
Automated traffic enforcement technology guideline



Alberta 

Automated Traffic Enforcement Technology Guideline | Justice and Solicitor General

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A. Preamble

Automated traffic enforcement (ATE) technology, combined with other transportation safety strategies, such as education and awareness, 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 Information). The Government of Alberta, together with traffic safety partners, undertake 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 collisions and the resulting injuries and fatalities.

Under section 3 of the *Police Act*, the Government of Alberta is responsible for ensuring adequate and effective policing is maintained throughout Alberta. The Minister of Justice and Solicitor General, under section 3.1 of the Act, may establish standards for police services, police commissions, and policing committees to ensure standards are met. Police services that must comply with the standards include all police services in Alberta, including regional, municipal, First Nations and the provincial police service (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 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 Justice and Solicitor General approves this Guideline, after consulting with the Minister of Transportation, as required. The Minister of Justice and Solicitor General 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 measureable 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:

Automated Traffic Enforcement Guideline

- 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;
- Provide 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 2.0 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 Justice and Solicitor General 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, as long as 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 their police service of 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 Justice and Solicitor General and/or appointed by the Minister of Transportation.

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 the ongoing program evaluation;
- Provide transportation safety data analysis services to the 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, as long as 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 Justice and Solicitor General and/or appointed by the Minister of Transportation.

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

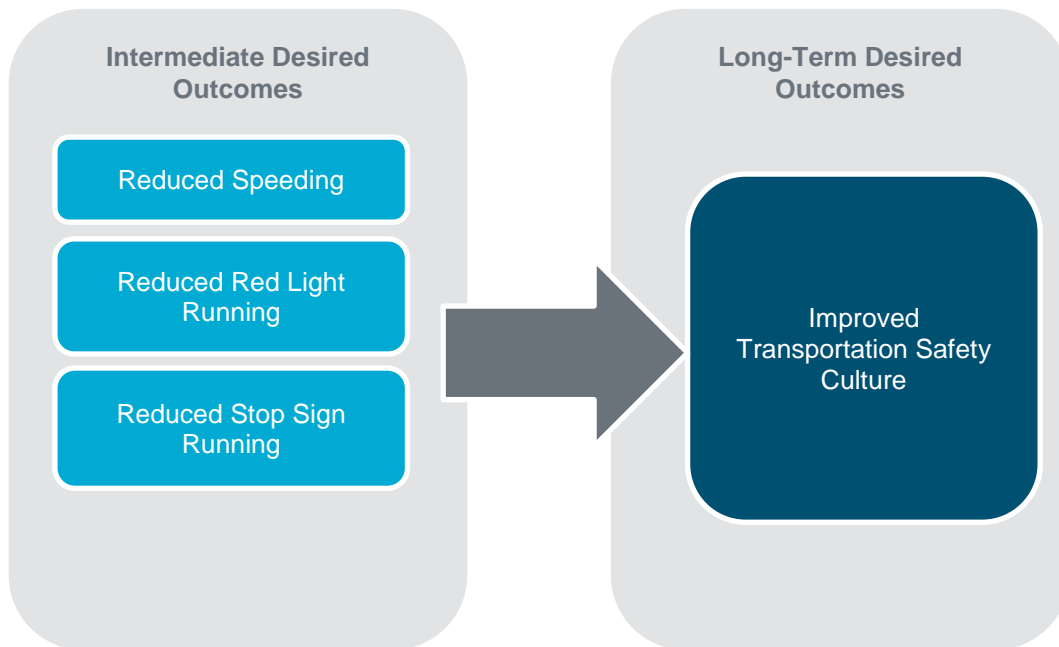
For duties and responsibilities not listed above, municipalities and police services shall contact the Director of Law Enforcement Standards and Audits and receive approval before allowing their contract service provider the ability to conduct those duties and responsibilities not listed.

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, reviewed, and approved by the Ministry of Justice and Solicitor General, in consultation with the Ministry of Transportation 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 for 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 publically 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, and associated data.

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, but is not limited to, the following: enforcement; education; research and evaluation; communication and awareness; engineering and technology; and related stakeholders. It also 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 overall transportation safety outcomes are being achieved.

The ATE strategy shall be reviewed and updated annually and 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 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 (e.g. 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 Alberta Justice and Solicitor General, 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 officer contact.

