



Government of Gouvernement des  
Northwest Territories Territoires du Nord-Ouest

## NWT Traffic Collision Facts

### Collisions de la route aux TNO



2023

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# Introduction

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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.

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## 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

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## 2023 QUICK FACTS REPORT

### 2023 Compared to 2022

	<u>2022</u>	<u>2023</u>	<u>% Change</u>
PROPERTY DAMAGE ONLY COLLISIONS	360	353	-1.9
PERSONAL INJURY COLLISIONS	66	57	-13.6
FATAL COLLISIONS	1	4	300.0
TOTAL REPORTED COLLISIONS	427	414	-3.0
NUMBER OF PERSONS KILLED	1	4	300.0
NUMBER OF PERSONS INJURED	83	85	2.4
NWT HIGHWAY SYSTEM COLLISIONS	83	71	-14.5
RURAL COLLISIONS	6	3	-50.0
COLLISIONS IN COMMUNITIES	338	340	0.6
REGISTERED VEHICLES	41,930	42,410	1.1
LICENSED DRIVERS	26,471	26,823	1.3
NWT POPULATION [1]	45,605	44,972	-1.4
COLLISIONS PER 100 LICENSED DRIVERS	1.61	1.54	-4.3
COLLISIONS PER 100 REGISTERED VEHICLES	1.02	0.98	-4.1
COLLISIONS PER 100 POPULATION	0.94	0.92	-1.7
COLLISIONS INVOLVING ALCOHOL	26	21	-19.2

[1] 2022 and 2023 population from NWT Bureau of Statistics July 1 estimate published in 'Quarterly Report', March 2024.

# Section Summaries

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## Section 1 - Historical Trends

This section illustrates the 35-year history of collisions, victims and licensed drivers and vehicles. There was a total of 414 collisions reported in 2023. This is the lowest number of collisions since the inception of TCIS in 1989. 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 four traffic fatalities reported in 2023, which is near the 35-year average, while the 85 persons injured in 2023 is considerably less than the historic average.

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## 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.

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## 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 nearly three times as prevalent in injury and fatal collisions (13%) than in all collisions (5%). Driver error accounts for 72% of all factors in collisions, as compared to vehicle condition (less than 1%) and environmental condition (5%).

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## 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.

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## Section 5 - Driver Factors

This section describes the characteristics of drivers involved in collisions. In 2023, 624 drivers were involved in 414

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collisions. This is an average of 1.51 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 50% 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.

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### **Section 6 - Vehicle Factors**

There was a total of 740 vehicles involved in 414 collisions in 2023. This is an average of 1.79 vehicles per collision. This section provides details on the different vehicle types involved in collisions.

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### **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.

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## Section 8 - Pedestrians

This section presents a summary of collisions involving pedestrians. For 2023:

- 4 pedestrians were injured;
- no pedestrians were killed;
- 2 of the 4 pedestrians injured were over the age of 25;
- 3 of the 4 pedestrians were injured within a community;
- One pedestrian was under the influence of alcohol.

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## 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 2023, there were 21 collisions involving alcohol, resulting in 10 persons being injured. There was one alcohol-related fatality in 2023. Alcohol-related injuries are significantly below the 35-year average.

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## 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:

- 50% of off-road vehicle collisions resulted in injuries;
- One collision resulted in a fatality;
- 18% of off-road vehicle drivers in collisions had been drinking or were impaired by alcohol;
- Less than 40% of off-road vehicle drivers or passengers in collisions were wearing helmets;
- 76% of the off-road vehicles involved in collisions were ATVs.

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## Section 11 - Geographic Distribution

This section presents a detailed summary of collisions by region, RCMP detachment and severity. 65% of collisions took place in the North Slave region. The North Slave region also accounted for 41% of persons injured. One fatality took place in the Beaufort Delta region, one occurred in the Sahtu Region and two 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 42% of collisions occurring on the 10 numbered highways.

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## Section 12 – National Comparison

This section compares injury and fatality rates for Canadian jurisdictions for the 2022 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 all 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.

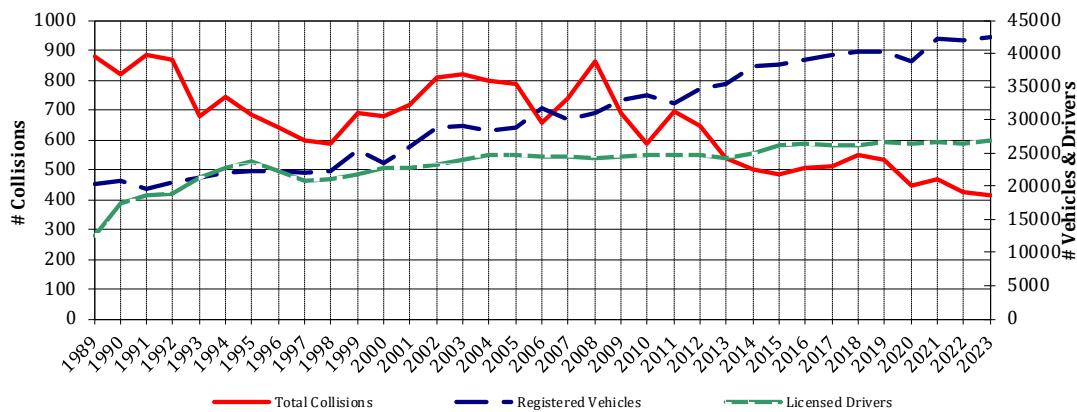
**INJURY COLLISION (Personal Injury)** - a motor vehicle collision resulting in a non-fatal injury to one or more persons. An injury is defined as any bodily harm resulting from the collision.

**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

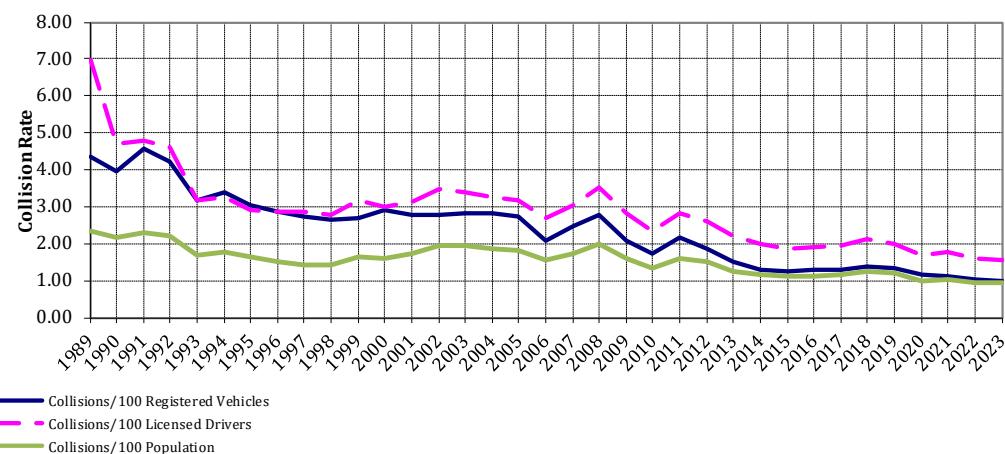


### 3 Year Summary

	2021	2022	2023	% Change
Registered Vehicles	42,170	41,930	42,410	1.1
Licensed Drivers	26,654	26,471	26,823	1.3
Total Collisions	469	427	414	-3.0

## Trends in Collision Rates by Vehicles, Drivers and Population

Figure 1.2



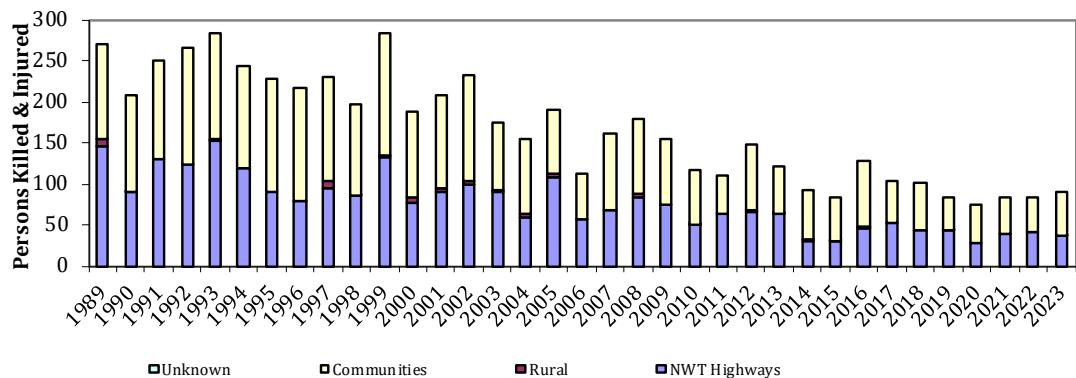
### 3 Year Summary

	2021	2022	2023	% Change
Collisions/100 Registered Vehicles	1.11	1.02	0.98	-4.1
Collisions/100 Licensed Drivers	1.76	1.61	1.54	-4.3
Collisions/100 Population	1.03	0.94	0.92	-1.7

# Historical Trends – Section 1

## Trends in Injuries & Fatalities

Figure 1.3

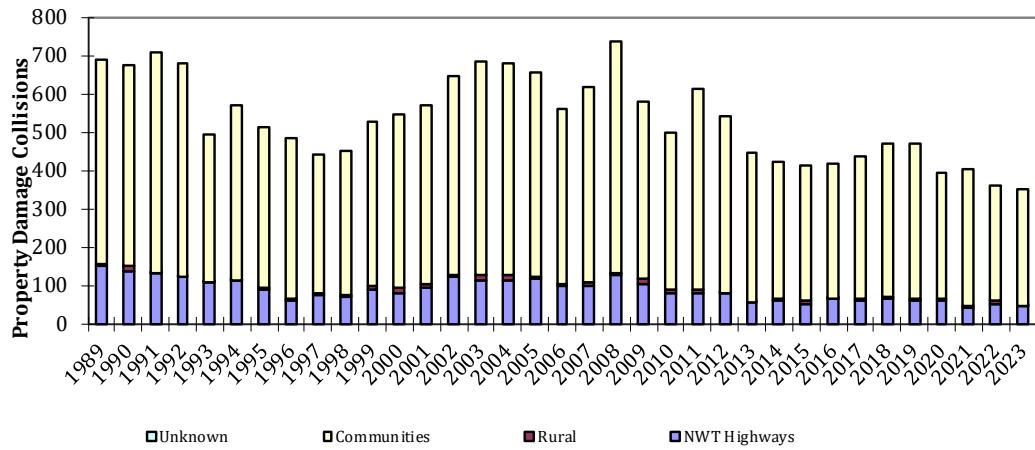


### 3 Year Summary

	Persons Injured				Persons Killed			
	2021	2022	2023	Average	2021	2022	2023	Average
NWT Highways	36	40	33	36	2	1	3	2
Rural	0	0	1	0	0	0	0	0
Communities	46	43	51	47	0	0	1	0
<b>Total</b>	<b>82</b>	<b>83</b>	<b>85</b>	<b>83</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>2</b>

## Trends in Property Damage Collisions

Figure 1.4



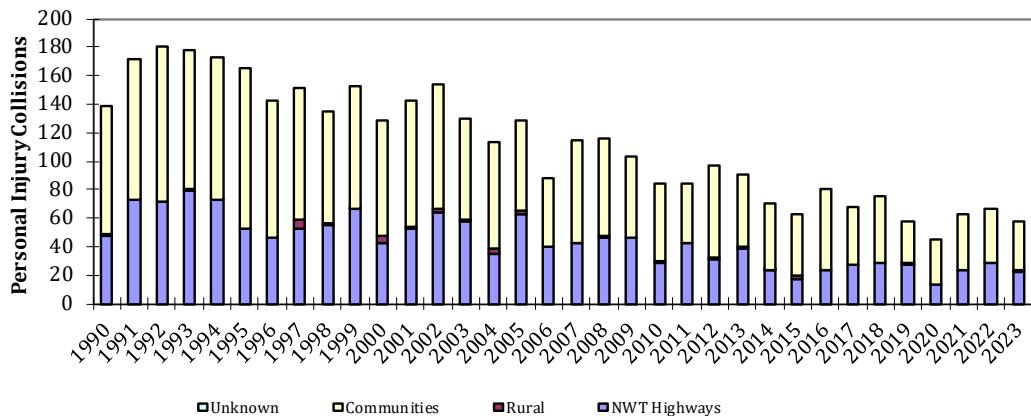
### 3 Year Summary

	Property Damage Collisions			
	2021	2022	2023	Average
NWT Highways	42	54	46	47
Rural	5	6	2	4
Communities	357	300	305	321
<b>Total</b>	<b>404</b>	<b>360</b>	<b>353</b>	<b>372</b>

# Historical Trends – Section 1

## Trends in Personal Injury Collisions

Figure 1.5



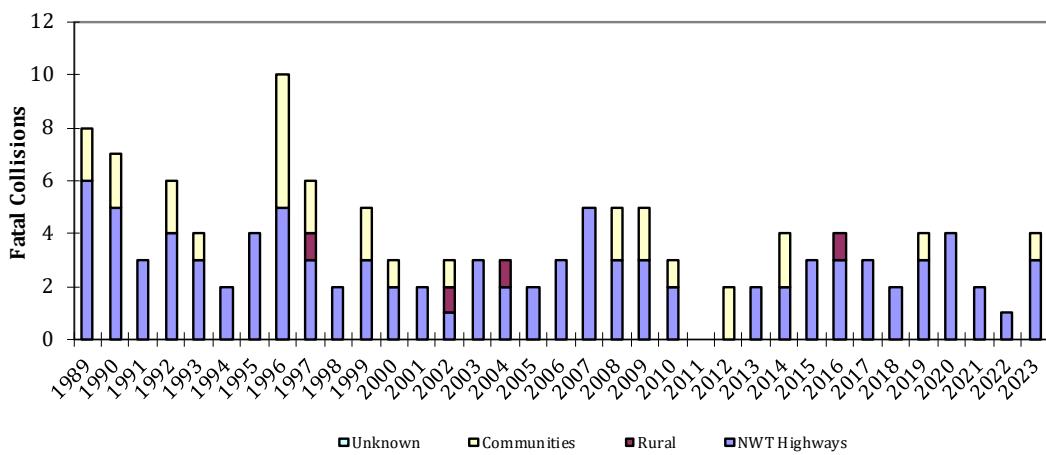
### 3 Year Summary

#### Personal Injury Collisions

	2021	2022	2023	Average
NWT Highways	24	28	22	25
Rural	0	0	1	0
Communities	39	38	34	37
<b>Total</b>	<b>63</b>	<b>66</b>	<b>57</b>	<b>62</b>

