



Government of Northwest Territories
Gouvernement des Territoires du Nord-Ouest

2015 NWT Traffic Collision Facts

**Department of Transportation
Road Licensing and Safety Division
September 2016**

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, or by facsimile at (867) 873-0120.

2015 QUICK FACTS REPORT

2015 Compared to 2014

	2014	2015	% Change
PROPERTY DAMAGE ONLY COLLISIONS	426	416	-2.3
PERSONAL INJURY COLLISIONS	70	63	-10.0
FATAL COLLISIONS	4	3	-25.0
TOTAL REPORTED COLLISIONS	500	482	-3.6
NUMBER OF PERSONS KILLED	4	3	-25.0
NUMBER OF PERSONS INJURED	89	81	-9.0
NWT HIGHWAY SYSTEM COLLISIONS	86	74	-14.0
RURAL COLLISIONS	8	8	0.0
COLLISIONS IN COMMUNITIES	406	400	-1.5
REGISTERED VEHICLES	38,185	38,393	0.5
LICENSED DRIVERS	24,942	26,094	4.6
NWT POPULATION [1]	43,623	44,088	1.1
COLLISIONS PER 100 LICENSED DRIVERS	2.00	1.85	-7.9
COLLISIONS PER 100 REGISTERED VEHICLES	1.31	1.26	-4.1
COLLISIONS PER 100 POPULATION	1.15	1.09	-4.6
COLLISIONS INVOLVING ALCOHOL	24	25	4.2

[1] 2014 and 2015 population from NWT Bureau of Statistics July 1 estimate published in 'Quarterly Report', March 2016.

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 27-year history of collisions, victims and licensed drivers and vehicles. There were a total of 482 collisions reported in 2015. Reporting definitions remained the same from 1989 to 2011. Starting in 2012, the monetary threshold for reporting property damage only collisions increased from \$1000 to \$2000. Trends in injuries, property damage collisions and total collisions declined steadily between 1989 and 1997. This decline took place in spite of the increased population and number of licensed drivers and registered vehicles. Total collisions and property damage only collisions, however, have generally been increasing since 1997.

Because of the small number of fatal collisions in the Northwest Territories, trends are difficult to identify and are subject to year-to-year fluctuations. The 3 traffic fatalities reported in 2015 is close to the 27-year average while the 81 persons injured in 2015 is considerably less than the 27-year average.

Section 2 - Time of Occurrence

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

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

Section 3 - Major Contributing Factors

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

Driver condition is more than three times as prevalent in injury and fatal collisions (14%) than in all collisions (5%). Driver error accounts for 74% of all factors in collisions, as compared to vehicular (less than 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 involved in collisions. In 2015, 693 drivers were involved in 482 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 more than twice as likely to be involved in a collision than drivers aged 35 to 44 years. On August 1, 2005, the Graduated Driver Licensing Program was introduced to make the process of learning to drive a safer experience. New drivers are required to go through three stages to obtain a full Class 5 licence:

Stage 1 – Learner Class 7

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

Conditions

- A Learner must drive with a fully licensed driver, who has a minimum of 24 months experience with a full Class 5 license.
- Time spent suspended will have to be made up before moving on to the next stage.
- A Learner cannot have any passengers other than the supervisor.
- A Learner cannot drive between the hours of 11 p.m. and 6 a.m.
- A Learner must have a 0 BAC.
- A Learner is subject to a lower demerit point threshold.

Stage 2 – Probationary Class 5P

- Must be 16 years of age.
- Must have completed the 12-month Learner Stage.
- Must pass a practical road examination.

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

Conditions

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

Stage 3 – Full Class 5

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

Section 6 - Vehicle Factors

There were a total of 871 vehicles involved in 482 collisions in 2015. This is an average of 1.81 vehicles per collision. This section provides details on the different vehicle types involved in collisions.

Section 7 - Victims and Occupant Restraints

The Traffic Collision Information System (TCIS) attempts to capture information on all road users involved in collisions, whether they are injured or not. This data can be used to calculate exposure rates for road users by injury severity, age, road user class, gender and many other variables.

Of interest is the relationship between the severity of injury to motor vehicle occupants and seat belt use. The severity of injury is lower for victims using seat belts. In the Northwest Territories, only 6% of victims wearing seat belts were injured. On the other hand, 47% of the victims who were not wearing seat belts were injured.

The proper use of seat belts is an important factor when evaluating their effectiveness in reducing or preventing injuries. This is especially true of young children and the use of child restraints. Based on a survey conducted on behalf of Transport Canada in 2010, approximately 98% of children were restrained in the Northwest Territories. The survey further estimated that only 56% of these children were in a correctly installed device or one that is appropriate for the size and age of the child.

Section 8 - Pedestrians

This section presents a summary of collisions involving pedestrians. For 2015:

- 2 pedestrians were injured;
- no pedestrians were killed;
- 50% of the pedestrians injured were under the age of 15;
- 50 % of pedestrians were injured within a community;
- none of the pedestrians had been drinking or were impaired by alcohol.

Section 9 - Alcohol

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

- Drivers caught with .05 to .08 blood alcohol content automatically have their 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 impound a vehicle for 30 days if the vehicle is operated by a driver whose driving privileges are suspended.

In 2015, there were 25 collisions involving alcohol, resulting in 12 persons being injured. There were 2 alcohol-related fatalities in 2015. These figures are significantly below the 27-year averages.

Section 10 - Off-Road Vehicles

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

- 33% of off-road vehicle collisions resulted in injuries;
- 55% of off-road vehicle drivers involved in collisions are 24 years of age or younger;
- 27% of off-road vehicle drivers in collisions had been drinking or were impaired by alcohol;
- 45% of off-road vehicle drivers or passengers in collisions were wearing helmets;
- 75% 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. 61% of collisions took place in the North Slave Region. The North Slave Region also accounted for 56% of persons injured. One fatality took place in the South Slave Region, another took place in the Fort Simpson Region while the third fatality occurred in the North Slave Region.

A map detailing collisions that occurred on the NWT Highway system is shown on Page 40. Highway 3 (Yellowknife Highway) accounted for 21% of collisions occurring on the eight numbered highways.

Section 12 – National Comparison

This section compares injury and fatality rates for Canadian jurisdictions for the 2014 calendar year. This is the most recent year for which complete data is available. Fatality and injury rates are shown; per 100,000 populations, 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.

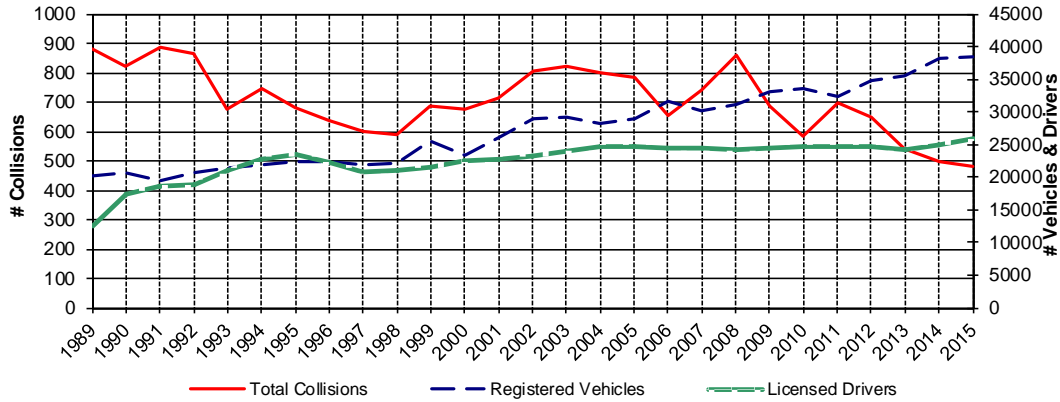
Quick Facts - Inside Front Cover		Page
<u>Section 1</u>	<u>Historical Trends</u>	1
Figure	<ul style="list-style-type: none"> 1.1 Trends in Licensed Drivers, Registered Vehicles and Collisions 1.2 Trends in Collision Rates by Vehicles, Drivers and Population 1.3 Trends in Injuries and Fatalities 1.4 Trends in Property Damage Collisions 1.5 Trends in Personal Injury Collisions 1.6 Trends in Fatal Collisions 1.7 Trends in All Reported Collisions 1.8 Property Damage Collisions by Month and Year 1.9 Personal Injury Collisions by Month and Year 1.10 Fatal Collisions by Month and Year 1.11 Total Collisions by Month and Year 	<ul style="list-style-type: none"> 1 1 2 2 3 3 4 4 5 5 5
<u>Section 2</u>	<u>Time of Occurrence</u>	6
Figure	<ul style="list-style-type: none"> 2.1 Personal Injury Collisions by Month of Occurrence 2.2 Fatal Collisions by Month of Occurrence 2.3 Total Collisions by Month of Occurrence 2.4 Collisions and Victims by Month of Occurrence 2.5 Total Collisions by Time of Day 2.6 Total Collisions by Day of Week 2.7 Total Collisions by Time of Day and Day of Week 	<ul style="list-style-type: none"> 6 6 6 6 6 6 7
<u>Section 3</u>	<u>Major Contributing Factors</u>	8
Figure	<ul style="list-style-type: none"> 3.1 Collision by Severity Where Human Condition was a Major Contributing Factor 3.2 Collisions by Severity Where Human Action was a Major Contributing Factor 3.3 Collisions by Severity Where Vehicle Condition was a Major Contributing Factor 3.4 Collisions by Severity Where Environmental Condition was a Major Contributing Factor 3.5 Collisions by Severity Where Major Contributing Factor was Unspecified or Unknown 3.6 Major Contributing Factors by Collision Severity 3.7 Collisions by Road System Where Human Condition was a Major Contributing Factor 3.8 Collisions by Road System Where Human Action was a Major Contributing Factor 3.9 Collisions by Road System Where Vehicle Condition was a Major Contributing Factor 3.10 Collisions by Road System Where Environmental Condition was a Major Contributing Factor 3.11 Collisions by Road System Where Major Contributing Factor was Unspecified or Unknown 3.12 Major Contributing Factors in Collisions - Communities and NWT Highways 	<ul style="list-style-type: none"> 8 8 8 9 9 9 10 10 10 12 11 11

		Page
<u>Section 4</u>	<u>Environmental Factors</u>	12
Figure	4.1 Collisions by Road Surface Type and Severity 4.2 Collisions by Road Surface Environmental Condition and Severity 4.3 Collisions by Road Defect and Severity 4.4 Collisions by Light Condition and Severity 4.5 Collisions by Weather Condition and Severity 4.6 Collisions by Configuration and Severity 4.7 Collisions by Configuration and Road System 4.8 Collisions by Collision Site and Severity 4.9 Collisions by Collision Site and Road System 4.10 Collisions by Roadway Alignment and Severity 4.11 Collisions by Roadway Type and Severity 4.12 Collisions by Sequence of Events and Severity 4.13 Collisions by Sequence of Events and Road System	12 12 13 13 14 15 16 17 17 17 17 18 18 19
<u>Section 5</u>	<u>Driver Factors</u>	20
Figure	5.1 Drivers in Collisions and Relative Risk by Driver Age 5.2 Collision Rates by Severity and Driver Age 5.3 Number of Drivers in Collisions by Licence Class and Age 5.4 Number of Drivers in Collisions by Driver Condition and Age 5.5 Number of Drivers in Collisions by Driver Action and Age	20 20 21 21 22
<u>Section 6</u>	<u>Vehicle Factors</u>	23
Figure	6.1 Number of Vehicles in Collisions by Vehicle Type and Severity 6.2 Number of Vehicles in Collisions by Vehicle Condition and Severity 6.3 Number of Vehicles in Collisions by Vehicle Manoeuvre and Severity 6.4 Number of Vehicles in Collisions by Vehicle Year and Severity	23 23 24 24
<u>Section 7</u>	<u>Victims and Occupant Restraints</u>	25
Figure	7.1 Fatalities Classification 7.2 Injuries Classification 7.3 Persons Injured by Road User Class and Age Group 7.4 Persons Killed by Road User Class and Age Group 7.5 Persons Injured or Killed by Road User Class and Gender 7.6 Motor Vehicle Occupants by Injury Severity and Restraint Use 7.7 Restraints Used/Not Used 7.8 Motor Vehicle Occupants by Injury Severity and Age Group 7.9 Victim Restraint Use Rate by Victim Age	25 25 26 26 26 27 27 28 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	40
	11.5 Collision Rates on the NWT Highway System - Map	41
<u>Section 12</u>	<u>National Comparison</u>	42
Figure	12.1 Casualty Rates by Canadian Jurisdiction	42
<u>Appendix</u>		43
Section	A1 Northwest Territories Collision Report Form Side I	43
	A2 Northwest Territories Collision Report Form Side II	44
	A3 Brief Description of Fatal Collisions	45

Trends in Licensed Drivers, Registered Vehicles and Collisions

Figure 1.1

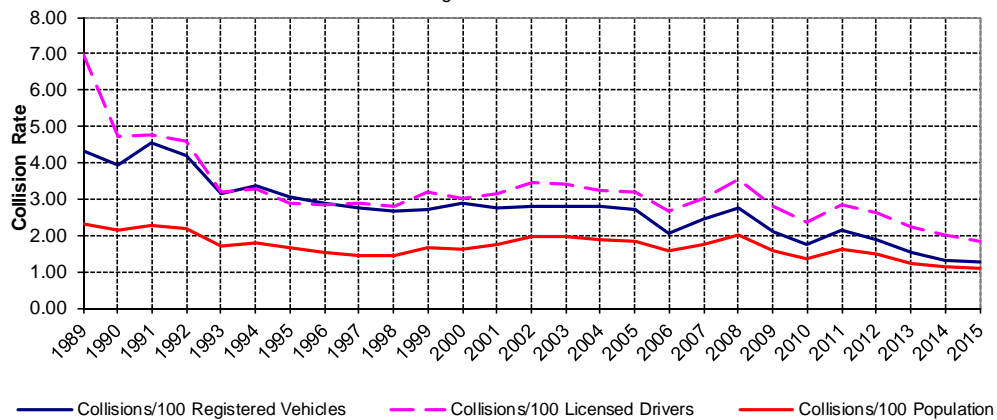


3 Year Summary

	2013	2014	2015	% Change
Registered Vehicles	35,469	38,185	38,393	0.5
Licensed Drivers	24,186	24,942	26,094	4.6
Total Collisions	539	500	482	-3.6

