

Protected A (when completed)

Law Enforcement and Oversight

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

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

Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Services

ATE Location Identification Number

1

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-14

Assessment Expiry Date yyyy-mm-dd

2024-11-14

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

For Intersections, Select the Amber Light Set Time Standards

If other, please provide name of the standard.

National Standards  Other Standards

Type of Technology Used

If other, please specify details.

Laser  Lidar  Radar  Other

Device Make and Model

Robot RRS24F-SD2/20

### 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)

Whoop Up Drive

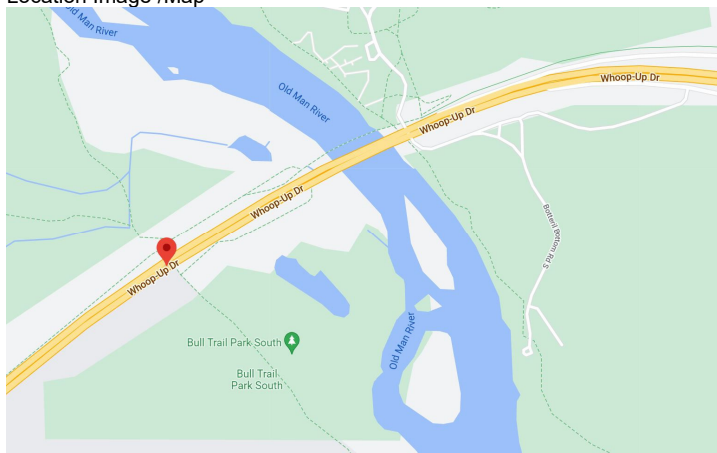
Latitude

49.68714

Longitude

-112.86559

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify Conventional Enforcement is tough to conduct
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-14</u>		<small>Digitally signed by Erin Lix Date: 2022.11.14 13:59:44 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 10:19:50 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

2

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-14

Assessment Expiry Date yyyy-mm-dd

2024-11-14

## 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

Robot RRS24F-SD2/20

## 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)

Crowsnest Trail 2400-2600 Blocks South

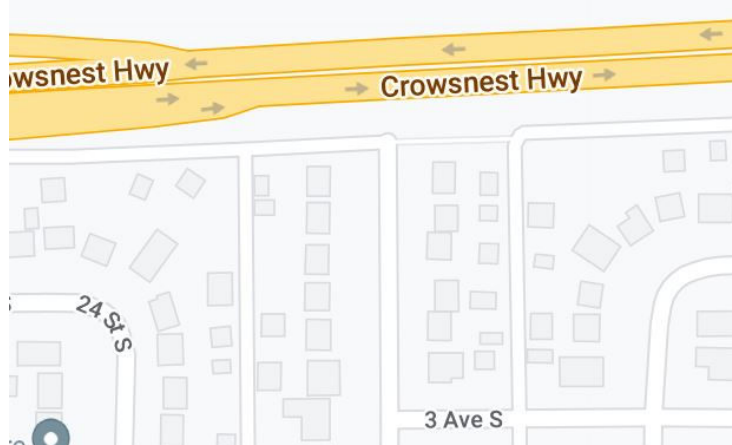
Latitude

49.697714

Longitude

-112.805956

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify Speeding Tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-14</u>		<small>Digitally signed by Erin Lix Date: 2022.11.14 14:10:41 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 10:16:33 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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\*As per the definition of the guideline.

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Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

4

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-14

Assessment Expiry Date yyyy-mm-dd

2024-11-14

### 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

Robot RRS24F-SD2/20

### 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)

Scenic Drive S, 900 - 1000 Blocks

Latitude

49.68569

Longitude

-112.84075

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify Officer written tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-14</u>		Digitally signed by Erin Lix Date: 2022.11.14 14:17:49 -0700
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		2022.11.30 10:22:37 -0700
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

5

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

If other, please provide name of the standard.

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

9 Ave S 1000 Blk

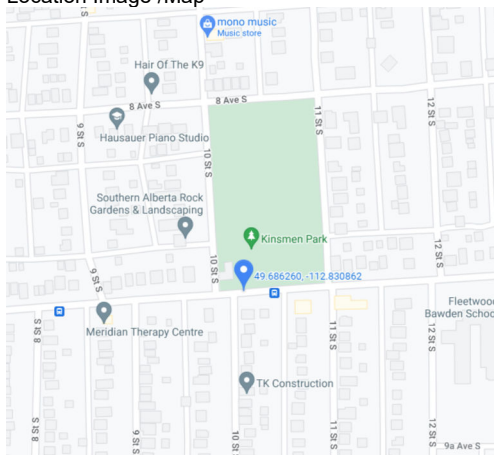
Latitude

49.686260

Longitude

112.830862

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan, Social media, media releases
- Engineering Please Specify Signage
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_

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

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

## Submission Includes (Mandatory)

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

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

<u>Michelle Drader</u>	<u>2022-11-16</u>	<u>Michelle Drader</u>	<small>Digitally signed by Michelle Drader Date: 2022.11.16 10:22:36 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 10:36:57 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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\*As per the definition of the guideline.



Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

6

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-14

Assessment Expiry Date yyyy-mm-dd

2024-11-14

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

If other, please provide name of the standard.

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

South Parkside Drive S, 2900-3700 Blocks

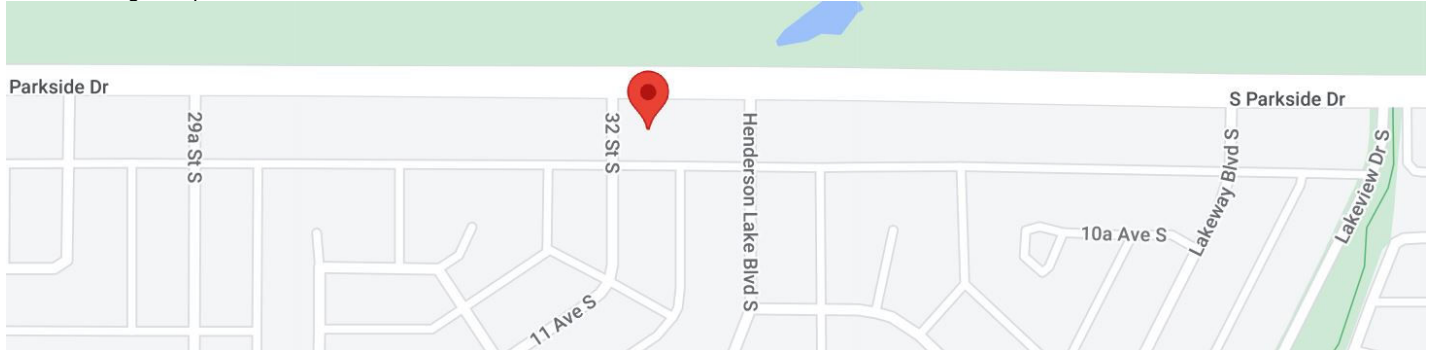
Latitude

49.683638

Longitude

-112.793219

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify Officer written tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-14</u>		Digitally signed by Erin Lix Date: 2022.11.14 14:28:47 -0700
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		2022.11.30 10:45:50 -0700
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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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](mailto:ATEProgram@gov.ab.ca)

Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

8

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

National Standards  Other Standards

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

6 Avenue South, 2000-2100 Blocks

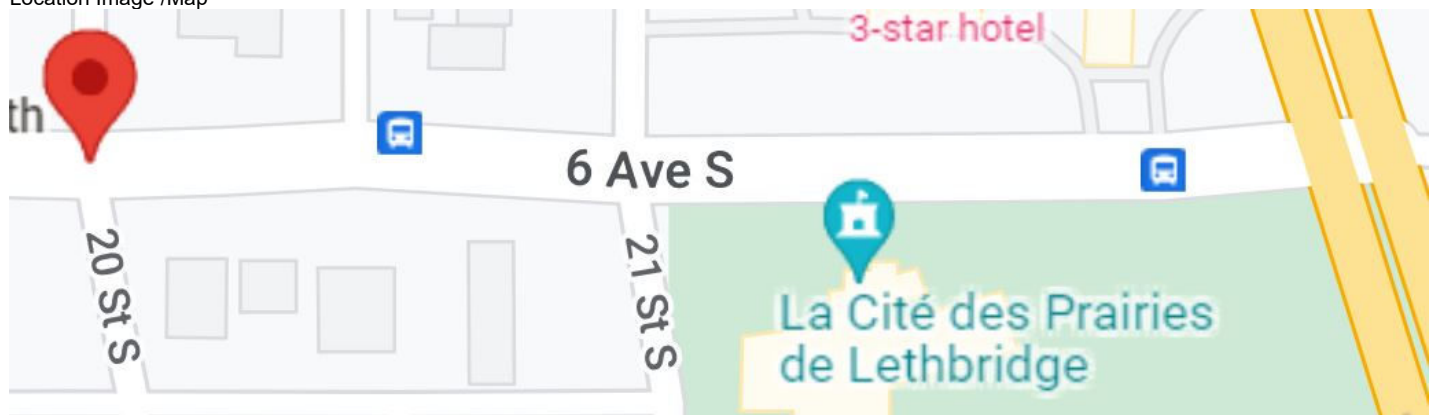
Latitude

49.69161

Longitude

-112.81107

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan, Social Media, Media Releases
- Engineering Please Specify Signage
- Conventional Enforcement Please Specify Office issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-16</u>		<small>Digitally signed by Erin Lix Date: 2022.11.16 14:58:14 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 10:48:58 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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

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

Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

10

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-14

Assessment Expiry Date yyyy-mm-dd

2024-11-14

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

National Standards  Other Standards

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

Scenic Drive S, 1500 Block

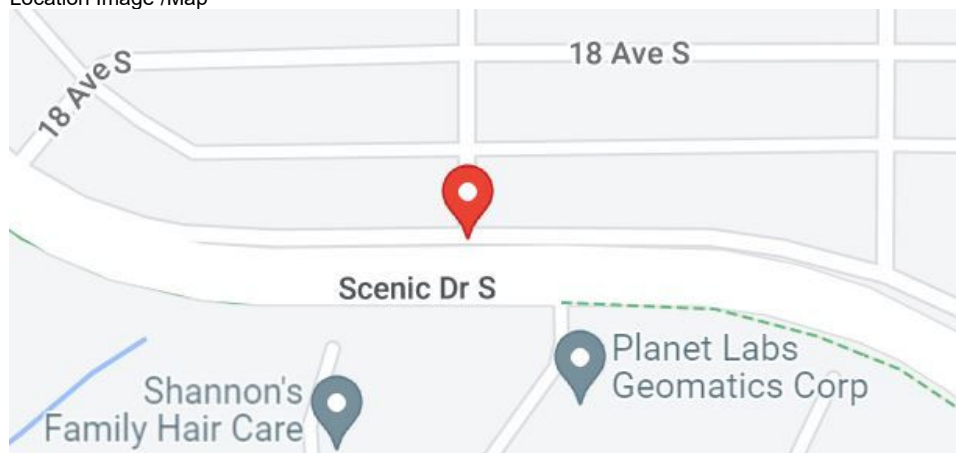
Latitude

49.67395

Longitude

-112.82121

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify Officer written tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-14</u>		<small>Digitally signed by Erin Lix Date: 2022.11.14 14:34:55 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 10:49:54 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

12

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

If other, please provide name of the standard.