## Trends in Fatal Collisions

Figure 1.6



### 3 Year Summary

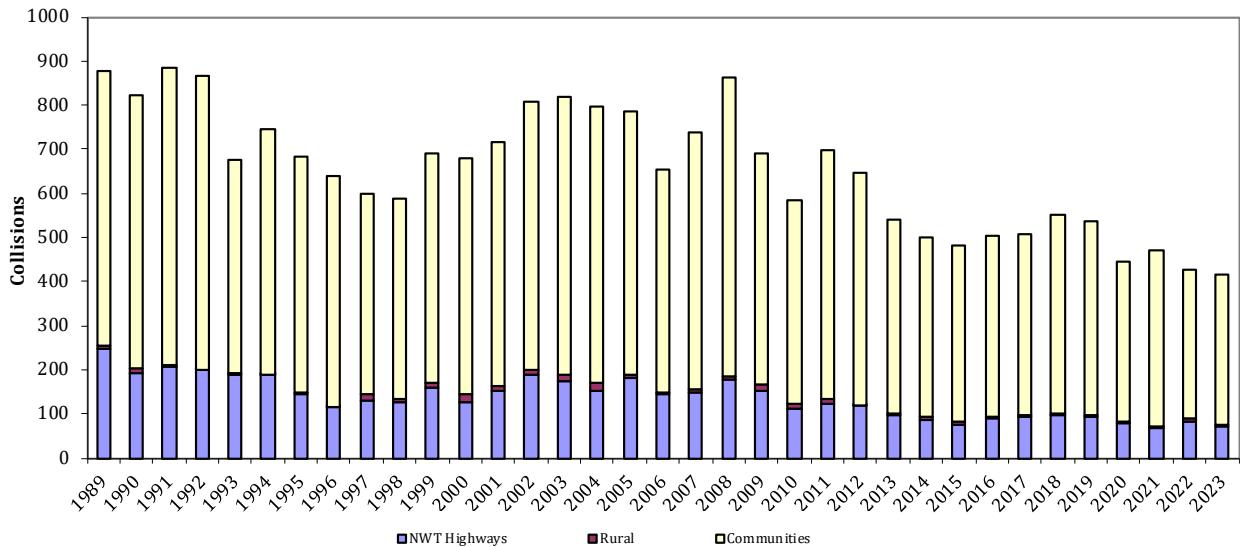
#### Fatal Collisions

	2021	2022	2023	Average
NWT Highways	2	1	3	2
Rural	0	0	0	0
Communities	0	0	1	0
<b>Total</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>2</b>

# Historical Trends – Section 1

**Trends in All Reported Collisions**

Figure 1.7



## 3 Year Summary

	2021	2022	2023	Average
NWT Highways	68	83	71	74
Rural	5	6	3	5
Communities	396	338	340	358
<b>Total</b>	<b>469</b>	<b>427</b>	<b>414</b>	<b>437</b>

## Property Damage Collisions by Month and Year

Figure 1.8

Avg. 13

to 22

2023

Month	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Avg. 13 to 22	2023
January	56	56	37	46	44	54	50	53	43	38	48	38
February	49	57	44	46	42	62	52	55	42	36	49	41
March	50	35	34	40	51	47	50	36	45	31	42	39
April	38	28	26	44	25	29	23	24	28	25	29	24
May	20	32	27	32	19	18	30	19	28	27	25	26
June	32	25	34	22	34	36	23	15	31	28	28	15
July	31	17	29	25	22	31	36	19	23	27	26	18
August	17	28	30	26	32	35	36	23	25	29	28	22
September	35	22	22	26	32	34	41	27	25	19	28	20
October	24	26	34	31	38	40	26	37	25	26	31	22
November	43	49	50	31	52	44	46	34	41	36	43	35
December	54	51	49	52	41	43	60	54	48	38	49	53
<b>Total</b>	<b>449</b>	<b>426</b>	<b>416</b>	<b>421</b>	<b>432</b>	<b>473</b>	<b>473</b>	<b>396</b>	<b>404</b>	<b>360</b>	<b>425</b>	<b>353</b>

# Historical Trends – Section 1

Personal Injury Collisions by Month and Year

Figure 1.9

Month	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Avg. 13 to 22	2023
January	9	7	8	8	3	4	5	7	4	8	6	3
February	9	8	3	6	6	9	5	4	6	3	6	4
March	9	5	2	7	9	5	3	2	3	2	5	3
April	6	2	2	7	2	4	4	2	3	4	4	6
May	4	2	5	4	4	4	1	3	2	4	3	6
June	6	10	4	9	3	9	9	5	4	3	6	10
July	12	6	3	10	7	10	6	4	7	9	7	4
August	9	8	13	5	11	5	6	4	11	8	8	3
September	4	4	3	2	4	9	4	2	6	4	4	5
October	10	6	6	5	7	7	4	6	5	7	6	6
November	8	5	7	8	7	5	5	2	5	4	6	4
December	4	7	7	9	11	4	6	4	7	10	7	3
<b>Total</b>	<b>90</b>	<b>70</b>	<b>63</b>	<b>80</b>	<b>74</b>	<b>75</b>	<b>58</b>	<b>45</b>	<b>63</b>	<b>66</b>	<b>68</b>	<b>57</b>

Fatal Collisions by Month and Year

Figure 1.10

Month	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Avg. 13 to 22	2023
January	0	0	0	0	0	0	0	0	0	0	0.0	0
February	1	0	0	0	0	0	1	1	0	0	0.3	0
March	1	0	0	2	0	1	0	0	0	0	0.4	0
April	0	0	0	0	0	0	0	1	0	0	0.1	0
May	0	1	1	0	2	1	0	1	0	0	0.6	2
June	0	0	0	1	0	0	0	0	1	0	0.2	1
July	0	1	0	0	0	0	1	0	0	0	0.2	0
August	0	0	0	1	0	0	1	0	1	0	0.3	1
September	0	0	1	0	0	0	0	0	0	0	0.1	0
October	0	2	1	0	1	0	1	0	0	1	0.6	0
November	0	0	0	0	0	0	0	0	0	0	0.0	0
December	0	0	0	0	0	0	0	1	0	0	0.1	0
<b>Total</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>2.9</b>	<b>4</b>

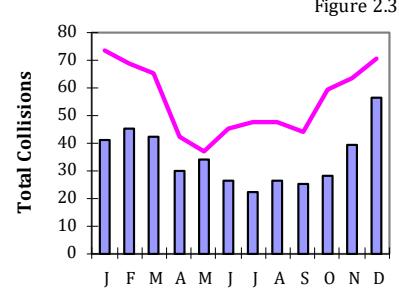
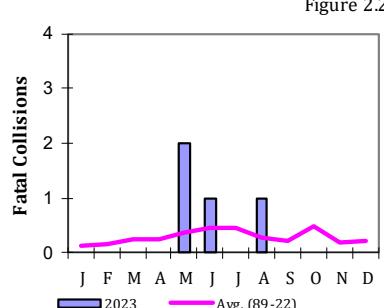
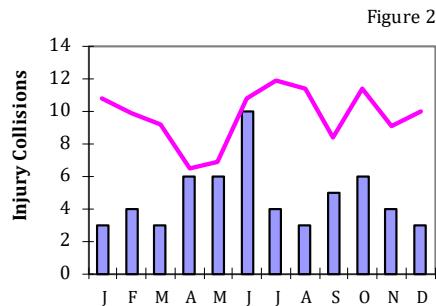
Total Collisions by Month and Year

Figure 1.11

Month	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Avg. 13 to 22	2023
January	65	63	45	54	47	58	55	60	47	46	54	41
February	59	65	47	52	48	71	58	60	48	39	55	45
March	60	40	36	49	60	53	53	38	48	33	47	42
April	42	30	28	51	27	33	27	27	31	29	33	30
May	24	35	33	36	25	23	31	23	30	31	29	34
June	38	35	38	32	37	45	32	20	36	31	34	26
July	43	24	32	35	29	41	43	23	30	36	34	22
August	26	36	43	32	43	40	43	27	37	37	36	26
September	39	26	26	28	36	43	45	29	31	23	33	25
October	34	34	41	36	46	47	31	43	30	34	38	28
November	51	54	57	39	59	49	51	36	46	40	48	39
December	58	58	56	61	52	47	66	59	55	48	56	56
<b>Total</b>	<b>539</b>	<b>500</b>	<b>482</b>	<b>505</b>	<b>509</b>	<b>550</b>	<b>535</b>	<b>445</b>	<b>469</b>	<b>427</b>	<b>496</b>	<b>414</b>

# Time of Occurrence – Section 2

## Collisions by Month of Occurrence



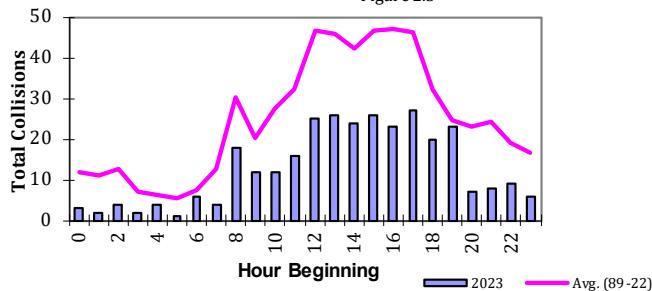
## Collisions & Victims by Month of Occurrence

Figure 2.4

Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	38	3	0	41	4	0
February	41	4	0	45	5	0
March	39	3	0	42	4	0
April	24	6	0	30	9	0
May	26	6	2	34	10	2
June	15	10	1	26	17	1
July	18	4	0	22	4	0
August	22	3	1	26	3	1
September	20	5	0	25	8	0
October	22	6	0	28	11	0
November	35	4	0	39	7	0
December	53	3	0	56	3	0
<b>Total</b>	<b>353</b>	<b>57</b>	<b>4</b>	<b>414</b>	<b>85</b>	<b>4</b>

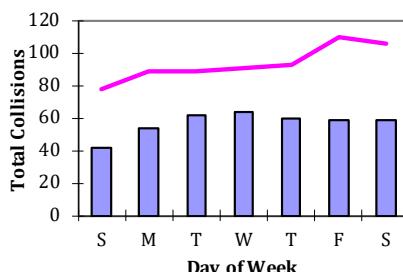
## Total Collisions by Time of Day

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.	2	1	0	0	0	0	0	3	0.8
1 to 2 a.m.	0	0	0	1	0	0	1	2	0.5
2 to 3 a.m.	0	0	1	1	1	1	0	4	1.0
3 to 4 a.m.	0	0	1	0	0	0	1	2	0.5
4 to 5 a.m.	1	0	0	0	1	0	2	4	1.0
5 to 6 a.m.	0	1	0	0	0	0	0	1	0.3
6 to 7 a.m.	0	2	0	0	2	2	0	6	1.5
7 to 8 a.m.	0	0	2	0	1	0	1	4	1.0
8 to 9 a.m.	1	3	3	4	1	3	3	18	4.5
9 to 10 a.m.	1	2	1	3	2	2	1	12	3.0
10 to 11 a.m.	2	3	2	3	0	1	1	12	3.0
11 to 12 a.m.	2	3	1	4	2	1	3	16	4.0
12 to 1 p.m.	2	2	3	7	1	8	2	25	6.3
1 to 2 p.m.	3	2	4	4	5	6	2	26	6.5
2 to 3 p.m.	4	6	1	1	5	4	3	24	6.0
3 to 4 p.m.	3	2	6	5	3	3	4	26	6.5
4 to 5 p.m.	4	2	3	4	2	5	3	23	5.8
5 to 6 p.m.	0	3	7	4	7	3	3	27	6.8
6 to 7 p.m.	0	3	3	2	5	5	2	20	5.0
7 to 8 p.m.	2	4	2	5	4	1	5	23	5.8
8 to 9 p.m.	2	0	3	1	1	0	0	7	1.8
9 to 10 p.m.	1	1	2	1	0	1	2	8	2.0
10 to 11 p.m.	1	1	0	0	1	0	6	9	2.3
11 to 12 p.m.	3	1	0	0	0	0	2	6	1.5
Not Stated	8	12	17	14	16	13	12	92	23.0
<b>Total</b>	<b>42</b>	<b>54</b>	<b>62</b>	<b>64</b>	<b>60</b>	<b>59</b>	<b>59</b>	<b>400</b>	
<b>%</b>	<b>10.5</b>	<b>13.5</b>	<b>15.5</b>	<b>16.0</b>	<b>15.0</b>	<b>14.8</b>	<b>14.8</b>	<b>100.0</b>	

\* 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

<b>Human Condition</b>	<b>Property Damage</b>	<b>Personal Injury</b>	<b>Fatal</b>	<b>% of Total Factors</b>	
				<b>Total</b>	
Fatigued, Fell Asleep	0	0	0	0	0.0
Inexperience	0	0	0	0	0.0
Under Influence - Alcohol	13	7	1	21	5.1
Under Influence - Drugs	0	0	0	0	0.0
Sudden Illness, Lost Consciousness	0	0	0	0	0.0
Other Driver Condition	0	0	0	0	0.0
<b>Total</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>21</b>	<b>5.1</b>

## Collisions by Severity Where Human Action was a Major Contributing Factor

Figure 3.2

<b>Human Action</b>	<b>Property Damage</b>	<b>Personal Injury</b>	<b>Fatal</b>	<b>% of Total Factors</b>	
				<b>Total</b>	
Following Too Closely	7	6	0	13	3.1
Distracted, Inattentive	16	7	0	23	5.6
Driving Too Fast for Conditions	29	9	0	38	9.2
Improper Turning or Passing	30	1	0	31	7.5
Failed to Yield Right-of-Way	23	10	0	33	8.0
Disobeyed Traffic Control/Officer	4	0	0	4	1.0
Driving on Wrong Side of Road	1	1	0	2	0.5
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	87	1	0	88	21.3
Lost Control	50	12	2	64	15.5
Other Driver Action	0	0	0	0	0.0
<b>Total</b>	<b>247</b>	<b>47</b>	<b>2</b>	<b>296</b>	<b>71.5</b>

## Collisions by Severity Where Vehicle Condition was a Major Contributing Factor

Figure 3.3

<b>Vehicle Condition</b>	<b>Property Damage</b>	<b>Personal Injury</b>	<b>Fatal</b>	<b>% of Total Factors</b>	
				<b>Total</b>	
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	0	0	0	0.0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>

# Major Contributing Factors – Section 3

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## Collisions by Severity Where Environmental Condition was a Major Contributing Factor

Figure 3.4

Environmental Condition	Property Damage	Personal Injury	Fatal	% of Total Factors	
				Total	
Animal on Roadway	14	0	0	14	3.4
Road Surface or Condition	6	1	0	7	1.7
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	0	0	0	0.0
Other Environmental Factor	0	0	0	0	0.0
<b>Total</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>5.1</b>

## Collisions by Severity Where Major Contributing Factor was Unspecified or Unknown

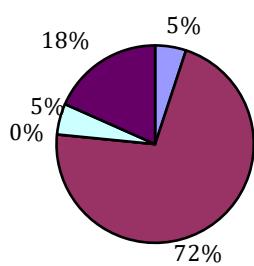
Figure 3.5

Factor	Property Damage	Personal Injury	Fatal	% of Total Factors	
				Total	
Unspecified	0	1	0	1	0.2
Unknown	73	1	1	75	18.1
<b>Total</b>	<b>73</b>	<b>2</b>	<b>1</b>	<b>76</b>	<b>18.4</b>
<b>Total All Factors</b>	<b>353</b>	<b>57</b>	<b>4</b>	<b>414</b>	<b>100.0</b>

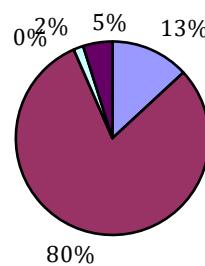
## Major Contributing Factors by Collision Severity

Figure 3.6

### All Collisions



### Injury & Fatal Collisions



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 Highways	In Communities	Rural	Total	% of Total Factors
Fatigued, Fell Asleep	0	0	0	0	0.0
Inexperience	0	0	0	0	0.0
Under Influence - Alcohol	4	17	0	21	5.1
Under Influence - Drugs	0	0	0	0	0.0
Sudden Illness, Lost Consciousness	0	0	0	0	0.0
Other Driver Condition	0	0	0	0	0.0
<b>Total</b>	<b>4</b>	<b>17</b>	<b>0</b>	<b>21</b>	<b>5.1</b>

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

Figure 3.8

Human Action	NWT Highways	In Communities	Rural	Total	% of Total Factors
Following Too Closely	5	8	0	13	3.1
Distracted, Inattentive	2	20	1	23	5.6
Driving Too Fast for Conditions	4	34	0	38	9.2
Improper Turning or Passing	3	28	0	31	7.5
Failed to Yield Right-of-Way	4	29	0	33	8.0
Disobeyed Traffic Control/Officer	0	4	0	4	1.0
Driving on Wrong Side of Road	1	1	0	2	0.5
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	1	87	0	88	21.3
Lost Control	27	36	1	64	15.5
Other Driver Action	0	0	0	0	0.0
<b>Total</b>	<b>47</b>	<b>247</b>	<b>2</b>	<b>296</b>	<b>71.5</b>

