

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	
City of Beaumont	
Name of Police Services	
RCMP	
ATE Location Identification Number	
901	
New or existing site?	
Existing, original start date yyyy-mm-dd	
New, anticipated start date yyyy-mm-dd	
Assessment Effective Date yyyy-mm-dd	Assessment Expiry Date yyyy-mm-dd
2023-06-01	2025-06-01
Technology Type of ATE Device Mobile Device Intersection Safety Device For Intersection Safety Device	please provide name of the standard
For Intersections, Select the Amber Light Set Time Standards If other, National Standards Other Standards	please provide name of the standard.
Type of Technology Used If other,	please specify details.
◯ Laser	
Device Make and Model	
Dragon Cam made by Dragon Eye	
Location Description Location Type Intersection	n Road 1, between Road 2 & Road 3)
Latitude	Longitude
53.349471	-113.422231
Location Image /Map	

Location Eligibility Select all the previous strategies behaviors sufficiently (at least of		cation to improve transportation safety that were unsuccessful in changing drivers' cted):
✓ Education	Please Specify	RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media post
✓ Engineering	Please Specify	Permanent ATE monitoring signs
✓ Conventional Enforcement	Please Specify	Tickets, RCMP/CPO Joint Forces Operation (JFO)
Other	Please Specify	
The area or intersection intersection when comparing over a three-ty The area or intersection intersection when comparing the area or intersection. The area or intersection. The area or intersection.	sions. To meet that a higher colvear period or ar has a higher coloring over a three has at least five has at least 15 per a or intersection	sociated with the location (at least one must be selected): this criterion, the area or intersection shall meet at least one of the following: lision frequency for all collisions relative to other similar* areas or intersections when nother study with multiple measurements lision frequency for injury and fatal collisions relative to other similar* area or e-year period or another study with multiple measurements. collisions resulting in injuries or fatalities in the last three years. oroperty damage, injury, or fatal collisions in the past three years. In that has resulted in reduced collisions or injury and fatal collisions over a three-year or maintain existing locations.
The area or intersection or intersections when continuous The area or intersection comparing over a three-year The area or intersection every half hour of the specific periods on different days. The use of ATE in an area	has a higher free mparing over a t has a higher free year period. has at least thre eed-monitoring p s. This criterion c ea or intersection	his criterion, the area or intersection shall meet at least one of the following: quency of speeding vehicles or speeding contraventions relative to other similar* areas three-year period or another study with multiple measurements. quency of speeding contraventions relative to other similar area or intersection when the speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in period based on research conducted over at least three measurement/observation can only be used for new location where location specific data may not be available. In has resulted in reduced frequency of speeding vehicles or speeding contraventions can only be used to maintain existing locations.
intersection shall meet at least The intersection has a his intersection when composition The intersection has a his comparing over a three-y. The intersection has at less period based on research only be used for new locument. The use of ATE at an intersection has at less period based on research only be used for new locument.	ast one of the foligher frequency paring over a three gher frequency year period. east three red light conducted over ation where local ersection that has the frequency r	ventions (speeding or red light/stop sign). To meet this criterion, the area or llowing: of red light and/or stop sign running contraventions relative to other similar ee-year period or another study with multiple measurements. of red light and/or stop sign contraventions relative to other similar intersection when the and/or stop sign contraventions in every half hour based of the speed-monitoring er at least three measurement/observation periods on different days. This criterion can altion specific data may not be available. The area or light running or stop sign running over a three-year period. This criterion can only be a light running or stop sign running over a three-year period.
 ✓ Designated Zones. To mee ✓ School Zone. ✓ Playground Zone. Construction Zone. 	et this criterion, p	please see section I in the Guideline.

Submission Includes (Mandatory)

Attachments with data sur	pporting the traffic safety	risk for the above selected	l criteria (excluding designated zones)
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Municipality or Contractor Person that Completed the Form (if appropriate)

Karly Skoreyko

2023-05-12

Completed By

Date yyyy-mm-dd

Police Officer that Approved the Form

2023 -06- 0 1 Cpl. A.Hack

Congress 53630 R.C.M.P. Date yyyy-mm-dd Regimental or Badge Number

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.



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Direct any questions to: Director of Law Enforcement Standards at ATEProgram@gov.ab.ca Municipality Name City of Beaumont Name of Police Services **RCMP** ATE Location Identification Number 902 New or existing site? Existing, original start date yyyy-mm-dd 2020-08-01 New, anticipated start date yyyy-mm-dd Assessment Effective Date yyyy-mm-dd Assessment Expiry Date yyyy-mm-dd 2023-06-01 2025-06-01 Technology Type of ATE Device Mobile Device Intersection Safety Device For Intersections, Select the Amber Light Set Time Standards If other, please provide name of the standard. National Standards Other Standards Type of Technology Used If other, please specify details. Lidar Other () Laser Radar Device Make and Model Dragon Cam made by Dragon Eye **Location Description** Location Type Intersection Area of Road Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3) 43 Avenue EB at/near Beaumont High School Latitude Longitude 53.349471 113.422231 Location Image /Map

Location Eligibility		
Select all the previous strategie behaviors sufficiently (at least of		cation to improve transportation safety that were unsuccessful in changing drivers' octed):
✓ Education	Please Specify	RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media post
✓ Engineering	Please Specify	Permanent ATE monitoring signs
✓ Conventional Enforcement	Please Specify	Tickets, RCMP/CPO Joint Forces Operation (JFO)
Other	Please Specify	
The area or intersection on the area or intersection on intersection when comparing over a three-intersection when comparing or intersection or intersection. The area or intersection.	sions. To meet has a higher col year period or an has a higher col aring over a thre has at least five	sociated with the location (at least one must be selected): this criterion, the area or intersection shall meet at least one of the following: llision frequency for all collisions relative to other similar* areas or intersections when nother study with multiple measurements llision frequency for injury and fatal collisions relative to other similar* area or e-year period or another study with multiple measurements. collisions resulting in injuries or fatalities in the last three years. property damage, injury, or fatal collisions in the past three years. In that has resulted in reduced collisions or injury and fatal collisions over a three-year
period. This criterion can Higher Frequency of Special The area or intersection or intersections when comparing over a three—The area or intersection every half hour of the speciods on different days. The use of ATE in an armover a three-year periods.	eding. To meet that a higher free imparing over a shad a higher free year period. The at least three imparing is. This criterion cea or intersection.	maintain existing locations. his criterion, the area or intersection shall meet at least one of the following: quency of speeding vehicles or speeding contraventions relative to other similar* areas three-year period or another study with multiple measurements. quency of speeding contraventions relative to other similar area or intersection when see speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in period based on research conducted over at least three measurement/observation can only be used for new location where location specific data may not be available. In has resulted in reduced frequency of speeding vehicles or speeding contraventions an only be used to maintain existing locations. Ventions (speeding or red light/stop sign). To meet this criterion, the area or
intersection shall meet at le The intersection has a h intersections when com The intersection has a h comparing over a three- The intersection has at l period based on researd only be used for new loc The use of ATE at an in prevented an increase in used to maintain existing	ast one of the foigher frequency paring over a thrigher frequency year period. east three red light conducted over ation where locatersection that he in the frequency is glocations.	llowing: of red light and/or stop sign running contraventions relative to other similar ee-year period or another study with multiple measurements. of red light and/or stop sign contraventions relative to other similar intersection when ght and/or stop sign contraventions in every half hour based of the speed-monitoring er at least three measurement/observation periods on different days. This criterion can ation specific data may not be available. as reduced the frequency of red light/stop sign running behaviours or contraventions or red light running or stop sign running over a three-year period. This criterion can only be
✓ Designated Zones. To me✓ School Zone.✓ Playground Zone.✓ Construction Zone.	et this criterion, p	please see section I in the Guideline.