Trends in Collision Rates by Vehicles, Drivers and Population

Figure 1.2

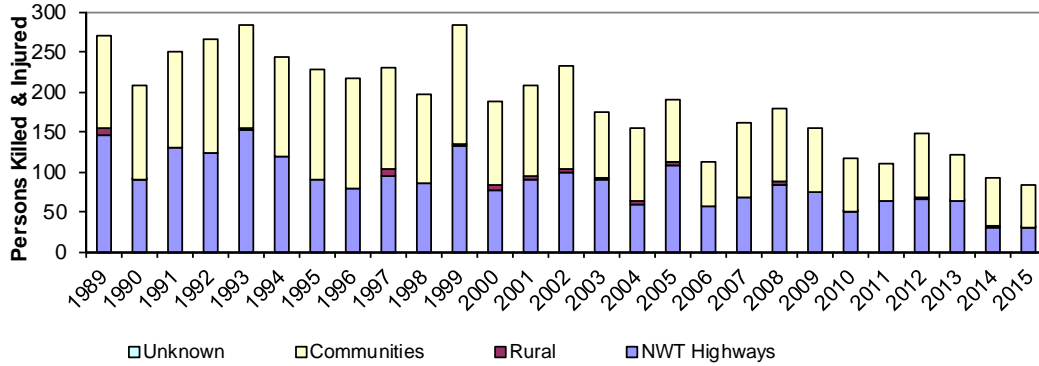


3 Year Summary

	2013	2014	2015	% Change
Collisions/100 Registered Vehicles	1.52	1.31	1.26	-4.1
Collisions/100 Licensed Drivers	2.23	2.00	1.85	-7.9
Collisions/100 Population	1.24	1.15	1.09	-4.6

Trends in Injuries & Fatalities

Figure 1.3

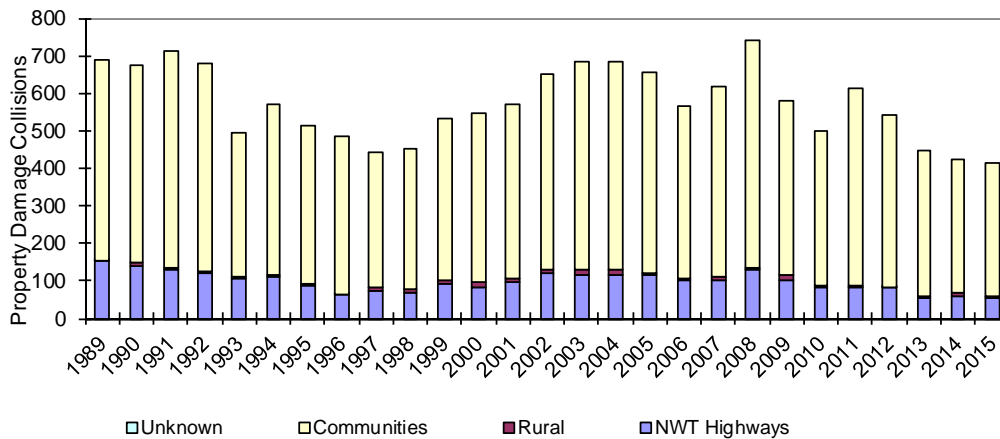


3 Year Summary

	Persons Injured				Persons Killed			
	2013	2014	2015	Average	2013	2014	2015	Average
NWT Highways	60	29	26	38	3	2	3	3
Rural	1	1	2	1	0	0	0	0
Communities	58	59	53	57	0	2	0	1
Total	119	89	81	96	3	4	3	3

Trends in Property Damage Collisions

Figure 1.4

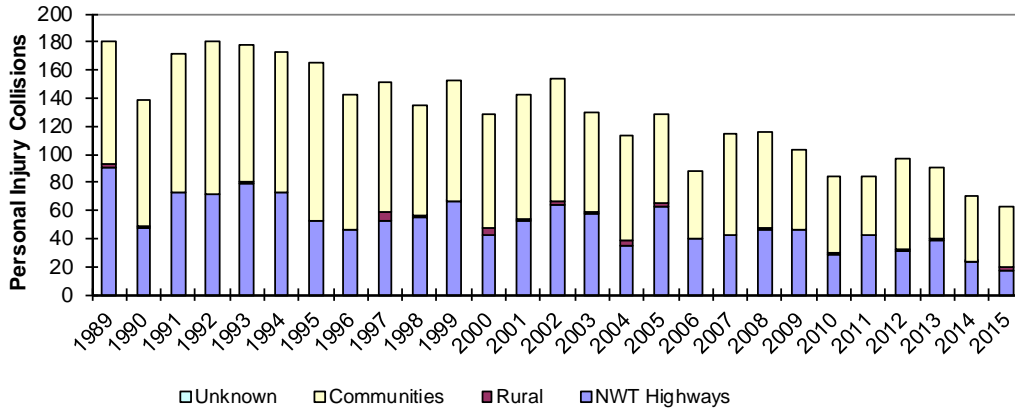


3 Year Summary

	Property Damage Collisions			
	2013	2014	2015	Average
NWT Highways	56	61	54	57
Rural	3	7	6	5
Communities	388	358	356	367
Total	447	426	416	430

Trends in Personal Injury Collisions

Figure 1.5

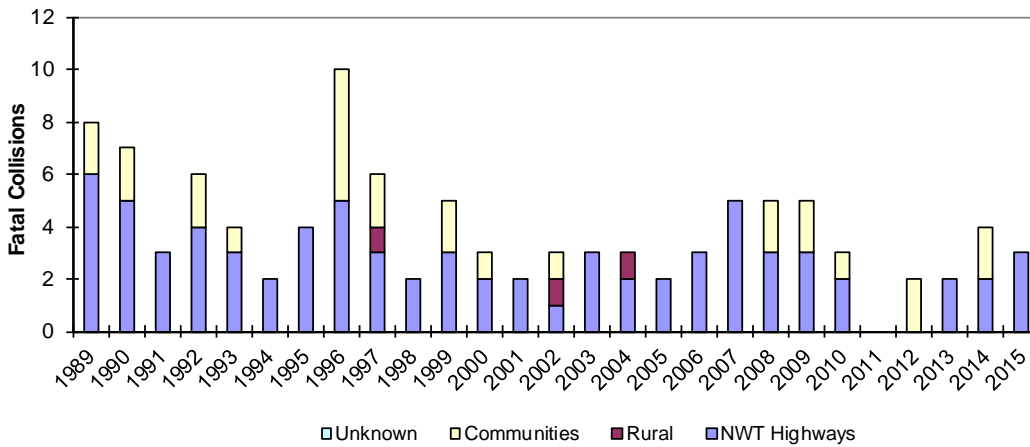


3 Year Summary

	Personal Injury Collisions			
	2013	2014	2015	Average
NWT Highways	39	23	17	26
Rural	1	1	2	1
Communities	50	46	44	47
Total	90	70	63	74

Trends in Fatal Collisions

Figure 1.6

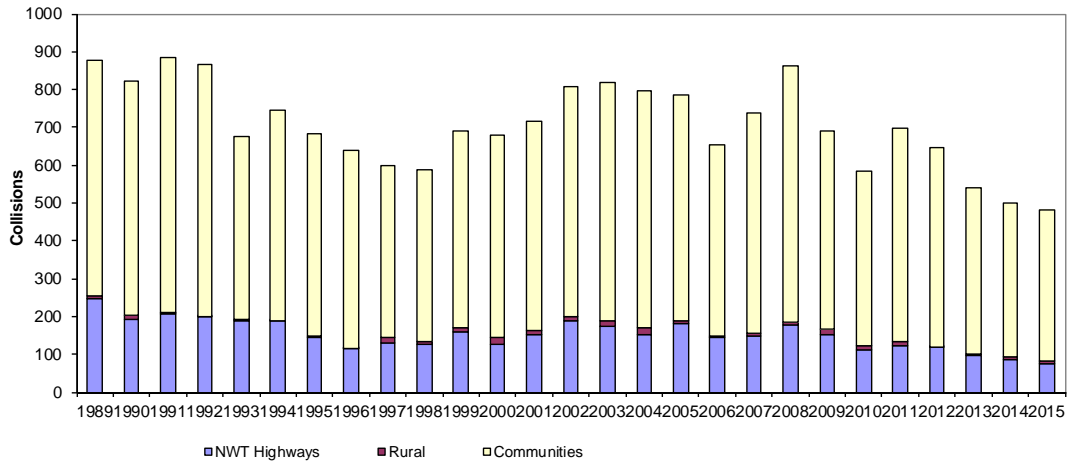


3 Year Summary

	Fatal Collisions			
	2013	2014	2015	Average
NWT Highways	2	2	3	2
Rural	0	0	0	0
Communities	0	2	0	1
Total	2	4	3	3

Trends in All Reported Collisions

Figure 1.7



3 Year Summary

	2013	2014	2015	Average
NWT Highways	97	86	74	86
Rural	4	8	8	7
Communities	438	406	400	415
Total	539	500	482	507

Property Damage Collisions by Month and Year

Figure 1.8

Month	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	Avg. 05 to 14	2015
January	75	62	58	101	94	60	75	75	56	56	71	37
February	87	54	72	68	63	40	69	56	49	57	62	44
March	65	45	84	91	65	48	61	63	50	35	61	34
April	52	42	33	44	46	35	42	36	38	28	40	26
May	39	29	26	38	34	23	31	32	20	32	30	27
June	43	30	45	33	38	34	38	31	32	25	35	34
July	52	45	39	37	31	47	36	26	31	17	36	29
August	42	34	39	53	30	29	39	23	17	28	33	30
September	53	41	43	43	29	34	34	32	35	22	37	22
October	47	33	50	56	48	49	43	57	24	26	43	34
November	51	90	54	82	42	42	70	54	43	49	58	50
December	50	59	76	94	61	57	75	57	54	51	63	49
Total	656	564	619	740	581	498	613	542	449	426	569	416

Personal Injury Collisions by Month and Year

Figure 1.9

Month	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	Avg. 05 to 14	2015
January	10	12	6	10	15	11	9	12	9	7	10	8
February	8	4	15	16	5	5	6	7	9	8	8	3
March	10	8	9	10	13	6	6	9	9	5	9	2
April	3	10	7	7	7	6	8	4	6	2	6	2
May	5	4	3	11	8	7	5	7	4	2	6	5
June	15	8	10	10	8	5	8	12	6	10	9	4
July	17	6	11	9	7	6	10	9	12	6	9	3
August	15	8	13	7	6	9	7	6	9	8	9	13
September	9	5	12	6	7	4	5	6	4	4	6	3
October	13	9	9	10	10	9	9	4	10	6	9	6
November	16	10	8	10	9	10	6	13	8	5	10	7
December	7	4	11	10	8	6	5	14	4	7	8	7
Total	128	88	114	116	103	84	84	103	90	70	98	63

Fatal Collisions by Month and Year

Figure 1.10

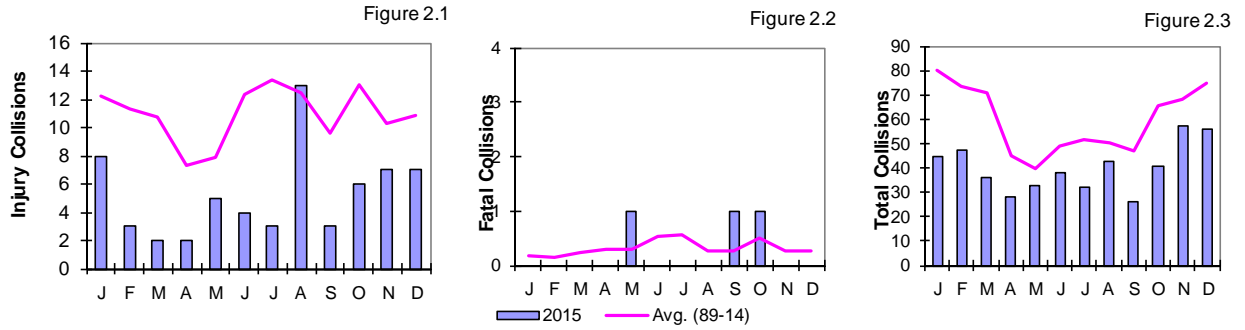
Month	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	Avg. 05 to 14	2015
January	0	1	0	0	0	0	0	0	0	0	0.1	0
February	0	0	0	0	1	0	0	0	1	0	0.2	0
March	0	0	0	0	0	0	0	0	1	0	0.1	0
April	0	0	0	0	0	0	0	0	0	0	0.0	0
May	1	0	1	0	1	0	0	0	0	1	0.4	1
June	1	0	0	0	0	0	0	1	0	0	0.2	0
July	0	1	1	2	1	1	0	0	0	1	0.7	0
August	0	0	0	0	0	0	0	0	0	0	0.0	0
September	0	0	2	2	0	0	0	0	0	0	0.4	1
October	0	1	0	0	2	0	0	1	0	2	0.6	1
November	0	0	0	1	0	1	0	0	0	0	0.2	0
December	0	0	1	0	0	1	0	0	0	0	0.2	0
Total	2	3	5	5	5	3	0	2	2	4	3.1	3

Total Collisions by Month and Year

Figure 1.11

Month	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	Avg. 05 to 14	2015
January	85	75	64	111	109	71	84	87	65	63	81	45
February	95	58	87	84	69	45	75	63	59	65	70	47
March	75	53	93	101	78	54	67	72	60	40	69	36
April	55	52	40	51	53	41	50	40	42	30	45	28
May	45	33	30	49	43	30	36	39	24	35	36	33
June	59	38	55	43	46	39	46	44	38	35	44	38
July	69	52	51	48	39	54	46	35	43	24	46	32
August	57	42	52	60	36	38	46	29	26	36	42	43
September	62	46	57	51	36	38	39	38	39	26	43	26
October	60	43	59	66	60	58	52	62	34	34	53	41
November	67	100	62	93	51	53	76	67	51	54	67	57
December	57	63	88	104	69	64	80	71	58	58	71	56
Total	786	655	738	861	689	585	697	647	539	500	670	482

Collisions by Month of Occurrence



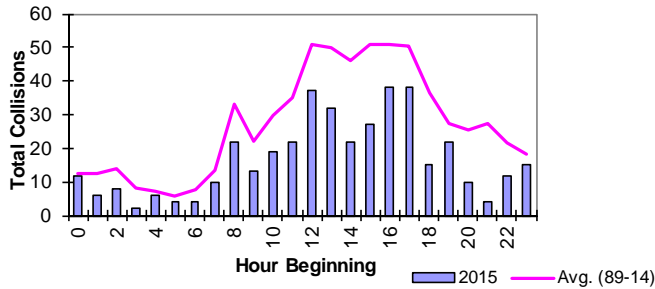
Collisions & Victims by Month of Occurrence

Figure 2.4

Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	37	8	0	45	8	0
February	44	3	0	47	3	0
March	34	2	0	36	4	0
April	26	2	0	28	4	0
May	27	5	1	33	5	1
June	34	4	0	38	4	0
July	29	3	0	32	3	0
August	30	13	0	43	18	0
September	22	3	1	26	4	1
October	34	6	1	41	11	1
November	50	7	0	57	9	0
December	49	7	0	56	8	0
Total	416	63	3	482	81	3