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

Figure 3.9

Vehicle Condition	NWT Highways	In Communities	Rural	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	0	0	0	0	0.0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>

# Major Contributing Factors – Section 3

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

Figure 3.10

Environmental Condition	NWT	In	Rural	% of Total Factors	
	Highways	Communities		Total	
Animal on Roadway	14	0	0	14	3.4
Road Surface or Condition	3	4	0	7	1.7
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	0	0	0	0.0
Other Environmental Factor	0	0	0	0	0.0
<b>Total</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>5.1</b>

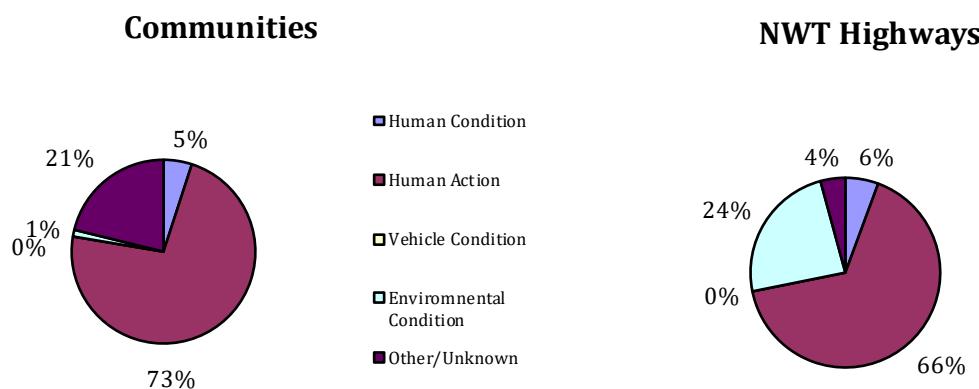
## Collisions by Road System Where Major Contributing Factor was Unspecified or Unknown

Figure 3.11

Factor	NWT	In	Rural	% of Total Factors	
	Highways	Communities		Total	
Unspecified	0	1	0	1	0.2
Unknown	3	71	1	75	18.1
<b>Total</b>	<b>3</b>	<b>72</b>	<b>1</b>	<b>76</b>	<b>18.4</b>
<b>Total All Factors</b>	<b>71</b>	<b>340</b>	<b>3</b>	<b>414</b>	<b>100.0</b>

## Major Contributing Factors in Collisions - Communities and NWT Highways

Figure 3.12

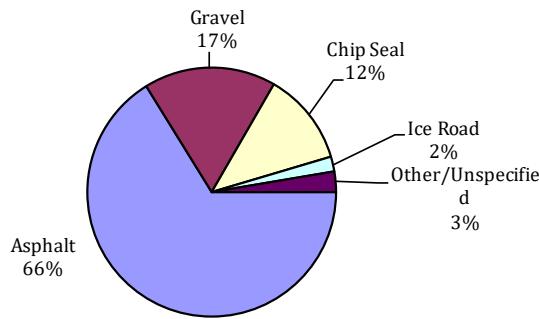


# Environmental Factors – Section 4

## Collisions by Road Surface Type and Severity

Figure 4.1

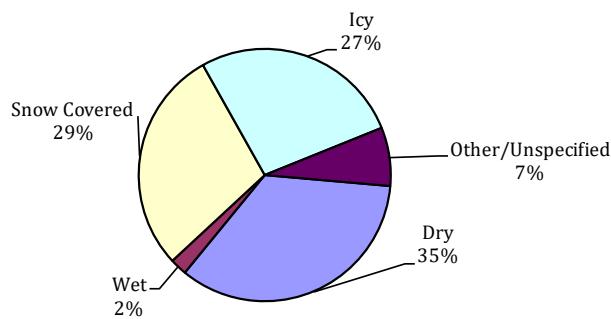
Road Surface Type	Property Damage	Personal Injury	Fatal	Total	%
Asphalt	248	26	0	274	66.2
Concrete	1	0	0	1	0.2
Gravel (Crushed Stone)	55	14	2	71	17.1
Earth, Dirt	1	0	0	1	0.2
Chip Seal	35	13	2	50	12.1
Brick, Cobblestone	0	0	0	0	0.0
Wooden	0	0	0	0	0.0
Steel	1	0	0	1	0.2
Ice Road	5	3	0	8	1.9
Unspecified	7	1	0	8	1.9
<b>Total</b>	<b>353</b>	<b>57</b>	<b>4</b>	<b>414</b>	<b>100.0</b>



## Collisions by Road Surface Environmental Condition and Severity

Figure 4.2

Surface Condition	Property Damage	Personal Injury	Fatal	Total	%
Dry	114	25	4	143	34.5
Wet	8	1	0	9	2.2
Snow (Fresh, Loose)	89	7	0	96	23.2
Slush, Wet Snow	21	2	0	23	5.6
Icy	98	14	0	112	27.1
Loose Sand/Gravel/Dirt	5	5	0	10	2.4
Muddy	5	2	0	7	1.7
Fresh Oil	0	0	0	0	0.0
Flooded	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unspecified	13	1	0	14	3.4
<b>Total</b>	<b>353</b>	<b>57</b>	<b>4</b>	<b>414</b>	<b>100</b>

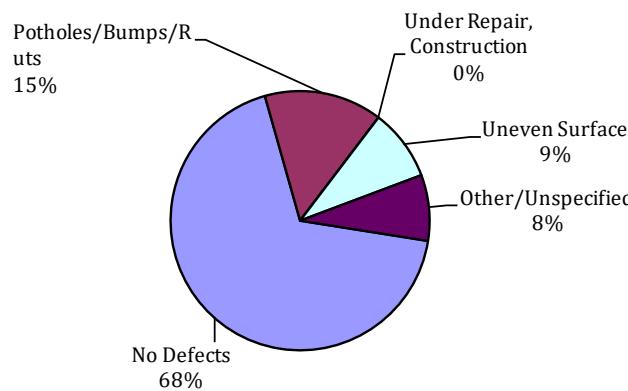


# Environmental Factors – Section 4

## Collisions by Road Defect and Severity

Figure 4.3

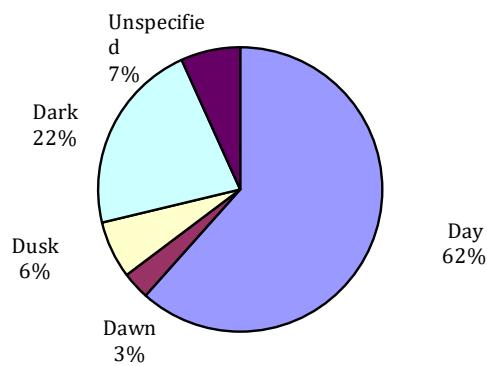
Road Defect	Property Damage	Personal Injury	Fatal	Total	%
No Defects	240	40	2	282	68.1
Potholes/Bumps/Ruts	50	9	2	61	14.7
Under Repair, Construction	0	0	0	0	0.0
Uneven Pavement Surface	33	4	0	37	8.9
Worn	2	0	0	2	0.5
Obscured or Faded Markings	8	2	0	10	2.4
Other	1	0	0	1	0.2
Unspecified	19	2	0	21	5.1
<b>Total</b>	<b>353</b>	<b>57</b>	<b>4</b>	<b>414</b>	<b>100.0</b>



## Collisions by Light Condition and Severity

Figure 4.4

Light Condition	Property Damage	Personal Injury	Fatal	Total	%
Day	210	43	2	255	61.6
Dawn	9	3	1	13	3.1
Dusk	24	2	1	27	6.5
Dark	83	8	0	91	22.0
Unspecified	27	1	0	28	6.8
<b>Total</b>	<b>353</b>	<b>57</b>	<b>4</b>	<b>414</b>	<b>100.0</b>

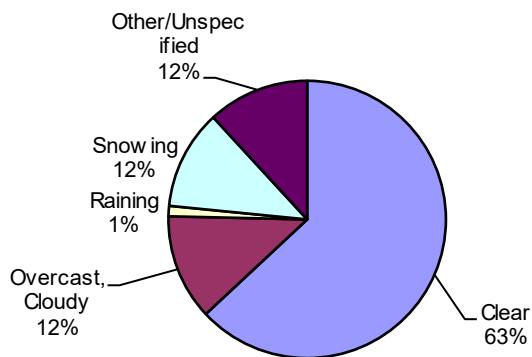


# Environmental Factors – Section 4

## Collisions by Weather Condition and Severity

Figure 4.5

Weather Condition	Property Damage	Personal Injury	Fatal	Total	%
Clear (Sunny)	221	37	3	261	63.0
Overcast, Cloudy (No Precipitation)	43	8	0	51	12.3
Raining	4	1	0	5	1.2
Snowing	41	7	0	48	11.6
Freezing Rain/Sleet/Hail	1	0	0	1	0.2
Visibility Limitations (fog, dust, etc.)	10	3	0	13	3.1
Strong Winds	1	0	0	1	0.2
Other	0	0	0	0	0.0
Unspecified	32	1	1	34	8.2
<b>Total</b>	<b>353</b>	<b>57</b>	<b>4</b>	<b>414</b>	<b>100.0</b>



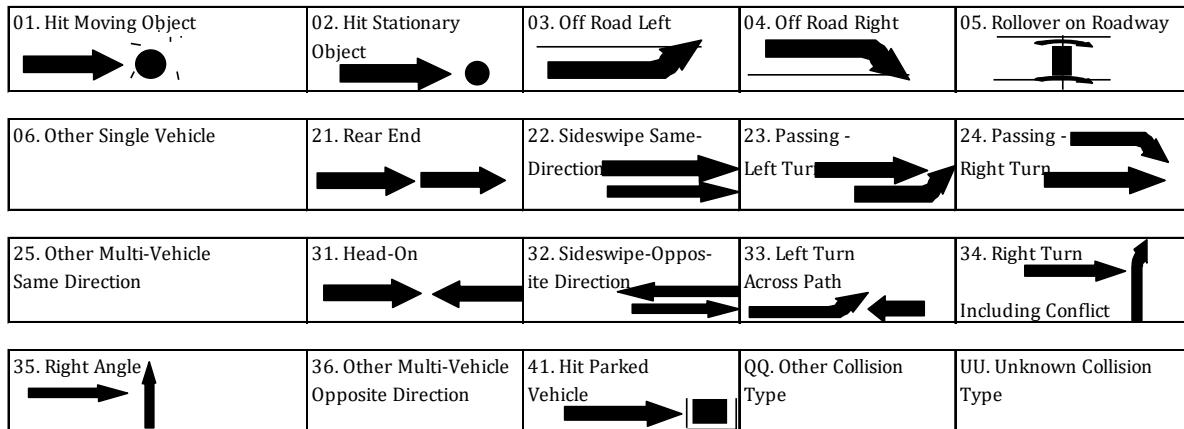
# Environmental Factors – Section 4

## Collisions by Configuration and Severity

Figure 4.6

Configuration*	Property Damage	Personal Injury	Fatal	Total	% of Total
01. Hit Moving Object					
a) With Bison	7	0	0	7	1.7
b) With Other Animal	7	0	0	7	1.7
c) With Pedestrian	1	4	0	5	1.2
d) Other	0	0	0	0	0.0
02. Hit Stationary Object	24	1	0	25	6.0
03. Off Road Left					
a) With Rollover	2	3	0	5	1.2
b) No Rollover	4	2	1	7	1.7
04. Off Road Right					
a) With Rollover	11	5	2	18	4.3
b) No Rollover	9	6	0	15	3.6
05. Rollover on Roadway	0	4	0	4	1.0
06. Other Single Vehicle	0	0	0	0	0.0
21. Rear End	43	12	0	55	13.3
22. Sideswipe - Same Direction	15	1	0	16	3.9
23. Passing - Left Turn	2	0	0	2	0.5
24. Passing - Right Turn	2	0	0	2	0.5
25. Other Multi-Vehicle Same Direction	3	0	0	3	0.7
31. Head-On	3	3	0	6	1.4
32. Sideswipe - Opposite Direction	7	1	1	9	2.2
33. Left Turn Across Path	5	4	0	9	2.2
34. Right Turn Including Conflict	7	2	0	9	2.2
35. Right Angle	43	8	0	51	12.3
36. Other Multi-Vehicle Opposite Direction	12	0	0	12	2.9
41. Hit Parked Vehicle	146	1	0	147	35.5
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	0	0	0.0
<b>Total</b>	<b>353</b>	<b>57</b>	<b>4</b>	<b>414</b>	<b>100.0</b>

### \*Collision Configurations



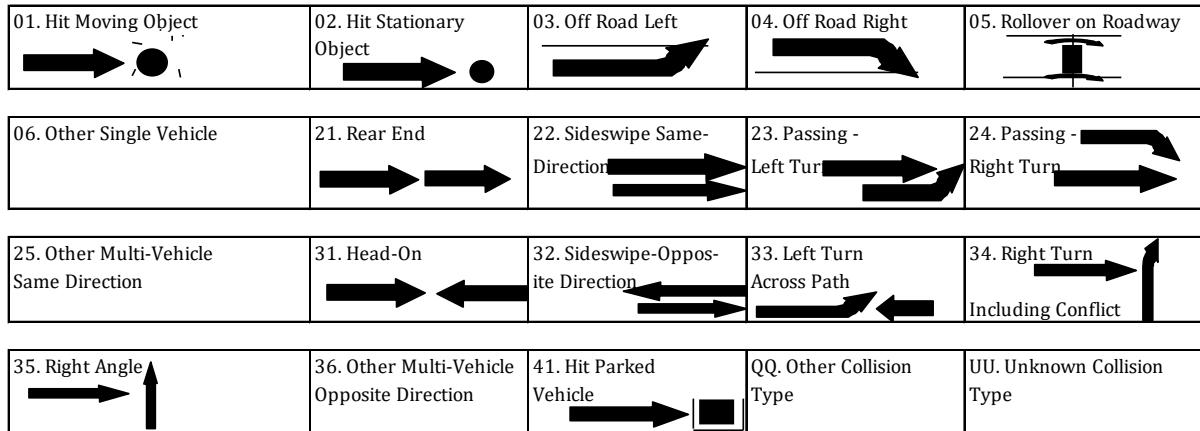
# Environmental Factors – Section 4

## 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	7	0	0	7	1.7
b) With Other Animal	7	0	0	7	1.7
c) With Pedestrian	0	4	1	5	1.2
d) Other	0	0	0	0	0.0
02. Hit Stationary Object	3	21	1	25	6.0
03. Off Road Left					
a) With Rollover	4	1	0	5	1.2
b) No Rollover	5	2	0	7	1.7
04. Off Road Right					
a) With Rollover	14	4	0	18	4.3
b) No Rollover	8	7	0	15	3.6
05. Rollover on Roadway	1	3	0	4	1.0
06. Other Single Vehicle	0	0	0	0	0.0
21. Rear End	5	50	0	55	13.3
22. Sideswipe - Same Direction	2	14	0	16	3.9
23. Passing - Left Turn	1	1	0	2	0.5
24. Passing - Right Turn	0	2	0	2	0.5
25. Other Multi-Vehicle Same Direction	0	3	0	3	0.7
31. Head-On	1	5	0	6	1.4
32. Sideswipe - Opposite Direction	6	3	0	9	2.2
33. Left Turn Across Path	1	8	0	9	2.2
34. Right Turn Including Conflict	1	8	0	9	2.2
35. Right Angle	2	49	0	51	12.3
36. Other Multi-Vehicle Opposite Direction	1	11	0	12	2.9
41. Hit Parked Vehicle	2	144	1	147	35.5
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	0	0	0.0
<b>Total</b>	<b>71</b>	<b>340</b>	<b>3</b>	<b>414</b>	<b>100.0</b>

