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# Automated traffic enforcement technology guideline



*Alberta* 

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Automated Traffic Enforcement Technology Guideline | Public Safety and Emergency Services

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## A. Preamble

Automated traffic enforcement (ATE) technology, combined with other transportation safety strategies, such as engineering, education, and conventional enforcement, can help reduce the number and severity of collisions on our highways.

On average, 1 in 4 fatal collisions and 1 in 10 injury collisions involved a driver or rider travelling at an unsafe speed (Alberta Collision Statistics). The Government of Alberta, together with traffic safety partners, undertakes many different initiatives and tasks in an effort to reduce fatalities and serious injuries on Alberta's roads to improve safety. ATE is one tool to reduce the amount and severity of collisions.

Under section 3 of the *Police Act*, the Government of Alberta is responsible for ensuring adequate and effective policing throughout Alberta. The Minister of Public Safety and Emergency Services, under section 3.1 of the Act, may establish standards for police services, police commissions, and policing committees to ensure standards are met. All police services in Alberta must comply with the standards, including regional, municipal, First Nations and provincial police services (i.e., Royal Canadian Mounted Police).

This Automated Traffic Enforcement Technology Guideline (Guideline), established under section 3.1 of the *Police Act*, provides direction that police services shall adhere to prior to and when using ATE.

This Guideline is designed to promote consistent, fair, effective, and transparent use of ATE across Alberta.

The Minister of Public Safety and Emergency Services approves this Guideline, after consulting with the Minister of Transportation and Economic Corridors, as required. The Minister of Public Safety and Emergency Services may provide additional direction and requirements at any time.

## B. Guiding Principles

### 1. Transportation safety must be the primary objective of ATE programs in the province.

- The Guideline ensures the purpose of ATE is transportation safety, not revenue generation.

### 2. Police services, in collaboration with municipalities, are accountable for ensuring ATE programs are used to improve transportation safety outcomes.

- The Guideline clarifies roles and responsibilities for the administration, direction, and execution of ATE programs.
- The Guideline requires local traffic safety plans to include ATE objectives and measurable outcomes.

### 3. Ongoing evaluation of ATE programs will ensure they improve transportation safety outcomes.

- The Guideline allows government to evaluate transportation safety improvements.

### 4. Public transparency is paramount for the success of ATE programs.

- The Guideline requires ongoing public reporting of municipally available data related to locations and transportation safety outcomes to improve public transparency.

## C. Roles & Responsibilities

### Police Services

Police services shall provide program direction for ATE in the form of:

- Ensuring enforcement is conducted in accordance with local traffic safety plans;
- Reviewing and approving site locations where ATE is to be used;

- Directing at which sites ATE technology is to be used;
- Setting periods of operation and duration of enforcement;
- Providing data analysis services to the municipalities; and
- Responding to public concerns and questions regarding their ATE program in collaboration with their municipality.

The Alberta Provincial Policing Standards Operations Policy 2.3 requires police services to establish partnerships with traffic safety stakeholders to effectively mitigate road safety issues. This includes assistance from provincial and local government road authorities to provide traffic information to establish sound traffic safety plans.

## Municipalities

Police services, in collaboration with municipalities, may choose to have municipalities provide administrative services related to ATE. Administrative services may include:

- Identifying and providing transportation safety data to police services to support the development of traffic safety plans;
- Providing equipment, technology, and training for ATE operators;
- Providing notification to the Ministry of Public Safety and Emergency Services regarding new or updated equipment and technology;
- Providing technical advice regarding equipment and technology used for ATE;
- Compiling the information to support site assessments for police services' review and approval;
- Updating the municipal website with ATE information;
- Hiring peace officers, as defined by Alberta's *Peace Officer Act*, to be ATE operators, provided the municipality is an authorized employer of peace officers;
- Processing and mailing traffic notices to offending registered vehicle owners;
- Responding to public concerns and questions regarding their ATE program in collaboration with the police service of their jurisdiction; and
- Managing or conducting inspections, testing, certifying, and recertifying of ATE equipment and technology. Individuals conducting testing shall be qualified and certified by the Ministry of Public Safety and Emergency Services and/or appointed by the Minister of Transportation and Economic Corridors.