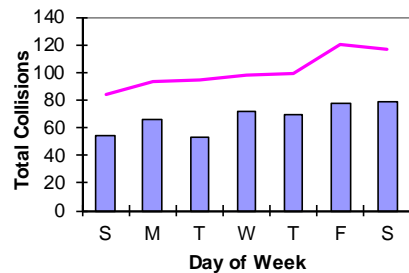
Total Collisions by Time of Day

Figure 2.5



Total Collisions by Day of Week

Figure 2.6



Collisions by Time of Day & Day of Week*

Figure 2.7

Collision Hour	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total	%
12 to 1 a.m.	0	2	2	1	2	4	1	12	2.5
1 to 2 a.m.	0	0	0	1	0	1	4	6	1.3
2 to 3 a.m.	4	0	1	0	1	1	1	8	1.7
3 to 4 a.m.	0	0	0	2	0	0	0	2	0.4
4 to 5 a.m.	0	0	0	1	1	1	3	6	1.3
5 to 6 a.m.	0	0	1	0	3	0	0	4	0.8
6 to 7 a.m.	1	1	0	0	1	1	0	4	0.8
7 to 8 a.m.	1	1	0	1	3	2	2	10	2.1
8 to 9 a.m.	1	4	5	1	6	1	4	22	4.7
9 to 10 a.m.	0	3	4	1	3	0	2	13	2.8
10 to 11 a.m.	1	2	4	3	1	6	2	19	4.0
11 to 12 a.m.	0	5	2	5	2	5	3	22	4.7
12 to 1 p.m.	1	5	7	10	3	6	5	37	7.8
1 to 2 p.m.	4	5	3	9	4	4	3	32	6.8
2 to 3 p.m.	4	4	0	1	4	5	4	22	4.7
3 to 4 p.m.	6	3	3	5	0	5	5	27	5.7
4 to 5 p.m.	4	6	3	1	10	5	9	38	8.1
5 to 6 p.m.	4	6	1	9	4	6	8	38	8.1
6 to 7 p.m.	4	1	3	1	2	1	3	15	3.2
7 to 8 p.m.	2	4	2	4	2	6	2	22	4.7
8 to 9 p.m.	1	2	1	1	1	3	1	10	2.1
9 to 10 p.m.	1	0	0	1	2	0	0	4	0.8
10 to 11 p.m.	0	1	0	1	3	4	3	12	2.5
11 to 12 p.m.	3	3	0	2	0	4	3	15	3.2
Not Stated	12	8	11	11	12	7	11	72	15.3
Total	54	66	53	72	70	78	79	472	
%	11.4	14.0	11.2	15.3	14.8	16.5	16.7	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	7	2	23	4.8
Under Influence - Drugs	0	0	0	0	0.0
Sudden Illness, Lost Consciousness	0	0	0	0	0.0
Other Driver Condition	0	0	0	0	0.0
Total	14	7	2	23	4.8

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	9	2	0	11	2.3
Distracted, Inattentive	36	7	0	43	8.9
Driving Too Fast for Conditions	39	12	0	51	10.6
Improper Turning or Passing	11	1	0	12	2.5
Failed to Yield Right-of-Way	38	9	0	47	9.8
Disobeyed Traffic Control/Officer	3	3	0	6	1.2
Driving on Wrong Side of Road	2	2	0	4	0.8
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	110	5	0	115	23.9
Lost Control	54	11	1	66	13.7
Other Driver Action	0	0	0	0	0.0
Total	302	52	1	355	73.7

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	0	0	0.0
Other Vehicle Contributing Factor	0	0	0	0	0.0
Total	1	0	0	1	0.2

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	9	1	0	10	2.1
Road Surface or Condition	0	1	0	1	0.2
Obstruction/Debris on Road	1	0	0	1	0.2
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	10	2	0	12	2.5

Collisions by Severity Where Major Contributing Factor was Unspecified or Unknown

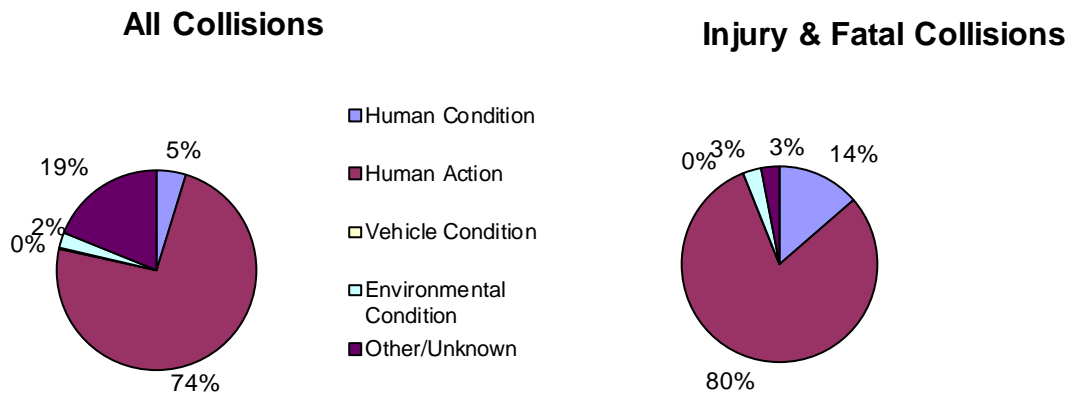
Figure 3.5

Factor	Property Damage	Personal Injury	Fatal	% of Total	
				Total	Factors
Unspecified	0	0	0	0	0.0
Unknown	89	2	0	91	18.9
Total	89	2	0	91	18.9

Total All Factors	416	63	3	482	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			% of Total	
	Highways	In Communities	Rural	Total	Factors
Fatigued, Fell Asleep	0	0	0	0	0.0
Inexperience	0	0	0	0	0.0
Under Influence - Alcohol	8	14	1	23	4.8
Under Influence - Drugs	0	0	0	0	0.0
Sudden Illness, Lost Consciousness	0	0	0	0	0.0
Other Driver Condition	0	0	0	0	0.0
Total	8	14	1	23	4.8

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

Figure 3.8

Human Action	NWT			% of Total	
	Highways	In Communities	Rural	Total	Factors
Following Too Closely	1	9	1	11	2.3
Distracted, Inattentive	7	36	0	43	8.9
Driving Too Fast for Conditions	9	41	1	51	10.6
Improper Turning or Passing	1	11	0	12	2.5
Failed to Yield Right-of-Way	1	46	0	47	9.8
Disobeyed Traffic Control/Officer	0	6	0	6	1.2
Driving on Wrong Side of Road	0	4	0	4	0.8
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	1	113	1	115	23.9
Lost Control	33	32	1	66	13.7
Other Driver Action	0	0	0	0	0.0
Total	53	298	4	355	73.7

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

Figure 3.9

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

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

Figure 3.10

Environmental Condition	NWT			Total	% of Total Factors
	Highways	In Communities	Rural		
Animal on Roadway	10	0	0	10	2.1
Road Surface or Condition	1	0	0	1	0.2
Obstruction/Debris on Road	0	1	0	1	0.2
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	11	1	0	12	2.5

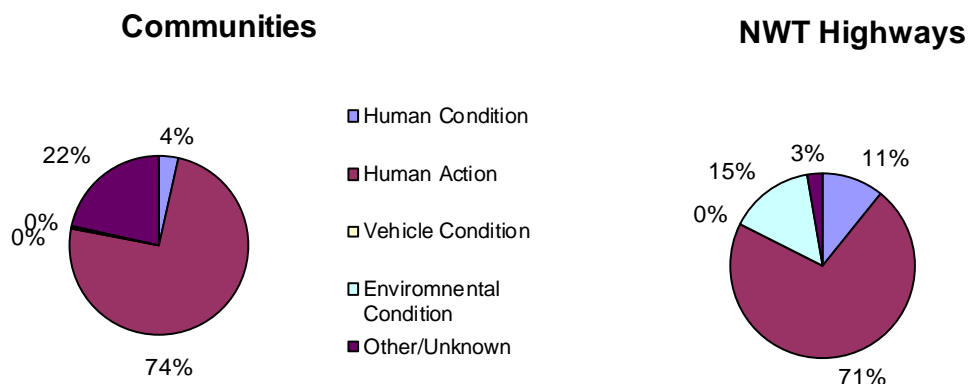
Collisions by Road System Where Major Contributing Factor was Unspecified or Unknown

Figure 3.11

Factor	NWT			Total	% of Total Factors
	Highways	In Communities	Rural		
Unspecified	0	0	0	0	0.0
Unknown	2	86	3	91	18.9
Total	2	86	3	91	18.9
Total All Factors	74	400	8	482	100.0

Major Contributing Factors in Collisions - Communities and NWT Highways

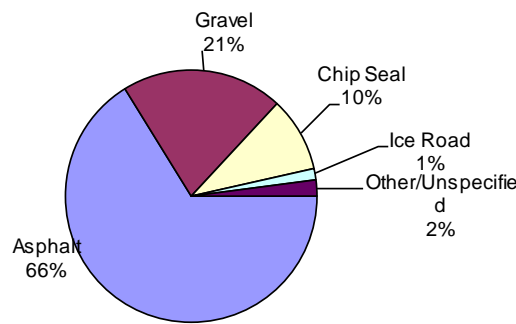
Figure 3.12



Collisions by Road Surface Type and Severity

Figure 4.1

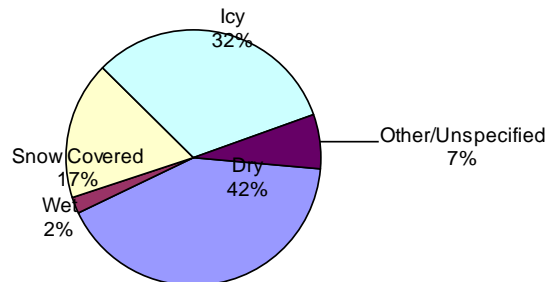
Road Surface Type	Property Damage	Personal Injury	Fatal	Total	%
Asphalt	279	40	0	319	66.2
Concrete	1	0	0	1	0.2
Gravel (Crushed Stone)	85	15	0	100	20.7
Earth, Dirt	0	0	0	0	0.0
Chip Seal	35	8	3	46	9.5
Brick, Cobblestone	0	0	0	0	0.0
Wooden	0	0	0	0	0.0
Steel	0	0	0	0	0.0
Ice Road	7	0	0	7	1.5
Unspecified	9	0	0	9	1.9
Total	416	63	3	482	100.0



Collisions by Road Surface Environmental Condition and Severity

Figure 4.2

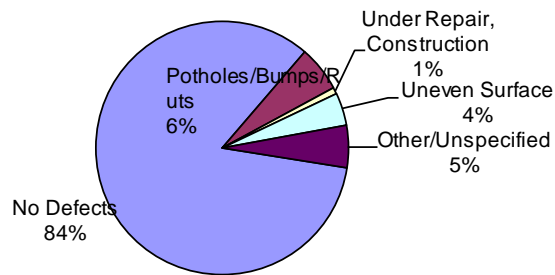
Surface Condition	Property Damage	Personal Injury	Fatal	Total	%
Dry	173	25	2	200	41.5
Wet	6	4	0	10	2.1
Snow (Fresh, Loose)	69	5	0	74	15.4
Slush, Wet Snow	9	1	0	10	2.1
Icy	133	21	1	155	32.2
Loose Sand/Gravel/Dirt	7	5	0	12	2.5
Muddy	1	2	0	3	0.6
Fresh Oil	0	0	0	0	0.0
Flooded	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unspecified	18	0	0	18	3.7
Total	416	63	3	482	100



Collisions by Road Defect and Severity

Figure 4.3

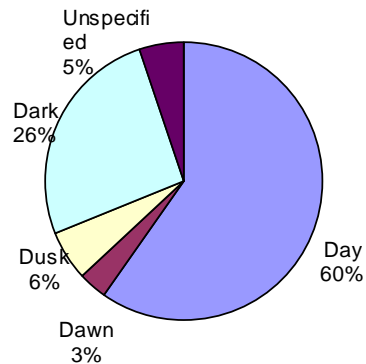
Road Defect	Property Damage	Personal Injury	Fatal	Total	%
No Defects	353	48	3	404	83.8
Potholes/Bumps/Ruts	21	7	0	28	5.8
Under Repair, Construction	2	2	0	4	0.8
Uneven Pavement Surface	16	4	0	20	4.1
Worn	3	2	0	5	1.0
Obscured or Faded Markings	1	0	0	1	0.2
Other	1	0	0	1	0.2
Unspecified	19	0	0	19	3.9
Total	416	63	3	482	100.0



Collisions by Light Condition and Severity

Figure 4.4

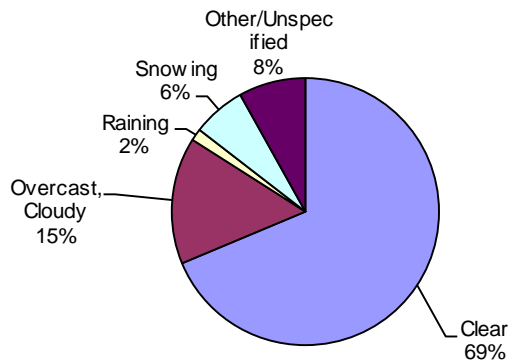
Light Condition	Property Damage	Personal Injury	Fatal	Total	%
Day	244	41	3	288	59.8
Dawn	16	0	0	16	3.3
Dusk	20	8	0	28	5.8
Dark	111	14	0	125	25.9
Unspecified	25	0	0	25	5.2
Total	416	63	3	482	100.0



Collisions by Weather Condition and Severity

Figure 4.5

Weather Condition	Property Damage	Personal Injury	Fatal	Total	%
Clear (Sunny)	283	45	3	331	68.7
Overcast, Cloudy (No Precipitation)	65	9	0	74	15.4
Raining	3	4	0	7	1.5
Snowing	29	2	0	31	6.4
Freezing Rain/Sleet/Hail	3	2	0	5	1.0
Visibility Limitations (fog, dust, etc.)	2	0	0	2	0.4
Strong Winds	1	0	0	1	0.2
Other	0	0	0	0	0.0
Unspecified	30	1	0	31	6.4
Total	416	63	3	482	100.0