### \*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	166	28	4	198	47.8
Intersection - Two Public Roadways	78	20	0	98	23.7
Intersection - Parking Lot, Driveway	53	7	0	60	14.5
Railroad Level Crossing	0	0	0	0	0.0
Bridge, Overpass, Viaduct	0	1	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	50	1	0	51	12.3
Unknown	6	0	0	6	1.4
<b>Total</b>	<b>353</b>	<b>57</b>	<b>4</b>	<b>414</b>	<b>100.0</b>

## Collisions by Collision Site and Road System

Figure 4.9

Collision Site	NWT Highways	In Communities	Rural	Total	%
Non-Intersection	61	135	2	198	47.8
Intersection - Two Public Roadways	6	92	0	98	23.7
Intersection - Parking Lot, Driveway	2	57	1	60	14.5
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	1	50	0	51	12.3
Unknown	0	6	0	6	1.4
<b>Total</b>	<b>71</b>	<b>340</b>	<b>3</b>	<b>414</b>	<b>100.0</b>

## Collisions by Roadway Alignment and Severity

Figure 4.10

Road Alignment	Property Damage	Personal Injury	Fatal	Total	%
Straight & Level	292	43	3	338	81.6
Straight with Grade	17	2	0	19	4.6
Curved and Level	18	4	0	22	5.3
Curve with Grade	14	4	1	19	4.6
Top of Hill or Grade	2	2	0	4	1.0
Bottom of Hill or Grade	2	1	0	3	0.7
Other	0	0	0	0	0.0
Unknown	8	1	0	9	2.2
<b>Total</b>	<b>353</b>	<b>57</b>	<b>4</b>	<b>414</b>	<b>100.0</b>

# 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	5	0	0	5	1.2
One-Way, Multi Lane	0	0	0	0	0.0
Undivided, Two-Way, Two Lane	187	48	4	239	57.7
Undivided, Two-Way, Multi Lane	23	4	0	27	6.5
Divided, Barrier Median	4	0	0	4	1.0
Divided with Median, No Barrier	13	1	0	14	3.4
Divided, Divider Unspecified	0	0	0	0	0.0
Other	114	3	0	117	28.3
Unknown	7	1	0	8	1.9
<b>Total</b>	<b>353</b>	<b>57</b>	<b>4</b>	<b>414</b>	<b>100.0</b>

## 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	1	0	0	1	0.2
Hit Building	0	0	0	0	0.0
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	2	0	0	2	0.5
Hit Curb	0	0	0	0	0.0
Hit Post	1	0	0	1	0.2
Hit Traffic Barrier	1	0	0	1	0.2
Hit Fixed Object Part of Road Structure	0	0	0	0	0.0
Hit Fixed Object NOT Part of Road Structure	2	0	0	2	0.5
Hit Other Type Fixed Object	1	0	0	1	0.2
<b>Sub Total Fixed Objects</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>1.9</b>
<b>Moveable Objects</b>					
Another Road Vehicle	288	32	1	321	77.5
Bison	7	0	0	7	1.7
Other Animal	7	0	0	7	1.7
Pedestrian	1	4	0	5	1.2
Other Moveable Object	0	0	0	0	0.0
<b>Sub Total Moveable Objects</b>	<b>303</b>	<b>36</b>	<b>1</b>	<b>340</b>	<b>82.1</b>
<b>Non-Collision Events</b>					
Ran Off Road	13	0	0	13	3.1
Rollover	13	12	2	27	6.5
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
<b>Sub Total Non-Collision Events</b>	<b>26</b>	<b>12</b>	<b>2</b>	<b>40</b>	<b>9.7</b>
<b>Other/Unknown Event</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>26</b>	<b>6.3</b>
<b>Grand Total</b>	<b>353</b>	<b>57</b>	<b>4</b>	<b>414</b>	<b>100.0</b>

# Environmental Factors – Section 4

## Collisions by Sequence of Events and Road System

Figure 4.13

Non-Moving Objects	NWT Highways	In Communities	Rural	Total	%
Hit Parked Trailer	0	0	0	0	0.0
Hit Non-Fixed Object	0	1	0	1	0.2
Hit Building	0	0	0	0	0.0
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	2	0	2	0.5
Hit Curb	0	0	0	0	0.0
Hit Post	0	1	0	1	0.2
Hit Traffic Barrier	0	1	0	1	0.2
Hit Fixed Object Part of Road Structure	0	0	0	0	0.0
Hit Fixed Object NOT Part of Road Structure	0	2	0	2	0.5
Hit Other Type Fixed Object	0	1	0	1	0.2
<b>Sub Total Fixed Objects</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>1.9</b>
<b>Moveable Objects</b>					
Another Road Vehicle	22	298	1	321	77.5
Bison	7	0	0	7	1.7
Other Animal	7	0	0	7	1.7
Pedestrian	0	4	1	5	1.2
Other Moveable Object	0	0	0	0	0.0
<b>Sub Total Moveable Objects</b>	<b>36</b>	<b>302</b>	<b>2</b>	<b>340</b>	<b>82.1</b>
<b>Non-Collision Events</b>					
Ran Off Road	0	0	0	0	0.0
Rollover	19	8	0	27	6.5
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
<b>Sub Total Non-Collision Events</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>27</b>	<b>6.5</b>
<b>Unknown Event</b>	<b>16</b>	<b>22</b>	<b>1</b>	<b>39</b>	<b>9.4</b>
<b>Grand Total</b>	<b>71</b>	<b>340</b>	<b>3</b>	<b>414</b>	<b>100.0</b>

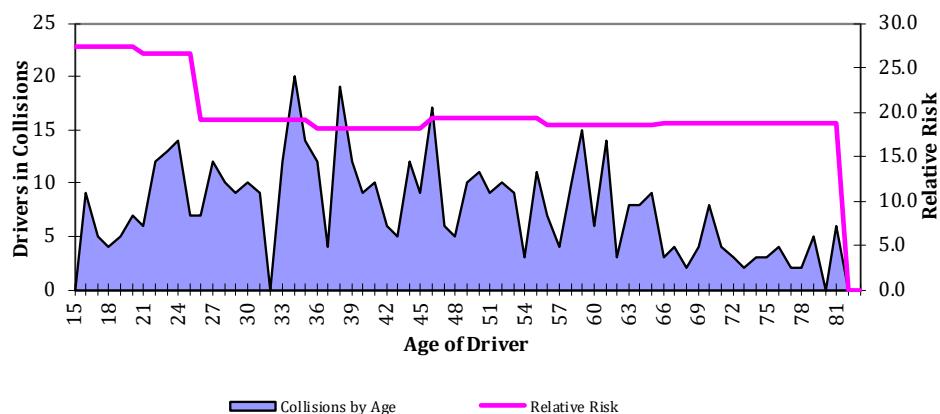
# Driver Factors – Section 5

**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	<b>Total</b>
Licensed Drivers	98	1,106	1,950	5,495	5,653	4,617	4,498	3,406	0	26,823
Drivers in Collisions	10	23	52	105	103	89	83	64	95	624

**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	15.8	22.6	16.7	15.9	16.5	14.9	14.7	19.7
Personal Injury & Fatal	11.6	4.1	2.4	2.3	2.8	3.6	4.1	3.5
<b>Total</b>	<b>27.4</b>	<b>26.7</b>	<b>19.1</b>	<b>18.2</b>	<b>19.3</b>	<b>18.5</b>	<b>18.8</b>	<b>23.3</b>
<b>Relative Risk*</b>	<b>1.2</b>	<b>1.1</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>1.0</b>

\* 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 2% 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.

## Driver Factors – Section 5

Figure 5.3

Age Group	Class	Class	Class	Class	Class	Not	Not	Not	Total								
	1	16	2	26	3	36	4	46	5	56	5P	6	7	Req'd. Licence	Stated		
Under 16	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	10
16	0	0	0	0	0	0	0	0	2	0	4	0	1	1	1	0	9
17	0	0	0	0	0	0	0	0	3	0	1	0	1	0	0	0	5
18	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	1	4
19	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	5
20	0	0	0	0	0	0	0	0	5	1	0	0	1	0	0	0	7
21-24	3	0	0	0	0	0	1	0	35	0	0	0	3	0	2	1	45
25-34	5	0	1	0	4	0	7	0	76	1	1	0	6	0	4	0	105
35-44	5	0	0	0	3	0	9	0	81	0	0	0	1	0	4	0	103
45-54	8	0	1	0	8	0	12	0	55	0	1	0	2	2	0	0	89
55-64	5	0	2	0	2	0	12	0	60	0	0	0	2	0	0	0	83
65 and over	7	1	0	0	1	0	3	0	47	3	0	0	0	0	1	1	64
Not Stated	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	95
Drivers in Collisions	33	1	4	0	18	0	45	0	367	5	7	0	15	12	20	97	624
Total Licensed Drivers	960	299	106	42	744	115	933	88	18,798	1268	1360	1	2,109	N/A	N/A	N/A	26823
Relative Risk*	1.48	0.14	1.62	0.00	1.04	0.00	2.07	0.00	0.84	0.17	0.22	0	0.31	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	7	5	1	2	2	28	69	78	70	73	47	1	389	62.3
Fatigued, Fell Asleep	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0.3
Inexperience	4	1	0	0	1	1	2	0	1	0	0	0	0	10	1.6
Under Influence - Alcohol	0	0	0	2	1	1	3	7	3	3	1	0	0	21	3.4
Under Influence - Drugs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Sudden Illness, Lost Consciousness	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.2
Other Condition	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Unknown	0	1	0	0	1	3	12	27	21	16	9	17	94	201	32.2
Total	10	9	5	4	5	7	45	105	103	89	83	64	95	624	
%	1.6	1.4	0.8	0.6	0.8	1.1	7.2	16.8	16.5	14.3	13.3	10.3	15.2		100.0

## Driver Factors – Section 5

**Number of Drivers Involved in Collisions by Driver Action and Age**

Figure 5.5

Driver Action	Not Stated												Total	%	
	< 16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+			
Driving Properly	0	3	4	1	1	1	12	30	40	35	29	19	1	176	28.2
Following Too Closely	0	0	0	0	0	0	3	4	1	3	2	2	0	15	2.4
<u>Distracted, Inattentive</u>	3	0	1	1	0	0	2	5	3	9	1	3	1	29	4.6
Driving Too Fast	2	0	0	0	1	0	3	11	9	8	5	3	3	45	7.2
Improper Turning or Passing	0	0	0	0	0	0	1	9	4	5	7	9	1	36	5.8
<u>Failing to Yield Right of Way</u>	2	2	0	0	0	1	1	6	8	5	7	3	3	38	6.1
Disobeying Traffic Control/Officer	0	0	0	0	0	0	0	0	1	0	1	2	0	4	0.6
Driving on Wrong Side of Road	1	0	0	0	1	1	0	0	0	0	0	0	0	3	0.5
<u>Driving in Wrong Direction</u>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Backing Unsafely	0	3	0	0	0	2	13	19	13	12	15	12	7	96	15.4
Lost Control	2	0	0	2	2	2	10	17	20	6	11	7	2	81	13.0
Other Driver Action	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0.2
Unknown	0	1	0	0	0	0	0	4	4	6	4	4	77	100	16.0
Total	10	9	5	4	5	7	45	105	103	89	83	64	95	624	
%	1.6	1.4	0.8	0.6	0.8	1.1	7.2	16.8	16.5	14.3	13.3	10.3	15.2		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	148	19	1	168	22.7
Passenger Van	17	1	0	18	2.4
Light Utility Vehicle	152	16	0	168	22.7
Pickup Truck	222	31	2	255	34.5
Panel/Cargo Van	13	1	0	14	1.9
Other Truck/Van <= 4536 kg	3	0	0	3	0.4
Unit Truck > 4536 kg	4	3	0	7	0.9
Road Tractor	7	3	0	10	1.4
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	0	0	0	0	0.0
Bus - Unspecified	0	0	0	0	0.0
Motorcycle	0	1	0	1	0.1
Limited Speed Motorcycle	0	0	0	0	0.0
Off Road Vehicles (ATV)	5	7	1	13	1.8
Bicycle	1	6	1	8	1.1
Motor Home	0	0	0	0	0.0
Farm Equipment	0	0	0	0	0.0
Construction Equipment	3	0	0	3	0.4
Fire Engine	0	0	0	0	0.0
Snowmobile	2	2	0	4	0.5
Streetcar	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unknown	67	1	0	68	9.2
<b>Total</b>	<b>644</b>	<b>91</b>	<b>5</b>	<b>740</b>	<b>100.0</b>

**Number of Vehicles in Collisions by Vehicle Condition and Severity**

Figure 6.2

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	%
No Apparent Defect	506	75	1	582	78.6
Defective Brakes	2	1	0	3	0.4
Defective Steering	0	0	0	0	0.0
Defective Lighting	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	3	0	0	3	0.4
Other Defective Vehicular Parts	0	0	0	0	0.0
Other Vehicular Factor	0	0	0	0	0.0
Unknown	133	15	4	152	20.5
<b>Total</b>	<b>644</b>	<b>91</b>	<b>5</b>	<b>740</b>	<b>100.0</b>

# 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	195	54	4	253	34.2
Turning Left	34	12	0	46	6.2
Turning Right	21	3	0	24	3.2
Making U-Turn	4	0	0	4	0.5
Changing Lanes	6	0	0	6	0.8
Merging	1	0	0	1	0.1
Reversing	100	2	0	102	13.8
Overtaking	3	1	0	4	0.5
Negotiating Curve	13	7	1	21	2.8
Slowing or Stopped in Traffic	50	7	0	57	7.7
Starting in Traffic	1	0	0	1	0.1
Leaving Roadside	0	0	0	0	0.0
Stopped/Parked Legally	144	1	0	145	19.6
Stopped/Parked Illegally	2	1	0	3	0.4
Swerving to Avoid Collision	4	3	0	7	0.9
Run-away or Roll-away Vehicle	0	0	0	0	0.0
Unspecified Manoeuvre	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unknown	66	0	0	66	8.9
Total	<b>644</b>	<b>91</b>	<b>5</b>	<b>740</b>	<b>100.0</b>

## Number of Vehicles in Collisions by Vehicle Year and Severity

Figure 6.4

Model Year	Property Damage	Personal Injury	Fatal	Total	%
2024	4	0	0	4	0.5
2023	22	2	0	24	3.2
2022	43	6	0	49	6.6
2021	63	13	0	76	10.3
2020	39	4	0	43	5.8
2019	49	6	0	55	7.4
2018	46	3	0	49	6.6
2017	45	6	1	52	7.0
2016	31	5	0	36	4.9
2015	31	6	0	37	5.0
2014	26	1	0	27	3.6
2013	20	3	0	23	3.1
2012 & Older	138	20	2	160	21.6
Unspecified	87	16	2	105	14.2
Total	<b>644</b>	<b>91</b>	<b>5</b>	<b>740</b>	<b>100.0</b>

