



Government of / Gouvernement des
Northwest Territories
Territoires du Nord-Ouest

NWT Traffic Collision Facts

Collisions de la route aux TNO

Le présent document contient la traduction française de l'introduction.

2024

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Introduction

The Traffic Collision Information System (TCIS) is a computer-based system that compiles information on traffic collisions occurring throughout the Northwest Territories (NWT).

Information in this publication is derived from the Motor Vehicle Collision Report forms that are completed by Royal Canadian Mounted Police (RCMP) detachments in accordance with Section 262 of the *Motor Vehicles Act*. The collection of this valuable data is made possible by the efforts and dedication of the many RCMP officers across the NWT who complete the forms from their collision investigations.

This publication contains useful information on issues such as drinking and driving, unsafe speed, young and old drivers, and use of occupant restraints that affect crashes and their severities. This report is organized into 12 sections. The contents of each section are described below.

Introduction (français)

Le Système d'information sur les collisions de la route (SICR) est un système informatisé qui permet de compiler des données sur les collisions routières qui se produisent aux Territoires du Nord-Ouest (TNO).

Les renseignements contenus dans la présente publication proviennent des formulaires de rapport de collision de véhicules automobiles remplis par les détachements de la Gendarmerie royale du Canada (GRC) conformément à l'article 262 de la *Loi sur les véhicules automobiles*. La collecte de ces données utiles est rendue possible grâce aux efforts et au dévouement des nombreux agents de la GRC de l'ensemble des TNO qui remplissent les formulaires à la suite de leurs enquêtes sur les collisions.

La présente publication contient des renseignements utiles sur des sujets comme la conduite en état d'ébriété, les excès de vitesse, les jeunes conducteurs et les conducteurs âgés et l'utilisation de dispositifs de retenue des occupants, qui ont une incidence sur les collisions et leur gravité. Ce rapport est divisé en 12 sections. Le contenu de chaque section est décrit ci-dessous.

Quick Facts

2024 QUICK FACTS REPORT

2024 Compared to 2023

	<u>2023</u>	<u>2024</u>	<u>% Change</u>
PROPERTY DAMAGE ONLY COLLISIONS	353	467	32.3
PERSONAL INJURY COLLISIONS	57	63	10.5
FATAL COLLISIONS	4	2	-50.0
TOTAL REPORTED COLLISIONS	414	532	28.5
NUMBER OF PERSONS KILLED	4	2	-50.0
NUMBER OF PERSONS INJURED	85	84	-1.2
NWT HIGHWAY SYSTEM COLLISIONS	71	87	22.5
RURAL COLLISIONS	3	7	133.3
COLLISIONS IN COMMUNITIES	340	438	28.8
REGISTERED VEHICLES	42,410	43,164	1.8
LICENSED DRIVERS	26,823	27,442	2.3
NWT POPULATION [1]	44,972	44,731	-0.5
COLLISIONS PER 100 LICENSED DRIVERS	1.54	1.94	25.6
COLLISIONS PER 100 REGISTERED VEHICLES	0.98	1.23	26.3
COLLISIONS PER 100 POPULATION	0.92	1.19	29.2
COLLISIONS INVOLVING ALCOHOL	21	26	23.8

[1] 2023 and 2024 population from NWT Bureau of Statistics July 1 estimate published in 'Quarterly Report', March 2025.

Section Summaries

Section 1 - Historical Trends

This section illustrates the 36-year history of collisions, victims and licensed drivers and vehicles. There was a total of 532 collisions reported in 2024. This is a marked increase from 2023 but significantly lower than the historic average. Reporting definitions remained the same from 1989 to 2011.

Starting in 2012, the monetary threshold for reporting property-damage-only collisions increased from \$1,000 to \$2,000. Trends in injuries, property-damage collisions and total collisions declined steadily between 1989 and 1998. This decline took place in spite of the increased population and number of licensed drivers and registered vehicles. Total collisions and property-damage-only collisions increased between 1998 and 2008. Since 2008, the total number of collisions has been declining along with the number of persons sustaining injuries.

Because of the small number of fatal collisions in the NWT, trends are difficult to identify and are subject to year-to-year fluctuations. There were two traffic fatalities reported in 2024, which is near the 36-year average, while the 84 persons injured in 2024 is considerably less than the historic average.

Section 2 - Time of Occurrence

Section 2 shows the distribution of collisions by time of day, week and month. The highest number of collisions occurred during the winter months, November to March. Conversely, injury-producing collisions are more likely to occur during the summer months.

Collisions are most likely to take place during the late afternoon and early evening. More collisions take place on Fridays and Saturdays than on Sundays and weekdays.

Section 3 - Major Contributing Factors

Contributing factors are those circumstances or factors that the reporting police officer perceives to have directly contributed to the collision or its severity. Factors are selected from four categories: driver condition, driver action, vehicle condition and driving environment.

Driver condition is three times as prevalent in injury and fatal collisions (16%) than in all collisions (5%). Driver error accounts for 71% of all factors in collisions, as compared to vehicle condition (less than 1%) and environmental condition (4%).

Section 4 - Environmental Factors

The driving environment consists of road, light and weather conditions, as well as events leading up to and during a collision. It is important to understand all these factors to properly design effective countermeasures for reducing collisions. Section 4 provides a breakdown of collisions for each of the different driving environments by severity and road system.

Most collisions occur under favorable conditions, such as clear weather, daylight and on a road surface that is free of defects. Intersection-related collisions are far more frequent in communities than in rural areas or on the NWT highway system.

Section 5 - Driver Factors

This section describes the characteristics of drivers involved in collisions. In 2024, 761 drivers were involved in 532

collisions. This is an average of 1.43 drivers per collision. Details on driver age, gender, condition, action and class of license is presented.

Of particular interest and concern is the over-representation of young drivers in collisions. Drivers aged 15 to 19 years are 33% more likely to be involved in a collision than drivers aged 35 to 44 years. On August 1, 2005, the Graduated Driver Licensing Program was introduced to make the process of learning to drive a safer experience. New drivers are required to go through three stages to obtain a full Class 5 license:

STAGE 1 – LEARNER CLASS 7

- Must be 15 years of age.
- Must pass a written examination.
- The Learner’s Stage lasts for a minimum of 12 months, providing the driver remains suspension-free.

Conditions

- A Learner must drive with a fully licensed driver who has a minimum of 24 months experience with a full Class 5 license.
- Time spent suspended will have to be made up before moving on to the next stage.
- A Learner cannot have any passengers other than the supervisor.
- A Learner cannot drive between the hours of 11 p.m. and 6 a.m.
- A Learner must have a 0 blood alcohol content (BAC).
- A Learner is subject to a lower demerit point threshold.

STAGE 2 – PROBATIONARY CLASS 5P

- Must be 16 years of age.
- Must have completed the 12-month Learner Stage.
- Must pass a practical road examination.
- The Probationary Stage lasts for a minimum of 12 months, providing the driver remains suspension-free.

Conditions

- No supervisor required.
- The number of passengers for a probationary driver can be equal to the number of seat belts available in the vehicle.
- Only one passenger is permitted in the front seat.
- A Probationary Driver must have a 0 BAC.
- A Probationary Driver is subject to a lower demerit point threshold.

STAGE 3 – FULL CLASS 5

- Must be 17 years of age.
- Must have completed the Probationary Stage.

Section 6 - Vehicle Factors

There was a total of 936 vehicles involved in 532 collisions in 2024. This is an average of 1.76 vehicles per collision. This section provides details on the different vehicle types involved in collisions.

Section 7 - Victims and Occupant Restraints

The TCIS attempts to capture information on all road users involved in collisions, whether they are injured or not.

This data can be used to calculate exposure rates for road users by injury severity, age, road user class, gender and many other variables.

Of interest is the relationship between the severity of injury to motor vehicle occupants and seat belt use. Unrestrained occupants are more than three times as likely to suffer injuries compared to restrained occupants. The severity of injury is lower for victims using seat belts.

The proper use of seat belts is an important factor when evaluating their effectiveness in reducing or preventing injuries. This is especially true of young children and the use of child restraints. Based on a survey conducted on behalf of Transport Canada in 2010, approximately 98% of children were restrained in the NWT. The survey further estimated that only 56% of these children were in a correctly installed device or one that is appropriate for the size and age of the child.

Section 8 - Pedestrians

This section presents a summary of collisions involving pedestrians. For 2024:

- 9 pedestrians were injured;
- one pedestrian was killed;
- 4 of the 10 pedestrians injured or killed were over the age of 55;
- 9 of the 10 pedestrians injured or killed were within a community;
- 4 of the pedestrians were under the influence of alcohol.

Section 9 - Alcohol

On December 1, 2004, new measures were introduced to reduce impaired driving in the NWT:

- Drivers caught with .05 to .08 BAC automatically have their driver's license suspended for 24 hours for a first offence, or 30 days for further offences within a two-year period.
- Novice drivers with any BAC automatically have their driver's license suspended for 30 days.
- Drivers caught with over .08 BAC or who refuse to provide a breathalyzer sample automatically have their driver's license suspended for 24 hours, are given a seven-day temporary driver's permit and then further suspended for 90 days, in addition to *Criminal Code* charges for impaired driving.
- Drivers convicted of impaired driving under the *Criminal Code* are automatically prohibited from driving for:
 - 1 year for a first conviction;
 - 3 years for a second conviction;
 - 5 years for a third conviction;
 - 5 or more years for additional convictions or if the offence caused a death.
- Drivers wishing to have their driving privileges reinstated after an administrative license suspension are required to pay reinstatement fees and may be required to satisfy conditions including:
 - An alcohol dependency assessment;
 - A driver assessment;
 - Participation in a driver improvement program;
 - Participation in an alcohol dependency awareness program;
 - Participation in an alcohol treatment program;

- Participation in an alcohol ignition interlock program, or
 - Any other condition the Registrar considers appropriate.
- Police have the authority to impound a vehicle for 30 days if the vehicle is operated by a driver whose driving privileges are suspended.

In 2024, there were 26 collisions involving alcohol, resulting in 14 persons being injured. There was one alcohol-related fatality in 2024. Alcohol-related injuries are significantly below the 36-year average.

Section 10 - Off-Road Vehicles

Off-road vehicles, including snowmobiles and all-terrain vehicles (ATVs) are a common form of transportation in isolated communities in the NWT. From the figures presented in this section, the facts below should be noted:

- 38% of off-road vehicle collisions resulted in injuries;
 - None of the collisions resulted in a fatality;
 - 13% of off-road vehicle drivers in collisions had been drinking or were impaired by alcohol;
 - 70% of off-road vehicle drivers or passengers in collisions were wearing helmets;
 - 88% of the off-road vehicles involved in collisions were ATVs.
-

Section 11 - Geographic Distribution

This section presents a detailed summary of collisions by region, RCMP detachment and severity. 70% of collisions took place in the North Slave region. The North Slave region also accounted for 58% of persons injured. Two fatalities took place in the North Slave Region.

A map detailing collisions that occurred on the NWT Highway system is shown on Page 53. Highway 3 (Yellowknife Highway) accounted for 32% of collisions occurring on the 10 numbered highways.

Section 12 – National Comparison

This section compares injury and fatality rates for Canadian jurisdictions for the 2023 calendar year. This is the most recent year for which complete data is available. Fatality and injury rates are shown; per 100,000 population, per billion vehicle-kilometres of travel, and per 100,000 licensed drivers for each province and territory. The casualty rates for the NWT are less than the Canada average for three of the six indicators.

Definitions

REPORTABLE MOTOR VEHICLE COLLISION - An incident involving one or more motor vehicles resulting in death, personal injury or a minimum of \$2,000 in property damage. The TCIS only records reportable motor vehicle collisions that occur on, or adjacent to, roadways intended for use by the general public. The following is a list of words and terms used in reportable collisions:

INCIDENT - Any set of events not under human control that includes at least one occurrence of injury or damage. It originates when human control is lost and terminates when control is regained, or in the absence of persons who are able to regain control when all persons and property are at rest.

Excluded are events which are known to be the result of deliberate intent, legal intervention or natural disasters. As an example, if a vehicle catches fire due to mechanical failure and the driver is able to stop the car, this is not a traffic collision because control of the vehicle was never lost.

VEHICLE - is any vehicle designed to travel on land that is drawn, propelled or driven by any kind of power, including muscular power, but does not include a device designed to run exclusively on rails.

MOTOR VEHICLE - is a vehicle propelled or driven by power other than by wind, gravity or muscular power and includes a trailer, but does not include: an aircraft or a marine vehicle, a device that runs or is designed to run exclusively on rails, a mechanically propelled wheelchair or mobility device.

PEDESTRIAN - is a person on foot, in a wheelchair or mobility device and includes a child in a carriage or carried by a person on foot, persons on ice skates, skis, roller blades, skateboards and persons pushing or pulling vehicles. A pedestrian does NOT include persons jumping or falling from a vehicle in motion.

ALCOHOL IMPAIRED – driver was tested for alcohol and had a blood alcohol concentration at or above the legal limit of 80 mg%.

ALCOHOL INVOLVED – driver was not tested but alcohol was determined by the investigating officer to be a contributing factor. This also includes drivers

tested for alcohol and had a blood alcohol concentration greater than zero but less than the legal limit.

DAMAGE - harm to property that reduces the monetary value of that property. It includes harm to animals that have monetary value. It excludes mechanical failure incurred by normal operation such as a tire blow out or broken fan belt.

ROADWAY - any highway, secondary road, rural road, street, avenue, parkway, lane, alley or bridge designed and intended for, or used by, the general public for the passage of vehicles and pedestrians. This includes sidewalks, boulevards and the immediate right-of-way adjacent to and parallel with the roadway. It also includes winter/ice roads, trails, privately maintained roads, driveways and parking lots on which the general public may travel.

NWT HIGHWAY COLLISION – a collision occurring on one of the ten numbered highways or on an access or winter road maintained by the GNWT.

COMMUNITY COLLISION – a collision occurring within the corporate limits of a community but not on any of the roads on the NWT highway system.

RURAL COLLISION – a collision occurring outside of the corporate limits of a community and off of any of the roads on the NWT highway system.

PROPERTY DAMAGE ONLY COLLISION (Property Damage) - a motor vehicle collision resulting in total damages over the prescribed amount as defined in the Motor Vehicles Act (\$2,000) with no personal injuries or deaths.

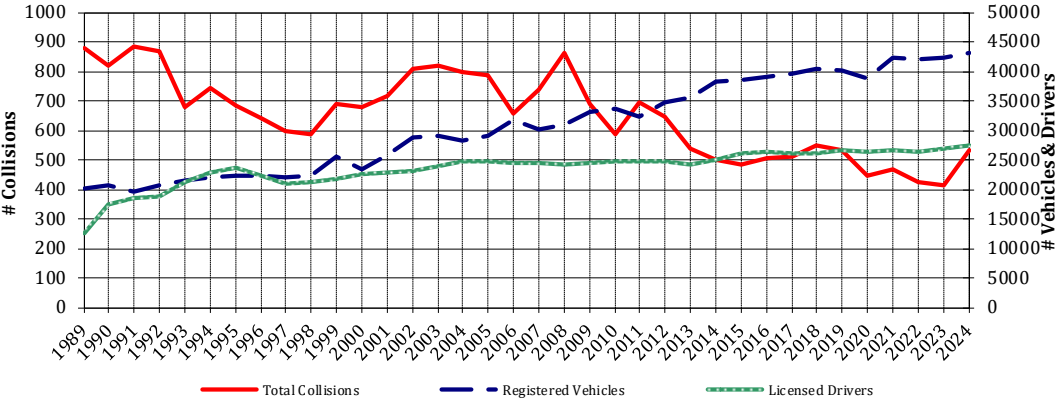
INJURY COLLISION (Personal Injury) - a motor vehicle collision resulting in a non-fatal injury to one or more persons. An injury is defined as any bodily harm resulting from the collision.

FATAL COLLISION (Fatal) - a motor vehicle collision resulting in death within 30 days to one or more involved persons. Death must be the result of injuries incurred from the collision. This excludes death from natural causes such as heart attacks.

Historical Trends – Section 1

Trends in Licensed Drivers, Registered Vehicles and Collisions

Figure 1.1

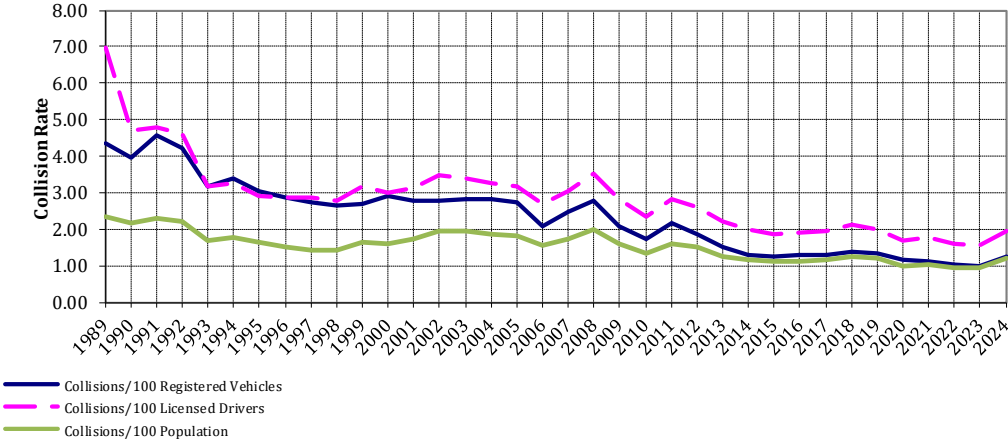


3 Year Summary

	2022	2023	2024	% Change
Registered Vehicles	41,930	42,410	43,164	1.8
Licensed Drivers	26,471	26,823	27,442	2.3
Total Collisions	427	414	532	28.5

Trends in Collision Rates by Vehicles, Drivers and Population

Figure 1.2



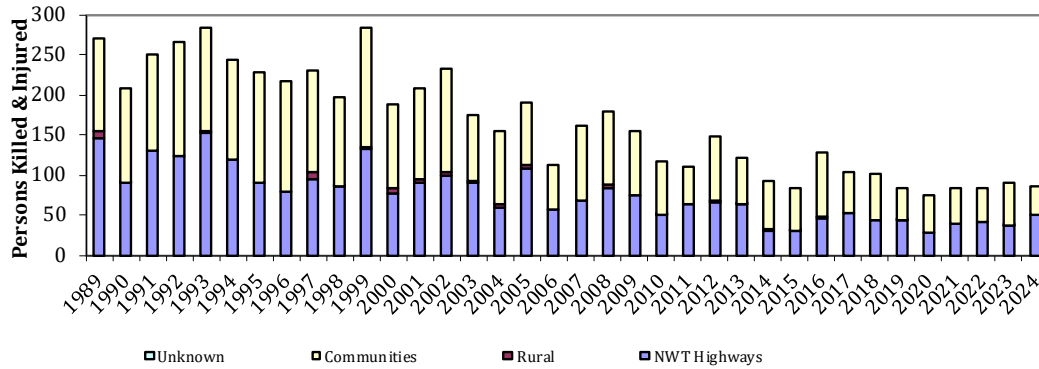
3 Year Summary

	2022	2023	2024	% Change
Collisions/100 Registered Vehicles	1.02	0.98	1.23	26.3
Collisions/100 Licensed Drivers	1.61	1.54	1.94	25.6
Collisions/100 Population	0.94	0.92	1.19	29.2

