2007 NWT Traffic Collision Facts



Department of Transportation Road Licensing and Safety Division August 2008



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 Planning, Policy and Environment Division.

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

2007 QUICK FACTS REPORT

2007 Compared to 2006

| | <u>2006</u> | 2007 | % Change |
|--|-------------|--------|----------|
| PROPERTY DAMAGE ONLY COLLISIONS | 564 | 619 | 9.8 |
| PERSONAL INJURY COLLISIONS | 88 | 114 | 29.5 |
| FATAL COLLISIONS | 3 | 5 | 66.7 |
| TOTAL REPORTED COLLISIONS | 655 | 738 | 12.7 |
| NUMBER OF PERSONS KILLED | 3 | 5 | 66.7 |
| NUMBER OF PERSONS INJURED | 112 | 156 | 39.3 |
| NWT HIGHWAY SYSTEM COLLISIONS | 143 | 149 | 4.2 |
| RURAL COLLISIONS | 5 | 8 | 60.0 |
| COLLISIONS IN COMMUNITIES | 507 | 581 | 14.6 |
| REGISTERED VEHICLES | 31,664 | 30,078 | -5.0 |
| LICENSED DRIVERS | 24,432 | 24,442 | 0.0 |
| NWT POPULATION [1] | 41,861 | 42,637 | 1.9 |
| COLLISIONS PER 100 LICENSED DRIVERS | 2.68 | 3.02 | 12.6 |
| COLLISIONS PER 100 REGISTERED VEHICLES | 2.07 | 2.45 | 18.6 |
| COLLISIONS PER 100 POPULATION | 1.56 | 1.73 | 10.6 |
| COLLISIONS INVOLVING ALCOHOL | 44 | 46 | 4.5 |

[1] 2006 and 2007 population from NWT Bureau of Statistics July 1 estimate published in 'Quarterly Report', March 2008.

Introduction

The Traffic Collision Information System (TCIS) is a computer-based system that compiles information on traffic collisions occurring throughout the Northwest Territories. Information in this publication is derived from the motor vehicle collision report forms completed by Royal Canadian Mounted Police (RCMP) detachments in accordance with Section 262 of the *Motor Vehicles Act*. The collection of this valuable data is made possible by the efforts and dedication of the many RCMP officers across the Northwest Territories who complete the forms from their collision investigations.

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

Section 1 -Historical Trends

This section illustrates the 19-year history of collisions, victims and licensed drivers and vehicles. There were a total of 738 collisions reported in 2007, 12.7 percent more than in 2006. Reporting definitions have remained the same since 1989. Trends in injuries, property damage collisions, and total collisions declined steadily between 1989 and 1997. This decline took place despite the increased population and number of licensed drivers and registered vehicles. Total collisions and property-damage-only collisions, however, have generally 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 five traffic fatalities reported in 2007 are above the 19-year average, while the 156 persons injured in 2006 are fewer than the 19-year average.

Section 2 - Time of Occurrence

Section 2 shows the distribution of collisions by time of day, day of week, and month. The highest number of collisions occurred during the winter months, from November to March. Conversely, collisions that result in injuries are more likely to occur during the summer months.

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

Section 3 - Major Contributing Factors

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

In 86% of collisions, a primary contributing factor could be identified. 72% are primarily attributable to driver action (driving too fast for conditions, disobeying a traffic control device or sign, and other forms of driver error). In 7% of collisions, and 17% of collisions involving injury or a fatality, the condition of the driver (impairment, fatigue, etc.) is the primary factor identified. Vehicle condition (tires, steering, etc.) is the primary factor in 1% of collisions, and the driving environment (weather, road surface conditions, wildlife) is the primary factor in 6% of collisions.

Section 4 - Environmental Factors

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

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

Section 5 - Driver Factors

This section describes the characteristics of drivers involved in collisions. In 2007, 1,057 drivers were involved in 738 collisions. This is an average of 1.43 drivers per collision, pointing to a large number of single vehicle collisions. Details on driver age, gender, condition, action and class of licence is presented.

Of particular concern is the over-representation of young drivers in collisions. Drivers aged 15 to 20 years are twice as likely to be involved in a collision compared to drivers aged 35 to 44 years. On August 1, 2005, the Graduated Driver Licensing Program was introduced to make the process of learning to drive a safer experience. New drivers are required to go through three stages to obtain a full Class 5 licence:

Stage 1 – Learner Class 7

- Must be a minimum of 15 years of age.
- Must pass a written examination.

• The Learner's Stage lasts for a minimum of 12 months, providing the driver remains suspension free.

Conditions

• A Learner must drive with a fully licensed driver who has a minimum of 24 months experience with a full Class 5 licence.

- Time spent suspended must be made up before moving on to the next stage.
- A Learner cannot have any passengers other than the supervisor.
- A Learner cannot drive between the hours of 11 p.m. and 6 a.m.

Stage 2 – Probationary Class 5P

- No supervisor required.
- Must be a minimum of 16 years of age.
- Must have completed the 12-month Learner Stage.
- Must pass a practical road examination.

• The Probationary Stage lasts for a minimum of 12 months, providing the driver remains suspension-free.

Conditions

• The number of passengers for a probationary driver can be equal to the number of seat belts available in the vehicle.

• Only one passenger is permitted in the front seat.

Stage 3 – Full Class 5

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

Section 6 - Vehicle Factors

There were a total of 1,278 vehicles involved in 738 collisions in 2007. This is an average of 1.73 vehicles per collision. This section provides details on the different vehicle types involved in collisions.

Section 7 - 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.

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, it is estimated that less than 35% of children are restrained. It is further estimated that only half of these children are in a correctly installed device or one that is appropriate for the size and age of the child.

Of interest is the relationship between the severity of injury to motor vehicle occupants and seat belt use. The severity of injury is lower for victims using seat belts. In the Northwest Territories, only 8% of occupants in a collision who were wearing seat belts were injured. On the other hand, 37% of those who were not wearing seat belts were injured, some fatally.

Section 8 - Pedestrians

This section presents a summary of collisions involving pedestrians. For 2007:

- 8 pedestrians were injured;
- no pedestrians were killed;
- none of the pedestrians injured were under the age of 15;
- all pedestrians were injured within a community;
- none of the pedestrians had been drinking or were impaired by alcohol.

Section 9 - Alcohol

On December 1, 2004, the Department of Transportation introduced new measures to reduce impaired driving in the Northwest Territories:

- Drivers caught with .05 to .08 blood alcohol content automatically have their Drivers Licence suspended for 24 hours for a first offence or 30 days for further offences within a 2 year period.
- New drivers with any blood alcohol content automatically have their Drivers Licence suspended for 30 days.
- Drivers caught with over .08 blood alcohol content or who refuse to provide a breathalyzer sample automatically have their Drivers Licence suspended for 90 days in addition to Criminal Code charges for impaired driving.
- Drivers convicted of impaired driving under the Criminal Code are automatically prohibited from driving for:
 - 1 year for a first conviction within a 10-year period;
 - 3 years for a second conviction within a 10-year period;
 - 5 years for a third conviction within a 10-year period;
 - 5 or more years for additional convictions within a 10-year period OR if the offence caused a death.
- Police have the authority to impound a vehicle for 30 days if the vehicle is operated by a driver whose driving privileges are suspended.
- Drivers wishing to have their driving privileges reinstated after an administrative licence suspension are required to pay reinstatement fees and may be required to satisfy conditions including:
 - An alcohol dependency assessment;
 - A driver assessment;
 - Participation in a driver improvement program;
 - Participation in an alcohol dependency awareness program;
 - Participation in an alcohol treatment program;
 - Participation in an alcohol ignition interlock program, or
 - Any other condition the Registrar considers appropriate.

In 2007, there were 46 collisions involving alcohol, resulting in 31 persons being injured. There were two alcohol-related fatalities in 2007. These figures are near the 19-year averages.

Section 10 - Off-Road Vehicles

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

- 69% of off-road vehicle collisions resulted in injuries;
- 86% of off-road vehicle drivers involved in collisions are 24 years of age or younger;
- 29% of off-road vehicle drivers in collisions had been drinking or were impaired by alcohol;
- 19% of off-road vehicle drivers or passengers in collisions were wearing helmets;
- 66% of the off-road vehicles involved in collisions were snowmobiles.

Section 11 - Geographic Distribution

This section presents a detailed summary of collisions by Region, RCMP detachment and severity. 58% of collisions took place in the North Slave Region. The North Slave Region also accounted for 43% of persons injured.

A map detailing collisions that occurred on the NWT Highway system is shown on page 44. Highway 3 (Yellowknife Highway) accounted for 32% of collisions occurring on the eight numbered highways. There were 19 reported bison-vehicle collisions on the NWT Highway system; the highest number ever. This may be attributed to the expansion of the bison herd in the North Slave region and increased traffic on Highway 3. The Department is continuing to develop a strategy to reduce and mitigate collisions with bison.

Section 12 – National Comparison

This section compares injury and fatality rates for Canadian jurisdictions for the 2006 calendar year. This is the most recent year for which complete data is available. Fatality and injury rates are shown per 100,000 population, per billion vehicle-kilometres of travel, and per 100,000 licensed drivers for each province and territory. The casualty rates for the Northwest Territories are less than the Canada average for all of the six indicators.

Definitions

REPORTABLE MOTOR VEHICLE COLLISION - an incident involving one or more motor vehicles resulting in death, personal injury or a minimum of \$1,000 in property damage. The Traffic Collision Information System (TCIS) only records reportable motor vehicle collisions that occur on, or adjacent to, roadways intended for use by the general public. The following is a list of words and terms used in reportable collisions:

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

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

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

MOTOR VEHICLE - is a vehicle propelled or driven by power other than by wind, gravity or muscular power and includes a trailer, but does not include:

- 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.

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

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

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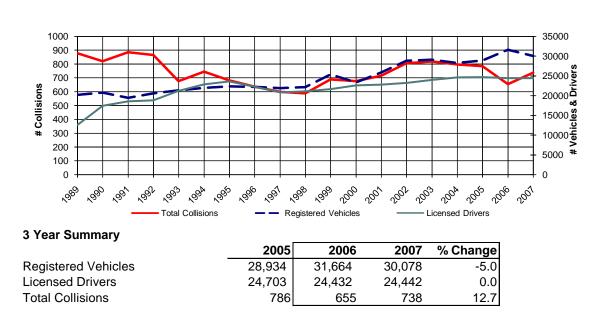
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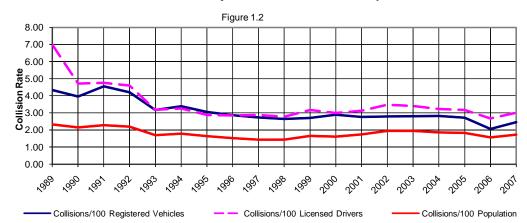
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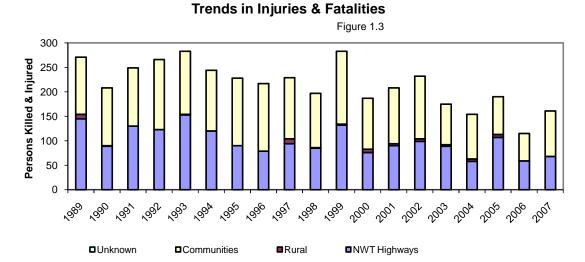
Trends in Licensed Drivers, Registered Vehicles and Collisions

Trends in Collision Rates by Vehicles, Drivers and Population



3 Year Summary

| | 2005 | 2006 | 2007 | % Change |
|------------------------------------|------|------|------|----------|
| Collisions/100 Registered Vehicles | 2.72 | 2.07 | 2.45 | 18.6 |
| Collisions/100 Licensed Drivers | 3.18 | 2.68 | 3.02 | 12.6 |
| Collisions/100 Population | 1.83 | 1.56 | 1.73 | 10.6 |



3 Year Summary

| | Persons | Injured | | Persons Killed | | | | | |
|------|----------------|--|--------------------------------|---|--|---|--|--|--|
| 2005 | 2006 | 2007 | Average | 2005 | 2006 | 2007 | Average | | |
| 105 | 56 | 63 | 75 | 2 | 3 | 5 | 3 | | |
| 6 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | | |
| 77 | 56 | 93 | 75 | 0 | 0 | 0 | 0 | | |
| 188 | 112 | 156 | 152 | 2 | 3 | 5 | 3 | | |
| | 105 6 77 | 2005 2006 105 56 6 0 77 56 | 105 56 63 6 0 0 77 56 93 | 2005 2006 2007 Average 105 56 63 75 6 0 0 2 77 56 93 75 | 2005 2006 2007 Average 2005 105 56 63 75 2 6 0 0 2 0 77 56 93 75 0 | 2005 2006 2007 Average 2005 2006 105 56 63 75 2 3 6 0 0 2 0 0 77 56 93 75 0 0 | 2005 2006 2007 Average 2005 2006 2007 105 56 63 75 2 3 5 6 0 0 2 0 0 0 77 56 93 75 0 0 0 | | |

Trends in Property Damage Collisions

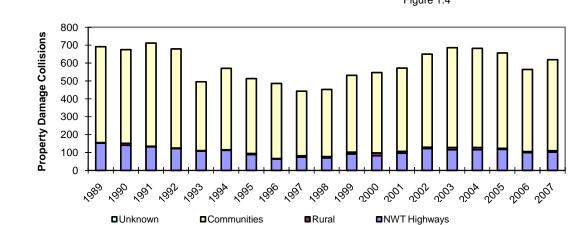
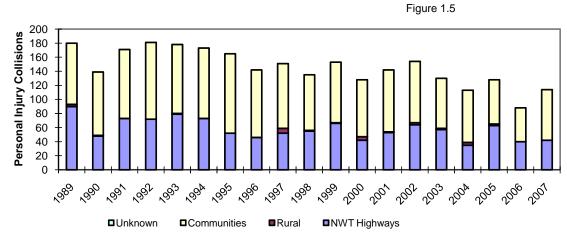


Figure 1.4

3 Year Summary

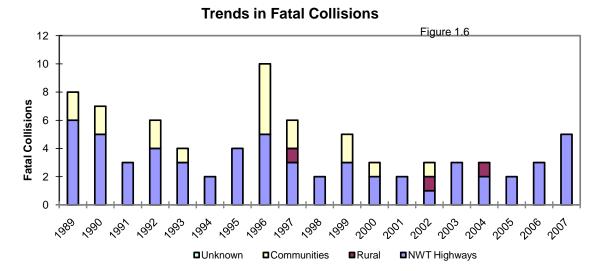
| | Property Damage Collisions | | | | | | | | |
|--------------|----------------------------|-----|-----|-----|--|--|--|--|--|
| | 2005 2006 2007 Av | | | | | | | | |
| NWT Highways | 118 | 100 | 102 | 107 | | | | | |
| Rural | 5 | 5 | 8 | 6 | | | | | |
| Communities | 533 | 459 | 509 | 500 | | | | | |
| Total | 656 | 564 | 619 | 613 | | | | | |



Trends in Personal Injury Collisions

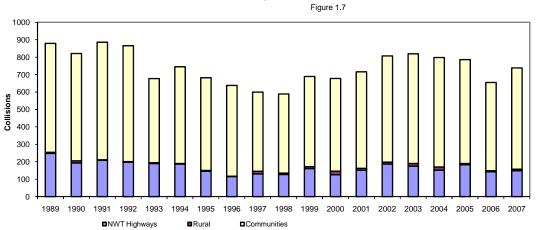
3 Year Summary

| | Personal Injury Collisions | | | | | | | | |
|--------------|----------------------------|------|------|---------|--|--|--|--|--|
| | 2005 | 2006 | 2007 | Average | | | | | |
| NWT Highways | 63 | 40 | 42 | 48 | | | | | |
| Rural | 2 | 0 | 0 | 1 | | | | | |
| Communities | 63 | 48 | 72 | 61 | | | | | |
| Total | 128 | 88 | 114 | 110 | | | | | |



3 Year Summary

| | | Fatal Collisions | | | | | | | | |
|--------------|------|------------------|------|---------|--|--|--|--|--|--|
| | 2005 | 2006 | 2007 | Average | | | | | | |
| NWT Highways | 2 | 3 | 5 | 3 | | | | | | |
| Rural | 0 | 0 | 0 | 0 | | | | | | |
| Communities | 0 | 0 | 0 | 0 | | | | | | |
| Total | 2 | 3 | 5 | 3 | | | | | | |



Trends in All Reported Collisions

3 Year Summary

| | 2005 | 2006 | 2007 | Average |
|--------------|------|------|------|---------|
| NWT Highways | 183 | 143 | 149 | 158 |
| Rural | 7 | 5 | 8 | 7 |
| Communities | 596 | 507 | 581 | 561 |
| Total | 786 | 655 | 738 | 726 |

Property Damage Collisions by Month and Year

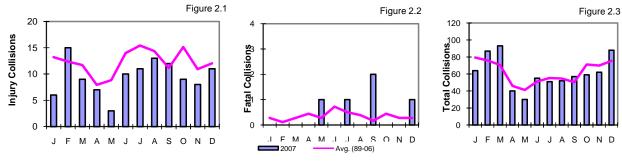
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|-------------|---------|----------|---------|----------|------|------|------|------|------|------|------------------|------|
| Month | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | Avg. 97 to 06 | 2007 |
| January | 53 | 64 | 65 | 60 | 50 | 85 | 91 | 90 | 75 | 62 | 70 | 58 |
| February | 45 | 46 | 65 | 49 | 65 | 64 | 76 | 85 | 87 | 54 | 64 | 72 |
| March | 44 | 36 | 47 | 45 | 59 | 64 | 82 | 58 | 65 | 45 | 55 | 84 |
| April | 26 | 22 | 34 | 33 | 35 | 35 | 47 | 37 | 52 | 42 | 36 | 33 |
| May | 23 | 20 | 30 | 34 | 34 | 42 | 41 | 27 | 39 | 29 | 32 | 26 |
| June | 32 | 29 | 30 | 27 | 39 | 41 | 47 | 51 | 43 | 30 | 37 | 45 |
| July | 37 | 34 | 29 | 31 | 22 | 38 | 38 | 32 | 52 | 45 | 36 | 39 |
| August | 37 | 34 | 38 | 36 | 38 | 53 | 34 | 35 | 42 | 34 | 38 | 39 |
| September | 25 | 34 | 36 | 34 | 32 | 40 | 43 | 49 | 53 | 41 | 39 | 43 |
| October | 48 | 39 | 63 | 58 | 65 | 61 | 47 | 59 | 47 | 33 | 52 | 50 |
| November | 26 | 37 | 45 | 53 | 61 | 64 | 69 | 66 | 51 | 90 | 56 | 54 |
| December | 47 | 57 | 49 | 87 | 72 | 63 | 72 | 93 | 50 | 59 | 65 | 76 |
| Total | 443 | 452 | 531 | 547 | 572 | 650 | 687 | 682 | 656 | 564 | 578 | 619 |

| Personal In | Personal Injury Collisions by Month and Year | | | | | | | | | Figure 1.9 | | | | |
|-------------|--|------|------|------|------|------|------|------|------|------------|------------------|------|--|--|
| Month | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | Avg. 97 to 06 | 2007 | | |
| January | 13 | 10 | 15 | 17 | 13 | 11 | 9 | 15 | 10 | 12 | 13 | 6 | | |
| February | 19 | 10 | 13 | 14 | 14 | 6 | 25 | 8 | 8 | 4 | 12 | 15 | | |
| March | 16 | 11 | 11 | 9 | 7 | 8 | 11 | 7 | 10 | 8 | 10 | 9 | | |
| April | 19 | 7 | 9 | 4 | 7 | 5 | 7 | 11 | 3 | 10 | 8 | 7 | | |
| May | 11 | 4 | 6 | 9 | 8 | 9 | 10 | 9 | 5 | 4 | 8 | 3 | | |
| June | 6 | 20 | 12 | 9 | 14 | 15 | 9 | 10 | 15 | 8 | 12 | 10 | | |
| July | 8 | 11 | 22 | 11 | 6 | 19 | 12 | 9 | 17 | 6 | 12 | 11 | | |
| August | 16 | 14 | 12 | 7 | 16 | 16 | 11 | 18 | 15 | 8 | 13 | 13 | | |
| September | 10 | 11 | 11 | 9 | 10 | 13 | 6 | 10 | 9 | 5 | 9 | 12 | | |
| October | 14 | 17 | 20 | 12 | 21 | 22 | 15 | 6 | 13 | 9 | 15 | 9 | | |
| November | 10 | 8 | 10 | 10 | 10 | 15 | 7 | 3 | 16 | 10 | 10 | 8 | | |
| December | 9 | 12 | 12 | 17 | 16 | 15 | 8 | 7 | 7 | 4 | 11 | 11 | | |
| Total | 151 | 135 | 153 | 128 | 142 | 154 | 130 | 113 | 128 | 88 | 132 | 114 | | |

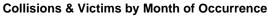
Personal Injury Collisions by Month and Year