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

Columbia Boulevard West, 200 Block

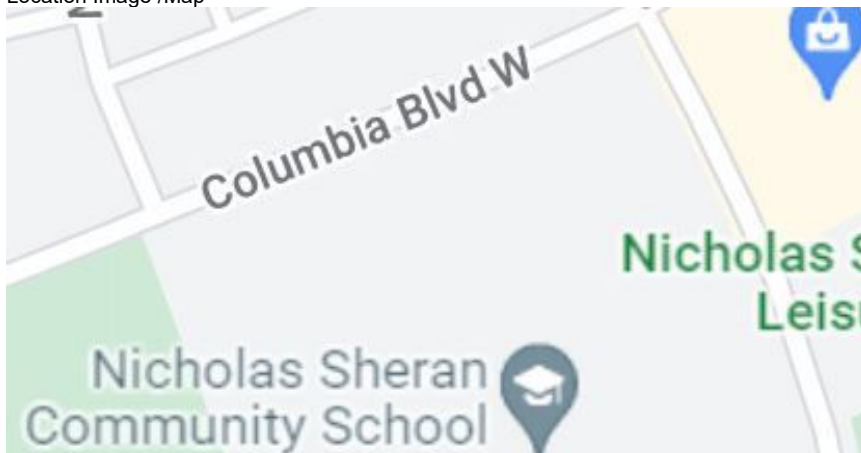
Latitude

49.67503

Longitude

-112.87754

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan, Social Media Media Releases
- Engineering Please Specify Signage
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-16</u>		<small>Digitally signed by Erin Lix Date: 2022.11.16 15:02:31 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 10:51:13 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.



Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

14

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-14

Assessment Expiry Date yyyy-mm-dd

2024-11-14

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

If other, please provide name of the standard.

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

Stafford Drive N, 500-700 Blocks

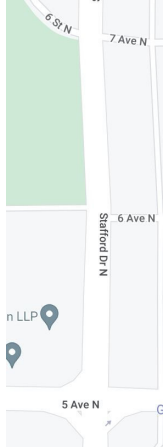
Latitude

49.70765

Longitude

-112.83451

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-14</u>		<small>Digitally signed by Erin Lix Date: 2022.11.14 14:43:02 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 10:52:58 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

19

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-30

Assessment Expiry Date yyyy-mm-dd

2024-11-30

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

National Standards  Other Standards

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

Highway #3 @ Scenic Drive

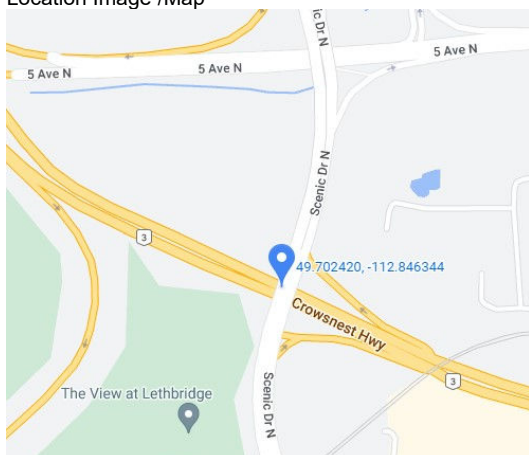
Latitude

49.702420

Longitude

-112.846344

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-14</u>		<small>Digitally signed by Erin Lix Date: 2022.11.14 14:50:15 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 11:01:40 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.

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](mailto:ATEProgram@gov.ab.ca)

Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

20

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

## Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

Type of Technology Used

Laser  Lidar  Radar  Other

Device Make and Model

JENOPTIK/Robot MultaRadar

## Location Description

Location Type

Intersection  Area of Road

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

Laval Boulevard W, 300 Block

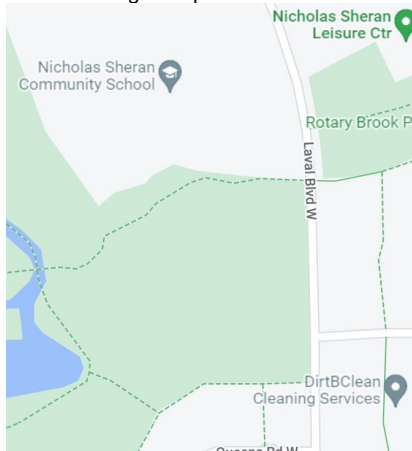
Latitude

49.67356

Longitude

-112.87500

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan, Social Media, Media Releases
- Engineering Please Specify Signage
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-16</u>		<small>Digitally signed by Erin Lix Date: 2022.11.16 15:07:03 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 11:40:52 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.

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](mailto:ATEProgram@gov.ab.ca)

Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

23

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-14

Assessment Expiry Date yyyy-mm-dd

2024-11-14

## Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

If other, please provide name of the standard.

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

## Location Description

Location Type

Intersection  Area of Road

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

Stafford Drive N, 1000-1200 Blocks

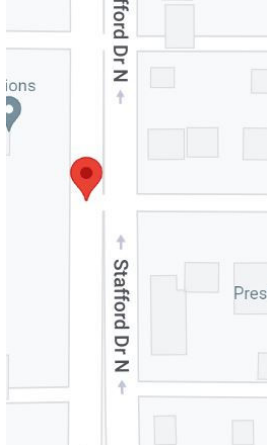
Latitude

49.71396

Longitude

-112.83254

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-14</u>		<small>Digitally signed by Erin Lix Date: 2022.11.14 14:55:42 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 11:03:36 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.



Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

24

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

Type of Technology Used

Laser  Lidar  Radar  Other

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

Algonquin Road W 0-100 Blks

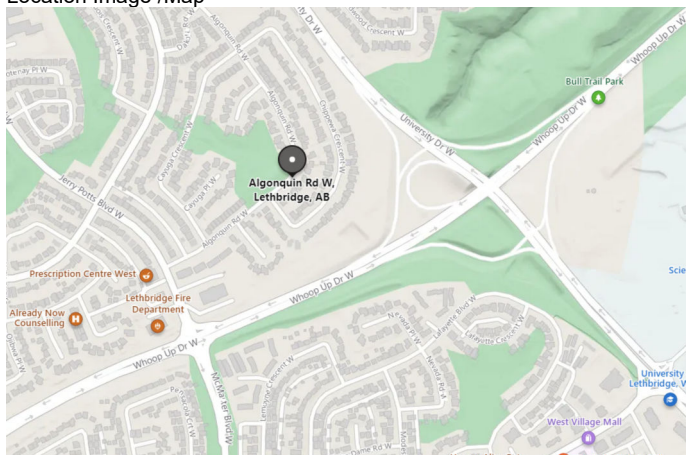
Latitude

49.681478

Longitude

-112.882552

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan
- Engineering Please Specify signage
- Conventional Enforcement Please Specify member issued tickets
- Other Please Specify \_\_\_\_\_

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

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

## Submission Includes (Mandatory)

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

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

<u>Michelle Drader</u>	<u>2022-11-16</u>	<u>Michelle Drader</u>	<small>Digitally signed by Michelle Drader Date: 2022.11.16 11:52:29 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 12:10:45 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

26

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-14

Assessment Expiry Date yyyy-mm-dd

2024-11-14

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

Type of Technology Used

Laser  Lidar  Radar  Other

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

Highway #4, 4300-5800 Blocks

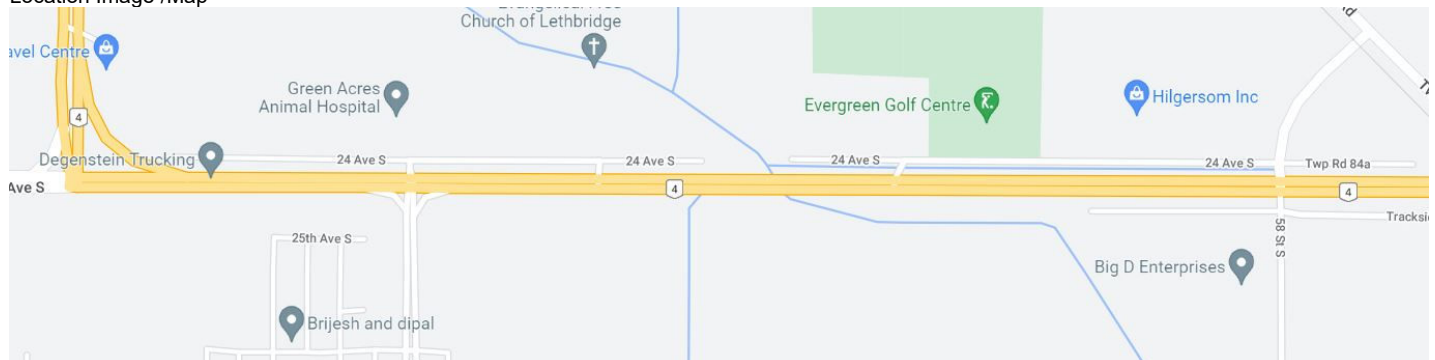
Latitude

49.66877

Longitude

-112.76875

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-14</u>		Digitally signed by Erin Lix Date: 2022.11.14 15:06:26 -0700
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		2022.11.30 11:05:09 -0700
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

27

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

National Standards  Other Standards

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

5 Avenue North, 1500-1700 Blocks

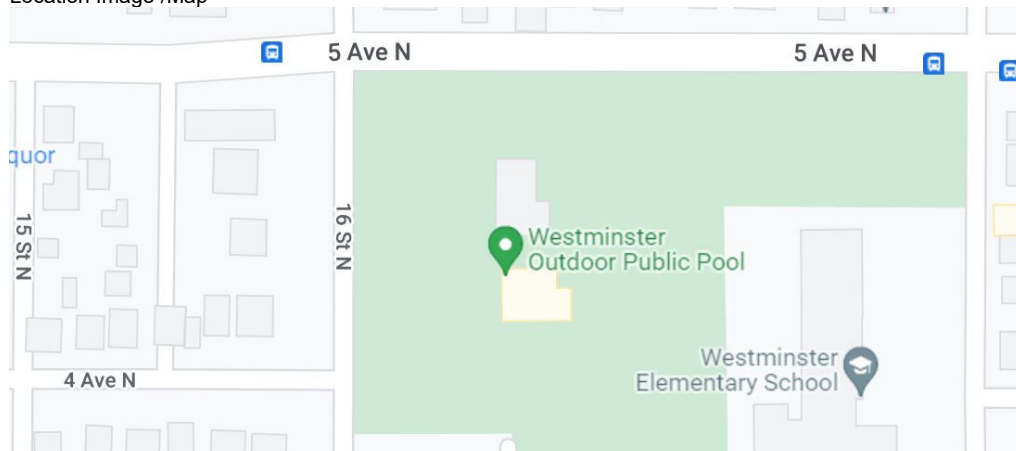
Latitude

49.70569

Longitude

-112.81947

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan, Social Media, Media Releases
- Engineering Please Specify Signage
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-16</u>		<small>Digitally signed by Erin Lix Date: 2022.11.16 15:11:17 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 11:41:53 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

