



# **2025 Automated Traffic Enforcement Technology Guideline**



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# SECTION 1: POLICY FRAMEWORK

## 1.0 Introduction

The Government of Alberta, municipalities, and police services are collectively responsible for ensuring Automated Traffic Enforcement (ATE) programs are implemented to enhance transportation safety. These programs are a critical component of a comprehensive traffic safety strategy aimed at protecting vulnerable road users, reducing collisions, and mitigating the severity of traffic-related injuries and fatalities.

Public transparency and accountability are at the core of ATE initiatives. The use of ATE must prioritize measurable improvements in road safety outcomes. ATE programs are specifically focused on high-risk areas such as school zones, playgrounds, construction zones, and intersections with a higher frequency of collisions, forming part of a broader toolkit that includes education, engineering, and conventional enforcement.

This Guideline, approved by the Minister of Public Safety and Emergency Services, in consultation with the Minister of Transportation and Economic Corridors, establishes the framework and operational standards for ATE programs in Alberta.

## 2.0 Guiding Principles and Outcomes

### Guiding Principles

#### 1. **Safety-Centered Approach**

Transportation safety is the only goal of ATE programs.

#### 2. **Shared Accountability for Safety**

The Government of Alberta, police services, and municipalities share a collective responsibility to ensure ATE programs achieve meaningful transportation safety improvements. Coordination and clear delineation of roles and responsibilities are vital.

#### 3. **Data-Driven and Transparent Operations**

ATE programs must operate based on evidence, incorporating measurable safety objectives into local traffic safety plans. Regular evaluations, audits, and public reporting are essential for maintaining program integrity.

#### 4. **Public Trust Through Openness and Accountability**

Transparency in program operations, including public reporting on ATE locations, safety outcomes, and measurable improvements, is necessary to build and maintain public confidence.

### Desired Outcomes

1. Decrease in traffic collisions, particularly at high-risk intersections and locations.
2. Decrease in red light infractions.
3. Enhanced safety for vulnerable road users in school, playground and construction zones.

### **3.0 Authorized Locations**

- 3.1 ATE speed enforcement restricted to school zones, playground zones, and construction zones within municipalities – see definitions.
- 3.2 Intersection Safety Devices (ISDs) may only enforce red-light infractions, on roadways which are not a provincial highway or connector routes, provided that an intersection meets one of the following criteria:
- 3.2.1 The area has a higher collision frequency rate relative to similar areas or intersections when comparing over a three-year period.
  - 3.2.2 The area has a higher collision frequency for injury and fatal collisions relative to similar areas when comparing over a three-year period.
  - 3.2.3 The area has had at least five collisions resulting in injuries or fatalities in the last three years.
  - 3.2.4 The area has had at least 15 property damage, injury, or fatal collisions in the past three years.
  - 3.2.5 The use of ATE in an area 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.
  - 3.2.6 A completed ATE Location Assessment Form (PS12925) must be submitted to the police services of the jurisdiction for approval.
- 3.3 ATE is not permitted on provincial highways or connectors.
- 3.3.1 Notwithstanding this prohibition, ATE is permitted in construction zones and school or playground zones located on provincial highways or connectors.
- 3.4 Police services of jurisdiction have the authority to approve ATE sites within authorized locations, provided the following requirements are met:
- 3.4.1 A completed ATE Location Assessment Form (PS12925) must be submitted to the police services of the jurisdiction for approval.
  - 3.4.2 Police service verifies that the municipality requesting the ATE has an ATE strategy incorporated into its Traffic Safety Plan.
  - 3.4.3 Existing locations shall be reassessed and tested every two years, and documented an ATE Location Assessment Form, if within a designated zone, or through the provision of follow up evidence demonstrating that the use of ATE in an area or intersection has resulted in a reduced collision rate of overall collisions, and/or reduced rate of injury and fatal collisions.
- 3.5 Municipalities may request provincial approval for ATE locations outside authorized locations by submitting a **business case** demonstrating:
- High collision frequency and severity at the site relative to similar locations.
  - That other safety measures, such as speed bumps, flashing signs, or conventional enforcement, are ineffective at the site, are not possible, or will be ineffective.
  - A commitment to audit the exempted site every two years to assess the effectiveness of ATE at the site in reducing collisions.
  - See **Schedule A: Business Case Exemption** for details and operational requirements.