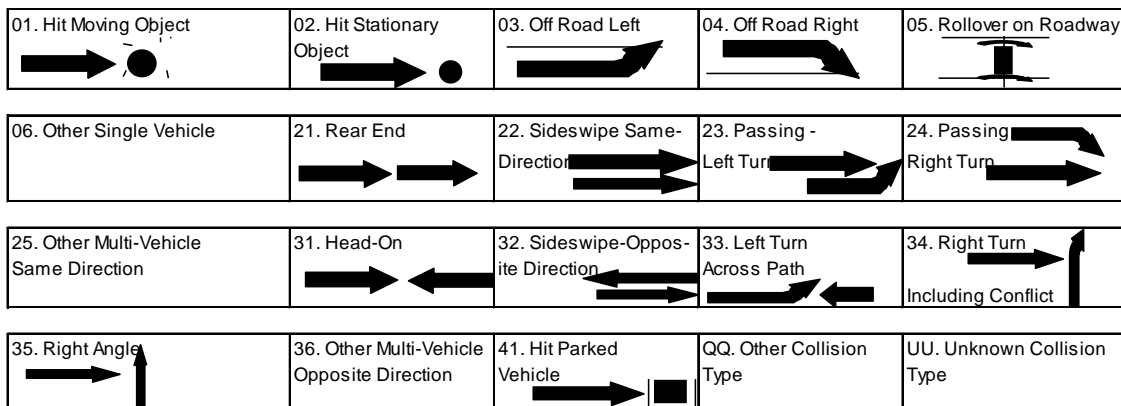


Collisions by Configuration and Severity

Figure 4.6

Configuration*	Property Damage	Personal Injury	Fatal	Total % of Total	
01. Hit Moving Object					
a) With Bison	8	1	0	9	1.9
b) With Other Animal	4	0	0	4	0.8
c) With Pedestrian	0	2	0	2	0.4
d) Other	2	0	0	2	0.4
02. Hit Stationary Object	21	4	0	25	5.2
03. Off Road Left					
a) With Rollover	9	5	1	15	3.1
b) No Rollover	10	3	0	13	2.7
04. Off Road Right					
a) With Rollover	8	3	0	11	2.3
b) No Rollover	16	5	1	22	4.6
05. Rollover on Roadway	0	3	1	4	0.8
06. Other Single Vehicle	0	0	0	0	0.0
21. Rear End	47	11	0	58	12.0
22. Sideswipe - Same Direction	9	2	0	11	2.3
23. Passing - Left Turn	4	0	0	4	0.8
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	2	3	0	5	1.0
32. Sideswipe - Opposite Direction	7	1	0	8	1.7
33. Left Turn Across Path	12	5	0	17	3.5
34. Right Turn Including Conflict	7	1	0	8	1.7
35. Right Angle	53	12	0	65	13.5
36. Other Multi-Vehicle Opposite Direction	8	1	0	9	1.9
41. Hit Parked Vehicle	187	1	0	188	39.0
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	0	0	0.0
Total	416	63	3	482	100.0

***Collision Configurations**

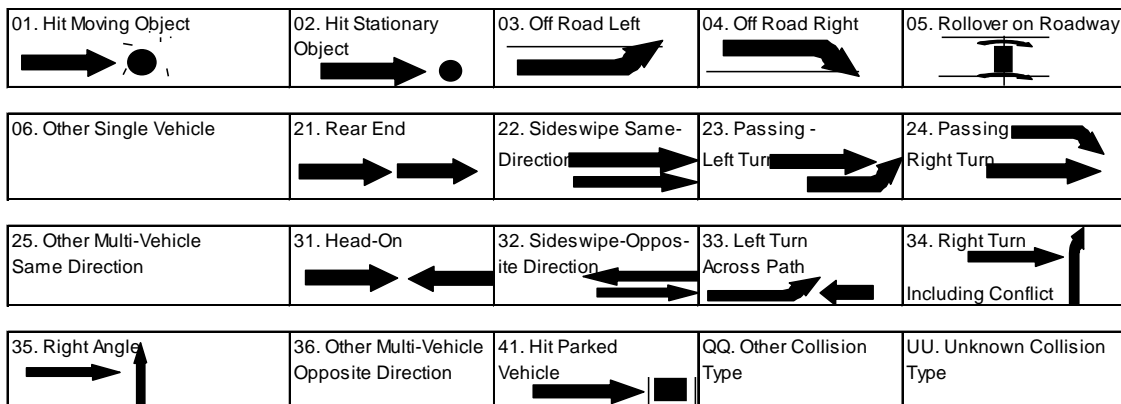


Collisions by Configuration and Road System

Figure 4.7

Configuration*	NWT Highways	In Communities	Rural	Total % of Total	
01. Hit Moving Object					
a) With Bison	9	0	0	9	1.9
b) With Other Animal	4	0	0	4	0.8
c) With Pedestrian	0	1	1	2	0.4
d) Other	0	2	0	2	0.4
02. Hit Stationary Object	1	24	0	25	5.2
03. Off Road Left					
a) With Rollover	12	3	0	15	3.1
b) No Rollover	8	5	0	13	2.7
04. Off Road Right					
a) With Rollover	10	1	0	11	2.3
b) No Rollover	14	8	0	22	4.6
05. Rollover on Roadway	3	1	0	4	0.8
06. Other Single Vehicle	0	0	0	0	0.0
21. Rear End	2	55	1	58	12.0
22. Sideswipe - Same Direction	2	9	0	11	2.3
23. Passing - Left Turn	1	3	0	4	0.8
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	2	2	1	5	1.0
32. Sideswipe - Opposite Direction	2	5	1	8	1.7
33. Left Turn Across Path	1	16	0	17	3.5
34. Right Turn Including Conflict	0	8	0	8	1.7
35. Right Angle	0	65	0	65	13.5
36. Other Multi-Vehicle Opposite Direction	0	9	0	9	1.9
41. Hit Parked Vehicle	3	181	4	188	39.0
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	0	0	0.0
Total	74	400	8	482	100.0

***Collision Configurations**



Collisions by Collision Site and Severity

Figure 4.8

Collision Site	Property Damage	Personal Injury	Fatal	Total	%
Non-Intersection	216	28	2	246	51.0
Intersection - Two Public Roadways	74	23	1	98	20.3
Intersection - Parking Lot, Driveway	83	6	0	89	18.5
Railroad Level Crossing	0	0	0	0	0.0
Bridge, Overpass, Viaduct	1	0	0	1	0.2
Tunnel, Underpass	0	0	0	0	0.0
Passing, Climbing Lane	0	0	0	0	0.0
Ramp	0	0	0	0	0.0
Other	36	6	0	42	8.7
Unknown	6	0	0	6	1.2
Total	416	63	3	482	100.0

Collisions by Collision Site and Road System

Figure 4.9

Collision Site	NWT Highways	In Communities	Rural	Total	%
Non-Intersection	69	171	6	246	51.0
Intersection - Two Public Roadways	3	95	0	98	20.3
Intersection - Parking Lot, Driveway	1	86	2	89	18.5
Railroad Level Crossing	0	0	0	0	0.0
Bridge, Overpass, Viaduct	1	0	0	1	0.2
Tunnel, Underpass	0	0	0	0	0.0
Passing, Climbing Lane	0	0	0	0	0.0
Ramp	0	0	0	0	0.0
Other	0	42	0	42	8.7
Unknown	0	6	0	6	1.2
Total	74	400	8	482	100.0

Collisions by Roadway Alignment and Severity

Figure 4.10

Road Alignment	Property Damage	Personal Injury	Fatal	Total	%
Straight & Level	335	42	0	377	78.2
Straight with Grade	26	7	0	33	6.8
Curved and Level	28	11	2	41	8.5
Curve with Grade	12	2	1	15	3.1
Top of Hill or Grade	1	0	0	1	0.2
Bottom of Hill or Grade	6	0	0	6	1.2
Other	0	0	0	0	0.0
Unknown	8	1	0	9	1.9
Total	416	63	3	482	100.0

Collisions by Roadway Type and Severity

Figure 4.11

Road Type	Property Damage	Personal Injury	Fatal	Total	%
One-Way, Two Lane	7	0	0	7	1.5
One-Way, Multi Lane	0	0	0	0	0.0
Undivided, Two-Way, Two Lane	238	45	3	286	59.3
Undivided, Two-Way, Multi Lane	15	7	0	22	4.6
Divided, Barrier Median	2	0	0	2	0.4
Divided with Median, No Barrier	17	6	0	23	4.8
Divided, Divider Unspecified	0	0	0	0	0.0
Other	131	5	0	136	28.2
Unknown	6	0	0	6	1.2
Total	416	63	3	482	100.0

Collision Sequence of Events by Severity

Figure 4.12

Non-Moving Objects	Property Damage	Personal Injury	Fatal	Total	%
Hit Parked Trailer	0	0	0	0	0.0
Hit Non-Fixed Object	2	0	0	2	0.4
Hit Building	2	1	0	3	0.6
Hit Ditch	0	0	0	0	0.0
Hit Embankment, Dirt Pile, Rock	0	0	0	0	0.0
Hit Culvert End, Drainage Structure	0	0	0	0	0.0
Hit Tree, Bush, Hedge	1	0	0	1	0.2
Hit Utility Pole, Lamp Pole	1	0	0	1	0.2
Hit Curb	0	0	0	0	0.0
Hit Post	1	0	0	1	0.2
Hit Traffic Barrier	1	0	0	1	0.2
Hit Fixed Object Part of Road Structure	0	0	0	0	0.0
Hit Fixed Object NOT Part of Road Structure	2	1	0	3	0.6
Hit Other Type Fixed Object	1	0	0	1	0.2
Sub Total Fixed Objects	11	2	0	13	2.7
Moveable Objects					
Another Road Vehicle	338	37	0	375	77.8
Bison	8	1	0	9	1.9
Other Animal	4	0	0	4	0.8
Pedestrian	0	2	0	2	0.4
Other Moveable Object	2	0	0	2	0.4
Sub Total Moveable Objects	352	40	0	392	81.3
Non-Collision Events					
Ran Off Road	26	0	0	26	5.4
Rollover	17	11	2	30	6.2
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	43	11	2	56	11.6
Other/Unknown Event	10	10	1	21	4.4
Grand Total	416	63	3	482	100.0

Collision Sequence of Events by Road System

Figure 4.13

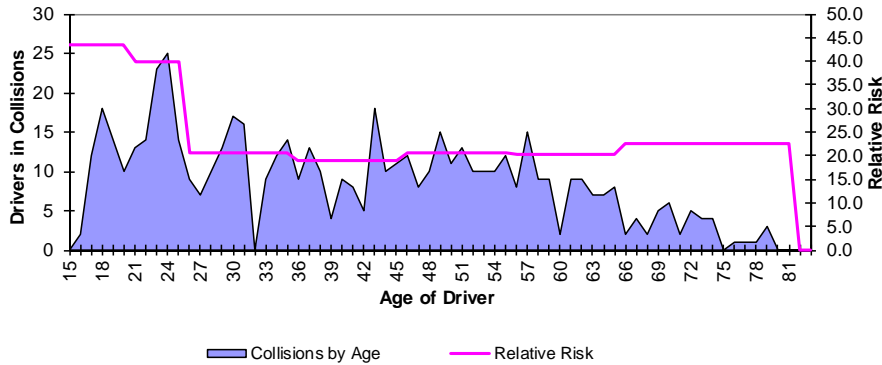
Non-Moving Objects	NWT			Total	%
	Highways	In Communities	Rural		
Hit Parked Trailer	0	0	0	0	0.0
Hit Non-Fixed Object	0	2	0	2	0.4
Hit Building	0	3	0	3	0.6
Hit Ditch	0	0	0	0	0.0
Hit Embankment, Dirt Pile, Rock	0	0	0	0	0.0
Hit Culvert End, Drainage Structure	0	0	0	0	0.0
Hit Tree, Bush, Hedge	0	1	0	1	0.2
Hit Utility Pole, Lamp Pole	0	1	0	1	0.2
Hit Curb	0	0	0	0	0.0
Hit Post	0	1	0	1	0.2
Hit Traffic Barrier	0	1	0	1	0.2
Hit Fixed Object Part of Road Structure	0	0	0	0	0.0
Hit Fixed Object NOT Part of Road Structure	0	3	0	3	0.6
Hit Other Type Fixed Object	0	1	0	1	0.2
Sub Total Fixed Objects	0	13	0	13	2.7
Moveable Objects					
Another Road Vehicle	13	355	7	375	77.8
Bison	9	0	0	9	1.9
Other Animal	4	0	0	4	0.8
Pedestrian	0	1	1	2	0.4
Other Moveable Object	0	2	0	2	0.4
Sub Total Moveable Objects	26	358	8	392	81.3
Non-Collision Events					
Ran Off Road	0	0	0	0	0.0
Rollover	25	5	0	30	6.2
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	25	5	0	30	6.2
Unknown Event	23	24	0	47	9.8
Grand Total	74	400	8	482	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	95	1,074	2,135	5,806	5,283	5,335	4,233	2,133	0	26,094
Drivers in Collisions	5	46	85	120	100	110	86	48	93	693

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	30.8	33.7	18.3	16.1	16.1	17.2	19.2	22.6
Personal Injury & Fatal	12.8	6.1	2.4	2.8	4.5	3.1	3.3	3.9
Total	43.6	39.8	20.7	18.9	20.6	20.3	22.5	26.6
Relative Risk*	1.6	1.5	0.8	0.7	0.8	0.8	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 1.6 times more likely to be involved in a collision than the average driving population. On average, 4% of 15 to 19 year olds were involved in collisions, compared to 2% of 35 to 44 year olds.

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

Figure 5.3

Number of Drivers Involved in Collisions by Licence Class and Age

Age Group	Class 1	Class 2	Class 3	Class 36	Class 4	Class 46	Class 5	Class 56	Class 5P	Class 6	Class 7	Req'd. Licenc	No Stated	Total
Under 16	0	0	0	0	0	0	0	0	0	0	0	4	1	5
16	0	0	0	0	0	1	0	0	0	0	1	0	0	2
17	0	0	0	0	0	1	7	0	1	0	0	1	2	12
18	0	0	0	0	0	0	16	0	0	0	1	0	1	18
19	0	0	0	0	0	0	11	0	1	0	0	0	2	14
20	0	0	0	0	0	0	10	0	0	0	0	0	0	10
21-24	3	0	0	1	0	1	58	1	2	0	2	1	5	75
25-34	5	0	0	6	0	7	89	0	0	2	4	5	2	120
35-44	8	0	1	0	12	0	71	0	0	1	1	4	1	100
45-54	14	1	0	8	0	14	62	0	1	0	2	2	4	110
55-64	14	0	0	2	0	11	57	0	0	0	0	0	1	86
65 and over	3	0	0	1	2	1	37	2	0	0	0	0	1	48
Not Stated	0	0	0	0	0	0	0	0	0	0	0	0	0	93
Drivers in Collisions	47	1	2	0	19	2	419	3	5	0	9	13	26	693
Total Licensed Drivers	1,035	365	117	40	696	135	17,899	1512	1244	2	1,930	N/A	N/A	26,094
Relative Risk*	1.71	0.10	0.64	0.00	1.03	0.56	1.76	0.00	0.88	0.0747	0.15134	0	0.18	N/A