28

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

National Standards  Other Standards

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

5 Avenue North, 2000-2100 Blocks

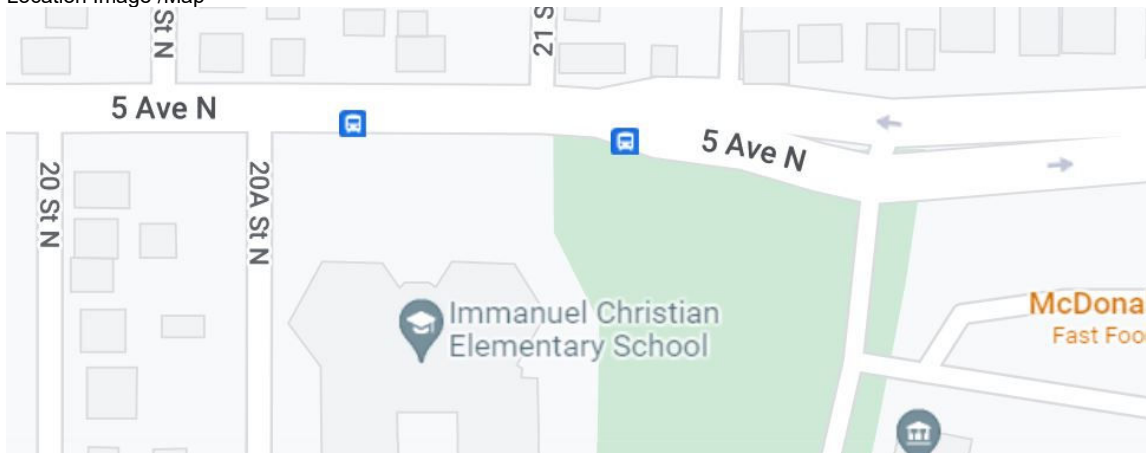
Latitude

49.70568

Longitude

-112.81182

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan, Social Media, Media Releases
- Engineering Please Specify Signage
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-16</u>		<small>Digitally signed by Erin Lix Date: 2022.11.16 15:14:43 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 11:42:55 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.



Protected A (when completed)

Law Enforcement and Oversight

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

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

Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

30

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

Type of Technology Used

Laser  Lidar  Radar  Other

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

9 Avenue North, 1600-2300 Blocks

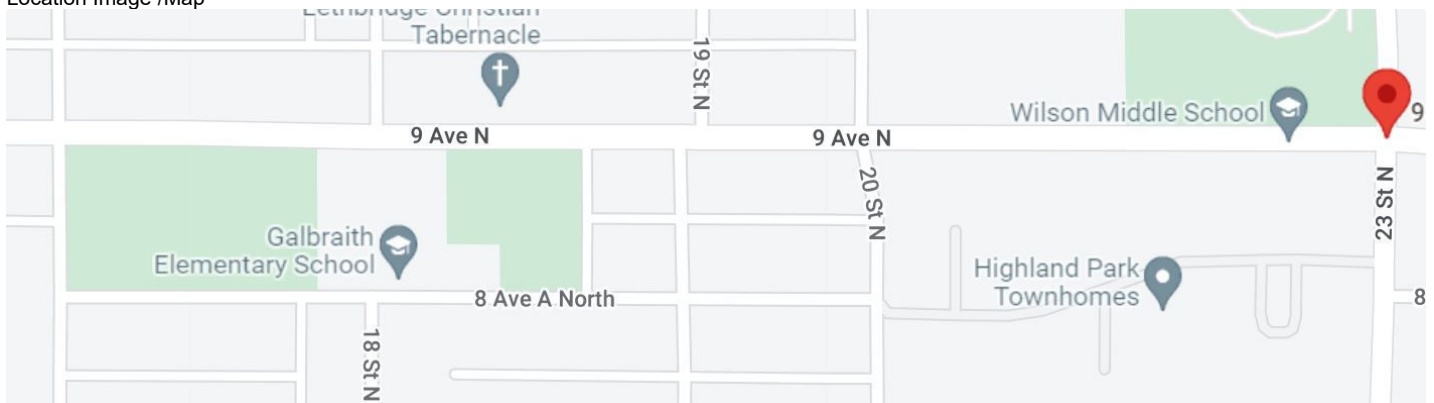
Latitude

49.71278

Longitude

-112.81572

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan, Social Media, Media Releases
- Engineering Please Specify Signage
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-16</u>		<small>Digitally signed by Erin Lix Date: 2022.11.16 15:19:39 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 11:43:39 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

31

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

If other, please provide name of the standard.

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

15 Avenue North, 1800 Block

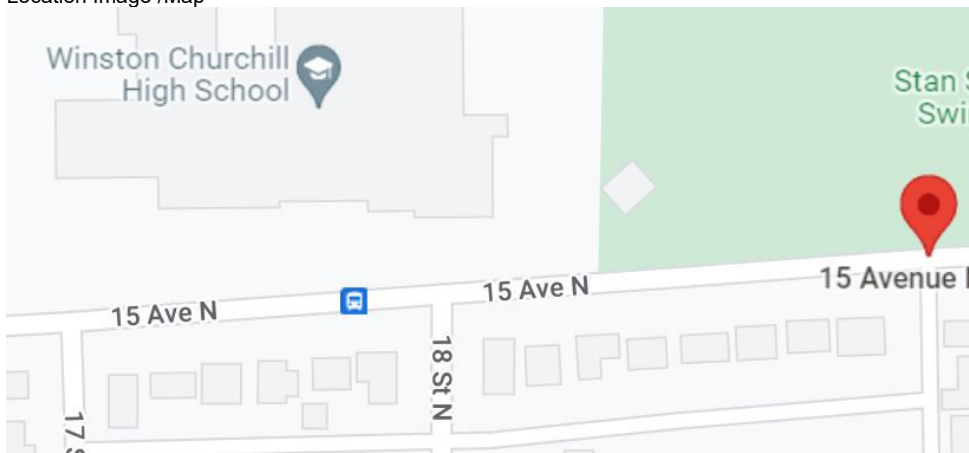
Latitude

49.71821

Longitude

-112.81680

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan, Social Media, Media Releases
- Engineering Please Specify Signage
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-16</u>		<small>Digitally signed by Erin Lix Date: 2022.11.16 15:22:41 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 11:45:41 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

32

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

National Standards  Other Standards

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

9 Avenue South, 1200 Block

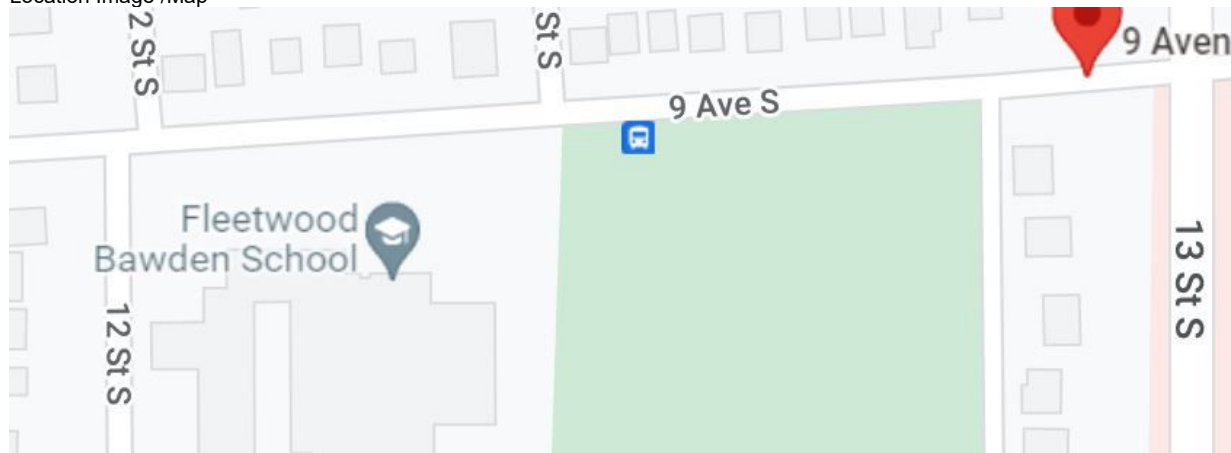
Latitude

49.68645

Longitude

-112.82681

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan, Social Media, Media Releases
- Engineering Please Specify Signage
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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


## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-16</u>		Digitally signed by Erin Lix Date: 2022.11.16 15:25:00 -0700
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		2022.11.30 11:46:58 -0700
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

33

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

If other, please provide name of the standard.

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

12 Avenue South, 2100 Block

Latitude

49.68005

Longitude

-112.81037

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan, Social Media, Media Releases
- Engineering Please Specify Signage
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-16</u>		<small>Digitally signed by Erin Lix Date: 2022.11.16 15:29:03 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 11:47:58 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.



Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

34

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

20 Street South, 2000-2400 Blocks

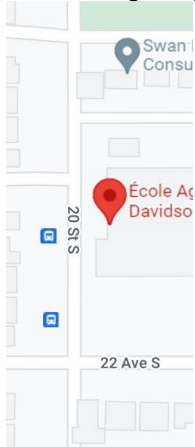
Latitude

49.67166

Longitude

-112.81288

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan, Social Media, Media Releases
- Engineering Please Specify Signage
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-16</u>		<small>Digitally signed by Erin Lix Date: 2022.11.16 15:34:03 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 11:49:09 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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

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

Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

37

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

## Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

If other, please provide name of the standard.

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

## Location Description

Location Type

Intersection  Area of Road

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

Henderson Lake Boulevard South, 1200-1300 Blocks

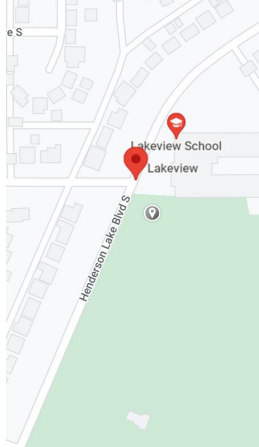
Latitude

49.67988

Longitude

-112.79564

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan, Social Media, Media Releases
- Engineering Please Specify Signage
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-16</u>		<small>Digitally signed by Erin Lix Date: 2022.11.16 15:39:46 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 11:49:49 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.

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](mailto:ATEProgram@gov.ab.ca)

Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

38

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

National Standards  Other Standards

Type of Technology Used

If other, please specify details.

