

2013 NWT Traffic Collision Facts



Department of Transportation
Road Licensing and Safety Division
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Acknowledgements

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

If you have any comments or questions related to the content of this report, please contact the Road Licensing and Safety Division at telephone (867) 873-7972, or by facsimile at (867) 873-0120.

2013 QUICK FACTS REPORT

2013 Compared to 2012

	<u>2012</u>	<u>2013</u>	<u>% Change</u>
PROPERTY DAMAGE ONLY COLLISIONS	542	447	-17.5
PERSONAL INJURY COLLISIONS	103	90	-12.6
FATAL COLLISIONS	2	2	0.0
TOTAL REPORTED COLLISIONS	647	539	-16.7
NUMBER OF PERSONS KILLED	2	3	50.0
NUMBER OF PERSONS INJURED	146	119	-18.5
NWT HIGHWAY SYSTEM COLLISIONS	118	97	-17.8
RURAL COLLISIONS	2	4	100.0
COLLISIONS IN COMMUNITIES	527	438	-16.9
REGISTERED VEHICLES	34,655	35,469	2.3
LICENSED DRIVERS	24,745	24,186	-2.3
NWT POPULATION [1]	43,349	43,537	0.4
COLLISIONS PER 100 LICENSED DRIVERS	2.61	2.23	-14.8
COLLISIONS PER 100 REGISTERED VEHICLES	1.87	1.52	-18.6
COLLISIONS PER 100 POPULATION	1.49	1.24	-17.1
COLLISIONS INVOLVING ALCOHOL	36	31	-13.9

[1] 2012 and 2013 population from NWT Bureau of Statistics July 1 estimate published in 'Quarterly Report', March 2014.

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 that are completed by Royal Canadian Mounted Police 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 Royal Canadian Mounted Police 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 25-year history of collisions, victims and licensed drivers and vehicles. There were a total of 539 collisions reported in 2013, the lowest number ever. Reporting definitions remained the same from 1989 to 2011. Starting in 2012, the monetary threshold for reporting property damage only collisions increased from \$1000 to \$2000. Trends in injuries, property damage collisions and total collisions declined steadily between 1989 and 1997. This decline took place in spite of the increased population and number of licensed drivers and registered vehicles. Total collisions and property damage only collisions, 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 are subject to year-to-year fluctuations. The 3 traffic fatalities reported in 2013 is close to the 25-year average while the 119 persons injured in 2013 is less than the 25-year average.

Section 2 - Time of Occurrence

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

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

Section 3 - Major Contributing Factors

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

Driver condition is twice as prevalent in injury and fatal collisions (12%) than in all collisions (6%). Driver error accounts for 71% of all factors in collisions, as compared to vehicular (1%) and environmental (4%).

Section 4 - Environmental Factors

The driving environment consists of road, light and weather conditions, as well as events leading up to and during a collision. It is important to understand all 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, such as clear weather, daylight and on a road surface that is free of defects. Intersection related collisions are far more frequent in communities than in rural areas or on the NWT Highway system.

Section 5 - Driver Factors

This section describes the characteristics of drivers involved in collisions. In 2013, 760 drivers were involved in 539 collisions. This is an average of 1.41 drivers per collision. Details on driver age, gender, condition, action and class of licence is presented.

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

Stage 1 – Learner Class 7

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

Conditions

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

- Time spent suspended will have to be made up before moving on to the next stage.
- A Learner cannot have any passengers other than the supervisor.
- A Learner cannot drive between the hours of 11 p.m. and 6 a.m.
- A Learner must have a 0 BAC.
- A Learner is subject to a lower demerit point threshold.

Stage 2 – Probationary Class 5P

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

Conditions

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

Stage 3 – Full Class 5

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

Section 6 - Vehicle Factors

There were a total of 943 vehicles involved in 539 collisions in 2013. This is an average of 1.75 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.

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 9% of victims wearing seat belts were injured. On the other hand, 14% of the victims who were not wearing seat belts were injured.

The proper use of seat belts is an important factor when evaluating their effectiveness in reducing or preventing injuries. This is especially true of young children and the use of

child restraints. Based on a survey conducted on behalf of Transport Canada in 2010, approximately 98% of children were restrained in the Northwest Territories. The survey further estimated that only 56% of these children were in a correctly installed device or one that is appropriate for the size and age of the child.

Section 8 - Pedestrians

This section presents a summary of collisions involving pedestrians. For 2013:

- 12 pedestrians were injured;
- 1 pedestrian was killed;
- 8% of the pedestrians injured were under the age of 15;
- all pedestrians were killed or injured within a community;
- 39% of 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 driver's licence suspended for 24 hours for a first offence or 30 days for further offences within a 2 year period.
- Novice drivers with any blood alcohol content automatically have their driver's licence suspended for 30 days.
- Drivers caught with over .08 blood alcohol content or who refuse to provide a breathalyzer sample automatically have their driver's licence suspended for 24 hours, are then given a 7 day temporary driver's permit and then further suspended for 90 days in addition to Criminal Code charges for impaired driving.
- Drivers convicted of impaired driving under the Criminal Code are automatically prohibited from driving for:
 - 1 year for a first conviction;
 - 3 years for a second conviction;
 - 5 years for a third conviction;
 - 5 or more years for additional convictions or if the offence caused a death.
- Drivers wishing to have their driving privileges reinstated after an administrative 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.
- Police have the authority to seize a vehicle for 30 days if the vehicle is operated by a driver whose driving privileges are suspended.

In 2013, there were 31 collisions involving alcohol, resulting in 19 persons being injured. There were no alcohol-related fatalities in 2013. These figures are significantly below the 25-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:

- 78% of off-road vehicle collisions resulted in injuries;
- 50% of off-road vehicle drivers involved in collisions are 24 years of age or younger;
- 38% of off-road vehicle drivers in collisions had been drinking or were impaired by alcohol;
- 8% of off-road vehicle drivers or passengers in collisions were wearing helmets;
- 78% 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 48% of persons injured. Two fatalities took place in the South Slave Region, while one fatality occurred in the North Slave Region.

A map detailing collisions that occurred on the NWT Highway system is shown on Page 42. Highway 3 (Yellowknife Highway) accounted for 35% of collisions occurring on the eight numbered highways.

Section 12 – National Comparison

This section compares injury and fatality rates for Canadian jurisdictions for the 2012 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 in all of the six indicators.

Definitions

REPORTABLE MOTOR VEHICLE COLLISION - an incident involving one or more motor vehicles resulting in death, personal injury or a minimum of \$2,000 in property damage. The 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* (\$2,000) with no personal injuries or deaths.

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

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

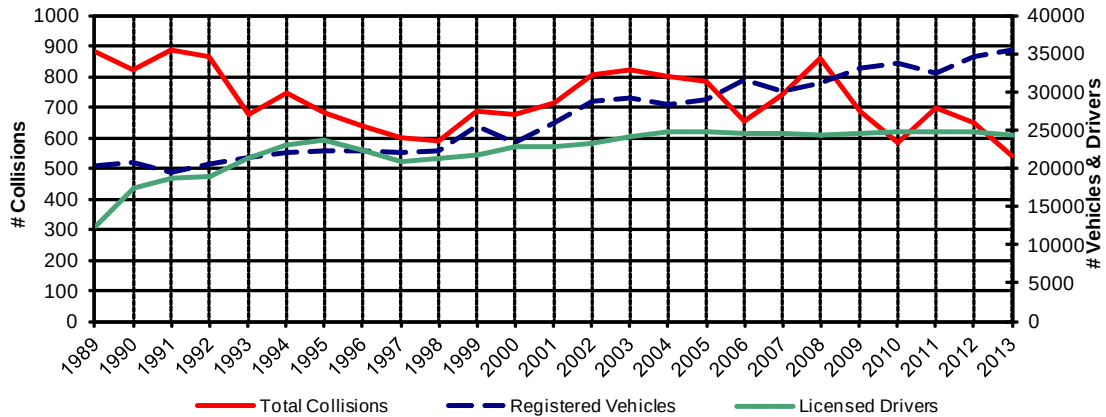
		Page
	Quick Facts - Inside Front Cover	
<u>Section 1</u>	<u>Historical Trends</u>	1
Figure	1.1 Trends in Licensed Drivers, Registered Vehicles and Collisions	1
	1.2 Trends in Collision Rates by Vehicles, Drivers and Population	1
	1.3 Trends in Injuries and Fatalities	2
	1.4 Trends in Property Damage Collisions	2
	1.5 Trends in Personal Injury Collisions	3
	1.6 Trends in Fatal Collisions	3
	1.7 Trends in All Reported Collisions	4
	1.8 Property Damage Collisions by Month and Year	4
	1.9 Personal Injury Collisions by Month and Year	5
	1.10 Fatal Collisions by Month and Year	5
	1.11 Total Collisions by Month and Year	5
<u>Section 2</u>	<u>Time of Occurrence</u>	6
Figure	2.1 Personal Injury Collisions by Month of Occurrence	6
	2.2 Fatal Collisions by Month of Occurrence	6
	2.3 Total Collisions by Month of Occurrence	6
	2.4 Collisions and Victims by Month of Occurrence	6
	2.5 Total Collisions by Time of Day	6
	2.6 Total Collisions by Day of Week	6
	2.7 Total Collisions by Time of Day and Day of Week	7
<u>Section 3</u>	<u>Major Contributing Factors</u>	8
Figure	3.1 Collision by Severity Where Human Condition was a Major Contributing Factor	8
	3.2 Collisions by Severity Where Human Action was a Major Contributing Factor	8
	3.3 Collisions by Severity Where Vehicle Condition was a Major Contributing Factor	8
	3.4 Collisions by Severity Where Environmental Condition was a Major Contributing Factor	9
	3.5 Collisions by Severity Where Major Contributing Factor was Unspecified or Unknown	9
	3.6 Major Contributing Factors by Collision Severity	9
	3.7 Collisions by Road System Where Human Condition was a Major Contributing Factor	10
	3.8 Collisions by Road System Where Human Action was a Major Contributing Factor	10
	3.9 Collisions by Road System Where Vehicle Condition was a Major Contributing Factor	10
	3.10 Collisions by Road System Where Environmental Condition was a Major Contributing Factor	12
	3.11 Collisions by Road System Where Major Contributing Factor was Unspecified or Unknown	11
	3.12 Major Contributing Factors in Collisions - Communities and NWT Highways	11

<u>Section 4</u>	<u>Environmental Factors</u>	Page 12
Figure	4.1 Collisions by Road Surface Type and Severity	12
	4.2 Collisions by Road Surface Environmental Condition and Severity	12
	4.3 Collisions by Road Defect and Severity	13
	4.4 Collisions by Light Condition and Severity	13
	4.5 Collisions by Weather Condition and Severity	14
	4.6 Collisions by Configuration and Severity	15
	4.7 Collisions by Configuration and Road System	16
	4.8 Collisions by Collision Site and Severity	17
	4.9 Collisions by Collision Site and Road System	17
	4.10 Collisions by Roadway Alignment and Severity	17
	4.11 Collisions by Roadway Type and Severity	18
	4.12 Collisions by Sequence of Events and Severity	18
	4.13 Collisions by Sequence of Events and Road System	19
<u>Section 5</u>	<u>Driver Factors</u>	20
Figure	5.1 Drivers in Collisions and Relative Risk by Driver Age	20
	5.2 Collision Rates by Severity and Driver Age	20
	5.3 Number of Drivers in Collisions by Licence Class and Age	21
	5.4 Number of Drivers in Collisions by Driver Condition and Age	21
	5.5 Number of Drivers in Collisions by Driver Action and Age	22
<u>Section 6</u>	<u>Vehicle Factors</u>	23
Figure	6.1 Number of Vehicles in Collisions by Vehicle Type and Severity	23
	6.2 Number of Vehicles in Collisions by Vehicle Condition and Severity	23
	6.3 Number of Vehicles in Collisions by Vehicle Manoeuvre and Severity	24
	6.4 Number of Vehicles in Collisions by Vehicle Year and Severity	24
<u>Section 7</u>	<u>Victims and Occupant Restraints</u>	25
Figure	7.1 Fatalities Classification	25
	7.2 Injuries Classification	25
	7.3 Persons Injured by Road User Class and Age Group	26
	7.4 Persons Killed by Road User Class and Age Group	26
	7.5 Persons Injured or Killed by Road User Class and Gender	26
	7.6 Motor Vehicle Occupants by Injury Severity and Restraint Use	27
	7.7 Restraints Used/Not Used	27
	7.8 Motor Vehicle Occupants by Injury Severity and Age Group	28
	7.9 Victim Restraint Use Rate by Victim Age	28

			Page
<u>Section 8</u>	<u>Pedestrians</u>		29
Figure	8.1	Pedestrians Injured or Killed by Age Group	29
	8.2	Pedestrians Injured or Killed by Pedestrian Action and Age Group	29
	8.3	Pedestrians Injured or Killed by Place of Occurrence and Injury Severity	30
	8.4	Pedestrians Injured or Killed by Collision Site	30
	8.5	Pedestrians Injured or Killed by Pedestrian Condition	30
<u>Section 9</u>	<u>Alcohol</u>		31
Figure	9.1	Drinking Drivers in Collisions by Driver Age and Gender	31
	9.2	Collisions Involving Alcohol by Day of Week	31
	9.3	Percentage of Collisions Involving Alcohol by Year and Severity	31
	9.4	Number of Collisions and Victims Involving Alcohol	31
	9.5	Number of Alcohol Related Collisions by Time of Day	32
	9.6	Injury Severity by Alcohol Involvement	32
	9.7	Alcohol-Involved Collisions by Month	32
<u>Section 10</u>	<u>Off-Road Vehicles</u>		33
Figure	10.1	Off-Road Vehicle Collisions by Month and Severity	33
	10.2	Off-Road Vehicle Collisions by Vehicle Type	33
	10.3	Off-Road Vehicle Drivers in Collisions by Driver Age and Gender	33
	10.4	Off-Road Vehicle Collisions by Severity and Driver Condition	34
	10.5	Off-Road Vehicle Collisions by Severity and Driver Action	34
	10.6	Off-Road Vehicle Occupants by Injury Severity and Helmet Use	34
<u>Section 11</u>	<u>Geographic Distribution</u>		35
Figure	11.1	Collisions by Region, RCMP Detachment and Severity	35
	11.2	Collision Rates by Region and RCMP Detachment	36
	11.3	Collisions on the NWT Highway System	37
	11.4	Collisions on the NWT Highway System - Map	41
	11.5	Collision Rates on the NWT Highway System - Map	42
<u>Section 12</u>	<u>National Comparison</u>		43
Figure	12.1	Casualty Rates by Canadian Jurisdiction	43
<u>Appendix</u>			44
Section	A1	Northwest Territories Collision Report Form Side I	44
	A2	Northwest Territories Collision Report Form Side II	45
	A3	Brief Description of Fatal Collisions	46

