mm-dd 2016-01-01

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

Assessment Expiry Date yyyy-mm-dd

2025-03-31

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

JENOPOTIK/Robot MultaRadar

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)

1300 - 1600 23 Ave

Latitude

112° 36'53.3"W

Longitude

49° 43'19.4"N

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 School presentations, check stops, media and social media
- Engineering Please Specify _____
- Conventional Enforcement Please Specify CPO and RCMP
- 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)

Mark Anderson	2022-05-27	Mark Anderson	Digitally signed by Mark Anderson Date: 2022.05.27 11:23:23 -06'00'
Completed By	Date yyyy-mm-dd	Signature	

Police Officer that Approved the Form

Mike Numan	2022-05-30	46868	S/Sgt. Mike Numan	Digitally signed by S/Sgt. Mike Numan Date: 2022.05.30 14:41:56 -06'00'
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.

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

Twon of Coaldale

Name of Police Services

Coaldale and District Municipal Enforcement

ATE Location Identification Number

104

New or existing site?

Existing, original start date yyyy-mm-dd 2016-01-01

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-05-27

Assessment Expiry Date yyyy-mm-dd

2024-05-27

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

JENOPTIK/Robot MultaRadar

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)

2000 - 2100 23 Ave

Latitude

112° 37'34.9"W

Longitude

49° 43'19.3"N

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 School presentations, check stops, media and social media
- Engineering Please Specify _____
- Conventional Enforcement Please Specify CPOs and RCMP Lidar and Radar
- Other Please Specify Mock car crash presentation

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)

Mark Anderson	2022-05-27	Mark Anderson	Digitally signed by Mark Anderson Date: 2022.05.27 16:45:30 -06'00'
Completed By	Date yyyy-mm-dd	Signature	

Police Officer that Approved the Form

Mike Numan	2022-05-30	46868	S/Sgt. Mike Numan	Digitally signed by S/Sgt. Mike Numan Date: 2022.05.30 14:42:57 -06'00'
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.

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

Town of Coaldale

Name of Police Services

Coaldale and District Municipal Enforcement/RCMP

ATE Location Identification Number

105

New or existing site?

Existing, original start date yyyy-mm-dd 2016-01-01

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-05-28

Assessment Expiry Date yyyy-mm-dd

2024-05-28

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

JENOPTIK/Robot MultaRadar

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)

2100 - 2200 24 Street

Latitude

112° 38'01.6"W

Longitude

49° 43'26.2"N

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 School presentations, check stops, media, social media
- Engineering Please Specify _____
- Conventional Enforcement Please Specify CPOs/RCMP Radar/Lidar
- 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)

<u>Mark Anderson</u>	<u>2022-05-28</u>	<u>Mark Anderson</u>	Digitally signed by Mark Anderson Date: 2022.05.28 07:49:10 -06'00'
Completed By	Date yyyy-mm-dd	Signature	

Police Officer that Approved the Form

<u>Mike Numan</u>	<u>2022-05-30</u>	<u>46868</u>	<u>S/Sgt. Mike Numan</u>	Digitally signed by S/Sgt. Mike Numan Date: 2022.05.30 14:44:06 -06'00'
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.

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

Town of Coaldale

Name of Police Services

Coaldale and District Municipal Enforcement/RCMP

ATE Location Identification Number

107

New or existing site?

Existing, original start date yyyy-mm-dd 2016-01-01

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-05-28

Assessment Expiry Date yyyy-mm-dd

2024-05-28

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

JENOPTIK/Robot Multiradar

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)

1700 - 1900 Highway 3

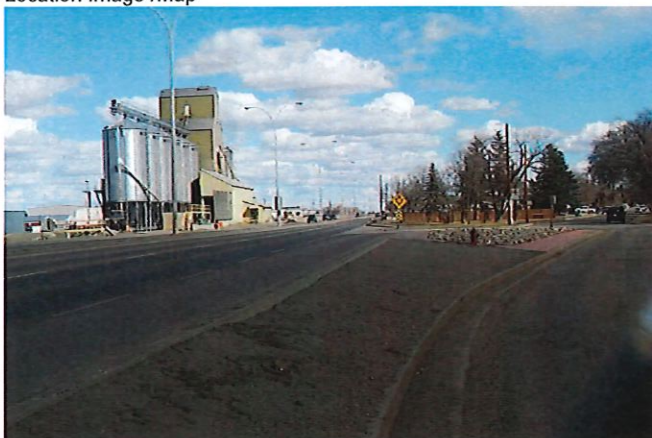
Latitude

112° 37'05.3"W

Longitude

49° 43'43.3"N

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 School Presentations, Check Stops, Media and Social Media
- Engineering Please Specify _____
- Conventional Enforcement Please Specify CPOs/RCMP Radar/Lidar
- Other Please Specify Traffic Blitz - CPO/RCMP/Sherrifs

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)

<u>Mark Anderson</u>	<u>2022-05-28</u>	<u>Mark Anderson</u>	Digitally signed by Mark Anderson Date: 2022.05.28 08:09:18 -0600
Completed By	Date yyyy-mm-dd	Signature	

Police Officer that Approved the Form

<u>Mike Numan</u>	<u>2022-05-30</u>	<u>46868</u>	<u>S/Sgt. Mike Numan</u>	Digitally signed by S/Sgt. Mike Numan Date: 2022.05.30 14:45:34 -0600
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.