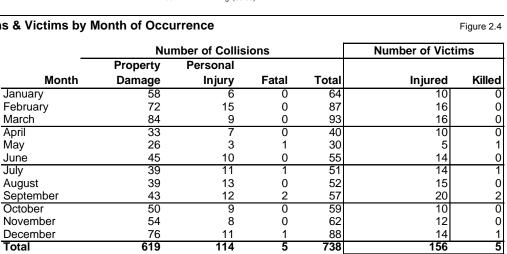
| Fatal Collisi | ions by I | Montha | nd Year | • | | | | | Fi | gure 1.10 | | |
|---------------|-----------|--------|---------|------|------|------|------|------|------|-----------|---------|------|
| | | | | | | | | | | | Avg. 97 | |
| Month | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | to 06 | 2007 |
| January | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0.4 | 0 |
| February | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0.2 | 0 |
| March | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 | 0 |
| April | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0.2 | 0 |
| May | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0.2 | 1 |
| June | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0.4 | 0 |
| July | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0.3 | 1 |
| August | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0.3 | 0 |
| September | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 | 2 |
| October | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0.4 | 0 |
| November | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0.1 | 0 |
| December | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0.3 | 1 |
| Total | 6 | 2 | 5 | 3 | 2 | 3 | 3 | 3 | 2 | 3 | 3.2 | 5 |

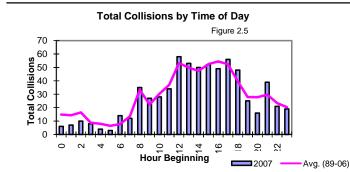
| Total Collis | otal Collisions by Month and Year | | | | | | | | Figure 1.11 | | | | |
|---------------------|-----------------------------------|------|------|------|------|------|------|---------|-------------|------|-------|------|--|
| | - | | | | | | | Avg. 97 | | | | | |
| Month | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | to 06 | 2007 | |
| January | 66 | 74 | 80 | 78 | 64 | 96 | 101 | 105 | 85 | 75 | 82 | 64 | |
| February | 64 | 56 | 78 | 63 | 79 | 71 | 101 | 94 | 95 | 58 | 76 | 87 | |
| March | 62 | 47 | 58 | 54 | 66 | 72 | 93 | 65 | 75 | 53 | 65 | 93 | |
| April | 45 | 29 | 44 | 37 | 43 | 40 | 54 | 48 | 55 | 52 | 45 | 40 | |
| May | 35 | 24 | 36 | 43 | 42 | 51 | 51 | 36 | 45 | 33 | 40 | 30 | |
| June | 39 | 49 | 42 | 36 | 53 | 56 | 57 | 62 | 59 | 38 | 49 | 55 | |
| July | 46 | 45 | 52 | 42 | 28 | 57 | 50 | 41 | 69 | 52 | 48 | 51 | |
| August | 54 | 48 | 51 | 44 | 54 | 69 | 45 | 53 | 57 | 42 | 52 | 52 | |
| September | 35 | 46 | 48 | 43 | 42 | 53 | 48 | 59 | 62 | 46 | 48 | 57 | |
| October | 62 | 57 | 83 | 71 | 86 | 84 | 62 | 65 | 60 | 43 | 67 | 59 | |
| November | 36 | 45 | 55 | 63 | 71 | 80 | 76 | 69 | 67 | 100 | 66 | 62 | |
| December | 56 | 69 | 62 | 104 | 88 | 78 | 81 | 101 | 57 | 63 | 76 | 88 | |
| Total | 600 | 589 | 689 | 678 | 716 | 807 | 819 | 798 | 786 | 655 | 714 | 738 | |

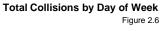


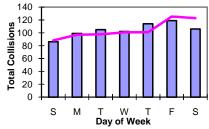
Collisions by Month of Occurrence











Collisions by Time of Day & Day of Week*

Figure 2.7

| Collision Hour | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Total | % |
|----------------|--------|--------|---------|-----------|----------|--------|----------|-------|-----|
| 12 to 1 a.m. | 2 | 0 | 3 | 0 | 0 | 1 | 0 | 6 | 0.8 |
| 1 to 2 a.m. | 2 | 0 | 0 | 3 | 0 | 1 | 1 | 7 | 1.0 |
| 2 to 3 a.m. | 3 | 0 | 1 | 1 | 0 | 1 | 4 | 10 | 1.4 |
| 3 to 4 a.m. | 0 | 1 | 1 | 0 | 2 | 1 | 3 | 8 | 1.1 |
| 4 to 5 a.m. | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0.5 |
| 5 to 6 a.m. | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 3 | 0.4 |
| 6 to 7 a.m. | 4 | 1 | 2 | 2 | 3 | 1 | 1 | 14 | 1.9 |
| 7 to 8 a.m. | 2 | 1 | 3 | 2 | 1 | 2 | 1 | 12 | 1.6 |
| 8 to 9 a.m. | 2 | 4 | 4 | 9 | 6 | 6 | 4 | 35 | 4.8 |
| 9 to 10 a.m. | 0 | 4 | 3 | 4 | 2 | 5 | 9 | 27 | 3.7 |
| 10 to 11 a.m. | 2 | 3 | 2 | 7 | 4 | 4 | 6 | 28 | 3.8 |
| 11 to 12 a.m. | 2 | 4 | 6 | 5 | 6 | 6 | 5 | 34 | 4.7 |
| 12 to 1 p.m. | 5 | 11 | 14 | 11 | 8 | 6 | 3 | 58 | 7.9 |
| 1 to 2 p.m. | 3 | 7 | 7 | 12 | 8 | 11 | 5 | 53 | 7.3 |
| 2 to 3 p.m. | 9 | 10 | 9 | 2 | 8 | 6 | 6 | 50 | 6.8 |
| 3 to 4 p.m. | 6 | 9 | 6 | 5 | 7 | 9 | 10 | 52 | 7.1 |
| 4 to 5 p.m. | 2 | 6 | 7 | 9 | 9 | 6 | 10 | 49 | 6.7 |
| 5 to 6 p.m. | 7 | 5 | 8 | 8 | 12 | 8 | 8 | 56 | 7.7 |
| 6 to 7 p.m. | 9 | 8 | 5 | 3 | 11 | 7 | 5 | 48 | 6.6 |
| 7 to 8 p.m. | 3 | 4 | 4 | 4 | 3 | 4 | 3 | 25 | 3.4 |
| 8 to 9 p.m. | 1 | 2 | 3 | 4 | 2 | 3 | 1 | 16 | 2.2 |
| 9 to 10 p.m. | 4 | 4 | 6 | 2 | 6 | 10 | 7 | 39 | 5.3 |
| 10 to 11 p.m. | 4 | 4 | 2 | 1 | 4 | 4 | 2 | 21 | 2.9 |
| 11 to 12 p.m. | 4 | 4 | 1 | 3 | 2 | 2 | 3 | 19 | 2.6 |
| Not Stated | 7 | 6 | 8 | 5 | 8 | 14 | 9 | 57 | 7.8 |
| Total | 86 | 99 | 105 | 102 | 114 | 119 | 106 | 731 | |
| % | 11.8 | 13.5 | 14.4 | 14.0 | 15.6 | 16.3 | 14.5 | 100.0 | |

* Excludes collisions in which Day of Week was unknown.

Collisions by Severity Where Human Condition was a Major Contributing Factor

| | Property | Personal | | | % of Total |
|------------------------------------|----------|----------|-------|-------|------------|
| Human Condition | Damage | Injury | Fatal | Total | Factors |
| Fatigued, Fell Asleep | 1 | 0 | 0 | 1 | 0.1 |
| Inexperience | 0 | 0 | 0 | 0 | 0.0 |
| Under Influence - Alcohol | 27 | 17 | 2 | 46 | 6.2 |
| 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 |
| Total | 29 | 18 | 2 | 49 | 6.6 |

Collisions by Severity Where Human Action was a Major Contributing Factor

| | Property | Personal | | | % of Total |
|-----------------------------------|----------|----------|-------|-------|------------|
| Human Action | Damage | Injury | Fatal | Total | Factors |
| Following Too Closely | 17 | 6 | 0 | 23 | 3.1 |
| Distracted, Inattentive | 71 | 15 | 0 | 86 | 11.7 |
| Driving Too Fast for Conditions | 80 | 17 | 0 | 97 | 13.1 |
| Improper Turning or Passing | 12 | 2 | 0 | 14 | 1.9 |
| Failed to Yield Right-of-Way | 29 | 11 | 0 | 40 | 5.4 |
| Disobeyed Traffic Control/Officer | 3 | 2 | 0 | 5 | 0.7 |
| Driving on Wrong Side of Road | 2 | 2 | 0 | 4 | 0.5 |
| Driving in Wrong Direction | 0 | 0 | 0 | 0 | 0.0 |
| Backing Unsafely | 148 | 2 | 0 | 150 | 20.3 |
| Lost Control | 78 | 30 | 3 | 111 | 15.0 |
| Other Driver Action | 0 | 0 | 0 | 0 | 0.0 |
| Total | 440 | 87 | 3 | 530 | 71.8 |

Collisions by Severity Where Vehicle Condition was a Major Contributing Factor

Property Personal % of Total Factors Vehicle Condition Damage Injury Fatal Total **Defective Brakes** 1 0 0 1 0.1 **Defective Steering** 0 0 0 0 0.0 Defective Lights 0 0 0 0 0.0 Tire Blown Out 0.0 0 0 0 0 Unsecured Load, Spilled Load 0 0.0 0 0 0 Oversized Load, Overload 0 0 0 0 0.0 Visibility Obstructed 0 0 0 0 0.0 Other Vehicle Contributing Factor 7 0 7 0 0.9 Total 8 0 8 0 1.1

2007 NWT Traffic Collision Facts

Figure 3.2

Figure 3.3

9

Figure 3.1

Collisions by Severity Where Environmental Condition was a Major Contributing Factor

| | Property | Personal | | | % of Total |
|------------------------------------|----------|----------|-------|-------|------------|
| Environmental Condition | Damage | Injury | Fatal | Total | Factors |
| Animal on Roadway | 21 | 2 | 0 | 23 | 3.1 |
| Road Surface or Condition | 14 | 2 | 0 | 16 | 2.2 |
| Obstruction/Debris on Road | 3 | 0 | 0 | 3 | 0.4 |
| View Obstructed, Glare, Reflection | 1 | 0 | 0 | 1 | 0.1 |
| Weather or Other Acts of God | 0 | 0 | 0 | 0 | 0.0 |
| Other Environmental Factor | 0 | 0 | 0 | 0 | 0.0 |
| Total | 39 | 4 | 0 | 43 | 5.8 |

Collisions by Severity Where Major Contributing Factor was Unspecified or Unknown

Figure 3.5

Figure 3.4

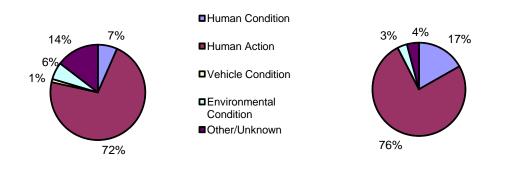
| | Property | Personal | | | % of Total |
|-------------------|----------|----------|-------|-------|------------|
| Factor | Damage | Injury | Fatal | Total | Factors |
| Unspecified | 1 | 0 | 0 | 1 | 0.1 |
| Unknown | 102 | 5 | 0 | 107 | 14.5 |
| Total | 103 | 5 | 0 | 108 | 14.6 |
| Total All Factors | 619 | 114 | 5 | 738 | 100.0 |

Major Contributing Factors by Collision Severity

Figure 3.6



Injury & Fatal Collisions



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

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

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

| | NWT | In | | | % of Total |
|------------------------------------|----------|-------------|-------|-------|------------|
| Human Condition | Highways | Communities | Rural | Total | Factors |
| Fatigued, Fell Asleep | 1 | 0 | 0 | 1 | 0.1 |
| Inexperience | 0 | 0 | 0 | 0 | 0.0 |
| Under Influence - Alcohol | 11 | 35 | 0 | 46 | 6.2 |
| 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 |
| Total | 12 | 37 | 0 | 49 | 6.6 |

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

NWT % of Total In Communities **Human Action** Highways Rural Total Factors Following Too Closely 23 5 18 0 3.1 Distracted, Inattentive 2 2 11.7 82 86 Driving Too Fast for Conditions 20 76 1 97 13.1 Improper Turning or Passing 1 13 0 14 1.9 Failed to Yield Right-of-Way 3 37 0 40 5.4 Disobeyed Traffic Control/Officer 0 5 0 5 0.7 Driving on Wrong Side of Road 0 4 0 4 0.5 Driving in Wrong Direction 0 0 0 0 0.0 **Backing Unsafely** 2 146 2 150 20.3 Lost Control 69 41 1 111 15.0 0 Other Driver Action 0.0 0 0 0 530 Total 102 422 6 71.8

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

NWT In % of Total Communities Rural Factors **Vehicle Condition** Highways Total **Defective Brakes** 1 0 0 1 0.1 **Defective Steering** 0 0 0 0 0.0 **Defective Lights** 0 0 0 0 0.0 Tire Blown Out 0 0 0 0 0.0 Unsecured Load, Spilled Load 0 0 0 0 0.0 Oversized Load, Overload 0 0 0 0 0.0 Visibility Obstructed 0 0 0 0 0.0 Other Vehicle Contributing Factor 0 7 0 7 0.9 Total 1 7 8 0 1.1

Figure 3.7

Figure 3.8

Figure 3.9

11

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

Figure 3.10

| | NWT | In | | | % of Total |
|------------------------------------|----------|-------------|-------|-------|------------|
| Environmental Condition | Highways | Communities | Rural | Total | Factors |
| Animal on Roadway | 22 | 1 | 0 | 23 | 3.1 |
| Road Surface or Condition | 4 | 12 | 0 | 16 | 2.2 |
| Obstruction/Debris on Road | 3 | 0 | 0 | 3 | 0.4 |
| View Obstructed, Glare, Reflection | 0 | 1 | 0 | 1 | 0.1 |
| Weather or Other Acts of God | 0 | 0 | 0 | 0 | 0.0 |
| Other Environmental Factor | 0 | 0 | 0 | 0 | 0.0 |
| Total | 29 | 14 | 0 | 43 | 5.8 |

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

NWT In % of Total Factor Highways Communities Rural Total Factors Unspecified 0.1 0 1 0 1 Unknown 2 5 100 107 14.5 Total 5 101 2 108 14.6 **Total All Factors** 149 581 8 738 100.0

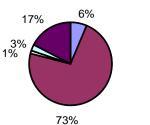
Major Contributing Factors in Collisions - Communities and NWT Highways

Figure 3.12

Figure 3.11

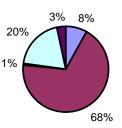
Communities

NWT Highways



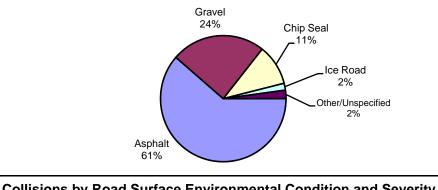
Human Condition

- Human Action
- ■Vehicle Condition
- Environmental ConditionOther/Unknown



Collisions by Road Surface Type and Severity

Propert y Personal **Road Surface Type** Damage Injury Fatal Total % Asphalt 395 56 453 61.4 2 0 Concrete 0 0.1 1 1 Gravel (Crushed Stone) 142 34 3 179 24.3 Earth, Dirt 1 1 0 2 0.3 Chip Seal 57 20 0 77 10.4 Brick, Cobblestone 0 0 0.0 0 0 Wooden 0 0 0 0 0.0 Steel 0 0 0 0 0.0 Ice Road 2 0 1.8 11 13 Unspecified 0 1.8 12 1 13 Total 619 114 5 738 100.0



| Overfaces Over Hitler | Property | Personal | F actor i | T - (- 1 | |
|------------------------|----------|----------|-------------------------|------------------|------|
| Surface Condition | Damage | Injury | Fatal | Total | % |
| Dry | 200 | 39 | 2 | 241 | 32.7 |
| Wet | 25 | 5 | 1 | 31 | 4.2 |
| Snow (Fresh, Loose) | 85 | 15 | 0 | 100 | 13.6 |
| Slush, Wet Snow | 14 | 0 | 0 | 14 | 1.9 |
| Icy | 243 | 42 | 1 | 286 | 38.8 |
| Loose Sand/Gravel/Dirt | 18 | 10 | 1 | 29 | 3.9 |
| Muddy | 1 | 0 | 0 | 1 | 0.1 |
| Fresh Oil | 0 | 0 | 0 | 0 | 0.0 |
| Flooded | 0 | 0 | 0 | 0 | 0.0 |
| Other | 5 | 2 | 0 | 7 | 0.9 |
| Unspecified | 28 | 1 | 0 | 29 | 3.9 |
| Total | 619 | 114 | 5 | 738 | 100 |

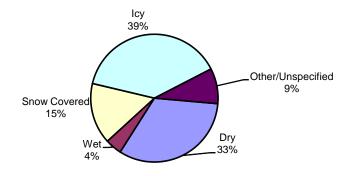
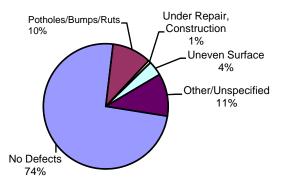


Figure 4.2

Collisions by Road Defect and Severity

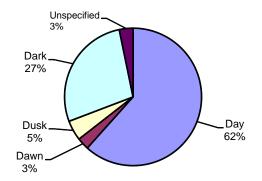
Figure 4.3

| | Propert y | Personal | | | |
|----------------------------|-----------|----------|-------|-------|-------|
| Road Defect | Damage | Injury | Fatal | Total | % |
| No Defects | 465 | 82 | 2 | 549 | 74.4 |
| Potholes/Bumps/Ruts | 59 | 15 | 1 | 75 | 10.2 |
| Under Repair, Construction | 4 | 1 | 0 | 5 | 0.7 |
| Uneven Pavement Surface | 20 | 7 | 1 | 28 | 3.8 |
| Worn | 20 | 3 | 0 | 23 | 3.1 |
| Obscured or Faded Markings | 0 | 0 | 0 | 0 | 0.0 |
| Other | 14 | 5 | 1 | 20 | 2.7 |
| Unspecified | 37 | 1 | 0 | 38 | 5.1 |
| Total | 619 | 114 | 5 | 738 | 100.0 |



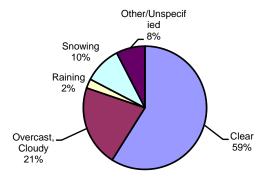
Collisions by Light Condition and Severity

| | Propert y | Personal | | | |
|-----------------|------------------|----------|-------|-------|-------|
| Light Condition | Damage | Injury | Fatal | Total | % |
| Day | 372 | 81 | 2 | 455 | 61.7 |
| Dawn | 16 | 4 | 1 | 21 | 2.8 |
| Dusk | 33 | 2 | 0 | 35 | 4.7 |
| Dark | 175 | 26 | 2 | 203 | 27.5 |
| Unspecified | 23 | 1 | 0 | 24 | 3.3 |
| Total | 619 | 114 | 5 | 738 | 100.0 |



Collisions by Weather Condition and Severity

| | Propert y | Personal | | | |
|--|------------------|----------|-------|-------|-------|
| Weather Condition | Damage | Injury | Fatal | Total | % |
| Clear (Sunny) | 361 | 72 | 2 | 435 | 58.9 |
| Overcast, Cloudy (No Precipitation) | 129 | 26 | 2 | 157 | 21.3 |
| Raining | 15 | 3 | 0 | 18 | 2.4 |
| Snowing | 59 | 12 | 1 | 72 | 9.8 |
| Freezing Rain/Sleet/Hail | 6 | 1 | 0 | 7 | 0.9 |
| Visibility Limitations (fog, dust, etc.) | 6 | 0 | 0 | 6 | 0.8 |
| Strong Winds | 2 | 0 | 0 | 2 | 0.3 |
| Other | 0 | 0 | 0 | 0 | 0.0 |
| Unspecified | 41 | 0 | 0 | 41 | 5.6 |
| Total | 619 | 114 | 5 | 738 | 100.0 |