Trends in Licensed Drivers, Registered Vehicles and Collisions

Figure 1.1

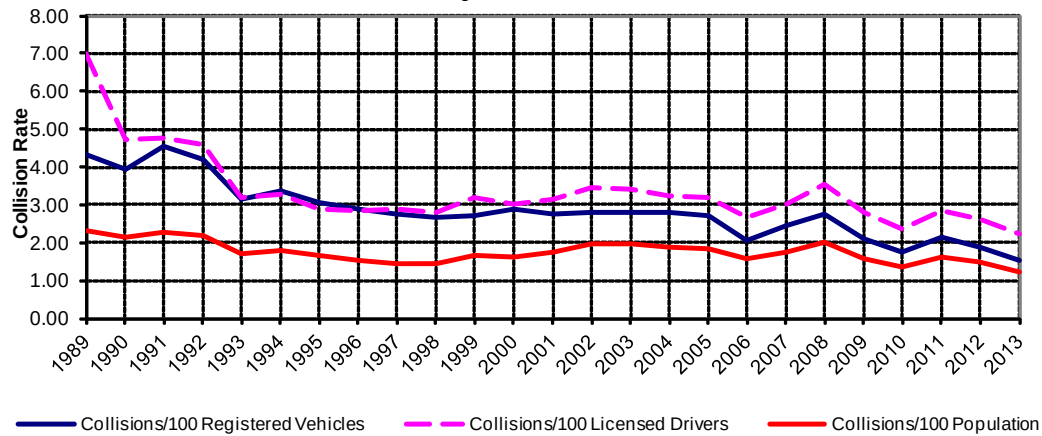


3 Year Summary

	2011	2012	2013	% Change
Registered Vehicles	32,391	34,655	35,469	2.3
Licensed Drivers	24,691	24,745	24,186	-2.3
Total Collisions	697	647	539	-16.7

Trends in Collision Rates by Vehicles, Drivers and Population

Figure 1.2

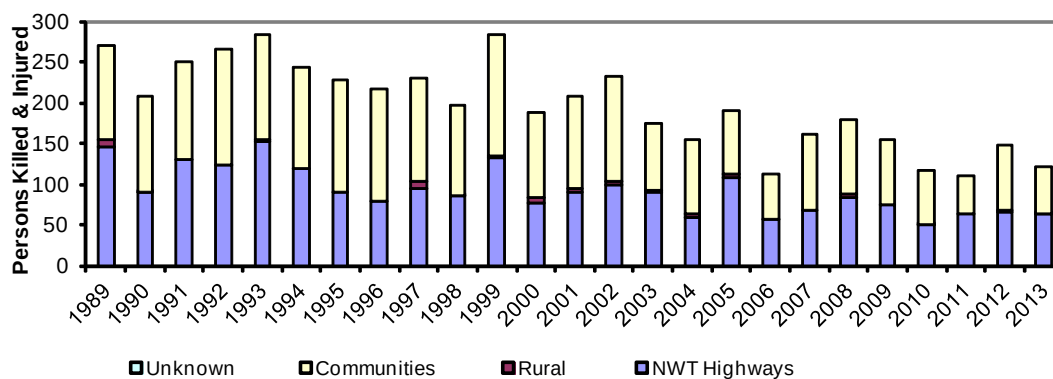


3 Year Summary

	2011	2012	2013	% Change
Collisions/100 Registered Vehicles	2.15	1.87	1.52	-18.6
Collisions/100 Licensed Drivers	2.82	2.61	2.23	-14.8
Collisions/100 Population	1.60	1.49	1.24	-17.1

Trends in Injuries & Fatalities

Figure 1.3

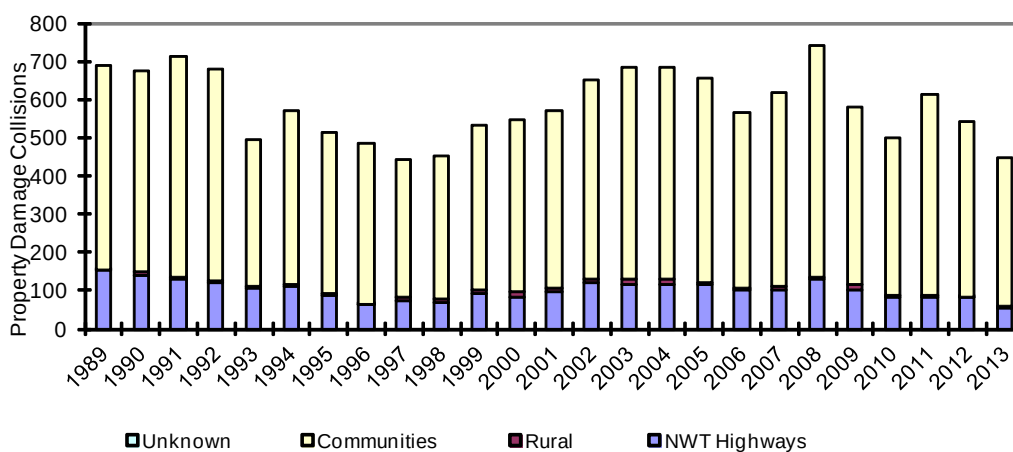


3 Year Summary

	Persons Injured					Persons Killed			
	2011	2012	2013	Average		2011	2012	2013	Average
NWT Highways	64	66	60	63	0	0	3	1	1
Rural	0	1	1	1	0	0	0	0	0
Communities	45	79	58	61	0	2	0	1	1
Total	109	146	119	125	0	2	3	2	2

Trends in Property Damage Collisions

Figure 1.4

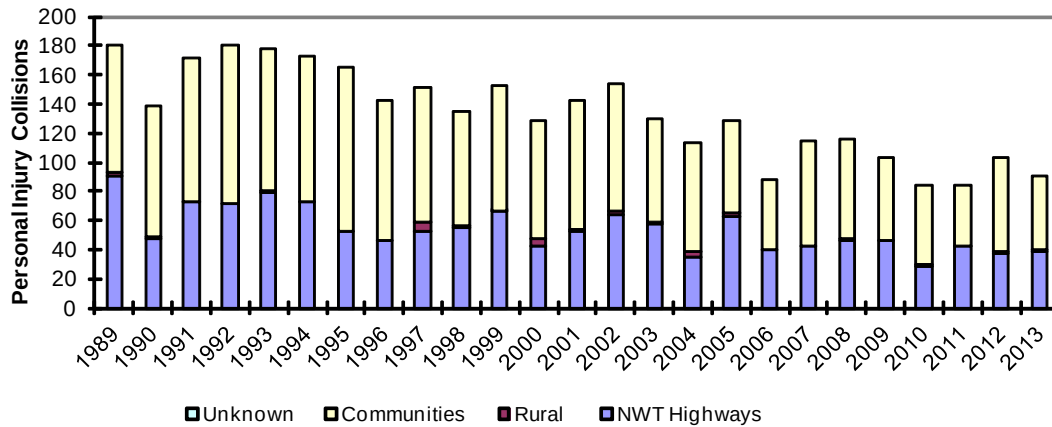


3 Year Summary

	Property Damage Collisions			
	2011	2012	2013	Average
NWT Highways	81	81	56	73
Rural	8	1	3	4
Communities	524	460	388	457
Total	613	542	447	534

Trends in Personal Injury Collisions

Figure 1.5

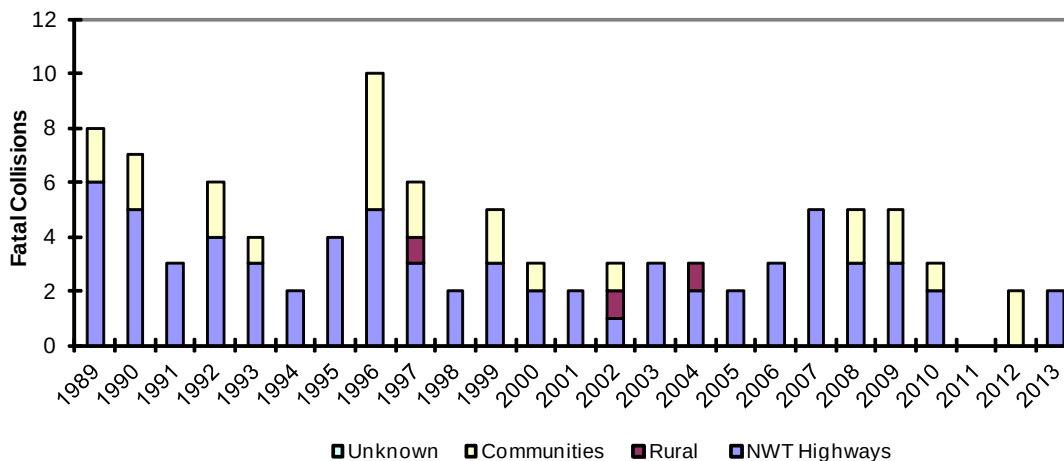


3 Year Summary

Personal Injury Collisions				
	2011	2012	2013	Average
NWT Highways	43	37	39	40
Rural	0	1	1	1
Communities	41	65	50	52
Total	84	103	90	92

Trends in Fatal Collisions

Figure 1.6

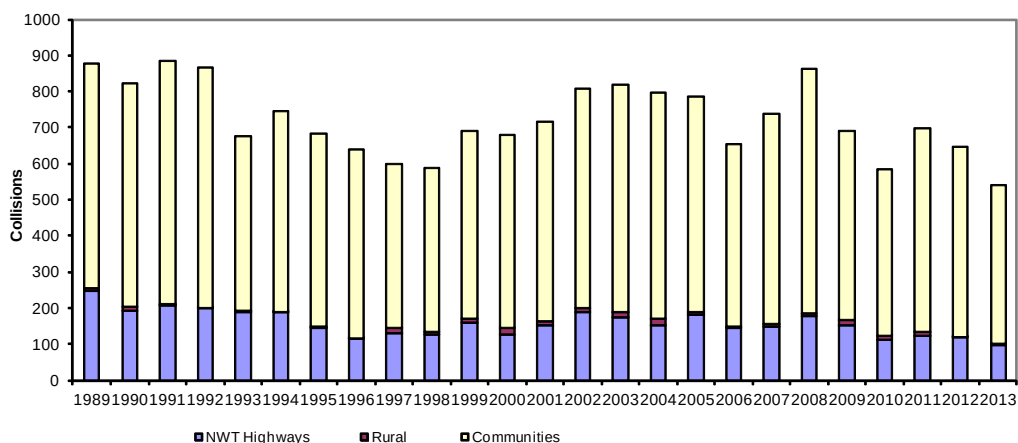


3 Year Summary

Fatal Collisions				
	2011	2012	2013	Average
NWT Highways	0	0	2	1
Rural	0	0	0	0
Communities	0	2	0	1
Total	0	2	2	1

Trends in All Reported Collisions

Figure 1.7



3 Year Summary

	2011	2012	2013	Average
NWT Highways	124	118	97	113
Rural	8	2	4	5
Communities	565	527	438	510
Total	697	647	539	628

Property Damage Collisions by Month and Year

Figure 1.8

Avg. 03

Month	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	Avg. 03 to 12	2013
January	91	90	75	62	58	101	94	60	75	75	78	56
February	76	85	87	54	72	68	63	40	69	56	67	49
March	82	58	65	45	84	91	65	48	61	63	66	50
April	47	37	52	42	33	44	46	35	42	36	41	36
May	41	27	39	29	26	38	34	23	31	32	32	20
June	47	51	43	30	45	33	38	34	38	31	39	32
July	38	32	52	45	39	37	31	47	36	26	38	31
August	34	35	42	34	39	53	30	29	39	23	36	17
September	43	49	53	41	43	43	29	34	34	32	40	35
October	47	59	47	33	50	56	48	49	43	57	49	24
November	69	66	51	90	54	82	42	42	70	54	62	43
December	72	93	50	59	76	94	61	57	75	57	69	54
Total	687	682	656	564	619	740	581	498	613	542	618	447

Personal Injury Collisions by Month and Year

Figure 1.9

Avg. 03

Month	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	Avg. 03 to 12	2013
January	9	15	10	12	6	10	15	11	9	12	11	9
February	25	8	8	4	15	16	5	5	6	7	10	9
March	11	7	10	8	9	10	13	6	6	9	9	9
April	7	11	3	10	7	7	7	6	8	4	7	6
May	10	9	5	4	3	11	8	7	5	7	7	4
June	9	10	15	8	10	10	8	5	8	12	10	6
July	12	9	17	6	11	9	7	6	10	9	10	12
August	11	18	15	8	13	7	6	9	7	6	10	9
September	6	10	9	5	12	6	7	4	5	6	7	4
October	15	6	13	9	9	10	10	9	9	4	9	10
November	7	3	16	10	8	10	9	10	6	13	9	8
December	8	7	7	4	11	10	8	6	5	14	8	4
Total	130	113	128	88	114	116	103	84	84	103	106	90

Fatal Collisions by Month and Year

Figure 1.10

Month	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	Avg. 03 to 12	2013
January	1	0	0	1	0	0	0	0	0	0	0.2	0
February	0	1	0	0	0	0	1	0	0	0	0.2	1
March	0	0	0	0	0	0	0	0	0	0	0.0	1
April	0	0	0	0	0	0	0	0	0	0	0.0	0
May	0	0	1	0	1	0	1	0	0	0	0.3	0
June	1	1	1	0	0	0	0	0	0	1	0.4	0
July	0	0	0	1	1	2	1	1	0	0	0.6	0
August	0	0	0	0	0	0	0	0	0	0	0.0	0
September	0	0	0	0	2	2	0	0	0	0	0.4	0
October	0	0	0	1	0	0	2	0	0	1	0.4	0
November	0	0	0	0	0	1	0	1	0	0	0.2	0
December	1	1	0	0	1	0	0	1	0	0	0.4	0
Total	3	3	2	3	5	5	5	3	0	2	3.1	2

Total Collisions by Month and Year

Figure 1.11

Month	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	Avg. 03 to 12	2013
January	101	105	85	75	64	111	109	71	84	87	89	65
February	101	94	95	58	87	84	69	45	75	63	77	59
March	93	65	75	53	93	101	78	54	67	72	75	60
April	54	48	55	52	40	51	53	41	50	40	48	42
May	51	36	45	33	30	49	43	30	36	39	39	24
June	57	62	59	38	55	43	46	39	46	44	49	38
July	50	41	69	52	51	48	39	54	46	35	49	43
August	45	53	57	42	52	60	36	38	46	29	46	26
September	48	59	62	46	57	51	36	38	39	38	47	39
October	62	65	60	43	59	66	60	58	52	62	59	34
November	76	69	67	100	62	93	51	53	76	67	71	51
December	81	101	57	63	88	104	69	64	80	71	78	58
Total	819	798	786	655	738	861	689	585	697	647	728	539

Collisions by Month of Occurrence

Figure 2.1

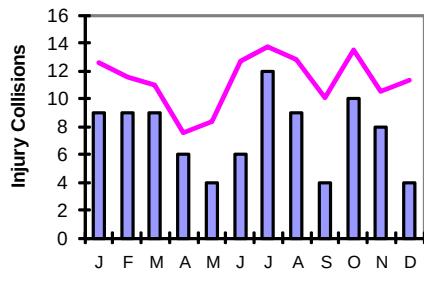


Figure 2.2

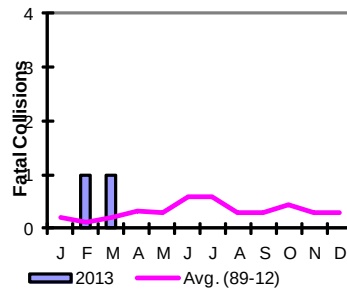
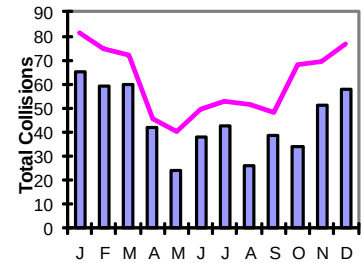