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

Figure 5.4

Number of Drivers Involved in Collisions by Condition and Age

Driver Condition	< 16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Apparently Normal	3	1	8	14	12	7	55	95	86	100	82	40	0	503	72.6
Fatigued, Fell Asleep	0	0	0	0	0	0	3	0	0	1	1	0	0	5	0.7
Inexperience	2	1	4	1	0	2	1	4	1	1	0	1	0	18	2.6
Under Influence - Alcohol	0	0	0	2	1	0	7	11	2	2	0	0	0	25	3.6
Under Influence - Drugs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Sudden Illness, Lost Conscio	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0.1
Other Condition	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Unknown	0	0	0	1	1	1	9	10	11	6	3	6	93	141	20.3
Total	5	2	12	18	14	10	75	120	100	110	86	48	93	693	
%	0.7	0.3	1.7	2.6	2.0	1.4	10.8	17.3	14.4	15.9	12.4	6.9	13.4	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	157	21	0	178	20.4
Passenger Van	47	0	0	47	5.4
Light Utility Vehicle	181	27	0	208	23.9
Pickup Truck	259	38	2	299	34.3
Panel/Cargo Van	9	0	0	9	1.0
Other Truck/Van <= 4536 kg	3	0	0	3	0.3
Unit Truck > 4536 kg	9	0	0	9	1.0
Road Tractor	11	2	0	13	1.5
School Bus	0	0	0	0	0.0
Small School Bus	0	0	0	0	0.0
Urban Transit Bus	0	0	0	0	0.0
Intercity Bus	0	0	0	0	0.0
Bus - Unspecified	0	0	0	0	0.0
Motorcycle	1	2	1	4	0.5
Limited Speed Motorcycle	0	0	0	0	0.0
Off Road Vehicles (ATV)	1	2	0	3	0.3
Bicycle	1	4	0	5	0.6
Motor Home	0	0	0	0	0.0
Farm Equipment	0	0	0	0	0.0
Construction Equipment	3	2	0	5	0.6
Fire Engine	0	0	0	0	0.0
Snowmobile	7	2	0	9	1.0
Streetcar	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unknown	79	0	0	79	9.1
Total	768	100	3	871	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	629	89	0	718	82.4
Defective Brakes	1	0	0	1	0.1
Defective Steering	1	0	0	1	0.1
Defective Lighting	0	0	0	0	0.0
Tire Blown Out	3	0	0	3	0.3
Unsecured Load, Spilled Load	0	0	0	0	0.0
Oversized Load, Overload	1	0	0	1	0.1
Visibility Obstructed	3	1	0	4	0.5
Other Defective Vehicular Parts	5	0	0	5	0.6
Other Vehicular Factor	0	0	0	0	0.0
Unknown	125	10	3	138	15.8
Total	768	100	3	871	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	197	52	2	251	28.8
Turning Left	44	11	1	56	6.4
Turning Right	26	3	0	29	3.3
Making U-Turn	4	1	0	5	0.6
Changing Lanes	5	0	0	5	0.6
Merging	0	0	0	0	0.0
Reversing	129	8	0	137	15.7
Overtaking	2	2	0	4	0.5
Negotiating Curve	24	7	0	31	3.6
Slowing or Stopped in Traffic	61	14	0	75	8.6
Starting in Traffic	0	0	0	0	0.0
Leaving Roadside	2	0	0	2	0.2
Stopped/Parked Legally	191	1	0	192	22.0
Stopped/Parked Illegally	4	0	0	4	0.5
Swerving to Avoid Collision	2	1	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	77	0	0	77	8.8
Total	768	100	3	871	100.0

Number of Vehicles in Collisions by Vehicle Year and Severity

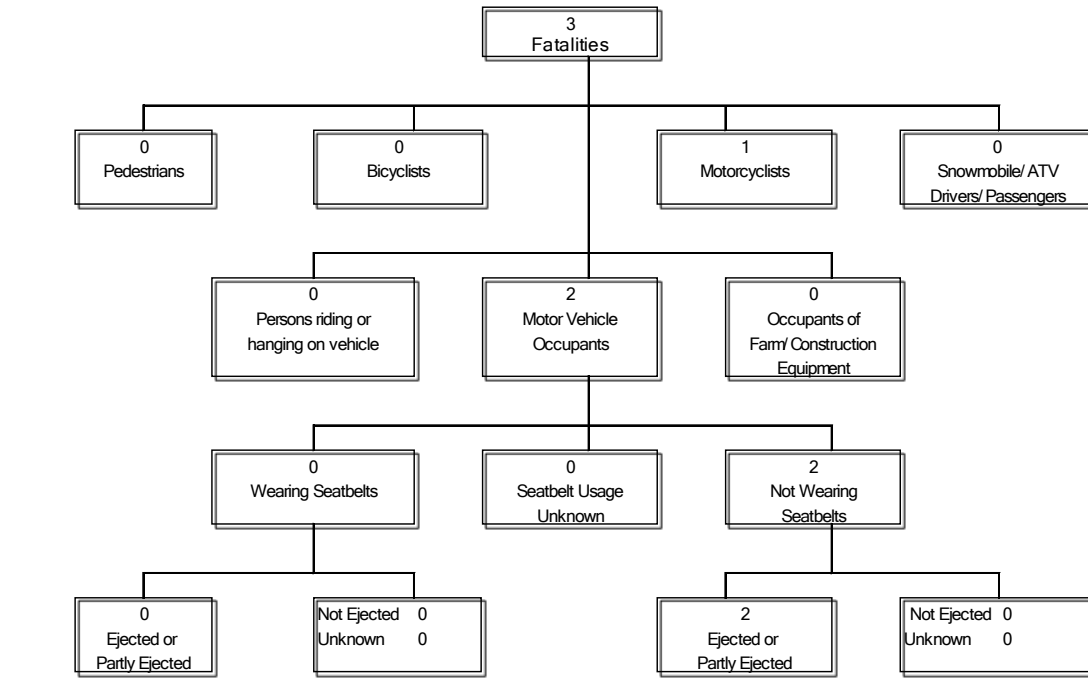
Figure 6.4

Model Year	Property Damage	Personal Injury	Fatal	Total	%
2016	3	0	0	3	0.3
2015	44	6	0	50	5.7
2014	78	12	0	90	10.3
2013	89	7	0	96	11.0
2012	50	6	0	56	6.4
2011	41	5	0	46	5.3
2010	55	8	2	65	7.5
2009	48	10	0	58	6.7
2008	43	5	0	48	5.5
2007	31	2	0	33	3.8
2006	31	3	1	35	4.0
2005	29	3	0	32	3.7
2004 & Older	129	25	0	154	17.7
Unspecified	97	8	0	105	12.1
Total	768	100	3	871	100.0

Victims and Occupant Restraints – Section 7

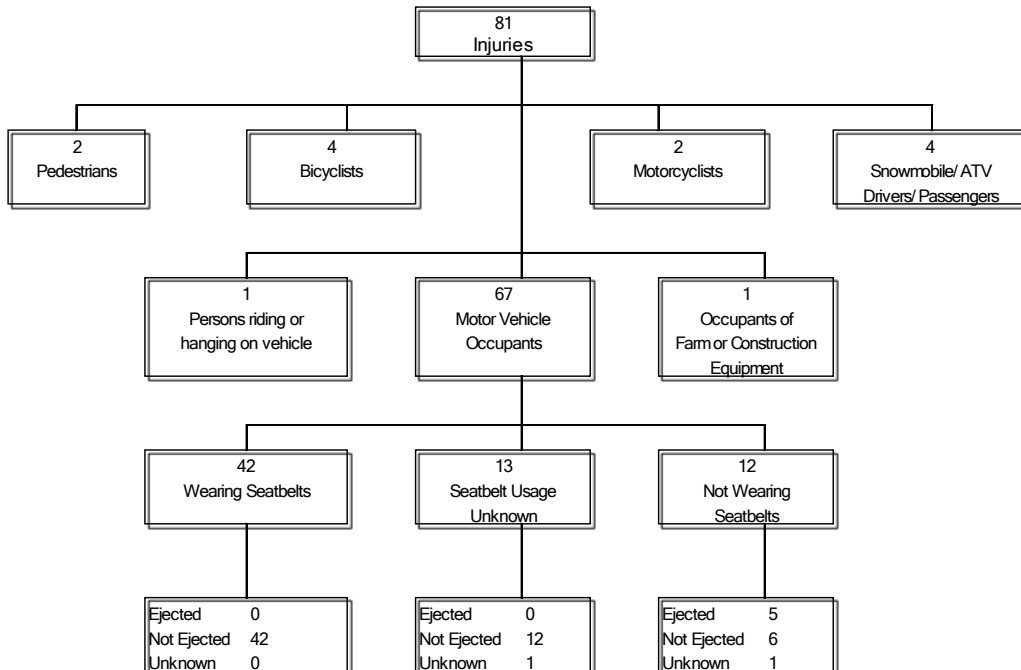
Fatalities Classification
(January 1 to December 31, 2015)

Figure 7.1



Injuries Classification
(January 1 to December 31, 2015)

Figure 7.2



Victims and Occupant Restraints – Section 7

Persons Injured by Road User Class and Age Group

Figure 7.3

Road User Class	0	5	15	20	25	35	45	55	65	Not	Total	%
	to 4	to 14	to 19	to 24	to 34	to 44	to 54	to 64	& older	Stated		
Motor Vehicle Driver	0	0	5	7	9	8	9	7	2	1	48	59.3
Motor Vehicle Passenger	2	2	2	3	5	1	1	1	2	1	20	24.7
Pedestrian	0	1	0	0	0	1	0	0	0	0	2	2.5
Bicyclist	0	2	0	0	1	0	1	0	0	0	4	4.9
Motorcyclist (includes passengers)	0	0	0	1	0	0	0	0	1	0	2	2.5
ATV Operators & Passengers	0	1	1	0	0	0	0	0	0	0	2	2.5
Snowmobile Operators & Passengers	0	0	1	0	0	0	1	0	0	0	2	2.5
Farm/ Construction Equipment	0	0	0	0	0	0	1	0	0	0	1	1.2
Other	0	0	0	0	0	0	0	0	0	0	0	0.0
Unspecified	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	2	6	9	11	15	10	13	8	5	2	81	100.0

Persons Killed by Road User Class and Age Group

Figure 7.4

Road User Class	0	5	15	20	25	35	45	55	65	Not	Total	%
	to 4	to 14	to 19	to 24	to 34	to 44	to 54	to 64	& older	Stated		
Motor Vehicle Driver	0	0	0	0	0	0	0	0	0	0	0	0.0
Motor Vehicle Passenger	0	0	0	0	2	0	0	0	0	0	2	66.7
Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0.0
Bicyclist	0	0	0	0	0	0	0	0	0	0	0	0.0
Motorcyclist (includes passengers)	0	0	0	0	0	0	0	0	1	0	1	33.3
ATV Operators & Passengers	0	0	0	0	0	0	0	0	0	0	0	0.0
Snowmobile Operators & Passengers	0	0	0	0	0	0	0	0	0	0	0	0.0
Farm/ Construction Equipment	0	0	0	0	0	0	0	0	0	0	0	0.0
Other	0	0	0	0	0	0	0	0	0	0	0	0.0
Unspecified	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	0	0	0	0	2	0	0	0	1	0	3	100.0

Persons Injured or Killed by Road User Class and Gender

Figure 7.5

Road User Class	Persons Injured				Persons Killed			
	Male	Female	Unknown	Total	Male	Female	Unknown	Total
Motor Vehicle Driver	17	31	0	48	0	0	0	0
Motor Vehicle Passenger	6	14	0	20	1	1	0	2
Pedestrian	2	0	0	2	0	0	0	0
Bicyclist	3	1	0	4	0	0	0	0
Motorcyclist (includes passengers)	2	0	0	2	1	0	0	1
ATV Operators & Passengers	1	1	0	2	0	0	0	0
Snowmobile Operators & Passengers	2	0	0	2	0	0	0	0
Farm/ Construction Equipment	1	0	0	1	0	0	0	0
Other	0	0	0	0	0	0	0	0
Unspecified	0	0	0	0	0	0	0	0
Total	34	47	0	81	2	1	0	3

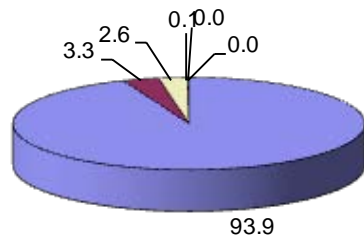
Motor Vehicle* Occupants by Injury Severity and Restraint Use

Figure 7.6

Injury Severity	Lap & Torso Restraint		Child Restraint Device	Restraint Use Unknown	Total	%
	Not Restrained	Lap Belt Only				
Not Injured	17	1	625	20	202	86.5
Minimal Injuries	4	0	22	1	3	3.2
Minor Injuries	5	0	18	0	8	3.3
Major (Hospital Admission)	4	0	1	0	2	0.7
Fatal	2	0	0	0	0	0.2
Injured - Extent Unknown	0	0	0	0	0	0.0
Total	32	1	666	21	215	100.0

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

Restraints Used

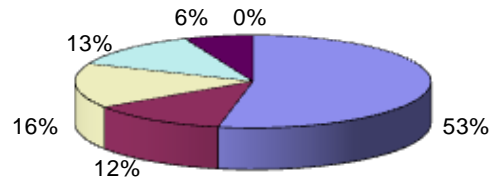


1 2 3 4 5 6

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

Restraints Not Used

Figure 7.7



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

Injury Classification

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

Victims and Occupant Restraints – Section 7

Motor Vehicle* Occupants by Injury Severity & Age Group

Figure 7.8

Restraints Used

Injury Severity	0	5	15	20	25	35	45	55	65	Not	Total
	to 4	to 14	to 19	to 24	to 34	to 44	to 54	to 64 & older	Stated		
Not Injured	20	21	47	98	119	92	96	85	45	23	646
Minimal Injuries	2	2	2	1	2	3	5	3	3	0	23
Minor Injuries	0	0	1	3	3	3	2	4	0	2	18
Major (Hospital Admission)	0	0	0	0	0	0	1	0	0	0	1
Fatal	0	0	0	0	0	0	0	0	0	0	0
Injured - Extent Unknown	0	0	0	0	0	0	0	0	0	0	0
Total	22	23	50	102	124	98	104	92	48	25	688

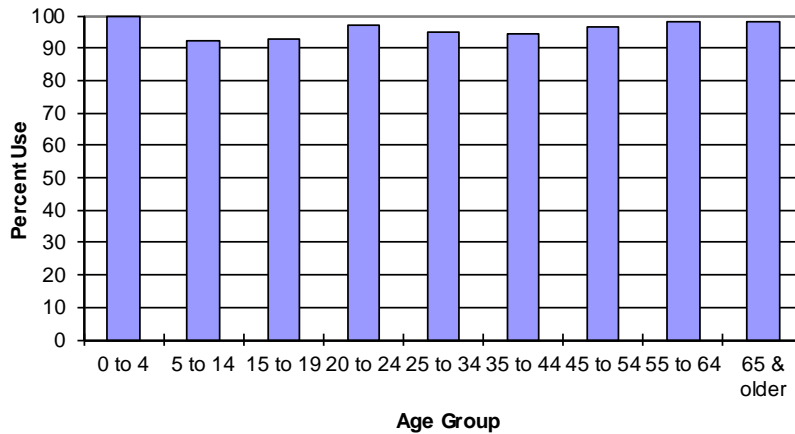
Restraints Not Used

Injury Severity	0	5	15	20	25	35	45	55	65	Not	Total
	to 4	to 14	to 19	to 24	to 34	to 44	to 54	to 64 & older	Stated		
Not Injured	0	2	1	1	0	4	4	1	1	3	17
Minimal Injuries	0	0	1	0	1	1	0	1	0	0	4
Minor Injuries	0	0	1	1	3	0	0	0	0	0	5
Major (Hospital Admission)	0	0	1	1	1	1	0	0	0	0	4
Fatal	0	0	0	0	2	0	0	0	0	0	2
Injured - Extent Unknown	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	4	3	7	6	4	2	1	3	32

