

# **2001 NWT Traffic Collision Facts**

Department of Transportation  
Road Licensing and Safety Division  
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## **Acknowledgements**

This report was prepared by the Road Licensing and Safety Division of the Department of Transportation, Government of the Northwest Territories, in cooperation with the Transportation Planning Division.

If you have any comments or questions related to the content of this report, please contact the Road Licensing and Safety Division at telephone (867) 873-7406, or by facsimile at (867) 873-0120.

## 2001 QUICK FACTS REPORT

### 2001 Compared to 2000

	<u>2000</u>	<u>2001</u>	<u>% Change</u>
PROPERTY DAMAGE ONLY COLLISIONS	547	572	4.6
PERSONAL INJURY COLLISIONS	128	142	10.9
FATAL COLLISIONS	3	2	-33.3
TOTAL REPORTED COLLISIONS	678	716	5.6
NUMBER OF PERSONS KILLED	5	3	-40.0
NUMBER OF PERSONS INJURED	182	205	12.6
NWT HIGHWAY SYSTEM COLLISIONS	126	151	19.8
RURAL COLLISIONS	20	11	-45.0
COLLISIONS IN COMMUNITIES	532	554	4.1
REGISTERED VEHICLES	23,371	25,936	11.0
LICENSED DRIVERS	22,626	22,838	0.9
NWT POPULATION [1]	42,100	41,200	-2.1
COLLISIONS PER 100 LICENSED DRIVERS	3.00	3.14	4.6
COLLISIONS PER 100 REGISTERED VEHICLES	2.90	2.76	-4.8
COLLISIONS PER 100 POPULATION	1.61	1.74	7.9
COLLISIONS INVOLVING ALCOHOL	60	48	-20.0

[1] 2000 and 2001 population from NWT Bureau of Statistics July 1 estimate published in 'Quarterly Report', March 2002.

## Introduction

The Traffic Collision Information System (TCIS) is a computer-based system that compiles information on traffic collisions occurring throughout the Northwest Territories. This information is obtained from the motor vehicle collision (MVA) report form that is completed by Royal Canadian Mounted Police detachments in accordance with Section 262 of the *Motor Vehicles Act*.

TCIS provides valuable information for many traffic collision countermeasure programs. TCIS, the MVA report form, and various collision publications are administered by the GNWT Department of Transportation, Road Licensing and Safety Division. The collection of this valuable data is made possible by the efforts and dedication of the many Royal Canadian Mounted Police officers across the Northwest Territories who complete MVA forms from their collision investigations.

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## TCIS Definitions

**REPORTABLE MOTOR VEHICLE COLLISION** - an incident involving one or more motor vehicles resulting in death, personal injury or a minimum of \$1,000 in property damage. TCIS only records reportable motor vehicle collisions which 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 which 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:

- (a) an aircraft or a marine vehicle,
- (b) a device that runs or is designed to run exclusively on rails,
- (c) 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, skate boards and persons pushing or pulling vehicles. A pedestrian does NOT include persons jumping or falling from a vehicle in motion.

**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 eight numbered highways or on an Access or Winter road maintained by the Department of Transportation.

**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* (\$1,000) with no personal injuries or deaths.

**TRAFFIC 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.

**TRAFFIC FATALITY 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.

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# Historical Trends

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## **Historical Trends**

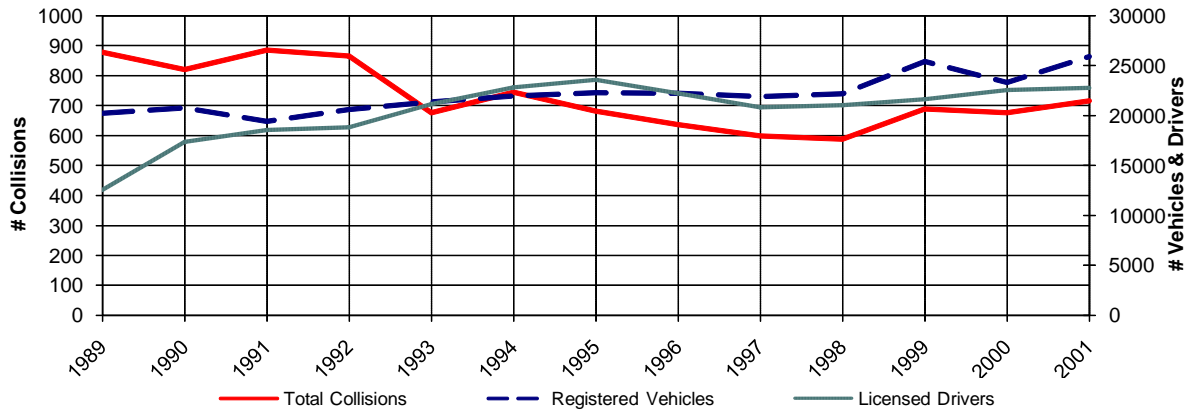
This section illustrates the 13-year history of collisions, victims and licensed drivers and vehicles.

Reporting definitions have remained the same since the inception of TCIS in 1989. Trends in injury and total collisions have shown a steady decline through to the late 1990's. This decline has taken place in spite of the increased population and number of licensed drivers and registered vehicles. Total collisions and property damage only collisions, however, have been increasing since 1997.

Because of the small number of fatal collisions in the Northwest Territories, trends are difficult to identify and subject to year-to-year fluctuations. The three traffic fatalities reported in 2001 is less than the 13-year average.

## Trends in Licensed Drivers, Registered Vehicles and Collisions

Figure 1.1

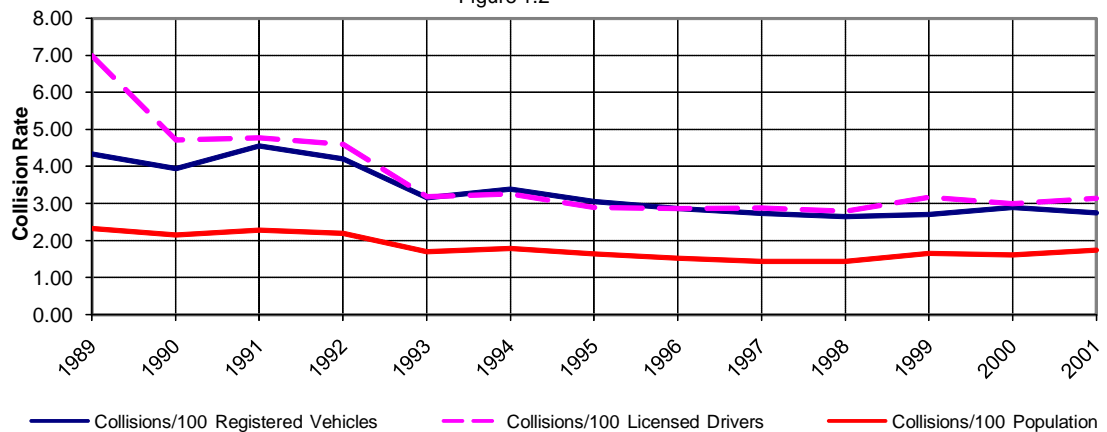


### 3 Year Summary

	1999	2000	2001	% Change
Registered Vehicles	25,426	23,371	25,936	11.0
Licensed Drivers	21,699	22,626	22,838	0.9
Total Collisions	689	678	716	5.6

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

Figure 1.2

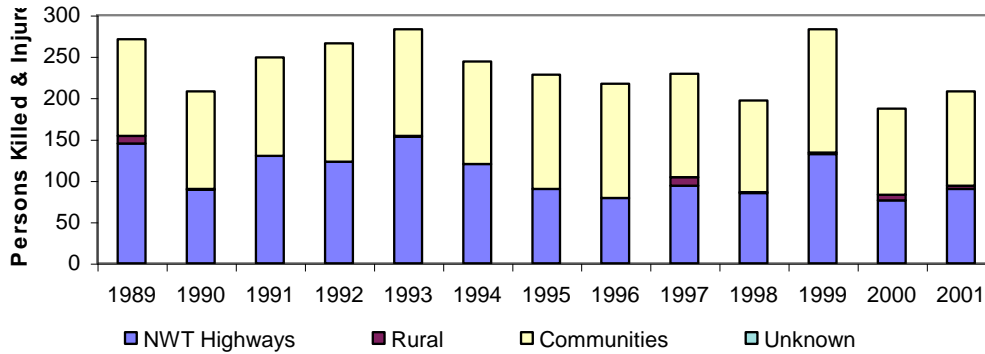


### 3 Year Summary

	1999	2000	2001	% Change
Collisions/100 Registered Vehicles	2.71	2.90	2.76	-4.8
Collisions/100 Licensed Drivers	3.18	3.00	3.14	4.6
Collisions/100 Population	1.66	1.61	1.74	7.9

Trends in Injuries & Fatalities

Figure 1.3

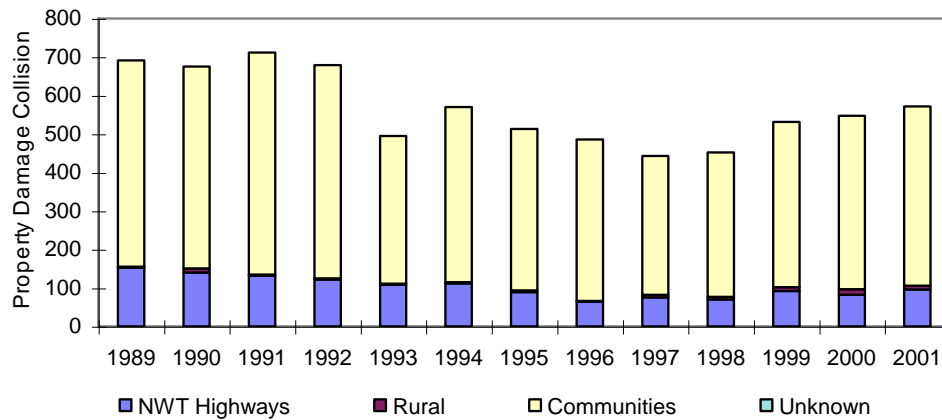


3 Year Summary

	Persons Injured				Persons Killed			
	1999	2000	2001	Average	1999	2000	2001	Average
NWT Highways	127	74	87	96	5	2	3	3
Rural	2	7	4	4	0	0	0	0
Communities	147	101	114	121	2	3	0	2
<b>Total</b>	<b>276</b>	<b>182</b>	<b>205</b>	<b>221</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>5</b>

Trends in Property Damage Collisions

Figure 1.4

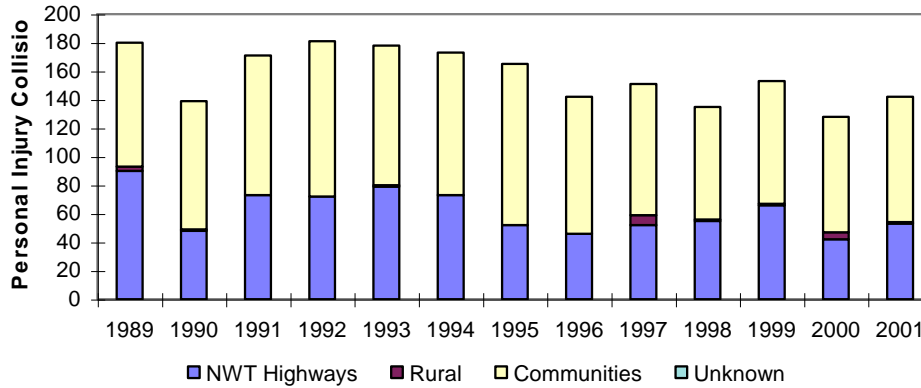


3 Year Summary

	Property Damage Collisions			
	1999	2000	2001	Average
NWT Highways	92	82	96	90
Rural	10	15	10	12
Communities	429	450	466	448
<b>Total</b>	<b>531</b>	<b>547</b>	<b>572</b>	<b>550</b>

Trends in Personal Injury Collisions

Figure 1.5

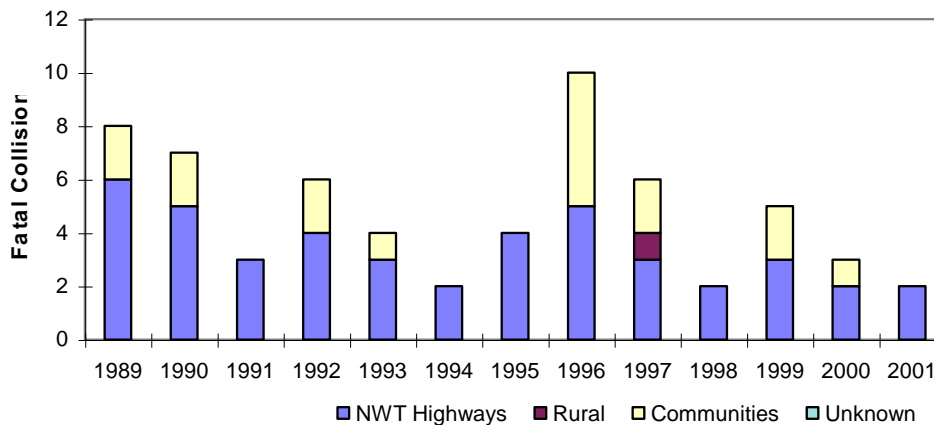


3 Year Summary

	Personal Injury Collisions			
	1999	2000	2001	Average
NWT Highways	66	42	53	54
Rural	1	5	1	2
Communities	86	81	88	85
<b>Total</b>	<b>153</b>	<b>128</b>	<b>142</b>	<b>141</b>

Trends in Fatal Collisions

Figure 1.6

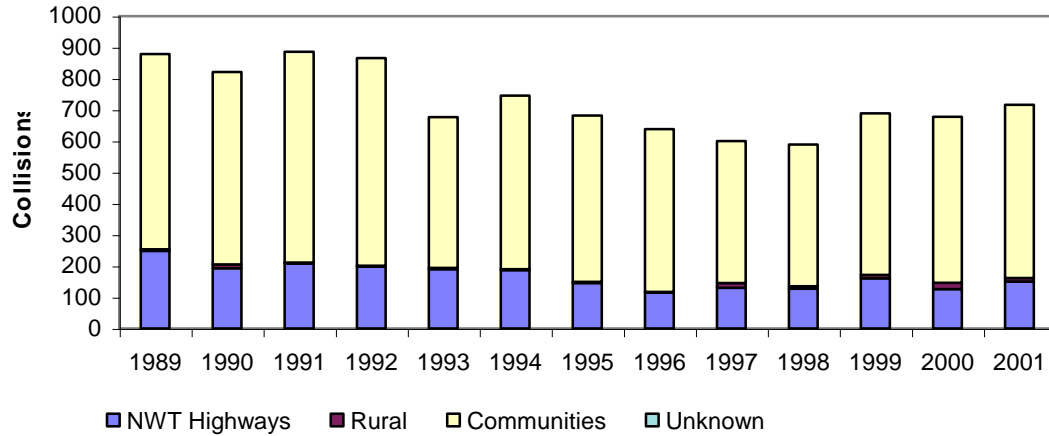


3 Year Summary

	Fatal Collisions			
	1999	2000	2001	Average
NWT Highways	3	2	2	2
Rural	0	0	0	0
Communities	2	1	0	1
<b>Total</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>3</b>

Trends in All Reported Collisions

Figure 1.7



3 Year Summary

	1999	2000	2001	Average
NWT Highways	161	126	151	146
Rural	11	20	11	14
Communities	517	532	554	534
<b>Total</b>	<b>689</b>	<b>678</b>	<b>716</b>	<b>694</b>

Property Damage Collisions by Month and Year

Figure 1.8  
Avg. 91 to 00

Month	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	Avg. 91 to 00	2001
January	86	74	46	52	50	54	53	64	65	60	60	50
February	72	68	56	72	46	59	45	46	65	49	58	65
March	72	68	52	50	78	56	44	36	47	45	55	59
April	48	59	30	32	32	31	26	22	34	33	35	35
May	31	45	23	33	31	26	23	20	30	34	30	34
June	57	35	23	31	24	32	32	29	30	27	32	39
July	57	48	33	39	38	36	37	34	29	31	38	22
August	42	51	35	42	39	24	37	34	38	36	38	38
September	49	48	39	34	29	29	25	34	36	34	36	32
October	65	65	52	59	38	56	48	39	63	58	54	65
November	59	64	53	73	49	42	26	37	45	53	50	61
December	74	54	53	53	59	41	47	57	49	87	57	72
<b>Total</b>	<b>712</b>	<b>679</b>	<b>495</b>	<b>570</b>	<b>513</b>	<b>486</b>	<b>443</b>	<b>452</b>	<b>531</b>	<b>547</b>	<b>543</b>	<b>572</b>

**Personal Injury Collisions by Month and Year**

Figure 1.9

Month	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	Avg. 91 to 00	2001
January	15	19	16	11	16	15	13	10	15	17	15	13
February	13	12	16	7	14	15	19	10	13	14	13	14
March	17	12	16	9	20	10	16	11	11	9	13	7
April	5	9	13	6	12	7	19	7	9	4	9	7
May	16	12	13	9	11	7	11	4	6	9	10	8
June	24	18	17	18	15	10	6	20	12	9	15	14
July	23	15	24	18	15	16	8	11	22	11	16	6
August	16	18	9	23	18	11	16	14	12	7	14	16
September	13	19	12	14	11	14	10	11	11	9	12	10
October	14	16	16	20	10	15	14	17	20	12	15	21
November	5	13	14	19	12	9	10	8	10	10	11	10
December	10	18	12	19	11	13	9	12	12	17	13	16
<b>Total</b>	<b>171</b>	<b>181</b>	<b>178</b>	<b>173</b>	<b>165</b>	<b>142</b>	<b>151</b>	<b>135</b>	<b>153</b>	<b>128</b>	<b>158</b>	<b>142</b>

**Fatal Collisions by Month and Year**

Figure 1.10

Month	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	Avg. 91 to 00	2001
January	0	0	0	0	0	0	0	0	0	1	0.1	1
February	0	0	0	0	0	0	0	0	0	0	0.0	0
March	0	0	1	0	0	2	0	0	0	0	0.5	0
April	0	1	1	0	1	1	0	0	1	0	0.5	1
May	0	0	0	1	0	1	1	0	0	0	0.3	0
June	2	3	0	0	0	1	1	0	0	0	0.7	0
July	0	0	1	0	1	1	1	0	1	0	0.5	0
August	1	0	0	0	0	3	1	0	1	1	0.7	0
September	0	0	0	0	1	0	0	1	1	0	0.3	0
October	0	1	0	1	0	1	0	1	0	1	0.5	0
November	0	1	1	0	1	0	0	0	0	0	0.3	0
December	0	0	0	0	0	0	0	0	1	0	0.1	0
<b>Total</b>	<b>3</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>5</b>	<b>3</b>	<b>4.5</b>	<b>2</b>

**Total Collisions by Month and Year**

Figure 1.11

<b>Month</b>	<b>1991</b>	<b>1992</b>	<b>1993</b>	<b>1994</b>	<b>1995</b>	<b>1996</b>	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>Avg. 91 to 00</b>	<b>2001</b>
January	101	93	62	63	66	69	66	74	80	78	75	64
February	85	80	72	79	60	74	64	56	78	63	71	79
March	89	80	69	59	98	68	62	47	58	54	68	66
April	53	69	44	38	45	39	45	29	44	37	44	43
May	47	57	36	43	42	34	35	24	36	43	40	42
June	83	56	40	49	39	43	39	49	42	36	48	53
July	80	63	58	57	54	53	46	45	52	42	55	28
August	59	69	44	65	57	38	54	48	51	44	53	54
September	62	67	51	48	41	43	35	46	48	43	48	42
October	79	82	68	80	48	72	62	57	83	71	70	86
November	64	78	68	92	62	51	36	45	55	63	61	71
December	84	72	65	72	70	54	56	69	62	104	71	88
<b>Total</b>	<b>886</b>	<b>866</b>	<b>677</b>	<b>745</b>	<b>682</b>	<b>638</b>	<b>600</b>	<b>589</b>	<b>689</b>	<b>678</b>	<b>705</b>	<b>716</b>



## **Time of Occurrence**

**Contents:**

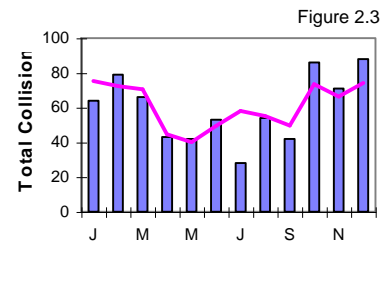
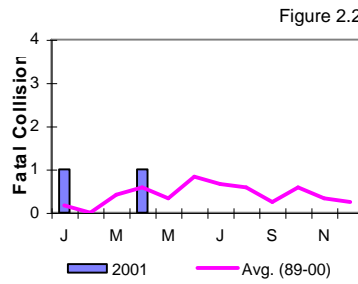
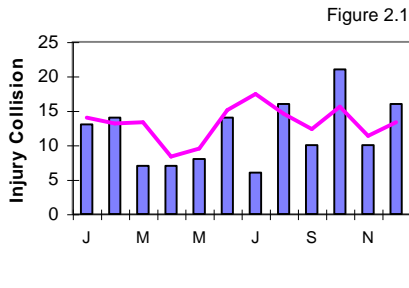
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## **Time of Occurrence**

Figure 2.3 shows the highest number of collisions occurred during the winter months, November to March. Conversely Figure 2.1 shows more injury-producing collisions 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 Sunday and weekdays.