# Victims and Occupant Restraints – Section 7

**Fatalities Classification**  
(January 1 to December 31, 2023)

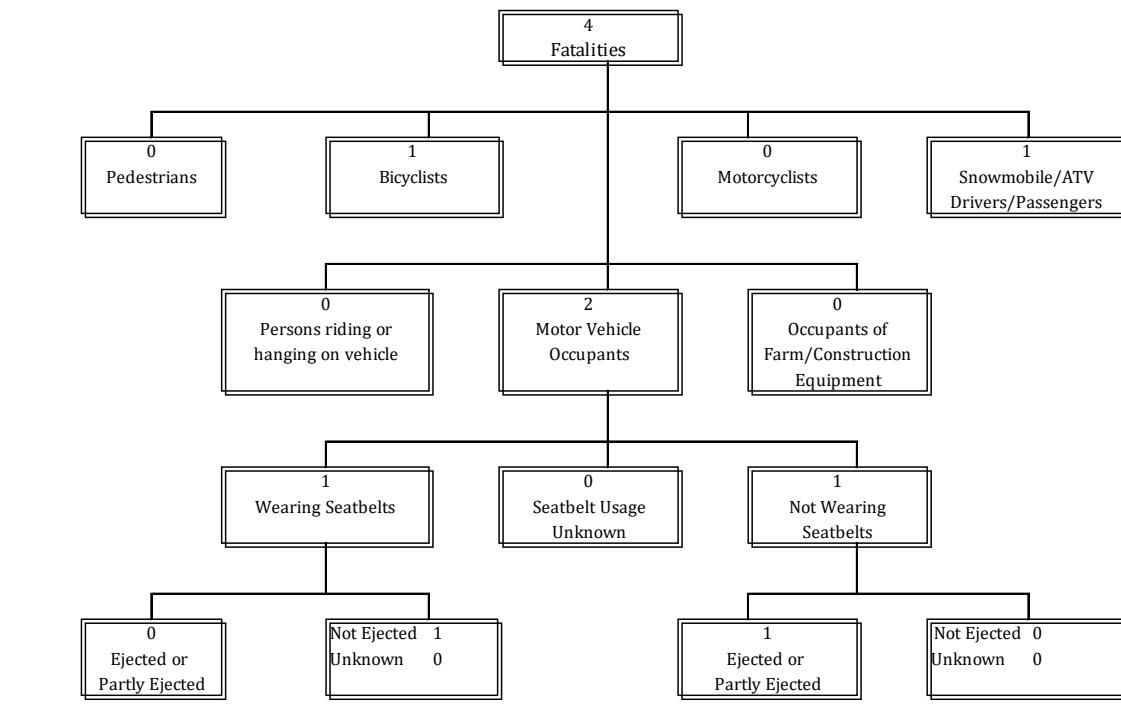


Figure 7.1

**Injuries Classification**  
(January 1 to December 31, 2023)

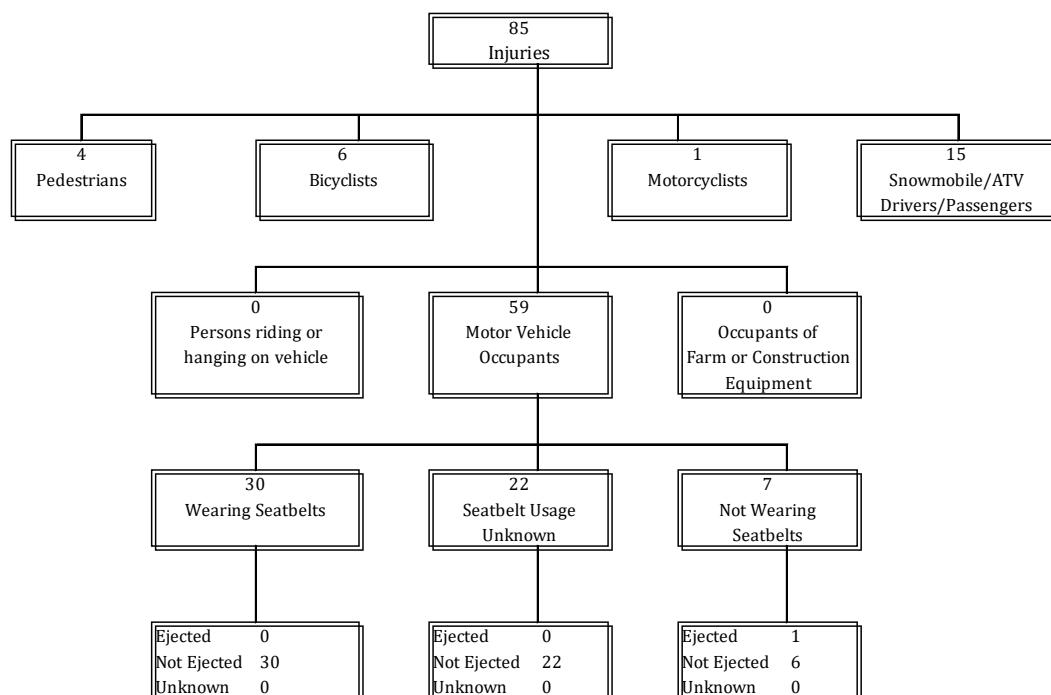


Figure 7.2

# 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 Stated	Total	%
	to 4	to 14	to 19	to 24	to 34	to 44	to 54	to 64	& older			
Motor Vehicle Driver	0	0	3	3	8	6	7	7	3	0	37	43.5
Motor Vehicle Passenger	1	5	0	2	5	8	1	0	0	0	22	25.9
Pedestrian	1	0	0	0	1	1	0	1	0	0	4	4.7
Bicyclist	0	4	1	0	0	0	0	0	0	1	6	7.1
Motorcyclist (includes passengers)	0	0	0	1	0	0	0	0	0	0	1	1.2
ATV Operators & Passengers	0	2	4	2	2	2	1	0	0	0	13	15.3
Snowmobile Operators & Passengers	0	0	0	0	0	0	1	1	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
<b>Total</b>	<b>2</b>	<b>11</b>	<b>8</b>	<b>8</b>	<b>16</b>	<b>17</b>	<b>10</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>85</b>	<b>100.0</b>

## 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 Stated	Total	%
	to 4	to 14	to 19	to 24	to 34	to 44	to 54	to 64	& older			
Motor Vehicle Driver	0	0	1	0	0	0	0	0	1	0	2	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	0	0	0	0	0.0
Bicyclist	0	0	0	0	0	0	0	1	0	0	1	25.0
Motorcyclist (includes passengers)	0	0	0	0	0	0	0	0	0	0	0	0.0
ATV Operators & Passengers	0	0	1	0	0	0	0	0	0	0	1	25.0
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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b> 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	25	12	0	37	1	1	0	2
Motor Vehicle Passenger	11	11	0	22	0	0	0	0
Pedestrian	1	3	0	4	0	0	0	0
Bicyclist	3	2	1	6	0	1	0	1
Motorcyclist (includes passengers)	1	0	0	1	0	0	0	0
ATV Operators & Passengers	9	4	0	13	0	1	0	1
Snowmobile Operators & Passengers	0	2	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
<b>Total</b>	<b>50</b>	<b>34</b>	<b>1</b>	<b>85</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>

# Victims and Occupant Restraints – Section 7

## Motor Vehicle\* Occupants by Injury Severity and Restraint Use

Figure 7.6

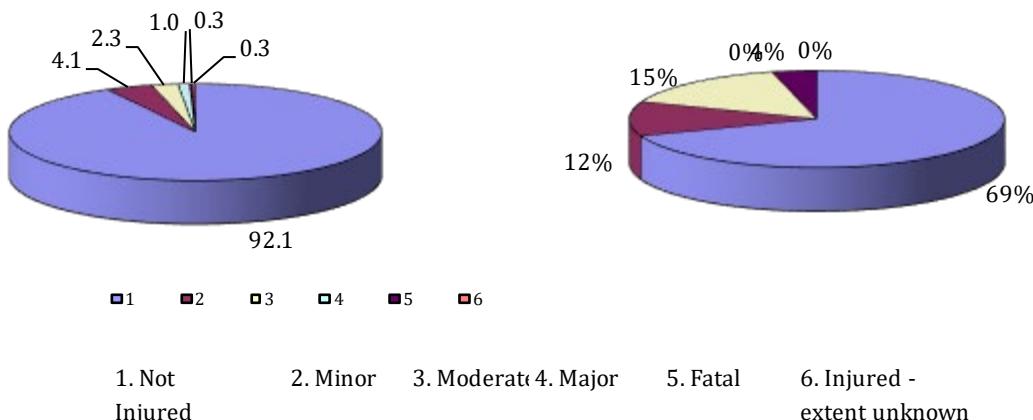
Injury Severity	Not Restrained	Lap Belt Only	Lap & Torso Belt	Child Restraint Device	Restraint Unknown	Total	%
Not Injured	18	1	362	0	302	<b>683</b>	91.8
Minimal Injuries	3	0	16	0	14	<b>33</b>	4.4
Minor Injuries	4	0	9	0	3	<b>16</b>	2.2
Major (Hospital Admission)	0	0	4	0	3	<b>7</b>	0.9
Fatal	1	0	1	0	0	<b>2</b>	0.3
Injured - Extent Unknown	0	0	1	0	2	<b>3</b>	0.4
<b>Total</b>	<b>26</b>	<b>1</b>	<b>393</b>	<b>0</b>	<b>324</b>	<b>744</b>	<b>100.0</b>

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

Restraints Used

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	5	15	20	25	35	45	55	65	Not Stated	Total
	to 4	to 14	to 19	to 24	to 34	to 44	to 54	to 64	& older		
Not Injured	3	12	17	36	68	65	55	52	41	14	363
Minimal Injuries	0	0	1	2	5	2	3	2	1	0	16
Minor Injuries	0	1	1	0	1	1	2	3	0	0	9
Major (Hospital Admission)	0	0	0	0	1	3	0	0	0	0	4
Fatal	0	0	0	0	0	0	0	0	1	0	1
Injured - Extent Unknown	0	0	0	0	1	0	0	0	0	0	1
<b>Total</b>	<b>3</b>	<b>13</b>	<b>19</b>	<b>38</b>	<b>76</b>	<b>71</b>	<b>60</b>	<b>57</b>	<b>43</b>	<b>14</b>	<b>394</b>

### Restraints Not Used

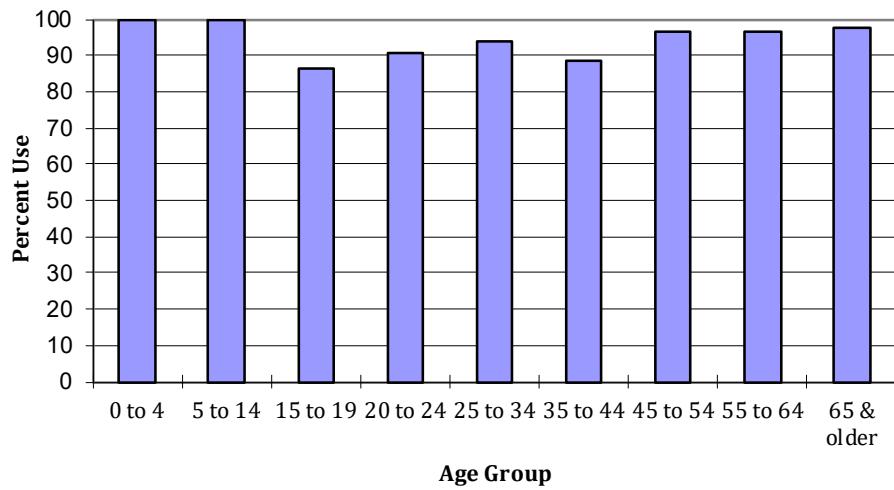
Injury Severity	0	5	15	20	25	35	45	55	65	Not Stated	Total
	to 4	to 14	to 19	to 24	to 34	to 44	to 54	to 64	& older		
Not Injured	0	0	2	2	4	6	2	2	0	0	18
Minimal Injuries	0	0	0	0	0	3	0	0	0	0	3
Minor Injuries	0	0	0	2	1	0	0	0	1	0	4
Major (Hospital Admission)	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	1	0	0	0	0	0	0	0	1
Injured - Extent Unknown	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>26</b>

\* 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 – Section 8

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	0	0	0	1	1	0	1	0	0	4	100.0
Killed	0	0	0	0	0	0	0	0	0	0	0	0.0
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	
%	25.0	0.0	0.0	0.0	25.0	25.0	0.0	25.0	0.0	0.0	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	0	0	0	0	0	0	0	0	0	0	0.0
Crossing Intersection With Traffic Control. Without Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0.0
<u>Crossing Intersection - No Traffic Control</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0.0</u>
Crossing Roadway at Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0.0
Crossing Roadway Not at Intersection	0	0	0	0	0	0	0	0	0	0	0	0.0
<u>Walking Along Roadway Against Traffic</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0.0</u>
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	0	0	0	0	0.0
<u>Walking on Travelled Part of Roadway Against Traffic</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0.0</u>
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	1	0	0	2	50.0
<u>Coming from Behind Moving Vehicle</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>25.0</u>
Running into Roadway	0	0	0	0	1	0	0	0	0	0	1	25.0
Getting On/Off School Bus	0	0	0	0	0	0	0	0	0	0	0	0.0
<u>Getting On/Off Other Vehicles</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0.0</u>
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
<u>Playing on Roadway</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0.0</u>
Working on Roadway	0	0	0	0	0	0	0	0	0	0	0	0.0
Living on Road	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
Unknown	0	0	0	0	0	0	0	0	0	0	0	0.0
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>100.0</b>

# Pedestrians – Section 8

## Pedestrians Injured or Killed By Place of Occurrence and Injury Severity

Figure 8.3

Place of Occurrence	Killed	Injured	Total	%
Urban	0	3	3	75.0
Rural	0	1	1	25.0
Unspecified	0	0	0	0.0
<b>Total</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>100.0</b>

## Pedestrians Injured or Killed by Collision Site

Figure 8.4

Collision Site	Killed	Injured	Total	%
Non-Intersection	0	3	3	75.0
At Intersection of At Least Two Roadways	0	0	0	0.0
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	25.0
Unspecified	0	0	0	0.0
<b>Total</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>100.0</b>

## Pedestrians Injured or Killed by Pedestrian Condition

Figure 8.5

Pedestrian Condition	Killed	Injured	Total	%
Apparently Normal	0	3	3	75.0
Had Been Drinking	0	1	1	25.0
Impaired by Alcohol	0	0	0	0.0
Unknown	0	0	0	0.0
<b>Total</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>100.0</b>

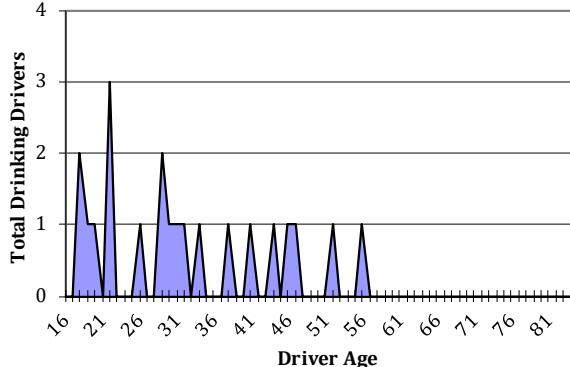
# Alcohol – Section 9

## Drinking Drivers in Collisions by Driver Age and Gender

Figure 9.1

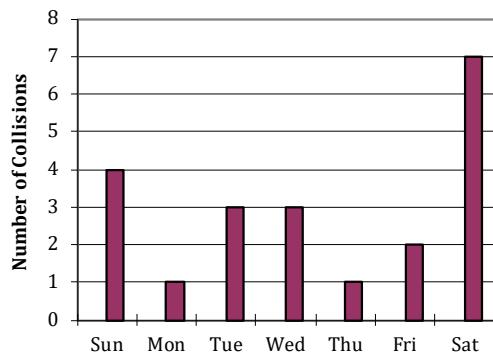
Driver Age	Male	Female	Not Stated	Total
Under 16	0	0	0	0
16	0	0	0	0
17	0	0	0	0
18	0	2	0	2
19	1	0	0	1
20	1	0	0	1
21 to 24	3	0	0	3
25 to 34	4	3	0	7
35 to 44	3	0	0	3
45 to 54	2	1	0	3
55 to 64	0	1	0	1
65 & Older	0	0	0	0
Not Stated	0	0	0	0
<b>Total</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>21</b>

