Automated Traffic Enforcement Location Assessment

Protected A (when completed)

Law Enforcement and Oversight

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

Municipality Name

City of Beaumont

Name of Police Services

RCMP

ATE Location Identification Number

901

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

2023-06-01

Assessment Expiry Date yyyy-mm-dd

2025-06-01

Technology

Type of ATE Device

(●) Mobile Device ( ) Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards

( ) National Standards ( ) Other Standards

If other, please provide name of the standard.

Type of Technology Used

( ) Laser (●) Lidar ( ) Radar ( ) Other

If other, please specify details.

Device Make and Model

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 WB at/near Beaumont High School

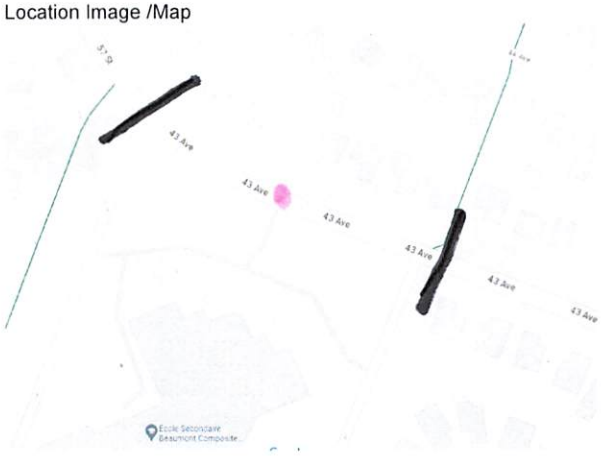
Latitude

53.349471

Longitude

-113.422231

Location Image /Map



Location Eligibility

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

- [x] Education — Please Specify: RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media post
- [x] Engineering — Please Specify: Permanent ATE monitoring signs
- [x] 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 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.
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  - [ ] The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- [x] **Designated Zones.** To meet this criterion, please see section I in the Guideline.
  - [ ] School Zone.
  - [x] 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	Signature

Police Officer that Approved the Form

Cpl. A.Hack Reg# 53630 R.C.M.P.	2023 -06- 01	53630	
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature

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

*As per the definition of the guideline.

Automated Traffic Enforcement Location Assessment

Protected A (when completed)

Law Enforcement and Oversight

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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

2023-06-01

Assessment Expiry Date yyyy-mm-dd

2025-06-01

Technology

Type of ATE Device

(●) Mobile Device ( ) Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards

( ) National Standards ( ) Other Standards

If other, please provide name of the standard.

Type of Technology Used

( ) Laser (●) Lidar ( ) Radar ( ) Other

If other, please specify details.

Device Make and Model

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)

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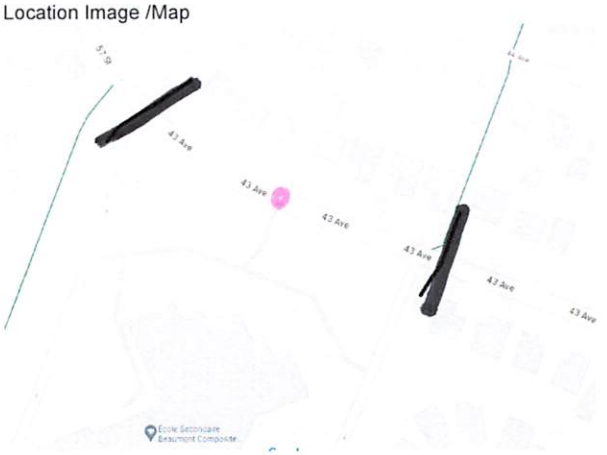
Location Image /Map



Location Eligibility

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

- [x] Education — Please Specify: RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media post
- [x] Engineering — Please Specify: Permanent ATE monitoring signs
- [x] 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 intersection when comparing over a three-year period or another study with multiple measurements.
  - [ ] The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
  - [ ] The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
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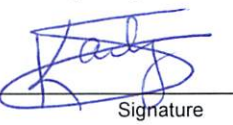
- [ ] **Higher Frequency of Speeding**. To meet this criterion, the area or intersection shall meet at least one of the following:
  - [ ] The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over 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.
- [x] **Designated Zones.** To meet this criterion, please see section I in the Guideline.
  - [ ] School Zone.
  - [x] 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	Signature

Police Officer that Approved the Form

Cpl. A.Hack Reg# 53630 R.C.M.P.	2023 -06- 01	53630	
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature

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*As per the definition of the guideline.

