

The collection of information on this form is authorized by Automated Traffic Enforcement Technology Guideline (December 2021) for the Director of Law Enforcement and sections 33 (a) and (c) of the *Freedom of Information and Protection of Privacy Act* (FOIP) and may be used to enforce compliance and any use prescribed by the Act and the Automated Traffic Enforcement Technology Guideline.

Direct any questions to: Director of Law Enforcement Standards at [ATEProgram@gov.ab.ca](mailto:ATEProgram@gov.ab.ca)

Municipality Name

City of Beaumont

Name of Police Services

RCMP

ATE Location Identification Number

950

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

2022-08-01

Assessment Expiry Date yyyy-mm-dd

2024-08-01

## Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

If other, please provide name of the standard.

National Standards  Other Standards

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)

Intersection of 50 Street NB at/near Coloniale Way

Latitude

53.363170

Longitude

-113.415242

Location Image /Map



**Location Eligibility**

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

- Education Please Specify RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media
- Engineering Please Specify Permanent traffic controlled intersection, ATE monitoring signs
- Conventional Enforcement Please Specify Tickets, RCMP/CPO Joint Forces Operation (JFO)
- Other Please Specify \_\_\_\_\_

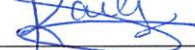
Select all the documented traffic safety risks associated with the location (at least one must be selected):

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

**Submission Includes (Mandatory)**

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

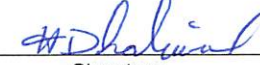
**Municipality or Contractor Person that Completed the Form (if appropriate)**

Karly Skoreyko
2022-07-12


---

Completed By
Date yyyy-mm-dd
Signature

**Police Officer that Approved the Form**

H.S. Harp DHALIWAL, S/SGT
2022 -07- 13
45972


---

Detachment Commander
Date yyyy-mm-dd
Regimental or Badge Number
Signature

Beaumont Detachment

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

\*As per the definition of the guideline.



Protected A (when completed)

Law Enforcement and Oversight

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2024-08-01

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards

If other, please provide name of the standard.

National Standards  Other Standards

Type of Technology Used

If other, please specify details.

Laser  Lidar  Radar  Other

Device Make and Model

Dragon Cam made by Dragon Eye

### Location Description

Location Type

Intersection  Area of Road

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

Intersection of 50 Street SB at/near Rue Montalet

Latitude

53.363170

Longitude

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Location Image /Map



**Location Eligibility**

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

- Education Please Specify RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media
- Engineering Please Specify Permanent traffic controlled intersection, ATE monitoring signs
- Conventional Enforcement Please Specify Tickets, RCMP/CPO Joint Forces Operation (JFO)
- Other Please Specify \_\_\_\_\_


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

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
  - The area or intersection has a higher collision frequency for all collisions relative to other similar\* areas or intersections when comparing over a three-year period or another study with multiple measurements
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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:
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The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring
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- Designated Zones.** To meet this criterion, please see section I in the Guideline.
  - School Zone.
  - Playground Zone.
  - Construction Zone.

**Submission Includes (Mandatory)**

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

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

Karly Skoreyko 2022-07-12   
 Completed By Date yyyy-mm-dd Signature

**Police Officer that Approved the Form**

H.S. Harp DHALI WAL, S/SGT 2022 -07- 13 45972   
 Detachment Commander Completed By Date yyyy-mm-dd Regimental or Badge Number Signature  
 Beaumont Detachment

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### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

National Standards  Other Standards

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

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)

Intersection of 50 Street NB at/near 55 Avenue

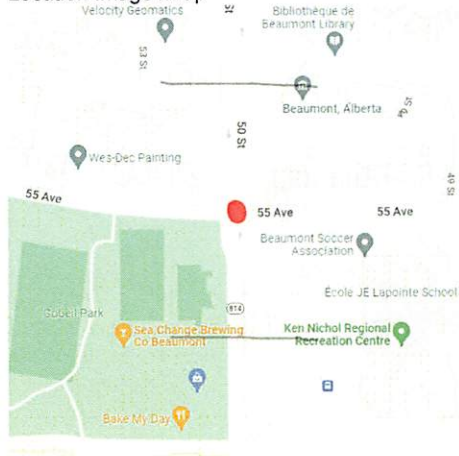
Latitude

53.356937

Longitude

-113.415326

### Location Image /Map



**Location Eligibility**

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

- Education Please Specify RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media
- Engineering Please Specify Permanent traffic controlled intersection, ATE monitoring signs
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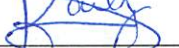
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- Designated Zones.** To meet this criterion, please see section I in the Guideline.
  - School Zone.
  - Playground Zone.
  - Construction Zone.