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)

Karly Skoreyko

2023-05-12

Completed By

Date yyyy-mm-dd

Police Officer that Approved the Form Cpl. A.Hack

Reg# 53630 R.C.M.P.

Regimental or Badge Number

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.



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Direct any questions to: Director of Law Enforcement Standards at ATEProgram@gov.ab.ca Municipality Name City of Beaumont Name of Police Services **RCMP** ATE Location Identification Number 903 New or existing site? 2020-08-01 (Existing, original start date yyyy-mm-dd New, anticipated start date yyyy-mm-dd Assessment Effective Date yyyy-mm-dd Assessment Expiry Date yyyy-mm-dd 2025-06-01 2023-06-01 Technology Type of ATE Device O Intersection Safety Device (Mobile Device For Intersections, Select the Amber Light Set Time Standards If other, please provide name of the standard. Other Standards National Standards Type of Technology Used If other, please specify details. Laser Lidar () Radar Other Device Make and Model Dragon Cam made by Dragon Eye **Location Description** Location Type Intersection Area of Road Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3) 50 Avenue WB at/near Bellevue School Latitude Longitude 53.352398 113.418637 Location Image /Map 50 Ave

Location		

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): Please Specify RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media post ✓ Education ✓ Engineering Please Specify Permanent ATE monitoring signs Conventional Enforcement Please Specify Tickets, RCMP/CPO Joint Forces Operation (JFO) 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 $^{\! \perp}$ 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) 2023-05-12 Karly Skoreyko Completed By Date yyyy-mm-dd Police Officer that Approved the Form Cpl. A.Hack Reg#c53630 BkC.M.P. 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.



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Municipality Name	
City of Beaumont	
Name of Police Services	
RCMP	
ATE Location Identification Number	
904	
New or existing site?	
Existing, original start date yyyy-mm-dd 2020-08-01	
New, anticipated start date yyyy-mm-dd	
Assessment Effective Date yyyy-mm-dd	Assessment Expiry Date yyyy-mm-dd
2023-06-01	2025-06-01
Technology Type of ATE Device Mobile Device Intersection Safety Device For Intersections, Select the Amber Light Set Time Standards If other, ple	ease provide name of the standard.
National Standards Other Standards	ease provide name of the standard.
	ease specify details.
Laser	
Dragon Cam made by Dragon Eye	
Location Description Location Type Intersection Area of Road Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 50 Avenue EB at/near Bellevue School	oad 1, between Road 2 & Road 3)
Latitude	Longitude
53.352398	-113.418637
Location Image /Map ont 50+ Club Community Centre Soul House Sweets Community Centre	
Alternative Touch Professional Center	55 52 ABCI
Little Saplings Montessori Preschool	51 92

Leastion Eligibility			
Location Eligibility Select all the previous strategie	e used at the loc	ration to improve transportation saf	ety that were unsuccessful in changing drivers'
behaviors sufficiently (at least of			city that were unbuscossial in shariging anvoice
✓ Education	Please Specify	RCMP/CPO Joint Forces Ope	eration (JFO), Warnings, Social Media pos
✓ Engineering	Please Specify	Permanent ATE monitoring	signs
✓ Conventional Enforcement	Please Specify	Tickets, RCMP/CPO Joint Fo	orces Operation (JFO)
Other	Please Specify		
	c safety risks as	sociated with the location (at least	one must be selected).
Higher Frequency of Colli The area or intersection comparing over a three- The area or intersection intersection when comparing	sions. To meet the has a higher collyear period or are has a higher collaring over a three	this criterion, the area or intersection lision frequency for all collisions rel nother study with multiple measurer	on shall meet at least one of the following: ative to other similar* areas or intersections when ments collisions relative to other similar* area or multiple measurements.
		property damage, injury, or fatal col	170
The use of ATE in an ar	ea or intersection		isions or injury and fatal collisions over a three-year
The area or intersection or intersections when comparing over a three- The area or intersection every half hour of the speriods on different days. The use of ATE in an arrover a three-year period. Higher Frequency of Intersintersection shall meet at leterate intersection shall meet at leterate intersections when comparing over a three- The intersection has a horizontal comparing over a three- The intersection has at I period based on researce only be used for new location.	has a higher free omparing over a state has a higher free year period. has at least three year period. has at least three yead-monitoring particles. This criterion can be a considerable of the foliogher frequency paring over a three igher frequency year period. Heast three red light conducted over the conducted over the foliogher frequency is the conducted over the foliogher frequency is the frequency of the frequency in the frequency of the fr	quency of speeding vehicles or speethree-year period or another study of quency of speeding contraventions are speeding notices where the vehicle period based on research conducted an only be used for new location with has resulted in reduced frequency an only be used to maintain existing the ventions (speeding or red light/stillowing: of red light and/or stop sign running ee-year period or another study with of red light and/or stop sign contraventions are at least three measurement/obsetation specific data may not be available as reduced the frequency of red light.	relative to other similar area or intersection when cle is exceeding the speed limit by at least 15km/h in ad over at least three measurement/observation where location specific data may not be available. It is of speeding vehicles or speeding contraventions glocations. It is of sign). To meet this criterion, the area or glocations relative to other similar hambling measurements. It is relative to other similar intersection when the every half hour based of the speed-monitoring ervation periods on different days. This criterion can
✓ Designated Zones. To med✓ School Zone.✓ Playground Zone.✓ Construction Zone.	et this criterion, p	please see section I in the Guideling	е.
Submission Includes (Manda	itory)		
			criteria (excluding designated zones).
		pleted the Form (if appropriate)	Harly
Karly Skor		2023-05-12	
Completed	d By	Date yyyy-mm-dd	Signature

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53630

*As per the definition of the guideline.

