

2014 NWT Traffic Collision Facts



Department of Transportation
Road Licensing and Safety Division
August 2015

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) 767-9088 ext 31184, or by facsimile at (867) 873-0120.

2014 QUICK FACTS REPORT

2014 Compared to 2013

	2013	2014	% Change
PROPERTY DAMAGE ONLY COLLISIONS	447	426	-4.7
PERSONAL INJURY COLLISIONS	90	70	-22.2
FATAL COLLISIONS	2	4	100.0
TOTAL REPORTED COLLISIONS	539	500	-7.2
NUMBER OF PERSONS KILLED	3	4	33.3
NUMBER OF PERSONS INJURED	119	89	-25.2
NWT HIGHWAY SYSTEM COLLISIONS	97	86	-11.3
RURAL COLLISIONS	4	8	100.0
COLLISIONS IN COMMUNITIES	438	406	-7.3
REGISTERED VEHICLES	35,469	38,185	7.7
LICENSED DRIVERS	24,186	24,942	3.1
NWT POPULATION [1]	43,537	43,623	0.2
COLLISIONS PER 100 LICENSED DRIVERS	2.23	2.00	-10.0
COLLISIONS PER 100 REGISTERED VEHICLES	1.52	1.31	-13.8
COLLISIONS PER 100 POPULATION	1.24	1.15	-7.4
COLLISIONS INVOLVING ALCOHOL	31	24	-22.6

[1] 2013 and 2014 population from NWT Bureau of Statistics July 1 estimate published in 'Quarterly Report', March 2015.

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 26-year history of collisions, victims and licensed drivers and vehicles. There were a total of 500 collisions reported in 2014. 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 4 traffic fatalities reported in 2014 is close to the 26-year average while the 89 persons injured is the fewest ever.

Section 2 - Time of Occurrence

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

Collisions are most likely to take place between noon and 6 pm. 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 more than three times as prevalent in injury and fatal collisions 18(%) than in all collisions (6%). Driver error accounts for 73% of all factors in collisions, as compared to vehicular (1%) and environmental (3%).

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 in collisions. In 2014, 721 drivers were involved in 500 collisions. This is an average of 1.44 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 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 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 880 vehicles involved in 500 collisions in 2014. This is an average of 1.76 vehicles per collision. This section provides details on the different vehicle types involved in collisions.

Section 7 - Victims and Occupant Restraints

The 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 the use of seat belts and child restraint systems. The severity of injury is lower for victims using seat belts.

The proper use of seat belts is an important factor when evaluating their effectiveness in reducing or preventing injuries. This is especially true of young children and the use of child restraints. Based on a survey conducted on behalf of Transport Canada in 2010,

approximately 98% of children were restrained in the 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 2014:

- 9 pedestrians were injured;
- 2 pedestrians were killed;
- 10 pedestrians injured or killed were over the age of 15;
- 9 pedestrians were injured within a community;
- 4 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 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 2014, there were 24 collisions involving drinking drivers, resulting in 16 persons being injured. There was 1 fatality as a result of an alcohol-impaired driver in 2014. These figures are significantly below the 26-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. There were only 3 collisions involving off-road vehicles in 2014. From the figures presented in this section, the facts below should be noted:

- 33% of off-road vehicle collisions resulted in injuries;
- 50% of off-road vehicle drivers involved in collisions were 24 years of age or younger;
- 50% of off-road vehicle drivers in collisions had been drinking or were impaired by alcohol;
- none of off-road vehicle drivers or passengers in collisions were wearing helmets;
- 2 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. 64% of collisions took place in the North Slave Region. The North Slave Region also accounted for 55% of persons injured. Two fatalities took place in the South Slave Region, another occurred in the North Slave Region, while the fourth fatality occurred in the Inuvik Region.

A map detailing collisions that occurred on the NWT Highway system is shown on Page 42. Highway 3 (Yellowknife Highway) accounted for 28% of collisions occurring on the eight numbered highways.

Section 12 – National Comparison

This section compares injury and fatality rates for Canadian jurisdictions for the 2013 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 three of the six indicators.

Definitions

REPORTABLE MOTOR VEHICLE COLLISION - an incident involving one or more motor vehicles resulting in death, personal injury or a minimum of \$2,000 in property damage. The 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.

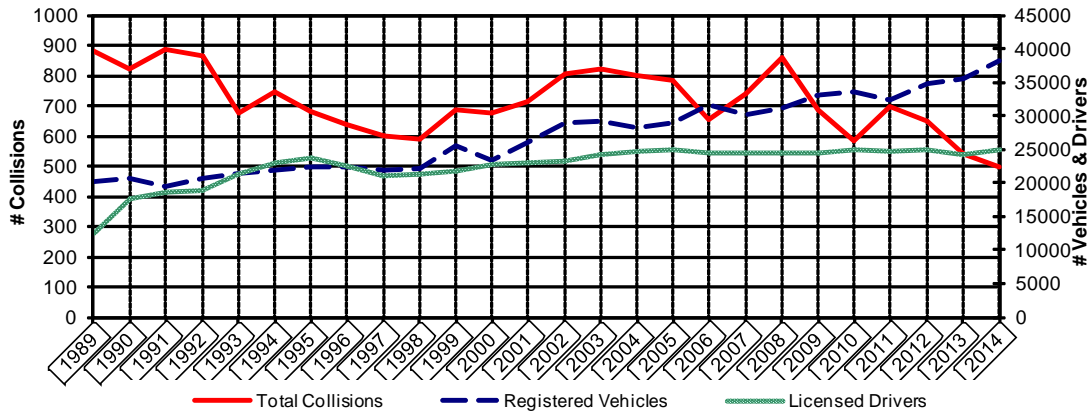
		Page
	Quick Facts - Inside Front Cover	
<u>Section 1</u>	<u>Historical Trends</u>	1
Figure	1.1 Trends in Licensed Drivers, Registered Vehicles and Collisions	1
	1.2 Trends in Collision Rates by Vehicles, Drivers and Population	1
	1.3 Trends in Injuries and Fatalities	2
	1.4 Trends in Property Damage 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	42
	11.5	Collision Rates on the NWT Highway System - Map	43
<u>Section 12</u>	<u>National Comparison</u>		44
Figure	12.1	Casualty Rates by Canadian Jurisdiction	44
<u>Appendix</u>			45
Section	A1	Northwest Territories Collision Report Form Side I	45
	A2	Northwest Territories Collision Report Form Side II	46
	A3	Brief Description of Fatal Collisions	47

Trends in Licensed Drivers, Registered Vehicles and Collisions

Figure 1.1

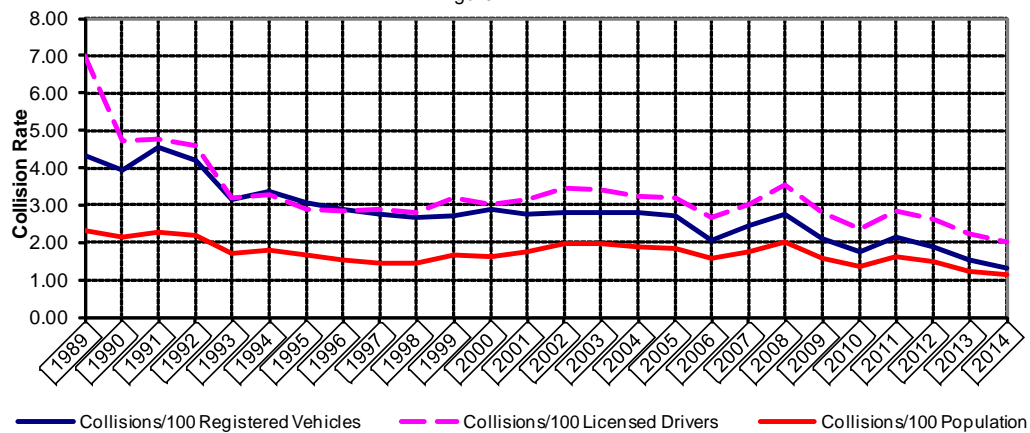


3 Year Summary

	2012	2013	2014	% Change
Registered Vehicles	34,665	35,469	38,185	7.7
Licensed Drivers	24,745	24,186	24,942	3.1
Total Collisions	647	539	500	-7.2

Trends in Collision Rates by Vehicles, Drivers and Population

Figure 1.2

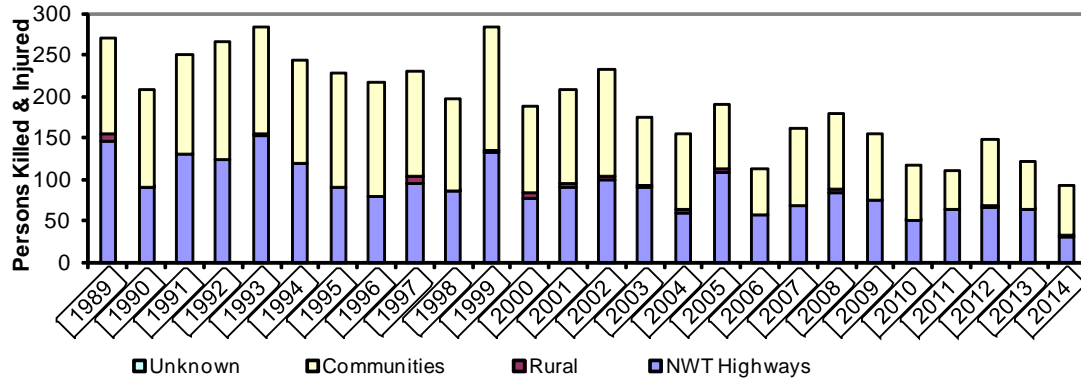


3 Year Summary

	2012	2013	2014	% Change
Collisions/100 Registered Vehicles	1.87	1.52	1.31	-13.8
Collisions/100 Licensed Drivers	2.61	2.23	2.00	-10.0
Collisions/100 Population	1.49	1.24	1.15	-7.4

Trends in Injuries & Fatalities

Figure 1.3

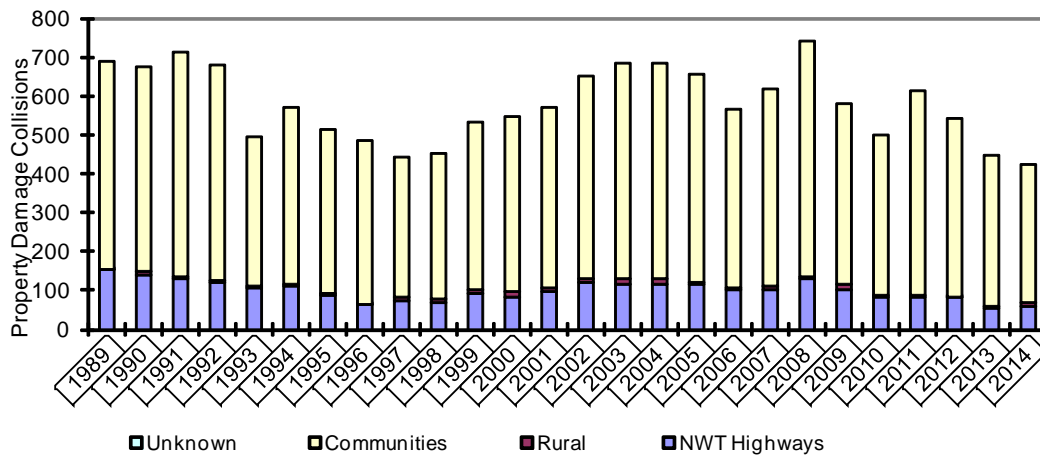


3 Year Summary

	Persons Injured				Persons Killed			
	2012	2013	2014	Average	2012	2013	2014	Average
NWT Highways	66	60	29	52	0	3	2	2
Rural	1	1	1	1	0	0	0	0
Communities	79	58	59	65	2	0	2	1
Total	146	119	89	118	2	3	4	3

Trends in Property Damage Collisions

Figure 1.4

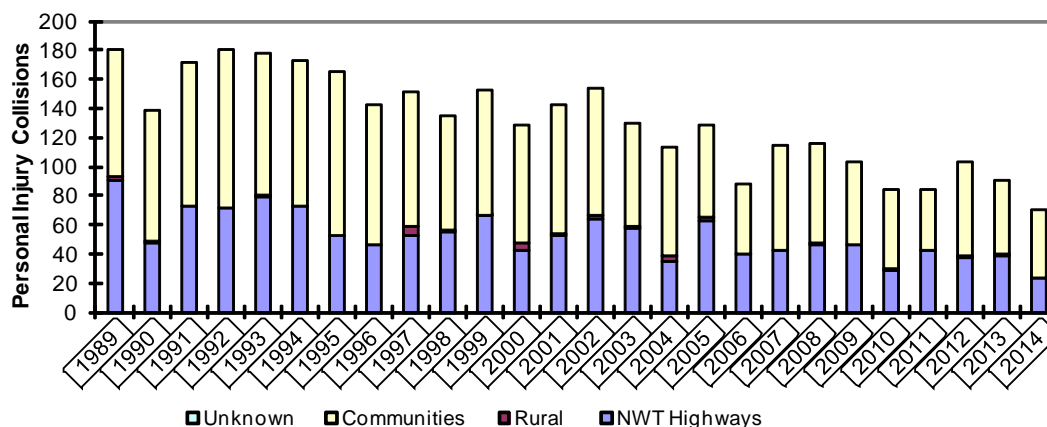


3 Year Summary

	Property Damage Collisions			
	2012	2013	2014	Average
NWT Highways	81	56	61	66
Rural	1	3	7	4
Communities	460	388	358	402
Total	542	447	426	472

Trends in Personal Injury Collisions

Figure 1.5

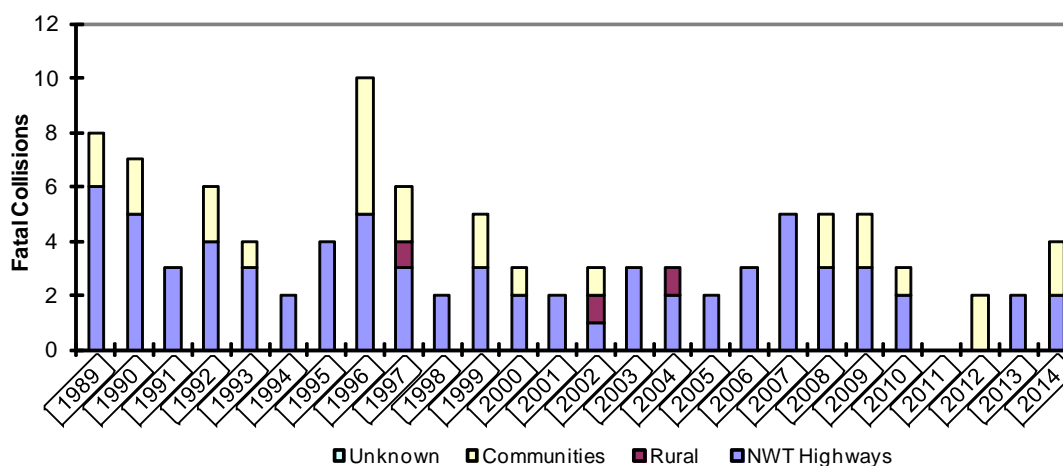


3 Year Summary

	Personal Injury Collisions			
	2012	2013	2014	Average
NWT Highways	37	39	23	33
Rural	1	1	1	1
Communities	65	50	46	54
Total	103	90	70	88

