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

965

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

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 45 Street NB at 41 Avenue

Latitude

53.345589

Longitude

-113.408028

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
- [x] Engineering — Please Specify: Permanent stop sign, permanent ATE monitoring signs
- [x] Conventional Enforcement — Please Specify: Tickets, RCMP/CPO Joint Forces Operation (JFO)
- [ ] Other — Please Specify:

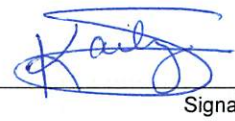
Select all the documented traffic safety risks associated with the location (at least one must be selected):

- [x] **Higher Frequency of Collisions**. To meet this criterion, the area or intersection shall meet at least one of the following:
  - [x] 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.
- [x] **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.
  - [x] 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)

- [x] 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 Detachment Commander Beaumont Detachment	2022 -07- 13	45972	
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature

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

*As per the definition of the guideline.

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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

966

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

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 45 Street SB at 41 Avenue

Latitude

53.345589

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):

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

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

Submission Includes (Mandatory)

- [x] 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 Detachment Commander Beaumont Detachment	2022 -07- 13	45972	
~~Completed By~~	Date yyyy-mm-dd	Regimental or Badge Number	Signature

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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

967

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

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)

Prom Reichert Drive SB at Chemine Coloniale Way

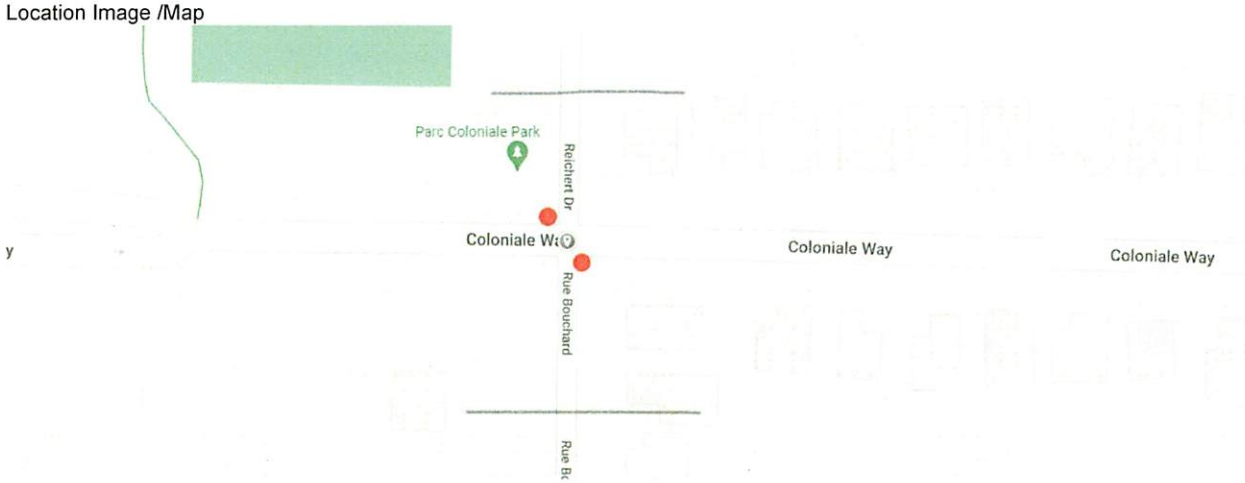
Latitude

53.363131

Longitude

-113.412564

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
- [x] Engineering — Please Specify: Permanent stop sign, permanent ATE monitoring signs
- [x] Conventional Enforcement — Please Specify: Tickets, RCMP/CPO Joint Forces Operation (JFO)
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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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- [ ] **Designated Zones.** To meet this criterion, please see section I in the Guideline.
  - [ ] School Zone.
  - [ ] Playground Zone.
  - [ ] Construction Zone.