Collisions by Month of Occurrence

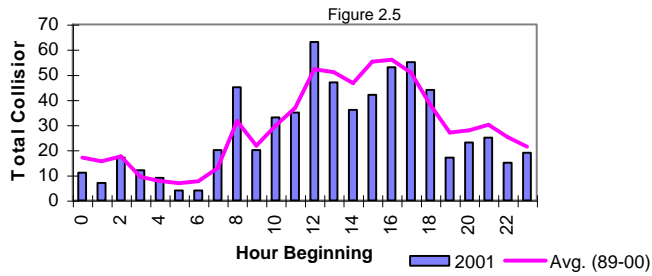


Collisions & Victims by Month of Occurrence

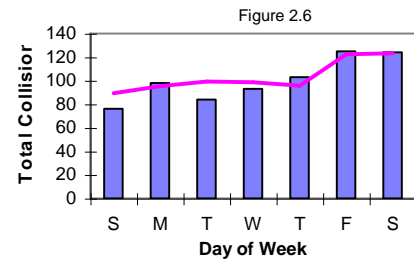
Figure 2.4

Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	50	13	1	64	21	1
February	65	14	0	79	18	0
March	59	7	0	66	9	0
April	35	7	1	43	13	2
May	34	8	0	42	11	0
June	39	14	0	53	21	0
July	22	6	0	28	7	0
August	38	16	0	54	23	0
September	32	10	0	42	14	0
October	65	21	0	86	34	0
November	61	10	0	71	11	0
December	72	16	0	88	23	0
<b>Total</b>	<b>572</b>	<b>142</b>	<b>2</b>	<b>716</b>	<b>205</b>	<b>3</b>

Total Collisions by Time of Day



Total Collisions by Day of Week



**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.	6	0	0	0	0	0	4	11	1.6
1 to 2 a.m.	1	1	1	0	0	2	2	7	1.0
2 to 3 a.m.	4	0	0	2	3	5	3	17	2.4
3 to 4 a.m.	1	1	0	1	1	2	6	12	1.7
4 to 5 a.m.	0	2	2	0	0	0	5	9	1.3
5 to 6 a.m.	0	1	0	0	1	1	0	3	0.4
6 to 7 a.m.	2	0	0	0	1	1	0	4	0.6
7 to 8 a.m.	0	1	5	5	3	2	4	20	2.8
8 to 9 a.m.	0	10	9	7	8	8	3	45	6.4
9 to 10 a.m.	1	2	1	5	3	6	2	20	2.8
10 to 11 a.m.	4	7	5	6	4	3	4	33	4.7
11 to 12 a.m.	2	6	4	4	10	7	2	35	5.0
12 to 1 p.m.	5	9	7	11	11	13	6	62	8.8
1 to 2 p.m.	3	2	8	8	9	12	5	47	6.7
2 to 3 p.m.	3	8	3	3	3	6	10	36	5.1
3 to 4 p.m.	2	3	5	9	5	5	13	42	6.0
4 to 5 p.m.	11	12	2	3	12	5	8	53	7.5
5 to 6 p.m.	5	5	9	9	5	13	9	55	7.8
6 to 7 p.m.	5	7	6	6	6	7	7	44	6.3
7 to 8 p.m.	2	3	3	2	4	0	3	17	2.4
8 to 9 p.m.	2	6	1	4	2	5	3	23	3.3
9 to 10 p.m.	2	4	2	4	2	6	5	25	3.6
10 to 11 p.m.	4	1	3	0	2	3	2	15	2.1
11 to 12 p.m.	2	1	0	0	5	5	6	19	2.7
Not Stated	9	6	8	4	3	4	15	49	7.0
<b>Total</b>	<b>76</b>	<b>98</b>	<b>84</b>	<b>93</b>	<b>103</b>	<b>125</b>	<b>124</b>	<b>703</b>	
<b>%</b>	<b>10.8</b>	<b>13.9</b>	<b>11.9</b>	<b>13.2</b>	<b>14.7</b>	<b>17.8</b>	<b>17.6</b>	<b>100.0</b>	

\* Excludes collisions in which Day of Week was unknown.

## **MAJOR CONTRIBUTING FACTORS**

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## **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 can be selected from four categories: human condition, human action, vehicle condition or driving environment.

Police officers are encouraged to use their skilled judgement in reporting the likely factors, even if the collision scene was not attended.

Figure 3.6 shows that human condition is more than twice as prevalent in injury and fatal collisions (16%) than in all collisions (7%). Human factors account for 69% of all factors in collisions, as compared to vehicular (3%) and environmental (4%).

Figure 3.12 points out the difference between collisions occurring in communities and on the NWT Highway system. Environmental factors are twice as prevalent on NWT Highways (12%) than in communities (6%).

**Collisions by Severity Where Human Condition Was a Major Contributing Factor**

Figure 3.1

Human Condition	Property Damage	Personal Injury	Fatal	% of Total	
				Total	Factors
Fatigued, Fell Asleep	1	3	0	4	0.6
Inexperience	1	0	0	1	0.1
Under Influence - Alcohol	24	19	0	43	6.0
Under Influence - Drugs	1	0	0	1	0.1
Sudden Illness, Lost Consciousness	0	1	0	1	0.1
Other Driver Condition	0	0	0	0	0.0
<b>Total</b>	<b>27</b>	<b>23</b>	<b>0</b>	<b>50</b>	<b>7.0</b>

**Collisions by Severity Where Human Action Was a Major Contributing Factor**

Figure 3.2

Human Action	Property Damage	Personal Injury	Fatal	% of Total	
				Total	Factors
Following Too Closely	16	8	0	24	3.4
Distracted, Inattentive	39	14	0	53	7.4
Driving Too Fast for Conditions	88	26	1	115	16.1
Improper Turning or Passing	25	4	0	29	4.1
Failed to Yield Right-of-Way	45	11	0	56	7.8
Disobeyed Traffic Control/Officer	3	3	1	7	1.0
Driving on Wrong Side of Road	2	2	0	4	0.6
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	97	6	0	103	14.4
Lost Control	67	23	0	90	12.6
Other Driver Action	7	2	0	9	1.3
<b>Total</b>	<b>389</b>	<b>99</b>	<b>2</b>	<b>490</b>	<b>68.4</b>

**Collisions by Severity Where Vehicle Condition Was a Major Contributing Factor**

Figure 3.3

Vehicle Condition	Property Damage	Personal Injury	Fatal	% of Total	
				Total	Factors
Defective Brakes	3	0	0	3	0.4
Defective Steering	0	0	0	0	0.0
Defective Lights	2	0	0	2	0.3
Tire Blown Out	1	1	0	2	0.3
Unsecured Load, Spilled Load	3	0	0	3	0.4
Oversized Load, Overload	0	0	0	0	0.0
Visibility Obstructed	1	0	0	1	0.1
Other Vehicle Contributing Factor	8	2	0	10	1.4
<b>Total</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>2.9</b>

**Collisions by Severity Where Environmental Condition Was a Major Contributing Factor**

Figure 3.4

Environmental Condition	Property Damage	Personal Injury	Fatal	% of Total	
				Total	Factors
Animal on Roadway	14	3	0	17	2.4
Road Surface or Condition	6	2	0	8	1.1
Obstruction/Debris on Road	1	0	0	1	0.1
View Obstructed, Glare, Reflection	1	1	0	2	0.3
Weather or Other Acts of God	1	1	0	2	0.3
Other Environmental Factor	0	0	0	0	0.0
<b>Total</b>	<b>23</b>	<b>7</b>	<b>0</b>	<b>30</b>	<b>4.2</b>

**Collisions by Severity Where Major Contributing Factor Was Unspecified or Unknown**

Figure 3.5

Factor	Property Damage	Personal Injury	Fatal	% of Total	
				Total	Factors
Unspecified	0	1	0	1	0.1
Unknown	115	9	0	124	17.3
<b>Total</b>	<b>115</b>	<b>10</b>	<b>0</b>	<b>125</b>	<b>17.5</b>

**Total All Factors**

**572**

**142**

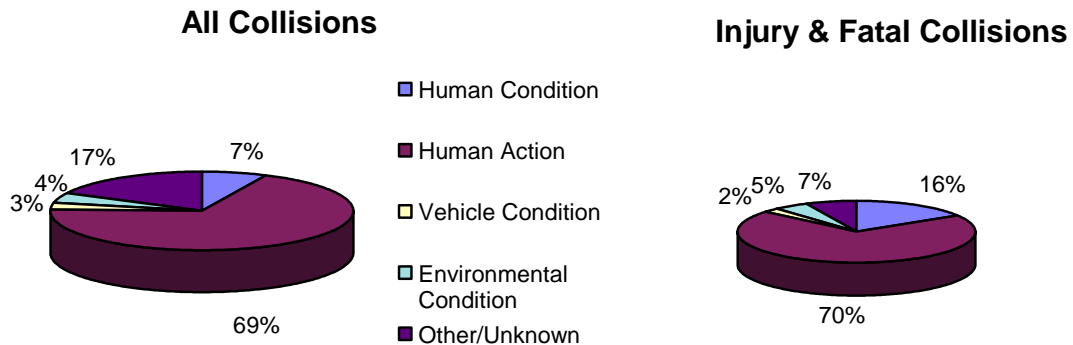
**2**

**716**

**100.0**

**Major Contributing Factors by Collision Severity**

Figure 3.6



TAIS 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.



**Collisions by Road System Where Human Condition Was a Major Contributing Factor**

Figure 3.7

Human Condition	NWT			Total	% of Total Factors
	Highways	In Communities	Rural		
Fatigued, Fell Asleep	4	0	0	4	0.6
Inexperience	1	0	0	1	0.1
Under Influence - Alcohol	13	30	0	43	6.0
Under Influence - Drugs	0	1	0	1	0.1
Sudden Illness, Lost Consciousness	0	1	0	1	0.1
Other Driver Condition	0	0	0	0	0.0
<b>Total</b>	<b>18</b>	<b>32</b>	<b>0</b>	<b>50</b>	<b>7.0</b>

**Collisions by Road System Where Human Action Was a Major Contributing Factor**

Figure 3.8

Human Action	NWT			Total	% of Total Factors
	Highways	In Communities	Rural		
Following Too Closely	3	20	1	24	3.4
Distracted, Inattentive	12	41	0	53	7.4
Driving Too Fast for Conditions	20	90	5	115	16.1
Improper Turning or Passing	2	27	0	29	4.1
Failed to Yield Right-of-Way	1	55	0	56	7.8
Disobeyed Traffic Control/Officer	1	6	0	7	1.0
Driving on Wrong Side of Road	1	3	0	4	0.6
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	1	100	2	103	14.4
Lost Control	54	34	2	90	12.6
Other Driver Action	1	8	0	9	1.3
<b>Total</b>	<b>96</b>	<b>384</b>	<b>10</b>	<b>490</b>	<b>68.4</b>

**Collisions by Road System Where Vehicle Condition Was a Major Contributing Factor**

Figure 3.9

Vehicle Condition	NWT			Total	% of Total Factors
	Highways	In Communities	Rural		
Defective Brakes	0	3	0	3	0.4
Defective Steering	0	0	0	0	0.0
Defective Lights	1	1	0	2	0.3
Tire Blown Out	1	1	0	2	0.3
Unsecured Load, Spilled Load	1	2	0	3	0.4
Oversized Load, Overload	0	0	0	0	0.0
Visibility Obstructed	0	1	0	1	0.1
Other Vehicle Contributing Factor	1	9	0	10	1.4
<b>Total</b>	<b>4</b>	<b>17</b>	<b>0</b>	<b>21</b>	<b>2.9</b>

**Collisions by Road System Where Environmental Condition Was a Major Contributing Factor**

Figure 3.10

Environmental Condition	NWT			Total	% of Total Factors
	Highways	In Communities	Rural		
Animal on Roadway	14	3	0	17	2.4
Road Surface or Condition	6	2	0	8	1.1
Obstruction/Debris on Road	0	1	0	1	0.1
View Obstructed, Glare, Reflection	1	1	0	2	0.3
Weather or Other Acts of God	1	1	0	2	0.3
Other Environmental Factor	0	0	0	0	0.0
<b>Total</b>	<b>22</b>	<b>8</b>	<b>0</b>	<b>30</b>	<b>4.2</b>

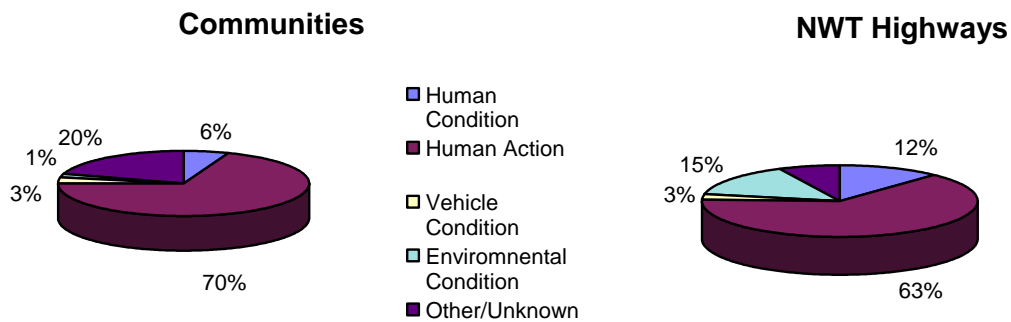
**Collisions by Road System Where Major Contributing Factor Was Unspecified or Unknown**

Figure 3.11

Factor	NWT			Total	% of Total Factors
	Highways	In Communities	Rural		
Unspecified	1	0	0	1	0.1
Unknown	10	113	1	124	17.3
<b>Total</b>	<b>11</b>	<b>113</b>	<b>1</b>	<b>125</b>	<b>17.5</b>
<b>Total All Factors</b>	<b>151</b>	<b>554</b>	<b>11</b>	<b>716</b>	<b>100.0</b>

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

Figure 3.12



# Environmental Factors

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## **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 of these factors to properly design effective countermeasures for reducing collisions.

This section of the report provides a breakdown of collisions for each of the different driving environments by severity and road system.

Figures 4.1 to 4.5 show that most collisions occur under near ideal conditions, such as clear weather, daylight and on a road surface that is free of defects. Figure 4.9 shows that intersection related collisions are far more frequent in communities than in rural areas or on the NWT Highway system.

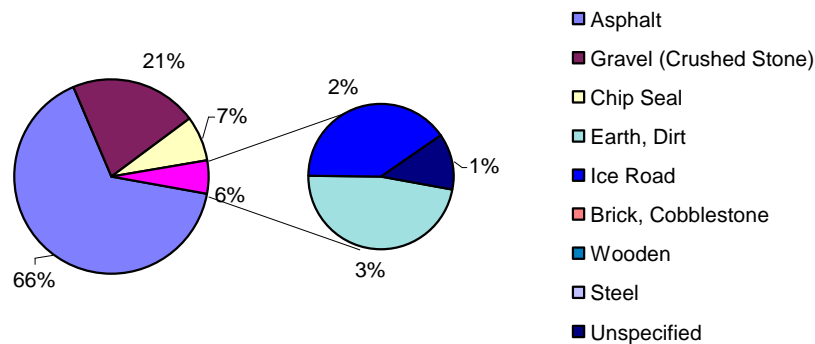
Figures 4.6 and 4.7 provide a breakdown on the types of collisions that occur for both single and multiple vehicle configurations.

Figures 4.12 and 4.13 describe some of the events that occur in collisions, such as hitting a fixed or moveable object, overturning and jack-knifing.

Collisions by Road Surface Type and Severity

Figure 4.1

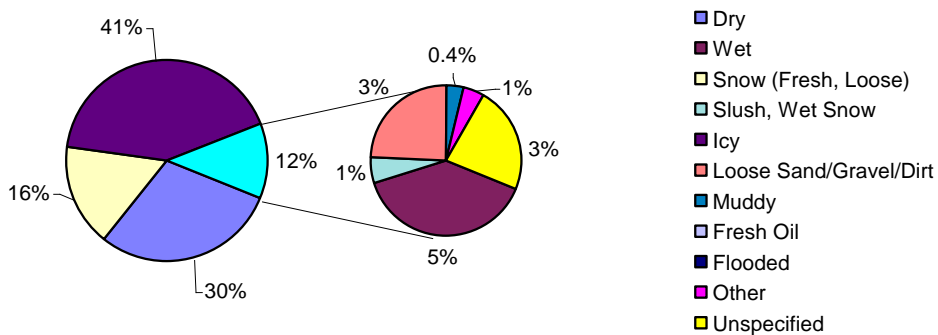
Road Surface Type	Property Damage	Personal Injury	Fatal	Total	%
Asphalt	390	77	1	468	65.4
Concrete	5	1	0	6	0.8
Gravel (Crushed Stone)	107	42	0	149	20.8
Earth, Dirt	17	2	0	19	2.7
Chip Seal	36	17	0	53	7.4
Brick, Cobblestone	0	0	0	0	0.0
Wooden	0	0	0	0	0.0
Steel	0	0	0	0	0.0
Ice Road	12	3	1	16	2.2
Unspecified	5	0	0	5	0.7
<b>Total</b>	<b>572</b>	<b>142</b>	<b>2</b>	<b>716</b>	<b>100.0</b>



Collisions by Road Surface Environmental Condition and Severity

Figure 4.2

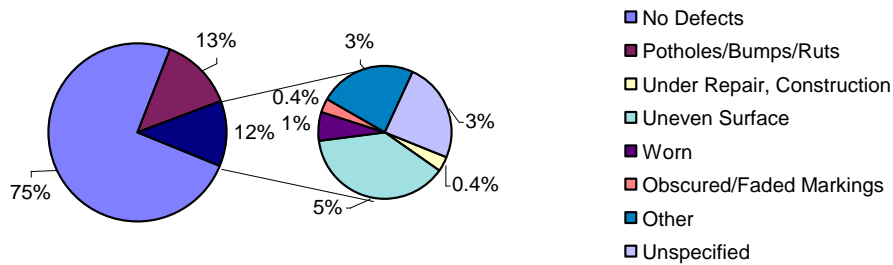
Surface Condition	Property Damage	Personal Injury	Fatal	Total	%
Dry	170	43	0	213	29.7
Wet	24	10	0	34	4.7
Snow (Fresh, Loose)	97	19	1	117	16.3
Slush, Wet Snow	2	3	0	5	0.7
Icy	241	57	1	299	41.8
Loose Sand/Gravel/Dirt	12	9	0	21	2.9
Muddy	2	1	0	3	0.4
Fresh Oil	0	0	0	0	0.0
Flooded	0	0	0	0	0.0
Other	4	0	0	4	0.6
Unspecified	20	0	0	20	2.8
<b>Total</b>	<b>572</b>	<b>142</b>	<b>2</b>	<b>716</b>	<b>100</b>



Collisions by Road Defect and Severity

Figure 4.3

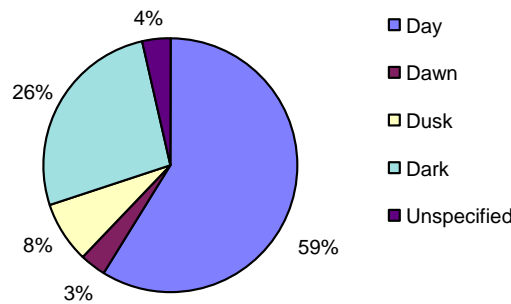
Road Defect	Property Damage	Personal Injury	Fatal	Total	%
No Defects	434	101	1	536	74.9
Potholes/Bumps/Ruts	70	24	0	94	13.1
Under Repair, Construction	2	1	0	3	0.4
Uneven Pavement Surface	27	6	0	33	4.6
Worn	3	3	0	6	0.8
Obscured or Faded Markings	2	1	0	3	0.4
Other	15	4	1	20	2.8
Unspecified	19	2	0	21	2.9
<b>Total</b>	<b>572</b>	<b>142</b>	<b>2</b>	<b>716</b>	<b>100.0</b>



Collisions by Light Condition and Severity

Figure 4.4

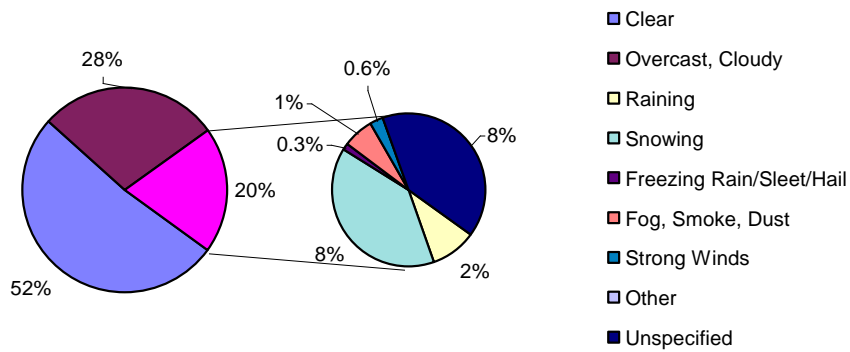
Light Condition	Property Damage	Personal Injury	Fatal	Total	%
Day	331	89	1	421	58.8
Dawn	20	4	0	24	3.4
Dusk	37	19	0	56	7.8
Dark	159	29	1	189	26.4
Unspecified	25	1	0	26	3.6
<b>Total</b>	<b>572</b>	<b>142</b>	<b>2</b>	<b>716</b>	<b>100.0</b>



Collisions by Weather Condition and Severity

Figure 4.5

Weather Condition	Property Damage	Personal Injury	Fatal	Total	%
Clear (Sunny)	290	78	2	370	51.7
Overcast, Cloudy (No Precipitation)	162	41	0	203	28.4
Raining	9	5	0	14	2.0
Snowing	48	8	0	56	7.8
Freezing Rain/Sleet/Hail	1	1	0	2	0.3
Visibility Limitations (fog, dust, etc.)	6	3	0	9	1.3
Strong Winds	2	2	0	4	0.6
Other	0	0	0	0	0.0
Unspecified	54	4	0	58	8.1
<b>Total</b>	<b>572</b>	<b>142</b>	<b>2</b>	<b>716</b>	<b>100.0</b>

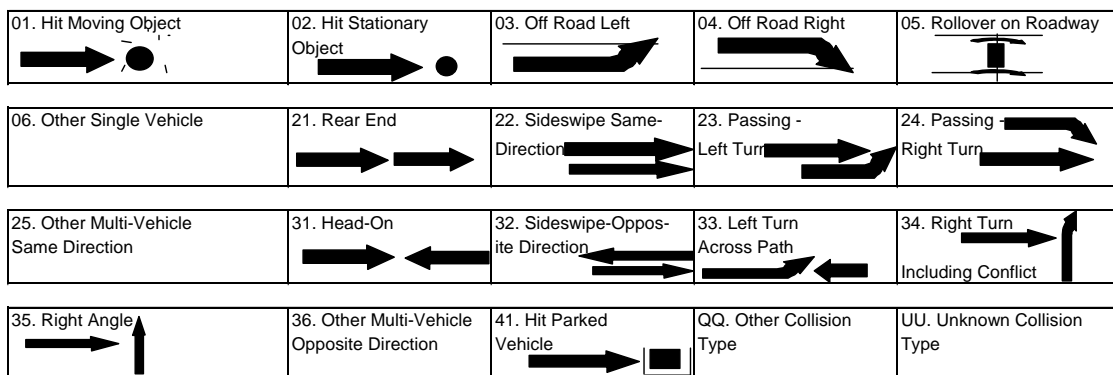


Collisions by Configuration and Severity

Figure 4.6

Configuration*	Property Damage	Personal Injury	Fatal	Total	% of Total
01. Hit Moving Object					
a) With Animal	12	3	0	15	2.1
b) With Pedestrian	0	10	0	10	1.4
c) Other	1	1	0	2	0.3
02. Hit Stationary Object	37	2	0	39	5.4
03. Off Road Left					
a) With Rollover	14	18	0	32	4.5
b) No Rollover	17	3	0	20	2.8
04. Off Road Right					
a) With Rollover	16	18	0	34	4.7
b) No Rollover	30	4	0	34	4.7
05. Rollover on Roadway	2	2	0	4	0.6
06. Other Single Vehicle	2	0	0	2	0.3
21. Rear End	70	30	0	100	14.0
22. Sideswipe - Same Direction	9	1	0	10	1.4
23. Passing - Left Turn	8	2	0	10	1.4
24. Passing - Right Turn	5	0	0	5	0.7
25. Other Multi-Vehicle Same Direction	3	1	0	4	0.6
31. Head-On	8	2	0	10	1.4
32. Sideswipe - Opposite Direction	14	5	0	19	2.7
33. Left Turn Across Path	15	7	0	22	3.1
34. Right Turn Including Conflict	10	3	0	13	1.8
35. Right Angle	59	22	1	82	11.5
36. Other Multi-Vehicle Opposite Direction	22	1	0	23	3.2
41. Hit Parked Vehicle	218	7	1	226	31.6
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	0	0	0.0
<b>Total</b>	<b>572</b>	<b>142</b>	<b>2</b>	<b>716</b>	<b>100.0</b>

