2026 Automated Traffic Enforcement Manual

A Guide for Municipalities

2026 Automated Traffic Enforcement Manual | Transportation and Economic Corridors

©2026 Government of Alberta | October 2026 |

This publication is issued under the Open Government Licence – Alberta (http://open.alberta.ca/licence).

This publication is available online at https://open.alberta.ca/publications/automated-traffic-enforcement-manual

Contents

1. Introduction 2

Restrictions on automated traffic enforcement 3

Where automated speed enforcement is not allowed 3

Where automated red-light enforcement is not allowed 3

2. Joining the ATE Pilot Project 4

3. Automated traffic enforcement strategy 4

4. Applying for a speed enforcement site within an authorized zone 5

Decision 5

After approval 5

5. Applying for a speed enforcement site outside an authorized zone 5

Choosing similar sites 6

Decision 7

After approval 7

6. Applying for a red-light enforcement site 7

Eligibility 7

Documents to submit 7

Choosing similar sites 8

Approval criteria 8

After approval 8

7. Specific applications that are not approved 8

8. Public notice 9

9. Signage 9

Signage Requirements 10

Ongoing public information 10

No tickets in the first four weeks 10

10. Equipment 10

11. Ending municipality's ATE Pilot Project participation 11

12. Providing information and documents 11

Classification: Public

13. Reassessment of approved sites.....13

14. Review of municipality's participation in the ATE Pilot Project 13

15. Compliance 13

16. Forms.....14

1. Introduction

Under the authority of section 18.1 of the *Traffic Safety Act*, the Automated Traffic Enforcement (ATE) Pilot Project was established through the Pilot Project (ATE) Regulation (the Regulation) to evaluate the effect of ATE on traffic safety. The ATE Pilot Project is in effect for five years as of October 15, 2026.

How to use this manual

This manual informs municipalities on how to take part in Alberta's ATE Pilot Project and how to apply for approval of the three types of enforcement sites:

- speed enforcement sites inside an authorized zone (school, playground, construction, or maintenance) — Pilot Project (ATE) Regulation section 8;
- speed enforcement sites outside an authorized zone — Pilot Project (ATE) Regulation section 9; and
- red-light enforcement sites at intersections — Pilot Project (ATE) Regulation section 10.

This manual applies from the date of the Pilot Project (ATE) Regulation coming into force on October 15, 2026, and replaces the 2025 ATE Technology Guideline. The terms used in this manual are defined in the Pilot Project (ATE) Regulation.

Important Notice

Sites approved before October 15, 2026

Sites that had a valid approval under the 2025 ATE Technology Guideline immediately before the Regulation came into force carry over as follows:

Site approved under the 2025 ATE Technology Guideline	**Treated as**
Speed enforcement site inside an authorized location	A speed enforcement site approved under section 8 of the Pilot Project (ATE) Regulation and 2026 ATE Manual

Speed enforcement outside an authorized location	A speed enforcement site approved under section 9 of the Pilot Project (ATE) Regulation and 2026 ATE Manual
Red-light site using an intersection safety device	A red-light enforcement site approved under section 10 of the Pilot Project (ATE) Regulation and 2026 ATE Manual

Carried-over sites must be reassessed within two years after:

- the original approval under the 2025 ATE Technology Guideline, if the site was not reassessed; or
- the most recent reassessment under the 2025 ATE Technology Guideline.

Carried-over sites do not require a reapplication. All other requirements in this manual must be met from October 15, 2026, forward, including signage, public notice, reporting, and equipment standards.

Restrictions on automated traffic enforcement

1. ATE can only be used while the municipality is participating in the ATE Pilot Project.
2. ATE must be carried out in accordance with the Pilot Project (ATE) Regulation (Regulation), the criteria defined in the 2026 Automated Traffic Enforcement Manual (Manual), the municipality's traffic safety plan, and any criteria, specifications or standards established under section 21(a) of the *Traffic Safety Act* for the ATE Pilot Project.
3. ATE must not replace conventional traffic enforcement in the municipality.
4. ATE speed enforcement is restricted to authorized zones (school, playground, and construction or maintenance zones) within municipalities.