**Submission Includes (Mandatory)**

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

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

\_\_\_\_\_ Karly Skoreyko \_\_\_\_\_ 2022-07-12 \_\_\_\_\_  \_\_\_\_\_  
 Completed By Date yyyy-mm-dd Signature

**Police Officer that Approved the Form**

H.S. Harp DHALIWAL, S/SGT \_\_\_\_\_ 2022 -07- 13 \_\_\_\_\_ 45972 \_\_\_\_\_  \_\_\_\_\_  
 Detachment Commander Completed By Date yyyy-mm-dd Regimental or Badge Number Signature  
 Beaumont Detachment

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Law Enforcement and Oversight

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Municipality Name

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RCMP

ATE Location Identification Number

953

New or existing site?

Existing, original start date yyyy-mm-dd 2020-08-01

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### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards

If other, please provide name of the standard.

National Standards  Other Standards

Type of Technology Used

If other, please specify details.

Laser  Lidar  Radar  Other

Device Make and Model

Dragon Cam made by Dragon Eye

### Location Description

Location Type

Intersection  Area of Road

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

Intersection of 55 Avenue EB at/near 50 Street

Latitude

53.356932

Longitude

-113.415345

Location Image /Map



**Location Eligibility**

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

- Education Please Specify RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media post
- Engineering Please Specify Permanent traffic controlled intersection, ATE monitoring signs
- Conventional Enforcement Please Specify Tickets, RCMP/CPO Joint Forces Operation (JFO)
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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
2022-07-12


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Completed By
Date yyyy-mm-dd
Signature

**Police Officer that Approved the Form**

H.S. Harp DHALIWAL, S/SGT
2022 -07- 13
45972


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Detachment Commander
Date yyyy-mm-dd
Regimental or Badge Number
Signature

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Device Make and Model

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## Location Description

Location Type

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

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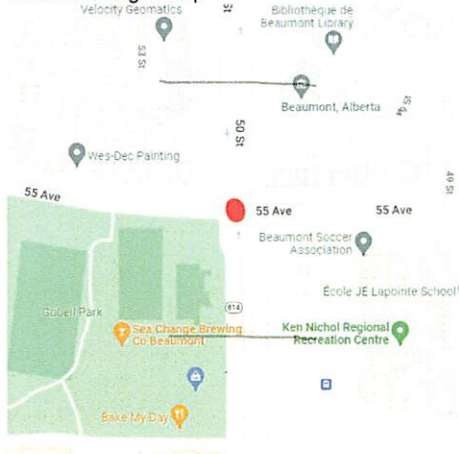
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## Location Image /Map



**Location Eligibility**

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**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**

H.S. Harp DHALIWAL, S/SGT  
 Detachment Commander 2022 -07- 13 45972 #DHaliwal  
 Beaumont Detachment Completed By Date yyyy-mm-dd Regimental or Badge Number Signature

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### Technology

Type of ATE Device

Mobile Device     Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards

If other, please provide name of the standard.

National Standards     Other Standards

\_\_\_\_\_

Type of Technology Used

If other, please specify details.