Collisions by Configuration and Severity

Figure 4.6

| Configuration* | Property Damage | Personal Injury | Fatal | Tota | % of Total |
|----------------------------|-----------------|-----------------|-------|------|------------|
| 01. Hit Moving Object | | | | | |
| a) With Bison | 17 | 2 | 0 | 19 | 26 |
| b) With Other Animal | 6 | 0 | 0 | 6 | 0.8 |
| c) With Pedestrian | 3 | 7 | 0 | 10 | 1.4 |
| d) Other | 1 | 1 | 0 | 2 | 0.3 |
| 02. Hit Stationary Object | 52 | 6 | 0 | 58 | 7.9 |
| 03. Off Road Left | | | | | |
| a) With Rollover | 10 | 11 | 1 | 22 | 3.0 |
| b) No Rollover | 15 | 4 | 0 | 19 | 26 |
| 04. Off Road Right | | | | | |
| a) With Rollover | 21 | 12 | 3 | 36 | 4.9 |
| b) No Rollover | 23 | 4 | 0 | 27 | 3.7 |
| 05. Rollover on Roadway | 1 | 8 | 0 | 9 | 1.2 |
| 06. Other Single Vehicle | 4 | 2 | 0 | 6 | 0.8 |
| 21. Rear End | 84 | 26 | 0 | 110 | 14.9 |
| 22. Sideswipe - | 10 | 0 | 0 | 10 | 1.4 |
| Same Direction | | | | | |
| 23. Passing - Left Turn | 3 | 1 | 0 | 4 | 0.5 |
| 24. Passing - Right Turn | 5 | 0 | 0 | 5 | 0.7 |
| 25. Other Multi-Vehicle | 6 | 3 | 0 | 9 | 1.2 |
| Same Direction | | | | | |
| 31. Head-On | 8 | 4 | 1 | 13 | 1.8 |
| 32. Sideswipe - | 10 | 2 | 0 | 12 | 1.6 |
| Opposite Direction | | | | | |
| 33. Left Turn Across Path | 13 | 4 | 0 | 17 | 23 |
| 34. Right Turn Including | 2 | 2 | 0 | 4 | 0.5 |
| Conflict | | | | | |
| 35. Right Angle | 75 | 11 | 0 | 86 | 11.7 |
| 36. Other Multi-Vehicle | 18 | 2 | 0 | 20 | 27 |
| Opposite Direction | | | | | |
| 41. Hit Parked Vehicle | 232 | 2 | 0 | 234 | 31.7 |
| QQ. Other Collision Type | 0 | 0 | 0 | 0 | 0.0 |
| UU. Unknown Collision Type | 0 | 0 | 0 | 0 | 0.0 |
| Total | 619 | 114 | 5 | 738 | 100.0 |

*Collision Configurations

| 01. Hit Moving Object | 02. Hit Stationary | 03. Off Road Left | 04. Off Road Right | 05. Rollover on Roadway |
|--------------------------|---------------------------------------|----------------------|---------------------|-------------------------|
| | Object | | | |
| 06. Other Single Vehicle | 21. Rear End | 22. Sideswipe Same- | 23. Passing - | 24. Passing |
| - | $\rightarrow \rightarrow \rightarrow$ | Direction | Left Turner | Right Turn |
| 25. Other Multi-Vehicle | 31. Head-On | 32. Sideswipe-Oppos- | - 33. Left Turn | 34. Right Turn |
| Same Direction | | ite Direction | Across Path | Including Conflict |
| | | - | | |
| 35. Right Angle | 36. Other Multi-Vehic | de 41. Hit Parked | QQ. Other Collision | UU. Unknown Collision |
| | Opposite Direction | | Type | Туре |

Collisions by Configuration and Road System

| Configuration* | NWT Highways | In Communities | Rural | Total | % of Total |
|----------------------------|--------------|----------------|-------|-------|------------|
| 01. Hit Moving Object | | | | | |
| a) With Bison | 19 | 0 | 0 | 19 | 26 |
| b) With Other Animal | 5 | 1 | 0 | 6 | 0.8 |
| c) With Pedestrian | 0 | 10 | 0 | 10 | 1.4 |
| d) Other | 1 | 1 | 0 | 2 | 0.3 |
| 02. Hit Stationary Object | 4 | 52 | 2 | 58 | 7.9 |
| 03. Off Road Left | | | | | |
| a) With Rollover | 20 | 2 | 0 | 22 | 3.0 |
| b) No Rollover | 15 | 4 | 0 | 19 | 26 |
| 04. Off Road Right | | | | | |
| a) With Rollover | 31 | 5 | 0 | 36 | 4.9 |
| b) No Rollover | 18 | 9 | 0 | 27 | 3.7 |
| 05. Rollover on Roadway | 7 | 2 | 0 | 9 | 1.2 |
| 06. Other Single Vehicle | 0 | 6 | 0 | 6 | 0.8 |
| 21. Rear End | 9 | 101 | 0 | 110 | 14.9 |
| 22. Sideswipe - | 0 | 10 | 0 | 10 | 1.4 |
| Same Direction | | | | | |
| 23. Passing - Left Turn | 1 | 3 | 0 | 4 | 0.5 |
| 24. Passing - Right Turn | 0 | 5 | 0 | 5 | 0.7 |
| 25. Other Multi-Vehicle | 0 | 9 | 0 | 9 | 1.2 |
| Same Direction | | | | | |
| 31. Head-On | 3 | 9 | 1 | 13 | 1.8 |
| 32. Sideswipe - | 7 | 4 | 1 | 12 | 1.6 |
| Opposite Direction | | | | | |
| 33. Left Turn Across Path | 0 | 17 | 0 | 17 | 23 |
| 34. Right Turn Including | 2 | 2 | 0 | 4 | 0.5 |
| Conflict | | | | | |
| 35. Right Angle | 3 | 82 | 1 | 86 | 11.7 |
| 36. Other Multi-Vehicle | 1 | 19 | 0 | 20 | 27 |
| Opposite Direction | | | | | |
| 41. Hit Parked Vehicle | 3 | 228 | 3 | 234 | 31.7 |
| QQ. Other Collision Type | 0 | 0 | 0 | 0 | 0.0 |
| UU. Unknown Collision Type | 0 | 0 | 0 | 0 | 0.0 |
| Total | 149 | 581 | 8 | 738 | 100.0 |

| _ | | |
|---|----------------|--|
| Γ | *Collision | |
| ľ | Configurations | |

| 01. Hit Moving Object | 02. Hit Stationary | 03. Off Road Left | 04. Off Road Right | 05. Rollover on Roadway |
|--------------------------|---------------------------------------|----------------------|---------------------|-------------------------|
| | Object | | | |
| 06. Other Single Vehicle | 21. Rear End | 22. Sideswipe Same- | 23. Passing - | 24. Passing |
| - | $\rightarrow \rightarrow \rightarrow$ | Direction | Left Tu | Right Turn |
| 25. Other Multi-Vehicle | 31. Head-On | 32. Sideswipe-Oppos- | 33. Left Turn | 34. Right Turn |
| Same Direction | $\rightarrow \leftarrow$ | ite Direction | Across Path | Including Conflict |
| | | | | · · · |
| 35. Right Angles | 36. Other Multi-Vehic | le 41. Hit Parked | QQ. Other Collision | UU. Unknown Collision |
| | Opposit e Direction | Vehicle | Туре | Туре |

Collisions by Collision Site and Severity

| | Property | Personal | | | |
|--------------------------------------|----------|----------|-------|-------|-------|
| Collision Site | Damage | Injury | Fatal | Total | % |
| Non-Intersection | 289 | 59 | 5 | 353 | 47.8 |
| Intersection - Two Public Roadways | 126 | 39 | 0 | 165 | 22.4 |
| Intersection - Parking Lot, Driveway | 119 | 16 | 0 | 135 | 18.3 |
| Railroad Level Crossing | 0 | 0 | 0 | 0 | 0.0 |
| Bridge, Overpass, Viaduct | 0 | 0 | 0 | 0 | 0.0 |
| 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 | 77 | 0 | 0 | 77 | 10.4 |
| Unknown | 8 | 0 | 0 | 8 | 1.1 |
| Total | 619 | 114 | 5 | 738 | 100.0 |

Collisions by Collision Site and Road System

| | NWT | In | | | |
|--------------------------------------|----------|-------------|-------|-------|-------|
| Collision Site | Highways | Communities | Rural | Total | % |
| Non-Intersection | 132 | 218 | 3 | 353 | 47.8 |
| Intersection - Two Public Roadways | 13 | 152 | 0 | 165 | 22.4 |
| Intersection - Parking Lot, Driveway | 4 | 127 | 4 | 135 | 18.3 |
| Railroad Level Crossing | 0 | 0 | 0 | 0 | 0.0 |
| Bridge, Overpass, Viaduct | 0 | 0 | 0 | 0 | 0.0 |
| Tunnel, Underpass | 0 | 0 | 0 | 0 | 0.0 |
| Passing, Climbing Lane | 0 | 0 | 0 | 0 | 0.0 |
| Ramp | 0 | 0 | 0 | 0 | 0.0 |
| Other | 0 | 76 | 1 | 77 | 10.4 |
| Unknown | 0 | 8 | 0 | 8 | 1.1 |
| Total | 149 | 581 | 8 | 738 | 100.0 |

Collisions by Roadway Alignment and Severity

Property Personal **Road Alignment** Damage Injury Fatal Total % Straight & Level 75.9 479 560 79 2 1 Straight with Grade 43 11 55 7.5 Curved and Level 2 35 47 6.4 10 37 Curve with Grade 28 9 0 5.0 0 Top of Hill or Grade 10 1 11 1.5 Bottom of Hill or Grade 5 2 0 7 0.9 Other 1 1 0 0 0.1 Unknown 18 2 0 20 2.7 Total 114 5 738 100.0 619

Figure 4.10

Figure 4.9

Collisions by Roadway Type and Severity

| | Property | Personal | | | |
|---------------------------------|----------|----------|-------|-------|-------|
| Road Type | Damage | Injury | Fatal | Total | % |
| One-Way, Two Lane | 5 | 0 | 0 | 5 | 0.7 |
| One-Way, Multi Lane | 1 | 0 | 0 | 1 | 0.1 |
| Undivided, Two-Way, Two Lane | 368 | 104 | 5 | 477 | 64.6 |
| Undivided, Two-Way, Multi Lane | 23 | 4 | 0 | 27 | 3.7 |
| Divided, Barrier Median | 4 | 0 | 0 | 4 | 0.5 |
| Divided with Median, No Barrier | 26 | 6 | 0 | 32 | 4.3 |
| Divided, Divider Unspecified | 0 | 0 | 0 | 0 | 0.0 |
| Other | 184 | 0 | 0 | 184 | 24.9 |
| Unknown | 8 | 0 | 0 | 8 | 1.1 |
| Total | 619 | 114 | 5 | 738 | 100.0 |

Collision Sequence of Events by Severity

Figure 4.12

| | Property | Personal | | | |
|---|----------|----------|-------|-------|-------|
| Non-Moving Objects | Damage | Injury | Fatal | Total | % |
| Hit Parked Trailer | 0 | 0 | 0 | 0 | 0.0 |
| Hit Non-Fixed Object | 1 | 0 | 0 | 1 | 0.1 |
| Hit Building | 2 | 0 | 0 | 2 | 0.3 |
| Hit Ditch | 0 | 0 | 0 | 0 | 0.0 |
| Hit Embankment, Dirt Pile, Rock | 2 | 0 | 0 | 2 | 0.3 |
| Hit Culvert End, Drainage Structure | 0 | 0 | 0 | 0 | 0.0 |
| Hit Tree. Bush, Hedge | 1 | 0 | 0 | 1 | 0.1 |
| Hit Utility Pole, Lamp Pole | 5 | 0 | 0 | 5 | 0.7 |
| Hit Curb | 2 | 0 | 0 | 2 | 0.3 |
| Hit Post | 6 | 0 | 0 | 6 | 0.8 |
| Hit Traffic Barrier | 2 | 0 | 0 | 2 | 0.3 |
| Hit Fixed Object Part of Road Structure | 1 | 0 | 0 | 1 | 0.1 |
| Hit Fixed Object NOT Part of Road Structure | 7 | 0 | 0 | 7 | 0.9 |
| Hit Other Type Fixed Object | 2 | 1 | 0 | 3 | 0.4 |
| Sub Total Fixed Objects | 31 | 1 | 0 | 32 | 4.3 |
| Moveable Objects | | | | | |
| Another Road Vehicle | 466 | 57 | 1 | 524 | 71.0 |
| Bison | 17 | 2 | 0 | 19 | 2.6 |
| Other Animal | 6 | 0 | 0 | 6 | 0.8 |
| Pedestrian | 3 | 7 | 0 | 10 | 1.4 |
| Other Moveable Object | 1 | 1 | 0 | 2 | 0.3 |
| Sub Total Moveable Objects | 493 | 67 | 1 | 561 | 76.0 |
| Non-Collision Events | | | | | |
| Ran Off Road | 38 | 0 | 0 | 38 | 5.1 |
| Rollover | 32 | 31 | 4 | 67 | 9.1 |
| Jack Knife or Trailer Swing | 1 | 1 | 0 | 2 | 0.3 |
| 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 | 1 | 0 | 1 | 0.1 |
| Sub Total Non-Collision Events | 71 | 33 | 4 | 108 | 14.6 |
| Other/Unknown Event | 24 | 13 | 0 | 37 | 5.0 |
| Grand Total | 619 | 114 | 5 | 738 | 100.0 |

Collision Sequence of Events by Road System

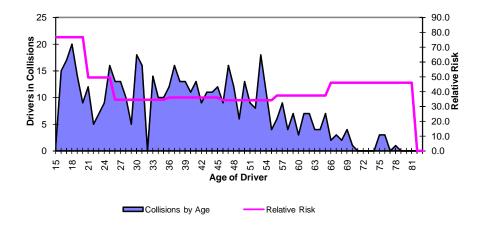
| | NWT | In | | | |
|---|----------|-------------|-------|-------|-------|
| Non-Moving Objects | Highways | Communities | Rural | Total | % |
| Hit Parked Trailer | 0 | 0 | 0 | 0 | 0.0 |
| Hit Non-Fixed Object | 0 | 1 | 0 | 1 | 0.1 |
| Hit Building | 0 | 2 | 0 | 2 | 0.3 |
| Hit Ditch | 0 | 0 | 0 | 0 | 0.0 |
| Hit Embankment, Dirt Pile, Rock | 1 | 1 | 0 | 2 | 0.3 |
| Hit Culvert End, Drainage Structure | 0 | 0 | 0 | 0 | 0.0 |
| Hit Tree. Bush, Hedge | 0 | 0 | 1 | 1 | 0.1 |
| Hit Utility Pole, Lamp Pole | 0 | 5 | 0 | 5 | 0.7 |
| Hit Curb | 0 | 2 | 0 | 2 | 0.3 |
| Hit Post | 0 | 6 | 0 | 6 | 0.8 |
| Hit Traffic Barrier | 0 | 2 | 0 | 2 | 0.3 |
| Hit Fixed Object Part of Road Structure | 0 | 1 | 0 | 1 | 0.1 |
| Hit Fixed Object NOT Part of Road Structure | 1 | 6 | 0 | 7 | 0.9 |
| Hit Other Type Fixed Object | 0 | 3 | 0 | 3 | 0.4 |
| Sub Total Fixed Objects | 2 | 29 | 1 | 32 | 4.3 |
| | | | | | |
| Moveable Objects | | | | | |
| Another Road Vehicle | 29 | 489 | 6 | 524 | 71.0 |
| Bison | 19 | 0 | 0 | 19 | 2.6 |
| Other Animal | 5 | 1 | 0 | 6 | 0.8 |
| Pedestrian | 0 | 10 | 0 | 10 | 1.4 |
| Other Moveable Object | 1 | 1 | 0 | 2 | 0.3 |
| Sub Total Moveable Objects | 54 | 501 | 6 | 561 | 76.0 |
| | | | | | |
| Non-Collision Events | | | | | |
| Ran Off Road | 0 | 0 | 0 | 0 | 0.0 |
| Rollover | 58 | 9 | 0 | 67 | 9.1 |
| Jack Knife or Trailer Swing | 0 | 2 | 0 | 2 | 0.3 |
| 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 | 1 | 0 | 1 | 0.1 |
| Sub Total Non-Collision Events | 58 | 12 | 0 | 70 | 9.5 |
| Unknown Event | 35 | 39 | 1 | 75 | 10.2 |
| Grand Total | 149 | 581 | 8 | 738 | 100.0 |

Figure 5.1

| | Under | 16 | 20 | 25 | 35 | 45 | 55 | 65 | | |
|-----------------------|-------|-------|-------|-------|-------|-------|-------|------|--------|--------|
| | 16 | to | to | to | to | to | to | and | Not | |
| | | 19 | 24 | 34 | 44 | 54 | 64 | Over | Stated | Total |
| Licensed Drivers | 127 | 1,334 | 2,283 | 5,566 | 5,814 | 5,485 | 2,943 | 890 | 0 | 24,442 |
| Drivers in Collisions | 25 | 87 | 113 | 192 | 209 | 187 | 110 | 41 | 93 | 1,057 |

Licensed Drivers and Drivers in Collisions by Driver Age





Collision Rates (Collisions Per 1,000 Licensed Drivers) Figure 5.2 by Severity and Driver Age

| | 15 to | 20 to | 25 to | 35 to | 45 to | 55 to | 65 and | Average Rate |
|-----------------|----------|----------|----------|----------|----------|----------|-----------|-----------------|
| | 19 | 24 | 34 | 44 | 54 | 64 | Over | |
| Property Damage | 52.0 | 36.8 | 28.2 | 31.1 | 28.8 | 32.3 | 40.4 | 35.9 |
| Personal Injury | 24.6 | 12.7 | 6.3 | 4.8 | 5.3 | 5.1 | 5.6 | 7.4 |
| & Fatal | | | | | | | | |
| Total | 76.7 | 49.5 | 34.5 | 35.9 | 34.1 | 37.4 | 46.1 | 43.2 |
| Relative Risk* | 1.8 | 1.1 | 0.8 | 0.8 | 0.8 | 0.9 | 1.1 | 1.0 |

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

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

Figure 5.1 shows that the relative risk of drivers between the ages of 15 and 19 are 1.8 times more likely to be involved in a collision than the average driving population. On average, 8% 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.

| | Class Class Class Class | Class | Class | Class | Class | Class | Class | | z | Ĭ | |
|-------------------------------|-------------------------|-------|-------|------------------|--------|-------|--------|--------|----------------|--------|----------|
| Age Group | - | 2 | m | T | 2 | 9 | 7 | Req'd. | Req'd. Licence | Stated | Total |
| Under 16 | Þ | þ | þ | þ | þ | þ | þ | 16 | 6 | | 25 |
| | 0 | 0 | 0 | 0 | 14 | 0 | m | - | ഹ | - | 24 |
| | 0 | 0 | 0 | 0 | 19 | 0 | m | 0 | Ā | 0 | 26 |
| | 2 | þ | þ | þ | 13 | þ | ╞ | þ | | | 1 |
| | 0 | 0 | 0 | 0 | 16 | 0 | - | 0 | 2 | - | 20 |
| | | 0 | 0 | - | 12 | 0 | 0 | - | 2 | 0 | 17 |
| 21-24 | 4 | þ | ی | ┝ | 73 | þ | ~ ~ | 4 | m | 2 | 96 96 |
| 5-34 25-34 | ω | 0 | m | 13 | 153 | 0 | و | - | Р | দ | 192 |
| 22 2 1 35-44 | 16 | 2 | ى | 15 | 166 | 0 | - | 0 | 2 | - | 209 |
| 45-54 45-54 | 42 | ما | 12 | F | 138 | þ | - | þ | - | 2 | 187 |
| 5-64 | 6 | m | m | 13 | 8 | 0 | 0 | 0 | - | - | 110 |
| 65 and over | 0 | - | - | ى | ŝ | 0 | 0 | 0 | 0 | 0 | 41 |
| Not Stated | Þ | þ | þ | þ | þ | þ | þ | F | | 92 | 93 |
| Drivers in Collisions | 57 | Ξ | 31 | 60 | 717 | 0 | 19 | 24 | 34 | 104 | 1,057 |
| Total Licensed Drivers | 1,336 | 202 | 702 | 702 1,152 19,261 | 19,261 | - | 1,788 | V/N | V/N | V/N | 24,442 |
| Relative Risk* | 0.99 | 1.26 | 1.02 | 1.20 | 0.86 | 0.00 | 0.25 | V/N | N/A | ∀/N | 1.00 |

| Number of Drivers Involved in Collisions by Condition and Age | ed in Co | llision | s by C | onditic | n and / | Age | | | | | | | | Figure 5.4 | |
|---|----------|---------|--------|---------|---------|-----|-------|-------|-------|-------|-------|-----|--------|------------|------|
| | | | | | | | | | | | | | Not | | |
| Driver Condition | < 16 | 16 | 17 | 18 | 19 | 20 | 21-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | Stated | Total | * |
| Apparently Normal | ى ا | 16 | 15 | 5 | 7 | 12 | 67 | 160 | 181 | 172 | 68 | 31 | - | 772 | 73.0 |
| Fatiqued, Fell Asleep | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0.1 |
| Inexperience | 15 | ഹ | ഹ | ন | 2 | m | ى | m | 2 | 0 | 0 | 0 | 0 | 45 | 4.3 |
| Under Influence - Alcohol | - | e | ъ | e | 2 | 2 | 6 | 11 | ъ | 2 | 2 | 2 | 0 | 46 | 4.4 |
| Under Influence - Drugs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0.1 |
| Sudden Illness, Lost Consciousness | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | - | 0.1 |
| Other Condition | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | പ | 0 | 0 | و | 0.6 |
| Unknown | 4 | 0 | 2 | - | 2 | 0 | 14 | 16 | 20 | 13 | 14 | 2 | 92 | 185 | 17.5 |
| Total | 25 | 24 | 26 | 17 | 20 | 17 | 96 | 192 | 209 | 187 | 110 | 41 | 93 | 1,057 | |

100.0

80. 80.