Submission Includes (Mandatory)

- [x] 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 Detachment Commander Beaumont Detachment	2022 -07- 13	45972	
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature

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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

968

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

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 Rue Bouchard Street NB at Chemine Coloniale Way

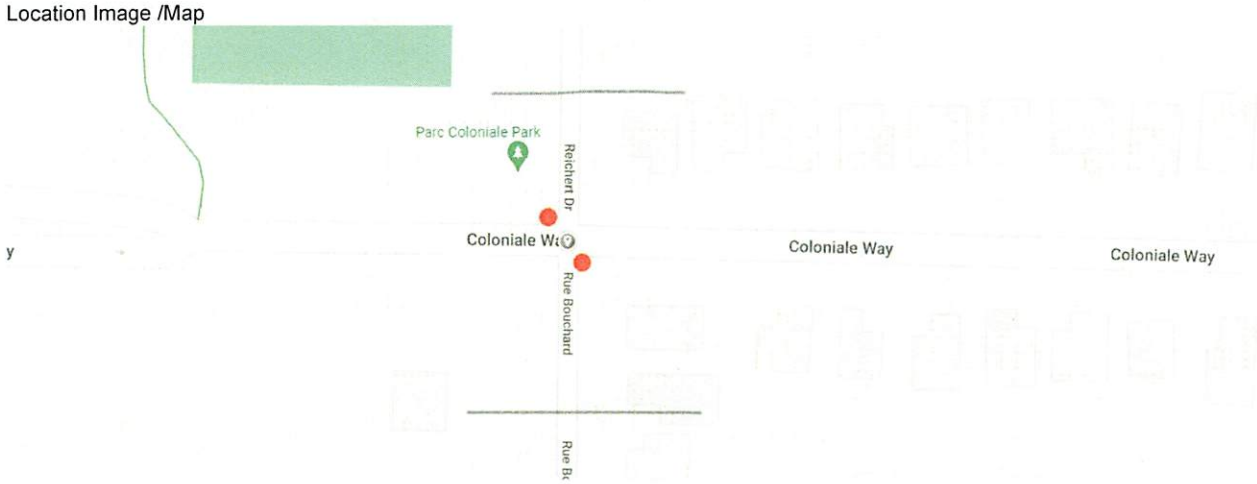
Latitude

53.363135

Longitude

-113.412564

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
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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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  - [ ] 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.
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- [ ] **Designated Zones.** To meet this criterion, please see section I in the Guideline.
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  - [ ] Playground Zone.
  - [ ] Construction Zone.

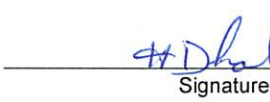
Submission Includes (Mandatory)

- [x] 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 Detachment Commander Beaumont Detachment	2022 -07- 13	45972	
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Municipality Name

City of Beaumont

Name of Police Services

RCMP

ATE Location Identification Number

969

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

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Technology

Type of ATE Device

(●) Mobile Device ( ) Intersection Safety Device

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( ) 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 Avenue WB at Range Road 243

Latitude

53.362164

Longitude

-113.439737

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):

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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.
- [ ] **Designated Zones.** To meet this criterion, please see section I in the Guideline.
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Submission Includes (Mandatory)

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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
Beaumont Detachment

Completed By	2022-07-13	45972	
	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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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

970

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

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 53 Avenue WB at Range Road 243

Latitude

53.355478

Longitude

-113.439719

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
- [x] Engineering — Please Specify: Permanent stop sign, 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.
- [x] **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.
  - [x] 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)

- [x] 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
Detachment Commander
Beaumont Detachment

Completed By	2022 -07- 13	45972	
	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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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

971

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

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 Country Club Drive EB at Range Road 241