Alberta

Automated Traffic Enforcement Location Assessment

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Beaumont

Name of Police Services

RCMP

ATE Location Identification Number

903

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

2023-06-01

Assessment Expiry Date yyyy-mm-dd

2025-06-01

Technology

Type of ATE Device

◉ Mobile Device ◯ Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards

◯ National Standards ◯ Other Standards

If other, please provide name of the standard.

Type of Technology Used

◯ Laser ◉ Lidar ◯ Radar ◯ Other

If other, please specify details.

Device Make and Model

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

53.352398

Longitude

-113.418637

Location Image /Map

Location Eligibility

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

- [x] Education — Please Specify: RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media post
- [x] Engineering — Please Specify: Permanent ATE monitoring signs
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- [ ] **Higher Frequency of Collisions**. To meet this criterion, the area or intersection shall meet at least one of the following:
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- [x] **Designated Zones.** To meet this criterion, please see section I in the Guideline.
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  - [ ] 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	Karly
Completed By	Date yyyy-mm-dd	Signature

Police Officer that Approved the Form

Cpl. A.Hack Reg# 53630 R.C.M.P.	2023 -06- 01	53630	Attack
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature

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*As per the definition of the guideline.

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Law Enforcement and Oversight

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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

2023-06-01

Assessment Expiry Date yyyy-mm-dd

2025-06-01

Technology

Type of ATE Device

(●) Mobile Device ( ) Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards

( ) National Standards ( ) Other Standards

If other, please provide name of the standard.

Type of Technology Used

( ) Laser (●) Lidar ( ) Radar ( ) Other

If other, please specify details.

Device Make and Model

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)

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Latitude

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Longitude

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Location Image /Map

Location Eligibility

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- [x] Education — Please Specify: RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media post
- [x] Engineering — Please Specify: Permanent ATE monitoring signs
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Select all the documented traffic safety risks associated with the location (at least one must be selected):

- [ ] **Higher Frequency of Collisions**. To meet this criterion, the area or intersection shall meet at least one of the following:
  - [ ] The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
  - [ ] The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
  - [ ] The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
  - [ ] The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
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- [ ] **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:
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- [x] **Designated Zones.** To meet this criterion, please see section I in the Guideline.
  - [ ] School Zone.
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Submission Includes (Mandatory)

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

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

Karly Skoreyko	2023-05-12	Karly
Completed By	Date yyyy-mm-dd	Signature

Police Officer that Approved the Form

Cpl. A.Hack Reg# 53630 R.C.M.P.	2023-06-01	53630	Attack
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature

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Municipality Name

City of Beaumont

Name of Police Services

RCMP

ATE Location Identification Number

905

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

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Assessment Expiry Date yyyy-mm-dd

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Technology

Type of ATE Device

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Type of Technology Used

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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)

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Longitude

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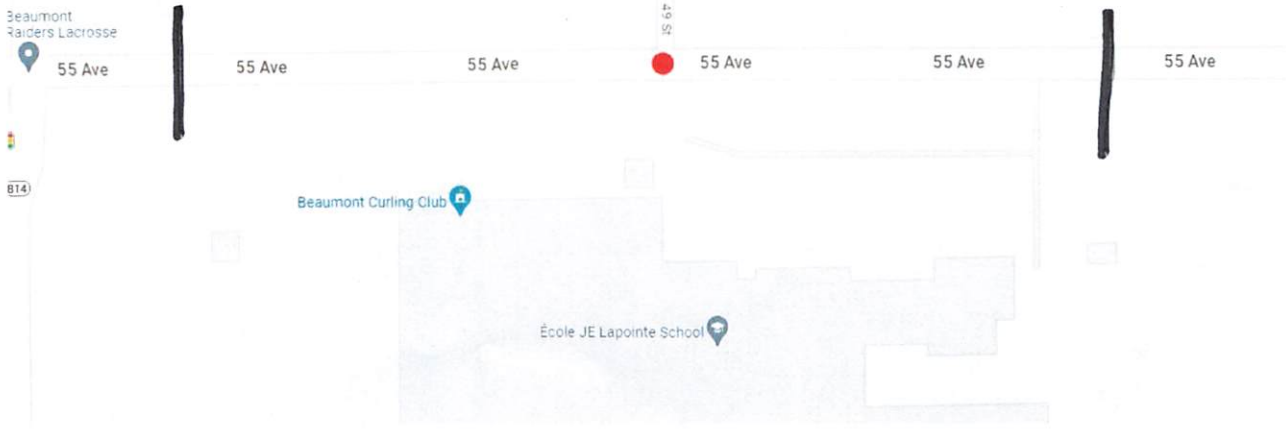
Location Image /Map