Figure 2.3



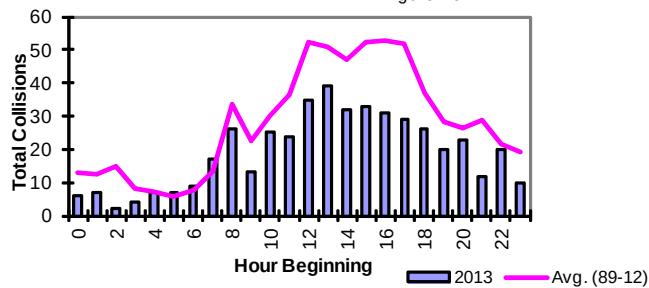
Collisions & Victims by Month of Occurrence

Figure 2.4

Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	56	9	0	65	11	0
February	49	9	1	59	15	2
March	50	9	1	60	12	1
April	36	6	0	42	9	0
May	20	4	0	24	5	0
June	32	6	0	38	8	0
July	31	12	0	43	17	0
August	17	9	0	26	10	0
September	35	4	0	39	5	0
October	24	10	0	34	10	0
November	43	8	0	51	10	0
December	54	4	0	58	7	0
Total	447	90	2	539	119	3

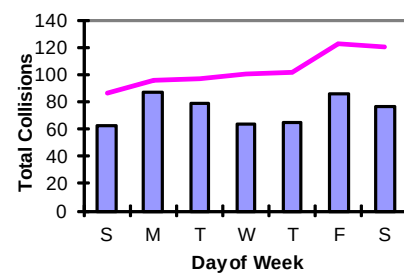
Total Collisions by Time of Day

Figure 2.5



Total Collisions by Day of Week

Figure 2.6



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	2	0	0	1	1	6	1.2
1 to 2 a.m.	2	0	0	2	1	1	1	7	1.3
2 to 3 a.m.	0	0	0	0	0	1	1	2	0.4
3 to 4 a.m.	2	0	0	0	0	0	2	4	0.8
4 to 5 a.m.	2	0	1	0	0	2	2	7	1.3
5 to 6 a.m.	1	1	0	0	3	0	2	7	1.3
6 to 7 a.m.	2	2	0	2	0	1	2	9	1.7
7 to 8 a.m.	1	5	1	4	1	4	1	17	3.3
8 to 9 a.m.	1	4	3	2	7	8	1	26	5.0
9 to 10 a.m.	0	1	2	3	1	4	2	13	2.5
10 to 11 a.m.	2	5	6	4	2	2	3	24	4.6
11 to 12 a.m.	3	4	8	1	5	1	2	24	4.6
12 to 1 p.m.	2	5	9	6	3	6	4	35	6.7
1 to 2 p.m.	6	8	7	4	5	3	6	39	7.5
2 to 3 p.m.	5	5	4	4	3	5	6	32	6.2
3 to 4 p.m.	4	7	4	6	1	8	3	33	6.3
4 to 5 p.m.	5	8	4	3	5	2	4	31	6.0
5 to 6 p.m.	3	5	6	1	4	6	4	29	5.6
6 to 7 p.m.	3	3	4	3	6	4	3	26	5.0
7 to 8 p.m.	3	4	1	1	3	4	4	20	3.8
8 to 9 p.m.	2	5	2	7	2	2	3	23	4.4
9 to 10 p.m.	1	0	2	2	1	3	3	12	2.3
10 to 11 p.m.	3	3	2	1	3	6	1	19	3.7
11 to 12 p.m.	2	0	2	1	0	4	1	10	1.9
Not Stated	5	12	9	7	9	8	15	65	12.5
Total	62	87	79	64	65	86	77	520	
%	11.9	16.7	15.2	12.3	12.5	16.5	14.8	100.0	

* Excludes collisions in which Day of Week was unknown.

Collisions by Severity Where Human Condition was a Major Contributing Factor

Figure 3.1

Human Condition	Property Damage	Personal Injury	Fatal	% of Total	
				Total	Factors
Fatigued, Fell Asleep	0	0	0	0	0.0
Inexperience	0	0	0	0	0.0
Under Influence - Alcohol	20	11	0	31	5.8
Under Influence - Drugs	1	0	0	1	0.2
Sudden Illness, Lost Consciousness	0	0	0	0	0.0
Other Driver Condition	0	0	0	0	0.0
Total	21	11	0	32	5.9

Collisions by Severity Where Human Action was a Major Contributing Factor

Figure 3.2

Human Action	Property Damage	Personal Injury	Fatal	% of Total	
				Total	Factors
Following Too Closely	12	1	0	13	2.4
Distracted, Inattentive	50	12	0	62	11.5
Driving Too Fast for Conditions	34	14	0	48	8.9
Improper Turning or Passing	10	2	0	12	2.2
Failed to Yield Right-of-Way	36	13	0	49	9.1
Disobeyed Traffic Control/Officer	0	1	0	1	0.2
Driving on Wrong Side of Road	0	0	0	0	0.0
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	115	1	0	116	21.5
Lost Control	54	30	0	84	15.6
Other Driver Action	0	0	0	0	0.0
Total	311	74	0	385	71.4

Collisions by Severity Where Vehicle Condition was a Major Contributing Factor

Figure 3.3

Vehicle Condition	Property Damage	Personal Injury	Fatal	% of Total	
				Total	Factors
Defective Brakes	0	0	0	0	0.0
Defective Steering	0	0	0	0	0.0
Defective Lights	1	0	0	1	0.2
Tire Blown Out	0	0	0	0	0.0
Unsecured Load, Spilled Load	0	0	0	0	0.0
Oversized Load, Overload	2	0	0	2	0.4
Visibility Obstructed	0	0	0	0	0.0
Other Vehicle Contributing Factor	2	0	0	2	0.4
Total	5	0	0	5	0.9

Collisions by Severity Where Environmental Condition was a Major Contributing Factor

Figure 3.4

Environmental Condition	Property Damage	Personal Injury	Fatal	% of Total	
				Total	Factors
Animal on Roadway	20	2	0	22	4.1
Road Surface or Condition	1	0	0	1	0.2
Obstruction/Debris on Road	0	0	0	0	0.0
View Obstructed, Glare, Reflection	0	0	0	0	0.0
Weather or Other Acts of God	0	0	0	0	0.0
Other Environmental Factor	0	0	0	0	0.0
Total	21	2	0	23	4.3

Collisions by Severity Where Major Contributing Factor was Unspecified or Unknown

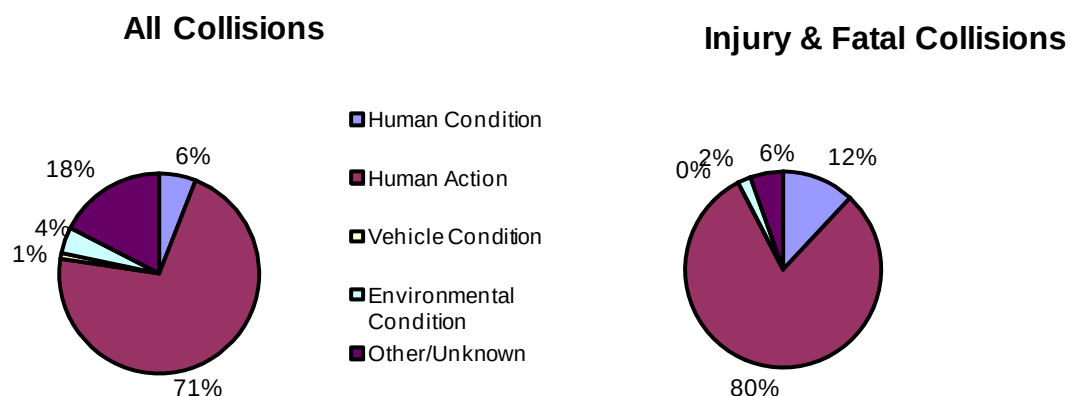
Figure 3.5

Factor	Property Damage	Personal Injury	Fatal	% of Total	
				Total	Factors
Unspecified	0	3	1	4	0.7
Unknown	89	0	1	90	16.7
Total	89	3	2	94	17.4

Total All Factors	447	90	2	539	100.0
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Major Contributing Factors by Collision Severity

Figure 3.6



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

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

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

Figure 3.7

Human Condition	NWT			Rural	% of Total	
	Highways	Communities	In		Total	Factors
Fatigued, Fell Asleep	0	0	0	0	0	0.0
Inexperience	0	0	0	0	0	0.0
Under Influence - Alcohol	8	23	0	0	31	5.8
Under Influence - Drugs	0	1	0	0	1	0.2
Sudden Illness, Lost Consciousness	0	0	0	0	0	0.0
Other Driver Condition	0	0	0	0	0	0.0
Total	8	24	0	0	32	5.9

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

Figure 3.8

Human Action	NWT			Rural	% of Total	
	Highways	Communities	In		Total	Factors
Following Too Closely	1	12	0	0	13	2.4
Distracted, Inattentive	1	61	0	0	62	11.5
Driving Too Fast for Conditions	6	42	0	0	48	8.9
Improper Turning or Passing	2	10	0	0	12	2.2
Failed to Yield Right-of-Way	6	43	0	0	49	9.1
Disobeyed Traffic Control/Officer	0	1	0	0	1	0.2
Driving on Wrong Side of Road	0	0	0	0	0	0.0
Driving in Wrong Direction	0	0	0	0	0	0.0
Backing Unsafely	0	115	1	1	116	21.5
Lost Control	49	34	1	1	84	15.6
Other Driver Action	0	0	0	0	0	0.0
Total	65	318	2	2	385	71.4

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

Figure 3.9

Vehicle Condition	NWT			Rural	% of Total	
	Highways	Communities	In		Total	Factors
Defective Brakes	0	0	0	0	0	0.0
Defective Steering	0	0	0	0	0	0.0
Defective Lights	1	0	0	0	1	0.2
Tire Blown Out	0	0	0	0	0	0.0
Unsecured Load, Spilled Load	0	0	0	0	0	0.0
Oversized Load, Overload	0	2	0	0	2	0.4
Visibility Obstructed	0	0	0	0	0	0.0
Other Vehicle Contributing Factor	0	2	0	0	2	0.4
Total	1	4	0	0	5	0.9

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

Figure 3.10

Environmental Condition	NWT			% of Total	
	Highways	In Communities	Rural	Total	Factors
Animal on Roadway	20	2	0	22	4.1
Road Surface or Condition	0	0	1	1	0.2
Obstruction/Debris on Road	0	0	0	0	0.0
View Obstructed, Glare, Reflection	0	0	0	0	0.0
Weather or Other Acts of God	0	0	0	0	0.0
Other Environmental Factor	0	0	0	0	0.0
Total	20	2	1	23	4.3

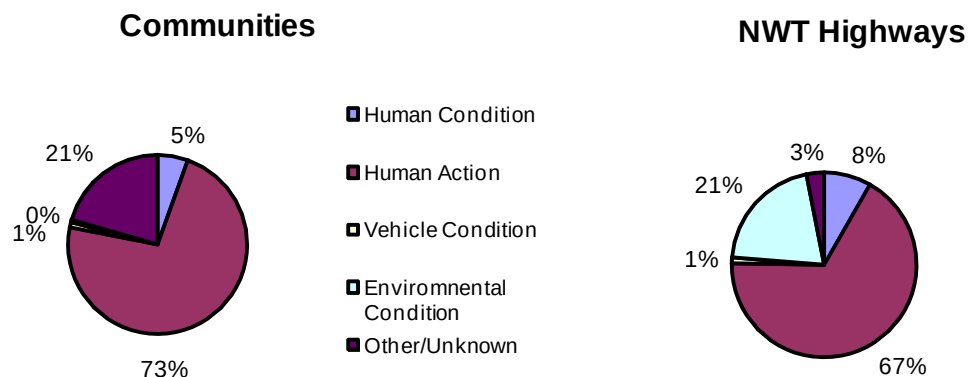
Collisions by Road System Where Major Contributing Factor was Unspecified or Unknown

Figure 3.11

Factor	NWT			% of Total	
	Highways	In Communities	Rural	Total	Factors
Unspecified	1	3	0	4	0.7
Unknown	2	87	1	90	16.7
Total	3	90	1	94	17.4
Total All Factors	97	438	4	539	100.0

Major Contributing Factors in Collisions - Communities and NWT Highways

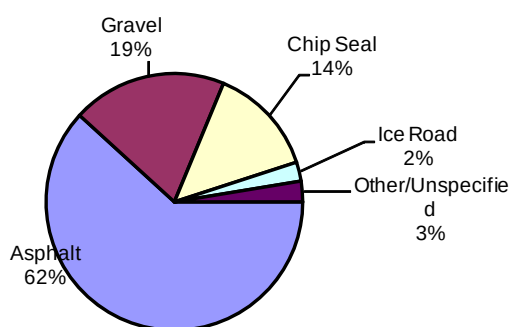
Figure 3.12



Collisions by Road Surface Type and Severity

Figure 4.1

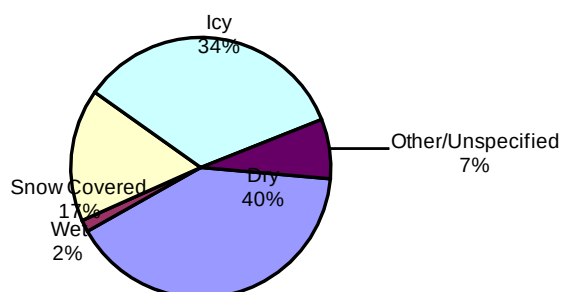
Road Surface Type	Property Damage	Personal Injury	Fatal	Total	%
Asphalt	283	49	1	333	61.8
Concrete	1	0	0	1	0.2
Gravel (Crushed Stone)	85	20	0	105	19.5
Earth, Dirt	2	0	0	2	0.4
Chip Seal	57	16	1	74	13.7
Brick, Cobblestone	0	0	0	0	0.0
Wooden	0	0	0	0	0.0
Steel	0	0	0	0	0.0
Ice Road	8	5	0	13	2.4
Unspecified	11	0	0	11	2.0
Total	447	90	2	539	100.0



Collisions by Road Surface Environmental Condition and Severity

Figure 4.2

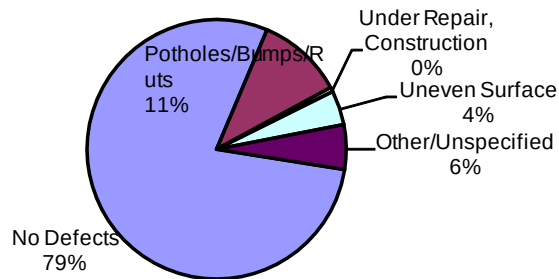
Surface Condition	Property Damage	Personal Injury	Fatal	Total	%
Dry	183	35	0	218	40.4
Wet	3	5	0	8	1.5
Snow (Fresh, Loose)	67	14	1	82	15.2
Slush, Wet Snow	6	1	0	7	1.3
Icy	153	30	1	184	34.1
Loose Sand/Gravel/Dirt	10	3	0	13	2.4
Muddy	3	1	0	4	0.7
Fresh Oil	0	0	0	0	0.0
Flooded	0	0	0	0	0.0
Other	1	0	0	1	0.2
Unspecified	21	1	0	22	4.1
Total	447	90	2	539	100



