

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

132

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

2022-08-09

Assessment Expiry Date yyyy-mm-dd

2024-08-09

### 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 Multa Radar CD

### 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)

2 St SE playground from 3 Ave Se to Division Ave SE-WB

Latitude

110° 41' 4.55" W

Longitude

50° 2' 16.13" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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>Cst Tracy McMillan #346 MHPS</u>	<u>2022-08-26</u>	<u>Cst Tracy McMillan</u>	Digitally signed by Cst Tracy McMillan Date: 2022.10.24 09:32:58 -06'00'
Completed By	Date yyyy-mm-dd	Signature	

**Police Officer that Approved the Form**

<u>Sgt. Stacey Fishley #298 MHPS</u>	<u>MAR 14 2023</u>	<u>298</u>	
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature

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

\*As per the definition of the guideline.



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Law Enforcement and Oversight

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Municipality Name

City of Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

135

New or existing site?

Existing, original start date yyyy-mm-dd 2011-04-08

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

Assessment Effective Date yyyy-mm-dd

2022-08-09

Assessment Expiry Date yyyy-mm-dd

2024-08-09

### 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 Multa Radar CD

### 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)

Robertson Park playground-Cambridge St SE to 4 Ave SE-EB

Latitude

110° 40' 36.79" W

Longitude

50° 2' 2.34" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-08-26      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.24 09:34:15 -06'00'

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

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

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

\*As per the definition of the guideline.



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Municipality Name

City of Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

136

New or existing site?

Existing, original start date yyyy-mm-dd 2011-05-08

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

Assessment Effective Date yyyy-mm-dd

2022-08-09

Assessment Expiry Date yyyy-mm-dd

2024-08-09

### 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 Multa Radar CD

### 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)

Robertson Park playground-Cambridge St SE to 4 Ave SE-WB

Latitude

110° 40' 36.79" W

Longitude

50° 2' 2.34" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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.
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    - 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>Cst Tracy McMillan #346 MHPS</u>	<u>2022-08-26</u>	<u>Cst Tracy McMillan</u>
Completed By	Date yyyy-mm-dd	Signature

Digitally signed by Cst Tracy McMillan  
Date: 2022.10.24 09:35:21 -06'00'

**Police Officer that Approved the Form**

<u>Sgt. Stacey Fishley #298 MHPS</u>	<u>MAR 14 2023</u>	<u>298</u>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number
		 Signature

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

\*As per the definition of the guideline.



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Municipality Name

City of Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

139

New or existing site?

 Existing, original start date yyyy-mm-dd 2013-05-25 New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-08-09

Assessment Expiry Date yyyy-mm-dd

2024-08-09

### Technology

Type of ATE Device

 Mobile Device  Intersection Safety DeviceFor 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  OtherIf other, please specify details.

Device Make and Model

JENOPTIK Multa Radar CD

### Location Description

Location Type

 Intersection  Area of Road

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

Ecole Les Cypres-2 Ave SE-from 11 St SE to 9 St SE-NB

Latitude

110° 40' 58.89" W

Longitude

50° 1' 48.82" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS	2022-08-26	Cst Tracy McMillan	Digitally signed by Cst Tracy McMillan Date: 2022.10.24 09:40:25 -06'00'
Completed By	Date yyyy-mm-dd	Signature	

**Police Officer that Approved the Form**

Sgt. Stacey Fishley #298 MHPS	MAR 14 2023	298	
Completed By	Date yyyy-mm-dd	Regimental or Badge Number	Signature

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

\*As per the definition of the guideline.



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Law Enforcement and Oversight

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Municipality Name

City of Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

201

New or existing site?

Existing, original start date yyyy-mm-dd 2009-07-30

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

Assessment Effective Date yyyy-mm-dd

2022-06-21

Assessment Expiry Date yyyy-mm-dd

2024-06-21

## 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 Multa Radar CD

## 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)

Elm Street School/playground-Elm St SE-Eastbound

Latitude

110° 39'37.01124" W

Longitude

50° 2'3.44724" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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:
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  - The area or intersection has at least 15 property damage, injury, or fatal collisions in the past three years.
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  - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar\* areas or intersections when comparing over a three-year period or another study with multiple measurements.
  - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
    - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
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- Higher Frequency of Intersection Contraventions (speeding or red light/stop sign).** To meet this criterion, the area or intersection shall meet at least one of the following:
  - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
  - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
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- 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)**

Cst Tracy McMillan #346 MHPS      2022-06-23      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.24 09:42:09 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

#298 MHPS      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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

202

New or existing site?

Existing, original start date yyyy-mm-dd 2009-05-26

New, anticipated start date yyyy-mm-dd

Assessment Effective Date yyyy-mm-dd

2022-06-21

Assessment Expiry Date yyyy-mm-dd

2024-06-21

## 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

Device Make and Model

JENOPTIK Multa Radar CD

## 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)

Elm Street school/playground-Elm St SE-westbound

Latitude

110° 39'37.01124" W

Longitude

50° 2'3.44724" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

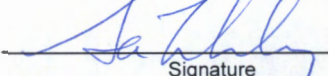
- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

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

Cst Tracy McMillan #346 MHPS      2022-06-23      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.24 09:43:36 -06'00'

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

#298 MHPS      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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

203

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

2022-06-21

Assessment Expiry Date yyyy-mm-dd

2024-06-21

## Technology

Type of ATE Device

 Mobile Device  Intersection Safety DeviceFor 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  OtherIf other, please specify details.

Device Make and Model

JENOPTIK Multa Radar CD

## Location Description

Location Type

 Intersection  Area of Road

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

Elm Street school/playground- Bridge St SE-eastbound

Latitude

110° 39'35.2332" W

Longitude

50° 2'1.05684" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-06-23      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.24 09:46:11 -06'00'

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

205

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

2022-06-22

Assessment Expiry Date yyyy-mm-dd

2024-06-22

### 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 Multa Radar CD

### 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)

Industrial Ave SE-600 block-eastbound

Latitude

110° 39' 15.61248" W

Longitude

50° 1' 55.88328" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-06-23      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.24 09:50:42 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley  
#298 MHPS      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

206

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

2022-06-22

Assessment Expiry Date yyyy-mm-dd

2024-06-22

### 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

Device Make and Model

JENOPTIK Multa Radar CD

### 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)

Industrial Ave SE-600 block-westbound

Latitude

110° 39' 15.61248" W

Longitude

50° 1' 55.88328" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-06-23      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.24 09:52:11 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley #298 MHPS      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

207

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

2022-06-21

Assessment Expiry Date yyyy-mm-dd

2024-06-21

## 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

Device Make and Model

JENOPTIK Multa Radar CD

## 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)

Elm Street school/playground- Bridge St SE-westbound

Latitude

110° 39' 35.2332" W

Longitude

50° 2' 1.05684" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-06-23      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.24 09:55:53 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

#298 MHPS      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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

214

New or existing site?

Existing, original start date yyyy-mm-dd 2012-06-26

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

Assessment Effective Date yyyy-mm-dd

2022-06-22

Assessment Expiry Date yyyy-mm-dd

2024-06-22

### 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

Device Make and Model

JENOPTIK Multa Radar CD

### 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)

Montessori school-Washington Ave SE-southbound

Latitude

110° 39' 34.60428" W

Longitude

50° 2' 12.67764" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-06-23      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.24 10:04:16 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

#298 MHPS      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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

215

New or existing site?