**\*Collision Configurations**



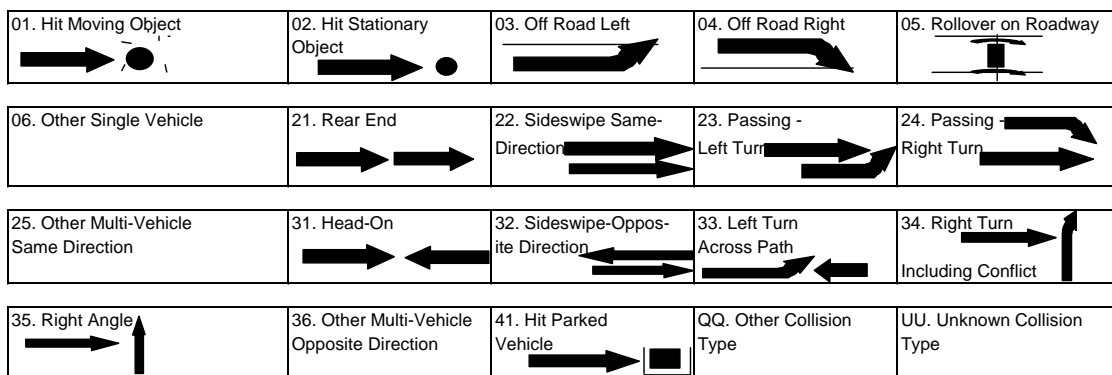


Collisions by Configuration and Road System

Figure 4.7

Configuration*	NWT Highways	In Communities	Rural	Total	% of Total
01. Hit Moving Object					
a) With Animal	13	2	0	15	2.1
b) With Pedestrian	1	9	0	10	1.4
c) Other	1	1	0	2	0.3
02. Hit Stationary Object	5	33	1	39	5.4
03. Off Road Left					
a) With Rollover	29	3	0	32	4.5
b) No Rollover	13	5	2	20	2.8
04. Off Road Right					
a) With Rollover	31	3	0	34	4.7
b) No Rollover	22	12	0	34	4.7
05. Rollover on Roadway	2	2	0	4	0.6
06. Other Single Vehicle	1	1	0	2	0.3
21. Rear End	6	93	1	100	14.0
22. Sideswipe - Same Direction	0	10	0	10	1.4
23. Passing - Left Turn	3	6	1	10	1.4
24. Passing - Right Turn	0	5	0	5	0.7
25. Other Multi-Vehicle Same Direction	0	4	0	4	0.6
31. Head-On	2	7	1	10	1.4
32. Sideswipe - Opposite Direction	7	10	2	19	2.7
33. Left Turn Across Path	0	22	0	22	3.1
34. Right Turn Including Conflict	1	12	0	13	1.8
35. Right Angle	6	76	0	82	11.5
36. Other Multi-Vehicle Opposite Direction	2	21	0	23	3.2
41. Hit Parked Vehicle	6	217	3	226	31.6
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	0	0	0.0
<b>Total</b>	<b>151</b>	<b>554</b>	<b>11</b>	<b>716</b>	<b>100.0</b>

**\*Collision Configurations**



### Collisions by Collision Site and Severity

Figure 4.8

Collision Site	Property Damage	Personal Injury	Fatal	Total	%
Non-Intersection	226	69	1	296	41.3
Intersection - Two Public Roadways	110	41	1	152	21.2
Intersection - Parking Lot, Driveway	116	26	0	142	19.8
Railroad Level Crossing	0	1	0	1	0.1
Bridge, Overpass, Viaduct	3	1	0	4	0.6
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	111	4	0	115	16.1
Unknown	6	0	0	6	0.8
<b>Total</b>	<b>572</b>	<b>142</b>	<b>2</b>	<b>716</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	129	160	7	296	41.3
Intersection - Two Public Roadways	12	140	0	152	21.2
Intersection - Parking Lot, Driveway	6	134	2	142	19.8
Railroad Level Crossing	1	0	0	1	0.1
Bridge, Overpass, Viaduct	2	2	0	4	0.6
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	112	2	115	16.1
Unknown	0	6	0	6	0.8
<b>Total</b>	<b>151</b>	<b>554</b>	<b>11</b>	<b>716</b>	<b>100.0</b>

### Collisions by Roadway Alignment and Severity

Figure 4.10

Road Alignment	Property Damage	Personal Injury	Fatal	Total	%
Straight & Level	416	88	2	506	70.7
Straight with Grade	50	18	0	68	9.5
Curved and Level	56	20	0	76	10.6
Curve with Grade	22	8	0	30	4.2
Top of Hill or Grade	6	3	0	9	1.3
Bottom of Hill or Grade	9	1	0	10	1.4
Other	3	0	0	3	0.4
Unknown	10	4	0	14	2.0
<b>Total</b>	<b>572</b>	<b>142</b>	<b>2</b>	<b>716</b>	<b>100.0</b>

### Collisions by Roadway Type and Severity

Figure 4.11

Road Type	Property Damage	Personal Injury	Fatal	Total	%
One-Way, Two Lane	9	2	0	11	1.5
One-Way, Multi Lane	1	0	0	1	0.1
Undivided, Two-Way, Two Lane	326	99	2	427	59.6
Undivided, Two-Way, Multi Lane	42	17	0	59	8.2
Divided, Barrier Median	1	0	0	1	0.1
Divided with Median, No Barrier	25	16	0	41	5.7
Divided, Divider Unspecified	0	0	0	0	0.0
Other	162	8	0	170	23.7
Unknown	6	0	0	6	0.8
<b>Total</b>	<b>572</b>	<b>142</b>	<b>2</b>	<b>716</b>	<b>100.0</b>

### Collision Sequence of Events by 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	3	0	0	3	0.4
Hit Building	2	0	0	2	0.3
Hit Ditch	0	0	0	0	0.0
Hit Embankment, Dirt Pile, Rock	0	1	0	1	0.1
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	3	0	0	3	0.4
Hit Curb	0	0	0	0	0.0
Hit Post	1	1	0	2	0.3
Hit Traffic Barrier	1	0	0	1	0.1
Hit Fixed Object Part of Road Structure	1	0	0	1	0.1
Hit Fixed Object NOT Part of Road Structure	4	0	0	4	0.6
Hit Other Type Fixed Object	3	0	0	3	0.4
<b>Sub Total Fixed Objects</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>2.8</b>
<b>Moveable Objects</b>					
Another Road Vehicle	441	81	2	524	73.2
Animal	12	3	0	15	2.1
Pedestrian	0	10	0	10	1.4
Other Moveable Object	1	1	0	2	0.3
<b>Sub Total Moveable Objects</b>	<b>454</b>	<b>95</b>	<b>2</b>	<b>551</b>	<b>77.0</b>
<b>Non-Collision Events</b>					
Ran Off Road	47	7	0	54	7.5
Rollover	32	38	0	70	9.8
Jack Knife or Trailer Swing	1	0	0	1	0.1
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>80</b>	<b>45</b>	<b>0</b>	<b>125</b>	<b>17.5</b>
<b>Other/Unknown Event</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>2.8</b>
<b>Grand Total</b>	<b>572</b>	<b>142</b>	<b>2</b>	<b>716</b>	<b>100.0</b>

Collision Sequence of Events by Road System

Figure 4.13

	NWT Highways	In Communities	Rural	Total	%
<b>Non-Moving Objects</b>					
Hit Parked Trailer	0	0	0	0	0.0
Hit Non-Fixed Object	0	3	0	3	0.4
Hit Building	0	2	0	2	0.3
Hit Ditch	0	0	0	0	0.0
Hit Embankment, Dirt Pile, Rock	0	1	0	1	0.1
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	3	0	3	0.4
Hit Curb	0	0	0	0	0.0
Hit Post	0	2	0	2	0.3
Hit Traffic Barrier	0	1	0	1	0.1
Hit Fixed Object Part of Road Structure	0	1	0	1	0.1
Hit Fixed Object NOT Part of Road Structure	0	4	0	4	0.6
Hit Other Type Fixed Object	1	2	0	3	0.4
<b>Sub Total Fixed Objects</b>	<b>1</b>	<b>19</b>	<b>0</b>	<b>20</b>	<b>2.8</b>
<b>Moveable Objects</b>					
Another Road Vehicle	33	483	8	524	73.2
Animal	13	2	0	15	2.1
Pedestrian	1	9	0	10	1.4
Other Moveable Object	1	1	0	2	0.3
<b>Sub Total Moveable Objects</b>	<b>48</b>	<b>495</b>	<b>8</b>	<b>551</b>	<b>77.0</b>
<b>Non-Collision Events</b>					
Ran Off Road	35	17	2	54	7.5
Rollover	62	8	0	70	9.8
Jack Knife or Trailer Swing	0	1	0	1	0.1
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>97</b>	<b>26</b>	<b>2</b>	<b>125</b>	<b>17.5</b>
<b>Unknown Event</b>	<b>5</b>	<b>14</b>	<b>1</b>	<b>20</b>	<b>2.8</b>
<b>Grand Total</b>	<b>151</b>	<b>554</b>	<b>11</b>	<b>716</b>	<b>100.0</b>

# Driver Factors

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## **Driver Factors**

This section describes the characteristics of drivers involved in collisions. In 2001, 1,042 drivers were involved in 716 collisions. This is an average of 1.46 drivers per collision. Details on driver age, gender, condition, action and class of licence is presented.

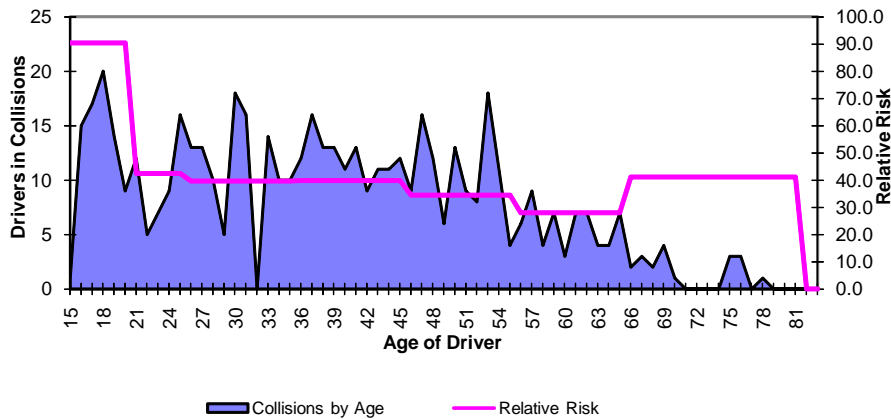
Of particular interest and concern is the over-representation of young drivers in collisions. Drivers aged 15 to 20 years are 1.9 times as likely to be involved in a collision than drivers aged 35 to 44 years. Crash statistics involving young or inexperienced drivers is useful for developing graduated licensing programs.

Licensed Drivers and Drivers in Collisions by Driver Age

Figure 5.1

	Under 16	16 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and Over	Not Stated	Total
Licensed Drivers	90	1,137	2,192	5,743	6,487	4,697	1,860	632	0	22,838
Drivers in Collisions	18	93	93	228	259	162	52	26	111	1,042

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	61.1	30.6	30.3	29.9	28.3	23.7	34.8	35.7
Personal Injury & Fatal	29.3	11.9	9.4	10.0	6.2	4.3	6.3	9.9
<b>Total</b>	<b>90.5</b>	<b>42.4</b>	<b>39.7</b>	<b>39.9</b>	<b>34.5</b>	<b>28.0</b>	<b>41.1</b>	<b>45.6</b>
<b>Relative Risk*</b>	<b>2.0</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.8</b>	<b>0.6</b>	<b>0.9</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 2 times more likely to be involved in a collision than the average driving population. On average, 9% of 15 to 19 year olds were involved in collisions, compared to 4% of 35 to 44 year olds.

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

Number of Drivers Involved in Collisions by Licence Class and Age

Figure 5.3

Age Group	Class														Total
	1	2	3	4	5	6	7	Req'd.	Not	No	Not	Not	Not	Not	
Under 16	0	0	0	0	0	0	2	12	4	0	0	0	0	18	
16	0	0	0	0	16	0	2	2	2	0	0	0	0	22	
17	0	0	0	0	21	0	0	2	1	0	0	0	0	24	
18	0	0	0	0	18	0	3	1	1	0	0	0	0	23	
19	0	0	1	0	17	0	2	1	3	0	0	0	0	24	
20	0	0	0	0	16	0	0	0	1	1	1	1	0	18	
21-24	1	0	3	1	58	0	3	3	6	0	0	0	0	75	
25-34	14	5	5	21	164	0	6	3	6	4	0	0	0	228	
35-44	35	5	15	16	172	0	4	2	5	5	0	0	0	259	
45-54	25	3	7	15	109	0	0	1	0	2	0	0	0	162	
55-64	9	3	2	5	30	0	0	0	0	3	0	0	0	52	
65 and over	1	0	2	0	23	0	0	0	0	0	0	0	0	26	
Not Stated	0	0	0	0	0	0	0	0	3	0	108	0	0	111	
<b>Drivers in Collisions</b>	<b>85</b>	<b>16</b>	<b>35</b>	<b>58</b>	<b>644</b>	<b>0</b>	<b>22</b>	<b>30</b>	<b>29</b>	<b>123</b>	<b>1,042</b>	<b>1,042</b>	<b>1,042</b>	<b>1,042</b>	
<b>Total Licensed Drivers</b>	<b>1,280</b>	<b>205</b>	<b>682</b>	<b>1,045</b>	<b>18,339</b>	<b>4</b>	<b>1,283</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>22,838</b>	<b>22,838</b>	<b>22,838</b>	<b>22,838</b>	
<b>Relative Risk*</b>	<b>1.46</b>	<b>1.71</b>	<b>1.12</b>	<b>1.22</b>	<b>0.77</b>	<b>0.00</b>	<b>0.38</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1.00</b>	<b>1.00</b>	<b>1.00</b>	<b>1.00</b>	

\*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	Age Group																		Total	%
	< 16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Not Stated						
Apparently Normal	6	11	14	14	8	12	53	167	204	132	45	21	1	688	66.0					
Fatigued, Fell Asleep	0	0	0	1	1	0	0	0	0	1	0	1	0	4	0.4					
Inexperience	8	7	6	1	2	0	4	12	4	2	2	0	0	48	4.6					
Under Influence - Alcohol	1	1	1	1	3	2	5	17	13	2	0	0	2	48	4.6					
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	0	1	0	0	0	0	1	0.1					
Other Condition	0	0	0	1	1	1	2	3	5	3	2	2	0	20	1.9					
Unknown	3	3	3	5	9	3	11	28	33	22	3	2	108	233	22.4					
<b>Total</b>	<b>18</b>	<b>22</b>	<b>24</b>	<b>23</b>	<b>24</b>	<b>18</b>	<b>75</b>	<b>228</b>	<b>259</b>	<b>162</b>	<b>52</b>	<b>26</b>	<b>111</b>	<b>1,042</b>	<b>100.0</b>					
%	1.7	2.1	2.3	2.2	2.3	1.7	7.2	21.9	24.9	15.5	5.0	2.5	10.7	100.0	100.0					



Number of Drivers Involved in Collisions by Driver Action and Age

Figure 5.1

Driver Action	Age Group											Not Stated		Total	%
	< 16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Stated		
Driving Properly	2	4	5	5	4	6	18	73	92	72	19	7	2	309	29.7
Following Too Closely	1	2	1	0	0	1	2	5	8	4	2	1	0	27	2.6
Distracted, Inattentive	0	4	2	3	3	2	4	16	16	8	2	2	1	63	6.0
Driving Too Fast	2	4	5	4	5	2	11	39	29	18	6	2	2	129	12.4
Improper Turning or Passing	2	0	0	0	1	0	4	11	7	7	2	0	0	34	3.3
Failing to Yield Right of Way	3	1	1	2	0	0	5	13	17	13	8	5	1	69	6.6
Disobeying Traffic Control/Officer	2	0	0	0	0	1	2	2	1	1	0	0	0	9	0.9
Driving on Wrong Side of Road	1	0	0	0	0	0	0	1	0	0	0	1	0	3	0.3
Driving in Wrong Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Backing Unsafely	0	3	3	5	5	3	6	20	32	21	5	6	3	112	10.7
Lost Control	4	4	4	3	3	2	12	33	34	12	3	1	2	117	11.2
Other Driver Action	0	0	1	1	0	0	4	1	8	2	2	0	0	19	1.8
Unknown	1	0	2	0	3	1	7	14	15	4	3	1	100	151	14.5
<b>Total</b>	<b>18</b>	<b>22</b>	<b>24</b>	<b>23</b>	<b>24</b>	<b>18</b>	<b>75</b>	<b>228</b>	<b>259</b>	<b>162</b>	<b>52</b>	<b>26</b>	<b>111</b>	<b>1,042</b>	
%	1.7	2.1	2.3	2.2	2.3	1.7	7.2	21.9	24.9	15.5	5.0	2.5	10.7	<b>100.0</b>	



# **Vehicle Factors**

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## **Vehicle Factors**

There were a total of 1,260 vehicles involved in 716 collisions in 2001. This is an average of 1.76 vehicles per collision. This section provides details on the different vehicle types involved in collisions.

While TCIS gives a fairly accurate account of the different types of vehicles involved in collisions, it is difficult to compare the relative involvement rate. For example, a highway transport truck, on average, travels 10 times more distance in a year than a passenger car. It is, therefore, necessary to determine the exposure of different types of vehicles. Obtaining accurate and useful information about the travel patterns and distances of different vehicles is a major challenge.

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

Figure 6.1

Vehicle Type	Property Damage	Personal Injury	Fatal	Total	%
Passenger Car	273	60	0	333	26.4
Passenger Van	104	18	0	122	9.7
Light Utility Vehicle	115	30	0	145	11.5
Pickup Truck	338	72	2	412	32.7
Panel/Cargo Van	29	6	0	35	2.8
Other Truck/Van <= 4536 kg	10	3	0	13	1.0
Unit Truck > 4536 kg	22	2	1	25	2.0
Road Tractor	26	6	2	34	2.7
School Bus	4	0	0	4	0.3
Small School Bus	0	0	0	0	0.0
Urban Transit Bus	1	1	0	2	0.2
Intercity Bus	0	0	0	0	0.0
Bus - Unspecified	0	0	0	0	0.0
Motorcycle	0	3	0	3	0.2
Limited Speed Motorcycle	0	0	0	0	0.0
Off Road Vehicles (ATV)	0	5	0	5	0.4
Bicycle	3	7	0	10	0.8
Motor Home	2	0	0	2	0.2
Farm Equipment	0	0	0	0	0.0
Construction Equipment	4	1	0	5	0.4
Fire Engine	0	0	0	0	0.0
Snowmobile	8	14	0	22	1.7
Streetcar	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unknown	88	0	0	88	7.0
<b>Total</b>	<b>1,027</b>	<b>228</b>	<b>5</b>	<b>1,260</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	829	185	2	1,016	80.6
Defective Brakes	3	1	0	4	0.3
Defective Steering	0	0	0	0	0.0
Defective Lighting	2	0	0	2	0.2
Tire Blown Out	2	1	0	3	0.2
Unsecured Load, Spilled Load	3	0	0	3	0.2
Oversized Load, Overload	1	0	0	1	0.1
Visibility Obstructed	4	3	0	7	0.6
Other Defective Vehicular Parts	11	2	0	13	1.0
Other Vehicular Factor	1	1	0	2	0.2
Unknown	171	35	3	209	16.6
<b>Total</b>	<b>1,027</b>	<b>228</b>	<b>5</b>	<b>1,260</b>	<b>100.0</b>

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

Figure 6.3

Vehicle Manoeuvre	Property Damage	Personal Injury	Fatal	Total	%
Going Straight Ahead	278	115	4	397	31.5
Turning Left	48	26	0	74	5.9
Turning Right	51	4	0	55	4.4
Making U-Turn	10	0	0	10	0.8
Changing Lanes	5	0	0	5	0.4
Merging	3	0	0	3	0.2
Reversing	122	8	0	130	10.3
Overtaking	4	0	0	4	0.3
Negotiating Curve	43	23	0	66	5.2
Slowing or Stopped in Traffic	115	39	0	154	12.2
Starting in Traffic	2	1	0	3	0.2
Leaving Roadside	2	0	0	2	0.2
Stopped/Parked Legally	219	10	1	230	18.3
Stopped/Parked Illegally	8	0	0	8	0.6
Swerving to Avoid Collision	11	1	0	12	1.0
Run-away or Roll-away Vehicle	8	0	0	8	0.6
Unspecified Manoeuvre	3	0	0	3	0.2
Other	0	0	0	0	0.0
Unknown	95	1	0	96	7.6
<b>Total</b>	<b>1,027</b>	<b>228</b>	<b>5</b>	<b>1,260</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	%
2002	7	1	0	8	0.6
2001	90	23	2	115	9.1
2000	124	16	0	140	11.1
1999	95	26	0	121	9.6
1998	68	22	0	90	7.1
1997	70	19	0	89	7.1
1996	57	9	0	66	5.2
1995	56	15	1	72	5.7
1994	53	14	0	67	5.3
1993	28	9	0	37	2.9
1992	37	10	0	47	3.7
1991	36	11	0	47	3.7
1990 & Older	206	39	2	247	19.6
Unspecified	100	14	0	114	9.0
<b>Total</b>	<b>1,027</b>	<b>228</b>	<b>5</b>	<b>1,260</b>	<b>100.0</b>

## **Victims and Occupant Restraints**

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## **Victims and Occupant Restraints**

The Traffic Collision Information System (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.

Figures 7.6, 7.7 and 7.8 show the relationships between the severity of injury to motor vehicle occupants and seat belt use. The number of persons injured while using seat belts is much higher than those not using them. This is because more than 85% of all motor vehicle occupants are belted in during a crash. The severity of injury is also lower for victims using seat belts. In the Northwest Territories, 90% of victims wearing seat belts were not injured. On the other hand, nearly 25% of the victims who were not wearing seat belts were injured or killed.

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. In the Northwest Territories, less than 35% of children are restrained at all. It is estimated that only half of these are in a correctly installed device and in a device that is appropriate for the size and age of the child.