Where automated speed enforcement is not allowed

ATE is not permitted:

- at any location that is not an approved speed enforcement location; or
- on a provincial highway or numbered highway connector outside an authorized zone.

ATE is only permitted at an approved speed enforcement site in an authorized zone, unless the Minister grants an exemption under section 9.0 of the Regulation. Intersection safety devices (ISDs) must not be used for automated speed enforcement.

Where automated red-light enforcement is not allowed

Automated red-light enforcement is not permitted:

- at any site that is not an approved red-light enforcement site; or
- at an intersection on a provincial highway or numbered highway connector.

2. Joining the ATE Pilot Project

To participate in the ATE Pilot Project, a municipality must:

- Notify the Minister in writing at least 30 days before the date it intends to start participating in the ATE Pilot Project; and
- Provide the municipal traffic safety plan, including the ATE strategy, to the Minister.
  - The municipality may apply for approval of a speed or red-light enforcement site(s) under section 8.0, 9.0 or 10.0 of the Regulation, at the same time as providing this notice.
  - The Minister may require the municipality to amend its ATE strategy before beginning ATE Pilot Project participation.

A municipality applying to participate in the ATE Pilot Project can send the notification and supporting documents to TSS_ATE@gov.ab.ca.

3. Automated traffic enforcement strategy

The municipality's ATE strategy must include the following in alignment with the ATE Pilot Project requirements:

- reasons for the municipality's intent to participate in the ATE Pilot Project, including justifications and safety issues ATE is intended to address;
- information on how the municipality plans to use ATE alongside conventional enforcement, and how it supports rather than replaces officer-led enforcement and prevention;
- municipality's public education plan for traffic safety and ATE, including timing and channels;
- research and evaluation information such as the data, criteria, and outcomes the municipality will use to evaluate the effect of ATE on traffic safety with performance indicators and targets (for example, reductions in collisions, fatalities, injuries, or speeds);
- communication and awareness on the safety outcomes which will be shared with the community/municipality, use of the ATE fines collected by the municipality and plans to reinvest in safety improvements;
- engineering and technology decisions which provide information on why ATE was chosen over, or together with, engineering or technology changes;
- stakeholders who are involved and their roles; and
- any other information as requested by the Minister.

A participating municipality must update its ATE strategy annually and provide the updated strategy to the Minister by emailing it to TSS_ATE@gov.ab.ca.

4. Applying for a speed enforcement site within an authorized zone

ATE authorized zones are school, playground and construction or maintenance zones within a municipality.

A municipality applying to obtain approval for use of ATE for speed enforcement in an authorized zone, should submit the ATE Site Assessment Form and all supporting documentation to TSS_ATE@gov.ab.ca.

Decision
The Minister may approve the site if satisfied the site is in an authorized zone, and the enforcement site assessment contains the required information. The municipality will receive written notice of the decision.

After approval

- Install signage (described under section 9 of this manual) before the site commencement date.
- Publish the site notice, the enforcement site assessment and the municipality's most recent annual report on the municipality's website during the four-week period beginning on the site commencement date.
- Issue no violation tickets for the first four weeks after the site commencement date.
- Collect and report data (described in section 12 of this manual) and expect reassessment within two years.

5. Applying for a speed enforcement site outside an authorized zone

A municipality applying to obtain approval for use of ATE for speed enforcement outside an authorized zone, should submit the following documents/information to TSS_ATE@gov.ab.ca:

- The ATE Site Assessment Form with supporting documentation. The form can be found at https://cfr.forms.gov.ab.ca/Form/TSS15220.
- The ATE Outside Authorized Zone form with supporting documentation. The form can be found at https://cfr.forms.gov.ab.ca/Form/TSS15219.
- Supporting documentation includes:
    - collision data: Rate and number of collisions at the proposed site, including collisions resulting in injury or death;

- similar site data: Rate and number of collisions at five similar sites, including collisions resulting in injury or death, for the same window the municipality is relying on;
- alternative safety measures: List the measures implemented, the safety outcomes, and why they were or will be ineffective or are not reasonably possible. Alternative safety measures include, but are not limited to:

    - Speed humps
    - Speed limit observation and warning system (SLOWS)
    - Traffic calming curbs
    - Advanced warning flashers
    - Protected left-turn signal phase
    - Adjustment of red-light signal phase
    - Education campaigns
    - Conventional enforcement
    - Retro-reflective wraps
    - Audible signals
    - Engineering adjustments to intersection

- include the additional safety measures implemented alongside ATE at this site.
- Other information the Minister considers necessary

Choosing similar sites

- Use exactly five similar sites with similarity determined on the basis of road type (arterial, throughway or residential), intersection and lane configuration, traffic volume (should be within 25 per cent of proposed site) and speed limits (should be within 10 kilometres per hour (km/h) of the proposed site).
- Include the reasoning for why each site is considered similar to the proposed site.
- The Minister determines whether a site is similar to the proposed site.

Approval criteria

The Minister may approve a proposed site if the Minister is satisfied that:

- the use of other traffic safety measures, such as speed bumps or conventional traffic enforcement, would be ineffective or is not reasonably possible at the speed enforcement site

And if any one of the following requirements is met:

Criterion	Comparison

A higher rate of collisions resulting in injury or death compared to similar sites over the 6 months immediately preceding the application	Against similar sites
A higher total number of collisions compared to similar sites over the year immediately preceding the application.	Against similar sites
The total number of collisions on a proposed site is equal to or greater than 50 collisions over the year immediately preceding the application.	Site record only

- Note 1: The municipality only needs to meet one of the three collision tests. Identify which test the municipality is relying on and supply the data for that window: the six months, or the one year, immediately before the application.
- Note 2: Collision and injury data (official Alberta traffic records) must be obtained from Transportation and Economic Corridors by contacting the department at TrafficSafetyData@gov.ab.ca.

Decision

The Minister may approve the site upon assessment of the information submitted by the municipality. The municipality will be notified of the decision in writing.

After approval

If approved, follow the post-approval steps as described in sections 8, 9 and 12 of this manual, regarding public notice, signage and reporting.

6. Applying for a red-light enforcement site

Eligibility

- The site must be an intersection within the municipality.
- The device may enforce red-light contraventions only.

Documents to submit

A municipality applying to obtain approval for use of ISD red-light enforcement should submit the following documents/information to TSS_ATE@gov.ab.ca:

- The ATE Site Assessment Form, as set out by the Minister with supporting documentation. The form can be found at https://cfr.forms.gov.ab.ca/Form/TSS15220.
- The ATE Outside Authorized Zone Form with supporting documentation. The form can be found at https://cfr.forms.gov.ab.ca/Form/TSS15219. Supporting documentation includes:
    - collision data - Rate and number of collisions at the proposed site, including collisions resulting in property damage, injury or death, for the three years immediately before the application.

    - similar site data: Rate and number of collisions at one or more similar sites, including collisions resulting in injury or death, for the same three-year period.
    - other information as requested by the Minister.
- Note: Collision and injury data (official Alberta traffic records) must be obtained from Transportation and Economic Corridors.

Choosing similar sites

- One or more similar sites (up to a maximum of five) with similarity determined on the basis of road type (arterial, throughway or residential), intersection and lane configuration, traffic volume (should be within 25 per cent of proposed site) and speed limits (should be within 10 km/h of the proposed site).
- Include the reasoning each site is considered similar to the proposed site.
- The Minister determines whether a site is similar to the proposed site.

Approval criteria

The Minister may approve if, during the three years immediately before the application, the intersection includes any one of the following:

Criterion	Comparison
Higher rate of collisions resulting in injury or death	Against similar sites
Higher total number of collisions	Against similar sites
At least 15 collisions resulting in property damage, injury or death	Site record only
At least five collisions resulting in injury or death	Site record only

Only one of the above criteria must be met. Provide the similar site comparison in all cases.