Existing, original start date yyyy-mm-dd 2012-01-01

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

Assessment Effective Date yyyy-mm-dd

2022-06-22

Assessment Expiry Date yyyy-mm-dd

2024-06-22

### 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

Device Make and Model

JENOPTIK Multa Radar CD

### 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)

Montessori school-Washington Ave-northbound

Latitude

110° 39' 34.60428" W

Longitude

50° 2' 12.67764" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

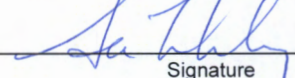
- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

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

Cst Tracy McMillan #346 MHPS      2022-06-23      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.24 10:05:36 -06'00'

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

#298 MHPS      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 Medicine Hat

Name of Police Services

Medicine Hat 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

2022-06-23

Assessment Expiry Date yyyy-mm-dd

2024-06-23

## 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

Device Make and Model

JENOPTIK Multa Radar CD

## 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)

River Heights school/playground-Prospect Dr SW-westbound

Latitude

110° 41' 56.1246" W

Longitude

50° 2' 13.08624" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

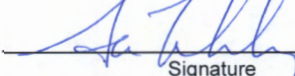
- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

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

Cst Tracy McMillan #346 MHPS      2022-06-24      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.24 10:07:33 -06'00'

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

#298 MHPS      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 Medicine Hat

Name of Police Services

Medicine Hat 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

2022-06-23

Assessment Expiry Date yyyy-mm-dd

2024-06-23

### 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

Device Make and Model

JENOPTIK Multa Radar CD

### 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)

River Heights school/playground-Prospect Dr SW-eastbound

Latitude

110° 41' 56.1246" W

Longitude

50° 2' 13.08624" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS	2022-06-24	Cst Tracy McMillan	<small>Digitally signed by Cst Tracy McMillan Date: 2022.10.24 10:09:03 -06'00'</small>
Completed By	Date yyyy-mm-dd	Signature	

**Police Officer that Approved the Form**

Sgt. Stacey Fishley #298 MHPS	MAR 14 2023	298	
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 Medicine Hat

Name of Police Services

Medicine Hat 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

2022-09-06

Assessment Expiry Date yyyy-mm-dd

2024-09-06

## 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 Multa Radar CD

## 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)

TC Hwy-3 St NW to 6 St SW-EB

Latitude

110° 43' 35.09" W

Longitude

50° 2' 52.75" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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>Cst Tracy McMillan #346 MHPS</u>	<u>2022-09-13</u>	<u>Cst Tracy McMillan</u>	Digitally signed by Cst Tracy McMillan Date: 2022.10.24 10:10:56 -06'00'
Completed By	Date yyyy-mm-dd	Signature	

**Police Officer that Approved the Form**

<u>Sgt. Stacey Fishley #298 MHPS</u>	<u>MAR 14 2023</u>	<u>298</u>	
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 Medicine Hat

Name of Police Services

Medicine Hat 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

2022-06-23

Assessment Expiry Date yyyy-mm-dd

2024-06-23

### 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 Multa Radar CD

### 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)

1 Street SW-2 Ave SW to TC Hwy-westbound

Latitude

110° 42' 19.35324" W

Longitude

50° 2' 20.76242" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-06-24      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.24 10:43:27 -06'00'

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

308

New or existing site?

Existing, original start date yyyy-mm-dd 2009-02-12

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

Assessment Effective Date yyyy-mm-dd

2022-06-28

Assessment Expiry Date yyyy-mm-dd

2024-06-28

### 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 Multa Radar CD

### 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)

Gershaw Dr SW-between 7 St SW and 10 Ave SW-westbound

Latitude

110° 42' 27.66096" W

Longitude

50° 1' 35.0886" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving checkstops, MHPS Lidar/Radar
- 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)**

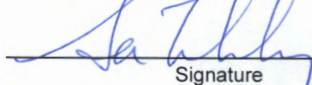
- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

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

Cst Tracy McMillan #346 MHPS      2020629      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.24 10:46:39 -06'00'

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

309

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

2022-06-28

Assessment Expiry Date yyyy-mm-dd

2024-06-28

## 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 Multa Radar CD

## 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)

Gershaw Dr SW-between 10 Ave SW and 7 St SW-eastbound

Latitude

110° 41' 55.71888" W

Longitude

50° 1' 54.77232" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-06-29      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.24 10:49:33 -06'00'

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      [Signature]

#298 MHPS      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 Medicine Hat

Name of Police Services

Medicine Hat 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

2022-06-29

Assessment Expiry Date yyyy-mm-dd

2024-06-29

### 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 Multa Radar CD

### 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)

10 Ave SW between Gershaw Dr SW and 30 St SW-southbound

Latitude

110° 42' 35.23248" W

Longitude

50° 1' 9.69276" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-06-30      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.24 10:52:15 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley #298 MHPS      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

311

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

2022-06-29

Assessment Expiry Date yyyy-mm-dd

2024-06-29

### 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 Multa Radar CD

### 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)

10 Ave SW-between 30 St SW and Gershaw DR SW-northbound

Latitude

110° 42' 34.70004" W

Longitude

50° 1' 2.30664" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS	2022-06-30	Cst Tracy McMillan
Completed By	Date yyyy-mm-dd	Signature

Digitally signed by Cst Tracy McMillan  
Date: 2022.10.24 10:54:16 -0600

**Police Officer that Approved the Form**

Sgt. Stacey Fishley #298 MHPS	MAR 14 2023	298
Completed By	Date yyyy-mm-dd	Regimental or Badge Number

*Stacey Fishley*  
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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

401

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

2022-08-02

Assessment Expiry Date yyyy-mm-dd

2024-08-02

### 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 Multa Radar CD

### 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)

Southview school playground-Southview Dr SE-EB

Latitude

110° 38' 37.15" W

Longitude

50° 0' 57.53" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

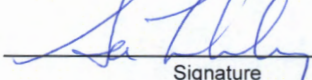
- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

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

Cst Tracy McMillan #346 MHPS      2022-08-26      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.24 10:55:58 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley #298 MHPS      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

402

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

2022-08-02

Assessment Expiry Date yyyy-mm-dd

2024-08-02

### 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

Device Make and Model

JENOPTIK Multa Radar CD

### 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)

Southview school/playground-Southview Dr SE-WB

Latitude

110° 38' 37.15" W

Longitude

50° 0' 57.53" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS	2022-08-26	Cst Tracy McMillan	Digitally signed by Cst Tracy McMillan Date: 2022.10.24 10:57:31 -0600
Completed By	Date yyyy-mm-dd	Signature	

**Police Officer that Approved the Form**

Sgt. Stacey Fishley #298 MHPS	MAR 14 2023	298	
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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

403

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

2022-08-02

Assessment Expiry Date yyyy-mm-dd

2024-08-02

### 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 Multa Radar CD

### 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)

Southview School/Playground-Cameron Rd SE-SB

Latitude

110° 38' 31.3" W

Longitude

50° 0' 52.32" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-08-26      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.24 10:58:56 -06'00'

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

#298 MHPS      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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

404

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

2022-08-02

Assessment Expiry Date yyyy-mm-dd

2024-08-02

### 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 Multa Radar CD

### 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)

Southview school/playground-Cameron Rd SE-NB

Latitude

110° 38' 31.3" W

Longitude

50° 0' 52.32" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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>Cst Tracy McMillan #346 MHPS</u>	<u>2022-08-26</u>	<u>Cst Tracy McMillan</u>	Digitally signed by Cst Tracy McMillan Date: 2022.10.24 11:00:29 -06'00'
Completed By	Date yyyy-mm-dd	Signature	

**Police Officer that Approved the Form**

<u>Sgt. Stacey Fishley #298 MHPS</u>	<u>MAR 14 2023</u>	<u>298</u>	
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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

405

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

2022-08-02

Assessment Expiry Date yyyy-mm-dd

2024-08-02

## 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 Multa Radar CD

## 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)

Crestwood school/playground-21 St SE-WB

Latitude

110° 39' 20.72" W

Longitude

50° 1' 8.09" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-08-26      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.24 11:01:51 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