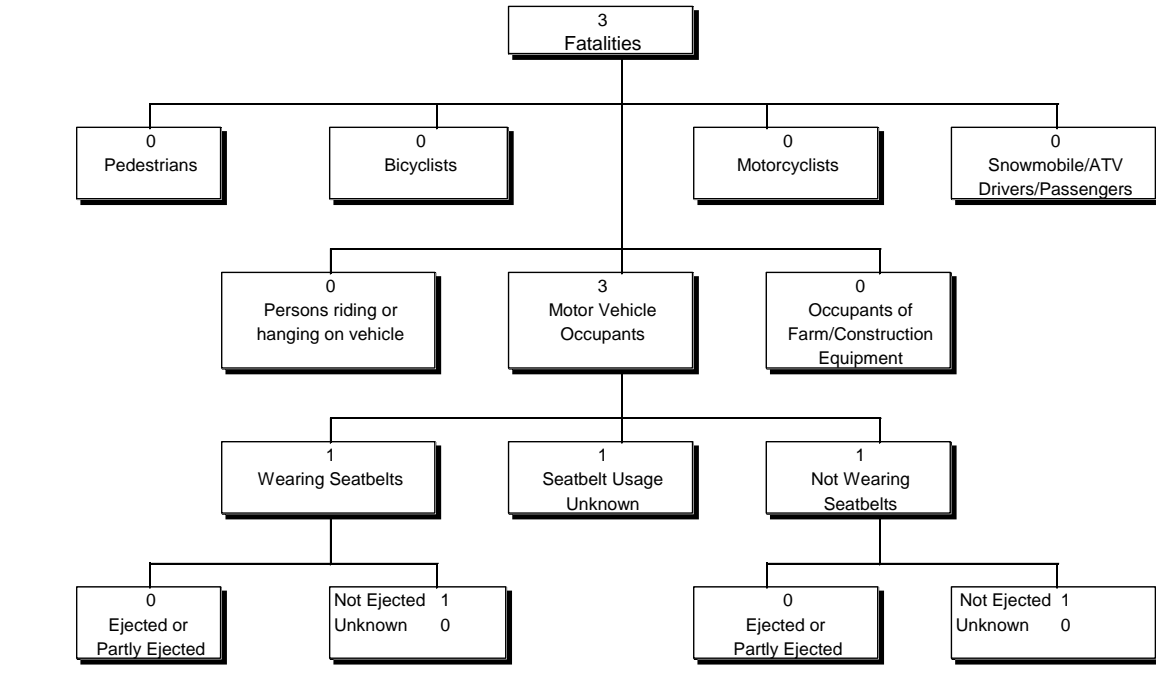
To combat the problem of child restraint misuse-use, child car seat inspection clinics are carried out by the Hay River, Inuvik and Yellowknife Fire Departments. The Car Seat Instructors Program is available to increase the number of qualified persons to conduct inspections at clinics and at occupant restraint checkstops.

For more information on the Car Seat Instructors Program, please call the Department of Transportation, Road Licensing and Safety Division at (867) 873-7406.



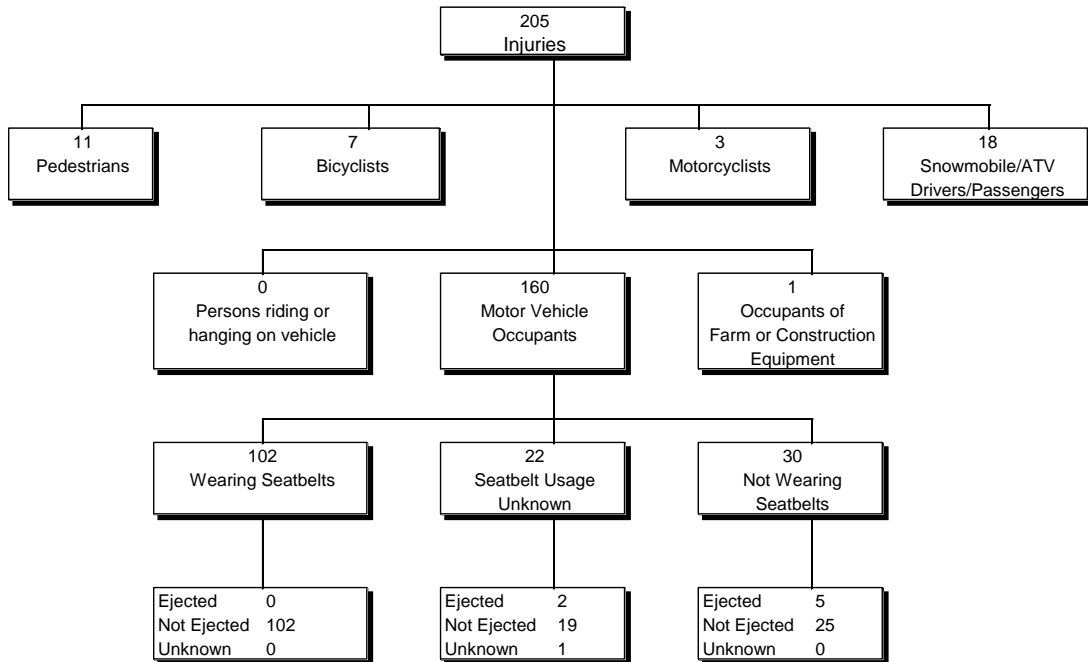
**Fatalities Classification**  
(January 1 to December 31, 2001)

Figure 7.1



**Injuries Classification**  
(January 1 to December 31, 2001)

Figure 7.2



## Victims and Occupant Restraints – Section 7

**Persons Injured by Road User Class and Age Group**

Figure 7.3

Road User Class	0	5	15	20	25	35	45	55	65	Not	Total	%
	to 4	to 14	to 19	to 24	to 34	to 44	to 54	to 64	& older	Stated		
Motor Vehicle Driver	0	0	11	14	28	22	13	1	2	0	91	44.4
Motor Vehicle Passenger	4	10	8	7	15	9	4	6	0	6	69	33.7
Pedestrian	0	2	1	1	0	3	1	1	1	1	11	5.4
Bicyclist	0	4	0	1	0	1	1	0	0	0	7	3.4
Motorcyclist (includes passengers)	0	0	0	0	0	1	0	2	0	0	3	1.5
ATV Operators & Passengers	0	0	2	1	1	1	0	0	0	0	5	2.4
Snowmobile Operators & Passengers	0	7	6	2	3	0	0	0	0	0	18	8.8
Farm/Construction Equipment	0	0	0	0	0	1	0	0	0	0	1	0.5
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>4</b>	<b>23</b>	<b>28</b>	<b>26</b>	<b>47</b>	<b>38</b>	<b>19</b>	<b>10</b>	<b>3</b>	<b>7</b>	<b>205</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	Total	%
	to 4	to 14	to 19	to 24	to 34	to 44	to 54	to 64	& older	Stated		
Motor Vehicle Driver	0	0	0	0	1	0	1	0	0	0	2	66.7
Motor Vehicle Passenger	0	0	0	0	0	0	0	0	0	1	1	33.3
Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0.0
Bicyclist	0	0	0	0	0	0	0	0	0	0	0	0.0
Motorcyclist (includes passengers)	0	0	0	0	0	0	0	0	0	0	0	0.0
ATV Operators & Passengers	0	0	0	0	0	0	0	0	0	0	0	0.0
Snowmobile Operators & Passengers	0	0	0	0	0	0	0	0	0	0	0	0.0
Farm/Construction Equipment	0	0	0	0	0	0	0	0	0	0	0	0.0
Other	0	0	0	0	0	0	0	0	0	0	0	0.0
Unspecified	0	0	0	0	0	0	0	0	0	0	0	0.0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>100.0</b>

**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	50	41	0	91	2	0	0	2
Motor Vehicle Passenger	32	37	0	69	1	0	0	1
Pedestrian	5	6	0	11	0	0	0	0
Bicyclist	6	1	0	7	0	0	0	0
Motorcyclist (includes passengers)	3	0	0	3	0	0	0	0
ATV Operators & Passengers	4	1	0	5	0	0	0	0
Snowmobile Operators & Passengers	7	11	0	18	0	0	0	0
Farm/Construction Equipment	1	0	0	1	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>108</b>	<b>97</b>	<b>0</b>	<b>205</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>

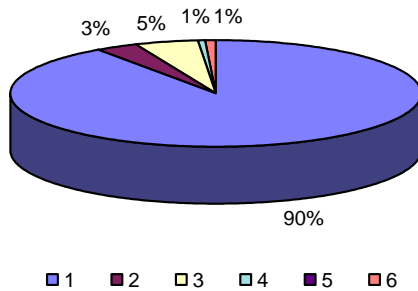
## Motor Vehicle\* Occupants by Injury Severity and Restraint Use

Figure 7.6

Injury Severity	Not Restrained	Lap Belt Only	Lap & Torso Belt	Child Restraint Device	Restraint Use Unknown	Total	%
Not Injured	120	49	895	26	298	<b>1388</b>	89.5
Minimal Injuries	13	2	32	1	7	<b>55</b>	3.5
Minor Injuries	12	2	50	1	6	<b>71</b>	4.6
Major (Hospital Admission)	7	0	6	0	2	<b>15</b>	1.0
Fatal	1	0	1	0	1	<b>3</b>	0.2
Injured - Extent Unknown	4	0	8	0	7	<b>19</b>	1.2
<b>Total</b>	<b>157</b>	<b>53</b>	<b>992</b>	<b>28</b>	<b>321</b>	<b>1551</b>	<b>100.0</b>

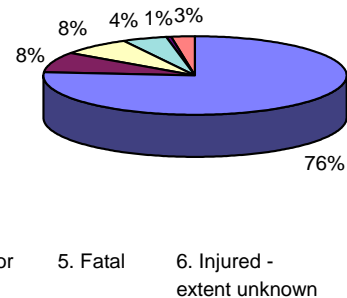
\* Excludes occupants of motorcycles, mopeds, snowmobiles, all-terrain vehicles, and farm/construction equipment

### Restraints Used



### Restraints Not Used

Figure 7.7



■ 1 ■ 2 □ 3 □ 4 ■ 5 ■ 6

1. Not Injured      2. Minor      3. Moderate      4. Major      5. Fatal      6. Injured - extent unknown

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	Total
	to 4	to 14	to 19	to 24	to 34	to 44	to 54	to 64	& older	Stated	
Not Injured	37	66	109	84	187	206	137	44	25	75	970
Minimal Injuries	1	1	4	5	7	9	5	1	0	2	35
Minor Injuries	1	6	5	6	15	10	6	1	2	1	53
Major (Hospital Admission)	0	0	1	1	2	1	1	0	0	0	6
Fatal	0	0	0	0	1	0	0	0	0	0	1
Injured - Extent Unknown	0	0	0	0	3	2	1	1	0	1	8
<b>Total</b>	<b>39</b>	<b>73</b>	<b>119</b>	<b>96</b>	<b>215</b>	<b>228</b>	<b>150</b>	<b>47</b>	<b>27</b>	<b>79</b>	<b>1,073</b>

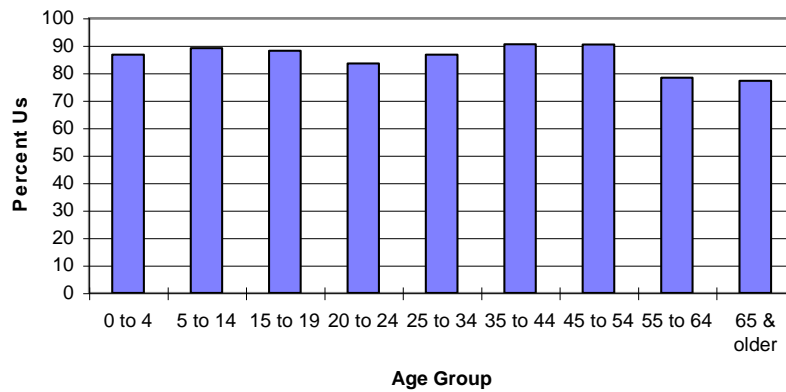
**Restraints Not Used**

Injury Severity	0	5	15	20	25	35	45	55	65	Not	Total
	to 4	to 14	to 19	to 24	to 34	to 44	to 54	to 64	& older	Stated	
Not Injured	4	6	8	14	22	21	13	11	8	13	120
Minimal Injuries	2	0	3	3	3	1	1	0	0	0	13
Minor Injuries	0	0	4	2	5	1	0	0	0	0	12
Major (Hospital Admission)	0	0	1	0	2	1	1	2	0	0	7
Fatal	0	0	0	0	0	0	1	0	0	0	1
Injured - Extent Unknown	0	3	0	0	1	0	0	0	0	0	4
<b>Total</b>	<b>6</b>	<b>9</b>	<b>16</b>	<b>19</b>	<b>33</b>	<b>24</b>	<b>16</b>	<b>13</b>	<b>8</b>	<b>13</b>	<b>157</b>

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

**Victim Restraint Use Rate by Victim Age**

Figure 7.9



## **Pedestrians**

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## **Pedestrians**

### **2001 Quick Facts on Pedestrian Collisions**

- 11 injured
- none killed
- 18% of the pedestrians injured were under the age of 15
- All of the pedestrians were injured within a community
- None of the pedestrians had been drinking or were impaired by alcohol

Figure 8.1  
Pedestrians Injured or Killed by Age Group

	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	0	2	1	1	0	3	1	1	1	1	11	100.0
Killed	0	0	0	0	0	0	0	0	0	0	0	0.0
<b>Total</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>11</b>	
%	0.0	18.2	9.1	9.1	0.0	27.3	9.1	9.1	9.1	9.1	100.0	

Figure 8.2  
Pedestrians Injured or Killed by Pedestrian Action and Age Group

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	1	0	0	1	9.1
Crossing Intersection With Traffic Control, Without Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0.0
Crossing Intersection - No Traffic Control	0	0	0	0	0	0	0	0	0	0	0	0.0
Crossing Roadway at Crosswalk	0	0	0	0	0	0	1	0	0	0	1	9.1
Crossing Roadway Not at Intersection	0	0	0	1	0	0	0	0	0	0	1	9.1
Walking Along Roadway Against Traffic	0	0	1	0	0	1	0	0	0	0	2	18.2
Walking Along Roadway With Traffic	0	0	0	0	0	1	0	0	0	0	1	9.1
On Sidewalk, Median, Safety Zone	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking on Travelled Part of Roadway Against Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking on Travelled Part of Roadway With Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Coming from Behind Parked Vehicle/Object on Roadside	0	0	0	0	0	0	0	0	1	1	2	18.2
Coming from Behind Moving Vehicle	0	0	0	0	0	0	0	0	0	0	0	0.0
Running into Roadway	0	2	0	0	0	0	0	0	0	0	2	18.2
Getting On/Off School Bus	0	0	0	0	0	0	0	0	0	0	0	0.0
Getting On/Off Other Vehicles	0	0	0	0	0	0	0	0	0	0	0	0.0
Pushing Vehicle on Road	0	0	0	0	0	0	0	0	0	0	0	0.0
Working on Vehicle on Side of Road	0	0	0	0	0	0	0	0	0	0	0	0.0
Playing on Roadway	0	0	0	0	0	0	0	0	0	0	0	0.0
Working on Roadway	0	0	0	0	0	0	0	0	0	0	0	0.0
Lying on Road	0	0	0	0	0	0	0	0	0	0	0	0.0
Other	0	0	0	0	0	1	0	0	0	0	1	9.1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0.0
<b>Total</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>11</b>	<b>100.0</b>

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

Figure 8.3

<b>Place of Occurrence</b>	<b>Killed</b>	<b>Injured</b>	<b>Total</b>	<b>%</b>
Urban	0	11	<b>11</b>	100.0
Rural	0	0	<b>0</b>	0.0
Unspecified	0	0	<b>0</b>	0.0
<b>Total</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>100.0</b>

**Pedestrians Injured or Killed by Accident Site**

Figure 8.4

<b>Accident Site</b>	<b>Killed</b>	<b>Injured</b>	<b>Total</b>	<b>%</b>
Non-Intersection	0	4	<b>4</b>	36.4
At Intersection of At Least Two Roadways	0	3	<b>3</b>	27.3
Intersection With Parking Lot/Driveway/Alley	0	2	<b>2</b>	18.2
Railroad Level Crossing	0	0	<b>0</b>	0.0
Bridge/Overpass/Viaduct	0	0	<b>0</b>	0.0
Tunnel or Underpass	0	0	<b>0</b>	0.0
Passing Lane/Climbing Lane	0	0	<b>0</b>	0.0
Other	0	2	<b>2</b>	18.2
Unspecified	0	0	<b>0</b>	0.0
<b>Total</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>100.0</b>

**Pedestrians Injured or Killed by Pedestrian Condition**

Figure 8.5

<b>Pedestrian Condition</b>	<b>Killed</b>	<b>Injured</b>	<b>Total</b>	<b>%</b>
Apparently Normal	0	7	<b>7</b>	63.6
Had Been Drinking	0	0	<b>0</b>	0.0
Impaired by Alcohol	0	0	<b>0</b>	0.0
Unknown	0	4	<b>4</b>	36.4
<b>Total</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>100.0</b>



## **Alcohol**

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## **Alcohol**

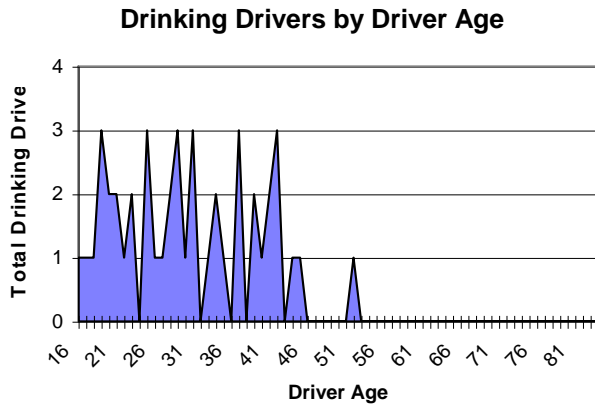
In 2001, there were 48 collisions involving alcohol in the Northwest Territories, resulting in 36 injuries. From the Figures, the following facts can be noted:

- Alcohol was a factor in 7% of all collisions;
- 5% of drivers involved in collisions had been drinking or were impaired by alcohol;
- 63% of drinking drivers were between the ages of 25 and 44;
- Alcohol-related crashes are more frequent during late evening or early morning, on weekends and are more likely to take place during the summer months;
- Alcohol was a factor in 17% of all traffic casualties.

Drinking Drivers in Collisions by Driver Age and Gender

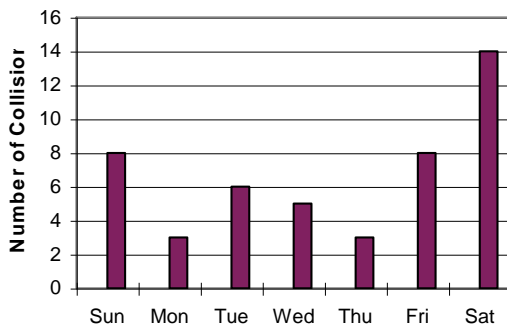
Figure 9.1

Driver Age	Male	Female	Not Stated	Total Drinking Drivers
Under 16	1	0	0	1
16	0	1	0	1
17	0	1	0	1
18	1	0	0	1
19	2	1	0	3
20	2	0	0	2
21 to 24	3	2	0	5
25 to 34	15	2	0	17
35 to 44	12	1	0	13
45 to 54	2	0	0	2
55 to 64	0	0	0	0
65 & Older	0	0	0	0
Not Stated	1	0	1	2
<b>Total</b>	<b>39</b>	<b>8</b>	<b>1</b>	<b>48</b>



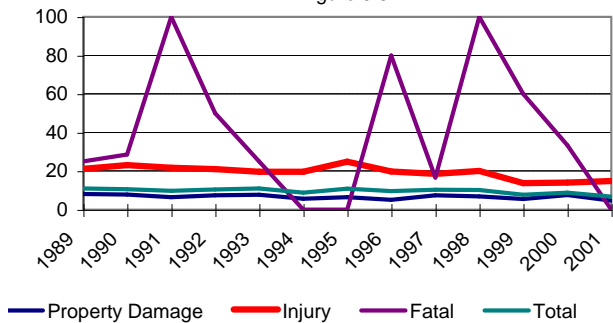
Collisions Involving Alcohol by Day of Week

Figure 9.2



Percentage of Collisions Involving Alcohol by Year and Severity

Figure 9.3



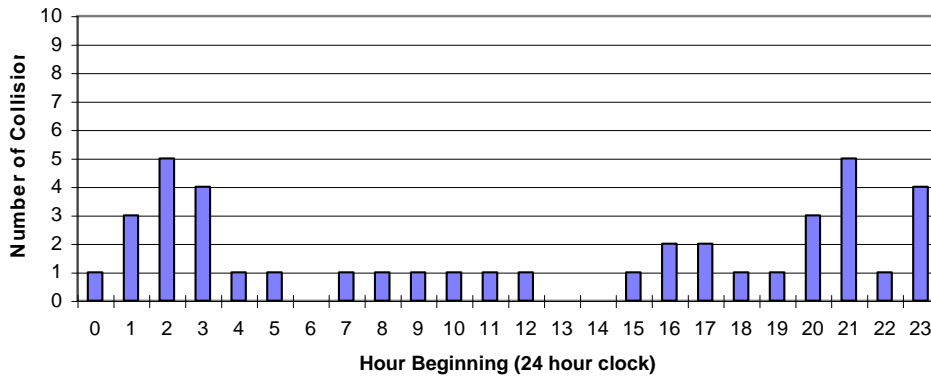
Number of Collisions and Victims Involving Alcohol

Figure 9.4

Year	Number of Collisions				% of Total Collisions	Number of Victims			
	Property Damage	Personal Injury	Fatal	Total		Injured	Killed	Total	% of Total Victims
1991	46	37	3	86	9.7	75	3	78	31.3
1992	50	38	3	91	10.5	59	3	62	23.3
1993	38	35	1	74	10.9	67	1	68	23.7
1994	32	34	0	66	8.9	51	0	51	20.9
1995	33	41	0	74	10.9	62	0	62	27.2
1996	25	28	8	61	9.6	50	8	58	26.7
1997	33	28	1	62	10.3	43	1	44	19.2
1998	31	27	2	60	10.2	45	2	47	23.7
1999	29	21	3	53	7.7	54	5	59	20.8
2000	41	18	1	60	8.8	30	3	33	17.6
2001	27	21	0	48	6.7	36	0	36	17.3
<b>Average</b>	<b>35</b>	<b>30</b>	<b>2</b>	<b>67</b>	<b>9.5</b>	<b>52</b>	<b>2</b>	<b>54</b>	<b>22.9</b>

Number of Alcohol Related Collisions by Time of Day

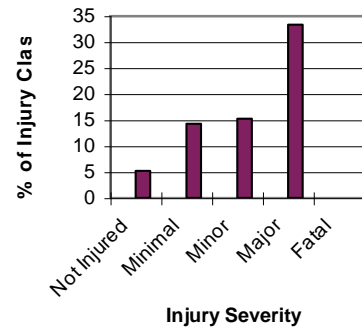
Figure 9.5



Injury Severity by Alcohol Involvement

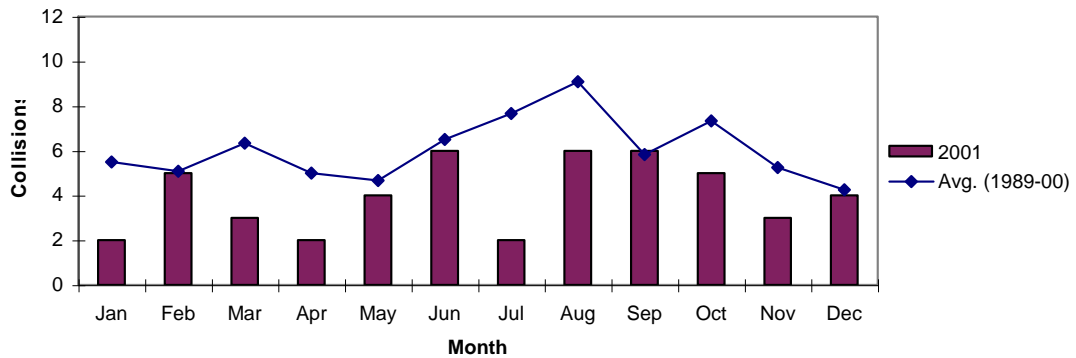
Figure 9.6

Injury Severity	Alcohol Involvement		Totals	% with Alcohol
	Yes	No		
Not Injured	73	1,333	1406	5.2
Minimal Injuries	9	54	63	14.3
Minor	14	78	92	15.2
Major	8	16	24	33.3
Fatal	0	3	3	0.0
Injured - Extent Unknown	5	21	26	19.2
<b>Total</b>	<b>109</b>	<b>1,505</b>	<b>1,614</b>	<b>6.8</b>



Alcohol-Involved Collisions by Month

Figure 9.7



## Off-Road Vehicles

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## **Off-Road Vehicles**

Off-road vehicles, including snowmobiles and ATVs (All-Terrain Vehicles) are a common form of transportation throughout the Northwest Territories. The NWT is unique in that these types of vehicles are permitted to operate on roadways in communities. Despite their widespread use, relatively little is known about collisions involving snowmobiles and ATVs. Part of the problem lies with under-reporting to the police. Only those collisions that occur on or adjacent to a roadway are captured by TCIS. This section attempts to describe the details of collisions with off-road vehicles.