Historical Trends – Section 1

Trends in Injuries & Fatalities

Figure 1.3

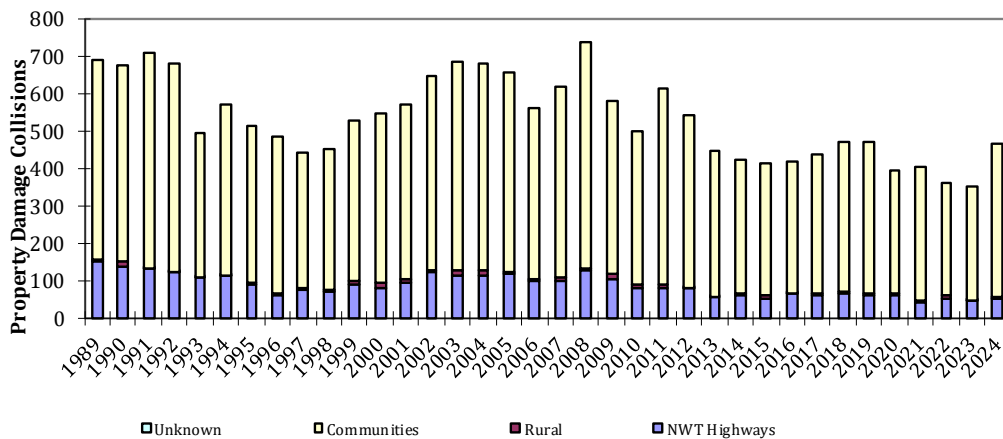


3 Year Summary

	Persons Injured				Persons Killed			
	2022	2023	2024	Average	2022	2023	2024	Average
NWT Highways	40	33	50	41	1	3	1	2
Rural	0	1	0	0	0	0	0	0
Communities	43	51	34	43	0	1	1	1
Total	83	85	84	84	1	4	2	2

Trends in Property Damage Collisions

Figure 1.4



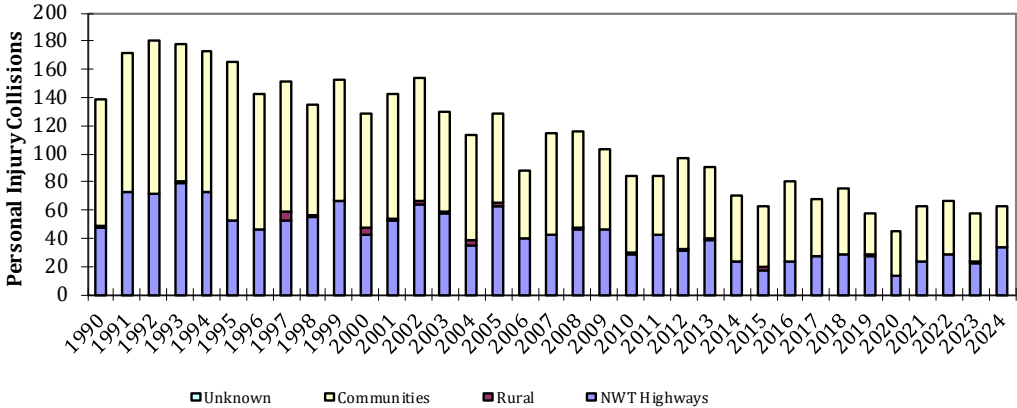
3 Year Summary

	Property Damage Collisions			
	2022	2023	2024	Average
NWT Highways	54	46	52	51
Rural	6	2	7	5
Communities	300	305	408	338
Total	360	353	467	393

Historical Trends – Section 1

Trends in Personal Injury Collisions

Figure 1.5

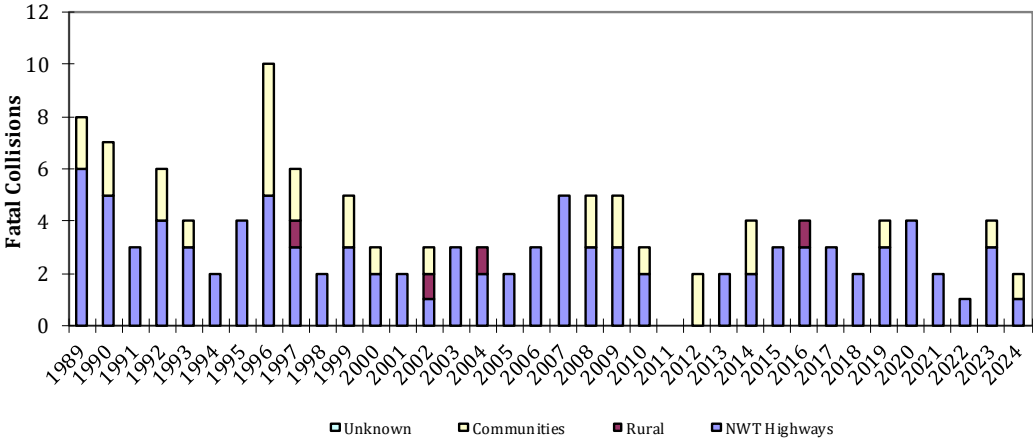


3 Year Summary

	Personal Injury Collisions			
	2022	2023	2024	Average
NWT Highways	28	22	34	28
Rural	0	1	0	0
Communities	38	34	29	34
Total	66	57	63	62

Trends in Fatal Collisions

Figure 1.6



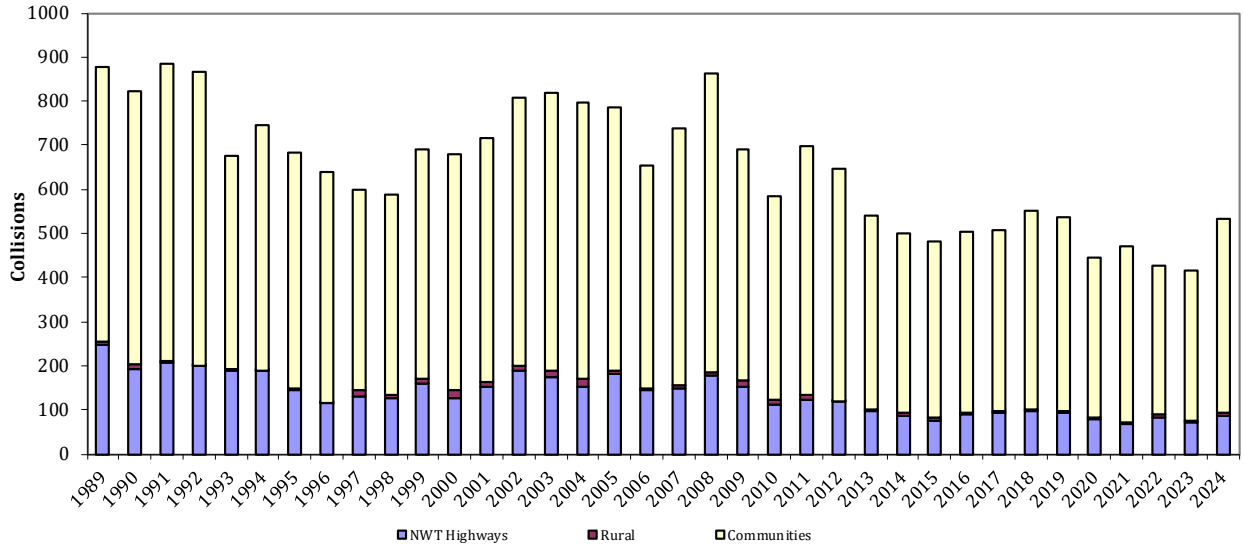
3 Year Summary

	Fatal Collisions			
	2022	2023	2024	Average
NWT Highways	1	3	1	2
Rural	0	0	0	0
Communities	0	1	1	1
Total	1	4	2	2

Historical Trends – Section 1

Trends in All Reported Collisions

Figure 1.7



3 Year Summary

	2022	2023	2024	Average
NWT Highways	83	71	87	80
Rural	6	3	7	5
Communities	338	340	438	372
Total	427	414	532	458

Property Damage Collisions by Month and Year

Figure 1.8

Month	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Avg. 14 to 23	2024
January	56	37	46	44	54	50	53	43	38	38	46	49
February	57	44	46	42	62	52	55	42	36	41	48	69
March	35	34	40	51	47	50	36	45	31	39	41	43
April	28	26	44	25	29	23	24	28	25	24	28	32
May	32	27	32	19	18	30	19	28	27	26	26	20
June	25	34	22	34	36	23	15	31	28	15	26	33
July	17	29	25	22	31	36	19	23	27	18	25	28
August	28	30	26	32	35	36	23	25	29	22	29	31
September	22	22	26	32	34	41	27	25	19	20	27	34
October	26	34	31	38	40	26	37	25	26	22	31	44
November	49	50	31	52	44	46	34	41	36	35	42	35
December	51	49	52	41	43	60	54	48	38	53	49	49
Total	426	416	421	432	473	473	396	404	360	353	415	467

Historical Trends – Section 1

Personal Injury Collisions by Month and Year

Figure 1.9

Month	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Avg. 14 to 23	2024
January	7	8	8	3	4	5	7	4	8	3	6	5
February	8	3	6	6	9	5	4	6	3	4	5	3
March	5	2	7	9	5	3	2	3	2	3	4	4
April	2	2	7	2	4	4	2	3	4	6	4	4
May	2	5	4	4	4	1	3	2	4	6	4	4
June	10	4	9	3	9	9	5	4	3	10	7	13
July	6	3	10	7	10	6	4	7	9	5	7	7
August	8	13	5	11	5	6	4	11	8	3	7	9
September	4	3	2	4	9	4	2	6	4	5	4	7
October	6	6	5	7	7	4	6	5	7	6	6	2
November	5	7	8	7	5	5	2	5	4	3	5	1
December	7	7	9	11	4	6	4	7	10	3	7	4
Total	70	63	80	74	75	58	45	63	66	57	65	63

Fatal Collisions by Month and Year

Figure 1.10

Month	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Avg. 14 to 23	2024
January	0	0	0	0	0	0	0	0	0	0	0.0	0
February	0	0	0	0	0	1	1	0	0	0	0.2	0
March	0	0	2	0	1	0	0	0	0	0	0.3	0
April	0	0	0	0	0	0	1	0	0	0	0.1	0
May	1	1	0	2	1	0	1	0	0	2	0.8	0
June	0	0	1	0	0	0	0	1	0	1	0.3	0
July	1	0	0	0	0	1	0	0	0	0	0.2	0
August	0	0	1	0	0	1	0	1	0	1	0.4	1
September	0	1	0	0	0	0	0	0	0	0	0.1	1
October	2	1	0	1	0	1	0	0	1	0	0.6	0
November	0	0	0	0	0	0	0	0	0	0	0.0	0
December	0	0	0	0	0	0	1	0	0	0	0.1	0
Total	4	3	4	3	2	4	4	2	1	4	3.1	2

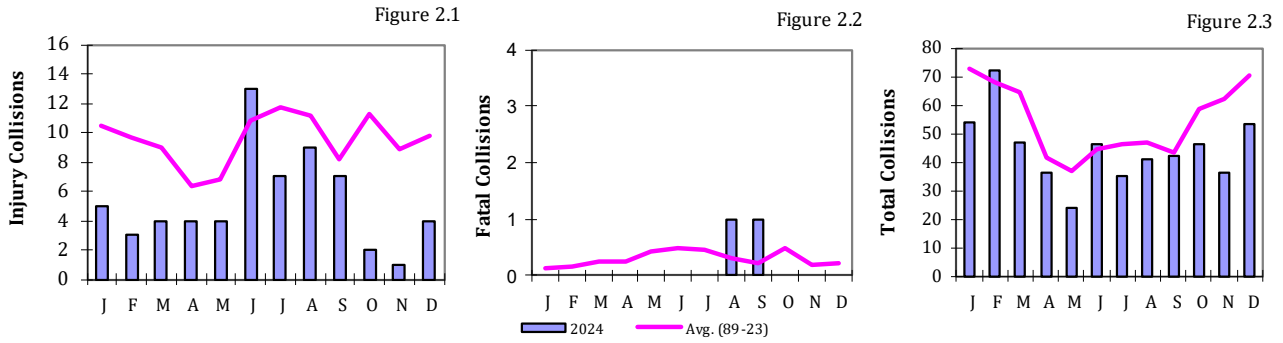
Total Collisions by Month and Year

Figure 1.11

Month	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Avg. 14 to 23	2024
January	63	45	54	47	58	55	60	47	46	41	52	54
February	65	47	52	48	71	58	60	48	39	45	53	72
March	40	36	49	60	53	53	38	48	33	42	45	47
April	30	28	51	27	33	27	27	31	29	30	31	36
May	35	33	36	25	23	31	23	30	31	34	30	24
June	35	38	32	37	45	32	20	36	31	26	33	46
July	24	32	35	29	41	43	23	30	36	23	32	35
August	36	43	32	43	40	43	27	37	37	26	36	41
September	26	26	28	36	43	45	29	31	23	25	31	42
October	34	41	36	46	47	31	43	30	34	28	37	46
November	54	57	39	59	49	51	36	46	40	38	47	36
December	58	56	61	52	47	66	59	55	48	56	56	53
Total	500	482	505	509	550	535	445	469	427	414	484	532

Time of Occurrence – Section 2

Collisions by Month of Occurrence



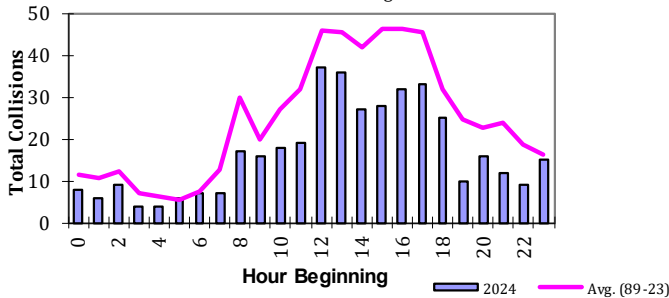
Collisions & Victims by Month of Occurrence

Figure 2.4

Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	49	5	0	54	11	0
February	69	3	0	72	6	0
March	43	4	0	47	5	0
April	32	4	0	36	7	0
May	20	4	0	24	4	0
June	33	13	0	46	16	0
July	28	7	0	35	7	0
August	31	9	1	41	9	1
September	34	7	1	42	11	1
October	44	2	0	46	2	0
November	35	1	0	36	1	0
December	49	4	0	53	5	0
Total	467	63	2	532	84	2

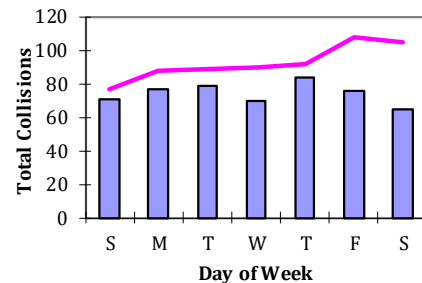
Total Collisions by Time of Day

Figure 2.5



Total Collisions by Day of Week

Figure 2.6



Time of Occurrence – Section 2

Collisions by Time of Day & Day of Week*

Figure 2.7

Collision Hour	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total	%
12 to 1 a.m.	1	2	1	0	1	1	2	8	1.5
1 to 2 a.m.	1	1	1	0	0	1	2	6	1.1
2 to 3 a.m.	2	0	0	2	3	0	2	9	1.7
3 to 4 a.m.	1	0	1	0	1	0	1	4	0.8
4 to 5 a.m.	1	1	1	0	0	1	0	4	0.8
5 to 6 a.m.	2	0	1	1	1	1	0	6	1.1
6 to 7 a.m.	1	2	1	0	0	2	1	7	1.3
7 to 8 a.m.	0	1	2	1	0	2	1	7	1.3
8 to 9 a.m.	2	2	2	4	2	4	1	17	3.3
9 to 10 a.m.	4	1	4	4	0	1	2	16	3.1
10 to 11 a.m.	3	3	7	3	1	0	1	18	3.4
11 to 12 a.m.	2	4	3	3	4	2	1	19	3.6
12 to 1 p.m.	3	6	5	4	12	5	2	37	7.1
1 to 2 p.m.	8	6	2	6	5	5	4	36	6.9
2 to 3 p.m.	3	8	3	4	4	2	3	27	5.2
3 to 4 p.m.	3	3	2	2	9	5	4	28	5.4
4 to 5 p.m.	3	6	5	4	5	5	4	32	6.1
5 to 6 p.m.	5	2	6	7	6	6	1	33	6.3
6 to 7 p.m.	3	4	2	3	5	5	3	25	4.8
7 to 8 p.m.	0	0	2	1	4	2	1	10	1.9
8 to 9 p.m.	5	2	2	1	1	2	3	16	3.1
9 to 10 p.m.	1	1	5	1	1	2	1	12	2.3
10 to 11 p.m.	0	2	4	0	0	1	2	9	1.7
11 to 12 p.m.	1	2	1	4	1	5	1	15	2.9
Not Stated	16	18	16	15	18	16	22	121	23.2
Total	71	77	79	70	84	76	65	522	
%	13.6	14.8	15.1	13.4	16.1	14.6	12.5	100.0	

* Excludes collisions in which Day of Week was unknown.