### **4.0 Roles and Responsibilities**

- 4.1 Police services are responsible for ensuring ATE aligns with the municipality's Traffic Safety Plan by targeting safety concerns such as collision-prone areas or vulnerable road users.
- 4.2 Police Services are also responsible for approving ATE site locations based on safety criteria, overseeing its use to complement conventional enforcement and achieve safety objectives, and may be responsible for analyzing collision and traffic data to evaluate program effectiveness and address public complaints from members of the public if this is not supported by their municipality.
- 4.3 Municipalities may assist with managing the operation and compliance of ATE equipment, and providing monthly public updates on site locations, enforcement data, and safety outcomes. This includes but is not limited to, analyzing collision and traffic data to evaluate program effectiveness and addressing complaints from the public.
- 4.4 The ATE Compliance Unit may conduct audits to ensure compliance with provincial guidelines, evaluate and approve new or modified ATE equipment, and address public complaints with timely corrective actions to maintain program integrity.
- 4.5 Contract Service Providers may support ATE programs by providing equipment, training, technical advice, transportation safety data analysis, and assisting with traffic notices or equipment certification. However, adhering to this Guideline and obtaining approval from the Director of Law Enforcement Standards and Audits, remains the sole responsibility of police services/municipalities.

For further details, refer to **Schedule B: Roles and Responsibilities, Traffic Safety Plan, and Non-Compliance.**

## **5.0 Data and Reporting Requirements**

### **5.1 Monthly Data**

- Police services/municipalities shall collect data on the use of ATE.
- Data refers to but is not restricted to, contravention data, collision data, 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 outlined in subsection 6.2.

### **5.2 Quarterly Data Submissions**

- Each ATE program must submit an Automated Traffic Enforcement Quarterly Data Submission form to the Director of Law Enforcement Standards and Audits within one month of the close of the respective quarter.
- The Director may modify reporting requirements or implement a data entry portal for submissions.
- Only the approved Quarterly Data Form are authorized for use by police services and municipalities. No other form of reporting will be accepted.
- Full details on data content and formatting requirements are outlined in **Schedule C: Reporting Requirements.**

### **5.3 Annual Public Reports**

- Each ATE program shall complete an annual report for the public indicating the

performance of the ATE program by May 1 of each year.

- Specific content requirements provided in **Schedule C: Reporting Requirements**.

#### 5.4 Traffic Safety Plans

- Under Alberta Provincial Policing Standards Operations Policy 2.4, every police service must maintain a local Traffic Safety Plan to coordinate efforts toward achieving transportation safety outcomes.
- Police services and municipalities must integrate ATE into traffic safety plans, updated annually, and include:
  - Justification for ATE use alongside conventional enforcement.
  - Public education efforts.
  - Research, evaluation, and performance targets.
  - For details and operational requirements, refer to **Schedule B: Roles and Responsibilities, Traffic Safety Plan, and Non-Compliance**.

### 6.0 Public Awareness

- 6.1 Clear signage must be placed at all ATE locations and municipal entry points, as detailed in **Schedule D: Public Awareness and Transparency**.
- 6.2 A four-week familiarization period with warning notices is required before enforcing at new ATE locations, as detailed in **Schedule D: Public Awareness and Transparency**.

### 7.0 Accountability and Compliance

- 7.1 The Ministry of Public Safety and Emergency Services, in collaboration with Transportation and Economic Corridors, may audit police services/municipalities against all requirements in this Guideline. The Ministry of Public Safety and Emergency Services may conduct additional directed reviews, at its discretion.
- 7.2 The Director of Law Enforcement Standards and Audits may request any ATE information at any time, at their discretion. Police services, in collaboration with their municipality, shall make available all ATE records to a representative of the Ministry of Public Safety and Emergency Services upon request.
- 7.3 At any time, if non-compliance with the Guideline is found, an ATE program may be subject to suspension until compliance is achieved.