## Contract Service Providers

Municipalities and police services are authorized to hire contract service providers to support the administration and operation of ATE. Contract service providers are permitted to:

- Provide equipment, technology, and training for ATE operators;
- Provide technical advice regarding equipment and technology used for ATE;
- Provide transportation safety data to municipalities and police services, including traffic volume data for control locations to support ongoing program evaluation;
- Provide transportation safety data analysis services to municipalities and police services, if included in the contract;
- Provide individuals who could be hired by the municipality as peace officers, as defined by Alberta's *Peace Officer Act*, to be ATE operators, provided the municipality is an authorized employer of peace officers;
- Process and mail traffic notices to offending registered vehicle owners; and
- Manage and conduct inspections, testing and certification/recertification of ATE equipment and technology. Individuals conducting testing shall be qualified and certified by the Ministry of Public Safety and Emergency Services and/or appointed by the Minister of Transportation and Economic Corridors.

Contract service providers are prohibited from setting program direction. Program direction is provided by police services and includes, but is not limited to, the requirements set out in section C – Police Services.

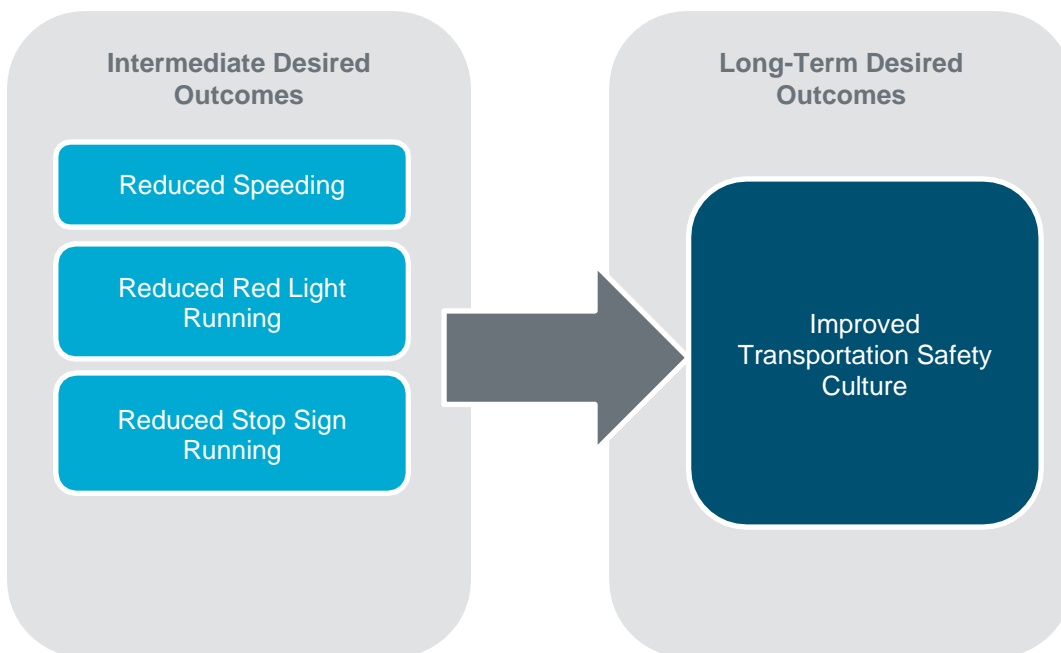
For duties and responsibilities not listed above, municipalities and police services shall contact the Director of Law Enforcement Standards and Audits and receive approval before allowing their contract service provider to conduct any duties and responsibilities not listed.

Police services and municipalities are responsible for ensuring contract service providers adhere to this Guideline, whether they are hired by the municipality or police service. This includes ensuring equipment and technology used has been reported to and reviewed and approved by the Ministry of Public Safety and Emergency Services, in consultation with the Ministry of Transportation and Economic Corridors, as required.

More information about approving ATE equipment and technology is in section M – New & Existing Technology Testing.

## D. Transportation Safety Outcomes

As transportation safety is a guiding principle, it is important that all ATE programs achieve transportation safety outcomes as illustrated below.



These outcomes will allow ATE programs to assess the degree to which they have contributed to (or are correlated with) measurable change that can be publicly reported. If an ATE site is unable to demonstrate it has resulted in improved safety outcomes, it will be removed from the ATE programs' list of eligible sites. ATE programs will be given an opportunity and a timeline to reconcile sites before they are determined to be ineligible.

See section Q – Data Reporting & Evaluation for more information on how ATE Programs are to report on these transportation safety outcomes, including requirements for data submission.