3.9 ₽

17.7 187

19.8 209

18.2 192

9.1 96

1.6 17

1.9 20

1.6 1

2.5

2.4 25

24 2.3

110 10.4

%

| | | | | | | | | | | | | | Not | | |
|------------------------------------|-------|-----|-----|-----|-----|------|---------|------|-------------------|------|-------|-----|--------|-------|-------|
| Driver Action | < 16 | 16 | 17 | 48 | 19 | 20 2 | 21-24 2 | 5-34 | 25-34 35-44 45-54 | | 55-64 | 65+ | Stated | Total | % |
| Driving Properly | m | ъ | m | 0 | দ | ى | 18 | 43 | 72 | 76 | 4 | 14 | 2 | 286 | 27.1 |
| Following Too Closelv | 0 | - | 2 | 0 | 2 | 0 | - | œ | ى | 0 | m | 0 | 0 | 23 | 2.2 |
| Distracted, Inattentive | 4 | 9 | Э | 2 | 1 | 2 | 10 | 24 | 18 | 14 | 10 | Р | 0 | 98 | 9.3 |
| Driving Too Fast | 2 | Þ | 7 | ন | ъ | m | 21 | 26 | 24 | 15 | m | m | 1 | 117 | 11.1 |
| Improper Turning or Passing | 2 | - | 0 | - | 0 | 0 | - | - | m | m | ~ | m | 0 | 17 | 1.6 |
| Failing to Yield Right of Way | 2 | 0 | 2 | - | 0 | 0 | 9 | 6 | 6 | 8 | с | Ŀ | 0 | 41 | 3.9 |
| Disobeving Traffic Control/Officer | 2 | - | 0 | 0 | 0 | 0 | - | - | 0 | - | - | 0 | 0 | 2 | 0.7 |
| Driving on Wrong Side of Road | m | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ~ | 0 | 0 | ഹ | 0.5 |
| Driving in Wrong Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Backing Unsafely | 0 | 0 | - | m | দ | 0 | £ | 32 | 36 | 27 | ដ | ₽ | m | 152 | 14.4 |
| Lost Control | m | ম | ى | m | m | ম | 15 | 8 | 90 | 24 | Ξ | ~ | - | 136 | 12.9 |
| Other Driver Action | - | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | - | 0 | 0 | m | 0.3 |
| Unknown | m | 2 | 2 | m | 2 | 2 | 10 | 17 | 11 | 19 | Ξ | দ | 86 | 172 | 16.3 |
| Total | 25 2 | 24 | 26 | 17 | 20 | 17 | 96 | 192 | 209 | 187 | 110 | Ł | 93 | 1,057 | |
| % | 2.4 2 | 2.3 | 2.5 | 1.6 | 1.9 | 1.6 | 9.1 | 18.2 | 19.8 | 17.7 | 10.4 | 3.9 | 8.8 | - | 100.0 |

Number of Drivers Involved in Collisions by Driver Action and Age

Figure 5.5

| | Property | Personal | | | |
|----------------------------|----------|----------|-------|-------|-------|
| Vehicle Type | Damage | Injury | Fatal | Total | % |
| Passenger Car | 284 | 46 | 1 | 331 | 25.9 |
| Passenger Van | 108 | 7 | 0 | 115 | 9.0 |
| Light Utility Vehicle | 188 | 23 | 0 | 211 | 16.5 |
| Pickup Truck | 367 | 60 | 3 | 430 | 33.6 |
| Panel/Cargo Van | 15 | 5 | 0 | 20 | 1.6 |
| Other Truck/Van <= 4536 kg | 3 | 2 | 0 | 5 | 0.4 |
| Unit Truck > 4536 kg | 11 | 2 | 1 | 14 | 1.1 |
| Road Tractor | 25 | 4 | 1 | 30 | 2.3 |
| School Bus | 1 | 0 | 0 | 1 | 0.1 |
| Small School Bus | 0 | 0 | 0 | 0 | 0.0 |
| Urban Transit Bus | 0 | 0 | 0 | 0 | 0.0 |
| Intercity Bus | 0 | 0 | 0 | 0 | 0.0 |
| Bus - Unspecified | 0 | 0 | 0 | 0 | 0.0 |
| Motorcycle | 4 | 2 | 0 | 6 | 0.5 |
| Limited Speed Motorcycle | 0 | 0 | 0 | 0 | 0.0 |
| Off Road Vehicles (ATV) | 0 | 10 | 0 | 10 | 0.8 |
| Bicycle | 2 | 4 | 0 | 6 | 0.5 |
| Motor Home | 0 | 0 | 0 | 0 | 0.0 |
| Farm Equipment | 0 | 0 | 0 | 0 | 0.0 |
| Construction Equipment | 3 | 0 | 0 | 3 | 0.2 |
| Fire Engine | 0 | 0 | 0 | 0 | 0.0 |
| Snowmobile | 8 | 11 | 0 | 19 | 1.5 |
| Streetcar | 0 | 0 | 0 | 0 | 0.0 |
| Other | 0 | 0 | 0 | 0 | 0.0 |
| Unknown | 76 | 1 | 0 | 77 | 6.0 |
| Total | 1095 | 177 | 6 | 1278 | 100.0 |

Number of Vehicles in Collisions by Vehicle Type and Severity

Number of Vehicles in Collisions by Vehicle Condition and Severity

Figure 6.2

| | Property | Personal | | | |
|---------------------------------|----------|----------|-------|-------|-------|
| Vehicle Condition | Damage | Injury | Fatal | Total | % |
| No Apparent Defect | 881 | 133 | 2 | 1016 | 79.5 |
| Defective Brakes | 2 | 0 | 0 | 2 | 0.2 |
| Defective Steering | 1 | 0 | 1 | 2 | 0.2 |
| Defective Lighting | 0 | 1 | 0 | 1 | 0.1 |
| Tire Blown Out | 2 | 1 | 0 | 3 | 0.2 |
| Unsecured Load, Spilled Load | 0 | 0 | 0 | 0 | 0.0 |
| Oversized Load, Overload | 0 | 0 | 0 | 0 | 0.0 |
| Visibility Obstructed | 11 | 2 | 0 | 13 | 1.0 |
| Other Defective Vehicular Parts | 8 | 0 | 0 | 8 | 0.6 |
| Other Vehicular Factor | 2 | 0 | 0 | 2 | 0.2 |
| Unknown | 188 | 40 | 3 | 231 | 18.1 |
| Total | 1095 | 177 | 6 | 1278 | 100.0 |

Figure 6.1

| Number of Vehicles in Collisions by V | Vehicle Manoeuvre and Severity |
|---------------------------------------|--------------------------------|
|---------------------------------------|--------------------------------|

Figure 6.3

| | Property | Personal | | | |
|-------------------------------|----------|----------|-------|-------|-------|
| Vehicle Manoeuvre | Damage | Injury | Fatal | Total | % |
| Going Straight Ahead | 289 | 99 | 3 | 391 | 30.6 |
| Turning Left | 54 | 11 | 0 | 65 | 5.1 |
| Turning Right | 35 | 8 | 0 | 43 | 3.4 |
| Making U-Turn | 3 | 2 | 0 | 5 | 0.4 |
| Changing Lanes | 6 | 0 | 0 | 6 | 0.5 |
| Merging | 0 | 0 | 0 | 0 | 0.0 |
| Reversing | 168 | 2 | 0 | 170 | 13.3 |
| Overtaking | 7 | 2 | 0 | 9 | 0.7 |
| Negotiating Curve | 46 | 13 | 3 | 62 | 4.9 |
| Slowing or Stopped in Traffic | 137 | 30 | 0 | 167 | 13.1 |
| Starting in Traffic | 2 | 0 | 0 | 2 | 0.2 |
| Leaving Roadside | 8 | 2 | 0 | 10 | 0.8 |
| Stopped/Parked Legally | 228 | 4 | 0 | 232 | 18.2 |
| Stopped/Parked Illegally | 10 | 0 | 0 | 10 | 0.8 |
| Swerving to Avoid Collision | 14 | 4 | 0 | 18 | 1.4 |
| Run-away or Roll-away Vehicle | 7 | 0 | 0 | 7 | 0.5 |
| Unspecified Manoeuvre | 0 | 0 | 0 | 0 | 0.0 |
| Other | 0 | 0 | 0 | 0 | 0.0 |
| Unknown | 81 | 0 | 0 | 81 | 6.3 |
| Total | 1095 | 177 | 6 | 1278 | 100.0 |

Number of Vehicles in Collisions by Vehicle Year and Severity

Figure 6.4

| | Propert y | Personal | | | |
|--------------|------------------|----------|-------|-------|-------|
| Model Year | Damage | Injury | Fatal | Total | % |
| 2008 | 17 | 3 | 1 | 21 | 1.6 |
| 2007 | 115 | 16 | 0 | 131 | 10.3 |
| 2006 | 122 | 14 | 0 | 136 | 10.6 |
| 2005 | 116 | 13 | 0 | 129 | 10.1 |
| 2004 | 77 | 11 | 0 | 88 | 6.9 |
| 2003 | 103 | 20 | 1 | 124 | 9.7 |
| 2002 | 61 | 15 | 0 | 76 | 5.9 |
| 2001 | 56 | 6 | 1 | 63 | 4.9 |
| 2000 | 50 | 7 | 0 | 57 | 4.5 |
| 1999 | 47 | 6 | 0 | 53 | 4.1 |
| 1998 | 35 | 4 | 1 | 40 | 3.1 |
| 1997 | 41 | 9 | 0 | 50 | 3.9 |
| 1996 & Older | 163 | 31 | 2 | 196 | 15.3 |
| Unspecified | 92 | 22 | 0 | 114 | 8.9 |
| Total | 1095 | 177 | 6 | 1278 | 100.0 |

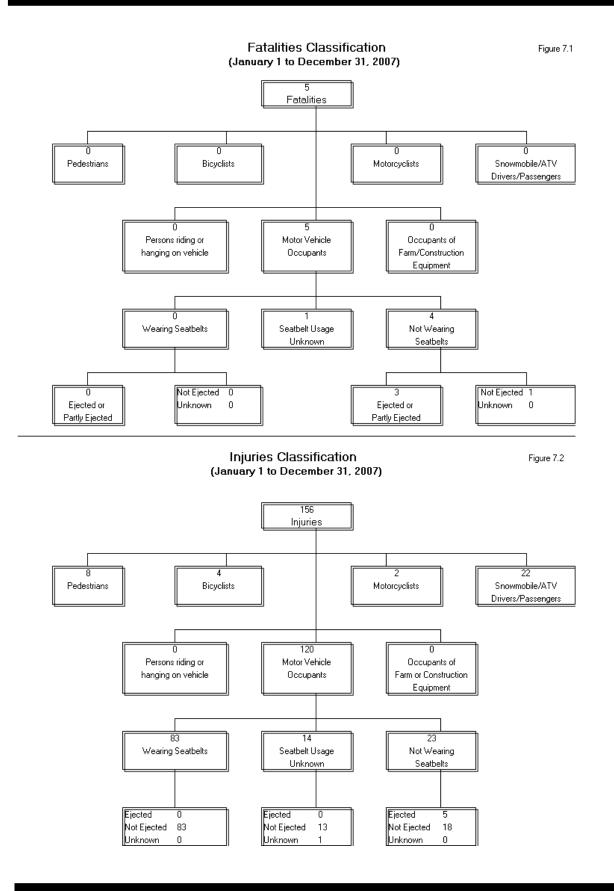


Figure 7.5

Persons Injured by Road User Class and Age Group

| | 0 | 5 | 15 | 20 | 25 | 35 | 45 | 55 | 65 | Not | | |
|-----------------------------|------|-------|-------|-------|-------|-------|-------|-------|---------|--------|-------|-------|
| Road User Class | to 4 | to 14 | to 19 | to 24 | to 34 | to 44 | to 54 | to 64 | & older | Stated | Total | % |
| Motor Vehicle Driver | 0 | 0 | 8 | 12 | 11 | 16 | 15 | 12 | 4 | 1 | 79 | 50.6 |
| Motor Vehicle Passenger | 2 | 3 | 14 | 5 | 6 | 3 | 5 | 1 | 0 | 2 | 41 | 26.3 |
| Pedestrian | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 1 | 2 | 0 | 8 | 5.1 |
| Bicyclist | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2.6 |
| Motorcyclist (includes | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1.3 |
| passengers | | | | | | | | | | | | |
| ATV Operators & Passengers | 0 | 2 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 8 | 5.1 |
| Snowmobile Operators | 0 | 7 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 9.0 |
| & Passengers | | | | | | | | | | | | |
| Farm/Construction Equipment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Unspecified | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Total | 2 | 16 | 26 | 25 | 19 | 22 | 23 | 14 | 6 | 3 | 156 | 100.0 |

Persons Killed by Road User Class and Age Group

| | | | • | | | | | | | | 0 | |
|-----------------------------|------|-------|-------|-------|-------|-------|-------|-------|---------|--------|-------|------|
| | 0 | 5 | 15 | 20 | 25 | 35 | 45 | 55 | 65 | Not | | |
| Road User Class | to 4 | to 14 | to 19 | to 24 | to 34 | to 44 | to 54 | to 64 | & older | Stated | Total | % |
| Motor Vehicle Driver | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 3 | 60.0 |
| Motor Vehicle Passenger | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 40.0 |
| 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| passengers | | | | | | | | | | | | |
| ATV Operators & Passengers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Snowmobile Operators | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| & Passengers | | | | | | | | | | | | |
| Farm/Construction Equipment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Unspecified | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Total | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 5 | #### |

Persons Injured or Killed by Road User Class and Gender

| | | Person | s Injured | | | Perso | ns Killed | |
|-----------------------------|------|--------|-----------|-------|------|--------|-----------|-------|
| Road User Class | Male | Female | Unknown | Total | Male | Female | Unknown | Total |
| Motor Vehicle Driver | 48 | 31 | 0 | 79 | 3 | 0 | 0 | 3 |
| Motor Vehicle Passenger | 21 | 20 | 0 | 41 | 1 | 1 | 0 | 2 |
| Pedestrian | 2 | 6 | 0 | 8 | 0 | 0 | 0 | 0 |
| Bicyclist | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Motorcyclist (includes | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| passengers) | | | | | | | | 0 |
| ATV Operators & Passengers | 5 | 3 | 0 | 8 | 0 | 0 | 0 | 0 |
| Snowmobile Operators | 9 | 5 | 0 | 14 | 0 | 0 | 0 | 0 |
| & Passengers | | | | | | | | |
| Farm/Construction Equipment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unspecified | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 91 | 65 | 0 | 156 | 4 | 1 | 0 | 5 |

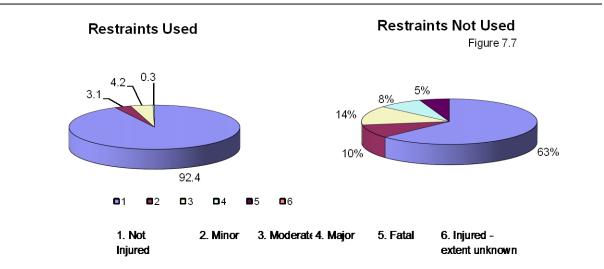
Figure 7.3

Figure 7.4

| | | - | | | | |
|------------|--|---|--|--|---|---|
| | | | | | Fig | gure 7.6 |
| | | Lap & | Child | Restraint | | |
| Not | Lap Belt | Torso | Restraint | Use | | |
| Restrained | Only | Belt | Device | Unknown | Total | % |
| 46 | 10 | 967 | 25 | 345 | 1393 | 91.8 |
| 7 | 0 | 33 | 1 | 11 | 52 | 3.4 |
| 10 | 0 | 46 | 0 | 2 | 58 | 3.8 |
| 6 | 0 | 3 | 0 | 0 | 9 | 0.6 |
| | | | | | | |
| 4 | 0 | 0 | 0 | 1 | 5 | 0.3 |
| 0 | 0 | 0 | 0 | 1 | 1 | 0.1 |
| | | | | | | |
| 73 | 10 | 1049 | 26 | 360 | 1518 | 100.0 |
| | Restrained 46 7 10 6 4 0 | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$ | Not Lap Belt Torso Restrained Only Belt 46 10 967 7 0 33 10 0 46 6 0 3 4 0 0 4 0 0 0 0 0 | Not Lap Belt Torso Restraint Restrained Only Belt Device 46 10 967 25 7 0 33 1 10 0 46 0 6 0 3 0 4 0 0 0 0 0 0 0 | Not Lap Belt Torso Restraint Use Restrained Only Belt Device Unknown 46 10 967 25 345 7 0 33 1 11 10 0 46 0 2 6 0 3 0 0 4 0 0 0 1 0 0 0 1 1 | Lap & Child Restraint Torso Restraint Use Restrained Only Belt Device Unknown Total 46 10 967 25 345 1393 7 0 33 1 11 52 10 0 46 0 2 58 6 0 3 0 9 9 4 0 0 0 1 5 0 0 3 0 1 1 10 0 46 0 2 58 10 0 0 1 5 5 10 0 0 0 1 5 10 0 0 0 1 1 |

Motor Vehicle* Occupants by Injury Severity and Restraint Use

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



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".

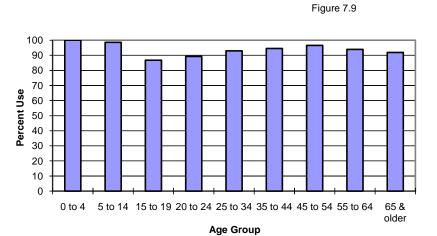
Injury Classification

- 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

Motor Vehicle* Occupants by Injury Severity & Age Group

| Restraints Used | | | | | | | | | | | |
|--|-----------|---------------------------|----------------------------|----------------------|---------------------------|------------|---------------------------|---------------------------|---------------|---------------|--------------------|
| | 0 | 5 | 15 | 20 | 25 | 35 | 45 | 55 | 65 | Not | |
| Injury Severity | to 4 | to 14 | to 19 | to 24 | to 34 | to 44 | to 54 5 | 5 to 64 5 | 5 & older | Stated | Total |
| Not Injured | 24 | 68 | 119 | 91 | 162 | 174 | 153 | 81 | 31 | 99 | 1002 |
| Minimal Injuries | 1 | 1 | 8 | 2 | 7 | 6 | 3 | 4 | 2 | 0 | 34 |
| Minor Injuries | 1 | 1 | 4 | 6 | 2 | 10 | 12 | 8 | 1 | 1 | 46 |
| Major (Hospital Admission) | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 3 |
| Fatal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Injured - Extent Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 26 | 70 | 131 | 99 | 172 | 190 | 170 | 93 | 34 | 100 | 1085 |
| | | | | | | | | | | | |
| Destroints Not Lload | | | | | | | | | | | |
| Restraints Not Used | 0 | - | 45 | 20 | 25 | 25 | 45 | == | 6E | Not | |
| | 0 | 5 | 15 | 20 | 25 | 35 | 45 | 55 | 65 8 older | Not | Tetal |
| Injury Severity | 0 to 4 | to 14 | to 19 | to 24 | to 34 | to 44 | to 54 | to 64 | & older | Not Stated | |
| Injury Severity Not Injured | • | - | to 19 11 | to 24 | - | to 44 8 | to 54 | to 64 | | | Total 46 |
| Injury Severity | • | to 14 | to 19 | to 24 | to 34 | to 44 | to 54 | to 64 | & older | | |
| Injury Severity Not Injured | • | to 14 | to 19 11 | to 24 | to 34 | to 44 8 | to 54 | to 64 | & older | | |
| Injury Severity Not Injured Minimal Injuries | • | to 14 0 1 | to 19 11 3 | to 24 5 3 | to 34 | to 44 8 | to 54 | to 64 6 0 | & older | | 46 7 |
| Injury Severity Not Injured Minimal Injuries Minor Injuries | • | to 14 0 1 0 | to 19 11 3 4 | to 24 5 3 3 | to 34 8 0 1 | to 44 8 | to 54 | to 64 6 0 0 | & older | | 46 7 10 |
| Injury Severity Not Injured Minimal Injuries Minor Injuries Major (Hospital Admission) | • | to 14 0 1 0 0 | to 19 11 3 4 2 | to 24 5 3 3 | to 34 8 0 1 2 | to 44 8 | to 54 5 0 1 0 | to 64 6 0 0 0 | & older | | 46 7 10 |