406

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

2022-08-02

Assessment Expiry Date yyyy-mm-dd

2024-08-02

### 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 Multa Radar CD

### 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)

Crestwood school/playground-21 St SE-EB

Latitude

110° 39' 20.72" W

Longitude

50° 1' 8.09" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-08-26      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.24 11:03:22 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

#298 MHPS      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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

407

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

2022-07-28

Assessment Expiry Date yyyy-mm-dd

2024-07-28

## 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 Multa Radar CD

## 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)

Dunmore Rd SE-22 St SE to Carry Dr SE-SB

Latitude

110° 39' 22.94" W

Longitude

50° 0' 54.24" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-08-26      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.24 11:37:03 -06'00'

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

408

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

2022-07-28

Assessment Expiry Date yyyy-mm-dd

2024-07-28

### 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

Device Make and Model

JENOPTIK Multa Radar CD

### 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)

Dunmore Rd SE-Carry Dr SE to 22 ST SE-NB

Latitude

110° 39' 22.83" W

Longitude

50° 0' 55.4" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS	2022-08-26	Cst Tracy McMillan
Completed By	Date yyyy-mm-dd	Signature

Digitally signed by Cst Tracy McMillan  
Date: 2022.10.24 11:39:31 -06'00'

**Police Officer that Approved the Form**

Sgt. Stacey Fishley #298 MHPS	MAR 14 2023	298
Completed By	Date yyyy-mm-dd	Regimental or Badge Number

*[Handwritten Signature]*  
Signature

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

\*As per the definition of the guideline.



Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

409

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

2022-08-02

Assessment Expiry Date yyyy-mm-dd

2024-08-02

### 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 Multa Radar CD

### 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)

Southview Dr SE-13 Ave SE to Dunmore Rd SE-EB

Latitude

110° 39' 35.22" W

Longitude

50° 0' 35.34" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS	2022-08-26	Cst Tracy McMillan	Digitally signed by Cst Tracy McMillan Date: 2022.10.24 11:43:04 -06'00'
Completed By	Date yyyy-mm-dd	Signature	

Sgt. Stacey Fishley #298 MHPS	MAR 14 2023	298	
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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

411

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

2022-08-02

Assessment Expiry Date yyyy-mm-dd

2024-08-02

### 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 Multa Radar CD

### 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)

Carry Dr SE-Crestwood Dr SE to Cameron Rd SE-SB

Latitude

110° 38' 4.18" W

Longitude

50° 0' 59.12" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

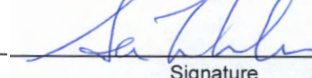
- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

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

Cst Tracy McMillan #346 MHPS      2022-08-26      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.24 11:47:20 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley  
#298 MHPS      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

413

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

2022-07-26

Assessment Expiry Date yyyy-mm-dd

2024-07-26

### 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 Multa Radar CD

### 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)

College Ave SE-Kipling St SE to TC Hwy-SB

Latitude

110° 40'53.43" W

Longitude

50° 0'52.51" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-08-26      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.24 12:06:38 -06'00'

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley #298 MHPS      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

416

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

2022-07-27

Assessment Expiry Date yyyy-mm-dd

2024-07-27

### 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 Multa Radar CD

### 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)

Southview Dr SE-Collier Rd SE to Dunmore Rd SE-WB

Latitude

110° 38' 54.32" W

Longitude

50° 0' 49.71" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS	2022-08-26	Cst Tracy McMillan
Completed By	Date yyyy-mm-dd	Signature

Digitally signed by Cst Tracy McMillan  
Date: 2022.10.24 12:23:59 -0600

**Police Officer that Approved the Form**

Sgt. Stacey Fishley #298 MHPS	298	MAR 14 2023
Completed By	Date yyyy-mm-dd	Regimental or Badge Number

*Stacey Fishley*  
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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

418

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

2022-07-27

Assessment Expiry Date yyyy-mm-dd

2024-07-27

### 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

Device Make and Model

JENOPTIK Multa Radar CD

### 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)

College Dr SE-13 Ave SE to College Ave SE-WB

Latitude

110° 40' 16.28" W

Longitude

50° 1' 9.27" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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 in 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)**

Cst Tracy McMillan #346 MHPS      2022-08-26      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.24 12:20:49 -06'00'

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley  
#298 MHPS      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

502

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

2022-05-26

Assessment Expiry Date yyyy-mm-dd

2024-05-26

### 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 MultaRadar CD

### 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 St NE between Division Ave N and 1 Ave NE

Latitude

110° 41'7.67"W

Longitude

50° 3'11.67"N

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 school presentations, media release, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify Static/Roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-05-31      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.24 13:07:10 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley #298 MHPS      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

503

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

2022-05-26

Assessment Expiry Date yyyy-mm-dd

2024-05-26

## Technology

Type of ATE Device

 Mobile Device  Intersection Safety DeviceFor 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  OtherIf other, please specify details.

Device Make and Model

JENOPTIK MultaRadar CD

## Location Description

Location Type

 Intersection  Area of Road

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

Division Ave N across from Crescent Heights High School-southbound

Latitude

110° 41'14.14"W

Longitude

50° 3'23.66"N

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 school presentations, media release, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify Static/Roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-05-31      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.25 08:51:33 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley #298 MHPS      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

504

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

2022-05-31

Assessment Expiry Date yyyy-mm-dd

2024-05-31

## 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 MultaRadar CD

## 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)

Division Ave N across from Crescent Heights High School-northbound

Latitude

110° 3'21"N

Longitude

50° 3'21"N

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 school presentations, media release, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify Static/roving check stops, MHPS Lidar and Radar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-05-31      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.25 08:53:22 -06'00'

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley #298 MHPS      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

505

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

2022-06-01

Assessment Expiry Date yyyy-mm-dd

2024-06-01

### Technology

Type of ATE Device

- Mobile Device
- Intersection Safety Device

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

- National Standards
- Other Standards

\_\_\_\_\_

Type of Technology Used

- Laser
- Lidar
- Radar
- Other

If other, please specify details.

\_\_\_\_\_

Device Make and Model

JENOPTIK MultaRadar CD

### 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)

McCoy Highschool/St Francis Elementary school 8 St NE-eastbound

Latitude

110° 40'47.0856" W

Longitude

50° 2'59.0388" N

Location Image /Map







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 Medicine Hat

Name of Police Services

Medicine Hat Police Services

ATE Location Identification Number

510

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

2022/05/25

Assessment Expiry Date yyyy-mm-dd

2024-05-25

### 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 MultaRadar CD

### 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)

Parkview Dr NE near Parkview Close NE

Latitude

110° 40'23.3"W

Longitude

50° 2'50.83"N

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 school presentations, media release, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify Static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-05-31      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.25 09:06:33 -06'00'

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**  
Sgt. Stacey Fishley      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

512

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

2022-05-31

Assessment Expiry Date yyyy-mm-dd

2024-05-31

### 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 MultaRadar CD

### 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 St NE between Division Ave N and Parkview Dr NE-Eastbound

Latitude

110° 39'58.09"W

Longitude

50° 3'30.17"N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify Static/Roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-05-31      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.25 09:09:17 -06'00'

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

513

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

2022-06-01

Assessment Expiry Date yyyy-mm-dd

2024-06-01

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

National Standards  Other Standards

\_\_\_\_\_

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

\_\_\_\_\_

Device Make and Model

JENOPTIK Multa Radar CD

### 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 St NE-between Division Ave N and Parkview Dr NE-westbound

Latitude

110° 41'0.8016" W

Longitude

50° 3'34.8984" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS	2022-06-02	Cst Tracy McMillan	Digitally signed by Cst Tracy McMillan Date: 2022.10.25 09:11:53 -0600
Completed By	Date yyyy-mm-dd	Signature	

**Police Officer that Approved the Form**

Sgt. Stacey Fishley #298 MHPS	MAR 14 2023	298	
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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

514

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

2022-06-02

Assessment Expiry Date yyyy-mm-dd

2024-06-02

### 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 Multa Radar CD

### 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)

St. Michaels school-Black Blvd NW-northbound

Latitude

110° 42'6.5448" W

Longitude

50° 3'4.8492" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-06-03      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.25 09:13:30 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

515

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

2022-06-02

Assessment Expiry Date yyyy-mm-dd

2024-06-02

### 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 Multa Radar CD

### 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)

St Michaels school-Black Blvd NW-southbound

Latitude

110° 42'6.5448" W

Longitude

50° 3'4.8492" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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.