Collisions by Road Defect and Severity

Figure 4.3

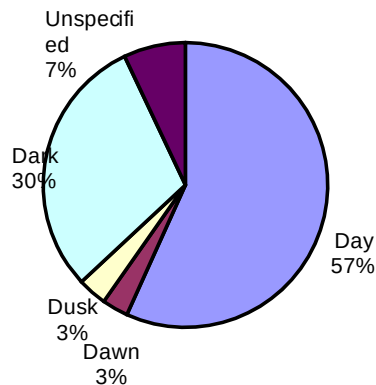
Road Defect	Property Damage	Personal Injury	Fatal	Total	%
No Defects	362	61	2	425	78.8
Potholes/Bumps/Ruts	40	18	0	58	10.8
Under Repair, Construction	1	2	0	3	0.6
Uneven Pavement Surface	16	7	0	23	4.3
Worn	6	0	0	6	1.1
Obscured or Faded Markings	1	0	0	1	0.2
Other	4	0	0	4	0.7
Unspecified	17	2	0	19	3.5
Total	447	90	2	539	100.0



Collisions by Light Condition and Severity

Figure 4.4

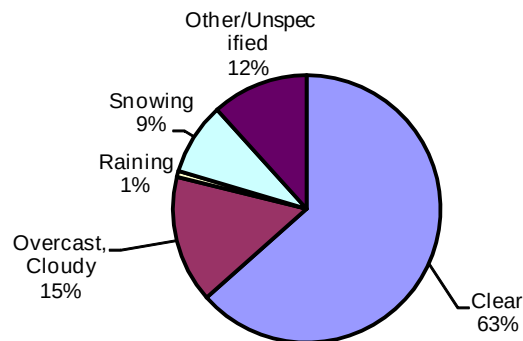
Light Condition	Property Damage	Personal Injury	Fatal	Total	%
Day	254	51	1	306	56.8
Dawn	10	6	0	16	3.0
Dusk	13	5	0	18	3.3
Dark	134	26	1	161	29.9
Unspecified	36	2	0	38	7.1
Total	447	90	2	539	100.0



Collisions by Weather Condition and Severity

Figure 4.5

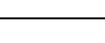
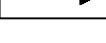
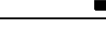
Weather Condition	Property Damage	Personal Injury	Fatal	Total	%
Clear (Sunny)	286	55	1	342	63.5
Overcast, Cloudy (No Precipitation)	61	21	1	83	15.4
Raining	2	2	0	4	0.7
Snowing	38	9	0	47	8.7
Freezing Rain/Sleet/Hail	2	0	0	2	0.4
Visibility Limitations (fog, dust, etc.)	9	0	0	9	1.7
Strong Winds	2	0	0	2	0.4
Other	0	0	0	0	0.0
Unspecified	47	3	0	50	9.3
Total	447	90	2	539	100.0



Collisions by Configuration and Severity
Figure 4.6

Configuration*	Property Damage	Personal Injury	Fatal	Total % of Total	
01. Hit Moving Object					
a) With Bison	14	2	0	16	3.0
b) With Other Animal	6	0	0	6	1.1
c) With Pedestrian	0	12	1	13	2.4
d) Other	1	0	0	1	0.2
02. Hit Stationary Object	35	0	0	35	6.5
03. Off Road Left					
a) With Rollover	9	11	0	20	3.7
b) No Rollover	5	3	0	8	1.5
04. Off Road Right					
a) With Rollover	14	9	0	23	4.3
b) No Rollover	7	8	0	15	2.8
05. Rollover on Roadway	1	2	0	3	0.6
06. Other Single Vehicle	0	1	0	1	0.2
21. Rear End	51	14	0	65	12.1
22. Sideswipe - Same Direction	9	0	0	9	1.7
23. Passing - Left Turn	1	1	0	2	0.4
24. Passing - Right Turn	1	0	0	1	0.2
25. Other Multi-Vehicle Same Direction	2	0	0	2	0.4
31. Head-On	3	4	1	8	1.5
32. Sideswipe - Opposite Direction	4	4	0	8	1.5
33. Left Turn Across Path	10	4	0	14	2.6
34. Right Turn Including Conflict	5	1	0	6	1.1
35. Right Angle	63	10	0	73	13.5
36. Other Multi-Vehicle Opposite Direction	11	1	0	12	2.2
41. Hit Parked Vehicle	195	3	0	198	36.7
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	0	0	0.0
Total	447	90	2	539	100.0

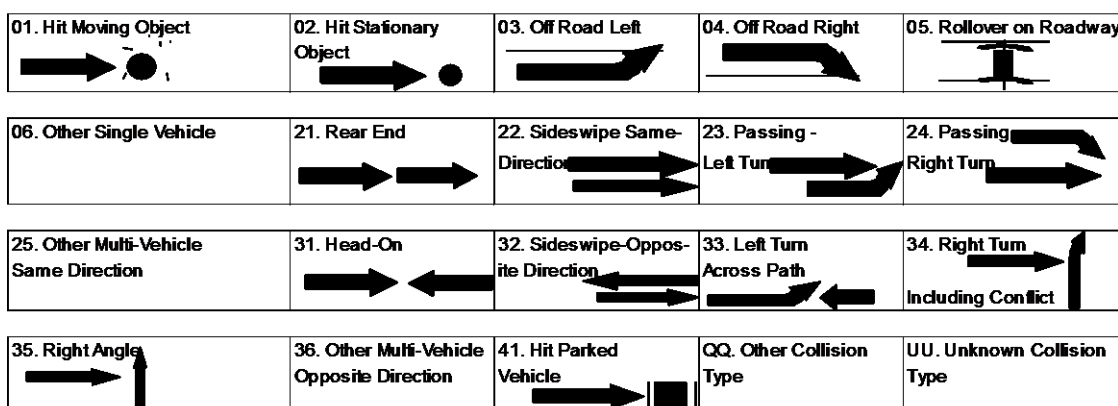
***Collision Configurations**

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

Collisions by Configuration and Road System
Figure 4.7

Configuration*	NWT Highways	In Communities	Rural	Total % of Total	
01. Hit Moving Object					
a) With Bison	16	0	0	16	3.0
b) With Other Animal	4	2	0	6	1.1
c) With Pedestrian	2	11	0	13	2.4
d) Other	0	1	0	1	0.2
02. Hit Stationary Object	3	32	0	35	6.5
03. Off Road Left					
a) With Rollover	14	6	0	20	3.7
b) No Rollover	8	0	0	8	1.5
04. Off Road Right					
a) With Rollover	17	5	1	23	4.3
b) No Rollover	9	6	0	15	2.8
05. Rollover on Roadway	3	0	0	3	0.6
06. Other Single Vehicle	1	0	0	1	0.2
21. Rear End	3	62	0	65	12.1
22. Sideswipe - Same Direction	0	9	0	9	1.7
23. Passing - Left Turn	1	1	0	2	0.4
24. Passing - Right Turn	0	1	0	1	0.2
25. Other Multi-Vehicle Same Direction	1	1	0	2	0.4
31. Head-On	4	4	0	8	1.5
32. Sideswipe - Opposite Direction	4	3	1	8	1.5
33. Left Turn Across Path	4	10	0	14	2.6
34. Right Turn Including Conflict	0	6	0	6	1.1
35. Right Angle	1	72	0	73	13.5
36. Other Multi-Vehicle Opposite Direction	0	12	0	12	2.2
41. Hit Parked Vehicle	2	194	2	198	36.7
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	0	0	0.0
Total	97	438	4	539	100.0

***Collision Configurations**



Collisions by Collision Site and Severity

Figure 4.8

Collision Site	Property Damage	Personal Injury	Fatal	Total	%
Non-Intersection	207	50	2	259	48.1
Intersection - Two Public Roadways	73	32	0	105	19.5
Intersection - Parking Lot, Driveway	95	7	0	102	18.9
Railroad Level Crossing	1	0	0	1	0.2
Bridge, Overpass, Viaduct	2	0	0	2	0.4
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	61	1	0	62	11.5
Unknown	8	0	0	8	1.5
Total	447	90	2	539	100.0

Collisions by Collision Site and Road System

Figure 4.9

Collision Site	NWT Highways	In Communities	Rural	Total	%
Non-Intersection	83	173	3	259	48.1
Intersection - Two Public Roadways	11	94	0	105	19.5
Intersection - Parking Lot, Driveway	1	100	1	102	18.9
Railroad Level Crossing	0	1	0	1	0.2
Bridge, Overpass, Viaduct	2	0	0	2	0.4
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	62	0	62	11.5
Unknown	0	8	0	8	1.5
Total	97	438	4	539	100.0

Collisions by Roadway Alignment and Severity

Figure 4.10

Road Alignment	Property Damage	Personal Injury	Fatal	Total	%
Straight & Level	382	63	0	445	82.6
Straight with Grade	27	5	0	32	5.9
Curved and Level	9	9	1	19	3.5
Curve with Grade	18	5	0	23	4.3
Top of Hill or Grade	1	4	0	5	0.9
Bottom of Hill or Grade	4	3	1	8	1.5
Other	0	0	0	0	0.0
Unknown	6	1	0	7	1.3
Total	447	90	2	539	100.0

Collisions by Roadway Type and Severity

Figure 4.11

Road Type	Property Damage	Personal Injury	Fatal	Total	%
One-Way, Two Lane	3	0	0	3	0.6
One-Way, Multi Lane	0	0	0	0	0.0
Undivided, Two-Way, Two Lane	250	73	2	325	60.3
Undivided, Two-Way, Multi Lane	18	9	0	27	5.0
Divided, Barrier Median	0	1	0	1	0.2
Divided with Median, No Barrier	10	4	0	14	2.6
Divided, Divider Unspecified	0	0	0	0	0.0
Other	160	3	0	163	30.2
Unknown	6	0	0	6	1.1
Total	447	90	2	539	100.0

Collision Sequence of Events by Severity

Figure 4.12

	Property Damage	Personal Injury	Fatal	Total	%
Non-Moving Objects					
Hit Parked Trailer	0	0	0	0	0.0
Hit Non-Fixed Object	1	0	0	1	0.2
Hit Building	5	0	0	5	0.9
Hit Ditch	0	0	0	0	0.0
Hit Embankment, Dirt Pile, Rock	3	0	0	3	0.6
Hit Culvert End, Drainage Structure	0	0	0	0	0.0
Hit Tree, Bush, Hedge	0	0	0	0	0.0
Hit Utility Pole, Lamp Pole	8	0	0	8	1.5
Hit Curb	0	0	0	0	0.0
Hit Post	4	0	0	4	0.7
Hit Traffic Barrier	0	0	0	0	0.0
Hit Fixed Object Part of Road Structure	0	0	0	0	0.0
Hit Fixed Object NOT Part of Road Structure	0	0	0	0	0.0
Hit Other Type Fixed Object	2	0	0	2	0.4
Sub Total Fixed Objects	23	0	0	23	4.3
Moveable Objects					
Another Road Vehicle	355	42	1	398	73.8
Bison	14	2	0	16	3.0
Other Animal	6	0	0	6	1.1
Pedestrian	0	12	1	13	2.4
Other Moveable Object	1	0	0	1	0.2
Sub Total Moveable Objects	376	56	2	434	80.5
Non-Collision Events					
Ran Off Road	12	0	0	12	2.2
Rollover	24	22	0	46	8.5
Jack Knife or Trailer Swing	0	0	0	0	0.0
Fire or Explosion	0	0	0	0	0.0
Load Spill	0	0	0	0	0.0
Load Shift	0	0	0	0	0.0
Submersion	0	0	0	0	0.0
Other Non-Collision Event	0	0	0	0	0.0
Sub Total Non-Collision Events	36	22	0	58	10.8
Other/ Unknown Event	12	12	0	24	4.5
Grand Total	447	90	2	539	100.0

Collision Sequence of Events by Road System

Figure 4.13

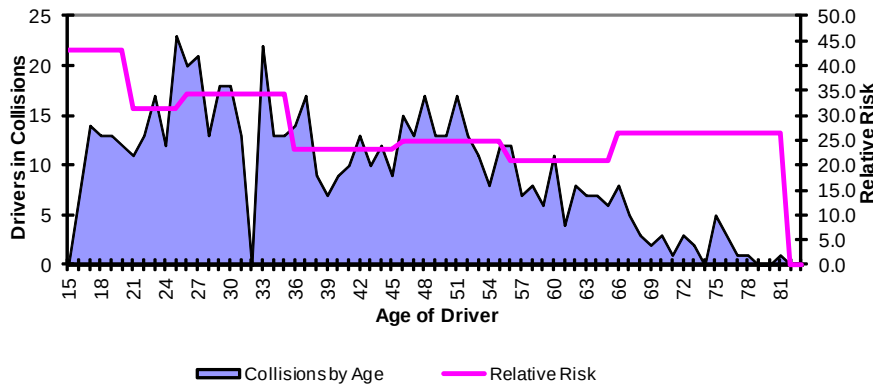
Non-Moving Objects	NWT			Total	%
	Highways	In Communities	Rural		
Hit Parked Trailer	0	0	0	0	0.0
Hit Non-Fixed Object	0	1	0	1	0.2
Hit Building	0	5	0	5	0.9
Hit Ditch	0	0	0	0	0.0
Hit Embankment, Dirt Pile, Rock	1	2	0	3	0.6
Hit Culvert End, Drainage Structure	0	0	0	0	0.0
Hit Tree, Bush, Hedge	0	0	0	0	0.0
Hit Utility Pole, Lamp Pole	0	8	0	8	1.5
Hit Curb	0	0	0	0	0.0
Hit Post	0	4	0	4	0.7
Hit Traffic Barrier	0	0	0	0	0.0
Hit Fixed Object Part of Road Structure	0	0	0	0	0.0
Hit Fixed Object NOT Part of Road Structure	0	0	0	0	0.0
Hit Other Type Fixed Object	0	2	0	2	0.4
Sub Total Fixed Objects	1	22	0	23	4.3
Moveable Objects					
Another Road Vehicle	20	375	3	398	73.8
Bison	16	0	0	16	3.0
Other Animal	4	2	0	6	1.1
Pedestrian	2	11	0	13	2.4
Other Moveable Object	0	1	0	1	0.2
Sub Total Moveable Objects	42	389	3	434	80.5
Non-Collision Events					
Ran Off Road	0	0	0	0	0.0
Rollover	34	11	1	46	8.5
Jack Knife or Trailer Swing	0	0	0	0	0.0
Fire or Explosion	0	0	0	0	0.0
Load Spill	0	0	0	0	0.0
Load Shift	0	0	0	0	0.0
Submersion	0	0	0	0	0.0
Other Non-Collision Event	0	0	0	0	0.0
Sub Total Non-Collision Events	34	11	1	46	8.5
Unknown Event	20	16	0	36	6.7
Grand Total	97	438	4	539	100.0

Licensed Drivers and Drivers in Collisions by Driver Age

Figure 5.1

	Under 16	16 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and Over	Not Stated	Total
Licensed Drivers	59	1,122	2,064	5,364	4,903	5,197	3,809	1,668	0	24,186
Drivers in Collisions	4	47	65	184	114	129	80	44	93	760

Drivers in Collisions and Relative Risk by Driver Age



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

Figure 5.2

	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and Over	Average Rate
Property Damage	32.2	22.8	28.0	18.4	19.8	17.1	22.8	25.8
Personal Injury & Fatal	11.0	8.7	6.3	4.9	5.0	3.9	3.6	5.6
Total	43.2	31.5	34.3	23.3	24.8	21.0	26.4	31.4
Relative Risk*	1.4	1.0	1.1	0.7	0.8	0.7	0.8	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 1.4 times more likely to be involved in a collision than the average driving population. On average, 4% of 15 to 19 year olds were involved in collisions, compared to 2% of 35 to 44 year olds.