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  - [ ] The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
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  - [ ] The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
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- [x] **Designated Zones.** To meet this criterion, please see section I in the Guideline.
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  - [x] 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	Signature

Police Officer that Approved the Form

Cpl. A.Hack Reg# 53630 R.C.M.P.	2023 -06- 01	53630	
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature

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

*As per the definition of the guideline.

Automated Traffic Enforcement Location Assessment

Protected A (when completed)

Law Enforcement and Oversight

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

Municipality Name

City of Beaumont

Name of Police Services

RCMP

ATE Location Identification Number

906

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

2023-06-01

Assessment Expiry Date yyyy-mm-dd

2025-06-01

Technology

Type of ATE Device

(●) Mobile Device ( ) Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards

( ) National Standards ( ) Other Standards

If other, please provide name of the standard.

Type of Technology Used

( ) Laser (●) Lidar ( ) Radar ( ) Other

If other, please specify details.

Device Make and Model

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 EB at/near JE Lapointe School

Latitude

53.356948

Longitude

-113.41289

Location Image /Map

Location Eligibility

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

- [x] Education — Please Specify: RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media post
- [x] Engineering — Please Specify: Permanent ATE monitoring signs
- [x] 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 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.
- [x] **Designated Zones.** To meet this criterion, please see section I in the Guideline.
  - [ ] School Zone.
  - [x] 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	Signature

Police Officer that Approved the Form

Cpl. A.Hack Reg# 53630 R.C.M.P.	2023 -06- 01	53630	
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature

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

*As per the definition of the guideline.

Automated Traffic Enforcement Location Assessment

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Beaumont

Name of Police Services

RCMP

ATE Location Identification Number

907

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

2023-06-01

Assessment Expiry Date yyyy-mm-dd

2025-06-01

Technology

Type of ATE Device

(●) Mobile Device ( ) Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards

( ) National Standards ( ) Other Standards

If other, please provide name of the standard.

Type of Technology Used

( ) Laser (●) Lidar ( ) Radar ( ) Other

If other, please specify details.

Device Make and Model

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

53.348281

Longitude

-113.406577

Location Image /Map

Location Eligibility

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

- [x] Education — Please Specify: RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media post
- [x] Engineering — Please Specify: Permanent ATE monitoring signs
- [x] 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 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.
- [x] **Designated Zones.** To meet this criterion, please see section I in the Guideline.
  - [ ] School Zone.
  - [x] 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	Karly
Completed By	Date yyyy-mm-dd	Signature

Police Officer that Approved the Form

Cpl. A.Hack Reg# 53630 R.C.M.P.	2023 -06- 01	53630	AHack
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature

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Automated Traffic Enforcement Location Assessment

Protected A (when completed)

Law Enforcement and Oversight

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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

2023-06-01

Assessment Expiry Date yyyy-mm-dd

2025-06-01

Technology

Type of ATE Device

(●) Mobile Device ( ) Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards

( ) National Standards ( ) Other Standards

If other, please provide name of the standard.

Type of Technology Used

( ) Laser (●) Lidar ( ) Radar ( ) Other

If other, please specify details.

Device Make and Model

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

53.348281

Longitude

-113.406577

Location Image /Map

Location Eligibility

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

- [x] Education — Please Specify: RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media post
- [x] Engineering — Please Specify: Permanent ATE monitoring signs
- [x] 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 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.
- [x] **Designated Zones.** To meet this criterion, please see section I in the Guideline.
  - [ ] School Zone.
  - [x] 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	Signature

Police Officer that Approved the Form

Cpl. A.Hack Reg# 53630 R.C.M.P.	2023 -06- 01	53630	A Hack
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature

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*As per the definition of the guideline.