Police Officer that Approved the Form Cpl. A.Hack

minimum of ten years.



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Direct any questions to: Director of Law Enforcement Standards at ATEProgram@gov.ab.ca Municipality Name City of Beaumont Name of Police Services **RCMP** ATE Location Identification Number 905 New or existing site? (a) Existing, original start date yyyy-mm-dd 2020-08-01 New, anticipated start date yyyy-mm-dd Assessment Effective Date yyyy-mm-dd Assessment Expiry Date yyyy-mm-dd 2023-06-01 2025-06-01 Technology Type of ATE Device Mobile Device Intersection Safety Device For Intersections, Select the Amber Light Set Time Standards If other, please provide name of the standard. Other Standards National Standards Type of Technology Used If other, please specify details. (Lidar () Radar Other Device Make and Model Dragon Cam made by Dragon Eye Location Description Location Type Intersection Area of Road Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3) 55 Avenue WB at/near JE Lapointe School Latitude Longitude 53.356948 113.41289 Location Image /Map Beaumont Raiders Lacrosse 55 Ave 55 Ave 55 Ave 55 Ave 55 Ave 814 Beaumont Curling Club École JE Lapointe School

	_			
Location	Н	la	bı	litv

behaviors sufficiently (at least one must be selected): Please Specify RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media post ✓ Education Please Specify Permanent ATE monitoring signs ✓ Engineering Conventional Enforcement Please Specify Tickets, RCMP/CPO Joint Forces Operation (JFO) Please Specify Other 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 $^{f oxed{f oxed}}$ 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 ot 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) 2023-05-12 Karly Skoreyko Completed By Date yyyy-mm-dd Police Officer that Approved the Form CDI. A. Hack Rea# 53630 R.C.M.P. Regimental or Badge Number Completed By Retention of the form shall be in accordance with section P - Data Collection and Retention and be held by the police service for a

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers'

minimum of ten years.

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Direct any questions to: Director of Law Enforcement Sta	andards at 🛭	ATEProgram@gov	v.ab.ca	
Municipality Name				
City of Beaumont				
Name of Police Services				
RCMP				
ATE Location Identification Number				
906				
New or existing site?	Let V () Let (
Existing, original start date yyyy-mm-dd	-08-01			
New, anticipated start date yyyy-mm-dd				
Assessment Effective Date yyyy-mm-dd		Assessment Expiry	Date yyyy-mm-dd	
2023-06-01		2025-06-01		
Technology				
Type of ATE Device				
Mobile Device				
For Intersections, Select the Amber Light Set Time Standards	If other nie:	ase provide name of	f the standard	
National Standards Other Standards	Transfer pro-	ado prorido namo o		
				30
Type of Technology Used	If other, plea	ase specify details.		
Laser Lidar Radar Other				
Device Make and Model				
Dragon Cam made by Dragon Eye				
Location Description				
Location Type				
☐ Intersection				
Physical Location Description (e.g., Intersection of Road 1 & R	Road 2, on Ro	ad 1, between Road	1 2 & Road 3)	1
55 Avenue EB at/near JE Lapointe School				
Latitude		Longitude		
53.356948		-113.41289		
Location Image /Map				
Beaumont Raiders Lacrosse	49 St			1
55 Ave 55 Ave 55 Ave	•	55 Ave	55 Ave	55 Ave
1				
814)				•
Beaumont Curling Club 📮				
Éco	ole JE Lapointe Sc	hool		

Location Eligibility Select all the previous strategies	s used at the loc	cation to improve transportation safety that were unsuccessful in changing drivers'
behaviors sufficiently (at least or		
	7/ 2	RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media post
		Permanent ATE monitoring signs
✓ Conventional Enforcement	Please Specify	Tickets, RCMP/CPO Joint Forces Operation (JFO)
Other	Please Specify	
Higher Frequency of Collis The area or intersection in comparing over a three-year intersection when comparing the area or intersection in intersection when comparing the area or intersection in the area or intersection in the area or intersection can intersection in the area or i	ions. To meet the has a higher collear period or an has a higher collering over a three has at least five has at least 15 para or intersection only be used to ding. To meet the has a higher free	sociated with the location (at least one must be selected): this criterion, the area or intersection shall meet at least one of the following: lision frequency for all collisions relative to other similar* areas or intersections when nother study with multiple measurements lision frequency for injury and fatal collisions relative to other similar* area or e-year period or another study with multiple measurements. collisions resulting in injuries or fatalities in the last three years. or operty damage, injury, or fatal collisions in the past three years. In that has resulted in reduced collisions or injury and fatal collisions over a three-year or maintain existing locations. In this criterion, the area or intersection shall meet at least one of the following: quency of speeding vehicles or speeding contraventions relative to other similar* areas three-year period or another study with multiple measurements. quency of speeding contraventions relative to other similar area or intersection when
every half hour of the spe periods on different days. The use of ATE in an area	nas at least threed-monitoring particle. This criterion can or intersection	e speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in period based on research conducted over at least three measurement/observation can only be used for new location where location specific data may not be available. In has resulted in reduced frequency of speeding vehicles or speeding contraventions can only be used to maintain existing locations.
intersection shall meet at lea The intersection has a hig intersections when compa The intersection has a hig comparing over a three-y The intersection has at le period based on research only be used for new loca The use of ATE at an intersection has at le	est one of the folgher frequency of aring over a three gher frequency of ear period. It is a set three red light conducted over a tion where local ersection that he the frequency reserved.	ventions (speeding or red light/stop sign). To meet this criterion, the area or llowing: of red light and/or stop sign running contraventions relative to other similar see-year period or another study with multiple measurements. Of red light and/or stop sign contraventions relative to other similar intersection when the stop sign contraventions in every half hour based of the speed-monitoring er at least three measurement/observation periods on different days. This criterion can stion specific data may not be available. The service of the speed-monitoring er at least three measurement/observation periods on different days. This criterion can stion specific data may not be available. The service of the speed-monitoring er at least three measurement/observation periods on different days. This criterion can only be light running or stop sign running over a three-year period. This criterion can only be
 ✓ Designated Zones. To meet ✓ School Zone. ✓ Playground Zone. ✓ Construction Zone. 	t this criterion, p	please see section I in the Guideline.

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)

Karly Skoreyko 2023-05-12

Ty 3K01EyK0 2023-03-1

Completed By Date yyyy-mm-dd

Signature

Police Officer that Approved the Form

Cpl. A.Hack

Reg#53630 B, C.M.P.

2023 -06- 0 1

Date vvvv-mm-dd

Regimental or Badge Number

How

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.