## E. Traffic Safety Plans

The Alberta Provincial Policing Standards Operations Policy 2.4 requires each police service to have a local traffic safety plan. The purpose of the plan is to ensure there is a coordinated approach to achieving transportation safety outcomes.

At minimum, the Alberta Provincial Policing Standards Operations Policy 2.4 requires the local traffic safety plan to include the following: enforcement; education; research and evaluation; communication and awareness; engineering and technology; and related stakeholders. It must be reviewed annually and updated, as necessary. In addition, police services with an ATE program shall ensure their local traffic safety plan includes an ATE strategy that outlines how the desired transportation safety outcomes are being achieved.

The ATE strategy shall be reviewed and updated annually and shall at minimum include:

- **Enforcement:** Specify why ATE was used rather than conventional enforcement and how its use supports conventional enforcement, as it is essential that ATE be used in conjunction with existing conventional enforcement and not used as a replacement for all officer contact.
- **Education:** Specify how they intended to educate the public about ATE.
- **Research and evaluation:** Specify the ATE Transportation Safety Outcomes (as outlined above under section D – Transportation Safety Outcomes), and supporting performance indicators which at minimum include:
  - Change in speeding contraventions;
  - Change in red light contraventions;
  - Change in stop sign contraventions;
  - Change in casualty collisions;
  - Change in total collisions;
  - Change in fatalities;
  - Change in injuries; and
  - Performance targets for each of the indicators for the local program (e.g., 5% reduction in speeding annually).
- **Communication and awareness:** Specify how much ATE fine revenue each program generates, and how the municipality utilizes ATE fine revenue, and whether any is reinvested in improving transportation safety.
- **Engineering and technology:** Specify why ATE was used rather than an engineering or technology change, or how it supports an engineering or technology change.
- **Related stakeholders:** List all related stakeholders, including their roles and responsibilities (e.g. contractors).

The traffic safety plan must be submitted to the Ministry of Public Safety and Emergency Services, Director of Law Enforcement Standards and Audits, once every two years or upon request.

## **F. Eligibility for ATE Use**

Police services, in municipalities who assume responsibility for the provision of policing services by entering into a municipal policing agreement with the Royal Canadian Mounted Police or by establishing their own municipal police service, may use ATE.

It is also essential that ATE be used in conjunction with existing conventional enforcement and not used as a replacement for all officer contact.

ATE shall only be used to enforce intersection and speed related contraventions on highways within municipal boundaries approved by the Ministry of Public Safety and Emergency Services, in consultation with the Ministry of Transportation and Economic Corridors, as required.

ATE programs must comply with the Guideline, including Sections I and J regarding permitted and prohibited ATE locations and uses.

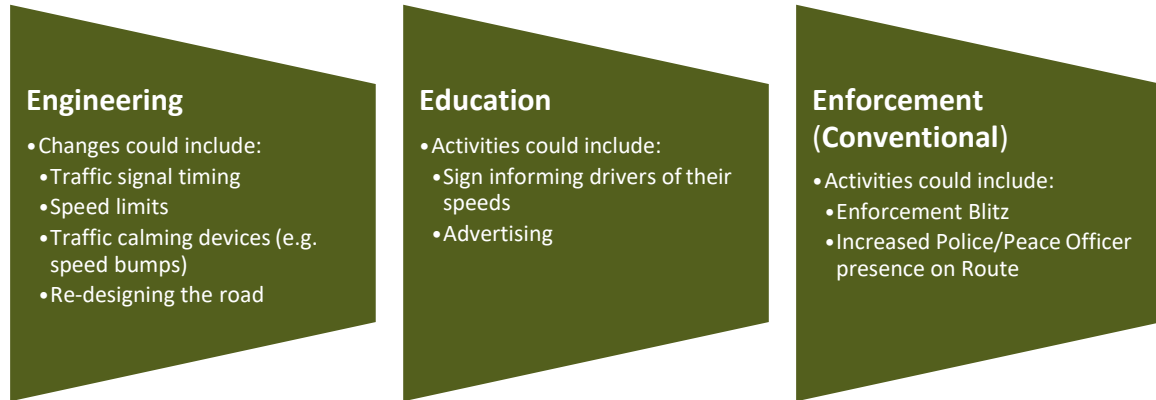
## **G. Approvals of New Location**

Locations where ATE is used shall be approved by the police service of the jurisdiction. Police services shall only allow ATE to be used at locations where:

- at least one other transportation safety tool\* has been tried previously to change behaviour and was unsuccessful over a period of at least four weeks;

- at least one of the location selection criteria has been met; and
- an ATE Location Assessment Form has been completed and approved by the police services of the jurisdiction. Location assessments expire every two years.