## Drinking Drivers by Driver Age



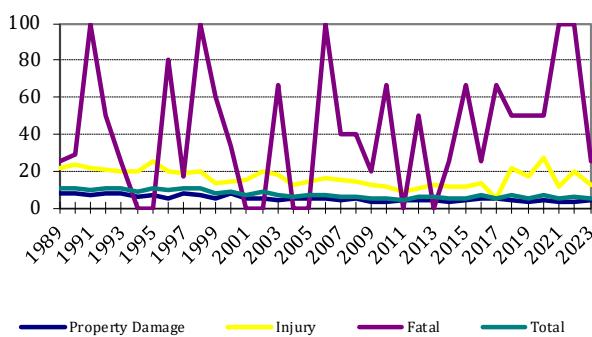
## Collisions Involving Alcohol by Day of Week

Figure 9.2



## Percentage of Collisions Involving Alcohol by Year and Severity

Figure 9.3



## Number of Collisions and Victims Involving Alcohol

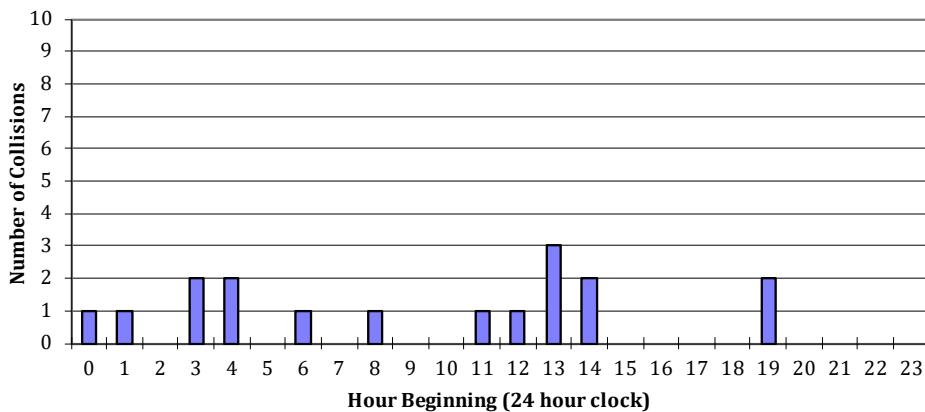
Figure 9.4

Year	Number of Collisions				% of Total Collisions	Number of Victims				% of Total Victims
	Property Damage	Personal Injury	Fatal	Total		Injured	Killed	Total	Victims	
2013	20	11	0	31	5.8	19	0	19	15.6	
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	
<b>Average</b>	<b>17</b>	<b>10</b>	<b>1</b>	<b>28</b>	<b>5.7</b>	<b>16</b>	<b>1</b>	<b>17</b>	<b>18.6</b>	

# Alcohol – Section 9

## Number of Alcohol Related Collisions by Time of Day

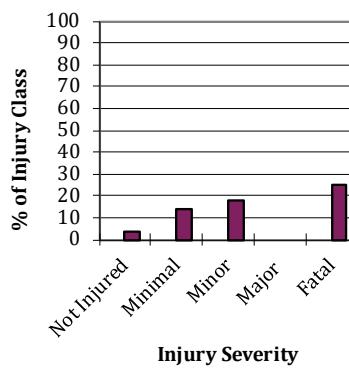
Figure 9.5



## Injury Severity by Alcohol Involvement

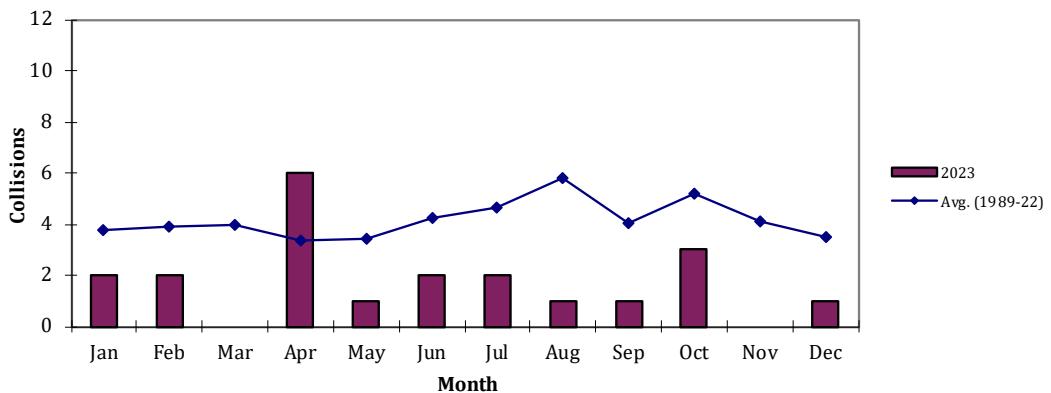
Figure 9.6

Injury Severity	Alcohol Involvement		Totals	% with Alcohol
	Yes	No		
Not Injured	24	678	702	3.4
Minimal Injuries	6	38	44	13.6
Minor	4	18	22	18.2
Major	0	9	9	0.0
Fatal	1	3	4	25.0
Injured - Extent Unknown	0	10	10	0.0
<b>Total</b>	<b>35</b>	<b>756</b>	<b>791</b>	<b>4.4</b>



## Alcohol-Involved Collisions by Month

Figure 9.7



# Off-Road Vehicles – Section 10

## Off-Road Vehicle Collisions by Month and Severity

Figure 10.1

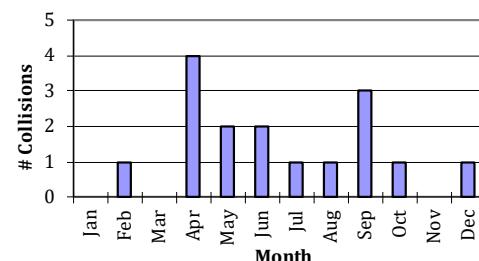
Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	0	0	0	0	0	0
February	0	1	0	1	1	0
March	0	0	0	0	0	0
April	3	1	0	4	1	0
May	1	0	1	2	1	1
June	0	2	0	2	6	0
July	0	1	0	1	1	0
August	1	0	0	1	0	0
September	1	2	0	3	5	0
October	0	1	0	1	1	0
November	0	0	0	0	0	0
December	1	0	0	1	0	0
<b>Total</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>16</b>	<b>16</b>	<b>1</b>

## Off-Road Vehicle Collisions by Vehicle Type

Figure 10.2

	Snowmobile	ATV	Total
<b>Total Victims</b>	<b>2</b>	<b>14</b>	<b>16</b>
Killed	0	1	1
Injured	2	13	15
<b>Total Vehicles</b>			
<b>Involved</b>	<b>4</b>	<b>13</b>	<b>17</b>
Fatal	0	1	1
Injury	2	7	9
Property Damage	2	5	7

## 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	3	1	0	4	23.5
15 to 19	1	0	0	1	1	0	3	17.6
20 to 24	0	0	0	0	0	0	0	0.0
25 to 34	0	0	0	0	1	0	1	5.9
35 to 44	0	0	0	2	0	0	2	11.8
45 to 54	1	1	0	1	0	0	3	17.6
55 to 64	0	1	0	0	0	0	1	5.9
65 & Over	0	0	0	0	1	0	1	5.9
Unknown	0	0	0	0	0	2	2	11.8
<b>Total</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>17</b>	<b>100.0</b>

# 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	3	6	0	9	52.9
Fatigue/Fell Asleep	0	0	0	0	0.0
Inexperience	1	0	0	1	5.9
Under Influence - Alcohol	1	2	0	3	17.6
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	2	1	1	4	23.5
<b>Total</b>	<b>7</b>	<b>9</b>	<b>1</b>	<b>17</b>	<b>100.0</b>

## Off-Road Vehicle Collisions by Severity and Driver Action

Figure 10.5

Driver Action	Property Damage	Personal Injury	Fatal	Total	%
Driving Properly	2	2	0	4	23.5
Following Too Closely	1	0	0	1	5.9
Distracted, Inattentive	0	1	0	1	5.9
Driving Too Fast for Conditions	1	1	0	2	11.8
Improper Turning or Passing	0	0	0	0	0.0
Failed to Yield Right-of-Way	0	1	0	1	5.9
Disobeyed Traffic Control or Officer	0	0	0	0	0.0
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	0	4	1	5	29.4
Other	0	0	0	0	0.0
Unknown	3	0	0	3	17.6
<b>Total</b>	<b>7</b>	<b>9</b>	<b>1</b>	<b>17</b>	<b>100.0</b>

## Off-Road Vehicle Occupants by Injury Severity and Helmet Use

Figure 10.6

Injury Severity	Helmet Worn	Helmet Not Worn	Helmet Unknown	Total	%
Not Injured	3	8	3	14	46.7
Minimal Injuries	0	3	0	3	10.0
Minor Injuries	2	1	0	3	10.0
Major (Hospital Admission)	2	0	0	2	6.7
Fatal	0	1	0	1	3.3
Injured - Extent Unknown	1	1	5	7	23.3
<b>Total</b>	<b>8</b>	<b>14</b>	<b>8</b>	<b>30</b>	<b>100.0</b>

# 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	2	0	0	2	0	0
Fort McPherson	7	2	0	9	2	0
Ulukhaktok	0	0	0	0	0	0
Inuvik	27	8	1	36	11	1
Sachs Harbour	0	0	0	0	0	0
Tuktoyaktuk	2	4	0	6	8	0
<b>Sub Total</b>						
<b>Beaufort Delta Region</b>	<b>38</b>	<b>14</b>	<b>1</b>	<b>53</b>	<b>21</b>	<b>1</b>

### B - Sahtu Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Deline	2	0	1	3	1	1
Fort Good Hope	2	0	0	2	0	0
Norman Wells	2	1	0	3	1	0
Tulita	2	4	0	6	5	0
<b>Sub Total</b>						
<b>Sahtu Region</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>14</b>	<b>7</b>	<b>1</b>

### C - Dehcho Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Fort Liard	2	3	0	5	4	0
Fort Simpson	11	1	0	12	1	0
<b>Sub Total</b>						
<b>Dehcho Region</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>5</b>	<b>0</b>

### D - South Slave Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Hay River	19	9	0	28	14	0
Fort Providence	8	2	0	10	2	0
Fort Resolution	2	0	0	2	0	0
Fort Smith	18	1	0	19	1	0
Lutsel K'e	0	0	0	0	0	0
<b>Sub Total</b>						
<b>South Slave Region</b>	<b>47</b>	<b>12</b>	<b>0</b>	<b>59</b>	<b>17</b>	<b>0</b>

### E - North Slave Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Behchoko/Wha Ti	22	3	2	27	4	2
Yellowknife	225	19	0	244	31	0
<b>Sub Total</b>						
<b>North Slave Region</b>	<b>247</b>	<b>22</b>	<b>2</b>	<b>271</b>	<b>35</b>	<b>2</b>

<b>Total - All Regions</b>	<b>353</b>	<b>57</b>	<b>4</b>	<b>414</b>	<b>85</b>	<b>4</b>
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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 (2023 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Aklavik	2	218	171	667	0.92	1.17	0.30
Fort McPherson	9	337	371	967	2.67	2.43	0.93
Ulukhaktok	0	64	40	471	0.00	0.00	0.00
Inuvik	36	1,808	2,111	3,383	1.99	1.71	1.06
Sachs Harbour	0	38	45	118	0.00	0.00	0.00
Tuktoyaktuk	6	347	329	1,416	1.73	1.82	0.42
<b>Sub Total</b>							
<b>Beaufort Delta Region</b>	<b>53</b>	<b>2,812</b>	<b>3,067</b>	<b>7,022</b>	<b>1.88</b>	<b>1.73</b>	<b>0.75</b>

### B - Sahtu Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2023 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Deline	3	199	168	666	1.51	1.79	0.45
Fort Good Hope	2	246	183	745	0.81	1.09	0.27
Norman Wells	3	423	771	763	0.71	0.39	0.39
Tulita	6	201	187	530	2.99	3.21	1.13
<b>Sub Total</b>							
<b>Sahtu Region</b>	<b>14</b>	<b>1,069</b>	<b>1,309</b>	<b>2,704</b>	<b>1.31</b>	<b>1.07</b>	<b>0.52</b>

### C - Deh Cho Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2023 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Fort Liard	5	244	271	515	2.05	1.85	0.97
Fort Simpson	12	925	1,299	1,755	1.30	0.92	0.68
<b>Sub Total</b>							
<b>Dehcho Region</b>	<b>17</b>	<b>1,169</b>	<b>1,570</b>	<b>2,270</b>	<b>1.45</b>	<b>1.08</b>	<b>0.75</b>

### D - South Slave Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2023 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Hay River	28	2,677	8,560	3,761	1.05	0.33	0.74
Fort Providence	10	310	448	736	3.23	2.23	1.36
Fort Resolution	2	259	402	523	0.77	0.50	0.38
Fort Smith	19	1,642	2,499	2,530	1.16	0.76	0.75
Lutsel K'e	0	110	66	344	0.00	0.00	0.00
<b>Sub Total</b>							
<b>South Slave Region</b>	<b>59</b>	<b>4,998</b>	<b>11,975</b>	<b>7,894</b>	<b>1.18</b>	<b>0.49</b>	<b>0.75</b>

### E - North Slave Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2023 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Behchoko/Whati	27	1,317	1,321	3,059	2.05	2.04	0.88
Yellowknife	244	15,458	23,168	22,853	1.58	1.05	1.07
<b>Sub Total</b>							
<b>North Slave Region</b>	<b>271</b>	<b>16,775</b>	<b>24,489</b>	<b>25,912</b>	<b>1.62</b>	<b>1.11</b>	<b>1.05</b>

### Total - All Regions

414	26,823	42,410	44,972	1.54	0.98	0.92
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[1] Number of registered vehicles and licensed drivers are as of December 31, 2023.

[2] 2023 population from NWT Bureau of Statistics July 1 estimate published in 'Quarterly Report', March 2024.