PS12925 Rev. 2022-01



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 City of Beaumont Name of Police Services **RCMP** ATE Location Identification Number 907 New or existing site? 2020-08-01 (Existing, original start date yyyy-mm-dd New, anticipated start date yyyy-mm-dd Assessment Effective Date yyyy-mm-dd Assessment Expiry Date yyyy-mm-dd 2023-06-01 2025-06-01 Technology Type of ATE Device Mobile Device Intersection Safety Device For Intersections, Select the Amber Light Set Time Standards If other, please provide name of the standard. National Standards Other Standards Type of Technology Used If other, please specify details. Laser Lidar Radar Other Device Make and Model Dragon Cam made by Dragon Eye **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) 44 Street SB at/near Beau Meadow School Latitude Longitude 53.348281 -113.406577 Location Image /Map

		¥
Location Eligibility		
		cation to improve transportation safety that were unsuccessful in changing drivers' cted):
✓ Education	Please Specify	RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media post
✓ Engineering	Please Specify	Permanent ATE monitoring signs
✓ Conventional Enforcement	Please Specify	Tickets, RCMP/CPO Joint Forces Operation (JFO)
Other	Please Specify	
The area or intersection intersection when comparing The area or intersection intersection when comparing The area or intersection The area or intersection The area or intersection	sions. To meet has a higher col year period or ar has a higher col aring over a three has at least five has at least 15 pea or intersection	sociated with the location (at least one must be selected): this criterion, the area or intersection shall meet at least one of the following: lision frequency for all collisions relative to other similar* areas or intersections when nother study with multiple measurements lision frequency for injury and fatal collisions relative to other similar* area or e-year period or another study with multiple measurements. collisions resulting in injuries or fatalities in the last three years. property damage, injury, or fatal collisions in the past three years. In that has resulted in reduced collisions or injury and fatal collisions over a three-year or maintain existing locations.
The area or intersection or intersections when co The area or intersection comparing over a three-y The area or intersection every half hour of the specific periods on different days The use of ATE in an area	has a higher fre mparing over a shas a higher fre year period. has at least thre eed-monitoring parts. This criterion contacts and contacts are shaded as a shaded	his criterion, the area or intersection shall meet at least one of the following: quency of speeding vehicles or speeding contraventions relative to other similar* areas three-year period or another study with multiple measurements. quency of speeding contraventions relative to other similar area or intersection when see speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in period based on research conducted over at least three measurement/observation can only be used for new location where location specific data may not be available. In has resulted in reduced frequency of speeding vehicles or speeding contraventions an only be used to maintain existing locations.
The intersection shall meet at least the intersection has a his intersection when comparing over a three-ty and intersection has a his comparing over a three-ty and intersection has at least period based on research only be used for new locument.	ast one of the foigher frequency paring over a threigher frequency year period. east three red light conducted over ation where locatersection that had the frequency residence.	ventions (speeding or red light/stop sign). To meet this criterion, the area or llowing: of red light and/or stop sign running contraventions relative to other similar ee-year period or another study with multiple measurements. of red light and/or stop sign contraventions relative to other similar intersection when ght and/or stop sign contraventions in every half hour based of the speed-monitoring er at least three measurement/observation periods on different days. This criterion can ation specific data may not be available. The area or light and/or stop sign contraventions in every half hour based of the speed-monitoring er at least three measurement/observation periods on different days. This criterion can ation specific data may not be available. The area or light and/or stop sign running behaviours or contraventions or red light running or stop sign running over a three-year period. This criterion can only be
 ✓ Designated Zones. To mee ✓ School Zone. ✓ Playground Zone. ✓ Construction Zone. 	et this criterion, p	please see section I in the Guideline.

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)

Karly Skoreyko

2023-05-12

Completed By

Date yyyy-mm-dd

Police Officer that Approved the Form Cpl. A.Hack

2023 -06- 0 1 Date yyyy-mm-dd

Regimental or Badge Number

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.



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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 City of Beaumont Name of Police Services RCMP ATE Location Identification Number 908 New or existing site? Existing, original start date yyyy-mm-dd 2020-08-01 New, anticipated start date yyyy-mm-dd Assessment Effective Date yyyy-mm-dd Assessment Expiry Date yyyy-mm-dd 2023-06-01 2025-06-01 Technology Type of ATE Device O Intersection Safety Device Mobile Device If other, please provide name of the standard. For Intersections, Select the Amber Light Set Time Standards Other Standards National Standards Type of Technology Used If other, please specify details Lidar () Laser Radar Other Device Make and Model Dragon Cam made by Dragon Eye **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) 44 Street NB at/near Beau Meadow School Latitude Longitude 53.348281 113.406577 Location Image /Map

PS12925 Rev. 2022-01 Page 1 of 2

Location Eligibility			
Select all the previous strategie behaviors sufficiently (at least of			at were unsuccessful in changing drivers'
✓ Education	Please Specify	RCMP/CPO Joint Forces Operati	on (JFO), Warnings, Social Media post
✓ Engineering	Please Specify	Permanent ATE monitoring signs	S
✓ Conventional Enforcement	Please Specify	Tickets, RCMP/CPO Joint Forces	Operation (JFO)
Other	Please Specify		
Higher Frequency of Colli	sions. To meet has a higher col		all meet at least one of the following: to other similar* areas or intersections when
The area or intersection	has a higher col	nother study with multiple measurements llision frequency for injury and fatal collis e-year period or another study with multi	ions relative to other similar* area or
The area or intersection	has at least five	collisions resulting in injuries or fatalities	s in the last three years.
		property damage, injury, or fatal collision	8 8
The state of the s		n that has resulted in reduced collisions of maintain existing locations.	or injury and fatal collisions over a three-year
The area or intersection or intersections when concept and the area or intersection comparing over a three-the area or intersection every half hour of the supperiods on different day. The use of ATE in an arrower a three-year periods	has a higher freomparing over a has a higher freopear period. has at least threopead-monitoring is. This criterion coea or intersection. I. This criterion coes	three-year period or another study with n quency of speeding contraventions relati ee speeding notices where the vehicle is period based on research conducted ove can only be used for new location where n has resulted in reduced frequency of sp an only be used to maintain existing local	g contraventions relative to other similar* areas nultiple measurements. Inve to other similar area or intersection when exceeding the speed limit by at least 15km/h in errat least three measurement/observation location specific data may not be available, peeding vehicles or speeding contraventions titions.
intersection shall meet at let intersection has a hintersection when com The intersection has a hintersection has a hintersection has a hintersection has at intersection has a hintersection has at hintersection hintersection has at hintersection has at	east one of the fooigher frequency paring over a through grant of the paring over a through grant over the paring of the paring	of red light and/or stop sign running cont ee-year period or another study with mul of red light and/or stop sign contraventio ght and/or stop sign contraventions in eve er at least three measurement/observatio ation specific data may not be available. as reduced the frequency of red light/stop	raventions relative to other similar
✓ Designated Zones. To me✓ School Zone.✓ Playground Zone.✓ Construction Zone.	et this criterion, p	olease see section I in the Guideline.	
Submission Includes (Manda	- 15 Th		
		safety risk for the above selected criteria	a (excluding designated zones).
		pleted the Form (if appropriate)	Lang
Karly Sko		2023-05-12	
Complete	d By	Date yyyy-mm-dd	Signature