Laser  Lidar  Radar  Other

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

Lakeridge Blvd S, 3200 Blk

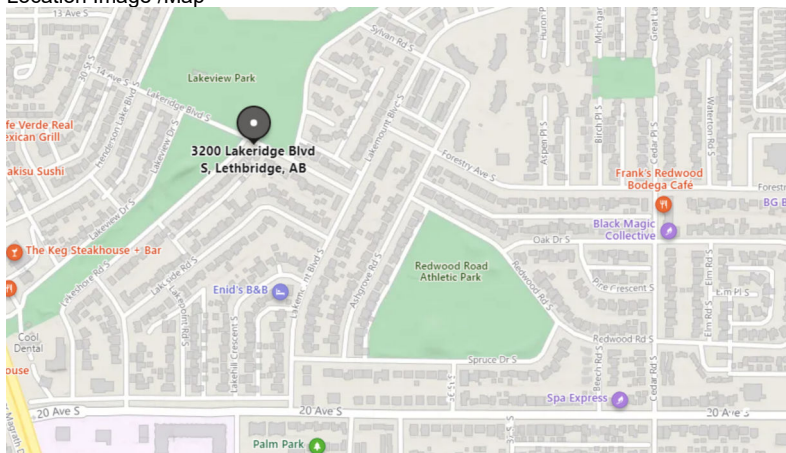
Latitude

49.681478

Longitude

-112.882552

Location Image /Map



## Location Eligibility

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

- Education Please Specify Traffic Safety Plan, social media
- Engineering Please Specify Signs
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_

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

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

## Submission Includes (Mandatory)

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

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

<u>Michelle Drader</u>	<u>2022-11-16</u>	<u>Michelle Drader</u>	<small>Digitally signed by Michelle Drader Date: 2022.11.16 12:27:35 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 12:11:28 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

39

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

13 Street S, 300-1000 Blocks

Latitude

49.68753

Longitude

-112.82423

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan, Social Media, Media Releases
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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


## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-16</u>		Digitally signed by Erin Lix Date: 2022.11.16 13:03:46 -0700'
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		2022.11.30 11:21:51 -0700'
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.



Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

41

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

Type of Technology Used

Laser  Lidar  Radar  Other

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

4 Street S 700 Blk

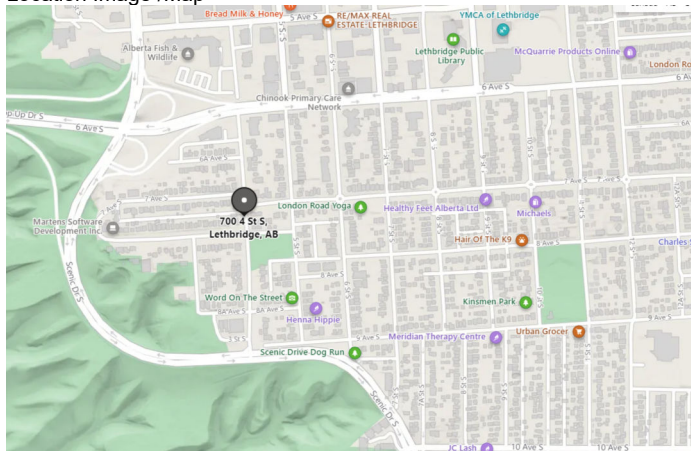
Latitude

49.688586

Longitude

-112.841189

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan, Social media, media releases
- Engineering Please Specify Signage
- Conventional Enforcement Please Specify Officer written tickets
- Other Please Specify \_\_\_\_\_

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

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

## Submission Includes (Mandatory)

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

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

Michelle Drader

Completed By

2022-11-16

Date yyyy-mm-dd

Michelle Drader

Digitally signed by Michelle Drader  
Date: 2022.11.16 12:42:39 -0700

Signature

## Police Officer that Approved the Form

Daniel Lomness

Completed By

2022-11-30

Date yyyy-mm-dd

9604

Regimental or Badge Number



2022.11.30 12:12:19 -0700

Signature

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

\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

42

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

Type of Technology Used

Laser  Lidar  Radar  Other

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

Columbia Boulevard West, 400 Block

Latitude

49.67465

Longitude

-112.88744

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan, Social Media, Media Releases
- Engineering Please Specify Signage
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-16</u>		<small>Digitally signed by Erin Lix Date: 2022.11.16 15:50:50 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 11:51:29 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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

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

Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

44

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

If other, please provide name of the standard.

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

13 Ave N 1500-1600 Blks

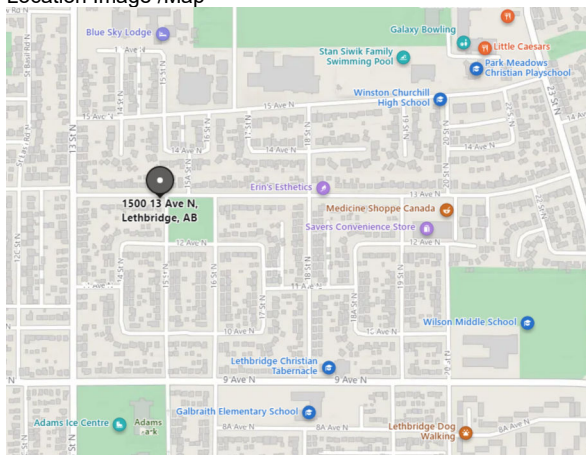
Latitude

49.716358

Longitude

-112.821516

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan, Social media, media releases
- Engineering Please Specify signage
- Conventional Enforcement Please Specify Officer written tickets
- Other Please Specify \_\_\_\_\_

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

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

## Submission Includes (Mandatory)

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

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

Michelle Drader

Completed By

2022-11-16

Date yyyy-mm-dd

Michelle Drader

Signature

Digitally signed by Michelle Drader  
Date: 2022.11.16 12:54:10 -0700

## Police Officer that Approved the Form

Daniel Lomness

Completed By

2022-11-30

Date yyyy-mm-dd

9604

Regimental or Badge Number



Signature

2022.11.30 12:14:06 -0700

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

\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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

Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

45

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-14

Assessment Expiry Date yyyy-mm-dd

2024-11-14

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

National Standards  Other Standards

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

43 Street South @ Forestry Avenue

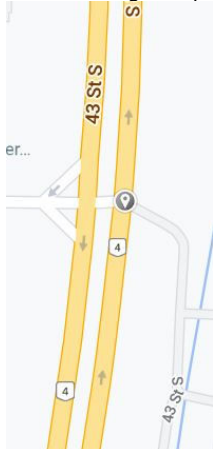
Latitude

49.67635

Longitude

-112.77860

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-14</u>		<small>Digitally signed by Erin Lix Date: 2022.11.14 15:09:37 -0700</small>
Completed By	Date yyyy-mm-dd		Signature

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 11:06:11 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number		Signature

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

\*As per the definition of the guideline.



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](mailto:ATEProgram@gov.ab.ca)

Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

46

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

National Standards  Other Standards

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

6 Avenue S, 1200-1900 Blocks

Latitude

49.69168

Longitude

-112.82272

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan, Social Media, Media Releases
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-16</u>		Digitally signed by Erin Lix Date: 2022.11.16 13:14:14 -0700
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		2022.11.30 11:20:52 -0700
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

48

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

McMaster Boulevard West, 200 Block

Latitude

49.67341

Longitude

-112.88460

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan, Social Media, Media Releases
- Engineering Please Specify Signage
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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


## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-16</u>		<small>Digitally signed by Erin Lix Date: 2022.11.16 15:53:36 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 11:52:31 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.

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](mailto:ATEProgram@gov.ab.ca)

Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

49

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

National Standards  Other Standards

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

19 Ave S 2400-2600 Blks

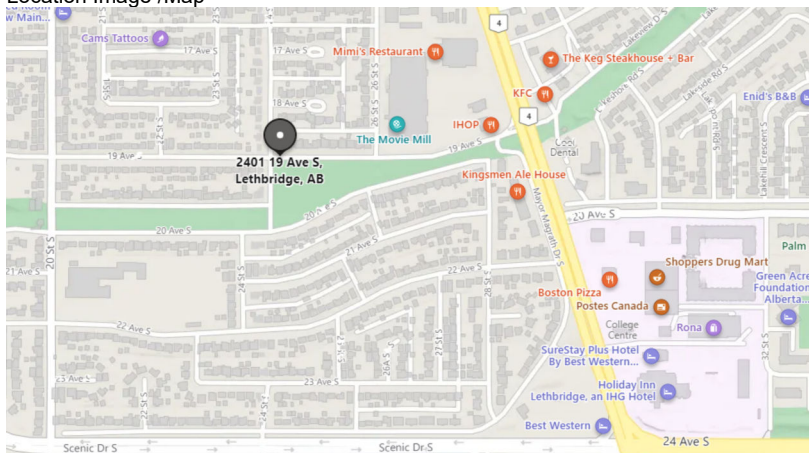
Latitude

49.673712

Longitude

-112.80713

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan, social media, media releases
- Engineering Please Specify Signage
- Conventional Enforcement Please Specify Officer written tickets
- Other Please Specify \_\_\_\_\_

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

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

## Submission Includes (Mandatory)

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

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

<u>Michelle Drader</u>	<u>2022-11-16</u>	<u>Michelle Drader</u>	<small>Digitally signed by Michelle Drader Date: 2022.11.16 13:30:20 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 12:14:50 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.

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](mailto:ATEProgram@gov.ab.ca)

Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

51

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

Type of Technology Used

Laser  Lidar  Radar  Other

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

Jerry Potts Boulevard West, 100 Block

Latitude

49.68411

Longitude

-112.89207

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan, Social Media, Media Releases
- Engineering Please Specify Signage
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-16</u>		<small>Digitally signed by Erin Lix Date: 2022.11.16 15:59:14 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 11:53:46 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.



Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

54

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

Type of Technology Used

Laser  Lidar  Radar  Other

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

Columbia Blvd W 700-800 Blks

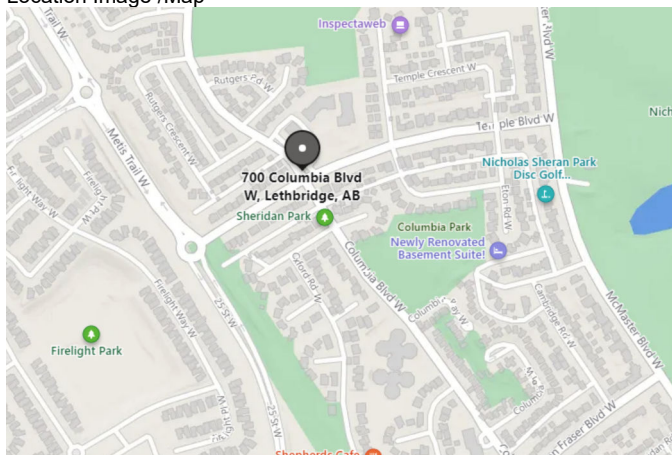
Latitude

49.669999

Longitude

-112.890254

Location Image /Map



## Location Eligibility

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

- Education Please Specify Traffic Safety Plan, social media, media releases
- Engineering Please Specify Signage
- Conventional Enforcement Please Specify Officer written tickets
- Other Please Specify \_\_\_\_\_

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

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


## Submission Includes (Mandatory)

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

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

<u>Michelle Drader</u>	<u>2022-11-16</u>	<u>Michelle Drader</u>	<small>Digitally signed by Michelle Drader Date: 2022.11.16 13:33:52 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 12:15:36 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

56

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

National Standards  Other Standards

\_\_\_\_\_

Type of Technology Used

If other, please specify details.