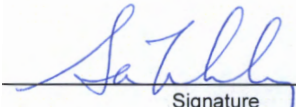
**Submission Includes (Mandatory)**

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)**

Cst Tracy McMillan #346 MHPS      2022-06-03      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.25 09:14:58 -06'00'

Completed By      Date yyyy-mm-dd      Signature

Police Officer that Approved the Form  
Sgt. Stacey Pishley      MAR 14 2023      298      

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 Medicine Hat**

Name of Police Services

**Medicine Hat Police Service**

ATE Location Identification Number

**516**

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

**2022-06-07**

Assessment Expiry Date yyyy-mm-dd

**2024-06-07****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 Multa Radar CD****Location Description**

Location Type

 Intersection     Area of Road

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

**3 St NW between Brier Park Rd NW and Altawana Ave NW-westbound**

Latitude

**110° 42'35.7" W**

Longitude

**50° 2'41.83" N**

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

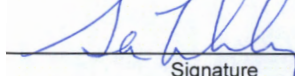
- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

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

Cst Tracy McMillan #346 MHPS      2022-06-08      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.25 09:32:28 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley #298 MHPS      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

517

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

2022-06-07

Assessment Expiry Date yyyy-mm-dd

2024-06-07

### 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 Multa Radar CD

### 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)

3 St NW between Brier Park Rd NW and Altawana Ave NW-eastbound

Latitude

110° 42'35.7" W

Longitude

50° 2'41.83" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-06-08      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.25 09:34:02 -06'00'

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley  
#298 MHPS      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

519

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

2022-06-02

Assessment Expiry Date yyyy-mm-dd

2024-06-02

### 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 Multa Radar CD

### 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 ST NW-between Brier Park Rd NW and Division Ave N-eastbound

Latitude

110° 41'48.84" W

Longitude

50° 3'12.747" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-06-03      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.25 10:13:00 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

#298 MHPS      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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

520

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

2022-06-02

Assessment Expiry Date yyyy-mm-dd

2024-06-02

### 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

Device Make and Model

JENOPTIK Multa Radar CD

### 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 St NW-between Division Ave N and Brier Park Rd NW-westbound

Latitude

110° 41'48.84" W

Longitude

50° 3'12.474" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

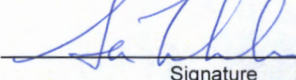
- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

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

Cst Tracy McMillan #346 MHPS      2022-06-03      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.25 10:21:17 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

521

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

2022-06-08

Assessment Expiry Date yyyy-mm-dd

2024-06-08

### 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 Multa Radar CD

### 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)

Brier Park Rd NW-between 3 St NW and Box Springs Rd NW-westbound

Latitude

110° 43'15.06" W

Longitude

50° 3'18.59" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-06-09      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.25 12:13:35 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

#298 MHPS      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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

523

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

2022-06-08

Assessment Expiry Date yyyy-mm-dd

2024-06-08

### 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 Multa Radar CD

### 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)

Rotary Centennial Dr NW-between Division Ave N and Box Springs Rd NW-westbound

Latitude

110° 43'50.49" W

Longitude

50° 3'45.97" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-06-09      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.25 14:35:07 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

#298 MHPS      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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

525

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

2022-06-14

Assessment Expiry Date yyyy-mm-dd

2024-06-14

### 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 Multa Radar CD

### 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)

Police Point Dr NE-Palliser Pl NE to park gate-southbound

Latitude

110° 39'25.16" W

Longitude

50° 3'19.21"

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-06-16      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.25 14:55:18 -06'00'

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

526

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

2022-06-14

Assessment Expiry Date yyyy-mm-dd

2024-06-14

### 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 Multa Radar CD

### 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)

Police Point Dr NE-between park gate and Palliser Pl NE-northbound

Latitude

110° 39'25.16" W

Longitude

50° 3'19.21" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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>Cst Tracy McMillan #346 MHPS</u>	<u>2022-06-16</u>	<u>Cst Tracy McMillan</u>	Digitally signed by Cst Tracy McMillan Date: 2022.10.25 14:56:26 -06'00'
Completed By	Date yyyy-mm-dd	Signature	

**Police Officer that Approved the Form**

<u>Sgt. Stacey Fishley #298 MHPS</u>	<u>MAR 14 2023</u>	<u>298</u>	
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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

527

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

2022-06-14

Assessment Expiry Date yyyy-mm-dd

2024-06-14

### 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

Device Make and Model

JENOPTIK Multa Radar CD

### 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)

Riverside playground- 1 St NW-westbound

Latitude

110° 41'20.45" W

Longitude

50° 2'33.44" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

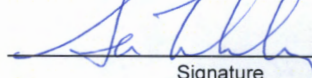
- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

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

Cst Tracy McMillan #346 MHPS      2022-06-16      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.25 14:58:13 -06'00'

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley #298 MHPS      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

528

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

2022-06-14

Assessment Expiry Date yyyy-mm-dd

2024-06-14

### 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

Device Make and Model

JENOPTIK Multa Radar CD

### 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)

Riverside playground- 1 St NW-eastbound

Latitude

110° 41'20.45" W

Longitude

50° 2'33.44"N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-06-16      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.25 15:03:29 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley #298 MHPS      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

529

New or existing site?

Existing, original start date yyyy-mm-dd 2015-06-30

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

Assessment Effective Date yyyy-mm-dd

2022-06-07

Assessment Expiry Date yyyy-mm-dd

2024-06-07

### 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 Multa Radar CD

### 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)

Parkview Dr NE between Northlands Way NE and Ranchlands Blvd NE-eastbound

Latitude

110° 40'43.31" W

Longitude

50° 4'2.1" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

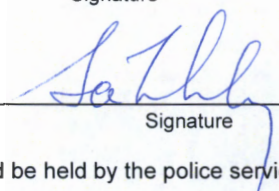
- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

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

Cst Tracy McMillan #346 MHPS      2022-06-08      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.25 15:06:15 -06'00'

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

#298 MHPS      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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

Site 530

New or existing site?