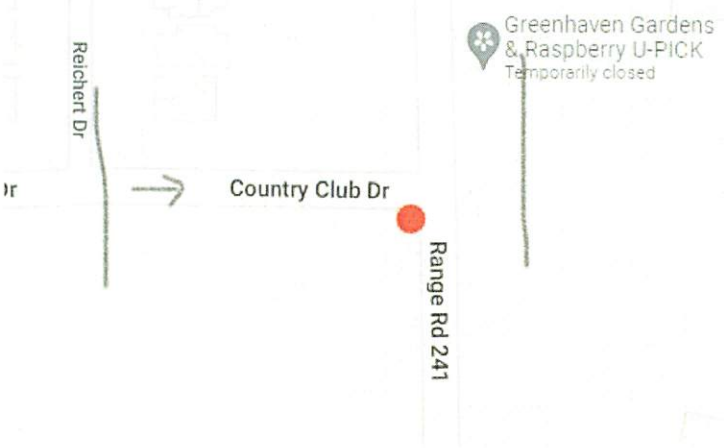
Latitude

53.359535

Longitude

-113.390920

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
- [x] Engineering — Please Specify: Permanent stop sign, 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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- [x] **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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- [ ] **Designated Zones.** To meet this criterion, please see section I in the Guideline.
  - [ ] School Zone.
  - [ ] Playground Zone.
  - [ ] Construction Zone.

Submission Includes (Mandatory)

- [x] 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 Detachment Commander Beaumont Detachment	2022 -07- 13	45972	
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

974

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

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 50 Avenue WB at Range Road 243

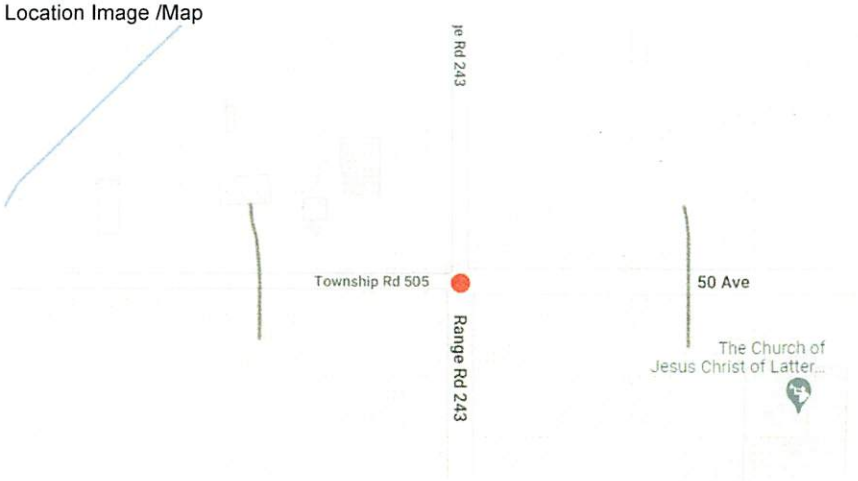
Latitude

53.352419

Longitude

-113.439746

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
- [x] Engineering — Please Specify: Permanent stop sign, 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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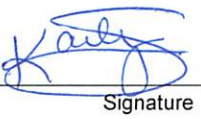
- [ ] **Designated Zones.** To meet this criterion, please see section I in the Guideline.
  - [ ] School Zone.
  - [ ] Playground Zone.
  - [ ] Construction Zone.

Submission Includes (Mandatory)

- [x] 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
Detachment Commander
Beaumont Detachment

Completed By	2022-07-13	45972	
	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

975

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

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 Township Road 505 EB at Range Road 243