Laser  Lidar  Radar  Other

\_\_\_\_\_

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

14 Ave N 2600-2700 Blks

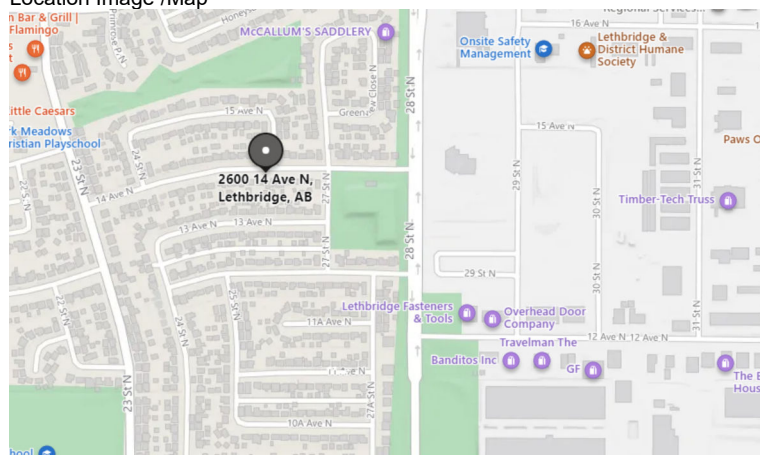
Latitude

49.71835

Longitude

-112.805078

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan, social media, media releases
- Engineering Please Specify Signage
- Conventional Enforcement Please Specify Officer written tickets
- Other Please Specify \_\_\_\_\_

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

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

## Submission Includes (Mandatory)

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

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

Michelle Drader

Completed By

2022-11-16

Date yyyy-mm-dd

Michelle Drader

Digitally signed by Michelle Drader  
Date: 2022.11.16 14:19:01 -0700

Signature

## Police Officer that Approved the Form

Daniel Lomness

Completed By

2022-11-30

Date yyyy-mm-dd

9604

Regimental or Badge Number



2022.11.30 12:16:33 -0700

Signature

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

\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

70

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

18 Street North, 300-400 Blocks

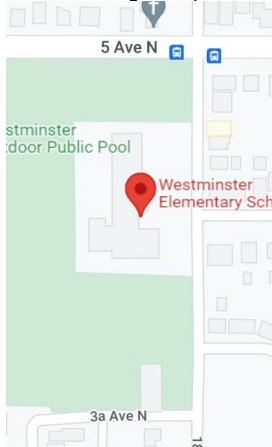
Latitude

49.70503

Longitude

-112.81696

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan, Social Media, Media Releases
- Engineering Please Specify Signage
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-16</u>		<small>Digitally signed by Erin Lix Date: 2022.11.16 16:04:30 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 12:00:37 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

71

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-14

Assessment Expiry Date yyyy-mm-dd

2024-11-14

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

24 Avenue South, 3100-3500 Blocks

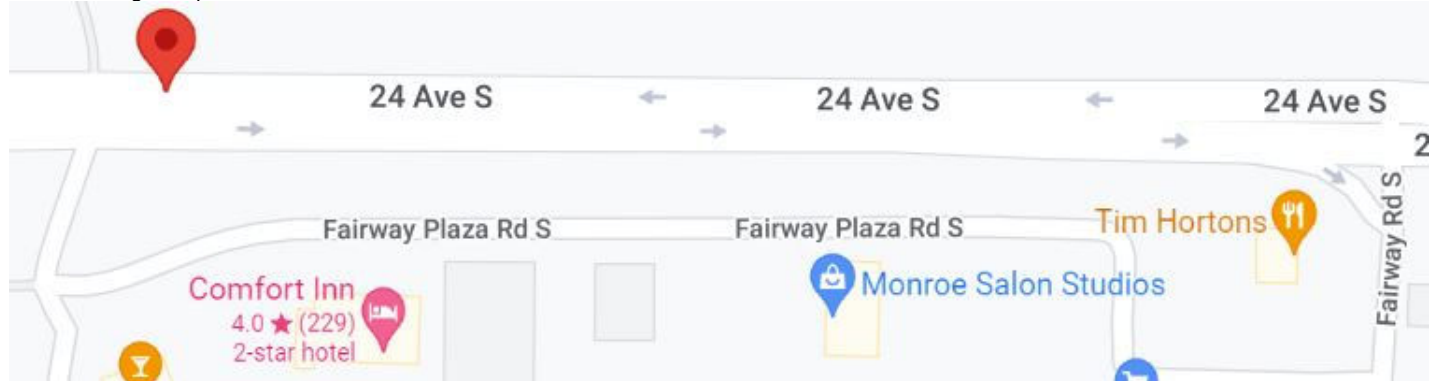
Latitude

49.669

Longitude

-112.79417

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-14</u>		Digitally signed by Erin Lix Date: 2022.11.14 15:13:22 -0700
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		2022.11.30 11:07:09 -0700
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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\*As per the definition of the guideline.



Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

77

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-14

Assessment Expiry Date yyyy-mm-dd

2024-11-14

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

If other, please provide name of the standard.

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

Scenic Drive S, 2000-2500 Blocks

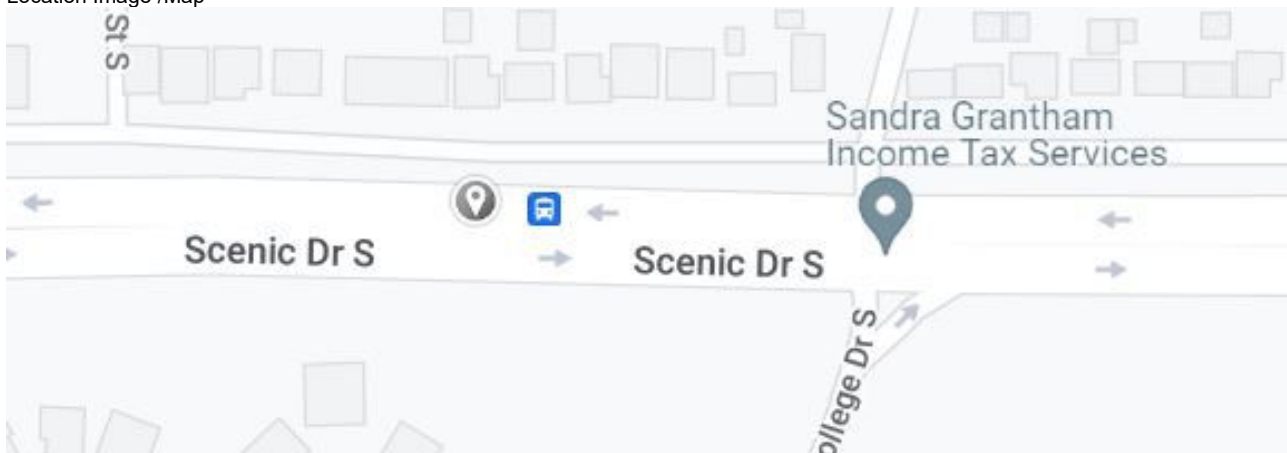
Latitude

49.66893

Longitude

-112.80900

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-14</u>		<small>Digitally signed by Erin Lix Date: 2022.11.14 15:17:30 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 11:07:58 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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

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

Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

84

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-15

Assessment Expiry Date yyyy-mm-dd

2024-11-15

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

If other, please provide name of the standard.

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

Highway #5, 4000-4800 Blocks

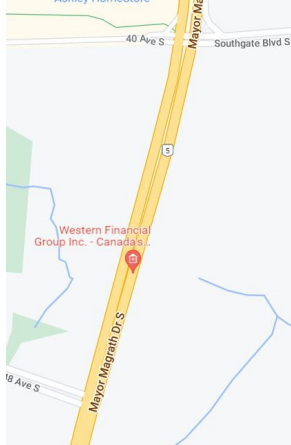
Latitude

49.65270

Longitude

-112.79343

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-15</u>		<small>Digitally signed by Erin Lix Date: 2022.11.15 13:24:22 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 11:09:04 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

85

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

National Standards  Other Standards

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

Rocky Mountain Boulevard West, 20-200 Blocks

Latitude

49.65916

Longitude

-112.87348

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan, Social Media, Media Releases
- Engineering Please Specify Signage
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-16</u>		<small>Digitally signed by Erin Lix Date: 2022.11.16 16:07:44 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 12:01:21 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

86

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

Type of Technology Used

Laser  Lidar  Radar  Other

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

Blackfoot Boulevard West, 0-90 Block

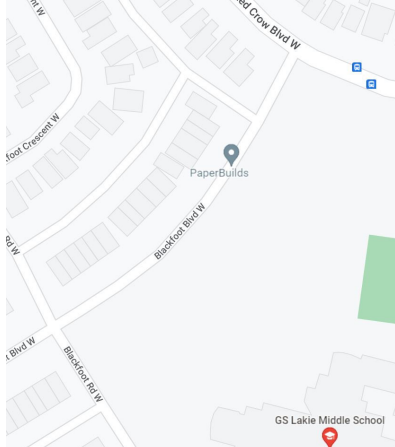
Latitude

49.67901

Longitude

-112.89634

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan, Social Media, Media Releases
- Engineering Please Specify Signage
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-16</u>		<small>Digitally signed by Erin Lix Date: 2022.11.16 16:11:47 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 12:03:10 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.



Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

109

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-15

Assessment Expiry Date yyyy-mm-dd

2024-11-15

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

National Standards  Other Standards

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

Mayor Magrath Drive S, 3400-3600 Blks

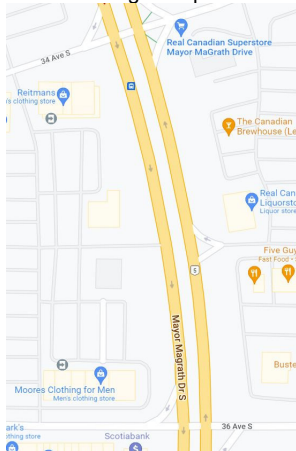
Latitude

49.65815

Longitude

-112.79305

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-15</u>		<small>Digitally signed by Erin Lix Date: 2022.11.15 13:30:51 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 11:09:54 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

119

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-15

Assessment Expiry Date yyyy-mm-dd

2024-11-15

## Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

## Location Description

Location Type

Intersection  Area of Road

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

Mayor Magrath Drive S @ 20 Avenue S

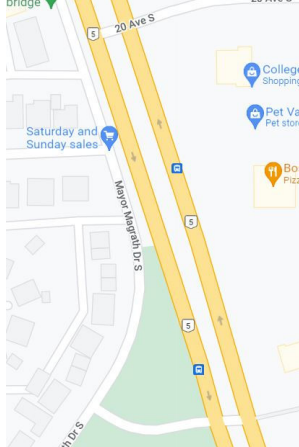
Latitude

49.67256

Longitude

-112.79991

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-15</u>		<small>Digitally signed by Erin Lix Date: 2022.11.15 14:30:14 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 11:10:35 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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