\*Other transportation safety tools include engineering, education, and conventional enforcement, as follows:



## H. Reassessment of Existing Locations

Existing locations shall be reassessed and tested every two years using an ATE Location Assessment Form. For each site, an ATE Location Assessment Form shall be completed and approved by the police services of the jurisdiction. Location assessments expire every two years.

## I. Location Selection Criteria

Locations where ATE is used shall meet at least one of the following criteria:

### 1. 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 relative to similar\* areas or intersections when comparing over a three-year period or using another study with multiple measurements.
- The area or intersection has a higher collision frequency for injury and fatal collisions relative to similar areas or intersections when comparing over a three-year period or using another study with multiple measurements.
- The area or intersection has had at least five collisions resulting in injuries or fatalities in the last three years.
- The area or intersection has had at least 15 property damage, injury, or fatal collisions in the past three years.
- The use of ATE in an area or intersection has resulted in reduced collisions or reduced injury and fatal collisions over a three- year period. This criterion can only be used to maintain existing locations.

### 2. 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 similar areas or intersections when comparing over a three-year period or using another study with multiple measurements.
- The area or intersection has a higher frequency of speeding contraventions relative to similar areas or intersections when comparing over a three-year period.



- The area or intersection has had at least three speeding notices where a 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 locations 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.

### 3. Higher frequency of intersection contraventions (i.e., failing to stop at a red light or 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 similar intersections when comparing over a three-year period or using another study with multiple measurements.
- The intersection has a higher frequency of red light and/or stop sign contraventions relative to similar intersections when comparing over a three-year period.
- The intersection has had at least three red light and/or stop sign contraventions 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 locations where location specific data may not be available.)
- The use of ATE at an intersection has reduced the frequency of red light/stop sign running behaviours or contraventions or prevented an increase in the frequency of red light running or stop sign running over a three-year period. This criterion can only be used to maintain existing locations.

### 4. Designated zones

To meet this criterion, the area or intersection shall meet at least one of the following:

- Be in a school zone or playground zone: A designated school zone or playground zone is a section of road adjacent to a school or playground that is denoted by a 30 km/h speed limit regulatory sign and extends until there is a sign indicating the zone has ended, or another speed limit sign is placed. Operation of ATE in school areas is limited to weekdays (school days), during the periods when school is in session, excluding holidays, and where the speed restriction is in effect as per local municipal bylaws.
- Be in a construction zone: A designated construction zone is an area or intersection that is denoted by a warning sign indicating that construction is ahead or starting and extends until there is a sign indicating that the construction has ended, or another speed limit sign is placed when workers are present indicating drivers can resume normal driving. There is a requirement for at least one worker to be present to use ATE.

## J. Prohibited Use Situations

Locations and scenarios where the use of ATE is prohibited include the following.

### Transition Zones

Traffic notices shall not be issued in Transition Zones. A Transition Zone refers to highway on/off ramps; highway exits; or any area that may require a rapid change in speed such as a high-pressure merge, including the area immediately adjacent to a regulatory maximum speed limit sign, when the sign indicates a speed change from a higher speed to a lower speed; or vice versa, in accordance with the following table.

Speed Change in Kilometres per Hour	Area Adjacent to Speed Change Sign
10 km/hr speed change e.g. from 50 km/hr to 40 km/hr	10m on either side of sign, 20m total
20 km/hr speed change	25m on either side of sign, 50m total

e.g. from 80 km/hr to 100 km/hr	
30 km/hr or greater speed change	100m on either side of sign, 200m total
e.g. from 100 km/hr to 50 km/hr	

This does not apply to intersections, school zones, or construction zones as described above.

### Multiple Notices within Five Minutes

Multiple traffic notices shall not be issued to the same vehicle within a five-minute period.

In cases of multiple offences with a five-minute period, the more serious traffic notice (i.e., the notice with the more severe penalty) will be issued to the offending individual, while the remaining traffic notice(s) will not be issued.

### Residential Area with Speed Limit Under 50 km/h

ATE use is prohibited on all residential roads with speed limits under 50 km/h.

Residential roads are defined as any street/road segment bounded by intersecting streets wherein over fifty (50) per cent of the buildings on that street/road segment are used for residential purposes.