### 8.0 Program Start and Termination

- 8.1 Any municipal police service planning to initiate a new ATE program must provide written notification to the Ministry of Public Safety and Emergency Services, as outlined in **Schedule E: Starting a New Program**.
- 8.2 Any police service intending to discontinue the use of ATE must notify the Director of Law Enforcement Standards and Audits in writing at least 30 days before ceasing operations.

### 9.0 Technology Standards

9.1 ATE equipment must meet Ministry-approved standards and undergo regular testing.

9.2 Municipalities must obtain Ministry approval before deploying new ATE technologies or making material changes to existing devices.

For details and operational requirements, refer to **Schedule F: Device and Technology Requirements**

## **10.0 Other Requirements**

10.1 ATE sites must undergo reassessment every two years as per the ATE Location Assessment Form (PS12925). Programs must demonstrate reduced collision rates or improvements in safety metrics; otherwise, locations may be deemed ineligible.

10.2 Traffic notices must be mailed within 21 working days of detecting a contravention using ATE.

## **11.0 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.

<b>New Requirements/Changes</b>	<b>Effective date</b>
ATE speed enforcement is restricted to school zones, playground zones, and construction zones. Intersection Safety Devices (ISDs) shall be used exclusively for red-light enforcement. The use of ATE technology must be removed on highways and connector routes, as identified by Transportation and Economic Corridors. Impacted municipalities have been notified (see section 3.3.1 for exceptions).	April 1, 2025
The requirement to wrap ISD's in accordance with Schedule D – Public Awareness and Transparency	May 16, 2025

# SECTION 2: IMPLEMENTATION SCHEDULES

## **SCHEDULE A: BUSINESS CASE EXEMPTIONS**

This schedule outlines the requirements for municipalities and police services to request provincial approval for ATE locations outside authorized locations. Approval is contingent upon the submission of a detailed business case that demonstrates the necessity of ATE at the proposed location and alignment with traffic safety objectives.

### **Requirements for Business Case Submission**

1. Police services and municipalities may submit a business case by providing evidence that a proposed ATE location meets either:
  - a. The collisions-to-vehicles monitored ratio at the proposed site is at least twice as high as the median across five similar sites or provide evidence of fatalities or serious injuries at the proposed site.
    - Data on total collisions and monitored vehicle counts must be collected over a minimum six-month period.
    - Data relating to the proposed site should not be included in the calculation of the median across sites.
    - Monitoring data should cover at least six months and must not be older than 18 months.
    - Collision and injury data must be obtained from Transportation and Economic Corridors, as it is the only accepted source for official traffic records in Alberta.
  - OR
  - b. The total number of collisions on a proposed site is equal to or greater than 50 collisions over a period of 1 year.

Police services and municipalities may submit the lessor of either a or b.

2. The municipality must also show that other safety measures, such as speed bumps, flashing signs, or traditional enforcement, have been ineffective or are not possible.
  - Provide details on other safety tools (e.g., engineering solutions, education campaigns, conventional enforcement) previously implemented and their results. Include plans for additional safety measures to complement ATE implementation.
  - All fields in the “Business Case Template” must be completed, and supporting documentation provided, such as collision reports, engineering studies, and records of public consultations.
  - ATE Compliance Unit will review and approve the selected locations to ensure they are representative and will conduct regular audits.

### **Evaluation and Approval Process**

Business cases must be submitted to the **Ministry of Public Safety and Emergency Services** for approval by the **Director of Law Enforcement Standards and Audits**. Approval criteria include:

- Clear evidence of collision occurrences and existing risks and the necessity of ATE at the site.
- Demonstrated lack of, or ineffective, alternative safety measures.
- A commitment to implement complementary safety strategies in conjunction with ATE.

Approved locations may be audited to confirm their continued alignment with safety objectives and to reassess their effectiveness in reducing collisions. Police services/municipalities will be notified 30 days in advance by the Director, Law Enforcement and Audits if an audit is to be scheduled.