ATE shall only be used to enforce intersection and speed related contraventions on highways within municipal boundaries approved by the Ministry of Justice and Solicitor General, in consultation with the Ministry of Transportation, as required.

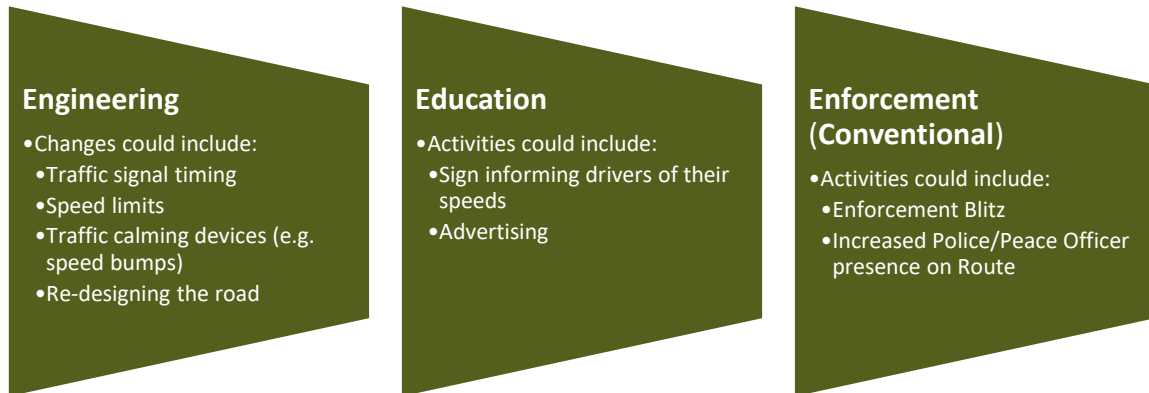
G. Approvals of New Location

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.



H. Reassessment of Existing Location

Existing locations shall be reassessed and tested every two years using an ATE Location Assessment Form. For each site, 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 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.

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 other 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.

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 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.

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 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 present indicating drivers can resume normal driving. There is 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/h speed change	10m on either side of sign, 20m total

e.g. from 50 km/h to 40 km/h	25m on either side of sign, 50m total
20 km/h speed change	100m on either side of sign, 200m total

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.

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 road with speed limit 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.

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 permanent and mobile intersection safety devices.

Mobile Vehicle Signage

All mobile units must be clearly identifiable by the public:

- 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
- 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 alternative signage proposal, to be identified by the municipality and approved by Justice and Solicitor General.

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, and include:

- Advertisement in local media of the new location;
- Advertisement on the municipal/police service’s website;

- Advertisement on social media of the new location;
- Provide link to the programs 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, as required and at least monthly. A minimum, information posted shall be:

- ATE Location Assessment forms;
- The location of each (police services) approved ATE site, including both mobile units and intersection safety devices; and
- The most current annual public report.

L. Device Requirements

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

Mobile Units

Mobile units shall have a human operator on site, unless approved by the Ministry of Justice and Solicitor General because of special safety needs or other exceptional circumstances.

In cases where 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 equipment and technology.

Equipment and technology shall be tested as per the manufacturer’s recommendation, or as required by the Ministry of Justice and Solicitor General.

Intersection Safety Devices

Intersection safety devices shall be tested every 30 days at minimum, by a qualified individual appointed by the Minister of Transportation, 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 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 equipment and technology and any material changes made to existing equipment and technology requires the approval of the Ministry of Justice and Solicitor General. Failure to properly notify and obtain prior approval from the Ministry of

Justice and Solicitor General 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 equipment and technology and all material changes to existing equipment and technology shall be reported to, reviewed, and approved by the Director of Law Enforcement Standards and Audits, in consultation with Alberta Transportation 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, reviewed and approved by the Director of Law Enforcement Standards and Audits, in consultation with Alberta Crown Prosecution Service.

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 Justice and Solicitor General

The use of any equipment and technology that has not been reviewed and approved by the Ministry of Justice and Solicitor General 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

Any police service wanting 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 ATE, the police service, in collaboration with the municipality, shall:

- Meet all the requirements in this Guideline or show these will and can be met;
- Advertise in the local media for a period of three months prior to enforcement taking place;
- Advertise on the municipal or police services' website for a period of three months prior to enforcement taking place; and
- Conduct a four-week familiarization period that would see ATE in regular use, but only issue "warning notices" to drivers. This shall occur prior to full implementation.