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

Number of Drivers Involved in Collisions by Licence Class and Age

Figure 5.3

Age Group	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class Req'd.	Class Not	Class Not	Total
Under 16	0	0	0	0	0	0	0	4	0	0	4
16	0	0	0	0	5	0	0	0	2	0	7
17	0	0	0	0	11	0	0	0	3	0	14
18	0	0	0	1	9	0	1	1	1	0	13
19	0	0	0	0	9	0	3	0	1	0	13
20	0	0	0	1	11	0	0	0	0	0	12
21-24	0	0	2	0	40	0	2	3	4	2	53
25-34	9	0	7	10	146	0	6	2	3	1	184
35-44	13	1	3	12	80	0	2	1	1	1	114
45-54	17	2	5	14	88	0	0	0	1	2	129
55-64	8	2	2	9	59	0	0	0	0	0	80
65 and over	4	2	1	3	34	0	0	0	0	0	44
Not Stated	0	0	0	0	0	0	0	0	0	93	93
Drivers in Collisions	51	7	21	49	492	0	14	11	16	99	760
Total Licensed Drivers	1,340	153	795	1,069	18,972	2	1,855	N/A	N/A	N/A	24,186
Relative Risk*	1.21	1.46	0.84	1.46	0.83	0.00	0.24	N/A	N/A	N/A	1.00

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

Number of Drivers Involved in Collisions by Condition and Age

Figure 5.4

Driver Condition	< 16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Apparently Normal	3	6	11	9	7	11	38	153	105	114	71	40	0	568	74.7
Fatigued, Fell Asleep	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Inexperience	1	1	1	2	1	1	2	5	0	2	0	0	0	16	2.1
Under Influence - Alcohol	0	0	2	0	3	0	6	12	1	6	0	0	1	31	4.1
Under Influence - Drugs	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.1
Sudden Illness, Lost Consciousness	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Other Condition	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Unknown	0	0	0	2	2	0	7	13	8	7	9	4	92	144	18.9
Total	4	7	14	13	13	12	53	184	114	129	80	44	93	760	
%	0.5	0.9	1.8	1.7	1.7	1.6	7.0	24.2	15.0	17.0	10.5	5.8	12.2	100.0	

Number of Drivers Involved in Collisions by Driver Action and Age

Figure 5.5

Driver Action	< 16 16 17 18 19 20 21-24 25-34 35-44 45-54 55-64 65+													Not Stated	Total
	4	7	14	13	13	12	53	184	114	129	80	44	93	760	
Driving Properly	0	2	2	2	3	2	15	65	45	46	21	13	0	216	
Following Too Closely	0	0	0	0	0	0	2	6	4	3	0	1	0	16	
Distracted, Inattentive	0	0	1	1	0	4	5	18	13	18	10	3	1	74	
Driving Too Fast	0	3	0	3	2	2	11	17	9	6	6	2	0	61	
Improper Turning or Passing	0	0	0	1	0	0	0	3	1	3	3	1	0	12	
Failing to Yield Right of Way	4	0	3	0	1	2	2	12	7	9	8	2	1	51	
Disobeying Traffic Control/Officer	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
Driving on Wrong Side of Road	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
Driving in Wrong Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Backing Unsafely	0	0	2	0	5	0	10	33	18	25	18	15	2	128	
Lost Control	0	2	4	4	2	1	7	25	14	14	12	6	2	93	
Other Driver Action	0	0	2	0	0	0	0	0	0	2	0	0	0	4	
Unknown	0	0	0	1	0	1	1	4	3	3	2	1	87	103	
Total	4	7	14	13	13	12	53	184	114	129	80	44	93	760	
%	0.5	0.9	1.8	1.7	1.7	1.6	7.0	24.2	15.0	17.0	10.5	5.8	12.2		

Number of Vehicles in Collisions by Vehicle Type and Severity

Figure 6.1

Vehicle Type	Property Damage	Personal Injury	Fatal	Total	%
Passenger Car	194	37	0	231	24.5
Passenger Van	38	7	1	46	4.9
Light Utility Vehicle	172	29	0	201	21.3
Pickup Truck	258	37	0	295	31.3
Panel/Cargo Van	17	1	0	18	1.9
Other Truck/Van <= 4536 kg	2	2	0	4	0.4
Unit Truck > 4536 kg	10	5	0	15	1.6
Road Tractor	15	5	2	22	2.3
School Bus	1	0	0	1	0.1
Small School Bus	0	0	0	0	0.0
Urban Transit Bus	2	0	0	2	0.2
Intercity Bus	1	0	0	1	0.1
Bus - Unspecified	0	0	0	0	0.0
Motorcycle	2	2	0	4	0.4
Limited Speed Motorcycle	0	0	0	0	0.0
Off Road Vehicles (ATV)	1	1	0	2	0.2
Bicycle	1	4	0	5	0.5
Motor Home	0	0	0	0	0.0
Farm Equipment	0	0	0	0	0.0
Construction Equipment	5	1	0	6	0.6
Fire Engine	0	0	0	0	0.0
Snowmobile	1	6	0	7	0.7
Streetcar	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unknown	83	0	0	83	8.8
Total	803	137	3	943	100.0

Number of Vehicles in Collisions by Vehicle Condition and Severity

Figure 6.2

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	%
No Apparent Defect	661	116	1	778	82.5
Defective Brakes	2	1	0	3	0.3
Defective Steering	0	0	0	0	0.0
Defective Lighting	1	0	0	1	0.1
Tire Blown Out	0	0	0	0	0.0
Unsecured Load, Spilled Load	0	1	0	1	0.1
Oversized Load, Overload	3	1	0	4	0.4
Visibility Obstructed	2	1	0	3	0.3
Other Defective Vehicular Parts	4	1	0	5	0.5
Other Vehicular Factor	0	0	0	0	0.0
Unknown	130	16	2	148	15.7
Total	803	137	3	943	100.0

Number of Vehicles in Collisions by Vehicle Manoeuvre and Severity

Figure 6.3

Vehicle Manoeuvre	Property Damage	Personal Injury	Fatal	Total	%
Going Straight Ahead	205	67	3	275	29.2
Turning Left	35	13	0	48	5.1
Turning Right	24	2	0	26	2.8
Making U-Turn	7	0	0	7	0.7
Changing Lanes	2	1	0	3	0.3
Merging	0	0	0	0	0.0
Reversing	137	1	0	138	14.6
Overtaking	2	4	0	6	0.6
Negotiating Curve	27	14	0	41	4.3
Slowing or Stopped in Traffic	74	27	0	101	10.7
Starting in Traffic	0	0	0	0	0.0
Leaving Roadside	3	0	0	3	0.3
Stopped/Parked Legally	187	5	0	192	20.4
Stopped/Parked Illegally	8	0	0	8	0.8
Swerving to Avoid Collision	3	3	0	6	0.6
Run-away or Roll-away Vehicle	2	0	0	2	0.2
Unspecified Manoeuvre	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unknown	87	0	0	87	9.2
Total	803	137	3	943	100.0

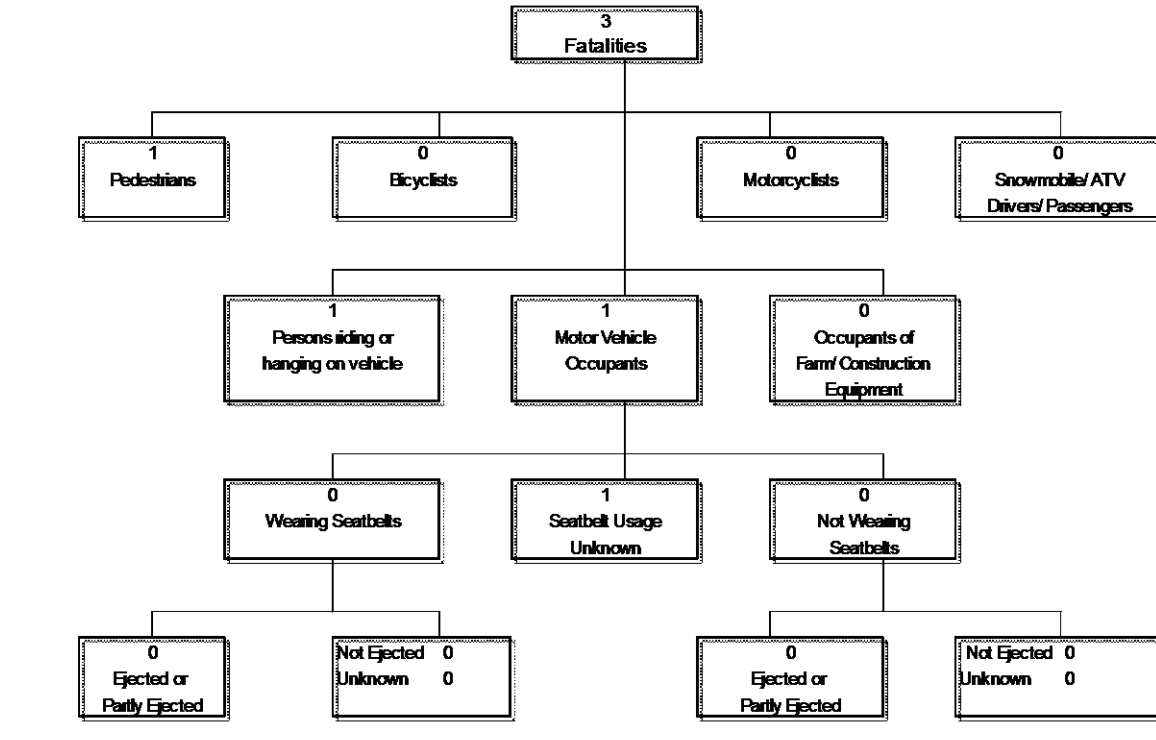
Number of Vehicles in Collisions by Vehicle Year and Severity

Figure 6.4

Model Year	Property Damage	Personal Injury	Fatal	Total	%
2014	4	0	0	4	0.4
2013	54	7	1	62	6.6
2012	97	12	0	109	11.6
2011	79	9	0	88	9.3
2010	57	8	0	65	6.9
2009	62	9	0	71	7.5
2008	60	15	0	75	8.0
2007	47	8	1	56	5.9
2006	41	7	0	48	5.1
2005	26	7	0	33	3.5
2004	26	6	0	32	3.4
2003	26	10	0	36	3.8
2002 & Older	130	31	1	162	17.2
Unspecified	94	8	0	102	10.8
Total	803	137	3	943	100.0

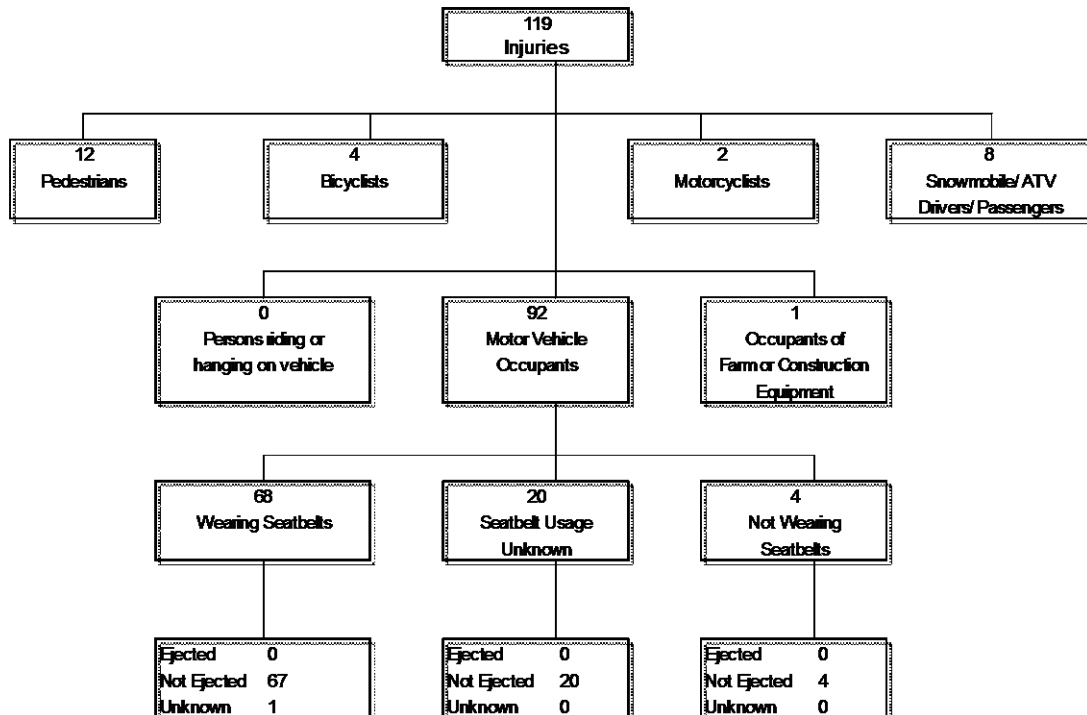
Fatalities Classification
(January 1 to December 31, 2013)

Figure 7.1



Injuries Classification
(January 1 to December 31, 2013)

Figure 7.2



Victims and Occupant Restraints – Section 7

Persons Injured by Road User Class and Age Group

Figure 7.3

Road User Class	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Motor Vehicle Driver	0	0	3	8	14	12	12	6	5	0	60	50.4
Motor Vehicle Passenger	2	2	4	4	6	4	3	3	2	2	32	26.9
Pedestrian	0	1	0	1	1	3	2	2	1	1	12	10.1
Bicyclist	0	3	0	1	0	0	0	0	0	0	4	3.4
Motorcyclist (includes passengers)	0	0	1	0	0	0	0	0	1	0	2	1.7
ATV Operators & Passengers	0	0	1	0	0	0	0	0	0	0	1	0.8
Snowmobile Operators & Passengers	0	0	0	4	2	1	0	0	0	0	7	5.9
Farm/ Construction Equipment	0	0	0	0	1	0	0	0	0	0	1	0.8
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	6	9	18	24	20	17	11	9	3	119	100.0

Persons Killed by Road User Class and Age Group

Figure 7.4

Road User Class	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Motor Vehicle Driver	0	0	0	0	0	0	0	1	0	0	1	33.3
Motor Vehicle Passenger	0	0	0	0	0	0	0	0	1	0	1	33.3
Pedestrian	0	0	0	0	0	1	0	0	0	0	1	33.3
Bicyclist	0	0	0	0	0	0	0	0	0	0	0	0.0
Motorcyclist (includes passengers)	0	0	0	0	0	0	0	0	0	0	0	0.0
ATV Operators & Passengers	0	0	0	0	0	0	0	0	0	0	0	0.0
Snowmobile Operators & Passengers	0	0	0	0	0	0	0	0	0	0	0	0.0
Farm/ Construction Equipment	0	0	0	0	0	0	0	0	0	0	0	0.0
Other	0	0	0	0	0	0	0	0	0	0	0	0.0
Unspecified	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	0	0	0	0	0	1	0	1	1	0	3	100.0

Persons Injured or Killed by Road User Class and Gender

Figure 7.5

Road User Class	Persons Injured				Persons Killed			
	Male	Female	Unknown	Total	Male	Female	Unknown	Total
Motor Vehicle Driver	31	29	0	60	1	0	0	1
Motor Vehicle Passenger	14	18	0	32	1	0	0	1
Pedestrian	5	6	1	12	1	0	0	1
Bicyclist	3	1	0	4	0	0	0	0
Motorcyclist (includes passengers)	2	0	0	2	0	0	0	0
ATV Operators & Passengers	1	0	0	1	0	0	0	0
Snowmobile Operators & Passengers	5	2	0	7	0	0	0	0
Farm/ Construction Equipment	1	0	0	1	0	0	0	0
Other	0	0	0	0	0	0	0	0
Unspecified	0	0	0	0	0	0	0	0
Total	62	56	1	119	3	0	0	3