From the Figures, the following facts can be noted:

- 70% of off-road vehicle collisions result in injuries or death
- 60% of off-road vehicle drivers involved in collisions are 24 years of age or younger
- 8% of off-road vehicle drivers in collisions had been drinking or were impaired by alcohol
- only 15% of off-road vehicle drivers or passengers in collisions were wearing helmets

Off-Road Vehicle Collisions by Month and Severity

Figure 10.1

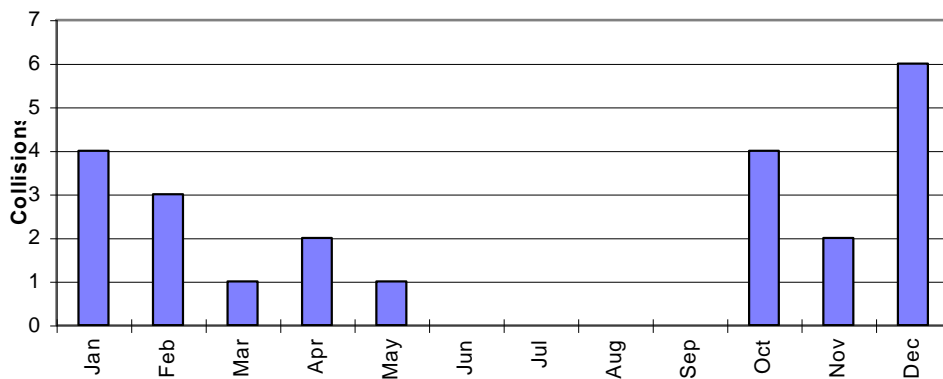
Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	1	3	0	4	4	0
February	1	2	0	3	3	0
March	1	0	0	1	0	0
April	1	1	0	2	1	0
May	0	1	0	1	2	0
June	0	0	0	0	0	0
July	0	0	0	0	0	0
August	0	0	0	0	0	0
September	0	0	0	0	0	0
October	0	4	0	4	5	0
November	1	1	0	2	1	0
December	2	4	0	6	7	0
<b>Total</b>	<b>7</b>	<b>16</b>	<b>0</b>	<b>23</b>	<b>23</b>	<b>0</b>

Off-Road Vehicle Collisions by Vehicle Type

Figure 10.2

	Snowmobile	ATV	Total
<b>Total Victims</b>	<b>18</b>	<b>5</b>	<b>23</b>
Killed	0	0	0
Injured	18	5	23
<b>Total Vehicles Involved</b>	<b>22</b>	<b>5</b>	<b>27</b>
Fatal	0	0	0
Injury	14	5	19
Property Damage	8	0	8

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	4	1	0	0	0	0	5	20.0
15 to 19	2	4	0	1	0	0	7	28.0
20 to 24	1	1	0	1	0	0	3	12.0
25 to 34	3	0	0	1	1	0	5	20.0
35 to 44	1	0	0	1	0	0	2	8.0
45 to 54	0	0	0	0	0	0	0	0.0
55 to 64	0	0	0	0	0	0	0	0.0
65 & Over	0	0	0	0	0	0	0	0.0
Unknown	1	0	2	0	0	0	3	12.0
<b>Total</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>100.0</b>

Off-Road Vehicle Drivers in Collisions by Driver Condition and Severity

Figure 10.4

Driver Condition	Property Damage	Personal Injury	Fatal	Total	%
Apparently Normal	1	3	0	4	16.0
Fatigue/Fell Asleep	0	0	0	0	0.0
Inexperience	2	3	0	5	20.0
Under Influence - Alcohol	0	2	0	2	8.0
Under Influence - Drugs	0	0	0	0	0.0
Sudden Illness, Lost Consciousness	0	0	0	0	0.0
Other Condition	0	0	0	0	0.0
Unknown	3	11	0	14	56.0
<b>Total</b>	<b>6</b>	<b>19</b>	<b>0</b>	<b>25</b>	<b>100.0</b>



**Off-Road Vehicle Drivers in Collisions by Driver Action and Severity**

Figure 10.5

<b>Driver Action</b>	<b>Property Damage</b>	<b>Personal Injury</b>	<b>Fatal</b>	<b>Total</b>	<b>%</b>
Driving Properly	1	3	0	4	16.0
Following Too Closely	0	1	0	1	4.0
Distracted, Inattentive	1	4	0	5	20.0
Driving Too Fast for Conditions	1	1	0	2	8.0
Improper Turning or Passing	0	0	0	0	0.0
Failed to Yield Right-of-Way	1	3	0	4	16.0
Disobeyed Traffic Control or Officer	1	1	0	2	8.0
Driving on Wrong Side of Road	0	1	0	1	4.0
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	0	0	0	0	0.0
Lost Control	0	2	0	2	8.0
Other	0	1	0	1	4.0
Unknown	1	2	0	3	12.0
<b>Total</b>	<b>6</b>	<b>19</b>	<b>0</b>	<b>25</b>	<b>100.0</b>

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

Figure 10.6

<b>Injury Severity</b>	<b>Helmet Worn</b>	<b>Helmet Not Worn</b>	<b>Unknown</b>	<b>Total</b>	<b>%</b>
Not Injured	2	9	3	14	37.8
Minimal Injuries	0	3	0	3	8.1
Minor Injuries	2	9	0	11	29.7
Major (Hospital Admission)	1	5	0	6	16.2
Fatal	0	0	0	0	0.0
Injured - Extent Unknown	0	2	1	3	8.1
<b>Total</b>	<b>5</b>	<b>28</b>	<b>4</b>	<b>37</b>	<b>100.0</b>



## **Geographic Distribution**

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## **Geographic Distribution**

Figure 11.1 is a detailed summary of collisions by Region, RCMP detachment and severity. Sixty-three percent of the collisions took place in the North Slave Region. The North Slave Region also accounted for 49% of persons injured. Two-thirds of the fatalities took place in the Inuvik Region. Figure 11.2 shows collision rates per 100 licensed drivers, registered vehicles and population by Region and RCMP detachment.

Figure 11.3 describes collisions that occurred on the NWT Highway system. Collisions are summarized by location (along numbered highways), date, severity, configuration, and the number of persons injured and killed. Highway 3 (Yellowknife Highway) accounted for 35% of the collisions occurring on the numbered highway system.

Figure 11.4 is a map showing the number of collisions on various segments of the NWT Highway system, including Access and Winter roads. Figure 11.5 is a map showing the corresponding collision rates expressed in the number of collisions per million vehicle-kilometres of travel.

Collisions by Region, RCMP Detachment and Severity

Figure 11.1

A - Inuvik Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Aklavik	6	4	0	10	10	0
Deline	0	2	0	2	3	0
Fort Good Hope	1	0	0	1	0	0
Fort McPherson	15	7	0	22	13	0
Holman	0	0	0	0	0	0
Inuvik	61	12	0	73	22	0
Norman Wells	4	1	0	5	1	0
Sachs Harbour	1	0	0	1	0	0
Tuktoyaktuk	4	3	1	8	5	2
Tulita	5	0	0	5	0	0
<b>Sub Total Inuvik Region</b>	<b>97</b>	<b>29</b>	<b>1</b>	<b>127</b>	<b>54</b>	<b>2</b>

B - Fort Simpson Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Fort Liard	5	1	0	6	1	0
Fort Simpson	13	3	0	16	6	0
<b>Sub Total Fort Simpson Region</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>7</b>	<b>0</b>

C - South Slave Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Hay River	60	14	1	75	20	1
Fort Providence	12	9	0	21	11	0
Fort Resolution	2	0	0	2	0	0
Fort Smith	11	7	0	18	12	0
Lutsel K'e	0	0	0	0	0	0
<b>Sub Total South Slave Region</b>	<b>85</b>	<b>30</b>	<b>1</b>	<b>116</b>	<b>43</b>	<b>1</b>

D - North Slave Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Rae/Wha Ti	27	14	0	41	16	0
Yellowknife	345	65	0	410	85	0
<b>Sub Total North Slave Region</b>	<b>372</b>	<b>79</b>	<b>0</b>	<b>451</b>	<b>101</b>	<b>0</b>
<b>Total - All Regions</b>	<b>572</b>	<b>142</b>	<b>2</b>	<b>716</b>	<b>205</b>	<b>3</b>

Collision Rates by Region and RCMP Detachment

Figure 11.2

A - Inuvik Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2001 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Aklavik	10	153	85	697	6.54	11.76	1.43
Deline	2	153	65	591	1.31	3.08	0.34
Fort Good Hope	1	174	100	718	0.57	1.00	0.14
Fort McPherson	22	255	225	1,054	8.63	9.78	2.09
Ulukhaktok	0	68	114	439	0.00	0.00	0.00
Inuvik	73	1,762	1,844	3,191	4.14	3.96	2.29
Norman Wells	5	538	709	734	0.93	0.71	0.68
Sachs Harbour	1	35	35	126	2.86	2.86	0.79
Tuktoyaktuk	8	366	342	1,341	2.19	2.34	0.60
Tulita	5	134	78	522	3.73	6.41	0.96
<b>Sub Total</b>							
<b>Inuvik Region</b>	<b>127</b>	<b>3,638</b>	<b>3,597</b>	<b>9,413</b>	<b>3.49</b>	<b>3.53</b>	<b>1.35</b>

B - Fort Simpson Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2001 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Fort Liard	6	219	276	584	2.74	2.17	1.03
Fort Simpson	16	803	938	1,715	1.99	1.71	0.93
<b>Sub Total</b>							
<b>Fort Simpson Region</b>	<b>22</b>	<b>1,022</b>	<b>1,214</b>	<b>2,299</b>	<b>2.15</b>	<b>1.81</b>	<b>0.96</b>

C - South Slave Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2001 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Hay River	75	2,719	3,775	4,279	2.76	1.99	1.75
Fort Providence	21	253	316	830	8.30	6.65	2.53
Fort Resolution	2	218	221	579	0.92	0.90	0.35
Fort Smith	18	1,468	2,248	2,426	1.23	0.80	0.74
Lutsel K'e	0	82	43	273	0.00	0.00	0.00
<b>Sub Total</b>							
<b>South Slave Region</b>	<b>116</b>	<b>4,740</b>	<b>6,603</b>	<b>8,387</b>	<b>2.45</b>	<b>1.76</b>	<b>1.38</b>

D - North Slave Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2001 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Behchoko/Whati	41	783	748	2,658	5.24	5.48	1.54
Yellowknife	410	12,655	13,774	18,442	3.24	2.98	2.22
<b>Sub Total</b>							
<b>North Slave Region</b>	<b>451</b>	<b>13,438</b>	<b>14,522</b>	<b>21,100</b>	<b>3.36</b>	<b>3.11</b>	<b>2.14</b>

<b>Total - All Regions</b>	<b>716</b>	<b>22,838</b>	<b>25,936</b>	<b>41,200</b>	<b>3.14</b>	<b>2.76</b>	<b>1.74</b>
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[1] Number of registered vehicles and licensed drivers are as of December 31, 2001.

[2] 2001 population from NWT Bureau of Statistics July 1 estimate published in 'Quarterly Report', March 2002.

## 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
	15.8	9 Jan 2001	Fatal	Collision with Parked Vehicle	1	1
	16.0	8 Jan 2001	Property Damage	Ran Off Road - Right	0	0
	60.0	4 Nov 2001	Property Damage	Ran Off Road - Right	0	0
	73.0	31 Jul 2001	Injury	Sideswipe - Opposite Direction	2	0
	80.0	3 Mar 2001	Property Damage	Other Multi-Vehicle Different Direction	0	0
	167.5	27 Oct 2001	Property Damage	Sideswipe - Opposite Direction	0	0
	232.5	15 Aug 2001	Injury	Single Vehicle Rollover	2	0
	250.0	16 Feb 2001	Property Damage	Ran Off Road - Right	0	0
	280.5	23 Aug 2001	Injury	Ran Off Road - Left	1	0
	322.0	12 Aug 2001	Injury	Single Vehicle Rollover	2	0
	411.8	10 Mar 2001	Property Damage	Ran Off Road - Left	0	0
	444.0	30 Mar 2001	Injury	Single Vehicle Rollover	2	0
	465.0	20 Oct 2001	Property Damage	Ran Off Road - Right	0	0
	469.3	8 Feb 2001	Property Damage	Single Vehicle Rollover	0	0
	477.3	6 Aug 2001	Property Damage	Single Vehicle Rollover	0	0
	539.0	11 Aug 2001	Injury	Single Vehicle Rollover	2	0
	550.5	18 Oct 2001	Property Damage	Collision with Parked Vehicle	0	0
	625.0	5 Mar 2001	Property Damage	Single Vehicle Rollover	0	0
	685.0	18 Feb 2001	Property Damage	Single Vehicle Rollover	0	0

Summary Highway #1	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	12	6	1	19	12	1

Highway #2 (Hay River)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	2.0	29 Aug 2001	Injury	Ran Off Road - Right	1	0
	14.0	29 Mar 2001	Property Damage	Single Vehicle Rollover	0	0
	15.0	28 Apr 2001	Property Damage	Ran Off Road - Right	0	0
	15.0	17 Dec 2001	Property Damage	Sideswipe - Opposite Direction	0	0
	22.1	13 Jul 2001	Injury	Single Vehicle Rollover	1	0
	34.0	6 Jun 2001	Property Damage	Ran Off Road - Right	0	0
	35.7	12 Jan 2001	Property Damage	Animal Strike	0	0
	36.1	10 Feb 2001	Property Damage	Single Vehicle Rollover	0	0
	36.2	9 Dec 2001	Property Damage	Ran Off Road - Right	0	0
	37.2	11 Aug 2001	Injury	Collision with Pedestrian	1	0
	37.7	23 Feb 2001	Property Damage	Collision with Fixed Object	0	0
	38.3	15 Sep 2001	Injury	Right Angle	1	0
	38.8	7 Jul 2001	Property Damage	Right Angle	0	0
	39.7	19 Oct 2001	Property Damage	Collision with Fixed Object	0	0
	41.5	9 Jun 2001	Injury	Single Vehicle Rollover	1	0
	42.2	3 Feb 2001	Property Damage	Ran Off Road - Left	0	0
	43.6	9 Oct 2001	Injury	Collision with Moving Object	1	0
	43.8	9 Jun 2001	Property Damage	Collision with Fixed Object	0	0
	45.4	12 Nov 2001	Property Damage	Ran Off Road - Left	0	0

Summary Highway #2	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	13	6	0	19	6	0

## Geographic Distribution – Section 11

Highway #3 (Yellowknife)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	4.0	16 Nov 2001	Property Damage	Ran Off Road - Right	0	0
	17.2	11 Jan 2001	Property Damage	Collision with Parked Vehicle	0	0
	26.4	28 Jan 2001	Injury	Single Vehicle Rollover	1	0
	27.0	2 Dec 2001	Property Damage	Single Vehicle Rollover	0	0
	61.0	17 Dec 2001	Property Damage	Animal Strike	0	0
	70.0	11 Nov 2001	Property Damage	Animal Strike	0	0
	83.4	21 Aug 2001	Injury	Animal Strike	2	0
	92.0	11 Jan 2001	Injury	Single Vehicle Rollover	1	0
	100.0	6 Feb 2001	Injury	Single Vehicle Rollover	1	0
	110.0	9 Jan 2001	Property Damage	Animal Strike	0	0
	130.0	15 Sep 2001	Property Damage	Animal Strike	0	0
	138.8	25 Oct 2001	Property Damage	Animal Strike	0	0
	178.0	29 Mar 2001	Injury	Single Vehicle Rollover	2	0
	178.0	30 Sep 2001	Injury	Animal Strike	1	0
	178.8	31 Oct 2001	Property Damage	Animal Strike	0	0
	195.0	18 Dec 2001	Property Damage	Rear End	0	0
	217.0	28 Mar 2001	Property Damage	Rear End	0	0
	225.0	26 Dec 2001	Property Damage	Animal Strike	0	0
	230.0	7 Aug 2001	Property Damage	Animal Strike	0	0
	234.0	16 May 2001	Property Damage	Ran Off Road - Right	0	0
	238.0	27 Aug 2001	Injury	Single Vehicle Rollover	1	0
	239.0	27 Mar 2001	Injury	Single Vehicle Rollover	1	0
	240.7	15 Sep 2001	Injury	Single Vehicle Rollover	1	0
	241.9	30 Aug 2001	Property Damage	Passing - Left Turn	0	0
	246.0	18 Aug 2001	Property Damage	Ran Off Road - Right	0	0
	252.0	27 Nov 2001	Property Damage	Rear End	0	0
	257.2	1 Jun 2001	Injury	Single Vehicle Rollover	1	0
	265.0	3 Jun 2001	Property Damage	Ran Off Road - Left	0	0
	265.2	9 Mar 2001	Property Damage	Sideswipe - Opposite Direction	0	0
	273.0	23 Jun 2001	Injury	Single Vehicle Rollover	1	0
	273.0	18 Aug 2001	Property Damage	Single Vehicle Rollover	0	0
	278.2	16 Aug 2001	Injury	Single Vehicle Rollover	2	0
	280.0	20 Oct 2001	Property Damage	Ran Off Road - Right	0	0
	283.0	18 Aug 2001	Injury	Sideswipe - Opposite Direction	1	0
	289.0	28 Dec 2001	Property Damage	Ran Off Road - Right	0	0
	297.0	18 Oct 2001	Injury	Single Vehicle Rollover	1	0
	305.0	27 Oct 2001	Property Damage	Ran Off Road - Left	0	0
	308.0	22 Jun 2001	Injury	Collision with Parked Vehicle	1	0
	329.0	22 Oct 2001	Injury	Single Vehicle Rollover	1	0
	333.0	24 Aug 2001	Injury	Rear End	1	0
	334.5	4 Aug 2001	Injury	Single Vehicle Rollover	1	0
	338.3	17 Oct 2001	Injury	Head-on	3	0
	338.3	17 Nov 2001	Property Damage	Ran Off Road - Left	0	0
	338.8	28 Feb 2001	Property Damage	Right Turn - Perpendicular Road	0	0
	338.8	13 Sep 2001	Property Damage	Single Vehicle Rollover	0	0
<b>Summary Highway #3</b>	<b>Property Damage Collisions</b>	<b>Personal Injury Collisions</b>	<b>Fatal Collisions</b>	<b>Total Collisions</b>	<b>Persons Injured</b>	<b>Persons Killed</b>
	26	19	0	45	24	0



## Geographic Distribution – Section 11

Highway #4 (Ingraham Trail)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	0.0	3 Dec 2001	Property Damage	Collision with Fixed Object	0	0
	1.2	1 Nov 2001	Property Damage	Ran Off Road - Right	0	0
	2.0	15 Nov 2001	Property Damage	Ran Off Road - Right	0	0
	7.0	17 Feb 2001	Property Damage	Other Single Vehicle Collision	0	0
	8.0	12 Aug 2001	Property Damage	Single Vehicle Rollover	0	0
	8.7	22 Jan 2001	Injury	Single Vehicle Rollover	5	0
	16.8	18 Mar 2001	Property Damage	Single Vehicle Rollover	0	0
	18.2	29 Mar 2001	Property Damage	Single Vehicle Rollover	0	0
	19.0	6 Jul 2001	Property Damage	Single Vehicle Rollover	0	0
	40.0	5 Aug 2001	Property Damage	Single Vehicle Rollover	0	0
	50.0	30 Jun 2001	Property Damage	Single Vehicle Rollover	0	0
	60.5	24 Feb 2001	Property Damage	Collision with Parked Vehicle	0	0

Summary Highway #4	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	11	1	0	12	5	0

Highway #5 (Fort Smith Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	3.0	12 Jul 2001	Injury	Ran Off Road - Right	1	0
	23.0	2 Mar 2001	Property Damage	Single Vehicle Rollover	0	0
	85.0	5 Feb 2001	Property Damage	Single Vehicle Rollover	0	0
	100.0	26 Nov 2001	Property Damage	Ran Off Road - Left	0	0
	152.2	2 Dec 2001	Property Damage	Ran Off Road - Right	0	0
	166.0	12 May 2001	Injury	Single Vehicle Rollover	1	0
	166.0	1 Oct 2001	Property Damage	Animal Strike	0	0
	166.0	27 Dec 2001	Property Damage	Animal Strike	0	0
	181.0	19 Oct 2001	Injury	Single Vehicle Rollover	4	0
	186.0	24 Feb 2001	Property Damage	Ran Off Road - Left	0	0
	241.0	7 Oct 2001	Injury	Single Vehicle Rollover	1	0
	246.0	5 Oct 2001	Injury	Single Vehicle Rollover	2	0
	254.0	8 Dec 2001	Property Damage	Ran Off Road - Right	0	0

Summary Highway #5	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	8	5	0	13	7	0

Highway #6 (Fort Resolution Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	21.0	10 Aug 2001	Property Damage	Single Vehicle Rollover	0	0