Major Contributing Factors – Section 3

Collisions by Severity Where Human Condition was a Major Contributing Factor

Figure 3.1

Human Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Fatigued, Fell Asleep	0	0	0	0	0.0
Inexperience	0	0	0	0	0.0
Under Influence - Alcohol	15	8	1	24	4.5
Under Influence - Drugs	1	0	0	1	0.2
Sudden Illness, Lost Consciousness	0	1	0	1	0.2
Other Driver Condition	0	0	0	0	0.0
Total	16	9	1	26	4.9

Collisions by Severity Where Human Action was a Major Contributing Factor

Figure 3.2

Human Action	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Following Too Closely	14	2	0	16	3.0
Distracted, Inattentive	23	5	0	28	5.3
Driving Too Fast for Conditions	52	4	0	56	10.5
Improper Turning or Passing	27	0	0	27	5.1
Failed to Yield Right-of-Way	27	10	0	37	7.0
Disobeyed Traffic Control/Officer	3	2	0	5	0.9
Driving on Wrong Side of Road	2	2	0	4	0.8
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	93	3	0	96	18.0
Lost Control	90	20	1	111	20.9
Other Driver Action	0	0	0	0	0.0
Total	331	48	1	380	71.4

Collisions by Severity Where Vehicle Condition was a Major Contributing Factor

Figure 3.3

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Defective Brakes	0	0	0	0	0.0
Defective Steering	0	0	0	0	0.0
Defective Lights	0	0	0	0	0.0
Tire Blown Out	0	0	0	0	0.0
Unsecured Load, Spilled Load	0	0	0	0	0.0
Oversized Load, Overload	0	0	0	0	0.0
Visibility Obstructed	0	0	0	0	0.0
Other Vehicle Contributing Factor	2	0	0	2	0.4
Total	2	0	0	2	0.4

Major Contributing Factors – Section 3

Collisions by Severity Where Environmental Condition was a Major Contributing Factor

Figure 3.4

Environmental Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Animal on Roadway	12	1	0	13	2.4
Road Surface or Condition	6	1	0	7	1.3
Obstruction/Debris on Road	0	0	0	0	0.0
View Obstructed, Glare, Reflection	0	0	0	0	0.0
Weather or Other Acts of God	1	0	0	1	0.2
Other Environmental Factor	0	0	0	0	0.0
Total	19	2	0	21	3.9

Collisions by Severity Where Major Contributing Factor was Unspecified or Unknown

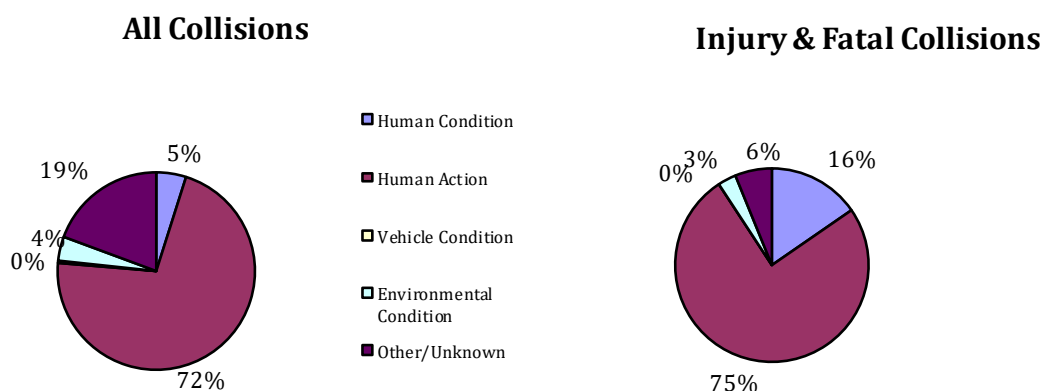
Figure 3.5

Factor	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Unspecified	1	4	0	5	0.9
Unknown	98	0	0	98	18.4
Total	99	4	0	103	19.4

Total All Factors	467	63	2	532	100.0
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Major Contributing Factors by Collision Severity

Figure 3.6



TCIS recognizes that a collision is usually the result of a chain of events. The collision data system accepts up to four contributing factors for each vehicle involved in a collision. During the analysis of collisions, knowledge of the factors is important. By removing any one of the factors, the collision may be avoided.

An example: Because of inattention, a driver may have failed to see a stop sign behind some trees and thereby reduced his/her stopping time. The car's brakes, being in poor condition, caused the car to spin out of control on ice and collide with another vehicle that was speeding through the intersection. The collision may not have occurred if any of these factors were not present.

Major Contributing Factors – Section 3

Collisions by Road System Where Human Condition was a Major Contributing Factor

Figure 3.7

Human Condition	NWT			Total	% of Total Factors
	Highways	In Communities	Rural		
Fatigued, Fell Asleep	0	0	0	0	0.0
Inexperience	0	0	0	0	0.0
Under Influence - Alcohol	9	15	0	24	4.5
Under Influence - Drugs	0	1	0	1	0.2
Sudden Illness, Lost Consciousness	0	1	0	1	0.2
Other Driver Condition	0	0	0	0	0.0
Total	9	17	0	26	4.9

Collisions by Road System Where Human Action was a Major Contributing Factor

Figure 3.8

Human Action	NWT			Total	% of Total Factors
	Highways	In Communities	Rural		
Following Too Closely	2	14	0	16	3.0
Distracted, Inattentive	6	22	0	28	5.3
Driving Too Fast for Conditions	9	47	0	56	10.5
Improper Turning or Passing	2	25	0	27	5.1
Failed to Yield Right-of-Way	2	35	0	37	7.0
Disobeyed Traffic Control/Officer	0	5	0	5	0.9
Driving on Wrong Side of Road	1	3	0	4	0.8
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	2	93	1	96	18.0
Lost Control	38	70	3	111	20.9
Other Driver Action	0	0	0	0	0.0
Total	62	314	4	380	71.4

Collisions by Road System Where Vehicle Condition was a Major Contributing Factor

Figure 3.9

Vehicle Condition	NWT			Total	% of Total Factors
	Highways	In Communities	Rural		
Defective Brakes	0	0	0	0	0.0
Defective Steering	0	0	0	0	0.0
Defective Lights	0	0	0	0	0.0
Tire Blown Out	0	0	0	0	0.0
Unsecured Load, Spilled Load	0	0	0	0	0.0
Oversized Load, Overload	0	0	0	0	0.0
Visibility Obstructed	0	0	0	0	0.0
Other Vehicle Contributing Factor	0	2	0	2	0.4
Total	0	2	0	2	0.4

Major Contributing Factors – Section 3

Collisions by Road System Where Environmental Condition was a Major Contributing Factor

Figure 3.10

Environmental Condition	NWT			Total	% of Total Factors
	Highways	In Communities	Rural		
Animal on Roadway	13	0	0	13	2.4
Road Surface or Condition	2	5	0	7	1.3
Obstruction/Debris on Road	0	0	0	0	0.0
View Obstructed, Glare, Reflection	0	0	0	0	0.0
Weather or Other Acts of God	0	1	0	1	0.2
Other Environmental Factor	0	0	0	0	0.0
Total	15	6	0	21	3.9

Collisions by Road System Where Major Contributing Factor was Unspecified or Unknown

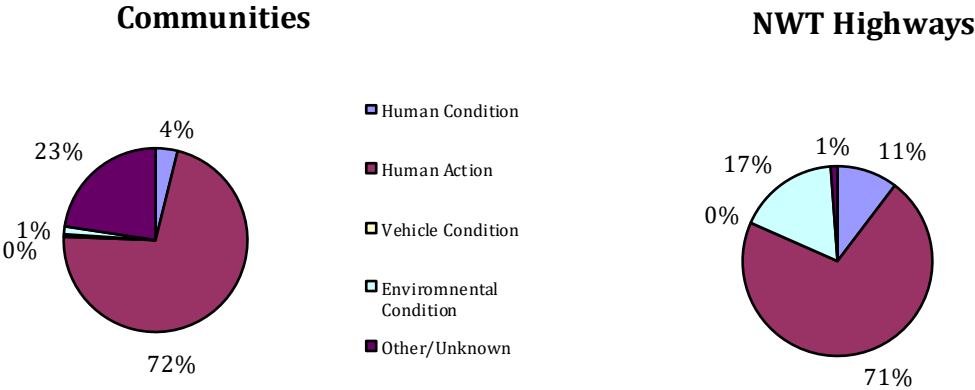
Figure 3.11

Factor	NWT			Total	% of Total Factors
	Highways	In Communities	Rural		
Unspecified	1	4	0	5	0.9
Unknown	0	95	3	98	18.4
Total	1	99	3	103	19.4

Total All Factors	87	438	7	532	100.0
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Major Contributing Factors in Collisions - Communities and NWT Highways

Figure 3.12

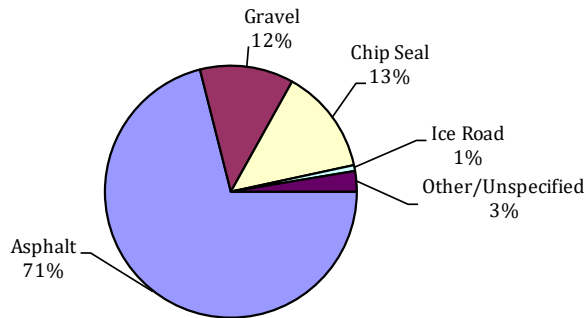


Environmental Factors – Section 4

Collisions by Road Surface Type and Severity

Figure 4.1

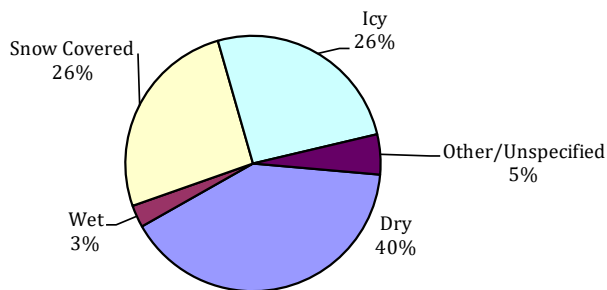
Road Surface Type	Property Damage	Personal Injury	Fatal	Total	%
Asphalt	347	30	1	378	71.1
Concrete	3	0	0	3	0.6
Gravel (Crushed Stone)	56	8	0	64	12.0
Earth, Dirt	0	0	0	0	0.0
Chip Seal	46	25	1	72	13.5
Brick, Cobblestone	0	0	0	0	0.0
Wooden	0	0	0	0	0.0
Steel	0	0	0	0	0.0
Ice Road	4	0	0	4	0.8
Unspecified	11	0	0	11	2.1
Total	467	63	2	532	100.0



Collisions by Road Surface Environmental Condition and Severity

Figure 4.2

Surface Condition	Property Damage	Personal Injury	Fatal	Total	%
Dry	176	38	1	215	40.4
Wet	13	2	0	15	2.8
Snow (Fresh, Loose)	108	7	0	115	21.6
Slush, Wet Snow	23	0	0	23	4.3
Icy	126	11	0	137	25.8
Loose Sand/Gravel/Dirt	3	5	1	9	1.7
Muddy	2	0	0	2	0.4
Fresh Oil	0	0	0	0	0.0
Flooded	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unspecified	16	0	0	16	3.0
Total	467	63	2	532	100

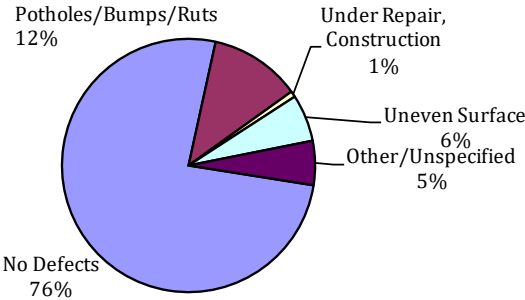


Environmental Factors – Section 4

Collisions by Road Defect and Severity

Figure 4.3

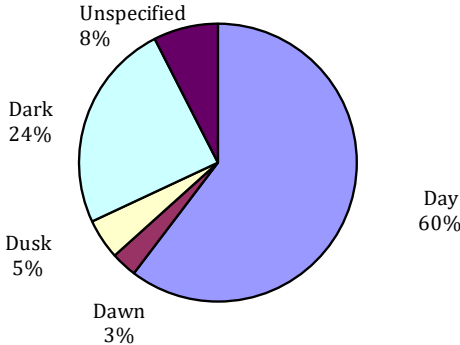
Road Defect	Property Damage	Personal Injury	Fatal	Total	%
No Defects	357	46	1	404	75.9
Potholes/Bumps/Ruts	53	9	0	62	11.7
Under Repair, Construction	0	3	1	4	0.8
Uneven Pavement Surface	27	5	0	32	6.0
Worn	9	0	0	9	1.7
Obscured or Faded Markings	5	0	0	5	0.9
Other	0	0	0	0	0.0
Unspecified	16	0	0	16	3.0
Total	467	63	2	532	100.0



Collisions by Light Condition and Severity

Figure 4.4

Light Condition	Property Damage	Personal Injury	Fatal	Total	%
Day	278	41	2	321	60.3
Dawn	11	5	0	16	3.0
Dusk	23	2	0	25	4.7
Dark	115	15	0	130	24.4
Unspecified	40	0	0	40	7.5
Total	467	63	2	532	100.0

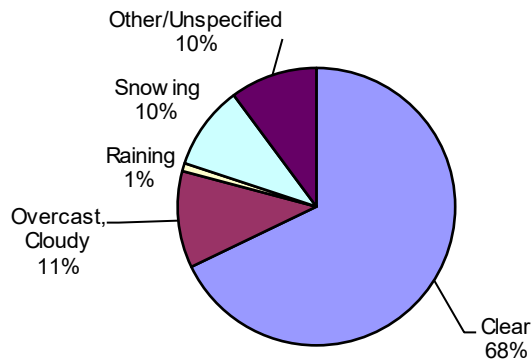


Environmental Factors – Section 4

Collisions by Weather Condition and Severity

Figure 4.5

Weather Condition	Property Damage	Personal Injury	Fatal	Total	%
Clear (Sunny)	312	47	2	361	67.9
Overcast, Cloudy (No Precipitation)	55	5	0	60	11.3
Raining	5	0	0	5	0.9
Snowing	45	7	0	52	9.8
Freezing Rain/Sleet/Hail	3	1	0	4	0.8
Visibility Limitations (fog, dust, etc.)	8	0	0	8	1.5
Strong Winds	0	1	0	1	0.2
Other	0	0	0	0	0.0
Unspecified	39	2	0	41	7.7
Total	467	63	2	532	100.0



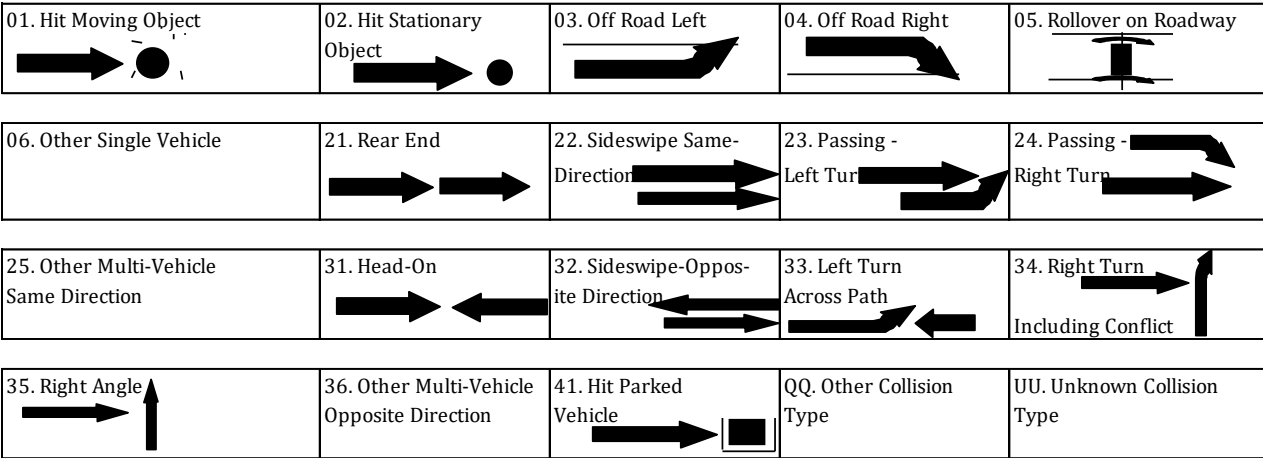
Environmental Factors – Section 4

Collisions by Configuration and Severity

Figure 4.6

Configuration*	Property Damage	Personal Injury	Fatal	Total	% of Total
01. Hit Moving Object					
a) With Bison	12	1	0	13	2.4
b) With Other Animal	3	0	0	3	0.6
c) With Pedestrian	1	9	1	11	2.1
d) Other	0	1	0	1	0.2
02. Hit Stationary Object	34	2	0	36	6.8
03. Off Road Left					
a) With Rollover	3	6	0	9	1.7
b) No Rollover	10	6	0	16	3.0
04. Off Road Right					
a) With Rollover	5	7	0	12	2.3
b) No Rollover	18	10	0	28	5.3
05. Rollover on Roadway	2	2	1	5	0.9
06. Other Single Vehicle	0	0	0	0	0.0
21. Rear End	68	3	0	71	13.3
22. Sideswipe - Same Direction	27	0	0	27	5.1
23. Passing - Left Turn	4	0	0	4	0.8
24. Passing - Right Turn	3	0	0	3	0.6
25. Other Multi-Vehicle Same Direction	4	0	0	4	0.8
31. Head-On	1	1	0	2	0.4
32. Sideswipe - Opposite Direction	13	1	0	14	2.6
33. Left Turn Across Path	13	3	0	16	3.0
34. Right Turn Including Conflict	6	4	0	10	1.9
35. Right Angle	38	7	0	45	8.5
36. Other Multi-Vehicle Opposite Direction	7	0	0	7	1.3
41. Hit Parked Vehicle	195	0	0	195	36.7
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	0	0	0.0
Total	467	63	2	532	100.0

***Collision Configurations**



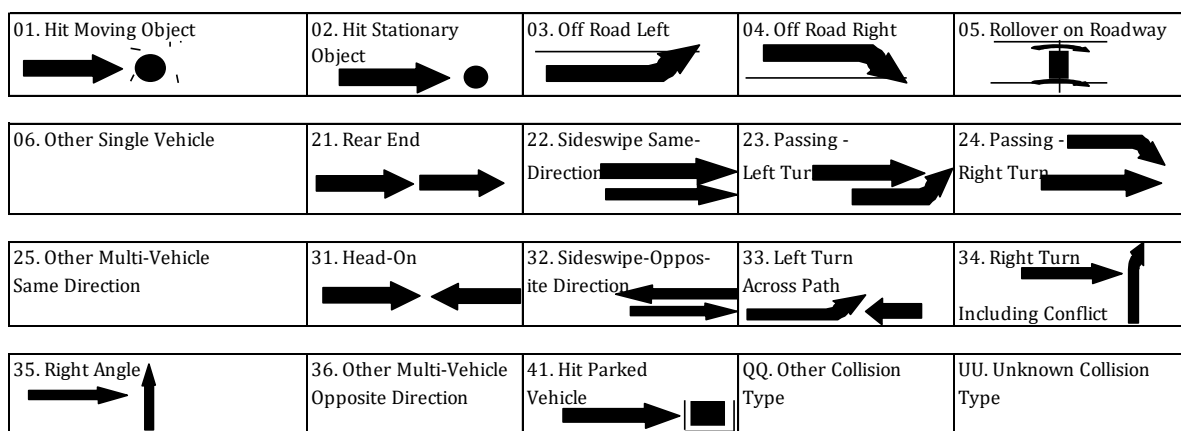
Environmental Factors – Section 4

Collisions by Configuration and Road System

Figure 4.7

Configuration*	NWT Highways	In Communities	Rural	Total	% of Total
01. Hit Moving Object					
a) With Bison	13	0	0	13	2.4
b) With Other Animal	2	1	0	3	0.6
c) With Pedestrian	1	10	0	11	2.1
d) Other	0	1	0	1	0.2
02. Hit Stationary Object	0	35	1	36	6.8
03. Off Road Left					
a) With Rollover	8	1	0	9	1.7
b) No Rollover	12	4	0	16	3.0
04. Off Road Right					
a) With Rollover	12	0	0	12	2.3
b) No Rollover	16	11	1	28	5.3
05. Rollover on Roadway	5	0	0	5	0.9
06. Other Single Vehicle	0	0	0	0	0.0
21. Rear End	6	65	0	71	13.3
22. Sideswipe - Same Direction	1	26	0	27	5.1
23. Passing - Left Turn	1	3	0	4	0.8
24. Passing - Right Turn	0	3	0	3	0.6
25. Other Multi-Vehicle Same Direction	0	4	0	4	0.8
31. Head-On	1	1	0	2	0.4
32. Sideswipe - Opposite Direction	3	10	1	14	2.6
33. Left Turn Across Path	1	15	0	16	3.0
34. Right Turn Including Conflict	0	10	0	10	1.9
35. Right Angle	4	41	0	45	8.5
36. Other Multi-Vehicle Opposite Direction	0	7	0	7	1.3
41. Hit Parked Vehicle	1	190	4	195	36.7
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	0	0	0.0
Total	87	438	7	532	100.0