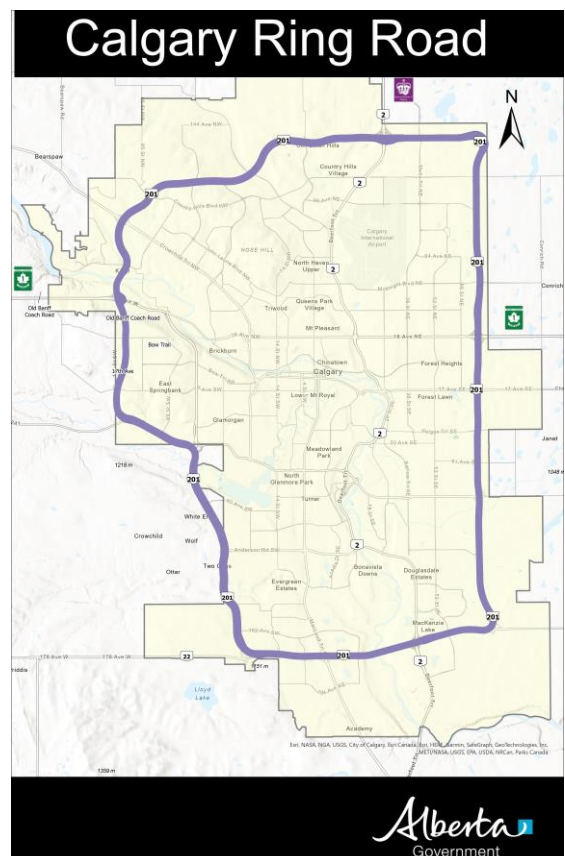
This does not apply to school zones, playground zones or construction zones.

### Calgary and Edmonton Ring Roads

ATE use is prohibited on:

- Provincial Highway 216 in the City of Edmonton (also known as the Edmonton Ring Road, or Anthony Henday Drive)
- Provincial Highway 201 in the City of Calgary (also know as the Calgary Ring Road, or Stoney Trail, or Tsuut'ina Trail or Southwest Calgary Ring Road)

Notwithstanding this prohibition, ATE is permitted in construction zones on the Calgary and Edmonton Ring Roads.



## K. Public Awareness & Transparency

A key element to the success of any enforcement practice, including the use of ATE technology, is public awareness and transparency.

### Highway Signage

- Permanent signs shall be posted on primary access highways entering municipalities where ATE technology is used, alerting the public that the technology is used as a tool to enforce speed and intersection laws in the municipality.
- Highways monitored by ATE technology shall have permanent signs along the route, in both directions, advising that speed and/or intersection laws are monitored using ATE technology.
- Intersections where ATE technology is used to monitor speed and/or intersection laws shall have signs posted in advance of the intersection, **from all directions**, to advise drivers that an intersection safety device may be in operation. This includes both permanently installed intersection safety devices and mobile devices positioned at intersections.

### Mobile Vehicle Signage

All mobile units must be clearly identifiable by the public, as per one of the following:

- Vehicles shall be wrapped yellow with blue-coloured words “Drive Safe” clearly visible from the front and back of the vehicle, so they are clearly visible at all time to drivers coming upon the vehicle, with letters at least 10 cm high and a stroke of 1.5 cm; or
- Vehicles shall be equipped with two bright yellow signs with blue-coloured words “Drive Safe” clearly visible placed in front and in back of the vehicle, so they are clearly visible at all times to drivers coming upon the vehicle with letters at least 10 cm high and a stroke of 1.5 cm; or
- An appropriate alternative signage mechanism that is identified by the municipality and approved by Public Safety and Emergency Services.

### New Location Familiarization

Prior to implementing ATE at a new location, there must be a communications period with the public for a minimum of four weeks, which includes:

- Advertisement in local media of the new location;
- Advertisement on the municipal/police service’s website;
- Advertisement on social media of the new location;
- Provision of a link to the program’s websites to Alberta 511; and
- A familiarization period where “warning notices” are issued at the discretion of the municipality.

### Public Information

ATE information shall be posted on the municipal or police service website and updated monthly, as required. At minimum, the information posted shall include:

- ATE Location Assessment Forms;
- The location of each approved ATE site, including both mobile units and intersection safety devices; and
- The most recent annual public report.

## L. Device Requirements

The maximum time between when a contravention is detected using ATE, and when a traffic notice is placed in the mail for service, shall not exceed 21 working days.