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

## Geographic Distribution – Section 11

Highway #7 (Liard Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	31.5	6 Jul 2001	Property Damage	Single Vehicle Rollover	0	0
	99.0	14 Sep 2001	Property Damage	Single Vehicle Rollover	0	0

Summary Highway #7	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	2	0	0	2	0	0

Highway #8 (Dempster Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	1.0	1 Apr 2001	Injury	Single Vehicle Rollover	2	0
	1.0	8 Oct 2001	Injury	Single Vehicle Rollover	1	0
	26.0	19 Apr 2001	Injury	Sideswipe - Opposite Direction	4	0
	35.4	7 Feb 2001	Injury	Single Vehicle Rollover	1	0
	41.0	28 Mar 2001	Property Damage	Single Vehicle Rollover	0	0
	50.0	1 Aug 2001	Property Damage	Single Vehicle Rollover	0	0
	74.4	4 Feb 2001	Property Damage	Single Vehicle Rollover	0	0
	75.9	29 May 2001	Property Damage	Passing - Left Turn	0	0
	100.0	1 Dec 2001	Property Damage	Single Vehicle Rollover	0	0
	105.0	18 Jan 2001	Injury	Ran Off Road - Right	2	0
	121.9	8 Sep 2001	Injury	Single Vehicle Rollover	1	0
	142.4	12 Jun 2001	Property Damage	Collision with Parked Vehicle	0	0
	155.1	18 Oct 2001	Property Damage	Ran Off Road - Right	0	0
	160.0	15 Aug 2001	Property Damage	Ran Off Road - Right	0	0
	186.0	7 Oct 2001	Property Damage	Single Vehicle Rollover	0	0
	256.3	23 Nov 2001	Property Damage	Ran Off Road - Left	0	0
	257.3	29 Jun 2001	Injury	Single Vehicle Rollover	4	0

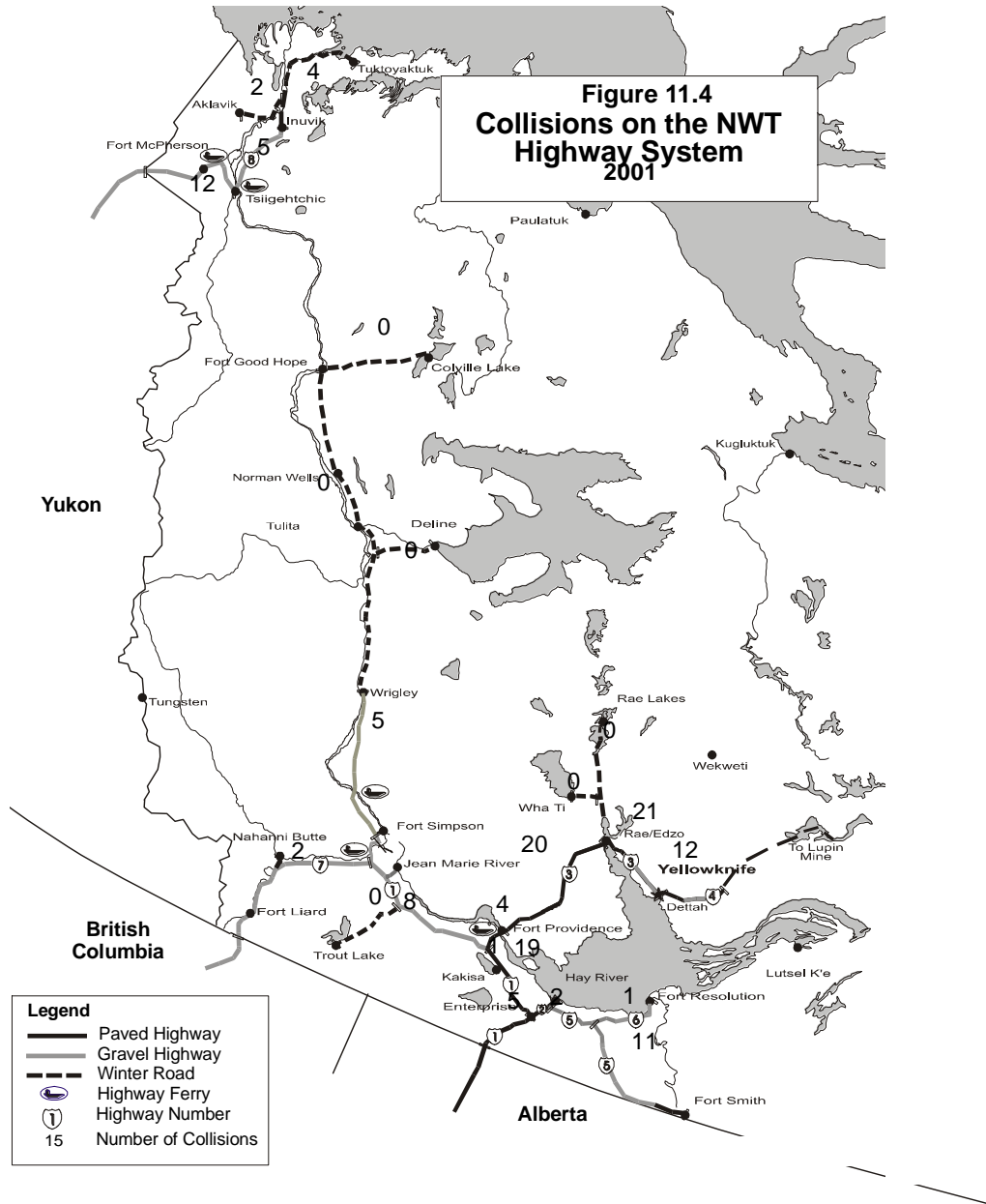
Summary Highway #8	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	10	7	0	17	11	0

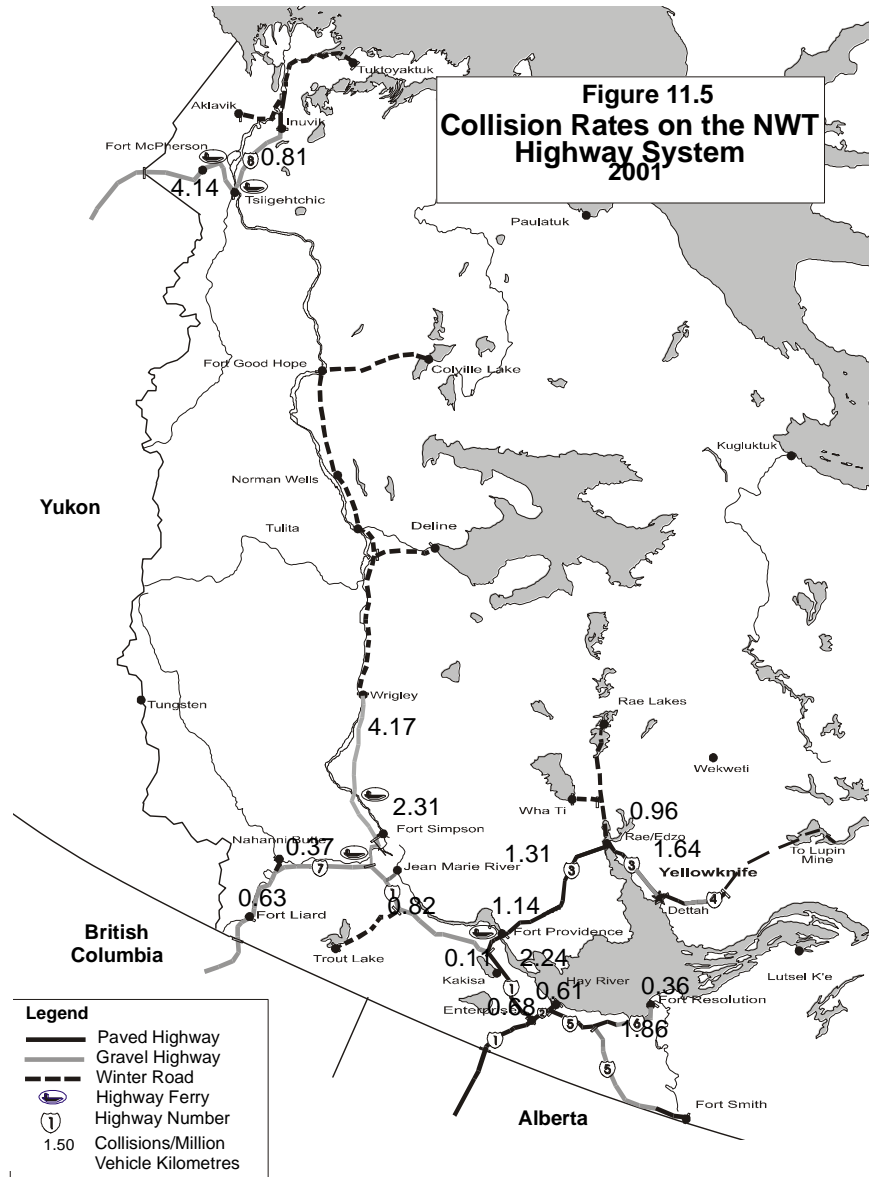
## Geographic Distribution – Section 11

Access and Winter Roads	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
Dettah Access Road	4 Jun 2001	Injury	Single Vehicle Rollover	1	0
Fort McPherson Access Road	7 Feb 2001	Injury	Right Angle	2	0
Fort McPherson Access Road	20 Mar 2001	Property Damage	Collision with Fixed Object	0	0
Fort Providence Access Road	17 Mar 2001	Property Damage	Single Vehicle Rollover	0	0
Hay River Reserve Access Road	3 Jul 2001	Injury	Right Angle	1	0
Hay River Reserve Access Road	13 Sep 2001	Injury	Single Vehicle Rollover	3	0
Hay River Reserve Access Road	7 Dec 2001	Property Damage	Other Multi-Vehicle Different Direction	0	0
Hay River Reserve Access Road	9 Sep 2001	Injury	Single Vehicle Rollover	3	0
Kakisa Lake Access Road	9 Feb 2001	Property Damage	Ran Off Road - Left	0	0
Rae Access Road	22 Nov 2001	Injury	Single Vehicle Rollover	1	0
Vee Lake Access Road	16 Mar 2001	Property Damage	Head-on	0	0
Yellowknife Access Road	16 Feb 2001	Property Damage	Ran Off Road - Left	0	0
Yellowknife Access Road	4 Apr 2001	Injury	Rear End	1	0
Yellowknife Access Road	2 Dec 2001	Injury	Right Angle	1	0
Aklavik Winter Access Road	11 Apr 2001	Property Damage	Single Vehicle Rollover	0	0
Aklavik Winter Access Road	5 May 2001	Injury	Ran Off Road - Left	1	0
Dettah Winter Access Road	28 Dec 2001	Property Damage	Ran Off Road - Right	0	0
Inuvik-Tuktoyaktuk Winter Road	23 Feb 2001	Property Damage	Single Vehicle Rollover	0	0
Inuvik-Tuktoyaktuk Winter Road	3 Mar 2001	Property Damage	Passing - Left Turn	0	0
Inuvik-Tuktoyaktuk Winter Road	7 Mar 2001	Property Damage	Rear End	0	0
Inuvik-Tuktoyaktuk Winter Road	22 Mar 2001	Property Damage	Single Vehicle Rollover	0	0
Inuvik-Tuktoyaktuk Winter Road	13 Apr 2001	Fatal	Right Angle	2	2
Mackenzie Highway Winter Road	31 Jan 2001	Property Damage	Sideswipe - Opposite Direction	0	0

Summary Access and Winter Roads	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	13	9	1	23	16	2

Summary All NWT Highways	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	96	53	2	151	87	3







## Appendix

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A3 Brief Description of Fatal Collisions	74

# Appendix A1 – MVA Report Form Side I

Northwest Territories ACCIDENT REPORT		02. POLICE DETACHMENT		03. CASE NUMBER		PAGE OF	
1. In Community of (Give Park, Special Area Etc.)		2. Near Or Highway Number Or Street/Road/Avenue		31. DIRECTION OF TRAVEL		REPORT TYPE	
3. At Intersection With Of Highway Number Or Street/Road/Avenue		4. Not At Intersection		5. Special Reference		REPORT STATUS	
6. 01. H# Moving Object		7. 02. H# Stationary Object		8. 03. Off Road Left		09. HOUR	
9. 04. Off Road Right		10. 05. Other Single Vehicle		11. 06. Rollover on Roadway		10. COLLISION SEVERITY	
12. 07. Rear End		13. 08. Sideswipe Same Direction		14. 09. Passing - Left Turn		11. NO. VEHICLES	
15. 10. Other Multi-Vehicle Same Direction		16. 11. Head-On		17. 12. Sideswipe Opposite Direction		12. NO. INJURED	
18. 13. Left Turn Across Path		19. 14. Right Turn Including Conflict		20. 15. Right Turn Opposite Direction		13. NO. KILLED	
21. 16. Left Side - Unspecified		22. 17. Right Front Two-Thirds		23. 18. Right Rear Two-Thirds		14. DATE OF COLLISION	
24. 19. Left Side - Unspecified		25. 20. Right Front Two-Thirds		26. 21. Right Rear Two-Thirds		15. HIT AND RUN	
27. 22. Left Side - Unspecified		28. 23. Right Front Two-Thirds		29. 24. Right Rear Two-Thirds		16. NO. INJURED	
30. 25. Left Side - Unspecified		31. 26. Right Front Two-Thirds		32. 27. Right Rear Two-Thirds		17. NO. KILLED	
33. 28. Left Side - Unspecified		34. 29. Right Front Two-Thirds		35. 30. Right Rear Two-Thirds		18. NO. INJURED	
36. 31. Left Side - Unspecified		37. 32. Right Front Two-Thirds		38. 33. Right Rear Two-Thirds		19. NO. KILLED	
39. 34. Left Side - Unspecified		40. 35. Right Front Two-Thirds		41. 36. Right Rear Two-Thirds		20. NO. INJURED	
42. 37. Left Side - Unspecified		43. 38. Right Front Two-Thirds		44. 39. Right Rear Two-Thirds		21. NO. KILLED	
45. 40. Left Side - Unspecified		46. 41. Right Front Two-Thirds		47. 42. Right Rear Two-Thirds		22. NO. INJURED	
48. 43. Left Side - Unspecified		49. 44. Right Front Two-Thirds		50. 45. Right Rear Two-Thirds		23. NO. KILLED	
51. 46. Left Side - Unspecified		52. 47. Right Front Two-Thirds		53. 48. Right Rear Two-Thirds		24. NO. INJURED	
54. 49. Left Side - Unspecified		55. 50. Right Front Two-Thirds		56. 51. Right Rear Two-Thirds		25. NO. KILLED	
57. 52. Left Side - Unspecified		58. 53. Right Front Two-Thirds		59. 54. Right Rear Two-Thirds		26. NO. INJURED	
60. 55. Left Side - Unspecified		61. 56. Right Front Two-Thirds		62. 57. Right Rear Two-Thirds		27. NO. KILLED	
63. 58. Left Side - Unspecified		64. 59. Right Front Two-Thirds		65. 60. Right Rear Two-Thirds		28. NO. INJURED	
66. 61. Left Side - Unspecified		67. 62. Right Front Two-Thirds		68. 63. Right Rear Two-Thirds		29. NO. KILLED	
69. 64. Left Side - Unspecified		70. 65. Right Front Two-Thirds		71. 66. Right Rear Two-Thirds		30. NO. INJURED	
72. 67. Left Side - Unspecified		73. 68. Right Front Two-Thirds		74. 69. Right Rear Two-Thirds		31. NO. KILLED	
75. 70. Left Side - Unspecified		76. 71. Right Front Two-Thirds		77. 72. Right Rear Two-Thirds		32. NO. INJURED	
78. 73. Left Side - Unspecified		79. 74. Right Front Two-Thirds		80. 75. Right Rear Two-Thirds		33. NO. KILLED	
81. 76. Left Side - Unspecified		82. 77. Right Front Two-Thirds		83. 78. Right Rear Two-Thirds		34. NO. INJURED	
84. 79. Left Side - Unspecified		85. 80. Right Front Two-Thirds		86. 81. Right Rear Two-Thirds		35. NO. KILLED	
87. 82. Left Side - Unspecified		88. 83. Right Front Two-Thirds		89. 84. Right Rear Two-Thirds		36. NO. INJURED	
90. 85. Left Side - Unspecified		91. 86. Right Front Two-Thirds		92. 87. Right Rear Two-Thirds		37. NO. KILLED	
93. 88. Left Side - Unspecified		94. 89. Right Front Two-Thirds		95. 90. Right Rear Two-Thirds		38. NO. INJURED	
96. 91. Left Side - Unspecified		97. 92. Right Front Two-Thirds		98. 93. Right Rear Two-Thirds		39. NO. KILLED	
99. 94. Left Side - Unspecified		100. 95. Right Front Two-Thirds		101. 96. Right Rear Two-Thirds		40. NO. INJURED	
102. 97. Left Side - Unspecified		103. 98. Right Front Two-Thirds		104. 99. Right Rear Two-Thirds		41. NO. KILLED	
105. 100. Left Side - Unspecified		106. 101. Right Front Two-Thirds		107. 102. Right Rear Two-Thirds		42. NO. INJURED	
108. 103. Left Side - Unspecified		109. 104. Right Front Two-Thirds		110. 105. Right Rear Two-Thirds		43. NO. KILLED	
111. 106. Left Side - Unspecified		112. 107. Right Front Two-Thirds		113. 108. Right Rear Two-Thirds		44. NO. INJURED	
114. 109. Left Side - Unspecified		115. 110. Right Front Two-Thirds		116. 111. Right Rear Two-Thirds		45. NO. KILLED	
117. 112. Left Side - Unspecified		118. 113. Right Front Two-Thirds		119. 114. Right Rear Two-Thirds		46. NO. INJURED	
120. 115. Left Side - Unspecified		121. 116. Right Front Two-Thirds		122. 117. Right Rear Two-Thirds		47. NO. KILLED	
123. 118. Left Side - Unspecified		124. 119. Right Front Two-Thirds		125. 120. Right Rear Two-Thirds		48. NO. INJURED	
126. 121. Left Side - Unspecified		127. 122. Right Front Two-Thirds		128. 123. Right Rear Two-Thirds		49. NO. KILLED	
129. 124. Left Side - Unspecified		130. 125. Right Front Two-Thirds		131. 126. Right Rear Two-Thirds		50. NO. INJURED	
132. 127. Left Side - Unspecified		133. 128. Right Front Two-Thirds		134. 129. Right Rear Two-Thirds		51. NO. KILLED	
135. 130. Left Side - Unspecified		136. 131. Right Front Two-Thirds		137. 132. Right Rear Two-Thirds		52. NO. INJURED	
138. 133. Left Side - Unspecified		139. 134. Right Front Two-Thirds		140. 135. Right Rear Two-Thirds		53. NO. KILLED	
141. 136. Left Side - Unspecified		142. 137. Right Front Two-Thirds		143. 138. Right Rear Two-Thirds		54. NO. INJURED	
144. 139. Left Side - Unspecified		145. 140. Right Front Two-Thirds		146. 141. Right Rear Two-Thirds		55. NO. KILLED	
147. 142. Left Side - Unspecified		148. 143. Right Front Two-Thirds		149. 144. Right Rear Two-Thirds		56. NO. INJURED	
150. 145. Left Side - Unspecified		151. 146. Right Front Two-Thirds		152. 147. Right Rear Two-Thirds		57. NO. KILLED	
153. 148. Left Side - Unspecified		154. 149. Right Front Two-Thirds		155. 150. Right Rear Two-Thirds		58. NO. INJURED	
156. 151. Left Side - Unspecified		157. 152. Right Front Two-Thirds		158. 153. Right Rear Two-Thirds		59. NO. KILLED	
159. 154. Left Side - Unspecified		160. 155. Right Front Two-Thirds		161. 156. Right Rear Two-Thirds		60. NO. INJURED	
162. 157. Left Side - Unspecified		163. 158. Right Front Two-Thirds		164. 159. Right Rear Two-Thirds		61. NO. KILLED	
165. 160. Left Side - Unspecified		166. 161. Right Front Two-Thirds		167. 162. Right Rear Two-Thirds		62. NO. INJURED	
168. 163. Left Side - Unspecified		169. 164. Right Front Two-Thirds		170. 165. Right Rear Two-Thirds		63. NO. KILLED	
171. 166. Left Side - Unspecified		172. 167. Right Front Two-Thirds		173. 168. Right Rear Two-Thirds		64. NO. INJURED	
174. 169. Left Side - Unspecified		175. 170. Right Front Two-Thirds		176. 171. Right Rear Two-Thirds		65. NO. KILLED	
177. 172. Left Side - Unspecified		178. 173. Right Front Two-Thirds		179. 174. Right Rear Two-Thirds		66. NO. INJURED	
180. 175. Left Side - Unspecified		181. 176. Right Front Two-Thirds		182. 177. Right Rear Two-Thirds		67. NO. KILLED	
183. 178. Left Side - Unspecified		184. 179. Right Front Two-Thirds		185. 180. Right Rear Two-Thirds		68. NO. INJURED	
186. 181. Left Side - Unspecified		187. 182. Right Front Two-Thirds		188. 183. Right Rear Two-Thirds		69. NO. KILLED	
189. 184. Left Side - Unspecified		190. 185. Right Front Two-Thirds		191. 186. Right Rear Two-Thirds		70. NO. INJURED	
192. 187. Left Side - Unspecified		193. 188. Right Front Two-Thirds		194. 189. Right Rear Two-Thirds		71. NO. KILLED	
195. 190. Left Side - Unspecified		196. 191. Right Front Two-Thirds		197. 192. Right Rear Two-Thirds		72. NO. INJURED	
198. 193. Left Side - Unspecified		199. 194. Right Front Two-Thirds		200. 195. Right Rear Two-Thirds		73. NO. KILLED	
201. 196. Left Side - Unspecified		202. 197. Right Front Two-Thirds		203. 198. Right Rear Two-Thirds		74. NO. INJURED	
204. 199. Left Side - Unspecified		205. 200. Right Front Two-Thirds		206. 201. Right Rear Two-Thirds		75. NO. KILLED	
207. 202. Left Side - Unspecified		208. 203. Right Front Two-Thirds		209. 204. Right Rear Two-Thirds		76. NO. INJURED	
210. 205. Left Side - Unspecified		211. 206. Right Front Two-Thirds		212. 207. Right Rear Two-Thirds		77. NO. KILLED	
213. 208. Left Side - Unspecified		214. 209. Right Front Two-Thirds		215. 210. Right Rear Two-Thirds		78. NO. INJURED	
216. 211. Left Side - Unspecified		217. 212. Right Front Two-Thirds		218. 213. Right Rear Two-Thirds		79. NO. KILLED	
219. 214. Left Side - Unspecified		220. 215. Right Front Two-Thirds		221. 216. Right Rear Two-Thirds		80. NO. INJURED	
222. 217. Left Side - Unspecified		223. 218. Right Front Two-Thirds		224. 219. Right Rear Two-Thirds		81. NO. KILLED	
225. 220. Left Side - Unspecified		226. 221. Right Front Two-Thirds		227. 222. Right Rear Two-Thirds		82. NO. INJURED	
228. 223. Left Side - Unspecified		229. 224. Right Front Two-Thirds		230. 225. Right Rear Two-Thirds		83. NO. KILLED	
231. 226. Left Side - Unspecified		232. 227. Right Front Two-Thirds		233. 228. Right Rear Two-Thirds		84. NO. INJURED	
234. 229. Left Side - Unspecified		235. 230. Right Front Two-Thirds		236. 231. Right Rear Two-Thirds		85. NO. KILLED	
237. 232. Left Side - Unspecified		238. 233. Right Front Two-Thirds		239. 234. Right Rear Two-Thirds		86. NO. INJURED	
240. 235. Left Side - Unspecified		241. 236. Right Front Two-Thirds		242. 237. Right Rear Two-Thirds		87. NO. KILLED	
243. 238. Left Side - Unspecified		244. 239. Right Front Two-Thirds		245. 240. Right Rear Two-Thirds		88. NO. INJURED	
246. 241. Left Side - Unspecified		247. 242. Right Front Two-Thirds		248. 243. Right Rear Two-Thirds		89. NO. KILLED	
249. 244. Left Side - Unspecified		250. 245. Right Front Two-Thirds		251. 246. Right Rear Two-Thirds		90. NO. INJURED	
252. 247. Left Side - Unspecified		253. 248. Right Front Two-Thirds		254. 249. Right Rear Two-Thirds		91. NO. KILLED	
255. 250. Left Side - Unspecified		256. 251. Right Front Two-Thirds		257. 252. Right Rear Two-Thirds		92. NO. INJURED	
258. 253. Left Side - Unspecified		259. 254. Right Front Two-Thirds		260. 255. Right Rear Two-Thirds		93. NO. KILLED	
261. 256. Left Side - Unspecified		262. 257. Right Front Two-Thirds		263. 258. Right Rear Two-Thirds		94. NO. INJURED	
264. 259. Left Side - Unspecified		265. 260. Right Front Two-Thirds		266. 261. Right Rear Two-Thirds		95. NO. KILLED	
267. 262. Left Side - Unspecified		268. 263. Right Front Two-Thirds		269. 264. Right Rear Two-Thirds		96. NO. INJURED	
270. 265. Left Side - Unspecified		271. 266. Right Front Two-Thirds		272. 267. Right Rear Two-Thirds		97. NO. KILLED	
273. 268. Left Side - Unspecified		274. 269. Right Front Two-Thirds		275. 270. Right Rear Two-Thirds		98. NO. INJURED	
276. 271. Left Side - Unspecified		277. 272. Right Front Two-Thirds		278. 273. Right Rear Two-Thirds		99. NO. KILLED	
279. 274. Left Side - Unspecified		280. 275. Right Front Two-Thirds		281. 276. Right Rear Two-Thirds		100. NO. INJURED	
282. 277. Left Side - Unspecified		283. 278. Right Front Two-Thirds		284. 279. Right Rear Two-Thirds		101. NO. KILLED	
285. 280. Left Side - Unspecified		286. 281. Right Front Two-Thirds		287. 282. Right Rear Two-Thirds		102. NO. INJURED	
288. 283. Left Side - Unspecified		289. 284. Right Front Two-Thirds		290. 285. Right Rear Two-Thirds		103. NO. KILLED	
291. 286. Left Side - Unspecified		292. 287. Right Front Two-Thirds		293. 288. Right Rear Two-Thirds		104. NO. INJURED	
294. 289. Left Side - Unspecified		295. 290. Right Front Two-Thirds		296. 291. Right Rear Two-Thirds		105. NO. KILLED	
297. 292. Left Side - Unspecified		298. 293. Right Front Two-Thirds		299. 294. Right Rear Two-Thirds		106. NO. INJURED	
300. 295. Left Side - Unspecified		301. 296. Right Front Two-Thirds		302. 297. Right Rear Two-Thirds		107. NO. KILLED	
303. 298. Left Side - Unspecified		304. 299. Right Front Two-Thirds		305. 300. Right Rear Two-Thirds		108. NO. INJURED	
306. 301. Left Side - Unspecified		307. 302. Right Front Two-Thirds		308. 303. Right Rear Two-Thirds		109. NO. KILLED	
309. 304. Left Side - Unspecified		310. 305. Right Front Two-Thirds		311. 306. Right Rear Two-Thirds		110. NO. INJURED	
312. 307. Left Side - Unspecified		313. 308. Right Front Two-Thirds		314. 309. Right Rear Two-Thirds		111. NO. KILLED	
315. 310. Left Side - Unspecified		316. 311. Right Front Two-Thirds		317. 312. Right Rear Two-Thirds		112. NO. INJURED	
318. 313. Left Side - Unspecified		319. 314. Right Front Two-Thirds		320. 315. Right Rear Two-Thirds		113. NO. KILLED	
321. 316. Left Side - Unspecified		322. 317. Right Front Two-Thirds		323. 318. Right Rear Two-Thirds		114. NO. INJURED	
324. 319. Left Side - Unspecified		325. 320. Right Front Two-Thirds		326. 321. Right Rear Two-Thirds		115. NO. KILLED	
327. 322. Left Side - Unspecified		328. 323. Right Front Two-Thirds		329. 324. Right Rear Two-Thirds		116. NO. INJURED	
330. 325. Left Side - Unspecified		331. 326. Right Front Two-Thirds		332. 327. Right Rear Two-Thirds		117. NO. KILLED	
333. 328. Left Side - Unspecified		334. 329. Right Front Two-Thirds		335. 330. Right Rear Two-Thirds		118. NO. INJURED	
336. 331. Left Side - Unspecified		337. 332. Right Front Two-Thirds		338. 333. Right Rear Two-Thirds		119. NO. KILLED	
339. 334. Left Side - Unspecified		340. 335. Right Front Two-Thirds		341. 336. Right Rear Two-Thirds		120. NO. INJURED	
342. 337. Left Side - Unspecified		343. 338. Right Front Two-Thirds		344. 339. Right Rear Two-Thirds		121. NO. KILLED	
345. 340. Left Side - Unspecified		346. 341. Right Front Two-Thirds		347. 342. Right Rear Two-Thirds		122. NO. INJURED	
348. 343. Left Side - Unspecified		349. 344. Right Front Two-Thirds		350. 345. Right Rear Two-Thirds		123. NO. KILLED	
351. 346. Left Side - Unspecified		352. 347. Right Front Two-Thirds		353. 348. Right Rear Two-Thirds		124. NO. INJURED	
354. 349. Left Side - Unspecified		355. 350. Right Front Two-Thirds		356. 351. Right Rear Two-Thirds		125. NO. KILLED	
357. 352. Left Side - Unspecified		358. 353. Right Front Two-Thirds		359. 354. Right Rear Two-Thirds		126. NO. INJURED	
360. 355. Left Side - Unspecified		361. 356. Right Front Two-Thirds		362. 357. Right Rear Two-Thirds		127. NO. KILLED	
363. 358. Left Side - Unspecified		364. 359. Right Front Two-Thirds		365. 360. Right Rear Two-Thirds		128. NO. INJURED	
366. 361. Left Side - Unspecified		367. 362. Right Front Two-Thirds		368. 363. Right Rear Two-Thirds		129. NO. KILLED	
369. 364. Left Side - Unspecified		370. 365. Right Front Two-Thirds		371. 366. Right Rear Two-Thirds		130. NO. INJURED	
372. 367. Left Side - Unspecified		373. 368. Right Front Two-Thirds		374. 369. Right Rear Two-Thirds		131. NO. KILLED	
375. 370. Left Side - Unspecified		376. 371. Right Front Two-Thirds		377. 372. Right Rear Two-Thirds		132. NO. INJURED	
378. 373. Left Side - Unspecified		379. 374. Right Front Two-Thirds		380. 375. Right Rear Two-Thirds		133. NO. KILLED	
381. 376. Left Side - Unspecified		382. 377. Right Front Two-Thirds		383. 378. Right Rear Two-Thirds		134. NO. INJURED	
384. 379. Left Side - Unspecified		385. 380. Right Front Two-Thirds		386. 381. Right Rear Two-Thirds		135. NO. KILLED	
387. 382. Left Side - Unspecified		388. 383. Right Front Two-Thirds		389. 384. Right Rear Two-Thirds		136. NO. INJURED	
390. 385. Left Side - Unspecified		391. 386. Right Front Two-Thirds		392. 387. Right Rear Two-Thirds		137. NO. KILLED	
393. 388. Left Side - Unspecified</							