Automated Traffic Enforcement Location Assessment

Protected A (when completed)

Law Enforcement and Oversight

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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-dd 2020-08-01

( ) New, anticipated start date yyyy-mm-dd

Assessment Effective Date yyyy-mm-dd

2023-06-01

Assessment Expiry Date yyyy-mm-dd

2025-06-01

Technology

Type of ATE Device

(●) Mobile Device ( ) Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards

( ) National Standards ( ) Other Standards

If other, please provide name of the standard.

Type of Technology Used

( ) Laser (●) Lidar ( ) Radar ( ) Other

If other, please specify details.

Device Make and Model

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 School

Latitude

53.360976

Longitude

-113.431380

Location Image /Map

Location Eligibility

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

- [x] Education — Please Specify: RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media post
- [x] Engineering — Please Specify: Permanent ATE monitoring signs
- [x] 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 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.
- [x] **Designated Zones.** To meet this criterion, please see section I in the Guideline.
  - [ ] School Zone.
  - [x] 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	Karly
Completed By	Date yyyy-mm-dd	Signature

Police Officer that Approved the Form

Cpl. A.Hack Reg# 53630 R.C.M.P.	2023 -06- 01	53630	Attack
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature

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*As per the definition of the guideline.

Automated Traffic Enforcement Location Assessment

Protected A (when completed)

Law Enforcement and Oversight

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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 Effective Date yyyy-mm-dd

2023-06-01

Assessment Expiry Date yyyy-mm-dd

2025-06-01

Technology

Type of ATE Device

(●) Mobile Device ( ) Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards

( ) National Standards ( ) Other Standards

If other, please provide name of the standard.

Type of Technology Used

( ) Laser (●) Lidar ( ) Radar ( ) Other

If other, please specify details.

Device Make and Model

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

53.360976

Longitude

-113.431380

Location Image /Map

Location Eligibility

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

- [x] Education — Please Specify: RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media post
- [x] Engineering — Please Specify: Permanent ATE monitoring signs
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Select all the documented traffic safety risks associated with the location (at least one must be selected):

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

Completed By	Date yyyy-mm-dd	Signature
Karly Skoreyko	2023-05-12	Karly

Police Officer that Approved the Form

Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature
Cpl. A.Hack Reg# 53630 R.C.M.P.	2023 -06- 01	53630	AHack

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*As per the definition of the guideline.

Automated Traffic Enforcement Location Assessment

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

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

2023-06-01

Assessment Expiry Date yyyy-mm-dd

2025-06-01

Technology

Type of ATE Device

(●) Mobile Device ( ) Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards

( ) National Standards ( ) Other Standards

If other, please provide name of the standard.

Type of Technology Used

( ) Laser (●) Lidar ( ) Radar ( ) Other

If other, please specify details.

Device Make and Model

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 EB at/near Mother D'Youville School

Latitude

53.342681

Longitude

-113.420390

Location Image /Map

Location Eligibility

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

- [x] Education — Please Specify: RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media post
- [x] Engineering — Please Specify: Permanent ATE monitoring signs
- [x] 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 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.
- [x] **Designated Zones.** To meet this criterion, please see section I in the Guideline.
  - [ ] School Zone.
  - [x] 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	Signature

Police Officer that Approved the Form

Cpl. A.Hack Reg# 53630 R.C.M.P.	2023 -06- 01	53630	
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature

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

*As per the definition of the guideline.

Automated Traffic Enforcement Location Assessment

Protected A (when completed)

Law Enforcement and Oversight

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

Municipality Name

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

2023-06-01

Assessment Expiry Date yyyy-mm-dd

2025-06-01

Technology

Type of ATE Device

(●) Mobile Device ( ) Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards

( ) National Standards ( ) Other Standards

If other, please provide name of the standard.

Type of Technology Used

( ) Laser (●) Lidar ( ) Radar ( ) Other

If other, please specify details.