#### **Example – Simulated Business Case (Collisions-to-vehicles monitored ratio)**

- Municipality X is requesting a business case exemption for Proposed Site A.
- At Proposed Site A, the median Collisions-to-Vehicle Monitored Ratio is compared to five similar sites. If can be demonstrated that the collision rate is at least double the rate of the approved comparable sites, this site may qualify for a business case exemption.
- The similar sites in the simulation below have a median Collisions-to-Vehicle Monitored Ratio of 0.045, whereas Proposed Site A has a ratio of 0.43, significantly exceeding the median. Therefore, this site may be eligible for an ATE exemption.
- While this site may be eligible based on this evaluation, conventional enforcement may remain the desired response. However, if the municipality can articulate that conventional enforcement has been attempted without success or can articulate why conventional enforcement is not a viable option (ie. officer safety or roadway design), ATE may be considered as one tool among other measures to address the challenges at this location.

#### **Proposed Site**

<b>Location</b>	<b>Vehicles Monitored</b>	<b>Total Collisions</b>	<b>Collisions to Vehicle Monitored Ratio</b>
Proposed Site A	2082812	89	<b>0.43</b>

#### **Similar Sites Comparison**

<b>Location</b>	<b>Number of Vehicles Monitored</b>	<b>Total Collisions</b>	<b>Collisions to Vehicle Monitored Ratio</b>
<b>Similar Site 1</b>	3958131	6	0.015
<b>Similar Site 2</b>	2683891	12	0.045
<b>Similar Site 3</b>	2762737	25	0.090
<b>Similar Site 4</b>	3245645	4	0.012
<b>Similar Site 5</b>	2291425	35	0.153
<b>Median</b>			0.045

Notes:

- The collisions per vehicle-monitored ratio is calculated using these two variables and multiplied by 10,000 to reduce decimal points.

### ATE Business Case Exemption Form

*This form is required for municipalities seeking provincial approval for additional ATE locations on an exceptional basis. Please ensure all sections are completed, and supporting documents are attached. Business cases submitted through this form are subject to audits every two-years to verify compliance with provincial guidelines and assess the effectiveness of approved ATE locations.*

#### Section 1: General Information

<b>Municipality</b>	
<b>Contact Name and Position</b>	
<b>Phone Number:</b>	
<b>Email Address:</b>	
<b>Proposed ATE Location (Address/Intersection):</b>	

#### Section 2: Collision Frequency and Site Analysis

**1. Collision Data:**

- Collision frequency at the proposed site:

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- Comparison to similar locations:

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*(Attach supporting data or reports)*

**2. Severity of Collisions:**

- Description of collision severity (e.g., fatalities, serious injuries, property damage):

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*(Attach supporting documentation, e.g., police reports, statistics)*

**3. Traffic Volume:**

- Average daily traffic volume at the site:

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*(Attach supporting traffic data, if available)*

#### Section 3: Effectiveness of Alternative Safety Measures

### 1. Implemented Safety Measures:

- List safety measures previously attempted or considered (e.g., speed bumps, flashing signs):

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- Explain why these measures were, or will be, ineffective:

### Section 4: ATE Proposal and Justification

#### 1. Reason for ATE Implementation:

- Why is ATE the most effective solution for this location?

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#### 2. Proposed Technology:

- Specify the ATE equipment to be used (e.g., speed enforcement cameras, red-light cameras):

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### Section 5: Supporting Documentation

Please attach the following documents:

- ☐ Collision data, including frequency, severity, and trends at the proposed site
- ☐ Evidence of alternative safety measures, including outcomes and evaluations
- ☐ Traffic volume data (if available) or a comparison to the municipal average
- ☐ Any additional supporting materials

### Section 6: Authorization

- Submitted by (Name and Position): \_\_\_\_\_
- Date: \_\_\_\_\_
- Police Service Signature: \_\_\_\_\_

Submission Instructions:

Police Services (or municipalities on their behalf) shall submit this completed form and all supporting documents to Director, Law Enforcement Standards and Audits at [sean.bonneteau@gov.ab.ca](mailto:sean.bonneteau@gov.ab.ca). Incomplete submissions may delay the review process.