### Mobile Units

Mobile units shall have a human operator on site, unless approved by the Ministry of Public Safety and Emergency Services because of special safety needs or other exceptional circumstances.

In cases where ATE technology is not mounted on a vehicle and is set up away from the vehicle for safety or practical purposes, the human operator shall still be positioned in close proximity to the ATE technology and related equipment.

ATE technology and related equipment shall be tested as per the manufacturer's recommendation, or as required by the Ministry of Public Safety and Emergency Services.

### Intersection Safety Devices

Intersection safety devices shall be tested every 30 days at minimum, by a qualified individual appointed by the Minister of Transportation and Economic Corridors, as required under the *Traffic Safety Act*.

Individuals who test intersection safety devices shall not be considered for appointment under the *Traffic Safety Act* until they provide to Alberta Transportation and Economic Corridors suitable documentation from the device manufacturer demonstrating that the individual is competent in the inspection and testing of the intersection safety device.

Independent verification with a known and approved speed-measuring device shall be conducted once every 30 days in order to test the accuracy of the intersection safety device. Intersection safety device test results shall be forwarded quarterly to the Director of Law Enforcement Standards and Audits.

Intersection safety devices shall record evidence related to both speed and red light infractions. Intersection safety devices that record evidence relating to speed may only be used at intersections where there is ATE technology capable of conducting red light enforcement.

*Note: Red/yellow light timing at intersections monitored by an intersection safety device shall be established by a qualified engineer or other qualified professional according to accepted national and/or international technical and professional specifications.*

## M. New & Existing Technology Testing

The use of new ATE equipment and technology and any material changes made to existing equipment and technology requires the approval of the Ministry of Public Safety and Emergency Services. Failure to properly notify and obtain prior approval from the Ministry of Public Safety and Emergency Services may compromise the validity of the traffic notice issued. This degrades the effectiveness of enforcement and diminishes public confidence in ATE and the justice system.

All new ATE equipment and technology and all material changes to existing equipment and technology shall be reported to and reviewed and approved by the Director of Law Enforcement Standards and Audits, in consultation with Alberta Transportation and Economic Corridors and Alberta Crown Prosecution Service, as needed, prior to new or updated equipment and technology being put into use within the municipality.

New affidavits shall be created in response to new and material changes to existing ISD equipment and technology and shall be submitted to and reviewed and approved by the Director of Law Enforcement Standards and Audits, in consultation with Alberta Crown Prosecution Service.

ATE Equipment and technology includes cameras, computers, and software used to record contravention information once it has been detected by the primary device.

Requests for review and approval of equipment and technology are to be forwarded to the following:

Director, Law Enforcement Standards and Audits  
Public Security Division  
Ministry of Public Safety and Emergency Services

The use of any ATE equipment and technology that has not been reviewed and approved by the Ministry of Public Safety and Emergency Services may be suspended immediately, and any traffic notices issued may be withdrawn at the discretion of the Alberta Crown Prosecution Service.

## **N. Starting a New ATE Program**

The police service of any municipality that intends to begin using ATE shall contact the Director of Law Enforcement Standards and Audits prior to using ATE.

An Alberta Policing Standards and Audits Unit employee(s) and an Alberta Crown Prosecution Service employee(s) shall meet with the representative(s) from the police service and municipality to discuss the requirements set out in this Guideline as well as the *Automated Traffic Enforcement Training Guidelines* (January 2019).

Prior to implementing an ATE program, the police service, in collaboration with the municipality, shall:

- Meet all the requirements in this Guideline or show these can and will be met;
- Advertise in the local media for a period of three months prior to the ATE program coming into effect;
- Advertise on the municipal or police service website for a period of three months prior to the ATE program coming into effect; and
- Prior to full implementation, conduct a four-week familiarization period that would see ATE in regular use, but only issue “warning notices” to drivers.

## **O. Ceasing an ATE Program**

The police service of any municipality that intends to cease using ATE shall notify the Director of Law Enforcement Standards and Audits, in writing, 30 days prior to ceasing operations.

Police services are encouraged to provide their rationale for ceasing the municipal ATE program in their correspondence to the Director of Law Enforcement Standards and Audits.

## **P. Data Collection & Retention**

Police services, in collaboration with the municipality, shall collect data on the use of ATE. Data refers to, but is not restricted to, contravention data, collision data used to support site assessments, images, and any other data that may be required to be reported to the Director of Law Enforcement Standards and Audits.