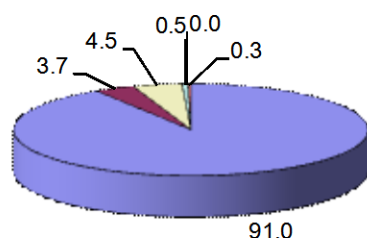
Motor Vehicle* Occupants by Injury Severity and Restraint Use

Figure 7.6

Injury Severity	Not Lap Belt Restrained	Lap & Torso Belt Only	Child Restraint Device	Restraint Use Unknown	Total	%
Not Injured	32	4	662	23	245	966
Minimal Injuries	1	0	26	2	5	34
Minor Injuries	2	0	34	0	13	49
Major (Hospital Admission)	1	0	4	0	1	6
Fatal	1	0	0	0	1	2
Injured - Extent Unknown	0	0	1	1	1	3
Total	37	4	727	26	266	1060
						100.0

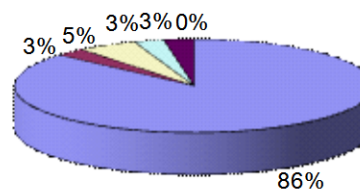
* Excludes occupants of motorcycles, mopeds, snowmobiles, all-terrain vehicles, and farm/ construction equipment

Restraints Used



Restraints Not Used

Figure 7.7



1 2 3 4 5 6

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

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

Injury Classification

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

Victims and Occupant Restraints – Section 7

Motor Vehicle* Occupants by Injury Severity & Age Group

Figure 7.8

Restraints Used

	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total
Injury Severity											
Not Injured	27	36	62	59	163	105	104	71	38	24	689
Minimal Injuries	2	0	2	4	4	6	4	4	1	1	28
Minor Injuries	0	0	2	3	8	5	7	4	5	0	34
Major (Hospital Admission)	0	0	0	0	3	1	0	0	0	0	4
Fatal	0	0	0	0	0	0	0	0	0	0	0
Injured - Extent Unknown	0	1	0	0	0	0	0	0	1	0	2
Total	29	37	66	66	178	117	115	79	45	25	757

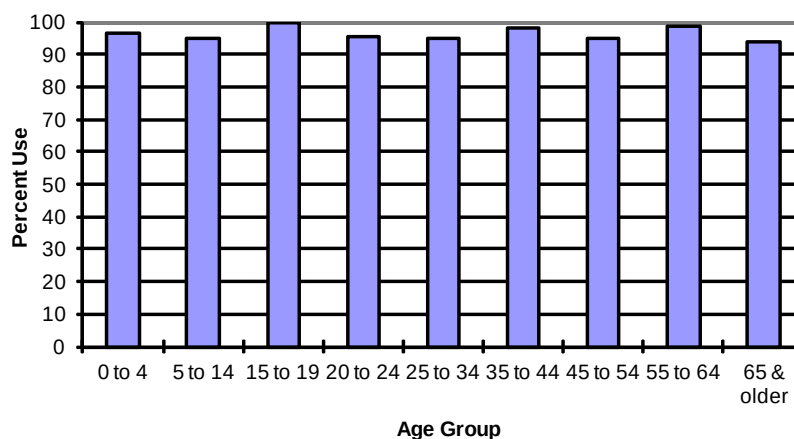
Restraints Not Used

	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total
Injury Severity											
Not Injured	1	2	0	2	8	1	5	1	2	10	32
Minimal Injuries	0	0	0	1	0	0	0	0	0	0	1
Minor Injuries	0	0	0	0	0	1	1	0	0	0	2
Major (Hospital Admission)	0	0	0	0	1	0	0	0	0	0	1
Fatal	0	0	0	0	0	0	0	0	1	0	1
Injured - Extent Unknown	0	0	0	0	0	0	0	0	0	0	0
Total	1	2	0	3	9	2	6	1	3	10	37

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

Victim Restraint Use Rate by Victim Age

Figure 7.9



Pedestrians Injured or Killed by Age Group

Figure 8.1

	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Injured	0	1	0	1	1	3	2	2	1	1	12	92.3
Killed	0	0	0	0	0	1	0	0	0	0	1	7.7
Total	0	1	0	1	1	4	2	2	1	1	13	
%	0.0	7.7	0.0	7.7	7.7	30.8	15.4	15.4	7.7	7.7	100.0	

Pedestrians Injured or Killed by Pedestrian Action and Age Group

Figure 8.2

	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Pedestrian Action												
Crossing Intersection With Traffic Control, With Right-of-Way	0	0	0	0	0	0	1	2	1	0	4	30.8
Crossing Intersection With Traffic Control, Without Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0.0
Crossing Intersection - No Traffic Control	0	0	0	0	0	0	0	0	0	0	0	0.0
Crossing Roadway at Crosswalk	0	0	0	0	1	1	0	0	0	0	2	15.4
Crossing Roadway Not at Intersection	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking Along Roadway Against Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking Along Roadway With Traffic	0	0	0	0	0	1	0	0	0	0	1	7.7
On Sidewalk, Median, Safety Zone	0	0	0	0	0	0	1	0	0	0	1	7.7
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	1	0	0	0	0	1	7.7
Coming from Behind Moving Vehicle	0	0	0	0	0	0	0	0	0	0	0	0.0
Running into Roadway	0	0	0	1	0	1	0	0	0	0	2	15.4
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	1	0	0	0	0	0	0	0	1	2	15.4
Working on Roadway	0	0	0	0	0	0	0	0	0	0	0	0.0
Lying on Road	0	0	0	0	0	0	0	0	0	0	0	0.0
Other	0	0	0	0	0	0	0	0	0	0	0	0.0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	0	1	0	1	1	4	2	2	1	1	13	100.0

Pedestrians Injured or Killed By Place of Occurrence and Injury Severity

Figure 8.3

Place of Occurrence	Killed	Injured	Total	%
Urban	1	12	13	100.0
Rural	0	0	0	0.0
Unspecified	0	0	0	0.0
Total	1	12	13	100.0

Pedestrians Injured or Killed by Collision Site

Figure 8.4

Collision Site	Killed	Injured	Total	%
Non-Intersection	1	4	5	38.5
At Intersection of At Least Two Roadways	0	7	7	53.8
Intersection With Parking Lot/Driveway/Alley	0	1	1	7.7
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	1	12	13	100.0

Pedestrians Injured or Killed by Pedestrian Condition

Figure 8.5

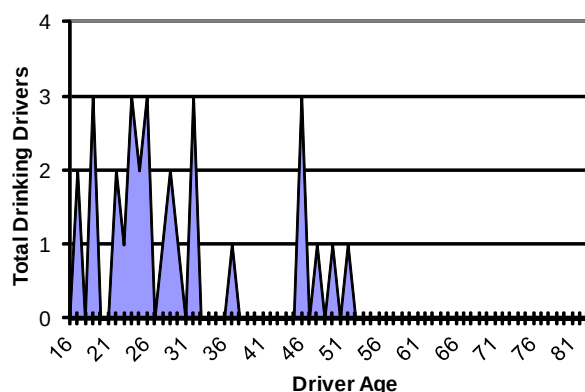
Pedestrian Condition	Killed	Injured	Total	%
Apparently Normal	0	7	7	53.8
Had Been Drinking	0	5	5	38.5
Impaired by Alcohol	0	0	0	0.0
Unknown	1	0	1	7.7
Total	1	12	13	100.0

Drinking Drivers in Collisions by Driver Age and Gender

Figure 9.1

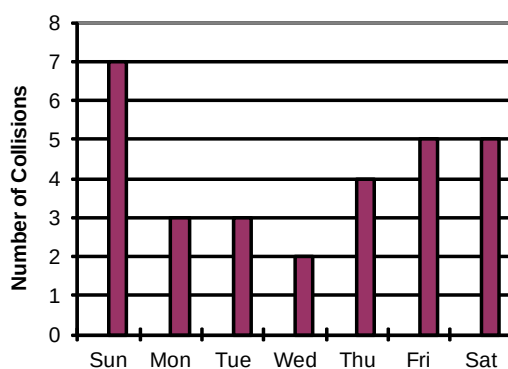
Driver Age	Male	Female	Not Stated	Total Drivers
Under 16	0	0	0	0
16	0	0	0	0
17	0	2	0	2
18	0	0	0	0
19	1	2	0	3
20	0	0	0	0
21 to 24	5	1	0	6
25 to 34	9	3	0	12
35 to 44	1	0	0	1
45 to 54	6	0	0	6
55 to 64	0	0	0	0
65 & Older	0	0	0	0
Not Stated	0	0	1	1
Total	22	8	1	31

Drinking Drivers by Driver Age



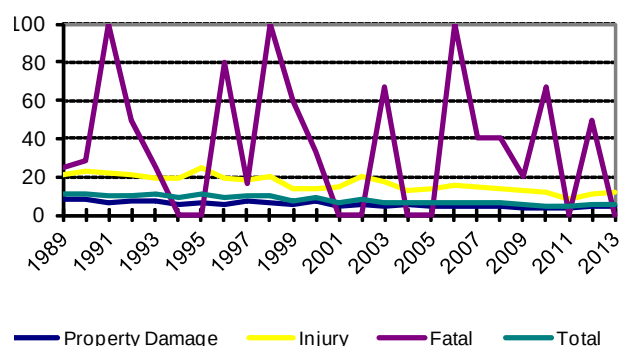
Collisions Involving Alcohol by Day of Week

Figure 9.2



Percentage of Collisions Involving Alcohol by Year and Severity

Figure 9.3



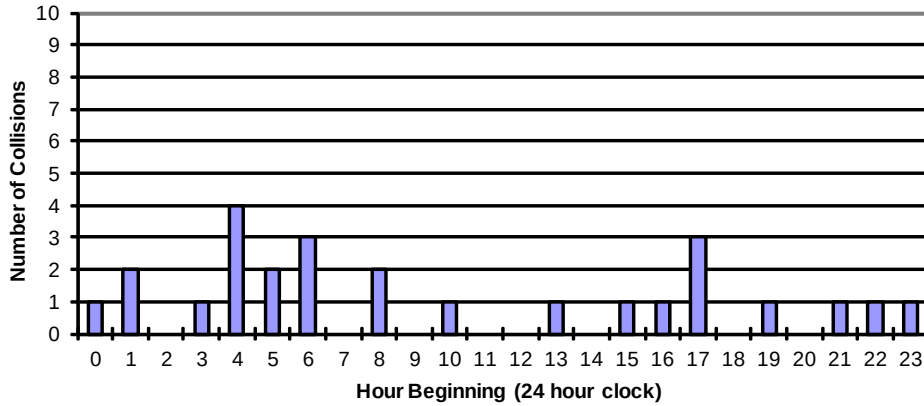
Number of Collisions and Victims Involving Alcohol

Figure 9.4

Year	Number of Collisions				% of Total Collisions	Number of Victims			% of Total Victims
	Property Damage	Personal Injury	Fatal	Total		Injured	Killed	Total	
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	2	43	6.6	19	2	21	18.4
2007	27	17	2	46	6.2	31	2	33	20.5
2008	34	16	2	52	6.0	24	2	26	14.6
2009	21	13	1	35	5.1	18	1	19	12.3
2010	17	10	2	29	5.0	16	2	18	15.5
2011	23	7	0	30	4.3	8	0	8	7.3
2012	24	11	1	36	5.6	20	1	21	14.2
2013	20	11	0	31	5.8	19	0	19	15.6
Average	26	14	1	42	5.8	21	1	23	15.1

Number of Alcohol Related Collisions by Time of Day

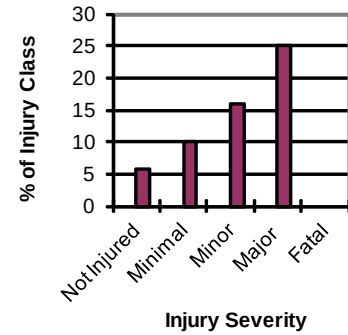
Figure 9.5



Injury Severity by Alcohol Involvement

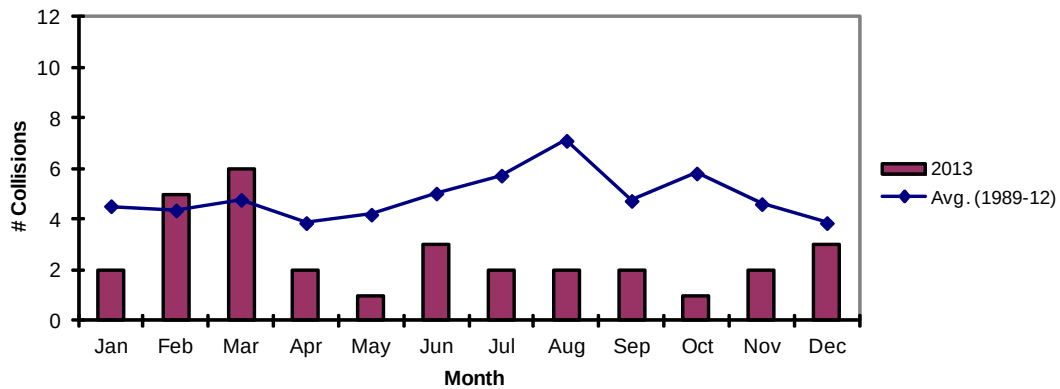
Figure 9.6

Injury Severity	Alcohol Involvement		Totals	% with Alcohol
	Yes	No		
Not Injured	55	922	977	5.6
Minimal Injuries	4	36	40	10.0
Minor	9	47	56	16.1
Major	4	12	16	25.0
Fatal	0	3	3	0.0
Injured - Extent Unknown	2	5	7	28.6
Total	74	1025	1099	6.7



Alcohol-Involved Collisions by Month

Figure 9.7



Off-Road Vehicle Collisions by Month and Severity

Figure 10.1

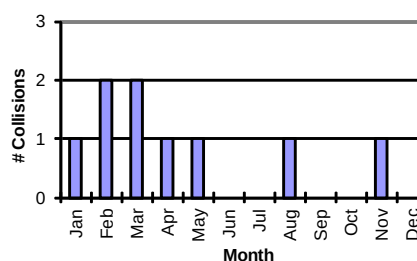
Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	1	0	0	1	0	0
February	0	2	0	2	2	0
March	0	2	0	2	2	0
April	0	1	0	1	1	0
May	0	1	0	1	1	0
June	0	0	0	0	0	0
July	0	0	0	0	0	0
August	1	0	0	1	0	0
September	0	0	0	0	0	0
October	0	0	0	0	0	0
November	0	1	0	1	2	0
December	0	0	0	0	0	0
Total	2	7	0	9	8	0

Off-Road Vehicle Collisions by Vehicle Type

Figure 10.2

	Snowmobile	ATV	Total
Total Victims	7	1	8
Killed	0	0	0
Injured	7	1	8
Total Vehicles Involved	7	2	9
Fatal	0	0	0
Injury	6	1	7
Property Damage	1	1	2