After approval

- Wrap the device in reflective yellow with blue-coloured tape and sign all approaches (section 9).
- Test the device and verify accuracy every 30 days (section 10).
- Publish the site notice package during the four-week period beginning on the site commencement date and issue no violation tickets during the period.
- Speed data may continue to be collected at a red-light enforcement site to support red-light prosecutions and inform traffic safety decisions. It must not be used for automated speed enforcement.

7. Specific applications that are not approved

If the Minister does not approve an application for a speed enforcement site outside of an authorized zone or a redlight enforcement site, a municipality is not permitted to submit a new application for the same site within 12 months after the date of the decision. During this time, the municipality is expected to address the reasons the application was not approved, for example by putting in place alternative safety measures and assessing their results.

8. Public notice

The municipality is required to provide public notice at two points:

When	What a municipality must publish
During the three-month period ending on the ATE Pilot Project commencement date — the date the municipality begins participating in the ATE Pilot Project	Notice of the municipality's intention to participate in the ATE Pilot Project.
During the four-week period beginning on the site commencement date for an approved enforcement site	Notice of intention to use ATE at the site, which must include: • the enforcement site assessment for the site; • the most recent municipal annual report prepared; and • any other information specified by the Minister.

The municipality must also advertise the new site in local media and on social media. Violation tickets must not be issued during this four-week period.

9. Signage

A participating municipality must display signage and other visual indications regarding the ATE, in accordance with the requirements set out by the Minister, at:

- all major entry points to the municipality;
- all approved enforcement locations;
- on the ATE equipment used at approved enforcement sites; and
- any other location specified by the Minister.

Signage Requirements

Location	Requirement
Major entry points	Permanent signs on primary access roads entering the municipality, telling the public that ATE is used to enforce speed and intersection laws.
Approved enforcement sites	Signs posted in advance from all directions of approach, at both mobile and permanent device locations.
Mobile units	Each unit must be clearly identifiable: wrapped yellow with blue "Drive Safe" lettering visible front and back; or two bright yellow signs with blue "Drive Safe" lettering front and back; letters at least 10 centimetres high with a 1.5 centimetre stroke. An alternative identified by the municipality may be used if approved.
ISDs	Wrapped in reflective yellow with blue-coloured tape so they are clearly visible at all times.
Other locations	Any other location specified by the Minister.

Ongoing public information

Keep the following on the municipal website and update it monthly:

- the enforcement site assessment for each approved site;
- the location of every approved site, including mobile deployment locations and ISDs; and
- the municipality’s most recent annual report.

No tickets in the first four weeks

No violation ticket may be issued under the *Provincial Offences Procedure Act* for a speed or red-light infraction detected by ATE at an approved enforcement site during the four-week period beginning on that site's commencement date.

10. Equipment

The Minister establishes or adopts the standards for ATE equipment. The municipality must ensure the equipment used at an approved enforcement site:

- meets those standards; and
- is tested at the intervals specified by the Minister.

Device types, testing, certification and approval of new or modified technology are described below.

Mobile units: Human-operated and non-human-operated mobile units are permitted.

- Test as per the manufacturer's guidelines or Ministry requirements.
- Approval is required before deploying new technology, devices or upgrades which significantly alter the device, including software updates.

ISDs: Use for red-light enforcement only.

- Test every 30 days by a qualified individual appointed by the Minister of Transportation and Economic Corridors.
- Testers must hold documentation verifying competency as required under the *Traffic Safety Act.*
- Carry out independent verification with an approved speed-measuring device every 30 days to support accuracy and prosecution of red-light violations.
- Submit test results quarterly.
- Red and yellow light timing must be set by a qualified engineer to accepted standards.
- Speed data may still be collected to support red-light prosecutions and inform traffic safety decisions.

New and modified technology: Approval is required before using new ATE equipment or technology or making material changes to existing equipment.

- Approved equipment includes cameras, computers and software used to detect and record contraventions.
- Submit new affidavits for approval after significant equipment changes.
- Failure to obtain approval may invalidate traffic notices issued and undermine public confidence.