The data shall be collected monthly for each ATE location and reported quarterly to the Director of Law Enforcement Standards and Audits as per section Q – Data Reporting & Evaluation. At minimum, the data collected shall provide information as outlined in Appendix A of the Guideline. All data generated by an ATE program shall be retained by the police service for a minimum of ten years.

## **Q. Data Reporting & Evaluation**

Ongoing evaluation of ATE programs will ensure transparency and identify opportunities to improve how ATE is used to achieve transportation safety outcomes.

The Alberta Provincial Policing Standards Operations Policy 2.4 requires police services to maintain a traffic record system for collision and enforcement data that includes, but is not limited to:

- Location of collisions.
- Time of collisions.
- Cause of collisions.
- Traffic notices.
- Problem areas/intersections.

## Quarterly Data Submission

Each ATE program shall submit a fully completed Automated Traffic Enforcement Quarterly Data Submission form to the Director of Law Enforcement Standards and Audits at the Ministry of Public Safety and Emergency Services within one month after the respective quarter.

This form requires data for each ATE location. Data requirements for each location include:

- Location ID
- Type of ATE device
- Location description
- Date location was first operational
- Location selection criteria
- Date the location was last assessed
- Direction of traffic flow captured
- Posted maximum speed limit
- Deployment hours
- Average daily traffic volume
- Number of vehicles monitored
- Average traffic speed for all vehicles
- Number of contraventions by type
- Number of notices by type
- Number of collisions by severity
- Number of fatalities
- Number of injuries

## Annual Public Report

Each ATE program shall complete an annual report for the public indicating the performance of the ATE program by May 1 of each year, which at a minimum shall include:

- The ATE Transportation Safety Outcomes outlined as per section D – Transportation Safety Outcomes;
- The ATE performance indicators from the local police traffic safety plan;
- The ATE performance targets from the local police traffic safety plan;
- The data related to the performance indicators for the year, as listed under section E – Traffic Safety Plans. This consists of aggregate program data for:
  - Number of deployment hours
  - Number of vehicles monitored
  - Total number of ATE devices
  - Total number of ATE locations
  - Number of contraventions by type

- Number of notices by type
- Total number of collisions for the last three years
- Number of collisions by severity for the last three years
- Number of fatalities and injuries for the last three years
- Change in the number of collisions compared against the average for the last three years
- Change in the number of collisions by severity compared against the average for the last three years
- Change in the number of fatalities and injuries compared against the average for the last three years
- Amount of ATE fine revenue generated, how the municipality utilizes said revenue, and whether any is reinvested in transportation safety programs
- Whether and to what extent the ATE performance targets were met

## Control Locations

ATE programs shall identify and collect data for control locations. There shall be a control location identified for each ATE location. One control location can be used for multiple ATE locations.

The data required to collect for control locations are:

- ATE Location ID it is a control location for
- Location description
- Posted maximum speed limit
- Average daily traffic volume
- Number of collisions (injury, fatality, and property)

Submission of this data will be required when requested by the province.

## R. Audits

The Ministry of Public Safety and Emergency Services shall audit police services against all requirements in this Guideline once every two years.

The Ministry of Public Safety and Emergency Services may conduct additional directed reviews, at its discretion.

The Director of Law Enforcement Standards and Audits may request any ATE information at any time, at their discretion. Police services, in collaboration with the municipality, shall make available all ATE records to a representative of the Ministry of Public Safety and Emergency Services upon request.

At any time, if non-compliance with the Guideline is found, an ATE program may be subject to suspension until compliance is achieved.

## S. Definitions

Throughout this Guideline, the following definitions apply:

**Area:** Any section of road that does not meet the criteria of an intersection.

**Automated Traffic Enforcement Technology:** Any technology, device, or process that replaces a police or peace officer in the detection, evidence gathering process, or issuance of traffic notices. Examples include, but are not limited, to computer-controlled cameras and speed determination technologies. The devices can either be stand-alone (intersection safety devices) or human-operated (mobile devices, usually mounted on vehicles). It should be noted that the Guideline does not capture purely administrative use of computer systems that assist in the issuance of traffic notices.

**Contraventions:** Traffic violations (i.e., speeding/intersection violations), including violations where a traffic notice was not issued.

**Construction Zone:** A portion or length of a highway that has been indicated by proper signage to be under construction or repair by or on behalf of the road authority of the highway. This includes, but is not limited to, widening, improvement, repairs or other similar work, and the designation applies whether or not the work has begun or has been completed.