Police Officer that Approved the Form Cpl. A.Hack

2023 -06- 0 1

Regimental or Badge Number

Signature

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Municipality Name	
City of Beaumont	
Name of Police Services	
RCMP	
ATE Location Identification Number	
917	
New or existing site?	
● Existing, original start date yyyy-mm-dd2020-08-0	1
New, anticipated start date yyyy-mm-dd	
Assessment Effective Date yyyy-mm-dd	Assessment Expiry Date yyyy-mm-dd
2023-06-01	2025-06-01
Technology Type of ATE Device Mobile Device Intersection Safety Device	
For Intersections, Select the Amber Light Set Time Standards If oth	er, please provide name of the standard.
National Standards Other Standards	
Type of Technology Used If oth	ner, please specify details.
○ Laser	<u> </u>
Device Make and Model	
Dragon Cam made by Dragon Eye	
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)
Eaglemont Street SB at/near Dansereau Meadows	
Latitude	Longitude
53.360976	-113.431380
Location Image /Map Done for Canada MA And	
Location Image /Map Come for Casala So Are So Are Come for Casala So Are So Are Come for Casala So Are So Are	-113.431300

Location		

behaviors sufficiently (at least one must be selected): Please Specify RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media post ✓ Education Please Specify Permanent ATE monitoring signs ✓ Engineering Conventional Enforcement Please Specify Tickets, RCMP/CPO Joint Forces Operation (JFO) Please Specify Other 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 ot 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) Karly Skorevko 2023-05-12 Completed By Date yyyy-mm-dd Police Officer that Approved the Form Cpl. A.Hack 2023 -06- 0 1 Regimental or Badge Number Signature

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers'

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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 City of Beaumont Name of Police Services **RCMP** ATE Location Identification Number 918 New or existing site? (Existing, original start date yyyy-mm-dd 2020-08-01 New, anticipated start date yyyy-mm-dd Assessment Expiry Date yyyy-mm-dd Assessment Effective Date yyyy-mm-dd 2023-06-01 2025-06-01 Technology Type of ATE Device Mobile Device Intersection Safety Device For Intersections, Select the Amber Light Set Time Standards If other, please provide name of the standard. Other Standards National Standards Type of Technology Used If other, please specify details. Laser Lidar Radar Other Device Make and Model Dragon Cam made by Dragon Eye **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) Eaglemont Street NB at/near Dansereau Meadows School Latitude Longitude 53.360976 -113.431380 Location Image /Map

Location	HIIC	ubi	litv

behaviors sufficiently (at least one must be selected) Please Specify RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media post ✓ Education Please Specify Permanent ATE monitoring signs ✓ Engineering Conventional Enforcement Please Specify Tickets, RCMP/CPO Joint Forces Operation (JFO) Please Specify Other 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 \dashv 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) Karly Skoreyko 2023-05-12 Completed By Date yyyy-mm-dd that Approved the Form A.Hack Police Officer 2023 -06- n 1 Rea# 53630 R.C.M.P. Completed By Regimental or Badge Number Signature

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers'

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^{*}As per the definition of the guideline.



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Municipality Name	2° 26.2
City of Beaumont	
Name of Police Services	
RCMP	
ATE Location Identification Number	
937	
New or existing site?	
Existing, original start date yyyy-mm-dd 2020-08-01	
New, anticipated start date yyyy-mm-dd	
Assessment Effective Date yyyy-mm-dd	Assessment Expiry Date yyyy-mm-dd
2023-06-01	2025-06-01
Technology Type of ATE Device Mobile Device Intersection Safety Device Technology Type of ATE Device Intersection Safety Device	neces provide name of the standard
For Intersections, Select the Amber Light Set Time Standards If other, ple National Standards Other Standards	ease provide name of the standard.
,	ease specify details.
Laser	§ " 1
Device Make and Model	
Dragon Cam made by Dragon Eye	
Location Description	
Location Type	
Intersection Area of Road	
Physical Location Description (e.g., Intersection of Road 1 & Road 2, on R	oad 1, between Road 2 & Road 3)
Soleil Boulevard EB at/near Mother D'Youville School	,
Latitude	Longitude
53.342681	-113.420390
Location Image /Map Solver Birg MASS Prictography Estmonton Solver Birg Solver	

Location Eligibility	
Select all the previous strategies used at the location to improve	e transportation safety that were unsuccessful in changing drivers'

behaviors sufficiently (at least one must be selected) Please Specify RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media post ✓ Education Please Specify Permanent ATE monitoring signs ✓ Engineering Conventional Enforcement Please Specify Tickets, RCMP/CPO Joint Forces Operation (JFO) Please Specify Other 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) 2023-05-12 Karly Skoreyko Completed By Date yyyy-mm-dd Police Officer that Approved the Form Cpl. A.Hack 2023 -06- 0 1 Reg# 53630 R.C.M.P. Regimental or Badge Number

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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 City of Beaumont Name of Police Services **RCMP** ATE Location Identification Number 938 New or existing site? (Existing, original start date yyyy-mm-dd 2020-08-01 New, anticipated start date yyyy-mm-dd Assessment Effective Date yyyy-mm-dd Assessment Expiry Date yyyy-mm-dd 2023-06-01 2025-06-01 Technology Type of ATE Device Mobile Device Intersection Safety Device For Intersections, Select the Amber Light Set Time Standards If other, please provide name of the standard. National Standards Other Standards Type of Technology Used If other, please specify details. Laser Lidar Radar Other Device Make and Model Dragon Cam made by Dragon Eye **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) Soleil Boulevard WB at/near Mother D'Youville School Latitude Longitude 53.342681 -113.420390 Location Image /Map

Locat	ion	Elic	ubi	litv

behaviors sufficiently (at least one must be selected) Please Specify RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media post ✓ Education Please Specify Permanent ATE monitoring signs ✓ Engineering Conventional Enforcement Please Specify Tickets, RCMP/CPO Joint Forces Operation (JFO) 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 \dashv 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) Karly Skoreyko 2022-07-12 Completed By Date yyyy-mm-dd Police Officer that Approved the Form Cpl. A.Hack 2023 -06- 0 1 Rea# 53630 R.C.M.P. Regimental or Badge Number Signature Completed By

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers'