***Collision Configurations**



Environmental Factors – Section 4

Collisions by Collision Site and Severity

Figure 4.8

Collision Site	Property Damage	Personal Injury	Fatal	Total	%
Non-Intersection	207	38	1	246	46.2
Intersection - Two Public Roadways	108	19	1	128	24.1
Intersection - Parking Lot, Driveway	70	4	0	74	13.9
Railroad Level Crossing	0	0	0	0	0.0
Bridge, Overpass, Viaduct	1	0	0	1	0.2
Tunnel, Underpass	0	0	0	0	0.0
Passing, Climbing Lane	0	0	0	0	0.0
Ramp	0	0	0	0	0.0
Other	71	2	0	73	13.7
Unknown	10	0	0	10	1.9
Total	467	63	2	532	100.0

Collisions by Collision Site and Road System

Figure 4.9

Collision Site	NWT Highways	In Communities	Rural	Total	%
Non-Intersection	76	166	4	246	46.2
Intersection - Two Public Roadways	8	120	0	128	24.1
Intersection - Parking Lot, Driveway	2	71	1	74	13.9
Railroad Level Crossing	0	0	0	0	0.0
Bridge, Overpass, Viaduct	1	0	0	1	0.2
Tunnel, Underpass	0	0	0	0	0.0
Passing, Climbing Lane	0	0	0	0	0.0
Ramp	0	0	0	0	0.0
Other	0	71	2	73	13.7
Unknown	0	10	0	10	1.9
Total	87	438	7	532	100.0

Collisions by Roadway Alignment and Severity

Figure 4.10

Road Alignment	Property Damage	Personal Injury	Fatal	Total	%
Straight & Level	392	46	1	439	82.5
Straight with Grade	24	4	0	28	5.3
Curved and Level	22	6	1	29	5.5
Curve with Grade	12	6	0	18	3.4
Top of Hill or Grade	4	0	0	4	0.8
Bottom of Hill or Grade	2	1	0	3	0.6
Other	0	0	0	0	0.0
Unknown	11	0	0	11	2.1
Total	467	63	2	532	100.0

Environmental Factors – Section 4

Collisions by Roadway Type and Severity

Figure 4.11

Road Type	Property Damage	Personal Injury	Fatal	Total	%
One-Way, Two Lane	3	0	0	3	0.6
One-Way, Multi Lane	0	0	0	0	0.0
Undivided, Two-Way, Two Lane	259	50	2	311	58.5
Undivided, Two-Way, Multi Lane	31	9	0	40	7.5
Divided, Barrier Median	3	0	0	3	0.6
Divided with Median, No Barrier	29	2	0	31	5.8
Divided, Divider Unspecified	0	0	0	0	0.0
Other	132	2	0	134	25.2
Unknown	10	0	0	10	1.9
Total	467	63	2	532	100.0

Collisions by Sequence of Events and Severity

Figure 4.12

Non-Moving Objects	Property Damage	Personal Injury	Fatal	Total	%
Hit Parked Trailer	0	0	0	0	0.0
Hit Non-Fixed Object	2	0	0	2	0.4
Hit Building	7	0	0	7	1.3
Hit Ditch	0	0	0	0	0.0
Hit Embankment, Dirt Pile, Rock	0	0	0	0	0.0
Hit Culvert End, Drainage Structure	0	0	0	0	0.0
Hit Tree, Bush, Hedge	0	0	0	0	0.0
Hit Utility Pole, Lamp Pole	1	0	0	1	0.2
Hit Curb	1	0	0	1	0.2
Hit Post	5	0	0	5	0.9
Hit Traffic Barrier	0	0	0	0	0.0
Hit Fixed Object Part of Road Structure	1	0	0	1	0.2
Hit Fixed Object NOT Part of Road Structure	3	1	0	4	0.8
Hit Other Type Fixed Object	1	0	0	1	0.2
Sub Total Fixed Objects	21	1	0	22	4.1
Moveable Objects					
Another Road Vehicle	379	19	0	398	74.8
Bison	12	1	0	13	2.4
Other Animal	3	0	0	3	0.6
Pedestrian	1	9	1	11	2.1
Other Moveable Object	0	1	0	1	0.2
Sub Total Moveable Objects	395	30	1	426	80.1
Non-Collision Events					
Ran Off Road	28	0	0	28	5.3
Rollover	10	15	1	26	4.9
Jack Knife or Trailer Swing	0	0	0	0	0.0
Fire or Explosion	0	0	0	0	0.0
Load Spill	0	0	0	0	0.0
Load Shift	0	0	0	0	0.0
Submersion	0	0	0	0	0.0
Other Non-Collision Event	0	0	0	0	0.0
Sub Total Non-Collision Events	38	15	1	54	10.2
Other/Unknown Event	13	17	0	30	5.6
Grand Total	467	63	2	532	100.0

Environmental Factors – Section 4

Collisions by Sequence of Events and Road System

Figure 4.13

	NWT			Total	%
	Highways	In Communities	Rural		
Non-Moving Objects					
Hit Parked Trailer	0	0	0	0	0.0
Hit Non-Fixed Object	0	2	0	2	0.4
Hit Building	0	7	0	7	1.3
Hit Ditch	0	0	0	0	0.0
Hit Embankment, Dirt Pile, Rock	0	0	0	0	0.0
Hit Culvert End, Drainage Structure	0	0	0	0	0.0
Hit Tree, Bush, Hedge	0	0	0	0	0.0
Hit Utility Pole, Lamp Pole	0	1	0	1	0.2
Hit Curb	0	1	0	1	0.2
Hit Post	0	5	0	5	0.9
Hit Traffic Barrier	0	0	0	0	0.0
Hit Fixed Object Part of Road Structure	0	1	0	1	0.2
Hit Fixed Object NOT Part of Road Structure	0	4	0	4	0.8
Hit Other Type Fixed Object	0	1	0	1	0.2
Sub Total Fixed Objects	0	22	0	22	4.1
Moveable Objects					
Another Road Vehicle	18	375	5	398	74.8
Bison	13	0	0	13	2.4
Other Animal	2	1	0	3	0.6
Pedestrian	1	10	0	11	2.1
Other Moveable Object	0	1	0	1	0.2
Sub Total Moveable Objects	34	387	5	426	80.1
Non-Collision Events					
Ran Off Road	0	0	0	0	0.0
Rollover	25	1	0	26	4.9
Jack Knife or Trailer Swing	0	0	0	0	0.0
Fire or Explosion	0	0	0	0	0.0
Load Spill	0	0	0	0	0.0
Load Shift	0	0	0	0	0.0
Submersion	0	0	0	0	0.0
Other Non-Collision Event	0	0	0	0	0.0
Sub Total Non-Collision Events	25	1	0	26	4.9
Unknown Event	28	28	2	58	10.9
Grand Total	87	438	7	532	100.0

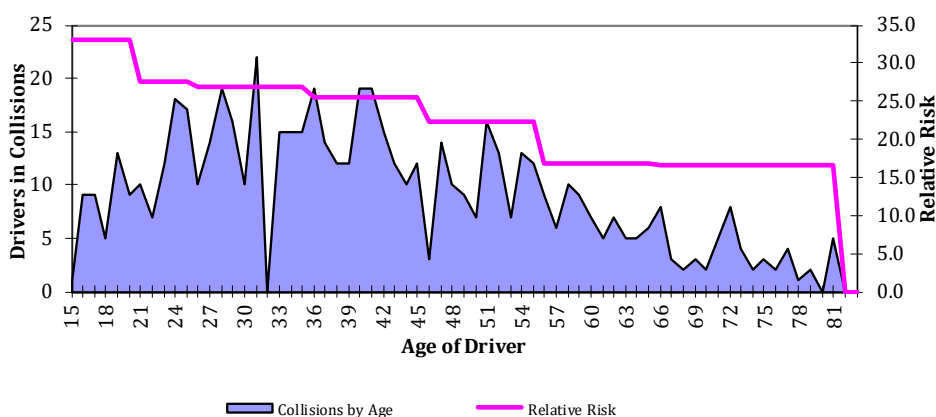
Driver Factors – Section 5

Licensed Drivers and Drivers in Collisions by Driver Age

Figure 5.1

	Under 16	16 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and Over	Not Stated	Total
Licensed Drivers	117	1,183	2,037	5,673	5,755	4,641	4,430	3,606	0	27,442
Drivers in Collisions	7	36	56	153	147	104	74	60	124	761

Drivers in Collisions and Relative Risk by Driver Age



Collision Rates (Collisions Per 1,000 Licensed Drivers) by Severity and Driver Age

Figure 5.2

	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and Over	Average Rate
Property Damage	25.4	24.1	23.1	23.1	19.4	14.4	15.0	24.7
Personal Injury & Fatal	7.7	3.4	3.9	2.4	3.0	2.3	1.7	3.1
Total	33.1	27.5	27.0	25.5	22.4	16.7	16.6	27.7
Relative Risk*	1.2	1.0	1.0	0.9	0.8	0.6	0.6	1.0

* Relative Risk = (% of drivers in collisions in age group)/(% of total licence holders in age group)

The age of drivers involved in traffic collisions can form the basis of various analysis and countermeasure programs. The reason for this interest is the over-involvement of young drivers in collisions and the disproportionately large number of charges laid as a result of collisions.

Figure 5.1 shows that the relative risk of drivers between the ages of 15 and 19 are 1.2 times more likely to be involved in a collision than the average driving population. On average, 3% of 15 to 19 year olds were involved in collisions, compared to 3% of 35 to 44 year olds.

Other factors such as exposure, risk, experience, alcohol, and vehicle type must be known to fully understand the relationship of driver age and collision involvement. Studies indicate that the risk of having a collision is a factor of driving experience, not just driver age.

Number of Drivers Involved in Collisions by Licence Class and Age

Figure 5.3

Age Group	Class 1	Class 16	Class 2	Class 26	Class 3	Class 36	Class 4	Class 46	Class 5	Class 56	Class 5P	Class 6	Class 7	Not Req'd. Licence	No Stated	Not Stated	Total
Under 16	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	7
16	0	0	0	0	0	0	0	0	4	0	1	0	3	0	1	0	9
17	0	0	0	0	0	0	0	0	8	0	0	0	1	0	0	0	9
18	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	5
19	1	0	0	0	0	0	0	0	9	0	0	0	3	0	0	0	13
20	0	0	0	0	0	0	1	0	8	0	0	0	0	0	0	0	9
21-24	1	0	0	0	1	0	1	0	36	1	2	0	2	0	2	1	47
25-34	5	0	0	0	5	0	23	0	105	1	1	0	5	4	3	1	153
35-44	10	0	0	0	12	0	16	0	103	2	0	0	1	1	2	0	147
45-54	7	0	0	0	4	0	10	0	79	2	0	0	0	0	2	0	104
55-64	10	1	1	0	6	0	5	0	50	1	0	0	0	0	0	0	74
65 and over	6	0	0	0	1	0	4	0	49	0	0	0	0	0	0	0	60
Not Stated	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	122	124
Drivers in Collisions	40	1	1	0	29	0	60	0	456	7	4	0	16	9	14	124	761
Total Licensed Drivers	975	291	107	40	785	107	966	84	19,118	1373	1274	1	2,321	N/A	N/A	N/A	27442
Relative Risk*	1.48	0.12	0.34	0.00	1.33	0.00	2.24	0.00	0.86	0.18	0.11	0	0.25	N/A	N/A	N/A	1

*Relative Risk = (% of Total Collisions in Class)/(% of Total Licence Holders in Class)

Number of Drivers Involved in Collisions by Condition and Age

Figure 5.4

Driver Condition	< 16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Apparently Normal	6	5	5	2	5	5	29	106	95	76	54	42	2	432	56.8
Fatigued, Fell Asleep	0	0	1	0	1	1	0	1	1	2	0	0	0	7	0.9
Inexperience	0	3	2	3	2	1	2	0	2	0	0	0	0	15	2.0
Under Influence - Alcohol	0	0	0	0	1	0	4	9	7	3	3	0	0	27	3.5
Under Influence - Drugs	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0.1
Sudden Illness, Lost Consciousness	0	0	0	0	0	0	0	1	1	1	0	2	0	5	0.7
Other Condition	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Unknown	1	1	1	0	4	2	12	36	40	22	17	16	122	274	36.0
Total	7	9	9	5	13	9	47	153	147	104	74	60	124	761	
%	0.9	1.2	1.2	0.7	1.7	1.2	6.2	20.1	19.3	13.7	9.7	7.9	16.3		100.0

Number of Drivers Involved in Collisions by Driver Action and Age

Figure 5.5

Driver Action	< 16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Driving Properly	1	0	0	0	2	2	14	50	48	43	31	20	1	212	27.9
Following Too Closely	0	1	0	0	1	0	1	6	2	3	2	2	0	18	2.4
Distracted, Inattentive	0	3	0	1	1	2	0	9	6	5	2	3	2	34	4.5
Driving Too Fast	0	0	4	0	1	0	7	19	19	8	4	1	2	65	8.5
Improper Turning or Passing	0	1	1	1	0	0	1	4	7	6	4	4	0	29	3.8
Failing to Yield Right of Way	1	2	0	0	1	0	3	10	11	4	4	5	2	43	5.7
Disobeying Traffic Control/Officer	1	1	0	0	0	0	0	2	2	0	1	0	0	7	0.9
Driving on Wrong Side of Road	1	0	0	0	0	0	0	1	2	0	0	0	1	5	0.7
Driving in Wrong Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Backing Unsafely	0	0	1	0	3	2	8	17	18	15	11	14	10	99	13.0
Lost Control	3	1	3	3	4	2	12	27	27	17	14	8	3	124	16.3
Other Driver Action	0	0	0	0	0	0	0	3	2	0	0	1	0	6	0.8
Unknown	0	0	0	0	0	1	1	5	3	3	1	2	103	119	15.6
Total	7	9	9	5	13	9	47	153	147	104	74	60	124	761	
%	0.9	1.2	1.2	0.7	1.7	1.2	6.2	20.1	19.3	13.7	9.7	7.9	16.3	100.0	

Vehicle Factors – Section 6

Number of Vehicles in Collisions by Vehicle Type and Severity

Figure 6.1

Vehicle Type	Property Damage	Personal Injury	Fatal	Total	%
Passenger Car	225	15	1	241	25.7
Passenger Van	19	1	0	20	2.1
Light Utility Vehicle	199	16	0	215	23.0
Pickup Truck	268	28	1	297	31.7
Panel/Cargo Van	13	1	0	14	1.5
Other Truck/Van <= 4536 kg	4	0	0	4	0.4
Unit Truck > 4536 kg	6	0	0	6	0.6
Road Tractor	7	5	0	12	1.3
School Bus	0	0	0	0	0.0
Small School Bus	0	0	0	0	0.0
Urban Transit Bus	0	0	0	0	0.0
Intercity Bus	1	0	0	1	0.1
Bus - Unspecified	0	0	0	0	0.0
Motorcycle	3	5	0	8	0.9
Limited Speed Motorcycle	0	0	0	0	0.0
Off Road Vehicles (ATV)	5	2	0	7	0.7
Bicycle	0	8	0	8	0.9
Motor Home	2	0	0	2	0.2
Farm Equipment	0	0	0	0	0.0
Construction Equipment	5	0	0	5	0.5
Fire Engine	1	0	0	1	0.1
Snowmobile	0	1	0	1	0.1
Streetcar	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unknown	94	0	0	94	10.0
Total	852	82	2	936	100.0

Number of Vehicles in Collisions by Vehicle Condition and Severity

Figure 6.2

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	%
No Apparent Defect	647	61	1	709	75.7
Defective Brakes	1	0	0	1	0.1
Defective Steering	0	0	0	0	0.0
Defective Lighting	1	0	0	1	0.1
Tire Blown Out	1	2	0	3	0.3
Unsecured Load, Spilled Load	0	0	0	0	0.0
Oversized Load, Overload	1	0	0	1	0.1
Visibility Obstructed	4	0	0	4	0.4
Other Defective Vehicular Parts	2	0	0	2	0.2
Other Vehicular Factor	0	0	0	0	0.0
Unknown	195	19	1	215	23.0
Total	852	82	2	936	100.0

Vehicle Factors – Section 6

Number of Vehicles in Collisions by Vehicle Manoeuvre and Severity

Figure 6.3

Vehicle Manoeuvre	Property Damage	Personal Injury	Fatal	Total	%
Going Straight Ahead	273	61	0	334	35.7
Turning Left	42	5	1	48	5.1
Turning Right	25	8	0	33	3.5
Making U-Turn	5	0	0	5	0.5
Changing Lanes	12	0	0	12	1.3
Merging	1	0	0	1	0.1
Reversing	107	3	0	110	11.8
Overtaking	3	0	0	3	0.3
Negotiating Curve	22	4	1	27	2.9
Slowing or Stopped in Traffic	59	1	0	60	6.4
Starting in Traffic	0	0	0	0	0.0
Leaving Roadside	3	0	0	3	0.3
Stopped/Parked Legally	195	0	0	195	20.8
Stopped/Parked Illegally	5	0	0	5	0.5
Swerving to Avoid Collision	6	0	0	6	0.6
Run-away or Roll-away Vehicle	2	0	0	2	0.2
Unspecified Manoeuvre	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unknown	92	0	0	92	9.8
Total	852	82	2	936	100.0