Off-Road Vehicle Collisions by Month



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

Figure 10.3

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

Off-Road Vehicle Collisions by Severity and Driver Condition

Figure 10.4

Driver Condition	Property Damage	Personal Injury	Fatal	Total	%
Apparently Normal	1	3	0	4	50.0
Fatigue/Fell Asleep	0	0	0	0	0.0
Inexperience	0	0	0	0	0.0
Under Influence - Alcohol	0	3	0	3	37.5
Under Influence - Drugs	0	0	0	0	0.0
Sudden Illness, Lost Consciousness	0	0	0	0	0.0
Other Condition	0	0	0	0	0.0
Unknown	0	1	0	1	12.5
Total	1	7	0	8	100.0

Off-Road Vehicle Collisions by Severity and Driver Action

Figure 10.5

Driver Action	Property Damage	Personal Injury	Fatal	Total	%
Driving Properly	0	1	0	1	12.5
Following Too Closely	0	0	0	0	0.0
Distracted, Inattentive	1	0	0	1	12.5
Driving Too Fast for Conditions	0	2	0	2	25.0
Improper Turning or Passing	0	1	0	1	12.5
Failed to Yield Right-of-Way	0	0	0	0	0.0
Disobeyed Traffic Control or Officer	0	1	0	1	12.5
Driving on Wrong Side of Road	0	0	0	0	0.0
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	0	0	0	0	0.0
Lost Control	0	2	0	2	25.0
Other	0	0	0	0	0.0
Unknown	0	0	0	0	0.0
Total	1	7	0	8	100.0

Off-Road Vehicle Occupants by Injury Severity and Helmet Use

Figure 10.6

Injury Severity	Helmet Worn	Helmet Not Worn	Unknown	Total	%
Not Injured	0	4	0	4	33.3
Minimal Injuries	1	1	0	2	16.7
Minor Injuries	0	1	0	1	8.3
Major (Hospital Admission)	0	2	0	2	16.7
Fatal	0	0	0	0	0.0
Injured - Extent Unknown	0	3	0	3	25.0
Total	1	11	0	12	100.0

Collisions by Region, RCMP Detachment and Severity

Figure 11.1

A - Inuvik Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Aklavik	0	0	0	0	0	0
Deline	3	1	0	4	1	0
Fort Good Hope	1	1	0	2	1	0
Fort McPherson	0	1	0	1	3	0
Ulukhaktok	1	0	0	1	0	0
Inuvik	39	17	0	56	21	0
Norman Wells	9	0	0	9	0	0
Sachs Harbour	1	0	0	1	0	0
Tuktoyaktuk	4	0	0	4	0	0
Tulita	2	1	0	3	1	0
Sub Total Inuvik Region	60	21	0	81	27	0

B - Fort Simpson Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Fort Liard	4	1	0	5	1	0
Fort Simpson	22	5	0	27	7	0
Sub Total Fort Simpson Region	26	6	0	32	8	0

C - South Slave Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Hay River	55	8	0	63	9	0
Fort Providence	6	3	1	10	8	2
Fort Resolution	4	2	0	6	2	0
Fort Smith	27	6	0	33	8	0
Lutsel K'e	0	0	0	0	0	0
Sub Total South Slave Region	92	19	1	112	27	2

D - North Slave Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Tli Cho	22	7	0	29	10	0
Yellowknife	247	37	1	285	47	1
Sub Total North Slave Region	269	44	1	314	57	1

Total - All Regions	447	90	2	539	119	3
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Collision Rates by Region and RCMP Detachment

Figure 11.2

A - Inuvik Region

RCMP Detachment					Collision Rates		
	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2013 estimate [2])	Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Aklavik	0	203	175	660	0.00	0.00	0.00
Deline	4	171	148	477	2.34	2.70	0.84
Fort Good Hope	2	216	177	687	0.93	1.13	0.29
Fort McPherson	1	359	371	784	0.28	0.27	0.13
Ulukhaktok	1	48	78	415	2.08	1.28	0.24
Inuvik	56	1,686	2,134	3,355	3.32	2.62	1.67
Norman Wells	9	502	1,021	774	1.79	0.88	1.16
Sachs Harbour	1	35	31	120	2.86	3.23	0.83
Tuktoyaktuk	4	312	304	1,194	1.28	1.32	0.34
Tulita	3	177	191	505	1.69	1.57	0.59
Sub Total Inuvik Region	81	3,709	4,630	8,971	2.18	1.75	0.90

B - Fort Simpson Region

RCMP Detachment					Collision Rates		
	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2013 estimate [2])	Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Fort Liard	5	268	394	576	1.87	1.27	0.87
Fort Simpson	27	784	1,041	1,531	3.44	2.59	1.76
Sub Total Fort Simpson Region	32	1,052	1,435	2,107	3.04	2.23	1.52

C - South Slave Region

RCMP Detachment					Collision Rates		
	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2013 estimate [2])	Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Hay River	63	2,734	5,392	4,187	2.30	1.17	1.50
Fort Providence	10	295	423	787	3.39	2.36	1.27
Fort Resolution	6	257	337	479	2.33	1.78	1.25
Fort Smith	33	1,612	2,458	2,538	2.05	1.34	1.30
Lutsel K'e	0	80	67	298	0.00	0.00	0.00
Sub Total South Slave Region	112	4,978	8,677	8,289	2.25	1.29	1.35

D - North Slave Region

RCMP Detachment					Collision Rates		
	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2013 estimate [2])	Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Tli Cho	29	975	1,081	2,952	2.97	2.68	0.98
Yellowknife	285	13,472	19,646	20,527	2.12	1.45	1.39
Sub Total North Slave Region	314	14,447	20,727	23,479	2.17	1.51	1.34

Total - All Regions	539	24,186	35,469	43,537	2.23	1.52	1.24
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[1] Number of registered vehicles and licensed drivers are as of December 31, 2013.

[2] 2013 population from NWT Bureau of Statistics July 1 estimate published in 'Quarterly Report', June 2014.

Collisions on the NWT Highway System

Figure 11.3

Highway #1 (Mackenzie)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	38.0	21 Mar 2013	Injury	Head-on	2	0
	44.0	26 Jul 2013	Property Damage	Collision with Other Animal	0	0
	50.0	18 Feb 2013	Property Damage	Single Vehicle Rollover	0	0
	77.8	1 Feb 2013	Injury	Single Vehicle Rollover	1	0
	85.0	1 Dec 2013	Property Damage	Rear End	0	0
	163.0	31 Mar 2013	Property Damage	Ran Off Road - Left	0	0
	343.0	2 Jun 2013	Injury	Single Vehicle Rollover	2	0
	354.0	27 Jun 2013	Injury	Single Vehicle Rollover	1	0
	414.0	9 Feb 2013	Property Damage	Single Vehicle Rollover	0	0
	455.0	29 Sep 2013	Property Damage	Collision with Other Animal	0	0
	468.3	29 Sep 2013	Property Damage	Left Turn Across Path	0	0
	489.8	27 Jan 2013	Property Damage	Collision with Fixed Object	0	0
	520.0	4 Nov 2013	Injury	Single Vehicle Rollover	2	0
	625.0	3 Apr 2013	Injury	Single Vehicle Rollover	1	0
Summary Highway #1	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	8	6	0	14	9	0
Highway #2 (Hay River)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	25.0	8 Feb 2013	Property Damage	Single Vehicle Rollover	0	0
	26.0	26 Jan 2013	Property Damage	Single Vehicle Rollover	0	0
	38.0	26 Nov 2013	Injury	Head-on	1	0
	38.1	26 Nov 2013	Property Damage	Rear End	0	0
	38.7	20 Dec 2013	Property Damage	Collision with Parked Vehicle	0	0
	38.8	27 Nov 2013	Injury	Collision with Pedestrian	1	0
	41.0	16 Nov 2013	Property Damage	Collision with Parked Vehicle	0	0
Summary Highway #2	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	5	2	0	7	2	0

Geographic Distribution – Section 11

Highway #3 (Yellowknife)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	48.0	UU Sep 2013	Property Damage	Collision with Bison	0	0
	74.0	19 Feb 2013	Fatal	Head-on	1	2
	80.0	13 Sep 2013	Property Damage	Collision with Bison	0	0
	90.0	20 Jul 2013	Injury	Single Vehicle Rollover	3	0
	90.0	28 Jul 2013	Injury	Single Vehicle Rollover	2	0
	90.0	19 Sep 2013	Injury	Single Vehicle Rollover	2	0
	96.0	28 Jul 2013	Property Damage	Collision with Bison	0	0
	100.0	2 Nov 2013	Property Damage	Collision with Bison	0	0
	110.0	20 Nov 2013	Property Damage	Collision with Bison	0	0
	160.0	1 Jan 2013	Injury	Collision with Bison	1	0
	167.0	2 Nov 2013	Property Damage	Collision with Bison	0	0
	170.0	16 Aug 2013	Property Damage	Collision with Bison	0	0
	170.0	7 Nov 2013	Property Damage	Collision with Bison	0	0
	190.0	4 Dec 2013	Property Damage	Single Vehicle Rollover	0	0
	194.0	20 Apr 2013	Property Damage	Collision with Bison	0	0
	198.0	9 Jul 2013	Injury	Single Vehicle Rollover	1	0
	199.0	9 Jul 2013	Injury	Other Single Vehicle Collision	1	0
	215.0	18 Sep 2013	Property Damage	Right Angle	0	0
	220.0	8 Sep 2013	Property Damage	Collision with Bison	0	0
	248.0	27 Oct 2013	Property Damage	Collision with Bison	0	0
	260.0	9 Jan 2013	Property Damage	Single Vehicle Rollover	0	0
	277.0	12 Jul 2013	Property Damage	Collision with Fixed Object	0	0
	289.0	25 Jan 2013	Property Damage	Rear End	0	0
	306.0	20 Dec 2013	Injury	Ran Off Road - Left	1	0
	309.0	1 Jun 2013	Property Damage	Single Vehicle Rollover	0	0
	314.0	12 Nov 2013	Property Damage	Ran Off Road - Left	0	0
	320.0	15 Feb 2013	Property Damage	Collision with Bison	0	0
	332.6	29 Dec 2013	Property Damage	Single Vehicle Rollover	0	0
	338.0	23 Mar 2013	Fatal	Collision with Pedestrian	0	1
Summary Highway #3	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	20	7	2	29	12	3

Geographic Distribution – Section 11

Highway #4 (Ingraham Trail)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	0.0	14 Jul 2013	Injury	Left Turn Across Path	1	0
	0.0	22 Nov 2013	Injury	Left Turn Across Path	1	0
	0.0	23 Dec 2013	Injury	Left Turn Across Path	3	0
	4.9	7 Feb 2013	Injury	Single Vehicle Rollover	3	0
	9.0	23 Nov 2013	Property Damage	Ran Off Road - Right	0	0
	34.5	30 Jun 2013	Property Damage	Ran Off Road - Right	0	0

Summary Highway #4	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	2	4	0	6	8	0

Highway #5 (Fort Smith Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	30.0	6 Oct 2013	Injury	Ran Off Road - Left	1	0
	35.0	9 Nov 2013	Injury	Single Vehicle Rollover	1	0
	60.0	11 Sep 2013	Property Damage	Collision with Other Animal	0	0
	96.0	10 Mar 2013	Property Damage	Ran Off Road - Right	0	0
	141.0	1 Feb 2013	Property Damage	Single Vehicle Rollover	0	0
	160.0	23 Oct 2013	Injury	Ran Off Road - Right	1	0
	161.0	7 Nov 2013	Property Damage	Ran Off Road - Left	0	0
	166.0	25 Feb 2013	Injury	Collision with Bison	3	0
	167.0	29 Oct 2013	Property Damage	Collision with Bison	0	0
	176.0	31 May 2013	Property Damage	Single Vehicle Rollover	0	0
	241.0	19 Sep 2013	Property Damage	Collision with Other Animal	0	0
	261.3	10 Jan 2013	Property Damage	Ran Off Road - Left	0	0
	263.0	23 May 2013	Injury	Passing - Left Turn	1	0
	263.0	14 Oct 2013	Injury	Ran Off Road - Left	1	0

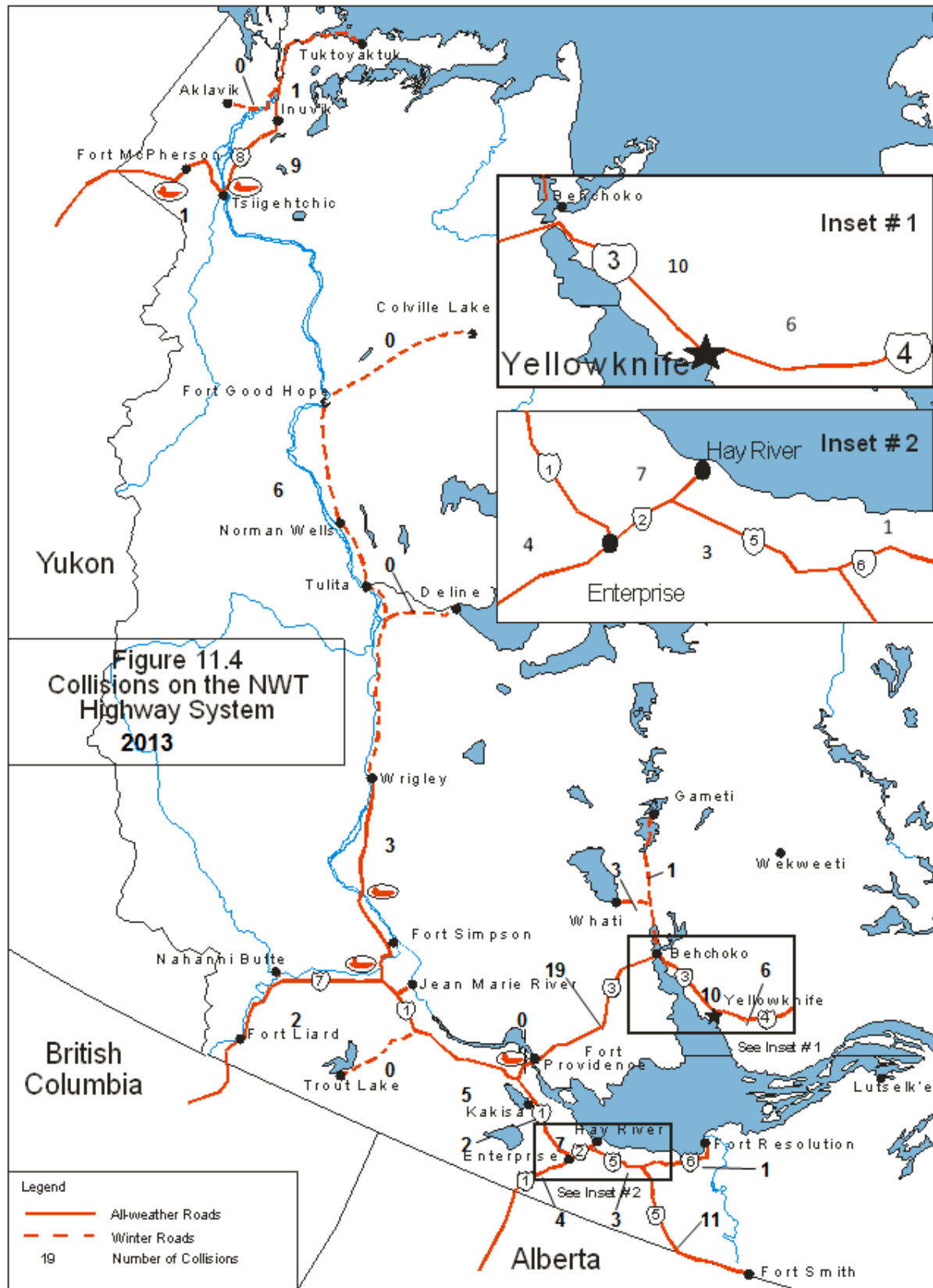
Summary Highway #5	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	8	6	0	14	8	0