Existing, original start date yyyy-mm-dd 2015/06/30

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

Assessment Effective Date yyyy-mm-dd

2022-05-25

Assessment Expiry Date yyyy-mm-dd

2024-05-25

### 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 MultaRadar CD

### 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)

Parkview Dr NE-between 20 St NE and 11 Ave NE

Latitude

110° 39'26.28"W

Longitude

50° 3'32.81"N

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 media release, social media, school presentations
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

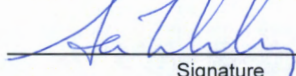
- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

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

Cst Tracy McMillan #346 MHPS      2022-05-31      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.25 15:13:24 -06'00'

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley #298 MHPS      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

535

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

2022-06-15

Assessment Expiry Date yyyy-mm-dd

2024-06-15

### 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 Multa Radar CD

### 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 St NE between Division Ave N and 700 blk 12 St NE-eastbound

Latitude

110° 40'44.51" W

Longitude

50° 3'11.45" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-06-16      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.25 15:15:45 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

#298 MHPS      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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

536

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

2022-06-15

Assessment Expiry Date yyyy-mm-dd

2024-06-15

### 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 Multa Radar CD

### 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 St NE between Division Ave N and 700 blk 12 St NE-westbound

Latitude

110° 40'44.51" W

Longitude

50° 3'11.45" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

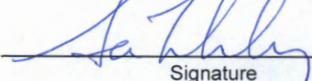
- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

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

Cst Tracy McMillan #346 MHPS      2022-06-16      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.25 15:17:08 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

539

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

2022-06-16

Assessment Expiry Date yyyy-mm-dd

2024-06-16

### 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 Multa Radar CD

### 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)

2 Ave NE playground-19 St NE-12 St NE-SB

Latitude

110° 40'55.95" W

Longitude

50° 3'19.87" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-06-23      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.25 15:22:21 -06'00'

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

540

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

2022-06-16

Assessment Expiry Date yyyy-mm-dd

2024-06-16

### 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 Multa Radar CD

### 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)

2 Ave NE playground-12 St NE-19 St NE-NB

Latitude

110° 40'55.95" W

Longitude

50° 3'19.87" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

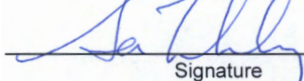
- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

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

Cst Tracy McMillan #346 MHPS      2022-06-23      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.25 15:23:28 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley #298 MHPS      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

541

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

2022-06-16

Assessment Expiry Date yyyy-mm-dd

2024-06-16

### 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

Device Make and Model

JENOPTIK Multa Radar CD

### 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)

Webster Niblock school-12 St NE-8 St NE-SB

Latitude

110° 40'33.57" W

Longitude

50° 3'5.53" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-06-23      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.25 15:24:34 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

#298 MHPS      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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

542

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

2022-06-16

Assessment Expiry Date yyyy-mm-dd

2024-06-16

### 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

Device Make and Model

JENOPTIK Multa Radar CD

### 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)

Webster Niblock school-8 St NE-12 St NE-NB

Latitude

110° 40'33.57" W

Longitude

50° 3'5.53" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

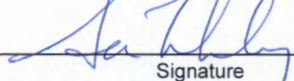
- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

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

Cst Tracy McMillan #346 MHPS      2022-06-23      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.25 15:25:41 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley #298 MHPS      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

601

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

2022-08-02

Assessment Expiry Date yyyy-mm-dd

2024-08-02

### 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 Multa Radar CD

### 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)

Park Meadows Drive playground-Park Meadows Dr SE-WB

Latitude

110° 39' 20.19" W

Longitude

50° 0' 23.85" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

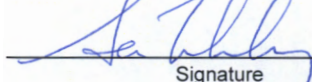
- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

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

Cst Tracy McMillan #346 MHPS      2022-08-26      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.26 08:20:10 -06'00'

Completed By      Date: yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

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 will 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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

602

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

2022-08-02

Assessment Expiry Date yyyy-mm-dd

2024-08-02

### 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 Multa Radar CD

### 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)

Park Meadows Drive playground-Park Meadows Dr SE-EB

Latitude

110° 39' 20.19" W

Longitude

50° 0' 23.85" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

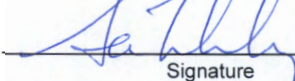
- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

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

Cst Tracy McMillan #346 MHPS      2022-08-26      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.26 08:21:22 -06'00'

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

#298 MHPS      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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

603

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

2022-08-24

Assessment Expiry Date yyyy-mm-dd

2024-08-24

### 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 Multa Radar CD

### 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)

Ross Glen water park playground-Ross Glen Rd SE-WB

Latitude

110° 38' 20.293" W

Longitude

50° 0' 18.632" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

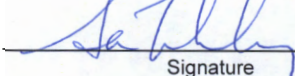
- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

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

Cst Tracy McMillan #346 MHPS      2022-08-29      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.26 08:23:44 -06'00'

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

#298 MHPS      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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

604

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

2022-08-24

Assessment Expiry Date yyyy-mm-dd

2024-08-24

## 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 Multa Radar CD

## 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)

Ross Glen water park playground-Ross Glen Rd SE-EB

Latitude

110° 38' 20.293" W

Longitude

50° 0' 18.632" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-08-29      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.26 08:41:54 -06'00'

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 1 4 2023      298      

#298 MHPS      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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

605

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

2022-08-24

Assessment Expiry Date yyyy-mm-dd

2024-08-24

### 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 Multa Radar CD

### 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)

Ross Glen Drive SE-Carry Dr Se to Taylor Rd SE-EB

Latitude

110° 37' 30.478" W

Longitude

50° 0' 16.564" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-08-29      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.26 09:21:33 -06'00'

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley #298 MHPS      MAR 14 2023      298      

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 services 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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

606

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

2022-08-24

Assessment Expiry Date yyyy-mm-dd

2024-08-24

### 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 Multa Radar CD

### 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)

Ross Glen Drive SE-Taylor Rd SE to Carry Dr SE-WB

Latitude

110° 37' 30.478" W

Longitude

50° 0' 16.564" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-08-29      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.26 09:39:02 -06'00'

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

607

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

2022-08-24

Assessment Expiry Date yyyy-mm-dd

2024-08-24

## 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 Multa Radar CD

## 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)

Medicine Hat Christian school/playground-Rice Drive SE-eastbound

Latitude

110° 37' 48.47" W

Longitude

49° 59' 49.98" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

<b>Cst Tracy McMillan #346 MHPS</b>	<b>2022-09-02</b>	<b>Cst Tracy McMillan</b>
Completed By	Date yyyy-mm-dd	Signature

Digitally signed by Cst Tracy McMillan  
Date: 2022.10.26 09:50:15 -06'00'

**Police Officer that Approved the Form**

<b>Sgt. Stacey Fishley #298 MHPS</b>	<b>MAR 14 2023</b>	<b>298</b>
Completed By	Date yyyy-mm-dd	Regimental or Badge Number

*[Signature]*  
Signature

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

\*As per the definition of the guideline.



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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

608

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

2022-08-24

Assessment Expiry Date yyyy-mm-dd

2024-08-24

### 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 Multa Radar CD

### 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)

Medicine Hat Christian school/playground-Rice Drive SE-westbound

Latitude

110° 37' 48.47" W

Longitude

49° 59' 49.98" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Radar/Lidar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-09-02      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.26 09:58:52 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

#298 MHPS      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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

611

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

2022-08-25

Assessment Expiry Date yyyy-mm-dd

2024-08-25

### 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

Device Make and Model

JENOPTIK Multa Radar CD

### 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)

Notre Dame school/playground-Spruce Way SE-eastbound

Latitude

110° 40' 14.25" W

Longitude

49° 59' 52.75" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops
- 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)**

Cst Tracy McMillan #346 MHPS      2022-09-02      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.26 10:04:37 -06'00'

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

#298 MHPS      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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

612

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

2022-08-25

Assessment Expiry Date yyyy-mm-dd

2024-08-25

### 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 Multa Radar CD

### 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)

Notre Dame school/playground-Spruce Way SE-westbound

Latitude

110° 40' 14.25" W

Longitude

49° 59' 52.75" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

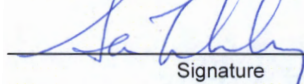
- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

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

Cst Tracy McMillan #346 MHPS      2022-09-02      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.26 10:07:15 -06'00'

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley #298 MHPS      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