Trends in Fatal Collisions

Figure 1.6

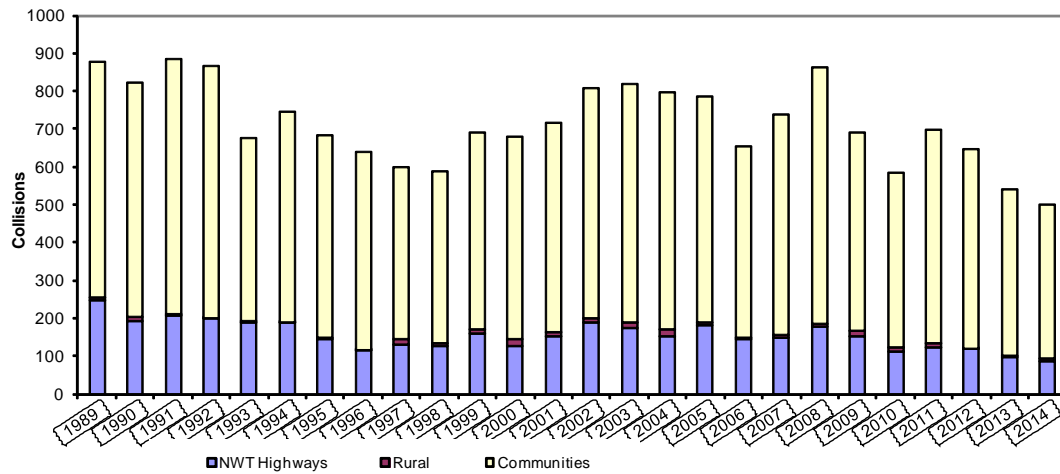


3 Year Summary

	Fatal Collisions			
	2012	2013	2014	Average
NWT Highways	0	2	2	1
Rural	0	0	0	0
Communities	2	0	2	1
Total	2	2	4	3

Trends in All Reported Collisions

Figure 1.7



3 Year Summary

	2012	2013	2014	Average
NWT Highways	118	97	86	100
Rural	2	4	8	5
Communities	527	438	406	457
Total	647	539	500	562

Property Damage Collisions by Month and Year

Figure 1.8

Month	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Avg. 04 to 13	2014
January	90	75	62	58	101	94	60	75	75	56	75	56
February	85	87	54	72	68	63	40	69	56	49	64	57
March	58	65	45	84	91	65	48	61	63	50	63	35
April	37	52	42	33	44	46	35	42	36	36	40	28
May	27	39	29	26	38	34	23	31	32	20	30	32
June	51	43	30	45	33	38	34	38	31	32	38	25
July	32	52	45	39	37	31	47	36	26	31	38	17
August	35	42	34	39	53	30	29	39	23	17	34	28
September	49	53	41	43	43	29	34	34	32	35	39	22
October	59	47	33	50	56	48	49	43	57	24	47	26
November	66	51	90	54	82	42	42	70	54	43	59	49
December	93	50	59	76	94	61	57	75	57	54	68	51
Total	682	656	564	619	740	581	498	613	542	447	594	426

Personal Injury Collisions by Month and Year

Figure 1.9

Month	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Avg. 04 to 13	2014
January	15	10	12	6	10	15	11	9	12	9	11	7
February	8	8	4	15	16	5	5	6	7	9	8	8
March	7	10	8	9	10	13	6	6	9	9	9	5
April	11	3	10	7	7	7	6	8	4	6	7	2
May	9	5	4	3	11	8	7	5	7	4	6	2
June	10	15	8	10	10	8	5	8	12	6	9	10
July	9	17	6	11	9	7	6	10	9	12	10	6
August	18	15	8	13	7	6	9	7	6	9	10	8
September	10	9	5	12	6	7	4	5	6	4	7	4
October	6	13	9	9	10	10	9	9	4	10	9	6
November	3	16	10	8	10	9	10	6	13	8	9	5
December	7	7	4	11	10	8	6	5	14	4	8	7
Total	113	128	88	114	116	103	84	84	103	90	102	70

Fatal Collisions by Month and Year

Figure 1.10

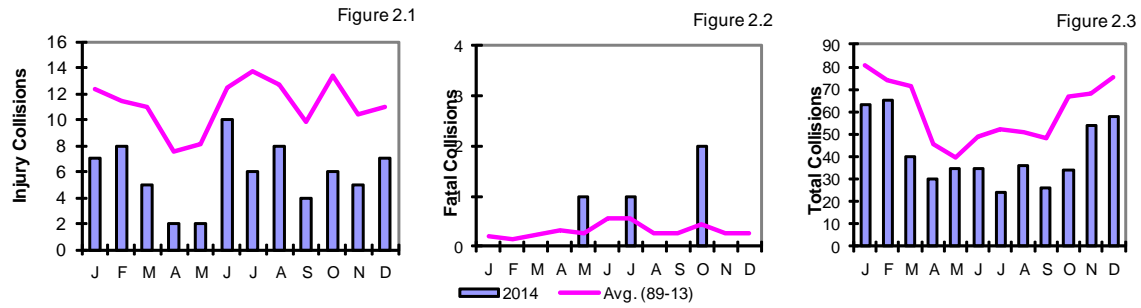
Month	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Avg. 04 to 13	2014
January	0	0	1	0	0	0	0	0	0	0	0.1	0
February	1	0	0	0	0	1	0	0	0	1	0.3	0
March	0	0	0	0	0	0	0	0	0	1	0.1	0
April	0	0	0	0	0	0	0	0	0	0	0.0	0
May	0	1	0	1	0	1	0	0	0	0	0.3	1
June	1	1	0	0	0	0	0	0	1	0	0.3	0
July	0	0	1	1	2	1	1	0	0	0	0.6	1
August	0	0	0	0	0	0	0	0	0	0	0.0	0
September	0	0	0	2	2	0	0	0	0	0	0.4	0
October	0	0	1	0	0	2	0	0	1	0	0.4	2
November	0	0	0	0	1	0	1	0	0	0	0.2	0
December	1	0	0	1	0	0	1	0	0	0	0.3	0
Total	3	2	3	5	5	5	3	0	2	2	3.0	4

Total Collisions by Month and Year

Figure 1.11

Month	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Avg. 04 to 13	2014
January	105	85	75	64	111	109	71	84	87	65	86	63
February	94	95	58	87	84	69	45	75	63	59	73	65
March	65	75	53	93	101	78	54	67	72	60	72	40
April	48	55	52	40	51	53	41	50	40	42	47	30
May	36	45	33	30	49	43	30	36	39	24	37	35
June	62	59	38	55	43	46	39	46	44	38	47	35
July	41	69	52	51	48	39	54	46	35	43	48	24
August	53	57	42	52	60	36	38	46	29	26	44	36
September	59	62	46	57	51	36	38	39	38	39	47	26
October	65	60	43	59	66	60	58	52	62	34	56	34
November	69	67	100	62	93	51	53	76	67	51	69	54
December	101	57	63	88	104	69	64	80	71	58	76	58
Total	798	786	655	738	861	689	585	697	647	539	700	500

Collisions by Month of Occurrence



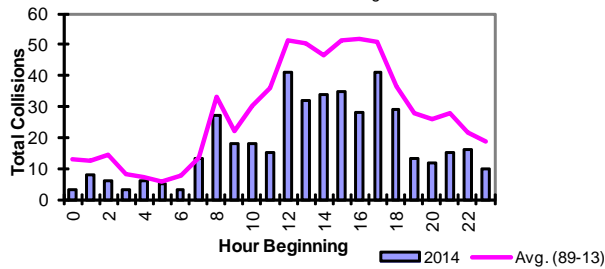
Collisions & Victims by Month of Occurrence

Figure 2.4

Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	56	7	0	63	9	0
February	57	8	0	65	9	0
March	35	5	0	40	8	0
April	28	2	0	30	2	0
May	32	2	1	35	2	1
June	25	10	0	35	12	0
July	17	6	1	24	13	1
August	28	8	0	36	10	0
September	22	4	0	26	4	0
October	26	6	2	34	6	2
November	49	5	0	54	5	0
December	51	7	0	58	9	0
Total	426	70	4	500	89	4

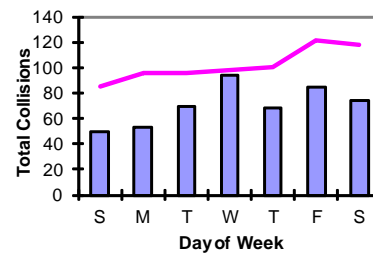
Total Collisions by Time of Day

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.	1	0	1	0	1	0	0	3	0.6
1 to 2 a.m.	2	1	0	1	1	2	1	8	1.6
2 to 3 a.m.	0	0	1	2	1	2	0	6	1.2
3 to 4 a.m.	1	0	0	1	0	0	1	3	0.6
4 to 5 a.m.	2	1	0	0	0	0	3	6	1.2
5 to 6 a.m.	0	1	0	3	1	0	0	5	1.0
6 to 7 a.m.	1	0	0	0	0	2	0	3	0.6
7 to 8 a.m.	2	4	1	4	0	1	1	13	2.6
8 to 9 a.m.	2	1	4	8	3	4	5	27	5.5
9 to 10 a.m.	1	3	1	4	4	4	1	18	3.7
10 to 11 a.m.	1	0	3	5	3	4	2	18	3.7
11 to 12 a.m.	2	1	2	1	3	5	1	15	3.0
12 to 1 p.m.	4	6	6	7	5	9	4	41	8.3
1 to 2 p.m.	1	4	4	8	2	10	3	32	6.5
2 to 3 p.m.	4	4	5	3	4	8	6	34	6.9
3 to 4 p.m.	3	4	5	6	3	8	6	35	7.1
4 to 5 p.m.	3	1	5	9	5	3	2	28	5.7
5 to 6 p.m.	2	9	9	10	3	1	7	41	8.3
6 to 7 p.m.	3	4	1	5	6	5	5	29	5.9
7 to 8 p.m.	0	1	5	3	3	0	1	13	2.6
8 to 9 p.m.	1	1	3	3	0	3	1	12	2.4
9 to 10 p.m.	1	2	1	1	1	5	4	15	3.0
10 to 11 p.m.	3	2	0	1	3	2	5	16	3.2
11 to 12 p.m.	2	0	3	0	1	0	4	10	2.0
Not Stated	8	3	9	9	15	7	11	62	12.6
Total	50	53	69	94	68	85	74	493	
%	10.1	10.8	14.0	19.1	13.8	17.2	15.0	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	14	8	1	23	4.6
Under Influence - Drugs	0	0	0	0	0.0
Sudden Illness, Lost Consciousness	1	3	1	5	1.0
Other Driver Condition	0	0	0	0	0.0
Total	15	11	2	28	5.6

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	17	8	0	25	5.0
Distracted, Inattentive	37	12	0	49	9.8
Driving Too Fast for Conditions	38	9	0	47	9.4
Improper Turning or Passing	19	0	0	19	3.8
Failed to Yield Right-of-Way	32	7	0	39	7.8
Disobeyed Traffic Control/Officer	4	0	0	4	0.8
Driving on Wrong Side of Road	1	1	0	2	0.4
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	107	4	0	111	22.2
Lost Control	55	13	0	68	13.6
Other Driver Action	0	0	0	0	0.0
Total	310	54	0	364	72.8

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	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	1	0	0	1	0.2
Visibility Obstructed	0	0	1	1	0.2
Other Vehicle Contributing Factor	1	0	0	1	0.2
Total	2	0	1	3	0.6

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	13	2	0	15	3.0
Road Surface or Condition	1	1	0	2	0.4
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	14	3	0	17	3.4

Collisions by Severity Where Major Contributing Factor was Unspecified or Unknown

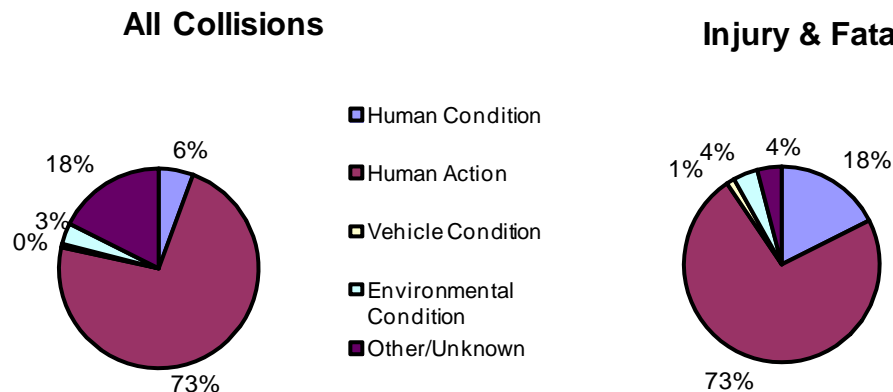
Figure 3.5

Factor	Property Damage	Personal Injury	Fatal	% of Total	
				Total	Factors
Unspecified	1	2	1	4	0.8
Unknown	84	0	0	84	16.8
Total	85	2	1	88	17.6

Total All Factors	426	70	4	500	100.0
--------------------------	------------	-----------	----------	------------	--------------

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	7	15	1	1	23	4.6
Under Influence - Drugs	0	0	0	0	0	0.0
Sudden Illness, Lost Consciousness	5	0	0	0	5	1.0
Other Driver Condition	0	0	0	0	0	0.0
Total	12	15	1	1	28	5.6