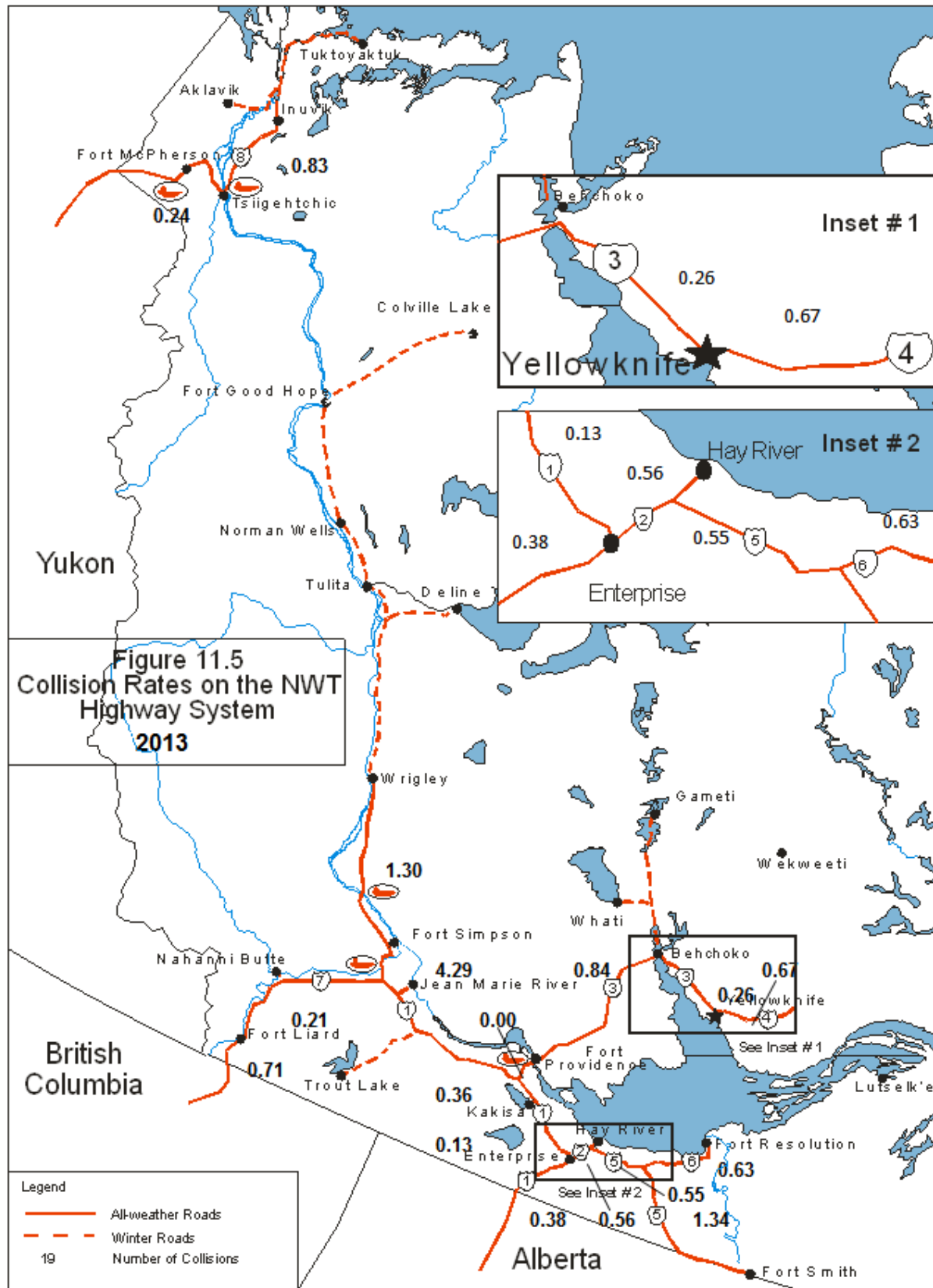
Highway #6 (Fort Resolution Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	39.8	28 Jul 2013	Injury	Ran Off Road - Right	1	0

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

Geographic Distribution – Section 11

Highway #7 (Liard Highway)	On Km Collision Date		Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	4.0	8 Oct 2013	Property Damage	Collision with Bison	0	0
	48.0	16 Dec 2013	Property Damage	Single Vehicle Rollover	0	0
Summary Highway #7	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	2	0	0	2	0	0
Highway #8 (Dempster Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	68.0	9 Jul 2013	Injury	Sideswipe - Opposite Direction	3	0
	175.0	15 Jul 2013	Injury	Single Vehicle Rollover	1	0
	231.5	1 Mar 2013	Injury	Ran Off Road - Right	2	0
	244.3	11 Aug 2013	Injury	Ran Off Road - Right	1	0
	248.2	13 Apr 2013	Property Damage	Single Vehicle Rollover	0	0
	265.0	29 Oct 2013	Injury	Ran Off Road - Right	1	0
	269.4	31 May 2013	Injury	Single Vehicle Rollover	2	0
	270.9	12 Aug 2013	Injury	Single Vehicle Rollover	1	0
	271.0	23 Sep 2013	Property Damage	Single Vehicle Rollover	0	0
	271.3	26 May 2013	Injury	Single Vehicle Rollover	1	0
Summary Highway #8	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	2	8	0	10	12	0
Access and Winter Roads		Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
Pontoon East Access Road		14 Jun 2013	Property Damage	Single Vehicle Rollover	0	0
Prelude West Access Road		6 Dec 2013	Property Damage	Collision with Fixed Object	0	0
Dettah Winter Access Road		16 Feb 2013	Property Damage	Other Multi-Vehicle Same Direction	0	0
Inuvik-tuktoyaktuk Winter Road		7 May 2013	Property Damage	Single Vehicle Rollover	0	0
Mackenzie Highway Winter Road		21 Jan 2013	Injury	Single Vehicle Rollover	1	0
Mackenzie Highway Winter Road		5 Mar 2013	Property Damage	Sideswipe - Opposite Direction	0	0
Mackenzie Highway Winter Road		5 Mar 2013	Property Damage	Single Vehicle Rollover	0	0
Mackenzie Highway Winter Road		16 Mar 2013	Property Damage	Ran Off Road - Left	0	0
Mackenzie Highway Winter Road		19 Mar 2013	Injury	Sideswipe - Opposite Direction	1	0
Mackenzie Highway Winter Road		3 Apr 2013	Property Damage	Ran Off Road - Right	0	0
Rae Lakes Winter Access Road		20 Mar 2013	Injury	Single Vehicle Rollover	2	0
Wha Ti Winter Access Road		27 Feb 2013	Injury	Head-on	1	0
Wha Ti Winter Access Road	UU	Mar 2013	Property Damage	Single Vehicle Rollover	0	0
Wha Ti Winter Access Road	5	Apr 2013	Injury	Sideswipe - Opposite Direction	3	0
Summary Access and Winter Roads	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	9	5	0	14	8	0
Summary All NWT Highways	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	56	39	2	97	60	3





Casualty Rates by Canadian Jurisdiction - 2012 [1]

Figure 12.1

Province/ Territory	Casualty Rates					
	Per 100,000 Population	Per Billion Vehicle Kilometres [2]		Per 100,000 Licensed Drivers		
	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries
Canada	6.0	475.4	6.1	481	8.7	684.2
Newfoundland & Labrador	5.3	392.1	5.9	434	7.7	567.1
Prince Edward Island	7.6	438.8	7.6	440	10.7	619.0
Nova Scotia	8.8	492.8	7.7	434	12.0	672.3
New Brunswick	8.6	375.4	8.0	352	11.7	512.8
Quebec	5.4	483.7	6.1	546	8.4	752.8
Ontario	4.2	442.3	4.3	460	5.9	625.7
Manitoba	7.7	842.1	7.3	806	11.4	1,255.5
Saskatchewan	16.8	664.9	13.9	548	24.0	948.9
Alberta	8.9	468.5	6.4	340	11.9	630.9
British Columbia	6.2	444.5	7.6	543	8.8	629.1
Yukon	5.5	549.0	3.2	318	7.2	719.5
Northwest Territories	4.6	336.8	5.2	379	8.1	590.0
Nunavut	2.9	167.1	26.5	1,538	16.6	964.6

[1] Canadian Motor Vehicle Traffic Collision Statistics: 2012. Published by Transport Canada.

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

Appendix A1 – Collision Report Form Side I

[illegible]

16. ROADWAY CONFIGURATION		24. ROAD SURFACE		41. VEHICLE MANOEUVRE		48. DRIVER ACTION		68. PEDESTRIAN ACTION		INDEPENDENT WITNESSES			
1. Dry, Normal		1. Dry, Normal		01. Going Straight		21. Following Too Closely		01. Crossing Intersection With ROW		Last Name		First Name	
2. Wet		2. Wet		02. Turning Left		22. Distracted, Inattentive		02. Crossing Intersection Without ROW		Address			
3. Snow (Fresh/Loose)		3. Snow (Fresh/Loose)		03. Turning Right		23. Driving Too Fast For Conditions		04. In Crosswalk		Home Phone		Work Phone	
4. Slush, Wet Snow		4. Slush, Wet Snow		04. Making U-Turn		24. Improper Turning Or Passing		05. Crossing Roadway At Midblock		Last Name		First Name	
5. Ice		5. Ice		17. Off-Road Vehicle		25. Failed To Yield Right-Of-Way		06. Walking On Roadway Against Traffic		Address			
6. Sand/Gravel/Dirt		6. Sand/Gravel/Dirt		16. Bicycle		26. Failed To Yield Right-Of-Way		07. Walking On Roadway With Traffic		Home Phone		Work Phone	
7. Muddy		7. Muddy		18. Purpose-Built Motor Home		06. Merging		08. Disobeyed Traffic Control Device/Police Officer		Last Name		First Name	
8. Oil		8. Oil		19. Farm Equipment		07. Reversing		09. Controlling From Behind Parked Vehicle/Object		Address			
9. Flooded		9. Flooded		20. Construction Equipment		08. Overtaking		12. Coming From Behind Moving Vehicle		Home Phone		Work Phone	
Q. Other		Q. Other		21. Snowmobile		09. Negotiating Curve		13. Running Into Roadway		Additional Witnesses On File?			
25. ROAD CONDITION		25. ROAD CONDITION		Q. Other		10. Slowing, Stopping		14. Getting On/Off School Bus		Yes		No	
1. Good		1. Good		Q. Other		11. Starting in Traffic		15. Getting On/Off Vehicle		Ped 1		Ped 2	
2. Potholes, Bumps, Ruts		2. Potholes, Bumps, Ruts		Q. Other		12. Leaving Roadside		16. Pushing Vehicle		Ped 3		Ped 4	
3. Under Construction, Repair		3. Under Construction, Repair		Q. Other		13. Stopped/Parked Illegally		17. Working On Vehicle					
4. Uneven		4. Uneven		Q. Other		14. Stopped/Parked Illegally		18. Playing On Road					
5. Worn		5. Worn		Q. Other		15. Swerving To Avoid Collision		19. Working On Road					
6. Freezing Rain, Sleet, Hail		6. Freezing Rain, Sleet, Hail		Q. Other		16. Run-Away Or Roll-Away Vehicle		20. Lying On Road					
7. Visibility Limitation (Eg. Fog, Smoke, Dust, Mist)		7. Visibility Limitation (Eg. Fog, Smoke, Dust, Mist)		Q. Other		21. Unspecified Manoeuvre		NN. Not a Pedestrian					
8. Strong Wind		8. Strong Wind		Q. Other		Q. Other		Q. Other					
26. ROAD ALIGNMENT		26. ROAD ALIGNMENT		Q. Other		Q. Other		Q. Other					
1. Straight At Level		1. Straight At Level		Q. Other		Q. Other		Q. Other					
2. Straight With Grade		2. Straight With Grade		Q. Other		Q. Other		Q. Other					
3. Curved At Level		3. Curved At Level		Q. Other		Q. Other		Q. Other					
4. Curved With Grade		4. Curved With Grade		Q. Other		Q. Other		Q. Other					
5. Top Of Hill/Gradient		5. Top Of Hill/Gradient		Q. Other		Q. Other		Q. Other					
6. Bottom Of Hill/Gradient		6. Bottom Of Hill/Gradient		Q. Other		Q. Other		Q. Other					
Q. Other		Q. Other		Q. Other		Q. Other		Q. Other					
27. TRAFFIC CONTROL		27. TRAFFIC CONTROL		Q. Other		Q. Other		Q. Other					
1. Traffic Signals - Oper.		1. Traffic Signals - Oper.		Q. Other		Q. Other		Q. Other					
2. Traffic Light - On		2. Traffic Light - On		Q. Other		Q. Other		Q. Other					
3. Traffic Light - Off		3. Traffic Light - Off		Q. Other		Q. Other		Q. Other					
4. Yield Sign		4. Yield Sign		Q. Other		Q. Other		Q. Other					
5. Warning Sign		5. Warning Sign		Q. Other		Q. Other		Q. Other					
6. Pedestrian Crosswalk		6. Pedestrian Crosswalk		Q. Other		Q. Other		Q. Other					
Q. Other		Q. Other		Q. Other		Q. Other		Q. Other					
20. ROAD CLASSIFICATION I		20. ROAD CLASSIFICATION I		Q. Other		Q. Other		Q. Other					
1. Urban		1. Urban		Q. Other		Q. Other		Q. Other					
2. Rural		2. Rural		Q. Other		Q. Other		Q. Other					
21. ROAD CLASSIFICATION II		21. ROAD CLASSIFICATION II		Q. Other		Q. Other		Q. Other					
1. Arterial		1. Arterial		Q. Other		Q. Other		Q. Other					
2. Collector		2. Collector		Q. Other		Q. Other		Q. Other					
4. Local		4. Local		Q. Other		Q. Other		Q. Other					
Q. Other (Parking Lot)		Q. Other (Parking Lot)		Q. Other		Q. Other		Q. Other					
22. ROAD CLASSIFICATION III		22. ROAD CLASSIFICATION III		Q. Other		Q. Other		Q. Other					
1. One-Way, 2-Lane		1. One-Way, 2-Lane		Q. Other		Q. Other		Q. Other					
2. One-Way, Multi-Lane		2. One-Way, Multi-Lane		Q. Other		Q. Other		Q. Other					
3. Undivided, 2-Way, 2-Lane		3. Undivided, 2-Way, 2-Lane		Q. Other		Q. Other		Q. Other					
4. Undivided, 2-Way, Multi-Lane													

Appendix A3 – Brief Description of Fatal Collisions

The following is a brief description of the 2 fatal traffic collisions that took place in the Northwest Territories in 2013, resulting in 3 fatalities.

RCMP Detachment	Date	Description
Fort Providence	Feb 19	Two tractor-trailer units collided head-on near Kilometre 74 on Highway #3. The driver of the southbound unit and a passenger in the sleeper compartment of the northbound unit died at the scene. The driver of the northbound unit sustained serious injuries. The condition of the drivers was unknown.
Yellowknife	Mar 23	A pedestrian was struck by a passenger van and fatally injured at Kilometre 338 on Highway #3 in Yellowknife. The collision occurred in the early morning hours. The driver of the van had not been drinking while the condition of the pedestrian was not known.