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 collected that may be required to be reported to the Director of Law Enforcement Standards and Audits.

The data shall be collected monthly for each site 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 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 Justice and Solicitor General 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, namely aggregate program data for the:
 - 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
 - Number of collisions in total 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 in total 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
 - 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
 - Whether and to what extent the performance targets were met.

Provincial Evaluation Submission

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 contraventions by type and date
- Number of notices by type and date
- Change in the rates of notices by type

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

R. Audits

The Ministry of Justice and Solicitor General shall audit police services against all requirements in this Guideline once every two years.

The Ministry of Justice and Solicitor General 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 its discretion. Police services, in collaboration with the municipality, shall make available all ATE records to a representative of the Ministry of Justice and Solicitor General upon request.

At any time, if non-compliance with the Guidelines is found, an ATE program may be subject to suspension until compliance with the Guidelines 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 Guideline does not capture purely administrative use of computer systems that assist in the issuance of traffic notices. The devices can either be stand-alone (intersection safety devices) or human-operated (mobile units).

Contraventions: Contraventions refer to the number of traffic notices (speeding/intersection) that include those traffic contraventions that were not issued with a traffic notice.

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 whether or not construction, repairs or similar work has begun or completed.

Control Location: A control location is a location to which comparisons can be made because it covers a similar length area of road or intersection, has similar traffic volumes, and has similar traffic behaviours (e.g. contraventions, collisions).

Conventional Enforcement: The use of police and/or peace officers to conduct enforcement of transportation laws where a human normally issues a traffic notice roadside.

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

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

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

Mobile ATE Devices: These are moveable cameras used for enforcing speed limits and stop sign infractions

Notices: Number of notices issued for a traffic contravention (speeding/intersection).

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

Penalties: Penalties refers to the following

- Voluntary payment of the fine
- Traffic notice upheld
- Traffic notice upheld in absence (didn't pay the penalty or had the matter adjudicated on or before the allotted time on the traffic notice)

School/playground Zones: A portion of a highway identified as a school or playground zone by a traffic control device.

Similar Area or intersection: A similar area or intersection covers the same amount of kilometers and has the same traffic.

Transition Zone: A 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/h speed change	10m on either side of sign, 20m total
e.g. from 50 km/h to 40 km/h	25m on either side of sign, 50m total
20 km/h speed change	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 Justice and Solicitor General, unless another date is specified within this Guideline.

New Requirements/Changes	Effective date
Programs start collecting data to comply with new quarterly data submission requirements.	January 1, 2022
Adopt new definition of transition zones that include highway on/off ramps, highway exits, or any area that may require a rapid change in speed such as a high-pressure merge.	April 1, 2022
Prohibit ATE use on residential streets with speed limit under 50km/h except school zones and construction zones.	
Restrict the issuing of a second (or additional) notice(s) if the notices were received within 5 minutes of each other so that only the higher amount notice is issued.	
Start submitting quarterly program's reporting with the first for the period of January 1, 2022- March 31, 2022 to government (Justice and Solicitor General) via the new Quarterly Data Submission Form as Microsoft excel format.	April 31, 2022
Public concern and conventional enforcement are no longer authorized site selection criteria. Remove sites that use public concern or use conventional enforcement criteria as rationale for the site.	June 1, 2022
Restrict use of ATE on construction sites to only when at least one worker is present.	
Restrict the use of ATE in school zones when school is in session, and the speed restriction is in effect, as per local municipal bylaws.	
Assess all ATE locations, using the new location selection criteria including requiring the rationale and data to be documented on a new standardized location selection form; and to try another traffic safety tool to change behaviour before considering ATE at a location (e.g., speed bumps, education).	December 1, 2022 with reassessment every two years
Add local advertising for locations that will include use of social media and online to increase public awareness.	December 1, 2022
Provide a link to the municipal program websites to be posted/linked on 511 Alberta.	
Ensure all mobile ATE vehicles are visible and to be "wrapped" or have signage, so Albertans know when driving if the mobile location is active.	
Publish 2022 Annual Public Report	May 1, 2023

Appendix A: Automatic Traffic Enforcement Quarterly Data Submission*

	Automatic Traffic Enforcement Quarterly Data Submission										
<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>											
Calendar Year:											
Quarter											
Municipality Name:											

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 Justice and Solicitor General within one month after the respective quarter. This form requires data for each ATE location.