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	24	0	0	25	5.0
Distracted, Inattentive	4	44	1	1	49	9.8
Driving Too Fast for Conditions	7	39	1	1	47	9.4
Improper Turning or Passing	3	16	0	0	19	3.8
Failed to Yield Right-of-Way	3	36	0	0	39	7.8
Disobeyed Traffic Control/Officer	0	4	0	0	4	0.8
Driving on Wrong Side of Road	1	1	0	0	2	0.4
Driving in Wrong Direction	0	0	0	0	0	0.0
Backing Unsafely	0	110	1	1	111	22.2
Lost Control	35	31	2	2	68	13.6
Other Driver Action	0	0	0	0	0	0.0
Total	54	305	5	5	364	72.8

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	0	0	0	0	0	0.0
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	1	0	0	1	0.2
Visibility Obstructed	0	1	0	0	1	0.2
Other Vehicle Contributing Factor	0	1	0	0	1	0.2
Total	0	3	0	0	3	0.6

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	15	0	0	15	3.0
Road Surface or Condition	1	1	0	2	0.4
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	16	1	0	17	3.4

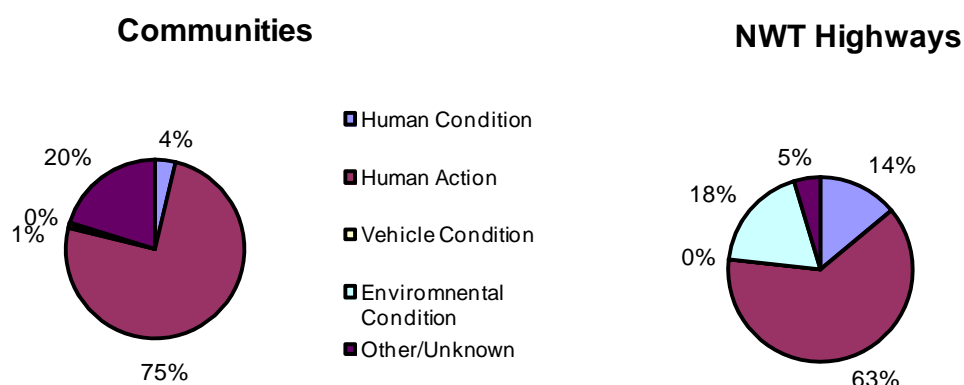
Collisions by Road System Where Major Contributing Factor was Unspecified or Unknown

Figure 3.11

Factor	NWT			% of Total	
	Highways	In Communities	Rural	Total	Factors
Unspecified	1	2	1	4	0.8
Unknown	3	80	1	84	16.8
Total	4	82	2	88	17.6
Total All Factors	86	406	8	500	100.0

Major Contributing Factors in Collisions - Communities and NWT Highways

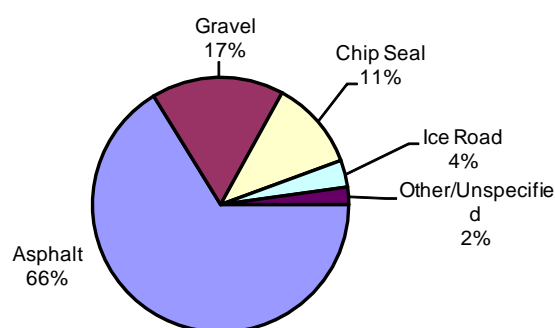
Figure 3.12



Collisions by Road Surface Type and Severity

Figure 4.1

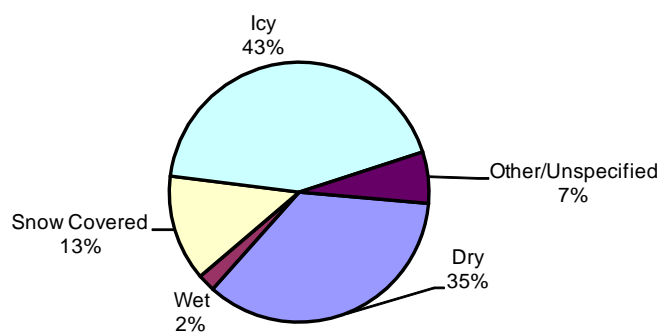
Road Surface Type	Property Damage	Personal Injury	Fatal	Total	%
Asphalt	291	40	0	331	66.2
Concrete	0	0	0	0	0.0
Gravel (Crushed Stone)	66	16	2	84	16.8
Earth, Dirt	3	0	0	3	0.6
Chip Seal	42	13	2	57	11.4
Brick, Cobblestone	0	0	0	0	0.0
Wooden	1	0	0	1	0.2
Steel	0	0	0	0	0.0
Ice Road	16	1	0	17	3.4
Unspecified	7	0	0	7	1.4
Total	426	70	4	500	100.0



Collisions by Road Surface Environmental Condition and Severity

Figure 4.2

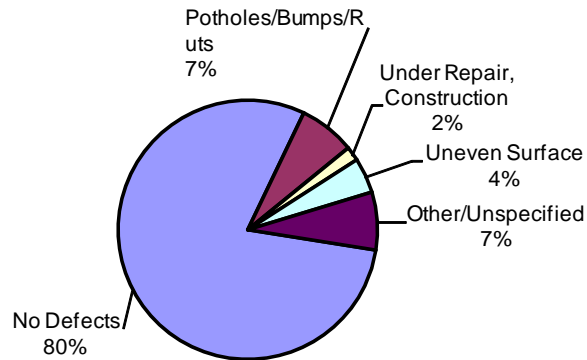
Surface Condition	Property Damage	Personal Injury	Fatal	Total	%
Dry	142	30	4	176	35.2
Wet	11	0	0	11	2.2
Snow (Fresh, Loose)	58	3	0	61	12.2
Slush, Wet Snow	4	1	0	5	1.0
Icy	187	28	0	215	43.0
Loose Sand/Gravel/Dirt	7	5	0	12	2.4
Muddy	0	3	0	3	0.6
Fresh Oil	0	0	0	0	0.0
Flooded	0	0	0	0	0.0
Other	1	0	0	1	0.2
Unspecified	16	0	0	16	3.2
Total	426	70	4	500	100



Collisions by Road Defect and Severity

Figure 4.3

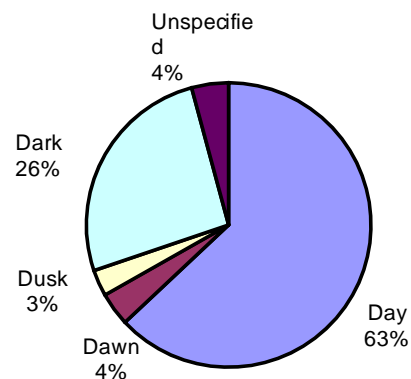
Road Defect	Property Damage	Personal Injury	Fatal	Total	%
No Defects	341	55	2	398	79.6
Potholes/Bumps/Ruts	29	5	1	35	7.0
Under Repair, Construction	6	3	0	9	1.8
Uneven Pavement Surface	18	4	0	22	4.4
Worn	9	1	0	10	2.0
Obscured or Faded Markings	2	1	1	4	0.8
Other	4	1	0	5	1.0
Unspecified	17	0	0	17	3.4
Total	426	70	4	500	100.0



Collisions by Light Condition and Severity

Figure 4.4

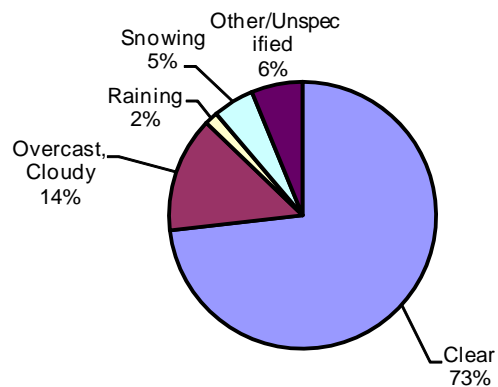
Light Condition	Property Damage	Personal Injury	Fatal	Total	%
Day	266	48	1	315	63.0
Dawn	15	3	1	19	3.8
Dusk	12	3	0	15	3.0
Dark	113	16	1	130	26.0
Unspecified	20	0	1	21	4.2
Total	426	70	4	500	100.0



Collisions by Weather Condition and Severity

Figure 4.5

Weather Condition	Property Damage	Personal Injury	Fatal	Total	%
Clear (Sunny)	305	58	3	366	73.2
Overcast, Cloudy (No Precipitation)	62	8	0	70	14.0
Raining	7	1	0	8	1.6
Snowing	22	3	0	25	5.0
Freezing Rain/Sleet/Hail	0	0	0	0	0.0
Visibility Limitations (fog, dust, etc.)	7	0	0	7	1.4
Strong Winds	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unspecified	23	0	1	24	4.8
Total	426	70	4	500	100.0



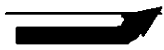


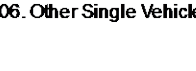
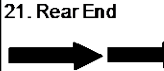

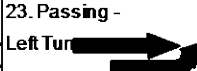


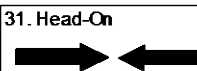
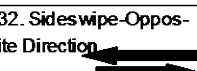





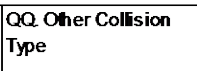
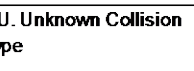


Collisions by Configuration and Severity

Figure 4.6

Configuration*	Property Damage	Personal Injury	Fatal	Total % of Total	
01. Hit Moving Object					
a) With Bison	9	2	0	11	2.2
b) With Other Animal	5	1	0	6	1.2
c) With Pedestrian	1	9	2	12	2.4
d) Other	0	0	0	0	0.0
02. Hit Stationary Object	31	2	0	33	6.6
03. Off Road Left					
a) With Rollover	6	2	0	8	1.6
b) No Rollover	12	2	1	15	3.0
04. Off Road Right					
a) With Rollover	4	8	0	12	2.4
b) No Rollover	16	5	0	21	4.2
05. Rollover on Roadway	3	2	1	6	1.2
06. Other Single Vehicle	1	0	0	1	0.2
21. Rear End	51	22	0	73	14.6
22. Sideswipe - Same Direction	16	1	0	17	3.4
23. Passing - Left Turn	0	0	0	0	0.0
24. Passing - Right Turn	1	0	0	1	0.2
25. Other Multi-Vehicle Same Direction	1	0	0	1	0.2
31. Head-On	5	3	0	8	1.6
32. Sideswipe - Opposite Direction	12	2	0	14	2.8
33. Left Turn Across Path	8	2	0	10	2.0
34. Right Turn Including Conflict	8	1	0	9	1.8
35. Right Angle	59	4	0	63	12.6
36. Other Multi-Vehicle Opposite Direction	8	0	0	8	1.6
41. Hit Parked Vehicle	169	2	0	171	34.2
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	0	0	0.0
Total	426	70	4	500	100.0

***Collision Configurations**

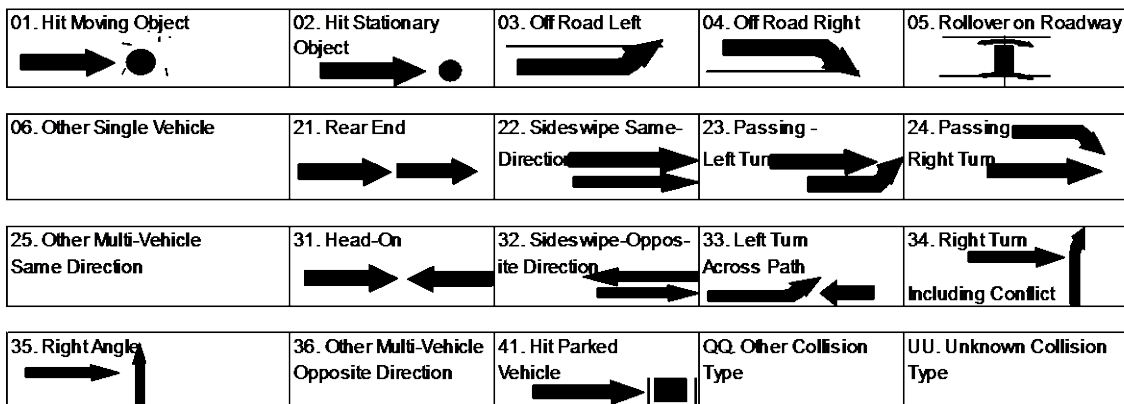
01. Hit Moving Object 	02. Hit Stationary Object 	03. Off Road Left 	04. Off Road Right 	05. Rollover on Roadway 
06. Other Single Vehicle 	21. Rear End 	22. Sideswipe Same-Direction 	23. Passing - Left Turn 	24. Passing - Right Turn 
25. Other Multi-Vehicle Same Direction 	31. Head-On 	32. Sideswipe-Opposite 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	11	0	0	11	2.2
b) With Other Animal	6	0	0	6	1.2
c) With Pedestrian	1	10	1	12	2.4
d) Other	0	0	0	0	0.0
02. Hit Stationary Object	3	30	0	33	6.6
03. Off Road Left					
a) With Rollover	7	1	0	8	1.6
b) No Rollover	13	2	0	15	3.0
04. Off Road Right					
a) With Rollover	10	2	0	12	2.4
b) No Rollover	13	8	0	21	4.2
05. Rollover on Roadway	3	2	1	6	1.2
06. Other Single Vehicle	0	1	0	1	0.2
21. Rear End	3	70	0	73	14.6
22. Sideswipe - Same Direction	3	14	0	17	3.4
23. Passing - Left Turn	0	0	0	0	0.0
24. Passing - Right Turn	0	1	0	1	0.2
25. Other Multi-Vehicle Same Direction	0	1	0	1	0.2
31. Head-On	0	7	1	8	1.6
32. Sideswipe - Opposite Direction	7	6	1	14	2.8
33. Left Turn Across Path	0	10	0	10	2.0
34. Right Turn Including Conflict	1	8	0	9	1.8
35. Right Angle	3	59	1	63	12.6
36. Other Multi-Vehicle Opposite Direction	1	7	0	8	1.6
41. Hit Parked Vehicle	1	167	3	171	34.2
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	0	0	0.0
Total	86	406	8	500	100.0

***Collision Configurations**



Collisions by Collision Site and Severity

Figure 4.8

Collision Site	Property Damage	Personal Injury	Fatal	Total	%
Non-Intersection	195	35	4	234	46.8
Intersection - Two Public Roadways	94	26	0	120	24.0
Intersection - Parking Lot, Driveway	87	7	0	94	18.8
Railroad Level Crossing	0	0	0	0	0.0
Bridge, Overpass, Viaduct	2	1	0	3	0.6
Tunnel, Underpass	0	0	0	0	0.0
Passing, Climbing Lane	0	0	0	0	0.0
Ramp	0	0	0	0	0.0
Other	42	1	0	43	8.6
Unknown	6	0	0	6	1.2
Total	426	70	4	500	100.0