Number of Vehicles in Collisions by Vehicle Year and Severity

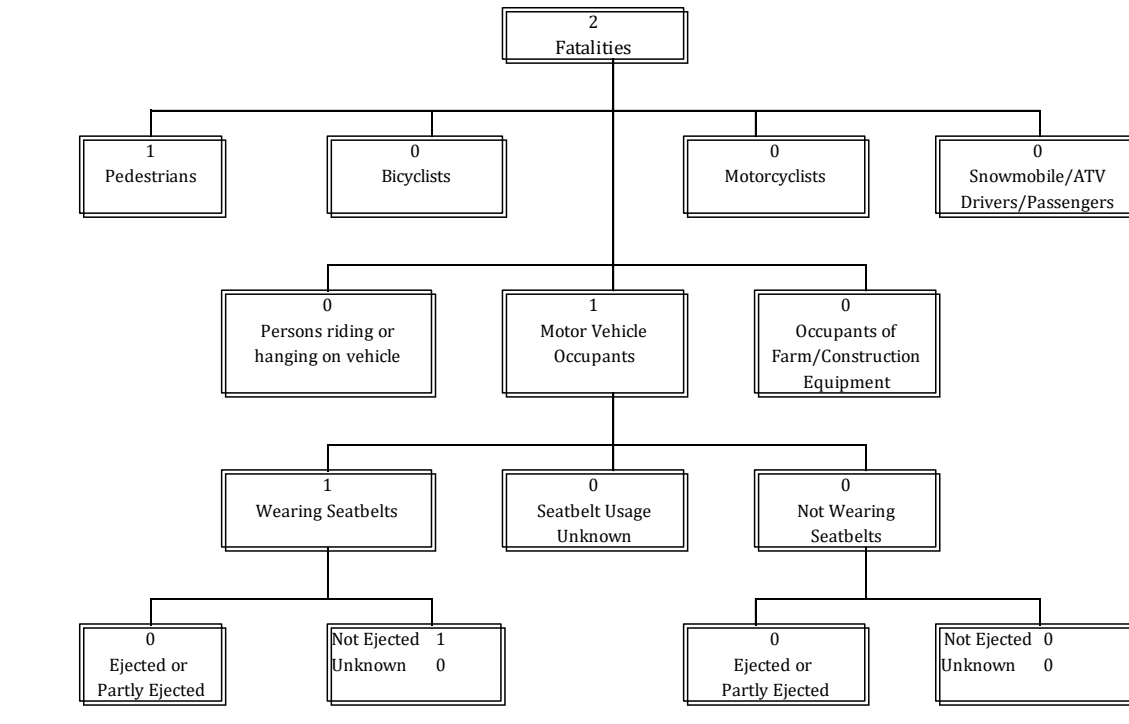
Figure 6.4

Model Year	Property Damage	Personal Injury	Fatal	Total	%
2025	4	0	0	4	0.4
2024	40	2	0	42	4.5
2023	76	10	1	87	9.3
2022	62	4	0	66	7.1
2021	62	5	0	67	7.2
2020	53	5	0	58	6.2
2019	62	1	0	63	6.7
2018	48	5	0	53	5.7
2017	38	4	0	42	4.5
2016	30	2	0	32	3.4
2015	31	3	0	34	3.6
2014	23	1	0	24	2.6
2013 & Older	197	29	1	227	24.3
Unspecified	126	11	0	137	14.6
Total	852	82	2	936	100.0

Victims and Occupant Restraints – Section 7

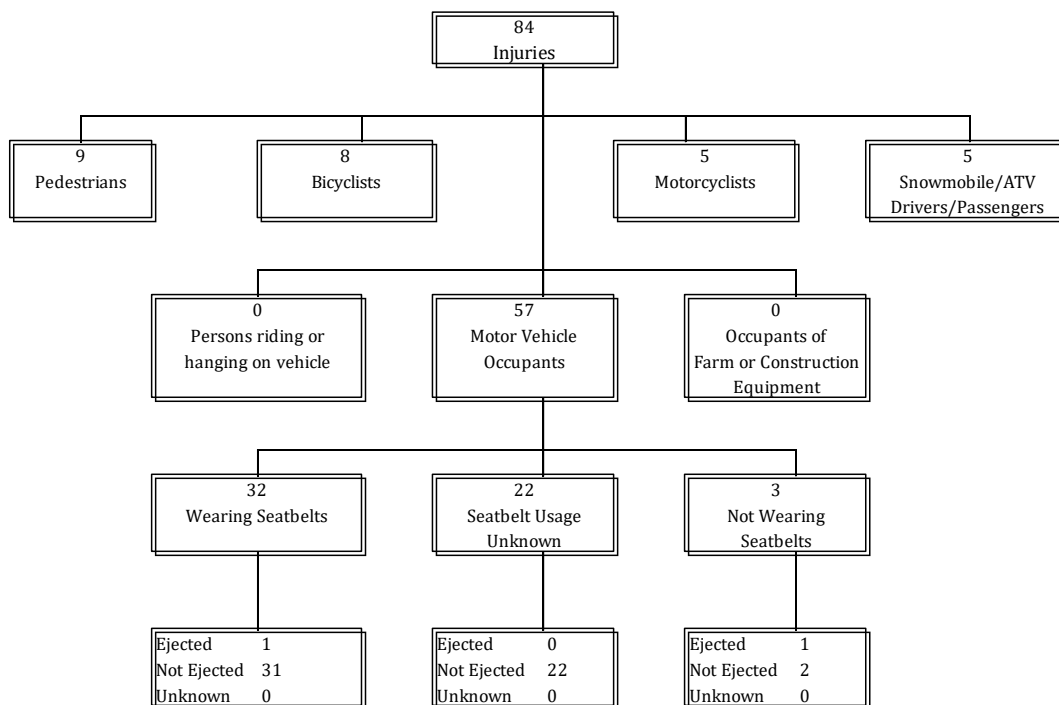
Fatalities Classification
(January 1 to December 31, 2024)

Figure 7.1



Injuries Classification
(January 1 to December 31, 2024)

Figure 7.2



Victims and Occupant Restraints – Section 7

Persons Injured by Road User Class and Age Group

Figure 7.3

Road User Class	0	5	15	20	25	35	45	55	65	Not	Total	%
	to 4	to 14	to 19	to 24	to 34	to 44	to 54	to 64	& older	Stated		
Motor Vehicle Driver	0	0	3	2	9	5	8	6	5	0	38	45.2
Motor Vehicle Passenger	0	2	7	0	4	0	2	1	1	2	19	22.6
Pedestrian	1	2	0	0	1	1	0	3	0	1	9	10.7
Bicyclist	0	4	0	0	3	1	0	0	0	0	8	9.5
Motorcyclist (includes passengers)	0	2	0	0	1	0	1	1	0	0	5	6.0
ATV Operators & Passengers	0	1	2	0	0	0	0	0	0	0	3	3.6
Snowmobile Operators & Passengers	0	1	0	0	1	0	0	0	0	0	2	2.4
Farm/Construction Equipment	0	0	0	0	0	0	0	0	0	0	0	0.0
Other	0	0	0	0	0	0	0	0	0	0	0	0.0
Unspecified	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	1	12	12	2	19	7	11	11	6	3	84	100.0

Persons Killed by Road User Class and Age Group

Figure 7.4

Road User Class	0	5	15	20	25	35	45	55	65	Not	Total	%
	to 4	to 14	to 19	to 24	to 34	to 44	to 54	to 64	& older	Stated		
Motor Vehicle Driver	0	0	0	1	0	0	0	0	0	0	1	50.0
Motor Vehicle Passenger	0	0	0	0	0	0	0	0	0	0	0	0.0
Pedestrian	0	0	0	0	0	0	0	1	0	0	1	50.0
Bicyclist	0	0	0	0	0	0	0	0	0	0	0	0.0
Motorcyclist (includes passengers)	0	0	0	0	0	0	0	0	0	0	0	0.0
ATV Operators & Passengers	0	0	0	0	0	0	0	0	0	0	0	0.0
Snowmobile Operators & Passengers	0	0	0	0	0	0	0	0	0	0	0	0.0
Farm/Construction Equipment	0	0	0	0	0	0	0	0	0	0	0	0.0
Other	0	0	0	0	0	0	0	0	0	0	0	0.0
Unspecified	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	0	0	0	1	0	0	0	1	0	0	2	100.0

Persons Injured or Killed by Road User Class and Gender

Figure 7.5

Road User Class	Persons Injured				Persons Killed			
	Male	Female	Unknown	Total	Male	Female	Unknown	Total
Motor Vehicle Driver	21	17	0	38	1	0	0	1
Motor Vehicle Passenger	7	12	0	19	0	0	0	0
Pedestrian	4	4	1	9	0	1	0	1
Bicyclist	5	3	0	8	0	0	0	0
Motorcyclist (includes passengers)	3	2	0	5	0	0	0	0
ATV Operators & Passengers	1	2	0	3	0	0	0	0
Snowmobile Operators & Passengers	2	0	0	2	0	0	0	0
Farm/Construction Equipment	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
Unspecified	0	0	0	0	0	0	0	0
Total	43	40	1	84	1	1	0	2

Victims and Occupant Restraints – Section 7

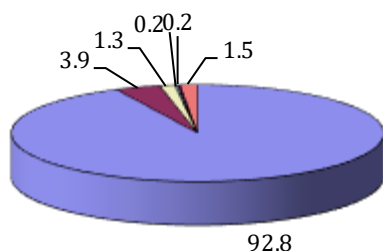
Motor Vehicle* Occupants by Injury Severity and Restraint Use

Figure 7.6

Injury Severity	Not Restrained	Lap Belt Only	Lap & Torso Belt	Child Restraint Device	Restraint Use Unknown	Total	%
Not Injured	26	0	423	4	359	812	93.3
Minimal Injuries	1	0	18	0	8	27	3.1
Minor Injuries	1	0	6	0	12	19	2.2
Major (Hospital Admission)	0	0	1	0	1	2	0.2
Fatal	0	0	1	0	0	1	0.1
Injured - Extent Unknown	1	0	7	0	1	9	1.0
Total	29	0	456	4	381	870	100.0

* Excludes occupants of motorcycles, mopeds, snowmobiles, all-terrain vehicles, and farm/construction equipment

Restraints Used



1 2 3 4 5 6

1. Not Injured

2. Minor

3. Moderate

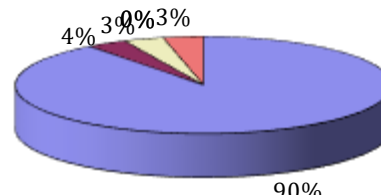
4. Major

5. Fatal

6. Injured - extent unknown

Restraints Not Used

Figure 7.7



Note: The totals used to calculate the percentages in Figures 7.2 and 7.3 do not include occupants where seat belt use was coded as "unknown".

Injury Classification

- 1 Not Injured - no visible signs or any complaint of injury
- 2 Minor - minor complaint of injury by victim, but no medical treatment required
- 3 Moderate - an injury requiring medical attention but not serious enough to require hospital admission
- 4 Major - an injury serious enough to require hospital admission
- 5 Fatal - death within 30 days as a result of injuries incurred in the traffic collision
- 6 Injured- Extent Unknown - victim sustained injuries, precise extent unknown

Victims and Occupant Restraints – Section 7

Motor Vehicle* Occupants by Injury Severity & Age Group

Figure 7.8

Restraints Used

Injury Severity	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total
Not Injured	5	9	22	30	99	97	66	44	39	16	427
Minimal Injuries	0	1	2	0	3	2	6	3	1	0	18
Minor Injuries	0	0	2	0	1	1	1	1	0	0	6
Major (Hospital Admission)	0	0	0	0	0	0	0	1	0	0	1
Fatal	0	0	0	1	0	0	0	0	0	0	1
Injured - Extent Unknown	0	0	3	1	1	0	0	1	1	0	7
Total	5	10	29	32	104	100	73	50	41	16	460

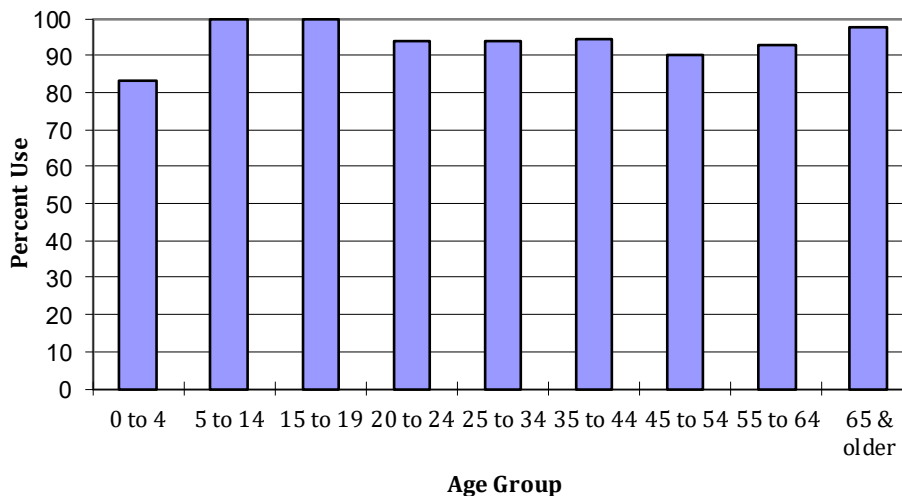
Restraints Not Used

Injury Severity	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total
Not Injured	1	0	0	2	5	5	8	4	1	0	26
Minimal Injuries	0	0	0	0	1	0	0	0	0	0	1
Minor Injuries	0	0	0	0	0	1	0	0	0	0	1
Major (Hospital Admission)	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0
Injured - Extent Unknown	0	0	0	0	1	0	0	0	0	0	1
Total	1	0	0	2	7	6	8	4	1	0	29

* Excludes occupants of motorcycles, mopeds, snowmobiles, all-terrain vehicles, farm/construction equipment, and motor vehicle occupants where restraint use is unknown.

Victim Restraint Use Rate by Victim Age

Figure 7.9



Pedestrians Injured or Killed by Age Group

Figure 8.1

	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Injured	1	2	0	0	1	1	0	3	0	1	9	90.0
Killed	0	0	0	0	0	0	0	1	0	0	1	10.0
Total	1	2	0	0	1	1	0	4	0	1	10	
%	10.0	20.0	0.0	0.0	10.0	10.0	0.0	40.0	0.0	10.0	100.0	

Pedestrians Injured or Killed by Pedestrian Action and Age Group

Figure 8.2

Pedestrian Action	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Crossing Intersection With Traffic Control, With Right-of-Way	0	1	0	0	0	0	0	2	0	0	3	30.0
Crossing Intersection With Traffic Control, Without Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0.0
Crossing Intersection - No Traffic Control	0	0	0	0	0	0	0	0	0	0	0	0.0
Crossing Roadway at Crosswalk	0	1	0	0	0	0	0	0	0	0	1	10.0
Crossing Roadway Not at Intersection	0	0	0	0	0	0	0	0	0	1	1	10.0
Walking Along Roadway Against Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking Along Roadway With Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
On Sidewalk, Median, Safety Zone	0	0	0	0	0	0	0	1	0	0	1	10.0
Walking on Travelled Part of Roadway Against Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking on Travelled Part of Roadway With Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Coming from Behind Parked Vehicle/Object on Roadside	1	0	0	0	0	0	0	0	0	0	1	10.0
Coming from Behind Moving Vehicle	0	0	0	0	0	0	0	0	0	0	0	0.0
Running into Roadway	0	0	0	0	1	0	0	1	0	0	2	20.0
Getting On/Off School Bus	0	0	0	0	0	0	0	0	0	0	0	0.0
Getting On/Off Other Vehicles	0	0	0	0	0	0	0	0	0	0	0	0.0
Pushing Vehicle on Road	0	0	0	0	0	0	0	0	0	0	0	0.0
Working on Vehicle on Side of Road	0	0	0	0	0	0	0	0	0	0	0	0.0
Playing on Roadway	0	0	0	0	0	0	0	0	0	0	0	0.0
Working on Roadway	0	0	0	0	0	0	0	0	0	0	0	0.0
Lying on Road	0	0	0	0	0	1	0	0	0	0	1	10.0
Other	0	0	0	0	0	0	0	0	0	0	0	0.0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	1	2	0	0	1	1	0	4	0	1	10	100.0

Pedestrians – Section 8

Pedestrians Injured or Killed By Place of Occurrence and Injury Severity

Figure 8.3

Place of Occurrence	Killed	Injured	Total	%
Urban	1	8	9	90.0
Rural	0	1	1	10.0
Unspecified	0	0	0	0.0
Total	1	9	10	100.0

Pedestrians Injured or Killed by Collision Site

Figure 8.4

Collision Site	Killed	Injured	Total	%
Non-Intersection	0	4	4	40.0
At Intersection of At Least Two Roadways	1	4	5	50.0
Intersection With Parking Lot/Driveway/Alley	0	0	0	0.0
Railroad Level Crossing	0	0	0	0.0
Bridge/Overpass/Viaduct	0	0	0	0.0
Tunnel or Underpass	0	0	0	0.0
Passing Lane/Climbing Lane	0	0	0	0.0
Other	0	1	1	10.0
Unspecified	0	0	0	0.0
Total	1	9	10	100.0

Pedestrians Injured or Killed by Pedestrian Condition

Figure 8.5

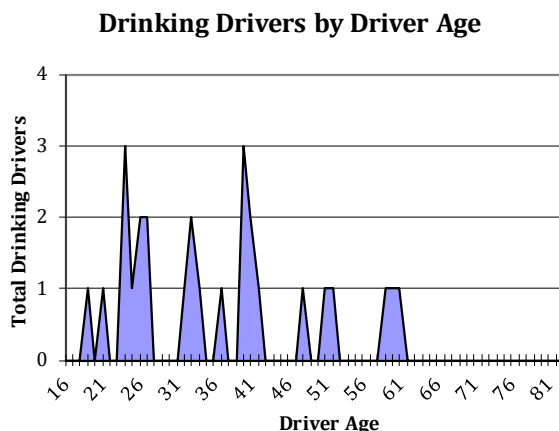
Pedestrian Condition	Killed	Injured	Total	%
Apparently Normal	1	4	5	50.0
Had Been Drinking	0	4	4	40.0
Impaired by Alcohol	0	0	0	0.0
Unknown	0	1	1	10.0
Total	1	9	10	100.0

Alcohol – Section 9

Drinking Drivers in Collisions by Driver Age and Gender

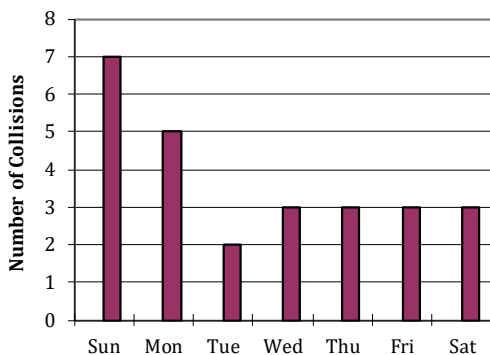
Figure 9.1

Driver Age	Male	Female	Not Stated	Total Drinking Drivers
Under 16	0	0	0	0
16	0	0	0	0
17	0	0	0	0
18	0	0	0	0
19	0	1	0	1
20	0	0	0	0
21 to 24	3	1	0	4
25 to 34	3	6	0	9
35 to 44	3	4	0	7
45 to 54	3	0	0	3
55 to 64	2	1	0	3
65 & Older	0	0	0	0
Not Stated	0	0	0	0
Total	14	13	0	27