Device Make and Model

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

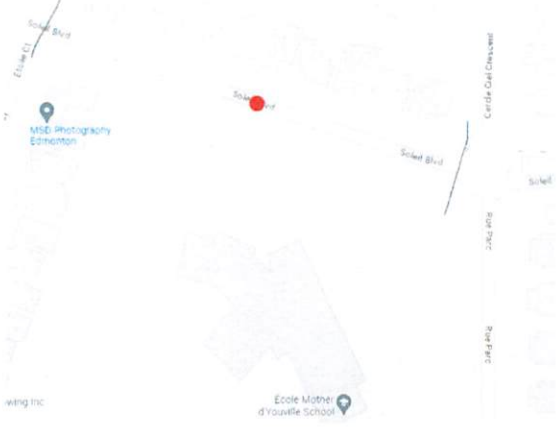
Latitude

53.342681

Longitude

-113.420390

Location Image /Map



Location Eligibility

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

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

Police Officer that Approved the Form

Cpl. A.Hack Reg# 53630 R.C.M.P.	2023 -06- 01	53630	Attack
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature

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*As per the definition of the guideline.

Automated Traffic Enforcement Location Assessment

Protected A (when completed)

Law Enforcement and Oversight

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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

2023-06-01

Assessment Expiry Date yyyy-mm-dd

2025-06-01

Technology

Type of ATE Device

(●) Mobile Device ( ) Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards

( ) National Standards ( ) Other Standards

If other, please provide name of the standard.

Type of Technology Used

( ) Laser (●) Lidar ( ) Radar ( ) Other

If other, please specify details.

Device Make and Model

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 NB at/near Mother D'Youville School

Latitude

53.341853

Longitude

-113.419191

Location Image /Map

Location Eligibility

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

- [x] Education — Please Specify: RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media post
- [x] Engineering — Please Specify: Permanent ATE monitoring signs
- [x] 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 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.
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  - [ ] 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.
- [x] **Designated Zones.** To meet this criterion, please see section I in the Guideline.
  - [ ] School Zone.
  - [x] 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	Signature

Police Officer that Approved the Form

Cpl. A.Hack Reg# 53630 R.C.M.P.	2023 -06- 01	53630	
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature

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

*As per the definition of the guideline.

Alberta

Automated Traffic Enforcement Location Assessment

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Beaumont

Name of Police Services

RCMP

ATE Location Identification Number

932

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

2023-06-01

Assessment Expiry Date yyyy-mm-dd

2025-06-01

Technology

Type of ATE Device

(●) Mobile Device ( ) Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards

( ) National Standards ( ) Other Standards

If other, please provide name of the standard.

Type of Technology Used

( ) Laser (●) Lidar ( ) Radar ( ) Other

If other, please specify details.

Device Make and Model

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

53.341853

Longitude

-113.419191

Location Image /Map

Location Eligibility

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

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

Police Officer that Approved the Form

Cpl. A.Hack Reg# 53630 R.C.M.P.	2023 -06- 0 1	53630	
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature

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

*As per the definition of the guideline.

Automated Traffic Enforcement Location Assessment

Protected A (when completed)

Law Enforcement and Oversight

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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

2023-06-01

Assessment Expiry Date yyyy-mm-dd

2025-06-01

Technology

Type of ATE Device

(●) Mobile Device ( ) Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards

( ) National Standards ( ) Other Standards

If other, please provide name of the standard.

Type of Technology Used

( ) Laser ( ) Lidar ( ) Radar ( ) Other

If other, please specify details.

Device Make and Model

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)