## **SCHEDULE B: ROLES AND RESPONSIBILITIES, TRAFFIC SAFETY PLAN, AND NON-COMPLIANCE**

This schedule provides an overview of the roles and responsibilities, requirements for traffic safety plans, and actions in cases of non-compliance.

### **Roles and responsibilities**

<b>Entity</b>	<b>Duties</b>
<b>ATE Compliance Unit</b>	The ATE Compliance Unit ensures effective oversight of the province's ATE Program through proactive monitoring. Key responsibilities include: <ul style="list-style-type: none"><li>• Monthly meetings with police services, municipalities, and contractors.</li><li>• Conducting random site visits, reviewing quarterly reports, and addressing public complaints.</li><li>• Performing audits (when deemed necessary by the Director, Law Enforcement Standards and Audits) and directed reviews as needed.</li><li>• Reviewing and approving location assessment forms, new ATE location requests (including exemption requests), and equipment/technology updates.</li><li>• Handling additional tasks as directed by the Director of Law Enforcement Standards and Audits.</li></ul>
<b>Police Services</b>	Police services shall provide program direction for ATE in the form of: <ul style="list-style-type: none"><li>• Ensuring enforcement aligns with local traffic safety plans.</li><li>• Approving and directing ATE site locations and periods of operation.</li><li>• Analyzing data for municipalities and addressing public concerns collaboratively.</li><li>• Partnering with traffic safety stakeholders per Alberta Provincial Policing Standards Operations Policy 2.3 to develop effective traffic safety plans.</li></ul>
<b>Municipalities</b>	Municipalities may assist police services in managing ATE programs by: <ul style="list-style-type: none"><li>• Supplying transportation safety data and maintaining ATE information on municipal websites.</li><li>• Handling equipment, training, and administrative services such as processing traffic notices.</li><li>• Hiring peace officers, certified by the Ministry of Public Safety and Emergency Services, to operate ATE systems.</li></ul>

	<ul style="list-style-type: none"> <li>Collaborating with police services to address public concerns and ensuring ATE equipment meets certification standards.</li> </ul>
<b>Contract Service Providers</b>	<p>Contractors may support ATE programs by:</p> <ul style="list-style-type: none"> <li>Providing equipment, training, technical advice, and transportation safety data analysis.</li> <li>Assisting municipalities in managing traffic notices and inspecting or certifying ATE equipment.</li> <li>Offering peace officers for hire, as permitted under Alberta's Peace Officer Act.</li> <li>Contractors must not direct program strategy; this responsibility lies with police services.</li> <li>All contractor activities require adherence to this Guideline and prior approval from the Director of Law Enforcement Standards and Audits for any duties beyond those listed.</li> </ul>

### **Traffic Safety Plans and Eligibility for ATE Use**

Municipalities responsible for policing services, either through agreements with the RCMP or their own police services, may use ATE if their Traffic Safety Plan includes an ATE strategy. This strategy must demonstrate how ATE complements other safety initiatives, such as traffic calming, engineering, education, and enforcement.

### **Minimum ATE Strategy Requirements**

The ATE strategy must be updated annually and include:

<b>Enforcement</b>	Justify ATE use alongside conventional enforcement and ensure it supports, not replaces, officer-led enforcement and prevention.
<b>Education</b>	Outline public education efforts about ATE and safety concerns like speeding and distracted driving.
<b>Research &amp; Evaluation</b>	Define performance indicators (e.g., reduction collisions, fatalities, injuries) and set targets (e.g., 5% annual speed reduction).
<b>Communication &amp; Awareness</b>	Detail safety outcomes (e.g., reduction of collisions, excessive speed and red-light infractions), and ATE fine revenue utilization, and reinvestment in safety improvements.
<b>Engineering &amp; Technology</b>	Explain why ATE was chosen over, or in conjunction with, engineering or technological changes.
<b>Stakeholders</b>	Identify stakeholders and their roles.

### **Non-Compliance**

If a police service is found to be non-compliant through public complaints, inspections, or audits, it must take corrective actions within the specified timeline.