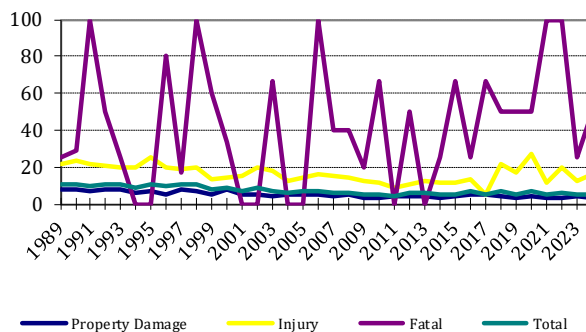
Collisions Involving Alcohol by Day of Week

Figure 9.2



Percentage of Collisions Involving Alcohol by Year and Severity

Figure 9.3



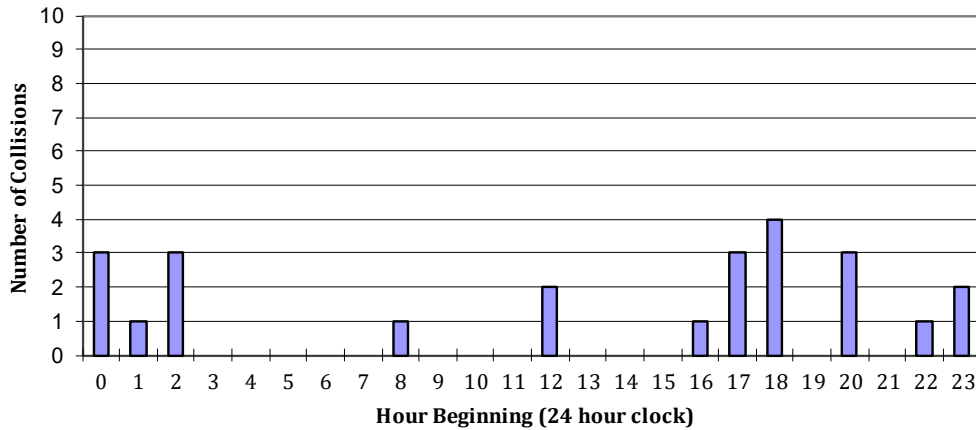
Number of Collisions and Victims Involving Alcohol

Figure 9.4

Year	Number of Collisions				% of Total Collisions	Number of Victims			
	Property Damage	Personal Injury	Fatal	Total		Injured	Killed	Total	% of Total Victims
2014	15	8	1	24	4.8	16	1	17	18.3
2015	16	7	2	25	5.2	12	2	14	16.7
2016	21	11	1	33	6.5	19	1	20	15.6
2017	20	4	2	26	5.3	8	2	10	9.0
2018	21	16	1	38	6.9	27	1	28	27.5
2019	16	10	2	28	5.2	15	3	18	21.7
2020	16	12	2	30	6.7	20	2	22	29.7
2021	13	7	2	22	4.7	12	2	14	16.3
2022	12	13	1	26	6.1	17	1	18	21.4
2023	13	7	1	21	5.1	10	1	11	12.4
2024	15	10	1	26	4.9	14	1	15	17.4
Average	16	10	1	27	5.6	15	2	17	18.7

Number of Alcohol Related Collisions by Time of Day

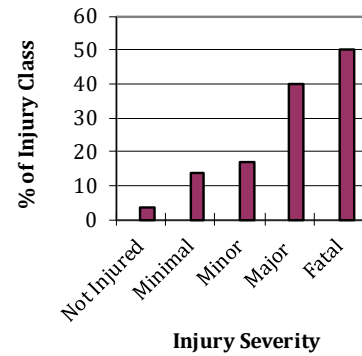
Figure 9.5



Injury Severity by Alcohol Involvement

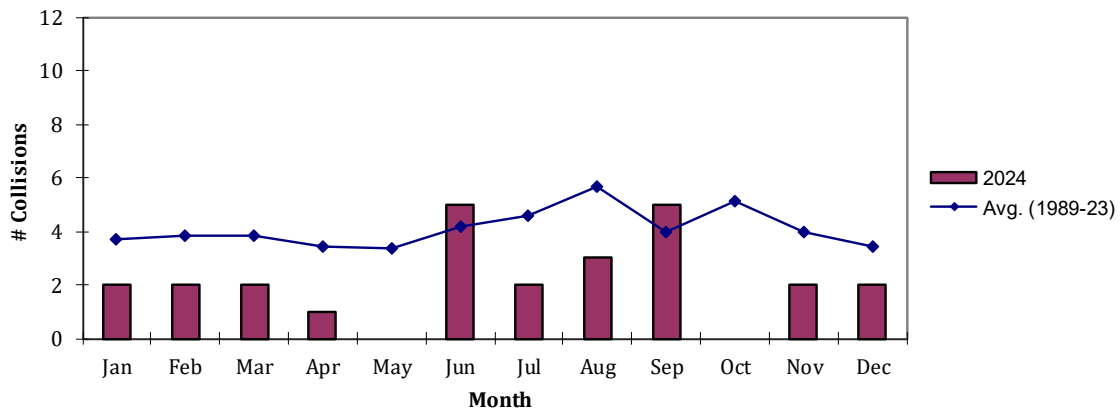
Figure 9.6

Injury Severity	Alcohol Involvement		Totals	% with Alcohol
	Yes	No		
Not Injured	31	798	829	3.7
Minimal Injuries	5	32	37	13.5
Minor	5	25	30	16.7
Major	2	3	5	40.0
Fatal	1	1	2	50.0
Injured - Extent Unknown	2	10	12	16.7
Total	46	869	915	5.0



Alcohol-Involved Collisions by Month

Figure 9.7



Off-Road Vehicles – Section 10

Off-Road Vehicle Collisions by Month and Severity

Figure 10.1

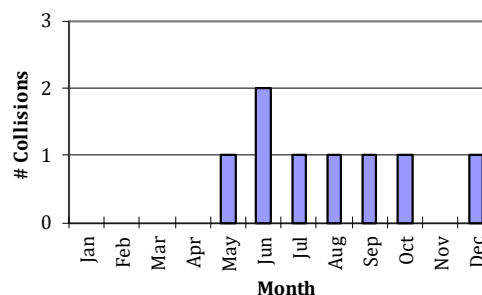
Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	0	0	0	0	0	0
February	0	0	0	0	0	0
March	0	0	0	0	0	0
April	0	0	0	0	0	0
May	1	0	0	1	0	0
June	0	2	0	2	3	0
July	1	0	0	1	0	0
August	1	0	0	1	0	0
September	1	0	0	1	0	0
October	1	0	0	1	0	0
November	0	0	0	0	0	0
December	0	1	0	1	2	0
Total	5	3	0	8	5	0

Off-Road Vehicle Collisions by Vehicle Type

Figure 10.2

	Snowmobile	ATV	Total
Total Victims	2	3	5
Killed	0	0	0
Injured	2	3	5
Total Vehicles Involved	1	7	8
Fatal	0	0	0
Injury	1	2	3
Property Damage	0	5	5

Off-Road Vehicle Collisions by Month



Off-Road Vehicle Drivers in Collisions by Driver Age and Gender

Figure 10.3

Age Group	Snowmobile			ATV			Total	%
	Male	Female	Unknown	Male	Female	Unknown		
0 to 4	0	0	0	0	0	0	0	0.0
5 to 14	0	0	0	1	0	0	1	12.5
15 to 19	0	0	0	1	1	0	2	25.0
20 to 24	0	0	0	0	0	0	0	0.0
25 to 34	1	0	0	2	1	0	4	50.0
35 to 44	0	0	0	0	0	0	0	0.0
45 to 54	0	0	0	0	0	0	0	0.0
55 to 64	0	0	0	0	0	0	0	0.0
65 & Over	0	0	0	0	0	0	0	0.0
Unknown	0	0	0	0	0	1	1	12.5
Total	1	0	0	4	2	1	8	100.0

Off-Road Vehicles – Section 10

Off-Road Vehicle Collisions by Severity and Driver Condition

Figure 10.4

Driver Condition	Property Damage	Personal Injury	Fatal	Total	%
Apparently Normal	1	2	0	3	37.5
Fatigue/Fell Asleep	0	0	0	0	0.0
Inexperience	0	1	0	1	12.5
Under Influence - Alcohol	1	0	0	1	12.5
Under Influence - Drugs	0	0	0	0	0.0
Sudden Illness, Lost Consciousness	0	0	0	0	0.0
Other Condition	0	0	0	0	0.0
Unknown	3	0	0	3	37.5
Total	5	3	0	8	100.0

Off-Road Vehicle Collisions by Severity and Driver Action

Figure 10.5

Driver Action	Property Damage	Personal Injury	Fatal	Total	%
Driving Properly	0	0	0	0	0.0
Following Too Closely	0	0	0	0	0.0
Distracted, Inattentive	0	0	0	0	0.0
Driving Too Fast for Conditions	1	0	0	1	12.5
Improper Turning or Passing	1	0	0	1	12.5
Failed to Yield Right-of-way	1	1	0	2	25.0
Disobeyed Traffic Control or Office	1	0	0	1	12.5
Driving on Wrong Side of Road	0	0	0	0	0.0
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	0	0	0	0	0.0
Lost Control	1	2	0	3	37.5
Other	0	0	0	0	0.0
Unknown	0	0	0	0	0.0
Total	5	3	0	8	100.0

Off-Road Vehicle Occupants by Injury Severity and Helmet Use

Figure 10.6

Injury Severity	Helmet Worn	Helmet Not Worn	Unknown	Total	%
Not Injured	4	2	2	8	61.5
Minimal Injuries	2	0	0	2	15.4
Minor Injuries	1	0	1	2	15.4
Major (Hospital Admission)	0	1	0	1	7.7
Fatal	0	0	0	0	0.0
Injured - Extent Unknown	0	0	0	0	0.0
Total	7	3	3	13	100.0

Geographic Distribution – Section 11

Collisions by Region, RCMP Detachment and Severity

Figure 11.1

A - Beaufort Delta Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Aklavik	1	0	0	1	0	0
Fort McPherson	2	0	0	2	0	0
Ulukhaktok	0	0	0	0	0	0
Inuvik	40	11	0	51	12	0
Sachs Harbour	0	0	0	0	0	0
Tuktoyaktuk	2	0	0	2	0	0
Sub Total						
Beaufort Delta Region	45	11	0	56	12	0

B - Sahtu Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Délnę	0	0	0	0	0	0
Fort Good Hope	1	0	0	1	0	0
Norman Wells	6	1	0	7	2	0
Tulft'a	3	0	0	3	0	0
Sub Total						
Sahtu Region	10	1	0	11	2	0

C - Dehcho Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Fort Liard	2	1	0	3	1	0
Fort Simpson	7	1	0	8	1	0
Sub Total						
Dehcho Region	9	2	0	11	2	0

D - South Slave Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Hay River	35	8	0	43	10	0
Fort Providence	10	6	0	16	6	0
Fort Resolution	4	1	0	5	1	0
Fort Smith	14	2	0	16	2	0
Łutselk'e	0	0	0	0	0	0
Sub Total						
South Slave Region	63	17	0	80	19	0

E - North Slave Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Tłıchq	16	6	1	23	17	1
Yellowknife	324	26	1	351	32	1
Sub Total						
North Slave Region	340	32	2	374	49	2

Total - All Regions	467	63	2	532	84	2
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Geographic Distribution – Section 11

Collision Rates by Region and RCMP Detachment

Figure 11.2

A - Beaufort Delta Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2024 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Aklavik	1	207	197	644	0.48	0.51	0.16
Fort McPherson	2	373	396	924	0.54	0.51	0.22
Ulukhaktok	0	57	41	455	0.00	0.00	0.00
Inuvik	51	1,813	2,104	3,282	2.81	2.42	1.55
Sachs Harbour	0	40	44	111	0.00	0.00	0.00
Tuktoyaktuk	2	356	369	1,384	0.56	0.54	0.14
Sub Total							
Beaufort Delta Region	56	2,846	3,151	6,800	1.97	1.78	0.82

B - Sahtu Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2024 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Délneq	0	202	155	640	0.00	0.00	0.00
Fort Good Hope	1	292	215	854	0.34	0.47	0.12
Norman Wells	7	439	827	698	1.59	0.85	1.00
Tulit'a	3	191	188	526	1.57	1.60	0.57
Sub Total							
Sahtu Region	11	1,124	1,385	2,718	0.98	0.79	0.40

C - Deh Cho Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2024 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Fort Liard	3	251	271	485	1.20	1.11	0.62
Fort Simpson	8	922	1,621	1,709	0.87	0.49	0.47
Sub Total							
Dehcho Region	11	1,173	1,892	2,194	0.94	0.58	0.50

D - South Slave Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2024 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Hay River	43	2,656	8,519	3,704	1.62	0.50	1.16
Fort Providence	16	300	487	705	5.33	3.29	2.27
Fort Resolution	5	262	407	503	1.91	1.23	0.99
Fort Smith	16	1,639	2,509	2,459	0.98	0.64	0.65
Lutselk'e	0	103	73	328	0.00	0.00	0.00
Sub Total							
South Slave Region	80	4,960	11,995	7,699	1.61	0.67	1.04

E - North Slave Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2024 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Tłı̄chọ	23	1,365	1,372	3,025	1.68	1.68	0.76
Yellowknife	351	15,974	23,369	22,297	2.20	1.50	1.57
Sub Total							
North Slave Region	374	17,339	24,741	25,322	2.16	1.51	1.48

Total - All Regions	532	27,442	43,164	44,731	1.94	1.23	1.19
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Geographic Distribution – Section 11

Collisions on the NWT Highway System

Figure 11.3

Highway #1 (Mackenzie)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed		
	1.0	4 Jan 2024	Injury	Rear End	1	0		
	1.0	5 Feb 2024	Property Damage	Ran Off Road - Right	0	0		
	6.0	30 Jul 2024	Property Damage	Ran Off Road - Right	0	0		
	18.0	17 Aug 2024	Injury	Ran Off Road - Right	1	0		
	24.0	4 Nov 2024	Injury	Single Vehicle Rollover	1	0		
	42.0	5 Sep 2024	Property Damage	Ran Off Road - Left	0	0		
	43.5	20 Nov 2024	Property Damage	Ran Off Road - Left	0	0		
	82.0	22 Dec 2024	Property Damage	Rear End	0	0		
	83.8	1 Sep 2024	Property Damage	Passing - Left Turn	0	0		
	120.0	14 Dec 2024	Property Damage	Ran Off Road - Right	0	0		
	139.0	21 Jun 2024	Injury	Single Vehicle Rollover	1	0		
	140.0	17 Nov 2024	Property Damage	Single Vehicle Rollover	0	0		
	164.0	25 Apr 2024	Property Damage	Single Vehicle Rollover	0	0		
	178.3	5 May 2024	Injury	Single Vehicle Rollover	1	0		
	190.0	27 Dec 2024	Injury	Ran Off Road - Right	1	0		
	244.0	27 May 2024	Injury	Single Vehicle Rollover	1	0		
	295.0	1 Aug 2024	Property Damage	Single Vehicle Rollover	0	0		
	340.0	18 Mar 2024	Injury	Sideswipe - Opposite Direction	1	0		
	488.0	25 Dec 2024	Property Damage	Sideswipe - Opposite Direction	0	0		
	689.0	20 May 2024	Property Damage	Collision with Other Animal	0	0		
Summary Highway #1			Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
			12	8	0	20	8	0
Highway #2 (Hay River)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed		
	32.0	27 Jan 2024	Property Damage	Ran Off Road - Left	0	0		
	38.0	10 Sep 2024	Property Damage	Rear End	0	0		
	44.1	19 Oct 2024	Property Damage	Collision with Parked Vehicle	0	0		
Summary Highway #2			Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
			3	0	0	3	0	0

Geographic Distribution – Section 11

Highway #3 (Yellowknife)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	3.0	7 Dec 2024	Property Damage	Sideswipe - Same Direction	0	0
	7.0	3 Mar 2024	Injury	Single Vehicle Rollover	1	0
	32.0	28 Aug 2024	Injury	Collision with Bison	1	0
	33.0	12 Dec 2024	Property Damage	Collision with Bison	0	0
	80.0	22 Dec 2024	Property Damage	Collision with Other Animal	0	0
	121.0	25 Jan 2024	Property Damage	Left Turn Across Path	0	0
	130.0	17 May 2024	Property Damage	Collision with Bison	0	0
	166.0	7 Jan 2024	Property Damage	Single Vehicle Rollover	0	0
	170.0	25 Jan 2024	Injury	Rear End	7	0
	176.0	5 Oct 2024	Property Damage	Collision with Bison	0	0
	188.0	20 Jun 2024	Injury	Ran Off Road - Left	2	0
	197.0	14 Jan 2024	Property Damage	Collision with Bison	0	0
	197.0	3 Aug 2024	Property Damage	Collision with Bison	0	0
	197.0	1 Sep 2024	Injury	Single Vehicle Rollover	2	0
	200.0	12 Oct 2024	Property Damage	Collision with Bison	0	0
	202.0	19 Feb 2024	Property Damage	Single Vehicle Rollover	0	0
	265.0	7 Sep 2024	Injury	Ran Off Road - Right	1	0
	270.0	9 Jun 2024	Injury	Single Vehicle Rollover	2	0
	280.0	15 Feb 2024	Injury	Single Vehicle Rollover	3	0
	286.0	8 Jul 2024	Property Damage	Ran Off Road - Right	0	0
	289.0	4 Jan 2024	Property Damage	Ran Off Road - Left	0	0
	290.0	2 Aug 2024	Fatal	Single Vehicle Rollover	0	1
	311.0	28 Jul 2024	Injury	Ran Off Road - Left	1	0
	315.0	15 Feb 2024	Property Damage	Single Vehicle Rollover	0	0
	336.0	6 Sep 2024	Injury	Head-on	3	0
	338.0	23 Oct 2024	Injury	Ran Off Road - Left	1	0
Summary Highway #3	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	14	11	1	26	24	1

Geographic Distribution – Section 11

Highway #4 (Ingraham Trail)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	0.0	11 Dec 2024	Property Damage	Ran Off Road - Right	0	0
	1.5	11 Aug 2024	Injury	Ran Off Road - Right	1	0
	4.0	15 Apr 2024	Injury	Single Vehicle Rollover	1	0
	4.0	2 Dec 2024	Property Damage	Ran Off Road - Right	0	0
	6.5	29 Sep 2024	Injury	Ran Off Road - Left	1	0
	13.0	23 Aug 2024	Injury	Single Vehicle Rollover	1	0
	15.0	30 Aug 2024	Property Damage	Ran Off Road - Right	0	0
	32.0	22 Nov 2024	Property Damage	Ran Off Road - Left	0	0

Summary Highway #4	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	4	4	0	8	4	0