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



Victim Restraint Use Rate by Victim Age

Figure 7.8

| | 0 | 5 | 15 | 20 | 25 | 35 | 45 | 55 | 65 | Not | | |
|--|------|---------|--------------|------------|-------------|-------|---|---------------|-------------------------|---------------|-------|-----------------|
| lniured Killed Total | 0 0 | 0 0 | 1 | 0 0 0 0 | 0 0 | to 44 | n 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | to <u>6</u> 4 | 8 ° 0 2 2 0 2 | r Stated 0 | | % 0.0 |
| * | 0.0 | 0.0 | 12.5 | 0:0 | 0.0 | 12.5 | 37.5 | 12.5 | 25.0 | 0.0 | 100.0 | |
| Pedestrians Iniured or Killed by Pedestrian Action and Age Group | | | | | | | | | | | | Figure 8.2 |
| | 0 | : با | 15 4- 10 | 20 | 25 4- 74 | 35 | 45 55 | 55 55 | 65 • -1 | Not | | è |
| Pedestrian Action | to 4 | to 14 | | to 24 | d | to 44 | a | to 64 | & olde | er stated | otal | % |
| Crossing Intersection With Traffic Control. With High-Provention Crossing Intersection With Traffic Control. Without Right-of-Wav Crossing Interaction Nic Traffic Control | | | | | | | ~ - | | | | 000 | 0.0 0.0 |
| orussinu merseurum - nu - manu ounum Oroming Pondum of Oromunik | | | | | | | | | | | | |
| Crossing Poadway at Crosswain Crossing Boadway Not at Intersection | . – | . – | | | . – | | . – | | . – | . – | | 0.0 |
| Walking Along Roadway Against Traffic | | | | | | . 0 | . 0 | . 0 | . 0 | . 0 | | 0.0 |
| Walking Along Roadway With Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | - | 12.5 |
| On Sidewalk, Median, Safety Zone | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | - | 12.5 |
| 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 | 0 | 0 | 0 | 0.0 |
| Coming from Behind Moving Vehicle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Running into Roadway | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Getting On/Off School Bus | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Getting On/Off Other Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Pushing Vehicle on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Working on Vehicle on Side of Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Playing on Roadway | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Working on Roadway | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Lving on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Total | - | - | | • | • | | • | | | | | |

Pedestrians Injured or Killed By Place of Occurrence and Injury Severity

| Place of Occurrence | Killed | Injured | Total | % |
|---------------------|--------|---------|-------|-------|
| Urban | 0 | 8 | 8 | 100.0 |
| Rural | 0 | 0 | 0 | 0.0 |
| Unspecified | 0 | 0 | 0 | 0.0 |
| Total | 0 | 8 | 8 | 100.0 |

Pedestrians Injured or Killed by Collision Site

| Accident Site | Killed | Injured | Total | % |
|--|--------|---------|-------|-------|
| Non-Intersection | 0 | 1 | 1 | 12.5 |
| At Intersection of At Least Two Roadways | 0 | 6 | 6 | 75.0 |
| Intersection With Parking Lot/Driveway/Alley | 0 | 1 | 1 | 12.5 |
| Railroad Level Crossing | 0 | 0 | 0 | 0.0 |
| Bridge/Overpass/Viaduct | 0 | 0 | 0 | 0.0 |
| Tunnel or Underpass | 0 | 0 | 0 | 0.0 |
| Passing Lane/Climbing Lane | 0 | 0 | 0 | 0.0 |
| Other | 0 | 0 | 0 | 0.0 |
| Unspecified | 0 | 0 | 0 | 0.0 |
| Total | 0 | 8 | 8 | 100.0 |

Pedestrians Injured or Killed by Pedestrian Condition

Figure 8.5

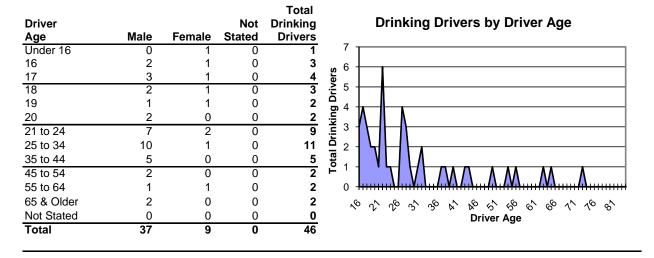
| Pedestrian Condition | Killed | Injured | Total | % |
|----------------------|--------|---------|-------|-------|
| Apparently Normal | 0 | 6 | 6 | 75.0 |
| Had Been Drinking | 0 | 0 | 0 | 0.0 |
| Impaired by Alcohol | 0 | 0 | 0 | 0.0 |
| Unknown | 0 | 2 | 2 | 25.0 |
| Total | 0 | 8 | 8 | 100.0 |

Figure 8.3

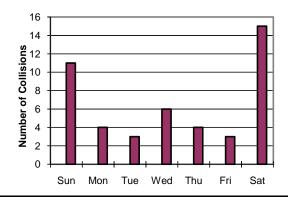
Figure 8.4

Drinking Drivers in Collisions by Driver Age and Gender

Figure 9.1

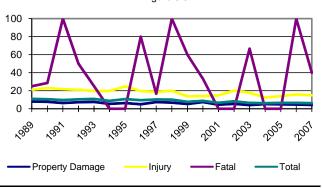






Percentage of Collisons Involving Alcohol by Year and Severity

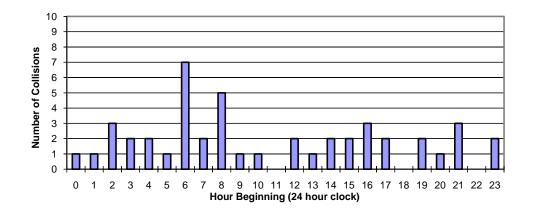
Figure 9.3



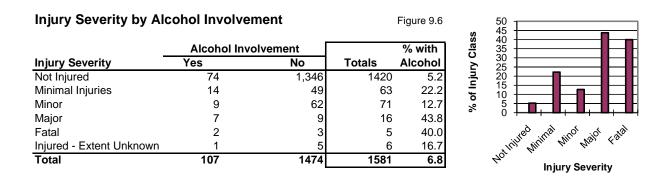
Number of Collisions and Victims Involving Alcohol

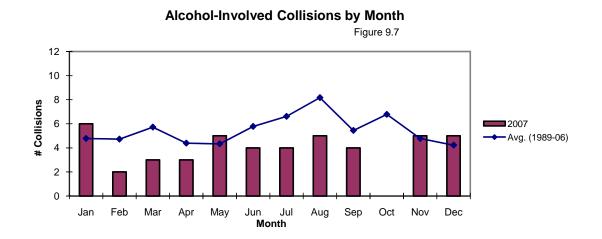
Figure 9.4

| | | Numbe | r of Collis | sions | | | Number | of Victi | ms |
|---------|----------|----------|-------------|-------|------------|---------|--------|----------|------------|
| | Property | Personal | | | % of Total | | | | % of Total |
| Year | Damage | Injury | Fatal | Total | Collisions | Injured | Killed | Total | Victims |
| 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 |
| 2002 | 36 | 31 | 0 | 67 | 8.3 | 59 | 0 | 59 | 25.1 |
| 2003 | 29 | 23 | 2 | 54 | 6.6 | 35 | 2 | 37 | 21.1 |
| 2004 | 36 | 14 | 0 | 50 | 6.3 | 21 | 0 | 21 | 13.6 |
| 2005 | 33 | 18 | 0 | 51 | 6.5 | 25 | 0 | 25 | 13.3 |
| 2006 | 27 | 14 | 3 | 44 | 6.7 | 19 | 3 | 22 | 19.1 |
| 2007 | 27 | 17 | 2 | 46 | 6.2 | 31 | 2 | 33 | 20.5 |
| Average | 32 | 21 | 1 | 54 | 7.7 | 36 | 2 | 38 | 19.2 |



Number of Alcohol Related Collisions by Time of Day Figure 9.5





Off-Road Vehicle Collisions by Month and Severity

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

Off-Road Vehicle Collisions by Vehicle Type

| | | | Figure 10.2 |
|-----------------|------------|-----|-------------|
| | Snowmobile | ATV | Total |
| Total Victims | 14 | 8 | 22 |
| Killed | 0 | 0 | 0 |
| Injured | 14 | 8 | 22 |
| Total Vehicles | | | |
| Involved | 19 | 10 | 29 |
| Fatal | 0 | 0 | 0 |
| Injury | 11 | 10 | 21 |
| Property Damage | 8 | 0 | 8 |



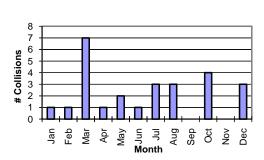


Figure 10.1

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

Figure 10.3

| | Snowmo | bile | | | ATV | | | |
|-----------|--------|--------|---------|------|--------|---------|-------|-------|
| Age Group | Male | Female | Unknown | Male | Female | Unknown | Total | % |
| 0 to 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 5 to 14 | 6 | 3 | 0 | 3 | 0 | 0 | 12 | 42.9 |
| 15 to 19 | 2 | 0 | 0 | 0 | 2 | 0 | 4 | 14.3 |
| 20 to 24 | 4 | 1 | 0 | 2 | 1 | 0 | 8 | 28.6 |
| 25 to 34 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 7.1 |
| 35 to 44 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3.6 |
| 45 to 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 55 to 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 65 & Over | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Unknown | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3.6 |
| Total | 13 | 4 | 1 | 7 | 3 | 0 | 28 | 100.0 |

Off-Road Vehicle Collisions by Severity and Driver Condition

Figure 10.4

| | Property | Personal | | | |
|-----------------------------------|----------|----------|-------|-------|-------|
| Driver Condition | Damage | Injury | Fatal | Total | % |
| Apparently Normal | 0 | 4 | 0 | 4 | 14.3 |
| Fatigue/Fell Asleep | 0 | 0 | 0 | 0 | 0.0 |
| Inexperience | 3 | 10 | 0 | 13 | 46.4 |
| Under Influence - Alcohol | 1 | 7 | 0 | 8 | 28.6 |
| Under Influence - Drugs | 0 | 0 | 0 | 0 | 0.0 |
| Sudden Illness, Lost Consiousness | 0 | 0 | 0 | 0 | 0.0 |
| Other Condition | 0 | 0 | 0 | 0 | 0.0 |
| Unknown | 3 | 0 | 0 | 3 | 10.7 |
| Total | 7 | 21 | 0 | 28 | 100.0 |
| | | | - | | |

| | | | _ | | Figure 10.5 |
|--------------------------------------|----------|----------|-------|-------|-------------|
| | Property | Personal | ſ | | |
| Driver Action | Damage | Injury | Fatal | Total | % |
| Driving Properly | 0 | 3 | 0 | 3 | 11.1 |
| Following Too Closely | 0 | 0 | 0 | 0 | 0.0 |
| Distracted, Inattentive | 0 | 4 | 0 | 4 | 14.8 |
| Driving Too Fast for Conditions | 3 | 3 | 0 | 6 | 22.2 |
| Improper Turning or Passing | 0 | 2 | 0 | 2 | 7.4 |
| Failed to Yield Right-of-Way | 0 | 0 | 0 | 0 | 0.0 |
| Disobeyed Traffic Control or Officer | 1 | 2 | 0 | 3 | 11.1 |
| Driving on Wrong Side of Road | 1 | 0 | 0 | 1 | 3.7 |
| Driving in Wrong Direction | 0 | 0 | 0 | 0 | 0.0 |
| Backing Unsafely | 0 | 0 | 0 | 0 | 0.0 |
| Lost Control | 0 | 5 | 0 | 5 | 18.5 |
| Other | 0 | 0 | 0 | 0 | 0.0 |
| Unknown | 1 | 2 | 0 | 3 | 11.1 |
| Total | 6 | 21 | 0 | 27 | 100.0 |

Off-Road Vehicle Collisions by Severity and Driver Action

Off-Road Vehicle Occupants by Injury Severity and Helmet Use

| | | | _ | | Figure 10.6 |
|----------------------------|--------|----------|---------|-------|-------------|
| | Helmet | Helmet | | | |
| Injury Severity | Worn | Not Worn | Unknown | Total | % |
| Not Injured | 3 | 12 | 3 | 18 | 45.0 |
| Minimal Injuries | 2 | 6 | 0 | 8 | 20.0 |
| Minor Injuries | 1 | 7 | 0 | 8 | 20.0 |
| Major (Hospital Admission) | 1 | 3 | 0 | 4 | 10.0 |
| Fatal | 0 | 0 | 0 | 0 | 0.0 |
| Injured - Extent Unknown | 0 | 2 | 0 | 2 | 5.0 |
| Total | 7 | 30 | 3 | 40 | 100.0 |

Collisions by Region, RCMP Detachment and Severity

A - Inuvik Region

| | | Number o | of Collisions | l | Number o | of Victims |
|----------------|----------|----------|---------------|-------|----------|------------|
| RCMP | Property | Personal | | | | |
| Detachment | Damage | Injury | Fatal | Total | Injured | Killed |
| Aklavik | 4 | 3 | 0 | 7 | 3 | 0 |
| Deline | 3 | 0 | 0 | 3 | 0 | 0 |
| Fort Good Hope | 3 | 5 | 0 | 8 | 8 | 0 |
| Fort McPherson | 9 | 5 | 1 | 15 | 6 | 1 |
| Holman | 2 | 1 | 0 | 3 | 1 | 0 |
| Inuvik | 59 | 10 | 0 | 69 | 14 | 0 |
| Norman Wells | 6 | 2 | 0 | 8 | 2 | 0 |
| Sachs Harbour | 0 | 0 | 0 | 0 | 0 | 0 |
| Tuktoyaktuk | 6 | 2 | 0 | 8 | 3 | 0 |
| Tulita | 5 | 0 | 0 | 5 | 0 | 0 |
| Sub Total | | | | | | |
| Inuvik Region | 97 | 28 | 1 | 126 | 37 | 1 |

B - Fort Simpson Region

| | | Number of Collisions | | | | Number of Victims | | |
|----------------------------------|----------|----------------------|-------|-------|---------|-------------------|--|--|
| RCMP | Property | Personal | | | | | | |
| Detachment | Damage | Injury | Fatal | Total | Injured | Killed | | |
| Fort Liard | 6 | 1 | 0 | 7 | 1 | 0 | | |
| Fort Simpson | 24 | 6 | 0 | 30 | 11 | 0 | | |
| Sub Total Fort Simpson Region | 30 | 7 | 0 | 37 | 12 | 0 | | |

C - South Slave Region

| | | Number of | Collisions | | Number of Vi | ctims |
|--------------------|----------|-----------|------------|-------|--------------|--------|
| RCMP | Property | Personal | | | | |
| Detachment | Damage | Injury | Fatal | Total | Injured | Killed |
| Hay River | 68 | 10 | 1 | 79 | 18 | 1 |
| Fort Providence | 17 | 7 | 0 | 24 | 11 | 0 |
| Fort Resolution | 2 | 1 | 0 | 3 | 2 | 0 |
| Fort Smith | 31 | 7 | 1 | 39 | 9 | 1 |
| Lutsel K'e | 0 | 0 | 0 | 0 | 0 | 0 |
| Sub Total | | | | | | |
| South Slave Region | 118 | 25 | 2 | 145 | 40 | 2 |

D - North Slave Region

| | Number of | | Number of Victims | | |
|----------|----------------------------|---|--|--|--|
| Property | Personal | | | | |
| Damage | Injury | Fatal | Total | Injured | Killed |
| 27 | 2 | 0 | 29 | 2 | 0 |
| 347 | 52 | 2 | 401 | 65 | 2 |
| | | | | | |
| 374 | 54 | 2 | 430 | 67 | 2 |
| | | | | | |
| 619 | 114 | 5 | 738 | 156 | 5 |
| - | Damage 27 347 374 | Property DamagePersonal Injury2723475237454 | Damage Injury Fatal 27 2 0 347 52 2 374 54 2 | PropertyPersonalDamageInjuryFatalTotal272029347522401374542430 | PropertyPersonalDamageInjuryFatalTotal27202934752240137454243067 |

Figure 11.1

Collision Rates by Region and RCMP Detachment

Figure 11.2

A - Inuvik Region

| | | | | | | Collision Rates | |
|----------------|------------|-------------|--------------|---------------|--------------|-----------------|-------------|
| RCMP | Number of | Licensed | Registered | Population | Collisions/ | Collisions/ | Collisions/ |
| Detachment | Collisions | Drivers [1] | Vehicles [1] | (2007 | 100 Licensed | 100 Registered | 100 |
| | | | | estimate [2]) | Drivers | Vehicles | Population |
| Aklavik | 7 | 193 | 126 | 629 | 3.63 | 5.56 | 1.11 |
| Deline | 3 | 174 | 87 | 538 | 1.72 | 3.45 | 0.56 |
| Fort Good Hope | 8 | 201 | 144 | 730 | 3.98 | 5.56 | 1.10 |
| Fort McPherson | 15 | 307 | 269 | 968 | 4.89 | 5.58 | 1.55 |
| Ulukhaktok | 3 | 70 | 82 | 406 | 4.29 | 3.66 | 0.74 |
| Inuvik | 69 | 1,841 | 2,603 | 3,420 | 3.75 | 2.65 | 2.02 |
| Norman Wells | 8 | 494 | 792 | 948 | 1.62 | 1.01 | 0.84 |
| Sachs Harbour | 0 | 32 | 37 | 130 | 0.00 | 0.00 | 0.00 |
| Tuktoyaktuk | 8 | 307 | 273 | 1,280 | 2.61 | 2.93 | 0.63 |
| Tulita | 5 | 166 | 131 | 527 | 3.01 | 3.82 | 0.95 |
| Sub Total | | | | | | | |
| Inuvik Region | 126 | 3,785 | 4,544 | 9,576 | 3.33 | 2.77 | 1.32 |

B - Fort Simpson Region

| | | | | | | Collision Rates | |
|----------------------------------|-------------------------|-------------------------|----------------------------|---------------------|-----------------------------|-------------------------------|--------------------|
| RCMP Detachment | Number of Collisions | Licensed Drivers (1) | Registered Vehicles [1] | Population (2007 | Collisions/ 100 Licensed | Collisions/ 100 Registered | Collisions/ 100 |
| Detaolimont | Comorono | 5111010 [1] | 10110100[1] | estimate [2]) | Drivers | Vehicles | Population |
| Fort Liard | 7 | 216 | 245 | 591 | 3.24 | 2.86 | 1.18 |
| Fort Simpson | 30 | 881 | 1,028 | 1,634 | 3.41 | 2.92 | 1.84 |
| Sub Total Fort Simpson Region | 37 | 1,097 | 1,273 | 2,225 | 3.37 | 2.91 | 1.66 |

C - South Slave Region

| | | | | | | Collision Rates | |
|--------------------|------------|-------------|--------------|---------------|--------------|-----------------|-------------|
| RCMP | Number of | Licensed | Registered | Population | Collisions/ | Collisions/ | Collisions/ |
| Detachment | Collisions | Drivers [1] | Vehicles [1] | (2007 | 100 Licensed | 100 Registered | 100 |
| | | | | estimate [2]) | Drivers | Vehicles | Population |
| Hay River | 79 | 2,765 | 4,694 | 4,063 | 2.86 | 1.68 | 1.94 |
| Fort Providence | 24 | 255 | 357 | 802 | 9.41 | 6.72 | 2.99 |
| Fort Resolution | 3 | 246 | 290 | 510 | 1.22 | 1.03 | 0.59 |
| Fort Smith | 39 | 1,455 | 1,921 | 2,430 | 2.68 | 2.03 | 1.60 |
| Lutsel K'e | 0 | 90 | 78 | 379 | 0.00 | 0.00 | 0.00 |
| Sub Total | | | | | | | |
| South Slave Region | 145 | 4,811 | 7,340 | 8,184 | 3.01 | 1.98 | 1.77 |

D - North Slave Region

| | | | | | | Collision Rates | |
|--------------------|------------|-------------|--------------|---------------|--------------|-----------------|-------------|
| RCMP | Number of | Licensed | Registered | Population | Collisions/ | Collisions/ | Collisions/ |
| Detachment | Collisions | Drivers [1] | Vehicles [1] | (2007 | 100 Licensed | 100 Registered | 100 |
| | | | | estimate [2]) | Drivers | Vehicles | Population |
| Behchoko/Whati | 29 | 1,009 | 904 | 2,989 | 2.87 | 3.21 | 0.97 |
| Yellowknife | 401 | 13,740 | 16,017 | 19,378 | 2.92 | 2.50 | 2.07 |
| Sub Total | | | | | | | |
| North Slave Region | 430 | 14,749 | 16,921 | 22,367 | 2.92 | 2.54 | 1.92 |
| | | | | | | | , |
| | | | | | | | |

| Total - All | | | | | | | |
|-------------|-----|--------|--------|--------|------|------|------|
| Regions | 738 | 24,442 | 30,078 | 42,637 | 3.02 | 2.45 | 1.73 |
| | | | | | | | |