30 Avenue EB at/near Ecole Champs Vallee School

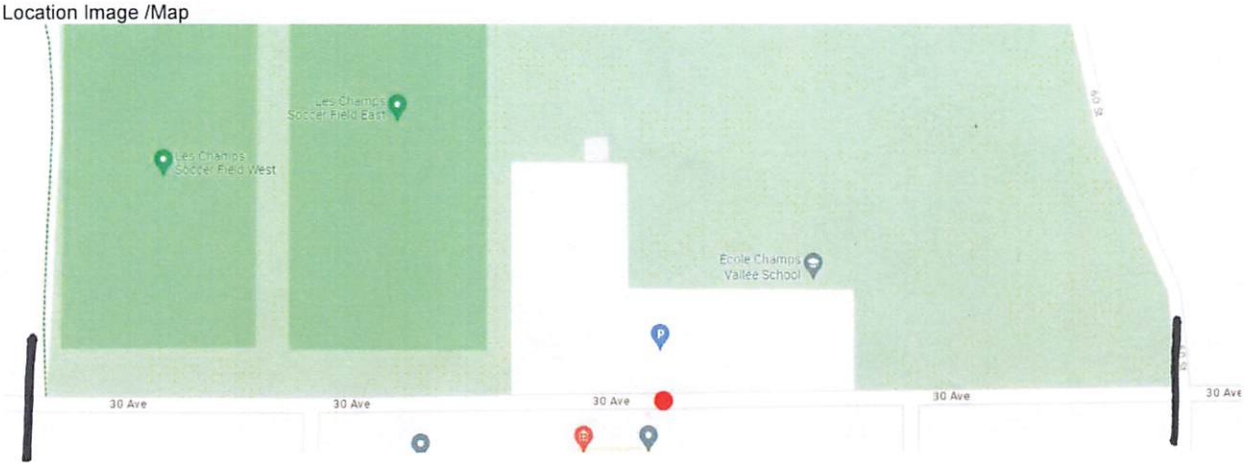
Latitude

53.339725

Longitude

-113.429230

Location Image /Map



Location Eligibility

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

- [x] Education — Please Specify: RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media post
- [x] Engineering — Please Specify: Permanent ATE monitoring signs
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Select all the documented traffic safety risks associated with the location (at least one must be selected):

- [ ] **Higher Frequency of Collisions**. To meet this criterion, the area or intersection shall meet at least one of the following:
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  - [ ] The 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.
- [x] **Designated Zones.** To meet this criterion, please see section I in the Guideline.
  - [ ] School Zone.
  - [x] 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	Signature

Police Officer that Approved the Form

Cpl. A.Hack Reg# 53630 R.C.M.P.	2023 -06- 01	53630	Attack
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature

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*As per the definition of the guideline.

Automated Traffic Enforcement Location Assessment

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Beaumont

Name of Police Services

RCMP

ATE Location Identification Number

3901

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

2023-06-01

Assessment Expiry Date yyyy-mm-dd

2025-06-01

Technology

Type of ATE Device

(●) Mobile Device ( ) Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards

( ) National Standards ( ) Other Standards

If other, please provide name of the standard.

Type of Technology Used

( ) Laser (●) Lidar ( ) Radar ( ) Other

If other, please specify details.

Device Make and Model

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)

30 Avenue WB at/near Ecole Champs Vallee School

Latitude

53.339725

Longitude

-113.429230

Location Image /Map

Location Eligibility

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

- [x] Education — Please Specify: RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media post
- [x] Engineering — Please Specify: Permanent ATE monitoring signs
- [x] 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 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.
- [x] **Designated Zones.** To meet this criterion, please see section I in the Guideline.
  - [ ] School Zone.
  - [x] 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	Signature

Police Officer that Approved the Form

Cpl. A.Hack Reg# 53630 R.C.M.P.	2023 -06- 01	53630	AHack
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature

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

*As per the definition of the guideline.

Automated Traffic Enforcement Location Assessment

Protected A (when completed)

Law Enforcement and Oversight

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

Municipality Name

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

2023-06-01

Assessment Expiry Date yyyy-mm-dd

2025-06-01

Technology

Type of ATE Device

(●) Mobile Device ( ) Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards

( ) National Standards ( ) Other Standards

If other, please provide name of the standard.

Type of Technology Used

( ) Laser (●) Lidar ( ) Radar ( ) Other

If other, please specify details.

Device Make and Model

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

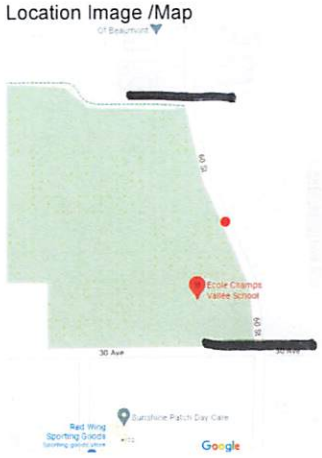
Latitude

53.340335

Longitude

-113.428069

Location Image /Map



Location Eligibility

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

- [x] Education — Please Specify: RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media post
- [x] Engineering — Please Specify: Permanent ATE monitoring signs
- [x] 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 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.
- [x] **Designated Zones.** To meet this criterion, please see section I in the Guideline.
  - [ ] School Zone.
  - [x] 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	Signature

Police Officer that Approved the Form

Cpl. A.Hack Reg# 53630 R.C.M.P.	2023 -06- 01	53630	
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature

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*As per the definition of the guideline.