- Failure to address the non-compliance within the given period may result in the suspension of the police service's ATE program until full compliance is achieved.
- If compliance is still not restored following the suspension, the Director of Law Enforcement Standards and Audits may cancel the program.

- If a police service disagrees with the findings of non-compliance, the Chief or RCMP Detachment Commander (or their delegate) may discuss their concerns with the Director of Law Enforcement Standards and Audits.
- Should this discussion fail to resolve the issue, the police service may escalate the matter to the Director of Law Enforcement for review. The decision of the Director of Law Enforcement will be final.


## **SCHEDULE C: REPORTING REQUIREMENTS**

This schedule outlines the data reporting requirements for police services and municipalities operating ATE programs. Regular reporting ensures transparency, accountability, and opportunities to enhance transportation safety outcomes, as detailed below.

<b>1. Quarterly Data Submission</b>	<ul style="list-style-type: none"> <li>• Required data for each ATE location includes: <ul style="list-style-type: none"> <li>◦ Location details (ID, description, first operational date, selection criteria, and last assessment date).</li> <li>◦ ATE device type, traffic flow direction, and posted speed limit.</li> <li>◦ Deployment hours, daily traffic volume, and average speed of all vehicles.</li> <li>◦ Contraventions and notices by type.</li> <li>◦ Collision data (severity, fatalities, injuries).</li> <li>◦ Only the approved Quarterly Data Submission Form will be accepted.</li> </ul> </li> </ul>
<b>2. Annual Public Report</b>	<ul style="list-style-type: none"> <li>• At minimum shall, the annual report should include: <ul style="list-style-type: none"> <li>◦ Transportation safety outcomes, performance indicators, and targets.</li> <li>◦ Aggregate program data for: <ul style="list-style-type: none"> <li>▪ Deployment hours, monitored vehicles, ATE devices, and locations.</li> <li>▪ Contraventions, notices, and collision data (last three years).</li> <li>▪ Changes in collisions, fatalities, and injuries compared to three-year averages.</li> </ul> </li> <li>◦ ATE fine revenue usage and reinvestment in transportation safety programs.</li> <li>◦ Progress toward meeting performance targets on safety.</li> </ul> </li> </ul>



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

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

Site ID [e.g. "247"]	Device Type [e.g. ISD, Mobile]	Location Description [e.g. acquisition or physical 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 [e.g. "30"]	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. "12,007"]	Total Number of Speed Notices Issued [e.g. "1000"]	Total Number of Red Light Total Number of Red Light Running Contraventions [e.g. "1000"]	Total Number of Stop Running Notices Issued [e.g. "300"]	Total Number of Collisions [e.g. "5"]	Total Number of Fatal Collisions [e.g. "1"]	Total Number of 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.

## **SCHEDULE D: PUBLIC AWARENESS & TRANSPARENCY**

This schedule outlines the key requirements for ensuring clear communication with the public, including highway and mobile vehicle signage, public familiarization with new locations, and regular updates on enforcement activities. These measures are designed to enhance trust and compliance by maintaining openness about ATE operations.

### **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.
- In all locations where ATE is implemented, signs must be posted in advance from all directions to notify drivers of its operation, including at intersections with permanent or mobile devices.

### **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.

### **Intersection Safety Devices (ISDs)**

- ISD devices must be clearly identifiable by the public by being wrapped in reflective yellow with blue-coloured tape, so they are clearly visible at all times to drivers coming upon the device.

### **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.

## **SCHEDULE E: STARTING A NEW 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*.

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.

## **SCHEDULE F: DEVICE REQUIREMENTS AND TECHNOLOGY**

This schedule outlines the requirements for Automated Traffic Enforcement (ATE) devices, including mobile units and intersection safety devices, as well as the process for approving new or modified technology.