Figure 11.3

| Highway #1 | On Km | Collision | Collision | Collision | # Persons | # Persons |
|-------------|-------|-------------|-----------------|-----------------------------|-----------|-----------|
| (Mackenzie) | | Date | Severity | Configuration | Injured | Killed |
| | 0.0 | 6 Mar 2007 | Property Damage | Rear End | 0 | 0 |
| | 14.0 | 28 Jun 2007 | Property Damage | Collision with Other Animal | 0 | 0 |
| | 23.0 | 3 Mar 2007 | Injury | Rear End | 1 | 0 |
| | 70.0 | 13 Nov 2007 | Injury | Single Vehicle Rollover | 1 | 0 |
| | 82.0 | 28 Jan 2007 | Property Damage | Ran Off Road - Left | 0 | 0 |
| | 82.0 | 18 Feb 2007 | Property Damage | Rear End | 0 | 0 |
| | 83.0 | 30 Dec 2007 | Injury | Single Vehicle Rollover | 2 | 0 |
| | 140.0 | 12 Feb 2007 | Property Damage | Ran Off Road - Left | 0 | 0 |
| | 220.0 | 7 Jul 2007 | Injury | Single Vehicle Rollover | 1 | 0 |
| | 270.0 | 13 Jul 2007 | Injury | Single Vehicle Rollover | 1 | 0 |
| | 271.0 | 26 Oct 2007 | Property Damage | Ran Off Road - Right | 0 | 0 |
| | 300.0 | 20 Mar 2007 | Injury | Single Vehicle Rollover | 2 | 0 |
| | 316.0 | 4 Aug 2007 | Injury | Single Vehicle Rollover | 1 | 0 |
| | 323.0 | 27 Jan 2007 | Property Damage | Ran Off Road - Left | 0 | 0 |
| | 331.0 | 7 Jul 2007 | Property Damage | Single Vehicle Rollover | 0 | 0 |
| | 375.0 | 8 Apr 2007 | Property Damage | Ran Off Road - Right | 0 | 0 |
| | 390.0 | 8 Mar 2007 | Property Damage | Rear End | 0 | 0 |
| | 402.0 | 30 Sep 2007 | Property Damage | Collision with Other Animal | 0 | 0 |
| | 441.0 | 20 Oct 2007 | Property Damage | Ran Off Road - Right | 0 | 0 |
| | 441.4 | 29 Dec 2007 | Injury | Single Vehicle Rollover | 1 | 0 |
| | 469.8 | 13 Jan 2007 | Injury | Ran Off Road - Right | 4 | 0 |
| | 532.5 | 31 Jul 2007 | Injury | Single Vehicle Rollover | 2 | 0 |
| | 606.0 | 3 Jul 2007 | Injury | Single Vehicle Rollover | 1 | 0 |
| | 625.0 | 16 Sep 2007 | Property Damage | Ran Off Road - Left | 0 | 0 |
| | 670.0 | 22 Sep 2007 | Property Damage | Collision with Fixed Object | 0 | 0 |

Collisions on the NWT Highway System

| Summary Highway #1 | Property Damage Collisions | Injury | Fatal Collision: | - | otal | Persons Injured | Persons Killed |
|-----------------------|----------------------------------|-------------|---------------------|---|------|--------------------|-------------------|
| | 14 | 11 | (|) | 25 | 17 | 0 |
| Highway #2 | On Km | Collision | Collision | Collision | | # Persons | # Persons |
| (Hay River) | | Date | Severity | Configuration | | Injured | Killed |
| | 6.0 | 17 Dec 2007 | Injury | Single Vehicle Rollover | | 1 | 0 |
| | 8.0 | 3 Feb 2007 | Property Damage | Single Vehicle Rollover | | 0 | 0 |
| | 9.0 | 22 Jan 2007 | Property Damage | Single Vehicle Rollover | | 0 | 0 |
| | 12.0 | 20 Jan 2007 | Property Damage | Single Vehicle Rollover | | 0 | 0 |
| | 24.0 | 24 Mar 2007 | Property Damage | Ran Off Road - Left | | 0 | 0 |
| | 26.5 | 24 Oct 2007 | Property Damage | Single Vehicle Rollover | | 0 | 0 |
| | 33.0 | 23 Nov 2007 | Injury | Single Vehicle Rollover | | 2 | 0 |
| | 36.1 | 25 Oct 2007 | Property Damage | Ran Off Road - Left | | 0 | 0 |
| | 38.0 | 6 Feb 2007 | Property Damage | Rear End | | 0 | 0 |
| | 38.2 | 17 Jul 2007 | Property Damage | Right Angle | | 0 | 0 |
| | 38.8 | 19 Feb 2007 | Property Damage | Other Multi-Vehicle Different Direction | on | 0 | 0 |
| | 38.8 | 6 Jun 2007 | Property Damage | Rear End | | 0 | 0 |
| | 39.5 | 3 Mar 2007 | Injury | Right Turn - Perpendicular Road | | 1 | 0 |
| | 39.6 | 23 May 2007 | Property Damage | Ran Off Road - Right | | 0 | 0 |
| | 41.6 | 6 Jul 2007 | Property Damage | Passing - Left Turn | | 0 | 0 |
| | 44.0 | 28 Feb 2007 | Property Damage | Collision with Parked Vehicle | | 0 | 0 |

| Summary | Property | Personal | | | | |
|------------|------------|------------|------------|------------|---------|---------|
| Highway #2 | Damage | Injury | Fatal | Total | Persons | Persons |
| | Collisions | Collisions | Collisions | Collisions | Injured | Killed |
| | 13 | 3 | 0 | 16 | 4 | 0 |

| Highway #3 | On Km | Collision | Collision | Collision | # Persons | # Person |
|---------------|------------|-------------|-----------------|---------------------------------|-----------|----------|
| (Yellowknife) | | Date | Severity | Configuration | Injured | Kille |
| | 24.0 | 11 Mar 2007 | Property Damage | Rear End | 0 | |
| | 24.0 | 20 Sep 2007 | Property Damage | Collision with Parked Vehicle | 0 | |
| | 35.0 | 9 Oct 2007 | Property Damage | Collision with Bison | 0 | |
| | 36.0 | 27 Dec 2007 | Property Damage | Collision with Bison | 0 | |
| | 41.0 | 1 Oct 2007 | Injury | Collision with Bison | 1 | |
| | 43.0 | 18 Jan 2007 | Injury | Single Vehicle Rollover | 1 | |
| | 90.0 | 18 Sep 2007 | Property Damage | Collision with Bison | 0 | |
| | 94.0 | 14 Mar 2007 | Property Damage | Ran Off Road - Right | 0 | |
| | 112.0 | 21 Jan 2007 | Property Damage | Collision with Bison | 0 | |
| | 115.0 | 29 Oct 2007 | Property Damage | Collision with Bison | 0 | |
| | 132.0 | 7 Sep 2007 | Property Damage | Collision with Other Animal | 0 | |
| | 145.0 | 5 Aug 2007 | Property Damage | Collision with Bison | 0 | |
| | 230.0 | 17 Oct 2007 | Property Damage | Collision with Bison | 0 | |
| | 237.0 | 1 Oct 2007 | Property Damage | Collision with Bison | 0 | |
| | 239.0 | 10 Aug 2007 | Property Damage | Ran Off Road - Right | 0 | |
| | 244.0 | 31 Oct 2007 | Injury | Single Vehicle Rollover | 1 | |
| | 245.2 | 26 Jan 2007 | Property Damage | Single Vehicle Rollover | 0 | |
| | 256.0 | 22 Apr 2007 | Property Damage | Collision with Moving Object | 0 | |
| | 256.0 | 27 Oct 2007 | Property Damage | Collision with Bison | 0 | |
| | 259.0 | 7 Jan 2007 | Injury | Collision with Bison | 1 | |
| | 260.0 | 2 Feb 2007 | | Single Vehicle Rollover | 0 | |
| | 273.0 | 4 Jan 2007 | Property Damage | Collision with Bison | 0 | |
| | | | Property Damage | | 0 | |
| | 280.0 | 13 Dec 2007 | Property Damage | Collision with Bison | 0 | |
| | 284.0 | 15 Feb 2007 | Property Damage | Single Vehicle Rollover | | |
| | 285.0 | 22 Feb 2007 | Property Damage | Ran Off Road - Right | 0 | |
| | 304.0 | 1 Mar 2007 | Property Damage | Ran Off Road - Right | 0 | |
| | 308.0 | 1 Feb 2007 | Injury | Ran Off Road - Left | 1 | |
| | 313.0 | 22 Dec 2007 | Property Damage | Ran Off Road - Left | 0 | |
| | 318.0 | 17 Feb 2007 | Injury | Single Vehicle Rollover | 1 | |
| | 320.7 | 11 Sep 2007 | Injury | Single Vehicle Rollover | 1 | |
| | 324.0 | 29 Oct 2007 | Property Damage | Collision with Fixed Object | 0 | |
| | 324.2 | 8 Sep 2007 | Injury | Sideswipe - Opposite Direction | 1 | |
| | 327.0 | 8 Feb 2007 | Property Damage | Single Vehicle Rollover | 0 | |
| | 332.8 | 13 Feb 2007 | Property Damage | Right Turn - Perpendicular Road | 0 | |
| | 334.5 | 13 Jul 2007 | Fatal | Single Vehicle Rollover | 1 | |
| | 336.0 | 31 Jan 2007 | Property Damage | Single Vehicle Rollover | 0 | |
| | 336.7 | 3 Jun 2007 | Injury | Right Angle | 2 | |
| | 337.7 | 19 May 2007 | Fatal | Single Vehicle Rollover | 0 | |
| | 338.0 | 29 Nov 2007 | Property Damage | Single Vehicle Rollover | 0 | |
| | 338.0 | 17 Dec 2007 | Injury | Head-on | 1 | |
| | 338.3 | 21 Dec 2007 | Property Damage | Ran Off Road - Right | 0 | |
| | 338.5 | 21 Nov 2007 | Property Damage | Sideswipe - Opposite Direction | 0 | |
| Summary | Property | Personal | 0 | | | |
| Highway #3 | Damage | Injury | Fata | l Total | Persons | Persor |
| , . | Collisions | Collisions | Collision | | Injured | Kille |
| - | 30 | 10 | | 2 42 | 12 | |

| Highway #4 (Ingraham Trail) | On Km Collision Date | | | Collision Severity | Collision Configuration | # Persons Injured | # Persons Killed |
|--------------------------------|-------------------------|----|----------|-----------------------|--------------------------------|----------------------|---------------------|
| | 6.5 | 19 | Feb 2007 | Property Damage | Single Vehicle Rollover | 0 | C |
| | 7.0 | 28 | Jul 2007 | Injury | Single Vehicle Rollover | 2 | C |
| | 9.7 | 4 | Nov 2007 | Property Damage | Single Vehicle Rollover | 0 | C |
| | 15.0 | 17 | Mar 2007 | Property Damage | Ran Off Road - Left | 0 | C |
| | 17.5 | 6 | Apr 2007 | Property Damage | Ran Off Road - Right | 0 | C |
| | 20.0 | 31 | May 2007 | Property Damage | Ran Off Road - Right | 0 | C |
| | 25.0 | 8 | Aug 2007 | Injury | Ran Off Road - Right | 1 | C |
| | 26.0 | 23 | Jun 2007 | Injury | Single Vehicle Rollover | 3 | C |
| | 36.0 | 15 | Feb 2007 | Property Damage | Single Vehicle Rollover | 0 | C |
| | 44.0 | 3 | Jun 2007 | Property Damage | Single Vehicle Rollover | 0 | C |
| | 62.0 | 10 | Feb 2007 | Property Damage | Sideswipe - Opposite Direction | 0 | C |

| Summary Highway #4 | Property Damage Collisions | | Personal Injury Collisions | | | Total Collisions | Persons Injured | Persons Killed |
|-------------------------|----------------------------------|--------|----------------------------------|-----------------|---------------------------|---------------------|--------------------|-------------------|
| | 8 | | 3 | (|) | 11 | 6 | 0 |
| Highway #5 | On Km | Collis | sion | Collision | Collision | | # Persons | # Persons |
| (Fort Smith Highway) | | Date | | Severity | Configuration | | Injured | Killed |
| | 100.0 | 10 | Jul 2007 | Injury | Single Vehicle Rollover | | 1 | 0 |
| | 105.0 | 14 | Sep 2007 | Property Damage | Collision with Bison | | 0 | 0 |
| | 138.0 | 2 | Mar 2007 | Injury | Rear End | | 1 | 0 |
| | 143.0 | 21 | Aug 2007 | Property Damage | Collision with Bison | | 0 | 0 |
| | 160.0 | 30 | Jan 2007 | Property Damage | Collision with Bison | | 0 | 0 |
| | 166.0 | 5 | Nov 2007 | Property Damage | Collision with Bison | | 0 | 0 |
| | 200.0 | 6 | Nov 2007 | Injury | Single Vehicle Rollover | | 2 | 0 |
| | 203.0 | 29 | Dec 2007 | Fatal | Head-on | | 1 | 1 |
| | 216.0 | 10 | Jun 2007 | Property Damage | Single Vehicle Rollover | | 0 | 0 |
| | 237.0 | 2 | Apr 2007 | Injury | Ran Off Road - Right | | 1 | 0 |
| | 259.0 | 13 | Jan 2007 | Property Damage | Collision with Other Anim | nal | 0 | 0 |
| | 265.0 | 1 | Sep 2007 | Property Damage | Ran Off Road - Right | | 0 | 0 |

| Summary Highway #5 | Property Damage | Personal Injury | Fatal | | Total | Persons | Persons |
|-----------------------|--------------------|--------------------|-----------------|-------------------------|------------|-----------|-----------|
| | Collisions | Collisions | Collisions | 5 | Collisions | Injured | Killed |
| | 7 | 4 | 1 | | 12 | 6 | 1 |
| Highway #6 | On Km | Collision | Collision | Collision | | # Persons | # Persons |
| (Fort Resolution | | Date | Severity | Configuration | | Injured | Killed |
| Highway) | | | | | | | |
| | 12.0 | 16 Jun 2007 | Injury | Single Vehicle Rollover | | 1 | 0 |
| | 18.0 | 17 Feb 2007 | Property Damage | Ran Off Road - Left | | 0 | 0 |
| | 52.0 | 7 Jun 2007 | Injury | Single Vehicle Rollover | | 2 | 0 |
| Summary | Property | Personal | | | | | |
| Highway #6 | Damage | Injury | Fatal | | Total | Persons | Persons |
| ingiway #0 | Collisions | Collisions | Collisions | | Collisions | Injured | Killed |
| | 00111310113 | 2 | Comsions | | 3 | 3 | 0 |

Geographic Distribution – Section 11

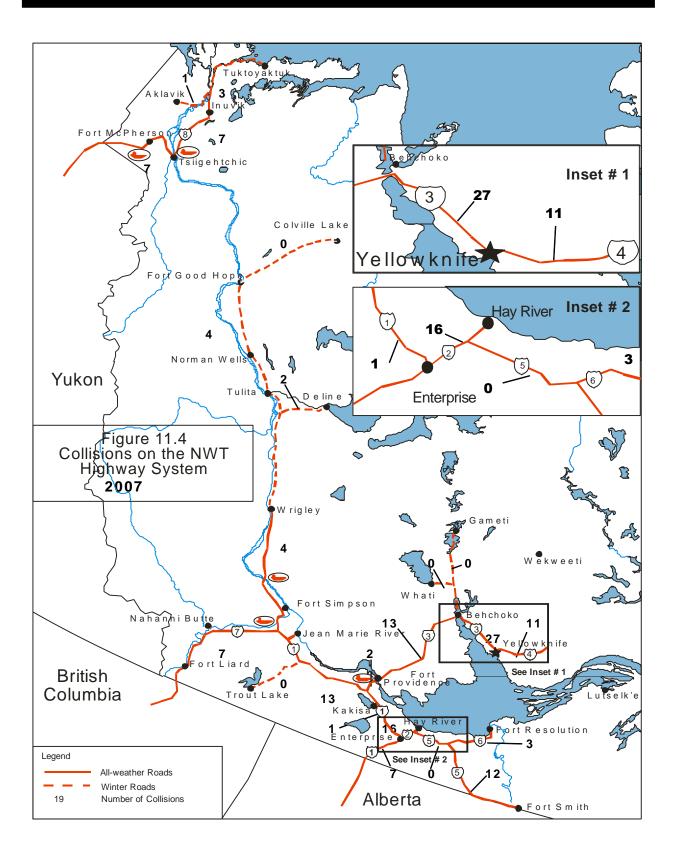
| Highway #7 | On Km (| Collision | Collision | Collision | # Persons | # Persons |
|-----------------|---------|-------------|-----------------|-----------------------------|-----------|-----------|
| (Liard Highway) | 1 | Date | Severity | Configuration | Injured | Killed |
| | 6.8 | 23 Jun 2007 | Injury | Ran Off Road - Left | 1 | 0 |
| | 10.0 | 6 Mar 2007 | Property Damage | Single Vehicle Rollover | 0 | 0 |
| | 39.6 | 30 Jul 2007 | Property Damage | Collision with Bison | 0 | 0 |
| | 64.0 | 24 Jul 2007 | Property Damage | Collision with Fixed Object | 0 | 0 |
| | 88.0 | 10 Oct 2007 | Property Damage | Collision with Other Animal | 0 | 0 |
| | 110.0 | 18 Oct 2007 | Property Damage | Single Vehicle Rollover | 0 | 0 |
| | 208.0 | 4 Nov 2007 | Property Damage | Single Vehicle Rollover | 0 | 0 |

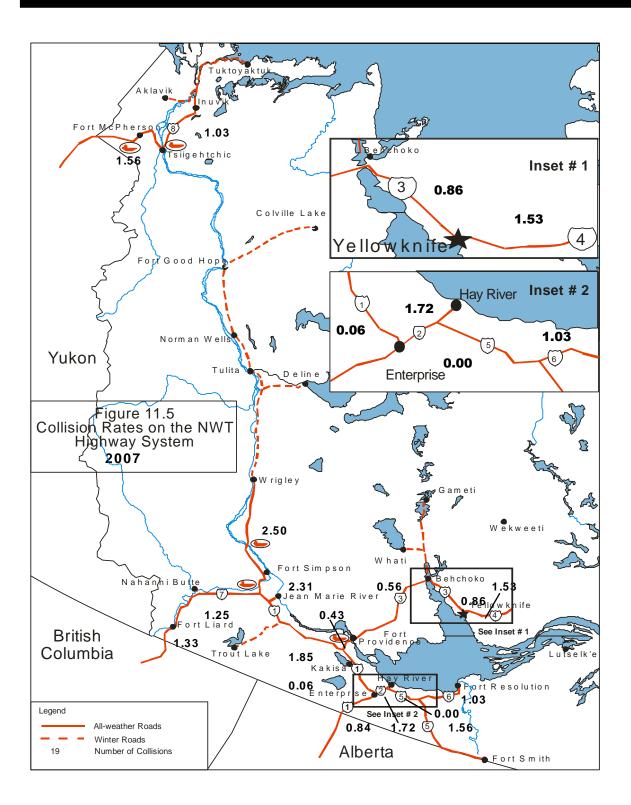
| Summary Highway #7 | Property Damage Collisions | Personal Injury Collisions | Fatal Collision: | | Total Collisions | Persons Injured | Persons Killed |
|-----------------------|----------------------------------|----------------------------------|---------------------|---------------------------|---------------------|--------------------|-------------------|
| | 6 | 1 | (| 0 | 7 | 1 | C |
| Highway #8 | On Km | Collision | Collision | Collision | | # Persons | # Persons |
| (Dempster Highway) | l | Date | Severity | Configuration | | Injured | Killed |
| | 14.0 | 27 Dec 2007 | Injury | Ran Off Road - Right | | 1 | C |
| | 16.0 | 22 Sep 2007 | Fatal | Single Vehicle Rollover | | 0 | 1 |
| | 39.0 | 9 Jul 2007 | Property Damage | Collision with Parked Ver | nicle | 0 | C |
| | 65.0 | 17 Dec 2007 | Property Damage | Single Vehicle Rollover | | 0 | C |
| | 100.0 | 10 Jun 2007 | Injury | Ran Off Road - Left | | 1 | C |
| | 110.0 | 20 Apr 2007 | Property Damage | Single Vehicle Rollover | | 0 | C |
| | 139.6 | 11 Sep 2007 | Injury | Single Vehicle Rollover | | 2 | C |
| | 150.0 | 7 Aug 2007 | Property Damage | Single Vehicle Rollover | | 0 | C |
| | 160.0 | 10 Mar 2007 | Property Damage | Single Vehicle Rollover | | 0 | C |
| | 169.0 | 20 Mar 2007 | Injury | Single Vehicle Rollover | | 2 | C |
| | 172.0 | 6 Jul 2007 | Property Damage | Single Vehicle Rollover | | 0 | C |
| | 231.0 | 16 Aug 2007 | Property Damage | Ran Off Road - Right | | 0 | C |
| | 247.0 | 28 Aug 2007 | Property Damage | Single Vehicle Rollover | | 0 | C |
| | 272.1 | 1 Aug 2007 | Injury | Single Vehicle Rollover | | 1 | C |

| Summary | Property | Personal | | | | |
|------------|------------|------------|------------|------------|---------|---------|
| Highway #8 | Damage | Injury | Fatal | Total | Persons | Persons |
| | Collisions | Collisions | Collisions | Collisions | Injured | Killed |
| | 8 | 5 | 1 | 14 | 7 | 1 |