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^{*}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	
City of Beaumont	
Name of Police Services	
RCMP	
ATE Location Identification Number	
931	
New or existing site?	
Existing, original start date yyyy-mm-dd 2020-08-01	
New, anticipated start date yyyy-mm-dd	
Assessment Effective Date yyyy-mm-dd	Assessment Expiry Date yyyy-mm-dd
2023-06-01	2025-06-01
Technology Type of ATE Device Mobile Device	
For Intersections, Select the Amber Light Set Time Standards If other, pletch	ease provide name of the standard.
	ease specify details.
Laser Lidar Radar Other	add speakly details.
Device Make and Model	
Dragon Cam made by Dragon Eye	
Location Description Location Type Intersection Area of Road Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1	oad 1. between Road 2 & Road 3)
Rue Parc Street NB at/near Mother D'Youville School	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
Latitude	Longitude
53.341853	-113.419191
Location Image /Map	

Location Eligibility		
Select all the previous strategies behaviors sufficiently (at least of		cation to improve transportation safety that were unsuccessful in changing drivers' cted):
✓ Education	Please Specify	RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media post
✓ Engineering	Please Specify	Permanent ATE monitoring signs
✓ Conventional Enforcement	Please Specify	Tickets, RCMP/CPO Joint Forces Operation (JFO)
Other	Please Specify	
Select all the documented traffice Higher Frequency of Collice The area or intersection comparing over a three-The intersection when comparing over a three-The intersection when comparing over a three-The intersection when comparing over a three-The intersection shall meet at legard to the comparing over a three-The intersection shall meet at legard the comparing over a three-The intersection shall meet at legard the comparing over a three-The intersection shall meet at legard the comparing over a three-The intersection has a home comparing over a three-The intersection has at legard the comparing over a three-The intersection has at legard the comparing over a three-The intersection has at legard the comparing over a three-The intersection has at legard the comparing over a three-The intersection has at legard the comparing over a three-The intersection has at legard the comparing over a three-The intersection has at legard the comparing over a three-The intersection has at legard the comparing over a three-The intersection has at legard the comparing over a three-The intersection has at legard the comparing over a three-The intersection has at legard the comparing over a three-The intersection has at legard the comparing over a three-The intersection has at legard the comparing over a three-The intersection has at legard the comparing over a three-The intersection has at legard the comparing over a three-The intersection has at legard the comparing over a three-The intersection has at legard the comparing over a three-The intersection has at legard the comparing over a three-The intersection has at legard the comparing over a three-The intersection has at legard the comparing over a three-The intersection has at legard the comparing over a three-The intersection has at legard the comparing over a three-The intersection has at legard the comparing over a three	ic safety risks assisions. To meet that has a higher colyear period or archas a higher colyear period or archas at least five has at least five has at least five has at least for an only be used to be ding. To meet that has a higher free management of the color of the folion of the folion color of the folion	sociated with the location (at least one must be selected): this criterion, the area or intersection shall meet at least one of the following: lision frequency for all collisions relative to other similar* areas or intersections when nother study with multiple measurements lision frequency for injury and fatal collisions relative to other similar* area or e-year period or another study with multiple measurements. collisions resulting in injuries or fatalities in the last three years. collisions resulted in reduced collisions in the past three years. In that has resulted in reduced collisions or injury and fatal collisions over a three-year or maintain existing locations. In this criterion, the area or intersection shall meet at least one of the following: quency of speeding vehicles or speeding contraventions relative to other similar* areas three-year period or another study with multiple measurements. quency of speeding contraventions relative to other similar area or intersection when the speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in period based on research conducted over at least three measurement/observation can only be used for new location where location specific data may not be available. In has resulted in reduced frequency of speeding vehicles or speeding contraventions an only be used to maintain existing locations. Ventions (speeding or red light/stop sign). To meet this criterion, the area or llowing: of red light and/or stop sign running contraventions relative to other similar ee-year period or another study with multiple measurements. of red light and/or stop sign contraventions relative to other similar intersection when get at least three measurement/observation periods on different days. This criterion can alter specific data may not be available. as reduced the frequency of red light/stop sign running behaviours or contraventions or red light running or stop sign running over a three-year period. This criterion can only be
used to maintain existing		
✓ Designated Zones. To me✓ School Zone.✓ Playground Zone.Construction Zone.	et this criterion, p	please see section I in the Guideline.
Submission Includes (Manda	atory)	
Attachments with data supp	oorting the traffic	safety risk for the above selected criteria (excluding designated zones).
Municipality or Contractor Po	erson that Com	pleted the Form (if appropriate)
Karly Sko	reyko	2023-05-12
Complete	d By	Date yyyy-mm-dd 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.

Regimental or Badge Number

2023 -06- 0 1

Date yyyy-mm-dd

*As per the definition of the guideline.

Police Officer that Approved the Form Cpl. A.Hack

Reg#_53630, B, C.M.P.



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 City of Beaumont Name of Police Services RCMP ATE Location Identification Number 932 New or existing site? 2020-08-01 (Existing, original start date yyyy-mm-dd New, anticipated start date yyyy-mm-dd Assessment Effective Date yyyy-mm-dd Assessment Expiry Date yyyy-mm-dd 2023-06-01 2025-06-01 Technology Type of ATE Device Mobile Device Intersection Safety Device For Intersections, Select the Amber Light Set Time Standards If other, please provide name of the standard. National Standards Other Standards Type of Technology Used If other, please specify details. Laser Lidar Radar Other Device Make and Model Dragon Cam made by Dragon Eye **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) Rue Parc Street SB at/near Mother D'Youville School Latitude Longitude 53.341853 -113.419191 Location Image /Map

Location Eligibility

behaviors sufficiently (at least one must be selected): Please Specify RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media post ✓ Education Please Specify Permanent ATE monitoring signs ✓ Engineering Conventional Enforcement Please Specify Tickets, RCMP/CPO Joint Forces Operation (JFO) Please Specify Other 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 \dashv 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 $^{\perp}$ 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 $^{\! \perp}$ 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) 2023-05-12 Karly Skoreyko Completed By Date yyyy-mm-dd Police Officer that Approved the Form Cpl. A.Hack 2023 -06- 0 1 Rea# 53630 R.C.M.P. Regimental or Badge Number Signature Completed By

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers'

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.