# Appendix A2 – MVA Report Form Side II

<b>16. ROADWAY CONFIGURATION</b> 1. Non-Intersection <input type="checkbox"/> 2. Intersection 2 Roads <input type="checkbox"/> 3. Intersection With Parking Lot/Driveway/Alley <input type="checkbox"/> 4. Railroad Level Crossing <input type="checkbox"/> 5. Bridge, Overpass, Viaduct <input type="checkbox"/> 6. Tunnel Or Underpass <input type="checkbox"/> 7. Other <input type="checkbox"/> U. Unknown <input type="checkbox"/>	<b>24. ROAD SURFACE</b> 1. Dry, Normal <input type="checkbox"/> 2. Wet <input type="checkbox"/> 3. Snow (Fresh/Loose) <input type="checkbox"/> 4. Slush, Wet Snow <input type="checkbox"/> 5. Ice <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"/> O. Other <input type="checkbox"/> U. Unknown <input type="checkbox"/>	11. Urban Transit Bus <input type="checkbox"/> 12. Motorcity Bus <input type="checkbox"/> 14. Motorcycle <input type="checkbox"/> 15. Motorcycle - Speed Limited <input type="checkbox"/> 16. Off-Road Vehicle <input type="checkbox"/> 17. Bicycle <input type="checkbox"/> 18. Purpose-Built Motor Home <input type="checkbox"/> 19. Farm Equipment <input type="checkbox"/> 20. Construction Equipment <input type="checkbox"/> 22. Snowmobile <input type="checkbox"/> QQ. Other U.U. Unknown <input type="checkbox"/>	<b>41. VEHICLE MANOEUVRE</b> 01. Going Straight <input type="checkbox"/> 02. Turning Left <input type="checkbox"/> 03. Turning Right <input type="checkbox"/> 04. Making U-Turn <input type="checkbox"/> 05. Changing Lanes <input type="checkbox"/> 06. Merging <input type="checkbox"/> 07. Reversing <input type="checkbox"/> 08. Overtaking <input type="checkbox"/> 09. Negotiating Curve <input type="checkbox"/> 10. Slowing, Stopping <input type="checkbox"/> 11. Starting In Traffic <input type="checkbox"/> 12. Leaving Roadside <input type="checkbox"/> 13. Stopped/Parked Legally <input type="checkbox"/> 14. Stopped/Parked Illegally <input type="checkbox"/> 15. Swerving To Avoid Collision <input type="checkbox"/> 16. Run-Away Or Roll Away Vehicle <input type="checkbox"/> 04. Military <input type="checkbox"/> 05. Police Cruiser <input type="checkbox"/> 06. Other Police <input type="checkbox"/> 07. Ambulance <input type="checkbox"/> 08. Hearse <input type="checkbox"/> 09. Tow Truck <input type="checkbox"/> 10. Delivery Vehicle <input type="checkbox"/> 11. Road Maintenance <input type="checkbox"/> 12. Utilities Maintenance <input type="checkbox"/> 13. Fire Response <input type="checkbox"/> 99. No Special Use <input type="checkbox"/> QQ. Other <input type="checkbox"/>	<b>44 - 46. VEHICLE EVENTS</b> NON-COLLISION EVENTS: 01. Skidded Or Spun On Roadway <input type="checkbox"/> 02. Ran Off Road <input type="checkbox"/> 03. Overtuned, Rollover <input type="checkbox"/> 04. Jackknife Or Trailer Swing <input type="checkbox"/> 05. Fire Or Explosion <input type="checkbox"/> 06. Load Spill <input type="checkbox"/> 07. Load Shift <input type="checkbox"/> 08. Submersion <input type="checkbox"/> 09. Other Non-Collision Event <input type="checkbox"/> HIT MOVING OBJECTS: 11. Hit Moving Motor Vehicle <input type="checkbox"/> 12. Hit Pedestrian <input type="checkbox"/> 13. Hit Bicyclist <input type="checkbox"/> 14. Hit Animal <input type="checkbox"/> 15. Hit Train <input type="checkbox"/> 19. Hit Another Moving Object <input type="checkbox"/> HIT NON-MOVING OBJECTS: 21. Hit Parked Vehicle <input type="checkbox"/> 22. Hit Non-Fixed Object <input type="checkbox"/> 23. Hit Building <input type="checkbox"/> 24. Hit Ditch <input type="checkbox"/> 25. Hit Embankment, Dirt Pile, Rock <input type="checkbox"/> 26. Hit Culvert, Drainage Structure <input type="checkbox"/> 27. Hit Tree/Bush/Hedge <input type="checkbox"/> 28. Hit Light/Utility Pole <input type="checkbox"/> 29. Hit Curb <input type="checkbox"/> 30. Hit Post <input type="checkbox"/> 31. Hit Traffic Barrier <input type="checkbox"/> 32. Hit Other Fixed Object, Part Of Road Structure <input type="checkbox"/> 33. Hit Other Fixed Object NOT Part Of Road Structure <input type="checkbox"/> 39. Hit Other Type Fixed Object <input type="checkbox"/> NN. No 2nd or 3rd Event <input type="checkbox"/> QQ. Other U.U. Unknown <input type="checkbox"/>	<b>48. DRIVER ACTION</b> 21. Following Too Closely <input type="checkbox"/> 22. Distracted, Inattentive <input type="checkbox"/> 23. Driving Too Fast For Conditions <input type="checkbox"/> 24. Improper Turning Or Passing <input type="checkbox"/> 25. Fail To Yield Right-Of-Way <input type="checkbox"/> 26. Disobeyed Traffic Control Device/Police Officer <input type="checkbox"/> 27. Driving On Wrong Side Of Road <input type="checkbox"/> 29. Backing Unsafely <input type="checkbox"/> 30. Lost Control <input type="checkbox"/> NN. Driving Properly <input type="checkbox"/> QQ. Other U.U. Unknown <input type="checkbox"/>	<b>68. PEDESTRIAN ACTION</b> 01. Crossing Intersection With ROW <input type="checkbox"/> 02. Crossing Intersection Without ROW <input type="checkbox"/> 04. In Crosswalk <input type="checkbox"/> 05. Crossing Roadway At Midblock <input type="checkbox"/> 06. Walking On Roadway Against Traffic <input type="checkbox"/> 07. Walking On Roadway With Traffic <input type="checkbox"/> 08. On Sidewalk, Median, Safety Zone <input type="checkbox"/> 11. Coming From Behind Parked Vehicle/Object <input type="checkbox"/> 12. Coming From Behind Moving Vehicle <input type="checkbox"/> 13. Running Into Roadway <input type="checkbox"/> 14. Getting On/Off School Bus <input type="checkbox"/> 15. Getting On/Off Vehicle <input type="checkbox"/> 16. Pushing Vehicle <input type="checkbox"/> 17. Working On Vehicle <input type="checkbox"/> 18. Playing On Road <input type="checkbox"/> 19. Working On Road <input type="checkbox"/> 20. Lying On Road <input type="checkbox"/> NN. Not a Pedestrian <input type="checkbox"/> QQ. Other U.U. Unknown <input type="checkbox"/>	<b>INDEPENDENT WITNESSES</b> Last Name First Name Address Home Phone Work Phone Last Name First Name Address Home Phone Work Phone <b>ADDITIONAL WITNESSES ON FILE?</b> Yes <input type="checkbox"/> No <input type="checkbox"/> <b>DESCRIPTION:</b> Show Direction of Travel, Obstructions, Vehicle Movement, Travel Lane, Fixed Objects, Traffic Controls.	
<b>17. WEATHER CONDITION</b> 1. Clear and/or Sunny <input type="checkbox"/> 2. Overcast, Cloudy - No Precipitation <input type="checkbox"/> 3. Raining <input type="checkbox"/> 4. Snowing, Not Including Drifting Snow <input type="checkbox"/> 5. Freeze, Rain, Sleet, Hail <input type="checkbox"/> 6. Visibility Limitation (Eg. Fog, Smoke, Dust, Mist) <input type="checkbox"/> 7. Strong Wind <input type="checkbox"/> O. Other <input type="checkbox"/> U. Unknown <input type="checkbox"/>	<b>25. ROAD CONDITION</b> 1. Good <input type="checkbox"/> 2. Potholes, Bumps, Ruts <input type="checkbox"/> 3. Under Construction, Repair <input type="checkbox"/> 4. Uneven <input type="checkbox"/> 5. Worn <input type="checkbox"/> 6. Obscured/Faded Markings <input type="checkbox"/> O. Other <input type="checkbox"/> U. Unknown <input type="checkbox"/>	<b>36. VEHICLE USE</b> 01. Taxi <input type="checkbox"/> 02. School Bus <input type="checkbox"/> 03. Other Bus <input type="checkbox"/> 04. Military <input type="checkbox"/> 05. Police Cruiser <input type="checkbox"/> 06. Other Police <input type="checkbox"/> 07. Ambulance <input type="checkbox"/> 08. Hearse <input type="checkbox"/> 09. Tow Truck <input type="checkbox"/> 10. Delivery Vehicle <input type="checkbox"/> 11. Road Maintenance <input type="checkbox"/> 12. Utilities Maintenance <input type="checkbox"/> 13. Fire Response <input type="checkbox"/> 99. No Special Use <input type="checkbox"/> QQ. Other <input type="checkbox"/>	<b>44 - 46. VEHICLE EVENTS</b> NON-COLLISION EVENTS: 01. Skidded Or Spun On Roadway <input type="checkbox"/> 02. Ran Off Road <input type="checkbox"/> 03. Overtuned, Rollover <input type="checkbox"/> 04. Jackknife Or Trailer Swing <input type="checkbox"/> 05. Fire Or Explosion <input type="checkbox"/> 06. Load Spill <input type="checkbox"/> 07. Load Shift <input type="checkbox"/> 08. Submersion <input type="checkbox"/> 09. Other Non-Collision Event <input type="checkbox"/> HIT MOVING OBJECTS: 11. Hit Moving Motor Vehicle <input type="checkbox"/> 12. Hit Pedestrian <input type="checkbox"/> 13. Hit Bicyclist <input type="checkbox"/> 14. Hit Animal <input type="checkbox"/> 15. Hit Train <input type="checkbox"/> 19. Hit Another Moving Object <input type="checkbox"/> HIT NON-MOVING OBJECTS: 21. Hit Parked Vehicle <input type="checkbox"/> 22. Hit Non-Fixed Object <input type="checkbox"/> 23. Hit Building <input type="checkbox"/> 24. Hit Ditch <input type="checkbox"/> 25. Hit Embankment, Dirt Pile, Rock <input type="checkbox"/> 26. Hit Culvert, Drainage Structure <input type="checkbox"/> 27. Hit Tree/Bush/Hedge <input type="checkbox"/> 28. Hit Light/Utility Pole <input type="checkbox"/> 29. Hit Curb <input type="checkbox"/> 30. Hit Post <input type="checkbox"/> 31. Hit Traffic Barrier <input type="checkbox"/> 32. Hit Other Fixed Object, Part Of Road Structure <input type="checkbox"/> 33. Hit Other Fixed Object NOT Part Of Road Structure <input type="checkbox"/> 39. Hit Other Type Fixed Object <input type="checkbox"/> NN. No 2nd or 3rd Event <input type="checkbox"/> QQ. Other U.U. Unknown <input type="checkbox"/>	<b>50. ENVIRONMENTAL FACTORS</b> 51. Animal On Roadway <input type="checkbox"/> 52. Road Surface Or Other Condition <input type="checkbox"/> 53. Obstruction On Road <input type="checkbox"/> 54. View Obstructed, Glare, Reflection <input type="checkbox"/> 55. Weather Or Acts Of God <input type="checkbox"/> NN. No Environmental Factors <input type="checkbox"/> QQ. Other U.U. Unknown <input type="checkbox"/>	<b>53. DANGEROUS GOODS CLASS</b> 1. Explosives <input type="checkbox"/> 2. Gases <input type="checkbox"/> 3. Flammable Liquids <input type="checkbox"/> 4. Flammable Solids, Spontaneous Combustibles <input type="checkbox"/> 5. Oxidizers & Organic Peroxides <input type="checkbox"/> 6. Poisonous & Infectious Substances <input type="checkbox"/> 7. Radioactives <input type="checkbox"/> 8. Corrosives <input type="checkbox"/> 9. Misc. Dangerous Goods <input type="checkbox"/> N. Not a Commercial Vehicle <input type="checkbox"/> O. Other U.U. Unknown <input type="checkbox"/>	<b>55. LOAD STATUS</b> <b>COMMERCIAL VEHICLES</b> 1. Fully/Partially Loaded <input type="checkbox"/> 2. Not Loaded <input type="checkbox"/> N. Not a Commercial Vehicle <input type="checkbox"/> O. Other U.U. Unknown <input type="checkbox"/>	<b>60. BLOOD ALCOHOL CONCENTRATION</b> (100-500 BAC (mg%) of Driver) (Pedestrian) #00. Not Tested, Driver/Pedestrian <input type="checkbox"/> #01. Not Tested, Driver/Pedestrian Dead, Alcohol Use Suspected <input type="checkbox"/> #10. Not Tested Due To Injury, Alcohol Use Suspected <input type="checkbox"/> #20. Not Tested - Other Reasons, Alcohol Use Suspected <input type="checkbox"/> #98. No Alcohol Suspected <input type="checkbox"/> #NN. Passenger U.U.U. Unknown <input type="checkbox"/> Dri 1 <input type="checkbox"/> Dri 2 <input type="checkbox"/> Ped 1 <input type="checkbox"/> Ped 2 <input type="checkbox"/> Ped 3 <input type="checkbox"/> Ped 4 <input type="checkbox"/>	<b>DIAGRAM</b> Use Solid Direction Lines Before Impact and Broken Lines After North 
<b>18. LIGHT CONDITION</b> 1. Daylight <input type="checkbox"/> 2. Dawn <input type="checkbox"/> 3. Dusk <input type="checkbox"/> 5. Darkness <input type="checkbox"/> U. Unknown <input type="checkbox"/>	<b>26. ROAD ALIGNMENT</b> 1. Straight And Level <input type="checkbox"/> 2. Straight With Grade <input type="checkbox"/> 3. Curved And Level <input type="checkbox"/> 4. Curved With Grade <input type="checkbox"/> 5. Top Of Hill/Gradient <input type="checkbox"/> 6. Bottom Of Hill/Gradient <input type="checkbox"/> O. Other <input type="checkbox"/> U. Unknown <input type="checkbox"/>	<b>37. EMERGENCY USE</b> 1. Yes <input type="checkbox"/> 2. No <input type="checkbox"/> N. Not an Emergency Vehicle <input type="checkbox"/> U. Unknown <input type="checkbox"/>	<b>44 - 46. VEHICLE EVENTS</b> NON-COLLISION EVENTS: 01. Skidded Or Spun On Roadway <input type="checkbox"/> 02. Ran Off Road <input type="checkbox"/> 03. Overtuned, Rollover <input type="checkbox"/> 04. Jackknife Or Trailer Swing <input type="checkbox"/> 05. Fire Or Explosion <input type="checkbox"/> 06. Load Spill <input type="checkbox"/> 07. Load Shift <input type="checkbox"/> 08. Submersion <input type="checkbox"/> 09. Other Non-Collision Event <input type="checkbox"/> HIT MOVING OBJECTS: 11. Hit Moving Motor Vehicle <input type="checkbox"/> 12. Hit Pedestrian <input type="checkbox"/> 13. Hit Bicyclist <input type="checkbox"/> 14. Hit Animal <input type="checkbox"/> 15. Hit Train <input type="checkbox"/> 19. Hit Another Moving Object <input type="checkbox"/> HIT NON-MOVING OBJECTS: 21. Hit Parked Vehicle <input type="checkbox"/> 22. Hit Non-Fixed Object <input type="checkbox"/> 23. Hit Building <input type="checkbox"/> 24. Hit Ditch <input type="checkbox"/> 25. Hit Embankment, Dirt Pile, Rock <input type="checkbox"/> 26. Hit Culvert, Drainage Structure <input type="checkbox"/> 27. Hit Tree/Bush/Hedge <input type="checkbox"/> 28. Hit Light/Utility Pole <input type="checkbox"/> 29. Hit Curb <input type="checkbox"/> 30. Hit Post <input type="checkbox"/> 31. Hit Traffic Barrier <input type="checkbox"/> 32. Hit Other Fixed Object, Part Of Road Structure <input type="checkbox"/> 33. Hit Other Fixed Object NOT Part Of Road Structure <input type="checkbox"/> 39. Hit Other Type Fixed Object <input type="checkbox"/> NN. No 2nd or 3rd Event <input type="checkbox"/> QQ. Other U.U. Unknown <input type="checkbox"/>	<b>50. ENVIRONMENTAL FACTORS</b> 51. Animal On Roadway <input type="checkbox"/> 52. Road Surface Or Other Condition <input type="checkbox"/> 53. Obstruction On Road <input type="checkbox"/> 54. View Obstructed, Glare, Reflection <input type="checkbox"/> 55. Weather Or Acts Of God <input type="checkbox"/> NN. No Environmental Factors <input type="checkbox"/> QQ. Other U.U. Unknown <input type="checkbox"/>	<b>53. DANGEROUS GOODS CLASS</b> 1. Explosives <input type="checkbox"/> 2. Gases <input type="checkbox"/> 3. Flammable Liquids <input type="checkbox"/> 4. Flammable Solids, Spontaneous Combustibles <input type="checkbox"/> 5. Oxidizers & Organic Peroxides <input type="checkbox"/> 6. Poisonous & Infectious Substances <input type="checkbox"/> 7. Radioactives <input type="checkbox"/> 8. Corrosives <input type="checkbox"/> 9. Misc. Dangerous Goods <input type="checkbox"/> N. Not a Commercial Vehicle <input type="checkbox"/> O. Other U.U. Unknown <input type="checkbox"/>	<b>55. LOAD STATUS</b> <b>COMMERCIAL VEHICLES</b> 1. Fully/Partially Loaded <input type="checkbox"/> 2. Not Loaded <input type="checkbox"/> N. Not a Commercial Vehicle <input type="checkbox"/> O. Other U.U. Unknown <input type="checkbox"/>	<b>60. BLOOD ALCOHOL CONCENTRATION</b> (100-500 BAC (mg%) of Driver) (Pedestrian) #00. Not Tested, Driver/Pedestrian <input type="checkbox"/> #01. Not Tested, Driver/Pedestrian Dead, Alcohol Use Suspected <input type="checkbox"/> #10. Not Tested Due To Injury, Alcohol Use Suspected <input type="checkbox"/> #20. Not Tested - Other Reasons, Alcohol Use Suspected <input type="checkbox"/> #98. No Alcohol Suspected <input type="checkbox"/> #NN. Passenger U.U.U. Unknown <input type="checkbox"/> Dri 1 <input type="checkbox"/> Dri 2 <input type="checkbox"/> Ped 1 <input type="checkbox"/> Ped 2 <input type="checkbox"/> Ped 3 <input type="checkbox"/> Ped 4 <input type="checkbox"/>	<b>DIAGRAM</b> Use Solid Direction Lines Before Impact and Broken Lines After North 