| Access and | | Collision | Collision | Collision | # Persons | # Persons |
|--------------------------------|----|-----------|-----------------|--------------------------------|-----------|-----------|
| Winter Roads | | Date | Severity | Configuration | Injured | Killed |
| Fort Providence Access Road | 14 | Sep 2007 | Property Damage | Collision with Bison | 0 | 0 |
| Hay River Reserve Access Road | 8 | Sep 2007 | Fatal | Single Vehicle Rollover | 3 | 1 |
| Hay River Reserve Access Road | 28 | Sep 2007 | Property Damage | Ran Off Road - Left | 0 | 0 |
| Hay River Reserve Access Road | 24 | Oct 2007 | Property Damage | Single Vehicle Rollover | 0 | 0 |
| Rae Access Road | 12 | Jan 2007 | Property Damage | Right Angle | 0 | 0 |
| Vee Lake Access Road | 6 | Apr 2007 | Injury | Sideswipe - Opposite Direction | 1 | 0 |
| Vee Lake Access Road | 7 | Jun 2007 | Property Damage | Ran Off Road - Right | 0 | 0 |
| Yellowknife Access Road | 1 | Feb 2007 | Injury | Head-on | 1 | 0 |
| Yellowknife Access Road | 28 | Aug 2007 | Property Damage | Collision with Fixed Object | 0 | 0 |
| Aklavik Winter Access Road | 24 | Feb 2007 | Property Damage | Single Vehicle Rollover | 0 | 0 |
| Deline Winter Access Road | 8 | Mar 2007 | Property Damage | Sideswipe - Opposite Direction | 0 | 0 |
| Deline Winter Access Road | 19 | Mar 2007 | Property Damage | Sideswipe - Opposite Direction | 0 | 0 |
| Inuvik-tuktoyaktuk Winter Road | 23 | Jan 2007 | Property Damage | Ran Off Road - Left | 0 | 0 |
| Inuvik-tuktoyaktuk Winter Road | 16 | Mar 2007 | Property Damage | Single Vehicle Rollover | 0 | 0 |
| Inuvik-tuktoyaktuk Winter Road | 16 | Mar 2007 | Injury | Single Vehicle Rollover | 2 | 0 |
| Mackenzie Highway Winter Road | 16 | Feb 2007 | Property Damage | Rear End | 0 | 0 |
| Mackenzie Highway Winter Road | 20 | Feb 2007 | Property Damage | Ran Off Road - Left | 0 | 0 |
| Mackenzie Highway Winter Road | 18 | Mar 2007 | Property Damage | Sideswipe - Opposite Direction | 0 | 0 |
| Mackenzie Highway Winter Road | 30 | Mar 2007 | Property Damage | Single Vehicle Rollover | 0 | 0 |

| Summary Access and Winter Roads | Property Damage Collisions | Personal Injury Collisions | Fatal Collisions | Total Collisions | Persons Injured | Persons Killed |
|---------------------------------------|----------------------------------|----------------------------------|---------------------|---------------------|--------------------|-------------------|
| | 15 | 3 | 1 | 19 | 7 | 1 |
| Summary | Property | Personal | | | | |
| All NWT | Damage | Injury | Fatal | Total | Persons | Persons |
| Highways | Collisions | Collisions | Collisions | Collisions | Injured | Killed |
| | 102 | 42 | 5 | 149 | 63 | 5 |





Casualty Rates by Canadian Jurisdiction - 2006 [1]

Figure 12.1

| | | Ca | sualty Rates | | | | | |
|-------------------------|-------------------------|----------|---------------|----------|-------------|----------|--|--|
| Province/ | Per 100,000 Per Billion | | | F | Per 100,000 | | | |
| Territory | Population | | Vehicle | Lic | ensed Drive | rs | | |
| | | K | ilometres [2] | | | | | |
| | Fatalities | Injuries | Fatalities | Injuries | Fatalities | Injuries | | |
| Canada | 8.9 | 604.0 | 8.9 | 604 | 13.0 | 884.5 | | |
| Newfoundland & Labrador | 7.3 | 428.7 | 8.5 | 501 | 10.8 | 638.9 | | |
| Prince Edward Island | 18.8 | 604.2 | 25.0 | 804 | 26.8 | 863.9 | | |
| Nova Scotia | 9.2 | 513.4 | 8.4 | 471 | 13.0 | 726.8 | | |
| New Brunswick | 14.1 | 519.1 | 12.3 | 452 | 19.9 | 729.5 | | |
| Quebec | 9.4 | 649.9 | 10.3 | 711 | 14.8 | 1,027.1 | | |
| Ontario | 6.2 | 539.8 | 6.0 | 525 | 8.8 | 772.3 | | |
| Manitoba | 10.1 | 741.2 | 9.9 | 729 | 16.4 | 1,202.9 | | |
| Saskatchewan | 13.9 | 686.6 | 12.2 | 604 | 20.2 | 999.8 | | |
| Alberta | 13.4 | 769.1 | 10.0 | 571 | 17.9 | 1,027.8 | | |
| British Columbia | 9.6 | 586.0 | 12.9 | 790 | 14.0 | 855.3 | | |
| Yukon | 41.6 | 746.1 | 24.2 | 435 | 55.3 | 991.1 | | |
| Northwest Territories | 7.2 | 267.6 | 7.9 | 294 | 10.4 | 386.6 | | |
| Nunavut | 0.0 | 214.4 | N/A | N/A | N/A | N/A | | |

[1] Canadian Motor Vehicle Traffic Collision Statistics: 2006. Published by Transport Canada.

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

| Harrison and Annual Annua | | | | | | | |
|--|--|-------------------------------|---|---|-------------------------------------|---|--------------------------------------|
| Northwest Territories ACCIDE NT REPORT | 02. POLICE DETACHMENT | N T 1 0 | 03. CASI | | 1 1 1 | PAGE O | F |
| z 1. In Community of | (Give Park, Special Area Etc.) | | 31. DIRECTION OF | REPORT TYPE RI | PORT STATUS | 09. HOUR 00-23 UU. Unk. | 13. NO.VEHICLES |
| ି On Kmn Of Highway Or Street/F | pad/Avenue | | | | Complete | 1 00-23 00. 011K. | |
| | oad/Avenue | | 7 W E 3 | 04. SCENE ATTENDED 05 | 08. DATE OF | COLLISION | 11. NO. KILLED |
| ≪ Km. ⊃lfNotAt metres | of Street, Highway, Town, Etc | | 6 5 4 9. Parked 5 | 1. Yes 2. No | | UU. Unknown | |
| Intersection If Location Can Be Described More Precisely, Enter He Reference | | | Q. Other U. Unknown | 10. COLLISION SEVERITY 1. Fatal 3. Property Damage 2. Injury U. Unknown | 15. HIT AND R | 2. No | 12. NO. INJURED |
| 14 01. Hit Moving Object 03. Off Road Left 05. Rollover o | Roadway 21. Rear End | 23. Passing - Left Turn | 25. Other Multi-Vehicle Same Direction | 32. Sideswipe-Oppos- ite Direction | Opposite D | lulti-Vehicle irection | QQ. Other Collision Type |
| U2. Hit Stationary O4. Off Road Right O6. Other Sing Direct- | e Vehicle 22. Sideswipe Same Direction | 24. Passing - Right Turner | 31. Head-On | 33. Left Turn 35. Right An Across Path | | | UU. Unknown Collision Type |
| | | | | | | - | <i>N</i> · |
| 29. VEH.SEQUENCE H. UU. Unk. UU. Unknown U. UNK. UU. Unknown UU. Unk. S) U | 29. VEH. SEQUENCE | 💷 00. 0nk. 0 | 0. TOTAL OCCUPANTS | 43. FIRST IMPACT LOCATIO 11 12 13 1 2 3 | | ear Two-Thirds Right Side | 42. DAMAGE SEVERITY |
| J ADDRESS | ADDRESS | | | | 17. Right Si 18. Underci | ide Unspecified arriage | 1. None 2. Minimal |
| - ADDRESS | ADDRESS | | | 07. Left Front Two-Thirds 08. Left Rear Two-Thirds | 19. Interior 20. Attachm | | 3. Moderate 4. Severe |
| DATE OF BIRTH SEX HOME PHONE WORK PHON | DATE OF BIRTH SEX | HOME PHON | VE WORK PHONE | | 99. No App | oarent Damage UU. Unknown | 5. Demolished Q. Other U. Unknown |
| DRIVER'S LICENCE 59. PROV | DRIVER'S LICENCE # | 59. PROV | CLASE 57. Years | 14. Right Front Two-Thirds 61. POSITION 62. EJI | ECTION 64. M | EDICAL TREATM | ENT |
| U 58. STATUS 1. Valid 2. Incorrect 3. Not Licensed 4. Revoked'S 5. Expired Q. Other N. Not Applicable U. Unknown | | 2. Incorrect 3. Not | Licensed 4. Revoked/Suspe tApplicable U. Unknown | nded 1. Not E | jected RI | EQUIRED | |
| - 34. YEAR MAKE MODEL | 34. YEAR | MAKE/MOD | | 3. Fully | | imal 5. Fatal | Natural Causes |
| LICENCE PLATE X EXP 32. PROV 33. VIN U. Unknown | LICENCE PLATE# EXP | 32. PROV 33. VIN | U. Unknown | 11 12 13 Q. Othe | r U. Unk. 4. Maj | or 7. Injured 65. SAFETY EQU | - Extent Unknown |
| LAST NAME FIRST NAME(S) | LAST NAME | FI FI | RST NAME (S) | 21 22 23 LOC 1. Wind | | 01. No Safety Devid 02. Lap Belt Only U | |
| ADDRESS SAME AS ABOVE | ADDRESS | SAME AS AB | | | ent Side Window site Side Window | 03. Shoulder Belt C 04. Lap/Shoulder B | |
| | | | | 96. Position Unk. 4. Adjac | ent Side Door | 05. Front-Facing Ch | ild Restraint in Use |
| Z HOME PHONE WORK PHONE | HOME PHONE | V. | ORK PHONE | | site Side Door Window or Gate | 06. Rear-Facing Ch 07. Booster Seat | ild Restraint in Use |
| ○ INSURANCE COMPANY ADDRESS | INSURANCE COMPANY | Aj | DDRESS | er Compartment 7. Sun F 99. Pedestrian 8. Open | | 08. Child Restraint 09. Helmet Worn | n Use - Unspecified |
| POLICY NUMBER EXPIRY DATE | POLICY NUMBER | E | XPIRY DATE | QQ. Other N. Not E | | 10. Reflective Cloth 11. Helmet & Reflect | |
| Seq. son Seq. F. Fernale 00 < 1 Yr. tion tion ion Loca # # M. Male UU. Unk. tion | 64. Medical 65. Safety 66. Proper Treatment Equip- Use Required ment | 67. Air Bag Deploved | (IF DECE ASE | NAMES AND ADDRESSES | | 12. Other Device U 13. No Safety Devic UU. Unknown | sed se Fitted |
| □ <u>U.Unk.</u> | | | | | | 66. PROPER USI 1. Used Correctly | E |
| | | | | | | 2. Used Incorrectly 3. No Safety Device | Fitted |
| | | | | | | N. No Safety Device | e Used |
| | | | | | | 67. AIR BAG DEI | |
| | | | | | | No Air Bag Fitted Air Bag Fitted, No | |
| | | | | | | 3. Air Bag Fitted, D 4. Air Bag Fitted, D | eployed eployment Unknown |
| | | | | | | N. Not Applicable V Q. Other U. Unkno | ehicle Type |
| Officer's Signature Name | | R | ank Date Rev | viewed | Reviewed By: | L. Suid C. Olkilo | |