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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 City of Beaumont Name of Police Services **RCMP** ATE Location Identification Number 3900 New or existing site? (Existing, original start date yyyy-mm-dd 2020-08-01 New, anticipated start date yyyy-mm-dd Assessment Effective Date yyyy-mm-dd Assessment Expiry Date yyyy-mm-dd 2023-06-01 2025-06-01 Technology Type of ATE Device Mobile Device (Intersection Safety Device For Intersections, Select the Amber Light Set Time Standards If other, please provide name of the standard. National Standards Other Standards Type of Technology Used If other, please specify details Radar Other Device Make and Model Dragon Cam made by Dragon Eye **Location Description** Location Type Area of Road Intersection Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3) 30 Avenue EB at/near Ecole Champs Vallee School Latitude Longitude 53.339725 -113.429230 Location Image /Map Les Champs O O Les Champs 30 Ave

PS12925 Rev. 2022-01

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Location Eligibility

behaviors sufficiently (at least one must be selected) Please Specify RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media post ✓ Education ✓ Engineering Please Specify Permanent ATE monitoring signs Conventional Enforcement Please Specify Tickets, RCMP/CPO Joint Forces Operation (JFO) 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 \dashv 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 $^{f lue{1}}$ 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) Karly Skoreyko 2023-05-12 Completed By Date yyyy-mm-dd Police Officer that Approved the Form Cpl. A.Hack 2023 -06- N 1 Reg# 53630 R.C.M.P. Regimental or Badge Number

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers'

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.



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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 City of Beaumont Name of Police Services RCMP ATE Location Identification Number 3901 New or existing site? 2020-08-01 Existing, original start date yyyy-mm-dd New, anticipated start date yyyy-mm-dd Assessment Effective Date yyyy-mm-dd Assessment Expiry Date yyyy-mm-dd 2023-06-01 2025-06-01 Technology Type of ATE Device Mobile Device Intersection Safety Device For Intersections, Select the Amber Light Set Time Standards If other, please provide name of the standard. National Standards Other Standards Type of Technology Used If other, please specify details. Other Lidar Radar Device Make and Model Dragon Cam made by Dragon Eye **Location Description** Location Type Area of Road Intersection Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3) 30 Avenue WB at/near Ecole Champs Vallee School Latitude Longitude 53.339725 113.429230 Location Image /Map École Champs 30 Ave 30 Ave

Location	Eligi	bility
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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): Please Specify RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media post ✓ Education Please Specify Permanent ATE monitoring signs ✓ Engineering Conventional Enforcement Please Specify Tickets, RCMP/CPO Joint Forces Operation (JFO) Please Specify Other 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 $^{\perp}$ 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) Karly Skoreyko 2023-05-12 Completed By Date yyyy-mm-dd Police Officer that Approved the Form Cpl. A.Hack 2023 -06- N 1 Reg# 53630 R.C.M.P. Date yvyy-mm-dd Regimental or Badge Number

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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 City of Beaumont Name of Police Services RCMP ATE Location Identification Number 3902 New or existing site? (Existing, original start date yyyy-mm-dd 2020-08-01 New, anticipated start date yyyy-mm-dd Assessment Effective Date yyyy-mm-dd Assessment Expiry Date yyyy-mm-dd 2023-06-01 2025-06-01 Technology Type of ATE Device Mobile Device O Intersection Safety Device For Intersections, Select the Amber Light Set Time Standards If other, please provide name of the standard. National Standards Other Standards Type of Technology Used If other, please specify details. Lidar Radar Other) Device Make and Model Dragon Cam made by Dragon Eye **Location Description** Location Type Intersection (Area of Road Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3) 60 Street NB at/near Ecole Champs Vallee School Latitude Longitude 53.340335 -113.428069 Location Image /Map



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behaviors sufficiently (at least one must be selected): Please Specify RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media post ✓ Education ✓ Engineering Please Specify Permanent ATE monitoring signs Conventional Enforcement Please Specify Tickets, RCMP/CPO Joint Forces Operation (JFO) 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 $^{\! \perp}$ 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) Karly Skoreyko 2023-05-12 Completed By Date yyyy-mm-dd Police Officer that Approved the Form Cpl. A.Hack Reg# 53630 R.C.M.P. Regimental or Badge Number

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers'

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.



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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 City of Beaumont Name of Police Services RCMP ATE Location Identification Number 3903 New or existing site? Existing, original start date yyyy-mm-dd 2020-08-01 New, anticipated start date yyyy-mm-dd Assessment Effective Date yyyy-mm-dd Assessment Expiry Date yyyy-mm-dd 2023-06-01 2025-06-01 Technology Type of ATE Device (Mobile Device Intersection Safety Device For Intersections, Select the Amber Light Set Time Standards If other, please provide name of the standard. National Standards Other Standards Type of Technology Used If other, please specify details. Lidar Other Device Make and Model Dragon Cam made by Dragon Eye Location Description Location Type (Area of Road Intersection Physical Location Description (e.g., Intersection of Road 1 & Road 2, on Road 1, between Road 2 & Road 3) 60 Street SB at/near Ecole Champs Vallee School Latitude Longitude

113.428069

Location Image /Map

53.340335



PS12925 Rev. 2022-01

Location	Elia	ibility	
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behaviors sufficiently (at least one must be selected): Please Specify RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media post ✓ Education Please Specify Permanent ATE monitoring signs ✓ Engineering Conventional Enforcement Please Specify Tickets, RCMP/CPO Joint Forces Operation (JFO) Please Specify Other 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 $^{\! \perp}$ 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) 2023-05-12 Karly Skoreyko Completed By Date yyyy-mm-dd Police Officer that Approved the Form Cpl. A.Hack Reg# 53630 R.C.M.F Regimental or Badge Number

Select all the previous strategies used at the location to improve transportation safety that were unsuccessful in changing drivers'

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 City of Beaumont Name of Police Services **RCMP** ATE Location Identification Number 909 New or existing site? Existing, original start date yyyy-mm-dd 2020-08-01 New, anticipated start date yyyy-mm-dd Assessment Effective Date yyyy-mm-dd Assessment Expiry Date yyyy-mm-dd 2023-06-01 2025-06-01 Technology Type of ATE Device Mobile Device Intersection Safety Device For Intersections, Select the Amber Light Set Time Standards If other, please provide name of the standard. National Standards Other Standards Type of Technology Used If other, please specify details Lidar Laser Other Device Make and Model Dragon Cam made by Dragon Eye **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) Coloniale Way WB at/near Coloniale Estates School Latitude Longitude 53.363035 113.407481 Location Image /Map miale Park Coloniale Way Coloniale Way Coloniale Way École Coloniale Milleu Outdoor Rink Brochu Ct Milieu West 2 Soccer Milieu East 1 Soccer

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Milieu East Baseball Diamond

