

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

Municipality Name

Town of Canmore

Name of Police Services

R.C.M.P

ATE Location Identification Number

3141

New or existing site?

Existing, original start date yyyy-mm-dd 2016-06-06

New, anticipated start date yyyy-mm-dd _____

Assessment Effective Date yyyy-mm-dd

2022-11-02

Assessment Expiry Date yyyy-mm-dd

2024-11-02

Technology

Type of ATE Device

Mobile Device Intersection Safety Device

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

Type of Technology Used

Laser Lidar Radar Other

Device Make and Model

LTI 20-20 Laser Speed Detection System

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)

Harvie Heights Road EB at/near Bow Valley Trail (60 Km/h)

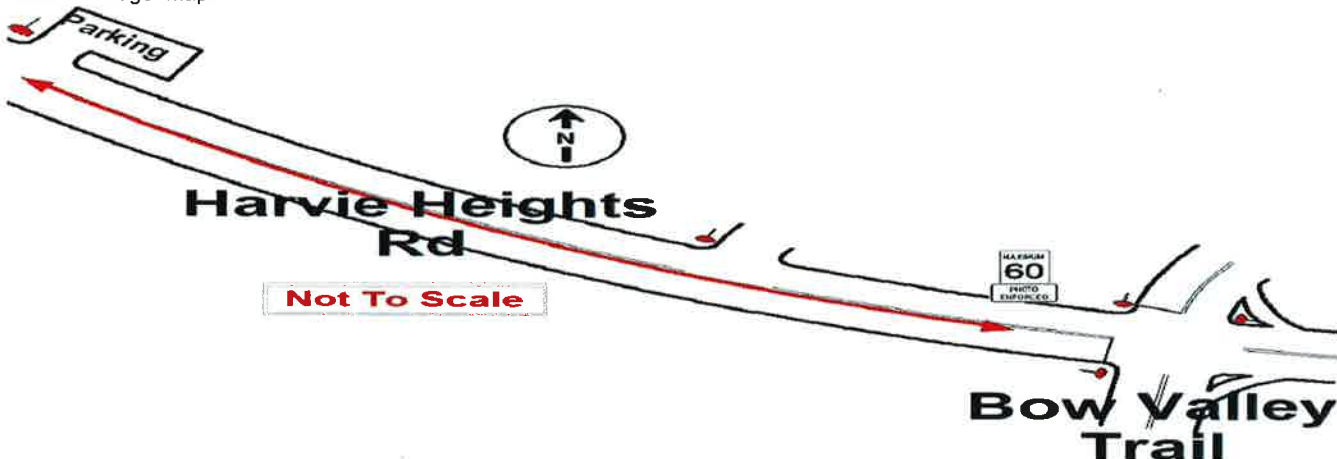
Latitude

51.11414

Longitude

- 115.372898

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 Signage, newspaper
- Engineering Please Specify _____
- Conventional Enforcement Please Specify _____
- 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)

Caitlin Miller 2022-11-02 
 Completed By Date yyyy-mm-dd Signature

Police Officer that Approved the Form

S/Sgt Ryan Singleton 2022-11-07 
 Completed By Date yyyy-mm-dd Reg# 48065
 Detachment Commander
 Canmore RCMP Detachment
 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.