Alberta

Automated Traffic Enforcement Location Assessment

Protected A (when completed)

Law Enforcement and Oversight

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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

2023-06-01

Assessment Expiry Date yyyy-mm-dd

2025-06-01

Technology

Type of ATE Device

(●) Mobile Device ( ) Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards

( ) National Standards ( ) Other Standards

If other, please provide name of the standard.

Type of Technology Used

( ) Laser (●) Lidar ( ) Radar ( ) Other

If other, please specify details.

Device Make and Model

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 SB at/near Ecole Champs Vallee School

Latitude

53.340335

Longitude

-113.428069

Location Image /Map

Location Eligibility

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

- [x] Education — Please Specify: RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media post
- [x] Engineering — Please Specify: Permanent ATE monitoring signs
- [x] 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 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.
- [x] **Designated Zones.** To meet this criterion, please see section I in the Guideline.
  - [ ] School Zone.
  - [x] 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	Signature

Police Officer that Approved the Form

Cpl. A.Hack Reg# 53630 R.C.M.P.	2023 -06- 01	53630	Attack
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature

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*As per the definition of the guideline.

Automated Traffic Enforcement Location Assessment

Protected A (when completed)

Law Enforcement and Oversight

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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

2023-06-01

Assessment Expiry Date yyyy-mm-dd

2025-06-01

Technology

Type of ATE Device

(●) Mobile Device ( ) Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards

( ) National Standards ( ) Other Standards

If other, please provide name of the standard.

Type of Technology Used

( ) Laser (●) Lidar ( ) Radar ( ) Other

If other, please specify details.

Device Make and Model

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

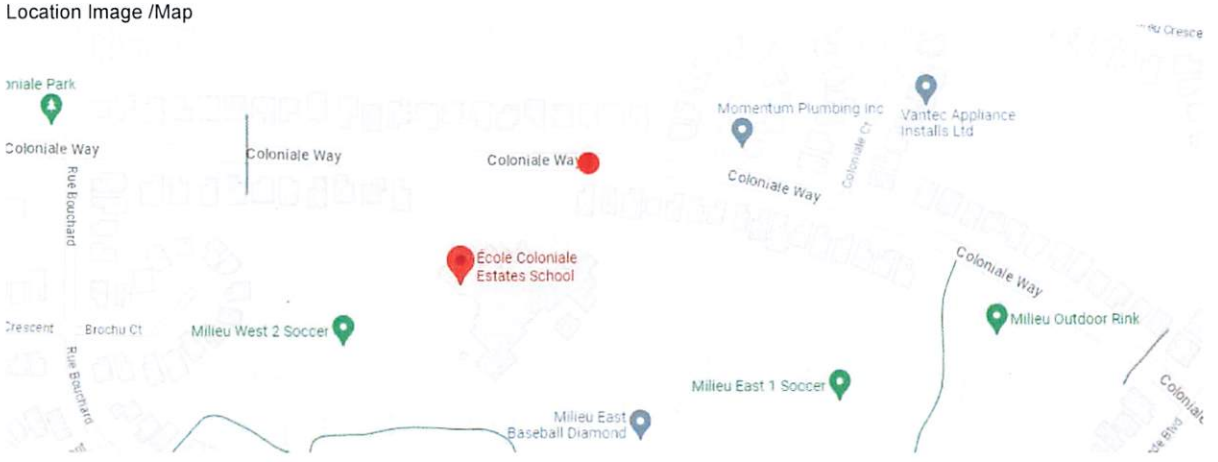
Latitude

53.363035

Longitude

-113.407481

Location Image /Map



Location Eligibility

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

- [x] Education — Please Specify: RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media post
- [x] Engineering — Please Specify: Permanent ATE monitoring signs
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- [ ] Other — Please Specify: _____

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

- [ ] **Higher Frequency of Collisions**. To meet this criterion, the area or intersection shall meet at least one of the following:
  - [ ] The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
  - [ ] The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
  - [ ] The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
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  - [ ] The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
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  - [ ] The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
  - [ ] The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
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- [x] **Designated Zones.** To meet this criterion, please see section I in the Guideline.
  - [ ] School Zone.
  - [x] 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	2023-05-29	
Completed By	Date yyyy-mm-dd	Signature

Police Officer that Approved the Form

Cpl. A.Hack Reg# 53630 R.C.M.P.	2023 -06- 01	53630	Attack
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature

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Automated Traffic Enforcement Location Assessment

Protected A (when completed)

Law Enforcement and Oversight

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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 Effective Date yyyy-mm-dd

2023-06-01

Assessment Expiry Date yyyy-mm-dd

2025-06-01

Technology

Type of ATE Device

(●) Mobile Device ( ) Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards

( ) National Standards ( ) Other Standards

If other, please provide name of the standard.