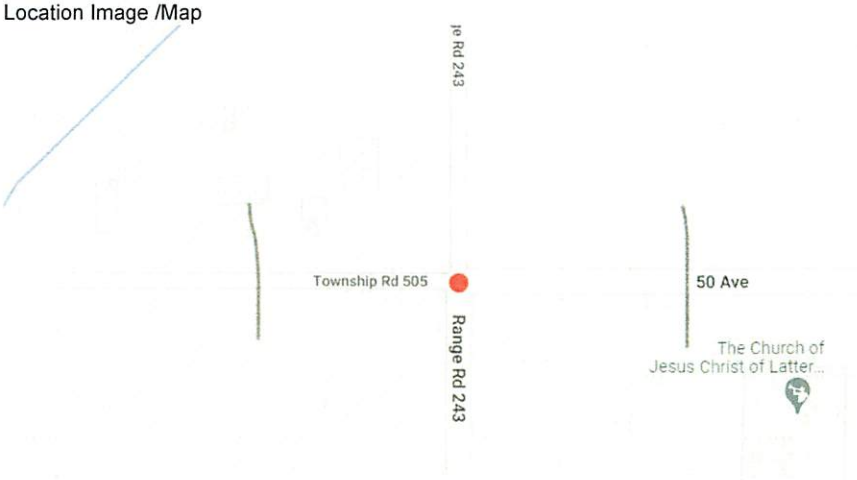
Latitude

53.352419

Longitude

-113.439746

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
- [x] Engineering — Please Specify: Permanent stop sign, 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.
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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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- [x] **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] 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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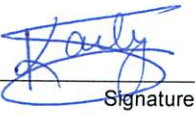
Submission Includes (Mandatory)

- [x] 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 ~~Detachment Commander~~ ~~Beaumont Detachment~~ Completed By	2022 -07- 13	45972	
	Date yyyy-mm-dd	Regimental or Badge Number	Signature

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Automated Traffic Enforcement Location Assessment

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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

976

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

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 Range Road 243 NB at 50 Avenue

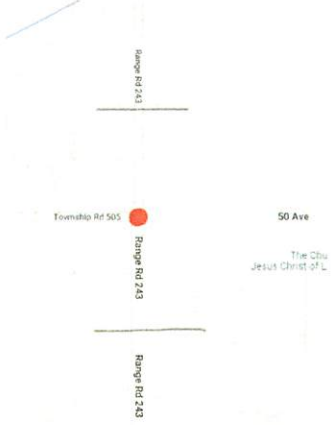
Latitude

53.352419

Longitude

-113.439746

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
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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
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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.
  - [ ] 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.
- [x] **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)

- [x] 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
Detachment Commander
Beaumont Detachment

Completed By	2022 -07- 13	45972	
	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

977

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

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 Range Road 243 SB at 50 Avenue

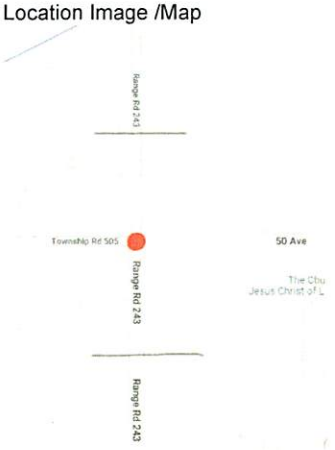
Latitude

53.352418

Longitude

-113.439736

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
- [x] Engineering — Please Specify: Permanent stop sign, 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.
- [x] **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.
  - [x] 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)

- [x] 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	Karly
Completed By	Date yyyy-mm-dd	Signature

Police Officer that Approved the Form

H.S. Harp DHALIWAL, S/SGT ~~Detachment Commander~~ Beaumont Detachment	2022 -07- 13	45972	H Dhaliwal
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

978

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

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 57 Street NB at 50 Avenue

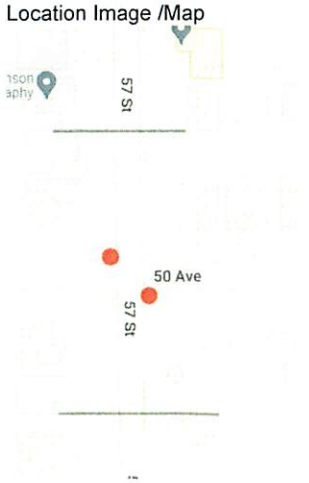
Latitude

53.352419

Longitude

-113.423752

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
- [x] Engineering — Please Specify: Permanent stop sign, 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):

- [x] **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.
  - [x] 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.
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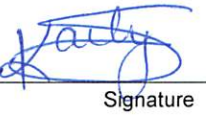
  - [ ] The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- [ ] **Designated Zones.** To meet this criterion, please see section I in the Guideline.
  - [ ] School Zone.
  - [ ] Playground Zone.
  - [ ] Construction Zone.