Location Eligibility					
Select all the previous strategie behaviors sufficiently (at least of			e transportation s	safety that were i	unsuccessful in changing drivers'
✓ Education	Please Specify	RCMP/CPO	Joint Forces O	peration (JFC	O), Warnings, Social Media post
✓ Engineering	Please Specify	Permanent	ATE monitorin	g signs	
✓ Conventional Enforcement	Please Specify	Tickets, RC	MP/CPO Joint	Forces Opera	ition (JFO)
Other	Please Specify				
comparing over a three- The area or intersection intersection when comp The area or intersection The area or intersection	has a higher collyear period or ar has a higher collaring over a three has at least five has at least 15 pea or intersection	this criterion, the lision frequency nother study with lision frequency e-year period or collisions resultations resultations that has resultations resultations that has resultations resultations.	e area or intersect for all collisions in multiple measure for injury and fat another study with ing in injuries or the e, injury, or fatal ded in reduced col-	tion shall meet a relative to other rements al collisions rela ith multiple meas fatalities in the la collisions in the p	at least one of the following: similar* areas or intersections when tive to other similar* area or surements.
or intersections when control or intersections. The area or intersection or intersection. The area or intersection or intersection. Every half hour of the specification of different day.	has a higher free omparing over a second has a higher free eyear period. has at least three opeed-monitoring parts. This criterion of the original highest highest highest highest free or intersection	quency of spee three-year perion quency of spee se speeding not period based or can only be used in has resulted in	ding vehicles or sid or another studding contravention ces where the veresearch conduction new location reduced frequer	peeding contrav ly with multiple n ns relative to oth hicle is exceeding ted over at leas where location ncy of speeding	entions relative to other similar* areas
intersection shall meet at let The intersection has a hintersections when com The intersection has a hintersection has a hintersection has a hintersection has at intersection has a hintersection has at intersection has at inte	east one of the fooligher frequency paring over a througher frequency eyear period. It is three red light conducted over cation where locatersection that had the frequency residence.	llowing: of red light and, ee-year period of red light and, ght and/or stop of at least three ation specific da as reduced the	or stop sign runn or another study v or stop sign contra- sign contravention measurement/ob ta may not be ava requency of red I	ing contravention with multiple mea raventions relations in every half his ervation periodailable.	meet this criterion, the area or ns relative to other similar asurements. We to other similar intersection when hour based of the speed-monitoring ls on different days. This criterion can nning behaviours or contraventions or year period. This criterion can only be
✓ Designated Zones. To me✓ School Zone.✓ Playground Zone.✓ Construction Zone.	et this criterion, p	olease see sect	on I in the Guidel	line.	
Submission Includes (Manda	atory)				
Attachments with data supp	porting the traffic	safety risk for t	ne above selected	d criteria (exclud	ing designated zones).
Municipality or Contractor P	erson that Com	pleted the Form	n (if appropriate) Att	2.0.
Karly Sko	7		23-05-29	K	Marie Contraction of the Contrac
Complete		Date	yyyy-mm-dd		Signature
Police Officer that Approved Reg# 53630 R.C.	'///	23 -06- 0 1	536	630	attack
Completed By		te yyyy-mm-dd	Regimental or Ba	dge 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.



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 City of Beaumont Name of Police Services **RCMP** ATE Location Identification Number 910 New or existing site? (Existing, original start date yyyy-mm-dd 2020-08-01 New, anticipated start date yyyy-mm-dd Assessment Expiry Date yyyy-mm-dd Assessment Effective Date yyyy-mm-dd 2025-06-01 2023-06-01 Technology Type of ATE Device Mobile Device O Intersection Safety Device For Intersections, Select the Amber Light Set Time Standards If other, please provide name of the standard. National Standards Other Standards Type of Technology Used If other, please specify details. () Laser Lidar Radar Other Device Make and Model Dragon Cam made by Dragon Eye **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) Coloniale Way EB at/near Coloniale Estates School Latitude Longitude 53.363052 113,408284 Location Image /Map miale Park Coloniale Way Coloniale Way cole Coloniale states School Milleu Outdoor Rink Milieu West 2 Soccer Milleu East 1 Soccer

Baseball Diamono

Location Eligibility Select all the previous strategies behaviors sufficiently (at least o		cation to improve transportation safety that were unsuccessful in changing drivers' cted):
✓ Education	Please Specify	RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media post
✓ Engineering	Please Specify	Permanent ATE monitoring signs
✓ Conventional Enforcement	Please Specify	Tickets, RCMP/CPO Joint Forces Operation (JFO)
Other	Please Specify	
The area or intersection comparing over a three-y intersection when comparing over a three-y	sions. To meet thas a higher colvear period or ar has a higher colvear a higher colver a three	sociated with the location (at least one must be selected): this criterion, the area or intersection shall meet at least one of the following: lision frequency for all collisions relative to other similar* areas or intersections when nother study with multiple measurements lision frequency for injury and fatal collisions relative to other similar* area or e-year period or another study with multiple measurements. 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 are	a or intersection	n that has resulted in reduced collisions or injury and fatal collisions over a three-year maintain existing locations.
The area or intersection or intersections when continuous The area or intersection comparing over a three-year The area or intersection every half hour of the specific periods on different days. The use of ATE in an area	has a higher free mparing over a to has a higher free year period. has at least three eed-monitoring p . This criterion co ea or intersection	nis criterion, the area or intersection shall meet at least one of the following: quency of speeding vehicles or speeding contraventions relative to other similar* areas three-year period or another study with multiple measurements. Quency of speeding contraventions relative to other similar area or intersection when the speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in period based on research conducted over at least three measurement/observation can only be used for new location where location specific data may not be available. In has resulted in reduced frequency of speeding vehicles or speeding contraventions can only be used to maintain existing locations.
The intersection shall meet at lead intersections when composition has a him intersection when composition has a him comparing over a three-young the intersection has at leading period based on research only be used for new location.	ast one of the foligher frequency aring over a three gher frequency year period. The conducted over a three red light conducted over a three frequency respection that he the frequency reserved.	ventions (speeding or red light/stop sign). To meet this criterion, the area or llowing: of red light and/or stop sign running contraventions relative to other similar see-year period or another study with multiple measurements. Of red light and/or stop sign contraventions relative to other similar intersection when with and/or stop sign contraventions in every half hour based of the speed-monitoring are at least three measurement/observation periods on different days. This criterion can action specific data may not be available. The seed-monitoring are reduced the frequency of red light/stop sign running behaviours or contraventions or sed light running or stop sign running over a three-year period. This criterion can only be
✓ Designated Zones. To mee School Zone. ✓ Playground Zone.	et this criterion, p	please see section I in the Guideline.

Submission Includes (Mandatory)

Construction Zone.

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)

Karly Skoreyko

2023-05-29

Completed By

Date yyyy-mm-dd

Police Officer that Approved the Form

Cpl. A.Hack

2023 -06- 0 1 Date yyyy-mm-dd

Regimental or Badge Number

Mack Signature

Signature

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

*As per the definition of the guideline.

PS12925 Rev. 2022-01