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

Victim Restraint Use Rate by Victim Age

Figure 7.9



Pedestrians Injured or Killed by Age Group

Figure 8.1

	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Injured	0	1	0	0	0	1	0	0	0	0	2	100.0
Killed	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	0	1	0	0	0	1	0	0	0	0	2	100.0
%	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	100.0	

Pedestrians Injured or Killed by Pedestrian Action and Age Group

Figure 8.2

Pedestrian Action	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Crossing Intersection With Traffic Control, With Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0.0
Crossing Intersection With Traffic Control, Without Right-of-Way	0	1	0	0	0	0	0	0	0	0	1	50.0
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	0	0	0	0	0.0
Walking Along Roadway With Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
On Sidewalk, Median, Safety Zone	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking on Travelled Part of Roadway Against Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking on Travelled Part of Roadway With Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Coming from Behind Parked Vehicle/Object on Roadside	0	0	0	0	0	0	0	0	0	0	0	0.0
Coming from Behind Moving Vehicle	0	0	0	0	0	0	0	0	0	0	0	0.0
Running into Roadway	0	0	0	0	0	1	0	0	0	0	1	50.0
Getting On/Off School Bus	0	0	0	0	0	0	0	0	0	0	0	0.0
Getting On/Off Other Vehicles	0	0	0	0	0	0	0	0	0	0	0	0.0
Pushing Vehicle on Road	0	0	0	0	0	0	0	0	0	0	0	0.0
Working on Vehicle on Side of Road	0	0	0	0	0	0	0	0	0	0	0	0.0
Playing on Roadway	0	0	0	0	0	0	0	0	0	0	0	0.0
Working on Roadway	0	0	0	0	0	0	0	0	0	0	0	0.0
Lying on Road	0	0	0	0	0	0	0	0	0	0	0	0.0
Other	0	0	0	0	0	0	0	0	0	0	0	0.0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	0	1	0	0	0	1	0	0	0	0	2	100.0

Pedestrians Injured or Killed By Place of Occurrence and Injury Severity

Figure 8.3

Place of Occurrence	Killed	Injured	Total	%
Urban	0	1	1	50.0
Rural	0	1	1	50.0
Unspecified	0	0	0	0.0
Total	0	2	2	100.0

Pedestrians Injured or Killed by Collision Site

Figure 8.4

Collision Site	Killed	Injured	Total	%
Non-Intersection	0	1	1	50.0
At Intersection of At Least Two Roadways	0	1	1	50.0
Intersection With Parking Lot/Driveway/Alley	0	0	0	0.0
Railroad Level Crossing	0	0	0	0.0
Bridge/Overpass/Viaduct	0	0	0	0.0
Tunnel or Underpass	0	0	0	0.0
Passing Lane/Climbing Lane	0	0	0	0.0
Other	0	0	0	0.0
Unspecified	0	0	0	0.0
Total	0	2	2	100.0

Pedestrians Injured or Killed by Pedestrian Condition

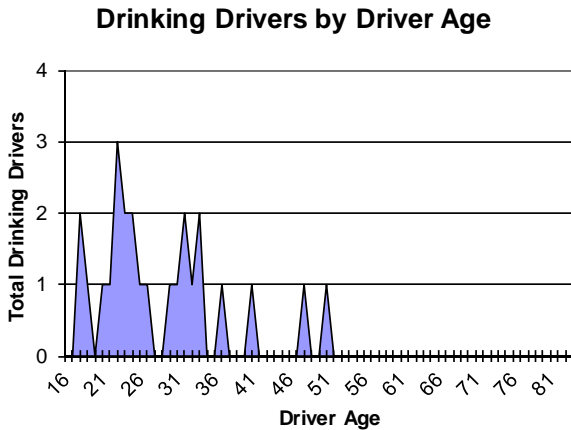
Figure 8.5

Pedestrian Condition	Killed	Injured	Total	%
Apparently Normal	0	1	1	50.0
Had Been Drinking	0	0	0	0.0
Impaired by Alcohol	0	0	0	0.0
Unknown	0	1	1	50.0
Total	0	2	2	100.0

Drinking Drivers in Collisions by Driver Age and Gender

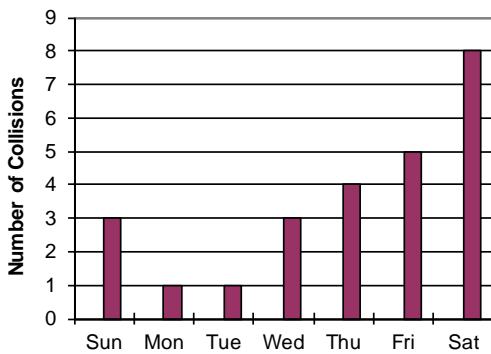
Figure 9.1

Driver Age	Male	Female	Not Drinking 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	0	1	0	1
20	0	0	0	0
21 to 24	5	2	0	7
25 to 34	9	2	0	11
35 to 44	2	0	0	2
45 to 54	2	0	0	2
55 to 64	0	0	0	0
65 & Older	0	0	0	0
Not Stated	0	0	0	0
Total	20	5	0	25



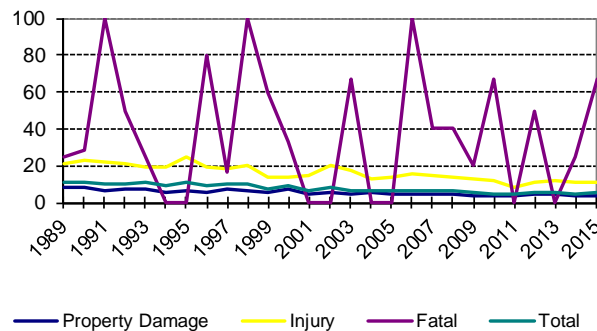
Collisions Involving Alcohol by Day of Week

Figure 9.2



Percentage of Collisions Involving Alcohol by Year and Severity

Figure 9.3



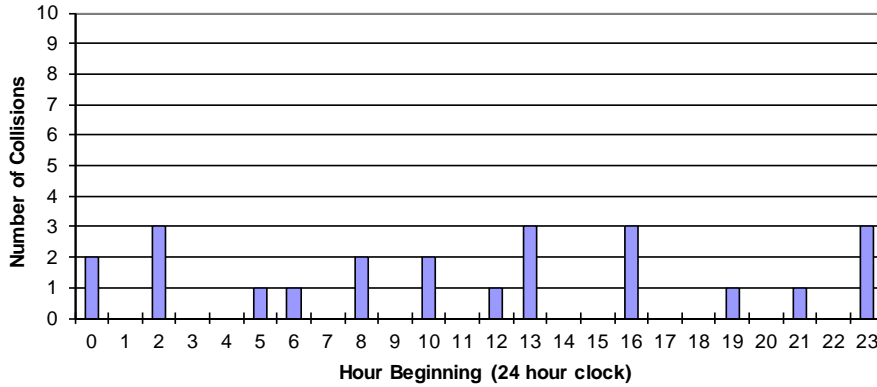
Number of Collisions and Victims Involving Alcohol

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	
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	18.3
2015	16	7	2	25	5.2	12	2	14	16.7
Average	23	12	1	37	5.6	19	1	20	15.2

Number of Alcohol Related Collisions by Time of Day

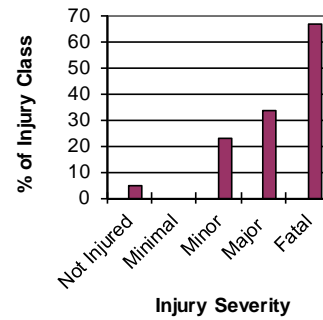
Figure 9.5



Injury Severity by Alcohol Involvement

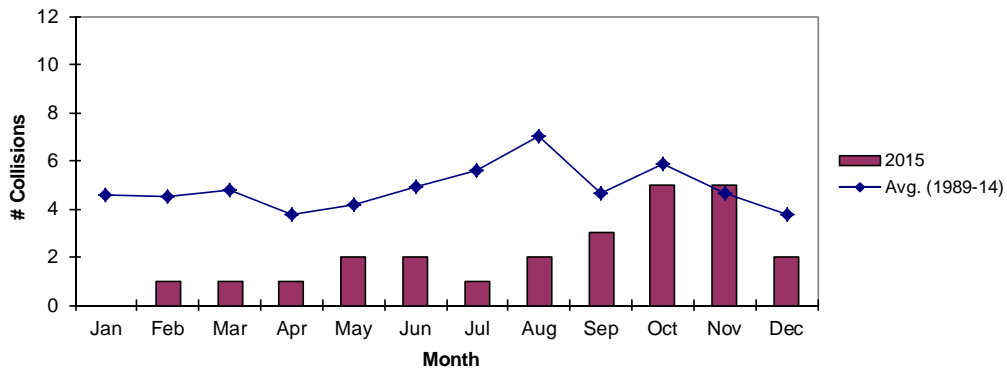
Figure 9.6

Injury Severity	Alcohol Involvement		Totals	% with Alcohol
	Yes	No		
Not Injured	39	841	880	4.4
Minimal Injuries	0	35	35	0.0
Minor	8	27	35	22.9
Major	3	6	9	33.3
Fatal	2	1	3	66.7
Injured - Extent Unknown	1	1	2	50.0
Total	53	911	964	5.5



Alcohol-Involved Collisions by Month

Figure 9.7



Off-Road Vehicle Collisions by Month and Severity

Figure 10.1

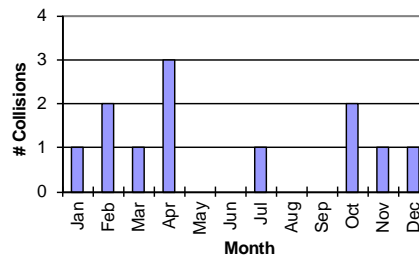
Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	0	1	0	1	1	0
February	2	0	0	2	0	0
March	1	0	0	1	0	0
April	2	1	0	3	1	0
May	0	0	0	0	0	0
June	0	0	0	0	0	0
July	0	1	0	1	1	0
August	0	0	0	0	0	0
September	0	0	0	0	0	0
October	1	1	0	2	1	0
November	1	0	0	1	0	0
December	1	0	0	1	0	0
Total	8	4	0	12	4	0

Off-Road Vehicle Collisions by Vehicle Type

Figure 10.2

	Snowmobile	ATV	Total
Total Victims	2	2	4
Killed	0	0	0
Injured	2	2	4
Total Vehicles Involved	9	3	12
Fatal	0	0	0
Injury	2	2	4
Property Damage	7	1	8

Off-Road Vehicle Collisions by Month



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

Figure 10.3

Age Group	Snowmobile			ATV			Total	%
	Male	Female	Unknown	Male	Female	Unknown		
0 to 4	0	0	0	0	0	0	0	0.0
5 to 14	1	0	0	1	0	0	2	18.2
15 to 19	1	0	0	1	0	0	2	18.2
20 to 24	1	0	0	1	0	0	2	18.2
25 to 34	2	1	0	0	0	0	3	27.3
35 to 44	1	0	0	0	0	0	1	9.1
45 to 54	1	0	0	0	0	0	1	9.1
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	7	1	0	3	0	0	11	100.0

Off-Road Vehicle Collisions by Severity and Driver Condition

Figure 10.4

Driver Condition	Property Damage	Personal Injury	Fatal	Total	%
Apparently Normal	3	2	0	5	45.5
Fatigue/Fell Asleep	0	0	0	0	0.0
Inexperience	0	1	0	1	9.1
Under Influence - Alcohol	2	1	0	3	27.3
Under Influence - Drugs	0	0	0	0	0.0
Sudden Illness, Lost Consciousness	0	0	0	0	0.0
Other Condition	0	0	0	0	0.0
Unknown	2	0	0	2	18.2
Total	7	4	0	11	100.0

Off-Road Vehicle Collisions by Severity and Driver Action

Figure 10.5

Driver Action	Property Damage	Personal Injury	Fatal	Total	%
Driving Properly	1	0	0	1	9.1
Following Too Closely	0	0	0	0	0.0
Distracted, Inattentive	0	0	0	0	0.0
Driving Too Fast for Conditions	1	1	0	2	18.2
Improper Turning or Passing	0	0	0	0	0.0
Failed to Yield Right-of-Way	2	1	0	3	27.3
Disobeyed Traffic Control or Officer	0	1	0	1	9.1
Driving on Wrong Side of Road	2	0	0	2	18.2
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	0	0	0	0	0.0
Lost Control	1	1	0	2	18.2
Other	0	0	0	0	0.0
Unknown	0	0	0	0	0.0
Total	7	4	0	11	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	4	4	1	9	75.0
Minimal Injuries	1	0	0	1	8.3
Minor Injuries	0	1	0	1	8.3
Major (Hospital Admission)	0	0	0	0	0.0
Fatal	0	0	0	0	0.0
Injured - Extent Unknown	0	1	0	1	8.3
Total	5	6	1	12	100.0

Collisions by Region, RCMP Detachment and Severity

Figure 11.1

A - Inuvik Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Aklavik	4	0	0	4	0	0
Deline	0	0	0	0	0	0
Fort Good Hope	2	1	0	3	2	0
Fort McPherson	2	1	0	3	1	0
Holman	0	1	0	1	1	0
Inuvik	35	6	0	41	6	0
Norman Wells	2	0	0	2	0	0
Sachs Harbour	0	0	0	0	0	0
Tuktoyaktuk	2	1	0	3	1	0
Tulita	4	1	0	5	1	0
Sub Total						
Inuvik Region	51	11	0	62	12	0

B - Fort Simpson Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Fort Liard	5	1	0	6	2	0
Fort Simpson	18	1	1	20	1	1
Sub Total						
Fort Simpson Region	23	2	1	26	3	1

C - South Slave Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Hay River	49	8	0	57	12	0
Fort Providence	6	2	1	9	4	1
Fort Resolution	8	0	0	8	0	0
Fort Smith	19	5	0	24	5	0
Lutsel K'e	0	0	0	0	0	0
Sub Total						
South Slave Region	82	15	1	98	21	1

D - North Slave Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Rae/Wha Ti	14	5	1	20	7	1
Yellowknife	246	30	0	276	38	0
Sub Total						
North Slave Region	260	35	1	296	45	1

Total - All Regions	416	63	3	482	81	3
----------------------------	------------	-----------	----------	------------	-----------	----------

Collision Rates by Region and RCMP Detachment

Figure 11.2

A - Inuvik Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2015 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Aklavik	4	228	153	668	1.75	2.61	0.60
Deline	0	189	133	521	0.00	0.00	0.00
Fort Good Hope	3	219	183	738	1.37	1.64	0.41
Fort McPherson	3	351	400	933	0.85	0.75	0.32
Ulukhaktok	1	52	70	415	1.92	1.43	0.24
Inuvik	41	1,797	2,044	3,265	2.28	2.01	1.26
Norman Wells	2	502	951	770	0.40	0.21	0.26
Sachs Harbour	0	41	41	132	0.00	0.00	0.00
Tuktoyaktuk	3	351	293	1,286	0.85	1.02	0.23
Tulita	5	207	183	516	2.42	2.73	0.97
Sub Total Inuvik Region	62	3,937	4,451	9,244	1.57	1.39	0.67

B - Fort Simpson Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2015 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Fort Liard	6	227	276	584	2.64	2.17	1.03
Fort Simpson	20	910	1,172	1,640	2.20	1.71	1.22
Sub Total Fort Simpson Region	26	1,137	1,448	2,224	2.29	1.80	1.17

C - South Slave Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2015 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Hay River	57	2,881	7,083	4,165	1.98	0.80	1.37
Fort Providence	9	297	410	791	3.03	2.20	1.14
Fort Resolution	8	285	393	514	2.81	2.04	1.56
Fort Smith	24	1,687	2,363	2,499	1.42	1.02	0.96
Lutsel Ke	0	94	69	313	0.00	0.00	0.00
Sub Total South Slave Region	98	5,244	10,318	8,282	1.87	0.95	1.18

D - North Slave Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2015 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Behchoko/Whati	20	1,085	1,224	3,023	1.84	1.63	0.66
Yellowknife	276	14,691	20,952	21,183	1.88	1.32	1.30
Sub Total North Slave Region	296	15,776	22,176	24,206	1.88	1.33	1.22

Total - All Regions	482	26,094	38,393	44,088	1.85	1.26	1.09
----------------------------	------------	---------------	---------------	---------------	-------------	-------------	-------------

[1] Number of registered vehicles and licensed drivers are as of December 31, 2015.