613

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

2022-08-25

Assessment Expiry Date yyyy-mm-dd

2024-08-25

### 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 Multa Radar CD

### 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)

George Davison school/playground-Sprague Way SE-westbound

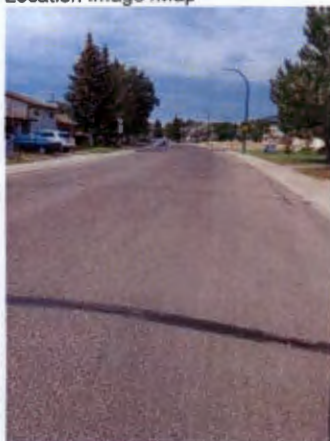
Latitude

110° 40' 53.73" W

Longitude

50° 0' 29.95" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-09-02      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.26 10:11:32 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

#298 MHPS      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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

614

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

2022-08-25

Assessment Expiry Date yyyy-mm-dd

2024-08-25

### 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

Device Make and Model

JENOPTIK Multa Radar CD

### 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)

George Davison school/playground-Sprague Way SE-eastbound

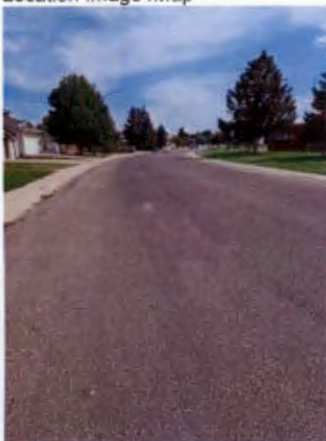
Latitude

110° 40' 53.73" W

Longitude

50° 0' 29.95" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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.
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  - The area or intersection has a higher frequency of speeding vehicles or speeding contraventions relative to other similar\* areas or intersections when comparing over a three-year period or another study with multiple measurements.
  - The area or intersection has a higher frequency of speeding contraventions relative to other similar area or intersection when comparing over a three-year period.
    - The area or intersection has at least three speeding notices where the vehicle is exceeding the speed limit by at least 15km/h in every half hour of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
  - The use of ATE in an area or intersection has resulted in reduced frequency of speeding vehicles or speeding contraventions over a three-year period. This criterion can only be used to maintain existing locations.
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  - The intersection has a higher frequency of red light and/or stop sign running contraventions relative to other similar intersections when comparing over a three-year period or another study with multiple measurements.
  - The intersection has a higher frequency of red light and/or stop sign contraventions relative to other similar intersection when comparing over a three-year period.
    - The intersection has at least three red light and/or stop sign contraventions in every half hour based of the speed-monitoring period based on research conducted over at least three measurement/observation periods on different days. This criterion can only be used for new location where location specific data may not be available.
  - The use of ATE at an intersection that has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.
- Designated Zones.** To meet this criterion, please see section I in the Guideline.
  - School Zone.
  - Playground Zone.
  - Construction Zone.

**Submission Includes (Mandatory)**

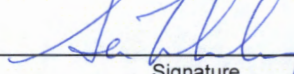
- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

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

Cst Tracy McMillan #346 MHPS      2022-09-02      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.26 10:12:59 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

618

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

2022-08-24

Assessment Expiry Date yyyy-mm-dd

2024-08-24

### 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

Device Make and Model

JENOPTIK Multa Radar CD

### 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)

Mother Teresa school/playground-Cameron Rd SE-southbound

Latitude

110° 38' 5.513" W

Longitude

50° 0' 32.54" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

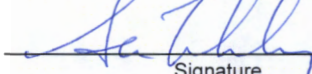
- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

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

Cst Tracy McMillan #346 MHPS      2022-09-02      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.26 10:19:08 -06'00'

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley  
#298 MHPS      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

619

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

2022-08-24

Assessment Expiry Date yyyy-mm-dd

2024-08-24

### 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

Device Make and Model

JENOPTIK Multa Radar CD

### 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)

Mother Teresa school/playground-Cameron Rd SE-northbound

Latitude

110° 38' 5.513" W

Longitude

50° 0' 32.54" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-09-02      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.26 10:20:22 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police

ATE Location Identification Number

621

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

2022-08-25

Assessment Expiry Date yyyy-mm-dd

2024-08-25

### 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 Multa Radar CD

### 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 Avenue SE-4000 blk 13 Ave SE to College Dr SE-northbound

Latitude

110° 39' 51.1" W

Longitude

50° 0' 59.2" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Radar/Lidar
- 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)**

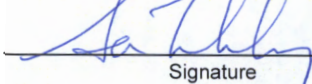
- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

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

Cst Tracy McMillan #346 MHPS      2022-09-02      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.26 12:44:47 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley #298 MHPS      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

623

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

2022-08-25

Assessment Expiry Date yyyy-mm-dd

2024-08-25

### 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 Multa Radar CD

### 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)

Southridge Drive SE-city limits to Trans Canada Hwy-northbound

Latitude

110° 41' 2.31" W

Longitude

50° 0' 36.3" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

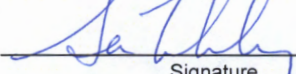
- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

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

Cst Tracy McMillan #346 MHPS      2022-09-02      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.26 12:47:05 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

#298 MHPS      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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

624

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

2022-09-01

Assessment Expiry Date yyyy-mm-dd

2024-09-01

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

National Standards  Other Standards

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK Multa Radar CD

### 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)

TC Way SE-13 Ave SE to Dunmore Rd SE-EB

Latitude

110° 39' 31.66" W

Longitude

50° 0' 17.05" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

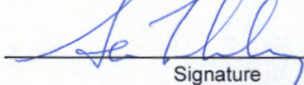
- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

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

Cst Tracy McMillan #346 MHPS      2022-09-12      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.26 12:49:23 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley #298 MHPS      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

625

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

2022-09-01

Assessment Expiry Date yyyy-mm-dd

2024-09-01

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

National Standards  Other Standards

\_\_\_\_\_

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

\_\_\_\_\_

Device Make and Model

JENOPTIK Multa Radar CD

### 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)

TC Way Se-Dunmore Rd SE to 13 Ave SE-WB

Latitude

110° 39' 31.66" W

Longitude

50° 0' 17.05" N

Location Image /Map







Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

628

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

2022-08-25

Assessment Expiry Date yyyy-mm-dd

2024-08-25

### 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 Multa Radar CD

### 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)

Ross Glen Dr SE- between Dunmore Rd SE and Taylor Rd SE-eastbound

Latitude

110° 38' 13.7" W

Longitude

50° 0' 0.23" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

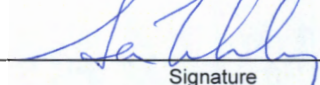
- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

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

Cst Tracy McMillan #346 MHPS      2022-09-02      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.26 15:21:08 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

629

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

2022-08-25

Assessment Expiry Date yyyy-mm-dd

2024-08-25

### 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

Device Make and Model

JENOPTIK Multa Radar CD

### 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)

Ross Glen Dr SE-between Taylor Rd SE and Dunmore Rd SE-westbound

Latitude

110° 38' 13.7" W

Longitude

50° 0' 0.23" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

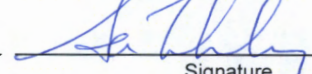
- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

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

Cst Tracy McMillan #346 MHPS      2022-09-02      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.26 15:24:24 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley #298 MHPS      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

630

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

2022-08-24

Assessment Expiry Date yyyy-mm-dd

2024-08-24

### 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 Multa Radar CD

### 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)

Taylor Rd playground-Taylor Rd SE- southbound

Latitude

110° 37' 32.17" W

Longitude

49° 59' 33.11" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Radar/Lidar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-09-02      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.26 15:25:51 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley  
#298 MHPS      MAR 14 2023      298      [Signature]

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

631

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

2022-08-24

Assessment Expiry Date yyyy-mm-dd

2024-08-24

### 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 Multa Radar CD

### 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)

Taylor Rd playground-Taylor Rd SE-northbound

Latitude

110° 37' 32.12" W

Longitude

49° 59' 33.11" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS	2022-09-02	Cst Tracy McMillan	<small>Digitally signed by Cst Tracy McMillan Date: 2022.10.26 15:27:08 -06'00'</small>
Completed By	Date yyyy-mm-dd	Signature	