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

Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

133

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-15

Assessment Expiry Date yyyy-mm-dd

2024-11-15

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

National Standards  Other Standards

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

26 Avenue N, 1300-2200 Blocks

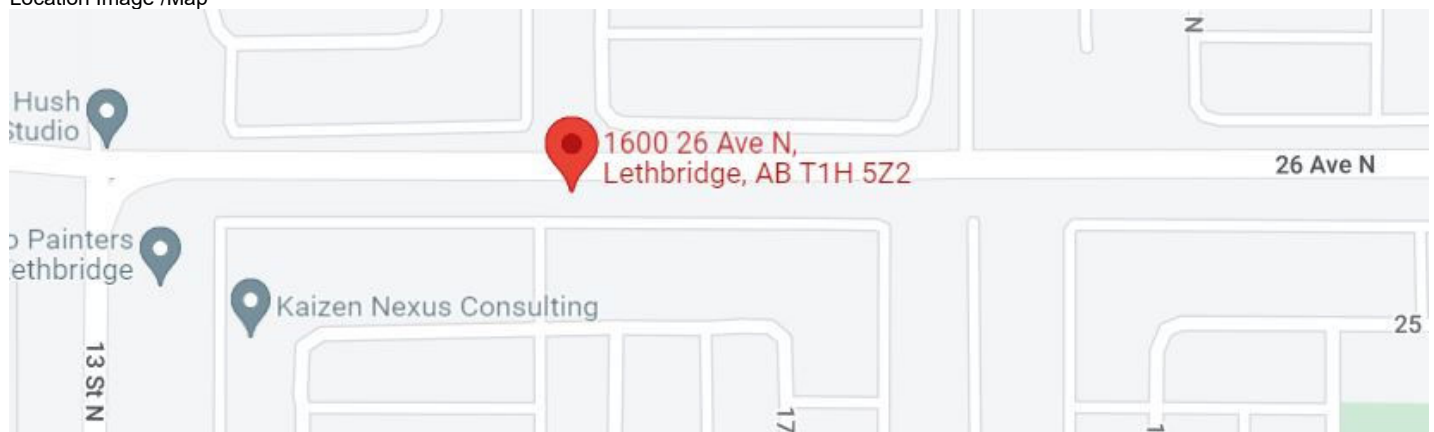
Latitude

49.72738

Longitude

-112.82046

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-15</u>		<small>Digitally signed by Erin Lix Date: 2022.11.15 14:43:10 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 11:11:12 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

134

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-15

Assessment Expiry Date yyyy-mm-dd

2024-11-15

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

National Standards  Other Standards

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

26 Avenue N, 2300-2700 Blks

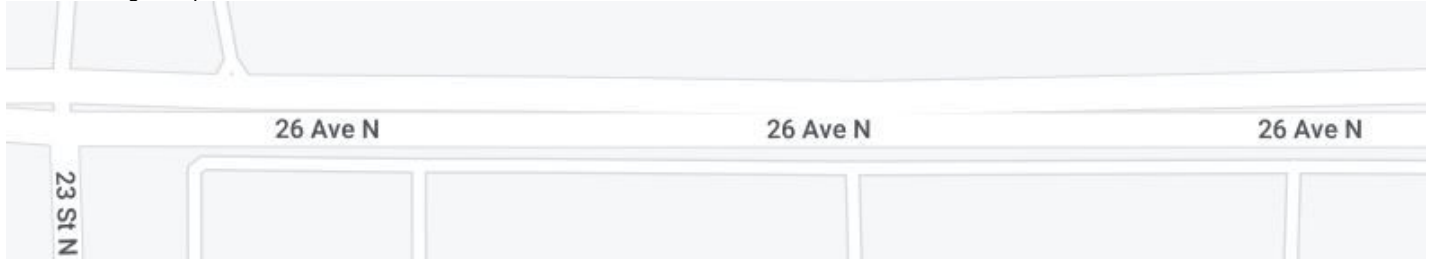
Latitude

49.75724

Longitude

-112.80668

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-15</u>		Digitally signed by Erin Lix Date: 2022.11.15 15:00:55 -0700
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		2022.11.30 11:11:51 -0700
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.



Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

137

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

Type of Technology Used

Laser  Lidar  Radar  Other

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

Stafford Ave N 700-800 Blks

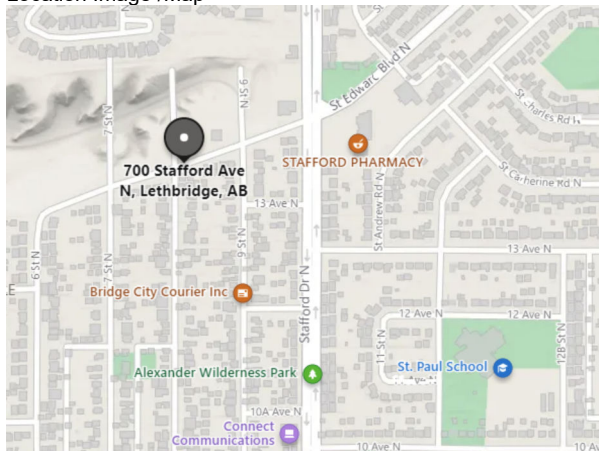
Latitude

49.717754

Longitude

-112.835227

Location Image /Map



## Location Eligibility

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

- Education Please Specify Traffic Safety Plan, social media, media releases
- Engineering Please Specify Signage
- Conventional Enforcement Please Specify Officer written ticket
- Other Please Specify \_\_\_\_\_

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

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

## Submission Includes (Mandatory)

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

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

Michelle Drader

Completed By

2022-11-16

Date yyyy-mm-dd

Michelle Drader

Digitally signed by Michelle Drader  
Date: 2022.11.16 14:23:19 -0700

Signature

## Police Officer that Approved the Form

Daniel Lomness

Completed By

2022-11-30

Date yyyy-mm-dd

9604

Regimental or Badge Number



2022.11.30 12:17:39 -0700

Signature

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

\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

138

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

National Standards  Other Standards

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

Parkside Dr S 2800 Blks

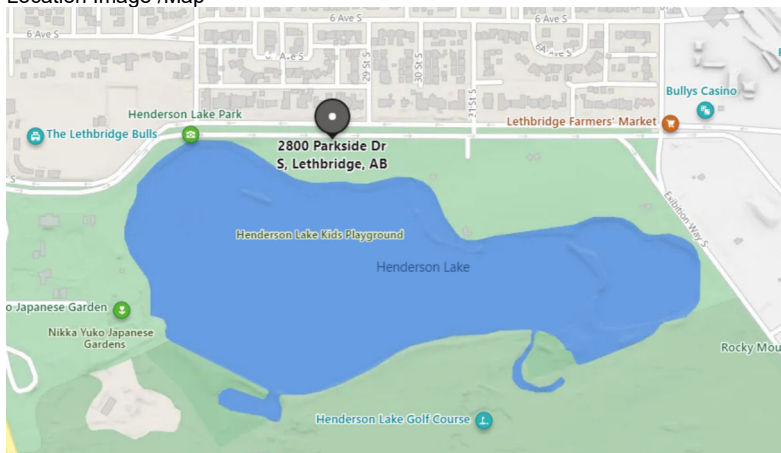
Latitude

49.68362

Longitude

-112.801264

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan, social media, media releases
- Engineering Please Specify Signage
- Conventional Enforcement Please Specify Officer written tickets
- Other Please Specify \_\_\_\_\_

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

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

## Submission Includes (Mandatory)

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

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

<u>Michelle Drader</u>	<u>2022-11-17</u>	<u>Michelle Drader</u>	<small>Digitally signed by Michelle Drader Date: 2022.11.17 13:42:08 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 12:18:18 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

139

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

Parkside Drive S 700 Blk

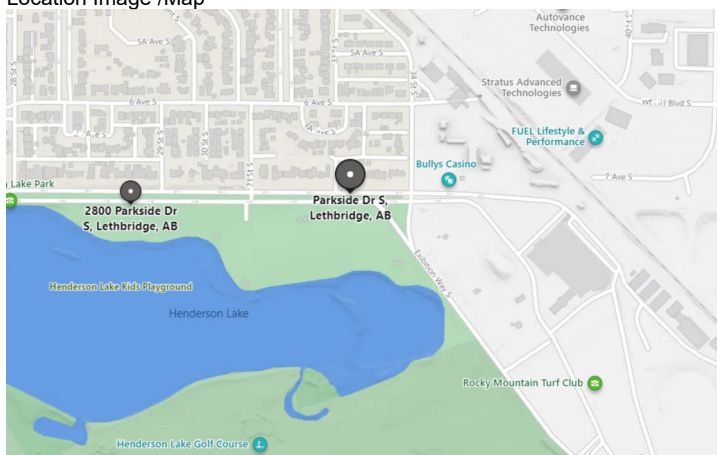
Latitude

49.690216

Longitude

-112.792198

Location Image /Map



## Location Eligibility

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

- Education Please Specify Traffic Safety Plan, social media, media releases
- Engineering Please Specify Signage
- Conventional Enforcement Please Specify Officer written tickets
- Other Please Specify \_\_\_\_\_

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

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

## Submission Includes (Mandatory)

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

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

<u>Michelle Drader</u>	<u>2022-11-16</u>	<u>Michelle Drader</u>	<small>Digitally signed by Michelle Drader Date: 2022.11.16 14:29:14 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 12:19:00 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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

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

Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

262

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

Type of Technology Used

Laser  Lidar  Radar  Other

Device Make and Model

JENOPTIK/Robot Digital SmartCam

### 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)

University/Garry Drive W

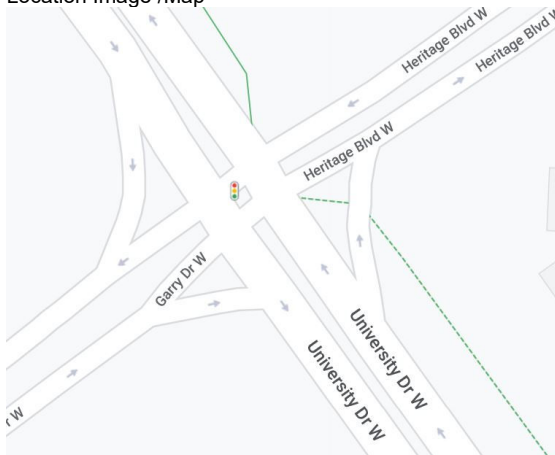
Latitude

49.69206

Longitude

-112.89025

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan, Social Media, Media Releases
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-16</u>		<small>Digitally signed by Erin Lix Date: 2022.11.16 13:22:53 -0700'</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 11:23:11 -0700'</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.



Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

264

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

National Standards  Other Standards

\_\_\_\_\_

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Induction Loops

Device Make and Model

JENOPTIK/Robot Digital SmartCam

### 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)

Mayor Magrath Drive S/5 Avenue S

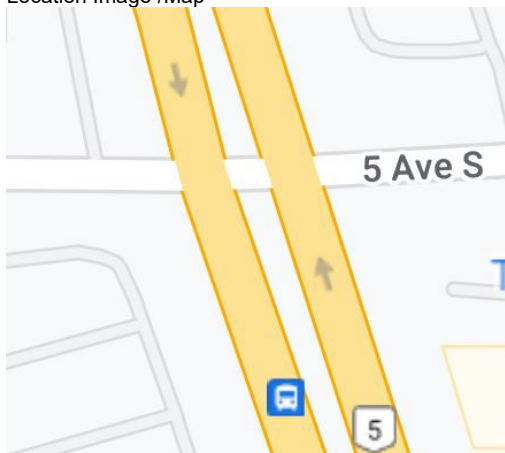
Latitude

49.69344

Longitude

-112.81031

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan, Social Media, Media Releases
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-16</u>		<small>Digitally signed by Erin Lix Date: 2022.11.16 13:33:45 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 11:24:08 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

265

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

National Standards  Other Standards

\_\_\_\_\_

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Radar/Induction Loops

Device Make and Model

Jenoptik MultaRadar/SODI

### 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)

Mayor Magrath Drive S/10 Avenue

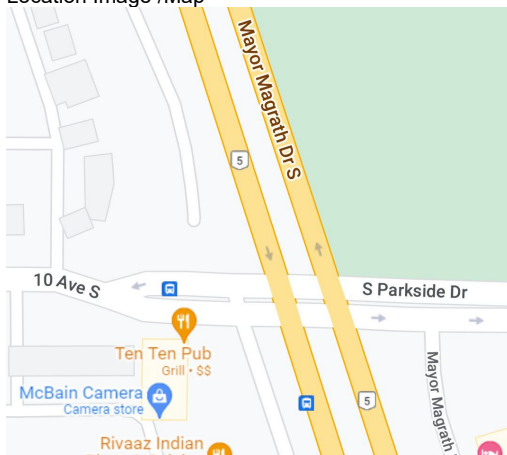
Latitude

49.68374

Longitude

-112.80545

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan, Social Media, Media Releases
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-16</u>		<small>Digitally signed by Erin Lix Date: 2022.11.16 14:18:32 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 11:24:57 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

266

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

National Standards  Other Standards

\_\_\_\_\_

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Radar/Induction Loops

\_\_\_\_\_

Device Make and Model

JENOPTIK Robot MultaRadar / SODI

### 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)

Mayor Magrath Drive South and 32 Avenue South

Latitude

49.662093

Longitude

-112.794549

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan, Social Media, Media Releases
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-16</u>		<small>Digitally signed by Erin Lix Date: 2022.11.16 14:25:15 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 11:25:59 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

267

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

National Standards  Other Standards

\_\_\_\_\_

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Radar/Induction Loops

Device Make and Model

JENOPTIK Robot MultaRadar/SODI

### Location Description

Location Type

Intersection  Area of Road

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

43 Street S and Highway 3

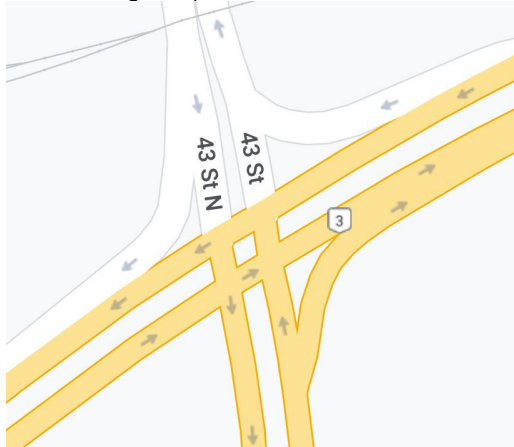
Latitude

49.70067

Longitude

-112.77870

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan, Social Media, Media Releases
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify Officer Issued Tickets
- Other Please Specify \_\_\_\_\_


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

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


## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-16</u>		<small>Digitally signed by Erin Lix Date: 2022.11.16 14:35:45 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 11:26:50 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.



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](mailto:ATEProgram@gov.ab.ca)

Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

268

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

National Standards  Other Standards

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

Kodiak Blvd N 400-500 Blks

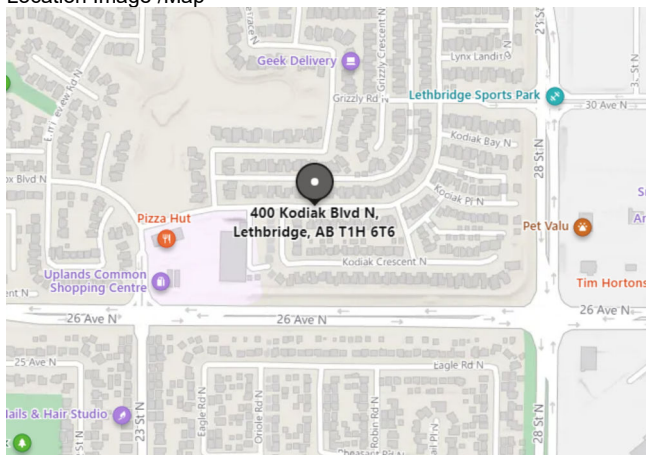
Latitude

49.728881

Longitude

-112.806565

Location Image /Map



## Location Eligibility

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

- Education Please Specify Traffic Safety Plan, social media, media releases
- Engineering Please Specify Signage
- Conventional Enforcement Please Specify Officer written tickets
- Other Please Specify \_\_\_\_\_

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

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

## Submission Includes (Mandatory)

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

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

Michelle Drader

Completed By

2022-11-16

Date yyyy-mm-dd

Michelle Drader

Digitally signed by Michelle Drader  
Date: 2022.11.16 14:32:30 -0700

Signature

## Police Officer that Approved the Form

Daniel Lomness

Completed By

2022-11-30

Date yyyy-mm-dd

9604

Regimental or Badge Number



2022.11.30 12:23:18 -0700

Signature

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

\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

289

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

National Standards  Other Standards

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

Couleecrek Blvd S 400-500

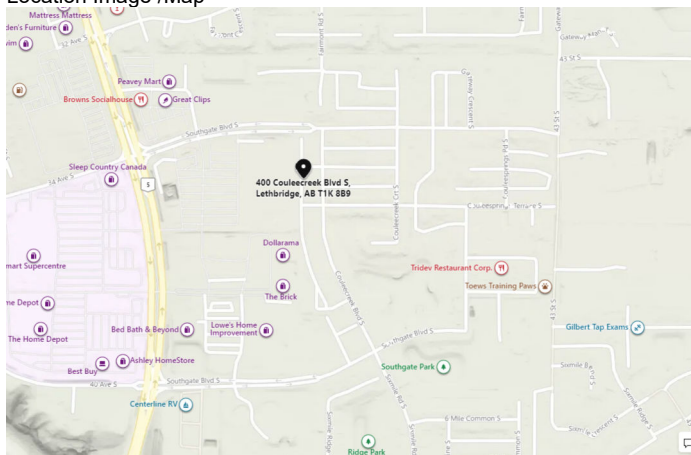
Latitude

49.659017

Longitude

-112.787742

Location Image /Map



## Location Eligibility

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

- Education Please Specify Traffic Safety Plan, social media, media releases
- Engineering Please Specify Signage
- Conventional Enforcement Please Specify Officer written tickets
- Other Please Specify \_\_\_\_\_

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

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

## Submission Includes (Mandatory)

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

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

<u>Michelle Drader</u>	<u>2022-11-16</u>	<u>Michelle Drader</u>	<small>Digitally signed by Michelle Drader Date: 2022.11.16 14:36:25 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 12:26:44 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

296

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-15

Assessment Expiry Date yyyy-mm-dd

2024-11-15

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

If other, please provide name of the standard.

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

University Drive W

Latitude

49.65230

Longitude

-112.86714

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-15</u>		<small>Digitally signed by Erin Lix Date: 2022.11.15 15:08:31 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 11:12:40 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

298

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

Type of Technology Used

Laser  Lidar  Radar  Other

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

Southgate Blvd S 230 - 260 Blks

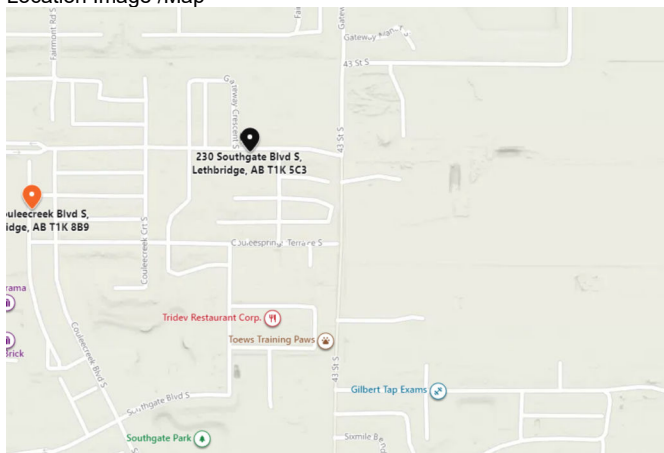
Latitude

49.660042

Longitude

-112.781757

Location Image /Map



## Location Eligibility

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

- Education Please Specify Traffic Safety Plan, social media, media releases
- Engineering Please Specify Signage
- Conventional Enforcement Please Specify Officer written tickets
- Other Please Specify \_\_\_\_\_

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

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

## Submission Includes (Mandatory)

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

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

<u>Michelle Drader</u>	<u>2022-11-16</u>	<u>Michelle Drader</u>	<small>Digitally signed by Michelle Drader Date: 2022.11.16 14:43:11 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 12:28:12 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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\*As per the definition of the guideline.



Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

301

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-15

Assessment Expiry Date yyyy-mm-dd

2024-11-15

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

If other, please provide name of the standard.

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

Metis Trail W

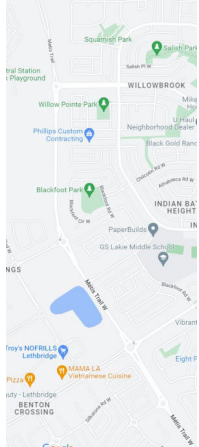
Latitude

49.67747

Longitude

-112.90143

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-15</u>		Digitally signed by Erin Lix Date: 2022.11.15 15:18:05 -0700
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		2022.11.30 11:14:57 -0700
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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

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

Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

302

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

Type of Technology Used

Laser  Lidar  Radar  Other

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

Stafford Drive and St. James Boulevard North

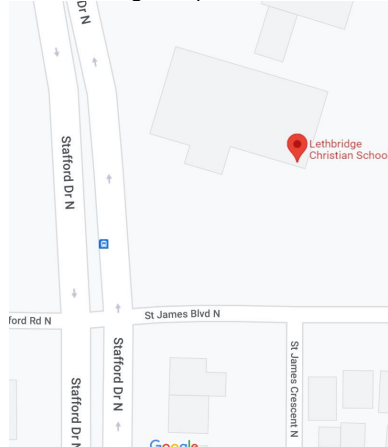
Latitude

49.72320

Longitude

-112.83234

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan, Social Media, Media Releases
- Engineering Please Specify Signage
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-16</u>		Digitally signed by Erin Lix Date: 2022.11.16 16:14:56 -0700
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		2022.11.30 12:04:27 -0700
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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

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

Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

304

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

Rocky Mountain Boulevard West, 300 Block

Latitude

49.65337

Longitude

-112.87844

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan, Social Media, Media Releases
- Engineering Please Specify Signage
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-16</u>		<small>Digitally signed by Erin Lix Date: 2022.11.16 16:18:06 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 12:06:16 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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

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

Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

305

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

If other, please provide name of the standard.

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

Mildred Dobbs Boulevard North, 200-240 Block

Latitude

49.73324

Longitude

-112.83164

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan, Social Media, Media Releases
- Engineering Please Specify Signage
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-16</u>		<small>Digitally signed by Erin Lix Date: 2022.11.16 16:21:28 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 12:07:55 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.