[2] 2015 population from NWT Bureau of Statistics July 1 estimate published in 'Quarterly Report', March 2016.

Geographic Distribution – Section 11

Collisions on the NWT Highway System

Figure 11.3

Highway #1 (Mackenzie)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	20.0	11 Aug 2015	Injury	Ran Off Road - Right	2	0
	40.0	21 Mar 2015	Property Damage	Passing - Left Turn	0	0
	59.0	22 Oct 2015	Property Damage	Single Vehicle Rollover	0	0
	84.8	9 Aug 2015	Injury	Single Vehicle Rollover	4	0
	145.0	18 May 2015	Property Damage	Single Vehicle Rollover	0	0
	168.0	28 Jun 2015	Property Damage	Single Vehicle Rollover	0	0
	218.0	16 May 2015	Injury	Ran Off Road - Right	1	0
	228.9	4 Jul 2015	Property Damage	Collision with Other Animal	0	0
	246.0	19 Dec 2015	Property Damage	Single Vehicle Rollover	0	0
	379.0	26 Sep 2015	Property Damage	Single Vehicle Rollover	0	0
	396.0	15 Feb 2015	Property Damage	Ran Off Road - Right	0	0
	432.0	16 Sep 2015	Injury	Sideswipe - Same Direction	1	0
	463.0	11 Sep 2015	Property Damage	Ran Off Road - Left	0	0
	473.0	27 Nov 2015	Property Damage	Ran Off Road - Left	0	0
	511.0	15 Aug 2015	Property Damage	Ran Off Road - Right	0	0

Summary Highway #1	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	11	4	0	15	8	0

Highway #2 (Hay River)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	37.0	4 Dec 2015	Property Damage	Ran Off Road - Right	0	0
	38.0	31 Jan 2015	Property Damage	Left Turn Across Path	0	0
	39.7	3 Oct 2015	Property Damage	Head-on	0	0
	43.8	6 Jun 2015	Injury	Single Vehicle Rollover	1	0
	46.0	28 Aug 2015	Injury	Single Vehicle Rollover	1	0

Summary Highway #2	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	3	2	0	5	2	0

Highway #3 (Yellowknife)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	32.0	9 Dec 2015	Property Damage	Collision with Bison	0	0
	68.0	9 Feb 2015	Property Damage	Single Vehicle Rollover	0	0
	110.0	8 Aug 2015	Injury	Collision with Bison	1	0
	114.0	16 Oct 2015	Fatal	Single Vehicle Rollover	2	1
	143.0	12 Mar 2015	Property Damage	Collision with Bison	0	0
	180.0	24 Oct 2015	Property Damage	Single Vehicle Rollover	0	0
	188.0	11 Aug 2015	Property Damage	Collision with Bison	0	0
	232.0	18 Oct 2015	Property Damage	Ran Off Road - Left	0	0
	254.0	13 Nov 2015	Property Damage	Collision with Bison	0	0
	255.0	20 Jan 2015	Property Damage	Ran Off Road - Right	0	0
	285.0	28 Nov 2015	Property Damage	Ran Off Road - Right	0	0
	324.0	8 Nov 2015	Property Damage	Ran Off Road - Right	0	0
	331.0	15 Jul 2015	Property Damage	Sideswipe - Same Direction	0	0

Summary Highway #3	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	11	1	1	13	3	1

Geographic Distribution – Section 11

Highway #4 (Ingraham Trail)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	0.4	23 May 2015	Property Damage	Single Vehicle Rollover	0	0
	6.5	2 Apr 2015	Property Damage	Ran Off Road - Right	0	0
	10.5	17 May 2015	Property Damage	Collision with Parked Vehicle	0	0
	13.0	20 Jun 2015	Property Damage	Ran Off Road - Left	0	0
	16.0	13 Jul 2015	Property Damage	Ran Off Road - Right	0	0
	16.5	28 Dec 2015	Property Damage	Ran Off Road - Left	0	0
	28.2	14 Aug 2015	Injury	Rear End	1	0
	29.0	17 Jul 2015	Property Damage	Single Vehicle Rollover	0	0
	32.3	14 Aug 2015	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
	8	1	0	9	1	0

Highway #5 (Fort Smith Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	129.4	25 Sep 2015	Injury	Single Vehicle Rollover	1	0
	133.0	31 Dec 2015	Property Damage	Collision with Other Animal	0	0
	166.0	24 Dec 2015	Property Damage	Collision with Bison	0	0
	178.4	25 Dec 2015	Property Damage	Collision with Bison	0	0
	222.0	15 Aug 2015	Property Damage	Collision with Bison	0	0

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

Highway #6 (Fort Resolution Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	15.0	6 May 2015	Injury	Single Vehicle Rollover	1	0
	85.0	19 Jul 2015	Property Damage	Ran Off Road - Right	0	0

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

Geographic Distribution – Section 11

Highway #7 (Liard Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	15.0	15 Sep 2015	Property Damage	Ran Off Road - Right	0	0
	30.0	19 Sep 2015	Property Damage	Collision with Bison	0	0
	184.0	4 Aug 2015	Injury	Single Vehicle Rollover	2	0
	244.0	7 Jun 2015	Property Damage	Single Vehicle Rollover	0	0

Summary Highway #7	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	3	1	0	4	2	0

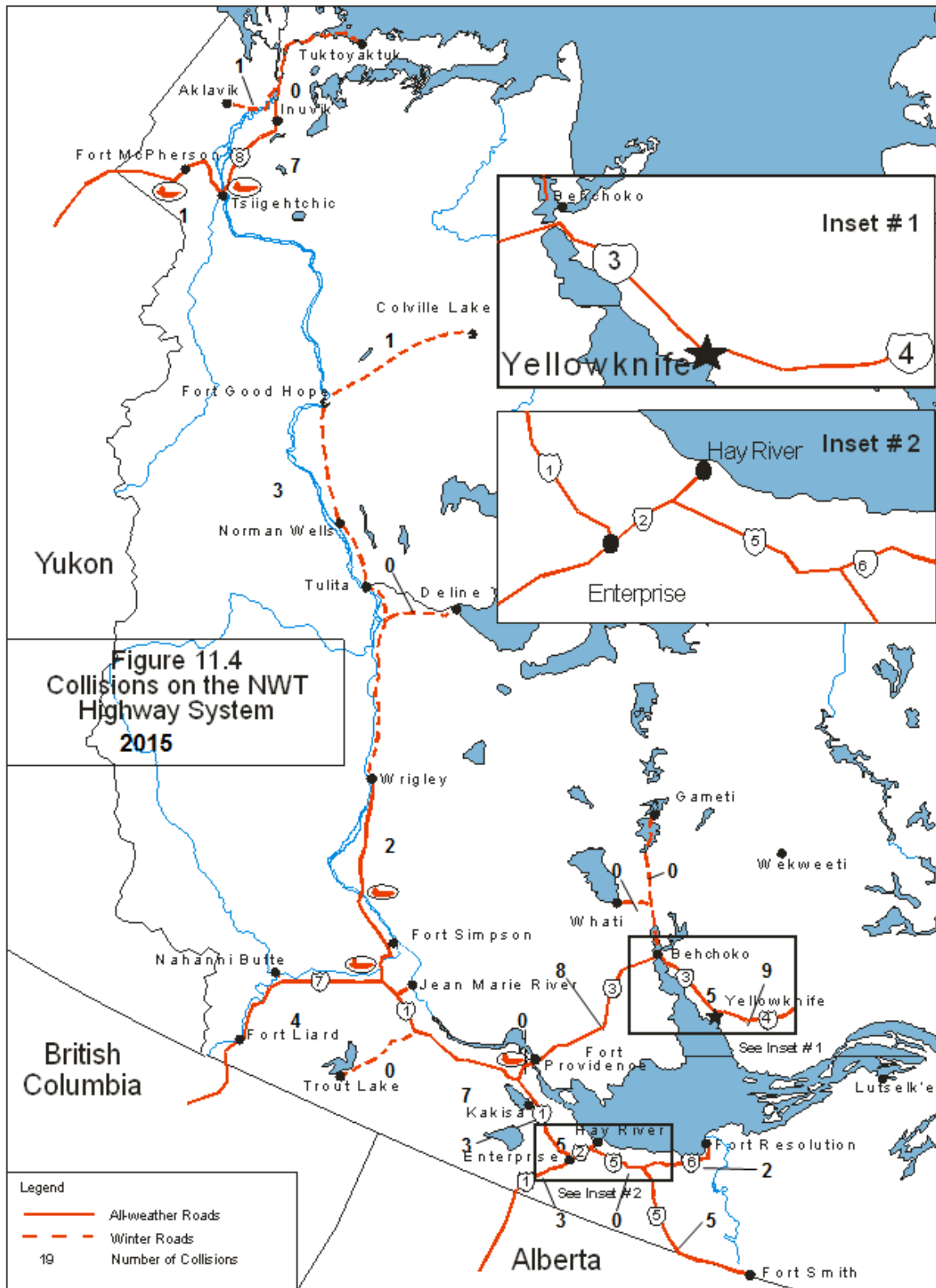
Highway #8 (Dempster Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	2.0	23 Aug 2015	Property Damage	Single Vehicle Rollover	0	0
	151.3	UU Jul 2015	Injury	Ran Off Road - Right	1	0
	197.5	21 Aug 2015	Property Damage	Single Vehicle Rollover	0	0
	199.0	27 Oct 2015	Property Damage	Collision with Parked Vehicle	0	0
	209.0	19 Aug 2015	Injury	Single Vehicle Rollover	1	0
	229.3	31 Mar 2015	Property Damage	Single Vehicle Rollover	0	0
	259.0	27 Sep 2015	Property Damage	Collision with Other Animal	0	0
	267.3	7 May 2015	Injury	Single Vehicle Rollover	1	0

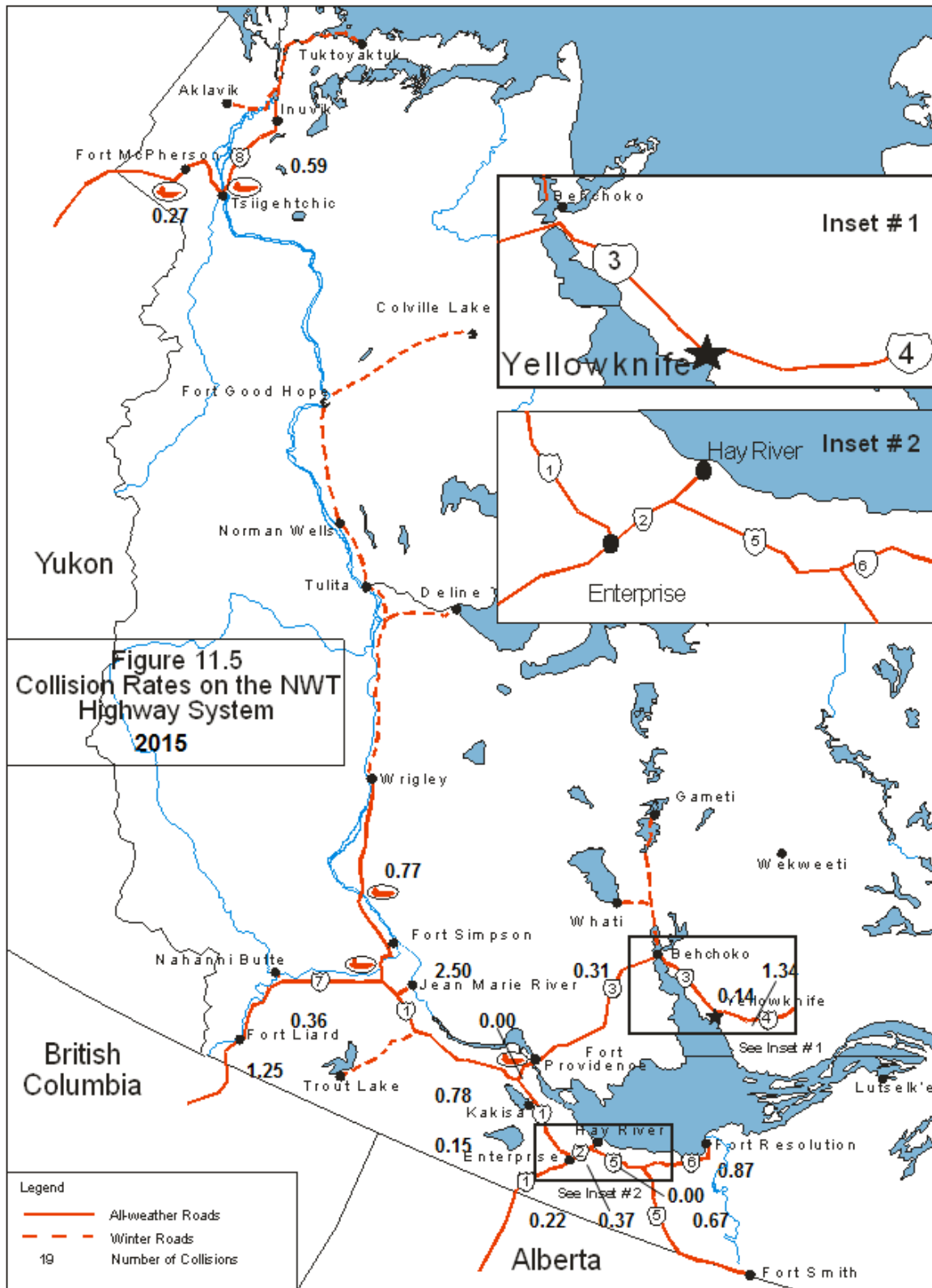
Summary Highway #8	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	5	3	0	8	3	0