<b>19. ARTIFICIAL LIGHT CONDITION</b> 1. No Artificial Light <input type="checkbox"/> 2. Artificial Light - On <input type="checkbox"/> 3. Artificial Light - Off <input type="checkbox"/> U. Unknown <input type="checkbox"/>	<b>27. TRAFFIC CONTROL</b> 01. Traffic Signals - Oper. <input type="checkbox"/> 02. Traffic Signals - Flashing <input type="checkbox"/> 03. Stop Sign <input type="checkbox"/> 04. Yield Sign <input type="checkbox"/> 05. Warning Sign <input type="checkbox"/> 06. Pedestrian Crosswalk <input type="checkbox"/> 07. Police Officer <input type="checkbox"/> 08. School Guard, Flagman <input type="checkbox"/> 09. School Crossing <input type="checkbox"/> 10. Reduced Speed Zone <input type="checkbox"/> 11. No Passing Zone Sign <input type="checkbox"/> 12. Road Markings <input type="checkbox"/> 13. School Bus Stopped/ Lights Flashing <input type="checkbox"/> 14. School Bus Stopped/ Lights Not Flashing <input type="checkbox"/> 15. Rail Crossing With Signals and/or Gates <input type="checkbox"/> 16. Rail X-ing, Signs Only <input type="checkbox"/> 17. Unspec. Control Device <input type="checkbox"/> 18. No Control Present <input type="checkbox"/> O. Other <input type="checkbox"/> U. Unknown <input type="checkbox"/>	<b>38. TRAILER TYPE</b> 1. Recreational Trailer <input type="checkbox"/> 2. Light Utility Trailer (Boat) <input type="checkbox"/> 3. Commercial Full Trailer <input type="checkbox"/> 4. One Semi-Trailer <input type="checkbox"/> 5. Two Semi-Trailers, A-Train <input type="checkbox"/> 6. Two Semi-Trailers, B-Train <input type="checkbox"/> 7. Two Semi-Trailers, C-Train <input type="checkbox"/> 8. Two Semi-Trailers, Connector Unknown <input type="checkbox"/> 9. Three Semi-Trailers <input type="checkbox"/> N. No Trailers <input type="checkbox"/> O. Other <input type="checkbox"/> U. Unknown <input type="checkbox"/>	<b>44 - 46. VEHICLE EVENTS</b> NON-COLLISION EVENTS: 01. Skidded Or Spun On Roadway <input type="checkbox"/> 02. Ran Off Road <input type="checkbox"/> 03. Overtuned, Rollover <input type="checkbox"/> 04. Jackknife Or Trailer Swing <input type="checkbox"/> 05. Fire Or Explosion <input type="checkbox"/> 06. Load Spill <input type="checkbox"/> 07. Load Shift <input type="checkbox"/> 08. Submersion <input type="checkbox"/> 09. Other Non-Collision Event <input type="checkbox"/> HIT MOVING OBJECTS: 11. Hit Moving Motor Vehicle <input type="checkbox"/> 12. Hit Pedestrian <input type="checkbox"/> 13. Hit Bicyclist <input type="checkbox"/> 14. Hit Animal <input type="checkbox"/> 15. Hit Train <input type="checkbox"/> 19. Hit Another Moving Object <input type="checkbox"/> HIT NON-MOVING OBJECTS: 21. Hit Parked Vehicle <input type="checkbox"/> 22. Hit Non-Fixed Object <input type="checkbox"/> 23. Hit Building <input type="checkbox"/> 24. Hit Ditch <input type="checkbox"/> 25. Hit Embankment, Dirt Pile, Rock <input type="checkbox"/> 26. Hit Culvert, Drainage Structure <input type="checkbox"/> 27. Hit Tree/Bush/Hedge <input type="checkbox"/> 28. Hit Light/Utility Pole <input type="checkbox"/> 29. Hit Curb <input type="checkbox"/> 30. Hit Post <input type="checkbox"/> 31. Hit Traffic Barrier <input type="checkbox"/> 32. Hit Other Fixed Object, Part Of Road Structure <input type="checkbox"/> 33. Hit Other Fixed Object NOT Part Of Road Structure <input type="checkbox"/> 39. Hit Other Type Fixed Object <input type="checkbox"/> NN. No 2nd or 3rd Event <input type="checkbox"/> QQ. Other U.U. Unknown <input type="checkbox"/>	<b>50. ENVIRONMENTAL FACTORS</b> 51. Animal On Roadway <input type="checkbox"/> 52. Road Surface Or Other Condition <input type="checkbox"/> 53. Obstruction On Road <input type="checkbox"/> 54. View Obstructed, Glare, Reflection <input type="checkbox"/> 55. Weather Or Acts Of God <input type="checkbox"/> NN. No Environmental Factors <input type="checkbox"/> QQ. Other U.U. Unknown <input type="checkbox"/>	<b>53. DANGEROUS GOODS CLASS</b> 1. Explosives <input type="checkbox"/> 2. Gases <input type="checkbox"/> 3. Flammable Liquids <input type="checkbox"/> 4. Flammable Solids, Spontaneous Combustibles <input type="checkbox"/> 5. Oxidizers & Organic Peroxides <input type="checkbox"/> 6. Poisonous & Infectious Substances <input type="checkbox"/> 7. Radioactives <input type="checkbox"/> 8. Corrosives <input type="checkbox"/> 9. Misc. Dangerous Goods <input type="checkbox"/> N. Not a Commercial Vehicle <input type="checkbox"/> O. Other U.U. Unknown <input type="checkbox"/>	<b>55. LOAD STATUS</b> <b>COMMERCIAL VEHICLES</b> 1. Fully/Partially Loaded <input type="checkbox"/> 2. Not Loaded <input type="checkbox"/> N. Not a Commercial Vehicle <input type="checkbox"/> O. Other U.U. Unknown <input type="checkbox"/>	<b>60. BLOOD ALCOHOL CONCENTRATION</b> (100-500 BAC (mg%) of Driver) (Pedestrian) #00. Not Tested, Driver/Pedestrian <input type="checkbox"/> #01. Not Tested, Driver/Pedestrian Dead, Alcohol Use Suspected <input type="checkbox"/> #10. Not Tested Due To Injury, Alcohol Use Suspected <input type="checkbox"/> #20. Not Tested - Other Reasons, Alcohol Use Suspected <input type="checkbox"/> #98. No Alcohol Suspected <input type="checkbox"/> #NN. Passenger U.U.U. Unknown <input type="checkbox"/> Dri 1 <input type="checkbox"/> Dri 2 <input type="checkbox"/> Ped 1 <input type="checkbox"/> Ped 2 <input type="checkbox"/> Ped 3 <input type="checkbox"/> Ped 4 <input type="checkbox"/>	<b>DIAGRAM</b> Use Solid Direction Lines Before Impact and Broken Lines After North 
<b>20. ROAD CLASSIFICATION I</b> 1. Urban <input type="checkbox"/> 2. Rural <input type="checkbox"/> U. Unknown <input type="checkbox"/>	<b>28. POSTED SPEED LIMIT</b> U.U.U. Unknown <input type="checkbox"/>	<b>39. USE OF HEADLIGHTS</b> 1. No Headlights On/Not Equipped <input type="checkbox"/> 2. Daytime Running Lights On <input type="checkbox"/> 3. Headlights On <input type="checkbox"/> 4. Parking Lights Only On <input type="checkbox"/> 5. Fog Or Auxiliary Lights On <input type="checkbox"/> O. Other <input type="checkbox"/> U. Unknown <input type="checkbox"/>	<b>40. VEHICLE SPEED</b> 000. Stopped In Traffic <input type="checkbox"/> NN. Parked <input type="checkbox"/> U.U.U. Unknown <input type="checkbox"/>	<b>50. ENVIRONMENTAL FACTORS</b> 51. Animal On Roadway <input type="checkbox"/> 52. Road Surface Or Other Condition <input type="checkbox"/> 53. Obstruction On Road <input type="checkbox"/> 54. View Obstructed, Glare, Reflection <input type="checkbox"/> 55. Weather Or Acts Of God <input type="checkbox"/> NN. No Environmental Factors <input type="checkbox"/> QQ. Other U.U. Unknown <input type="checkbox"/>	<b>53. DANGEROUS GOODS CLASS</b> 1. Explosives <input type="checkbox"/> 2. Gases <input type="checkbox"/> 3. Flammable Liquids <input type="checkbox"/> 4. Flammable Solids, Spontaneous Combustibles <input type="checkbox"/> 5. Oxidizers & Organic Peroxides <input type="checkbox"/> 6. Poisonous & Infectious Substances <input type="checkbox"/> 7. Radioactives <input type="checkbox"/> 8. Corrosives <input type="checkbox"/> 9. Misc. Dangerous Goods <input type="checkbox"/> N. Not a Commercial Vehicle <input type="checkbox"/> O. Other U.U. Unknown <input type="checkbox"/>	<b>55. LOAD STATUS</b> <b>COMMERCIAL VEHICLES</b> 1. Fully/Partially Loaded <input type="checkbox"/> 2. Not Loaded <input type="checkbox"/> N. Not a Commercial Vehicle <input type="checkbox"/> O. Other U.U. Unknown <input type="checkbox"/>	<b>60. BLOOD ALCOHOL CONCENTRATION</b> (100-500 BAC (mg%) of Driver) (Pedestrian) #00. Not Tested, Driver/Pedestrian <input type="checkbox"/> #01. Not Tested, Driver/Pedestrian Dead, Alcohol Use Suspected <input type="checkbox"/> #10. Not Tested Due To Injury, Alcohol Use Suspected <input type="checkbox"/> #20. Not Tested - Other Reasons, Alcohol Use Suspected <input type="checkbox"/> #98. No Alcohol Suspected <input type="checkbox"/> #NN. Passenger U.U.U. Unknown <input type="checkbox"/> Dri 1 <input type="checkbox"/> Dri 2 <input type="checkbox"/> Ped 1 <input type="checkbox"/> Ped 2 <input type="checkbox"/> Ped 3 <input type="checkbox"/> Ped 4 <input type="checkbox"/>	<b>DIAGRAM</b> Use Solid Direction Lines Before Impact and Broken Lines After North 
<b>21. ROAD CLASSIFICATION II</b> 1. Arterial <input type="checkbox"/> 3. Collector <input type="checkbox"/> 4. Local <input type="checkbox"/> O. Other (Parking Lot) <input type="checkbox"/> U. Unknown <input type="checkbox"/>	<b>35. VEHICLE TYPE</b> 01. Passenger Car <input type="checkbox"/> 02. Passenger Van <input type="checkbox"/> 03. Light Utility Vehicle <input type="checkbox"/> 04. Pickup Truck, To 4500 kg <input type="checkbox"/> 05. Panel/Cargo Van, To 4500 kg <input type="checkbox"/> 06. Other Truck, Van, To 4500 kg <input type="checkbox"/> 07. Unit Truck, > 4500 kg <input type="checkbox"/> 08. Road Tractor <input type="checkbox"/> 09. School Bus <input type="checkbox"/>	<b>40. VEHICLE SPEED</b> 000. Stopped In Traffic <input type="checkbox"/> NN. Parked <input type="checkbox"/> U.U.U. Unknown <input type="checkbox"/>	<b>44 - 46. VEHICLE EVENTS</b> NON-COLLISION EVENTS: 01. Skidded Or Spun On Roadway <input type="checkbox"/> 02. Ran Off Road <input type="checkbox"/> 03. Overtuned, Rollover <input type="checkbox"/> 04. Jackknife Or Trailer Swing <input type="checkbox"/> 05. Fire Or Explosion <input type="checkbox"/> 06. Load Spill <input type="checkbox"/> 07. Load Shift <input type="checkbox"/> 08. Submersion <input type="checkbox"/> 09. Other Non-Collision Event <input type="checkbox"/> HIT MOVING OBJECTS: 11. Hit Moving Motor Vehicle <input type="checkbox"/> 12. Hit Pedestrian <input type="checkbox"/> 13. Hit Bicyclist <input type="checkbox"/> 14. Hit Animal <input type="checkbox"/> 15. Hit Train <input type="checkbox"/> 19. Hit Another Moving Object <input type="checkbox"/> HIT NON-MOVING OBJECTS: 21. Hit Parked Vehicle <input type="checkbox"/> 22. Hit Non-Fixed Object <input type="checkbox"/> 23. Hit Building <input type="checkbox"/> 24. Hit Ditch <input type="checkbox"/> 25. Hit Embankment, Dirt Pile, Rock <input type="checkbox"/> 26. Hit Culvert, Drainage Structure <input type="checkbox"/> 27. Hit Tree/Bush/Hedge <input type="checkbox"/> 28. Hit Light/Utility Pole <input type="checkbox"/> 29. Hit Curb <input type="checkbox"/> 30. Hit Post <input type="checkbox"/> 31. Hit Traffic Barrier <input type="checkbox"/> 32. Hit Other Fixed Object, Part Of Road Structure <input type="checkbox"/> 33. Hit Other Fixed Object NOT Part Of Road Structure <input type="checkbox"/> 39. Hit Other Type Fixed Object <input type="checkbox"/> NN. No 2nd or 3rd Event <input type="checkbox"/> QQ. Other U.U. Unknown <input type="checkbox"/>	<b>50. ENVIRONMENTAL FACTORS</b> 51. Animal On Roadway <input type="checkbox"/> 52. Road Surface Or Other Condition <input type="checkbox"/> 53. Obstruction On Road <input type="checkbox"/> 54. View Obstructed, Glare, Reflection <input type="checkbox"/> 55. Weather Or Acts Of God <input type="checkbox"/> NN. No Environmental Factors <input type="checkbox"/> QQ. Other U.U. Unknown <input type="checkbox"/>	<b>53. DANGEROUS GOODS CLASS</b> 1. Explosives <input type="checkbox"/> 2. Gases <input type="checkbox"/> 3. Flammable Liquids <input type="checkbox"/> 4. Flammable Solids, Spontaneous Combustibles <input type="checkbox"/> 5. Oxidizers & Organic Peroxides <input type="checkbox"/> 6. Poisonous & Infectious Substances <input type="checkbox"/> 7. Radioactives <input type="checkbox"/> 8. Corrosives <input type="checkbox"/> 9. Misc. Dangerous Goods <input type="checkbox"/> N. Not a Commercial Vehicle <input type="checkbox"/> O. Other U.U. Unknown <input type="checkbox"/>	<b>55. LOAD STATUS</b> <b>COMMERCIAL VEHICLES</b> 1. Fully/Partially Loaded <input type="checkbox"/> 2. Not Loaded <input type="checkbox"/> N. Not a Commercial Vehicle <input type="checkbox"/> O. Other U.U. Unknown <input type="checkbox"/>	<b>60. BLOOD ALCOHOL CONCENTRATION</b> (100-500 BAC (mg%) of Driver) (Pedestrian) #00. Not Tested, Driver/Pedestrian <input type="checkbox"/> #01. Not Tested, Driver/Pedestrian Dead, Alcohol Use Suspected <input type="checkbox"/> #10. Not Tested Due To Injury, Alcohol Use Suspected <input type="checkbox"/> #20. Not Tested - Other Reasons, Alcohol Use Suspected <input type="checkbox"/> #98. No Alcohol Suspected <input type="checkbox"/> #NN. Passenger U.U.U. Unknown <input type="checkbox"/> Dri 1 <input type="checkbox"/> Dri 2 <input type="checkbox"/> Ped 1 <input type="checkbox"/> Ped 2 <input type="checkbox"/> Ped 3 <input type="checkbox"/> Ped 4 <input type="checkbox"/>	<b>DIAGRAM</b> Use Solid Direction Lines Before Impact and Broken Lines After North 
<b>22. ROAD CLASSIFICATION III</b> 1. One-Way, 2-Lane <input type="checkbox"/> 2. One-Way, Multi-Lane <input type="checkbox"/> 3. Undivided, 2-Way, 2-Lane <input type="checkbox"/> 4. Undivided, 2-Way, Multi-Lane <input type="checkbox"/> 5. Divided, With Barrier <input type="checkbox"/> 6. Divided, With Median <input type="checkbox"/> 7. Divided, Type Unspecified <input type="checkbox"/> O. Other (Parking Lot) <input type="checkbox"/> U. Unknown <input type="checkbox"/>	<b>35. VEHICLE TYPE</b> 01. Passenger Car <input type="checkbox"/> 02. Passenger Van <input type="checkbox"/> 03. Light Utility Vehicle <input type="checkbox"/> 04. Pickup Truck, To 4500 kg <input type="checkbox"/> 05. Panel/Cargo Van, To 4500 kg <input type="checkbox"/> 06. Other Truck, Van, To 4500 kg <input type="checkbox"/> 07. Unit Truck, > 4500 kg <input type="checkbox"/> 08. Road Tractor <input type="checkbox"/> 09. School Bus <input type="checkbox"/>	<b>40. VEHICLE SPEED</b> 000. Stopped In Traffic <input type="checkbox"/> NN. Parked <input type="checkbox"/> U.U.U. Unknown <input type="checkbox"/>	<b>44 - 46. VEHICLE EVENTS</b> NON-COLLISION EVENTS: 01. Skidded Or Spun On Roadway <input type="checkbox"/> 02. Ran Off Road <input type="checkbox"/> 03. Overtuned, Rollover <input type="checkbox"/> 04. Jackknife Or Trailer Swing <input type="checkbox"/> 05. Fire Or Explosion <input type="checkbox"/> 06. Load Spill <input type="checkbox"/> 07. Load Shift <input type="checkbox"/> 08. Submersion					

## Appendix A3 – Brief Description of Fatal Collisions

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The following is a brief description of the two fatal traffic collisions that took place in the Northwest Territories in 2001, resulting in three fatalities.

<b>RCMP Detachment</b>	<b>Date</b>	<b>Description</b>
Hay River	09-Jan	Pickup truck collided with parked tractor-trailer unit near Km 16 on Highway #1. The unrestrained driver sustained fatal injuries while the restrained passenger suffered minor injuries. Speeding was a factor. Alcohol not involved.
Tuktoyaktuk	13-Apr	Pickup truck collided with tractor trailer unit at the intersection of the Inuvik-Tuktoyaktuk Winter Road and a privately maintained road. After initial impact, the tractor-trailer unit collided with another tractor-trailer unit. The driver and passenger of the pickup truck were fatally injured. The driver of the pickup was restrained while restraint use amongst the other occupants was unknown. Alcohol was not involved.