Highway #5 (Fort Smith Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	2.2	27 Oct 2024	Property Damage	Ran Off Road - Left	0	0
	2.5	8 Dec 2024	Property Damage	Sideswipe - Opposite Direction	0	0
	75.0	20 Dec 2024	Property Damage	Collision with Bison	0	0
	90.0	26 Oct 2024	Property Damage	Collision with Bison	0	0
	116.0	27 Jan 2024	Property Damage	Collision with Bison	0	0
	209.0	16 Sep 2024	Property Damage	Collision with Bison	0	0
	226.2	20 Jun 2024	Injury	Single Vehicle Rollover	1	0
	248.7	13 Nov 2024	Property Damage	Collision with Bison	0	0
	261.3	9 Jun 2024	Injury	Single Vehicle Rollover	1	0
	262.7	9 Mar 2024	Property Damage	Right Angle	0	0
	265.3	24 May 2024	Property Damage	Right Angle	0	0

Summary Highway #5	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	9	2	0	11	2	0

Highway #6 (Fort Resolution Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	7.0	4 Jun 2024	Property Damage	Single Vehicle Rollover	0	0
	48.0	2 Jul 2024	Injury	Single Vehicle Rollover	1	0

Summary Highway #6	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	1	1	0	2	1	0

Geographic Distribution – Section 11

Highway #7 (Liard Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	30.0	9 Jun 2024	Injury	Ran Off Road - Left	1	0
Summary Highway #7	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	0	1	0	1	1	0
Highway #8 (Dempster Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	122.0	6 Aug 2024	Property Damage	Single Vehicle Rollover	0	0
	147.8	6 Dec 2024	Injury	Single Vehicle Rollover	1	0
	153.9	17 Aug 2024	Injury	Single Vehicle Rollover	1	0
	247.2	11 Jul 2024	Injury	Ran Off Road - Right	1	0
	251.3	22 Jul 2024	Injury	Rear End	1	0
	254.0	18 Jul 2024	Property Damage	Ran Off Road - Right	0	0
	271.3	7 Dec 2024	Property Damage	Right Angle	0	0
Summary Highway #8	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	3	4	0	7	4	0
Highway #9 (Tłı̄chǫ Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
Summary Highway #9	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	0	0	0	0	0	0
Highway #10 (Inuvik Tuktoyaktuk Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	30.0	2 Aug 2024	Injury	Collision with Pedestrian	1	0
	40.0	10 Oct 2024	Property Damage	Single Vehicle Rollover	0	0
	60.0	14 Mar 2024	Property Damage	Rear End	0	0
	100.0	11 Sep 2024	Property Damage	Ran Off Road - Right	0	0
Summary Highway #10	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	3	1	0	4	1	0

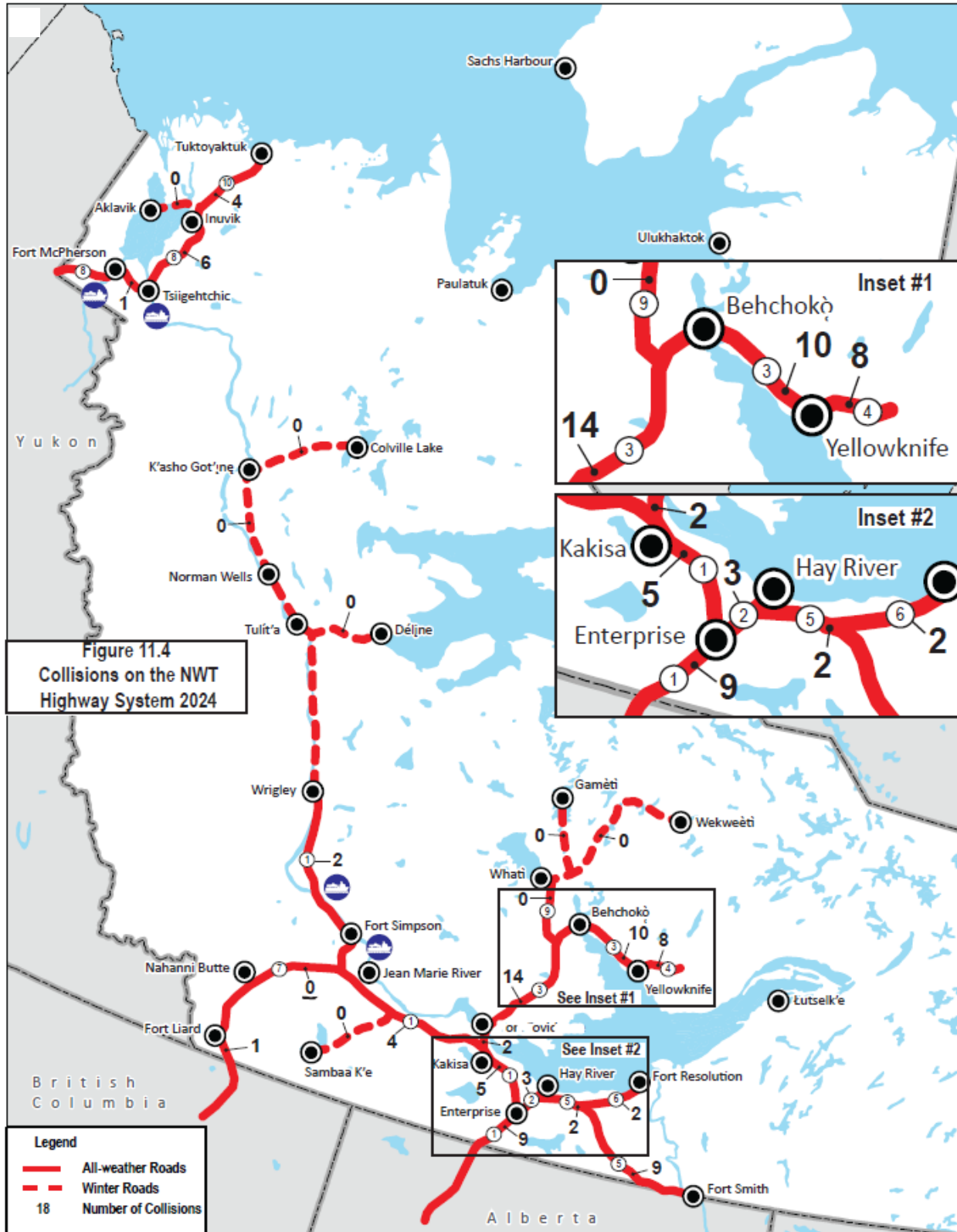
Geographic Distribution – Section 11

Access and Winter Roads	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
Dettah Access Road	18 Apr 2024	Injury	Ran Off Road - Right	4	0
Fort Providence Access Road	16 Aug 2024	Property Damage	Collision with Bison	0	0
Fort Providence Access Road	4 Dec 2024	Injury	Ran Off Road - Left	1	0
Prelude West Access Road	13 Mar 2024	Property Damage	Ran Off Road - Right	0	0
Yellowknife Access Road	2 Jun 2024	Property Damage	Right Angle	0	0

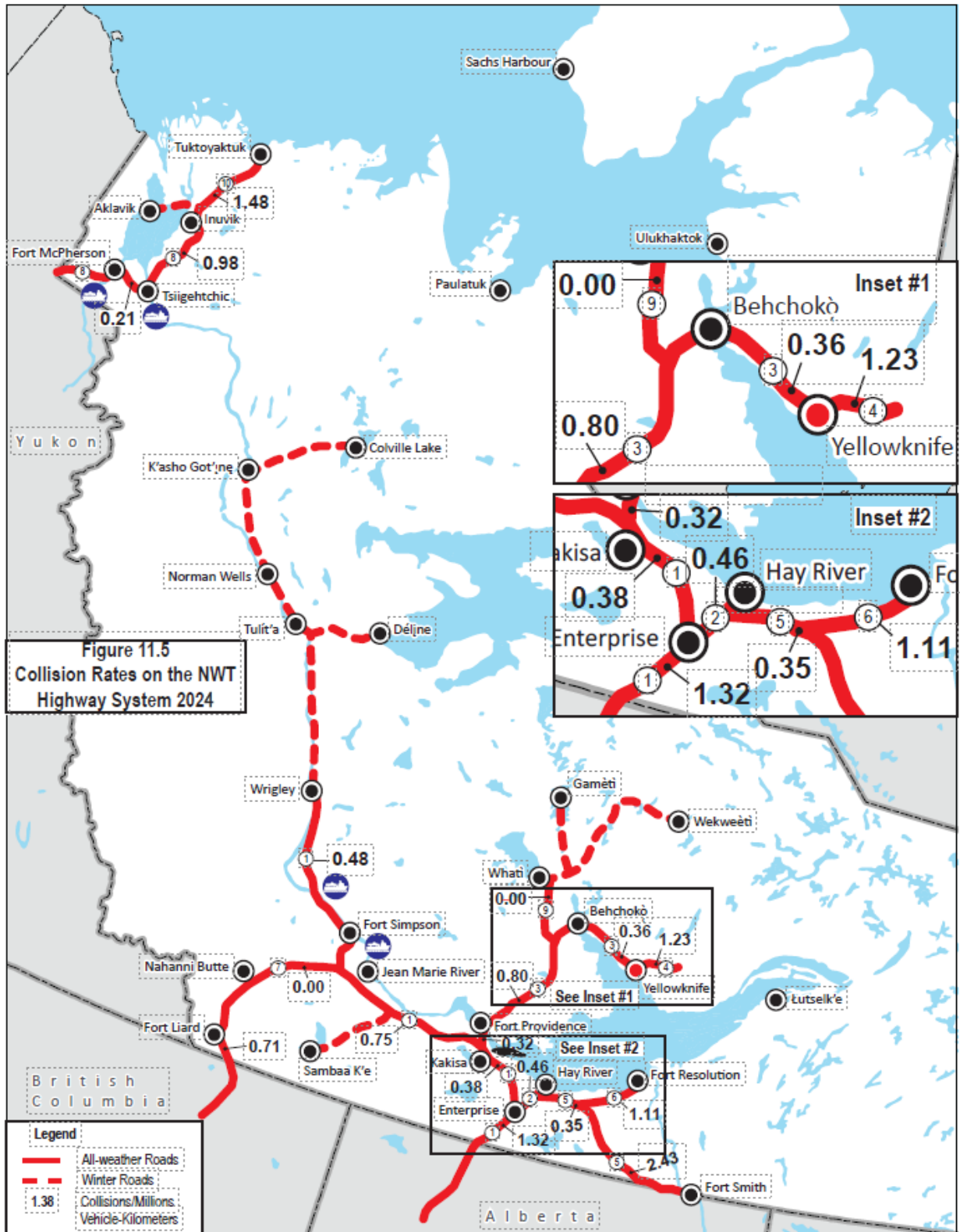
Summary Access and Winter Roads	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	3	2	0	5	5	0

Summary All NWT Highways	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	52	34	1	87	50	1

Geographic Distribution – Section 11



Geographic Distribution – Section 11



National Comparison – Section 12

Casualty Rates by Canadian Jurisdiction - 2023 [1]

Figure 12.1

Province/ Territory	Casualty Rates					
	Per 100,000 Population		Per Billion Vehicle Kilometres [2]		Per 100,000 Licensed Drivers	
	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries
Canada	4.9	296.5	4.5	273.9	6.9	415.8
Newfoundland & Labrador	7.8	408.2	8.3	437.4	10.6	556.8
Prince Edward Island	8.1	287.3	8.4	299.2	10.8	383.8
Nova Scotia	5.3	567.6	4.6	496.8	6.9	738.1
New Brunswick	8.5	257.5	8.1	245.7	12.8	386.7
Quebec	4.3	317.1	4.7	345.1	6.4	473.9
Ontario	3.9	231.0	3.4	198.7	5.3	312.5
Manitoba	5.4	517.7	4.7	458.1	8.1	786.4
Saskatchewan	7.6	445.9	5.9	345.5	11.0	644.9
Alberta	6.4	379.9	4.9	291.1	8.4	502.4
British Columbia	5.5	230.7	6.2	261.2	7.9	334.5
Yukon	19.8	589.5	11.0	328.0	27.0	804.5
Northwest Territories	8.9	189.0	8.0	171.0	14.9	316.9
Nunavut	2.5	39.3	20.8	333.4	9.2	146.7

[1] Canadian Motor Vehicle Traffic Collision Statistics: 2023. Published by Transport Canada.

[2] Statistics Canada, Canadian Vehicle Survey. Catalogue No. 53-223-XIE.

Appendix A1 – Collision Report Form Side I

Northwest Territories Accident Report	02. POLICE DETACHMENT	N T 1 0 0	03. CASE NUMBER	PAGE	OF
1. In Community of	(Give Park, Special Area Etc.)	31. DIRECTION OF TRAVEL	REPORT TYPE	REPORT STATUS	08. HOUR
2. Near On Km	Street/Road/Avenue	1. Original 2. Continuation 3. Amendment 4. Correction	1. Complete 2. Incomplete	00-23	UU, Unk.
3. At Intersection With	Street/Road/Avenue	4. SCENE ATTENDED	05. - 08. DATE OF COLLISION	11. NO. KILLED	
4. If Not At Intersection	Street/Road/Avenue	1. Yes 2. No	W. rmm dd	12. NO. INJURED	
5. Special Intersection Reference	N S E W	10. COLLISION SEVERITY	15. HIT AND RUN	13. NO. VEHICLES	
6. If Location Can Be Described More Precisely, Enter Here	metres km	1. Fatal 2. Injury 3. Property Damage 4. Other	1. Yes 2. No		
7. 01. Hit Moving Object	03. Off Road Left	32. Sideswipe Opposite Direction	36. Other Multi-Vehicle Opposite Direction	40. Other Collision Type	
8. 02. Hit Stationary Object	04. Off Road Right	21. Rear End	33. Left Turn	UU, Unknown Collision Type	
9. TYPE		22. Sideswipe Same Direction	34. Right Turn		
10. 29. VEH. SEQUENCE #	05. R. off/on on Roadway	23. Passing - Left Turn	35. Right Turn	41. Hit Parked Vehicle	
11. 30. TOTAL OCCUPANTS	06. Other Single Vehicle	24. Passing - Right Turn	36. Across Path		
12. LAST NAME	07. Other Multi-Vehicle	25. Other Multi-Vehicle Same Direction	37. Head-On	42. DAMAGE SEVERITY	
13. ADDRESS	08. Ped. U. Unk.	26. Ped. U. Unk.	38. Head-On	1. None 2. Minimal 3. Moderate 4. Severe 5. Demolished 6. Other U. Unknown	
14. ADDRESS	09. Ped. U. Unk.	27. Ped. U. Unk.	39. Head-On		
15. DATE OF BIRTH	10. Ped. U. Unk.	28. Ped. U. Unk.	40. Head-On		
16. DRIVER'S LICENCE #	11. Ped. U. Unk.	29. Ped. U. Unk.	41. Head-On		
17. 58. STATUS	12. Ped. U. Unk.	30. Ped. U. Unk.	42. Head-On		
18. 34. YEAR	13. Ped. U. Unk.	31. Ped. U. Unk.	43. Head-On		
19. LICENCE PLATE #	14. Ped. U. Unk.	32. Ped. U. Unk.	44. Head-On		
20. LAST NAME	15. Ped. U. Unk.	33. Ped. U. Unk.	45. Head-On		
21. ADDRESS	16. Ped. U. Unk.	34. Ped. U. Unk.	46. Head-On		
22. HOME PHONE	17. Ped. U. Unk.	35. Ped. U. Unk.	47. Head-On		
23. WORK PHONE	18. Ped. U. Unk.	36. Ped. U. Unk.	48. Head-On		
24. INSURANCE COMPANY	19. Ped. U. Unk.	37. Ped. U. Unk.	49. Head-On		
25. POLICY NUMBER	20. Ped. U. Unk.	38. Ped. U. Unk.	50. Head-On		
26. 29. Veh. Seq. #	21. Ped. U. Unk.	39. Ped. U. Unk.	51. Head-On		
27. 55. Sex	22. Ped. U. Unk.	40. Ped. U. Unk.	52. Head-On		
28. 56. Age	23. Ped. U. Unk.	41. Ped. U. Unk.	53. Head-On		
29. 57. Years Licensed	24. Ped. U. Unk.	42. Ped. U. Unk.	54. Head-On		
30. 61. Post-62. Ejection Location	25. Ped. U. Unk.	43. Ped. U. Unk.	55. Head-On		
31. 63. Ejection Location	26. Ped. U. Unk.	44. Ped. U. Unk.	56. Head-On		
32. 65. Safety Equipment Use	27. Ped. U. Unk.	45. Ped. U. Unk.	57. Head-On		
33. 67. Air Bag Deployed	28. Ped. U. Unk.	46. Ped. U. Unk.	58. Head-On		
34. 66. Proper Use	29. Ped. U. Unk.	47. Ped. U. Unk.	59. Head-On		
35. 68. Air Bag Fitted	30. Ped. U. Unk.	48. Ped. U. Unk.	60. Head-On		
36. 69. Air Bag Fitted, No Deployment	31. Ped. U. Unk.	49. Ped. U. Unk.	61. Head-On		
37. 70. Air Bag Fitted, Deployed	32. Ped. U. Unk.	50. Ped. U. Unk.	62. Head-On		
38. 71. Air Bag Fitted, Deployment Unknown	33. Ped. U. Unk.	51. Ped. U. Unk.	63. Head-On		
39. 72. No Applicable Vehicle Type	34. Ped. U. Unk.	52. Ped. U. Unk.	64. Head-On		
40. 73. Other U. Unknown	35. Ped. U. Unk.	53. Ped. U. Unk.	65. Head-On		
41. Officer's Signature	36. Ped. U. Unk.	54. Ped. U. Unk.	66. Head-On		
42. Name	37. Ped. U. Unk.	55. Ped. U. Unk.	67. Head-On		
43. Rank	38. Ped. U. Unk.	56. Ped. U. Unk.	68. Head-On		
44. Date Reviewed	39. Ped. U. Unk.	57. Ped. U. Unk.	69. Head-On		
45. Reviewed By:	40. Ped. U. Unk.	58. Ped. U. Unk.	70. Head-On		