Laser     Lidar     Radar     Other

\_\_\_\_\_

Device Make and Model

Dragon Cam made by Dragon Eye

### Location Description

Location Type

Intersection     Area of Road

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

Intersection of 55 Avenue WB at/near 50 Street

Latitude

53.356932

Longitude

-113.415345

Location Image /Map



**Location Eligibility**

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

- Education Please Specify RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media post
- Engineering Please Specify Permanent traffic controlled intersection, ATE monitoring signs
- Conventional Enforcement Please Specify Tickets, RCMP/CPO Joint Forces Operation (JFO)
- Other Please Specify \_\_\_\_\_

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

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

**Submission Includes (Mandatory)**

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

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

Karly Skoreyko \_\_\_\_\_ 2022-07-12 \_\_\_\_\_  
 Completed By Date yyyy-mm-dd Signature

**Police Officer that Approved the Form**

H.S. Harp DHALIWAL, S/SGT \_\_\_\_\_ 2022 -07- 13 \_\_\_\_\_ 45972 \_\_\_\_\_  
 Detachment Commander Date yyyy-mm-dd Regimental or Badge Number Signature  
 Beaumont Detachment

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

\*As per the definition of the guideline.



Protected A (when completed)

Law Enforcement and Oversight

The collection of information on this form is authorized by Automated Traffic Enforcement Technology Guideline (December 2021) for the Director of Law Enforcement and sections 33 (a) and (c) of the *Freedom of Information and Protection of Privacy Act* (FOIP) and may be used to enforce compliance and any use prescribed by the Act and the Automated Traffic Enforcement Technology Guideline.

Direct any questions to: Director of Law Enforcement Standards at [ATEProgram@gov.ab.ca](mailto:ATEProgram@gov.ab.ca)

Municipality Name

City of Beaumont

Name of Police Services

RCMP

ATE Location Identification Number

958

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

2022-08-01

Assessment Expiry Date yyyy-mm-dd

2024-08-01

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards

If other, please provide name of the standard.

National Standards  Other Standards

Type of Technology Used

If other, please specify details.

Laser  Lidar  Radar  Other

Device Make and Model

Dragon Cam made by Dragon Eye

### Location Description

Location Type

Intersection  Area of Road

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

Intersection of 50 Street NB at/near 43 Avenue

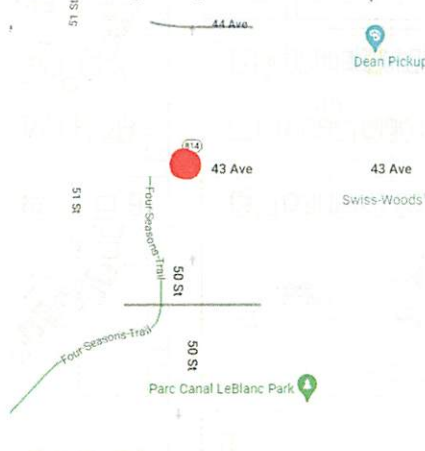
Latitude

53.347528

Longitude

-113.415315

Location Image /Map



**Location Eligibility**

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

- Education Please Specify RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media
- Engineering Please Specify Permanent traffic controlled intersection, ATE monitoring signs
- Conventional Enforcement Please Specify Tickets, RCMP/CPO Joint Forces Operation (JFO)
- Other Please Specify \_\_\_\_\_


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

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


**Submission Includes (Mandatory)**

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

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

Karly Skoreyko
2022-07-12
  
 Completed By Date yyyy-mm-dd Signature

**Police Officer that Approved the Form**

H.S. Harp DHALIWAL, S/SGT
2022 -07- 13
45972
  
 Detachment Commander Completed By Date yyyy-mm-dd Regimental or Badge Number Signature  
 Beaumont Detachment

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\*As per the definition of the guideline.



Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Beaumont

Name of Police Services

RCMP

ATE Location Identification Number

959

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

2022-08-01

Assessment Expiry Date yyyy-mm-dd

2024-08-01

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards

If other, please provide name of the standard.

National Standards  Other Standards

\_\_\_\_\_

Type of Technology Used

If other, please specify details.

Laser  Lidar  Radar  Other

\_\_\_\_\_

Device Make and Model

Dragon Cam made by Dragon Eye

### Location Description

Location Type

Intersection  Area of Road

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

Intersection of 43 Avenue WB at/near 50 Street

Latitude

53.347528

Longitude

-113.415315

Location Image /Map



**Location Eligibility**

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

- Education Please Specify RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media
- Engineering Please Specify Permanent traffic controlled intersection, ATE monitoring signs
- Conventional Enforcement Please Specify Tickets, RCMP/CPO Joint Forces Operation (JFO)
- Other Please Specify \_\_\_\_\_


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

- Higher Frequency of Collisions.** To meet this criterion, the area or intersection shall meet at least one of the following:
  - The area or intersection has a higher collision frequency for all collisions relative to other similar\* areas or intersections when comparing over a three-year period or another study with multiple measurements
  - The area or intersection has a higher collision frequency for injury and fatal collisions relative to other similar\* area or 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.
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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.
- Designated Zones.** To meet this criterion, please see section I in the Guideline.
  - School Zone.
  - Playground Zone.
  - Construction Zone.