Collisions by Collision Site and Road System

Figure 4.9

Collision Site	NWT Highways	In Communities	Rural	Total	%
Non-Intersection	71	158	5	234	46.8
Intersection - Two Public Roadways	12	108	0	120	24.0
Intersection - Parking Lot, Driveway	1	91	2	94	18.8
Railroad Level Crossing	0	0	0	0	0.0
Bridge, Overpass, Viaduct	2	1	0	3	0.6
Tunnel, Underpass	0	0	0	0	0.0
Passing, Climbing Lane	0	0	0	0	0.0
Ramp	0	0	0	0	0.0
Other	0	42	1	43	8.6
Unknown	0	6	0	6	1.2
Total	86	406	8	500	100.0

Collisions by Roadway Alignment and Severity

Figure 4.10

Road Alignment	Property Damage	Personal Injury	Fatal	Total	%
Straight & Level	347	46	1	394	78.8
Straight with Grade	21	6	1	28	5.6
Curved and Level	28	10	0	38	7.6
Curve with Grade	16	7	2	25	5.0
Top of Hill or Grade	3	0	0	3	0.6
Bottom of Hill or Grade	3	1	0	4	0.8
Other	0	0	0	0	0.0
Unknown	8	0	0	8	1.6
Total	426	70	4	500	100.0

Collisions by Roadway Type and Severity

Figure 4.11

Road Type	Property Damage	Personal Injury	Fatal	Total	%
One-Way, Two Lane	2	1	0	3	0.6
One-Way, Multi Lane	0	0	0	0	0.0
Undivided, Two-Way, Two Lane	232	44	3	279	55.8
Undivided, Two-Way, Multi Lane	25	11	0	36	7.2
Divided, Barrier Median	2	2	0	4	0.8
Divided with Median, No Barrier	20	8	0	28	5.6
Divided, Divider Unspecified	0	0	0	0	0.0
Other	139	4	1	144	28.8
Unknown	6	0	0	6	1.2
Total	426	70	4	500	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	0	1	0	1	0.2
Hit Building	3	0	0	3	0.6
Hit Ditch	0	0	0	0	0.0
Hit Embankment, Dirt Pile, Rock	1	0	0	1	0.2
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	4	0	0	4	0.8
Hit Curb	0	0	0	0	0.0
Hit Post	5	0	0	5	1.0
Hit Traffic Barrier	0	0	0	0	0.0
Hit Fixed Object Part of Road Structure	1	0	0	1	0.2
Hit Fixed Object NOT Part of Road Structure	2	0	0	2	0.4
Hit Other Type Fixed Object	0	0	0	0	0.0
Sub Total Fixed Objects	16	1	0	17	3.4
Moveable Objects					
Another Road Vehicle	338	37	0	375	75.0
Bison	9	2	0	11	2.2
Other Animal	5	1	0	6	1.2
Pedestrian	1	9	2	12	2.4
Other Moveable Object	0	0	0	0	0.0
Sub Total Moveable Objects	353	49	2	404	80.8
Non-Collision Events					
Ran Off Road	28	0	0	28	5.6
Rollover	13	12	1	26	5.2
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	41	12	1	54	10.8
Other/ Unknown Event	16	8	1	25	5.0
Grand Total	426	70	4	500	100.0

Collision Sequence of Events by Road System

Figure 4.13

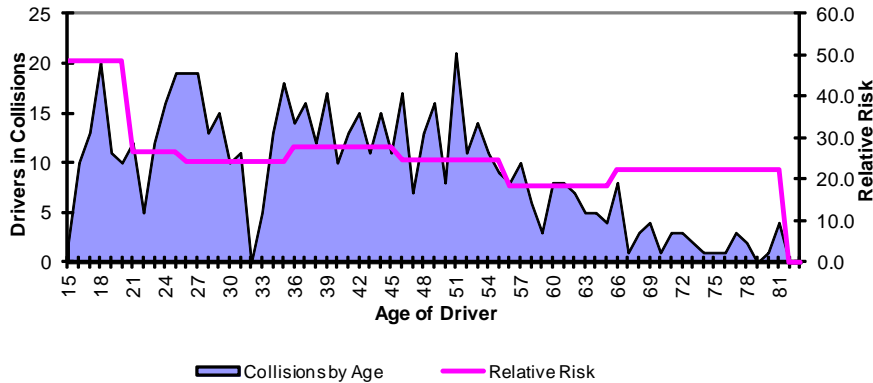
	NWT Highways	In Communities	Rural	Total	%
Non-Moving Objects					
Hit Parked Trailer	0	0	0	0	0.0
Hit Non-Fixed Object	0	1	0	1	0.2
Hit Building	0	3	0	3	0.6
Hit Ditch	0	0	0	0	0.0
Hit Embankment, Dirt Pile, Rock	0	1	0	1	0.2
Hit Culvert End, Drainage Structure	0	0	0	0	0.0
Hit Tree, Bush, Hedge	0	0	0	0	0.0
Hit Utility Pole, Lamp Pole	0	4	0	4	0.8
Hit Curb	0	0	0	0	0.0
Hit Post	0	5	0	5	1.0
Hit Traffic Barrier	0	0	0	0	0.0
Hit Fixed Object Part of Road Structure	0	1	0	1	0.2
Hit Fixed Object NOT Part of Road Structure	0	2	0	2	0.4
Hit Other Type Fixed Object	0	0	0	0	0.0
Sub Total Fixed Objects	0	17	0	17	3.4
Moveable Objects					
Another Road Vehicle	19	350	6	375	75.0
Bison	11	0	0	11	2.2
Other Animal	6	0	0	6	1.2
Pedestrian	1	10	1	12	2.4
Other Moveable Object	0	0	0	0	0.0
Sub Total Moveable Objects	37	360	7	404	80.8
Non-Collision Events					
Ran Off Road	0	0	0	0	0.0
Rollover	20	5	1	26	5.2
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	20	5	1	26	5.2
Unknown Event	29	24	0	53	10.6
Grand Total	86	406	8	500	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	84	1,087	2,062	5,582	5,047	5,244	3,962	1,874	0	24,942
Drivers in Collisions	3	54	55	135	141	129	73	42	89	721

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	38.4	21.8	19.7	23.0	19.3	16.4	21.3	24.5
Personal Injury & Fatal	10.2	4.8	4.5	5.0	5.3	2.0	1.1	4.5
Total	48.7	26.7	24.2	27.9	24.6	18.4	22.4	28.9
Relative Risk*	1.7	0.9	0.8	1.0	0.9	0.6	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 1.7 times more likely to be involved in a collision than the average driving population. On average, 5% of 15 to 19 year olds were involved in collisions, compared to 3% of 35 to 44 year olds.

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

Number of Drivers Involved in Collisions by Licence Class and Age

Figure 5.3

Age Group	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class Req'd.	Class Not	Class No	Class Not	Total
Under 16	0	0	0	0	0	0	2	1	0	0	0	3
16	0	0	0	0	10	0	0	0	0	0	0	10
17	0	0	0	0	13	0	0	0	0	0	0	13
18	0	0	0	0	15	0	4	1	0	0	0	20
19	0	0	0	0	10	0	0	0	1	0	0	11
20	0	0	0	0	9	0	1	0	0	0	0	10
21-24	0	0	1	0	36	0	2	0	4	2	0	45
25-34	3	0	7	6	113	0	1	0	5	0	0	135
35-44	5	0	7	14	114	0	1	0	0	0	0	141
45-54	14	3	7	10	92	0	1	0	0	0	2	129
55-64	10	1	7	10	43	0	0	1	0	1	0	73
65 and over	6	0	2	2	32	0	0	0	0	0	0	42
Not Stated	0	0	0	0	0	0	0	0	0	0	89	89
Drivers in Collisions	38	4	31	42	487	0	12	3	10	94	0	721
Total Licensed Drivers	1,344	155	784	1,093	19,677	2	1,887	N/A	N/A	N/A	N/A	24,942
Relative Risk*	0.98	0.89	1.37	1.33	0.86	0.00	0.22	N/A	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	1	9	11	16	10	7	38	117	128	117	70	40	0	564	78.2
Fatigued, Fell Asleep	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0.1
Inexperience	2	1	1	2	0	1	2	2	1	0	0	0	0	12	1.7
Under Influence - Alcohol	0	0	0	2	1	1	0	9	5	3	2	0	1	24	3.3
Under Influence - Drugs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Sudden Illness, Lost Consciousness	0	0	0	0	0	0	0	1	0	4	0	0	0	5	0.7
Other Condition	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.1
Unknown	0	0	1	0	0	0	5	6	7	4	1	2	88	114	15.8
Total	3	10	13	20	11	10	45	135	141	129	73	42	89	721	
%	0.4	1.4	1.8	2.8	1.5	1.4	6.2	18.7	19.6	17.9	10.1	5.8	12.3	100.0	

Number of Drivers Involved in Collisions by Driver Action and Age

Figure 5.5

Driver Action	< 16												17		18		19		20		21-24		25-34		35-44		45-54		55-64		65+		Not Stated		Total	%
	< 16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%																					
Driving Properly	1	2	3	4	0	3	6	48	51	46	37	9	0	210	29.1																					
Following Too Closely	0	1	1	0	2	1	2	9	5	5	0	0	0	26	3.6																					
Distracted, Inattentive	0	1	2	6	2	0	10	5	12	7	3	3	0	51	7.1																					
Driving Too Fast	0	2	1	4	1	1	4	13	15	10	2	3	1	57	7.9																					
Improper Turning or Passing	0	1	0	2	0	0	3	1	2	4	4	3	2	22	3.1																					
Failing to Yield Right of Way	0	1	2	1	0	0	4	10	6	8	4	4	1	41	5.7																					
Disobeying Traffic Control/Officer	0	0	0	0	0	0	0	1	1	1	1	0	0	4	0.6																					
Driving on Wrong Side of Road	0	0	0	0	1	1	0	0	1	0	0	0	1	4	0.6																					
Driving in Wrong Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0																					
Backing Unsafely	0	1	1	1	5	1	9	19	25	26	9	14	3	114	15.8																					
Lost Control	2	0	3	2	0	3	6	24	14	15	6	4	3	82	11.4																					
Other Driver Action	0	0	0	0	0	0	0	1	0	1	0	1	0	3	0.4																					
Unknown	0	1	0	0	0	0	1	4	9	6	7	1	78	107	14.8																					
Total	3	10	13	20	11	10	45	135	141	129	73	42	89	721																						
%	0.4	1.4	1.8	2.8	1.5	1.4	6.2	18.7	19.6	17.9	10.1	5.8	12.3		100.0																					

Number of Vehicles in Collisions by Vehicle Type and Severity

Figure 6.1

Vehicle Type	Property Damage	Personal Injury	Fatal	Total	%
Passenger Car	160	29	0	189	21.5
Passenger Van	40	7	0	47	5.3
Light Utility Vehicle	165	25	0	190	21.6
Pickup Truck	292	34	2	328	37.3
Panel/Cargo Van	12	2	0	14	1.6
Other Truck/Van <= 4536 kg	0	0	1	1	0.1
Unit Truck > 4536 kg	6	0	0	6	0.7
Road Tractor	12	4	1	17	1.9
School Bus	2	0	0	2	0.2
Small School Bus	0	0	0	0	0.0
Urban Transit Bus	0	0	0	0	0.0
Intercity Bus	1	0	0	1	0.1
Bus - Unspecified	0	0	0	0	0.0
Motorcycle	3	4	0	7	0.8
Limited Speed Motorcycle	0	0	0	0	0.0
Off Road Vehicles (ATV)	1	0	0	1	0.1
Bicycle	0	2	0	2	0.2
Motor Home	0	0	0	0	0.0
Farm Equipment	0	0	0	0	0.0
Construction Equipment	1	0	0	1	0.1
Fire Engine	0	0	0	0	0.0
Snowmobile	1	1	0	2	0.2
Streetcar	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unknown	71	1	0	72	8.2
Total	767	109	4	880	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	649	96	2	747	84.9
Defective Brakes	0	0	0	0	0.0
Defective Steering	0	0	0	0	0.0
Defective Lighting	0	0	0	0	0.0
Tire Blown Out	1	0	0	1	0.1
Unsecured Load, Spilled Load	0	0	0	0	0.0
Oversized Load, Overload	2	0	0	2	0.2
Visibility Obstructed	2	0	1	3	0.3
Other Defective Vehicular Parts	3	0	1	4	0.5
Other Vehicular Factor	0	0	0	0	0.0
Unknown	110	13	0	123	14.0
Total	767	109	4	880	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	202	52	3	257	29.2
Turning Left	45	4	0	49	5.6
Turning Right	30	3	0	33	3.8
Making U-Turn	3	0	0	3	0.3
Changing Lanes	10	0	0	10	1.1
Merging	1	0	0	1	0.1
Reversing	116	4	0	120	13.6
Overtaking	2	0	0	2	0.2
Negotiating Curve	29	10	1	40	4.5
Slowing or Stopped in Traffic	71	34	0	105	11.9
Starting in Traffic	1	0	0	1	0.1
Leaving Roadside	5	0	0	5	0.6
Stopped/Parked Legally	168	2	0	170	19.3
Stopped/Parked Illegally	3	0	0	3	0.3
Swerving to Avoid Collision	3	0	0	3	0.3
Run-away or Roll-away Vehicle	0	0	0	0	0.0
Unspecified Manoeuvre	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unknown	78	0	0	78	8.9
Total	767	109	4	880	100.0