Submission Includes (Mandatory)

- [x] 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
Detachment Commander
Beaumont Detachment

Completed By	2022-07-13	45972	
	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

979

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

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 50 Avenue EB at 57 Street

Latitude

53.352416

Longitude

-113.423752

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
- [x] Engineering — Please Specify: Permanent stop sign, 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):

- [x] **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.
- [ ] **Designated Zones.** To meet this criterion, please see section I in the Guideline.
  - [ ] School Zone.
  - [ ] Playground Zone.
  - [ ] Construction Zone.

Submission Includes (Mandatory)

- [x] 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	Karly
Completed By	Date yyyy-mm-dd	Signature

Police Officer that Approved the Form

H.S. Harp DHALIWAL, S/SGT ~~Detachment Commander~~ Beaumont Detachment	2022 -07- 13	45972	H Dhaliwal
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

980

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

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 57 Street SB at 50 Avenue

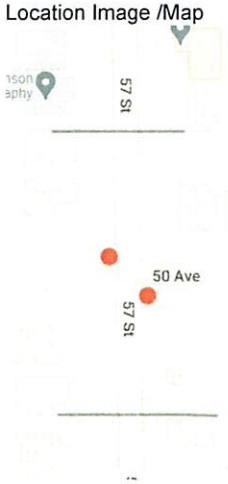
Latitude

53.352419

Longitude

-113.423752

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
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- [ ] Other — Please Specify:

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

- [x] **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 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)

- [x] 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 Detachment Commander Beaumont Detachment	2022 -07- 13	45972	
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

981

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

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 50 Avenue WB at 57 Street

Latitude

53.352416

Longitude

-113.423752

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
- [x] Engineering — Please Specify: Permanent stop sign, 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):

- [x] **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.
  - [x] 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)

- [x] 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	Karly
Completed By	Date yyyy-mm-dd	Signature

Police Officer that Approved the Form

H.S. Harp DHALIWAL, S/SGT ~~Detachment Commander~~ Completed By Beaumont Detachment	2022 -07- 13	45972	H Dhaliwal
	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

982

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

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 44 Street NB at 50 Avenue

Latitude

53.352417

Longitude

-113.406418

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
- [x] Engineering — Please Specify: Permanent stop sign, 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):

- [x] **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.
  - [x] 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)

- [x] 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 ~~Detachment Commander~~ Beaumont Detachment	2022 -07- 13	45972	
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

983

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

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 50 Avenue EB at 44 Street

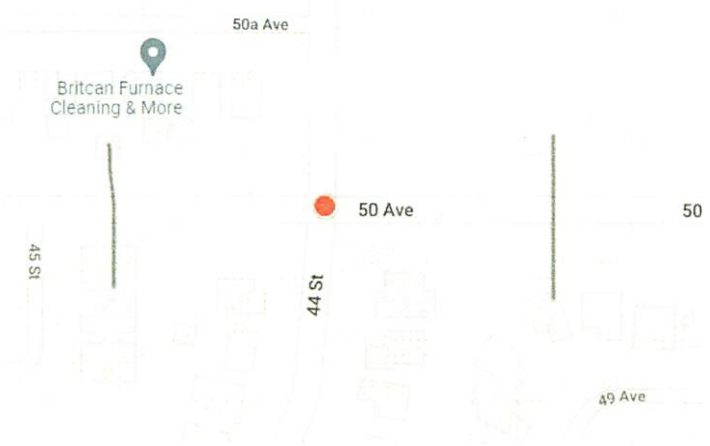
Latitude

53.35422

Longitude

-113.406391

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
- [x] Engineering — Please Specify: Permanent stop sign, 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):