Non-compliance: Using unapproved equipment or technology may result in suspension of a municipality's participation in the ATE Pilot Project. Traffic notices issued through unapproved devices may be withdrawn at the discretion of the Alberta Traffic Prosecution Service.

11. Ending municipality's ATE Pilot Project participation

If the municipality intends to stop participating in the ATE Pilot Project, notify the Minister in writing at least 30 days before the termination date. The notification must be sent to TSS_ATE@gov.ab.ca.

12. Providing information and documents

Participating municipalities must provide the Minister with any information or documents the Minister considers necessary to:

- reassess an approved enforcement site;

- conduct a review of municipal participation;
- evaluate the ATE Pilot Project; or
- carry out the purposes of the Regulation.

The Minister must evaluate the ATE Pilot Project and the effect of ATE on traffic safety. Municipal data submissions and annual reports enable this evaluation. The information must be provided in the form and manner specified by the Minister, and within the period or at the intervals the Minister specifies. All required documentation can be emailed to TSS_ATE@gov.ab.ca.

The current requirements and expectations are mentioned below. Any changes to the requirements and expectations will be communicated to the municipalities participating in the ATE Pilot Project.

Requirement	Detail
Monthly data collection	Collect data for each approved enforcement site every month, including contravention data, collision data, images and any other data required.
Quarterly data submission	Submit within one month of the close of each quarter using the approved data submission form https://www.alberta.ca/system/files/tec-ate-quarterly-data-submission-form.xlsx. For each site include: • location details: ATE Site ID, description, first operational date, selection criteria and last assessment date; • device type, direction of traffic flow and posted speed limit; • deployment hours, average daily traffic volume, number of vehicles monitored and average speed; • contraventions and notices by type; and • collision data, including severity, injuries and fatalities.
Annual report	Complete by May 1 each year, publish on the municipality's website, and include: • transportation safety outcomes, performance indicators and targets; • aggregate program data: deployment hours, vehicles monitored, devices and locations; • contraventions, notices and collision data for the last three years;

	• changes in collisions, fatalities and injuries against three-year averages; • ATE fine revenue use and reinvestment in transportation safety; and • progress against the municipality's performance targets.
Records on request	Provide any information or documents the Minister considers necessary for reassessment, review, ATE Pilot Project evaluation or carrying out the Regulation, within the period the Minister specifies.
Traffic notices	Mail traffic notices within 21 working days of detecting a contravention.

13. Reassessment of approved sites

The Minister reassesses each approved enforcement site to determine if ATE at that site has, over the two years immediately before the reassessment, reduced:

- the rate of collisions resulting in injury or death; or
- the total number of collisions.

Each site is reassessed within two years after being initially approved, and every two years after that for as long as the municipality is participating in the ATE Pilot Project.

If the Minister is not satisfied with the result, the Minister may direct the municipality to take any actions the Minister considers necessary or suspend or cancel municipal participation in the ATE Pilot Project.

Two-year site reassessments require the ATE Site Assessment Form, which can be found at https://cfr.forms.gov.ab.ca/Form/TSS15220, and all supporting documentation to be submitted to the TSS_ATE@gov.ab.ca prior to the end of the site's two-year approval window.

13. Review of municipality's participation in the ATE Pilot Project

The Minister may review municipal participation and use of ATE at any time to decide whether municipalities are complying with the Regulation. Municipalities should ensure ATE records are available on request.

14. Compliance

- If the Minister decides a municipality has contravened or failed to comply with the Regulation, the Minister may notify and direct the municipality to take any actions the Minister considers necessary.
- If the Minister is not satisfied that the problem has been corrected, the Minister may suspend or cancel the municipality's participation in the ATE Pilot Project.
- The Minister may reinstate the municipality's participation in the ATE Pilot Project if satisfied that the municipality is in compliance.

15. Forms

Forms have been hyperlinked throughout the manual and are also available through the links below:

- Automated Traffic Enforcement Site Assessment
- Automated Traffic Enforcement Outside Authorized Zone Application
- Automated Traffic Enforcement Quarterly Data Submission

All completed forms must be submitted to TSS_ATE@gov.ab.ca.