**Submission Includes (Mandatory)**

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

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

<u>Karly Skoreyko</u>	<u>2022-07-12</u>	
Completed By	Date yyyy-mm-dd	Signature

**Police Officer that Approved the Form**

<b>H.S. Harp DHALI WAL, S/SGT</b>	<u>2022 -07- 13</u>	<u>H5972</u>	
<b>Detachment Commander</b>	Date yyyy-mm-dd	Regimental or Badge Number	Signature
<b>Beaumont Detachment</b>			

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\*As per the definition of the guideline.



Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Beaumont

Name of Police Services

RCMP

ATE Location Identification Number

960

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

2022-08-01

Assessment Expiry Date yyyy-mm-dd

2024-08-01

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards

If other, please provide name of the standard.

National Standards  Other Standards

Type of Technology Used

If other, please specify details.

Laser  Lidar  Radar  Other

Device Make and Model

Dragon Cam made by Dragon Eye

### Location Description

Location Type

Intersection  Area of Road

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

Intersection of 50 Street SB at/near 43 Avenue

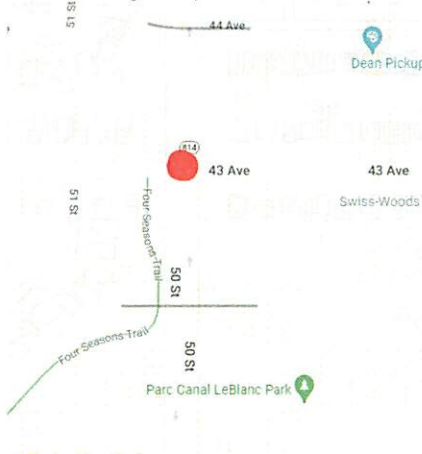
Latitude

53.347528

Longitude

-113.415315

Location Image /Map



### Location Eligibility

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

- Education Please Specify RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media
- Engineering Please Specify Permanent traffic controlled intersection, ATE monitoring signs
- Conventional Enforcement Please Specify Tickets, RCMP/CPO Joint Forces Operation (JFO)
- Other Please Specify \_\_\_\_\_


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

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

### Submission Includes (Mandatory)

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

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

Karly Skoreyko
2022-07-12

Signature

Completed By
Date yyyy-mm-dd
Signature

### Police Officer that Approved the Form

H.S. Harp DHALIWAL, S/SGT
2022 -07- 13
45972


Completed By
Date yyyy-mm-dd
Regimental or Badge Number
Signature

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\*As per the definition of the guideline.



Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Beaumont

Name of Police Services

RCMP

ATE Location Identification Number

961

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

2022-08-01

Assessment Expiry Date yyyy-mm-dd

2024-08-01

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

If other, please provide name of the standard.  
\_\_\_\_\_

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.  
\_\_\_\_\_

Device Make and Model

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)

Intersection of 43 Avenue EB at/near 50 Street

Latitude

53.347528

Longitude

-113.415315

Location Image /Map



**Location Eligibility**

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

- Education Please Specify RCMP/CPO Joint Forces Operation (JFO), Warnings, Social Media
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- 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
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  - 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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- Designated Zones.** To meet this criterion, please see section I in the Guideline.
  - School Zone.
  - Playground Zone.
  - Construction Zone.


**Submission Includes (Mandatory)**

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

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

Karly Skoreyko 2022-07-12   
 Completed By Date yyyy-mm-dd Signature

**Police Officer that Approved the Form**

H.S. Harp DHALIWAL, S/SGT 2022-07-13 45972   
 Detachment Commander Completed By Date yyyy-mm-dd Regimental or Badge Number Signature  
 Beaumont Detachment

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