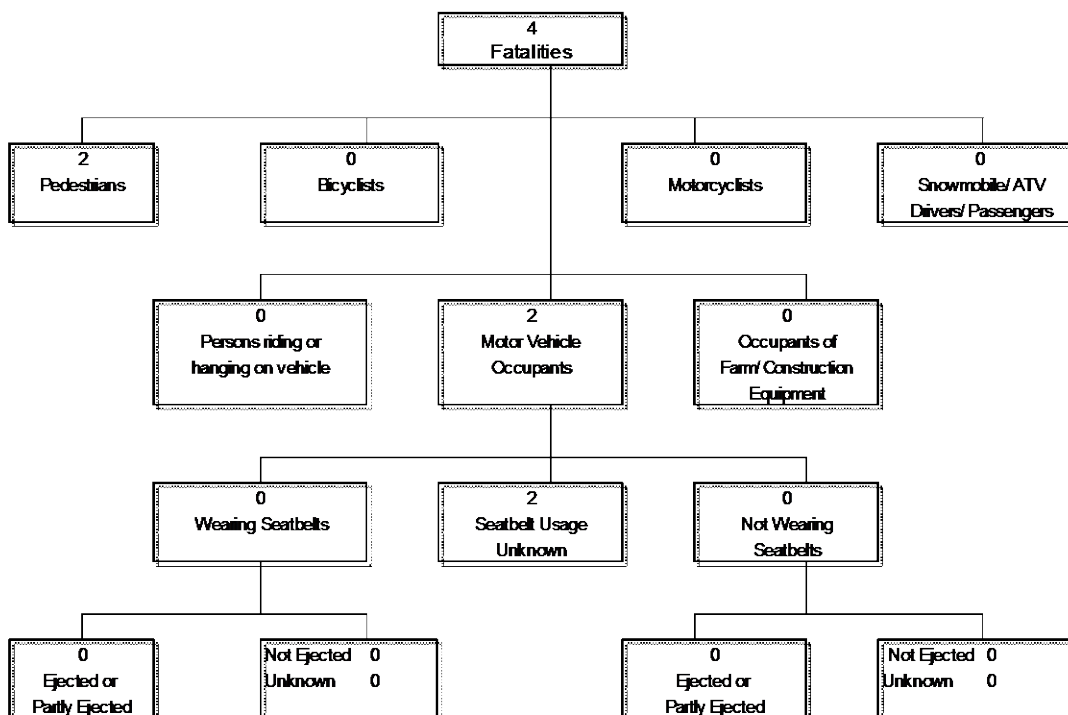
Number of Vehicles in Collisions by Vehicle Year and Severity

Figure 6.4

Model Year	Property Damage	Personal Injury	Fatal	Total	%
2015	6	1	0	7	0.8
2014	61	3	0	64	7.3
2013	87	7	0	94	10.7
2012	67	7	2	76	8.6
2011	60	7	0	67	7.6
2010	48	8	0	56	6.4
2009	50	8	0	58	6.6
2008	56	7	0	63	7.2
2007	32	9	0	41	4.7
2006	27	6	1	34	3.9
2005	33	9	0	42	4.8
2004	20	3	0	23	2.6
2003 & Older	134	30	1	165	18.8
Unspecified	86	4	0	90	10.2
Total	767	109	4	880	100.0

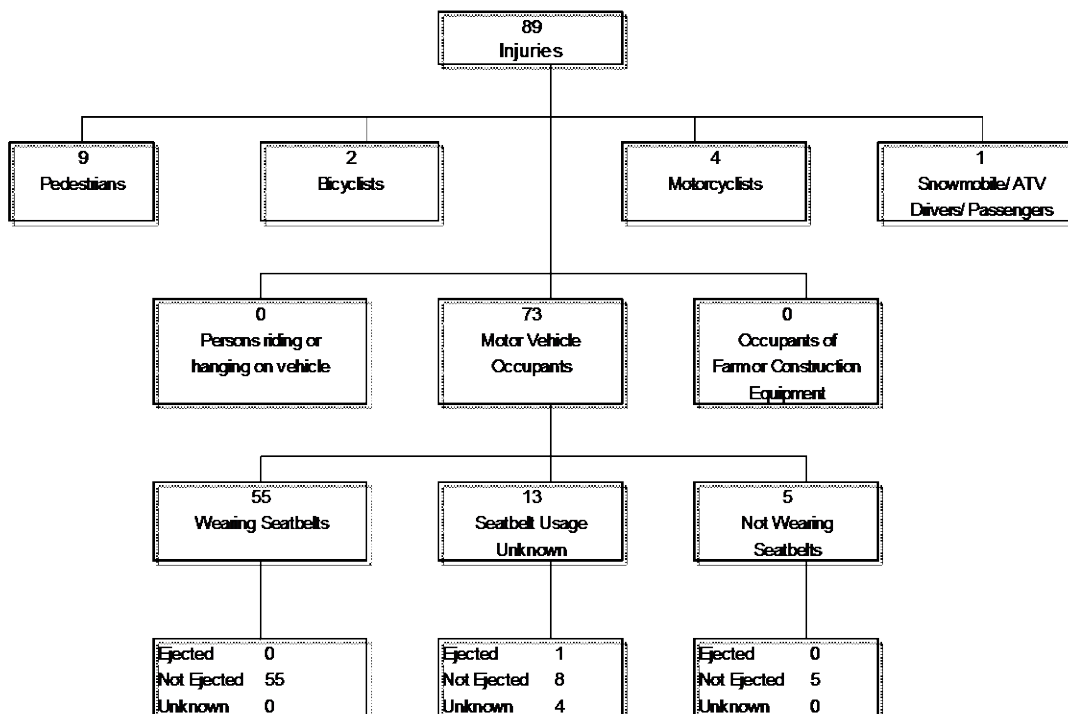
Fatalities Classification
(January 1 to December 31, 2014)

Figure 7.1



Injuries Classification
(January 1 to December 31, 2014)

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	2	3	15	11	13	5	0	0	49	55.1
Motor Vehicle Passenger	2	2	6	4	5	1	2	0	0	2	24	27.0
Pedestrian	0	0	0	0	0	3	2	3	1	0	9	10.1
Bicyclist	0	1	0	0	0	0	0	1	0	0	2	2.2
Motorcyclist (includes passengers)	0	0	1	0	0	0	2	1	0	0	4	4.5
ATV Operators & Passengers	0	0	0	0	0	0	0	0	0	0	0	0.0
Snowmobile Operators & Passengers	0	0	0	1	0	0	0	0	0	0	1	1.1
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	3	9	8	20	15	19	10	1	2	89	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	1	0	0	0	1	25.0
Motor Vehicle Passenger	0	0	0	1	0	0	0	0	0	0	1	25.0
Pedestrian	1	0	0	0	0	1	0	0	0	0	2	50.0
Bicyclist	0	0	0	0	0	0	0	0	0	0	0	0.0
Motorcyclist (includes passengers)	0	0	0	0	0	0	0	0	0	0	0	0.0
ATV Operators & Passengers	0	0	0	0	0	0	0	0	0	0	0	0.0
Snowmobile Operators & Passengers	0	0	0	0	0	0	0	0	0	0	0	0.0
Farm/ Construction Equipment	0	0	0	0	0	0	0	0	0	0	0	0.0
Other	0	0	0	0	0	0	0	0	0	0	0	0.0
Unspecified	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	1	0	0	1	0	1	1	0	0	0	4	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	22	27	0	49	1	0	0	1
Motor Vehicle Passenger	7	17	0	24	0	1	0	1
Pedestrian	5	4	0	9	2	0	0	2
Bicyclist	1	1	0	2	0	0	0	0
Motorcyclist (includes passengers)	2	2	0	4	0	0	0	0
ATV Operators & Passengers	0	0	0	0	0	0	0	0
Snowmobile Operators & Passengers	1	0	0	1	0	0	0	0
Farm/ Construction Equipment	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
Unspecified	0	0	0	0	0	0	0	0
Total	38	51	0	89	3	1	0	4

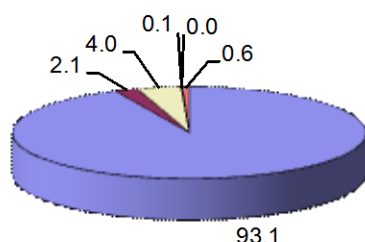
Motor Vehicle* Occupants by Injury Severity and Restraint Use

Figure 7.6

Injury Severity	Not Lap Belt Restrained	Lap Belt Only	Lap & Torso Restraint Belt	Child Restraint Device	Restraint Use Unknown	Total	%
Not Injured	71	1	711	31	169	983	92.9
Minimal Injuries	1	0	17	0	7	25	2.4
Minor Injuries	2	0	32	0	3	37	3.5
Major (Hospital Admission)	0	0	1	0	2	3	0.3
Fatal	0	0	0	0	2	2	0.2
Injured - Extent Unknown	2	0	5	0	1	8	0.8
Total	76	1	766	31	184	1058	100.0

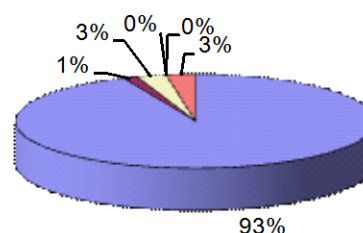
* Excludes occupants of motorcycles, mopeds, snowmobiles, all-terrain vehicles, and farm/construction equipment

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

Injury Severity	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total
Not Injured	23	43	78	63	147	134	112	73	41	29	743
Minimal Injuries	0	1	4	2	5	3	1	1	0	0	17
Minor Injuries	0	1	2	2	8	6	10	2	0	1	32
Major (Hospital Admission)	0	0	0	0	0	0	0	1	0	0	1
Fatal	0	0	0	0	0	0	0	0	0	0	0
Injured - Extent Unknown	0	0	0	0	2	0	3	0	0	0	5
Total	23	45	84	67	162	143	126	77	41	30	798

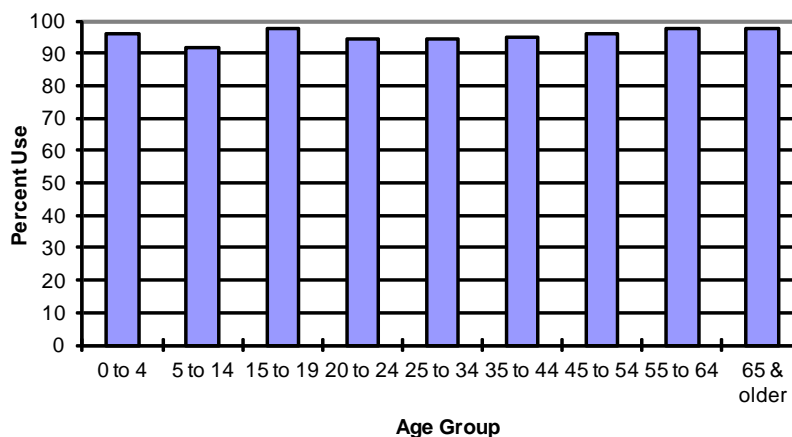
Restraints Not Used

Injury Severity	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total
Not Injured	0	4	2	4	8	7	4	2	1	39	71
Minimal Injuries	1	0	0	0	0	0	0	0	0	0	1
Minor Injuries	0	0	0	0	2	0	0	0	0	0	2
Major (Hospital Admission)	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0
Injured - Extent Unknown	0	0	0	0	0	1	1	0	0	0	2
Total	1	4	2	4	10	8	5	2	1	39	76

* 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	0	0	0	0	3	2	3	1	0	9	81.8
Killed	1	0	0	0	0	1	0	0	0	0	2	18.2
Total	1	0	0	0	0	4	2	3	1	0	11	
%	9.1	0.0	0.0	0.0	0.0	36.4	18.2	27.3	9.1	0.0	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	2	1	0	0	0	3	27.3
Crossing Intersection With Traffic Control, Without Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0.0
Crossing Intersection - No Traffic Control	0	0	0	0	0	0	0	0	0	0	0	0.0
Crossing Roadway at Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0.0
Crossing Roadway Not at Intersection	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking Along Roadway Against Traffic	0	0	0	0	0	0	0	2	0	0	2	18.2
Walking Along Roadway With Traffic	0	0	0	0	0	1	0	0	0	0	1	9.1
On Sidewalk, Median, Safety Zone	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking on Travelled Part of Roadway Against Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking on Travelled Part of Roadway With Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Coming from Behind Parked Vehicle/Object on Roadside	0	0	0	0	0	0	1	0	0	0	1	9.1
Coming from Behind Moving Vehicle	0	0	0	0	0	0	0	1	0	0	1	9.1
Running into Roadway	0	0	0	0	0	1	0	0	1	0	2	18.2
Getting On/Off School Bus	0	0	0	0	0	0	0	0	0	0	0	0.0
Getting On/Off Other Vehicles	0	0	0	0	0	0	0	0	0	0	0	0.0
Pushing Vehicle on Road	0	0	0	0	0	0	0	0	0	0	0	0.0
Working on Vehicle on Side of Road	0	0	0	0	0	0	0	0	0	0	0	0.0
Playing on Roadway	1	0	0	0	0	0	0	0	0	0	1	9.1
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	1	0	0	0	0	4	2	3	1	0	11	100.0

Pedestrians Injured or Killed By Place of Occurrence and Injury Severity

Figure 8.3

Place of Occurrence	Killed Injured		Total	%
Urban	1	8	9	81.8
Rural	1	1	2	18.2
Unspecified	0	0	0	0.0
Total	2	9	11	100.0

Pedestrians Injured or Killed by Collision Site

Figure 8.4

Collision Site	Killed Injured		Total	%
Non-Intersection	2	4	6	54.5
At Intersection of At Least Two Roadways	0	3	3	27.3
Intersection With Parking Lot/Driveway/Alley	0	1	1	9.1
Railroad Level Crossing	0	0	0	0.0
Bridge/Overpass/Viaduct	0	0	0	0.0
Tunnel or Underpass	0	0	0	0.0
Passing Lane/Climbing Lane	0	0	0	0.0
Other	0	1	1	9.1
Unspecified	0	0	0	0.0
Total	2	9	11	100.0

Pedestrians Injured or Killed by Pedestrian Condition

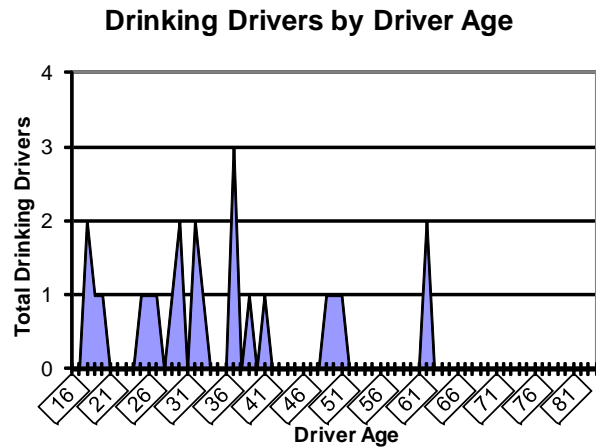
Figure 8.5

Pedestrian Condition	Killed	Injured	Total	%
Apparently Normal	1	6	7	63.6
Had Been Drinking	0	3	3	27.3
Impaired by Alcohol	1	0	1	9.1
Unknown	0	0	0	0.0
Total	2	9	11	100.0