**Police Officer that Approved the Form**

Sgt. Stacey Fishley #298 MHPS	MAR 14 2023	298	
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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

632

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

2022-08-24

Assessment Expiry Date yyyy-mm-dd

2024-08-24

### 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 Multa Radar CD

### 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)

Ross Glen Drive playground-Ross Glen Dr SE-eastbound

Latitude

110° 37' 43.25" W

Longitude

49° 59' 40.65" N

Location Image /Map







Protected A (when completed)

Law Enforcement and Oversight

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Municipality Name

City of Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

633

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

2022-08-24

Assessment Expiry Date yyyy-mm-dd

2024-08-24

### 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 Multa Radar CD

### 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)

Ross Glen Drive playground-Ross Glen Dr SE-westbound

Latitude

110° 37' 43.25" W

Longitude

49° 59' 40.65" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

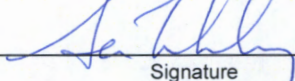
- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

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

Cst Tracy McMillan #346 MHPS      2022-09-02      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.28 08:24:28 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley  
#298 MHPS      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

637

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

2022-08-30

Assessment Expiry Date yyyy-mm-dd

2024-08-30

### 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 Multa Radar CD

### 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)

St Patrick's school/playground-Startton Way SE-southbound

Latitude

110° 40' 50.52" W

Longitude

50° 0' 2.68" N

Location Image /Map







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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

638

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

2022-08-30

Assessment Expiry Date yyyy-mm-dd

2024-08-30

### 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 Multa Radar CD

### 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)

St Patrick's school/playground-Stratton Way SE-northbound

Latitude

110° 40' 50.52" W

Longitude

50° 0' 2.68" N

Location Image /Map







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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

639

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

2022-08-30

Assessment Expiry Date yyyy-mm-dd

2024-08-30

### 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 Multa Radar CD

### 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)

Southridge Park playground-Sage Rd SE to Shaw Crescent SE-eastbound

Latitude

110° 40' 44.31" W

Longitude

50° 0' 14.91" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-09-02      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.28 08:29:37 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

640

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

2022-08-30

Assessment Expiry Date yyyy-mm-dd

2024-08-30

### 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 Multa Radar CD

### 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)

Southridge Park playground-Shaw Cres SE to Sage Rd SE-westbound

Latitude

110° 40' 44.31" W

Longitude

50° 0' 14.91" N

Location Image /Map







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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

643

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

2022-08-30

Assessment Expiry Date yyyy-mm-dd

2024-08-30

### 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 Multa Radar CD

### 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)

Vista Dr SE playground-Stratton Way SE to Stratton Cl SE-eastbound

Latitude

110° 40' 46.52" W

Longitude

49° 59' 34.65" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

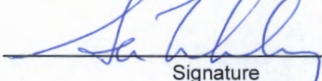
- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

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

Cst Tracy McMillan #346 MHPS      2022-09-02      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.28 08:54:52 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

#298 MHPS      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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

644

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

2022-08-30

Assessment Expiry Date yyyy-mm-dd

2024-08-30

### 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 Multa Radar CD

### 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)

Vista Dr SE playground-Stratton Cl SE to Stratton Way SE-westbound

Latitude

110° 40'46.52" W

Longitude

49° 59' 34.65" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Radar/Lidar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-09-02      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.28 08:56:20 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

645

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

2022-08-31

Assessment Expiry Date yyyy-mm-dd

2024-08-31

### 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

Device Make and Model

JENOPTIK Multa Radar CD

### 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)

Dr Roy Wilson school/playground-Strachan Rd SE-westbound

Latitude

110° 40' 21.45" W

Longitude

50° 0' 0.88" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-09-02      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.28 09:46:10 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

646

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

2022-08-31

Assessment Expiry Date yyyy-mm-dd

2024-08-31

## 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

Device Make and Model

JENOPTIK Multa Radar CD

## 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)

Dr Roy Wilson school/playground-Strachan Rd SE-eastbound

Latitude

110° 40' 21.45" W

Longitude

50° 0' 0.88" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Radar/Lidar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-09-02      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.28 09:52:59 -06'00'

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

#298 MHPS      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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

649

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

2022-08-30

Assessment Expiry Date yyyy-mm-dd

2024-08-30

### 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 Multa Radar CD

### 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)

Stratton Way SE playground-Stark Way SE to Vista Dr SE-southbound

Latitude

110° 40' 50.22" W

Longitude

49° 59' 35.93" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

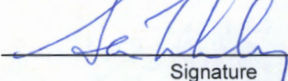
- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

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

Cst Tracy McMillan #346 MHPS      2022-09-02      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.28 10:00:04 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley #298 MHPS      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

650

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

2022-08-30

Assessment Expiry Date yyyy-mm-dd

2024-08-30

### 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

Device Make and Model

JENOPTIK Multa Radar CD

### 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)

Stratton Way SE playground-Vista Dr SE to Stark Way SE-northbound

Latitude

110° 40' 50.22" W

Longitude

49° 59' 35.93" N

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 school presentations, media release, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

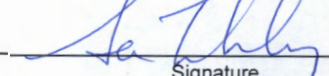
- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

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

Cst Tracy McMillan #346 MHPS      2022-09-02      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.28 10:01:59 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

657

New or existing site?

Existing, original start date yyyy-mm-dd 2012-05-08

New, anticipated start date yyyy-mm-dd

Assessment Effective Date yyyy-mm-dd

2022-08-31

Assessment Expiry Date yyyy-mm-dd

2024-08-31

## 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 Multa Radar CD

## 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)

John Paul II school/playground-Southlands Dr SE-SB

Latitude

110° 39' 29.9" W

Longitude

49° 59' 48.5" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

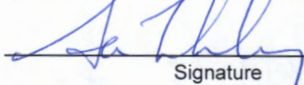
- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

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

Cst Tracy McMillan #346 MHPS      2022-09-12      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.28 10:04:59 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

Completed By      Date yyyy-mm-dd      Regimental nr 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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

658

New or existing site?

 Existing, original start date yyyy-mm-dd 2012-02-08 New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-08-31

Assessment Expiry Date yyyy-mm-dd

2024-08-31

### Technology

Type of ATE Device

 Mobile Device  Intersection Safety DeviceFor 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  OtherIf other, please specify details.

Device Make and Model

JENOPTIK Multa Radar CD

### Location Description

Location Type

 Intersection  Area of Road

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

John Paul II school/playground-Southlands Dr SE-NB

Latitude

110° 39' 29.9" W

Longitude

49° 59' 48.5" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- Other Please Specify \_\_\_\_\_

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

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

**Submission Includes (Mandatory)**

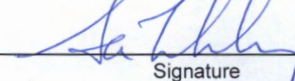
- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

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

Cst Tracy McMillan #346 MHPS      2022-09-12      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.28 10:07:58 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley  
#298 MHPS      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

659

New or existing site?

Existing, original start date yyyy-mm-dd 2012-12-28

New, anticipated start date yyyy-mm-dd

Assessment Effective Date yyyy-mm-dd

2022-08-30

Assessment Expiry Date yyyy-mm-dd

2024-08-30

### 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 Multa Radar CD

### 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)

Hamptons Way playground-Hamptons Way SE-northbound

Latitude

110° 40' 26.22" W

Longitude

49° 59' 37.25" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-09-02      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.28 10:35:07 -06'00'

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley  
#298 MHPS      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

660

New or existing site?