**Control Location:** A location without ATE to which comparisons can be made because it covers a similar length area of road or intersection, has similar traffic volumes, and/or has similar traffic behaviours (e.g., contraventions, collisions) to a given ATE location.

**Conventional Enforcement:** The use of police and/or peace officers to conduct enforcement of transportation laws by means of in-person issuance of traffic notices at roadside.

**Highway:** Any thoroughfare, street, road, trail, avenue, parkway, driveway, viaduct, lane, alley, square, bridge, causeway, trestleway or other place or any part therein, whether publicly or privately owned, that the public is ordinarily entitled or permitted to use for the passage or parking of motor vehicles.

**Intersection:** A location where two or more roadways meet, creating a possible conflict between vehicles on those roads and with pedestrians crossing the roads.

**Intersection Safety Devices:** Permanently placed cameras at an intersection for enforcing compliance with traffic control devices (e.g., red lights, speed limits).

**Mobile ATE Devices:** Moveable cameras used for enforcing speed limits and stop sign contraventions.

**Notices:** Fine tickets issued for traffic contraventions (speeding/intersection).

**Other transportation safety tools:** Other transportation safety tools include engineering, education, and conventional enforcement.

**School/Playground Zones:** A portion of a highway identified as a school or playground zone by a traffic control device (i.e., speed limit sign).

**Transition Zone:** A highway on/off ramp; highway exits; or any area that may require a rapid change in speed such as a high-pressure merge, including the area immediately adjacent to a regulatory maximum speed limit sign, when the sign indicates a speed change from a higher speed to a lower speed; or vice versa, in accordance with the following table.

Speed Change in Kilometres per Hour	Area Adjacent to Speed Change Sign
10 km/hr speed change e.g. from 50 km/hr to 40 km/hr	10m on either side of sign, 20m total
20 km/hr speed change e.g. from 80 km/hr to 100 km/hr	25m on either side of sign, 50m total
30 km/hr or greater speed change e.g. from 100 km/hr to 50 km/hr	100m on either side of sign, 200m total


## T. Effective Date

Except as listed below, the requirements in this Guideline come into effect upon signing of Ministerial Order by the Minister of Public Safety and Emergency Services, unless another date is specified within this Guideline.

New Requirements/Changes	Effective date
Prohibit ATE use on Calgary and Edmonton Ring Roads	December 1, 2023



# Appendix A: Automatic Traffic Enforcement Quarterly Data Submission\*

	<b>Automatic Traffic Enforcement Quarterly Data Submission</b>										
<i>The information on this form is collected under the Police Act by or 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 used prescribed by the Act and the Automated Traffic Enforcement Technology Guideline</i>											
<b>Calendar Year:</b>											
<b>Quarter</b>											
<b>Municipality Name:</b>											

Site ID [e.g. "247"]	Device Type [e.g. ISD, Mobile]	Location Description [e.g. Segment length or Intersection type]	Date Location was First Operational [e.g. Jan 15, 2005 as 1/15/2005]	Location Selection Criteria [e.g. History of Speeding]	Date of Last Assessed [e.g. May 1, 2018 as 5/1/2018]	Direction of Monitored Vehicles [e.g. "N"]	Speed Limit (km/h) [e.g. "80"]	Deployment Hours [e.g. "34"]	Average Daily Traffic Volume [e.g. 240]	Number of Vehicles Monitored [e.g. "25,000"]	Average Traffic Speed - All Vehicles (km/h) [e.g. "75"]

Total Number of Speeding Contraventions [e.g. "12,00"]	Total Number of Speed Notices Issued [e.g. "1000"]	Total Number of Red Light Contraventions [e.g. "1000"]	Total Number of Red Light Notices Issued [e.g. "900"]	Total Number of Stop Running Contraventions [e.g. "1000"]	Total Number of Stop Running Notices Issued [e.g. "900"]	Total Number of Collisions [e.g. "5"]	Total Number of Fatal Collisions [e.g. "1"]	Total Number of Injury Collisions [e.g. "2"]	Total Number of Property Damage Collisions [e.g. "5"]	Total Number of Fatalities [e.g. "2"]	Total Number of Injuries [e.g. "5"]

\* Each ATE program shall submit a fully completed Automated Traffic Enforcement Quarterly Data Submission form as Excel file to the Director of Law Enforcement Standards and Audits at the Ministry of Public Safety and Emergency Services within one month after the respective quarter. This form requires data for each ATE location.