Drinking Drivers in Collisions by Driver Age and Gender

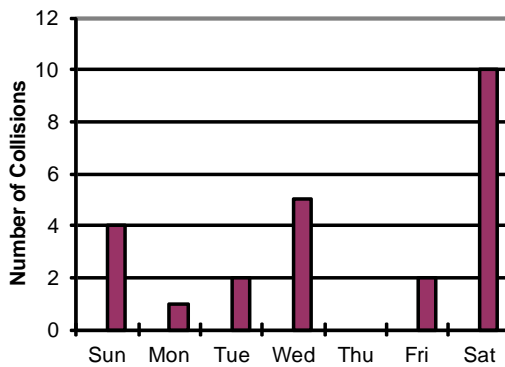
Figure 9.1

Driver Age	Male	Female	Not Stated	Total Drivers
Under 16	0	0	0	0
16	0	0	0	0
17	0	0	0	0
18	2	0	0	2
19	1	0	0	1
20	0	1	0	1
21 to 24	0	0	0	0
25 to 34	6	3	0	9
35 to 44	5	0	0	5
45 to 54	3	0	0	3
55 to 64	2	0	0	2
65 & Older	0	0	0	0
Not Stated	0	0	1	1
Total	19	4	1	24



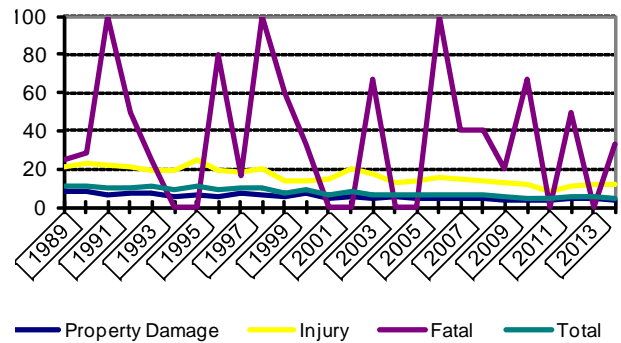
Collisions Involving Alcohol by Day of Week

Figure 9.2



Percentage of Collisions Involving Alcohol by Year and Severity

Figure 9.3



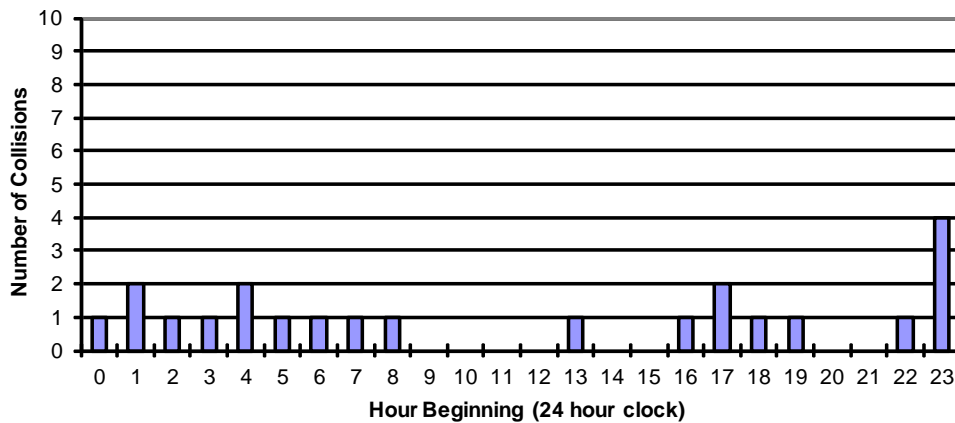
Number of Collisions and Victims Involving Alcohol

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	
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
2014	15	8	1	24	4.8	16	1	17	19.1
Average	25	13	1	39	5.7	20	1	21	14.9

Number of Alcohol Related Collisions by Time of Day

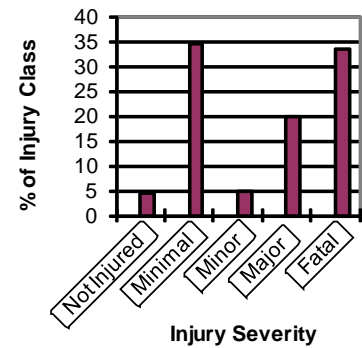
Figure 9.5



Injury Severity by Alcohol Involvement

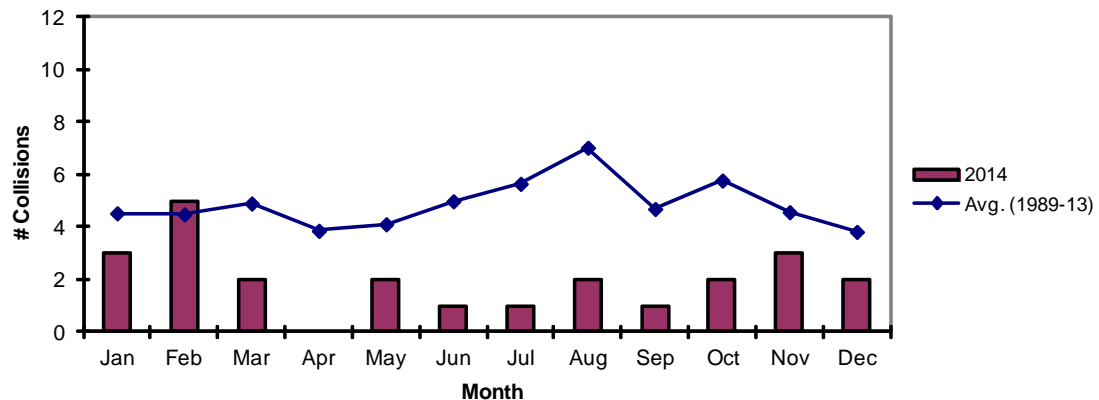
Figure 9.6

Injury Severity	Alcohol Involvement		Totals	% with Alcohol
	Yes	No		
Not Injured	44	937	981	4.5
Minimal Injuries	10	19	29	34.5
Minor	2	40	42	4.8
Major	1	4	5	20.0
Fatal	1	2	3	33.3
Injured - Extent Unknown	3	7	10	30.0
Total	61	1009	1070	5.7



Alcohol-Involved Collisions by Month

Figure 9.7



Off-Road Vehicle Collisions by Month and Severity

Figure 10.1

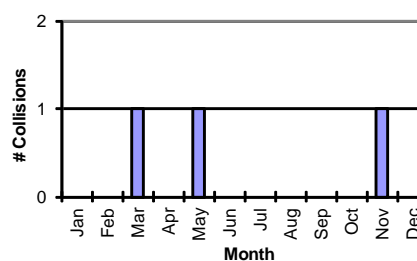
Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	0	0	0	0	0	0
February	0	0	0	0	0	0
March	0	1	0	1	1	0
April	0	0	0	0	0	0
May	1	0	0	1	0	0
June	0	0	0	0	0	0
July	0	0	0	0	0	0
August	0	0	0	0	0	0
September	0	0	0	0	0	0
October	0	0	0	0	0	0
November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

Off-Road Vehicle Collisions by Vehicle Type

Figure 10.2

	Snowmobile	ATV	Total
Total Victims	1	0	1
Killed	0	0	0
Injured	1	0	1
Total Vehicles Involved	2	1	3
Fatal	0	0	0
Injury	1	0	1
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	0	0	0	1	50.0
20 to 24	0	0	0	0	0	0	0	0.0
25 to 34	0	0	0	0	0	0	0	0.0
35 to 44	0	0	0	1	0	0	1	50.0
45 to 54	0	0	0	0	0	0	0	0.0
55 to 64	0	0	0	0	0	0	0	0.0
65 & Over	0	0	0	0	0	0	0	0.0
Unknown	0	0	0	0	0	0	0	0.0
Total	1	0	0	1	0	0	2	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	0	0	1	50.0
Fatigue/Fell Asleep	0	0	0	0	0.0
Inexperience	0	0	0	0	0.0
Under Influence - Alcohol	0	1	0	1	50.0
Under Influence - Drugs	0	0	0	0	0.0
Sudden Illness, Lost Consciousness	0	0	0	0	0.0
Other Condition	0	0	0	0	0.0
Unknown	0	0	0	0	0.0
Total	1	1	0	2	100.0

Off-Road Vehicle Collisions by Severity and Driver Action

Figure 10.5

Driver Action	Property Damage	Personal Injury	Fatal	Total	%
Driving Properly	0	0	0	0	0.0
Following Too Closely	0	0	0	0	0.0
Distracted, Inattentive	0	1	0	1	50.0
Driving Too Fast for Conditions	0	0	0	0	0.0
Improper Turning or Passing	0	0	0	0	0.0
Failed to Yield Right-of-Way	0	0	0	0	0.0
Disobeyed Traffic Control or Officer	0	0	0	0	0.0
Driving on Wrong Side of Road	0	0	0	0	0.0
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	1	0	0	1	50.0
Lost Control	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unknown	0	0	0	0	0.0
Total	1	1	0	2	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	1	1	2	66.7
Minimal Injuries	0	0	0	0	0.0
Minor Injuries	0	0	0	0	0.0
Major (Hospital Admission)	0	0	0	0	0.0
Fatal	0	0	0	0	0.0
Injured - Extent Unknown	0	1	0	1	33.3
Total	0	2	1	3	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	3	0	0	3	0	0
Deline	0	0	0	0	0	0
Fort Good Hope	5	0	0	5	0	0
Fort McPherson	2	3	0	5	3	0
Holman	0	0	0	0	0	0
Inuvik	25	4	1	30	11	1
Norman Wells	4	0	0	4	0	0
Sachs Harbour	2	0	0	2	0	0
Tuktoyaktuk	1	0	0	1	0	0
Tulita	4	0	0	4	0	0
Sub Total						
Inuvik Region	46	7	1	54	14	1

B - Fort Simpson Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Fort Liard	5	3	0	8	3	0
Fort Simpson	14	5	0	19	6	0
Sub Total						
Fort Simpson Region	19	8	0	27	9	0

C - South Slave Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Hay River	47	6	2	55	9	2
Fort Providence	8	4	0	12	5	0
Fort Resolution	7	1	0	8	1	0
Fort Smith	21	1	0	22	2	0
Lutsel K'e	0	0	0	0	0	0
Sub Total						
South Slave Region	83	12	2	97	17	2

D - North Slave Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Rae/Wha Ti	15	3	0	18	3	0
Yellowknife	263	40	1	304	46	1
Sub Total						
North Slave Region	278	43	1	322	49	1

Total - All Regions	426	70	4	500	89	4
--------------------------------	------------	-----------	----------	------------	-----------	----------

Collision Rates by Region and RCMP Detachment

Figure 11.2

A - Inuvik Region

RCMP Detachment	Number of Licensed Registered Collisions Drivers [1] Vehicles [1]			Population (2014 estimate [2])	Collision Rates		
					Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Aklavik	3	197	172	691	1.52	1.74	0.43
Deline	0	183	141	514	0.00	0.00	0.00
Fort Good Hope	5	211	179	718	2.37	2.79	0.70
Fort McPherson	5	355	348	792	1.41	1.44	0.63
Ulukhaktok	0	41	76	465	0.00	0.00	0.00
Inuvik	30	1,722	2,085	3,396	1.74	1.44	0.88
Norman Wells	4	497	1,089	766	0.80	0.37	0.52
Sachs Harbour	2	42	40	128	4.76	5.00	1.56
Tuktoyaktuk	1	332	328	1,266	0.30	0.30	0.08
Tulita	4	197	170	562	2.03	2.35	0.71
Sub Total Inuvik Region	54	3,777	4,628	9,298	1.43	1.17	0.58

B - Fort Simpson Region

RCMP Detachment	Number of Licensed Registered Collisions Drivers [1] Vehicles [1]			Population (2014 estimate [2])	Collision Rates		
					Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Fort Liard	8	205	295	619	3.90	2.71	1.29
Fort Simpson	19	857	1,145	1,662	2.22	1.66	1.14
Sub Total Fort Simpson Region	27	1,062	1,440	2,281	2.54	1.88	1.18

C - South Slave Region

RCMP Detachment	Number of Licensed Registered Collisions Drivers [1] Vehicles [1]			Population (2014 estimate [2])	Collision Rates		
					Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Hay River	55	2,797	6,986	4,132	1.97	0.79	1.33
Fort Providence	12	285	421	815	4.21	2.85	1.47
Fort Resolution	8	266	344	524	3.01	2.33	1.53
Fort Smith	22	1,646	2,432	2,536	1.34	0.90	0.87
Lutsel K'e	0	92	62	299	0.00	0.00	0.00
Sub Total South Slave Region	97	5,086	10,245	8,306	1.91	0.95	1.17

D - North Slave Region

RCMP Detachment	Number of Licensed Registered Collisions Drivers [1] Vehicles [1]			Population (2014 estimate [2])	Collision Rates		
					Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Behchoko/Whati	18	1,040	1,014	2,974	1.73	1.78	0.61
Yellowknife	304	13,977	20,858	20,176	2.18	1.46	1.51
Sub Total North Slave Region	322	15,017	21,872	23,150	2.14	1.47	1.39

Total - All Regions	500	24,942	38,185	43,623	2.00	1.31	1.15
----------------------------	------------	---------------	---------------	---------------	-------------	-------------	-------------

[1] Number of registered vehicles and licensed drivers are as of December 31, 2014.

[2] 2014 population from NWT Bureau of Statistics July 1 estimate published in 'Quarterly Report', March 2015.