- [x] **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.
- [x] **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)

- [x] 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
Detachment Commander
Beaumont Detachment

Completed By	2022 -07- 13	45972	
	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

984

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

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 44 Street SB at 50 Avenue

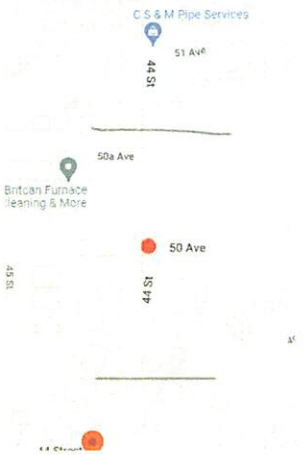
Latitude

53.352417

Longitude

-113.406418

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
- [x] Engineering — Please Specify: Permanent stop sign, 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):

- [x] **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.
  - [x] 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)

- [x] 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
Detachment Commander
Beaumont Detachment

Completed By	2022 -07- 13	45972	
	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

985

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

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 50 Avenue WB at 44 Street

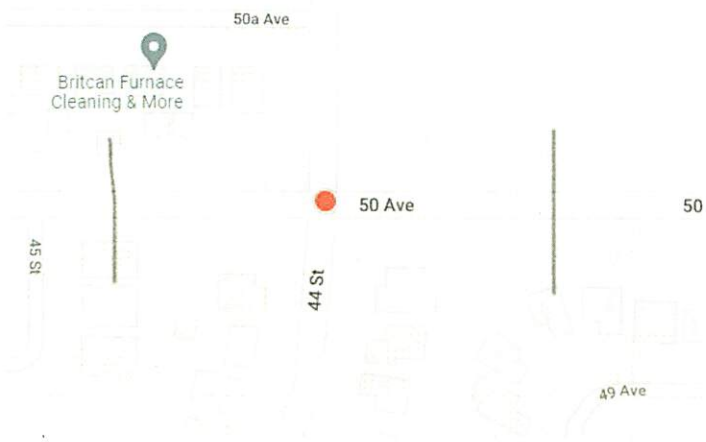
Latitude

53.35422

Longitude

-113.406391

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
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- [ ] Other — Please Specify:

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

- [x] **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.
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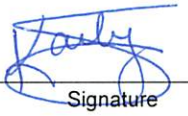
- [ ] **Higher Frequency of Intersection Contraventions (speeding or red light/stop sign)**. To meet this criterion, the area or intersection shall meet at least one of the following:
  - [ ] The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other 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.
- [ ] **Designated Zones.** To meet this criterion, please see section I in the Guideline.
  - [ ] School Zone.
  - [ ] Playground Zone.
  - [ ] Construction Zone.

Submission Includes (Mandatory)

- [x] 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 Detachment Commander Beaumont Detachment	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.

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

988

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

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 56A Street NB at Rue Montalet

Latitude

53.362945

Longitude

-113.422459

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
- [x] Engineering — Please Specify: Permanent stop sign, 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):

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

Submission Includes (Mandatory)

- [x] 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 Detachment Commander Beaumont Detachment	2022 -07- 13	45972	
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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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

994

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

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 Rue Montalet SB at 60 Avenue

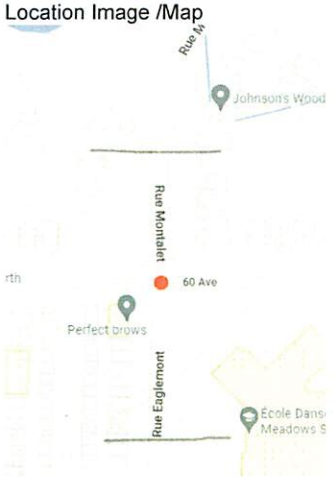
Latitude

53.361886

Longitude

-113.431354

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
- [x] Engineering — Please Specify: Permanent stop sign, 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
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Submission Includes (Mandatory)