| 16.ROADWAY CONFIGURATION | 24. ROAD SURFACE | 11. Urban Transit Bus | 41. VEHICLE MANOEUVRE | | | |
|--|--|---|---|--|---|--|
| 1. Non-Intersection | 1. Drv. Normal | 12. Intercity Bus | 01. Going Straight | | | INDEPENDENT WITNESSES |
| 2. Intersection 2 Roads | 2 Wet | 14. Motorcycle | 02. Turning Left | | | Last Name First Name |
| 3. Intersection With | 3. Snow (Fresh/Loose) | 15. Motorcycle - | 03. Turning Right | | 2. Crossing Intersection Without ROW | |
| Parking Lot/Driveway/Alley | 4. Slush. Wet Snow | Speed Limited | 04. Making U-Turn | 23. Driving Too Fast For Conditions 04 | 4. In Crosswalk | Address |
| 4. Railroad Level Crossing | | 16. Off-Road Vehicle | 05. Changing Lanes | 24. Improper Turning Or Passing 05 | 5. Crossing Roadway At Midblock | |
| | 5. lcy | | | 25. Fail To Yield Right-Of-Way 0 | 6. Walking On Roadway Against Traffic | Home Phone Work Phone |
| 5. Bridge, Overpass, Viaduct | 6. Sandy/Gravel/Dirt | 17. Bicycle | 06. Merging | 26. Disobeyed Traffic Control Device/ 07 | 7. Walking On Roadway With Traffic | |
| 6. Tunnel Or Underpass | 7. Muddy | 18. Purpose-Built | 07. Reversing | Police Officer 01 | 8. On Sidewalk, Median, Safety Zone | Last Name First Name |
| Q. Other | 8. Oil | Motor Home | 08. Overtaking | | 1. Coming From Behind Parked | |
| U. Unknown | 9. Flooded | 19. Farm Equipment | 09. Negotiating Curve | 29. Backing Unsafely | | Address |
| 17.WEATHER CONDITION | Q. Other | 20. Construction Equipment | 10. Slowing, Stopping | | 2. Coming From Behind Moving Vehicle | riddiodd |
| 1. Clear and/or Sunny | U. Unknown | 22. Snowmobile | 11. Starting In Traffic | | | Home Phone Work Phone |
| 2. Overcast, Cloudy - No | 25. ROAD CONDITION | QQ. Other UU. Unknown | 12. Leaving Roadside | | 4. Getting On/Off School Bus | Home Fibrie Work Fibrie |
| Precipitation | 1. Good | | 13. Stopped/Parked Legally | | | ADDITIONAL WITNESSES ON FILE? |
| 3. Raining | 2. Potholes, Bumps, Ruts | 36. VEHICLE USE | 14. Stopped/Parked Illegally | | | |
| Snowing, Not Including | 3. Under Construction, Repair | 01. Taxi | 15. Swerving To Avoid Collision | | | DESCRIPTION: Show Direction of Travel. |
| Drifting Snow | 4. Uneven | 02. School Bus | 16. Run-Away Or Roll Away | | | |
| 5. Freez. Rain, Sleet, Hail | 5. Worn | 03. Other Bus | Vehicle | | | Obstructions, Vehicle Movement, Travel |
| 6. Visibility Limitation (Eg. | 6. Obscured/Faded Markings | 04. Military | 21. Unspecified Manoeuvre | | | Lane, Fixed Objects, Traffic Controls. |
| Fog, Smoke, Dust, Mist) | Q. Other | 05. Police Cruiser | QQ. Other UU. Unknown | | 0. Lying On Road Ped 3 | |
| 7. Strong Wind | U. Unknown | 06. Other Police | | | IN. Not a Pedestrian | |
| Q. Other | 26. ROAD ALIGNMENT | 07. Ambulance | 44 - 46, VEHICLE EVENTS | | Q. Other UU. Unknown Ped 4 | |
| U. Unknown | 1. Straight And Level | 08. Hearse | NON-COLLISION EVENTS: | 48. Other Defective Parts | | |
| 18.LIGHT CONDITION | 2. Straight With Grade | 09. Tow Truck | 01. Skidded Or Spun On Roadway | NN. No Defects | | |
| 1. Daylight | 3. Curved And Level | 10. Delivery Vehicle | 02. Ran Off Road | QQ. Other UU. Unknown | | |
| | | | | 50. ENVIRONMENTAL FACTORS | | |
| 2. Dawn 3. Dusk | Curved With Grade Top Of Hill/Gradient | 11. Road Maintenance 12. Utilities Maintenance | 03. Overturned, Rollover | 51. Animal On Roadway | | |
| | | | 04. Jacknife Or Trailer Swing | 52. Road Surface Or Other Condition | | |
| 5. Darkness | 6. Bottom Of Hill/Gradient | 13. Fire Response | 05. Fire Or Explosion | 53. Obstruction On Road | | |
| U. Unknown | Q. Other | 99. No Special Use | 06. Load Spill | 54. View Obstructed, Glare, Reflection | | |
| 19. ARTIFICIAL LIGHT | U. Unknown | QQ. Other | 07. Load Shift EVT1 | 55. Weather Or Acts Of God | | |
| CONDITION | 27. TRAFFIC CONTROL | UU. Unknown | 08. Submersion | NN. No Environmental Factors | | |
| 1. No Artificial Light | 01. Traffic Signals - Oper. | | 09. Other Non-Collision Event | QQ. Other UU. Unknown | | |
| Artificial Light - On | 02. Traffic Signals - Flashing | 37. EMERGENCY USE | HIT MOVING OBJECTS: | 52. DANGEROUS GOODS CLASS | | |
| Artificial Light - Off | 03. Stop Sign | 1. Yes | 11. Hit Moving Motor Vehicle | 1. Explosives | | |
| U. Unknown | 04. Yield Sign | 2. No | 12. Hit Pedestrian | | | |
| 20. ROAD CLASSIFICATION I | 05. Warning Sign | N. Not an Emergency Vehicle | 13. Hit Bicyclist EVT2 | 2. Gases | | |
| 1. Urban | | U. Unknown | | | | |
| | 06. Pedestrian Crosswalk | | 14. Hit Animal | 3. Flammable Liquids | | |
| 2. Rural | 06. Pedestrian Crosswalk 07. Police Officer | | 14. Hit Animal 15. Hit Train EVT3 | 4. Flammable Solids, Spontaneous | | |
| 2. Rural | 07. Police Officer | 38. TRAILER TYPE | 15. Hit Train EVT3 | Flammable Solids, Spontaneous Combustibles | | |
| 2. Rural | 07. Police Officer 08. School Guard, Flagman | 38. TRAILER TYPE 1. Recreational Trailer | 15. Hit Train EVT3 | Flammable Solids, Spontaneous Combustibles Oxidizers & Organic Peroxides | | |
| 2. Rural U. Unknown 21. ROAD CLASSIFICATION II | 07. Police Officer 08. School Guard, Flagman 09. School Crossing | 38. TRAILER TYPE 1. Recreational Trailer 2. Light Utility Trailer (Boat) | 15. Hit Train EVT3 19. Hit Another Moving Object HIT NON-MOVING OBJECTS: | Flammable Solids, Spontaneous Combustibles Oxidizers & Organic Peroxides Poisonous & Infectious Substances | NAGRAM Use Solid Direction Lines Befo | re Impact and Broken Lines After |
| 2. Rural U. Unknown 21. ROAD CLASSIFICATION II 2. Arterial | 07. Police Officer 08. School Guard, Flagman 09. School Crossing 10. Reduced Speed Zone | TRAILER TYPE Recreational Trailer Light Utility Trailer (Boat) Commercial Full Trailer | 15. Hit Train EVT3 L L 19. Hit Another Moving Object HIT NON-MOVING OBJECTS: 21. Hit Parked Vehicle | Flammable Solids, Spontaneous Combustibles Oxidizers & Organic Peroxides | NAGRAM Use Solid Direction Lines Befor | re Impact and Broken Lines After |
| 2. Rural U. Unknown 21. ROAD CLASSIFICATION II 2. Arterial 3. Collector | 07. Police Officer 08. School Guard, Flagman 09. School Crossing 10. Reduced Speed Zone 11. No Passing Zone Sign | TRAILER TYPE Recreational Trailer Light Utility Trailer (Boat) Commercial Full Trailer One Semi-Trailer | 15. Hit Train EVT3 19. Hit Another Moving Object HIT NON-MOVING OBJECTS: 21. Hit Parked Vehicle 22. Hit Non-Fixed Object | Flammable Solids, Spontaneous Combustibles Oxidizers & Organic Peroxides Poisonous & Infectious Substances | NAGRAM Use Solid Direction Lines Befo | ve Impact and Broken Lines After |
| 2. Rural U. Unknown 21. ROAD CLASSIFICATION II 2. Arterial 3. Collector 4. Local | 07. Police Officer 08. School Guard, Flagman 09. School Crossing 10. Reduced Speed Zone 11. No Passing Zone Sign 12. Road Markings | 38. TRAILER TYPE 1. Recreational Trailer 2. Light Utility Trailer (Boat) 3. Commercial Full Trailer 4. One Semi-Trailer 5. Two Semi-Trailers, A-Train | 15. Hit Train EVT3 19. Hit Another Moving Object HIT NON-MOVING OBJECTS: 21. Hit Parked Vehicle 22. Hit Non-Fixed Object 23. Hit Building | 4. Flammable Solids, Spontaneous Combustibles 5. Oxidizers & Organic Peroxides 6. Poisonous & Infectious Substances 7. Radioactives | NAGRAM Use, Solid Direction Lines, Befo | re Impact and Broken Lines After |
| 2. Rural U. Unknown 21. ROAD CLASSIFICATION II 2. Arterial 3. Collector 4. Local 0. Other (Parking Lot) | 07. Police Officer 08. School Guard, Flagman 09. School Crossing 10. Reduced Speed Zone 11. No Passing Zone Sign 12. Road Markings 13. School Bus Stopped/ | 38. TRAILER TYPE 1. Recreational Trailer 2. Light Utility Trailer (Boat) 3. Commercial Full Trailer 4. One Semi-Trailers 5. Two Semi-Trailers, A-Train 6. Two Semi-Trailers, B-Train | 15. Hit Train EVT3 L L L 19. Hit Another Moving Object HIT NON-MVING OBJECTS: 21. Hit Parked Vehicle 22. Hit Non-Fixed Object 23. Hit Building 24. Hit Ditch | 4. Flammable Solids, Spontaneous Combustibles 5. Oxidizers & Organic Peroxides 6. Poisonous & Infectious Substances 7. Radioactives | NAGRAM Use Solid Direction Lines Befor | ve Impact and Broken Lines After |
| 2. Rural U. Unknown 21. ROAD CLASSIFICATION II 2. Arterial 3. Collector 4. Local | 07. Police Officer 08. School Guard, Flagman 09. School Crossing 10. Reduced Speed Zone 11. No Passing Zone Sign 12. Road Markings 13. School Bus Stopped/ Lights Flashing | 38. TRAILER TYPE 1. Recreational Trailer 2. Light Utility Trailer (Boat) 3. Commercial Full Trailer 4. One Semi-Trailer 5. Two Semi-Trailers, B-Train 6. Two Semi-Trailers, C-Train | 15. Hit Train EVT3 L L 19. Hit Another Moving Object 11. Hit Parked Vehicle 22. Hit Non-Kneed Object 23. Hit Building 24. Hit Ditch 25. Hit Embankment, Dirt Pile, Rock | Iammable Solids, Spontaneous Combustibles S. Oxidizers & Organic Peroxides Poisonous & Infectious Substances 7. Radioactives 8. Corrosives 9. Misc. Dangerous Goods | | Ire Impact and Broken Lines After |
| 2. Rural U. Unknown 2. Arterial 3. Collector 4. Local Q. Other (Parking Lot) U. Unknown | 07. Police Officer 08. School Guard, Flagman 09. School Crossing 10. Reduced Speed Zone 11. No Passing Zone Sign 12. Road Markings 13. School Bus Stopped/ Lights Flashing 14. School Bus Stopped/ | 38. TRAILER TYPE 1. Recreational Trailer 2. Light Uittin Yrailer (Boat) 3. Commercial Full Trailer 4. One Semi-Trailers, A-Train 5. Two Semi-Trailers, A-Train 6. Two Semi-Trailers, C-Train 7. Two Semi-Trailers, C-Train 8. Two Semi-Trailers, Concetor | 15. Hit Train EVT3 1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1. | I. Flarmable Solids, Spontaneous Combustibles Oxidizens & Organic Peroxides Poiscnous & Infectious Substances D. Crasoves Misc. Dangerous Goods N. Not a Commercial Vehicle O. Chiter. U. Vinknown | | ve Impact and Broken Lines After |
| 2. Rural L. Unknown 21. ROAD CLASSIFICATION II 2. Arterial | 07. Police Officer 08. School Guard, Flagman 09. School Crossing 10. Reduced Speed Zone 11. No Passing Zone Sign 12. Road Markings 13. School Bus Stopped/ Lights Flashing 14. School Bus Stopped/ Lights Not Flashing | 38. TRAILER TYPE 1. Recreational Trailer 2. Light Uithy Trailer (Boat) 3. Commercial Full Trailer 4. One Semi-Trailers, A-Train 6. Two Semi-Trailers, B-Train 7. Two Semi-Trailers, Connector Unknown | 15. Hit Train EVT3 19. Hit Another Moving Object HIT NON-MOVING OBJECTS: 21. Hit Parked Vehicle 22. Hit Non-Fixed Object 23. Hit Building 24. Hit Dich 25. Hit Embankment, Dirt Pile, Rock 26. Hit Culvert, Drainage Structure | I. Flarmable Solids, Spontaneous Combustibles Conducers & Organic Peroxides Forionous & Infectious Substances Orrosives Orrosives Misc. Dargerous Goods Nict a Commercial Vehicle O. Other U. Unknown St. LOAD STATUS | | Ire Impact and Broken Lines After |
| 2. Rural Ultknown 21. ROAD CLASSIFICATION II 2. Arterial 3. Collector 4. Local 0. Other (Parking Lot) U. Unknown 22. ROAD CLASSIFICATION III 1. One-Way, 2-Lane | 07. Police Officer 08. School Crossing 10. Reduced Speed Zone 11. No Passing Zone Sign 12. Road Markings 13. School Bus Stopped/ Lights Flashing 14. School Bus Stopped/ Lights Not Flashing 15. Rail Crossing With | 58. TRAILER TYPE 1. Recreational Trailer 2. Light Utility Trailer (Boat) 3. Commercial Full Trailer 4. One Semi-Trailer 5. Two Semi-Trailers, B-Train 7. Two Semi-Trailers, B-Train 7. Two Semi-Trailers, Connector Unknown 9. Three Semi-Trailers | 15. Hit Train EVT3 | A. Flammable Solids, Spontaneous Condustibles S. Oxidzen & Organic Pervisides B. Poisnonus & Infectious Substances D. Radioactives B. Correives Nato: Dangerous Goods N. Not a Commercial Vehicle C. Other U. U. Hinknown S. LOAD STATUS COMMERCIAL VEHICLES COMMERCIAL VEHICLES | | re Impact and Broken Lines After |
| 2. Rural 1. ROAD CLASSIFICATION II 2. Arterial 3. Collector 4. Local 0. Other (Parking Lot) U. Unknown 22. ROAD CLASSIFICATION III 1. One-Way, 24.ane 2. One-Way, Multi-Lane | or, Police Officer 08. School Guard, Flagman 08. School Crossing 10. Reduced Speed Zone 11. No Passing Zone Sign 12. Road Markings 13. School Bus Stopped/ Lights Not Flashing 14. School Bus Stopped/ Lights Not Flashing 15. Rail Crossing With Signals and/or Gates | 38. TRALER TYPE 1. Recrational Trailer 2. Light Uiliny Trailer (Boat) 3. Commercial Full Trailer 4. One Smin-Trailers, A-Train 5. Two Smin-Trailers, B-Train 7. Two Semi-Trailers, B-Train 8. Two Semi-Trailers, Connector Unknown 0. Three Smin-Trailers N. No Trailers | 15. Hit Train EVT3 L L L L L L L L L L L L L L L L L L L | Informable Solids, Spontaneous Combustibles S. Oxidizers & Organic Peroxides B. Poisonous & Infectious Substances P. Radioactives B. Corrolives O. Misc. Dangerous Goods N Not a Commercial Vehicle O. Other U. Unknown S. LOAD STATUS COMMERCIAL VEHICLES I. JullyPartially Loaded | | Instant Broken Lines After |
| 2. Rural Unknown 21. ROAD CLASSIFICATION II 2. Arterial 3. Collector 4. Local 0. Other (Parking Lot) U. Unknown 22. ROAD CLASSIFICATION III 1. One-Way, Z-Lane 2. One-Way, Multi-Lane 1. Undivide, 2: Way, Z-Lane | 07. Police Officer (96. School Gurce, Ragman (96. School Curcssing) 10. Reduced Speed Zone 11. No Passing Zone Sign 12. Road Markings 13. School Bus Stopped' Lights Rashing 14. School Bus Stopped' Lights Not Flashing 15. Rail Crossing With Signale and/or Gates 16. Rail X-ross jans Only | Sa TRALER TYPE I Recreational Trailer 2. Light Uiltigy Trailer (Boat) 3. Commercial: Uilt Trailer 4. Ona Sami-Trailers, A. Train 6. Tros Sami-Trailers, A. Train 7. Two Sami-Trailers, Connector Uithorom 1. Two Sami-Trailers, Connector Uithorom 0. Trailers N. No Trailers 0. Other | 15. Hit Train EVT3 | A Flarmable Solids, Spontaneous Condustibles Condustibles Condustibles Condustibles Constances Consciences Consciences Nac. Damgerous Goods Ninc. Damgerous Goods Ninc. Damgerous Goods Ninc. Damgerous Goods Nota Commercial Vehicle Conter U. Unknown S. LOAD STATUS COMMERCIAL VEHICLES Conter U. University T. Not Loaded | | are Impact and Broken Lines After |
| 2. Rural Uhrknown 21. ROAD CLASSIFICATION II 2. Afrenial 3. Collector 4. Local Other (Parking Lot) Uhrknown 22. ROAD CLASSIFICATION III 1. One-Way, 24.ane 3. Undivided, 24Way, Z4.ane 4. Undivided, 24Way, Multi-Lane | or. Police Officer 98. School Guard, Flagman 90. School Crossing 10. Reduced Speed Zone 11. No Passing Zone Sign 12. Road Markings 13. School Bus Stopped/ Lights Flashing 14. School Bus Stopped/ Lights Not Flashing 15. Rail Crossing With Signals and/cr Gales 16. Rail X-ing, Signs Only 17. Unspec. Control Device | Sa, TRALLER TYPE 1. Recreational Trailer 2. Light Uiliny Trailer (Boat) 3. Commercial Full Trailer 4. One Semi-Trailers, A-Train 6. Two Semi-Trailers, B-Train 7. Two Semi-Trailers, B-Train 8. Two Semi-Trailers, Connector Unknown 9. Three Semi-Trailers N. No Trailers Q. Other | 15. Hit Train EVT3 | Harmable Solids, Spontaneous Combustbles S. Oxidizers & Organic Peroxides B. Poisonus & Infectious Substances P. Radioactives B. Corrolives Misc. Dangerous Goods Nins a Commercial Vehicle Orther LU Hunknown SJ. LOAD STATUS COMMERCIAL VEHICLES I. FullyPartally Loaded L. Not a Commercial Vehicle N. Not a Commercial Vehicle Not a Commercial Vehicle Nota Commercial Vehi | | Instant Broken Lines After |
| 2. Rural Unknown 21. ROAD CLASSIFICATION II 2. Artarial 3. Collector 4. Locat 0. Other (Parking Lot) U. Unknown 22. ROAD CLASSIFICATION III 1. One-Way, 24.ane 2. One-Way, Multi-Lane 4. Undrivded, 24Way, Multi-Lane 5. Divided, With Barrier | 07. Police Officer 68. School Quard, Flagman 08. School Quard, Flagman 10. Reduced Speed Zone 11. No Parasing Zone Sign 12. Road Markings 13. School Bus Stopped/ Lights Not Flashing 14. School Bus Stopped/ Lights Not Flashing 15. Rail Crossing With Signals and/or Gates 16. Rail X-may, Signs Only 17. Unspee. Control Device 18. No Control Present | Sa TRALLER TYPE I Recreational Trailer 2. Light Utility Trailer (Boat) 3. Commercial: Utal Trailer 4. One Semi-Trailers, A. Train 6. Tros Semi-Trailers, A. Train 7. Two Semi-Trailers, Connector Unknown 1. Two Semi-Trailers, Connector Unknown 0. Trailers 0. Other U. Unknown 30. USE OF HEADLIGHTS | 15. Hit Train EVT3 | Fiarmable Solids, Spontaneous Condustibles Condustibles Condustibles Condustres Condustres Consolitions | | are Impact and Broken Lines After |
| 2. Rural Unknown 21. ROAD CLASSIFICATION II 2. Afterial 3. Collector 4. Local 0. Other (Packing Lot) U. Unknown 22. ROAD CLASSIFICATION III 1. One-Way, Aulti-Lane 4. Undvided, 2VWay, 2-Lane 4. Undvided, With Barriar 5. Dvided, With Median | 07. Police Officer 68. School Quard, Flagman 09. School Crossing 10. Reduced Speed Zone 11. No Passing Zone Sign 12. Road Markings 13. School Bus Stopped/ Lights Flashing 14. School Bus Stopped/ Lights Not Flashing 15. Rail Crossing With Signals and/or Gates 16. Rail X-ing. Signs Only 17. Unspec. Control Device 18. No Control Present Qo. Other | Sa TRALER TYPE 1. Recreational Trailer 2. Light Utility Trailer (Boat) 3. Commercial Full Trailer 4. Ons Semi-Trailers, A-Train 6. Two Semi-Trailers, B-Train 7. Wo Semi-Trailers, Cornector Unknown You Semi-Trailers No Trailers No Trailers No Trailers M. No Trailers Other Undrawn 33. USE OF HEADLIGHTS | 15. Hit Train EVT3 Land 19. Hit Another Moving Object HIT NON-MOVING OBJECTS: 21. Hit Parked Vehicle 22. Hit Mon-Theod Object 23. Hit Building 24. Hit Dich 25. Hit Embankment, Dirt Pile, Rock 26. Hit Culvert, Drainage Structure 27. Hit ToreBush/Hedge 28. Hit Light/Utility Pole 29. Hit Curb 30. Hit Pole 23. Hit Torffic Barrier 31. Hit Traffic Barrier 31. Hit Traffic Barrier | A Flarmable Solids, Spontaneous Combustibles S. Oxidizers & Organic Peroxides B. Poisonus & Infectious Substances D R. Radioactives B. Corrosives Misc. Dangerous Goods N. Not a Commercial Vehicle Oximer U, Urknown S. Lood STATUS COMMER CoLL. VEHICLES I. July/Pantially Loaded D. Not a Commercial Vehicle O. Other U, Unknown G. BLOOD ALCOHOL | | Instant Broken Lines After |
| 2. Rural Unknown 21. ROAD CLASSIFICATION II 2. Artarial 3. Collector 4. Locat 0. Other (Parking Lot) U. Unknown 22. ROAD CLASSIFICATION III 1. One-Way, 24.ane 2. One-Way, Multi-Lane 4. Undrivded, 24Way, Multi-Lane 5. Divided, With Barrier | 07. Police Officer 68. School Quard, Flagman 09. School Crussing 10. Reduced Speed Zone 11. No Passing Zone Sign 12. Road Markings 13. School Bus Stopped/ Lights Not Flashing 14. School Bus Stopped/ Lights Not Flashing 15. Rail Crossing With Signals and/or Gates 16. Rail X-raig, Signs Only 17. Unspec. Control Device 18. No Control Present QG, Other UU, Uhrknown | Sa TRALLER TYPE I Recreational Trailer 2. Light Utility Trailer (Boat) 3. Commercial: Utal Trailer 4. One Semi-Trailers, A. Train 6. Tros Semi-Trailers, A. Train 7. Two Semi-Trailers, Connector Unknown 1. Two Semi-Trailers, Connector Unknown 0. Trailers 0. Other U. Unknown 30. USE OF HEADLIGHTS | 15. Hit Train EVT3 | Informable Solids, Spontaneous Condustibles Codizens & Organic Percedes Codizens & Infectious Substances Paisonus & Infectious Substances Reducatives Mac. Dangerous Goods Nota Commercial Vehicle ComMERCAL VehiCLES I. FullyPartially Loaded Z. Not Loaded Nota Commercial Vehicle Orther U Unknown G. BLODD ALCOHOL CONCENTRATION | | are Impact and Broken Lines After |
| 2. Rural Unknown 21. ROAD CLASSIFICATION II 2. Afterial 3. Collector 4. Local 0. Other (Packing Lot) U. Unknown 22. ROAD CLASSIFICATION III 1. One-Way, Aulti-Lane 4. Undvided, 2VWay, 2-Lane 4. Undvided, With Barriar 5. Dvided, With Median | 07. Police Officer 68. School Quard, Flagman 09. School Crossing 10. Reduced Speed Zone 11. No Passing Zone Sign 12. Road Markings 13. School Bus Stopped/ Lights Flashing 14. School Bus Stopped/ Lights Not Flashing 15. Rail Crossing With Signals and/or Gates 16. Rail X-ing. Signs Only 17. Unspec. Control Device 18. No Control Present Qo. Other | Sa TRALER TYPE 1. Recreational Trailer 2. Light Utility Trailer (Boat) 3. Commercial Full Trailer 4. Ons Semi-Trailers, A-Train 6. Two Semi-Trailers, B-Train 7. Wo Semi-Trailers, Cornector Unknown You Semi-Trailers No Trailers No Trailers No Trailers M. No Trailers Other Undrawn 33. USE OF HEADLIGHTS | 15. Hit Train EVT3 Land 19. Hit Another Moving Object HIT NON-MOVING OBJECTS: 21. Hit Parked Vehicle 22. Hit Mon-Theod Object 23. Hit Building 24. Hit Dich 25. Hit Embankment, Dirt Pile, Rock 26. Hit Culvert, Drainage Structure 27. Hit ToreBush/Hedge 28. Hit Light/Utility Pole 29. Hit Curb 30. Hit Pole 23. Hit Torffic Barrier 31. Hit Traffic Barrier 31. Hit Traffic Barrier | A Flarmable Solids, Spontaneous Combustibles S. Oxidizers & Organic Peroxides B. Oscionos & Infectious Substances D T. Radiacatives B. Corrosives B. Marc. Dangerous Goods N. Not a Commercial Vehicle ComMERCIAL VEHICLES I. Fally-Partially Loaded D. Not a Commercial Vehicle D. Other U, Unknown B. OLOD ALCOHOL CONCENTRATION CONSUB RC, (mp%) of Driver | | In Impact and Broken Lines After |
| 2. Rural Unknown 21. ROAD CLASSIFICATION II 2. Artarial 3. Collector 4. Local 0. Other (Parking Lot) Unknown 22. ROAD CLASSIFICATION III 1. One-Way, 2-Lane 2. One-Way, Multi-Lane 5. Undvid, du: Yway, 2-Lane 4. Undvided, 2-Way, Multi-Lane 5. Divided, With Median 7. Divided, Type Unspacelied 0. Other (Parking Lot) U. Unknown | 07. Police Officer 68. School Quard, Flagman 09. School Crussing 10. Reduced Speed Zone 11. No Passing Zone Sign 12. Road Markings 13. School Bus Stopped/ Lights Not Flashing 14. School Bus Stopped/ Lights Not Flashing 15. Rail Crossing With Signals and/or Gates 16. Rail X-raig, Signs Only 17. Unspec. Control Device 18. No Control Present QG, Other UU, Uhrknown | Sa TRALER TYPE INCREMENT Taker S. Light Utility Traiter (Boat) S. Commercial Full Traiter 4. One Semi-Traiters 5. Two Semi-Traiters, C-Train 6. Two Semi-Traiters, C-Train 7. Two Semi-Traiters, Connector Utitionom 1. No Traiters 0. Other Utility 3. USE OF HEADLIGHTS 1. No Headlights OnNict Equipped 2. Daytime Ruming Lights On | 15. Hit Train EVT3 | Informable Solids, Spontaneous Condustibles Codizons & Organic Perceides Codizons & Infectious Substances I. Radiacathes I. Radiacathes I. Radiacathes I. Commercial Vehicle Commercial Vehicle ComMERCAL VeHICLES I. Faily/Partialy Loaded I. Sub Coaded Not a Commercial Vehicle Other U Unknown Robot ALCOHOL CONCENTRATION NOS BAC (mg%) of Driver /Pedetrian | | In and Broken Lines After |
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The following is a brief description of the 5 fatal traffic collisions that took place in the Northwest Territories in 2007, resulting in 5 fatalities.

| RCMP Detachment | Date | Description |
|-----------------|--------|---|
| Yellowknife | 19-May | Single vehicle rollover involving a pickup truck on Highway #3 near Kilometre 338 within Yellowknife city limits. The alcohol-impaired driver was totally ejected and sustained fatal injuries. Excess speed was a factor. |
| Yellowknife | 13-Jul | Single vehicle rollover involving a pickup truck on Highway #3 near Kilometre 335 within Yellowknife city limits. Both the driver and right front passenger were totally ejected. The passenger died at the scene while the driver was seriously injured. It is unknown if alcohol was involved. |
| Hay River | 8-Sep | Single vehicle rollover involving a pickup truck on the Hay River Reserve Access Road. None of the 5 occupants were restrained. The right front passenger was totally ejected and sustained fatal injuries. The driver, who had been drinking, was not injured. The other 3 occupants suffered minor injuries. |
| Fort McPherson | 22-Sep | Single vehicle rollover involving a gravel truck on Highway #8 near Kilometre 16. The unrestrained driver died at the scene. It is unknown if alcohol was involved. |
| Fort Smith | 29-Dec | Head-on collision involving a passenger car and a straight truck transporting fuel on Highway #5 near Kilometre 203. The driver of the passenger car sustained fatal injuries while the driver of the straight truck sustained minor injuries. It is unknown if alcohol was involved or if either driver was restrained. |