Access and Winter Roads	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
Cassidy Point Access Road	11 Oct 2015	Injury	Head-on	2	0
Fort Simpson Access Road	22 May 2015	Fatal	Ran Off Road - Right	0	1
Hay River Reserve Access Road	5 Aug 2015	Injury	Single Vehicle Rollover	1	0
Jean Marie River Access Road	8 May 2015	Property Damage	Collision with Other Animal	0	0
Prelude West Access Road	27 Jun 2015	Property Damage	Collision with Parked Vehicle	0	0
Rae Access Road	30 Sep 2015	Fatal	Single Vehicle Rollover	1	1
Vee Lake Access Road	1 Mar 2015	Property Damage	Collision with Fixed Object	0	0
Vee Lake Access Road	6 Jun 2015	Injury	Ran Off Road - Left	1	0
Aklavik Winter Access Road	14 Feb 2015	Property Damage	Single Vehicle Rollover	0	0
Colville Lake Winter Access Road	18 Feb 2015	Property Damage	Sideswipe - Opposite Direction	0	0
Mackenzie Highway Winter Road	19 Jan 2015	Property Damage	Rear End	0	0
Mackenzie Highway Winter Road	27 Feb 2015	Property Damage	Ran Off Road - Left	0	0
Mackenzie Highway Winter Road	20 Mar 2015	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
	8	3	2	13	5	2

Summary All NWT Highways	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	54	17	3	74	26	3





Casualty Rates by Canadian Jurisdiction - 2014 [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	8.5	664.7	8.8	681	12.6	979.8
Newfoundland & Labrador	7.2	516.6	9.7	699	10.8	779.2
Prince Edward Island	20.3	681.1	22.6	760	28.8	964.6
Nova Scotia	9.6	546.2	9.4	533	13.7	776.5
New Brunswick	9.4	562.4	9.6	573	13.4	800.0
Quebec	8.6	740.9	9.0	778	13.7	1,182.9
Ontario	6.5	588.7	6.6	600	9.3	842.9
Manitoba	8.5	796.3	9.5	891	14.3	1,343.0
Saskatchewan	12.7	745.2	11.0	647	18.8	1,107.4
Alberta	12.1	757.3	9.9	622	16.2	1,015.1
British Columbia	10.2	694.3	12.4	842	15.0	1,019.2
Yukon	16.0	679.3	9.4	397	21.4	907.0
Northwest Territories	9.2	204.0	10.3	229	16.0	356.8
Nunavut	3.4	222.6	33.7	2,222	N/A	N/A

[1] Canadian Motor Vehicle Traffic Collision Statistics: 2014. Published by Transport Canada.

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

Appendix A2 – Collision Report Form Side II

16. ROADWAY CONFIGURATION 1. Non-Intersection <input type="checkbox"/> 2. Intersection <input type="checkbox"/> 3. Intersection With Parking Lot/Driveway/Way <input type="checkbox"/> 4. Railroad Level Crossing <input type="checkbox"/> 5. Bridge, Overpass, Viaduct <input type="checkbox"/> 6. Tunnel Or Underpass <input type="checkbox"/> 7. Other <input type="checkbox"/>	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. 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 1. No Artificial Light <input type="checkbox"/> 2. Artificial Light - On <input type="checkbox"/> 3. Artificial Light - Off <input type="checkbox"/> 4. Unknown <input type="checkbox"/>	28. ROAD CLASSIFICATION I 1. Urban <input type="checkbox"/> 2. Rural <input type="checkbox"/> 3. Other <input type="checkbox"/>	29. ROAD CLASSIFICATION II 1. Arterial <input type="checkbox"/> 2. Collector <input type="checkbox"/> 3. Local <input type="checkbox"/> 4. Other (Parking Lot) <input type="checkbox"/> 5. Unknown <input type="checkbox"/>	30. ROAD CLASSIFICATION III 1. One-Way, 2-Lane <input type="checkbox"/> 2. One-Way, Multi-Lane <input type="checkbox"/> 3. Undivided, 2-Way, 2-Lane <input type="checkbox"/> 4. Undivided, 2-Way, Multi-Lane <input type="checkbox"/> 5. Divided, With Barrier <input type="checkbox"/> 6. Divided, With Median <input type="checkbox"/> 7. Divided, Type Unspecified <input type="checkbox"/> 8. Other (Parking Lot) <input type="checkbox"/> 9. Unknown <input type="checkbox"/>	31. ROAD MATERIAL 1. Asphalt <input type="checkbox"/> 2. Concrete <input type="checkbox"/> 3. Gravel <input type="checkbox"/> 4. Earth, Dirt <input type="checkbox"/> 5. Chip-Seal <input type="checkbox"/> 6. Brick/Cobblestone <input type="checkbox"/> 7. Wood <input type="checkbox"/> 8. Steel Deck <input type="checkbox"/> 9. Ice Road <input type="checkbox"/> 10. Other <input type="checkbox"/> 11. Unknown <input type="checkbox"/>	17. WEATHER CONDITION 1. Clear and/or Sunny <input type="checkbox"/> 2. Overcast, Cloudy, No Precipitation <input type="checkbox"/> 3. Raining <input type="checkbox"/> 4. Snowing, Not Including Drifting Snow <input type="checkbox"/> 5. Freezing Rain, Sleet, Hail <input type="checkbox"/> 6. Visibility Limitation (Eg, Fog, Smoke, Dust, Mist) <input type="checkbox"/> 7. Strong Wind <input type="checkbox"/> 8. Other <input type="checkbox"/>	32. TRAFFIC SIGNALS 1. Good <input type="checkbox"/> 2. Poor <input type="checkbox"/> 3. Malfunctioning <input type="checkbox"/> 4. Unknown <input type="checkbox"/>	33. 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"/> 14. No Special Use <input type="checkbox"/> 15. Other <input type="checkbox"/>	34. EMERGENCY USE 1. Yes <input type="checkbox"/> 2. No <input type="checkbox"/> 3. Not an Emergency Vehicle <input type="checkbox"/>	35. TRAILER TYPE 1. Recreational Trailer <input type="checkbox"/> 2. Light Utility Trailer (Boat) <input type="checkbox"/> 3. Commercial Full Trailer <input type="checkbox"/> 4. One Semi-Trailer <input type="checkbox"/> 5. Two Semi-Trailers, A-Train <input type="checkbox"/> 6. Two Semi-Trailers, B-Train <input type="checkbox"/> 7. Two Semi-Trailers, C-Train <input type="checkbox"/> 8. School Bus Stopped/Lights Flashing <input type="checkbox"/> 9. School Bus Stopped/Lights Not Flashing <input type="checkbox"/> 10. Rail Crossing With Signals and/or Gates <input type="checkbox"/> 11. Rail Xing, Signs Only <input type="checkbox"/> 12. Unspec. Control Device <input type="checkbox"/> 13. No Control Present <input type="checkbox"/> 14. Other <input type="checkbox"/>	36. VEHICLE SPEED 1. Stopped in Traffic <input type="checkbox"/> 2. Parked <input type="checkbox"/> 3. Other <input type="checkbox"/>	37. 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"/>	38. 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"/> 6. Apparently Normal <input type="checkbox"/> 7. Other <input type="checkbox"/>	39. HITTING OBJECTS 1. Hit Moving or Stopped Motor Vehicle <input type="checkbox"/> 2. Hit Pedestrian <input type="checkbox"/> 3. Hit Bicyclist <input type="checkbox"/> 4. Hit Animal <input type="checkbox"/> 5. Hit Train <input type="checkbox"/> 6. Hit Another Moving Object <input type="checkbox"/> 7. Hit Non-Moving Object <input type="checkbox"/> 8. Hit Non-Fixed Object <input type="checkbox"/> 9. Hit Building <input type="checkbox"/> 10. Hit Ditch <input type="checkbox"/> 11. Hit Embankment, Dirt Pile, Rock Structure <input type="checkbox"/> 12. Hit Culvert, Drainage <input type="checkbox"/> 13. Hit Tree/Bush/Hedge <input type="checkbox"/> 14. Hit Light/Utility Pole <input type="checkbox"/> 15. Hit Curb <input type="checkbox"/> 16. Hit Post <input type="checkbox"/> 17. Hit Traffic Barrier <input type="checkbox"/> 18. Hit Other Fixed Object, Part Of Road Structure <input type="checkbox"/> 19. Not Part Of Road Structure <input type="checkbox"/> 20. Other Type Fixed Object <input type="checkbox"/> 21. No 2nd or 3rd Event <input type="checkbox"/> 22. Other <input type="checkbox"/>	40. 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"/>	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. Overtaking <input type="checkbox"/> 09. Negotiating Curve <input type="checkbox"/> 10. Slowing, Stopping <input type="checkbox"/> 11. Starting In Traffic <input type="checkbox"/> 12. Leaving Roadside <input type="checkbox"/> 13. Stopped/Parked Illegally <input type="checkbox"/> 14. Swerving To Avoid Collision <input type="checkbox"/> 15. Run-Away Or Roll Away Vehicle <input type="checkbox"/> 16. Other <input type="checkbox"/>	42. VEHICLE EVENTS 01. Skidded Or Spun On Roadway <input type="checkbox"/> 02. Ran Off Road <input type="checkbox"/> 03. Overtaken, Rollover <input type="checkbox"/> 04. Jackknife Or Trailer Swing <input type="checkbox"/> 05. Fire Or Explosion <input type="checkbox"/> 06. Load Shift <input type="checkbox"/> 07. Load Spill <input type="checkbox"/> 08. Submersion <input type="checkbox"/> 09. Other Non-Collision Event <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. Non-Environmental Factors <input type="checkbox"/>	44. 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. Failure 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. No Control <input type="checkbox"/> 31. Other <input type="checkbox"/>	45. 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"/>	46. 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 At Midblock <input type="checkbox"/> 05. Walking On Roadway Against Traffic <input type="checkbox"/> 06. On Sidewalk, Median, Safety Zone <input type="checkbox"/> 07. Coming From Behind Parked Vehicle/Object <input type="checkbox"/> 08. Running Into Roadway <input type="checkbox"/> 09. Getting On/Off School Bus <input type="checkbox"/> 10. Pushing Vehicle <input type="checkbox"/> 11. Working On Vehicle <input type="checkbox"/> 12. Playing On Road <input type="checkbox"/> 13. Working On Road <input type="checkbox"/> 14. Lying On Road <input type="checkbox"/> 15. Not a Pedestrian <input type="checkbox"/> 16. Other <input type="checkbox"/>	47. DRIVER/PEDESTRIAN CONDITION 998. No Alcohol Suspected <input type="checkbox"/> 999. Alcohol Suspected <input type="checkbox"/> 1000. Stopped in Traffic <input type="checkbox"/> 1001. Parked <input type="checkbox"/> 1002. Other <input type="checkbox"/>	48. DRIVER ACTION 48. Driver Action <input type="checkbox"/> 49. Vehicle Factors <input type="checkbox"/> 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. Non-Environmental Factors <input type="checkbox"/>	49. VEHICLE FACTORS 49. Vehicle Factors <input type="checkbox"/> 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. Non-Environmental Factors <input type="checkbox"/>	50. 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. Non-Environmental Factors <input type="checkbox"/>	51. DANGEROUS GOODS CLASS 52. Dangerous Goods Class <input type="checkbox"/> 53. Load Status <input type="checkbox"/> 54. Commercial Vehicles <input type="checkbox"/> 55. Blood Alcohol Concentration <input type="checkbox"/>	52. 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 At Midblock <input type="checkbox"/> 05. Walking On Roadway Against Traffic <input type="checkbox"/> 06. On Sidewalk, Median, Safety Zone <input type="checkbox"/> 07. Coming From Behind Parked Vehicle/Object <input type="checkbox"/> 08. Running Into Roadway <input type="checkbox"/> 09. Getting On/Off School Bus <input type="checkbox"/> 10. Pushing Vehicle <input type="checkbox"/> 11. Working On Vehicle <input type="checkbox"/> 12. Playing On Road <input type="checkbox"/> 13. Working On Road <input type="checkbox"/> 14. Lying On Road <input type="checkbox"/> 15. Not a Pedestrian <input type="checkbox"/> 16. Other <input type="checkbox"/>	53. LOAD STATUS 53. Load Status <input type="checkbox"/> 54. Commercial Vehicles <input type="checkbox"/> 55. Blood Alcohol Concentration <input type="checkbox"/>	54. COMMERCIAL VEHICLES 54. Commercial Vehicles <input type="checkbox"/> 55. Blood Alcohol Concentration <input type="checkbox"/>	55. BLOOD ALCOHOL CONCENTRATION 600. Not Tested, Driver/Pedestrian Dead, Alcohol Use Suspected <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"/> 999. Alcohol Suspected <input type="checkbox"/>	56. CHARGES LAID Y. Charges Laid Against Driver <input type="checkbox"/> N. Charges Not Laid <input type="checkbox"/> U. Unknown/Pending/Proposed <input type="checkbox"/>	57. DRIVER AT FAULT Y. Driver Wholly/Partially At Fault <input type="checkbox"/> N. Driver Not At Fault <input type="checkbox"/> U. Unknown <input type="checkbox"/>	58. POLICE COMMENTS 600. Not Tested, Driver/Pedestrian Dead, Alcohol Use Suspected <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"/> 999. Alcohol Suspected <input type="checkbox"/>	59. ADDITIONAL WITNESSES ON FILE? Yes <input type="checkbox"/> No <input type="checkbox"/> DESCRIPTION: Show Direction of Travel, Obstructions, Vehicle Movement, Travel Lane, Fixed Objects, Traffic Controls.
--	---	--	---	---	---	---	--	--	---	---	---	---	--	---	--	--	--	--	--	---	--	---	---	---	---	--	--	--	--	---	--	--	--	--	--	--	--

Appendix A3 – Brief Description of Fatal Collisions

The following is a brief description of the 3 fatal traffic collisions that took place in the Northwest Territories in 2015, resulting in 3 fatalities.

RCMP Detachment	Date	Description
Fort Simpson	May 22	A motorcyclist ran off road and struck a utility pole on the Fort Simpson Access Road. The motorcyclist, who was wearing a helmet, was fatally injured. Speed was believed to be a factor.
Behchoko	Sep 30	Single vehicle rollover involving a pickup truck on the Rae Access Road. Both the driver and passenger were unrestrained and ejected. The passenger died at the scene while the driver was seriously injured. Alcohol was believed to be a factor.
Fort Providence	Oct 16	Single vehicle rollover involving a pickup truck near kilometre 114 on Highway #3. The driver and fatally injured passenger were not restrained. The driver had been drinking.