- [x] 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	Karly
Completed By	Date yyyy-mm-dd	Signature

Police Officer that Approved the Form

H.S. Harp DHALIWAL, S/SGT
Detachment Commander
Beaumont Detachment

Completed By	2022-07-13	45977	H Dhaliwal
	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

995

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

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 Eaglemont Street NB at 60 Avenue

Latitude

53.361886

Longitude

-113.431354

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):

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- [ ] Other — Please Specify:

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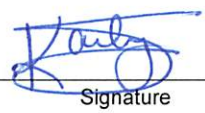
  - [ ] Playground Zone.
  - [ ] Construction Zone.

Submission Includes (Mandatory)

- [x] 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
Detachment Commander
Beaumont Detachment

2022-07-13	45972	
Date yyyy-mm-dd	Regimental or Badge Number	Signature

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Alberta

Automated Traffic Enforcement Location Assessment

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Municipality Name

City of Beaumont

Name of Police Services

RCMP

ATE Location Identification Number

996

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

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Device Make and Model

Dragon Cam made by Dragon Eye

Location Description

Location Type

(●) Intersection ( ) Area of Road

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Latitude

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Longitude

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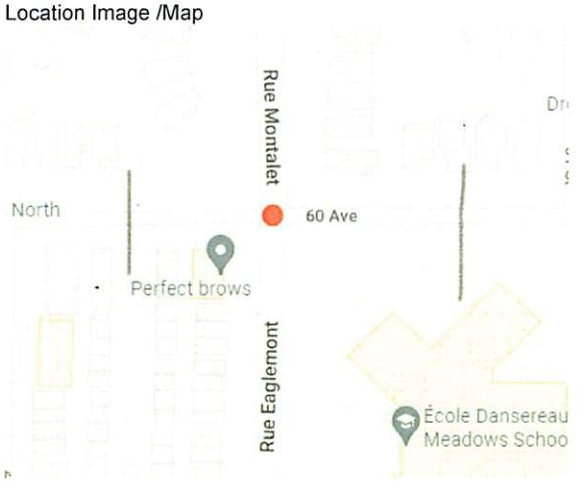
Location Image /Map



Location Eligibility

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Submission Includes (Mandatory)

- [x] 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	Karly
Completed By	Date yyyy-mm-dd	Signature

Police Officer that Approved the Form

H.S. Harp DHALIWAL, S/SGT Detachment Commander	2022 -07- 13	45973	H Dhaliwal
Beaumont Detachment 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

997

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

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Technology

Type of ATE Device

(●) Mobile Device ( ) Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards

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If other, please provide name of the standard.

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( ) 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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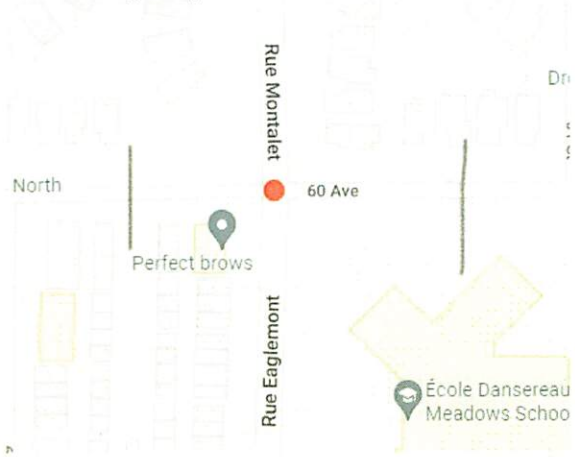

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  - [x] The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- [x] **Designated Zones.** To meet this criterion, please see section I in the Guideline.
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Submission Includes (Mandatory)

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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
Beaumont Detachment

Completed By	2022 -07- 13	45972	
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