Type of Technology Used

( ) Laser (●) Lidar ( ) Radar ( ) Other

If other, please specify details.

Device Make and Model

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

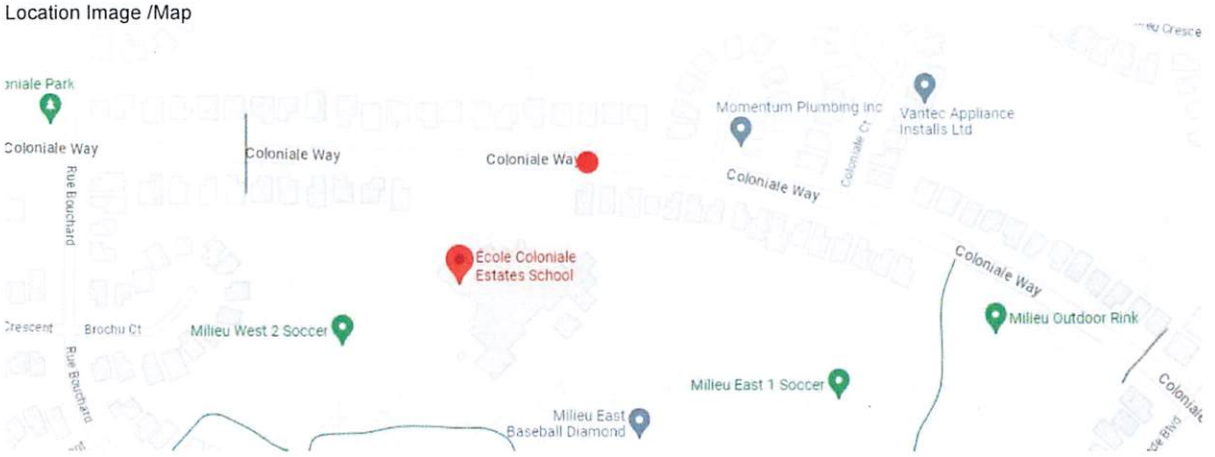
Latitude

53.363052

Longitude

-113.408284

Location Image /Map



Location Eligibility

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

- [x] Education — Please Specify: RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media post
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Select all the documented traffic safety risks associated with the location (at least one must be selected):

- [ ] **Higher Frequency of Collisions**. To meet this criterion, the area or intersection shall meet at least one of the following:
  - [ ] The area or intersection has a higher collision frequency for all collisions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements
  - [ ] The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar* area or intersection when comparing over a three-year period or another study with multiple measurements.
  - [ ] The area or intersection has at least five collisions resulting in injuries or fatalities in the last three years.
  - [ ] The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
  - [ ] The use of ATE in an area or intersection that has resulted in reduced collisions or injury and fatal collisions over a three-year period. This criterion can only be used to maintain existing locations.
- [ ] **Higher Frequency of Speeding**. To meet this criterion, the area or intersection shall meet at least one of the following:
  - [ ] The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar* areas or intersections when comparing over a three-year period or another study with multiple measurements.
  - [ ] The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
  - [ ] The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
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- [ ] **Higher Frequency of Intersection Contraventions (speeding or red light/stop sign)**. To meet this criterion, the area or intersection shall meet at least one of the following:
  - [ ] The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
  - [ ] The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
  - [ ] The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
  - [ ] The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- [x] **Designated Zones.** To meet this criterion, please see section I in the Guideline.
  - [ ] School Zone.
  - [x] 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	2023-05-29	Karly
Completed By	Date yyyy-mm-dd	Signature

Police Officer that Approved the Form

Cpl. A.Hack Reg# 53630 R.C.M.P.	2023 -06- 01	53630	Attack
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature

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