Collisions on the NWT Highway System

Figure 11.3

Highway #1 (Mackenzie)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	3.0	23 Jul 2014	Property Damage	Collision with Other Animal	0	0
	42.0	1 Feb 2014	Property Damage	Ran Off Road - Right	0	0
	75.0	13 Feb 2014	Property Damage	Sideswipe - Same Direction	0	0
	77.4	22 Jul 2014	Injury	Single Vehicle Rollover	1	0
	85.0	10 Jan 2014	Property Damage	Ran Off Road - Right	0	0
	145.0	28 Aug 2014	Injury	Single Vehicle Rollover	2	0
	153.0	1 Oct 2014	Injury	Single Vehicle Rollover	1	0
	153.0	1 Oct 2014	Fatal	Collision with Pedestrian	0	1
	153.0	24 Dec 2014	Injury	Sideswipe - Opposite Direction	3	0
	160.0	11 Sep 2014	Injury	Ran Off Road - Right	1	0
	168.0	25 Feb 2014	Property Damage	Ran Off Road - Right	0	0
	301.6	22 Dec 2014	Injury	Single Vehicle Rollover	1	0
	392.0	28 Mar 2014	Property Damage	Collision with Other Animal	0	0
	395.0	25 Jun 2014	Injury	Ran Off Road - Left	1	0
Summary Highway #1	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	6	7	1	14	10	1
Highway #2 (Hay River)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	19.4	4 May 2014	Property Damage	Collision with Fixed Object	0	0
	37.0	2 Dec 2014	Property Damage	Rear End	0	0
	37.4	3 Jan 2014	Property Damage	Other Multi-Vehicle Different Direction	0	0
	38.3	10 Jan 2014	Property Damage	Rear End	0	0
	44.3	26 Jul 2014	Property Damage	Collision with Fixed Object	0	0
	45.5	11 May 2014	Property Damage	Ran Off Road - Left	0	0
Summary Highway #2	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	6	0	0	6	0	0

Geographic Distribution – Section 11

Highway #3 (Yellowknife)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	0.0	20 Feb 2014	Property Damage	Single Vehicle Rollover	0	0
	20.0	18 Oct 2014	Property Damage	Single Vehicle Rollover	0	0
	32.0	12 Aug 2014	Property Damage	Collision with Bison	0	0
	34.0	22 Jun 2014	Injury	Single Vehicle Rollover	2	0
	80.0	5 Feb 2014	Injury	Single Vehicle Rollover	1	0
	87.0	9 Nov 2014	Property Damage	Sideswipe - Opposite Direction	0	0
	89.0	23 Sep 2014	Property Damage	Collision with Bison	0	0
	95.0	30 Jun 2014	Injury	Single Vehicle Rollover	1	0
	160.0	27 Sep 2014	Property Damage	Collision with Bison	0	0
	242.0	15 Nov 2014	Property Damage	Collision with Bison	0	0
	270.0	16 Apr 2014	Property Damage	Ran Off Road - Right	0	0
	272.8	23 Jun 2014	Property Damage	Ran Off Road - Right	0	0
	275.0	22 Jan 2014	Property Damage	Collision with Bison	0	0
	280.0	12 Jul 2014	Property Damage	Ran Off Road - Left	0	0
	288.0	7 Dec 2014	Property Damage	Ran Off Road - Left	0	0
	294.0	2 Feb 2014	Injury	Sideswipe - Opposite Direction	1	0
	336.7	28 May 2014	Property Damage	Right Angle	0	0
	337.3	21 Feb 2014	Property Damage	Right Angle	0	0
	337.3	17 Aug 2014	Property Damage	Right Turn - Perpendicular Road	0	0
Summary Highway #3	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	15	4	0	19	5	0

Geographic Distribution – Section 11

Highway #4 (Ingraham Trail)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	1.5	1 Jul 2014	Injury	Ran Off Road - Left	1	0
	2.0	13 Aug 2014	Injury	Single Vehicle Rollover	1	0
	12.0	29 May 2014	Property Damage	Single Vehicle Rollover	0	0
	16.8	30 Aug 2014	Property Damage	Ran Off Road - Right	0	0
	19.0	10 Dec 2014	Property Damage	Ran Off Road - Left	0	0
	28.0	22 Feb 2014	Property Damage	Ran Off Road - Left	0	0

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

Highway #5 (Fort Smith Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	42.0	25 Oct 2014	Fatal	Ran Off Road - Left	0	1
	61.0	12 Jan 2014	Property Damage	Ran Off Road - Right	0	0
	187.0	6 Jan 2014	Property Damage	Collision with Bison	0	0
	218.0	9 Aug 2014	Property Damage	Collision with Bison	0	0
	225.0	18 Jan 2014	Property Damage	Collision with Bison	0	0
	231.0	28 Feb 2014	Property Damage	Single Vehicle Rollover	0	0
	244.3	23 Jul 2014	Injury	Collision with Bison	2	0
	263.0	21 Jan 2014	Property Damage	Single Vehicle Rollover	0	0

Summary Highway #5	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	6	1	1	8	2	1

Highway #6 (Fort Resolution Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	52.0	23 Mar 2014	Injury	Single Vehicle Rollover	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
	15.0	19 Nov 2014	Property Damage	Collision with Bison	0	0
	30.0	21 Sep 2014	Property Damage	Collision with Other Animal	0	0
	46.0	1 Aug 2014	Injury	Collision with Bison	1	0
	109.0	8 Aug 2014	Injury	Single Vehicle Rollover	1	0
	143.0	8 Mar 2014	Property Damage	Single Vehicle Rollover	0	0
	146.4	16 Jul 2014	Injury	Collision with Other Animal	1	0

Summary Highway #7	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	3	3	0	6	3	0

Highway #8 (Dempster Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	15.0	28 Oct 2014	Injury	Single Vehicle Rollover	1	0
	18.0	14 Nov 2014	Property Damage	Sideswipe - Same Direction	0	0
	20.0	8 Jul 2014	Injury	Ran Off Road - Right	1	0
	25.0	28 Jun 2014	Injury	Ran Off Road - Right	1	0
	95.0	14 Sep 2014	Property Damage	Ran Off Road - Left	0	0
	160.0	12 Jul 2014	Property Damage	Single Vehicle Rollover	0	0
	193.3	4 Aug 2014	Injury	Single Vehicle Rollover	2	0
	234.0	7 Nov 2014	Property Damage	Sideswipe - Opposite Direction	0	0

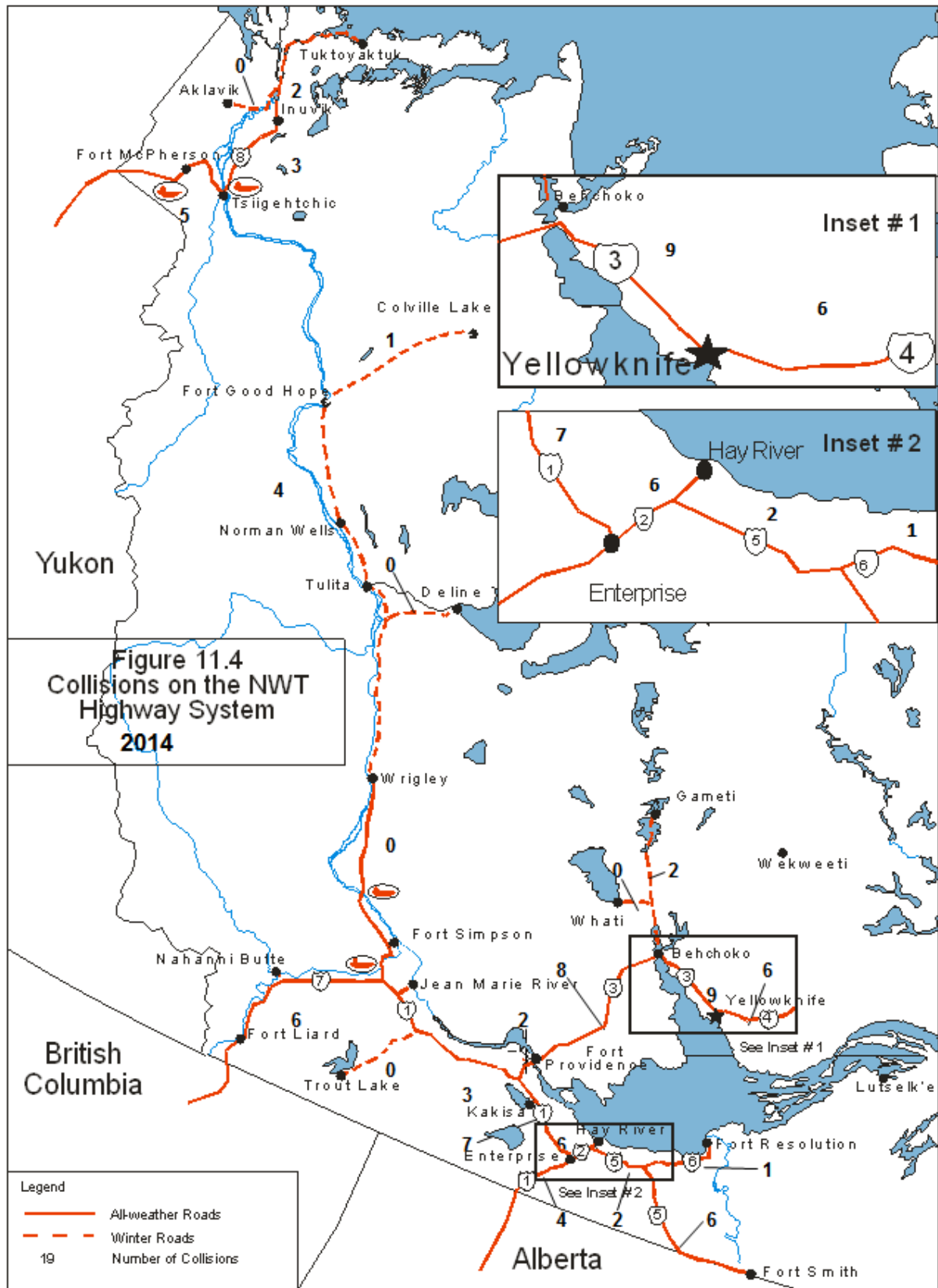
Summary Highway #8	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	4	4	0	8	5	0

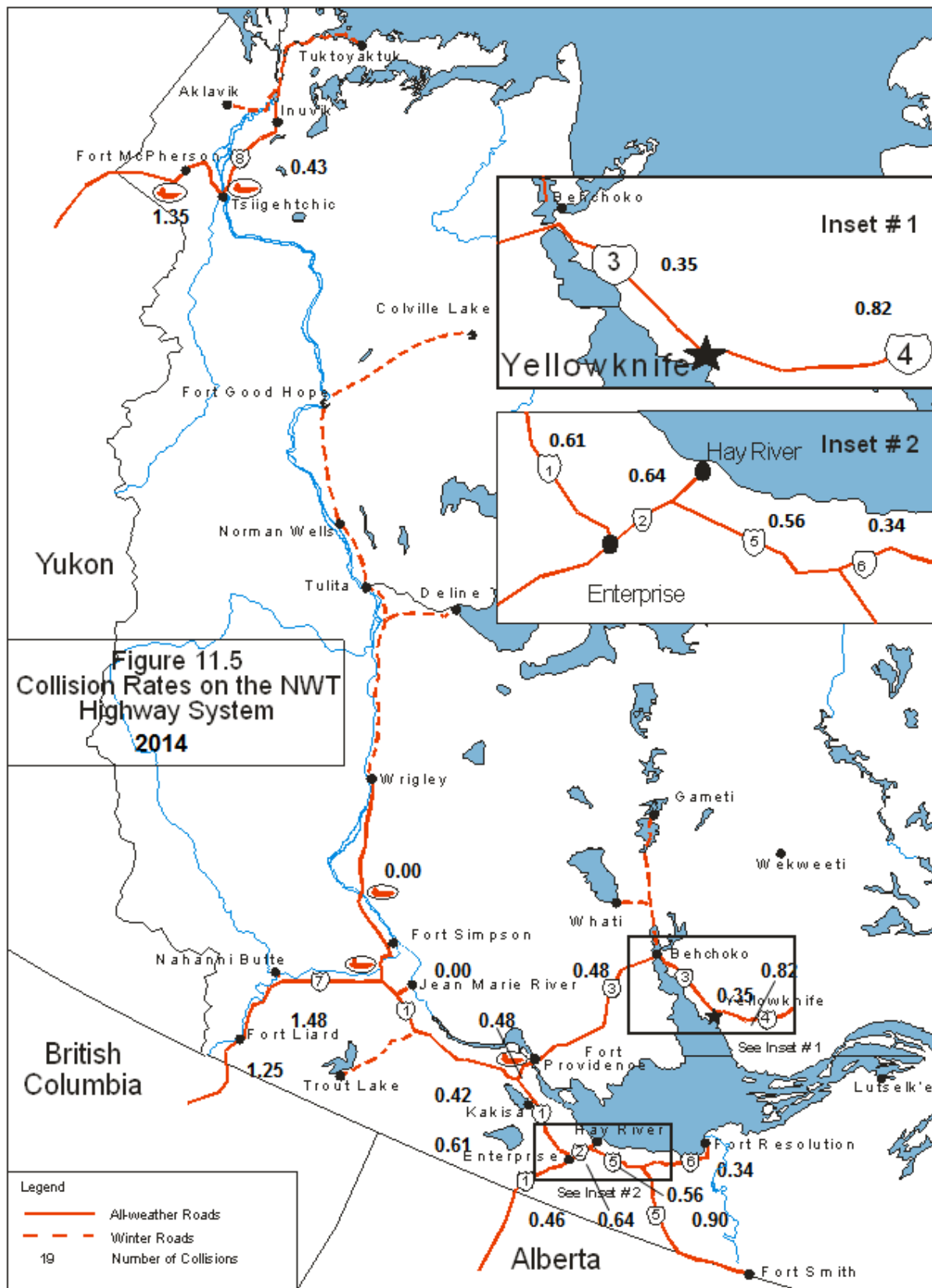
Geographic Distribution – Section 11

Access and Winter Roads	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
Hay River Reserve Access Road	7 Nov 2014	Property Damage	Ran Off Road - Right	0	0
Jean Marie River Access Road	19 Mar 2014	Property Damage	Ran Off Road - Left	0	0
Jean Marie River Access Road	24 Oct 2014	Property Damage	Ran Off Road - Left	0	0
Prelude West Access Road	10 Apr 2014	Property Damage	Sideswipe - Opposite Direction	0	0
Salt River Access Road	27 May 2014	Property Damage	Ran Off Road - Left	0	0
Yellowknife Access Road	23 Jan 2014	Property Damage	Sideswipe - Same Direction	0	0
Yellowknife Access Road	14 Feb 2014	Property Damage	Right Angle	0	0
Yellowknife Access Road	30 Jun 2014	Property Damage	Rear End	0	0
Colville Lake Winter Access Road	5 Mar 2014	Property Damage	Collision with Other Animal	0	0
Dettah Winter Access Road	10 Feb 2014	Injury	Ran Off Road - Right	1	0
Inuvik-tuktoyaktuk Winter Road	3 Apr 2014	Property Damage	Single Vehicle Rollover	0	0
Inuvik-tuktoyaktuk Winter Road	14 Apr 2014	Property Damage	Ran Off Road - Right	0	0
Mackenzie Highway Winter Road	22 Jan 2014	Property Damage	Collision with Parked Vehicle	0	0
Mackenzie Highway Winter Road	1 Feb 2014	Property Damage	Collision with Fixed Object	0	0
Mackenzie Highway Winter Road	10 Mar 2014	Property Damage	Collision with Other Animal	0	0
Mackenzie Highway Winter Road	26 Mar 2014	Property Damage	Ran Off Road - Left	0	0
Rae Lakes Winter Access Road	28 Feb 2014	Property Damage	Sideswipe - Opposite Direction	0	0
Rae Lakes Winter Access Road	7 Apr 2014	Property Damage	Sideswipe - Opposite Direction	0	0

Summary Access and Winter Roads	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	17	1	0	18	1	0

Summary All NWT Highways	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	61	23	2	86	29	2





Casualty Rates by Canadian Jurisdiction - 2013 [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	5.5	470.2	5.6	482	7.8	671.5
Newfoundland & Labrador	5.3	391.1	5.8	426	7.7	567.1
Prince Edward Island	9.6	816.5	9.7	826	13.3	1,129.9
Nova Scotia	8.5	447.3	7.6	401	11.5	605.9
New Brunswick	8.6	376.1	8.1	356	11.7	512.8
Quebec	4.9	462.3	5.6	530	7.4	697.7
Ontario	3.5	440.4	3.7	466	5.0	622.1
Manitoba	6.7	881.1	6.4	840	9.9	1,302.8
Saskatchewan	12.6	635.6	10.6	536	18.2	919.9
Alberta	8.9	465.4	6.4	336	12.1	628.3
British Columbia	5.9	445.6	7.5	567	8.3	627.5
Yukon	11.0	563.7	6.4	330	14.4	736.3
Northwest Territories	6.9	273.3	7.9	314	12.4	492.0
Nunavut	8.5	112.9	85.7	1,143	57.3	763.7

[1] Canadian Motor Vehicle Traffic Collision Statistics: 2013. Published by Transport Canada.