<b>Requirement Type</b>	<b>Details</b>
<b>Mobile Units</b>	<ul style="list-style-type: none"> <li>– Both human-operated and non-human-operated mobile units are permitted. Approval must be obtained from the Ministry of Public Safety and Emergency Services for any new technology, devices and/or upgrades that significantly alter the technology/device (i.e. software updates).</li> <li>– Equipment must be tested as per manufacturer's guidelines or Ministry requirements.</li> </ul>
<b>Intersection Safety Devices</b>	<ul style="list-style-type: none"> <li>– Devices must be tested every 30 days by a qualified individual appointed by the Minister of Transportation and Economic Corridors.</li> <li>– Individuals testing devices must provide documentation verifying competency as required under the <b>Traffic Safety Act</b>.</li> <li>– Independent verification with an approved speed-measuring device must be conducted every 30 days to ensure accuracy and proper prosecution of red-light violations.</li> <li>– ATE sites may continue to collect speed data at red-light enforcement locations to support red-light prosecutions, and to inform future traffic safety decisions.</li> <li>– Test results must be submitted quarterly to the Director of Law Enforcement Standards and Audits.</li> <li>– Red/yellow light timing must be established by a qualified engineer according to accepted standards.</li> </ul>
<b>New and Modified Technology</b>	<ul style="list-style-type: none"> <li>– Approval is required from the Ministry of Public Safety and Emergency Services for any new ATE equipment, technology, or material changes to existing equipment.</li> <li>– Requests for review and approval must be submitted to the Director of Law Enforcement Standards and Audits.</li> <li>– Failure to notify and obtain approval may invalidate traffic notices issued and undermine public confidence.</li> <li>– Approved equipment includes cameras, computers, and software for detecting and recording contraventions.</li> <li>– New affidavits must be created and submitted for approval following significant equipment changes.</li> </ul>
<b>Non-Compliance Consequences</b>	<ul style="list-style-type: none"> <li>– The use of unapproved equipment or technology may result in immediate suspension.</li> <li>– Traffic notices issued through unapproved devices may be withdrawn at the discretion of the Alberta Traffic Prosecution Service.</li> </ul>

## **SCHEDULE G: DEFINITIONS**

Throughout this Guideline, the following definitions apply:

**Authorized Locations:** Locations where ATE enforcement is permitted

**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.

**Connectors:** A route that provides continuity to highways by connecting two segments of a provincial highway or two separate provincial highway segments through a municipality. Connector routes are determined mutually between Transportation and Economic Corridors and the municipality and approved by the Director of Network and Highway Planning.

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

**Construction Zone:** is a zone or intersection marked by a warning sign indicating that construction is ahead or starting and extends until a sign indicates that construction has ended, or another speed limit sign is placed, signaling that drivers can resume normal speed.

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

**Higher Frequency (Collisions):** Refers to an increased occurrence of traffic collisions within a specific area or time frame, relative to accepted comparable locations (similar areas).

**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).

**Injury Collision:** Refers to a collision that resulted in a person, or persons, involved requiring medical treatment for physical injuries sustained in the event. The attendance of an ambulance at a collision

may be accepted as evidence of an injury collision. If a collision investigation confirms delayed and required medical treatment for any person involved, this will be accepted as evidence of an injury collision.

**Medical treatment:** Involves the transport or attendance of a collision-involved person to a medical facility for treatment, hospitalization, or long-term care of related physical injuries.

**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 zone and playground zone:** a portion of a highway identified as a school zone or a playground zone by a traffic control device in the manner prescribed by regulations, as defined by the Traffic Safety Act.

**Serious Injury or Fatal Collision:** Refers to a traffic collision in which an involved individual(s) sustains significant injuries or there is a loss of life. Serious injuries require prolonged medical care and may include, but are not limited to, hospital admission or repeated assessments or care of a medical professional. These collisions often involve high-impact forces caused by speed at impact that amplifies the force of the impact resulting in severe injuries or fatalities.

**Similar Areas or intersections:** Refers to a location which is comparable to the location which is being considered for installation and/or approval of automated enforcement equipment. The location must be objectively comparable based on characteristics such as roadway design, traffic volume and traffic behaviours.

*The ATE Compliance Unit maintains the authority to accept or reject suggested comparable “similar areas or intersection” as presented by the requesting police service/municipality.*