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](mailto:ATEProgram@gov.ab.ca)

Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

307

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

Blackfoot Rd W 60 Blk

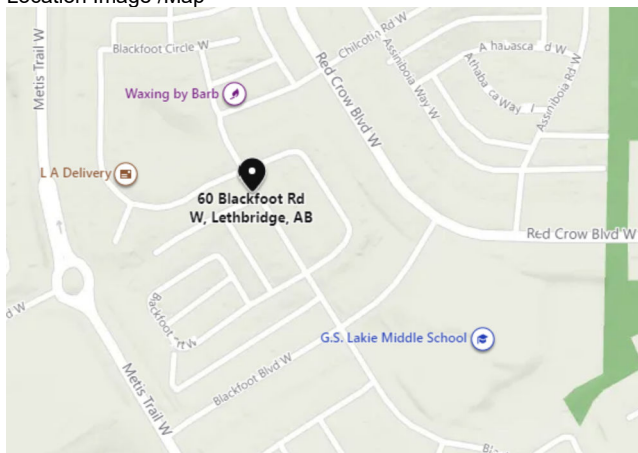
Latitude

49.680074

Longitude

-112.899232

Location Image /Map



## Location Eligibility

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

- Education Please Specify Traffic Safety Plan, social media, media releases
- Engineering Please Specify Signage
- Conventional Enforcement Please Specify Officer written tickets
- Other Please Specify \_\_\_\_\_

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

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

## Submission Includes (Mandatory)

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

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

Michelle Drader

Completed By

2022-11-16

Date yyyy-mm-dd

Michelle Drader

Digitally signed by Michelle Drader  
Date: 2022.11.16 14:39:47 -0700

Signature

## Police Officer that Approved the Form

Daniel Lomness

Completed By

2022-11-30

Date yyyy-mm-dd

9604

Regimental or Badge Number



2022.11.30 12:27:26 -0700

Signature

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

\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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

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

Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

308

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

If other, please provide name of the standard.

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

Blackfoot Road West, 200 Block

Latitude

49.67749

Longitude

-112.89665

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan, Social Media, Media Release
- Engineering Please Specify Signage
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-16</u>		<small>Digitally signed by Erin Lix Date: 2022.11.16 16:24:52 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 12:09:11 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.

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](mailto:ATEProgram@gov.ab.ca)

Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

310

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-15

Assessment Expiry Date yyyy-mm-dd

2024-11-15

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

If other, please provide name of the standard.

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

Stafford Drive N, 1300-1600 Blks

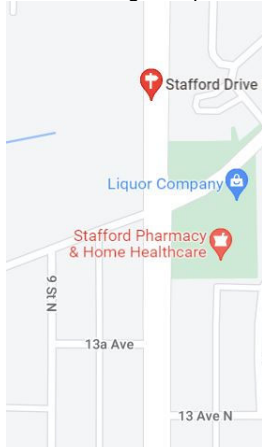
Latitude

49.71787

Longitude

-112.83246

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-15</u>		Digitally signed by Erin Lix Date: 2022.11.15 15:34:50 -0700
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		2022.11.30 11:15:38 -0700
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

315

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

Type of Technology Used

Laser  Lidar  Radar  Other

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

1200- 1300 Blks 27 St N

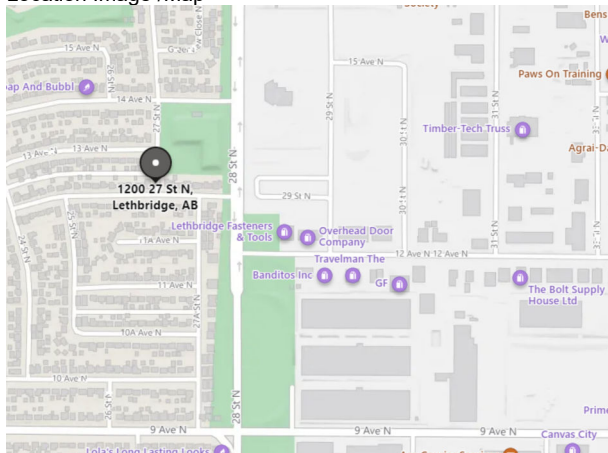
Latitude

49.716988

Longitude

112.803628

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan, social media, media releases
- Engineering Please Specify Signage
- Conventional Enforcement Please Specify Officer written tickets
- Other Please Specify \_\_\_\_\_

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

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

## Submission Includes (Mandatory)

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

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

Michelle Drader

Completed By

2022-11-17

Date yyyy-mm-dd

Michelle Drader

Digitally signed by Michelle Drader  
Date: 2022.11.17 11:28:05 -0700

Signature

## Police Officer that Approved the Form

Daniel Lomness

Completed By

2022-11-30

Date yyyy-mm-dd

9604

Regimental or Badge Number



2022.11.30 12:29:21 -0700

Signature

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

\*As per the definition of the guideline.



Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

317

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-15

Assessment Expiry Date yyyy-mm-dd

2024-11-15

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

If other, please provide name of the standard.

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

43 Street S, 300-400 Blocks

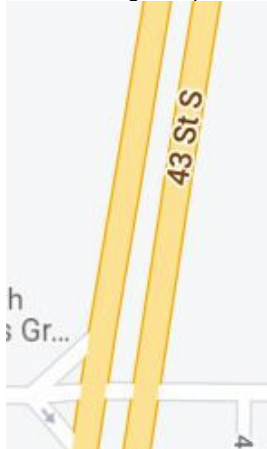
Latitude

49.69577

Longitude

-112.77953

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan, Social Media, Media Releases
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-15</u>		<small>Digitally signed by Erin Lix Date: 2022.11.15 15:40:02 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 11:16:29 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

318

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-15

Assessment Expiry Date yyyy-mm-dd

2024-11-15

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

If other, please provide name of the standard.

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

43 Street N @ 6 Avenue N

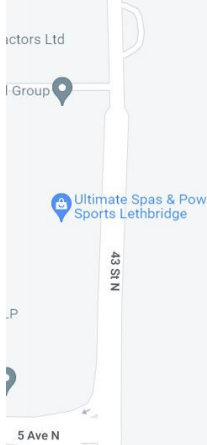
Latitude

49.70865

Longitude

-112.77882

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan, Social Media, Media Releases
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-15</u>		Digitally signed by Erin Lix Date: 2022.11.15 15:44:57 -0700
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		2022.11.30 11:18:08 -0700
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

319

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

If other, please provide name of the standard.

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

18 Avenue N, 2900-3700 Blks

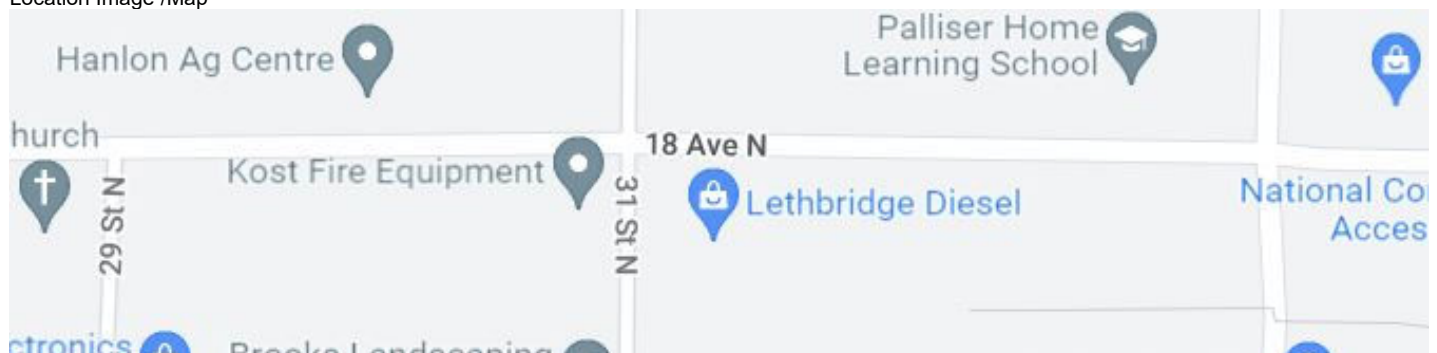
Latitude

49.72234

Longitude

-112.79032

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan, Social Media, Media Releases
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-16</u>		<small>Digitally signed by Erin Lix Date: 2022.11.16 12:56:30 -0700</small>
Completed By	Date yyyy-mm-dd		Signature

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 11:18:58 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number		Signature

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\*As per the definition of the guideline.

Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

322

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

National Standards  Other Standards

\_\_\_\_\_

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

\_\_\_\_\_

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

1100-1300 Blk 16 St N

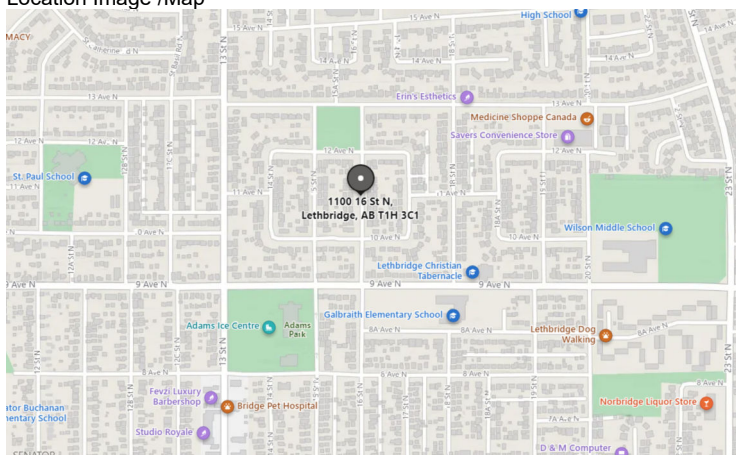
Latitude

49.71458

Longitude

-112.819894

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan, social media, media release
- Engineering Please Specify Signage
- Conventional Enforcement Please Specify Officer Written tickets
- Other Please Specify \_\_\_\_\_

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

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

## Submission Includes (Mandatory)

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

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

<u>Michelle Drader</u>	<u>2022-11-17</u>	<u>Michelle Drader</u>	<small>Digitally signed by Michelle Drader Date: 2022.11.17 11:33:27 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 12:10:02 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.



Protected A (when completed)

Law Enforcement and Oversight

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

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

Municipality Name

City of Lethbridge

Name of Police Services

Lethbridge Police Service

ATE Location Identification Number

320

New or existing site?

Existing, original start date yyyy-mm-dd 2008-01-01

New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-11-16

Assessment Expiry Date yyyy-mm-dd

2024-11-16

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

Type of Technology Used

Laser  Lidar  Radar  Other

Device Make and Model

JENOPTIK/Robot MultaRadar

### Location Description

Location Type

Intersection  Area of Road

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

Garry Drive W, 2600 Block

Latitude

49.69105

Longitude

-112.90082

Location Image /Map



## Location Eligibility

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

- Education Please Specify Alberta Traffic Safety Plan, Social Media, Media Releases
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify Officer issued tickets
- Other Please Specify \_\_\_\_\_


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

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  - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.  
The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
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  - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.  
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  - Construction Zone.

## Submission Includes (Mandatory)

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

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

<u>Erin Lix</u>	<u>2022-11-16</u>		<small>Digitally signed by Erin Lix Date: 2022.11.16 13:00:16 -0700</small>
Completed By	Date yyyy-mm-dd	Signature	

## Police Officer that Approved the Form

<u>Daniel Lomness</u>	<u>2022-11-30</u>	<u>9604</u>		<small>2022.11.30 11:19:44 -0700</small>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature	

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

\*As per the definition of the guideline.