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

Appendix A1 – Collision Report Form Side I

[illegible]

Appendix A2 – Collision Report Form Side II

16. ROADWAY CONFIGURATION 1. Non-Intersection <input type="checkbox"/> 2. Intersection 2 Roads <input type="checkbox"/> 3. Intersection With Parking Lot/Driveway/Alley <input type="checkbox"/> 4. Railroad Level Crossing <input type="checkbox"/> 5. Bridge, Overpass, Viaduct <input type="checkbox"/> 6. Tunnel Or Underpass <input type="checkbox"/> 7. Muddy <input type="checkbox"/> 8. Oil <input type="checkbox"/> 9. Flooded <input type="checkbox"/> 10. Other <input type="checkbox"/>		24. ROAD SURFACE 1. Dry, Normal <input type="checkbox"/> 2. Wet <input type="checkbox"/> 3. Snow (Fresh/Loose) <input type="checkbox"/> 4. Slush, Wet Snow <input type="checkbox"/> 5. Ice <input type="checkbox"/> 6. Sandy/Gravel/Dirt <input type="checkbox"/> 7. Muddy <input type="checkbox"/> 8. Oil <input type="checkbox"/> 9. Flooded <input type="checkbox"/> 10. Other <input type="checkbox"/>		25. ROAD CONDITION 1. Good <input type="checkbox"/> 2. Potholes, Bumps, Ruts <input type="checkbox"/> 3. Under Construction, Repair <input type="checkbox"/> 4. Uneven <input type="checkbox"/> 5. Worn <input type="checkbox"/> 6. Obscured/Faded Markings <input type="checkbox"/> 7. Fog, Smoke, Dust, Mist <input type="checkbox"/> 8. Other <input type="checkbox"/>		26. ROAD ALIGNMENT 1. Straight And Level <input type="checkbox"/> 2. Straight With Grade <input type="checkbox"/> 3. Curved And Level <input type="checkbox"/> 4. Curved With Grade <input type="checkbox"/> 5. Top Of Hill/Gradient <input type="checkbox"/> 6. Bottom Of Hill/Gradient <input type="checkbox"/> 7. Other <input type="checkbox"/>		27. TRAFFIC CONTROL 01. Traffic Signals - Oper. <input type="checkbox"/> 02. Traffic Signals - Flashing <input type="checkbox"/> 03. Stop Sign <input type="checkbox"/> 04. Yield Sign <input type="checkbox"/> 05. Warning Sign <input type="checkbox"/> 06. Pedestrian Crosswalk <input type="checkbox"/> 07. Police Officer <input type="checkbox"/> 08. School Guard, Flagman <input type="checkbox"/> 09. School Crossing <input type="checkbox"/> 10. Reduced Speed Zone <input type="checkbox"/> 11. No Passing Zone Sign <input type="checkbox"/> 12. Road Markings <input type="checkbox"/> 13. School Bus Stopped/Lights Flashing <input type="checkbox"/> 14. School Bus Stopped/Lights Not Flashing <input type="checkbox"/> 15. Rail Crossing With Signals and/or Gates <input type="checkbox"/> 16. Rail Xing, Signs Only <input type="checkbox"/> 17. Unspec. Control Device <input type="checkbox"/> 18. No Control Present <input type="checkbox"/> 19. Other <input type="checkbox"/>		28. POSTED SPEED LIMIT UU, Unknown <input type="checkbox"/> 30, 35, 40, 45, 50, 55, 60, 65, 70, 75, 80, 85, 90, 95, 100 <input type="checkbox"/>		35. VEHICLE TYPE 01. Passenger Van <input type="checkbox"/> 02. Passenger Car <input type="checkbox"/> 03. Light Utility Vehicle <input type="checkbox"/> 04. Pickup Truck, To 4500 kg <input type="checkbox"/> 05. Panel/Cargo Van, To 4500 kg <input type="checkbox"/> 06. Other Truck, Van, To 4500 kg <input type="checkbox"/> 07. Unit Truck, > 4500 kg <input type="checkbox"/> 08. Road Tractor <input type="checkbox"/> 09. School Bus <input type="checkbox"/>		36. VEHICLE USE 01. Taxi <input type="checkbox"/> 02. School Bus <input type="checkbox"/> 03. Other Bus <input type="checkbox"/> 04. Military <input type="checkbox"/> 05. Police Cruiser <input type="checkbox"/> 06. Other Police <input type="checkbox"/> 07. Ambulance <input type="checkbox"/> 08. Hearse <input type="checkbox"/> 09. Tow Truck <input type="checkbox"/> 10. Delivery Vehicle <input type="checkbox"/> 11. Road Maintenance <input type="checkbox"/> 12. Utilities Maintenance <input type="checkbox"/> 13. Fire Response <input type="checkbox"/> 99. No Special Use <input type="checkbox"/>		37. EMERGENCY USE 1. Yes <input type="checkbox"/> 2. No <input type="checkbox"/>		38. TRAILER TYPE 1. Recreational Trailer (Boat) <input type="checkbox"/> 2. Light Utility Trailer (Boat) <input type="checkbox"/> 3. Commercial Full Trailer <input type="checkbox"/> 4. One Semi-Trailer <input type="checkbox"/> 5. Two Semi-Trailers, A-Train <input type="checkbox"/> 6. Two Semi-Trailers, B-Train <input type="checkbox"/> 7. Two Semi-Trailers, C-Train <input type="checkbox"/> 8. Two Semi-Trailers, Connector <input type="checkbox"/> 9. Three Semi-Trailers <input type="checkbox"/> 10. No Trailers <input type="checkbox"/> 11. Other <input type="checkbox"/>		39. USE OF HEADLIGHTS 1. No Headlights On/Not Equipped <input type="checkbox"/> 2. Daytime Running Lights On <input type="checkbox"/> 3. Headlights On <input type="checkbox"/> 4. Parking Lights Only On <input type="checkbox"/> 5. Fog Or Auxiliary Lights On <input type="checkbox"/> 6. Other <input type="checkbox"/>		40. VEHICLE SPEED 000. Stopped In Traffic <input type="checkbox"/> 100. Unknown <input type="checkbox"/>		41. VEHICLE MANOEUVRE 01. Going Straight <input type="checkbox"/> 02. Turning Left <input type="checkbox"/> 03. Turning Right <input type="checkbox"/> 04. Making U-Turn <input type="checkbox"/> 05. Changing Lanes <input type="checkbox"/> 06. Merging <input type="checkbox"/> 07. Reversing <input type="checkbox"/> 08. Negotiating Curve <input type="checkbox"/> 09. Stopping <input type="checkbox"/> 10. Starting In Traffic <input type="checkbox"/> 11. Leaving Roadside <input type="checkbox"/> 12. Stopped/Parked Legally <input type="checkbox"/> 13. Stopped/Parked Illegally <input type="checkbox"/> 14. Stopped To Avoid Collision <input type="checkbox"/> 15. Swerving To Avoid Collision <input type="checkbox"/> 16. Run-Away Or Roll Away Vehicle <input type="checkbox"/> 21. Unspecified Manoeuvre <input type="checkbox"/> 99. Other <input type="checkbox"/>		42. VEHICLE FACTORS 41. Defective Brakes <input type="checkbox"/> 42. Defective Steering <input type="checkbox"/> 43. Defective Lights <input type="checkbox"/> 44. Tire Blown Out <input type="checkbox"/> 45. Unsecured Or Spilled Load <input type="checkbox"/> 46. Oversized Load, Overload <input type="checkbox"/> 47. Visibility Obstructed <input type="checkbox"/> 48. Other Defective Parts <input type="checkbox"/>		43. ENVIRONMENTAL FACTORS 50. Environmental Factors <input type="checkbox"/> 51. Animal On Roadway <input type="checkbox"/> 52. Road Surface Or Other Condition <input type="checkbox"/> 53. Obstruction On Road <input type="checkbox"/> 54. View Obstructed, Glare, Reflection <input type="checkbox"/> 55. Weather Or Acts Of God <input type="checkbox"/> 56. Other Environmental Factors <input type="checkbox"/>		44. DANGEROUS GOODS CLASS 1. Explosives <input type="checkbox"/> 2. Gases <input type="checkbox"/> 3. Flammable Liquids <input type="checkbox"/> 4. Flammable Solids, Spontaneous Combustibles <input type="checkbox"/> 5. Oxidizers & Organic Peroxides <input type="checkbox"/> 6. Poisonous & Infectious Substances <input type="checkbox"/> 7. Radioactives <input type="checkbox"/> 8. Corrosives <input type="checkbox"/> 9. Misc. Dangerous Goods <input type="checkbox"/> 10. Not a Commercial Vehicle <input type="checkbox"/>		45. LOAD STATUS 1. Fully/Partially Loaded <input type="checkbox"/> 2. Not Loaded <input type="checkbox"/> 3. Not a Commercial Vehicle <input type="checkbox"/>		46. BLOOD ALCOHOL CONCENTRATION 000-500 BAC (mg%) Of Driver <input type="checkbox"/> 600. Not Tested, Driver/Pedestrian <input type="checkbox"/> 610. Not Tested Due To Injury, Alcohol Use Suspected <input type="checkbox"/> 620. Not Tested - Other Reasons, Alcohol Use Suspected <input type="checkbox"/> 998. No Alcohol Suspected <input type="checkbox"/>		47. DRIVER/PEDESTRIAN CONDITION 1. Fatigued/Fell Asleep <input type="checkbox"/> 2. Inexperience <input type="checkbox"/> 3. Under Influence - Alcohol <input type="checkbox"/> 4. Under Influence - Drugs <input type="checkbox"/> 5. Sudden Illness, Lost Consciousness <input type="checkbox"/> 9. Apparently Normal <input type="checkbox"/>		48. DRIVER ACTION 21. Following Too Closely <input type="checkbox"/> 22. Distracted, Inattentive <input type="checkbox"/> 23. Driving Too Fast For Conditions <input type="checkbox"/> 24. Improper Turning Or Passing <input type="checkbox"/> 25. Failed To Yield Right-Of-Way <input type="checkbox"/> 26. Disobeyed Traffic Control Device/Police Officer <input type="checkbox"/> 27. Driving On Wrong Side Of Road <input type="checkbox"/> 28. Backing Unsafely <input type="checkbox"/> 29. Lost Control <input type="checkbox"/> 30. Other <input type="checkbox"/>		49. PEDESTRIAN ACTION 01. Crossing Intersection With ROW <input type="checkbox"/> 02. Crossing Intersection Without ROW <input type="checkbox"/> 03. In Crosswalk <input type="checkbox"/> 04. Crossing Roadway Against Traffic <input type="checkbox"/> 05. Walking On Roadway With Traffic <input type="checkbox"/> 06. On Sidewalk, Median, Safety Zone <input type="checkbox"/> 11. Coming From Behind Parked Vehicle/Object <input type="checkbox"/> 12. Crossing From Behind Moving Vehicle <input type="checkbox"/> 13. Running Into Roadway <input type="checkbox"/> 14. Getting On/Off School Bus <input type="checkbox"/> 15. Pushing Vehicle <input type="checkbox"/> 16. Working On Vehicle <input type="checkbox"/> 17. Playing On Road <input type="checkbox"/> 18. Working On Road <input type="checkbox"/> 19. Lying On Road <input type="checkbox"/> 20. Not a Pedestrian <input type="checkbox"/>		50. ADDITIONAL WITNESSES ON FILE? Yes <input type="checkbox"/> No <input type="checkbox"/>		51. DESCRIPTION: Show Direction of Travel, Obstructions, Vehicle Movement, Travel Lane, Fixed Objects, Traffic Controls. 		52. DIAGRAM Use Solid Direction Lines Before Impact and Broken Lines After 	
---	--	--	--	---	--	---	--	---	--	--	--	---	--	--	--	--	--	--	--	---	--	--	--	---	--	--	--	--	--	---	--	--	--	---	--	--	--	--	--	---	--	--	--	---	--	---	--

Appendix A3 – Brief Description of Fatal Collisions

The following is a brief description of the 4 fatal traffic collisions that took place in the Northwest Territories in 2014, resulting in 4 fatalities.

RCMP Detachment	Date	Description
Yellowknife	May 17	A 2-year old male pedestrian was struck by a slow moving truck while playing in a commercial parking lot in the Kam Lake Industrial area.
Inuvik	Jul 6	A pickup truck, carrying 7 occupants, was involved in a single-vehicle rollover on Navy Road in Inuvik. A female passenger was ejected and sustained fatal injuries. The driver of the pickup was impaired by alcohol.
Hay River	Oct 1	An alcohol-impaired pedestrian was struck by a tractor-trailer combination near Kilometre 153 on Highway #1. The pedestrian had exited a pickup truck that was involved in a single-vehicle rollover.
Hay River	Oct 25	A pickup truck ran off road near Kilometre 42 on Highway #5 and submerged in a pond. The driver drowned. The vehicle and the deceased driver were not discovered until July of the following year. Alcohol was not believed to be involved. It is unknown if the driver was restrained.