Existing, original start date yyyy-mm-dd 2012-11-24

New, anticipated start date yyyy-mm-dd

Assessment Effective Date yyyy-mm-dd

2022-08-30

Assessment Expiry Date yyyy-mm-dd

2024-08-30

### 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 Multa Radar CD

### 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)

Hamptons Way SE playground-Hamptons Way SE-southbound

Latitude

110° 40' 26.22" W

Longitude

49° 59' 37.25" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

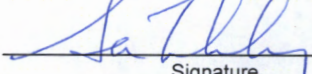
- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

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

Cst Tracy McMillan #346 MHPS      2022-09-02      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.28 10:39:20 -06'00'

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

661

New or existing site?

Existing, original start date yyyy-mm-dd 2012-11-21

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

Assessment Effective Date yyyy-mm-dd

2022-08-30

Assessment Expiry Date yyyy-mm-dd

2024-08-30

### 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 Multa Radar CD

### 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)

Hamptons Way playground-Vista Dr SE-westbound

Latitude

110° 40' 31.08" W

Longitude

49° 59' 35.11" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

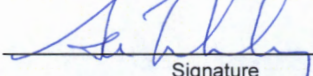
- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

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

Cst Tracy McMillan #346 MHPS      2022-09-02      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.28 10:40:43 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

662

New or existing site?

Existing, original start date yyyy-mm-dd 2013-01-18

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

Assessment Effective Date yyyy-mm-dd

2022-08-30

Assessment Expiry Date yyyy-mm-dd

2024-08-30

### 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 Multa Radar CD

### 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)

Hamptons Way playground-Vista Dr SE-eastbound

Latitude

110° 40' 31.08" W

Longitude

49° 59' 35.11" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-09-02      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.28 10:58:31 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

663

New or existing site?

Existing, original start date yyyy-mm-dd 2018-02-12

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

Assessment Effective Date yyyy-mm-dd

2022-09-01

Assessment Expiry Date yyyy-mm-dd

2024-09-01

## Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

Type of Technology Used

Laser  Lidar  Radar  Other  If other, please specify details.

Device Make and Model

JENOPTIK Multa Radar CD

## 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)

Dr Ken Sauer school/playground-11 Ave NE-NB

Latitude

110° 39' 51.89" W

Longitude

50° 3' 41.28" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

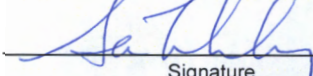
- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

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

Cst Tracy McMillan #346 MHPS      2022-09-13      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.28 13:22:08 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley #298 MHPS      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

664

New or existing site?

Existing, original start date yyyy-mm-dd 2018-01-02

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

Assessment Effective Date yyyy-mm-dd

2022-09-01

Assessment Expiry Date yyyy-mm-dd

2024-09-01

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

National Standards  Other Standards

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

Device Make and Model

JENOPTIK Multa Radar CD

### 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)

Dr Ken Sauer school/playground-11 Ave NE-SB

Latitude

110° 39' 51.89" W

Longitude

50° 39' 51.89" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-09-13      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.28 13:23:17 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 1 4 2023      298      

#298 MHPS      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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

665

New or existing site?

- Existing, original start date yyyy-mm-dd 2018-02-06
- New, anticipated start date yyyy-mm-dd \_\_\_\_\_

Assessment Effective Date yyyy-mm-dd

2022-09-01

Assessment Expiry Date yyyy-mm-dd

2024-09-01

### Technology

Type of ATE Device

- Mobile Device
- Intersection Safety Device

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

- National Standards
  - Other Standards
- \_\_\_\_\_

Type of Technology Used

- Laser
  - Lidar
  - Radar
  - Other
- \_\_\_\_\_

Device Make and Model

JENOPTIK Multa Radar CD

### 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)

Dr Ken Sauer school/playground-Terrace Dr NE-EB

Latitude

110° 39' 48.3" W

Longitude

50° 3' 38.91" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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.
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  - 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)**

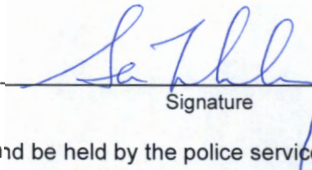
- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

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

Cst Tracy McMillan #346 MHPS      2022-09-13      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.28 13:24:53 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

666

New or existing site?

Existing, original start date yyyy-mm-dd 2018-07-12

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

Assessment Effective Date yyyy-mm-dd

2022-09-01

Assessment Expiry Date yyyy-mm-dd

2024-09-01

### Technology

Type of ATE Device

Mobile Device  Intersection Safety Device

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

National Standards  Other Standards

\_\_\_\_\_

Type of Technology Used

Laser  Lidar  Radar  Other

If other, please specify details.

\_\_\_\_\_

Device Make and Model

JENOPTIK Multa Radar CD

### 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)

Dr Ken Sauer school/playground-Terrace Dr NE-WB

Latitude

110° 39' 48.3" W

Longitude

50° 3' 38.91" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

Cst Tracy McMillan #346 MHPS      2022-09-13      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.28 13:26:01 -06'00'

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

#298 MHPS      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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

667

New or existing site?

Existing, original start date yyyy-mm-dd 2018-04-23

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

Assessment Effective Date yyyy-mm-dd

2022-08-31

Assessment Expiry Date yyyy-mm-dd

2024-08-31

### 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 Multa Radar CD

### 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)

Strachan Rd SE-South Ridge Dr SE to Dr Roy Wilson school/playground-EB

Latitude

110° 40' 40.18" W

Longitude

49° 59' 48.5" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
- Conventional Enforcement Please Specify static/roving check stops, MHPS Lidar/Radar
- 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)**

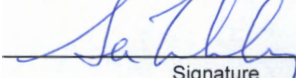
- Attachments with data supporting the traffic safety risk for the above selected criteria (excluding designated zones).

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

Cst Tracy McMillan #346 MHPS      2022-09-12      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.28 13:28:18 -0600

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

#298 MHPS      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 Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

668

New or existing site?

Existing, original start date yyyy-mm-dd 2018-01-21

New, anticipated start date yyyy-mm-dd

Assessment Effective Date yyyy-mm-dd

2022-08-31

Assessment Expiry Date yyyy-mm-dd

2024-08-31

## 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 Multa Radar CD

## 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)

Strachan Rd SE-Dr Roy Wilson school/playground to South Ridge Dr SE-WB

Latitude

110° 40' 40.18" W

Longitude

49° 59' 53.69" N

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 school presentations, media releases, social media
- Engineering Please Specify \_\_\_\_\_
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- Other Please Specify \_\_\_\_\_

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

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

Cst Tracy McMillan #346 MHPS      2022-09-12      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.28 13:29:47 -06'00'

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley  
#298 MHPS      MAR 14 2023      298      [Signature]

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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Municipality Name

City Of Medicine Hat

Name of Police Services

Medicine Hat Police Service

ATE Location Identification Number

670

New or existing site?

Existing, original start date yyyy-mm-dd 2018-03-19

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

Assessment Effective Date yyyy-mm-dd

2022-08-31

Assessment Expiry Date yyyy-mm-dd

2024-08-31

### 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

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Device Make and Model

JENOPTIK Multa Radar CD

### 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)

Strachan Rd SE-13 Ave SE to Dr Roy Wilson school/playground-WB

Latitude

110° 40' 5.79" W

Longitude

50° 0' 3" N

Location Image /Map



**Location Eligibility**

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

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  - 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)**

Cst Tracy McMillan #346 MHPS      2022-09-12      Cst Tracy McMillan      Digitally signed by Cst Tracy McMillan  
Date: 2022.10.28 13:33:17 -06'00'

Completed By      Date yyyy-mm-dd      Signature

**Police Officer that Approved the Form**

Sgt. Stacey Fishley      MAR 14 2023      298      

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

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\*As per the definition of the guideline.