Appendix A2 – Collision Report Form Side II

16. ROADWAY CONFIGURATION 1. Non-Intersection <input type="checkbox"/> 2. Intersection 2 Roads <input type="checkbox"/> 3. Intersection With Parking Lot/Onway/Alley <input type="checkbox"/> 4. Railroad Level Crossing <input type="checkbox"/> 5. Bridge, Overpass, Viaduct <input type="checkbox"/> 6. Tunnel Or Underpass <input type="checkbox"/> 7. Other <input type="checkbox"/> 17. WEATHER CONDITION 1. Clear and/or Sunny <input type="checkbox"/> 2. Overcast/Cloudy - No Precipitation <input type="checkbox"/> 3. Rain <input type="checkbox"/> 4. Snowing, Not Including Drifting Snow <input type="checkbox"/> 5. Freezing Rain, Sleet/Hail <input type="checkbox"/> 6. Visibility Limitation (Eg. Fog, Smoke, Dust, Mist) <input type="checkbox"/> 7. Strong Wind <input type="checkbox"/> 8. Other <input type="checkbox"/>	24. ROAD SURFACE 1. Dry, Normal <input type="checkbox"/> 2. Wet <input type="checkbox"/> 3. Snow (Fresh/Loss) <input type="checkbox"/> 4. Slush, Wet/Snow <input type="checkbox"/> 5. Ice <input type="checkbox"/> 6. Sand/Gravel/Dirt <input type="checkbox"/> 7. Muddy <input type="checkbox"/> 8. Oil <input type="checkbox"/> 9. Flooded <input type="checkbox"/> 10. Other <input type="checkbox"/> 25. ROAD CONDITION 1. Good <input type="checkbox"/> 2. Potholes, Bumps, Ruts <input type="checkbox"/> 3. Under Construction, Repair <input type="checkbox"/> 4. Uneven <input type="checkbox"/> 5. Worn <input type="checkbox"/> 6. Observed Faded Markings <input type="checkbox"/> 7. Other <input type="checkbox"/> 26. ROAD ALIGNMENT 1. Straight/And Level <input type="checkbox"/> 2. Straight/With Grade <input type="checkbox"/> 3. Curved/And Level <input type="checkbox"/> 4. Curved/With Grade <input type="checkbox"/> 5. Top Of Hill/Gradient <input type="checkbox"/> 6. Bottom Of Hill/Gradient <input type="checkbox"/> 7. Other <input type="checkbox"/>	11. Urban Transit/Bus 12. Intercity Bus <input type="checkbox"/> 13. Motorcycle <input type="checkbox"/> 14. Motorcycle - Speed Limited <input type="checkbox"/> 15. Off-Road Vehicle <input type="checkbox"/> 16. Bicycle <input type="checkbox"/> 17. Purpose-Built Motor Home <input type="checkbox"/> 18. Farm Equipment <input type="checkbox"/> 19. Construction Equipment <input type="checkbox"/> 20. Snowmobile <input type="checkbox"/> 21. Other <input type="checkbox"/>	41. VEHICLE MANOEUVRE 01. Going Straight <input type="checkbox"/> 02. Turning Left <input type="checkbox"/> 03. Turning Right <input type="checkbox"/> 04. U-Turn <input type="checkbox"/> 05. Changing Lanes <input type="checkbox"/> 06. Merging <input type="checkbox"/> 07. Reversing <input type="checkbox"/> 08. Overtaking <input type="checkbox"/> 09. Negotiating Curve <input type="checkbox"/> 10. Stopping, Stopping <input type="checkbox"/> 11. Starting In Traffic <input type="checkbox"/> 12. Leaving In Traffic <input type="checkbox"/> 13. Stopped/Parked Legally <input type="checkbox"/> 14. Stopped/Parked Illegally <input type="checkbox"/> 15. Swerving To Avoid Collision <input type="checkbox"/> 16. Run-Away/Or Roll Away Vehicle <input type="checkbox"/> 21. Unspecified Manoeuvre <input type="checkbox"/> 00. Other <input type="checkbox"/>	36. VEHICLE USE 01. Taxi <input type="checkbox"/> 02. School Bus <input type="checkbox"/> 03. Other Bus <input type="checkbox"/> 04. Military <input type="checkbox"/> 05. Police Cruiser <input type="checkbox"/> 06. Other Police <input type="checkbox"/> 07. Ambulance <input type="checkbox"/> 08. Hearse <input type="checkbox"/> 09. Tow Truck <input type="checkbox"/> 10. Delivery Vehicle <input type="checkbox"/> 11. Road Maintenance <input type="checkbox"/> 12. Utilities Maintenance <input type="checkbox"/> 13. Fire Response <input type="checkbox"/> 14. No Special Use <input type="checkbox"/> 99. Other <input type="checkbox"/>	18. LIGHT CONDITION 1. Daylight <input type="checkbox"/> 2. Dawn <input type="checkbox"/> 3. Dusk <input type="checkbox"/> 4. Darkness <input type="checkbox"/> 5. Other <input type="checkbox"/> 19. ARTIFICIAL LIGHT 1. No Artificial Light <input type="checkbox"/> 2. Artificial Light - On <input type="checkbox"/> 3. Artificial Light - Off <input type="checkbox"/> 4. Other <input type="checkbox"/>	48. DRIVER ACTION 21. Following Too Closely <input type="checkbox"/> 22. Distracted, Inattentive <input type="checkbox"/> 23. Driving Too Fast For Conditions <input type="checkbox"/> 24. Improper Turning Or Passing <input type="checkbox"/> 25. Fail To Yield Right Of Way <input type="checkbox"/> 26. Disobeyed Traffic Control Device/Police Officer <input type="checkbox"/> 27. Driving On Wrong Side Of Road <input type="checkbox"/> 28. Backing Unsafely <input type="checkbox"/> 29. Lost Control <input type="checkbox"/> NN. Running Into School Bus <input type="checkbox"/> 00. Other <input type="checkbox"/>	46. DRIVER ACTION 21. Following Too Closely <input type="checkbox"/> 22. Distracted, Inattentive <input type="checkbox"/> 23. Driving Too Fast For Conditions <input type="checkbox"/> 24. Improper Turning Or Passing <input type="checkbox"/> 25. Fail To Yield Right Of Way <input type="checkbox"/> 26. Disobeyed Traffic Control Device/Police Officer <input type="checkbox"/> 27. Driving On Wrong Side Of Road <input type="checkbox"/> 28. Backing Unsafely <input type="checkbox"/> 29. Lost Control <input type="checkbox"/> NN. Running Into School Bus <input type="checkbox"/> 00. Other <input type="checkbox"/>	46. VEHICLE FACTORS 41. Defective Brakes <input type="checkbox"/> 42. Defective Steering <input type="checkbox"/> 43. Defective Lights <input type="checkbox"/> 44. Tire Blown Out <input type="checkbox"/> 45. Unsecured Or Spilled Load <input type="checkbox"/> 46. Oversized Load, Overload <input type="checkbox"/> 47. Visibility Obstructed <input type="checkbox"/> 48. Other Defective Parts <input type="checkbox"/> NN. No Defects <input type="checkbox"/> 00. Other <input type="checkbox"/>	50. ENVIRONMENTAL FACTORS 51. Animal On Roadway <input type="checkbox"/> 52. Road Surface Or Other Condition <input type="checkbox"/> 53. Obstruction On Road <input type="checkbox"/> 54. View Obscured, Glare, Reflection <input type="checkbox"/> 55. Weather Or Acts Of God <input type="checkbox"/> NN. No Environmental Factors <input type="checkbox"/> 00. Other <input type="checkbox"/>	37. EMERGENCY USE 1. Yes <input type="checkbox"/> 2. No <input type="checkbox"/> N. Not An Emergency Vehicle <input type="checkbox"/> U. Unknown <input type="checkbox"/>	27. TRAFFIC CONTROL 01. Traffic Signals - Oper. <input type="checkbox"/> 02. Traffic Signals - Flashing <input type="checkbox"/> 03. Stop Sign <input type="checkbox"/> 04. Yield Sign <input type="checkbox"/> 05. Warning Sign <input type="checkbox"/> 06. Pedestrian Crosswalk <input type="checkbox"/> 07. Police Officer <input type="checkbox"/> 08. School Guard/Figman <input type="checkbox"/> 09. School Crossing <input type="checkbox"/> 10. Reduced Speed Zone <input type="checkbox"/> 11. No Passing Zone Sign <input type="checkbox"/> 12. Road Markings <input type="checkbox"/> 13. School Bus Stopped/Lights Flashing <input type="checkbox"/> 14. School Bus Stopped/Lights Not Flashing <input type="checkbox"/> 15. Rail Crossing With Signals and/or Gates <input type="checkbox"/> 16. Rail X-ing, Signs Only <input type="checkbox"/> 17. Unspec. Control Device <input type="checkbox"/> 18. No Control Present <input type="checkbox"/> 00. Other <input type="checkbox"/>	68. PEDESTRIAN ACTION 01. Crossing Intersection With ROW <input type="checkbox"/> 02. Crossing Intersection Without ROW <input type="checkbox"/> 04. In Crosswalk <input type="checkbox"/> 05. Crossing Roadway At Midblock <input type="checkbox"/> 06. Walking On Roadway Against Traffic <input type="checkbox"/> 07. Walking On Roadway With Traffic <input type="checkbox"/> 08. On Sidewalk, Median, Safety Zone <input type="checkbox"/> 11. Crossing From Behind Parked Vehicle/Object <input type="checkbox"/> 12. Coming From Behind Moving Vehicle <input type="checkbox"/> 13. Running Into School Bus <input type="checkbox"/> 14. Getting On/Off School Bus <input type="checkbox"/> 15. Getting On/Off Vehicle <input type="checkbox"/> 16. Pushing Vehicle <input type="checkbox"/> 17. Working On Vehicle <input type="checkbox"/> 18. Playing On Road <input type="checkbox"/> 19. Working On Road <input type="checkbox"/> 20. Lying On Road <input type="checkbox"/> NN. Not A Pedestrian <input type="checkbox"/> 00. Other <input type="checkbox"/>	46. VEHICLE FACTORS 41. Defective Brakes <input type="checkbox"/> 42. Defective Steering <input type="checkbox"/> 43. Defective Lights <input type="checkbox"/> 44. Tire Blown Out <input type="checkbox"/> 45. Unsecured Or Spilled Load <input type="checkbox"/> 46. Oversized Load, Overload <input type="checkbox"/> 47. Visibility Obstructed <input type="checkbox"/> 48. Other Defective Parts <input type="checkbox"/> NN. No Defects <input type="checkbox"/> 00. Other <input type="checkbox"/>	50. ENVIRONMENTAL FACTORS 51. Animal On Roadway <input type="checkbox"/> 52. Road Surface Or Other Condition <input type="checkbox"/> 53. Obstruction On Road <input type="checkbox"/> 54. View Obscured, Glare, Reflection <input type="checkbox"/> 55. Weather Or Acts Of God <input type="checkbox"/> NN. No Environmental Factors <input type="checkbox"/> 00. Other <input type="checkbox"/>	37. EMERGENCY USE 1. Yes <input type="checkbox"/> 2. No <input type="checkbox"/> N. Not An Emergency Vehicle <input type="checkbox"/> U. Unknown <input type="checkbox"/>	27. TRAFFIC CONTROL 01. Traffic Signals - Oper. <input type="checkbox"/> 02. Traffic Signals - Flashing <input type="checkbox"/> 03. Stop Sign <input type="checkbox"/> 04. Yield Sign <input type="checkbox"/> 05. Warning Sign <input type="checkbox"/> 06. Pedestrian Crosswalk <input type="checkbox"/> 07. Police Officer <input type="checkbox"/> 08. School Guard/Figman <input type="checkbox"/> 09. School Crossing <input type="checkbox"/> 10. Reduced Speed Zone <input type="checkbox"/> 11. No Passing Zone Sign <input type="checkbox"/> 12. Road Markings <input type="checkbox"/> 13. School Bus Stopped/Lights Flashing <input type="checkbox"/> 14. School Bus Stopped/Lights Not Flashing <input type="checkbox"/> 15. Rail Crossing With Signals and/or Gates <input type="checkbox"/> 16. Rail X-ing, Signs Only <input type="checkbox"/> 17. Unspec. Control Device <input type="checkbox"/> 18. No Control Present <input type="checkbox"/> 00. Other <input type="checkbox"/>	82. DANGEROUS GOODS CLASS 1. Explosives <input type="checkbox"/> 2. Gases <input type="checkbox"/> 3. Flammable Liquids <input type="checkbox"/> 4. Flammable Solids, Spontaneous Combustibles <input type="checkbox"/> 5. Oxidizers & Organic Peroxides <input type="checkbox"/> 6. Poisonous & Inebrious Substances <input type="checkbox"/> 7. Radioactives <input type="checkbox"/> 8. Corrosives <input type="checkbox"/> 9. Misc. Dangerous Goods <input type="checkbox"/> N. Not A Commercial Vehicle <input type="checkbox"/> 0. Other <input type="checkbox"/>	53. LOAD STATUS 1. Fully/Partially Loaded <input type="checkbox"/> 2. Not Loaded <input type="checkbox"/> N. Not A Commercial Vehicle <input type="checkbox"/> 0. Other <input type="checkbox"/>	60. BLOOD ALCOHOL CONCENTRATION 000-500 BAC (mg%) Of Driver <input type="checkbox"/> P. Pedestrian <input type="checkbox"/> 600. Not Tested, Driver/Pedestrian <input type="checkbox"/> Dead, Alcohol Use Suspected <input type="checkbox"/> 610. Not Tested Due To Injury, Alcohol Use Suspected <input type="checkbox"/> 620. Not Tested - Other Reasons, Alcohol Use Suspected <input type="checkbox"/> 998. No Alcohol Suspected <input type="checkbox"/> NN. Passenger <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> U. Unknown <input type="checkbox"/>	38. TRAILER TYPE 1. Recreational Trailer <input type="checkbox"/> 2. Light/Utility Trailer (Boat) <input type="checkbox"/> 3. Commercial Full Trailer <input type="checkbox"/> 4. One Semi-Trailer <input type="checkbox"/> 5. Two Semi-Trailers, A-Train <input type="checkbox"/> 6. Two Semi-Trailers, B-Train <input type="checkbox"/> 7. Two Semi-Trailers, C-Train <input type="checkbox"/> 8. Two Semi-Trailers, C Connector <input type="checkbox"/> Unknown <input type="checkbox"/> 9. Three Semi-Trailers <input type="checkbox"/> N. No Trailers <input type="checkbox"/> 0. Other <input type="checkbox"/>	39. USE OF HEADLIGHTS 1. No Headlights On/Not Equipped <input type="checkbox"/> 2. Daytime Running Lights On <input type="checkbox"/> 3. Headlights On <input type="checkbox"/> 4. Parking Lights Only On <input type="checkbox"/> 5. Fog Or Auxiliary Lights On <input type="checkbox"/> 0. Other <input type="checkbox"/> U. Unknown <input type="checkbox"/>	55. LOAD STATUS 1. Fully/Partially Loaded <input type="checkbox"/> 2. Not Loaded <input type="checkbox"/> N. Not A Commercial Vehicle <input type="checkbox"/> 0. Other <input type="checkbox"/>	60. BLOOD ALCOHOL CONCENTRATION 000-500 BAC (mg%) Of Driver <input type="checkbox"/> P. Pedestrian <input type="checkbox"/> 600. Not Tested, Driver/Pedestrian <input type="checkbox"/> Dead, Alcohol Use Suspected <input type="checkbox"/> 610. Not Tested Due To Injury, Alcohol Use Suspected <input type="checkbox"/> 620. Not Tested - Other Reasons, Alcohol Use Suspected <input type="checkbox"/> 998. No Alcohol Suspected <input type="checkbox"/> NN. Passenger <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> U. Unknown <input type="checkbox"/>	38. TRAILER TYPE 1. Recreational Trailer <input type="checkbox"/> 2. Light/Utility Trailer (Boat) <input type="checkbox"/> 3. Commercial Full Trailer <input type="checkbox"/> 4. One Semi-Trailer <input type="checkbox"/> 5. Two Semi-Trailers, A-Train <input type="checkbox"/> 6. Two Semi-Trailers, B-Train <input type="checkbox"/> 7. Two Semi-Trailers, C-Train <input type="checkbox"/> 8. Two Semi-Trailers, C Connector <input type="checkbox"/> Unknown <input type="checkbox"/> 9. Three Semi-Trailers <input type="checkbox"/> N. No Trailers <input type="checkbox"/> 0. Other <input type="checkbox"/>	39. USE OF HEADLIGHTS 1. No Headlights On/Not Equipped <input type="checkbox"/> 2. Daytime Running Lights On <input type="checkbox"/> 3. Headlights On <input type="checkbox"/> 4. Parking Lights Only On <input type="checkbox"/> 5. Fog Or Auxiliary Lights On <input type="checkbox"/> 0. Other <input type="checkbox"/> U. Unknown <input type="checkbox"/>	40. VEHICLE SPEED 1. Fatigued/Asleep <input type="checkbox"/> 2. Inexperience <input type="checkbox"/> 3. Under Influence - Alcohol <input type="checkbox"/> 4. Under Influence - Drugs <input type="checkbox"/> 5. Sudden Illness, Lost Consciousness <input type="checkbox"/> NN. Apparently Normal <input type="checkbox"/> U. Unknown <input type="checkbox"/>	INDEPENDENT WITNESSES Last Name <input type="text"/> First Name <input type="text"/> Address <input type="text"/> Home Phone <input type="text"/> Work Phone <input type="text"/> Last Name <input type="text"/> First Name <input type="text"/> Address <input type="text"/> Home Phone <input type="text"/> Work Phone <input type="text"/> ADDITIONAL WITNESSES ON FILE? Yes <input type="checkbox"/> No <input type="checkbox"/> DESCRIPTION: Show Direction of Travel, Obstructions, Vehicle Movement, Travel Lane, Fixed Objects, Traffic Controls.	DRIVER AT FAULT Y. Driver Wholly/Partially At Fault <input type="checkbox"/> N. Driver Not At Fault <input type="checkbox"/> U. Unknown <input type="checkbox"/>	CHARGES LAID Y. Charges Laid Against Driver <input type="checkbox"/> N. Charges Not Laid <input type="checkbox"/> U. Unknown/Pending/Proposed <input type="checkbox"/>
--	--	---	---	---	---	---	---	--	---	--	--	---	--	---	--	--	---	---	--	---	---	---	--	---	---	--	---	--	--

K'áhshó got'jine xədə k'é hederı ʔedjhtl'é yerinıwę nı dé dúle.
Dene Kədə

ʔerihł'ıs Dēne Sųlıné yatı t'a huts'elkēr xa beyáyatı theʔą ʔat'e, nuwe ts'ēn yóftı.
Dēne Sųlıné

Edı gondı dehgáh got'je zhaté k'éé edat'éh enahddhę nıde naxets'é edahłı.
Dene Zhaté

Jii gwandak izhii ginjik vat'atr'ijáhch'uu zhit yinohtan ji', diits'at ginohkhiı.
Dinjii Zhu' Ginjik

Uvanittuaq ilitchurisukupku Inuvialuktun, ququaqluta.
Inuvialuktun

Ć'đ< nŋ^śbΔ^ć AŋLJAŋ^ć Δ.đ'ŋĐŋ^ćŋLŋŋ^ś, Đŋ^ćŋ^ś.đ^ć Đ^ćbŋŋ^ś.ŋ^ćĐŋ^ć.
Inuktitut

Hapkua titiqqat pijumagupkit Inuinnaqtun, uvaptinnut hivajarlutit.
Inuinnaqtun

kĩspin ki nitawihłtĩn ē nĩhiyawihk ōma ācimōwin, tipwāsinān.
nēhiyawēwin

Tłjchq yatı k'èè. Dı wegodı newq dè, gots'o gonede.
Tłjchq

Indigenous Languages
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