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

Town of Coaldale

Name of Police Services

Coaldale and District Municipal Enforcement/RCMP

ATE Location Identification Number

125

New or existing site?

Existing, original start date yyyy-mm-dd 2016-01-01

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-05-17

Assessment Expiry Date yyyy-mm-dd

2024-05-17

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

JENOPTIK/Robot MultaRadar

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)

2100-2300 20 Street

Latitude

112° 37'21.8"W

Longitude

49° 43'23.1"N

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 School talks, media, social media, check stops
- Engineering Please Specify _____
- Conventional Enforcement Please Specify CDME/RCMP Radar/Lidar
- 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)

Mark Anderson	2022-05-17	Mark Anderson	<small>Digitally signed by Mark Anderson Date: 2022.05.17 10:19:54 -0600</small>
Completed By	Date yyyy-mm-dd	Signature	

Police Officer that Approved the Form

Mike Numan	2022-05-30	46868	S/Sgt. Mike Numan
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	<small>Digitally signed by S/Sgt. Mike Numan Date: 2022.05.30 14:47:01 -0600</small> 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.

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

Town of Coaldale

Name of Police Services

Coaldale and District Municipal Enforcement / Royal Canadian Mounted Police

ATE Location Identification Number

130

New or existing site?

Existing, original start date yyyy-mm-dd 2016-06-01

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-05-04

Assessment Expiry Date yyyy-mm-dd

2024-05-04

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

JENOPTIK/Robot MultaRadar

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)

1400-1600 20 Street

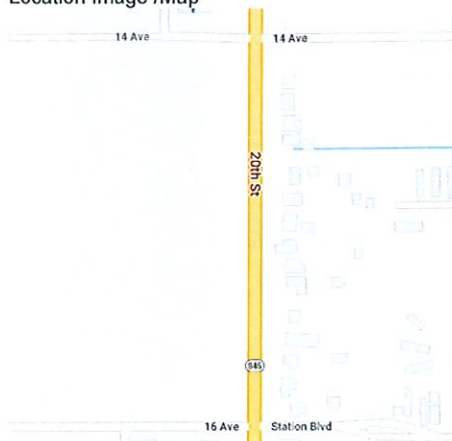
Latitude

112° 37'21.8"W

Longitude

49° 43'59.3"N

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 School presentations, media releases signage
- Engineering Please Specify _____
- Conventional Enforcement Please Specify RCMP, CPOs,
- Other Please Specify Candy Cane Check Stops

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)

<u>Mark Anderson</u>	<u>2022-05-04</u>	<u>Mark Anderson</u>	Digitally signed by Mark Anderson Date: 2022.05.04 12:08:49 -06'00'
Completed By	Date yyyy-mm-dd	Signature	

Police Officer that Approved the Form

<u>Mike Numan</u>	<u>2022-05-30</u>	<u>46868</u>	<u>S/Sgt. Mike Numan</u>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Digitally signed by S/Sgt. Mike Numan Date: 2022.05.30 14:47:53 -06'00'
			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.

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

Town of Coaldale

Name of Police Services

Coaldale & District Municipal Enforcement/RCMP

ATE Location Identification Number

280

New or existing site?

Existing, original start date yyyy-mm-dd 2016-01-01

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-05-17

Assessment Expiry Date yyyy-mm-dd

2024-05-17

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

JENOPTIK/Robot MultaRadar

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)

2200-3000 Highway #3

Latitude

112° 37'21.8"W

Longitude

49° 43'59.3"N

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 School talks, media release, social media
- Engineering Please Specify Installed signal lights
- Conventional Enforcement Please Specify CDME/RCMP Radar/Lidar
- Other Please Specify Installed additional "Photo Radar" signage

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)

<u>Mark Anderson</u>	<u>2022-05-17</u>	<u>Mark Anderson</u>	<small>Digitally signed by Mark Anderson Date: 2022.05.17 10:33:22 -0600</small>
Completed By	Date yyyy-mm-dd	Signature	

Police Officer that Approved the Form

<u>Mike Numan</u>	<u>2022-05-30</u>	<u>46868</u>	<u>S/Sgt. Mike Numan</u>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	<small>Digitally signed by S/Sgt. Mike Numan Date: 2022.05.30 14:48:58 -0600</small>
			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.

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

Town of Coaldale

Name of Police Services

Coaldale & District Municipal Enforcement/RCMP

ATE Location Identification Number

644

New or existing site?

Existing, original start date yyyy-mm-dd 2016-01-01

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-05-17

Assessment Expiry Date yyyy-mm-dd

2024-05-17

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

JENOPTIK/Robot MultaRadar

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)

2400-3000 20 Street

Latitude

112° 37'22.1"W

Longitude

49° 43'10.3"N

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 Media, Social Media, School Presentations,
- Engineering Please Specify Pedestrian crossing lights, increased signage
- Conventional Enforcement Please Specify CDME/RCMP Radar/Lidar
- 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)

<u>Mark Anderson</u>	<u>2022-05-17</u>	<u>Mark Anderson</u>
Completed By	Date yyyy-mm-dd	Signature

Digitally signed by Mark Anderson
Date: 2022.05.17 11:17:42 -0600

Police Officer that Approved the Form

<u>Mike Numan</u>	<u>2022-05-30</u>	<u>46868</u>	<u>S/Sgt. Mike Numan</u>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature

Digitally signed by S/Sgt. Mike Numan
Date: 2022.05.30 14:50:18 -0600

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.