# 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	6 Apr 2023	Injury	Single Vehicle Rollover	1	0
	21.0	16 Jan 2023	Property Damage	Ran Off Road - Right	0	0
	90.0	15 Nov 2023	Property Damage	Sideswipe - Opposite Direction	0	0
	106.0	11 May 2023	Injury	Single Vehicle Rollover	3	0
	106.0	29 Aug 2023	Property Damage	Other Multi-Vehicle Different Direction	0	0
	410.8	16 Feb 2023	Property Damage	Rear End	0	0

Highway #1	Property Damage Collisions			Personal Injury Collisions			Total Collisions	Persons Injured	Persons Killed			
Highway #1	4		2		0		6	4	0			

Highway #2 (Hay River)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	8.0	13 Aug 2023	Injury	Collision with Parked Vehicle	1	0
	37.0	14 May 2023	Injury	Rear End	2	0
	38.0	11 Oct 2023	Injury	Rear End	1	0
	43.9	20 Jul 2023	Property Damage	Collision with Parked Vehicle	0	0
	44.6	7 Jun 2023	Injury	Left Turn Across Path	1	0

Highway #2	Property Damage Collisions			Personal Injury Collisions			Total Collisions	Persons Injured	Persons Killed			
Highway #2	1		4		0		5	5	0			

# Geographic Distribution – Section 11

Highway #3 (Yellowknife)	On Km	Collision		Collision Configuration	# Persons Injured	# Persons Killed
		Date	Severity			
	24.0	7 Dec 2023	Property Damage	Collision with Other Animal	0	0
	50.0	12 Apr 2023	Injury	Rear End	1	0
	50.0	17 Aug 2023	Injury	Rear End	1	0
	50.0	22 Oct 2023	Property Damage	Collision with Bison	0	0
	50.0	7 Dec 2023	Property Damage	Ran Off Road - Right	0	0
	60.0	12 Apr 2023	Property Damage	Single Vehicle Rollover	0	0
	121.0	14 Nov 2023	Property Damage	Passing- Left Turn	0	0
	121.0	23 Dec 2023	Property Damage	Collision with Other Animal	0	0
	142.0	16 Jan 2023	Property Damage	Single Vehicle Rollover	0	0
	166.0	26 May 2023	Injury	Single Vehicle Rollover	1	0
	175.0	6 Dec 2023	Property Damage	Single Vehicle Rollover	0	0
	180.0	2 Dec 2023	Property Damage	Collision with Bison	0	0
	210.0	17 Oct 2023	Property Damage	Collision with Bison	0	0
	216.0	17 Sep 2023	Injury	Single Vehicle Rollover	1	0
	225.0	14 Dec 2023	Property Damage	Ran Off Road - Left	0	0
	228.5	8 Sep 2023	Property Damage	Collision with Bison	0	0
	237.5	25 Sep 2023	Property Damage	Collision with Bison	0	0
	240.0	4 Oct 2023	Property Damage	Collision with Bison	0	0
	275.0	27 Feb 2023	Property Damage	Collision with Other Animal	0	0
	280.0	3 Aug 2023	Fatal	Ran Off Road - Left	0	1
	280.0	17 Aug 2023	Property Damage	Single Vehicle Rollover	0	0
	290.0	26 Nov 2023	Property Damage	Sideswipe - Same Direction	0	0
	310.0	18 Apr 2023	Injury	Ran Off Road - Right	2	0
	313.0	3 Feb 2023	Property Damage	Single Vehicle Rollover	0	0
	336.7	4 Jan 2023	Property Damage	Right Angle	0	0

Summary Highway #3	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	19	5	1	25	6	1

# Geographic Distribution – Section 11

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Highway #4 (Ingraham Trail)	On Km		Collision	Collision	# Persons Injured	# Persons Killed
	Date	Severity	Configuration			
	3.0	2 Nov 2023	Property Damage	Single Vehicle Rollover	0	0
	5.0	20 Dec 2023	Property Damage	Sideswipe - Same Direction	0	0
	13.0	3 Jan 2023	Property Damage	Ran Off Road - Right	0	0

Summary Highway #4	Property	Personal	Fatal	Total Collisions	Persons Injured	Persons Killed
	Damage Collisions	Injury Collisions				
	3	0	0	3	0	0

Highway #5 (Fort Smith Highway)	On Km		Collision	Collision	# Persons Injured	# Persons Killed
	Date	Severity	Configuration			
	120.0	1 Nov 2023	Property Damage	Collision with Other Animal	0	0
	124.0	18 Dec 2023	Injury	Single Vehicle Rollover	1	0
	186.0	27 Jun 2023	Property Damage	Collision with Other Animal	0	0
	216.0	4 Feb 2023	Property Damage	Collision with Other Animal	0	0

Summary Highway #5	Property	Personal	Fatal	Total Collisions	Persons Injured	Persons Killed
	Damage Collisions	Injury Collisions				
	3	1	0	4	1	0

Highway #6 (Fort Resolution Highway)	On Km		Collision	Collision	# Persons Injured	# Persons Killed
	Date	Severity	Configuration			

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

# Geographic Distribution – Section 11

Highway #7 (Liard Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	10.0	9 Jul 2023	Injury	Ran Off Road - Right	1	0
	47.0	24 Jan 2023	Injury	Single Vehicle Rollover	2	0
	55.6	1 Aug 2023	Property Damage	Collision with Bison	0	0
Summary Highway #7	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	1	2	0	3	3	0
Highway #8 (Dempster Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	13.0	20 Jan 2023	Property Damage	Ran Off Road - Left	0	0
	114.0	26 Sep 2023	Property Damage	Single Vehicle Rollover	0	0
	115.4	4 Feb 2023	Property Damage	Ran Off Road - Left	0	0
	142.6	7 Aug 2023	Property Damage	Collision with Fixed Object	0	0
	144.0	16 Jan 2023	Injury	Ran Off Road - Right	1	0
	185.0	21 Jun 2023	Fatal	Sideswipe - Opposite Direction	0	1
	192.0	14 Sep 2023	Injury	Single Vehicle Rollover	1	0
	207.0	9 Oct 2023	Property Damage	Collision with Other Animal	0	0
	237.0	27 Sep 2023	Property Damage	Single Vehicle Rollover	0	0
	263.8	29 Oct 2023	Injury	Single Vehicle Rollover	1	0
Summary Highway #8	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	6	3	1	10	3	1
Highway #9 (Tli Cho Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	25.0	23 Mar 2023	Property Damage	Ran Off Road - Right	0	0
	25.0	10 Jun 2023	Injury	Single Vehicle Rollover	2	0
Summary Highway #9	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	1	1	0	2	2	0
Highway #10 (Inuvik Tuktoyaktuk Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	74.4	6 Jul 2023	Property Damage	Single Vehicle Rollover	0	0
	130.0	23 Jun 2023	Injury	Ran Off Road - Right	5	0
Summary Highway #10	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	1	1	0	2	5	0

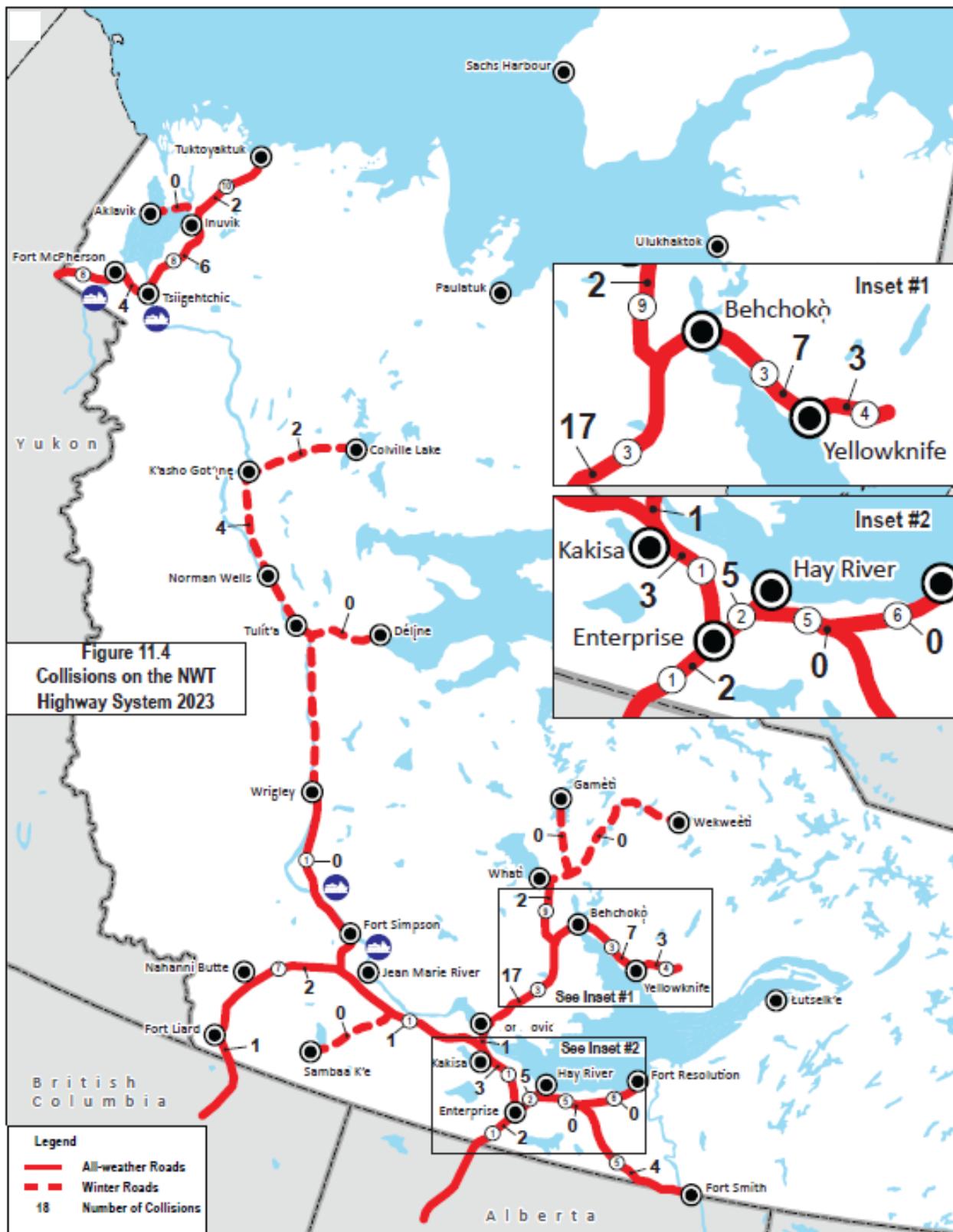
# Geographic Distribution – Section 11

Access and Winter Roads	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
Rae Access Road	11 May 2023	Fatal	Single Vehicle Rollover	0	1
Vee Lake Access Road	16 Jan 2023	Property Damage	Sideswipe - Opposite Direction	0	0
Yellowknife Access Road	9 Feb 2023	Property Damage	Collision with Fixed Object	0	0
Yellowknife Access Road	30 Sep 2023	Property Damage	Right Angle	0	0
Colville Lake Winter Access Road	UU Mar 2023	Property Damage	Collision with Fixed Object	0	0
Colville Lake Winter Access Road	1 Apr 2023	Property Damage	Sideswipe - Opposite Direction	0	0
Dettah Winter Access Road	10 Feb 2023	Property Damage	Right Turn - Perpendicular Road	0	0
Mackenzie Highway Winter Road	3 Feb 2023	Injury	Ran Off Road - Left	1	0
Mackenzie Highway Winter Road	3 Mar 2023	Injury	Sideswipe - Opposite Direction	2	0
Mackenzie Highway Winter Road	19 Mar 2023	Property Damage	Sideswipe - Opposite Direction	0	0
Mackenzie Highway Winter Road	23 Mar 2023	Injury	Head-on	1	0

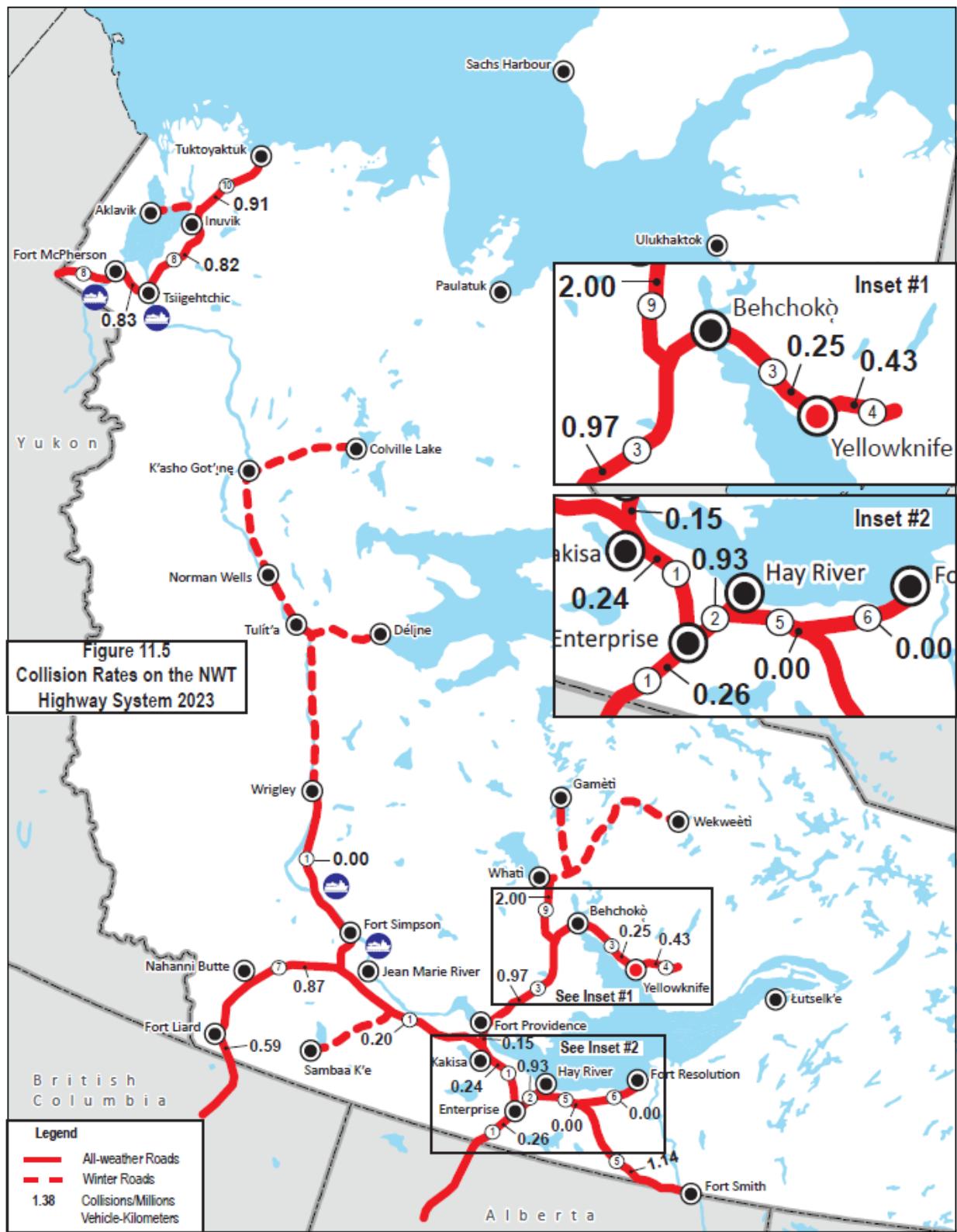
Summary Access and Winter Roads	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	7	3	1	11	4	1

Summary All NWT Highways	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	46	22	3	71	33	3

# Geographic Distribution – Section 11



# Geographic Distribution – Section 11



# National Comparison – Section 12

Casualty Rates by Canadian Jurisdiction - 2022 [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
<b>Canada</b>	<b>4.7</b>	<b>284.0</b>	<b>4.8</b>	<b>290.0</b>	<b>6.5</b>	<b>392.8</b>
Newfoundland & Labrador	6.7	408.5	7.4	448.1	8.9	539.1
Prince Edward Island	10.5	287.0	12.0	325.8	13.9	378.4
Nova Scotia	7.7	537.2	7.4	514.9	9.8	680.4
New Brunswick	8.6	342.7	8.5	340.7	12.1	484.3
Quebec	4.0	321.1	4.9	386.7	5.9	470.5
Ontario	3.8	216.4	4.2	241.2	5.1	293.3
Manitoba	5.6	545.5	3.8	365.5	8.1	786.4
Saskatchewan	7.2	388.2	6.4	345.6	10.4	557.7
Alberta	6.2	296.5	4.2	200.5	8.2	395.3
British Columbia	5.7	269.9	6.7	314.3	7.9	370.8
Yukon	4.7	377.0	2.8	222.4	5.8	464.5
<b>Northwest Territories</b>	<b>2.2</b>	<b>182.0</b>	<b>2.1</b>	<b>173.0</b>	<b>3.8</b>	<b>313.6</b>
Nunavut	2.6	40.9	23.8	381.0	9.2	146.7

[1] Canadian Motor Vehicle Traffic Collision Statistics: 2022. 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				[03] CASE NUMBER				PAGE OF			
(Give Park, Special Area Etc.)											
1. In 2. Near On Km		Community of Off Highway Number		N   T   1   0   0		REPORT TYPE		REPORT STATUS		08. HOUR	
At Intersection With Km		Or Off Highway/Number		Or Street/Road/Avenue		31. DIRECTION OF TRAVEL		1. Complete 2. Incomplete		06/23 UU. Unk.	
If Not At Intersection		metres		of Street, Highway, Town, Etc.		32. SCENE ATTENDED		3. Amendment 4. Correction		11. NO. KILLED	
Special Reference		If Location Can Be Described More Precisely, Enter Here		N   S   E   W		33. COLLISION SEVERITY		5. DATE OF COLLISION		12. NO. INJURED	
14. 01. Hit Moving Object 02. Hit Stationary Object		03. Off Road Left 04. Off Road Right		05. Roll over on R roadway 06. Other Single Vehicle		21. Rear End 22. Sideswipe Same- Direction		1. Yes 2. No 1. Fail 3. Proper Damage 2. Injury U. Unknown		15. HIT AND RUN	
20. VEH. SEQUENCE		# 99. Ped. UU. Unk.		30. TOTAL OCCUPANTS		23. VEH. SEQUENCE		1. 99. Ped. UU. Unk.		16. UU. Unknown	
LAST NAME		FIRST NAME (S)		LAST NAME		FRST NAME (S)		17. Right Rear Two-Thirds 18. Undercarriage 19. Interior		17. Right Side Unspecified	
ADDRESS		ADDRESS		ADDRESS		ADDRESS		20. Attachment Q3. Other UU. Unknown		21. None 2. Minimal 3. Moderate 4. Severe	
DRIVER'S LICENCE #		SEX		DATE OF BIRTH		SEX		22. Head-On 23. Passing - Left Turn		23. Right Turn Opposite Direction Including Conflict	
DATE OF BIRTH		SEX		HOME PHONE		HOME PHONE		24. Passing - Right Turn		24. Right Turn Opposite Direction Across Path	
DRIVER'S LICENCE #		59. PROV		60. PROV		59. PROV		25. Other Multi-Vehicle Same Direction		25. Right Turn Opposite Direction	
58. STATUS		1. Valid 2. Incorrect 3. Not Licensed 4. Revoked/suspended 5. Expired 6. Not Applicable U.U.U. Unk.		57. Years LICENCE		57. Years DRIVERS LICENCE #		26. Left Turn Across Path		26. Left Turn Opposite Direction	
34. YEAR		MAKE/MODEL		34. YEAR		58. STATUS		27. Right Turn Opposite Direction		27. Right Turn Opposite Direction	
LICENCE PLATE #		EXP/2. PROV		U.U.U. Unk.		59. STATUS		28. Left Turn Opposite Direction		28. Left Turn Opposite Direction	
LAST NAME		FIRST NAME (S)		LAST NAME		LAST NAME		29. Ped. UU. Unk.		29. Ped. UU. Unk.	
ADDRESS		SAME AS ABOVE		ADDRESS		ADDRESS		30. WORK PHONE		30. WORK PHONE	
HOME PHONE		WORK PHONE		HOME PHONE		HOME PHONE		31. ADDRESS		31. ADDRESS	
INSURANCE COMPANY		ADDRESS		INSURANCE COMPANY		ADDRESS		32. POLICY NUMBER		32. POLICY NUMBER	
POLICY NUMBER		EXPIRY DATE		EXPIRY DATE		EXPIRY DATE		33. EXPIRY DATE		33. EXPIRY DATE	
28. Veh Seq #		55. Sex F. Female M. Male		56. Age 00 - 01 Yr. U. Unk.		61. Pos/62. Ejection		63. Eject 64. Medical Treatment Required		65. Safety Equipment Required	
IN VOLVED		#		#		#		#		#	
LAST NAME		FIRST NAME (S)		LAST NAME		FIRST NAME (S)		LAST NAME		FIRST NAME (S)	
NAME AND ADDRESSES IF DECEASED ALSO INCLUDE DATE & TIME OF DEATH											
66. PROPER USE 1. Used Correctly 2. Used Incorrectly 3. Not Seatbelt Fitted N. Not Safety Device Used Q. Other U. Unknown											
67. AIR BAG DEPLOYED 1. Not Air Bag Fitted 2. Air Bag Fitted, No Deployment 3. Air Bag Fitted, Deployed 4. Air Bag Fitted, Deployment Unknown Q. Other U. Unknown											
Reviewed By: _____											

# Appendix A2 – Collision Report Form Side II

<b>16. ROADWAY CONFIGURATION</b>		<b>24. ROAD SURFACE</b>	<b>11. Urban Transit Bus</b>	<b>12. Intercity Bus</b>	<b>13. Snow (Fresh/Lose)</b>	<b>14. Motorcycle</b>	<b>15. Speed Limited</b>	<b>16. Off-Road Vehicle</b>	<b>17. Bicycle</b>	<b>18. Purpose-Built Motor Home</b>	<b>19. Farm Equipment</b>	<b>20. Construction Equipment</b>	<b>21. Snowmobile</b>	<b>22. Snowmobile</b>	<b>23. Off-Road Vehicle</b>	<b>24. Road Condition</b>	<b>25. ROAD CONDITION</b>	<b>1. Good</b>	<b>2. Puddles, Bumps, Ruts</b>	<b>3. Uneven</b>	<b>4. Under Construction, Repair</b>	<b>5. Worn</b>	<b>6. Obscured/Added Markings</b>	<b>7. Other</b>	<b>8. Oil</b>	<b>9. Other</b>	<b>10. Unknown</b>	<b>11. Other</b>	<b>12. Unknown</b>	<b>13. Other</b>	<b>14. Other</b>	<b>15. Other</b>	<b>16. Other</b>	<b>17. Weather Condition</b>	<b>18. Light Condition</b>	<b>19. Artificial Light Condition</b>	<b>20. Road Classification I</b>	<b>21. Road Classification II</b>	<b>22. Road Classification III</b>	<b>23. Road Material</b>																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
1. Non-Intersection		<input type="checkbox"/>	1. Dry, Normal	<input type="checkbox"/>	2. Wet	<input type="checkbox"/>	3. Snow (Fresh/Lose)	<input type="checkbox"/>	4. Slush, Wet/Snow	<input type="checkbox"/>	5. Icy	<input type="checkbox"/>	6. Sandy/Gravel/Dirt	<input type="checkbox"/>	7. Muddy	<input type="checkbox"/>	8. Oil	<input type="checkbox"/>	9. Flooded	<input type="checkbox"/>	10. Unknown	<input type="checkbox"/>	11. Other	<input type="checkbox"/>	12. Unknown	<input type="checkbox"/>	13. Other	<input type="checkbox"/>	14. Other	<input type="checkbox"/>	15. Other	<input type="checkbox"/>	16. Other	<input type="checkbox"/>	17. Clear and/or Sunny	<input type="checkbox"/>	18. Overcast, Cloudy - No Precipitation	<input type="checkbox"/>	19. Rain	<input type="checkbox"/>	20. Snowing, Not Including Drifting Snow	<input type="checkbox"/>	21. Freezing Rain, Sleet, Hail	<input type="checkbox"/>	22. Visibility/Limitation (E.g., Fog, Smoke, Dust, Mist)	<input type="checkbox"/>	23. Strong Wind	<input type="checkbox"/>	24. Other	<input type="checkbox"/>	25. Unknown	<input type="checkbox"/>	26. Road Alignment	<input type="checkbox"/>	27. Straight And Level	<input type="checkbox"/>	28. Straight With Grade	<input type="checkbox"/>	29. Cined And Level	<input type="checkbox"/>	30. Cined With Grade	<input type="checkbox"/>	31. Top Of Hill/Gradient	<input type="checkbox"/>	32. Bottom Of Hill/Gradient	<input type="checkbox"/>	33. Other	<input type="checkbox"/>	34. Unknown	<input type="checkbox"/>	35. Other	<input type="checkbox"/>	36. Vehicle Use	<input type="checkbox"/>	37. Emergency Use	<input type="checkbox"/>	38. Trailers	<input type="checkbox"/>	39. Use of Headlights	<input type="checkbox"/>	40. Posted Speed Limit	<input type="checkbox"/>	41. Vehicle Manoeuvre	<input type="checkbox"/>	42. Turning Left	<input type="checkbox"/>	43. Turning Right	<input type="checkbox"/>	44. Making U-Turn	<input type="checkbox"/>	45. Changing Lanes	<input type="checkbox"/>	46. Merging	<input type="checkbox"/>	47. Reversing	<input type="checkbox"/>	48. Driving On Wrong Side Of Road	<input type="checkbox"/>	49. Stopped/Parked Illegally	<input type="checkbox"/>	50. Swerved To Avoid Collision	<input type="checkbox"/>	51. Run-Away/Or Roll Away Vehicle	<input type="checkbox"/>	52. Unspecified Maneuver	<input type="checkbox"/>	53. Other U. Unknown	<input type="checkbox"/>	54. Vehicle Events	<input type="checkbox"/>	55. Non-Collision Events:	<input type="checkbox"/>	56. Skidded Or Skid On Roadway	<input type="checkbox"/>	57. Ran Off Road	<input type="checkbox"/>	58. Other Non-Collision Event	<input type="checkbox"/>	59. Hit Moving Object:	<input type="checkbox"/>	60. Hit Known Or Stopped Motor Vehicle	<input type="checkbox"/>	61. Lean/Soil	<input type="checkbox"/>	62. Lean Shift	<input type="checkbox"/>	63. Submersion	<input type="checkbox"/>	64. Other	<input type="checkbox"/>	65. Environmental Factors	<input type="checkbox"/>	66. Animal On Roadway	<input type="checkbox"/>	67. Overturn, Rollover	<input type="checkbox"/>	68. Jackknife Or Trailer Swing	<input type="checkbox"/>	69. Obs/Obstruction On Road	<input type="checkbox"/>	70. View Obscured, Glare, Reflection	<input type="checkbox"/>	71. Defective Bikes	<input type="checkbox"/>	72. Defective Lights	<input type="checkbox"/>	73. Animal Out	<input type="checkbox"/>	74. Unscrewed Or Spilled Load	<input type="checkbox"/>	75. Overized Load, Overload	<input type="checkbox"/>	76. Other Defective Parts	<input type="checkbox"/>	77. No Defects	<input type="checkbox"/>	78. Weather Or Acc Of God	<input type="checkbox"/>	79. Other Environmental Factors	<input type="checkbox"/>	80. Road Surface Or Other Condition	<input type="checkbox"/>	81. Obs/Obstruction, Glare, Reflection	<input type="checkbox"/>	82. Dangerous Goods Class	<input type="checkbox"/>	83. Explosives	<input type="checkbox"/>	84. Flammable Liquids	<input type="checkbox"/>	85. Combustibles	<input type="checkbox"/>	86. Oxidizers & Organic Peroxides	<input type="checkbox"/>	87. Poisonous & Infectious Substances	<input type="checkbox"/>	88. Corrosives	<input type="checkbox"/>	89. Misc. Dangerous Goods	<input type="checkbox"/>	90. Non-Commercial Vehicle	<input type="checkbox"/>	91. Hit/Animal	<input type="checkbox"/>	92. Hit/Another Moving Object	<input type="checkbox"/>	93. Hit/Non-Moving Obj/CTs:	<input type="checkbox"/>	94. Hit/Hit/Hit Object	<input type="checkbox"/>	95. Hit/Building	<input type="checkbox"/>	96. Hit/Hitch	<input type="checkbox"/>	97. Hit/Embankment, Ditch/Pile, Rock	<input type="checkbox"/>	98. Hit/Cut/Entanglement, Damage	<input type="checkbox"/>	99. Hit/Tree/Fixed Object	<input type="checkbox"/>	100. Hit/Trunk	<input type="checkbox"/>	101. Hit/Trunk	<input type="checkbox"/>	102. Hit/Trunk	<input type="checkbox"/>	103. Hit/Trunk	<input type="checkbox"/>	104. Hit/Trunk	<input type="checkbox"/>	105. Hit/Trunk	<input type="checkbox"/>	106. Hit/Trunk	<input type="checkbox"/>	107. Hit/Trunk	<input type="checkbox"/>	108. Hit/Trunk	<input type="checkbox"/>	109. Hit/Trunk	<input type="checkbox"/>	110. Hit/Trunk	<input type="checkbox"/>	111. Hit/Trunk	<input type="checkbox"/>	112. Hit/Trunk	<input type="checkbox"/>	113. Hit/Trunk	<input type="checkbox"/>	114. Hit/Trunk	<input type="checkbox"/>	115. Hit/Trunk	<input type="checkbox"/>	116. Hit/Trunk	<input type="checkbox"/>	117. Hit/Trunk	<input type="checkbox"/>	118. Hit/Trunk	<input type="checkbox"/>	119. Hit/Trunk	<input type="checkbox"/>	120. Hit/Trunk	<input type="checkbox"/>	121. Hit/Trunk	<input type="checkbox"/>	122. Hit/Hit/Hit Object	<input type="checkbox"/>	123. Hit/Hit/Hit Object	<input type="checkbox"/>	124. Hit/Hit/Hit Object	<input type="checkbox"/>	125. Hit/Hit/Hit Object	<input type="checkbox"/>	126. Hit/Hit/Hit Object	<input type="checkbox"/>	127. Hit/Hit/Hit Object	<input type="checkbox"/>	128. Hit/Hit/Hit Object	<input type="checkbox"/>	129. 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Driver Action	<input type="checkbox"/>	249. Pedestrian Action	<input type="checkbox"/>	250. Driver At Fault	<input type="checkbox"/>	251. Pedestrian At Fault	<input type="checkbox"/>	252. Driver At Fault	<input type="checkbox"/>	253. Pedestrian At Fault	<input type="checkbox"/>	254. Driver At Fault	<input type="checkbox"/>	255. Pedestrian At Fault	<input type="checkbox"/>	256. Driver At Fault	<input type="checkbox"/>	257. Pedestrian At Fault	<input type="checkbox"/>	258. Driver At Fault	<input type="checkbox"/>	259. Pedestrian At Fault	<input type="checkbox"/>	260. Driver At Fault	<input type="checkbox"/>	261. Pedestrian At Fault	<input type="checkbox"/>	262. Driver At Fault	<input type="checkbox"/>	263. Pedestrian At Fault	<input type="checkbox"/>	264. Driver At Fault	<input type="checkbox"/>	265. Pedestrian At Fault	<input type="checkbox"/>	266. Driver At Fault	<input type="checkbox"/>	267. Pedestrian At Fault	<input type="checkbox"/>	268. 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If you would like this information in another official language, call us.

English

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Si vous voulez ces informations dans une autre langue officielle, contactez-nous.

French

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Kīspin ki nitawihtīn ē nīhīyawihk ōma ācimōwin, tipwāsinān.

Cree

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Tłı̨chǫ yati k’èè. Dı wegodi newo dè, gots’o gonede.

Tłı̨chǫ

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ʔerıhtł’is Dëne Sųłiné yati t’ a huts’elkér xa beyáyatı theʔq̄ ʔat’ e, nuwe ts’en yółti.

Chipewyan

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Edı gondı dehgáh got’je zhatié k’éé edatł’eh enahddhę nıde naxets’é edahłí.

South Slavey

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K’áhshó got’ıne xədə k’é hederı ʔedıhtł’é yeriniwę nídé dúle.

North Slavey

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Jii gwandak izhii ginjìk vat’atr’ijahch’uu zhit yinohthan jì’, diits’at ginohkhìi.

Gwich’in

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Uvanittuaq ilitchurisukupku Inuvialuktun, ququaqluta.

Inuvialuktun

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Ć̄d& ɻɻ& bΔ̄c ɻɻLJ&R̄c Δ̄p̄ ɻɻC̄b̄ ɻɻL̄, ɻɻ&C̄p̄ ɻɻc̄ ɻɻ& ɻɻC̄b̄ ɻɻā ɻɻC̄p̄.

Inuktitut

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Hapkuat titiqqat pijumagupkit Inuinnaqtun, uvaptinnut hivajarlutit.

Inuinnaqtun

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Indigenous Languages:

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French:

867-767-9348

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